DEVELOPMENT APPLICATION FORM

Application Form: All Applications | **Rev.** 03/29/2024

INSTRUCTIONS: The following information is required pursuant to the City's Unified Land Development Regulations (ULDR), Section 47-24, Development Permits and Procedures, and must be filled out accurately with all applicable sections completed. Only complete the sections indicated for application type with N/A for those items not applicable. Refer to "*Specifications for Plan Submittal*" by application type for submittal requirements, which can be found on the City's website.

Select the application type and approval level in **SECTION A** and complete the sections specified under each type.

A APPLICATION TYPE AND APPROVAL LEVEL

Select the application type from the list below and check the applicable type.

☐ LEVEL I
ADMINISTRATIVE REVIEW COMMITTEE (ADMIN)

- ☐ New nonresidential less than 5,000 square feet
- ☐ Change of use *(if same impact or less than existing use)*
- ☐ Plat note or Nonvehicular access line (NVAL) amendment
- ☐ Administrative site plan
- ☐ Amendment to site plan*
- ☐ Affordable Housing per §166.04151(7) Fla. Stat. *(Live Local Act)*
- ☐ Property and right-of-way applications *(MOTs, construction staging)*
- ☐ Parking Agreements *(separate from site plans)*

COMPLETE SECTIONS B, C, D, G

☐ LEVEL II
DEVELOPMENT REVIEW COMMITTEE (DRC)

- ☐ New Nonresidential 5,000 square feet or greater
- ☐ Residential 5 units or more
- ☐ Nonresidential use within 100 feet of residential property
- ☐ Redevelopment proposals
- ☐ Change in use *(if greater impact than existing use)*
- ☐ Development in Regional Activity Centers (RAC)*
- ☐ Development in Uptown Project Area*
- ☐ Regional Activity Center Signage
- ☐ Affordable Housing (≥10%)

COMPLETE SECTIONS B, C, D, E, F

☐ LEVEL III
PLANNING AND ZONING BOARD (PZB)

- ☐ Conditional Use
- ☐ Parking Reduction
- ☐ Flex Allocation
- ☐ Cluster / Zero Lot Line
- ☐ Modification of Yards*
- ☐ Waterway Use
- ☐ Mixed Use Development
- ☐ Community Residences*
- ☐ Social Service Residential Facility (SSRF)
- ☐ Medical Cannabis Dispensing Facility*
- ☐ Community Business District for uses greater than 10,000 square feet

COMPLETE SECTIONS B, C, D, E, F

☒ LEVEL IV
CITY COMMISSION (CC)

- ☐ Land Use Amendment
- ☐ Rezoning
- ☒ Plat
- ☐ Public Purpose Use
- ☐ Central Beach Development of Significant Impact*
- ☐ Vacation of Right-of-Way

City Commission Review
No PZB Review

- ☐ Vacation of Easement*

COMPLETE SECTIONS B, C, D, E, F

☐ MISCELLANEOUS

- ☐ Affordable Workforce Housing Tax Reimbursement
- ☐ Community Residence
- ☐ Construction Noise Waiver
- ☐ Design Review Team (DRT)

COMPLETE SECTIONS B, C, I

☐ EXTENSION OR DEFERRAL

- ☐ Request to defer after an application is scheduled for public hearing
- ☐ Request extension to previously approved application *(request must be within original approval date timeframe)*

COMPLETE SECTIONS B, C, H

☐ APPEAL

- ☐ Appeal decision by approving body and De Novo hearing items

COMPLETE SECTIONS B, C, H

☐ PROPERTY AND RIGHT-OF-WAY

- ☐ Road Closures
- ☐ Construction Staging Plan
- ☐ Revocable licenses

COMPLETE SECTIONS B, C, H

**Application is subject to specific review and approval process. Levels III and IV are reviewed by Development Review Committee unless otherwise noted.*

B APPLICANT INFORMATION

If applicant is the business operator, complete the agent column and provide property owner authorization.

Applicant/ Property Owner	RPL Land LLC	**Authorized Agent**	Nectaria M. Chakas, Esq. Robert B. Lochrie, Esq.
Address	11300 NW 97th Avenue	**Address**	699 N. Federal Highway, Suite 400
City, State, Zip	Medley, FL 33178	**City, State, Zip**	Fort Lauderdale, FL 33304
Phone	305-805-6858	**Phone**	954-779-1119
Email	jordan@zahlene.com	**Email**	RLochrie@LochrieLaw.com and
Proof of Ownership	BCPA record	**Authorization Letter** yes	NChakas@LochrieLaw.com
Applicant Signature:	**Signature** See Agent Letter	**Agent Signature:**	**Signature** Nectaria Chakas

C PARCEL INFORMATION

Address/General Location	East side of NW 31 Ave. between NW 19 St. and NW 15 Ct.
Folio Number(s)	494232000030 494232000070 494232000040 494232000100 494232000050
Legal Description *(Brief)*	32-49-42 S 1/2 of NW 1/4 of NE 1/4 of NW 1/4 (see additional legal descriptions on survey)
City Commission District	3
Civic Association	Lake Aire Palm View

D LAND USE INFORMATION

Existing Use	Vacant/Borrow Pit
Land Use	Medium / Low-Medium
Zoning District	RC-15 / RS-8
Proposed *Applications requesting land use amendments and rezonings.*	
Proposed Land Use	Commercial
Proposed Zoning District	B-3

E PROJECT INFORMATION

Provide project information. Circle yes or no where noted. If item is not applicable, indicate N/A.

Project Name	Central Broward Logistics Center					
Project Description *(Describe in detail)*	Plat approval for the development of the property for commercial / light industrial.					
Estimated Project Cost	$ 64 million *(Estimated total project cost including land costs for all new development applications only)*					
Waterway Use	N/A			**Traffic Study Required**	NO	
Flex Units	N/A	**Redevelopment Units**	N/A	**Parking Reduction**	NO	
Flex Acreage	N/A		N/A	**Public Participation**	YES	
Residential Uses				**Non-Residential Uses**	570,000 sf	
Single Family	N/A			Commercial	accessory to industrial	
Townhouses	N/A			Restaurant	N/A	
Multifamily	N/A			Office	N/A	
Cluster/Zero Lot Line	N/A			Industrial	570,000 SF (warehouse distribution mixed use)	
Other	N/A			Other	N/A	
Total *(dwelling units)*	N/A			**Total** *(square feet)*	570,000 sf	
Affordable Housing Units	N/A	**% of AMI**	N/A			
Affordable Unit Mix	Efficiency / Studio N/A	1- Bedroom N/A		2-Bedroom		3-Bedroom or More

F PROJECT DIMENSIONAL STANDARDS

Indicate all required and proposed standards for the project. Circle yes or no where indicated.

	Required Per ULDR	Proposed
Lot Size *(Square feet/acres)*		40.741 net acres / 1,774,682 sf
Lot Density *(Units/acres)*		
Lot Width		
Building Height *(Feet)*		
Structure Length		
Floor Area Ratio *(F.A.R)*		
Lot Coverage		
Open Space		
Landscape Area		
Parking Spaces		
SETBACKS *(Indicate direction N,S,E,W)*	**Required Per ULDR**	**Proposed**
NW 31st Avenue Front [W]		
Side [N]		
XXXX / Side [S]		
Rear [E]		

N/A - PLAT APPLICATION

For projects in Downtown, Northwest, South Andrews, and Uptown Master Plans to be completed in conjunction with the applicable items above.

Tower Stepback	Required Per ULDR	Proposed	Deviation
Front / Primary Street [ ]			
Sides / Secondary Street [ ]			
Building Height			
Streetwall Length			
Podium Height			
Tower Separation			
Tower Floorplate *(square feet)*			
Residential Unit Size *(minimum)*			

G AMENDED PROJECT INFORMATION

Provide approved and proposed amendments for project. Circle yes or no where indicated.

Project Name			
Proposed Amendment Description *(Describe in detail)*			
	Original Approval	**Proposed Amendment**	**Amended**
Residential Uses *(dwelling units)*			
Non-Residential Uses *(square feet)*			
Lot Size *(Square feet/acres)*			
Lot Density *(Units/acres)*			
Lot Width			
Building Height *(Feet)*			
Structure Length			
Floor Area Ratio *(F.A.R.)*			
Lot Coverage			
Open Space			
Landscape Area			
Parking Spaces			
Tower Stepback			
Building Height			
Streetwall Length			
Podium Height			
Tower Separation			
Tower Floorplate *(square feet)*			
Residential Unit Size *(minimum)*			
Does this amendment require a revision to the traffic statement or traffic study completed for the project?			
Does this amendment require a revised water sewer capacity letter?			

H EXTENSION, DEFERRAL, APPEAL INFORMATION

Provide information for specific request. Circle approving body and yes or no.

Project Name	
Request Description	

EXTENSION REQUEST		DEFERRAL REQUEST		APPEAL REQUEST / DE NOVO HEARING	
Approving Body		Approving Body		Approving Body	
Original Approval Date		Scheduled Meeting Date		30 Days from Meeting (Provide Date)	
Expiration Date (Permit Submittal Deadline)		Requested Deferral Date		60 Days from Meeting (Provide Date)	
Expiration Date (Permit Issuance Deadline)		Previous Deferrals Granted		Appeal Request	
Requested Extension (No more than 24 months)		Justification Letter Provided		Indicate Approving Body Appealing	
Code Enforcement (Applicant Obtain by Code Compliance Division)		*Note: Deferral requests are subject to a fee per deferral. See Fee Schedule for amount.		De Novo Hearing Due to City Commission Call-Up	

I MISCELLANEOUS

Provide information on the specific request.

Project Name	
Request Description	

AFFORDABLE HOUSING TAX REIMBURSEMENT*		COMMUNITY RESIDENCE		NOISE WAIVER*	
As Is Value	$	Residence Type		DRC Case Number	
Date		Certification		Request Start Date	
Completion Value	$	Length of Stay		Request End Date	
Date		Number of Residents		Construction Start Time	
Stabilized Value	$	Number of Live-in Staff		Construction End Time	
Date		Habitable Rooms Gross Floor Area		Sunday Construction Times	
Acquisition Value	$	DEVELOPMENT REVIEW TEAM (DRT)* Complete Section F		Noise Mitigation Plan Date of Plan	
Date				Previous Extension Resolution No. (If applicable)	

**Application is subject to specific fees based on hourly rate with minimum amount of: DRT $477, Affordable Housing Tax Reimbursement $2,500, Noise Waiver $954*

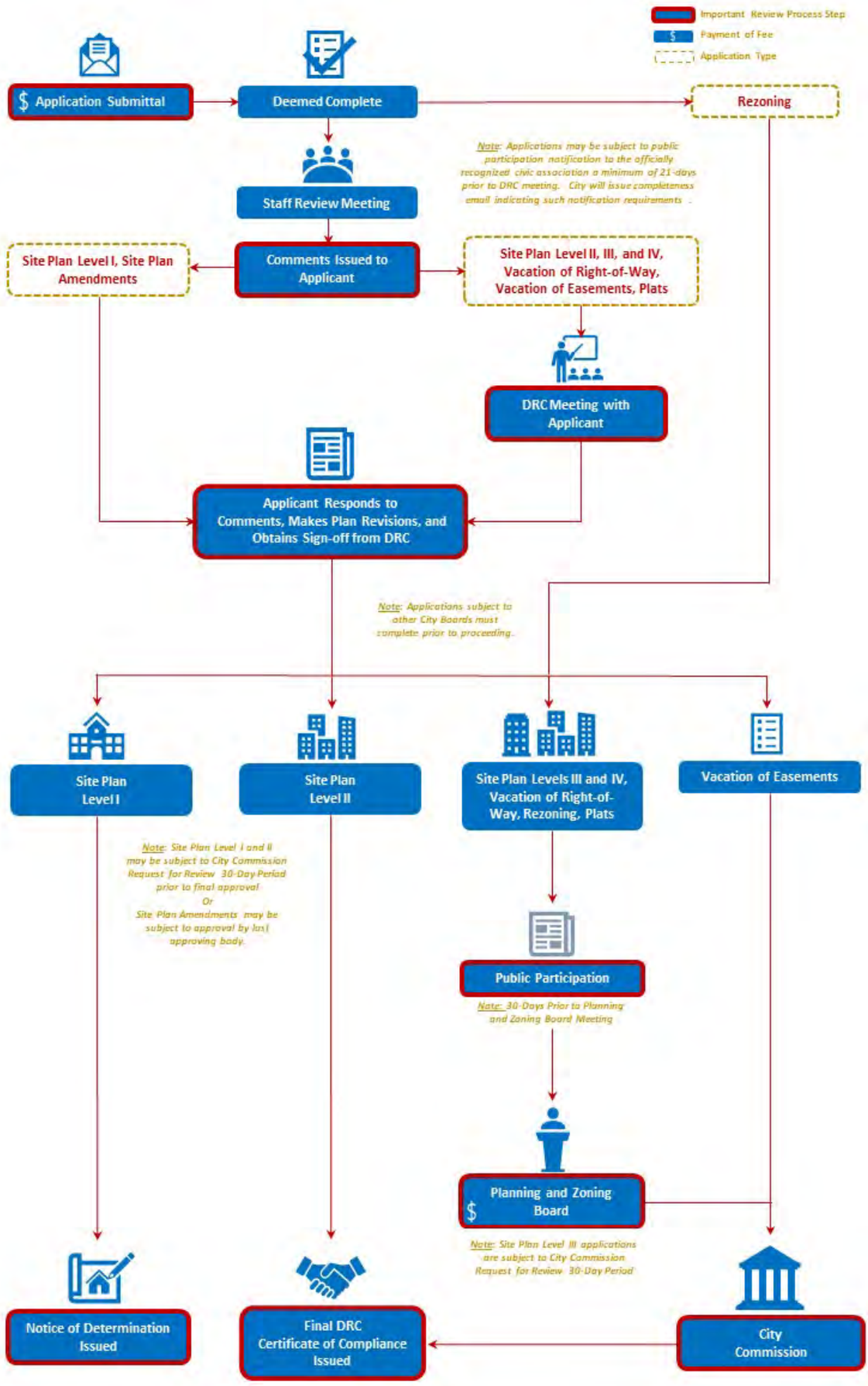
CHECKLIST FOR SUBMITTAL AND COMPLETENESS: The following outlines the necessary items for submittal to ensure the application is deemed complete. Failure to provide this information will result in your application being deemed **incomplete**.

- [X] **Preliminary Development Meeting** completed on the following date: 7/11/2024 PROVIDE DATE
- [X] **Development Application Form** completed with the applicable information including signatures.
- [X] **Proof of Ownership** warranty deed or tax record including corporation documents and SunBiz verification name.
- [X] **Address Verification Form** that includes all parcels within the proposed development.
- [X] **Project and Unified Land Development Code Narratives** project narrative and the applicable ULDR sections and criteria as described in the specifications for submittal by application type.
- [X] **Electronic Files, File Naming, and Documents** consistent with the applicable specifications for application type, consistent with the online submittal requirements including file naming convention, plan sets uploaded as single pdf.
- N/A [ ] **Traffic Study or Statement** submittal of a traffic study or traffic statement.
- N/A [ ] **Stormwater Calculations** signed and sealed by a Florida registered professional engineer consistent with calculations as described in the specifications for plan submittal for site plan applications.
- [X] **Water and Wastewater Capacity Request** copy of email to Public Works requesting the capacity letter.

OVERVIEW FOR ONLINE SUBMITTAL REQUIREMENTS: Submittals must be conducted through LauderBuild. No hardcopy application submittals are accepted. Below only highlights the important submittal requirements that applicants must follow to submit online and be deemed complete. View all the requirements at LauderBuild Plan Room.

- **Uploading Entire Submittal** upload all documents at time the application is submitted to prevent delay in processing.
- **File Naming Convention** file names must adhere to the City's File Naming Convention.
- **Reduce File Size** plan sets and other large files must be merged or flattened to reduce file size.
- **Plan Sets** plan sets like site plans, plats, etc. must be submitted as a single pdf file. Staff will instruct when otherwise.
- **Document Categories** choose the correct document category when uploading.

DRC PROCESS OVERVIEW: Below is the development review process flowchart with key steps to guide applicants.



CONTACT INFORMATION: Questions regarding the development process or LauderBuild, see contact information below.

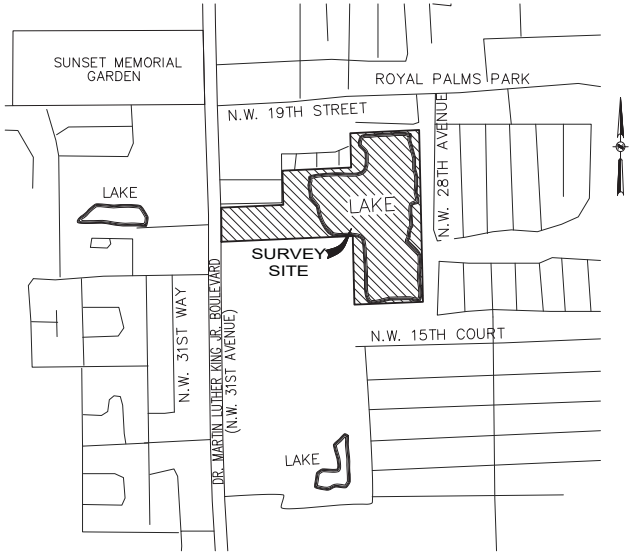
GENERAL URBAN DESIGN AND PLANNING QUESTIONS	LAUDERBUILD ASSISTANCE AND QUESTIONS
Planning Counter 954-828-6520, Option 5 planning@fortlauderdale.gov	DSD Customer Service 954-828-6520, Option 1 lauderbuild@fortlauderdale.gov

LEGAL DESCRIPTION:

THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4), AND THE SOUTH ONE-HALF (S 1/2) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHEAST ONE-QUARTER (NE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) AND THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHEAST ONE-QUARTER (NE 1/4) OF THE NORTHWEST ONE- QUARTER (NW 1/4), AND THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4), AND THE SOUTH ONE-HALF (S 1/2) OF THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4), OF SECTION 32. TOWNSHIP 49 SOUTH, RANGE 42 EAST AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SAID SECTION 32, THENCE SOUTH 01°34'22"E, ALONG THE WEST LINE OF THE SAID SECTION 32, A DISTANCE OF 665.51 FEET, TO THE NORTHEAST CORNER OF THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHWEST ONE QUARTER (NW 1/4) OF THE SAID SECTION 32, THENCE NORTH 87°21'24" EAST, ALONG THE NORTH LINE OF THE SAID SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONE- QUARTER (NW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 671.73 FEET, TO THE POINT OF BEGINNING OF THIS DESCRIPTION, THENCE CONTINUE NORTH 87°21'24" EAST, ALONG THE SAID NORTH LINE OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 671.73 FEET, THENCE NORTH 01°22'05" WEST, ALONG THE WEST LINE OF THE NORTHWEST ONE- QUARTER (NW 1/4) OF THE NORTHEAST ONE-QUARTER (NE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 334.55 FEET (THE LAST THREE DESCRIBED COURSES BEING COINCIDENT WITH A NORTHERLY, SOUTHERLY AND EASTERLY BOUNDARY LINE OF THE PLAT OF "WINGATE RIDGE" AS RECORDED IN PLAT BOOK 37 AT PAGE 50, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA); THENCE NORTH 87°16'52"EAST, ALONG THE NORTH LINE OF THE SOUTH ONE-HALF (S 1/2) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHEAST ONE-QUARTER (NE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 672.35 FEET (THE LAST DESCRIBED COURSE BEING COINCIDENT WITH THE SOUTHERLY BOUNDARY LINE OF THE PLAT OF "PALM LAKE" AS RECORDED IN PLAT BOOK 55 AT PAGE 33, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA), THENCE SOUTH 01°15'59" EAST, ALONG THE EAST LINE OF THE WEST ONE-HALF (W 1/2) OF THE EAST ONE-HALF (E 1/2) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 1677.26 FEET (THE LAST DESCRIBED COURSE BEING COINCIDENT WITH THE WESTERLY BOUNDARY LINE OF THE PLAT OF "LAKE AIR ESTATES" AS RECORDED IN PLAT BOOK 54 AT PAGE 15, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA AND THE WESTERLY BOUNDARY LINE OF THE PLAT OF "GOLDEN HEIGHTS HOMES" AS RECORDED IN PLAT BOOK 40 AT PAGE 28, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA) THENCE SOUTH 87°39'37" WEST, ALONG THE SOUTH LINE OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE NORTHWEST ONE QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 669.28 FEET (THE LAST DESCRIBED COURSE BEING COINCIDENT WITH THE PLAT OF "WASHINGTON PARK 4TH ADDITION" AS RECORDED IN PLAT BOOK 22 AT PAGE 44, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA), THENCE NORTH 01°22'05" WEST ALONG THE WEST LINE OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 669.10 FEET, THENCE SOUTH 87°30'29" WEST, ALONG THE NORTH LINE OF THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 1282.54 FEET, TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF NW 31ST AVENUE, THENCE NORTH 00°27'54" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF NW 31ST AVENUE, AS SHOWN AS PARCEL 130 ON THE FLORIDA D.O.T. RIGHT-OF-WAY MAP NO.85502-2616, A DISTANCE OF 333.00 FEET, THENCE NORTH 87°25'36" EAST, ALONG THE NORTH LINE OF THE SOUTH ONE-HALF (S 1/2) OF THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 608.81 FEET, THENCE NORTH 01°28'12" WEST, ALONG THE WEST LINE OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 333.65 FEET, TO THE POINT OF BEGINNING (THE LAST TWO DESCRIBED COURSES BEING COINCIDENT WITH A SOUTHERLY AND EASTERLY BOUNDARY LINE OF THE SAID PLAT OF "WINGATE RIDGE").

SAID LANDS LYING AND BEING IN THE CITY OF FORT LAUDERDALE, BROWARD COUNTY, FLORIDA AND CONTAINING A NET TOTAL OF 1,774,685 SQUARE FEET (40.741 ACRES) AND GROSS TOTAL OF 1,795,209 SQUARE FEET (41.212 ACRES).



LOCATION MAP
NOT TO SCALE

NOTES:

1. THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR AN ELECTRONIC SIGNATURE AND ELECTRONIC SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. FORT LAUDERDALE BENCHMARK: NW493, ELEVATION: 8.426 FEET.
3. FLOOD ZONE: AE; BASE FLOOD ELEVATION: 7 FEET; PANEL #12011C0368H; COMMUNITY #125105; MAP DATE: 8/18/14.
4. THIS SITE LIES IN SECTION 32, TOWNSHIP 49 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA.
5. BEARINGS ARE BASED ON THE WEST LINE OF SECTION 32-49-42 BEING N01°34'30"W, AND ALSO REFERENCED TO STATE PLANE COORDINATES, FLORIDA EAST ZONE, NORTH AMERICAN DATUM 1983 ADJUSTED 1990.
6. REASONABLE EFFORTS WERE MADE REGARDING THE EXISTENCE AND THE LOCATION OF UNDERGROUND UTILITIES. THIS FIRM, HOWEVER, DOES NOT ACCEPT RESPONSIBILITY FOR THIS INFORMATION. BEFORE EXCAVATION OR CONSTRUCTION CONTACT THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION.
7. THE HORIZONTAL POSITIONAL ACCURACY OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.2'. THE VERTICAL ACCURACY OF ELEVATIONS OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.1'.
8. THIS SURVEY WAS PREPARED WITH BENEFIT OF A COMMITMENT FOR TITLE INSURANCE, COMMITMENT NUMBER NCS-1185592-CO, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED JULY 25, 2024 AT 7:30 AM. THE FOLLOWING ITEMS ARE EXCEPTIONS IN SCHEDULE B, PART II OF SAID COMMITMENT:
   - ITEMS 1, 2, 3, 4, 5, 6, 7, 8 & 9: STANDARD EXCEPTIONS, NOT ADDRESSED.
   - ITEM 10: INTENTIONALLY DELETED.
   - ITEM 11: EASEMENT IN O.R.B. 5684, PAGE 986 DOES NOT APPLY TO THIS SITE.
   - ITEM 12: EASEMENT IN O.R.B 8920, PAGE 92; AS AFFECTED BY CORRECTIVE EASEMENT IN O.R.B. 8978, PAGE 904 DOES NOT APPLY TO THIS SITE
   - ITEM 13: THE TERMS, PROVISIONS, AND CONDITIONS IN O.R.B. 11453, PAGE 599 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
   - ITEM 14: THE TERMS, PROVISIONS, AND CONDITIONS IN INSTRUMENT NO. 119008051 APPLIES TO THIS SITE BUT CANNOT THE PLOTTED.
   - ITEM 15: NOT ADDRESSED.
9. ALL RECORDED DOCUMENTS ARE PER BROWARD COUNTY PUBLIC RECORDS.
10. ALL WATER LINE AS-BUILT INFORMATION ARE APPROXIMATE LOCATIONS PROVIDED BY LANGAN ENGINEERING AND THE CITY OF FORT LAUDERDALE ATLAS SHEETS.

AT&T:
DINO FARRUGGIO
CONTACT MEMBER DIRECTLY: G27896@ATT.COM
ADDRESS: 6628 LAKESIDE ROAD WEST PALM BEACH, FL 33411

COMCAST
RICARDO DAVIDSON
PHONE: 786-586-8505
ADDRESS: 6565 NOVIA DRIVE, DAVIE, FL 33317

FLORIDA POWER & LIGHT COMPANY
JAMIE PURNELL PHONE: 386-586-6403
ADDRESS: 7200 NW 4TH STREET, PLANTATION, FL 33317

VERIZON
PHONE: 954-467-8447
ADDRESS: 2216 S FEDERAL HIGHWAY, FORT LAUDERDALE, FL 33316

CROWN CASTLE FIBER
PHONE: 800-654-3110
ADDRESS: 1500 CORPORATE DRIVE, CANONSBURG, PA 15317

CITY OF FORT LAUDERDALE WATER AND WASTEWATER
CRAIG BARRETT
PHONE: 954-828-5875
ADDRESS: 100 NORTH ANDREWS AVENUE FORT LAUDERDALE, FL 33301

CERTIFICATION:
TO FIRST AMERICAN TITLE INSURANCE COMPANY; RPL LAND LLC, A FLORIDA LIMITED LIABILITY COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 8, & 9 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 6/15/24.

DATE OF PLAT OR MAP: 6/15/24

John F Pulice
Digitally signed by John F Pulice
Date: 2024.08.08 10:15:23 -04'00'

☐ JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691
☐ VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274
☐ MICHAEL M. MOSSEY, PROFESSIONAL SURVEYOR AND MAPPER PSM5660
STATE OF FLORIDA

SHEET 1 OF 2

THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 AND 2

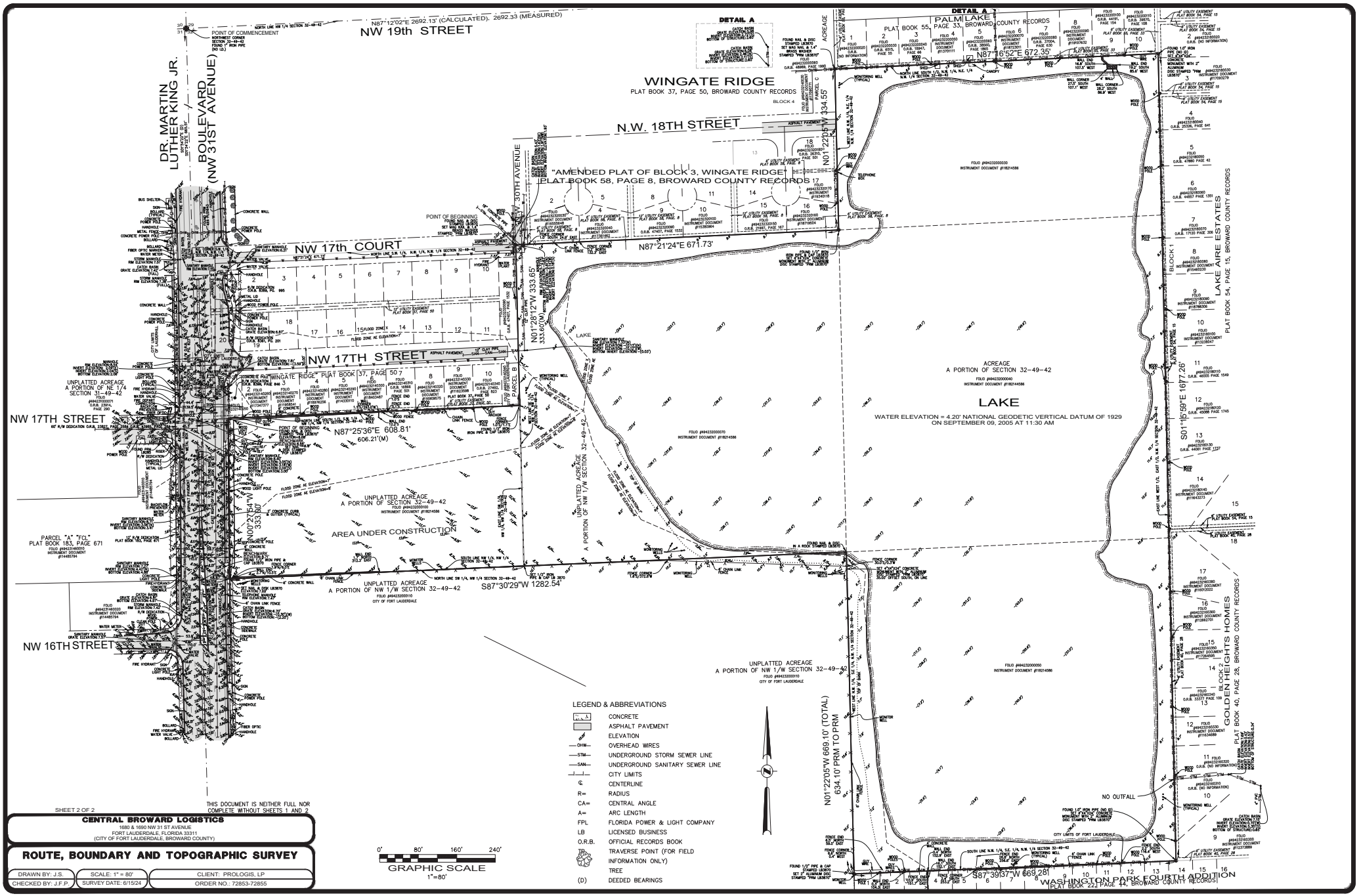
NO.	REVISIONS	BY
6	72853-72855 BOUNDARY-7/30/24	M.M.
5	72853-72855 ROUTE/OVERALL SURVEY-6/15/24	J.S.
4	REVISE CITY LIMITS LINES-11/30/07	B.E.
3	65184-UPDATE SURVEY-11/07/07	B.E.
2	UPDATE LANDUSE DESIGN-10/16/07	B.E.
1	47984-ORIGINAL SURVEY-08/19/05	L.B.

CENTRAL BROWARD LOGISTICS
1680 & 1690 NW 31 ST AVENUE
FORT LAUDERDALE, FLORIDA 33311
(CITY OF FORT LAUDERDALE, BROWARD COUNTY)

ROUTE, BOUNDARY AND TOPOGRAPHIC SURVEY

PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
TELEPHONE: (954) 572-1777
FAX: (954) 572-1778
E-MAIL: surveys@pulicelandsurveyors.com
WEBSITE: www.pulicelandsurveyors.com
CERTIFICATE OF AUTHORIZATION LB#3870

DRAWN BY: J.S.	SCALE: 1" = 80'	CLIENT: PROLOGIST, LP
CHECKED BY: J.F.P.	SURVEY DATE: 6/15/24	ORDER NO.: 72853-72855



SHEET 2 OF 2

THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 AND 2

CENTRAL BROWARD LOGISTICS

1680 & 1690 NW 31 ST AVENUE
FORT LAUDERDALE, FLORIDA 33311
(CITY OF FORT LAUDERDALE, BROWARD COUNTY)

ROUTE, BOUNDARY AND TOPOGRAPHIC SURVEY

DRAWN BY: J.S.	SCALE: 1" = 80'	CLIENT: PROLOGIS, LP
CHECKED BY: J.F.P.	SURVEY DATE: 6/15/24	ORDER NO.: 72853-72855

CENTRAL BROWARD LOGISTICS

PLAT BOOK _____ PAGE _____

SHEET 1 OF 2 SHEETS

A SUBDIVISION OF A PORTION OF THE NORTHWEST 1/4 OF SECTION 32, TOWNSHIP 49 SOUTH, RANGE 42 EAST,
CITY OF FORT LAUDERDALE, BROWARD COUNTY, FLORIDA

PREPARED BY

PULICE LAND SURVEYORS, INC.

5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
954-572-1777

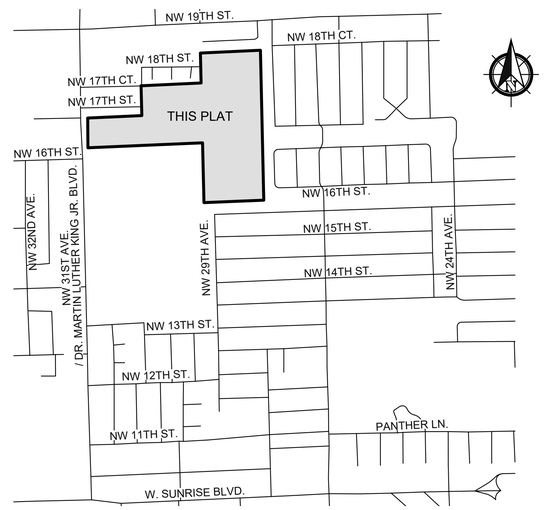
JULY 2024

LEGAL DESCRIPTION :

THE SOUTHEAST ONE–QUARTER (SE 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4), AND THE SOUTH ONE–HALF (S 1/2) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF THE NORTHEAST ONE–QUARTER (NE 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) AND THE SOUTHWEST ONE–QUARTER (SW 1/4) OF THE NORTHEAST ONE–QUARTER (NE 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4), AND THE NORTHWEST ONE–QUARTER (NW 1/4) OF THE SOUTHEAST ONE–QUARTER (SE 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4), AND THE SOUTH ONE–HALF (S 1/2) OF THE SOUTHWEST ONE–QUARTER (SW 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4), OF SECTION 32. TOWNSHIP 49 SOUTH, RANGE 42 EAST AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SAID SECTION 32, THENCE SOUTH 01°34'22"E, ALONG THE WEST LINE OF THE SAID SECTION 32, A DISTANCE OF 665.51 FEET, TO THE NORTHEAST CORNER OF THE SOUTHWEST ONE–QUARTER (SW 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF THE NORTHWEST ONE QUARTER (NW 1/4) OF THE SAID SECTION 32, THENCE NORTH 87°21'24" EAST, ALONG THE NORTH LINE OF THE SAID SOUTHWEST ONE–QUARTER (SW 1/4) OF THE NORTHWEST ONE– QUARTER (NW 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 671.73 FEET, TO THE POINT OF BEGINNING OF THIS DESCRIPTION, THENCE CONTINUE NORTH 87°21'24" EAST, ALONG THE SAID NORTH LINE OF THE SOUTHEAST ONE–QUARTER (SE 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 671.73 FEET, THENCE NORTH 01°22'05" WEST, ALONG THE WEST LINE OF THE NORTHWEST ONE– QUARTER (NW 1/4) OF THE NORTHEAST ONE–QUARTER (NE 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 334.55 FEET (THE LAST THREE DESCRIBED COURSES BEING COINCIDENT WITH A NORTHERLY, SOUTHERLY AND EASTERLY BOUNDARY LINE OF THE PLAT OF "WINGATE RIDGE" AS RECORDED IN PLAT BOOK 37 AT PAGE 50, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA); THENCE NORTH 87°16'52"EAST, ALONG THE NORTH LINE OF THE SOUTH ONE–HALF (S 1/2) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF THE NORTHEAST ONE–QUARTER (NE 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 672.35 FEET (THE LAST DESCRIBED COURSE BEING COINCIDENT WITH THE SOUTHERLY BOUNDARY LINE OF THE PLAT OF "PALM LAKE" AS RECORDED IN PLAT BOOK 55 AT PAGE 33, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA), THENCE SOUTH 01°15'59" EAST, ALONG THE EAST LINE OF THE WEST ONE–HALF (W 1/2) OF THE EAST ONE–HALF (E 1/2) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 1677.26 FEET (THE LAST DESCRIBED COURSE BEING COINCIDENT WITH THE WESTERLY BOUNDARY LINE OF THE PLAT OF "LAKE AIR ESTATES" AS RECORDED IN PLAT BOOK 54 AT PAGE 15, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA AND THE WESTERLY BOUNDARY LINE OF THE PLAT OF "GOLDEN HEIGHTS HOMES" AS RECORDED IN PLAT BOOK 40 AT PAGE 28, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA) THENCE SOUTH 87°39'37" WEST, ALONG THE SOUTH LINE OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF THE SOUTHEAST ONE–QUARTER (SE 1/4) OF THE NORTHWEST ONE QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 669.28 FEET (THE LAST DESCRIBED COURSE BEING COINCIDENT WITH THE PLAT OF "WASHINGTON PARK 4TH ADDITION" AS RECORDED IN PLAT BOOK 22 AT PAGE 44, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA), THENCE NORTH 01°22'05" WEST ALONG THE WEST LINE OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF THE SOUTHEAST ONE–QUARTER (SE 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 669.10 FEET, THENCE SOUTH 87°30'29" WEST, ALONG THE NORTH LINE OF THE SOUTHWEST ONE–QUARTER (SW 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 1282.54 FEET, TO A POINT ON THE EASTERLY RIGHT–OF–WAY LINE OF NW 31ST AVENUE, THENCE NORTH 00°27'54" WEST, ALONG SAID EASTERLY RIGHT–OF–WAY LINE OF NW 31ST AVENUE, AS SHOWN AS PARCEL 130 ON THE FLORIDA D.O.T. RIGHT–OF–WAY MAP NO.85502–2616, A DISTANCE OF 333.00 FEET, THENCE NORTH 87°25'36" EAST, ALONG THE NORTH LINE OF THE SOUTH ONE–HALF (S 1/2) OF THE SOUTHWEST ONE–QUARTER (SW 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 608.81 FEET, THENCE NORTH 01°28'12" WEST, ALONG THE WEST LINE OF THE SOUTHEAST ONE–QUARTER (SE 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF THE NORTHWEST ONE–QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 333.65 FEET, TO THE POINT OF BEGINNING (THE LAST TWO DESCRIBED COURSES BEING COINCIDENT WITH A SOUTHERLY AND EASTERLY BOUNDARY LINE OF THE SAID PLAT OF "WINGATE RIDGE").

SAID LANDS LYING AND BEING IN THE CITY OF FORT LAUDERDALE, BROWARD COUNTY, FLORIDA AND CONTAINING A NET TOTAL OF 1,774,685 SQUARE FEET (40.741 ACRES).



LOCATION MAP
NOT TO SCALE

DEDICATION:

KNOW ALL MEN BY THESE PRESENTS: THAT RPL LAND LLC, A FLORIDA LIMITED LIABILITY COMPANY, OWNER OF THE LANDS DESCRIBED HEREON, HAS CAUSED SAID LANDS TO BE A SUBDIVIDED AND PLATTED AS SHOWN HEREON, AND TO BE KNOWN AS "CENTRAL BROWARD LOGISTICS".

IN WITNESS WHEREOF: RPL LAND LLC, A FLORIDA LIMITED LIABILITY COMPANY, HAS CAUSED THESE PRESENTS TO BE SIGNED FOR AND ON ITS BEHALF BY _____, ITS _____, IN THE PRESENCE OF THESE TWO WITNESSES, THIS _____ DAY OF _____, 202__.

WITNESS: _____

PRINT NAME: _____

WITNESS: _____

PRINT NAME: _____

RPL LAND LLC,
A FLORIDA LIMITED LIABILITY COMPANY

BY: _____
NAME:
TITLE:

ACKNOWLEDGMENT:

STATE OF FLORIDA)
COUNTY OF BROWARD) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY MEANS OF [ ] PHYSICAL PRESENCE OR [ ] ONLINE NOTARIZATION, THIS _____ DAY OF _____, 202__, BY _____, AS _____ OF RPL LAND LLC, A FLORIDA LIMITED LIABILITY COMPANY, ON BEHALF OF THE COMPANY, WHO IS [ ] PERSONALLY KNOWN TO ME OR [ ] HAS PRODUCED _____ AS IDENTIFICATION.

WITNESS: MY HAND AND OFFICIAL SEAL THIS _____ DAY OF _____, 202__.

MY COMMISSION EXPIRES: _____

COMMISSION NUMBER: _____

_____
NOTARY PUBLIC – STATE OF FLORIDA

PRINT NAME: _____

CITY CLERK	CITY ENGINEER	COUNTY SURVEYOR	COUNTY ENGINEER	PLATTING SURVEYOR

FORT LAUDERDALE CITY COMMISSION:

THIS IS TO CERTIFY THAT THIS PLAT HAS BEEN APPROVED AND ACCEPTED FOR RECORD BY THE CITY COMMISSION OF OF THE CITY OF FORT LAUDERDALE, FLORIDA, BY RESOLUTION NO. _____ ADOPTED BY THE SAID CITY COMMISSION THIS _____ DAY OF _____, 202__.

CONCURRENCY/IMPACT FEES FOR THE CONSTRUCTION, EXPANSION, AND/OR CONVERSION OF A BUILDING WITHIN THIS PLAT SHALL BE PAID ON THE DATE OF BUILDING PERMIT ISSUANCE.

IN WITNESS WHEREOF: THE SAID CITY COMMISSION HAS CAUSED THESE PRESENTS TO BE ATTESTED BY ITS CITY CLERK AND THE CORPORATE SEAL OF SAID CITY TO BE AFFIXED THIS _____ DAY OF _____, 202__.

BY: _____
DAVID R. SOLOMAN DATE
CITY CLERK

FORT LAUDERDALE PLANNING AND ZONING BOARD:

THIS IS TO CERTIFY: THAT THE PLANNING AND ZONING BOARD OF THE CITY OF FORT LAUDERDALE, FLORIDA, HAS APPROVED AND ACCEPTED THIS PLAT FOR RECORD THIS _____ DAY OF _____, 202__.

BY: _____
NAME: DATE
CHAIR

FORT LAUDERDALE CITY ENGINEER:

THIS PLAT IS HEREBY APPROVED FOR RECORD THIS _____ DAY OF _____, 202__.

BY: _____
DANIEL A. REY, P.E.
CITY ENGINEER
FLORIDA PROFESSIONAL ENGINEER
REGISTRATION NO. 81248

BROWARD COUNTY RESILIENT ENVIRONMENT DEPARTMENT:

THIS IS TO CERTIFY: THAT THIS PLAT HAS BEEN APPROVED AND ACCEPTED FOR RECORD.

BY: _____
DIRECTOR/DESIGNEE DATE

BROWARD COUNTY PLANNING COUNCIL:

THIS IS TO CERTIFY: THAT THE BROWARD COUNTY PLANNING COUNCIL HAS APPROVED THIS PLAT SUBJECT TO ITS COMPLIANCE WITH THE DEDICATION OF RIGHTS–OF–WAY FOR TRAFFICWAYS THIS _____ DAY OF _____, 202__.

BY: _____
CHAIRPERSON

THIS PLAT COMPLIES WITH THE APPROVAL OF THE BROWARD COUNTY PLANNING COUNCIL OF THE ABOVE DATE AND IS APPROVED AND ACCEPTED FOR RECORD THIS _____ DAY OF _____, 202__.

BY: _____
EXECUTIVE DIRECTOR OR DESIGNEE

BROWARD COUNTY FINANCE AND ADMINISTRATIVE SERVICES DEPARTMENT, COUNTY RECORDS DIVISION - MINUTES SECTION:

THIS IS TO CERTIFY: THAT THIS PLAT COMPLIES WITH THE PROVISIONS OF CHAPTER 177, FLORIDA STATUTES, AND WAS ACCEPTED FOR RECORD BY THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, THIS _____ DAY OF _____, 202__.

BY: _____
MAYOR, COUNTY COMMISSION

BROWARD COUNTY HIGHWAY CONSTRUCTION AND ENGINEERING DIVISION:

THIS IS TO CERTIFY: THAT THIS PLAT HAS BEEN REVIEWED FOR CONFORMITY WITH CHAPTER 177, FLORIDA STATUTES AND APPROVED AND ACCEPTED FOR RECORD.

BY: _____
ROBERTO CHAVEZ DATE
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION NO. LS7280

BY: _____
RICHARD TORNESE DATE
DIRECTOR
FLORIDA PROFESSIONAL ENGINEER
REGISTRATION NO. 40263

SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY: THAT THE ATTACHED PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE LAND RECENTLY SURVEYED AND PLATTED UNDER MY DIRECTION AND SUPERVISION, THAT THE SURVEY DATA COMPLIES WITH ALL OF THE APPLICABLE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES, AND CHAPTER 5J–17, FLORIDA ADMINISTRATIVE CODE, AND THAT THE PERMANENT REFERENCE MONUMENTS (P.R.M.'S) WERE SET IN ACCORDANCE WITH SAID CHAPTER 177.

BY: _____
JOHN F. PULICE DATE
PROFESSIONAL SURVEYOR AND MAPPER NO. LS2691
STATE OF FLORIDA
PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
SUNRISE, FL 33351
CERTIFICATE OF AUTHORIZATION NO. LB3870

PLAT NO.: ___-MP-24

PLAT BOOK _____ PAGE _____

SHEET 2 OF 2 SHEETS

CENTRAL BROWARD LOGISTICS

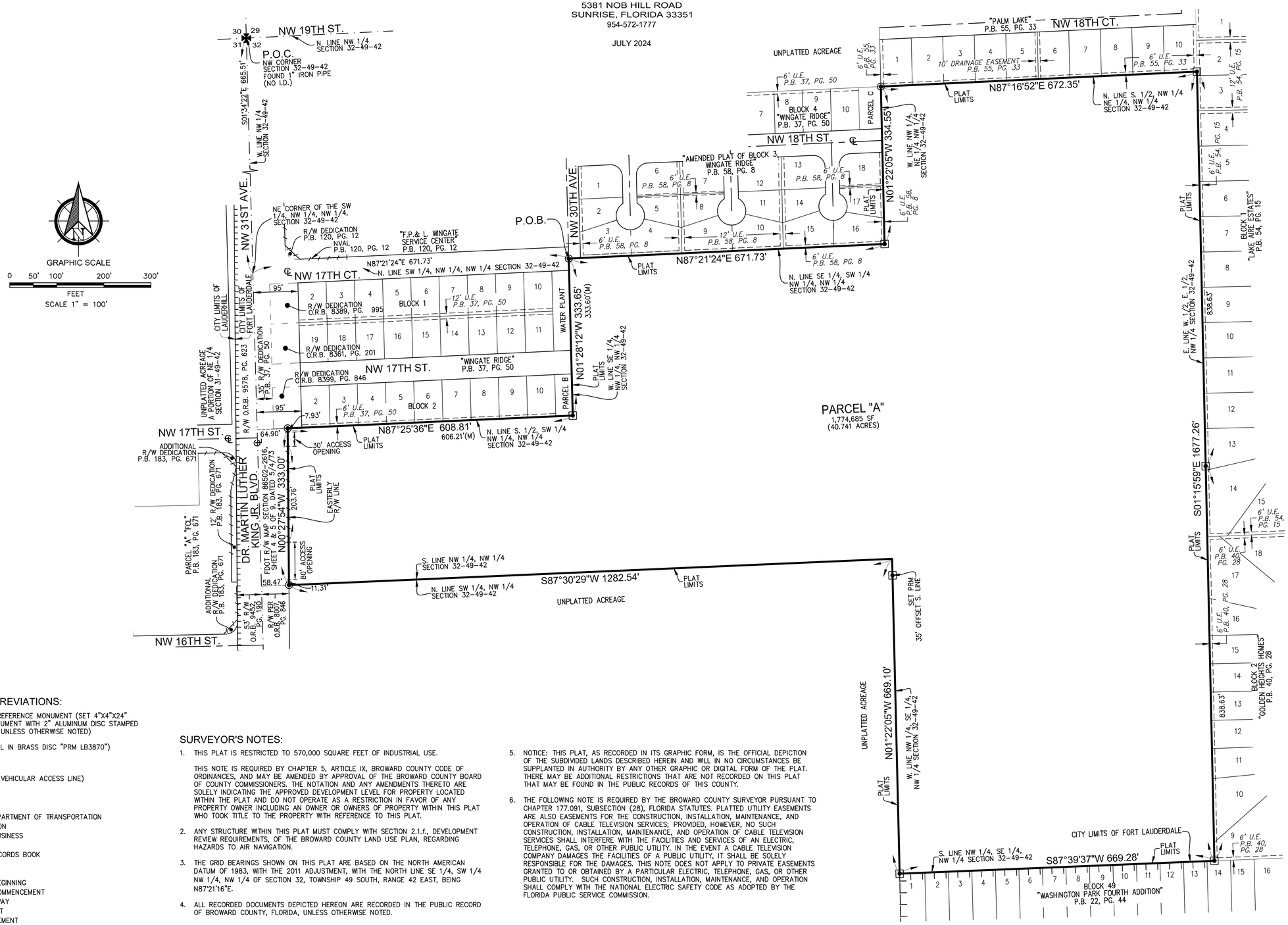
A SUBDIVISION OF A PORTION OF THE NORTHWEST 1/4 OF SECTION 32, TOWNSHIP 49 SOUTH, RANGE 42 EAST,
CITY OF FORT LAUDERDALE, BROWARD COUNTY, FLORIDA

PREPARED BY

PULICE LAND SURVEYORS, INC.

5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
954-572-1777

JULY 2024



LEGEND AND ABBREVIATIONS:

- PRM = PERMANENT REFERENCE MONUMENT (SET 4"X4"X24" CONCRETE MONUMENT WITH 2" ALUMINUM DISC STAMPED "PRM LB3870" UNLESS OTHERWISE NOTED)
- = (SET PK NAIL IN BRASS DISC "PRM LB3870")
- ℄ = CENTERLINE
- –/–/– = NVAL (NON-VEHICULAR ACCESS LINE)
- ⊥|⊥|⊥ = CITY LIMITS
- (D) = DEED
- FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION
- I.D. = IDENTIFICATION
- LB = LICENSED BUSINESS
- (M) = MEASURED
- O.R.B. = OFFICIAL RECORDS BOOK
- P.B. = PLAT BOOK
- PG. = PAGE
- P.O.B. = POINT OF BEGINNING
- P.O.C. = POINT OF COMMENCEMENT
- R/W = RIGHT-OF-WAY
- SF = SQUARE FEET
- U.E. = UTILITY EASEMENT

SURVEYOR'S NOTES:

1. THIS PLAT IS RESTRICTED TO 570,000 SQUARE FEET OF INDUSTRIAL USE.

   THIS NOTE IS REQUIRED BY CHAPTER 5, ARTICLE IX, BROWARD COUNTY CODE OF ORDINANCES, AND MAY BE AMENDED BY APPROVAL OF THE BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS. THE NOTATION AND ANY AMENDMENTS THERETO ARE SOLELY INDICATING THE APPROVED DEVELOPMENT LEVEL FOR PROPERTY LOCATED WITHIN THE PLAT AND DO NOT OPERATE AS A RESTRICTION IN FAVOR OF ANY PROPERTY OWNER INCLUDING AN OWNER OR OWNERS OF PROPERTY WITHIN THIS PLAT WHO TOOK TITLE TO THE PROPERTY WITH REFERENCE TO THIS PLAT.

2. ANY STRUCTURE WITHIN THIS PLAT MUST COMPLY WITH SECTION 2.1.f., DEVELOPMENT REVIEW REQUIREMENTS, OF THE BROWARD COUNTY LAND USE PLAN, REGARDING HAZARDS TO AIR NAVIGATION.

3. THE GRID BEARINGS SHOWN ON THIS PLAT ARE BASED ON THE NORTH AMERICAN DATUM OF 1983, WITH THE 2011 ADJUSTMENT, WITH THE NORTH LINE SE 1/4, SW 1/4 NW 1/4, NW 1/4 OF SECTION 32, TOWNSHIP 49 SOUTH, RANGE 42 EAST, BEING N87°21'16"E.

4. ALL RECORDED DOCUMENTS DEPICTED HEREON ARE RECORDED IN THE PUBLIC RECORD OF BROWARD COUNTY, FLORIDA, UNLESS OTHERWISE NOTED.

5. NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

6. THE FOLLOWING NOTE IS REQUIRED BY THE BROWARD COUNTY SURVEYOR PURSUANT TO CHAPTER 177.091, SUBSECTION (28), FLORIDA STATUTES. PLATTED UTILITY EASEMENTS ARE ALSO EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS NOTE DOES NOT APPLY TO PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRIC SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.

PLAT NO.: ___-MP-24

Owner/Applicant: RPL Land LLC

Project: Central Broward Logistics

Project Address: 1680 and 1690 NW 31st Avenue

PLAT
NARRATIVE
Case No. TBD
August 9, 2024

Prepared by:

Nectaria M. Chakas, Esq.
Lochrie & Chakas, P.A.
699 N. Federal Highway, Suite 400
Fort Lauderdale, Florida 33304
Ph. 954-779-1123
Email: Nchakas@LochrieLaw.com

Signed: _____

TABLE OF CONTENTS

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I. Project Background

a. General Property Information and History

RPL Land LLC ("Applicant"), is the owner of land located at 1680 and 1690 NW 31st Avenue, Fort Lauderdale, FL 33311 (the "Property"). The Property is 40.7 net acres in size and includes a lake commonly known as "Rock Pit Lake." The Property is shown in the aerial below. The lake located on the Property is not a natural lake, but rather, a borrow pit that was excavated in the late 1950's according to historical aerial photographs of the Property. The earthen material excavated was then used as fill for various projects.

The site has largely remained dormant for decades until recently, when the Applicant commenced the borrow pit reclamation activities (i.e. filling in the lake), pursuant to an environmental remediation action plan approved by the applicable regulatory agencies. The Applicant is under contract to sell the Property to a purchaser who intends to develop the Property with Class A commercial/light industrial uses.

b. Land Use and Zoning

The Property is split between two land use categories and two zoning categories. In order to permit the proposed light industrial uses, the Applicant is proposing to amend the future land use designations and zoning district for the Property. Concurrent applications for land use plan amendment and rezoning have

been filed with this subdivision/plat application. Below is a chart that shows the existing and proposed land use and zoning classifications for the Property.

EXISING AND PROPOSED LAND USE DESIGNATIONS		
LAND USE DESIGNATIONS:		
	EXISTING	**PROPOSED**
County Land Use Designation:	**Low (5) Residential Medium (16) Residential**	**Commerce**
City Land Use Designation:	**Low-Medium Residential Medium Residential"**	**Commercial**
ZONING DISTRICTS:		
City Zoning Districts:	**RS-8 and RC-15**	**B-3**

c. Plat

The Property has never been platted. Therefore, this application for plat approval has been submitted with a concurrent site plan, rezoning, and land use plan amendment application. A restrictive note on the face of the plat has been placed consistent with the City requirements which limits development to "570,000 square feet of industrial use." Please note that the County considers warehouse distribution centers to be a "industrial," hence the industrial plat note restriction.

d. Project Information

The Applicant is proposing to develop the Property as a Class A commercial/light industrial development ("Project"). The Property has never been platted due to its historical use as a borrow pit and lake, with no prior development activities. Therefore, the Applicant is submitting this plat application to comply with Broward County and City of Fort Lauderdale platting regulations which state:

> No building permit shall be issued for the construction of a principal building on a parcel of land unless a plat including the parcel or parcels of land has been recorded in the official public records of Broward County subsequent to June 4, 1953. ULDR Sec. 47-24.5 Subdivision regulations.

This plat application is being submitted concurrently with applications to amend the Property's future land use and zoning designations, as well as site plan approval (Case No. UDP-S24050).

II. Sec. 47-25.2. – Adequacy Requirements

A. ***Applicability.*** The adequacy requirements set forth herein shall be used by the city to evaluate the demand created on public services and facilities created by a proposed development permit.

B. ***Communications network.*** Buildings and structures shall not interfere with the city's communication network. Developments shall be modified to accommodate the needs of the city's communication network, to eliminate any interference a development would create or otherwise accommodate the needs of the city's communication network within the development proposal.

RESPONSE: N/A to plat approval. Any proposed buildings will be evaluated for compliance through the site plan process.

C. ***Drainage facilities.*** Adequacy of stormwater management facilities shall be evaluated based upon the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2 1/2) inches of runoff from the impervious surface whichever is greater.

RESPONSE: The Project will receive a stormwater management permit from Broward County prior to commencing construction of the Project.

D. ***Environmentally sensitive lands.***

1. In addition to a finding of adequacy, a development shall be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, an application for development shall be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and well field protection which ordinances are incorporated herein by reference:

    a. Broward County Ordinance No.89-6
    b. Section 5-198 (I), Chapter 5, Article IX of the Broward County Code of Ordinances.
    c. Broward County Ordinance No. 84-60

2. The applicant must demonstrate that impacts of the proposed development to environmentally sensitive lands will be mitigated.

RESPONSE: The Property is not identified as environmentally sensitive and is not located within a wellfield protection zone. That said, the Property is currently an active borrow pit reclamation project, and permits for the reclamation activities were obtained by the Applicant from the applicable agencies.

E. ***Fire protection.*** Fire protection service shall be adequate to protect people and property in the proposed development. Adequate water supply, fire hydrants, fire apparatus and facilities shall be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.

RESPONSE: N/A to plat approval.

F. ***Parks and open space.*** *New park impact fee ordinance adopted in June 2006.*

RESPONSE: N/A to plat approval.

G. ***Police protection.*** Police protection service shall be adequate to protect people and property in the proposed development. The development shall provide improvements which are consistent with Crime Prevention through Environmental Design (CPTED) to minimize the risk to public safety and assure adequate police protection.

RESPONSE: N/A to plat approval. The site plan for the Project will take into account CPTED measures. Site plan application is pending under Case No. UDP-S24050.

H. ***Potable water.***

1. Adequate potable water service shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of potable water systems in accordance with city engineering standards, the Florida Building Code, and applicable health and environmental regulations. The existing water treatment facilities and systems shall have

sufficient capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which potable water treatment capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended from time to time. Improvements to the potable water service and system shall be made in accordance with city engineering standards and other accepted applicable engineering standards.

2. *Potable water facilities.*
   a. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
   b. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the development.
   c. Where the county is the projected service provider, a similar written assurance will be required.

RESPONSE: Applicant requested a water capacity letter from the City. The letter is currently in process.

I. ***Sanitary sewer.***
   1. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from the design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
   2. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the proposed development.
   3. Where the county is the projected service provider, a written assurance will be required.
   4. Where septic tanks will be utilized, the applicant shall secure and submit to the city a certificate from the Broward County Health Unit that certifies that the site is or can be made suitable for an on-site sewage disposal system for the proposed use.

RESPONSE: No septic tanks are proposed. Applicant requested a sewer capacity letter from the City. The letter is currently in process.

J. ***Schools.*** For all residential plats, the applicant shall contribute to school facilities in accordance with the Broward County Land Development Code and shall provide documentation to the city that such contribution has been satisfied.

RESPONSE: N/A. The Project does not propose residential uses.

K. ***Solid waste.***
   1. Adequate solid waste collection facilities and service shall be obtained by the applicant in connection with the proposed development and evidence shall be provided to the city demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.

RESPONSE: N/A to plat approval. This will be evaluated during the site plan approval process.

2. *Solid waste facilities.* Where the city provides solid waste collection service and adequate service can be provided, an adequacy finding shall be issued. Where there is another service provider, a written assurance will be required. The impacts of the proposed development will be determined based on Table 4, Solid Waste, on file with the department.

RESPONSE: N/A. The applicant will be engaging a private waste hauler to dispose of solid waste.

L. ***Stormwater.*** Adequate stormwater facilities and systems shall be provided so that the removal of stormwater will not adversely affect adjacent streets and properties or the public stormwater facilities and systems in accordance with the Florida Building Code, city engineering standards and other accepted applicable engineering standards.

RESPONSE: The Project has been designed to comply with the County and City surface water requirements. See civil plan and drainage calculations.

M. ***Transportation facilities.***

1. The capacity for transportation facilities shall be evaluated based on Table 1, Generalized Daily Level of Service Maximum Volumes, on file with the department. If a development is within a compact deferral area, the available traffic capacity shall be determined in accordance with Table 2, Flowchart, on file with the department.
2. *Regional transportation network.* The regional transportation network shall have the adequate capacity, and safe and efficient traffic circulation to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the adopted traffic elements of the city and the county comprehensive plans, and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is needed in order to evaluate the impacts of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit such a study to the city which will be considered by the DRC in its review. Roadway improvements needed to upgrade the regional transportation network shall be made in accordance with the city, the county, and Florida Department of Transportation traffic engineering standards and plans as applicable.
3. *Local streets.* Local streets shall have adequate capacity, safe and efficient traffic circulation, and appropriate functional classification to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the city's comprehensive plan and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is required in order to evaluate the impact of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit to the city such a study to be considered as part of the DRC review. Street improvements needed to upgrade the capacity or comply with the functional classification of local streets shall be made in accordance with the city engineering standards and acceptable applicable traffic engineering standards. Local streets are those streets that are not classified as federal, state or county roadways on the functional classification map adopted by the State of Florida.
4. *Traffic impact studies.*
    a. When the proposed development may generate over one thousand (1,000) daily trips; or
    b. When the daily trip generation is less than one thousand (1,000) trips; and (1) when more than twenty percent (20%) of the total daily trips are anticipated to arrive or depart, or both, within one-half (1/2) hour; or (2) when the proposed use creates

varying trip generation each day, but has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one-half (1/2) hour period; the applicant shall submit to the city a traffic impact analysis prepared by the county or a registered Florida engineer experienced in traffic ways impact analysis which shall:

i. Provide an estimate of the number of average and peak hour trips per day generated and directions or routes of travel for all trips with an external end.
ii. Estimate how traffic from the proposed development will change traffic volumes, levels of service, and circulation on the existing and programmed traffic ways.
iii. If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local traffic ways, define what city, county or state agencies have programmed the necessary construction and how this programming relates to the proposed development.
iv. A further detailed analysis and any other information that the review committee considers relevant.
v. The traffic impact study may be reviewed by an independent licensed professional engineer contracted by the city to determine whether it adequately addresses the impact and the study supports its conclusions. The cost of review by city's consultant shall be reimbursed to the city by the applicant.
vi. When this subsection M.4.b. applies, the traffic study shall include an analysis of how the peak loading will affect the transportation system including, if necessary, an operational plan showing how the peak trips will be controlled and managed.

RESPONSE: N/A to plat approval. However, a full traffic study prepared by Langan was completed in connection with the site plan application pending under UDP-S24050.

5. ***Dedication of rights-of-way.*** Property shall be conveyed to the public by plat, deed or grant of easement as needed in accordance with the Broward County Trafficways Plan, the city's comprehensive plan, subdivision regulations and accepted applicable traffic engineering standards.

RESPONSE: The Property abuts NW 31st Avenue which is a Broward County Trafficway. The Broward County Trafficways map shows this street planned at 106' in total width (53' to centerline). The proposed plat and survey of the Property both show the right-of-way width adjacent to the Property to be 58.47'-64.9' to the centerline. There is more than sufficient right-of-way existing. No additional right-of-way dedications are required.

6. ***Pedestrian facilities.*** Sidewalks, pedestrian crossing and other pedestrian facilities shall be provided to encourage safe and adequate pedestrian movement on-site and along roadways to adjacent properties. Transit service facilities shall be provided for as required by the city and Broward County Transit. Pedestrian facilities shall be designed and installed in accordance with city engineering standards and accepted applicable engineering standards.

RESPONSE: N/A to plat approval. Please refer to site plan for pedestrian amenities on site and along NW 31st Avenue. Site is filed under UDP-S24050.

7. ***Primary arterial street frontage.*** Where a proposed development abuts a primary arterial street either existing or proposed in the trafficways plan, the development review committee (DRC) may require marginal access street, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with or without rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to assure separation of through and level traffic.

   RESPONSE: Property does not front a primary arterial street, however, the County classifies the street as a minor arterial. The property proposes access from NW 31st Avenue to prevent traffic from using local neighborhood streets.

8. ***Other roadway improvements.*** Roadways adjustments, traffic control devices, mechanisms, and access restrictions may be required to control traffic flow or divert traffic, as needed to reduce or eliminate development generated traffic.

   RESPONSE: Acknowledged.

9. ***Street trees.*** In order to provide for adequate landscaping along streets within the city, street trees shall be required along the length of the property abutting a street. A minimum of fifty percent (50%) of the required street trees shall be shade trees, and the remaining street trees may be provided as flowering or palm trees. These percentages may be varied based on existing or proposed physical conditions which may prevent the ability to comply with the street tree requirements of this subsection. The street trees shall be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements, except in the downtown RAC districts the requirements of Sec. 47-13.20.H.8 shall apply. The location and number of street trees shall be determined by the department based on the height, bulk, mass and design of the structures on the site and the proposed development's compatibility to surrounding properties. The requirements for street trees, as provided herein, may be located within the public right-of-way as approved by the entity with jurisdiction over the abutting right-of-way.

   RESPONSE: N/A to plat approval. Please refer to site plan filed under UDP-S24050.

N. ***Wastewater.***

1. *Wastewater.* Adequate wastewater services shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of a wastewater and disposal system in accordance with applicable health, environmental and engineering regulations and standards. The existing wastewater treatment facilities and systems shall have adequate capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which wastewater treatment or disposal capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended for time to time. Improvements to the wastewater facilities and system shall be made in accordance with the city engineering and accepted applicable engineering standards.

   RESPONSE: A capacity request was made to the City and is currently pending.

O. ***Trash management requirements.*** A trash management plan shall be required in connection with non-residential uses that provide prepackaged food or beverages for off-site consumption. Existing non-residential uses of this type shall adopt a trash management plan within six (6) months of the effective date of this provision.

RESPONSE: N/A to plat application. Please refer to adequacy narrative submitted with site plan under Case No UDP-S24050.

P. ***Historic and archaeological resources.***

1. If a structure or site has been identified as having archaeological or historical significance by any entity within the State of Florida authorized by law to do same, the applicant shall be responsible for requesting this information from the state, county, local governmental or other entity with jurisdiction over historic or archaeological matters and submitting this information to the city at the time of, and together with, a development permit application. The reviewing entity shall include this information in its comments.

RESPONSE: The Property is a vacant borrow pit. There are no cultural resources on the Property. Confirmation from the State regarding same is included in the submittal. See email from State of Florida dated July 30, 2024.

Q. ***Hurricane evacuation.*** If a structure or site is located east of the Intracoastal Waterway, the applicant shall submit documentation from Broward County or such agency with jurisdiction over hurricane evacuation analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity shall be maintained without impairment resulting from a proposed development or describing actions or development modifications necessary to be implemented in order to maintain level of service and capacity.

RESPONSE: N/A. Project is not located east of the Intracoastal Waterway.

III. Sec. 47-24.5. - Subdivision Regulations

A. *Subdivision approval.*

1. *Applicability of subdivision regulations*. No person shall create a subdivision of land nor develop land in the city unless it conforms to these regulations. A subdivision shall be defined as the division of land into two (2) or more lots, sites, tracts, parcels, tiers, blocks, units or any other division of land; and includes establishment of new streets and alleys, additions, and resubdivisions; and, when appropriate to the context, relates to the process of subdividing or to the lands or area subdivided.

   RESPONSE: Acknowledged. The Property has never been platted and is required to be platted under the City and County subdivision regulations.

2. *Platting required*. Plat or replat means a map or delineated representation of the subdivision of lands. No building permit shall be issued for the construction of a principal building on a parcel of land unless a plat including the parcel or parcels of land has been recorded in the official public records of Broward County subsequent to June 4, 1953 (Commencing at Plat Book 32, page 15), except as provided herein.

   RESPONSE: The Property has not been platted and therefore no plat has been recorded. This application for plat approval will bring the property into compliance with this code provision.

3. *Exceptions to platting*. The requirements in subsection A.2, shall not apply to an application for a building permit which meets any one (1) or more of the following criteria:

   a. Construction of two (2) or fewer residential dwelling units. Applications for two (2) or fewer residential dwelling units on property under the same ownership, within five hundred (500) feet of property exempted within the past twelve (12) months, shall not be exempt.

   b. Construction of any principal structure for a multifamily or nonresidential use on a lot or parcel which is less than ten (10) acres in size and the majority of which is specifically delineated on a plat recorded on or before June 4, 1953;

   c. Construction of a replacement building in which the proposed reconstruction will be utilized for the same general use, is equal to or less than the gross area of the original principal building and will be located within the same general footprint. (For the purpose of this guideline, "original building" means the total gross floor area devoted to the principal use on a parcel as of November 22, 1978. November 22, 1978 was the effective date of the 1977 Broward County Land Use Plan countywide platting requirement.)

   d. Construction of single-family, infill development that is deed-restricted to affordable housing for a time period of at least fifteen (15) years. For the purposes of this exemption, infill development shall be defined as, "the development of new housing on scattered vacant sites in a built-up area."

   e. A building permit may be issued for a parcel of land for which plat approval has been given by the city commission and the Board of County Commissioners although the plat has not yet been recorded, provided such authorization is granted in an agreement among the developer, the city and the county. Such agreements shall at a minimum require compliance with the applicable provisions of plat approval and shall prohibit the issuance of a certificate of occupancy until the plat is recorded. The municipality and county shall be required to make a finding that facilities and services will be available at the adopted level of service standards concurrent with the issuance of the building permit; or

   f. A building permit may be issued for an essential governmental facility after preliminary plat review where the Broward County Commission finds that immediate construction of the governmental facility is essential to the health, safety, or welfare of the public and where the board determines that public facilities and services will be available at the adopted level of service standards concurrent with the impact of the development of the governmental facility. Such a finding shall be made in a resolution if Broward County is the government seeking to construct the facility and issue the permit; and by agreement with the affected units of local government in other circumstances. A certificate of occupancy shall not be issued until the plat is recorded. In addition to meeting the above criteria, the issuance of the building permit shall be subject to all of the following:

      i. Compliance with the applicable land development regulations; and

      ii. Any land within the lot or parcel which is necessary to comply with the Broward County Trafficways Plan and the city's street width provisions provided in this section has been conveyed to the public by deed or grant of easement.

RESPONSE: The above exceptions to platting are not applicable to the Property. Therefore, the Applicant is submitting this plat application in order to redevelop the property.

4. *Resubdivision of lots of record.* Division of lots in a subdivision of record shall be permitted as follows:

   a. *Lands platted before June 4, 1953.* A lot or parcel specifically delineated in a plat recorded on or before June 4, 1953, which is less than five (5) acres in size and is reduced in size in

combination with enlarging an abutting specifically delineated lot or parcel provided the resulting lots satisfy the dimensional requirements of the zoning district in which they are located, as well as these subdivision regulations. In addition, any land within the lot or parcel which is necessary to comply with the Broward County Trafficways Plan must have been conveyed to the public by deed or grant of easement. In addition:

i. In the RS-4.4, RS-8 and RD-15 districts lots or parcels may be recombined without replatting provided the resulting lots are not reduced in size below that in the original subdivision of record, except that each unit of a duplex in an RD-15 district may be on a separate lot of three thousand (3,000) square feet.

ii. In all other districts, lots may be recombined without replatting if no additional building lots or parcels are created.

b. *Lands platted after June 4, 1953.* A lot or parcel specifically delineated in a plat recorded after June 4, 1953 which is less than five (5) acres in size and is reduced in size in combination with enlarging an abutting specifically delineated lot or parcel provided the resulting lots satisfy the dimensional requirements of the zoning district in which they are located, as well as these subdivision regulations. In addition, any land within the lot or parcel which is necessary to comply with the Broward County Trafficways Plan must have been conveyed to the public by deed or grant of easement. In addition:

i. In the RS-4.4, RS-8 and RD-15 districts lots or parcels may be recombined without replatting provided the resulting lots are not reduced in size below that in the original subdivision of record, except that each unit of a duplex in an RD-15 district may be on a separate lot of three thousand (3,000) square feet.

ii. In all other districts, lots may be divided or recombined without replatting.

c. *Lots of record redivided prior to April 6, 1976.* Lots in the RS-4.4, RS-8 and RD-15 districts consisting of portions or combinations of portions of lots in a subdivision plat of record redivided prior to April 6, 1976, shall be considered as conforming to these regulations provided they meet the building site requirements of the zoning district. Redivided prior to the above date shall mean: (1) Record ownership of the redivided lots, or portions thereof, was vested prior to said date in two (2) or more individuals; or (2) A building permit was applied for prior to said date on a portion of the redivided lots; provided, however, that not more than two (2) additional permits shall be issued pursuant to this section.

d. *Building permits prior to April 6, 1976.* All building permits issued in accordance with the provisions of subsections A.4.a, b, and c, prior to April 6, 1976 are hereby confirmed, ratified and approved.

RESPONSE: This is an application to plat a property which has not been previously platted. Upon recordation of the plat, the property will be permitted to re-subdivided pursuant to 4.b. above.

B. *Procedure for preparation and filing of plats.* Plats shall be reviewed and approved by the city prior to or concurrent with review and approval by the county. The requirements for the preparation of and the procedure for filing of a plat shall be as follows:

1. *Applicant.* The owner of property proposed to be platted.

RESPONSE: Owner is RPL Land LLC.

2. *Application to Development Review Committee (DRC).*

a. An application for plat review shall first be submitted to the department. The department shall forward the application to the DRC for review pursuant to subsection B.4.

b. The proposed plat shall be presumed to have the maximum impact on necessary services and facilities permitted under the city's land use plan, as amended. An applicant for a development permit for plat approval may apply for review of a plat at less than the presumed maximum impact and the city shall review that application for impact on services and facilities at the development level requested. The face of each recorded plat shall bear a notation indicating the developmental level at which the plat was reviewed for adequacy of services pursuant to this section. All future development shall be limited to the restrictions indicated by the notation.

RESPONSE: Acknowledged.

3. *Application to planning and zoning board.* An application for plat review and approval by the planning and zoning board and city commission shall be made to the department, upon determination by the DRC of plat conformity with applicable regulations, pursuant to subsection B.5.

RESPONSE: Acknowledged.

4. *DRC review process.*

a. An application for plat review shall be submitted to the department for review by the DRC.

b. The DRC shall conduct a meeting to consider the application and the applicant shall have an opportunity to be heard in accordance with the rules of procedure which the DRC shall adopt.

c. The DRC shall forward to the applicant a written report of the comments and recommendations discussed at the meeting regarding compliance with the provisions of this section and applicable land development regulations.

RESPONSE: Acknowledged.

5. *Planning and zoning board/city commission review process.*

a. Upon determination by the DRC of the plat's conformity with applicable regulations, an application for plat review and approval shall be submitted to the department for submittal to the planning and zoning board for review.

b. The DRC and the department shall forward its recommendation(s) to the planning and zoning board for consideration.

c. During a regular public meeting the planning and zoning board shall consider the application and the record and recommendations forwarded by the DRC and the department and shall hear public comment on the application.

d. The planning and zoning board shall determine whether the proposed plat meets the provisions of this section and other applicable land development regulations and shall forward its recommendation to the city commission.

e. During a regular public meeting the city commission shall consider the application and the record and recommendations forwarded by the DRC, the department, and the planning and zoning board and shall hear public comment on the application.

f. If the city commission determines that the proposed plat satisfies the provisions of this section and other applicable land development regulations, it shall approve the plat by resolution, with or without modification. If the city commission determines that the plat does not satisfy all applicable regulations, it shall deny the plat.

RESPONSE: Acknowledged.

6. *City engineer sign-off.*

   a. The city engineer shall sign the plat after it has been formally approved by the city commission and immediately prior to transmission to the county for recording.

RESPONSE: Applicant will adhere to the above procedure for preparation and filing of this plat.

C. *Plat technical specifications.*

1. The plat submitted for approval shall be clearly and legibly drawn in black waterproof drawing ink upon tracing cloth or an approved drafting film.

2. Plats shall be on sheets twenty-four (24) inches by thirty-six (36) inches overall, with one (1) inch borders on three (3) sides and a three (3) inch border on the left. When the size or shape of the subdivision necessitates more than one (1) sheet, each sheet shall be clearly marked as near as possible to the upper right corner "Sheet No. (_____) of (total) Sheets." All multiple sheet plats shall be clearly cross-referenced to the proper sheet numbers at the match lines and a reasonable portion of the overlapping area shall be shown in outline form. In addition, every plat sheet shall have placed in the upper right corner outside the border "Plat Book Page" for the use of the recorder.

