Deerfield Beach
Florida

Regular City Commission Meeting Agenda

150 NE 2nd Avenue | Deerfield Beach, FL, 33441 | 954-480-4200

Mayor Bill Ganz
Vice Mayor Bernie Parness
District 1 Commissioner Michael Hudak
District 2 Commissioner Ben Preston
District 4 Commissioner Todd Drosky

Tuesday
February 20, 2024
7:00 PM

CALL TO ORDER & ROLL CALL

MOMENT OF SILENCE AND PLEDGE OF ALLEGIANCE

APPROVAL OF CITY COMMISSION MINUTES

Regular City Commission Meeting Minutes

Attachment: January 23, 2024

Lunchtime Workshop Meeting Minutes

Attachment: January 26, 2024

ACKNOWLEDGEMENT OF CITY BOARD MINUTES

Education Advisory Board Meeting Minutes

Attachment: September 6, 2023, December 6, 2023

Code Compliance Meeting Minutes

Attachment: November 29, 2023

African American Heritage Board Meeting Minutes

Attachment: January 11, 2024

Hillsboro Inlet District Meeting Minutes

Attachment: January 22, 2024

APPROVAL OF THE AGENDA

February 20, 2024

ZOOM INFORMATION

Join Zoom Meeting by clicking the below link:
https://deerfield-beach.zoom.us/j/81172594084?pwd=ZDY2cHRNR05EVlMwNnBsaERKRmNUZz09

Join Zoom Meeting via telephone by dialing:
Call-in Number: (301) 715-8592
Meeting ID: 811 7259 4084#
Participant ID: #
Passcode: 513128#

For complete instructions on joining and/or participating during Public Comment, please click the following link or attend in person in the City Commission Chambers:

Attachment: Zoom Instructions

AWARDS & RECOGNITION

1. **Government Finance Officers Association Certificate of Achievement for Excellence in Financial Reporting for the Annual Comprehensive Report for the Fiscal Year Ended September 30, 2022.**
   Sponsor: Department of Financial Services

   Attachment: Financial Reporting
2. **Government Finance Officers Association's Distinguished Budget Presentation Award for**

FY2024 Annual Budget Document.

Sponsor: Department of Financial Services

Attachment: Budget Presentation Award

PUBLIC HEARINGS – SECOND READING

3. P.H. 2024-045: ORDINANCE 2024/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, REZONING APPROXIMATELY 16.5 GROSS ACRES LOCATED AT 600 & 700 WEST HILLSBORO BOULEVARD FROM HIGHWAY BUSINESS DISTRICT (B-2) TO PLANNED DEVELOPMENT DISTRICT (PDD) (APPLICATION 21-R-196); PROVIDING FOR A MAXIMUM OF 360 DWELLING UNITS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

Suggested Action: Commission to vote on Ordinance

Voting Requirement: Adoption requires a 3/5 vote of the City Commission

Sponsor: Department of Planning & Development Services

Attachment: Application 21-R-196

QUASI-JUDICIAL PUBLIC HEARINGS

4. P.H. 2024-046: Application 21-P-232

Applicant: **G&C Hillsboro Investors, LLC. represented by Greenspoon Marder, LLP/Dennis Mele, Esq.**

Proposal: Seeking Plat application approval to plat a 4.244 acre site to be restricted to 360 mid-rise units to be known as “GC Hillsboro Residential".

Location: The property is generally described as a portion of Tract A, “Hillsboro-95 Office Park,” according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, “Crocker South,” according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, more particularly described in the file, and located at **600 & 700 W. Hillsboro Boulevard.**

Suggested Action: Commission to vote on Resolution

Voting Requirement: Adoption requires a 3/5 vote of the City Commission

Sponsor: Department of Planning & Development Services

Attachment: Application 21-P-232

5. P.H. 2024-047: Application 21-PDD-03

Applicant: **G&C Hillsboro Investors, LLC. represented by Greenspoon Marder, LLP/Dennis Mele, Esq.**

Proposal: Seeking Major Site Plan approval to demolish an existing two-story 41,700 square foot office building, to partially demolish and renovate another office building, and construct a new 360 unit, multi-family apartment complex and parking garage with associated site improvements.

Location: The property is generally described as a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, "Crocker South," according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, more particularly described in the file, and located at **600 & 700 W. Hillsboro Boulevard.**

Suggested Action: Commission to vote on Resolution

Voting Requirement: Adoption requires a 3/5 vote of the City Commission

Sponsor: Department of Planning & Development Services

Attachment: Application 21-PDD-03

6. Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving a Development Agreement with the Developer of the development located at 600 & 700 West Hillsboro Blvd. and consisting of approximately 16.5 gross acres; authorizing execution of the Development Agreement; providing for an effective date.

Suggested Action: Commission to vote on Resolution

Voting Requirement: Adoption requires a 3/5 vote of the City Commission

Sponsor: Department of Planning & Development Services

Attachment: Development Agreement

PUBLIC COMMENT

Persons addressing the Commission shall state his/her name and address and may speak for three (3) minutes unless

extended for one (1) additional minute by the Mayor. All remarks made by the public at a Commission meeting on an agenda item shall be addressed to the Commission as a body and limited to the subject matter before the Commission at that particular time. No comments shall be made related to the personal life or personal qualities of any person and no language which would offend persons of ordinary sensibilities shall be permitted. The public shall be given an opportunity to speak on any substantive agenda item, subject to the aforementioned restrictions, prior to a vote on the matter by the City Commission. The Commission shall determine the appropriate time, prior to the vote, for the public to speak. For consent agenda items, the public shall be given an opportunity to speak prior to the approval of the consent agenda. The Commission may, by majority vote, determine that public input on an agenda item be tabled to a future meeting so long as the vote on the agenda item take place at the future meeting and that the public input take place prior to the Commission making any decision.

CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

7. **Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the Interlocal Agreement with Broward County for Uniform Collection of Non-Ad Valorem Assessments; authorizing execution of the Interlocal Agreement; providing for an effective date.**

   Suggested Action: Commission to vote on Resolution

   Voting Requirement: Adoption requires a 3/5 vote of the City Commission

   Sponsor: Department of Financial Services

   Attachment: Collection of Non-Ad Valorem Assessments

8. **Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, authorizing City Manager David Santucci, Interim Chief Financial Officer Marcia Fennell, Deputy City Manager Horace McHugh and Assistant Director of Financial Services Sharon Haynes to execute checks on behalf of the City; providing for implementation and an effective date.**

   Suggested Action: Commission to vote on Resolution

   Voting Requirement: Adoption requires a 3/5 vote of the City Commission

   Sponsor: Office of the City Manager

   Attachment: City Check Execution

9. **Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach,**

Florida, approving an agreement with MBR Construction, Inc. for construction services for the Constitution Park Restroom Project utilizing the terms of Broward County's Contract No. PNC2125403B1 in an amount not to exceed $95,366.00; providing for execution and an effective date. *(Funds from Account #399-7020-539-65-30 - CIP - Infrastructure)*

Suggested Action: Commission to vote on Resolution

Voting Requirement: Adoption requires a 3/5 vote of the City Commission

Sponsor: Department of Parks & Recreation

Attachment: MBR Construction, Inc.

10. **Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving a work authorization with Walters Zackria Associates, PLLC to provide professional architectural/engineering design services related to the Constitution Park Restroom Project in an amount not to exceed $34,900.00; providing for execution and an effective date. *(Funds from Account #399-7020-539-65-30 - CIP - Infrastructure)***

Suggested Action: Commission to vote on Resolution

Voting Requirement: Adoption requires a 3/5 vote of the City Commission

Sponsor: Department of Parks & Recreation

Attachment: Walters Zackria Associates, PLLC

DEPARTMENTAL BUSINESS

11. **Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the submission of an application to the Florida Department of Environmental Protection, as the lead agency for the Outdoor Recreation Legacy Partnership Grant Program administered by the National Parks Service, for a grant in the amount of $2,550,000.00 to fund improvements to Mayo Howard Park; authorizing the expenditure of 50% matching funds and execution of a grant agreement, if the grant is awarded to the City; providing for implementation and an effective date.**

Suggested Action: Commission to vote on Resolution

Voting Requirement: Adoption requires a 3/5 vote of the City Commission

Sponsor: Department of Parks & Recreation

Attachment: Outdoor Recreation Legacy Partnership Grant Program

COMMENTS BY ADMINISTRATION & LEGAL

CITY COMMISSION BUSINESS

12. **Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, renaming the Central City Campus located at 401 SW 4th Street to the Bernard Adams Municipal Complex; providing for implementation and an effective date.**

    Suggested Action: Commission to vote on Resolution

    Voting Requirement: Adoption requires a 3/5 vote of the City Commission

    Sponsor: Commissioner Ben Preston

    Attachment: Facility Renaming

13. **Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, changing the name and designation of a certain right-of-way on NE 20th Terrace (from Ocean Way/NE 21st Avenue to NE 2nd Street) to a dual designation in honor of Broward Sheriff's Office Deputy John Chikerotis in recognition of his contribution to the community; providing for implementation and an effective date.**

    Suggested Action: Commission to vote on Resolution

    Voting Requirement: Adoption requires a 3/5 vote of the City Commission

    Sponsor: Mayor Bill Ganz

    Attachment: Street Renaming

COMMENTS BY MAYOR & CITY COMMISSION

ADJOURNMENT

FUTURE CITY COMMISSION MEETINGS

Regular City Commission Meeting - Tuesday, March 5, 2024

Any person wishing to appeal any decision made by the City Commission with respect to any

matter considered at such meetings or hearings will need a record of the proceedings, and for such purposes may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and the evidence upon which the appeal is made. The above notice is required by State Law (F.S. 286.0105). Anyone desiring a verbatim transcript shall have the responsibility, at his/her own expense, to arrange for the presence of a certified court reporter at the hearing.

Meeting Minutes
City Commission

Tuesday, January 23, 2024 | **7:00 PM** | **Commission Chambers**

CALL TO ORDER AND ROLL CALL

The meeting was called to order on the above date by Mayor Bill Ganz at 7:07 p.m., in the City Commission Chambers, City Hall, Deerfield Beach.

Present:
Commissioner Todd Drosky
Commissioner Michael Hudak
Commissioner Ben Preston
Vice Mayor Bernie Parness
Mayor Bill Ganz

Also Present:
City Manager David Santucci
City Attorney Anthony Soroka
City Clerk Heather Montemayor

MOMENT OF SILENCE AND PLEDGE OF ALLEGIANCE

There was a moment of silence, followed by the Pledge of Allegiance.

APPROVAL OF CITY COMMISSION MINUTES

Regular City Commission Meeting Minutes - December 12, 2023

MOTION was made by Vice Mayor Parness, seconded by Commissioner Hudak, to approve the meeting minutes as submitted. Voice Vote:

Yeas: 5 - Commissioner Drosky, Commissioner Hudak, Commissioner Preston, Vice Mayor Parness, and Mayor Ganz
Nays: 0

ACKNOWLEDGEMENT OF CITY BOARD MINUTES

African American Heritage Board Meeting Minutes - July 13 & September 14, 2023
Education Advisory Board Meeting Minutes - October 4, 2023
Planning & Zoning Board Meeting Minutes - December 7, 2023
Community Redevelopment Agency Meeting Minutes - December 13, 2023

MOTION was made by Vice Mayor Parness, seconded by Commissioner Hudak, to acknowledge the board minutes. Voice Vote:

Yeas: 5 - Commissioner Drosky, Commissioner Hudak, Commissioner Preston, Vice Mayor Parness, and Mayor Ganz
Nays: 0

APPROVAL OF CITY COMMISSION AGENDA

January 23, 2024

MOTION was made by Vice Mayor Parness, seconded by Commissioner Hudak, to approve the agenda. Voice Vote:

Yeas: 5 - Commissioner Drosky, Commissioner Hudak, Commissioner Preston, Vice Mayor Parness, and Mayor Ganz
Nays: 0

PRESENTATIONS BY ADMINISTRATION

1. Certificate of Recognition presented by Captain Hofstein to BSO Law Enforcement staff.

Captain Hofstein, BSO District X, presented certificates of recognition to deputies for their efforts with various events that have occurred within the last two weeks.

PUBLIC COMMENT

Gwyndolen Clarke-Reed, 1430 SW 6th Way, Deerfield Beach, expressed concern with code compliance, whereby, she submitted a complaint a week ago and has not heard anything. Thereafter, she asked what the turnaround time is.

Sandra Jackson, 386 SW 35th Avenue, Deerfield Beach, commented on statements that were made at the last commission meeting regarding a former employee. Thereafter, she expressed concerns with defaming a person's character and asked that everyone be respectful.

Willie Rosetta Graham-Bracy, 501 NW 1st Terrace, Deerfield Beach, commented on a letter she received from Code Compliance regarding her shutters and fence. Thereafter, he spoke in opposition to the new garbage cans, as they are too large.

Daniel Shanetzky, 34 Keswick B, Deerfield Beach, commented on fencing, which was previously mentioned, around new homes in Florida, whereby, state law does not require homeowners to build fences around their properties. Thereafter, he commented on Senate Bill 7004.

Patricia Saunders, 252 SW 34th Avenue, Deerfield Beach, commented on the Bill of Rights.

Joel Smith, 959 SE 6th Avenue, Deerfield Beach, invited everyone to attend a Town Hall Meeting on Wednesday, January 24th at 6:00 p.m. to address the school grade concerns, whereby, the Superintendent will be in attendance.

Dan Herz, 330 SE 19th Avenue, Deerfield Beach, commented on recent vacancies within the Financial Services Department, city finances, the purchase of the beach lots, and the Pier Restaurant lease.

Julie Rodriquez, 150 SE 7th Street, Deerfield Beach, said she is excited to announce that Broward County schools had a .4% increase in Blacks and Hispanics graduating from High School. Further, she asked for some clarification on the building inspection recertification process.

Janet Castrogiovanni, 1523 E. Hillsboro Blvd., Deerfield Beach, asked for an update on the contamination of the water supply.

David Santucci, City Manager, said Deerfield Beach's water supply was not contaminated; however, there was a recent boil water notification for Lighthouse Point. Further, he provided a brief overview of the requirements for building inspections, which are mandated by the State.

Eric Power, Director of Planning & Development Services, said all letters regarding the 25-year inspection requirement have been submitted. Further, if issues arise with individuals obtaining an architect, surveys, etc., there is an extension process, which must go through the City's Building Official.

PUBLIC COMMENT - CONTINUED

Mayor Ganz answered questions/comments/concerns posed by the public. He stated that the fencing that was previously discussed was geared toward screening being put around homes while they were being developed. Further, individuals can request a smaller can in lieu of the new larger one. Mayor Ganz said Code Compliance should be immediately responding to a complaint, whereby, code staff may not follow up with the person who made the complaint; nevertheless, he will look into the situation. Thereafter, he apologized for previous comments made, stated that individuals have a right to speak, but rules must be followed, and inaccurate facts that have been made.

CONSENT - BOARD APPOINTMENT

Mayor Ganz opened the public hearing for Items 2, 4, & 5; however, there were none to speak and the public hearing was closed.

MOTION was made by Vice Mayor Parness, seconded by Commissioner Hudak, to approve Items 2, 4, & 5 in concert. Roll Call:

Yeas: 5 - Commissioner Drosky, Commissioner Hudak, Commissioner Preston, Vice Mayor Parness, and Mayor Ganz
Nays: 0

2. **Resolution 2024/009 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, appointing Janelle Richards as an alternate member to the Community Appearance Board; and providing for an effective date.**

CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

3. **Resolution 2024/010 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, amending the rules and regulations for Deerfield Beach Memorial Cemetery and Pineview Cemetery to revise the dimension requirements for headstones, markers and memorials and update various provisions to be consistent with the administrative operation of the cemeteries; providing for implementation and an effective date.**

The Resolution was read by title only.

David Santucci, City Manager, stated that the Resolution is being amended to allow a headstone to have three names. Additionally, administrative procedures are being updated to reflect the current processes.

Mayor Ganz opened the public hearing.

Janice Fulmore-Tigner, 1090 SW 4th Terrace, Deerfield Beach, asked if different monument markers could be purchased and when markers are broken or damaged due to landscaping maintenance, who should the community notify and how long should it take to replace. Further, when the costs for cemetery plots increase, the community should be notified. Lastly, she asked if Deerfield Beach cemeteries are for residents only.

Terry Scott, 180 SW 3rd Avenue, Deerfield Beach, said the monuments must be addressed, whereas, Pineview has all flat markers, and Memorial has some that are standing. Further, he said increases should have been done in increments until 2026, as that is what was presented at a previous workshop. Mr. Scott said the previous Parks & Recreation Director did reach out to the funeral homes about the increase in prices. Thereafter, he commented on the discussion regarding who can and cannot be buried in the Deerfield Beach cemeteries. Lastly, he said the markers must be addressed as there are some in disrepair.

Gwyndolen Clarke-Reed, 1430 SW 6th Way, Deerfield Beach, asked if the Pineview plots have been reviewed, whereby, it was previously suggested that the youth plots be combined.

Mayor Ganz closed the public hearing.

CONSENT - AGREEMENTS & EXPENDITURE REQUESTS - CONTINUED

Mr. Santucci said he will work with the Director of Parks & Recreation on the markers that are in disrepair. Further, he will look into the history of the markers at both cemeteries. Mr. Santucci said the youth plots are being handled on a case-by-case basis until capacity is reached. Deerfield Beach cemeteries are for residents and immediate family members only. Lastly, he said if the markers are damaged by city staff, the repairs are handled by the City but he needs to investigate how and why damages are occurring.

Commissioner Preston asked that the definition of infant be amended to include the first birthday.

MOTION was made by Commissioner Preston, seconded by Commissioner Hudak, to approve Item 3, as amended. Roll Call:

Yeas: 5 - Commissioner Drosky, Commissioner Hudak, Commissioner Preston, Vice Mayor Parness, and Mayor Ganz
Nays: 0

4. **Resolution 2024/011 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, waiving competitive solicitation requirements in accordance with Section 38-116(3)(E) of the City Code; approving an agreement with United Way of Broward County, Inc. in an amount not to exceed $30,000 for the United Way ReadingPals Program in the City of Deerfield Beach; authorizing execution of the Agreement; providing for implementation and an effective date.**

5. **Resolution 2024/012 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving Contract #JA124-06-2024 with the Areawide Council on Aging of Broward County, Inc. for the Older American Act Title III Programs in an amount not to exceed $192,840.00; authorizing execution of the Contract; providing for implementation and an effective date.**

DEPARTMENTAL BUSINESS

6. **Resolution 2024/013 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the transfer of certain easement and other rights of the City to the Florida Department of Transportation for drainage purposes in connection with the FDOT SW 10th Street Project; providing for execution of the related Quitclaim Deed; providing for implementation and an effective date.**

The Resolution was read by title only.

Anthony Soroka, City Attorney, provided a brief overview of the item, which is outlined in the Resolution.

Vice Mayor Parness spoke in support of the item.

Commissioner Drosky said the expansion of the lake will be used for the drainage from the SW 10th Street Project, and will prevent future development; therefore, he supports the item.

Mayor Ganz said he is glad that the land will be returned to its natural state. Thereafter, he opened the public hearing; however, there were none to speak and the public hearing was closed.

MOTION was made by Vice Mayor Parness, seconded by Commissioner Drosky, to approve Item 6, adopted Resolution 2024/013. Roll Call:

Yeas: 5 - Commissioner Drosky, Commissioner Hudak, Commissioner Preston, Vice Mayor Parness, and Mayor Ganz
Nays: 0

DEPARTMENTAL BUSINESS - CONTINUED

7. Resolution 2024/014 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, adopting the Vision Zero Master Plan and Vision Zero Action Plan to eliminate traffic-related fatalities and serious injuries within the City; and providing for an effective date.

The Resolution was read by title only.

Eric Power, Director of Planning & Development Services, said Vision Zero provides safer roads in Deerfield Beach. Thereafter, he provided a brief overview of the actions that have transpired over the last ten months. Mr. Power displayed a bar graph outlining the crash data from 2018 - 2022, whereby, there 29 serious injuries and 12 fatalities in 2023. Further, he said it is estimated that all state roadways within the City will be improved within the next 25 years through resurfacing, restoration, and rehabilitation projects; therefore, staff is recommending a goal of reaching zero fatalities by 2050. Mr. Power said there is 351 total miles of roadway, whereby, 67% of crashes occur on state roadways, which make up 18% of roadways.

Continuing, Mr. Power outlined the commitments of Vision Zero, which include shared responsibility, public health, emergency services, equity, and public involvement. Further, he said the Master Plan explains Vision Zero and possible implementation measures; the Action Plan is the living document designed to create a framework to reach a goal of zero deaths by 2050; Report Card is an annual document that will be presented each January, reflecting on accomplishments for the prior year and proposed changes for future years; and the Vision Zero Dashboard is a webpage showing the location of all crashes and relevant material and statistics. Thereafter, he displayed the Vision Zero Dashboard, which will be displayed on the City's website. He stated that there are six different strategies outlined in the Action Plan, data collection, culture of safety - creation, culture of safety - implementation, culture of safety - education, culture of safety - outreach, and public commitment. Lastly, he provided a brief overview of the timeline for the Action Plan.

Mayor Ganz said there are many things outlined in the Plan that are low cost, which is great to see.

Commissioner Drosky thanked Mr. Power for spearheading this project, as well as those staff members who have been involved.

In response to Vice Mayor Parness' question, Mr. Power replied that one of the City's commitments is working with other agencies, as the City is not responsible for all roadways within Deerfield Beach; therefore, creating the correct dialogue with county and state agencies is imperative.

Mayor Ganz opened the public hearing; however, there were none to speak and the public hearing was closed.

MOTION was made by Commissioner Preston, seconded by Vice Mayor Parness, to approve Item 7, adopted Resolution 2024/014. Roll Call:

Yeas: 5 - Commissioner Drosky, Commissioner Hudak, Commissioner Preston, Vice Mayor Parness, and Mayor Ganz
Nays: 0

COMMENTS BY ADMINISTRATION & LEGAL

CITY ATTORNEY - NONE

CITY MANAGER

8. Discussion regarding submission of a letter to the Broward County School Board requesting assistance with the improvement of the Deerfield Beach school grades.

David Santucci, City Manager, said at the last commission meeting, Commissioner Preston recommended sending a letter to the School Board, which was the consensus of the Commission; therefore, a letter has been drafted to transmit accordingly. Further, he has spoken to Dr. Peter B. Licata, Broward County Superintendent, and he is aware of the letter and looks forward to working with the City and community on the school grades, as well as other issues.

COMMENTS BY ADMINISTRATION & LEGAL

Code Compliance Workshop - Mr. Santucci said the workshop will take place on Thursday, January 25th at 7:00 p.m. at the Hillsboro Community Center.

Lunchtime Workshop - Mr. Santucci said the workshop will take place on Friday, January 26th from noon to 1:00 p.m. He said the workshop will be held virtually, but the Commission Chambers will be open as well; however, there will be no public input. Thereafter, he provided a brief overview of the reasoning behind the workshop, as well as the items that will be discussed.

CITY COMMISSION BUSINESS

9. ORDINANCE 2024/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AMENDING ARTICLE II "BOARDS, COMMITTEES, COMMISSIONS" OF CHAPTER 2 "ADMINISTRATION" OF THE CITY CODE OF ORDINANCES TO CREATE SECTION 2-26 "CRIMINAL HISTORY BACKGROUND CHECKS" FOR CERTAIN ADVISORY BOARDS AND COMMITTEES; PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE. *(DEFERRED FROM JANUARY 9, 2024)*

The Ordinance was read by title.

Anthony Soroka, City Attorney, explained that the exemption for elected officials has been removed from the Ordinance.

Commissioner Drosky reiterated his stance, whereby, the boards/committees that were selected deal with children, the elderly, etc.; therefore, this ordinance is to protect the vulnerable population.

Commissioner Preston spoke in opposition to the Ordinance, as he feels it's extremely invasive and is creating a problem, not a solution.

Vice Mayor Parness said individuals should not be punished for minute offenses; therefore, he cannot support the Ordinance.

In response to Commissioner Hudak's question, Mr. Soroka replied that the Ordinance references State Statute 435.04, which is the standard statute for Level II screenings. Furthermore, the crimes, which are mostly felonies are outlined within the Statute; however, there is not a limitation on when the crime was committed. Thereafter, he read an excerpt from the Statute.

Thereafter, discussion ensued regarding the Level II Background Screenings for certain boards and committees.

Mayor Ganz opened the public hearing.

Islah May Abdul Aziz, 425 NW 1st Terrace, Deerfield Beach, provided a brief explanation of the definition of a background check. Thereafter, she commented on issues she faced as a young child, as well as accolades she's received throughout the years. Further, she said past experiences should not be held against individuals, as people change and grow up.

Maria LoRicco, 1551 SE 12th Street, Deerfield Beach, suggested that board/committee members sign an affidavit advising that there is nothing in their past. She also suggested that a training be conducted and a handbook be provided to the board/committee members. Thereafter, she commented on a training she took when she worked for a Catholic charity.

Sandra Jackson, 386 SW 35th Avenue, Deerfield Beach, said she is not against the background checks, but stated that it needs to be done for all boards, as well as the Elected Officials. Further, records that are sealed and expunged will not show up. Ms. Jackson said board appointments are made by the Elected Officials, so they should know who they are appointing. Lastly, she reiterated that all boards, along with the Elected Officials should be included; nevertheless, these are advisory boards, and members are not with children, the elderly, etc. in a private setting.

CITY COMMISSION BUSINESS - CONTINUED

Patricia Link, 252 Ventnor R, Deerfield Beach, spoke in support of the Ordinance.

Terry Scott, 180 SW 3rd Avenue, Deerfield Beach, said if this is going to be implemented, it should include all boards, as well as the Elected Officials. Thereafter, he provided a brief overview of the interactions the Elected Officials have with the schools and elderly. Further, he said he sits on several boards and is a part of many organizations that require background checks but reiterated that it should be done for all, to include nonprofit organizations. Lastly, he agreed that a training be conducted for all advisory boards.

Lucia Delgenio, 707 N. Shore Drive, Deerfield Beach, spoke in opposition to the Ordinance, but agreed with the affidavit option and/or training.

Daniel Shanetzky, 34 Keswick B, Deerfield Beach, spoke in support of the Ordinance, but stated that second chances should be given as people do change.

Dan Herz, 330 SE 19th Avenue, Deerfield Beach, said this ordinance should include all advisory boards, as there are different crimes that can be committed, i.e. embezzlement. Thereafter, he commented on the Firemen's Pension Board, as they are responsible for millions of dollars. Lastly, he asked that ordinances be fully vetted prior to them being brought forward.

Michael Lubin, 16 Little Harbor Way, Deerfield Beach, said he currently serves on the Education Advisory Board, and has been background checked many times. Further, he agreed that this should be done for all boards, as well as the Elected Officials. Lastly, he said conducting background checks are a plus when individuals are dealing with the youth and general population.

Thelema Lamar, 660 NW 2nd Terrace, Deerfield Beach, said she is not opposed to background checks, but disagreed with it not being across the board, and suggested that it include vendors.

Gwyndolen Clarke-Reed, 1430 SW 6th Way, Deerfield Beach, said advisory board meetings are held, so individuals can come and provide the information the boards are seeking, whereby, it is not a requirement of the Education Advisory Board to go into schools. Thereafter, she commented on events she's attended at schools, which are open to other organizations to attend. Further, she said the Elected Officials must understand the roles of each advisory board, and be more connected with each through the minutes. Lastly, she agreed that if this is being implemented, it should include all boards.

Mayor Ganz closed the public hearing.

Vice Mayor Parness reiterated that he cannot support the Ordinance, as individuals with minute offenses should be given a second chance. Thereafter, he provided a brief overview of situations he has encountered, which were misunderstandings.

Commissioner Preston said these individuals are volunteers, and not being compensated. Thereafter, he spoke in support of the affidavit. Further, he spoke in opposition to it not being implemented for all advisory boards.

Commissioner Drosky said the good for one, good for all argument is a failure under the law because there is a concept within the law that requires an ordinance or statute to have a rational basis for its passage, which is why he rationally chose the three boards, as they deal with the youth, elderly, etc. Further, this commission can expand this ordinance at any time and include other boards, i.e. Planning & Zoning Board, but at this time no other boards fall under the rational basis that is being proposed for this ordinance.

Mayor Ganz said he has been a champion of background checks before becoming a commissioner. Thereafter, he commented on misstatements that have been made, which is disappointing and outlined the offenses that this ordinance relates too, which are felonies, not petty offenses, i.e. spitting on a sidewalk, misdemeanor burglary, etc. Mayor Ganz provided various examples of how the three boards interact with the community. Furthermore, he said this commission does not personally know each person they appoint; whereby, potential members are interviewed but this commission has no way of knowing each person's background. He said this is being put into place to protect the community and agreed with including other

CITY COMMISSION BUSINESS - CONTINUED

boards, i.e. Planning & Zoning Board, because they deal with development projects. Mayor Ganz disagreed with the affidavit, as it is not foolproof. Thereafter, he commented on accusations that were made at the last commission meeting that were disappointing and distasteful; whereby, the implementation of this ordinance has nothing to do with race, and everything to do with protecting the children. Thereafter, he continued to express frustration with some of the comments that have been made, whereby, this is a solution looking to prevent a problem. Mayor Ganz said this ordinance provides a fiscal responsibility to the City, as it protects the City against any future lawsuits. Lastly, he reiterated that the Ordinance can be expanded to include other boards and suggested amending the City Charter, to include background checks for elected officials.

Commissioner Hudak temporarily left the meeting at 9:00 p.m. and returned at 9:01 p.m.

Commissioner Preston said this is a forum to debate issues, which is being done.

Commissioner Hudak suggested including an appeals process, and expanding the Ordinance to those boards who have a fiscal responsibility, i.e. Planning & Zoning Board and Firemen's Pension Board.

In response to Mayor Ganz's comment, Mr. Soroka stated that the Firemen's Pension Board is driven by state law.

In response to Commissioner Hudak's question, Mr. Soroka replied that with the appropriate justification the Planning & Zoning Board can be included in the Ordinance. Further, he will investigate to see if the Firemen's Pension Board can be included.

In response to Mayor Ganz's question, Mr. Soroka replied that there is also a Police Officer's Pension Board and one for general employees.

In response to Mayor Ganz's question, Mr. Santucci replied that he believes the Police Pension Board is comprised similar to that of the Firemen's Pension. Further, he will look into the makeup and laws surrounding the General Employees, and if applicable these boards can be included.

Commissioner Hudak motioned for approval; however, prior to a second, Mayor Ganz clarified that the motion is approving the addition of the Planning & Zoning, Firemen's Pension and Police Pension Board, as well as the addition of an appeals process.

In response to Vice Mayor Parness' question, Commissioner Hudak replied that the appeals process would be established prior to second reading.

Mr. Soroka stated that he will look into and provide a certain structure for the appeals process, which can be debated by the Commission during the second reading.

In response to Commissioner Preston's questions, Mr. Soroka replied that this ordinance does not include vendors; however, there is a separate code section that deals with contractors, who in the course of their work will be in close proximity to the elderly and children, that requires them to be background checked. Further, he understands the motion as approval of the Ordinance, with the following changes, include the Planning & Zoning Board, include the Pension Boards to the extent that the City can pursuant to law, and build in an appeals process. Lastly, the Commission would advise who oversees the appeals process.

Commissioner Preston said if the appeals process includes a committee in lieu of one individual he will vote for the affirmative on second reading.

MOTION was made by Commissioner Hudak, seconded by Vice Mayor Parness, to approve Item 9, as amended, on first reading. Roll Call:

Yeas: 4 - Commissioner Drosky, Commissioner Hudak, Vice Mayor Parness, and Mayor Ganz
Nays: 1 - Commissioner Preston

COMMENTS BY MAYOR & CITY COMMISSION

COMMISSIONER HUDAK DISTRICT 1

Vacancies - Commissioner Hudak said there are a number of businesses, especially around the S-Curve that are vacant. He said he has spoken to Kris Mory, Director of Economic Development, as well as a few businesses regarding how the economic engine can be improved, i.e. installation of meters within the Cove, creation of a mini-façade program, etc.

Broward Days - Commissioner Hudak commented on his trip to Tallahassee.

COMMISSIONER PRESTON DISTRICT 2

MLK Festivities - Commissioner Preston thanked all involved with the events, as they all were well attended and the feedback from the community has been extremely positive.

Unnecessary Comments - Commissioner Preston addressed unnecessary comments that were made during and after the January 9th Commission Meeting. Thereafter, he apologized to Commissioner Drosky for the way that he was attacked. Lastly, he said if people believe things are unjust, to call him.

VICE MAYOR PARNESS DISTRICT 3

Lack of Development - Vice Mayor Parness said he has been approached by many developers, who advised that they are no longer developing in Deerfield Beach because their projects are denied. Thereafter, he commented on discussions he's had with developers. Further, he said this city is in competition with other municipalities and must think of the future; therefore, he asked that everyone keep an open mind and welcome development with open arms.

COMMISSIONER DROSKY DISTRICT 4

Accolades - Commissioner Drosky said although he can take the comments, he appreciates the comments that were made by Commissioner Preston and Mayor Ganz.

Letter to Superintendent - Commissioner Drosky said he wants the School Board to know how serious this commission is about improving our schools; therefore, he asked that a vote be taken on Item 8, to approve the submission of the letter.

Mayor Ganz opened the public hearing.

Daniel Shanetzky, 34 Keswick B, Deerfield Beach, spoke in support of submitting the letter to the School Board of Broward County.

Michael Lubin, 16 Little Harbor Way, Deerfield Beach, spoke in support of submitting the letter to the School Board of Broward County. Thereafter, he commented on the implementation of testing.

Willie Rosetta Graham-Bracy, 501 NW 1st Terrace, Deerfield Beach, suggested bringing back Grandparents' Day as it is extremely beneficial for the children.

Mayor Ganz closed the public hearing.

MOTION was made by Vice Mayor Parness, seconded by Commissioner Preston, to approve Item 8. Voice Vote:

Yeas: 5 - Commissioner Drosky, Commissioner Hudak, Commissioner Preston, Vice Mayor Parness, and Mayor Ganz
Nays: 0

COMMENTS BY MAYOR & CITY COMMISSION - CONTINUED

MAYOR GANZ

Broward Days - Mayor Ganz provided a brief overview of his trip to Tallahassee, which was extremely productive. Thereafter, he commented on various laws that have gone into effect, i.e. Form 6 and Live Local. Further, he said opposing the Form 6 is something that this commission should explore. Lastly, he thanked David Santucci, City Manager, and Jonathan Salas, Director of Community Services.

Vision Zero - Mayor Ganz spoke in support of Vision Zero as it will help make the roads safer; however, speeding is a major issue and enforcement must be implemented.

Economic Development - Mayor Ganz said staff must do a better job with the appearance at the beach, whereby, the hedges must be cleaned up. Further, he expressed frustration of the beach area not being enforced like it should. He said a change is needed in economic development, as the approach is reactive and not proactive. Lastly, he disagreed with developers not wanting to come to the City.

Packer Rattlers - In response to Mayor Ganz's question, David Santucci, City Manager, said after the December 12, 2023 Commission Meeting, a large donation was provided to them and since then additional donations have been received. Further, he said they approached staffed with a new program, 7 on 7, which is a more contemporary style of football, whereby, additional costs are not being sought. Lastly, he said an agreement for the program is forthcoming.

Habitat for Humanity Build - Mayor Ganz thanked those who attended the Day of Service. Thereafter, he thanked former Mayors Sylvia Poitier and Jean Robb for championing for Habitat for Humanity.

Accolades - Mayor Ganz thanked Mr. Santucci for the relationship he's developing with the Broward County Superintendent. Further, he thanked Commissioner Drosky and Vice Mayor Parness for their hard work regarding the Waste Management expansion request, which came before the County Commission early today and was tabled thanks to County Commissioner Lamar Fisher. He also thanked the Coconut Creek commissioners for their efforts.

Apologies - Mayor Ganz said he's blunt, passionate, and will argue his point, which does not always make him the most pleasant person; however, for those he has offended, he apologizes.

False Accusations - Mayor Ganz said there have been accusations made regarding corruption, and asked those who make these accusations to bring them forward.

ADJOURNMENT

There was no additional business to discuss.

MOTION was made by Vice Mayor Parness, seconded by Commissioner Drosky, to adjourn the meeting at 10:31 p.m. Voice Vote:

Yeas: 5 - Commissioner Drosky, Commissioner Hudak, Commissioner Preston, Vice Mayor Parness, and Mayor Ganz
Nays: 0

CITY OF DEERFIELD BEACH

_____
BILL GANZ, MAYOR

_____
Heather Montemayor, CMC, City Clerk

Lunchtime Workshop

Friday, January 26, 2024	12:00 PM	Commission Chambers

CALL TO ORDER AND ROLL CALL

The meeting was called to order on the above date by Mayor Bill Ganz at 12:02 p.m., in the City Commission Chambers, City Hall, Deerfield Beach and via electronic meeting communication.

Present:
Commissioner Todd Drosky - via Zoom
Commissioner Michael Hudak - via Zoom
Mayor Bill Ganz - via Zoom

Also Present:
City Manager David Santucci
City Attorney Anthony Soroka
City Clerk Heather Montemayor

Absent:
Commissioner Ben Preston
Vice Mayor Bernie Parness

UPDATES AND PRESENTATIONS

David Santucci, City Manager, thanked the Commission, as well as staff for attending. Thereafter, he provided a brief overview of the reasoning behind these lunchtime workshops, and briefly outlined the agenda.

A. Commemorative Naming Policy - City Manager's Office

Horace McHugh, Deputy City Manager, provided a brief overview of the commemorative naming policy, which will be added to an upcoming agenda for commission approval.

In response to Commissioner Hudak's comments, Mr. Santucci stated that the Aquatic Center is a School Board Facility, so the process must go through them; nevertheless, it is in the works. Thereafter, he briefly outlined the School Board process. Further, he agreed with adding plaques or monuments outlining why streets, facilities, etc. are named after individuals, but stated that he will have to work with staff to see what can and cannot be done, especially when it comes to right-of ways.

Commissioner Hudak suggested adding them into the swale areas at the cross roads.

Commissioner Drosky commended staff for the policy, as it is long overdue; whereby, guidelines must be established to ensure renaming's are warranted.

In response to Commissioner Drosky's question, Mr. Santucci replied that the policy does not reference going back and reviewing a name change but the policy does address the Commission's ability to rename an existing facility that is already named after someone.

UPDATES AND PRESENTATIONS - CONTINUED

Commissioner Drosky asked that a list be provided of the existing names and whether or not staff agrees if they should remain or not.

Mr. Santucci said once compiled, the information will be provided to the Elected Officials.

Mayor Ganz disagreed with putting a plaque or monument within the swale areas; however, he suggested posting a QR code that would direct individuals to a designated historical website. Further, he has been opposed to renaming street, facilities, etc. after people who are still living, but his stance has changed; therefore, he asked that the policy include individuals who are living and deceased. Thereafter, he spoke in opposition to removing names once individuals have been honored but stated that a list should be compiled as it will help if a webpage is implemented.

Mr. Santucci stated that a 4/5 vote is required to approve a new and existing renaming.

B. Centennial Plan - City Manager's Office

Horace McHugh, Deputy City Manager, outlined staff's recommendations for the Centennial Event, which includes incorporating the historical celebration into current events, programs, activities, etc. Thereafter, he outlined other recommendations, i.e. spotlight interviews, memorabilia and merchandise, etc., as well as the tentative timeline.

Commissioner Drosky spoke in support of the recommendations, and suggested doing even more, branding the event as much as possible, and using green as the primary color. Although it's after the June date, he suggested tying it into the Fourth of July Celebration as well.

Commissioner Hudak stated that he provided Mr. Santucci with additional suggestions. Furthermore, he agreed with Commissioner Drosky's suggestions, and suggested changing the City logo, adding time capsules, and having a 1925 themed parade with fireworks at the end.

Mayor Ganz agreed with the recommendations by staff, as well as the suggestions made by his colleagues Although, he is unsure of tying it into the Fourth of July, he is open to the idea.

David Santucci, City Manager, said staff's goal is to seek business support and also include various organizations, i.e. Historical Society, Women's Club, etc.

C. AMI Meter Conversion Project Update - Environmental Services

Priscilla Cygielnik, Director of Environmental Services, provided a brief update on the AMI Meter Conversion Project.

There were no comments/questions posed by the Commission.

D. Commercial Development & Business Activities Updates - Planning & Development Services & Economic Development

Eric Power, Director of Planning & Development Services, provided a brief overview of new businesses within Deerfield Beach, and updated the Commission on some of the development projects.

In response to Mayor Ganz's question, Mr. Power replied that Euroland, as well as their deli opened last week and will be having their grand opening on Saturday.

Commissioner Hudak applauded the new businesses but said something needs to be done with the vacant lots along the S-Curve, as well as other areas in District 1.

Commissioner Drosky advised that he will be attending the grand opening on Saturday.

UPDATES AND PRESENTATIONS - CONTINUED

Kris Mory, Director of Economic Development, provided a brief overview of the next Business Retention and Visitation Outreach (BRAVO), which will be conducted with Pherros BioSciences. Thereafter, she provided a brief update on the Ready2Work program. Lastly, Ms. Mory provided a brief overview of what Deerfield Beach does in terms of Economic Development in the South Florida Region.

David Santucci, City Manager, provided a brief update on the S-Curve, whereby, a building permit has been issued for Fatema Market; a sale is pending on the old MedMen site; and there is a pending lease agreement for the old Bru's Room.

ADJOURNMENT

There was no additional business to discuss.

MOTION was made by Commissioner Hudak, seconded by Commissioner Drosky, to adjourn the meeting at 12:59 p.m. Voice Vote:

Yeas: 3 - Commissioner Drosky, Commissioner Hudak, and Mayor Ganz

Nays: 0

CITY OF DEERFIELD BEACH

_____
BILL GANZ, MAYOR

_____
Heather Montemayor, CMC, City Clerk

`Education Advisory Board (EAB)
Meeting Minutes
Wednesday, September 6, 2023
7:00 pm
Hillsboro Community Center

Call to Order and Roll Call

Vice Chair Lubin called the meeting to order at 7:00 pm.

Members Present: Vice Chair Michael Lubin District 1
Dottie Plaut, Mayor
Angeline Isen, District 2
Karen Shelly, District 3
Lisbeth Linert, District 4

Also Present: Jonathan Salas, City of Deerfield Beach
Vennillia Wyatt, City of Deerfield Beach

Approval of Minutes

MOTION was made by Ms. Linert and seconded by Ms. Shelly to approve the August 2, 2023, meeting minutes. The MOTION was carried unanimously.

MOTION was made by Ms. Shelly and seconded by Ms. Plaut to amend the agenda to add the 2023 -2024 Project discussion.

Presentations

Vice Chair Lubin introduced Deputy Gomez and Deputy LoMonaco, Broward County Sheriff's Office.

Deputy Gomez and Deputy LoMonaco gave an update about the BSO SEED Program.

- They would like to assist 25 kids this school year.
- The program runs during summer when school is not in session.
- The SEED Program requires a commitment of 4 consecutive Saturdays.
- The program teaches resume writing, business etiquette, workplace dress attire, speaking, and interviewing.

Chair Lubin opened the floor for board questions.

Ms. Linert asked when will they start accepting applicants for the SEED program.

Deputy LoMonaco replied that the SEED program will open the application at the end of this year.

Ms. Isen asked if they do an assessment to see what the students will be good at.

Deputy Gomez advised that they do a questionnaire and ask the students a lot of questions to assist them in job placement.

Vice Chair Lubin introduced Mr. Thomas Darby, Principal at Deerfield Park Elementary.

Mr. Darby provided the board with an update about Deerfield Park Elementary.

- Mr. Darby advised that this is his 26th year as an educator and 10th year as an Administrator.
- Safety is a concern in the morning, so they are opening the school earlier to allow the students on campus.
- He needs mentors for his students because they need help with anger and conflict resolution.
- He needs incentives for teachers and support staff.
- Mr. Darby stated that he spends his Saturdays at Oveta McKeithen Park watching his students play football and cheer.
- Empowering students by becoming Safety Patrols

Vice Chair Lubin opened up the floor for board questions.

Ms. Shelly asked how do volunteers get plugged in to be mentors at his school.

Mr. Darby advised that they would have to go to the BCPS website and fill out the volunteer application.

Ms. Isen asked how they are getting the community engaged to be mentors.

Mr. Darby advised that he goes into the community and speaks with coaches, leaders, and community partners. He is also bringing back the 5000 Role Models Program.

Vice Chair Lubin asked if all his positions were filled.

Mr. Darby advised that all his K-5 teaching positions are filled. Two (2) Teacher Assistant positions are open for Spanish and Creole.

Vice Chair Lubin opened up the floor for public comments.

Joel Smith, Deerfield Beach Community Cares, informed Mr. Darby that he will help in any way he can to support his staff and students.

Board Discussion

A. Vote for EAB Chair

Vice Chair Lubin asked Mr. Salas and Amelia Jadoo, the City Attorney, what is the protocol vote.

Ms. Jadoo advises that each member can vote for themselves or nominate a board member.

Ms. Linert nominated herself.

Ms. Isen asked that she not be nominated.

Ms. Shelly nominated Vice Chair Lubin.

Ms. Plaut nominated Mr. Lubin.

Vote for Ms. Linert for EAB Chair.

Ms. Shelly nominated Ms. Linert for Vice Chair.

Ms. Linert voted for herself.

Vote for Vice Chair Lubin for EAB Chair.

The Vice Chair voted for himself. Ms. Shelly, Ms. Isen, and Ms. Plaut voted for Vice Chair Lubin to be Chair of EAB.

Vote for Ms. Linert for Vice Chair of EAB.

Ms. Linert voted for herself. Mr. Lubin, Ms. Shelly, Ms. Isen, and Ms. Plaut voted for Ms. Linert to be Vice Chair for EAB.

B. Tutoring Initiative

Mr. Salas advised the Board of the upcoming opportunities for tutoring initiatives.

- JABizTown – assist our area schools when they visit
- TutorMate – tutor a child online in an area school for thirty minutes once a week
- ReadingPals – go to an area school and read with a child for one hour each week

Ms. Linert asked if the Board could do a campaign to get more volunteers from the City and retirees in the area.

Mr. Salas replied that he likes the idea but it might be too late to try and recruit volunteers since school has already started and we need volunteers now.
Ms. Shelly asked if the City could do a media push to solicit the community to volunteer at the area schools.

Chair Lubin advised he would like to volunteer as a ReadingPal.

Principal Darby advised that he just needs mentors to build relationships with the kids.

Chair Lubin opened the floor up for public comment.

Denise Bogner, City resident, advised that she volunteers in the area schools and is an approved volunteer.

C. High School Scholarship

Mr. Salas asked the Board if they would like to review and roll out the High School Scholarship application.

Chair Lubin opened up to the board for discussion.

Ms. Shelly stated that she would like to have more explanation about the scoring criteria.

Ms. Linert asked how the applicants submit their applications.

Mr. Salas advised that they submit it via email, mail it in, or drop it off at the Community Services Department.

Chair Lubin asked if they could move the discussion about the scholarship application modifications to the next meeting.

MOTION was made by Ms. Plaut and seconded by Ms. Shelly to move the Academic Scholarship application to the next meeting.

Ms. Linert advised that she has questions about the academic scholarship and would like to discuss it first before making a motion to move it to next month's agenda. She stated that she would like to review and discuss the application tonight and not prolong it since the deadline to submit the application is in January 2024.

Mr. Lubin stated that there is enough time and wants to move the discussion to next month.

Ms. Linert stated that she would like to review the application and advertise the scholarship sooner rather than later.

Mr. Lubin stated the board can discuss next month, and there should be enough time to make changes and for the City to promote the academic scholarship application period. Ms. Shelly stated that the application would need minor edits and that it should be a quick discussion.

MOTION was made by Chair Lubin to move the academic scholarship application discussion to next month's meeting.

Yeas - Chair Lubin, Ms. Shelly, Ms. Plaut

Nays – Vice Chair Linert, Ms. Isen

D. Business Community

Mr. Salas informed the board that several businesses in the community would like to get involved in our schools. He suggested that the Chair and Vice Chair reach out to them and see if they would like to collaborate on increasing the High School Academic Scholarship.

Vice Chair Linert advised that she is on board with reaching out to the business community and would like to establish a subcommittee.

Amelia Jadoo, City Attorney, advised that we should not establish a subcommittee due to Sunshine Law.

E. 2023-2024 Events

Mr. Salas asked the board if they would like to participate in any of the City events.

