

*Traffic Impact Analysis
For Submittal to the
City of Pompano Beach*

**POMPANO CITI CENTRE
POMPANO BEACH, FLORIDA**



DRC

PZ21-12000042
10/19/2022

Traffic Impact Analysis for Submittal to the City of Pompano Beach

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PZ21-12000042
6/15/2022

POMPANO CITI CENTRE POMPANO BEACH, FLORIDA

Prepared for:

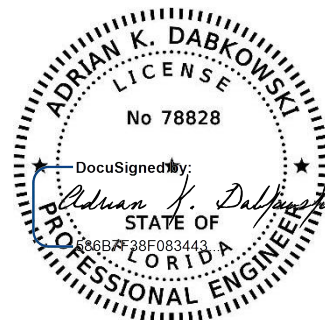
Morgan Group Development, LLC

Prepared by:

Kimley-Horn and Associates, Inc.

Kimley»Horn

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May 2022
140488004



This item has been
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Dabkowski, P.E., PTOE,
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Adrian K. Dabkowski, P.E., PTOE
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EXECUTIVE SUMMARY

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Morgan Group Development, LLC is proposing to redevelop the property located at 1200 NE 23rd Street in Pompano Beach, Florida. Currently, the site proposed for redevelopment is occupied by a 146,942 square-foot Macy's department store, surface parking lots, and the realignment of the existing mall ring road. The proposed redevelopment consists of 352 mid-rise residential units. The redevelopment is expected to be completed by year 2025.

Access to the proposed redevelopment will be provided via one (1) full access driveway at the south side of 1st EW Pompano Square Mall Aisle.

Trip generation for the proposed redevelopment was calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 11th Edition. The project is expected to generate 129 net new weekday A.M. peak hour trips and a 124 net new weekday P.M. peak hour trips. Note the existing development is currently closed, therefore proposed total trips will be applied to the transportation network and no credit for the existing development will be taken.

Intersection capacity analyses indicate that the project does not result in significant or adverse impacts to the study area intersections.

An entry gate analysis was performed at the proposed redevelopment entry point. The proposed entry gate provides one (1) resident-only lane and one (1) guest-only lane. The proposed redevelopment is expected to result in a queue of less than one (1) vehicle in either lane during the A.M. and P.M. peak hours. Therefore, vehicle queues are expected to be accommodated on-site without extending onto 1st EW Pompano Square Mall Aisle.

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INTRODUCTION

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Kimley-Horn and Associates, Inc. has completed this traffic impact analysis for submittal to the City of Pompano Beach. Methodology correspondences detailing the traffic study requirements are included in Appendix B. The purpose of the study is to assess the proposed redevelopment's impact on the surrounding transportation network. This report summarizes the data collection, project trip generation, trip distribution and assignment, capacity analysis, and entry gate analysis.

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EXISTING TRAFFIC

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A.M. peak period (7:00 A.M. to 9:00 A.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.) turning movement counts were collected on April 6, 2022 (Wednesday) at the following intersections:

- NE 12th Terrace/Pompano Square and E Copans Road
- Pompano Square and 1st EW Pompano Square Mall Aisle
- Wendy's Driveway and 1st EW Pompano Square Mall Aisle
- US 1/N Federal Highway and Pompano Square/NE 18th Street

All traffic volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) of 1.00 was applied to the data collected on April 6, 2022.

Additionally, as a result of atypical traffic conditions due to COVID-19, a volume adjustment factor was calculated based on a comparison of historical Annual Average Daily Traffic (AADT) data gathered from FDOT count station no. 0141 located on US 1/N Federal Highway, south of Copans Road. Table 1 summarizes the volume adjustment factor calculations. As Table 1 indicates, a volume adjustment factor of 1.28 was applied to the raw turning movement counts to develop the existing conditions traffic volumes.

Table 1: Volume Adjustment Factor		
<i>Station 0141 – US 1/N Federal Highway, South of Copans Road</i>		
	<i>Pre-Covid Conditions</i>	<i>Covid Conditions</i>
2019 AADT Volume	56,000	-
Growth Rate	4.29	-
2020 AADT Volume	58,402	45,500
Volume Adjustment Factor	1.28	

The turning movement counts, FDOT historical AADT count data, FDOT peak season factor category reports, and signal timing data are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the A.M. and P.M. peak hours.

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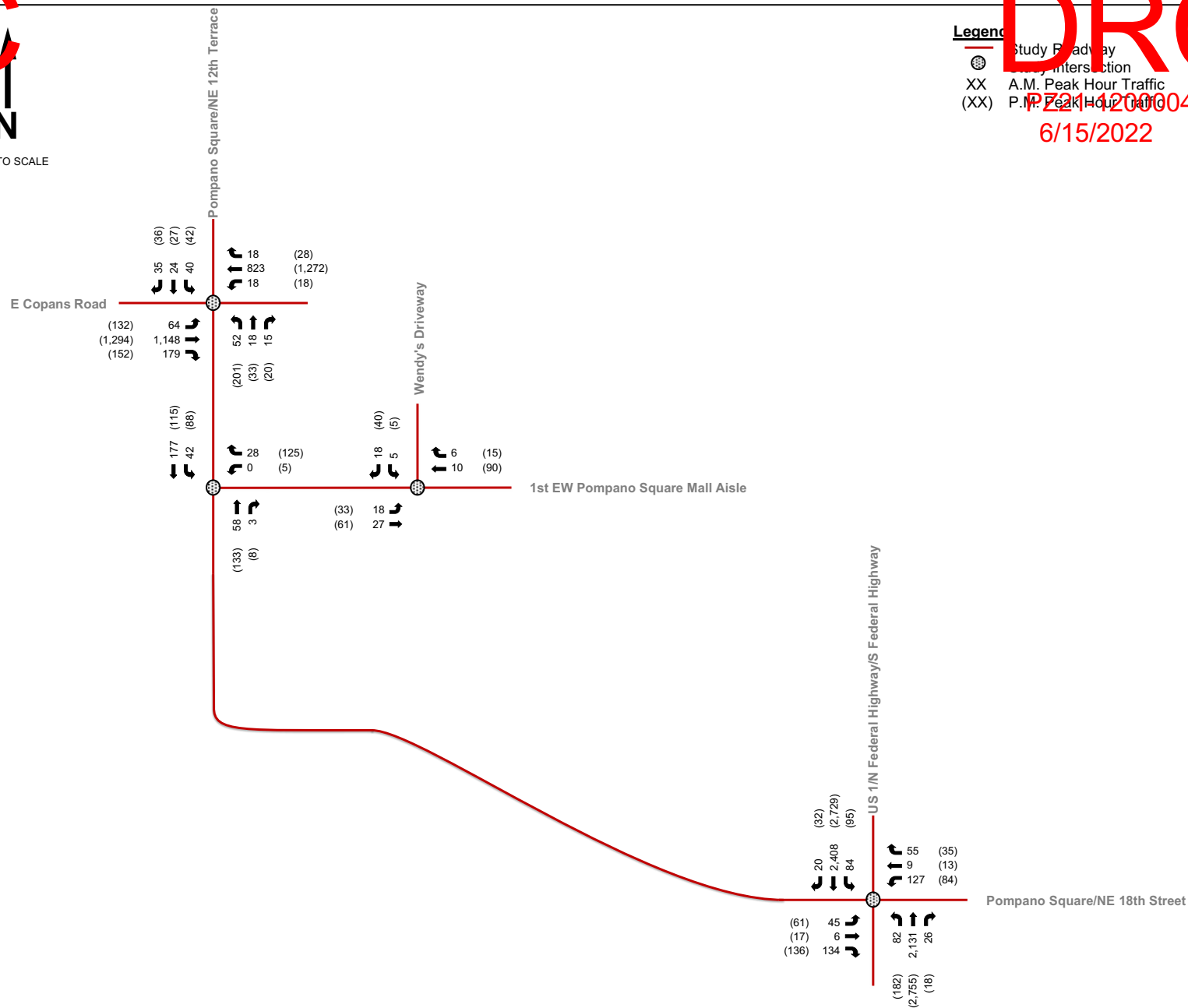


Figure 2
Existing Peak Hour Traffic
Pompano Citi Centre
Pompano Beach, Florida

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FUTURE BACKGROUND TRAFFIC

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Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2025 without the construction of the proposed redevelopment. Future background traffic volumes used in the analysis are the sum of the existing traffic and additional traffic generated by growth in the study area. Refer to Figure 3 for the future background 2025 peak hour traffic volumes.

BACKGROUND AREA GROWTH

Traffic growth on the transportation network was determined based upon historic growth trends at nearby FDOT traffic count stations. FDOT count stations referenced in this analysis include:

- FDOT count station no. 0141 located on SR 5/US 1, south of Copans Road
- FDOT count station no. 5100 located on SR 5, north of NE 6th Street
- FDOT count station no. 5212 located on SR 844/ 14th Street, east of SR 5/US 1

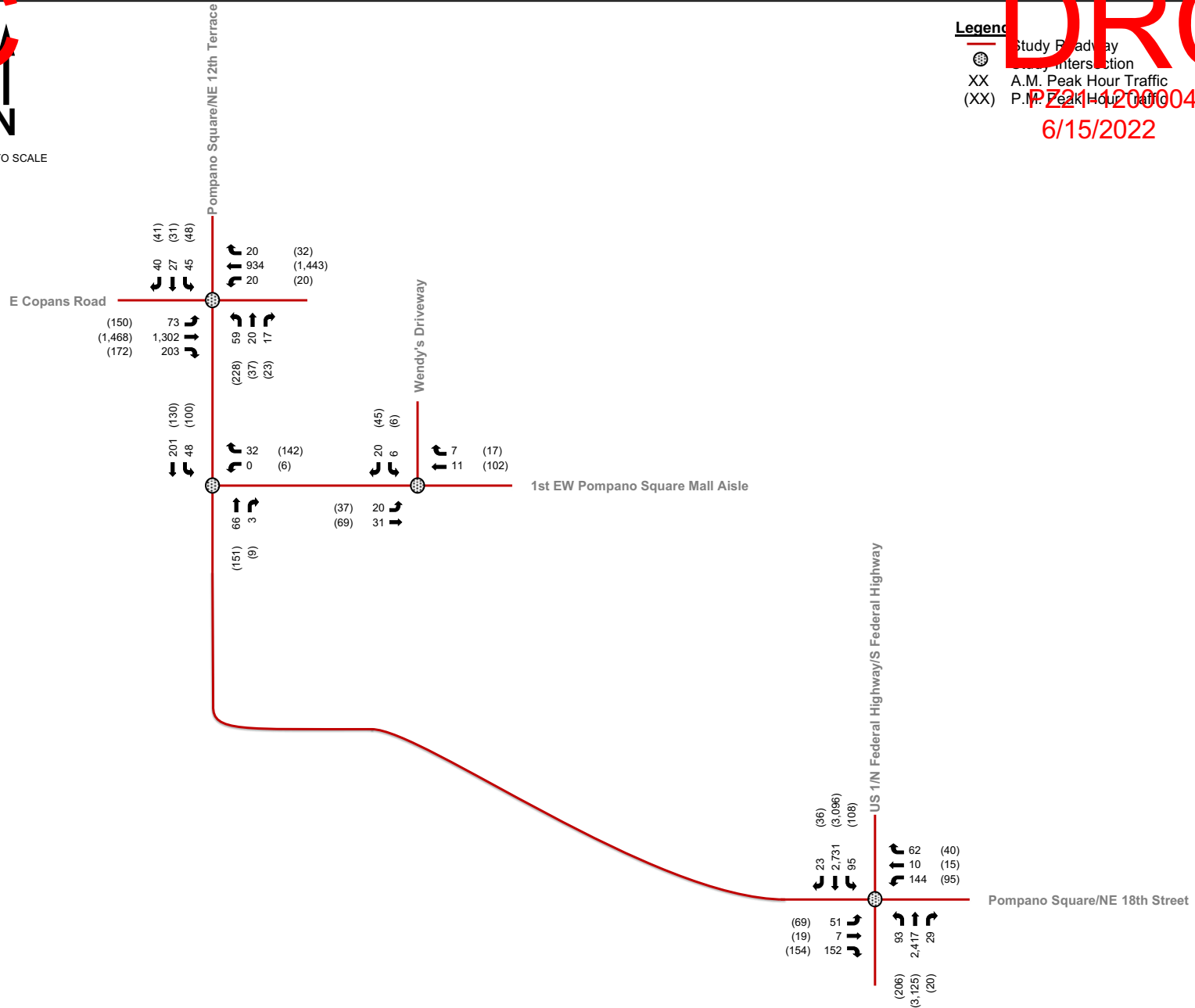
The historic growth rate analysis, based on FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) and ten (10) year periods. The calculated growth rate with the highest R^2 value was determined based on the five (5) year linear growth trend which yielded a growth rate of 4.29 percent (4.29 %). Based on the forecasted volumes obtained from the 2015 and 2045 FSUTMS SERPM, an annual growth rate of 1.29 percent (1.29%) was calculated in the vicinity of the development. To provide for a conservative analysis, a growth rate of 4.29 percent (4.29%) was applied annually to the existing traffic volumes for future (2025) background conditions. Detailed growth calculations are contained in Appendix D.

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Figure 3
Future Background Peak Hour Traffic
Pompano Citi Centre
Pompano Beach, Florida

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PROJECT TRAFFIC

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Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

EXISTING AND PROPOSED LAND USE

Currently, the site proposed for redevelopment is occupied by a 146,942 square-foot Macy's department store and surface parking lots.

PROJECT ACCESS

Access to the proposed redevelopment will be provided via one (1) full access driveway at the south side of 1st EW Pompano Square Mall Aisle.

TRIP GENERATION

Trip generation calculations for the proposed redevelopment were performed using rates and/or equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed redevelopment was determined using ITE LUC 221 (Multifamily Housing [Mid-Rise]). Internal Capture is expected between the proposed redevelopment and Pompano Citi Centre mall. However, to provide a conservative analysis, an internal capture reduction was not taken. Note the existing development is currently closed, therefore proposed total trips will be applied to the transportation network and no credit for the existing development will be taken.

MULTIMODAL REDUCTION

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the development. A multimodal factor of 10.1 percent (10.1%) was determined for the proposed development. It is expected that a portion of residents, employees, and guests will choose to walk, bike, or use public transit to and from the proposed development.

NET NEW PROJECT TRIPS

The project is expected to generate 129 net new weekday A.M. peak hour trips and 124 net new weekday P.M. peak hour trips. Detailed trip generation information is included in Appendix E.

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Table 2: Trip Generation				
<i>A.M. Peak Hour (P.M. Peak Hour)</i>				
Future Land Use (ITE Code)	Scale	Net New External Trips	Entering Trips	Exiting Trips
<i>Proposed Redevelopment</i>				
Multifamily Housing (Mid-Rise) (221)	352 dwelling units	129 (124)	30 (75)	99 (49)
<i>Net New Redevelopment</i>				
Net New Vehicle Trips		129 (124)	30 (75)	99 (49)

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TRIP DISTRIBUTION AND ASSIGNMENT

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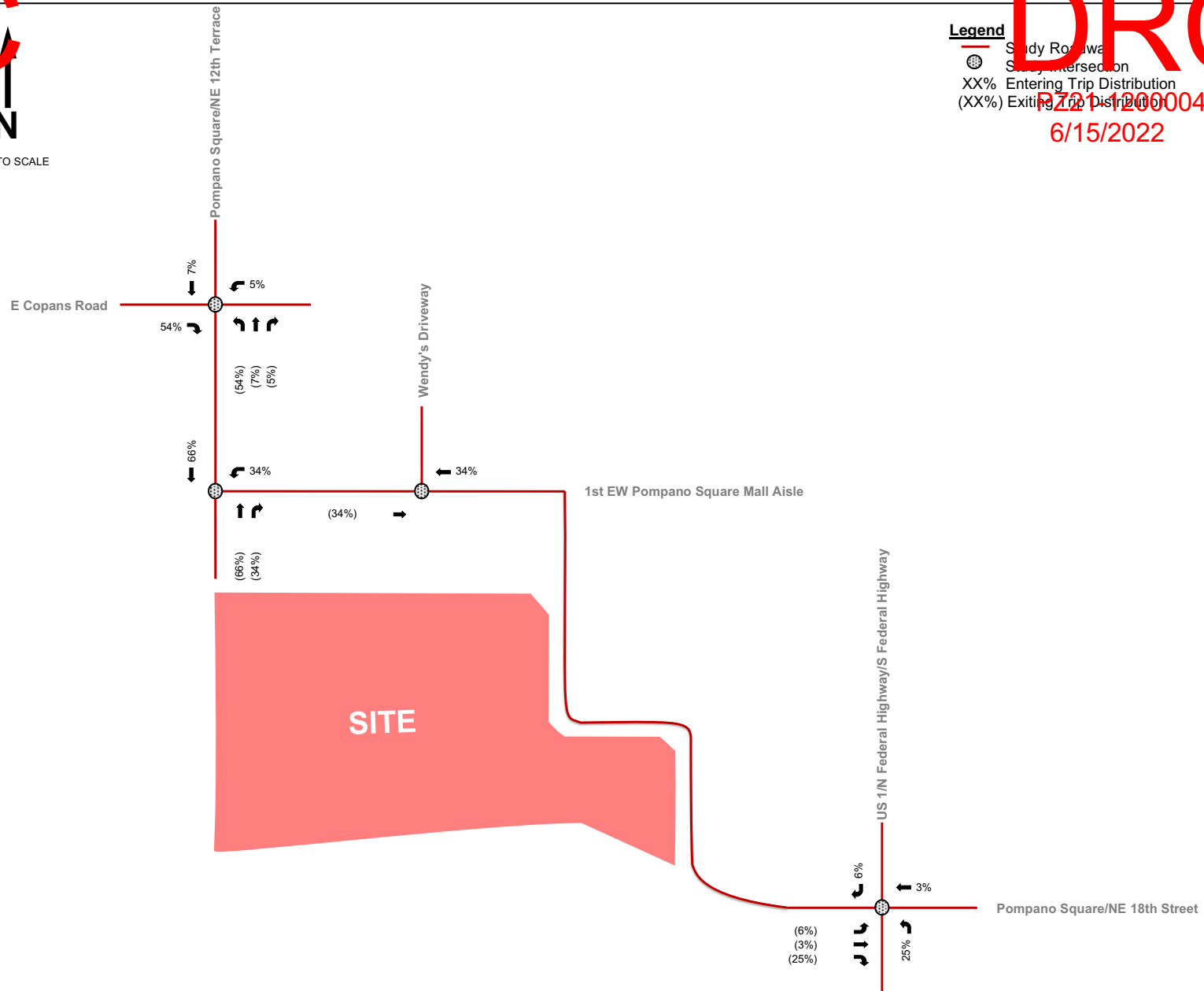
The likely distribution of project traffic was forecast for the trips expected to be generated by the proposed redevelopment. Intersection turning movement counts trends were analyzed to determine the traffic distribution of the proposed redevelopment and adjustments were made to account for project trips utilizing the local roadway network as a result of the site's access management restrictions. Figure 4, Figure 5, and Figure 6 detail the project's trip distribution and assignment for the A.M. and P.M. peak hours.

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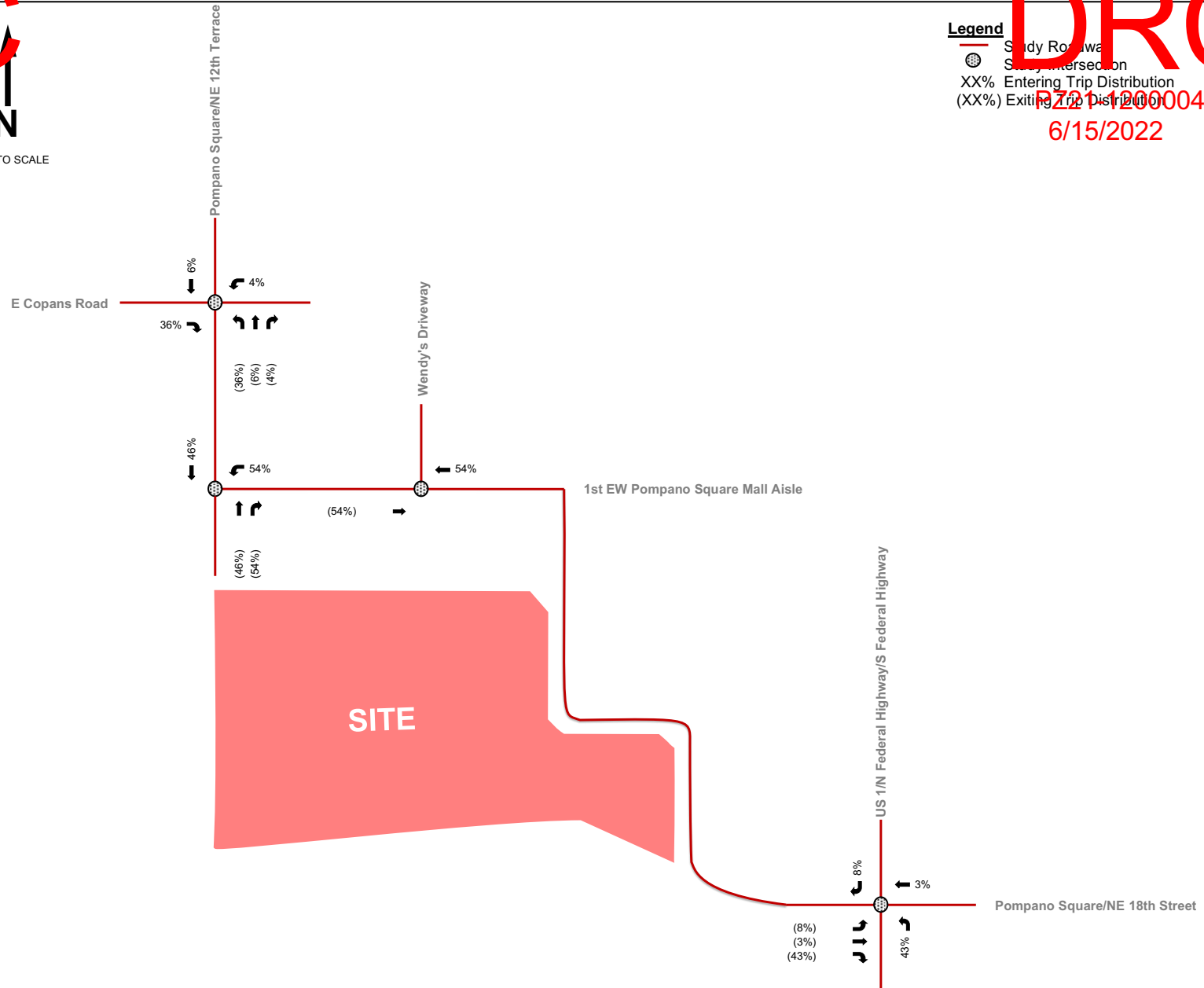
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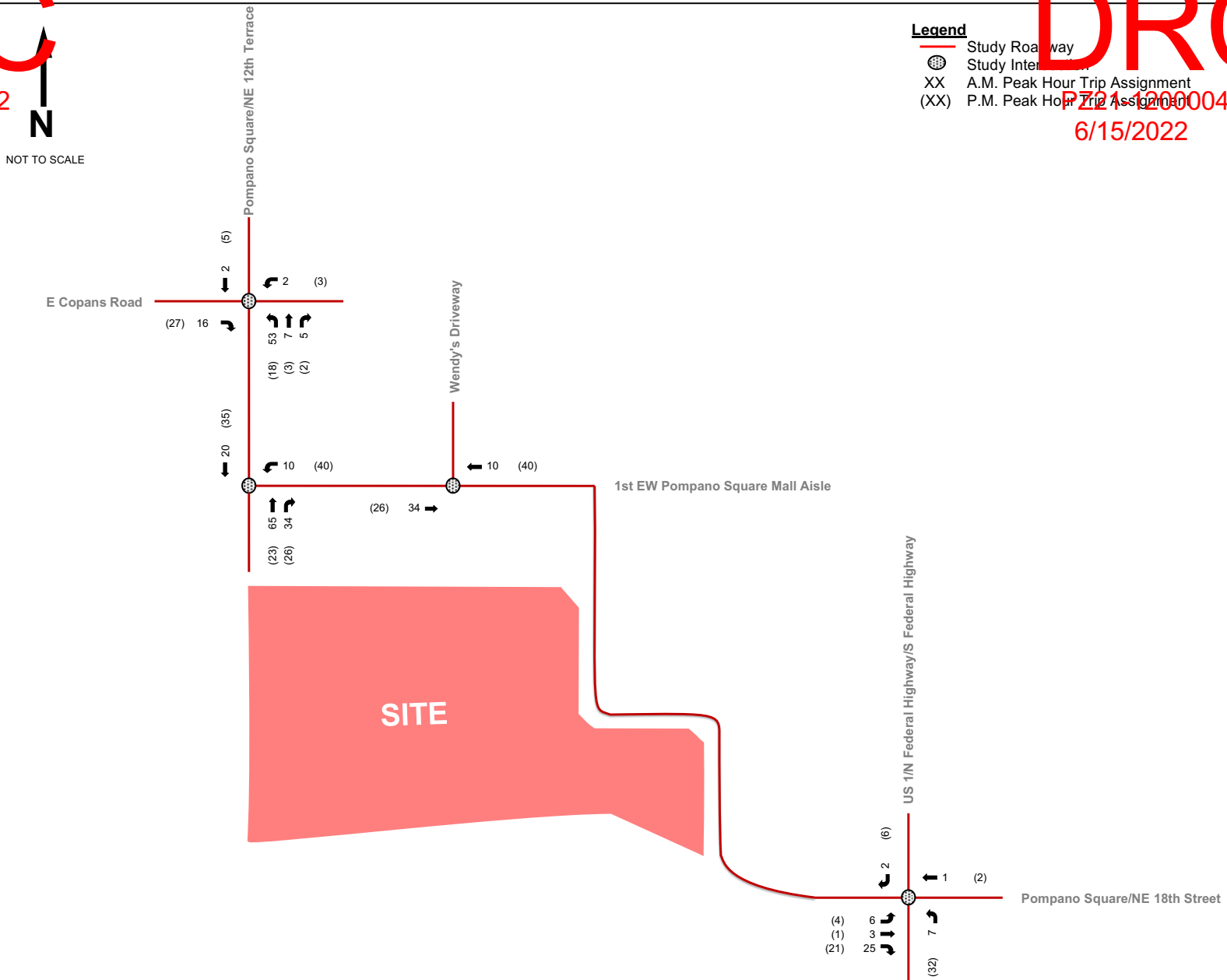
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FUTURE TOTAL TRAFFIC

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Future total traffic conditions are defined as the expected traffic conditions in the year 2025 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and the expected project traffic volumes. As the project proposes a change to the internal circulation of Pompano Citi Center, the trips currently using the south leg of the intersection of Pompano Square and 1st EW Pompano Square Mall Aisle were diverted to the adjacent intersection of Wendy's Driveway and 1st EW Pompano Square Mall Aisle under future total conditions. Figure 7 presents the future total turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hours. Volume Development worksheets for the study intersections are included in Appendix F.

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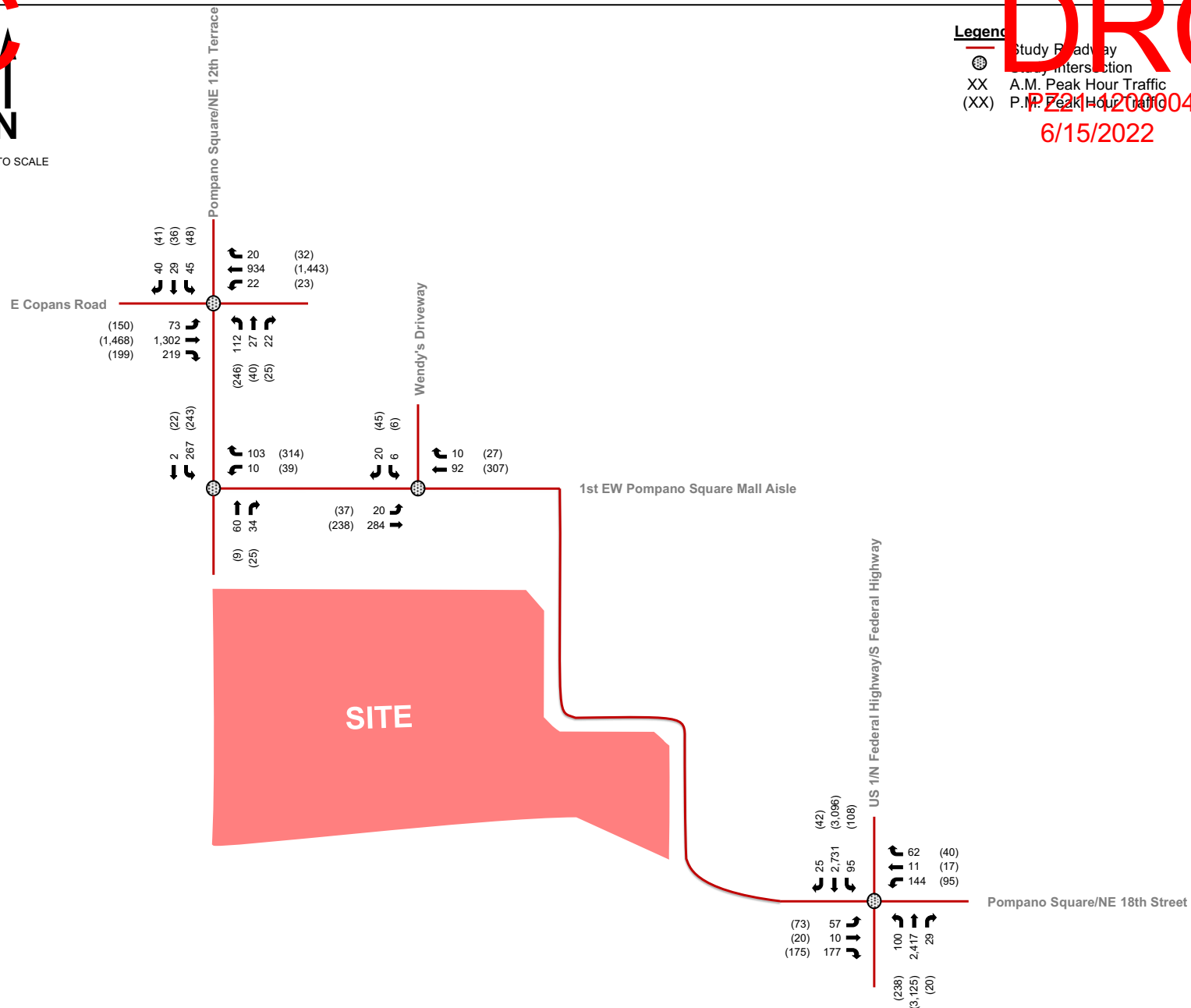


Figure 7
Future Total Peak Hour Traffic
Pompano Citi Centre
Pompano Beach, Florida

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INTERSECTION CAPACITY ANALYSIS

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The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) using Trafficware's *SYNCHRO* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM) 6th Edition. Synchro worksheets for the study intersections are included in Appendix G.