3. The plat shall be at a scale of not more than one hundred (100) feet to the inch and shall include the following information:

   a. Subdivision name or identifying title including the section(s), township(s), range(s), city, county, and state.

   b. Location sketch showing location of subdivision with respect to section lines and surrounding streets and landmarks.

   c. North point, graphic scale and month and year plat drawn.

   d. Corporate limits when in or adjacent to subdivision.

   e. Boundary lines of the tract with accurate distances to hundredths of a foot and angles to half minutes. These boundaries shall be determined by accurate survey in the field, which shall be balanced and closed with error closures not to exceed one (1) foot to five thousand (5,000) feet. Surveys shall be coordinated and tied into the nearest established section corner or quarter section corner by angle and distance.

   f. The exact names, locations and widths along the property lines of all existing or recorded streets intersecting or paralleling the boundaries of the tract.

   g. The accurate location of all permanent reference monuments.

   h. The exact layout including: street and alley lines, street names, bearings, angles of intersection and widths (including widths along the lines of any obliquely intersecting streets); lengths of area and radius, points of curvature and tangent bearings; all easements owned by or rights-of-way provided for public utilities; all lot lines with dimensions in feet and hundredths, and with bearings or angles if other than right angles to the street and alley lines.

   i. Lots numbered in numerical order within each block or lettered in alphabetical order within each block, and blocks numbered in numerical order or lettered in alphabetical order.

   j. The accurate outline of all property which is to be dedicated or proposed for public use including open drainage courses and suitable easements, and all property that may be

reserved by covenants in deeds for the common use of the property owners in the subdivision with the purposes indicated thereon.

k. A complete description of land intended to be subdivided, and the extent and boundaries of the platted area shall be graphically indicated in a clear and understandable manner.

l. Names and locations of adjoining subdivisions, the adjacent portions of which shall be shown in outline form.

m. Acknowledgment by the owner or owners and all mortgage lienholders of lands included within the plat of the execution of same and the dedication to public use of all streets, alleys, parks, easements and other public places shown upon same.

n. The certificate of the surveyor attesting to the accuracy of the survey and that the permanent reference monuments have been established according to law.

o. Space and forms for the following necessary approvals:

i. City commission.

ii. City planning and zoning board.

iii. City engineer.

iv. County commission.

v. County engineer.

p. *Dedication.* The plat shall contain upon the face thereof an unreserved dedication to the public of all streets, highways, alleys, parks, parkways, easements, commons or other public places included within the plat, such dedication to be subscribed to by the legal and equitable owners of such lands and by all persons holding mortgages against such lands, which dedication shall be acknowledged before an officer authorized to take acknowledgments of deeds. Such plat containing such dedication, when properly recorded, shall constitute a sufficient, unrevokable conveyance to vest in the city fee title to the parcel of land dedicated for public use, to be held by the city in trust for the uses and purposes intended, and the approval of the plat by the city commission shall have the force and effect of an acceptance.

q. *Payment of taxes.* No plat shall be accepted by the city or approved by the city commission unless and until all taxes and improvement liens levied against the lands included in such plat have been paid and discharged.

RESPONSE: See proposed plat included with this submittal which contains the applicable information above.

D. *Subdivision layout.*

1. *Streets and alleys.*

a. *Conformity to trafficways plan.* The location, direction and width of all streets, roads and highways shall conform to the official city plan, and to ordinances of city. \

RESPONSE: The proposed plat is in conformity with the Broward County Trafficways Plan which plans for NW 31st Avenue to be a 106' right-of-way (53' to the centerline). The existing right-of-way width complies with the 53' half section adjacent to the Property. Therefore, no additional right-of-way dedications are required.

b. *Relation to existing street system.* The arrangement of streets in new subdivisions shall make provision for the proper extension of existing dedicated streets in existing subdivisions, where such extension is appropriate. Streets shall bear numerical names, unless waived by the board.

RESPONSE: N/A. There are no streets proposed within the new plat. The proposed plat is a boundary plat and any driveways within the plat are private.

c. *Provision for platting adjoining unplatted areas.* The arrangement of streets in new subdivisions shall be such as to facilitate, and coordinate with the desirable future platting of adjoining unplatted property, and to provide for local circulation and convenient access to neighborhood facilities.

RESPONSE: Adjacent properties have already been platted.

d. *Protection from through traffic.* Minor and collector residential streets shall be laid out and arranged so as to discourage their use by through traffic.

RESPONSE: N/A.

e. *Primary arterial street frontage.* Where a residential subdivision abuts a primary arterial street either existing or proposed in the trafficways plan, the board may require marginal access streets, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with or without rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to assure separation of through and local traffic.

RESPONSE: Project is adjacent to a minor arterial street (NW 31st Avenue).

f. *Plats adjacent to railroad or expressway right-of-way.* Where a subdivision borders on or contains a right-of-way for a railroad, expressway, drainage canal or waterway, the board may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land. Such distances shall also be determined with due regard for the requirements of approach grades for future bridges.

RESPONSE: N/A project is not adjacent to railroad or expressways.

g. *Reserve strips.* Reserve strips controlling access to streets shall be prohibited, except where deemed desirable by the board to prevent use of a residential street by business or industrial traffic.

RESPONSE: No reserve strips are proposed.

h. *Private streets.* There shall be no private streets platted in any subdivision. Every subdivided lot or property shall be served from a publicly dedicated street. This requirement may be waived by the board in special situations where the board finds public safety, convenience and welfare can be adequately served.

RESPONSE: The proposed plat has access from NW 31st Avenue as well as other local streets. However, access will be limited to NW 31st Avenue to eliminate any traffic from using neighborhood local streets.

i. *Half streets.* New half or partial streets shall not be permitted, except where it appears reasonable that the owner of adjacent lands will provide the balance of the needed right-of-way upon development of such adjacent lands. Wherever a tract to be subdivided borders

on dedicated existing half or partial street the other part of the street shall be taken into consideration in meeting requirements.

j. *Dead-end streets.* Dead-end streets shall be prohibited, except where appropriate as stubs to permit future street extension into adjoining unsubdivided tracts, or when designed as cul-de-sacs.

RESPONSE: N/A. No dead end streets are proposed.

k. *Cul-de-sac streets.*

i. Cul-de-sacs, permanently designed as such, shall not exceed four hundred (400) feet in length, except on finger islands.

ii. Cul-de-sacs shall be provided at the closed end with a circular dedicated area not less than seventy (70) feet in diameter for turnaround purposes.

RESPONSE: N/A. Cul-de-sacs on the Property are for internal driveways.

l. *Street rights-of-way.*

i. Street rights-of-way for expressways, primary arterials, major thoroughfares and secondary thoroughfares shall conform to the Broward County Trafficways Plan. Other street rights-of-way shall be not less than the following, except when a greater right-of-way is specified in the Broward County Trafficways Plan:

Street Type	Right-of-Way (feet)
Collector	60
Minor, for business, industrial, high density residential	60
Minor, for low and medium density residential	50
Marginal access	50

ii. Additional right-of-way width may be required to promote public safety and convenience, or to assure adequate access, circulation and parking in high density residential areas, commercial areas, industrial areas, and at intersections with arterial streets, pursuant to DRC review.

iii. Where a subdivision abuts or contains an existing street of inadequate right-of-way width, additional right-of-way in conformance with the above standards may be required, pursuant to DRC review.

RESPONSE: Property abuts a Broward County Trafficway (NW 31st Avenue). Sufficient right-of-way exists to meet the 53' section to the CL of the adjacent road (total planned ROW width per Trafficways Plan is 106').

m. *Alleys.*

i. Alleys shall be provided to serve multiple dwelling, business, commercial and industrial areas, except that the board may waive this requirement where other definite and assured provision is made for service access, off-street loading, unloading and parking consistent with and adequate for the uses permissible on the property involved.

ii. The width of an alley shall be a minimum of twenty (20) feet for two-way travel, and may be less for one-way travel.

iii. Changes in alignment of alleys shall be made on a center line radius of not less than thirty-seven (37) feet.

iv. Dead-end alleys shall be avoided where possible, but if unavoidable, shall be provided with adequate turnaround facilities for service trucks and other vehicles at the dead-end, with a minimum external diameter of ninety-four (94) feet, or as determined to be adequate by the board.

RESPONSE: N/A. No alleys are proposed. This is a boundary plat.

n. *Easements.*

i. Dedicated easements across lots or centered on rear or side lot lines shall be provided for public utilities where necessary and shall be at least ten (10) feet in width.

ii. Where a subdivision is traversed by a presently existing functional watercourse, drainage way, canal or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourses and such further width as will be adequate for the purpose. Parallel streets or parkways may be required in connection therewith where necessary for service or maintenance.

iii. Easements may be required for drainage purposes of such size and location as may be determined by the city engineer.

RESPONSE: Acknowledged. Any required easements will be granted by plat or by separate instrument.

o. *Street alignment.*

i. Curvilinear streets are recommended for residential minor and collector streets in order to discourage excessive vehicular speeds and to provide attractive vistas, where practicable.

ii. Whenever a street changes direction, or connecting street lines deflect from each other, by more than ten (10) degrees, that shall be a horizontal curve.

iii. To insure adequate sight distance, minimum center line radii for horizontal curves shall be as follows:

a) Minor streets: one hundred fifty (150) feet.

b) Collector streets: three hundred (300) feet.

c) Secondary arterial streets and section line roads: five hundred (500) feet.

d) Major arterial thoroughfares: seven hundred fifty (750) feet.

iv. A tangent at least one hundred (100) feet long shall be provided between reverse curves on collector streets, and at least two hundred fifty (250) feet long on major and secondary arterial thoroughfares and section line roads.

RESPONSE: Acknowledged.

p. *Street intersections.*

i. Streets shall be laid out to intersect as nearly as possible at right angles. No street shall intersect another at an angle of less than sixty (60) degrees, except at a "Y" intersection of two (2) minor streets.

ii. Multiple intersections involving junction of more than two (2) streets shall be prohibited except where found to be unavoidable by the board.

iii. "T" intersections of minor and collector streets are to be encouraged.

iv. As far as possible, intersections with arterial streets shall be located not less than eight hundred (800) feet apart, measured from center line to center line.

v. Streets entering opposite sides of another street shall be laid out directly opposite each other or with a minimum offset of one hundred twenty-five (125) feet between their center lines.

vi. Right-of-way lines at street intersections shall be in conformance with the following minimum criteria:

a) The right-of-way line shall be the chord of a twenty (20) foot radius for the intersection of two (2) minor streets.

b) The right-of-way line shall be the chord of a twenty-five (25) foot radius for the intersection of a minor and a major street.

c) The right-of-way line shall be the chord of a thirty (30) foot radius for the intersection of two (2) major streets.

Where the angle of intersection is less than sixty (60) degrees, the chord of a greater radius may be required by the board. The board may waive the requirement for a chord at the intersection of two (2) minor streets when that requirement has also been waived by the city engineer; however, the minimum radius of the right-of-way shall be twenty (20) feet.

q. *Excessive street widths.* Streets shall not be platted to a width more than one hundred fifty percent (150%) of the minimum width specified in these regulations for the type of street involved. No street shall be platted for center median development except where such center median may be desirable or necessary for traffic separation and safety, and aesthetics as determined by the board.

RESPONSE: This is a boundary plat. No additional streets are proposed within the plat.

2. *Blocks.*

a. The lengths, widths, and shapes of blocks shall be determined with due regard to:

i. Provision of adequate building sites, suitable to the special needs of the type of use contemplated.

ii. Zoning requirements as to lot sizes and dimensions.

iii. Needs for convenient and safe access, circulation, control of pedestrian and vehicular traffic.

iv. Limitations and opportunities of topographic features.

b. Block lengths shall not exceed one thousand three hundred twenty (1,320) feet nor be less than five hundred (500) feet, unless found unavoidable by the board.

c. Pedestrian crosswalks, not less than ten (10) feet in width, may be required through blocks over one thousand (1,000) feet in length, where necessary in the judgment of the board to provide safe and convenient access to schools, playgrounds, shopping centers, transportation or other community facilities.

RESPONSE: N/A. This is a boundary plat.

3. *Lots.*

a. The lot arrangement and design shall be such that all lots will provide satisfactory and desirable building sites, properly related to topography and to the character of surrounding development.

RESPONSE: This is a boundary plat and only one parcel is proposed.

b. Lot dimensions and areas shall be not less than specified by applicable provisions of the zoning regulations in effect, and shall further conform to these regulations

RESPONSE: The Property is 40.7 acres in size. The Applicant is rezoning the property to B-3 which does not have a minimum lot size.

c. Lots for detached single family and duplex dwellings shall provide lot sizes not less than the following:

i. In the RS-4.4 district, lot area of ten thousand (10,000) square feet and width of one hundred (100) feet.

ii. In the RS-8 district, lot area of seven thousand five hundred (7,500) square feet and width of seventy-five (75) feet.

iii. In the RD-15, RC-15, RM-15, RML-25, RMM-25, RMH-25 and RMH-60 districts, lot area of seven thousand five hundred (7,500) square feet and width of seventy-five (75) feet.

RESPONSE: N/A. This is a boundary plat with a note restriction for industrial uses.

d. It is recommended that corner lots for residential use have such additional width, greater than a corresponding interior lot, as may be necessary to provide appropriate building setbacks and orientation to both streets.

RESPONSE: This is not a residential plat.

e. Side lot lines shall be substantially at right angles or radial to street lines.

RESPONSE: This is a boundary plat for nonresidential uses.

f. Double frontage and reverse frontage lots for residential use shall be avoided, except where essential to provide separation of residential development from traffic arteries or to overcome specific handicaps of topography and orientation. A planting strip of at least ten (10) feet, and across which there shall be no right of access, shall be provided along the line of lots abutting such a traffic artery or other disadvantageous situation.

RESPONSE: This is a nonresidential plat.

g. Street frontage. Every lot shall abut upon and have permanent access to a public street.

RESPONSE: There is one parcel proposed within the plat which has direct access to NW 31st Avenue, public right-of-way.

h. Lot arrangement and design shall be properly related to topography, to nature of contiguous property and to the character of surrounding development. Where existing lots are replatted or the size and shape of a tract to be platted makes conformance with the provisions of these subdivision regulations unreasonable and impracticable in the judgment of the planning and zoning board, the board is hereby authorized to vary the requirement in

appropriate cases in such manner as to carry out the spirit and purpose of the subdivision regulations.

RESPONSE: N/A. There is only one parcel proposed within the plat, since this is a boundary plat.

4. *Canals.* Canals and waterways, other than drainage ditches, shall be dedicated to public use. Canals shall be not less than sixty (60) feet in width. Canals which connect to navigable waterways shall have a center line water depth of at least nine (9) feet at mean high tide, or if not subject to tidal flow shall have a center line water depth of at least six and one-half (6½) feet at all times.

RESPONSE: No canals are proposed within the plat.

E. *Required subdivision improvements.*

1. *Preparation of plans.* Receipt of the signed copy of the approved preliminary plat is authorization for the subdivider to proceed with the plans and specification for the minimum improvements required under this section and with the preparation of the final plat. Prior to the construction of any improvements required or to the submission of a bond in lieu thereof, the subdivider shall furnish the city engineer all plans, information, and data necessary to determine the character of said improvements and compliance with city standards and specifications. These plans shall be examined by the city engineer and will be approved if in accordance with all requirements. Following this approval, construction can be started or the amount of a bond determined. Construction shall be subject to supervision of the city engineer.

RESPONSE: Applicant will submit all plans, information, and data necessary to the city engineer prior to the construction of any improvements.

2. *Subdivision improvements bond.* No final plat of any subdivision shall be approved unless the subdivider shall file with the city a surety bond executed by a surety company authorized to do business in the state and having a resident agent in the county, conditioned to secure the construction of the improvements required under this section, in a satisfactory manner and within a time period specified by the city commission, such period not to exceed two (2) years. No such bond shall be accepted unless it is enforceable by or payable to the city in a sum at least equal to one and one-half (1½) times the cost of constructing the improvements as estimated by the city engineer and in form with surety and conditions approved by the city attorney. In lieu of a bond, cash deposit or other acceptable security may be made. In case of forfeiture, the city shall proceed with the improvements to the extent of the available money realized from such forfeiture.

RESPONSE: Acknowledged.

3. *Subdivision improvements required.* The following minimum subdivision improvements shall be provided and installed by the subdivider, provided that the city commission may waive the provision or installation of such portions of these improvements by the subdivider on or in streets on the exterior boundary or perimeter of the subdivision, under one (1) of the following circumstances: Where the city commission finds that it would be unreasonable and inequitable to require the subdivider to be responsible for the entire cost of such improvements and the commission finds there is a reasonable probability that the remaining portion of such improvements will be provided through the subdividing of the contiguous property, or where the city commission finds that such improvements can be reasonably and satisfactorily provided through special assessments for local improvements:

a. *Monuments.* The subdivider shall provide and install monuments as follows:

i. At intersection of center lines of all streets install a one-inch pipe, three (3) feet long, embedded in concrete, top flush with finished pavement.

ii. Permanent reference monuments as required by Florida Plat Law.

b. *Grading.* All streets, crosswalks and alleys shall be graded to their full width by the subdivider in accordance with city specifications. Due to special topographical conditions, deviation from the above will be allowed only with special approval of the city engineer.

c. *Storm drainage.* An adequate drainage system, including necessary open ditches, pipes, culverts, intersectional drains, drop inlets, bridges, etc., shall be provided by the subdivider for the proper drainage of all surface water. In cases where a subdivision is located at such a distance from waterways, main drains or drainage canals that the board finds a complete storm drainage system for the subdivision to be impracticable and unreasonable, the board may waive or reduce this requirement.

RESPONSE: All requirements are addressed within the proposed plat or per the site plan approval.

d. *Paving.*

i. All streets of a subdivision shall be paved by the subdivider in full accordance with specifications of the city.

ii. *Minimum widths.* All minor and collector streets in residential areas shall be paved to a minimum width of thirty (30) feet and provided with concrete curbs and gutters where storm drainage is required. Where storm drainage is waived by the board, the minimum pavement width shall be twenty-four (24) feet and there shall be no curbs and gutters. On primary arterials, major thoroughfares, and secondary thoroughfares where storm drainage is required the subdivider shall have the option of providing the minimum twenty-four-foot pavement without curbs and gutters, or providing curbs and gutters with a pavement in excess of thirty (30) feet as determined by the city engineer.

RESPONSE: There are no streets proposed within the plat.

e. *Sidewalks.*

i. Sidewalks shall be installed on both sides of all streets designated as primary arterials, major thoroughfares and secondary arterials, and for streets zoned or intended for business or industrial development, unless deemed unnecessary for pedestrian travel by the board.

ii. Sidewalks shall be installed on both sides of all streets in residential areas, except that the board may modify this requirement where it can be shown that they are not needed for the protection of pedestrians and school children.

iii. All sidewalks shall be at least five (5) feet in width, constructed of portland cement concrete, and constructed to the specifications of the city. Sidewalks of greater width may be required on major streets and heavy pedestrian travel areas as provided for in this section.

iv. The board, upon recommendation of the city engineer, may waive the requirement for sidewalks on streets where the average width of lots is two hundred (200) feet or more, or where a park, railroad, canal, or other use on one (1) side of a street makes a sidewalk not essential for safety of pedestrians, or where the requirement for sidewalks would cause a storm drainage problem in a location where the requirement for storm drainage has been found impracticable by the board, or on finger islands where they are deemed impracticable by the board.

v. Where it appears that a previously dedicated street forms a boundary of a subdivision, the subdivider must dedicate proper sidewalk areas upon the side of the street abutting the lands subdivided.

RESPONSE: Sidewalks are provided on the site plan filed concurrently with this plat application. If necessary, easements for sidewalk will be granted by separate instrument rather than dedication on the plat.

f. *Water supply system.* Water mains properly connected with the city water supply system shall be provided by the subdivider in such a manner as to adequately serve all lots shown on the subdivision plat for both domestic use and fire protection. Water mains shall be designed and installed by or under the supervision of the city engineer.

RESPONSE: Acknowledged.

g. *Sanitary sewers.* Sanitary sewers shall be installed by the subdivider in areas where a sanitary sewerage system is available or has been authorized and financed. Such sanitary sewers, mains and laterals shall be properly connected to a city sewage disposal system or arranged for suitable future connection, and shall be designed by a registered engineer, subject to the approval of the city engineer. The installation shall be made under the supervision and inspection of the city engineer. Expense of design, supervision and inspection of the sewage disposal system shall be borne by the developer. In addition to sewer mains, laterals shall be installed to each platted lot and stubbed off at the property line for future connection. The sanitary sewer system shall also be subject to the approval of the state board of health. The use of individual septic tanks in lieu of a sanitary sewer system shall not be permitted without county health department approval, and only in cases where connection to the sanitary sewerage system is impracticable.

h. *Canals and waterways.* All canals and other dedicated waterways shall be excavated by the subdivider to the width and length shown on the plat, and to the minimum depth specified in this section.

RESPONSE: Applicant will coordinate with both City and County officials to determine the required off-site improvements necessary as part of this submittal.

F. *Recordation and expiration of plat.* Proof must be submitted to the city commission prior to the adoption of a resolution approving the plat that the persons signing the plat and executing the dedication are all of the owners of all of the property platted or replatted. The approval of all persons holding mortgage liens against any property platted or replatted shall appear upon the plat. Such plat or replat must be recorded in the official records of the county within three (3) years after the adoption of the resolution approving same; otherwise the approval is automatically rescinded and canceled, and the plat shall become null and void.

RESPONSE: Acknowledged.

TRAFFIC IMPACT ANALYSIS

For

Central Broward Logistics Industrial Development

Fort Lauderdale, Florida

Prepared For:

Prologis
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Prepared By:

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MAXIMO G. POLANCO
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This item has been digitally signed and sealed by Maximo Polanco, PE on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Maximo G. Polanco, P.E.
P.E. License No. 91355

Eric Schwarz, P.E., LEED AP
Principal/Vice President

August 2024

LANGAN

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EXECUTIVE SUMMARY

Langan Engineering & Environmental Services, LLC, was retained to prepare a traffic-impact analysis for the proposed Central Broward Logistics Industrial development in Fort Lauderdale, Florida. The traffic analysis demonstrates that the proposed development is not expected to significantly impact the surrounding roadway network. The 40.7-acre site is located east of NW 31st Avenue between NW 17th Court and NW 15th Court in Fort Lauderdale, Florida and is currently occupied by Rock Pit Lake as well as vacant land. The proposed redevelopment will comprise of filling in the lake and the construction of five warehouse buildings totaling ±570,000 square feet expected to be built by 2027. We analyzed three signalized intersections and one stop-sign controlled intersection for the 2027 build conditions. The peak-hour traffic-impact analyses with the proposed development's impacts in 2027 yielded the following results:

- The study intersections are expected to operate within their adopted Level of Service (LOS), except for the intersection of NW 31st Avenue and Sunrise Boulevard, which is expected to operate beyond capacity during the afternoon peak hour with and without the proposed development impacts.
- Minor signal timing optimization is recommended to improve the traffic operations at the intersections of NW 31st Avenue at NW 19th Street and Sunrise Boulevard.
- We analyzed the proposed main driveway to NW 31st Avenue under signalized conditions to achieve an acceptable LOS, and is expected to operate at LOS D or better during the morning and afternoon peak hours.
- Due to right-of-way constraints, an exclusive right-turn lane cannot be provided. Therefore, the development will provide a 220-feet on-site stacking/queuing area to the first point of conflict to avoid any delay to the traffic flow entering the site and ensure that there are no impacts to NW 31st Avenue. Additionally, an exclusive 250-feet southbound left turn lane at the proposed main driveway is warranted, which the developer has agreed to construct.
- Based on future traffic conditions, a traffic signal is warranted at the proposed main driveway to NW 31st Avenue.

We conducted intersection-capacity analyses for the existing, no-build (future without project), and build (future with project) conditions. The proposed development is expected to generate 3,671 daily, 496 morning peak-hour, and 684 afternoon net new peak-hour trips.

Proposed Improvements

In order to mitigate the expected traffic impacts the development is proposing to construct the following roadway/traffic improvements.

1. Construct a traffic signal at the project's main driveway on NW 31st Avenue.
2. Close the existing median opening at the intersection of NW 31st Avenue and NW 17th Street.
3. Construct a new median opening with a southbound left-turn lane at the project's main driveway.
4. Signal timing optimization, without changing cycle length, at the intersections of NW 31st Avenue at NW 19th Street and Sunrise Boulevard.

1.0 INTRODUCTION

Langan was retained to prepare this impact-analysis report for the proposed Central Broward Logistics Industrial development. The 40.7-acre site is located east of NW 31st Avenue between NW 17th Court and NW 15th Court in Fort Lauderdale, Florida and is currently occupied by Rock Pit Lake as well as vacant land. The proposed redevelopment will comprise of filling in the lake and the construction of five warehouse buildings totaling ±570,000 square feet expected to be built by 2027.

We analyzed three signalized intersections and one stop-sign controlled intersection for the 2027 build conditions. We found that all the study intersections are expected to operate within their adopted Level of Service (LOS) during the morning and afternoon peak hours with the proposed development's impacts, except for the intersection of NW 31st Avenue and Sunrise Boulevard, which is expected to operate beyond capacity during the afternoon peak hour with and without the proposed project's impacts. We optimized the signal timing, without changing the cycle length, of two of the signalized intersections to mitigate most of the movements and approaches that are expected to operate beyond capacity during the morning and afternoon peak hours. The proposed development is expected to impact the one failing intersection (NW 31st Avenue and Sunrise Boulevard) at less than five percent of the total traffic, which is the threshold for significantly impacting an intersection. As such, no further mitigation beyond signal timing optimization should be required. This report presents the traffic data and traffic impact analysis for this proposed development.

1.1 Project Description

Appendix A contains the figures of this report and **Figure 1** illustrates the site location. **Appendix B** contains a copy of the site plan showing the proposed development program and the development parcels (Property ID Nos. 494232000100; 494232000070; 494232000040; 494232000030 & 494232000050). The proposed development will have access through two driveway connections to NW 31st Avenue. The north driveway will operate as a right-turn only ingress/egress driveway. The south driveway (main driveway) will align with the proposed new median opening and will operate as a full access driveway. Both driveways will provide access to the warehouse facility, with the main driveway serving as the direct route with access to all buildings.

1.2 Study Methodology and Study Area

Langan undertook the following steps to prepare this study in accordance with the methodology requirements of the City of Fort Lauderdale Traffic Engineering Division. **Appendix C** contains a copy of the methodology letter.

- Collected morning (7 to 9 AM) and afternoon (4 to 6 PM) peak-hour vehicle turning-movement volumes at the following study intersections:
    - NW 31st Avenue and NW 19th Street (signalized)
    - NW 31st Avenue and NW 17th Street (unsignalized)
    - NW 31st Avenue and NW 14th Street (signalized)
    - NW 31st Avenue and Sunrise Boulevard (signalized)
- Collected 24-hour ATR data along NW 31st Avenue between NW 19th Street and Sunrise Boulevard.
- Used Peak Season Conversion Factors (PSCF) from the Florida Department of Transportation (FDOT) to convert the traffic data into peak-season volumes.
- Prepared trip-generation estimates for the proposed development, based on accepted trip-generation rates developed by the Institute of Transportation Engineers (ITE)
- Calculated a growth rate for background traffic by using FDOT historical data from traffic-count stations near the project. Since the FDOT historical data yielded a declining rate, we used a 0.5% growth rate to provide a conservative analysis.
- Developed trip-distribution estimates for the project using census data and the Journey to Work (JTW) model. The OnTheMap website, created by the United States Census Bureau, was used to produce a work destination report based on census blocks. The report produces the number of people who commute to the selected work census blocks from home census blocks. Work census blocks are designated as census blocks that are within a 5-mile radius of the project site. Preferred routes were then assigned to the roadway originating from the project site that follows the JTW distribution. Additionally, 24-hour traffic data along NW 31st Avenue was collected to determine the breakdown of vehicular traffic deriving from the north and from the south.
- Prepared morning and afternoon peak-hour intersection-capacity analyses for the following conditions at the study intersections: 2024 existing, 2027 future no-build, and 2027 future build.
- Prepared tables summarizing the LOS and delay for each intersection and intersection approaches for the existing, no-build, and build conditions.
- Calculated the morning and afternoon peak-hour LOS intersection-capacity analyses of the development's driveways for the 2027 build conditions.
- Evaluated all nine of the Manual of Uniform Traffic Control Devices (MUTCD) traffic signal warrants for the intersection NW 31st Avenue and the proposed main driveway.

2.0 DESCRIPTION OF EXISTING CONDITIONS

Langan visited the study area to collect the lane-configuration and traffic-control data shown in **Figure 2**. **Appendix D** contains the county's signal-timing data.

2.1 Roadway Characteristics

NW 31st Avenue

NW 31st Avenue is a six-lane, divided, north-south, county-maintained minor arterial with a 35 MPH posted speed limit.

NW 19th Street

NW 19th Street is a four-lane, divided, east-west, county-maintained major collector with a 35 MPH posted speed limit.

NW 17th Street

NW 17th Street is a two-lane, undivided, east-west, city-maintained local roadway with a 25 MPH posted speed limit.

NW 14th Street

NW 14th Street is a two-lane, undivided, east-west, city-maintained local roadway with a 25 MPH posted speed limit.

Sunrise Boulevard

Sunrise Boulevard is a six-lane, divided, east-west, state-maintained principal arterial roadway with a 45 MPH posted speed limit.

2.2 Traffic Counts and Volumes

Traffic-volume data was collected on Wednesday, October 25, 2023, from 7:00 to 9:00 AM and 4:00 to 6:00 PM at each of the study intersections. The traffic data collected in 2023 was grown annually at a rate of 0.5% to project the volumes into the 2024 existing year. The rate of 0.5% was selected based on available FDOT AADT stations in the vicinity of the project which indicated a declining trend of the traffic volumes in the area. Therefore, to provide a conservative analysis 0.5% growth rate was applied to the 2023 data. We then applied FDOT's seasonal adjustment factor (1.04) to convert the traffic data into peak season volumes. We compared the data of each intersection and determined that the morning peak hour occurred between 7:15 and 8:15 AM and the afternoon peak hour between 5:00 and 6:00 PM. **Figure 3** illustrates the existing weekday morning and afternoon peak-hour traffic volumes. Appendix D contains the traffic data and seasonal adjustment factor.

2.3 Intersection Capacity Analysis (Level of Service)

We conducted 2024 existing-conditions capacity analyses for the study intersections using Synchro software. We found that all study intersections are operating within their adopted LOS during the morning and afternoon peak hours, except for the intersection at NW 31st Avenue and Sunrise Boulevard, which is operating beyond capacity during the afternoon peak hour. **Table 1** summarizes the results of the existing conditions analysis. **Appendix E** contains intersection-volume tables; **Appendix F** contains the capacity-analyses worksheets.

Table 1 - 2024 Existing Intersection Capacity Analysis Summary

Location	Traffic Control	Approach	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
(1) NW 31 Avenue & NW 19 Street	Signalized	Overall	D	44.4	E	64.2
(2) NW 31 Avenue & NW 17 Street	Unsignalized	Eastbound	D	25.4	E	46.2
(3) NW 31 Avenue & NW 14 Street	Signalized	Overall	A	6.3	A	6.0
(4) NW 31 Avenue & Sunrise Boulevard	Signalized	Overall	E	67.6	F	83.1

Capacity analyses for stop-sign controlled intersections are calculated for certain intersection approaches, not for the entire intersection. The stop-sign controlled approaches of stop-sign controlled intersections often exceed their adopted LOS during peak hours because all vehicles

must stop and incur a delay before proceeding through the intersection. Capacity analysis provides an indication of the adequacy of intersection and roadway facilities to serve traffic demand. The evaluation criteria used to analyze the study intersections are based on the *2010 Highway Capacity Manual* published by the Transportation Research Board.

3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS

We reviewed the Broward County 2045 Metropolitan Transportation Plan (MTP) and the FDOT Five Year Work Program (2024 through 2028) and found no planned or approved projects that would impact our study intersections or roadways.

4.0 NO-BUILD CONDITIONS

This section of the report covers background traffic growth and future traffic volumes used to evaluate the no-build conditions. The no-build conditions evaluate future traffic volumes without the impacts of the proposed residential development.

4.1 Background/No-Build Traffic

Background, or no-build traffic volumes, account for annual increases in traffic from approved and unbuilt land-development projects and historical increases in traffic volumes. Developing no-build traffic operating conditions allows us to project what can be expected to exist in the study area without the proposed development.

We developed 2027 no-build traffic volumes by applying a compounded growth rate to the 2024 volumes. Since the FDOT historical data yielded a declining rate, we conservatively applied a 0.5 percent growth rate. The growth-rate factor accounts for increased background traffic volumes and was applied to the existing volumes to develop 2027 no-build traffic volumes. Appendix D includes excerpts of the growth rate calculations.

4.2 Intersection Analysis No Build Conditions

The intersection capacity analyses show that the study intersections are expected to operate within their adopted LOS during the morning and afternoon peak hours for the 2027 no-build conditions except for the intersection of NW 31st Avenue and Sunrise Boulevard, which is expected to operate beyond capacity during the afternoon peak hour. **Figure 4** illustrates the 2027 no-build traffic volumes. **Table 2** summarizes the results of the 2027 no-build conditions capacity analysis. Appendix F contains the capacity-analyses worksheets.

Table 2 - 2027 No Build Intersection Capacity Analysis Summary

Location	Traffic Control	Approach	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
(1) NW 31 Avenue & NW 19 Street	Signalized	Overall	D	49.4	E	62.7
(2) NW 31 Avenue & NW 17 Street	Unsignalized	Eastbound	D	26.2	E	48.8
(3) NW 31 Avenue & NW 14 Street	Signalized	Overall	A	6.2	A	6.2
(4) NW 31 Avenue & Sunrise Boulevard	Signalized	Overall	E	69.4	F	85.6

5.0 BUILD CONDITIONS

This section of the report covers site-generated trips, trip distribution, and future traffic volumes used to evaluate the build conditions. The evaluation of the build conditions analyzes the future traffic volumes for the anticipated build-out year of the residential development by adding the development-generated traffic to the 2027 no-build peak hour traffic volumes.

5.1 Site-Generated Trips

The proposed development is expected to generate 3,671 daily, 496 morning peak-hour, and 684 afternoon peak-hour net-new trips. We prepared daily, morning peak-hour, and afternoon peak-hour trip estimates for the proposed development using equations from the 11th Edition of the ITE *Trip Generation Manual* based on Land Use 155 – High-Cube Fulfillment Center Warehouse (Sort). **Table 3** summarizes the trip-generation estimates for the proposed development. **Appendix G** contains the trip-generation data.

Table 3 - Trip Generation Estimates

Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
High-Cube Fulfillment Center Warehouse (Sort)	570,000 SF	3,671	402	94	496	267	417	684

5.2 Trip Distribution

We used census data and the Journey to Work (JTW) Model to determine the directional distribution of site-generated trips. The OnTheMap website, created by the United States Census Bureau, was used to produce a work destination report based on census blocks. The report produces the number of people who commute to the selected work census blocks from home census blocks. Work census blocks were designated as census blocks that are within a 5-mile radius of the project site. A distribution was developed based on the direction of the home census blocks from the work census blocks and the number of employees in each home census block. Preferred routes were then assigned to the existing roadway, originating from the project site that follows the JTW distribution. Additionally, we collected 24-hour traffic data along NW 31st Avenue to determine the breakdown of vehicular traffic deriving from the north and from the south. Both methods determined that approximately 49% of the project traffic is expected to access the site from the north and approximately 51% of the project traffic is expected to derive from the south. Attachment C contains the census data and 24-hour volume spreadsheet. **Figure 5** shows the proposed development's traffic distributions to the study intersections. **Figure 6**

illustrates the morning and afternoon development-traffic assignments at the study intersections. Under the future build conditions, the existing median opening at NW 17th Street and NW 31st Avenue will be closed, and a new full access opening will align with the proposed main driveway. As such, eastbound left, southbound left, and northbound left turn movements at the intersection of NW 17th Street and NW 31st Avenue were rerouted, as shown in **Figure 7**.

5.3 Intersection Analysis Build Conditions

We conducted capacity analyses for the study intersections and determined that all study intersections are expected to operate within their adopted LOS during the morning and afternoon peak hours with the development's impacts in the 2027 build conditions except for the intersection of Sunrise Boulevard and NW 31st Avenue, which is expected to operate beyond capacity during the afternoon peak hour with and without the proposed development's impacts. We optimized the signal timing, without changing the cycle length, of the signalized intersections at NW 31st Avenue and NW 19th Street and Sunrise Boulevard to mitigate the movements and approaches that are expected to operate beyond capacity during the morning and afternoon peak hours. Although the intersection at Sunrise Boulevard and NW 31st Avenue is still expected to operate beyond capacity under the proposed signal timing, we note that the proposed development is expected to impact the subject intersection at most by 4.45 percent of the total traffic at the intersection, which is below the five percent significance threshold. As such, no further mitigation beyond signal timing optimization should be required.

The stop-sign controlled intersection is expected to operate at LOS C during the morning and afternoon peak hour period. We analyzed this intersection under the proposed configuration with the existing median closed. As such, the eastbound approach is now restricted to right turns only. The 2027 build traffic volumes were derived by adding the total site-generated trips to the 2027 no-build traffic volumes. **Figure 8** illustrates the 2027 build morning and afternoon peak-hour traffic volumes. **Table 4** summarizes the 2027 build LOS for the morning and afternoon peak hours.

Table 4 - 2027 Build Intersection Capacity Analysis Summary

Location	Traffic Control	Approach	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
(1) NW 31 Avenue & NW 19 Street	Signalized	Overall	E	57.6	E	74.1
		Overall [1]	D	42.3	E	70.6
(2) NW 31 Avenue & NW 17 Street	Unsignalized	Overall	C	22.5	C	25.5
(3) NW 31 Avenue & NW 14 Street	Signalized	Overall	A	4.8	A	6.6
(4) NW 31 Avenue & Sunrise Boulevard	Signalized	Overall	E	77.8	F	107.7
		Overall [1]	E	75.0	F	97.3

[1] Optimized signal timing without changing cycle length

5.4 Driveway Volumes and Turn Lane Analysis

We analyzed the development's proposed driveway connections to NW 31st Avenue and determined that the north driveway is expected to operate at LOS D during the morning and afternoon peak hours, and the main driveway (south driveway) is expected to operate beyond capacity during the morning and afternoon peak hours. We analyzed the main driveway under signalized conditions to improve the intersection to operate at LOS B during the morning and afternoon peak hours. The developer has agreed to construct a signal at this intersection. The proposed north driveway will operate as a right-turn only ingress/egress driveway, while the main driveway (south driveway) will operate as a full-access driveway.

We analyzed the need for exclusive turn lanes at the proposed driveway connections to NW 31st Avenue based on Broward County's Code of Ordinances Sec. 5-192 and found that the development warrants a right-turn lane and left-turn lane at the proposed main driveway connection. However, given the right-of-way constraints, an exclusive turn lane cannot be provided and the development will provide a 220-feet of stacking/queuing area to the first point of conflict to avoid any delay to the traffic flow entering the site and ensure that there are no impacts to NW 31st Avenue. The southbound left-turn lane will have minimum 250-feet of deceleration lane. Figure 8 includes the project site generated trips at the driveway connections to public roadways; Appendix F contains the capacity analysis worksheets and an excerpt from the FDOT Access Management Guidebook. The site plan included in Appendix B shows the proposed south bound left-turn lane and median opening.

6.0 MODES OF TRANSPORTATION

The site abuts NW 31st Avenue and there are existing sidewalks along both sides of the road. The proposed development is approximately a one-minute walk to the nearest bus stop located at NW 31st Avenue and NW 16th Street and is served by Broward County Bus Route 40. Crosswalks will be installed at the proposed signalized intersection at the proposed main driveway and NW 31st Avenue. Therefore, the proposed development has direct access to the public transportation in the area. Additionally, dedicated bike lanes are currently striped on NW 31st Avenue. Appendix D contains a copy of the transit route maps. **Figure 9** shows the pedestrian access to the site.

7.0 TRAFFIC SIGNAL WARRANT ANLAYSIS

We conducted a traffic-signal warrant analysis for the intersection of NW 31st Avenue and the proposed main driveway (south driveway) and found that the intersection warrants a traffic signal in the future build conditions. We evaluated the need for traffic signals using the traffic-signal warrants from the current edition of the MUTCD and determined that the future build volumes at the intersection meets Warrant 1B (Eight-Hour Volume), Warrant 2 (Four-Hour Vehicular Volume) and Warrant 3 (Peak-Hour Vehicular Volume). We performed the following tasks to evaluate the intersections:

- Collected 24 hours of approach-volume data on Tuesday, October 24, 2023, Wednesday, October 25, 2023, and Thursday, October 26, 2023, and used the data with the highest traffic volume observed.
- Developed peak season volumes by applying the Peak Season Conversion Factor (PSCF) factor to the existing volumes.
- Evaluated the major approaches (NW 31st Avenue) as a three-lane approach and the minor approach (the project driveway) as a one-lane approach.
- Evaluated all nine of the MUTCD traffic signal warrants.
- Used Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume), and Warrant 3 (Peak-Hour Vehicular Volume) to determine the need for traffic signals at the subject intersections.

The current MUTCD provides nine traffic signal warrants, but only warrants one, two, and three are applicable to the subject intersection. Warrant 1 is evaluated using eight hours of intersection volume data and includes two criteria, conditions A and B. Condition A is based on the minimum vehicular volume and is intended for applications where a large volume of intersecting traffic is the main reason for installing the traffic signal. Condition B is based on the interruption of continuous traffic and is intended for application at locations where condition A is not satisfied and where the traffic volume on a major street is so high that traffic on the minor street experiences excessive delay or conflict in entering or crossing the major street. Conditions A and B are applied separately but can be combined when neither A or B are met and should be applied after an adequate trial of other alternatives to reduce delay has failed. Warrant 2 is evaluated using four hours of intersection volume data and is applied where the volume of the intersecting traffic is the principal reason to consider the installation of a traffic signal. Similarly, Warrant 3 is evaluated using one hour of intersection volume data, and is applied where the volume of the intersecting traffic is the principal reason to consider the installation of a traffic signal. **Table 5** summarizes the results of the analysis and indicates that traffic signals are warranted at the

proposed main driveway. The signal warrant analysis data and analysis tables are included in **Appendix H**. The raw traffic data is included in Appendix D.

Table 5 - Traffic Signal Warrant Analysis Summary

Warrant	NW 31st Avenue and Main Driveway (Build Conditions)	
	Applicable	Warranted
1 - Eight-Hour Vehicular Volume	YES	YES
2 - Four-Hour Vehicular Volume	YES	YES
3 - Peak Hour	YES	YES
4 - Pedestrian Volume	NO	NO
5 - School Crossing	NO	NO
6 - Coordinated Signal System	NO	NO
7 - Crash Experience	NO	NO
8 - Roadway Network	NO	NO
9 - Intersection Near a Grade Crossing	NO	NO

8.0 LOADING OPERATIONS

The proposed development is proposing an on-site loading area to avoid pedestrian/vehicular conflicts within the proposed development. The proposed loading areas will be located at each warehouse building to provide efficient access to the facilities. The timeframes for such activities will be controlled by the proposed development. The proposed loading area will also serve as the trash pick-up location where trash will be pulled outside by employees in the timeframes coordinated with the City of Fort Lauderdale Public Works. Appendix B provides the turning movement plans.

9.0 CONCLUSIONS

Langan performed a traffic-impact analysis for the Central Broward Logistics industrial development expected to be completed by 2027 and found that the proposed development will not have a significant impact on the surrounding roadway network. The analysis shows the following results for the 2027 build conditions:

- The study intersections are expected to operate within their adopted Level of Service (LOS) during the morning and afternoon peak hours with the proposed project's impacts, except for the intersection of NW 31st Avenue and Sunrise Boulevard, which is expected to operate beyond capacity during the afternoon peak hour with and without the proposed project's impacts.
- We optimized the signal timing, without changing the cycle length, of two of the signalized intersections to improve certain movements and approaches during the morning and afternoon peak hours.
    - Although the intersection of NW 31st Avenue and NW 19th Street is expected to operate within its adopted LOS during the morning and afternoon peak hour periods, certain movements are expected to operate beyond capacity. Through signal timing optimization, most of the failing movements were improved to a condition that is better than the 2027 no-build condition for the morning and afternoon peak hour periods.
    - Through signal timing optimization, most of the failing movements on NW 31st Avenue and Sunrise Boulevard were improved to a condition that is better than the 2027 no-build condition for the morning and afternoon peak hour periods. The proposed development is expected to impact the subject intersection by 4.45 percent of the total traffic at the intersection, which is less than the five percent significance threshold. As such, no further mitigation beyond signal timing optimization should be required.
- The stop-controlled approach of the stop-sign controlled intersection is expected to operate within its adopted LOS during the morning and afternoon peak hour periods.
- The proposed main driveway connection to NW 31st Avenue is expected to operate beyond capacity during the morning and afternoon peak hour periods. We analyzed the intersection under signalized conditions to achieve an acceptable LOS. The proposed north driveway connection to NW 31st Avenue is expected to operate at LOS D or better during the morning and afternoon peak hours.

- The expected volumes from the proposed development warrant the need for an exclusive northbound right turn lane at the proposed main driveway connection to NW 31st Avenue. However, given the right-of-way constraints, an exclusive right-turn lane cannot be provided Therefore, the development will provide a 220-feet onsite stacking/queuing area to the first point of conflict to avoid any delay to the traffic flow entering the site and ensure that there are no impacts to NW 31st Avenue. Additionally, an exclusive southbound left turn lane at the proposed main driveway is warranted, which the developer has agreed to construct.
- We performed a traffic signal warrant analysis at the proposed main driveway and NW 31st Avenue and determined that a traffic signal is warranted in the future conditions with the proposed project.

Proposed Improvements

1. Construct a traffic signal at the project's main driveway on NW 31st Avenue.
2. Close the existing median opening at the intersection of NW 31st Avenue and NW 17th Street.
3. Construct a new median opening with a southbound left-turn lane at the project's main driveway.
4. Signal timing optimization, without changing cycle length, at the intersections of NW 31st Avenue at NW 19th Street and Sunrise Boulevard.

APPENDIX A
FIGURES

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Project No. 330130101

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Project
CENTRAL BROWARD LOGISTICTS
FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title
SITE LOCATION MAP

Project No.	330130101
Date	JULY 2024
Drawn By	CWA
Checked By	MGP

Drawing No. 1

Sheet 2 of 9

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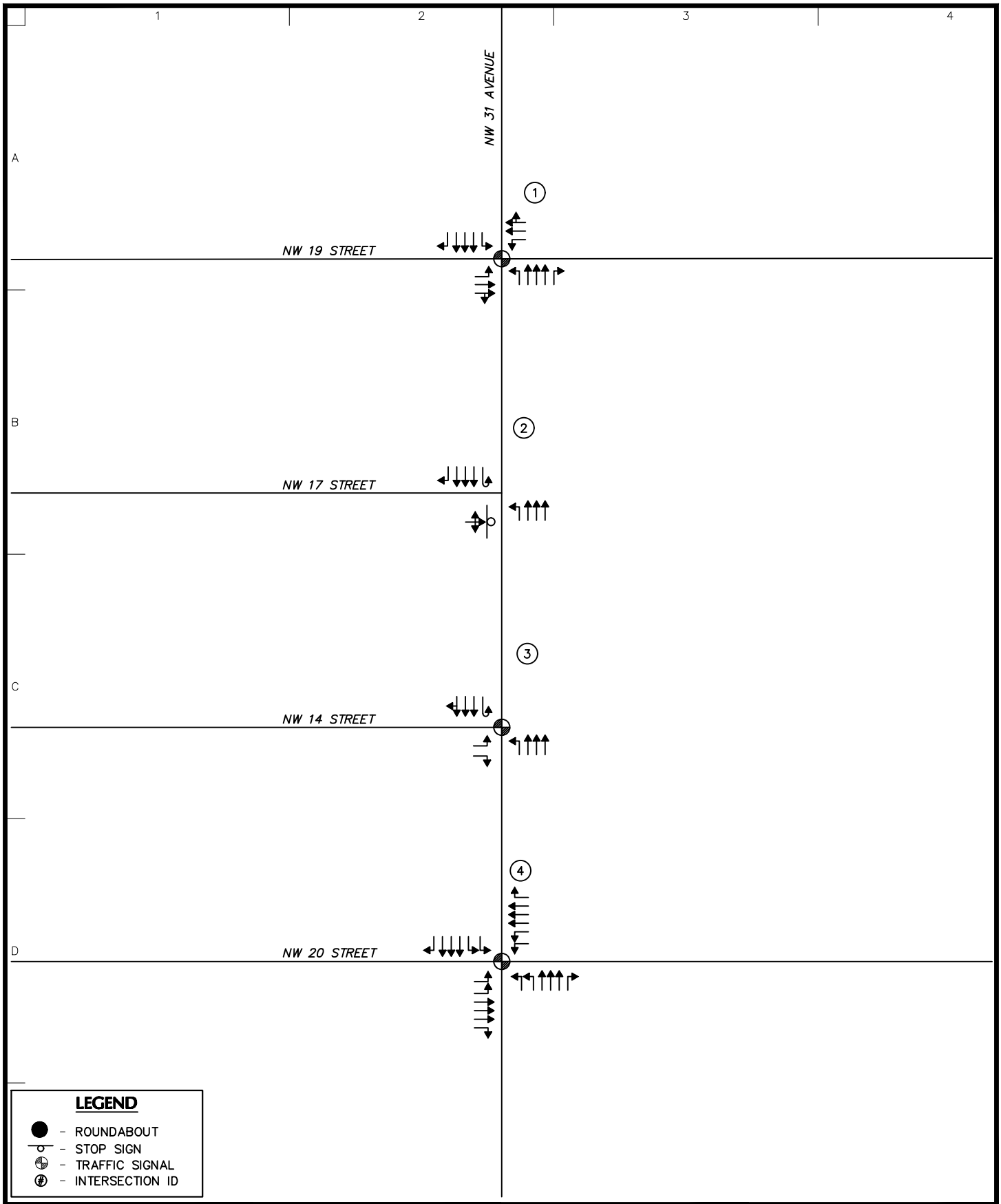

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FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title
INTERSECTION LANE ASSIGNMENTS

Project No. 330130101
Date JULY 2024
Drawn By CWA
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Drawing No. 2
Sheet 2 of 9

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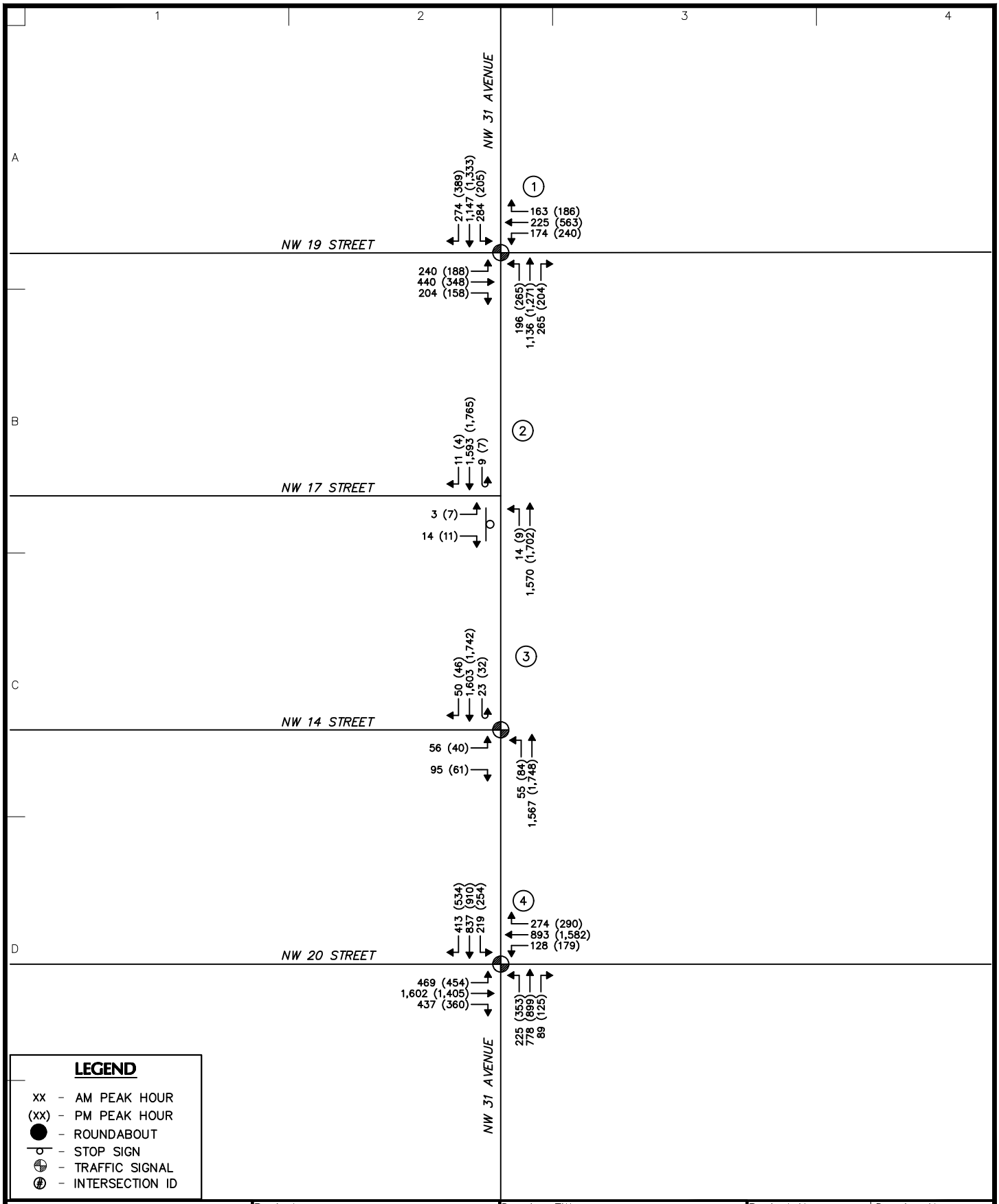

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Project
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FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title
2024 EXISTING TRAFFIC VOLUMES

Project No.	330130101
Date	JULY 2024
Drawn By	CWA
Checked By	MGP
Drawing No.	3
Sheet	3 of 9

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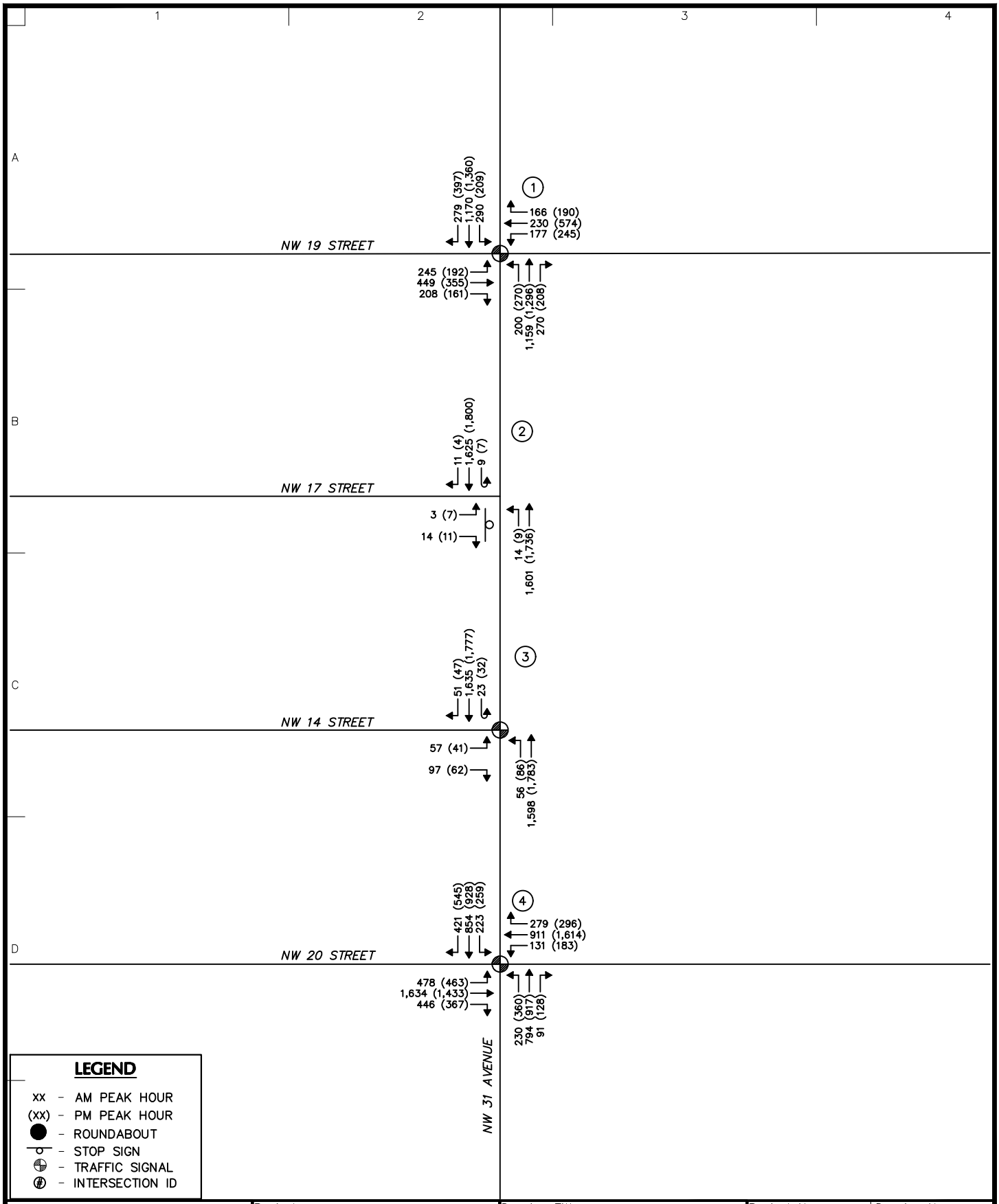

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FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title

2027 NO BUILD TRAFFIC VOLUMES

Project No.	330130101
Date	JULY 2024
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Checked By	MGP
Drawing No.	4
Sheet	4 of 9

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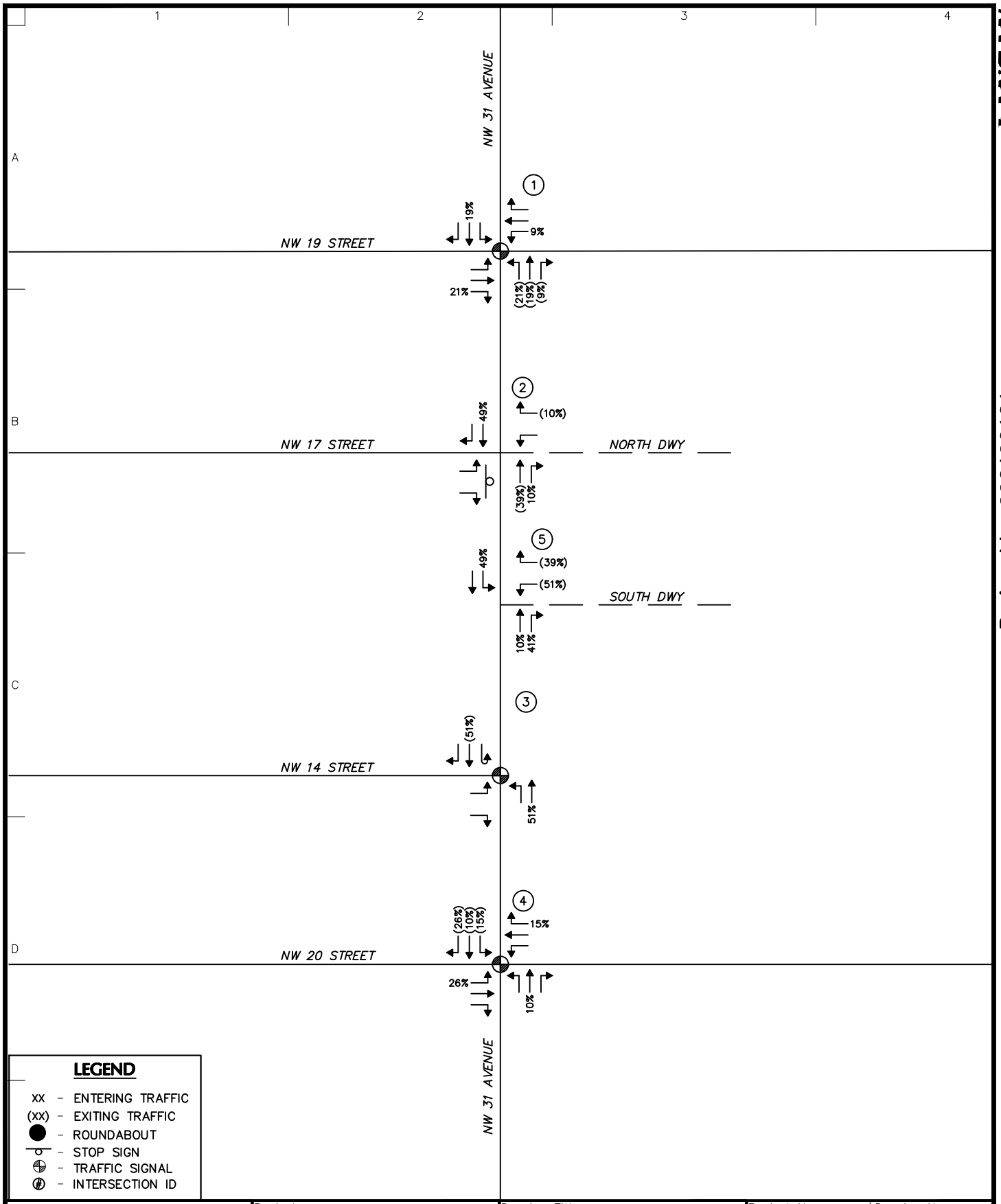

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Drawing Title
SITE TRIP DISTRIBUTION PERCENTAGES

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Sheet 5 of 9

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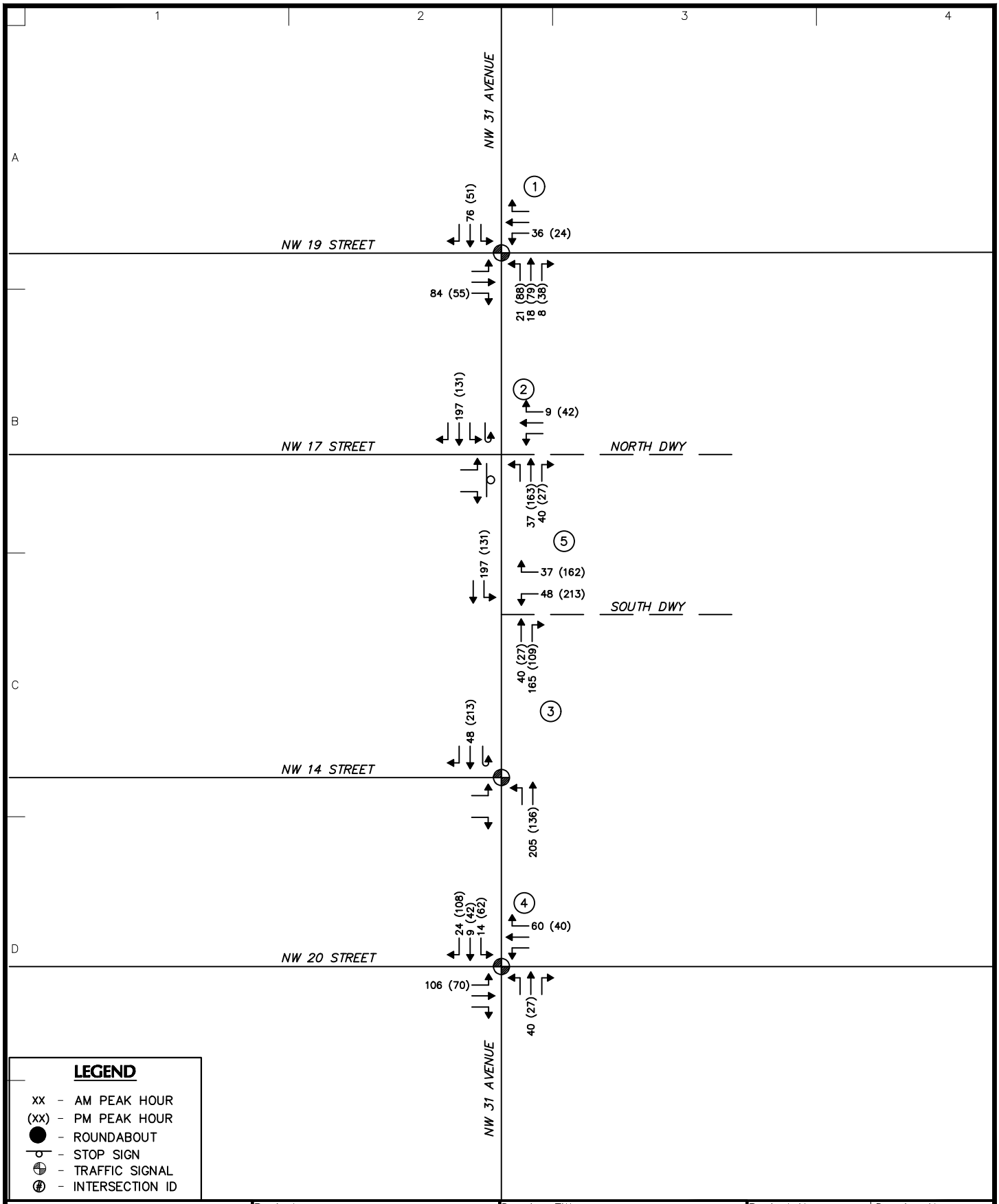

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FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title
SITE TRIP ASSIGNMENT VOLUMES

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Date	JULY 2024
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Checked By	MGP
Drawing No.	6
Sheet	6 of 9

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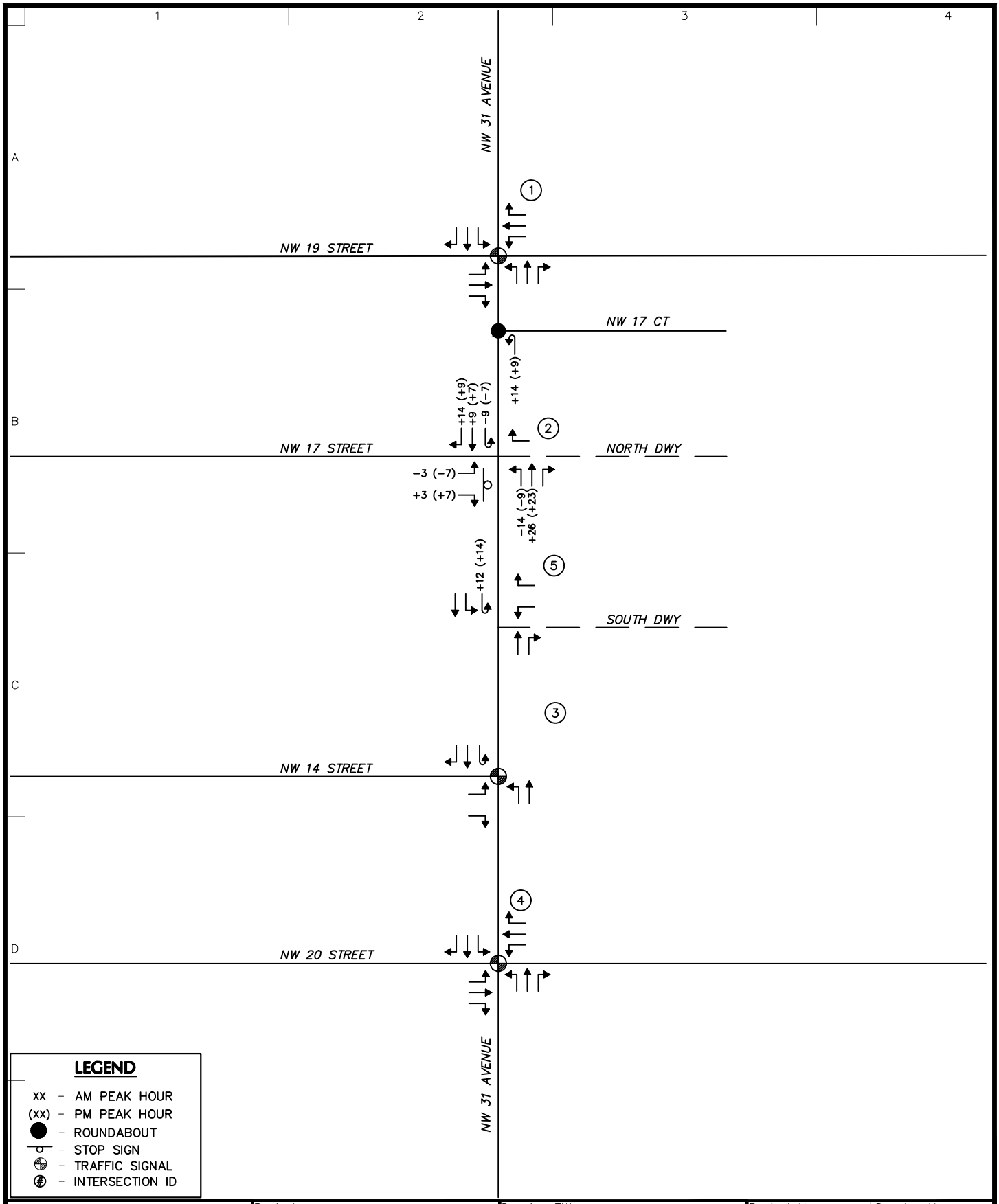

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Drawing Title
DIVERTED TRIP VOLUMES

Project No. 330130101
Date JULY 2024
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Drawing No. 7
Sheet 7 of 9

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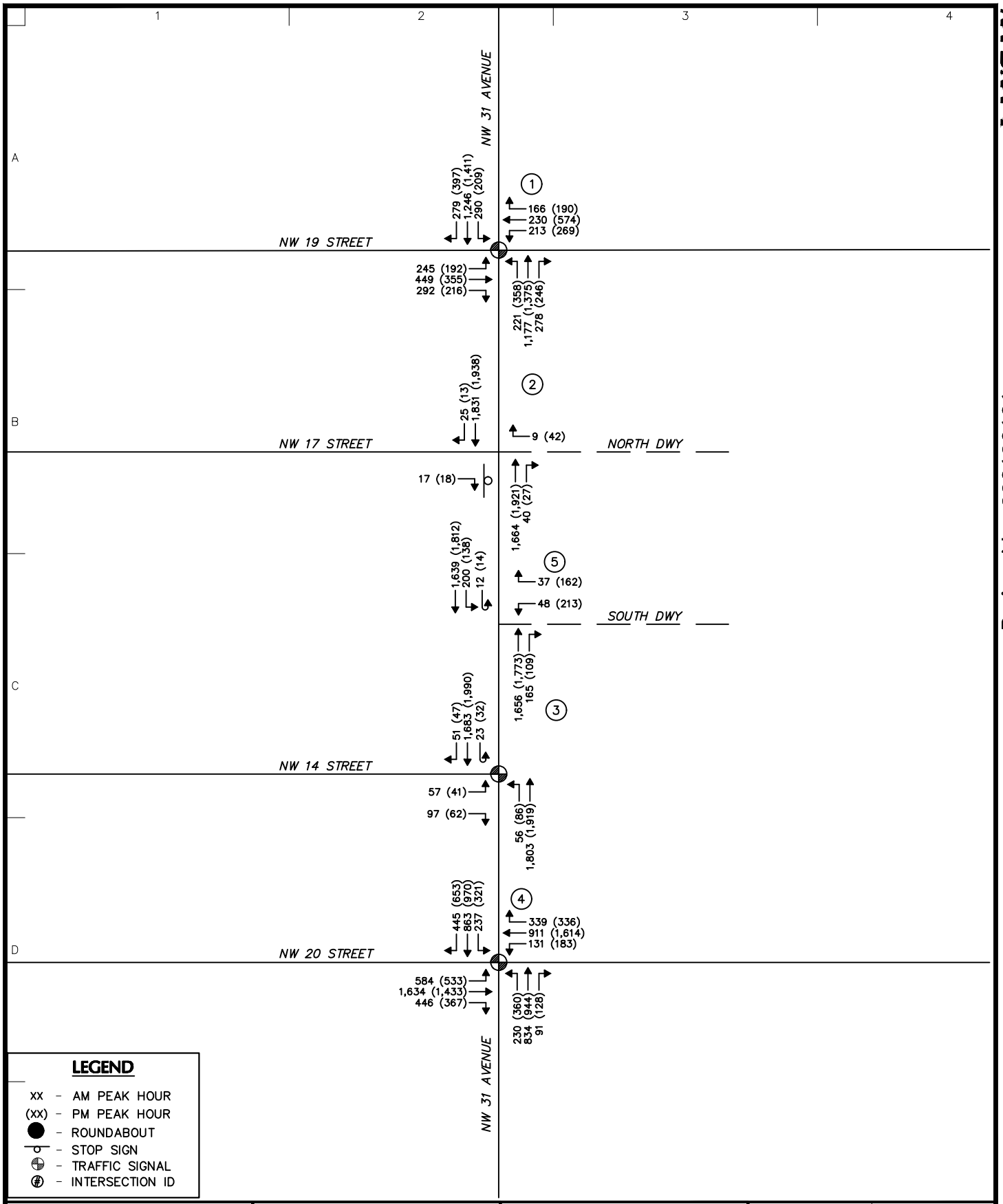

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Drawing Title
2027 BUILD TRAFFIC VOLUMES

Project No.	330130101
Date	JULY 2024
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Drawing No.	8
Sheet	8 of 9

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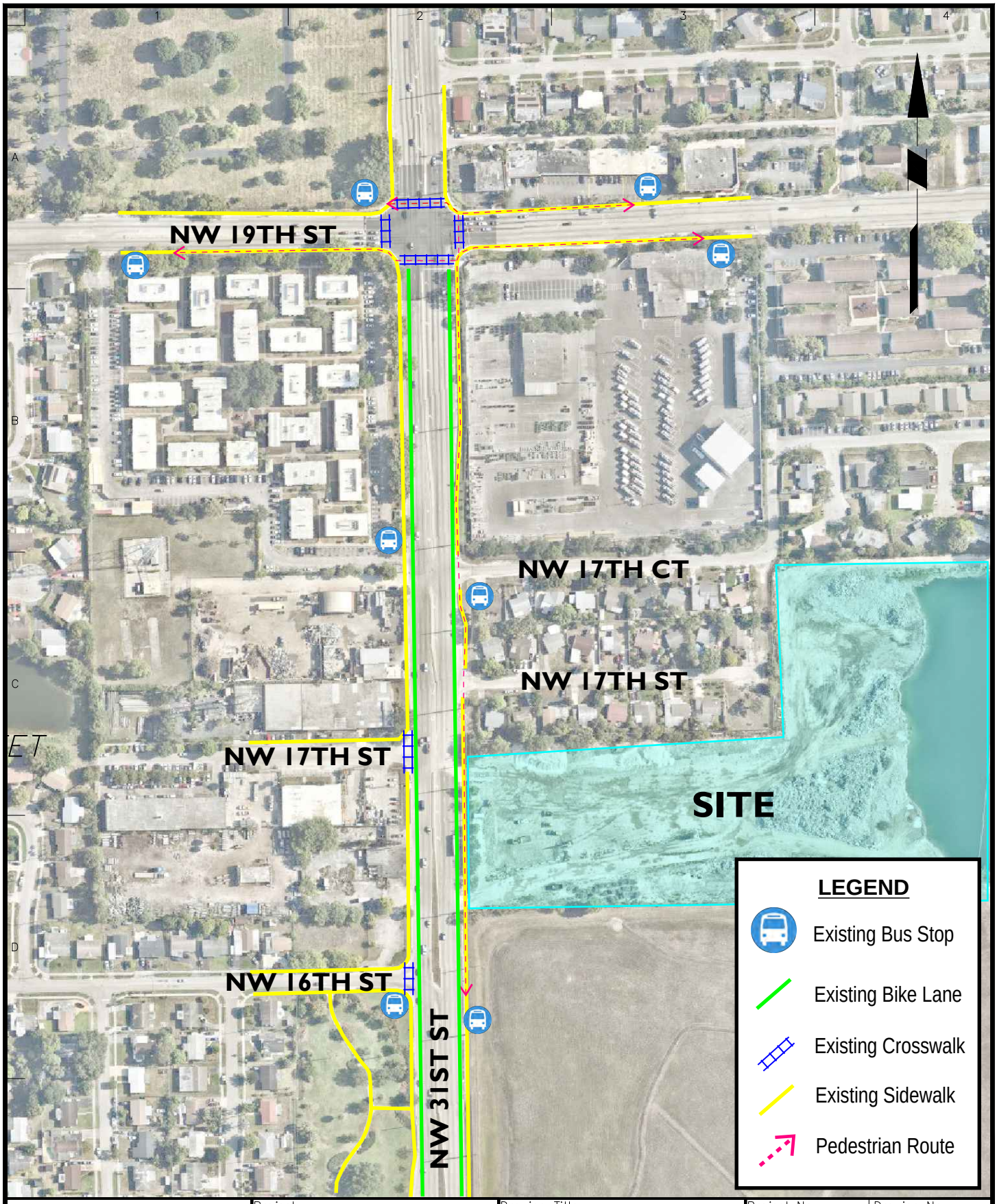

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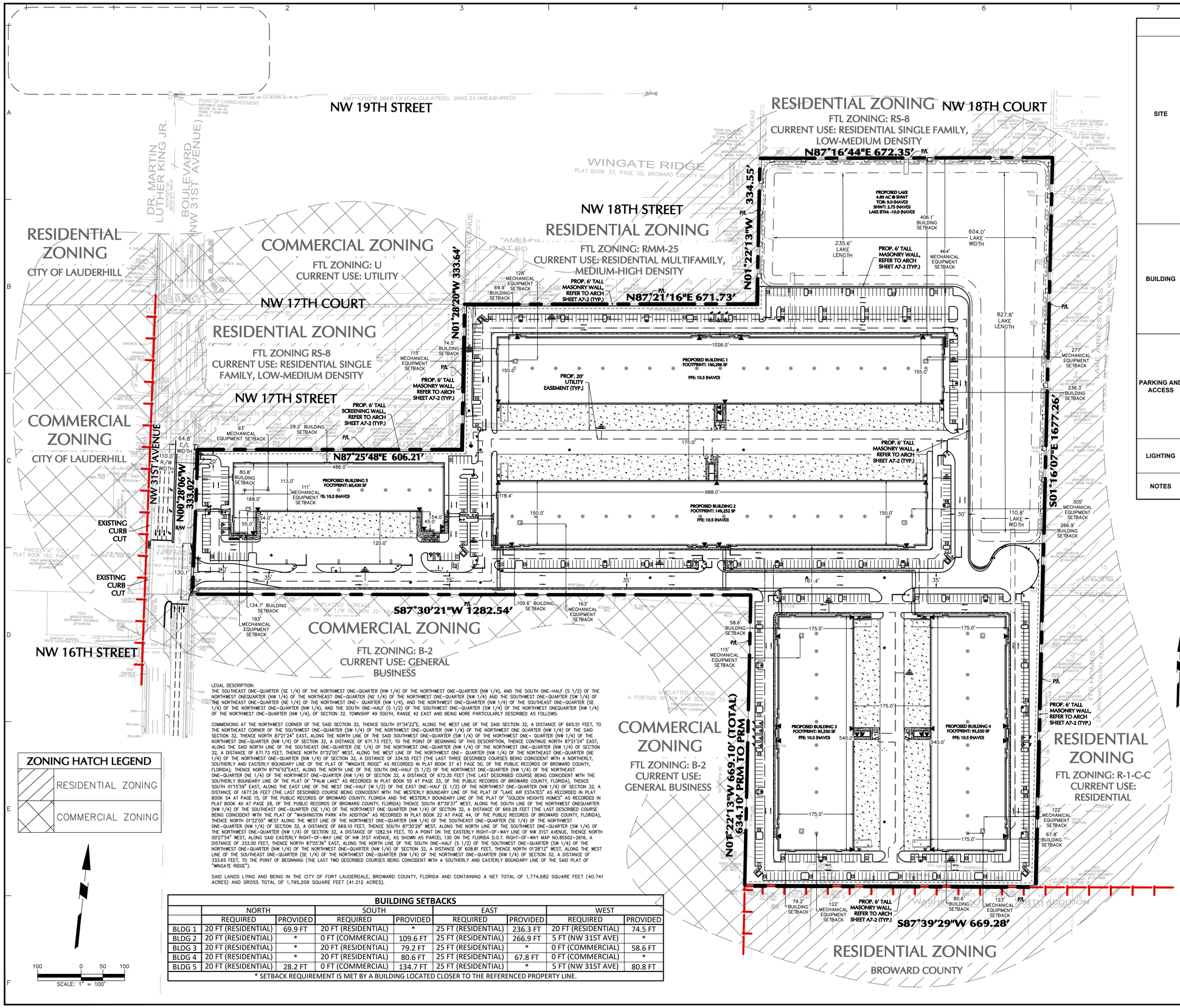
APPENDIX B
SITE PLAN



ZONING HATCH LEGEND

	RESIDENTIAL ZONING
	COMMERCIAL ZONING

LEGAL DESCRIPTION:
THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4), AND THE SOUTH ONE-HALF (S 1/2) OF THE NORTHWEST ONEQUARTER (NW 1/4) OF THE NORTHEAST ONE-QUARTER (NE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) AND THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHEAST ONE-QUARTER (NE 1/4) OF THE NORTHWEST ONE- QUARTER (NW 1/4), AND THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4), AND THE SOUTH ONE-HALF (S 1/2) OF THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONEQUARTER (NW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4), OF SECTION 32, TOWNSHIP 49 SOUTH, RANGE 42 EAST AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SAID SECTION 32, THENCE SOUTH 01°34'22"E, ALONG THE WEST LINE OF THE SAID SECTION 32, A DISTANCE OF 665.51 FEET, TO THE NORTHEAST CORNER OF THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHWEST ONE QUARTER (NW 1/4) OF THE SAID SECTION 32, THENCE NORTH 87°27'24" EAST, ALONG THE NORTH LINE OF THE SAID SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONE- QUARTER (NW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 671.73 FEET, TO THE POINT OF BEGINNING OF THIS DESCRIPTION, THENCE CONTINUE NORTH 87°21'24" EAST, ALONG THE SAID NORTH LINE OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 671.73 FEET, THENCE NORTH 01°22'05" WEST, ALONG THE WEST LINE OF THE NORTHWEST ONE- QUARTER (NW 1/4) OF THE NORTHEAST ONE-QUARTER (NE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 334.55 FEET (THE LAST THREE DESCRIBED COURSES BEING COINCIDENT WITH A NORTHERLY, SOUTHERLY AND EASTERLY BOUNDARY LINE OF THE PLAT OF "WINGATE RIDGE" AS RECORDED IN PLAT BOOK 37 AT PAGE 50, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA); THENCE NORTH 87°16'52"EAST, ALONG THE NORTH LINE OF THE SOUTH ONE-HALF (S 1/2) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHEAST ONE-QUARTER (NE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 672.35 FEET (THE LAST DESCRIBED COURSE BEING COINCIDENT WITH THE SOUTHERLY BOUNDARY LINE OF THE PLAT OF "PALM LAKE" AS RECORDED IN PLAT BOOK 55 AT PAGE 33, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA), THENCE SOUTH 01°15'59" EAST, ALONG THE EAST LINE OF THE WEST ONE-HALF (W 1/2) OF THE EAST ONE-HALF (E 1/2) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 1677.26 FEET (THE LAST DESCRIBED COURSE BEING COINCIDENT WITH THE WESTERLY BOUNDARY LINE OF THE PLAT OF "LAKE AIR ESTATES" AS RECORDED IN PLAT BOOK 54 AT PAGE 15, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA AND THE WESTERLY BOUNDARY LINE OF THE PLAT OF "GOLDEN HEIGHTS HOMES" AS RECORDED IN PLAT BOOK 40 AT PAGE 28, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA) THENCE SOUTH 87°39'37" WEST, ALONG THE SOUTH LINE OF THE NORTHWEST ONEQUARTER (NW 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE NORTHWEST ONE QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 669.28 FEET (THE LAST DESCRIBED COURSE BEING COINCIDENT WITH THE PLAT OF "WASHINGTON PARK 4TH ADDITION" AS RECORDED IN PLAT BOOK 22 AT PAGE 44, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA), THENCE NORTH 01°22'05" WEST ALONG THE WEST LINE OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 669.10 FEET, THENCE SOUTH 87°30'29" WEST, ALONG THE NORTH LINE OF THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 1282.54 FEET, TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF NW 31ST AVENUE, THENCE NORTH 00°27'54" WEST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF NW 31ST AVENUE, AS SHOWN AS PARCEL 130 ON THE FLORIDA D.O.T. RIGHT-OF-WAY MAP NO.85502-2616, A DISTANCE OF 333.00 FEET, THENCE NORTH 87°25'36" EAST, ALONG THE NORTH LINE OF THE SOUTH ONE-HALF (S 1/2) OF THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 608.81 FEET, THENCE NORTH 01°28'12" WEST, ALONG THE WEST LINE OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF SECTION 32, A DISTANCE OF 333.65 FEET, TO THE POINT OF BEGINNING (THE LAST TWO DESCRIBED COURSES BEING COINCIDENT WITH A SOUTHERLY AND EASTERLY BOUNDARY LINE OF THE SAID PLAT OF "WINGATE RIDGE").

