

CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

LETTER OF TRANSMITTAL

Date: January 10, 2016

To: Diana Alarcon, Director
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City of Fort Lauderdale
Transportation and Mobility
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Enclosed: Response to Consultant Comments
Revised Morgan on 3rd Avenue Traffic Impact Study
DRC - R-15-034

- Electronic Transmittal via We File Transfer

cc: Randall Robinson – Project Planner
Richard Buck – The Morgan Group
Robert Lochrie, III
Nectaria Chakas
Stephen Botek
Beatriz Hernandez

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Morgan on 3rd Avenue - DRC Application R-15-034
Response to Traffic Study Review Comments dated December 22, 2015
Provided by Kittelson & Associates, Inc.

Comments 1 thru 6 with Responses:

1. Trip Distribution and Assignment (Pages 6 and 11): The report states that the trip distribution is based on existing traffic patterns in the study area and other factors. Please further document how the proposed distribution was derived (e.g., explaining why southbound drivers exiting the garage would travel north to NE 5th Street to make a left turn onto NE 3rd Avenue from a stop-controlled approach instead of turning left at the traffic signal at NE 4th Street).

Response to Comment 1:

The Applicant for Morgan on 3rd Avenue is the same developer that processed and built The Pearl at Flagler Village in the year 2012. As part of the traffic study for The Pearl (which is now known as The Edge at Flagler Village), the Applicant collected AM and PM peak hour turning movement counts at the access to and from Structured Parking for the project now known as AMLI Apartments (and formerly known as Flagler Village Apartments). These counts were collected to establish the travel patterns in the immediate study area for a project that was similar in size and scale to "The Pearl". The AMLI/Flagler Village Apartments are located on the east side of NE 4 Avenue - immediately east of the Morgan on 3rd Avenue project site. The driveway counts were collected in May of 2012 for the AM and PM peak hours and recorded the directional distribution of entering and departing vehicles to and from the north and to and from the south. See below the summary that was included in the Traffic Impact Study for the Pearl at Flagler Village.

"The Peak Hour distribution at the NE 4 Avenue Flagler Village Access:		<u>8:00-9:00 AM</u>	<u>4:45-5:45 PM"</u>
• SB left into the site and WB right leaving the site	35.0%	28%	[To/From North]
• NB right into the site and WB left leaving the site	65.0%	72%	[To/From South]
Total:	100.0%	100%	

"The Average Peak Hour distribution at the NE 4 Avenue Flagler Village Access:		<u>Average"</u>
• SB left into the site and WB right leaving the site	31.0%	[To/From North]
• NB right into the site and WB left leaving the site	69.0%	[To/From South]
Total:	100.0%	

The Flagler Village counts reflect a general distribution of $\pm 30\%$ to and from the North and $\pm 70\%$ to and from the South. This assignment has served as the basis for the proposed distribution for Morgan on 3rd Avenue.

In direct response to the reviewer's comment related to the intersection of NE 5 Street at NE 4 Avenue, the Applicant has revised the project distribution and assignment focusing on movements to and from the north at this location.

The Applicant has provided new **Table 4B** to document the calculations that have been used to establish the project distribution and assignment to and from the east and to and from the west from the intersection of NE 4 Avenue at NE 4 Street.

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The Applicant has provided new **Table 4C** to document the calculations that have been used to establish the project distribution and assignment to and from the north, east and south from the intersection of NE 4 Street at US-1.

Please see attached **Revised Figure 2** providing an updated project distribution graphic incorporating the changes outlined above. Please also note that the intersection analyses under Future with Project for the AM and PM peak hours have also been revised to reflect the refinements and updates to the project distribution.

2. Intersection Capacity Analysis (Page 19): Please report critical lane group delay and LOS in addition to approach delay and LOS for the stop-controlled intersection in Table 6C.

Response to Comment 2:

Table 6C has been revised as requested to report the critical lane group delay and LOS in addition to the approach delay and LOS for the stop controlled intersection of NE 3 Avenue at NE 5 Street.

3. Background Volumes (Attachment 7): The year 2020 background volumes (without project) shown in Tables 7A to 7F do not appear to include trips from *all* committed developments that are listed in the same table. Please revise. Please also revise the analyses of the affected scenarios due to this change.

Response to Comment 3:

Tables 7A to 7F have been revised to correct the formula errors in order to account for all committed development trips. The intersection analyses for Future without Project and Future with Project have been revised to reflect the corrected turning movements. See Revised Attachment 7 containing Revised Tables 7A to 7F and the Revised Intersection Analyses.

4. Intersection Capacity Analysis (Attachment 7): In the HCS analyses, the “Y” value under the “Timing” section should include both the yellow clearance and all red intervals from the timing sheet such that the duration of green times is evaluated correctly. However, both yellow clearance and all-red intervals are included in the “Y” value for some study intersections and movements, while only the yellow clearance interval is included in the “Y” value for other study intersections and movements. Including only the yellow clearance interval in the “Y” value may overestimate the green times, resulting in higher capacity and lower delay. Please verify and clarify the assumptions in the “Y” value (i.e., explain why different assumptions are used for different intersections/movements) and revise as needed.

Response to Comment 4:

The Applicant reached out to McTrans to discuss the inclusion of the all red intervals when the signal timing shifts from protected to permissive (from an exclusive left to a permissive left). McTrans indicated that the all red intervals should be included in all phases as recommended by the Reviewer. The Applicant has therefore revised all of the intersection analyses for this Traffic Impact Study (Existing, Future without Project and Future with Project) to correctly include both the yellow clearance and the all red intervals. Please see Revised Attachment 7 containing Revised Tables 7A to 7F (per the response to Comment 3 above) and the Revised AM and PM Peak Hour Intersection Analyses for all analysis scenarios.

5. Site Plan (Attachment 8): Please show that trucks can make the maneuvers necessary to enter and exit the two loading zones within the available space.

Response from the Applicant's Civil Engineer:

The alley is intended to function one way eastbound - A single unit "SU" vehicle can access the loading dock within the 10' lane with an inside radius of 20' (30' outside) as shown on the attached Loading Zone Exhibit. A narrower path could also be taken if multiple forward and reverse movements are utilized. Please note that the proposed 15' alley is adjacent to a 12' wide paved area flush with the alley.

6. Other comments (various locations):
 - Tables 3A, 3B and 3C: "Existing Lanes" for the segment "Broward Blvd - NE 3 Ave to US-1" are not consistent between the three tables. Please revise.

Response: The geometry for Table 3B has been revised to match the lane geometry reported in Tables 3A and 3C for the segment of Broward Blvd between NE 3 Avenue and US-1.

- Tables 3B and 3C: The two segments "NE 4 Ave - NE 5 St to Project Access" and "NE 4 Ave - Project Access to NE 4 St" are identified to have a count date of 10/26/2015. Please include the corresponding traffic volume data in Attachment 6.

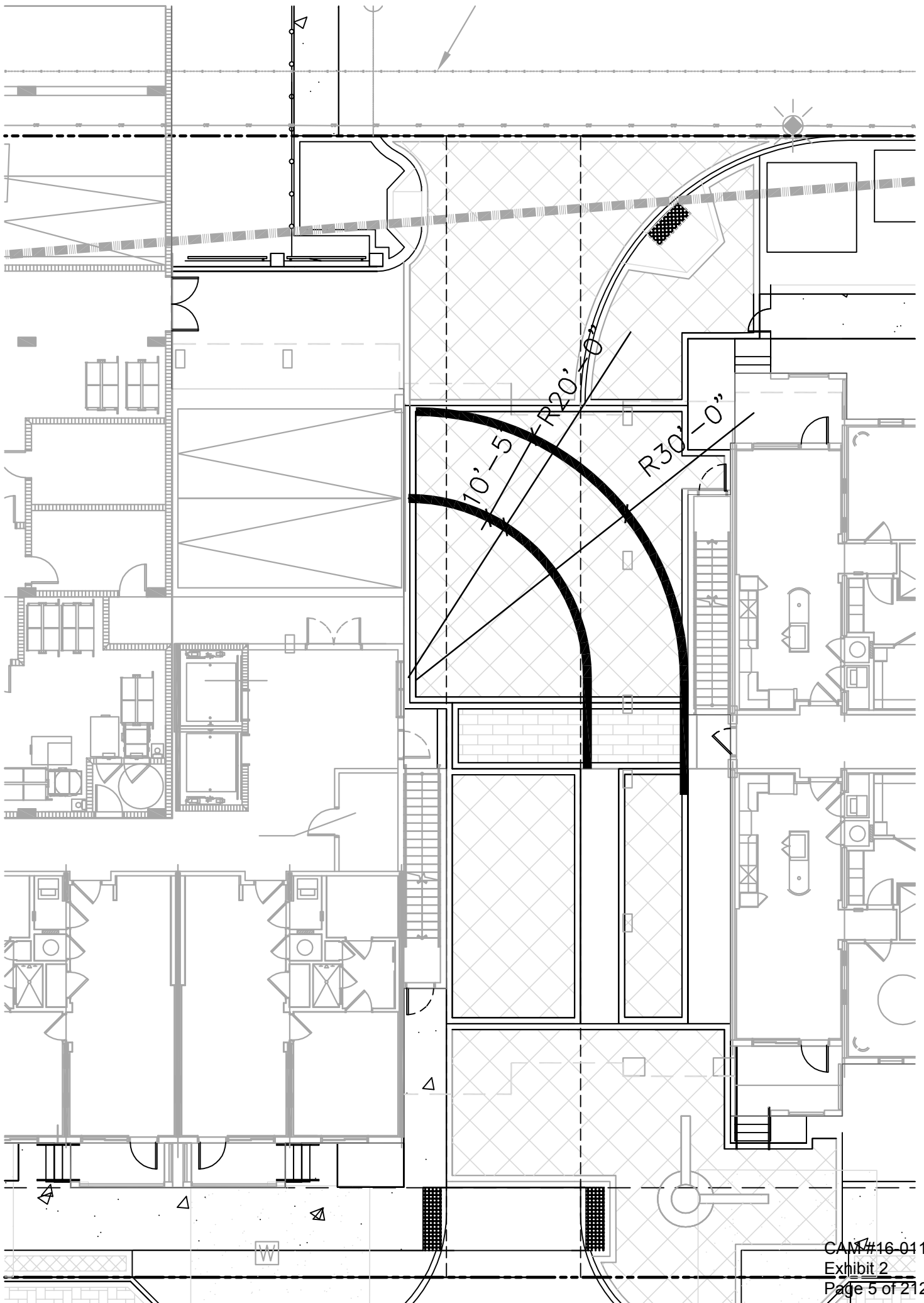
Response: The turning movement counts collected on 10/26/2015 for the AM and PM peak hours at the intersection of NE 4 Street and NE 4 Avenue are attached herein and have been added to Attachment 6. See also attached Table 4B which has been prepared to document the calculations used to establish the project distribution and assignment to and from the east and to and from the west from the intersection of NE 4 Avenue at NE 4 Street.

- Table 3C: The segment "NE 3 Ave - NE 3 St to Broward Blvd" is identified to have a "TM Count" of "FDOT-7374." However, FDOT count station 7374 is located on US 1. Please revise.

Response: Table 3C has been revised to correct the typo which should have read TM Counts (not FDOT-7374).

- Figure 2: Please include a legend indicating what the percentages inside the brackets represent. Also, some project distribution movements have one value (no brackets) while others have two (with values inside brackets). Please clarify.

Response: Figure 2 has been revised to provide a legend as requested. Where distribution pairs are provided, the numbers with no brackets reflect distribution for the AM peak hour while the numbers inside brackets reflect distribution for the PM peak hour. Where only one value is provided, that distribution applies to both the AM and PM Peak Hours.



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- Table 4: The last column “Project as a Percent of MSV” appears to represent the information for “Net New AM Trips” only. Please include the information for “Net New PM Trips” as well.
Response: Table 4 has been renamed **Table 4A** and has been revised to provide the Percent of MSV calculations for both the **Net New AM and PM Peak Hour Trips**.

Thank you for your comments for the Morgan on 3rd Avenue Traffic Impact Study. The first 25 pages of the Revised Traffic Impact Study is attached herein along with this Response to Comments. The full Revised Traffic Impact Study with Attachments is being sent by we file transfer. Please note that the intersection turning movements and intersection analyses have been fully revised for all analysis scenarios to respond to the Reviewer’s comments. Please do not hesitate to contact me if you have any additional questions or concerns with the material provided.

Sincerely,

Cathy Sweetapple & Associates
Transportation and Mobility Planning



Cathy S. Sweetapple, AICP
Principal Transportation Planner

Note 1: The Full Revised Traffic Impact Study with Attachments is being sent by we file transfer.

TRAFFIC IMPACT STUDY

Morgan on 3rd Avenue

Prepared for:
The Morgan Group

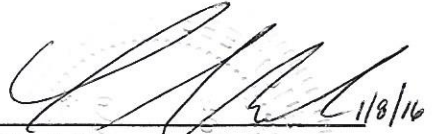
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TRAFFIC IMPACT STUDY

Morgan on 3rd Avenue

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Traffic Impact Study
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List of Attachments

Attachment 1	Adopted LOS, Maximum Service Volumes, Functional Classification
Attachment 2 - Revised	Traffic Methodology and Agency Correspondence
Attachment 3	Existing and Future Transit Access
Attachment 4	FDOT Factors and Historical Counts
Attachment 5	Committed Development
Attachment 6 - Revised	AM and PM Intersection Turning Movement Counts
Attachment 7 - Revised	Intersection Turning Movement Worksheets and Intersection Analyses
Attachment 8	Project Site Plan

Morgan on 3rd Avenue – DRC No. R-15-034
Traffic Impact Study

Introduction

Pursuant to **Section 47-25.2.M.4** of the City of Fort Lauderdale Code of Ordinances, this **Traffic Impact Study** has been prepared on behalf of the Morgan Group, Inc. for the project now known as **Morgan on 3rd Avenue** and formerly known as The Pearl at Flagler Village II. This study has been prepared to evaluate the adequacy of the transportation network for the study area roadways and intersections which have been selected for review by the City of Fort Lauderdale Transportation and Mobility Department for the redevelopment of a 2.875 gross acre site bounded by NE 3 Avenue on the west, NE 4 Street on the south, NE 4 Avenue on the east and a portion of NE 5 Street on the north in the City of Fort Lauderdale, Broward County, Florida (see **Figure 1A**). This property sits immediately adjacent to the future alignment of the Wave Streetcar which will operate along NE 3 Avenue and which is anticipated to begin passenger service in the Year 2018. The Applicant has worked with City Staff to ensure that the design solutions on the west side of site abutting NE 3 Avenue maximize access for the pedestrian, cyclist and transit rider.

Study Timeframes

This **Traffic Impact Study** has been prepared to examine existing (Year 2015) traffic conditions and projected (Year 2020) traffic conditions with the buildout of the proposed plan of development to confirm that acceptable levels of service will be maintained on surrounding study area roadways with the addition of the proposed redevelopment plan.

Existing Site Uses

The site consists of 16 parcels located between NE 4 Street and NE 5 Street (east of NE 3 Avenue). Ten parcels are vacant while six parcels contain either dwelling units or office space as outlined in **Table 1A**. Existing occupied office space borders the site on the north and south with 4,711 SF located on the SW corner of NE 5 Street at NE 4 Avenue and 3,688 SF located on the NE Corner of NE 4 Street and NE 3 Avenue. Total existing office space equates to 8,399 SF. The documentation of the existing site uses has been obtained from the Broward County Property Appraiser's Website for each of the parcels and folio numbers listed below as presented in **Table 1A**.

Table 1A – Summary of Existing Site Uses

Parcel	Folio No.	Address	Existing Use	Scale
1	Folio 5042-03-02-2310	441 NE 4 Ave	Office Bldg	4,711 SF
2	Folio 5042-03-02-2320	433 NE 4 Ave	Vacant	Vacant
3	Folio 5042-03-02-2330	429 NE 4 Ave	2 Dwelling Units	2 DU
4	Folio 5042-03-02-2340	425 NE 4 Ave	Vacant	Vacant
5	Folio 5042-03-02-2350	421 NE 4 Ave	Vacant	Vacant
6	Folio 5042-03-02-2360	417 NE 4 Ave	Vacant	Vacant
7	Folio 5042-03-02-2370	415 NE 4 Ave	Vacant	Vacant
8	Folio 5042-03-02-2380	411 NE 4 Ave	Dwelling Unit	1 DU
9	Folio 5042-03-02-2390	359 NE 4 Street	Parking Lot for Adjacent Office	Parking Lot
10	Folio 5042-03-02-2460	428 NE 3 Ave	Vacant	Vacant
11	Folio 5042-03-02-2450	NE 3 Ave	Vacant	Vacant
12	Folio 5042-03-02-2440	420 NE 3 Ave	Vacant	Vacant
13	Folio 5042-03-02-2430	416 NE 3 Ave	Vacant	Vacant
14	Folio 5042-03-02-2420	412 NE 3 Ave	Vacant	Vacant
15	Folio 5042-03-02-2410	410 NE 3 Ave	Dwelling Unit	1 DU
16	Folio 5042-03-02-2400	400 NE 3 Ave	Existing Office Bldg	3,688 SF
	Total Existing Use		Office SF [BC Property Appraiser]	8,399 SF
	Total Existing Use		Dwelling Units	4 DU



Note 1 - 3688 SF of Existing Occupied Office To be Removed
 Note 2 - 4711 SF of Existing Occupied Office to be Removed

Figure 1A
 Site Location
 Morgan on 3rd Avenue

Source: Cathy Sweetapple & Associates

Uses Proposed

The proposed redevelopment program for **Morgan on 3rd Avenue** includes a total of 350 Rental Apartments (inclusive of 4 Live-Work dwelling units) containing a total of 701 SF of work space in the live work units that has been analyzed as office use, and a total of 1,448 SF of flex space adjacent to the live work units that has been analyzed as retail use. **Table 1B** outlines the uses proposed for the redevelopment plan. See attached **Figure 1B** for the Site Plan proposed which highlights the multi-modal features that have been integrated into the site plan.

Table 1B – Uses Proposed	Scale
Apartments	346 DU
Live Work Apartments	4 DU
Total Apartments	350 DU
Live Work Space analyzed as Office Use	701 SF
Live Work Flex Space analyzed as Retail Use	1,448 SF

Site Access and Improvements

In coordination with City Staff, the site has been designed with exceptional pedestrian, bicycle and transit amenities. Vehicle access to and from site parking will only be provided off of NE 4 Avenue. No vehicular connections will be provided to and from NE 3 Avenue in anticipation of the operation of the Wave Streetcar. Pedestrian and bicycle connections into the site are provided off of both NE 3 Avenue and NE 4 Avenue and are supported by a proposed 10 foot sidewalk along NE 3 Avenue and a 7 foot sidewalk along NE 4 Avenue and NE 4 Street. A mid-block pedestrian path connecting NE 3 Avenue with NE 4 Avenue has been integrated into the proposed site plan (see **Figure 1B**). The site includes 17 improved on-street public parking spaces along NE 4 Avenue and NE 4 Street and an improved BCT transit stop that is located on NE 4 Street.

Existing and Proposed Transit Access

The proposed redevelopment site is located immediately adjacent to the NE 3 Avenue alignment of the Wave Streetcar which is projected to begin passenger service in the Year 2018. **The Wave** Streetcar will link Flagler Heights, the Downtown Core, the Courthouse and the Hospital District with premium rail transit service. The Wave route will provide connectivity to the All Aboard Florida Train Station currently under construction adjacent to the FEC which will provide regional transit access for the future residents of Morgan at 3rd Avenue. See **Table 1C** (and **Attachment 3**) for the existing and future transit service located adjacent to the project site or located within a ¼ mile walking distance to the project site.

Table 1C - Transit Service on Adjacent Study Area Roadways

Transit Routes	Existing or Future Service	Type of Transit Service	Adjacent Study Roadways	AM/PM Peak Headways	Sat/Sun Headways
Route 10	Existing	BCT Bus Service	US-1	20/20 minutes	30/40 minutes
Route 20	Existing	BCT Bus Service	US-1, NE 4 St, NE 3 Ave	45/45 minutes	60/60 minutes
Route 50	Existing	BCT Bus Service	NE 3 Avenue	20/20 minutes	30/45 minutes
US-1 Breeze	Existing	BCT Bus Service - Express	NE 3 Avenue	20/20 minutes	n/a
Sun Trolley	Existing	Sun Trolley	NE 3 Avenue	20-25 min – M-F	n/a
Wave Streetcar	Year 2018	Streetcar - Fixed Guideway	NE 3 Avenue	7.5/7.5 minutes	15 minutes
All Aboard Florida	Year 2017	Passenger Rail on the FEC		16 trains/day/dir	

See **Attachment 3** for the transit route information for the existing and future transit services.

Trip Generation Analysis

Trip generation calculations are provided in **Tables 2A-2B-2C** to evaluate the Daily, AM and PM peak hour trip impact for the new uses proposed, the existing office use on-site (to be demolished) and the calculation of the net new trips for the redevelopment site. The analysis has been prepared using the rates and equations from ITE Trip Generation, 9th Edition under LUC 220 for Rental Apartments, LUC 710 for the office space in the Live-Work units and LUC 820/826 for the flex space in the Live-Work units analyzed as retail use. The analysis includes a modest 10% pedestrian and transit capture for the site. The net new trip generation calculations indicate that the uses proposed use will add 2066 daily trips, 160 AM peak hour trips and 206 PM peak hour trips to the adjacent roadway network.

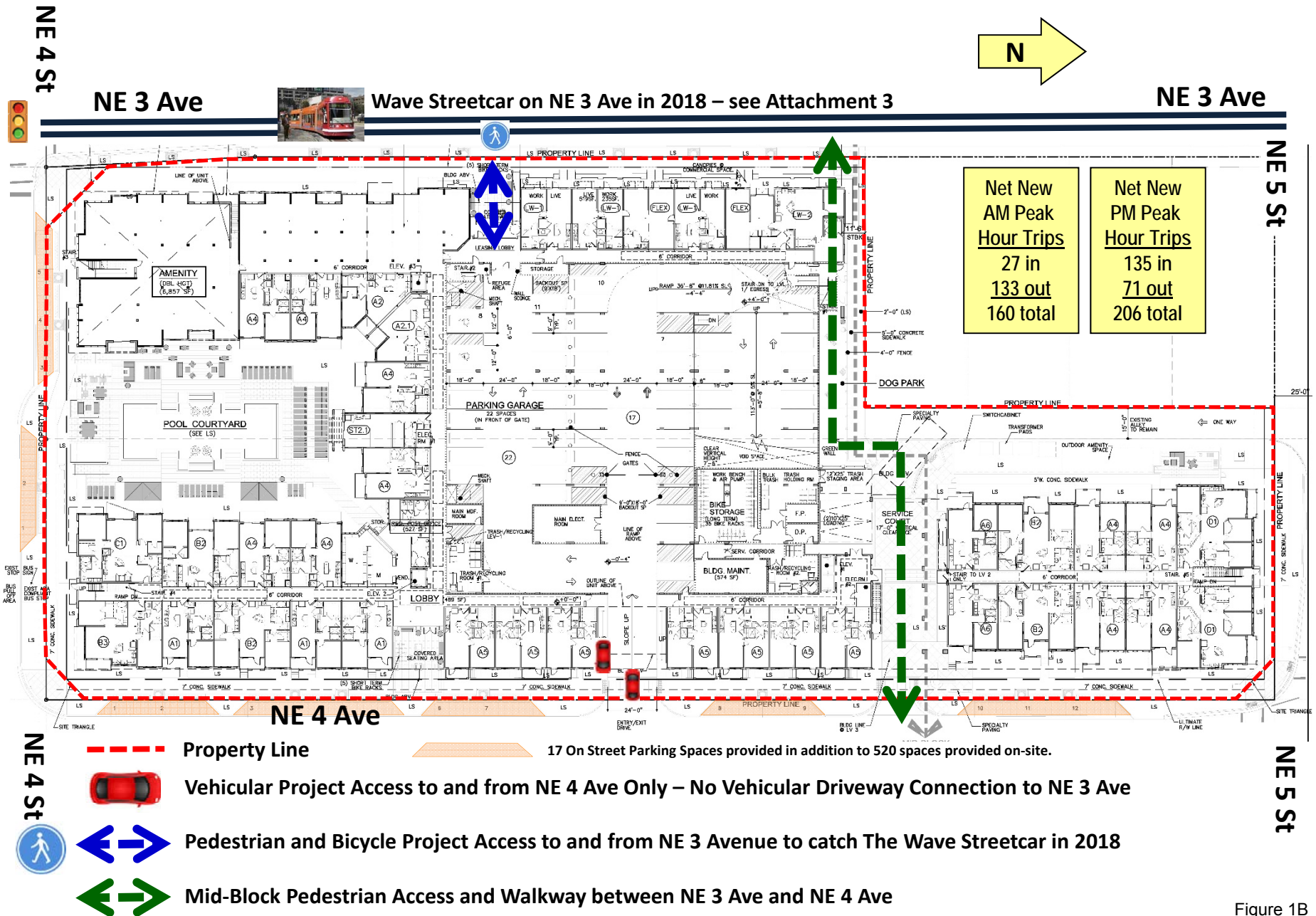


Figure 1B
Proposed Site Plan and Project Access
Morgan on 3rd Avenue

Source: Cathy Sweetapple & Associates

CAM #16-0115

Exhibit 2

Page 14 of 212

MORGAN ON 3RD AVENUE - DRC - R-15-034 - UPDATED SITE PLAN QUANTITIES

TABLE 2A - TRIP GENERATION FOR THE PROPOSED USE

PROPOSED USE	SCALE	UNITS	ITE LUC	ITE 9TH EDITION	DAILY	% IN	TRIPS IN	% OUT	TRIPS OUT
APARTMENT DWELLING UNITS	346	DU	220	T = 6.65 (X)	2,301	50%	1,150	50%	1,151
LIVE WORK DWELLING UNITS	4	DU	220	T = 6.65 (X)	27	50%	13	50%	14
TOTAL LIVE WORK OFFICE SPACE	701	SF	710	T = 11.03 (X)	8	50%	4	50%	4
TOTAL FLEX SPACE AS RETAIL USE	1,448	SF	826	T = 44.32 (X)	64	50%	32	50%	32
GROSS TRIPS					2,399	50%	1,199	50%	1,200
PEDESTRIAN - TRANSIT CAPTURE	10.00%			Adjacent to the Wave	240	50%	120	50%	120
NET EXTERNAL TRIPS					2,159	50%	1,079	50%	1,080
PROPOSED USE	SCALE	UNITS	ITE LUC	ITE 9TH EDITION	AM TRIPS	% IN	TRIPS IN	% OUT	TRIPS OUT
APARTMENT DWELLING UNITS	346	DU	220	T = 0.51 (X)	176	20%	35	80%	141
LIVE WORK DWELLING UNITS	4	DU	220	T = 0.51 (X)	2	20%	0	80%	2
TOTAL LIVE WORK OFFICE SPACE	701	SF	710	T = 1.56 (X)	1	88%	1	12%	0
TOTAL FLEX SPACE AS RETAIL USE	1,448	SF	820	Ln (T) = 0.61 Ln (X) + 2.24	12	62%	7	38%	5
GROSS TRIPS					192	22%	43	78%	149
PEDESTRIAN - TRANSIT CAPTURE	10.00%			Adjacent to the Wave	19	22%	4	78%	15
NET EXTERNAL TRIPS					173	22%	39	78%	134
PROPOSED USE		UNITS	ITE LUC	ITE 9TH EDITION	PM TRIPS	% IN	TRIPS IN	% OUT	TRIPS OUT
APARTMENT DWELLING UNITS	346	DU	220	T = 0.62 (X)	215	65%	139	35%	76
LIVE WORK DWELLING UNITS	4	DU	220	T = 0.62 (X)	2	65%	2	35%	0
TOTAL LIVE WORK OFFICE SPACE	701	SF	710	T = 1.49 (X)	1	17%	0	83%	1
TOTAL FLEX SPACE AS RETAIL USE	1,448	SF	826	T = 2.40 (X) + 21.48	25	44%	11	56%	14
GROSS TRIPS					243	63%	152	37%	91
PEDESTRIAN - TRANSIT CAPTURE	10.00%			Adjacent to the Wave	24	63%	15	37%	9
NET EXTERNAL TRIPS					219	63%	137	37%	82

TABLE 2B - TRIP GENERATION FOR THE EXISTING USES ON SITE

EXISTING USE	UNITS	ITE LUC	ITE 9TH EDITION	PM TRIPS	% IN	TRIPS IN	% OUT	TRIPS OUT
OFFICE - DAILY	8,399 SF	710	T = 11.03 (X)	93	50%	46	50%	47
OFFICE - AM PEAK HOUR	8,399 SF	710	T = 1.56 (X)	13	88%	12	12%	1
OFFICE - PM PEAK HOUR	8,399 SF	710	T = 1.49 (X)	13	17%	2	83%	11

TABLE 2C - NET NEW TRIP GENERATION - PROPOSED LESS EXISTING

TIMEFRAME	CHANGE IN TRIPS	TRIPS	% IN	TRIPS IN	% OUT	TRIPS OUT
CHANGE IN NET EXTERNAL DAILY TRIPS	NET NEW DAILY TRIPS	2,066	50%	1,033	50%	1,033
CHANGE IN NET EXTERNAL AM PEAK HOUR TRIPS	NET NEW AM PEAK HOUR TRIPS	160	88%	27	12%	133
CHANGE IN NET EXTERNAL PM PEAK HOUR TRIPS	NET NEW PM PEAK HOUR TRIPS	206	17%	135	83%	71

TABLE 2D - EXISTING OFFICE USE

LOCATION	SCALE	UNITS
441 NE 4 Avenue - Folio 5042-03-02-2310	4711	SQ. FT.
400 NE 3 Avenue - Folio 5042-03-02-2400	3688	SQ. FT.
TOTAL Existing Office Use	8399	SQ. FT.
Note - Existing SF from BC Property Appraiser's Website		

Transportation Infrastructure Analysis

A transportation infrastructure analysis has been prepared to examine the traffic demand for the proposed use on the study roadways and intersections consistent with the adopted level of service standards from the City of Fort Lauderdale and Broward County Comprehensive Plans. The analysis has been prepared using intersection turning movement counts collected by the Applicant at and beyond those study intersections identified by City Staff during the Traffic Methodology process. The study intersections include the following:

- Broward Blvd and Andrews Ave
- Broward Blvd and US-1
- NE 6 St and US-1
- NE 6 St and Andrews Avenue
- NE 3 Ave and NE 4 St
- NE 3 Ave and NE 5 St

Roadway Network Analysis

The Applicant has evaluated existing and projected traffic conditions for the roadways adjacent to and surrounding the development site and has provided an analysis of the following as described below.

- Roadway characteristics for the study area network – see **Table 3A**;
- Existing AM and PM peak hour traffic conditions – see **Tables 3B and 3C**;
- Traffic growth trends for adjacent count stations using data collected by FDOT – see **Table 3D**;
- Approved committed developments in the immediate study area – see **Figures 3A, 3B, 3C**;
- Project distribution to the adjacent network for the AM and PM peak hours – see **Table 4**;
- Future with project traffic estimates for the AM and PM peak hours – see **Tables 5A and 5B**.

Existing Traffic Conditions

Tables 3A, 3B and 3C are provided to address roadway characteristics and existing traffic conditions for the AM and PM peak hours for the study roadway network. Existing AM and PM peak hour traffic was obtained from the turning movement counts collected by the Applicant located within the immediate study area as included in **Attachment 6**. **Tables 3B and 3C** demonstrate that acceptable levels of service are met on the existing study roadway network.

Growth Trends

Growth trends for the study roadway network have been evaluated in **Table 3D** using historical traffic volumes from 2009 to 2014 for five state count stations located within or adjacent to the study area along Broward Boulevard and US-1. The resulting growth rate was positive at **0.09%** per year. The Applicant has used a growth rate of **0.25%** per year to grow the 2015 turning movement counts to Year 2020.

Project Assignment

Project assignment for the redevelopment site has been established using the distribution patterns from the turning movement counts collected at the intersections located adjacent to the site. **Figure 2** illustrates and quantifies the project distribution within the immediate study area and at each study intersection. Estimated project distribution is based upon traffic data collected at intersections adjacent to the site, observed traffic patterns in the study area and the location of employment and services that will serve the residents that will live in **Morgan on 3rd Avenue**.

Future with Project

Tables 5A and 5B are provided to estimate the year 2020 AM and PM peak hour traffic conditions on the study roadway network with the traffic generated by approved committed development and the traffic generated by the proposed redevelopment site. Adopted levels of service were found to be met for the AM and PM peak hours.

TABLE 3A - STUDY AREA ROADWAY CHARACTERISTICS - EXISTING YEAR 2015 CONDITIONS

1/4/2016

Roadway	Limits	Existing Lanes	[1] Adopted LOS	[2] Existing Transit BCT and Sun Trolley	[3] Future Transit - Wave Streetcar	[4] Functional Classification	[4] Speed Limit	[5] MSV Calculations Using FDOT Generalized Tables 2012 FDOT Quality/LOS	[5] Peak Hour MSV
US-1	NE 6 St to NE 5 St	6LD	E	BCT 10 and 20		State Principal Arterial	≤ 35 mph	Class II	4590
US-1	NE 5 St to NE 4 St	6LD	E	BCT 10 and 20		State Principal Arterial	≤ 35 mph	Class II	4590
US-1	NE 4 St to NE 3 St	6LD	E	BCT 10		State Principal Arterial	≤ 35 mph	Class II	4590
US-1	NE 3 St to Broward Blvd	6LD	E	BCT 10		State Principal Arterial	≤ 35 mph	Class II	4590
NE 4 Ave	NE 5 St to NE 4 St	2LU	D	Intersected by BCT 20		Local Road	≤ 35 mph	Class II * 0.9	1197
NE 3 Ave	NE 6 St to NE 5 St	4LU	E	BCT 50, Sun Trolley	Future Wave	Urban Minor Arterial	≤ 35 mph	Class II * 0.9 * 0.95	2599
NE 3 Ave	NE 5 St to NE 4 St	4LU	E	BCT 50, Sun Trolley	Future Wave	Urban Minor Arterial	≤ 35 mph	Class II * 0.9 * 0.95	2599
NE 3 Ave	NE 4 St to NE 3 St	4LD	E	BCT 20, 50, Sun Trolley		Urban Minor Arterial	≤ 35 mph	Class II * 0.9	2736
NE 3 Ave	NE 3 St to Broward Blvd	4LD	D	BCT 20, 50, Sun Trolley		Urban Minor Arterial	≤ 35 mph	Class II * 0.9	2628
Andrews Ave	NE 6 St to NE 4 St	4LD	E	BCT 40, 60, Sun Trolley	Future Wave	Urban Minor Arterial	≤ 35 mph	Class II * 0.9	2736
Andrews Ave	NE 4 St to Broward Blvd	4LD	E	BCT 30, 40, 60, Sun Trolley		Urban Minor Arterial	≤ 35 mph	Class II * 0.9	2736
NE 6 Street	Andrews Ave to NE 3 Ave	2LD	D	Intersected by BCT 40, 50, 60, Sun Trolley	Future Wave	Urban Minor Collector	≤ 35 mph	Class II*0.9*1.05*1.05 [LRT]	1320
NE 6 Street	NE 3 Ave to US-1	2LD	D	Intersected by BCT 10, 20, 50		Urban Minor Collector	≤ 35 mph	Class II*0.9*1.05*1.05 [LRT]	1320
NE 5 Street	Andrews Ave to NE 3 Ave	2LU	D	Intersected by BCT 40, 50, 60		Local Road	≤ 35 mph	Class II * 0.9	1197
NE 5 Street	NE 3 Ave to NE 4 Ave	2LU	D	Intersected by BCT 50		Local Road	≤ 35 mph	Class II * 0.9	1197
NE 5 Street	NE 4 Ave to US-1	2LU	D	Intersected by BCT 10, 20		Local Road	≤ 35 mph	Class II * 0.9	1197
NE 4 Street	Andrews Ave to NE 3 Ave	2LU	D	Intersected by BCT 20, 40, 50, 60	Future Wave	Urban Minor Collector	≤ 35 mph	Class II * 0.9	1197
NE 4 Street	NE 3 Ave to NE 4 Ave	2LU	D	BCT 20, intersected by 50		Urban Minor Collector	≤ 35 mph	Class II * 0.9	1197
NE 4 Street	NE 4 Ave to US-1	2LU	D	BCT 20, intersected by 10		Urban Minor Collector	≤ 35 mph	Class II * 0.9	1197
Broward Blvd	Andrews Ave to NE 3 Ave	6LD	D	BCT 1, 10, 20, Breeze		State Principal Arterial	≤ 35 mph	Class II	4500
Broward Blvd	NE 3 Ave to US-1	6LD/4LD	E	BCT 10, intersected by 1,20, Breeze		State Principal Arterial	≤ 35 mph	Class II	4590

[1] Adopted LOS standards are consistent with the Transportation Element from the City of Fort Lauderdale and Broward County - see Attachment 1.

[2] The existing Transit Service provided on study area roadways was obtained from the latest BCT and Sun Trolley Route Maps - see Attachment 3.

[3] The future Enhanced Transit Service on study area roadways was obtained from the Wave Streetcar Website - see Attachment 3.

[4] Roadway functional classification and speed limits are based on site visits and maps produced by Broward County and the MPO - see Attachment 1.

[5] The MSVs for the study area roadways are based on Table 4 from the 2012 FDOT Quality/LOS Handbook, updated on 12/18/2012 - see Attachment 1.

Morgan on 3rd Avenue

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**TABLE 3B - EXISTING YEAR 2015 AM PEAK HOUR TRAFFIC CONDITIONS
TWO-WAY AM PEAK HOUR**

1/4/2016

Roadway	Limits	Existing Lanes	[1] Adopted LOS	2015 AM Count		[3] FDOT PSCF	2015 AM Pk Hr Trips	Adjusted AM Pk Hr Trips	[4] AM Pk Hr MSV	AM Pk Hr V/C	AM Pk Hr LOS
				[2] TM Count	Count Date						
US-1	NE 6 St to NE 5 St	6LD	E	TM Counts	6/9/2015	1.07	2815	3012	4590	0.66	D
US-1	NE 5 St to NE 4 St	6LD	E	TM Counts	6/9/2015	1.07	2815	3012	4590	0.66	D
US-1	NE 4 St to NE 3 St	6LD	E	TM Counts	6/9/2015	1.07	2815	3012	4590	0.66	D
US-1	NE 3 St to Broward Blvd	6LD	E	TM Counts	6/9/2015	1.07	2962	3169	4590	0.69	D
NE 4 Ave	NE 5 St to Project Access	2LU	D	TM Counts	10/26/2015	1.03	97	100	1197	0.08	C
NE 4 Ave	Project Access to NE 4 St	2LU	D	TM Counts	10/26/2015	1.03	97	100	1197	0.08	C
NE 3 Ave	NE 6 St to NE 5 St	4LD	E	TM Counts	6/2/2015	1.06	1140	1208	2599	0.46	D
NE 3 Ave	NE 5 St to NE 4 St	4LU	E	TM Counts	6/2/2015	1.06	1183	1254	2599	0.48	D
NE 3 Ave	NE 4 St to NE 3 St	4LD	E	TM Counts	6/2/2015	1.06	1305	1383	2736	0.51	D
NE 3 Ave	NE 3 St to Broward Blvd	4LD	D	TM Counts	6/2/2015	1.06	1284	1361	2628	0.52	D
Andrews Ave	NE 6 St to NE 4 St	4LD	E	TM Counts	6/9/2015	1.07	1440	1541	2736	0.56	D
Andrews Ave	NE 4 St to Broward Blvd	4LD	E	TM Counts	6/9/2015	1.07	1375	1471	2736	0.54	D
NE 6 Street	Andrews Ave to NE 3 Ave	2LD	D	TM Counts	6/2/2015	1.06	728	772	1320	0.58	D
NE 6 Street	NE 3 Ave to US-1	2LD	D	TM Counts	6/2/2015	1.06	560	594	1320	0.45	C
NE 5 Street	Andrews Ave to NE 3 Ave	2LU	D	TM Counts	6/2/2015	1.06	109	116	1197	0.10	C
NE 5 Street	NE 3 Ave to NE 4 Ave	2LU	D	TM Counts	6/2/2015	1.06	119	126	1197	0.11	C
NE 5 Street	NE 4 Ave to US-1	2LU	D	TM Counts	6/2/2015	1.06	119	126	1197	0.11	C
NE 4 Street	Andrews Ave to NE 3 Ave	2LU	D	TM Counts	6/2/2015	1.06	351	372	1197	0.31	C
NE 4 Street	NE 3 Ave to NE 4 Ave	2LU	D	TM Counts	6/2/2015	1.06	435	461	1197	0.39	C
NE 4 Street	NE 4 Ave to US-1	2LU	D	TM Counts	6/2/2015	1.06	435	461	1197	0.39	C
Broward Blvd	Andrews Ave to NE 3 Ave	6LD	D	TM Counts	6/9/2015	1.07	2740	2932	4500	0.65	D
Broward Blvd	NE 3 Ave to US-1	6LD/4LD	E	TM Counts	6/9/2015	1.07	2108	2256	4590	0.49	D

[1] Adopted LOS standards are consistent with the Transportation Element from the City of Fort Lauderdale and Broward County - see Attachment 1.

[2] See Attachment 6 for the AM and PM Intersection turning movement counts collected by the Applicant and used to establish existing counts for this analysis.

[3] The traffic data has been adjusted using the 2014 peak season conversion factors corresponding to the dates the counts were collected - see Attachment 4.

[4] The MSV for study area roadways are based on Table 4 of the 2012 FDOT Quality/LOS Handbook, dated 12/18/2012 - see Attachment 1.

Morgan on 3rd Avenue

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**TABLE 3C - EXISTING YEAR 2015 PM PEAK HOUR TRAFFIC CONDITIONS
TWO-WAY PM PEAK HOUR**

1/4/2016

Roadway	Limits	Existing Lanes	[1] Adopted LOS	2015 PM Count		[3] FDOT PSCF	2015 PM Pk Hr Trips	Adjusted PM Pk Hr Trips	[4] PM Pk Hr MSV	PM Pk Hr V/C	PM Pk Hr LOS
				[2] TM Count	Count Date						
US-1	NE 6 St to NE 5 St	6LD	E	TM Counts	6/9/2015	1.07	2845	3044	4590	0.66	D
US-1	NE 5 St to NE 4 St	6LD	E	TM Counts	6/9/2015	1.07	2845	3044	4590	0.66	D
US-1	NE 4 St to NE 3 St	6LD	E	TM Counts	6/9/2015	1.07	2845	3044	4590	0.66	D
US-1	NE 3 St to Broward Blvd	6LD	E	TM Counts	6/9/2015	1.07	3209	3434	4590	0.75	D
NE 4 Ave	NE 5 St to Project Access	2LU	D	TM Counts	10/26/2015	1.03	98	101	1197	0.08	C
NE 4 Ave	Project Access to NE 4 St	2LU	D	TM Counts	10/26/2015	1.03	98	101	1197	0.08	C
NE 3 Ave	NE 6 St to NE 5 St	4LU	E	TM Counts	6/2/2015	1.06	1516	1607	2599	0.62	D
NE 3 Ave	NE 5 St to NE 4 St	4LU	E	TM Counts	6/2/2015	1.06	1502	1592	2599	0.61	D
NE 3 Ave	NE 4 St to NE 3 St	4LD	E	TM Counts	6/2/2015	1.06	1601	1697	2736	0.62	D
NE 3 Ave	NE 3 St to Broward Blvd	4LD	D	TM Counts	6/2/2015	1.06	1524	1615	2628	0.61	D
Andrews Ave	NE 6 St to NE 4 St	4LD	E	TM Counts	6/9/2015	1.07	1688	1806	2736	0.66	D
Andrews Ave	NE 4 St to Broward Blvd	4LD	E	TM Counts	6/9/2015	1.07	1479	1583	2736	0.58	D
NE 6 Street	Andrews Ave to NE 3 Ave	2LD	D	TM Counts	6/2/2015	1.06	754	799	1320	0.61	D
NE 6 Street	NE 3 Ave to US-1	2LD	D	TM Counts	6/2/2015	1.06	632	670	1320	0.51	D
NE 5 Street	Andrews Ave to NE 3 Ave	2LU	D	TM Counts	6/2/2015	1.06	81	86	1197	0.07	C
NE 5 Street	NE 3 Ave to NE 4 Ave	2LU	D	TM Counts	6/2/2015	1.06	95	101	1197	0.08	C
NE 5 Street	NE 4 Ave to US-1	2LU	D	TM Counts	6/2/2015	1.06	95	101	1197	0.08	C
NE 4 Street	Andrews Ave to NE 3 Ave	2LU	D	TM Counts	6/2/2015	1.06	463	491	1197	0.41	C
NE 4 Street	NE 3 Ave to NE 4 Ave	2LU	D	TM Counts	6/2/2015	1.06	470	498	1197	0.42	C
NE 4 Street	NE 4 Ave to US-1	2LU	D	TM Counts	6/2/2015	1.06	470	498	1197	0.42	C
Broward Blvd	Andrews Ave to NE 3 Ave	6LD	D	TM Counts	6/9/2015	1.07	1441	1542	4500	0.34	C
Broward Blvd	NE 3 Ave to US-1	6LD/4LD	E	TM Counts	6/9/2015	1.07	2540	2718	4590	0.59	D

[1] Adopted LOS standards are consistent with the Transportation Element from the City of Fort Lauderdale and Broward County - see Attachment 1.

[2] See Attachment 6 for the AM and PM Intersection turning movement counts collected by the Applicant and used to establish existing counts for this analysis.

[3] The traffic data has been adjusted using the 2014 peak season conversion factors corresponding to the dates the counts were collected - see Attachment 4.

[4] The MSV for study area roadways are based on Table 4 of the 2012 FDOT Quality/LOS Handbook, dated 12/18/2012 - see Attachment 1.

Morgan on 3rd Avenue

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TABLE 3D - GROWTH TRENDS AT ADJACENT STATE COUNT STATIONS

10/31/2015

ROADWAY	SEGMENT	DIR	COUNT STATION	AADT 2009	AADT 2010	AADT 2011	AADT 2012	AADT 2013	AADT 2014	5 Year Growth 2009 to 2014
Broward Blvd	East of SW 7 Ave	E/W	FDOT-7367	56,500	51,000	50,500	49,000	49,000	55,000	-0.54%
Broward Blvd	West of US-1	E/W	FDOT-0024	32,500	34,000	37,000	35,500	35,500	36,000	2.07%
US-1	South of NE 9 St	N/S	FDOT-5157	40,500	35,500	33,500	38,500	40,000	40,500	0.00%
US-1	North of Broward Blvd	N/S	FDOT-7374	41,000	38,500	41,500	43,000	40,500	37,500	-1.77%
US-1	South of Broward Blvd	N/S	FDOT-7373	45,000	41,000	42,500	44,500	45,000	47,500	1.09%
Adjacent Network Growth				215,500	200,000	205,000	210,500	210,000	216,500	0.09%

Notes: See Attachment 4 for the historic count data on or adjacent to study roadways and obtained from the FDOT 2014 Florida Transportation Information DVD.

The Applicant has rounded up the positive historical growth rate of 0.09% per year to 0.25% per year to grow existing counts to year 2020.

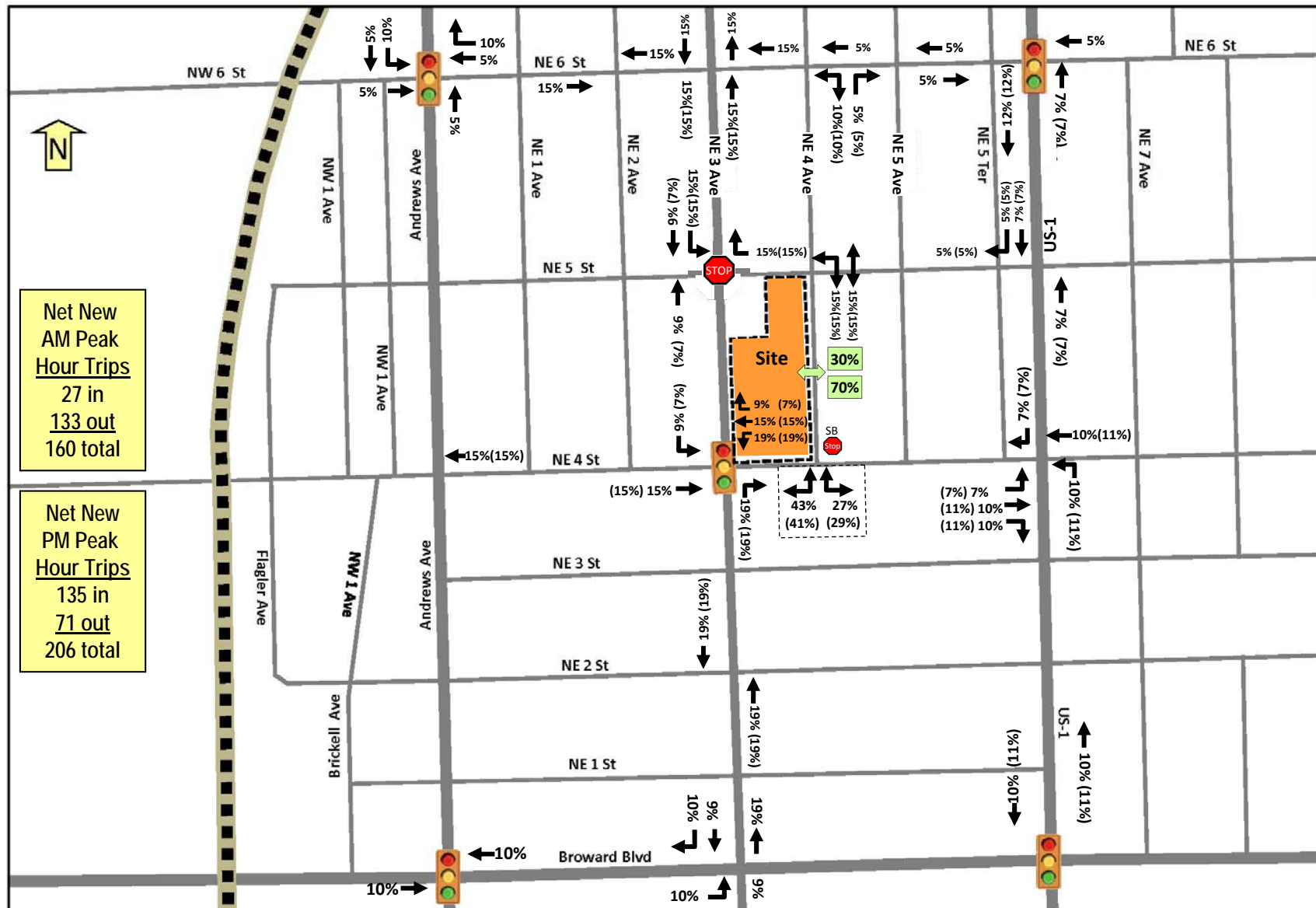


Figure 2
Project Distribution at Study Intersections
Morgan on 3rd Avenue

TABLE 4A - DISTRIBUTION OF PROJECT TRIPS

1/10/2016

Roadway	Limits	Existing Lanes	[1] Adopted LOS	Morgan on 3rd Avenue - See Note 3				[2] Two-Way Peak Hour MSV	AM Peak Hour Project as a Percent of MSV	PM Peak Hour Project as a Percent of MSV
				Estimated AM Project Dist %	Net New AM Trips 160	Estimated PM Project Dist %	Net New PM Trips 206			
US-1	NE 6 St to NE 5 St	6LD	E	12.0%	19	12.0%	25	4590	0.42%	0.54%
US-1	NE 5 St to NE 4 St	6LD	E	7.0%	11	7.0%	14	4590	0.24%	0.31%
US-1	NE 4 St to NE 3 St	6LD	E	10.0%	16	11.0%	23	4590	0.35%	0.49%
US-1	NE 3 St to Broward Blvd	6LD	E	10.0%	16	11.0%	23	4590	0.35%	0.49%
NE 4 Ave	NE 5 St to Project Access	2LU	D	30.0%	48	30.0%	62	1197	4.01%	5.16%
NE 4 Ave	Project Access to NE 4 St	2LU	D	70.0%	112	70.0%	144	1197	9.36%	12.05%
NE 3 Ave	NE 6 St to NE 5 St	4LU	E	24.0%	38	22.0%	45	2599	1.48%	1.74%
NE 3 Ave	NE 5 St to NE 4 St	4LU	E	9.0%	14	7.0%	14	2599	0.55%	0.55%
NE 3 Ave	NE 4 St to NE 3 St	4LD	E	19.0%	30	19.0%	39	2736	1.11%	1.43%
NE 3 Ave	NE 3 St to Broward Blvd	4LD	D	19.0%	30	19.0%	39	2628	1.16%	1.49%
Andrews Ave	NE 6 St to NE 4 St	4LD	E	5.0%	8	5.0%	10	2736	0.29%	0.38%
Andrews Ave	NE 4 St to Broward Blvd	4LD	E	5.0%	8	5.0%	10	2736	0.29%	0.38%
NE 6 Street	Andrews Ave to NE 3 Ave	2LD	D	15.0%	24	15.0%	31	1320	1.82%	2.34%
NE 6 Street	NE 3 Ave to US-1	2LD	D	15.0%	24	15.0%	31	1320	1.82%	2.34%
NE 5 Street	Andrews Ave to NE 3 Ave	2LU	D	0.0%	0	0.0%	0	1197	0.00%	0.00%
NE 5 Street	NE 3 Ave to NE 4 Ave	2LU	D	15.0%	24	15.0%	31	1197	2.01%	2.58%
NE 5 Street	NE 4 Ave to US-1	2LU	D	5.0%	8	5.0%	10	1197	0.67%	0.86%
NE 4 Street	Andrews Ave to NE 3 Ave	2LU	D	15.0%	24	15.0%	31	1197	2.01%	2.58%
NE 4 Street	NE 3 Ave to NE 4 Ave	2LU	D	43.0%	69	41.0%	84	1197	5.75%	7.06%
NE 4 Street	NE 4 Ave to US-1	2LU	D	27.0%	43	29.0%	60	1197	3.61%	4.99%
Broward Blvd	Andrews Ave to NE 3 Ave	6LD	D	10.0%	16	10.0%	21	4500	0.36%	0.46%
Broward Blvd	NE 3 Ave to US-1	6LD/4LD	E	0.0%	0	0.0%	0	4590	0.00%	0.00%

[1] Adopted LOS standards are consistent with the Transportation Element from the City of Fort Lauderdale and Broward County - see

[2] The MSVs for the study area roadways are based on Table 4 from the 2012 FDOT Quality/LOS Handbook, updated on 12/18/2012 - see

[3] Estimated project distribution is based upon traffic data collected at intersections adjacent to the site, observed traffic patterns in the study the location of employment and services that will serve the residents that will live in Morgan on 3rd Avenue.

TABLE 4B

TABLE 4B - NE 4 STREET AT NE 4 AVENUE - DISTRIBUTION PATTERNS BASED ON AM AND PM TMC'S COLLECTED BY APPLICANT - 10-26-2015

1/10/2016

Time of Day	See Notes 1 and 2 COUNT LOCATION	COUNT DATE	INBOUND WBR	INBOUND EBL	INBOUND	INBOUND TOTAL	OUTBOUND NBL	OUTBOUND NBR	OUTBOUND	OUTBOUND TOTAL	IN/OUT TOTAL	PERCENT OF TOTAL	INBOUND PERCENT	OUTBOUND PERCENT	TO/FROM EAST	TO/FROM	TO/FROM WEST	TOTAL	PERCENT OF TOTAL
AM	NE 4 St at NE 4 Ave	10/26/2015	10	7	0	17	28	52	0	80	97	50%	18%	82%	38	0	59	97	50%
PM	NE 4 St at NE 4 Ave	10/26/2015	23	37	0	60	18	20	0	38	98	50%	61%	39%	41	0	57	98	50%
TOTAL			33	44	0	77	46	72	0	118	195	100%	39%	61%	79	0	116	195	100%
												AM		AM	39%		61%	100%	100%
												PM		PM	42%		58%	100%	100%
												AM Distribution		70%	27%	AM	43%	AM	70%
												PM Distribution		70%	29%	PM	41%	PM	70%
												See Figure 2		See Note 3					

Note 1 See Attachment 6 for the AM and PM peak hour TMCs at NE 4 Street and NE 4 Avenue which were collected by the Applicant on 10-26-2015.

Note 2 The data collected has been utilized to document the trends to and from the east and to and from the west for traffic entering and departing NE 4 Avenue.

Note 3 The Morgan on 3rd Avenue driveway assignment for NE 4 Street at NE 4 Avenue has been established at 70% based upon counts collected by this Applicant at the Flagler Village Apartments (now known as AMLI Apartments) on May 14, 2012 as part of the Traffic Impact Study prepared for The Pearl at Flagler Village. See a summary of the data collected in the Response to Consultant Comments.

Cathy Sweetapple & Associates

TABLE 4C

TABLE 4C - NE 4 STREET AT US-1- DISTRIBUTION PATTERNS BASED ON AM AND PM TMC'S COLLECTED BY 299 FEDERAL - 11-25-2014

Time of Day	See Notes 1 and 2 COUNT LOCATION	COUNT DATE	INBOUND SBR	INBOUND WBT	INBOUND NBL	INBOUND TOTAL	OUTBOUND EBL	OUTBOUND EBT	OUTBOUND EBR	OUTBOUND TOTAL	IN/OUT TOTAL	PERCENT OF TOTAL	INBOUND PERCENT	OUTBOUND PERCENT	TO/FROM NORTH	TO/FROM SOUTH	TO/FROM EAST	TOTAL	PERCENT OF TOTAL
AM	NE 4 St at US-1	11/5/2014	58	55	76	189	35	81	70	186	375	192%	50%	50%	93	146	136	375	192%
PM	NE 4 St at US-1	11/5/2014	47	71	124	242	68	85	52	205	447	229%	54%	46%	115	176	156	447	229%
TOTAL			105	126	200	431	103	166	122	391	822	422%	52%	48%	208	322	292	822	422%
NOTE:	The US-1 at NE 4 Street TMC was obtained from the 299 Federal Traffic Impact Study.														25%	39%	36%		100%
												AM Distribution	27%	7%	10.6%	10%			
												PM Distribution	29%	7%	11%	10.3%			
												See Figure 2	See Note 3						

Note 1 See Attachment 6 for the AM and PM TMC at NE 4 Street and US-1 from the 299 Federal Traffic Impact Study.

Note 2 This data has been utilized to document the trends to and from the north, east and south for motorists entering and departing NE 4 Street at US-1.

Note 3 The percentages to and from the North, East and South have been applied to the assignment of project traffic at the NE 4 Street / US-1 Intersection as derived using the data from Table 2 above. The distribution percentages have been rounded up where needed as illustrated in Figure 2.

