KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

May 13, 2016

Christy Dominguez
Planning and Zoning Division
City of Hallandale Beach
400 South Federal Highway
Hallandale Beach, Florida 33009

Cc: Shing Tsoi, P. E., Kittelson & Associates, Inc.
Sebastian Salvat, MG 100 Federal, LLC
Juan C. Caycedo, AIA, RLC Architects
Hope Calhoun, Dunay, Miskel & Backman, LLP

Subject: **MG 100 Tower Development**
Responses to Review Comments on Traffic Study, Site Plan and Development Application #3
Keith and Schnars Project No. 18215.00

Dear Ms. Dominguez:

This letter provides responses to the study review comments prepared by Kittelson & Associates for the MG 100 Tower Traffic Study dated March 2, 2016, and received from the City of Hallandale Beach on April 19, 2016. For ease of review, we have provided the City's (Kittelson) comments in italics, and the Applicant's responses in bold text directly below the comments. A copy of the Kittelson letter is provided as **Attachment A**.

General:

- *KA Comment 1:*
  Please provide response to this set of comments in the revised submittal.

  Keith and Schnars Response 1:
  The revised traffic report incorporates the comments presented herewith, where applicable. The response letter will also be incorporated in the report Appendix.

Committed Projects:

- *KA Comment 2:*
  On Figure 6, some of the volumes are not balanced between intersections. For example, the eastbound and westbound volumes on Hallandale Beach Boulevard between Dixie Highway and NE/SE 1st Avenue are not balanced,

which may be due to the incorrect input in the committed trips from Domus Office. Please verify and revise.

Keith and Schnars Response 2:
All traffic volume figures and traffic development tables, as well as the committed development volumes, have been reviewed and revised to ensure balancing at the Hallandale Beach Boulevard (HBB) intersections at Dixie Highway and NE/SE 1st Avenue.

The 2018 scenario figures have also been modified to reflect the proposed lane configuration and operations changes at the two aforementioned intersections. The left-turn lanes and movements off westbound HBB at Dixie and eastbound HBB at NE/SE 1st Avenue will be removed. The 2018 background and total traffic will be diverted assuming a right-turn followed by another right-turn on the adjacent local streets to account for the left-turn movements and volumes.

The revised traffic development tables (Tables 1A/B though 19A/B are provided in Attachment B).

- *KA Comment 3:*
  The committed trips from a few developments appear to be too high. For example, eastbound right-turn at US 1/Hallandale Beach Boulevard from Domus Office, southbound through at US 1/SE 2nd Street and US 1/SE 3rd Street from Domus Office, northbound right-turn at US 1/SE 9th Street from Gulfstream Point, southbound though at US 1/Atlantic Shores Boulevard from Art Square, and Oasis Phase 1 at all intersections (please see attached for the Oasis Phase 1 traffic study). Please verify and revise.

  Keith and Schnars Response 3:
  All committed development trips and distribution were revisited and revised accordingly. The Oasis volumes were found to be lower than shown in the report.

  A summary table of the approved developments (as of April 2016), including development parameters, trip generation, and source of information (traffic reports or statements) will be incorporated in the report. (See Attachment C)

- *KA Comment 4:*
  At Hallandale Beach Boulevard/Dixie Highway/NE 1st Avenue, westbound left-turn movement has recently been eliminated, and eastbound left-turn movement

will be eliminated in late 2016. For the year 2018 scenarios, please modify the analyses to reflect these changes and reroute the left-turn traffic.

Keith and Schnars Response 4:
The SYNCHRO 9 network and traffic information for the 2018 scenarios have been revised to reflect the proposed geometric and signal operations changes (see Response to KA Comment 2).

The figures and analysis for the existing conditions will not be changed since the data was collected in December 2015.

Capacity Analysis:

- *KA Comment 5:*
  The seasonal adjustment factors do not appear to be consistent with the Peak Season Conversion Factor (PSCF) included in the appendix at some intersections. For example, at US 1/Hallandale Beach Boulevard, US 1/SE 3rd Street, US 1/NE 3rd Street, US 1/SE 9th Street, and US 1/Atlantic Shores Boulevard.

  Keith and Schnars Response 5:
  The Peak Seasonal Conversion Factor (PSCF) was reviewed for all intersections to insure consistency between the appendix, the analysis, and the FDOT 2014 FTI.

LOS Analysis:

- *KA Comment 6:*
  Please include the analysis summary at the SE 2nd Street/SE 1st Avenue intersection in Tables 5 and 6.

  Keith and Schnars Response 6:
  Tables 5 and 6 will include this intersection. The traffic analysis did include this intersection, but the results were not summarized.

- *KA Comment 7:*
  Westbound approach at SE 3rd Street/Old Federal Highway has only 1 lane but is coded as having 2 lanes. Please verify and revise.

  Keith and Schnars Response 7:
  The SNYCHRO model has been re-coded to reflect the one-lane westbound condition.

- *KA Comment 8:*
  Lane utilization factor on the eastbound approach at Hallandale Beach Boulevard/Dixie Highway needs to be adjusted to reflect the downstream left-turn lane in the existing conditions. Please calculate the lane utilization factors based on the traffic volumes.

  Keith and Schnars Response 8:
  Lane utilization factor has been adjusted.

- *KA Comment 9:*
  The signal timing and phasing input in the analyses do not appear to be consistent with the signal timing sheets at some intersections. Some of these inconsistencies, listed below, could potentially impact the delay and LOS results significantly. Please revise.
  - *Offset is not consistent with timing sheets*
  - *Phase recall modes are not correct (e.g. recall on coordination phases should be C-Max instead of C-Min)*
  - *Phase sequence and split times are not correct at some intersections such as Hallandale Beach Boulevard/Dixie Highway/NE 1st Avenue, SE 3rd Street/Dixie Highway/SE 1st Avenue and Hallandale Beach Boulevard/Three Islands Boulevard. Hallandale Beach Boulevard/Dixie Highway/NE 1st Avenue and SE 3rd Street/Dixie Highway/SE 1st Avenue both have two intersections operated on one signal controller.*
  - *Left turn phasing at Hallandale Beach Boulevard/Dixie Highway/NE 1st Avenue.*

  Keith and Schnars Response 9:
  Signal timing, phasing, offsets and recalls have been reviewed for all intersections and adjustments made where appropriate consistent with the timing sheets provided by Broward County Traffic Engineering. However, it should be noted that recall on coordinated phases is often coded as C-Min in the County's timing sheets. Furthermore, the intersections on HHB with Dixie Highway and NE 1st Avenue had to be coded as two separate intersections though operated with the same controller in order to be analyzed using HCM 2010 module of Synchro.

- *KA Comment 10:*
  At US 1/Hallandale Beach Boulevard, northbound and southbound left-turn movements have abnormally high delay and v/c ratio as shown in the Synchro analysis outputs. Please verify and revise as needed.

Keith and Schnars Response 10:
The high delay and v/c ratio will be reviewed at US 1/HBB intersections and if unreasonable adjustments will be made.

- *KA Comment 11:*
  At some intersections, the optimized timing resulted in higher delay. For example, at Hallandale Beach Boulevard, NE 1st Avenue, Hallandale Beach Boulevard/US 1, Hallandale Beach Boulevard/NE 10th Avenue, Hallandale Beach Boulevard/NE 8th Avenue. Please verify if this is appropriate and revise as needed.

  Keith and Schnars Response 11:
  It is not unusual for optimized timing to result in higher average delays if the existing timing favors heavy or critical movements. Nonetheless, operational results will be reviewed and adjustments made where appropriate.

- *KA Comment 12:*
  Some of the signal timing optimization included offset changes. Offset changes may impact delay and queuing at adjacent intersections, even if the signal timing is not changed at those adjacent intersections. Please report operation analysis results at those adjacent intersections and clarify how other intersections are impacted with optimized timing. Please also clearly identify which intersections have signal timing optimized.

  Keith and Schnars Response 12:
  Since signal optimization is only recommended for few intersections, an effort will be made to keep offsets constant to minimize impact on nearby intersections. If it is beneficial to modify offsets, impacts on nearby intersections will be reported even if signal changes are not recommended for these intersections.

- *KA Comment 13:*
  In the link analysis, some of the LOS "D" capacity shown on Tables 7 and 8 do not appear to be consistent with the FDOT Generalized Service Volume Table. The LOS D Capacity on Hallandale Beach Boulevard east of Dixie Highway appears to be 4,500 vph, and the LOS D Capacity on US 1 south of Hallandale Beach Highway appears to be 5,390 vph. Please verify and revise.

  Keith and Schnars Response 13:
  The capacity values in Tables 7 and 8 have been revised as per the values found in in Broward County's MPO Capacity Level of Service Spreadsheet-2013, updated on 12/15/14.

The capacity levels – peak hour two-way vehicles per hour - are as follows:

- **Hallandale Boulevard between I-95 and east off Diplomat Parkway = 5,390 veh/hr;**
- **US-1 north of County Line to Hallandale Beach Boulevard = 4,845 veh/hr;**
- **US-1 north of HBB = 3,230 veh/hr; and**
- **SE 3rd Street west of US-1 = 1,130 veh/hr (based on 2012 FDOT Quality/Level of Service Handbook since not included in MPO table).**

Queuing Analysis:

- *KA Comment 14:*
  The eastbound queue at US 1/SE 3rd Street is expected to be over 900 feet in year 2018. Please clarify how site traffic would be able to access SE 3rd Street from Old Federal Highway. Please commit to mitigation measures at US 1/SE 3rd Street and SE 3rd Street/Old Federal Highway as identified in the report.

  Keith and Schnars Response 14:
  The revised analysis will document the eastbound queue impact on accessing SE 3rd Street from Old Federal Highway and identify enhancements if feasible.

- *KA Comment 15:*
  Please clarify if the 95th percentile queue length information for year 2018 total with project is based on the optimized timing or not. If timings are optimized, please provide queue length information with the optimized timing as well in addition to the scenario without optimized timing.

  Keith and Schnars Response 15:
  Queue lengths will be provided for both optimized and existing timings.

- *KA Comment 16:*
  50th percentile queue lengths are reported instead of 95th percentile queue lengths on some movements. For example, SB left/U-turn and WB left at US 1/Hallandale Beach Boulevard. Please verify and revise.

  Keith and Schnars Response 16:
  The 95th percentile queue will be reported if calculated by the Synchro/HCS 2010 software.

- *KA Comment 17:*
  The storage length for WB through at US 1/Hallandale Beach Boulevard is only approximately 550 ft. to upstream intersection. Please verify and revise.

  Keith and Schnars Response 17:
  The Synchro model was developed/overlaid on FDOT rectified aerials (SID).

- *KA Comment 18.*
  The northbound right-turn volumes at Hallandale Beach Boulevard/SE 5th Avenue do not appear to be correct in the analysis. Also, please note that the eastbound queue at US 1/Hallandale Beach Boulevard is expected to spill back to beyond SE 5th Avenue. The actual delay and queue for the northbound approach at Hallandale Beach Boulevard/SE 5th Avenue may be higher. The same applies to the southbound and northbound queues at SE 3rd Street/Old Federal Highway with the eastbound queue spillback from US 1/SE 3rd Street. Please verify and revise.

  Keith and Schnars Response 18:
  The NB right-turn volumes will be reviewed for correctness. However, it should be noted that the impact of spillover is not measured using the HCM 2010 procedure and micro-simulation analysis is beyond the scope of the methodology agreement.

- *KA Comment 19:*
  The reported queue lengths at US 1/Hallandale Beach Boulevard and US 1/SE 3rd Street are based on HCM 2000/Synchro queue report but not HCM 2010 queue lengths. Please verify and revise.

  Keith and Schnars Response 19:
  HCM 2010 procedure is not applicable to intersections with U-Turns or shared through-left movements. For these intersections HCM 2000/Synchro queue reports have been used.

- *KA Comment 20:*
  Please provide operational analysis at US 1/SE 3rd Street with the proposed mitigation measures identified at the end of Section 5.3 Queuing Analysis. Also, please determine if providing an eastbound right-turn overlap phase at US 1/SE 3rd Street would help further improve the traffic operations. Please commit to the mitigation measures proposed in this section.

  Keith and Schnars Response 20:
  The updated analysis will evaluate proposed improvements and provide the requested information.