- Fall Festival, Pioneer Park Saturday, October 14, 2023, from 4:00 pm – 8:00 pm
- MLK Day Parade, Monday, January 15, 2024, from 10:00 am – 1:00 pm
- Pioneer Days, Saturday, February 17 – Sunday, February 18, at the Main Beach Parking Lot
- Juneteenth Celebration Freedom Fest Saturday, June 17, 2024, at Oveta McKeithen Recreational Complex from 2:00 pm – 8:00 pm

Ms. Shelly asked if the board could get shirts made so they look official and represent the City at various events.

Ms. Linert asked if the website could be updated, showing their names and a photo of each of them.

Chair Lubin opened the floor for public comment.

Denise Bogner, a City resident, suggested that EAB have flyers about the board on hand so that when they go out in the community they can pass them out.

Staff Updates

Mr. Salas provided the below updates.

- Government Week is October 16 -22, 2023, and staff will be visiting the Middle and High School and there will be a proclamation at the Tuesday, October 17, 2023, City Commission meeting
- Jared Moskowitz's office has an App Challenge that is open to all high school students in District 23.
- Principals Roundtable Meeting will be on Monday, September 18th at 9:00 a.m. in the Hillsboro Community Center.

Board Updates

Chair Lubin thanked BSO and Principal Darby for coming to the EAB and presenting.

Comments from the Public

Chair Lubin opened the floor for public comments.

Armando Arana, Broward County Public School, congratulated the Chair and Vice Chair on their new appointments. Mr. Arana advised of the community conversations that Dr. Licata will be having. October 26, 2023, will be Read for the Record Day IN Broward County.

Joel Smith, Deerfield Beach Community Cares, Saturday, September 9, 2023, will be a Community Fair will be at Zion Lutheran Church.

Raihanna Ali, City resident, food distribution at Deerfield Beach Middle School will be resuming next week, Wednesday, September 13, 2023. There will be no food distribution will be Deerfield Beach High School at this time due to the Beach House not having a manager to assist.

Adjournment

MOTION was made by Chair Lubin and seconded by Dottie Plaut to adjourn the meeting at 8:52 pm. The motion was CARRIED unanimously.

Minutes approved _____ Date 01/24/2024

Education Advisory Board (EAB)
Meeting Minutes
Wednesday, December 6, 2023
7:00 pm
Hillsboro Community Center

Call to Order and Roll Call

Chair Lubin called the meeting to order at 7:02 pm.

Members Present:	Chair Michael Lubin District 1 Dottie Plaut, Mayor Angeline Isen, District 2
Also Present:	Jonathan Salas, City of Deerfield Beach Vennillia Wyatt, City of Deerfield Beach

Approval of Minutes

MOTION was made by Ms. Plaut and seconded by Ms. Isen to approve the October 4, 2023, meeting minutes as amended. The MOTION was carried unanimously.

Board Discussion

A. Board Goals for the Current School Year

Mr. Salas asked the board if they had any goals for the current school year.

Ms. Isen met with Principal Samantha Whitehead at Park Ridge Elementary and they came up with some goals.

- Partnering with Principals to improve the education outcome.
- Support of positive learning environment with rewards and recognition.
- Enhance the overall functions of the school through volunteerism.
- Increase parental involvement in education.

Chair Lubin stated that in the past Spaghetti Dinners at the schools were always a great event for parents to come out and bring the kids and family. He stated this was a great opportunity for the parents to see how they could help the school and any volunteer opportunities.

Mr. Salas stated that incentives such as gift cards help parents and children to participate in events.

Chair Lubin opened up the floor for public comment.

Joel Smith, a city resident, stated that he would like to assist the schools in any incentives they need to get students and parents involved.

Jan Muenzenmaier, a city resident, and Kiwanis member helps provide Deerfield Beach Schools with incentives for students who are not on the honor roll and would like to improve their grades. They also support Terrific Kids and provide certificates and gifts for students who show character improvement, behave in class, are kind, do not talk, stay in their seats, and try hard.

Denise Bogner, a city resident, volunteers at Nina's Place and says it touches her heart when kids come and pick out the food they want to eat.

B. High School Scholarship

Mr. Salas advised the board that the high school scholarship application is updated and ready to be sent out to area schools and uploaded on the website.

Chair Lubin requested to have five (5) scholarships for $2,000 each.

Mr. Salas replied to Chair Lubin and stated that is a separate item and would like to discuss the high school scholarship application.

MOTION was made by Ms. Plaut and seconded by Ms. Isen to approve the High School Scholarship Application. The MOTION was carried unanimously.

C. Bryce Gowdy Student-Athlete of the Quarter Application

Mr. Salas stated that the application was updated to reflect that it's a quarterly award instead of a monthly award.

Ms. Isen asked if the board can change to high school students only and it should be a more elevated award. She would like to see awardees get a Bryce Gowdy cord at graduation or something like that to make it more prestigious.

Chair Lubin opened up the floor for public comment.

Jan Muenzenmaier, a city resident, asked if students could fill out the application and if one or more students could win at a time.

Mr. Salas stated that teachers, coaches, or school faculty can nominate a student.

MOTION was made by Ms. Plaut and seconded by Ms. Isen to approve the Bryce Gowdy Student-Athlete of the Quarter Application. The MOTION was carried unanimously

D. Deerfield Beach School Grades

Mr. Salas provided a copy of the current school grades in the city.

Chair Lubin stated that the schools need to continue doing their best and EAB members need to support schools in any way they can.

Joel Smith, a city resident, stated he has been an educator for many years and he thinks that the schools need to get with the community and tap into resources. He has found that students learn from different ways but especially with their hands by building, creating, touching, and feeling.

E. De-briefing from Back-to-School Block Party

Mr. Salas stated that they gave out 1200 backpacks with supplies and provided burgers and hotdogs.

Chair Lubin advised the board that he attended the event and it was hot outside but it was a very nice event.

Chair Lubin opened up the floor for public comment.

Jan Muenzenmaier, a city resident, stated that they attended the event and bought more supplies but ran out. She stated that was a good thing and they will be back next year.

F. Education Advisory Board Webpage

Mr. Salas stated that he spoke to Public Affairs and Marketing Department and they advised that every board page is standard to keep the pages consistent.

G. Teacher of the Year Recognition

Mr. Salas asked the board if they would like to recognize the teachers and non-instructional employees of the year again and ask non-profits to partner with the board.

Jan Muenzenmaier, a city resident, stated that we should do the awards during Teacher Appreciation Week.

MOTION was made by Ms. Plaut and seconded by Ms. Isen to recognize the teachers and non-instructional employees of the year. The MOTION was carried unanimously

Staff Updates

Mr. Salas provided the below updates.

- District 4 EAB member vacancy.
- Principal Round Table Meeting, Hillsboro Community Center, Monday, December 11 at 9 am.
- Community Garden near NE Focal Point.
- Book and Toy Drive and Ice Cream Social, Oveta McKeithen Park, Saturday, December 9 am.
- Broward County School Board Meeting to discuss Deerfield Beach Elementary Old School House. The board tasked the Superintendent with finding a solution to find private donors to support the construction.
- Government Week at the Deerfield Beach High and Deerfield Beach Middle.
- Fall Festival, every department was on display to show students how the City operates.

Board Updates

Deerfield Park Elementary - VACANT
Park Ridge Elementary - Ms. Isen met with Principal Whitehead and discussed goals.
Quiet Waters Elementary - Ms. Plaut spoke with Principal Henning and didn't have anything that the school needed. Mr. Salas stated that the PTA President reached out and wanted help with their playground.
Deerfield Beach Elementary - VACANT
Deerfield Beach Middle - Chair Lubin attended their SAC Meeting. He advised their IB Program is robust. They have a dental program and all students will get their teeth checked.
Deerfield Beach High School - Ms. Shelly was not in attendance to give an update.
Tedder Elementary - Ms. Wyatt attended the SAC Meeting on November 29, 2023. They need rewards and recognition items such as candy, small toys, and gifts.

Chair Lubin asked the board if they would like to change the January meeting to another date or cancel it.

Mr. Salas suggested the board meet on Wednesday, January 10, 2024, if the room is available.

Chair Lubin asked the board if they would like to meet on Wednesday, January 10, 2024, or cancel it and reconvene on February 7, 2024.

MOTION was made by Ms. Isen and seconded by Ms. Plaut to cancel the January 3, 2024 meeting and reconvene on Wednesday, February 7, 2024. The MOTION was carried unanimously.

Comments from the Public
Chair Lubin opened the floor for public comments.

Jan Muenzenmaier, a city resident, gave updates about the Kiwanis Club of Deerfield Beach, they gave dictionaries and thesauruses to all 3rd and 4th grade students at Deerfield Beach Elementary Schools. They are reading to Pre-K and Kindergarteners and after they read to the kids they give them each a book. Kiwanis Deerfield Beach West Club sponsoring their annual MLK Breakfast at Hillsboro Community Center on Saturday, January 13, 2024, from 9 am – 12 pm, $30 per person.

Joel Smith, a city resident, they are offering Yoga to 5th graders at Deerfield Beach Elementary. They will be assisting Deerfield Park Elementary in establishing a PTA on Monday, December 11, 2023, at 5:30 pm. Youth Development & Leadership Academy works with several kids from Deerfield Park Elementary. Education Town Hall with Nora Rupert on Wednesday, January 24, 2024, at 6 pm in Deerfield Beach High School. Beach House will now have a Prevention Specialist at the front desk to assist.

Rihanna Ali, continuing food distribution at Deerfield Beach Middle School every Wednesday.

Adjournment

MOTION was made by Dottie Plaut and seconded by Angeline Isen to adjourn the meeting at 8:30 pm. The motion was CARRIED unanimously.

Minutes approved _____ Date 02/07/2024

CODE COMPLIANCE OF DEERFIELD BEACH

MINUTES OF A CODE COMPLIANCE HEARING

November 29, 2023

Douglas Gonzales

Presiding

Special Magistrate Douglas Gonzales City Commission Room called the meeting to order at 9:30 AM.

PRESENT: Roy Davis, Code Compliance Manger
Bernard Pita, Code Compliance Director
Patesha Johnson, Code Compliance Inspector
Victor Padilla, Code Compliance Inspector
Thomas Braga, Code Compliance Inspector
Katherine Delva, Code Compliance Inspector
Caleb Gomez, Code Compliance Inspector
Dominique Ash, Code Compliance Inspector
Tiffany Fortune, Code Compliance Inspector
Winlett Jordan-Banton, Special Magistrate Clerk

For the record Maritza Martinez, Special Magistrate Clerk swore the attendees.

Tab#	Case Nr.	Owner Name	Property Address	Violation	Disposition
2	23110011	MARKS,TONY	612 SE 8 AVE, DEERFIELD BEACH, FL 33441	Chapter 46 – OFFENSES Section 46-14. - Same—Encroaching on property of others. Chapter 94 MIN HOUSE CHAPTER 94 HOUSING; Sec. 94-8 (i) (1) - Minimum standards for interior of structures. Chapter 94 MIN HOUSE CHAPTER 94 HOUSING; Sec. 94-8 (i) (2) - Minimum standards for interior of structures. Chapter 94 MIN HOUSE CHAPTER 94 HOUSING; Sec. 94-8 (b) (11) - Minimum standards for interior of structures. Chapter 94 MIN HOUSE CHAPTER 94 HOUSING; Sec. 94-8 (i) (2) - Minimum standards for interior of structures.	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 12/8/2023 $250 PER DAY PER VIOLATION $80 PROSECUTION COST
3	23100001	WCS REALTY 1, LLC	1307 S FEDERAL HWY, DEERFIELD BEACH, FL 33441	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(e) - Minimum standards for yard and landscape areas. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS	RESPONDENT WAS PRESENT-PAUL RENDA CONTINUED TO 1/8/2024

				ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	
5	23100006	D & S FUNDING LLC	1941 NE 1 ST, DEERFIELD BEACH, FL 33441	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS ARTICLE IV. - PROPERTY EXTERIOR MAINTENANCE CODE; Section 14-105(8) - Exterior building and structure standards. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(1) - Exterior building and structure standards. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas. Chapter 58 - SOLID WASTE ARTICLE I. - IN GENERAL Section 58-3. - Maintenance of area. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98 -88(j)(1) Off-street parking and loading. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS	RESPONDENT WAS PRESENT-CAMILO DAGHER CONTINUED TO 1/8/2024

				ARTICLE IV. SUPPLEMENTARY REGULATIONS Sec. 98-80(N)(1) - Landscape Requirements.	
6	23080047	OZINGA SOUTH FLORIDA INC	2030 NW 40 CT, DEERFIELD BEACH, FL 33064	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-81(d)(1) - Tree preservation. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. SUPPLEMENTARY REGULATIONS Sec. 98-80(K)(13) - Landscape Requirements.	RESPONDENT NOT PRESENT CONTINUED TO 1/26/2024
7	23090011	BATMASIAN,JAMES H & BATMASIAN,MARTA T	168 NW 1 ST, DEERFIELD BEACH, FL 33441	Chapter 38 - FINANCE AND TAXATION Section 38-263. - Local business tax receipt required. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IX. - CERTIFICATES OF USE Section 98-161(b) - Certificate of use permit requirements.	RESPONDENT WAS PRESENT-DONALD ANDERSON CONTINUED TO 1/26/2024
8	23090012	BATMASIAN,JAMES H	1160 SW 1 WAY, UNIT A,DEERFIELD BEACH, FL 33441 A	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(e) - Minimum standards for yard and landscape areas. Chapter 34 - ENVIRONMENT - ARTICLE III. – NUISANCES	RESPONDENT WAS PRESENT-DONALD ANDERSON CONTINUED TO 1/26/2024

				ARTICLE IV. - JUNKED VEHICLES AND ABANDONED PROPERTY- Section 34-160 -Parking or storage for over 72 hours restricted.	
9	23080122	LEGUNN,LINDA	40 FAIRWAY DR, DEERFIELD BEACH, FL 33441	Chapter 38 - FINANCE AND TAXATION Section 38-263. - Local business tax receipt required.	RESPONDENT NOT PRESENT CONTINUED TO 1/26/2024
10	20100010	UNITED STATES POSTAL SERVICE	212 E HILLSBORO BLVD, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE II. - DEERFIELD BEACH LAND DEVELOPMENT CODE Section 98-16 - Maintenance of development.	RESPONDENT NOT PRESENT CONTINUED TO 1/8/2024
11	23090002	CENTURY PLAZA ASSOICATES LP	1800 W HILLSBORO BLVD, DEERFIELD BEACH, FL 33442	Chapter 102 - SIGNS Section 102-14.(a) - Maintenance, violations, enforcement and remedies.	RESPONDENT NOT PRESENT FINES IMPOSED AS OF 11/24/2024 FOR $150 PER DAY
12	23060070	TRAIL PLAZA LLC	1801 W HILLSBORO BLVD, DEERFIELD BEACH, FL 33442	Chapter 102 – SIGNS Section 102-5.(a) – Permits Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT – DONALD ANDERSON EXTENDED TO 1/19/2024
17	23090029	SOUZA,ANGELA M	1304 SE 1 WAY, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT DISMISSAL ORDER ISSUED

19	23110026	FRIERSON,ROMAN EST % JERMAINE FRIERSON	310 NW 4 AVE, DEERFIELD BEACH, FL 33441	Chapter 58 - SOLID WASTE DIVISION 3. - RESIDENTIAL COLLECTION Section 58-70. (c)- Preparation of bulky yard and vegetative wastes. Chapter 58 - SOLID WASTE DIVISION 3. - RESIDENTIAL COLLECTION Section 58-70.(f) - Preparation of bulky yard and vegetative wastes.	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 12/1/2023 $250 PER DAY PER VIOLATION $80 PROSECUTION COST
21	23090046	THOMPSON,JANICE D	860 NE 51 ST, DEERFIELD BEACH, FL 33064	Chapter 58 - SOLID WASTE DIVISION 3. - RESIDENTIAL COLLECTION Section 58-71.(a) - Bulk waste. Chapter 66 - TRAFFIC AND VEHICLES Section 66-117.(b) - Parking prohibitions; enforcement.	RESPONDENT WAS PRESENT – JANICE THOMPSON FINAL ORDER ISSUED COMPLY BY 1/19/2024 $75 PER DAY $80 PROSECUTION COST
23	23100054	SEVENTY PROPERTIES INC	900 SE 8 AVE, DEERFIELD BEACH, FL 33441	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(1) - Exterior building and structure standards. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(3) - Exterior building and structure standards. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(4) - Exterior building and structure standards. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 12/8/2023 $250 PER DAY PER VIOLATION $80 PROSECUTION COST

				Section 14-105(7) - Exterior building and structure standards. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-74 - Display of street numbers on buildings. Chapter 34 - ENVIRONMENT - ARTICLE III. – NUISANCES ARTICLE VI. - NUISANCE ABATEMENT PROPERTY CODE; DIVISION 1. - GENERALLY Sec. 34-121. - Declaration of nuisance. Chapter 34 - ENVIRONMENT - ARTICLE III. – NUISANCES ARTICLE VII. - ABANDONED REAL PROPERTY Section 34-144 - Maintenance requirement	
24	23100056	2201 REALTY LLC	2215 W HILLSBORO BLVD, DEERFIELD BEACH, FL 33442	40-50 Year Section 110.15 BUILDING SAFETY INSPECTIONS Sec 110.15 (B)(1) Building Safety Inspection 40 Year	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 1/5/2024 $250 PER DAY $80 PROSECUTION COST
25	23100008	3350 WEST HILLSBORO BLVD LP	3350 W HILLSBORO BLVD, DEERFIELD BEACH, FL 33442	Chapter 38 - FINANCE AND TAXATION Section 38-263. - Local business tax receipt required Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 1/5/2024 $250 PER DAY PER VIOLATION $80 PROSECUTION COST

				ARTICLE IX. - CERTIFICATES OF USE Section 98-167 - Penalty provisions.	
26	23100010	WEINGARTEN NOSTAT INC %KIMCO REALTY CORPORATION	3600 W HILLSBORO BLVD, DEERFIELD BEACH, FL 33442	Chapter 38 - FINANCE AND TAXATION Section 38-263. - Local business tax receipt required Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IX. - CERTIFICATES OF USE Section 98-167 - Penalty provisions.	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 1/5/2024 $250 PER DAY PER VIOLATION $80 PROSECUTION COST
28	23100040	MANCINI & SONS FLORIDA LLC	1900 NW 40 CT, DEERFIELD BEACH, FL 33064	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT – RENATO LIMA FINAL ORDER ISSUED COMPLY BY 1/5/204 $100 PER DAY $80 PROSECUTION COST
30	23060074	CAUVEL,RICHARD E & ANITA E CAUVEL,RICHARD E JR ETAL	1445 SE 15 CT, UNIT 101,DEERFIELD BEACH, FL 33441 101	40-50 Year Section 110.15 BUILDING SAFETY INSPECTIONS Sec 110.15 (B)(1) Building Safety Inspection 40 Year	RESPONDENT WAS PRESENT – ATTORNEY RANDALL K ROGER FINES IMPOSED AS OF 11/24/2023 FOR $250 PER DAY
31	23070052	OSTUNI,MICHAEL	235 DURHAM F, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT FINES IMPOSED AS OF 11/24/2023 FOR $100 PER DAY

32 THRU 43	23080007	LAMARUGGINE,VINCENZA LOPARDO,JASON	1445 SE 15 CT, UNIT 102,DEERFIELD BEACH, FL 33441 102	40-50 Year Section 110.15 BUILDING SAFETY INSPECTIONS Sec 110.15 (B)(2) Building Safety Inspection 40+ Year	RESPONDENT WAS PRESENT – ATTORNEY RANDALL K ROGER FINES IMPOSED AS OF 11/24/2023 FOR $250 PER DAY
44	23080024	MAGGIORE,RICHARD J RICHARD J MAGGIORE REV LIV TR	1250 SE 14 CT, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 1/5/2024 $250 PER DAY $80 PROSECUTION COST
45	23080120	PHAM,BICH T	3470 SW 2 CT, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-95(a)(2) - Landscaping and paving. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT – BICH T PHAM FINAL ORDER ISSUED COMPLY BY 1/5/2024 $100 PER DAY $80 PROSECUTION COST
46	22080047	CORDOBA,SILVESTRE & WANDA J	131 NW 42 WAY, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT – SILVESTRECORDOBA FINAL ORDER ISSUED COMPLY BY 1/5/2024 $100 PER DAY

					$80 PROSECUTION COST
48	23060053	BALISTRERI,JAMES M	321 SE 15 AVE, DEERFIELD BEACH, FL 33441	40-50 Year Section 110.15 BUILDING SAFETY INSPECTIONS Sec 110.15 (B)(1) Building Safety Inspection 40 Year	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 1/5/2024 $250 PER DAY $80 PROSECUTION COST
49	23080097	FELIX,GERLANDE H/E FELLER,FELIX	611 SE 3 ST, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 1/5/2024 $250 PER DAY $80 PROSECUTION COST
50	23080084	BACKOS,DARYL N	367 S FEDERAL HWY, UNIT 303B,DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 1/5/2024 $250 PER DAY $80 PROSECUTION COST
51	23070029	ALLEN,MAMIE	1320 SW 5 TER, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT – NANCY ALLEN DISMISSAL ORDER ISSUED
52 THRU 59	23060075	S O I INVESTMENTS LLC	1061 NW 45 ST, UNIT 3,DEERFIELD BEACH, FL 33064 3	40-50 Year Section 110.15 BUILDING SAFETY INSPECTIONS Sec 110.15 (B)(1) Building Safety Inspection 40 Year	RESPONDENT NOT PRESENT FINES IMPOSED AS OF 11/24/2023 FOR $250 PER DAY

62	23100003	DORIS T TSIANTAR LLC ZOPHRES,THEOCHARIS G ETAL/	2060 NE 2 ST, DEERFIELD BEACH, FL 33441	Chapter 102 - SIGNS Section 102-7. (10)- Certain sign or sign structures prohibited. Chapter 78 - COMMUNITY APPEARANCE BOARD Section 78-5. - Submission of plans and specifications. Community Appearance Board Requirement	RESPONDENT NOT PRESENT CONTINUED TO 1/8/2024
67	23080112	POITIER IRREV TR POITIER,SHARAVON TRSTEE	241 SW 1 TER, DEERFIELD BEACH, FL 33441	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(8) - Exterior building and structure standards. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Sec. 98-88.(b) - Off-street parking and loading	RESPONDENT WAS PRESENT – FELICIA POITIER EXTENDED TO 1/5/2024
68	23090003	WALLER,ANSON	402 NE 6 AVE, DEERFIELD BEACH, FL 33441	Chapter 66 - TRAFFIC AND VEHICLES Section 66-117.(b) - Parking prohibitions; enforcement.	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 1/19/2024 $150 PER DAY $80 PROSECUTION COST
75	23090048	MOTA,DIEGO RODRIGUES,ANA PAULA	482 NE 8 AVE, DEERFIELD BEACH, FL 33441	Chapter 66 - TRAFFIC AND VEHICLES ARTICLE II. BSO ENFORCED-STOPPING, STANDING, PARKING; DIVISION 3. - REGULATIONS, GENERALLY · Section 66-56(1)(L). - Prohibitions relative to stopping, standing or parking in specific places.	RESPONDENT WAS PRESENT-ANA RODRIGUES FINDING OF FACT ORDER ISSUED

				Chapter 66 - TRAFFIC AND VEHICLES Section 66-117.(a) - Parking prohibitions; enforcement.	
77	23100027	MASLEY,GREG H/E MASLEY,TODD	1301 SE 1 TER, DEERFIELD BEACH, FL 33441	Chapter 66 - TRAFFIC AND VEHICLES ARTICLE II. BSO ENFORCED-STOPPING, STANDING, PARKING; DIVISION 3. - REGULATIONS, GENERALLY Section 66-59.(b) - Parking on residentially zoned lots.	RESPONDENT NOT PRESENT CONTINUED TO 1/8/2024
79	23100016	21 SE 10 STREET LLC	21 SE 10 ST, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. SUPPLEMENTARY REGULATIONS Sec. 98-80(K)(14)(b) - Landscape Requirements.	RESPONDENT NOT PRESENT CONTINUED TO 1/8/2024
80	23110024	RST SPORTS LLC	3650 SW 10 ST, DEERFIELD BEACH, FL 33442	Chapter 102 - SIGNS Section 102-7. (4)- Certain sign or sign structures prohibited. Chapter 18 – BUSINESSES ARTICLE VI. - VALET PARKING Section 18-228 Prohibited parking on public property Chapter 38 - FINANCE AND TAXATION Section 38-263. - Local business tax receipt required. Chapter 66 - TRAFFIC AND VEHICLES ARTICLE II. BSO ENFORCED-STOPPING, STANDING, PARKING;	RESPONDENTS WERE PRESENT- ATTORNEY ROD FEINER DAVID FURMAN NORMAN GOMEZ ERICK NILSEN CONTINUED TO 1/26/2024

				DIVISION 3. - REGULATIONS, GENERALLY · Section 66-56(1)(L). - Prohibitions relative to stopping, standing or parking in specific places. Chapter 66 - TRAFFIC AND VEHICLES ARTICLE II. BSO ENFORCED-STOPPING, STANDING, PARKING; DIVISION 3. - REGULATIONS, GENERALLY · Section 66-56.(k) - Prohibitions relative to stopping, standing or parking in specific places. Chapter 66 - TRAFFIC AND VEHICLES DIVISION 3. BSO ENFORCED - REGULATIONS, GENERALLY Section 66-56(3). - Prohibitions relative to stopping, standing or parking in specific places.	
81	23090007	DUCHONOVIC,ERIKA SABAG,ISHAAYAHU	1039 NEWPORT H, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT FINES IMPOSED AS OF 11/24/2023 FOR $250 PER DAY
82	23090054	FEDERAL NATL MTG ASSN	152 VENTNOR J, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT - BRIAN MARSHALL FINES IMPOSED AS OF 11/24/2023 FOR $200 PER DAY

83	23100036	MIDLICK,JEFFREY P	3380 SW 2 CT, DEERFIELD BEACH, FL 33442	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas.	RESPONDENT NOT PRESENT CONTINUED TO 3/1/2024
87	23100060	SWEETING,DONALD E H/E COLLIER,DAWN & EMERY	1490 SW 6 AVE, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT – EMEMY COLLIER FINAL ORDER ISSUED COMPLY BY 1/5/2024 $125 PER DAY $80 PROSECUTION COST
88	23100042	2017-1 IH BORROWER LP % INVITATION HOMES - TAX DEPT	512 NW 38 TER, DEERFIELD BEACH, FL 33442	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(1) - Exterior building and structure standards.	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 1/5/2024 $225 PER DAY $80 PROSECUTION COST
89	23100061	PILLU,KEVIN	471 NW 38 TER, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT-KEVIN PILLU FINAL ORDER ISSUED COMPLY BY 1/5/2024 $100 PER DAY $80 PROSECUTION COST
90	23110033	SIDTAYELAN LLC	4251 NW 9 AVE, UNIT 202,	40-50 Year Section 110.15 BUILDING SAFETY INSPECTIONS Sec 110.15 (B)(1) Building Safety Inspection 40 Year	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 1/5/2024 $250 PER DAY $80 PROSECUTION COST

91	23070034	BRE/ESA P PORTFOLIO LLC %EXTENDED STAY-PROPERTY TAX 0328	1200 SW 11 WAY, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE II. - DEERFIELD BEACH LAND DEVELOPMENT CODE Section 98-16 - Maintenance of development.	RESPONDENT NOT PRESENT CONTINUED TO 1/8/2024
92	23100014	MARTINELLO,REGINALDO T RIZZON,ALESSANDRA CAMATA	271 SE 6 AVE, DEERFIELD BEACH, FL 33441	Chapter 66 - TRAFFIC AND VEHICLES DIVISION 3. BSO ENFORCED-REGULATIONS, GENERALLY Section 66-59. (c)(1)(a)- Parking on residentially zoned lots.	RESPONDENT NOT PRESENT FINES IMPOSED AS OF 11/27/2023 FOR $175 PER DAY
94	23090042	BIGGIE,JOHN J JR & BIGGIE,MARIA	1572 SE 9 ST, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT FINES IMPOSED AS OF 11/27/2023 FOR $200 PER DAY
95	23110008	SML DEERFIELD BEACH LLC	2030 NE 2 ST, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT-NISSIM BARUCH FINES IMPOSED AS OF 11/27/2023 FOR $250 PER DAY
96	23100092	MDC COAST 5 LLC	900 SW 10 ST, DEERFIELD BEACH, FL 33441	Chapter 102 - SIGNS Section 102-14.(c) - Maintenance, violations, enforcement and remedies. Chapter 46 – OFFENSES Section 46-9(g) - Defacing or damaging property of anothe	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 12/8/2023 $175 PER DAY $80 PROSECUTION COST
97	23100058	MOURA, SIRLEY SOARES	1100 CRYSTAL LAKE DR, UNIT 109 DEERFIELD BEACH, FL 33064	40-50 Year Section 110.15 BUILDING SAFETY INSPECTIONS Sec 110.15 (B)(1) Building Safety Inspection 40 Year	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 1/5/2023

					$250 PER DAY $80 PROSECUTION COST
98	23100004	VALDEZ,EDGARDO	821 NE 52 CT, DEERFIELD BEACH, FL 33064	Chapter 66 - TRAFFIC AND VEHICLES Section 66-117.(b) - Parking prohibitions; enforcement.	RESPONDENT NOT PRESENT FINES IMPOSED AS OF 11/27/2023 FOR $135 PER DAY
99	23100033	EUTHENIA USA LLC	1337 S DIXIE HWY, UNIT 523,DEERFIELD BEACH, FL 33441	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(1) - Exterior building and structure standards.	RESPONDENT NOT PRESENT FINES IMPOSED AS OF 11/27/2023 FOR $135 PER DAY
A	23030041	CHECKMATE INVESTMENTS LLC	4340 NW 5 AVE, DEERFIELD BEACH, FL 33064	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT – DAVINA CANCELLIER FINES MITIGATED FOR $3,160 TO BE PAID BY 1/24/2024
B	23040071	SARKIS,CLAUDE LE SARKIS,GABRIEL & SARKIS,JONATHAN	3042 HARWOOD D, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT – CLAUDE SARKIS FINES MITIGATED FOR $1,380 TO BE PAID BY 2/28/2024
C	20010148	DIVIAGGIO,CARUSSO	810 SW 12 CT, DEERFIELD BEACH, FL 33441	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(7) - Exterior building and structure standards. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS	RESPONDENT WAS PRESENT – DIVIAGGIO CARUSSO FINES MITIGATED TO ORIGINAL ORDER OF $580 TO BE PAID BY 12/26/2023

				Section 14-106(b) - Minimum standards for yard and landscape areas. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-88.(b) - Off-street parking and loading.	
D	23030025	YOSS PRASHKOVSKY LLC	311 NW 42 CT #101, DEERFIELD BEACH, FL 33064	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENTS WERE PRESENT -KARL SMITH SHAKIRA COLON ADI KARAELI MITIGATION DENIED
E	23040039	YOSS PRASHKOVSKY LLC	311 NW 42 CT #101, DEERFIELD BEACH, FL 33064	Chapter 58 - SOLID WASTE DIVISION 3. - RESIDENTIAL COLLECTION Section 58-70.(f) - Preparation of bulky yard and vegetative wastes.	RESPONDENTS WERE PRESENT -KARL SMITH SHAKIRA COLON ADI KARAELI FINES MITIGATED FOR $8,080 TO BE PAID BY 1/24/2024
F	21080118	COHEN,GERALD H/E MERMELSTEIN,DEENA & COHEN,ZEV	3016 SWANSEA A, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS	RESPONDENT NOT PRESENT VACATE ORDER ISSUED

				ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	
G	23080003	PUBLIX SUPER MARKETS INC ATTN: REAL EST TAX DEPT	777 SW 12 AVE, DEERFIELD BEACH, FL 33442	Chapter 58 - SOLID WASTE ARTICLE I. - IN GENERAL Section 58-3. - Maintenance of area. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-81(L)(1)(a-g) - Tree preservation. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. SUPPLEMENTARY REGULATIONS Sec. 98-80(N)(1) - Landscape Requirements. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. SUPPLEMENTARY REGULATIONS Sec. 98-80(N)(2) - Landscape Requirements.	RESPONDENT NOT PRESENT VACATE ORDER ISSUED

_____ _____

Douglas Gonzales, Special Magistrate Date

City of Deerfield Beach
African American Heritage Committee Meeting Minutes
Thursday, January 11, 2024
Hillsboro Technology Center | 50 Hillsboro Technology Drive

CALL TO ORDER/ROLL CALL

Chair Strowbridge called the meeting to order on the above date at 6:31 P.M.

Present:	Chair Strowbridge Vice Chair Jackson - *arrived at 6:39 p.m.* Diane Chisholm Barri McMillon Annette Mitchell
Also Present:	Horace McHugh, Deputy City Manager Lauren Goas, Administrator of Special Events & Athletics Adele Trizzino, Manager II Special Events Milton Collins, City Attorney's Office

Approval of July 13 & September 14, 2023 Minutes

MOTION was made by Ms. McMillon, seconded by Ms. Mitchell to approve the minutes as submitted. The motion PASSED unanimously.

MLK UPDATES

Lauren Goas, Administrator of Special Events & Athletics, reviewed the timeline for the upcoming MLK event, which included entertainment, food, and various youth activities. The Board members will serve as the parade judges.

There was a brief discussion regarding free food being given out at MLK event.

Ms. Chisholm stated that she does not believe free food should be given away because it will attract unwanted attendees. She suggested charging for food to recoup some of the funds.

The committee requested a budget for the event, which will be provided at the next meeting.

BLACK HERITAGE BANQUET UPDATES

Lauren Goas, Administrator of Special Events & Athletics, presented the program for the upcoming Banquet, which included the entertainment lineup, keynote speaker, and emcee.

Ms. Mitchell and Ms. Jackson inquired about the recommendations they provided, including the emcee, a praise dancer, and musical entertainment.

Ms. Goas reminded them that the recommendations came after the deadlines; nevertheless, staff did attempt to incorporate reasonable recommendations that were provided.

Ms. McMillon commented on the previously canceled meetings and asked why a quorum was necessary to have a meeting.

Horace McHugh, Deputy City Manager, explained the importance of having board consensus and that meetings without a quorum do not meet that requirement. He reiterated that staff has been providing timelines and deadlines to ensure that events are planned appropriately.

Thereafter, the Board discussed the African American Heritage Board 2024 nominee recommendations.

MOTION was made by Ms. McMillion, seconded by Vice Chair Jackson to nominate the Black Heritage Pioneer Award to Harold Westley, the Community Heritage Award to Wayne and Darrel Adams, and the Public Service Award to Bishop Anthony T. Pelt Sr. The motion PASSED unanimously.

The Board requested to increase the number of tickets sold and move to a more soul food/Caribbean menu.

Staff advised that they would follow up with the hotel to see if it was possible to accommodate these requests.

JUNETEENTH

Board recommendations for Juneteenth included Mickey Platt, Careless Vibez, Reaxion Band, Ball Greezy, Calvin Hughes, and a museum display.

Staff encouraged the Board to bring forth their suggestions and ideas for themes and performers at the next board meeting.

Thereafter, discussion ensued between staff and members of the Board regarding improvements that will take place for the 2024 event, including moving the stage, decreasing the size of family tents, and including local step teams and drumlines.

The Board cautioned placing an emphasis on the carnival component, without emphasis on the educational component of Juneteenth.

Lauren Goas, Administrator of Special Events & Athletics, acknowledged the educational component of Juneteenth and stated that if the Board wished to shift the event into a more educational direction, it would require different event arrangements. She encouraged the Board to come up with proposals for an educational event.

CLOSING COMMENTS

Ms. Chisholm informed the Board that Schiff Construction, Oceans 234, People's Trust, Cracker Barrel, and the Wyndham Hotel have agreed to provide sponsorship money for upcoming events.

Ms. Chisholm briefly discussed the Ordinance that will require certain city committee/board members to receive a Level II background check. She stated that it is a bad example for the community when it is only being requested for certain boards; therefore, she will reconsider sitting on this board if required to comply with this ordinance.

Vice Chair Jackson agreed and stated that all City Commissioners and vendors that work for the City should adhere to this ordinance, if passed.

Ms. McMillon stated that the only committees being subjected to this ordinance are those whose members are primarily African-American.

Chair Strowbridge stated she is looking forward to MLK Day and having a successful event.

Ms. Mitchell thanked Staff for always responding to emails.

COMMENTS FROM THE PUBLIC

None.

COMMENTS FROM THE ATTORNEY

Milton Collins, City Attorney's Office, stated that the sponsoring city commissioner requested that Level II background checks be performed on committee/board members who actively engage with the youth, elderly, etc.

NEXT MEETING

February 8, 2024

ADJOURNMENT

MOTION was made by Ms. McMillion, seconded by Ms. Mitchell to adjourn the meeting at 8:17 P.M. The motion PASSED unanimously.

Minutes Approved Rowanna Strowbridge **Date** 02/08/2024

HILLSBORO INLET DISTRICT
Minutes of Regular Monthly Meeting, Monday, January 22, 2024
Fletcher Hall, 2200 NE 38th Street, City of Lighthouse Point

MEMBERS PRESENT:

Chair Denise Bryan
Vice Chair Laurence Gore
Commissioner Scott Loesel
Commissioner Randy Strauss
Commissioner Robert O'Neill
Commissioner Max Turner (Arrived at 6:32 PM)
Commissioner Tom Campbell

OTHERS PRESENT:

David N. Tolces, General Counsel, Weiss Serota Helfman Cole & Bierman, P.L.
Captain Woodworth R. Draughon III
Assistant Captain, Alexander Cuevas
Robert Andrews, District Accountant
Kimberly Longo, District Secretary
Zak Bedell, Olsen Associates, Inc. (Via Zoom)
Oscar Belaiche, Pompano Beach
Carl Horace, COO, Hillsboro Club
Joseph Trotta, Hillsboro Inlet District Employee
Alex Alvardo, Hillsboro Inlet District Employee
Danilo Mina, Hillsboro Inlet District Employee

QUORUM PRESENT: The Secretary called the roll and established a quorum for the regular meeting. The meeting was called to order by Chair Bryan at 6:30 P.M.

APPROVAL OF MINUTES: A Motion to approve the November 20, 2023 Regular Meeting Minutes was made by Commissioner Turner and seconded by Vice Chair Gore.

Chair Bryan	Yes
Vice Chair Laurence Gore	Yes
Commissioner Loesel	Yes
Commissioner Strauss	Yes
Commissioner O'Neill	Yes
Commissioner Turner	Yes

The Motion to approve the Regular Meeting Minutes was approved unanimously. (6-0)

APPROVAL OF OUTSTANDING BILLS: A Motion was made by Commissioner O'Neill and seconded by Commissioner Loesel for approval of all outstanding bills in the amount of $476,269.16. The bills were reviewed and discussed in detail.

Chair Bryan	Yes
Vice Chair Gore	Yes

Commissioner Loesel	Yes
Commissioner Strauss	Yes
Commissioner O'Neill	Yes
Commissioner Turner	Yes
Commissioner Campbell	Yes

The Motion to approve the outstanding bills in the amount of $476,269.16 was approved unanimously. (7-0)

APPROVAL OF CURRENT MONTH'S EXPENSES: Motion was made by Vice Chair Gore and seconded by Commissioner Loesel to approve current month's expenses of approximately $50,000.00.

Chair Bryan	Yes
Vice Chair Gore	Yes
Commissioner Loesel	Yes
Commissioner Strauss	Yes
Commissioner O'Neill	Yes
Commissioner Turner	Yes
Commissioner Campbell	Yes

The Motion to approve the current month's expenses was approved unanimously. (7-0)

INLET STATUS REPORT: Captain Draughon presented the Inlet depth chart, which depicted eight (8') feet controlling depth shoreward and nine (9') feet controlling depth seaward. There was 35.5 hours of dredging time, resulting in about 15,975 yd^3 of sand bypassed to Pompano Beach.

Captain Draughon advised the Board that the crew has been doing a lot of maintenance work, repair work, and fabricating. The crew has been very busy with all the District equipment. He also described that the crew has been allowing the sand to flow into the inlet, have the shoal build up, with the intent of bypassing the sand south once everything is up and running.

Captain Draughon advised the Board that the crew performed general maintenance. Captain Draughon also advised that the crew also performed the following:

1. Completion of the house which will protect the winch is 90% complete; and
2. Dredge issues were fixed (belts, heat exchanger, hydraulic and water leaks, electrical problems, oil pressure sensors, radiator was replaced).

Captain Draughon introduced the crew to the Board (Alex Alvardo, Danilo Mina and Jospeh Trotta) and stated what each of them do.

PUBLIC COMMENTS: Carl Horace, Chief Operating Officer of the Hillsboro Club thanked the District's crew for all of their hard work and stated they are great at what they do. He advised that over Thanksgiving and Christmas the Hillsboro Club had two storms and the District's crew was there to assist.

Oscar Belaiche, a resident of Pompano Beach said that it is great that Captain Draughon and his crew will be able to rebuild since the beach got depleted this year with all of the storms. He advised that the sand nourishment project has gotten washed out. He also stated that Attorney Tolces' sent him the information on the sailboat dock issue and letter to DEP and commended him on the letter he sent and stated he made a lot of good points. From his point of view it is against the public interest and should not be allowed to be in place. He inquired that the property owner has six months to comply to Florida Department of Environmental Protection. Mr. Belaiche is prepared to assist. Mr. Belaiche asked that the dredging log can be updated on the website with the volumes and advised he is aware that the dredge has been out of the water. Attorney Tolces stated he will update the dredging log and put on the website all of the improvements that have been made to the equipment.

NEW BUSINESS

2024 LEGISLATIVE SESSION – HB 7013 – SPECIAL DISTRICT REAUTHOIRZATION REFERENDUM: Attorney Tolces updated the Board regarding HB 7013 which was scheduled for a hearing before the House Ways and Means Committee. As part of the bill that was originally drafted would require that all Special Districts in the state of Florida undergo a reauthorization referendum in 2026 and every 10 years thereafter. Attorney Tolces communicated directly with Representative Chip LaMarca to express his concerns of additional expense and cost that would be required by the District to take if this referendum was enacted. As it turned out before the meeting, all the hospital districts in the state of Florida spoke out against it as well because they did not feel it would be in the best interest of the health services in the state of Florida. The House Ways and Means Committee approved the bill which took out the referendum requirement. There is still a section in the legislation which will require each Special District by October 1st of each year beginning October 1, 2025 publish an Annual Report describing the goals and objectives achieved by the District as well as performance measures that were achieved and those that were not achieved. Attorney Tolces spoke to Representative LaMarca and advised him that he still has a concern because from the District's prospective that the District has to file reports with Florida Department of Environmental Protection and other state agencies. Attorney Tolces asked Mr. Creed and Mr. Bedell to provide what current reports are currently required to filed so that he can have further discussions with Representative LaMarca to see if there is any possibility that this requirement may be modified.

OLD BUSINESS

UPDATE AS TO SAND BYPASS AND MAINTENANCE DREDGING PERMIT APPLICATION: Zak Bedell of Olsen Associates, Inc. advised the Board that they are continuing to work on the activities associated with the Maintenance Dredging Permit Application. FDEP has requested more information. Several issues were raised relating to seagrass protection and the pipeline corridors across the inlet and across the upland area to the south. They are working with Captain Draughon getting his input on where the pipeline is located.

Mr. Bedell advised the 2023 annual Sand Bypassing Report will start being prepared as soon as they receive the final dredge logs for the full year of 2023.

Attorney Tolces advised the Board that Olsen Associates, Inc. contacted him and advised that the District needs to prepare the 2023 Annual Sand Bypass Report and provided a proposal in the amount of $4,944.00. The Board discussed the estimate.

Motion was made by Commissioner Strauss and seconded by Vice Chair Gore to approve Olsen Associates, Inc.'s proposal in the amount of $4,944.00 for the preparation of the 2023 Annual Sand Bypass Report.

Chair Bryan	Yes
Vice Chair Gore	Yes
Commissioner Loesel	Yes
Commissioner Strauss	Yes
Commissioner O'Neill	Yes
Commissioner Turner	Yes
Commissioner Campbell	Yes

Motion to approve Olsen Associates, Inc.'s proposal for the preparation of the 2023 Annual Sand Bypass Report in the amount of $4,944.00 was approved unanimously. (7-0)

PERSONNEL POLICY: Attorney Tolces advised that this item was continued from the November meeting. He advised that Commissioner Chappell is not here tonight due to a conflict. Chair Bryan advised the Board that this item should be tabled until next month as this is an important matter to Commissioner Chappell.

A motion was made by Commissioner Strauss and Commissioner Loesel to table the Personnel Policy item until the next meeting.

Chair Bryan	Yes
Vice Chair Gore	Yes
Commissioner Loesel	Yes
Commissioner Strauss	Yes
Commissioner O'Neill	Yes
Commissioner Turner	Yes
Commissioner Campbell	Yes

The Motion to table Personnel Policy Item to the next meeting was approved unanimously. (7-0)

GENERAL COUNSEL COMMENTS: Attorney Tolces advised the Board that he along with Commissioner Loesel and Captain Draughon attended the Hillsboro Inlet Sailing Club's meeting at Galuppis on January 12, 2024 and made a power point presentation which was well received.

Attorney Tolces advised that they are still working on issues associated with the pending Hillsboro Point dock permit application. The attorneys are conducting additional research with respect to the ownership of the property that lies just south of the south jetty where the discharge pipes run across. Attorney Tolces will advise the Board if he receives any new information.

COMMISSIONER COMMENTS: Chair Bryan advised the Board that she has a conflict and cannot attend the February 26, 2024 Board meeting and asked if it could be moved to a different

date as she would like to be present regarding the personnel policy item. The Board discussed different dates in February. Motion was made by Commissioner Campbell and seconded by Commissioner Turner to change the February 26, 2024 meeting to February 12, 2024.

Chair Bryan	Yes
Vice Chair Gore	Yes
Commissioner Loesel	Yes
Commissioner Strauss	Yes
Commissioner O'Neill	Yes
Commissioner Turner	Yes
Commissioner Campbell	Yes

The motion to approve changing the February 26, 2024 meeting to February 12, 2024 was approved unanimously. (7-0)

Chair Bryan advised the Board that she also has a conflict and cannot attend the March 25, 2024 Board meeting and asked if it could be moved to a different date as well. The Board discussed different dates in March. Motion was made by Commissioner Strauss and seconded by Commissioner O'Neill to change the March 25, 2024 meeting to March 11, 2024.

Chair Bryan	Yes
Vice Chair Gore	Yes
Commissioner Loesel	Yes
Commissioner Strauss	Yes
Commissioner O'Neill	Yes
Commissioner Turner	Yes
Commissioner Campbell	Yes

The motion to approve changing the March 25, 2024 meeting to March 11, 2024 was approved unanimously. (7-0)

Captain Draughon advised the Board that they need to get rid of the old elbow barge. Motion was made by Commissioner Strauss and seconded by Commissioner O'Neill to declare the old rusty elbow barge as surplus and unnecessary property and to authorize the Captain Draughon to dispose of it.

Chair Bryan	Yes
Vice Chair Gore	Yes
Commissioner Loesel	Yes
Commissioner Strauss	Yes
Commissioner O'Neill	Yes
Commissioner Turner	Yes
Commissioner Campbell	Yes

The motion to declare the old rusty elbow barge as surplus and unnecessary property and authorize Captain Draughon to dispose of it was approved unanimously. (7-0)

Commissioner Campbell requested a copy of Florida Department of Environmental Protection comments on the ongoing permit along with the presentation to the Hillsboro Inlet Sailing Club. Attorney Tolces advised that he will provide the information to him and other Commissioners.

Commissioner Campbell asked Mr. Bedell about the volume of sand that is located within the outer borrow area since the channel improvement project was completed. Mr. Bedell advised the Board that he would have to conduct additional research and would update the board with the requested information via e-mail.

ADJOURNMENT: Motion was made by Commissioner Loesel to adjourn the meeting and seconded by Commissioner Strauss. The meeting was adjourned at 7:37 PM by Chair Bryan.

Respectfully submitted,

_____

Kimberly Longo, District Secretary

Regular City Commission Meeting - February 20, 2024

DEERFIELD BEACH - YOU ARE HEREBY NOTIFIED that the **Regular City Commission** meeting will be held on **Tuesday, February 20, 2024, at 7:00 PM in the City Commission Chambers located at the City Hall Complex, 150 NE 2nd Avenue, Deerfield Beach, Florida.** A quorum of the City Commission will be physically present at the meeting and the City will be utilizing communications media technology with most City staff participating through video conferencing.