Cathy Sweetapple & Associates



3 Office-Retail-Restaurants – 450-500 North Federal

Figure 3C
Committed Development Distribution
Morgan on 3rd Avenue

TABLE 5A - FUTURE YEAR 2020 TRAFFIC CONDITIONS WITH PROJECT - TWO WAY AM PEAK HOUR

Roadway	Limits	Existing Lanes	[1] Adopted LOS	Table 3B Adj AM Pk Hr	Table 3D Growth Rate	2020 AM Pk Hr Trips	Unbuilt Committed Developments						Morgan on 3rd Ave		AM Pk Hr	PM Peak Hour			Project as a % of MSV
							Pineapple House		299 N Federal		450-500 N Fed		[3] Dist %		AM Trips	Total with Project	[4] MSV	V/C	LOS
							[2] Dist %	Trips 46	[2] Dist %	Trips 287	[2] Dist %	Trips 164	[3] Dist %	AM Trips 160					
US-1	NE 6 St to NE 5 St	6LD	E	3012	0.25%	3,050	25.0%	12	35.0%	100	50.0%	82	12.0%	19	3263	4590	0.71	D	0.42%
US-1	NE 5 St to NE 4 St	6LD	E	3012	0.25%	3,050	0.0%	0	35.0%	100	50.0%	82	7.0%	11	3244	4590	0.71	D	0.24%
US-1	NE 4 St to NE 3 St	6LD	E	3012	0.25%	3,050	0.0%	0	35.0%	100	40.0%	66	10.0%	16	3232	4590	0.70	D	0.35%
US-1	NE 3 St to Broward Blvd	6LD	E	3169	0.25%	3,209	0.0%	0	40.0%	115	40.0%	66	10.0%	16	3406	4590	0.74	D	0.35%
NE 4 Ave	NE 5 St to Project Access	2LU	D	100	0.25%	101	0.0%	0	0.0%	0	0.0%	0	30.0%	48	149	1197	0.12	C	4.01%
NE 4 Ave	Project Access to NE 4 St	2LU	D	100	0.25%	101	0.0%	0	0.0%	0	0.0%	0	70.0%	112	213	1197	0.18	C	9.36%
NE 3 Ave	NE 6 St to NE 5 St	4LD	E	1208	0.25%	1,224	25.0%	12	10.0%	29	0.0%	0	24.0%	38	1302	2599	0.50	D	1.48%
NE 3 Ave	NE 5 St to NE 4 St	4LU	E	1254	0.25%	1,270	25.0%	12	10.0%	29	0.0%	0	9.0%	14	1324	2599	0.51	D	0.55%
NE 3 Ave	NE 4 St to NE 3 St	4LD	E	1383	0.25%	1,401	10.0%	5	35.0%	100	0.0%	0	19.0%	30	1536	2736	0.56	D	1.11%
NE 3 Ave	NE 3 St to Broward Blvd	4LD	D	1361	0.25%	1,378	5.0%	2	15.0%	43	0.0%	0	19.0%	30	1454	2628	0.55	D	1.16%
Andrews Ave	NE 6 St to NE 4 St	4LD	E	1541	0.25%	1,560	25.0%	12	5.0%	14	0.0%	0	5.0%	8	1594	2736	0.58	D	0.29%
Andrews Ave	NE 4 St to Broward Blvd	4LD	E	1471	0.25%	1,490	0.0%	0	0.0%	0	0.0%	0	5.0%	8	1498	2736	0.55	D	0.29%
NE 6 Street	Andrews Ave to NE 3 Ave	2LD	D	772	0.25%	781	25.0%	12	0.0%	0	0.0%	0	15.0%	24	817	1320	0.62	D	1.82%
NE 6 Street	NE 3 Ave to US-1	2LD	D	594	0.25%	601	25.0%	12	0.0%	0	5.0%	8	15.0%	24	645	1320	0.49	C	1.82%
NE 5 Street	Andrews Ave to NE 3 Ave	2LU	D	116	0.25%	117	100.0%	46	0.0%	0	0.0%	0	0.0%	0	163	1197	0.14	C	0.00%
NE 5 Street	NE 3 Ave to NE 4 Ave	2LU	D	126	0.25%	128	25.0%	12	0.0%	0	5.0%	8	15.0%	24	171	1197	0.14	C	2.01%
NE 5 Street	NE 4 Ave to US-1	2LU	D	126	0.25%	128	25.0%	12	0.0%	0	5.0%	8	5.0%	8	155	1197	0.13	C	0.67%
NE 4 Street	Andrews Ave to NE 3 Ave	2LU	D	372	0.25%	377	0.0%	0	0.0%	0	5.0%	8	15.0%	24	409	1257	0.33	C	1.91%
NE 4 Street	NE 3 Ave to NE 4 Ave	2LU	D	461	0.25%	467	0.0%	0	35.0%	100	5.0%	8	43.0%	69	644	1197	0.54	D	5.75%
NE 4 Street	NE 4 Ave to US-1	2LU	D	461	0.25%	467	2.0%	1	35.0%	100	5.0%	8	27.0%	43	620	1197	0.52	D	3.61%
Broward Blvd	Andrews Ave to NE 3 Ave	6LD	D	2932	0.25%	2,969	10.0%	5	10.0%	29	10.0%	16	10.0%	16	3034	4500	0.67	D	0.36%
Broward Blvd	NE 3 Ave to US-1	6LD	E	2256	0.25%	2,284	10.0%	5	10.0%	29	10.0%	16	0.0%	0	2334	4590	0.51	D	0.00%

[1] Adopted LOS standards are consistent with the Transportation Element from the City of Fort Lauderdale and Broward County.

[2] See Attachment 5 for Committed Development Trip Generation and Assignments and Figures 3A, 3B and 3C for each committed development project.

[3] See Table 4 and Figure 2 for the distribution of project trips to the adjacent and surrounding roadway network.

[4] The MSV for study area roadways are based on Table 4 of the 2012 FDOT Quality/LOS Handbook, dated 12/18/2012 - see Attachment 1.

TABLE 5B - FUTURE YEAR 2020 TRAFFIC CONDITIONS WITH PROJECT - TWO WAY PM PEAK HOUR

							Unbuilt Committed Developments						1/10/2016						
Roadway	Limits	Existing Lanes	[1] Adopted LOS	Table 3C Adj PM Pk Hr	Table 3D Growth Rate	2020 PM Pk Hr Trips	Pineapple House		299 N Federal		450-500 N Fed		Morgan on 3rd Ave		PM Pk Hr Total with Project	PM Peak Hour			Project as a % of MSV
							[2] Dist %	PM Trips 61	[2] Dist %	PM Trips 240	[2] Dist %	PM Trips 202	[3] Dist %	PM Trips 206		[4] MSV	V/C	LOS	
US-1	NE 6 St to NE 5 St	6LD	E	3044	0.25%	3,082	25.0%	15	35.0%	84	50.0%	101	12.0%	25	3307	4590	0.72	D	0.54%
US-1	NE 5 St to NE 4 St	6LD	E	3044	0.25%	3,082	0.0%	0	35.0%	84	50.0%	101	7.0%	14	3282	4590	0.71	D	0.31%
US-1	NE 4 St to NE 3 St	6LD	E	3044	0.25%	3,082	0.0%	0	35.0%	84	40.0%	81	11.0%	23	3270	4590	0.71	D	0.49%
US-1	NE 3 St to Broward Blvd	6LD	E	3434	0.25%	3,477	0.0%	0	40.0%	96	40.0%	81	11.0%	23	3676	4590	0.80	D	0.49%
NE 4 Ave	NE 5 St to Project Access	2LU	D	101	0.25%	102	0.0%	0	0.0%	0	0.0%	0	30.0%	62	164	1197	0.14	C	5.16%
NE 4 Ave	Project Access to NE 4 St	2LU	D	101	0.25%	102	0.0%	0	0.0%	0	0.0%	0	70.0%	144	246	1197	0.21	C	12.05%
NE 3 Ave	NE 6 St to NE 5 St	4LU	E	1607	0.25%	1,627	25.0%	15	10.0%	24	0.0%	0	22.0%	45	1712	2599	0.66	D	1.74%
NE 3 Ave	NE 5 St to NE 4 St	4LU	E	1592	0.25%	1,612	25.0%	15	10.0%	24	0.0%	0	7.0%	14	1666	2599	0.64	D	0.55%
NE 3 Ave	NE 4 St to NE 3 St	4LD	E	1697	0.25%	1,718	10.0%	6	35.0%	84	0.0%	0	19.0%	39	1848	2736	0.68	D	1.43%
NE 3 Ave	NE 3 St to Broward Blvd	4LD	D	1615	0.25%	1,636	5.0%	3	15.0%	36	0.0%	0	19.0%	39	1714	2628	0.65	D	1.49%
Andrews Ave	NE 6 St to NE 4 St	4LD	E	1806	0.25%	1,829	25.0%	15	5.0%	12	0.0%	0	5.0%	10	1866	2736	0.68	D	0.38%
Andrews Ave	NE 4 St to Broward Blvd	4LD	E	1583	0.25%	1,602	0.0%	0	0.0%	0	0.0%	0	5.0%	10	1613	2736	0.59	D	0.38%
NE 6 Street	Andrews Ave to NE 3 Ave	2LD	D	799	0.25%	809	25.0%	15	0.0%	0	0.0%	0	15.0%	31	855	1320	0.65	D	2.34%
NE 6 Street	NE 3 Ave to US-1	2LD	D	670	0.25%	678	25.0%	15	0.0%	0	5.0%	10	15.0%	31	735	1320	0.56	D	2.34%
NE 5 Street	Andrews Ave to NE 3 Ave	2LU	D	86	0.25%	87	100.0%	61	0.0%	0	0.0%	0	0.0%	0	148	1197	0.12	C	0.00%
NE 5 Street	NE 3 Ave to NE 4 Ave	2LU	D	101	0.25%	102	25.0%	15	0.0%	0	5.0%	10	15.0%	31	158	1197	0.13	C	2.58%
NE 5 Street	NE 4 Ave to US-1	2LU	D	101	0.25%	102	25.0%	15	0.0%	0	5.0%	10	5.0%	10	138	1257	0.11	C	0.82%
NE 4 Street	Andrews Ave to NE 3 Ave	2LU	D	491	0.25%	497	0.0%	0	0.0%	0	5.0%	10	15.0%	31	538	1197	0.45	C	2.58%
NE 4 Street	NE 3 Ave to NE 4 Ave	2LU	D	498	0.25%	504	0.0%	0	35.0%	84	5.0%	10	41.0%	84	683	1197	0.57	D	7.06%
NE 4 Street	NE 4 Ave to US-1	2LU	D	498	0.25%	504	2.0%	1	35.0%	84	5.0%	10	29.0%	60	660	1197	0.55	D	4.99%
Broward Blvd	Andrews Ave to NE 3 Ave	6LD	D	1542	0.25%	1,561	10.0%	6	10.0%	24	10.0%	20	10.0%	21	1632	4500	0.36	C	0.46%
Broward Blvd	NE 3 Ave to US-1	6LD/4LD	E	2718	0.25%	2,752	10.0%	6	10.0%	24	10.0%	20	0.0%	0	2802	4590	0.61	D	0.00%

[1] Adopted LOS standards are consistent with the Transportation Element from the City of Fort Lauderdale and Broward County.

[2] See Attachment 5 for Committed Development Trip Generation and Assignments and Figures 3A, 3B and 3C for each committed development project.

[3] See Table 4 and Figure 2 for the distribution of project trips to the adjacent and surrounding roadway network.

[4] The MSV for study area roadways are based on Table 4 of the 2012 FDOT Quality/LOS Handbook, dated 12/18/2012 - see Attachment 1.

Intersection Analyses

Intersection turning movement counts were collected from 7AM to 9AM and from 4PM to 6PM at six study intersections identified for analysis by City Staff. **Table 6A** summarizes key factors for each of these intersections and identifies the method of traffic control, dates that counts were collected, FDOT peak season conversion factors, and the peak hour factors (PHF) for each intersection.

Table 6A – Study Area Intersections

No	Study Intersection	Traffic Control	Count Date	FDOT PSCF	AM PHF	PM PHF
1	Broward Blvd at Andrews Ave	Signalized	6/9/2015	1.07	4213/4624 = 0.91	4435/4624 = 0.96
2	Broward Blvd at US-1	Signalized	6/9/2015	1.07	5292/5452 = 0.97	5795/5928 = 0.98
3	NE 6 St at US-1	Signalized	6/9/2015	1.07	3221/3424 = 0.94	3326/3540 = 0.94
4	NE 6 St at Andrews Ave	Signalized	6/9/2015	1.07	2203/2444 = 0.90	2512/2672 = 0.94
5	NE 3 Ave at NE 4 Street	Signalized	6/2/2015	1.06	1631/1664 = 0.98	2011/2080 = 0.97
6	NE 3 Ave at NE 5 Street	Stop Sign for EB/WB	6/2/2015	1.06	1272/1320 = 0.96	1584/1652 = 0.96

Intersection Turning Movements

Existing peak season, future background and project turning movements for the AM and PM peak hours are provided in **Tables 7A, 7B, 7C, 7D, 7E and 7F (see Attachment 7)**. Existing turning movement counts were adjusted for peak season and were grown to Year 2020 using the study area growth rate of 0.25% per year. Project turning movements were added to future background plus committed development traffic to establish Year 2020 total traffic conditions.

Intersection Analysis Results

Table 6B below briefly summarizes the existing and future operating conditions at the 6 study intersections. Additional operational information is provided in attached **Table 6C**. The Turning Movement Worksheets and the HCS intersection analysis reports are provided in **Attachment 7**. Note that **LOS E** is the adopted LOS standard in the Eastern Core District on Broward County and Non SIS State Roads.

- See **Table 6C- Note 1 - LOS E** is the adopted LOS Standard on Andrews Avenue;
- See **Table 6C - Note 2 - LOS E** is the adopted LOS Standard on NE 3 Avenue north of NE 3 Street;
- See **Table 6C - Note 3 - LOS E** is the adopted LOS Standard on US-1;
- See **Table 6C - Note 4 - LOS E** is the adopted LOS Standard on Broward Blvd east of NE 3 Ave.

Table 6B – Intersection LOS for 2015-2020 without Project and 2020 with Project

No	TMC	Study Intersection	2015 Existing		2020 Future WO Project		2020 Future with Project	
			AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS
1	7A	Broward Blvd at Andrews Ave	E	D	E	D	E	D
2	7B	Broward Blvd at US-1	E	E	E	E	E	E
3	7C	NE 6 St at US-1	C	C	C	C	C	C
4	7D	NE 6 St at Andrews Ave	C	B	C	C	C	C
5	7E	NE 3 Ave at NE 4 Street	B	B	B	B	B	B
6	7F	NE 3 Ave at NE 5 Street	C	C	C	D	C	D

Rev 1-8-2016

TABLE 6C
Summary of the Intersection Level of Service - AM and PM Peak Hours
2015 Existing – 2020 Future without Project - 2020 Future with Project

1/10/2016

Int No.	See Attachment 7	Eastern Core District	AM/PM	Cycle Length	Existing 2015		2020 without Project		2020 with Project	
	Intersection	Adopted LOS Standards Permitting LOS E			Delay Sec	LOS	Delay Sec	LOS	Delay Sec	LOS
7A	Broward Blvd at Andrews Ave	See LOS Note 1	AM	180 sec	58.4	E	60.3	E	60.6	E
	Broward Blvd at Andrews Ave	See LOS Note 1	PM	180 sec	52.3	D	51.3	D	51.4	D
7B	Broward Blvd at US-1	See LOS Notes 3 and 4	AM	160 sec	58.5	E	62.0	E	62.8	E
	Broward Blvd at US-1	See LOS Notes 3 and 4	PM	160 sec	63.5	E	68.9	E	69.6	E
7C	NE 6 St at US-1	See LOS Note 3	AM	160 sec	30.4	C	31.2	C	31.3	C
	NE 6 St at US-1	See LOS Note 3	PM	160 sec	29.9	C	30.6	C	30.7	C
7D	NE 6 St at Andrews Ave	See LOS Note 1	AM	80	20.7	C	21.1	C	21.1	C
	NE 6 St at Andrews Ave	See LOS Note 1	PM	80	19.9	B	20.3	C	20.8	C
7E	NE 3 Ave at NE 4 St	See LOS Note 2	AM	80.5	13.6	B	13.6	B	14.0	B
	NE 3 Ave at NE 4 St	See LOS Note 2	PM	80.5	13.9	B	14.3	B	14.7	B
7F	NE 3 Ave at NE 5 St	See LOS Note 2	AM	Stop Control	15.8	C	17.5	C	16.7	C
	NE 3 Ave at NE 5 St	See LOS Note 2	PM	Stop Control	25.0	C	26.1	D	29.1	D
7F	NE 3 Ave at NE 5 St	Critical Lane Group and Delay	AM	Stop Control - WBL	19.3	C	21.5	C	22.7	C
	NE 3 Ave at NE 5 St	Critical Lane Group and Delay	PM	Stop Control - WBL	35.0	D	42.8	E	49.7	E

Cathy Sweetapple & Associates

LOS E is the adopted LOS standard in the Eastern Core District on Broward County and Non SIS State Roads.

- **See Table 6C- Note 1 - LOS E** is the adopted LOS Standard on Andrews Avenue;
- **See Table 6C - Note 2 - LOS E** is the adopted LOS Standard on NE 3 Avenue north of NE 3 Street;
- **See Table 6C - Note 3 - LOS E** is the adopted LOS Standard on US-1;
- **See Table 6C - Note 4 - LOS E** is the adopted LOS Standard on Broward Blvd east of NE 3 Ave.

Study Conclusions

The Applicant has prepared this transportation infrastructure analysis to determine compliance with adopted level of service standards with the new traffic generated by the redevelopment plan. Pursuant to the analyses provided herein and the City's adopted LOS standards for the Eastern Core District, each of the study roadways and study intersections were found to operate at acceptable levels of service during the AM and PM peak hours accounting for existing traffic, background growth, committed development traffic and the total project traffic for the redevelopment site. Acceptable levels of service were found to be maintained to support the proposed development of **Morgan on 3rd Avenue**.

Attachment 1

Adopted LOS Standards

Two Way Peak Hour Maximum Service Volumes

Roadway Functional Classification

POLICY 1.7.2: The transportation LOS standards for the purpose of long range (2030) transportation planning are:

SIS Roads

For facilities within the Strategic Intermodal System (SIS), the Generalized Peak Hour Two Way Level of Service Standard, established by the Florida Department of Transportation, is as follows:

SIS Roadways	Affected Roadway Segments	LOS ¹ Standard
Interstate 95	Oakland Park Blvd. To I-595	E
Interstate 595	I-95 to US 1	D
<i>SIS Connectors</i>		
Andrews Avenue	SR-84 to Eller Drive	D
SR-84	I-95 to Spangler Blvd.	D
Broward Blvd.	I-95 to NE 3 rd Avenue	D
SW 4 th Avenue	SR-84 to Perimeter Road	D

Broward County and Non-SIS State Roads

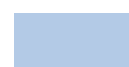









For facilities not within the SIS, the LOS standard shall be the generalized two-way peak-hour LOS “E” standard volumes depicted on the Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas Table in the Florida Department of Transportation’s Level of Service Manual within the Eastern Core District, and the generalized two-way peak-hour LOS “D” standard volumes depicted on the Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas Table in the Florida Department of Transportation’s Level of Service Manual, within the Port/Airport and Central Districts.

Local Roads

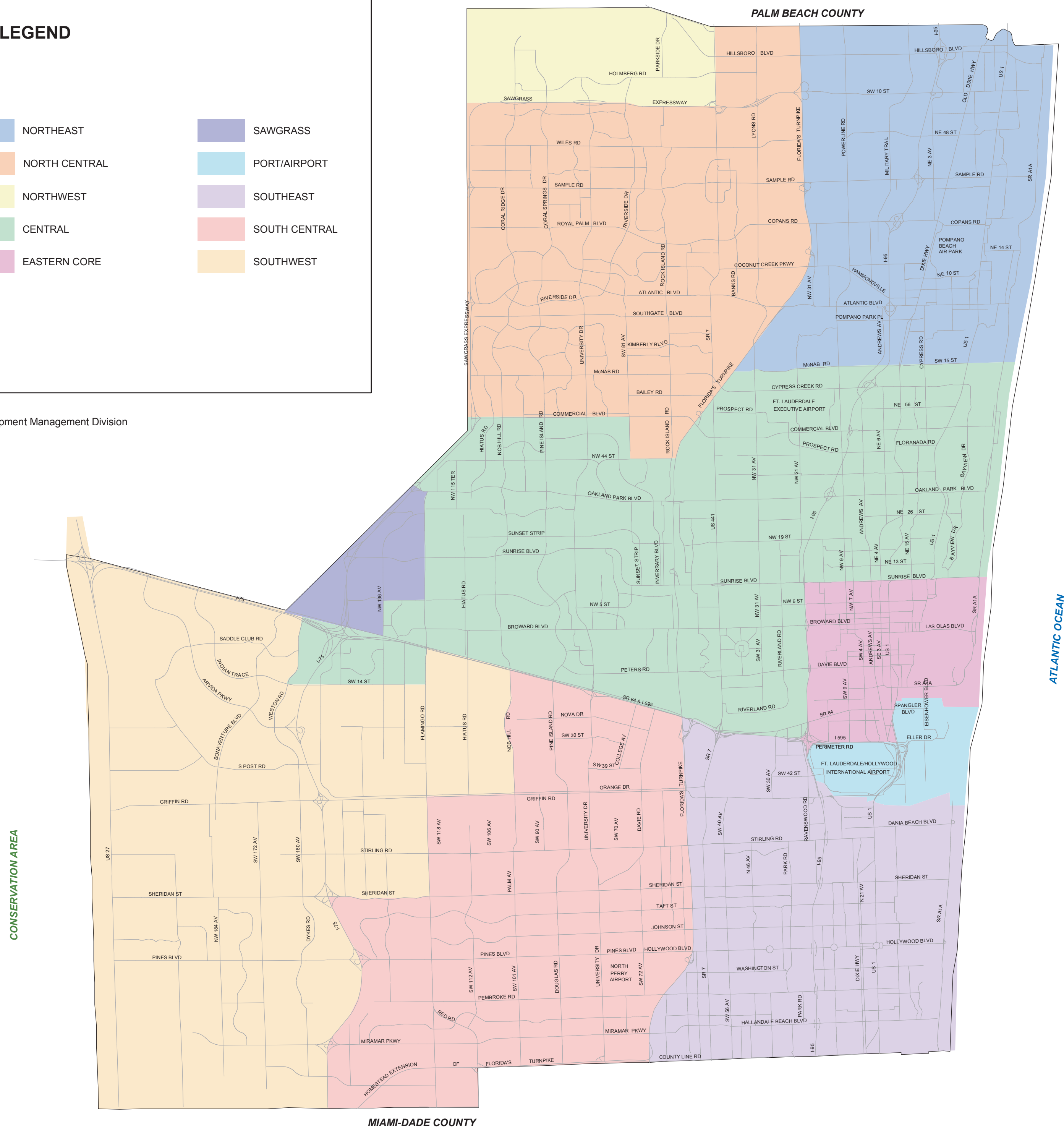
Local roads will be maintained at LOS D.

TRANSIT CONCURRENCY DISTRICTS

LEGEND

- | | | | |
|---|---------------|---|---------------|
|  | NORTHEAST |  | SAWGRASS |
|  | NORTH CENTRAL |  | PORT/AIRPORT |
|  | NORTHWEST |  | SOUTHEAST |
|  | CENTRAL |  | SOUTH CENTRAL |
|  | EASTERN CORE |  | SOUTHWEST |

Source: Development Management Division



This map is for conceptual purposes only and should not be used for legal boundary determinations.

Prepared By:
Transportation Planning Division
Urban Planning and Redevelopment Department
(Concurrency District.mxd AG May 2006)

Map No. 3-13

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas¹

TABLE 4

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	4	4,120	5,540	6,700	7,190	
2	Undivided	*	1,510	1,600	**	6	6,130	8,370	10,060	11,100	
4	Divided	*	3,420	3,580	**	8	8,230	11,100	13,390	15,010	
6	Divided	*	5,250	5,390	**	10	10,330	14,040	16,840	18,930	
8	Divided	*	7,090	7,210	**	12	14,450	18,880	22,030	22,860	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes			Ramp		
2	Undivided	*	660	1,330	1,410	Present in Both Directions			Metering		
4	Divided	*	1,310	2,920	3,040	+ 1,800			+ 5%		
6	Divided	*	2,090	4,500	4,590						
8	Divided	*	2,880	6,060	6,130						
Non-State Signalized Roadway Adjustments											
(Alter corresponding state volumes by the indicated percent.)											
Non-State Signalized Roadways - 10%											
Median & Turn Lane Adjustments											
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors							
2	Divided	Yes	No	+5%							
2	Undivided	No	No	-20%							
Multi	Undivided	Yes	No	-5%							
Multi	Undivided	No	No	-25%							
—	—	—	Yes	+ 5%							
One-Way Facility Adjustment											
Multiply the corresponding two-directional volumes in this table by 0.6											

BICYCLE MODE ²						¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved Shoulder/Bicycle											
Lane Coverage	B	C	D	E							
0-49%	*	260	680	1,770							
50-84%	190	600	1,770	>1,770							
85-100%	830	1,770	>1,770	**							
PEDESTRIAN MODE ²						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
	B	C	D	E							
0-49%	*	*	250	850							
50-84%	*	150	780	1,420							
85-100%	340	960	1,560	>1,770							
BUS MODE (Scheduled Fixed Route) ³						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
(Buses in peak hour in peak direction)											
Sidewalk Coverage											
	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	> 3	> 2	> 1							
Source:						Florida Department of Transportation					
						Systems Planning Office					
						www.dot.state.fl.us/planning/systems/sm/los/default.shtm					

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

TABLE 4
(continued)

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

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density	ats	ats				
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

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

2010 Federal Highway Administration (FHWA)
Adjusted Urban Areas: Miami



2 1 0 2 Miles

SCALE: 1:55,000

- Principal Arterial (Rural/Urban)**
- Interstate
 - Other Freeways & Expressways
 - Other Principal Arterial
- Minor Arterial (Rural/Urban)**
- Minor Arterial
- Collector (Rural/Urban)**
- Major Collector
 - Major Collector - Future Route
 - Minor Collector
- Local (Rural/Urban)**
- Local
- 2010 FHWA Adjusted Urban Boundaries
- County Boundaries

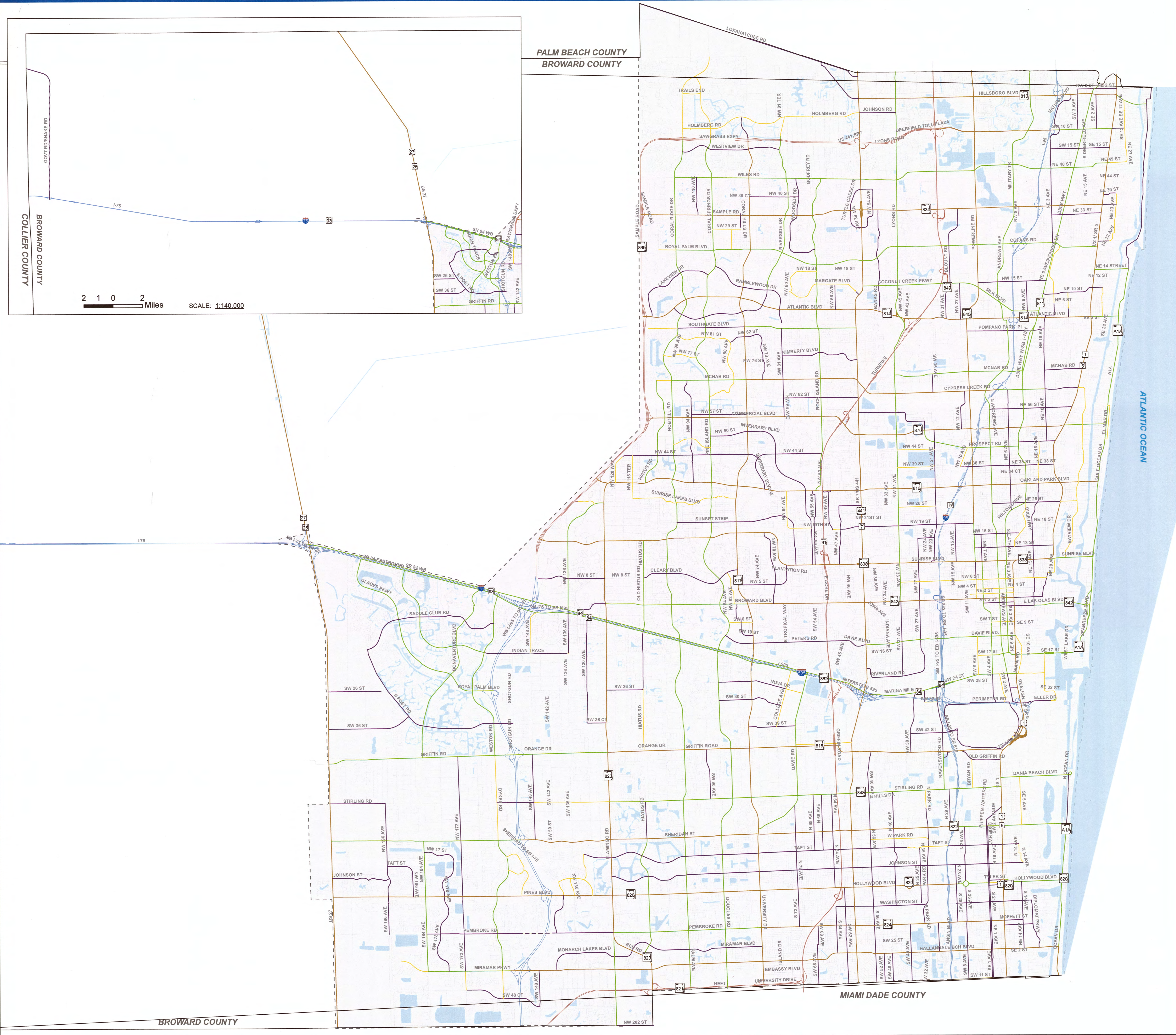
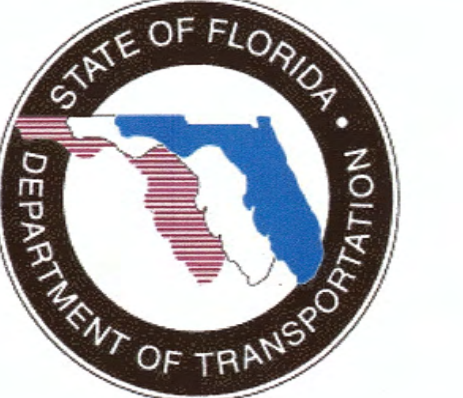
[Signature] 12/3/13
Board of County Commissioners Chair Date

[Signature] 11/4/13
Metropolitan Planning Organization Chair Date

[Signature] 12/18/13
Florida Department of Transportation
District Four Secretary Date

[Signature] 01/23/2014
Federal Highway Administration Date

PREPARED BY:



Broward Highway Functional Classifications

June 2011

LEGEND

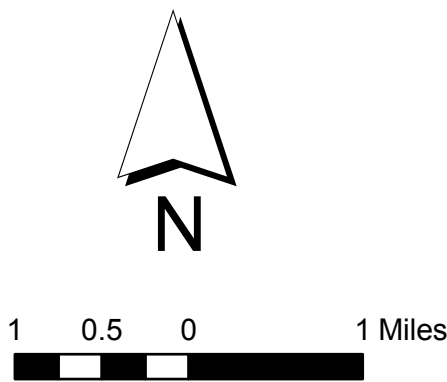
Functional Classification & Jurisdiction

- State Principal Arterial
- State Minor Arterial
- State Collector
- County Principal Arterial
- County Minor Arterial
- County Collector
- City Principal Arterial
- City Minor Arterial
- City Collector
- Committed Future Minor Arterial
- Committed Future Collector

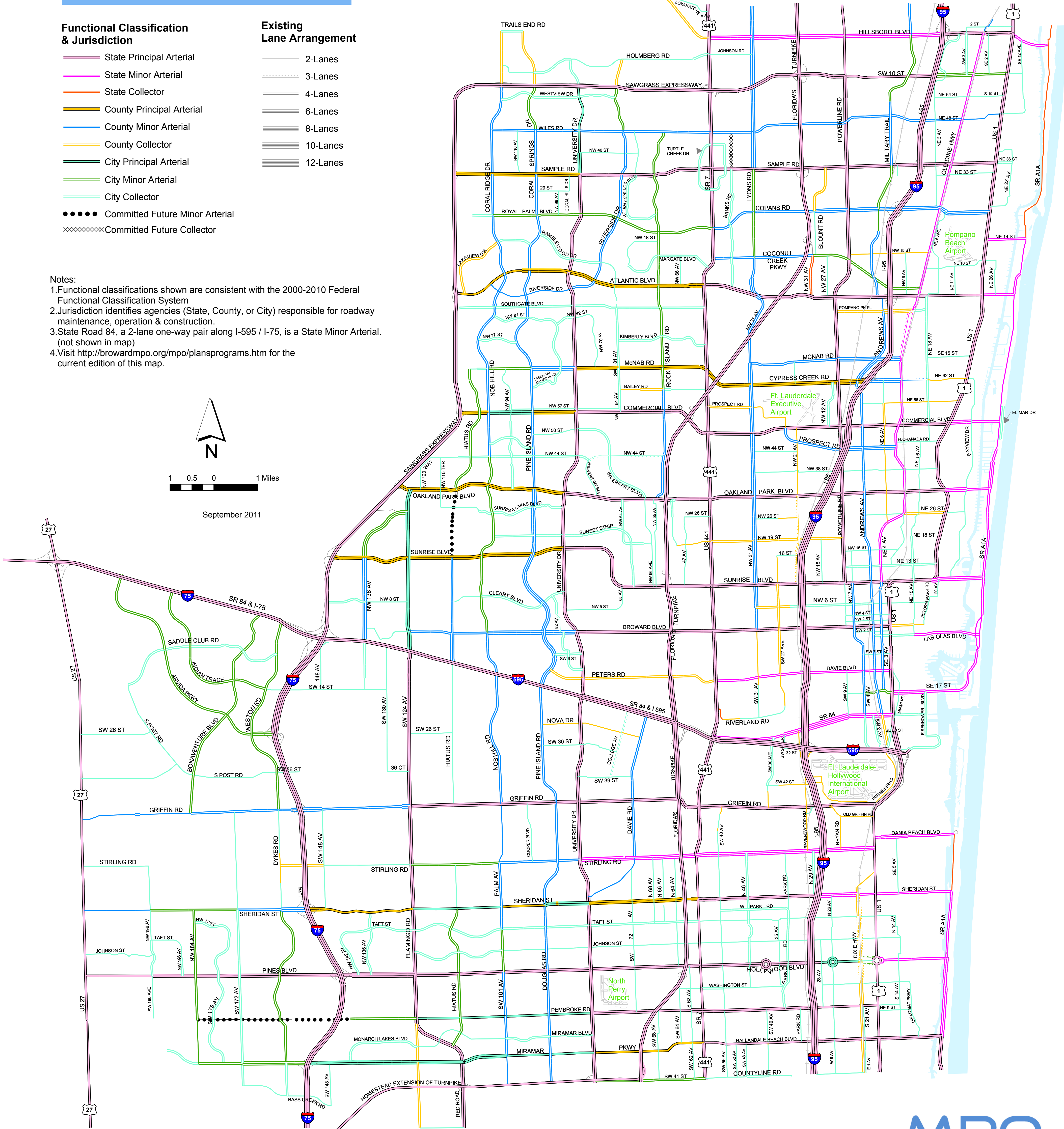
Existing Lane Arrangement

- 2-Lanes
- 3-Lanes
- 4-Lanes
- 6-Lanes
- 8-Lanes
- 10-Lanes
- 12-Lanes

- Notes:
- Functional classifications shown are consistent with the 2000-2010 Federal Functional Classification System
 - Jurisdiction identifies agencies (State, County, or City) responsible for roadway maintenance, operation & construction.
 - State Road 84, a 2-lane one-way pair along I-595 / I-75, is a State Minor Arterial. (not shown in map)
 - Visit <http://browardmpo.org/mpo/plansprograms.htm> for the current edition of this map.



September 2011



Attachment 2

Traffic Impact Study Methodology and Assumptions

Agency Correspondence

CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

~~The Pearl at Flagler Village II~~
Project Name Change - Morgan on 3rd Avenue – DRC No. R-15-034

**DRAFT Traffic Methodology Meeting
June 15, 2015**

Site Plan and Program Changes which Occurred after the Methodology Meeting

A signed and sealed Traffic Impact Study will be prepared and submitted to the City of Fort Lauderdale and will include the information summarized below.

1. **Site Location – 2.875 Net Acres** located on the NEC of NE 3 Avenue and NE 4 Street
 - **Site Address** – 400-428 NE 3rd Ave and 359-441 NE 4 Ave
2. **Development Program Summary**
 - ~~358~~ 350 Mid-Rise Dwelling Units
 - Includes 346 Apartments plus 4 Live-Work Apartments
 - The 4 Live-Work Apartments share a total of 701 SF of Work Space analyzed as Office for this study
 - ~~5,004 SF~~ Site includes 1,448 SF of Flex Space for future use and analyzed as Street Level Retail
3. **Project Access**
 - Residential, Live Work and Flex Space Vehicular Access to Site located off of NE 4 Avenue
 - Pedestrian and Bicycle ~~Retail~~ Access located off of NE 3 Avenue
 - Service Access via one-way SB to EB Alley accessible from NE 5 Street
4. **Parking Provided**
 - ~~479~~ 503 spaces in project parking garage (behind the access control gate) accessible off of NE 4 Avenue
 - ~~34~~ 22 spaces located within the parking deck that are outside the vehicular access control gate
 - ~~530~~ 525 total parking spaces provided on site
 - ~~20~~ 17 improved on-street parking spaces to be provided along NE 4 Street and NE 4 Ave ~~and NE 5 St~~
5. **Trip Generation Analysis**
 - DRAFT Trip generation calculations are provided in **Table 1**.
 - The trip generation analysis uses the equations from *ITE Trip Generation, 9th Edition*:
 - ~~LUC 220/223~~ for the ~~258~~ 250 Mid Rise Dwelling Units
 - ~~LUC 826/820~~ for the ~~5,004~~ 1,448 square feet of street level retail (flex space) (for commercial/office use)
 - LUC 710 for the 701 SF of total Work Space in the 4 Live Work Units analyzed as office use
 - **A modest 10% pedestrian and transit capture utilized for the site**
 - Trip generation reflects the removal of 8,399 SF of existing (occupied) office use
 - 441 NE 4 Avenue – 4,711 SF Office Use – SWC of NE 5 St at NE 4 Ave – Folio 5042-03-02-2310
 - 400 NE 3 Avenue – 3,688 SF Office Use – NEC of NE 4 St at NE 3 Ave – Folio 5042-03-02-2400
6. **Study Area Roadways**

The following roadway segments are proposed for analysis as part of this Traffic Impact Study:

 - Andrews Avenue – Broward Blvd to NE 6 Street
 - NE 3 Avenue – Broward Blvd to NE 6 Street
 - US-1 – Broward Blvd to NE 6 Street
 - NE 6 Street – Andrews Ave to US-1
 - NE 4 Street – Andrews Avenue to US-1
 - Broward Blvd – Andrews Ave to US-1

CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

7. Study Area Intersections – AM and PM TMCs Collected 7-9 AM and 4-6 PM (including Peds and Bikes)

The following intersections will be analyzed as part of this Traffic Impact Study:

- NE 3 Ave and NE 5 St
- NE 3 Ave and NE 4 St
- Broward Blvd and US-1
- Broward Blvd and Andrews Ave
- NE 6 St and US-1
- NE 6 St and Andrews Avenue

8. Traffic Data for the Roadway Network Analysis

- Year 2014 AM and PM peak hour traffic counts obtained from FDOT Count Stations in the Study Area
- Year 2015 Turning Movement Counts collected by the Applicant for the AM and PM Peak Hours
- All data will be adjusted for Peak Season using the FDOT 2014 PCSF
- Year 2009 to 2014 Historical Counts from FDOT will be used to develop a Study Area Growth Rate

9. Adopted LOS Standards and Maximum Service Volumes

Adopted level of service standards are based on the Transportation Element from the *City of Fort Lauderdale Comprehensive Plan (Ordinance C-08-18)*. The corresponding maximum service volumes are based on FDOT **Table 4** for the Two-Way Peak Hour from the *2012 FDOT Quality/LOS Handbook* dated 12/18/2012.

10. Roadway Network Analysis

The Network Analysis will evaluate study area roadways under existing 2015 and projected 2020 traffic conditions and will provide the following information:

- Roadway characteristics for the study area network;
- Existing and Future Transit Access for the Study Area;
- Existing 2015 AM and PM peak hour traffic conditions;
- Traffic growth trends to Year 2020 for adjacent count stations using data collected by FDOT;
- Estimated Project distribution to the adjacent network;
- Incorporate Unbuilt Committed Development Traffic – City to Provide Committed Project Information
- Future AM and PM peak hour traffic conditions for the Year 2020

11. Project Assignment

Project traffic assignment will be established using the distribution patterns from the turning movement counts collected at the adjacent study area intersections and the overall evaluation of Daily, AM and PM peak hour traffic volumes on the adjacent roadway network for the Cardinal Directions surround the project Site.

12. Agency Coordination

City Transportation and Mobility and Engineering Staff

SIS Coordination with FDOT District 4

Broward County Coordination as needed

BCT Coordination as needed

- Accommodations for an improved Bus Stop on NE 4 St already incorporated into the updated site plan

Cathy Sweetapple

From: Alia Awwad <AAwwad@fortlauderdale.gov>
Sent: Tuesday, June 2, 2015 11:15 PM
To: Cathy Sweetapple; Eric Houston
Cc: 'Richard Buck'; sfb@botekthurlow-eng.com
Subject: RE: The Pearl at Flagler II

Hi Cathy,

It is preferred that the site is "boxed in" with the count locations. Please conduct the TMCs at:

NE 3 Ave and NE 5 St
NE 3 Ave and NE 4 St
Broward Blvd and US 1
Broward Blvd and Andrews Ave
Andrews Ave and NE 6 St
NE 6 St and US 1

To confirm, counts should be collected 7-9 am and 4-6 pm. Bike and pedestrian counts should be included. Please let me know if you have any questions.

Thank you

Alia Awwad, PE | Senior Mobility Engineer
City of Fort Lauderdale | Transportation & Mobility
290 NE 3rd Ave, Fort Lauderdale, FL 33301
Direct: 954-828-6078 | Fax: 954-828-3734 | aawwad@fortlauderdale.gov



From: Cathy Sweetapple [mailto:csweet@bellsouth.net]
Sent: Monday, June 01, 2015 12:53 PM
To: Eric Houston; Alia Awwad
Cc: 'Richard Buck'; sfb@botekthurlow-eng.com
Subject: RE: The Pearl at Flagler II

Eric – See below and attached a preliminary Daily-AM and PM Trip Generation for the 358 DU proposed for The Pearl at Flagler II. I believe there is also 5,000 SF of ground level retail planned for this building. My count technician is scheduled to collect AM and PM Peak Hour Turning Movement Counts at the following 4 intersections tomorrow. This is the last week before school is out for the summer. Please advise if we should proceed with these counts or shift the locations based upon what you may already have from other studies.

NE 3 Ave and NE 3 St
NE 3 Ave and NE 4 St
NE 3 Ave and NE 5 St
NE 3 Ave and NE 6 St

The Pearl at Flagler II - Preliminary Trip Generation							
PROPOSED USE	UNITS	ITE LUC	ITE 9TH EDITION	TRIPS	% IN	TRIPS IN	9
MID RISE APARTMENTS - DAILY	358 DU	222	T = 6.65 (X)	2,381	90%	1,190	
MID RISE APARTMENTS - AM PEAK	358 DU	223	T = 0.30 (X)	107	81%	88	
MID RISE APARTMENTS - PM PEAK	358 DU	223	T = 0.39 (X)	140	98%	81	

Thank you for your assistance..

Cathy Sweetapple, AICP
Cathy Sweetapple & Associates
Transportation and Mobility Planning
101 North Gordon Road
Fort Lauderdale, Florida 33301
954-463-8878 office – 954-649-8942 cell
csweet@bellsouth.net

From: Eric Houston [<mailto:EHouston@fortlauderdale.gov>]
Sent: Monday, June 1, 2015 11:24 AM
To: Cathy Sweetapple; Alia Awwad
Cc: 'Richard Buck'; sfb@botekthurlow-eng.com
Subject: RE: The Pearl at Flagler II

Cathy can you please send us a traffic impact statement for this site by the end of the day today so that we can determine if and where doing the counts this week is possible.

Best Regards,

Eric L. Houston, LEED Green Associate | Transportation Planner
City of Fort Lauderdale | Transportation & Mobility
290 NE 3rd Ave, Fort Lauderdale, FL 33301
Direct: 954-828-5216 | Fax: 954-828-3734 | EHouston@fortlauderdale.gov



From: Cathy Sweetapple [<mailto:csweet@bellsouth.net>]
Sent: Friday, May 29, 2015 9:54 AM
To: Eric Houston; Alia Awwad
Cc: 'Richard Buck'; sfb@botekthurlow-eng.com
Subject: The Pearl at Flagler II

Eric (and Alia - welcome back!):

Per our discussion two weeks ago - the Applicant for **The Pearl at Flagler II** has provided me with the \$4000 traffic review fee to initiate a Traffic Methodology meeting for a ±358 Unit Mid-Rise mixed use building proposed for location on the NE corner of NE 3 Avenue at NE 4 Street. This developer built the Pearl at Flagler Village (now called the Edge) located on the SW corner of US-1 and NE 5 Street. The uses proposed for this new project are similar in scale to the Edge. Please advise if you are available to schedule a Traffic Methodology meeting Wednesday, Thursday or Friday of next week. I will deliver the check to your office on Monday, June 1st.

Please advise if this works for you. Thank you.

Cathy Sweetapple, AICP
Cathy Sweetapple & Associates
Transportation and Mobility Planning
101 North Gordon Road



MEMORANDUM

Date: December 22, 2015 Project #: 11561.26
To: Alia Awwad, P.E.
Transportation & Mobility Department
City of Fort Lauderdale
290 NE 3rd Avenue
Fort Lauderdale, FL 33301
From: Kelly Blume, P.E., and Shing Tsoi, P.E.
Project: Morgan on 3rd Avenue
Subject: Traffic Study Review

Morgan Group, Inc., is proposing to redevelop a 2.875-acre site comprising 16 parcels bounded by NE 3rd Avenue on the west, NE 4th Street on the south, NE 4th Avenue on the east, and NE 5th Street on the north. The proposed development was formerly known as the Pearl at Flagler Village II. The proposed development includes a total of 350 apartments (including four live-work units containing a total of 701 square feet of work space and 1,448 square feet of flex space). The traffic study analyzes the live-work units' work space as office and the flex space as retail. Kittelson & Associates, Inc., has reviewed the November 2015 traffic study submitted by Cathy Sweetapple & Associates, Inc., and provides the following comments:

1. Trip Distribution and Assignment (Pages 6 and 11): The report states that the trip distribution is based on existing traffic patterns in the study area and other factors. Please further document how the proposed distribution was derived (e.g., explaining why southbound drivers exiting the garage would travel north to NE 5th Street to make a left turn onto NE 3rd Avenue from a stop-controlled approach instead of turning left at the traffic signal at NE 4th Street).
2. Intersection Capacity Analysis (Page 19): Please report critical lane group delay and LOS in addition to approach delay and LOS for the stop-controlled intersection in Table 6C.
3. Background Volumes (Attachment 7): The year 2020 background volumes (without project) shown in Tables 7A to 7F do not appear to include trips from *all* committed developments that are listed in the same table. Please revise. Please also revise the analyses of the affected scenarios due to this change.
4. Intersection Capacity Analysis (Attachment 7): In the HCS analyses, the "Y" value under the "Timing" section should include both the yellow clearance and all red intervals from the timing sheet such that the duration of green times is evaluated correctly. However, both

yellow clearance and all-red intervals are included in the “Y” value for some study intersections and movements, while only the yellow clearance interval is included in the “Y” value for other study intersections and movements. Including only the yellow clearance interval in the “Y” value may overestimate the green times, resulting in higher capacity and lower delay. Please verify and clarify the assumptions in the “Y” value (i.e., explain why different assumptions are used for different intersections/movements) and revise as needed.

5. Site Plan (Attachment 8): Please show that trucks can make the maneuvers necessary to enter and exit the two loading zones within the available space.
6. Other comments (various locations):
 - Tables 3A, 3B and 3C: “Existing Lanes” for the segment “Broward Blvd - NE 3 Ave to US-1” are not consistent between the three tables. Please revise.
 - Tables 3B and 3C: The two segments “NE 4 Ave - NE 5 St to Project Access” and “NE 4 Ave - Project Access to NE 4 St” are identified to have a count date of 10/26/2015. Please include the corresponding traffic volume data in Attachment 6.
 - Table 3C: The segment “NE 3 Ave - NE 3 St to Broward Blvd” is identified to have a “TM Count” of “FDOT-7374.” However, FDOT count station 7374 is located on US 1. Please revise.
 - Figure 2: Please include a legend indicating what the percentages inside the brackets represent. Also, some project distribution movements have one value (no brackets) while others have two (with values inside brackets). Please clarify.
 - Table 4: The last column “Project as a Percent of MSV” appears to represent the information for “Net New AM Trips” only. Please include the information for “Net New PM Trips” as well.

Thank you for the opportunity to review this traffic study. If you have any additional questions or concerns, please contact us at 954-828-1730.

Morgan on 3rd Avenue - DRC Application R-15-034
Response to Traffic Study Review Comments dated December 22, 2015
Provided by Kittelson & Associates, Inc.

Comments 1 thru 6 with Responses:

1. Trip Distribution and Assignment (Pages 6 and 11): The report states that the trip distribution is based on existing traffic patterns in the study area and other factors. Please further document how the proposed distribution was derived (e.g., explaining why southbound drivers exiting the garage would travel north to NE 5th Street to make a left turn onto NE 3rd Avenue from a stop-controlled approach instead of turning left at the traffic signal at NE 4th Street).

Response to Comment 1:

The Applicant for Morgan on 3rd Avenue is the same developer that processed and built The Pearl at Flagler Village in the year 2012. As part of the traffic study for The Pearl (which is now known as The Edge at Flagler Village), the Applicant collected AM and PM peak hour turning movement counts at the access to and from Structured Parking for the project now known as AMLI Apartments (and formerly known as Flagler Village Apartments). These counts were collected to establish the travel patterns in the immediate study area for a project that was similar in size and scale to "The Pearl". The AMLI/Flagler Village Apartments are located on the east side of NE 4 Avenue - immediately east of the Morgan on 3rd Avenue project site. The driveway counts were collected in May of 2012 for the AM and PM peak hours and recorded the directional distribution of entering and departing vehicles to and from the north and to and from the south. See below the summary that was included in the Traffic Impact Study for the Pearl at Flagler Village.

"The Peak Hour distribution at the NE 4 Avenue Flagler Village Access:		<u>8:00-9:00 AM</u>	<u>4:45-5:45 PM"</u>
• SB left into the site and WB right leaving the site	35.0%	28%	[To/From North]
• NB right into the site and WB left leaving the site	65.0%	72%	[To/From South]
Total:	100.0%	100%	

"The Average Peak Hour distribution at the NE 4 Avenue Flagler Village Access:		<u>Average"</u>
• SB left into the site and WB right leaving the site	31.0%	[To/From North]
• NB right into the site and WB left leaving the site	69.0%	[To/From South]
Total:	100.0%	

The Flagler Village counts reflect a general distribution of $\pm 30\%$ to and from the North and $\pm 70\%$ to and from the South. This assignment has served as the basis for the proposed distribution for Morgan on 3rd Avenue.

In direct response to the reviewer's comment related to the intersection of NE 5 Street at NE 4 Avenue, the Applicant has revised the project distribution and assignment focusing on movements to and from the north at this location.

The Applicant has provided new **Table 4B** to document the calculations that have been used to establish the project distribution and assignment to and from the east and to and from the west from the intersection of NE 4 Avenue at NE 4 Street.

CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

The Applicant has provided new **Table 4C** to document the calculations that have been used to establish the project distribution and assignment to and from the north, east and south from the intersection of NE 4 Street at US-1.

Please see attached **Revised Figure 2** providing an updated project distribution graphic incorporating the changes outlined above. Please also note that the intersection analyses under Future with Project for the AM and PM peak hours have also been revised to reflect the refinements and updates to the project distribution.

2. Intersection Capacity Analysis (Page 19): Please report critical lane group delay and LOS in addition to approach delay and LOS for the stop-controlled intersection in Table 6C.

Response to Comment 2:

Table 6C has been revised as requested to report the critical lane group delay and LOS in addition to the approach delay and LOS for the stop controlled intersection of NE 3 Avenue at NE 5 Street.

3. Background Volumes (Attachment 7): The year 2020 background volumes (without project) shown in Tables 7A to 7F do not appear to include trips from *all* committed developments that are listed in the same table. Please revise. Please also revise the analyses of the affected scenarios due to this change.

Response to Comment 3:

Tables 7A to 7F have been revised to correct the formula errors in order to account for all committed development trips. The intersection analyses for Future without Project and Future with Project have been revised to reflect the corrected turning movements. See Revised Attachment 7 containing Revised Tables 7A to 7F and the Revised Intersection Analyses.

4. Intersection Capacity Analysis (Attachment 7): In the HCS analyses, the “Y” value under the “Timing” section should include both the yellow clearance and all red intervals from the timing sheet such that the duration of green times is evaluated correctly. However, both yellow clearance and all-red intervals are included in the “Y” value for some study intersections and movements, while only the yellow clearance interval is included in the “Y” value for other study intersections and movements. Including only the yellow clearance interval in the “Y” value may overestimate the green times, resulting in higher capacity and lower delay. Please verify and clarify the assumptions in the “Y” value (i.e., explain why different assumptions are used for different intersections/movements) and revise as needed.

Response to Comment 4:

The Applicant reached out to McTrans to discuss the inclusion of the all red intervals when the signal timing shifts from protected to permissive (from an exclusive left to a permissive left). McTrans indicated that the all red intervals should be included in all phases as recommended by the Reviewer. The Applicant has therefore revised all of the intersection analyses for this Traffic Impact Study (Existing, Future without Project and Future with Project) to correctly include both the yellow clearance and the all red intervals. Please see Revised Attachment 7 containing Revised Tables 7A to 7F (per the response to Comment 3 above) and the Revised AM and PM Peak Hour Intersection Analyses for all analysis scenarios.

5. Site Plan (Attachment 8): Please show that trucks can make the maneuvers necessary to enter and exit the two loading zones within the available space.

Response from the Applicant's Civil Engineer:

The alley is intended to function one way eastbound - A single unit "SU" vehicle can access the loading dock within the 10' lane with an inside radius of 20' (30' outside) as shown on the attached Loading Zone Exhibit. A narrower path could also be taken if multiple forward and reverse movements are utilized. Please note that the proposed 15' alley is adjacent to a 12' wide paved area flush with the alley.

6. Other comments (various locations):

- Tables 3A, 3B and 3C: "Existing Lanes" for the segment "Broward Blvd - NE 3 Ave to US-1" are not consistent between the three tables. Please revise.

Response: The geometry for Table 3B has been revised to match the lane geometry reported in Tables 3A and 3C for the segment of Broward Blvd between NE 3 Avenue and US-1.

- Tables 3B and 3C: The two segments "NE 4 Ave - NE 5 St to Project Access" and "NE 4 Ave - Project Access to NE 4 St" are identified to have a count date of 10/26/2015. Please include the corresponding traffic volume data in Attachment 6.

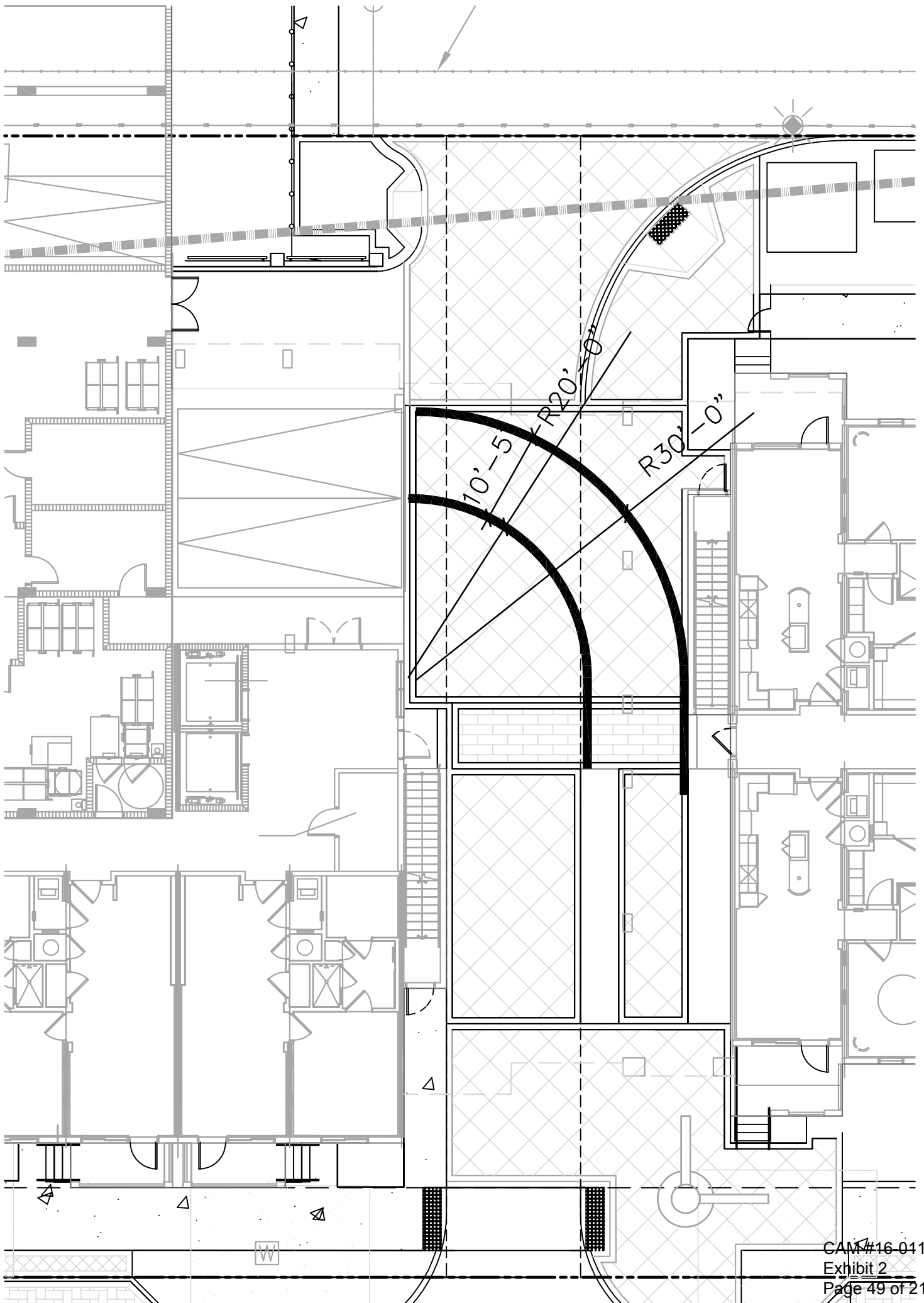
Response: The turning movement counts collected on 10/26/2015 for the AM and PM peak hours at the intersection of NE 4 Street and NE 4 Avenue are attached herein and have been added to Attachment 6. See also attached Table 4B which has been prepared to document the calculations used to establish the project distribution and assignment to and from the east and to and from the west from the intersection of NE 4 Avenue at NE 4 Street.

- Table 3C: The segment "NE 3 Ave - NE 3 St to Broward Blvd" is identified to have a "TM Count" of "FDOT-7374." However, FDOT count station 7374 is located on US 1. Please revise.

Response: Table 3C has been revised to correct the typo which should have read TM Counts (not FDOT-7374).

- Figure 2: Please include a legend indicating what the percentages inside the brackets represent. Also, some project distribution movements have one value (no brackets) while others have two (with values inside brackets). Please clarify.

Response: Figure 2 has been revised to provide a legend as requested. Where distribution pairs are provided, the numbers with no brackets reflect distribution for the AM peak hour while the numbers inside brackets reflect distribution for the PM peak hour. Where only one value is provided, that distribution applies to both the AM and PM Peak Hours.



CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

- Table 4: The last column “Project as a Percent of MSV” appears to represent the information for “Net New AM Trips” only. Please include the information for “Net New PM Trips” as well.
Response: **Table 4** has been renamed **Table 4A** and has been revised to provide the Percent of MSV calculations for both the **Net New AM and PM Peak Hour Trips**.

Thank you for your comments for the Morgan on 3rd Avenue Traffic Impact Study. The first 25 pages of the Revised Traffic Impact Study is attached herein along with this Response to Comments. The full Revised Traffic Impact Study with Attachments is being sent by we file transfer. Please note that the intersection turning movements and intersection analyses have been fully revised for all analysis scenarios to respond to the Reviewer’s comments. Please do not hesitate to contact me if you have any additional questions or concerns with the material provided.

Sincerely,

Cathy Sweetapple & Associates
Transportation and Mobility Planning



Cathy S. Sweetapple, AICP
Principal Transportation Planner

Note 1: The Full Revised Traffic Impact Study with Attachments is being sent by we file transfer.