A summary of the intersection analyses for the A.M. and P.M. hour is presented in Table 3. As Table 3 indicates, the study intersections are expected to operate at level of service (LOS E) or better during the A.M. and P.M. peak hours under all analysis scenarios. Intersection capacity analyses indicate that the project does not result in significant or adverse impacts to the study area intersections.

Table 3: Peak Hour Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS/Delay			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
A.M. Peak Hour						
Pompano Square/NE 12 th Terrace and East Copans Road	Signalized	A/8.0 sec (A/8.5 sec) [B/11.4 sec]	A (A) [A]	A (A) [A]	E (E) [E]	E (E) [E]
Pompano Square and 1 st EW Pompano Square Mall Aisle	Two-Way, Stop Control	(1)	(2) (2) [(3)]	A (A) [(3)]	(3) (3) [A]	(3) (3) [(2)]
Wendy's Driveway and 1 st EW Pompano Square Mall Aisle	Two-Way, Stop Control	(1)	(3)	(3)	(2)	A (A) [B]
US 1/N Federal Highway and Pompano Square/NE 18 th Street	Signalized	C/21.2 sec (C/34.0 sec) [D/41.2 sec]	E (E) [E]	F (F) [F]	B (C) [C]	B (C) [D]
P.M. Peak Hour						
Pompano Square/NE 12 th Terrace and East Copans Road	Signalized	B/12.5 sec (B/14.5 sec) [B/15.6 sec]	A (A) [A]	A (B) [B]	E (E) [E]	E (E) [E]
Pompano Square and 1 st EW Pompano Square Mall Aisle	Two-Way, Stop Control	(1)	(2) (2) [(3)]	B (B) [(3)]	(3) (3) [B]	(3) (3) [(2)]
Wendy's Driveway and 1 st EW Pompano Square Mall Aisle	Two-Way, Stop Control	(1)	(3)	(3)	(2)	A (A) [B]
US 1/N Federal Highway and Pompano Square/NE 18 th Street	Signalized	C/24.7 sec (E/56.7 sec) [E/69.1 sec]	E (E) [E]	F (F) [F]	C (E) [E]	B (D) [E]

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach does not exist.
(3) Approach operates under free-flow conditions. LOS is not defined.

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ENTRY GATE ANALYSIS

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A 95th percentile entry gate analysis for the proposed development using the methodology outlined in ITE's *Transportation and Land Development*, 1988 was performed at the proposed development entry point.

The proposed entry gate provides one (1) resident-only lane and one (1) guest-only lane. Each lane has approximately 30 feet of vehicle storage which can accommodate one (1) vehicle.

To determine the driveway volumes split between resident and guest entrances, it was assumed that 90 percent (90%) of trips generated by the proposed development are residents and 10 percent (10%) of trips generated by the proposed development are guests. Vehicles entering the resident-only lane will gain access via a proximity card. It was assumed that the average service rate will be approximately 600 vehicles per hour (6.0 seconds per vehicle) for residents based on processing times provided in *Parking Structures 3rd Edition: Planning, Design, Construction, Maintenance, and Repair*, 2001. Vehicles entering the guest- a call only lane will gain access via box or service booth. It was assumed that the average service rate for the guest-only lane will be approximately 60 vehicles per hour (60.0 seconds per vehicle). As Table 4 indicates, the proposed development is expected to result in a queue of less than one (1) vehicle at the entry gate during the A.M. and P.M. peak hours. Therefore, vehicle queues are expected to be accommodated on-site without extending onto 1st EW Pompano Square Mall Aisle. Detailed entry gate calculations are included in Appendix I.

Table 4: Peak Hour Entry Gate Queuing Analysis			
A.M. Peak Hour (P.M. Peak Hour)			
Entry Lane	Entering Volumes (vph)	Service Rates (minutes/vehicle)	95 th Percentile Queue Including Service Position
Resident-Only Lane	27 (67)	0.10	< 1 vehicle (< 1 vehicle)
Guest-Only Lane	3 (8)	1.00	< 1 vehicle (< 1 vehicle)

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CONCLUSION

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Morgan Group Development, LLC is proposing to redevelop the property located at 1200 NE 23rd Street in Pompano Beach, Florida. Currently, the site proposed for redevelopment is occupied by a 146,942 square-foot Macy's department store, surface parking lots, and the realignment of the existing mall ring road. The proposed redevelopment consists of 352 mid-rise residential units. The redevelopment is expected to be completed by year 2025.

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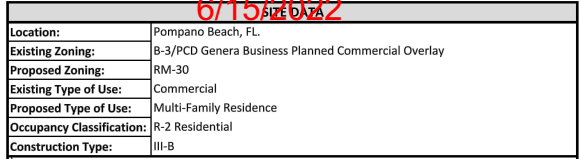
Appendix A

Site Plan

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BUILDING DISPOSITION	Required	Provided	Remarks
A. Lot Area	8,800 min	12,144 acres	529,005 sf
B. Lot Width	75' min	935'-0"	
C. Lot Coverage	60% max	137,285 sf	26%
D. Open Space			
Pervious	25% min	158,394 sf	30%
Impervious		55,095 sf	10%
Total Open Space		213,489 sf	40%
E. Vehicular Use Area		178,231 sf	34%
F. Density	30 du/s/ac	29 du/s/ac	

BUILDING SETBACK					
A. North Setback			91'-6"		
B. East Setback			23'-5"		
C. South Setback			16'-4"		
D. West Setback			15'-0"		
BUILDING HEIGHT					
Max. Height	105' max	52'-0"	4 stories		
BUILDING SQUARE FOOTAGE					
Building Type	Level 1	Level 2	Level 3	Level 4	Total Bldg SF:
Type I (4 Bldgs.)	13,252 sf	13,069 sf	13,069 sf	13,069 sf	52,459 sf
Type II (4 Bldgs.)	12,607 sf	12,497 sf	12,497 sf	12,497 sf	50,098 sf
Total GSF for all Bldgs.					410,228 sf

PARKING			
CODE REQUIRED			
<i>Per table 155.5102.D.1 - Dwelling Multifamily</i>			
Type	# of Units / SF	Code Required	
ST @ 1 sp/du	32	32 sp	
1BD @ 1.5 sp/du	136	204 sp	
2BD @ 1.5 sp/du	120	180 sp	
3BD @ 2 sp/du	64	128 sp	
Grand Total Required			544 sp
PROVIDED			
Type	Standard	HC	Total
Surface	468 sp	13 sp	481 sp
Detached Garages	60 sp	1 sp	61 sp
Ups parking	8 sp		8 sp
<i>Subtotal</i>		14 sp	
Grand Total Provided			550 sp
			1.56 sp/du
BICYCLE PARKING			
REQUIRED		20 sp.	
PROVIDED		50 sp.	

Sustainable Table			
Hurricane Resistant Structures	The principal building is constructed to meet increased wind load	150 mph load minimum	4
Infill or Mixed Use Development	The developer constitutes infill development and/or mixed-used development		4
Sustainable Landscape	The development achieves the Sustainable Sites certification for site and landscaping design	One Star	2

NOTE : All doors and windows will be impact resistant



SITE PLAN
352 UNITS
550 PARKING SPACES

$$1'' = 60'$$
[illegible]

POMPAÑO CITI CENTRE

FOR:
MORGAN GROUP
LOCATED AT:
POMPANO BEACH, FLORIDA

JOSE I. SAUMELL
AR0013085

MSA ARCHITECTS, INC.

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AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911



MSA
ARCHITECTS
ARCHITECTURE & PLANNING

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DRAWN	
DATE	03/03/2020
SCALE	AS SHOWN
JOB NO.	1880.PRJ

SITE PLAN

SHEET NUMBER:

SP-1

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Appendix B

Methodology Correspondence

March 14, 2022

Ms. Jean E. Dolan, CFM
Principal Planner
City of Pompano Beach
100 West Atlantic Boulevard, Room 276
Pompano Beach, Florida 33060

Re: Citi Centre at Copans - Review of Traffic Methodology

Dear Jean:

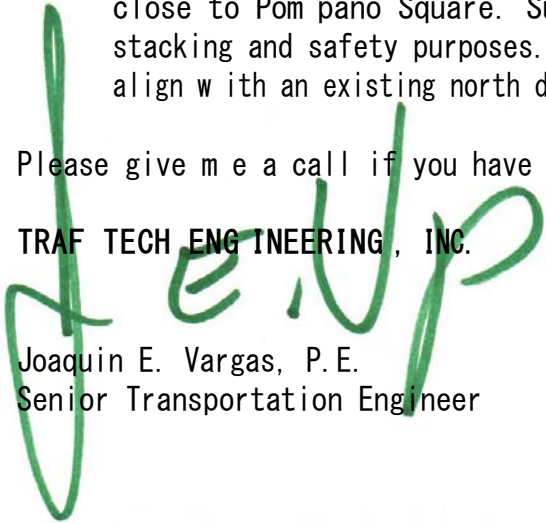
Traf Tech Engineering, Inc. reviewed the proposed traffic methodology dated February 2, 2022, prepared by Kimley-Horn and Associates, Inc. for the Citi Centre project. The following comments are provided relative to the traffic methodology:

- It is unclear from the site plan if Pompano Square (the internal circulation roadway that links Copans Road with Federal Highway and is located west and south of the shopping center) will remain in place. Pompano Square serves as a vital access and internal circulation roadway for the shopping center and therefore, should remain.
- Please address any proposed changes to the internal circulation of the Pompano Square shopping center resulting from the proposed residential project. The traffic impacts caused by proposed internal traffic circulation modifications should be documented. The timing of internal circulation modifications, if any, should be documented and the responsible party.
- The site plan contained in the traffic methodology letter shows part of the Macy's building remaining in place. Please explain.
- It is my understanding the Macy's building that will be demolished by this project is currently not generating significant vehicular traffic. Hence, the trips associated with the Macy's building should not be subtracted from the trip generation associated with the proposed residential development (for both peak periods).
- The intersection of Federal Highway/US 1 and Pompano Square/NE 18th Street should be evaluated.

- The existing access driveway formed by the east-west drive aisle located north of the Macy's building and Pompano Square needs to be evaluated as part of the traffic study.
- The access driveway for the project also needs to be evaluated.
- The location of the entrance/exit driveway for the residential project is too close to Pompano Square. Sufficient separation needs to be provided for stacking and safety purposes. Additionally, the residential driveway should align with an existing north drive aisle for safer access.

Please give me a call if you have any questions.



TRAFFIC TECH ENGINEERING, INC.



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

MEMORANDUM

To: Joaquin E. Vargas, P.E.
Traf Tech Engineering, Inc.

From: Adrian K. Dabkowski, P.E., PTOE 
Raquel Selanikio, E.I. 

Date: February 2, 2022

**Subject: Pompano Citi Centre
Traffic Study Methodology**

The purpose of this memorandum is to summarize the traffic study methodology for the proposed redevelopment of a portion of the existing Pompano Citi Centre located at 1200 NE 23rd Street in Pompano Beach, Florida. Currently, the site proposed for redevelopment is occupied by a 146,942 square-foot Macy's department store and surface parking lots. The proposed redevelopment consists of 352 mid-rise residential units. A project location map and conceptual site plan are provided in Attachment A. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the existing development and the proposed redevelopment were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the existing land uses was determined using ITE Land Use Code (LUC) 821 (Shopping Plaza (40-150k)). The trip generation for the proposed land use was determined using ITE LUC 221 (Multifamily Housing [Mid-Rise]). Note that the typical opening hour for a Macy's department store is 10 A.M. Therefore, credit for the existing retail store was not taken for the A.M. peak hour.

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the redevelopment is located. A multimodal factor of 10.1 percent (10.1%) was determined for the proposed redevelopment. It is expected that a portion of residents and guests will choose to walk, bike, or use public transit to and from the proposed redevelopment. Transit route information will be documented in the report.

The project is expected to generate 129 net new weekday A.M. peak hour vehicular trips and a reduction of 288 net new weekday P.M. peak hour vehicular trips. Trip generation calculations may be revised based on revisions to the redevelopment program or site plan modifications. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

STUDY AREA

Based on the proposed redevelopment plan, and reduction in vehicular trips during the P.M. peak hour the intersection of E Copans Road and Pompano Square/NE 12th Terrace is proposed to be analyzed during the A.M. peak hour.

DATA COLLECTION

Turning movement counts will be collected at the identified study intersection on a typical weekday (Tuesday, Wednesday, or Thursday) during the A.M. (7:00 A.M. to 9:00 A.M.) peak period. All traffic

counts will be adjusted to peak season conditions using the appropriate FDOT peak season category factors. Turning movement counts will be collected in 15-minute intervals during the A.M. peak period. Turning movement counts will also include pedestrians and bicyclists.

Furthermore, to account for atypical conditions due to the COVID-19 pandemic, a 24-hour continuous count will be collected and compared to FDOT historical data along Copans Road, east of NE 12th Avenue. The collected turning movement counts will be adjusted based on the factor determined from the historical comparison.

Signal timing information will be obtained from Broward County Traffic Engineering Division. All traffic data collected will be provided in the Appendix of the traffic analysis report.

TRIP DISTRIBUTION

Trip distribution will be determined using a select zone analysis for the appropriate Traffic Analysis Zone (TAZ) in the Southeast Florida Regional Planning Model (SERPM). Adjustments to the traffic distribution will be made to account for project trips utilizing the local roadway network as a result of the site's access management restrictions and based on actual turning movement counts collected at study area intersection.

BACKGROUND GROWTH RATE/MAJOR COMMITTED DEVELOPMENT

A background growth rate will be calculated based on historic growth trends at nearby FDOT traffic count stations. Additionally, growth rates based on the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Regional Planning Model (SERPM) projected 2015 and 2045 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis. Documentation will be provided in the Appendix of the traffic impact study.

The City's review of this document will determine any committed projects to include in background conditions. The City will provide the corresponding approved traffic study for any committed projects identified.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. peak hour at the study intersection. Intersection analyses will be performed using *Synchro* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM) 2000 and 6th Edition methodologies. Capacity analyses will be conducted for three (3) scenarios: existing, future build-out without project (future background conditions), and future build-out with project (future total conditions). If intersection capacity deficiencies created by the redevelopment are identified, strategies may be developed to attain adopted levels of service. A build-out year of 2024 will be used in the analysis.

The following figures will be included for the study intersections:

- Existing conditions
- Future background traffic conditions (with growth rate and committed development traffic)
- Trip distribution
- Trip assignment
- Future total traffic conditions (with project)

GARAGE ENTRY GATE OPERATIONS ANALYSIS

A 95th percentile entry gate analysis will be prepared for parking garage entry points, if entry gates are provided. The entry gate queuing analysis will be prepared for the weekday A.M. and P.M. peak hours. Entry gate queuing analysis will be conducted consistent with the procedures outlined in ITE's *Transportation and Land Development*, 1988 and/or *Parking Structures – Planning, Design, Construction, Maintenance, and Repair*, 2000 and 2011. The purpose of this analysis is to determine any future queue storage deficiencies at the entry gates and provide preliminary recommendations for mitigating these deficiencies.

DOCUMENTATION

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.

K:\FTL_TPTO\140488004-Pompano Citi Centre\correspondence\Pompano Citi Centre Methodology.docx

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Attachment A

Project Location Map and Site Plan

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UNIT MIX				
Unit Designation	Bldg Types		Total #	% of Total
	Type I (4 ST)	Type II (4 ST)		
EFFICIENCY				
ST	4	4	32	9%
Sub-Total	4 units	4 units	32 units	9%
1BR				
A1	20	4	96	27%
A2	4	1	20	6%
A3	1	1	8	2%
A4	2	1	12	3%
Sub-Total	27 units	7 units	136 units	39%
2BR				
B1	6	15	84	24%
B2	3	3	24	7%
B3	0	3	12	3%
Sub-Total	9 units	21 units	120 units	34%
3BR				
C1	8	8	64	18%
Sub-Total	8 units	8 units	64 units	18%
# of Unit/Bldg				
48 units 40 units				
# of Bldgs				
4 bldgs 4 bldgs 8 bldgs				
# Units Total				
192 units 160 units 352 units 100.00%				

SITE DATA	
Location:	Pompano Beach, FL
Existing Zoning:	B-3/PCD Genera Business Planned Commercial Overlay
Proposed Zoning:	RM-30
Existing Type of Use:	Commercial
Proposed Type of Use:	Multi-Family Residence
Occupancy Classification:	R-2 Residential
Construction Type:	III-B
BUILDING DISPOSITION	
A. Lot Area	Required 8,800 min. 12,144 acres Provided \$29,005 sf
B. Lot Width	75' min. 935'-0"
C. Lot Coverage	60% max. 137,285 sf 26%
D. Open Space	
PerVIOUS	158,394 sf 30%
ImPervious	55,095 sf 10%
Total Open Space	213,489 sf 40%
E. Vehicular Use Area	178,231 sf 34%
F. Density	30 du/v/ac 29 du/v/ac
BUILDING SETBACK	
A. North Setback	91'-0"
B. East Setback	21'-5"
C. South Setback	10'-4"
D. West Setback	15'-0"
BUILDING HEIGHT	
Max. Height	305' max. 52'-0" 4 stories
BUILDING SQUARE FOOTAGE	
Building Type	Level 1 Level 2 Level 3 Level 4 Total Bldg SF
Type I (4 Bldgs.)	13,252 sf 13,069 sf 13,069 sf 13,069 sf 52,459 sf
Type II (4 Bldgs.)	12,607 sf 12,497 sf 12,497 sf 12,497 sf 50,098 sf
Total GSF for all Bldgs.	410,218 sf

PARKING			
CODE REQUIRED			
Per table 155.5102 D.1 - Dwelling Multifamily			
Type	# of Units / SF	Code Required	
57 @ 1 sp/du	32	32 sp	
180 @ 1.5 sp/du	136	204 sp	
280 @ 1.5 sp/du	120	180 sp	
380 @ 2 sp/du	64	128 sp	
Grand Total Required		544 sp	
PROVIDED			
Type	Standard	HC	Total
Surface	472 sp	13 sp	485 sp
Detached Garages	60 sp	1 sp	61 sp
Ups parking	8 sp		8 sp
Subtotal	540 sp	14 sp	554 sp
Grand Total Provided		554 sp	
		1.57 sp/sf	
BICYCLE PARKING			
REQUIRED			
			20 sp.
PROVIDED			
			50 sp.

SITE PLAN
352 UNITS
554 PARKING SPACES
1" = 60'INITIAL SITE PLAN SUBMITTAL
2/7/2021

BY

POMPANO CITI CENTRE
FOR:
MORGAN GROUP
LOCATED AT:
POMPANO BEACH, FLORIDAJOSE L. SAUMMEL
AR0013085MSA ARCHITECTS, INC.
AC0000893
SUITE 210 2ND COURT
POMPA
POMPA
(954) 274-9911MSA ARCHITECTS
ARCHITECTURE & PLANNING
THEIR USE OF "P&R" REPRODUCTION, RECONSTRUCTION, AND DISTRIBUTION OF THE PROJECT ARE THE ARCHITECT'S PROPERTY AND ALL RIGHTS ARE RESERVED BY THE ARCHITECT.DRAWN 03/03/2020
DATE
SCALE AS SHOWN
JOB NO. 1880.PRJ
SHEET TITLE:SITE PLAN
SHEET NUMBER:
SP-1

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Attachment B

Trip Generation Calculations

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS					
Land Use				ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
						In	Out																				
GROUP 1	1	Shopping Plaza (40-150k)				11	821	146.942	ksf	62%	38%	0	0	0	0.0%	0	0	0	0	0	0	0	0	0	0	0	0
	2																										
	3																										
	4																										
	5																										
	6																										
	7																										
	8																										
	9																										
	10																										
	11																										
	12																										
	13																										
	14																										
	15																										
ITE Land Use Code					Rate or Equation					Total:		0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0		
821					Y=0(X)																						

*The typical hours of operation for the retail store do not include the A.M. peak hour therefore credit was not taken.

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total		
					In	Out																				
1 Multifamily Housing (Mid-Rise)	11	221	352	du	23%	77%	33	110	143	10.1%	14	30	99	129	0.0%	0	30	99	129	0.0%	0	30	99	129		
2																										
3																										
4																										
5																										
6																										
7																										
8																										
9																										
10																										
11																										
12																										
13																										
14																										
15																										
ITE Land Use Code					Rate or Equation		Total:		33	110	143	10.1%	14	30	99	129	0.0%	0	30	99	129	0.0%	0	30	99	129
221					Y=0.44*(X)+-11.61																					

	IN	OUT	TOTAL
NET NEW TRIPS	30	99	129

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS						
					Percent																							
Land Use					ITE Edition	ITE Code	Scale	ITE Units	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total		
GROUP 1	1	Shopping Plaza (40-150k)			11	821	146.942	ksf	49%	51%	374	389	763	10.1%	77	336	350	686	0.0%	0	336	350	686	40.0%	274	202	210	412
	2																											
	3																											
	4																											
	5																											
	6																											
	7																											
	8																											
	9																											
	10																											
	11																											
	12																											
	13																											
	14																											
	15																											
ITE Land Use Code					Rate or Equation			Total:	374	389	763	10.1%	77	336	350	686	0.0%	0	336	350	686	39.9%	274	202	210	412		
821					Y=5.19(X)																							

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
					In	Out																		
1 Multifamily Housing (Mid-Rise)	11	221	352	du	61%	39%	84	54	138	10.1%	14	75	49	124	0.0%	0	75	49	124	0.0%	0	75	49	124
2																								
3																								
4																								
5																								
6																								
7																								
8																								
9																								
10																								
11																								
12																								
13																								
14																								
15																								
ITE Land Use Code					Rate or Equation					Total:	84	54	138	10.1%	14	75	49	124	0.0%	0	75	49	124	
221					Y=0.39*(X)+0.34																			

	IN	OUT	TOTAL
NET NEW TRIPS	-127	-161	-288

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MEANS OF TRANSPORTATION TO WORK

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United States
Census
Bureau

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

(17+23+36) / (769-17) = 10.1%		Census Tract 302.02, Broward County, Florida	
Label	Estimate	Margin of Error	
▼ Total:	769	±126	
▼ Car, truck, or van:	619	±120	
Drove alone	519	±88	
▼ Carpool:	100	±74	
In 2-person carpool	63	±65	
In 3-person carpool	37	±39	
In 4-person carpool	0	±14	
In 5- or 6-person carpool	0	±14	
In 7-or-more-person carpool	0	±14	
▼ Public transportation (excluding taxicab):	17	±37	
Bus	17	±37	
Subway or elevated rail	0	±14	
Long-distance train or commuter rail	0	±14	
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14	
Ferryboat	0	±14	
Taxicab	0	±14	
Motorcycle	18	±20	
Bicycle	23	±35	
Walked	36	±43	
Other means	39	±59	
Worked from home	17	±14	

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MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2019

Estimates: 5-Year

Table ID: B08301

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

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

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

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

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

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

Explanation of Symbols:

An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

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

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

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Appendix C

Traffic Data

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PZ21-12000042
10/19/2022

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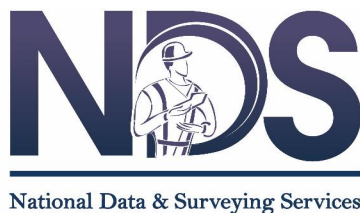
PZ21-12000042
6/15/2022

Turning Movement Counts

DRC

PROJECT ID: 22-140
DATE: Wed, Apr 06, 2022

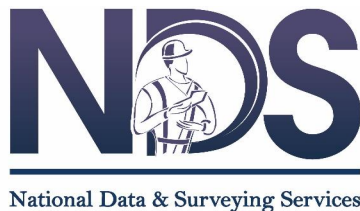
PZ21-12000042
6/15/2022

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PROJECT ID: 22-140
DATE: Wed, Apr 06, 2022

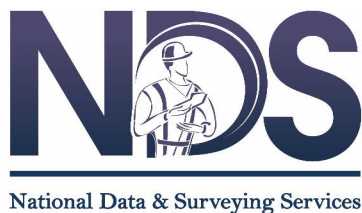
PZ21-12000042
6/15/2022

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PROJECT ID: 22-140
DATE: Wed, Apr 06, 2022

PZ21-12000042
6/15/2022

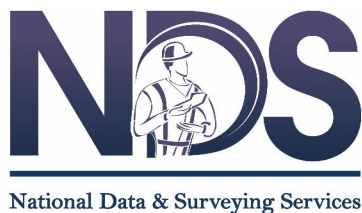


15-Min Count Period Beginning At	Pompano Square Northbound					Pompano Square Southbound					East EW Pompano Square Mall Ais Eastbound					West EW Pompano Square Mall Ais Westbound					Total	Hourly Total
	Lfth	Thru	Rght	U	R*	Lfth	Thru	Rght	U	R*	Lfth	Thru	Rght	U	R*	Lfth	Thru	Rght	U	R*		
07:00 AM	0	3	0	0		5	18	0	0		0	0	0	0		0	0	3	0		29	162
07:15 AM	0	6	0	0		8	20	0	0		0	0	0	0		0	0	4	0		38	183
07:30 AM	0	4	1	0		7	23	0	0		0	0	0	0		0	0	7	0		42	197
07:45 AM	0	5	0	0		9	33	0	0		0	0	0	0		1	0	5	0		53	221
08:00 AM	0	13	0	0		5	31	0	0		0	0	0	0		0	0	1	0		50	240
08:15 AM	0	11	0	0		9	28	0	0		0	0	0	0		0	0	4	0		52	190
08:30 AM	0	8	1	0		7	44	0	0		0	0	0	0		0	0	6	0		66	138
08:45 AM	0	13	1	0		12	35	0	0		0	0	0	0		0	0	11	0		72	72
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Lfth	Thru	Rght	U	R*	Lfth	Thru	Rght	U	R*	Lfth	Thru	Rght	U	R*	Lfth	Thru	Rght	U	R*		
All Vehicles	0	52	4	0		48	176	0	0		0	0	0	0		0	0	44	0		324	
Heavy Trucks	0	16	0	0		0	72	0	0		0	0	0	0		0	0	0	0		88	
Pedestrians	0					0					0					4					4	
Bicycles	0	12	0	0		0	36	0	0		0	0	0	0		0	0	0	0		48	
Buses																						
Stopped Buses																						

DRC

PROJECT ID: 22-140
DATE: Wed, Apr 06, 2022

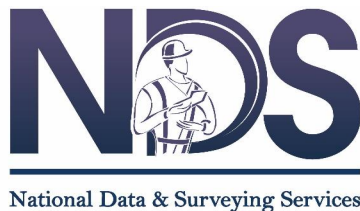
PZ21-12000042
6/15/2022

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DRC

PROJECT ID: 22-140
DATE: Wed, Apr 06, 2022

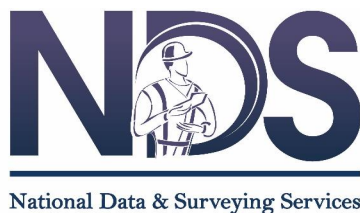
PZ21-12000042
6/15/2022

[illegible]

DRC

PROJECT ID: 22-140
DATE: Wed, Apr 06, 2022

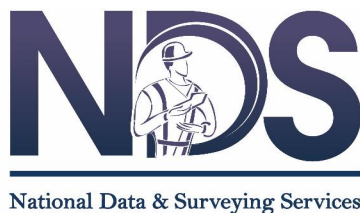
PZ21-12000042
6/15/2022

[illegible]

DRC

PROJECT ID: 22-140
DATE: Wed, Apr 06, 2022

PZ21-12000042
6/15/2022

[illegible]

DRC

DRC

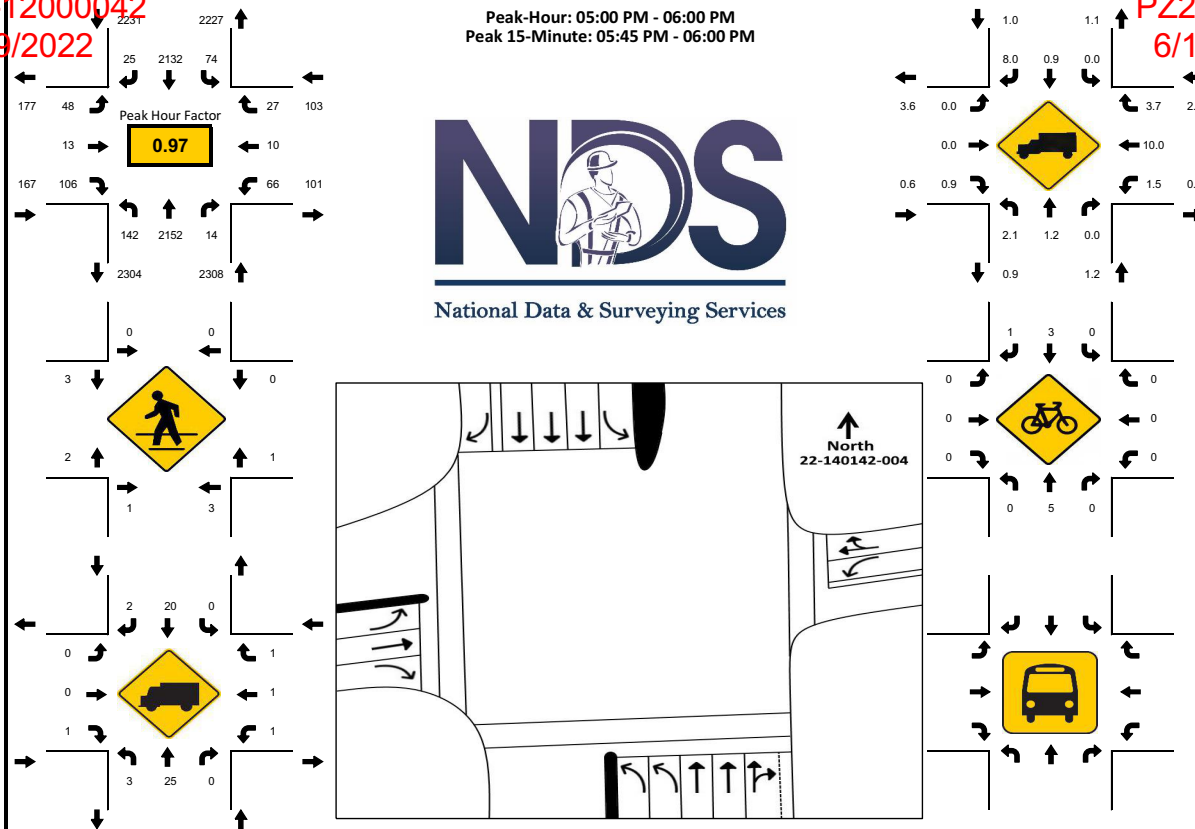
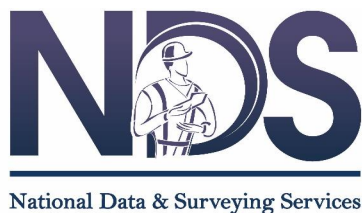
LOCATION: US 1 Federal Hwy/S Federal Hwy & Pompano Square/NE 18th St
CITY/STATE: Pompano Beach, FL