SAID LANDS LYING AND BEING IN THE CITY OF FORT LAUDERDALE, BROWARD COUNTY, FLORIDA AND CONTAINING A NET TOTAL OF 1,774,682 SQUARE FEET (40.741 ACRES) AND GROSS TOTAL OF 1,795,209 SQUARE FEET (41.212 ACRES).

BUILDING SETBACKS

	NORTH		SOUTH		EAST		WEST	
	REQUIRED	PROVIDED	REQUIRED	PROVIDED	REQUIRED	PROVIDED	REQUIRED	PROVIDED
BLDG 1	20 FT (RESIDENTIAL)	69.9 FT	20 FT (RESIDENTIAL)	*	25 FT (RESIDENTIAL)	236.3 FT	20 FT (RESIDENTIAL)	74.5 FT
BLDG 2	20 FT (RESIDENTIAL)	*	0 FT (COMMERCIAL)	109.6 FT	25 FT (RESIDENTIAL)	266.9 FT	5 FT (NW 31ST AVE)	*
BLDG 3	20 FT (RESIDENTIAL)	*	20 FT (RESIDENTIAL)	79.2 FT	25 FT (RESIDENTIAL)	*	0 FT (COMMERCIAL)	58.6 FT
BLDG 4	20 FT (RESIDENTIAL)	*	20 FT (RESIDENTIAL)	80.6 FT	25 FT (RESIDENTIAL)	67.8 FT	0 FT (COMMERCIAL)	*
BLDG 5	20 FT (RESIDENTIAL)	28.2 FT	0 FT (COMMERCIAL)	134.7 FT	25 FT (RESIDENTIAL)	*	5 FT (NW 31ST AVE)	80.8 FT

* SETBACK REQUIREMENT IS MET BY A BUILDING LOCATED CLOSER TO THE REFERENCED PROPERTY LINE.

SCALE: 1" = 100'

CITY OF FORT LAUDERDALE ZONING TABLE
ZONING DISTRICT: B-3 (Heavy Commercial/Light Industrial Business)

SITE	**ZONING**	**EXISTING**	**PROPOSED**
	City of Fort Lauderdale Zoning	RS-8, RC-15	B-3
	City of Fort Lauderdale Current Land Use:	Mixed Residential	Commercial
	City of Fort Lauderdale Future Land Use:	Mixed Residential	Commercial
	Use:	Vacant Borrow Pit	Commercial/Light Industrial
	ITEM	**ALLOWED**	**PROPOSED**
	Land Use:	Warehousing	Warehousing
	Lot Area:		
	Min. Lot Area	N/A	1,774,556 SF = 40.74 Acres
	Min. Lot Frontage	N/A	333 FT
	Landscape Buffer:		
	North	10 FT	10 FT
	South	10 FT (2.5 FT ALONG LANDFILL)	10 FT
	East	10 FT	10 FT
	West	10 FT (2.5 FT ALONG LANDFILL)	10 FT
	Site Areas:		
	Building (Gross Floor Area)	N/A	561,078 SF
	Pavement/VUA Area	N/A	689,300 SF
	Sidewalk	N/A	35,938 SF
	Lake Area	N/A	212,988 SF
	Landscape Areas		
	VUA Landscape Area	20% of VUA Area = 137,860 SF	138,721 SF (20%)
	Additional Landscape Area	N/A	136,531 SF
	Total Open Space (Lake + Total Landscape)	N/A	488,240 SF
	Impervious vs Pervious Areas:		
	Impervious Area (SF)	N/A	1,499,304 SF
	Impervious Area (%)	N/A	84%
	Pervious Area (SF)	N/A	275,252 SF
	Pervious Area(%)	N/A	16%
BUILDING	**Building Setbacks:**		
	North	20 FT	See Setback Table
	South	20 FT	See Setback Table
	East	25 FT	See Setback Table
	West	5 FT	See Setback Table
	Building Height/Stories:		
	Building 1	150 FT (MAX.)	52.5 FT (1 STORY)
	Building 2	150 FT (MAX.)	51.5 FT (1 STORY)
	Building 3	150 FT (MAX.)	52.5 FT (1 STORY)
	Building 4	150 FT (MAX.)	52.5 FT (1 STORY)
	Building 5	150 FT (MAX.)	49.0 FT (1 STORY)
	Building Areas:		
	FAR	N/A	0.32
	Total Maximum Building Coverage (SF)	N/A	559,183 SF (32%)
	Building Use Areas:		
	Warehouse	N/A	503,265 SF
	Interior Office(2)	N/A	55,918 SF
PARKING AND ACCESS	**Car Parking Space Size:**		
	Standard Space Size	8 FT - 8 IN x 18 FT	8 FT - 8 IN x 18 FT
	ADA Space Size	12 FT x 18 FT	12 FT x 18 FT
	Car Parking Spaces:		
	Min. Number of Spaces for Warehouse	561,078 SF (1 SP / 800 SF) = 701.3	705
	Number of ADA Parking Spaces	2% of total spaces = 705*.02 = 14.1	15
	Min. Aisle Width	24 FT	24 FT
	Minimum Number of Loading Berths:	7	>7
	Min. Loading Berth Dimensions	12 FT x 45 FT	12 FT x 55 FT
	Lot Accesses:		
	Min. Driveway Access Width	20 FT	20 FT
	Min. Lane width	10 FT	10 FT
	Min. Internal Drive Aisle	24 FT	24 FT
	Bicycle Parking Spaces	1 per 20 parking spaces	
		705/20=35.3	37
LIGHTING	Maximum Height of Light Pole	32.5 FT	25 FT
NOTES	(1) All data referenced from the Unified Land Development Code of City of Fort Lauderdale.		
	(2) Interior offices are uses located within the warehouse buildings.		
	The City of Fort Lauderdale will provide water and wastewater service to the proposed site.		

SIGN LEGEND

1	R1-1 (STOP SIGN)
2	R7-8 (ACCESSIBLE PARKING ONLY)
3	R1-5 (YIELD HERE TO PEDESTRIANS)
4	R8-3 (NO PARKING)

LOCATION MAP

2000 0 1000 2000
SCALE: 1" = 2000'

SITE FEATURES LEGEND

- FORT LAUDERDALE CITY LIMITS
- PROPERTY LINE
- FIRE HYDRANT
- BACK FLOW PREVENTER
- CATCH BASIN
- CURB INLET
- DRAINAGE OUTFALL STRUCTURE
- BICYCLE PARKING
- LIGHT POLE
- SEWER MANHOLE
- SEWER PUMP STATON

Date	Description	No.
Revisions		

Signature Date
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FL CERTIFICATE OF AUTHORIZATION NO. 00006601/LB8172/LB8198

Project
CENTRAL BROWARD LOGISTICS
1680 AND 1690 NW 31ST AVENUE
FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title
OVERALL SITE PLAN

Project No. 330130101
Date 9 AUGUST 2024
Drawn By EWM
Checked By CL
Drawing No. SP-1

LANGAN
Project No. 330130101

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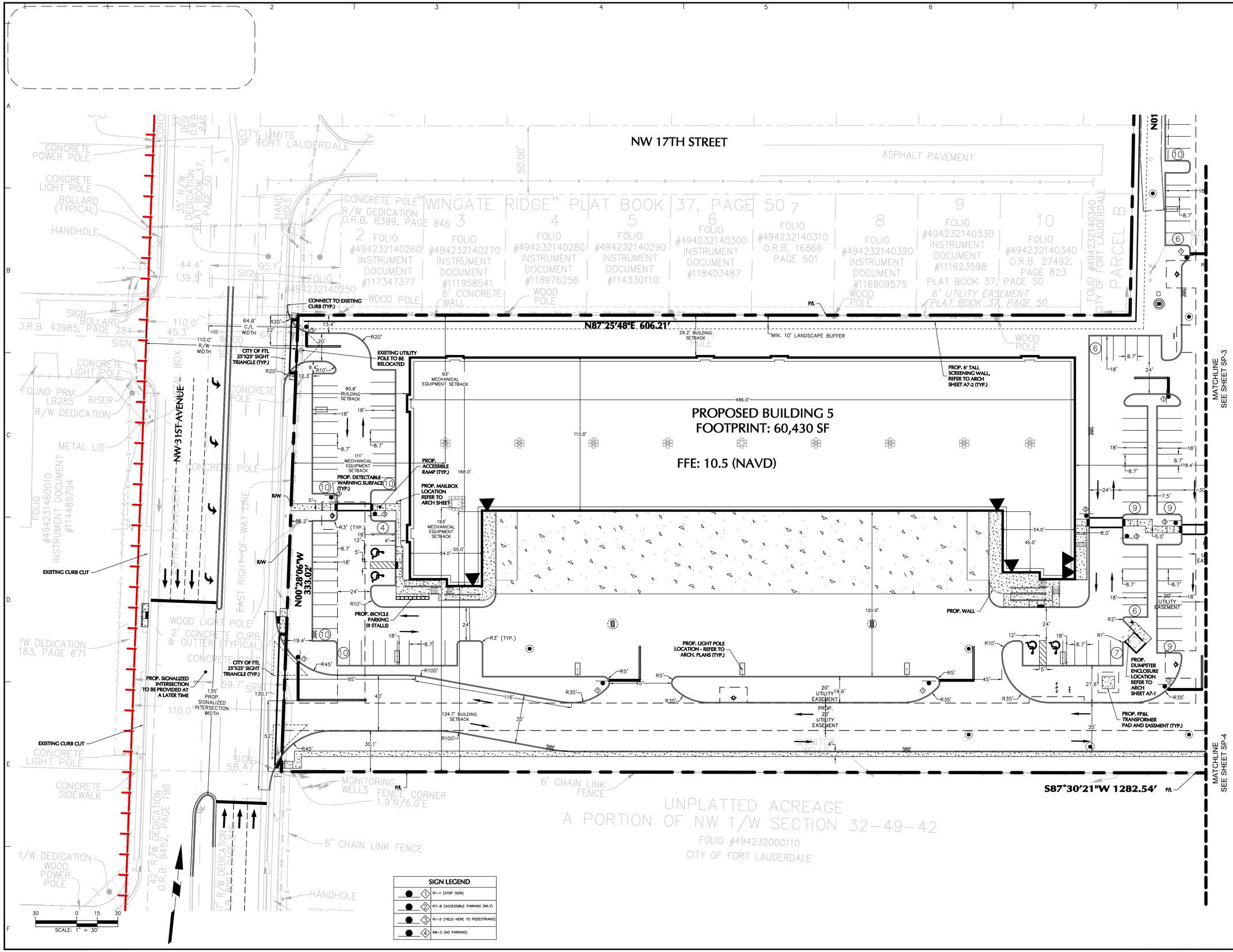

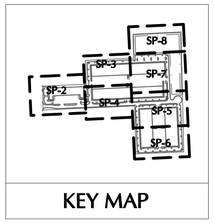

KEY MAP

SCALE: 1" = 1000'

SITE FEATURES LEGEND

- FORT LAUDERDALE CITY LIMITS
- PROPERTY LINE
- FIRE HYDRANT
- BACK FLOW PREVENTER
- CATCH BASIN
- CURB INLET
- DRAINAGE OUTFALL STRUCTURE
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- LIGHT POLE
- SEWER MANHOLE
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SIGN LEGEND

1	R1-1 (STOP SIGN)
2	R7-8 (ACCESSIBLE PARKING ONLY)
3	R1-5 (YIELD HERE TO PEDESTRIANS)
4	R8-3 (NO PARKING)

Date	Description	No.

Revisions

Signature Date

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Project

CENTRAL BROWARD LOGISTICS

1680 AND 1690 NW 31ST AVENUE
FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title

PARTIAL SITE PLAN

Project No. 330130101	Drawing No. SP-2
Date 9 AUGUST 2024	
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Checked By CL	

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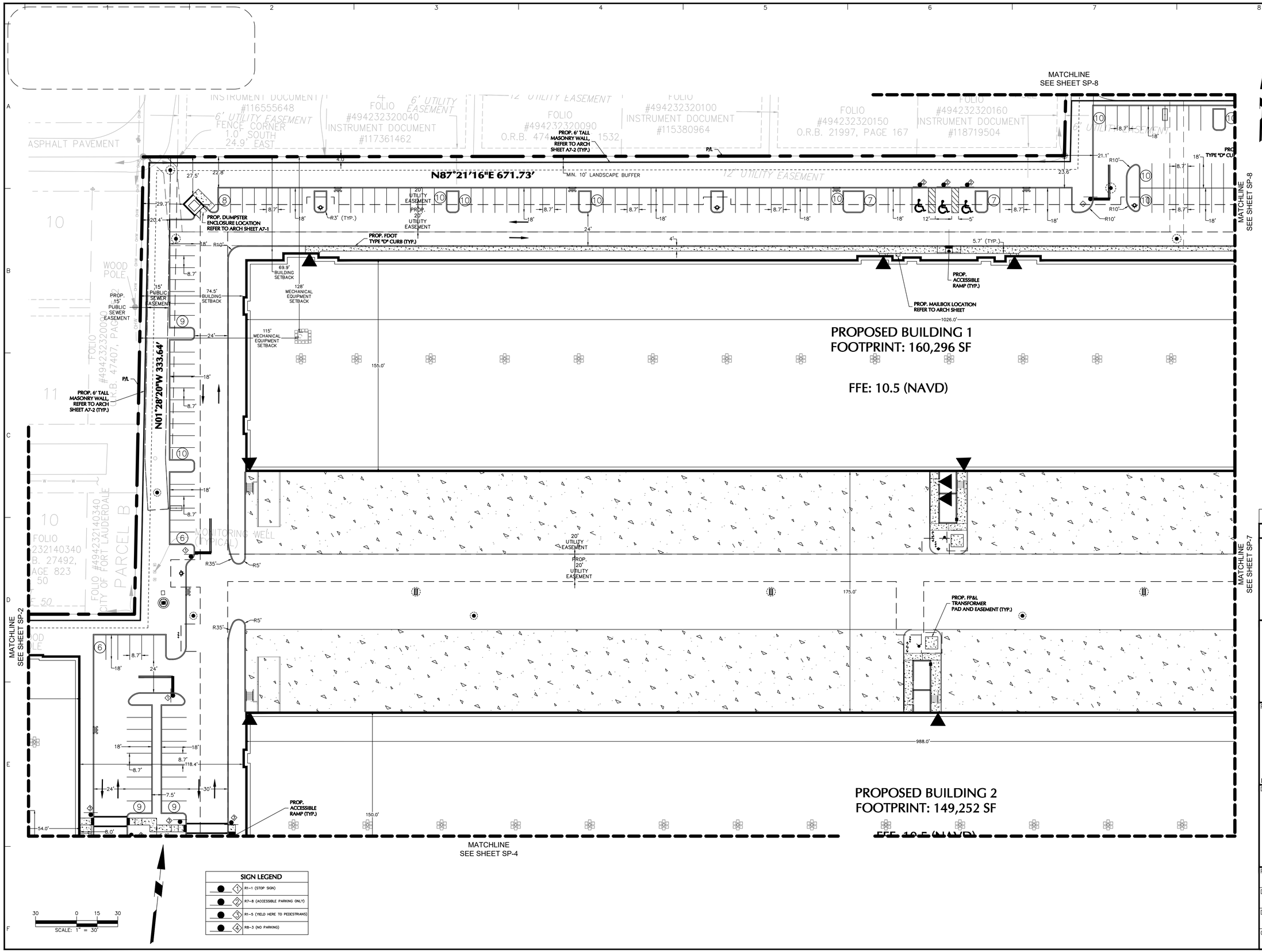

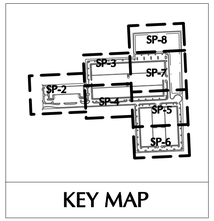

KEY MAP

SCALE: 1" = 1000'

SITE FEATURES LEGEND

- FORT LAUDERDALE CITY LIMITS
- PROPERTY LINE
- FIRE HYDRANT
- BACK FLOW PREVENTER
- CATCH BASIN
- CURB INLET
- DRAINAGE OUTFALL STRUCTURE
- BICYCLE PARKING
- LIGHT POLE
- SEWER MANHOLE
- SEWER PUMP STATON

SIGN LEGEND

1	R1-1 (STOP SIGN)
2	R7-8 (ACCESSIBLE PARKING ONLY)
3	R1-5 (YIELD HERE TO PEDESTRIANS)
4	R8-3 (NO PARKING)

Date	Description	No.

Revisions

Signature Date

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Project

CENTRAL BROWARD LOGISTICS

1680 AND 1690 NW 31ST AVENUE
FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title

PARTIAL SITE PLAN

Project No. 330130101	Drawing No. SP-3
Date 9 AUGUST 2024	
Drawn By EWM	
Checked By CL	

Project No. 330130101

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MATCHLINE
SEE SHEET SP-3

MATCHLINE
SEE SHEET SP-2

MATCHLINE
SEE SHEET SP-5

MATCHLINE
SEE SHEET SP-6

PROPOSED BUILDING 2
FOOTPRINT: 149,252 SF
FFE: 10.5 (NAVD)

PROP. FP&L TRANSFORMER PAD AND EASEMENT (TYP.)

PROP. ACCESSIBLE RAMP (TYP.)

PROP. 20' UTILITY EASEMENT

PROP. BICYCLE PARKING (9 STALLS)

PROP. MAILBOX LOCATION REFER TO ARCH SHEET

PROP. DUMPSTER ENCLOSURE LOCATION REFER TO ARCH SHEET A7-1

PROP. FDOT TYPE "D" CURB (TYP.)

109.6' BUILDING SETBACK

163' MECHANICAL EQUIPMENT SETBACK

58.6' BUILDING SETBACK

115' MECHANICAL EQUIPMENT SETBACK

S87°30'21"W 1282.54' P/L

FENCE CORNER 1.6'S/372.6'W

MONITORING WELL

6' CHAIN LINK FENCE

MONITORING WELLS

FENCE CORNER 3.4'S/0.3'W

SCALE: 1" = 30'

SIGN LEGEND

1	R1-1 (STOP SIGN)
2	R7-8 (ACCESSIBLE PARKING ONLY)
3	R1-5 (YIELD HERE TO PEDESTRIANS)
4	R8-3 (NO PARKING)

KEY MAP

SCALE: 1" = 1000'

SITE FEATURES LEGEND

- FORT LAUDERDALE CITY LIMITS
- PROPERTY LINE
- FIRE HYDRANT
- BACK FLOW PREVENTER
- CATCH BASIN
- CURB INLET
- DRAINAGE OUTFALL STRUCTURE
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Date	Description	No.

Revisions

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Project

CENTRAL BROWARD LOGISTICS

1680 AND 1690 NW 31ST AVENUE
FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title

PARTIAL SITE PLAN

Project No. 330130101
Date 9 AUGUST 2024
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Drawing No. SP-4

Project No. 330130101

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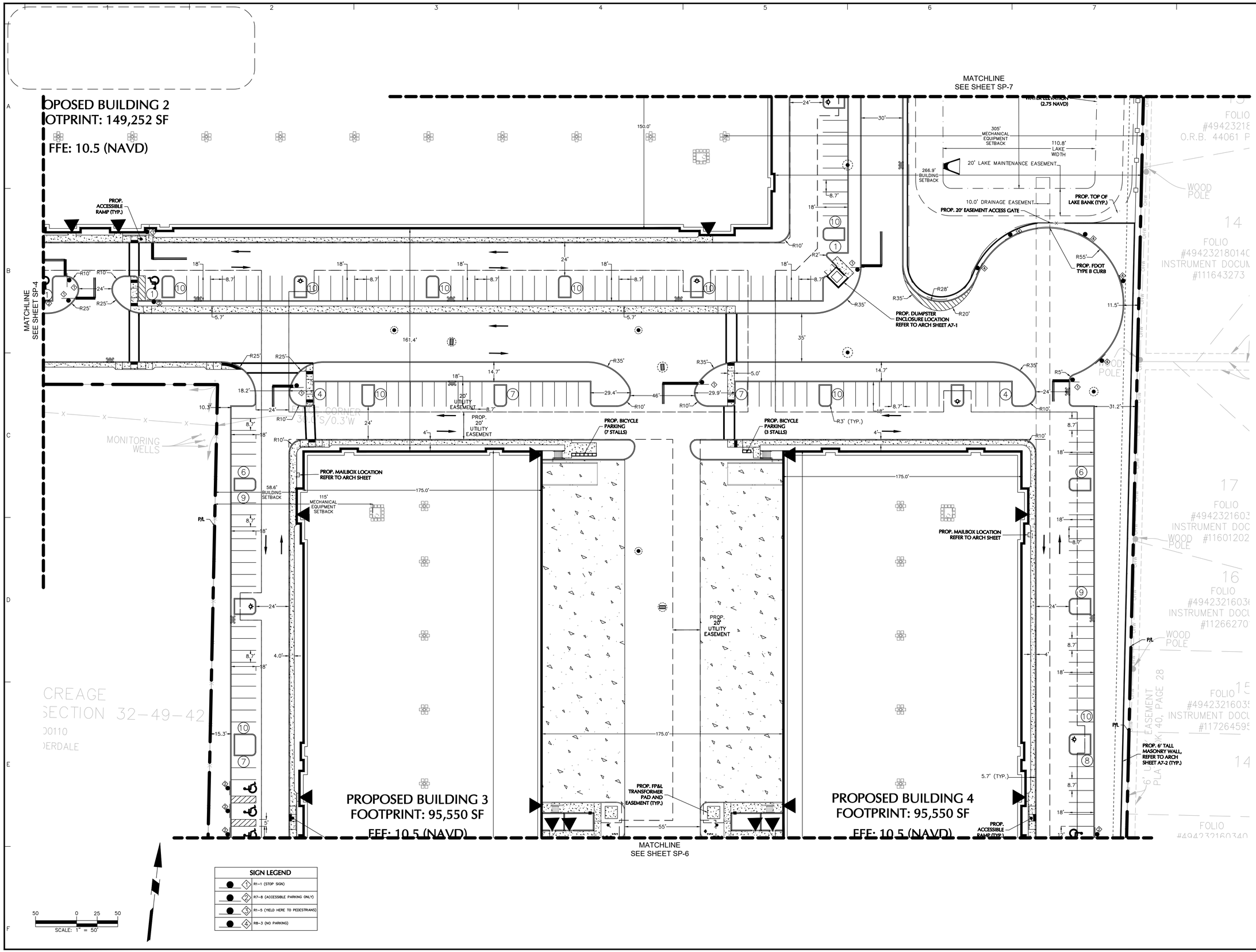

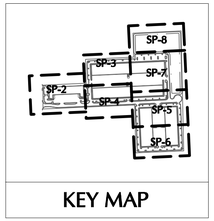

KEY MAP

SCALE: 1" = 1000'

SITE FEATURES LEGEND

- FORT LAUDERDALE CITY LIMITS
- PROPERTY LINE
- FIRE HYDRANT
- BACK FLOW PREVENTER
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- LIGHT POLE
- SEWER MANHOLE
- SEWER PUMP STATON

SIGN LEGEND

- R1-1 (STOP SIGN)
- R7-8 (ACCESSIBLE PARKING ONLY)
- R1-5 (YIELD HERE TO PEDESTRIANS)
- R8-3 (NO PARKING)

Date	Description	No.

Revisions

Signature Date

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Project

CENTRAL BROWARD LOGISTICS

1680 AND 1690 NW 31ST AVENUE
FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title

PARTIAL SITE PLAN

Project No.	Drawing No.
330130101	SP-5
Date: 9 AUGUST 2024	
Drawn By: EWM	
Checked By: CL	

Project No. 330130101

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Date: 8/8/2024 Time: 16:08 User: ewhitemarin Style Table: Langan.stb Layout: SP-5 Document Code: 330130101-0501-CS101-0101

MATCHLINE
SEE SHEET SP-5

PROPOSED BUILDING 3
FOOTPRINT: 95,550 SF
FFE: 10.5 (NAVD)

PROPOSED BUILDING 4
FOOTPRINT: 95,550 SF
FFE: 10.5 (NAVD)

PROP. FP&L TRANSFORMER PAD AND EASEMENT (TYP.)

PROP. ACCESSIBLE RAMP (TYP.)

N01°22'13"W 669.10' (TOTAL)
634.10' PRM TO PRM

N01°22'05"W (D)

6' CHAIN LINK FENCE

540.0'

175.0'

122' MECHANICAL EQUIPMENT SETBACK

123' MECHANICAL EQUIPMENT SETBACK

67.8' BUILDING SETBACK

80.6' BUILDING SETBACK

79.2' BUILDING SETBACK

PROP. FDOT TYPE "D" CURB (TYP.)

20' UTILITY EASEMENT

PROP. 20' UTILITY EASEMENT

PROP. DUMPSTER ENCLOSURE LOCATION REFER TO ARCH SHEET A7-1

S87°39'29"W 669.28'

N87°39'37"E (D)

MIN. 10' LANDSCAPE BUFFER

PROP. 6' TALL MASONRY WALL, REFER TO ARCH SHEET A7-2 (TYP.)

PROP. LIGHT POLE LOCATION - REFER TO ARCH. PLANS (TYP.)

MONITORING WELL (TYPICAL)

WOOD POLE

FENCE END 6.5' NORTH 59.0' EAST

FENCE CORNER 6.6' NORTH 0.4' WEST

MONITOR WELL

WALL END 0.3' NORTH 104.3' EAST

FENCE END 30.9' SOUTH 151.7' EAST

FENCE CORNER 2.4' SOUTH

4' CONCRETE WALL

FENCE END 2.2' SOUTH 116.4' WEST

6' UTILITY EASEMENT PLAT BOOK 40, P

FOLIO #494232160340 O.R.B. 33377 PAGE 13

FOLIO #494232160330 INSTRUMENT DOCUMENT #111634689

FOLIO #494232160310 O.R.B. (NO INFORMATION)

WASHINGTON PARK FOURTH ADDITION
PLAT BOOK 22, PAGE 44, BROWARD COUNTY RECORDS

KEY MAP

SP-2 SP-3 SP-4 SP-5 SP-6 SP-7 SP-8

SCALE: 1" = 1000'

SITE FEATURES LEGEND

- FORT LAUDERDALE CITY LIMITS
- PROPERTY LINE
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- BICYCLE PARKING
- LIGHT POLE
- SEWER MANHOLE
- SEWER PUMP STATON

SIGN LEGEND

1	R1-1 (STOP SIGN)
2	R7-8 (ACCESSIBLE PARKING ONLY)
3	R1-5 (YIELD HERE TO PEDESTRIANS)
4	R8-3 (NO PARKING)

SCALE: 1" = 30'

Date	Description	No.

Revisions

Signature Date
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Project
CENTRAL BROWARD LOGISTICS
1680 AND 1690 NW 31ST AVENUE
FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title
PARTIAL SITE PLAN

Project No. 330130101
Date 9 AUGUST 2024
Drawn By EWM
Checked By CL
Drawing No. SP-6

Project No. 330130101

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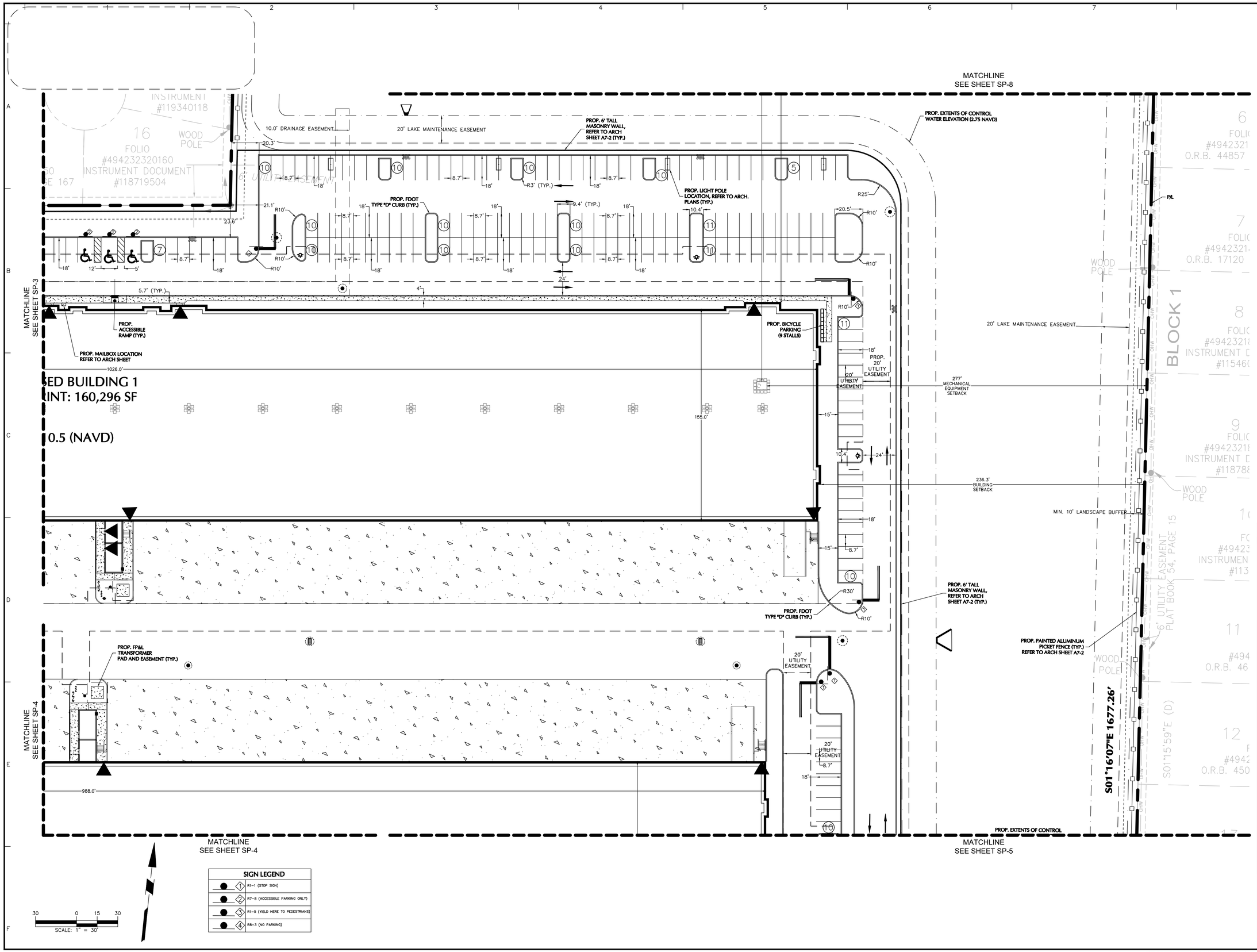

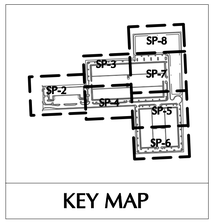

KEY MAP

SCALE: 1" = 1000'

SITE FEATURES LEGEND

- FORT LAUDERDALE CITY LIMITS
- PROPERTY LINE
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SIGN LEGEND

1	R1-1 (STOP SIGN)
2	R7-8 (ACCESSIBLE PARKING ONLY)
3	R1-5 (YIELD HERE TO PEDESTRIANS)
4	R8-3 (NO PARKING)

Date	Description	No.

Revisions

Signature Date

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Project

CENTRAL BROWARD LOGISTICS

1680 AND 1690 NW 31ST AVENUE
FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title

PARTIAL SITE PLAN

Project No. 330130101
Date 9 AUGUST 2024
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Drawing No. SP-7

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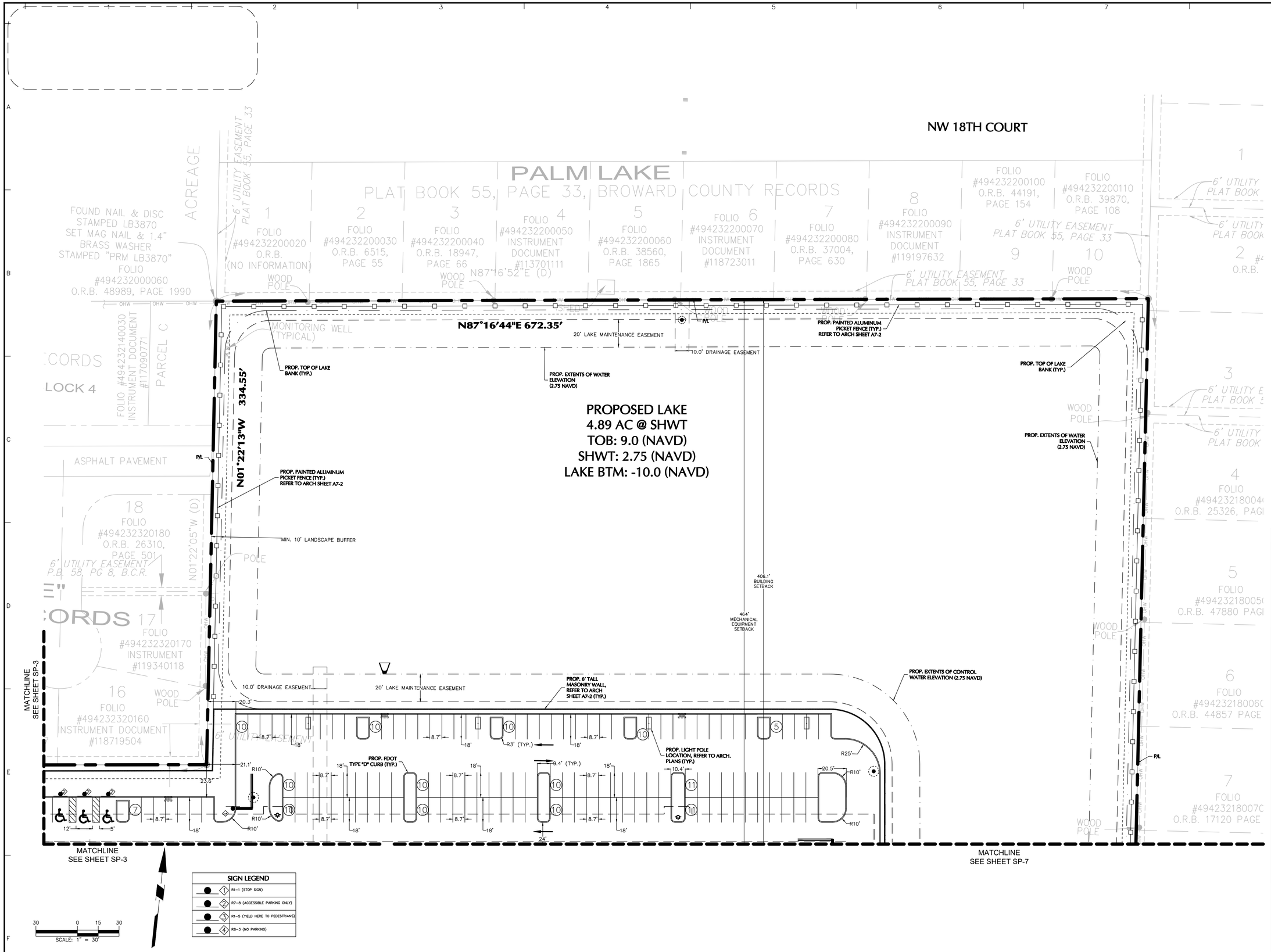

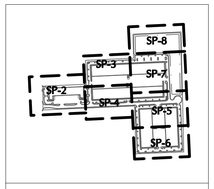

KEY MAP

SCALE: 1" = 1000'

SITE FEATURES LEGEND

- FORT LAUDERDALE CITY LIMITS
- PROPERTY LINE
- FIRE HYDRANT
- BACK FLOW PREVENTER
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SIGN LEGEND

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Date	Description	No.

Revisions

Signature Date

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Project

CENTRAL BROWARD LOGISTICS

1680 AND 1690 NW 31ST AVENUE
FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title

PARTIAL SITE PLAN

Project No. 330130101

Date 9 AUGUST 2024

Drawn By EWM

Checked By CL

Drawing No. SP-8

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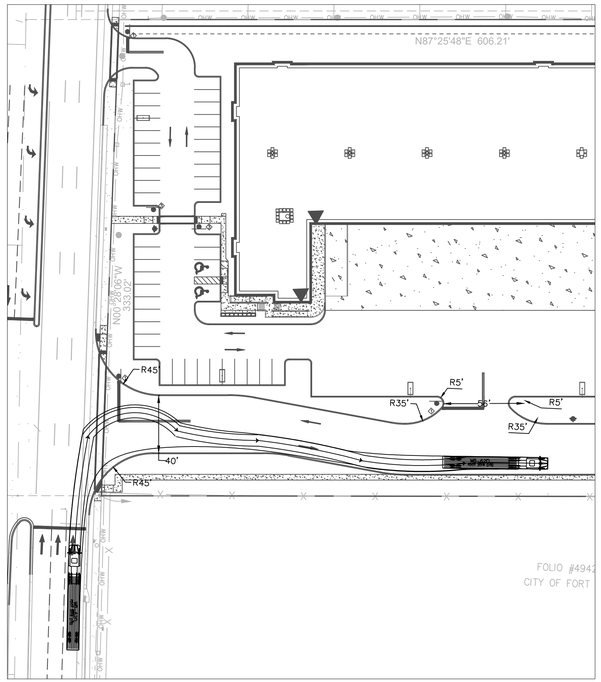
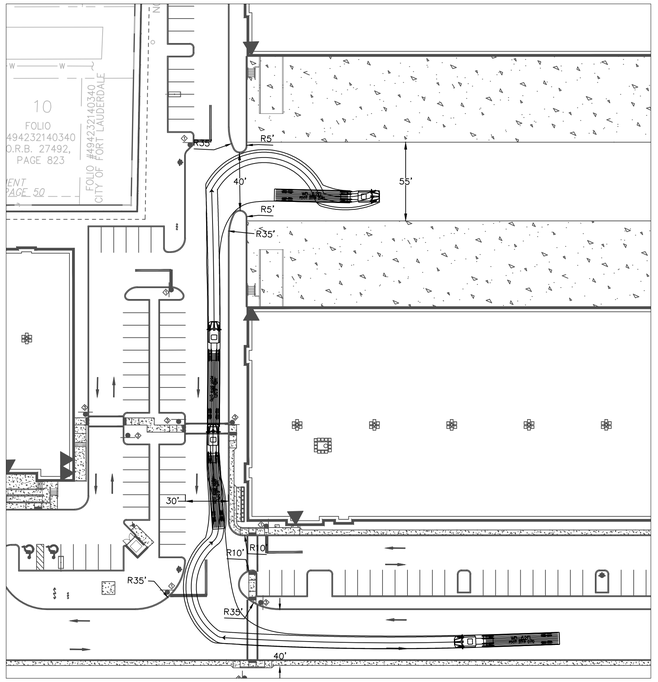
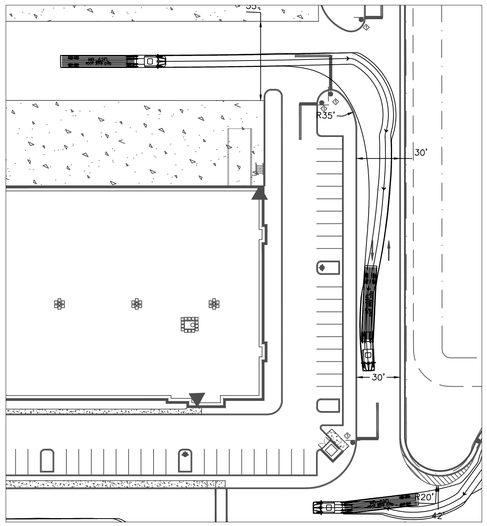


INSET A1
SCALE: 1" = 50'



INSET B1
SCALE: 1" = 50'



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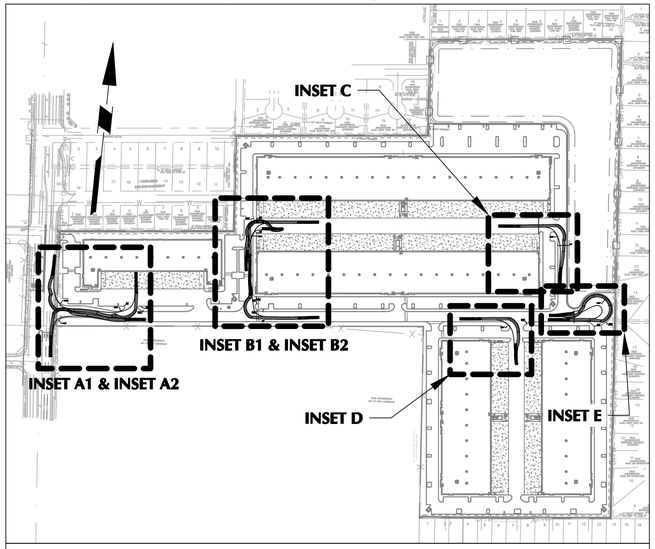
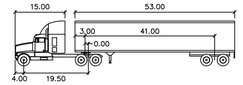
SCALE: 1" = 50'

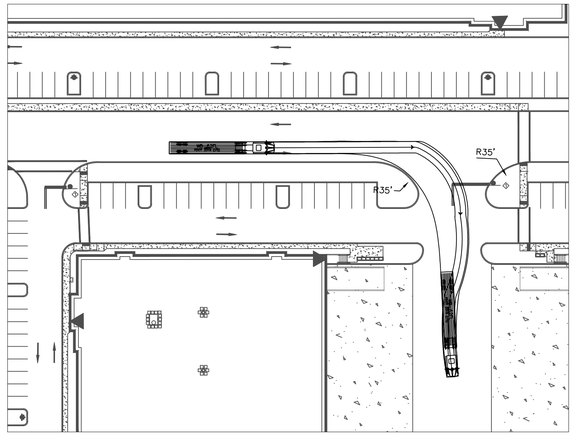


KEY MAP
SCALE: 1" = 250'

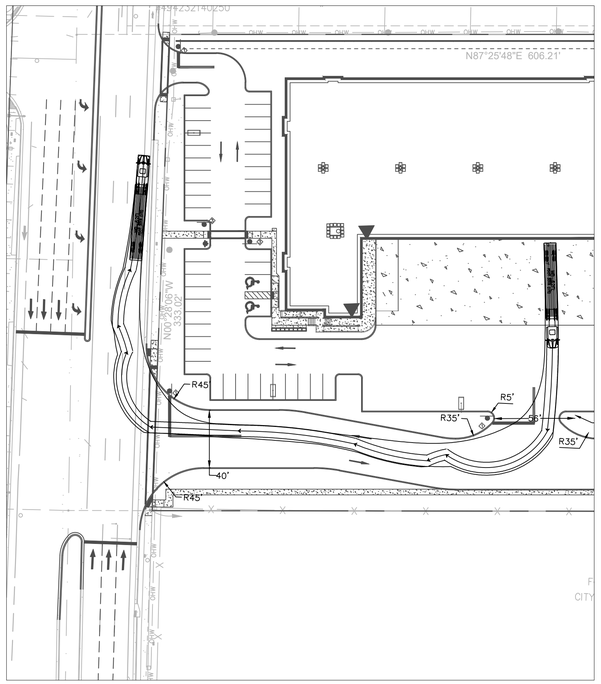


WB-62FL

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



INSET D
SCALE: 1" = 50'



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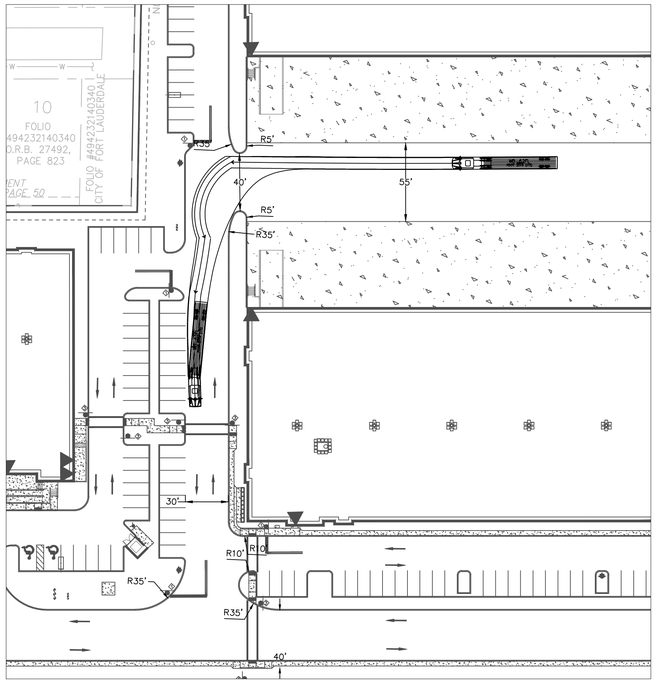
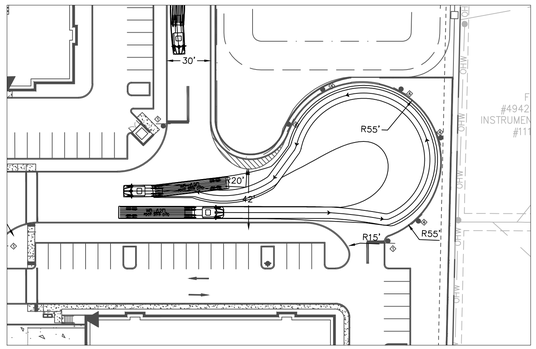
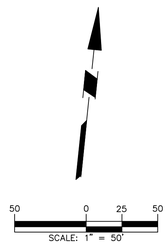
SCALE: 1" = 50'



INSET B2
SCALE: 1" = 50'



INSET E
SCALE: 1" = 50'



Date	Description	No.

Revisions

Signature Date

MICHAEL CARR
PROFESSIONAL ENGINEER FL Lic. No. 72424

LANGAN
Langan Engineering and Environmental Services, LLC
110 East Broward Boulvard, Suite 1500
Fort Lauderdale, FL 33301
T: 954.320.2100 F: 954.320.2101 www.langan.com
FL CERTIFICATE OF AUTHORIZATION NO. 00006601/LB8172/LB8198

Project

CENTRAL BROWARD LOGISTICS

1680 AND 1690 NW 31ST AVENUE
FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title

VEHICLE CIRCULATION PLAN

Project No.	Drawing No.
330130101	C-900
Date: 9 AUGUST 2024	
Drawn By: CU	
Checked By: CL	

LANGAN
Project No. 330130101

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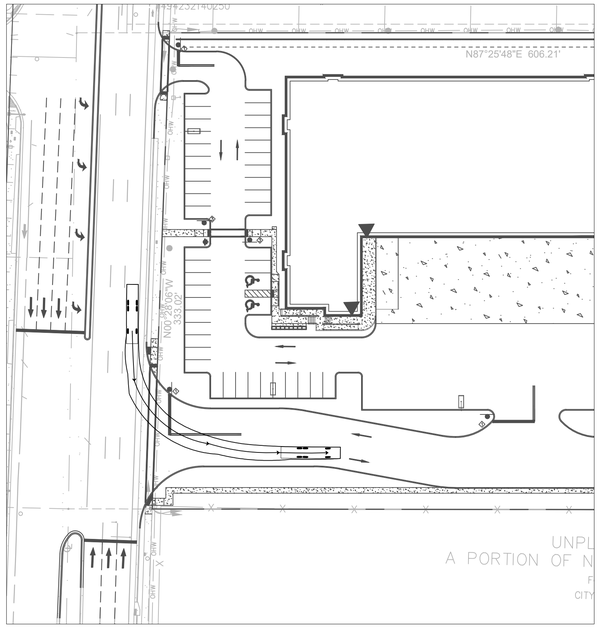

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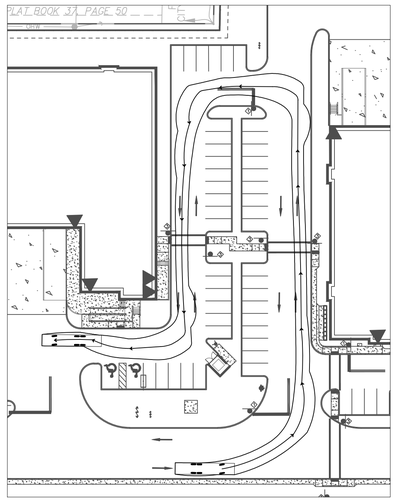

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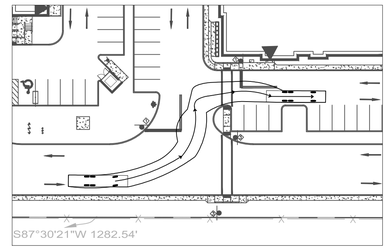

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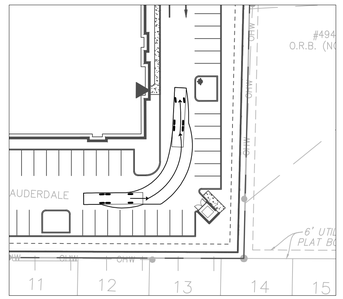

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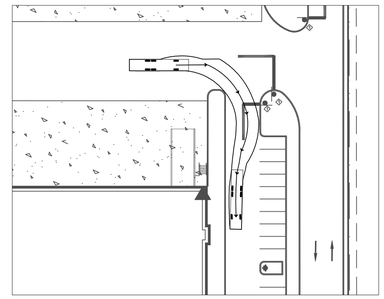

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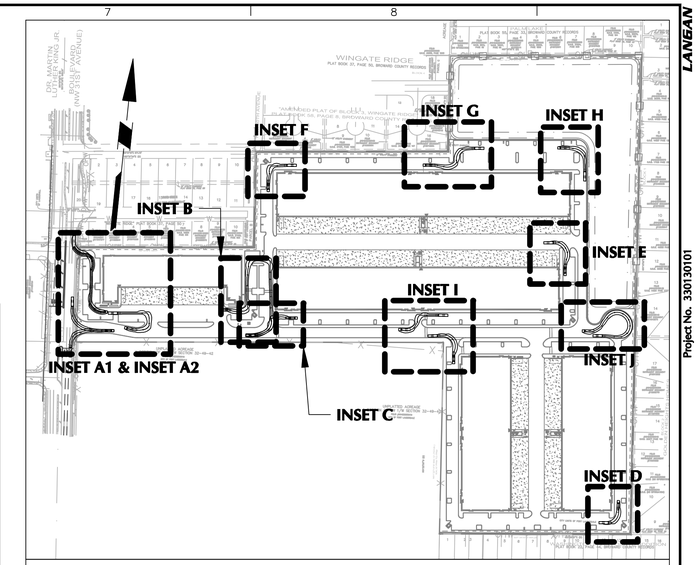

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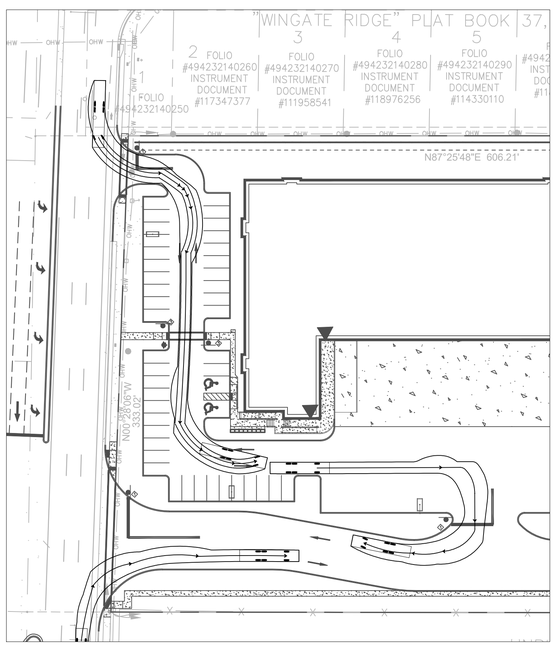

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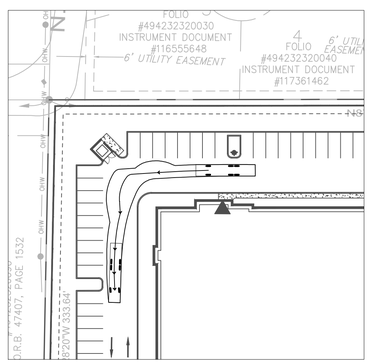

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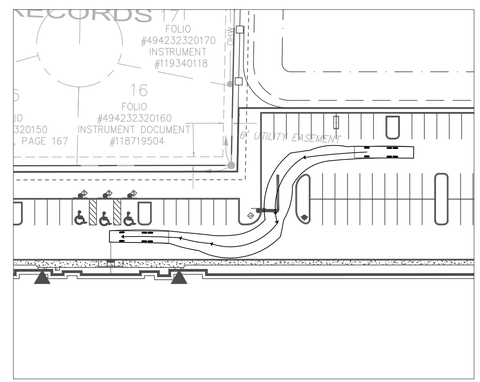

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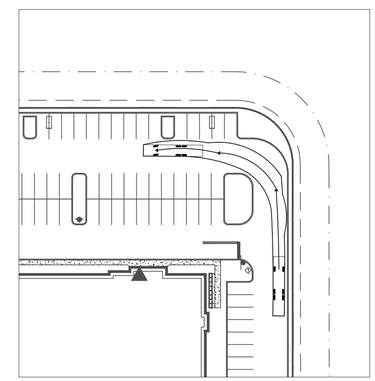

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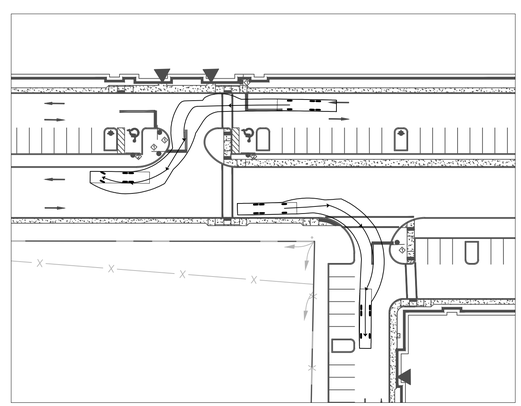

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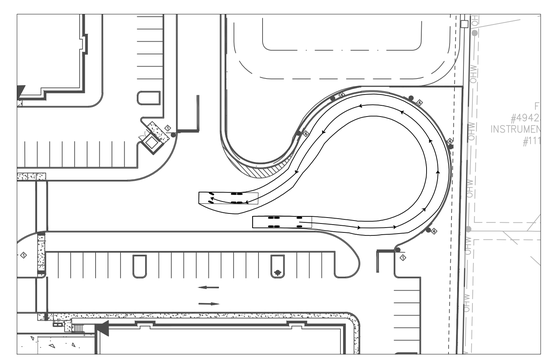

INSET J
SCALE: 1" = 50'

50 0 25 50
SCALE: 1" = 50'

Date	Description	No.

Revisions

Signature Date

MICHAEL CARR
PROFESSIONAL ENGINEER FL Lic. No. 72424

LANGAN
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FL CERTIFICATE OF AUTHORIZATION NO. 00006601/LB8172/LB8198

Project
CENTRAL BROWARD LOGISTICS
1680 AND 1690 NW 31ST AVENUE
FORT LAUDERDALE
BROWARD COUNTY FLORIDA

Drawing Title
FIRE TRUCK CIRCULATION PLAN

Project No. 330130101
Date 9 AUGUST 2024
Drawn By DJC
Checked By MPC
Drawing No. C-901

LANGAN
Project No. 330130101

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MARTY KIAR BROWARD COUNTY PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2024
Property ID: 494232000040
Property Owner(s):RPL LAND LLC
Mailing Address:11300 NW 97 AVE MEDLEY, FL 33178
Physical Address:NW 29 TERRACE FORT LAUDERDALE, 33311

Property Use: 95 - Rivers & lakes, submerged lands
Millage Code: 0312
Adj. Bldg. S.F: 0
Bldg Under Air S.F:
Effective Year: 0
Year Built:
Units/Beds/Baths: 0 / /

Deputy Appraiser: Commercial Department
Appraisers Number: 954-357-6835
Email: commercialtrim@bcpa.net
Zoning : RS-8 - RESIDENTIAL SINGLE FAMILY/LOW MEDIUM DENSITY
Abbr. Legal Des.: 32-49-42 SW1/4 OF NE1/4 OF NW1/4

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$45,000	0	0	$45,000	$45,000	
2023	$45,000	0	0	$45,000	$45,000	$846.78
2022	$45,000	0	0	$45,000	$45,000	$833.64

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$45,000	$45,000	$45,000	$45,000
Portability	0	0	0	0
Assessed / SOH	$45,000	$45,000	$45,000	$45,000
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	$45,000	$45,000	$45,000	$45,000

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
06/13/2022	Multi Quit Claim Deed Non-Sale Title Change	$100	118214586
11/20/2017	Multi Warranty Deed Excluded Sale	$2,240,000	114734222
12/25/2010	Multi Quit Claim Deed Non-Sale Title Change	$100	47653 / 879
12/16/2005	Multi Warranty Deed	$2,200,000	41173 / 1080
11/15/1984	Multi Warranty Deed	$120,000	12152 / 701

LAND CALCULATIONS

Unit Price	Units	Type
$4,360	10.32 Acre	Rock Pit

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)								
Vacant Lots (L)								

SCHOOL

Dillard Elementary: C
Dillard 6-12: C
Dillard High: C

MARTY KIAR BROWARD COUNTY PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2024
Property ID: 494232000050
Property Owner(s):RPL LAND LLC
Mailing Address:11300 NW 97 AVE MEDLEY, FL 33178
Physical Address:NW 28 AVENUE FORT LAUDERDALE, 33311

Property Use: 95 - Rivers & lakes, submerged lands
Millage Code: 0312
Adj. Bldg. S.F: 0
Bldg Under Air S.F:
Effective Year: 0
Year Built:
Units/Beds/Baths: 0 / /

Deputy Appraiser: Commercial Department
Appraisers Number: 954-357-6835
Email: commercialtrim@bcpa.net
Zoning : RS-8 - RESIDENTIAL SINGLE FAMILY/LOW MEDIUM DENSITY
Abbr. Legal Des.: 32-49-42 NW1/4 OF SE1/4 OF NW1/4

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$44,910	0	0	$44,910	$44,910	
2023	$44,910	0	0	$44,910	$44,910	$845.07
2022	$44,910	0	0	$44,910	$44,910	$831.97

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$44,910	$44,910	$44,910	$44,910
Portability	0	0	0	0
Assessed / SOH	$44,910	$44,910	$44,910	$44,910
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	$44,910	$44,910	$44,910	$44,910

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
06/13/2022	Multi Quit Claim Deed Non-Sale Title Change	$100	118214586
11/20/2017	Multi Warranty Deed Excluded Sale	$2,240,000	114734222
12/25/2010	Multi Quit Claim Deed Non-Sale Title Change	$100	47653 / 879
12/16/2005	Multi Warranty Deed	$2,200,000	41173 / 1080
11/15/1984	Multi Warranty Deed	$120,000	12152 / 701

LAND CALCULATIONS

Unit Price	Units	Type
$4,360	10.30 Acre	Rock Pit

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)								
Vacant Lots (L)								

SCHOOL

Dillard Elementary: C
Dillard 6-12: C
Dillard High: C

MARTY KIAR BROWARD COUNTY PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2024
Property ID: 494232000030
Property Owner(s):RPL LAND LLC
Mailing Address:11300 NW 97 AVE MEDLEY, FL 33178
Physical Address:NW 18 STREET FORT LAUDERDALE, 33311

Property Use: 95 - Rivers & lakes, submerged lands
Millage Code: 0312
Adj. Bldg. S.F: 0
Bldg Under Air S.F:
Effective Year: 0
Year Built:
Units/Beds/Baths: 0 / /

Deputy Appraiser: Commercial Department
Appraisers Number: 954-357-6835
Email: commercialtrim@bcpa.net
Zoning : RS-8 - RESIDENTIAL SINGLE FAMILY/LOW MEDIUM DENSITY
Abbr. Legal Des.: 32-49-42 S1/2 OF NW1/4 OF NE1/4 OF NW1/4

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$22,540	0	0	$22,540	$22,540	
2023	$22,540	0	0	$22,540	$22,540	$424.14
2022	$22,540	0	0	$22,540	$22,540	$417.56

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$22,540	$22,540	$22,540	$22,540
Portability	0	0	0	0
Assessed / SOH	$22,540	$22,540	$22,540	$22,540
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	$22,540	$22,540	$22,540	$22,540

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
06/13/2022	Multi Quit Claim Deed Non-Sale Title Change	$100	118214586
11/20/2017	Multi Warranty Deed Excluded Sale	$2,240,000	114734222
12/25/2010	Multi Quit Claim Deed Non-Sale Title Change	$100	47653 / 879
12/16/2005	Multi Warranty Deed	$2,200,000	41173 / 1080
11/15/1984	Multi Warranty Deed	$120,000	12152 / 701

LAND CALCULATIONS

Unit Price	Units	Type
$4,360	5.17 Acre	Rock Pit

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)								
Vacant Lots (L)								

SCHOOL

Dillard Elementary: C
Dillard 6-12: C
Dillard High: C

MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2024
Property ID: 494232000070
Property Owner(s):RPL LAND LLC
Mailing Address:11300 NW 97 AVE MEDLEY, FL 33178
Physical Address:NW 17 COURT FORT LAUDERDALE, 33311

Property Use: 00 - Vacant residential
Millage Code: 0312
Adj. Bldg. S.F: 0
Bldg Under Air S.F:
Effective Year: 0
Year Built:
Units/Beds/Baths: 0 / /

Deputy Appraiser: Residential Department
Appraisers Number: 954-357-6831
Email: realprop@bcpa.net
Zoning : RS-8 - RESIDENTIAL SINGLE FAMILY/LOW MEDIUM DENSITY
Abbr. Legal Des.: 32-49-42 SE1/4 OF NW1/4 OF NW1/4

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$703,090	0	0	$703,090	$703,090	
2023	$703,090	0	0	$703,090	$703,090	$13,230.20
2022	$607,690	0	$65,090	$542,600	$542,600	$12,318.52

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$703,090	$703,090	$703,090	$703,090
Portability	0	0	0	0
Assessed / SOH	$703,090	$703,090	$703,090	$703,090
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	$703,090	$703,090	$703,090	$703,090

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
06/13/2022	Multi Quit Claim Deed Non-Sale Title Change	$100	118214586
11/20/2017	Multi Warranty Deed Excluded Sale	$2,240,000	114734222
12/25/2010	Multi Quit Claim Deed Non-Sale Title Change	$100	47653 / 879
12/16/2005	Multi Warranty Deed	$2,200,000	41173 / 1080
11/15/1984	Multi Warranty Deed	$120,000	12152 / 701

LAND CALCULATIONS

Unit Price	Units	Type
$304,920	2.19 Acre	Acreage
$4,360	8.10 Acre	Rock Pit

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)								
Vacant Lots (L)								
1								

SCHOOL

Dillard Elementary: C
Dillard 6-12: C
Dillard High: C

MARTY KIAR BROWARD COUNTY PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2024
Property ID: 494232000100
Property Owner(s):RPL LAND LLC
Mailing Address:11300 NW 97 AVE MEDLEY, FL 33178
Physical Address:NW 31 AVENUE FORT LAUDERDALE, 33311

Property Use: 00 - Vacant residential
Millage Code: 0312
Adj. Bldg. S.F: 0
Bldg Under Air S.F:
Effective Year: 0
Year Built:
Units/Beds/Baths: 0 / /

Deputy Appraiser: Residential Department
Appraisers Number: 954-357-6831
Email: realprop@bcpa.net
Zoning : RC-15 - RESIDENTIAL SINGLE FAMILY AND CLUSTER/MEDIUM DENSITY
Abbr. Legal Des.: 32-49-42 S1/2 OF SW1/4 OF NW1/4 OF NW1/4,LESS PT DESC AS BEG AT SWCOR OF SAID S1/2,N 332.36, E 64.91,S 332.67,WLY 58.47 TO POB FOR RD

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$1,420,930	0	0	$1,420,930	$1,420,930	
2023	$1,420,930	0	0	$1,420,930	$1,420,930	$29,644.31
2022	$1,420,920	0	$151,950	$1,268,970	$1,268,970	$26,149.74

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$1,420,930	$1,420,930	$1,420,930	$1,420,930
Portability	0	0	0	0
Assessed / SOH	$1,420,930	$1,420,930	$1,420,930	$1,420,930
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	$1,420,930	$1,420,930	$1,420,930	$1,420,930

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
06/13/2022	Multi Quit Claim Deed Non-Sale Title Change	$100	118214586
11/20/2017	Multi Warranty Deed Excluded Sale	$2,240,000	114734222
12/25/2010	Multi Quit Claim Deed Non-Sale Title Change	$100	47653 / 879
12/16/2005	Multi Warranty Deed	$2,200,000	41173 / 1080
06/01/1963	Warranty Deed	$30,000	2152 / 701

LAND CALCULATIONS

Unit Price	Units	Type
$304,920	4.66 Acre	Acreage

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)						(F3)		

SCHOOL

Dillard Elementary: C
Dillard 6-12: C
Dillard High: C

APPENDIX C
METHODOLOGY LETTER

10 July 2024

Re: Traffic Analysis Methodology
Geosynergy Lake Fill
Fort Lauderdale, Florida
Langan Project No.: 330130102

To whom it may concern:

Langan Engineering and Environmental Services, LLC was retained to prepare a traffic-impact analysis for the proposed Geosynergy Lake Fill warehouse development that is expected to be built by 2027. The 40.7-acre site (Parcel IDs: 494232000040; 494232000050; 494232000030; 494232000070; and 494232000100) is located west of NW 31st Avenue between NW 17th Court and NW 15th Court in Fort Lauderdale, Florida. The site is currently vacant, comprising of open land and the Rock Pit Lake, which will be filled in to serve as additional land for the proposed site comprising of five warehouse buildings totaling 557,794 square feet. **Figure 1** below shows the site location. A copy of the proposed site plan and the property information is included in Attachment A. Please accept this letter as the traffic-analysis methodology for the proposed development.

Figure 1 – Site Aerial Photograph

Trip Generation

Trip generation will be based on information contained in the Institute of Transportation Engineer's (ITE), Trip Generation Manual, 11th Edition. We used Land Use Code 155 – High-Cube Fulfillment Center Warehouse (Sort) to calculate the expected number of trips that the project will generate. We did not apply a non-vehicular reduction factor to provide a conservative analysis. Attachment B contains the trip-generation calculations and excerpts from the ITE manual. The proposed development is expected to generate 3,592 daily, 485 morning peak-hour, and 669 afternoon peak-hour trips as summarized in **Table 1** below.

Table 1 - Trip Generation Estimates

Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
High-Cube Fulfillment Center Warehouse (Sort)	557,794 SF	3,592	393	92	485	261	408	669

Data Collection

Morning and afternoon peak hour turning movement data will be collected on a typical weekday at the following intersections:

- NW 31st Avenue and NW 19th Street (signalized)
- NW 31st Avenue and NW 17th Street (signalized)
- NW 31st Avenue and NW 14th Street (unsignalized)
- NW 31st Avenue and Sunrise Boulevard (signalized)

Data will be collected for four hours between 7:00 and 9:00 AM and between 4:00 and 6:00 PM and will be adjusted to reflect peak season traffic volumes using historical data from *Florida Department of Transportation (FDOT)*.

24-hour ATR traffic counts will be collected at the following location:

- NW 31st Avenue between NW 16th Street and NW 14th Street

Project Distribution

We used census data and the Journey to Work (JTW) Model to determine the directional distribution of site-generated trips. The OnTheMap website, created by the United States Census Bureau, was used to produce a work destination report based on census blocks. The report produces the number of people who commute to the selected work census blocks from home census blocks. Work census blocks were designated as census blocks that are within a 5-mile radius of the project site. A distribution was developed based on the direction of the home census blocks from the work census blocks and the number of employees in each home census block. Preferred routes were then assigned to the existing roadway, originating from the project site that follows the JTW distribution. Additionally, traffic data along NW 31st Avenue shows a breakdown of vehicular traffic deriving from the north and from the south. Both methods determined that approximately 49% of the project traffic is expected to access the site from the north and approximately 51% of the project traffic is expected to derive from the south. Attachment C contains the census data and 24-hour volume spreadsheet.

Future Traffic
We will develop future traffic volumes by applying a compound growth rate to the collected traffic data. The growth rate will be based on a FDOT historical data from a traffic count station near the project. A one-half percent annual growth rate will be used if a negative growth rate is determined. We will review the county's platting database and include traffic from any approved but unbuilt projects. We will also include any roadway improvements planned within the next three years.

Intersection Analysis
Intersection capacity analysis will be performed for the study intersection using software based on the Highway Capacity Manual methodology. The analysis will be performed for morning and afternoon peak-hour conditions using Synchro Software. The analysis scenarios will include the existing (2024), no-build (2027 without the project), and build (2027 with project) conditions. Project driveways will be analyzed for the build conditions. We will provide tables in the appendices that summarize the LOS and delay for each intersection and intersection approaches for the existing, no-build, and build conditions. Tables summarizing the LOS and delay for each intersection and intersection approaches for the existing, no-build, and build conditions will be included in the report appendices. Synchro reports for the 95th%tile queue lengths and tables summarizing this information for all exclusive turn-lanes will also be included in the report appendices.

Traffic Signal Warrant Analysis
We will conduct a traffic-signal warrant analysis for the intersection of NW 31st Avenue and NW 17th Street to determine the if the intersection warrants a traffic signal under the existing or 2027 build conditions. We will evaluate the need for a traffic signal using the traffic-signal warrants from the current edition of the MUTCD which include nine traffic signal warrants. We will primarily focus on Warrants one, two and three which focus on vehicular traffic volumes. The findings of the traffic signal warrant analysis will be included in the report and appendices

Gate Queuing Analysis
If gates are provided, we will prepare a queueing analysis for the proposed gate-controlled access points to the site directly accessing public right-of-way using the queueing-analysis methodology from *Transportation and Land Development* published by the ITE.

Multimodal Evaluation Analysis
We will provide a multimodal evaluation as part of the study and document the provided transit, pedestrian, and bicycle facilities near the project.

Report

The study methodology, analysis and findings will be summarized in a report that will be signed and sealed by a Florida registered professional engineer. Synchro LOS, queuing and signal-timing reports will be included in report's appendices.

If you have any questions regarding the information contained herein, please do not hesitate to contact me at (954) 320-2155.