Attachment 3

Existing and Future Transit Access

BCT – Sun Trolley Wave – All Aboard Florida

FORT LAUDERDALE Downtown Link



Community Bus Service Route and Timetable

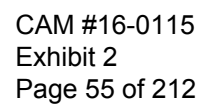
www.suntrolley.com

954-761-3543



Effective: January 2014

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1
BROWARD TERMINAL OUTSIDE NW 1ST AVE															
BROWARD COUNTY GOVERNMENT CENTER															
CITY PARK GARAGE															
FAU/BC DOWNTOWN CAMPUS															
BROWARD COUNTY COURTHOUSE/ SCHOOL BOARD															
DAVIE BLVD EAST															
BROWARD HEALTH MEDICAL CENTER EAST															
BROWARD HEALTH MEDICAL CENTER WEST															
DAVIE BLVD WEST															
PUBLIX ANDREWS & SE 6 ST															
210 SOUTH ANDREWS AVE															
CITY PARK GARAGE															
FEDERAL COURTHOUSE															
NE 5 ST & SE 3 AVE PETER FELDMAN PARK															
FLAGLER VILLAGE NW 5 ST & ANDREWS AVE															
BROWARD TERMINAL OUTSIDE NW 1ST AVE															
7:30a	7:33a	7:35a	7:37a	7:42a	7:45a	7:50a	7:54a	7:58a	8:01a	8:06a	8:09a	8:13a	8:15a	8:18a	8:20a
7:55a	7:58a	8:00a	8:02a	8:07a	8:10a	8:15a	8:19a	8:23a	8:26a	8:31a	8:34a	8:38a	8:40a	8:43a	8:45a
8:20a	8:23a	8:25a	8:27a	8:32a	8:35a	8:40a	8:44a	8:48a	8:51a	8:56a	8:59a	9:03a	9:05a	9:08a	9:10a
8:45a	8:48a	8:50a	8:52a	8:57a	9:00a	9:05a	9:09a	9:13a	9:16a	9:21a	9:24a	9:28a	9:30a	9:33a	9:35a
9:10a	9:13a	9:15a	9:17a	9:22a	9:25a	9:30a	9:34a	9:37a	9:39a	9:43a	9:45a	9:48a	9:49a	9:52a	9:53a
9:35a	9:37a	9:38a	9:39a	9:43a	9:45a	9:49a	9:52a	9:55a	9:57a	10:01a	10:03a	10:06a	10:07a	10:10a	10:11a
9:55a	9:57a	9:58a	9:59a	10:03a	10:05a	10:09a	10:12a	10:15a	10:17a	10:21a	10:23a	10:26a	10:27a	10:30a	10:31a
10:15a	10:17a	10:18a	10:19a	10:23a	10:25a	10:29a	10:32a	10:35a	10:37a	10:41a	10:43a	10:46a	10:47a	10:50a	10:51a
10:35a	10:37a	10:38a	10:39a	10:43a	10:45a	10:49a	10:52a	10:55a	10:57a	11:01a	11:03a	11:06a	11:07a	11:10a	11:11a
10:55a	10:57a	10:58a	10:59a	11:03a	11:05a	11:09a	11:12a	11:15a	11:17a	11:21a	11:23a	11:26a	11:27a	11:30a	11:31a
11:15a	11:17a	11:18a	11:19a	11:23a	11:25a	11:29a	11:32a	11:35a	11:37a	11:41a	11:43a	11:46a	11:47a	11:50a	11:51a
11:35a	11:37a	11:38a	11:39a	11:43a	11:45a	11:49a	11:52a	11:55a	11:57a	12:01p	12:03p	12:06p	12:07p	12:10p	12:11p
11:55a	11:57a	11:58a	11:59a	12:03p	12:05p	12:09p	12:12p	12:15p	12:17p	12:21p	12:23p	12:26p	12:27p	12:30p	12:31p
12:15p	12:17p	12:18p	12:19p	12:23p	12:25p	12:29p	12:32p	12:35p	12:37p	12:41p	12:43p	12:46p	12:47p	12:50p	12:51p
12:35p	12:37p	12:38p	12:39p	12:43p	12:45p	12:49p	12:52p	12:55p	12:57p	1:01p	1:03p	1:06p	1:07p	1:10p	1:11p
12:55p	12:57p	12:58p	12:59p	1:03p	1:05p	1:09p	1:12p	1:15p	1:17p	1:21p	1:23p	1:26p	1:27p	1:30p	1:31p
1:15p	1:17p	1:18p	1:19p	1:23p	1:25p	1:29p	1:32p	1:35p	1:37p	1:41p	1:43p	1:46p	1:47p	1:50p	1:51p
1:35p	1:37p	1:38p	1:39p	1:43p	1:45p	1:49p	1:52p	1:55p	1:57p	2:01p	2:03p	2:06p	2:07p	2:10p	2:11p
1:55p	1:57p	1:58p	1:59p	2:03p	2:05p	2:09p	2:12p	2:15p	2:17p	2:21p	2:23p	2:26p	2:27p	2:30p	2:31p
2:15p	2:17p	2:18p	2:19p	2:23p	2:25p	2:29p	2:32p	2:35p	2:37p	2:41p	2:43p	2:46p	2:47p	2:50p	2:51p
2:35p	2:37p	2:38p	2:39p	2:43p	2:45p	2:49p	2:52p	2:55p	2:57p	3:01p	3:03p	3:06p	3:07p	3:10p	3:11p
2:55p	2:57p	2:58p	2:59p	3:03p	3:05p	3:09p	3:12p	3:15p	3:17p	3:21p	3:23p	3:26p	3:27p	3:30p	3:31p
3:15p	3:17p	3:18p	3:19p	3:23p	3:25p	3:29p	3:32p	3:35p	3:37p	3:41p	3:43p	3:46p	3:47p	3:50p	3:51p
3:35p	3:37p	3:38p	3:39p	3:43p	3:45p	3:49p	3:52p	3:55p	3:57p	4:01p	4:03p	4:06p	4:07p	4:10p	4:11p
3:55p	3:57p	3:58p	3:59p	4:03p	4:05p	4:09p	4:12p	4:15p	4:17p	4:21p	4:23p	4:26p	4:27p	4:30p	4:32p
4:15p	4:17p	4:18p	4:19p	4:23p	4:25p	4:29p	4:33p	4:37p	4:40p	4:45p	4:48p	4:52p	4:54p	4:57p	4:59p
4:35p	4:38p	4:40p	4:42p	4:47p	4:50p	4:55p	4:59p	5:03p	5:06p	5:11p	5:14p	5:18p	5:20p	5:23p	5:25p
5:00p	5:03p	5:05p	5:07p	5:12p	5:15p	5:20p	5:24p	5:28p	5:31p	5:36p	5:39p	5:43p	5:45p	5:48p	5:50p
5:25p	5:28p	5:30p	5:32p	5:37p	5:40p	5:45p	5:49p	5:53p	5:56p	6:01p	6:04p	6:08p	6:10p	6:13p	6:15p



CITY OF FORT LAUDERDALE SUN TROLLEY DOWNTOWN LINK

The City of Fort Lauderdale and Broward County Transit (BCT) have partnered to provide the Sun Trolley Downtown Link. This free service will increase the number of destinations and connections that can be reached through public transit. Destinations along the Downtown Link Route include: Broward Central Terminal (outside on SW 1st Ave), Fort Lauderdale City Hall, Broward County Government Center, Broward County Library, Florida Atlantic University/Broward College, Broward County Courthouse/School Board, Broward Health Medical Center, Publix and the surrounding neighborhoods.

Connections are available to BCT routes 1, 6, 9, 10, 11, 14, 20, 22, 30, 31, 40, 50, 60 US 1 Breeze, 595 Express-Fort-Lauderdale and the Sun Trolley Neighborhood Link, Tri-Rail Shuttle, Northwest Community Link, and Las Olas Link Routes.

All buses on this route are air-conditioned and wheelchair accessible in accordance with the American with Disabilities Act (ADA). Bicycle racks are also provided. Please refer to this pamphlet for instruction on how to correctly use the bicycle racks.

The Sun Trolley Downtown Link is free of charge, but riders making connections to BCT routes and other Sun Trolley routes that charge fares are expected to pay the appropriate fares.

Hours of Operation

Monday - Friday • 7:30 am - 6:15 pm

The Sun Trolley Downtown Link operates approximately every 20-25 minutes, with assigned stops.

Please refer to the timetable and map on the reverse side of this pamphlet. The bus will operate as close to schedule as possible. Traffic conditions and/or inclement weather may cause the bus to arrive earlier or later than the expected time. Please allow yourself enough time when using this service.

The Sun Trolley Downtown Link will not operate once a hurricane warning has been issued or if other hazards do not allow for the safe operation of the bus.

Holidays

The Sun Trolley Downtown LINK does not operate on the following holidays observed by City of Fort Lauderdale:

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

BIKE RACKS

Bike racks are available on Sun Trolley Downtown Link. Bike racks are designed to carry two bikes only. It is important to have the operator's attention before loading and unloading your bike. As the bus approaches, have your bike ready to load. Remove any loose items that may fall off.

Loading

- Always load your bike from the curbside of the street.
- Lower-Squeeze the handle and pull down to release the folded bike rack.
- Lift your bike into the rack, fitting the wheels into the slots of the vacant position closest to the bus.
- Latch-Pull and release the support arm over the front tire, making sure the support arm is resting on the tire, not on the fender or frame.

Unloading

- Before exiting, notify the operator you are removing your bike.
- Pull the support arm off the tire. Move the support arm down and out of the way. Lift your bike out of the rack. If your bike is the only one on the rack, return the rack to the upright position.
- Move quickly to the curb.

Information

For additional information about the City of Fort Lauderdale's Sun Trolley routes and connections, call:

954.761.3543

Hearing/speech impaired/TTY **711 Relay**

Visit the Sun Trolley web site at: www.suntrolley.com

For more information about BCT routes, fares or connections, call: **BCT Rider Info 954.357.8400**

Hearing-speech impaired/TTY **954.357.8302**



Visit the Broward County Transit web site at:
www.Broward.org/BCT

This publication can be made available in LARGE PRINT, tape cassette or braille by request.

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.

BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS TRANSPORTATION Department

An equal opportunity employer and provider of services.

This public document was promulgated at a cost of \$749.65, or \$.103 per copy, to inform the public about community bus service between Broward County Transit and the City of Fort Lauderdale.

1/14



CITY OF FORT LAUDERDALE



SUN TROLLEY

Downtown Link

Monday-Friday

7:30 am to 6:15 pm

Every 15 Minutes

For more information call

954-761-3543 or visit the

web site:

www.SunTrolley.com



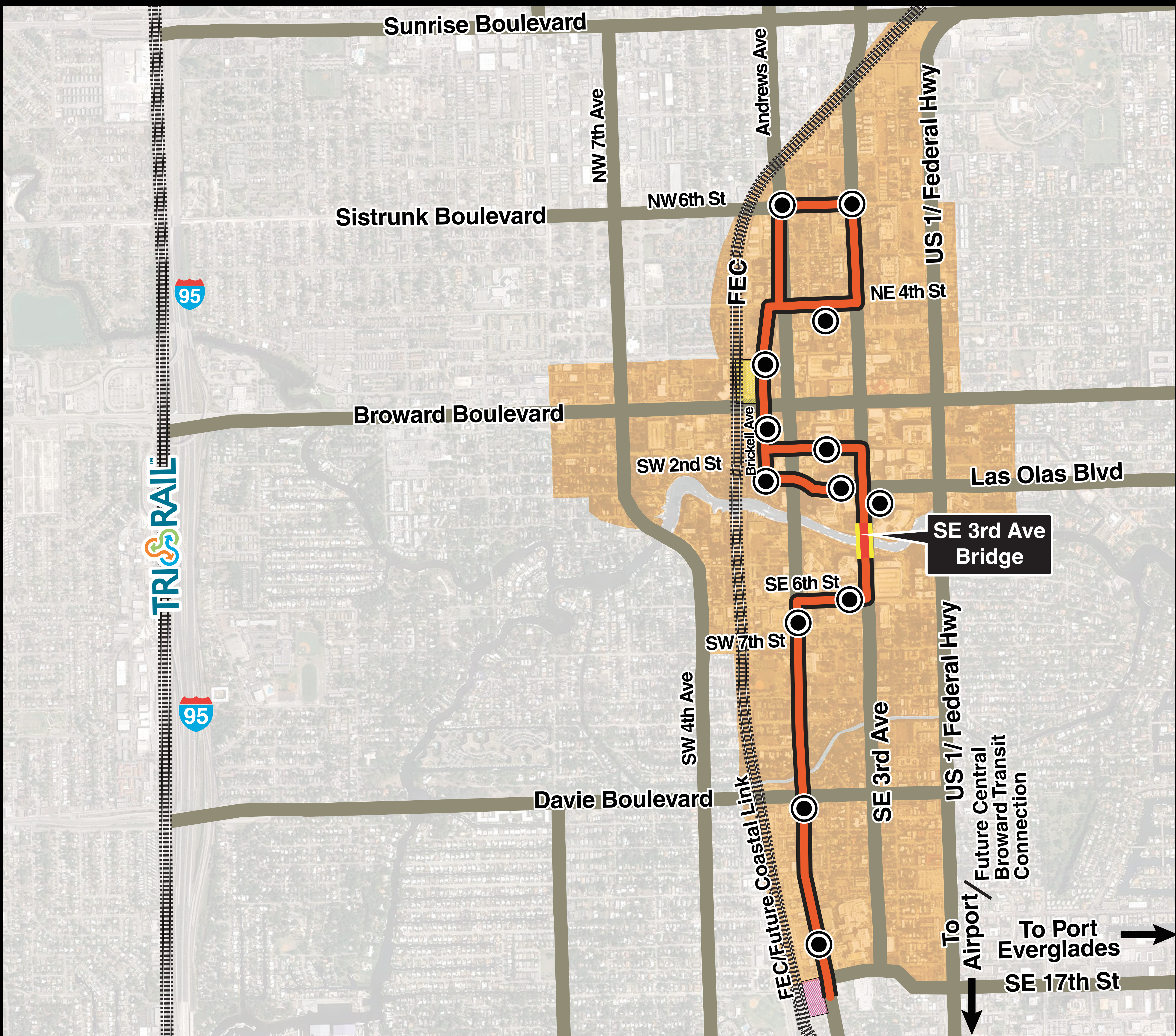
NEED A RIDE?
just wave
WE'LL PICK YOU UP!

When it comes to our safety, we can always use an extra pair of eyes. **Look around. Be aware.**

If something does not look right, let us know.

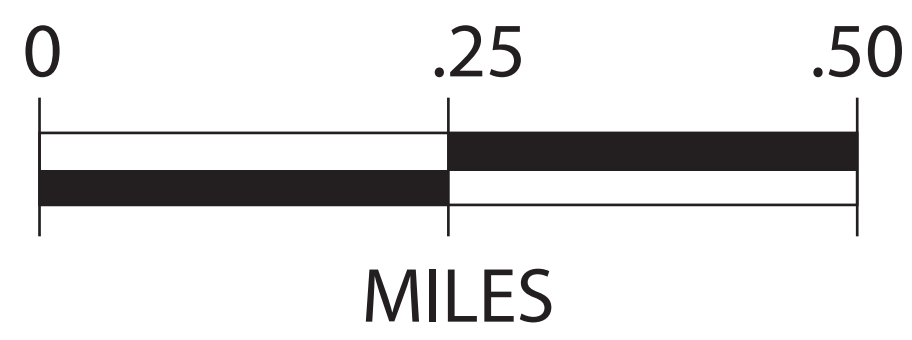
Contact: 954-357-LOOK (5665).

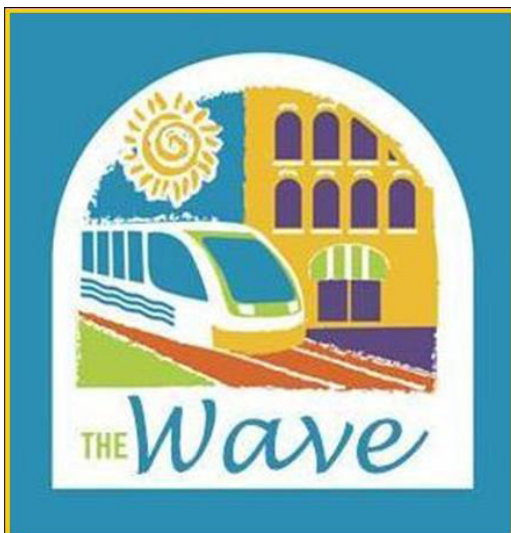
Wave Modern Streetcar Alignment



LEGEND

-  Project Alignment
-  Station
-  Site "K" Vehicle Maintenance & Storage Facility Site
-  Broward County Central Transit Terminal
-  Existing Roadway
-  Study Area





THE WAVE MODERN STREETCAR PROJECT

May 2014

PROJECT HISTORY

2004 Downtown transit and pedestrian mobility study was completed through partnerships with the Downtown Development Authority of Fort Lauderdale (DDA), the City of Fort Lauderdale, the Community Redevelopment Agency (CRA), FDOT, Broward County, the Broward MPO, the Clean Air Cooperative, the Downtown Fort Lauderdale Transportation Management Association (TMA) and Tri-Rail that resulted in the need to invest in transit and pedestrian improvements in Downtown Fort Lauderdale.

2005 The DDA, in partnership with Florida Department of Transportation (FDOT) and the Broward MPO, hired a consultant to complete an Alternative Analysis (AA) and Environmental Assessment (EA) following Federal guidelines.

2006 Due to a request from the community, project boundaries were extended to 17th Street to connect with the hospital district.

2008 A locally preferred alternative (LPA) was endorsed by Broward County, the City of Fort Lauderdale, and the DDA. The route extends from Sistrunk/6th Street on the north to SE 17th Street on the south.

2008 Broward County committed to be the owner and operator of the system, and the City of Fort Lauderdale pledged a capital contribution of \$10.5 million and agreed to initiate a special assessment process to raise the remaining local share, all very significant steps to making the Project a reality.

2012 The Federal Transit Administration (FTA) publishes the Environmental Assessment and Finding of No Significant Impact, finalizing the federal NEPA and State environmental process.

2012 The U.S. Department of Transportation awarded the project an \$18 million Transportation Investment Generating Economic Recovery (TIGER) Grant.

2013 FTA formally approves the project into the Small Starts Project Development phase and includes the project in its Annual Report to Congress.

2013 SFRTA hires a Project Management Consultant for project development and to begin public outreach efforts.

2013 Project development and preliminary design begins.

2013 Fort Lauderdale City Commission unanimously approves assessment district funding the Project.

PROJECT DESCRIPTION

The Wave Modern Streetcar, a 2.7 mile environmentally friendly streetcar system, will serve the Downtown Fort Lauderdale area. The Project seeks to create a livable community by integrating land use, transportation and economic development while being environmentally sustainable.

Features of the system include:

- Modern streetcar vehicles operating on rails embedded in the street;
- Operations in mixed-traffic with easy boarding on/off the vehicle and easy fare payment;
- 14 station stops reflective of the character of the project area;
- Real-time information (technology that communicates when the next vehicle will be arriving at the station);
- Informational kiosks and shelters at the station stops;
- Accessibility for the disabled community, as well as for bicycles, baby strollers, shopping carts, etc.;
- Traffic signal priority for the streetcar vehicles at selected intersections.

What is the “modern streetcar”?

Modern streetcars operate on steel embedded tracks and are generally powered by overhead power lines. Typically mixed with automobile traffic, the streetcar acts as an urban circulator using the existing street system to navigate its travel.

Many cities including Portland and Seattle have successful modern streetcar systems in service.

How is the streetcar different from light rail?

The streetcar differs from light rail in its smaller vehicle size and single-car operation. Streetcars can operate with mixed traffic unlike light rail that typically operates in an exclusive lane. The stops are also different, as the streetcar stops more frequently, similar to a local bus service, and employs a stop design similar to a bus.

What are the benefits of the streetcar?

The streetcar, like any fixed rail investment, has the ability to:

- Strengthen existing neighborhoods and communities by attracting new riders
- Enhance the unique character of an area
- Anchor high-density development in a way that a bus cannot by providing a permanent infrastructure investment
- Create walkable urban environments through the length of the route
- Generate jobs for local residents by stimulating economic development

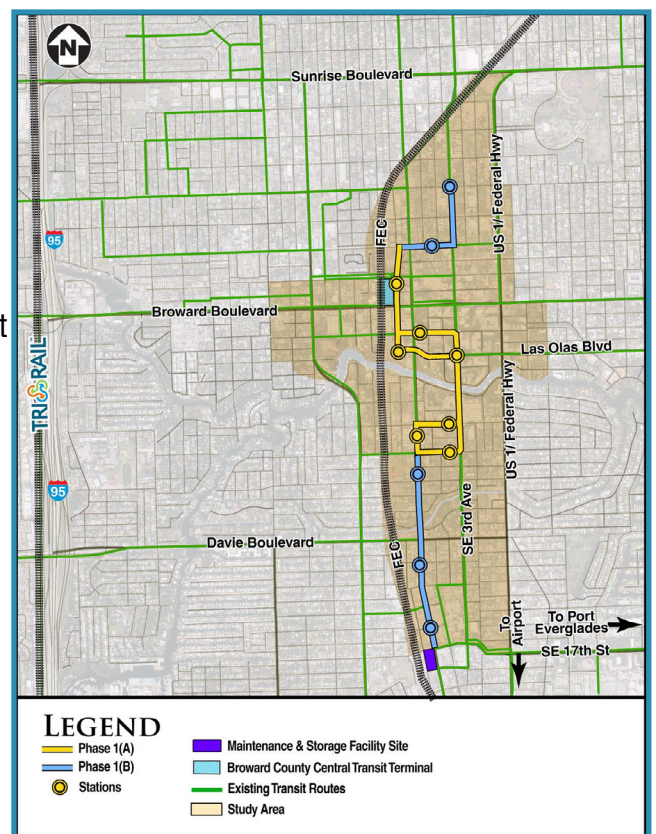
Streetcars also fit well into a multi-modal transit system, focusing on short trips and conveniently connecting with other rail and bus modes. Streetcars work in complement with the other transit modes to improve regional mobility.

What is the construction impact of the streetcar?

Modern streetcar systems are typically simpler to construct in comparison to light rail, requiring less infrastructure and time. Streetcar construction is usually confined to the trackway and requires minimal, if any, right-of-way, keeping the sidewalk areas largely intact during and after construction.



WAVE STREETCAR ROUTE



CONTACT INFORMATION

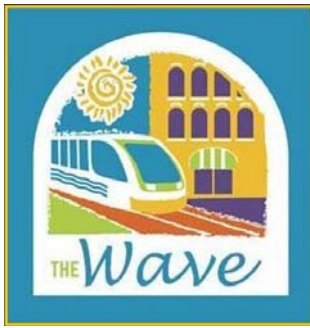
Kate Sheffield
Downtown Development Authority of
Fort Lauderdale
email: kate@ddaftl.org
phone: 954-463-6574

PROJECT SCHEDULE

Design & Development
2013 – 2015

Construction and Testing
2016 – 2017

Launch Revenue Service
2017



The Wave Modern Streetcar is a 2.8-mile streetcar system that will serve as a local circulator in Downtown Fort Lauderdale. Once people get to Downtown, they will have a viable transportation option that will help them to transport “beyond the car” by using The Wave, to move around quickly and safely.

Project Benefits

It is expected that, once completed, the Wave will:

- Create jobs, both during construction and permanent.
- Encourage private investment to bring new housing, shops, restaurants and retail opportunities.
- Connect Downtown's many points of interest and link to the regional transit network.
- Increase foot traffic due to streetcar functioning as a pedestrian accelerator.
- Direct growth to the urban core and away from our surrounding neighborhoods.
- Serve as a catalyst to advance regional rail systems.

Timeline

- Design Phase, 2013 - 2015
- Construction/Vehicle Procurement/System Testing, 2016 - 2017
- **Ride The Wave – 2018**

Project History

2000 - 2009

A downtown transit and pedestrian mobility study was completed through partnerships with the Downtown Development Authority of Fort Lauderdale (DDA), the City of Fort Lauderdale, the Community Redevelopment Agency (CRA), Florida Department of Transportation (FDOT), Broward County, the Broward Metropolitan Planning Organization, the Clean Air Cooperative, the Downtown Fort Lauderdale Transportation Management Association (TMA) and South Florida Regional Transportation Authority/Tri-Rail (SFRTA/TriRail) that resulted in the need to invest in transit and pedestrian improvements in downtown.

Along with many steps taken to improve connectivity and the pedestrian realm, the DDA, in partnership with FDOT and the Broward MPO completed an Alternative Analysis (AA) and Environmental Assessment (EA). These are studies conducted to identify a potential route options, technology and potential environmental impacts associated with completing a transit improvement.

During this process, there was a request from the community to extend the project boundaries to the hospital on 17th Street. So in **2006**, the study area was extended to the Hospital District.

In **2008**, a locally preferred alternative (LPA) was endorsed by Broward County, the City of Fort Lauderdale, and the DDA. The route extends from Sistrunk/6th St on the North to SE 17th St on the South. The route map can be found on the [Project Details](#) page.

In addition, Broward County committed to be the owner and operator of the system and the City of Fort Lauderdale pledged a capital contribution of \$10.5 million and agreed to advance a special assessment process to raise the remaining local share.

2010 and 2011

With the needs identified, the project's partnership began to solidify with the South Florida Regional Transportation Authority (SFRTA) as the Federal Transit Administration (FTA) project sponsor and the manager of design and construction. In addition, the project team worked hard to finalize the necessary federal submittals and meet with property owners about the project.

2012 and 2013

The project moved forward with its environmental compliance (AA/EA) process, development, approval and execution of a partnership agreement. It also procured a project management consultant team (PMC) and went through the final local assessment process. The final assessment was unanimously approved by the City Commission on July 9, 2013 and represented a monumental step not only for the project, but also for the future of Downtown, the City and Broward County.

In **June 2013**, the PMC was hired and started surveying the streets along the route and will complete a 30% design by early 2015.

2014

In early 2014 it was announced that the Wave Streetcar project was recommended for \$50 million in Small Starts grant funding in the Fiscal Year 2015 United States Department of Transportation budget, providing additional funding required to design and construct the project. A consultant is being procured for the Final Design of the project which will be completed during 2014-2015. Technical specifications are being developed for the procurement of the streetcar vehicles with a goal of receiving delivery of the vehicles in 2017.

PASSENGER TRAIN TRAVEL

ORLANDO TO MIAMI, FL

Vacationing, doing business, commuting or otherwise traveling between Orlando and Miami is about to get easier. All Aboard Florida is a passenger rail service that will provide state-of-the-art fast, safe, relaxing train travel in one of the most populous and visited regions in the United States. All Aboard Florida will use the existing Florida East Coast Railway corridor between Miami and Cocoa, and build new track along State Road 528 between Cocoa and Orlando. Once complete, it will serve residents and visitors in this area with passenger rail that is convenient, safe, fast and environmentally friendly. This train doesn't just do wonders for transportation. It does a lot for the Florida community. Over the next eight years, it will have a direct, positive impact on Florida's economy. During construction, it will create nearly 10,000 jobs. It will also require zero funding from taxpayers. And it's all moving full-speed ahead.

MODERN PASSENGER RAIL

Driving from Miami to Orlando takes about four hours. The All Aboard Florida train will allow passengers to cover that same distance in about three hours — while reading, relaxing or simply enjoying a more productive way to travel. Quality passenger rail holds the power to transform the travel experience. Rather than putting miles on your own car, paying for gas and navigating heavy traffic, passengers can sit back and enjoy the ride. All Aboard Florida will deliver you to Orlando, Miami and destinations in between faster than when driving — and you will arrive more relaxed, refreshed and comfortable.

SERVICE BEGINS IN 2017

The route will open for service between Miami and West Palm Beach in 2017, with full service from Miami to Orlando following later that year. In the meantime, All Aboard Florida will be improving the route between Miami and Cocoa, building out the route between Cocoa and Orlando, and constructing modern rail stations in Miami, Fort Lauderdale and West Palm Beach. Station construction projects at the four destination cities are at various stages. Skidmore, Owings and Merrill (SOM) designed the three South Florida stations in association with Zyscovich Architects. Construction has begun in Miami, Fort Lauderdale and West Palm Beach, and each station will be completed in advance of the 2017 launch for phase I. Suffolk Construction is serving as general contractor in Miami, and Moss & Associates is the general contractor in Fort Lauderdale and West Palm Beach. The Orlando station will be part of a larger Intermodal Transportation Center at Orlando International Airport, which will be ready in advance of the launch of full service.

ADVANCED TRANSPORTATION FOR AN AMERICAN HOTSPOT

Millions live, work and vacation in the stretch of Florida between Orlando and Miami. Each station served by All Aboard Florida will be strategically located near local transportation options, providing passengers convenient access to each city and destinations located throughout the region. The Orlando Station will be adjacent to Orlando International Airport, allowing visitors from around the world a new and attractive option as they explore Central and South Florida. When fully operational, All Aboard Florida will run 16 southbound and 16 northbound trains each day, ensuring you can ride when needed.

DISCOVER THE SPEED OF RAIL

All Aboard Florida will transport passengers at between 79 and 125 miles per hour — a speed similar to that of the popular Acela Express that serves the Northeast. Construction includes new track between Orlando and Cocoa, as well as, new signal systems, upgraded crossings, double tracking and other improvements for the existing stretch between Cocoa and Miami. Passengers will ride on Siemens train-sets that feature ADA compliance standards, Wi-Fi, level boarding and ergonomic seating. The entire development of this passenger train system is focused on travelers and maximizing their convenience. Connect with All Aboard Florida to stay updated on progress and news.

FORT LAUDERDALE TRAIN STATION

PASSENGER RAIL STATION

All Aboard Florida is an under-construction passenger rail system that will connect Orlando and Miami, including stops in Fort Lauderdale and West Palm Beach. Not only will passengers enjoy the comfort of ergonomic seating and the convenience of onboard Wi-Fi, they will also make the 235-mile journey from Orlando to Miami about 25 percent faster than driving. Once the system is fully operational, All Aboard Florida plans to make the journey in about three hours, with 16 southbound and 16 northbound trains each day.

A MODERN RAILWAY FOR FORT LAUDERDALE

The downtown Fort Lauderdale station provides a new gateway into the city and Broward County. Poised to further Fort Lauderdale's position as a fully connected “City of Tomorrow,” the 60,000 square foot station and platform includes a modern, multi-story lobby spanning an elevated passenger lounge area for travelers, and parking facilities. The Fort Lauderdale station is located at NW 2nd Avenue between Broward Boulevard and NW 4th Street. Planned and designed by Skidmore, Owings & Merrill LLP (SOM) in association with Zyscovich Architects, it will:

- Connect to the Sun Trolley, Broward County Transit system, future Wave Streetcar and planned Tri-Rail station.
- Give visitors direct access to the beaches, shopping, arts, parks, museums, eco tours, spas and other destinations that Fort Lauderdale is known for.
- Stimulate a currently underutilized area, driving new visitors into downtown and the surrounding cultural, economic and shopping destinations.

- Create more than \$333 million in economic impact for Broward County through 2021 and 800 jobs in Broward County through the construction of the station and rail line. Construction of the other South Florida stations also began in late 2014. Skidmore, Owings and Merrill designed the Fort Lauderdale, West Palm Beach and Miami stations, with Moss & Associates serving as general contractor in Fort Lauderdale and West Palm Beach. Suffolk Construction is general contractor in Miami. The Orlando station is part of a larger Intermodal Transportation Center planned for Orlando International Airport. Once complete, this new rail system and the stations it serves will comprise an advanced transportation experience that will offer passengers a uniquely comfortable and efficient option when visiting Central and South Florida.

AN UNMATCHED TRAVEL EXPERIENCE

When you ride All Aboard Florida, you will experience convenience, comfort and speed unlike any other transit option. The 16 southbound and 16 northbound journeys each day ensure you can find the perfect departure and arrival time for your schedule. The relaxed environment of the Siemens train-sets mean you can relax and arrive refreshed from the ride rather than frazzled by traffic. Station connectivity allows you access to your destination city using public transit, and the Orlando station's proximity to Orlando International Airport provides access to the world.

ALL ABOARD FLORIDA IS COMING SOON

Fort Lauderdale is included in the first phase launch. Beginning in 2017, service begins between Miami and West Palm Beach with a stop in Fort Lauderdale. Full service between Miami and Orlando is expected to begin shortly after. In preparation for full launch, All Aboard Florida is improving the existing Florida East Coast Railway corridor between Miami and Cocoa and constructing new track along State Road 528 between Cocoa and Orlando. Once these improvements and new construction projects are complete, All Aboard Florida will be able to provide its passengers with one of the most advanced, efficient and enjoyable rail experiences in the United States.

YOUR DESTINATION, FAST AND EASY

Not only do passengers arrive faster, they also enjoy the stress-free experience that passenger rail offers. There's no traffic, no gas and no driving. When you ride All Aboard Florida, you can sit back and read a book, answer your email or look out the window and enjoy the beautiful Sunshine State landscape. Once you experience advanced rail travel, you'll never go back to the road. Residents clamoring for a modern railway in Fort Lauderdale will soon have their wish. Connect with All Aboard Florida to receive progress updates and news.

The Downtown Fort Lauderdale station will be located at NW 2nd Avenue, between Broward Boulevard and NW 4th Street.



Fort Lauderdale Station Fact Sheet

About the Station

- All Aboard Florida's Fort Lauderdale station will be located on 4.8 acres of land adjacent to the Florida East Coast Railway (FEC) corridor on NW 2nd Avenue, between Broward Boulevard and NW 4th Street
- Located at the northern end of downtown, the nearly 60,000 square foot station and platform will stimulate a currently underutilized area, driving new visitors into downtown and the surrounding cultural, economic and shopping destinations
- The station's location provides convenient connections to the Sun Trolley, Broward County Transit system, future Wave Streetcar and planned Tri-Rail station
- Station design elements include a modern, multi-story lobby spanning, an elevated passenger lounge area for travelers, and parking facilities
- All Aboard Florida's Fort Lauderdale station is being planned and designed by Skidmore, Owings & Merrill LLP (SOM), in association with Zyscovich Architects

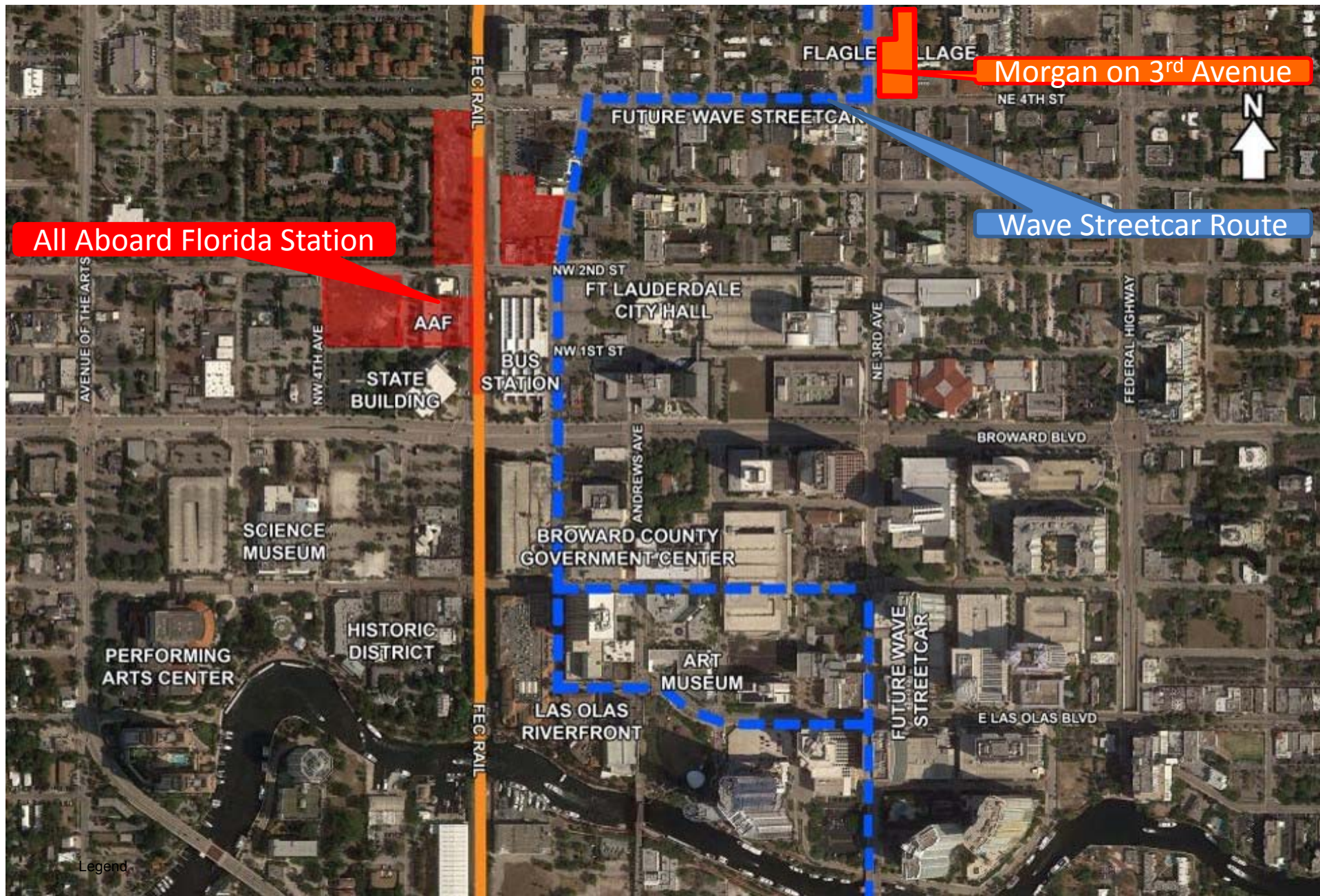
All Aboard Florida's Economic Impact

- An economic impact study was conducted on All Aboard Florida by The Washington Economics Group (WEG), a leading economic consulting practice based in Florida. The study found All Aboard Florida will serve as an engine for growth and prosperity for Florida cities and local governments. Specifically the project will result in:
 - Nearly 800 jobs will be created in Broward County through the construction of the rail line and station
 - A \$333 million economic impact to Broward County through 2021, generating over \$34 million in additional tax revenue for the county
 - A \$6 billion economic impact across Florida, creating over 10,000 jobs during construction and over 2,200 ongoing jobs by 2021

Additional Project Impacts

- Infrastructure – Through private investment, All Aboard Florida will increase efficiency and enhance the performance of at-grade and bridge crossings along the existing rail corridor established by Henry Flagler more than a century ago.
- Environmental – All Aboard Florida will remove 3 million vehicles annually from Florida roads, thereby significantly decreasing greenhouse gas emissions and fuel consumption.
- Urban Renewal/Revitalization – All Aboard Florida will bring revitalization to the urban cores of Miami, Fort Lauderdale and West Palm Beach, as each downtown station location serves as a hub for optimum connectivity to area shopping, dining, hotels and attractions, fueling growth and catalyzing the urban regeneration of each city.
- Relief for Our Roads – By providing a much needed transportation alternative to one of the nation's most traveled roadways, All Aboard Florida will result in less traffic congestion, and a reduction for taxpayers to build and maintain an already challenged road system.
- Increased Tourism – With visitors to Florida expected to reach 100 million, All Aboard Florida will connect four large tourist destinations, offering an easy, convenient and comfortable solution to move more people within Central and South Florida, encouraging more extended visits and multi-destination vacation experiences.

###



All Aboard Florida – Station Location

Attachment 4

FDOT Factors and Historical Counts

Peak Season Conversion Factors Historical Counts at State Count Stations

2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2014 - 01/04/2014	0.97	1.00
2	01/05/2014 - 01/11/2014	0.99	1.02
3	01/12/2014 - 01/18/2014	1.01	1.04
4	01/19/2014 - 01/25/2014	1.00	1.03
* 5	01/26/2014 - 02/01/2014	0.99	1.02
* 6	02/02/2014 - 02/08/2014	0.98	1.01
* 7	02/09/2014 - 02/15/2014	0.97	1.00
* 8	02/16/2014 - 02/22/2014	0.96	0.99
* 9	02/23/2014 - 03/01/2014	0.96	0.99
*10	03/02/2014 - 03/08/2014	0.96	0.99
*11	03/09/2014 - 03/15/2014	0.96	0.99
*12	03/16/2014 - 03/22/2014	0.96	0.99
*13	03/23/2014 - 03/29/2014	0.96	0.99
*14	03/30/2014 - 04/05/2014	0.97	1.00
*15	04/06/2014 - 04/12/2014	0.98	1.01
*16	04/13/2014 - 04/19/2014	0.98	1.01
*17	04/20/2014 - 04/26/2014	0.99	1.02
18	04/27/2014 - 05/03/2014	1.00	1.03
19	05/04/2014 - 05/10/2014	1.01	1.04
20	05/11/2014 - 05/17/2014	1.01	1.04
21	05/18/2014 - 05/24/2014	1.02	1.05
22	05/25/2014 - 05/31/2014	1.03	1.06
23	06/01/2014 - 06/07/2014	1.03	1.06
24	06/08/2014 - 06/14/2014	1.04	1.07
25	06/15/2014 - 06/21/2014	1.05	1.08
26	06/22/2014 - 06/28/2014	1.05	1.08
27	06/29/2014 - 07/05/2014	1.05	1.08
28	07/06/2014 - 07/12/2014	1.05	1.08
29	07/13/2014 - 07/19/2014	1.05	1.08
30	07/20/2014 - 07/26/2014	1.05	1.08
31	07/27/2014 - 08/02/2014	1.04	1.07
32	08/03/2014 - 08/09/2014	1.04	1.07
33	08/10/2014 - 08/16/2014	1.03	1.06
34	08/17/2014 - 08/23/2014	1.03	1.06
35	08/24/2014 - 08/30/2014	1.03	1.06
36	08/31/2014 - 09/06/2014	1.03	1.06
37	09/07/2014 - 09/13/2014	1.03	1.06
38	09/14/2014 - 09/20/2014	1.04	1.07
39	09/21/2014 - 09/27/2014	1.03	1.06
40	09/28/2014 - 10/04/2014	1.02	1.05
41	10/05/2014 - 10/11/2014	1.01	1.04
42	10/12/2014 - 10/18/2014	1.00	1.03
43	10/19/2014 - 10/25/2014	1.00	1.03
44	10/26/2014 - 11/01/2014	1.00	1.03
45	11/02/2014 - 11/08/2014	1.00	1.03
46	11/09/2014 - 11/15/2014	1.00	1.03
47	11/16/2014 - 11/22/2014	1.00	1.03
48	11/23/2014 - 11/29/2014	0.99	1.02
49	11/30/2014 - 12/06/2014	0.98	1.01
50	12/07/2014 - 12/13/2014	0.98	1.01
51	12/14/2014 - 12/20/2014	0.97	1.00
52	12/21/2014 - 12/27/2014	0.99	1.02
53	12/28/2014 - 12/31/2014	1.01	1.04

* PEAK SEASON

09-MAR-2015 16:07:53

830UPD

4_8601_PKSEASON.TXT

Florida Department of Transportation
 Transportation Statistics Office
 2014 Historical AADT Report

County: 86 - BROWARD

Site: 7367 - BROWARD BLVD, E OF SW 7 AVE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----
2014	55000 C	E 26500	W 28500	9.00	54.20	9.70
2013	49000 C	E 26000	W 23000	9.00	53.60	6.50
2012	49000 C	E 26500	W 22500	9.00	52.20	5.20
2011	50500 C	E 25500	W 25000	9.00	52.50	10.50
2010	51000 C	E 26500	W 24500	8.35	52.69	10.50
2009	56500 C	E 29000	W 27500	8.53	53.89	10.50
2008	57500 S	E 29500	W 28000	8.81	54.16	3.70
2007	59500 F	E 30500	W 29000	8.63	55.75	3.50
2006	57000 C	E 29000	W 28000	8.40	55.34	3.10
2005	52000 C	E 26500	W 25500	8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2014 Historical AADT Report

County: 86 - BROWARD

Site: 0024 - SR 842/BROWARD BLVD - W OF SR 5/E OF NE 3 AVE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----
2014	36000 C	E 19000	W 17000	9.00	54.20	2.90
2013	35500 C	E 19000	W 16500	9.00	53.60	2.90
2012	35500 C	E 19500	W 16000	9.00	52.20	2.90
2011	37000 C	E 18500	W 18500	9.00	52.50	4.10
2010	34000 C	E 17500	W 16500	8.35	52.69	4.10
2009	32500 C	E 17000	W 15500	8.53	53.89	4.10
2008	34500 C	E 18500	W 16000	8.81	54.16	3.00
2007	36000 C	E 18500	W 17500	8.63	55.75	3.00
2006	37500 C	E 19000	W 18500	8.40	55.34	3.70
2005	36500 C	E 19000	W 17500	8.20	51.70	2.30
2004	36500 C	E 18500	W 18000	9.10	55.30	2.30
2003	37000 C	E 19000	W 18000	8.60	57.50	2.10
2002	35500 C	E 18500	W 17000	8.70	56.40	2.90
2001	34000 C	E 18000	W 16000	9.00	60.20	3.60
2000	36500 C	E 19500	W 17000	8.90	57.80	3.80
1999	34000 C	E 17500	W 16500	9.60	62.50	3.60

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5157 - SR 5 - S OF NE 9 ST

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2014	40500	C	N 19500	S 21000	9.00	54.50	4.00
2013	40000	C	N 20000	S 20000	9.00	54.60	3.80
2012	38500	C	N 20500	S 18000	9.00	55.00	3.80
2011	33500	C	N 15500	S 18000	9.00	54.50	3.10
2010	35500	C	N 17000	S 18500	9.37	54.06	3.10
2009	40500	C	N 20500	S 20000	9.31	53.74	3.10
2008	43000	C	N 20500	S 22500	9.70	54.48	4.60
2007	41000	C	N 19000	S 22000	9.10	53.47	4.60
2006	40000	C	N 19000	S 21000	9.48	53.59	3.00
2005	41000	C	N 19500	S 21500	10.60	58.90	2.20
2004	42000	C	N 20500	S 21500	10.40	56.30	2.20
2003	44000	C	N 22500	S 21500	9.20	55.90	4.70
2002	45500	C	N 22500	S 23000	9.50	55.00	4.70
2001	44000	C	N 21000	S 23000	9.70	55.60	3.10
2000	45500	C	N 22500	S 23000	9.40	56.30	3.90
1999	48500	C	N 25500	S 23000	9.40	56.40	2.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7374 - US 1, N OF BROWARD BLVD

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2014	37500 C	N	18500	S 19000	9.00	54.50	5.00
2013	40500 C	N	19000	S 21500	9.00	54.60	4.80
2012	43000 C	N	22500	S 20500	9.00	55.00	4.80
2011	41500 C	N	20500	S 21000	9.00	54.50	5.40
2010	38500 C	N	18500	S 20000	9.37	54.06	5.40
2009	41000 C	N	20000	S 21000	9.31	53.74	5.40
2008	33500 S	N	19000	S 14500	9.70	54.48	3.10
2007	35000 F	N	20000	S 15000	9.10	53.47	3.40
2006	35000 C	N	20000	S 15000	9.48	53.59	4.20
2005	43500 C	N	21000	S 22500	10.60	58.90	0.00

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

Florida Department of Transportation
 Transportation Statistics Office
 2014 Historical AADT Report

County: 86 - BROWARD

Site: 7373 - US 1, S OF BROWARD BLVD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----
2014	47500 C	N 23500	S 24000	9.00	54.50	3.30
2013	45000 C	N 22500	S 22500	9.00	54.60	2.90
2012	44500 C	N 23000	S 21500	9.00	55.00	2.90
2011	42500 C	N 22000	S 20500	9.00	54.50	2.20
2010	41000 C	N 20500	S 20500	9.37	54.06	2.20
2009	45000 C	N 22500	S 22500	9.31	53.74	2.20
2008	52500 S	N 27000	S 25500	9.70	54.48	3.10
2007	54500 F	N 28000	S 26500	9.10	53.47	3.40
2006	54500 C	N 28000	S 26500	9.48	53.59	4.20
2005	51000 C	N 25000	S 26000	10.60	58.90	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Attachment 5

Committed Development

**Pineapple House
299 N Federal
450-500 North Federal Highway**

Pineapple House

May 2014 Trip Generation

May 2014 Conceptual Plan with Site Access

PINEAPPLE HOUSE - DRC - R-14-018
TABLE 2A - TRIP GENERATION FOR THE PROPOSED USE

5/4/2014

PROPOSED USE	SCALE	UNITS	ITE LUC	ITE 9TH EDITION	DAILY	% IN	TRIPS IN	% OUT	TRIPS OUT
ADULT HOUSING UNITS	92 DU		252	$T = 2.98 (X) + 21.05$	295	50%	148	50%	147
SOCIAL SERVICE RESIDENTIAL UNITS	86 DU		253	$T = 2.02 (X)$	174	50%	87	50%	87
LEASING OFFICE	1,545 SQ. FT.		710	$T = 11.03 (X)$	17	50%	9	50%	8
GROUND LEVEL RETAIL	11,897 SQ. FT.		820	$T = 42.70 (X)$	508	50%	254	50%	254
GROSS TOTAL TRIPS					994	50%	498	50%	496
INTERNALIZATION			5.00%	Mixed Use Internal Capture	50	50%	25	50%	25
PEDESTRIAN AND TRANSIT REDUCTION			5.00%	Pedestrian and Transit Reduction	47	50%	24	50%	23
NET EXTERNAL TRIPS					897	50%	449	50%	448
PROPOSED USE	SCALE	UNITS	ITE LUC	ITE 9TH EDITION	AM PEAK	% IN	TRIPS IN	% OUT	TRIPS OUT
ADULT HOUSING UNITS	92 DU		252	$T = 0.20 (X) - 0.13$	18	34%	6	66%	12
SOCIAL SERVICE RESIDENTIAL UNITS	86 DU		253	$T = 0.06 (X)$	5	59%	3	41%	2
LEASING OFFICE	1,545 SQ. FT.		710	$T = 1.56 (X)$	2	88%	2	12%	0
GROUND LEVEL RETAIL	11,897 SQ. FT.		820	$\ln (T) = 0.61 \ln (X) + 2.24$	43	62%	27	38%	16
GROSS TOTAL TRIPS					69	55%	38	45%	31
INTERNALIZATION			5.00%	Mixed Use Internal Capture	3	55%	2	45%	1
PEDESTRIAN AND TRANSIT REDUCTION			5.00%	Pedestrian and Transit Reduction	3	55%	2	45%	1
NET EXTERNAL TRIPS					63	54%	34	46%	29
PROPOSED USE	SCALE	UNITS	ITE LUC	ITE 9TH EDITION	PM PEAK	% IN	TRIPS IN	% OUT	TRIPS OUT
ADULT HOUSING UNITS	92 DU		252	$T = 0.24 (X) + 1.64$	24	54%	13	46%	11
SOCIAL SERVICE RESIDENTIAL UNITS	86 DU		253	$T = 0.17 (X)$	15	55%	8	45%	7
LEASING OFFICE	1,545 SQ. FT.		710	$T = 1.49 (X)$	2	17%	0	83%	2
GROUND LEVEL RETAIL	11,897 SQ. FT.		820	$T = 3.71 (X)$	44	48%	21	52%	23
GROSS TOTAL TRIPS					85	50%	42	50%	43
INTERNALIZATION			5.00%	Mixed Use Internal Capture	4	50%	2	50%	2
PEDESTRIAN AND TRANSIT REDUCTION			5.00%	Pedestrian and Transit Reduction	4	50%	2	50%	2
NET EXTERNAL TRIPS					77	50%	38	50%	39

TABLE 2B - TRIP GENERATION FOR THE EXISTING USES ON SITE - 505 - 509 - 511 NE 3 AVENUE

5/4/2014

EXISTING USE - SEE TABLE 2D	SCALE	UNITS	ITE LUC	ITE 9TH EDITION	TOTAL	% IN	TRIPS IN	% OUT	TRIPS OUT
OFFICE - Daily	10,626 SQ. FT.		710	$T = 11.03 (X)$	117	50%	59	50%	58
OFFICE - AM Peak Hour	10,626 SQ. FT.		710	$T = 1.56 (X)$	17	88%	15	12%	2
OFFICE - PM Peak Hour	10,626 SQ. FT.		710	$T = 1.49 (X)$	16	17%	3	83%	13

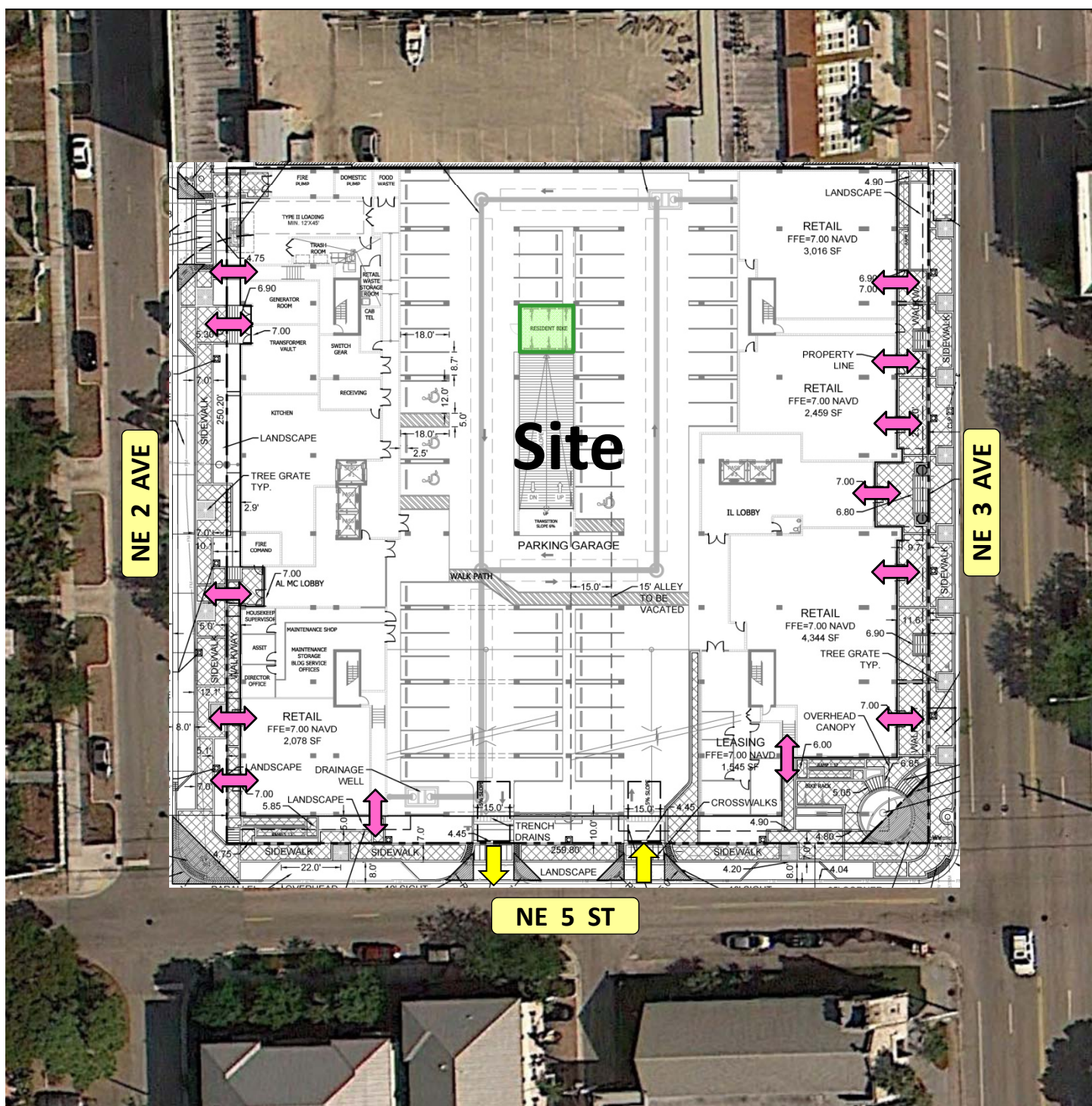
TABLE 2C - NET NEW TRIP GENERATION - PROPOSED LESS EXISTING

5/4/2014

TIMEFRAME	CHANGE IN TRIPS	TRIPS	% IN	TRIPS IN	% OUT	TRIPS OUT
CHANGE IN NET EXTERNAL DAILY TRIPS	NET NEW DAILY TRIPS	780	50%	390	50%	390
CHANGE IN NET EXTERNAL AM PEAK HOUR TRIPS	NET NEW AM PEAK HOUR TRIPS	46	41%	19	59%	27
CHANGE IN NET EXTERNAL PM PEAK HOUR TRIPS	NET NEW PM PEAK HOUR TRIPS	61	58%	35	42%	26

TABLE 2D - EXISTING OFFICE USE

LOCATION	SCALE	UNITS
505 NE 3 Avenue - Folio 5042-03-02-0520	1561 SQ. FT.	
509 NE 3 Avenue - Folio 5042-03-02-0511	3801 SQ. FT.	
511 NE 3 Avenue - Folio 5042-03-02-0510	5264 SQ. FT.	
TOTAL Existing Office Use	10626 SQ. FT.	
Note - Existing SF from BC Property Appraiser's Website		



Bike Storage



Inbound and Outbound Vehicular Access to Structured Parking



Pedestrian Access to/from Retail and Residential Uses

Figure 2
Site Access
Pineapple House

Source: Cathy Sweetapple & Associates

299 N Federal

**Jan 2015 Trip Generation for
Net Increase in Hotel Rooms**

Nov 2014 Trip Generation

**Trip Distribution Nov 2014
Trip Distribution January 2015**

Mr. Dulce Conde
Sol-ARCH
4917 SW 74th Court
Miami, Florida 33155

September 21, 2015

**Re: 299 N. Federal – Increase in Intensity
Fort Lauderdale, Florida**

Dear Dulce:

It is our understanding that the recently-approved 299 N. Federal project is planning to increase its approved intensity from 299 hotel rooms to 323 hotel keys. Additionally, 5,000 square feet of ballroom/meeting room is being added to the approved project. The 5,000 square feet of ballroom/meeting room is considered ancillary use for the hotel and therefore, is not anticipated to create new traffic impacts. The 24 new hotel rooms (323 minus 299) is projected to generate approximately 215 additional daily trips, approximately 13 new AM peak hour trips (8 inbound and 5 outbound) and approximately 15 new PM peak hour trips (8 inbound and 7 outbound). Of all intersections studied, the most impacted intersection movement will have three (3) new trips during the peak hour as a result of the proposed increase in intensity, or one new vehicle-trip every 20 minutes which is considered insignificant.

Figure 4 documents the new trips associated with the increase in project intensity and Figure 6 presents to total traffic volumes at project buildout. SYNCHRO analyses were conducted for both scenarios (previous approvals and with the increase in project intensity). The results of the SYNCHRO analyses indicate that the movement most significantly impacted include the north-to-west left-turn movement at Federal Highway and NE 3rd Street with 1.8 seconds of additional delay, which is insignificant. All other intersections will operate with increase in delays of less than 1.0 seconds.

Hence, we conclude that the agreed-upon mitigation for this project should be adequate for the proposed increase in project intensity.

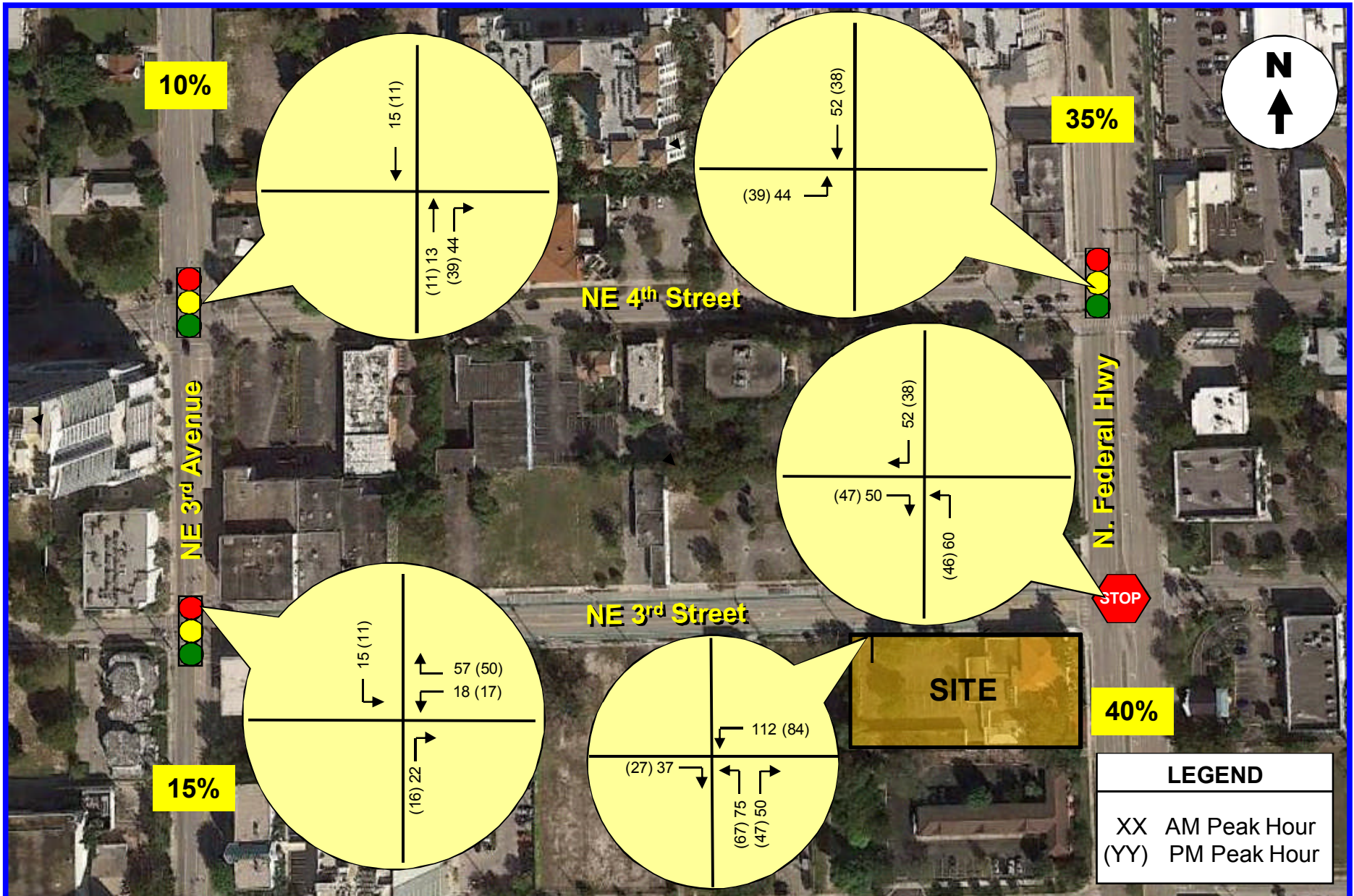
Sincerely,

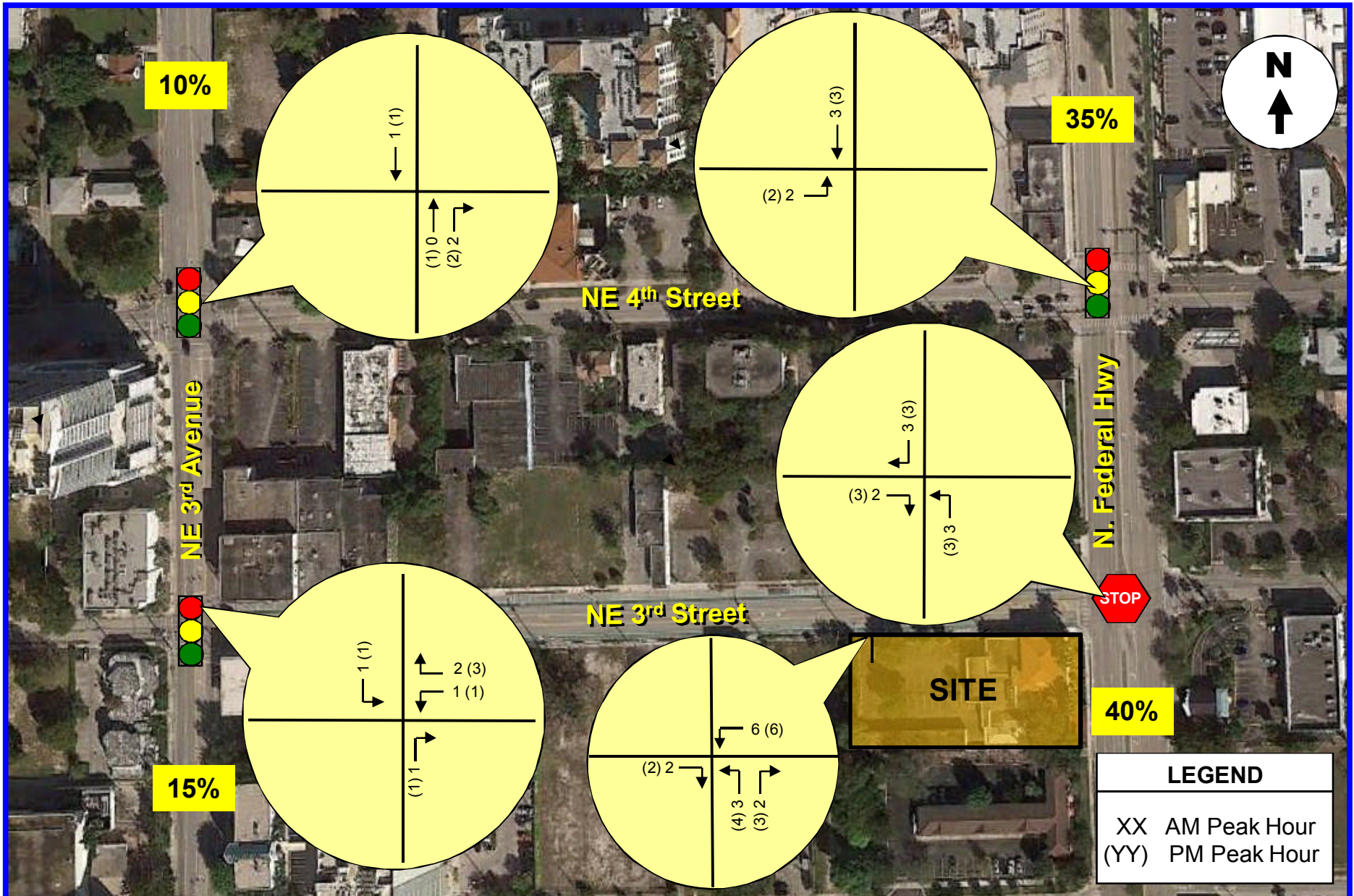
TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

TABLE 1 Trip Generation Summary 299 North Federal								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Hotel	299	2,303	158	93	65	179	91	88
Retail	17,023	754	116	56	60	46	20	26
Total		3,057	274	149	125	225	111	114
Source: ITE Trip Generation Manual (9th Edition)								

As indicated in Table 1, the proposed development is anticipated to generate approximately 3,057 gross daily trips, approximately 274 gross AM peak hour trips (149 inbound and 125 outbound), and approximately 225 gross PM trips (111 inbound and 114 outbound).