PROJECT ID: 22-140142-004
DATE: Wed, Apr 06, 2022

PZ21-12000042
10/19/2022

PZ21-12000042
6/15/2022

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:45 PM - 06:00 PM



15-Min Count Period Beginning At	S 1/N Federal Hwy/S Federal Hwy Northbound					S 1/N Federal Hwy/S Federal Hwy Southbound					Pompano Square/NE 18th St Eastbound					Pompano Square/NE 18th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	33	499	4	1		6	410	9	12		15	4	33	0		31	3	8	0		1068	4588
04:15 PM	49	505	5	9		8	488	9	13		20	6	44	0		8	5	10	0		1179	4734
04:30 PM	30	577	8	4		8	441	7	14		20	2	42	0		21	5	12	0		1191	4715
04:45 PM	27	540	7	1		3	474	2	15		13	5	36	0		17	3	7	0		1150	4721
05:00 PM	26	569	1	3		4	523	5	14		11	2	29	0		17	3	7	0		1214	4809
05:15 PM	39	506	2	4		7	510	6	11		8	5	27	0		24	4	7	0		1160	3595
05:30 PM	29	551	7	2		10	523	5	13		12	4	22	0		14	1	4	0		1197	2435
05:45 PM	36	526	4	3		8	576	9	7		17	2	28	0		11	2	9	0		1238	1238
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	156	2276	28	16		40	2304	36	56		68	20	116	0		96	16	36	0		5264	
Heavy Trucks	8	44	0	0		0	28	4	0		0	0	4	0		4	4	4	0		100	
Pedestrians		16					0					16					4				36	
Bicycles	0	12	0	0		0	8	4	0		0	0	0	0		0	0	0	0		24	
Buses																						
Stopped Buses																						

DRC

PZ21-12000042
10/19/2022

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6/15/2022

FDOT Historic AADT Reports

DRC

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

DRC

PZ21-12000042
COUNTY: 20 - BROWARD

PZ21-12000042

10/19/2022

6/15/2022

SITE: 0111 SR 5 / US 1 - S OF COPANS RD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2020	45500 C	N	23000	S	22500	9.00	53.50	6.30
2019	56000 C	N	29000	S	27000	9.00	54.70	8.20
2018	49000 C	N	24500	S	24500	9.00	54.10	8.20
2017	47000 C	N	23000	S	24000	9.00	53.80	8.20
2016	52500 C	N	26500	S	26000	9.00	55.20	4.60
2015	46000 C	N	25000	S	21000	9.00	54.90	4.60
2014	45000 C	N	24500	S	20500	9.00	54.50	6.60
2013	44000 C	N	25000	S	19000	9.00	54.60	6.30
2012	52000 C	N	28000	S	24000	9.00	55.00	4.60
2011	48500 C	N	25000	S	23500	9.00	54.50	3.60
2010	50000 C	N	24000	S	26000	9.37	54.06	2.40
2009	47500 C	N	24000	S	23500	9.31	53.74	4.20
2008	52500 C	N	26500	S	26000	9.70	54.48	4.10
2007	48500 C	N	24500	S	24000	9.10	53.47	2.60
2006	49000 C	N	25000	S	24000	9.48	53.59	5.20
2005	47500 C	N	24000	S	23500	10.60	58.90	5.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

DRC

PZ21-12000042
10/19/2022

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6/15/2022

Volume Adjustment Factor Calculations

DRC

PZ21-12000042
10/19/2022

Volume Adjustment Factor		
Station 0141 -- US 1/N Federal Highway, South of Copans Road		
	2019 FDOT Count	2020 FDOT Count
2019 Daily Volume	56,000	-
Growth Rate	4.29%	-
2020 Daily Volume	-	45,500
2020 AADT Volume	58,402	45,500
Volume Adjustment Factor	1.28	

DRC

PZ21-12000042
6/15/2022

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10/19/2022

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6/15/2022

Signal Timings

DRC

PZ21-12000042
10/19/2022

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

DRC

PZ21-12000042
6/15/2022

Intersection Number	1345	Initial Operation Date	3/20/84
Controller Type	2070 LN	System Number	1345
Modification Number	7	Modification Date	01/28/2015
Drawing/Project No	B.C. 5079	FPL Grid Number	87890730809
Intersection	COPANS ROAD and NE 12 TERR.(FASHION SQ W)		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,8	4,7	5	6		
Direction	EBL	WB	SB	NB	WBL	EB		
Initial Green(MIN)	4	7	6	6	5	7		
Vehicle Ext.(GAP)	1.5	3.0	2.0	2.0	1.5	3.0		
Maximum Green I	12	50	20	20	12	50		
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0		
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0		
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		
Detector Delay				20-RT				
Walk		7		7+A		7		
Pedestrian Clearance		32		30		32		
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW	RED	RED		YELLOW		

Attachment

NOTES:

1. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. AUDIBLE PEDESTRIAN SIGNAL NORTHBOUND (P4).
3. MOD. 7 DEPLOYS SIGNAL ONTO ATMS.NOW.

Submitted By _____

Approved By _____

Broward County

Timing Sheet

3/30/2022 9:01:44 AM

Station : 1366 - US 1 & NE 18 St (Pompano) (Standard File)

Phase	1 (SL)	2 (NT)	3 (ET)	4 (WT)	5 (NL)	6 (SR)	7	8	9	10	11	12	13	14	15	16
Walk		7	7			7										
Ped Clearance		24	27			24										
Min Green	5	12	6	6	5	12										
Gap Ext	1.5	3	2	2	1.5	3										
Max1	18	65	20	20	18	65										
Max2																
Yellow Clr	5	5	4	4	5	5	4	4								
Red Clr	2	2	2	2	2	2										
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable																
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

10/19/2022

0042	Dwell Cyc Veh 7					
22	Dwell Cyc Veh 8					
	Dwell Cyc Veh 9					
	Dwell Cyc Veh 10					
	Dwell Cyc Veh 11					
	Dwell Cyc Veh 12					
	Dwell Cyc Ped1					
	Dwell Cyc Ped2					
	Dwell Cyc Ped3					
	Dwell Cyc Ped4					
	Dwell Cyc Ped5					
	Dwell Cyc Ped6					
	Dwell vPed7					
	Dwell Cyc Ped8					
	Exit 1					
	Exit 2					
	Exit 3					
	Exit 4					

6/15/2022

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County

Timing Sheet

3/30/2022 9:01:44 AM

Station : 1366 - US 1 & NE 18 St (Pompano) (Standard File)

Coordination

[illegible]

DRC

PZ21-12000042

6/15/2022

[illegible]

3/30/2022 9:01:44 AM

[illegible][illegible]

DRC

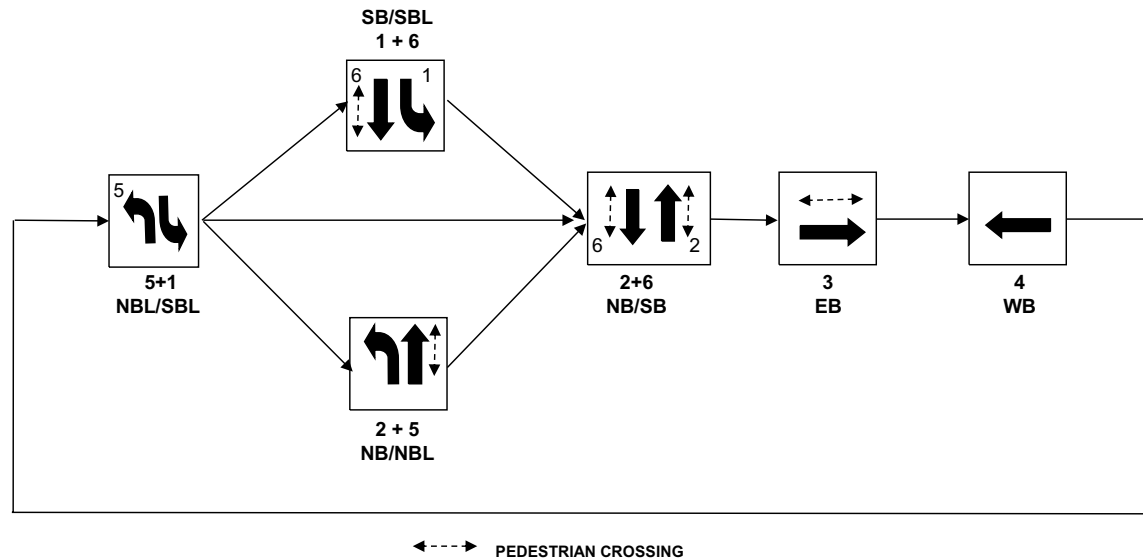
PZ21-12000042
6/15/2022

[illegible]

User Comments:

Sequence of Operation for (1366) Federal Hwy (US 1/SR 5) and NE 18 Street (Fashion Sq)

Pompano Beach



DRC

PZ21-12000042
10/19/2022

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

DRC

PZ21-12000042
6/15/2022

Intersection Number	1366	Initial Operation Date	3/20/84
Controller Type	2070 LN	System Number	1366
Modification Number	10	Modification Date	04/01/2020
Drawing/Project No	86020-3525	FPL Grid Number	87989137502
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 18 STREET (FASHION SQ)		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,8	4,7	5	6		
Direction	SBL	NB	EB	WB	NBL	SB		
Initial Green(MIN)	5	12	6	6	5	12		
Vehicle Ext.(GAP)	1.5	3.0	2.0	2.0	1.5	3.0		
Maximum Green I	18	65	20	20	18	65		
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0		
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0		
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		
Detector Delay								
Walk		7	7			7		
Pedestrian Clearance		24	27			24		
Permissive	NO				DUAL			
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW		

Attachment

NOTES:

- MOD. 10 UPDATES PH.3(EB) WALK VALUE.

Submitted By _____

Approved By _____

Broward County

Timing Sheet

3/30/2022 9:00:50 AM

Station : 1345 - Copans Rd & NE 12 Ter (Standard File)

Phase	1 (EL)	2 (WT)	3 (ST)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		32		30		32										
Min Green	4	7	6	6	5	7										
Gap Ext	1.5	3	2	2	1.5	3										
Max1	12	50	20	20	12	50										
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

PZ21-12000042
10/19/2022

00042	Dwell Cyc Veh 7						
22	Dwell Cyc Veh 8						
	Dwell Cyc Veh 9						
	Dwell Cyc Veh 10						
	Dwell Cyc Veh 11						
	Dwell Cyc Veh 12						
	Dwell Cyc Ped1						
	Dwell Cyc Ped2						
	Dwell Cyc Ped3						
	Dwell Cyc Ped4						
	Dwell Cyc Ped5						
	Dwell Cyc Ped6						
	Dwell vPed7						
	Dwell Cyc Ped8						
	Exit 1						
	Exit 2						
	Exit 3						
	Exit 4						

PZ21-12000042
6/15/2022

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County

Timing Sheet

3/30/2022 9:00:50 AM

Station : 1345 - Copans Rd & NE 12 Ter (Standard File)

Coordination

[illegible]

DRC

PZ21-12000042

6/15/2022

[illegible]

Broward County

Timing Sheet

3/30/2022 9:00:50 AM

Station : 1345 - Copans Rd & NE 12 Ter (Standard File)

[illegible]

Scheduler

[illegible]

DRC

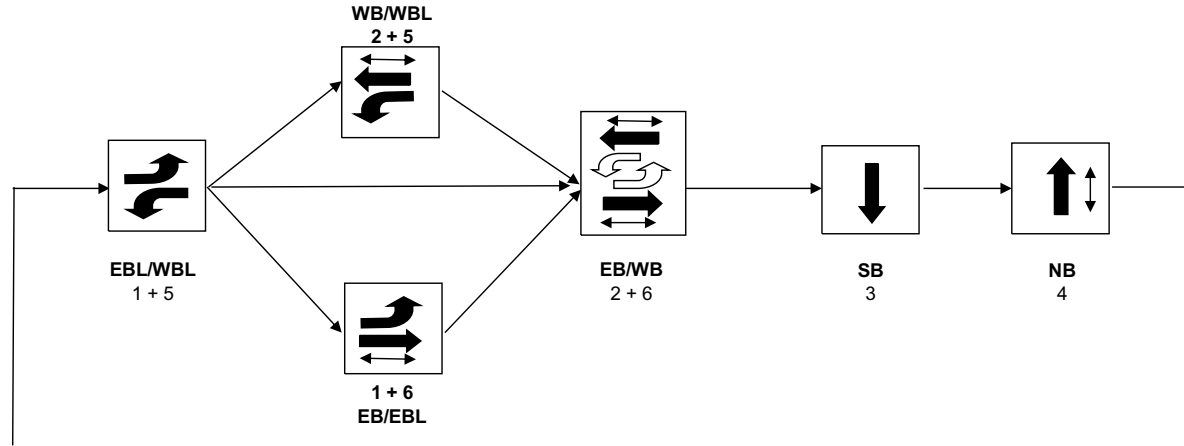
PZ21-12000042



6/15/2022

[illegible]

User Comments:

Sequence of Operation for COPANS ROAD AND NE 12 TERR.(FASHION SQ W) (1345)



 Denotes permissive left turns
 Denotes pedestrian crosswalk

DRC

PZ21-12000042
10/19/2022

DRC

PZ21-12000042
6/15/2022

Peak Season Conversion Factor

DRC

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 801 CEN.-W OF US1 TO SR7

MOCF: 0.97

DRC

WEEK	DATES	SF	PSCF
PZ21-12000042			
1	01/01/2019 - 01/05/2019	1.00	1.03
2	01/06/2019 - 01/12/2019	1.00	1.03
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.99	1.02
*18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	1.00	1.03
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.01	1.04
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.03	1.06
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.04	1.07
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.03	1.06
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.04	1.07
38	09/15/2019 - 09/21/2019	1.05	1.08
39	09/22/2019 - 09/28/2019	1.04	1.07
40	09/29/2019 - 10/05/2019	1.02	1.05
41	10/06/2019 - 10/12/2019	1.01	1.04
42	10/13/2019 - 10/19/2019	1.00	1.03
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.00	1.03
52	12/22/2019 - 12/28/2019	1.00	1.03
53	12/29/2019 - 12/31/2019	1.01	1.04

PZ21-12000042
6/15/2022

* PEAK SEASON

14-FEB-2020 15:39:26

830UPD

4_8601_PKSEASON.TXT

DRC

PZ21-12000042
10/19/2022

DRC

PZ21-12000042
6/15/2022

Appendix D

Background Area Growth Calculations

DRC

PZ21-12000042
10/19/2022

DRC

PZ21-12000042
6/15/2022

FDOT Historic Growth Trends

DRC

DRC

FDOT Growth Rate Summary

PZ21-12000042
10/19/2022

PZ21-12000042
6/15/2022

Station Number	Location	Historic Growth- Linear				Historic Growth- Exponential				Historic Growth- Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
0141	SR 5 / US 1 -- south of Copans Road	3.53%	39.92%	0.75%	8.41%	3.30%	39.85%	0.68%	7.68%	3.19%	35.21%	0.32%	1.46%
5100	SR 5 -- north of NE 6th Street	1.84%	31.60%	1.75%	65.19%	1.79%	30.83%	1.61%	65.33%	1.19%	13.18%	1.50%	46.00%
5212	SR 844 / 14th Street -- east of SR 5 / US 1	7.51%	96.29%	2.61%	60.14%	6.87%	94.93%	2.31%	58.94%	7.10%	97.73%	2.14%	41.67%
Total		4.29%	55.94%	1.70%	44.58%	3.99%	55.20%	1.53%	43.98%	3.83%	48.71%	1.32%	29.71%

DRC

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

DRC

PZ21-12000042
COUNTY: 20 - BROWARD

PZ21-12000042

10/19/2022

6/15/2022

SITE: 0111 SR 5 / US 1 - S OF COPANS RD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2020	45500 C	N	23000	S	22500	9.00	53.50	6.30
2019	56000 C	N	29000	S	27000	9.00	54.70	8.20
2018	49000 C	N	24500	S	24500	9.00	54.10	8.20
2017	47000 C	N	23000	S	24000	9.00	53.80	8.20
2016	52500 C	N	26500	S	26000	9.00	55.20	4.60
2015	46000 C	N	25000	S	21000	9.00	54.90	4.60
2014	45000 C	N	24500	S	20500	9.00	54.50	6.60
2013	44000 C	N	25000	S	19000	9.00	54.60	6.30
2012	52000 C	N	28000	S	24000	9.00	55.00	4.60
2011	48500 C	N	25000	S	23500	9.00	54.50	3.60
2010	50000 C	N	24000	S	26000	9.37	54.06	2.40
2009	47500 C	N	24000	S	23500	9.31	53.74	4.20
2008	52500 C	N	26500	S	26000	9.70	54.48	4.10
2007	48500 C	N	24500	S	24000	9.10	53.47	2.60
2006	49000 C	N	25000	S	24000	9.48	53.59	5.20
2005	47500 C	N	24000	S	23500	10.60	58.90	5.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

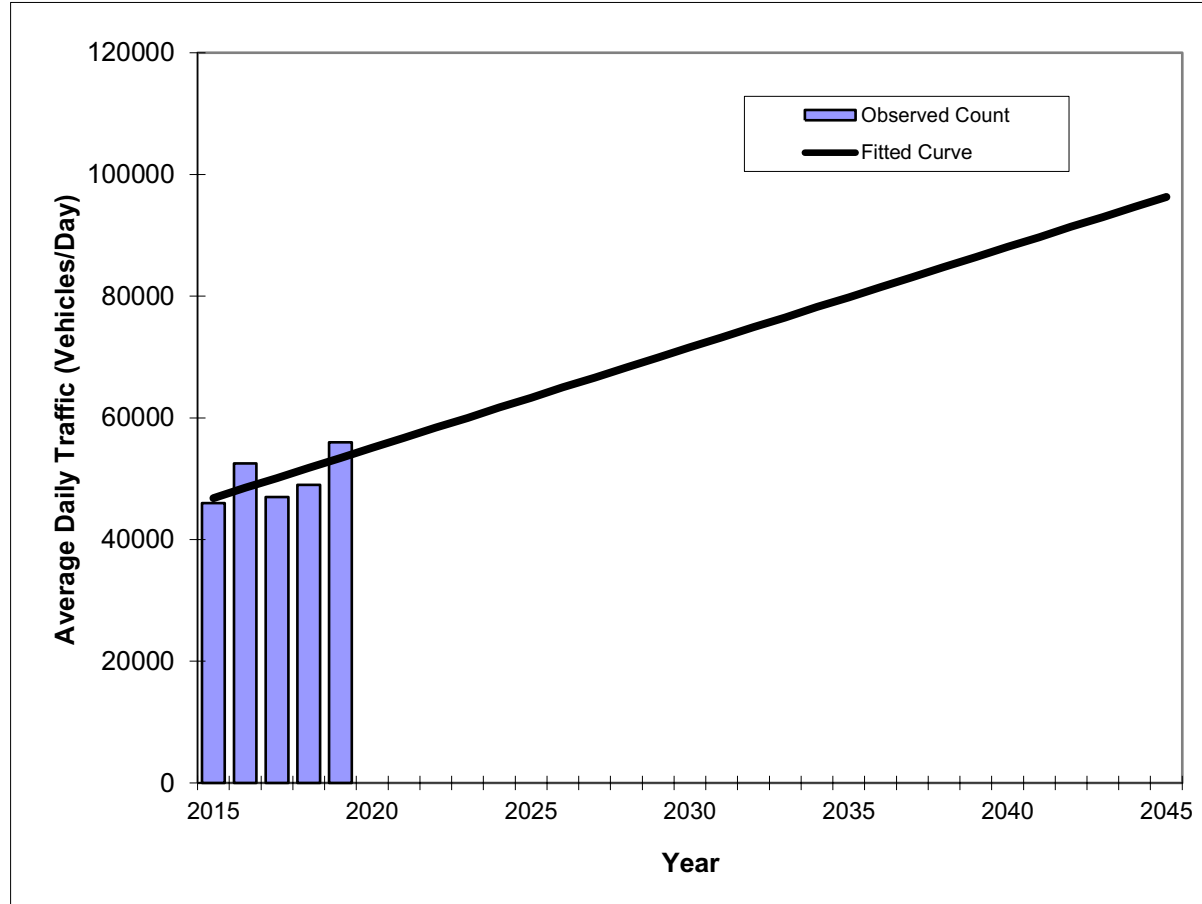
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends SR 5 / US 1 -- S OF COPANS ROAD

County:	Broward (26)
Station #:	0146
Highway:	SR 5 / US 1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	46000	46800
2016	52500	48500
2017	47000	50100
2018	49000	51800
2019	56000	53400

Trend R-squared:	39.92%
Trend Annual Historic Growth Rate:	3.53%
Printed:	19-Apr-22
Straight Line Growth Option	

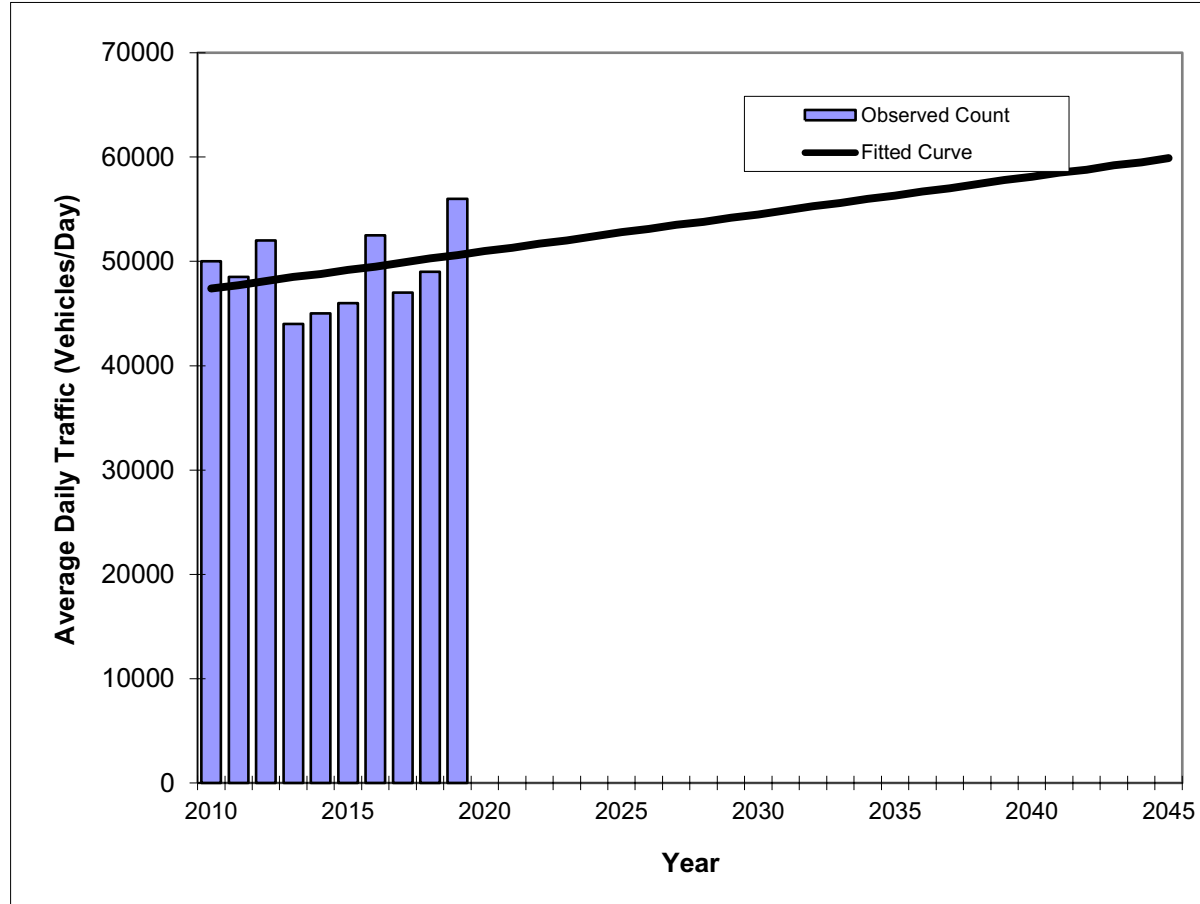
*Axle-Adjusted

Traffic Trends

SR 5 / US 1 -- S OF COPANS ROAD

County:
Station #:
Highway:

Broward (26)
014
SR 5 / US 1



Trend R-squared: 8.41%
Trend Annual Historic Growth Rate: 0.75%
Printed: 19-Apr-22

Straight Line Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	50000	47400
2011	48500	47700
2012	52000	48100
2013	44000	48500
2014	45000	48800
2015	46000	49200
2016	52500	49500
2017	47000	49900
2018	49000	50300
2019	56000	50600

*Axle-Adjusted

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PZ21-12000042
10/19/2022

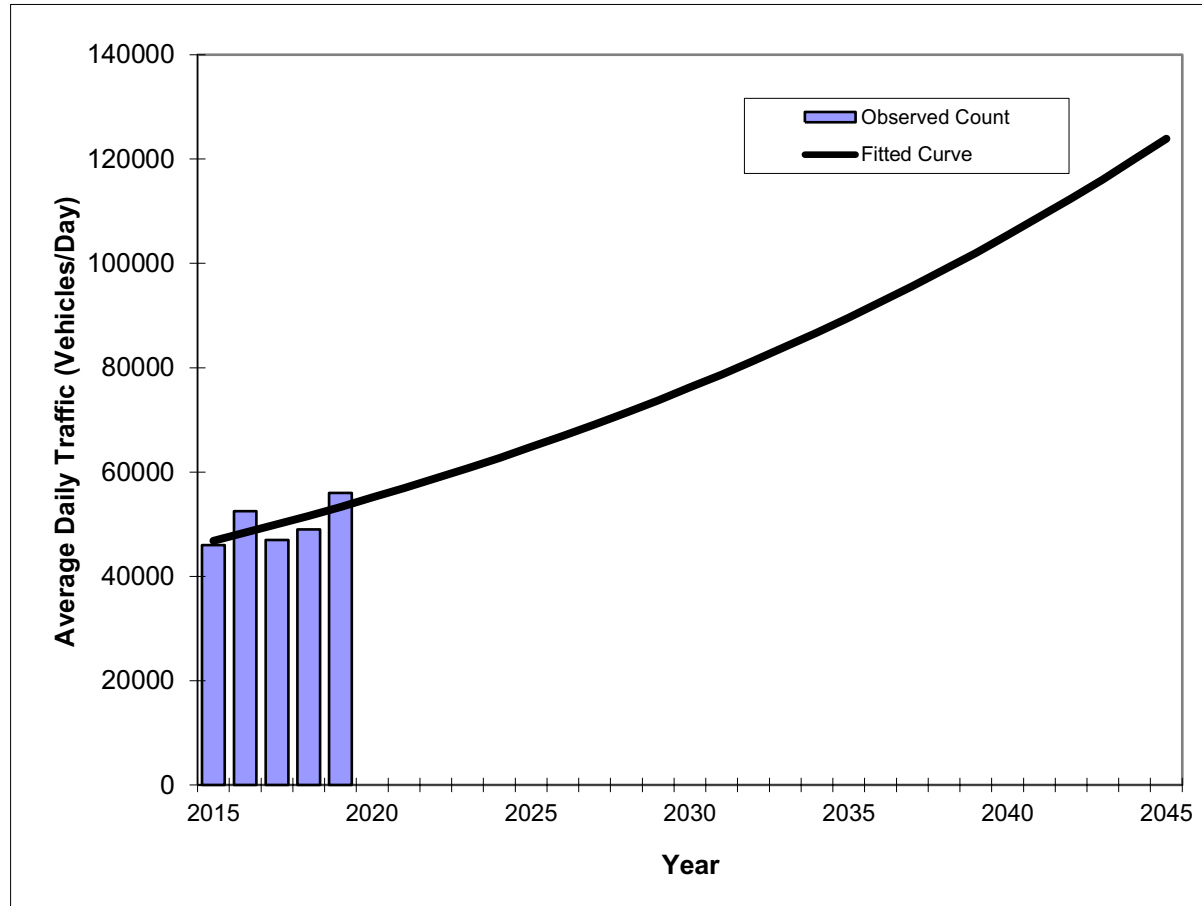
Traffic Trends

SR 5 / US 1 -- S OF COPANS ROAD

County:	Broward (26)
Station #:	0146
Highway:	SR 5 / US 1

DRC

PZ21-12000042
6/15/2022



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	46000	46800
2016	52500	48400
2017	47000	50000
2018	49000	51600
2019	56000	53300

Trend R-squared:	39.85%
Compounded Annual Historic Growth Rate:	3.30%
Printed:	19-Apr-22
Exponential Growth Option	