The February 20, 2024, Regular City Commission meeting will proceed utilizing communications media technology; **however, the City Commission Chambers located at the City Hall Complex, 150 NE 2nd Avenue, Deerfield Beach, will be open to the public as an additional method** for speakers wishing to speak on items. A copy of the agenda for the February 20, 2024 meeting will be available at http://www.deerfield-beach.com/1554/Meetings-Agendas.

Attending and Viewing the City Commission Meeting:

This meeting will be broadcast live for members of the public. There are several options available to the public to attend/view the meeting:

1. **In Person Attendance**. Attend in person in the City Commission Chambers.

2. **Zoom**

   a. **Via Zoom Online** - Access to the meeting will begin at 6:45 PM on February 20, 2024.
      i. Use the following link below to access the meeting via Zoom:
https://deerfield-beach.zoom.us/j/81172594084?pwd=ZDY2cHRNR05EVlMwNnBsaERKRmNUZz09
      ii. The video camera display feature is disabled for public use.

   b. **Via Zoom Telephone** - Join the meeting via telephone (audio only) using the Call-in number below, followed by the Meeting ID when prompted. No computer or access code is required.

Call-in Number: (301) 715-8592, Meeting ID: 811 7259 4084#, Participant ID: #, Passcode: 513128#

For more information on using Zoom, please visit Zoom Support at the following link: https://support.zoom.us/hc/en-us.

3. **YouTube**

   The meeting will also be available to the public via YouTube for audio and video access; however, public participation, i.e. comments are not possible. The link to watch the meeting via YouTube will be active no later than 6:45 PM on February 20, 2024, and can be found by clicking the camera icon in the Media column at http://www.deerfield-beach.com/1554/Meetings-Agendas.

Providing Public Comment:

Public participation is strongly encouraged. Your comments will be limited to three minutes per person. To participate, please choose the option best for you and remember to include your name and address for the record.

1. **In person** - Public comment may be given in the Commission Chambers during the applicable public comment portion of the meeting.

2. **Live Zoom Video Participation** - If attending via Zoom online, at the appropriate public comment period, click "raise hand" which is located at the bottom of the screen under the "reactions" tab, and your audio will be unmuted when you are recognized.

3. **Live Zoom Telephone Participation** - If attending via Zoom by telephone, at the appropriate public comment period, press *9 to "raise your hand" and your audio will be unmuted when you are recognized.

IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND FLORIDA STATUTE 286.26, PERSONS WITH DISABILITIES NEEDING SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT THE CITY CLERK NO LATER THAN 3 DAYS PRIOR TO THE MEETING AT (954) 480-4213 FOR ASSISTANCE.

Should you have any questions, please feel free to contact the City Clerk's Office at 954.480.4213. For additional information on the agenda items for the Commission meeting, please visit www.dfb.city.

City of Deerfield Beach

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Face Sheet
File Number: I.D. 2024-56

Agenda Date: 2/20/2024 **Status:** AWARDS & RECOGNITION

In Control: City Commission

Title
Government Finance Officers Association Certificate of Achievement for Excellence in Financial Reporting for the Annual Comprehensive Report for the Fiscal Year Ended September 30, 2022.

Government Finance Officers Association
203 North LaSalle Street, Suite 2700
Chicago, Illinois 60601-1210
312.977.9700 *fax:* 312.977.4806

1/10/2024

David Santucci
Manager
City of Deerfield Beach, Florida

Dear David:

We are pleased to notify you that your annual comprehensive financial report for the fiscal year ended September 30, 2022 qualifies for GFOA's Certificate of Achievement for Excellence in Financial Reporting. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.

When a Certificate of Achievement is awarded to a government, an Award of Financial Reporting Achievement (AFRA) is also presented to the individual(s) or department designated by the government as primarily responsible for its having earned the Certificate. This award has been sent to the submitter as designated on the application.

We hope that you will arrange for a formal presentation of the Certificate and Award of Financial Reporting Achievement, and give appropriate publicity to this notable achievement. A sample news release is included to assist with this effort.

We hope that your example will encourage other government officials in their efforts to achieve and maintain an appropriate standard of excellence in financial reporting.

Sincerely,



Michele Mark Levine
Director, Technical Services

GOVERNMENT FINANCE OFFICERS ASSOCIATION

NEWS RELEASE

FOR IMMEDIATE RELEASE

1/10/2024

For more information contact:
Michele Mark Levine, Director/TSC
Phone: (312) 977-9700
Fax: (312) 977-4806
Email: mlevine@gfoa.org

(Chicago, Illinois)—Government Finance Officers Association of the United States and Canada (GFOA) has awarded the Certificate of Achievement for Excellence in Financial Reporting to **City of Deerfield Beach** for its annual comprehensive financial report for the fiscal year ended September 30, 2022. The report has been judged by an impartial panel to meet the high standards of the program, which includes demonstrating a constructive "spirit of full disclosure" to clearly communicate its financial story and motivate potential users and user groups to read the report.

The Certificate of Achievement is the highest form of recognition in the area of governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.

Government Finance Officers Association (GFOA) advances excellence in government finance by providing best practices, professional development, resources, and practical research for more than 21,000 members and the communities they serve.

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

City of Deerfield Beach
Florida

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

September 30, 2022

Christopher P. Morrill

Executive Director/CEO

The Government Finance Officers Association of the United States and Canada

presents this

AWARD OF FINANCIAL REPORTING ACHIEVEMENT

to

Finance Department

City of Deerfield Beach, Florida

The Award of Financial Reporting Achievement is presented by the Government Finance Officers Association to the department or individual designated as instrumental in the government unit achieving a Certificate of Achievement for Excellence in Financial Reporting. A Certificate of Achievement is presented to those government units whose annual financial reports are judged to adhere to program standards and represents the highest award in government financial reporting.

Executive Director

Christopher P. Morrill

Date: 1/10/2024

City of Deerfield Beach

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Face Sheet
File Number: I.D. 2024-57

Agenda Date: 2/20/2024 **Status:** AWARDS & RECOGNITION

In Control: City Commission

Title
Government Finance Officers Association's Distinguished Budget Presentation Award for FY2024 Annual Budget Document.

GOVERNMENT FINANCE OFFICERS ASSOCIATION

NEWS RELEASE

FOR IMMEDIATE RELEASE

1/29/2024

For more information, contact:
Technical Services Center
Phone: (312) 977-9700
Email: budgetaward@gfoa.org

(Chicago, Illinois)—Government Finance Officers Association is pleased to announce that **City of Deerfield Beach, Florida** received GFOA's Distinguished Budget Presentation Award for its budget.

The award represents a significant achievement by the entity. It reflects the commitment of the governing body and staff to meeting the highest principles of governmental budgeting. In order to receive the budget award, the entity had to satisfy nationally recognized guidelines for effective budget presentation. These guidelines are designed to assess how well an entity's budget serves as:

- a policy document
- a financial plan
- an operations guide
- a communications device

Budget documents must be rated "proficient" in all four categories, and in the fourteen mandatory criteria within those categories, to receive the award.

There are over 1,700 participants in the Budget Awards Program. The most recent Budget Award recipients, along with their corresponding budget documents, are posted quarterly on GFOA's website. Award recipients have pioneered efforts to improve the quality of budgeting and provide an excellent example for other governments throughout North America.

Government Finance Officers Association (GFOA) advances excellence in government finance by providing best practices, professional development, resources, and practical research for more than 22,500 members and the communities they serve.

GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

City of Deerfield Beach
Florida

For the Fiscal Year Beginning

October 01, 2023

Christopher P. Morrill

Executive Director

The Government Finance Officers Association of the United States and Canada

presents this

CERTIFICATE OF RECOGNITION FOR BUDGET PREPARATION

to

Financial Services Department
City of Deerfield Beach, Florida

The Certificate of Recognition for Budget Preparation is presented by the Government Finance Officers Association to those individuals who have been instrumental in their government unit achieving a Distinguished Budget Presentation Award. The Distinguished Budget Presentation Award, which is the highest award in governmental budgeting, is presented to those government units whose budgets are judged to adhere to program standards.

Executive Director Christopher P. Morrill

Date: **1/29/2024**

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

City of Deerfield Beach

Face Sheet
File Number: I.D. 2024-64

Agenda Date: 2/20/2024

Status: PUBLIC HEARINGS – SECOND READING

In Control: City Commission

Title
P.H. 2024-045: ORDINANCE 2024/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, REZONING APPROXIMATELY 16.5 GROSS ACRES LOCATED AT 600 & 700 WEST HILLSBORO BOULEVARD FROM HIGHWAY BUSINESS DISTRICT (B-2) TO PLANNED DEVELOPMENT DISTRICT (PDD) (APPLICATION 21-R-196); PROVIDING FOR A MAXIMUM OF 360 DWELLING UNITS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

Recommended Action
Commission to vote on Ordinance

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Background/History
On April 25, 2023, the City Commission approved the second reading of the Land Use Plan Amendment Application #65A approving the change in land use on the subject parcels from Commercial to Medium-High (25) Mixed Use- Residential (21.82 du/ac).

The Applicant has also submitted a Plat Application 21-P-232 and a Site Plan Application No. 21-PDD-03, seeking approval for the proposed development of the subject properties and is pending separate review and approval. The Applicant intends to redevelop the subject properties with 239,672 square feet of commercial across 4 buildings, an additional residential building with 360 multi-family dwelling units with an attached parking garage, and associated on and off-site improvements.

Applicants for rezoning to the PDD district must demonstrate, through a statement of need, that there are unique property characteristics that impede the development of the properties under strict application of the Code, development is apparent and will enhance economic development strategies of the City.

The Applicant is required by Code to enter into a Development Agreement with the City, which must be approved by the City Commission as part of the rezoning. Although the Development Agreement is not within the purview of the Planning and Zoning Board, the following information from the agreement is related to the approval of the rezoning application:

Applicant agrees to the following:
- Drainage and roadway improvements to SW Natura Boulevard;
- Sidewalk and pedestrian improvements to SW Natura Boulevard;
- Voluntary contribution for improvements to Oveta McKeithen Recreational Complex;
- Voluntary contributions to the City's affordable housing programs;
- Open space improvements with art features at three (3) locations.

The Applicant has made requests to deviate from the Land Development Code through the PDD zoning, which is permitted with the approval of the rezoning application: Requested changes include:

- Decrease front setback (Hillsboro Boulevard) to 20 feet;
- Increase corner side setback (Natura Boulevard) to 50 feet;
- Decrease rear setback (southern portion of Natura Boulevard) to 15 feet;
- Increase side setback (I-95) to 20 feet;
- Increase minimum floor area to 10,000 square feet;
- Increase maximum floor area ratio (FAR) to 1.1 for all buildings;
- Increase maximum lot coverage to 38%;
- Increase minimum landscaped area to 24%;
- Increase maximum building height to 80 feet;
- Reduce required parking spaces to 9 feet by 18 feet;
- Increase maximum height for signs setback 2'-9" from property line to 6 feet;
- Reduce minimum parking required to 1,344 spaces.

A traffic impact analysis was submitted for the proposed development and all findings were approved by the City's traffic consultant.

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the site.

The Planning and Zoning Board reviewed and unanimously recommended approval to the City Commission at its meeting on January 4, 2024.

REQUESTED ACTION:

Recommendation to the City Commission on the proposed rezoning with the following condition:

1. Owner / applicant shall enter into a Development Agreement as approved by the City Commission.

ORDINANCE NO. 2024/

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, REZONING APPROXIMATELY 16.5 GROSS ACRES LOCATED AT 600 & 700 WEST HILLSBORO BOULEVARD FROM HIGHWAY BUSINESS DISTRICT (B-2) TO PLANNED DEVELOPMENT DISTRICT (PDD) (APPLICATION 21-R-196); PROVIDING FOR A MAXIMUM OF 360 DWELLING UNITS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

WHEREAS, the City Commission, as the governing body of the City of Deerfield Beach, Florida, pursuant to the authority in Chapter 163 and Chapter 166, Florida Statutes, and the City of Deerfield Beach Code of Ordinances, is authorized and empowered to consider applications related to zoning and land development orders; and

WHEREAS, G&C Hillsboro Investors, LLC (the "Applicant") has applied for a rezoning of approximately 16.5 gross acres of land consisting of three parcels generally described as a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, "Crocker South," according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, as more particularly described in the file, and located at 600 & 700 W. Hillsboro Blvd., Deerfield Beach, Florida, (collectively, the "Property") from Highway Business District (B-2) to Planned Development District (PDD) (the "Rezoning"); and

WHEREAS, as required by Section 98-68 "PDD, planned development district" of the City's Land Development Code (the "Code"), the Rezoning application includes a statement of need, conceptual master plan, and proposed property development requirements and is subject to execution of a Development Agreement in compliance with the Code; and

WHEREAS, the Applicant has submitted a master conceptual plan that demonstrates re-development of the Property into 239,672 square feet of commercial use across 4 buildings, an additional mid-rise residential building with 360 multi-family dwelling units with an attached parking garage, and associated on and off-site improvements; and

WHEREAS, on April 25, 2023, the City Commission approved the Applicant's request for a land use change on the subject parcels from Commercial to Medium-High (25) Mixed Use-Residential (21.82 dwelling units/acre); and

WHEREAS, the Deerfield Beach Planning and Zoning Board reviewed the Rezoning application on January 4,2024, as required by Florida Statutes, and recommended approval; and

WHEREAS, the notice and hearing requirements have been satisfied; and

WHEREAS, the City Commission has considered the evidence and testimony presented by the Applicant and other interested parties, and the criteria in Section 98-68(g) of the Code, and the recommendations of the various City of Deerfield Beach review agencies and staff; and

WHEREAS, the City Commission has determined that the proposed Rezoning is consistent with the City of Deerfield Beach Comprehensive Plan designation of Medium-High (25) Mixed Use-Residential (21.82 dwelling units/acre) for the Property; and

WHEREAS, the City Commission of the City of Deerfield Beach finds it in the best interest of the City to Rezone the Property to Planned Development District (PDD).

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above "WHEREAS" clauses are true and correct and are incorporated herein.

Section 2. The Rezoning of the Property from Highway Business District (B-2) to Planned Development District (PDD) is hereby approved, subject to the following conditions all of which shall be satisfied by the Applicant prior to the issuance of any building permit: (i) the conditions set forth in the DRC report, dated December 21, 2023, and (ii) execution, and the recording in public record, of a Development Agreement, in a form approved by the City Attorney, in compliance with Section 98-68 of the Code and providing at a minimum for all of the following (with the timeframe for completion of the following items as specified in the Development Agreement):

1. Applicant shall be required to provide drainage and roadway improvements to SW Natura Boulevard;
2. Applicant shall be required to provide sidewalk and pedestrian improvements to SW Natura Boulevard;
3. Applicant shall provide a monetary contribution to the City for improvements to Oveta McKeithen Recreational Complex;
4. Applicant shall provide a monetary contribution to the City's affordable housing programs in the amount of $500.00 per dwelling unit for the maximum three hundred sixty (360) dwelling units allowed on the Property ($180,000 total for the 360 units);
5. Applicant shall install open space nodes at three locations as part of Phase 1 construction and shall, at no cost to the City, install at least three public art pieces at the three node locations in accordance with the City's Public Art Program and regulations; and
6. If warranted in accordance with the FHWA Manual on Uniform Traffic Control Devices, Applicant shall install a crosswalk along SW Natura Boulevard, at the location determined by the City, and in accordance with the City's applicable engineering standards.

Section 3. All sections or parts of the City Code of Ordinances, all ordinances or parts of ordinances and all resolutions or parts of resolutions in conflict with this Ordinance are hereby repealed to the extent of such conflict.

Section 4. Should any section or provision of this ordinance or any portion thereof, any paragraph, sentence or word be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder of this Ordinance.

Section 5. This Ordinance shall be in full force and effect immediately upon its passage and adoption on second reading.

PASSED 1ST READING ON THIS _____ DAY OF _____, 2024

PASSED 2ND READING ON THIS _____ DAY OF _____, 2024

_____
BILL GANZ, MAYOR

ATTEST:

_____
HEATHER MONTEMAYOR, CITY CLERK



Public Hearing Notice Map

Site Plan Application 21-PDD-03
Rezoning Application 21-R-196
Plat Application 21-P-232

N
W E
S

0 200 400 Feet

600 & 700 W HILLSBORO BLVD

For additional information
call the Planning Department at 954-480-4206
or visit www.deerfield-beach/boardagendas

Deerfield Beach
Florida

PUBLIC NOTICE

APPLICATIONS
21-R-196, 21-P-232, 21-PDD-03

December 15, 2023

Dear Property Owner:

This is to notify you that the **PLANNING AND ZONING BOARD** of the City of Deerfield Beach, a municipal corporation of Florida, shall hear applications for:

G&C Hillsboro Investors, LLC
Represented by Greenspoon Marder, LLP/ Dennis Mele, Esq.

Seeking Rezoning application approval to amend the City of Deerfield Beach Zoning Map on three (3) parcels totaling 16.5 gross acres from B-2, Highway Business to PDD, Planned Development District (Application 21-R-196); and

Seeking Plat application approval to plat a 4.244 acre site to be restricted to 360 mid-rise units to be known as "GC Hillsboro Residential" (Application 21-P-232)

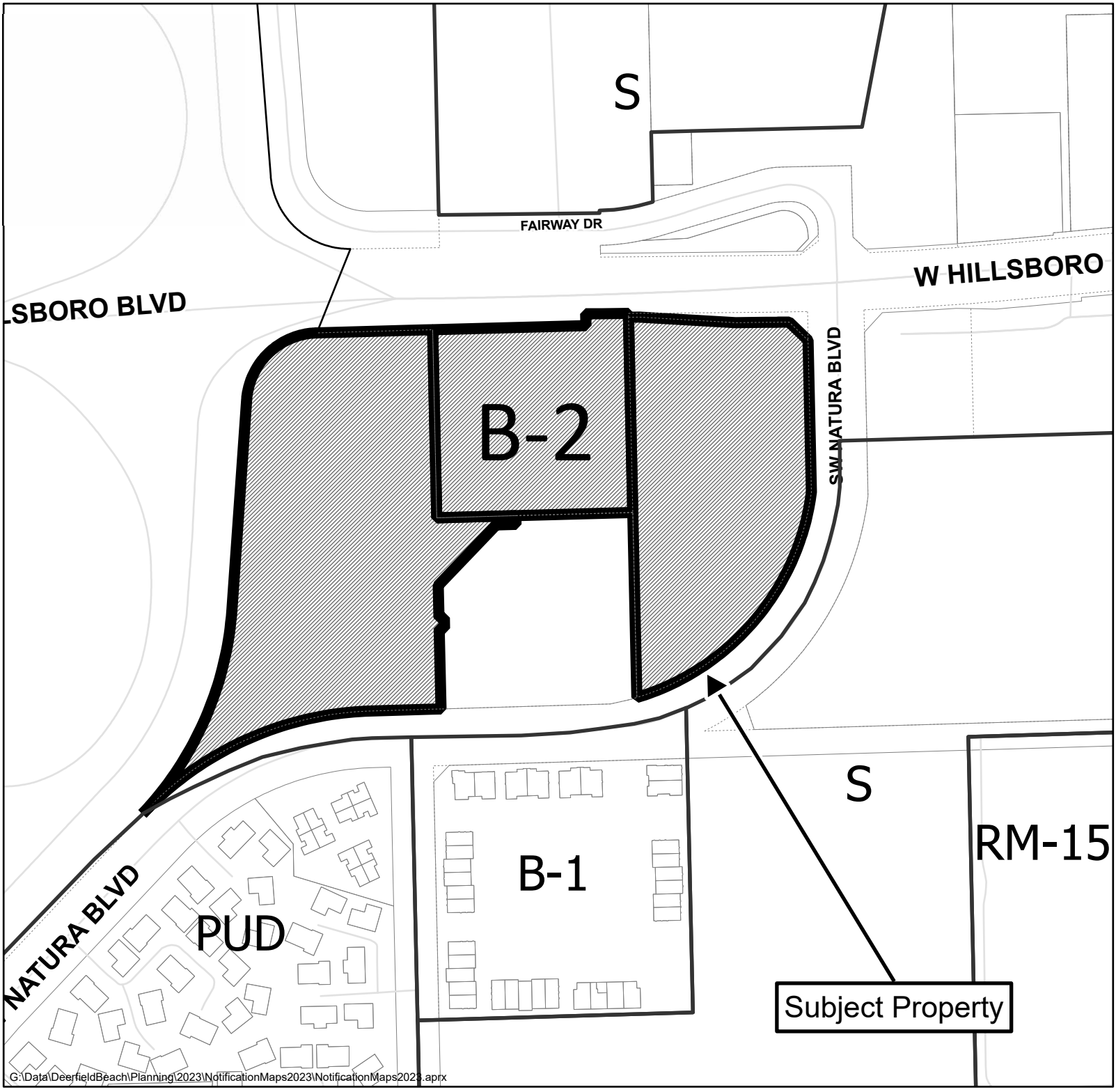
Seeking Major Site Plan approval to demolish an existing two-story 41,700 square foot office building, to partially demolish and renovate another office building, and construct a new 360 unit, multi-family apartment complex and parking garage with associated site improvements (Application 21-PDD-03).

The property is generally described as a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, "Crocker South," according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, more particularly described in the file, and located at **600 & 700 W. Hillsboro Boulevard.**

A public hearing will be held on **THURSDAY, January 4, 2024,** at **7:00 P.M.** in the **City Hall Commission Chambers, located at 150 NE 2nd Avenue**, **Deerfield Beach, FL 33441**. All interested parties may appear in person to offer evidence in support of or against the proposal. Further information may be obtained at www.deerfield-beach.com/boardagendas or you may contact the Planning Office during business hours in City Hall, 150 N.E. 2nd Avenue, Deerfield Beach, FL 33441, phone: (954) 480-4206.

Any person wishing to appeal any decision made by the Planning and Zoning Board with respect to any of the above, will need a record of the proceedings and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based. The above notice is required by State Law (FS 286.0105.) **Anyone desiring a verbatim transcript shall have the responsibility, at his/her own expense, to arrange for the presence at the hearing of a certified court reporter.** A full transcript of the proceedings will be needed in order to appeal any decision of the Board. If anyone requires auxiliary aids for communication, please call (954) 480-4206.

Eric M. Power
Director of Planning & Development Services



Existing Zoning Map

Rezoning Application 21-R-196

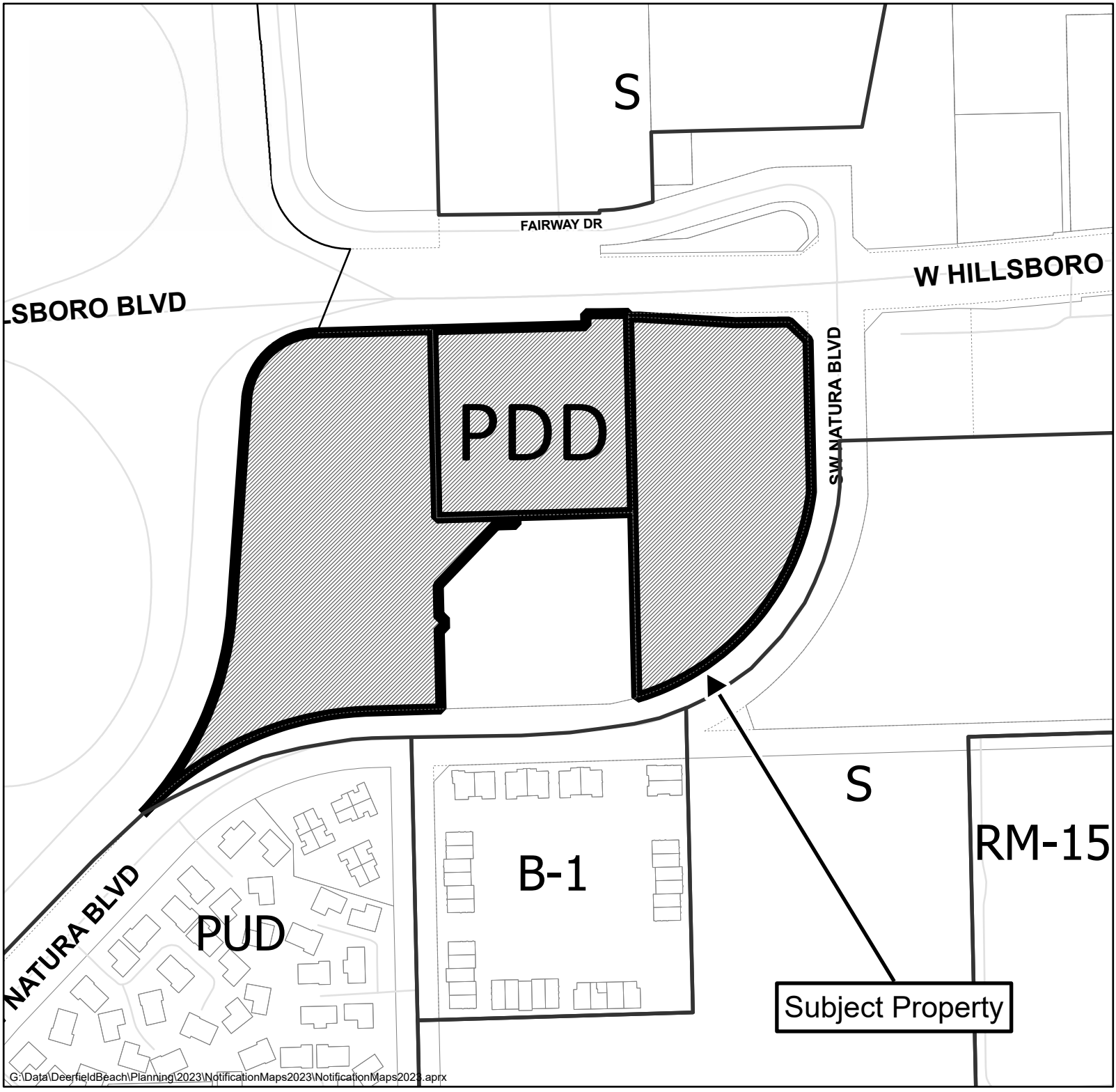
600 & 700 W HILLSBORO BLVD

N
W E
S

0 200 Feet

Deerfield Beach
Florida

For additional information
call the Planning Department at 954-480-4206
or visit www.deerfield-beach/boardagendas



Proposed Zoning Map

Rezoning Application 21-R-196

600 & 700 W HILLSBORO BLVD

N
W E
S

0 200 Feet

Deerfield Beach
Florida

For additional information
call the Planning Department at 954-480-4206
or visit www.deerfield-beach/boardagendas

Development Review Committee
Summary Report
Development Plan Application Review

General Information

Application No.	21-R-196
Project Name:	Hillsboro Center
Applicant:	Grover & Corlew, LLC
Agent:	Greenspoon Marder LLP / Dennis Mele, Esq.
Requested Action/Description:	Seeking Rezoning application approval to amend the City of Deerfield Beach Zoning Map on three (3) parcels totaling 16.5 gross acres from B-2, Highway Business to PDD, Planned Development District.
Location:	600-700 Hillsboro Boulevard
Legal Description:	Generally described as a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, "Crocker South," according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, more particularly described in the file.
Size:	16.5 gross acres (14 net acres)
Existing Zoning:	B-2, Highway Business
Existing Land Use:	Commercial
Future Land Use Plan Designation:	Medium-High (25) Mixed Use-Residential (21.82 du/ac)

Surrounding Land Use and Zoning:

	Existing Land Use	Zoning
North:	Hotel	B-2, Highway Business
	Hillsboro Technology Center	S, Open Space

East:	Retail Commercial	B-2, Highway Business
	Oveta McKeithen Recreational Complex	S, Open Space
South:	Hotel, Office	B-2, Highway Business
	Natura Community	PUD, Planned Unit Development
West:	Highway (I-95)	N/A

Applicable Regulations: Deerfield Beach Land Development Code.

Plat Restrictions: Hillsboro-95 Office Park Plat is restricted to 9.308 acres Commercial use; Crocker South Plat is restricted to 186,000 square feet of Commercial / Office.

Department Comments & Requirements

REQUEST:
The Applicant, Grover and Corlew, LLC, is seeking Rezoning application approval to amend the City of Deerfield Beach Zoning Map on three (3) parcels totaling 16.5 gross acres from B-2, Highway Business to PDD, Planned Development District under the Deerfield Beach Land Development Code (LDC). Pursuant to LDC Section 98-68, PDD, Planned Development District, the rezoning request includes a statement of need, conceptual master plan, as well as proposed property development requirements for which the site development plan shall comply.

BACKGROUND:
On April 25, 2023, the City Commission approved the second reading of the Land Use Plan Amendment Application #65A approving the change in land use on the subject parcels from Commercial to Medium-High (25) Mixed Use- Residential (21.82 du/ac).

The Applicant has also submitted a Plat Application 21-P-232 and a Site Plan Application No. 21-PDD-03, seeking approval for the proposed development of the subject properties and is pending separate review and approval. The Applicant intends to redevelop the subject properties with 239,672 square feet of commercial across 4 buildings, an additional residential building with 360 multi-family dwelling units with an attached parking garage, and associated on and off-site improvements.

Applicants for rezoning to the PDD district must demonstrate, through a statement of need, that there are unique property characteristics that impede the development of the properties under strict application of the Code, development is apparent and will enhance economic development strategies of the City.

The Applicant is required by Code to enter into a Development Agreement with the City, which must be approved by the City Commission as part of the rezoning. Although the Development Agreement is not within the purview of the Planning and Zoning Board, the following information from the agreement is related to the approval of the rezoning application:

Applicant agrees to the following:

- Drainage and roadway improvements to SW Natura Boulevard;
- Sidewalk and pedestrian improvements to SW Natura Boulevard;
- Voluntary contribution for improvements to Oveta McKeithen Recreational Complex;
- Voluntary contributions to the City's affordable housing programs;

- Open space improvements with art features at three (3) locations.

The Applicant has made requests to deviate from the Land Development Code through the PDD zoning, which is permitted with the approval of the rezoning application: Requested changes include:

- Decrease front setback (Hillsboro Boulevard) to 20 feet;
- Increase corner side setback (Natura Boulevard) to 50 feet;
- Decrease rear setback (southern portion of Natura Boulevard) to 15 feet;
- Increase side setback (I-95) to 20 feet;
- Increase minimum floor area to 10,000 square feet;
- Increase maximum floor area ratio (FAR) to 1.1 for all buildings;
- Increase maximum lot coverage to 38%;
- Increase minimum landscaped area to 24%;
- Increase maximum building height to 80 feet;
- Reduce required parking spaces to 9 feet by 18 feet;
- Increase maximum height for signs setback 2'-9" from property line to 6 feet;
- Reduce minimum parking required to 1,344 spaces.

A traffic impact analysis was submitted for the proposed development and all findings were approved by the City's traffic consultant.

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the site.

COMMENTS:
The application has been reviewed by the Development Review Committee. Staff comments have been addressed and staff DRC comments are attached to this report.

PLANNING CONSIDERATIONS:

1. Compliance with the Comprehensive Plan.

   The proposed Future Land Use (FLU) Map designation identifies the site as Medium-High (25) Mixed Use-Residential (21.82 du/ac). The rezoning to PDD (Planned Development District) will facilitate residential, office, and retail uses in compliance with the proposed Deerfield Beach Comprehensive Plan FLU designation. The request provides for additional housing opportunities within the City, consistent with the GOPs of the Deerfield Beach Comprehensive Plan.

2. Finding of compatibility of a proposed development with adjacent and neighboring (500 feet) uses and zoning.

   The property is proposed to be rezoned to PDD (Planned Development District) and development thereon will be subject to the development requirements proposed within the rezoning report and development agreement which will accompany the rezoning. The site plan application must comply with the requirements as set forth in the development requirements in the rezoning report.

   The predominant land use of the surrounding area, specifically within 500 feet of this property, is hotel and open space to the north, retail commercial and Oveta McKeithen Recreational Complex to the east, hotel and the Natura Community to the south, and I-95 to the west. The proposed PDD zoning is compatible with the adjacent and neighboring uses and zoning.

3. Compliance with Land Development Code *Section 98-68. – PDD, planned development district*.

(1) The development and redevelopment of properties is apparent;

The Hillsboro Boulevard / I-95 intersection has experience redevelopment activities in the recent past with the addition of Hillsboro Technology Center and façade improvements to the commercial center located east of the subject parcels. The Applicant is proposing to redevelop the subject parcels with 239,672 square feet of new or renovated commercial space across 4 buildings and an additional residential building with 360 multi-family dwelling units with an attached parking garage and residential amenities. The Applicant has submitted a master conceptual plan, design guidelines, and a developer agreement demonstrating drainage and pedestrian improvements SW Natura Boulevard, three (3) open spaces with public art, and voluntary commitments to contribute to the City's affordable housing programs and the renovation of Oveta McKeithen park. The conceptual Master Plan is included within the PDD report.

(2) *The development and redevelopment of properties shall enhance the economic development strategies of the City of Deerfield Beach; and*

The existing use of the subject property includes three buildings, one of which will be demolished due to condition. The other two existing buildings will be redeveloped as part of the proposed Master Plan. In addition, the Applicant proposes a new commercial building at the southwest corner of the overall site and another commercial building on top of the existing parking garage at the southeast corner of the site in later phases. The redevelopment of the parcels with multi-family residential with a mix of unit types and its proximity to retail and office uses expands opportunities for a greater range of housing variety and for attracting new businesses to the City. Improvements to SW Natura Boulevard benefit the surrounding community,

(3) The development of properties with unique property characteristics, natural or man-made, that impede the development of these properties under the strict application of the regulations of the Land Development Code.

The Applicant proposes to redevelop an aging office park and add additional commercial buildings to create a mixed-use residential, retail and office complex. The existing zoning designation for the parcels is B-2. Rezoning the properties to PDD will unify the zoning district and permit a density consistent with the Medium-High (25) Mixed Use-Residential (21.82 du/ac) land use designation. The PDD proposes alternatives to the standard development regulations of the existing zoning designations, such as maximum height and setbacks, to enable the development of the proposed commercial buildings and 360 multi-family, residential units.

SUMMARY:
Staff's review of application 21-R-196 has found that the proposed rezoning is consistent with the goals, objectives and policies of the Future Land Use Element of the Deerfield Beach Comprehensive Plan, and the proposed property as developed, is consistent with the PDD, Planned Development District zoning district, per the Land Development Code.

This report contains the requirements of the Deerfield Beach Development Review Committee members relative to this site development plan application. If there are any questions or issues regarding compliance with any of the requirements in this report, the respective department should be contacted directly.

DEVELOPMENT REVIEW COMMITTEE

Project Name:	**Hillsboro Center Rezoning**	**Application No.:**	**21-R-196**
Reviewer Name:	**Chris Suneson**	**Project Address:**	**600 & 700 W Hillsboro Blvd.**
Department/Division:	**Planning & Zoning**		
Position:	**Asst Director**		
Date of Review:	**7/10/23**		
Submittal No.:	**5**		

A.	**APPLICATION / GENERAL COMMENTS:**
1.	Development Plan Application - Submit evidence Mark Corlew is authorized to sign the application on behalf of the owner. Sunbiz does not list Mark Corlew as a registered agent or Manager.
1.a.	Comment addressed.
2.	Attachment E – Include the proposed maximum square feet for non-residential uses in the reason for the request. As submitted the request only refers to residential uses.
2.a.	Comment not addressed. The responses must be complete and provided in the Attachment E form consistent with the supplementary documents included as required for PDD rezoning applications. Reference to the statements in other documents (i.e. Hillsboro Center Design Guidelines) does not satisfy this comment.
2.b.	Comment addressed.
3.	The document "Demonstration of Compliance with Rezoning Criteria" submitted as an addendum to Attachment E duplicates many of the items in the separate "Design Guidelines document" It is suggested to combine these two documents.
3.a.	Comment addressed.
4.	Application will not be scheduled for a public hearing until LUPA 65A is adopted and effective (both City and County amendments) and Broward County has recertified the City's Land Use Plan. This will require the applicant satisfy all conditions of any City and County land use plan amendment approvals, including recordation of Declarations of Restrictive Covenants relating to affordable housing. Applicant shall acknowledge in their response they are aware this item will not be scheduled for any public hearing until such time as this comment is satisfied.
4.a.	Comment acknowledged by Applicant. Affordable housing in-lieu fees described in draft Developers Agreement.
5.	Is "Mayla Deerfield" the proposed final name for the entire project? Provide further rationale for the name as staff believes a more suitable project name for the development may be appropriate.
5.a.	Comment not addressed. Applicant response states, "Hillsboro Center is the name

	for the entire development included in the PDD. Mayla is the name of the residential component." Update the application, plans, and associated documents to reflect the project name for the entire PDD. The name of the residential component may be provided in reference to the section, but is not the name of the PDD that is proposed for the site and must be reflected accordingly.
5.b.	Comment addressed.

B.	**PDD ZONING DISTRICT REQUIREMENTS:**
1.	The application fails to adequately address all recommended conditions of approval that were attached to the transmittal of LUPA 65A. In particular, the fair share contribution to upgrades to Oveita McKeithen Recreation complex are not included and the proposed roadway improvements provide inadequate detail for staff to make any detailed analysis as to what is a public benefit as a result of the proposed PDD rezoning versus what is a roadway improvement that would be required as a direct result of the impacts of the development.
1.a.	Comment not addressed.
1.b.	Comment addressed.
2.	Section 98-68(a) Purpose and Intent - As submitted, the application fails to adequately address the purpose and intent of the PDD zoning district, in particular the public benefits arising from the proposed change in zoning. Provide further detail on how the application satisfies the purpose and intent of the PDD zoning district.
2.a.	Comment not addressed.
2.b.	Comment addressed.
3.	The application does not address the rationale for rezoning to accommodate all the proposed uses on the property. Throughout the document the justification focuses almost entirely on the proposed residential use and does not address the other non-residential uses or how the development / property will operate as a genuine integrated mixed use development.
3.a.	Comment not addressed.
3.b.	Comment addressed.
4.	The Development Agreement as submitted does not demonstrate compliance with the criteria in Sec. 98-68(c) for rezoning of the entire property as a mixed use PDD. The Development Agreement focuses on the residential uses only and specifically refers to the site plan, which in this instance as submitted is only for the residential use. The Development Agreement required for the rezoning application requires demonstration of compliance with all criteria in order to achieve the PDD zoning for the entire property, not just development of one building.
4.a.	Comment not addressed.
4.b.	Comment addressed.
5.	Demonstrate how each criteria in Sec.98-68(c) will be satisfied and enforced for the entire property through the Development Agreement. As submitted, the application makes generic references to compliance with these code requirements but does not include enforceable commitments in the Development Agreement (e.g. generic green building initiatives are mentioned but nowhere does the agreement state how these will be implemented in the future development of the property).
5.a.	Comment not addressed.

5.b.	Comment partially addressed. Please narrow down the list of specific green building initiatives that will be implemented at time of building permit, rather than the generic list provided.
5.c.	Comment addressed.
6.	Include justification for the significant number of 1 bedroom / efficiency units in the proposed residential component of the development. Over 50% of the proposed residential units are 1 bedroom / efficiency.
6.a.	Comment not addressed.
6.b.	Comment addressed. Market analysis dictates unit mix within building.
7.	If the Applicant wishes to include additional commitments in the Development Agreement specific to the site plan, these need to be separated out from the Development Agreement items specific to the rezoning.
7.a.	Comment not addressed.
7.b.	Comment addressed.
8.	The Development Agreement needs to distinguish between those improvements being made which are a public benefit in order to satisfy the rezoning to PDD and those that would normally be required as a function of any redevelopment of the property.
8.a.	Comment not addressed.
8.b.	Comment addressed.
9.	Identify improvements to the roadway network that are proposed as public benefits separately to those that are required as a result of the proposed development of the property. As submitted, all improvements are included as one consolidated list and staff is unable to determine the extent to which such proposed improvements satisfy any of the public benefit or other evaluation criteria under Section 98-68 to justify rezoning to PDD.
9.a.	Comment not addressed.
9.b.	Comment largely addressed. Provide an approximate dollar ($) value to the 3 public art pieces listed as public benefits in #5, page 5 of the PDD Design Guidelines. Ensure that the Development Agreement references the commitment to provide the 3 public art pieces and their approximate value.
9.c.	Comment addressed.
10.	Property Development Regulations (PDRs) are primarily proposed for the residential use. The application does not address all regulations under the PDD zoning for the proposed commercial use, nor does it include regulations that are proposed for the property as a whole. It is acknowledged that different regulations may apply for the residential and non-residential uses, and these should be listed separately in the PDR charts to comply with Sec 98-68(e).
10.a.	Comment not addressed.
10.b.	Comment addressed.
11.	Per Sec. 98-68(e), all proposed PDRs, including deviations from the current zoning regulations must be included, including any deviations from landscape requirements. Where the development proposes to deviate from any zoning code regulation, ensure the chart includes reference to the specific code section and requirement for which the deviation is sought.
11.a.	Comment not addressed. At minimum, it is evident the parking calculations for the proposed efficiencies does not meet Code. Columns are left blank where requirements must be listed. Ensure information is completely demonstrated on the tabulations and accurate to the requirements as established by Code and the Comprehensive Plan. If deviations are proposed, they must be described in the

		applicable column and detailed in the narrative.
	11.b.	Comment addressed. See new comments below.
	12.	Per Sec 98-68(e)(4), no information has been submitted to determine if deviations in landscape requirements are proposed. If deviations are proposed, demonstrate compliance with this Code section in the PDR charts.
	12.a.	Comment addressed.
	13.	The Conceptual Master Plan (CMP) does not demonstrate how the proposed development satisfies all requirements for the property to operate as a mixed use PDD. The plan submitted is more typical of a site plan and too detailed in parts. Refer to Sec. 98-68(f) for requirements and include proposed phasing on the CMP.
	13.a.	Comment not addressed.
	13.b.	Comment addressed.
	14.	The CMP must include details of proposed circulation routes internal to the property, as well as connections to / through the adjoining hotel and to the external roadways.
	14.a.	Comment not addressed.
	14.b.	Comment addressed.
	15.	Per Sec. 98-68(g) “Evaluation Criteria’, address compliance with each criteria for the entire property, not just the proposed residential use.
	15.a.	Comment not addressed.
	15.b.	Comment addressed.
	16.	Per Sec. 98-68(g)(1), conformance to the Comprehensive Plan and mixed use FLU designation and mixed use policies needs to be addressed in more detail. As submitted the justification does not even address compliance with the proposed Mixed Use FLU designation, limitations on density and intensity and policies of the Comprehensive Plan.
	16.a.	Comment not addressed. Design Guidelines do not include reference to the requirements as established by the Comprehensive Plan or the underlying land use associated with the site. Further, responses need to elaborate in further detail how the specific improvements and development of the site align with specific goals, policies, and objectives of the Comprehensive Plan.
	16.b.	Comment addressed.
	17.	Inadequate on-site open space and pedestrian oriented public spaces are provided to demonstrate compliance with Sec 98-68(g)(8) & (9) for residential and non-residential uses in what is intended to be a mixed use development.
	17.a.	Comment not addressed.
	17.b.	Comment addressed.
	18.	Due to the additional information required, detailed staff review of all proposed PDD regulations and compliance with PDD requirements cannot be undertaken at this time. Further comments from staff will be forthcoming upon resubmittal.
	18.a.	Comment not addressed. Refer to comments found in the PDD DRC Summary Letter.
	18.b.	Comment addressed.
	NEW COMMENTS 7/10/23	
	19.	The following comments address consistency between the PDD Property Development Requirements (PDRs) and information contained with the site development package. Ensure consistency between these items as well as the Property Development Requirements within the Development Agreement.
	19.a.	Comment addressed.
	20.	PDR Table – Lot Area: AS1.11 indicates that gross site area is 718,740 sq. ft. where

	the table indicates 714,384 sq. ft.
20.a.	Comment addressed.
21.	PDR Table – Parking Space Dimensions: It is acknowledged that smaller parking spaces are needed for the parking garage. However, there are several surface parking spaces that measure out to the standard zoning requirements (10x20', 9x18'). It is suggested that categories of parking spaces "provided" be incorporate into the chart (for example, "Surface" parking and "Garage" parking. This will help distinguish in the future whether surface parking provided needed to adhere to the 9x18' requirement or not.
21.a.	Comment Addressed.
22.	PDR Table – Monument Signs: Section 102-9(a)(2) distinguishes setback from property line as a modifying factor for sign structure height, sign structure area, and sign face area. In some instances (monument signs along Hillsboro) existing code would allow for larger signage, where in other instance (south entrance along Natura) it would be more restrictive and not allow what is proposed. Consider whether the PDD should address these monument sign design considerations. If it is decided to include modifications to the existing Code, provide justifications in both the table and text of the PDD (p. 23)
22.a.	Comment addressed.
23.	PDR Table – Min. Floor Area, Multi-Family Units. Please provide Required and Provided Columns in this section. Required areas: Efficiency – 400 sq. ft., 1 BR – 700 sq. ft., 2 BR – 900 sq. ft., and 3 or more BR +150 sq. ft. per BR. Provide smallest unit square footage for each unit type in the "Provided" column.
23.a.	Comment addressed.
24.	PDR Table – Parking Requirements: Add "Required" to Total Residential and Nonresidential parking row.
24.a.	Comment addressed.
25.	PDR Table – Parking Requirements: Under Total Residential and Nonresidential Provided, Sheet AS1.11 indicates the total parking provided is 1382. It is acknowledged that 1344 spaces are the maximum necessary based on the ULI parking study, and that the difference (surplus) could be used as a justification in the last column of this row.
25.a.	Comment addressed.

C.	**ADDITIONAL COMMENTS:**
1.	Community Meeting - Prior to being scheduled for a public hearing, the Applicant is required to hold its own meeting with the surrounding community to explain the proposed project and seek feedback. At a minimum, the applicant must invite all properties within 500 feet of the subject site.
1.a.	Comment acknowledged.
2.	Per Sec. 98-35, all applications proceeding to City Commission shall comply with requirements for public notice, including submittal of all required fees, documents, and labels for notice to property owners, on-site signage, and newspaper publishing. Applicants are only permitted to begin the public notification process upon determination by Planning & Zoning staff that the item has been scheduled for an upcoming public hearing. The Public Notice Checklist is attached and can be accessed at http://www.deerfield-beach.com/DocumentCenter/View/12586/Public-Notice-Checklist.
2.a.	Comment acknowledged.

3.	The Project coordinator shall be the primary point of contact between the applicant and the City during the DRC process. The applicant shall not contact a City consultant without first contacting the project coordinator. Furthermore, the applicant must notify or copy via email any conversation or contact the applicant has with a separate division or department of the City.
3.a.	Comment acknowledged.
4.	Ensure consistency amongst the plan set, PDD design guidelines, and Developer agreement.
4.a.	Comment addressed.

DEVELOPMENT PLAN APPLICATION

PROVIDE IN FULL THE FOLLOWING INFORMATION (TYPE OR PRINT LEGIBLY)

One application may be submitted for multiple requests. Unless otherwise directed by staff, the following items with associated attachments are required for staff to determine the application is complete for processing by the City.

PROJECT INFORMATION:

TYPE OF REQUEST (check all that apply)

☑ New Site Plan / Site Plan Modification (See Attachment A)	☑ Plat or Plat Note Amendment (See Attachment F)
☑ Community Appearance Board (See Attachment B)	☐ Conditional Use (See Attachment G)
☐ Variance (See Attachment C)	☐ Vacation & Abandonment (See Attachment H)
☐ Technical Deviation (See Attachment D)	☐ ROW Variance (See Attachment I)
☑ Rezoning (See Attachment E)	☐ Sign Variance (See Attachment J)

Project Name: Mayla Deerfield

Property Owner: G&C Hillsboro Investors, LLC

Applicant (if different from Owner): Grover & Corlew, LLC

Agent (if different from Owner/Applicant): Greenspoon Marder LLP/Dennis D. Mele

Address of Property: 600 and 700 Hillsboro Boulevard

Legal Description of Property (lot, block, tract, subdivision): See attached.

Description of Project: A request for rezoning from B-2 to Planned Development District to facilitate redevelopment of 14 acres on Hillsboro Boulevard with office and residential uses. Companion site plan and plat applications are aslo included with this request.