450-500 North Federal Highway

Feb 2015 Trip Generation

Feb 2015 Trip Distribution Table

Feb 2015 Trip Distribution Figures

TABLE 2B - 500 NORTH FEDERAL - NORTH PARCEL - DRC - R-14-024
TRIP GENERATION FOR THE PROPOSED USES

LAND USE	UNITS	ITE LUC	ITE 9TH EDITION	DAILY	% IN	TRIPS IN	% OUT	TRIPS OUT
RETAIL	5,457 SF GLA	820	$T = 42.7 (X)$	233	50%	117	50%	116
RESTAURANT	2,000 SQ. FT.	932	$T = 127.15 (X)$	254	50%	127	50%	127
OFFICE	15,865 SQ. FT.	710	$\ln (T) = 0.76 \ln (X) + 3.68$	324	50%	162	50%	162
GROSS TRIPS				811	50%	406	50%	405
INTERNALIZATION		10.00%	Mixed Use Internal Capture	81	50%	41	50%	40
PEDESTRIAN AND TRANSIT REDUCTION		5.00%	Pedestrian and Transit Reduction	37	50%	18	50%	19
NET VEHICULAR TRIPS				693	50%	347	50%	346
LAND USE	UNITS	ITE LUC	ITE 9TH EDITION	AM TRIPS	% IN	TRIPS IN	% OUT	TRIPS OUT
RETAIL	5,457 GLA	820	$T = 0.96 (X)$	5	62%	3	38%	2
RESTAURANT	2,000 SQ. FT.	932	$T = 10.81 (X)$	22	55%	12	45%	10
OFFICE	15,865 SQ. FT.	710	$\ln (T) = 0.80 \ln (X) + 1.57$	44	88%	39	12%	5
GROSS TRIPS				71	76%	54	24%	17
INTERNALIZATION		10.00%	Mixed Use Internal Capture	7	76%	5	24%	2
PEDESTRIAN AND TRANSIT REDUCTION		5.00%	Pedestrian and Transit Reduction	3	76%	2	24%	1
NET VEHICULAR TRIPS				61	78%	47	22%	14
LAND USE	UNITS	ITE LUC	ITE 9TH EDITION [1]	PM TRIPS	% IN	TRIPS IN	% OUT	TRIPS OUT
RETAIL	5,457 SF GLA	820	$T = 3.71 (X)$	20	48%	10	52%	10
RESTAURANT	2,000 SQ. FT.	932	$T = 9.85 (X)$	20	60%	12	40%	8
OFFICE	15,865 SQ. FT.	710	$\ln (T) = 0.737 \ln (X) + 1.831$	48	17%	8	83%	40
GROSS TRIPS				88	34%	30	66%	58
INTERNALIZATION		10.00%	Mixed Use Internal Capture	9	34%	3	66%	6
PEDESTRIAN AND TRANSIT REDUCTION		5.00%	Pedestrian and Transit Reduction	4	34%	1	66%	3
NET VEHICULAR TRIPS				75	35%	26	65%	49

Note [1] - The PM peak hour trip generation formula for office use less than 100,000 SF has been obtained from the Broward County Trip Rates by Land Use - see Attachment 1.

2/6/2015

TABLE 2C - SOUTH PARCEL - 450 NORTH FEDERAL - DRC - R-14-025
TRIP GENERATION FOR THE PROPOSED USES

LAND USE	UNITS	ITE LUC	ITE 9TH EDITION	DAILY	% IN	TRIPS IN	% OUT	TRIPS OUT
RETAIL	11,618 SF GLA	820	$T = 42.7 (X)$	496	50%	248	50%	248
RESTAURANT	7,000 SQ. FT.	932	$T = 127.15 (X)$	890	50%	445	50%	445
OFFICE	11,273 SQ. FT.	710	$\ln (T) = 0.76 \ln (X) + 3.68$	250	50%	125	50%	125
GROSS TRIPS				1,636	50%	818	50%	818
INTERNALIZATION		10.00%	Mixed Use Internal Capture	164	50%	82	50%	82
PEDESTRIAN AND TRANSIT REDUCTION		5.00%	Pedestrian and Transit Reduction	74	50%	37	50%	37
NET VEHICULAR TRIPS				1,398	50%	699	50%	699
LAND USE	UNITS	ITE LUC	ITE 9TH EDITION	AM TRIPS	% IN	TRIPS IN	% OUT	TRIPS OUT
RETAIL	11,618 SF GLA	820	$T = 0.96 (X)$	11	62%	7	38%	4
RESTAURANT	7,000 SQ. FT.	932	$T = 10.81 (X)$	76	55%	42	45%	34
OFFICE	11,273 SQ. FT.	710	$\ln (T) = 0.80 \ln (X) + 1.57$	33	88%	29	12%	4
GROSS DRIVEWAY TRIPS				120	65%	78	35%	42
INTERNALIZATION		10.00%	Mixed Use Internal Capture	12	65%	8	35%	4
PEDESTRIAN AND TRANSIT REDUCTION		5.00%	Pedestrian and Transit Reduction	5	65%	4	35%	1
NET VEHICULAR TRIPS				103	64%	66	36%	37
LAND USE	UNITS	ITE LUC	ITE 9TH EDITION [1]	PM TRIPS	% IN	TRIPS IN	% OUT	TRIPS OUT
RETAIL	11,618 SF GLA	820	$T = 3.71 (X)$	43	48%	21	52%	22
RESTAURANT	7,000 SQ. FT.	932	$T = 9.85 (X)$	69	60%	41	40%	28
OFFICE	11,273 SQ. FT.	710	$\ln (T) = 0.737 \ln (X) + 1.831$	37	17%	6	83%	31
GROSS TRIPS				149	46%	68	54%	81
INTERNALIZATION		10.00%	Mixed Use Internal Capture	15	46%	7	54%	8
PEDESTRIAN AND TRANSIT REDUCTION		5.00%	Pedestrian and Transit Reduction	7	46%	3	54%	4
NET VEHICULAR TRIPS				127	46%	58	54%	69

Note [1] - The PM peak hour trip generation formula for office use less than 100,000 SF has been obtained from the Broward County Trip Rates by Land Use - see Attachment 1.

2/6/2015

TABLE 4A - DISTRIBUTION OF PROJECT TRIPS

2/13/2015

Roadway	Limits	Existing Lanes	[1] Adopted LOS	See Figure 4A		See Figure 4B		See Figure 4A		See Figure 4B		[2] Two-Way Peak Hour MSV
				500 North Federal		450 North Federal		500 North Federal		450 North Federal		
				Project Dist %	AM Trips 71	Project Dist %	AM Trips 120	Project Dist %	PM Trips 88	Project Dist %	PM Trips 149	
US-1	Sunrise Blvd to NE 8 St	6LD	E	30.0%	21	30.0%	36	30.0%	26	30.0%	45	4590
US-1	NE 8 St to NE 6 St	6LD	E	30.0%	21	30.0%	36	30.0%	26	30.0%	45	4590
US-1	NE 6 St to 500 Egress	6LD	E	50.0%	36	50.0%	60	50.0%	44	50.0%	75	4590
US-1	500 Egress to NE 5 St	6LD	E	50.0%	36	50.0%	60	50.0%	44	50.0%	75	4590
US-1	NE 5 St to 400 Access	6LD	E	40.0%	28	40.0%	48	40.0%	35	40.0%	60	4590
US-1	400 Access to NE 4 St	6LD	E	40.0%	28	40.0%	48	40.0%	35	40.0%	60	4590
US-1	NE 4 St to NE 3 St	6LD	E	40.0%	28	40.0%	48	40.0%	35	40.0%	60	4590
US-1	NE 3 St to Broward Blvd	6LD	E	40.0%	28	40.0%	48	40.0%	35	40.0%	60	4590
NE 7 Ave	NE 6 St to NE 5 St	2LU	D	10.0%	7	10.0%	12	10.0%	9	10.0%	15	958
NE 7 Ave	NE 5 St to NE 4 St	2LU	D	30.0%	21	20.0%	24	30.0%	26	20.0%	30	958
NE 7 Ave	NE 4 St to NE 3 St	2LU	D	5.0%	4	5.0%	6	5.0%	4	5.0%	7	958
NE 6 Street	NE 5 Ave to US-1	2LD	D	10.0%	7	10.0%	12	10.0%	9	10.0%	15	1320
NE 6 Street	US-1 to NE 7Ave	2LU	D	5.0%	4	5.0%	6	5.0%	4	5.0%	7	1197
NE 6 Street	NE 7Ave to NE 8 Ave	2LU	D	10.0%	7	10.0%	12	10.0%	9	10.0%	15	958
NE 5 Street	NE 5 Ave to US-1	2LU	D	10.0%	7	10.0%	12	10.0%	9	10.0%	15	958
NE 5 Street	US-1 to 450-500 Access	2LU	D	70.0%	50	70.0%	84	70.0%	62	70.0%	104	958
NE 5 Street	450-500 Access to NE 7 Ave	2LU	D	50.0%	36	80.0%	96	50.0%	44	80.0%	119	958
NE 5 Street	NE 7Ave to NE 8 Ave	2LU	D	10.0%	7	10.0%	12	10.0%	9	10.0%	15	958
NE 4 Street	NE 5 Ave to US-1	2LU	D	10.0%	7	10.0%	12	10.0%	9	10.0%	15	1197
NE 4 Street	US-1 to 400 Access	2LU	D	20.0%	14	10.0%	12	20.0%	18	10.0%	15	1197
NE 4 Street	400 Access to NE 7 Ave	2LU	D	20.0%	14	10.0%	12	20.0%	18	10.0%	15	958
NE 4 Street	NE 7Ave to NE 8 Ave	2LU	D	5.0%	4	5.0%	6	5.0%	4	5.0%	7	958

[1] The adopted LOS standards are consistent with the Transportation Element from the City of Fort Lauderdale and Broward County.

[2] The MSVs for the study area roadways are based on Table 4 from the 2012 FDOT Quality/LOS Handbook, updated on 12/18/2012.

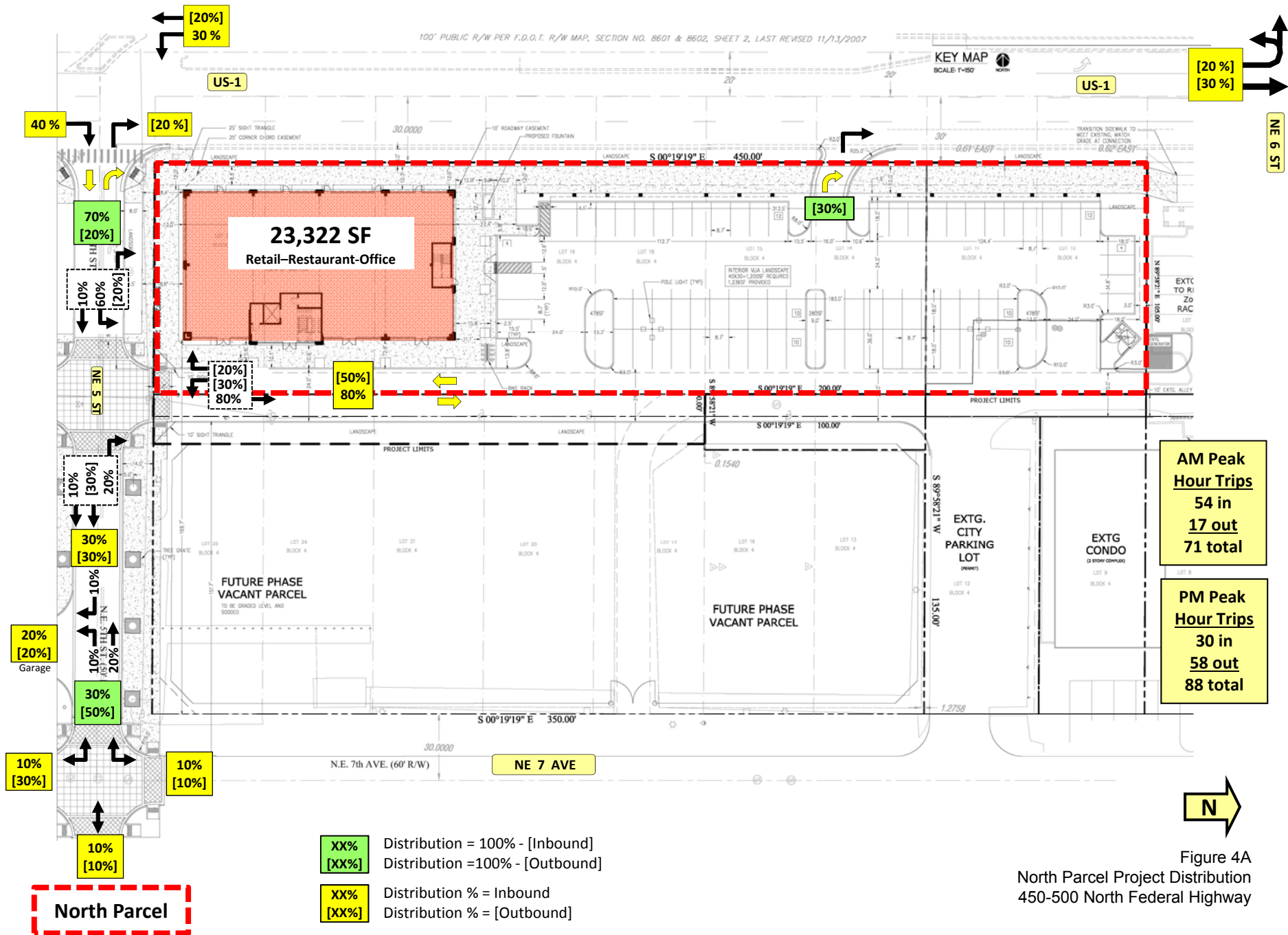


Figure 4A
North Parcel Project Distribution
450-500 North Federal Highway

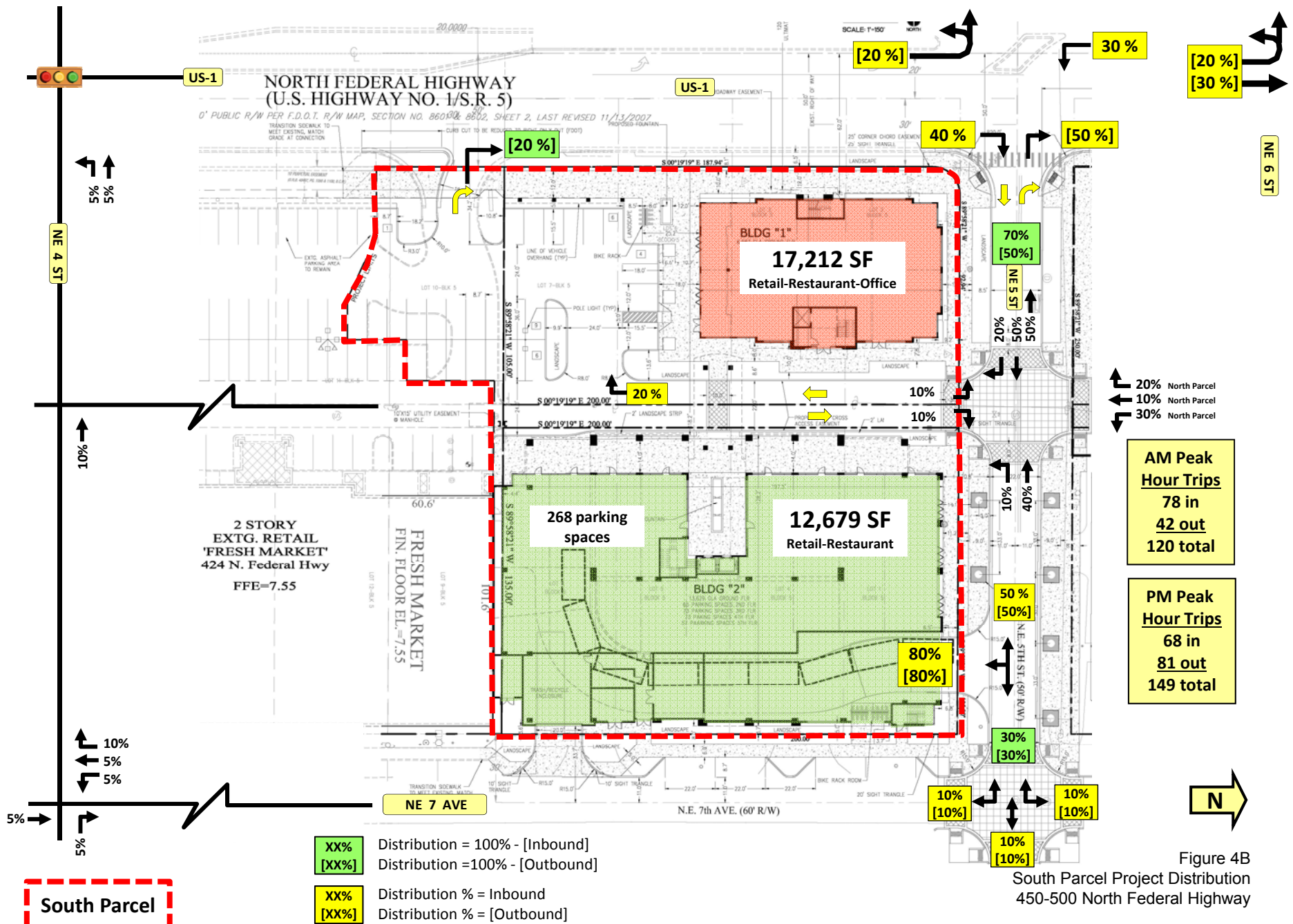


Figure 4B
South Parcel Project Distribution
450-500 North Federal Highway

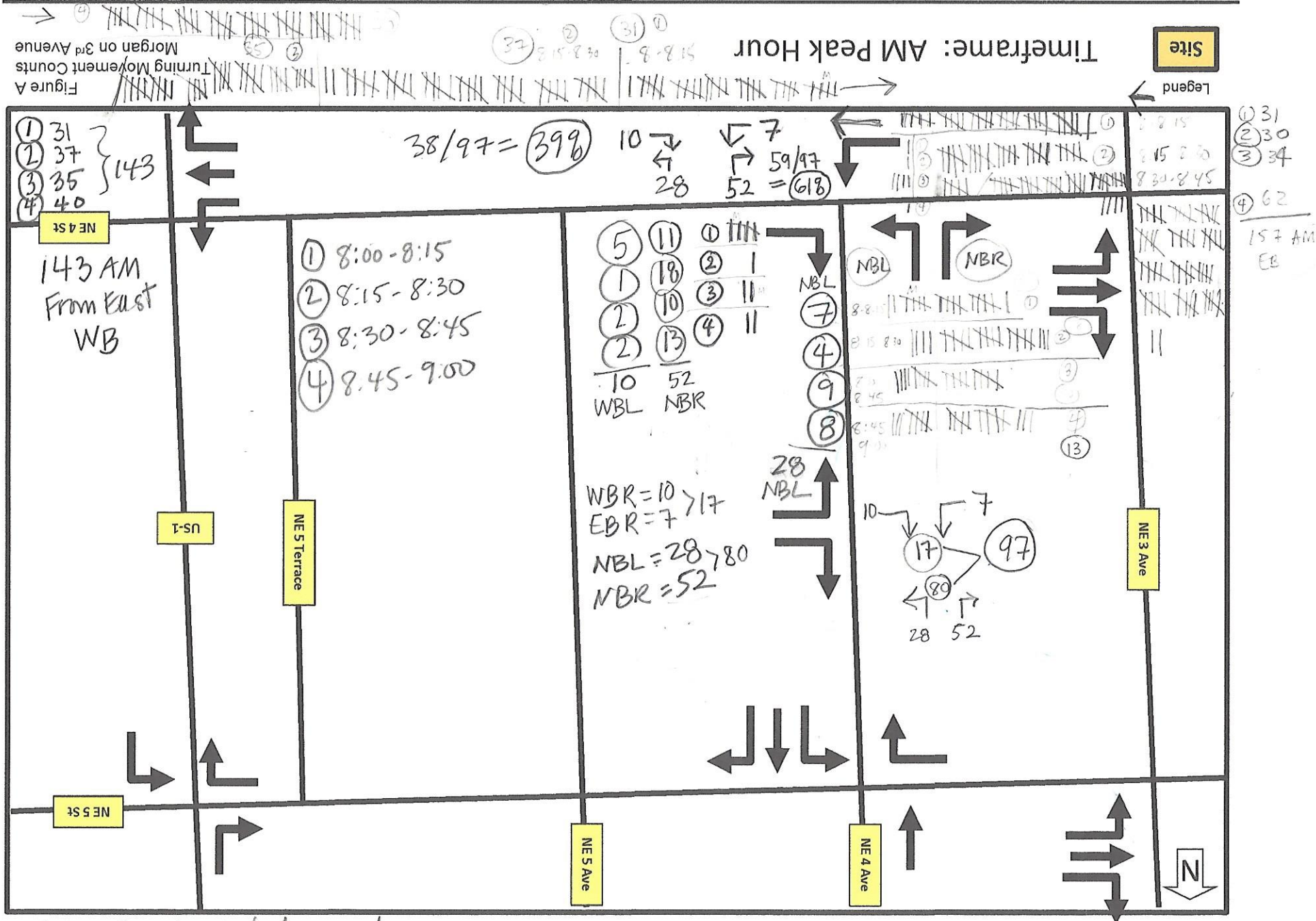
Revised Attachment 6

AM and PM Peak Hour Intersection Turning Movement Counts

**Includes Manual Turning Movement Counts
Collected for the AM and PM Peak Hours at
NE 4 Street and NE 4 Avenue**

10-26-15
AM Peak

Source: Cathy Sweetapple & Associates

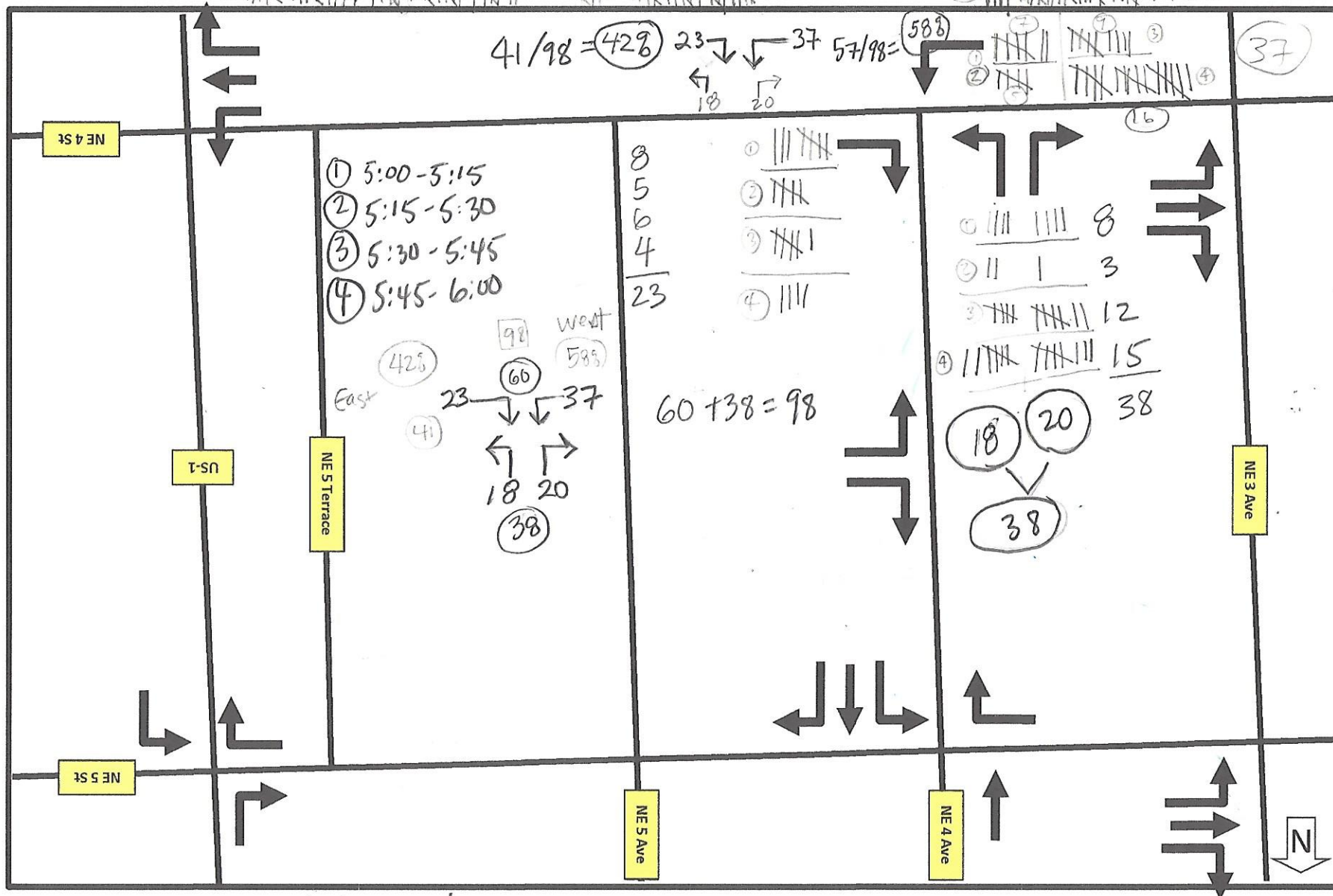


Cathy Sweetapple & Associates
Field Notes 10-26-15

10-26-15
PM Peak

Source: Cathy Sweetapple & Associates

Figure B
Turning Movement Counts
Morgan on 3rd Avenue



Cathy Sweetapple & Associates
Field Notes 10-26-15

Flagler Village - Trip Gen Test:

IN OUT TOTAL
ITE - 218 DU 14 + 60 = 74

PSCF
81 x 1.06 = 86

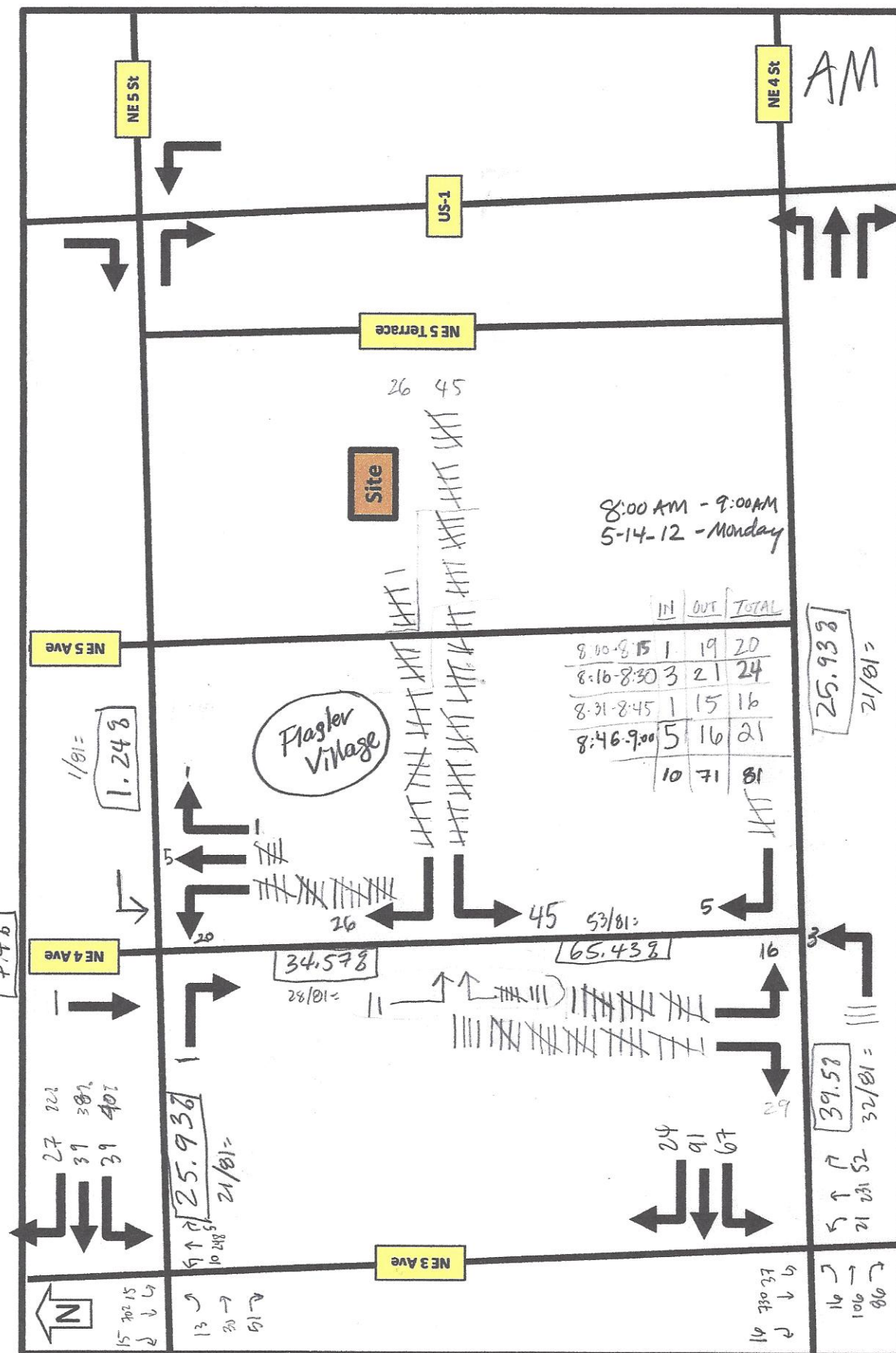


Figure 1
Project Distribution Counts
The Pearl at Flagler Village

Legend



Source: Cathy Sweetapple & Associates

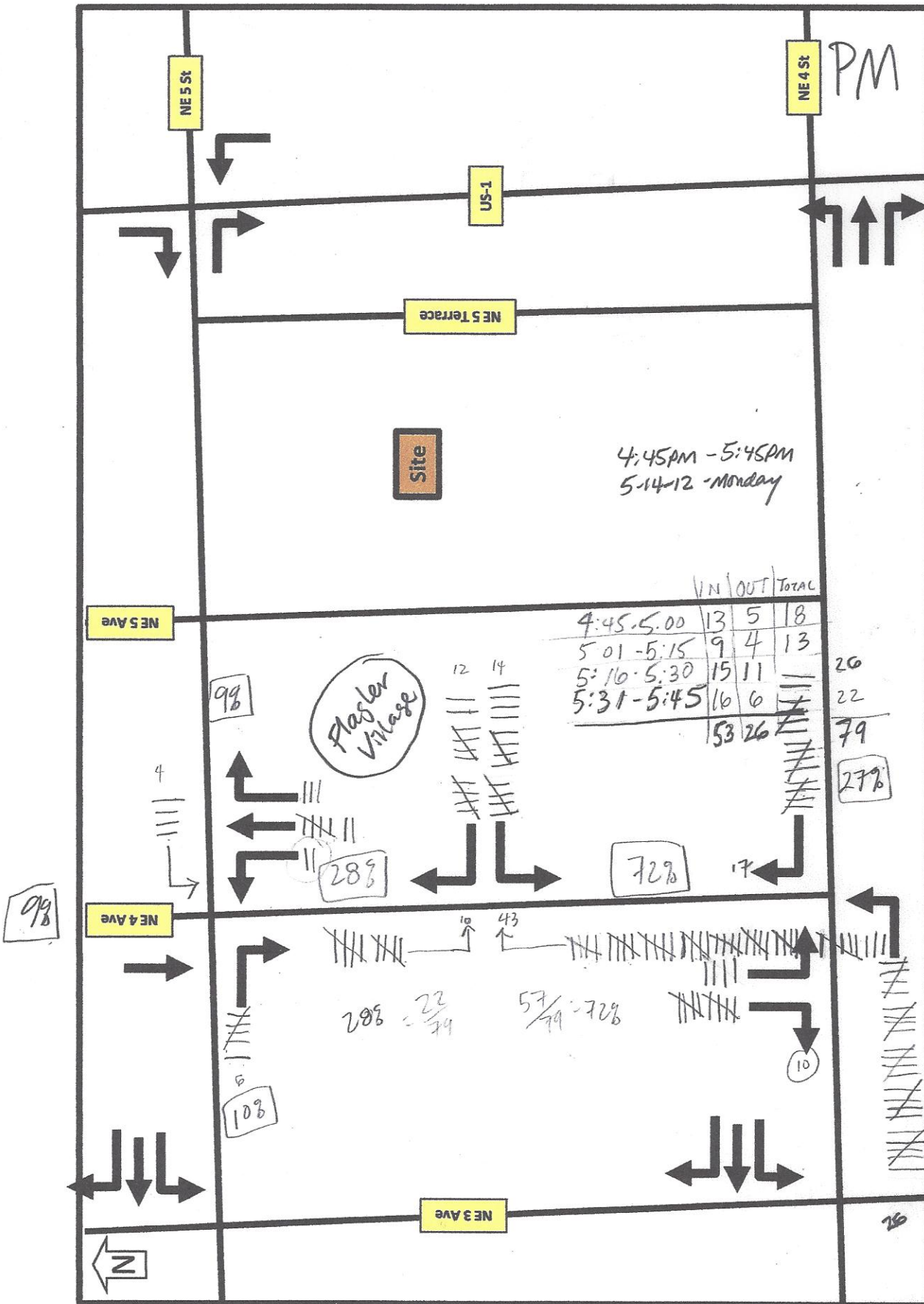
Flagler Village - Trip Gen Test:

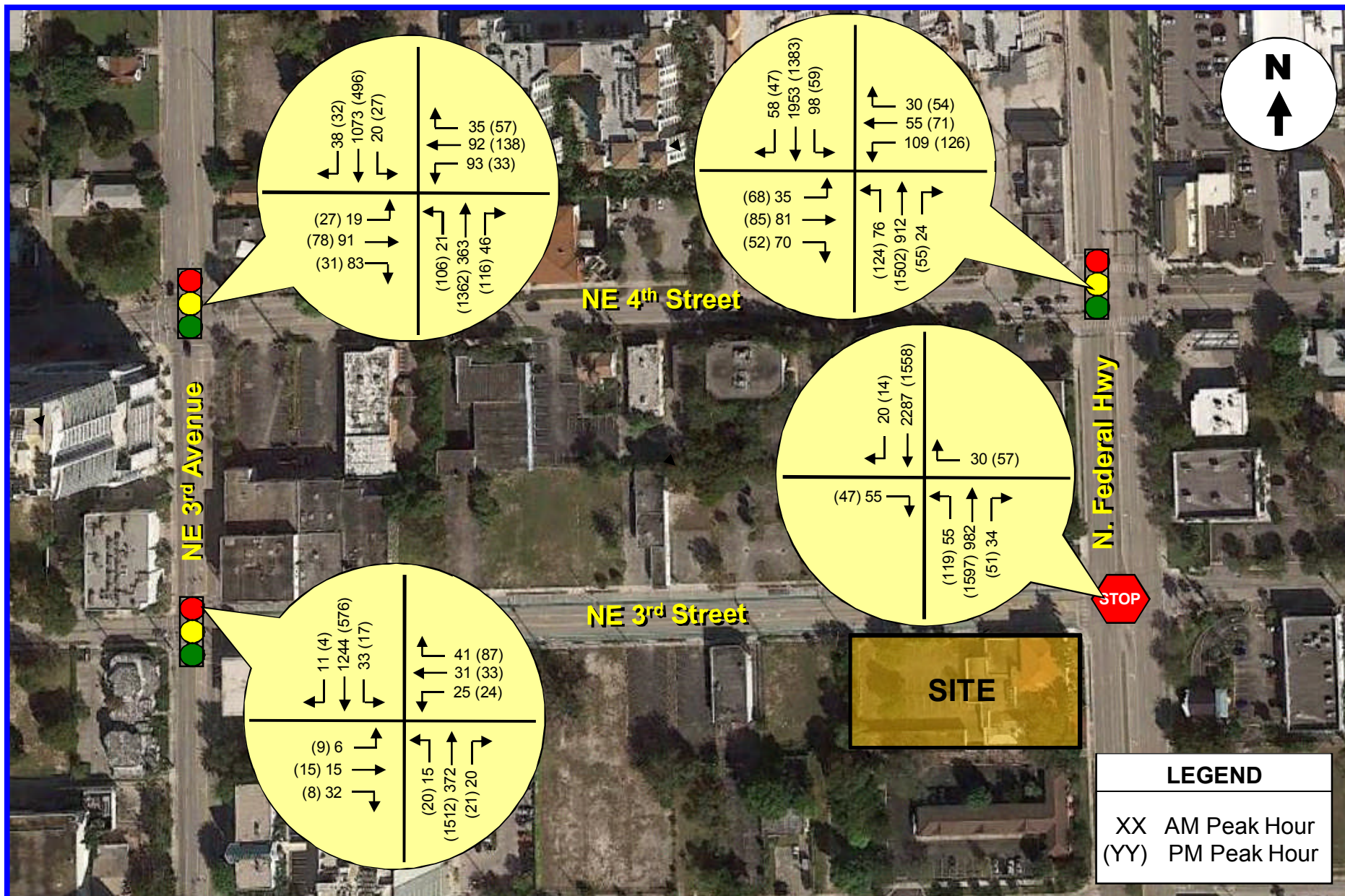
ITE-218DU $57 + 32 = 89$

PSCF $79 \times 1.06 = 84$

Figure 1
Project Distribution Counts
The Pearl at Flagler Village

Source: Cathy Sweetapple & Associates





BROWARD BOULEVARD & ANDREWS BOULEVARD
FT LAUDERDALE, FLORIDA
COUNTED BY: A. PALOMINO & A. CRUZ
SIGNALIZED

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

Site Code : 00150126
Start Date: 06/09/15
File I.D. : BROWANDR
Page : 1

ALL VEHICLES

ANDREWS AVENUE From North					BROWARD BOULEVARD From East				ANDREWS AVENUE From South				BROWARD BOULEVARD From West						
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total
Date 06/09/15 -----																			
07:00	0	26	58	8	0	1	165	5		0	30	39	5		1	23	234	41	636
07:15	0	27	77	13	0	0	208	18		0	14	33	7		0	38	271	52	758
07:30	0	47	136	11	0	0	220	17		0	24	52	7		0	34	338	60	946
07:45	0	55	134	26	0	0	230	17		0	28	65	5		0	51	390	59	1060
Hr Total	0	155	405	58	0	1	823	57		0	96	189	24		1	146	1233	212	3400
08:00	0	38	109	25	0	0	250	22		0	34	61	11		1	37	314	56	958
08:15	0	70	129	32	0	0	300	20		0	32	63	9		0	59	360	82	1156
08:30	0	59	129	29	0	1	240	20		0	31	77	20		2	45	309	77	1039
08:45	0	56	141	26	0	0	227	20		0	31	80	14		1	56	336	52	1040
Hr Total	0	223	508	112	0	1	1017	82		0	128	281	54		4	197	1319	267	4193
----- * BREAK * -----																			
16:00	0	24	55	46	1	1	345	25		0	69	120	23		1	23	254	47	1034
16:15	0	27	61	44	0	0	347	37		0	80	95	17		1	36	267	30	1042
16:30	0	27	71	53	0	0	346	21		1	83	132	18		0	26	257	42	1077
16:45	0	36	83	38	0	0	310	24		0	76	138	14		0	26	281	41	1067
Hr Total	0	114	270	181	1	1	1348	107		1	308	485	72		2	111	1059	160	4220
17:00	0	19	95	60	0	0	375	23		0	69	156	12		0	24	287	36	1156
17:15	0	22	88	46	0	0	340	26		0	67	164	12		2	35	272	34	1108
17:30	0	24	87	44	0	1	316	26		0	72	155	21		0	38	286	34	1104
17:45	0	26	84	39	0	0	312	26		0	66	136	12		1	29	264	42	1037
Hr Total	0	91	354	189	0	1	1343	101		0	274	611	57		3	126	1109	146	4405

TOTAL	0	583	1537	540	1	4	4531	347		1	806	1566	207		10	580	4720	785	16218

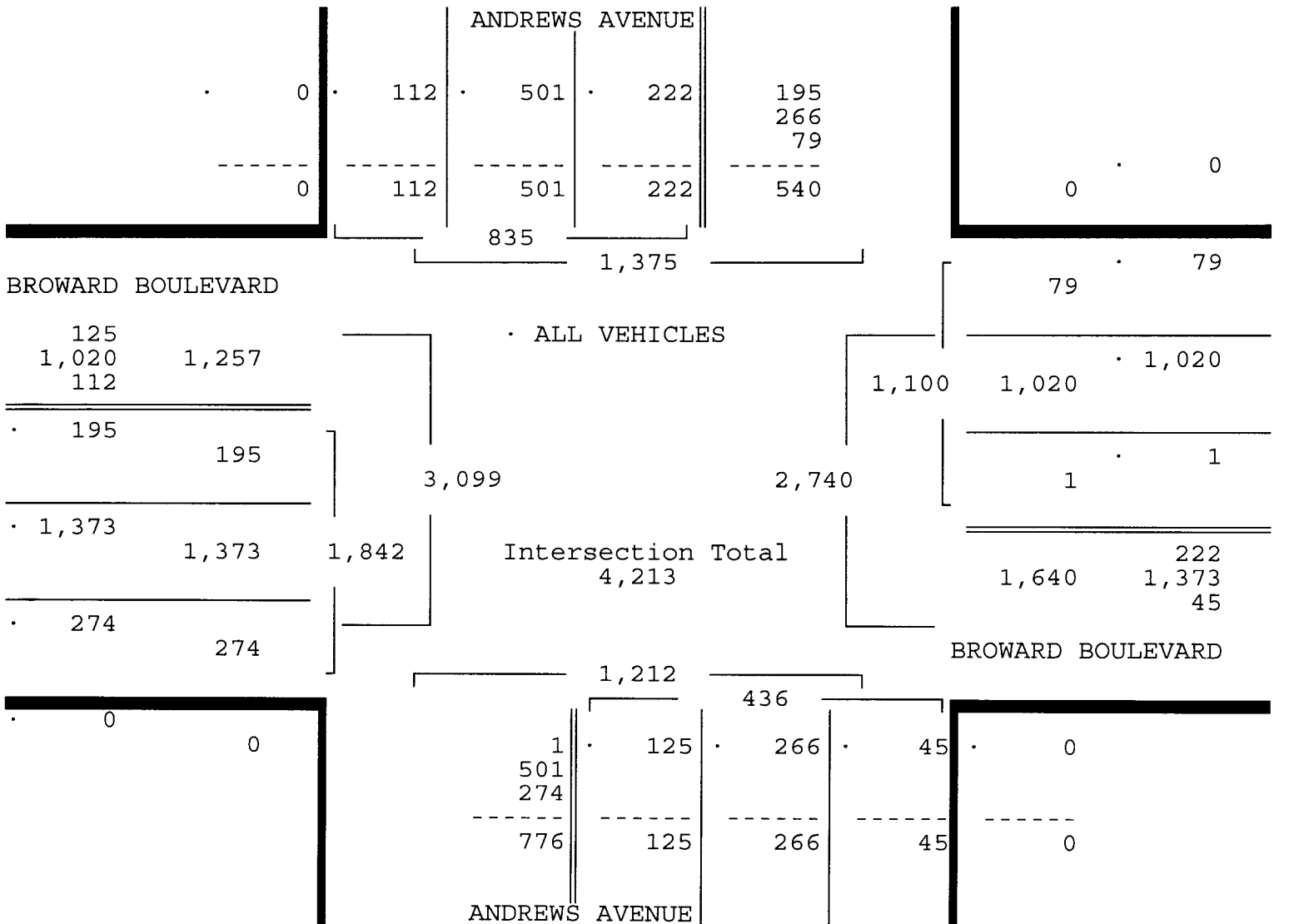
BROWARD BOULEVARD & ANDREWS BOULEVARD
 FT LAUDERDALE, FLORIDA
 COUNTED BY: A. PALOMINO & A. CRUZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
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Site Code : 00150126
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 Page : 2

ALL VEHICLES

ANDREWS AVENUE					BROWARD BOULEVARD				ANDREWS AVENUE				BROWARD BOULEVARD						
From North					From East				From South				From West						
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total
Date 06/09/15 -----																			
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/09/15																			
Peak start 07:45					07:45				07:45				07:45						
Volume	0	222	501	112	0	1	1020	79	0	125	266	45	3	192	1373	274			
Percent	0%	27%	60%	13%	0%	0%	93%	7%	0%	29%	61%	10%	0%	10%	75%	15%			
Pk total	835				1100				436				1842						
Highest	08:15				08:15				08:30				08:15						
Volume	0	70	129	32	0	0	300	20	0	31	77	20	0	59	360	82			
Hi total	231				320				128				501						
PHF	.90				.86				.85				.92						



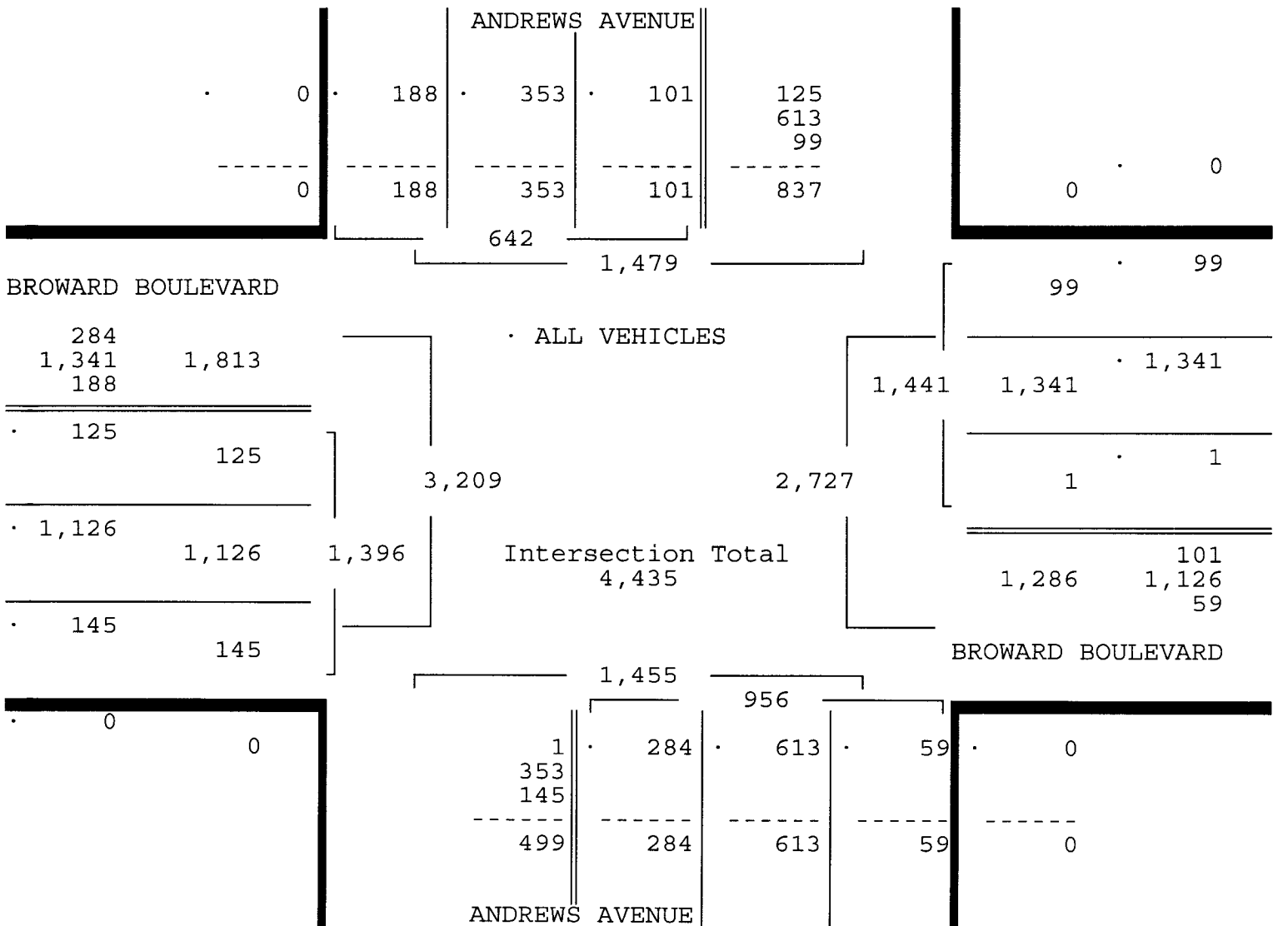
BROWARD BOULEVARD & ANDREWS BOULEVARD
 FT LAUDERDALE, FLORIDA
 COUNTED BY: A. PALOMINO & A. CRUZ
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Site Code : 00150126
 Start Date: 06/09/15
 File I.D. : BROWANDR
 Page : 3

ALL VEHICLES

ANDREWS AVENUE					BROWARD BOULEVARD				ANDREWS AVENUE				BROWARD BOULEVARD						
From North					From East				From South				From West						
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total
Date 06/09/15 -----																			
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/09/15																			
Peak start 16:45					16:45				16:45				16:45						
Volume	0	101	353	188	0	1	1341	99	0	284	613	59	2	123	1126	145			
Percent	0%	16%	55%	29%	0%	0%	93%	7%	0%	30%	64%	6%	0%	9%	81%	10%			
Pk total	642				1441				956				1396						
Highest	17:00				17:00				17:30				17:30						
Volume	0	19	95	60	0	0	375	23	0	72	155	21	0	38	286	34			
Hi total	174				398				248				358						
PHF	.92				.91				.96				.97						



BROWARD BOULEVARD & ANDREWS BOULEVARD
 FT LAUDERDALE, FLORIDA
 COUNTED BY: A. PALOMINO & A. CRUZ
 SIGNALIZED

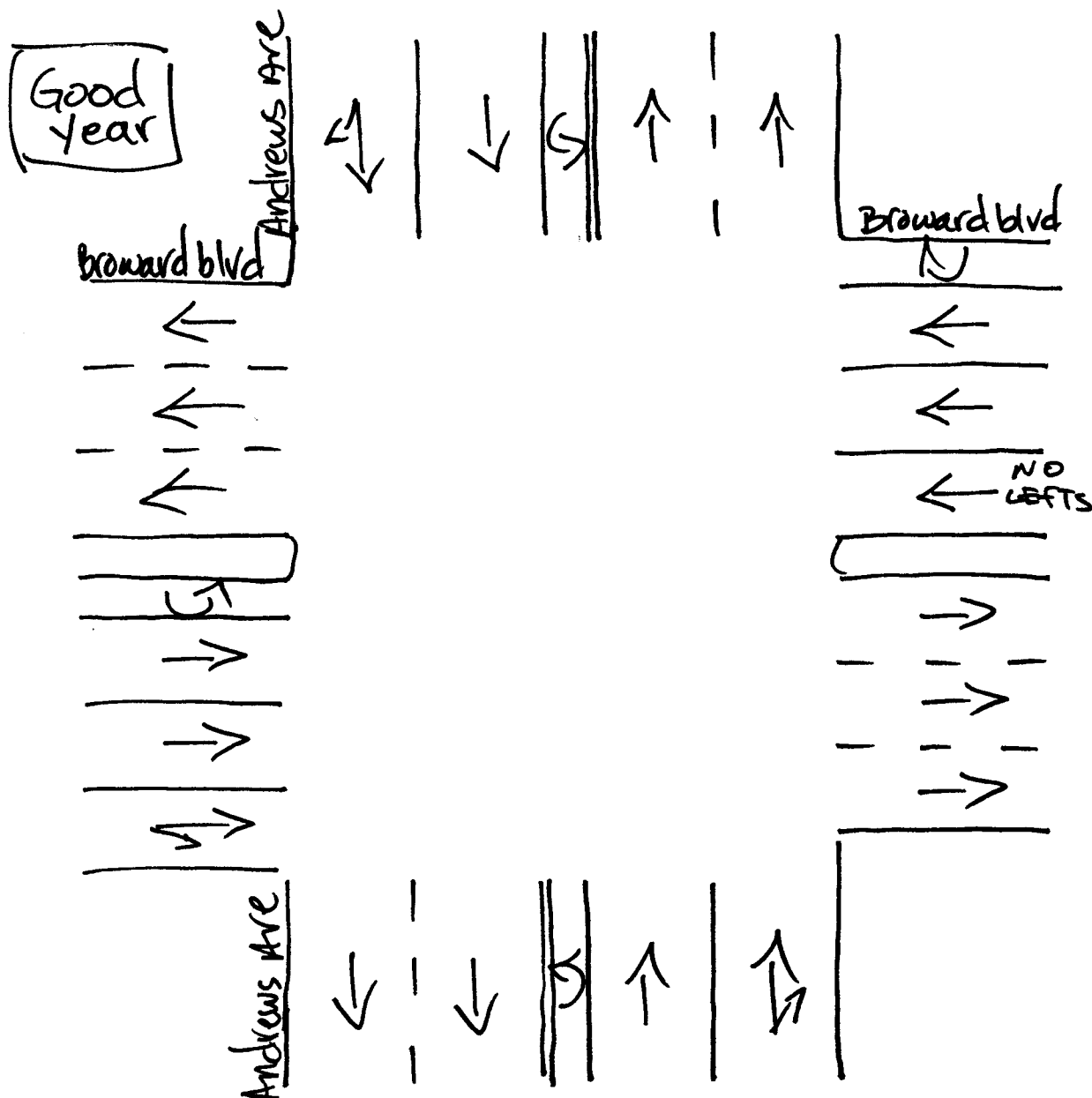
Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00150126
 Start Date: 06/09/15
 File I.D. : BROWANDR
 Page : 1

PEDESTRIANS & BIKES

Date 06/09/15	ANDREWS AVENUE From North				BROWARD BOULEVARD From East				ANDREWS AVENUE From South				BROWARD BOULEVARD From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
07:00	0	0	0	0	0	2	0	0	0	3	0	1	0	2	0	4	12
07:15	0	0	0	1	0	0	0	3	0	0	0	5	0	0	0	7	16
07:30	0	1	0	4	0	2	0	4	0	0	0	1	0	0	0	6	18
07:45	0	0	0	4	0	0	0	1	0	0	0	1	0	1	0	1	8
Hr Total	0	1	0	9	0	4	0	8	0	3	0	8	0	3	0	18	54
08:00	0	1	0	3	0	0	0	0	0	2	0	3	0	3	0	4	16
08:15	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	7	11
08:30	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	5	9
08:45	0	0	0	2	0	1	0	0	0	1	0	1	0	1	0	2	8
Hr Total	0	2	0	8	0	2	0	1	0	4	0	4	0	5	0	18	44
* BREAK *																	
16:00	0	0	0	0	0	1	0	7	0	0	0	2	0	1	0	3	14
16:15	0	1	0	3	0	2	0	4	0	1	0	3	0	0	0	9	23
16:30	0	1	0	1	0	1	0	5	0	2	0	6	0	1	0	11	28
16:45	0	1	0	5	0	0	0	4	0	1	0	4	0	0	0	8	23
Hr Total	0	3	0	9	0	4	0	20	0	4	0	15	0	2	0	31	88
17:00	0	1	0	0	0	3	0	6	0	1	0	16	0	2	0	17	46
17:15	0	1	0	7	0	1	0	9	0	3	0	1	0	4	0	11	37
17:30	0	0	0	3	0	0	0	2	0	1	0	5	0	2	0	5	18
17:45	0	3	0	7	0	2	0	14	0	0	0	4	0	1	0	8	39
Hr Total	0	5	0	17	0	6	0	31	0	5	0	26	0	9	0	41	140
TOTAL	0	11	0	43	0	16	0	60	0	16	0	53	0	19	0	108	326

↑
North



FT. Lauderdale, Florida
June 09, 2015
drawn by: Luis Palomino
signalized

BROWARD BOULEVARD & US 1
 FT LAUDERDALE, FLORIDA
 COUNTED BY: D. GONZALEZ & I. GONZALEZ
 SIGNALIZED

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

Site Code : 00150126
 Start Date: 06/09/15
 File I.D. : BROW_US1
 Page : 1

ALL VEHICLES

US 1 From North					BROWARD BOULEVARD From East				US 1 From South				BROWARD BOULEVARD From West						
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total
Date 06/09/15																			
07:00	5	14	178	31	0	45	77	4	1	27	103	18	1	31	66	65			666
07:15	2	24	267	56	0	48	103	9	0	54	130	21	0	31	78	58			881
07:30	3	24	256	56	0	73	112	8	0	35	166	57	0	34	157	90			1071
07:45	1	29	364	72	1	81	90	10	1	57	205	62	0	38	136	100			1247
Hr Total	11	91	1065	215	1	247	382	31	2	173	604	158	1	134	437	313			3865
08:00	1	48	295	76	0	85	155	9	0	78	202	64	0	27	129	83			1252
08:15	2	28	374	71	1	98	125	11	3	88	206	87	0	56	122	89			1361
08:30	3	30	404	74	0	88	123	10	0	79	275	78	0	34	86	79			1363
08:45	1	46	345	70	0	99	120	15	0	75	207	72	1	41	144	80			1316
Hr Total	7	152	1418	291	1	370	523	45	3	320	890	301	1	158	481	331			5292
----- * BREAK *																			
16:00	2	26	218	68	0	103	164	28	1	76	235	51	0	123	147	72			1314
16:15	0	27	269	57	0	92	152	19	4	59	293	58	1	95	127	81			1334
16:30	1	31	270	58	0	102	159	20	2	71	304	64	2	95	126	88			1393
16:45	0	23	214	52	2	92	137	17	0	61	253	57	3	129	180	93			1313
Hr Total	3	107	971	235	2	389	612	84	7	267	1085	230	6	442	580	334			5354
17:00	4	32	273	53	0	123	140	13	1	64	348	72	2	136	125	96			1482
17:15	3	31	221	65	0	72	168	24	2	61	328	112	1	114	186	87			1475
17:30	1	27	276	58	0	106	140	20	1	61	267	92	0	139	179	98			1465
17:45	2	40	290	53	0	88	141	14	0	64	283	93	3	88	125	89			1373
Hr Total	10	130	1060	229	0	389	589	71	4	250	1226	369	6	477	615	370			5795
TOTAL	31	480	4514	970	4	1395	2106	231	16	1010	3805	1058	14	1211	2113	1348			20306

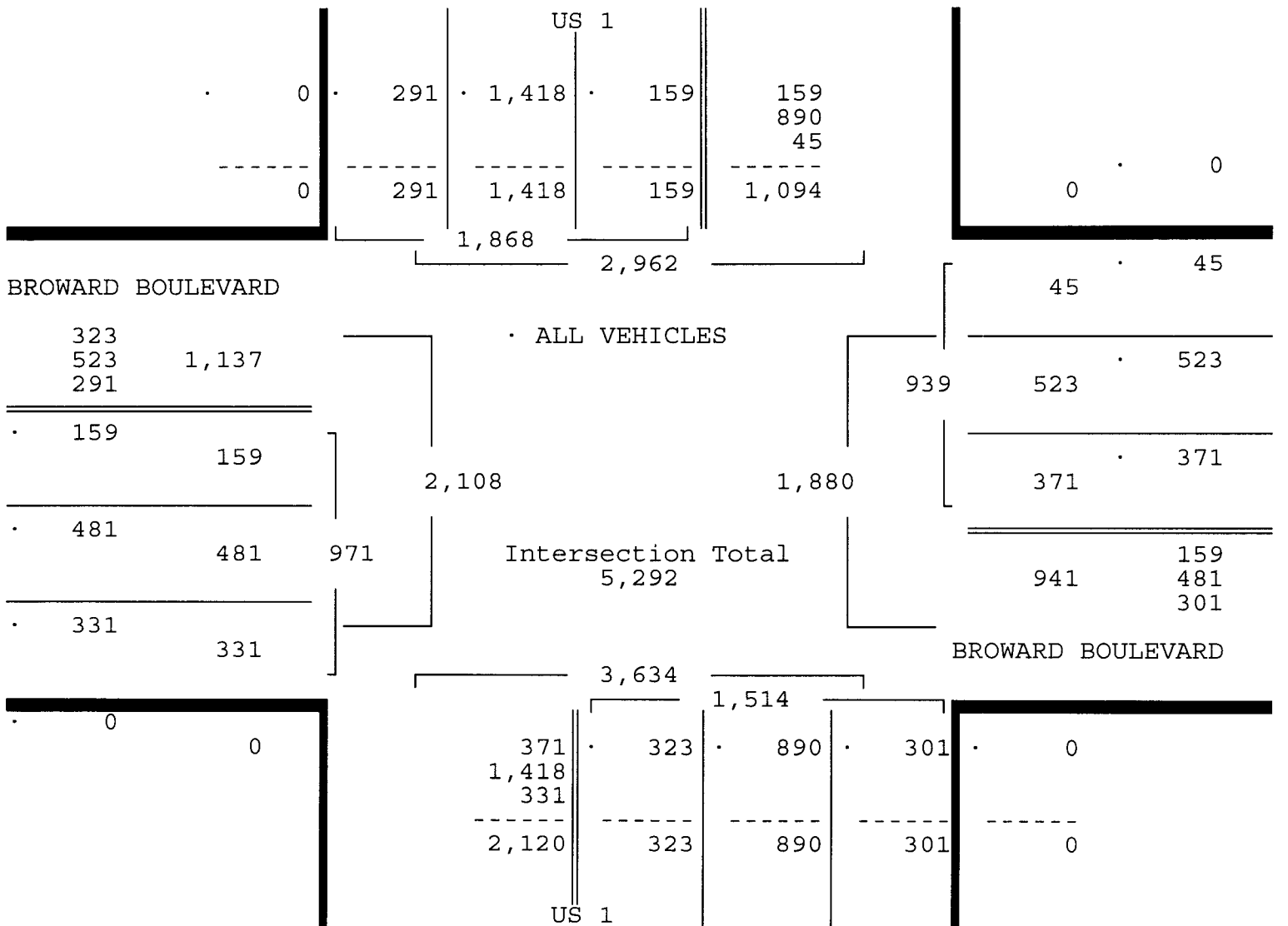
BROWARD BOULEVARD & US 1
 FT LAUDERDALE, FLORIDA
 COUNTED BY: D. GONZALEZ & I. GONZALEZ
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 Page : 2

ALL VEHICLES

US 1					BROWARD BOULEVARD					US 1					BROWARD BOULEVARD					
From North					From East					From South					From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		Total
Date 06/09/15																				
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/09/15																				
Peak start 08:00					08:00					08:00					08:00					
Volume	7	152	1418	291	1	370	523	45		3	320	890	301		1	158	481	331		
Percent	0%	8%	76%	16%	0%	39%	56%	5%		0%	21%	59%	20%		0%	16%	50%	34%		
Pk total	1868				939					1514					971					
Highest	08:30				08:00					08:30					08:15					
Volume	3	30	404	74	0	85	155	9		0	79	275	78		0	56	122	89		
Hi total	511				249					432					267					
PHF	.91				.94					.88					.91					



Traffic Survey Specialists, Inc.