*Axle-Adjusted

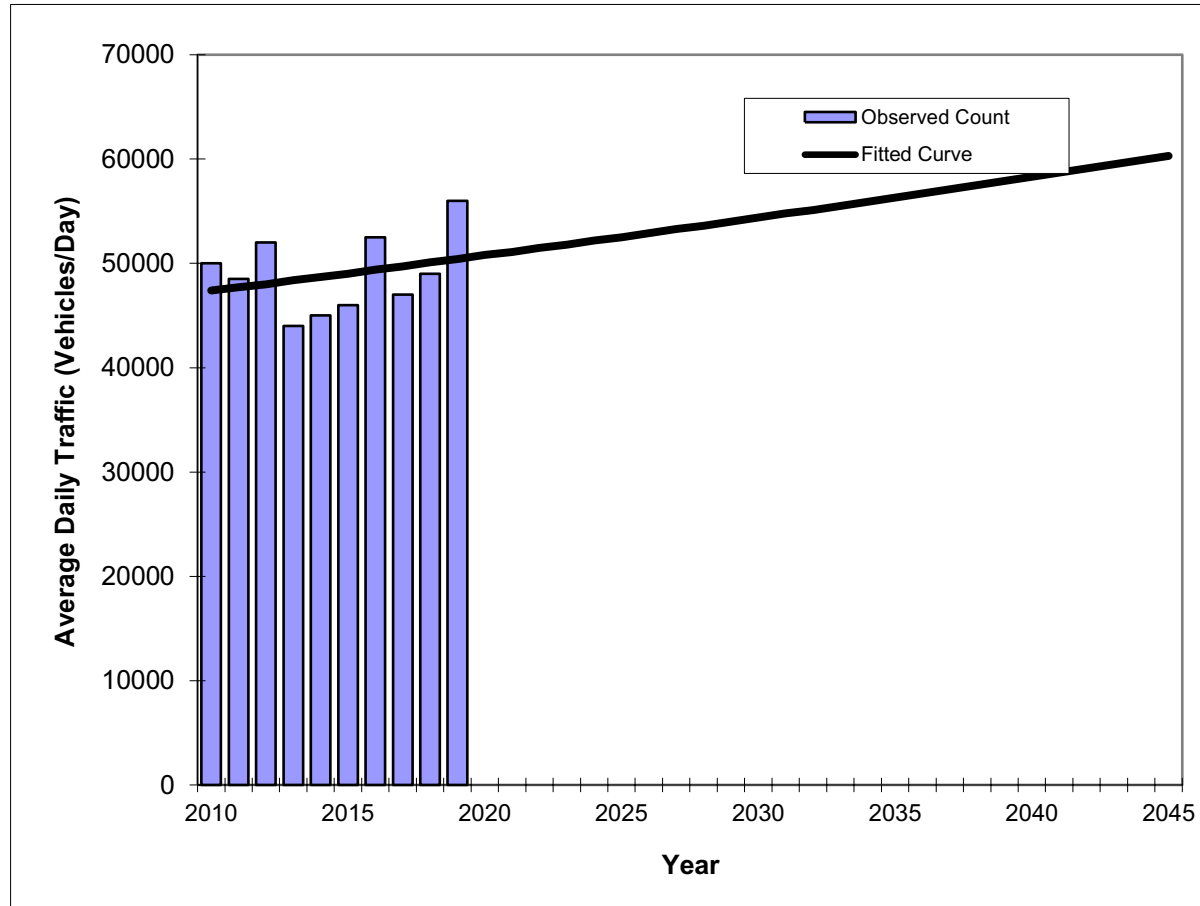
PZ21-12000042
10/19/2022

Traffic Trends
SR 5 / US 1 -- S OF COPANS ROAD

County:
Station #:
Highway:

Broward 014
SR 5 / US 1

PZ21-12000042
6/15/2022



Trend R-squared: 7.68%
Compounded Annual Historic Growth Rate: 0.68%
Printed: 19-Apr-22
Exponential Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	50000	47400
2011	48500	47700
2012	52000	48000
2013	44000	48400
2014	45000	48700
2015	46000	49000
2016	52500	49400
2017	47000	49700
2018	49000	50100
2019	56000	50400

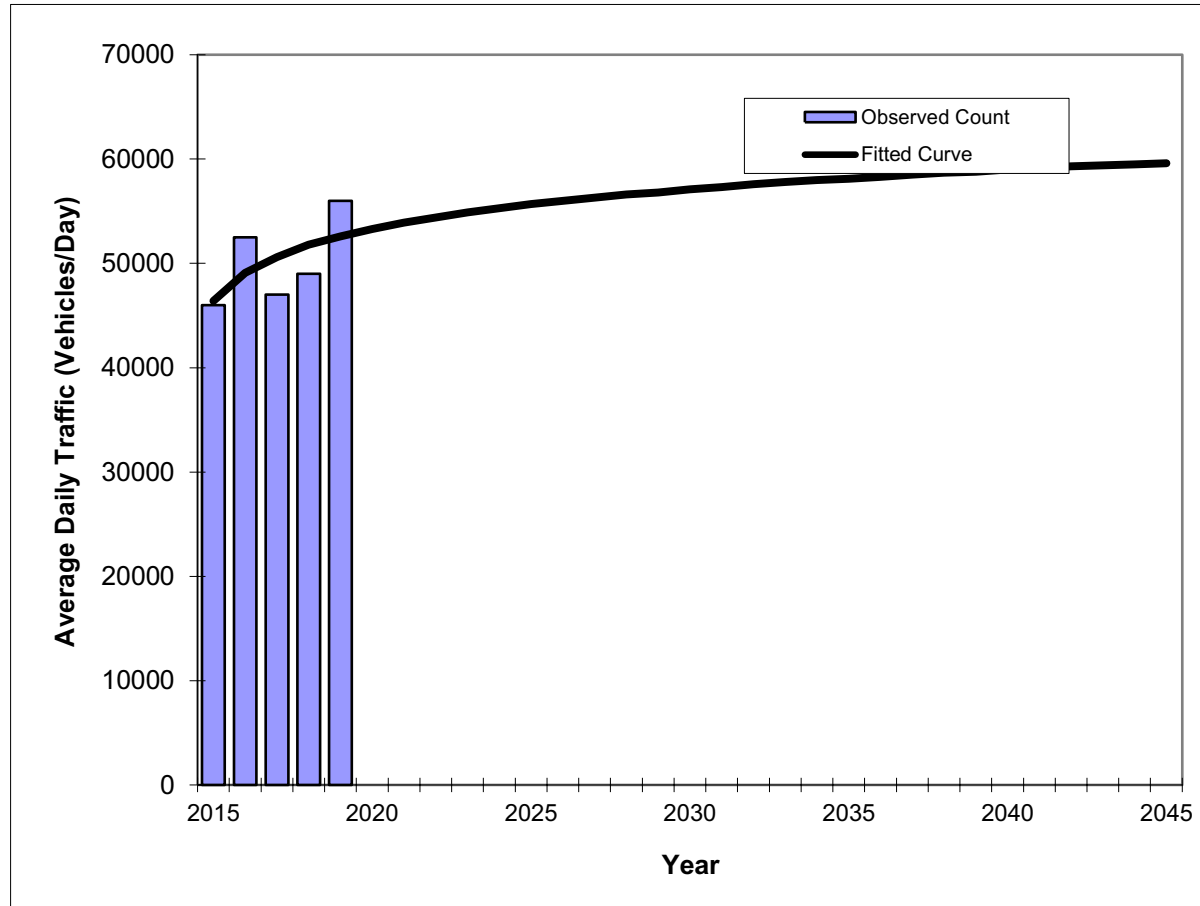
*Axle-Adjusted

Traffic Trends

SR 5 / US 1 -- S OF COPANS ROAD

County:
Station #:
Highway:

Broward (26)
0146
SR 5 / US 1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	46000	46400
2016	52500	49100
2017	47000	50600
2018	49000	51800
2019	56000	52600

Trend R-squared: 35.21%
Compounded Annual Historic Growth Rate: 3.19%
Printed: 19-Apr-22

Decaying Exponential Growth Option

*Axle-Adjusted

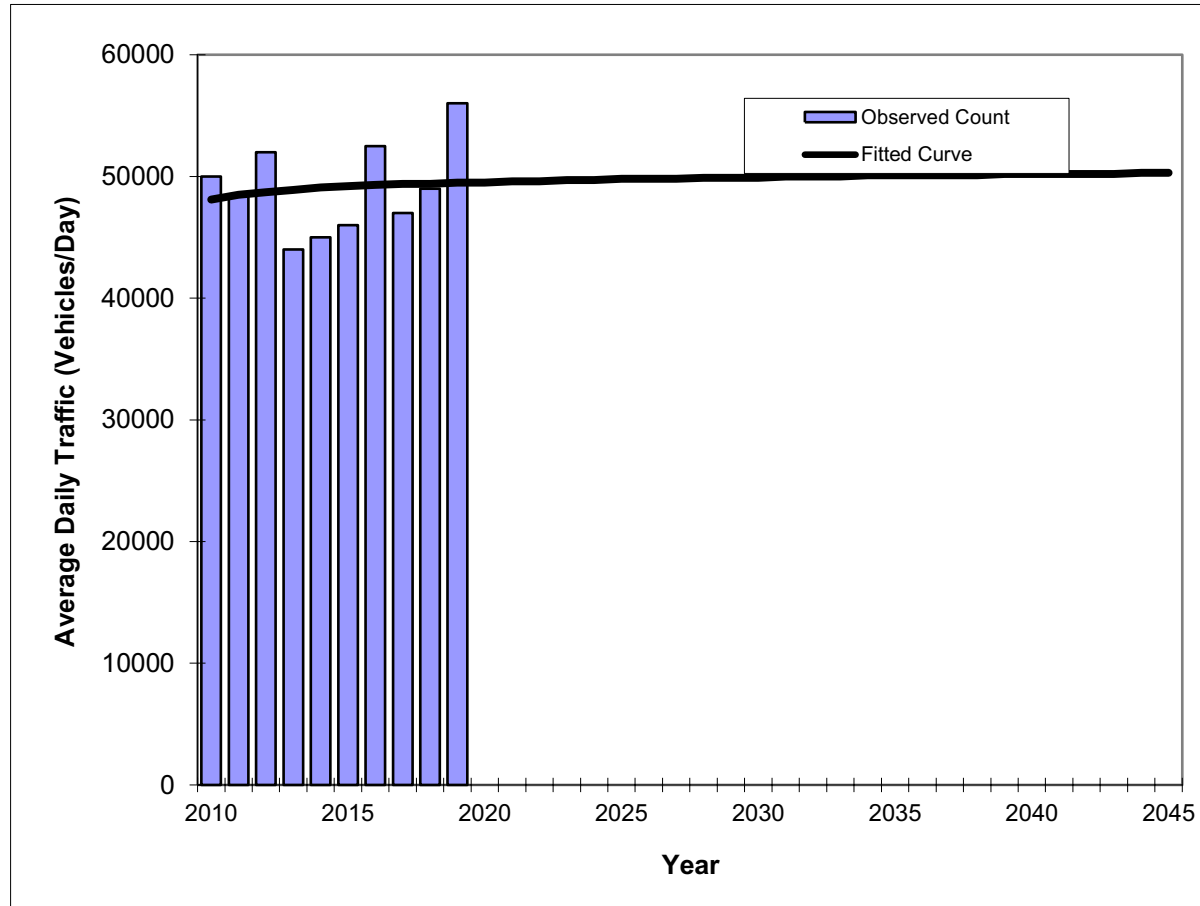
PZ21-12000042
10/19/2022

Traffic Trends
SR 5 / US 1 -- S OF COPANS ROAD

County:
Station #:
Highway:

Broward 26
014
SR 5 / US 1

PZ21-12000042
6/15/2022



Trend R-squared: 1.46%
Compounded Annual Historic Growth Rate: 0.32%
Printed: 19-Apr-22

Decaying Exponential Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	50000	48100
2011	48500	48500
2012	52000	48700
2013	44000	48900
2014	45000	49100
2015	46000	49200
2016	52500	49300
2017	47000	49400
2018	49000	49400
2019	56000	49500

*Axle-Adjusted

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

DRC

PZ21-12000042
COUNTY: 20 - BROWARD

PZ21-12000042

10/19/2022

6/15/2022

SITE: 5106 - SR 5 - N OF NE 6 ST, POMPANO

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2020	43000 F	N	22000	S 21000	9.00	53.50	6.10
2019	45000 C	N	23000	S 22000	9.00	54.70	6.10
2018	43000 C	N	22000	S 21000	9.00	54.10	6.10
2017	41000 C	N	21000	S 20000	9.00	53.80	3.90
2016	39500 C	N	19500	S 20000	9.00	55.20	3.90
2015	43000 C	N	21500	S 21500	9.00	54.90	3.90
2014	39500 C	N	19500	S 20000	9.00	54.50	5.50
2013	37500 C	N	18500	S 19000	9.00	54.60	5.50
2012	39000 C	N	21000	S 18000	9.00	55.00	5.50
2011	38000 C	N	18500	S 19500	9.00	54.50	5.50
2010	39000 C	N	19500	S 19500	9.37	54.06	5.50
2009	42000 C	N	21000	S 21000	9.31	53.74	5.50
2008	41500 C	N	20500	S 21000	9.70	54.48	2.70
2007	42500 C	N	21000	S 21500	9.10	53.47	2.70
2006	42000 C	N	21000	S 21000	9.48	53.59	4.40
2005	39000 C	N	19000	S 20000	10.60	58.90	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

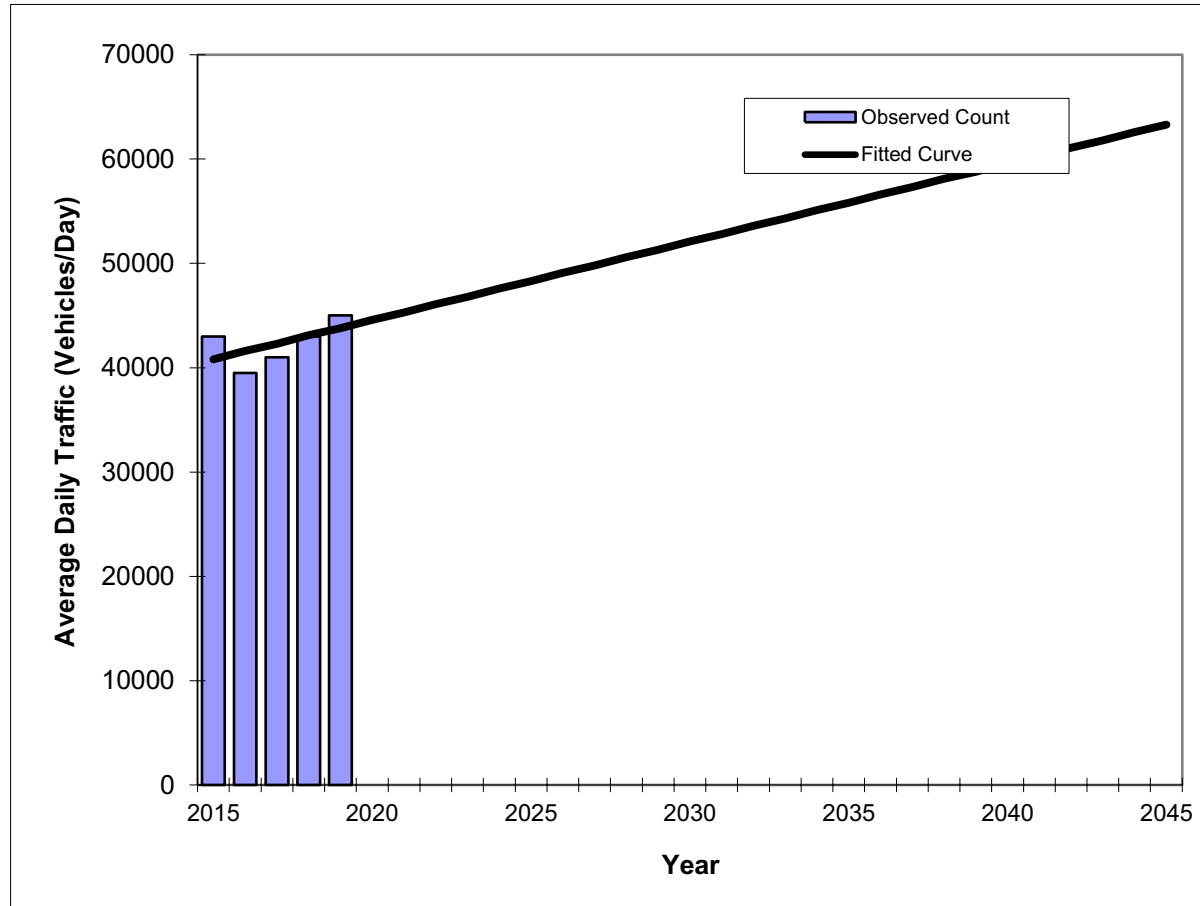
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SR 5 -- N OF NE 6TH STREET

County:
Station #:
Highway:

Broward (86)
5109
SR 5



Trend R-squared: 31.60%
Trend Annual Historic Growth Rate: 1.84%
Printed: 19-Apr-22

Straight Line Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	43000	40800
2016	39500	41600
2017	41000	42300
2018	43000	43100
2019	45000	43800

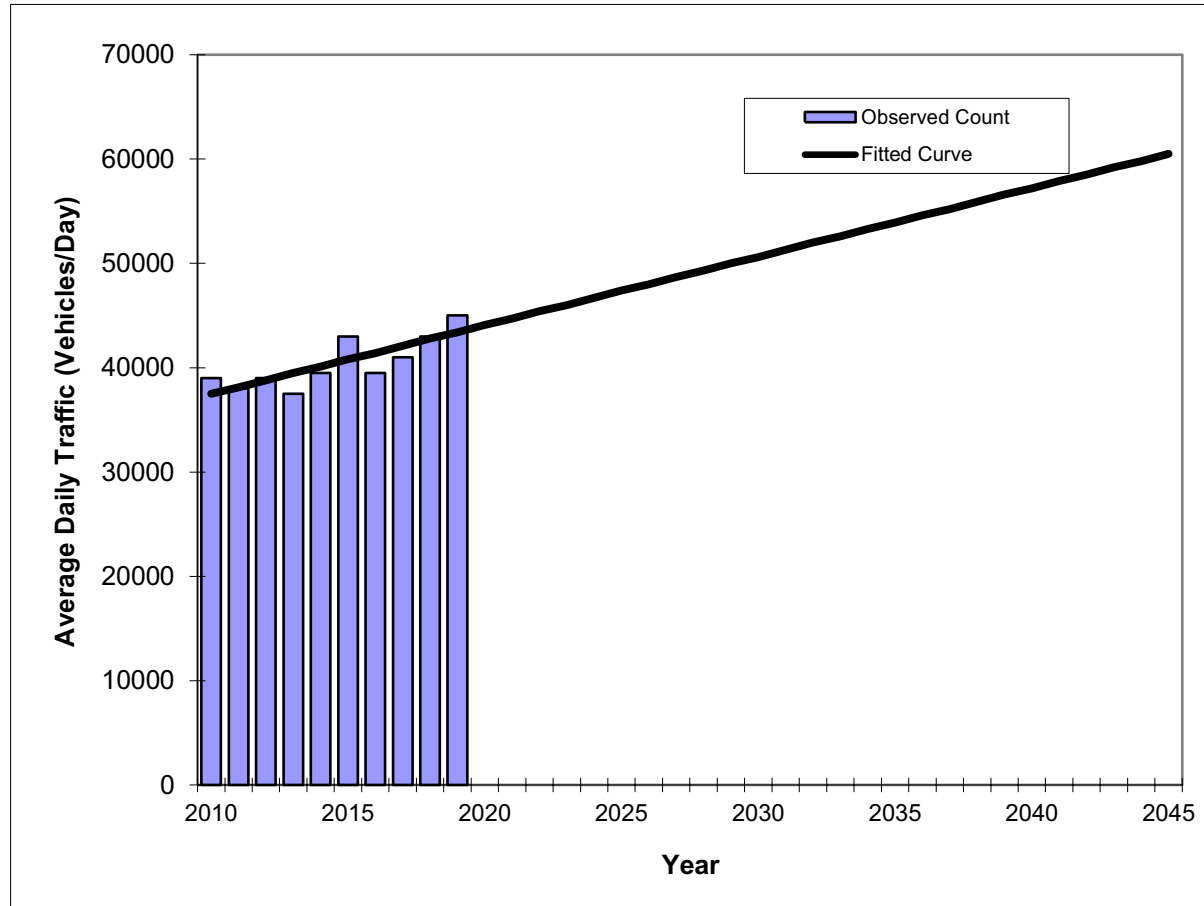
*Axle-Adjusted

Traffic Trends

SR 5 -- N OF NE 6TH STREET

County:
Station #:
Highway:

Broward (26)
5109
SR 5



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	39000	37500
2011	38000	38100
2012	39000	38800
2013	37500	39500
2014	39500	40100
2015	43000	40800
2016	39500	41400
2017	41000	42100
2018	43000	42800
2019	45000	43400

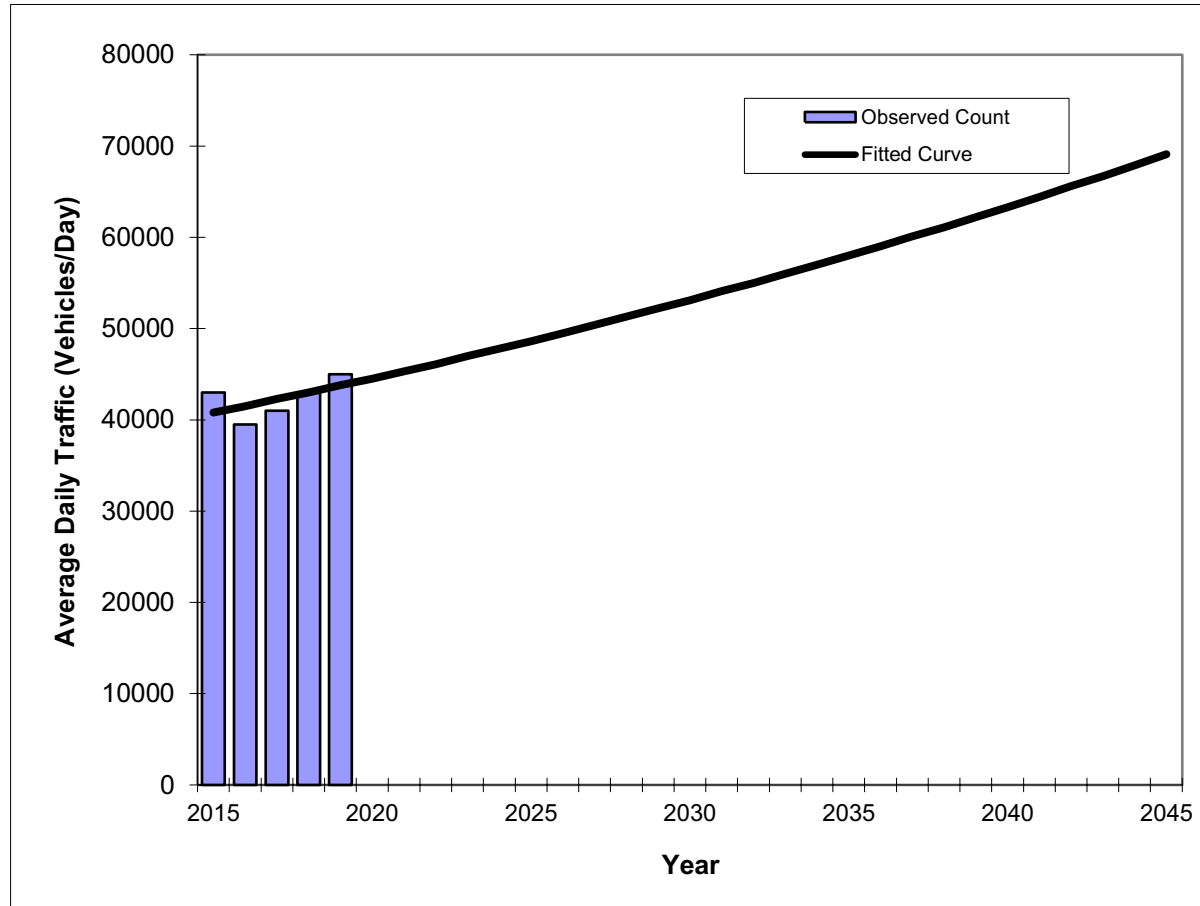
Trend R-squared: 65.19%
Trend Annual Historic Growth Rate: 1.75%
Printed: 19-Apr-22

Straight Line Growth Option

*Axle-Adjusted

Traffic Trends SR 5 -- N OF NE 6TH STREET

County:	Broward 261
Station #:	5109
Highway:	SR 5



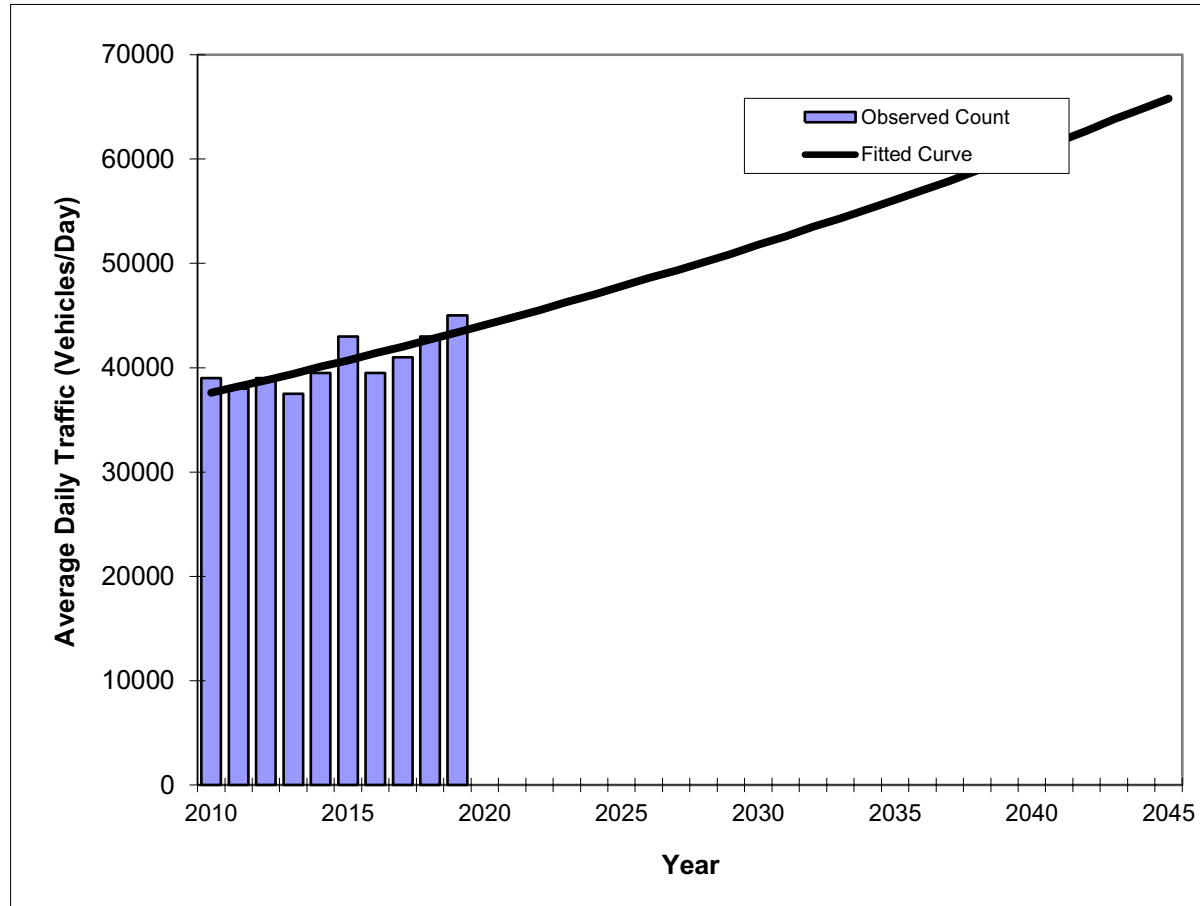
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	43000	40800
2016	39500	41500
2017	41000	42300
2018	43000	43000
2019	45000	43800

Trend R-squared:	30.83%
Compounded Annual Historic Growth Rate:	1.79%
Printed:	19-Apr-22
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends SR 5 -- N OF NE 6TH STREET

County:	Broward 261
Station #:	5109
Highway:	SR 5



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	39000	37600
2011	38000	38200
2012	39000	38800
2013	37500	39400
2014	39500	40100
2015	43000	40700
2016	39500	41400
2017	41000	42000
2018	43000	42700
2019	45000	43400

Trend R-squared:	65.33%
Compounded Annual Historic Growth Rate:	1.61%
Printed:	19-Apr-22
Exponential Growth Option	

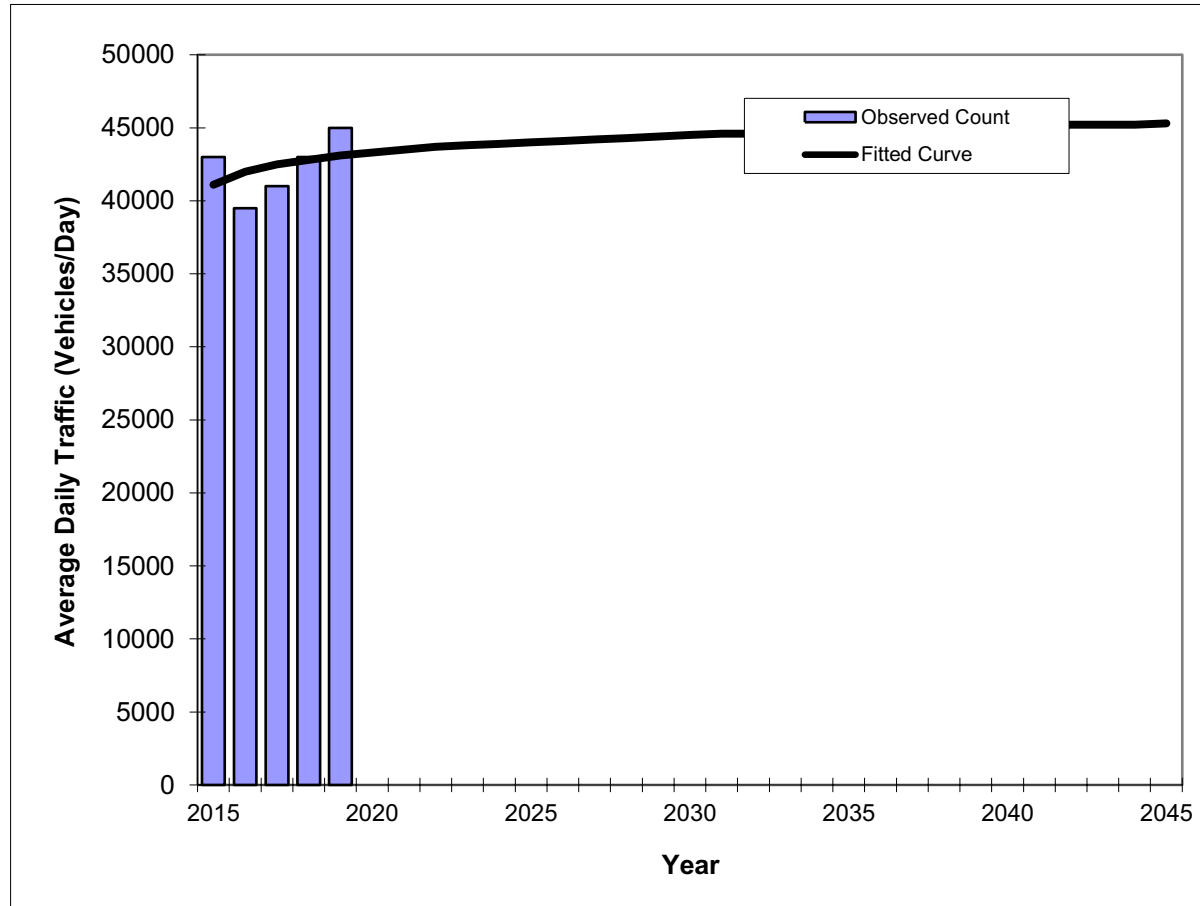
*Axle-Adjusted

Traffic Trends

SR 5 -- N OF NE 6TH STREET

County:
Station #:
Highway:

Broward (26)
5100
SR 5



Trend R-squared: 13.18%
Compounded Annual Historic Growth Rate: 1.19%
Printed: 19-Apr-22

Decaying Exponential Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	43000	41100
2016	39500	42000
2017	41000	42500
2018	43000	42800
2019	45000	43100

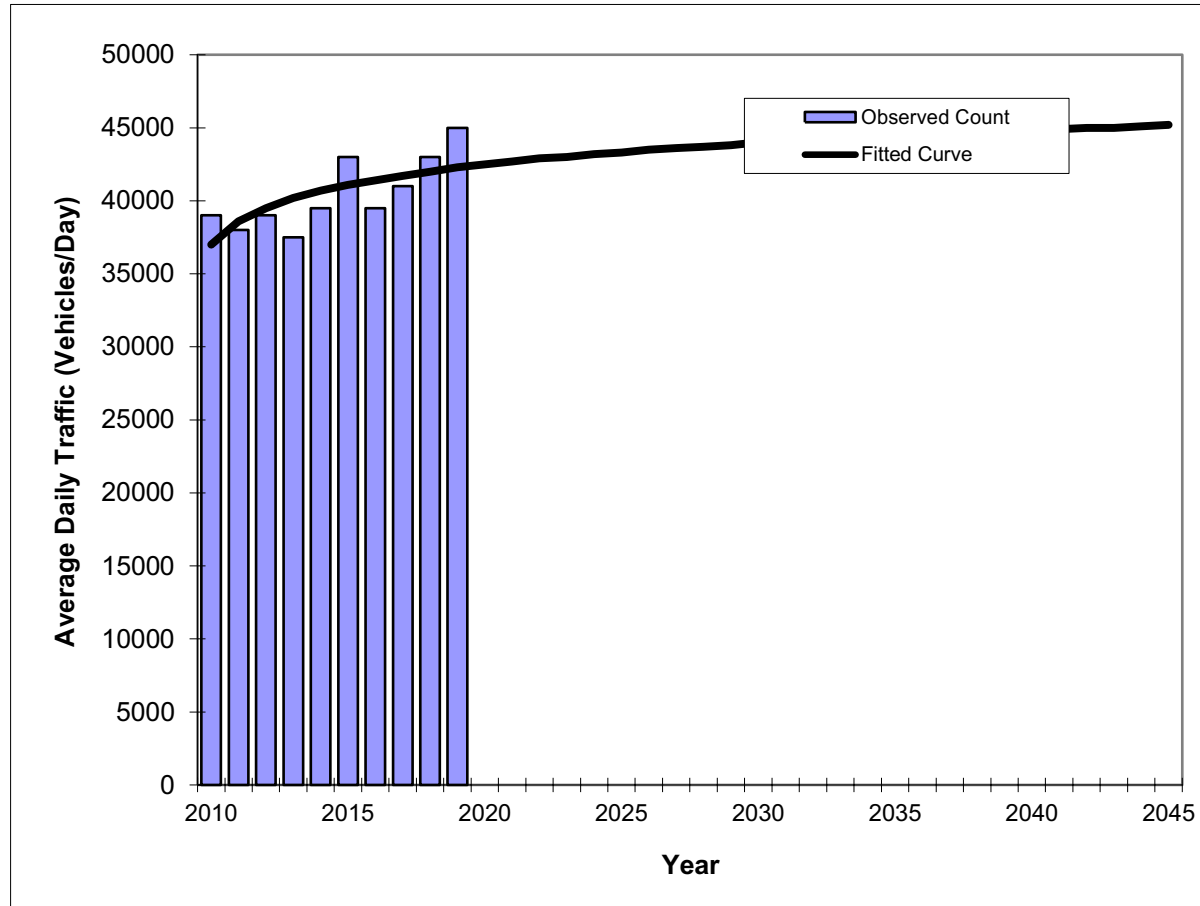
*Axle-Adjusted

Traffic Trends

SR 5 -- N OF NE 6TH STREET

County:
Station #:
Highway:

Broward (26)
5100
SR 5



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	39000	37000
2011	38000	38600
2012	39000	39500
2013	37500	40200
2014	39500	40700
2015	43000	41100
2016	39500	41400
2017	41000	41700
2018	43000	42000
2019	45000	42300

Trend R-squared: 46.00%
Compounded Annual Historic Growth Rate: 1.50%
Printed: 19-Apr-22

Decaying Exponential Growth Option

*Axle-Adjusted

DRC

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

DRC

PZ21-12000042
COUNTY: 20 BROWARD

PZ21-12000042

10/19/2022

6/15/2022

SITE: 6112 SR 844 / 14 ST - E OF SR 5/US 1

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2020	21500 F	E	10000	W	11500	9.00	53.50	3.80
2019	22500 C	E	10500	W	12000	9.00	54.70	3.80
2018	20900 C	E	9900	W	11000	9.00	54.10	3.60
2017	20300 C	E	9800	W	10500	9.00	53.80	3.30
2016	19100 C	E	9200	W	9900	9.00	55.20	3.30
2015	16900 C	E	7900	W	9000	9.00	54.90	3.30
2014	17700 C	E	8600	W	9100	9.00	54.50	3.90
2013	18400 C	E	8700	W	9700	9.00	54.60	3.90
2012	18500 C	E	9800	W	8700	9.00	55.00	4.90
2011	18600 C	E	8900	W	9700	9.00	54.50	4.90
2010	17200 C	E	8400	W	8800	9.37	54.06	4.90
2009	18600 C	E	8800	W	9800	9.31	53.74	3.90
2008	17600 C	E	8300	W	9300	9.70	54.48	3.90
2007	16600 C	E	8100	W	8500	9.10	53.47	3.40
2006	16500 C	E	7900	W	8600	9.48	53.59	3.10
2005	18200 C	E	8500	W	9700	10.60	58.90	3.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

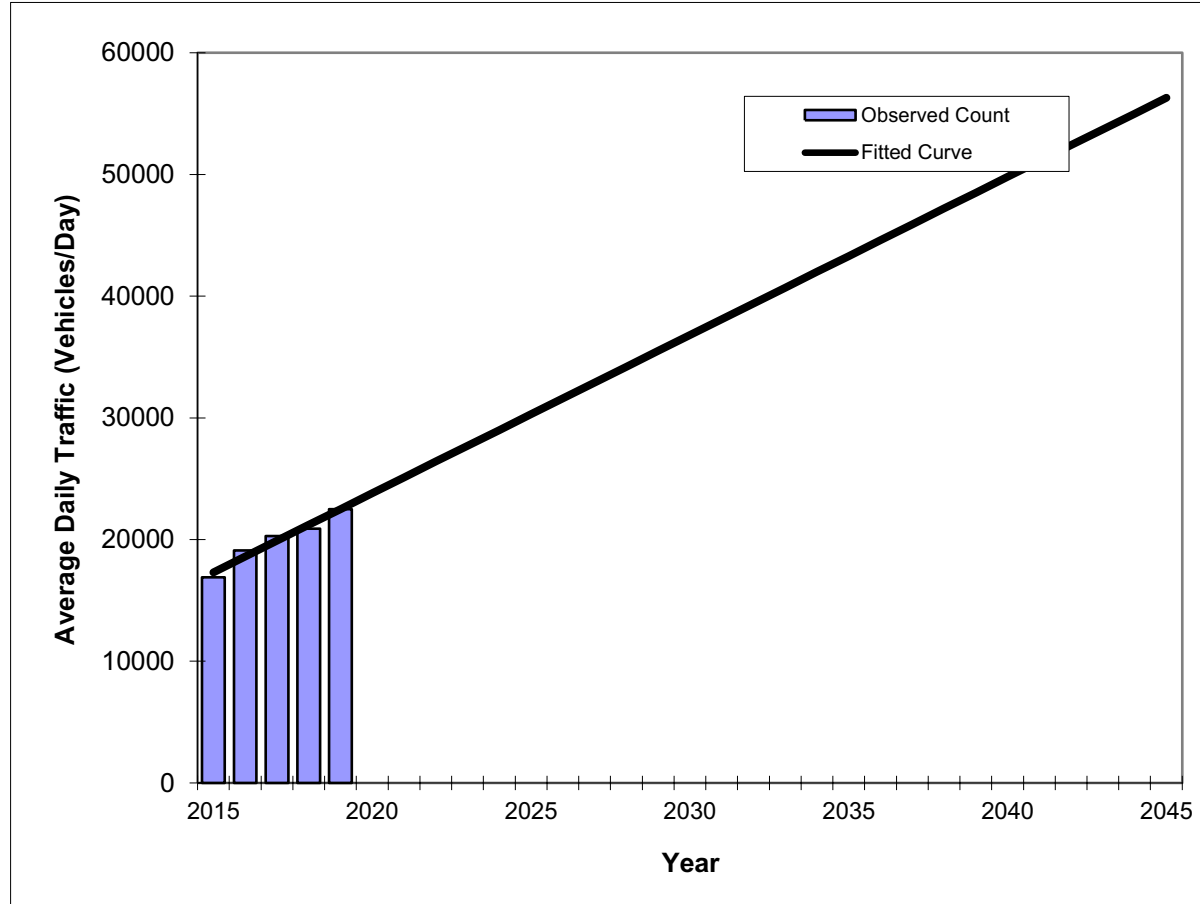
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SR 844 / 14th Street -- E OF SR 5/US 1

County:	Broward (26)
Station #:	5213
Highway:	SR 844 / 14th Street



Trend R-squared:	96.29%
Trend Annual Historic Growth Rate:	7.51%
Printed:	19-Apr-22
Straight Line Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	16900	17300
2016	19100	18600
2017	20300	19900
2018	20900	21200
2019	22500	22500

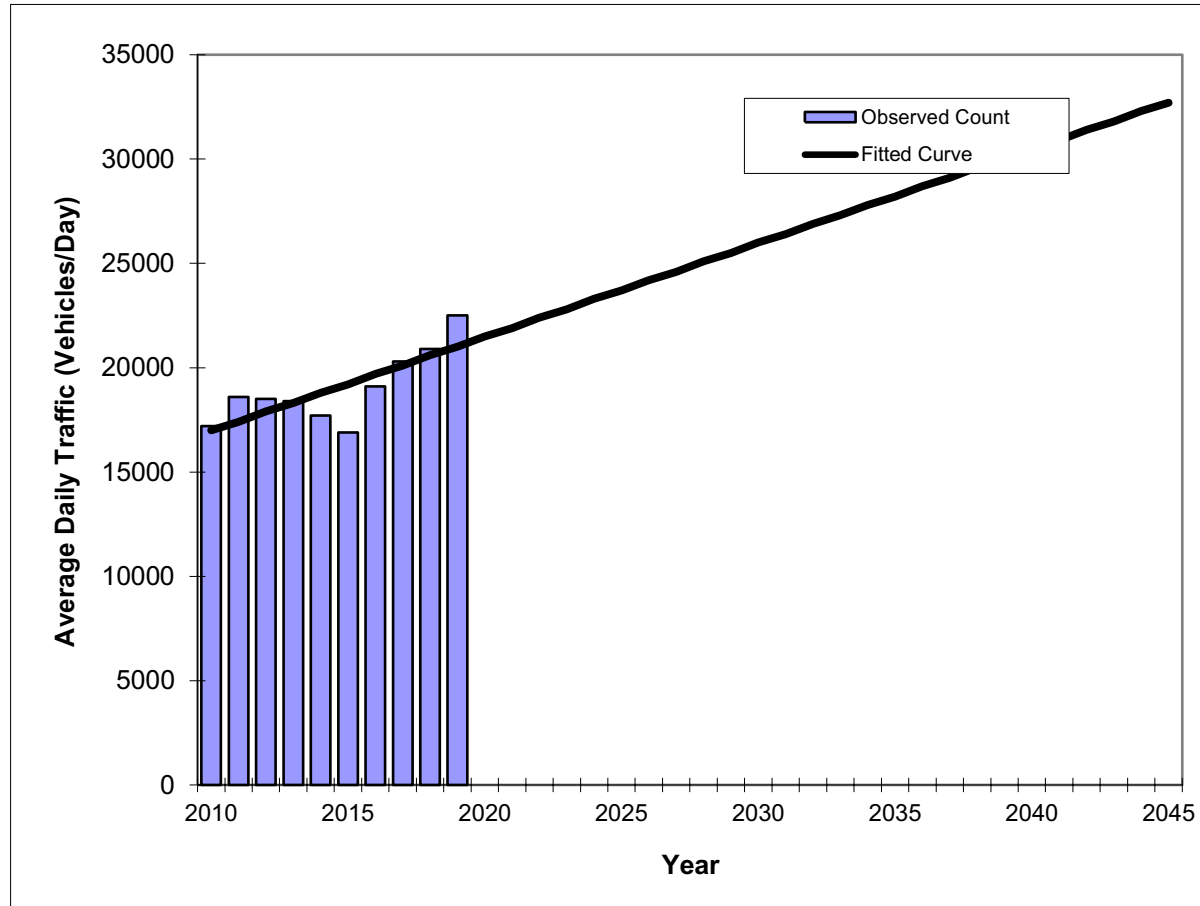
*Axle-Adjusted

Traffic Trends

SR 844 / 14th Street -- E OF SR 5/US 1

County:
Station #:
Highway:

Broward (26)
521
SR 844 / 14th Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	17200	17000
2011	18600	17400
2012	18500	17900
2013	18400	18300
2014	17700	18800
2015	16900	19200
2016	19100	19700
2017	20300	20100
2018	20900	20600
2019	22500	21000

Trend R-squared: 60.14%
Trend Annual Historic Growth Rate: 2.61%
Printed: 19-Apr-22

Straight Line Growth Option

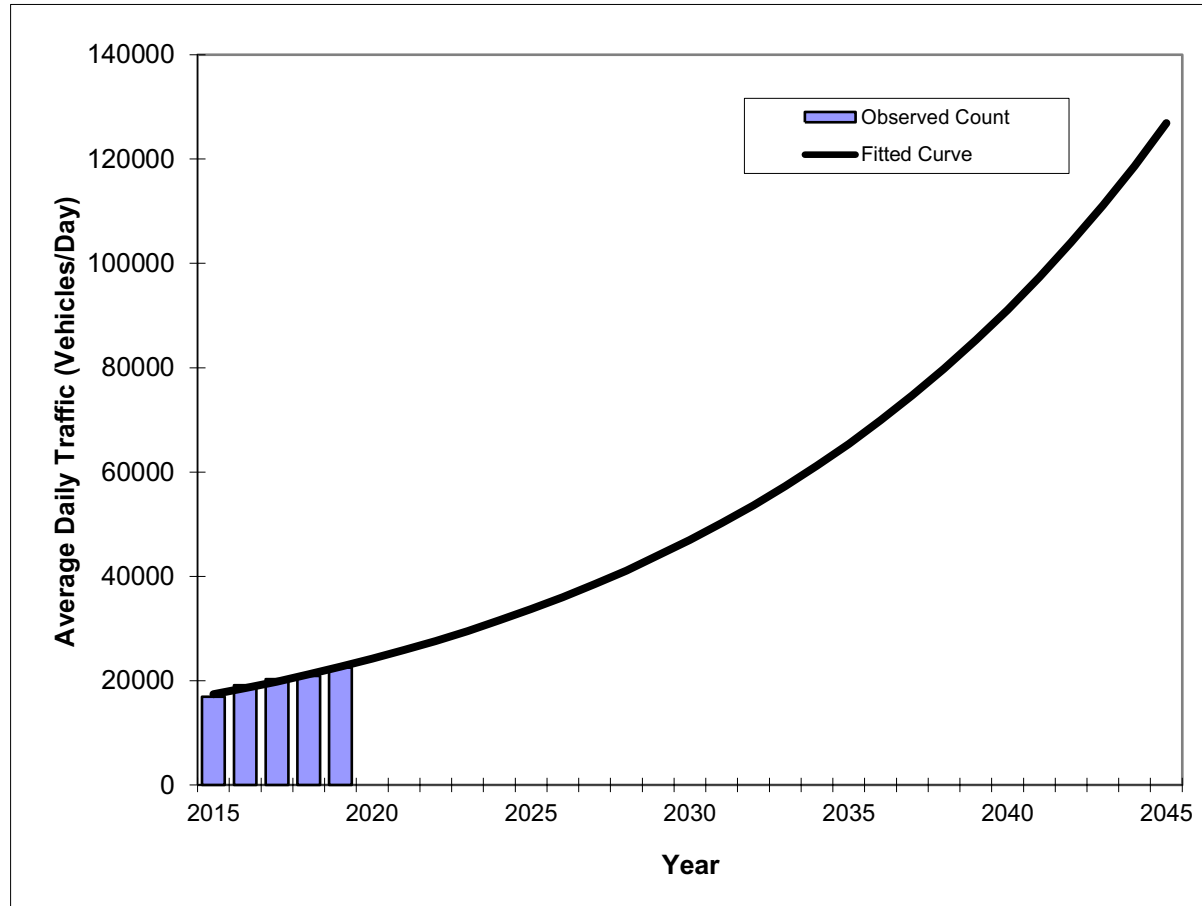
*Axle-Adjusted

Traffic Trends

SR 844 / 14th Street -- E OF SR 5/US 1

County:
Station #:
Highway:

SR 844 / 14th Street



Trend R-squared: 94.93%
 Compounded Annual Historic Growth Rate: 6.87%
 Printed: 19-Apr-22
Exponential Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	16900	17400
2016	19100	18600
2017	20300	19800
2018	20900	21200
2019	22500	22700

*Axle-Adjusted

PZ21-12000042
10/19/2022

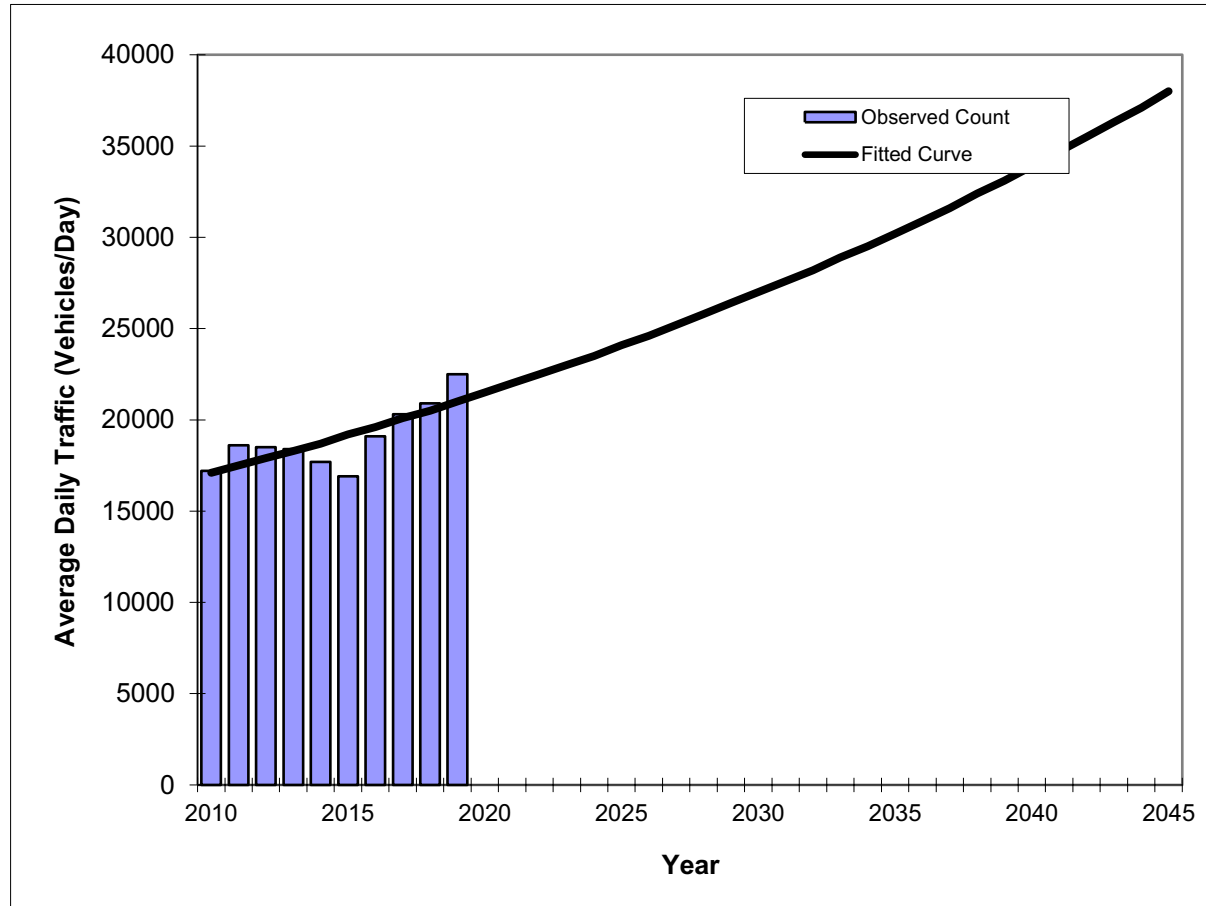
Traffic Trends

SR 844 / 14th Street -- E OF SR 5/US 1

County:
Station #:
Highway:

Broward (26)
521
SR 844 / 14th Street

PZ21-12000042
6/15/2022



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	17200	17100
2011	18600	17500
2012	18500	17900
2013	18400	18300
2014	17700	18700
2015	16900	19200
2016	19100	19600
2017	20300	20100
2018	20900	20500
2019	22500	21000

Trend R-squared: 58.94%
Compounded Annual Historic Growth Rate: 2.31%
Printed: 19-Apr-22
Exponential Growth Option

*Axle-Adjusted

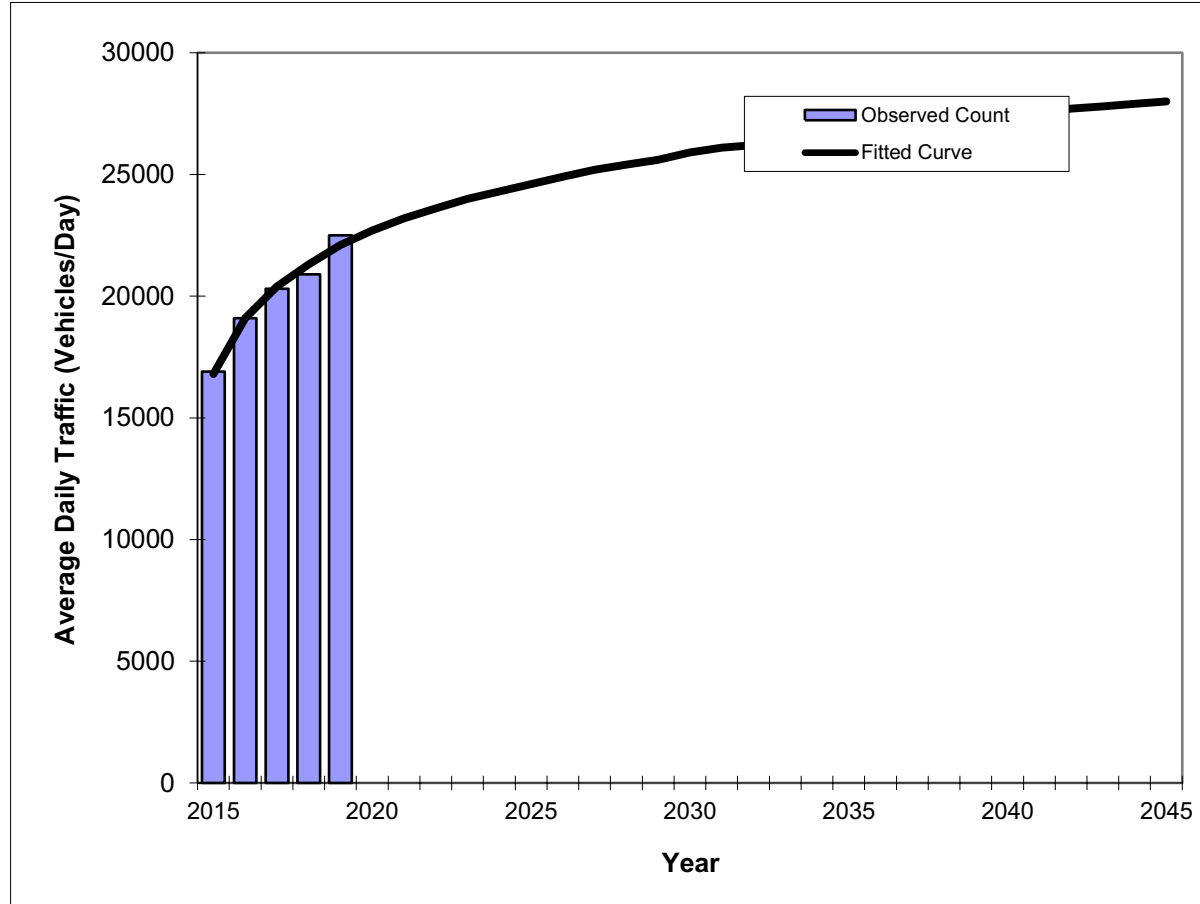
PZ21-12000042
10/19/2022

Traffic Trends

SR 844 / 14th Street -- E OF SR 5/US 1

County:	Broward (26)
Station #:	5213
Highway:	SR 844 / 14th Street

PZ21-12000042
6/15/2022



Trend R-squared:	97.73%
Compounded Annual Historic Growth Rate:	7.10%
Printed:	19-Apr-22
Decaying Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	16900	16800
2016	19100	19100
2017	20300	20400
2018	20900	21300
2019	22500	22100

*Axle-Adjusted

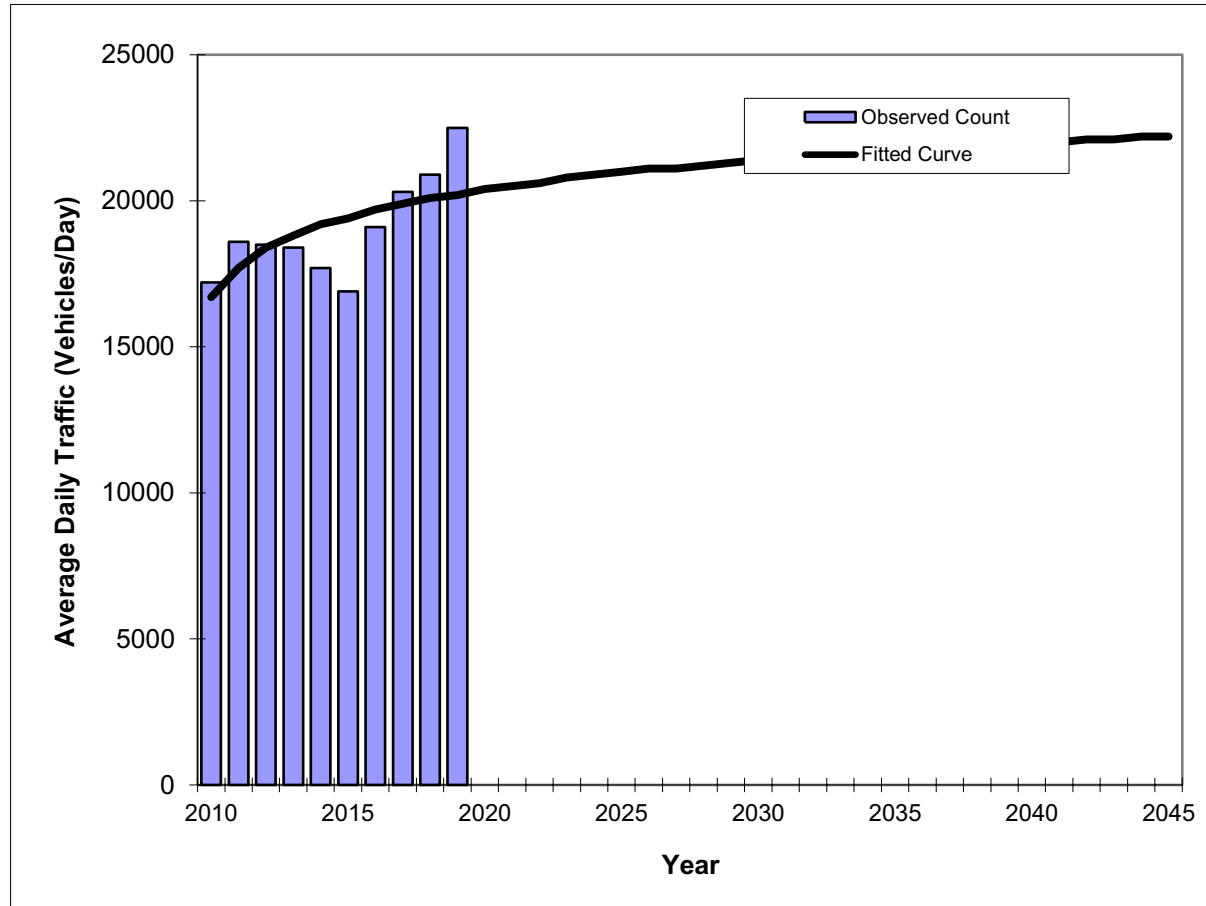
PZ21-12000042
10/19/2022

Traffic Trends

SR 844 / 14th Street -- E OF SR 5/US 1

County:	Broward (26)
Station #:	5218
Highway:	SR 844 / 14th Street

PZ21-12000042
6/15/2022



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	17200	16700
2011	18600	17700
2012	18500	18400
2013	18400	18800
2014	17700	19200
2015	16900	19400
2016	19100	19700
2017	20300	19900
2018	20900	20100
2019	22500	20200