New Development (Y/N):	Yes	Modification to Existing Development (Y/N):	Yes
Zoning District:	B-2	Future Land Use Category:	Medium High 25 Mixed Use
Existing Use:	Office	Proposed Use:	Office and Residential
Lot Area (acres):	16.5 gross	Number of Dwelling Units (proposed):	360
Sq. Ft. of Structure (existing):	298,682 office	Sq. Ft. of Structure (proposed):	242,000 Office and 443,670 Residential

Agent Signature:	Dennis D. Mele	Owner Signature:	see attached
Name Printed:	Dennis D. Mele	Name Printed:	Mark Corlew, Manager
Address:	200 East Broward Blvd., Fort Lauderdale, FL 33301	Address:	1499 W. Palmetto Park Rd., Suite 415 Boca Raton, FL 33486
Telephone:	(954) 527-2409	Telephone:	(561) 272-2203
Email:	dennis.mele@gmlaw.com	Email:	mcorlew@grovercorlew.com

Deerfield Beach
Florida

DEVELOPMENT PLAN APPLICATION

PROVIDE IN FULL THE FOLLOWING INFORMATION (TYPE OR PRINT LEGIBLY)

One application may be submitted for multiple requests. Unless otherwise directed by staff, the following items with associated attachments are required for staff to determine the application is complete for processing by the City.

PROJECT INFORMATION:

TYPE OF REQUEST (check all that apply)

☑ New Site Plan / Site Plan Modification (See Attachment A)	☑ Plat or Plat Note Amendment (See Attachment F)
☑ Community Appearance Board (See Attachment B)	☐ Conditional Use (See Attachment G)
☐ Variance (See Attachment C)	☐ Vacation & Abandonment (See Attachment H)
☐ Technical Deviation (See Attachment D)	☐ ROW Variance (See Attachment I)
☑ Rezoning (See Attachment E)	☐ Sign Variance (See Attachment J)

Project Name: Mayla Deerfield

Property Owner: G&C Hillsboro Investors, LLC

Applicant (if different from Owner): Grover & Corlew, LLC

Agent (if different from Owner/Applicant): Greenspoon Marder LLP/Dennis D. Mele

Address of Property: 600 and 700 Hillsboro Boulevard

Legal Description of Property (lot, block, tract, subdivision): See attached.

Description of Project: A request for rezoning from B-2 to Planned Development District to facilitate redevelopment of 14 acres on Hillsboro Boulevard with office and residential uses. Companion site plan and plat applications are aslo included with this request.

New Development (Y/N):	Yes	Modification to Existing Development (Y/N):	Yes
Zoning District:	B-2	Future Land Use Category:	Medium High 25 Mixed Use
Existing Use:	Office	Proposed Use:	Office and Residential
Lot Area (acres):	16.5 gross	Number of Dwelling Units (proposed):	360
Sq. Ft. of Structure (existing):	298,682 office	Sq. Ft. of Structure (proposed):	239,672 Office and 443,670 Residential

Agent Signature:	Owner Signature:
Name Printed: Dennis D. Mele	Name Printed: Mark Corlew, Manager
Address: 200 East Broward Blvd., Fort Lauderdale, FL 33301	Address: 1499 W. Palmetto Park Rd., Suite 415 Boca Raton, FL 33486
Telephone: (954) 527-2409	Telephone: (561) 272-2203
Email: dennis.mele@gmlaw.com	Email: mcorlew@grovercorlew.com

38483.0005
45035234v1

INTERNAL USE ONLY:

SUBMITTAL DATE: _____

REQUEST SUBMITTED	APPLICATION NO:	FEES Required	FEES Provided	REQUEST SUBMITTED	APPLICATION NO:	FEES Required	FEES Provided
Site Plan - Residential		$2000 + $10/unit + $100 (Fire)	$5,600 $100.00	**Site Plan Modification - Major**		$2000 + $100 (Fire)	
Site Plan - Nonresidential		$2000 + $20 / 1000 GFA + $100 (Fire)		**Site Plan Modification - Minor**		$500 + $100 (Fire)	
						$1000 + $50/acre (Nonres)	$5260.00
Community Appearance Board (CAB)		$50		**Plat or Note Amendment**		$1000 + $40/acre + $10/unit (Res)	
						$550 (Note)	
Variance (Site Plan)		$1000					
Variance (ZASM)		$300		**Conditional Use**		$1000 / $300	
Sign Variance		$550					
Technical Deviation		$500		**ROW Vacation / Abandonment**		$1,350	
Rezoning		$2000	$2,000	**Easement Vacation / Abandonment**		$1,350	

Total Fees Paid: $12,960.00

Cost Recovery

Account No.	Project No.	Project Name	Service	Deposit Amount	Date Received	Check No.	Receipt No.
				$5,000.00			

For Office Use Only
Application No.: 21-R-196
Submittal Date: _____

Deerfield Beach
Florida

ATTACHMENT E
APPLICATION FOR REZONING

Pursuant to Code Section 98-12.

COMPLETE ALL SECTIONS OF APPLICATION LEGIBLY.
INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

An application must be deemed complete and in compliance with the Land Development Code by Staff prior to the items being scheduled for public hearing.

REQUIRED SUBMITTALS

All of the following must be submitted to be deemed a complete application (*documentation may be provided with the development plan application requirements in Attachment A)*:

- ☒ **Complete Application** *(Including Development Plan Application Form)*
- ☒ **Application Processing Fee** (*See fee schedule*)
- ☒ **Proof of Ownership** from the property owner. If the owner cannot be verified through the Broward County Tax Roll, a copy of either the recorded warranty deed, valid purchase contract, or a signed and notarized letter from the owner of record must be submitted with this application.
- ☒ **Disclosure Affidavit** for all owners, representatives, and applicants for the project that will be speaking on behalf of the application.
- ☒ **Agent Authorization Letter** if applicable, authorizing the applicant/agent to act on all property owners' behalf.
- ☐ **(2) 24"x 36" and (1) 11"x 17" Copies of Current & Up-to-Date Boundary Survey** meeting the requirements of Code Section 98-13(8)(b).
- ☐ **One (1) Digital CD** of required submittals listed above must be provided.

If deemed necessary to complete a full review of the application, the Planning and Development Services Department reserves the right to request additional information.

Public Notice and Advertising Requirements
Pursuant to Code Section 98 35(1), prior to any public hearing of the city commission for a development permit as described in section 98 12 of this Code, the applicant shall provide proper notification to the public in compliance with this section and all applicable county, state and federal law.

City of Deerfield Beach • Planning & Zoning Division
150 NE 2nd Avenue • Deerfield Beach, FL 33441
Office 954-480-4206 • **Questions?** Web.planning@deerfield-beach.com

THIS APPLICATION WILL NOT BE ACCEPTED WITHOUT A SPECIFIC STATEMENT IN RESPONSE TO EACH OF THE REQUIREMENTS ON THE FOLLOWING PAGES

A. PROPOSED REZONING

Current Zoning District(s): B-2 Proposed Zoning District(s): PDD

Site Area (Gross Acres): 16.5 gross

Is this request in connection to a Development Plan Application? ▣ Yes ☐ No

Reason for the requested rezoning: This rezoning is request is needed to facilitate redevelopment of an existing office site with 360 residential units. This rezoning is consistent with a companion land use plan amendment application for the same property. Further details are included in the application documents.

City of Deerfield Beach • Planning & Zoning Division
150 NE 2nd Avenue • Deerfield Beach, FL 33441
Office 954-480-4206 • **Questions?** Web.planning@deerfield-beach.com

B. DEMONSTRATION OF COMPLIANCE WITH REZONING CRITERIA

(Attach additional page(s) if more space is needed).

The burden of proving that all of the requirements are met shall be on the applicant who shall be required to affirmatively demonstrate on the record, satisfaction of the necessary requirements set forth below.

1. That the petition for a change of zoning will not result in spot zoning or contract zoning:
   See attached justification statement.

2. That the proposed change is consistent with the Goals, Objectives and Policies of the City's Comprehensive Plan:
   See attached justification statement.

City of Deerfield Beach • Planning & Zoning Division
150 NE 2nd Avenue • Deerfield Beach, FL 33441
Office 954-480-4206 • **Questions?** Web.planning@deerfield-beach.com

3. That conditions have substantially changed from the date the present zoning district classification was placed on the property, which make the passage of the proposed change necessary:
   See attached justification statement.

4. That the proposed change will not adversely influence residential living conditions in the adjacent and neighboring (500 feet) communities:
   See attached justification statement.

City of Deerfield Beach • Planning & Zoning Division
150 NE 2nd Avenue • Deerfield Beach, FL 33441
Office 954-480-4206 • **Questions?** Web.planning@deerfield-beach.com

5. That the proposed change is compatible with the development(s) in the adjacent and neighboring (500 feet) uses and zoning*:*

See attached justification statement.

City of Deerfield Beach • Planning & Zoning Division
150 NE 2nd Avenue • Deerfield Beach, FL 33441
Office 954-480-4206 • **Questions?** Web.planning@deerfield-beach.com

HILLSBORO CENTER

PLANNED DEVELOPMENT DISTRICT

DESIGN GUIDELINES

GROVER CORLEW

November 2021

Revised
March 2022
September 2022
April 202
August 2023
October 2023

38483.0005
48613011.v9

TABLE OF CONTENTS

Page

SECTION A Introduction 1

SECTION B Property Development Requirements 10

SECTION C Evaluation Criteria 14

SECTION D Phasing 24

SECTION E Administrative Process Site Plan Approval and Amendments 25

LIST OF EXHIBITS

Exhibit A Location Map
Exhibit B Existing Zoning
Exhibit C Proposed Zoning
Exhibit D Conceptual Master Plan
Exhibit E Phasing Plan
Exhibit F Circulation Plan
Exhibit G Proposed Plazas
Exhibit H Natura Boulevard Improvements
Exhibit I ULI Parking Study

SECTION A

Introduction

1. Property Description

The property that is the subject of this rezoning is comprised of 16.5 +/- gross acres at the southeast quadrant of I-95 and Hillsboro Boulevard in the City of Deerfield Beach ("City"). A location map is provided in **Exhibit A**. The property surrounds the existing Hampton hotel but this application does not include the hotel. There are three (3) office buildings and a parking structure currently on the property. Uses in the surrounding area include the following:

North**:**	Hotel, Hillsboro Technology Center
South**:**	Multi-Family, Single Family, Office, Hotel, Oveta McKeithen Recreational Complex
East**:**	Commercial, Oveta McKeithen Recreational Complex
West**:**	I-95

2. Project Description

The Applicant is requesting a rezoning from B-2 to Planned Development District (PDD) in order to redevelop a 1980's style office park into a modern mixed use office/retail/residential development with office/retail buildings totaling approximately 240,000 square feet, a 360-unit multi-family residential complex and an existing parking garage. See existing and proposed zoning maps, **Exhibit B** and **Exhibit C,** respectively**.**

The existing development on the property was constructed in the 1980's and has a dated architectural style typical of that era. The buildings on the property lack connectivity, the landscaping is outdated and the buildings are occupied by a Class C tenant mix. For these reasons, the property is in need of redevelopment.

A conceptual master plan that depicts the entire development is provided as **Exhibit D.** The redevelopment plan is broken down into four (4) phases as shown on **Exhibit E.** Each of the four (4) phases is described below.

PHASE 1

- Demolition of existing dated office building located on the parcel proposed for residential development. This building is located at 700 West Hillsboro Boulevard.
- Partial demolition and façade improvements for Building C.
- Changes to material finishes and facade articulation on Building C.
- Construction of a new luxury apartment building and parking garage.
- On-site improvements include:

- New spine road that connects Hillsboro Boulevard and Natura Boulevard making the buildings relate better to the proposed pedestrian realm.
- Pedestrian sidewalk connectivity.
- New pavers on the site spine road and the existing office building entryways.
- Pedestrian plazas throughout the property and in the public realm.
- New monument signs.
- Landscape improvements.
- Upgraded site light fixtures.
- Art Features.

- Offsite improvements including:
  - Natura Boulevard sidewalk and drainage improvements.
  - Crosswalk on Natura Boulevard.
  - New eastbound right turn lane on Hillsboro Boulevard at the main entrance.
  - Improvements to existing turn lanes at the intersection of Hillsboro. Boulevard and Natura Boulevard to increase the storage length.
  - No u-turn sign in the Natura Boulevard Median at the project entrance.

PHASE 2

- Façade Improvements on existing 6 story office Building D.

PHASE 3

- Construct 2 story office/retail Building A, including plaza.

PHASE 4

- Construct 3 story office Building B, above existing garage.

All of these improvements are designed to be consistent with the Pioneer Grove architectural design guidelines. Combined, these improvements will turn a 1980's suburban office complex into a modern mixed-use development where all the buildings will have modern features with a consistent architectural feel.

The primary access to the property is from a driveway on Hillsboro Boulevard. Secondary access to the property is provided on Natura Boulevard. The current traffic and pedestrian circulation system on the property is disjointed and can be confusing to visitors. The redevelopment plan includes upgrades to the existing sidewalks and crosswalks to create safe pedestrian ways reflected in **Exhibit F.** In addition, the traffic circulation system is enhanced with a new spine road through the property that will connect all buildings and create a better relationship between the pedestrian and vehicular realms. Pedestrian plazas are also provided throughout the property and in the public realm as shown on the conceptual master plan.

This property is located at a gateway for those people entering the City from I-95 and the proposed rezoning represents an opportunity to enhance the development located on the property and also improve the image of the City at this gateway. The redevelopment plan introduces a residential component with a modern architectural design that is also consistent with the Pioneer Grover design guidelines. This building will be visible from both I-95 and Hillsboro Boulevard and will help modernize the image of the City. An art feature will be located at the northwest corner of the property to further enhance the gateway. Art features will also be added at the northeast corner of the property and at the central plaza. The proposed improvements to the existing office buildings and on-site improvements will modernize the entire property to create a cohesive redevelopment plan. This redevelopment plan complements the other recent development and redevelopment in the area including the Hillsboro Technology Center and renovation of the commercial development east of the property.

Finally, the redevelopment plan includes offsite improvements. A plaza is included at the southwest corner of Hillsboro Boulevard and Natura Boulevard that will help create a sense of place for the neighborhood south of the property. The details of the plaza are provided in **Exhibit G.** Also, a significant improvement to Natura Boulevard will be made to help improve drainage and sidewalks for the benefit of all who utilize the roadway and will also improve pedestrian safety and connectivity. This roadway improvement is depicted in **Exhibit H.** Roadway improvements to mitigate the impact of the proposed development are also planned at the intersection of Hillsboro Boulevard and Natura Boulevard**.** These improvements will increase the storage capacity of two (2) turn lanes and allow drivers to spend less time stopped at the intersection. Finally, a right turn lane will be constructed at the main entrance to the development to improve access to the property. All roadway construction is subject to available right-of-way and approval of permits by the applicable agencies. These and other developer commitments are explained in detail in other sections of this document.

3. Purpose and Intent

The purpose of the PDD zoning district as stated in Sec. 98-68 of the City's Land Development Code ("LDC") is as follows:

The purpose of the planned development district ("PDD") is to enable quality development for properties that due to the size or characteristics of the property, other implements of zoning regulation provided in the Land Development Code would result in under-utilized or under-developed property. The sites must demonstrate that they have unique property considerations, and that rezoning of property to the PDD district would provide a public benefit that would not otherwise be permitted if all regulations governing the land use and development of the site had to be met. The PDD district is intended to provide the flexibility to enable innovative design, while requiring a design that ensures that the development is compatible with surrounding existing development and public infrastructure.

The Applicant is proposing a mixed use development with office, retail and residential uses. The development plan includes a new residential building, significant upgrades to the existing buildings, additional future office/retail space and off-site improvements. The development plan will upgrade the existing office complex to create a development that is appropriate for this important gateway to the City. The property is currently zoned B-2; and the B-2 zoning allows for the existing and proposed office/retail uses but does not permit residential development. The Applicant could request that the proposed residential parcel be rezoned to a conventional residential zoning district such as the RM-25 district, which is the one that would most closely relate to the proposed residential use. However, if the RM-25 and B-2 district regulations were applied, the resulting development would result in an under-utilized and under-developed parcel. With two different zoning districts the applicable buffers and setbacks would have to be applied to each zoning parcel and would not allow for the proposed buildings to be fully integrated and the overall development would be less cohesive. In addition, the maximum height in the RM-25 zoning district is 55' and the proposed height for building in the development is 80' with an additional allowance for architectural features above the flat roof. If the proposed development was limited by the B-2 and RM-25 zoning districts, the resulting development would not justify the superior design, amenities, upgrades and public improvements that are proposed.

The property is uniquely located at a gateway to the City for those traveling from I-95. There has been significant development and redevelopment activity in the area of the Hillsboro Boulevard/I-95 interchange including: Hillsboro Technology Center, JM Family Enterprises and Indigo Station. This property is developed with an outdated office complex in need of redeveloped to create a positive image for the City at this high-profile gateway.

The proposed PDD rezoning includes a number of public benefits that would not be feasible and would not be required if the property were developed under a conventional zoning district. These public benefits include:

1. Natura Boulevard Improvements – The Applicant will improve Natura Boulevard adjacent to the property to incorporate drainage improvements requested by the City. These improvements are not necessary to handle the drainage from the proposed development and would not be constructed if the property were redeveloped under conventional zoning districts. The drainage system that is planned for the property will accommodate all the stormwater on the property so as to not impact the surrounding drainage system. However, the drainage system along Natura Boulevard is not sufficient to accommodate the drainage from the road and the periodic flooding that occurs in the area. This flooding will not be exacerbated by the proposed development because all of the drainage related to the property will be retained on-site. The Applicant has agreed to improve the drainage system along Natura Boulevard with improvements that will increase water storage. These improvements are not needed to permit the

drainage system for the proposed development; therefore they provide a public benefit to the community.

2. Additional pedestrian improvements – The Applicant will construct missing portions of the sidewalk on Natura Boulevard in Phase 1 of the development plan. The Applicant will also widen the sidewalk on the East and South sides of Natura Boulevard to 8 feet, these sidewalk improvements are not needed to serve the Phase 1 development; however, the Applicant has agreed to construct them in Phase 1.

   The Applicant receive a request from the neighbors to install a no u-turn sign in the Natura Boulevard median at the project entrance to improve safety along Natura Boulevard. This sign is included in the site plan and is subject to approval by the City and any other appropriate governmental authorities.

   The Applicant will also provide a crosswalk to the opposite side of Natura Boulevard that will improve pedestrian safety for the community. This improvement is subject to approval by the City and any other appropriate governmental authorities. This crosswalk would not be required if the property were developed under conventional zoning districts because the redevelopment plan does not include any property on the opposite side of Natura Boulevard.

   The Applicant will provide a pedestrian plaza at the southwest corner of Hillsboro Boulevard and Natura Boulevard outside the property limits which is over and above what would be required by a conventional zoning district.

3. Public Park Improvements – The Applicant has volunteered to make a monetary contribution to the City in the amount of $200,000.00 for improvements to Oveta McKeithen Recreational Complex. This amount is over and above the park impact fees that will be paid for this development. This payment will be made prior to the issuance of a building permit for construction of the proposed residential building.

4. Affordable Housing Contribution - The Applicant is also committed to enhancing the City's affordable housing programs and will contribute $500.00 per dwelling unit or a maximum of $180,000.00 for those programs.

5. Art Features – The Applicant will provide an art feature at three locations: the northwest corner of the property to enhance the I-95/Hillsboro Boulevard gateway, at the northeast corner of the property and at the central plaza. The value of each art feature will be $10,000 or greater.

The development will also include a number of sustainable development practices that will help minimize the impact on public infrastructure systems and improve

environmental quality. The building plans for new construction of a principal building, will include the following items:

- Lockable bike racks/storage
- Electric vehicle "EV" charging stations
- SEER 16 AC equipment or better
- Energy Star rated appliances
- Energy Star rated exhaust fans
- CO2 detectors in each dwelling unit
- Non-HCFC refrigerants
- New exterior lighting to be Energy Star rated or LED bulbs
- Parking Garage light fixtures to be Energy Star rated or fitted with fluorescent bulbs with Energy Star label or LED bulbs
- Low-flow toilets, shower fixtures and faucets
- Low VOC paint, adhesives and sealants
- Native plant material included in the site plan design
- Recycling
- White TPO roof
- Programmable thermostats
- AAON rooftop equipment

4. Statement of Need

(1) The development and redevelopment of properties is apparent.

The area around the Hillsboro Boulevard/I-95 interchange has experienced a variety of development and redevelopment activities. The Deerfield Country Club that was located north of the property was redeveloped as Hillsboro Technology Center and façade improvements were added to the commercial center immediately to the east. The Hillsboro Center property was developed in the 1980's and due to its age and condition does not present a positive image for the City at this important gateway. This PDD rezoning will allow for additional development and redevelopment in the Hillsboro Boulevard corridor to support the City's vision as a vibrant coastal city.

(2) The development and redevelopment of properties shall enhance the economic development strategies of the City of Deerfield Beach.

The Citywide Economic Development Strategy identifies the following weaknesses in the local economy that hinder business growth and development:

- Local Businesses in Need of Qualified Employees
- Underdeveloped Commercial Corridors and Plazas

- Undefined and Improved Gateways
- Relatively Older Housing Supply and Limited Choice

The Citywide Economic Development Strategy documents that there is a lack of "sense of place" in the City (page 8). The proposed PDD provides an opportunity for a mixed-use development that can elevate the image of the City to attract new businesses and residents. The current office complex has an outdated architectural style and due to the age and condition of the buildings it attracts Class C tenants. The PDD rezoning will update the architectural style of the existing buildings and provide for an iconic building to define and upgrade the Hillsboro Boulevard/I-95 gateway. These improvements will upgrade an underdeveloped property on a very important commercial corridor in the City. The Applicant has already commenced interior improvements to the existing office buildings. These interior improvements as well as the on-site improvements will help to attract a better quality of tenants.

The Citywide Economic Development Strategy documents that many higher paid professionals working in the City choose to live outside the City. This may be due to the fact that the City has a relatively older housing supply and limited choice. The proposed PDD will support the City's economic development strategies by providing for a new 8-story residential complex with distinctive architectural design and on-site amenities in an area where this type of housing does not currently exist. This housing opportunity will be attractive to young higher paid professionals who work but don't live in the City. The addition of a luxury residential component will provide new housing stock and expand housing choices in the City. This rezoning will provide an opportunity for residents to live, work, play, and shop all within walking distance.

(3) <u>The development of properties with unique property characteristics, natural or man-made, that impede the development of these properties under the strict application of the regulations of the Land Development Code</u>.

The primary purpose of the proposed PDD is to upgrade and add square footage to an aging office park to create a mixed-use residential, retail and office complex. The property is uniquely located at a gateway to the City for those traveling from I-95. If the property were developed under conventional zoning districts, the B-2 and RM-25 would be the ones that most closely relate to the proposed redevelopment plan. If two different zoning districts were applied to the property, it would not be possible to fully integrate the mix of uses due to the different open space, lot coverage, setback and buffer requirements of the districts. In addition, the maximum height in these districts is lower than one of the existing office buildings and the proposed residential structure. A maximum building height of 80' is required for the existing and proposed structures to maximize the

development potential of the property. Roof parapets and other architectural features may extend 20' above the surface of the flat roof. If the buildings were limited the height limits of the B-3 and RM-25 zoning districts, the parcel would be under-developed and would not have the superior design and amenities that are proposed.

The proposed PDD rezoning also includes significant public improvements to Natura Boulevard and the intersection of Hillsboro Boulevard and Natura Boulevard. Turn lanes at the intersection of Hillsboro Boulevard and Natura Boulevard will be modified to create more storage area for vehicles so that the approaches to the intersections can be cleared more quickly. These turn lanes are needed to mitigate the additional traffic generated by the development. However, there are several improvements proposed that are over and above what would be required if the property were developed in accordance with the B-2 and RM-25 districts. Natura Boulevard adjacent to the property will be improved to incorporate upgraded sidewalks, a crosswalk and drainage improvements that will enhance the neighborhood. This improvement is not needed to accommodate the drainage from the property. The Applicant is also committed to enhancing the City's affordable housing programs and will contribute $500 per dwelling unit or a maximum of $180,000.00 for those programs. The Applicant will contribute $200,000.00 toward improvements at Oveta McKeithen Recreational Complex. This park contribution is over and above the park impact fees due for the development. The superior architectural design, the amenities included for residents and employees along with the significant public investments would not be possible if development on the property were limited by the land development standards of the B-2 and RM-25 zoning districts.

5. Development Agreement

Section 98-68(c) of the City Land Development Code requires a development agreement, including a statement of need, to be considered by the city commission in conjunction with the rezoning application demonstrating that the development plan has provided for or complied with the following:

(1) A higher level of connectivity via vehicular, pedestrian, and bicycle access to surrounding land uses, areas of public activity, mass transit, and the city as a whole.

(2) Opportunities either regionally or on-site to provide for affordable or senior designated housing.

(3) Energy efficient and green building design including, but not limited to, use of reclaimed water, solar energy systems, use of green roofs and green walls, and other measures that will relieve pressure on public and private utility systems, and reduce pollution and urban heat islands.

(4) A high quality of design and materials that is integrated throughout the site and will be complimentary to and enhance the surrounding neighborhood and the city as a whole.

(5) The preservation and enhancement of desirable site characteristics, natural or manmade, including, but not limited to, vegetation, geological features, and historical features.

(6) More useable and suitably located public open space and amenities.

The Applicant will enter into a Development Agreement with the City that includes the Applicant's commitments that support the purpose of the PDD zoning district and create a high quality development that will enhance the surrounding neighborhood and the City as a whole. In addition, this Development Agreement will specify that all current and future owners agree to be jointly regulated and bound by the PDD regulations, as adopted by the City Commission. This Development Agreement will be finalized prior to City Commission approval of the rezoning and will be recorded in the public records of Broward County.

SECTION B

Property Development Requirements

The PDD zoning district does not provide for set dimensional regulations such as minimum lot size, height, setbacks, percentage of lot coverage, floor area ratio or lot width. The Property Development Requirements in the table below provide the development regulations that apply to the property. These development requirements are also part of the development agreement.

Property Development Requirements			
Overall Site	**Required (Existing Zoning)**	**Provided (PDD) based on the entire property, unless otherwise noted**	**Justification**
	B-2		
Lot Area, Minimum	10,000 sq. ft.	718,740 sq. ft.	
Lot Width, Minimum	100’	1,050’ (adjacent to Hillsboro Boulevard)	
Setbacks, Minimum*			The Applicant is requested that the setback along Hillsboro Boulevard be modified from 50 feet as required by Code to 20 feet and the setback along Natura Boulevard (on the south side of the property be modified from 25 feet to 15 feet. A one (1)-foot modification is also required to reflect the existing condition adjacent to the hotel parcel. These modifications are necessary in order to create an urban style of development where buildings are as close to the street as possible. This orientation allows for the buildings to have the most visibility as possible along Hillsboro Boulevard and Natura Boulevard to showcase the distinct architecture and elevate the image of the City to attract new businesses and residents. The building placement also reduces the views of parking lots and garages.
***As measured from the adjacent roadway to the closest building façade.**			
Along Hillsboro Blvd.	50’	20’	
Along Natura., East	10’	50’	
Along I-95, West	10’	20’	
Along Natura Blvd. South	25’	15’	
Adjacent to hotel parcel	15’	9’	
Corner	Not applicable.	Not applicable.	
Minimum Building Floor Area	1,000 sq. ft.	10,000 sq. ft.	

Maximum FAR	0.50	.71 for residential buildings .39 for nonresidential buildings 1.1 for all buildings	A FAR ratio typically only applies to nonresidential uses. Intensity of residential uses is typically determined by the residential density. In this case, the Medium-High 25 Mixed Use land use category allows for a maximum FAR of 2.0. The FAR of 1.1 is based on the entire gross acreage of the property and all existing and proposed buildings. The FAR for just the nonresidential square footage is .39 accounting for full build-out of the property which meets the typical definition of FAR and is consistent with the B-2 .5 maximum FAR.
Lot Coverage %, Maximum	35%	38%	The 38% maximum lot coverage is required to provide for a mixed-use development where the Applicant is making a substantial investment in improvements that are not needed to comply with the standard Code requirements but are provided as public benefits for the community as a whole. The proposed maximum lot coverage is necessary to provide for an economically viable development with a distinctive architectural design at an important gateway to the City.
Minimum Landscaped Area	20%	24%	
Building Height, Maximum	75’	80-0’ + roof parapets and other architectural features may extend 20’ above the surface of the flat roof.	One of the existing office buildings on the property is 79+/- feet. The building height is a nonconforming condition on the property. No modifications to this building are proposed at this time and it isn’t feasible to modify the building to comply with the 75 foot height requirements. The 5 feet of additional building height for the residential building is justified due to its location adjacent to I-95 and Hillsboro Boulevard. This is an appropriate location for

			additional building height because it is not located adjacent to any lower density residential uses. The proposed building is located approximately 600 feet to the closest residential area. This additional height is needed to maximize the development potential of the property and provide a superior architectural design that will be visible from Hillsboro Boulevard.
Parking Space Dimensions	**Required**	**Provided**	
Standard	10'x20'	9'x18'	In order to minimize the mass of the parking garage and land area devoted to impervious areas, 9'x18' parking spaces are proposed. This size is consistent with the existing parking spaces on the property. In addition, this parking space size is appropriate especially in areas that do not experience a high turnover of vehicles such as a multi-family residential and office uses.
Compact	9'x18'	9'x18'	
Signage	**Allowed – B-2**	**Provided**	
Monument Signs	At main entrance on Hillsboro Boulevard: 5' high	6' high	The design standards for this development are compared to those of the current B-2 zoning district. The allowable height of a monument sign for B-2 uses is 5' if the sign is setback 2-9'. In the case of the main entrance sign on Hillsboro Boulevard, the Code allows a 5' sign. The proposed sign is slightly taller, just shy of 6'. This additional height is needed because additional right of way was requested by the County along Hillsboro Boulevard and even though the sign is setback approximately 2' from the new property line, it is approximately 14' from the eastbound travel lane on Hillsboro Boulevard.
Density, Maximum	N/A	25 DU/AC	

Minimum Floor Area for Multi-Family Units			
	Required	**Provided**	
Efficiency/Studio	400 sq. ft.	600 sq. ft.	
1 BR	700 sq. ft.	700 sq. ft.	
2 BR	900 sq. ft.	900 sq. ft.	
3 or More BR	1,150 sq. ft.	1,300 sq. ft.	
Parking Requirements			
Residential	**Required Ratio**	**Number of Spaces Required Per Code**	
Efficiency - 16 units	1.5 spaces/ unit	24	
1 BR – 164 units	1.5 spaces/ unit	246	
2 BR – 159 units	2.0 spaces/ unit	318	
3+BR – 21 units	2.5 spaces/ unit	53	
Total Residential		641	
Retail/Office Use	**Required Ratio**	**Number of Spaces Required Per Code**	
239,672 sq. ft.	1/250 sq. ft.	959	
Total Required Residential and Nonresidential Per Code		1,600	
Min. Total Residential and Nonresidential Provided		**Min. Total Residential and Nonresidential Provided** 1,344	The Applicant provided a shared parking analysis based on ULI peak parking demand. This study documents that there is sufficient parking provided based on the proposed uses and the hours of peak demand for the uses the parking study is provided as Exhibit I. The master plan shows 1,375 parking spaces provided which exceeds the minimum needed according to the parking study.

SECTION C

Evaluation Criteria

The proposed rezoning and resulting development complies with the PDD evaluation criteria contained in Section 98-68(g) of the Land Development Code as documented below.

1. <u>Conform to the City's Comprehensive Plan policies and land use map designations</u>.

The PDD is also consistent with the following policies of the City's Comprehensive Plan:

<u>GOAL FLU 1.0</u>: Ensure that development and redevelopment occurring in the City achieves and maintains a functional mix of residential, commercial, industrial and recreational land uses.

Explanation: This PDD rezoning and the resulting redevelopment plan provides for a functional mix of residential, retail and office uses and a more sustainable development pattern by placing residential and employment opportunities on the same property and maximizing the use of land. The redevelopment plan provides for improved traffic circulation and enhanced pedestrian connectivity between the residential and nonresidential uses. The redevelopment plan also provides for public space at the corner of Natura Boulevard and Hillsboro Boulevard to enhance the connection to businesses and residents in the area.

Objective FLU 1.1: Establish development and redevelopment programs, which provide the opportunity for a wide range of individuals and families to reside, work, shop, relax and play safely in the city.

Explanation: The proposed redevelopment plan will create a mixed-use development comprised of residential units and retail/office buildings. This combination of uses provides an opportunity for residents to live within walking distance of employment, goods and services, and a community park.

<u>Objective FLU 1.7</u>: Promote mixed-use land development patterns that combine residential and nonresidential uses to achieve an attractive, well integrated, and pedestrian and transit friendly environment through the establishment of Mixed Use – Residential land use categories consistent with the Broward County Land use Plan.

Explanation: The property is currently developed with three (3) office buildings. This rezoning will provide for redevelopment of the office complex with a mix of residential units and retail/office buildings. The Conceptual Master Plan that is included with this application demonstrates that these uses will be well integrated by safe pedestrian paths that will link the buildings and provide pedestrian connections to the existing pedestrian facilities in the area. The property is served

by several mass transit routes, including Tri-Rail. The proposed development will provide a mixed-use development with safe pedestrian connections to the existing adjacent sidewalks to create a pedestrian and transit friendly environment.

POLICY FLU 1.7.1: Provide for residential mixed land use designations that allow a combination of residential, commercial, employment based and other appropriate uses as described in the permitted uses section of this Plan.

Explanation: This rezoning will provide for redevelopment plan for an existing outdated office complex that will include retail, office and residential uses in support of this policy. An analysis below documents how the proposed mixed-use development plan meets the criteria outlined in the permitted uses section of the Land Use Plan.

POLICY FLU 1.7.2: A Mixed-Use Residential land use designation may allow low, medium, medium high, or high intensity Mixed Use-Residential. Residential use will be a permitted use within each mixed land use category.

Explanation: The property contains 16.5 gross acres and the applicant is proposing 360 residential units and nonresidential uses. The proposed residential density is 21.82 dwelling unit per acre (360÷16.5=21.82). The development plan also includes office and retail uses. The proposed uses, intensities and densities are permitted in the Mixed-Use Residential Medium-High 25 Residential land use category and so are consistent with this policy.

POLICY FLU 1.7.3: Design guidelines for mixed use development shall be established for inclusion in the Land Development Code. Such regulations shall promote urban form which:

- Creates well integrated land use combinations,
- Balances intensity and density,
- Promotes the safe interconnectivity of vehicular, pedestrian and other non-motorized movement
- Integrates the public realm through open space, urban public plazas and/or recreational areas, and
- Ensures a mixed-use development compatibility with adjacent land uses and adjacent adopted Future Land Use Designations.

Explanation:

- Creates well integrated land use combinations - The Conceptual Master Plan demonstrates that there will be a well-integrated land use combination because the development plan provides for the location of residential and employment opportunities on the same property. Pedestrian paths are included to connect and integrate uses on the property. A spine road is included in the development plan that connects all uses on the property and improves traffic flow.

Balances intensity and density - The Medium-High 25 Mixed Use – Residential land use plan designation provides specific densities and intensities for the mix of land uses allowed in this land use plan category. Specifically, Medium-High 25 Mixed Use – Residential permits up to 25 residential dwelling units per gross acre and a FAR of 2.0 for combined residential and nonresidential development. The table below documents an FAR of 1.1 for the proposed development. Further, a minimum of two uses are required within the development and each use must comprise a minimum of 10 % of the development. In this case, residential and nonresidential uses are proposed and the uses represent approximately 35% and 19% of the total development, respectively. Finally, residential development is a required use. The tables below demonstrates that the proposed development will comply with these requirements of the Medium-High 25 Mixed Use – Residential land use category.

Proposed Use	Square Footage of Use	FAR Based on Net Site Area*
Residential	429,943 sq. ft.	.71
Office/Retail	239,672 sq. ft.	.39
Total	669, 615 sq. ft.	1.10

*Net Site Area = 14 acres x 43,560 sq. ft./acre = 609,840 sq. ft.

Proposed Use	Percentage of Use	Square Footage of Use
Residential	35.25%*	429,943 sq. ft.
Office/Retail	19.65%*	239,672 sq. ft.
Total		669,615 sq. ft.

*Percentage based on FAR 2.0 for Combined Development (Based on Net Area= 1,219,680

Proposed Use	Gross Acres	Density
360 Residential Units	16.5	21.82 dwelling units/acre

- Promotes the safe interconnectivity of vehicular, pedestrian and other non-motorized movement – **Exhibit F** demonstrates that the uses on the property will be connected through safe pedestrian paths. The vehicular circulation system on the property will be upgraded with a new spine road to create a more logical vehicular flow. Bicycle parking facilities will be provided to encourage the use of non-motorized transportation.

- Integrates the public realm through open space, urban public plazas and/or recreational areas - The Conceptual Master Plan provides for plazas that will be available to those who live and work in the development and also to

the general public. One of these plazas is located at the southwest corner of Hillsboro Boulevard and Natura Boulevard to create a sense of place for the community. An internal plaza is provided near the center of the property and internal sidewalks are provided to connect the buildings. Any sidewalks on the perimeter of the property that are missing will be constructed as part of the development plan. In addition, a crosswalk will be installed to connect the property to the adjacent public park. These sidewalk and crosswalk improvements will connect the development to the Oveta McKeithen Recreational Complex and improve connectivity to the public realm.

- Ensures a mixed use development compatibility with adjacent land uses and adjacent adopted Future Land Use Designations The adjacent future land use designations on the surrounding properties are provided below:
    - North: Commercial, Recreation Open Space
    - East: Commercial, Recreation Open Space
    - South: Commercial, Residential Moderate 10, Recreation Open Space
    - West: Transportation

  A variety of commercial uses are located to the north and east including a hotel, restaurants, office, and retail uses. I-95 is adjacent to the west property line. A city park and office uses are located to the south and east. Single family, quadraplex and office uses are located south of the property on the south side of Natura Boulevard. The additional office and retail uses are consistent and compatible with the non-residential uses in the area because office and retail use are established in the area. The proposed Conceptual Master Plan demonstrates that special attention has been given to the lower density residential uses to the south by placing the tallest proposed building as far away from the existing residential use as possible. The distance separating the existing residential area to the proposed mid-rise building is approximately 600 feet.

Objective FLU 2.3: Discourage urban sprawl and encourage a separation of urban and rural land uses by directing new development into areas where necessary regional and community facilities and services exist.

Explanation: The PDD zoning will facilitate development of new office and retail space for business development and additional residential dwelling units that are needed to accommodate population growth in an area where regional and community facilities and services exist and can accommodate the proposed development.

GOAL FLU 8.0: Promote and implement appropriate land uses and development patterns consistent with smart growth principals, (as defined by the Smart Growth Network and listed below), to maximize natural and socioeconomic resources, and to preserve and improve the health, safety and welfare of the City's residents and visitors,

Ten Principal of Smart Growth

1. Mix land uses
2. Take advantage of compact building design.
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place.
6. Preserve open space, natural beauty, and critical environmental areas.
7. Strengthen and direct development towards existing communities.
8. Provide a variety of transportation choices.
9. Make development decisions predictable, fair, and cost effective.
10. Encourage community and stakeholder collaboration in development decisions.

Explanation: The proposed redevelopment plan promotes smart growth principles in the following manner:

1. Mix land uses. – The proposed redevelopment plan provides for a mix of office, retail and residential uses.
2. Take advantage of compact building design. The proposed redevelopment plan provides for development on an existing parking lot and adding office and retail space to promote a more compact building design.
3. Create a range of housing opportunities and choices. – The proposed redevelopment plan provides for housing opportunities in the Hillsboro Boulevard corridor at a medium density to expand the housing opportunities and choices in the area.
4. Create walkable neighborhoods. – The proposed redevelopment plan provides for a walkable development by providing safe pedestrian paths on the site and also connects to the existing sidewalks that surround the site.
5. Foster distinctive, attractive communities with a strong sense of place. – The current development is reflective of the architectural styles of the 1980's. The redevelopment plan includes a new iconic building at a gateway to the City that meets the Pioneer Grove architectural style. The existing buildings that remain on the property will be renovated to be compatible with the new residential building on the property. The redevelopment plan includes a plaza at the northeast corner of the Subject Property and two (2) internal plazas. These areas will create a strong sense of place for the development. The Applicant will provide an art feature at the northwest corner of the property to enhance the I-95/Hillsboro Boulevard gateway, at the northeast corner of the property and at the central plaza.
6. Preserve open space, natural beauty, and critical environmental areas. - The Subject Property is developed lacking significant open spaces or environmental areas that need to be preserved.
7. Strengthen and direct development towards existing communities. - This proposed rezoning directs redevelopment to an existing developed

property with available infrastructure and maximizes development along Hillsboro Boulevard.

8. Provide a variety of transportation choices. – The proposed uses on the property will benefit from a number of transportation choices that are accessible for travel within the area and the region. Mass transit routes serve the property and provide transit service in the City and Broward County with connectivity to Palm Beach and Miami-Dade Counties. A Tri-Rail station is located approximately ½ mile from the property that provides train service within the tri-county area. The development will have safe and extensive pedestrian paths with connectivity to the adjacent public sidewalks. Bicycle parking facilities will be provided on the property.
9. Make development decisions predictable, fair, and cost effective. The City's Land Development Code and land development approval process make development decisions predictable, fair, and cost effective for all stakeholders in the community. The Applicant will submit all applications required for the development and follow all the applicable procedures. Those stakeholders who own property in the vicinity will be notified of all public hearings regarding the proposed development and will have an opportunity to participate in the public hearing process.
10. Encourage community and stakeholder collaboration in development decisions. - The Applicant has taken steps to engage the community in the development approval process and will continue to do so during the rest of the process.

2. <u>Provide a land use or combination of land uses that are arranged and designed in such a manner as to be well integrated with other land uses, the immediate surrounding area, the planned thoroughfare system, and other public facilities such as water and sewer systems, parks, schools, transit routes and utilities</u>.

The property is located at the southeast quadrant of I-95 and Hillsboro Boulevard. A variety of commercial uses are located to the north and east including a hotel, restaurants, office, and retail uses. I-95 is adjacent to the west property line. A city park and office uses are located to the east and south. Single family, quadraplex and office uses are located to the south on the south side of Natura Boulevard. The variety of existing uses in the area demonstrate that the residential, office and retail uses proposed in this rezoning are consistent and compatible with the residential and non-residential uses in the area. The proposed development gives special attention to the lower density residential uses to the south by placing the tallest proposed building as far away from the existing residential use as possible. The distance separating the existing residential area to the tallest proposed building is approximately 600 feet.

The development plan provides for primary access to Hillsboro Boulevard and secondary access to Natura Boulevard. The Applicant will enhance the integration of the property to the adjacent thoroughfare system by improving the turn lanes at the intersection of Hillsboro Boulevard and Natura Boulevard. The storage area in

the northbound and westbound turn lanes will be expanded to accommodate more vehicle stacking area that will help to clear the intersection faster. These turn lane improvements are required to mitigate the impacts of the proposed development plan and will reduce the wait time at the intersection.

All existing and future development on the property will be connected to the municipal water and sewer lines. All drainage from the property will be retained on-site to not impact surrounding areas.

The property is located within walking distance of the Oveta McKeithen Recreational Complex and is integrated with that facility through a comprehensive pedestrian system on-site and pedestrian improvements off-site that will benefit the community. Safe pedestrian paths are included in the development plan that connect to public sidewalks on Hillsboro Boulevard and Natura Boulevard which provide pedestrian access to Oveta McKeithen Recreational Complex. There are currently gaps in the existing sidewalk along Natura Boulevard where sidewalks are missing. The Applicant will construct the missing segments of the sidewalk as part of the Phase 1 development even though the Phase 1 development is not adjacent to Natura Boulevard. The Applicant will also provide a crosswalk to the opposite side of Natura Boulevard to improve pedestrian safety in the community subject to Broward County approval.

The property is located in the school zones Deerfield Park Elementary, Deerfield Beach Middle and Deerfield Beach High and all of these schools have capacity to accommodate students from the development.

3. <u>Adequately, reasonably and conveniently integrate into existing and planned streets, transit systems, public services, utilities and public facilities</u>.

The proposed development is integrated with the existing streets via primary access to Hillsboro Boulevard and secondary access on Natura Boulevard. The Applicant will improve turn lanes in the vicinity of the property to mitigation the traffic impacts of the proposed development and improve traffic circulation in the area. The sidewalks and spine road will enhance the safety of vehicular and pedestrian routes on the property. The pedestrian paths on the property will connect to public sidewalks that lead to transit stops in close proximity.

The sidewalk connection to the adjacent Oveta McKeithen Recreational Complex will also be improved along Natura Boulevard. The Applicant will make a financial contribution to the City that will further enhance Oveta McKeithen Recreational Complex.

Utilities that serve the property have adequate capacity and no expansion is needed to accommodate the additional demand. Connections will be made to the public utilities that are consistent with City standards and will provide service to the new development. No expansion of the public utilities is needed to accommodate the additional demand created by this development.

4. **Promote development that is appropriate to and well integrated with its environmental setting and surrounding neighborhood, including existing vegetation, soils, geology, topography and drainage patterns.**

There are no unique vegetation, soils, geology or topography that impact development on the property.

Any vegetation and trees on the property that can be maintained or relocated on the property will be identified on the tree disposition plan for the property. Soil will be added to the property so that any new buildings will be constructed at the appropriate elevation and conform to base flood elevations.

The drainage plan for the development takes into consideration the existing drainage patterns in the area. The Applicant will construct drainage improvements in the Natura Boulevard right-of-way that aren't needed to serve the proposed development but will benefit the surrounding community to help lessen flooding that may occur on the roadway. The drainage plan for the development will contain all drainage runoff on the property to not impact the neighboring properties.

5. **Adequately justify any deviations from standard development requirements based upon the overall quality of the plan provided, the need to address specific concerns outlined in the statement of need, and the need to address other conditions that may affect the viability of reasonably developing the property in a manner consistent with stated objectives of the City's Comprehensive Plan.**

The PDD zoning district does not provide for set dimensional regulations such as minimum lot size, height, setbacks, percentage of lot coverage, floor area ratio or lot width. The Property Development Requirements provide the development requirements that apply to proposed development on the property. The table is broken down into overall requirement, those that apply only to residential development and those that apply only to the nonresidential development. These development requirements are also part of the development agreement.

No deviations from the City landscape requirements are requested for new development parcels. All existing landscape materials will be maintained on the property until development occurs. At such time as a site plan is submitted for any individual building on the property, that parcel will be redesigned to meet the applicable landscape standards.

To allow modified building height

The allowable height in the current B-2 zoning district is 75'. The height of the existing office building at the northeast corner of the property is 79+/- feet. This building is proposed to remain and will have interior and exterior renovations to improve the look and quality of the building. The height modification is needed to maintain an existing nonconforming aspect of the building and accommodate the residential building. This is an appropriate location for additional building height

because it is not located adjacent to any lower density residential uses. This additional height is needed to maximize the development potential of the property and the Hillsboro Boulevard corridor, provide a superior architectural consistent with the Pioneer Grove design guidelines, and justify the substantial public improvements that will be made in conjunction with this development.

To allow modified building setbacks

The Applicant is requesting a modification to building setbacks in order to develop the property with compact urban design and a focus on alternative forms of transportation. This development provides employees and residents with an opportunity to live and work in a walkable area of the city and be less dependent on a personal vehicle for transportation to work, shopping and recreation. For this reason, proposed buildings are placed as close to Hillsboro Boulevard and Natura Boulevard as possible. This building placement provides easy access to mass transit routes, recreation and commercial uses in the area.

To allow modified parking requirements: All spaces are 9'x18' to meet industry standards for parking stall size and are appropriate especially in areas that do not experience a high turnover of vehicles. This request is consistent with the existing parking spaces on the property. The 9'x18' space size will minimize the mass of the parking garage and provide a compact building design.

A total of 1,600 parking spaces are required according to City Code if each use is considered independently. One of the benefits of mixed use developments is to reduce the overall parking requirements because the peak hours for parking occurs at differ times for certain uses. In the case of residential uses, the peak demand occurs from 12am to 6am. The peak demand for office uses occurs from 9am to 5pm. Based on ULI parking study provided in **Exhibit I**, the peak parking demands for the nonresidential and residential uses require a total of 1,344 parking spaces for the proposed development. The current master plan shows a total of 1,375 parking spaces provided. At no time shall the minimum number of spaces be below 1,344.