Sincerely,

Langan Engineering and Environmental Services, LLC

Maximo G. Polanco, P.E.
Senior Project Manager

Joe Goldberg, P.E.
Project Engineer

MGP:mgp

Attachments

Attachment A – Site Plan
Attachment B – Trip Generation Data & ITE Excerpts
Attachment C – Census Data

FL Certificate of Authorization No. 6601

\\langan.com\data\FTL\data1\330130101\Project Data\Correspondence\Methodology\2024-07-10 Geosynergy Lake Fill Traffic Methodology.docx

APPENDIX D
TRAFFIC, TAZ, SIGNAL TIMING & FDOT DATA

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 31st Ave & NW 14th St
City: Fort Lauderdale
Control: Signalized

Project ID: 23-140433-002
Date: 10/25/2023

Data - Total

NS/EW Streets:	NW 31st Ave				NW 31st Ave				NW 14th St				NW 14th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	232	0	1	0	329	3	7	11	0	16	0	0	0	0	0	606
7:15 AM	12	380	0	0	0	360	11	5	11	0	26	0	0	0	0	0	805
7:30 AM	17	338	0	0	0	403	17	6	16	0	22	0	0	0	0	0	819
7:45 AM	13	378	0	3	0	389	15	5	21	0	22	0	0	0	0	0	846
8:00 AM	5	396	0	2	0	374	5	6	5	0	20	0	0	0	0	0	813
8:15 AM	6	304	0	1	0	293	4	3	10	0	13	0	0	0	0	0	634
8:30 AM	7	320	0	2	0	324	2	3	6	0	12	0	0	0	0	0	676
8:45 AM	11	327	0	4	0	308	1	6	5	0	14	0	0	0	0	0	676
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	78	2675	0	13	0	2780	58	41	85	0	145	0	0	0	0	0	5875
APPROACH %'s :	2.82%	96.71%	0.00%	0.47%	0.00%	96.56%	2.01%	1.42%	36.96%	0.00%	63.04%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	47	1492	0	5	0	1526	48	22	53	0	90	0	0	0	0	0	3283
PEAK HR FACTOR :	0.691	0.942	0.000	0.417	0.000	0.947	0.706	0.917	0.631	0.000	0.865	0.000	0.000	0.000	0.000	0.000	0.970
	0.958				0.937				0.831								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	343	0	3	0	311	5	6	8	0	12	0	0	0	0	0	696
4:15 PM	18	338	0	6	0	322	11	7	7	0	12	0	0	0	0	0	721
4:30 PM	18	370	0	5	0	380	11	9	6	0	15	0	0	0	0	0	814
4:45 PM	9	362	0	2	0	402	9	4	13	0	13	0	0	0	0	0	814
5:00 PM	10	425	0	6	0	465	10	10	7	0	13	0	0	0	0	0	946
5:15 PM	14	431	0	7	0	421	12	7	8	0	15	0	0	0	0	0	915
5:30 PM	14	405	0	6	0	385	15	10	11	0	13	0	0	0	0	0	859
5:45 PM	20	403	0	3	0	387	7	4	12	0	17	0	0	0	0	0	853
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	111	3077	0	38	0	3073	80	57	72	0	110	0	0	0	0	0	6618
APPROACH %'s :	3.44%	95.38%	0.00%	1.18%	0.00%	95.73%	2.49%	1.78%	39.56%	0.00%	60.44%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	58	1664	0	22	0	1658	44	31	38	0	58	0	0	0	0	0	3573
PEAK HR FACTOR :	0.725	0.965	0.000	0.786	0.000	0.891	0.733	0.775	0.792	0.000	0.853	0.000	0.000	0.000	0.000	0.000	0.944
	0.965				0.893				0.828								

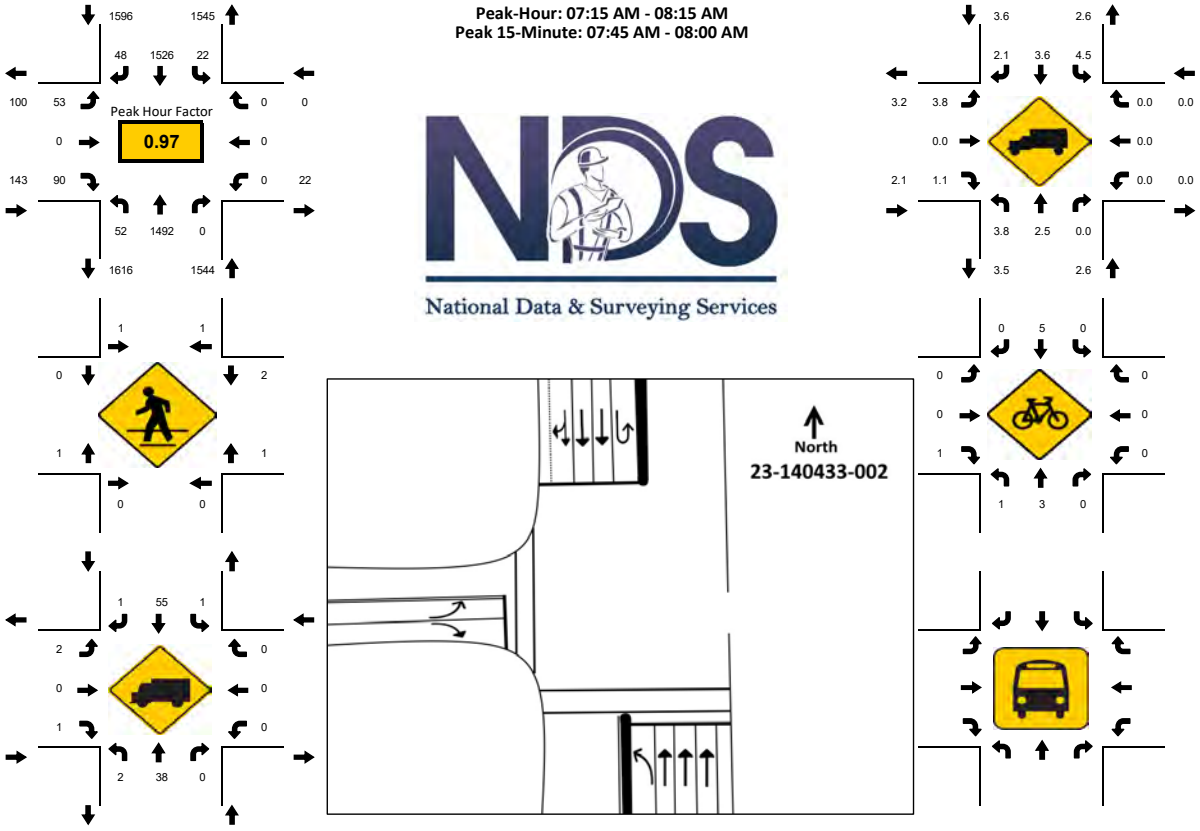
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	47	1492	0	5	0	1526	48	22	53	0	90	0	0	0	0	0	3283

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	58	1664	0	22	0	1658	44	31	38	0	58	0	0	0	0	0	3573

LOCATION: NW 31st Ave & NW 14th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 23-140433-002
DATE: Wed, Oct 25, 2023

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

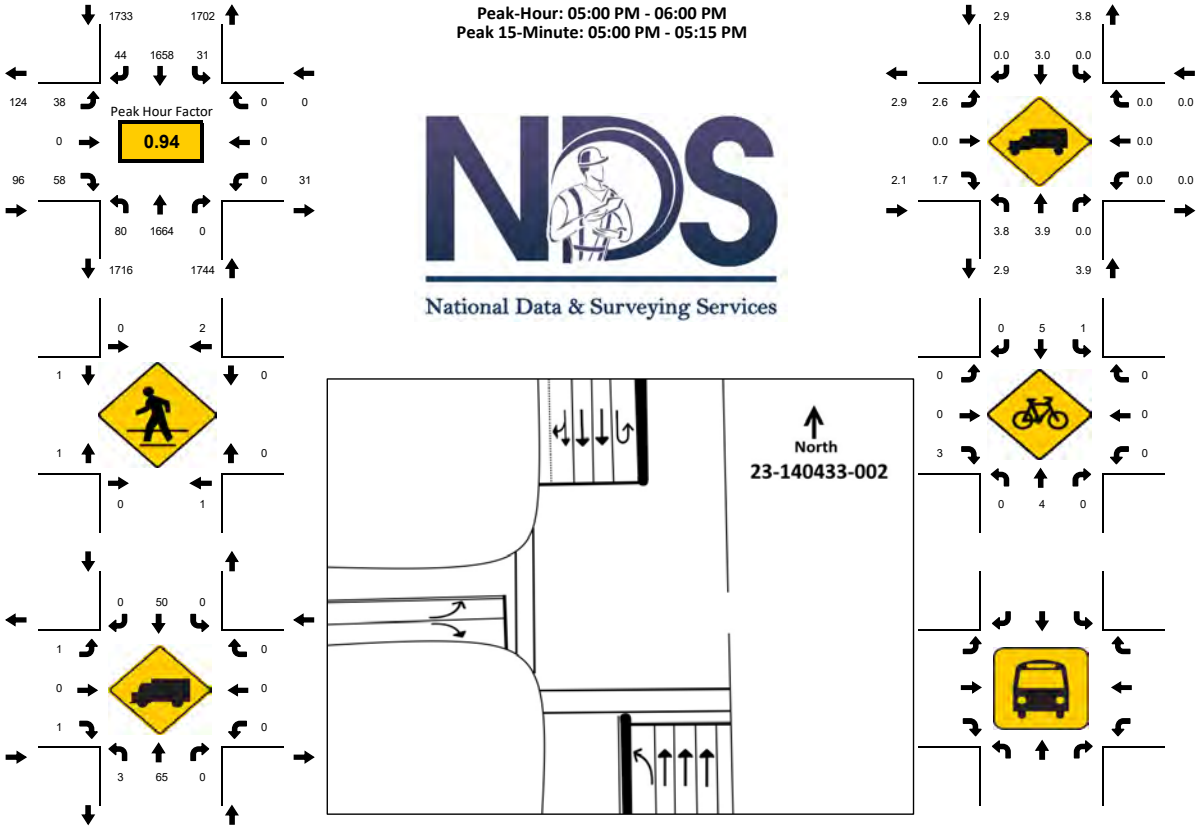


15-Min Count Period Beginning At	NW 31st Ave Northbound Left	Thru	Rgt	U	R*	NW 31st Ave Southbound Left	Thru	Rgt	U	R*	NW 14th St Eastbound Left	Thru	Rgt	U	R*	NW 14th St Westbound Left	Thru	Rgt	U	R*	Total	Hourly Total
7:00 AM	7	232	0	1		0	329	3	7		11	0	16	0		0	0	0	0		606	3076
7:15 AM	12	380	0	0		0	360	11	5		11	0	26	0		0	0	0	0		805	3283
7:30 AM	17	338	0	0		0	403	17	6		16	0	22	0		0	0	0	0		819	3112
7:45 AM	13	378	0	3		0	389	15	5		21	0	22	0		0	0	0	0		846	2969
8:00 AM	5	396	0	2		0	374	5	6		5	0	20	0		0	0	0	0		813	2799
8:15 AM	6	304	0	1		0	293	4	3		10	0	13	0		0	0	0	0		634	1986
8:30 AM	7	320	0	2		0	324	2	3		6	0	12	0		0	0	0	0		676	1352
8:45 AM	11	327	0	4		0	308	1	6		5	0	14	0		0	0	0	0		676	676
Peak 15-Min Flowrates	**Northbound Left**	**Thru**	**Rgt**	**U**	**R***	**Southbound Left**	**Thru**	**Rgt**	**U**	**R***	**Eastbound Left**	**Thru**	**Rgt**	**U**	**R***	**Westbound Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	68	1584	0	12		0	1612	68	24		84	0	104	0		0	0	0	0		**3556**	
Heavy Trucks	8	44	0	0		0	60	4	4		4	0	4	0		0	0	0	0		**124**	
Pedestrians		0					4					4					12				**20**	
Bicycles	4	12	0	0		0	12	0	0		0	0	4	0		0	0	0	0		**32**	
Buses																						
Stopped Buses																						

LOCATION: NW 31st Ave & NW 14th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 23-140433-002
DATE: Wed, Oct 25, 2023

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



15-Min Count Period Beginning At	NW 31st Ave Northbound					NW 31st Ave Southbound					NW 14th St Eastbound					NW 14th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	8	343	0	3		0	311	5	6		8	0	12	0		0	0	0	0		696	3045
4:15 PM	18	338	0	6		0	322	11	7		7	0	12	0		0	0	0	0		721	3295
4:30 PM	18	370	0	5		0	380	11	9		6	0	15	0		0	0	0	0		814	3489
4:45 PM	9	362	0	2		0	402	9	4		13	0	13	0		0	0	0	0		814	3534
5:00 PM	10	425	0	6		0	465	10	10		7	0	13	0		0	0	0	0		946	3573
5:15 PM	14	431	0	7		0	421	12	7		8	0	15	0		0	0	0	0		915	2627
5:30 PM	14	405	0	6		0	385	15	10		11	0	13	0		0	0	0	0		859	1712
5:45 PM	20	403	0	3		0	387	7	4		12	0	17	0		0	0	0	0		853	853
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	80	1724	0	28		0	1860	60	40		48	0	68	0		0	0	0	0		**3908**	
Heavy Trucks	8	76	0	0		0	88	0	0		4	0	4	0		0	0	0	0		**180**	
Pedestrians		4					8					4					0				**16**	
Bicycles	0	16	0	0		0	16	0	4		0	0	8	0		0	0	0	0		**40**	
Buses																						
Stopped Buses																						

Prepared by National Data & Surveying Services

NW 31st Ave & NW 14th St

Peak Hour Turning Movement Count

ID: 23-140433-002
City: Fort Lauderdale

Day: Wednesday
Date: 10/25/2023

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

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

CONTROL

Signalized

	AM	NOON	PM
TEV	3283	0	3573
PHF	0.97		0.94

SOUTHBOUND (NW 31st Ave)

AM	48	1526	0	22	1567	AM
NOON	0	0	0	0	0	NOON
PM	44	1658	0	31	1733	PM

EASTBOUND (NW 14th St)

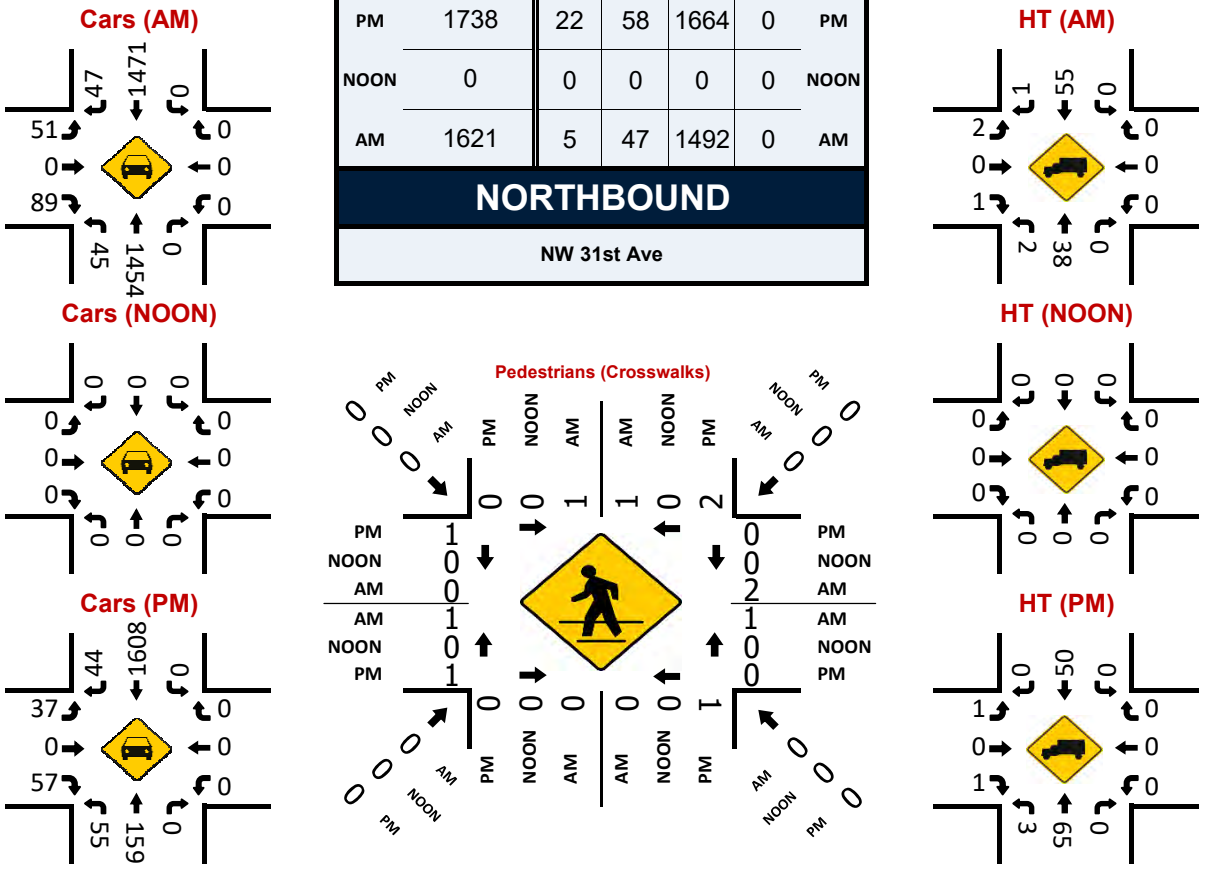
AM	NOON	PM
95	0	102
0	0	0
53	0	38
0	0	0
90	0	58

WESTBOUND (NW 14th St)

PM	NOON	AM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

NORTHBOUND (NW 31st Ave)

PM	1738	22	58	1664	0	PM
NOON	0	0	0	0	0	NOON
AM	1621	5	47	1492	0	AM



National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 31st Ave & NW 17th St
City: Fort Lauderdale
Control: 1-Way Stop(EB)

Project ID: 23-140433-004
Date: 10/25/2023

Total

NS/EW Streets:	NW 31st Ave				NW 31st Ave				NW 17th St				NW 17th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 AM	0	65	0	0	0	113	0	0	0	0	0	0	0	0	0	0	178
12:15 AM	0	77	0	0	0	89	0	0	0	0	0	0	0	0	0	0	166
12:30 AM	0	62	0	0	0	78	0	0	0	0	0	0	0	0	0	0	140
12:45 AM	0	58	0	0	0	82	0	0	0	0	0	0	0	0	0	0	140
1:00 AM	0	44	0	0	0	65	0	0	0	0	0	0	0	0	0	0	109
1:15 AM	0	51	0	0	0	75	0	0	0	0	0	0	0	0	0	0	126
1:30 AM	0	40	0	0	0	59	0	0	0	0	0	0	0	0	0	0	99
1:45 AM	0	38	0	0	0	68	0	0	0	0	0	0	0	0	0	0	106
2:00 AM	0	35	0	0	0	44	0	1	0	0	0	0	0	0	0	0	80
2:15 AM	0	26	0	0	0	50	0	0	0	0	0	0	0	0	0	0	76
2:30 AM	0	27	0	1	0	36	0	1	0	0	0	0	0	0	0	0	65
2:45 AM	0	24	0	0	0	47	0	0	0	0	0	0	0	0	0	0	71
3:00 AM	0	19	0	0	0	45	0	0	0	0	0	0	0	0	0	0	64
3:15 AM	0	32	0	0	0	36	0	0	0	0	0	0	0	0	0	0	68
3:30 AM	0	20	0	0	0	41	0	0	0	0	0	0	0	0	0	0	61
3:45 AM	0	29	0	0	0	43	0	0	0	0	0	0	0	0	0	0	72
4:00 AM	0	36	0	0	0	51	0	0	0	0	0	0	0	0	0	0	87
4:15 AM	0	32	0	0	0	59	0	0	0	0	0	0	0	0	0	0	91
4:30 AM	0	41	0	0	0	69	0	0	0	0	0	0	0	0	0	0	110
4:45 AM	0	56	0	0	0	85	1	0	0	0	0	0	0	0	0	0	142
5:00 AM	0	56	0	0	0	103	1	0	0	0	0	0	0	0	0	0	160
5:15 AM	0	68	0	0	0	118	0	0	0	0	0	0	0	0	0	0	186
5:30 AM	0	106	0	0	0	122	0	0	0	0	0	0	0	0	0	0	228
5:45 AM	0	101	1	0	0	107	1	1	0	0	0	0	0	0	0	0	211
6:00 AM	0	110	0	0	0	137	0	0	0	0	1	0	0	0	0	0	248
6:15 AM	1	146	0	0	1	160	1	0	0	0	0	0	0	0	0	0	309
6:30 AM	2	152	0	0	0	207	2	2	0	0	0	0	1	0	0	0	366
6:45 AM	4	227	0	0	0	266	6	2	0	0	1	0	0	0	0	0	506
7:00 AM	4	243	1	0	0	312	3	4	1	0	0	0	0	0	0	0	568
7:15 AM	3	373	0	0	0	352	4	2	1	0	3	0	0	0	0	0	738
7:30 AM	2	351	0	0	0	414	2	0	1	0	2	1	0	0	0	0	773
7:45 AM	2	388	0	1	0	383	2	3	0	0	3	0	0	0	1	0	783
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	18	3133	2	2	1	3916	23	16	3	0	10	1	1	0	1	0	7127
APPROACH %'s :	0.57%	99.30%	0.06%	0.06%	0.03%	98.99%	0.58%	0.40%	21.43%	0.00%	71.43%	7.14%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	11	1355	1	1	0	1461	11	9	3	0	8	1	0	0	1	0	2862
PEAK HR FACTOR :	0.688	0.873	0.250	0.250	0.000	0.882	0.688	0.563	0.750	0.000	0.667	0.250	0.000	0.000	0.250	0.000	0.914
		0.875				0.890				0.750				0.250			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
8:00 AM	5	383	0	0	0	368	3	4	0	0	5	0	0	0	0	0	768
8:15 AM	3	305	0	1	0	291	1	0	0	0	0	0	0	0	0	0	601
8:30 AM	1	313	0	0	0	308	2	6	2	0	2	1	0	0	0	0	635
8:45 AM	1	338	0	0	0	296	5	4	2	0	1	0	0	0	0	0	647
9:00 AM	4	298	0	0	0	280	4	1	5	0	0	0	0	0	0	0	592
9:15 AM	2	264	0	1	0	278	5	2	3	0	5	0	0	0	0	0	560
9:30 AM	0	277	0	0	0	244	2	2	3	0	0	0	0	0	0	0	528
9:45 AM	3	256	0	1	0	238	7	4	1	0	2	0	0	0	0	0	512
10:00 AM	1	252	0	0	1	225	0	5	2	0	2	0	0	0	1	0	489
10:15 AM	0	220	0	0	0	222	0	0	3	0	1	0	0	0	0	0	446
10:30 AM	2	193	0	0	0	215	1	2	1	0	1	0	0	0	0	0	415
10:45 AM	0	220	0	0	0	227	3	1	2	0	0	0	0	0	0	0	453
11:00 AM	3	202	0	0	0	190	2	8	1	0	3	0	1	0	1	0	411
11:15 AM	1	232	0	0	0	204	1	2	3	0	3	0	0	0	0	0	446
11:30 AM	5	246	0	0	0	220	4	6	3	0	2	0	0	0	0	0	486
11:45 AM	0	191	0	0	0	215	1	4	5	0	3	0	0	0	0	0	419
12:00 PM	3	240	0	0	0	222	1	1	3	0	2	0	1	0	0	0	473
12:15 PM	1	225	0	0	0	251	2	3	3	0	1	0	0	0	0	0	486
12:30 PM	1	239	0	0	0	233	6	1	0	0	1	0	0	0	0	0	481
12:45 PM	0	229	0	0	0	207	2	1	1	0	3	0	1	0	0	0	444
1:00 PM	2	222	0	0	0	213	1	1	0	0	0	0	0	0	0	0	439
1:15 PM	2	252	0	0	0	234	6	4	2	0	3	0	0	0	0	0	503
1:30 PM	3	247	0	0	0	276	3	2	3	0	2	0	0	0	0	0	536
1:45 PM	3	233	0	0	0	274	2	3	2	0	2	0	0	0	0	0	519
2:00 PM	1	272	0	1	0	254	2	4	2	0	6	0	0	0	0	0	542
2:15 PM	3	263	0	0	0	286	1	4	0	0	2	0	0	0	0	0	559
2:30 PM	1	297	0	0	0	321	0	0	3	0	2	0	0	0	0	0	624
2:45 PM	1	303	1	0	0	270	6	1	5	0	1	0	2	0	0	0	590
3:00 PM	2	372	0	1	0	304	1	1	3	0	1	1	1	0	0	0	687
3:15 PM	0	352	0	0	0	332	5	5	2	0	2	0	0	0	1	0	699
3:30 PM	2	334	0	0	0	342	3	7	3	0	5	0	0	0	0	0	696
3:45 PM	0	359	0	1	0	298	2	3	2	0	1	0	0	0	0	0	666
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	56	8629	1	6	1	8338	84	92	70	0	64	2	6	0	3	0	17352
APPROACH %'s :	0.64%	99.28%	0.01%	0.07%	0.01%	97.92%	0.99%	1.08%	51.47%	0.00%	47.06%	1.47%	66.67%	0.00%	33.33%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	4	1417	0	2	0	1276	11	16	10	0	9	1	1	0	1	0	2748
PEAK HR FACTOR :	0.500	0.952	0.000	0.500	0.000	0.933	0.550	0.571	0.833	0.000	0.450	0.250	0.250	0.000	0.250	0.000	0.983
		0.949				0.925				0.625				0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	337	0	0	0	311	0	9	1	0	5	0	0	0	0	0	666
4:15 PM	1	327	0	0	0	343	1	2	6	0	2	0	0	0	0	0	682
4:30 PM	0	360	0	0	0	373	2	2	3	0	0	0	0	0	0	0	740
4:45 PM	0	348	0	2	0	422	4	4	6	0	1	0	0	0	0	0	787
5:00 PM	3	410	0	1	0	461	0	2	4	0	3	0	0	0	0	0	884
5:15 PM	0	432	0	0	0	427	1	2	1	0	4	0	0	0	0	0	867
5:30 PM	3	400	0	0	0	403	2	3	0	0	2	0	0	0	0	0	813
5:45 PM	2	379	0	0	0	389	1	0	2	0	2	0	0	0	0	0	775
6:00 PM	2	401	0	1	0	381	1	1	2	0	3	0	0	0	0	0	792
6:15 PM	2	342	0	0	0	394	4	3	0	0	6	0	0	0	0	0	751
6:30 PM	2	352	0	0	0	392	2	3	2	0	0	0	0	0	0	0	753
6:45 PM	0	290	0	0	0	327	1	2	0	0	1	0	0	0	0	0	621
7:00 PM	1	310	0	0	0	280	1	0	0	0	1	0	0	0	0	0	593
7:15 PM	0	261	0	0	0	257	1	0	0	0	4	0	0	0	0	0	523
7:30 PM	0	238	0	0	0	246	0	4	2	0	1	0	0	0	0	0	491
7:45 PM	0	227	0	0	0	210	0	4	2	0	0	0	0	0	0	0	443
8:00 PM	1	251	0	0	0	148	1	2	0	0	0	0	0	0	0	0	403
8:15 PM	0	238	0	0	0	186	0	3	1	0	1	0	0	0	0	0	429
8:30 PM	0	217	0	0	0	193	0	3	0	0	0	0	0	0	0	0	413
8:45 PM	1	203	0	0	0	166	0	2	0	0	2	0	0	0	0	0	374
9:00 PM	0	191	0	0	0	153	1	3	0	0	1	0	0	0	0	0	349
9:15 PM	1	200	0	0	0	199	0	1	0	0	1	0	0	0	0	0	402
9:30 PM	0	161	0	0	0	156	0	1	0	0	0	0	0	0	0	0	318
9:45 PM	0	151	0	0	0	143	0	1	1	0	3	0	0	0	0	0	299
10:00 PM	0	170	0	0	0	134	1	1	0	0	0	0	0	0	0	0	306
10:15 PM	3	136	0	1	0	112	0	1	0	0	0	0	0	0	0	0	253
10:30 PM	0	140	0	1	0	113	0	0	0	0	1	0	0	0	0	0	255
10:45 PM	0	133	0	0	0	105	1	1	0	0	3	0	0	0	0	0	243
11:00 PM	0	117	0	0	0	98	0	1	0	0	0	0	0	0	0	0	216
11:15 PM	3	126	0	0	0	87	0	2	1	0	2	0	0	0	0	0	221
11:30 PM	0	126	0	0	0	87	0	1	0	0	0	0	0	0	0	0	214
11:45 PM	0	92	0	0	0	74	0	0	0	0	0	0	0	0	0	0	166
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	28	8066	0	6	0	7770	25	64	34	0	49	0	0	0	0	0	16042
APPROACH %'s :	0.35%	99.58%	0.00%	0.07%	0.00%	98.87%	0.32%	0.81%	40.96%	0.00%	59.04%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	6	1590	0	3	0	1713	7	11	11	0	10	0	0	0	0	0	3351
PEAK HR FACTOR :	0.500	0.920	0.000	0.375	0.000	0.929	0.438	0.688	0.458	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.948
		0.925				0.935				0.750							

PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	12	1495	0	1	0	1517	11	9	2	0	13	1	0	0	1	0	3062

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	8	1621	0	1	0	1680	4	7	7	0	11	0	0	0	0	0	3339

Prepared by National Data & Surveying Services

NW 31st Ave & NW 17th St

Peak Hour Turning Movement Count

ID: 23-140433-004
City: Fort Lauderdale

Day: Wednesday
Date: 10/25/2023

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	03:00 PM - 04:00 PM
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	12:00 AM - 08:00 AM
NOON	08:00 AM - 04:00 PM
PM	04:00 PM - 12:00 AM

CONTROL: 1-Way Stop(EB)

	AM	NOON	PM
TEV	2862	2748	3351
PHF	0.91	0.98	0.95

NW 31st Ave — SOUTHBOUND

AM	11	1461	0	9	1368	AM
NOON	11	1276	0	16	1444	NOON
PM	7	1713	0	11	1612	PM

NW 17th St — EASTBOUND

AM	NOON	PM
23	16	13
1	1	0
3	10	11
0	0	0
8	9	10

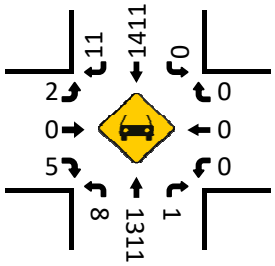
NW 17th St — WESTBOUND

PM	NOON	AM
0	1	1
0	0	0
0	1	0
0	0	0
0	0	1

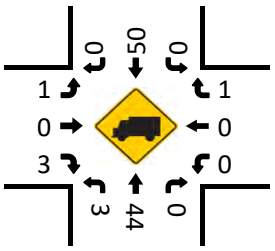
NW 31st Ave — NORTHBOUND

PM	1726	3	6	1590	0	PM
NOON	1288	2	4	1417	0	NOON
AM	1470	1	11	1355	1	AM

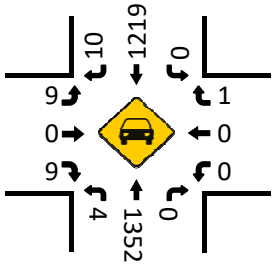
Cars (AM)



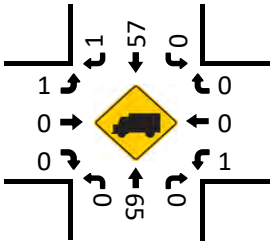
HT (AM)



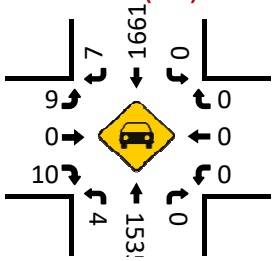
Cars (NOON)



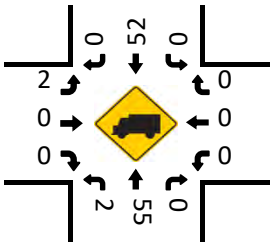
HT (NOON)



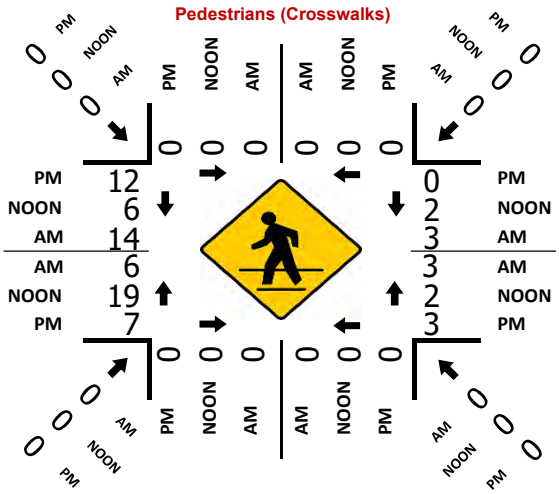
Cars (PM)



HT (PM)



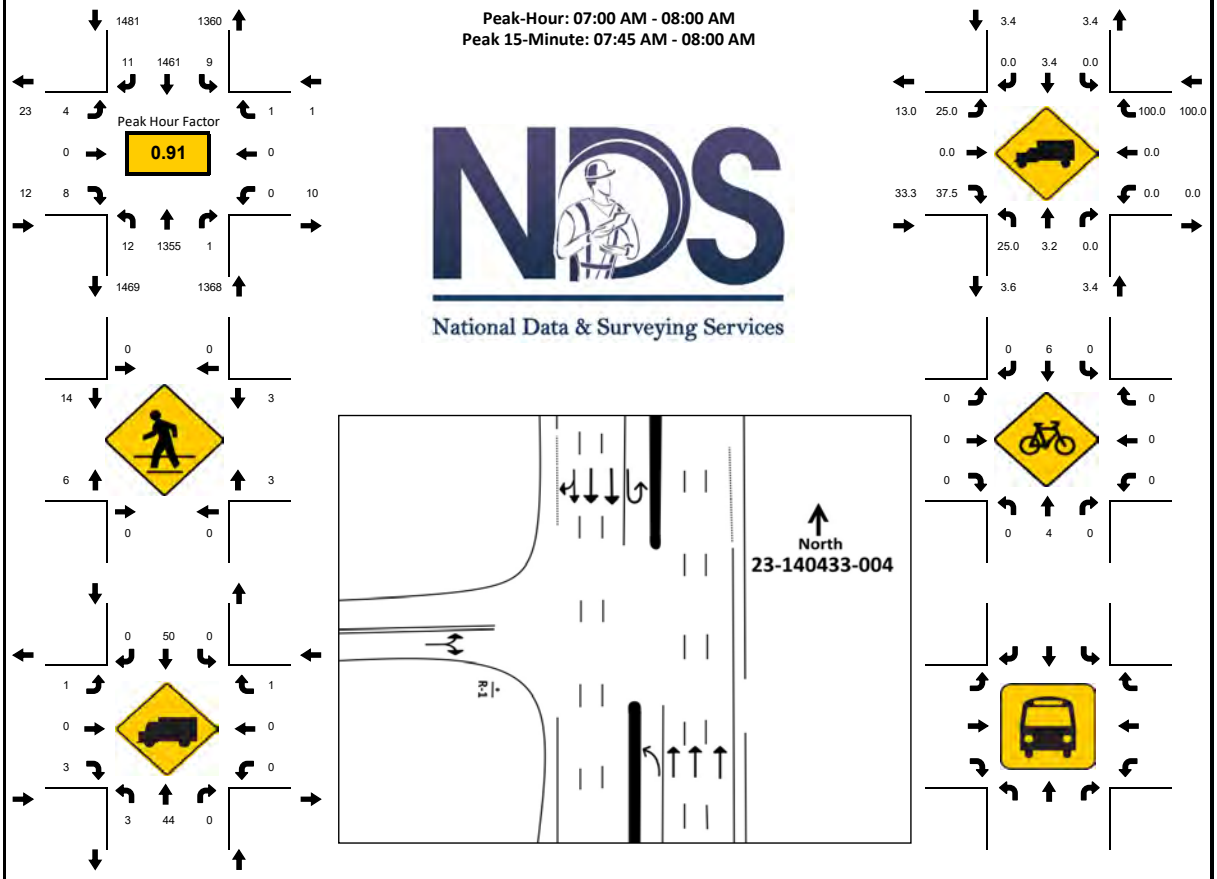
Pedestrians (Crosswalks)



LOCATION: NW 31st Ave & NW 17th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 23-140433-004
DATE: 10/25/2023

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



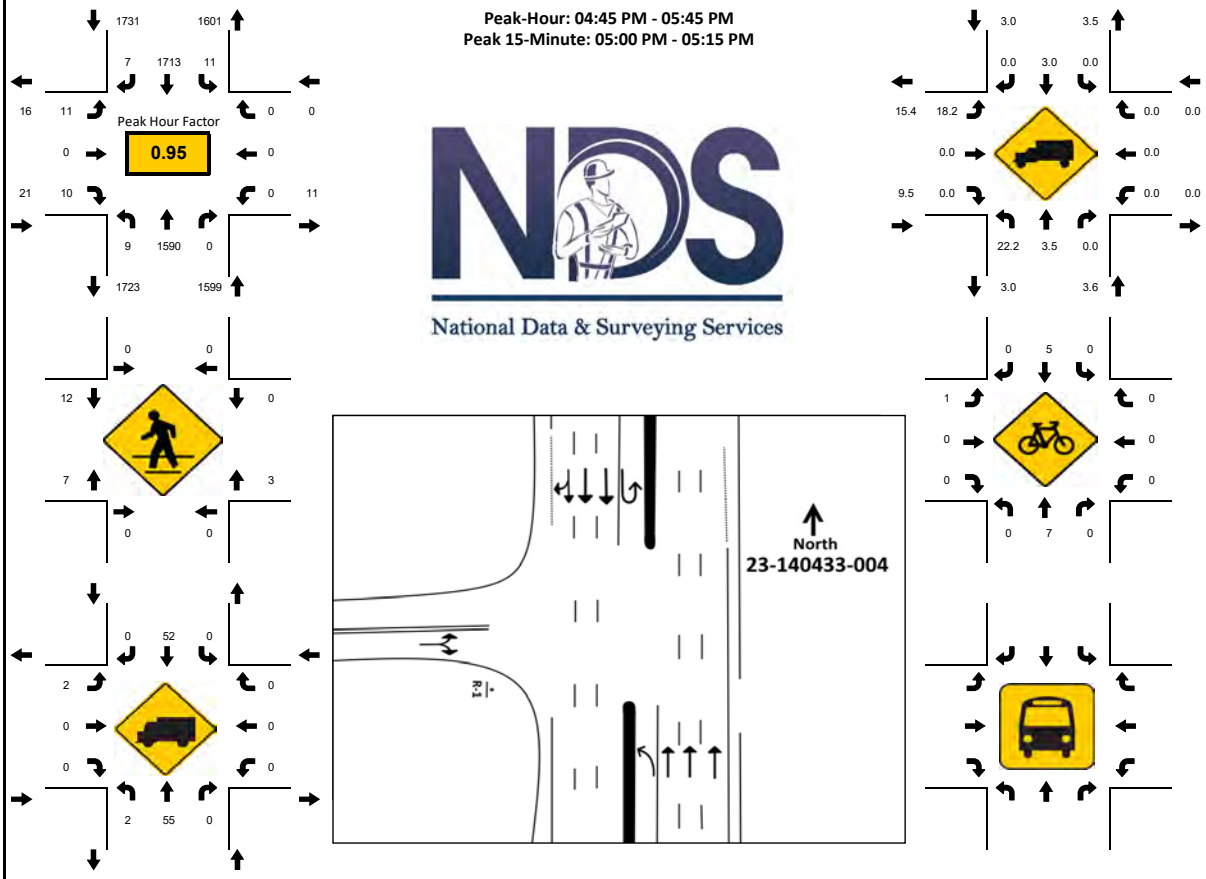
15-Min Count Period Beginning At	NW 31st Ave Northbound					NW 31st Ave Southbound					NW 17th St Eastbound					NW 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
12:00 AM	0	65	0	0		0	113	0	0		0	0	0	0		0	0	0	0		178	624
12:15 AM	0	77	0	0		0	89	0	0		0	0	0	0		0	0	0	0		166	555
12:30 AM	0	62	0	0		0	78	0	0		0	0	0	0		0	0	0	0		140	515
12:45 AM	0	58	0	0		0	82	0	0		0	0	0	0		0	0	0	0		140	474
01:00 AM	0	44	0	0		0	65	0	0		0	0	0	0		0	0	0	0		109	440
01:15 AM	0	51	0	0		0	75	0	0		0	0	0	0		0	0	0	0		126	411
01:30 AM	0	40	0	0		0	59	0	0		0	0	0	0		0	0	0	0		99	361
01:45 AM	0	38	0	0		0	68	0	0		0	0	0	0		0	0	0	0		106	327
02:00 AM	0	35	0	0		0	44	0	1		0	0	0	0		0	0	0	0		80	292
02:15 AM	0	26	0	0		0	50	0	0		0	0	0	0		0	0	0	0		76	276
02:30 AM	0	27	0	1		0	36	0	1		0	0	0	0		0	0	0	0		65	268
02:45 AM	0	24	0	0		0	47	0	0		0	0	0	0		0	0	0	0		71	264
03:00 AM	0	19	0	0		0	45	0	0		0	0	0	0		0	0	0	0		64	265
03:15 AM	0	32	0	0		0	36	0	0		0	0	0	0		0	0	0	0		68	288
03:30 AM	0	20	0	0		0	41	0	0		0	0	0	0		0	0	0	0		61	311
03:45 AM	0	29	0	0		0	43	0	0		0	0	0	0		0	0	0	0		72	360
04:00 AM	0	36	0	0		0	51	0	0		0	0	0	0		0	0	0	0		87	430
04:15 AM	0	32	0	0		0	59	0	0		0	0	0	0		0	0	0	0		91	503
04:30 AM	0	41	0	0		0	69	0	0		0	0	0	0		0	0	0	0		110	598
04:45 AM	0	56	0	0		0	85	1	0		0	0	0	0		0	0	0	0		142	716
05:00 AM	0	56	0	0		0	103	1	0		0	0	0	0		0	0	0	0		160	785
05:15 AM	0	68	0	0		0	118	0	0		0	0	0	0		0	0	0	0		186	873
05:30 AM	0	106	0	0		0	122	0	0		0	0	0	0		0	0	0	0		228	996
05:45 AM	0	101	1	0		0	107	1	1		0	0	0	0		0	0	0	0		211	1134
06:00 AM	0	110	0	0		0	137	0	0		0	0	1	0		0	0	0	0		248	1429
06:15 AM	1	146	0	0		1	160	1	0		0	0	0	0		0	0	0	0		309	1749
06:30 AM	2	152	0	0		0	207	2	2		0	0	0	0		1	0	0	0		366	2178
06:45 AM	4	227	0	0		0	266	6	2		0	0	1	0		0	0	0	0		506	2585
07:00 AM	4	243	1	0		0	312	3	4		1	0	0	0		0	0	0	0		568	2862
07:15 AM	3	373	0	0		0	352	4	2		1	0	3	0		0	0	0	0		738	2294
07:30 AM	2	351	0	0		0	414	2	0		1	0	2	1		0	0	0	0		773	1556
07:45 AM	2	388	0	1		0	383	2	3		0	0	3	0		0	0	1	0		783	783

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	16	1552	4	4		0	1656	16	16		4	0	12	4		0	0	4	0		**3288**
Heavy Trucks	8	68	0			0	56	0			4	0	8			0	0	4			**148**
Pedestrians		0					0					36					12				**48**
Bicycles	0	12	0			0	16	0			0	0	0			0	0	0			**28**
Railroad																					
Stopped Buses																					

LOCATION: NW 31st Ave & NW 17th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 23-140433-004
DATE: 10/25/2023

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



15-Min Count Period Beginning At	NW 31st Ave Northbound					NW 31st Ave Southbound					NW 17th St Eastbound					NW 17th 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	3	337	0	0		0	311	0	9		1	0	5	0		0	0	0	0		666	2875
04:15 PM	1	327	0	0		0	343	1	2		6	0	2	0		0	0	0	0		682	3093
04:30 PM	0	360	0	0		0	373	2	2		3	0	0	0		0	0	0	0		740	3278
04:45 PM	0	348	0	2		0	422	4	4		6	0	1	0		0	0	0	0		787	3351
05:00 PM	3	410	0	1		0	461	0	2		4	0	3	0		0	0	0	0		884	3339
05:15 PM	0	432	0	0		0	427	1	2		1	0	4	0		0	0	0	0		867	3247
05:30 PM	3	400	0	0		0	403	2	3		0	0	2	0		0	0	0	0		813	3131
05:45 PM	2	379	0	0		0	389	1	0		2	0	2	0		0	0	0	0		775	3071
06:00 PM	2	401	0	1		0	381	1	1		2	0	3	0		0	0	0	0		792	2917
06:15 PM	2	342	0	0		0	394	4	3		0	0	6	0		0	0	0	0		751	2718
06:30 PM	2	352	0	0		0	392	2	3		2	0	0	0		0	0	0	0		753	2490
06:45 PM	0	290	0	0		0	327	1	2		0	0	1	0		0	0	0	0		621	2228
07:00 PM	1	310	0	0		0	280	1	0		0	0	1	0		0	0	0	0		593	2050
07:15 PM	0	261	0	0		0	257	1	0		0	0	4	0		0	0	0	0		523	1860
07:30 PM	0	238	0	0		0	246	0	4		2	0	1	0		0	0	0	0		491	1766
07:45 PM	0	227	0	0		0	210	0	4		2	0	0	0		0	0	0	0		443	1688
08:00 PM	1	251	0	0		0	148	1	2		0	0	0	0		0	0	0	0		403	1619
08:15 PM	0	238	0	0		0	186	0	3		1	0	1	0		0	0	0	0		429	1565
08:30 PM	0	217	0	0		0	193	0	3		0	0	0	0		0	0	0	0		413	1538
08:45 PM	1	203	0	0		0	166	0	2		0	0	2	0		0	0	0	0		374	1443
09:00 PM	0	191	0	0		0	153	1	3		0	0	1	0		0	0	0	0		349	1368
09:15 PM	1	200	0	0		0	199	0	1		0	0	1	0		0	0	0	0		402	1325
09:30 PM	0	161	0	0		0	156	0	1		0	0	0	0		0	0	0	0		318	1176
09:45 PM	0	151	0	0		0	143	0	1		1	0	3	0		0	0	0	0		299	1113
10:00 PM	0	170	0	0		0	134	1	1		0	0	0	0		0	0	0	0		306	1057
10:15 PM	3	136	0	1		0	112	0	1		0	0	0	0		0	0	0	0		253	967
10:30 PM	0	140	0	1		0	113	0	0		0	0	1	0		0	0	0	0		255	935
10:45 PM	0	133	0	0		0	105	1	1		0	0	3	0		0	0	0	0		243	894
11:00 PM	0	117	0	0		0	98	0	1		0	0	0	0		0	0	0	0		216	817
11:15 PM	3	126	0	0		0	87	0	2		1	0	2	0		0	0	0	0		221	601
11:30 PM	0	126	0	0		0	87	0	1		0	0	0	0		0	0	0	0		214	380
11:45 PM	0	92	0	0		0	74	0	0		0	0	0	0		0	0	0	0		166	166

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	12	1728	0	8		0	1844	16	16		24	0	16	0		0	0	0	0		**3664**
Heavy Trucks	8	84	0			0	88	0			8	0	0			0	0	0			**188**
Pedestrians		0					0					44					4				**48**
Bicycles	0	8	0			0	16	0			4	0	0			0	0	0			**28**
Railroad																					
Stopped Buses																					

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 31st Ave & NW 19th St
City: Fort Lauderdale
Control: Signalized

Project ID: 23-140433-001
Date: 10/25/2023

Data - Total

NS/EW Streets:	NW 31st Ave				NW 31st Ave				NW 19th St				NW 19th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	43	142	36	0	59	218	44	0	47	72	43	0	43	47	24	0	818
7:15 AM	39	268	53	0	78	256	62	0	50	96	38	0	39	41	31	0	1051
7:30 AM	32	274	60	0	65	295	62	2	64	109	55	0	53	50	39	0	1160
7:45 AM	68	253	81	1	58	268	68	1	62	112	60	0	26	58	34	0	1150
8:00 AM	46	286	58	0	65	273	68	1	53	102	41	0	47	65	51	0	1156
8:15 AM	46	250	38	0	65	240	52	2	67	107	29	0	29	75	33	0	1033
8:30 AM	50	218	37	0	62	228	64	0	66	76	43	0	24	50	26	0	944
8:45 AM	42	229	51	1	55	250	57	0	45	81	37	0	32	56	27	0	963
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	366	1920	414	2	507	2028	477	6	454	755	346	0	293	442	265	0	8275
APPROACH %'s :	13.55%	71.06%	15.32%	0.07%	16.80%	67.20%	15.81%	0.20%	29.20%	48.55%	22.25%	0.00%	29.30%	44.20%	26.50%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	185	1081	252	1	266	1092	260	4	229	419	194	0	165	214	155	0	4517
PEAK HR FACTOR :	0.680	0.945	0.778	0.250	0.853	0.925	0.956	0.500	0.895	0.935	0.808	0.000	0.778	0.823	0.760	0.000	0.973
	0.942				0.956				0.900				0.819				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	51	233	44	0	48	236	87	1	53	80	28	0	32	81	47	0	1021
4:15 PM	55	238	39	1	57	252	78	1	38	72	37	0	52	121	41	0	1082
4:30 PM	58	257	42	1	42	283	85	0	59	93	33	0	52	114	44	0	1163
4:45 PM	55	255	36	0	51	320	71	1	61	93	47	0	54	118	46	0	1208
5:00 PM	55	305	56	0	48	355	100	0	48	92	40	0	56	109	51	0	1315
5:15 PM	65	321	43	0	51	328	90	1	44	56	23	0	61	141	42	0	1266
5:30 PM	66	315	44	0	45	289	90	0	42	84	45	0	62	158	38	0	1278
5:45 PM	66	269	51	0	50	297	90	0	45	100	42	0	50	128	46	0	1234
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	471	2193	355	2	392	2360	691	4	390	670	295	0	419	970	355	0	9567
APPROACH %'s :	15.59%	72.59%	11.75%	0.07%	11.37%	68.47%	20.05%	0.12%	28.78%	49.45%	21.77%	0.00%	24.03%	55.62%	20.36%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	252	1210	194	0	194	1269	370	1	179	332	150	0	229	536	177	0	5093
PEAK HR FACTOR :	0.955	0.942	0.866	0.000	0.951	0.894	0.925	0.250	0.932	0.830	0.833	0.000	0.923	0.848	0.868	0.000	0.968
	0.965				0.912				0.884				0.913				

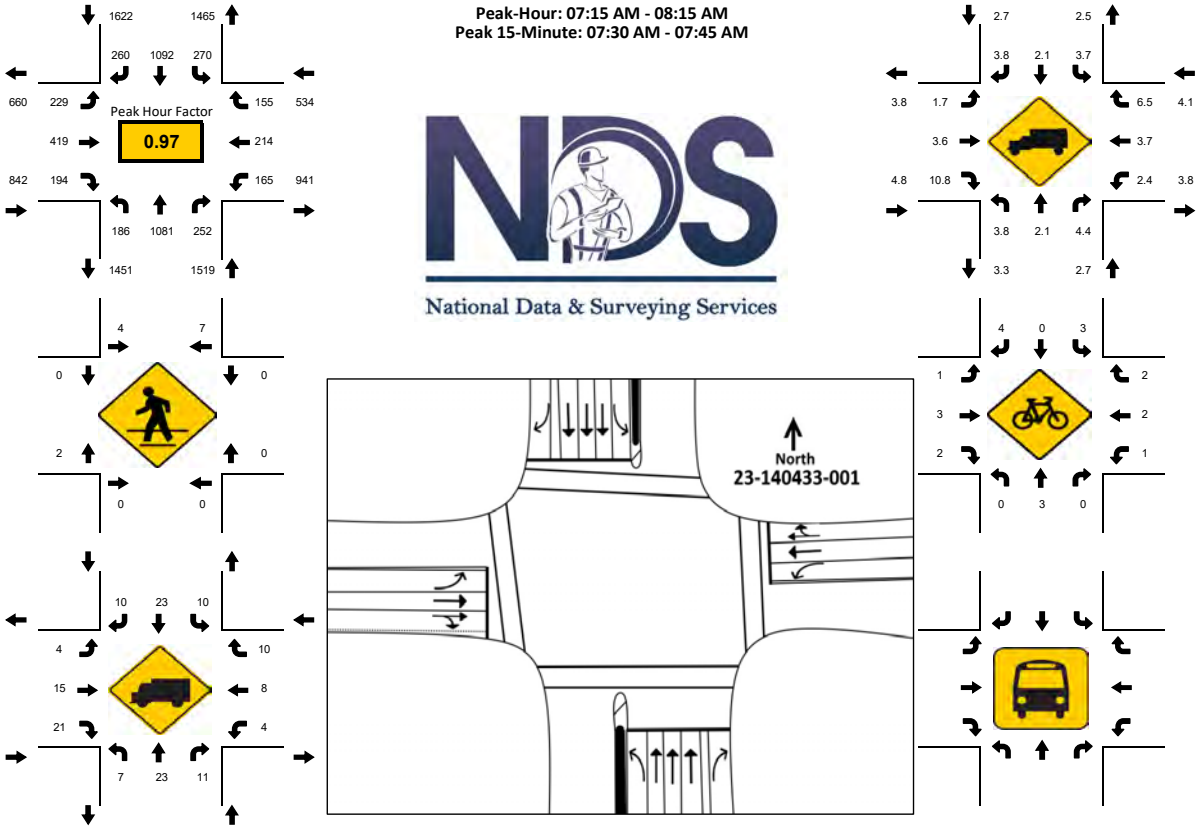
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	185	1081	252	1	266	1092	260	4	229	419	194	0	165	214	155	0	4517

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	252	1210	194	0	194	1269	370	1	179	332	150	0	229	536	177	0	5093

LOCATION: NW 31st Ave & NW 19th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 23-140433-001
DATE: Wed, Oct 25, 2023

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

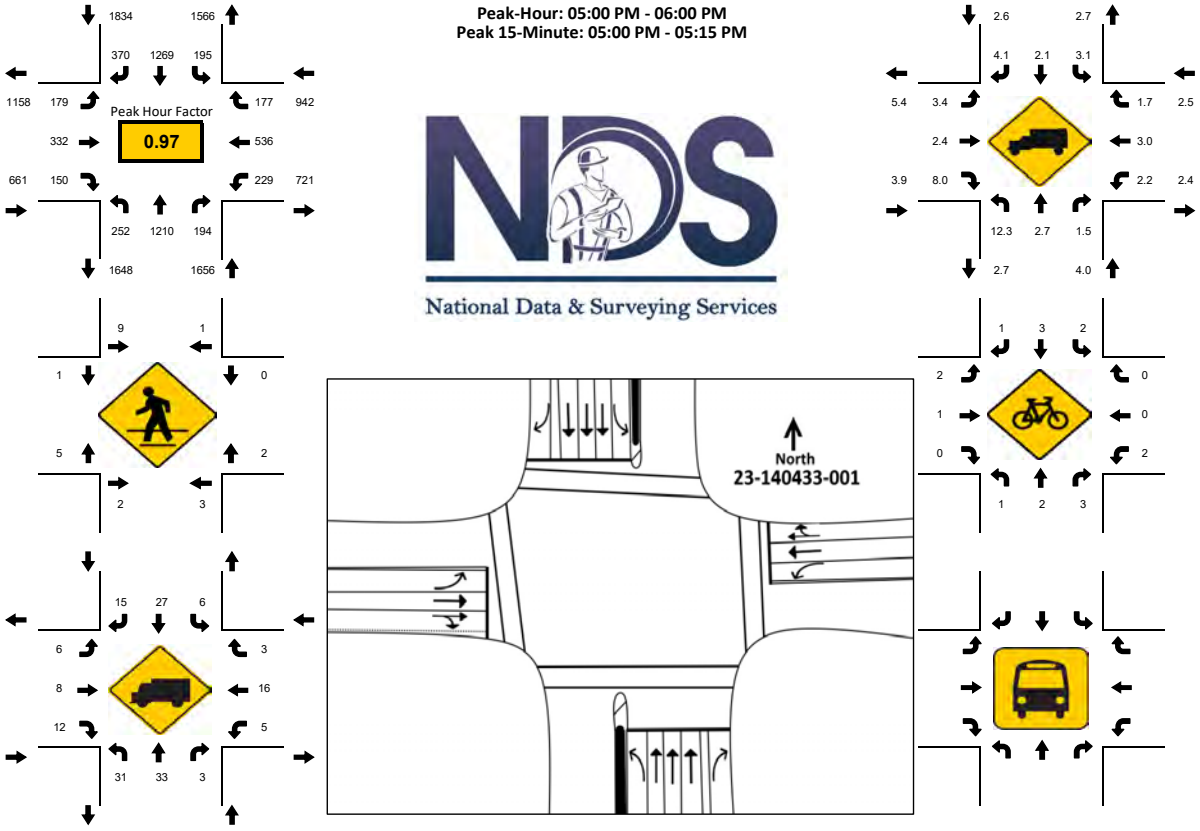


15-Min Count Period Beginning At	NW 31st Ave Northbound Left	Thru	Rgt	U	R*	NW 31st Ave Southbound Left	Thru	Rgt	U	R*	NW 19th St Eastbound Left	Thru	Rgt	U	R*	NW 19th St Westbound Left	Thru	Rgt	U	R*	Total	Hourly Total
7:00 AM	43	142	36	0		59	218	44	0		47	72	43	0		43	47	24	0		818	4179
7:15 AM	39	268	53	0		78	256	62	0		50	96	38	0		39	41	31	0		1051	4517
7:30 AM	32	274	60	0		65	295	62	2		64	109	55	0		53	50	39	0		1160	4499
7:45 AM	68	253	81	1		58	268	68	1		62	112	60	0		26	58	34	0		1150	4283
8:00 AM	46	286	58	0		65	273	68	1		53	102	41	0		47	65	51	0		1156	4096
8:15 AM	46	250	38	0		65	240	52	2		67	107	29	0		29	75	33	0		1033	2940
8:30 AM	50	218	37	0		62	228	64	0		66	76	43	0		24	50	26	0		944	1907
8:45 AM	42	229	51	1		55	250	57	0		45	81	37	0		32	56	27	0		963	963
Peak 15-Min Flowrates	**Northbound Left**	**Thru**	**Rgt**	**U**	**R***	**Southbound Left**	**Thru**	**Rgt**	**U**	**R***	**Eastbound Left**	**Thru**	**Rgt**	**U**	**R***	**Westbound Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	272	1144	324	4		312	1180	272	8		256	448	240	0		212	260	204	0		**5136**	
Heavy Trucks	12	36	20	0		12	32	16	0		8	24	28	0		8	16	16	0		**228**	
Pedestrians		0					20					4					0				**24**	
Bicycles	0	8	0	0		8	0	8	0		4	8	8	0		4	4	4	0		**56**	
Buses																						
Stopped Buses																						

LOCATION: NW 31st Ave & NW 19th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 23-140433-001
DATE: Wed, Oct 25, 2023

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



15-Min Count Period Beginning At	NW 31st Ave Northbound Left	Thru	Rgt	U	R*	NW 31st Ave Southbound Left	Thru	Rgt	U	R*	NW 19th St Eastbound Left	Thru	Rgt	U	R*	NW 19th St Westbound Left	Thru	Rgt	U	R*	Total	Hourly Total
4:00 PM	51	233	44	0		48	236	87	1		53	80	28	0		32	81	47	0		1021	4474
4:15 PM	55	238	39	1		57	252	78	1		38	72	37	0		52	121	41	0		1082	4768
4:30 PM	58	257	42	1		42	283	85	0		59	93	33	0		52	114	44	0		1163	4952
4:45 PM	55	255	36	0		51	320	71	1		61	93	47	0		54	118	46	0		1208	5067
5:00 PM	55	305	56	0		48	355	100	0		48	92	40	0		56	109	51	0		1315	5093
5:15 PM	65	321	43	0		51	328	90	1		44	56	23	0		61	141	42	0		1266	3778
5:30 PM	66	315	44	0		45	289	90	0		42	84	45	0		62	158	38	0		1278	2512
5:45 PM	66	269	51	0		50	297	90	0		45	100	42	0		50	128	46	0		1234	1234
Peak 15-Min Flowrates	**Northbound Left**	**Thru**	**Rgt**	**U**	**R***	**Southbound Left**	**Thru**	**Rgt**	**U**	**R***	**Eastbound Left**	**Thru**	**Rgt**	**U**	**R***	**Westbound Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	264	1284	224	0		204	1420	400	4		192	400	180	0		248	632	204	0		**5656**	
Heavy Trucks	44	44	8	0		12	60	28	0		12	12	20	0		12	20	8	0		**280**	
Pedestrians		12					24					8					4				**48**	
Bicycles	4	4	8	0		8	8	4	0		4	4	0	0		4	0	0	0		**48**	
Buses																						
Stopped Buses																						

Prepared by National Data & Surveying Services

NW 31st Ave & NW 19th St

Peak Hour Turning Movement Count

ID: 23-140433-001
City: Fort Lauderdale

Day: Wednesday
Date: 10/25/2023

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM		7:00 AM - 09:00 AM
NONE		NONE
05:00 PM - 06:00 PM		4:00 PM - 06:00 PM

SOUTHBOUND (NW 31st Ave)

AM	260	1092	266	4	1469	AM
NOON	0	0	0	0	0	NOON
PM	370	1269	194	1	1567	PM

EASTBOUND (NW 19th St)

AM	NOON	PM
659	0	1158
0	0	0
229	0	179
419	0	332
194	0	150

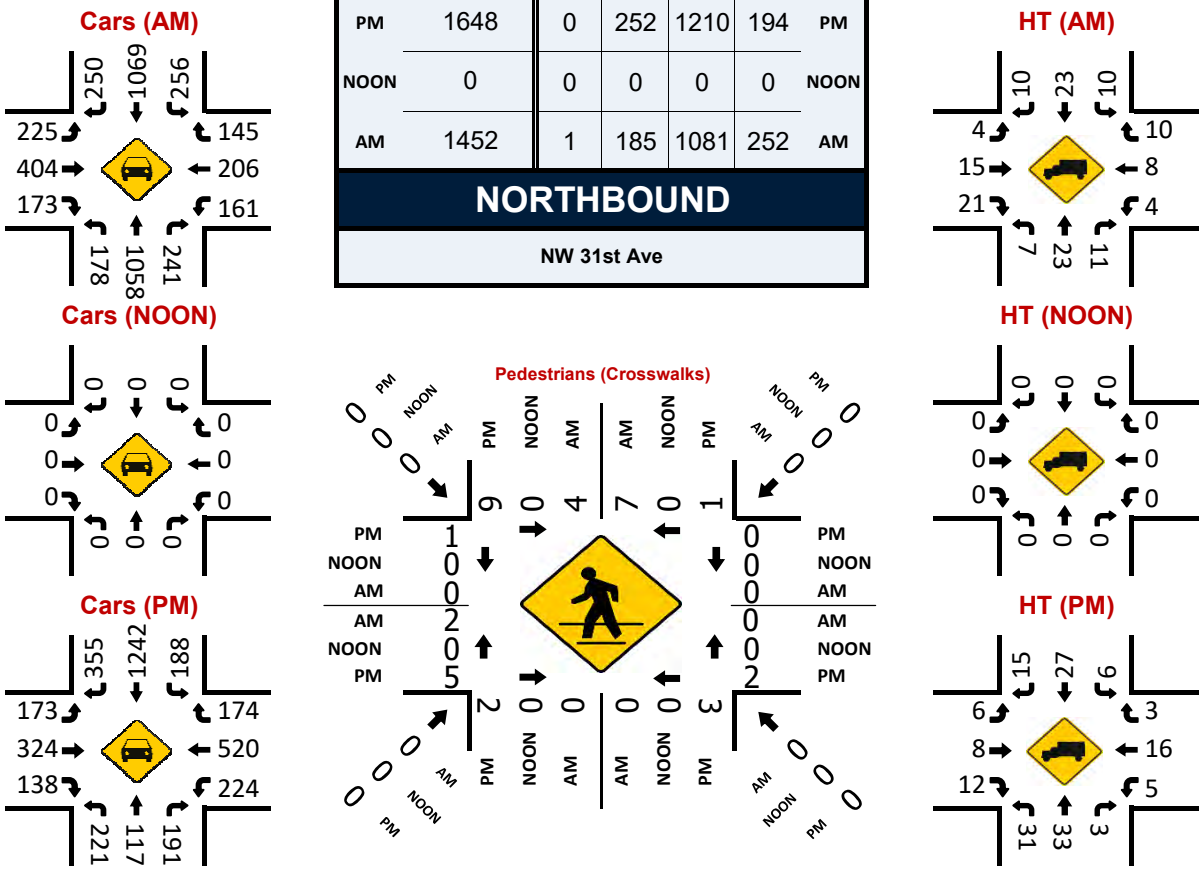
WESTBOUND (NW 19th St)

PM	NOON	AM
177	0	155
536	0	214
229	0	165
0	0	0
720	0	937

NORTHBOUND (NW 31st Ave)

PM	1648	0	252	1210	194	PM
NOON	0	0	0	0	0	NOON
AM	1452	1	185	1081	252	AM

CONTROL			
Signalized			
TEV	4517	0	5093
	AM	NOON	PM
PHF	0.97		0.97



National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 31st Ave & Sunrise Blvd
City: Fort Lauderdale
Control: Signalized

Project ID: 23-140433-003
Date: 10/25/2023

Data - Total

NS/EW Streets:	NW 31st Ave				NW 31st Ave				Sunrise Blvd				Sunrise Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	51	99	17	0	48	162	78	1	76	355	93	0	9	175	54	0	1218
7:15 AM	59	189	18	0	37	177	104	1	98	337	95	0	23	217	70	1	1426
7:30 AM	40	145	32	0	50	217	98	2	127	377	132	0	30	217	61	2	1530
7:45 AM	51	179	17	0	60	219	95	1	118	411	97	0	35	202	62	3	1550
8:00 AM	64	228	18	0	56	184	96	2	104	400	92	0	28	214	67	0	1553
8:15 AM	43	163	29	1	71	176	72	0	88	428	112	1	24	236	51	1	1496
8:30 AM	65	161	51	1	60	159	94	2	89	399	108	0	26	223	58	0	1496
8:45 AM	70	160	48	1	61	162	88	2	105	396	101	0	25	220	56	0	1495
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	443	1324	230	3	443	1456	725	11	805	3103	830	1	200	1704	479	7	11764
APPROACH %'s :	22.15%	66.20%	11.50%	0.15%	16.81%	55.26%	27.51%	0.42%	16.99%	65.48%	17.51%	0.02%	8.37%	71.30%	20.04%	0.29%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	198	715	96	1	237	796	361	5	437	1616	433	1	117	869	241	6	6129
PEAK HR FACTOR :	0.773	0.784	0.750	0.250	0.835	0.909	0.921	0.625	0.860	0.944	0.820	0.250	0.836	0.921	0.899	0.500	0.987
	0.815				0.933				0.978				0.988				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	80	175	34	2	52	162	92	2	82	240	71	3	38	310	73	1	1417
4:15 PM	83	161	33	1	46	169	96	1	93	290	59	4	48	380	58	0	1522
4:30 PM	85	196	27	1	59	180	110	2	91	295	63	2	41	407	58	0	1617
4:45 PM	87	189	28	2	50	191	126	3	103	312	49	1	54	371	62	3	1631
5:00 PM	84	221	29	4	80	209	132	2	94	332	77	1	47	386	70	2	1770
5:15 PM	82	237	46	3	36	244	131	3	121	314	84	0	39	386	59	2	1787
5:30 PM	89	198	22	2	54	200	141	2	101	324	97	2	44	383	82	3	1744
5:45 PM	72	199	22	0	65	213	104	0	114	368	85	0	32	351	65	1	1691
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	662	1576	241	15	442	1568	932	15	799	2475	585	13	343	2974	527	12	13179
APPROACH %'s :	26.54%	63.19%	9.66%	0.60%	14.95%	53.03%	31.52%	0.51%	20.64%	63.92%	15.11%	0.34%	8.90%	77.13%	13.67%	0.31%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	327	855	119	9	235	866	508	7	430	1338	343	3	162	1506	276	8	6992
PEAK HR FACTOR :	0.919	0.902	0.647	0.563	0.734	0.887	0.901	0.583	0.888	0.909	0.884	0.375	0.862	0.975	0.841	0.667	0.978
	0.890				0.955				0.932				0.953				

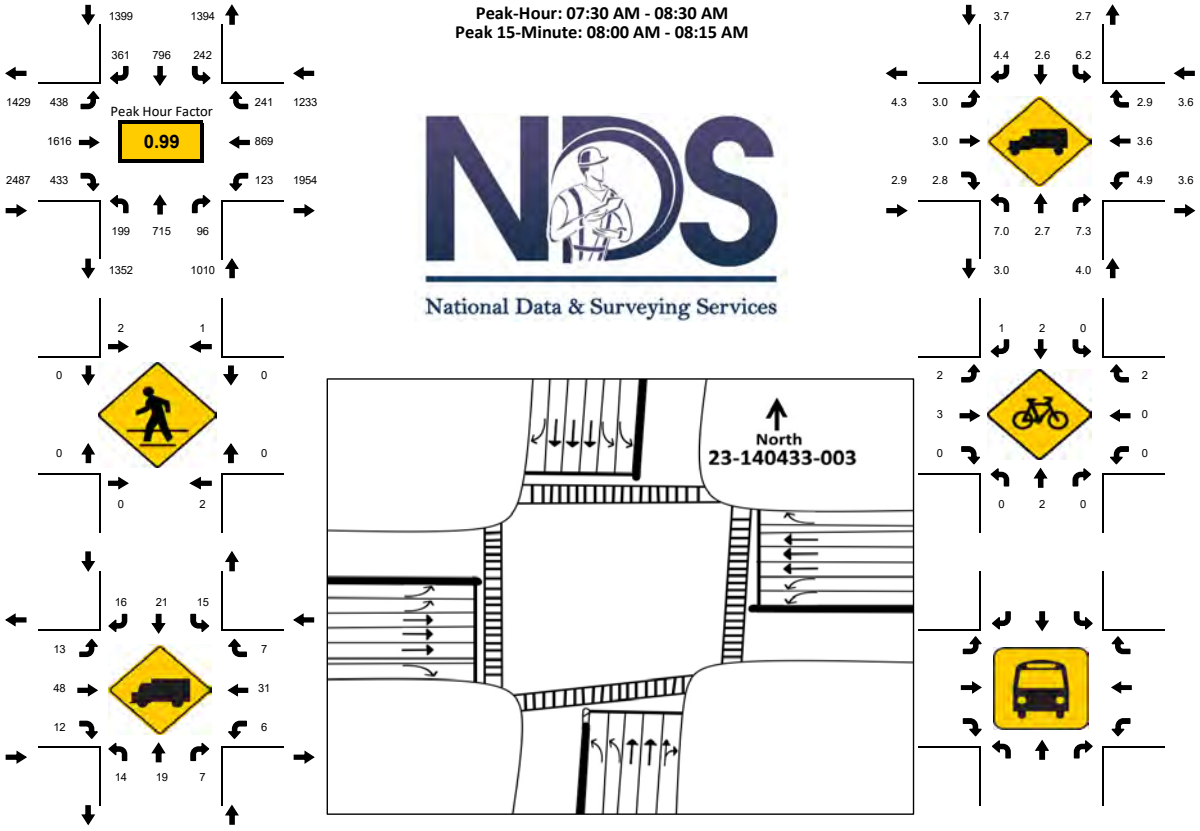
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	214	741	85	0	203	797	393	6	447	1525	416	0	116	850	260	6	6059

PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	327	855	119	9	235	866	508	7	430	1338	343	3	162	1506	276	8	6992

LOCATION: NW 31st Ave & Sunrise Blvd
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 23-140433-003
DATE: Wed, Oct 25, 2023

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

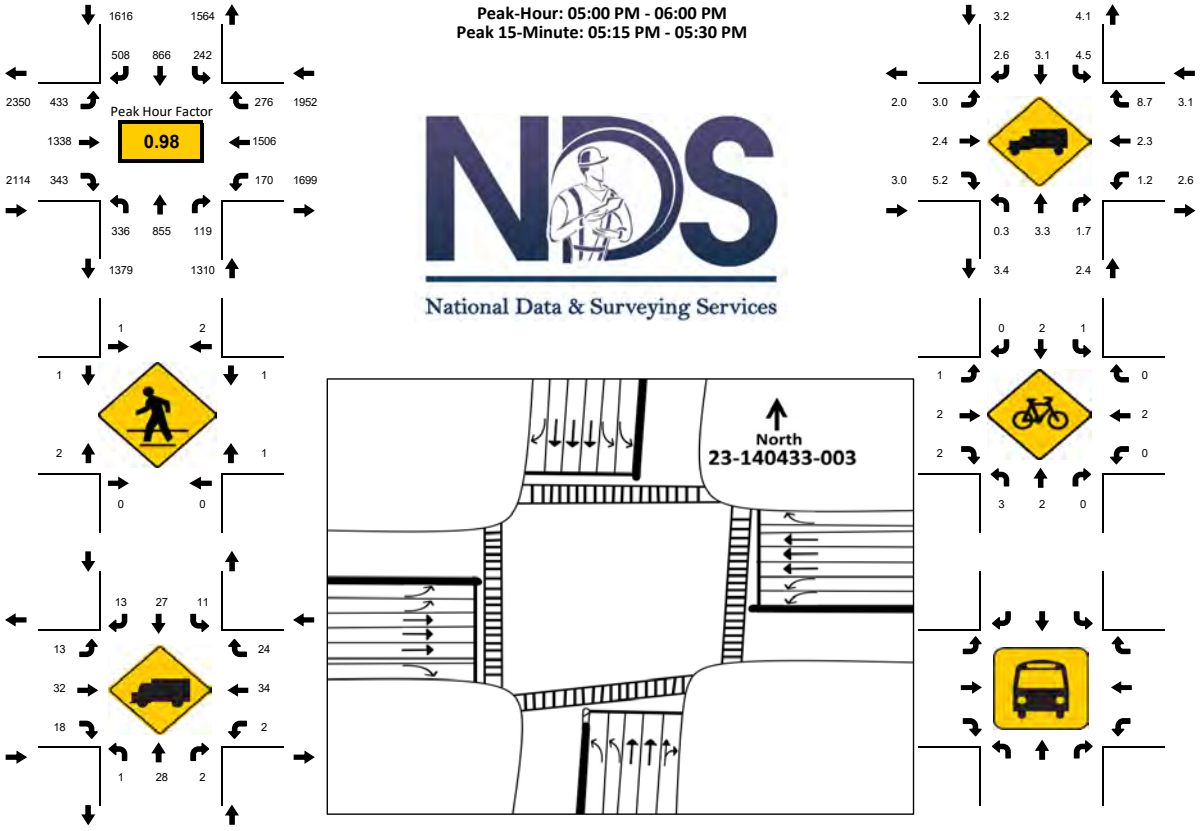


15-Min Count Period Beginning At	NW 31st Ave Northbound Left	Thru	Rgt	U	R*	NW 31st Ave Southbound Left	Thru	Rgt	U	R*	Sunrise Blvd Eastbound Left	Thru	Rgt	U	R*	Sunrise Blvd Westbound Left	Thru	Rgt	U	R*	Total	Hourly Total
7:00 AM	51	99	17	0		48	162	78	1		76	355	93	0		9	175	54	0		1218	5724
7:15 AM	59	189	18	0		37	177	104	1		98	337	95	0		23	217	70	1		1426	6059
7:30 AM	40	145	32	0		50	217	98	2		127	377	132	0		30	217	61	2		1530	6129
7:45 AM	51	179	17	0		60	219	95	1		118	411	97	0		35	202	62	3		1550	6095
8:00 AM	64	228	18	0		56	184	96	2		104	400	92	0		28	214	67	0		1553	6040
8:15 AM	43	163	29	1		71	176	72	0		88	428	112	1		24	236	51	1		1496	4487
8:30 AM	65	161	51	1		60	159	94	2		89	399	108	0		26	223	58	0		1496	2991
8:45 AM	70	160	48	1		61	162	88	2		105	396	101	0		25	220	56	0		1495	1495
Peak 15-Min Flowrates	**Northbound Left**	**Thru**	**Rgt**	**U**	**R***	**Southbound Left**	**Thru**	**Rgt**	**U**	**R***	**Eastbound Left**	**Thru**	**Rgt**	**U**	**R***	**Westbound Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	256	912	128	4		284	876	392	8		508	1712	528	4		140	944	268	12		**6976**	
Heavy Trucks	16	28	20	4		28	32	28	0		20	64	24	4		12	40	12	0		**324**	
Pedestrians		4					8					0					0				**12**	
Bicycles	0	8	0	0		0	8	4	0		4	4	0	0		0	0	4	0		**32**	
Buses																						
Stopped Buses																						

LOCATION: NW 31st Ave & Sunrise Blvd
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 23-140433-003
DATE: Wed, Oct 25, 2023