BROWARD BOULEVARD & US 1
 FT LAUDERDALE, FLORIDA
 COUNTED BY: D. GONZALEZ & I. GONZALEZ
 SIGNALIZED

624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00150126
 Start Date: 06/09/15
 File I.D. : BROW_US1
 Page : 3

ALL VEHICLES

US 1 From North				BROWARD BOULEVARD From East				US 1 From South				BROWARD BOULEVARD From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 06/09/15

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/09/15

Peak start	17:00				17:00				17:00				17:00			
Volume	10	130	1060	229	0	389	589	71	4	250	1226	369	6	477	615	370
Percent	1%	9%	74%	16%	0%	37%	56%	7%	0%	14%	66%	20%	0%	32%	42%	25%
Pk total	1429				1049				1849				1468			
Highest	17:45				17:00				17:15				17:30			
Volume	2	40	290	53	0	123	140	13	2	61	328	112	0	139	179	98
Hi total	385				276				503				416			
PHF	.93				.95				.92				.88			

										US 1																																																																
										0	229										1,060	140																				483																																
																																										1,226																																
																																										71																																
										0	229										1,060	140																				1,780											0											0										
										1,429										3,209																																																						

BROWARD BOULEVARD

254				ALL VEHICLES					
589	1,072							589	
229						1,049	589		
<hr/>									
483									
	483								
<hr/>									
615									
	615	1,468							
<hr/>									
370									
	370								
<hr/>									
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Traffic Survey Specialists, Inc.

BROWARD BOULEVARD & US 1
 FT LAUDERDALE, FLORIDA
 COUNTED BY: D. GONZALEZ & I. GONZALEZ
 SIGNALIZED

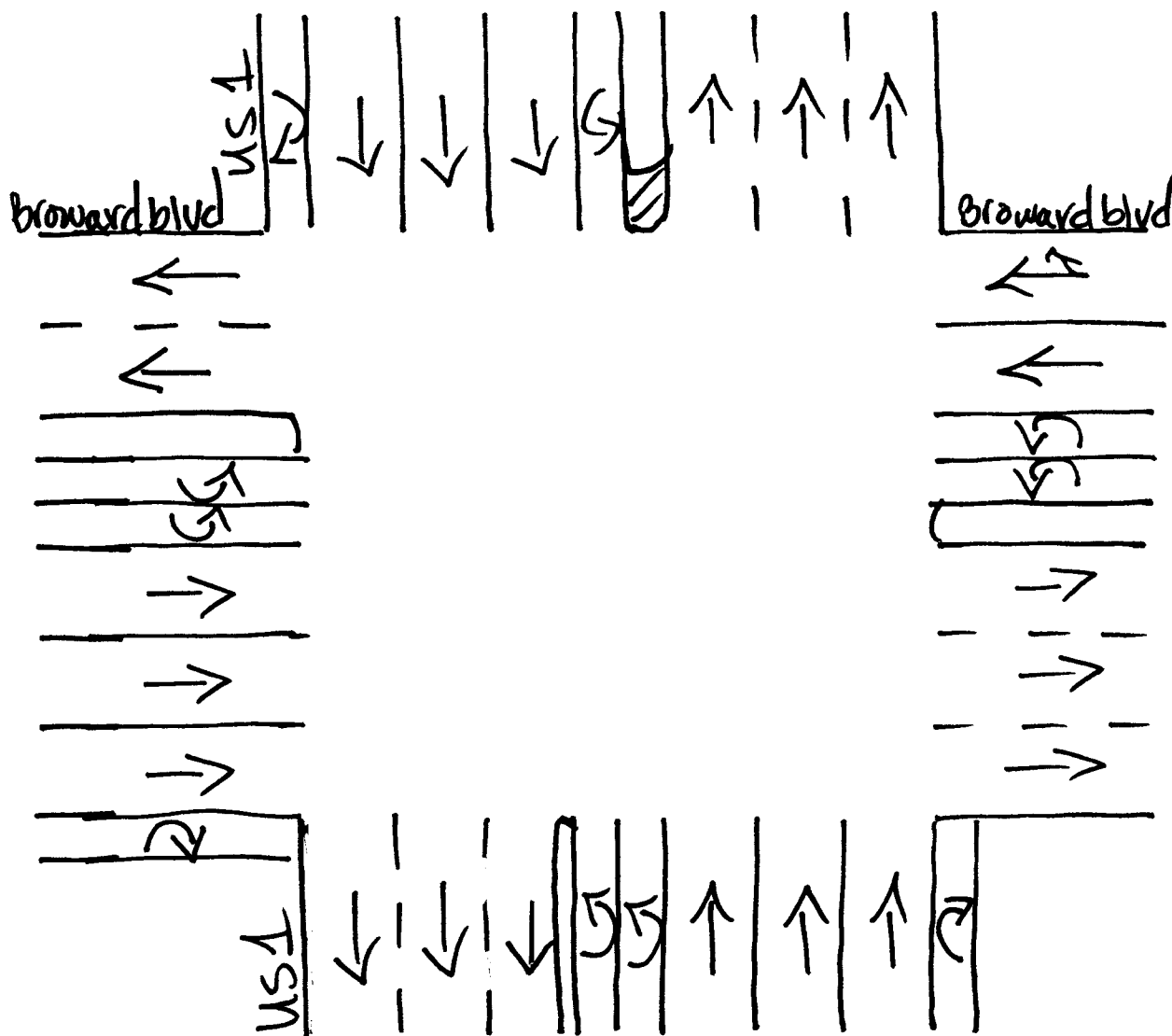
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 Page : 1

PEDESTRIANS & BIKES

Date	US 1 From North				BROWARD BOULEVARD From East				US 1 From South				BROWARD BOULEVARD From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
06/09/15																	
07:00	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4
07:15	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:45	0	0	0	1	0	1	0	2	0	0	0	1	0	0	0	0	5
Hr Total	0	1	0	3	0	1	0	3	0	1	0	2	0	2	0	0	13
08:00	0	1	0	3	0	1	0	2	0	2	0	6	0	0	0	0	15
08:15	0	1	0	1	0	0	0	0	0	0	0	4	0	0	0	0	6
08:30	0	0	0	2	0	0	0	0	0	2	0	6	0	0	0	0	10
08:45	0	0	0	4	0	0	0	0	0	1	0	11	0	0	0	0	16
Hr Total	0	2	0	10	0	1	0	2	0	5	0	27	0	0	0	0	47
* BREAK *																	
16:00	0	3	0	4	0	0	0	4	0	0	0	1	0	0	0	3	15
16:15	0	0	0	4	0	0	0	3	0	2	0	2	0	0	0	4	15
16:30	0	0	0	5	0	0	0	5	0	0	0	7	0	4	0	6	27
16:45	0	0	0	1	0	0	0	0	0	0	0	9	0	0	0	3	13
Hr Total	0	3	0	14	0	0	0	12	0	2	0	19	0	4	0	16	70
17:00	0	0	0	1	0	1	0	0	0	1	0	4	0	3	0	2	12
17:15	0	0	0	1	0	0	0	2	0	0	0	3	0	2	0	2	10
17:30	0	0	0	5	0	1	0	3	0	0	0	1	0	0	0	1	11
17:45	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	2	6
Hr Total	0	0	0	10	0	2	0	5	0	1	0	8	0	6	0	7	39
TOTAL	0	6	0	37	0	4	0	22	0	9	0	56	0	12	0	23	169

North



Ft. Lauderdale, Florida
June 09, 2015
drawn by: Luis Palomino
signalized

NE 6TH STREET & ANDREWS AVENUE
 FT LAUDERDALE, FLORIDA
 COUNTED BY: LUIS PALOMINO
 SIGNALIZED

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

Site Code : 00150126
 Start Date: 06/09/15
 File I.D. : 6ST_ANDR
 Page : 1

ALL VEHICLES

ANDREWS AVENUE From North					NE 6TH STREET From East				ANDREWS AVENUE From South				NE 6TH STREET From West						
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total
Date 06/09/15 -----																			
07:00	0	12	85	6	0	4	17	13		0	11	43	5		0	9	22	36	263
07:15	0	13	96	8	0	3	37	8		0	8	56	3		0	15	41	51	339
07:30	0	18	177	7	0	2	30	22		0	7	64	0		0	15	45	57	444
07:45	0	21	179	19	0	4	39	23		1	11	77	6		0	22	67	70	539
Hr Total	0	64	537	40	0	13	123	66		1	37	240	14		0	61	175	214	1585
08:00	0	19	181	7	0	5	35	21		0	6	60	5		0	21	74	50	484
08:15	0	16	192	18	0	13	39	32		0	18	90	3		0	22	72	67	582
08:30	0	28	184	13	0	9	36	20		0	13	80	2		0	23	66	52	526
08:45	0	21	207	10	0	11	51	25		0	11	95	5		0	27	67	81	611
Hr Total	0	84	764	48	0	38	161	98		0	48	325	15		0	93	279	250	2203
----- * BREAK * -----																			
16:00	0	13	101	31	0	4	74	15		0	30	177	10		0	21	37	19	532
16:15	0	17	94	28	0	8	72	13		0	28	167	6		0	21	37	20	511
16:30	0	11	104	27	0	3	78	20		0	43	196	8		0	15	33	20	558
16:45	0	21	100	26	0	7	72	22		0	46	172	6		0	19	28	15	534
Hr Total	0	62	399	112	0	22	296	70		0	147	712	30		0	76	135	74	2135
17:00	0	17	99	23	0	12	98	23		0	69	237	10		0	19	47	14	668
17:15	0	18	98	25	0	6	95	25		0	55	241	6		0	16	46	11	642
17:30	0	16	113	33	0	5	67	22		0	50	242	11		0	13	35	16	623
17:45	0	24	133	19	0	10	55	16		0	40	177	10		0	24	48	23	579
Hr Total	0	75	443	100	0	33	315	86		0	214	897	37		0	72	176	64	2512

TOTAL	0	285	2143	300	0	106	895	320		1	446	2174	96		0	302	765	602	8435

Site Code : 00150126
Start Date: 06/09/15
File I.D. : 6ST_ANDR
Page : 2

CAM #16-0115
Exhibit 2
Page 108 of 212

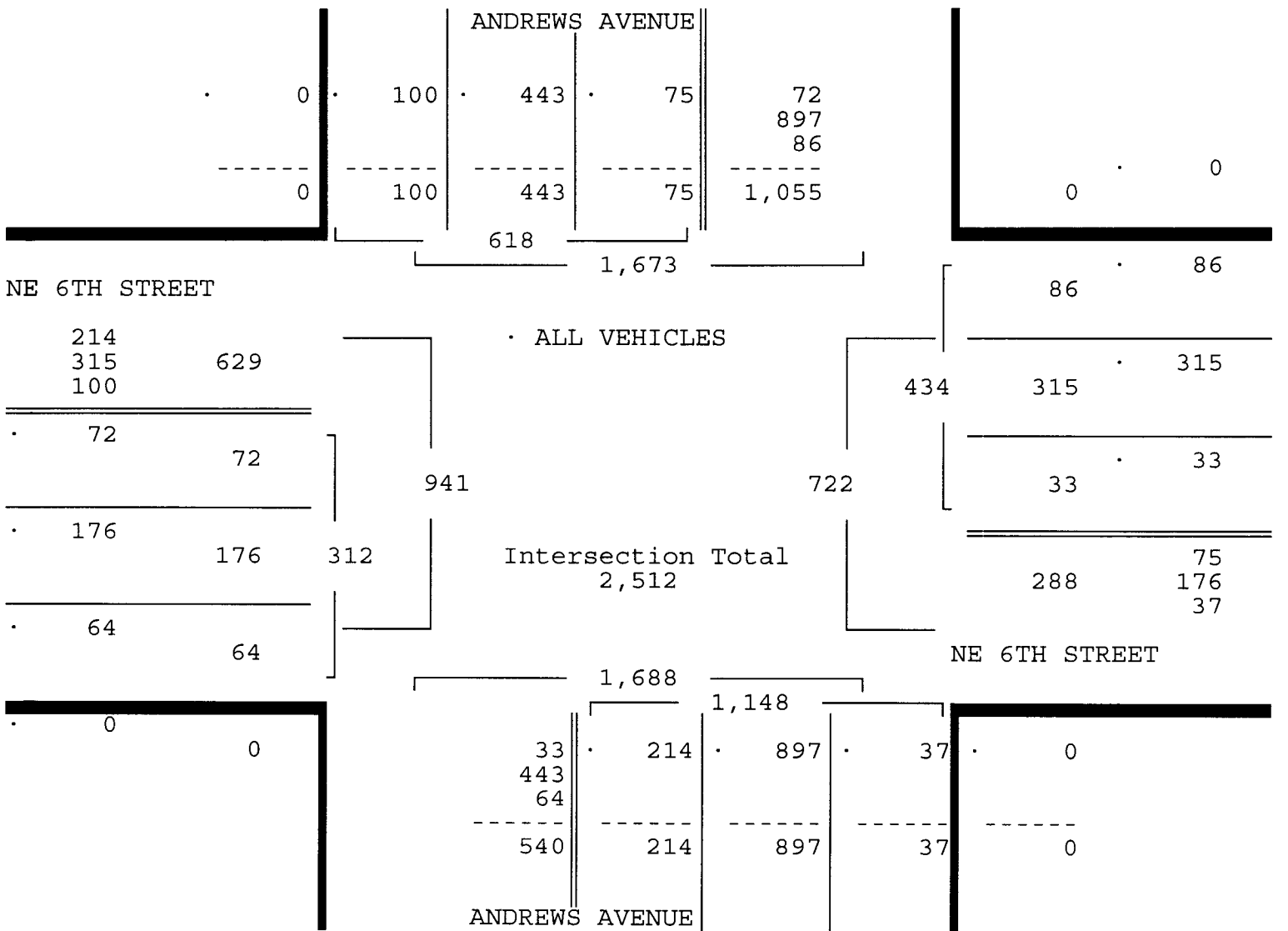
NE 6TH STREET & ANDREWS AVENUE
 FT LAUDERDALE, FLORIDA
 COUNTED BY: LUIS PALOMINO
 SIGNALIZED

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

Site Code : 00150126
 Start Date: 06/09/15
 File I.D. : 6ST_ANDR
 Page : 3

ALL VEHICLES

ANDREWS AVENUE				NE 6TH STREET				ANDREWS AVENUE				NE 6TH STREET				Total
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 06/09/15 -----																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/09/15																
Peak start 17:00				17:00				17:00				17:00				
Volume	0	75	443	100	0	33	315	86	0	214	897	37	0	72	176	64
Percent	0%	12%	72%	16%	0%	8%	73%	20%	0%	19%	78%	3%	0%	23%	56%	21%
Pk total	618				434				1148				312			
Highest	17:45				17:00				17:00				17:45			
Volume	0	24	133	19	0	12	98	23	0	69	237	10	0	24	48	23
Hi total	176				133				316				95			
PHF	.88				.82				.91				.82			



NE 6TH STREET & ANDREWS AVENUE
 FT LAUDERDALE, FLORIDA
 COUNTED BY: LUIS PALOMINO
 SIGNALIZED

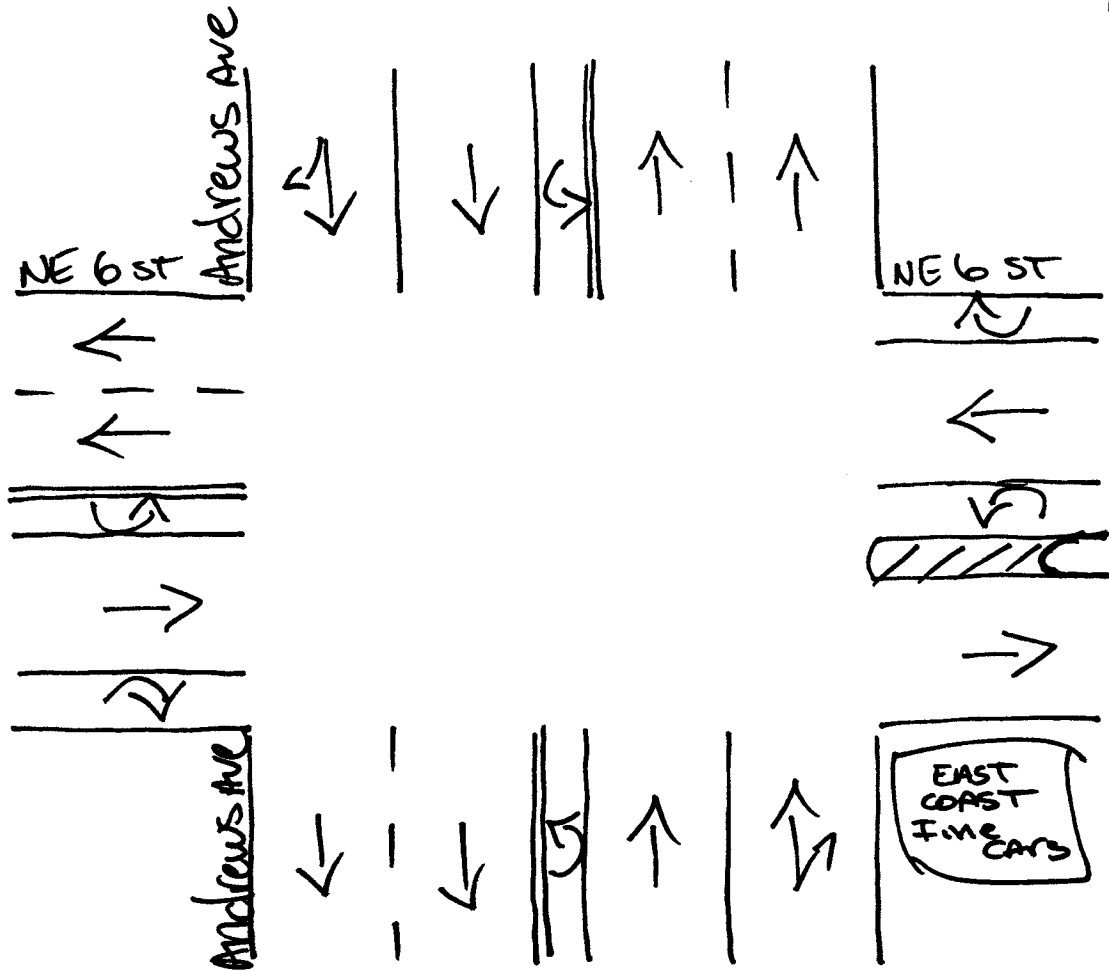
Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00150126
 Start Date: 06/09/15
 File I.D. : 6ST_ANDR
 Page : 1

PEDESTRIANS & BIKES

Date	ANDREWS AVENUE From North				NE 6TH STREET From East				ANDREWS AVENUE From South				NE 6TH STREET From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
06/09/15																	
07:00	0	2	0	2	0	2	0	0	0	1	0	0	0	1	0	1	9
07:15	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	4
07:30	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	2	8
07:45	0	0	0	6	0	1	0	0	0	0	0	2	0	0	0	3	12
Hr Total	0	3	0	8	0	6	0	4	0	2	0	3	0	1	0	6	33
08:00	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3
08:15	0	0	0	2	0	0	0	1	0	1	0	0	0	1	0	1	6
08:30	0	2	0	1	0	2	0	0	0	0	0	0	0	1	0	1	7
08:45	0	0	0	2	0	1	0	0	0	1	0	1	0	1	0	1	7
Hr Total	0	2	0	6	0	4	0	2	0	2	0	1	0	3	0	3	23
* BREAK *																	
16:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	3
16:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	6
16:30	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	2	5
16:45	0	0	0	0	0	1	0	1	0	3	0	1	0	0	0	0	6
Hr Total	0	1	0	1	0	2	0	2	0	4	0	2	0	1	0	7	20
17:00	0	1	0	1	0	1	0	0	0	2	0	2	0	2	0	2	11
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:30	0	4	0	3	0	0	0	0	0	3	0	0	0	2	0	2	14
17:45	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	2	7
Hr Total	0	5	0	5	0	1	0	1	0	5	0	4	0	6	0	6	33
TOTAL	0	11	0	20	0	13	0	9	0	13	0	10	0	11	0	22	109

↑
North



FT. Lauderdale, Florida

June 09, 2015

drawn by: Luis Palomino
Signalized

NE 6TH STREET & US 1
 FT LAUDERDALE, FLORIDA
 COUNTED BY: M. CRUZ & C. PALOMINO
 SIGNALIZED

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

Site Code : 00150126
 Start Date: 06/09/15
 File I.D. : 6STR_US1
 Page : 1

ALL VEHICLES

US 1 From North				NE 6TH STREET From East				US 1 From South				NE 6TH STREET From West					
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total	
Date 06/09/15 -----																	
07:00	0	1	180	3	0	19	10	3	1	5	123	1	0	15	8	9	378
07:15	0	2	290	15	0	20	11	3	0	6	131	5	0	9	6	18	516
07:30	0	1	303	6	0	17	13	3	0	11	185	5	0	11	10	21	586
07:45	2	2	364	17	0	17	20	3	1	5	183	8	0	25	14	29	690
Hr Total	2	6	1137	41	0	73	54	12	2	27	622	19	0	60	38	77	2170
08:00	5	3	348	15	0	27	23	3	0	4	193	5	0	28	25	30	709
08:15	0	9	460	14	0	30	24	0	0	9	214	3	0	23	15	23	824
08:30	5	5	396	20	0	41	22	4	0	12	238	6	0	40	22	21	832
08:45	4	1	410	17	0	33	26	3	0	12	254	10	0	28	22	36	856
Hr Total	14	18	1614	66	0	131	95	10	0	37	899	24	0	119	84	110	3221
----- * BREAK * -----																	
16:00	2	4	242	16	0	37	37	6	0	17	312	21	0	16	20	23	753
16:15	6	8	315	13	0	24	21	9	2	13	322	22	0	13	23	17	808
16:30	8	6	233	21	0	28	37	3	0	23	307	11	0	16	26	9	728
16:45	4	2	260	11	0	20	30	9	0	14	335	17	0	23	16	11	752
Hr Total	20	20	1050	61	0	109	125	27	2	67	1276	71	0	68	85	60	3041
17:00	3	10	285	20	0	23	39	0	0	22	380	20	0	34	32	17	885
17:15	4	6	232	20	0	26	27	7	2	18	361	17	0	31	34	9	794
17:30	2	10	336	21	0	20	25	4	0	16	367	22	0	16	17	12	868
17:45	5	6	302	9	0	28	22	9	0	13	281	18	0	34	34	18	779
Hr Total	14	32	1155	70	0	97	113	20	2	69	1389	77	0	115	117	56	3326

TOTAL	50	76	4956	238	0	410	387	69	6	200	4186	191	0	362	324	303	11758

NE 6TH STREET & US 1
 FT LAUDERDALE, FLORIDA
 COUNTED BY: M. CRUZ & C. PALOMINO
 SIGNALIZED

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

Site Code : 00150126
 Start Date: 06/09/15
 File I.D. : 6STR_US1
 Page : 2

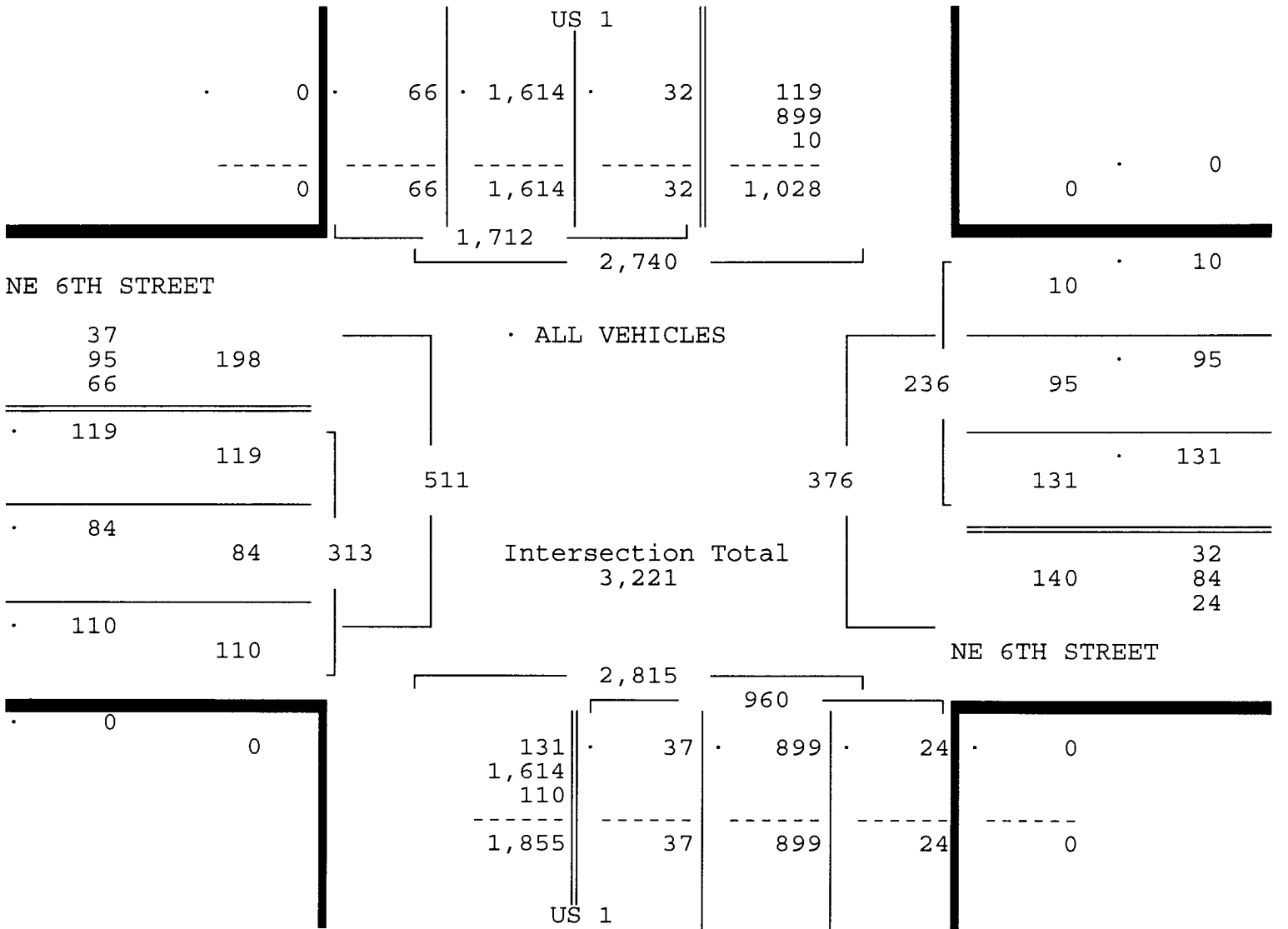
ALL VEHICLES

US 1 From North				NE 6TH STREET From East				US 1 From South				NE 6TH STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 06/09/15

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/09/15

Peak start	08:00				08:00				08:00				08:00							
Volume	14	18	1614	66	0	131	95	10	0	37	899	24	0	119	84	110				
Percent	1%	1%	94%	4%	0%	56%	40%	4%	0%	4%	94%	2%	0%	38%	27%	35%				
Pk total	1712				236				960				313							
Highest	08:15				08:30				08:45				08:45							
Volume	0	9	460	14	0	41	22	4	0	12	254	10	0	28	22	36				
Hi total	483				67				276				86							
PHF	.89				.88				.87				.91							



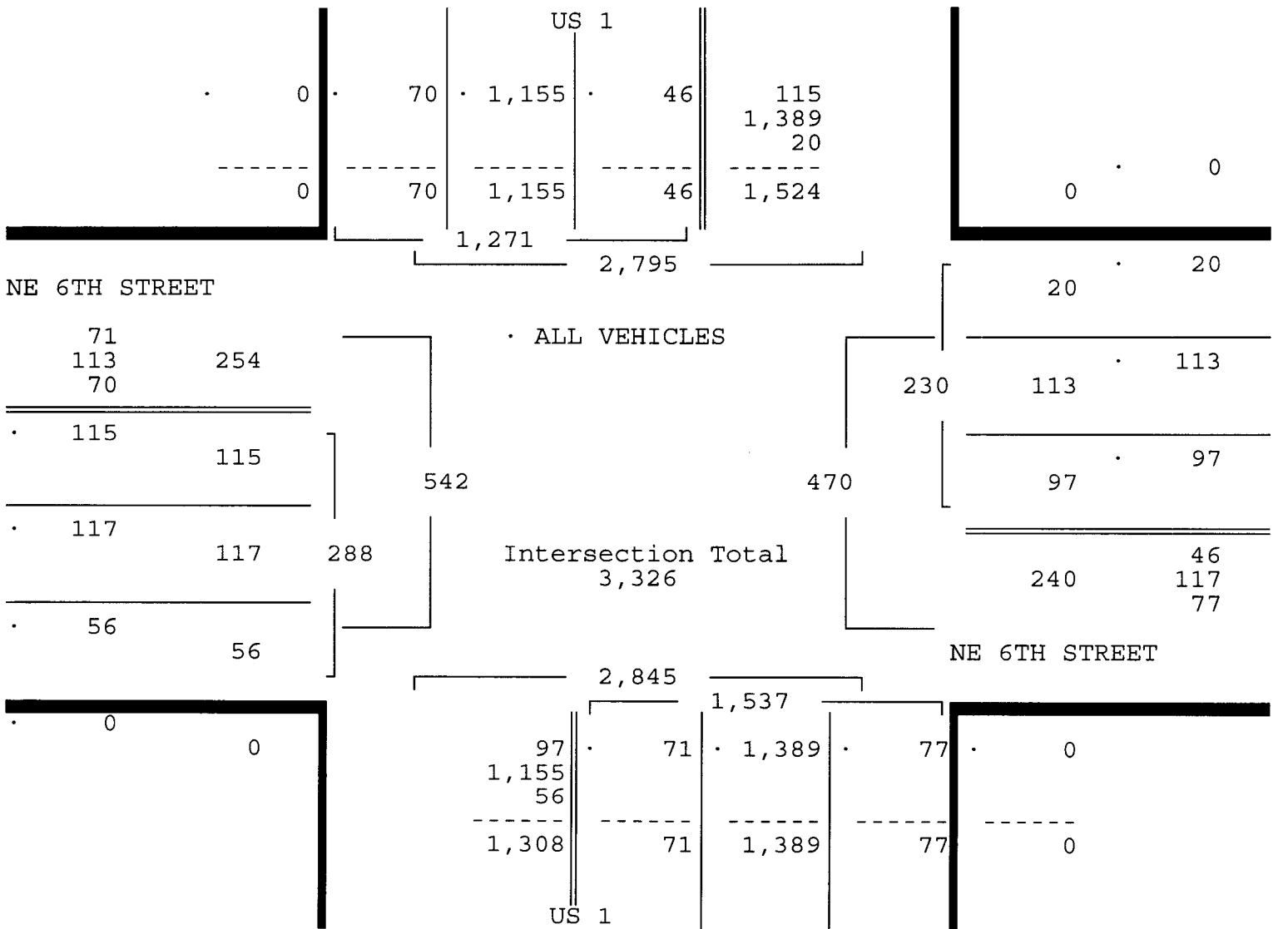
NE 6TH STREET & US 1
 FT LAUDERDALE, FLORIDA
 COUNTED BY: M. CRUZ & C. PALOMINO
 SIGNALIZED

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

Site Code : 00150126
 Start Date: 06/09/15
 File I.D. : 6STR_US1
 Page : 3

ALL VEHICLES

US 1				NE 6TH STREET				US 1				NE 6TH STREET					
From North				From East				From South				From West					
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total	
Date 06/09/15 -----																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/09/15																	
Peak start 17:00				17:00				17:00				17:00					
Volume	14	32	1155	70	0	97	113	20	2	69	1389	77	0	115	117	56	
Percent	1%	3%	91%	6%	0%	42%	49%	9%	0%	4%	90%	5%	0%	40%	41%	19%	
Pk total	1271				230				1537				288				
Highest	17:30				17:00				17:00				17:45				
Volume	2	10	336	21	0	23	39	0	0	22	380	20	0	34	34	18	
Hi total	369				62				422				86				
PHF	.86				.93				.91				.84				



NE 6TH STREET & US 1
 FT LAUDERDALE, FLORIDA
 COUNTED BY: M. CRUZ & C. PALOMINO
 SIGNALIZED

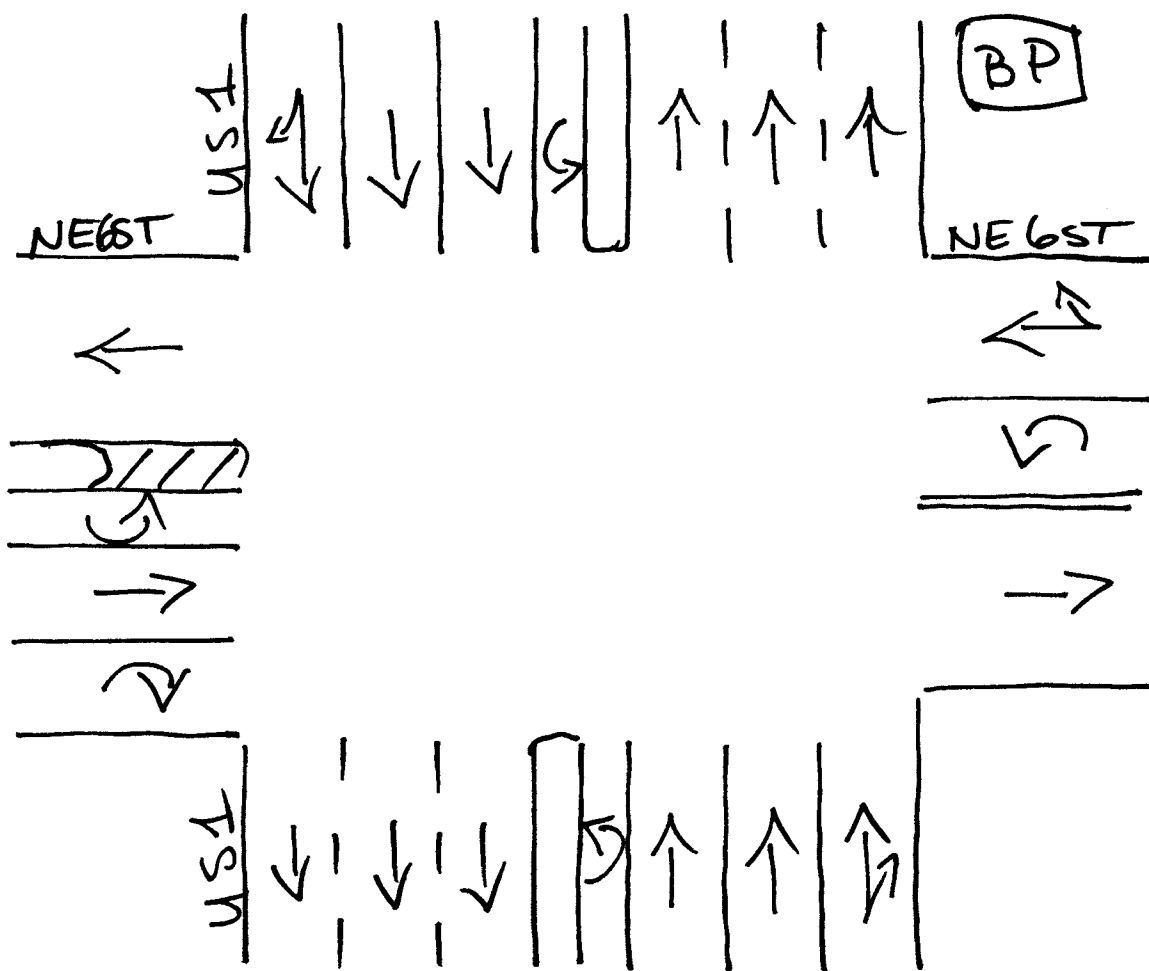
Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00150126
 Start Date: 06/09/15
 File I.D. : 6STR_US1
 Page : 1

PEDESTRIANS & BIKES

Date 06/09/15	US 1 From North				NE 6TH STREET From East				US 1 From South				NE 6TH STREET From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
07:00	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
07:15	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	4
07:30	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
07:45	0	1	0	0	0	1	0	0	0	0	0	1	0	1	0	0	4
Hr Total	0	2	0	4	0	1	0	1	0	2	0	2	0	1	0	0	13
08:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	5
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	0	0	0	1	0	5	0	0	0	1	8
08:45	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	2	5
Hr Total	0	0	0	3	0	0	0	0	0	2	0	8	0	0	0	5	18
* BREAK *																	
16:00	0	1	0	1	0	2	0	0	0	0	0	1	0	1	0	3	9
16:15	0	0	0	0	0	0	0	2	0	2	0	3	0	0	0	1	8
16:30	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	1	7
16:45	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	1	8
Hr Total	0	2	0	4	0	2	0	2	0	5	0	10	0	1	0	6	32
17:00	0	0	0	1	0	0	0	0	0	1	0	2	0	1	0	0	5
17:15	0	0	0	1	0	0	0	1	0	1	0	2	0	0	0	4	9
17:30	0	0	0	1	0	1	0	2	0	0	0	2	0	0	0	2	8
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	1	0	3	0	1	0	3	0	2	0	6	0	1	0	6	23
TOTAL	0	5	0	14	0	4	0	6	0	11	0	26	0	3	0	17	86

↑
North



FT. Lauderdale, Florida
June 09, 2015
drawn by: Luis Palomino
signalized

Traffic Survey Specialists, Inc.

NE 3RD STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150121
Start Date: 06/02/15
File I.D. : 3ST_3AVE
Page : 1

ALL VEHICLES

	NE 3RD AVENUE				NE 3RD STREET				NE 3RD AVENUE				NE 3RD STREET				
	From North				From East				From South				From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/02/15 -----																	
07:00	0	7	83	0	0	2	1	4	0	0	36	5	0	2	2	1	143
07:15	0	7	87	1	0	4	4	7	0	4	37	7	0	0	4	7	169
07:30	0	11	155	1	0	5	2	7	0	2	47	5	0	0	4	6	245
07:45	0	15	171	0	0	3	1	9	0	3	53	4	0	0	1	8	268
Hr Total	0	40	496	2	0	14	8	27	0	9	173	21	0	2	11	22	825
08:00	0	10	220	2	0	10	3	13	0	3	59	6	0	3	5	4	338
08:15	0	6	245	2	0	7	5	7	0	1	65	3	0	1	4	8	354
08:30	0	9	239	2	0	2	6	8	0	2	65	6	0	0	2	6	347
08:45	0	9	238	1	0	19	4	5	0	1	62	6	0	1	6	7	359
Hr Total	0	34	942	7	0	38	18	33	0	7	251	21	0	5	17	25	1398
----- * BREAK * -----																	
16:00	0	4	86	1	0	3	15	15	1	5	140	9	0	4	5	4	292
16:15	0	2	81	0	0	8	10	14	0	3	169	3	0	3	0	5	298
16:30	0	4	106	0	0	9	7	15	0	1	184	8	0	1	1	2	338
16:45	0	2	90	1	0	8	8	18	0	4	179	7	0	7	5	1	330
Hr Total	0	12	363	2	0	28	40	62	1	13	672	27	0	15	11	12	1258
17:00	0	3	88	1	0	3	8	21	0	4	282	5	0	4	6	8	433
17:15	0	9	88	0	0	5	5	16	0	9	262	6	0	2	1	1	404
17:30	0	6	93	0	0	3	5	21	0	0	291	3	0	3	3	1	429
17:45	0	2	112	4	0	4	2	10	0	6	244	3	0	2	2	3	394
Hr Total	0	20	381	5	0	15	20	68	0	19	1079	17	0	11	12	13	1660

TOTAL	0	106	2182	16	0	95	86	190	1	48	2175	86	0	33	51	72	5141

Traffic Survey Specialists, Inc.

NE 3RD STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150121
Start Date: 06/02/15
File I.D. : 3ST_3AVE
Page : 2

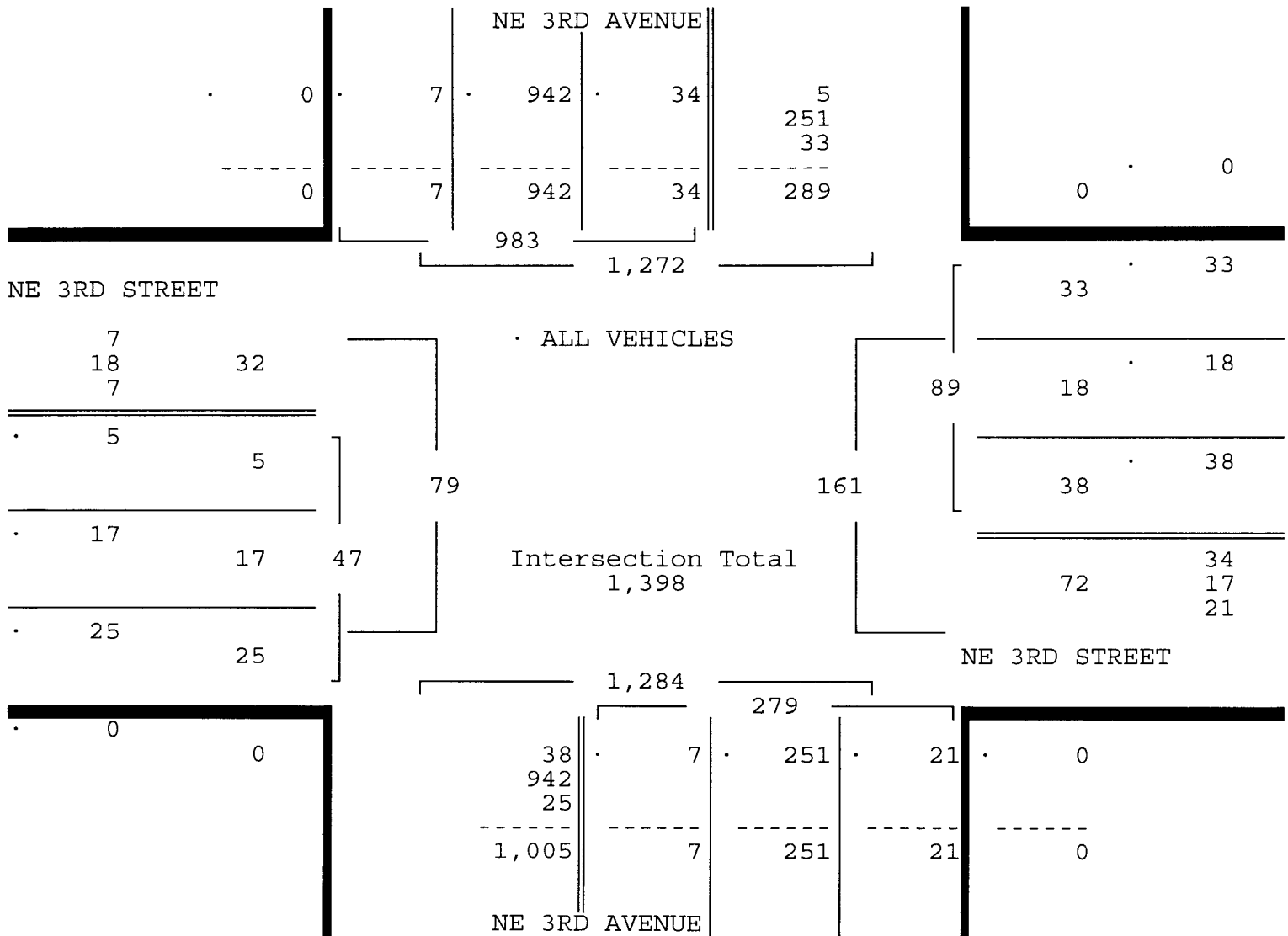
ALL VEHICLES

NE 3RD AVENUE From North				NE 3RD STREET From East				NE 3RD AVENUE From South				NE 3RD STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 06/02/15

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/02/15

Peak start 08:00				08:00				08:00				08:00				Total
Volume	Percent	Pk total	Highest	Volume	Percent	Pk total	Highest	Volume	Percent	Pk total	Highest	Volume	Percent	Pk total	Highest	
0	0%	983	08:15	0	0%	983	08:15	0	0%	983	08:15	0	0%	983	08:15	0
34	3%	245	0	38	43%	19	0	7	3%	65	0	5	11%	1	0	5
942	96%	253	2	18	20%	28	2	251	90%	73	14	17	36%	6	7	25
7	1%	.97		33	37%	.79		21	8%	.96		25	53%			21



NE 3RD STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: AMBER PALOMINO
SIGNALIZED

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

Site Code : 00150121
Start Date: 06/02/15
File I.D. : 3ST_3AVE
Page : 3

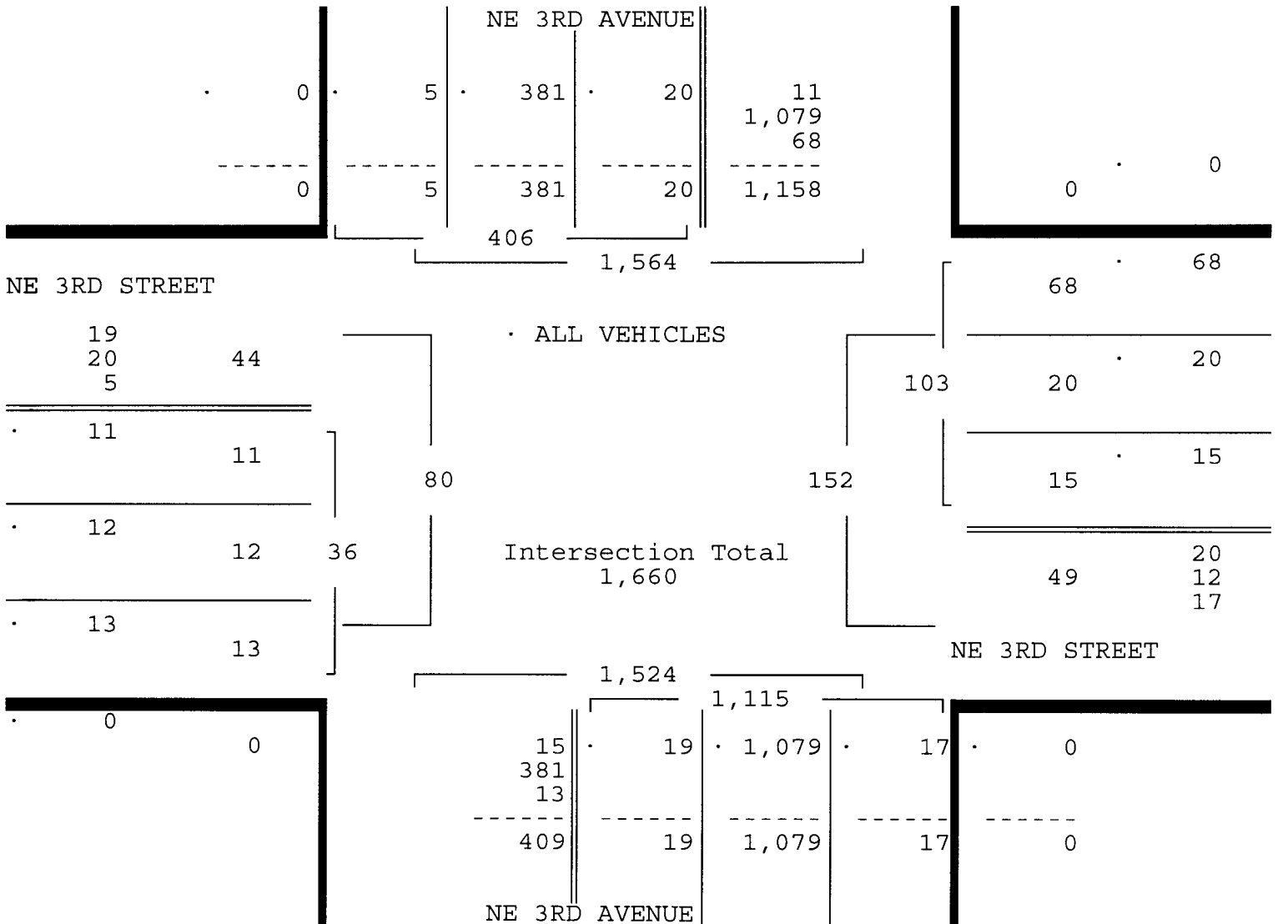
ALL VEHICLES

NE 3RD AVENUE				NE 3RD STREET				NE 3RD AVENUE				NE 3RD STREET				Total
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 06/02/15

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/02/15

Peak start 17:00					17:00					17:00					17:00					
Volume	0	20	381	5	0	15	20	68	0	19	1079	17	0	11	12	13				
Percent	0%	5%	94%	1%	0%	15%	19%	66%	0%	2%	97%	2%	0%	31%	33%	36%				
Pk total	406					103					1115					36				
Highest	17:45					17:00					17:30					17:00				
Volume	0	2	112	4	0	3	8	21	0	0	291	3	0	4	6	8				
Hi total	118					32					294					18				
PHF	.86					.80					.95					.50				



Traffic Survey Specialists, Inc.

NE 3RD STREET & NE 3RD AVENUE
 FT LAUDERDALE, FLORIDA
 COUNTED BY: AMBER PALOMINO
 SIGNALIZED

624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

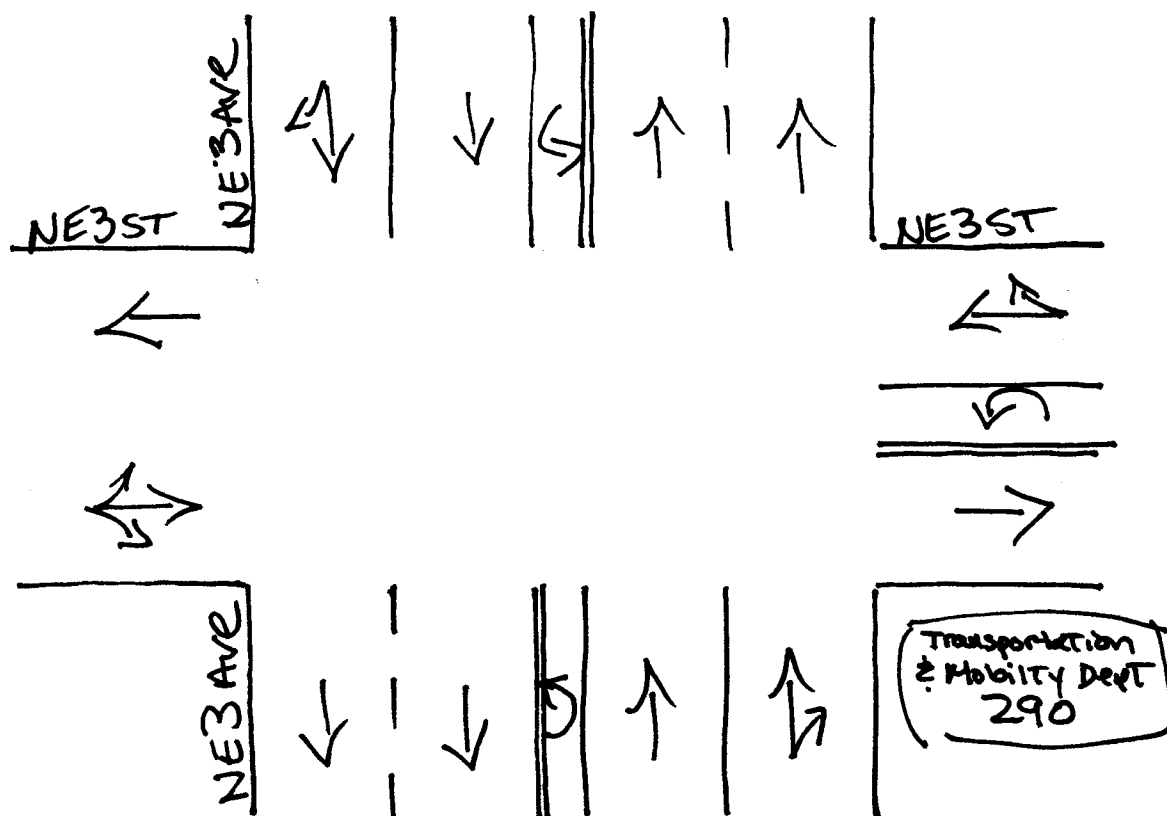
Site Code : 00150121
 Start Date: 06/02/15
 File I.D. : 3ST_3AVE
 Page : 1

PEDESTRIANS & BIKES

NE 3RD AVENUE From North					NE 3RD STREET From East					NE 3RD AVENUE From South					NE 3RD STREET From West					
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total			
Date 06/02/15 -----																				
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2			
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2			
07:30	0	0	0	0	0	1	0	4	0	1	0	2	0	1	0	3	12			
07:45	0	0	0	0	0	2	0	1	0	1	0	0	0	1	0	0	5			
Hr Total	0	0	0	1	0	3	0	6	0	2	0	2	0	3	0	4	21			
08:00	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	3	9			
08:15	0	0	0	1	0	0	0	6	0	0	0	0	0	2	0	3	12			
08:30	0	0	0	0	0	1	0	2	0	0	0	0	0	1	0	1	5			
08:45	0	1	0	2	0	0	0	2	0	0	0	2	0	1	0	2	10			
Hr Total	0	1	0	5	0	1	0	14	0	0	0	2	0	4	0	9	36			
----- * BREAK * -----																				
16:00	0	1	0	0	0	2	0	3	0	0	0	2	0	1	0	1	10			
16:15	0	0	0	0	0	2	0	3	0	1	0	1	0	1	0	1	9			
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
16:45	0	0	0	0	0	0	0	4	0	0	0	2	0	1	0	0	7			
Hr Total	0	1	0	0	0	4	0	10	0	1	0	5	0	3	0	4	28			
17:00	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	11	15			
17:15	0	0	0	0	0	2	0	3	0	0	0	2	0	0	0	0	7			
17:30	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3			
17:45	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	2	6			
Hr Total	0	0	0	2	0	7	0	5	0	1	0	3	0	0	0	13	31			

TOTAL	0	2	0	8	0	15	0	35	0	4	0	12	0	10	0	30	116			

↑
North



FT. Lauderdale, Florida
June 02, 2015
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc.

NE 4TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150121
Start Date: 06/02/15
File I.D. : 4ST_3AVE
Page : 1

ALL VEHICLES

NE 3RD AVENUE From North					NE 4TH STREET From East				NE 3RD AVENUE From South				NE 4TH STREET From West						
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total
Date 06/02/15 -----																			
07:00	0	4	77	0	0	7	8	2		0	3	32	6		0	0	12	5	156
07:15	0	2	79	1	0	12	13	8		0	3	38	4		0	3	8	7	178
07:30	0	10	148	2	0	13	23	3		0	2	45	7		0	2	17	9	281
07:45	0	8	160	4	0	16	24	7		0	4	49	9		0	2	14	14	311
Hr Total	0	24	464	7	0	48	68	20		0	12	164	26		0	7	51	35	926
08:00	0	4	193	5	0	26	24	15		0	5	60	12		0	3	25	16	388
08:15	0	10	221	6	0	25	24	5		0	9	59	11		0	3	29	14	416
08:30	0	11	213	4	0	22	26	5		0	5	65	8		0	5	25	23	412
08:45	0	14	193	7	0	31	29	9		0	1	56	12		0	5	33	25	415
Hr Total	0	39	820	22	0	104	103	34		0	20	240	43		0	16	112	78	1631
----- * BREAK * -----																			
16:00	0	11	81	5	0	6	28	12		0	14	128	18		0	2	19	4	328
16:15	0	3	72	4	0	8	18	9		0	7	160	12		0	4	18	7	322
16:30	0	8	105	5	0	6	40	11		0	19	180	10		0	9	25	4	422
16:45	0	6	77	8	0	12	29	12		0	18	173	19		0	5	19	7	385
Hr Total	0	28	335	22	0	32	115	44		0	58	641	59		0	20	81	22	1457
17:00	0	4	81	13	0	5	58	8		0	26	247	27		0	10	24	6	509
17:15	0	5	93	9	0	7	37	17		0	24	244	20		0	14	23	7	500
17:30	0	6	88	8	0	8	27	17		0	30	259	34		0	12	23	8	520
17:45	0	4	105	8	0	13	32	10		0	18	221	25		0	5	36	5	482
Hr Total	0	19	367	38	0	33	154	52		0	98	971	106		0	41	106	26	2011

TOTAL	0	110	1986	89	0	217	440	150		0	188	2016	234		0	84	350	161	6025

Traffic Survey Specialists, Inc.