To allow modified signage requirements

This proposed development is unique in that it is a mixed-use development with multiple buildings and multiple street frontages. It is also located at a very important gateway to the City that has high traffic volumes. The development proposal includes a new iconic building that will help to define the entrance to the City from I-95, a new office/retail buildings and upgrades to existing buildings. The proposed signage, like all other design elements of the PDD, is compared to the wall and monument signs that would be allowed in the existing B-2 zoning district. In all instances, the proposed signage is consistent with that allowed for B-2 uses with one exception. The Applicant is requesting that the proposed monument sign at the main entrance of the property be 6' which is 1' higher than allowed in the base zoning district. The sign is setback from the existing travel

lanes due to additional right-of-way dedication needed to comply with the County's conditions of plat approval. The additional height is needed so that the sign is visible by motorists on Hillsboro Boulevard. . The monument sign has a unique and artistic design that helps to convey the unique nature of this mixed-use development. A detail of this monument sign is provided in Sheets AS-16 and AS-17 of the site plan.

6. <u>Provide innovative design in comparison with development reviewed under other base zoning district regulations and demonstrate how the objectives of the proposed PDD could not have been achieved by any other zoning category</u>.

The primary purpose of the proposed PDD is to upgrade an aging office park to create a mixed-use residential, office and retail complex. The property is uniquely located at a gateway to the City for those traveling from I-95. If the property were developed under conventional zoning districts, the B-2 and RM-25 would be the ones that most closely relate to the proposed redevelopment plan. However, if two zoning districts were applied on the property, it would not be possible to fully integrate the mixed uses on the property due to the different setback and buffer requirements of the districts. In addition, the maximum height in these districts is lower than one of the existing office buildings and the proposed residential structure. A maximum building height of 80' is required for the existing and proposed structures to maximize the development potential of the property. If the buildings were limited the height limits of the B-3 and RM-25 zoning district, the parcel would be under-developed and would not have the superior design and amenities that are proposed.

The proposed PDD rezoning also includes significant public improvements to Natura Boulevard and the intersection of Hillsboro Boulevard and Natura Boulevard. Turn lanes at the intersection of Hillsboro Boulevard and Natura Boulevard will be modified to create more storage area for vehicles so that the approaches to the intersections can be cleared more quickly. These improvements are needed to mitigate for the additional traffic generated by the development. However, there are several improvements proposed that are over and above those required if the property were developed in accordance with the B-2 and RM-25 districts. Natura Boulevard adjacent to the property will be improved to incorporate upgraded sidewalks and drainage improvements that will enhance the neighborhood. The Applicant is also committed to enhancing the City's affordable housing programs and will contribute a maximum of $180,000.00 to those programs. The Applicant will contribute $200,000.00 toward improvements at Oveta McKeithen Recreational Complex over and above the park impact fees due for the development. The superior architectural design, the amenities included for residents and employees along with the significant public investments would not be possible if development on the property were limited by the setbacks and height limitations of the B-2 and RM-25 zoning districts.

7. **For developments containing residential units, the PDD must provide for on-site open space and recreational amenities appropriate to the future residents and, to the extent practicable, provide for a variety of dwelling units and building types.**

The future residents of this development will have the benefit of being within walking distance of Oveta McKeithen Recreational Complex, which provides a range or recreational opportunities. In addition on-site recreation areas will be included such as resort style pool, courtyard, dog park, clubroom, fitness/yoga spaces, cyber lounge, and inviting entrance and lobby. Plazas are also incorporated into the development plan that will provide pleasant areas for relaxing and gathering. The proposed development provides for studio, 1-bedroom, 2-bedroom and 3-bedroom units.

8. **For non-residential developments, the PDD shall provide for inviting, pedestrian-oriented public spaces.**

The development plan provides for pedestrian-oriented public spaces at the southwest corner of Hillsboro Boulevard and Natura Boulevard and internal to the development. Three plazas are provided and are enhanced with improvements such as pavers, benches and lush landscaping in order to be inviting to pedestrians.

SECTION D

Phasing

The development plan will be constructed in four (4) phases as reflected on **Exhibit E**. The phase are not required to be completed consecutively.

SECTION E

Administrative Process
Site Plan Approval and Amendments

Any site plan for new development on the property shall be approved in accordance with City Code. The unit mix and dimension may change in order to accommodate changing market demands. The Director of Planning & Development Services is authorized to approve minor modifications to the approved site plan administratively without review by the Planning and Zoning Board or approval by the City Commission provided that they are in substantial conformity with these Design Guidelines and the standards below. These modifications may include but are not limited to adjustments to the bedroom mix, dwelling unit size, amenities, and setbacks provided that all of the following are met:

1. The total number of units does not exceed 360 in Phase 1 of Master Plan.
2. Setback modifications are less than 10%.
3. The changes do not significantly change the intent of the development.
4. Building height modifications are less than 10%.
5. Parking is reduced by 1%

Any changes that meet the criteria above shall not require an amendment to the approved Conceptual Master Plan.

CONSULTANT TEAM

Architect/Site Planner:	Juan Caycedo, AIA RLC Architects
Civil Engineer**:**	Clifford R. Loutan, P.E. SunTech Engineering, Inc.
Landscape Architect:	Brian Euell, RLA Architectural Alliance Landscape
Legal**:**	Dennis D. Mele, Esquire Greenspoon Marder LLP
Planner**:**	Cynthia A. Pasch, AICP Greenspoon Marder LLP
Traffic Engineer**:**	Joaquin E. Vargas, P.E. TrafTech Engineering

EXHIBIT A

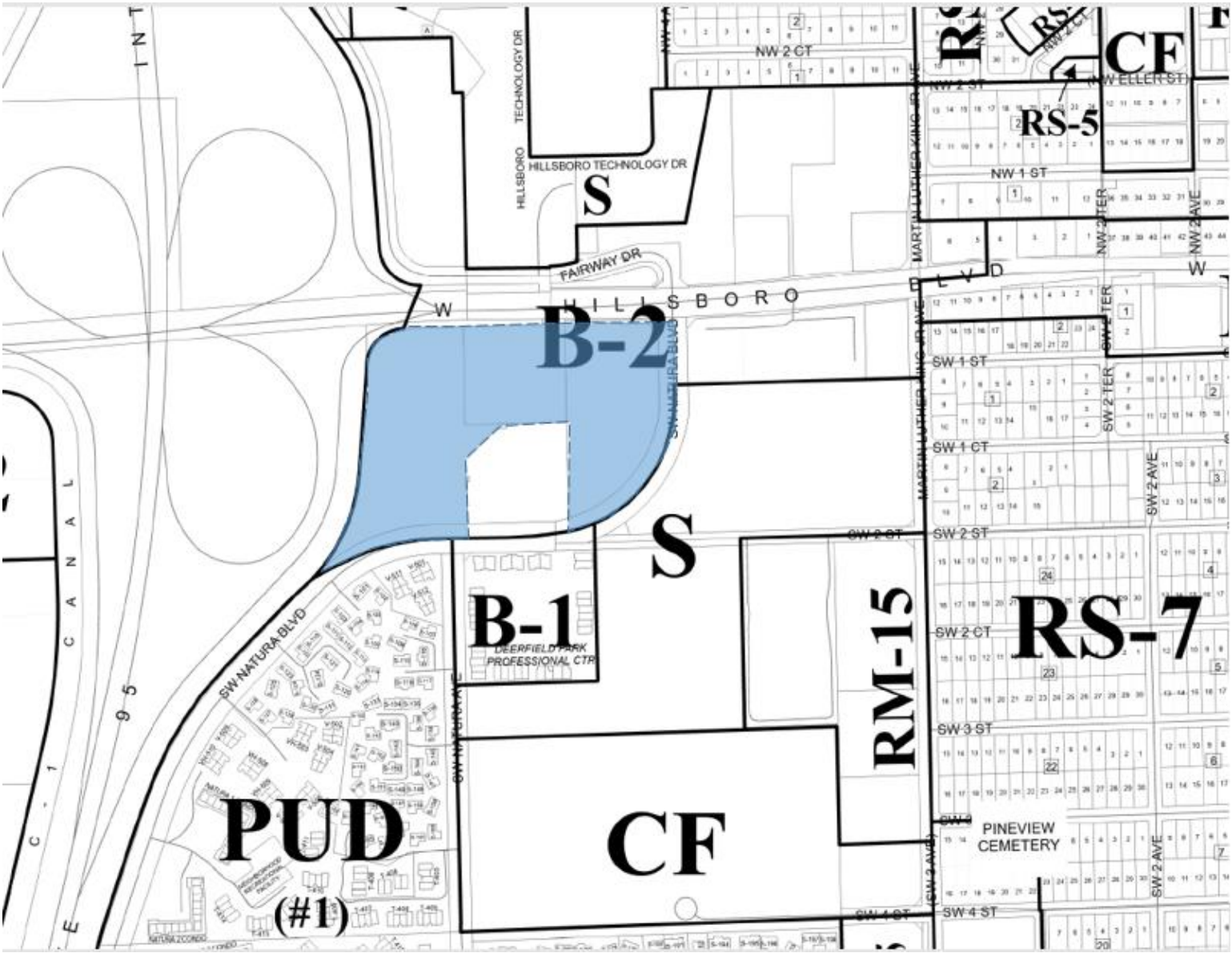
LOCATION MAP



38483.0005
48613011.v9

EXHIBIT B

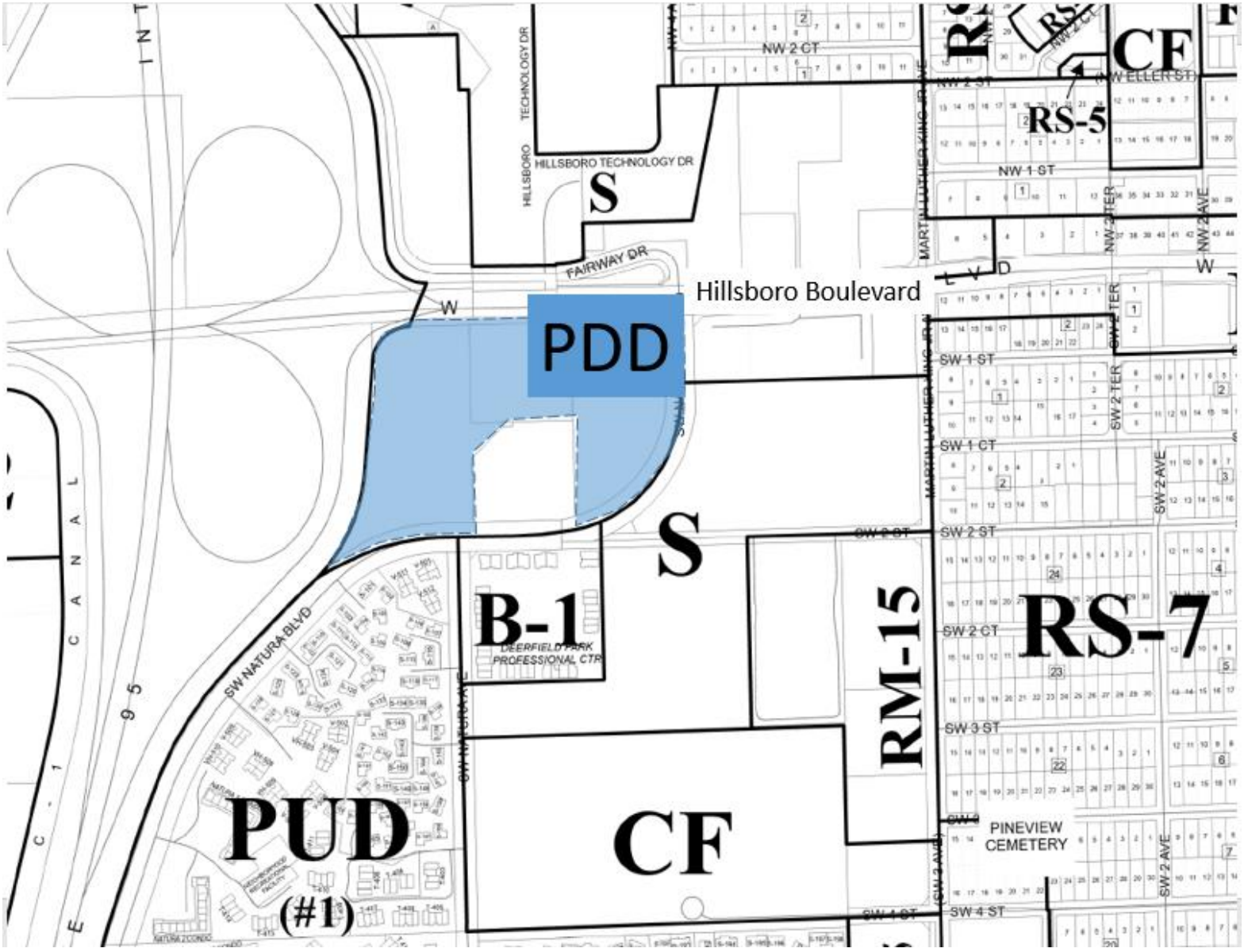
EXISTING ZONING – B-2



38483.0005
48613011.v9

EXHIBIT C

Proposed Zoning – PDD



38483.0005
48613011.v9

EXHIBIT D

CONCEPTUAL MASTER PLAN



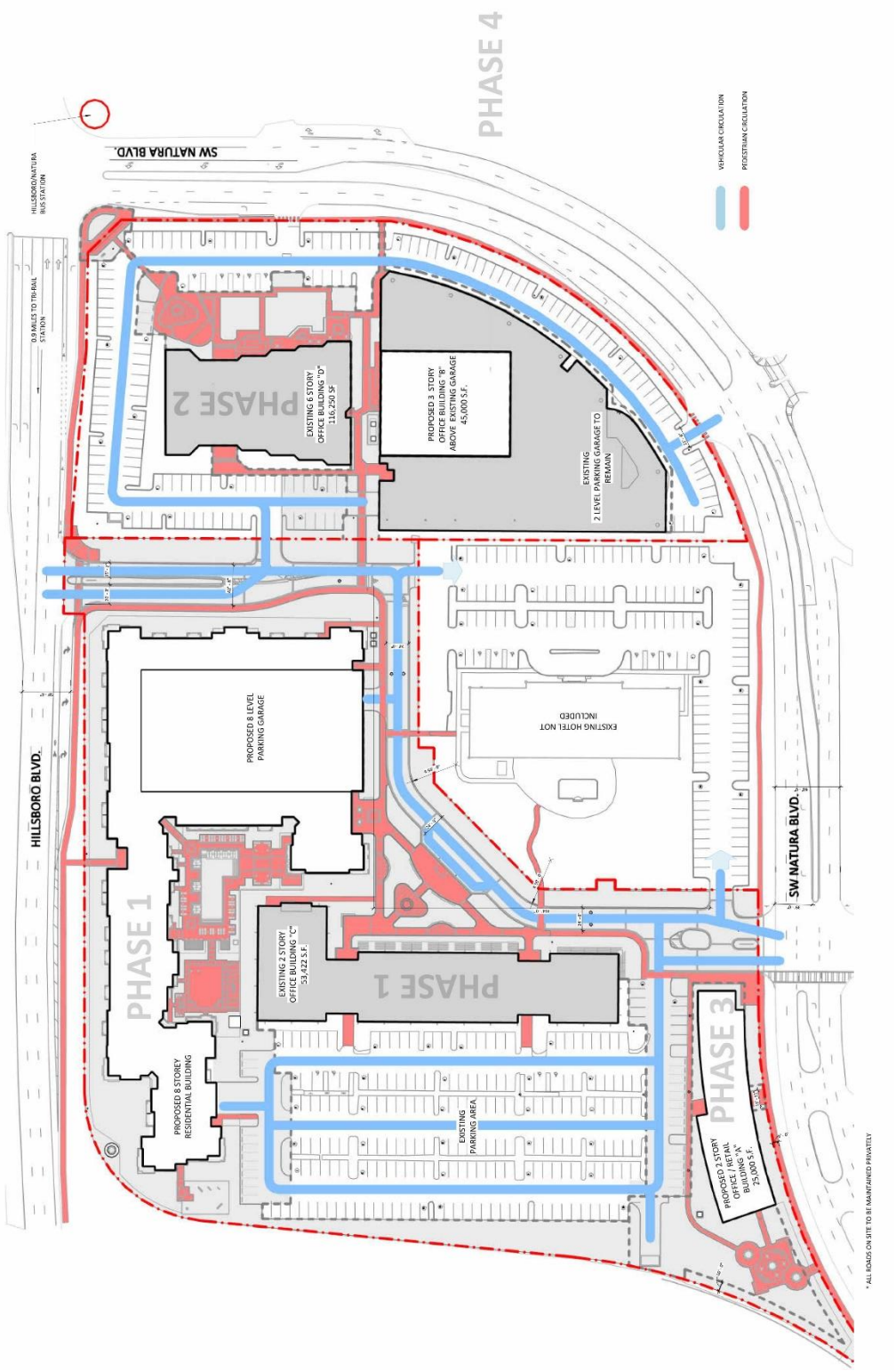
38483.0005
48613011.v9

EXHIBIT E

PHASING PLAN

38483.0005
48613011.v9

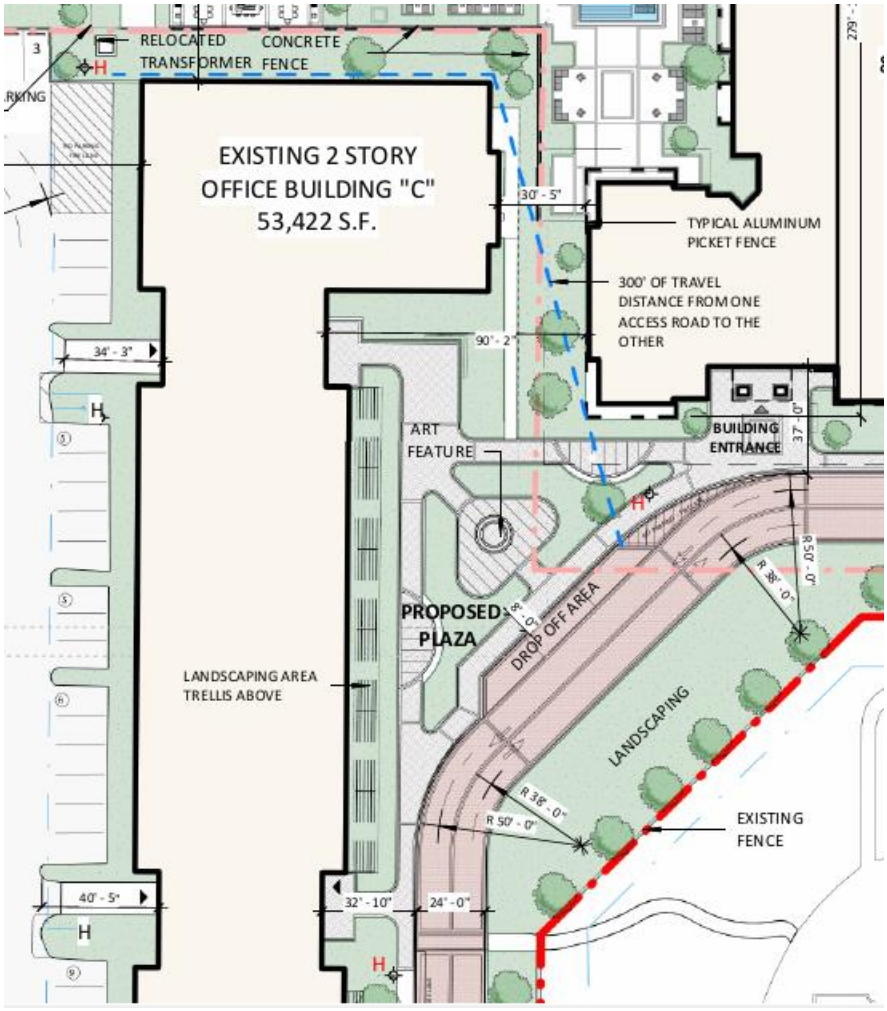
EXHIBIT F
CIRCULATION PLAN



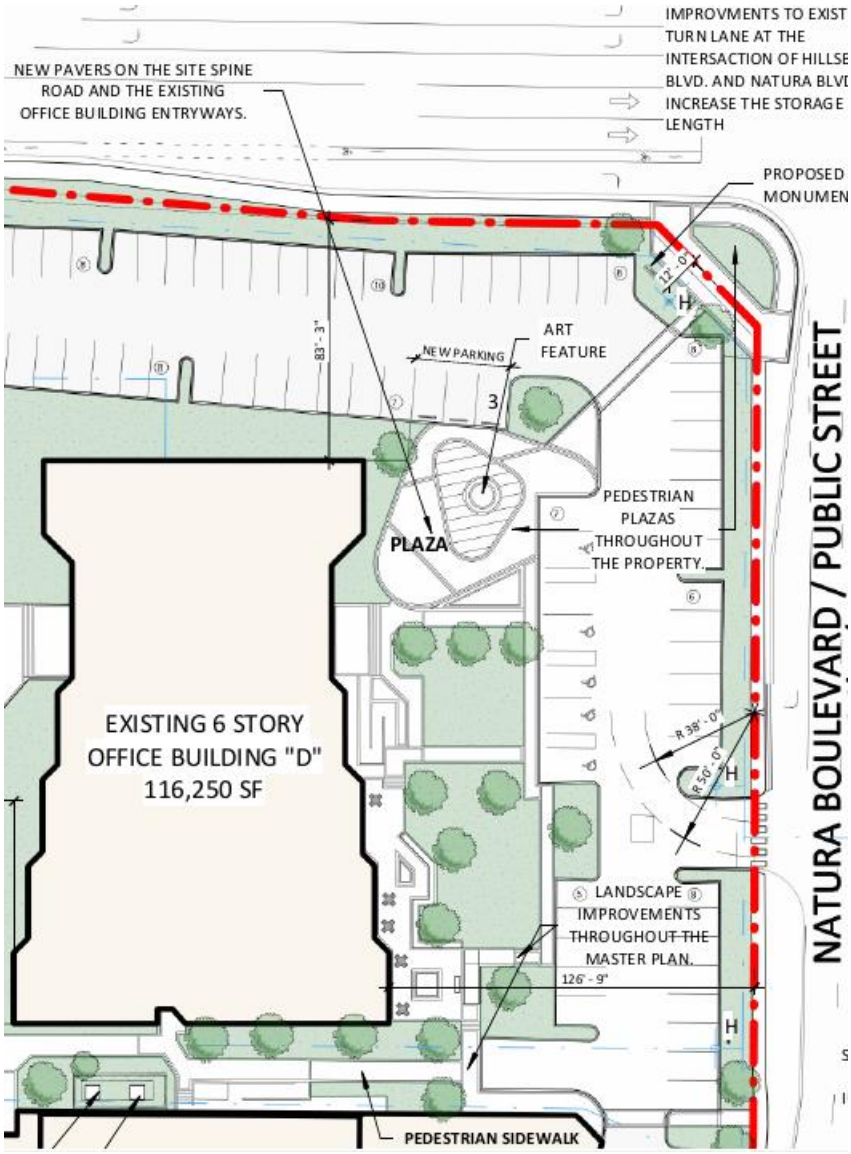
38483.0005
48613011.v9

EXHIBIT G

PLAZA DESIGNS



Central Plaza



Plazas at Corner and Building D Office

EXHIBIT H

NATURA BOULEVARD IMPROVEMENTS

1. Install new drainage on east side of SW Natura Boulevard. To the extent any sidewalk is damaged during this installation process, said damaged sidewalk shall be replaced;

2. Install new 8-foot wide sidewalk on the east side of SW Natura Boulevard, with the sidewalk installation to end at the recreational complex entrance;

3. Regrade and improve the entire swale area on the west side of SW Natura Boulevard, which regrading and improvement will continue until the entrance to the existing parking garage on the property;

4. Install new 5- foot wide sidewalk along property line from the garage turn-in to the adjacent hotel property line;

5. Install new 5- foot wide sidewalk along the remaining portion of the property which currently has no sidewalk;

6. Install crosswalk along SW Natura Boulevard at the location determined by the City. The sidewalk location shall be included on the site plan, but it is subject to approval by the City and any other appropriate governmental authorities.

7. Existing road median FDOT Type "D" concrete curbing shall be repaired and / or replaced as needed to provide the intended safety and protection to the landscaped areas. Construct new FDOT Type "D" concrete curbing along the edge of the balance of Natura Boulevard to the designated southernmost limits of affected roadway right-of-way.

8. Restore all pavement striping and markings within the limits of proposed improvements including reflective pavement markers.

9. Restore / repair all sections of pavement and sidewalks to meet all ADA and city requirements.

10. Install a no u-turn sign in the Natura Boulevard median at the project entrance subject to approval of the City and any other appropriate governmental authorities.

EXHIBIT I

PARKING STUDY

ULI SHARE PARKING - MIXED USE							
		BASIC	WEEKDAY			WEEKEND	
	AREA/	PARKING	NIGHT	DAY	EVENING	DAY	EVENING
USE	UNITS	REQUIRED	12AM - 6AM	9 AM - 4 PM	6PM-12AM	9AM-4PM	6PM-12AM
STUDIO -1B	180	270.00	270.00	162.00	243.00	216.00	243.00
RESIDENTIAL 2B	159	318.00	318.00	190.80	286.20	254.40	286.20
RESIDENTIAL 3B	21	52.50	52.50	31.50	47.25	42.00	47.25
TOTAL RESIDENTIAL	**360**	**641.00**	**640.50**	**384.30**	**576.45**	**512.40**	**576.45**
6 STORY OFFICE	116250	465.00	23.25	465.00	46.50	46.50	23.25
2 STORY OFFICE	53422	213.69	10.68	213.69	21.37	21.37	10.68
NEW OFFICES (A&B)	70000	280.00	14.00	280.00	28.00	28.00	14.00
TOTAL OFFICE	**239672**	**959.00**	**47.93**	**959.00**	**95.87**	**95.87**	**47.93**
TOTAL		1600.00	688.43	1344.00	672.32	608.27	624.38

Mayla Deerfield

Deerfield Beach, Florida

prepared for

Grover Corlew

traffic study

TRAFTECH ENGINEERING, INC.

February 2022

TRAFTECH
ENGINEERING, INC.

February 25, 2022

Mr. Matthew Lynch
Grover Corlew
600 W. Hillsboro Avenue, Suite 110
Deerfield Beach, Florida 33441

Re: Mayla Deeerfield – Deerfield Beach, Florida
Updated Traffic Engineering Study

Dear Matthew:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the updated traffic study for the Mayla Deerfield development planned to be located at 600 and 700 West Hillsboro Boulevard in the City of Deerfield Beach in Broward County. The revised report addresses all traffic-related comments provided by the City of Deerfield Beach's transportation consultant.

It has been a pleasure working with you on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

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

TABLE OF CONTENTS

INTRODUCTION 1

INVENTORY 3
Existing Land Use 3
Proposed Land Use and Access 3

EXISTING CONDITIONS 4
Roadway System 4
Nearby Intersections 4

TRAFFIC COUNTS 6

TRIP GENERATION 10

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT 14

TRAFFIC ANALYSES 17
Future Conditions Traffic Volumes 17
Level of Service (LOS) Analyses 23
Westbound Hillsboro Boulevard and Northbound I-95 24
Need for Turn Lanes 25

CONCLUSIONS 26

LIST OF FIGURES

FIGURE 1 – Project Location Map 2
FIGURE 2 – Existing Lane Geometry 5
FIGURE 3A – Existing Traffic Counts 8
FIGURE 3B – Existing Traffic Counts 9
FIGURE 4A – Project Traffic Distribution & Assignment 15
FIGURE 4B – Project Traffic Distribution & Assignment – Cont. 16
FIGURE 5A – Background Traffic (Year 2024) 19
FIGURE 5B – Background Traffic (Year 2024 – Cont.) 20
FIGURE 6A – Total Traffic with Project (Year 2024) 21
FIGURE 6B – Total Traffic with Project (Year 2024 – Cont.) 22

LIST OF TABLES

TABLE 1 – Trip Generation (Existing Uses) 12
TABLE 2 – Trip Generation – (Proposed Mixed- Use Residential – Phase 1. 12
TABLE 3 – Trip Generation (Existing Uses) 13
TABLE 4 – Trip Generation – (Proposed Mixed- Use Residential – Phase 2. 13
TABLE 5 – Intersection Capacity / Level of Service Analyses 23

APPENDICES

APPENDIX A – Site Plan & Traffic Methodology
APPENDIX B – Traffic Counts

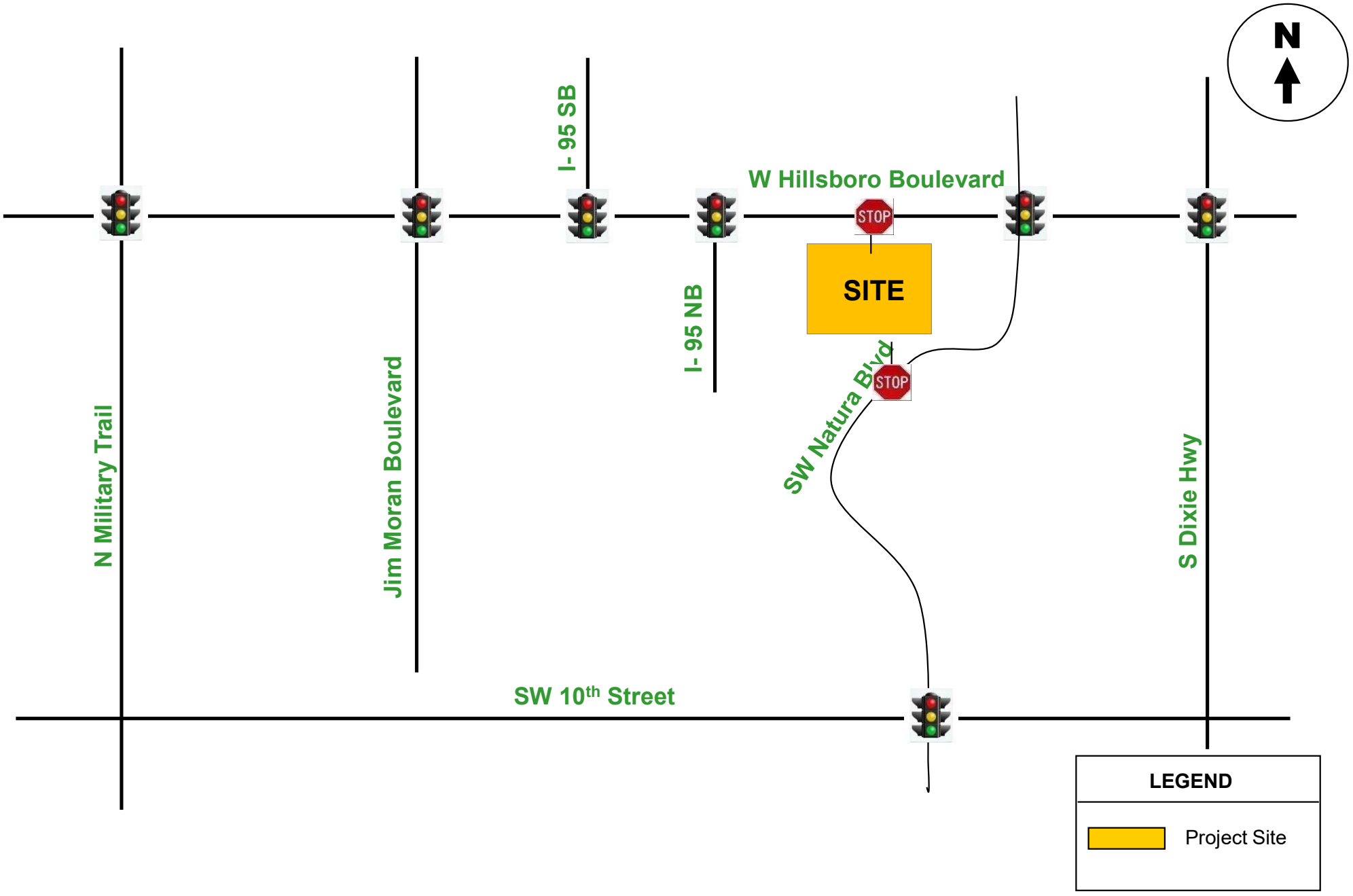
APPENDIX C – Signal Timing, PSCF, Historical Data, and Growth Rate
APPENDIX D – Covid-19 Factors
APPENDIX E – Future Turning Movement Volumes
APPENDIX F – SYNCHRO Analyses

INTRODUCTION

Mayla Deerfield is a proposed mixed-use development planned to be located on the south side of West Hillsboro Boulevard between I-95 and SW Natura Boulevard in the City of Deerfield Beach in Broward County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained by G&C Hillsboro Investors LLC to conduct a traffic study in connection with the proposed development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Impact Analysis
7. Conclusions and Recommendations



TRAFTECH ENGINEERING, INC.

LOCATION MAP

FIGURE 1

Myla Deerfield

Deerfield beach, Florida

INVENTORY

Existing Land Use and Access

The project site currently consists of three office buildings and a parking garage. The three office buildings consist of the following square footages:

- 600 Hillsboro: 116,250 square feet
- 700 Hillsboro Bldg #1: 39,242 square feet
- 700 Hillsboro Bldg #2: 60,622 square feet

Total **216,114 square feet**

Access to the site is provided via a right-turn in/right-turn out driveway on West Hillsboro Boulevard, one full access driveway on Natura Boulevard aligning with Natura Avenue, and three minor driveways on Natura Boulevard (two north and east of the full access driveway and one west of the full access driveway).

Proposed Land Uses and Access

The project will be re-developed in two phases. Phase 1 will add residential units and will eliminate office space. Phase 2 is currently being evaluated and if finalized, may add new office square footage to the site. The new land uses and intensities for each phase are as follows:

Phase 1

- Residential (the addition of up to **360 mid-rise dwelling units**)
- Reduction of Existing **Office Use** from 216,114 sf to **169,672 sf**

Phase 2

- Addition of Parking Deck Office Use (+45,000 sf) and Natura Blvd Offices (+25,000 sf) for an overall increase in **Office Use** from 169,672 sf to **239,672 sf**

Access to the site will remain unchanged (same as existing conditions). The proposed development is anticipated to be built and occupied in 2024. Appendix A contains a copy of the proposed site plan for the project site.

EXISTING CONDITIONS

This section addresses the existing roadway system located in the vicinity of the project site and nearby intersections.

Roadway System

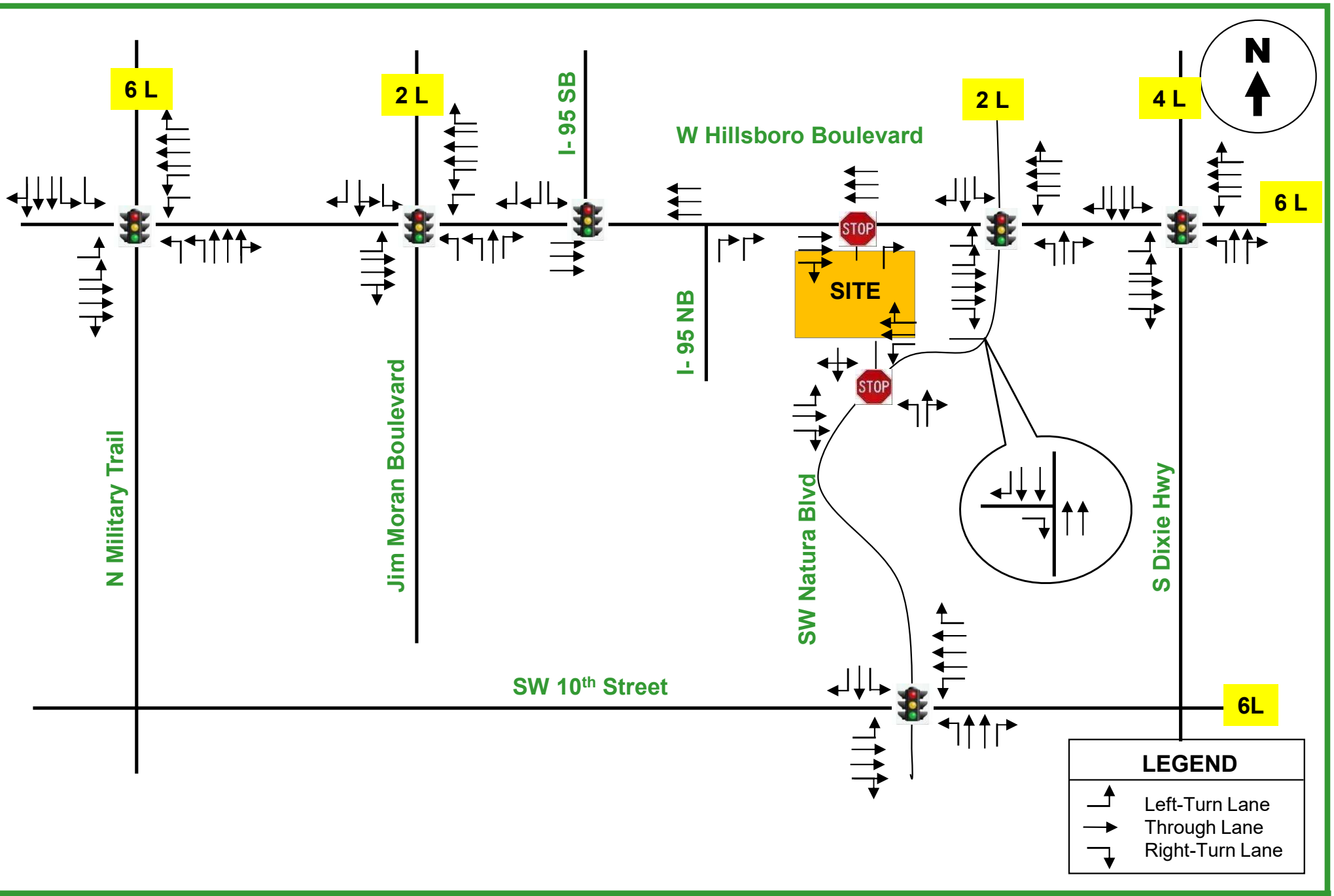
The roadway system located near the project site includes W. Hillsboro Boulevard, SW 10th Street, Military Trail, Jim Moran Boulevard, I-95 northbound and southbound ramps, and Dixie Highway.

Nearby Intersections

Nine intersections plus the driveways were identified as the locations that will be impacted the most by the proposed project. These nine intersections include:

1. Hillsboro Boulevard and Military Trail (signalized)
2. Hillsboro Boulevard and Jim Moran Boulevard (signalized)
3. Hillsboro Boulevard and I-95 SB Ramp (signalized)
4. Hillsboro Boulevard and I-95 NB Ramp (unsignalized)
5. Hillsboro Boulevard and Access Driveway (unsignalized)
6. Hillsboro Boulevard and Natura Boulevard (signalized)
7. Hillsboro Boulevard and Dixie Highway (signalized)
8. Natura Avenue and Natura Boulevard (unsignalized)
9. SW 10 Street and Natura Boulevard (signalized)
10. The Westbound to Northbound I-95 on-ramp

Figure 2 shows the existing lane geometry of the nine intersections selected for analysis purposes. The number of lanes on the street system surrounding the project site is also depicted in the figure.



TRAFTECH ENGINEERING, INC.

EXISTING LANE GEOMETRY

FIGURE 2

Myla Deerfield

Deerfield Beach, Florida

TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with Video Data Solutions collected intersection turning movement counts at the nine study intersections (the I-95 ramp counts is presented at the end of this report). The intersection turning movement counts were collected on Wednesday, April 7, 2021 from 7:00 AM and 9:00 AM and from 4:00 PM and 6:00 PM at the following intersections located near the project site:

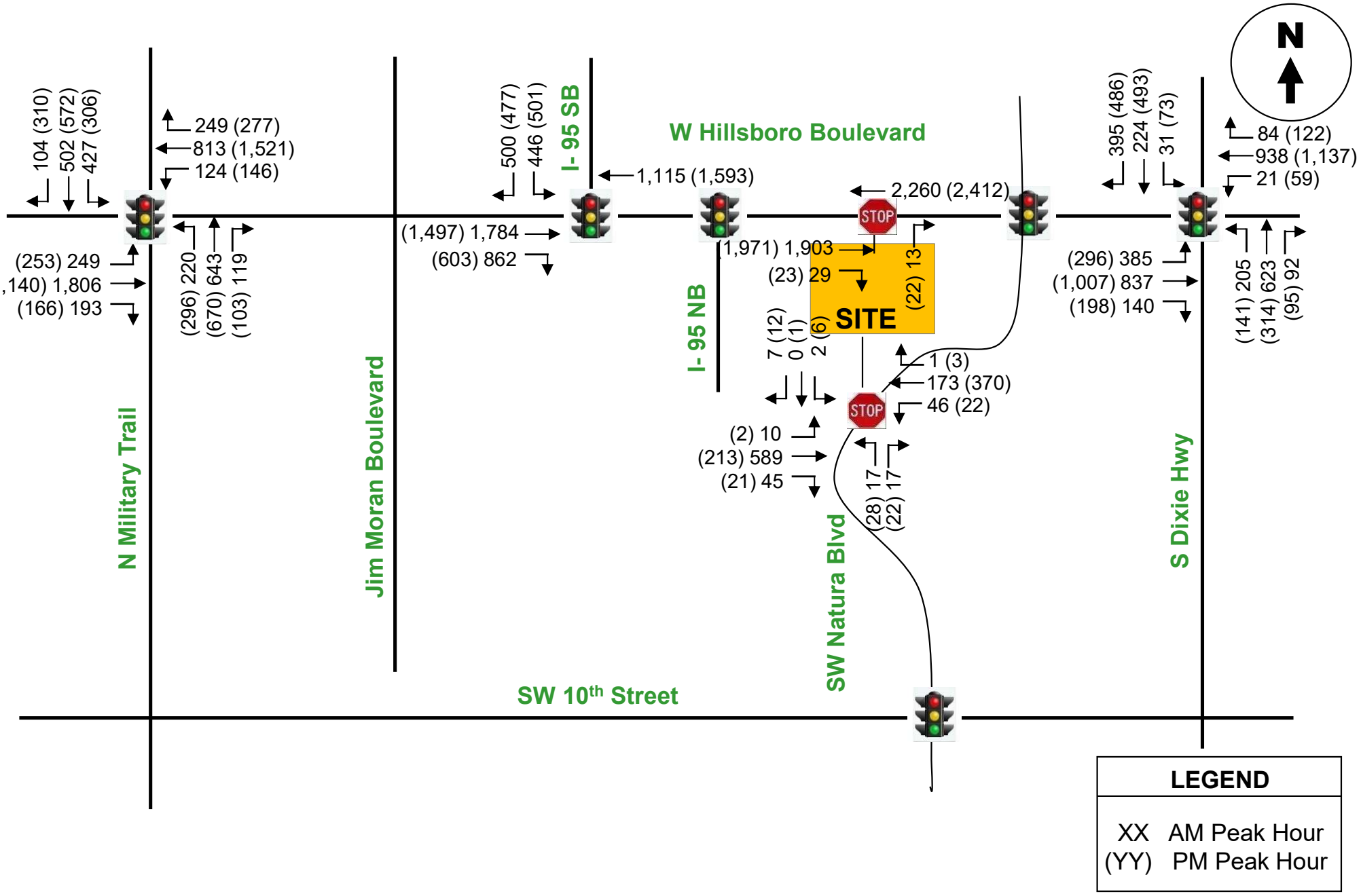
1. Hillsboro Boulevard and Military Trail
2. Hillsboro Boulevard and Jim Moran Boulevard
3. Hillsboro Boulevard and I-95 SB Ramp
4. Hillsboro Boulevard and I-95 NB Ramp
5. Hillsboro Boulevard and Access Driveway
6. Hillsboro Boulevard and Natura Boulevard
7. Hillsboro Boulevard and Dixie Highway
8. Natura Avenue and Natura Boulevard
9. SW 10 Street and Natura Boulevard

Appendix B contains the intersection turning movement counts, as collected in the field. The latest signal timing plans for the signalized intersections were obtained from Broward County Traffic Engineering Division and is included in Appendix C. The traffic counts were adjusted to account for peak season conditions. An adjustment factor of 1.01 was applied to the traffic counts collected in the field to reflect peak season conditions. The State-published peak season adjustment factors are also contained in Appendix C.

Machine traffic counts were collected during a 3-day period near the following nearby FDOT traffic count stations:

SITE 860008 (SR 810/Hillsboro Blvd - E of SR 9/I-95)
SITE 860070 (SW 10 St - E of SR 9/I-95)
SITE 864081 (I-95 NB Ramp from SR 869/SW 10 St)
SITE 869125 (Natura Blvd – S of Hillsboro Blvd)

Additionally, the machine traffic counts were reviewed to account for the effects of COVID-19. The calculations used to account for COVID-19 are reflected in Tables D-1 thru D-3 located in Appendix D. Figures 3a and 3b shows the 2021 peak season AM and PM peak hour traffic volumes.



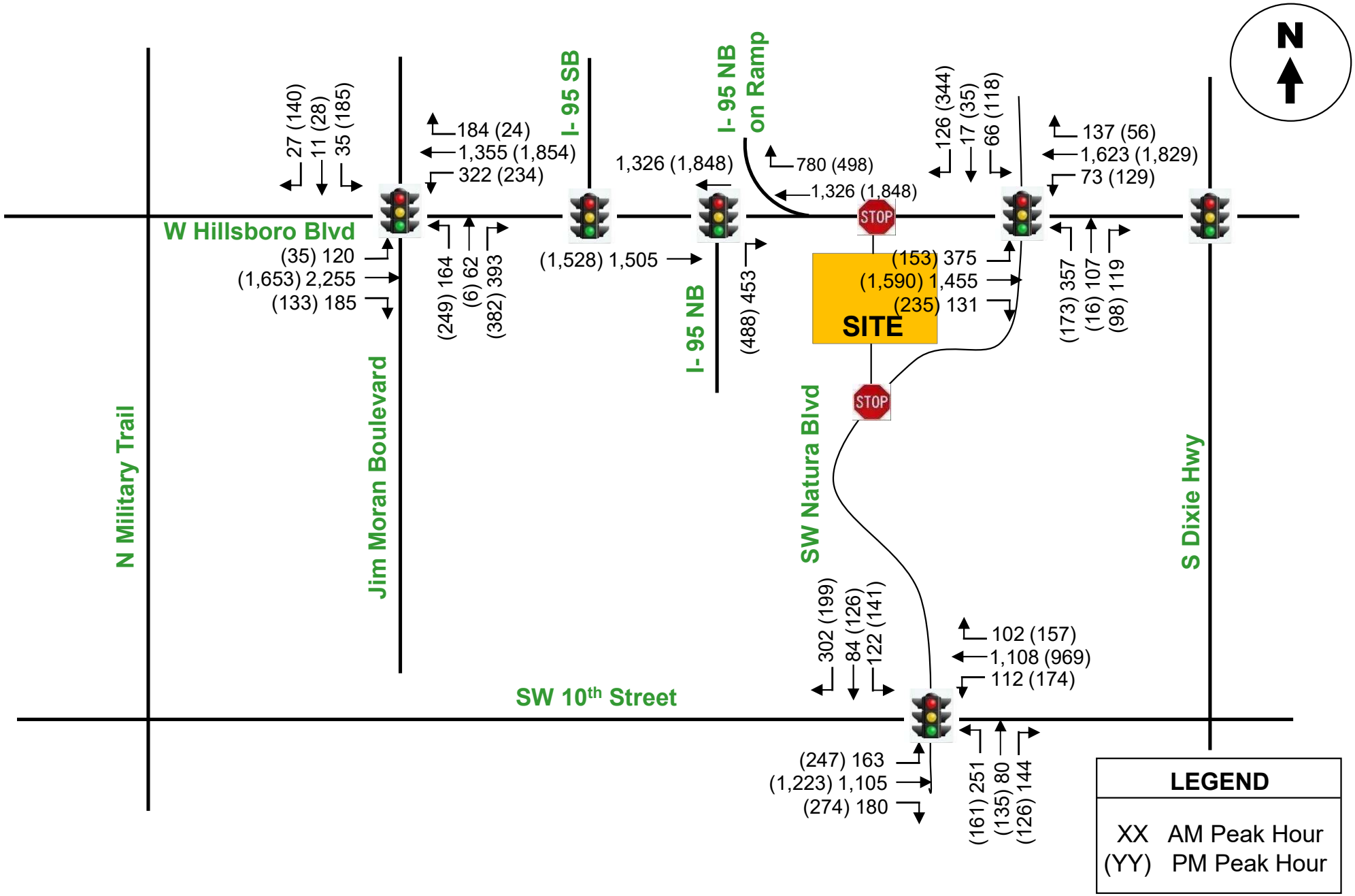
TRAFTECH ENGINEERING, INC.

TRAFFIC COUNTS
(Year 2021 Peak Season)

FIGURE 3A

Myla Deerfield

Deerfield Beach, Florida



TRAFTECH ENGINEERING, INC.