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



15-Min Count Period Beginning At	NW 31st Ave Northbound					NW 31st Ave Southbound					Sunrise Blvd Eastbound					Sunrise Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	80	175	34	2		52	162	92	2		82	240	71	3		38	310	73	1		1417	6187
4:15 PM	83	161	33	1		46	169	96	1		93	290	59	4		48	380	58	0		1522	6540
4:30 PM	85	196	27	1		59	180	110	2		91	295	63	2		41	407	58	0		1617	6805
4:45 PM	87	189	28	2		50	191	126	3		103	312	49	1		54	371	62	3		1631	6932
5:00 PM	84	221	29	4		80	209	132	2		94	332	77	1		47	386	70	2		1770	6992
5:15 PM	82	237	46	3		36	244	131	3		121	314	84	0		39	386	59	2		1787	5222
5:30 PM	89	198	22	2		54	200	141	2		101	324	97	2		44	383	82	3		1744	3435
5:45 PM	72	199	22	0		65	213	104	0		114	368	85	0		32	351	65	1		1691	1691
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	356	948	184	16		320	976	564	12		484	1472	388	8		188	1544	328	12		**7800**	
Heavy Trucks	4	36	4	0		24	48	24	0		16	52	24	0		4	52	36	0		**324**	
Pedestrians		0					8					4					4				**16**	
Bicycles	8	4	0	0		4	4	0	0		4	8	4	0		0	4	0	0		**40**	
Buses																						
Stopped Buses																						

Prepared by National Data & Surveying Services

NW 31st Ave & Sunrise Blvd

Peak Hour Turning Movement Count

ID: 23-140433-003
City: Fort Lauderdale

Day: Wednesday
Date: 10/25/2023

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

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

NW 31st Ave

SOUTHBOUND

AM	361	796	237	5	1398	AM
NOON	0	0	0	0	0	NOON
PM	508	866	235	7	1568	PM

EASTBOUND

Sunrise Blvd

AM	NOON	PM	
1429	0	2344	
1	0	3	0
437	0	430	0
1616	0	1338	0
433	0	343	0

WESTBOUND

Sunrise Blvd

PM	NOON	AM	
276	0	241	0
1506	0	869	0
162	0	117	0
8	0	6	0
1700	0	1955	

NORTHBOUND

PM	1380	9	327	855	119	PM
NOON	0	0	0	0	0	NOON
AM	1347	1	198	715	96	AM

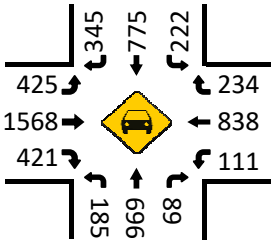
NW 31st Ave

CONTROL

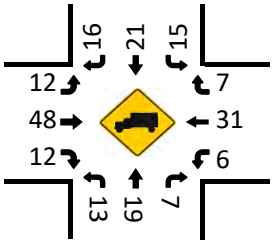
Signalized

TEV	6129	0	6992
	AM	NOON	PM
PHF	0.99		0.98

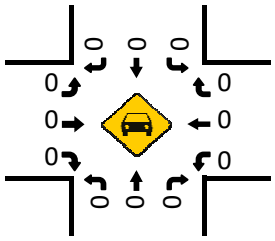
Cars (AM)



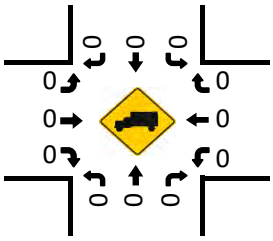
HT (AM)



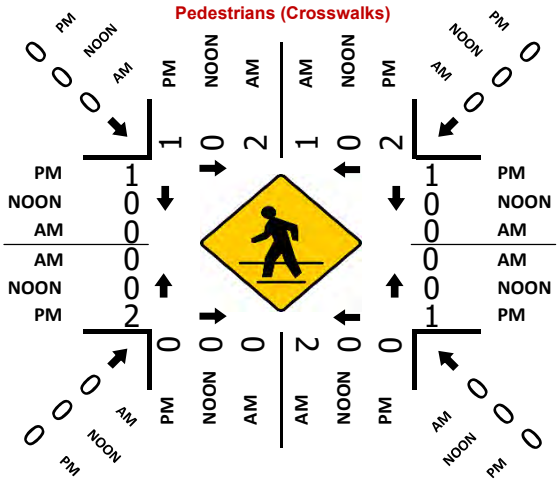
Cars (NOON)



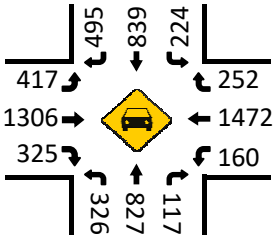
HT (NOON)



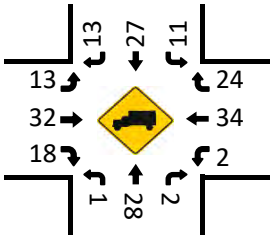
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

VOLUME

NW 31st Ave Bet. NW 16th St & NW 14th St

Day: Tuesday
Date: 10/24/2023

City: Fort Lauderdale
Project #: CA23_140434_001

DAILY TOTALS	NB	SB	EB	WB	Total
	20,823	19,047	0	0	39,870

15-Minutes Interval

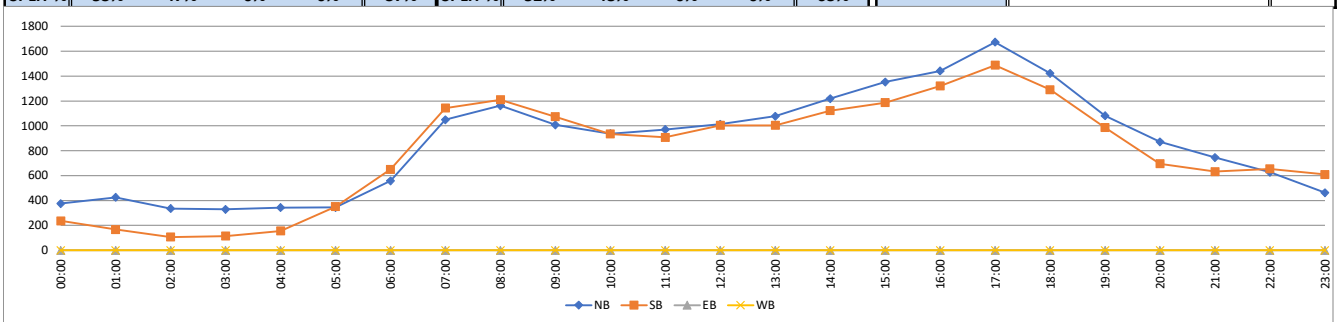
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	120	84			204	12:00	258	245			503
00:15	97	60			157	12:15	233	252			485
00:30	83	51			134	12:30	257	240			497
00:45	75	42			117	12:45	265	267			532
01:00	94	46			140	13:00	270	245			515
01:15	117	37			154	13:15	254	281			535
01:30	123	48			171	13:30	279	249			528
01:45	92	36			128	13:45	275	229			504
02:00	85	39			124	14:00	272	242			514
02:15	96	26			122	14:15	313	270			583
02:30	69	22			91	14:30	307	325			632
02:45	85	20			105	14:45	327	286			613
03:00	77	26			103	15:00	329	286			615
03:15	80	29			109	15:15	358	298			656
03:30	90	29			119	15:30	344	294			638
03:45	82	30			112	15:45	321	309			630
04:00	84	32			116	16:00	334	316			650
04:15	108	29			137	16:15	360	339			699
04:30	103	47			150	16:30	366	325			691
04:45	48	48			96	16:45	381	341			722
05:00	63	53			116	17:00	450	366			816
05:15	87	63			150	17:15	403	390			793
05:30	98	118			216	17:30	443	365			808
05:45	97	117			214	17:45	377	367			744
06:00	104	128			232	18:00	382	347			729
06:15	111	152			263	18:15	367	355			722
06:30	146	192			338	18:30	347	309			656
06:45	197	178			375	18:45	326	280			606
07:00	212	226			438	19:00	329	248			577
07:15	272	281			553	19:15	263	290			553
07:30	281	346			627	19:30	265	223			488
07:45	284	290			574	19:45	224	225			449
08:00	285	328			613	20:00	228	196			424
08:15	283	309			592	20:15	248	174			422
08:30	331	293			624	20:30	198	187			385
08:45	263	280			543	20:45	197	138			335
09:00	267	269			536	21:00	216	165			381
09:15	246	275			521	21:15	178	160			338
09:30	251	282			533	21:30	184	155			339
09:45	244	248			492	21:45	167	153			320
10:00	239	220			459	22:00	186	149			335
10:15	213	223			436	22:15	170	152			322
10:30	226	253			479	22:30	132	164			296
10:45	259	239			498	22:45	139	189			328
11:00	231	251			482	23:00	145	176			321
11:15	232	218			450	23:15	114	164			278
11:30	267	240			507	23:30	106	133			239
11:45	241	199			440	23:45	98	136			234
TOTALS	7838	7052	0	0	14890	TOTALS	12985	11995	0	0	24980
SPLIT %	53%	47%	0%	0%	37%	SPLIT %	52%	48%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	375	237			612
01:00	02:00	426	167			593
02:00	03:00	335	107			442
03:00	04:00	329	114			443
04:00	05:00	343	156			499
05:00	06:00	345	351			696
06:00	07:00	558	650			1208
07:00	08:00	1049	1143			2192
08:00	09:00	1162	1210			2372
09:00	10:00	1008	1074			2082
10:00	11:00	937	935			1872
11:00	12:00	971	908			1879
12:00	13:00	1013	1004			2017
13:00	14:00	1078	1004			2082
14:00	15:00	1219	1123			2342
15:00	16:00	1352	1187			2539
16:00	17:00	1441	1321			2762
17:00	18:00	1673	1488			3161
18:00	19:00	1422	1291			2713
19:00	20:00	1081	986			2067
20:00	21:00	871	695			1566
21:00	22:00	745	633			1378
22:00	23:00	627	654			1281
23:00	00:00	463	609			1072

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	7838	7052			14890
Peak Hour	7:45	7:30			7:30
Peak Volume	1183	1273			2406
Peak Hour Factor	0.894	0.920			0.959
Peak Period	12:00	to	00:00		
Volume	12985	11995			24980
Peak Hour	16:45	17:00			17:00
Peak Volume	1677	1488			3161
Peak Hour Factor	0.932	0.954			0.968
Peak Period	07:00	to	09:00		
Volume	2211	2353			4564
Peak Hour	7:45	7:30			7:30
Peak Volume	1183	1273			2406
Peak Hour Factor	0.894	0.920			0.959
Peak Period	16:00	to	18:00		
Volume	3114	2809			5923
Peak Hour	16:45	17:00			17:00
Peak Volume	1677	1488			3161
Peak Hour Factor	0.932	0.954			0.968



Prepared by National Data & Surveying Services

VOLUME

NW 31st Ave Bet. NW 16th St & NW 14th St

Day: Wednesday
Date: 10/25/2023

City: Fort Lauderdale
Project #: CA23_140434_001

DAILY TOTALS	NB	SB	EB	WB	Total
	21,552	20,824	0	0	42,376

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	72	115			187	12:00	251	234			485
00:15	85	89			174	12:15	260	262			522
00:30	69	86			155	12:30	257	244			501
00:45	77	87			164	12:45	242	221			463
01:00	54	71			125	13:00	247	230			477
01:15	71	75			146	13:15	259	249			508
01:30	50	65			115	13:30	267	295			562
01:45	68	78			146	13:45	265	289			554
02:00	38	47			85	14:00	300	270			570
02:15	39	55			94	14:15	297	321			618
02:30	33	39			72	14:30	312	323			635
02:45	38	49			87	14:45	361	293			654
03:00	28	47			75	15:00	405	329			734
03:15	35	37			72	15:15	377	331			708
03:30	35	42			77	15:30	374	353			727
03:45	45	48			93	15:45	356	324			680
04:00	53	50			103	16:00	367	320			687
04:15	47	64			111	16:15	363	343			706
04:30	57	68			125	16:30	393	398			791
04:45	68	82			150	16:45	380	412			792
05:00	99	117			216	17:00	428	487			915
05:15	91	124			215	17:15	459	431			890
05:30	126	128			254	17:30	418	417			835
05:45	114	114			228	17:45	418	399			817
06:00	120	127			247	18:00	418	394			812
06:15	163	177			340	18:15	379	398			777
06:30	173	208			381	18:30	370	397			767
06:45	247	268			515	18:45	335	324			659
07:00	259	336			595	19:00	322	306			628
07:15	398	375			773	19:15	283	259			542
07:30	373	419			792	19:30	263	259			522
07:45	397	393			790	19:45	250	203			453
08:00	401	382			783	20:00	268	168			436
08:15	318	304			622	20:15	251	184			435
08:30	325	319			644	20:30	227	191			418
08:45	346	311			657	20:45	215	166			381
09:00	315	282			597	21:00	197	159			356
09:15	292	297			589	21:15	213	191			404
09:30	289	255			544	21:30	183	163			346
09:45	270	246			516	21:45	153	146			299
10:00	261	245			506	22:00	182	131			313
10:15	231	240			471	22:15	157	130			287
10:30	207	219			426	22:30	151	114			265
10:45	238	231			469	22:45	145	113			258
11:00	223	216			439	23:00	122	96			218
11:15	250	223			473	23:15	135	92			227
11:30	260	225			485	23:30	127	85			212
11:45	206	228			434	23:45	96	77			173
TOTALS	8054	8303	0	0	16357	TOTALS	13498	12521	0	0	26019
SPLIT %	49%	51%	0%	0%	39%	SPLIT %	52%	48%	0%	0%	61%

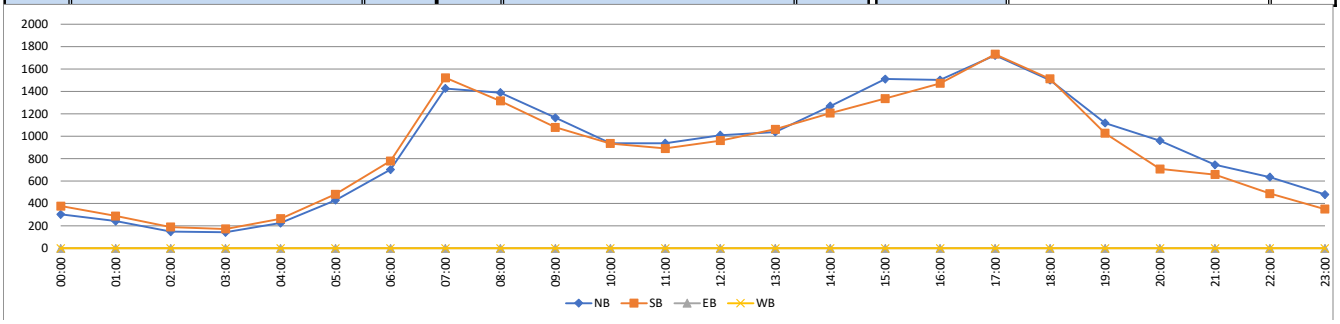
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	303	377			680
01:00	02:00	243	289			532
02:00	03:00	148	190			338
03:00	04:00	143	174			317
04:00	05:00	225	264			489
05:00	06:00	430	483			913
06:00	07:00	703	780			1483
07:00	08:00	1427	1523			2950
08:00	09:00	1390	1316			2706
09:00	10:00	1166	1080			2246
10:00	11:00	937	935			1872
11:00	12:00	939	892			1831
12:00	13:00	1010	961			1971
13:00	14:00	1038	1063			2101
14:00	15:00	1270	1207			2477
15:00	16:00	1512	1337			2849
16:00	17:00	1503	1473			2976
17:00	18:00	1723	1734			3457
18:00	19:00	1502	1513			3015
19:00	20:00	1118	1027			2145
20:00	21:00	961	709			1670
21:00	22:00	746	659			1405
22:00	23:00	635	488			1123
23:00	00:00	480	350			830

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	8054	8303			16357
Peak Hour	7:15	7:15			7:15
Peak Volume	1569	1569			3138
Peak Hour Factor	0.978	0.936			0.991
Peak Period	12:00	to	00:00		
Volume	13498	12521			26019
Peak Hour	17:00	16:45			17:00
Peak Volume	1723	1747			3457
Peak Hour Factor	0.938	0.897			0.945
Peak Period	07:00	to	09:00		
Volume	2817	2839			5656
Peak Hour	7:15	7:15			7:15
Peak Volume	1569	1569			3138
Peak Hour Factor	0.978	0.936			0.991
Peak Period	16:00	to	18:00		
Volume	3226	3207			6433
Peak Hour	17:00	16:45			17:00
Peak Volume	1723	1747			3457
Peak Hour Factor	0.938	0.897			0.945



Prepared by National Data & Surveying Services

VOLUME

NW 31st Ave Bet. NW 16th St & NW 14th St

Day: Thursday
Date: 10/26/2023

City: Fort Lauderdale
Project #: CA23_140434_001

DAILY TOTALS	NB	SB	EB	WB	Total
	21,713	20,361	0	0	42,074

DAILY TOTALS

15-Minutes Interval

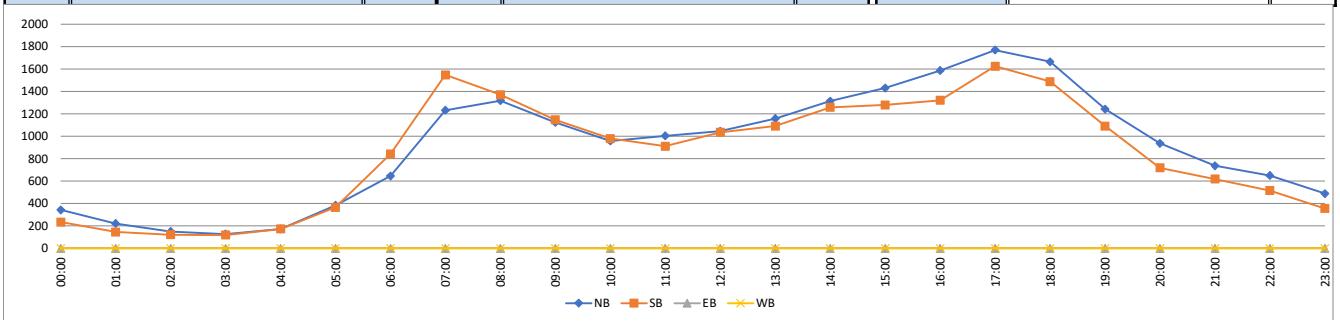
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	117	65			182	12:00	262	233			495
00:15	89	78			167	12:15	251	267			518
00:30	82	48			130	12:30	283	263			546
00:45	55	43			98	12:45	250	272			522
01:00	59	48			107	13:00	268	249			517
01:15	57	34			91	13:15	298	290			588
01:30	59	35			94	13:30	284	256			540
01:45	46	29			75	13:45	308	297			605
02:00	37	33			70	14:00	295	275			570
02:15	37	27			64	14:15	340	354			694
02:30	37	30			67	14:30	308	325			633
02:45	39	31			70	14:45	371	305			676
03:00	39	33			72	15:00	369	269			638
03:15	24	24			48	15:15	347	338			685
03:30	27	21			48	15:30	351	339			690
03:45	38	40			78	15:45	365	334			699
04:00	33	20			53	16:00	367	342			709
04:15	40	40			80	16:15	386	291			677
04:30	36	48			84	16:30	439	276			715
04:45	64	65			129	16:45	395	413			808
05:00	61	57			118	17:00	454	410			864
05:15	94	80			174	17:15	461	451			912
05:30	111	107			218	17:30	434	394			828
05:45	118	121			239	17:45	422	371			793
06:00	100	146			246	18:00	455	389			844
06:15	133	182			315	18:15	428	384			812
06:30	168	249			417	18:30	414	391			805
06:45	245	266			511	18:45	369	325			694
07:00	218	315			533	19:00	327	311			638
07:15	318	389			707	19:15	352	282			634
07:30	356	432			788	19:30	298	263			561
07:45	341	413			754	19:45	266	235			501
08:00	352	389			741	20:00	253	182			435
08:15	344	341			685	20:15	238	182			420
08:30	291	338			629	20:30	217	168			385
08:45	332	303			635	20:45	229	186			415
09:00	302	289			591	21:00	196	156			352
09:15	251	336			587	21:15	187	168			355
09:30	295	253			548	21:30	182	157			339
09:45	276	269			545	21:45	172	137			309
10:00	246	247			493	22:00	187	137			324
10:15	285	223			508	22:15	157	118			275
10:30	203	246			449	22:30	166	130			296
10:45	224	264			488	22:45	140	131			271
11:00	225	192			417	23:00	134	91			225
11:15	256	238			494	23:15	135	99			234
11:30	272	247			519	23:30	120	95			215
11:45	251	235			486	23:45	100	71			171
TOTALS	7683	7959	0	0	15642	TOTALS	14030	12402	0	0	26432
SPLIT %	49%	51%	0%	0%	37%	SPLIT %	53%	47%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	343	234			577
01:00	02:00	221	146			367
02:00	03:00	150	121			271
03:00	04:00	128	118			246
04:00	05:00	173	173			346
05:00	06:00	384	365			749
06:00	07:00	646	843			1489
07:00	08:00	1233	1549			2782
08:00	09:00	1319	1371			2690
09:00	10:00	1124	1147			2271
10:00	11:00	958	980			1938
11:00	12:00	1004	912			1916
12:00	13:00	1046	1035			2081
13:00	14:00	1158	1092			2250
14:00	15:00	1314	1259			2573
15:00	16:00	1432	1280			2712
16:00	17:00	1587	1322			2909
17:00	18:00	1771	1626			3397
18:00	19:00	1666	1489			3155
19:00	20:00	1243	1091			2334
20:00	21:00	937	718			1655
21:00	22:00	737	618			1355
22:00	23:00	650	516			1166
23:00	00:00	489	356			845

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	7683	7959			15642
Peak Hour	7:30	7:15			7:15
Peak Volume	1393	1623			2990
Peak Hour Factor	0.978	0.939			0.949
Peak Period	12:00	to	00:00		
Volume	14030	12402			26432
Peak Hour	17:15	16:45			16:45
Peak Volume	1772	1668			3412
Peak Hour Factor	0.961	0.925			0.935
Peak Period	07:00	to	09:00		
Volume	2552	2920			5472
Peak Hour	7:30	7:15			7:15
Peak Volume	1393	1623			2990
Peak Hour Factor	0.978	0.939			0.949
Peak Period	16:00	to	18:00		
Volume	3358	2948			6306
Peak Hour	17:00	16:45			16:45
Peak Volume	1771	1668			3412
Peak Hour Factor	0.960	0.925			0.935



Prepared by National Data & Surveying Services

VOLUME

NW 31st Ave Bet. NW 16th St & NW 14th St

Day: AVERAGE
Date: AVERAGE

City: Fort Lauderdale
Project #: CA23_140434_001

DAILY TOTALS	NB	SB	EB	WB	Total
	21,365	20,072	0	0	41,437

15-Minutes Interval

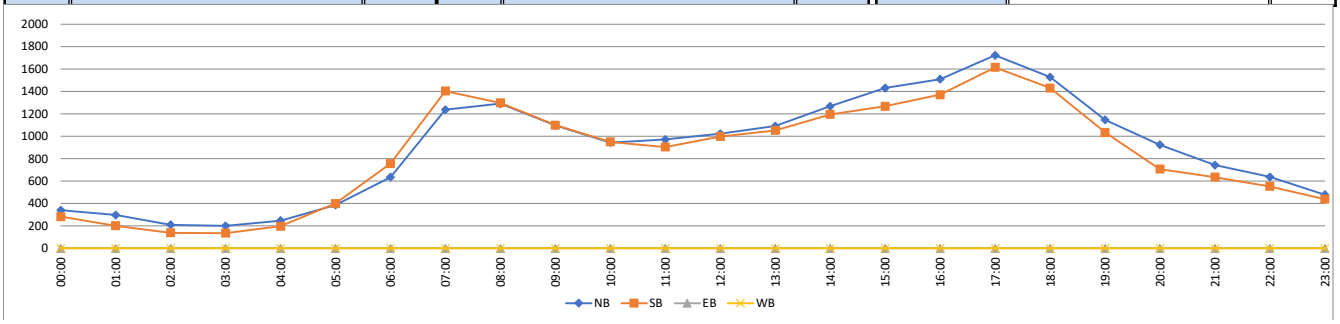
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
00:00	103	88			191	12:00	257	237			494
00:15	90	76			166	12:15	248	260			508
00:30	78	62			140	12:30	266	249			515
00:45	69	57			126	12:45	252	253			505
01:00	69	55			124	13:00	262	241			503
01:15	82	49			131	13:15	270	273			543
01:30	77	49			126	13:30	277	267			544
01:45	69	48			117	13:45	283	272			555
02:00	53	40			93	14:00	289	262			551
02:15	57	36			93	14:15	317	315			632
02:30	46	30			76	14:30	309	324			633
02:45	54	33			87	14:45	353	295			648
03:00	48	35			83	15:00	368	295			663
03:15	46	30			76	15:15	361	322			683
03:30	51	31			82	15:30	356	329			685
03:45	55	39			94	15:45	347	322			669
04:00	57	34			91	16:00	356	326			682
04:15	65	44			109	16:15	370	324			694
04:30	65	54			119	16:30	399	333			732
04:45	60	65			125	16:45	385	389			774
05:00	74	76			150	17:00	444	421			865
05:15	91	89			180	17:15	441	424			865
05:30	112	118			230	17:30	432	392			824
05:45	110	117			227	17:45	406	379			785
06:00	108	134			242	18:00	418	377			795
06:15	136	170			306	18:15	391	379			770
06:30	162	216			378	18:30	377	366			743
06:45	230	237			467	18:45	343	310			653
07:00	230	292			522	19:00	326	288			614
07:15	329	348			677	19:15	299	277			576
07:30	337	399			736	19:30	275	248			523
07:45	341	365			706	19:45	247	221			468
08:00	346	366			712	20:00	250	182			432
08:15	315	318			633	20:15	246	180			426
08:30	316	317			633	20:30	214	182			396
08:45	314	298			612	20:45	214	163			377
09:00	295	280			575	21:00	203	160			363
09:15	263	303			566	21:15	193	173			366
09:30	278	263			541	21:30	183	158			341
09:45	263	254			517	21:45	164	145			309
10:00	249	237			486	22:00	185	139			324
10:15	243	229			472	22:15	161	133			294
10:30	212	239			451	22:30	150	136			286
10:45	240	245			485	22:45	141	144			285
11:00	226	220			446	23:00	134	121			255
11:15	246	226			472	23:15	128	118			246
11:30	266	237			503	23:30	118	104			222
11:45	233	221			454	23:45	98	95			193
TOTALS	7859	7769	0	0	15628	TOTALS	13506	12303	0	0	25809
SPLIT %	50%	50%	0%	0%	38%	SPLIT %	52%	48%	0%	0%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	340	283			623
01:00	02:00	297	201			498
02:00	03:00	210	139			349
03:00	04:00	200	135			335
04:00	05:00	247	197			444
05:00	06:00	387	400			787
06:00	07:00	636	757			1393
07:00	08:00	1237	1404			2641
08:00	09:00	1291	1299			2590
09:00	10:00	1099	1100			2199
10:00	11:00	944	950			1894
11:00	12:00	971	904			1875
12:00	13:00	1023	999			2022
13:00	14:00	1092	1053			2145
14:00	15:00	1268	1196			2464
15:00	16:00	1432	1268			2700
16:00	17:00	1510	1372			2882
17:00	18:00	1723	1616			3339
18:00	19:00	1529	1432			2961
19:00	20:00	1147	1034			2181
20:00	21:00	924	707			1631
21:00	22:00	743	636			1379
22:00	23:00	637	552			1189
23:00	00:00	478	438			916

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	7859	7769			15628
Peak Hour	7:15	7:15			7:15
Peak Volume	1353	1478			2831
Peak Hour Factor	0.978	0.926			0.962
Peak Period	12:00	to	00:00		
Volume	13506	12303			25809
Peak Hour	17:00	16:45			17:00
Peak Volume	1723	1626			3339
Peak Hour Factor	0.970	0.959			0.965
Peak Period	07:00	to	09:00		
Volume	2528	2703			5231
Peak Hour	7:15	7:15			7:15
Peak Volume	1353	1478			2831
Peak Hour Factor	0.978	0.926			0.962
Peak Period	16:00	to	18:00		
Volume	3233	2988			6221
Peak Hour	17:00	16:45			17:00
Peak Volume	1723	1626			3339
Peak Hour Factor	0.970	0.959			0.965



2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.01	1.04
2	01/08/2023 - 01/14/2023	1.00	1.03
3	01/15/2023 - 01/21/2023	0.99	1.02
* 4	01/22/2023 - 01/28/2023	0.98	1.01
* 5	01/29/2023 - 02/04/2023	0.98	1.01
* 6	02/05/2023 - 02/11/2023	0.97	1.00
* 7	02/12/2023 - 02/18/2023	0.96	0.99
* 8	02/19/2023 - 02/25/2023	0.96	0.99
* 9	02/26/2023 - 03/04/2023	0.96	0.99
*10	03/05/2023 - 03/11/2023	0.96	0.99
*11	03/12/2023 - 03/18/2023	0.96	0.99
*12	03/19/2023 - 03/25/2023	0.97	1.00
*13	03/26/2023 - 04/01/2023	0.98	1.01
*14	04/02/2023 - 04/08/2023	0.99	1.02
*15	04/09/2023 - 04/15/2023	1.00	1.03
*16	04/16/2023 - 04/22/2023	0.99	1.02
17	04/23/2023 - 04/29/2023	0.99	1.02
18	04/30/2023 - 05/06/2023	0.99	1.02
19	05/07/2023 - 05/13/2023	0.99	1.02
20	05/14/2023 - 05/20/2023	0.99	1.02
21	05/21/2023 - 05/27/2023	1.00	1.03
22	05/28/2023 - 06/03/2023	1.00	1.03
23	06/04/2023 - 06/10/2023	1.01	1.04
24	06/11/2023 - 06/17/2023	1.01	1.04
25	06/18/2023 - 06/24/2023	1.02	1.05
26	06/25/2023 - 07/01/2023	1.02	1.05
27	07/02/2023 - 07/08/2023	1.02	1.05
28	07/09/2023 - 07/15/2023	1.02	1.05
29	07/16/2023 - 07/22/2023	1.02	1.05
30	07/23/2023 - 07/29/2023	1.02	1.05
31	07/30/2023 - 08/05/2023	1.02	1.05
32	08/06/2023 - 08/12/2023	1.02	1.05
33	08/13/2023 - 08/19/2023	1.02	1.05
34	08/20/2023 - 08/26/2023	1.03	1.06
35	08/27/2023 - 09/02/2023	1.03	1.06
36	09/03/2023 - 09/09/2023	1.03	1.06
37	09/10/2023 - 09/16/2023	1.03	1.06
38	09/17/2023 - 09/23/2023	1.03	1.06
39	09/24/2023 - 09/30/2023	1.02	1.05
40	10/01/2023 - 10/07/2023	1.02	1.05
41	10/08/2023 - 10/14/2023	1.01	1.04
42	10/15/2023 - 10/21/2023	1.01	1.04
43	10/22/2023 - 10/28/2023	1.01	1.04
44	10/29/2023 - 11/04/2023	1.02	1.05
45	11/05/2023 - 11/11/2023	1.03	1.06
46	11/12/2023 - 11/18/2023	1.04	1.07
47	11/19/2023 - 11/25/2023	1.03	1.06
48	11/26/2023 - 12/02/2023	1.02	1.05
49	12/03/2023 - 12/09/2023	1.02	1.05
50	12/10/2023 - 12/16/2023	1.01	1.04
51	12/17/2023 - 12/23/2023	1.01	1.04
52	12/24/2023 - 12/30/2023	1.00	1.03
53	12/31/2023 - 12/31/2023	0.99	1.02

* PEAK SEASON

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2037	**Initial Operation Date**	11/69
Controller Type	2070 LN	**System Number**	2037
Modification Number	18	**Modification Date**	06/20/2022
Drawing/Project No	86110-3506	**FPL Grid Number**	87381431704
Intersection	SUNRISE BLVD. (SR 838) and NW 31 AVENUE		
Municipality	LAUDERHILL		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	10	5	6	5	10	5	6
Vehicle Ext.(GAP)	2.0	3.0	1.5	2.2	1.5	3.0	1.5	2.2
Maximum Green I	18	55	12	30	18	55	12	30
Maximum Green II								
Yellow Clearance	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		30		27		30		25
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 18 UPDATES FLASH PATTERN AND PHASE 4 & 8 WALK VALUES.

Submitted By _____ **Approved By** _____

Broward County Timing Sheet 11/6/2023 10:04:28 AM

Station : 2037 - Sunrise Blvd & NW 31 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		30		27		30		25								
Min Green	5	10	5	6	5	10	5	6								
Gap Ext	2	3	1.5	2.2	1.5	3	1.5	2.2								
Max1	18	55	12	30	18	55	12	30								
Max2																
Yellow Clr	5	5	5	5	5	5	5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 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	1	3	4	2	4	2
Exit 2	5	8	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 11/6/2023 10:04:28 AM

Station : 2037 - Sunrise Blvd & NW 31 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	1 (EL) Split 1	2 (WT) Split 2	3 (SL) Split 3	4 (NT) Split 4	5 (WL) Split 5	6 (ET) Split 6	7 (NL) Split 7	8 (ST) Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	180	145	12	1	10	50		34	76	24	46	22	88	26	44								
9	30	13	13	180	150	13	1	10	50		29	72	25	54	29	72	37	42								
15		14	14	180	43	14	1	5	50		30	78	30	42	24	84	25	47								
20		15	15	160	23	15	1	5	50		31	57	30	42	20	68	30	42								
Day Plan 2											**Easy**															
		15	15	160	23	15	1	5	50		31	57	30	42	20	68	30	42								
1		100	254																							
6	30	15	15	160	23	15	1	5	50		31	57	30	42	20	68	30	42								
Day Plan 3											**Easy**															
		15	15	160	23	15	1	5	50		31	57	30	42	20	68	30	42								

1		100	254																								
6	30	15	15	160	23	15	1	5	50		31	57	30	42	20	68	30	42									
23		100	254																								

Broward County Timing Sheet 11/6/2023 10:04:28 AM

Station : 2037 - Sunrise Blvd & NW 31 Ave (Standard File)

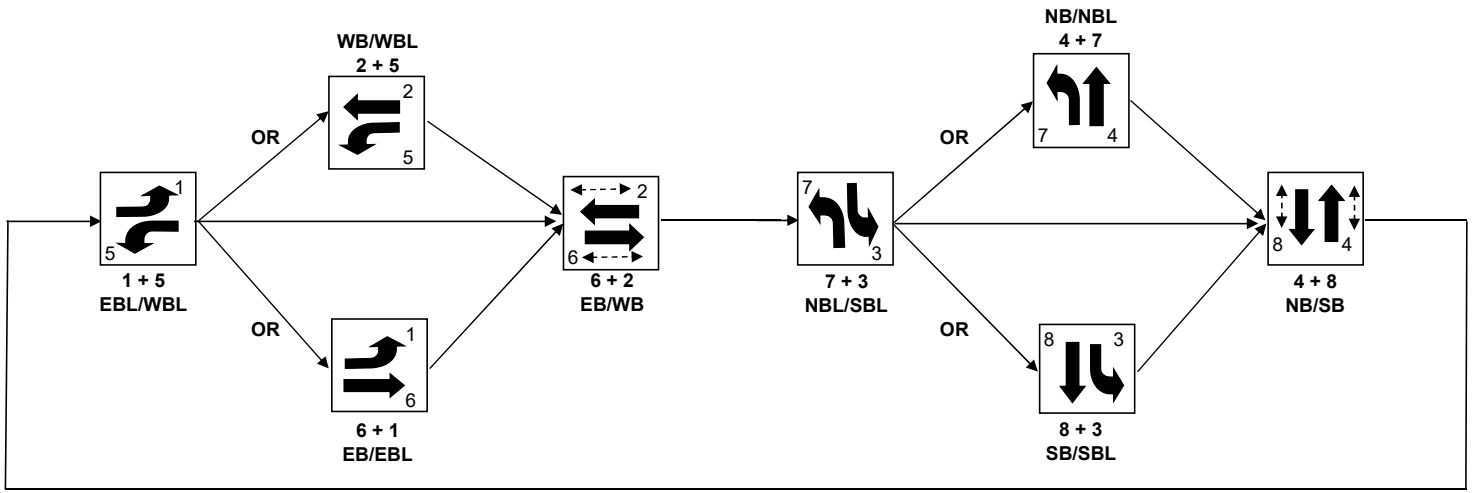
Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																									1	1	1	1	1	1	1			2
13												1		1				1																										1								2
14												1		1	1	1	1	1																												1						2
15												1		1																																	1					2
16												1		1				1																																	1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

| | | |

Sequence of Operation for (2037), Sunrise Blvd. (SR 838) and NW 31 Avenue
Lauderhill



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2179	**Initial Operation Date**	4/30/69
Controller Type	2070 LN	**System Number**	2179
Modification Number	15	**Modification Date**	03/05/2018
Drawing/Project No	4115 DG 3	**FPL Grid Number**	87382412100
Intersection	NW 31 AVENUE and NW 19 STREET		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	10	4	6	4	10	4	6
Vehicle Ext.(GAP)	1.5	3.0	2.5	2.0	1.5	3.0	2.5	2.0
Maximum Green I	15	40	20	35	15	40	15	35
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		28		33		28		31
Permissive	5 SECT		5 SECT		5 SECT		5 SECT	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON--->OMIT PHASES 1+5.
3. MOD. 15 UPDATES ALL RED AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Broward County Timing Sheet 11/6/2023 10:03:46 AM

Station : 2179 - NW 31 Ave & NW 19 St (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		28		33		28		31								
Min Green	4	10	4	6	4	10	4	6	3		3		3		3	
Gap Ext	1.5	3	2.5	2	1.5	3	2.5	2								
Max1	15	40	20	35	15	40	15	35								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
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				ON				ON								
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	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						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

Dwell Cyc Veh 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						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 11/6/2023 10:03:46 AM

Station : 2179 - NW 31 Ave & NW 19 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	1 (SL) Split 1	2 (NT) Split 2	3 (WL) Split 3	4 (ET) Split 4	5 (NL) Split 5	6 (ST) Split 6	7 (EL) Split 7	8 (WT) Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	180	68	2	1	10	50		25	79	30	46	25	79	30	46								
9		3	3	180	118	3	1	10	50		25	79	30	46	25	79	30	46								
15		4	4	180	49	4	1	10	50		25	79	30	46	25	79	30	46								
20		5	5	160	65	5	1	10	50		19	66	30	45	19	66	30	45								
Day Plan 2											**Easy**															
		5	5	160	65	5	1	10	50		19	66	30	45	19	66	30	45								
1		100	254																							
6	30	5	5	160	65	5	1	10	50		19	66	30	45	19	66	30	45								
Day Plan 3											**Easy**															
		5	5	160	65	5	1	10	50		19	66	30	45	19	66	30	45								

1		100	254																								
6	30	5	5	160	65	5	1	10	50		19	66	30	45	19	66	30	45									
23		100	254																								

Broward County Timing Sheet 11/6/2023 10:03:46 AM

Station : 2179 - NW 31 Ave & NW 19 St (Standard File)

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

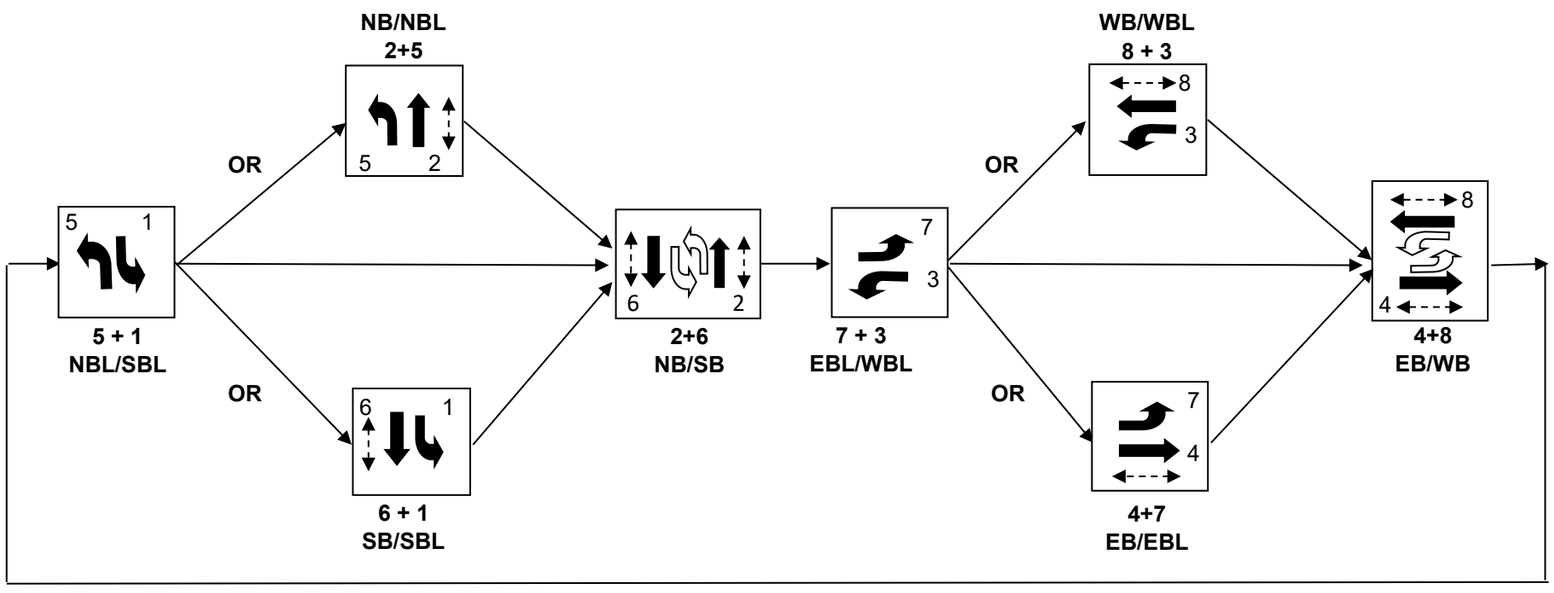
Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																																2
5	1													1							1																															2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																									1	1	1	1	1	1	1			2
13												1		1				1																										1								2
14												1		1	1	1	1	1																											1							2
15												1		1																																1						2
16												1		1				1																																	1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

| | | |

Sequence of Operation for 2179

NW 31 Avenue and NW 19 Street



Denotes permissive left turn

Denotes pedestrian crosswalk signal

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2190	**Initial Operation Date**	9/30/2009
Controller Type	2070	**System Number**	2190
Modification Number	3	**Modification Date**	03/05/2018
Drawing/Project No	2007030601a	**FPL Grid Number**	99999999999
Intersection	NW 31 AVENUE and NW 14 STREET		
Municipality	LAUDERHILL		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		
Direction		NB		EB	NBL	SB		
Initial Green(MIN)		12		6	4	12		
Vehicle Ext.(GAP)		3.0		2.0	1.5	3.0		
Maximum Green I		50		25	12	50		
Maximum Green II								
Yellow Clearance		4.0		4.0	4.0	4.0		
All Red Clearance		2.0		2.0	2.0	2.0		
Phase Recall		MIN		OFF	OFF	MIN		
Detector Delay				20-RT				
Walk		7		5		7		
Pedestrian Clearance				26		17		
Permissive					YES			
Flash Operation		YELLOW		RED		YELLOW		

Attachment

NOTES:

1. ANTI-BACKDOWN NORTHBOUND: PHASES 2+6 ON--->OMIT PHASE 5.
2. MOD. 3 UPDATES ALL RED AND PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Broward County Timing Sheet 11/6/2023 10:04:14 AM

Station : 2190 - NW 31 Ave & NW 14 St (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7		5		7										
Ped Clearance				26		17										
Min Green		12		6	4	12										
Gap Ext		3		2	1.5	3										
Max1		50		25	12	50										
Max2																
Yellow Clr		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			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON										
Auto Flash Entry				ON												
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	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						
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						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

Dwell Cyc Veh 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						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 11/6/2023 10:04:14 AM

Station : 2190 - NW 31 Ave & NW 14 St (Standard File)

Coordination

											1	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)										
Hour	**Minute**	**Action**	**Pattern**	**Cycle**	**Offset**	**Split**	**seqnc**	**Short**	**Long**	**Dwell**	**Split 1**	**Split 2**	**Split 3**	**Split 4**	**Split 5**	**Split 6**	**Split 7**	**Split 8**	**Split 9**	**Split 10**	**Split 11**	**Split 12**	**Split 13**	**Split 14**	**Split 15**	**Split 16**
Day Plan 1											**Easy**															
		100	254																							
6		12	12	90	24	12	1		50			53		37	15	38										
9		13	13	90	87	13	1		50			53		37	15	38										
15		14	14	180	166	14	1		50			135		45	15	120										
20		15	15	160	159	15	1		50			121		39	12	109										
Day Plan 2											**Easy**															
		15	15	160	159	15	1		50			121		39	12	109										
1		100	254																							
6	30	15	15	160	159	15	1		50			121		39	12	109										
Day Plan 3											**Easy**															
		15	15	160	159	15	1		50			121		39	12	109										

1		100	254																							
6	30	15	15	160	159	15	1		50			121		39	12	109										
23		100	254																							

Broward County Timing Sheet 11/6/2023 10:04:14 AM

Station : 2190 - NW 31 Ave & NW 14 St (Standard File)

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

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																									1	1	1	1	1	1	1			2
13												1		1				1																										1								2
14												1		1	1	1	1	1																											1							2
15												1		1																																1						2
16												1		1				1																																	1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1

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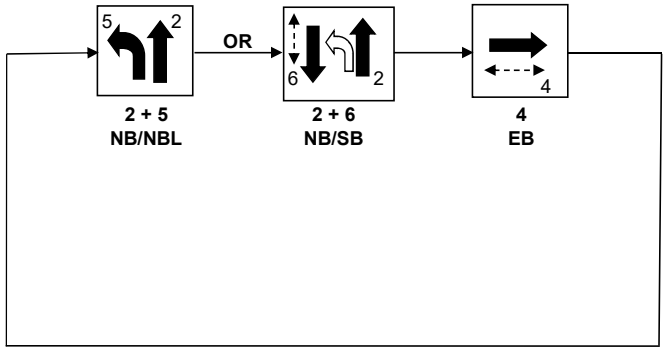
Sequence of Operation for NW 31 Avenue and NW 14 Street (2190)

Lauderhill



GROWTH RATE CALCULATION
GEOSYNERGY LAKE FILL

Roadway	FDOT Site	10 Year Linear Trend
SR 838 / SUNRISE BLVD - W OF NW 31 AVENUE	0487	-0.83%
NW 19 STREET - E OF SR 7	9246	-3.52%
NW 19 STREET - E OF NW 31 AVENUE	9405	-2.59%
NW 31 AVENUE - S OF NW 19 STREET	9585	-1.26%
	Average Annual Growth Rate	**-2.05%**

Used 0.5% Growth Rate

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0487 - SR 838 / SUNRISE BLVD - W OF NW 31 AVE C-44

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	57000 C	E 28500	W 28500	9.00	57.90	3.90
2022	50500 C	E 26000	W 24500	9.00	57.00	4.90
2021	53500 C	E 27000	W 26500	9.00	53.80	4.90
2020	59500 C	E 30000	W 29500	9.00	53.90	4.90
2019	52500 C	E 27500	W 25000	9.00	54.60	4.10
2018	58000 C	E 29000	W 29000	9.00	54.50	4.10
2017	60500 C	E 30500	W 30000	9.00	51.90	4.10
2016	55000 C	E 28000	W 27000	9.00	54.10	3.00
2015	59500 C	E 30500	W 29000	9.00	54.00	3.00
2014	56500 C	E 28000	W 28500	9.00	54.20	6.90
2013	54500 C	E 27000	W 27500	9.00	53.60	6.50
2012	57000 C	E 28500	W 28500	9.00	52.20	5.80
2011	54000 C	E 26500	W 27500	9.00	52.50	5.50
2010	56000 C	E 27500	W 28500	8.35	52.69	4.50
2009	53500 C	E 27000	W 26500	8.53	53.89	4.50
2008	60000 C	E 30000	W 30000	8.81	54.16	2.60

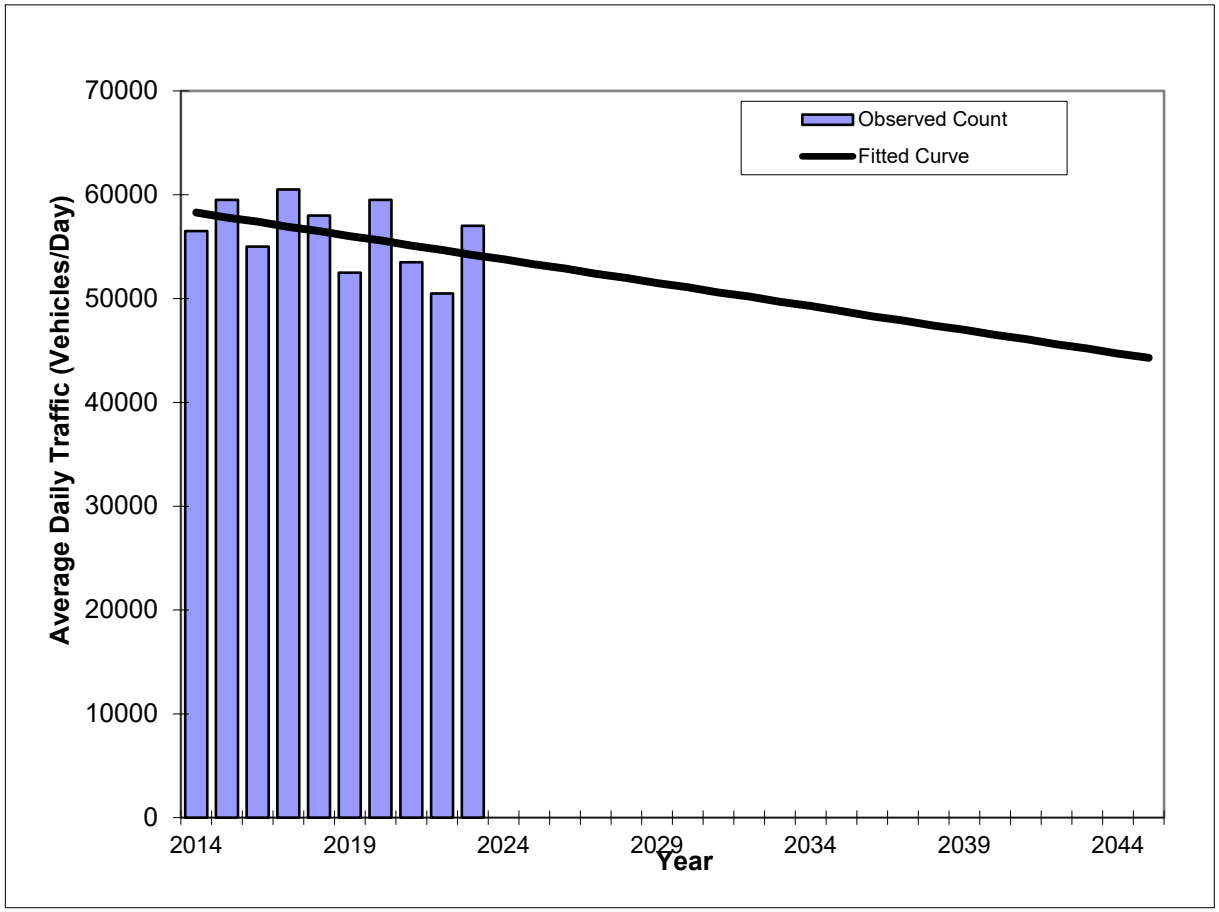
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V3.0

SR 838 --

FIN#	0
Location	1

County:	Broward (86)
Station #:	0487
Highway:	SR 838



Year	Traffic (ADT/AADT) Count*	Trend**
2014	56500	58300
2015	59500	57800
2016	55000	57400
2017	60500	56900
2018	58000	56500
2019	52500	56000
2020	59500	55600
2021	53500	55100
2022	50500	54700
2023	57000	54200
2026 Opening Year Trend		
2026	N/A	52900
2035 Mid-Year Trend		
2035	N/A	48800
2045 Design Year Trend		
2045	N/A	44300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-452
Trend R-squared:	16.97%
Trend Annual Historic Growth Rate:	-0.78%
Trend Growth Rate (2023 to Design Year):	-0.83%
Printed:	9-Jul-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9246 - NW 19 STREET, E OF SR 7

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	17000 C	E 9800	W 7200	9.00	57.90	3.00
2022	19700 S	E 9200	W 10500	9.00	57.00	5.40
2021	19800 F	E 9300	W 10500	9.00	53.80	14.30
2020	19900 C	E 9400	W 10500	9.00	53.90	8.80
2019	30000 T	E 11500	W 18500	9.00	54.60	5.50
2018	30000 S	E 11500	W 18500	9.00	54.50	6.00
2017	30000 F	E 11500	W 18500	9.00	51.90	6.20
2016	30000 C	E 11500	W 18500	9.00	54.10	2.90
2015	24000 V	0	0	9.00	54.00	3.40
2014	23500 R			9.00	54.20	7.40
2013	23500 T	0	0	9.00	53.60	7.60
2012	23500 S	0	0	9.00	52.20	5.90
2011	23500 F	0	0	9.00	52.50	6.30
2010	23500 C	E 11500	W 12000	8.35	52.69	9.30
2009	21600 F	E 9600	W 12000	8.53	53.89	5.30
2008	22400 C	E 9900	W 12500	8.81	54.16	6.50

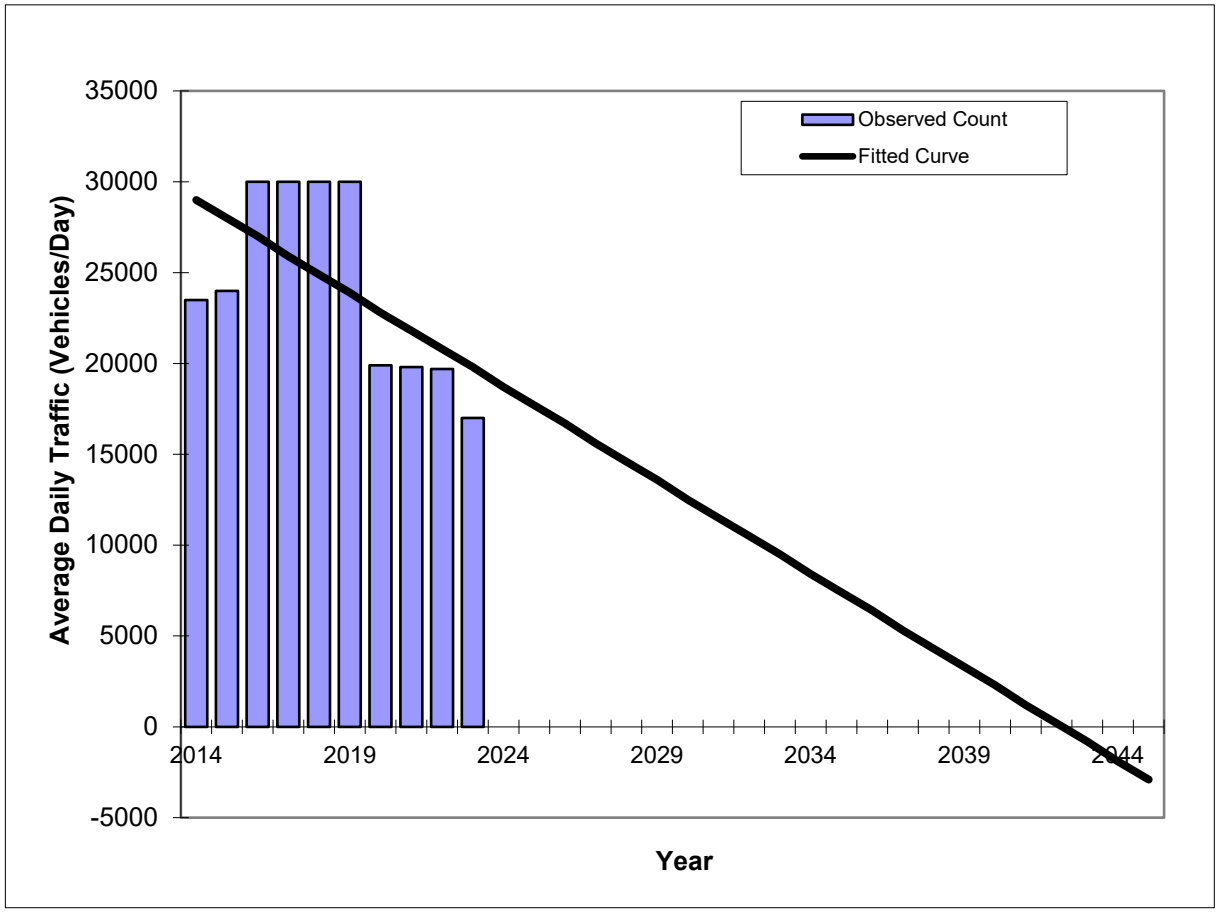
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V3.0

NW 19 STREET --

FIN#	0
Location	1

County:	Broward (86)
Station #:	9246
Highway:	NW 19 STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2014	23500	29000
2015	24000	28000
2016	30000	27000
2017	30000	25900
2018	30000	24900
2019	30000	23900
2020	19900	22800
2021	19800	21800
2022	19700	20800
2023	17000	19800
2026 Opening Year Trend		
2026	N/A	16700
2035 Mid-Year Trend		
2035	N/A	7400
2045 Design Year Trend		
2045	N/A	-2900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-1,030
Trend R-squared:	35.75%
Trend Annual Historic Growth Rate:	-3.52%
Trend Growth Rate (2023 to Design Year):	-5.21%
Printed:	9-Jul-24

Straight Line Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9405 - NW 19 STREET, E OF NW 31 AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	22500 C	E 11000	W 11500	9.00	57.90	3.00
2022	17600 S	E 9200	W 8400	9.00	57.00	5.40
2021	17800 F	E 9300	W 8500	9.00	53.80	14.30
2020	18000 C	E 9400	W 8600	9.00	53.90	8.80
2019	25000 R	E 14000	W 11000	9.00	54.60	5.50
2018	25000 T	E 14000	W 11000	9.00	54.50	6.00
2017	25000 S	E 14000	W 11000	9.00	51.90	6.20
2016	25000 F	E 14000	W 11000	9.00	54.10	2.90
2015	25000 C	E 14000	W 11000	9.00	54.00	3.40
2014	22500 S	E 11000	W 11500	9.00	54.20	1.90
2013	22500 F	E 11000	W 11500	9.00	53.60	1.90
2012	22500 C	E 11000	W 11500	9.00	52.20	1.90
2011	22000 S	0	0	9.00	52.50	6.30
2010	22000 F	E 11000	W 11000	8.35	52.69	4.20
2009	22000 C	E 11000	W 11000	8.53	53.89	4.20
2008	22500 C	E 11500	W 11000	8.81	54.16	4.20

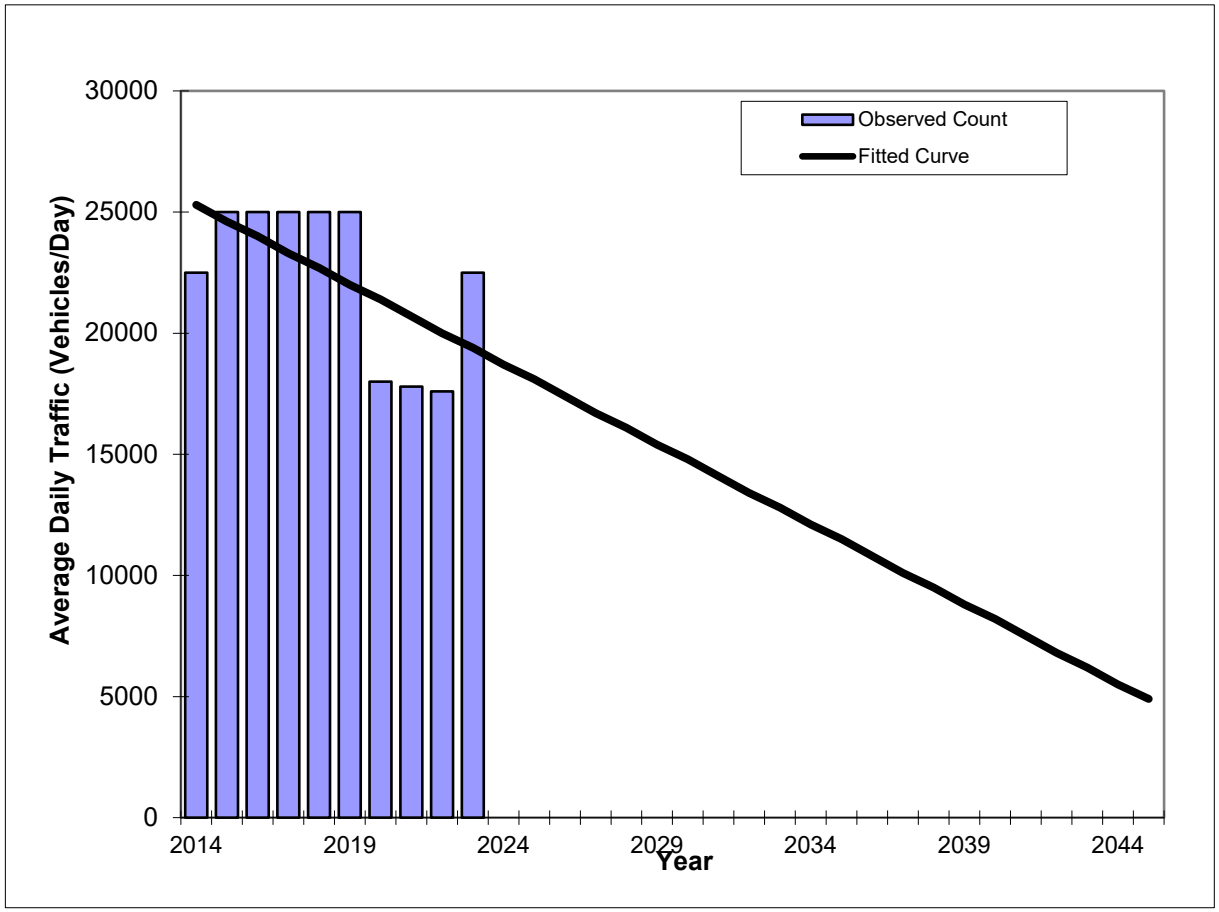
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V3.0

NW 19TH ST --

FIN#	0
Location	1

County:	Broward (86)
Station #:	9405
Highway:	NW 19TH ST



Year	Traffic (ADT/AADT) Count*	Trend**
2014	22500	25300
2015	25000	24600
2016	25000	24000
2017	25000	23300
2018	25000	22700
2019	25000	22000
2020	18000	21400
2021	17800	20700
2022	17600	20000
2023	22500	19400
2026 Opening Year Trend		
2026	N/A	17400
2035 Mid-Year Trend		
2035	N/A	11500
2045 Design Year Trend		
2045	N/A	4900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-659
Trend R-squared:	36.85%
Trend Annual Historic Growth Rate:	-2.59%
Trend Growth Rate (2023 to Design Year):	-3.40%
Printed:	9-Jul-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9585 - NW 31 AVE, S OF NW 19 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	41000 C	N 21000	S 20000	9.00	57.90	3.00
2022	32000 S	N 16500	S 15500	9.00	57.00	5.40
2021	32000 F	N 16500	S 15500	9.00	53.80	14.30
2020	32000 C	N 16500	S 15500	9.00	53.90	8.80
2019	40500 R	N 20500	S 20000	9.00	54.60	5.50
2018	40500 T	N 20500	S 20000	9.00	54.50	6.00
2017	40500 S	N 20500	S 20000	9.00	51.90	6.20
2016	40500 F	N 20500	S 20000	9.00	54.10	2.90
2015	40500 C	N 20500	S 20000	9.00	54.00	3.40
2014	36000 S	N 17500	S 18500	9.00	54.20	4.20
2013	36000 F	N 17500	S 18500	9.00	53.60	4.20
2012	36000 C	N 17500	S 18500	9.00	52.20	4.20
2011	34500 S	0	0	9.00	52.50	6.30
2010	34500 F	N 17000	S 17500	8.35	52.69	9.30
2009	34500 C	N 17000	S 17500	8.53	53.89	5.30
2008	40000 C	N 21500	S 18500	8.81	54.16	6.50

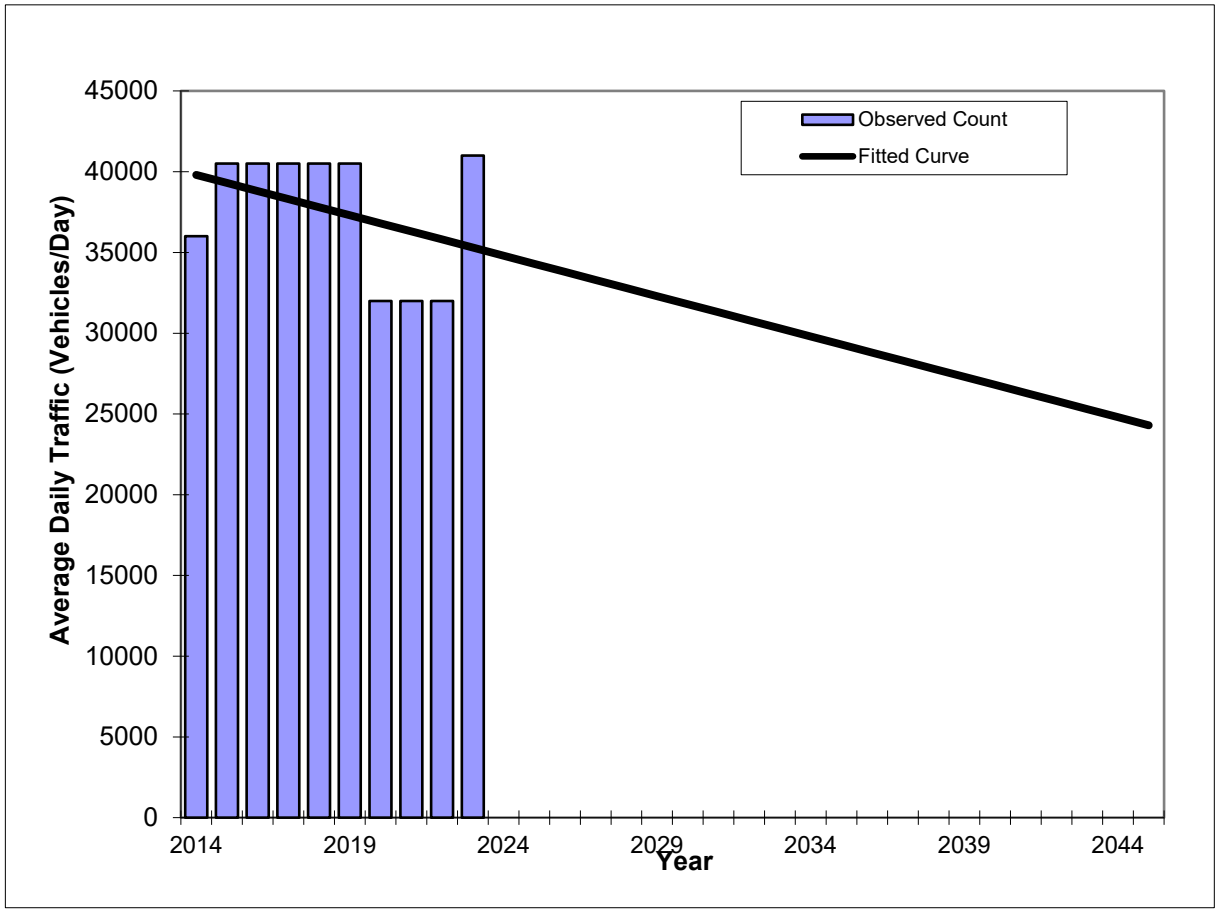
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V3.0

MLK JR AVE --

FIN#	0
Location	1

County:	Broward (86)
Station #:	9585
Highway:	MLK JR AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	36000	39800
2015	40500	39300
2016	40500	38800
2017	40500	38300
2018	40500	37800
2019	40500	37300
2020	32000	36800
2021	32000	36300
2022	32000	35800
2023	41000	35300
2026 Opening Year Trend		
2026	N/A	33800
2035 Mid-Year Trend		
2035	N/A	29300
2045 Design Year Trend		
2045	N/A	24300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-500
Trend R-squared:	13.73%
Trend Annual Historic Growth Rate:	-1.26%
Trend Growth Rate (2023 to Design Year):	-1.42%
Printed:	9-Jul-24

Straight Line Growth Option

***Axle-Adjusted**

OnTheMap

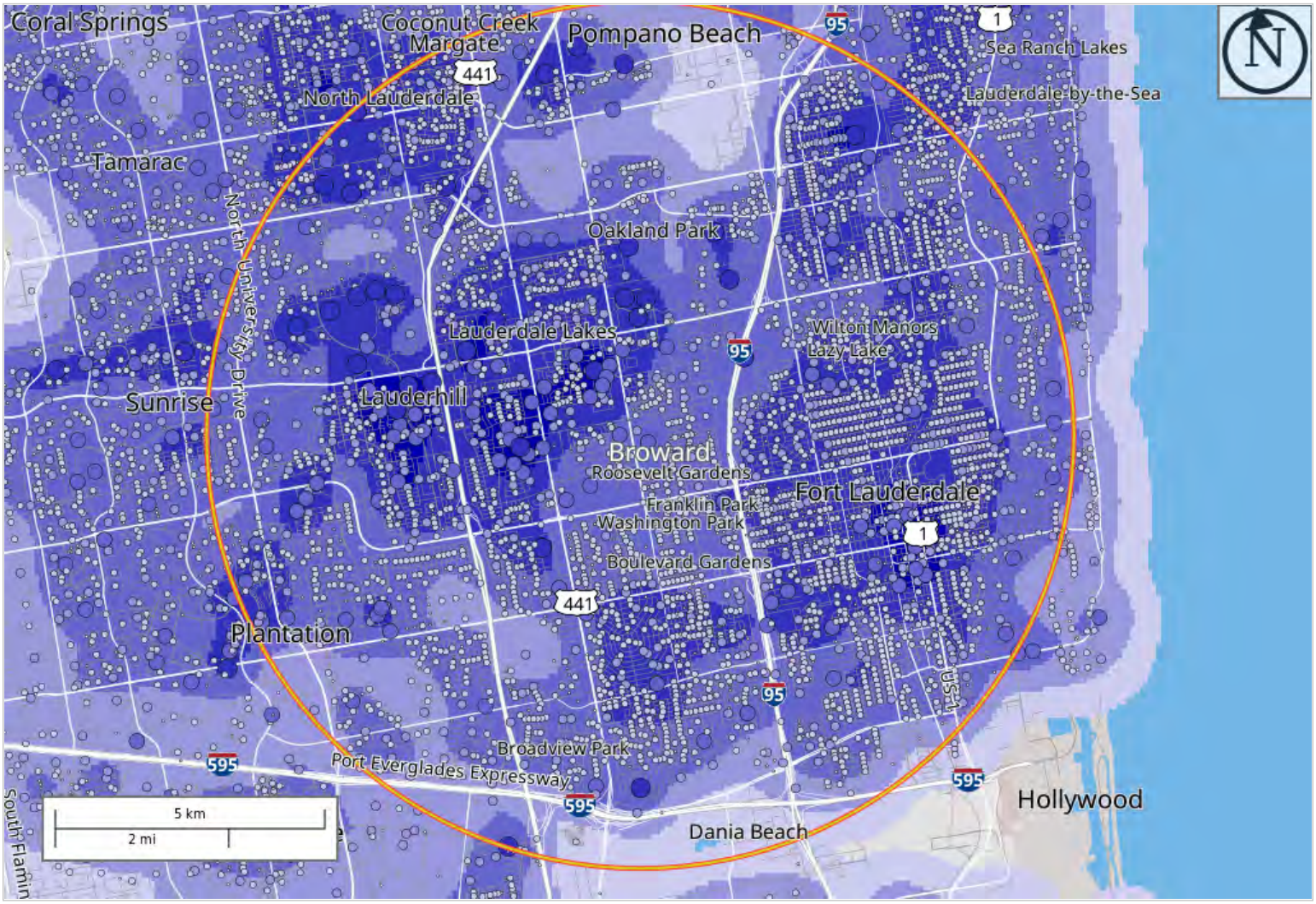
Distance/Direction Report - Work to Home

All Private Jobs for All Workers in 2020

Created by the U.S. Census Bureau's OnTheMap `https://onthemap.ces.census.gov` on 11/02/2023

Counts and Density of Home Locations for All Private Jobs in Work Selection Area in 2020

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 79
- 80 - 304
- 305 - 678
- 679 - 1,203
- 1,204 - 1,877

Job Count [Jobs/Census Block]

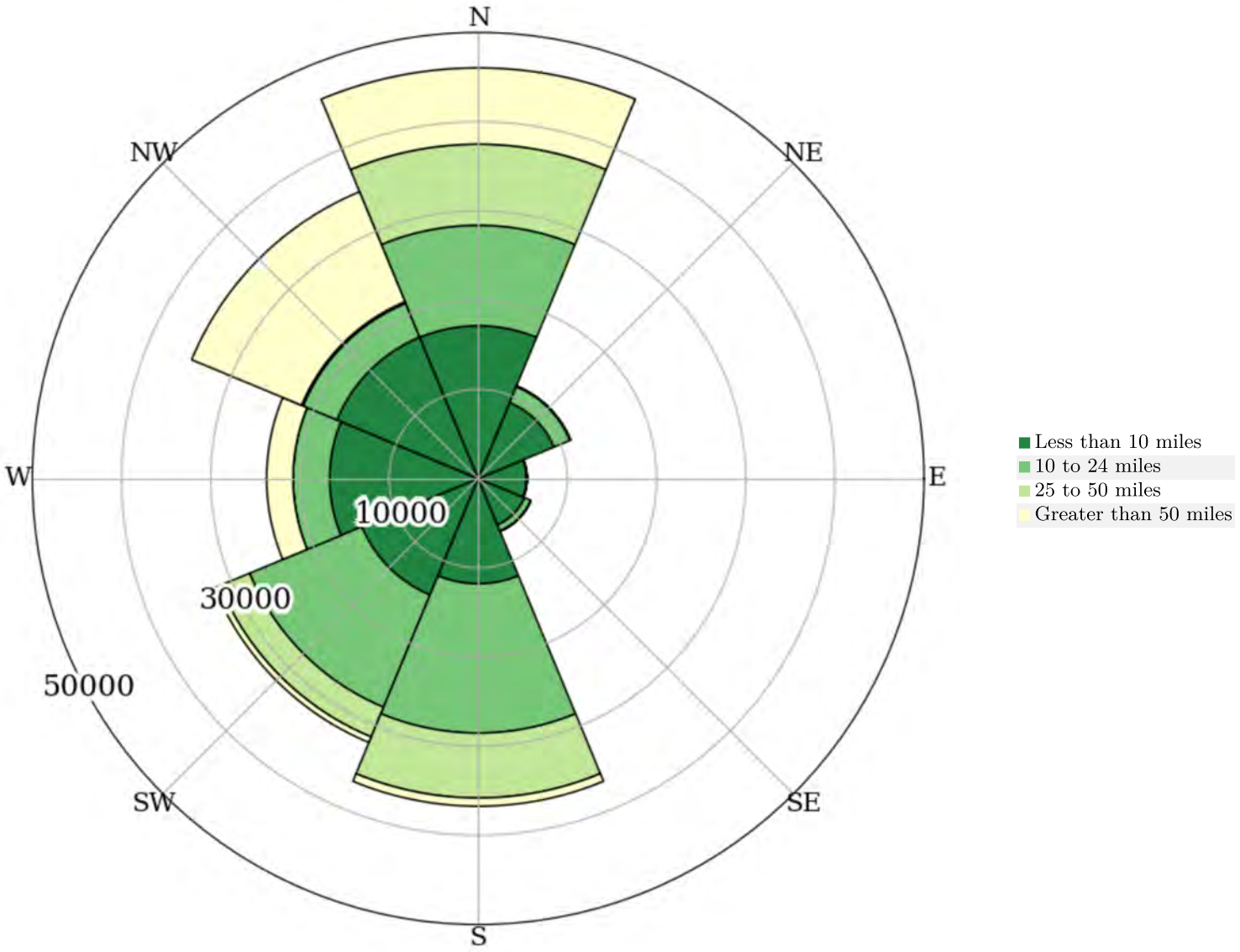
- 1 - 2
- 3 - 15
- 16 - 51
- 52 - 120
- 121 - 234

Selection Areas

Work Area

All Private Jobs for All Workers in 2020

Distance and Direction from Work Census Block to Home Census Block, Unk: _verb in Selection Area



All Private Jobs for All Workers in 2020

Distance from Work Census Block to Home Census Block, Unk: _verb in Selection Area

Distance	2020 Count	2020 Share
Total All Private Jobs	196,400	100.0
Less than 10 miles	97,168	49.5
10 to 24 miles	52,565	26.8
25 to 50 miles	20,217	10.3
Greater than 50 miles	26,450	13.5

Additional Information

Analysis Settings

Analysis Type	Distance/Direction
Selection area as	Work
Year(s)	2020
Job Type	All Private Jobs
Selection Area	Selection Area Freehand Drawing buffered 5.00 miles
Selected Census Blocks	5,630
Analysis Generation Date	11/02/2023 15:36 - OnTheMap 6.23.3
Code Revision	a0c6cbd8bd5ffa750ec0bd14d6c4d02f0c338544
LODES Data Vintage	20230321_1647

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2020).