Trend R-squared:	41.67%
Compounded Annual Historic Growth Rate:	2.14%
Printed:	19-Apr-22
Decaying Exponential Growth Option	

*Axle-Adjusted

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PZ21-12000042
10/19/2022

DRC

PZ21-12000042
6/15/2022

SERPM Analysis

DRC

DRC

PZ21-12000042
10/19/2022PZ21-12000042
6/15/2022

SERPM Growth Rate Summary					
Street Name	2015	2045	Difference	Growth Rate	Annual Growth Rate
E Copans Road	30,109	44,027	13,918	46.23%	1.54%
	30,109	44,346	14,237	47.28%	1.58%
	18,835	27,853	9,018	47.88%	1.60%
S Federal Highway	32,812	47,018	14,206	43.30%	1.44%
	43,923	61,393	17,470	39.77%	1.33%
	45,517	61,253	15,736	34.57%	1.15%
	37,775	51,779	14,004	37.07%	1.24%
	37,265	50,721	13,456	36.11%	1.20%
NE 14th Street	12,181	11,992	-189	-1.55%	-0.05%
	12,330	12,174	-156	-1.27%	-0.04%
Total	288,526	400,382	111,700	38.77%	1.29%

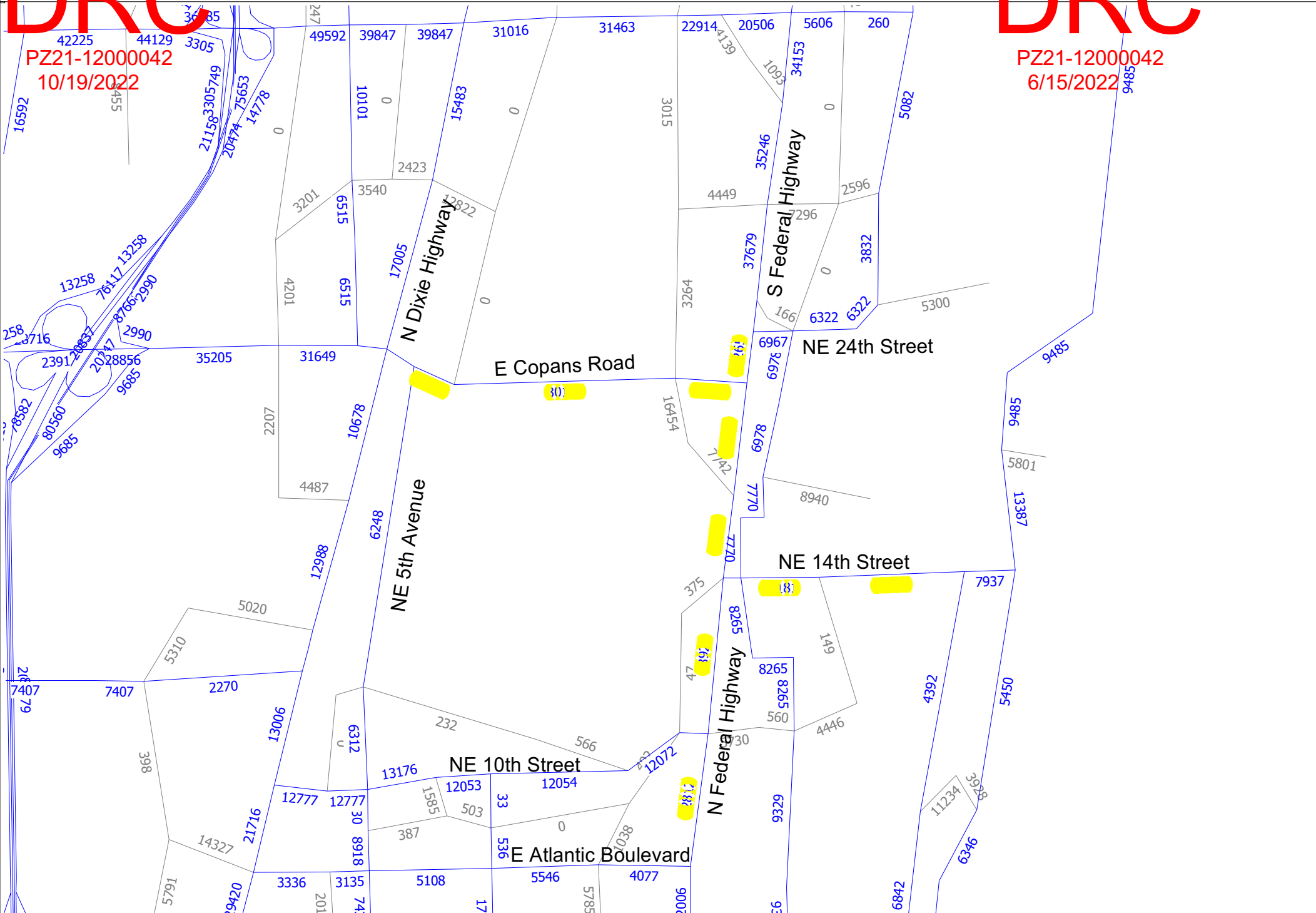
DRC

PZ21-12000042
10/19/2022

Pompano Citi Centre
2015 Values
SERPM 8.512

DRC

PZ21-12000042
6/15/2022



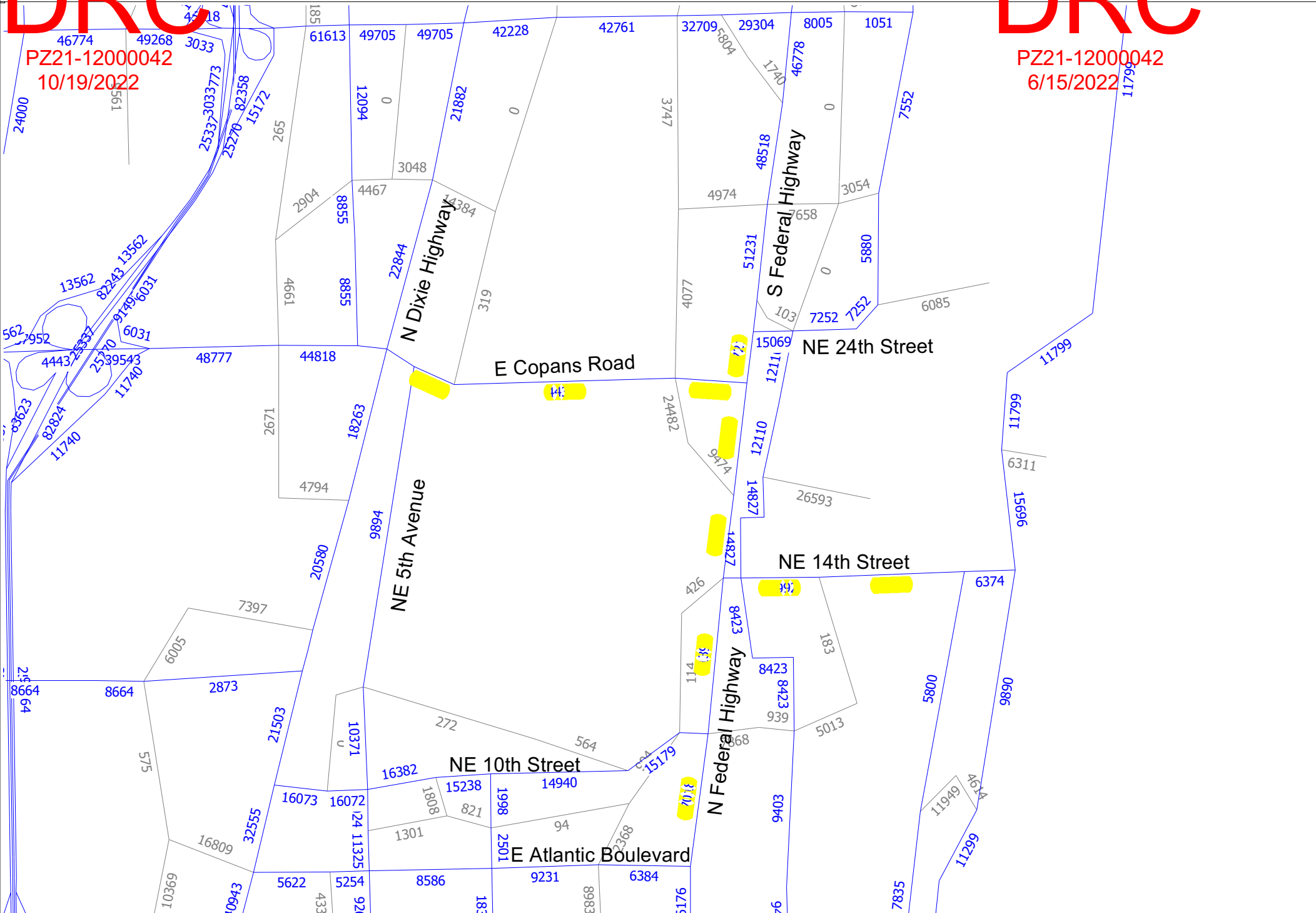
DRC

PZ21-12000042
10/19/2022

Pompano Citi Centre
2045 Volumes
SERPM 8.512

DRC

PZ21-12000042
6/15/2022



DRC

PZ21-12000042
10/19/2022

DRC

PZ21-12000042
6/15/2022

Appendix E

Trip Generation

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
						In	Out																		
GROUP 1	1 Shopping Plaza (40-150k)	11	821	146,942	ksf	62%	38%	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0
	2																								
	3																								
	4																								
	5																								
	6																								
	7																								
	8																								
	9																								
	10																								
	11																								
	12																								
	13																								
	14																								
	15																								
ITE Land Use Code						Rate or Equation					Total:		0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0
821						Y=0(X)																			

*The existing retail store is currently not operating therefore the A.M. peak hour credit was not taken.

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
						In	Out																		
GROUP 2	1 Multifamily Housing (Mid-Rise)	11	221	352	du	23%	77%	33	110	143	10.1%	14	30	99	129	0.0%	0	30	99	129	0.0%	0	30	99	129
	2																								
	3																								
	4																								
	5																								
	6																								
	7																								
	8																								
	9																								
	10																								
	11																								
	12																								
	13																								
	14																								
	15																								
ITE Land Use Code						Rate or Equation					Total:		33	110	143	10.1%	14	30	99	129	0.0%	0	30	99	129
221						Y=0.44*(X)+-11.61																			

	IN	OUT	TOTAL
NET NEW TRIPS	30	99	129

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out																			
GROUP 1	1	Shopping Plaza (40-150k)	11	821	146.942	ksf	49%	51%	0	0	0	0.0%	0	0	0	0	0	0	0	0	0	0.0%	0	0	0	0
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
ITE Land Use Code		Rate or Equation				Total:		0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0	
821		Y=0(X)																								

*The existing retail store is currently not operating therefore the A.M. peak hour credit was not taken.

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
GROUP 2	1	Multifamily Housing (Mid-Rise)	11	221	352	du	61%	39%	84	54	138	10.1%	14	75	49	124	0.0%	0	75	49	124	0.0%	0	75	49	124
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
ITE Land Use Code		Rate or Equation				Total:		84	54	138	10.1%	14	75	49	124	0.0%	0	75	49	124	0.0%	0	75	49	124	
221		Y=0.39*(X)+0.34																								

	IN	OUT	TOTAL
NET NEW TRIPS	75	49	124

PZ21-12000042

10/19/2022

MEANS OF TRANSPORTATION TO WORK

PZ21-12000042

6/15/2022

United States[®]
Census
Bureau

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

(17+23+36) / (769-17) = 10.1%		Census Tract 302.02, Broward County, Florida	
Label	Estimate	Margin of Error	
▼ Total:	769	±126	
▼ Car, truck, or van:	619	±120	
Drove alone	519	±88	
▼ Carpool:	100	±74	
In 2-person carpool	63	±65	
In 3-person carpool	37	±39	
In 4-person carpool	0	±14	
In 5- or 6-person carpool	0	±14	
In 7-or-more-person carpool	0	±14	
▼ Public transportation (excluding taxicab):	17	±37	
Bus	17	±37	
Subway or elevated rail	0	±14	
Long-distance train or commuter rail	0	±14	
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14	
Ferryboat	0	±14	
Taxicab	0	±14	
Motorcycle	18	±20	
Bicycle	23	±35	
Walked	36	±43	
Other means	39	±59	
Worked from home	17	±14	

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2019

Estimates: 5-Year

Table ID: B08301

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

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

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

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

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

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

Explanation of Symbols:

An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

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

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

DRC

PZ21-12000042
10/19/2022

DRC

PZ21-12000042
6/15/2022

Appendix F

Volume Development Worksheets

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION:	NE 12th Terrace/Pompano Square & E Copans Road
COUNT DATE:	April 6, 2022
AM PEAK HOUR FACTOR:	0.84
PM PEAK HOUR FACTOR:	0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		50	897	140		14	643	14		41	14	12		31	19	27
Peak Season Correction Factor		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
A.M. Peak Hour Covid Adjustment		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28
AM EXISTING CONDITIONS		64	1,148	179		18	823	18		52	18	15		40	24	35

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		103	1,011	119		14	994	22		157	26	16		33	21	28
Peak Season Correction Factor		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
P.M. Peak Hour Covid Adjustment		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28
PM EXISTING CONDITIONS		132	1,294	152		18	1,272	28		201	33	20		42	27	36

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%
AM BACKGROUND TRAFFIC GROWTH	9	154	24		2	111	2		7	2	2					5	3	5

AM NON-PROJECT TRAFFIC		73	1,302	203		20	934	20		59	20	17		45	27	40
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Yearly Growth Rate	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	
PM BACKGROUND TRAFFIC GROWTH		18	174	20		2	171	4		27	4	3			6	4	5

PM NON-PROJECT TRAFFIC		150	1,468	172		20	1,443	32		228	37	23		48	31	41
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-by	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering				54.0%		5.0%									7.0%	
Distribution	Exiting										54.0%	7.0%	5.0%				

PM PROJECT DISTRIBUTION		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-by Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				36.0%		4.0%									6.0%	
	Exiting										36.0%	6.0%	4.0%				

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				16		2				53	7	5			2	
AM TOTAL PROJECT TRAFFIC			0	0	16		2	0	0		53	7	5		0	2	0

AM TOTAL TRAFFIC		73	1,302	219		22	934	20		112	27	22		45	29	40
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				27		3				18	3	2			5	
PM TOTAL PROJECT TRAFFIC			0	0	27		3	0	0		18	3	2		0	5	0

PM TOTAL TRAFFIC		150	1,468	199		23	1,443	32		246	40	25		48	36	41
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION:	Pompano Square & 1st EW Pompano Square Mall Aisle
COUNT DATE:	April 6, 2022
AM PEAK HOUR FACTOR:	0.83
PM PEAK HOUR FACTOR:	0.87

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	22		0	45	2		33	138	0
Peak Season Correction Factor		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
A.M. Peak Hour Covid Adjustment		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28
AM EXISTING CONDITIONS		0	0	0		0	0	28		0	58	3		42	177	0

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		4	0	98		0	104	6		69	90	0
Peak Season Correction Factor		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
P.M. Peak Hour Covid Adjustment		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28
PM EXISTING CONDITIONS		0	0	0		5	0	125		0	133	8		88	115	0

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	4	0	8	0	8	0	8	6	24	0	0	0

AM NON-PROJECT TRAFFIC		0	0	0		0	0	32		0	66	3		48	201	0
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	1	0	17	0	0	18	1	0	12	15	0	0	0

PM NON-PROJECT TRAFFIC		0	0	0		6	0	142		0	151	9		100	130	0
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-by Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering						34.0%									66.0%	
	Exiting											66.0%	34.0%				

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-by Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering						54.0%									46.0%	
	Exiting											46.0%	54.0%				

"AM PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS									71			-71	-3		219	-219	
Project Trips	Pass - By																
	Valet																
	Net New						10					65	34			20	
AM TOTAL PROJECT TRAFFIC			0	0	0		10	0	71		0	-6	31		219	-199	0

AM TOTAL TRAFFIC		0	0	0		10	0	103		0	60	34		267	2	0
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"PM PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS							-7		172			-165	-10		143	-143	
Project Trips	Pass - By																
	Valet																
	Net New						40					23	26			35	
PM TOTAL PROJECT TRAFFIC			0	0	0		33	0	172		0	-142	16		143	-108	0

PM TOTAL TRAFFIC		0	0	0		39	0	314		0	9	25		243	22	0
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION:
COUNT DATE:
AM PEAK HOUR FACTOR:
PM PEAK HOUR FACTOR:

Wendy's Driveway & 1st EW Pompano Square Mall Aisle
April 6, 2022
0.55
0.87

PZ21-12000042
6/15/2022

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		14	21	0		0	8	5		0	0	0		4	0	14
Peak Season Correction Factor		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
A.M. Peak Hour Covid Adjustment		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28
AM EXISTING CONDITIONS		18	27	0		0	10	6		0	0	0		5	0	18

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	26	48	0	0	70	12			0	0	0		4	0	31	
Peak Season Correction Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
P.M. Peak Hour Covid Adjustment	1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28	1.28
PM EXISTING CONDITIONS	33	61	0	0	90	15			0	0	0		5	0	48	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%
AM BACKGROUND TRAFFIC GROWTH	2	4	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	2

AM NON-PROJECT TRAFFIC		20	31	0		0	11	7		0	0	0		6	0	20
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%
PM BACKGROUND TRAFFIC GROWTH	4	8	0				12	2		0	0	0	0	0	0	1	0	0	5

PM NON-PROJECT TRAFFIC		37	69	0		0	102	17		0	0	0		6	0	45
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[illegible][illegible]

"AM PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS				219				71	3								
Project Trips	Pass - By																
	Valet																
	Net New			34				10									
AM TOTAL PROJECT TRAFFIC			0	253	0		0	81	3		0	0	0		0	0	0
AM TOTAL TRAFFIC			20	284	0		0	92	10		0	0	0		6	0	20

"PM PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS				143				165	10								
Project Trips	Pass - By																
	Valet																
	Net New			26				40									
PM TOTAL PROJECT TRAFFIC			0	169	0		0	205	10		0	0	0		0	0	0
PM TOTAL TRAFFIC			37	238	0		0	307	27		0	0	0		6	0	45

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION:
COUNT DATE:
AM PEAK HOUR FACTOR:
PM PEAK HOUR FACTOR:

US 1/N Federal Highway/S Federal Highway & Pompano Square/NE 18th Street
April 6, 2022
0.95
0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		35	5	105		99	7	43		64	1,665	20		66	1,881	16
Peak Season Correction Factor		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
A.M. Peak Hour Covid Adjustment		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28
AM EXISTING CONDITIONS		45	6	134		127	9	55		82	2,131	26		84	2,408	20

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		48	13	106		66	10	27		142	2,152	14		74	2,132	25
Peak Season Correction Factor		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
P.M. Peak Hour Covid Adjustment		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28		1.28	1.28	1.28
PM EXISTING CONDITIONS		61	17	136		84	13	35		182	2,755	18		95	2,729	32

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%
AM BACKGROUND TRAFFIC GROWTH	6	1	18			17	1	7			11	286	3		11	323	3

AM NON-PROJECT TRAFFIC		51	7	152		144	10	62		93	2,417	29		95	2,731	23
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Yearly Growth Rate	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%	4.29%		
PM BACKGROUND TRAFFIC GROWTH	8	2	18				11	2	5			24	370	2			13	367	4

PM NON-PROJECT TRAFFIC		69	19	154		95	15	40		206	3.125	20		108	3.096	36
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[illegible][illegible]

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		6	3	25			1			7						2
AM TOTAL PROJECT TRAFFIC			6	3	25		0	1	0		7	0	0		0	0	2
AM TOTAL TRAFFIC			57	10	177		144	11	62		100	2,417	29		95	2,731	25

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		4	1	21			2			32						6
PM TOTAL PROJECT TRAFFIC			4	1	21		0	2	0		32	0	0		0	0	6
PM TOTAL TRAFFIC			73	20	175		95	17	40		238	3,125	20		108	3,096	42

DRC

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DRC

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Appendix G

Intersection Capacity Analysis Worksheets

DRC

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DRC

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Existing A.M.

Timing

Existing Conditions

1: Pompano Square/NE 12th Terrace & East Copans Road

A.M. Peak Hour

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	64	1148	18	823	52	18	15	40	24
Future Volume (vph)	64	1148	18	823	52	18	15	40	24
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA
Protected Phases	1	6	5	2	4	4		8	8
Permitted Phases	6		2				4		
Detector Phase	1	6	5	2	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	4.0	7.0	5.0	7.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	45.0	11.0	45.0	43.0	43.0	43.0	12.0	12.0
Total Split (s)	15.0	74.0	15.0	74.0	46.0	46.0	46.0	25.0	25.0
Total Split (%)	9.4%	46.3%	9.4%	46.3%	28.8%	28.8%	28.8%	15.6%	15.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 89 (56%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Splits and Phases: 1: Pompano Square/NE 12th Terrace & East Copans Road

	Ø1		Ø2 (R)		Ø4		Ø8
15 s		74 s		46 s		25 s	
	Ø5		Ø6 (R)				
15 s		74 s					

HCM 6th Signalized Intersection Summary

1: Pompano Square/NE 12th Terrace & East Copans Road

Existing Conditions

A.M. Peak Hour

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10/19/2022

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6/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1148	179	18	823	18	52	18	15	40	24	35
Future Volume (veh/h)	64	1148	179	18	823	18	52	18	15	40	24	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	76	1367	213	21	980	21	42	50	18	48	29	42
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	480	3150	491	321	2544	55	86	90	75	99	38	54
Arrive On Green	0.03	0.95	0.95	0.04	0.96	0.96	0.05	0.05	0.05	0.06	0.06	0.06
Sat Flow, veh/h	1767	4410	687	1767	3527	76	1767	1856	1553	1767	670	970
Grp Volume(v), veh/h	76	1047	533	21	490	511	42	50	18	48	0	71
Grp Sat Flow(s),veh/h/ln	1767	1689	1720	1767	1763	1840	1767	1856	1553	1767	0	1640
Q Serve(g_s), s	1.9	4.2	4.2	0.5	2.9	2.9	3.7	4.2	1.8	4.2	0.0	6.8
Cycle Q Clear(g_c), s	1.9	4.2	4.2	0.5	2.9	2.9	3.7	4.2	1.8	4.2	0.0	6.8
Prop In Lane	1.00		0.40	1.00		0.04	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	480	2412	1228	321	1271	1327	86	90	75	99	0	92
V/C Ratio(X)	0.16	0.43	0.43	0.07	0.39	0.39	0.49	0.56	0.24	0.48	0.00	0.77
Avail Cap(c_a), veh/h	537	2412	1228	365	1271	1327	442	464	388	210	0	195
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.7	1.3	1.3	5.3	1.0	1.0	74.2	74.4	73.3	73.3	0.0	74.5
Incr Delay (d2), s/veh	0.1	0.6	1.1	0.0	0.9	0.8	1.6	2.0	0.6	1.4	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.1	1.4	0.2	1.0	1.1	1.7	2.1	0.7	2.0	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	1.8	2.4	5.3	1.9	1.8	75.8	76.4	73.9	74.6	0.0	79.6
LnGrp LOS	A	A	A	A	A	A	E	E	E	E	A	E
Approach Vol, veh/h		1656			1022			110			119	
Approach Delay, s/veh		2.2			1.9			75.8			77.6	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	121.4		13.8	11.0	120.3		15.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	68.0		40.0	9.0	68.0		19.0				
Max Q Clear Time (g_c+l1), s	3.9	4.9		6.2	2.5	6.2		8.8				
Green Ext Time (p_c), s	0.0	8.4		0.2	0.0	18.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay 8.0

HCM 6th LOS A

Notes

User approved volume balancing among the lanes for turning movement.

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Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
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Lane Configurations						
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Traffic Vol, veh/h	0	28	58	3	42	177
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Future Vol, veh/h	0	28	58	3	42	177
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Conflicting Peds, #/hr	0	0	0	1	1	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	-	-
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Veh in Median Storage, #	1	-	0	-	-	0
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Grade, %	0	-	0	-	-	0
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Peak Hour Factor	83	83	83	83	83	83
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Heavy Vehicles, %	3	3	3	3	3	3
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Mvmt Flow	0	34	70	4	51	213
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Major/Minor	Minor1	Major1	Major2
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Conflicting Flow All	388	73	0
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Stage 1	73	-	-
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Stage 2	315	-	-
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Critical Hdwy	4.4	4.9	-
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Critical Hdwy Stg 1	4.4	-	-
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Critical Hdwy Stg 2	4.4	-	-
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Follow-up Hdwy	3.8	3.9	-
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Pot Cap-1 Maneuver	719	869	-
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Stage 1	900	-	-
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Stage 2	758	-	-
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Platoon blocked, %			-
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Mov Cap-1 Maneuver	694	868	-
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Mov Cap-2 Maneuver	663	-	-
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Stage 1	899	-	-
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Stage 2	732	-	-
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Approach	WB	NB	SB
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HCM Control Delay, s	9.3	0	1.4
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HCM LOS	A		
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Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
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Capacity (veh/h)	-	-	868	1517
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HCM Lane V/C Ratio	-	-	0.039	0.033
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HCM Control Delay (s)	-	-	9.3	7.5
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HCM Lane LOS	-	-	A	A
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HCM 95th %tile Q(veh)	-	-	0.1	0.1
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Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations

Traffic Vol, veh/h	18	27	10	6	5	18
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Future Vol, veh/h	18	27	10	6	5	18
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Conflicting Peds, #/hr	0	0	0	0	0	1
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	0	0	-	0	-
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Peak Hour Factor	55	55	55	55	55	55
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Heavy Vehicles, %	3	3	3	3	3	3
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Mvmt Flow	33	49	18	11	9	33
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	29	0	0	139	25
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Stage 1	-	-	-	24	-
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Stage 2	-	-	-	115	-
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Critical Hdwy	4.13	-	-	4.4	4.9
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Critical Hdwy Stg 1	-	-	-	5.43	-
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Critical Hdwy Stg 2	-	-	-	5.43	-
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Follow-up Hdwy	2.227	-	-	3.8	3.9
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Pot Cap-1 Maneuver	1578	-	-	859	904
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Stage 1	-	-	-	925	-
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Stage 2	-	-	-	846	-
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Platoon blocked, %	-	-	-	-	-
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Mov Cap-1 Maneuver	1578	-	-	841	903
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Mov Cap-2 Maneuver	-	-	-	841	-
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Stage 1	-	-	-	906	-
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Stage 2	-	-	-	846	-
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Approach	EB	WB	SB
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HCM Control Delay, s	2.9	0	9.2
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HCM LOS			A
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1578	-	-	-	889
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HCM Lane V/C Ratio	0.021	-	-	-	0.047
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HCM Control Delay (s)	7.3	0	-	-	9.2
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HCM Lane LOS	A	A	-	-	A
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HCM 95th %tile Q(veh)	0.1	-	-	-	0.1
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Timing

Existing Conditions

4: US 1/North Federal Highway & Pompano Square/NE 18th Street

A.M. Peak Hour

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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	45	6	134	127	9	82	2131	84	2408	20
Future Volume (vph)	45	6	134	127	9	82	2131	84	2408	20
Turn Type	Split	NA	Perm	Split	NA	Prot	NA	Prot	NA	Perm
Protected Phases	8	8		4	4	5	2	1	6	
Permitted Phases			8							6
Detector Phase	8	8	8	4	4	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0	12.0
Minimum Split (s)	40.0	40.0	40.0	12.0	12.0	12.0	38.0	12.0	38.0	38.0
Total Split (s)	41.0	41.0	41.0	25.0	25.0	25.0	69.0	25.0	69.0	69.0
Total Split (%)	25.6%	25.6%	25.6%	15.6%	15.6%	15.6%	43.1%	15.6%	43.1%	43.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 125 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1/North Federal Highway & Pompano Square/NE 18th Street

Ø1	Ø2 (R)	Ø8	Ø4
25 s	69 s	41 s	25 s
Ø5	Ø6 (R)		
25 s	69 s		

HCM 6th Signalized Intersection Summary

4: US 1/North Federal Highway & Pompano Square/NE 18th Street

Existing Conditions













A.M. Peak Hour

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6/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	6	134	127	9	55	82	2131	26	84	2408	20
Future Volume (veh/h)	45	6	134	127	9	55	82	2131	26	84	2408	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	51	0	141	134	9	58	86	2243	27	88	2535	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	385	0	168	156	19	121	126	2990	36	107	3057	924
Arrive On Green	0.11	0.00	0.11	0.09	0.09	0.09	0.05	0.77	0.77	0.08	0.80	0.60
Sat Flow, veh/h	3534	0	1542	1767	212	1364	3428	5158	62	1767	5066	1531
Grp Volume(v), veh/h	51	0	141	134	0	67	86	1468	802	88	2535	21
Grp Sat Flow(s),veh/h/ln	1767	0	1542	1767	0	1575	1714	1689	1843	1767	1689	1531
Q Serve(g_s), s	2.1	0.0	14.4	12.0	0.0	6.5	3.9	37.7	37.9	7.8	47.3	0.9
Cycle Q Clear(g_c), s	2.1	0.0	14.4	12.0	0.0	6.5	3.9	37.7	37.9	7.8	47.3	0.9
Prop In Lane	1.00		1.00	1.00		0.87	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	385	0	168	156	0	139	126	1958	1068	107	3057	924
V/C Ratio(X)	0.13	0.00	0.84	0.86	0.00	0.48	0.68	0.75	0.75	0.82	0.83	0.02
Avail Cap(c_a), veh/h	773	0	337	210	0	187	386	1958	1068	199	3057	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.5	0.0	69.9	71.9	0.0	69.4	75.2	12.0	12.0	72.7	10.9	12.8
Incr Delay (d2), s/veh	0.1	0.0	4.3	18.1	0.0	1.0	2.4	2.7	4.9	5.8	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	5.9	6.2	0.0	2.7	1.8	11.8	13.5	3.7	13.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	0.0	74.2	90.0	0.0	70.4	77.6	14.7	16.9	78.5	13.7	12.8
LnGrp LOS	E	A	E	F	A	E	E	B	B	E	B	B
Approach Vol, veh/h		192			201			2356			2644	
Approach Delay, s/veh		71.6			83.5			17.8			15.8	
Approach LOS		E			F			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	99.7		20.2	12.9	103.6		23.4				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	62.0		19.0	18.0	62.0		35.0				
Max Q Clear Time (g_c+l1), s	9.8	39.9		14.0	5.9	49.3		16.4				
Green Ext Time (p_c), s	0.0	17.3		0.2	0.1	11.6		0.3				

Intersection Summary

HCM 6th Ctrl Delay 21.2

HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.