Conclusion and Recommendations:

- *KA Comment 21:*
  Under section 6.0 Conclusions and Recommendations section of the report, please include the following as the list of mitigations committed by the developer:

  - *List of signalized intersections that need to be re-timed*
  - *Mitigation to queuing issues at US 1/Hallandale Beach Boulevard and US 1/SE 3rd Street*
  - *Mitigations as commented below.*

  Keith and Schnars Response 21:
  Comment and recommendations acknowledged.

- *KA Comment 22:*
  Please clarify if coordination with Miami-Dade Transit and Broward County Transit has occurred regarding the potential relocation of the existing bus stop at the northeastern corner of the site. Please indicate that the developer will pay for all cost associated with relocating the existing bus stop.

  Keith and Schnars Response 22:
  Contact/communication has been established via telephone with Arethea Douglas – acdouglas@broward.org - 954-357-8300 at Broward County Transit. She is the person who deals with the bus stops in the County. She was given a description of the project and told of the City's request to look into the potential relocation of the existing stop to a location further south in front of MG 100. She emphasized that this particular stop is in the zone of a major transfer area and that passenger accessibility is priority rather than location. A copy of the most recent site plan will be sent to BCT to assess the possibility of a relocation (accept or reject).

  If BCT decides that the stop can be relocated further south of its present location, the applicant will pay for the relocation.

- *KA Comment 23:*
  Please include the list of signalized intersections that need to be re-timed in this section. Also, please indicate that the applicant will coordinate and request traffic signal timing modifications be made prior to obtaining a Temporary Certificate of Occupancy (TCO) or Certificate of Occupancy (CO) for the development, provide the City with a copy of such request and responses from the county and FDOT on the request, and pay for all cost associated with the signal timing optimization when required by FDOT or Broward County Traffic Engineering Division, at the intersections with signal timing optimized.

Keith and Schnars Response 23:
Comment and recommendations acknowledged. The applicant commitment will be incorporated in the report.

- *KA Comment 24:*
  Please include the improvements identified in the report at SE 3rd Street/Old Federal Highway and US 1/SE 3rd Street as the mitigation measures committed by the developer.

Keith and Schnars Response 24:
Comment and recommendations acknowledged. The improvements will be included as an applicant commitment.

- *KA Comment 25:*

Based on the traffic analysis, some of the more significant impacts to the study intersections include:

- *Intersections with more than 10% of the site-generated trips added to intersections which are expected to operate in LOS E or LOS F in year 2018:*
  - *Hallandale Beach Boulevard/Dixie Highway with 94 trips in PM added*
  - *Hallandale Beach Boulevard/NW 8th Avenue with 83 trips in AM and 78 trips in PM added*
  - *Hallandale Beach Boulevard/US 1 with 66 trips in AM and 65 trips in PM added*
  - *SE 9th Street/US 1 with 53 trips in AM and 57 trips in PM*
  - *NE 14th Avenue/Hallandale Beach Boulevard with 21 trips in AM and 20 trips in PM*
  - *Three Island Boulevard/Hallandale Beach Boulevard with 19 trips in AM and 18 trips in PM added*
- *Intersections with delay increases by more than 5% at intersections which are expected to operate in LOS E or LOS F in year 2018:*
  - *At Hallandale Beach Boulevard/SE 3rd Street: delay increases by 13% (from 213.3 to 240.2 sec per veh) in the eastbound approach in AM*
  - *At US 1/Hallandale Beach Boulevard: intersection delay increases by 7% (from 285.8 to 307.1 sec per veh) in AM*
  - *At Hallandale Beach Boulevard/SE 9th Street: intersection delay increases by 5% (from 56 to 58.7 sec per veh) in PM*
- *Vehicles queue increases by 0.5 to 2 vehicles on movements with queues exceeding the storage space in year 2018:*
  - *Westbound left-turn at Hallandale Beach Boulevard/US 1*
  - *Northbound left-turn at Hallandale Beach Boulevard/US 1*
  - *Eastbound through/right at US 1/SE 3rd Street*

Keith and Schnars Response 25a:
Comment and recommended criteria trip classifications will be applied.

The City's Comprehensive Plan Policy 1.3.7 requires traffic impacts be minimized and over capacity links and intersections be addressed, with techniques including but not limited to transportation demand management strategies (TDM) applications, transportation systems management (TSM) strategies, and improving multi-modal access. Please propose TDM strategies to mitigate the traffic impact from the proposed development, including:

- *Coordination with Miami-Dade Transit and Broward County Transit to install bus shelter for the bus stop at the northeastern corner of the site, at the developer's expense.*

  Keith and Schnars Response 25b:
  See response to KA comment 22.

- *Provide a transportation insert for the move-in packet that includes information on transit service, schedule and fare to new residents.*

  Keith and Schnars Response 25c:
  Applicant has agreed to provide a move-in packet with transit information.

- *A local map and real-time transit information (on a digital screen) installed on-site in a prominent and visible location within the building lobby. Maintain an available supply of local maps and transit schedules for residents at the developer's expense.*

  Keith and Schnars Response 25d:
  Applicant will investigate the need for a digital display. The residential site is not a major public point of congregation or a transit station. Residents will have local internet and apps available to provide their transit information needs.

- *Provide secured bicycle parking spaces in the garage for residents.*

  Keith and Schnars Response 25e:
  Bicycle parking is provided.

- *Offer a 50% subsidy to purchase Miami-Dade Transit or Broward County Transit monthly bus pass for new residents (one per household) for one year at the developer's expense.*

Keith and Schnars Response 25f:
Applicant has agreed to provide the 50% subsidy to purchase monthly passes for new residents for a year.

- ~~*KA Comment 26:*~~
  ~~*Please include in the traffic study the parking space pricing strategy identified in the parking study as one of the TDM measures.*~~

  Keith and Schnars Response 29:
  Comment removed by City after last DRC meeting.

Parking:

- *KA Comment 27:*
  In the parking study, please note that while the RAC Code requires less number of parking spaces than the City Code Section 32-455, the RAC Code also requires 1 bicycle parking spaces per 20 vehicle spaces be provided along with other site design elements which enhance the walkability of the RAC. Please clarify how many bicycle parking spaces are provided in the site. Please include additional bicycle parking spaces for residents.

  Keith and Schnars Response 27:
  Plans have been revised to show bicycle parking per RAC requirements at various levels of the garage including long term and short term parking. The minimum number of bicycle parking spaces required by code is 37; a total of 58 bicycle spaces are provided. These are distributed among the parking levels.

Site Plan:

- *KA Comment 28:*
  Please incorporate the findings from the "Internal Circulation Review" section of the TIA report into the site plan, including the modifications to the turnaround point and the service vehicle access locations to avoid vehicles clipping the curbs.

  Keith and Schnars Response 29:
  The service loading zone has been increased to 15' wide and exit drive increased to 26'-0" wide to avoid clipping the curbs. In addition, the turnaround has been modified as per the recommendation.

- *KA Comment 29:*
  Sheet LP-1: Please show the required sight distance triangles at all stop-controlled egress points to illustrate that the landscape would not decrease the required sight distances. All sight distance triangles need to be prepared in accordance with the AASHTO Green Book guidelines as appropriate.

  Keith and Schnars Response 29:
  Sight triangle has been added to the site plan sheet AS1.00 and to LP-1 per the required guidelines.

- *KA Comment 30:*
  The two southern most palm trees proposed along the property lines abutting US 1 may potentially impact the sight distance for the proposed access from Peninsula Tower onto US 1. Please coordinate with Peninsula Tower and modify the tree placement to avoid impacting the sight distance.

  Keith and Schnars Response 30:
  Royal palm trees have been moved west. Best on sight triangle per comment 29 no impacting of sight distance is created

Editorial Comments:

The following comments are for the TIA report:

- *KA Comment 31:*
  On page 1, 5,461 square feet of retail was shown but the site plan indicated that the retail GLA is 4,116 square feet. Please revise the site plan.

  Keith and Schnars Response 31:
  Plans have been corrected to show retail at 4,116 square feet GLA throughout the report.

- *KA Comment 32:*
  On page 4, please also list out the SE 2nd Street/SE 1st Avenue intersection as one of the study intersections.

  Keith and Schnars Response 32:
  The intersection has been added.

- *KA Comment 33:*
  On page 7 section 2.2, it indicated that "discontinuous sidewalk segments are found along the east side of SE 5th Avenue". However the sidewalk on the east side appears to be continuous. Please verify and revise.

Keith and Schnars Response 33:
The text has been corrected as follows: "Continuous sidewalks are found along both sides of SE 5th Avenue and SE 2nd Street."

- *KA Comment 34:*
  On all figures, the intersection types (signal vs stop-controlled intersections) are not labeled at some intersections. Please revise.

  Keith and Schnars Response 34:
  Traffic signal symbols have been added to locations where previously missing all figures.

- *KA Comment 35:*
  On page 16 and page 39, the AM peak hour trips – 206 net trips (144 in and 62 out) are not consistent with Table 3. Please revise.

  Keith and Schnars Response 35:
  Due to a post-March report reduction in the retail area (from 5,461 square feet to 4,116 square feet), Tables 2, 3, and 4 have been revised. The text on age 16 will now read:

  "The following is a summary of the project trips by period:
  - **Daily trips – 2,343 net two-way trips;**
  - **AM peak hour trips – 202 net trips (60 in and 142 out), and**
  - **PM peak hour trips – 198 net trips (132 in and 66 out)."**

  The revised trip tables are provided in Attachment D.

- *KA Comment 36:*
  On Figure 8, the westbound through volume at US 1/Hallandale Beach Boulevard is not consistent with the volume documented in the Appendix. Please verify and revise.

  Keith and Schnars Response 36:
  Commented acknowledged. As previously stated, all of the traffic volume development tables have been revised. The corresponding figures will be revised as well.

- *KA Comment 37:*
  On Figure 9, the symbols for inbound and outbound trip distribution appear to be reversed. Please verify and revise.

Keith and Schnars Response 37:
Commented acknowledged. The symbols have been corrected in the Legend and figure.

- *KA Comment 38:*
  In Tables 5 and 6, some of the delay and LOS results are not consistent with the Synchro output sheets in the Appendix. For example, the EB and WB LOS at Hallandale Beach Boulevard/Dixie Highway, WB LOS at Hallandale Beach Boulevard/NW 8th Avenue, and at SE 2nd Street/Old Federal Highway, etc. Also, the intersection delay is missing at SE 5th Avenue/Site Access. Please verify and revise.

  Keith and Schnars Response 38:
  Commented acknowledged. All revised HCM 2010 outputs will be included in the Appendix.

- *KA Comment 39:*
  The HCM 2010 outputs are not included in the Appendix at the Hallandale Beach Boulevard/NW 8th Avenue intersection for year 2018 total optimized scenario for weekday PM peak hour.

  Keith and Schnars Response 39:
  Commented acknowledged. All revised HCM 2010 outputs will be included in the Appendix.

- *KA Comment 40:*
  In Tables 7 and 8, the speed limit east of Dixie Highway should be 35 mph.

  Keith and Schnars Response 40:
  Both tables have been revised accordingly.

The following comments are for the site plan:

- *KA Comment 41.*
  Sheet AS1.00: the retail GLA shown on sheet AS1.00 is not the same as the retail GLA shown on sheet A1.01. Please verify and revise.

  Keith and Schnars Response 40:
  The plan sheets have been revised accordingly.

If additional information is required, please do not hesitate to call me at 954-776-1616, Ext. 6730. Thank you for assistance in this matter.

Respectfully,
KEITH AND SCHNARS, P. A.

José L. Rodríguez, P. E.
Senior Project Manager

Attachments

MG 100 Tower Development
Responses to Review Comments on Traffic Study, Site Plan and Development Application #3
Keith and Schnars Project No. 18215.00

ATTACHMENT A

REVIEW COMMENTS ON TRAFFIC STUDY, SITE PLAN AND DEVELOPMENT APPLICATION #3

KITTELSON & ASSOCIATES, INC.
APRIL 19, 2016

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
110 E Broward Boulevard, Suite 2410, Fort Lauderdale, FL 33301 P 954.828.1730 F 954.828.1787

MEMORANDUM

Date: April 19, 2016 Project #: 18767.5

To: Christy Dominguez
Planning and Zoning Division
City of Hallandale Beach
400 South Federal Highway
Hallandale Beach, FL 33009

From: Shing Tsoi, PE

Project: MG100 Development

Subject: Review Comments on Traffic Study, Site Plan and Development Application #3

Kittelson & Associates, Inc. has reviewed the traffic study, site plan and development application received on March 17, 2016 and provides following comments. Please provide response to each review comments in the revised submittal.