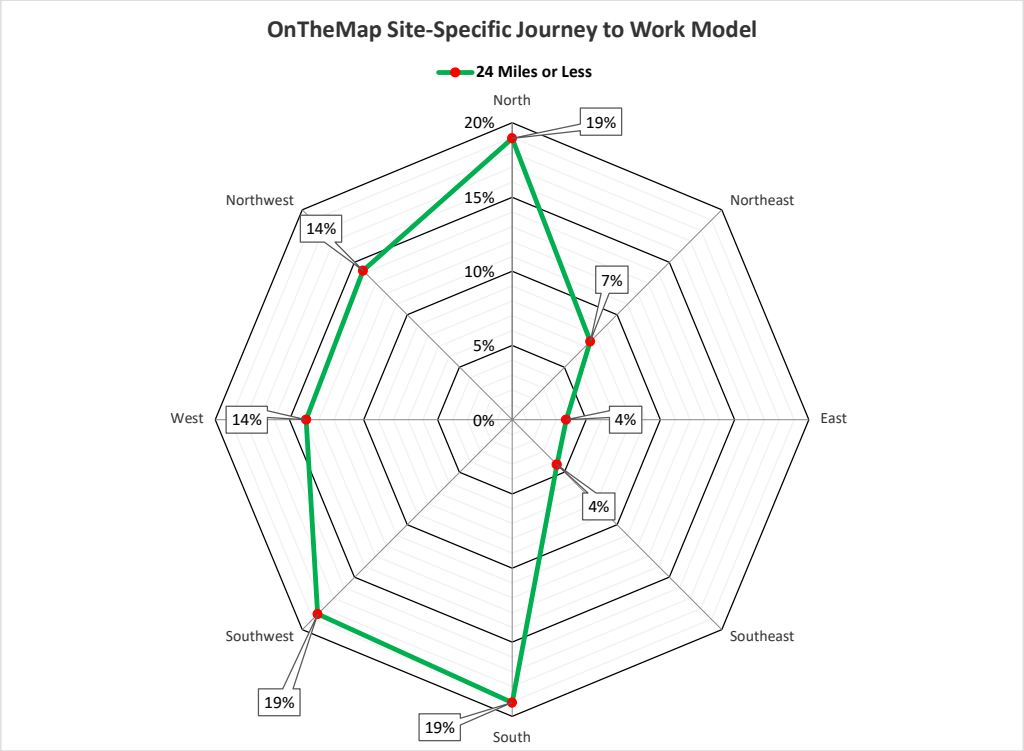
Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

Distance/Direction Report - Home Census Block to Work Census Block

Job Counts in Home Blocks by Distance Only

	All		North		Northeast		East		Southeast		South		Southwest		West		Northwest	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Total All Private Jobs	196,400	100.0%	46,026	23.4%	11,222	5.7%	5,471	2.8%	6,390	3.3%	36,736	18.7%	32,031	16.3%	23,731	12.1%	34,793	17.7%
Less than 10 miles	97,168	100.0%	17,124	17.6%	9,215	9.5%	5,440	5.6%	5,624	5.8%	11,804	12.1%	14,130	14.5%	16,667	17.2%	17,164	17.7%
10 to 24 miles	52,565	100.0%	11,266	21.4%	1,944	3.7%	31	0.1%	766	1.5%	16,733	31.8%	13,620	25.9%	4,103	7.8%	4,102	7.8%
25 to 50 miles	20,217	100.0%	9,090	45.0%	57	0.3%	0	0.0%	0	0.0%	7,274	36.0%	3,612	17.9%	1	0.0%	183	0.9%
Greater than 50 miles	26,450	100.0%	8,546	32.3%	6	0.0%	0	0.0%	0	0.0%	925	3.5%	669	2.5%	2,960	11.2%	13,344	50.4%
Include:																		
24 Miles or Less	149,733	**100%**	28,390	**19%**	11,159	**7%**	5,471	**4%**	6,390	**4%**	28,537	**19%**	27,750	**19%**	20,770	**14%**	21,266	**14%**



LANGAN

11/8/2023

MONDAY - FRIDAY

EASTBOUND

To Galleria Mall

LAUDERHILL TRANSIT CENTER	SUNRISE BLVD & 31 AVE	BROWARD CENTRAL TERMINAL **ARRIVAL**	BROWARD CENTRAL TERMINAL **DEPARTURE**	SE 17 ST & EISENHOWER BLVD	GALLERIA MALL
1	**2**	**3**	**3**	**6**	**7**
5:26a	5:36a	5:50a	5:55a	6:09a	6:30a
5:46a	5:56a	6:10a	6:15a	6:29a	6:50a
6:06a	6:16a	6:30a	6:35a	6:49a	7:10a
6:31a	6:41a	6:55a	7:00a	7:18a	7:39a
6:57a	7:07a	7:23a	7:28a	7:46a	8:07a
7:17a	7:27a	7:43a	7:48a	8:06a	8:27a
7:40a	7:50a	8:06a	8:16a	8:34a	8:55a
8:09a	8:19a	8:35a	8:45a	9:03a	9:24a
8:39a	8:49a	9:05a	9:15a	9:33a	9:54a
9:09a	9:19a	9:35a	9:45a	10:03a	10:24a
9:39a	9:49a	10:05a	10:15a	10:33a	10:54a
10:09a	10:19a	10:35a	10:45a	11:03a	11:24a
10:39a	10:49a	11:05a	11:15a	11:33a	11:54a
11:09a	11:19a	11:35a	11:45a	12:03p	12:24p
11:39a	11:49a	12:05p	12:15p	12:33p	12:54p
12:09p	12:19p	12:35p	12:45p	1:03p	1:24p
12:39p	12:49p	1:05p	1:15p	1:33p	1:54p
1:09p	1:19p	1:35p	1:45p	2:03p	2:21p
1:34p	1:44p	2:00p	2:05p	2:23p	2:41p
2:04p	2:14p	2:30p	2:35p	2:53p	3:13p
2:34p	2:44p	3:00p	3:05p	3:23p	3:40p
2:56p	3:06p	3:25p	3:30p	3:48p	4:03p
3:24p	3:34p	3:50p	3:55p	4:13p	4:28p
3:49p	3:59p	4:15p	4:20p	4:38p	4:53p
4:13p	4:23p	4:39p	4:44p	5:02p	5:17p
4:39p	4:49p	5:05p	5:10p	5:28p	5:43p
5:04p	5:14p	5:30p	5:35p	5:53p	6:08p
5:29p	5:39p	5:55p	6:00p	6:18p	6:33p
5:54p	6:04p	6:20p	6:25p	6:43p	6:58p
6:24p	6:34p	6:50p	6:55p	7:09p	7:22p
6:54p	7:04p	7:20p	7:25p	7:37p	7:50p
7:30p	7:40p	7:56p	8:01p	8:13p	8:26p
8:08p	8:18p	8:33p	8:38p	8:50p	9:03p
8:45p	8:52p	9:05p	9:10p	9:22p	9:35p
9:23p	9:30p	9:43p	9:48p	10:00p	10:13p G
10:01p	10:08p	10:21p	10:26p	10:38p	10:51p G
10:39p	10:46p	10:59p G			

WESTBOUND

To Lauderhill Transit Center

GALLERIA MALL	SE 17TH STREET & 15TH AVE	BROWARD HEALTH MEDICAL CENTER	BROWARD CENTRAL TERMINAL **ARRIVAL**	BROWARD CENTRAL TERMINAL **DEPARTURE**	SUNRISE BLVD & 31 AVE	LAUDERHILL TRANSIT CENTER
7	**5**	**4**	**3**	**3**	**2**	**1**
				5:50a	6:07a	6:17a
				6:20a	6:37a	6:47a
6:14a	6:30a	6:36a	6:42a	6:47a	7:04a	7:14a
6:43a	6:59a	7:05a	7:15a	7:20a	7:37a	7:47a
7:01a	7:19a	7:25a	7:35a	7:40a	7:57a	8:07a G
7:21a	7:39a	7:45a	7:55a	8:00a	8:17a	8:27a
7:50a	8:09a	8:15a	8:25a	8:30a	8:47a	8:57a
8:19a	8:39a	8:45a	8:55a	9:00a	9:17a	9:27a
8:42a	9:02a	9:08a	9:18a	9:23a	9:40a	9:50a
9:09a	9:29a	9:35a	9:45a	9:50a	10:07a	10:17a
9:39a	9:59a	10:05a	10:15a	10:20a	10:37a	10:47a
10:07a	10:29a	10:35a	10:45a	10:50a	11:07a	11:17a
10:37a	10:59a	11:05a	11:15a	11:20a	11:37a	11:47a
11:07a	11:29a	11:35a	11:45a	11:50a	12:07p	12:17p
11:37a	11:59a	12:05p	12:15p	12:20p	12:37p	12:47p
12:07p	12:29p	12:35p	12:45p	12:50p	1:07p	1:17p
12:37p	12:59p	1:05p	1:15p	1:20p	1:38p	1:48p
1:06p	1:28p	1:35p	1:45p	1:50p	2:09p	2:19p
1:40p	2:02p	2:10p	2:20p	2:30p	2:49p	2:59p
2:10p	2:32p	2:40p	2:50p	3:00p	3:19p	3:29p
2:36p	3:01p	3:09p	3:19p	3:29p	3:48p	3:58p
3:03p	3:32p	3:40p	3:50p	3:55p	4:14p	4:24p
3:28p	3:57p	4:05p	4:15p	4:20p	4:39p	4:49p
3:55p	4:22p	4:30p	4:40p	4:45p	5:04p	5:14p
4:20p	4:47p	4:55p	5:05p	5:10p	5:29p	5:39p
4:45p	5:12p	5:20p	5:30p	5:35p	5:54p	6:04p
5:05p	5:32p	5:40p	5:50p	5:55p	6:14p	6:24p G
5:27p	5:52p	6:00p	6:10p	6:15p	6:33p	6:43p
5:56p	6:18p	6:26p	6:36p	6:41p	6:53p	7:03p
6:22p	6:42p	6:50p	7:00p	7:05p	7:17p	7:27p G
6:48p	7:07p	7:15p	7:25p	7:30p	7:42p	7:52p
7:18p	7:37p	7:43p	7:49p	7:59p	8:11p	8:21p
7:44p	8:03p	8:09p	8:15p	8:20p	8:32p	8:42p G
8:11p	8:28p	8:34p	8:40p	8:45p	8:57p	9:07p
8:47p	9:03p	9:09p	9:15p	9:20p	9:32p	9:39p
9:25p	9:41p	9:47p	9:53p	9:58p	10:10p	10:17p
10:03p	10:19p	10:25p	10:31p	10:36p	10:48p	10:55p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter “G” indicate bus returns to garage.

SATURDAY

There are additional bus stops in between those listed.

EASTBOUND To Galleria Mall

LAUDERHILL TRANSIT CENTER	SUNRISE BLVD & 31 AVE	BROWARD CENTRAL TERMINAL **ARRIVAL**	BROWARD CENTRAL TERMINAL **DEPARTURE**	SE 17 ST & EISENHOWER BLVD	GALLERIA MALL
1	**2**	**3**	**3**	**6**	**7**
5:30a	5:38a	5:53a	5:58a	6:12a	6:25a
6:00a	6:08a	6:23a	6:28a	6:42a	6:59a
6:30a	6:38a	6:53a	6:58a	7:12a	7:29a
7:00a	7:08a	7:23a	7:28a	7:42a	8:03a
7:30a	7:40a	7:55a	8:00a	8:14a	8:35a
8:00a	8:10a	8:25a	8:30a	8:44a	9:04a
8:30a	8:40a	8:55a	9:00a	9:14a	9:32a
9:05a	9:15a	9:30a	9:35a	9:51a	10:09a
9:30a	9:40a	9:55a	10:00a	10:16a	10:34a
9:55a	10:05a	10:20a	10:30a	10:46a	11:04a
10:20a	10:30a	10:45a	10:55a	11:11a	11:29a
10:50a	11:00a	11:15a	11:25a	11:41a	11:59a
11:20a	11:30a	11:45a	11:55a	12:11p	12:31p
11:50a	12:00p	12:15p	12:25p	12:41p	1:01p
12:20p	12:30p	12:45p	12:55p	1:11p	1:31p
12:50p	1:00p	1:15p	1:25p	1:41p	2:01p
1:20p	1:30p	1:45p	1:55p	2:11p	2:31p
1:49p	1:59p	2:14p	2:24p	2:40p	3:00p
2:20p	2:30p	2:45p	2:55p	3:11p	3:31p
2:50p	3:00p	3:15p	3:25p	3:41p	4:01p
3:20p	3:30p	3:45p	3:55p	4:11p	4:27p
3:50p	4:00p	4:15p	4:25p	4:41p	4:57p
4:20p	4:30p	4:45p	4:55p	5:11p	5:27p
4:45p	4:55p	5:10p	5:20p	5:36p	5:52p
5:15p	5:25p	5:40p	5:50p	6:06p	6:22p
5:45p	5:55p	6:10p	6:20p	6:36p	6:52p
6:15p	6:25p	6:40p	6:45p	7:01p	7:17p G
6:42p	6:50p	7:05p	7:10p	7:22p	7:38p
7:17p	7:25p	7:40p	7:45p	7:57p	8:13p
7:52p	8:00p	8:15p	8:20p	8:32p	8:48p
8:27p	8:35p	8:50p	8:55p	9:07p	9:23p
9:05p	9:13p	9:25p	9:30p	9:42p	9:58p G
9:40p	9:48p	10:00p	10:05p	10:17p	10:26p G
10:15p	10:23p	10:35p	10:40p	10:52p	11:01p G
10:50p	10:58p	11:10p G			

WESTBOUND To Lauderhill Transit Center

GALLERIA MALL	SE 17TH STREET & 15TH AVE	BROWARD HEALTH MEDICAL CENTER	BROWARD CENTRAL TERMINAL **ARRIVAL**	BROWARD CENTRAL TERMINAL **DEPARTURE**	SUNRISE BLVD & 31 AVE	LAUDERHILL TRANSIT CENTER
7	**5**	**4**	**3**	**3**	**2**	**1**
				5:55a	6:11a	6:20a
5:52a	6:07a	6:13a	6:18a	6:23a	6:39a	6:48a
6:20a	6:36a	6:42a	6:47a	6:52a	7:08a	7:17a
6:48a	7:06a	7:12a	7:17a	7:22a	7:38a	7:47a
7:18a	7:36a	7:42a	7:47a	7:52a	8:08a	8:17a
7:46a	8:04a	8:10a	8:17a	8:27a	8:43a	8:52a
8:22a	8:40a	8:46a	8:53a	9:03a	9:19a	9:28a
8:52a	9:10a	9:16a	9:23a	9:33a	9:49a	9:58a
9:22a	9:40a	9:46a	9:53a	10:03a	10:19a	10:28a
9:52a	10:10a	10:16a	10:23a	10:33a	10:49a	10:58a
10:21a	10:42a	10:48a	10:55a	11:05a	11:21a	11:30a
10:48a	11:12a	11:18a	11:25a	11:35a	11:51a	12:00p
11:18a	11:42a	11:48a	11:55a	12:05p	12:21p	12:30p
11:47a	12:12p	12:18p	12:25p	12:35p	12:53p	1:02p
12:16p	12:42p	12:48p	12:55p	1:05p	1:20p	1:29p
12:46p	1:12p	1:18p	1:25p	1:35p	1:50p	1:59p
1:16p	1:42p	1:48p	1:55p	2:05p	2:20p	2:29p
1:46p	2:12p	2:18p	2:25p	2:35p	2:50p	2:59p
2:16p	2:42p	2:48p	2:55p	3:05p	3:20p	3:29p
2:42p	3:08p	3:18p	3:25p	3:35p	3:50p	3:59p
3:11p	3:37p	3:47p	3:54p	4:04p	4:19p	4:34p
3:42p	4:08p	4:18p	4:25p	4:35p	4:50p	5:03p
4:12p	4:38p	4:48p	4:55p	5:05p	5:24p	5:32p
4:43p	5:09p	5:17p	5:24p	5:34p	5:53p	6:01p
5:13p	5:37p	5:45p	5:52p	6:02p	6:14p	6:22p
5:42p	6:06p	6:14p	6:21p	6:31p	6:43p	6:51p
6:08p	6:32p	6:40p	6:47p	6:52p	7:04p	7:12p G
6:38p	6:57p	7:05p	7:12p	7:17p	7:29p	7:37p
7:13p	7:32p	7:40p	7:47p	7:52p	8:04p	8:12p
7:48p	8:07p	8:15p	8:22p	8:27p	8:39p	8:47p
8:26p	8:45p	8:50p	8:57p	9:02p	9:14p	9:22p
9:04p	9:23p	9:28p	9:35p	9:40p	9:52p	10:00p
9:42p	10:01p	10:06p	10:13p	10:18p	10:30p	10:38p

SUNDAY

EASTBOUND To Galleria Mall

1	**2**	**3**	**3**	**6**	**7**
6:40a	6:49a	7:03a	7:08a	7:22a	7:39a
7:20a	7:29a	7:43a	7:48a	8:02a	8:19a
8:00a	8:09a	8:23a	8:28a	8:42a	8:59a
8:40a	8:49a	9:03a	9:08a	9:22a	9:39a
9:20a	9:29a	9:43a	9:48a	10:02a	10:19a
10:00a	10:09a	10:23a	10:28a	10:42a	10:59a
10:40a	10:49a	11:03a	11:08a	11:22a	11:39a
11:20a	11:29a	11:43a	11:48a	12:02p	12:19p
12:00p	12:09p	12:23p	12:28p	12:42p	12:59p
12:40p	12:49p	1:03p	1:08p	1:22p	1:39p
1:20p	1:29p	1:43p	1:48p	2:02p	2:19p
2:00p	2:09p	2:23p	2:28p	2:42p	2:59p
2:40p	2:49p	3:03p	3:08p	3:22p	3:39p
3:20p	3:29p	3:43p	3:48p	4:02p	4:19p
4:00p	4:09p	4:23p	4:28p	4:42p	4:59p
4:40p	4:49p	5:03p	5:08p	5:22p	5:36p
5:20p	5:29p	5:43p	5:48p	6:02p	6:16p
6:00p	6:09p	6:23p	6:28p	6:42p	6:56p
6:40p	6:49p	7:03p	7:08p	7:22p	7:36p G
7:20p	7:29p	7:43p	7:48p	8:02p	8:16p G

WESTBOUND To Lauderhill Transit Center

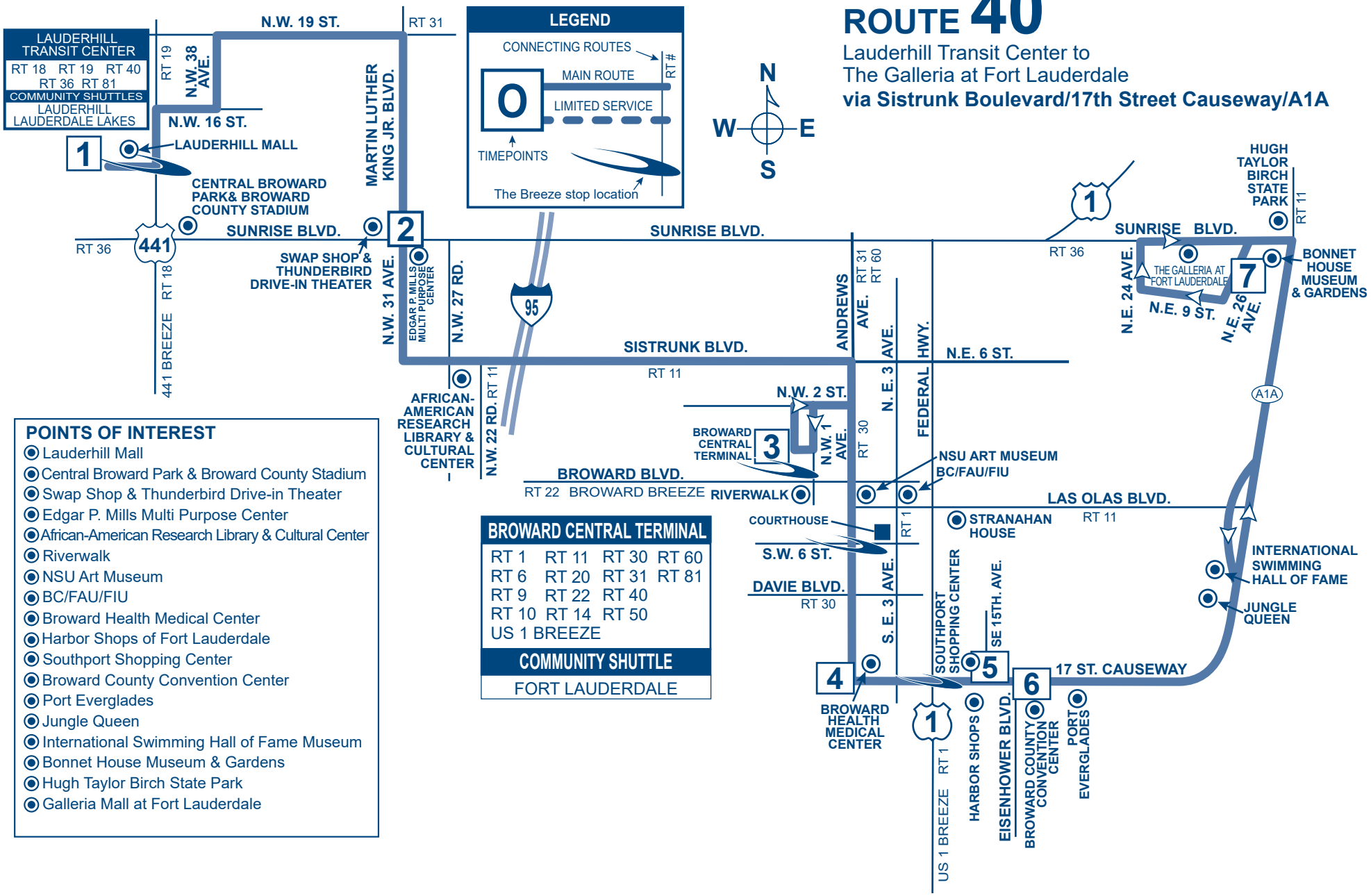
7	**5**	**4**	**3**	**3**	**2**	**1**
				7:18a	7:33a	7:42a
				7:58a	8:13a	8:22a
8:01a	8:21a	8:27a	8:33a	8:38a	8:53a	9:02a
8:41a	9:01a	9:07a	9:13a	9:18a	9:33a	9:42a
9:21a	9:41a	9:47a	9:53a	9:58a	10:13a	10:22a
10:01a	10:21a	10:27a	10:33a	10:38a	10:53a	11:02a
10:39a	11:01a	11:07a	11:13a	11:18a	11:33a	11:42a
11:19a	11:41a	11:47a	11:53a	11:58a	12:13p	12:22p
11:59a	12:21p	12:27p	12:33p	12:38p	12:53p	1:02p
12:38p	1:01p	1:07p	1:13p	1:18p	1:33p	1:42p
1:17p	1:41p	1:47p	1:53p	1:58p	2:13p	2:22p
1:57p	2:21p	2:27p	2:33p	2:38p	2:53p	3:02p
2:36p	3:00p	3:08p	3:16p	3:21p	3:36p	3:45p
3:16p	3:40p	3:48p	3:56p	4:01p	4:16p	4:25p
3:56p	4:20p	4:28p	4:36p	4:41p	4:56p	5:05p
4:36p	5:00p	5:08p	5:16p	5:21p	5:36p	5:45p
5:16p	5:40p	5:48p	5:56p	6:01p	6:16p	6:25p
5:56p	6:20p	6:28p	6:36p	6:41p	6:56p	7:05p
6:36p	6:57p	7:05p	7:13p	7:18p	7:33p	7:42p G
7:20p	7:41p	7:49p	7:57p	8:02p	8:17p	8:26p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

ROUTE 40

Lauderhill Transit Center to
The Galleria at Fort Lauderdale
via Sistrunk Boulevard/17th Street Causeway/A1A



POINTS OF INTEREST

- Lauderhill Mall
- Central Broward Park & Broward County Stadium
- Swap Shop & Thunderbird Drive-in Theater
- Edgar P. Mills Multi Purpose Center
- African-American Research Library & Cultural Center
- Riverwalk
- NSU Art Museum
- BC/FAU/FIU
- Broward Health Medical Center
- Harbor Shops of Fort Lauderdale
- Southport Shopping Center
- Broward County Convention Center
- Port Everglades
- Jungle Queen
- International Swimming Hall of Fame Museum
- Bonnet House Museum & Gardens
- Hugh Taylor Birch State Park
- Galleria Mall at Fort Lauderdale

BROWARD CENTRAL TERMINAL

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

COMMUNITY SHUTTLE

FORT LAUDERDALE

APPENDIX E
INTERSECTION VOLUME SPREADSHEETS

AM (PM) Peak Hour Volumes

Intersection	Road	Direction	Movement	2024 Existing Peak Hour Traffic Volumes	2027 No Build Peak Hour Traffic Volumes	Project Traffic Distributions	Project Traffic Trips	Diverted Trips	2027 Build Peak Hour Traffic Volumes
(1) NW 31 Avenue & NW 19 Street	NW 19 Street	Eastbound	EBL	240 (188)	245 (192)				245 (192)
			EBT	440 (348)	449 (355)				449 (355)
			EBR	204 (158)	208 (161)	21%	84 (55)		292 (216)
			Approach	884 (694)	902 (708)	21%	84 (55)		986 (763)
		Westbound	WBL	174 (240)	177 (245)	9%	36 (24)		213 (269)
			WBT	225 (563)	230 (574)				230 (574)
			WBR	163 (186)	166 (190)				166 (190)
			Approach	562 (989)	573 (1,009)	9%	36 (24)		609 (1,033)
	NW 31 Avenue	Northbound	NBL	196 (265)	200 (270)	(21%)	21 (88)		221 (358)
			NBT	1,136 (1,271)	1,159 (1,296)	(19%)	18 (79)		1,177 (1,375)
			NBR	265 (204)	270 (208)	(9%)	8 (38)		278 (246)
			Approach	1,597 (1,740)	1,629 (1,774)	(49%)	47 (205)		1,676 (1,979)
		Southbound	SBL	284 (205)	290 (209)				290 (209)
			SBT	1,147 (1,333)	1,170 (1,360)	19%	76 (51)		1,246 (1,411)
			SBR	274 (389)	279 (397)				279 (397)
			Approach	1,705 (1,927)	1,739 (1,966)	19%	76 (51)		1,815 (2,017)
(2) NW 31 Avenue & NW 17 Street	NW 17 Street	Eastbound	EBL	3 (7)	3 (7)			-3 (-7)	0 (0)
			EBT	0 (0)	0 (0)				0 (0)
			EBR	14 (11)	14 (11)			3 (7)	17 (18)
			Approach	17 (18)	17 (18)				17 (18)
		Westbound	WBL	0 (0)	0 (0)				0 (0)
			WBT	0 (0)	0 (0)				0 (0)
			WBR	0 (0)	0 (0)	(10%)	9 (42)		9 (42)
			Approach	0 (0)	0 (0)	(10%)	9 (42)		9 (42)
	NW 31 Avenue	Northbound	NBL	14 (9)	14 (9)			-14 (-9)	0 (0)
			NBT	1,570 (1,702)	1,601 (1,736)	(39%)	37 (163)	17 (16)	1,655 (1,915)
			NBR	0 (0)	0 (0)	10%	40 (27)		40 (27)
			Approach	1,584 (1,711)	1,615 (1,745)	10% (39%)	77 (190)		1,692 (1,935)
		Southbound	SBL	0 (0)	0 (0)				0 (0)
			SBT	1,593 (1,765)	1,625 (1,800)	49%	197 (131)		1,822 (1,931)
			SBR	11 (4)	11 (4)			14 (9)	25 (13)
			Approach	1,604 (1,769)	1,636 (1,804)	49%	197 (131)		1,833 (1,935)

AM (PM) Peak Hour Volumes

Intersection	Road	Direction	Movement	2024 Existing Peak Hour Traffic Volumes	2027 No Build Peak Hour Traffic Volumes	Project Traffic Distributions	Project Traffic Trips	Diverted Trips	2027 Build Peak Hour Traffic Volumes
(3) NW 31 Avenue & NW 14 Street	NW 14 Street	Eastbound	EBL	56 (40)	57 (41)				57 (41)
			EBT	0 (0)	0 (0)				0 (0)
			EBR	95 (61)	97 (62)				97 (62)
			Approach	151 (101)	154 (103)				154 (103)
		Westbound	WBL	0 (0)	0 (0)				0 (0)
			WBT	0 (0)	0 (0)				0 (0)
			WBR	0 (0)	0 (0)				0 (0)
			Approach	0 (0)	0 (0)				0 (0)
	NW 31 Avenue	Northbound	NBL	55 (84)	56 (86)				56 (86)
			NBT	1,567 (1,748)	1,598 (1,783)	51%	205 (136)		1,803 (1,919)
			NBR	0 (0)	0 (0)				0 (0)
			Approach	1,622 (1,832)	1,654 (1,869)	51%	205 (136)		1,859 (2,005)
		Southbound	SBL	23 (32)	23 (33)				23 (33)
			SBT	1,603 (1,742)	1,635 (1,777)	(51%)	48 (213)		1,683 (1,990)
			SBR	50 (46)	51 (47)				51 (47)
			Approach	1,676 (1,820)	1,709 (1,857)	(51%)	48 (213)		1,757 (2,070)
(4) NW 31 Avenue & Sunrise Boulevard	Sunrise Boulevard	Eastbound	EBL	469 (454)	478 (463)	26%	106 (70)		584 (533)
			EBT	1,602 (1,405)	1,634 (1,433)				1,634 (1,433)
			EBR	437 (360)	446 (367)				446 (367)
			Approach	2,508 (2,219)	2,558 (2,263)	26%	106 (70)		2,664 (2,333)
		Westbound	WBL	128 (179)	131 (183)				131 (183)
			WBT	893 (1,582)	911 (1,614)				911 (1,614)
			WBR	274 (290)	279 (296)	15%	60 (40)		339 (336)
			Approach	1,295 (2,051)	1,321 (2,093)	15%	60 (40)		1,381 (2,133)
	NW 31 Avenue	Northbound	NBL	225 (353)	230 (360)				230 (360)
			NBT	778 (899)	794 (917)	10%	40 (27)		834 (944)
			NBR	89 (125)	91 (128)				91 (128)
			Approach	1,092 (1,377)	1,115 (1,405)	10%	40 (27)		1,155 (1,432)
		Southbound	SBL	219 (254)	223 (259)	(15%)	14 (62)		237 (321)
			SBT	837 (910)	854 (928)	(10%)	9 (42)		863 (970)
			SBR	413 (534)	421 (545)	(26%)	24 (108)		445 (653)
			Approach	1,469 (1,698)	1,498 (1,732)	(51%)	47 (212)		1,545 (1,944)

APPENDIX F
INTERSECTION CAPACITY REPORTS

EXISTING CONDITIONS

Table 1.1 -2024 Existing Intersection Capacity Analysis Summary

Location	Time	Level of Service[1]							
		(1) NW 31 Avenue & NW 19 Street		(2) NW 31 Avenue & NW 17 Street		(3) NW 31 Avenue & NW 14 Street		(4) NW 31 Avenue & Sunrise Boulevard	
		Signalized		Unsignalized		Signalized		Signalized	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	AM	E	60.8	[N/A]		D	40.8	F	99.9
	PM	E	78.5			F	87.8	F	137.3
EBT	AM	F	95.9					D	42.2
	PM	E	74.1					D	45.0
EBR	AM	F	99.2			D	38.9	D	47.6
	PM	E	75.8			F	81.4	D	49.0
EB Approach	AM	F	87.6	D	25.4	D	39.6	D	54.5
	PM	E	75.9	E	46.2	F	82.8	E	65.0
WBL	AM	E	67.4	[N/A]		[N/A]		F	87.5
	PM	E	64.7					F	90.4
WBT	AM	E	69.9					D	39.9
	PM	F	115.8					D	52.1
WBR	AM	E	71.3					D	41.3
	PM	F	117.5					D	43.3
WB Approach	AM	E	69.6					D	44.9
	PM	F	104.1					D	143.3
NBL	AM	C	27.6	[2]		A	4.0	F	93.4
	PM	F	86.7			C	26.1	F	68.8
NBT	AM	C	23.3			A	2.6	E	69.6
	PM	E	59.5			A	5.1	E	59.7
NBR	AM	C	22.6					E	60.5
	PM	D	50.4					E	87.1
NB Approach	AM	C	23.7			A	2.7	E	73.8
	PM	E	62.6			A	6.1	F	87.1
SBL	AM	D	45.9	[2]		A	3.6	F	93.2
	PM	D	46.4			A	3.2	F	82.0
SBT	AM	C	30.9			A	6.8	E	63.8
	PM	D	40.0			A	1.5	D	51.3
SBR	AM	C	29.6			A	6.8	F	196.8
	PM	D	41.4			A	1.5	F	313.9
SB Approach	AM	C	33.2			A	6.8	F	105.6
	PM	D	41.0			A	1.5	F	138.5
Overall	AM	D	44.4	[N/A]		A	6.3	E	67.6
	PM	E	64.2			A	6.0	F	83.1

[1] Delay is average delay per vehicle in seconds

[2] Approach operates under Free-flow conditions

LANGAN
ENGINEERING & ENVIRONMENTAL SERVICES

Table 1.2 -2024 Existing Intersection Queue Lengths Summary

Location	Time	95th Percentile Queue Lenghts (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile
(1) NW 31 Avenue & NW 19 Street	AM	215'	291'							300	242'	300	235'	270	437'	165	172'
	PM		269'								487'		87'		246'		283'
(2) NW 31 Avenue & NW 17 Street	AM																
	PM																
(3) NW 31 Avenue & NW 14 Street	AM									190	m7'			455	m7'		
	PM										m62'				m4'		
(4) NW 31 Avenue & Sunrise Boulevard	AM	370	404'			435	117'			190	188'	290	0'	295	192'	245	335'
	PM		430'				155'				353'		72'		215'		546'

 # 95th percentile volume exceeds capacity, queue may be longer.

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	240	440	174	225	196	1136	265	284	1147	274
Future Volume (vph)	240	440	174	225	196	1136	265	284	1147	274
Lane Group Flow (vph)	247	664	179	400	202	1171	273	293	1182	282
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	10.0	22.0	10.0	22.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	30.0	46.0	30.0	46.0	25.0	79.0	79.0	25.0	79.0	79.0
Total Split (%)	16.7%	25.6%	16.7%	25.6%	13.9%	43.9%	43.9%	13.9%	43.9%	43.9%
Yellow Time (s)	4.0	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	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	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.75	0.90	0.80	0.57	0.72	0.54	0.33	0.87	0.49	0.33
Control Delay (s/veh)	59.1	81.9	73.1	52.7	37.1	50.2	21.2	54.4	34.8	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.1	81.9	73.1	52.7	37.1	50.2	21.2	54.4	34.8	14.1
Queue Length 50th (ft)	219	382	157	175	145	506	153	194	354	80
Queue Length 95th (ft)	291	463	232	226	242	556	235	#437	446	172
Internal Link Dist (ft)		1461		1340		942			570	
Turn Bay Length (ft)	215				300		300	270		165
Base Capacity (vph)	340	782	274	802	328	2157	827	335	2392	832
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.85	0.65	0.50	0.62	0.54	0.33	0.87	0.49	0.34

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 68 (38%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NW 31 AVENUE & NW 19 STREET

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	440	204	174	225	163	196	1136	265	284	1147	274
Future Volume (veh/h)	240	440	204	174	225	163	196	1136	265	284	1147	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	247	454	210	179	232	168	202	1171	273	293	1182	282
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	322	489	224	219	355	247	289	2364	734	337	2492	774
Arrive On Green	0.12	0.21	0.21	0.09	0.18	0.18	0.10	0.62	0.62	0.10	0.49	0.49
Sat Flow, veh/h	1767	2347	1077	1767	1989	1381	1767	5066	1572	1767	5066	1572
Grp Volume(v), veh/h	247	340	324	179	204	196	202	1171	273	293	1182	282
Grp Sat Flow(s),veh/h/ln	1767	1763	1662	1767	1763	1607	1767	1689	1572	1767	1689	1572
Q Serve(g_s), s	20.2	34.1	34.5	14.8	19.4	20.5	10.9	22.8	15.4	15.5	27.8	20.0
Cycle Q Clear(g_c), s	20.2	34.1	34.5	14.8	19.4	20.5	10.9	22.8	15.4	15.5	27.8	20.0
Prop In Lane	1.00		0.65	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	367	346	219	315	287	289	2364	734	337	2492	774
V/C Ratio(X)	0.77	0.93	0.94	0.82	0.65	0.68	0.70	0.50	0.37	0.87	0.47	0.36
Avail Cap(c_a), veh/h	339	392	369	288	392	357	348	2364	734	351	2492	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	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	1.00	1.00
Uniform Delay (d), s/veh	51.6	69.9	70.1	55.7	68.7	69.1	24.3	22.5	21.1	27.0	30.3	28.3
Incr Delay (d2), s/veh	9.2	26.0	29.2	11.7	1.3	2.2	3.2	0.7	1.4	18.8	0.6	1.3
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	9.8	18.0	17.5	7.3	8.9	8.6	4.7	8.5	5.6	8.3	11.6	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.8	95.9	99.2	67.4	69.9	71.3	27.6	23.3	22.6	45.9	30.9	29.6
LnGrp LOS	E	F	F	E	E	E	C	C	C	D	C	C
Approach Vol, veh/h		911			579			1646			1757	
Approach Delay, s/veh		87.6			69.6			23.7			33.2	
Approach LOS		F			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.5	90.0	22.9	43.5	19.0	94.6	28.3	38.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	73.0	24.0	40.0	19.0	73.0	24.0	40.0
Max Q Clear Time (g_c+I1), s	17.5	24.8	16.8	36.5	12.9	29.8	22.2	22.5
Green Ext Time (p_c), s	0.1	12.6	0.2	1.0	0.1	12.5	0.1	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	44.4
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	3	14	14	1570	9	1593	11
Future Vol, veh/h	3	14	14	1570	9	1593	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	150	-	100	-	-
Veh in Median Storage, #	2	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	3	14	14	1602	9	1626	11

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2319	818	1637	0	1169	-	0
Stage 1	1649	-	-	-	-	-	-
Stage 2	669	-	-	-	-	-	-
Critical Hdwy	5.76	7.16	5.36	-	5.66	-	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-	-
Follow-up Hdwy	3.83	3.93	3.13	-	2.33	-	-
Pot Cap-1 Maneuver	62	272	189	-	350	-	-
Stage 1	94	-	-	-	-	-	-
Stage 2	426	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	56	272	189	-	350	-	-
Mov Cap-2 Maneuver	83	-	-	-	-	-	-
Stage 1	87	-	-	-	-	-	-
Stage 2	415	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	25.42	0.23	0.09
HCM LOS	D		

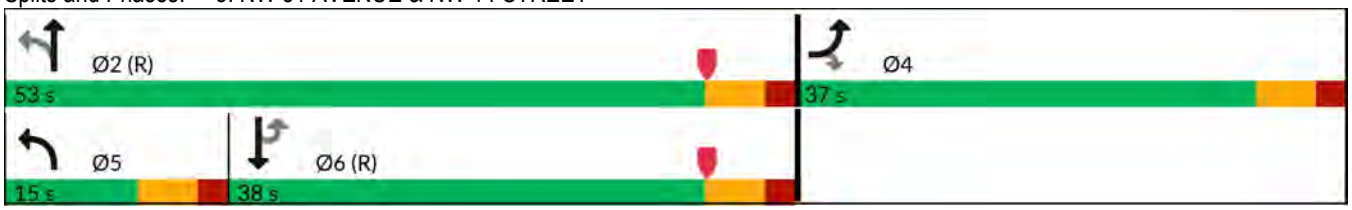
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	189	-	194	350	-	-
HCM Lane V/C Ratio	0.076	-	0.09	0.026	-	-
HCM Control Delay (s/veh)	25.7	-	25.4	15.6	-	-
HCM Lane LOS	D	-	D	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	56	95	55	1567	23	1603
Future Volume (vph)	56	95	55	1567	23	1603
Lane Group Flow (vph)	58	98	57	1615	24	1705
Turn Type	Prot	Perm	pm+pt	NA	Perm	NA
Protected Phases	4		5	2		6
Permitted Phases		4	2		6	
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	12.0	12.0	12.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	37.0	37.0	15.0	53.0	38.0	38.0
Total Split (%)	41.1%	41.1%	16.7%	58.9%	42.2%	42.2%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
v/c Ratio	0.38	0.43	0.24	0.39	0.12	0.46
Control Delay (s/veh)	45.7	14.6	4.4	2.6	4.4	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.7	14.6	4.4	2.6	4.4	6.9
Queue Length 50th (ft)	32	0	2	23	3	417
Queue Length 95th (ft)	67	45	m7	63	m7	118
Internal Link Dist (ft)	1833			2340		1770
Turn Bay Length (ft)			190		455	
Base Capacity (vph)	603	604	306	4131	191	3628
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.16	0.19	0.39	0.13	0.47

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 24 (27%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: NW 31 AVENUE & NW 14 STREET



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	56	95	55	1567	23	1603	50
Future Volume (vph)	56	95	55	1567	23	1603	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.91	
Frt	1.00	0.85	1.00	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1568	1752	5036	1752	5013	
Flt Permitted	0.95	1.00	0.10	1.00	0.14	1.00	
Satd. Flow (perm)	1752	1568	186	5036	265	5013	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	58	98	57	1615	24	1653	52
RTOR Reduction (vph)	0	91	0	0	0	2	0
Lane Group Flow (vph)	58	7	57	1615	24	1703	0
Turn Type	Prot	Perm	pm+pt	NA	Perm	NA	
Protected Phases	4		5	2		6	
Permitted Phases		4	2		6		
Actuated Green, G (s)	6.6	6.6	71.4	71.4	61.5	61.5	
Effective Green, g (s)	6.6	6.6	71.4	71.4	61.5	61.5	
Actuated g/C Ratio	0.07	0.07	0.79	0.79	0.68	0.68	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	3.0	
Lane Grp Cap (vph)	128	114	215	3995	181	3425	
v/s Ratio Prot	c0.03		0.01	c0.32		c0.34	
v/s Ratio Perm		0.00	0.20		0.09		
v/c Ratio	0.45	0.06	0.26	0.40	0.13	0.49	
Uniform Delay, d1	39.9	38.8	3.6	2.8	4.9	6.8	
Progression Factor	1.00	1.00	1.05	0.86	0.47	0.93	
Incremental Delay, d2	0.9	0.0	0.1	0.2	1.3	0.4	
Delay (s)	40.8	38.9	4.0	2.6	3.6	6.8	
Level of Service	D	D	A	A	A	A	
Approach Delay (s/veh)	39.6			2.7		6.8	
Approach LOS	D			A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

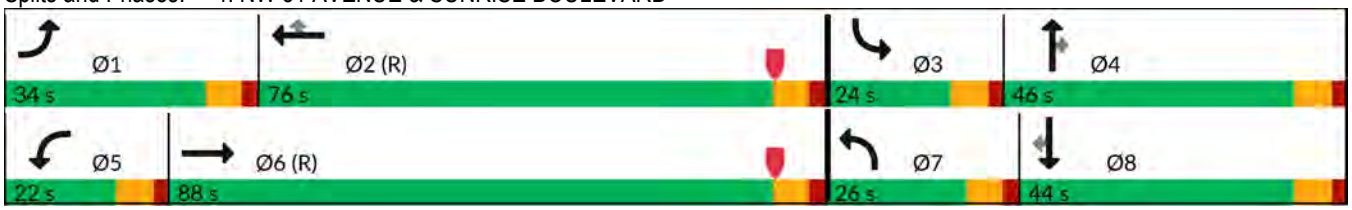
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	469	1602	128	893	274	225	778	89	219	837	413
Future Volume (vph)	469	1602	128	893	274	225	778	89	219	837	413
Lane Group Flow (vph)	479	2081	131	911	280	230	794	91	223	854	421
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases					2			4			8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0
Total Split (s)	34.0	88.0	22.0	76.0	76.0	26.0	46.0	46.0	24.0	44.0	44.0
Total Split (%)	18.9%	48.9%	12.2%	42.2%	42.2%	14.4%	25.6%	25.6%	13.3%	24.4%	24.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Max	Max	None	None	None
v/c Ratio	0.95	0.89	0.64	0.46	0.36	0.77	0.69	0.19	0.79	0.75	0.77
Control Delay (s/veh)	104.6	48.2	96.6	42.5	6.6	97.9	67.6	0.8	84.2	67.2	41.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	104.6	48.2	96.6	42.5	6.6	97.9	67.6	0.8	84.2	67.2	41.4
Queue Length 50th (ft)	293	799	79	297	16	139	320	0	140	347	249
Queue Length 95th (ft)	#404	899	117	341	86	188	376	0	192	418	335
Internal Link Dist (ft)		2091		2170			820			2340	
Turn Bay Length (ft)	370		435			190		290	295		245
Base Capacity (vph)	510	2332	283	1940	763	358	1148	474	321	1127	540
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.89	0.46	0.47	0.37	0.64	0.69	0.19	0.69	0.76	0.78

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 145 (81%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NW 31 AVENUE & SUNRISE BOULEVARD



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	469	1602	437	128	893	274	225	778	89	219	837	413
Future Volume (veh/h)	469	1602	437	128	893	274	225	778	89	219	837	413
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	479	1635	446	131	911	280	230	794	91	223	854	421
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	512	1999	536	169	2040	633	268	1098	341	259	1085	337
Arrive On Green	0.15	0.50	0.50	0.05	0.40	0.40	0.08	0.22	0.22	0.10	0.28	0.28
Sat Flow, veh/h	3428	3974	1067	3428	5066	1572	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	479	1385	696	131	911	280	230	794	91	223	854	421
Grp Sat Flow(s),veh/h/ln	1714	1689	1664	1714	1689	1572	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	24.9	62.2	64.3	6.8	23.6	23.3	11.9	26.2	8.7	11.5	28.0	38.6
Cycle Q Clear(g_c), s	24.9	62.2	64.3	6.8	23.6	23.3	11.9	26.2	8.7	11.5	28.0	38.6
Prop In Lane	1.00		0.64	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	512	1698	837	169	2040	633	268	1098	341	259	1085	337
V/C Ratio(X)	0.94	0.82	0.83	0.78	0.45	0.44	0.86	0.72	0.27	0.86	0.79	1.25
Avail Cap(c_a), veh/h	514	1698	837	286	2040	633	362	1098	341	324	1085	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	75.7	37.7	38.2	84.6	39.1	39.1	82.0	65.5	58.6	80.0	60.6	64.4
Incr Delay (d2), s/veh	24.3	4.5	9.4	2.9	0.7	2.2	11.4	4.2	1.9	13.2	3.3	132.4
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	12.6	26.1	27.6	3.1	9.9	9.5	5.7	11.7	3.7	5.5	11.9	27.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.9	42.2	47.6	87.5	39.9	41.3	93.4	69.6	60.5	93.2	63.8	196.8
LnGrp LOS	F	D	D	F	D	D	F	E	E	F	E	F
Approach Vol, veh/h		2560			1322			1115			1498	
Approach Delay, s/veh		54.5			44.9			73.8			105.6	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.9	79.5	20.6	46.0	15.9	97.5	21.1	45.6
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	27.0	69.0	17.0	39.0	15.0	81.0	19.0	37.0
Max Q Clear Time (g_c+I1), s	26.9	25.6	13.5	28.2	8.8	66.3	13.9	40.6
Green Ext Time (p_c), s	0.0	8.3	0.1	3.2	0.1	11.1	0.1	0.0

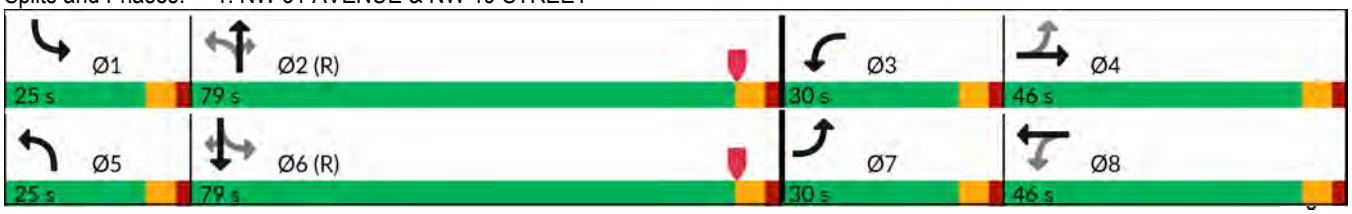
Intersection Summary	
HCM 7th Control Delay, s/veh	67.6
HCM 7th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	188	348	240	563	265	1271	204	205	1333	389
Future Volume (vph)	188	348	240	563	265	1271	204	205	1333	389
Lane Group Flow (vph)	194	522	247	772	273	1310	210	211	1374	401
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	12.0	22.0	10.0	22.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	30.0	46.0	30.0	46.0	25.0	79.0	79.0	25.0	79.0	79.0
Total Split (%)	16.7%	25.6%	16.7%	25.6%	13.9%	43.9%	43.9%	13.9%	43.9%	43.9%
Yellow Time (s)	4.0	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	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	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.80	0.65	0.78	0.94	1.03	0.61	0.27	0.84	0.67	0.52
Control Delay (s/veh)	73.3	62.7	57.9	85.7	123.6	35.0	10.6	57.4	45.7	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.3	62.7	57.9	85.7	123.6	35.0	10.6	57.4	45.7	21.4
Queue Length 50th (ft)	174	278	208	467	~276	285	51	129	485	174
Queue Length 95th (ft)	269	350	291	#625	#487	316	87	#246	539	283
Internal Link Dist (ft)		1461		1340		942			570	
Turn Bay Length (ft)	215				300		300	270		165
Base Capacity (vph)	273	799	338	814	264	2145	777	276	2042	757
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.65	0.73	0.95	1.03	0.61	0.27	0.76	0.67	0.53

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 49 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NW 31 AVENUE & NW 19 STREET



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	348	158	240	563	186	265	1271	204	205	1333	389
Future Volume (veh/h)	188	348	158	240	563	186	265	1271	204	205	1333	389
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	194	359	163	247	580	192	273	1310	210	211	1374	401
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	215	472	211	302	579	191	288	2374	737	254	2229	692
Arrive On Green	0.10	0.20	0.20	0.12	0.22	0.22	0.03	0.15	0.15	0.08	0.44	0.44
Sat Flow, veh/h	1767	2370	1058	1767	2604	860	1767	5066	1572	1767	5066	1572
Grp Volume(v), veh/h	194	266	256	247	392	380	273	1310	210	211	1374	401
Grp Sat Flow(s),veh/h/ln	1767	1763	1665	1767	1763	1701	1767	1689	1572	1767	1689	1572
Q Serve(g_s), s	15.6	25.6	26.2	19.8	40.0	40.0	17.4	43.0	21.3	11.8	37.5	34.5
Cycle Q Clear(g_c), s	15.6	25.6	26.2	19.8	40.0	40.0	17.4	43.0	21.3	11.8	37.5	34.5
Prop In Lane	1.00		0.64	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	351	331	302	392	378	288	2374	737	254	2229	692
V/C Ratio(X)	0.90	0.76	0.77	0.82	1.00	1.00	0.95	0.55	0.29	0.83	0.62	0.58
Avail Cap(c_a), veh/h	276	392	370	322	392	378	288	2374	737	305	2229	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00
Uniform Delay (d), s/veh	53.4	68.0	68.2	50.8	70.0	70.0	48.1	58.6	49.4	33.6	38.7	37.9
Incr Delay (d2), s/veh	25.1	6.2	7.5	13.9	45.8	47.5	38.6	0.9	1.0	12.8	1.3	3.5
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	8.5	12.1	11.9	10.0	23.0	22.4	16.4	19.9	9.3	5.9	15.9	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.5	74.1	75.8	64.7	115.8	117.5	86.7	59.5	50.4	46.4	40.0	41.4
LnGrp LOS	E	E	E	E	F	F	F	E	D	D	D	D
Approach Vol, veh/h		716			1019			1793			1986	
Approach Delay, s/veh		75.9			104.1			62.6			41.0	
Approach LOS		E			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	90.3	28.0	41.8	25.0	85.2	23.8	46.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	73.0	24.0	40.0	19.0	73.0	24.0	40.0
Max Q Clear Time (g_c+I1), s	13.8	45.0	21.8	28.2	19.4	39.5	17.6	42.0
Green Ext Time (p_c), s	0.1	12.0	0.1	1.6	0.0	15.0	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	64.2
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	7	11	9	1702	7	1765	4
Future Vol, veh/h	7	11	9	1702	7	1765	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	150	-	100	-	-
Veh in Median Storage, #	2	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	7	12	10	1811	7	1878	4

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2638	941	1882	0	1322	-	0
Stage 1	1895	-	-	-	-	-	-
Stage 2	743	-	-	-	-	-	-
Critical Hdwy	5.76	7.16	5.36	-	5.66	-	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-	-
Follow-up Hdwy	3.83	3.93	3.13	-	2.33	-	-
Pot Cap-1 Maneuver	41	226	142	-	288	-	-
Stage 1	66	-	-	-	-	-	-
Stage 2	389	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	37	226	142	-	288	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-	-
Stage 1	61	-	-	-	-	-	-
Stage 2	379	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	46.19	0.17	0.07
HCM LOS	E		

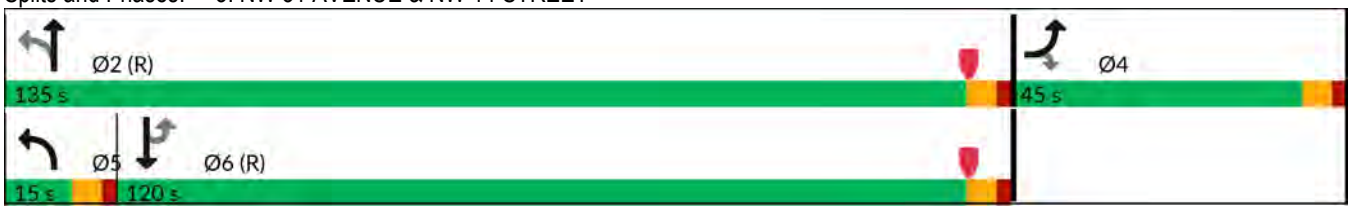
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	142	-	106	288	-	-
HCM Lane V/C Ratio	0.068	-	0.18	0.026	-	-
HCM Control Delay (s/veh)	32.2	-	46.2	17.8	-	-
HCM Lane LOS	D	-	E	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	40	61	84	1748	32	1742
Future Volume (vph)	40	61	84	1748	32	1742
Lane Group Flow (vph)	43	65	89	1860	34	1902
Turn Type	Prot	Perm	pm+pt	NA	Perm	NA
Protected Phases	4		5	2		6
Permitted Phases		4	2		6	
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	12.0	12.0	12.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	45.0	45.0	15.0	135.0	120.0	120.0
Total Split (%)	25.0%	25.0%	8.3%	75.0%	66.7%	66.7%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
v/c Ratio	0.48	0.46	0.45	0.41	0.20	0.46
Control Delay (s/veh)	100.9	26.7	16.1	5.4	3.5	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.9	26.7	16.1	5.4	3.5	1.5
Queue Length 50th (ft)	51	0	25	241	2	32
Queue Length 95th (ft)	96	54	m62	m264	m4	57
Internal Link Dist (ft)	1833			2340		1770
Turn Bay Length (ft)			190		455	
Base Capacity (vph)	379	390	227	4447	166	4111
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.17	0.39	0.42	0.20	0.46

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 166 (92%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: NW 31 AVENUE & NW 14 STREET



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	40	61	84	1748	32	1742	46
Future Volume (vph)	40	61	84	1748	32	1742	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.91	
Frt	1.00	0.85	1.00	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1568	1752	5036	1752	5016	
Flt Permitted	0.95	1.00	0.09	1.00	0.11	1.00	
Satd. Flow (perm)	1752	1568	168	5036	203	5016	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	43	65	89	1860	34	1853	49
RTOR Reduction (vph)	0	62	0	0	0	1	0
Lane Group Flow (vph)	43	3	89	1860	34	1901	0
Turn Type	Prot	Perm	pm+pt	NA	Perm	NA	
Protected Phases	4		5	2		6	
Permitted Phases		4	2		6		
Actuated Green, G (s)	9.0	9.0	159.0	159.0	147.6	147.6	
Effective Green, g (s)	9.0	9.0	159.0	159.0	147.6	147.6	
Actuated g/C Ratio	0.05	0.05	0.88	0.88	0.82	0.82	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	3.0	
Lane Grp Cap (vph)	87	78	195	4448	166	4113	
v/s Ratio Prot	c0.02		0.01	c0.37		c0.38	
v/s Ratio Perm		0.00	0.39		0.17		
v/c Ratio	0.49	0.04	0.45	0.41	0.20	0.46	
Uniform Delay, d1	83.2	81.3	3.4	1.9	3.5	4.6	
Progression Factor	1.00	1.00	7.47	2.56	0.30	0.25	
Incremental Delay, d2	1.6	0.0	0.4	0.2	2.1	0.2	
Delay (s)	84.8	81.4	26.1	5.1	3.2	1.5	
Level of Service	F	F	C	A	A	A	
Approach Delay (s/veh)	82.8			6.1		1.5	
Approach LOS	F			A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

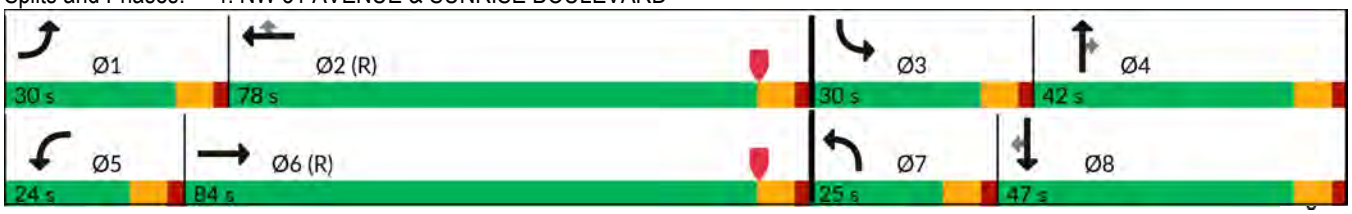
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	454	1405	179	1582	290	353	899	125	254	910	534
Future Volume (vph)	454	1405	179	1582	290	353	899	125	254	910	534
Lane Group Flow (vph)	463	1801	183	1614	296	360	917	128	259	929	545
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases					2			4			8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0
Total Split (s)	30.0	84.0	24.0	78.0	78.0	25.0	42.0	42.0	30.0	47.0	47.0
Total Split (%)	16.7%	46.7%	13.3%	43.3%	43.3%	13.9%	23.3%	23.3%	16.7%	26.1%	26.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Max	Max	None	None	None
v/c Ratio	1.06	0.81	0.72	0.81	0.40	1.05	0.81	0.28	0.78	0.83	1.11
Control Delay (s/veh)	133.2	46.2	97.2	52.6	16.0	138.9	72.6	12.6	122.9	61.1	106.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	133.2	46.2	97.2	52.6	16.0	138.9	72.6	12.6	122.9	61.1	106.1
Queue Length 50th (ft)	~309	662	110	622	91	~239	380	8	160	275	~548
Queue Length 95th (ft)	#430	750	155	683	178	#353	#472	72	215	375	#546
Internal Link Dist (ft)		2091		2170			820			2340	
Turn Bay Length (ft)	370		435			190		290	295		245
Base Capacity (vph)	434	2207	321	1986	728	340	1131	444	434	1119	487
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.82	0.57	0.81	0.41	1.06	0.81	0.29	0.60	0.83	1.12

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 43 (24%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NW 31 AVENUE & SUNRISE BOULEVARD



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	454	1405	360	179	1582	290	353	899	125	254	910	534
Future Volume (veh/h)	454	1405	360	179	1582	290	353	899	125	254	910	534
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	463	1434	367	183	1614	296	360	917	128	259	929	545
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	438	1842	469	221	1998	620	343	1197	372	295	1126	349
Arrive On Green	0.13	0.46	0.46	0.06	0.39	0.39	0.10	0.24	0.24	0.17	0.44	0.44
Sat Flow, veh/h	3428	4023	1025	3428	5066	1572	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	463	1203	598	183	1614	296	360	917	128	259	929	545
Grp Sat Flow(s),veh/h/ln	1714	1689	1671	1714	1689	1572	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	23.0	54.0	54.4	9.5	51.0	25.3	18.0	30.4	12.2	13.3	29.0	40.0
Cycle Q Clear(g_c), s	23.0	54.0	54.4	9.5	51.0	25.3	18.0	30.4	12.2	13.3	29.0	40.0
Prop In Lane	1.00		0.61	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	438	1546	765	221	1998	620	343	1197	372	295	1126	349
V/C Ratio(X)	1.06	0.78	0.78	0.83	0.81	0.48	1.05	0.77	0.34	0.88	0.83	1.56
Avail Cap(c_a), veh/h	438	1546	765	324	1998	620	343	1197	372	438	1126	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	78.5	41.1	41.2	83.2	48.4	40.7	81.0	64.1	57.1	73.6	46.9	50.0
Incr Delay (d2), s/veh	58.8	3.9	7.8	7.2	3.6	2.6	62.3	4.7	2.5	8.4	4.4	263.9
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	13.6	22.8	23.6	4.4	21.7	10.4	10.9	13.6	5.1	5.7	11.0	39.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	137.3	45.0	49.0	90.4	52.1	43.3	143.3	68.8	59.7	82.0	51.3	313.9
LnGrp LOS	F	D	D	F	D	D	F	E	E	F	D	F
Approach Vol, veh/h		2264			2093			1405			1733	
Approach Delay, s/veh		65.0			54.2			87.1			138.5	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	78.0	22.5	49.5	18.6	89.4	25.0	47.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	23.0	71.0	23.0	35.0	17.0	77.0	18.0	40.0
Max Q Clear Time (g_c+I1), s	25.0	53.0	15.3	32.4	11.5	56.4	20.0	42.0
Green Ext Time (p_c), s	0.0	11.3	0.2	1.3	0.1	12.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	83.1
HCM 7th LOS	F

FUTURE NO BUILD CONDITIONS

Table 2.1 - 2027 No Build Intersection Capacity Analysis Summary

Location	Time	Level of Service[1]							
		(1) NW 31 Avenue & NW 19 Street		(2) NW 31 Avenue & NW 17 Street		(3) NW 31 Avenue & NW 14 Street		(4) NW 31 Avenue & Sunrise Boulevard	
		Signalized		Unsignalized		Signalized		Signalized	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	AM	E	61.3	[N/A]		D	40.9	F	102.9
	PM	E	79.7			F	84.8	F	143.8
EBT	AM	F	97.0					D	43.6
	PM	E	75.5					D	46.0
EBR	AM	F	100.3			D	38.9	D	50.0
	PM	E	77.3			F	81.3	D	50.5
EB Approach	AM	F	88.4	D	26.2	D	39.6	E	56.4
	PM	E	77.3	E	48.8	F	82.7	E	67.2
WBL	AM	E	68.2	[N/A]		[N/A]		F	87.4
	PM	E	67.3					F	91.1
WBT	AM	E	70.0					D	40.3
	PM	F	121.3					D	52.9
WBR	AM	E	71.5					D	41.8
	PM	F	122.9					D	43.4
WB Approach	AM	E	69.9					D	45.3
	PM	F	108.7					D	54.9
NBL	AM	C	30.6	[2]		A	5.3	F	94.0
	PM	F	94.9			C	30.7	F	149.6
NBT	AM	D	35.2			A	2.6	E	70.2
	PM	D	47.8			A	5.3	E	69.9
NBR	AM	C	33.4					E	60.7
	PM	D	40.5					E	60.1
NB Approach	AM	C	34.3			A	2.7	E	74.3
	PM	D	54.1			A	6.5	F	89.4
SBL	AM	E	61.8	[2]		A	3.6	F	93.7
	PM	D	45.7			A	3.4	F	82.4
SBT	AM	C	31.8			A	6.4	E	64.5
	PM	D	40.7			A	1.5	D	52.2
SBR	AM	C	30.4			A	6.4	F	207.5
	PM	D	42.1			A	1.6	F	327.7
SB Approach	AM	D	36.6			A	6.4	F	109.1
	PM	D	41.5			A	1.6	F	143.4
Overall	AM	D	49.4	[N/A]		A	6.2	E	69.4
	PM	E	62.7			A	6.2	F	85.6

[1] Delay is average delay per vehicle in seconds

[2] Approach operates under Free-flow conditions

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Table 2.2 -2027 No Build Intersection Queue Lengths Summary

Location	Time	95th Percentile Queue Lenghts (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile
(1) NW 31 Avenue & NW 19 Street	AM	215	222'							300	249'	300	237'	270	473'	165	180'
	PM		278'								508'		90'		281'		296'
(2) NW 31 Avenue & NW 17 Street	AM																
	PM																
(3) NW 31 Avenue & NW 14 Street	AM									190				455			
	PM																
(4) NW 31 Avenue & Sunrise Boulevard	AM	370	417'			435	119'			190	191'	290	0'	295	195'	245	358'
	PM		443'				157'				361'		77'		222'		577'

 # 95th percentile volume exceeds capacity, queue may be longer.

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	245	449	177	230	200	1159	270	290	1170	279
Future Volume (vph)	245	449	177	230	200	1159	270	290	1170	279
Lane Group Flow (vph)	253	677	182	408	206	1195	278	299	1206	288
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	10.0	22.0	10.0	22.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	30.0	46.0	30.0	46.0	25.0	79.0	79.0	25.0	79.0	79.0
Total Split (%)	16.7%	25.6%	16.7%	25.6%	13.9%	43.9%	43.9%	13.9%	43.9%	43.9%
Yellow Time (s)	4.0	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	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	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.76	0.91	0.80	0.57	0.74	0.56	0.34	0.88	0.51	0.35
Control Delay (s/veh)	59.8	82.8	73.2	52.8	39.8	52.1	21.4	59.9	35.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.8	82.8	73.2	52.8	39.8	52.1	21.4	59.9	35.9	14.9
Queue Length 50th (ft)	222	390	159	178	152	517	153	219	373	87
Queue Length 95th (ft)	297	#480	239	232	249	567	237	#473	457	180
Internal Link Dist (ft)		1461		1340		942			570	
Turn Bay Length (ft)	215				300		300	270		165
Base Capacity (vph)	341	781	274	802	318	2098	815	336	2356	822
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.87	0.66	0.51	0.65	0.57	0.34	0.89	0.51	0.35

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 68 (38%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NW 31 AVENUE & NW 19 STREET

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	449	208	177	230	166	200	1159	270	290	1170	279
Future Volume (veh/h)	245	449	208	177	230	166	200	1159	270	290	1170	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	253	463	214	182	237	171	206	1195	278	299	1206	288
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	325	496	228	220	360	249	283	2330	723	321	2466	765
Arrive On Green	0.13	0.21	0.21	0.10	0.18	0.18	0.07	0.46	0.46	0.10	0.49	0.49
Sat Flow, veh/h	1767	2347	1077	1767	1991	1379	1767	5066	1572	1767	5066	1572
Grp Volume(v), veh/h	253	347	330	182	209	199	206	1195	278	299	1206	288
Grp Sat Flow(s),veh/h/ln	1767	1763	1662	1767	1763	1607	1767	1689	1572	1767	1689	1572
Q Serve(g_s), s	20.6	34.8	35.2	15.0	19.8	20.9	11.1	30.0	20.9	16.0	28.9	20.7
Cycle Q Clear(g_c), s	20.6	34.8	35.2	15.0	19.8	20.9	11.1	30.0	20.9	16.0	28.9	20.7
Prop In Lane	1.00		0.65	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	373	351	220	318	290	283	2330	723	321	2466	765
V/C Ratio(X)	0.78	0.93	0.94	0.83	0.66	0.69	0.73	0.51	0.38	0.93	0.49	0.38
Avail Cap(c_a), veh/h	338	392	369	288	392	357	340	2330	723	331	2466	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00
Uniform Delay (d), s/veh	51.1	69.7	69.9	55.4	68.5	69.0	26.1	34.3	31.9	30.7	31.1	29.0
Incr Delay (d2), s/veh	10.1	27.3	30.4	12.8	1.5	2.5	4.5	0.8	1.5	31.0	0.7	1.4
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	10.1	18.5	17.9	7.5	9.1	8.8	5.1	12.6	8.4	9.5	12.1	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.3	97.0	100.3	68.2	70.0	71.5	30.6	35.2	33.4	61.8	31.8	30.4
LnGrp LOS	E	F	F	E	E	E	C	D	C	E	C	C
Approach Vol, veh/h		930			590			1679			1793	
Approach Delay, s/veh		88.4			69.9			34.3			36.6	
Approach LOS		F			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	88.8	23.2	44.0	19.2	93.6	28.7	38.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	73.0	24.0	40.0	19.0	73.0	24.0	40.0
Max Q Clear Time (g_c+I1), s	18.0	32.0	17.0	37.2	13.1	30.9	22.6	22.9
Green Ext Time (p_c), s	0.0	12.5	0.2	0.8	0.1	12.9	0.1	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	49.4
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	3	14	14	1601	9	1625	11
Future Vol, veh/h	3	14	14	1601	9	1625	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	150	-	100	-	-
Veh in Median Storage, #	2	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	3	14	14	1634	9	1658	11

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2364	835	1669	0	1193	-	0
Stage 1	1682	-	-	-	-	-	-
Stage 2	682	-	-	-	-	-	-
Critical Hdwy	5.76	7.16	5.36	-	5.66	-	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-	-
Follow-up Hdwy	3.83	3.93	3.13	-	2.33	-	-
Pot Cap-1 Maneuver	59	265	182	-	340	-	-
Stage 1	90	-	-	-	-	-	-
Stage 2	419	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	52	265	182	-	340	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-	-
Stage 1	83	-	-	-	-	-	-
Stage 2	408	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	26.24	0.23	0.09
HCM LOS	D		

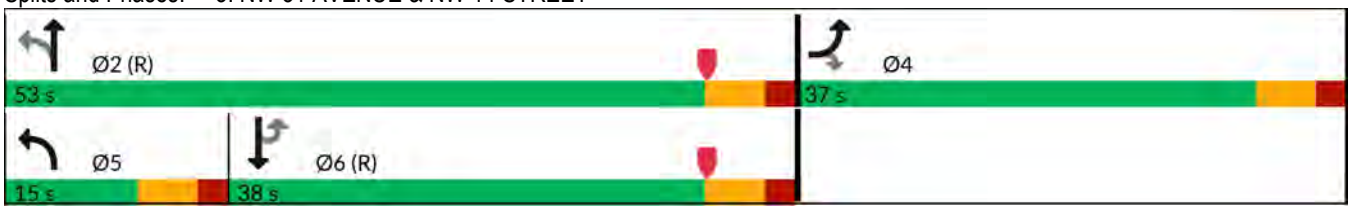
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	182	-	187	340	-	-
HCM Lane V/C Ratio	0.079	-	0.093	0.027	-	-
HCM Control Delay (s/veh)	26.5	-	26.2	15.9	-	-
HCM Lane LOS	D	-	D	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	57	97	56	1598	23	1635
Future Volume (vph)	57	97	56	1598	23	1635
Lane Group Flow (vph)	59	100	58	1647	24	1739
Turn Type	Prot	Perm	pm+pt	NA	Perm	NA
Protected Phases	4		5	2		6
Permitted Phases		4	2		6	
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	12.0	12.0	12.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	37.0	37.0	15.0	53.0	38.0	38.0
Total Split (%)	41.1%	41.1%	16.7%	58.9%	42.2%	42.2%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
v/c Ratio	0.39	0.44	0.25	0.39	0.12	0.47
Control Delay (s/veh)	45.8	14.6	5.3	2.7	4.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.8	14.6	5.3	2.7	4.3	6.5
Queue Length 50th (ft)	32	0	3	30	3	430
Queue Length 95th (ft)	69	45	m7	m65	m7	120
Internal Link Dist (ft)	1833			2340		1770
Turn Bay Length (ft)			190		455	
Base Capacity (vph)	603	605	301	4130	185	3627
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.17	0.19	0.40	0.13	0.48

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 24 (27%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: NW 31 AVENUE & NW 14 STREET



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	57	97	56	1598	23	1635	51
Future Volume (vph)	57	97	56	1598	23	1635	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.91	
Frt	1.00	0.85	1.00	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1568	1752	5036	1752	5013	
Flt Permitted	0.95	1.00	0.09	1.00	0.13	1.00	
Satd. Flow (perm)	1752	1568	178	5036	256	5013	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	59	100	58	1647	24	1686	53
RTOR Reduction (vph)	0	93	0	0	0	2	0
Lane Group Flow (vph)	59	7	58	1647	24	1737	0
Turn Type	Prot	Perm	pm+pt	NA	Perm	NA	
Protected Phases	4		5	2		6	
Permitted Phases		4	2		6		
Actuated Green, G (s)	6.6	6.6	71.4	71.4	61.5	61.5	
Effective Green, g (s)	6.6	6.6	71.4	71.4	61.5	61.5	
Actuated g/C Ratio	0.07	0.07	0.79	0.79	0.68	0.68	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	3.0	
Lane Grp Cap (vph)	128	114	209	3995	174	3425	
v/s Ratio Prot	c0.03		0.01	c0.33		c0.35	
v/s Ratio Perm		0.00	0.21		0.09		
v/c Ratio	0.46	0.06	0.27	0.41	0.13	0.50	
Uniform Delay, d1	39.9	38.8	3.7	2.8	4.9	6.9	
Progression Factor	1.00	1.00	1.36	0.86	0.44	0.86	
Incremental Delay, d2	0.9	0.0	0.1	0.2	1.4	0.4	
Delay (s)	40.9	38.9	5.3	2.6	3.6	6.4	
Level of Service	D	D	A	A	A	A	
Approach Delay (s/veh)	39.6			2.7		6.4	
Approach LOS	D			A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

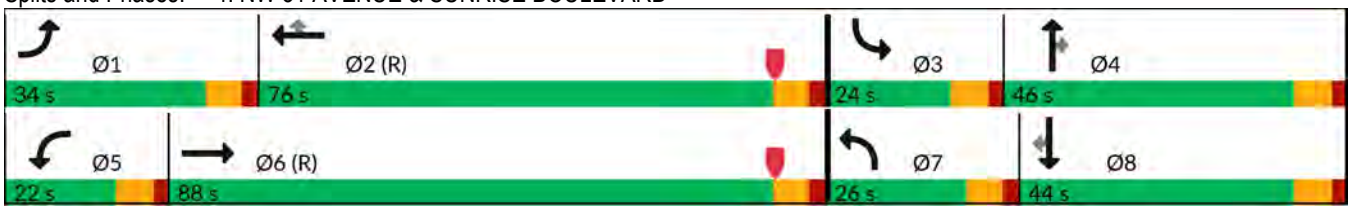
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	478	1634	131	911	279	230	794	91	223	854	421
Future Volume (vph)	478	1634	131	911	279	230	794	91	223	854	421
Lane Group Flow (vph)	488	2122	134	930	285	235	810	93	228	871	430
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases					2			4			8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0
Total Split (s)	34.0	88.0	22.0	76.0	76.0	26.0	46.0	46.0	24.0	44.0	44.0
Total Split (%)	18.9%	48.9%	12.2%	42.2%	42.2%	14.4%	25.6%	25.6%	13.3%	24.4%	24.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Max	Max	None	None	None
v/c Ratio	0.96	0.91	0.64	0.48	0.37	0.78	0.70	0.19	0.80	0.77	0.80
Control Delay (s/veh)	106.0	49.9	96.7	42.9	7.1	98.2	68.3	0.9	84.5	68.0	43.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	106.0	49.9	96.7	42.9	7.1	98.2	68.3	0.9	84.5	68.0	43.2
Queue Length 50th (ft)	300	829	81	304	21	142	328	0	144	363	258
Queue Length 95th (ft)	#417	932	119	349	92	191	384	0	195	429	#358
Internal Link Dist (ft)		2091		2170			820			2340	
Turn Bay Length (ft)	370		435			190		290	295		245
Base Capacity (vph)	510	2328	283	1933	760	358	1144	473	321	1121	537
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.91	0.47	0.48	0.38	0.66	0.71	0.20	0.71	0.78	0.80

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 145 (81%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NW 31 AVENUE & SUNRISE BOULEVARD