DRC

PZ21-12000042
10/19/2022

DRC

PZ21-12000042
6/15/2022

Future Background A.M.

DRC

DRC

Timing 1: Pompano Square/NE 12th Terrace & East Copans Road

Future Background Conditions
A.M. Peak Hour

PZ21-12000042
10/19/2022

PZ21-12000042
6/15/2022

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	73	1302	20	934	59	20	17	45	27
Future Volume (vph)	73	1302	20	934	59	20	17	45	27
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA
Protected Phases	1	6	5	2	4	4		8	8
Permitted Phases	6		2				4		
Detector Phase	1	6	5	2	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	4.0	7.0	5.0	7.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	45.0	11.0	45.0	43.0	43.0	43.0	12.0	12.0
Total Split (s)	15.0	74.0	15.0	74.0	46.0	46.0	46.0	25.0	25.0
Total Split (%)	9.4%	46.3%	9.4%	46.3%	28.8%	28.8%	28.8%	15.6%	15.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 89 (56%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 1: Pompano Square/NE 12th Terrace & East Copans Road

	Ø1		Ø2 (R)		Ø4		Ø8
15 s		74 s		46 s		25 s	
	Ø5		Ø6 (R)				
15 s		74 s					

DRC

DRC

HCM 6th Signalized Intersection Summary

Future Background Conditions

1: Pompano Square/NE 12th Terrace & East Copans Road









A.M. Peak Hour

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1302	203	20	934	20	59	20	17	45	27	40
Future Volume (veh/h)	73	1302	203	20	934	20	59	20	17	45	27	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	87	1550	242	24	1112	24	47	56	20	54	32	48
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	425	3110	484	274	2505	54	92	96	81	109	41	61
Arrive On Green	0.03	0.94	0.94	0.04	0.94	0.94	0.05	0.05	0.05	0.06	0.06	0.06
Sat Flow, veh/h	1767	4411	687	1767	3526	76	1767	1856	1554	1767	656	984
Grp Volume(v), veh/h	87	1186	606	24	556	580	47	56	20	54	0	80
Grp Sat Flow(s),veh/h/ln	1767	1689	1720	1767	1763	1840	1767	1856	1554	1767	0	1640
Q Serve(g_s), s	2.2	6.6	6.6	0.6	4.8	4.8	4.1	4.7	2.0	4.7	0.0	7.7
Cycle Q Clear(g_c), s	2.2	6.6	6.6	0.6	4.8	4.8	4.1	4.7	2.0	4.7	0.0	7.7
Prop In Lane	1.00		0.40	1.00		0.04	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	425	2381	1213	274	1252	1307	92	96	81	109	0	101
V/C Ratio(X)	0.20	0.50	0.50	0.09	0.44	0.44	0.51	0.58	0.25	0.49	0.00	0.79
Avail Cap(c_a), veh/h	479	2381	1213	318	1252	1307	442	464	389	210	0	195
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.1	1.7	1.7	5.7	1.4	1.4	73.9	74.2	72.9	72.6	0.0	74.0
Incr Delay (d2), s/veh	0.1	0.7	1.5	0.1	1.1	1.1	1.6	2.1	0.6	1.3	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.6	1.9	0.2	1.5	1.6	1.9	2.3	0.8	2.2	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.2	2.4	3.1	5.8	2.6	2.5	75.5	76.2	73.4	73.9	0.0	79.1
LnGrp LOS	A	A	A	A	A	A	E	E	E	E	A	E
Approach Vol, veh/h		1879			1160			123			134	
Approach Delay, s/veh		2.8			2.6			75.5			77.0	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	119.6		14.3	11.0	118.8		15.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	68.0		40.0	9.0	68.0		19.0				
Max Q Clear Time (g_c+l1), s	4.2	6.8		6.7	2.6	8.6		9.7				
Green Ext Time (p_c), s	0.0	10.3		0.3	0.0	22.9		0.2				

Intersection Summary

HCM 6th Ctrl Delay 8.5

HCM 6th LOS A

Notes

User approved volume balancing among the lanes for turning movement.

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Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
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Lane Configurations	W	W	T	T	T	T
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Traffic Vol, veh/h	0	32	66	3	48	201
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Future Vol, veh/h	0	32	66	3	48	201
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Conflicting Peds, #/hr	0	0	0	1	1	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	-	-
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Veh in Median Storage, #	1	-	0	-	-	0
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Grade, %	0	-	0	-	-	0
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Peak Hour Factor	83	83	83	83	83	83
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Heavy Vehicles, %	3	3	3	3	3	3
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Mvmt Flow	0	39	80	4	58	242
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Major/Minor	Minor1	Major1	Major2
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Conflicting Flow All	441	83	0
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Stage 1	83	-	-
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Stage 2	358	-	-
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Critical Hdwy	4.4	4.9	-
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Critical Hdwy Stg 1	4.4	-	-
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Critical Hdwy Stg 2	4.4	-	-
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Follow-up Hdwy	3.8	3.9	-
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Pot Cap-1 Maneuver	691	862	-
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Stage 1	894	-	-
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Stage 2	734	-	-
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Platoon blocked, %			-
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Mov Cap-1 Maneuver	663	861	-
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Mov Cap-2 Maneuver	638	-	-
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Stage 1	893	-	-
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Stage 2	705	-	-
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Approach	WB	NB	SB
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HCM Control Delay, s	9.4	0	1.4
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HCM LOS	A		
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Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
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Capacity (veh/h)	-	-	861	1504
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HCM Lane V/C Ratio	-	-	0.045	0.038
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HCM Control Delay (s)	-	-	9.4	7.5
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HCM Lane LOS	-	-	A	A
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HCM 95th %tile Q(veh)	-	-	0.1	0.1
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Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations

Traffic Vol, veh/h	20	31	11	7	6	20
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Future Vol, veh/h	20	31	11	7	6	20
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Conflicting Peds, #/hr	0	0	0	0	0	1
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	0	0	-	0	-
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Peak Hour Factor	55	55	55	55	55	55
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Heavy Vehicles, %	3	3	3	3	3	3
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Mvmt Flow	36	56	20	13	11	36
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	33	0	0	155	28
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Stage 1	-	-	-	27	-
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Stage 2	-	-	-	128	-
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Critical Hdwy	4.13	-	-	4.4	4.9
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Critical Hdwy Stg 1	-	-	-	5.43	-
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Critical Hdwy Stg 2	-	-	-	5.43	-
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Follow-up Hdwy	2.227	-	-	3.8	3.9
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Pot Cap-1 Maneuver	1572	-	-	850	902
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Stage 1	-	-	-	923	-
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Stage 2	-	-	-	835	-
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Platoon blocked, %	-	-	-	-	-
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Mov Cap-1 Maneuver	1572	-	-	830	901
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Mov Cap-2 Maneuver	-	-	-	830	-
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Stage 1	-	-	-	901	-
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Stage 2	-	-	-	835	-
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Approach	EB	WB	SB
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HCM Control Delay, s	2.9	0	9.3
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HCM LOS			A
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1572	-	-	-	884
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HCM Lane V/C Ratio	0.023	-	-	-	0.053
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HCM Control Delay (s)	7.3	0	-	-	9.3
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HCM Lane LOS	A	A	-	-	A
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HCM 95th %tile Q(veh)	0.1	-	-	-	0.2
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DRC

DRC

Timing

Future Background Conditions

4: US 1/North Federal Highway & Pompano Square/NE 18th Street

A.M. Peak Hour

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	51	7	152	144	10	93	2417	95	2731	23
Future Volume (vph)	51	7	152	144	10	93	2417	95	2731	23
Turn Type	Split	NA	Perm	Split	NA	Prot	NA	Prot	NA	Perm
Protected Phases	8	8		4	4	5	2	1	6	
Permitted Phases			8							6
Detector Phase	8	8	8	4	4	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0	12.0
Minimum Split (s)	40.0	40.0	40.0	12.0	12.0	12.0	38.0	12.0	38.0	38.0
Total Split (s)	41.0	41.0	41.0	25.0	25.0	25.0	69.0	25.0	69.0	69.0
Total Split (%)	25.6%	25.6%	25.6%	15.6%	15.6%	15.6%	43.1%	15.6%	43.1%	43.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 125 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1/North Federal Highway & Pompano Square/NE 18th Street

Ø1	Ø2 (R)	Ø8	Ø4
25 s	69 s	41 s	25 s
Ø5	Ø6 (R)		
25 s	69 s		

DRC

DRC

HCM 6th Signalized Intersection Summary

Future Background Conditions

4: US 1/North Federal Highway & Pompano Square/NE 18th Street

A.M. Peak Hour

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	7	152	144	10	62	93	2417	29	95	2731	23
Future Volume (veh/h)	51	7	152	144	10	62	93	2417	29	95	2731	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	59	0	160	152	11	65	98	2544	31	100	2875	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	426	0	186	174	22	133	139	2841	35	119	2928	885
Arrive On Green	0.12	0.00	0.12	0.10	0.10	0.10	0.05	0.73	0.73	0.09	0.77	0.58
Sat Flow, veh/h	3534	0	1543	1767	229	1351	3428	5157	63	1767	5066	1531
Grp Volume(v), veh/h	59	0	160	152	0	76	98	1664	911	100	2875	24
Grp Sat Flow(s),veh/h/ln	1767	0	1543	1767	0	1579	1714	1689	1842	1767	1689	1531
Q Serve(g_s), s	2.4	0.0	16.3	13.6	0.0	7.3	4.5	61.1	61.8	8.9	85.7	1.1
Cycle Q Clear(g_c), s	2.4	0.0	16.3	13.6	0.0	7.3	4.5	61.1	61.8	8.9	85.7	1.1
Prop In Lane	1.00		1.00	1.00		0.86	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	426	0	186	174	0	155	139	1860	1015	119	2928	885
V/C Ratio(X)	0.14	0.00	0.86	0.87	0.00	0.49	0.71	0.89	0.90	0.84	0.98	0.03
Avail Cap(c_a), veh/h	773	0	338	210	0	188	386	1860	1015	199	2928	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.9	0.0	69.0	71.2	0.0	68.3	74.7	17.8	17.9	71.9	17.7	14.5
Incr Delay (d2), s/veh	0.1	0.0	4.4	24.7	0.0	0.9	2.4	7.1	12.3	6.1	12.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	6.7	7.4	0.0	3.0	2.0	21.2	24.9	4.2	28.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	0.0	73.5	95.9	0.0	69.2	77.2	24.9	30.2	78.0	30.6	14.5
LnGrp LOS	E	A	E	F	A	E	E	C	C	E	C	B
Approach Vol, veh/h		219			228			2673			2999	
Approach Delay, s/veh		70.6			87.0			28.6			32.1	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.8	95.1		21.7	13.5	99.5		25.3				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	62.0		19.0	18.0	62.0		35.0				
Max Q Clear Time (g_c+l1), s	10.9	63.8		15.6	6.5	87.7		18.3				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.1	0.0		0.3				

Intersection Summary

HCM 6th Ctrl Delay 34.0

HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.

DRC

PZ21-12000042
10/19/2022

DRC

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6/15/2022

Future Total A.M.

DRC

DRC

Timing

Future Total Conditions

1: Pompano Square/NE 12th Terrace & East Copans Road

A.M. Peak Hour

PZ21-12000042

10/19/2022

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6/15/2022

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	73	1302	22	934	112	27	22	45	29
Future Volume (vph)	73	1302	22	934	112	27	22	45	29
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA
Protected Phases	1	6	5	2	4	4		8	8
Permitted Phases	6		2				4		
Detector Phase	1	6	5	2	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	4.0	7.0	5.0	7.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	45.0	11.0	45.0	43.0	43.0	43.0	12.0	12.0
Total Split (s)	15.0	74.0	15.0	74.0	46.0	46.0	46.0	25.0	25.0
Total Split (%)	9.4%	46.3%	9.4%	46.3%	28.8%	28.8%	28.8%	15.6%	15.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 89 (56%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Splits and Phases: 1: Pompano Square/NE 12th Terrace & East Copans Road

	Ø1		Ø2 (R)		Ø4		Ø8
15 s		74 s		46 s		25 s	
	Ø5		Ø6 (R)				
15 s		74 s					

DRC

DRC

HCM 6th Signalized Intersection Summary

Future Total Conditions

1: Pompano Square/NE 12th Terrace & East Copans Road

A.M. Peak Hour

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1302	219	22	934	20	112	27	22	45	29	40
Future Volume (veh/h)	73	1302	219	22	934	20	112	27	22	45	29	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	87	1550	261	26	1112	24	82	103	26	54	35	48
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	404	2951	495	257	2406	52	136	143	120	112	44	60
Arrive On Green	0.04	0.90	0.90	0.04	0.91	0.91	0.08	0.08	0.08	0.06	0.06	0.06
Sat Flow, veh/h	1767	4350	730	1767	3526	76	1767	1856	1560	1767	695	953
Grp Volume(v), veh/h	87	1202	609	26	556	580	82	103	26	54	0	83
Grp Sat Flow(s),veh/h/ln	1767	1689	1703	1767	1763	1840	1767	1856	1560	1767	0	1647
Q Serve(g_s), s	2.5	10.6	10.7	0.7	8.0	8.1	7.2	8.7	2.5	4.7	0.0	8.0
Cycle Q Clear(g_c), s	2.5	10.6	10.7	0.7	8.0	8.1	7.2	8.7	2.5	4.7	0.0	8.0
Prop In Lane	1.00		0.43	1.00		0.04	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	404	2291	1155	257	1203	1255	136	143	120	112	0	104
V/C Ratio(X)	0.22	0.52	0.53	0.10	0.46	0.46	0.60	0.72	0.22	0.48	0.00	0.80
Avail Cap(c_a), veh/h	455	2291	1155	302	1203	1255	442	464	390	210	0	196
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	3.0	3.0	7.2	2.7	2.7	71.5	72.2	69.3	72.4	0.0	73.9
Incr Delay (d2), s/veh	0.1	0.9	1.7	0.1	1.3	1.2	1.6	2.6	0.3	1.2	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.6	2.9	0.3	2.4	2.5	3.3	4.3	1.0	2.2	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	3.9	4.8	7.2	4.0	4.0	73.1	74.7	69.6	73.6	0.0	79.0
LnGrp LOS	A	A	A	A	A	A	E	E	E	E	A	E
Approach Vol, veh/h		1898			1162			211			137	
Approach Delay, s/veh		4.3			4.1			73.4			76.9	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	115.2		18.3	11.0	114.5		16.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	68.0		40.0	9.0	68.0		19.0				
Max Q Clear Time (g_c+I1), s	4.5	10.1		10.7	2.7	12.7		10.0				
Green Ext Time (p_c), s	0.0	10.3		0.5	0.0	22.9		0.2				

Intersection Summary

HCM 6th Ctrl Delay 11.4

HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

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Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	EBT	EBR	WBL	WBT	NBL	NBR
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Traffic Vol, veh/h	267	2	10	103	60	34
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Future Vol, veh/h	267	2	10	103	60	34
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	0
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Veh in Median Storage, #	0	-	-	1	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	84	84	84	84	84	84
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	318	2	12	123	71	40
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	320	0	466	319
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Stage 1	-	-	-	-	319	-
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Stage 2	-	-	-	-	147	-
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Critical Hdwy	-	-	4.12	-	5	5
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Critical Hdwy Stg 1	-	-	-	-	5	-
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Critical Hdwy Stg 2	-	-	-	-	5.42	-
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Follow-up Hdwy	-	-	2.218	-	3	3
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Pot Cap-1 Maneuver	-	-	1240	-	758	877
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Stage 1	-	-	-	-	877	-
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Stage 2	-	-	-	-	1022	-
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Platoon blocked, %	-	-	-	-	-	-
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Mov Cap-1 Maneuver	-	-	1240	-	750	877
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Mov Cap-2 Maneuver	-	-	-	-	750	-
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Stage 1	-	-	-	-	877	-
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Stage 2	-	-	-	-	1012	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	0.7	9.9
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HCM LOS			A
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Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
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Capacity (veh/h)	750	877	-	-	1240	-
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HCM Lane V/C Ratio	0.095	0.046	-	-	0.01	-
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HCM Control Delay (s)	10.3	9.3	-	-	7.9	0
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HCM Lane LOS	B	A	-	-	A	A
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HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-
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Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations

Traffic Vol, veh/h	20	284	92	10	6	20
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Future Vol, veh/h	20	284	92	10	6	20
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Conflicting Peds, #/hr	0	0	0	0	0	1
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	0	0	-	0	-
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Peak Hour Factor	55	55	55	55	55	55
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Heavy Vehicles, %	3	3	3	3	3	3
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Mvmt Flow	36	516	167	18	11	36
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	185	0	0	764	177
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Stage 1	-	-	-	176	-
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Stage 2	-	-	-	588	-
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Critical Hdwy	4.13	-	-	4.4	4.9
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Critical Hdwy Stg 1	-	-	-	5.43	-
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Critical Hdwy Stg 2	-	-	-	5.43	-
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Follow-up Hdwy	2.227	-	-	3.8	3.9
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Pot Cap-1 Maneuver	1384	-	-	542	797
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Stage 1	-	-	-	796	-
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Stage 2	-	-	-	524	-
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Platoon blocked, %	-	-	-	-	-
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Mov Cap-1 Maneuver	1384	-	-	522	796
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Mov Cap-2 Maneuver	-	-	-	522	-
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Stage 1	-	-	-	767	-
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Stage 2	-	-	-	524	-
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Approach	EB	WB	SB
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HCM Control Delay, s	0.5	0	10.4
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HCM LOS			B
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1384	-	-	-	710
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HCM Lane V/C Ratio	0.026	-	-	-	0.067
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HCM Control Delay (s)	7.7	0	-	-	10.4
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HCM Lane LOS	A	A	-	-	B
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HCM 95th %tile Q(veh)	0.1	-	-	-	0.2
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DRC

DRC

Timing 4: US 1/North Federal Highway & Pompano Square/NE 18th Street

Future Total Conditions
A.M. Peak Hour

PZ21-12000042
10/19/2022

PZ21-12000042
6/15/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	57	10	177	144	11	100	2417	95	2731	25
Future Volume (vph)	57	10	177	144	11	100	2417	95	2731	25
Turn Type	Split	NA	Perm	Split	NA	Prot	NA	Prot	NA	Perm
Protected Phases	8	8		4	4	5	2	1	6	
Permitted Phases			8							6
Detector Phase	8	8	8	4	4	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0	12.0
Minimum Split (s)	40.0	40.0	40.0	12.0	12.0	12.0	38.0	12.0	38.0	38.0
Total Split (s)	41.0	41.0	41.0	25.0	25.0	25.0	69.0	25.0	69.0	69.0
Total Split (%)	25.6%	25.6%	25.6%	15.6%	15.6%	15.6%	43.1%	15.6%	43.1%	43.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 125 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1/North Federal Highway & Pompano Square/NE 18th Street

Ø1	Ø2 (R)	Ø8	Ø4
25 s	69 s	41 s	25 s
Ø5	Ø6 (R)		
25 s	69 s		

DRC

DRC

HCM 6th Signalized Intersection Summary

4: US 1/North Federal Highway & Pompano Square/NE 18th Street

Future Total Conditions

A.M. Peak Hour

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	10	177	144	11	62	100	2417	29	95	2731	25
Future Volume (veh/h)	57	10	177	144	11	62	100	2417	29	95	2731	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	68	0	186	152	12	65	105	2544	31	100	2875	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	483	0	211	174	24	131	146	2758	34	119	2836	857
Arrive On Green	0.14	0.00	0.14	0.10	0.10	0.10	0.06	0.71	0.71	0.09	0.74	0.56
Sat Flow, veh/h	3534	0	1544	1767	247	1336	3428	5157	63	1767	5066	1530
Grp Volume(v), veh/h	68	0	186	152	0	77	105	1664	911	100	2875	26
Grp Sat Flow(s),veh/h/ln	1767	0	1544	1767	0	1583	1714	1689	1842	1767	1689	1530
Q Serve(g_s), s	2.7	0.0	18.9	13.6	0.0	7.4	4.8	66.0	66.8	8.9	89.6	1.2
Cycle Q Clear(g_c), s	2.7	0.0	18.9	13.6	0.0	7.4	4.8	66.0	66.8	8.9	89.6	1.2
Prop In Lane	1.00		1.00	1.00		0.84	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	483	0	211	174	0	156	146	1806	985	119	2836	857
V/C Ratio(X)	0.14	0.00	0.88	0.87	0.00	0.49	0.72	0.92	0.92	0.84	1.01	0.03
Avail Cap(c_a), veh/h	773	0	338	210	0	188	386	1806	985	199	2836	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.8	0.0	67.8	71.2	0.0	68.4	74.5	20.3	20.4	71.9	20.4	15.8
Incr Delay (d2), s/veh	0.0	0.0	9.3	24.7	0.0	0.9	2.5	9.2	15.4	6.1	20.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	8.0	7.4	0.0	3.0	2.2	24.0	28.2	4.2	33.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	0.0	77.1	95.8	0.0	69.3	77.0	29.5	35.8	78.0	40.9	15.8
LnGrp LOS	E	A	E	F	A	E	E	C	D	E	F	B
Approach Vol, veh/h		254			229			2680			3001	
Approach Delay, s/veh		72.8			86.9			33.5			41.9	
Approach LOS		E			F			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.8	92.6		21.7	13.8	96.6		27.9				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	62.0		19.0	18.0	62.0		35.0				
Max Q Clear Time (g_c+l1), s	10.9	68.8		15.6	6.8	91.6		20.9				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.1	0.0		0.4				

Intersection Summary

HCM 6th Ctrl Delay 41.2

HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

DRC

PZ21-12000042
10/19/2022

DRC

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6/15/2022

Existing P.M.

Timing

Existing Conditions

1: Pompano Square/NE 12th Terrace & East Copans Road

P.M. Peak Hour

PZ21-12000042

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6/15/2022

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	132	1294	18	1272	201	33	20	42	27
Future Volume (vph)	132	1294	18	1272	201	33	20	42	27
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA
Protected Phases	1	6	5	2	4	4		8	8
Permitted Phases	6		2				4		
Detector Phase	1	6	5	2	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	4.0	7.0	5.0	7.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	45.0	11.0	45.0	43.0	43.0	43.0	12.0	12.0
Total Split (s)	20.0	70.0	20.0	70.0	45.0	45.0	45.0	25.0	25.0
Total Split (%)	12.5%	43.8%	12.5%	43.8%	28.1%	28.1%	28.1%	15.6%	15.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 42 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Splits and Phases: 1: Pompano Square/NE 12th Terrace & East Copans Road

Ø1	Ø2 (R)	Ø8	Ø4
20 s	70 s	25 s	45 s
Ø5	Ø6 (R)		
20 s	70 s		

HCM 6th Signalized Intersection Summary

Existing Conditions

1: Pompano Square/NE 12th Terrace & East Copans Road

P.M. Peak Hour

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1294	152	18	1272	28	201	33	20	42	27	36
Future Volume (veh/h)	132	1294	152	18	1272	28	201	33	20	42	27	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	145	1422	167	20	1398	31	247	0	22	46	30	40
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	328	3105	365	299	2357	52	309	0	137	96	39	52
Arrive On Green	0.05	0.90	0.90	0.04	0.89	0.89	0.09	0.00	0.09	0.05	0.05	0.05
Sat Flow, veh/h	1767	4588	539	1767	3524	78	3534	0	1567	1767	719	958
Grp Volume(v), veh/h	145	1047	542	20	699	730	247	0	22	46	0	70
Grp Sat Flow(s),veh/h/ln	1767	1689	1750	1767	1763	1839	1767	0	1567	1767	0	1677
Q Serve(g_s), s	4.2	8.4	8.4	0.5	14.8	14.9	11.0	0.0	2.1	4.0	0.0	6.6
Cycle Q Clear(g_c), s	4.2	8.4	8.4	0.5	14.8	14.9	11.0	0.0	2.1	4.0	0.0	6.6
Prop In Lane	1.00		0.31	1.00		0.04	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	328	2286	1184	299	1179	1230	309	0	137	96	0	91
V/C Ratio(X)	0.44	0.46	0.46	0.07	0.59	0.59	0.80	0.00	0.16	0.48	0.00	0.77
Avail Cap(c_a), veh/h	414	2286	1184	398	1179	1230	862	0	382	210	0	199
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	3.0	3.0	7.4	3.8	3.8	71.6	0.0	67.6	73.4	0.0	74.6
Incr Delay (d2), s/veh	0.3	0.7	1.3	0.0	2.2	2.1	1.8	0.0	0.2	1.4	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.3	2.5	0.2	3.9	4.1	5.1	0.0	0.8	1.9	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	3.7	4.3	7.4	5.9	5.9	73.5	0.0	67.8	74.8	0.0	79.6
LnGrp LOS	A	A	A	A	A	A	E	A	E	E	A	E
Approach Vol, veh/h		1734			1449			269			116	
Approach Delay, s/veh		4.3			5.9			73.0			77.7	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	113.0		20.0	11.0	114.3		14.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	64.0		39.0	14.0	64.0		19.0				
Max Q Clear Time (g_c+l1), s	6.2	16.9		13.0	2.5	10.4		8.6				
Green Ext Time (p_c), s	0.1	14.9		0.5	0.0	17.9		0.2				

Intersection Summary

HCM 6th Ctrl Delay 12.5

HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

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Intersection

Int Delay, s/veh 4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
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Lane Configurations						
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Traffic Vol, veh/h	5	125	133	8	88	115
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Future Vol, veh/h	5	125	133	8	88	115
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Conflicting Peds, #/hr	1	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	-	-
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Veh in Median Storage, #	1	-	0	-	-	0
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Grade, %	0	-	0	-	-	0
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Peak Hour Factor	87	87	87	87	87	87
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Heavy Vehicles, %	3	3	3	3	3	3
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Mvmt Flow	6	144	153	9	101	132
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Major/Minor	Minor1	Major1	Major2
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Conflicting Flow All	493	158	0
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Stage 1	158	-	-
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Stage 2	335	-	-
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Critical Hdwy	4.4	4.9	-
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Critical Hdwy Stg 1	4.4	-	-
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Critical Hdwy Stg 2	4.4	-	-
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Follow-up Hdwy	3.8	3.9	-
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Pot Cap-1 Maneuver	665	810	-
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Stage 1	848	-	-
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Stage 2	747	-	-
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Platoon blocked, %			-
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Mov Cap-1 Maneuver	616	810	-
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Mov Cap-2 Maneuver	615	-	-
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Stage 1	848	-	-
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Stage 2	692	-	-
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Approach	WB	NB	SB
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HCM Control Delay, s	10.5	0	3.4
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HCM LOS	B		
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Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
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Capacity (veh/h)	-	-	800	1411
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HCM Lane V/C Ratio	-	-	0.187	0.072
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HCM Control Delay (s)	-	-	10.5	7.7
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HCM Lane LOS	-	-	B	A
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HCM 95th %tile Q(veh)	-	-	0.7	0.2
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Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations

Traffic Vol, veh/h	33	61	90	15	5	40
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Future Vol, veh/h	33	61	90	15	5	40
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Conflicting Peds, #/hr	0	0	0	0	1	1
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	0	0	-	0	-
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Peak Hour Factor	87	87	87	87	87	87
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Heavy Vehicles, %	3	3	3	3	3	3
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Mvmt Flow	38	70	103	17	6	46
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	120	0	0	259	113
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Stage 1	-	-	-	112	-
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Stage 2	-	-	-	147	-
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Critical Hdwy	4.13	-	-	4.4	4.9
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Critical Hdwy Stg 1	-	-	-	5.43	-
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Critical Hdwy Stg 2	-	-	-	5.43	-
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Follow-up Hdwy	2.227	-	-	3.8	3.9
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Pot Cap-1 Maneuver	1462	-	-	789	841
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Stage 1	-	-	-	848	-
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Stage 2	-	-	-	819	-
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Platoon blocked, %	-	-	-	-	-
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Mov Cap-1 Maneuver	1462	-	-	768	840
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Mov Cap-2 Maneuver	-	-	-	768	-
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Stage 1	-	-	-	825	-
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Stage 2	-	-	-	819	-
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Approach	EB	WB	SB
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HCM Control Delay, s	2.6	0	9.6
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HCM LOS			A
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1462	-	-	-	831
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HCM Lane V/C Ratio	0.026	-	-	-	0.062
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HCM Control Delay (s)	7.5	0	-	-	9.6
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HCM Lane LOS	A	A	-	-	A
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HCM 95th %tile Q(veh)	0.1	-	-	-	0.2
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Timing

Existing Conditions

4: US 1/North Federal Highway & Pompano Square/NE 18th Street

P.M. Peak Hour

PZ21-12000042

10/19/2022

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6/15/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	61	17	136	84	13	182	2755	95	2729	32
Future Volume (vph)	61	17	136	84	13	182	2755	95	2729	32
Turn Type	Split	NA	Perm	Split	NA	Prot	NA	Prot	NA	Perm
Protected Phases	8	8		4	4	5	2	1	6	
Permitted Phases			8							6
Detector Phase	8	8	8	4	4	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0	12.0
Minimum Split (s)	40.0	40.0	40.0	12.0	12.0	12.0	38.0	12.0	38.0	38.0
Total Split (s)	44.0	44.0	44.0	20.0	20.0	25.0	91.0	25.0	91.0	91.0
Total Split (%)	24.4%	24.4%	24.4%	11.1%	11.1%	13.9%	50.6%	13.9%	50.6%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 120 (67%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1/North Federal Highway & Pompano Square/NE 18th Street

Ø1	Ø2 (R)	Ø8	Ø4
25 s	91 s	44 s	20 s
Ø5	Ø6 (R)		
25 s	91 s		

HCM 6th Signalized Intersection Summary

4: US 1/North Federal Highway & Pompano Square/NE 18th Street

Existing Conditions

P.M. Peak Hour

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	17	136	84	13	35	182	2755	18	95	2729	32
Future Volume (veh/h)	61	17	136	84	13	35	182	2755	18	95	2729	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	40	49	140	87	13	36	188	2840	19	98	2813	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	194	204	171	106	26	71	225	3218	21	116	3139	949
Arrive On Green	0.11	0.11	0.11	0.06	0.06	0.06	0.09	0.82	0.82	0.09	0.82	0.82
Sat Flow, veh/h	1767	1856	1555	1767	428	1186	3428	5191	35	1767	5066	1532
Grp Volume(v), veh/h	40	49	140	87	0	49	188	1845	1014	98	2813	33
Grp Sat Flow(s),veh/h/ln	1767	1856	1555	1767	0	1614	1714	1689	1848	1767	1689	1532
Q Serve(g_s), s	3.7	4.3	15.8	8.8	0.0	5.3	9.7	63.2	64.0	9.8	67.2	0.7
Cycle Q Clear(g_c), s	3.7	4.3	15.8	8.8	0.0	5.3	9.7	63.2	64.0	9.8	67.2	0.7
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	194	204	171	106	0	97	225	2094	1146	116	3139	949
V/C Ratio(X)	0.21	0.24	0.82	0.82	0.00	0.51	0.83	0.88	0.88	0.85	0.90	0.03
Avail Cap(c_a), veh/h	373	392	328	137	0	126	343	2094	1146	177	3139	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.9	73.2	78.3	83.6	0.0	82.0	81.2	11.5	11.6	81.3	11.9	6.1
Incr Delay (d2), s/veh	0.2	0.2	3.6	20.0	0.0	1.5	6.3	5.8	10.1	13.1	4.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.1	6.6	4.6	0.0	2.3	4.4	18.3	21.7	4.9	19.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.1	73.4	82.0	103.6	0.0	83.5	87.4	17.3	21.7	94.3	16.4	6.1
LnGrp LOS	E	E	F	F	A	F	F	B	C	F	B	A
Approach Vol, veh/h		229			136			3047			2944	
Approach Delay, s/veh		78.6			96.4			23.1			18.9	
Approach LOS		E			F			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.8	118.6		16.8	18.8	118.5		25.8				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	84.0		14.0	18.0	84.0		38.0				
Max Q Clear Time (g_c+l1), s	11.8	66.0		10.8	11.7	69.2		17.8				
Green Ext Time (p_c), s	0.0	16.6		0.1	0.1	13.9		0.4				

Intersection Summary

HCM 6th Ctrl Delay 24.7

HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.