General:

1. Please provide response to this set of comments in the revised submittal.

Committed Projects:

2. On Figure 6, some of the volumes are not balanced between intersections. For example, the eastbound and westbound volumes on Hallandale Beach Boulevard between Dixie Highway and NE/SE 1st Avenue are not balanced, which may be due to the incorrect input in the committed trips from Domus Office. Please verify and revise.
3. The committed trips from a few developments appear to be too high. For example, eastbound right-turn at US 1/Hallandale Beach Boulevard from Domus Office, southbound through at US 1/SE 2nd Street and US 1/SE 3rd Street from Domus Office, northbound right-turn at US 1/SE 9th Street from Gulfstream Point, southbound though at US 1/Atlantic Shores Boulevard from Art Square, and Oasis Phase 1 at all intersections (please see attached for the Oasis Phase 1 traffic study). Please verify and revise.
4. At Hallandale Beach Boulevard/Dixie Highway/NE 1st Avenue, westbound left-turn movement has recently been eliminated, and eastbound left-turn movement will be eliminated in late 2016. For the year 2018 scenarios, please modify the analyses to reflect these changes and reroute the left-turn traffic.

Capacity Analysis:

5. The seasonal adjustment factors do not appear to be consistent with the Peak Season Conversion Factor (PSCF) included in the appendix at some intersections. For example, at US 1/Hallandale Beach Boulevard, US 1/SE 3rd Street, US 1/NE 3rd Street, US 1/SE 9th Street, and US 1/Atlantic Shores Boulevard.

LOS Analysis:

6. Please include the analysis summary at the SE 2nd Street/SE 1st Avenue intersection in Tables 5 and 6.
7. Westbound approach at SE 3rd Street/Old Federal Highway has only 1 lane but is coded as having 2 lanes. Please verify and revise.
8. Lane utilization factor on the eastbound approach at Hallandale Beach Boulevard/Dixie Highway needs to be adjusted to reflect the downstream left-turn lane in the existing conditions. Please calculate the lane utilization factors based on the traffic volumes.
9. The signal timing and phasing input in the analyses do not appear to be consistent with the signal timing sheets at some intersections. Some of these inconsistencies, listed below, could potentially impact the delay and LOS results significantly. Please revise.
    - Offset is not consistent with timing sheets
    - Phase recall modes are not correct (e.g. recall on coordination phases should be C-Max instead of C-Min)
    - Phase sequence and split times are not correct at some intersections such as Hallandale Beach Boulevard/Dixie Highway/NE 1st Avenue, SE 3rd Street/Dixie Highway/SE 1st Avenue and Hallandale Beach Boulevard/Three Islands Boulevard. Hallandale Beach Boulevard/Dixie Highway/NE 1st Avenue and SE 3rd Street/Dixie Highway/SE 1st Avenue both have two intersections operated on one signal controller.
    - Left turn phasing at Hallandale Beach Boulevard/Dixie Highway/NE 1st Avenue.
10. At US 1/Hallandale Beach Boulevard, northbound and southbound left-turn movements have abnormally high delay and v/c ratio as shown in the Synchro analysis outputs. Please verify and revise as needed.
11. At some intersections, the optimized timing resulted in higher delay. For example, at Hallandale Beach Boulevard, NE 1st Avenue, Hallandale Beach Boulevard/US 1, Hallandale Beach Boulevard/NE 10th Avenue, Hallandale Beach Boulevard/NE 8th Avenue. Please verify if this is appropriate and revise as needed.
12. Some of the signal timing optimization included offset changes. Offset changes may impact delay and queuing at adjacent intersections, even if the signal timing is not changed at those adjacent intersections. Please report operation analysis results at those adjacent intersections and clarify how other intersections are impacted with optimized timing. Please also clearly identify which intersections have signal timing optimized.

13. In the link analysis, some of the LOS "D" capacity shown on Tables 7 and 8 do not appear to be consistent with the FDOT Generalized Service Volume Table. The LOS D Capacity on Hallandale Beach Boulevard east of Dixie Highway appears to be 4,500 vph, and the LOS D Capacity on US 1 south of Hallandale Beach Highway appears to be 5,390 vph. Please verify and revise.

Queuing Analysis:

14. The eastbound queue at US 1/SE 3rd Street is expected to be over 900 feet in year 2018. Please clarify how site traffic would be able to access SE 3rd Street from Old Federal Highway. Please commit to mitigation measures at US 1/SE 3rd Street and SE 3rd Street/Old Federal Highway as identified in the report.

15. Please clarify if the 95th percentile queue length information for year 2018 total with project is based on the optimized timing or not. If timings are optimized, please provide queue length information with the optimized timing as well in addition to the scenario without optimized timing.

16. 50th percentile queue lengths are reported instead of 95th percentile queue lengths on some movements. For example, SB left/U-turn and WB left at US 1/Hallandale Beach Boulevard. Please verify and revise.

17. The storage length for WB through at US 1/Hallandale Beach Boulevard is only approximately 550 ft to upstream intersection. Please verify and revise.

18. The northbound right-turn volumes at Hallandale Beach Boulevard/SE 5th Avenue do not appear to be correct in the analysis. Also, please note that the eastbound queue at US 1/Hallandale Beach Boulevard is expected to spill back to beyond SE 5th Avenue. The actual delay and queue for the northbound approach at Hallandale Beach Boulevard/SE 5th Avenue may be higher. The same applies to the southbound and northbound queues at SE 3rd Street/Old Federal Highway with the eastbound queue spillback from US 1/SE 3rd Street. Please verify and revise.

19. The reported queue lengths at US 1/Hallandale Beach Boulevard and US 1/SE 3rd Street are based on HCM 2000/Synchro queue report but not HCM 2010 queue lengths. Please verify and revise.

20. Please provide operational analysis at US 1/SE 3rd Street with the proposed mitigation measures identified at the end of Section 5.3 Queuing Analysis. Also, please determine if providing an eastbound right-turn overlap phase at US 1/SE 3rd Street would help further improve the traffic operations. Please commit to the mitigation measures proposed in this section.

<u>Conclusion and Recommendations:</u>

21. Under section 6.0 Conclusions and Recommendations section of the report, please include the following as the list of mitigations committed by the developer:

- List of signalized intersections that need to be re-timed
- Mitigation to queuing issues at US 1/Hallandale Beach Boulevard and US 1/SE 3rd Street
- Mitigations as commented below.

22. Please clarify if coordination with Miami-Dade Transit and Broward County Transit has occurred regarding the potential relocation of the existing bus stop at the northeastern corner of the site. Please indicate that the developer will pay for all cost associated with relocating the existing bus stop.

23. Please include the list of signalized intersections that need to be re-timed in this section. Also, please indicate that the applicant will coordinate and request traffic signal timing modifications be made prior to obtaining a Temporary Certificate of Occupancy (TCO) or Certificate of Occupancy (CO) for the development, provide the City with a copy of such request and responses from the county and FDOT on the request, and pay for all cost associated with the signal timing optimization when required by FDOT or Broward County Traffic Engineering Division, at the intersections with signal timing optimized.

24. Please include the improvements identified in the report at SE 3rd Street/Old Federal Highway and US 1/SE 3rd Street as the mitigation measures committed by the developer.

25. Based on the traffic analysis, some of the more significant impacts to the study intersections include:

    - Intersections with more than 10% of the site-generated trips added to intersections which are expected to operate in LOS E or LOS F in year 2018:
        - Hallandale Beach Boulevard/Dixie Highway with 94 trips in PM added
        - Hallandale Beach Boulevard/NW 8th Avenue with 83 trips in AM and 78 trips in PM added
        - Hallandale Beach Boulevard/US 1 with 66 trips in AM and 65 trips in PM added
        - SE 9th Street/US 1 with 53 trips in AM and 57 trips in PM
        - NE 14th Avenue/Hallandale Beach Boulevard with 21 trips in AM and 20 trips in PM
        - Three Island Boulevard/Hallandale Beach Boulevard with 19 trips in AM and 18 trips in PM added
    - Intersections with delay increases by more than 5% at intersections which are expected to operate in LOS E or LOS F in year 2018:
        - At Hallandale Beach Boulevard/SE 3rd Street: delay increases by 13% (from 213.3 to 240.2 sec per veh) in the eastbound approach in AM

- At US 1/Hallandale Beach Boulevard: intersection delay increases by 7% (from 285.8 to 307.1 sec per veh) in AM
- At Hallandale Beach Boulevard/SE 9th Street: intersection delay increases by 5% (from 56 to 58.7 sec per veh) in PM

- Vehicles queue increases by 0.5 to 2 vehicles on movements with queues exceeding the storage space in year 2018:
  - Westbound left-turn at Hallandale Beach Boulevard/US 1
  - Northbound left-turn at Hallandale Beach Boulevard/US 1
  - Eastbound through/right at US 1/SE 3rd Street

The City's Comprehensive Plan Policy 1.3.7 requires traffic impacts be minimized and over capacity links and intersections be addressed, with techniques including but not limited to transportation demand management strategies (TDM) applications, transportation systems management (TSM) strategies, and improving multi-modal access. Please propose TDM strategies to mitigate the traffic impact from the proposed development, including:

- Coordination with Miami-Dade Transit and Broward County Transit to install bus shelter for the bus stop at the northeastern corner of the site, at the developer's expense.
- Provide a transportation insert for the move-in packet that includes information on transit service, schedule and fare to new residents.
- A local map and real-time transit information (on a digital screen) installed on-site in a prominent and visible location within the building lobby. Maintain an available supply of local maps and transit schedules for residents at the developer's expense.
- Provide secured bicycle parking spaces in the garage for residents.
- Offer a 50% subsidy to purchase Miami-Dade Transit or Broward County Transit monthly bus pass for new residents (one per household) for one year at the developer's expense.

~~26. Please include in the traffic study the parking space pricing strategy identified in the parking study as one of the TDM measures.~~

Parking:

27. In the parking study, please note that while the RAC Code requires less number of parking spaces than the City Code Section 32-455, the RAC Code also requires 1 bicycle parking spaces per 20 vehicle spaces be provided along with other site design elements which enhance the walkability of the RAC. Please clarify how many bicycle parking spaces are provided in the site. Please include additional bicycle parking spaces for residents.

Site Plan:

28. Please incorporate the findings from the "Internal Circulation Review" section of the TIA report into the site plan, including the modifications to the turnaround point and the service vehicle access locations to avoid vehicles clipping the curbs.

29. Sheet LP-1: Please show the required sight distance triangles at all stop-controlled egress points to illustrate that the landscape would not decrease the required sight distances. All sight distance triangles need to be prepared in accordance with the AASHTO Greenbook guidelines as appropriate.

30. The two southern most palm trees proposed along the property lines abutting US 1 may potentially impact the sight distance for the proposed access from Peninsula Tower onto US 1. Please coordinate with Peninsula Tower and modify the tree placement to avoid impacting the sight distance.

Editorial Comments:

The following comments are for the TIA report:

31. On page 1, 5,461 square feet of retail was shown but the site plan indicated that the retail GLA is 4,116 square feet. Please revise the site plan.

32. On page 4, please also list out the SE 2nd Street/SE 1st Avenue intersection as one of the study intersections.

33. On page 7 section 2.2, it indicated that "discontinuous sidewalk segments are found along the east side of SE 5th Avenue". However the sidewalk on the east side appears to be continuous. Please verify and revise.

34. On all figures, the intersection types (signal vs stop-controlled intersections) are not labeled at some intersections. Please revise.

35. On page 16 and page 39, the AM peak hour trips – 206 net trips (144 in and 62 out) are not consistent with Table 3. Please revise.

36. On Figure 8, the westbound through volume at US 1/Hallandale Beach Boulevard is not consistent with the volume documented in the Appendix. Please verify and revise.