TRAFFIC COUNTS
(Year 2021 Peak Season)

FIGURE 3B

Myla Deerfield
Deerfield Beach, Florida

TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (10th Edition). According to the subject ITE manual, the most appropriate "land use" categories for the proposed land use include ITE's Land Use 710 – Office and ITE's Land Use 221 – Multifamily Mid-Rise.

The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. According to ITE's Trip Generation Manual (10th Edition), the trip generation equations used for the proposed land uses are:

GENERAL OFFICE BUILDING (ITE Land Use 710)

Daily Trips

Ln (T) =0.97 Ln (X) + 2.50
Where T = average daily vehicle trip ends and X = 1,000 sf of GFA

AM Peak Hour

T = 0.94 (X) + 26.49 with 86% inbound and 14% outbound
Where T = AM peak hour trip ends and X = 1,000 sf of GFA

PM Peak Hour

Ln (T) =0.95 Ln (X) + 0.36 with 16% inbound and 84% outbound
Where T = PM peak hour trip ends and X = 1,000 sf of GFA

MULTIFAMILY MID RISE (ITE Land Use 221)

Daily Trips

T = 5.45 (X) – 1.75
Where T = average daily vehicle trip ends and X = number of units

AM Peak Hour

Ln (T) =0.98 Ln (X) -0.98 with 26% inbound and 74% outbound
Where T = AM peak hour trip ends and X = number of units

PM Peak Hour

Ln (T) =0.96 Ln (X) -0.63 with 61% inbound and 39% outbound
Where T = PM peak hour trip ends and X = number of units

Using the above-listed trip generation equations from the ITE document, a trip generation analysis was undertaken for both Phases 1 and 2. The results of this effort are documented in Tables 1 through 4 on the following pages.

As indicated at the bottom of Table 2, Phase 1 of the Mayla Deerfield project is anticipated to generate approximately 1,416 daily trips, approximately 72 AM peak hour trips (-9 inbound and 81 outbound) and approximately 91 PM peak hour trips (79 inbound and 12 outbound). Phase 2 is projected to generate approximately 2,152 daily trips, approximately 138 AM peak hour trips (48 inbound and 90 outbound) and approximately 164 PM peak hour trips (91 inbound and 73 outbound), when compared against the existing office use on the site.

Even though Phase 2 is currently being evaluated for both feasibility and timing, for purposes of this traffic analysis, the additional trips associated with Phase 2 were used. That is, +138 AM peak hour trips and +164 PM peak hour trips.

TABLE 1
Trip Generation Summary (Existing Uses)
Mayla Deerfield

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Office (600 Hillsboro)	116,250 sf							
Office (700 Hillsboro Bldg #1)	39,242 sf							
Office (700 Hillsboro Bldg #2)	60,622 sf							
Total Office	216,114 sf	2,241	230	198	32	237	38	199
Driveway/External Trips		**2,241**	**230**	**198**	**32**	**237**	**38**	**199**

Source: ITE Trip Generation Manual (10th Edition)

TABLE 2
Trip Generation Summary (Proposed Mixed-Use Residential)
Mayla Deerfield - Phase 1

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Office (600 Hillsboro)	116,250 sf							
Office (700 Hillsboro Bldg #1)	0 sf							
Office (700 Hillsboro Bldg #2)	53,422 sf							
Office (LUC 710)	169,672 sf	1,772	186	160	26	188	30	158
Multifamily (LUC 221)	360 units	1,960	120	31	89	152	93	59
Subtotal		**3,732**	**306**	**191**	**115**	**340**	**123**	**217**
Internal Trips		-75	-4	-2	-2	-12	-6	-6
Driveway/External Trips		**3,657**	**302**	**189**	**113**	**328**	**117**	**211**

Source: ITE Trip Generation Manual (10th Edition Equations)

Difference in Trips (Phase 1)		Daily	AM Peak			PM Peak		
New Trips Phase 1 - Existing	**Driveway/ External**	**1,416**	**72**	**-9**	**81**	**91**	**79**	**12**

TABLE 3
Trip Generation Summary (Existing Uses)
Mayla Deerfield

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Office (600 Hillsboro)	116,250 sf							
Office (700 Hillsboro Bldg #1)	39,242 sf							
Office (700 Hillsboro Bldg #2)	60,622 sf							
Total Office	216,114 sf	2,241	230	198	32	237	38	199
Driveway/External Trips		**2,241**	**230**	**198**	**32**	**237**	**38**	**199**

Source: ITE Trip Generation Manual (10th Edition)

TABLE 4
Trip Generation Summary (Proposed Mixed-Use Residential)
Mayla Deerfield - Phase 2

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Office (600 Hillsboro)	116,250 sf							
Office (600 Hillsboro Pkg Deck)	45,000							
Office (700 Hillsboro Bldg #1)	0 sf							
Office (700 Hillsboro Bldg #2)	53,422 sf							
Office (Natura Blvd Bldg)	25,000							
Office (LUC 710)	239,672 sf	2,477	252	217	35	261	42	219
Multifamily (LUC 221)	360 units	1,960	120	31	89	152	93	59
Subtotal		**4,437**	**372**	**248**	**124**	**413**	**135**	**278**
Internal Trips		-44	-4	-2	-2	-12	-6	-6
Driveway/External Trips		**4,393**	**368**	**246**	**122**	**401**	**129**	**272**

Source: ITE Trip Generation Manual (10th Edition Equations)

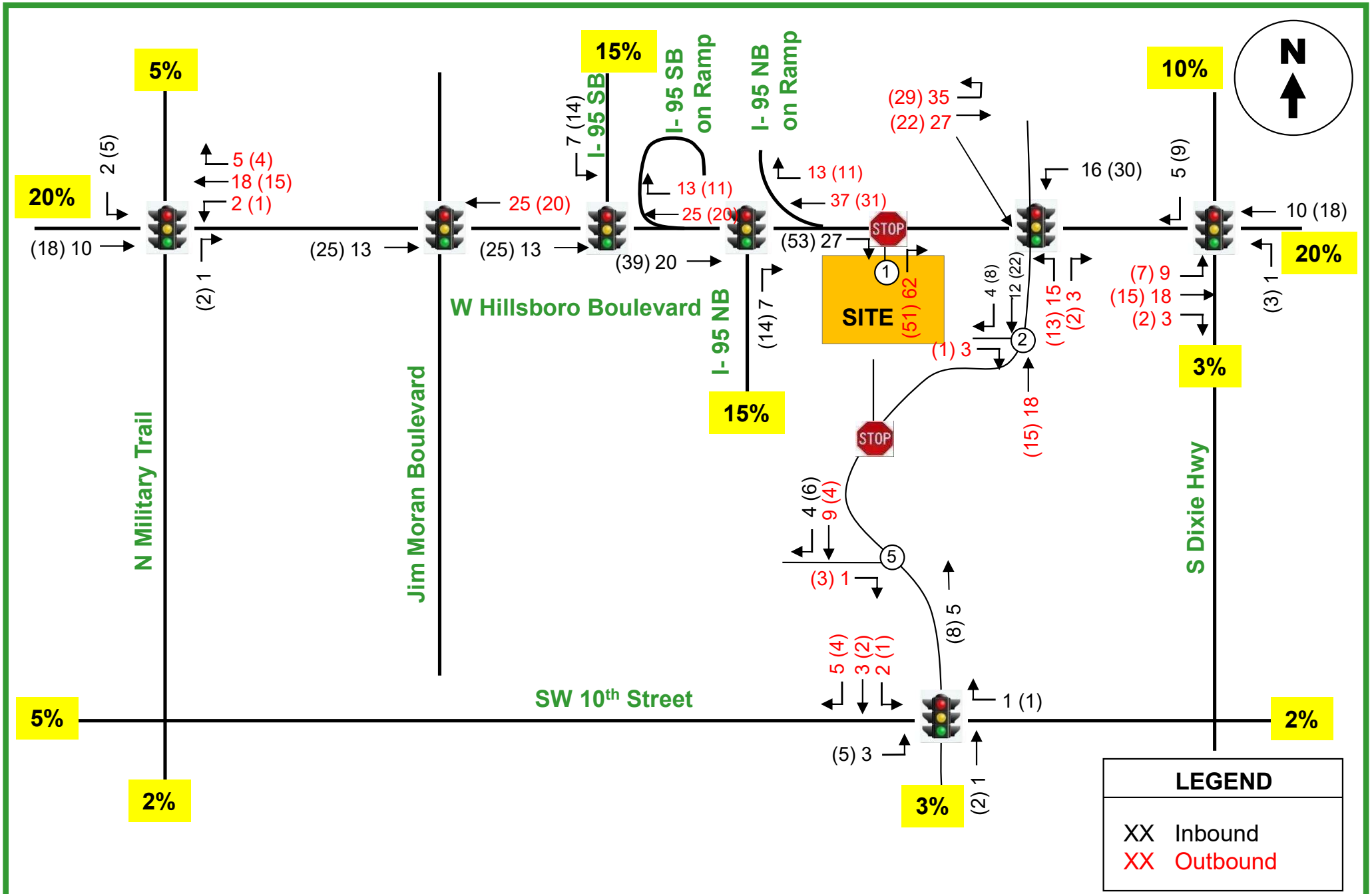
Difference in Trips (Phase2)		**Daily**	**AM Peak**			**PM Peak**		
New Trips Phase 2 - Existing	**Driveway/ External**	**2,152**	**138**	**48**	**90**	**164**	**91**	**73**

TRIP DISTRUBUTION AND TRAFFIC ASSIGNMENT

The project trips were distributed and assigned to the study area based on knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. The trip distribution assumed for the subject industrial development is summarized below:

- 10% to and from the north via S. Dixie Highway
- 15% to and from the north via I-95 Southbound Ramp
- 15% to and from the south via I-95 Northbound Ramp
- 5% to and from the north Military Trail
- 3% to and from the south via S. Dixie Highway
- 3% to and from the south via Natura Boulevard
- 2% to and from the south via Military Trail
- 20% to and from the east via Hillsboro Boulevard
- 2% to and from the east via SW 10th Street
- 20% to and from the west via Hillsboro Boulevard
- 5% to and from the west via SW 10th Street

The new peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The project traffic assignment is summarized in Figures 4A and 4B.



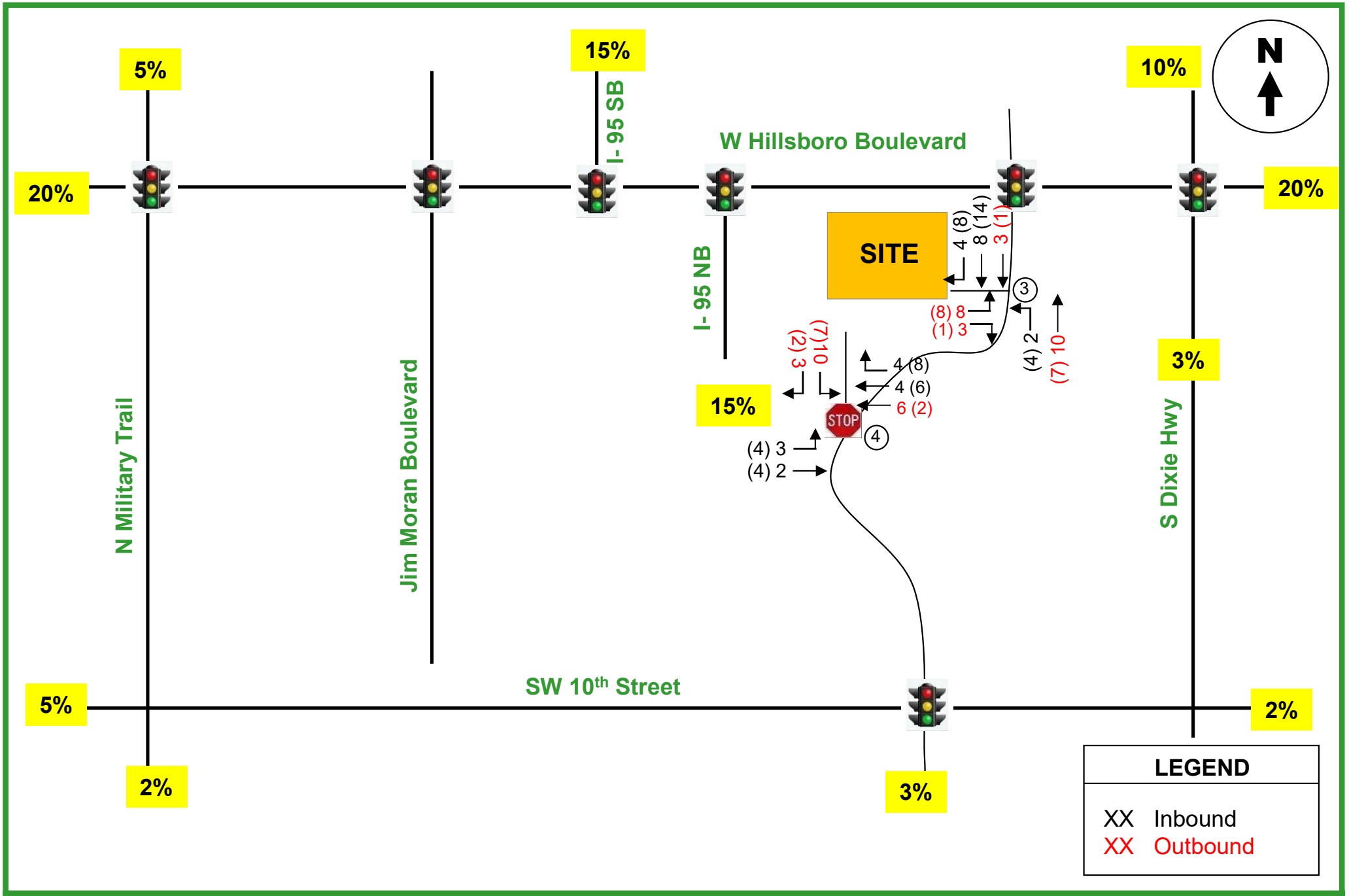
TRAFTECH ENGINEERING, INC.

PROJECT TRIP DISTRIBUTION

FIGURE 4A

Myla Deerfield

Deerfield Beach, Florida



TRAFTECH ENGINEERING, INC.

PROJECT TRIP DISTRIBUTION

FIGURE 4B

Myla Deerfield

Deerfield Beach, Florida

This section of the study is divided into two parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions.

Future Conditions Traffic Volumes

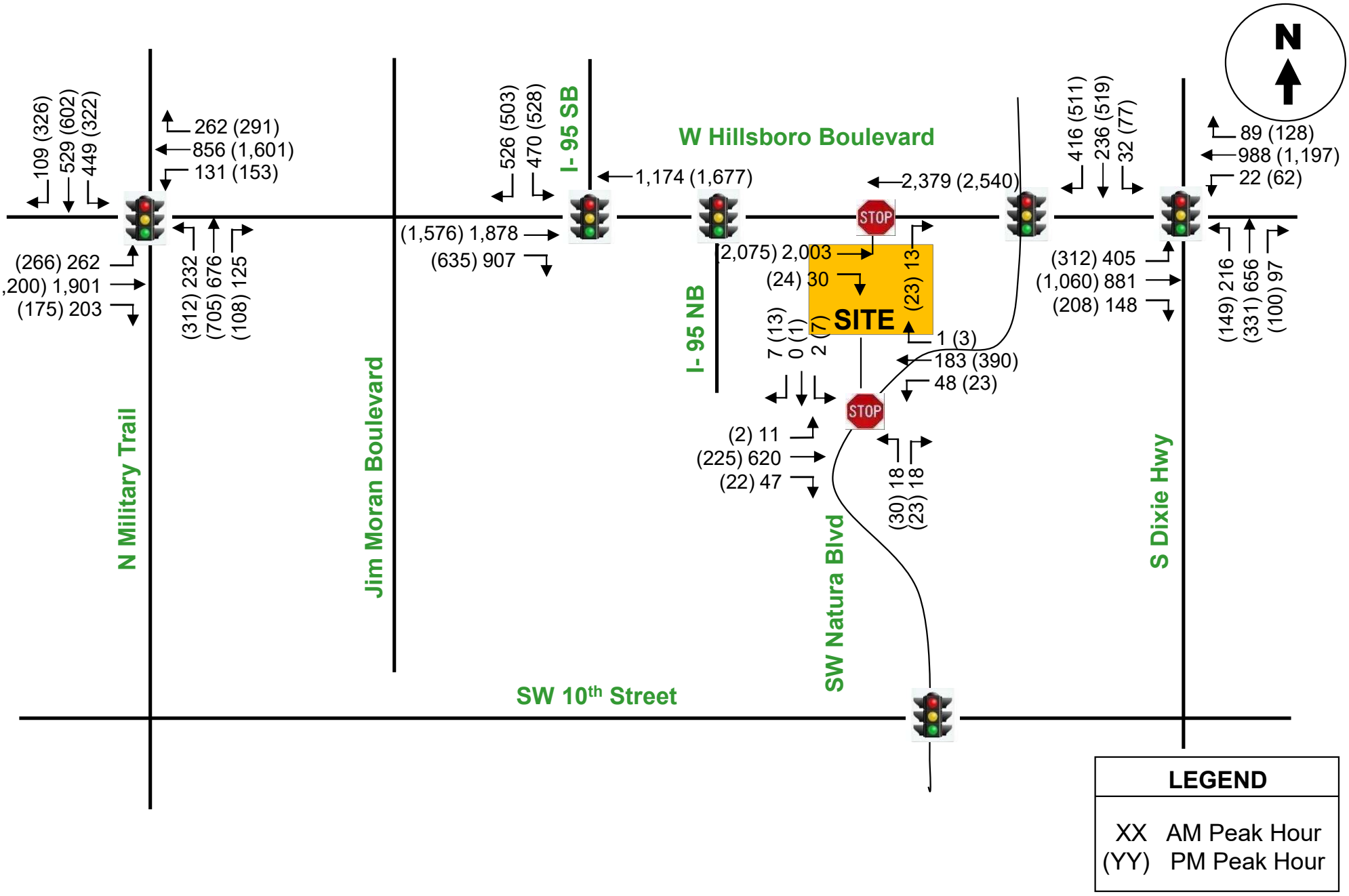
Two sets of future traffic volumes were developed. The first set includes project buildout conditions without the proposed project and the second set adds the new trips anticipated to be generated by the project.

In order to develop year 2024 traffic volumes (project anticipated to be built and occupied by the year 2024), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field during the month of April to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.01 is required to convert traffic counts collected during the first week of April to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2021 peak season traffic volumes to the year 2024. Based on traffic growth data published by the FDOT for a nearby traffic count stations, traffic growth has occurred during the past five years (refer to Appendix C). In order to assess impacts with a conservative approach, and to account for unforeseen approved projects (committed development trips) that may impact the study intersections, a 1.73% growth rate was used for purposes of this study.

The new trips generated by the proposed project (refer to Figures 4A and 4B) were added to the 2024 background traffic in order to develop total traffic conditions.

The future traffic projections for the study intersections (peak season adjustments, Covid-19 adjustment, growth rates, and project traffic) are presented in tabular format in Appendix E.

Figures 5A, 5B, 6A and 6B present the year 2024 future traffic volumes for the study area. Figures 5A and 5B includes background traffic only (without the proposed project) and Figures 6A and 6B includes the additional traffic anticipated to be generated by the project.

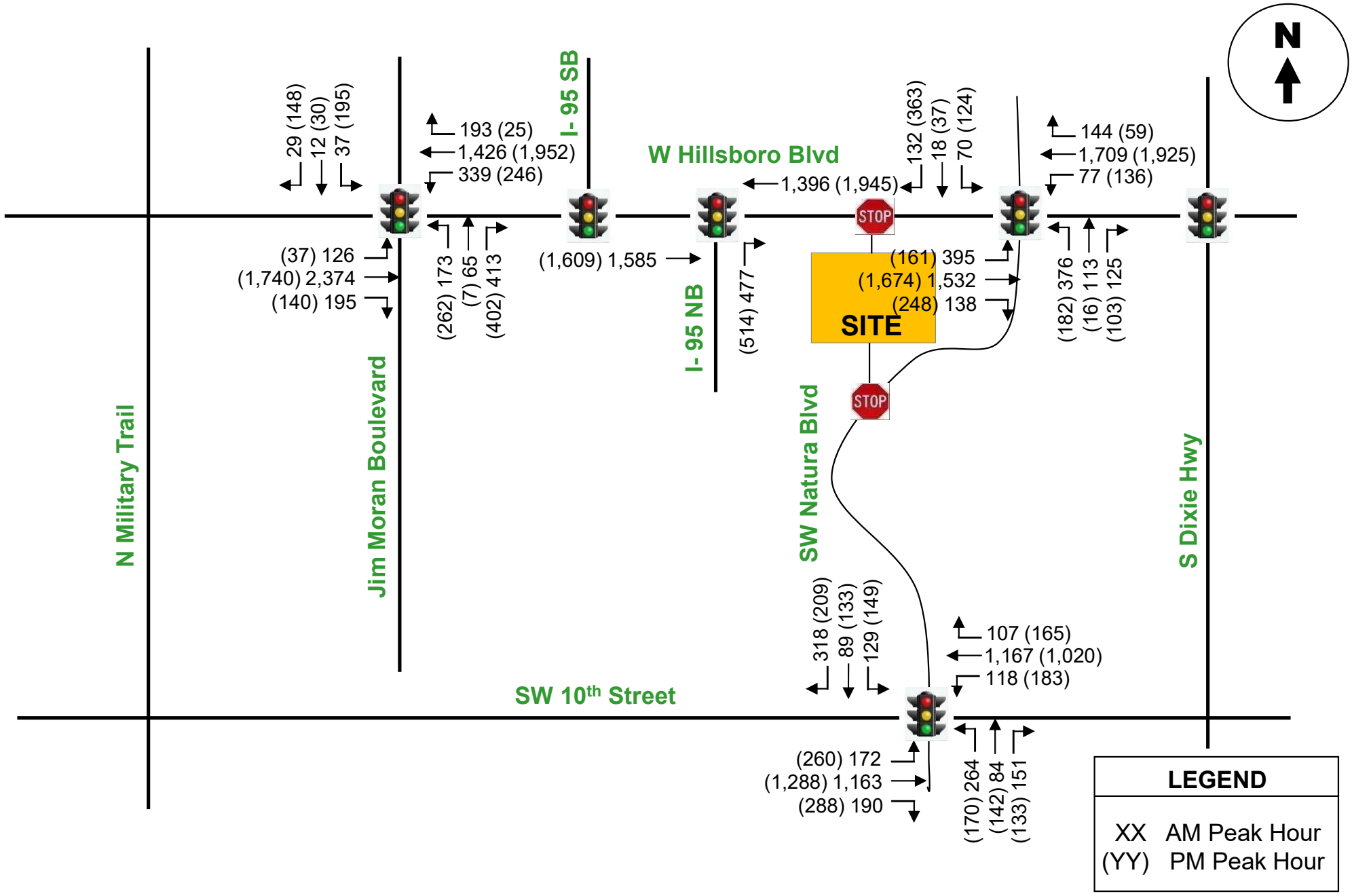


TRAFTECH ENGINEERING, INC.

BACKGROUND TRAFFIC VOLUMES without Project Trips
(Year 2024 Peak Season)

FIGURE 5A

Myla Deerfield
Deerfield Beach, Florida

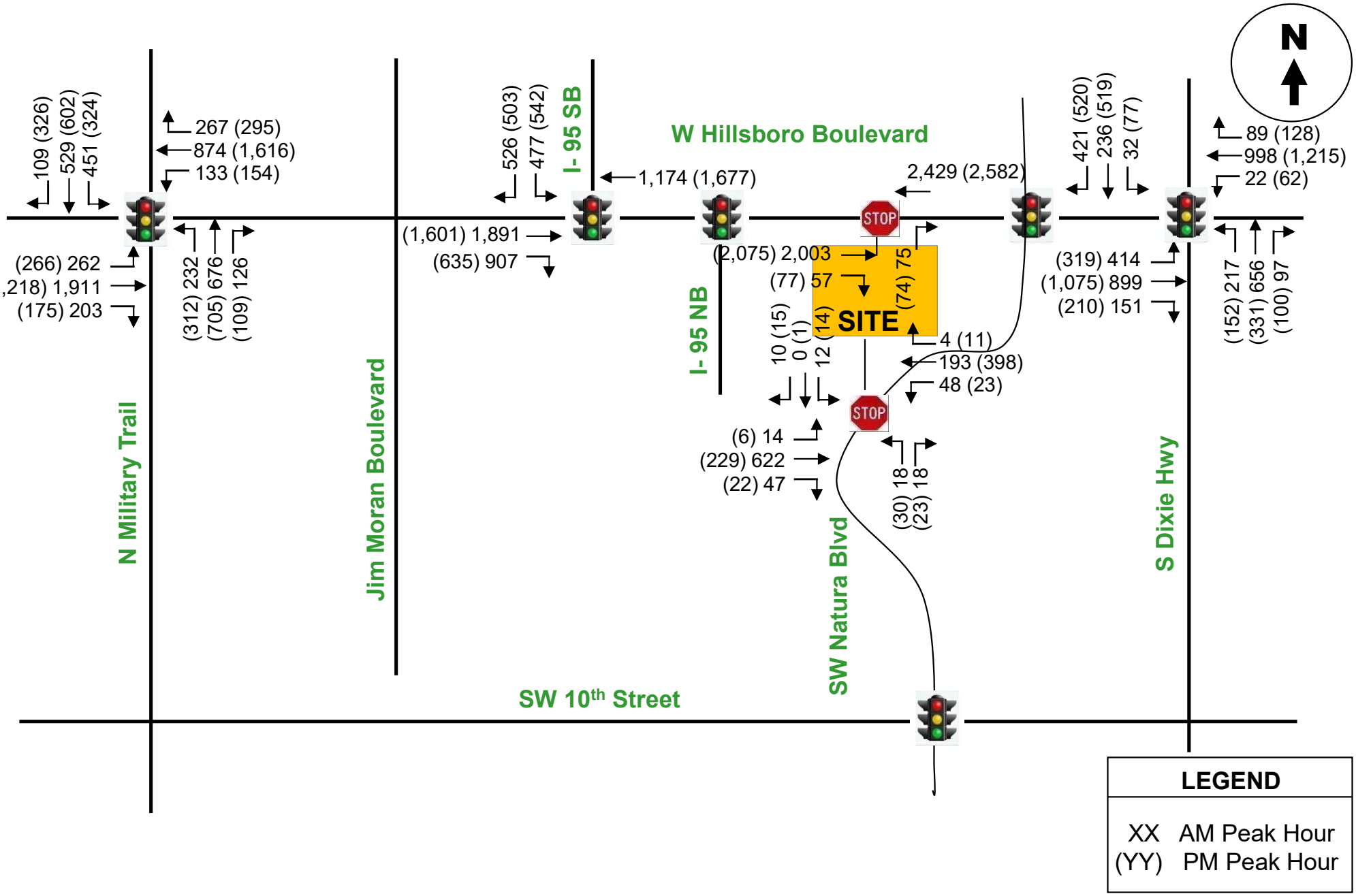


BACKGROUND TRAFFIC VOLUMES without Project Trips
(Year 2024 Peak Season)

FIGURE 5B

Myla Deerfield

Deerfield Beach, Florida

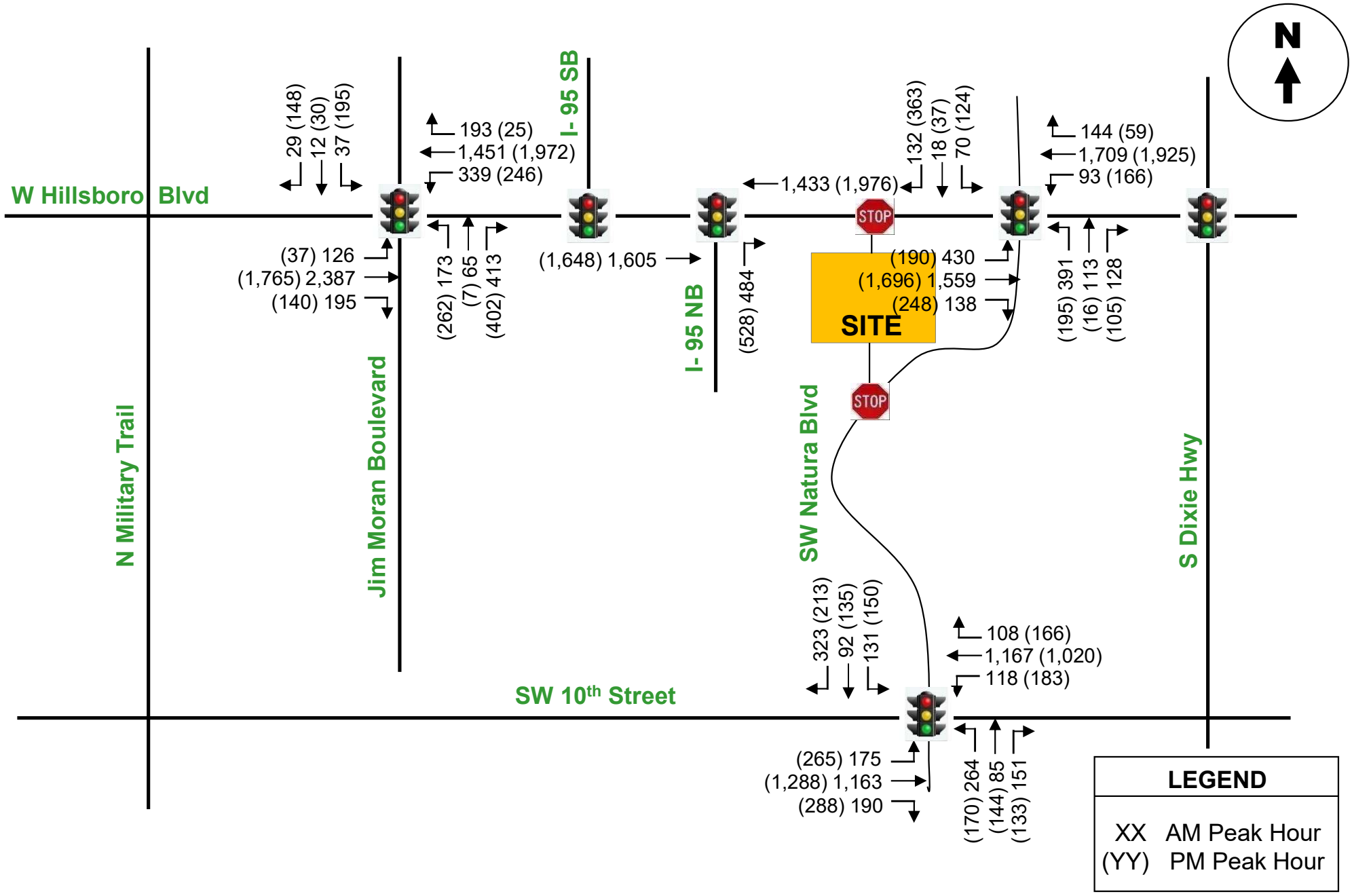


TRAFTECH ENGINEERING, INC.

TOTAL TRAFFIC with PROJECT – Year 2024
AM (PM) Peak Hour Trips

FIGURE 6A

Myla Deerfield
Deerfield Beach, Florida



TRAFTECH ENGINEERING, INC.

TOTAL TRAFFIC with PROJECT – Year 2024
AM (PM) Peak Hour Trips

FIGURE 6B

Myla Deerfield
Deerfield Beach, Florida

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the nine study intersections and the driveways that provide access to the project. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) 6th Edition using the SYNCHRO software. The results of the capacity analyses are summarized in Table 5.

TABLE 5
Intersection Level of Service – Mayla Deerfield

		Future Traffic Conditions	
Intersection	**2021 Existing**	**2024 w/o Project**	**2024 With Project**
Hillsboro Blvd & Military Tr	D (D)	E (D)	E (D)
	58.1 (49.9)	61.8 (52.1)	62.1 (52.1)
SBL (310 ft)	#332 ft (221 ft)	#359 ft (#236 ft)	#360 ft (#242 ft)
WBL (160 ft)	105 ft (110 ft)	110 ft (m113 ft)	110 ft (m114 ft)
WBR (130 ft)	216 ft (288 ft)	233 ft (275 ft)	239 ft (276 ft)
Hillsboro Blvd & Project Dwy	B (B)	B (B)	C (C)
NB	14.1 (14.2)	14.5 (14.7)	16.8 (16.6)
Hillsboro Blvd & SW Natura B	D (D)	D (D)	D (E) (D)*
	38.6 (46.5)	41.4 (52.1)	42.2 (58.6) (53.9)*
NBL (100 ft)	#589 ft (214 ft)	#616 ft (215 ft)	#653 ft (228 ft)
NBR (160 ft)	64 ft (54 ft)	66 ft (53 ft)	66 ft (54 ft)
EBL (150 ft)	260 ft (131 ft)	272 ft (138 ft)	293 ft (158 ft)
WBL (100 ft)	136 ft (m204)	141 ft (m210)	m165 ft (m#272)
S. Dixie Hwy & Hillsboro Blvd	E (D)	E (E)	E (E)/(D)*
	61.0 (52.7)	64.7 (55.7)	66.2 (56.7)/(52.8)*
NBL (225 ft)	230 ft (164 ft)	242 ft (170 ft)	244 ft (172 ft)/(263 ft)*
SBR (120 ft)	410 ft (#618)	454 ft (#717)	464 (#744 ft)/(#378 ft)*
EBL (170 ft)	#391 (201)	#419 (246)	#426 (m#239 ft)/(157ft)*
SW Natura Ave/SW Natura	B (B)	B (B)	B (B)
Blvd	12.8 (10.2)	13.3 (10.4)	13.4 (10.4)
NB	A (B)	A (B)	B (B)
SB	9.6 (10.2)	9.7 (10.4)	11.5 (10.9)
SW Natura Blvd & SW 10 St	D (C)	E (C)	E D* (D)
	51.0 (33.4)	55.2 (33.4)	56.6/52.3* (35.3)
SBL (100 ft)	174 ft (191 ft)	184 ft (199 ft)	186 ft/176 ft* (200 ft)
SBR (200 ft)	#328 ft (80 ft)	#384 ft (80 ft)	#398 ft/#371 ft* (81 ft)
EBL (120 ft)	105 ft (140 ft)	111 ft (150 ft)	113 ft/134 ft * (153 ft)
WBR (200 ft)	35 ft (38 ft)	38 ft (38 ft)	39 ft/42 ft* (38 ft)
Jim Moran Blvd & Hillsboro B.	C (D)	D (D)	D (D)
	34.4 (39.0)	43.3 (40.7)	44.6 (40.9)
Hillsboro Blvd & I-95 SB Rmp	D (B)	D (B)	D (B)
	37.6 (16.9)	39.2 (17.5)	39.7 (17.5)
Hillsboro Blvd & I-95 NB Rmp	C (C)	C (C)	C (C)
	24.3 (27.0)	25.4 (27.9)	25.6 (28.4)

Source: Highway Capacity Manual 6th Edition
**With Improvements: Signal Timing Optimization.*

As indicated in Table 5, all study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2024 with the proposed project in place, except for three intersections. The intersections of Hillsboro Boulevard at Military Trail and Hillsboro Boulevard at Dixie Highway are projected to fail under the future conditions. These intersections fail without the proposed project in place and the increase in delay due to the project traffic is minimal (less than 2 seconds). Hence, the project's traffic impacts are minimal.

On the other hand, the intersection of Hillsboro Boulevard and SW Natura Boulevard is projected to fail during the afternoon period in the year 2024. However, with the implementation of minor signal timing improvements, the delay and LOS are expected to improve (mitigates the project's traffic impacts). Additionally, the following turn-lane improvements are recommended at this intersection:

- Replace the taper dimension (approximately 150 feet) on the westbound left-turn lane to current FDOT standards (50 feet) and provide approximately 100 feet of additional storage length to the west-to-south left-turn lane.

- Replace the taper dimension (approximately 140 feet) on the northbound left-turn lane to current FDOT standards (50 feet) and provide approximately 90 feet of additional storage length to the north-to-west left-turn lane.

The computer printouts of the intersection capacity analyses are contained in Appendix F.

Westbound Hillsboro Boulevard to Northbound I-95 Ramp

Field observations of traffic conditions at the westbound Hillsboro Boulevard to northbound I-95 were undertaken on Wednesday, May 5, 2021. As presented in Appendix G, no backups or traffic queues were observed on the subject on-ramp.

Need for Turn Lanes

As shown in Figure 4A, at the project entrance on Hillsboro Boulevard, the projected eastbound right-turn volume includes 27 AM peak hour trips and 53 PM peak hour trips. The required right-turn volume threshold to justify a right-turn lane is 80 vehicles in a one-hour period. Hence, an eastbound right-turn lane is not warranted based on projected volumes.

Similarly, at the project entrance on SW Natura Boulevard, the projected westbound right-turn volume includes 4 AM peak hour trips and 8 PM peak hour trips (see Figure 4B). The required right-turn volume threshold to justify a right-turn lane is 80 vehicles in a one-hour period. Hence, a westbound right-turn lane is not warranted either. In regards of the other project driveways, the entering volumes are low, a maximum of eight (8) vehicles is projected and since the required volume threshold is not met, dedicated right-turn lanes were not recommended.

CONCLUSIONS AND RECOMMENDATIONS

Mayla Deerfield is a proposed mixed-use development planned to be located on the south side of West Hillsboro Boulevard between I-95 and SW Natura Boulevard in the City of Deerfield Beach in Broward County, Florida. The project site currently consists of three office buildings and a parking garage. The project will be re-developed to add residential units and may include additional office space. The new land uses and intensities are as follows:

Phase 1

- Residential (the addition of up to **360 mid-rise dwelling units**)
- Reduction of Existing **Office Use** from 216,114 sf to **169,672 sf**

Phase 2

- Addition of Parking Deck Office Use (+45,000 sf) and Natura Blvd Offices (+25,000 sf) for an overall increase in **Office Use** from 169,672 sf to **239,672 sf**

Access to the site is provided via a right-turn in/right-turn out driveway on West Hillsboro Boulevard, one full access driveway on Natura Boulevard aligning with Natura Avenue, and three minor driveways on Natura Boulevard (two north and east of the full access driveway and one west of the full access driveway).

The conclusions and recommendations of the traffic study are presented below:

- Phase 1 of the Mayla Deerfield project is anticipated to generate approximately 1,416 daily trips, approximately 72 AM peak hour trips (-9 inbound and 81 outbound) and approximately 91 PM peak hour trips (79 inbound and 12 outbound).

- Phase 2 is projected to generate approximately 2,152 daily trips, approximately 138 AM peak hour trips (48 inbound and 90 outbound) and approximately 164 PM peak hour trips (91 inbound and 73 outbound).

- All study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2024 with the proposed project in place, except for three intersections. The intersections of Hillsboro Boulevard at Military Trail and Hillsboro Boulevard at Dixie Highway are projected to fail under the future conditions. These intersections fail without the proposed project in place and the increase in delay due to the project traffic is minimal (less than 2 seconds). Hence, the project's traffic impacts are minimal.

- The intersection of Hillsboro Boulevard and SW Natura Boulevard is projected to fail during the afternoon period in the year 2024. However, with the implementation of minor signal timing improvements, the delay and LOS are expected to improve (mitigates the project's traffic impacts). Additionally, the following turn-lane improvements are recommended at this intersection:

  - Replace the taper dimension (approximately 150 feet) on the westbound left-turn lane to current FDOT standards (50 feet) and provide approximately 100 feet of additional storage length to the west-to-south left-turn lane.

  - Replace the taper dimension (approximately 140 feet) on the northbound left-turn lane to current FDOT standards (50 feet) and provide approximately 90 feet of additional storage length to the north-to-west left-turn lane.

APPENDIX A

Site Plan – Hillsboro Center & Traffic Methodology

TRAFTECH ENGINEERING, INC.

MEMORANDUM

To: City of Deerfield Beach

From: Joaquin Vargas, P.E.

Date: March 4, 2021 **(Revised on January 27, 2022)**

Subject: 600 and 700 W. Hillsboro Boulevard - Traffic Study Methodology

---

Traffic Analysis

- The trip generation analysis for the proposed uses will be based upon the Institute of Transportation Engineers (ITE) *Trip Generation Manual (10th Edition)*. Table 1 attached documents the trip generation for the project.

- The anticipated land use and intensity is as follows:
  - Phase 1: Residential (addition of up to 360 mid-rise dwelling units), and Reduction of Existing Office Use from 216,114 sf to 169,672 sf.
  - Phase 2: Addition of Parking Deck Office Use (+45,000 sf) and Natura Blvd Offices (+25,000 sf) for an overall increase in Office Use from 169,672 sf to 239,672 sf.

- The trip distribution will be based upon the existing nearby land uses and the transportation network in the vicinity of the project site (i.e., no travel demand modeling will be performed).

- Intersection turning movement counts will be collected for the AM peak period (7:00 AM – 9:00 AM) and the PM peak period (4:00 PM – 6:00 PM). The study intersections include:
  - W. Hillsboro Boulevard and Fairway Dr/Natura Blvd (signalized)
  - Natura Blvd and South Project Driveway/Natura Ave (stop control)
  - Natura Blvd and SW 10th Street (signalized)

  The traffic counts will include pedestrians and bicyclists.

- Traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available FDOT adjustment factors.

- Machine traffic counts will be collected during a 2-day period at the following nearby FDOT traffic count stations:
  - SITE 860008 (Hillsboro Blvd east of I-95)
  - SITE 869125 (Natura Blvd south of Hillsboro Blvd)
  - SITE 860070 (SW 10th Street east of I-95)

The 2021 traffic counts (during Covid-19) collected at the above three FDOT nearby traffic count stations will be compared against FDOT's 2019 traffic counts (pre-pandemic) to develop an appropriate Covid-19 adjustment factor. The FDOT 2019 traffic counts will be grown to the year 2021 based on historical traffic counts for the adjustment factor determination.

- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historical traffic data available for the area near the project site. (Negative "growth" rates for the study area, if any, will be adjusted to at least a 0.5% growth rate.)

- Existing traffic signal timing data for the study intersections will be obtained from Broward County Traffic Engineering and will be included in the Appendix of the traffic study.

- Traffic analysis figures will be prepared for the following scenarios for each of the intersections analyzed:

    - Existing traffic
    - Proposed project traffic distribution
    - Background conditions for buildout year
    - Future conditions with project traffic

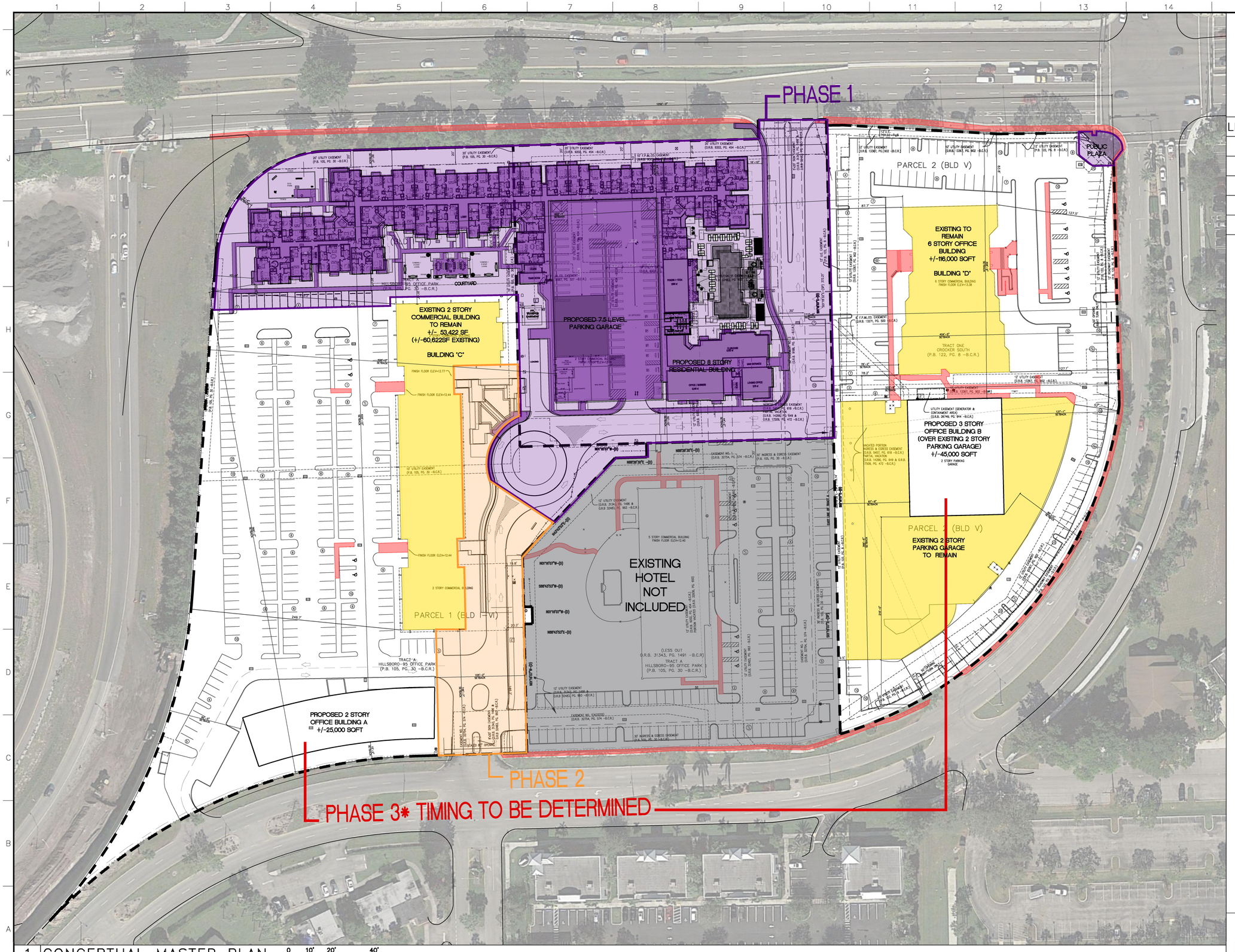
- Intersection analyses will be conducted using the SYNCHRO software for existing conditions, future conditions without the project, and future conditions with the proposed project in place. Adjustments to the signal timing, if any, will be clearly documented in the traffic study.

- All traffic data obtained for this project will be included in the Appendix of the traffic study.

- Mode splits will be confirmed with City staff prior to the completion of the traffic study.

- Existing and planned transit service as well as existing transit amenities in the immediate area will be documented in the traffic study.

- The project buildout year is 2024.



ABBREVIATIONS

BUFR: BUFFER SPACE
SWK: SIDEWALK
DRWY: DRIVEWAY
EXST: EXISTING
R.O.W: RIGHT OF WAY
O.R.B: OFFICIAL RECORD BOOK

LEGEND

	EXISTING SIDEWALKS
	EXISTING BUILDINGS TO REMAIN
	PHASE 1
	PHASE 2
	NOT INCLUDED

1 CONCEPTUAL MASTER PLAN
AS1.01 SCALE: 1"=20'-0"
0 10' 20' 40'

RLC Architects
14 SE 4th Street, Boca Raton, FL 33432
Tel 561.368.6555 Fax 561.368.0007
Web www.rlcarchitects.com

THE DRAWINGS AND ALL THE IDEAS, ARRANGEMENTS, DESIGNS AND PLANS INDICATED THEREIN ARE AND SHALL REMAIN THE PROPERTY OF RLC ARCHITECTS, P.A. AND NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS OR USED IN CONNECTION WITH ANY PURPOSE WHATSOEVER EXCEPT WITH THE SPECIFIC WRITTEN PERMISSION OF RLC ARCHITECTS, P.A.