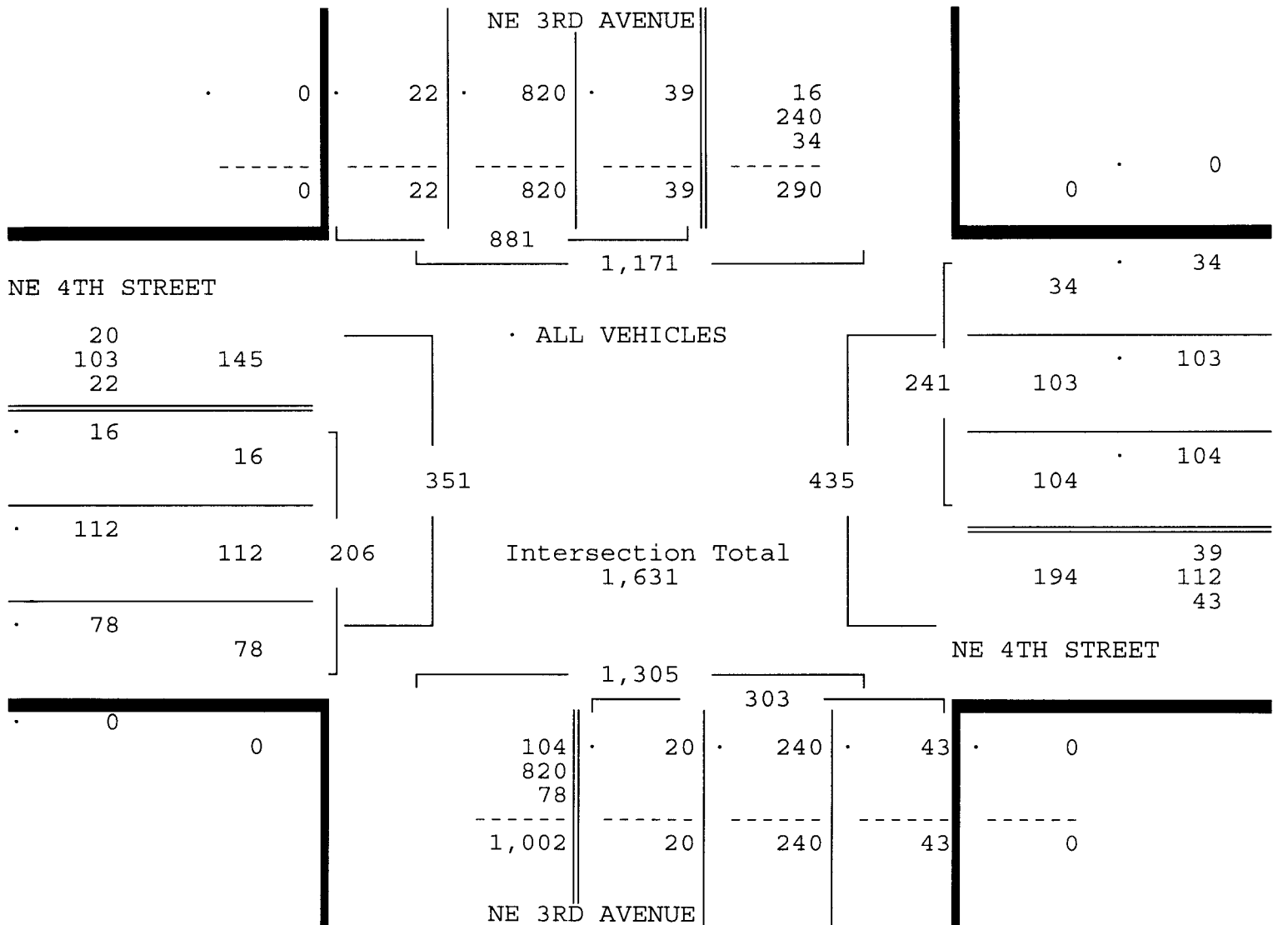
NE 4TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150121
Start Date: 06/02/15
File I.D. : 4ST_3AVE
Page : 2

ALL VEHICLES

NE 3RD AVENUE From North				NE 4TH STREET From East				NE 3RD AVENUE From South				NE 4TH STREET From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/02/15																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/02/15																
Peak start 08:00				08:00				08:00				08:00				
Volume	0	39	820	22	0	104	103	34	0	20	240	43	0	16	112	78
Percent	0%	4%	93%	2%	0%	43%	43%	14%	0%	7%	79%	14%	0%	8%	54%	38%
Pk total	881				241				303				206			
Highest 08:15				08:45				08:15				08:45				
Volume	0	10	221	6	0	31	29	9	0	9	59	11	0	5	33	25
Hi total	237				69				79				63			
PHF	.93				.87				.96				.82			



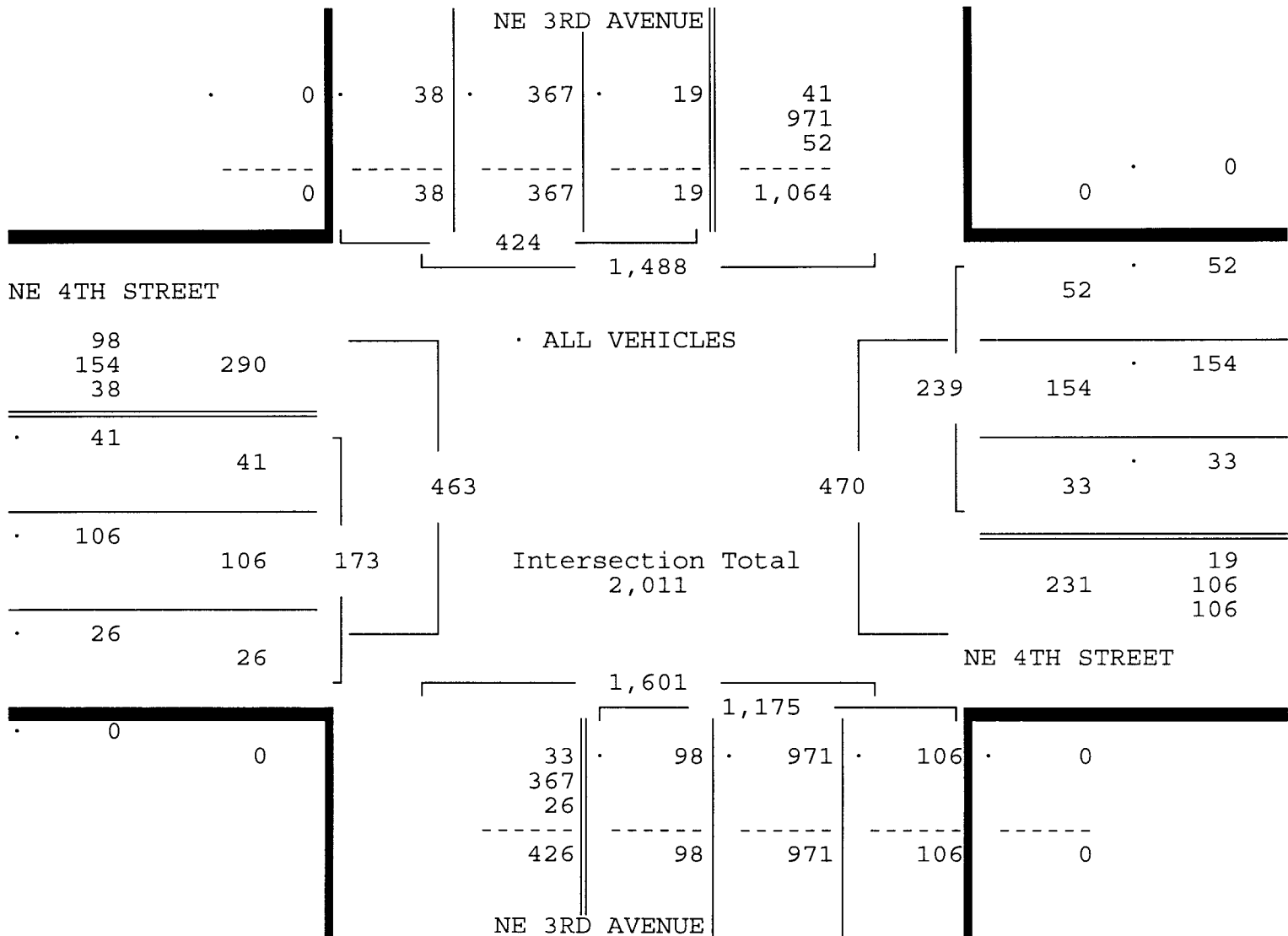
NE 4TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150121
Start Date: 06/02/15
File I.D. : 4ST_3AVE
Page : 3

ALL VEHICLES

NE 3RD AVENUE				NE 4TH STREET				NE 3RD AVENUE				NE 4TH STREET				
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/02/15																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/02/15																
Peak start 17:00				17:00				17:00				17:00				
Volume	0	19	367	38	0	33	154	52	0	98	971	106	0	41	106	26
Percent	0%	4%	87%	9%	0%	14%	64%	22%	0%	8%	83%	9%	0%	24%	61%	15%
Pk total	424				239				1175				173			
Highest	17:45				17:00				17:30				17:45			
Volume	0	4	105	8	0	5	58	8	0	30	259	34	0	5	36	5
Hi total	117				71				323				46			
PHF	.91				.84				.91				.94			



Traffic Survey Specialists, Inc.

NE 4TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

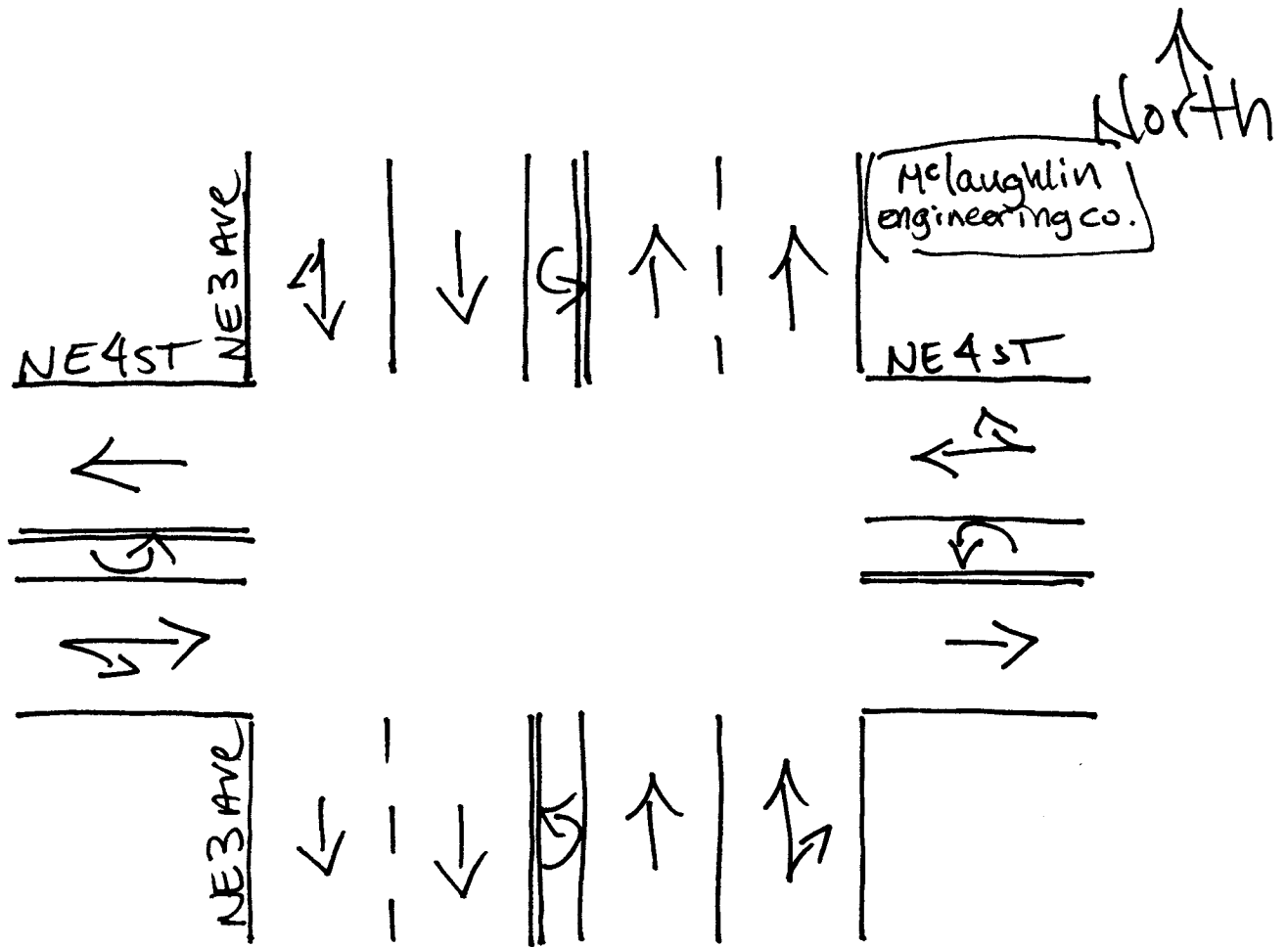
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150121
Start Date: 06/02/15
File I.D. : 4ST_3AVE
Page : 1

PEDESTRIANS & BIKES

Date	NE 3RD AVENUE				NE 4TH STREET				NE 3RD AVENUE				NE 4TH STREET				Total	
	From North				From East				From South				From West					
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds		
06/02/15	-----																	
07:00	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	5
07:15	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	4
07:30	0	0	0	1	0	1	0	2	0	0	0	0	0	0	1	0	2	7
07:45	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	1	5
Hr Total	0	1	0	1	0	3	0	4	0	1	0	2	0	3	0	6		21
08:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	4
08:15	0	1	0	1	0	2	0	4	0	0	0	1	0	1	0	0	1	11
08:30	0	0	0	1	0	1	0	3	0	0	0	0	0	2	0	0	2	9
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Hr Total	0	2	0	2	0	3	0	7	0	0	0	4	0	4	0	5		27
----- * BREAK * -----																		
16:00	0	0	0	0	0	1	0	1	0	2	0	0	0	0	2	0	1	7
16:15	0	1	0	1	0	1	0	0	0	0	0	2	0	0	0	0	3	8
16:30	0	1	0	1	0	0	0	3	0	0	0	1	0	2	0	0	7	15
16:45	0	1	0	1	0	0	0	3	0	2	0	2	0	0	0	0	3	12
Hr Total	0	3	0	3	0	2	0	7	0	4	0	5	0	4	0	14		42
17:00	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	0	2	8
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
17:30	0	0	0	3	0	1	0	2	0	0	0	0	0	3	0	0	4	13
17:45	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4	8
Hr Total	0	0	0	3	0	4	0	5	0	1	0	1	0	5	0	20		39

TOTAL	0	6	0	9	0	12	0	23	0	6	0	12	0	16	0	45		129



Ft. Lauderdale, Florida
 June 02, 2015
 drawn by: Luis Palomino
 Signalized

Traffic Survey Specialists, Inc.

NE 5TH STREET & NE 3RD AVENUE
 FT LAUDERDALE, FLORIDA
 COUNTED BY: CRISTINA PALOMINO
 NOT SIGNALIZED

624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00150121
 Start Date: 06/02/15
 File I.D. : 5ST_3AVE
 Page : 1

ALL VEHICLES

NE 3RD AVENUE From North					NE 5TH STREET From East				NE 3RD AVENUE From South				NE 5TH STREET From West								
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		Total	
Date 06/02/15 -----																					
07:00	0	1	66	1		0	7	3	5		0	1	33	1		0	1	3	5		127
07:15	0	1	75	3		0	5	3	3		0	3	43	2		0	2	1	3		144
07:30	0	2	143	2		0	9	6	10		0	0	52	1		0	1	1	7		234
07:45	1	1	160	2		0	8	5	8		0	4	53	1		0	4	3	14		264
Hr Total	1	5	444	8		0	29	17	26		0	8	181	5		0	8	8	29		769
08:00	0	2	190	1		0	9	8	9		0	1	73	0		0	2	5	8		308
08:15	0	2	222	1		0	10	2	4		0	2	59	3		0	1	2	13		321
08:30	0	4	211	2		0	7	8	7		0	5	69	2		0	0	2	13		330
08:45	0	3	193	1		0	7	6	9		0	4	65	3		0	3	5	14		313
Hr Total	0	11	816	5		0	33	24	29		0	12	266	8		0	6	14	48		1272
----- * BREAK * -----																					
16:00	0	3	95	2		0	2	2	4		0	5	135	5		0	4	2	1		260
16:15	0	1	71	1		0	2	2	7		0	6	166	4		0	3	3	3		269
16:30	0	0	110	4		0	6	5	9		0	8	195	4		1	1	1	1		345
16:45	0	3	84	5		0	2	3	8		0	6	185	1		0	2	6	6		311
Hr Total	0	7	360	12		0	12	12	28		0	25	681	14		1	10	12	11		1185
17:00	0	3	89	8		0	6	0	11		0	6	250	9		0	2	8	3		395
17:15	0	6	108	3		0	0	0	5		0	5	268	4		0	1	2	5		407
17:30	0	2	99	4		0	2	3	8		0	8	276	2		0	3	2	4		413
17:45	0	2	113	0		0	5	1	3		0	5	226	6		0	0	5	3		369
Hr Total	0	13	409	15		0	13	4	27		0	24	1020	21		0	6	17	15		1584

TOTAL	1	36	2029	40		0	87	57	110		0	69	2148	48		1	30	51	103		4810

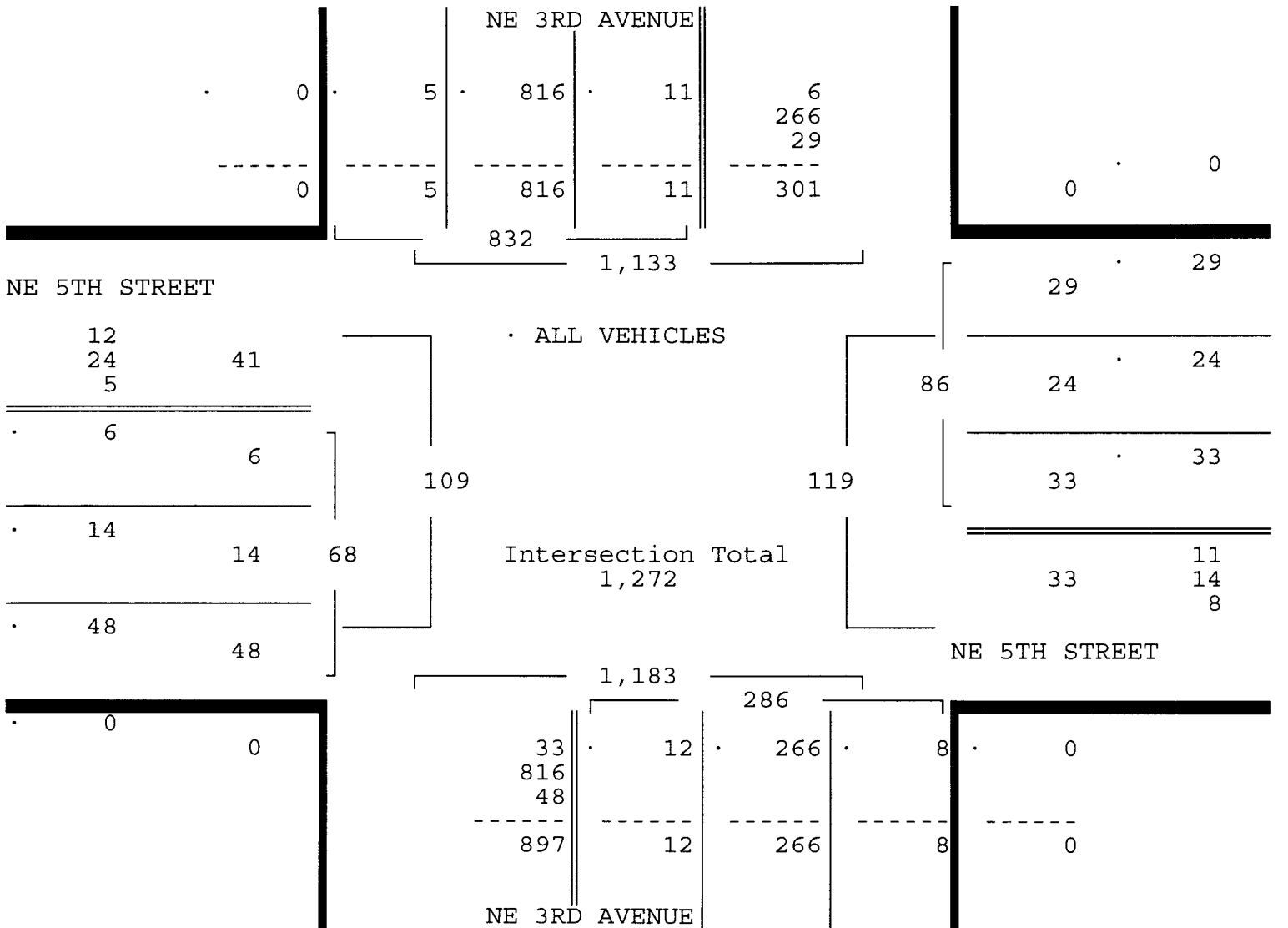
NE 5TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: CRISTINA PALOMINO
NOT SIGNALIZED

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

Site Code : 00150121
Start Date: 06/02/15
File I.D. : 5ST_3AVE
Page : 2

ALL VEHICLES

NE 3RD AVENUE				NE 5TH STREET				NE 3RD AVENUE				NE 5TH STREET				
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/02/15																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/02/15																
Peak start 08:00				08:00				08:00				08:00				
Volume	0	11	816	5	0	33	24	29	0	12	266	8	0	6	14	48
Percent	0%	1%	98%	1%	0%	38%	28%	34%	0%	4%	93%	3%	0%	9%	21%	71%
Pk total	832				86				286				68			
Highest	08:15				08:00				08:30				08:45			
Volume	0	2	222	1	0	9	8	9	0	5	69	2	0	3	5	14
Hi total	225				26				76				22			
PHF	.92				.83				.94				.77			



Traffic Survey Specialists, Inc.

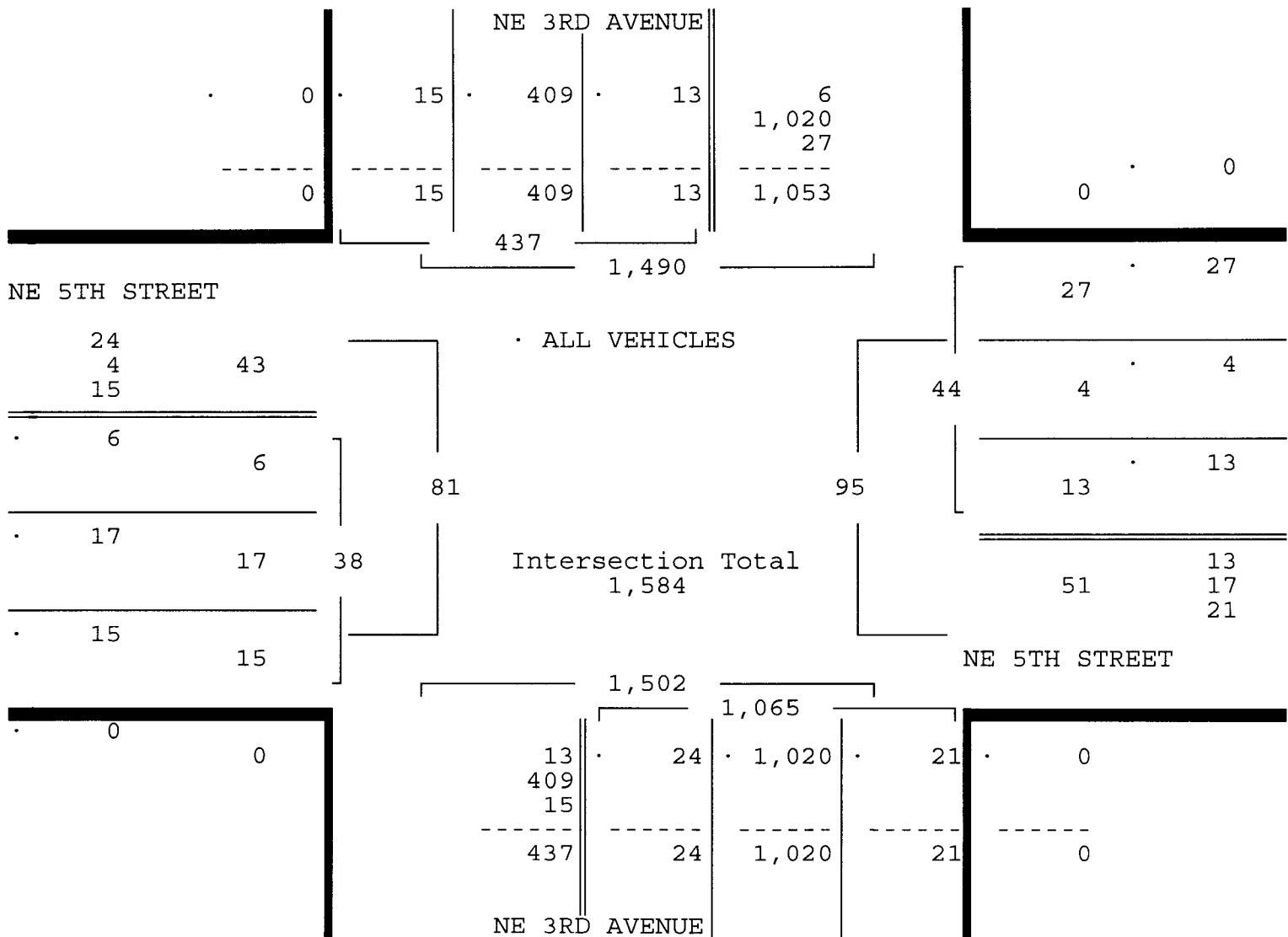
NE 5TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: CRISTINA PALOMINO
NOT SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150121
Start Date: 06/02/15
File I.D. : 5ST_3AVE
Page : 3

ALL VEHICLES

NE 3RD AVENUE					NE 5TH STREET				NE 3RD AVENUE				NE 5TH STREET							
From North					From East				From South				From West							
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		Total
Date 06/02/15																				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/02/15																				
Peak start 17:00					17:00				17:00				17:00							
Volume	0	13	409	15	0	13	4	27	0	24	1020	21	0	6	17	15				
Percent	0%	3%	94%	3%	0%	30%	9%	61%	0%	2%	96%	2%	0%	16%	45%	39%				
Pk total	437				44				1065				38							
Highest	17:15				17:00				17:30				17:00							
Volume	0	6	108	3	0	6	0	11	0	8	276	2	0	2	8	3				
Hi total	117				17				286				13							
PHF	.93				.65				.93				.73							



Traffic Survey Specialists, Inc.

NE 5TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: CRISTINA PALOMINO
NOT SIGNALIZED

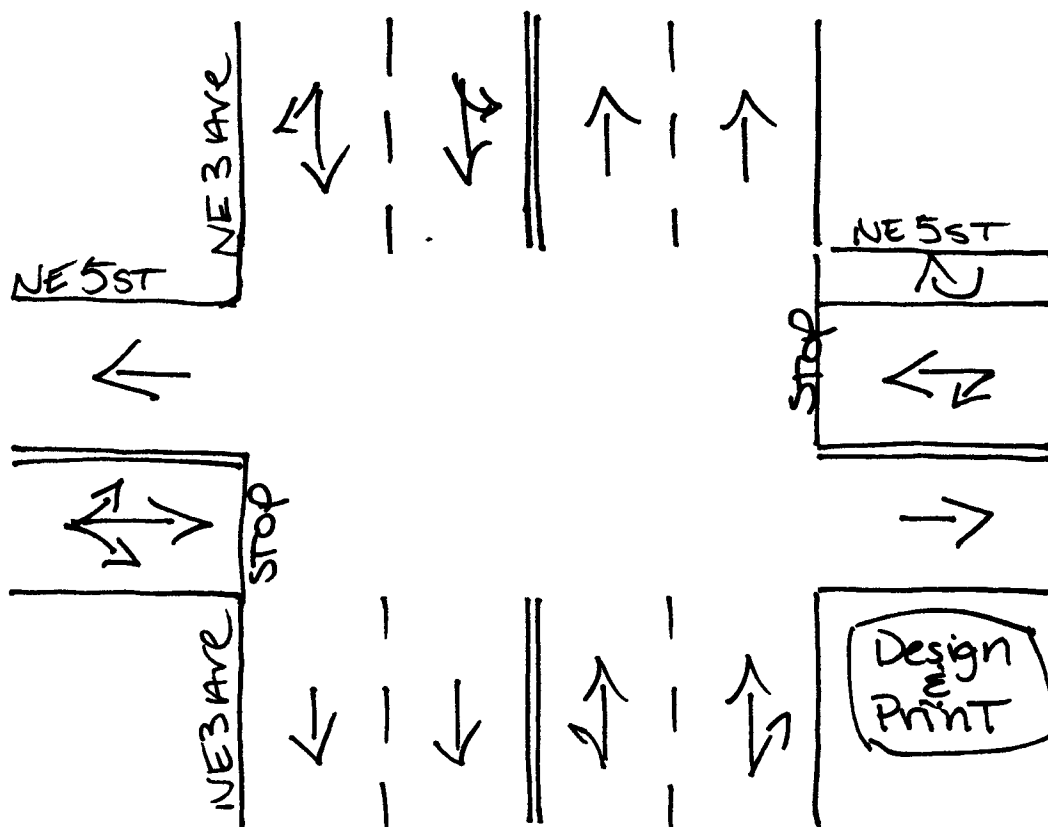
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150121
Start Date: 06/02/15
File I.D. : 5ST_3AVE
Page : 1

PEDESTRIANS & BIKES

NE 3RD AVENUE From North				NE 5TH STREET From East				NE 3RD AVENUE From South				NE 5TH STREET From West					
Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total	
Date 06/02/15																	
07:00	0	1	0	1	0	0	0	2	0	0	0	0	0	1	0	0	5
07:15	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	6
07:30	0	1	0	0	0	0	0	2	0	0	0	0	0	1	0	1	5
07:45	0	1	0	1	0	2	0	1	0	0	0	0	0	0	0	3	8
Hr Total	0	3	0	3	0	2	0	6	0	0	0	1	0	2	0	7	24
08:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	3
08:15	0	0	0	0	0	1	0	2	0	1	0	0	0	2	0	0	6
08:30	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	2	5
08:45	0	0	0	0	0	2	0	0	0	1	0	2	0	1	0	1	7
Hr Total	0	0	0	1	0	4	0	4	0	2	0	3	0	3	0	4	21
* BREAK *																	
16:00	0	0	0	0	0	2	0	1	0	0	0	0	0	3	0	2	8
16:15	0	2	0	0	0	5	0	4	0	0	0	6	0	1	0	1	19
16:30	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	1	4
16:45	0	1	0	6	0	1	0	5	0	0	0	0	0	0	0	9	22
Hr Total	0	3	0	7	0	8	0	11	0	0	0	6	0	5	0	13	53
17:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
17:30	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	4
17:45	0	0	0	1	0	3	0	2	0	1	0	0	0	0	0	0	7
Hr Total	0	0	0	2	0	5	0	5	0	2	0	0	0	0	0	0	14
TOTAL	0	6	0	13	0	19	0	26	0	4	0	10	0	10	0	24	112

↑
North



FT. Lauderdale, Florida

June 02, 2015

drawn by: Luis Palomino

NOT signalized

Traffic Survey Specialists, Inc.

NE 6TH STREET & NE 3RD AVENUE
 FT LAUDERDALE, FLORIDA
 COUNTED BY: ANGEL CRUZ
 SIGNALIZED

624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00150121
 Start Date: 06/02/15
 File I.D. : 6ST_3AVE
 Page : 1

ALL VEHICLES

NE 3RD AVENUE					NE 6TH STREET				NE 3RD AVENUE				NE 6TH STREET				
From North					From East				From South				From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/02/15 -----																	
07:00	0	4	57	3	0	2	20	6	0	2	34	0	0	7	24	10	169
07:15	0	1	58	7	1	6	27	6	0	6	41	2	0	7	23	16	201
07:30	0	7	112	7	0	3	45	5	0	13	45	2	0	12	43	31	325
07:45	0	10	110	10	0	7	36	8	0	8	47	3	0	12	51	49	351
Hr Total	0	22	337	27	1	18	128	25	0	29	167	7	0	38	141	106	1046
08:00	0	6	146	9	0	11	45	9	0	16	60	3	0	13	43	40	401
08:15	0	13	163	8	0	16	45	8	0	14	46	4	0	15	58	45	435
08:30	0	12	173	6	0	16	39	12	0	15	56	4	0	9	74	42	458
08:45	0	10	136	12	0	11	47	9	0	13	57	7	0	16	58	46	422
Hr Total	0	41	618	35	0	54	176	38	0	58	219	18	0	53	233	173	1716
----- * BREAK * -----																	
16:00	0	4	89	14	0	5	48	11	0	26	110	10	0	18	44	7	386
16:15	0	9	63	19	0	4	50	5	0	35	131	12	0	8	45	5	386
16:30	0	10	99	11	0	2	45	7	0	40	152	13	0	5	37	13	434
16:45	0	8	80	8	0	6	45	6	0	48	138	7	0	8	48	9	411
Hr Total	0	31	331	52	0	17	188	29	0	149	531	42	0	39	174	34	1617
17:00	0	7	91	24	0	5	67	11	0	59	192	23	0	13	52	4	548
17:15	0	4	101	24	0	11	53	14	0	49	204	18	0	9	54	9	550
17:30	0	7	87	13	0	9	47	17	0	38	239	22	0	11	36	6	532
17:45	0	11	98	18	0	12	63	9	0	26	183	22	0	13	58	8	521
Hr Total	0	29	377	79	0	37	230	51	0	172	818	85	0	46	200	27	2151

TOTAL	0	123	1663	193	1	126	722	143	0	408	1735	152	0	176	748	340	6530

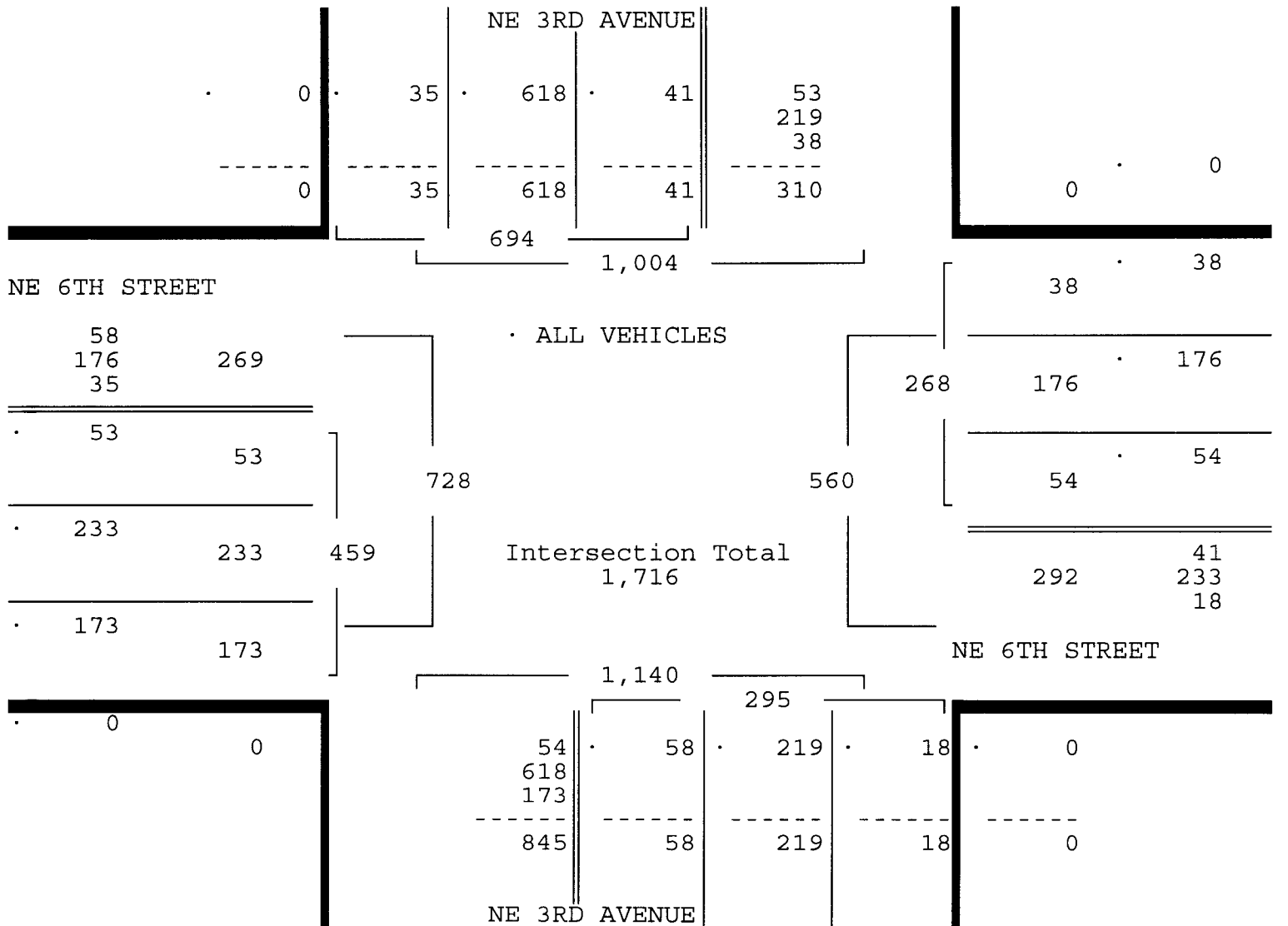
NE 6TH STREET & NE 3RD AVENUE
FT LAUDERDALE, FLORIDA
COUNTED BY: ANGEL CRUZ
SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150121
Start Date: 06/02/15
File I.D. : 6ST_3AVE
Page : 2

ALL VEHICLES

NE 3RD AVENUE					NE 6TH STREET					NE 3RD AVENUE					NE 6TH STREET					Total
From North					From East					From South					From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		
Date 06/02/15 -----																				
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/02/15																				
Peak start 08:00					08:00					08:00					08:00					
Volume	0	41	618	35	0	54	176	38		0	58	219	18		0	53	233	173		
Percent	0%	6%	89%	5%	0%	20%	66%	14%		0%	20%	74%	6%		0%	12%	51%	38%		
Pk total	694				268					295					459					
Highest	08:30				08:15					08:00					08:30					
Volume	0	12	173	6	0	16	45	8		0	16	60	3		0	9	74	42		
Hi total	191				69					79					125					
PHF	.91				.97					.93					.92					



NE 6TH STREET & NE 3RD AVENUE
 FT LAUDERDALE, FLORIDA
 COUNTED BY: ANGEL CRUZ
 SIGNALIZED

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

Site Code : 00150121
 Start Date: 06/02/15
 File I.D. : 6ST_3AVE
 Page : 3

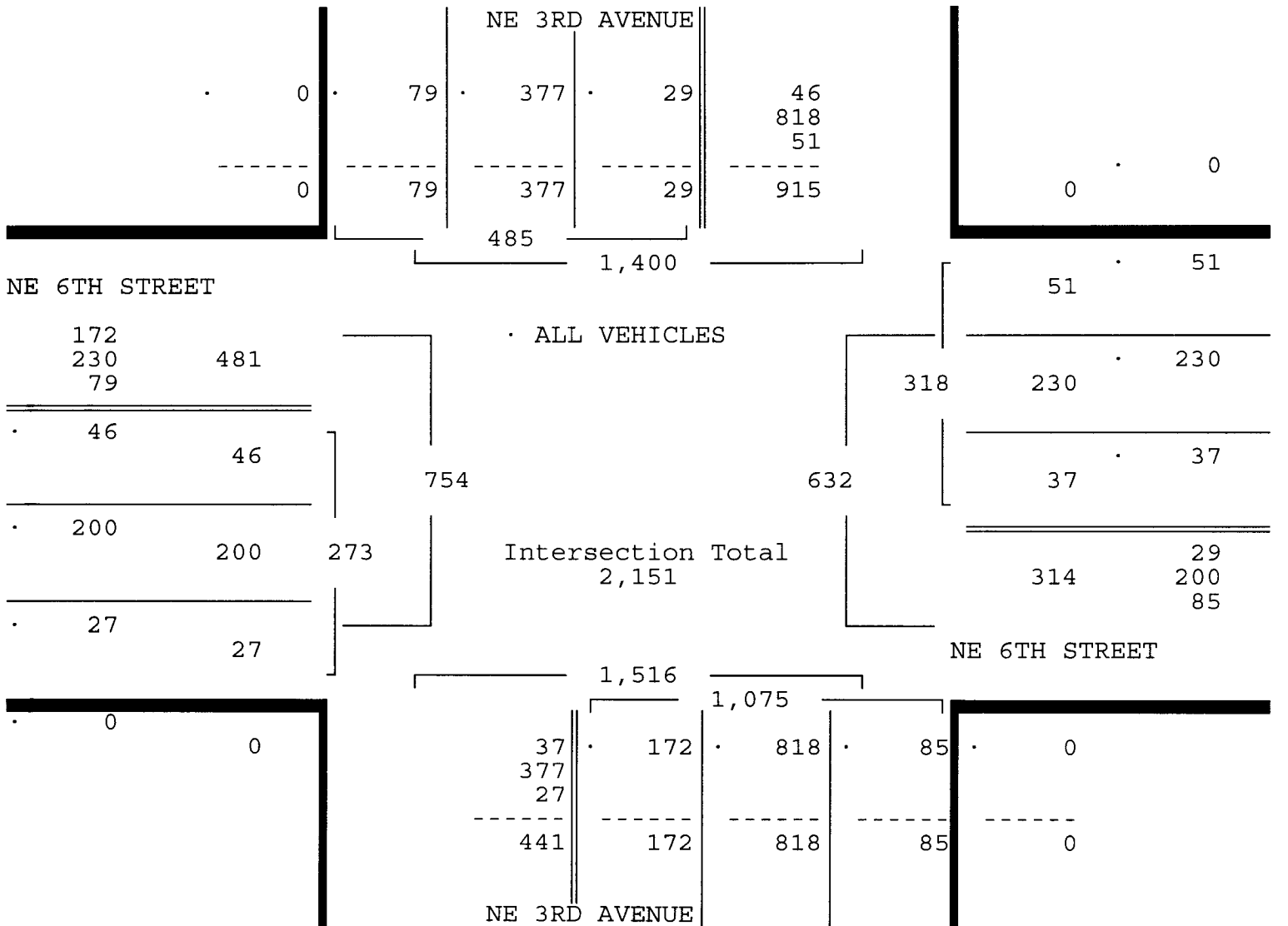
ALL VEHICLES

NE 3RD AVENUE From North				NE 6TH STREET From East				NE 3RD AVENUE From South				NE 6TH STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 06/02/15

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/02/15

Peak start	17:00				17:00				17:00				17:00			
Volume	0	29	377	79	0	37	230	51	0	172	818	85	0	46	200	27
Percent	0%	6%	78%	16%	0%	12%	72%	16%	0%	16%	76%	8%	0%	17%	73%	10%
Pk total	485				318				1075				273			
Highest	17:15				17:45				17:30				17:45			
Volume	0	4	101	24	0	12	63	9	0	38	239	22	0	13	58	8
Hi total	129				84				299				79			
PHF	.94				.95				.90				.86			



NE 6TH STREET & NE 3RD AVENUE
 FT LAUDERDALE, FLORIDA
 COUNTED BY: ANGEL CRUZ
 SIGNALIZED

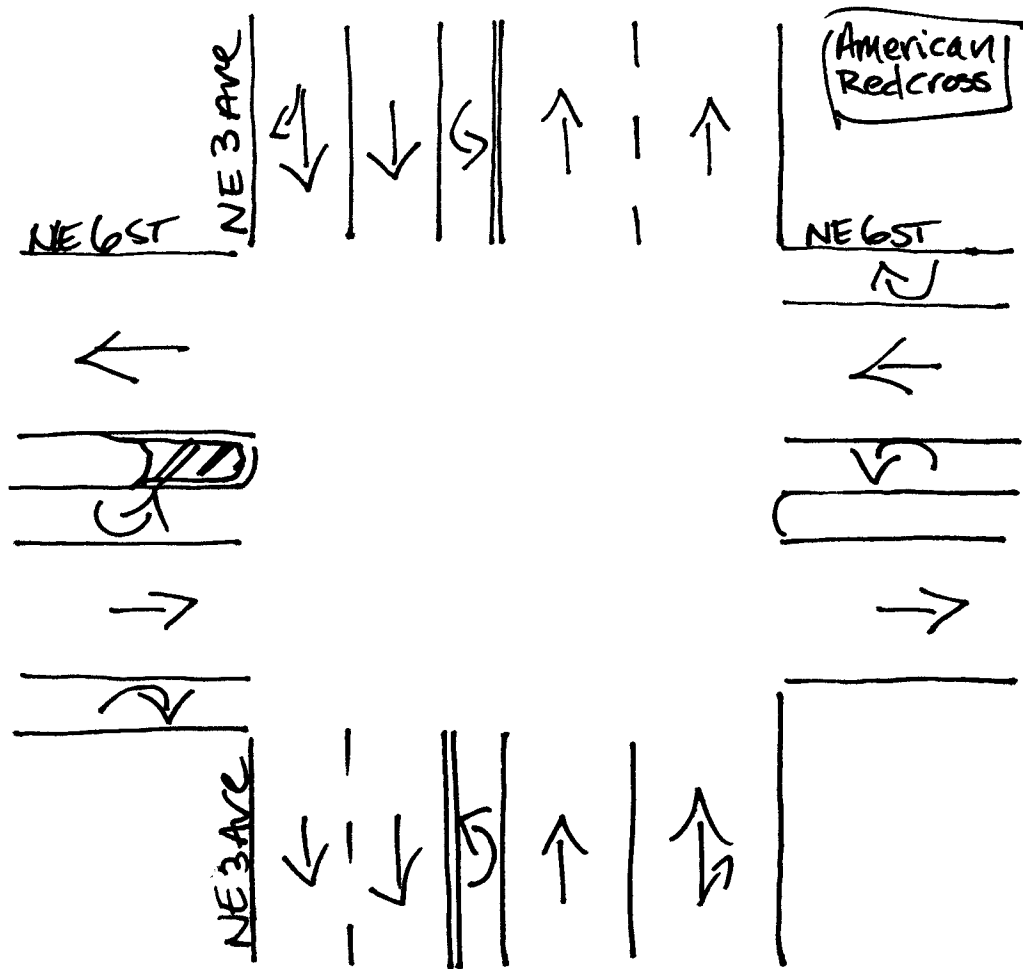
Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00150121
 Start Date: 06/02/15
 File I.D. : 6ST_3AVE
 Page : 1

PEDESTRIANS & BIKES

Date 06/02/15	NE 3RD AVENUE From North				NE 6TH STREET From East				NE 3RD AVENUE From South				NE 6TH STREET From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
07:00	0	0	0	0	0	1	0	1	0	0	0	1	0	2	0	1	6
07:15	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	2	6
07:30	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	4
07:45	0	0	0	0	0	2	0	1	0	1	0	3	0	0	0	0	7
Hr Total	0	0	0	2	0	3	0	4	0	2	0	6	0	3	0	3	23
08:00	0	0	0	1	0	0	0	1	0	1	0	3	0	0	0	0	6
08:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
08:30	0	0	0	1	0	0	0	1	0	5	0	1	0	0	0	0	8
08:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
Hr Total	0	0	0	2	0	0	0	2	0	7	0	8	0	0	0	1	20
* BREAK *																	
16:00	0	0	0	0	0	1	0	0	0	0	0	3	0	2	0	0	6
16:15	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	8
16:30	0	1	0	0	0	1	0	0	0	1	0	2	0	1	0	3	9
16:45	0	0	0	0	0	1	0	1	0	2	0	1	0	0	0	0	5
Hr Total	0	1	0	0	0	7	0	1	0	7	0	6	0	3	0	3	28
17:00	0	0	0	0	0	1	0	1	0	1	0	2	0	1	0	0	6
17:15	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	4
17:30	0	0	0	0	0	0	0	2	0	0	0	1	0	2	0	0	5
17:45	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	5
Hr Total	0	1	0	1	0	2	0	3	0	1	0	9	0	3	0	0	20
TOTAL	0	2	0	5	0	12	0	10	0	17	0	29	0	9	0	7	91

↑
North



FT. Lauderdale, Florida
June 02, 2015
drawn by: Luis Palomino
Signalized

Revised Attachment 7

**Intersection Turning
Movement Worksheets**

**Signal Timing
AM and PM Peak Hour
Intersection Analyses**

**TABLE 7A
MORGAN ON 3RD AVENUE
INTERSECTION TURNING MOVEMENTS
BROWARD BLVD AT ANDREWS AVENUE**

1/7/2016

AM PEAK HOUR																		
No.	INTERSECTION	MVNT	6/9/2015	FDOT	PEAK	GROWTH	2020	PINEAPPLE HOUSE		HOTEL ON 3RD ST		450-500 N FEDERAL		2020	MORGAN ON 3RD AVE		2020	LANE
			2015		SEASON	RATE		Net New	AM Trips		AM Trips		AM Trips			AM Trips		
			EXISTING	PSCF	2015	PER YEAR	FUTURE	AM Trips	19 IN	DIST.%	157 IN	DIST.%	51 OUT	WO	DIST.%	133 OUT	WITH	GEOMETRY
			VOLUMES		VOLUMES	TO 2020	VOLUMES	DIST.%	27 OUT		130 OUT			PROJECT			PROJECT	
1	Broward Blvd at Andrews Ave 4213/4624=0.91 PHF = 0.91	NB																
		LEFT	125	1.07	134	0.25%	135	0.00%	0	0.00%	0	0.00%	0	135	0.00%	0	135	1L
		THRU	266	1.07	285	0.25%	288	0.00%	0	0.00%	0	0.00%	0	288	0.00%	0	288	1T
		RIGHT	45	1.07	48	0.25%	49	0.00%	0	0.00%	0	0.00%	0	49	0.00%	0	49	1TR
	Signalized	SB																
		LEFT	222	1.07	238	0.25%	241	0.00%	0	0.00%	0	0.00%	0	241	0.00%	0	241	1L
		THRU	501	1.07	536	0.25%	543	0.00%	0	0.00%	0	0.00%	0	543	0.00%	0	543	1T
		RIGHT	112	1.07	120	0.25%	121	0.00%	0	0.00%	0	0.00%	0	121	0.00%	0	121	1TR
		EB																
		LEFT	195	1.07	209	0.25%	211	0.00%	0	0.00%	0	0.00%	0	211	0.00%	0	211	1L
		THRU	1373	1.07	1469	0.25%	1488	10.00%	2	10.00%	16	10.00%	11	1517	10.00%	3	1520	2T
		RIGHT	274	1.07	293	0.25%	297	0.00%	0	0.00%	0	0.00%	0	297	0.00%	0	297	1TR
		WB																
		LEFT	0	1.07	0	0.25%	0	0.00%	0	0.00%	0	0.00%	0	0	0.00%	0	0	
		THRU	1020	1.07	1091	0.25%	1105	10.00%	3	10.00%	13	10.00%	5	1126	10.00%	13	1139	3T
		RIGHT	79	1.07	85	0.25%	86	0.00%	0	0.00%	0	0.00%	0	86	0.00%	0	86	1R
PM PEAK HOUR																		
No.	INTERSECTION	MVNT	6/9/2015	FDOT	PEAK	GROWTH	2020	PINEAPPLE HOUSE		HOTEL ON 3RD ST		450-500 N FEDERAL		2020	MORGAN ON 3RD AVE		2020	LANE
			2015		SEASON	RATE		Net New	PM Trips		PM Trips		PM Trips			PM Trips		
			EXISTING	PSCF	2015	PER YEAR	FUTURE	PM Trips	35 IN	DIST.%	119 IN	DIST.%	118 OUT	WO	DIST.%	71 OUT	WITH	GEOMETRY
			VOLUMES		VOLUMES	TO 2020	VOLUMES	DIST.%	26 OUT		121 OUT			PROJECT			PROJECT	
1	Broward Blvd at Andrews Ave 4435/4624=0.96 PHF = 0.96	NB																
		LEFT	284	1.07	304	0.25%	308	0.00%	0	0.00%	0	0.00%	0	308	0.00%	0	308	1L
		THRU	613	1.07	656	0.25%	664	0.00%	0	0.00%	0	0.00%	0	664	0.00%	0	664	1T
		RIGHT	59	1.07	63	0.25%	64	0.00%	0	0.00%	0	0.00%	0	64	0.00%	0	64	1TR
	Signalized	SB																
		LEFT	101	1.07	108	0.25%	109	0.00%	0	0.00%	0	0.00%	0	109	0.00%	0	109	1L
		THRU	353	1.07	378	0.25%	382	0.00%	0	0.00%	0	0.00%	0	382	0.00%	0	382	1T
		RIGHT	188	1.07	201	0.25%	204	0.00%	0	0.00%	0	0.00%	0	204	0.00%	0	204	1TR
		EB																
		LEFT	125	1.07	134	0.25%	135	0.00%	0	0.00%	0	0.00%	0	135	0.00%	0	135	1L
		THRU	1126	1.07	1205	0.25%	1220	10.00%	4	10.00%	12	10.00%	8	1244	10.00%	14	1257	2T
		RIGHT	145	1.07	155	0.25%	157	0.00%	0	0.00%	0	0.00%	0	157	0.00%	0	157	1TR
		WB																
		LEFT	0	1.07	0	0.25%	0	0.00%	0	0.00%	0	0.00%	0	0	0.00%	0	0	
		THRU	1341	1.07	1435	0.25%	1453	10.00%	3	10.00%	12	10.00%	12	1480	10.00%	7	1487	3T
		RIGHT	99	1.07	106	0.25%	107	0.00%	0	0.00%	0	0.00%	0	107	0.00%	0	107	1R

SHORT REPORT

General Information					Site Information				
Analyst	LSB				Intersection	Broward Blvd/Andrews Ave			
Agency or Co.	Cathy Sweetapple & Associates				Area Type	All other areas			
Date Performed	1/7/2016				Jurisdiction	Broward County			
Time Period	AM Peak				Analysis Year	Existing			

Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes	1	3	0		3	1	1	2	0	1	2	0	
Lane Group	L	TR			T	R	L	TR		L	TR		
Volume (vph)	209	1469	293		1091	85	134	285	48	238	536	120	
% Heavy Vehicles	2	2	2		2	2	2	2	2	2	2	2	
PHF	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Pretimed/Actuated (P/A)	A	P	P		P	P	A	A	A	A	A	A	
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0		
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0		
Arrival Type	3	3			3	3	3	3		3	3		
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0		
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0		12.0	12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour	0	0			0	0	0	0		0	0		
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	EB Only	EW Perm	03		04		Excl. Left		NB Only		NS Perm		08
Timing	G = 24.0	G = 50.0	G =		G =		G = 20.0		G = 10.0		G = 46.0		G =
	Y = 6	Y = 6	Y =		Y =		Y = 6		Y = 6		Y = 6		Y =
Duration of Analysis (hrs) = 0.25								Cycle Length C = 180.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	230	1936			1199	93	147	366		262	721	
Lane Group Capacity	277	2199			1409	440	418	887		396	881	
v/c Ratio	0.83	0.88			0.85	0.21	0.35	0.41		0.66	0.82	
Green Ratio	0.44	0.44			0.28	0.28	0.49	0.26		0.37	0.26	
Uniform Delay d ₁	54.7	45.6			61.5	49.9	30.1	55.8		42.8	63.1	
Delay Factor k	0.37	0.50			0.50	0.50	0.11	0.11		0.24	0.36	
Incremental Delay d ₂	18.8	5.5			6.6	1.1	0.5	0.3		4.1	6.1	
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	73.5	51.1			68.1	51.0	30.6	56.1		46.8	69.2	
Lane Group LOS	E	D			E	D	C	E		D	E	
Approach Delay	53.5			66.9			48.8			63.2		
Approach LOS	D			E			D			E		
Intersection Delay	58.4			Intersection LOS						E		

SHORT REPORT

General Information					Site Information				
Analyst	LSB				Intersection	Broward Blvd/Andrews Ave			
Agency or Co.	Cathy Sweetapple & Associates				Area Type	All other areas			
Date Performed	1/7/2016				Jurisdiction	Broward County			
Time Period	PM Peak				Analysis Year	Existing			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	3	0		3	1	1	2	0	1	2	0
Lane Group	L	TR			T	R	L	TR		L	TR	
Volume (vph)	134	1205	155		1435	106	304	656	63	108	378	201
% Heavy Vehicles	2	2	2		2	2	2	2	2	2	2	2
PHF	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed/Actuated (P/A)	A	P	P		P	P	A	A	A	A	A	A
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3			3	3	3	3		3	3	
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only		EW Perm		03		04		Excl. Left		NB Only	
Timing	G = 20.0		G = 62.0		G =		G =		G = 20.0		G = 8.0	
	Y = 6		Y = 6		Y =		Y =		Y = 6		Y = 6	
Duration of Analysis (hrs) = 0.25								Cycle Length C = 180.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	140	1416			1495	110	317	749		113	603	
Lane Group Capacity	239	2439			1748	545	405	1050		291	747	
v/c Ratio	0.59	0.58			0.86	0.20	0.78	0.71		0.39	0.81	
Green Ratio	0.49	0.49			0.34	0.34	0.44	0.30		0.33	0.22	
Uniform Delay d ₁	44.1	32.8			54.8	41.6	41.9	56.1		43.5	66.3	
Delay Factor k	0.18	0.50			0.50	0.50	0.33	0.28		0.11	0.35	
Incremental Delay d ₂	3.7	1.0			5.6	0.8	9.6	2.3		0.9	6.6	
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	47.8	33.8			60.4	42.4	51.5	58.4		44.4	72.9	
Lane Group LOS	D	C			E	D	D	E		D	E	
Approach Delay	35.1			59.2			56.4			68.4		
Approach LOS	D			E			E			E		
Intersection Delay	52.3			Intersection LOS						D		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	Broward Blvd/Andrews Ave				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/7/2016					Jurisdiction	Broward County				
Time Period	AM Peak					Analysis Year	Future without Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	3	0		3	1	1	2	0	1	2	0
Lane Group	L	TR			T	R	L	TR		L	TR	
Volume (vph)	211	1517	297		1126	86	135	288	49	241	543	121
% Heavy Vehicles	2	2	2		2	2	2	2	2	2	2	2
PHF	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Pretimed/Actuated (P/A)	A	P	P		P	P	A	A	A	A	A	A
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3			3	3	3	3		3	3	
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	Excl. Left	NB Only	NS Perm	08				
Timing	G = 24.0	G = 50.0	G =	G =	G = 20.0	G = 10.0	G = 46.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 180.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	232	1993			1237	95	148	370		265	730	
Lane Group Capacity	277	2200			1409	440	415	887		394	882	
v/c Ratio	0.84	0.91			0.88	0.22	0.36	0.42		0.67	0.83	
Green Ratio	0.44	0.44			0.28	0.28	0.49	0.26		0.37	0.26	
Uniform Delay d ₁	55.1	46.5			62.1	49.9	30.3	55.8		49.3	63.3	
Delay Factor k	0.37	0.50			0.50	0.50	0.11	0.11		0.24	0.37	
Incremental Delay d ₂	19.7	6.8			8.0	1.1	0.5	0.3		4.5	6.6	
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	74.8	53.3			70.1	51.1	30.8	56.1		53.8	69.9	
Lane Group LOS	E	D			E	D	C	E		D	E	
Approach Delay	55.5			68.7			48.9			65.6		
Approach LOS	E			E			D			E		
Intersection Delay	60.3			Intersection LOS						E		

SHORT REPORT

General Information					Site Information				
Analyst	LSB				Intersection	Broward Blvd / Andrews Ave			
Agency or Co.	Cathy Sweetapple & Associates				Area Type	All other areas			
Date Performed	1/7/2016				Jurisdiction	Broward County			
Time Period	PM Peak				Analysis Year	Future Without Project			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	3	0		3	1	1	2	0	1	2	0
Lane Group	L	TR			T	R	L	TR		L	TR	
Volume (vph)	135	1244	157		1480	107	308	664	64	109	382	204
% Heavy Vehicles	2	2	2		2	2	2	2	2	2	2	2
PHF	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed/Actuated (P/A)	A	P	P		P	P	A	A	A	A	A	A
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3			3	3	3	3		3	3	
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	Excl. Left	NB Only	NS Perm	08				
Timing	G = 22.0	G = 64.0	G =	G =	G = 20.0	G = 8.0	G = 42.0	G =				
	Y = 4	Y = 6	Y =	Y =	Y = 4	Y = 4	Y = 6	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 180.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	141	1460			1542	111	321	759		114	611	
Lane Group Capacity	257	2495			1804	563	394	1050		288	784	
v/c Ratio	0.55	0.59			0.85	0.20	0.81	0.72		0.40	0.78	
Green Ratio	0.51	0.50			0.36	0.36	0.44	0.30		0.34	0.23	
Uniform Delay d ₁	43.8	31.8			53.7	40.2	40.8	56.3		42.4	64.7	
Delay Factor k	0.15	0.50			0.50	0.50	0.36	0.28		0.11	0.33	
Incremental Delay d ₂	2.5	1.0			5.4	0.8	12.4	2.5		0.9	5.1	
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	46.3	32.8			59.1	41.0	53.2	58.8		43.3	69.7	
Lane Group LOS	D	C			E	D	D	E		D	E	
Approach Delay	34.0			57.9			57.1			65.6		
Approach LOS	C			E			E			E		
Intersection Delay	51.3			Intersection LOS						D		

SHORT REPORT

General Information					Site Information				
Analyst	LSB				Intersection	Broward Blvd/Andrews Ave			
Agency or Co.	Cathy Sweetapple & Associates				Area Type	All other areas			
Date Performed	1/7/2016				Jurisdiction	Broward County			
Time Period	AM Peak				Analysis Year	Future with Project			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	3	0		3	1	1	2	0	1	2	0
Lane Group	L	TR			T	R	L	TR		L	TR	
Volume (vph)	211	1520	297		1139	86	135	288	49	241	543	121
% Heavy Vehicles	2	2	2		2	2	2	2	2	2	2	2
PHF	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Pretimed/Actuated (P/A)	A	P	P		P	P	A	A	A	A	A	A
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3			3	3	3	3		3	3	
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	Excl. Left	NB Only	NS Perm	08				
Timing	G = 24.0	G = 50.0	G =	G =	G = 20.0	G = 10.0	G = 46.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 180.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	232	1996			1252	95	148	370		265	730	
Lane Group Capacity	277	2200			1409	440	415	887		394	882	
v/c Ratio	0.84	0.91			0.89	0.22	0.36	0.42		0.67	0.83	
Green Ratio	0.44	0.44			0.28	0.28	0.49	0.26		0.37	0.26	
Uniform Delay d ₁	55.2	46.5			62.3	49.9	30.3	55.8		49.3	63.3	
Delay Factor k	0.37	0.50			0.50	0.50	0.11	0.11		0.24	0.37	
Incremental Delay d ₂	19.7	6.9			8.7	1.1	0.5	0.3		4.5	6.6	
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	74.9	53.4			71.0	51.1	30.8	56.1		53.8	69.9	
Lane Group LOS	E	D			E	D	C	E		D	E	
Approach Delay	55.7			69.6			48.9			65.6		
Approach LOS	E			E			D			E		
Intersection Delay	60.6			Intersection LOS						E		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	Broward Blvd / Andrews Ave				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/7/2016					Jurisdiction	Broward County				
Time Period	PM Peak					Analysis Year	Future With Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	3	0		3	1	1	2	0	1	2	0
Lane Group	L	TR			T	R	L	TR		L	TR	
Volume (vph)	135	1257	157		1487	107	308	664	64	109	382	204
% Heavy Vehicles	2	2	2		2	2	2	2	2	2	2	2
PHF	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed/Actuated (P/A)	A	P	P		P	P	A	A	A	A	A	A
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3			3	3	3	3		3	3	
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only		EW Perm		03		04		Excl. Left		NB Only	
Timing	G = 22.0		G = 64.0		G =		G =		G = 20.0		G = 8.0	
	Y = 4		Y = 6		Y =		Y =		Y = 4		Y = 6	
Duration of Analysis (hrs) = 0.25								Cycle Length C = 180.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	141	1473			1549	111	321	759		114	611	
Lane Group Capacity	257	2495			1804	563	394	1050		288	784	
v/c Ratio	0.55	0.59			0.86	0.20	0.81	0.72		0.40	0.78	
Green Ratio	0.51	0.50			0.36	0.36	0.44	0.30		0.34	0.23	
Uniform Delay d ₁	43.9	31.9			53.8	40.2	40.8	56.3		42.4	64.7	
Delay Factor k	0.15	0.50			0.50	0.50	0.36	0.28		0.11	0.33	
Incremental Delay d ₂	2.5	1.0			5.6	0.8	12.4	2.5		0.9	5.1	
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	46.4	33.0			59.4	41.0	53.2	58.8		43.3	69.7	
Lane Group LOS	D	C			E	D	D	E		D	E	
Approach Delay	34.1			58.1			57.1			65.6		
Approach LOS	C			E			E			E		
Intersection Delay	51.4			Intersection LOS						D		



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2054	Initial Operation Date	6/22/61
Controller Type	2070	System Number	2054
Modification Number	26	Modification Date	07/30/2015
Drawing/Project No	DES. GRP. 2	FPL Grid Number	87680240608
Intersection	BROWARD BLVD. (SR 842) and ANDREWS AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4		6	7	8
Direction	EBL	WB	SBL	NB		EB	NBL	SB
Initial Green(MIN)	4	15	4	6		15	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	0.5		3.0	1.5	0.5
Maximum Green I	20	45	20	35		45	25	35
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF		MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		16		28		16		26
Permissive	5 SECT		5 SECT				5 SECT	
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return								

Attachment

Channel/Drop / IP Address

NOTES:

1. ANTI-BACKDOWN DIODE EASTBOUND.
2. DUAL ENTRY NORTH/SOUTH AS OF 1/19/11.
3. MOD. 26 UPDATES PEDESTRIAN CLEARANCE VALUES.