37. On Figure 9, the symbols for inbound and outbound trip distribution appear to be reversed. Please verify and revise.

38. In Tables 5 and 6, some of the delay and LOS results are not consistent with the Synchro output sheets in the Appendix. For example, the EB and WB LOS at Hallandale Beach Boulevard/Dixie Highway, WB LOS at Hallandale Beach Boulevard/NW 8th Avenue, and at SE 2nd Street/Old Federal Highway, etc. Also, the intersection delay is missing at SE 5th Avenue/Site Access. Please verify and revise.

39. The HCM 2010 outputs are not included in the Appendix at the Hallandale Beach Boulevard/NW 8th Avenue intersection for year 2018 total optimized scenario for weekday PM peak hour.

40. In Tables 7 and 8, the speed limit east of Dixie Highway should be 35 mph.

The following comments are for the site plan:

41. Sheet AS1.00: the retail GLA shown on sheet AS1.00 is not the same as the retail GLA shown on sheet A1.01. Please verify and revise.

MG 100 Tower Development
Responses to Review Comments on Traffic Study, Site Plan and Development Application #3
Keith and Schnars Project No. 18215.00

ATTACHMENT B

REVISED TRIP DEVELOPMENT TABLES
MAY 2016

TABLE 1A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 1 Hallandale Beach Blvd & Dixie Highway
12/10/2015

2015 AM PEAK HOUR	Dixie Highway			Dixie Highway			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	0	0	0	255	541	40	0	1,239	45	86	1,294	0
PSCF	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
2015 AM Peak Season Volume	0	0	0	258	546	40	0	1,251	45	87	1,307	0
2018 AM Peak Hour	**Dixie Highway**			**Dixie Highway**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	0	0	0	265	561	41	0	1,285	46	89	1,343	0
Approved Developments												
Accesso								21			3	
Domus				9				57			9	
Gulfstream Point								6			7	
DreamTeam Retail				1		4		3				
Hallandale Art Square					5	12		6				
MD Clinical						1		2			8	
Hallandale Fire Station #7								5				
Oasis 1								1			16	
Pegasus								1				
Total Approved Developments	0	0	0	10	5	17	0	102	0	0	43	0
Left-Turn Diversions					89					-89	89	
2018 AM Total Background Trips	0	0	0	275	655	58	0	1,387	46	0	1,475	0
2018 AM Project Trips	**Dixie Highway**			**Dixie Highway**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound				6							58	
Outbound								24				
2018 TOTAL AM PEAK HOUR	0	0	0	281	655	58	0	1,411	46	0	1,533	0

TABLE 1B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 1 Hallandale Beach Blvd & Dixie Highway
12/10/2015

2015 PM PEAK HOUR	Dixie Highway			Dixie Highway			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	0	0	0	141	333	43	0	1,201	34	94	1,884	0
PSCF =	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
2015 PM Peak Season Volume	0	0	0	142	336	43	0	1,213	34	95	1,903	0
2018 PM Peak Hour	**Dixie Highway**			**Dixie Highway**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	0	0	0	146	345	44	0	1,246	35	98	1,955	0
Approved Developments												
Accesso								6			32	
Domus				3				19			57	
Gulfstream Point								7			7	
DreamTeam Retail				1		5		4				
Hallandale Art Square					6	13		14				
MD Clinical						1		10	2		4	
Hallandale Fire Station #7								2				
Oasis 1								38			26	
Pegasus								8			5	
Total Approved Developments	0	0	0	4	6	19	0	108	2	0	131	0
Left-Turn Diversions					98					-98	98	
2018 PM Background Trips	0	0	0	150	449	63	0	1,354	37	0	2,184	0
2018 PM Project Trips	**Dixie Highway**			**Dixie Highway**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound				13							26	
Outbound								53				
2018 TOTAL PM PEAK HOUR	0	0	0	163	449	63	0	1,407	37	0	2,210	0

TABLE 2A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 2 Hallandale Beach Blvd & NE 1 Ave
12/10/2015

2015 AM PEAK HOUR	NE 1 Ave			NE 1 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	164	126	60	0	0	0	27	1,467	0	0	1,216	14
PSCF	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
2015 AM Peak Season Volume	166	127	61	0	0	0	27	1,482	0	0	1,228	14
2018 AM Peak Hour	**NE 1 Ave**			**NE 1 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	171	130	63	0	0	0	28	1,522	0	0	1,261	14
Approved Developments												
Accesso								21			3	
Domus	9	2						66				
Gulfstream Point								6			7	
DreamTeam Retail		4						4				2
Hallandale Art Square		10						6				
MD Clinical	2							2			6	
Hallandale Fire Station #7		5						5				4
Oasis 1								1			16	
Pegasus								1				
Total Approved Developments	11	21	0	0	0	0	0	112	0	0	32	6
Left-Turn Diversions		28					-28	28				
2018 AM Total Background Trips	182	179	63	0	0	0	0	1,662	0	0	1,293	20
2018 AM Project Trips	**NE 1 Ave**			**NE 1 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound								30				
Outbound	58	14										
2018 TOTAL AM PEAK HOUR	240	193	63	0	0	0	0	1,692	0	0	1,293	20

TABLE 9B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 2 Hallandale Beach Blvd & NE 1 Ave
12/10/2015

2015 PM PEAK HOUR	NE 1 Ave			NE 1 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	255	283	88	0	0	0	33	1,309	0	1	1,723	44
PSCF =	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
2015 PM Peak Season Volume	258	286	89	0	0	0	33	1,322	0	1	1,740	44
2018 PM Peak Hour	**NE 1 Ave**			**NE 1 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	265	294	91	0	0	0	34	1,358	0	1	1,787	45
Approved Developments												
Accesso								6			32	
Domus	57	11						22				
Gulfstream Point								7			7	
DreamTeam Retail		5						5				2
Hallandale Art Square		23						14				
MD Clinical	1	2						10			3	
Hallandale Fire Station #7		2						2				2
Oasis 1								38			26	
Pegasus								8			5	
Total Approved Developments	58	43	0	0	0	0	0	112	0	0	73	4
Left-Turn Diversions		34					-34	34				
2018 PM Background Trips	323	371	91	0	0	0	0	1,504	0	1	1,860	49
2018 PM Project Trips	**NE 1 Ave**			**NE 1 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound								66				
Outbound	26	7										
2018 TOTAL PM PEAK HOUR	349	378	91	0	0	0	0	1,570	0	1	1,860	49

TABLE 3A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 3 Hallandale Beach Blvd & US-1
12/9/2015

2015 AM PEAK HOUR	US-1				US-1				Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	29	237	719	420	5	229	1,047	47	115	893	303	549	973	125
PSCF	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2015 AM Peak Season Volume	31	251	762	445	5	243	1,110	50	122	947	321	582	1,031	133
2018 AM Peak Hour	US-1				US-1				Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	32	258	783	457	5	250	1,140	51	125	973	330	598	1,059	137
Approved Developments														
Accesso			15		6		1	1	21			1	2	12
Domus			8	4			55				66	24		
Gulfstream Point		17	18	10			20				6	10		
DreamTeam Retail		1											1	
Hallandale Art Square			13			15	35							4
MD Clinical		1						1		1	1		4	
Hallandale Fire Station #7		1						1		2				
Oasis 1				39						1		9	16	2
Pegasus											1			
Total Approved Developments	0	20	54	53	6	15	111	3	21	4	74	44	23	18
2018 AM Total Background Trips	32	278	837	510	11	265	1,251	54	146	977	404	642	1,082	155
2018 AM Project Trips	US-1				US-1				Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound	7						7				14	7		
Outbound									16	14				
2018 TOTAL AM PEAK HOUR	39	278	837	510	11	265	1,258	54	162	991	418	649	1,082	155

TABLE 3B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 3 Hallandale Beach Blvd & US-1
12/9/2015

2015 PM PEAK HOUR	US-1				US-1				Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	18	458	1,256	548	26	328	880	69	185	915	258	462	1,220	178
PSCF =	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
2015 PM Peak Season Volume	19	485	1,331	581	28	348	933	73	196	970	273	490	1,293	189
2018 PM Peak Hour	US-1				US-1				Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	20	498	1,367	597	29	357	958	75	201	996	280	503	1,328	194
Approved Developments														
Accesso			5		2		9	9	6			13	23	4
Domus			55	24			18				22	8		
Gulfstream Point		8	19	8			25				7	13		
DreamTeam Retail			1				2						1	
Hallandale Art Square			31			16	38							10
MD Clinical		1						1	2	4	2		2	
Hallandale Fire Station #7								1		1				
Oasis 1				23		15				38		10	26	13
Pegasus		5	3	1							8			
Total Approved Developments	0	14	114	56	2	31	92	11	8	43	39	44	52	27
2018 PM Background Trips	20	512	1,481	653	31	388	1,050	86	209	1,039	319	547	1,380	221
2018 PM Project Trips	US-1				US-1				Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound	19						14				6	13		
Outbound									7	7				
2018 TOTAL PM PEAK HOUR	39	512	1,481	653	31	388	1,064	86	216	1,046	325	560	1,380	221

TABLE 4A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 4 Hallandale Beach Blvd & NE 8 Ave
12/9/2015

2015 AM PEAK HOUR	NE 8 Ave			NE 8 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	15	0	16	142	11	189	0	1,416	44	29	1,334	0
PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
2015 AM Peak Season Volume	17	0	18	158	12	210	0	1,572	49	32	1,481	0
2018 AM Peak Hour	**NE 8 Ave**			**NE 8 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	17	0	18	162	12	216	0	1,615	50	33	1,521	0
Approved Developments												
Accesso	0	0	0	*2*	0	*3*	0	0	0	0	*12*	0
Domus	0	0	0	0	0	0	0	*4*	0	0	*24*	0
Gulfstream Point	0	0	0	0	0	0	0	*10*	0	0	*10*	0
DreamTeam Retail	0	0	0	0	0	0	0	*1*	0	0	*1*	0
Hallandale Art Square	0	0	0	0	0	0	0	*15*	0	0	*4*	0
MD Clinical	0	0	0	0	0	0	0	*1*	0	0	*4*	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	*2*	0	0	0	0
Oasis 1	0	0	0	*6*	0	0	0	*2*	0	0	*27*	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Developments	0	0	0	8	0	3	0	35	0	0	82	0
2018 AM Total Background Trips	17	0	18	170	12	219	0	1,650	50	33	1,603	0
2018 AM Project Trips	**NE 8 Ave**			**NE 8 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound											7	
Outbound								14				
2018 TOTAL AM PEAK HOUR	17	0	18	170	12	219	0	1,664	50	33	1,610	0

TABLE 4B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 4 Hallandale Beach Blvd & NE 8 Ave
12/9/2015

2015 PM PEAK HOUR	NE 8 Ave			NE 8 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	5	0	14	120	3	95	0	1,731	6	27	1,817	1
PSCF =	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
2015 PM Peak Season Volume	6	0	16	133	3	105	0	1,921	7	30	2,017	1
2018 PM Peak Hour	**NE 8 Ave**			**NE 8 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	6	0	16	137	3	108	0	1,973	7	31	2,071	1
Approved Developments												
Accesso	0	0	0	*18*	0	*36*	0	*18*	0	0	*4*	0
Domus	0	0	0	0	0	0	0	*24*	0	0	*8*	0
Gulfstream Point	0	0	0	0	0	0	0	*8*	0	0	*13*	0
DreamTeam Retail	0	0	0	0	0	0	0	0	0	0	*1*	0
Hallandale Art Square	0	0	0	0	0	0	0	*16*	0	0	*10*	0
MD Clinical	0	0	0	0	0	0	0	*4*	0	0	*2*	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	*1*	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	*76*	0	0	*39*	0
Pegasus	0	0	0	0	0	0	0	*1*	0	0	0	0
Total Approved Developments	0	0	0	18	0	36	0	148	0	0	77	0
2018 PM Background Trips	6	0	16	155	3	144	0	2,121	7	31	2,148	1
2018 PM Project Trips	**NE 8 Ave**			**NE 8 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound											13	
Outbound								7				
2018 TOTAL PM PEAK HOUR	6	0	16	155	3	144	0	2,128	7	31	2,161	1

TABLE 5A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 5 Hallandale Beach Blvd & Gulfstream/NE 10 Ave
12/15/2015