JUAN C. CAYCEDO

CONSULTANT INFO/LOGO

HILLSBORO MIXED-USE

600 AND 700 W HILLSBORO BLVD.
DEERFIELD BEACH, FL 33441

REVISIONS

Drawing Title
CONCEPTUAL MASTER PLAN

Scale
Project No. 20040.00
Plot Date 4/8/2021

Principal: JC
Project Director:
Project Manager:
Drafted by:
Checked by: LH

Sheet No.
AS1.00

General Office Building
(710)

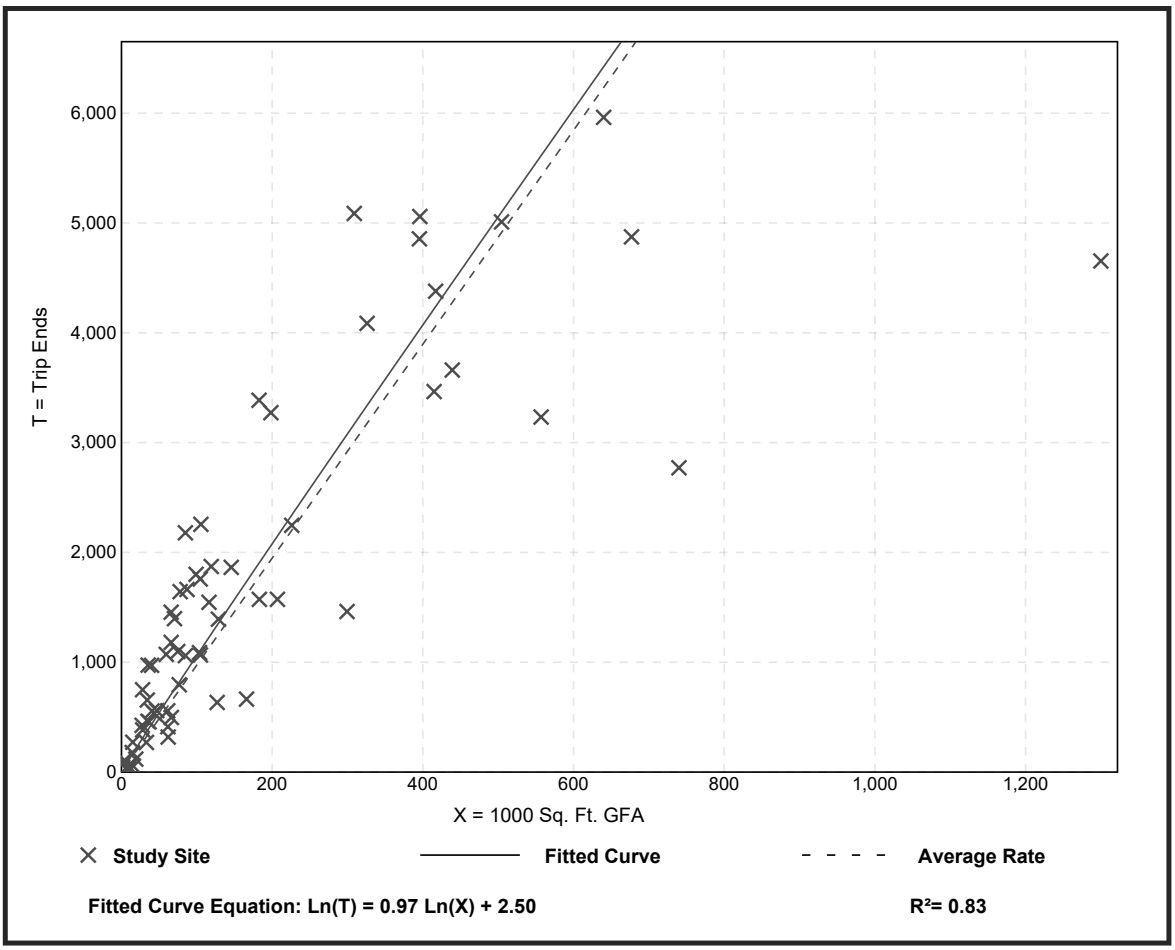
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 66
Avg. 1000 Sq. Ft. GFA: 171
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.97 Ln(X) + 2.50 **R^2= 0.83**

Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

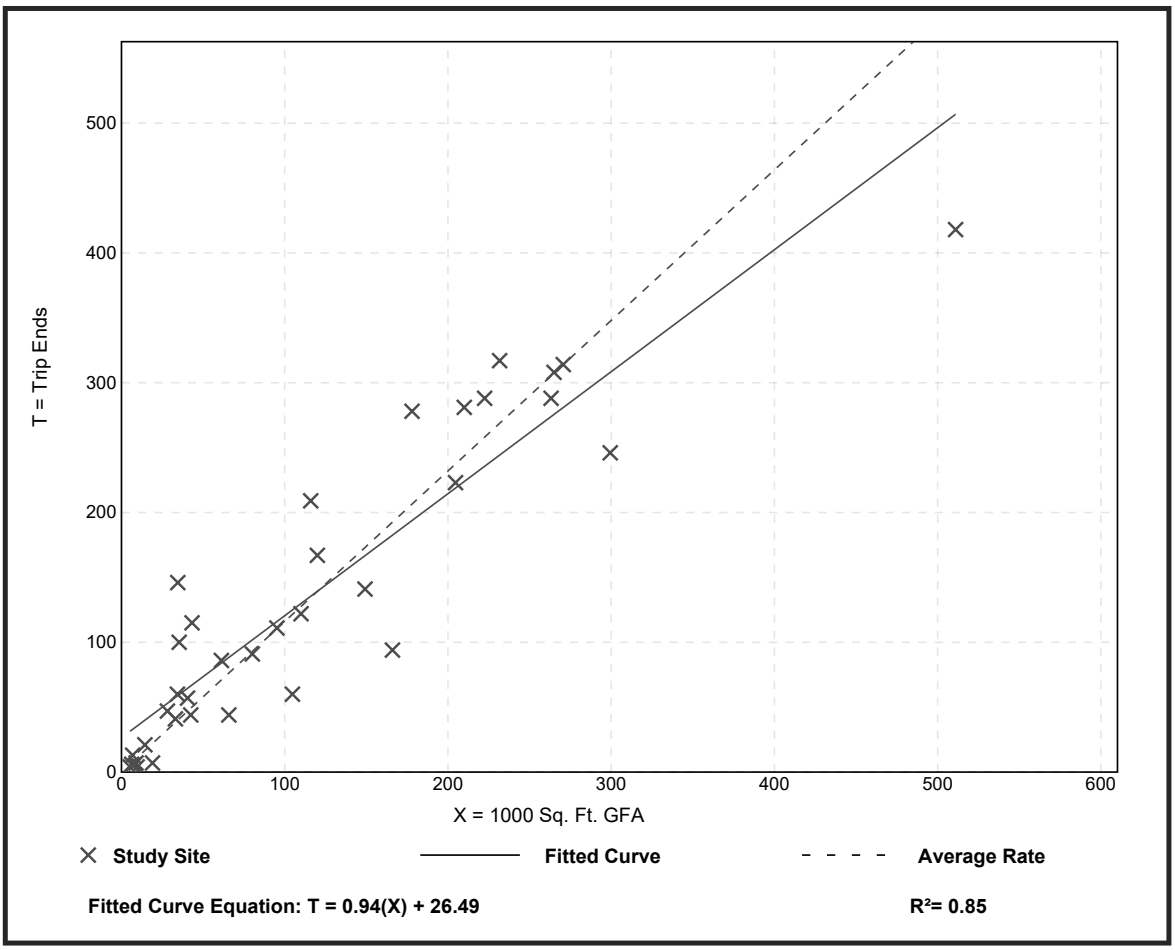
General Office Building
(710)

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: 35
Avg. 1000 Sq. Ft. GFA: 117
Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



Trip Generation Manual, 10th Edition ● Institute of Transportation Engineers

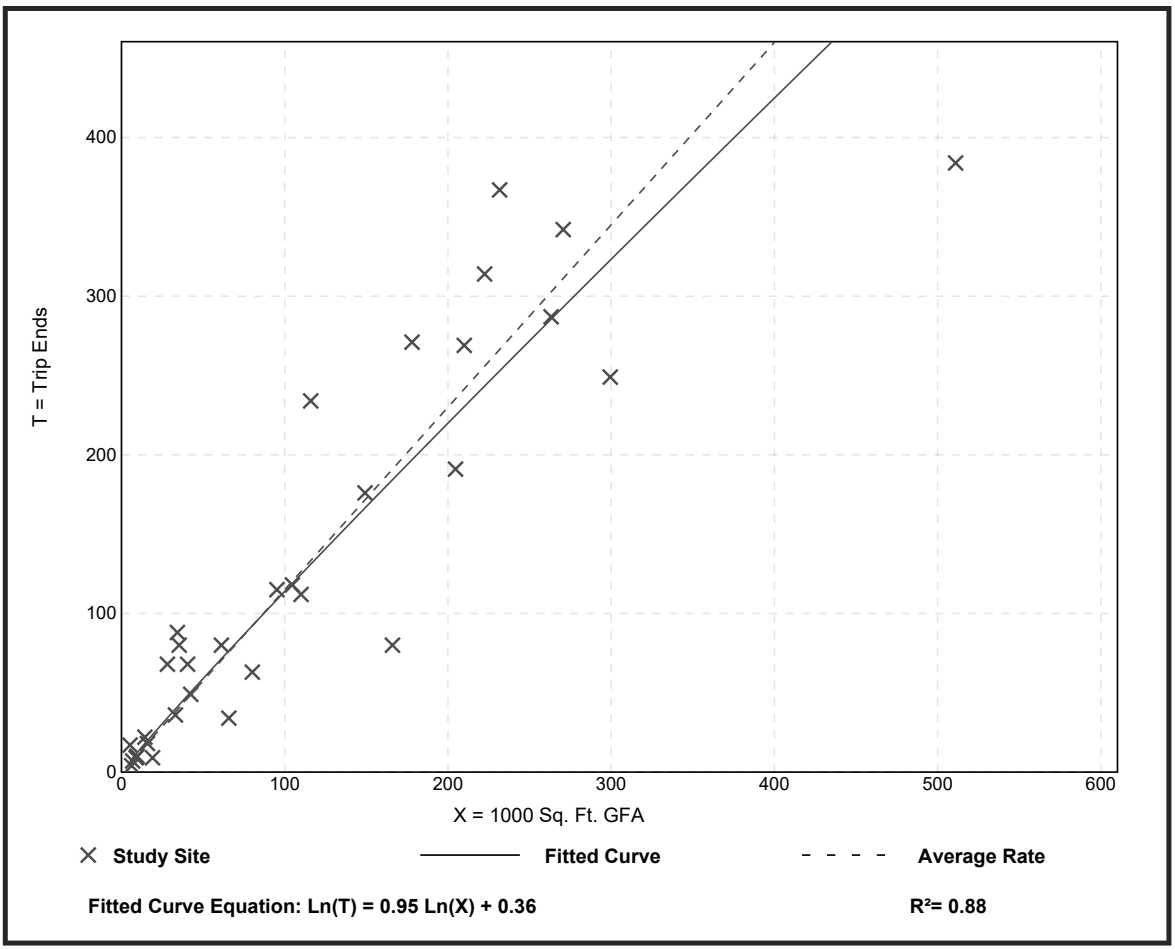
General Office Building
(710)

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: 32
Avg. 1000 Sq. Ft. GFA: 114
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

Multifamily Housing (Mid-Rise)
(221)

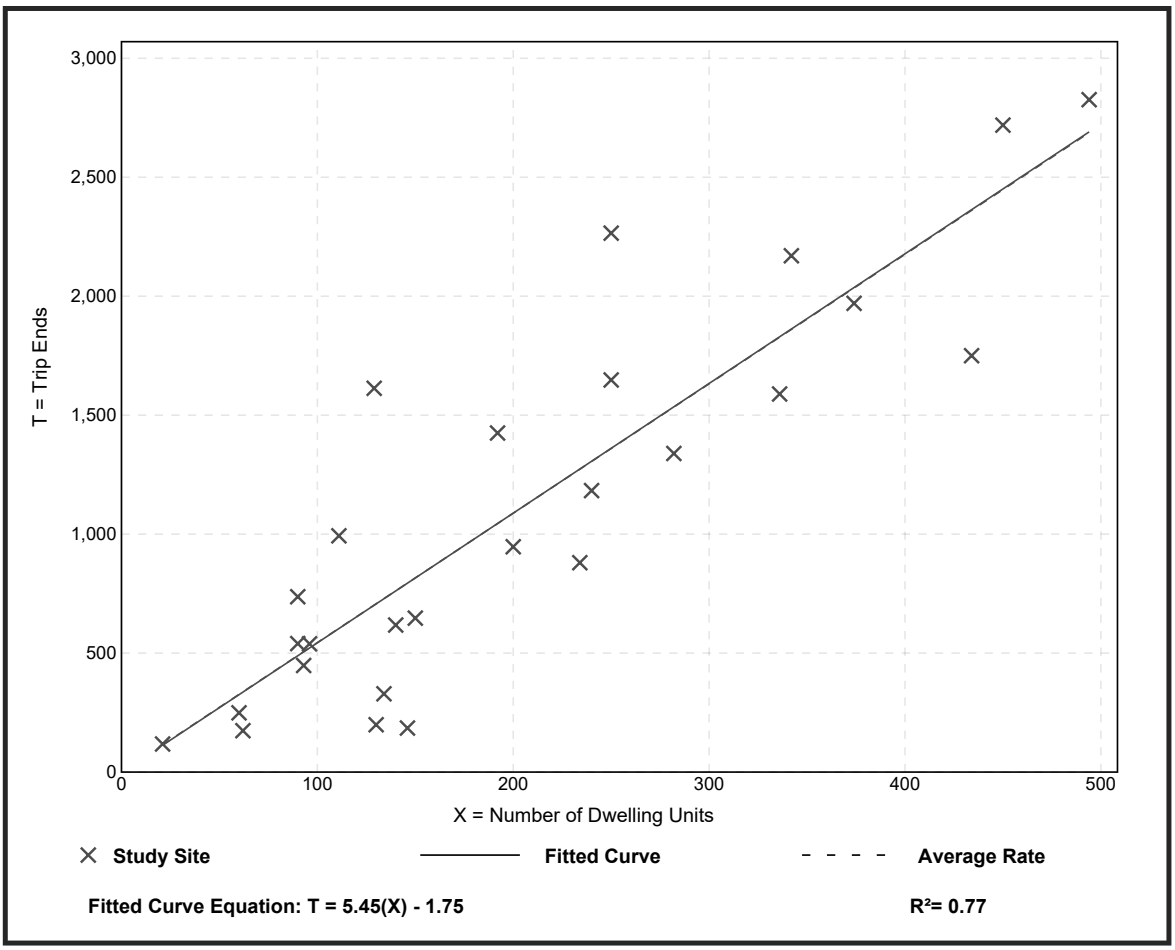
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



Trip Generation Manual, 10th Edition ● Institute of Transportation Engineers

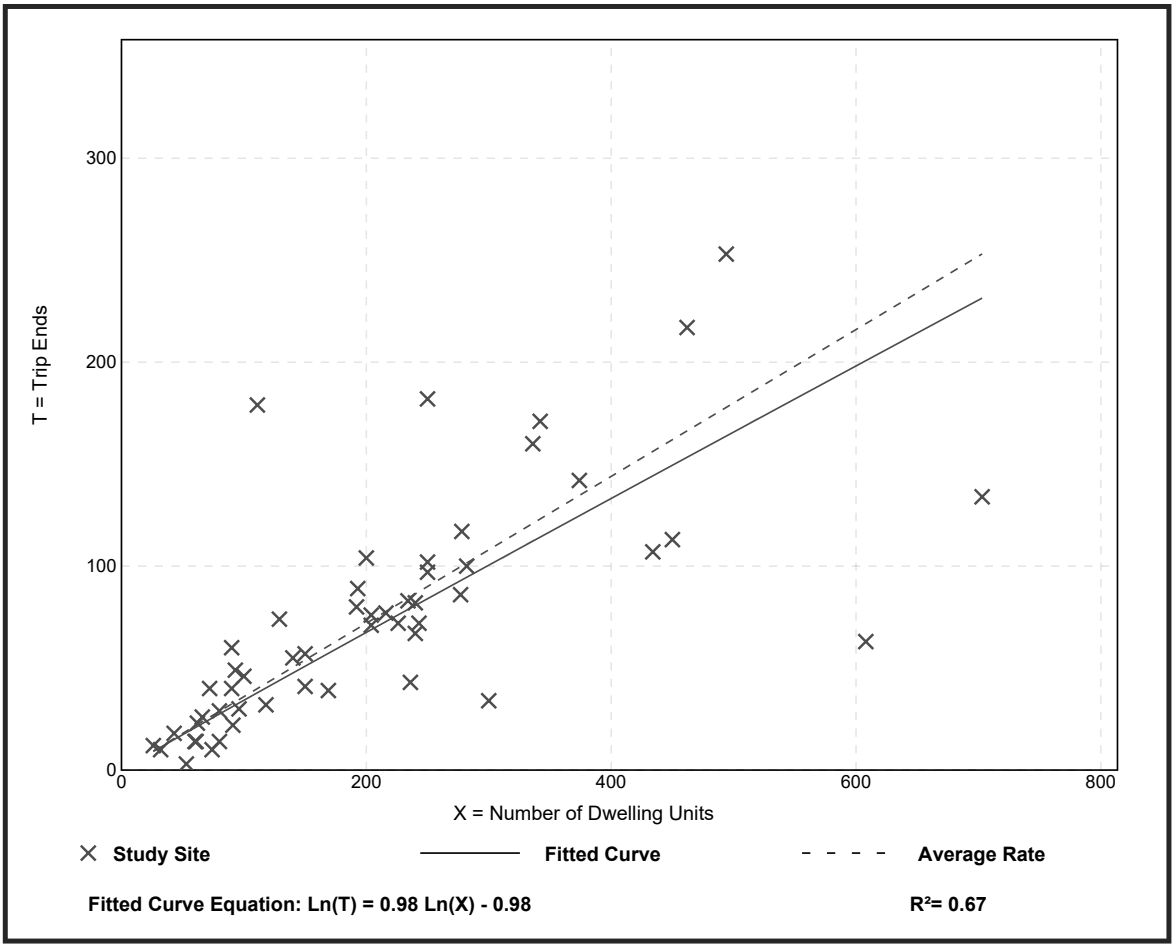
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. Num. of Dwelling Units: 207
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



Trip Generation Manual, 10th Edition ● Institute of Transportation Engineers

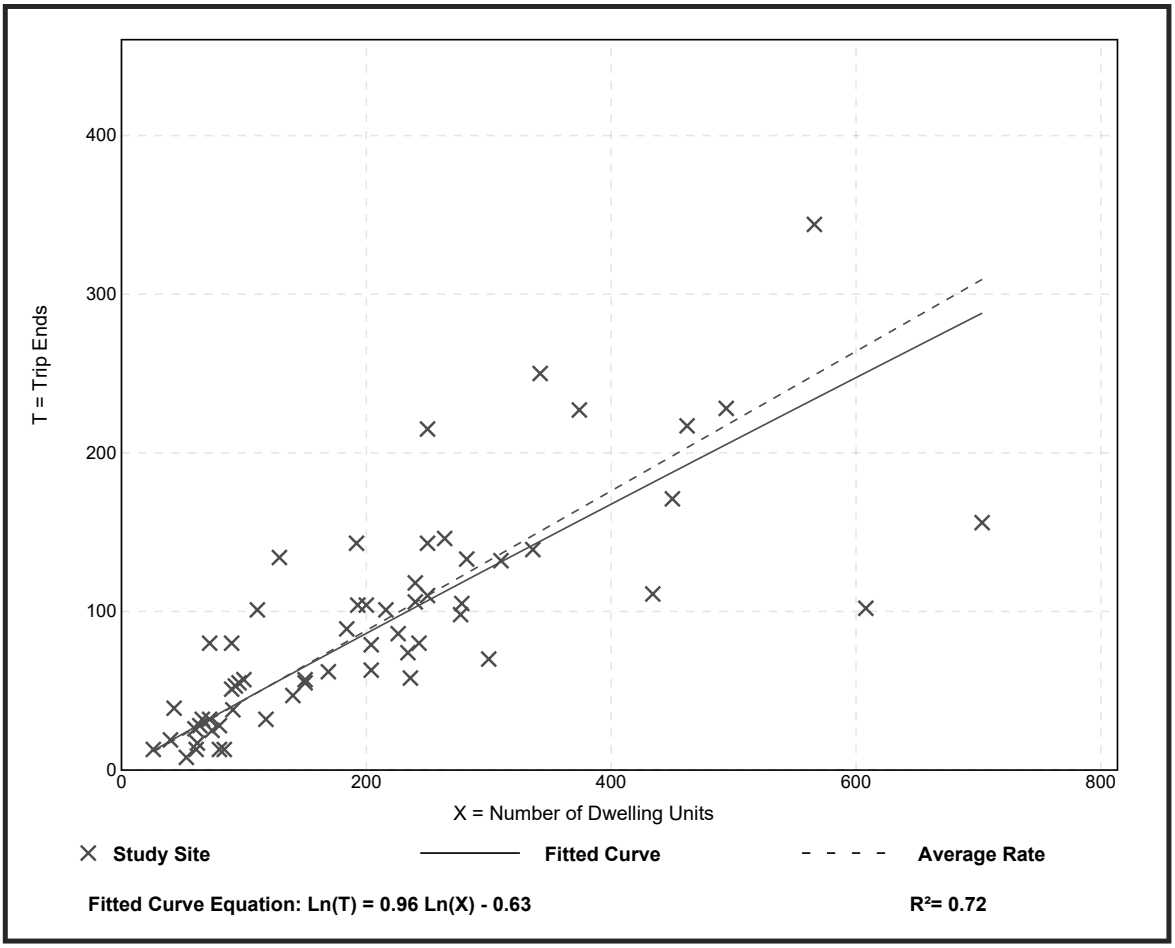
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 60
Avg. Num. of Dwelling Units: 208
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



APPENDIX B

Traffic Counts

Traf Tech Engineering Inc.

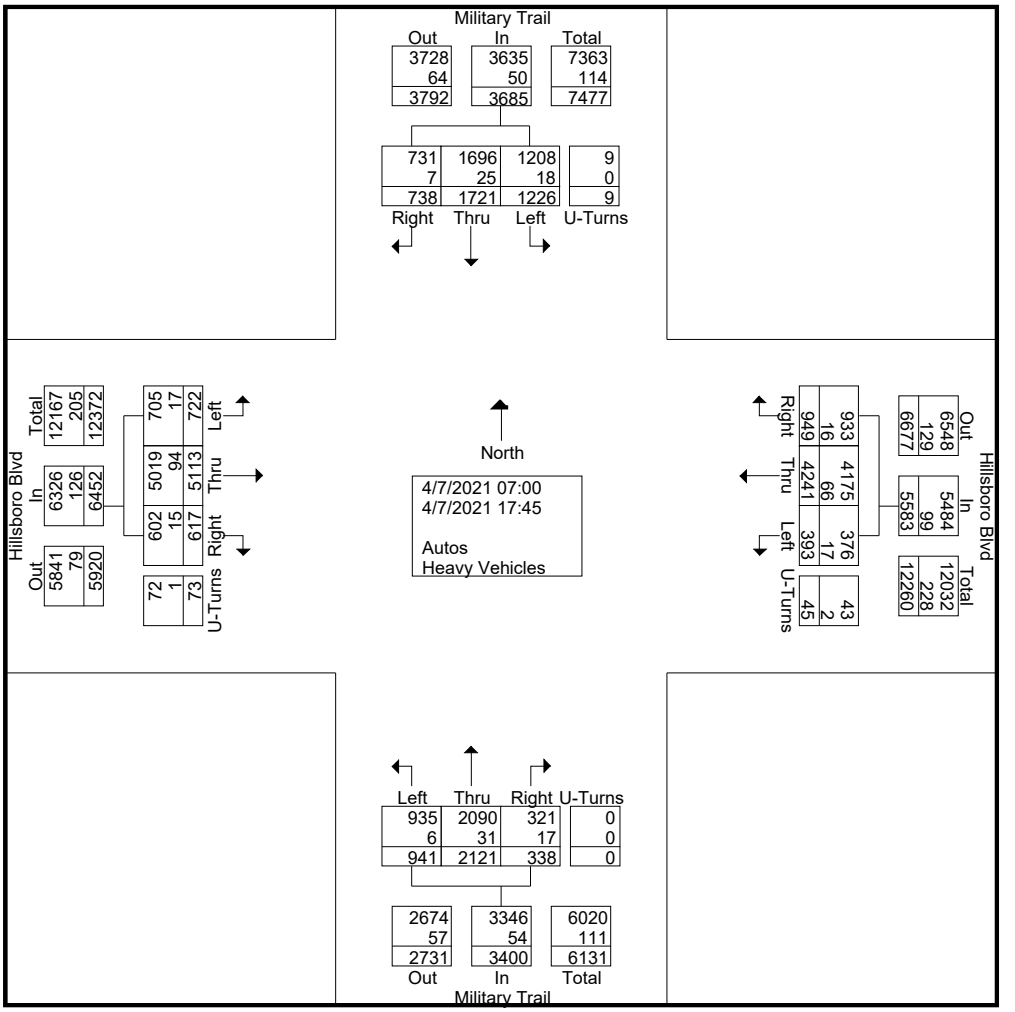
File Name : 1-Hillsboro Blvd & Military Trail
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Military Trail From North					Hillsboro Blvd From East					Military Trail From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	17	47	51	0	115	29	129	11	4	173	6	51	24	0	81	26	301	20	2	349	718
07:15	21	88	68	0	177	21	108	6	0	135	14	88	21	0	123	46	296	25	0	367	802
07:30	22	101	86	0	209	43	206	19	0	268	13	103	38	0	154	28	375	28	2	433	1064
07:45	17	125	81	0	223	51	197	31	2	281	18	140	51	0	209	43	383	58	0	484	1197
Total	77	361	286	0	724	144	640	67	6	857	51	382	134	0	567	143	1355	131	4	1633	3781
08:00	23	117	105	0	245	56	166	18	0	240	24	147	39	0	210	41	400	33	3	477	1172
08:15	19	90	82	1	192	60	181	25	3	269	31	133	50	0	214	41	414	60	0	515	1190
08:30	32	108	103	2	245	51	168	27	3	249	31	143	53	0	227	44	385	57	7	493	1214
08:45	26	105	80	1	212	53	187	11	4	255	24	154	52	0	230	42	377	38	7	464	1161
Total	100	420	370	4	894	220	702	81	10	1013	110	577	194	0	881	168	1576	188	17	1949	4737
*** BREAK ***																					
16:00	58	94	59	1	212	88	420	37	3	548	21	111	85	0	217	42	273	50	12	377	1354
16:15	52	115	56	1	224	83	298	34	3	418	20	135	82	0	237	35	258	47	5	345	1224
16:30	67	119	74	1	261	77	352	24	3	456	23	126	74	0	223	42	290	41	7	380	1320
16:45	62	105	58	0	225	75	413	36	8	532	24	147	53	0	224	36	271	57	7	371	1352
Total	239	433	247	3	922	323	1483	131	17	1954	88	519	294	0	901	155	1092	195	31	1473	5250
17:00	81	150	77	0	308	56	334	34	6	430	29	177	79	0	285	45	272	46	8	371	1394
17:15	70	111	84	2	267	93	390	30	1	514	19	147	74	0	240	45	269	65	7	386	1407
17:30	85	134	73	0	292	42	325	23	2	392	27	173	79	0	279	34	284	51	2	371	1334
17:45	86	112	89	0	287	71	367	27	3	468	14	146	87	0	247	27	265	46	4	342	1344
Total	322	507	323	2	1154	262	1416	114	12	1804	89	643	319	0	1051	151	1090	208	21	1470	5479
Grand Total	738	1721	1226	9	3694	949	4241	393	45	5628	338	2121	941	0	3400	617	5113	722	73	6525	19247
Apprch %	20	46.6	33.2	0.2		16.9	75.4	7	0.8		9.9	62.4	27.7	0		9.5	78.4	11.1	1.1		
Total %	3.8	8.9	6.4	0	19.2	4.9	22	2	0.2	29.2	1.8	11	4.9	0	17.7	3.2	26.6	3.8	0.4	33.9	
Autos	731	1696	1208				4175					2090					5019				18915
% Autos	99.1	98.5	98.5	100	98.6	98.3	98.4	95.7	95.6	98.2	95	98.5	99.4	0	98.4	97.6	98.2	97.6	98.6	98.1	98.3
Heavy Vehicles																					
% Heavy Vehicles	0.9	1.5	1.5	0	1.4	1.7	1.6	4.3	4.4	1.8	5	1.5	0.6	0	1.6	2.4	1.8	2.4	1.4	1.9	1.7

Traf Tech Engineering Inc.

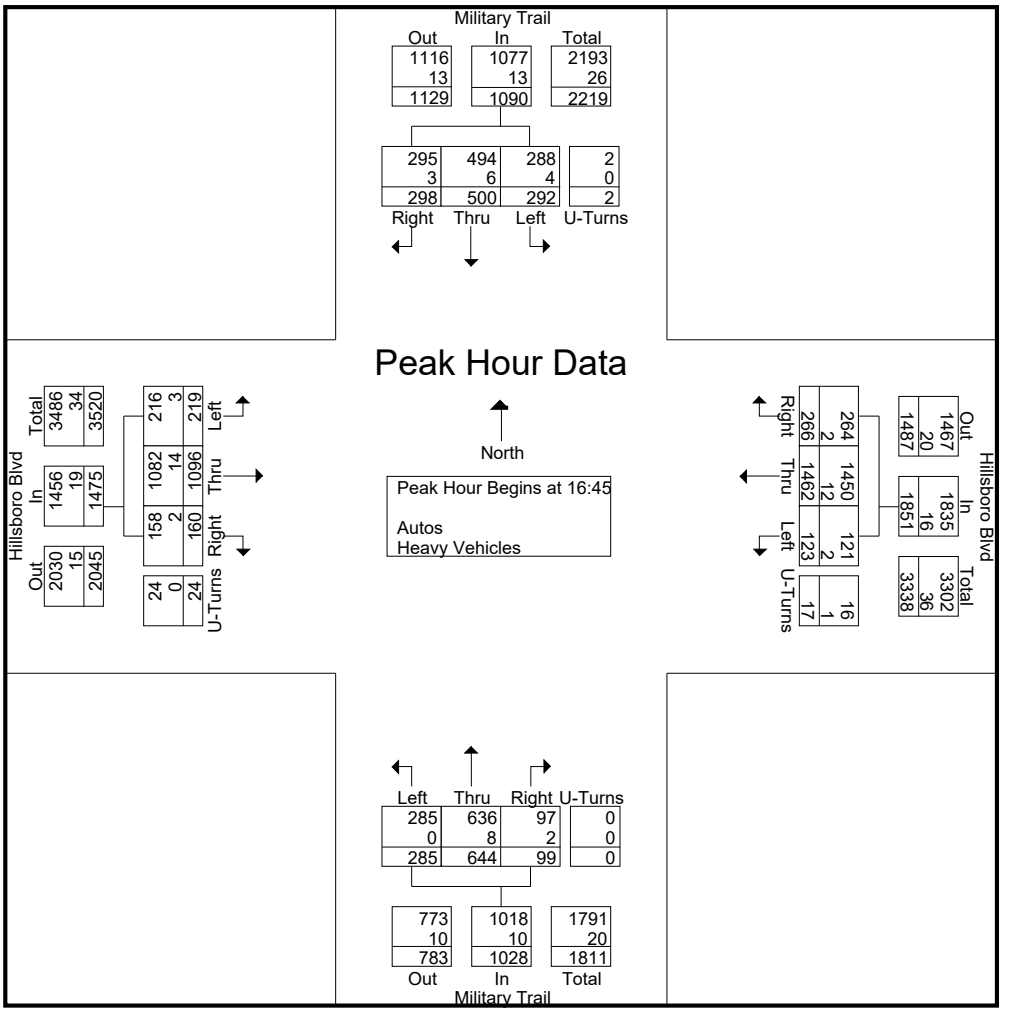
File Name : 1-Hillsboro Blvd & Military Trail
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 1-Hillsboro Blvd & Military Trail
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

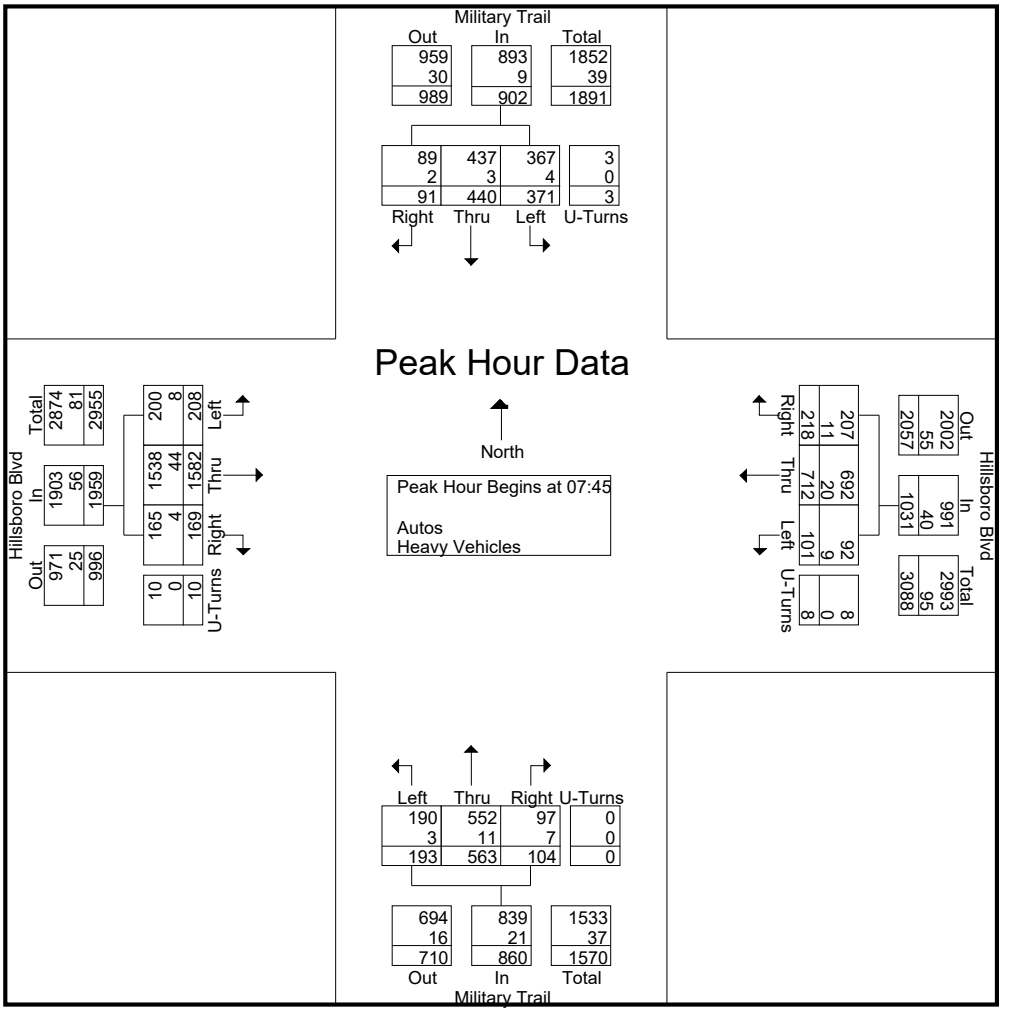
	Military Trail From North					Hillsboro Blvd From East					Military Trail From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	62	105	58	0	225	75	413	36	8	532	24	147	53	0	224	36	271	57	7	371	1352
17:00	81	150	77	0	308	56	334	34	6	430	29	177	79	0	285	45	272	46	8	371	1394
17:15	70	111	84	2	267	93	390	30	1	514	19	147	74	0	240	45	269	65	7	386	1407
17:30	85	134	73	0	292	42	325	23	2	392	27	173	79	0	279	34	284	51	2	371	1334
Total Volume	298	500	292	2	1092	266	1462	123	17	1868	99	644	285	0	1028	160	1096	219	24	1499	5487
% App. Total	27.3	45.8	26.7	0.2		14.2	78.3	6.6	0.9		9.6	62.6	27.7	0		10.7	73.1	14.6	1.6		
PHF	.876	.833	.869	.250	.886	.715	.885	.854	.531	.878	.853	.910	.902	.000	.902	.889	.965	.842	.750	.971	.975
Autos	295	494	288	2	1079	264	1450										1082				
% Autos	99.0	98.8	98.6	100	98.8	99.2	99.2	98.4	94.1	99.1	98.0	98.8	100	0	99.0	98.8	98.7	98.6	100	98.7	98.9
Heavy Vehicles																					
% Heavy Vehicles	1.0	1.2	1.4	0	1.2	0.8	0.8	1.6	5.9	0.9	2.0	1.2	0	0	1.0	1.3	1.3	1.4	0	1.3	1.1



Traf Tech Engineering Inc.

File Name : 1-Hillsboro Blvd & Military Trail
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

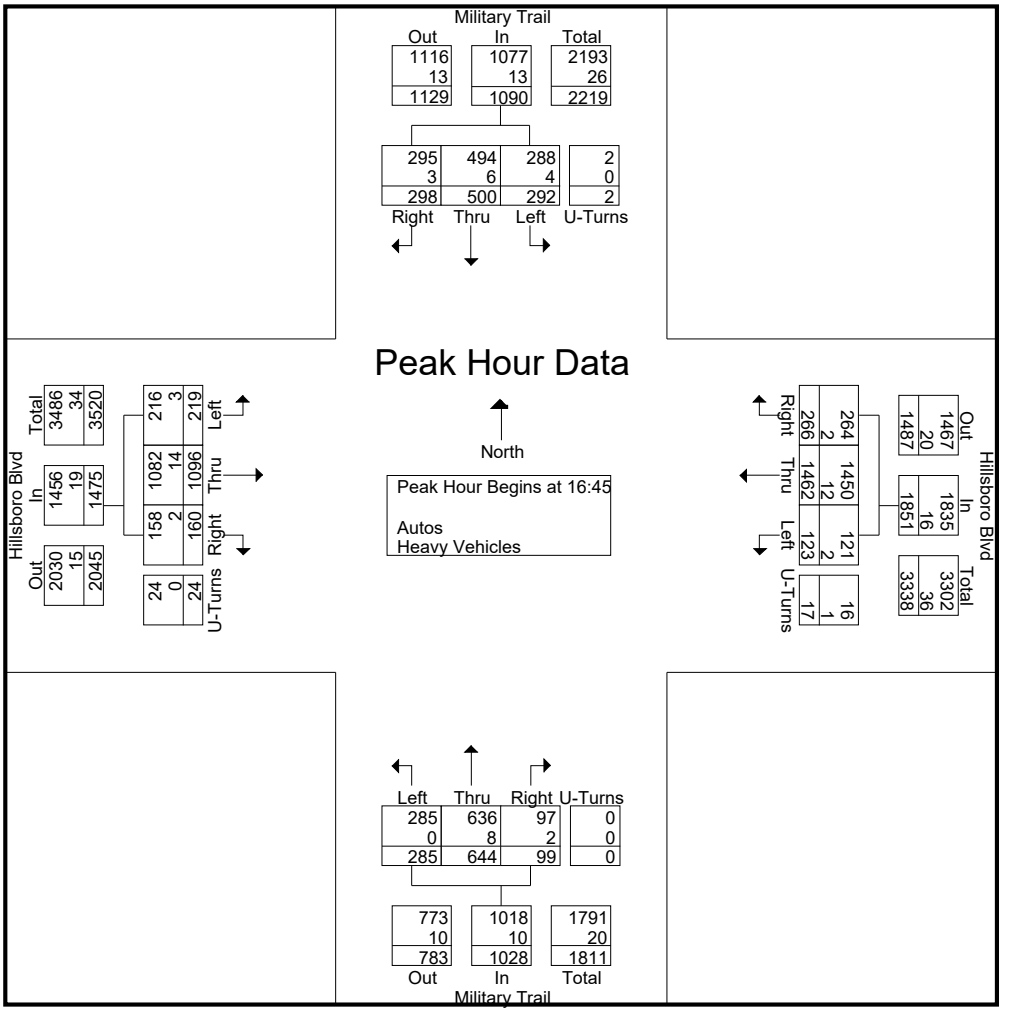
	Military Trail From North					Hillsboro Blvd From East					Military Trail From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	17	125	81	0	223	51	197	31	2	281	18	140	51	0	209	43	383	58	0	484	1197
08:00	23	117	105	0	245	56	166	18	0	240	24	147	39	0	210	41	400	33	3	477	1172
08:15	19	90	82	1	192	60	181	25	3	269	31	133	50	0	214	41	414	60	0	515	1190
08:30	32	108	103	2	245	51	168	27	3	249	31	143	53	0	227	44	385	57	7	493	1214
Total Volume	91	440	371	3	905	218	712	101	8	1039	104	563	193	0	860	169	1582	208	10	1969	4773
% App. Total	10.1	48.6	41	0.3		21	68.5	9.7	0.8		12.1	65.5	22.4	0		8.6	80.3	10.6	0.5		
PHF	.711	.880	.883	.375	.923	.908	.904	.815	.667	.924	.839	.957	.910	.000	.947	.960	.955	.867	.357	.956	.983
Autos	89	437	367	3	896	207	692	92	8	999	97	552	190	0	839	165	1538				
% Autos	97.8	99.3	98.9	100	99.0	95.0	97.2	91.1	100	96.2	93.3	98.0	98.4	0	97.6	97.6	97.2	96.2	100	97.2	97.4
Heavy Vehicles																					
% Heavy Vehicles	2.2	0.7	1.1	0	1.0	5.0	2.8	8.9	0	3.8	6.7	2.0	1.6	0	2.4	2.4	2.8	3.8	0	2.8	2.6



Traf Tech Engineering Inc.

File Name : 1-Hillsboro Blvd & Military Trail
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	Military Trail From North					Hillsboro Blvd From East					Military Trail From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	62	105	58	0	225	75	413	36	8	532	24	147	53	0	224	36	271	57	7	371	1352
17:00	81	150	77	0	308	56	334	34	6	430	29	177	79	0	285	45	272	46	8	371	1394
17:15	70	111	84	2	267	93	390	30	1	514	19	147	74	0	240	45	269	65	7	386	1407
17:30	85	134	73	0	292	42	325	23	2	392	27	173	79	0	279	34	284	51	2	371	1334
Total Volume	298	500	292	2	1092	266	1462	123	17	1868	99	644	285	0	1028	160	1096	219	24	1499	5487
% App. Total	27.3	45.8	26.7	0.2		14.2	78.3	6.6	0.9		9.6	62.6	27.7	0		10.7	73.1	14.6	1.6		
PHF	.876	.833	.869	.250	.886	.715	.885	.854	.531	.878	.853	.910	.902	.000	.902	.889	.965	.842	.750	.971	.975
Autos	295	494	288	2	1079	264	1450										1082				
% Autos	99.0	98.8	98.6	100	98.8	99.2	99.2	98.4	94.1	99.1	98.0	98.8	100	0	99.0	98.8	98.7	98.6	100	98.7	98.9
Heavy Vehicles																					
% Heavy Vehicles	1.0	1.2	1.4	0	1.2	0.8	0.8	1.6	5.9	0.9	2.0	1.2	0	0	1.0	1.3	1.3	1.4	0	1.3	1.1



Traf Tech Engineering Inc.

File Name : 2-Hillsboro & Jim Moran Blvd
Site Code : 00000000
Start Date : 4/14/2021
Page No : 1

Groups Printed- Peds & Bikes

	Jim Moran Blvd From North				Hillsboro Blvd From East				Jim Moran Blvd From South				Hillsboro Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
07:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	4
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	0	0	0	0	0	0	0	3	0	0	1	1	0	0	3	9
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
08:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	3
08:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	1	6
*** BREAK ***																	
16:00	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	2	6
16:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
16:45	1	0	0	0	1	0	0	2	3	0	0	0	0	0	0	0	7
Total	2	0	0	2	3	0	0	2	4	0	0	0	0	0	0	4	17
17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
17:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	4
17:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
17:45	4	0	0	0	3	0	0	0	0	0	0	0	1	0	0	1	9
Total	5	0	0	1	4	0	0	0	4	0	0	0	1	0	0	3	18
Grand Total	8	0	0	3	10	0	0	2	13	0	0	1	2	0	0	11	50
Apprch %	72.7	0	0	27.3	83.3	0	0	16.7	92.9	0	0	7.1	15.4	0	0	84.6	
Total %	16	0	0	6	20	0	0	4	26	0	0	2	4	0	0	22	

Traf Tech Engineering Inc.

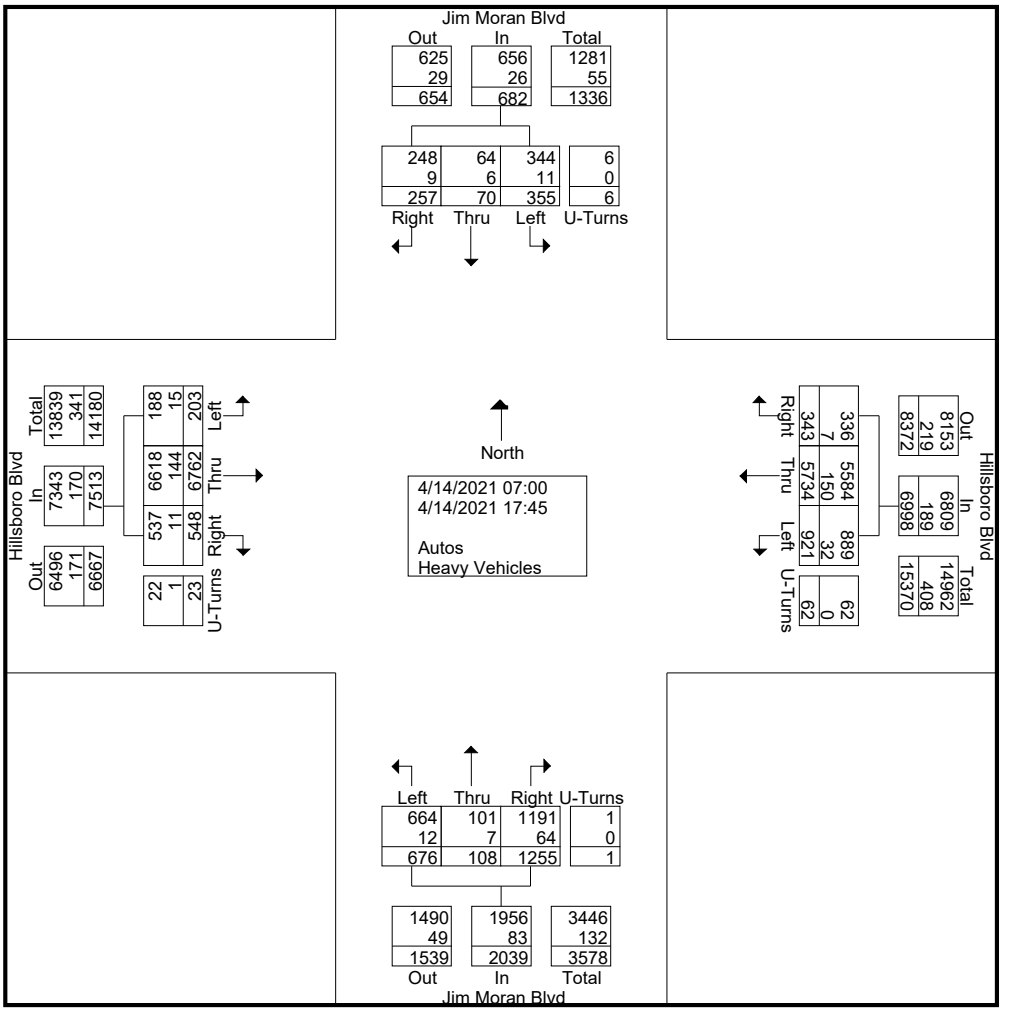
File Name : 2-Hillsboro & Jim Moran Blvd
Site Code : 00000000
Start Date : 4/14/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Jim Moran Blvd From North					Hillsboro Blvd From East					Jim Moran Blvd From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	2	9	1	13	23	181	51	1	256	48	10	18	0	76	33	344	9	1	387	732
07:15	1	3	6	0	10	25	271	46	3	345	69	9	25	0	103	20	400	12	2	434	892
07:30	3	2	5	0	10	39	282	59	2	382	54	11	27	0	92	30	448	15	1	494	978
07:45	3	3	9	1	16	47	289	86	3	425	79	22	34	1	136	42	459	32	1	534	1111
Total	8	10	29	2	49	134	1023	242	9	1408	250	52	104	1	407	125	1651	68	5	1849	3713
08:00	5	3	8	1	17	55	287	68	3	413	80	9	42	0	131	42	431	26	1	500	1061
08:15	8	3	5	0	16	37	335	66	0	438	91	14	27	0	132	39	574	19	4	636	1222
08:30	8	1	6	1	16	22	276	55	1	354	94	9	40	0	143	39	512	22	0	573	1086
08:45	5	2	12	1	20	27	333	67	4	431	69	8	37	0	114	35	468	11	0	514	1079
Total	26	9	31	3	69	141	1231	256	8	1636	334	40	146	0	520	155	1985	78	5	2223	4448
*** BREAK ***																					
16:00	25	6	27	0	58	11	419	46	8	484	78	0	48	0	126	38	402	9	1	450	1118
16:15	13	6	26	0	45	9	465	54	5	533	70	5	35	0	110	44	419	10	1	474	1162
16:30	20	7	31	0	58	5	390	51	5	451	91	2	78	0	171	29	375	6	4	414	1094
16:45	40	4	42	1	87	6	457	40	7	510	67	1	42	0	110	33	379	7	1	420	1127
Total	98	23	126	1	248	31	1731	191	25	1978	306	8	203	0	517	144	1575	32	7	1758	4501
17:00	40	7	52	0	99	7	479	47	4	537	112	0	64	0	176	35	415	2	1	453	1265
17:15	35	9	52	0	96	5	456	67	4	532	97	3	55	0	155	31	420	12	1	464	1247
17:30	23	4	35	0	62	12	349	47	4	412	77	3	35	0	115	28	357	3	2	390	979
17:45	27	8	30	0	65	13	465	71	8	557	79	2	69	0	150	30	359	8	2	399	1171
Total	125	28	169	0	322	37	1749	232	20	2038	365	8	223	0	596	124	1551	25	6	1706	4662
Grand Total	257	70	355	6	688	343	5734	921	62	7060	1255	108	676	1	2040	548	6762	203	23	7536	17324
Apprch %	37.4	10.2	51.6	0.9		4.9	81.2	13	0.9		61.5	5.3	33.1	0		7.3	89.7	2.7	0.3		
Total %	1.5	0.4	2	0	4	2	33.1	5.3	0.4	40.8	7.2	0.6	3.9	0	11.8	3.2	39	1.2	0.1	43.5	
Autos	248	64	344	6	662	336	5584				1191						6618				16855
% Autos	96.5	91.4	96.9	100	96.2	98	97.4	96.5	100	97.3	94.9	93.5	98.2	100	95.9	98	97.9	92.6	95.7	97.7	97.3
Heavy Vehicles																					
% Heavy Vehicles	3.5	8.6	3.1	0	3.8	2	2.6	3.5	0	2.7	5.1	6.5	1.8	0	4.1	2	2.1	7.4	4.3	2.3	2.7

Traf Tech Engineering Inc.