Submitted By _____

Approved By _____

Broward County

Timing Sheet

9/25/2015 3:58:15 PM

Station : 2054 - Broward Blvd & Andrews Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		16		28		16		26								
Min Green	4	15	4	6		15	4	6								
Gap Ext	1.5	3	1.5	0.5		3	1.5	0.5								
Max1	20	45	20	35		45	25	35								
Max2																
Yellow Clr	4	4	4	4	3.5	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	1.5	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON		ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6		6	6
Min Walk						
Ped Clear						
Track Green						1
Min Dwell	8	8	8		8	8
Max Presence	180	180	180		180	180
Track Veh 1						9
Track Veh 2						9
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3		4	1
Dwell Cyc Veh 2	8	6	8		7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
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 vPed8						
Exit 1	1	3	4		4	2
Exit 2	6	7	8		8	6
Exit 3						
Exit 4						

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				

Prepared By

Date Implemented

Coordination

[illegible]

Station : 2054 - Broward Blvd & Andrews Ave (Standard File)

[illegible]

Scheduler

[illegible]

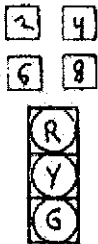
User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING DIVISION
TRAFFIC SIGNAL INSTALLATION ORDER

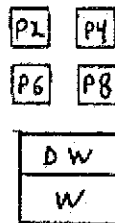
LOCATION BROWARD BLVD. + ANDREWS AVENUE
 ORDER NO. 58 ISSUE DATE 3-25-87 REVISION NO. 3 COMPLETION DATE 6-9-87
 DWG. NO. FILE NO. B-54 CITY FT. LAUDERDALE SCALE: 1" = 50'



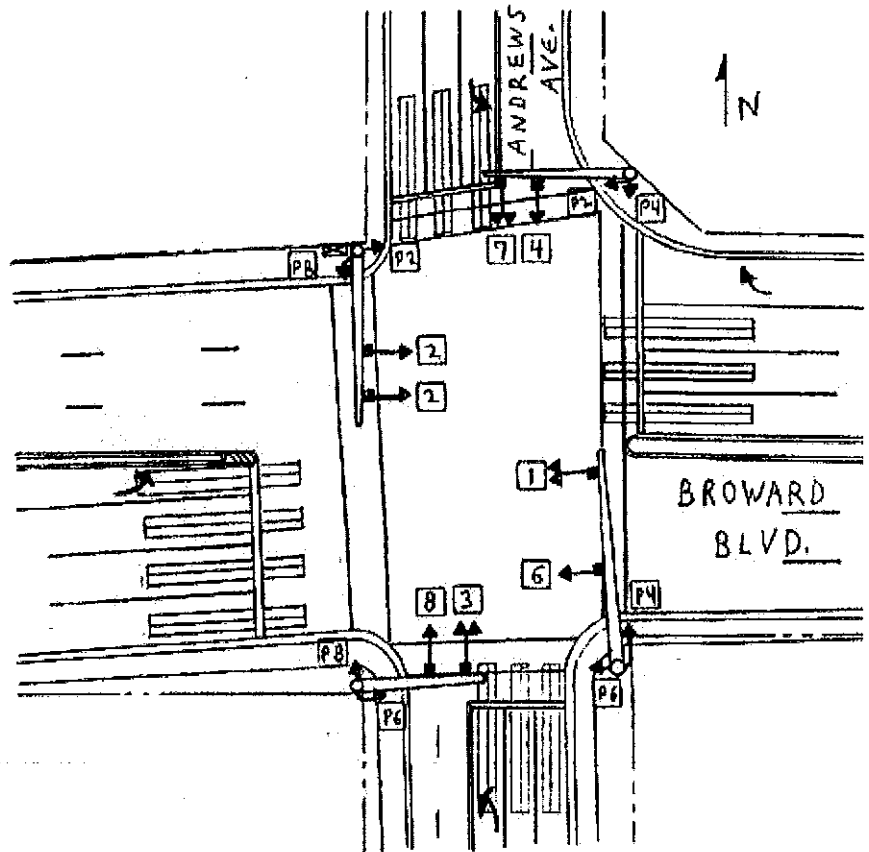
5-SECTION
 1-WAY
 3-REQ'D.



3-SECTION
 1-WAY
 5-REQ'D.

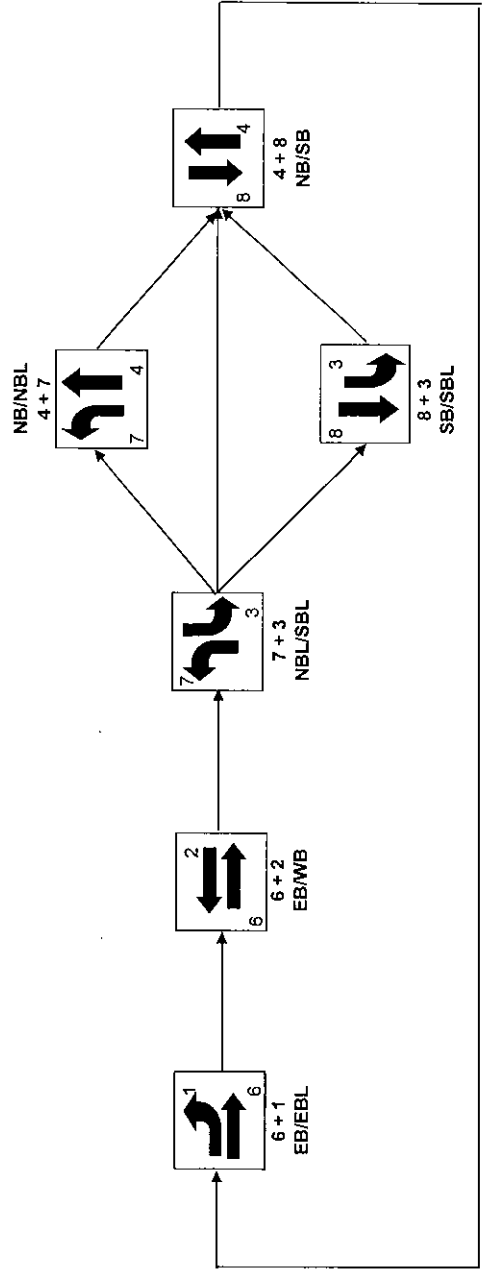


2-SECTION
 1-WAY
 8-REQ'D.



REMARKS: _____

Sequence of Operation for (2054) Broward Blvd. (SR 842) and Andrews Avenue
Fort Lauderdale



**TABLE 7B
MORGAN ON 3RD AVENUE
INTERSECTION TURNING MOVEMENTS
BROWARD BLVD AT US-1**

1/10/2016

AM PEAK HOUR																		
No.	INTERSECTION	MVNT	6/9/2015 2015 EXISTING VOLUMES	FDOT PSCF	PEAK SEASON 2015 VOLUMES	GROWTH RATE PER YEAR TO 2020	2020 FUTURE VOLUMES	PINEAPPLE HOUSE		HOTEL ON 3RD ST		450-500 N FEDERAL		2020 WO PROJECT	MORGAN ON 3RD AVE		2020 WITH PROJECT	LANE GEOMETRY
								Net New AM Trips DIST.%	AM Trips 19 IN 27 OUT	DIST.%	AM Trips 157 IN 130 OUT	DIST.%	AM Trips 113 IN 51 OUT		DIST.%	AM Trips 133 OUT		
2	Broward Blvd at US-1 5292/5452=0.97 PHF = 0.97	NB																
		LEFT	323	1.07	346	0.25%	350	0.00%	0	0.00%	0	0.00%	0	350	0.00%	0	350	2L
		THRU	890	1.07	952	0.25%	964	0.00%	0	30.00%	47	20.00%	23	1034	10.00%	3	1036	3T
		RIGHT	301	1.07	322	0.25%	326	0.00%	0	0.00%	0	0.00%	0	326	0.00%	0	326	1R
	Signalized	SB																
		LEFT	159	1.07	170	0.25%	172	0.00%	0	0.00%	0	0.00%	0	172	0.00%	0	172	1L
		THRU	1418	1.07	1517	0.25%	1536	0.00%	0	30.00%	39	20.00%	10	1585	10.00%	13	1599	3T
		RIGHT	291	1.07	311	0.25%	315	0.00%	0	10.00%	13	10.00%	5	333	0.00%	0	333	1R
		EB																
		LEFT	159	1.07	170	0.25%	172	0.00%	0	0.00%	0	0.00%	0	172	0.00%	0	172	2L
		THRU	481	1.07	515	0.25%	521	0.00%	0	0.00%	0	0.00%	0	521	0.00%	0	521	3T
		RIGHT	331	1.07	354	0.25%	359	0.00%	0	0.00%	0	0.00%	0	359	0.00%	0	359	1R
		WB																
		LEFT	371	1.07	397	0.25%	402	0.00%	0	0.00%	0	0.00%	0	402	0.00%	0	402	2L
		THRU	523	1.07	560	0.25%	567	0.00%	0	0.00%	0	0.00%	0	567	0.00%	0	567	1T
		RIGHT	45	1.07	48	0.25%	49	0.00%	0	0.00%	0	0.00%	0	49	0.00%	0	49	1TR
PM PEAK HOUR																		
No.	INTERSECTION	MVNT	6/9/2015 2015 EXISTING VOLUMES	FDOT PSCF	PEAK SEASON 2015 VOLUMES	GROWTH RATE PER YEAR TO 2020	2020 FUTURE VOLUMES	PINEAPPLE HOUSE		HOTEL ON 3RD ST		450-500 N FEDERAL		2020 WO PROJECT	MORGAN ON 3RD AVE		2020 WITH PROJECT	LANE GEOMETRY
								Net New PM Trips DIST.%	PM Trips 35 IN 26 OUT	DIST.%	PM Trips 119 IN 121 OUT	DIST.%	PM Trips 84 IN 118 OUT		DIST.%	PM Trips 135 IN 71 OUT		
2	Broward Blvd at US-1 5795/5928=0.98 PHF = 0.98	NB																
		LEFT	254	1.07	272	0.25%	275	0.00%	0	0.00%	0	0.00%	0	275	0.00%	0	275	2L
		THRU	1226	1.07	1312	0.25%	1328	0.00%	0	30.00%	36	20.00%	17	1381	11.00%	15	1395	3T
		RIGHT	369	1.07	395	0.25%	400	0.00%	0	0.00%	0	0.00%	0	400	0.00%	0	400	1R
	Signalized	SB																
		LEFT	140	1.07	150	0.25%	152	0.00%	0	0.00%	0	0.00%	0	152	0.00%	0	152	1L
		THRU	1060	1.07	1134	0.25%	1148	0.00%	0	30.00%	36	20.00%	24	1208	11.00%	8	1216	3T
		RIGHT	229	1.07	245	0.25%	248	0.00%	0	10.00%	12	10.00%	12	272	0.00%	0	272	1R
		EB																
		LEFT	483	1.07	517	0.25%	523	0.00%	0	0.00%	0	0.00%	0	523	0.00%	0	523	2L
		THRU	615	1.07	658	0.25%	666	0.00%	0	0.00%	0	0.00%	0	666	0.00%	0	666	3T
		RIGHT	370	1.07	396	0.25%	401	0.00%	0	0.00%	0	0.00%	0	401	0.00%	0	401	1R
		WB																
		LEFT	389	1.07	416	0.25%	421	0.00%	0	0.00%	0	0.00%	0	421	0.00%	0	421	2L
		THRU	589	1.07	630	0.25%	638	0.00%	0	0.00%	0	0.00%	0	638	0.00%	0	638	1T
		RIGHT	71	1.07	76	0.25%	77	0.00%	0	0.00%	0	0.00%	0	77	0.00%	0	77	1TR

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	Broward Blvd/US 1				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/7/2016					Jurisdiction	Broward County				
Time Period	AM Peak					Analysis Year	Existing				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume (vph)	170	515	354	397	560	48	346	952	322	170	1517	311
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03		04		Excl. Left	NB Only		Thru & RT	08	
Timing	G = 24.0	G = 32.0	G =		G =		G = 20.0	G = 4.0		G = 50.0		G =
	Y = 6	Y = 6	Y =		Y =		Y = 6	Y = 6		Y = 6		Y =
Duration of Analysis (hrs) = 0.25								Cycle Length C = 160.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	175	531	365	409	626		357	981	332	175	1564	321
Lane Group Capacity	516	1015	574	516	701		644	1903	890	221	1586	792
v/c Ratio	0.34	0.52	0.64	0.79	0.89		0.55	0.52	0.37	0.79	0.99	0.41
Green Ratio	0.15	0.20	0.36	0.15	0.20		0.19	0.38	0.56	0.13	0.31	0.50
Uniform Delay d ₁	60.9	57.2	42.3	65.6	62.3		58.9	38.7	19.4	68.0	54.7	25.1
Delay Factor k	0.11	0.13	0.22	0.34	0.42		0.15	0.50	0.11	0.34	0.50	0.11
Incremental Delay d ₂	0.4	0.5	2.3	8.3	13.9		1.1	1.0	0.3	17.6	19.5	0.3
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	61.3	57.7	44.6	73.9	76.2		60.0	39.7	19.6	85.6	74.2	25.4
Lane Group LOS	E	E	D	E	E		E	D	B	F	E	C
Approach Delay	53.8			75.3			40.1			67.6		
Approach LOS	D			E			D			E		
Intersection Delay	58.5			Intersection LOS						E		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	Broward Boulevard/US 1				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/8/2016					Jurisdiction	Broward County				
Time Period	PM Peak					Analysis Year	Existing				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume (vph)	517	658	396	416	630	76	272	1312	395	150	1134	245
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03		04		Excl. Left	NB Only		Thru & RT	08	
Timing	G = 32.0	G = 36.0	G =		G =		G = 20.0	G = 6.0		G = 36.0	G =	
	Y = 6	Y = 6	Y =		Y =		Y = 6	Y = 6		Y = 6	Y =	
Duration of Analysis (hrs) = 0.25								Cycle Length C = 160.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	528	671	404	424	721		278	1339	403	153	1157	250
Lane Group Capacity	687	1142	613	687	785		687	1522	851	221	1142	732
v/c Ratio	0.77	0.59	0.66	0.62	0.92		0.40	0.88	0.47	0.69	1.01	0.34
Green Ratio	0.20	0.22	0.39	0.20	0.22		0.20	0.30	0.54	0.13	0.22	0.46
Uniform Delay d ₁	60.5	55.4	40.3	58.4	60.6		55.7	53.3	23.0	67.1	62.0	27.4
Delay Factor k	0.32	0.18	0.23	0.20	0.44		0.11	0.50	0.11	0.26	0.50	0.11
Incremental Delay d ₂	5.3	0.8	2.6	1.7	15.8		0.4	7.6	0.4	9.0	29.9	0.3
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	65.8	56.2	42.9	60.1	76.3		56.1	60.8	23.4	76.0	91.9	27.7
Lane Group LOS	E	E	D	E	E		E	E	C	E	F	C
Approach Delay	56.0			70.3			52.7			80.1		
Approach LOS	E			E			D			F		
Intersection Delay	63.5			Intersection LOS						E		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	Broward Blvd/US 1				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/7/2016					Jurisdiction	Broward County				
Time Period	AM Peak					Analysis Year	Future without Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume (vph)	172	521	359	402	567	49	350	1034	326	172	1585	333
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03		04		Excl. Left	NB Only		Thru & RT	08	
Timing	G = 24.0	G = 32.0	G =		G =		G = 20.0	G = 4.0		G = 50.0		G =
	Y = 6	Y = 6	Y =		Y =		Y = 6	Y = 6		Y = 6		Y =
Duration of Analysis (hrs) = 0.25								Cycle Length C = 160.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	177	537	370	414	636		361	1066	336	177	1634	343
Lane Group Capacity	516	1015	574	516	701		644	1903	890	221	1586	792
v/c Ratio	0.34	0.53	0.64	0.80	0.91		0.56	0.56	0.38	0.80	1.03	0.43
Green Ratio	0.15	0.20	0.36	0.15	0.20		0.19	0.38	0.56	0.13	0.31	0.50
Uniform Delay d ₁	60.9	57.3	42.4	65.7	62.6		59.0	39.6	19.4	68.1	55.0	25.5
Delay Factor k	0.11	0.13	0.22	0.35	0.43		0.16	0.50	0.11	0.34	0.50	0.11
Incremental Delay d ₂	0.4	0.5	2.5	8.9	15.6		1.1	1.2	0.3	18.7	30.7	0.4
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	61.3	57.8	44.9	74.6	78.2		60.1	40.8	19.7	86.8	85.7	25.9
Lane Group LOS	E	E	D	E	E		E	D	B	F	F	C
Approach Delay	54.0			76.8			40.7			76.3		
Approach LOS	D			E			D			E		
Intersection Delay	62.0			Intersection LOS						E		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	Broward Blvd/US 1				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/8/2016					Jurisdiction	Broward County				
Time Period	PM Peak					Analysis Year	Future without Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume (vph)	523	666	401	421	638	77	275	1381	400	152	1208	272
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03		04		Excl. Left	NB Only		Thru & RT		08
Timing	G = 32.0	G = 36.0	G =		G =		G = 20.0	G = 6.0		G = 36.0		G =
	Y = 6	Y = 6	Y =		Y =		Y = 6	Y = 6		Y = 6		Y =
Duration of Analysis (hrs) = 0.25								Cycle Length C = 160.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	534	680	409	430	730		281	1409	408	155	1233	278
Lane Group Capacity	687	1142	613	687	785		687	1522	851	221	1142	732
v/c Ratio	0.78	0.60	0.67	0.63	0.93		0.41	0.93	0.48	0.70	1.08	0.38
Green Ratio	0.20	0.22	0.39	0.20	0.22		0.20	0.30	0.54	0.13	0.22	0.46
Uniform Delay d ₁	60.6	55.5	40.5	58.5	60.8		55.8	54.3	23.1	67.1	62.0	28.0
Delay Factor k	0.33	0.18	0.24	0.21	0.45		0.11	0.50	0.11	0.27	0.50	0.11
Incremental Delay d ₂	5.6	0.9	2.8	1.8	17.4		0.4	11.1	0.4	9.5	50.9	0.3
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	66.3	56.3	43.3	60.3	78.2		56.2	65.3	23.5	76.7	112.9	28.4
Lane Group LOS	E	E	D	E	E		E	E	C	E	F	C
Approach Delay	56.3			71.6			56.0			95.4		
Approach LOS	E			E			E			F		
Intersection Delay	68.9			Intersection LOS						E		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	Broward Blvd/US 1				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/8/2016					Jurisdiction	Broward County				
Time Period	AM Peak					Analysis Year	Future with Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume (vph)	172	521	359	402	567	49	350	1036	326	172	1599	333
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03		04		Excl. Left	NB Only		Thru & RT		08
Timing	G = 24.0	G = 32.0	G =		G =		G = 20.0	G = 4.0		G = 50.0		G =
	Y = 6	Y = 6	Y =		Y =		Y = 6	Y = 6		Y = 6		Y =
Duration of Analysis (hrs) = 0.25								Cycle Length C = 160.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	177	537	370	414	636		361	1068	336	177	1648	343
Lane Group Capacity	516	1015	574	516	701		644	1903	890	221	1586	792
v/c Ratio	0.34	0.53	0.64	0.80	0.91		0.56	0.56	0.38	0.80	1.04	0.43
Green Ratio	0.15	0.20	0.36	0.15	0.20		0.19	0.38	0.56	0.13	0.31	0.50
Uniform Delay d ₁	60.9	57.3	42.4	65.7	62.6		59.0	39.6	19.4	68.1	55.0	25.5
Delay Factor k	0.11	0.13	0.22	0.35	0.43		0.16	0.50	0.11	0.34	0.50	0.11
Incremental Delay d ₂	0.4	0.5	2.5	8.9	15.6		1.1	1.2	0.3	18.7	33.5	0.4
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	61.3	57.8	44.9	74.6	78.2		60.1	40.8	19.7	86.8	88.5	25.9
Lane Group LOS	E	E	D	E	E		E	D	B	F	F	C
Approach Delay	54.0			76.8			40.7			78.4		
Approach LOS	D			E			D			E		
Intersection Delay	62.8			Intersection LOS						E		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	Broward Blvd/US 1				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/10/2016					Jurisdiction	Broward County				
Time Period	PM Peak					Analysis Year	Future with Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	3	1	2	2	0	2	3	1	1	3	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume (vph)	523	666	401	421	638	77	275	1395	400	152	1216	272
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03		04		Excl. Left	NB Only		Thru & RT	08	
Timing	G = 32.0	G = 36.0	G =		G =		G = 20.0	G = 6.0		G = 36.0		G =
	Y = 6	Y = 6	Y =		Y =		Y = 6	Y = 6		Y = 6		Y =
Duration of Analysis (hrs) = 0.25								Cycle Length C = 160.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	534	680	409	430	730		281	1423	408	155	1241	278
Lane Group Capacity	687	1142	613	687	785		687	1522	851	221	1142	732
v/c Ratio	0.78	0.60	0.67	0.63	0.93		0.41	0.93	0.48	0.70	1.09	0.38
Green Ratio	0.20	0.22	0.39	0.20	0.22		0.20	0.30	0.54	0.13	0.22	0.46
Uniform Delay d ₁	60.6	55.5	40.5	58.5	60.8		55.8	54.5	23.1	67.1	62.0	28.0
Delay Factor k	0.33	0.18	0.24	0.21	0.45		0.11	0.50	0.11	0.27	0.50	0.11
Incremental Delay d ₂	5.6	0.9	2.8	1.8	17.4		0.4	12.0	0.4	9.5	53.4	0.3
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	66.3	56.3	43.3	60.3	78.2		56.2	66.5	23.5	76.7	115.4	28.4
Lane Group LOS	E	E	D	E	E		E	E	C	E	F	C
Approach Delay	56.3			71.6			56.8			97.4		
Approach LOS	E			E			E			F		
Intersection Delay	69.6			Intersection LOS						E		



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2023	Initial Operation Date	1960
Controller Type	2070 LN	System Number	2023
Modification Number	18	Modification Date	08/14/2012
Drawing/Project No	86006-3516	FPL Grid Number	87680661204
Intersection	FEDERAL HWY. (US 1/SR 5) and BROWARD BLVD. (SR 842)		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	12	4	7	4	12	4	7
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.5	1.5	3.0	1.5	2.5
Maximum Green I	20	45	25	30	25	45	20	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay	20-RT							
Walk		7		5		7		5
Pedestrian Clearance		25		26		25		25
Permissive	NO		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop 56 / 1 IP Address

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 18 REFLECTS INSTALLATION OF VIDEO DETECTION UNDER FDOT CONTRACT.

Submitted By _____

Approved By _____

CAM #16-0115

Exhibit 2

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Station : 2023 - US 1 & Broward Blvd (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		25		26		25		25								
Min Green	4	12	4	7	4	12	4	7								
Gap Ext	1.5	3	1.5	2.5	1.5	3	1.5	2.5								
Max1	20	45	25	30	25	45	20	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry		ON		ON		ON		ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

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

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				

Prepared By

Date Implemented

CAM #16-0115

Exhibit 2

9/25/2015
Page 159 of 212

Coordination

[illegible]

Station : 2023 - US 1 & Broward Blvd (Standard File)

[illegible]

Scheduler

[illegible]

User Comments:

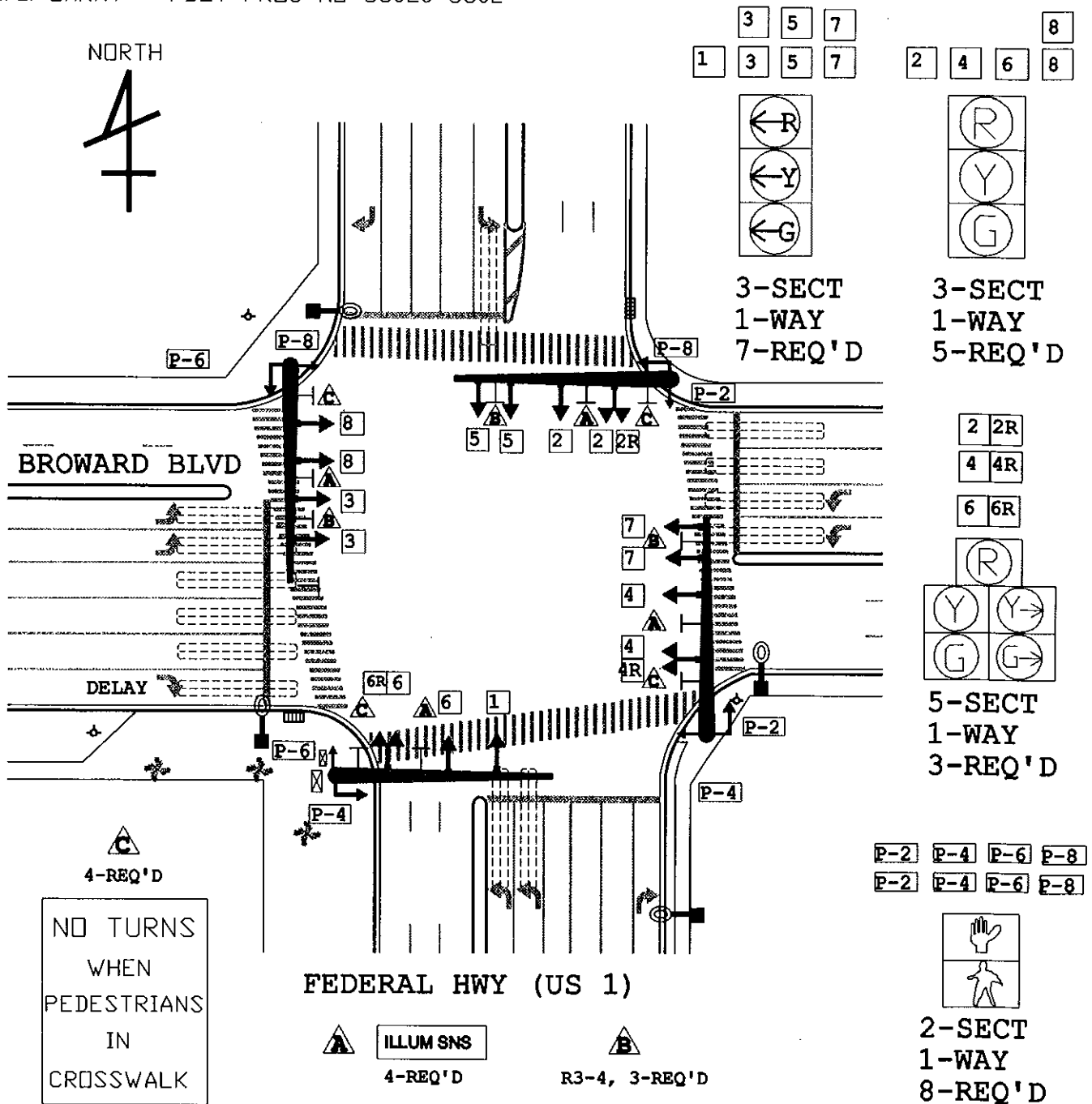
BROWARD COUNTY TRAFFIC ENGINEERING DIVISION

LOCATION FEDERAL HWY (US 1) & BROWARD BLVD

ORDER NO. _____ ISSUE DATE _____ REVISION NO. 5 COMPLETION DATE _____

DWG. NO. 99-08-10-01 FILE NO. B-23 CITY FT. LAUDERDALE SCALE: 1' = 50'

DWG.-LARRY FDOT PROJ NO 86020-3502

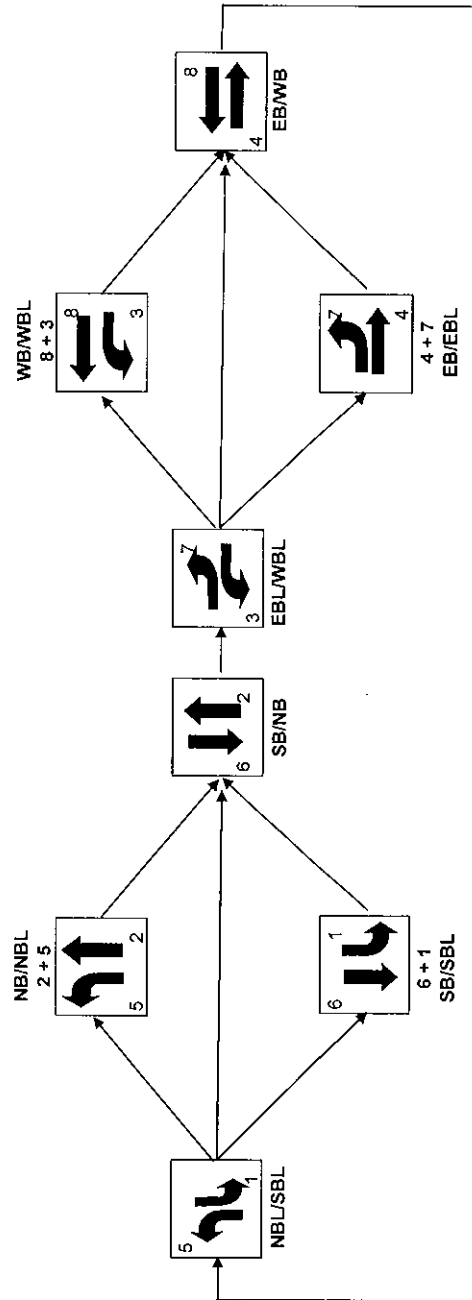


Notes This Revision adds "NO TURNS WHEN PEDESTRIANS IN CROSSWALK" signs, 4 - each.

CAM #16-0115

~~Exhibit 2~~

**Sequence of Operation for (2023) Federal Hwy (US 1/SR 5) and Broward Blvd (SR 842)
Fort Lauderdale**



**TABLE 7C
MORGAN ON 3RD AVENUE
INTERSECTION TURNING MOVEMENTS
NE 6 STREET AT US-1**

1/10/2016

AM PEAK HOUR																		
No.	INTERSECTION	MVNT	6/9/2015	FDOT	PEAK	GROWTH	2020	PINEAPPLE HOUSE		HOTEL ON 3RD ST		450-500 N FEDERAL		2020	MORGAN ON 3RD AVE		2020	LANE
			2015		SEASON	RATE		Net New	AM Trips		AM Trips		AM Trips			AM Trips		
			EXISTING	PSCF	2015	PER YEAR	FUTURE	AM Trips	19 IN	DIST.%	157 IN	DIST.%	113 IN	WO	DIST.%	133 OUT	WITH	GEOMETRY
			VOLUMES		VOLUMES	TO 2020	VOLUMES	DIST.%	27 OUT		130 OUT		51 OUT	PROJECT			PROJECT	
3	NE 6 Street at US-1 3221/3424=0.94 PHF = 0.94	NB																
		LEFT	37	1.07	40	0.25%	40	0.00%	0	0.00%	0	0.00%	0	40	0.00%	0	40	1L
		THRU	899	1.07	962	0.25%	974	0.00%	0	35.00%	46	50.00%	26	1045	7.00%	9	1054	2T
		RIGHT	24	1.07	26	0.25%	26	0.00%	0	0.00%	0	0.00%	0	26	0.00%	0	26	1TR
	Signalized	SB																
		LEFT	32	1.07	34	0.25%	35	0.00%	0	0.00%	0	0.00%	0	35	0.00%	0	35	1L
		THRU	1614	1.07	1727	0.25%	1749	0.00%	0	35.00%	55	50.00%	57	1860	12.00%	3	1864	2T
		RIGHT	66	1.07	71	0.25%	72	0.00%	0	0.00%	0	0.00%	0	72	0.00%	0	72	1TR
		EB																
		LEFT	119	1.07	127	0.25%	129	25.00%	7	0.00%	0	0.00%	0	136	0.00%	0	136	1L
		THRU	84	1.07	90	0.25%	91	0.00%	0	0.00%	0	0.00%	0	91	5.00%	7	98	1T
		RIGHT	110	1.07	118	0.25%	119	0.00%	0	0.00%	0	0.00%	0	119	0.00%	0	119	1R
		WB																
		LEFT	131	1.07	140	0.25%	142	0.00%	0	0.00%	0	0.00%	0	142	0.00%	0	142	1L
		THRU	95	1.07	102	0.25%	103	0.00%	0	0.00%	0	0.00%	0	103	5.00%	1	104	1TR
		RIGHT	10	1.07	11	0.25%	11	0.00%	0	0.00%	0	0.00%	0	11	0.00%	0	11	
PM PEAK HOUR																		
No.	INTERSECTION	MVNT	6/9/2015	FDOT	PEAK	GROWTH	2020	PINEAPPLE HOUSE		HOTEL ON 3RD ST		450-500 N FEDERAL		2020	MORGAN ON 3RD AVE		2020	LANE
			2015		SEASON	RATE		Net New	PM Trips		PM Trips		PM Trips			PM Trips		
			EXISTING	PSCF	2015	PER YEAR	FUTURE	PM Trips	35 IN	DIST.%	119 IN	DIST.%	84 IN	WO	DIST.%	135 IN	WITH	GEOMETRY
			VOLUMES		VOLUMES	TO 2020	VOLUMES	DIST.%	26 OUT		121 OUT		118 OUT	PROJECT		71 OUT	PROJECT	
3	NE 6 Street at US-1 3326/3540=0.94 PHF = 0.94	NB																
		LEFT	71	1.07	76	0.25%	77	0.00%	0	0.00%	0	0.00%	0	77	0.00%	0	77	1L
		THRU	1389	1.07	1486	0.25%	1505	0.00%	0	35.00%	42	50.00%	59	1606	7.00%	5	1611	2T
		RIGHT	77	1.07	82	0.25%	83	0.00%	0	0.00%	0	0.00%	0	83	0.00%	0	83	1TR
	Signalized	SB																
		LEFT	46	1.07	49	0.25%	50	0.00%	0	0.00%	0	0.00%	0	50	0.00%	0	50	1L
		THRU	1155	1.07	1236	0.25%	1251	0.00%	0	35.00%	42	50.00%	42	1335	12.00%	16	1351	2T
		RIGHT	70	1.07	75	0.25%	76	0.00%	0	0.00%	0	0.00%	0	76	0.00%	0	76	1TR
		EB																
		LEFT	115	1.07	123	0.25%	125	25.00%	7	0.00%	0	0.00%	0	132	0.00%	0	132	1L
		THRU	117	1.07	125	0.25%	127	0.00%	0	0.00%	0	0.00%	0	127	5.00%	4	131	1T
		RIGHT	56	1.07	60	0.25%	61	0.00%	0	0.00%	0	0.00%	0	61	0.00%	0	61	1R
		WB																
		LEFT	97	1.07	104	0.25%	105	0.00%	0	0.00%	0	0.00%	0	105	0.00%	0	105	1L
		THRU	113	1.07	121	0.25%	122	0.00%	0	0.00%	0	0.00%	0	122	5.00%	7	129	1TR
		RIGHT	20	1.07	21	0.25%	22	0.00%	0	0.00%	0	0.00%	0	22	0.00%	0	22	

SHORT REPORT

General Information					Site Information				
Analyst	LSB				Intersection	NE 6 Street/US 1			
Agency or Co.	Cathy Sweetapple & Associates				Area Type	All other areas			
Date Performed	1/8/2016				Jurisdiction	Broward County			
Time Period	AM Peak				Analysis Year	Existing			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	0	1	3	0	1	3	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume (vph)	127	90	118	140	102	11	40	962	26	34	1727	71
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3		3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 40.0	G =	G =	G =	G = 14.0	G = 88.0	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 160.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	135	96	126	149	121		43	1051		36	1913	
Lane Group Capacity	296	466	396	318	459		155	2780		155	2774	
v/c Ratio	0.46	0.21	0.32	0.47	0.26		0.28	0.38		0.23	0.69	
Green Ratio	0.25	0.25	0.25	0.25	0.25		0.09	0.55		0.09	0.55	
Uniform Delay d ₁	50.8	47.4	48.9	51.0	48.2		68.3	20.5		68.0	26.1	
Delay Factor k	0.11	0.11	0.11	0.11	0.11		0.11	0.50		0.11	0.50	
Incremental Delay d ₂	1.1	0.2	0.5	1.1	0.3		1.0	0.4		0.8	1.4	
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	51.9	47.7	49.4	52.1	48.5		69.2	20.8		68.8	27.5	
Lane Group LOS	D	D	D	D	D		E	C		E	C	
Approach Delay	49.9			50.5			22.7			28.3		
Approach LOS	D			D			C			C		
Intersection Delay	30.4			Intersection LOS						C		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	NE 6 Street/US 1				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/8/2016					Jurisdiction	Broward County				
Time Period	PM Peak					Analysis Year	Existing				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	0	1	3	0	1	3	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume (vph)	123	125	60	104	121	21	76	1486	82	49	1236	75
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3		3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 40.0	G =	G =	G =	G = 14.0	G = 88.0	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 160.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	131	133	64	111	151		81	1668		52	1395	
Lane Group Capacity	270	466	396	285	456		155	2769		155	2767	
v/c Ratio	0.49	0.29	0.16	0.39	0.33		0.52	0.60		0.34	0.50	
Green Ratio	0.25	0.25	0.25	0.25	0.25		0.09	0.55		0.09	0.55	
Uniform Delay d ₁	51.2	48.5	46.9	49.9	49.1		69.8	24.2		68.6	22.4	
Delay Factor k	0.11	0.11	0.11	0.11	0.11		0.13	0.50		0.11	0.50	
Incremental Delay d ₂	1.4	0.3	0.2	0.9	0.4		3.2	1.0		1.3	0.7	
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	52.6	48.8	47.1	50.7	49.5		73.0	25.2		69.9	23.1	
Lane Group LOS	D	D	D	D	D		E	C		E	C	
Approach Delay	50.0			50.0			27.4			24.8		
Approach LOS	D			D			C			C		
Intersection Delay	29.9			Intersection LOS						C		

SHORT REPORT

General Information					Site Information				
Analyst	LSB				Intersection	NE 6 Street/US 1			
Agency or Co.	Cathy Sweetapple & Associates				Area Type	All other areas			
Date Performed	1/8/2016				Jurisdiction	Broward County			
Time Period	AM Peak				Analysis Year	Future without Project			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	0	1	3	0	1	3	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume (vph)	136	91	119	142	103	11	40	1045	26	35	1860	72
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3		3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 40.0	G =	G =	G =	G = 14.0	G = 88.0	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 160.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	145	97	127	151	122		43	1140		37	2056	
Lane Group Capacity	295	466	396	317	459		155	2780		155	2775	
v/c Ratio	0.49	0.21	0.32	0.48	0.27		0.28	0.41		0.24	0.74	
Green Ratio	0.25	0.25	0.25	0.25	0.25		0.09	0.55		0.09	0.55	
Uniform Delay d ₁	51.3	47.5	48.9	51.1	48.2		68.3	20.9		68.0	27.3	
Delay Factor k	0.11	0.11	0.11	0.11	0.11		0.11	0.50		0.11	0.50	
Incremental Delay d ₂	1.3	0.2	0.5	1.1	0.3		1.0	0.4		0.8	1.8	
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	52.6	47.7	49.4	52.2	48.5		69.2	21.4		68.8	29.2	
Lane Group LOS	D	D	D	D	D		E	C		E	C	
Approach Delay	50.2			50.6			23.1			29.9		
Approach LOS	D			D			C			C		
Intersection Delay	31.2			Intersection LOS						C		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	NE 6 Street/US 1				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/8/2016					Jurisdiction	Broward County				
Time Period	PM Peak					Analysis Year	Future without Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	0	1	3	0	1	3	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume (vph)	132	127	61	105	122	22	77	1606	83	50	1335	76
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3		3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 40.0	G =	G =	G =	G = 14.0	G = 88.0	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 160.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	140	135	65	112	153		82	1797		53	1501	
Lane Group Capacity	268	466	396	283	455		155	2770		155	2768	
v/c Ratio	0.52	0.29	0.16	0.40	0.34		0.53	0.65		0.34	0.54	
Green Ratio	0.25	0.25	0.25	0.25	0.25		0.09	0.55		0.09	0.55	
Uniform Delay d ₁	51.8	48.5	46.9	49.9	49.1		69.8	25.2		68.7	23.1	
Delay Factor k	0.13	0.11	0.11	0.11	0.11		0.13	0.50		0.11	0.50	
Incremental Delay d ₂	1.9	0.3	0.2	0.9	0.4		3.4	1.2		1.3	0.8	
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	53.6	48.9	47.1	50.9	49.6		73.3	26.4		70.0	23.9	
Lane Group LOS	D	D	D	D	D		E	C		E	C	
Approach Delay	50.5			50.1			28.4			25.4		
Approach LOS	D			D			C			C		
Intersection Delay	30.6			Intersection LOS						C		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	NE 6 Street/US 1				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/10/2016					Jurisdiction	Broward County				
Time Period	AM Peak					Analysis Year	Future with Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	0	1	3	0	1	3	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume (vph)	136	98	119	142	104	11	40	1054	26	35	1864	72
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3		3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 40.0	G =	G =	G =	G = 14.0	G = 88.0	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 160.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	145	104	127	151	123		43	1149		37	2060	
Lane Group Capacity	294	466	396	310	459		155	2781		155	2775	
v/c Ratio	0.49	0.22	0.32	0.49	0.27		0.28	0.41		0.24	0.74	
Green Ratio	0.25	0.25	0.25	0.25	0.25		0.09	0.55		0.09	0.55	
Uniform Delay d ₁	51.3	47.7	48.9	51.2	48.2		68.3	21.0		68.0	27.4	
Delay Factor k	0.11	0.11	0.11	0.11	0.11		0.11	0.50		0.11	0.50	
Incremental Delay d ₂	1.3	0.2	0.5	1.2	0.3		1.0	0.5		0.8	1.8	
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	52.6	47.9	49.4	52.4	48.5		69.2	21.4		68.8	29.2	
Lane Group LOS	D	D	D	D	D		E	C		E	C	
Approach Delay	50.2			50.7			23.1			29.9		
Approach LOS	D			D			C			C		
Intersection Delay	31.3			Intersection LOS						C		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	NE 6 Street/US 1				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/10/2016					Jurisdiction	Broward County				
Time Period	PM Peak					Analysis Year	Future with Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	0	1	3	0	1	3	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume (vph)	132	131	61	105	129	22	77	1611	83	50	1351	76
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3		3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 40.0	G =	G =	G =	G = 14.0	G = 88.0	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 160.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	140	139	65	112	160		82	1802		53	1518	
Lane Group Capacity	262	466	396	280	456		155	2770		155	2769	
v/c Ratio	0.53	0.30	0.16	0.40	0.35		0.53	0.65		0.34	0.55	
Green Ratio	0.25	0.25	0.25	0.25	0.25		0.09	0.55		0.09	0.55	
Uniform Delay d ₁	51.9	48.6	46.9	50.0	49.3		69.8	25.2		68.7	23.2	
Delay Factor k	0.14	0.11	0.11	0.11	0.11		0.13	0.50		0.11	0.50	
Incremental Delay d ₂	2.1	0.4	0.2	0.9	0.5		3.4	1.2		1.3	0.8	
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	54.1	49.0	47.1	50.9	49.8		73.3	26.4		70.0	24.0	
Lane Group LOS	D	D	D	D	D		E	C		E	C	
Approach Delay	50.7			50.3			28.5			25.5		
Approach LOS	D			D			C			C		
Intersection Delay	30.7			Intersection LOS						C		



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2026	Initial Operation Date	11/6/67
Controller Type	2070 LN	System Number	2026
Modification Number	13	Modification Date	02/26/2015
Drawing/Project No		FPL Grid Number	87680656901
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		WB	NBL	SB		EB
Initial Green(MIN)	4	12		6	4	12		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	15	50		20	15	50		20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		.7		5		7		5
Pedestrian Clearance		12		21		12		22
Permissive	NO				NO			
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED
Green Return								

Attachment

Channel/Drop / IP Address

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST (PHASES 4+8).
2. MOD. 13 UPDATES ALL RED CLEARANCE VALUES.

Submitted By _____

Approved By _____

GAM #16-0115
Exhibit 2

Station : 2026 - US 1 & NE 6 St (Ft Lauderdale) (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (WT)	5 (NL)	6 (ST)	7	8 (ET)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		12		21		12		22								
Min Green	4	12		6	4	12		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	15	50		20	15	50		20								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	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				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6		6	
Min Walk						
Ped Clear						
Track Green			1		1	
Min Dwell	8	8	8		8	
Max Presence	180	180	180		180	
Track Veh 1			9		9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	1	2		2	
Exit 2	8	5	6		6	
Exit 3						
Exit 4						

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				

Prepared By

Date Implemented

Coordination

CAM #16-0115
Exhibit 2
9/25/2015
Page 174 of 212

Station : 2026 - US 1 & NE 6 St (Ft Lauderdale) (Standard File)

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

Day Plan 4

Easy

Scheduler

[illegible]

User Comments:

3-SECT. 1-WAY
89-51-1W 5 AS
89-51-1W 5 AS
89-51-1W 5 AS
89-51-1W 5 AS

3-SECT. 1-WAY
89-51-1W 1 AS
89-51-1W 1 AS
89-51-1W 1 AS
89-51-1W 1 AS

FOUR 3-SECT. 1-WAY
TO REMAIN

3-SECT. 1-WAY
TO REMAIN

3-SECT. 1-WAY
COUNT-DOWN
1-SECT. 2-WAY
89-192 1 AS

1. MAJOR STREET IS FEDERAL HIGHWAY STREET IS IN 6TH STREET
2. ALL MAJOR AND SIDE STREETS WILL BE MOUNTED AS DETAIL SHEET, WITH MAJOR BEING 75% OF THE LENGTH OF THE SIDE STREETS.
3. POSITIONING PLANT BUILDINGS AND SIDE STREETS WILL BE MOUNTED AS SHOWN IN MAJOR DATA SHEET.
4. SIGNAL COORDINATION PHASES IS 32
5. FLASHING OPERATION AND 9 REDUCES NIGHT FLASH OPERATION.

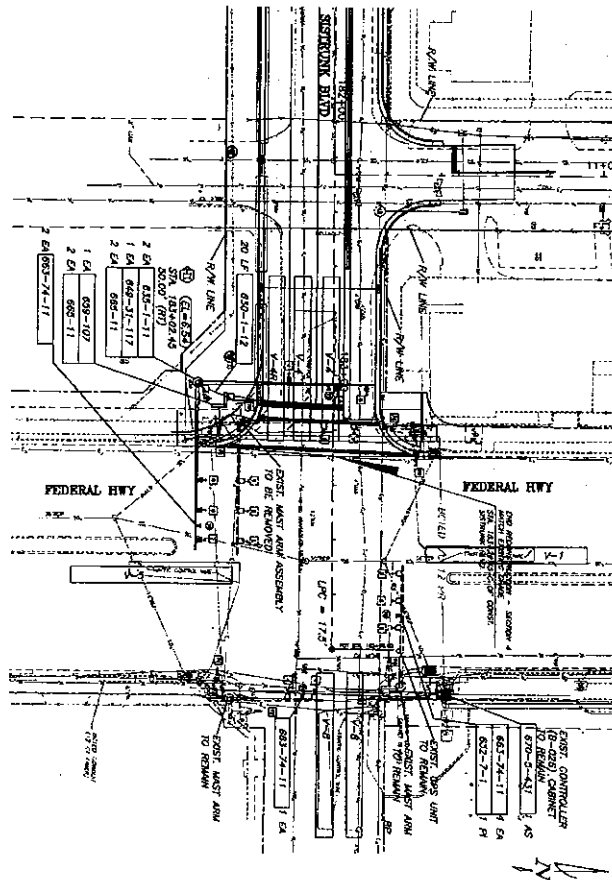
3. CONTRACTOR SHALL EXTEND SIGNAL CONDUIT FOR THE EXISTING MAST ARM SIGNALS IN THE SOUTHWEST QUADRANT TO THE NEW PULL BOX FOR THE PROPOSED MAST ARM 711.

DETECTOR UNIT #	DETECTOR OPERATION	ASSIGNED TO MOVEMENT	CONNECTED TO TIMING FUNCTION
V-1	NORMAL	1, 6	1, 6
V-2	NORMAL	2, 5	2, 5
V-3	NORMAL	8	8
V-4	NORMAL	4	4

Technical drawing of a rectangular plate. The plate has a width of 10" and a height of 10". The top edge is labeled "NE 6 ST". The bottom edge is labeled "FEDERAL". The right edge is labeled "HNY/US 1". The left edge is labeled "10" x 5 1/2". The bottom edge is also labeled "10" x 5 1/2". The drawing includes dimension lines and arrows indicating the measurements.