2015 AM PEAK HOUR	Gulfstream/NE 10 Ave			Gulfstream/NE 10 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	41	23	78	0	0	0	56	1,552	67	82	1,468	36
PSCF	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2015 AM Peak Season Volume	45	25	85	0	0	0	61	1,692	73	89	1,600	39
2018 AM Peak Hour	**Gulfstream/NE 10 Ave**			**Gulfstream/NE 10 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	46	26	87	0	0	0	63	1,738	75	91	1,644	40
Approved Developments												
Accesso								2			12	
Domus								4			24	
Gulfstream Point								10			10	
DreamTeam Retail								1			1	
Hallandale Art Square								15			4	
MD Clinical								1			4	
Hallandale Fire Station #7								2				
Oasis 1								2		3	27	2
Pegasus												
Total Approved Developments	0	0	0	0	0	0	0	37	0	3	82	2
2018 AM Total Background Trips	46	26	87	0	0	0	63	1,775	75	94	1,726	42
2018 AM Project Trips	**Gulfstream/NE 10 Ave**			**Gulfstream/NE 10 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound											7	
Outbound								14				
2018 TOTAL AM PEAK HOUR	46	26	87	0	0	0	63	1,789	75	94	1,733	42

TABLE 5B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 5 Hallandale Beach Blvd & Gulfstream/NE 10 Ave
12/15/2015

2015 PM PEAK HOUR	Gulfstream/NE 10 Ave			Gulfstream/NE 10 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	42	59	233	0	0	0	110	1,726	61	164	1,637	105
PSCF =	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2015 PM Peak Season Volume	46	64	254	0	0	0	120	1,881	66	179	1,784	114
2018 PM Peak Hour	**Gulfstream/NE 10 Ave**			**Gulfstream/NE 10 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	47	66	261	0	0	0	123	1,932	68	184	1,833	117
Approved Developments												
Accesso								18			4	
Domus								24			8	
Gulfstream Point											13	
DreamTeam Retail											1	
Hallandale Art Square								16			10	
MD Clinical								4			2	
Hallandale Fire Station #7								1				
Oasis 1			10					76			39	
Pegasus								1				
Total Approved Developments	0	0	10	0	0	0	0	140	0	0	77	0
2018 PM Background Trips	47	66	271	0	0	0	123	2,072	68	184	1,910	117
2018 PM Project Trips	**Gulfstream/NE 10 Ave**			**Gulfstream/NE 10 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound											13	
Outbound								7				
2018 TOTAL PM PEAK HOUR	47	66	271	0	0	0	123	2,079	68	184	1,923	117

TABLE 6A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 6 Hallandale Beach Blvd & NE 14 Ave
12/9/2015

2015 AM PEAK HOUR	NE 14 Ave			NE 14 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	226	66	23	86	68	147	101	1,085	188	20	1,141	36
PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
2015 AM Peak Season Volume	251	73	26	95	75	163	112	1,204	209	22	1,267	40
2018 AM Peak Hour	**NE 14 Ave**			**NE 14 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	258	75	27	98	77	167	115	1,237	215	23	1,302	41
Approved Developments												
Accesso	0	0	0	0	0	0	0	2	0	0	12	0
Domus	0	0	0	0	0	0	0	4	0	0	24	0
Gulfstream Point	0	0	0	0	0	0	0	10	0	0	10	0
DreamTeam Retail	0	0	0	0	0	0	0	1	0	0	1	0
Hallandale Art Square	0	0	0	0	0	0	0	15	0	0	4	0
MD Clinical	0	0	0	0	0	0	0	1	0	0	4	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	2	0	0	0	0
Oasis 1	0	0	0	0	0	13	21	17	1	0	2	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Developments	0	0	0	0	0	13	21	52	1	0	57	0
2018 AM Total Background Trips	258	75	27	98	77	180	136	1,289	216	23	1,359	41
2018 AM Project Trips	**NE 14 Ave**			**NE 14 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound						1					6	
Outbound							1	13				
2018 TOTAL AM PEAK HOUR	258	75	27	98	77	181	137	1,302	216	23	1,365	41

TABLE 6B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 6 Hallandale Beach Blvd & NE 14 Ave
12/9/2015

2015 PM PEAK HOUR	NE 14 Ave			NE 14 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	280	97	72	87	80	128	225	1,496	290	55	1,426	85
PSCF =	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
2015 PM Peak Season Volume	311	108	80	97	89	142	250	1,661	322	61	1,583	94
2018 PM Peak Hour	**NE 14 Ave**			**NE 14 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	319	111	82	100	91	146	257	1,706	331	63	1,626	97
Approved Developments												
Accesso	0	0	0	0	0	0	0	18	0	0	4	0
Domus	0	0	0	0	0	0	0	24	0	0	8	0
Gulfstream Point	0	0	0	0	0	0	0	8	0	0	13	0
DreamTeam Retail	0	0	0	0	0	0	0	0	0	0	1	0
Hallandale Art Square	0	0	0	0	0	0	0	16	0	0	10	0
MD Clinical	0	0	0	0	0	0	0	4	0	0	2	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	1	0	0	0	0
Oasis 1	3	0	0	0	0	11	17	23	20	0	43	0
Pegasus	0	0	0	0	0	0	0	1	0	0	0	0
Total Approved Developments	3	0	0	0	0	11	17	95	20	0	81	0
2018 PM Background Trips	322	111	82	100	91	157	274	1,801	351	63	1,707	97
2018 PM Project Trips	**NE 14 Ave**			**NE 14 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound						1					12	
Outbound							1	6				
2018 TOTAL PM PEAK HOUR	322	111	82	100	91	158	275	1,807	351	63	1,719	97

TABLE 7A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 9 SE 3rd Street & US-1
12/10/2015

2015 AM PEAK HOUR	US-1			US-1			SE 3rd Street			SE 3rd Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	46	1,162	16	38	1,674	3	108	118	370	15	8	13
PSCF	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2015 AM Peak Season Volume	48	1,220	17	40	1,758	3	113	124	389	16	8	14
2018 AM Peak Hour	**US-1**			**US-1**			**SE 3rd Street**			**SE 3rd Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	49	1,253	17	41	1,806	3	116	127	400	16	8	14
Approved Developments												
Accesso	0	15	0	0	2	0	0	0	0	0	0	0
Domus	0	12	0	0	145	0	0	0	0	0	0	0
Gulfstream Point	1	35	1	0	36	0	0	0	5	1	0	0
DreamTeam Retail	0	1	0	1	1	0	0	0	0	0	0	0
Hallandale Art Square	0	13	0	0	35	0	0	0	0	0	0	0
MD Clinical	0	1	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	1	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	1	0	0	9	0	0	0	0	0	0	0
Pegasus	0	0	1	1	0	0	0	0	0	0	0	0
Total Approved Developments	1	79	2	2	228	0	0	0	5	1	0	0
2018 AM Total Background Trips	50	1,332	19	43	2,034	3	116	127	405	17	8	14
2018 AM Project Trips	**US-1**			**US-1**			**SE 3rd Street**			**SE 3rd Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound	8	7							26			
Outbound					14							
2018 TOTAL AM PEAK HOUR	58	1,339	19	43	2,048	3	116	127	431	17	8	14

TABLE 7B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 9 SE 3rd Street & US-1
12/10/2015

2015 PM PEAK HOUR	US-1			US-1			SE 3rd Street			SE 3rd Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	99	1,697	34	103	1,353	6	194	90	124	94	131	163
PSCF =	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2015 PM Peak Season Volume	104	1,782	36	108	1,421	6	204	95	130	99	138	171
2018 PM Peak Hour	**US-1**			**US-1**			**SE 3rd Street**			**SE 3rd Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	107	1,831	37	111	1,460	6	210	98	134	102	142	176
Approved Developments												
Accesso	0	5	0	0	22	0	0	0	0	0	0	0
Domus	0	79	0	0	48	0	0	0	0	0	0	0
Gulfstream Point	2	34	1	0	45	0	0	0	5	2	0	0
DreamTeam Retail	0	1	0	0	2	0	0	0	0	0	0	0
Hallandale Art Square	0	31	0	0	38	0	0	0	0	0	0	0
MD Clinical	0	0	0	0	2	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	23	0	0	3	0	0	0	0	0	0	0
Pegasus	0	0	6	14	0	0	0	0	0	4	0	9
Total Approved Developments	2	173	7	14	160	0	0	0	5	6	0	9
2018 PM Background Trips	109	2,004	44	125	1,620	6	210	98	139	108	142	185
2018 PM Project Trips	**US-1**			**US-1**			**SE 3rd Street**			**SE 3rd Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound	19	19							12			
Outbound					6							
2018 TOTAL PM PEAK HOUR	128	2,023	44	125	1,626	6	210	98	151	108	142	185

TABLE 8A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 10 NE 3rd Street & US-1
12/15/2015

2015 AM PEAK HOUR	US-1			US-1			NE 3rd Street			NE 3rd Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	64	860	14	35	1,162	55	92	105	87	34	55	11
PSCF	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2015 AM Peak Season Volume	67	903	15	37	1,220	58	97	110	91	36	58	12
2018 AM Peak Hour	US-1			US-1			NE 3rd Street			NE 3rd Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	69	928	15	38	1,253	60	100	113	93	37	60	12
Approved Developments												
Accesso	*2*	*1*		*6*	*6*							
Domus		*8*			*55*							
Gulfstream Point		*18*			*20*							
DreamTeam Retail												
Hallandale Art Square	*17*				*25*	*7*	*49*		*25*			
MD Clinical		*1*			*1*							
Hallandale Fire Station #7					*1*							
Oasis 1		*2*										
Pegasus												
Total Approved Developments	19	30	0	6	108	7	49	0	25	0	0	0
2018 AM Total Background Trips	88	958	15	44	1,361	67	149	113	118	37	60	12
2018 AM Project Trips	US-1			US-1			NE 3rd Street			NE 3rd Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound					5				1	1		
Outbound	1	14	1									
2018 TOTAL AM PEAK HOUR	89	972	16	44	1,366	67	149	113	119	38	60	12

TABLE 8B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 10 NE 3rd Street & US-1
12/15/2015

2015 PM PEAK HOUR	US-1			US-1			NE 3rd Street			NE 3rd Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	110	1,416	15	36	1,083	51	113	104	81	36	79	9
PSCF =	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2015 PM Peak Season Volume	116	1,487	16	38	1,137	54	119	109	85	38	83	9
2018 PM Peak Hour	US-1			US-1			NE 3rd Street			NE 3rd Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	119	1,528	16	39	1,168	55	122	112	87	39	85	9
Approved Developments												
Accesso	*18*	*18*		*2*	*2*							
Domus		*55*			*18*							
Gulfstream Point		*19*			*25*							
DreamTeam Retail												
Hallandale Art Square	*41*				*27*	*16*	*54*		*27*			
MD Clinical		*2*			*1*							
Hallandale Fire Station #7												
Oasis 1		*3*			*15*							
Pegasus		*3*			*4*							
Total Approved Developments	59	100	0	2	92	16	54	0	27	0	0	0
2018 PM Background Trips	178	1,628	16	41	1,260	71	176	112	114	39	85	9
2018 PM Project Trips	US-1			US-1			NE 3rd Street			NE 3rd Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound					12				1	1		
Outbound	1	5	1									
2018 TOTAL PM PEAK HOUR	179	1,633	17	41	1,272	71	176	112	115	40	85	9

TABLE 9A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 20 Hallandale Beach Blvd & NW 8 Ave
12/10/2015

2015 AM PEAK HOUR	NW 8 Ave			NW 8 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	305	110	34	85	140	114	116	1,707	215	76	1,359	20
PSCF	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
2015 AM Peak Season Volume	308	111	34	86	141	115	117	1,724	217	77	1,373	20
2018 AM Peak Hour	**NW 8 Ave**			**NW 8 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	316	114	35	88	145	118	120	1,771	223	79	1,410	21
Approved Developments												
Accesso	0	0	0	0	0	0	0	21	0	0	3	0
Domus	0	0	0	0	0	0	0	57	0	0	9	0
Gulfstream Point	0	0	0	0	0	0	0	6	0	0	7	0
DreamTeam Retail	0	0	0	0	0	0	0	3	0	0	4	0
Hallandale Art Square	0	0	0	0	0	0	0	12	0	0	6	0
MD Clinical	0	0	0	2	0	0	0	11	0	0	2	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	5	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	1	0	0	16	0
Pegasus	0	0	0	0	0	0	0	1	0	0	0	0
Total Approved Developments	0	0	0	2	0	0	0	117	0	0	47	0
2018 AM Total Background Trips	316	114	35	90	145	118	120	1,888	223	79	1,457	21
2018 AM Project Trips	**NW 8 Ave**			**NW 8 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound								24				
Outbound											58	
2018 TOTAL AM PEAK HOUR	316	114	35	90	145	118	120	1,912	223	79	1,515	21