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	478	1634	446	131	911	279	230	794	91	223	854	421
Future Volume (veh/h)	478	1634	446	131	911	279	230	794	91	223	854	421
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	488	1667	455	134	930	285	235	810	93	228	871	430
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	514	1990	533	172	2030	630	273	1098	341	264	1085	337
Arrive On Green	0.15	0.50	0.50	0.05	0.40	0.40	0.08	0.22	0.22	0.10	0.28	0.28
Sat Flow, veh/h	3428	3975	1065	3428	5066	1572	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	488	1411	711	134	930	285	235	810	93	228	871	430
Grp Sat Flow(s),veh/h/ln	1714	1689	1664	1714	1689	1572	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	25.4	64.5	67.0	7.0	24.3	23.9	12.2	26.8	8.9	11.8	28.7	38.6
Cycle Q Clear(g_c), s	25.4	64.5	67.0	7.0	24.3	23.9	12.2	26.8	8.9	11.8	28.7	38.6
Prop In Lane	1.00		0.64	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	514	1691	833	172	2030	630	273	1098	341	264	1085	337
V/C Ratio(X)	0.95	0.83	0.85	0.78	0.46	0.45	0.86	0.74	0.27	0.86	0.80	1.28
Avail Cap(c_a), veh/h	514	1691	833	286	2030	630	362	1098	341	324	1085	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	75.8	38.6	39.2	84.5	39.6	39.5	81.9	65.7	58.7	79.8	60.8	64.4
Incr Delay (d2), s/veh	27.1	5.0	10.8	2.9	0.7	2.3	12.2	4.5	2.0	13.8	3.7	143.2
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	13.0	27.1	29.0	3.1	10.2	9.8	5.9	12.0	3.7	5.6	12.3	28.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	102.9	43.6	50.0	87.4	40.3	41.8	94.0	70.2	60.7	93.7	64.5	207.5
LnGrp LOS	F	D	D	F	D	D	F	E	E	F	E	F
Approach Vol, veh/h		2610			1349			1138			1529	
Approach Delay, s/veh		56.4			45.3			74.3			109.1	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	79.1	20.9	46.0	16.0	97.1	21.3	45.6
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	27.0	69.0	17.0	39.0	15.0	81.0	19.0	37.0
Max Q Clear Time (g_c+I1), s	27.4	26.3	13.8	28.8	9.0	69.0	14.2	40.6
Green Ext Time (p_c), s	0.0	8.5	0.1	3.2	0.1	9.5	0.1	0.0

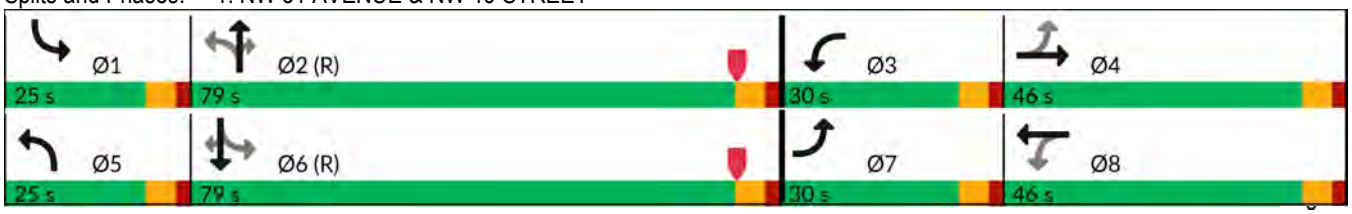
Intersection Summary	
HCM 7th Control Delay, s/veh	69.4
HCM 7th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	192	355	245	574	270	1296	208	209	1360	397
Future Volume (vph)	192	355	245	574	270	1296	208	209	1360	397
Lane Group Flow (vph)	198	532	253	788	278	1336	214	215	1402	409
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	12.0	22.0	10.0	22.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	30.0	46.0	30.0	46.0	25.0	79.0	79.0	25.0	79.0	79.0
Total Split (%)	16.7%	25.6%	16.7%	25.6%	13.9%	43.9%	43.9%	13.9%	43.9%	43.9%
Yellow Time (s)	4.0	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	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	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.81	0.65	0.79	0.95	1.10	0.63	0.27	0.87	0.68	0.54
Control Delay (s/veh)	74.4	62.8	58.6	86.1	144.4	35.9	11.0	64.8	46.2	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.4	62.8	58.6	86.1	144.4	35.9	11.0	64.8	46.2	22.2
Queue Length 50th (ft)	181	287	214	481	~299	292	53	145	499	184
Queue Length 95th (ft)	278	358	#299	#648	#508	327	90	#281	553	296
Internal Link Dist (ft)		1461		1340		942			570	
Turn Bay Length (ft)	215				300		300	270		165
Base Capacity (vph)	274	809	337	826	251	2104	766	268	2042	756
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.66	0.75	0.95	1.11	0.63	0.28	0.80	0.69	0.54

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 49 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NW 31 AVENUE & NW 19 STREET



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	355	161	245	574	190	270	1296	208	209	1360	397
Future Volume (veh/h)	192	355	161	245	574	190	270	1296	208	209	1360	397
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	198	366	166	253	592	196	278	1336	214	215	1402	409
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	218	470	210	303	579	191	284	2357	732	260	2220	689
Arrive On Green	0.10	0.20	0.20	0.12	0.22	0.22	0.07	0.31	0.31	0.08	0.44	0.44
Sat Flow, veh/h	1767	2370	1058	1767	2603	860	1767	5066	1572	1767	5066	1572
Grp Volume(v), veh/h	198	271	261	253	400	388	278	1336	214	215	1402	409
Grp Sat Flow(s),veh/h/ln	1767	1763	1665	1767	1763	1701	1767	1689	1572	1767	1689	1572
Q Serve(g_s), s	15.9	26.2	26.9	20.3	40.0	40.0	18.3	39.7	18.6	12.0	38.7	35.5
Cycle Q Clear(g_c), s	15.9	26.2	26.9	20.3	40.0	40.0	18.3	39.7	18.6	12.0	38.7	35.5
Prop In Lane	1.00		0.64	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	218	350	330	303	392	378	284	2357	732	260	2220	689
V/C Ratio(X)	0.91	0.77	0.79	0.84	1.02	1.03	0.98	0.57	0.29	0.83	0.63	0.59
Avail Cap(c_a), veh/h	276	392	370	318	392	378	284	2357	732	308	2220	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	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	1.00	1.00
Uniform Delay (d), s/veh	53.3	68.3	68.6	50.8	70.0	70.0	47.5	46.8	39.5	32.9	39.3	38.4
Incr Delay (d2), s/veh	26.4	7.1	8.7	16.3	51.3	52.9	47.4	1.0	1.0	12.8	1.4	3.7
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	8.7	12.5	12.2	10.4	23.6	22.9	17.0	17.7	7.8	6.1	16.4	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.7	75.5	77.3	67.1	121.3	122.9	94.9	47.8	40.5	45.7	40.7	42.1
LnGrp LOS	E	E	E	E	F	F	F	D	D	D	D	D
Approach Vol, veh/h		730			1041			1828			2026	
Approach Delay, s/veh		77.3			108.7			54.1			41.5	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	89.7	28.4	41.7	25.0	84.9	24.1	46.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	73.0	24.0	40.0	19.0	73.0	24.0	40.0
Max Q Clear Time (g_c+I1), s	14.0	41.7	22.3	28.9	20.3	40.7	17.9	42.0
Green Ext Time (p_c), s	0.1	12.9	0.1	1.6	0.0	15.1	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	62.7
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	7	11	9	1736	7	1800	4
Future Vol, veh/h	7	11	9	1736	7	1800	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	150	-	100	-	-
Veh in Median Storage, #	2	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	7	12	10	1847	7	1915	4

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2690	960	1919	0	1348	-	0
Stage 1	1932	-	-	-	-	-	-
Stage 2	758	-	-	-	-	-	-
Critical Hdwy	5.76	7.16	5.36	-	5.66	-	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-	-
Follow-up Hdwy	3.83	3.93	3.13	-	2.33	-	-
Pot Cap-1 Maneuver	39	219	136	-	278	-	-
Stage 1	62	-	-	-	-	-	-
Stage 2	382	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	35	219	136	-	278	-	-
Mov Cap-2 Maneuver	55	-	-	-	-	-	-
Stage 1	58	-	-	-	-	-	-
Stage 2	372	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	48.77	0.17	0.07
HCM LOS	E		

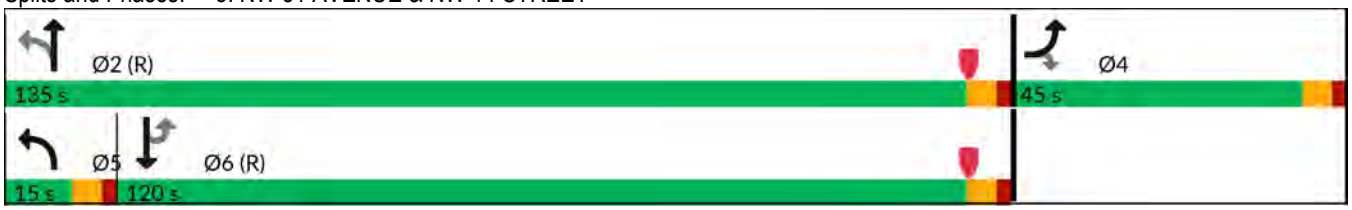
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	136	-	101	278	-	-
HCM Lane V/C Ratio	0.071	-	0.189	0.027	-	-
HCM Control Delay (s/veh)	33.5	-	48.8	18.3	-	-
HCM Lane LOS	D	-	E	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	41	62	86	1783	32	1777
Future Volume (vph)	41	62	86	1783	32	1777
Lane Group Flow (vph)	44	66	91	1897	34	1940
Turn Type	Prot	Perm	pm+pt	NA	Perm	NA
Protected Phases	4		5	2		6
Permitted Phases		4	2		6	
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	12.0	12.0	12.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	45.0	45.0	15.0	135.0	120.0	120.0
Total Split (%)	25.0%	25.0%	8.3%	75.0%	66.7%	66.7%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
v/c Ratio	0.50	0.46	0.47	0.42	0.21	0.47
Control Delay (s/veh)	101.2	26.6	17.5	5.6	3.7	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.2	26.6	17.5	5.6	3.7	1.6
Queue Length 50th (ft)	52	0	31	249	2	36
Queue Length 95th (ft)	99	54	m65	m269	m4	59
Internal Link Dist (ft)	1833			2340		1770
Turn Bay Length (ft)			190		455	
Base Capacity (vph)	379	391	220	4445	160	4103
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.17	0.41	0.43	0.21	0.47

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 166 (92%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: NW 31 AVENUE & NW 14 STREET



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	41	62	86	1783	32	1777	47
Future Volume (vph)	41	62	86	1783	32	1777	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.91	
Frt	1.00	0.85	1.00	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1568	1752	5036	1752	5016	
Flt Permitted	0.95	1.00	0.08	1.00	0.10	1.00	
Satd. Flow (perm)	1752	1568	161	5036	195	5016	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	44	66	91	1897	34	1890	50
RTOR Reduction (vph)	0	63	0	0	0	1	0
Lane Group Flow (vph)	44	3	91	1897	34	1939	0
Turn Type	Prot	Perm	pm+pt	NA	Perm	NA	
Protected Phases	4		5	2		6	
Permitted Phases		4	2		6		
Actuated Green, G (s)	9.1	9.1	158.9	158.9	147.3	147.3	
Effective Green, g (s)	9.1	9.1	158.9	158.9	147.3	147.3	
Actuated g/C Ratio	0.05	0.05	0.88	0.88	0.82	0.82	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	3.0	
Lane Grp Cap (vph)	88	79	191	4445	159	4104	
v/s Ratio Prot	c0.03		0.01	c0.38		0.39	
v/s Ratio Perm		0.00	c0.41		0.17		
v/c Ratio	0.50	0.04	0.47	0.42	0.21	0.47	
Uniform Delay, d1	83.2	81.3	3.7	1.9	3.6	4.8	
Progression Factor	1.00	1.00	8.03	2.60	0.30	0.26	
Incremental Delay, d2	1.6	0.0	0.4	0.2	2.3	0.3	
Delay (s)	84.8	81.3	30.7	5.3	3.4	1.5	
Level of Service	F	F	C	A	A	A	
Approach Delay (s/veh)	82.7			6.5		1.6	
Approach LOS	F			A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

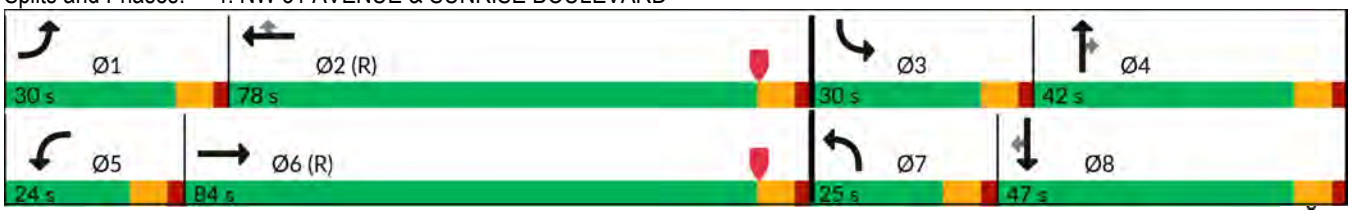
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	463	1433	183	1614	293	360	917	128	259	928	545
Future Volume (vph)	463	1433	183	1614	293	360	917	128	259	928	545
Lane Group Flow (vph)	472	1836	187	1647	299	367	936	131	264	947	556
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases					2			4			8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0
Total Split (s)	30.0	84.0	24.0	78.0	78.0	25.0	42.0	42.0	30.0	47.0	47.0
Total Split (%)	16.7%	46.7%	13.3%	43.3%	43.3%	13.9%	23.3%	23.3%	16.7%	26.1%	26.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Max	Max	None	None	None
v/c Ratio	1.08	0.83	0.72	0.82	0.41	1.07	0.83	0.29	0.78	0.84	1.14
Control Delay (s/veh)	138.5	47.3	97.5	53.5	16.5	143.8	73.9	13.4	123.3	63.1	116.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	138.5	47.3	97.5	53.5	16.5	143.8	73.9	13.4	123.3	63.1	116.0
Queue Length 50th (ft)	~321	684	113	641	96	~248	391	11	163	292	~580
Queue Length 95th (ft)	#443	772	157	703	182	#361	#493	77	222	391	#577
Internal Link Dist (ft)		2091		2170			820			2340	
Turn Bay Length (ft)	370		435			190		290	295		245
Base Capacity (vph)	434	2203	321	1986	727	340	1123	442	434	1119	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.83	0.58	0.83	0.41	1.08	0.83	0.30	0.61	0.85	1.14

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 43 (24%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NW 31 AVENUE & SUNRISE BOULEVARD



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	463	1433	367	183	1614	293	360	917	128	259	928	545
Future Volume (veh/h)	463	1433	367	183	1614	293	360	917	128	259	928	545
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	472	1462	374	187	1647	299	367	936	131	264	947	556
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	438	1838	468	225	1998	620	343	1190	369	300	1126	349
Arrive On Green	0.13	0.46	0.46	0.07	0.39	0.39	0.10	0.23	0.23	0.17	0.44	0.44
Sat Flow, veh/h	3428	4025	1024	3428	5066	1572	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	472	1225	611	187	1647	299	367	936	131	264	947	556
Grp Sat Flow(s),veh/h/ln	1714	1689	1671	1714	1689	1572	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	23.0	55.7	56.3	9.7	52.5	25.6	18.0	31.2	12.5	13.5	29.9	40.0
Cycle Q Clear(g_c), s	23.0	55.7	56.3	9.7	52.5	25.6	18.0	31.2	12.5	13.5	29.9	40.0
Prop In Lane	1.00		0.61	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	438	1542	763	225	1998	620	343	1190	369	300	1126	349
V/C Ratio(X)	1.08	0.79	0.80	0.83	0.82	0.48	1.07	0.79	0.35	0.88	0.84	1.59
Avail Cap(c_a), veh/h	438	1542	763	324	1998	620	343	1190	369	438	1126	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	78.5	41.7	41.9	83.1	48.9	40.8	81.0	64.6	57.5	73.4	47.2	50.0
Incr Delay (d2), s/veh	65.3	4.3	8.6	8.0	4.0	2.7	68.6	5.3	2.7	9.0	5.0	277.7
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	14.0	23.6	24.5	4.5	22.5	10.5	11.2	14.0	5.3	5.8	11.4	40.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	143.8	46.0	50.5	91.1	52.9	43.4	149.6	69.9	60.1	82.4	52.2	327.7
LnGrp LOS	F	D	D	F	D	D	F	E	E	F	D	F
Approach Vol, veh/h		2308			2133			1434			1767	
Approach Delay, s/veh		67.2			54.9			89.4			143.4	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	78.0	22.7	49.3	18.8	89.2	25.0	47.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	23.0	71.0	23.0	35.0	17.0	77.0	18.0	40.0
Max Q Clear Time (g_c+I1), s	25.0	54.5	15.5	33.2	11.7	58.3	20.0	42.0
Green Ext Time (p_c), s	0.0	10.8	0.2	1.0	0.1	11.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	85.6
HCM 7th LOS	F

FUTURE BUILD CONDITIONS

Table 5.1 - 2027 Build Intersection Capacity Analysis Summary

Location	Time	Level of Service[1]															
		(1) NW 31 Avenue & NW 19 Street		(1) NW 31 Avenue & NW 19 Street [3]		(2) NW 31 Avenue & NW 17 Street & North Driveway		(3) NW 31 Avenue & NW 14 Street		(4) NW 31 Avenue & Sunrise Boulevard		(4) NW 31 Avenue & Sunrise Boulevard [3]		(5) NW 31 Avenue & Site Driveway		(5) NW 31 Avenue & Site Driveway [4]	
		Signalized		Signalized		Unsignalized		Signalized		Signalized		Signalized		Unignalized		Signalized	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
EBL	AM	D	53.6	D	49.1	[N/A]		D	40.9	F	168.0	F	168.0	[N/A]		[N/A]	
	PM	E	79.4	E	77.9			F	84.8	F	205.6	F	147.0				
EBT	AM	F	119.2	F	81.0					D	44.5	D	44.4				
	PM	F	90.7	E	79.7					D	46.0	E	58.7				
EBR	AM	F	122.8	F	83.0			D	38.9	D	51.1	D	51.0				
	PM	F	95.4	F	82.5			F	81.3	D	50.5	E	66.8				
EB Approach	AM	F	104.2	E	73.8	C	22.5	D	39.6	E	73.3	E	73.2				
	PM	F	89.6	F	80.2	C	25.5	F	82.7	F	83.6	F	81.0				
WBL	AM	F	86.4	F	106.2	[N/A]		[N/A]		F	87.4	F	87.4	[N/A]		C	34.3
	PM	F	90.3	E	67.0					F	91.1	F	104.7			D	47.6
WBT	AM	E	64.3	E	62.8					D	40.9	D	40.8				
	PM	F	119.9	F	86.1					D	52.9	F	80.5				
WBR	AM	E	65.2	E	63.7					D	45.5	D	45.5			C	34.3
	PM	F	121.6	F	87.2					D	45.7	E	58.7			D	47.6
WB Approach	AM	E	72.3	E	78.3	C	19.9			D	46.5	D	46.4	F	1701.4	C	34.3
	PM	F	112.8	F	81.5	C	29.0			E	55.1	E	79.2	F	528.5	D	47.6
NBL	AM	D	46.8	D	37.2	[2]		A	6.6	F	94.0	F	94.0	[2]			
	PM	F	221.1	F	96.5			B	17.3	F	149.6	F	115.9				
NBT	AM	D	40.0	B	11.2			A	2.7	E	71.8	E	71.8			C	34.1
	PM	D	49.2	E	65.9			A	6.5	E	78.3	E	63.0			B	10.7
NBR	AM	D	38.2	B	11.7					E	60.7	E	60.7			C	34.1
	PM	D	42.4	E	56.8					E	63.6	D	54.7			B	12.6
NB Approach	AM	D	40.6	B	14.7			A	4.8	E	75.3	E	75.3			C	34.1
	PM	E	79.4	E	70.3			A	6.9	F	94.9	E	75.5			B	11.4
SBL	AM	E	74.0	C	35.0	[2]		A	4.2	F	95.3	F	87.1	[2]		B	18.5
	PM	D	54.5	D	51.9			A	5.0	F	88.5	F	91.9			B	17.3
SBT	AM	D	37.8	D	39.6			A	3.6	E	63.7	D	50.8			A	0.7
	PM	D	41.6	E	62.0			A	2.3	E	61.1	D	47.6			B	10.1
SBR	AM	D	35.3	D	37.0			A	3.6	F	226.2	F	213.9				
	PM	D	42.4	E	64.9			A	2.3	F	473.1	F	339.9				
SB Approach	AM	D	43.2	D	38.5			A	3.6	F	115.3	F	103.3			A	2.8
	PM	D	43.1	E	61.6			A	2.3	F	203.9	F	153.0			B	10.6
Overall	AM	E	57.6	D	42.3	[N/A]		A	4.8	E	77.8	E	75.0	[N/A]		B	18.7
	PM	E	74.1	E	70.6			A	6.6	F	107.7	F	97.3			B	14.3

[1] Delay is average delay per vehicle in seconds

[2] Approach operates under Free-flow conditions

[3] Optimized signal timing without changing cycle length

[4] Analyzed intersection under signalized conditions

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Table 1.2 -2024 Existing Intersection Queue Lengths Summary

Location	Time	95th Percentile Queue Lenghts (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile
(1) NW 31 Avenue & NW 19 Street	AM	215	297'							300	267'	300	167'	270	482'	165	190'
	PM		276'								769'		185'		316'		304'
(2) NW 31 Avenue & NW 17 Street	AM																
	PM																
(3) NW 31 Avenue & NW 14 Street	AM									190	m6'			455	m6'		
	PM										m69'				m6'		
(4) NW 31 Avenue & Sunrise Boulevard	AM	370	558'			435	119'			190	191'	290	0'	295	205'	245	391'
	PM		538'				157'				361'		81'		267'		842'
(5) NW 31 Avenue & South Driveway	AM																
	PM																
(5) NW 31 Avenue & South Driveway [1]	AM													100	146'		
	PM														145'		

 # 95th percentile volume exceeds capacity, queue may be longer.

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

[1] Analyzed intersection under signalized conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	245	449	213	230	221	1177	278	290	1246	279
Future Volume (vph)	245	449	213	230	221	1177	278	290	1246	279
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	10.0	22.0	10.0	22.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	30.0	46.0	30.0	46.0	25.0	79.0	79.0	25.0	79.0	79.0
Total Split (%)	16.7%	25.6%	16.7%	25.6%	13.9%	43.9%	43.9%	13.9%	43.9%	43.9%
Yellow Time (s)	4.0	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	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	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	62.1	40.3	61.5	40.0	89.9	73.0	73.0	96.1	77.3	77.3
Actuated g/C Ratio	0.35	0.22	0.34	0.22	0.50	0.41	0.41	0.53	0.43	0.43
v/c Ratio	0.71	0.95	0.88	0.50	0.86	0.59	0.35	0.99	0.59	0.37
Control Delay (s/veh)	52.9	84.2	83.8	49.0	52.8	30.2	8.7	85.6	41.5	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.9	84.2	83.8	49.0	52.8	30.2	8.7	85.6	41.5	17.5
LOS	D	F	F	D	D	C	A	F	D	B
Approach Delay (s/veh)		76.5		61.2		29.7			44.9	
Approach LOS		E		E		C			D	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 68 (38%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 48.0	Intersection LOS: D
Intersection Capacity Utilization 92.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: NW 31 AVENUE & NW 19 STREET

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	449	292	213	230	166	221	1177	278	290	1246	279
Future Volume (veh/h)	245	449	292	213	230	166	221	1177	278	290	1246	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	253	463	301	220	237	171	228	1213	287	299	1285	288
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	354	456	295	239	421	292	273	2160	671	312	2269	704
Arrive On Green	0.12	0.22	0.22	0.11	0.21	0.21	0.08	0.43	0.43	0.11	0.45	0.45
Sat Flow, veh/h	1767	2052	1327	1767	1991	1379	1767	5066	1572	1767	5066	1572
Grp Volume(v), veh/h	253	397	367	220	209	199	228	1213	287	299	1285	288
Grp Sat Flow(s),veh/h/ln	1767	1763	1617	1767	1763	1607	1767	1689	1572	1767	1689	1572
Q Serve(g_s), s	20.0	40.0	40.0	18.1	19.1	20.1	13.1	32.5	23.0	17.4	33.8	22.3
Cycle Q Clear(g_c), s	20.0	40.0	40.0	18.1	19.1	20.1	13.1	32.5	23.0	17.4	33.8	22.3
Prop In Lane	1.00		0.82	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	392	359	239	373	340	273	2160	671	312	2269	704
V/C Ratio(X)	0.71	1.01	1.02	0.92	0.56	0.59	0.84	0.56	0.43	0.96	0.57	0.41
Avail Cap(c_a), veh/h	373	392	359	276	392	357	311	2160	671	312	2269	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00
Uniform Delay (d), s/veh	48.0	70.0	70.0	55.2	63.4	63.8	32.5	38.9	36.2	34.5	36.7	33.6
Incr Delay (d2), s/veh	5.6	49.2	52.8	31.2	0.9	1.4	14.3	1.1	2.0	39.5	1.0	1.8
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	9.4	23.4	21.8	10.1	8.7	8.4	6.7	13.8	9.3	10.9	14.3	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.6	119.2	122.8	86.4	64.3	65.2	46.8	40.0	38.2	74.0	37.8	35.3
LnGrp LOS	D	F	F	F	E	E	D	D	D	E	D	D
Approach Vol, veh/h		1017			628			1728			1872	
Approach Delay, s/veh		104.2			72.3			40.6			43.2	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	82.8	26.2	46.0	21.1	86.6	28.1	44.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	73.0	24.0	40.0	19.0	73.0	24.0	40.0
Max Q Clear Time (g_c+I1), s	19.4	34.5	20.1	42.0	15.1	35.8	22.0	22.1
Green Ext Time (p_c), s	0.0	12.7	0.2	0.0	0.1	13.5	0.1	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	57.6
HCM 7th LOS	E

GEOSYNERGY FORT LAUDERDALE WAREHOUSE DEVELOPMENT
SIGNAL TIMING OPTIMIZATION MODIFICATIONS
AUGUST 2024
330130102
NW 31 AVENUE & NW 19 STREET

MORNING PEAK HOUR

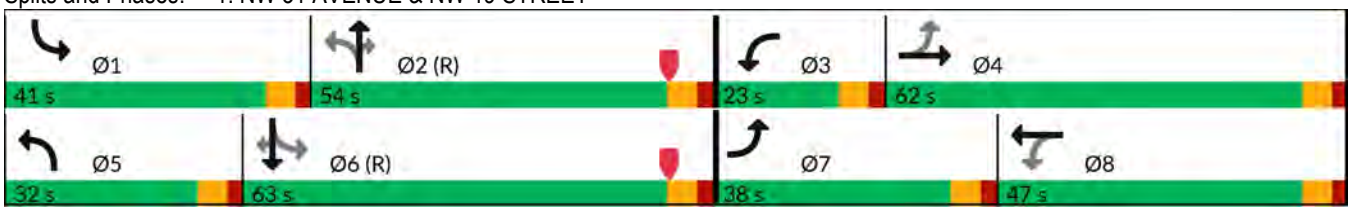
EXISTING TIMING

OPTIMIZED TIMING

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	245	449	213	230	221	1177	278	290	1246	279
Future Volume (vph)	245	449	213	230	221	1177	278	290	1246	279
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	10.0	22.0	10.0	22.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	38.0	62.0	23.0	47.0	32.0	54.0	54.0	41.0	63.0	63.0
Total Split (%)	21.1%	34.4%	12.8%	26.1%	17.8%	30.0%	30.0%	22.8%	35.0%	35.0%
Yellow Time (s)	4.0	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	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	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	65.1	43.6	53.5	36.5	86.6	65.3	65.3	101.4	74.2	74.2
Actuated g/C Ratio	0.36	0.24	0.30	0.20	0.48	0.36	0.36	0.56	0.41	0.41
v/c Ratio	0.72	0.88	1.06	0.55	0.77	0.66	0.40	0.81	0.61	0.39
Control Delay (s/veh)	53.1	70.4	131.7	51.7	42.0	39.1	15.6	56.6	45.4	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.1	70.4	131.7	51.7	42.0	39.1	15.6	56.6	45.4	22.8
LOS	D	E	F	D	D	D	B	E	D	C
Approach Delay (s/veh)		66.1		79.8		35.7			43.8	
Approach LOS		E		E		D			D	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 68 (38%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 49.7	Intersection LOS: D
Intersection Capacity Utilization 92.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: NW 31 AVENUE & NW 19 STREET



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	449	292	213	230	166	221	1177	278	290	1246	279
Future Volume (veh/h)	245	449	292	213	230	166	221	1177	278	290	1246	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	253	463	301	220	237	171	228	1213	287	299	1285	288
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	362	508	328	225	437	303	277	2106	654	350	2206	685
Arrive On Green	0.12	0.25	0.25	0.09	0.22	0.22	0.18	0.83	0.83	0.11	0.44	0.44
Sat Flow, veh/h	1767	2052	1327	1767	1991	1379	1767	5066	1572	1767	5066	1572
Grp Volume(v), veh/h	253	397	367	220	209	199	228	1213	287	299	1285	288
Grp Sat Flow(s),veh/h/ln	1767	1763	1617	1767	1763	1607	1767	1689	1572	1767	1689	1572
Q Serve(g_s), s	19.6	39.4	39.7	17.0	18.9	19.9	14.0	13.9	8.7	17.4	34.5	22.8
Cycle Q Clear(g_c), s	19.6	39.4	39.7	17.0	18.9	19.9	14.0	13.9	8.7	17.4	34.5	22.8
Prop In Lane	1.00		0.82	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	362	436	400	225	387	353	277	2106	654	350	2206	685
V/C Ratio(X)	0.70	0.91	0.92	0.98	0.54	0.56	0.82	0.58	0.44	0.85	0.58	0.42
Avail Cap(c_a), veh/h	460	548	503	225	402	366	374	2106	654	501	2206	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	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	1.00	1.00
Uniform Delay (d), s/veh	46.4	65.8	65.9	53.4	62.2	62.6	29.4	10.0	9.6	28.1	38.4	35.1
Incr Delay (d2), s/veh	2.8	15.2	17.1	52.8	0.6	1.1	7.8	1.2	2.1	7.0	1.1	1.9
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	9.0	19.5	18.3	11.1	8.6	8.3	5.6	3.5	2.7	8.1	14.7	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.1	81.0	83.0	106.2	62.8	63.7	37.2	11.2	11.7	35.0	39.6	37.0
LnGrp LOS	D	F	F	F	E	E	D	B	B	D	D	D
Approach Vol, veh/h		1017			628			1728			1872	
Approach Delay, s/veh		73.8			78.3			14.7			38.5	
Approach LOS		E			E			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.6	80.8	23.0	50.5	22.1	84.4	28.0	45.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	35.0	48.0	17.0	56.0	26.0	57.0	32.0	41.0
Max Q Clear Time (g_c+I1), s	19.4	15.9	19.0	41.7	16.0	36.5	21.6	21.9
Green Ext Time (p_c), s	0.2	12.0	0.0	2.8	0.1	10.4	0.4	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	42.3
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	17	0	0	9	0	1664	40	0	1831	25
Future Vol, veh/h	0	0	17	0	0	9	0	1664	40	0	1831	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	92	98	92	92	92	98	98	92	92	98	98
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	17	0	0	10	0	1698	43	0	1868	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	947	2467	-	871	1894	0	0	-	-	0
Stage 1	-	-	-	1720	-	-	-	-	-	-	-	-
Stage 2	-	-	-	747	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.16	6.46	-	7.16	5.36	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	7.36	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.76	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.93	3.83	-	3.93	3.13	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	224	32	0	251	140	-	-	0	-	-
Stage 1	0	0	-	61	0	-	-	-	-	0	-	-
Stage 2	0	0	-	335	0	-	-	-	-	0	-	-
Platoon blocked, %	-							-	-		-	-
Mov Cap-1 Maneuver	-	-	224	29	-	251	140	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	29	-	-	-	-	-	-	-	-
Stage 1	-	-	-	61	-	-	-	-	-	-	-	-
Stage 2	-	-	-	309	-	-	-	-	-	-	-	-

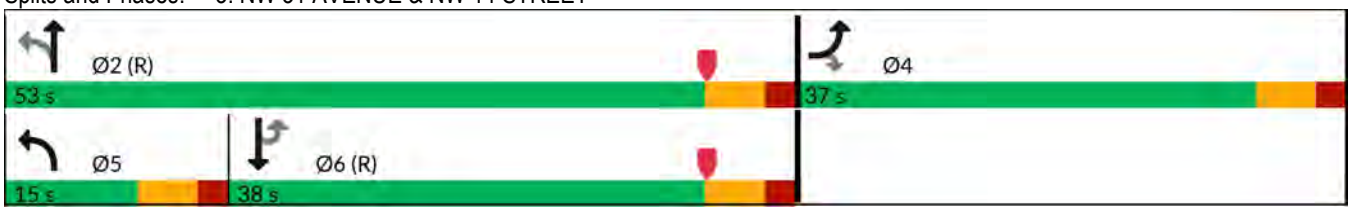
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.46	19.91	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	140	-	-	224	-	251	-	-
HCM Lane V/C Ratio	-	-	-	0.078	-	0.039	-	-
HCM Control Delay (s/veh)	0	-	-	22.5	0	19.9	-	-
HCM Lane LOS	A	-	-	C	A	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	57	97	56	1803	23	1683
Future Volume (vph)	57	97	56	1803	23	1683
Turn Type	Prot	Perm	pm+pt	NA	Perm	NA
Protected Phases	4		5	2		6
Permitted Phases		4	2		6	
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	12.0	12.0	12.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	37.0	37.0	15.0	53.0	38.0	38.0
Total Split (%)	41.1%	41.1%	16.7%	58.9%	42.2%	42.2%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	7.8	7.8	72.6	73.8	65.1	65.1
Actuated g/C Ratio	0.09	0.09	0.81	0.82	0.72	0.72
v/c Ratio	0.39	0.44	0.26	0.45	0.16	0.49
Control Delay (s/veh)	45.8	14.6	5.7	2.8	4.8	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.8	14.6	5.7	2.8	4.8	3.6
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	26.2			2.9		3.7
Approach LOS	C			A		A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 24 (27%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 4.2	Intersection LOS: A
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: NW 31 AVENUE & NW 14 STREET



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	57	97	56	1803	23	1683	51
Future Volume (vph)	57	97	56	1803	23	1683	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.91	
Frt	1.00	0.85	1.00	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1568	1752	5036	1752	5014	
Flt Permitted	0.95	1.00	0.09	1.00	0.11	1.00	
Satd. Flow (perm)	1752	1568	167	5036	204	5014	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	59	100	58	1859	24	1735	53
RTOR Reduction (vph)	0	93	0	0	0	2	0
Lane Group Flow (vph)	59	7	58	1859	24	1786	0
Turn Type	Prot	Perm	pm+pt	NA	Perm	NA	
Protected Phases	4		5	2		6	
Permitted Phases		4	2		6		
Actuated Green, G (s)	6.6	6.6	71.4	71.4	61.5	61.5	
Effective Green, g (s)	6.6	6.6	71.4	71.4	61.5	61.5	
Actuated g/C Ratio	0.07	0.07	0.79	0.79	0.68	0.68	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	3.0	
Lane Grp Cap (vph)	128	114	201	3995	139	3426	
v/s Ratio Prot	c0.03		0.01	c0.37		c0.36	
v/s Ratio Perm		0.00	0.22		0.12		
v/c Ratio	0.46	0.06	0.28	0.46	0.17	0.52	
Uniform Delay, d1	39.9	38.8	3.9	3.0	5.1	7.0	
Progression Factor	1.00	1.00	1.63	0.82	0.40	0.45	
Incremental Delay, d2	0.9	0.0	0.1	0.2	2.1	0.4	
Delay (s)	40.9	38.9	6.6	2.7	4.2	3.6	
Level of Service	D	D	A	A	A	A	
Approach Delay (s/veh)	39.6			2.8		3.6	
Approach LOS	D			A		A	

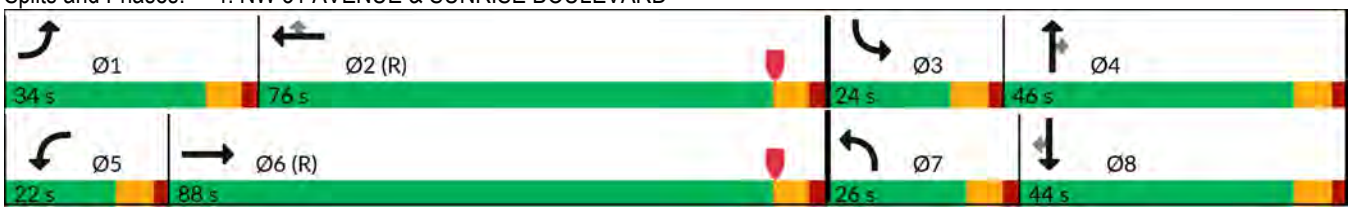
Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	584	1634	131	911	339	230	834	91	237	863	445
Future Volume (vph)	584	1634	131	911	339	230	834	91	237	863	445
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases					2			4			8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0
Total Split (s)	34.0	88.0	22.0	76.0	76.0	26.0	46.0	46.0	24.0	44.0	44.0
Total Split (%)	18.9%	48.9%	12.2%	42.2%	42.2%	14.4%	25.6%	25.6%	13.3%	24.4%	24.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Max	Max	None	None	None
Act Effct Green (s)	27.0	85.0	11.0	69.0	69.0	15.9	40.4	40.4	15.6	40.1	40.1
Actuated g/C Ratio	0.15	0.47	0.06	0.38	0.38	0.09	0.22	0.22	0.09	0.22	0.22
v/c Ratio	1.16	0.91	0.64	0.48	0.45	0.78	0.75	0.19	0.82	0.78	0.84
Control Delay (s/veh)	158.3	49.9	96.7	43.0	12.5	98.2	70.2	0.9	88.0	69.3	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	158.3	49.9	96.7	43.0	12.5	98.2	70.2	0.9	88.0	69.3	45.3
LOS	F	D	F	D	B	F	E	A	F	E	D
Approach Delay (s/veh)		73.7		40.7			70.4			65.3	
Approach LOS		E		D			E			E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 145 (81%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay (s/veh): 64.5	Intersection LOS: E
Intersection Capacity Utilization 92.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: NW 31 AVENUE & SUNRISE BOULEVARD



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	584	1634	446	131	911	339	230	834	91	237	863	445
Future Volume (veh/h)	584	1634	446	131	911	339	230	834	91	237	863	445
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	596	1667	455	134	930	346	235	851	93	242	881	454
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	514	1974	529	172	2010	624	273	1098	341	278	1105	343
Arrive On Green	0.15	0.50	0.50	0.05	0.40	0.40	0.08	0.22	0.22	0.11	0.29	0.29
Sat Flow, veh/h	3428	3975	1065	3428	5066	1572	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	596	1411	711	134	930	346	235	851	93	242	881	454
Grp Sat Flow(s),veh/h/ln	1714	1689	1664	1714	1689	1572	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	27.0	65.1	67.5	7.0	24.4	30.6	12.2	28.5	8.9	12.5	28.9	39.3
Cycle Q Clear(g_c), s	27.0	65.1	67.5	7.0	24.4	30.6	12.2	28.5	8.9	12.5	28.9	39.3
Prop In Lane	1.00		0.64	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	514	1677	826	172	2010	624	273	1098	341	278	1105	343
V/C Ratio(X)	1.16	0.84	0.86	0.78	0.46	0.55	0.86	0.78	0.27	0.87	0.80	1.32
Avail Cap(c_a), veh/h	514	1677	826	286	2010	624	362	1098	341	324	1105	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	76.5	39.2	39.8	84.5	40.1	42.0	81.9	66.4	58.7	79.4	60.2	63.9
Incr Delay (d2), s/veh	91.5	5.3	11.3	2.9	0.8	3.5	12.2	5.4	2.0	15.9	3.4	162.3
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	18.3	27.4	29.4	3.1	10.2	12.6	5.9	12.8	3.7	6.0	12.3	30.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	168.0	44.5	51.1	87.4	40.9	45.5	94.0	71.8	60.7	95.3	63.7	226.2
LnGrp LOS	F	D	D	F	D	D	F	E	E	F	E	F
Approach Vol, veh/h		2718			1410			1179			1577	
Approach Delay, s/veh		73.3			46.5			75.3			115.3	
Approach LOS		E			D			E			F	

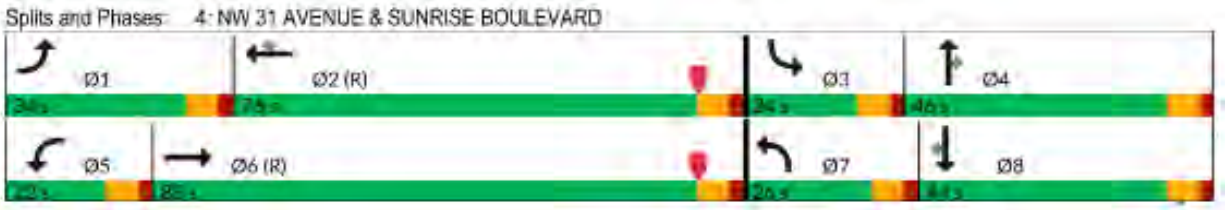
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	78.4	21.6	46.0	16.0	96.4	21.3	46.3
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	27.0	69.0	17.0	39.0	15.0	81.0	19.0	37.0
Max Q Clear Time (g_c+I1), s	29.0	32.6	14.5	30.5	9.0	69.5	14.2	41.3
Green Ext Time (p_c), s	0.0	8.6	0.1	3.0	0.1	9.1	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	77.8
HCM 7th LOS	E

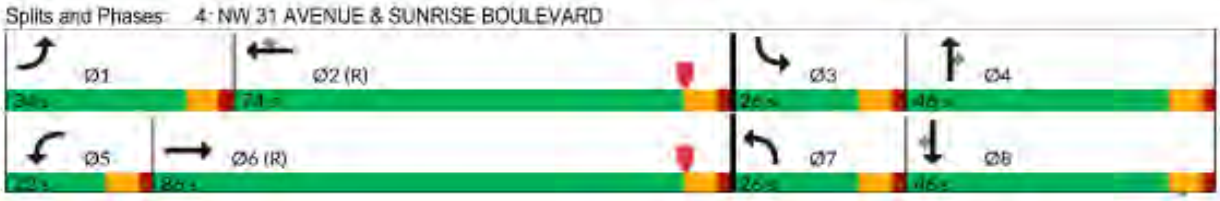
GEOSYNERGY FORT LAUDERDALE WAREHOUSE DEVELOPMENT
SIGNAL TIMING OPTIMIZATION MODIFICATIONS
AUGUST 2024
330130102
NW 31 AVENUE & SUNRISE BOULEVARD

MORNING PEAK HOUR

EXISTING TIMING



OPTIMIZED TIMING



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	584	1634	131	911	339	230	834	91	237	863	445
Future Volume (vph)	584	1634	131	911	339	230	834	91	237	863	445
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases					2			4			8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0
Total Split (s)	34.0	86.0	22.0	74.0	74.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	18.9%	47.8%	12.2%	41.1%	41.1%	14.4%	25.6%	25.6%	14.4%	25.6%	25.6%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Max	Max	None	None	None
Act Effct Green (s)	27.0	83.0	11.0	67.0	67.0	15.9	41.8	41.8	16.2	42.1	42.1
Actuated g/C Ratio	0.15	0.46	0.06	0.37	0.37	0.09	0.23	0.23	0.09	0.23	0.23
v/c Ratio	1.16	0.93	0.64	0.49	0.46	0.78	0.72	0.19	0.79	0.74	0.82
Control Delay (s/veh)	158.3	53.4	96.7	44.6	11.5	98.2	68.4	0.9	87.6	62.4	39.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	158.3	53.4	96.7	44.6	11.5	98.2	68.4	0.9	87.6	62.4	39.4
LOS	F	D	F	D	B	F	E	A	F	E	D
Approach Delay (s/veh)		76.4		41.5			69.1			59.7	
Approach LOS		E		D			E			E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 145 (81%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay (s/veh): 64.2	Intersection LOS: E
Intersection Capacity Utilization 92.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: NW 31 AVENUE & SUNRISE BOULEVARD

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	584	1634	446	131	911	339	230	834	91	237	863	445
Future Volume (veh/h)	584	1634	446	131	911	339	230	834	91	237	863	445
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	596	1667	455	134	930	346	235	851	93	242	881	454
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	514	1976	529	172	2011	624	273	1098	341	277	1104	343
Arrive On Green	0.15	0.50	0.50	0.05	0.40	0.40	0.08	0.22	0.22	0.16	0.44	0.44
Sat Flow, veh/h	3428	3975	1065	3428	5066	1572	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	596	1411	711	134	930	346	235	851	93	242	881	454
Grp Sat Flow(s),veh/h/ln	1714	1689	1664	1714	1689	1572	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	27.0	65.0	67.5	7.0	24.4	30.6	12.2	28.5	8.9	12.4	27.1	39.2
Cycle Q Clear(g_c), s	27.0	65.0	67.5	7.0	24.4	30.6	12.2	28.5	8.9	12.4	27.1	39.2
Prop In Lane	1.00		0.64	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	514	1678	827	172	2011	624	273	1098	341	277	1104	343
V/C Ratio(X)	1.16	0.84	0.86	0.78	0.46	0.55	0.86	0.78	0.27	0.87	0.80	1.33
Avail Cap(c_a), veh/h	514	1678	827	286	2011	624	362	1098	341	362	1104	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	76.5	39.1	39.7	84.5	40.1	42.0	81.9	66.4	58.7	74.6	47.4	50.8
Incr Delay (d2), s/veh	91.5	5.3	11.3	2.9	0.8	3.5	12.2	5.4	2.0	12.5	3.5	163.1
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	18.3	27.4	29.4	3.1	10.2	12.6	5.9	12.8	3.7	5.5	10.3	28.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	168.0	44.4	51.0	87.4	40.8	45.5	94.0	71.8	60.7	87.1	50.8	213.9
LnGrp LOS	F	D	D	F	D	D	F	E	E	F	D	F
Approach Vol, veh/h		2718			1410			1179			1577	
Approach Delay, s/veh		73.2			46.4			75.3			103.3	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	78.5	21.5	46.0	16.0	96.5	21.3	46.2
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	27.0	67.0	19.0	39.0	15.0	79.0	19.0	39.0
Max Q Clear Time (g_c+I1), s	29.0	32.6	14.4	30.5	9.0	69.5	14.2	41.2
Green Ext Time (p_c), s	0.0	8.6	0.1	3.0	0.1	7.8	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	75.0
HCM 7th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	192	355	269	574	358	1375	246	209	1411	397
Future Volume (vph)	192	355	269	574	358	1375	246	209	1411	397
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	12.0	22.0	10.0	22.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	30.0	46.0	30.0	46.0	25.0	79.0	79.0	25.0	79.0	79.0
Total Split (%)	16.7%	25.6%	16.7%	25.6%	13.9%	43.9%	43.9%	13.9%	43.9%	43.9%
Yellow Time (s)	4.0	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	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	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	61.4	40.7	66.6	43.3	93.5	74.6	74.6	90.4	73.0	73.0
Actuated g/C Ratio	0.34	0.23	0.37	0.24	0.52	0.41	0.41	0.50	0.41	0.41
v/c Ratio	0.81	0.73	0.91	0.95	1.51	0.67	0.32	0.90	0.71	0.54
Control Delay (s/veh)	75.1	63.7	75.6	85.4	286.6	62.0	22.5	77.5	47.1	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.1	63.7	75.6	85.4	286.6	62.0	22.5	77.5	47.1	23.0
LOS	E	E	E	F	F	E	C	E	D	C
Approach Delay (s/veh)		66.6		82.9		97.7			45.5	
Approach LOS		E		F		F			D	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 49 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.52	
Intersection Signal Delay (s/veh): 72.8	Intersection LOS: E
Intersection Capacity Utilization 99.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: NW 31 AVENUE & NW 19 STREET

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	355	216	269	574	190	358	1375	246	209	1411	397
Future Volume (veh/h)	192	355	216	269	574	190	358	1375	246	209	1411	397
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	198	366	223	277	592	196	369	1418	254	215	1455	409
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	219	405	243	291	581	192	278	2347	729	246	2211	686
Arrive On Green	0.10	0.19	0.19	0.13	0.22	0.22	0.07	0.31	0.31	0.08	0.44	0.44
Sat Flow, veh/h	1767	2119	1271	1767	2603	860	1767	5066	1572	1767	5066	1572
Grp Volume(v), veh/h	198	303	286	277	400	388	369	1418	254	215	1455	409
Grp Sat Flow(s),veh/h/ln	1767	1763	1627	1767	1763	1701	1767	1689	1572	1767	1689	1572
Q Serve(g_s), s	16.1	30.3	31.0	22.3	40.2	40.2	19.0	42.8	22.5	12.1	40.9	35.7
Cycle Q Clear(g_c), s	16.1	30.3	31.0	22.3	40.2	40.2	19.0	42.8	22.5	12.1	40.9	35.7
Prop In Lane	1.00		0.78	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	337	311	291	393	380	278	2347	729	246	2211	686
V/C Ratio(X)	0.90	0.90	0.92	0.95	1.02	1.02	1.33	0.60	0.35	0.88	0.66	0.60
Avail Cap(c_a), veh/h	276	392	362	291	393	380	278	2347	729	293	2211	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	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	1.00	1.00
Uniform Delay (d), s/veh	54.0	71.1	71.4	50.8	69.9	69.9	50.3	48.0	41.1	35.0	40.1	38.6
Incr Delay (d2), s/veh	25.4	19.6	24.0	39.4	50.0	51.7	170.8	1.2	1.3	19.5	1.6	3.8
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	8.7	15.5	15.0	13.1	23.6	22.9	26.4	19.1	9.5	6.5	17.4	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.4	90.7	95.4	90.3	119.9	121.6	221.1	49.2	42.4	54.5	41.6	42.4
LnGrp LOS	E	F	F	F	F	F	F	D	D	D	D	D
Approach Vol, veh/h		787			1065			2041			2079	
Approach Delay, s/veh		89.6			112.8			79.4			43.1	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.2	89.4	30.0	40.4	25.0	84.6	24.3	46.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	73.0	24.0	40.0	19.0	73.0	24.0	40.0
Max Q Clear Time (g_c+I1), s	14.1	44.8	24.3	33.0	21.0	42.9	18.1	42.2
Green Ext Time (p_c), s	0.1	13.4	0.0	1.4	0.0	15.3	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	74.1
HCM 7th LOS	E

GEOSYNERGY FORT LAUDERDALE WAREHOUSE DEVELOPMENT
SIGNAL TIMING OPTIMIZATION MODIFICATIONS
AUGUST 2024
330130102
NW 31 AVENUE & NW 19 STREET

AFTERNOON PEAK HOUR

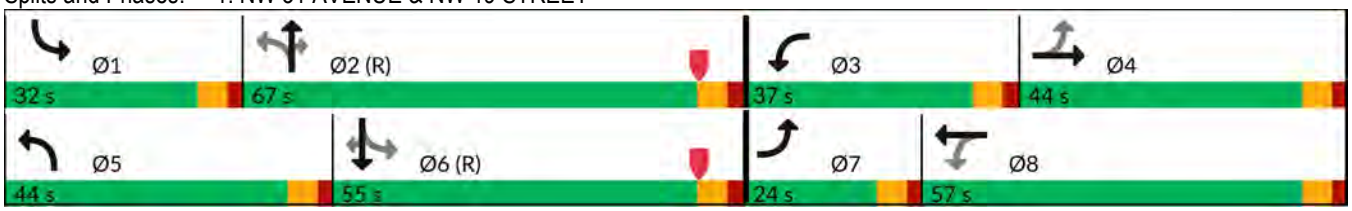
EXISTING TIMING

OPTIMIZED TIMING

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	192	355	269	574	358	1375	246	209	1411	397
Future Volume (vph)	192	355	269	574	358	1375	246	209	1411	397
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	12.0	22.0	10.0	22.0	10.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	24.0	44.0	37.0	57.0	44.0	67.0	67.0	32.0	55.0	55.0
Total Split (%)	13.3%	24.4%	20.6%	31.7%	24.4%	37.2%	37.2%	17.8%	30.6%	30.6%
Yellow Time (s)	4.0	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	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	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	53.9	36.4	68.5	45.4	99.2	72.2	72.2	78.8	57.9	57.9
Actuated g/C Ratio	0.30	0.20	0.38	0.25	0.55	0.40	0.40	0.44	0.32	0.32
v/c Ratio	0.93	0.81	0.89	0.90	0.96	0.70	0.34	0.80	0.89	0.66
Control Delay (s/veh)	99.5	70.8	76.7	77.7	88.9	63.8	26.2	66.6	66.3	38.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.5	70.8	76.7	77.7	88.9	63.8	26.2	66.6	66.3	38.5
LOS	F	E	E	E	F	E	C	E	E	D
Approach Delay (s/veh)		78.1		77.5		63.7			60.9	
Approach LOS		E		E		E			E	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 49 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 67.1	Intersection LOS: E
Intersection Capacity Utilization 99.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: NW 31 AVENUE & NW 19 STREET



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	355	216	269	574	190	358	1375	246	209	1411	397
Future Volume (veh/h)	192	355	216	269	574	190	358	1375	246	209	1411	397
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	198	366	223	277	592	196	369	1418	254	215	1455	409
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	230	448	269	311	641	212	389	2182	677	250	1691	525
Arrive On Green	0.10	0.21	0.21	0.13	0.25	0.25	0.06	0.14	0.14	0.09	0.33	0.33
Sat Flow, veh/h	1767	2119	1271	1767	2603	860	1767	5066	1572	1767	5066	1572
Grp Volume(v), veh/h	198	303	286	277	400	388	369	1418	254	215	1455	409
Grp Sat Flow(s),veh/h/ln	1767	1763	1627	1767	1763	1701	1767	1689	1572	1767	1689	1572
Q Serve(g_s), s	15.7	29.5	30.2	21.6	39.9	40.0	31.7	47.6	26.3	14.3	48.3	42.2
Cycle Q Clear(g_c), s	15.7	29.5	30.2	21.6	39.9	40.0	31.7	47.6	26.3	14.3	48.3	42.2
Prop In Lane	1.00		0.78	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	373	344	311	434	419	389	2182	677	250	1691	525
V/C Ratio(X)	0.86	0.81	0.83	0.89	0.92	0.93	0.95	0.65	0.38	0.86	0.86	0.78
Avail Cap(c_a), veh/h	233	373	344	380	499	482	429	2182	677	344	1691	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	1.00
Uniform Delay (d), s/veh	52.1	67.6	67.8	48.3	66.2	66.2	68.0	64.4	55.3	40.5	56.0	54.0
Incr Delay (d2), s/veh	25.8	12.1	14.7	18.7	20.0	21.0	28.5	1.5	1.6	11.4	6.0	10.9
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	8.6	14.6	14.0	11.2	20.3	19.8	21.1	22.1	11.5	7.1	21.5	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.9	79.7	82.5	67.0	86.1	87.2	96.5	65.9	56.8	51.9	62.0	64.9
LnGrp LOS	E	E	F	E	F	F	F	E	E	D	E	E
Approach Vol, veh/h		787			1065			2041			2079	
Approach Delay, s/veh		80.2			81.5			70.3			61.6	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.5	83.5	29.9	44.1	39.9	66.1	23.7	50.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	26.0	61.0	31.0	38.0	38.0	49.0	18.0	51.0
Max Q Clear Time (g_c+I1), s	16.3	49.6	23.6	32.2	33.7	50.3	17.7	42.0
Green Ext Time (p_c), s	0.1	7.6	0.4	1.3	0.2	0.0	0.0	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	70.6
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	18	0	0	42	0	1921	27	0	1938	13
Future Vol, veh/h	0	0	18	0	0	42	0	1921	27	0	1938	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	92	94	92	92	92	94	94	92	92	94	94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	19	0	0	46	0	2044	29	0	2062	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1038	-	-	1036	2076	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.16	-	-	7.16	5.36	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.93	-	-	3.93	3.13	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	194	0	0	195	113	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %	-							-	-		-	-
Mov Cap-1 Maneuver	-	-	194	-	-	195	113	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

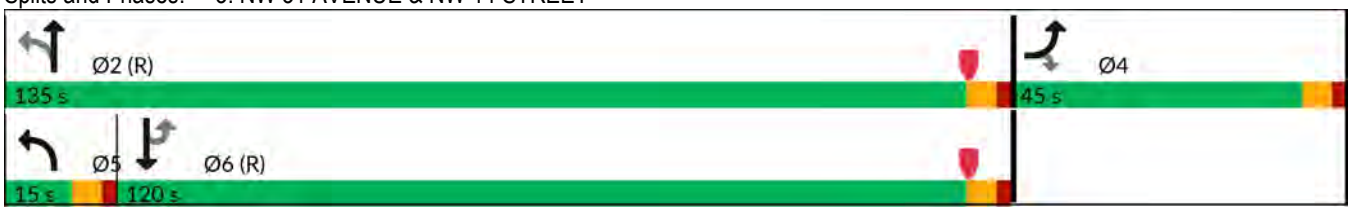
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25.54	29.06	0	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	113	-	-	194	195	-	-
HCM Lane V/C Ratio	-	-	-	0.099	0.234	-	-
HCM Control Delay (s/veh)	0	-	-	25.5	29.1	-	-
HCM Lane LOS	A	-	-	D	D	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.9	-	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT
Lane Configurations						
Traffic Volume (vph)	41	62	86	1919	32	1990
Future Volume (vph)	41	62	86	1919	32	1990
Turn Type	Prot	Perm	pm+pt	NA	Perm	NA
Protected Phases	4		5	2		6
Permitted Phases		4	2		6	
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	12.0	12.0	12.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	45.0	45.0	15.0	135.0	120.0	120.0
Total Split (%)	25.0%	25.0%	8.3%	75.0%	66.7%	66.7%
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	9.1	9.1	158.9	158.9	145.8	145.8
Actuated g/C Ratio	0.05	0.05	0.88	0.88	0.81	0.81
v/c Ratio	0.50	0.46	0.53	0.45	0.25	0.53
Control Delay (s/veh)	101.2	26.6	21.4	6.8	5.7	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.2	26.6	21.4	6.8	5.7	2.4
LOS	F	C	C	A	A	A
Approach Delay (s/veh)	56.5			7.5		2.5
Approach LOS	E			A		A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 166 (92%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 6.3	Intersection LOS: A
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: NW 31 AVENUE & NW 14 STREET



Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	41	62	86	1919	32	1990	47
Future Volume (vph)	41	62	86	1919	32	1990	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.91	
Frt	1.00	0.85	1.00	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1568	1752	5036	1752	5018	
Flt Permitted	0.95	1.00	0.06	1.00	0.09	1.00	
Satd. Flow (perm)	1752	1568	120	5036	167	5018	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	44	66	91	2041	34	2117	50
RTOR Reduction (vph)	0	63	0	0	0	1	0
Lane Group Flow (vph)	44	3	91	2041	34	2166	0
Turn Type	Prot	Perm	pm+pt	NA	Perm	NA	
Protected Phases	4		5	2		6	
Permitted Phases		4	2		6		
Actuated Green, G (s)	9.1	9.1	158.9	158.9	145.8	145.8	
Effective Green, g (s)	9.1	9.1	158.9	158.9	145.8	145.8	
Actuated g/C Ratio	0.05	0.05	0.88	0.88	0.81	0.81	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	3.0	
Lane Grp Cap (vph)	88	79	170	4445	135	4064	
v/s Ratio Prot	c0.03		0.02	c0.41		0.43	
v/s Ratio Perm		0.00	c0.45		0.20		
v/c Ratio	0.50	0.04	0.53	0.45	0.25	0.53	
Uniform Delay, d1	83.2	81.3	6.6	2.0	4.0	5.7	
Progression Factor	1.00	1.00	2.45	3.04	0.37	0.33	
Incremental Delay, d2	1.6	0.0	0.9	0.1	3.5	0.4	
Delay (s)	84.8	81.3	17.3	6.5	5.0	2.3	
Level of Service	F	F	B	A	A	A	
Approach Delay (s/veh)	82.7			6.9		2.3	
Approach LOS	F			A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	533	1433	183	1614	336	360	944	128	321	970	653
Future Volume (vph)	533	1433	183	1614	336	360	944	128	321	970	653
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases					2			4			8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0
Total Split (s)	30.0	84.0	24.0	78.0	78.0	25.0	42.0	42.0	30.0	47.0	47.0
Total Split (%)	16.7%	46.7%	13.3%	43.3%	43.3%	13.9%	23.3%	23.3%	16.7%	26.1%	26.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Max	Max	None	None	None
Act Effct Green (s)	23.0	80.4	13.6	71.0	71.0	18.0	37.6	37.6	20.4	40.0	40.0
Actuated g/C Ratio	0.13	0.45	0.08	0.39	0.39	0.10	0.21	0.21	0.11	0.22	0.22
v/c Ratio	1.25	0.83	0.72	0.82	0.46	1.07	0.91	0.31	0.85	0.88	1.37
Control Delay (s/veh)	191.2	47.3	97.5	53.5	17.1	143.8	82.4	14.7	124.1	67.7	207.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	191.2	47.3	97.5	53.5	17.1	143.8	82.4	14.7	124.1	67.7	207.8
LOS	F	D	F	D	B	F	F	B	F	E	F
Approach Delay (s/veh)		80.2		51.6			91.8			124.1	
Approach LOS		F		D			F			F	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 43 (24%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay (s/veh): 85.4	Intersection LOS: F
Intersection Capacity Utilization 99.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: NW 31 AVENUE & SUNRISE BOULEVARD

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	533	1433	367	183	1614	336	360	944	128	321	970	653
Future Volume (veh/h)	533	1433	367	183	1614	336	360	944	128	321	970	653
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	544	1462	374	187	1647	343	367	963	131	328	990	666
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	438	1838	468	225	1998	620	343	1096	340	363	1126	349
Arrive On Green	0.13	0.46	0.46	0.07	0.39	0.39	0.10	0.22	0.22	0.18	0.37	0.37
Sat Flow, veh/h	3428	4025	1024	3428	5066	1572	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	544	1225	611	187	1647	343	367	963	131	328	990	666
Grp Sat Flow(s),veh/h/ln	1714	1689	1671	1714	1689	1572	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	23.0	55.7	56.3	9.7	52.5	30.4	18.0	33.1	12.8	16.9	32.8	40.0
Cycle Q Clear(g_c), s	23.0	55.7	56.3	9.7	52.5	30.4	18.0	33.1	12.8	16.9	32.8	40.0
Prop In Lane	1.00		0.61	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	438	1542	763	225	1998	620	343	1096	340	363	1126	349
V/C Ratio(X)	1.24	0.79	0.80	0.83	0.82	0.55	1.07	0.88	0.39	0.90	0.88	1.91
Avail Cap(c_a), veh/h	438	1542	763	324	1998	620	343	1096	340	438	1126	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	78.5	41.7	41.9	83.1	48.9	42.2	81.0	68.2	60.3	73.2	54.3	56.6
Incr Delay (d2), s/veh	126.9	4.3	8.6	8.0	4.0	3.5	68.6	10.1	3.3	15.3	6.8	416.5
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	17.8	23.6	24.5	4.5	22.5	12.5	11.2	15.3	5.5	7.8	13.6	55.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	205.4	46.0	50.5	91.1	52.9	45.7	149.6	78.3	63.6	88.5	61.1	473.1
LnGrp LOS	F	D	D	F	D	D	F	E	E	F	E	F
Approach Vol, veh/h		2380			2177			1461			1984	
Approach Delay, s/veh		83.6			55.1			94.9			203.9	
Approach LOS		F			E			F			F	

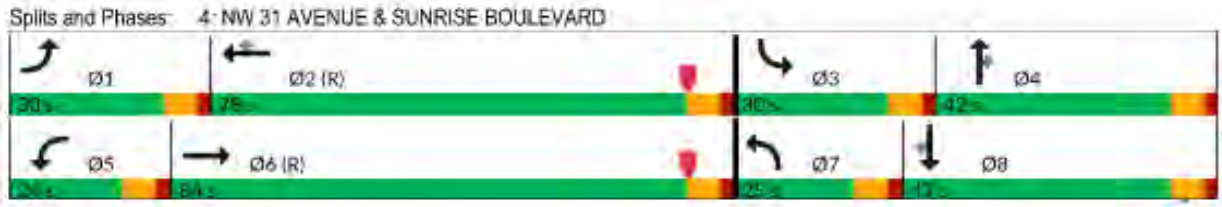
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	78.0	26.1	45.9	18.8	89.2	25.0	47.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	23.0	71.0	23.0	35.0	17.0	77.0	18.0	40.0
Max Q Clear Time (g_c+I1), s	25.0	54.5	18.9	35.1	11.7	58.3	20.0	42.0
Green Ext Time (p_c), s	0.0	11.0	0.2	0.0	0.1	11.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	107.7
HCM 7th LOS	F

GEOSYNERGY FORT LAUDERDALE WAREHOUSE DEVELOPMENT
SIGNAL TIMING OPTIMIZATION MODIFICATIONS
AUGUST 2024
330130102
NW 31 AVENUE & SUNRISE BOULEVARD

AFTERNOON PEAK HOUR

EXISTING TIMING

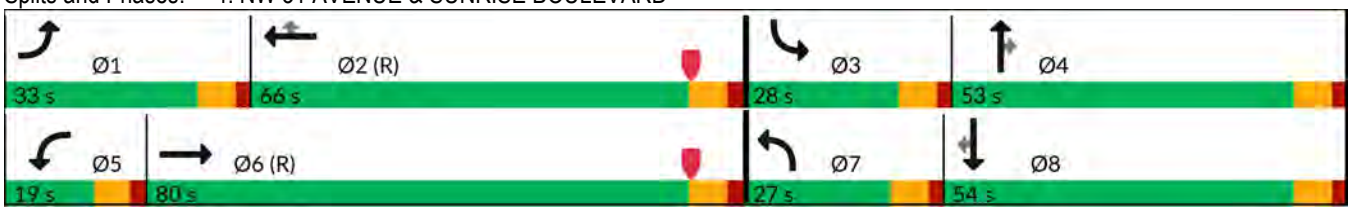


OPTIMIZED TIMING

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	533	1433	183	1614	336	360	944	128	321	970	653
Future Volume (vph)	533	1433	183	1614	336	360	944	128	321	970	653
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases					2			4			8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	12.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0	12.0	23.0	23.0
Total Split (s)	33.0	80.0	19.0	66.0	66.0	27.0	53.0	53.0	28.0	54.0	54.0
Total Split (%)	18.3%	44.4%	10.6%	36.7%	36.7%	15.0%	29.4%	29.4%	15.6%	30.0%	30.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	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	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	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	Max	Max	None	None	None
Act Effct Green (s)	26.0	73.4	11.6	59.0	59.0	20.0	47.3	47.3	19.7	47.0	47.0
Actuated g/C Ratio	0.14	0.41	0.06	0.33	0.33	0.11	0.26	0.26	0.11	0.26	0.26
v/c Ratio	1.10	0.91	0.85	0.99	0.53	0.97	0.72	0.25	0.88	0.75	1.17
Control Delay (s/veh)	140.6	56.9	114.3	81.1	24.8	117.9	64.5	5.1	119.8	69.9	133.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	140.6	56.9	114.3	81.1	24.8	117.9	64.5	5.1	119.8	69.9	133.5
LOS	F	E	F	F	C	F	E	A	F	E	F
Approach Delay (s/veh)		76.1		75.2			72.6			99.5	
Approach LOS		E		E			E			F	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 43 (24%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay (s/veh): 81.0	Intersection LOS: F
Intersection Capacity Utilization 99.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: NW 31 AVENUE & SUNRISE BOULEVARD



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	533	1433	367	183	1614	336	360	944	128	321	970	653
Future Volume (veh/h)	533	1433	367	183	1614	336	360	944	128	321	970	653
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	544	1462	374	187	1647	343	367	963	131	328	990	666
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	495	1639	417	223	1660	515	381	1351	419	362	1323	411
Arrive On Green	0.14	0.41	0.41	0.07	0.33	0.33	0.11	0.27	0.27	0.18	0.44	0.44
Sat Flow, veh/h	3428	4025	1024	3428	5066	1572	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	544	1225	611	187	1647	343	367	963	131	328	990	666
Grp Sat Flow(s),veh/h/ln	1714	1689	1671	1714	1689	1572	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	26.0	60.8	61.4	9.7	58.3	33.8	19.2	31.0	12.0	16.9	29.5	47.0
Cycle Q Clear(g_c), s	26.0	60.8	61.4	9.7	58.3	33.8	19.2	31.0	12.0	16.9	29.5	47.0
Prop In Lane	1.00		0.61	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	495	1375	680	223	1660	515	381	1351	419	362	1323	411
V/C Ratio(X)	1.10	0.89	0.90	0.84	0.99	0.67	0.96	0.71	0.31	0.91	0.75	1.62
Avail Cap(c_a), veh/h	495	1375	680	229	1660	515	381	1351	419	400	1323	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	77.0	49.7	49.8	83.2	60.3	52.0	79.6	59.8	52.8	73.3	45.8	50.8
Incr Delay (d2), s/veh	70.0	9.1	16.9	21.5	20.3	6.7	36.3	3.2	1.9	18.6	1.8	289.1
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	16.2	26.8	28.3	4.9	27.5	14.3	10.4	13.7	5.0	8.0	11.5	49.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	147.0	58.7	66.8	104.7	80.5	58.7	115.9	63.0	54.7	91.9	47.6	339.9
LnGrp LOS	F	E	E	F	F	E	F	E	D	F	D	F
Approach Vol, veh/h		2380			2177			1461			1984	
Approach Delay, s/veh		81.0			79.2			75.5			153.0	
Approach LOS		F			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	66.0	26.0	55.0	18.7	80.3	27.0	54.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	26.0	59.0	21.0	46.0	12.0	73.0	20.0	47.0
Max Q Clear Time (g_c+I1), s	28.0	60.3	18.9	33.0	11.7	63.4	21.2	49.0
Green Ext Time (p_c), s	0.0	0.0	0.1	4.4	0.0	7.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	97.3
HCM 7th LOS	F

DRIVEWAYS

Intersection	
Int Delay, s/veh	55

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	48	37	1656	165	12	200	1639
Future Vol, veh/h	48	37	1656	165	12	200	1639
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	49	38	1690	168	12	204	1672

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	2876	929	0	0	1356	1858	0
Stage 1	1774	-	-	-	-	-	-
Stage 2	1102	-	-	-	-	-	-
Critical Hdwy	5.76	7.16	-	-	5.66	5.36	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-	-
Follow-up Hdwy	3.83	3.93	-	-	2.33	3.13	-
Pot Cap-1 Maneuver	~ 30	230	-	-	275	~ 146	-
Stage 1	79	-	-	-	-	-	-
Stage 2	250	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	~ 13	230	-	-	149	~ 149	-
Mov Cap-2 Maneuver	~ 13	-	-	-	-	-	-
Stage 1	79	-	-	-	-	-	-
Stage 2	106	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	$ 1701.37	0	33.54
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	22	~ 149	-
HCM Lane V/C Ratio	-	-	3.975	1.453	-
HCM Control Delay (s/veh)	-	-	$ 1701.4	292.9	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	11.1	14.2	-

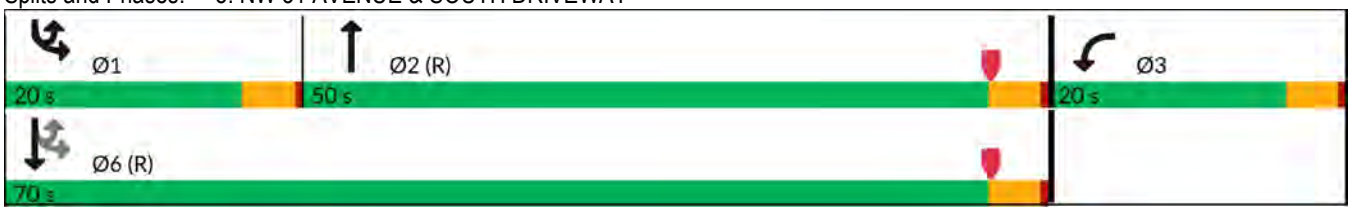
Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	WBL	NBT	SBU	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	38	1656	12	200	1639
Future Volume (vph)	38	1656	12	200	1639
Turn Type	Prot	NA	pm+pt	pm+pt	NA
Protected Phases	3	2	1	1	6
Permitted Phases	3		6	6	
Detector Phase	3	2	1	1	6
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	50.0	20.0	20.0	70.0
Total Split (%)	22.2%	55.6%	22.2%	22.2%	77.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0
Lead/Lag		Lag	Lead	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	
Recall Mode	Max	C-Max	Max	Max	C-Max
Act Effct Green (s)	16.0	46.0		66.0	66.0
Actuated g/C Ratio	0.18	0.51		0.73	0.73
v/c Ratio	0.24	0.73		0.58	0.45
Control Delay (s/veh)	20.5	26.8		22.4	4.5
Queue Delay	0.0	0.0		0.0	0.0
Total Delay (s/veh)	20.5	26.8		22.4	4.5
LOS	C	C		C	A
Approach Delay (s/veh)	20.5	26.9			6.7
Approach LOS	C	C			A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 16.8	Intersection LOS: B
Intersection Capacity Utilization 61.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: NW 31 AVENUE & SOUTH DRIVEWAY



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	38	37	1656	165	12	200	1639
Future Volume (veh/h)	38	37	1656	165	12	200	1639
Initial Q (Qb), veh	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No		No				No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856		1856	1856
Adj Flow Rate, veh/h	41	40	1690	179		217	1672
Peak Hour Factor	0.92	0.92	0.98	0.92		0.92	0.98
Percent Heavy Veh, %	3	3	3	3		3	3
Cap, veh/h	148	145	2378	251		435	3715
Arrive On Green	0.18	0.18	0.17	0.17		0.24	0.98
Sat Flow, veh/h	834	813	4820	491		1767	5233
Grp Volume(v), veh/h	82	0	1225	644		217	1672
Grp Sat Flow(s),veh/h/ln	1667	0	1689	1767		1767	1689
Q Serve(g_s), s	3.8	0.0	30.8	31.0		3.5	1.3
Cycle Q Clear(g_c), s	3.8	0.0	30.8	31.0		3.5	1.3
Prop In Lane	0.50	0.49		0.28		1.00	
Lane Grp Cap(c), veh/h	296	0	1726	903		435	3715
V/C Ratio(X)	0.28	0.00	0.71	0.71		0.50	0.45
Avail Cap(c_a), veh/h	296	0	1726	903		435	3715
HCM Platoon Ratio	1.00	1.00	0.33	0.33		1.33	1.33
Upstream Filter(I)	1.00	0.00	0.90	0.90		1.00	1.00
Uniform Delay (d), s/veh	32.0	0.0	31.1	31.2		14.4	0.3
Incr Delay (d2), s/veh	2.3	0.0	2.3	4.3		4.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	14.3	15.5		2.5	0.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	34.3	0.0	33.4	35.5		18.5	0.7
LnGrp LOS	C		C	D		B	A
Approach Vol, veh/h	82		1869				1889
Approach Delay, s/veh	34.3		34.1				2.8
Approach LOS	C		C				A

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	20.0	50.0				70.0		20.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	16.0	46.0				66.0		16.0
Max Q Clear Time (g_c+I1), s	5.5	33.0				3.3		5.8
Green Ext Time (p_c), s	0.4	9.5				20.4		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	18.7
HCM 7th LOS	B

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	65.1

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	213	162	1773	109	14	138	1812
Future Vol, veh/h	213	162	1773	109	14	138	1812
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	232	176	1927	118	15	150	1970

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	3105	1023	0	0	1493	2046	0
Stage 1	1986	-	-	-	-	-	-
Stage 2	1118	-	-	-	-	-	-
Critical Hdwy	5.76	7.16	-	-	5.66	5.36	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-	-
Follow-up Hdwy	3.83	3.93	-	-	2.33	3.13	-
Pot Cap-1 Maneuver	~ 22	199	-	-	230	~ 117	-
Stage 1	~ 57	-	-	-	-	-	-
Stage 2	245	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	0	199	-	-	89	~ 89	-
Mov Cap-2 Maneuver	0	-	-	-	-	-	-
Stage 1	~ 57	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	$ 528.49	0	39.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	199	~ 89	-
HCM Lane V/C Ratio	-	-	2.05	1.858	-
HCM Control Delay (s/veh)	-	-	$ 528.5	$ 505.3	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	31	14	-

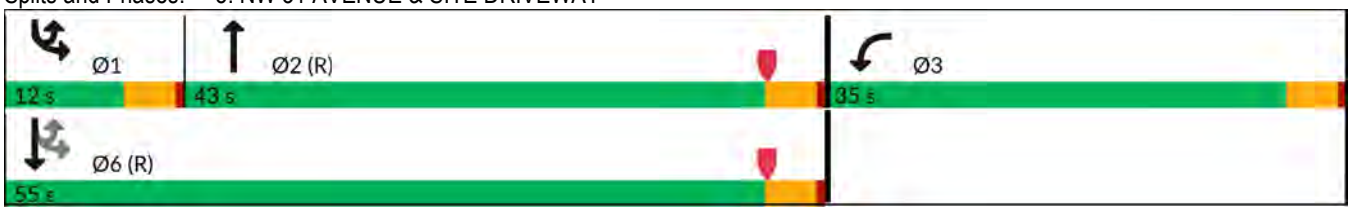
Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	WBL	NBT	SBU	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	213	1773	14	138	1812
Future Volume (vph)	213	1773	14	138	1812
Turn Type	Prot	NA	pm+pt	pm+pt	NA
Protected Phases	3	2	1	1	6
Permitted Phases	3		6	6	
Detector Phase	3	2	1	1	6
Switch Phase					
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	20.0	8.0	8.0	20.0
Total Split (s)	35.0	43.0	12.0	12.0	55.0
Total Split (%)	38.9%	47.8%	13.3%	13.3%	61.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0		4.0	4.0
Lead/Lag		Lag	Lead	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max
Act Effct Green (s)	24.5	45.0		57.5	57.5
Actuated g/C Ratio	0.27	0.50		0.64	0.64
v/c Ratio	0.82	0.80		0.66	0.59
Control Delay (s/veh)	41.3	22.9		30.7	25.5
Queue Delay	0.0	0.0		0.0	0.0
Total Delay (s/veh)	41.3	22.9		30.7	25.5
LOS	D	C		C	C
Approach Delay (s/veh)	41.4	23.0			26.0
Approach LOS	D	C			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 26.0	Intersection LOS: C
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: NW 31 AVENUE & SITE DRIVEWAY



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	213	162	1773	109	14	138	1812
Future Volume (veh/h)	213	162	1773	109	14	138	1812
Initial Q (Qb), veh	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No		No				No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856		1856	1856
Adj Flow Rate, veh/h	232	176	1886	118		150	1928
Peak Hour Factor	0.92	0.92	0.94	0.92		0.92	0.94
Percent Heavy Veh, %	3	3	3	3		3	3
Cap, veh/h	255	194	2639	165		248	3257
Arrive On Green	0.27	0.27	0.72	0.72		0.06	0.64
Sat Flow, veh/h	952	722	5041	304		1767	5233
Grp Volume(v), veh/h	409	0	1305	699		150	1928
Grp Sat Flow(s),veh/h/ln	1678	0	1689	1801		1767	1689
Q Serve(g_s), s	21.2	0.0	20.0	20.2		3.2	19.7
Cycle Q Clear(g_c), s	21.2	0.0	20.0	20.2		3.2	19.7
Prop In Lane	0.57	0.43		0.17		1.00	
Lane Grp Cap(c), veh/h	450	0	1829	975		248	3257
V/C Ratio(X)	0.91	0.00	0.71	0.72		0.60	0.59
Avail Cap(c_a), veh/h	578	0	1829	975		305	3257
HCM Platoon Ratio	1.00	1.00	1.33	1.33		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.89	0.89		1.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	8.6	8.6		15.0	9.3
Incr Delay (d2), s/veh	15.7	0.0	2.1	4.0		2.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	0.0	4.9	5.8		1.7	6.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	47.6	0.0	10.7	12.6		17.3	10.1
LnGrp LOS	D		B	B		B	B
Approach Vol, veh/h	409		2004				2078
Approach Delay, s/veh	47.6		11.4				10.6
Approach LOS	D		B				B

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.1	52.7				61.9		28.1
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	8.0	39.0				51.0		31.0
Max Q Clear Time (g_c+I1), s	5.2	22.2				21.7		23.2
Green Ext Time (p_c), s	0.1	12.3				18.2		0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	14.3
HCM 7th LOS	B

Notes

User approved ignoring U-Turning movement.