DRC

PZ21-12000042
10/19/2022

DRC

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6/15/2022

Future Background P.M.

DRC

DRC

Timing

Future Background Conditions

1: Pompano Square/NE 12th Terrace & East Copans Road

P.M. Peak Hour

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	150	1468	20	1443	228	37	23	48	31
Future Volume (vph)	150	1468	20	1443	228	37	23	48	31
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA
Protected Phases	1	6	5	2	4	4		8	8
Permitted Phases	6		2				4		
Detector Phase	1	6	5	2	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	4.0	7.0	5.0	7.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	45.0	11.0	45.0	43.0	43.0	43.0	12.0	12.0
Total Split (s)	20.0	70.0	20.0	70.0	45.0	45.0	45.0	25.0	25.0
Total Split (%)	12.5%	43.8%	12.5%	43.8%	28.1%	28.1%	28.1%	15.6%	15.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 42 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 135

Control Type: Actuated-Coordinated

Splits and Phases: 1: Pompano Square/NE 12th Terrace & East Copans Road

Ø1	Ø2 (R)	Ø8	Ø4
20 s	70 s	25 s	45 s
Ø5	Ø6 (R)		
20 s	70 s		

HCM 6th Signalized Intersection Summary

Future Background Conditions

1: Pompano Square/NE 12th Terrace & East Copans Road

P.M. Peak Hour

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1468	172	20	1443	32	228	37	23	48	31	41
Future Volume (veh/h)	150	1468	172	20	1443	32	228	37	23	48	31	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	165	1613	189	22	1586	35	280	0	25	53	34	45
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	277	3039	355	251	2284	50	342	0	152	106	43	57
Arrive On Green	0.06	0.88	0.88	0.04	0.86	0.86	0.10	0.00	0.10	0.06	0.06	0.06
Sat Flow, veh/h	1767	4591	537	1767	3525	78	3534	0	1568	1767	722	956
Grp Volume(v), veh/h	165	1186	616	22	792	829	280	0	25	53	0	79
Grp Sat Flow(s),veh/h/ln	1767	1689	1750	1767	1763	1839	1767	0	1568	1767	0	1678
Q Serve(g_s), s	5.2	12.6	12.7	0.6	24.6	24.9	12.4	0.0	2.3	4.6	0.0	7.4
Cycle Q Clear(g_c), s	5.2	12.6	12.7	0.6	24.6	24.9	12.4	0.0	2.3	4.6	0.0	7.4
Prop In Lane	1.00		0.31	1.00		0.04	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	277	2235	1159	251	1142	1192	342	0	152	106	0	101
V/C Ratio(X)	0.60	0.53	0.53	0.09	0.69	0.70	0.82	0.00	0.16	0.50	0.00	0.78
Avail Cap(c_a), veh/h	352	2235	1159	351	1142	1192	862	0	382	210	0	199
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	4.0	4.0	8.6	5.6	5.6	70.9	0.0	66.3	72.9	0.0	74.2
Incr Delay (d2), s/veh	0.8	0.9	1.8	0.1	3.5	3.4	1.9	0.0	0.2	1.3	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.2	3.6	0.3	5.9	6.2	5.8	0.0	1.0	2.2	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	4.9	5.7	8.7	9.1	9.0	72.7	0.0	66.5	74.2	0.0	79.1
LnGrp LOS	B	A	A	A	A	A	E	A	E	E	A	E
Approach Vol, veh/h		1967			1643			305			132	
Approach Delay, s/veh		5.8			9.0			72.2			77.2	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	109.7		21.5	11.0	111.9		15.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	64.0		39.0	14.0	64.0		19.0				
Max Q Clear Time (g_c+l1), s	7.2	26.9		14.4	2.6	14.7		9.4				
Green Ext Time (p_c), s	0.1	17.2		0.6	0.0	21.6		0.2				

Intersection Summary

HCM 6th Ctrl Delay 14.5

HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

PZ21-12000042

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6/15/2022

Intersection

Int Delay, s/veh 4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
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Lane Configurations						
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Traffic Vol, veh/h	6	142	151	9	100	130
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Future Vol, veh/h	6	142	151	9	100	130
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Conflicting Peds, #/hr	1	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	-	-
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Veh in Median Storage, #	1	-	0	-	-	0
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Grade, %	0	-	0	-	-	0
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Peak Hour Factor	87	87	87	87	87	87
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Heavy Vehicles, %	3	3	3	3	3	3
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Mvmt Flow	7	163	174	10	115	149
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Major/Minor	Minor1	Major1	Major2
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Conflicting Flow All	559	179	0
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Stage 1	179	-	-
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Stage 2	380	-	-
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Critical Hdwy	4.4	4.9	-
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Critical Hdwy Stg 1	4.4	-	-
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Critical Hdwy Stg 2	4.4	-	-
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Follow-up Hdwy	3.8	3.9	-
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Pot Cap-1 Maneuver	633	796	-
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Stage 1	835	-	-
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Stage 2	723	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	580	796	-
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Mov Cap-2 Maneuver	586	-	-
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Stage 1	835	-	-
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Stage 2	662	-	-
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Approach	WB	NB	SB
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HCM Control Delay, s	10.9	0	3.4
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HCM LOS	B		
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Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
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Capacity (veh/h)	-	-	785	1385
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HCM Lane V/C Ratio	-	-	0.217	0.083
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HCM Control Delay (s)	-	-	10.9	7.8
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HCM Lane LOS	-	-	B	A
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HCM 95th %tile Q(veh)	-	-	0.8	0.3
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DRC

HCM 6th TWSC

3: 1st EW Pompano Square Mall Aisle & Wendy's Driveway

Future Background Conditions

P.M. Peak Hour

DRC

PZ21-12000042

10/19/2022

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Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations

Traffic Vol, veh/h	37	69	102	17	6	45
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Future Vol, veh/h	37	69	102	17	6	45
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Conflicting Peds, #/hr	0	0	0	0	1	1
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	0	0	-	0	-
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Peak Hour Factor	87	87	87	87	87	87
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Heavy Vehicles, %	3	3	3	3	3	3
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Mvmt Flow	43	79	117	20	7	52
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	137	0	0	293	128
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Stage 1	-	-	-	127	-
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Stage 2	-	-	-	166	-
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Critical Hdwy	4.13	-	-	4.4	4.9
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Critical Hdwy Stg 1	-	-	-	5.43	-
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Critical Hdwy Stg 2	-	-	-	5.43	-
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Follow-up Hdwy	2.227	-	-	3.8	3.9
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Pot Cap-1 Maneuver	1441	-	-	770	830
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Stage 1	-	-	-	836	-
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Stage 2	-	-	-	804	-
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Platoon blocked, %	-	-	-	-	-
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Mov Cap-1 Maneuver	1441	-	-	746	829
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Mov Cap-2 Maneuver	-	-	-	746	-
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Stage 1	-	-	-	810	-
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Stage 2	-	-	-	804	-
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Approach	EB	WB	SB
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HCM Control Delay, s	2.6	0	9.7
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HCM LOS			A
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1441	-	-	-	818
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HCM Lane V/C Ratio	0.03	-	-	-	0.072
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HCM Control Delay (s)	7.6	0	-	-	9.7
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HCM Lane LOS	A	A	-	-	A
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HCM 95th %tile Q(veh)	0.1	-	-	-	0.2
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DRC

DRC

Timing

Future Background Conditions

4: US 1/North Federal Highway & Pompano Square/NE 18th Street

P.M. Peak Hour

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	69	19	154	95	15	206	3125	108	3096	36
Future Volume (vph)	69	19	154	95	15	206	3125	108	3096	36
Turn Type	Split	NA	Perm	Split	NA	Prot	NA	Prot	NA	Perm
Protected Phases	8	8		4	4	5	2	1	6	
Permitted Phases			8							6
Detector Phase	8	8	8	4	4	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0	12.0
Minimum Split (s)	40.0	40.0	40.0	12.0	12.0	12.0	38.0	12.0	38.0	38.0
Total Split (s)	44.0	44.0	44.0	20.0	20.0	25.0	91.0	25.0	91.0	91.0
Total Split (%)	24.4%	24.4%	24.4%	11.1%	11.1%	13.9%	50.6%	13.9%	50.6%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 120 (67%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1/North Federal Highway & Pompano Square/NE 18th Street

Ø1	Ø2 (R)	Ø8	Ø4
25 s	91 s	44 s	20 s
Ø5	Ø6 (R)		
25 s	91 s		

DRC

DRC

HCM 6th Signalized Intersection Summary

Future Background Conditions

4: US 1/North Federal Highway & Pompano Square/NE 18th Street











P.M. Peak Hour

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	19	154	95	15	40	206	3125	20	108	3096	36
Future Volume (veh/h)	69	19	154	95	15	40	206	3125	20	108	3096	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	46	56	159	98	15	41	212	3222	21	111	3192	37
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	214	225	188	117	29	78	249	3091	20	129	3017	912
Arrive On Green	0.12	0.12	0.12	0.07	0.07	0.07	0.10	0.79	0.79	0.10	0.79	0.79
Sat Flow, veh/h	1767	1856	1557	1767	433	1184	3428	5192	34	1767	5066	1532
Grp Volume(v), veh/h	46	56	159	98	0	56	212	2093	1150	111	3192	37
Grp Sat Flow(s),veh/h/ln	1767	1856	1557	1767	0	1617	1714	1689	1848	1767	1689	1532
Q Serve(g_s), s	4.2	4.9	18.0	9.9	0.0	6.0	11.0	107.2	107.2	11.1	107.2	0.9
Cycle Q Clear(g_c), s	4.2	4.9	18.0	9.9	0.0	6.0	11.0	107.2	107.2	11.1	107.2	0.9
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	214	225	188	117	0	107	249	2011	1100	129	3017	912
V/C Ratio(X)	0.22	0.25	0.84	0.84	0.00	0.52	0.85	1.04	1.05	0.86	1.06	0.04
Avail Cap(c_a), veh/h	373	392	329	137	0	126	343	2011	1100	177	3017	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.4	71.7	77.4	83.1	0.0	81.3	80.3	18.7	18.7	80.4	18.7	7.7
Incr Delay (d2), s/veh	0.2	0.2	3.9	27.2	0.0	1.5	10.6	31.7	39.7	20.6	34.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.4	7.5	5.4	0.0	2.6	5.1	40.6	46.9	5.7	41.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.6	71.9	81.4	110.3	0.0	82.8	91.0	50.4	58.4	101.0	53.1	7.7
LnGrp LOS	E	E	F	F	A	F	F	F	F	F	F	A
Approach Vol, veh/h		261			154			3455			3340	
Approach Delay, s/veh		77.6			100.3			55.6			54.1	
Approach LOS		E			F			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.1	114.2		17.9	20.1	114.2		27.8				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	84.0		14.0	18.0	84.0		38.0				
Max Q Clear Time (g_c+l1), s	13.1	109.2		11.9	13.0	109.2		20.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.1	0.0		0.5				

Intersection Summary

HCM 6th Ctrl Delay 56.7

HCM 6th LOS E

Notes

User approved volume balancing among the lanes for turning movement.

DRC

PZ21-12000042
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Future Total P.M.

DRC

DRC

Timing

Future Total Conditions

1: Pompano Square/NE 12th Terrace & East Copans Road

P.M. Peak Hour

PZ21-12000042

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	150	1468	23	1443	246	40	25	48	36
Future Volume (vph)	150	1468	23	1443	246	40	25	48	36
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA
Protected Phases	1	6	5	2	4	4		8	8
Permitted Phases	6		2				4		
Detector Phase	1	6	5	2	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	4.0	7.0	5.0	7.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	45.0	11.0	45.0	43.0	43.0	43.0	12.0	12.0
Total Split (s)	20.0	70.0	20.0	70.0	45.0	45.0	45.0	25.0	25.0
Total Split (%)	12.5%	43.8%	12.5%	43.8%	28.1%	28.1%	28.1%	15.6%	15.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 42 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 135

Control Type: Actuated-Coordinated

Splits and Phases: 1: Pompano Square/NE 12th Terrace & East Copans Road

Ø1	Ø2 (R)	Ø8	Ø4
20 s	70 s	25 s	45 s
Ø5	Ø6 (R)		
20 s	70 s		

DRC

DRC

HCM 6th Signalized Intersection Summary

Future Total Conditions

1: Pompano Square/NE 12th Terrace & East Copans Road

P.M. Peak Hour

PZ21-12000042

10/19/2022

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6/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1468	199	23	1443	32	246	40	25	48	36	41
Future Volume (veh/h)	150	1468	199	23	1443	32	246	40	25	48	36	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	165	1613	219	25	1586	35	301	0	27	53	40	45
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	271	2936	397	242	2248	50	363	0	161	112	50	57
Arrive On Green	0.06	0.87	0.87	0.04	0.85	0.85	0.10	0.00	0.10	0.06	0.06	0.06
Sat Flow, veh/h	1767	4498	609	1767	3525	78	3534	0	1568	1767	795	894
Grp Volume(v), veh/h	165	1210	622	25	792	829	301	0	27	53	0	85
Grp Sat Flow(s),veh/h/ln	1767	1689	1729	1767	1763	1839	1767	0	1568	1767	0	1690
Q Serve(g_s), s	5.3	14.4	14.6	0.8	27.1	27.3	13.4	0.0	2.5	4.6	0.0	7.9
Cycle Q Clear(g_c), s	5.3	14.4	14.6	0.8	27.1	27.3	13.4	0.0	2.5	4.6	0.0	7.9
Prop In Lane	1.00		0.35	1.00		0.04	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	271	2204	1129	242	1124	1173	363	0	161	112	0	107
V/C Ratio(X)	0.61	0.55	0.55	0.10	0.70	0.71	0.83	0.00	0.17	0.47	0.00	0.79
Avail Cap(c_a), veh/h	344	2204	1129	341	1124	1173	862	0	382	210	0	201
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.5	4.6	4.6	9.3	6.4	6.5	70.4	0.0	65.5	72.4	0.0	73.9
Incr Delay (d2), s/veh	0.8	1.0	1.9	0.1	3.7	3.6	1.9	0.0	0.2	1.2	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.6	4.0	0.3	6.8	7.2	6.2	0.0	1.0	2.2	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	5.6	6.6	9.4	10.1	10.1	72.3	0.0	65.7	73.5	0.0	78.9
LnGrp LOS	B	A	A	A	B	B	E	A	E	E	A	E
Approach Vol, veh/h		1997			1646			328			138	
Approach Delay, s/veh		6.6			10.1			71.7			76.8	
Approach LOS		A			B			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	108.1		22.4	11.0	110.4		16.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	64.0		39.0	14.0	64.0		19.0				
Max Q Clear Time (g_c+l1), s	7.3	29.3		15.4	2.8	16.6		9.9				
Green Ext Time (p_c), s	0.1	16.7		0.6	0.0	21.9		0.2				

Intersection Summary

HCM 6th Ctrl Delay 15.6

HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

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Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations	↔			↔	↔	↔
---------------------	---	--	--	---	---	---

Traffic Vol, veh/h	243	22	39	314	9	25
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Future Vol, veh/h	243	22	39	314	9	25
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
--------------	------	------	------	------	------	------

RT Channelized	-	None	-	None	-	None
----------------	---	------	---	------	---	------

Storage Length	-	-	-	-	0	0
----------------	---	---	---	---	---	---

Veh in Median Storage, #	0	-	-	1	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
------------------	----	----	----	----	----	----

Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	264	24	42	341	10	27
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	288
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.12
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.218
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Pot Cap-1 Maneuver	-	-	1274
--------------------	---	---	------

Stage 1	-	-	-
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Stage 2	-	-	-
---------	---	---	---

Platoon blocked, %	-	-	-
--------------------	---	---	---

Mov Cap-1 Maneuver	-	-	1274
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Mov Cap-2 Maneuver	-	-	-
--------------------	---	---	---

Stage 1	-	-	-
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Stage 2	-	-	-
---------	---	---	---

Approach	EB	WB	NB
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HCM Control Delay, s	0	0.9	11.1
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HCM LOS			B
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Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
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Capacity (veh/h)	388	763	-	-	1274	-
------------------	-----	-----	---	---	------	---

HCM Lane V/C Ratio	0.025	0.036	-	-	0.033	-
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HCM Control Delay (s)	14.5	9.9	-	-	7.9	0
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HCM Lane LOS	B	A	-	-	A	A
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HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-
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Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations

Traffic Vol, veh/h	37	238	307	27	6	45
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Future Vol, veh/h	37	238	307	27	6	45
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Conflicting Peds, #/hr	0	0	0	0	1	1
------------------------	---	---	---	---	---	---

Sign Control	Free	Free	Free	Free	Stop	Stop
--------------	------	------	------	------	------	------

RT Channelized	-	None	-	None	-	None
----------------	---	------	---	------	---	------

Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	0	0	-	0	-
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Peak Hour Factor	87	87	87	87	87	87
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Heavy Vehicles, %	3	3	3	3	3	3
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Mvmt Flow	43	274	353	31	7	52
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	384	0	0	730	370
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Stage 1	-	-	-	369	-
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Stage 2	-	-	-	361	-
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Critical Hdwy	4.13	-	-	4.4	4.9
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Critical Hdwy Stg 1	-	-	-	5.43	-
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Critical Hdwy Stg 2	-	-	-	5.43	-
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Follow-up Hdwy	2.227	-	-	3.8	3.9
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Pot Cap-1 Maneuver	1169	-	-	557	677
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Stage 1	-	-	-	656	-
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Stage 2	-	-	-	661	-
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Platoon blocked, %	-	-	-	-	-
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Mov Cap-1 Maneuver	1169	-	-	533	676
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Mov Cap-2 Maneuver	-	-	-	533	-
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Stage 1	-	-	-	628	-
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Stage 2	-	-	-	661	-
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Approach	EB	WB	SB
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HCM Control Delay, s	1.1	0	11
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HCM LOS			B
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1169	-	-	-	655
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HCM Lane V/C Ratio	0.036	-	-	-	0.089
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HCM Control Delay (s)	8.2	0	-	-	11
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HCM Lane LOS	A	A	-	-	B
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HCM 95th %tile Q(veh)	0.1	-	-	-	0.3
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DRC

DRC

Timing

4: US 1/North Federal Highway & Pompano Square/NE 18th Street

Future Total Conditions

P.M. Peak Hour

PZ21-12000042

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6/15/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	73	20	175	95	17	238	3125	108	3096	42
Future Volume (vph)	73	20	175	95	17	238	3125	108	3096	42
Turn Type	Split	NA	Perm	Split	NA	Prot	NA	Prot	NA	Perm
Protected Phases	8	8		4	4	5	2	1	6	
Permitted Phases			8							6
Detector Phase	8	8	8	4	4	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	12.0	5.0	12.0	12.0
Minimum Split (s)	40.0	40.0	40.0	12.0	12.0	12.0	38.0	12.0	38.0	38.0
Total Split (s)	44.0	44.0	44.0	20.0	20.0	25.0	91.0	25.0	91.0	91.0
Total Split (%)	24.4%	24.4%	24.4%	11.1%	11.1%	13.9%	50.6%	13.9%	50.6%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 120 (67%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Splits and Phases: 4: US 1/North Federal Highway & Pompano Square/NE 18th Street

	Ø1		Ø2 (R)		Ø8		Ø4
25 s		91 s		44 s		20 s	
	Ø5		Ø6 (R)				
25 s		91 s					

DRC

DRC

HCM 6th Signalized Intersection Summary

4: US 1/North Federal Highway & Pompano Square/NE 18th Street

Future Total Conditions













P.M. Peak Hour

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	20	175	95	17	40	238	3125	20	108	3096	42
Future Volume (veh/h)	73	20	175	95	17	40	238	3125	20	108	3096	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	48	59	180	98	18	41	245	3222	21	111	3192	43
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	235	247	207	117	33	75	281	3028	20	129	2908	879
Arrive On Green	0.13	0.13	0.13	0.07	0.07	0.07	0.11	0.78	0.78	0.10	0.76	0.76
Sat Flow, veh/h	1767	1856	1558	1767	496	1131	3428	5192	34	1767	5066	1531
Grp Volume(v), veh/h	48	59	180	98	0	59	245	2093	1150	111	3192	43
Grp Sat Flow(s),veh/h/ln	1767	1856	1558	1767	0	1627	1714	1689	1848	1767	1689	1531
Q Serve(g_s), s	4.4	5.1	20.4	9.9	0.0	6.3	12.7	105.0	105.0	11.1	103.3	1.2
Cycle Q Clear(g_c), s	4.4	5.1	20.4	9.9	0.0	6.3	12.7	105.0	105.0	11.1	103.3	1.2
Prop In Lane	1.00		1.00	1.00		0.69	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	235	247	207	117	0	108	281	1970	1078	129	2908	879
V/C Ratio(X)	0.20	0.24	0.87	0.84	0.00	0.55	0.87	1.06	1.07	0.86	1.10	0.05
Avail Cap(c_a), veh/h	373	392	329	137	0	127	343	1970	1078	177	2908	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.5	69.8	76.5	83.1	0.0	81.4	79.2	20.2	20.2	80.4	21.3	9.2
Incr Delay (d2), s/veh	0.2	0.2	8.3	27.2	0.0	1.6	16.0	39.3	47.1	20.6	50.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.5	8.7	5.4	0.0	2.7	6.1	43.2	49.6	5.7	46.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.7	70.0	84.8	110.2	0.0	83.0	95.3	59.5	67.3	101.0	71.3	9.3
LnGrp LOS	E	E	F	F	A	F	F	F	F	F	F	A
Approach Vol, veh/h		287			157			3488			3346	
Approach Delay, s/veh		79.2			100.0			64.6			71.5	
Approach LOS		E			F			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.1	112.0		17.9	21.8	110.3		30.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	84.0		14.0	18.0	84.0		38.0				
Max Q Clear Time (g_c+l1), s	13.1	107.0		11.9	14.7	105.3		22.4				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.1	0.0		0.5				

Intersection Summary

HCM 6th Ctrl Delay 69.1

HCM 6th LOS E

Notes

User approved volume balancing among the lanes for turning movement.

DRC

PZ21-12000042
10/19/2022

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PZ21-12000042
6/15/2022

Appendix H

Entry Gate Analysis

Pompano Citi Centre A.M. Peak Hour (Resident Entry Gate)

Arrival Rate

IN
27

veh/hr

Service Rate

IN
0.10

mins/veh

Control Delay =

min

N

0.70

1

0.75

2

Number Entry Lanes (N) =

1

Level of Confidence =

0.95

Storage Provided On-Site =

1

vehicles

Total Entering and Exiting Vehicles(q) =

27

veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) =

600.00

veh/hr/pos

Average Service Rate (t) =

0.10

mins/veh

rho (t/Q) =

0.045

N-1

0

P(n=0)=

1.000

1

P(n=1)=

0.000

P(0) = 95.50%

Service Time =

0.10 mins/veh

Expected (avg.) number of vehicles in the system

E(m)=

0.00

Expected (avg.) number of vehicles waiting in queue

E(n)=

0.05

Mean time in the queue

E(w)=

0.00

mins

Mean time in system

E(t)=

0.10

mins

Proportion of customers who wait (P) (E(w) > 0)=

4.50%

Probability of a queue exceeding a length (M) P(x > M)=

5.00%

Queue length which is exceeded

5.00%

of the times is equal to

0.0

vehicles

Pompano Citi Centre A.M. Peak Hour (Guest Entry Gate)

Arrival Rate

IN
3

veh/hr

Service Rate

IN
1.00

mins/veh

Control Delay = min

	N
0.70	1
0.75	2

Number Entry Lanes (N) = 1

Level of Confidence = 0.95

Storage Provided On-Site = 1 vehicles

Total Entering and Exiting Vehicles(q) = 3 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 60.00 veh/hr/pos

Average Service Rate (t) = 1.00 mins/veh

rho (t/Q) = 0.050

N-1

0 P(n=0)= 1.000

1 P(n=1)= 0.000

P(0) = 95.00%

Service Time = 1.00 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.05	
Mean time in the queue	E(w)=	0.05	mins
Mean time in system	E(t)=	1.05	mins

Proportion of customers who wait (P) (E(w) > 0)= 5.00%

Probability of a queue exceeding a length (M) P(x > M)= 5.00%

Queue length which is exceeded 5.00% of the times is equal to 0.0 vehicles

Pompano Citi Centre P.M. Peak Hour (Resident Entry Gate)

Arrival Rate

IN
67

veh/hr

Service Rate

IN
0.10

mins/veh

Control Delay = min

	N
0.70	1
0.75	2

Number Entry Lanes (N) = 1

Level of Confidence = 0.95

Storage Provided On-Site = 1 vehicles

Total Entering and Exiting Vehicles(q) = 67 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 600.00 veh/hr/pos

Average Service Rate (t) = 0.10 mins/veh

rho (t/Q) = 0.112

N-1

0 P(n=0)= 1.000

1 P(n=1)= 0.000

P(0) = 88.83%

Service Time = 0.10 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.01	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.13	
Mean time in the queue	E(w)=	0.01	mins
Mean time in system	E(t)=	0.11	mins

Proportion of customers who wait (P) (E(w) > 0)= 11.17%

Probability of a queue exceeding a length (M) P(x > M)= 5.00%

Queue length which is exceeded 5.00% of the times is equal to 0.4 vehicles

Pompano Citi Centre P.M. Peak Hour (Guest Entry Gate)

Arrival Rate

IN
8

veh/hr

Service Rate

IN
1.00

mins/veh

Control Delay =

min

N

0.70

1

0.75

2

Number Entry Lanes (N) =

1

Level of Confidence =

0.95

Storage Provided On-Site =

1

vehicles

Total Entering and Exiting Vehicles(q) =

8

veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) =

60.00

veh/hr/pos

Average Service Rate (t) =

1.00

mins/veh

rho (t/Q) =

0.133

N-1

0

P(n=0)=

1.000

1

P(n=1)=

0.000

P(0) = 86.67%

Service Time =

1.00 mins/veh

Expected (avg.) number of vehicles in the system

E(m)= 0.02

Expected (avg.) number of vehicles waiting in queue

E(n)= 0.15

Mean time in the queue

E(w)= 0.15 mins

Mean time in system

E(t)= 1.15 mins

Proportion of customers who wait (P) (E(w) > 0)=

13.33%

Probability of a queue exceeding a length (M) P(x > M)=

5.00%

Queue length which is exceeded 5.00% of the times is equal to 0.5 vehicles

PZ21-12000042

10/19/2022

PZ21-12000042

6/15/2022

Table 4-4 PARC Service Rates

Veh/hr

Sec

Prepaid Frequent Parker Entry or Exit

Insertion Card

Proximity Card

Automatic Veh ID

Pay Per Use Patron Vehicular Entry

Push Button Ticket

Auto Spit Ticket

Pay on Entry-flat fee, gated, ticketed

Pay on Entry flat-fee, non gated/ticketed

Pay Per Use Patron Vehicular Exits

Cash to cashier-Variable Rate

Credit card-online check (telephone line) and sign

Credit card online check but no sign

Credit card-batched or high speed line and no sign

Validated for free parking

Flat Rate Transaction (gated)

LPI if front plate

LPI if rear plate only

LPR

Insertion Ticket for POF Validation

POF Central Pay to Cashier

Cash to POF cashier - Variable Rate

Credit card-online check (telephone line) and sign

Credit card-online check but no sign

Credit card-batched or high speed line and no sign

Validated for free parking

POF Central Pay to Machine

Cash to APS-Variable Rate

Credit card - online check (telephone line) and sign

Credit card - online check but no sign

Credit card - batched or high speed line and no sign

Validated for free parking

435

8.3

600

6.0

800

4.5

400

9.0

450

8.0

200

18.0

300

12.0

135

26.7

95

38.0

110

32.7

175

20.7

300

12.0

180

20.0

100

36.0

80

45.0

120

30.0

360

10.0

175

20.7

115

32.7

135

26.7

245

14.7

600

6.0

75

48.0

NA

NA

66

54.5

100

36.0

240

15.0

Sharp turns in the approach to equipment lanes have a significant impact on μ . When it is more difficult for a patron to pull into the lane from the first position in the queue, seconds are lost from each transaction. This loss can be accounted for by **adding** seconds to the average transaction time to represent the turning factor. See Figure 4-10 for diagrams showing appropriate turning factors for design. If, for example, the design of a lane equipped with an insertion card reader requires a very difficult turn into the lane, and thus adds five seconds to the average transaction, the adjusted service rate is $3600/(8.3+5=13.3)$ seconds per transaction.

4.3.

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