TABLE 9B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 20 Hallandale Beach Blvd & NW 8 Ave
12/10/2015

2015 PM PEAK HOUR	NW 8 Ave			NW 8 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	416	149	27	59	109	148	155	1,595	178	73	1,821	31
PSCF =	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
2015 PM Peak Season Volume	420	150	27	60	110	149	157	1,611	180	74	1,839	31
2018 PM Peak Hour	**NW 8 Ave**			**NW 8 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	431	154	28	62	113	153	161	1,655	185	76	1,889	32
Approved Developments												
Accesso	0	0	0	0	0	0	0	6	0	0	32	0
Domus	0	0	0	0	0	0	0	19	0	0	57	0
Gulfstream Point	0	0	0	0	0	0	0	7	0	0	7	0
DreamTeam Retail	0	0	0	0	0	0	0	4	0	0	5	0
Hallandale Art Square	0	0	0	0	0	0	0	14	0	0	13	0
MD Clinical	2	0	0	1	0	0	0	6	0	0	13	2
Hallandale Fire Station #7	0	0	0	0	0	0	0	2	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	38	0	0	26	0
Pegasus	0	0	0	0	0	0	0	8	0	0	5	0
Total Approved Developments	2	0	0	1	0	0	0	104	0	0	158	2
2018 PM Background Trips	433	154	28	63	113	153	161	1,759	185	76	2,047	34
2018 PM Project Trips	**NW 8 Ave**			**NW 8 Ave**			**Hallandale Beach Blvd**			**Hallandale Beach Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound								53				
Outbound											26	
2018 TOTAL PM PEAK HOUR	433	154	28	63	113	153	161	1,812	185	76	2,073	34

TABLE 10A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 21 Hallandale Beach Blvd & SE 5 Ave
12/15/2015

2015 AM PEAK HOUR	SE 5 Ave			SE 5 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	0	0	4	0	0	0	0	1,386	18	0	1,270	0
PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 AM Peak Season Volume	0	0	4	0	0	0	0	1,386	18	0	1,270	0
2018 AM Peak Hour	SE 5 Ave			SE 5 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	0	0	4	0	0	0	0	1,424	18	0	1,305	0
Approved Developments												
Accesso								21			3	
Domus								66				
Gulfstream Point								6			7	
DreamTeam Retail											2	
Hallandale Art Square												
MD Clinical								2			6	
Hallandale Fire Station #7											4	
Oasis 1								1			16	
Pegasus								1				
Total Approved Developments	0	0	0	0	0	0	0	97	0	0	38	0
2018 AM Total Background Trips	0	0	4	0	0	0	0	1,521	18	0	1,343	0
2018 AM Project Trips	SE 5 Ave			SE 5 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound								16	30			
Outbound			28									
2018 TOTAL AM PEAK HOUR	0	0	32	0	0	0	0	1,537	48	0	1,343	0

TABLE 10B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 21 Hallandale Beach Blvd & SE 5 Ave
12/15/2015

2015 PM PEAK HOUR	SE 5 Ave			SE 5 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	0	0	18	0	0	0	3	1,421	10	0	1,754	0
PSCF =	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 PM Peak Season Volume	0	0	18	0	0	0	3	1,421	10	0	1,754	0
2018 PM Peak Hour	SE 5 Ave			SE 5 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	0	0	18	0	0	0	3	1,460	10	0	1,802	0
Approved Developments												
Accesso								6			32	
Domus								22				
Gulfstream Point								7			7	
DreamTeam Retail											2	
Hallandale Art Square												
MD Clinical								8			3	
Hallandale Fire Station #7											2	
Oasis 1								38			26	
Pegasus								8			5	
Total Approved Developments	0	0	0	0	0	0	0	89	0	0	77	0
2018 PM Background Trips	0	0	18	0	0	0	3	1,549	10	0	1,879	0
2018 PM Project Trips	SE 5 Ave			SE 5 Ave			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound								7	66			
Outbound			13									
2018 TOTAL PM PEAK HOUR	0	0	31	0	0	0	3	1,556	76	0	1,879	0

TABLE 11A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 22 Hallandale Beach Blvd & Three Islands Blvd
12/9/2015

2015 AM PEAK HOUR	Three Islands Blvd			Three Islands Blvd			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	2	2	11	314	15	326	219	789	5	38	861	122
PSCF	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
2015 AM Peak Season Volume	2	2	12	349	17	362	243	876	6	42	956	135
2018 AM Peak Hour	Three Islands Blvd			Three Islands Blvd			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	2	2	12	359	17	372	250	900	6	43	982	139
Approved Developments												
Accesso								2			12	
Domus								4			24	
Gulfstream Point								10			10	
DreamTeam Retail								1			1	
Hallandale Art Square								15			4	
MD Clinical								1			4	
Hallandale Fire Station #7								2				
Oasis 1								17			2	
Pegasus												
Total Approved Developments	0	0	0	0	0	0	0	52	0	0	57	0
2018 AM Total Background Trips	2	2	12	359	17	372	250	952	6	43	1,039	139
2018 AM Project Trips	Three Islands Blvd			Three Islands Blvd			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound											6	
Outbound								13				
2018 TOTAL AM PEAK HOUR	2	2	12	359	17	372	250	965	6	43	1,045	139

TABLE 11B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 22 Hallandale Beach Blvd & Three Islands Blvd
12/9/2015

2015 PM PEAK HOUR	Three Islands Blvd			Three Islands Blvd			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	9	10	5	257	7	269	511	1,163	5	50	1,097	280
PSCF =	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
2015 PM Peak Season Volume	10	11	6	285	8	299	567	1,291	6	56	1,218	311
2018 PM Peak Hour	Three Islands Blvd			Three Islands Blvd			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	10	11	6	293	8	307	582	1,326	6	58	1,251	319
Approved Developments												
Accesso								18			4	
Domus								24			8	
Gulfstream Point								8			13	
DreamTeam Retail											1	
Hallandale Art Square								16			10	
MD Clinical								4			2	
Hallandale Fire Station #7								1				
Oasis 1								23			43	
Pegasus								1				
Total Approved Developments	0	0	0	0	0	0	0	95	0	0	81	0
2018 PM Background Trips	10	11	6	293	8	307	582	1,421	6	58	1,332	319
2018 PM Project Trips	Three Islands Blvd			Three Islands Blvd			Hallandale Beach Blvd			Hallandale Beach Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound											12	
Outbound								6				
2018 TOTAL PM PEAK HOUR	10	11	6	293	8	307	582	1,427	6	58	1,344	319

TABLE 12A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 23 SE 2 Street & US-1
2/10/2016

2015 AM PEAK HOUR	US-1			US-1			SE 2 Street			SE 2 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	0	1,489	21	0	1,801	63	0	0	0	0	0	0
PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 AM Peak Season Volume	0	1,489	21	0	1,801	63	0	0	0	0	0	0
2018 AM Peak Hour	**US-1**			**US-1**			**SE 2 Street**			**SE 2 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	0	1,530	22	0	1,850	65	0	0	0	0	0	0
Approved Developments												
Accesso		15			2							
Domus		12			145							
Gulfstream Point		35			36							
DreamTeam Retail		1		1	1							
Hallandale Art Square		13			35							
MD Clinical		1										
Hallandale Fire Station #7		1										
Oasis 1		1			9							
Pegasus					1							
Total Approved Developments	0	79	0	1	229	0	0	0	0	0	0	0
2018 AM Total Background Trips	0	1,609	22	1	2,079	65	0	0	0	0	0	0
2018 AM Project Trips	**US-1**			**US-1**			**SE 2 Street**			**SE 2 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound									7			
Outbound					14	22						
2018 TOTAL AM PEAK HOUR	0	1,609	22	1	2,093	87	0	0	7	0	0	0

TABLE 12B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 23 SE 2 Street & US-1
2/10/2016

2015 PM PEAK HOUR	US-1			US-1			SE 2 Street			SE 2 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	0	2,417	26	0	1,535	85	0	0	0	0	0	0
PSCF =	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 PM Peak Season Volume	0	2,417	26	0	1,535	85	0	0	0	0	0	0
2018 PM Peak Hour	**US-1**			**US-1**			**SE 2 Street**			**SE 2 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	0	2,483	27	0	1,577	87	0	0	0	0	0	0
Approved Developments												
Accesso		5			22							
Domus		79			48							
Gulfstream Point		34			45							
DreamTeam Retail		1			2							
Hallandale Art Square		31			38							
MD Clinical					2							
Hallandale Fire Station #7												
Oasis 1		23			3							
Pegasus		9			14							
Total Approved Developments	0	182	0	0	174	0	0	0	0	0	0	0
2018 PM Background Trips	0	2,665	27	0	1,751	87	0	0	0	0	0	0
2018 PM Project Trips	**US-1**			**US-1**			**SE 2 Street**			**SE 2 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound		19										
Outbound					6	46						
2018 TOTAL PM PEAK HOUR	0	2,684	27	0	1,757	133	0	0	0	0	0	0

TABLE 13A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 24 SE 9 Street & US-1
12/15/2015

2015 AM PEAK HOUR	US-1			US-1			SE 9 Street			SE 9 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	52	1,337	38	31	2,110	11	16	7	115	33	4	8
PSCF	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2015 AM Peak Season Volume	55	1,404	40	33	2,216	12	17	7	121	35	4	8
2018 AM Peak Hour	US-1			US-1			SE 9 Street			SE 9 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	56	1,442	41	34	2,276	12	17	7	124	36	4	8
Approved Developments												
Accesso	0	15	0	0	2	0	0	0	0	0	0	0
Domus	88	0	0	0	15	0	0	2	0	0	2	0
Gulfstream Point	27	41	1	0	44	0	0	0	4	1	0	0
DreamTeam Retail	0	1	0	1	1	0	0	0	0	0	0	0
Hallandale Art Square	0	13	0	0	35	0	0	0	0	0	0	0
MD Clinical	0	1	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	1	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	1	0	0	9	0	0	0	0	0	0	0
Pegasus	0	1	0	0	0	0	0	0	0	0	0	0
Total Approved Developments	115	74	1	1	106	0	0	2	4	1	2	0
2018 AM Total Background Trips	171	1,516	42	35	2,382	12	17	9	128	37	6	8
2018 AM Project Trips	US-1			US-1			SE 9 Street			SE 9 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound		13					2					
Outbound					31	9						
2018 TOTAL AM PEAK HOUR	171	1,529	42	35	2,413	21	19	9	128	37	6	8

TABLE 13B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 24 SE 9 Street & US-1
12/15/2015

2015 PM PEAK HOUR	US-1			US-1			SE 9 Street			SE 9 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	94	2,057	100	53	1,608	22	17	7	64	210	41	72
PSCF =	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2015 PM Peak Season Volume	99	2,160	105	56	1,688	23	18	7	67	221	43	76
2018 PM Peak Hour	US-1			US-1			SE 9 Street			SE 9 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	102	2,219	108	58	1,734	24	18	7	69	227	44	78
Approved Developments												
Accesso	0	5	0	0	22	0	0	0	0	0	0	0
Domus	29	0	0	0	91	0	79	13	0	0	4	0
Gulfstream Point	63	41	1	0	55	0	0	0	9	3	0	0
DreamTeam Retail	0	1	0	0	2	0	0	0	0	0	0	0
Hallandale Art Square	0	31	0	0	38	0	0	0	0	0	0	0
MD Clinical	0	0	0	0	2	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	23	0	0	3	0	0	0	0	0	0	0
Pegasus	0	6	0	0	0	0	0	0	0	0	0	0
Total Approved Developments	92	107	1	0	213	0	79	13	9	3	4	0
2018 PM Background Trips	194	2,326	109	58	1,947	24	97	20	78	230	48	78
2018 PM Project Trips	US-1			US-1			SE 9 Street			SE 9 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound		30					8					
Outbound					14	4						
2018 TOTAL PM PEAK HOUR	194	2,356	109	58	1,961	28	105	20	78	230	48	78