LANGAN
ENGINEERING & ENVIRONMENTAL SERVICES

Right Turn Lane Warrant
Analyst: JCG
Date: JULY 2024
Analysis Year: 2027 AM
Job#: 330130101

Intersection:
N/S :NW 31st Avenue
E/W:Main Driveway
NORTHBOUND RIGHT TURN

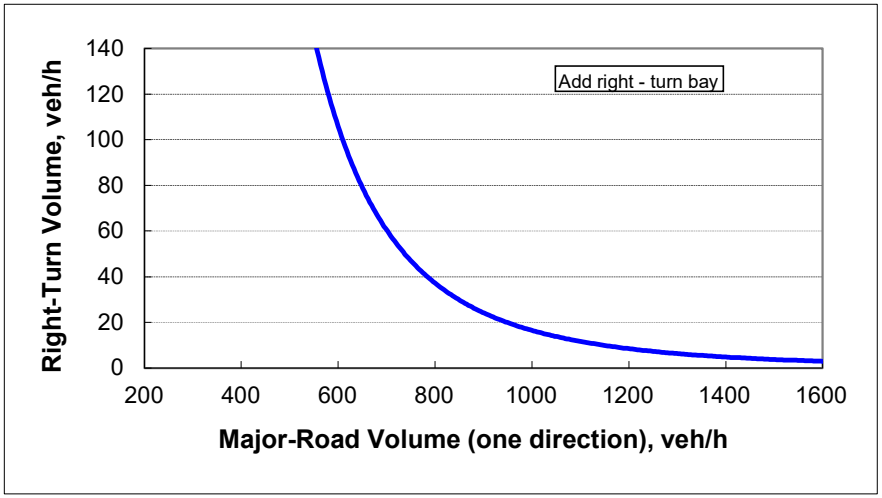
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	1821
Right-turn volume, veh/h:	165

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	2
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



Data Source: NCHRP 457 Evaluation of Intersection Improvements

LANGAN
ENGINEERING & ENVIRONMENTAL SERVICES

Right Turn Lane Warrant
Analyst: JCG
Date: JULY 2024
Analysis Year: 2027 PM
Job#: 330130101

Intersection:
N/S :NW 31st Avenue
E/W:Main Driveway
NORTHBOUND RIGHT TURN

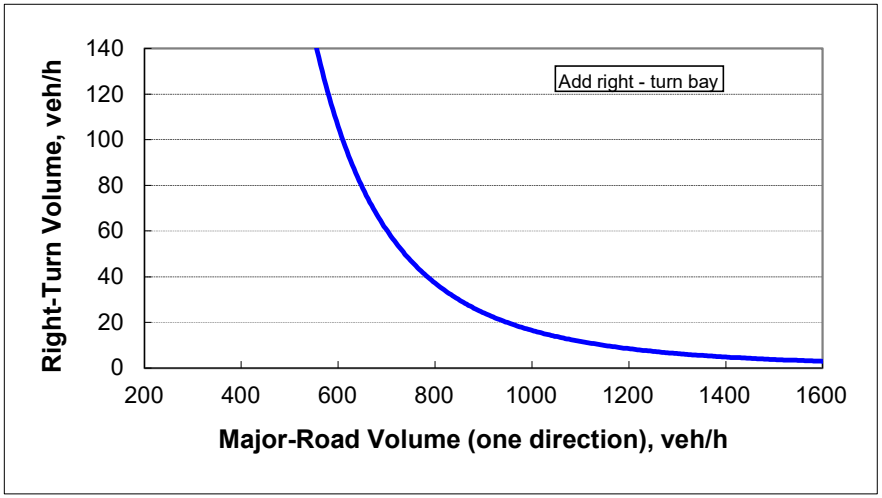
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	1882
Right-turn volume, veh/h:	109

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	2
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



Data Source: NCHRP 457 Evaluation of Intersection Improvements

LANGAN
ENGINEERING & ENVIRONMENTAL SERVICES

Right Turn Lane Warrant
Analyst: JCG
Date: JULY 2024
Analysis Year: 2027 AM
Job#: 330130101

Intersection:
N/S :NW 31st Avenue
E/W:North Driveway
NORTHBOUND RIGHT TURN

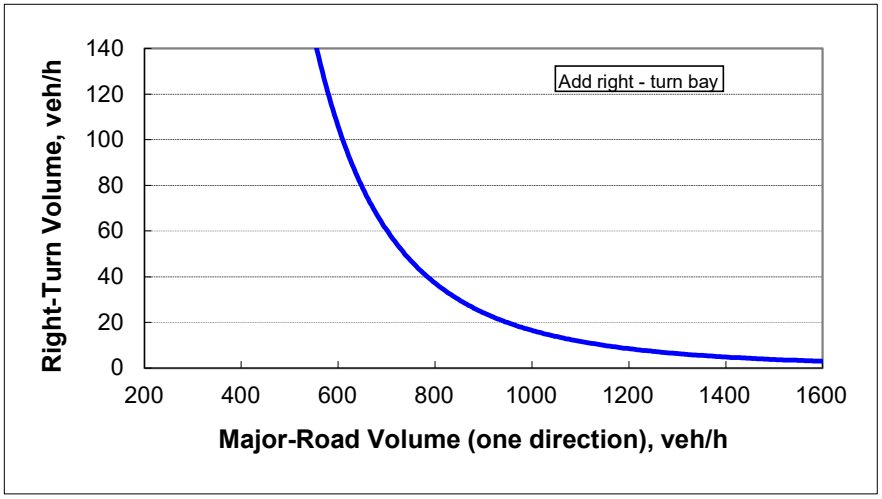
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	1704
Right-turn volume, veh/h:	40

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	2
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



Data Source: NCHRP 457 Evaluation of Intersection Improvements

LANGAN
ENGINEERING & ENVIRONMENTAL SERVICES

Right Turn Lane Warrant
Analyst: JCG
Date: JULY 2024
Analysis Year: 2027 PM
Job#: 330130101

Intersection:
N/S :NW 31st Avenue
E/W:North Driveway
NORTHBOUND RIGHT TURN

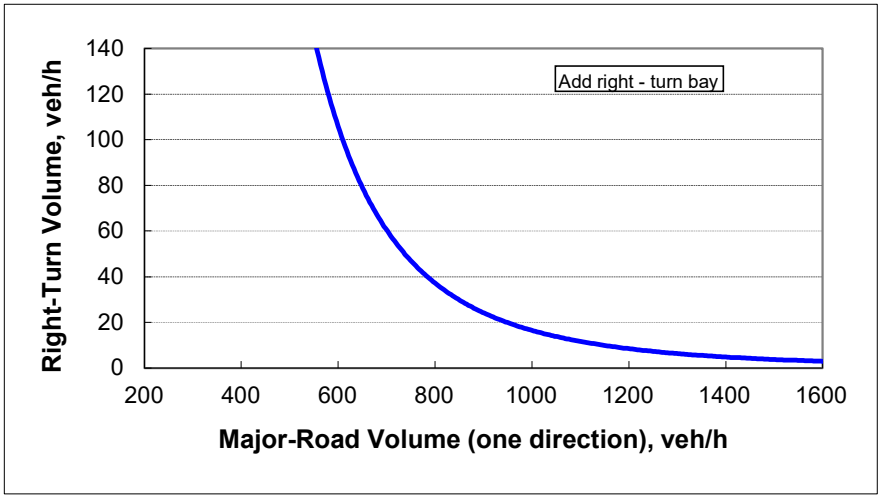
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	1948
Right-turn volume, veh/h:	27

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



Data Source: NCHRP 457 Evaluation of Intersection Improvements

LANGAN
ENGINEERING & ENVIRONMENTAL SERVICES

Left Turn Lane Warrant
Analyst: JCG
Date: JULY 2024
Analysis Year: 2027 AM
Job#: 330130101

Intersection:
N/S : NW 31 Avenue
E/W: Main Driveway
SOUTHBOUND LEFT TURN

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

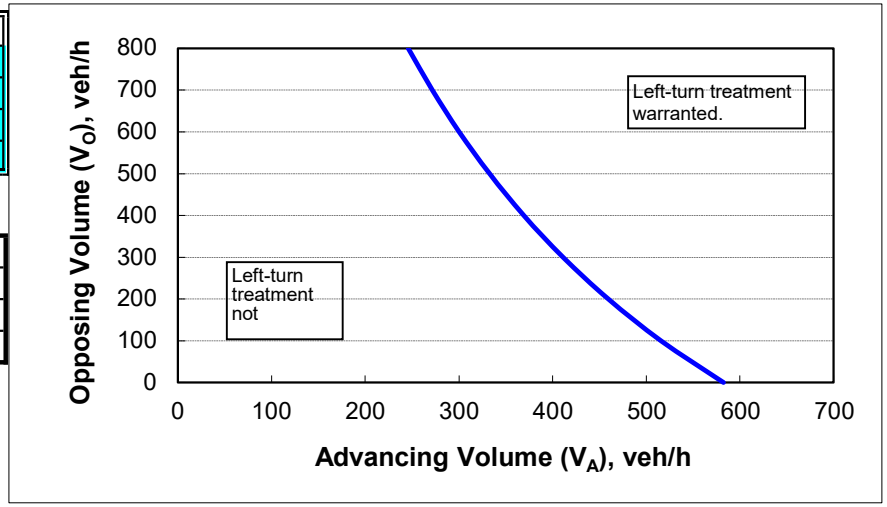
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	11%
Advancing volume (V_A), veh/h:	1871
Opposing volume (V_O), veh/h:	1821

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	93
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

LANGAN
ENGINEERING & ENVIRONMENTAL SERVICES

Left Turn Lane Warrant
Analyst: JCG
Date: JULY 2024
Analysis Year: 2027 PM
Job#: 330130101

Intersection:
N/S : NW 31 Avenue
E/W: Main Driveway
SOUTHBOUND LEFT TURN

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

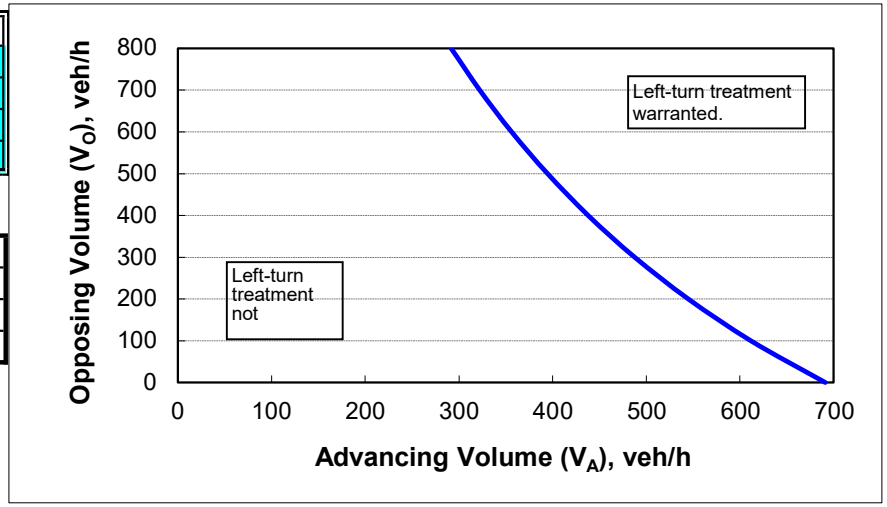
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	1964
Opposing volume (V_O), veh/h:	1882

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	104
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

APPENDIX G
TRIP GENERATION DATA

TRIP GENERATION ANALYSIS
GEOSYNERGY LAKE FILL

DAILY

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Proposed Uses								
High-Cube Fulfillment Center Warehouse (Sort)	155	570,000 SF	T = 6.44 (X)	50%	50%	1,835	1,836	3,671

MORNING PEAK HOUR

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Proposed Uses								
High-Cube Fulfillment Center Warehouse (Sort)	155	570,000 SF	T = 0.87 (X)	81%	19%	402	94	496

AFTERNOON PEAK HOUR

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Proposed Uses								
High-Cube Fulfillment Center Warehouse (Sort)	155	570,000 SF	T = 1.2 (X)	39%	61%	267	417	684

LANGAN
ENGINEERING & ENVIRONMENTAL SERVICES

High-Cube Fulfillment Center Warehouse - Sort (155)

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

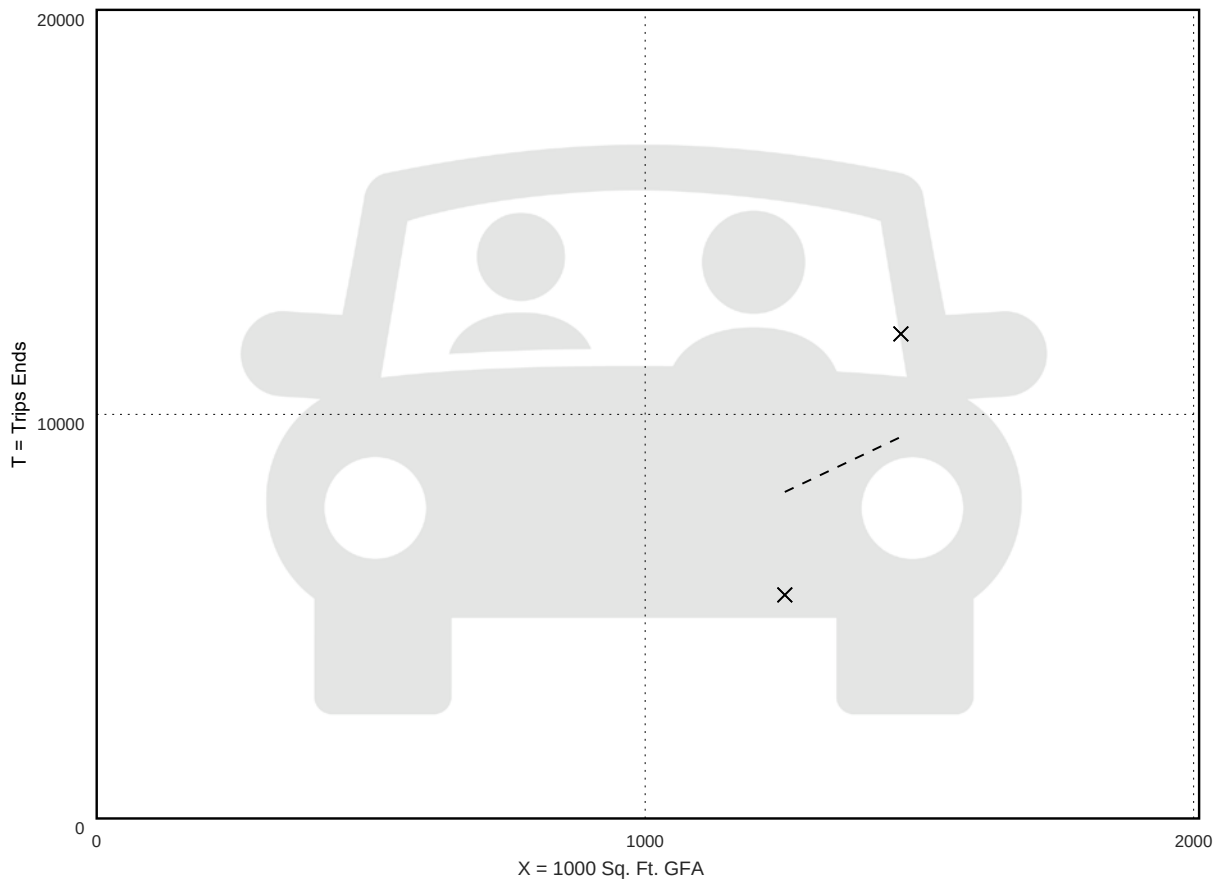
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 1360
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.44	4.41 - 8.18	***

Data Plot and Equation

Caution – Small Sample Size



× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= *

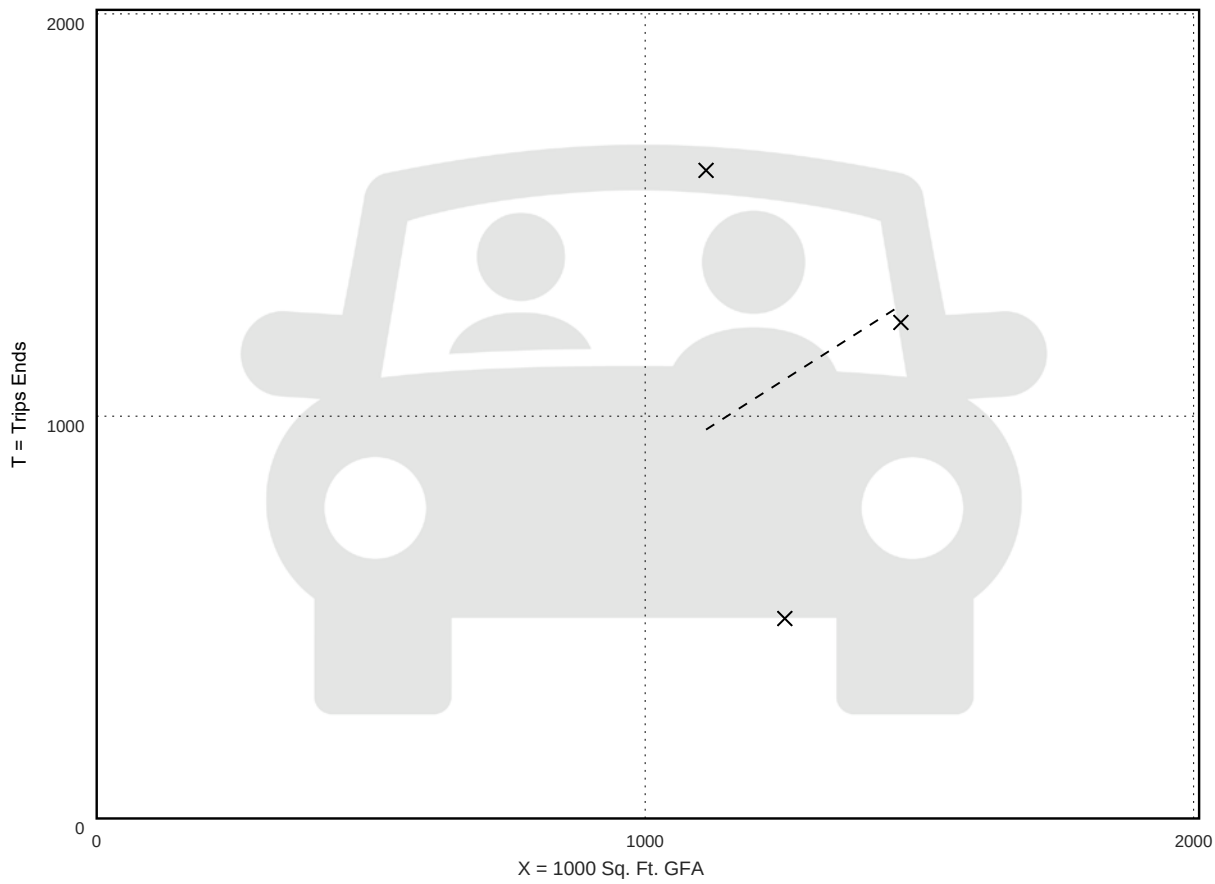
High-Cube Fulfillment Center Warehouse - Sort (155)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 1277
Directional Distribution: 81% entering, 19% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.87	0.40 - 1.45	0.51

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

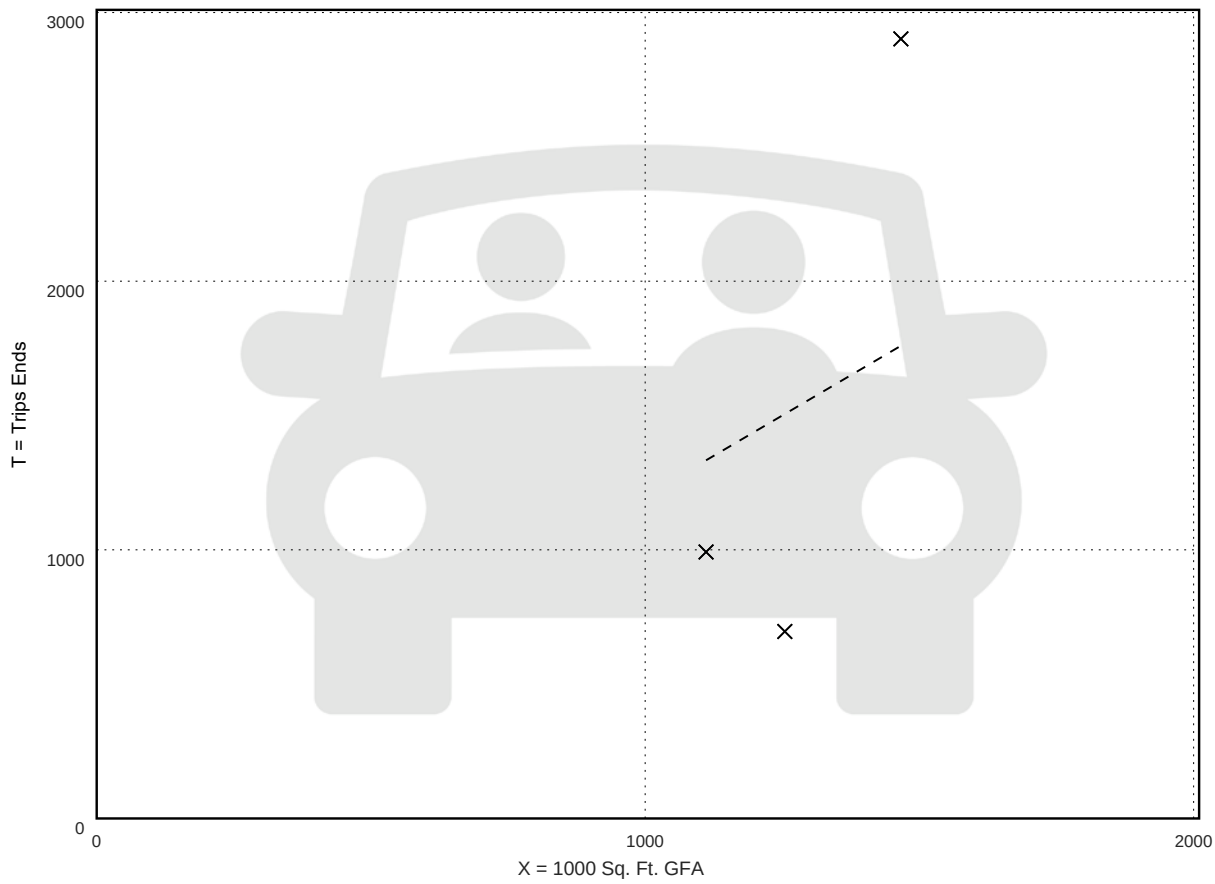
High-Cube Fulfillment Center Warehouse - Sort (155)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 1277
Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.20	0.55 - 1.98	0.77

Data Plot and Equation



× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

APPENDIX H
TRAFFIC SIGNAL WARRANT ANALYSIS

VOLUMES ANALYSIS WORKSHEET
GEOSYNERGY LAKEFILL DEVELOPMENT
NW 31ST AVENUE & NW 17TH STREET
Intersection Approach Volumes Worksheet

TIME		ITE Hourly Distribution		MAJOR APPROACH (NW 31 STREET)													Time		MINOR APPROACH (NW 17 STREET)											
				NORTHBOUND						SOUTHBOUND						Total of Both Approaches			WESTBOUND					EASTBOUND						Higher Approach Volume (EB or WB)
				2023 Existing Volume	2027 No Build Volume	Project Traffic			Total Traffic NB	2023 Existing Volume	2027 No Build Volume	Project Traffic			Total Traffic SB				2023 Existing Volume	Project Traffic			Total Traffic WB	2023 Existing Volume	2027 No Build Volume	Project Traffic			Total Traffic EB	
Begin	End	In	Out			Distribution	In/Out	Assigment				Distribution	In/Out	Assigment			Begin	End		Distribution	In/Out	Assignement				Distribution	In/Out	Assignement		
0:00	1:00	4	7	315	321	51%	In	2	323	392	400	49%	In	2	402	**725**	0:00	1:00	0	90%	Out	6	6	0	0	0%	In	0	0	**6**
1:00	2:00	3	15	253	258	51%	In	2	260	301	307	49%	In	1	308	**568**	1:00	2:00	0	90%	Out	14	14	0	0	0%	In	0	0	**14**
2:00	3:00	4	8	155	158	51%	In	2	160	198	202	49%	In	2	204	**364**	2:00	3:00	0	90%	Out	7	7	0	0	0%	In	0	0	**7**
3:00	4:00	10	9	148	151	51%	In	5	156	181	185	49%	In	5	190	**346**	3:00	4:00	0	90%	Out	8	8	0	0	0%	In	0	0	**8**
4:00	5:00	23	22	234	239	51%	In	12	251	275	281	49%	In	11	292	**543**	4:00	5:00	0	90%	Out	20	20	0	0	0%	In	0	0	**20**
5:00	6:00	72	41	448	457	51%	In	37	494	503	513	49%	In	35	548	**1042**	5:00	6:00	0	90%	Out	37	37	0	0	0%	In	0	0	**37**
6:00	7:00	166	52	732	747	51%	In	85	832	811	827	49%	In	81	908	**1740**	6:00	7:00	0	90%	Out	47	47	2	2	0%	In	0	2	**47**
7:00	8:00	157	84	1484	1514	51%	In	80	1594	1584	1616	49%	In	77	1693	**3287**	7:00	8:00	0	90%	Out	76	76	12	12	0%	In	0	12	**76**
8:00	9:00	139	90	1446	1475	51%	In	71	1546	1368	1396	49%	In	68	1464	**3010**	8:00	9:00	0	90%	Out	81	81	13	13	0%	In	0	13	**81**
9:00	10:00	161	104	1214	1238	51%	In	82	1320	1123	1146	49%	In	79	1225	**2545**	9:00	10:00	0	90%	Out	94	94	19	19	0%	In	0	19	**94**
10:00	11:00	111	110	974	994	51%	In	57	1051	973	993	49%	In	54	1047	**2098**	10:00	11:00	0	90%	Out	99	99	12	12	0%	In	0	12	**99**
11:00	12:00	132	136	976	996	51%	In	67	1063	928	947	49%	In	65	1012	**2075**	11:00	12:00	0	90%	Out	122	122	23	23	0%	In	0	23	**122**
12:00	13:00	176	143	1050	1071	51%	In	90	1161	999	1019	49%	In	86	1105	**2266**	12:00	13:00	0	90%	Out	129	129	14	14	0%	In	0	14	**129**
13:00	14:00	124	103	1080	1102	51%	In	63	1165	1106	1128	49%	In	61	1189	**2354**	13:00	14:00	0	90%	Out	93	93	14	14	0%	In	0	14	**93**
14:00	15:00	145	114	1320	1347	51%	In	74	1421	1256	1281	49%	In	71	1352	**2773**	14:00	15:00	0	90%	Out	103	103	21	21	0%	In	0	21	**103**
15:00	16:00	117	210	1572	1604	51%	In	60	1664	1390	1418	49%	In	57	1475	**3139**	15:00	16:00	0	90%	Out	189	189	20	20	0%	In	0	20	**189**
16:00	17:00	92	178	1564	1596	51%	In	47	1643	1532	1563	49%	In	45	1608	**3251**	16:00	17:00	0	90%	Out	160	160	24	24	0%	In	0	24	**160**
17:00	18:00	85	162	1792	1828	51%	In	43	1871	1803	1839	49%	In	42	1881	**3752**	17:00	18:00	0	90%	Out	146	146	18	18	0%	In	0	18	**146**
18:00	19:00	35	104	1562	1593	51%	In	18	1611	1574	1606	49%	In	17	1623	**3234**	18:00	19:00	0	90%	Out	94	94	14	14	0%	In	0	14	**94**
19:00	20:00	18	28	1163	1186	51%	In	9	1195	1067	1089	49%	In	9	1098	**2293**	19:00	20:00	0	90%	Out	25	25	10	10	0%	In	0	10	**25**
20:00	21:00	15	16	1000	1020	51%	In	8	1028	738	753	49%	In	7	760	**1788**	20:00	21:00	0	90%	Out	14	14	4	4	0%	In	0	4	**14**
21:00	22:00	12	69	776	792	51%	In	6	798	686	700	49%	In	6	706	**1504**	21:00	22:00	0	90%	Out	62	62	6	6	0%	In	0	6	**62**
22:00	23:00	23	9	660	673	51%	In	12	685	508	518	49%	In	11	529	**1214**	22:00	23:00	0	90%	Out	8	8	4	4	0%	In	0	4	**8**
23:00	0:00	11	22	499	509	51%	In	6	515	364	371	49%	In	5	376	**891**	23:00	0:00	0	90%	Out	20	20	3	3	0%	In	0	3	**20**

** Highlighted times coincide with the 8 highest total volumes in the intersection*
*** Collected Data was adjusted with a PSCF of 1.04*
**** ITE Hourly Distribution developed using vehicle time of day dsitrbition*

LANGAN
ENGINEERING & ENVIRONMENTAL SERVICES

SIGNAL WARRANT ANALYSIS

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only	
Automated cells based on in Input Data in "orange" cells	
General Information	Fill in below the general information including: District, County (drop-down menu) City, Engineer, Date Major and Minor Street with corresponding number of lanes and speed limits
Enter Eight Hour Volumes	Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B for 80% columns only. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.
Enter Four Hour Volumes	Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)
Enter Pedestrian Volumes (4-hr)	Pedestrians per hour crossing the major street (total of all crossings)
Enter Peak Hour Volumes	Vehicular: Any four consecutive 15-minute periods of an average day Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

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City:	Homestead		
County:	86 – Broward	Engineer:	JOE GOLDBERG
District:	Six	Date:	August 1, 2024

Major Street:	NW 31 AVENUE	# Lanes:	3	Major Approach Speed:	35
Minor Street:	NW 17 STREET	# Lanes:	1	Minor Approach Speed:	30

Eight Hour Volumes (Condition A)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
10:00 AM	2098	99
11:00 AM	2075	122
12:00 PM	2266	129
1:00 PM	2354	93
2:00 PM	2773	103
3:00 PM	3139	189
4:00 PM	3251	160
5:00 PM	3752	146

Eight Hour Volumes (Condition B)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
10:00 AM	2098	99
11:00 AM	2075	122
12:00 PM	2266	129
1:00 PM	2354	93
2:00 PM	2773	103
3:00 PM	3139	189
4:00 PM	3251	160
5:00 PM	3752	146

Highest Four Hour Vehicular Volumes

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
12:00 PM	2266	129
3:00 PM	3139	189
4:00 PM	3251	160
5:00 PM	3752	146

Highest Four Hour Pedestrian Volumes

Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street
12:00 PM	2266	
3:00 PM	3139	
4:00 PM	3251	
5:00 PM	3752	

Vehicular Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
3:00 PM	3139	189	3328

Pedestrian Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

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TRAFFIC SIGNAL WARRANT SUMMARY

City:	Homestead	Engineer:	JOE GOLDBERG
County:	86 – Broward	Date:	August 1, 2024
District:	Six		

Major Street:	NW 31 AVENUE	Lanes:	3	Major Approach Speed:	35
Minor Street:	NW 17 STREET	Lanes:	1	Minor Approach Speed:	30

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ 70% ☑ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. ☑ Yes ☐ No

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). ☐ Yes ☑ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied:	☐ Yes	☑ No
80% Satisfied:	☐ Yes	☑ No
70% Satisfied:	☐ Yes	☑ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

[a] Basic Minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Major	2,098	2,075	2,266	2,354	2,773	3,139	3,251	3,752
Minor	99	122	129	93	103	189	160	146

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☑ Yes	☐ No
80% Satisfied:	☑ Yes	☐ No
70% Satisfied:	☑ Yes	☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

[a] Basic Minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	**10:00 AM**	**11:00 AM**	**12:00 PM**	**1:00 PM**	**2:00 PM**	**3:00 PM**	**4:00 PM**	**5:00 PM**
Major	2,098	2,075	2,266	2,354	2,773	3,139	3,251	3,752
Minor	99	122	129	93	103	189	160	146

Existing Volumes

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TRAFFIC SIGNAL WARRANT SUMMARY

City:	Homestead	Engineer:	JOE GOLDBERG
County:	86 – Broward	Date:	August 1, 2024
District:	Six		

Major Street:	NW 31 AVENUE	Lanes:	3	Major Approach Speed:	35
Minor Street:	NW 17 STREET	Lanes:	1	Minor Approach Speed:	30

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ Yes ☑ No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

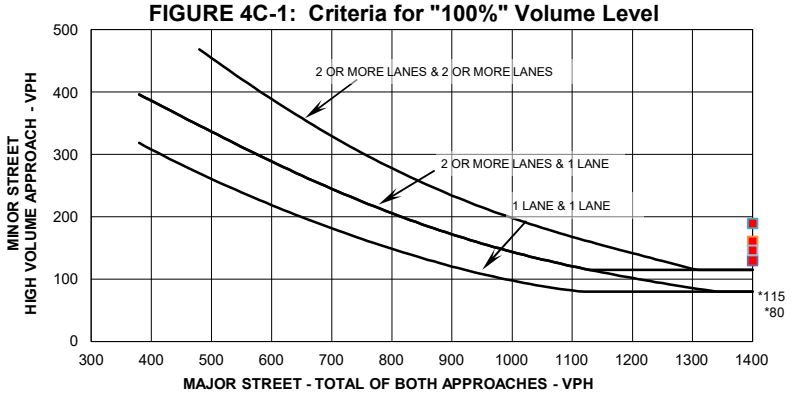
Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
12:00 PM	2266	129
3:00 PM	3139	189
4:00 PM	3251	160
5:00 PM	3752	146

FIGURE 4C-1: Criteria for "100%" Volume Level



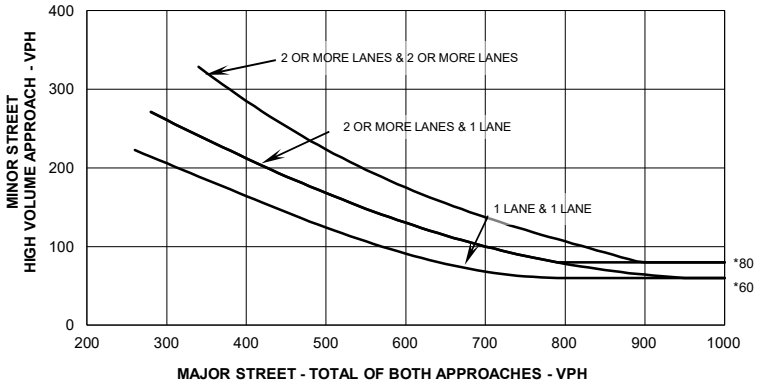
** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

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City:	Homestead	Engineer:	JOE GOLDBERG
County:	86 – Broward	Date:	August 1, 2024
District:	Six		

Major Street:	NW 31 AVENUE	Lanes:	3	Major Approach Speed:	35
Minor Street:	NW 17 STREET	Lanes:	1	Minor Approach Speed:	30

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Unusual condition justifying use of warrant:

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
3:00 PM	3139	189

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

Criteria

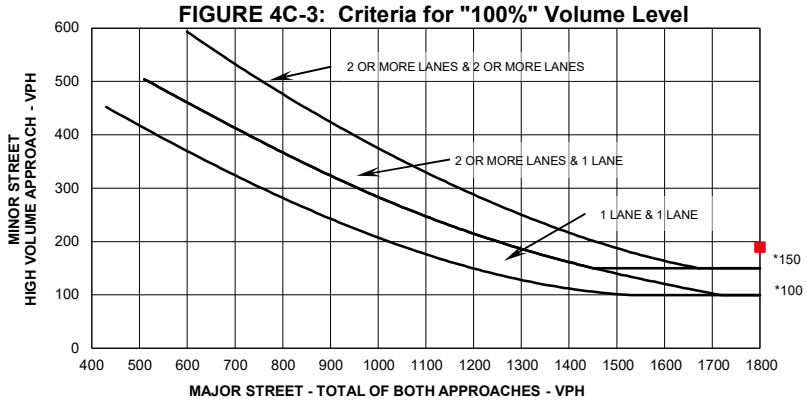
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	☐ Yes	☐ No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	☐ Yes	☐ No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	☐ Yes	☐ No

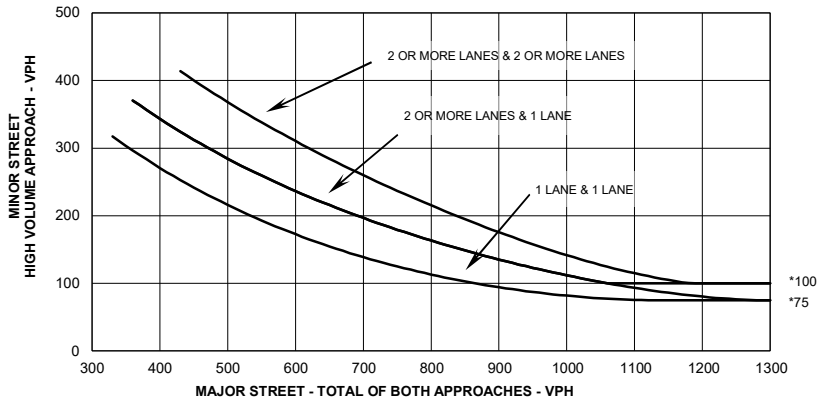
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

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County:	86 – Broward	Date:	August 1, 2024
District:	Six		

Major Street:	NW 31 AVENUE	Lanes:	3	Major Approach Speed:	35
Minor Street:	NW 17 STREET	Lanes:	1	Minor Approach Speed:	30

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ 70% ☑ 100%

WARRANT 4 - PEDESTRIAN VOLUME

For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

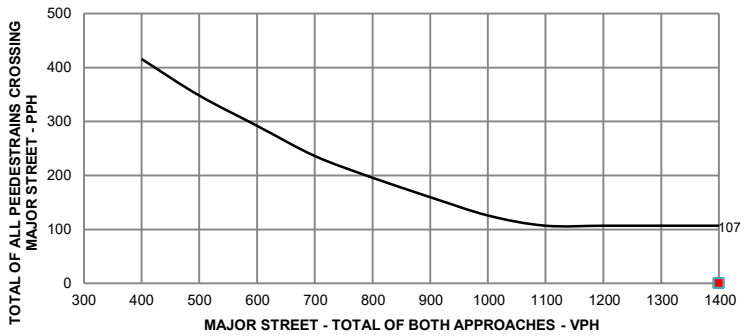
Applicable: ☐ Yes ☑ No
Satisfied: ☐ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total
12:00 PM	2266	
3:00 PM	3139	
4:00 PM	3251	
4:00 PM	3752	

Figure 4C-5. Criteria for "100%" Volume Level

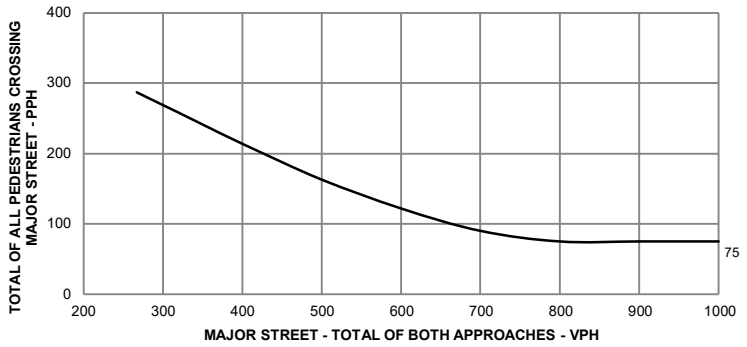


** Note: 107 pph applies as the lower threshold volume*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Figure 4C-6 Criteria for "70%" Volume Level



** Note: 75 pph applies as the lower threshold volume*

WARRANT 4 - PEDESTRIAN VOLUME

For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point falls above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☑ No

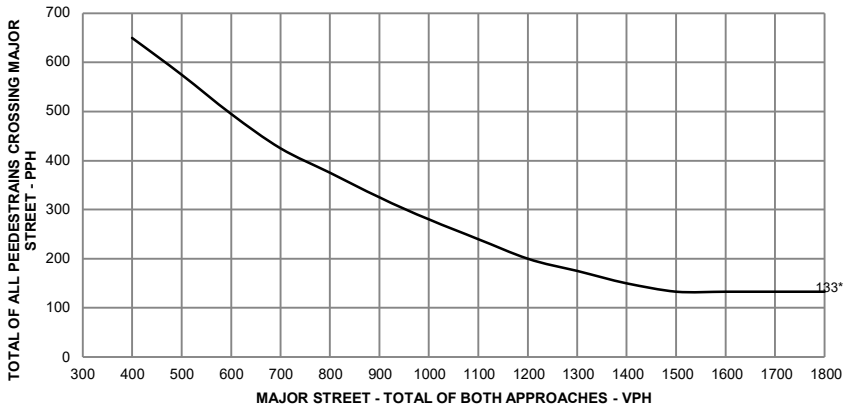
Satisfied: ☐ Yes ☐ No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-7. Criteria for "100%" Volume Level - Peak Hour



** Note: 133 pph applies as the lower threshold volume*

70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-8 Criteria for "70%" Volume Level - Peak Hour

** Note: 93 pph applies as the lower threshold volume*

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County:	**86 – Broward**	Date:	**August 1, 2024**
District:	**Six**		

Major Street:	**NW 31 AVENUE**	Lanes:	**3**	Major Approach Speed:	**35**
Minor Street:	**NW 17 STREET**	Lanes:	**1**	Minor Approach Speed:	**30**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

WARRANT 5 - SCHOOL CROSSING

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☐ No

Criteria				Fulfilled? Yes	Fulfilled? No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:			
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.		Minutes:	Gaps:		
3. The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of traffic.					

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State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Homestead	Engineer:	JOE GOLDBERG
County:	86 – Broward	Date:	August 1, 2024
District:	Six		

Major Street:	NW 31 AVENUE	Lanes:	3	Major Approach Speed:	35
Minor Street:	NW 17 STREET	Lanes:	1	Minor Approach Speed:	30

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft.).

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☐ No

	Criteria	Fulfilled? Yes	Fulfilled? No
1.	On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		
2.	On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.		

Form 750-020-01
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Homestead	Engineer:	JOE GOLDBERG
County:	86 – Broward	Date:	August 1, 2024
District:	Six		

Major Street:	NW 31 AVENUE	Lanes:	3	Major Approach Speed:	35
Minor Street:	NW 17 STREET	Lanes:	1	Minor Approach Speed:	30

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☑ No

Criteria		Hour	Volume		Met?		Fulfilled?	
			Major	Minor	Yes	No	Yes	No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)							
	Warrant 1, Condition B (80% satisfied)							
	Warrant 4, Pedestrian Volume at 80% of volume requirements: # ped/hr for four (4) hours or # ped/hr for one (1) hour.							
2. Adequate trial of other remedial measure has failed to reduce crash frequency.		Measure tried:						
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.		Observed Crash Types:	Number of crashes per 12 months:					

Form 750-020-01
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

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County:	86 – Broward	Date:	August 1, 2024
District:	Six		

Major Street:	NW 31 AVENUE	Lanes:	3	Major Approach Speed:	35
Minor Street:	NW 17 STREET	Lanes:	1	Minor Approach Speed:	30

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

WARRANT 8 - ROADWAY NETWORK

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the Major Route characteristics listed.

Applicable: ☐ Yes ☑ No

Satisfied: ☐ Yes ☐ No

Criteria							Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.		Entering Volume:							
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.	Warrant:	1	2	3					
		Satisfied?:								
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)						← Hour				
						←Volume				

Characteristics of Major Routes		Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:				
	Minor Street:				
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:				
	Minor Street:				
3. Appears as a major route on an official plan.	Major Street:				
	Minor Street:				

Form 750-020-01
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	Homestead	Engineer:	JOE GOLDBERG
County:	86 – Broward	Date:	August 1, 2024
District:	Six		

Major Street:	NW 31 AVENUE	Lanes:	3	Major Approach Speed:	35
Minor Street:	NW 17 STREET	Lanes:	1	Minor Approach Speed:	30

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Approach Lane Criteria

1. How many approach lanes are there at the track crossing? ☐ 1 ☐ 2 or

If there is 1 lane, use Figure 4C-9 and if there are 2 or more, use Figure 4C-10. ☐ Fig 4C-9 ☐ Fig 4C-10

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing.

Indicate if both criteria are fulfilled in the boxes provided. The warrant is satisfied if both criteria are met.

Applicable: ☐ Yes ☐ No

Satisfied: ☐ Yes ☐ No

Criteria	Fulfilled? Yes	Fulfilled? No
1. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and	☐	☐
2. During the highest traffic volume hour during which the rail uses the crossing, the plotted point falls above the applicable curve for the existing combination of approach lanes over the track and the distance D (clear storage distance).	☐	☐

Use the following tables (4C-2, 4C-3, and 4C-4 to appropriately adjust the minor-street approach volume).

Inputs		Adjustment Factors from Tables
Occurrences of Rail traffic per day		
% of High Occupancy Buses on Minor-Street Approach		1.00
Enter D (feet)		
% of Tractor-Trailer Trucks on Minor-Street Approach		0.50

Table 4C-2. Adjustment Factor for Daily Frequency of Rail Traffic

Rail Traffic per Day	Adjustment Factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-3. Adjustment Factor for Percentage of High-Occupancy Buses

% of High-Occupancy Buses* on Minor Street Approach	Adjustment Factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people

Table 4C-4. Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of Tractor-Trailer Trucks on Minor-Street Approach	Adjustment Factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

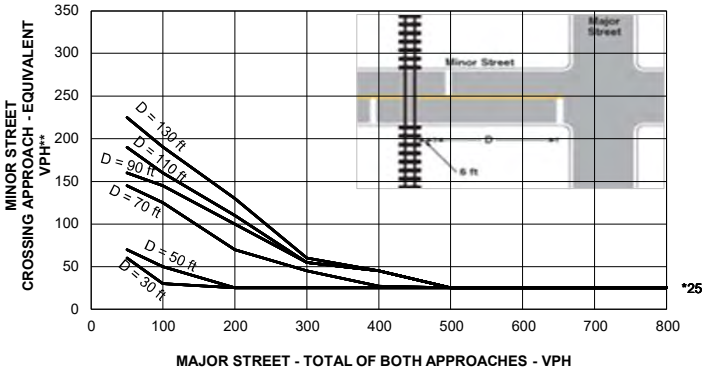
Input the major and minor street volumes before adjustment factors are applied

1 Approach Lane		
D (ft)	Major Vol.	Minor Vol.

After adjustment factors are applied

1 Approach Lane w/Factors		
D (ft)	Major Vol.	Minor Vol.

FIGURE 4C-9: Criteria for 1 Approach Lane at the Track Crossing



** Note: 25 vph applies as the lower threshold volume*

** *Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate*

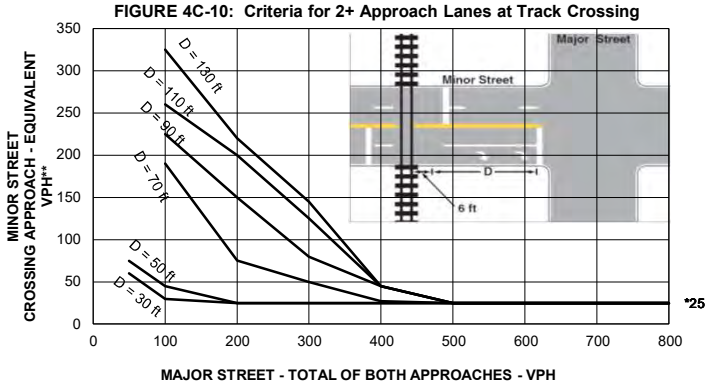
Input D and the major and minor street volumes before adjustment factors are applied

2 or more Approach Lanes		
D (ft)	Major Vol.	Minor Vol.

After adjustment factors are applied

2+ Approach Lane w/Factors		
D (ft)	Major Vol.	Minor Vol.

FIGURE 4C-10: Criteria for 2+ Approach Lanes at Track Crossing



** Note: 25 vph applies as the lower threshold volume*

** *Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate*

Form 750-020-01
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

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Major Street:	**NW 31 AVENUE**	Lanes:	**3**	Major Approach Speed:	**35**
Minor Street:	**NW 17 STREET**	Lanes:	**1**	Minor Approach Speed:	**30**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

CONCLUSIONS

Remarks: **Traffic signal is warranted based on Warrants 1B, 2 and 3.**

WARRANTS SATISFIED:

☑ Warrant 1	☐ Not Applicable
☑ Warrant 2	☐ Not Applicable
☑ Warrant 3	☐ Not Applicable
☐ Warrant 4	☑ Not Applicable
☐ Warrant 5	☑ Not Applicable
☐ Warrant 6	☑ Not Applicable
☐ Warrant 7	☑ Not Applicable
☐ Warrant 8	☑ Not Applicable
☐ Warrant 9	☑ Not Applicable

Nectaria Chakas

From: Greenwood, Ezekiel <Ezekiel.Greenwood@dos.fl.gov>
Sent: Tuesday, July 30, 2024 1:29 PM
To: Nectaria Chakas
Subject: RE: Inquiring regarding properties in City of Fort Lauderdale, FL - having addresses of 1680 and 1690 NW 31st Avenue
Attachments: Map.pdf

Hello,

There are no previously recorded cultural resources within the search area. I have attached a PDF map for your reference. Please let me know if there is anything else you need.

This record search is for informational purposes only and does NOT constitute a project review. This search only identifies resources recorded at the Florida Master Site File and does NOT provide project approval from the Division of Historical Resources. Contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333 for project review information.

EZEKIEL GREENWOOD
Historic Data Analyst | Florida Master Site File | Bureau of Historic Preservation | Division of Historical Resources | Florida Department of State | 500 South Bronough Street | Tallahassee, Florida 32399 | 850.245.6315 | 1.800.847.7278 | Fax: 850.245.6439 | flheritage.com

---

From: Nectaria Chakas <nchakas@lochrielaw.com>
Sent: Tuesday, July 30, 2024 1:00 PM
To: FMSFILE <FMSFILE@dos.myflorida.com>
Subject: Inquiring regarding properties in City of Fort Lauderdale, FL - having addresses of 1680 and 1690 NW 31st Avenue

EMAIL RECEIVED FROM EXTERNAL SOURCE

The attachments/links in this message have been scanned by Proofpoint.

Hello.
I would like to request information regarding the attached 5 parcels shown on the attached documents (Property Appraiser Records). The properties are located in the City of Fort Lauderdale at 1680 and 1690 NW 31st Avenue.

I am completing an application for development approvals with the City of Fort Lauderdale and Broward County and the application requests confirmation that the site (which is currently vacant) is not listed on the Florida Master File for Historic Places or Archaeological significance.
Please let me know if there is anything else you need from me in order to complete this request.
Thank you!

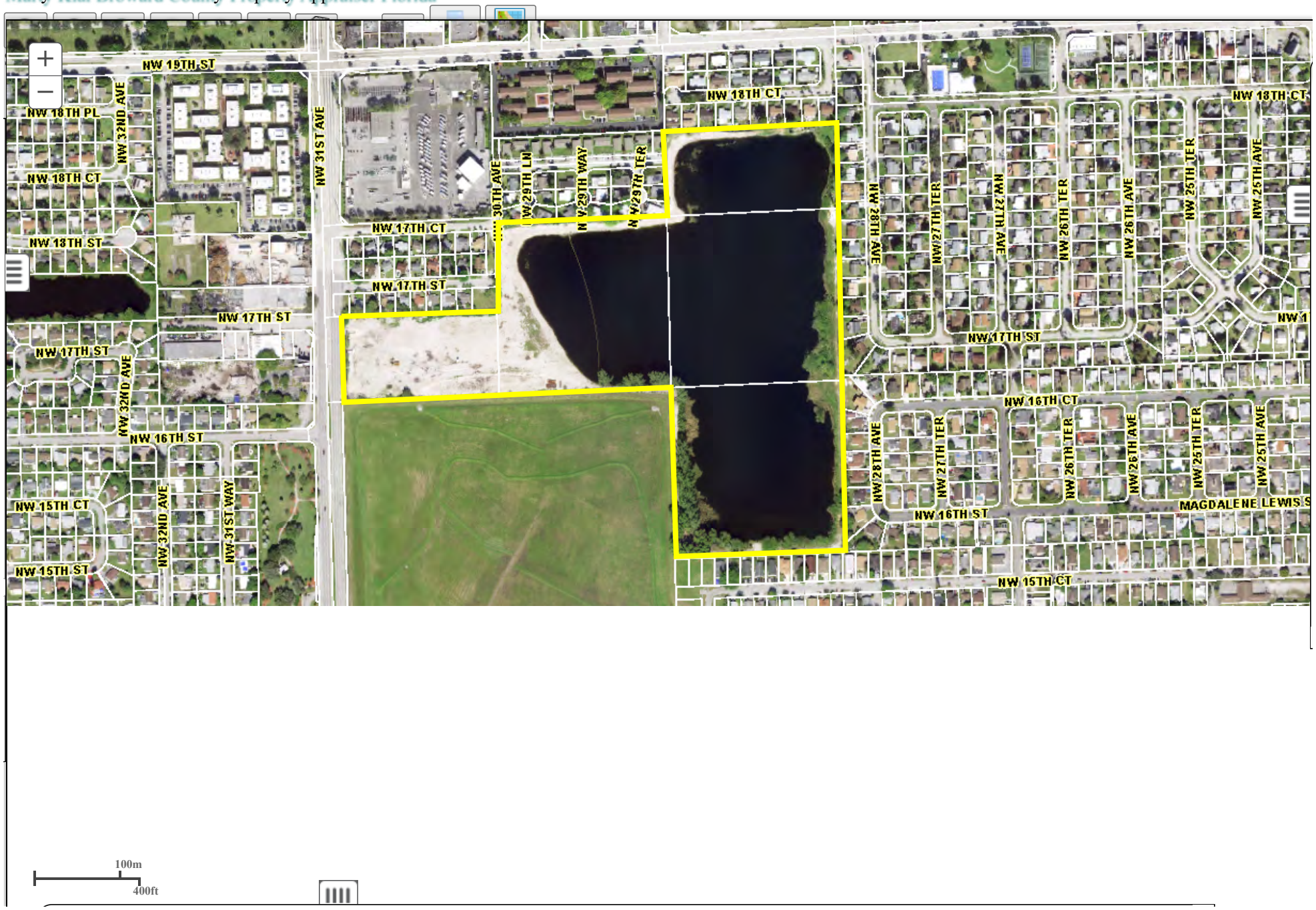
Nectaria M. Chakas, Esq. | LOCHRIE & CHAKAS, P.A.
699 N. Federal Highway, Suite 400, Fort Lauderdale, FL 33304
Direct: 954-779-1123
E-Mail: NChakas@LochrieLaw.com

NW 19th St
NW 18th St
NW 18th Ct
NW 17th Ct
NW 17th St
NW 16th Ct
NW 16th St
NW 15th Ct
NW 15th St
NW 14th Ct
NW 31st Ave
NW 30th Ave
NW 32nd Ave
NW 31st Way
NW 28th Ave
NW 27th Ter
NW 27th Ave
NW 26th Ter
NW 26th Ave
NW 25th Ter
NW 25th Ave
NW 24th Ter
NW 24th Ave
Esri, HERE, Garmin, (c) OpenStreetMap contributors, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

See attached aerials for proof of ownership and folio information

Search By Parcel Id | Search By Name | Search By Address | Help | About

Marty Kiar Broward County Property Appraiser Florida



Search By Parcel Id | Search By Name | Search By Address | Help | About

Marty Kiar Broward County Property Appraiser Florida

Hide Panel

Parcel Information

Parcel Id:	494232000030
Owner:	RPL LAND LLC
Situs Address:	NW 18 ST FORT LAUDERDALE FL 33311
Legal:	32-49-42 S1/2 OF NW1/4 OF NE1/4 OF NW1/4
Millage Code:	0312
Use Code:	95
Land Value:	$ 22,540
Building Value:	0
Other Value:	0
Total Value:	$ 22,540
SOH Capped Value:	$ 22,540
Homestead Exempt. Amt:	$ 0
WVD Exempt. Amt:	$ 0
Other Exempt. Amt:	$ 0
Taxable Value:	$ 22,540
Sale Date 1:	06/13/2022
Sale Price 1:	$ 100
Deed Type 1:	QC*
Sale Date 2:	11/20/2017
Sale Price 2:	$ 2,240,000
Deed Type 2:	WD*
Adj Bldg S.F.:	0
Neighborhood:	
Land Tag:	75

Price	Factor	Type
4,360.00	5.17	RP

Search By Parcel Id | Search By Name | Search By Address | Help | About

Marty Kiar Broward County Property Appraiser Florida

Hide Panel

Parcel Information

Parcel Id:	494232000040
Owner:	RPL LAND LLC
Situs Address:	NW 29 TER FORT LAUDERDALE FL 33311
Legal:	32-49-42 SW1/4 OF NE1/4 OF NW1/4
Millage Code:	0312
Use Code:	95
Land Value:	$ 45,000
Building Value:	0
Other Value:	0
Total Value:	$ 45,000
SOH Capped Value:	$ 45,000
Homestead Exempt. Amt:	$ 0
WVD Exempt. Amt:	$ 0
Other Exempt. Amt:	$ 0
Taxable Value:	$ 45,000
Sale Date 1:	06/13/2022
Sale Price 1:	$ 100
Deed Type 1:	QC*
Sale Date 2:	11/20/2017
Sale Price 2:	$ 2,240,000
Deed Type 2:	WD*
Adj Bldg S.F.:	0
Neighbordhood:	
Land Tag:	75

Price	Factor	Type
4,360.00	10.32	RP

Search By Parcel Id | Search By Name | Search By Address | Help | About

Marty Kiar Broward County Property Appraiser Florida

Hide Panel

Parcel Information

Parcel Id: 494232000050
Owner: RPL LAND LLC
Situs Address: NW 28 AVE FORT LAUDERDALE FL 33311
Legal: 32-49-42 NW1/4 OF SE1/4 OF NW1/4
Millage Code: 0312
Use Code: 95
Land Value: $ 44,910
Building Value: 0
Other Value: 0
Total Value: $ 44,910
SOH Capped Value: $ 44,910
Homestead Exempt. Amt: $ 0
WVD Exempt. Amt: $ 0
Other Exempt. Amt: $ 0
Taxable Value: $ 44,910
Sale Date 1: 06/13/2022
Sale Price 1: $ 100
Deed Type 1: QC*
Sale Date 2: 11/20/2017
Sale Price 2: $ 2,240,000
Deed Type 2: WD*
Adj Bldg S.F.: 0
Neighborhood:
Land Tag: 75

Price	Factor	Type
4,360.00	10.30	RP

Search By Parcel Id | Search By Name | Search By Address | Help | About

Marty Kiar Broward County Property Appraiser Florida

Hide Panel

Parcel Information

Parcel Id:	494232000070
Owner:	RPL LAND LLC
Situs Address:	NW 17 CT FORT LAUDERDALE FL 33311
Legal:	32-49-42 SE1/4 OF NW1/4 OF NW1/4
Millage Code:	0312
Use Code:	00
Land Value:	$ 703,090
Building Value:	0
Other Value:	0
Total Value:	$ 703,090
SOH Capped Value:	$ 703,090
Homestead Exempt. Amt:	$ 0
WVD Exempt. Amt:	$ 0
Other Exempt. Amt:	$ 0
Taxable Value:	$ 703,090
Sale Date 1:	06/13/2022
Sale Price 1:	$ 100
Deed Type 1:	QC*
Sale Date 2:	11/20/2017
Sale Price 2:	$ 2,240,000
Deed Type 2:	WD*
Adj Bldg S.F.:	0
Neighbordhood:	D43
Land Tag:	21

Price	Factor	Type
304,920.00	2.19	AC
4,360.00	8.10	RP

Search By Parcel Id | Search By Name | Search By Address | Help | About

Marty Kiar Broward County Property Appraiser Florida

Hide Panel

Parcel Information

Parcel Id:	494232000100
Owner:	RPL LAND LLC
Situs Address:	NW 31 AVE FORT LAUDERDALE FL 33311
Legal:	32-49-42 S1/2 OF SW1/4 OF NW1/4 OF NW1/4,LESS PT DESC AS BEG AT SW COR OF SAID S1/2,N 332.36, E 64.91,S 332.67,WLY 58.47 TO POB FOR RD
Millage Code:	0312
Use Code:	00
Land Value:	$ 1,420,930
Building Value:	0
Other Value:	0
Total Value:	$ 1,420,930
SOH Capped Value:	$ 1,420,930
Homestead Exempt. Amt:	$ 0
WVD Exempt. Amt:	$ 0
Other Exempt. Amt:	$ 0
Taxable Value:	$ 1,420,930
Sale Date 1:	06/13/2022
Sale Price 1:	$ 100
Deed Type 1:	QC*
Sale Date 2:	11/20/2017
Sale Price 2:	$ 2,240,000
Deed Type 2:	WD*
Adj Bldg S.F.:	0
Neighborhood:	D43
Land Tag:	21

Price	Factor	Type

CITY OF
FORT LAUDERDALE

Sent via Email

EXTENSION NOTICE
DEVELOPMENT REVIEW APPLICATION
SITE PLAN LEVEL III DEVELOPMENT PERMIT

Pursuant to State Statute 166.033(1):

> *Within 30 days after receiving an application for approval of a development permit or development order, a municipality must review the application for completeness and issue a letter indicating that all required information is submitted or specifying with particularity any areas that are deficient. If the application is deficient, the applicant has 30 days to address the deficiencies by submitting the required additional information. Within 180 days after the municipality has deemed the application complete, or 180 days for applications that require final action through a quasi-judicial hearing or a public hearing, the municipality must approve, approve with conditions, or deny the application for a development permit or development order.* ***Both parties may agree to a reasonable request for an extension of time, particularly in the event of a force majeure or other extraordinary circumstance.*** *An approval, approval with conditions, or denial of the application for a development permit or development order must include written findings supporting the municipality's decision. The timeframes contained in this subsection do not apply in an area of critical state concern, as designated in s. 380.0552 or chapter 28-36, Florida Administrative Code.*

Instructions: Please sign, date, and return to Case Planner. Note: it is the applicant's responsibility to request an extension of time prior to the expiration date and if the applicant fails to request an extension, the City will deny the application for failure to meet ULDR, Section 47-24.1.E, Review Process.

CASE NUMBER	UDP-P24003	
APPLICATION TYPE	Plat	
REQUEST	Plat Review: 570,000 Square Feet of Industrial Use	
APPLICANT	RPL Land LLC	
AGENT	Nectaria Chakas, Lochrie and Chakas, PA	
PROJECT NAME	Central Broward Logistics Center	
PROPERTY ADDRESS	1680-1690 NW 31st Avenue	
ZONING	Residential Single Family/Low Medium Density District (RS-8) and Residential Single Family /Medium Density (RC-15)	
FUTURE LAND USE	Low-Medium (8) Residential and Medium (15) Residential	
PROPOSED FUTURE LAND USE	Commercial	
	DATE	**DETERMINATION**
COMPLETENESS	August 13, 2024	Notice of Completeness Issued
ORIGINAL APPLICABLE EXPIRATION	February 9, 2025	180 Days
EXTENSION	**August 8, 2025**	Additional 180 Days
	CITY CASE PLANNER	**APPLICANT OR AGENT**
NAME	Lorraine Tappen, AICP Principal Urban Planner	Nectaria Chakas
DATE	February 3, 2025	2/3/2025
SIGNATURE	*Lorraine Tappen*	Nectaria Chakas

This notice provides an official extension of time for the development permit application described above as agreed upon by the City and applicant. For any questions about this notice, contact the case planner at LTappen@fortlauderdale.gov or 954-828-5018.

File Message Help Acrobat

Delete Archive Reply Reply All Forward All Apps Move Mark Unread Categorize Follow Up Read Aloud Immersive Reader Translate Zoom

Delete Respond Apps Move Tags Editing Immersive Language Zoom

[EXTERNAL:CAUTION!]- Central Broward Logistics - Request to Postpone placement on 9/10 DRC agenda

Reply Reply All Forward ...

NC

Nectaria Chakas <nchakas@lochrielaw.com>
To Ella Parker; Lorraine Tappen
Cc Robert Lochrie

Tue 8/27/2024 12:44 PM

[::CAUTION!::] This email originated from *outside* The City of Fort Lauderdale.
Do Not Reply, click links, or open attachments from an unknown or suspicious origin. Confirm the email address is from an expected source before taking action.
Report any suspicious emails to spamadmin@fortlauderdale.gov

Hi.
Please consider this email as our request to postpone placement on the 9/10 DRC agenda for the LUPA (UDP-L24003) and Plat (UDP-P24003).
Also, with respect to the Site Plan (UDP-S24050), we are similarly requesting that we postpone any action until we can discuss with the City Attorney processing this concurrently with the LUPA and other applications.

As always, thank you for your assistance.

Nectaria M. Chakas, Esq. | LOCHRIE & CHAKAS, P.A.
699 N. Federal Highway, Suite 400, Fort Lauderdale, FL 33304
Direct: 954-779-1123
E-Mail: NChakas@LochrieLaw.com

David Solomon, City Clerk
City of Fort Lauderdale
100 North Andrews Avenue
Fort Lauderdale, FL 33301

RE: Land use, zoning, development approval and permitting for property identified as folio numbers; 494232000030; 494232000040; 494232000100; 494232000070 and 494232000050 all located in the City of Fort Lauderdale, FL 33311

Dear City Clerk:

We hereby authorize Lochrie & Chakas, P.A. to act as agents in connection with all land use and zoning matters related to Property referenced above located in the City of Fort Lauderdale, Florida.

Sincerely,

RPL Land, LLC

Signature: _____

Printed Name: Jordan M. Zahlene

Title: Manager

Date: 6/24/24

Signature: _____

Printed Name: Beatriz C. Zahlene

Title: Manager

Date: 6/24/24

STATE OF Florida)
) ss
COUNTY OF Dade)

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, the foregoing instrument was acknowledged by Jordan Zahlene and Beatriz Zahlene who are the Managers of RPL Land, LLC, a Florida limited liability company, and who are personally known to me or who has produced _____ as identification.

WITNESS my hand and official seal in the County and State last aforesaid this 24 day of June, 2024.

_____
Notary Public
Michael Ruiz
Typed, printed or stamped name of Notary Public

My Commission Expires:

Notary Public State of Florida
Michael Ruiz
My Commission
HH 182000
Exp.12/15/2025

David Solomon, City Clerk
City of Fort Lauderdale
100 North Andrews Avenue
Fort Lauderdale, FL 33301

RE: Land use, zoning, development approval and permitting for property identified as folio numbers; 494232000030; 494232000040; 494232000100; 494232000070 and 494232000050 all located in the City of Fort Lauderdale, FL 33311

Dear City Clerk:

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Sincerely,

RPL Land, LLC

Signature: _____

Printed Name: Jordan M. Zahlene

Title: Manager

Date: 6/24/24

Signature: _____

Printed Name: Beatriz C. Zahlene

Title: Manager

Date: 6/24/24

STATE OF Florida)
) ss
COUNTY OF Dade)

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, the foregoing instrument was acknowledged by Jordan Zahlene and Beatriz Zahlene who are the Managers of RPL Land, LLC, a Florida limited liability company, and who are personally known to me or who has produced _____ as identification.

WITNESS my hand and official seal in the County and State last aforesaid this 24 day of June, 2024.

_____
Notary Public
Michael Ruiz
Typed, printed or stamped name of Notary Public

My Commission Expires:

Notary Public State of Florida
Michael Ruiz
My Commission
HH 182000
Exp.12/15/2025

From: City of Fort Lauderdale-No Reply <noreply@fortlauderdale.gov>
Sent: Thursday, May 16, 2024 6:18 PM
To: Ethan White Marin
Subject: [External] City of Fort Lauderdale LauderBuild Documents Received For Application ENG-CR-24050003

LauderBuild Application Documents Received

The Development Services Department has received your online submittal of plans and documents for application record number **ENG-CR-24050003** at **NW 17 CT**. You will be notified by email if any additional information is required for review. Plan review will not begin until the application package has been determined to be complete.

You may visit **LauderBuild** to review the processing status at any time by going to the **Record Details page** and selecting **Record Info > Processing Status** or **Plan Room > Summary**, if you are logged in to your account.

Thank you,
Development Services Department
700 NW 19th Avenue
Fort Lauderdale, FL 33311
Open 8 am to 3 pm
954-828-6520

CITY OF
FORT LAUDERDALE

DEVELOPMENT REVIEW COMMITTEE (DRC) APPLICATION
WAIVER OF SECTION 166.033, FLORIDA STATUTES

CASE:	**UDP-P24003**
REQUEST:	**Plat Review - 570,000 Square Feet of Industrial Use**
APPLICANT:	RPL Land LLC
AGENT:	Nectaria M. Chakas, Lochrie and Chakas, P.A.
PROJECT NAME:	Central Broward Logistics Center
PROPERTY ADDRESS:	1680-1690 NW 31st Avenue
ABBREVIATED LEGAL DESCRIPTION:	32-49-42 S ½ of NW ¼ of NE ¼ of NW ¼ (see additional legal descriptions on survey)
ZONING DISTRICT:	Residential Single Family/Low Medium Density District (RS-8) and Residential Single Family /Cluster Dwelling/Low Medium Density District (RC-15)
LAND USE:	Low-Medium and Medium Residential
COMMISSION DISTRICT:	3- Pamela Beasley-Pittman
NEIGHBORHOOD ASSOCIATION:	Lake Aire Palm View Homeowners Association and Golden Heights Neighborhood Association
CASE PLANNER:	Lorraine Tappen

☒ For the above-mentioned case number, the applicant acknowledges and agrees to waive the time limits in Section 166.033(1), Florida Statutes, as amended.

☐ For the above-mentioned case number, the applicant acknowledges and agrees to waive the limitation of three requests for additional information by the City of Fort Lauderdale, in accordance with Section 166.033(2), Florida Statutes, as amended.

Nectaria Chakas
Printed Name of Owner or Agent

Attorney
Corporate Title (if applicable)

Nectaria Chakas
Signature of Owner or Agent

5/12/2025
Date

Lorraine Tappen 5/1/2025
Signature of Case Planner and Date

Lorraine Tappen
Printed Name of Case Planner

CITY OF FORT LAUDERDALE
DEVELOPMENT SERVICES DEPARTMENT

ADDRESS VERIFICATION CONFIRMATION

Verification Request #:	BLD-ADDVER-24070009
Completion Date:	7/9/2024
Purpose of Address Request:	To verify an existing address for DRC

PROPERTY INFORMATION
The property Information is listed below. If the property has more than one address. please note that more than one folio number will be listed

Folio Number:	494232000100
Address:	1680 NW 31 AVE, FORT LAUDERDALE,
Legal Description:	32-49-42 S1/2 OF SW1/4 OF NW1/4 OF NW1/4,LESS PT DESC AS BEG AT SW C

Requestor Name:	Nectaria Chakas
Requestor Email:	Nchakas@lochrielaw.com
Requestor Phone:	954-779-1123
Verified / Assigned Address:	1680 NW 31 AVE, FORT LAUDERDALE,
Former / Known As Address:	1680 NW 31 AVE, FORT LAUDERDALE,
Authorized City Representative:	JAZMINE EVEILLARD
Notes (If Applicable):	

CITY OF FORT LAUDERDALE
DEVELOPMENT SERVICES DEPARTMENT

ADDRESS VERIFICATION CONFIRMATION

Verification Request #:	BLD-ADDVER-24070010
Completion Date:	7/10/2024
Purpose of Address Request:	To verify an existing address for DRC

PROPERTY INFORMATION
The property Information is listed below. If the property has more than one address. please note that more than one folio number will be listed

Folio Number:	494232000070
Address:	1690 NW 31 AVE #WET1, FORT LAUDER
Legal Description:	32-49-42 SE1/4 OF NW1/4 OF NW1/4

Requestor Name:	Nectaria Chakas
Requestor Email:	Nchakas@lochrielaw.com
Requestor Phone:	954-7791123
Verified / Assigned Address:	1690 NW 31 AVE #WET1, FORT LAUDER
Former / Known As Address:	1690 NW 31 AVE #WET1, FORT LAUDER
Authorized City Representative:	JAZMINE EVEILLARD
Notes (If Applicable):	

CITY OF FORT LAUDERDALE
DEVELOPMENT SERVICES DEPARTMENT

ADDRESS VERIFICATION CONFIRMATION

Verification Request #:	BLD-ADDVER-24070007
Completion Date:	7/9/2024
Purpose of Address Request:	To verify an existing address for DRC

PROPERTY INFORMATION
The property Information is listed below. If the property has more than one address. please note that more than one folio number will be listed

Folio Number:	494232000050
Address:	1690 NW 31 AVE #WET2, FORT LAUDER
Legal Description:	32-49-42 NW1/4 OF SE1/4 OF NW1/4

Requestor Name:	Nectaria Chakas
Requestor Email:	Nchakas@lochrielaw.com
Requestor Phone:	954-779-1123
Verified / Assigned Address:	
Former / Known As Address:	1690 NW 31 AVE #WET2, FORT LAUDER
Authorized City Representative:	
Notes (If Applicable):	

CITY OF FORT LAUDERDALE
DEVELOPMENT SERVICES DEPARTMENT

ADDRESS VERIFICATION CONFIRMATION

Verification Request #:	BLD-ADDVER-24070006
Completion Date:	7/9/2024
Purpose of Address Request:	To verify an existing address for DRC

PROPERTY INFORMATION
The property Information is listed below. If the property has more than one address. please note that more than one folio number will be listed

Folio Number:	494232000040
Address:	1690 NW 31 AVE #WET3, FORT LAUDER
Legal Description:	32-49-42 SW1/4 OF NE1/4 OF NW1/4

Requestor Name:	Nectaria Chakas
Requestor Email:	Nchakas@lochrielaw.com
Requestor Phone:	954-779-1123
Verified / Assigned Address:	1690 NW 31 AVE #WET3, FORT LAUDER
Former / Known As Address:	1690 NW 31 AVE #WET3, FORT LAUDER
Authorized City Representative:	JAZMINE EVEILLARD
Notes (If Applicable):	

CITY OF FORT LAUDERDALE
DEVELOPMENT SERVICES DEPARTMENT

ADDRESS VERIFICATION CONFIRMATION

Verification Request #:	BLD-ADDVER-24070005
Completion Date:	7/9/2024
Purpose of Address Request:	To verify an existing address for DRC

PROPERTY INFORMATION
The property Information is listed below. If the property has more than one address. please note that more than one folio number will be listed

Folio Number:	494232000030
Address:	1690 NW 31 AVE #WET4, FORT LAUDER
Legal Description:	32-49-42 S1/2 OF NW1/4 OF NE1/4 OF NW1/4

Requestor Name:	Nectaria Chakas
Requestor Email:	Nchakas@lochrielaw.com
Requestor Phone:	954-779-1123
Verified / Assigned Address:	1690 NW 31 AVE #WET4, FORT LAUDER
Former / Known As Address:	1690 NW 31 AVE #WET4, FORT LAUDER
Authorized City Representative:	JAZMINE EVEILLARD
Notes (If Applicable):	