CONTROLLER TIMINGS									
TIMING FUNCTION									
ADJUSTMENT NO.	1	2	3	4	5	6	7	8	9
MAXIMUM GREEN	4.0	7.0	6.0	4.0	7.0	7.0	6.0	7.0	6.0
EXTENSION	1.5	1.0	2.0	1.5	1.0	2.0	2.0	2.0	2.0
MAXIMUM GREEN 1	1.5	8.0	20.0	18.0	32.0	40.0	30.0	30.0	30.0
MAXIMUM GREEN 2									
YELLOW CLEARANCE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
ALL RED	1.0	1.0	1.5	1.0	1.0	1.5	1.0	1.5	1.0
FEEDSTRAIN WALK	7.0	5.0	7.0	7.0	5.0	7.0	5.0	7.0	5.0
RED CLEARANCE	12.0	21.0	18.0	21.0	18.0	21.0	18.0	21.0	18.0
RETRAIL									
GREEN RETURN	7	1	5	6	2	6	6	6	6

890-10	SIGNAL HEAD TRAFFIC ASSEMBLY; REMOVE	2 EA
890-20	SIGNAL PULSETRIM ASSEMBLY; REMOVE	2 EA
890-22-2	POLE REMOVAL SHALLOTT	1 EA
890-80	DETECTOR VEHICLE ASSEMBLY; REMOVE	8 EA
890-100	SIGNAL EQUIPMENT, MISCELLANEOUS REMOVE; 1 PA	

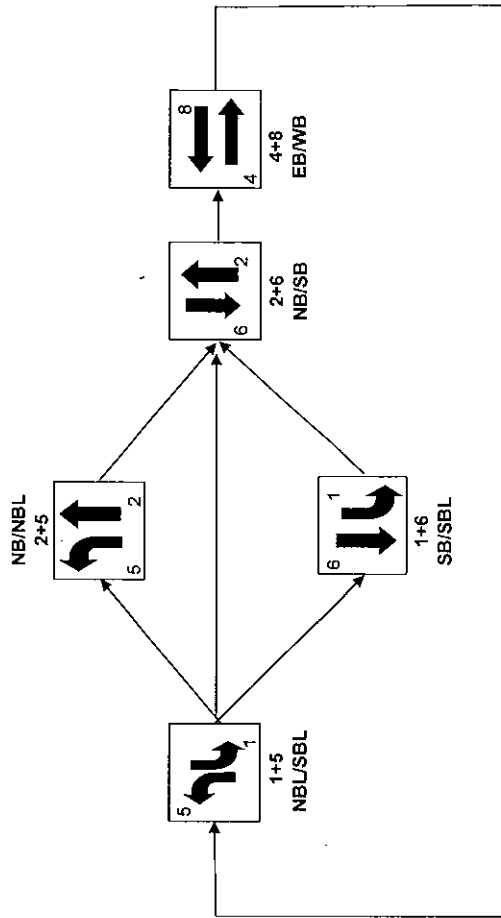


JACOBS

2026

SHEET NO. <div style="font-size: 2em; font-weight: bold; text-align: center;">C85</div> OF <div style="font-size: 2em; font-weight: bold; text-align: center;">85</div>	PROJECT # 10448 NE/NW 6th ST. (SISTRUNK BLVD.) STREETScape & ENHANCEMENT PROJECT SIGNALIZATION PLANS - SECTION 4	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="5" style="text-align: center;">REVISIONS</th> </tr> <tr> <th style="width: 10%;">NO.</th> <th style="width: 10%;">DATE</th> <th style="width: 10%;">BY</th> <th style="width: 10%;">CHKD</th> <th style="width: 60%;">DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	REVISIONS					NO.	DATE	BY	CHKD	DESCRIPTION																																														<div style="text-align: center;"> <p style="margin: 0;">CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING & ARCHITECTURE</p> </div> <p style="font-size: 0.8em;">100 North Andrews Avenue, Fort Lauderdale, Florida 33301</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"> DRAWN BY: D.C.M. DESIGNED BY: D.C.M. CHECKED BY: D.C.M. </td> <td style="width: 50%;"> DATE: 6/19/06 SCALE: 1" = 20' FIELD BOOK: </td> </tr> </table>	DRAWN BY: D.C.M. DESIGNED BY: D.C.M. CHECKED BY: D.C.M.	DATE: 6/19/06 SCALE: 1" = 20' FIELD BOOK:	State of Florida Professional Engineer License No. 44543
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Sequence of Operation for (2026) Federal Hwy (US 1/SR5) and NE 6 Street
Fort Lauderdale



**TABLE 7D
MORGAN ON 3RD AVENUE
INTERSECTION TURNING MOVEMENTS
NE 6 STREET AT ANDREWS AVENUE**

1/10/2016

AM PEAK HOUR																		
No.	INTERSECTION	MVNT	6/9/2015 2015 EXISTING VOLUMES	FDOT PSCF	PEAK SEASON 2015 VOLUMES	GROWTH RATE PER YEAR TO 2020	2020 FUTURE VOLUMES	PINEAPPLE HOUSE		HOTEL ON 3RD ST		450-500 N FEDERAL		2020 WO PROJECT	MORGAN ON 3RD AVE		2020 WITH PROJECT	LANE GEOMETRY
								Net New AM Trips DIST. %	AM Trips 19 IN 27 OUT	DIST. %	AM Trips 157 IN 130 OUT	DIST. %	AM Trips 113 IN 51 OUT		DIST. %	AM Trips 133 OUT		
4	NE 6 Street at Andrews Ave 2203/2444=0.90 PHF = 0.90	NB																
		LEFT	48	1.07	51	0.25%	52	0.00%	0	0.00%	0	0.00%	0	52	0.00%	0	52	1L
		THRU	325	1.07	348	0.25%	352	25.00%	7	5.00%	7	0.00%	0	365	5.00%	7	372	1T
		RIGHT	15	1.07	16	0.25%	16	0.00%	0	0.00%	0	0.00%	0	16	0.00%	0	16	1TR
	Signalized	SB																
		LEFT	84	1.07	90	0.25%	91	0.00%	0	0.00%	0	0.00%	0	91	10.00%	3	94	1L
		THRU	764	1.07	817	0.25%	828	25.00%	5	5.00%	8	0.00%	0	841	5.00%	1	842	1T
		RIGHT	48	1.07	51	0.25%	52	0.00%	0	0.00%	0	0.00%	0	52	0.00%	0	52	1TR
		EB																
		LEFT	93	1.07	100	0.25%	101	0.00%	0	0.00%	0	0.00%	0	101	0.00%	0	101	1L
		THRU	279	1.07	299	0.25%	302	0.00%	0	0.00%	0	0.00%	0	302	5.00%	1	303	1T
		RIGHT	250	1.07	268	0.25%	271	0.00%	0	0.00%	0	0.00%	0	271	0.00%	0	271	1R
		WB																
		LEFT	38	1.07	41	0.25%	41	0.00%	0	0.00%	0	0.00%	0	41	0.00%	0	41	1L
		THRU	161	1.07	172	0.25%	174	0.00%	0	0.00%	0	0.00%	0	174	5.00%	7	181	1T
		RIGHT	98	1.07	105	0.25%	106	0.00%	0	0.00%	0	0.00%	0	106	10.00%	13	119	1R
PM PEAK HOUR																		
No.	INTERSECTION	MVNT	6/9/2015 2015 EXISTING VOLUMES	FDOT PSCF	PEAK SEASON 2015 VOLUMES	GROWTH RATE PER YEAR TO 2020	2020 FUTURE VOLUMES	PINEAPPLE HOUSE		HOTEL ON 3RD ST		450-500 N FEDERAL		2020 WO PROJECT	MORGAN ON 3RD AVE		2020 WITH PROJECT	LANE GEOMETRY
								Net New PM Trips DIST. %	PM Trips 35 IN 26 OUT	DIST. %	PM Trips 119 IN 121 OUT	DIST. %	PM Trips 84 IN 118 OUT		DIST. %	PM Trips 135 IN 71 OUT		
4	NE 6 Street at Andrews Ave 2512/2672=0.94 PHF = 0.94	NB																
		LEFT	214	1.07	229	0.25%	232	0.00%	0	0.00%	0	0.00%	0	232	0.00%	0	232	1L
		THRU	897	1.07	960	0.25%	972	25.00%	7	5.00%	6	0.00%	0	985	5.00%	4	988	1T
		RIGHT	37	1.07	40	0.25%	40	0.00%	0	0.00%	0	0.00%	0	40	0.00%	0	40	1TR
	Signalized	SB																
		LEFT	75	1.07	80	0.25%	81	0.00%	0	0.00%	0	0.00%	0	81	10.00%	14	95	1L
		THRU	443	1.07	474	0.25%	480	25.00%	9	5.00%	6	0.00%	0	495	5.00%	7	501	1T
		RIGHT	100	1.07	107	0.25%	108	0.00%	0	0.00%	0	0.00%	0	108	0.00%	0	108	1TR
		EB																
		LEFT	72	1.07	77	0.25%	78	0.00%	0	0.00%	0	0.00%	0	78	0.00%	0	78	1L
		THRU	176	1.07	188	0.25%	191	0.00%	0	0.00%	0	0.00%	0	191	5.00%	7	198	1T
		RIGHT	64	1.07	68	0.25%	69	0.00%	0	0.00%	0	0.00%	0	69	0.00%	0	69	1R
		WB																
		LEFT	33	1.07	35	0.25%	36	0.00%	0	0.00%	0	0.00%	0	36	0.00%	0	36	1L
		THRU	315	1.07	337	0.25%	341	0.00%	0	0.00%	0	0.00%	0	341	5.00%	4	345	1T
		RIGHT	86	1.07	92	0.25%	93	0.00%	0	0.00%	0	0.00%	0	93	10.00%	7	100	1R

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	Andrews Avenue/NE 6 Street				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/8/2016					Jurisdiction	Broward County				
Time Period	AM Peak					Analysis Year	Existing				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	100	299	268	41	172	105	51	348	16	90	817	51
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NB Only		NS Perm		07		08	
Timing	G = 32.0	G =	G =	G =	G = 5.0		G = 28.0		G =		G =	
	Y = 5	Y =	Y =	Y =	Y = 5		Y = 5		Y =		Y =	
Duration of Analysis (hrs) = 0.25								Cycle Length C = 80.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	111	332	298	46	191	117	57	405		100	965	
Lane Group Capacity	464	745	633	341	745	633	204	1673		335	1230	
v/c Ratio	0.24	0.45	0.47	0.13	0.26	0.18	0.28	0.24		0.30	0.78	
Green Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.47	0.47		0.35	0.35	
Uniform Delay d ₁	15.9	17.5	17.7	15.2	16.0	15.5	14.3	12.5		18.9	23.3	
Delay Factor k	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50		0.50	0.50	
Incremental Delay d ₂	0.3	0.4	0.6	0.2	0.2	0.1	0.8	0.3		2.3	5.1	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	16.2	18.0	18.3	15.4	16.2	15.7	15.0	12.8		21.1	28.4	
Lane Group LOS	B	B	B	B	B	B	B	B		C	C	
Approach Delay	17.8			15.9			13.1			27.7		
Approach LOS	B			B			B			C		
Intersection Delay	20.7			Intersection LOS						C		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	Andrews Avenue/NE 6 Street				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/8/2016					Jurisdiction	Broward County				
Time Period	PM Peak					Analysis Year	Existing				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	77	188	68	35	337	92	229	960	40	80	474	107
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NB Only		NS Perm		07		08	
Timing	G = 32.0	G =	G =	G =	G = 8.0		G = 25.0		G =		G =	
	Y = 5	Y =	Y =	Y =	Y = 5		Y = 5		Y =		Y =	
Duration of Analysis (hrs) = 0.25								Cycle Length C = 80.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	82	200	72	37	359	98	244	1064		85	618	
Lane Group Capacity	319	745	633	456	745	633	351	1674		151	1078	
v/c Ratio	0.26	0.27	0.11	0.08	0.48	0.15	0.70	0.64		0.56	0.57	
Green Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.47	0.47		0.31	0.31	
Uniform Delay d ₁	16.1	16.1	15.1	14.9	17.8	15.4	14.1	15.8		22.9	23.0	
Delay Factor k	0.11	0.11	0.11	0.11	0.11	0.11	0.26	0.50		0.50	0.50	
Incremental Delay d ₂	0.4	0.2	0.1	0.1	0.5	0.1	5.9	1.9		14.3	2.2	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	16.5	16.3	15.2	15.0	18.3	15.5	20.0	17.6		37.3	25.3	
Lane Group LOS	B	B	B	B	B	B	C	B		D	C	
Approach Delay	16.1			17.5			18.1			26.7		
Approach LOS	B			B			B			C		
Intersection Delay	19.9			Intersection LOS						B		

SHORT REPORT

General Information													Site Information			
Analyst <i>LSB</i>							Intersection <i>Andrews Avenue/NE 6 Street</i>									
Agency or Co. <i>Cathy Sweetapple & Associates</i>							Area Type <i>All other areas</i>									
Date Performed <i>1/8/2016</i>							Jurisdiction <i>Broward County</i>									
Time Period <i>AM Peak</i>							Analysis Year <i>Future without Project</i>									
Volume and Timing Input																
	EB			WB			NB			SB						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
Number of Lanes	1	1	1	1	1	1	1	2	0	1	2	0				
Lane Group	L	T	R	L	T	R	L	TR		L	TR					
Volume (vph)	101	302	271	41	174	106	52	365	16	91	841	52				
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2				
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90				
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P				
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0					
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0					
Arrival Type	3	3	3	3	3	3	3	3		3	3					
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0					
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0				
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0					
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N				
Parking/Hour																
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0					
Minimum Pedestrian Time		3.2			3.2			3.2			3.2					
Phasing	EW Perm		02	03		04	NB Only		NS Perm		07	08				
Timing	G = 32.0		G =	G =		G =	G = 5.0		G = 28.0		G =	G =				
	Y = 5		Y =	Y =		Y =	Y = 5		Y = 5		Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 80.0									
Lane Group Capacity, Control Delay, and LOS Determination																
	EB			WB			NB			SB						
Adjusted Flow Rate	112	336	301	46	193	118	58	424		101	992					
Lane Group Capacity	463	745	633	338	745	633	204	1674		329	1231					
v/c Ratio	0.24	0.45	0.48	0.14	0.26	0.19	0.28	0.25		0.31	0.81					
Green Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.47	0.47		0.35	0.35					
Uniform Delay d ₁	15.9	17.6	17.8	15.2	16.1	15.6	14.5	12.5		18.9	23.5					
Delay Factor k	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50		0.50	0.50					
Incremental Delay d ₂	0.3	0.4	0.6	0.2	0.2	0.1	0.8	0.4		2.4	5.7					
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000					
Control Delay	16.2	18.0	18.3	15.4	16.3	15.7	15.3	12.9		21.3	29.2					
Lane Group LOS	B	B	B	B	B	B	B	B		C	C					
Approach Delay	17.9			16.0			13.2			28.5						
Approach LOS	B			B			B			C						
Intersection Delay	21.1			Intersection LOS						C						

SHORT REPORT

General Information						Site Information						
Analyst <i>LSB</i>						Intersection <i>Andrews Avenue/NE 6 Street</i>						
Agency or Co. <i>Cathy Sweetapple & Associates</i>						Area Type <i>All other areas</i>						
Date Performed <i>1/8/2016</i>						Jurisdiction <i>Broward County</i>						
Time Period <i>PM Peak</i>						Analysis Year <i>Future without Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	78	191	69	36	341	93	232	985	40	81	495	108
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NB Only	NS Perm	07	08				
Timing	G = 32.0	G =	G =	G =	G = 8.0	G = 25.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	83	203	73	38	363	99	247	1091		86	642	
Lane Group Capacity	316	745	633	454	745	633	342	1675		143	1078	
v/c Ratio	0.26	0.27	0.12	0.08	0.49	0.16	0.72	0.65		0.60	0.60	
Green Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.47	0.47		0.31	0.31	
Uniform Delay d ₁	16.1	16.2	15.1	14.9	17.9	15.4	14.3	16.0		23.3	23.2	
Delay Factor k	0.11	0.11	0.11	0.11	0.11	0.11	0.28	0.50		0.50	0.50	
Incremental Delay d ₂	0.4	0.2	0.1	0.1	0.5	0.1	7.3	2.0		17.3	2.4	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	16.5	16.4	15.2	15.0	18.4	15.5	21.6	17.9		40.6	25.7	
Lane Group LOS	B	B	B	B	B	B	C	B		D	C	
Approach Delay	16.2			17.6			18.6			27.4		
Approach LOS	B			B			B			C		
Intersection Delay	20.3			Intersection LOS						C		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	Andrews Avenue/NE 6 Street				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/10/2016					Jurisdiction	Broward County				
Time Period	AM Peak					Analysis Year	Future with Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	101	303	271	41	181	119	52	372	16	94	842	52
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NB Only		NS Perm		07		08	
Timing	G = 32.0	G =	G =	G =	G = 5.0		G = 28.0		G =		G =	
	Y = 5	Y =	Y =	Y =	Y = 5		Y = 5		Y =		Y =	
Duration of Analysis (hrs) = 0.25								Cycle Length C = 80.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	112	337	301	46	201	132	58	431		104	994	
Lane Group Capacity	456	745	633	337	745	633	204	1674		327	1231	
v/c Ratio	0.25	0.45	0.48	0.14	0.27	0.21	0.28	0.26		0.32	0.81	
Green Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.47	0.47		0.35	0.35	
Uniform Delay d ₁	16.0	17.6	17.8	15.2	16.1	15.7	14.5	12.6		19.0	23.6	
Delay Factor k	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50		0.50	0.50	
Incremental Delay d ₂	0.3	0.4	0.6	0.2	0.2	0.2	0.8	0.4		2.5	5.8	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	16.3	18.0	18.3	15.4	16.3	15.9	15.3	12.9		21.6	29.3	
Lane Group LOS	B	B	B	B	B	B	B	B		C	C	
Approach Delay	17.9			16.1			13.2			28.6		
Approach LOS	B			B			B			C		
Intersection Delay	21.1			Intersection LOS						C		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	Andrews Avenue/NE 6 Street				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/10/2016					Jurisdiction	Broward County				
Time Period	PM Peak					Analysis Year	Future with Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	78	198	69	36	345	100	232	988	40	95	501	108
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
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
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NB Only		NS Perm		07		08	
Timing	G = 32.0	G =	G =	G =	G = 8.0		G = 25.0		G =		G =	
	Y = 5	Y =	Y =	Y =	Y = 5		Y = 5		Y =		Y =	
Duration of Analysis (hrs) = 0.25								Cycle Length C = 80.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	83	211	73	38	367	106	247	1094		101	648	
Lane Group Capacity	312	745	633	446	745	633	339	1675		142	1079	
v/c Ratio	0.27	0.28	0.12	0.09	0.49	0.17	0.73	0.65		0.71	0.60	
Green Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.47	0.47		0.31	0.31	
Uniform Delay d ₁	16.1	16.2	15.1	14.9	17.9	15.4	14.3	16.0		24.3	23.3	
Delay Factor k	0.11	0.11	0.11	0.11	0.11	0.11	0.29	0.50		0.50	0.50	
Incremental Delay d ₂	0.5	0.2	0.1	0.1	0.5	0.1	7.7	2.0		26.0	2.5	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	16.6	16.4	15.2	15.0	18.4	15.6	22.1	18.0		50.3	25.7	
Lane Group LOS	B	B	B	B	B	B	C	B		D	C	
Approach Delay	16.2			17.6			18.7			29.1		
Approach LOS	B			B			B			C		
Intersection Delay	20.8			Intersection LOS						C		



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2150	Initial Operation Date	1/10/64
Controller Type	2070	System Number	2150
Modification Number	19	Modification Date	11/28/2012
Drawing/Project No	10448	FPL Grid Number	87680226702
Intersection	ANDREWS AVENUE and N 6 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		8
Direction		NB		EB	NBL	SB		WB
Initial Green(MIN)		10		6	4	10		6
Vehicle Ext.(GAP)		3.0		2.0	1.5	3.0		2.0
Maximum Green I		45		25	15	45		25
Maximum Green II								
Yellow Clearance		4.0		4.0	4.0	4.0		4.0
All Red Clearance		1.0		1.0	1.0	1.0		1.0
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7+A		5+A		7+A		5+A
Pedestrian Clearance		16		15		16		15
Permissive					YES			
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return								

Attachment

Channel/Drop / IP Address

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTHBOUND: PHASES 2+6 ON---> OMIT PHASE 5.
3. AUDIBLE PEDESTRIAN SIGNALS: EW/ BEEP, N/S TONE.
4. MOD. 19 REFLECTS INTERSECTION UPGRADE PER FT.
LAUDERDALE CONTRACT #10448 WITH TIMING VALUE UPDATES.

Submitted By _____

Approved By _____

Station : 2150 - Andrews Ave & N 6 St (Standard File)

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		(NT)		(ET)	(NL)	(ST)		(WT)								
Walk		7		5		7		5								
Ped Clearance		16		15		16		15								
Min Green		10		6	4	10		6								
Gap Ext	1	3	1	2	1.5	3	1	2								
Max1		45		25	15	45		25								
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	1.5	1	1.5	1	1	1	1.5	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash		ON	ON	ON	ON	ON
Override Higher Preempt		ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

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				

Prepared By

Date Implemented

Station : 2150 - Andrews Ave & N 6 St (Standard File)

Coordination

[illegible]

Station : 2150 - Andrews Ave & N 6 St (Standard File)

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

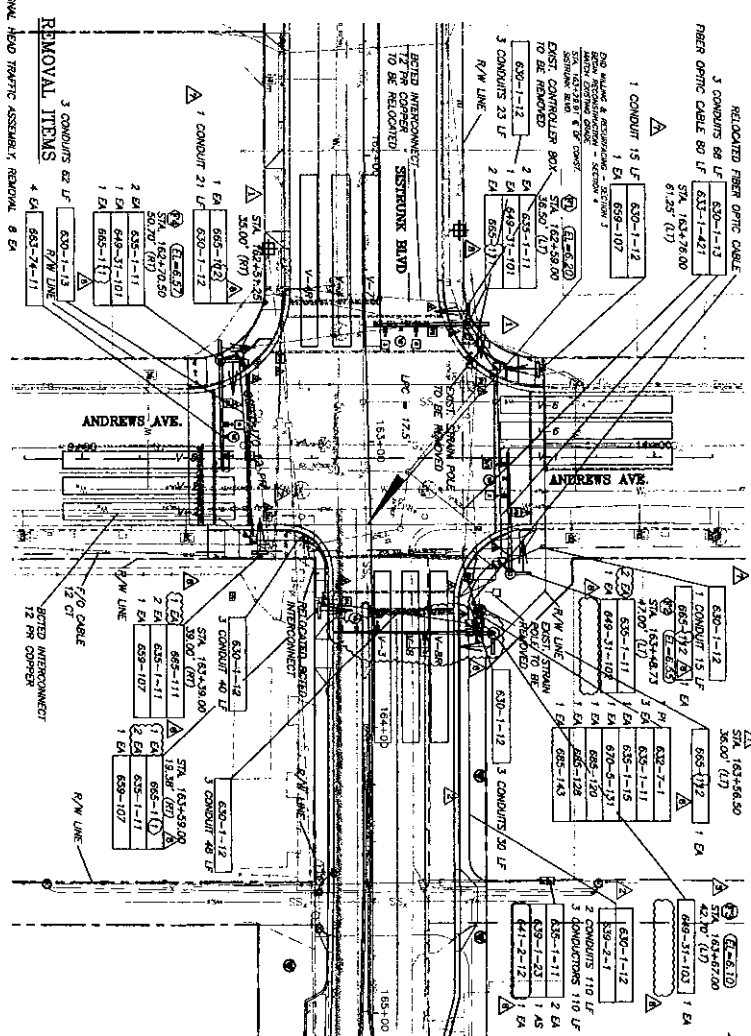
Day Plan 4

Easy

Scheduler

[illegible]

User Comments:



CONTROLLER TIMINGS												
TIMING FUNCTION												
DIRECTION	SRL	NR	NR	CB	NR	SR	SR	WB				
WORKING NO.	1	2	3	4	5	6	7	8				
MINIMUM GREEN	6.0	7.0	4.0	6.0	7.0							
EXTENSION	2.0	2.0	2.0	2.0	2.0							
MINIMUM GREEN 1	36.0	42.0	12.0	36.0	18.0							
MINIMUM GREEN 2												
YELLOW CLEARANCE	4.0	4.0	4.0	4.0	4.0							
ALL RED	2.0	2.0	2.0	2.0	2.0							
PEDESTRIAN WALK	7.0	5.0	7.0	5.0	5.0							
RED CLEARANCE	13.0	13.0	13.0	13.0	13.0							
RECALL	MIN											
GREEN RETURN	1	5	8	2								


Revised signs, as-built, per County approved shop drawing review.

JACOBS

FOR CONSTRUCTION

PROJECT # 10448
NE/NW 6th ST. (SISTRUNK BLVD.)
STREETSCAPE & ENHANCEMENT PROJECT
SIGNALIZATION PLANS - SECTION 3

REVISIONS				
NO.	DATE	BY	CR'D	DESCRIPTION
2	06/27/11	DN	NW	ADDED POWER SERVICE
3	06/27/11	DN	NW	UPDATED P/O SERVICE
4	06/27/11	DN	NW	ADDED PUMP BUTTON ROOM
7	10/25/11	DN	NW	REMOVED FEED POLES
8	12/28/11	DN	NW	UPDATED PAY ITEMS



CITY OF FORT LAUDERDALE
PUBLIC WORKS DEPARTMENT
ENGINEERING & ARCHITECTURE
 100 North Andrews Avenue, Fort Lauderdale, Florida 33301

DRAWN BY: G.E.W.	DATE: 5/18/09
DESIGNED BY: D.E.N.	SCALE: 1" = 20'
CHECKED BY: D.E.N.	
FIELD BOOK	

State of Florida
Professional Engineer
License No. 44543

CAM #16-0115

Exhibit 2

Sequence of Operation
 Andrews Ave and N 6 Street
Intersection Number (2150), Fort Lauderdale

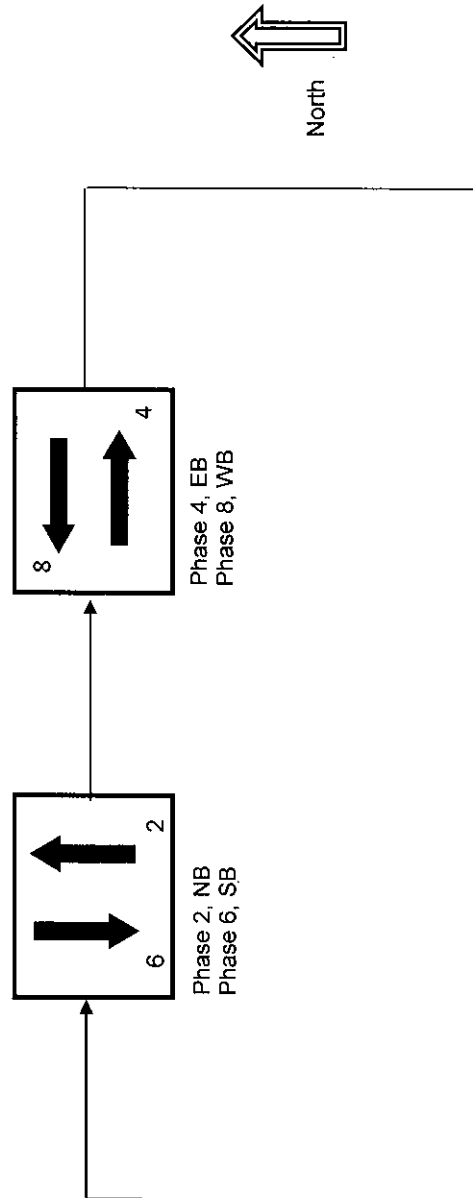


TABLE 7E
MORGAN ON 3RD AVENUE
INTERSECTION TURNING MOVEMENTS
NE 3 AVENUE AT NE 4 STREET

1/10/2016

AM PEAK HOUR																		
No.	INTERSECTION	MVNT	6/2/2015 2015 EXISTING VOLUMES	FDOT PSCF	PEAK SEASON 2015 VOLUMES	GROWTH RATE PER YEAR TO 2020	2020 FUTURE VOLUMES	PINEAPPLE HOUSE		HOTEL ON 3RD ST		450-500 N FEDERAL		2020 WO PROJECT	MORGAN ON 3RD AVE		2020 WITH PROJECT	LANE GEOMETRY
								Net New AM Trips DIST.%	AM Trips 19 IN 27 OUT		AM Trips 157 IN 130 OUT		AM Trips 113 IN 51 OUT			AM Trips 27 IN 133 OUT		
5	NE 4 Street and NE 3 Ave 1631/1664=0.98 PHF = 0.98	NB LEFT THRU RIGHT	20 240 43	1.06 1.06 1.06	21 254 46	0.25% 0.25% 0.25%	21 258 46	0.00% 25.00% 0.00%	0 5 0	0.00% 10.00% 35.00%	0 13 46	0.00% 0.00% 0.00%	0 0 0	21 276 92	0.00% 0.00% 19.00%	0 0 5	21 276 97	1L 1T 1TR
	Signalized	SB LEFT THRU RIGHT	39 820 22	1.06 1.06 1.06	41 869 23	0.25% 0.25% 0.25%	42 880 24	0.00% 25.00% 0.00%	0 7 0	0.00% 10.00% 0.00%	0 16 0	0.00% 0.00% 0.00%	0 0 0	42 902 24	9.00% 0.00% 0.00%	2 0 0	44 902 24	1L 1T 1TR
		EB LEFT THRU RIGHT	16 112 78	1.06 1.06 1.06	17 119 83	0.25% 0.25% 0.25%	17 120 84	0.00% 0.00% 0.00%	0 0 0	0.00% 0.00% 0.00%	0 0 0	0.00% 5.00% 0.00%	0 6 0	17 126 84	0.00% 15.00% 0.00%	0 4 0	17 130 84	1L 1TR
		WB LEFT THRU RIGHT	104 103 34	1.06 1.06 1.06	110 109 36	0.25% 0.25% 0.25%	112 111 36	0.00% 0.00% 0.00%	0 0 0	0.00% 0.00% 0.00%	0 0 0	0.00% 5.00% 0.00%	0 3 0	112 114 36	19.00% 15.00% 9.00%	25 20 12	137 134 48	1L 1TR
PM PEAK HOUR																		
No.	INTERSECTION	MVNT	6/2/2015 2015 EXISTING VOLUMES	FDOT PSCF	PEAK SEASON 2015 VOLUMES	GROWTH RATE PER YEAR TO 2020	2020 FUTURE VOLUMES	PINEAPPLE HOUSE		HOTEL ON 3RD ST		450-500 N FEDERAL		2020 WO PROJECT	MORGAN ON 3RD AVE		2020 WITH PROJECT	LANE GEOMETRY
								Net New PM Trips DIST.%	PM Trips 35 IN 26 OUT		PM Trips 119 IN 121 OUT		PM Trips 84 IN 118 OUT			PM Trips 135 IN 71 OUT		
5	NE 4 Street and NE 3 Ave 2011/2080=0.97 PHF = 0.97	NB LEFT THRU RIGHT	98 971 106	1.06 1.06 1.06	104 1029 112	0.25% 0.25% 0.25%	105 1042 114	0.00% 25.00% 0.00%	0 9 0	0.00% 10.00% 35.00%	0 12 42	0.00% 0.00% 0.00%	0 0 0	105 1063 156	0.00% 0.00% 19.00%	0 0 26	105 1063 182	1L 1T 1TR
	Signalized	SB LEFT THRU RIGHT	19 367 38	1.06 1.06 1.06	20 389 40	0.25% 0.25% 0.25%	20 394 41	0.00% 25.00% 0.00%	0 7 0	0.00% 10.00% 0.00%	0 12 0	0.00% 0.00% 0.00%	0 0 0	20 412 41	7.00% 0.00% 0.00%	9 0 0	29 412 41	1L 1T 1TR
		EB LEFT THRU RIGHT	41 106 26	1.06 1.06 1.06	43 112 28	0.25% 0.25% 0.25%	44 114 28	0.00% 0.00% 0.00%	0 0 0	0.00% 0.00% 0.00%	0 0 0	0.00% 5.00% 0.00%	0 4 0	44 118 28	0.00% 15.00% 0.00%	0 20 0	44 138 28	1L 1TR
		WB LEFT THRU RIGHT	33 154 52	1.06 1.06 1.06	35 163 55	0.25% 0.25% 0.25%	35 165 56	0.00% 0.00% 0.00%	0 0 0	0.00% 0.00% 0.00%	0 0 0	0.00% 5.00% 0.00%	0 6 0	35 171 56	19.00% 15.00% 7.00%	13 11 5	48 182 61	1L 1TR

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	NE 3 Avenue/NE 4 Street				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/8/2016					Jurisdiction	Broward County				
Time Period	AM Peak					Analysis Year	Existing				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	17	119	83	110	109	36	21	254	46	41	869	23
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Pretimed/Actuated (P/A)	A	A	A	A	A	A	P	P	P	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G =	G =	G =	G = 45.0	G =	G =	G =				
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 80.5				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	17	206		112	148		21	306		42	910	
Lane Group Capacity	384	543		339	557		270	1937		589	1975	
v/c Ratio	0.04	0.38		0.33	0.27		0.08	0.16		0.07	0.46	
Green Ratio	0.31	0.31		0.31	0.31		0.56	0.56		0.56	0.56	
Uniform Delay d ₁	19.4	21.7		21.3	20.9		8.2	8.6		8.2	10.5	
Delay Factor k	0.11	0.11		0.11	0.11		0.50	0.50		0.50	0.50	
Incremental Delay d ₂	0.0	0.4		0.6	0.3		0.6	0.2		0.2	0.8	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	19.4	22.1		21.9	21.1		8.7	8.8		8.4	11.3	
Lane Group LOS	B	C		C	C		A	A		A	B	
Approach Delay	21.9			21.4			8.8			11.2		
Approach LOS	C			C			A			B		
Intersection Delay	13.6			Intersection LOS						B		

SHORT REPORT

General Information						Site Information						
Analyst <i>LSB</i> Agency or Co. <i>Cathy Sweetapple & Associates</i> Date Performed <i>1/8/2016</i> Time Period <i>PM Peak</i>						Intersection <i>NE 3 Avenue/NE 4 Street</i> Area Type <i>All other areas</i> Jurisdiction <i>Broward County</i> Analysis Year <i>Existing</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	43	112	28	35	163	55	104	1029	112	20	389	40
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Pretimed/Actuated (P/A)	A	A	A	A	A	A	P	P	P	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G =	G =	G =	G = 45.0	G =	G =	G =				
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.5						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	44	144		36	225		107	1176		21	442	
Lane Group Capacity	323	561		385	557		514	1954		176	1955	
v/c Ratio	0.14	0.26		0.09	0.40		0.21	0.60		0.12	0.23	
Green Ratio	0.31	0.31		0.31	0.31		0.56	0.56		0.56	0.56	
Uniform Delay d ₁	20.0	20.8		19.7	21.9		8.9	11.8		8.4	9.0	
Delay Factor k	0.11	0.11		0.11	0.11		0.50	0.50		0.50	0.50	
Incremental Delay d ₂	0.2	0.2		0.1	0.5		0.9	1.4		1.4	0.3	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	20.2	21.0		19.8	22.4		9.8	13.2		9.8	9.2	
Lane Group LOS	C	C		B	C		A	B		A	A	
Approach Delay	20.8			22.0			12.9			9.3		
Approach LOS	C			C			B			A		
Intersection Delay	13.9			Intersection LOS						B		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	NE 3 Avenue/NE 4 Street				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/8/2016					Jurisdiction	Broward County				
Time Period	AM Peak					Analysis Year	Future without Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	17	126	84	112	114	36	21	276	92	42	902	24
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Pretimed/Actuated (P/A)	A	A	A	A	A	A	P	P	P	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G =	G =	G =	G = 45.0	G =	G =	G =				
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 80.5				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	17	215		114	153		21	376		43	944	
Lane Group Capacity	382	544		331	557		257	1908		551	1975	
v/c Ratio	0.04	0.40		0.34	0.27		0.08	0.20		0.08	0.48	
Green Ratio	0.31	0.31		0.31	0.31		0.56	0.56		0.56	0.56	
Uniform Delay d ₁	19.4	21.8		21.4	20.9		8.2	8.8		8.2	10.7	
Delay Factor k	0.11	0.11		0.11	0.11		0.50	0.50		0.50	0.50	
Incremental Delay d ₂	0.0	0.5		0.6	0.3		0.6	0.2		0.3	0.8	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	19.4	22.3		22.1	21.2		8.8	9.0		8.5	11.5	
Lane Group LOS	B	C		C	C		A	A		A	B	
Approach Delay	22.1			21.6			9.0			11.4		
Approach LOS	C			C			A			B		
Intersection Delay	13.6			Intersection LOS						B		

SHORT REPORT

General Information					Site Information				
Analyst	LSB				Intersection	NE 3 Avenue/NE 4 Street			
Agency or Co.	Cathy Sweetapple & Associates				Area Type	All other areas			
Date Performed	1/8/2016				Jurisdiction	Broward County			
Time Period	PM Peak				Analysis Year	Future without Project			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	44	118	28	35	171	56	105	1063	156	20	412	41
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Pretimed/Actuated (P/A)	A	A	A	A	A	A	P	P	P	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G =	G =	G =	G = 45.0	G =	G =	G =				
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 80.5				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	45	151		36	234		108	1257		21	467	
Lane Group Capacity	315	562		382	557		498	1945		151	1956	
v/c Ratio	0.14	0.27		0.09	0.42		0.22	0.65		0.14	0.24	
Green Ratio	0.31	0.31		0.31	0.31		0.56	0.56		0.56	0.56	
Uniform Delay d ₁	20.0	20.9		19.7	22.0		8.9	12.3		8.5	9.0	
Delay Factor k	0.11	0.11		0.11	0.11		0.50	0.50		0.50	0.50	
Incremental Delay d ₂	0.2	0.3		0.1	0.5		1.0	1.7		1.9	0.3	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	20.2	21.1		19.8	22.5		9.9	13.9		10.4	9.3	
Lane Group LOS	C	C		B	C		A	B		B	A	
Approach Delay	20.9			22.2			13.6			9.4		
Approach LOS	C			C			B			A		
Intersection Delay	14.3			Intersection LOS						B		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	NE 3 Avenue/NE 4 Street				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/10/2016					Jurisdiction	Broward County				
Time Period	AM Peak					Analysis Year	Future with Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	17	130	84	137	134	48	21	276	97	44	902	24
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Pretimed/Actuated (P/A)	A	A	A	A	A	A	P	P	P	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G =	G =	G =	G = 45.0	G =	G =	G =				
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 80.5				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	17	219		140	186		21	381		45	944	
Lane Group Capacity	357	544		328	556		257	1905		548	1975	
v/c Ratio	0.05	0.40		0.43	0.33		0.08	0.20		0.08	0.48	
Green Ratio	0.31	0.31		0.31	0.31		0.56	0.56		0.56	0.56	
Uniform Delay d ₁	19.4	21.9		22.1	21.4		8.2	8.8		8.2	10.7	
Delay Factor k	0.11	0.11		0.11	0.11		0.50	0.50		0.50	0.50	
Incremental Delay d ₂	0.1	0.5		0.9	0.4		0.6	0.2		0.3	0.8	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	19.5	22.4		23.0	21.7		8.8	9.0		8.5	11.5	
Lane Group LOS	B	C		C	C		A	A		A	B	
Approach Delay	22.1			22.2			9.0			11.4		
Approach LOS	C			C			A			B		
Intersection Delay	14.0			Intersection LOS						B		

SHORT REPORT

General Information						Site Information					
Analyst	LSB					Intersection	NE 3 Avenue/NE 4 Street				
Agency or Co.	Cathy Sweetapple & Associates					Area Type	All other areas				
Date Performed	1/10/2016					Jurisdiction	Broward County				
Time Period	PM Peak					Analysis Year	Future with Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	44	138	28	48	182	61	105	1063	182	29	412	41
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Pretimed/Actuated (P/A)	A	A	A	A	A	A	P	P	P	P	P	P
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G =	G =	G =	G = 45.0	G =	G =	G =				
	Y = 5.5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 80.5				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	45	171		49	251		108	1284		30	467	
Lane Group Capacity	300	564		370	557		498	1939		144	1956	
v/c Ratio	0.15	0.30		0.13	0.45		0.22	0.66		0.21	0.24	
Green Ratio	0.31	0.31		0.31	0.31		0.56	0.56		0.56	0.56	
Uniform Delay d ₁	20.1	21.1		20.0	22.2		8.9	12.4		8.9	9.0	
Delay Factor k	0.11	0.11		0.11	0.11		0.50	0.50		0.50	0.50	
Incremental Delay d ₂	0.2	0.3		0.2	0.6		1.0	1.8		3.3	0.3	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control Delay	20.3	21.4		20.1	22.8		9.9	14.2		12.1	9.3	
Lane Group LOS	C	C		C	C		A	B		B	A	
Approach Delay	21.2			22.4			13.9			9.5		
Approach LOS	C			C			B			A		
Intersection Delay	14.7			Intersection LOS						B		



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2041	Initial Operation Date	10/21/71
Controller Type	2070 LN	System Number	2041
Modification Number	10	Modification Date	05/22/2012
Drawing/Project No	GRP 4	FPL Grid Number	87680444106
Intersection	NE 3 AVENUE and NE 4 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4		6		8
Direction		NB		EB		SB		WB
Initial Green(MIN)		10		6		10		6
Vehicle Ext.(GAP)		3.0		2.0		3.0		2.0
Maximum Green I		45		25		45		25
Maximum Green II								
Yellow Clearance		4.0		4.0		4.0		4.0
All Red Clearance		1.0		1.5		1.0		1.5
Phase Recall		MIN		OFF		MIN		OFF
Detector Delay								
Walk		7		5		7		5
Pedestrian Clearance		7		12		7		12
Permissive								
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return								

Attachment

Channel/Drop / IP Address

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. MOD. 10 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____

Approved By _____

CAM #16-0115

Exhibit 2

Broward County

Timing Sheet

9/25/2015 3:59:17 PM

Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		7		12		7		12								
Min Green		10		6		10		6								
Gap Ext		3		2		3		2								
Max1		45		25		45		25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		1		1.5		1		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

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				

Prepared By

Date Implemented

Station : 2041 - NE 3 Ave & NE 4 St (Standard File)

Coordination

[illegible]

[illegible][illegible]

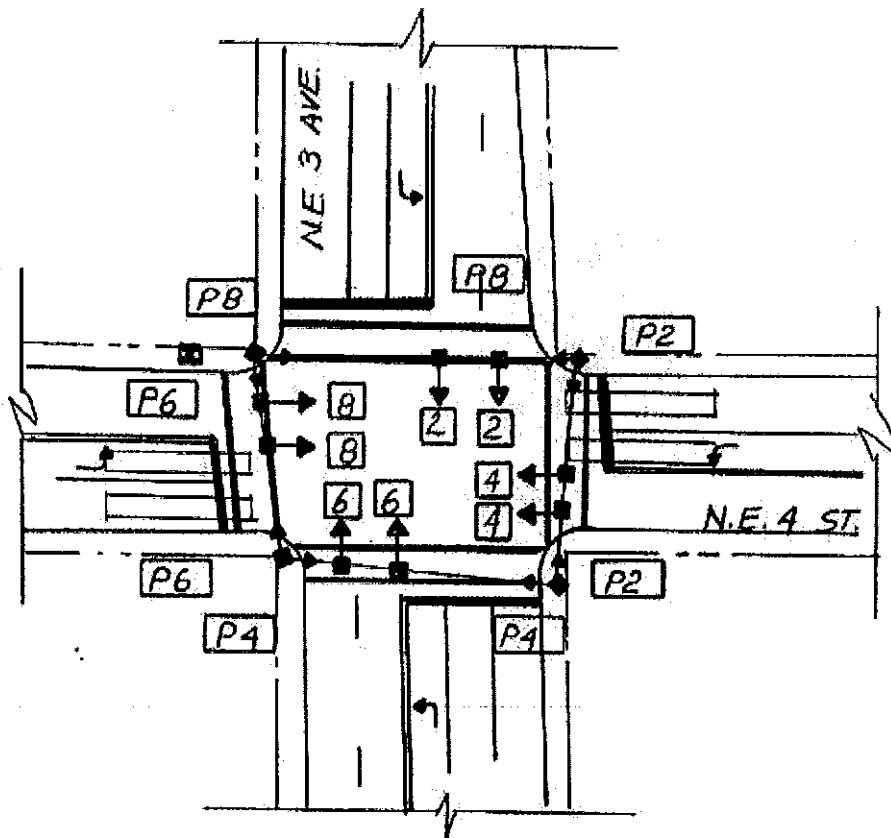
CAM #16-0115
Exhibit 2
9/25/2015
Page 201 of 212

BROWARD COUNTY TRAFFIC ENGINEERING DIVISION
TRAFFIC SIGNAL INSTALLATION ORDER

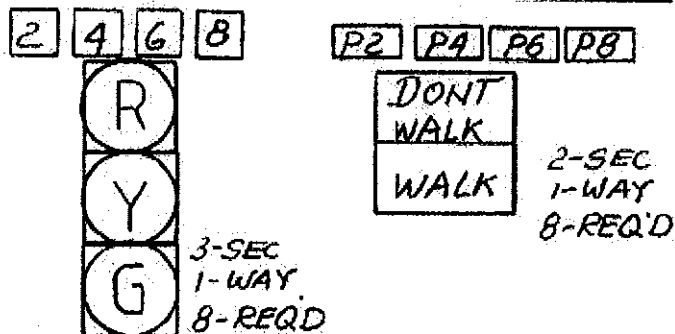
LOCATION N.E. 3 RD. AVE. & N.E. 4 TH. ST.

ORDER NO. _____ ISSUE DATE: _____ REVISION NO : _____ COMPLETION DATE: _____

DWG. NO. _____ FILE NO. B-41 CITY: FT. LAUDERDALE SCALE: 1" = 50'

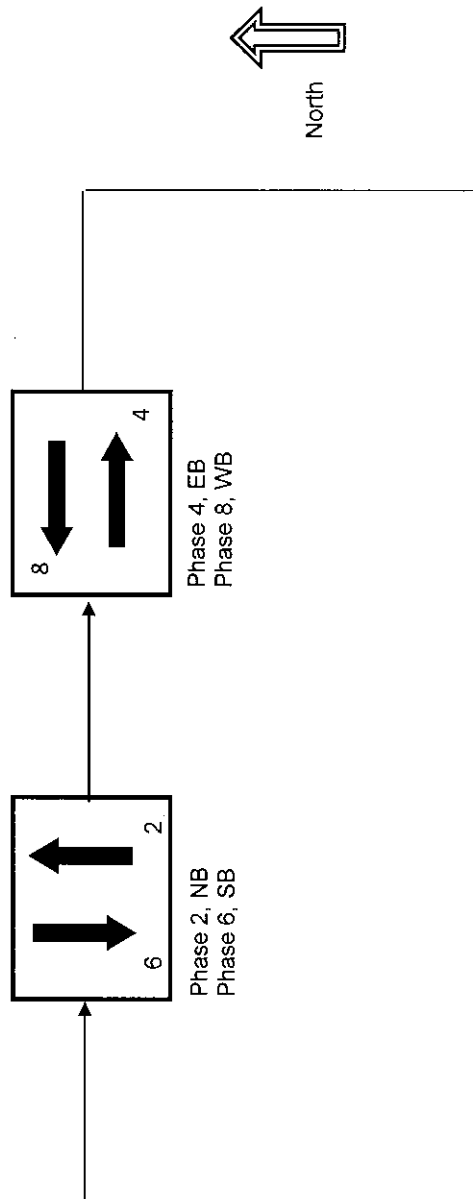


SIGNAL HEAD DETAIL



REMARKS: _____

Sequence of Operation
NE 3 Avenue and NE 4 Street
Intersection Number (2041), Fort Lauderdale



**TABLE 7F
MORGAN ON 3RD AVENUE
INTERSECTION TURNING MOVEMENTS
NE 3 AVENUE AT NE 5 STREET**

1/10/2016

AM PEAK HOUR																		
No.	INTERSECTION	MVNT	6/2/2015 2015 EXISTING VOLUMES	FDOT PSCF	PEAK SEASON 2015 VOLUMES	GROWTH RATE PER YEAR TO 2020	2020 FUTURE VOLUMES	PINEAPPLE HOUSE		HOTEL ON 3RD ST		450-500 N FEDERAL		2020 WO PROJECT	MORGAN ON 3RD AVE		2020 WITH PROJECT	LANE GEOMETRY
								Net New AM Trips DIST.%	AM Trips 19 IN 27 OUT		AM Trips 157 IN 130 OUT		AM Trips 113 IN 51 OUT			AM Trips 27 IN 133 OUT		
6	NE 5 Street and NE 3 Ave 1272/1320=0.96 PHF = 0.96	NB																
		LEFT	12	1.06	13	0.25%	13	25.00%	5	0.00%	0	0.00%	0	18	0.00%	0	18	1LT
		THRU	266	1.06	282	0.25%	286	0.00%	0	10.00%	16	0.00%	0	302	9.00%	12	314	
		RIGHT	8	1.06	8	0.25%	9	0.00%	0	0.00%	0	0.00%	0	9	0.00%	0	9	1TR
	Stop Sign E-W	SB																
		LEFT	11	1.06	12	0.25%	12	0.00%	0	0.00%	0	0.00%	0	12	15.00%	4	16	1LT
		THRU	816	1.06	865	0.25%	876	0.00%	0	10.00%	13	0.00%	0	889	9.00%	2	891	
		RIGHT	5	1.06	5	0.25%	5	25.00%	5	0.00%	0	0.00%	0	10	0.00%	0	10	1TR
		EB																
		LEFT	6	1.06	6	0.25%	6	0.00%	0	0.00%	0	0.00%	0	6	0.00%	0	6	1LTR
		THRU	14	1.06	15	0.25%	15	0.00%	0	0.00%	0	0.00%	0	15	0.00%	0	15	
		RIGHT	48	1.06	51	0.25%	52	25.00%	7	0.00%	0	0.00%	0	59	0.00%	0	59	
		WB																
		LEFT	33	1.06	35	0.25%	35	0.00%	0	0.00%	0	0.00%	0	35	0.00%	0	35	1TL
		THRU	24	1.06	25	0.25%	26	10.00%	2	0.00%	0	0.00%	0	28	0.00%	0	28	1R
		RIGHT	29	1.06	31	0.25%	31	0.00%	0	0.00%	0	0.00%	0	31	15.00%	20	51	
PM PEAK HOUR																		
No.	INTERSECTION	MVNT	6/2/2015 2015 EXISTING VOLUMES	FDOT PSCF	PEAK SEASON 2015 VOLUMES	GROWTH RATE PER YEAR TO 2020	2020 FUTURE VOLUMES	PINEAPPLE HOUSE		HOTEL ON 3RD ST		450-500 N FEDERAL		2020 WO PROJECT	MORGAN ON 3RD AVE		2020 WITH PROJECT	LANE GEOMETRY
								Net New PM Trips DIST.%	PM Trips 35 IN 26 OUT		PM Trips 119 IN 121 OUT		PM Trips 84 IN 118 OUT			PM Trips 135 IN 71 OUT		
6	NE 5 Street and NE 3 Ave 1584/1652=0.96 PHF = 0.96	NB																
		LEFT	24	1.06	25	0.25%	26	25.00%	9	0.00%	0	0.00%	0	35	0.00%	0	35	1LT
		THRU	1020	1.06	1081	0.25%	1095	0.00%	0	10.00%	12	0.00%	0	1107	7.00%	5	1112	
		RIGHT	21	1.06	22	0.25%	23	0.00%	0	0.00%	0	0.00%	0	23	0.00%	0	23	1TR
	Stop Sign E-W	SB																
		LEFT	13	1.06	14	0.25%	14	0.00%	0	0.00%	0	0.00%	0	14	15.00%	20	34	1LT
		THRU	409	1.06	434	0.25%	439	0.00%	0	10.00%	12	0.00%	0	451	7.00%	9	460	
		RIGHT	15	1.06	16	0.25%	16	25.00%	9	0.00%	0	0.00%	0	25	0.00%	0	25	1TR
		EB																
		LEFT	6	1.06	6	0.25%	6	0.00%	0	0.00%	0	0.00%	0	6	0.00%	0	6	1LTR
		THRU	17	1.06	18	0.25%	18	0.00%	0	0.00%	0	0.00%	0	18	0.00%	0	18	
		RIGHT	15	1.06	16	0.25%	16	25.00%	7	0.00%	0	0.00%	0	23	0.00%	0	23	
		WB																
		LEFT	13	1.06	14	0.25%	14	0.00%	0	0.00%	0	0.00%	0	14	0.00%	0	14	1TL
		THRU	4	1.06	4	0.25%	4	10.00%	4	0.00%	0	0.00%	0	8	0.00%	0	8	1R
		RIGHT	27	1.06	29	0.25%	29	0.00%	0	0.00%	0	0.00%	0	29	15.00%	11	40	

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	LSB/CAS			Intersection	NE 3 Avenue / NE 5 Street			
Agency/Co.	Cathy Sweetapple & Associates			Jurisdiction	Broward County			
Date Performed	1/8/2016			Analysis Year	Existing			
Analysis Time Period	AM Peak Hour							
Project Description <i>Morgan on 3rd Avenue</i>								
East/West Street: <i>NW 5 Street</i>				North/South Street: <i>NE 3 Avenue</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	13	282	8	12	865	5		
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96		
Hourly Flow Rate, HFR (veh/h)	13	293	8	12	901	5		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	0	2	0		
Configuration	LT		TR	LT		TR		
Upstream Signal		1			1			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	6	15	51	35	25	31		
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96		
Hourly Flow Rate, HFR (veh/h)	6	15	53	36	26	32		
Percent Heavy Vehicles	2	2	2	2	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	1		
Configuration		LTR		LT		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT	LT		R		LTR	
v (veh/h)	13	12	62		32		74	
C (m) (veh/h)	913	1272	314		902		488	
v/c	0.01	0.01	0.20		0.04		0.15	
95% queue length	0.04	0.03	0.72		0.11		0.53	
Control Delay (s/veh)	9.0	7.9	19.3		9.1		13.7	
LOS	A	A	C		A		B	
Approach Delay (s/veh)	--	--	15.8			13.7		
Approach LOS	--	--	C			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB/CAS	Intersection	NE 3 Avenue / NE 5 Street
Agency/Co.	Cathy Sweetapple & Associates	Jurisdiction	Broward County
Date Performed	1/8/2016	Analysis Year	Existing
Analysis Time Period	PM Peak Hour		
Project Description Morgan on 3rd Avenue			
East/West Street: NW 5 Street		North/South Street: NE 3 Avenue	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	25	1081	22	14	434	16
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	26	1126	22	14	452	16
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	LT		TR	LT		TR
Upstream Signal		1			1	
Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6	18	16	14	4	29
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	6	18	16	14	4	30
Percent Heavy Vehicles	2	2	2	2	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT	LT		R		LTR	
v (veh/h)	26	14	18		30		40	
C (m) (veh/h)	1157	765	138		838		220	
v/c	0.02	0.02	0.13		0.04		0.18	
95% queue length	0.07	0.06	0.44		0.11		0.65	
Control Delay (s/veh)	8.2	9.8	35.0		9.5		25.0	
LOS	A	A	D		A		C	
Approach Delay (s/veh)	--	--	19.0			25.0		
Approach LOS	--	--	C			C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB/CAS	Intersection	NE 3 Avenue / NE 5 Street
Agency/Co.	Cathy Sweetapple & Associates	Jurisdiction	Broward County
Date Performed	1/8/2016	Analysis Year	Future without Project
Analysis Time Period	AM Peak Hour		
Project Description Morgan on 3rd Avenue			
East/West Street: NW 5 Street		North/South Street: NE 3 Avenue	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	18	302	9	12	889	10
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	18	314	9	12	926	10
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	LT		TR	LT		TR
Upstream Signal		1			1	
Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6	15	59	35	28	31
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	6	15	61	36	29	32
Percent Heavy Vehicles	2	2	2	2	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT	LT		R		LTR	
v (veh/h)	18	12	65		32		82	
C (m) (veh/h)	890	1248	282		888		479	
v/c	0.02	0.01	0.23		0.04		0.17	
95% queue length	0.06	0.03	0.87		0.11		0.61	
Control Delay (s/veh)	9.1	7.9	21.5		9.2		14.1	
LOS	A	A	C		A		B	
Approach Delay (s/veh)	--	--	17.5			14.1		
Approach LOS	--	--	C			B		

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	LSB/CAS			Intersection	NE 3 Avenue / NE 5 Street			
Agency/Co.	Cathy Sweetapple & Associates			Jurisdiction	Broward County			
Date Performed	1/8/2016			Analysis Year	Future without Project			
Analysis Time Period	PM Peak Hour							
Project Description Morgan on 3rd Avenue								
East/West Street: NW 5 Street				North/South Street: NE 3 Avenue				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	35	1107	23	14	451	25		
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96		
Hourly Flow Rate, HFR (veh/h)	36	1153	23	14	469	26		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	0	2	0		
Configuration	LT		TR	LT		TR		
Upstream Signal		1			1			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	6	18	23	14	8	29		
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96		
Hourly Flow Rate, HFR (veh/h)	6	18	23	14	8	30		
Percent Heavy Vehicles	2	2	2	2	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	1		
Configuration		LTR		LT		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT	LT		R		LTR	
v (veh/h)	36	14	22		30		47	
C (m) (veh/h)	1114	751	117		829		217	
v/c	0.03	0.02	0.19		0.04		0.22	
95% queue length	0.10	0.06	0.66		0.11		0.80	
Control Delay (s/veh)	8.3	9.9	42.8		9.5		26.1	
LOS	A	A	E		A		D	
Approach Delay (s/veh)	--	--	23.6			26.1		
Approach LOS	--	--	C			D		

TWO-WAY STOP CONTROL SUMMARY

General Information								Site Information					
Analyst	LSB/CAS			Intersection	NE 3 Avenue / NE 5 Street								
Agency/Co.	Cathy Sweetapple & Associates			Jurisdiction	Broward County								
Date Performed	1/10/2016			Analysis Year	Future with Project								
Analysis Time Period	AM Peak Hour												
Project Description								Morgan on 3rd Avenue					
East/West Street:				NW 5 Street				North/South Street:				NE 3 Avenue	
Intersection Orientation:				North-South				Study Period (hrs):				0.25	
Vehicle Volumes and Adjustments													
Major Street		Northbound				Southbound							
Movement		1	2	3		4	5	6					
		L	T	R		L	T	R					
Volume (veh/h)		18	314	9		16	891	10					
Peak-Hour Factor, PHF		0.96	0.96	0.96		0.96	0.96	0.96					
Hourly Flow Rate, HFR (veh/h)		18	327	9		16	928	10					
Percent Heavy Vehicles		0	--	--		0	--	--					
Median Type	Undivided												
RT Channelized				0				0					
Lanes		0	2	0		0	2	0					
Configuration		LT		TR		LT		TR					
Upstream Signal			1				1						
Minor Street		Eastbound				Westbound							
Movement		7	8	9		10	11	12					
		L	T	R		L	T	R					
Volume (veh/h)		6	15	59		35	28	51					
Peak-Hour Factor, PHF		0.96	0.96	0.96		0.96	0.96	0.96					
Hourly Flow Rate, HFR (veh/h)		6	15	61		36	29	53					
Percent Heavy Vehicles		2	2	2		2	0	0					
Percent Grade (%)		0				0							
Flared Approach			N				N						
Storage			0				0						
RT Channelized				0				0					
Lanes		0	1	0		0	1	1					
Configuration			LTR			LT		R					
Delay, Queue Length, and Level of Service													
Approach	Northbound	Southbound	Westbound			Eastbound							
Movement	1	4	7	8	9	10	11	12					
Lane Configuration	LT	LT	LT		R		LTR						
v (veh/h)	18	16	65		53		82						
C (m) (veh/h)	889	1235	268		881		466						
v/c	0.02	0.01	0.24		0.06		0.18						
95% queue length	0.06	0.04	0.93		0.19		0.63						
Control Delay (s/veh)	9.1	8.0	22.7		9.3		14.4						
LOS	A	A	C		A		B						
Approach Delay (s/veh)	--	--	16.7			14.4							
Approach LOS	--	--	C			B							

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LSB/CAS	Intersection	NE 3 Avenue / NE 5 Street
Agency/Co.	Cathy Sweetapple & Associates	Jurisdiction	Broward County
Date Performed	1/10/2016	Analysis Year	Future with Project
Analysis Time Period	PM Peak Hour		
Project Description Morgan on 3rd Avenue			
East/West Street: NW 5 Street		North/South Street: NE 3 Avenue	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	35	1112	23	34	460	25
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	36	1158	23	35	479	26
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	LT		TR	LT		TR
Upstream Signal		1			1	
Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6	18	23	14	8	40
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	6	18	23	14	8	41
Percent Heavy Vehicles	2	2	2	2	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration		LTR		LT		R

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT	LT		R		LTR	
v (veh/h)	36	35	22		41		47	
C (m) (veh/h)	1125	746	102		829		196	
v/c	0.03	0.05	0.22		0.05		0.24	
95% queue length	0.10	0.15	0.77		0.16		0.90	
Control Delay (s/veh)	8.3	10.1	49.7		9.6		29.1	
LOS	A	B	E		A		D	
Approach Delay (s/veh)	--	--	23.6			29.1		
Approach LOS	--	--	C			D		

Attachment 8

Project Site Plan

<p>JOSE L. SAUMELL AR0013085</p>	<p>MORGAN on 3rd Ave</p> <p>LOCATED AT:</p> <p>400 N.E. 3RD AVE. FORT LAUDERDALE, FLORIDA</p> <p>FOR:</p> <p>MORGAN GROUP HOUSTON, TX 77081</p>
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MSA ARCHITECTS, INC.
 44C000895
 MIAMI OFFICE
 7695 SW 104th ST.
 SUITE 100
 MIAMI, FLORIDA 33156
 (305) 273-9911

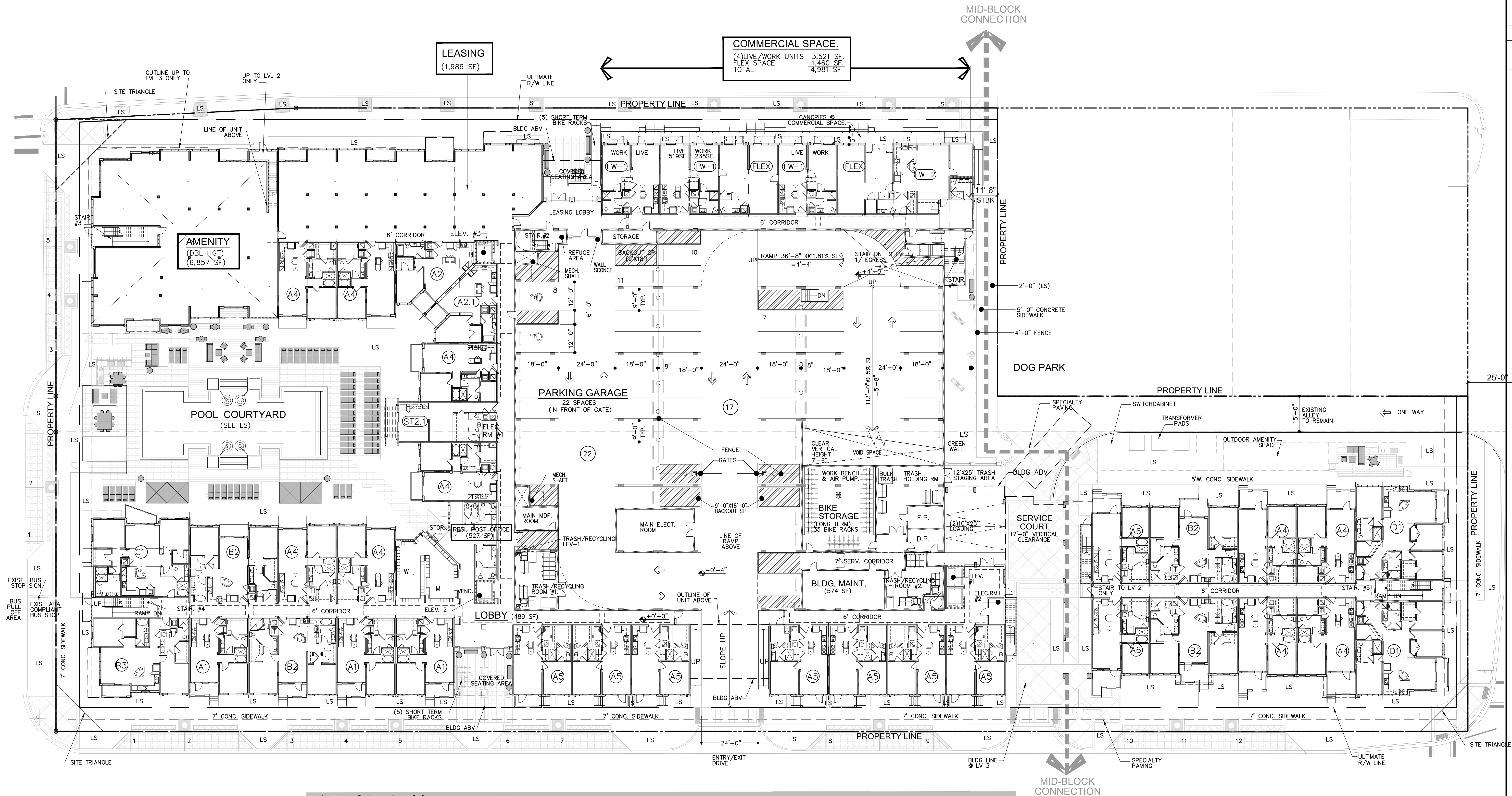
HOLLYWOOD OFFICE
 3303 SOUTH 21st AVE.
 HOLLYWOOD, FLORIDA 33021
 (954) 925-6030

IS BUILDING AND/OR OVERSEEING THE
 IN WRITING BY THE ARCHITECT



DRAWN	
CHECKED	-
DATE	08/14/15
SCALE	AS SHOWN
JOB NO.	1658.PRJ
SHEET	1658-A-2.1.DWG

<p>SITE PLAN NOTES:</p> <p>1. FOR ALL SITE RELATED DIMENSIONS & NOTES, REFER TO SITE PLAN BY CIVIL ENGINEER.</p>



	Unit Type & Areas																	Total	
	Live/Work		Studios		1 BD						2 BD				3BD				
	LW-1	LW-2	ST1	ST2	A1	A2	A2.1	A3	A4	A5	A6	B1	B2	B3	C1	D1	E-1		
Area	754 sf	1,259 sf	575 sf	662 sf	776 sf	729 sf	732 sf	781 sf	819 sf	754 sf	804 sf	1,205 sf	1,183 sf	1,235 sf	1,327 sf	1,463 sf	1,699 sf		
Level 1	3	1	0	1	3	1	1	0	10	7	2	0	4	1	1	2	0		
Level 2	0	0	1	1	5	2	2	1	10	13	1	1	5	1	1	2	1		
Level 3	0	0	1	1	6	2	2	1	12	13	0	2	7	2	2	2	1		
Level 4	0	0	1	1	6	2	2	1	12	13	0	2	7	2	2	2	1		
Level 5	0	0	1	1	6	2	2	1	12	13	0	2	7	2	2	2	1		
Level 6	0	0	1	1	6	2	2	1	12	13	0	2	7	2	2	2	1		
Level 7	0	0	0	1	5	2	2	0	11	13	0	2	7	2	2	2	1		
Totals	3 units	1 units	5 units	7 units	37 units	13 units	13 units	5 units	79 units	85 units	3 units	11 units	44 units	12 units	12 units	14 units	6 units		
# Bedrooms	251 bedrooms											158 bedrooms				60 bedrooms		350 units	
Areas	2,262 sf	1,259 sf	2,875 sf	4,635 sf	28,721 sf	9,475 sf	9,520 sf	3,905 sf	64,711 sf	64,054 sf	2,411 sf	13,255 sf	52,030 sf	14,821 sf	15,929 sf	20,487 sf	10,194 sf		
% of Project	0.9%	0.3%	1.4%	2.0%	10.6%	3.7%	3.7%	1.4%	22.6%	24.3%	0.9%	3.1%	12.6%	3.4%	3.4%	4.8%	1.7%		
% Totals	1.14%		3.43%		67.14%						22.57%						5.71%		
																	Average per Unit		916 sf

Parking Summary					
Provided Parking Count					Totals
	In Front Gate		Behind Gate		
	Standard	HC	Standard	HC	
Level 1	20	2	17	0	39
Level 2	-	-	68	2	71
Level 3	-	-	70	2	72
Level 4	-	-	70	2	72
Level 5	-	-	70	2	72
Level 6	-	-	70	2	72
Level 7	-	-	72	0	72
Level 8 Roof top	-	-	55	0	55
Subtotal	20	2	493	10	
Grand Totals	22		503		525



LEVEL 1

33 UNITS
22 PARKING SPACES IN
FRONT OF GATE
17 BEHIND GATE

SCALE: 1"=20'-0"

A-2.1