TABLE 14A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 25 Atlantic Shores Blvd & US-1
12/15/2015

2015 AM PEAK HOUR	US-1			US-1			Atlantic Shores Blvd			Atlantic Shores Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	14	864	85	133	1,187	6	3	7	14	145	14	222
PSCF	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2015 AM Peak Season Volume	15	907	89	140	1,246	6	3	7	15	152	15	233
2018 AM Peak Hour	**US-1**			**US-1**			**Atlantic Shores Blvd**			**Atlantic Shores Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	15	932	91	144	1,280	6	3	7	15	156	15	239
Approved Developments												
Accesso	0	1	0	0	12	0	0	0	0	0	0	0
Domus	0	8	0	0	55	0	0	0	0	0	0	0
Gulfstream Point	0	18	0	0	20	0	0	0	0	0	0	0
DreamTeam Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	49	0	0	37	0	0	0	0	0	0	0
MD Clinical	0	1	0	0	1	0	0	0	0	0	3	0
Hallandale Fire Station #7	0	0	0	0	1	0	0	0	0	0	0	0
Oasis 1	0	2	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Developments	0	79	0	0	126	0	0	0	0	0	3	0
2018 AM Total Background Trips	15	1,011	91	144	1,406	6	3	7	15	156	18	239
2018 AM Project Trips	**US-1**			**US-1**			**Atlantic Shores Blvd**			**Atlantic Shores Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound					5							
Outbound		14										
2018 TOTAL AM PEAK HOUR	15	1,025	91	144	1,411	6	3	7	15	156	18	239

TABLE 14B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 25 Atlantic Shores Blvd & US-1
12/15/2015

2015 PM PEAK HOUR	US-1			US-1			Atlantic Shores Blvd			Atlantic Shores Blvd		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	46	1,279	118	178	1,065	13	4	23	31	148	18	223
PSCF =	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2015 PM Peak Season Volume	48	1,343	124	187	1,118	14	4	24	33	155	19	234
2018 PM Peak Hour	**US-1**			**US-1**			**Atlantic Shores Blvd**			**Atlantic Shores Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	49	1,380	127	192	1,148	14	4	25	34	159	20	240
Approved Developments												
Accesso	0	18	0	0	4	0	0	0	0	0	0	0
Domus	0	55	0	0	18	0	0	0	0	0	0	0
Gulfstream Point	0	19	0	0	25	0	0	0	0	0	0	0
DreamTeam Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	54	0	0	89	0	0	0	0	0	0	0
MD Clinical	0	2	0	0	1	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	3	0	0	15	0	0	0	0	0	0	0
Pegasus	0	3	0	0	4	0	0	0	0	0	0	0
Total Approved Developments	0	154	0	0	156	0	0	0	0	0	0	0
2018 PM Background Trips	49	1,534	127	192	1,304	14	4	25	34	159	20	240
2018 PM Project Trips	**US-1**			**US-1**			**Atlantic Shores Blvd**			**Atlantic Shores Blvd**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound					12							
Outbound		5										
2018 TOTAL PM PEAK HOUR	49	1,539	127	192	1,316	14	4	25	34	159	20	240

TABLE 15A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 26 SE 3 Street & Dixie Hwy
2/17/2016

2015 AM PEAK HOUR	Dixie Hwy			Dixie Hwy			SE 3 Street			SE 3 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	0	0	0	398	581	8	0	272	14	40	104	0
PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 AM Peak Season Volume	0	0	0	398	581	8	0	272	14	40	104	0
2018 AM Peak Hour	**Dixie Hwy**			**Dixie Hwy**			**SE 3 Street**			**SE 3 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	0	0	0	409	597	8	0	279	14	41	107	0
Approved Developments												
Accesso												
Domus												
Gulfstream Point								5			1	
DreamTeam Retail												
Hallandale Art Square					5							
MD Clinical												
Hallandale Fire Station #7												
Oasis 1												
Pegasus												
Total Approved Developments	0	0	0	0	5	0	0	5	0	0	1	0
2018 AM Total Background Trips	0	0	0	409	602	8	0	284	14	41	108	0
2018 AM Project Trips	**Dixie Hwy**			**Dixie Hwy**			**SE 3 Street**			**SE 3 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound										2		
Outbound												
2018 TOTAL AM PEAK HOUR	0	0	0	409	602	8	0	284	14	43	108	0

TABLE 15B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 26 SE 3 Street & Dixie Hwy
2/17/2016

2015 PM PEAK HOUR	Dixie Hwy			Dixie Hwy			SE 3 Street			SE 3 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	0	0	0	201	377	17	0	150	10	70	352	0
PSCF =	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 PM Peak Season Volume	0	0	0	201	377	17	0	150	10	70	352	0
2018 PM Peak Hour	**Dixie Hwy**			**Dixie Hwy**			**SE 3 Street**			**SE 3 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	0	0	0	206	387	17	0	154	10	72	362	0
Approved Developments												
Accesso												
Domus												
Gulfstream Point								3			3	
DreamTeam Retail												
Hallandale Art Square					6							
MD Clinical					2							
Hallandale Fire Station #7												
Oasis 1												
Pegasus												
Total Approved Developments	0	0	0	0	8	0	0	3	0	0	3	0
2018 PM Background Trips	0	0	0	206	395	17	0	157	10	72	365	0
2018 PM Project Trips	**Dixie Hwy**			**Dixie Hwy**			**SE 3 Street**			**SE 3 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound										1		
Outbound												
2018 TOTAL PM PEAK HOUR	0	0	0	206	395	17	0	157	10	73	365	0

TABLE 16A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 27 SE 3 Street & SE 1 Ave
2/17/2016

2015 AM PEAK HOUR	SE 1 Ave			SE 1 Ave			SE 3 Street			SE 3 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	63	231	7	0	0	0	41	628	0	0	80	81
PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 AM Peak Season Volume	63	231	7	0	0	0	41	628	0	0	80	81
2018 AM Peak Hour	SE 1 Ave			SE 1 Ave			SE 3 Street			SE 3 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	65	237	7	0	0	0	42	645	0	0	82	83
Approved Developments												
Accesso												
Domus		11										
Gulfstream Point		2						5			1	
DreamTeam Retail												
Hallandale Art Square		24										
MD Clinical		1										
Hallandale Fire Station #7												
Oasis 1												
Pegasus												
Total Approved Developments	0	38	0	0	0	0	0	5	0	0	1	0
2018 AM Total Background Trips	65	275	7	0	0	0	42	650	0	0	83	83
2018 AM Project Trips	SE 1 Ave			SE 1 Ave			SE 3 Street			SE 3 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound		1									2	
Outbound												
2018 TOTAL AM PEAK HOUR	65	276	7	0	0	0	42	650	0	0	85	83

TABLE 16B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 27 SE 3 Street & SE 1 Ave
2/17/2016

2015 PM PEAK HOUR	SE 1 Ave			SE 1 Ave			SE 3 Street			SE 3 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	166	438	9	0	0	0	67	284	0	0	256	123
PSCF =	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 PM Peak Season Volume	166	438	9	0	0	0	67	284	0	0	256	123
2018 PM Peak Hour	SE 1 Ave			SE 1 Ave			SE 3 Street			SE 3 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	171	450	9	0	0	0	69	292	0	0	263	126
Approved Developments												
Accesso												
Domus		68										
Gulfstream Point		3						3			3	
DreamTeam Retail		1										
Hallandale Art Square		9										
MD Clinical		1										
Hallandale Fire Station #7												
Oasis 1												
Pegasus												
Total Approved Developments	0	82	0	0	0	0	0	3	0	0	3	0
2018 PM Background Trips	171	532	9	0	0	0	69	295	0	0	266	126
2018 PM Project Trips	SE 1 Ave			SE 1 Ave			SE 3 Street			SE 3 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound		1									1	
Outbound												
2018 TOTAL PM PEAK HOUR	171	533	9	0	0	0	69	295	0	0	267	126

TABLE 17A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 28 SE 3 Street & Old Federal Hwy
2/9/2016

2015 AM PEAK HOUR	Old Federal Hwy			Old Federal Hwy			SE 3 Street			SE 3 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	8	1	6	21	11	46	5	599	16	1	49	12
PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 AM Peak Season Volume	8	1	6	21	11	46	5	599	16	1	49	12
2018 AM Peak Hour	**Old Federal Hwy**			**Old Federal Hwy**			**SE 3 Street**			**SE 3 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	8	1	6	22	11	47	5	615	16	1	50	12
Approved Developments												
Accesso	0	0	0	0	0	0	0	0	0	0	0	0
Domus	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0
DreamTeam Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Clinical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Developments	0	0	0	0	0	0	0	0	0	0	0	0
2018 AM Total Background Trips	8	1	6	22	11	47	5	615	16	1	50	12
2018 AM Project Trips	**Old Federal Hwy**			**Old Federal Hwy**			**SE 3 Street**			**SE 3 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound											8	
Outbound				26								
2018 TOTAL AM PEAK HOUR	8	1	6	48	11	47	5	615	16	1	58	12

TABLE 17B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 28 SE 3 Street & Old Federal Hwy
2/9/2016

2015 PM PEAK HOUR	Old Federal Hwy			Old Federal Hwy			SE 3 Street			SE 3 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	35	1	26	28	8	86	8	375	17	5	223	20
PSCF =	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 PM Peak Season Volume	35	1	26	28	8	86	8	375	17	5	223	20
2018 PM Peak Hour	**Old Federal Hwy**			**Old Federal Hwy**			**SE 3 Street**			**SE 3 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	36	1	27	29	8	88	8	385	17	5	229	21
Approved Developments												
Accesso	0	0	0	0	0	0	0	0	0	0	0	0
Domus	0	0	0	0	0	0	0	0	0	0	0	0
Gulfstream Point	0	0	0	0	0	0	0	0	0	0	0	0
DreamTeam Retail	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Art Square	0	0	0	0	0	0	0	0	0	0	0	0
MD Clinical	0	0	0	0	0	0	0	0	0	0	0	0
Hallandale Fire Station #7	0	0	0	0	0	0	0	0	0	0	0	0
Oasis 1	0	0	0	0	0	0	0	0	0	0	0	0
Pegasus	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Developments	0	0	0	0	0	0	0	0	0	0	0	0
2018 PM Background Trips	36	1	27	29	8	88	8	385	17	5	229	21
2018 PM Project Trips	**Old Federal Hwy**			**Old Federal Hwy**			**SE 3 Street**			**SE 3 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound											19	
Outbound				12								
2018 TOTAL PM PEAK HOUR	36	1	27	41	8	88	8	385	17	5	248	21

TABLE 18A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 30 SE 2 Street & SE 5 Avenue
12/15/2015

2015 AM PEAK HOUR	SE 5 Avenue			SE 5 Avenue			SE 2 Street			SE 2 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	0	0	0	10	0	11	11	43	0	0	13	0
PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 AM Peak Season Volume	0	0	0	10	0	11	11	43	0	0	13	0
2018 AM Peak Hour	**SE 5 Avenue**			**SE 5 Avenue**			**SE 2 Street**			**SE 2 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	0	0	0	10	0	11	11	44	0	0	13	0
Approved Developments												
Accesso												
Domus												
Gulfstream Point												
DreamTeam Retail												
Hallandale Art Square												
MD Clinical												
Hallandale Fire Station #7												
Oasis 1												
Pegasus												
Total Approved Developments	0	0	0	0	0	0	0	0	0	0	0	0
2018 AM Total Background Trips	0	0	0	10	0	11	11	44	0	0	13	0
2018 AM Project Trips	**SE 5 Avenue**			**SE 5 Avenue**			**SE 2 Street**			**SE 2 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound							9					22
Outbound				26		90						
2018 TOTAL AM PEAK HOUR	0	0	0	36	0	101	20	44	0	0	13	22

TABLE 18B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 30 SE 2 Street & SE 5 Avenue
12/15/2015

2015 PM PEAK HOUR	SE 5 Avenue			SE 5 Avenue			SE 2 Street			SE 2 Street		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	0	0	0	7	0	24	9	14	0	0	17	1
PSCF =	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 PM Peak Season Volume	0	0	0	7	0	24	9	14	0	0	17	1
2018 PM Peak Hour	**SE 5 Avenue**			**SE 5 Avenue**			**SE 2 Street**			**SE 2 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	0	0	0	7	0	25	9	14	0	0	17	1
Approved Developments												
Accesso												
Domus												
Gulfstream Point												
DreamTeam Retail												
Hallandale Art Square												
MD Clinical												
Hallandale Fire Station #7												
Oasis 1												
Pegasus												
Total Approved Developments	0	0	0	0	0	0	0	0	0	0	0	0
2018 PM Background Trips	0	0	0	7	0	25	9	14	0	0	17	1
2018 PM Project Trips	**SE 5 Avenue**			**SE 5 Avenue**			**SE 2 Street**			**SE 2 Street**		
Turning Movement	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound							20					45
Outbound				12		41						
2018 TOTAL PM PEAK HOUR	0	0	0	19	0	66	29	14	0	0	17	46

TABLE 19A
AM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 29 SE 2 Street & SE 1 Avenue
2/10/2016

2015 AM PEAK HOUR		SE 1 Avenue				SE 1 Avenue			SE 2 Street			SE 2 Street		
Turning Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing AM 2015 Vol.	0	0	340	7	0	0	0	0	0	0	0	0	0	56
PSCF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 AM Peak Season Volume	0	0	340	7	0	0	0	0	0	0	0	0	0	56
2018 AM Peak Hour		**SE 1 Avenue**				**SE 1 Avenue**			**SE 2 Street**			**SE 2 Street**		
Turning Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 AM Background Trips	0	0	349	7	0	0	0	0	0	0	0	0	0	58
Approved Developments														
Accesso														
Domus			12											
Gulfstream Point														
DreamTeam Retail														
Hallandale Art Square			3											
MD Clinical														
Hallandale Fire Station #7														
Oasis 1														
Pegasus														
Total Approved Developments	0	0	15	0	0	0	0	0	0	0	0	0	0	0
2018 AM Total Background Trips	0	0	364	7	0	0	0	0	0	0	0	0	0	58
2018 AM Project Trips		**SE 1 Avenue**				**SE 1 Avenue**			**SE 2 Street**			**SE 2 Street**		
Turning Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound				1										
Outbound														72
2018 TOTAL AM PEAK HOUR	0	0	364	8	0	0	0	0	0	0	0	0	0	130

TABLE 19B
PM PEAK HOUR TURNING MOVEMENT
INTERSECTION: 29 SE 2 Street & SE 1 Avenue
2/10/2016

2015 PM PEAK HOUR		SE 1 Avenue				SE 1 Avenue			SE 2 Street			SE 2 Street		
Turning Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Existing PM 2015 Vol.	0	0	780	11	0	0	0	0	0	0	0	0	0	43
PSCF =	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2015 PM Peak Season Volume	0	0	780	11	0	0	0	0	0	0	0	0	0	43
2018 PM Peak Hour		**SE 1 Avenue**				**SE 1 Avenue**			**SE 2 Street**			**SE 2 Street**		
Turning Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Growth Factor (2015-2018)	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027	1.027
2018 PM Background	0	0	801	11	0	0	0	0	0	0	0	0	0	44
Approved Developments														
Accesso														
Domus			68											
Gulfstream Point														
DreamTeam Retail			1											
Hallandale Art Square			9											
MD Clinical														
Hallandale Fire Station #7														
Oasis 1														
Pegasus														
Total Approved Developments	0	0	78	0	0	0	0	0	0	0	0	0	0	0
2018 PM Background Trips	0	0	879	11	0	0	0	0	0	0	0	0	0	44
2018 PM Project Trips		**SE 1 Avenue**				**SE 1 Avenue**			**SE 2 Street**			**SE 2 Street**		
Turning Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Inbound				1										
Outbound														33
2018 TOTAL PM PEAK HOUR	0	0	879	12	0	0	0	0	0	0	0	0	0	77

ATTACHMENT C

SUMMARY OF APPROVED DEVELOPMENTS AND TRIPS
CITY OF HALLANDALE BEACH
UPDATED APRIL 2016

City of Hallandale Beach - Committed Developments - Updated April 2016

Committed Projects (1)	Address	Land Use and Development Parameters (2)								NET Project Trips (2)							Status	Source
		Floors	Office SF	Retail SF	Rest-aurant SF	Dwelling Units	Hotel (Rooms)	Other	Note	Daily Trips	AM Peak Total	AM IN	AM OUT	PM Peak Total	PM IN	PM OUT		
1. 2000 S. Ocean Dr (3)	2000 S. Ocean Drive	36	0	0	0	64	0	0		[-269]	--	--	--	--	--	--	Approved	2000 South Ocean Drive Traffic Statement, Calvin, Giordano & Associates, Inc., June 13, 2012
2. Accesso Office Bldg	100 N. Federal Hwy	5	27,744	0	0	0	0	0		491	68	60	8	109	19	90	Approved	Accesso Office Building Traffic Analysis, McMahon Associates, Inc. Dec. 2014
3. Domus Office Center	804 S. Federal Hwy	19	160,854	13,021	0	0	0	0		3,357	294	255	39	345	84	261	Approved	Domus Hallandale Traffic Impact Study, Carter & Burgess, Incl, Revised Jan. 2007
4. Gulfstream Point	918 S. Federal Hwy	24	0	0	757	297	0	0		2,522	191	74	117	215	128	87	Approved	Gulfstream Point Traffic Impact Analysis, Kimley-Horn and Associates, Sept. 2013.
5. Dream Team Retail (4)	11 NE 1 Ave	2	0	3,891	0	0	0	0		77	13	6	7	17	7	10	Approved	NE 1st Avenue and Hallandale Beach Boulevard Commercial Stie Traffic Impact Analysis, Kimley-Horn and Associates, June 2015 (Note: AM peak hour trips estimated by KS)
6. Hallandale ArtSquare	301 N. Federal Hwy	3 to 7	0	10,264	0	358	0	0		3,200	192	68	123	297	163	134	Approved	Hallandale ArtSquare Traffic Impact Analysis, Calvil, Giordano & Associates, Oct. 2014
7. Hallandale Fire Station #7	111 Foster Road	1 to 2	25,197	0	0	0	0	0		70	34	23	11	14	1	13	Approved	Hallandale Fire Station 7 Traffic Statement, McMahonAssociates, Inc. Nov. 17, 2014.
8. Hallandale Oasis Phase I	1100 E. HBB	3 to 26	39,060	8,615	18,015	250	0	8,500	(5)	2,688	168	97	71	220	143	77	Approved	Hallandale Oasis Traffic Study, KBP Consulting, Inc., August 2014
9. MD Clinical Medical Office	633 HBB	2	12,245	0	0	0	0	0		442	29	23	6	44	12	32	Approved	MD Clinical Traffic Impact Analysis, Kimley-Horn and Associates, Inc., Oct. 2014
10. O. B. Johnson Park	900 NW 8 Ave, 33009	0	0	0	0	0	0	41,984	(5)	--	--	--	--	--	--	--	Approved	
11. Pegasus Park	Federal Hwy & SE 3 St.	0	0	0	0	0	0	0		--	--	--	--	32	20	12	Approved	
Approved			**265,100**	**35,791**	**18,772**	**969**	**0**	**50,484**		**12,847**	**989**	**606**	**382**	**1,293**	**577**	**716**		

Notes:

1. Committed developments are projects identified as Major Development Porjects with Approved Site Plans as listed in Current Devevelopment Activity Report, City of Hallandale Beach, Updated April 2016.
2. Information obtained from traffic study associated with each report listed under Sources column.
3. Project results in less net trips than existing hotel use. For anlaysis purposes only, no trips were subtracted from exisitng volumes.
4. Project AM peak hour volumes not provided in report. Values calculated by Keith and Schnars based on ITE Trip Generation, 9th Edition.
5. Other: Fitness area or sport facility.

ATTACHMENT D

REVISED TRIP GENERATION TABLES

TABLE 1
MG100 TOWER DAILY TRIP GENERATION

	Land Use Description	Density	Units	Land Use Code	ITE 9th Edition Daily Trip Generation Rate or Formula (1)	Daily Trips	Inbound		Outbound	
							%	Trips	%	Trips
A	Residential Condo Units	350	Units	230	Ln (T) = 0.87 Ln(x) + 2.46	**1,913**	50%	**956**	50%	**956**
B	Specialty Retail	4,116	Sq. Ft.	826	T = 44.32 (X)	**182**	50%	**91**	50%	**91**
C	Restaurant	5,487	Sq. Ft.	932	T = 127.15 (x)	**698**	50%	**349**	50%	**349**
					Gross Daily Trips:	**2,793**	50%	**1,396**	50%	**1,396**
	Internalization Rate (Daily) (2):			16.1%	Daily Internal Trips:	**450**	50%	**225**	50%	**225**
					TOTAL NET PM EXTERNAL TRIPS:	**2,343**	50%	**1,171**	50%	**1,171**

NOTES:

(1) Trip rates are based on the Institute of Transportation Engineers' Trip Generation, 9th Edition.

(2) Since ITE Trip Generation Manaul does not provide internal capture rates for daily trips, it is recommended that the internalization percentage be the average of the AM and PM internal capture rates. AM rate is 8.8% and PM rate is 23.4%; thus average is 16.1%

TABLE 2
MG100 TOWER AM PEAK HOUR TRIP GENERATION

Land Use Description	Density	Units	Land Use Code	ITE 9th Edition AM Peak Hour Trip Generation Rate or Formula (1)	AM Peak Hour Trips	Inbound		Outbound	
						%	Trips	%	Trips
A Residential Condo Units	350	Units	230	Ln (T) = 0.80 Ln(x) + 0.26	**141**	17%	**24**	83%	**117**
B Retail	4,116	Sq. Ft.	820 (2)	Ln (T) = 0.61 Ln(x) + 2.24	**22**	62%	**14**	38%	**8**
C Restaurant	5,487	Sq. Ft.	932	T = 10.81 (x)	**59**	55%	**32**	45%	**27**
				Gross Am Peak Hour Trips:	**222**	32%	**70**	68%	**152**
Internalization Rate (AM) (3):			9.0%	AM Peak Hour Internal Trips:	**20**	50%	**10**	50%	**10**
				TOTAL NET AM EXTERNAL TRIPS:	**202**	30%	**60**	70%	**142**

NOTES:

(1) Trip rates are based on the Institute of Transportation Engineers' Trip Generation , 9th Edition.

(2) ITE Land Use as Shopping Center as per methodology request.

(3) Unconstrained internal trip capture rates obtained from Institute of Transportation Engineers "Trip Generation Handbook, 3rd Edition",

TABLE 3
MG100 TOWER PM Peak Hour Trip Generation

Land Use Description	Density	Units	Land Use Code	ITE 9th Edition PM Peak Hour Trip Generation Rate or Formula (1)	PM Peak Hour Trips	Inbound		Outbound	
						%	Trips	%	Trips
A Residential Condo Units	350	Units	230	Ln (T) = 0.82 Ln(x) + 0.32	**168**	67%	**113**	33%	**55**
B Specialty Retail	4,116	Sq. Ft.	826	Ln (T) = 2.40 (X) + 21.48	**31**	44%	**14**	56%	**17**
C Restaurant	5,487	Sq. Ft.	932	T = 9.58 (X)	**53**	60%	**32**	40%	**21**
				Gross PM Peak Hour Trips:	**252**	63%	**159**	37%	**93**
Internalization Rate (PM) (2):			21.4%	PM Peak Hour Internal Trips:	**54**	50%	**27**	50%	**27**
				TOTAL NET PM EXTERNAL TRIPS:	**198**	67%	**132**	33%	**66**

NOTES:

(1) Trip rates are based on the Institute of Transportation Engineers' Trip Generation, 9th Edition.

(2) Unconstrained internal trip capture rates obtained from Institute of Transportation Engineers "Trip Generation Handbook, 3rd Edition",