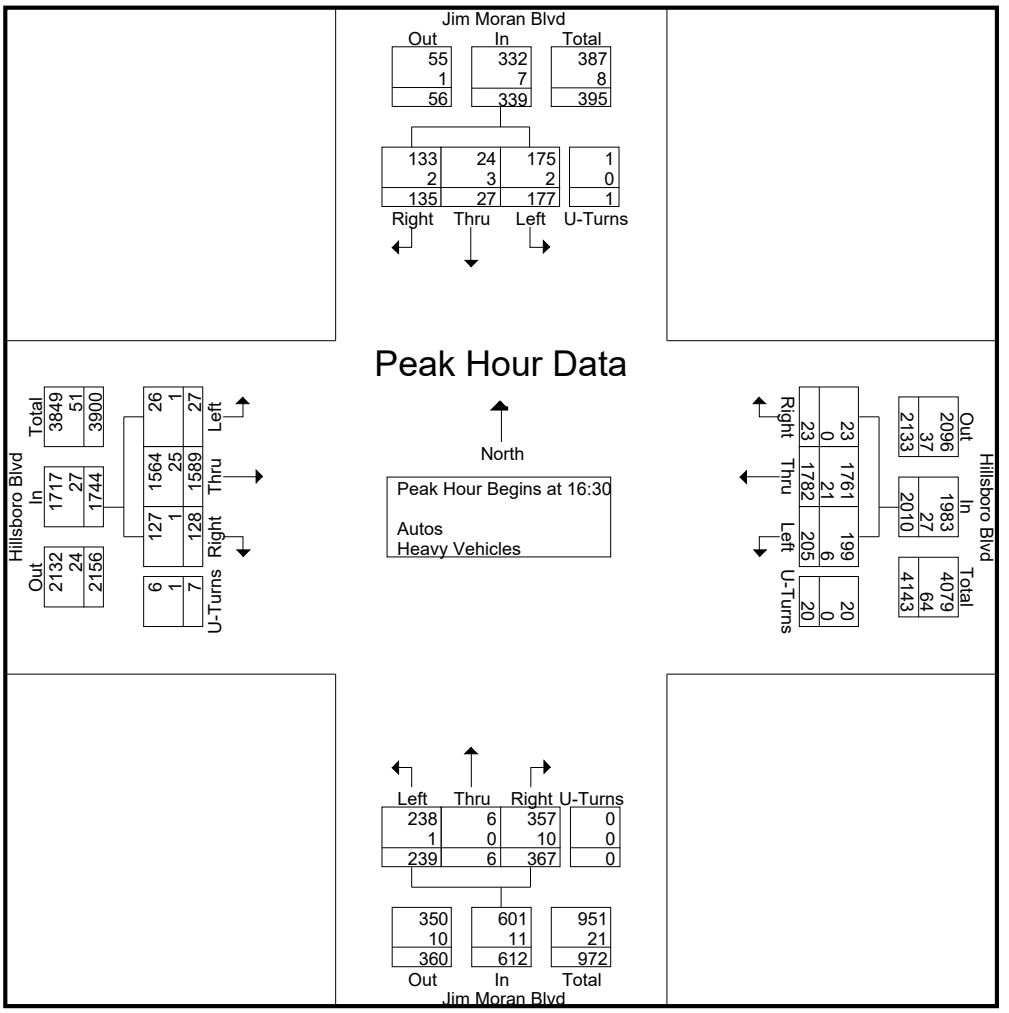
File Name : 2-Hillsboro & Jim Moran Blvd
Site Code : 00000000
Start Date : 4/14/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 2-Hillsboro & Jim Moran Blvd
Site Code : 00000000
Start Date : 4/14/2021
Page No : 3

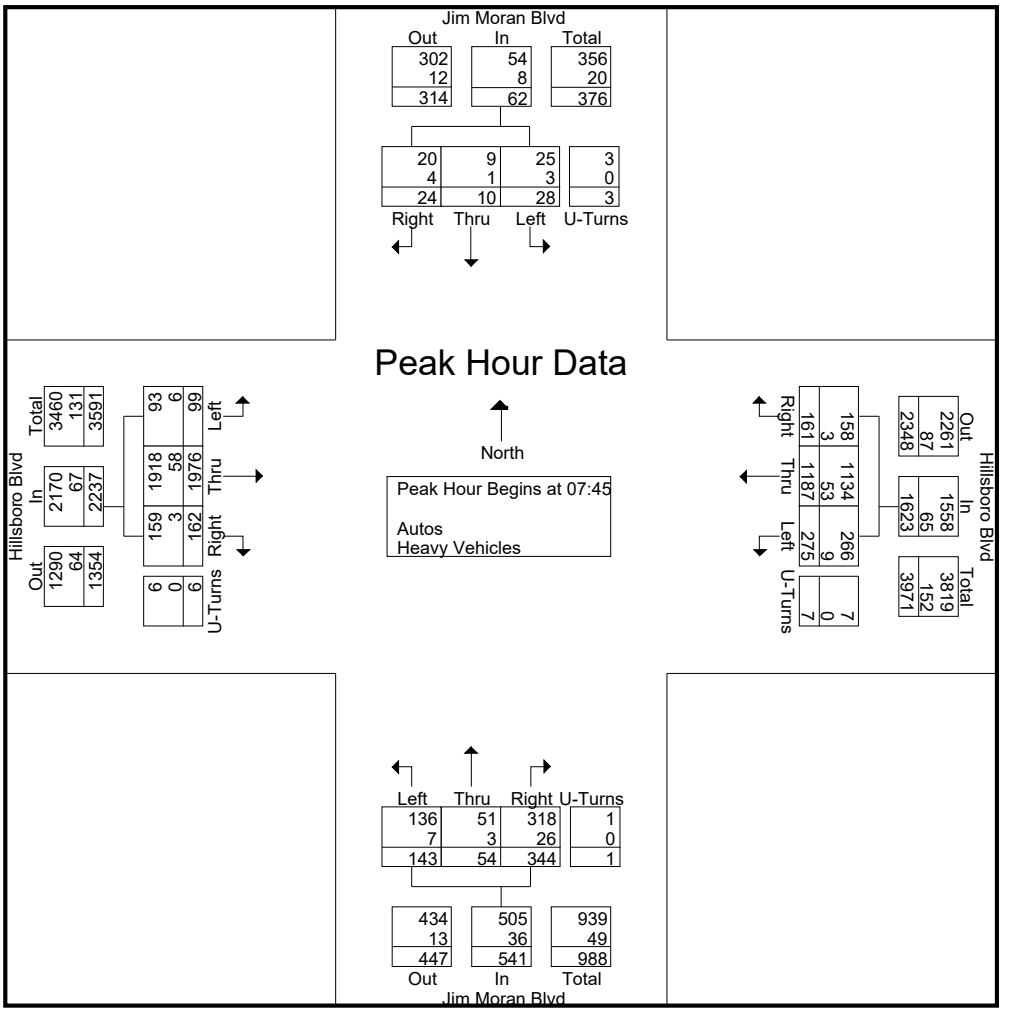
	Jim Moran Blvd From North					Hillsboro Blvd From East					Jim Moran Blvd From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	20	7	31	0	58	5	390	51	5	451	91	2	78	0	171	29	375	6	4	414	1094
16:45	40	4	42	1	87	6	457	40	7	510	67	1	42	0	110	33	379	7	1	420	1127
17:00	40	7	52	0	99	7	479	47	4	537	112	0	64	0	176	35	415	2	1	453	1265
17:15	35	9	52	0	96	5	456	67	4	532	97	3	55	0	155	31	420	12	1	464	1247
Total Volume	135	27	177	1	340	23	1782	205	20	2030	367	6	239	0	612	128	1589	27	7	1751	4733
% App. Total	39.7	7.9	52.1	0.3		1.1	87.8	10.1	1		60	1	39.1	0		7.3	90.7	1.5	0.4		
PHF	.844	.750	.851	.250	.859	.821	.930	.765	.714	.945	.819	.500	.766	.000	.869	.914	.946	.563	.438	.943	.935
Autos	133	24	175	1	333	23	1761										1564				
% Autos	98.5	88.9	98.9	100	97.9	100	98.8	97.1	100	98.7	97.3	100	99.6	0	98.2	99.2	98.4	96.3	85.7	98.4	98.5
Heavy Vehicles																					
% Heavy Vehicles	1.5	11.1	1.1	0	2.1	0	1.2	2.9	0	1.3	2.7	0	0.4	0	1.8	0.8	1.6	3.7	14.3	1.6	1.5



Traf Tech Engineering Inc.

File Name : 2-Hillsboro & Jim Moran Blvd
Site Code : 00000000
Start Date : 4/14/2021
Page No : 4

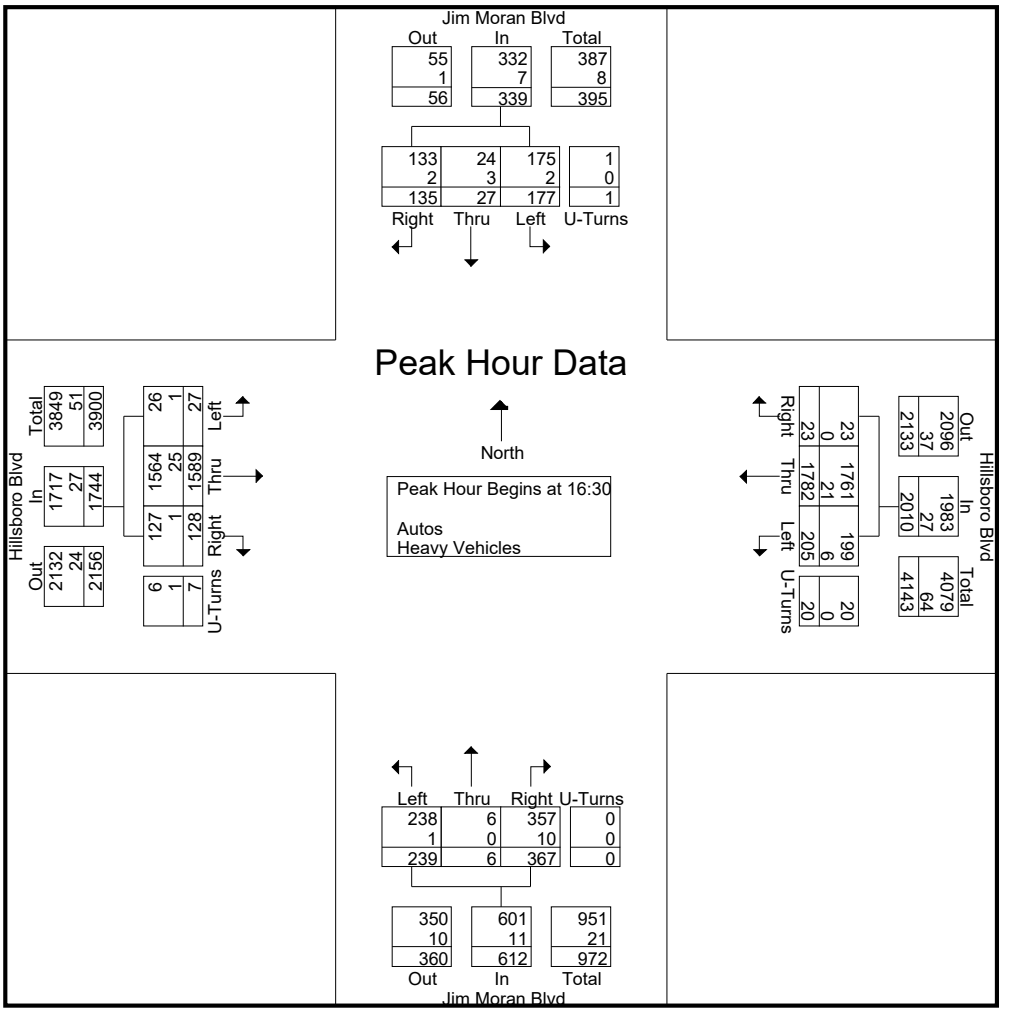
Start Time	Jim Moran Blvd From North					Hillsboro Blvd From East					Jim Moran Blvd From South					Hillsboro Blvd From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	3	3	9	1	16	47	289	86	3	425	79	22	34	1	136	42	459	32	1	534	1111
08:00	5	3	8	1	17	55	287	68	3	413	80	9	42	0	131	42	431	26	1	500	1061
08:15	8	3	5	0	16	37	335	66	0	438	91	14	27	0	132	39	574	19	4	636	1222
08:30	8	1	6	1	16	22	276	55	1	354	94	9	40	0	143	39	512	22	0	573	1086
Total Volume	24	10	28	3	65	161	1187	275	7	1630	344	54	143	1	542	162	1976	99	6	2243	4480
% App. Total	36.9	15.4	43.1	4.6		9.9	72.8	16.9	0.4		63.5	10	26.4	0.2		7.2	88.1	4.4	0.3		
PHF	.750	.833	.778	.750	.956	.732	.886	.799	.583	.930	.915	.614	.851	.250	.948	.964	.861	.773	.375	.882	.917
Autos	20	9	25	3	57	158	1134										1918				
% Autos	83.3	90.0	89.3	100	87.7	98.1	95.5	96.7	100	96.0	92.4	94.4	95.1	100	93.4	98.1	97.1	93.9	100	97.0	96.1
Heavy Vehicles																					
% Heavy Vehicles	16.7	10.0	10.7	0	12.3	1.9	4.5	3.3	0	4.0	7.6	5.6	4.9	0	6.6	1.9	2.9	6.1	0	3.0	3.9



Traf Tech Engineering Inc.

File Name : 2-Hillsboro & Jim Moran Blvd
Site Code : 00000000
Start Date : 4/14/2021
Page No : 5

	Jim Moran Blvd From North					Hillsboro Blvd From East					Jim Moran Blvd From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	20	7	31	0	58	5	390	51	5	451	91	2	78	0	171	29	375	6	4	414	1094
16:45	40	4	42	1	87	6	457	40	7	510	67	1	42	0	110	33	379	7	1	420	1127
17:00	40	7	52	0	99	7	479	47	4	537	112	0	64	0	176	35	415	2	1	453	1265
17:15	35	9	52	0	96	5	456	67	4	532	97	3	55	0	155	31	420	12	1	464	1247
Total Volume	135	27	177	1	340	23	1782	205	20	2030	367	6	239	0	612	128	1589	27	7	1751	4733
% App. Total	39.7	7.9	52.1	0.3		1.1	87.8	10.1	1		60	1	39.1	0		7.3	90.7	1.5	0.4		
PHF	.844	.750	.851	.250	.859	.821	.930	.765	.714	.945	.819	.500	.766	.000	.869	.914	.946	.563	.438	.943	.935
Autos	133	24	175	1	333	23	1761										1564				
% Autos	98.5	88.9	98.9	100	97.9	100	98.8	97.1	100	98.7	97.3	100	99.6	0	98.2	99.2	98.4	96.3	85.7	98.4	98.5
Heavy Vehicles																					
% Heavy Vehicles	1.5	11.1	1.1	0	2.1	0	1.2	2.9	0	1.3	2.7	0	0.4	0	1.8	0.8	1.6	3.7	14.3	1.6	1.5



Traf Tech Engineering Inc.

File Name : 1-Hillsboro Blvd & Military Trail
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	Military Trail From North				Hillsboro Blvd From East				Military Trail From South				Hillsboro Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
*** BREAK ***																	
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
16:15	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
16:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3
Grand Total	0	0	0	0	3	0	0	8	1	0	0	0	0	0	0	1	13
Apprch %	0	0	0	0	27.3	0	0	72.7	100	0	0	0	0	0	0	100	
Total %	0	0	0	0	23.1	0	0	61.5	7.7	0	0	0	0	0	0	7.7	

Traf Tech Engineering Inc.

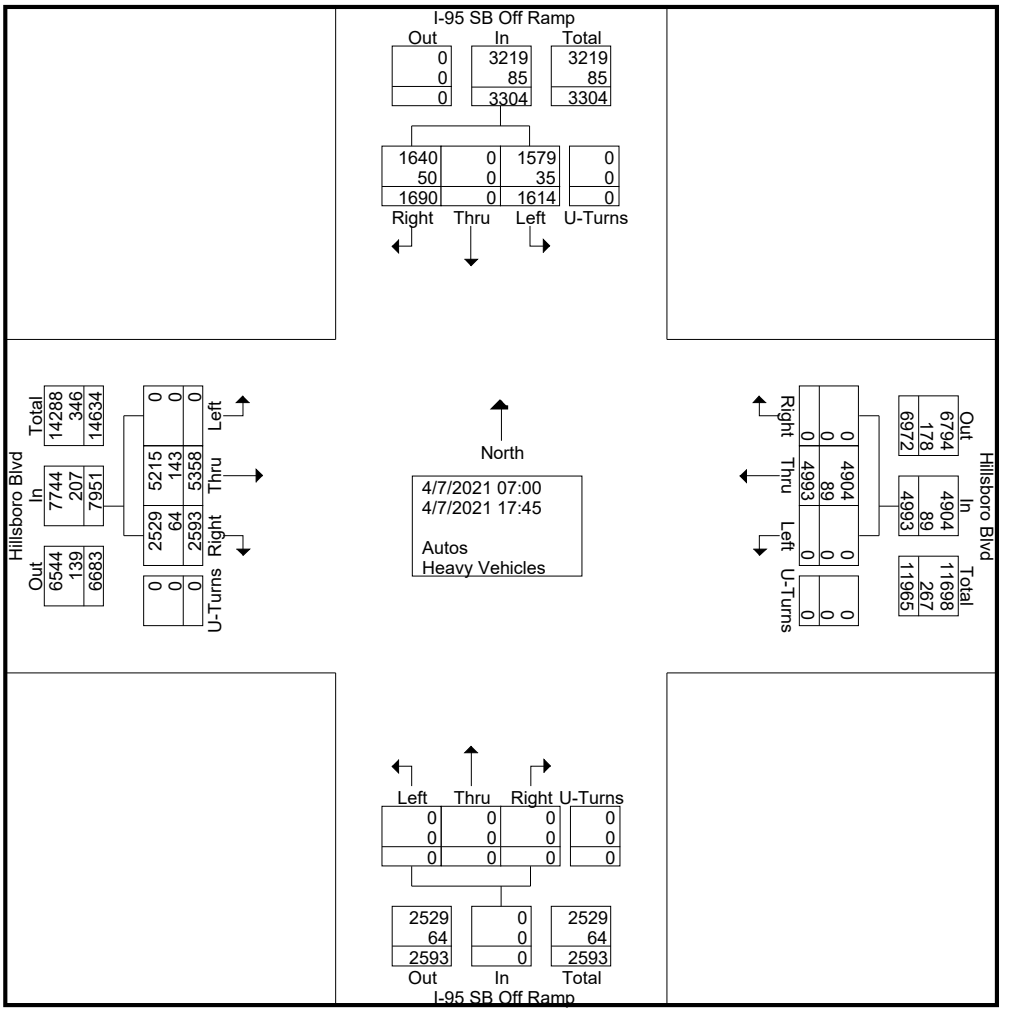
File Name : 3-Hillsboro Blvd & I-95 SB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	I-95 SB Off Ramp From North					Hillsboro Blvd From East					I-95 SB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	78	0	64	0	142	0	186	0	0	186	0	0	0	0	0	130	202	0	0	332	660
07:15	109	0	101	0	210	0	202	0	0	202	0	0	0	0	0	193	246	0	0	439	851
07:30	88	0	80	0	168	0	260	0	0	260	0	0	0	0	0	217	311	0	0	528	956
07:45	121	0	92	0	213	0	270	0	0	270	0	0	0	0	0	183	308	0	0	491	974
Total	396	0	337	0	733	0	918	0	0	918	0	0	0	0	0	723	1067	0	0	1790	3441
08:00	111	0	94	0	205	0	287	0	0	287	0	0	0	0	0	226	383	0	0	609	1101
08:15	112	0	120	0	232	0	228	0	0	228	0	0	0	0	0	176	368	0	0	544	1004
08:30	101	0	93	0	194	0	213	0	0	213	0	0	0	0	0	195	422	0	0	617	1024
08:45	114	0	84	0	198	0	249	0	0	249	0	0	0	0	0	158	390	0	0	548	995
Total	438	0	391	0	829	0	977	0	0	977	0	0	0	0	0	755	1563	0	0	2318	4124
*** BREAK ***																					
16:00	100	0	87	0	187	0	426	0	0	426	0	0	0	0	0	139	297	0	0	436	1049
16:15	99	0	92	0	191	0	396	0	0	396	0	0	0	0	0	138	342	0	0	480	1067
16:30	121	0	116	0	237	0	343	0	0	343	0	0	0	0	0	120	349	0	0	469	1049
16:45	140	0	122	0	262	0	403	0	0	403	0	0	0	0	0	135	335	0	0	470	1135
Total	460	0	417	0	877	0	1568	0	0	1568	0	0	0	0	0	532	1323	0	0	1855	4300
17:00	101	0	106	0	207	0	436	0	0	436	0	0	0	0	0	180	403	0	0	583	1226
17:15	97	0	138	0	235	0	349	0	0	349	0	0	0	0	0	145	352	0	0	497	1081
17:30	82	0	102	0	184	0	383	0	0	383	0	0	0	0	0	129	342	0	0	471	1038
17:45	116	0	123	0	239	0	362	0	0	362	0	0	0	0	0	129	308	0	0	437	1038
Total	396	0	469	0	865	0	1530	0	0	1530	0	0	0	0	0	583	1405	0	0	1988	4383
Grand Total	1690	0	1614	0	3304	0	4993	0	0	4993	0	0	0	0	0	2593	5358	0	0	7951	16248
Apprch %	51.2	0	48.8	0		0	100	0	0		0	0	0	0		32.6	67.4	0	0		
Total %	10.4	0	9.9	0	20.3	0	30.7	0	0	30.7	0	0	0	0	0	16	33	0	0	48.9	
Autos	1640		1579				4904									2529	5215				15867
% Autos	97	0	97.8	0	97.4	0	98.2	0	0	98.2	0	0	0	0	0	97.5	97.3	0	0	97.4	97.7
Heavy Vehicles																					
% Heavy Vehicles	3	0	2.2	0	2.6	0	1.8	0	0	1.8	0	0	0	0	0	2.5	2.7	0	0	2.6	2.3

Traf Tech Engineering Inc.

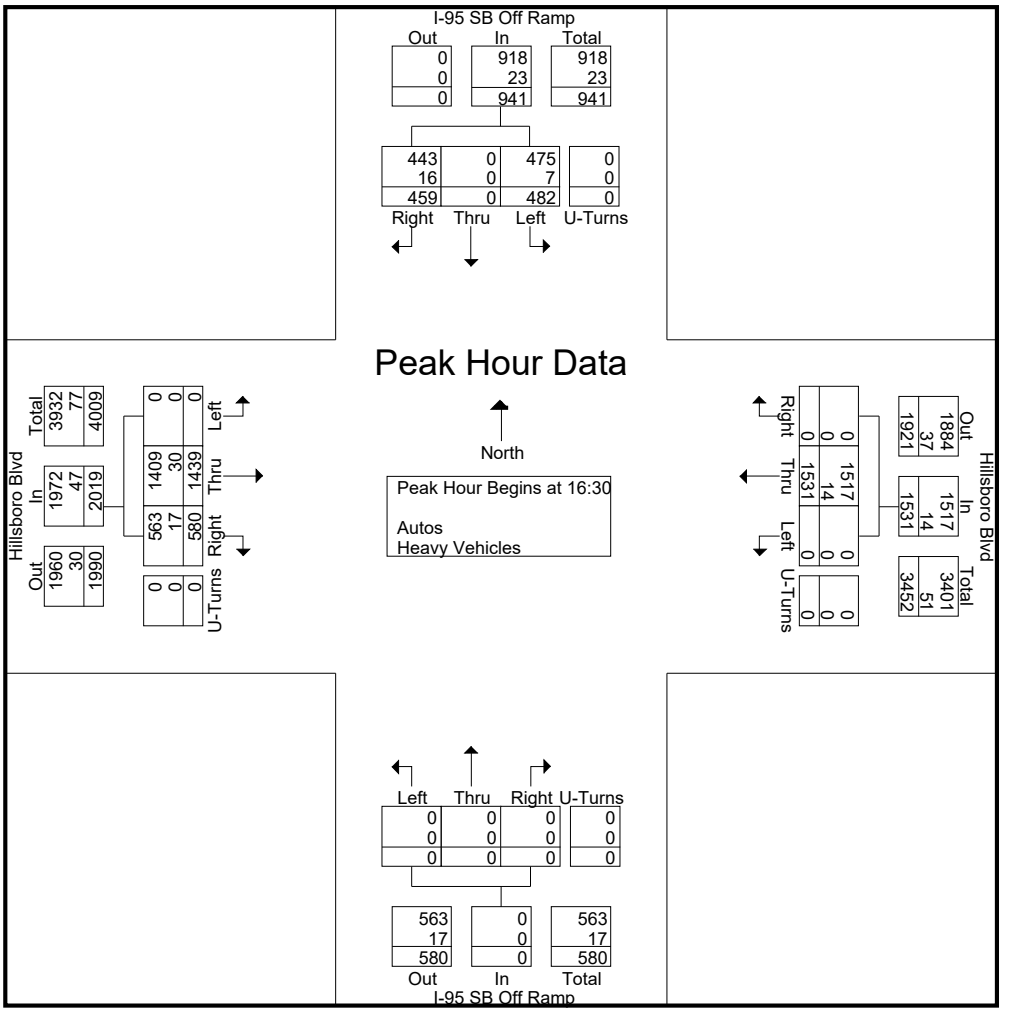
File Name : 3-Hillsboro Blvd & I-95 SB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 3-Hillsboro Blvd & I-95 SB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

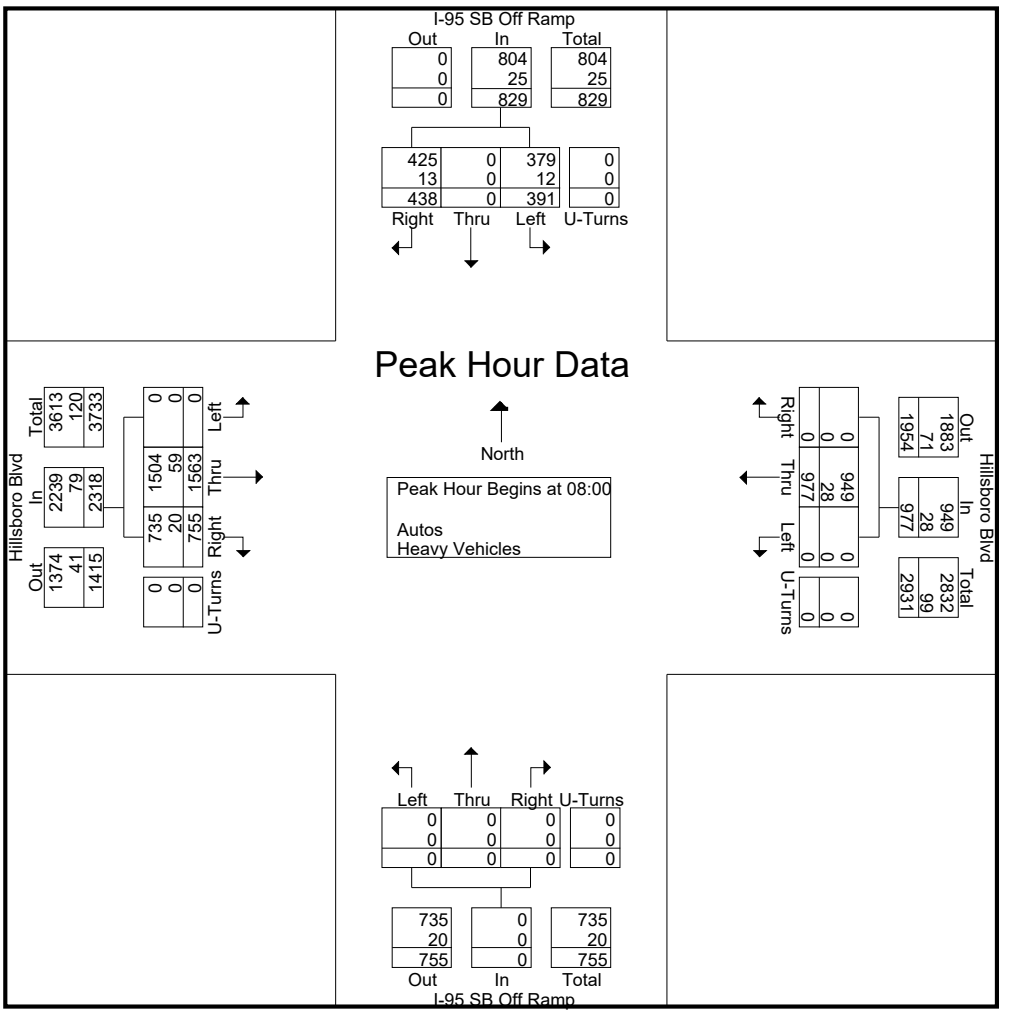
	I-95 SB Off Ramp From North					Hillsboro Blvd From East					I-95 SB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	121	0	116	0	237	0	343	0	0	343	0	0	0	0	0	120	349	0	0	469	1049
16:45	140	0	122	0	262	0	403	0	0	403	0	0	0	0	0	135	335	0	0	470	1135
17:00	101	0	106	0	207	0	436	0	0	436	0	0	0	0	0	180	403	0	0	583	1226
17:15	97	0	138	0	235	0	349	0	0	349	0	0	0	0	0	145	352	0	0	497	1081
Total Volume	459	0	482	0	941	0	1531	0	0	1531	0	0	0	0	0	580	1439	0	0	2019	4491
% App. Total	48.8	0	51.2	0		0	100	0	0		0	0	0	0		28.7	71.3	0	0		
PHF	.820	.000	.873	.000	.898	.000	.878	.000	.000	.878	.000	.000	.000	.000	.000	.806	.893	.000	.000	.866	.916
Autos	443	0	475	0	918	0	1517										1409				
% Autos	96.5	0	98.5	0	97.6	0	99.1	0	0	99.1	0	0	0	0	0	97.1	97.9	0	0	97.7	98.1
Heavy Vehicles																					
% Heavy Vehicles	3.5	0	1.5	0	2.4	0	0.9	0	0	0.9	0	0	0	0	0	2.9	2.1	0	0	2.3	1.9



Traf Tech Engineering Inc.

File Name : 3-Hillsboro Blvd & I-95 SB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

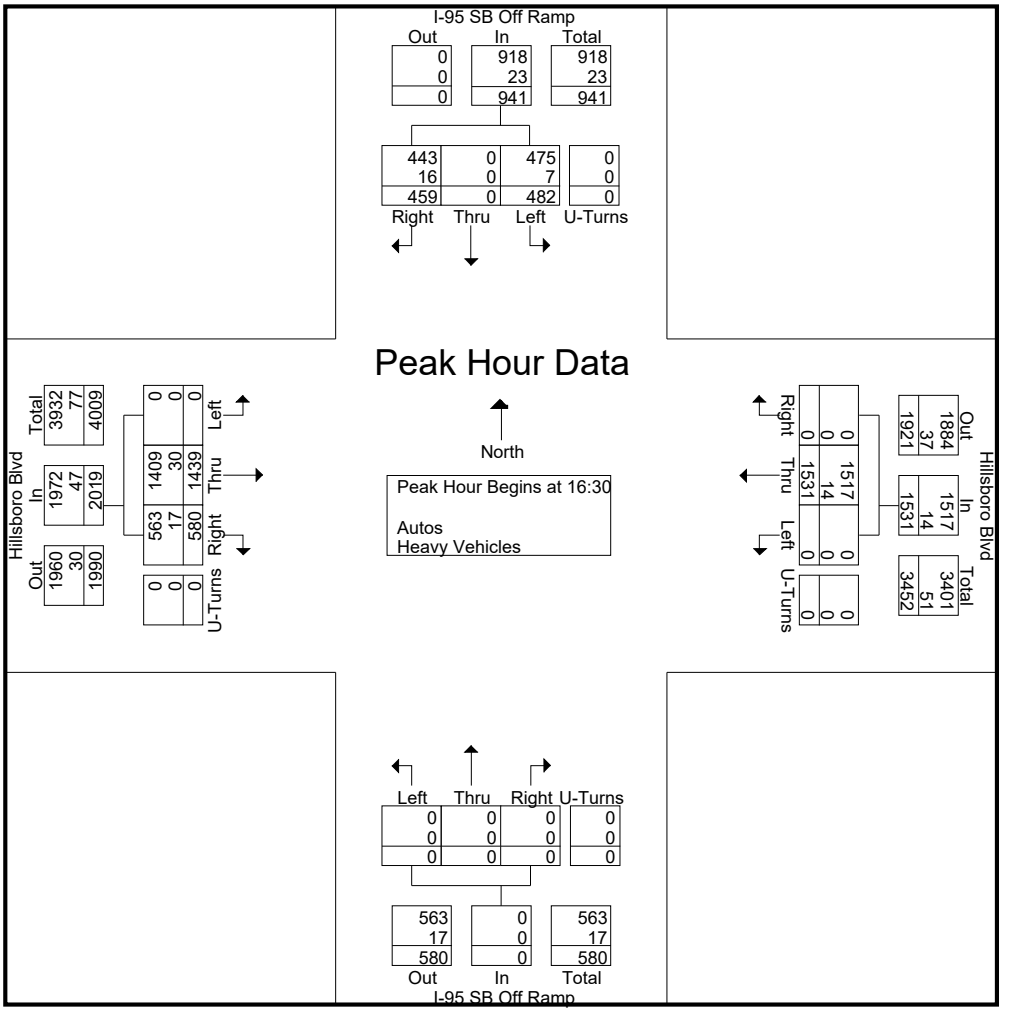
	I-95 SB Off Ramp From North					Hillsboro Blvd From East					I-95 SB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	111	0	94	0	205	0	287	0	0	287	0	0	0	0	0	226	383	0	0	609	1101
08:15	112	0	120	0	232	0	228	0	0	228	0	0	0	0	0	176	368	0	0	544	1004
08:30	101	0	93	0	194	0	213	0	0	213	0	0	0	0	0	195	422	0	0	617	1024
08:45	114	0	84	0	198	0	249	0	0	249	0	0	0	0	0	158	390	0	0	548	995
Total Volume	438	0	391	0	829	0	977	0	0	977	0	0	0	0	0	755	1563	0	0	2318	4124
% App. Total	52.8	0	47.2	0		0	100	0	0		0	0	0	0		32.6	67.4	0	0		
PHF	.961	.000	.815	.000	.893	.000	.851	.000	.000	.851	.000	.000	.000	.000	.000	.835	.926	.000	.000	.939	.936
Autos	425	0	379	0	804	0	949	0	0	949	0	0	0	0	0	735	1504				
% Autos	97.0	0	96.9	0	97.0	0	97.1	0	0	97.1	0	0	0	0	0	97.4	96.2	0	0	96.6	96.8
Heavy Vehicles																					
% Heavy Vehicles	3.0	0	3.1	0	3.0	0	2.9	0	0	2.9	0	0	0	0	0	2.6	3.8	0	0	3.4	3.2



Traf Tech Engineering Inc.

File Name : 3-Hillsboro Blvd & I-95 SB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	I-95 SB Off Ramp From North					Hillsboro Blvd From East					I-95 SB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	121	0	116	0	237	0	343	0	0	343	0	0	0	0	0	120	349	0	0	469	1049
16:45	140	0	122	0	262	0	403	0	0	403	0	0	0	0	0	135	335	0	0	470	1135
17:00	101	0	106	0	207	0	436	0	0	436	0	0	0	0	0	180	403	0	0	583	1226
17:15	97	0	138	0	235	0	349	0	0	349	0	0	0	0	0	145	352	0	0	497	1081
Total Volume	459	0	482	0	941	0	1531	0	0	1531	0	0	0	0	0	580	1439	0	0	2019	4491
% App. Total	48.8	0	51.2	0		0	100	0	0		0	0	0	0		28.7	71.3	0	0		
PHF	.820	.000	.873	.000	.898	.000	.878	.000	.000	.878	.000	.000	.000	.000	.000	.806	.893	.000	.000	.866	.916
Autos	443	0	475	0	918	0	1517										1409				
% Autos	96.5	0	98.5	0	97.6	0	99.1	0	0	99.1	0	0	0	0	0	97.1	97.9	0	0	97.7	98.1
Heavy Vehicles																					
% Heavy Vehicles	3.5	0	1.5	0	2.4	0	0.9	0	0	0.9	0	0	0	0	0	2.9	2.1	0	0	2.3	1.9



Traf Tech Engineering Inc.

File Name : 3-Hillsboro Blvd & I-95 SB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	I-95 SB Off Ramp From North				Hillsboro Blvd From East				I-95 SB Off Ramp From South				Hillsboro Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %																	

Traf Tech Engineering Inc.

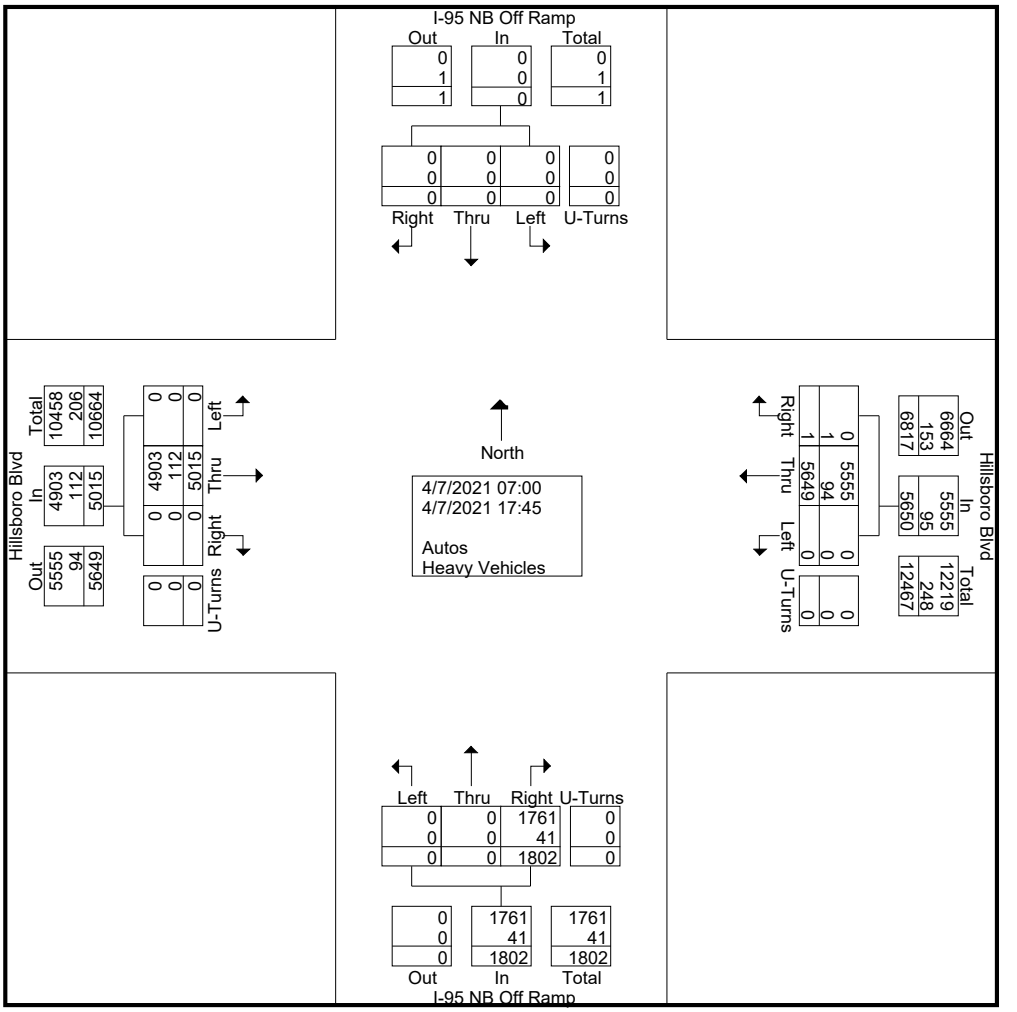
File Name : 4-Hillsboro Blvd & I-95 NB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	I-95 NB Off Ramp From North					Hillsboro Blvd From East					I-95 NB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	0	0	0	0	1	190	0	0	191	86	0	0	0	86	0	174	0	0	174	451
07:15	0	0	0	0	0	0	238	0	0	238	99	0	0	0	99	0	210	0	0	210	547
07:30	0	0	0	0	0	0	267	0	0	267	145	0	0	0	145	0	312	0	0	312	724
07:45	0	0	0	0	0	0	348	0	0	348	124	0	0	0	124	0	233	0	0	233	705
Total	0	0	0	0	0	1	1043	0	0	1044	454	0	0	0	454	0	929	0	0	929	2427
08:00	0	0	0	0	0	0	279	0	0	279	116	0	0	0	116	0	320	0	0	320	715
08:15	0	0	0	0	0	0	309	0	0	309	67	0	0	0	67	0	339	0	0	339	715
08:30	0	0	0	0	0	0	299	0	0	299	72	0	0	0	72	0	352	0	0	352	723
08:45	0	0	0	0	0	0	275	0	0	275	142	0	0	0	142	0	308	0	0	308	725
Total	0	0	0	0	0	0	1162	0	0	1162	397	0	0	0	397	0	1319	0	0	1319	2878
*** BREAK ***																					
16:00	0	0	0	0	0	0	501	0	0	501	106	0	0	0	106	0	290	0	0	290	897
16:15	0	0	0	0	0	0	377	0	0	377	129	0	0	0	129	0	323	0	0	323	829
16:30	0	0	0	0	0	0	443	0	0	443	126	0	0	0	126	0	345	0	0	345	914
16:45	0	0	0	0	0	0	393	0	0	393	112	0	0	0	112	0	319	0	0	319	824
Total	0	0	0	0	0	0	1714	0	0	1714	473	0	0	0	473	0	1277	0	0	1277	3464
17:00	0	0	0	0	0	0	435	0	0	435	121	0	0	0	121	0	416	0	0	416	972
17:15	0	0	0	0	0	0	505	0	0	505	110	0	0	0	110	0	389	0	0	389	1004
17:30	0	0	0	0	0	0	415	0	0	415	131	0	0	0	131	0	320	0	0	320	866
17:45	0	0	0	0	0	0	375	0	0	375	116	0	0	0	116	0	365	0	0	365	856
Total	0	0	0	0	0	0	1730	0	0	1730	478	0	0	0	478	0	1490	0	0	1490	3698
Grand Total	0	0	0	0	0	1	5649	0	0	5650	1802	0	0	0	1802	0	5015	0	0	5015	12467
Apprch %	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	45.3	0	0	45.3	14.5	0	0	0	14.5	0	40.2	0	0	40.2	
Autos	0	0	0	0	0	0	5555				1761						4903				12219
% Autos	0	0	0	0	0	0	98.3	0	0	98.3	97.7	0	0	0	97.7	0	97.8	0	0	97.8	98
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	100	1.7	0	0	1.7	2.3	0	0	0	2.3	0	2.2	0	0	2.2	2

Traf Tech Engineering Inc.

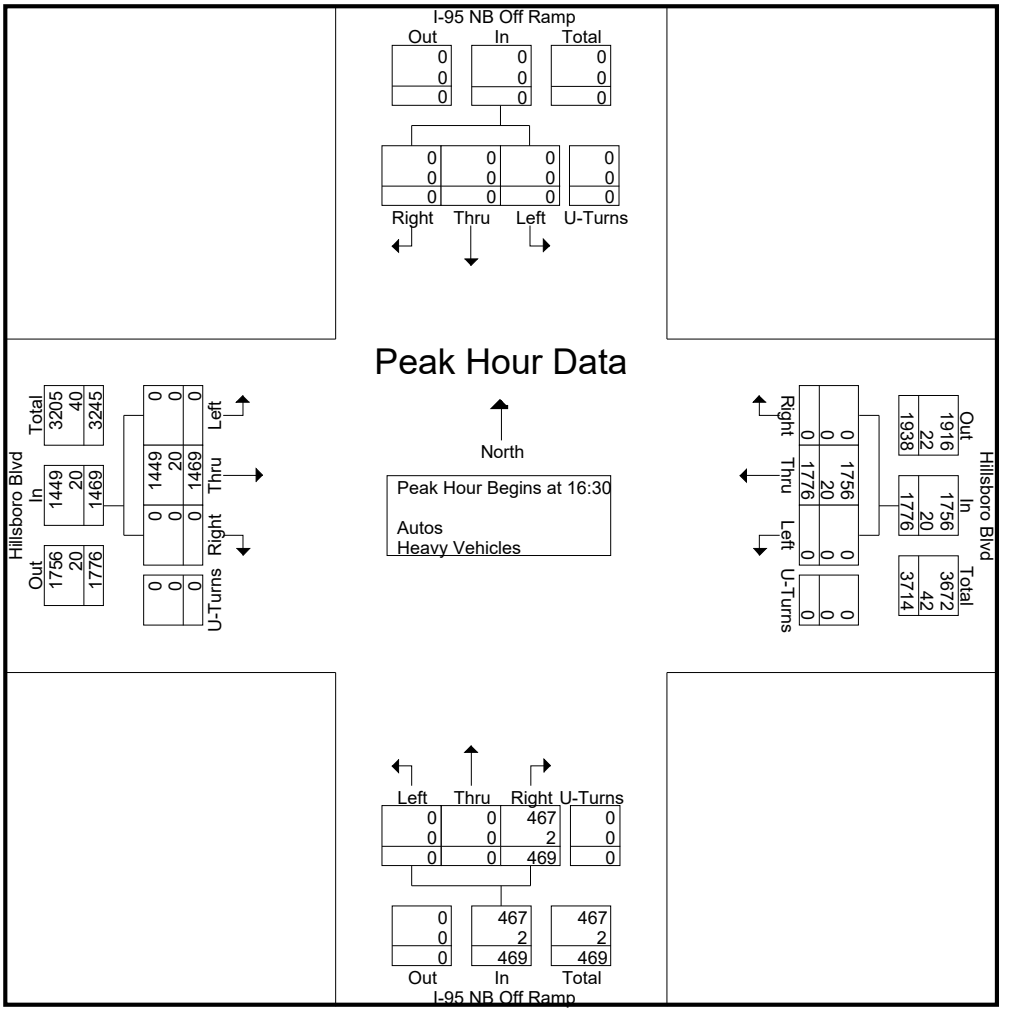
File Name : 4-Hillsboro Blvd & I-95 NB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 4-Hillsboro Blvd & I-95 NB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

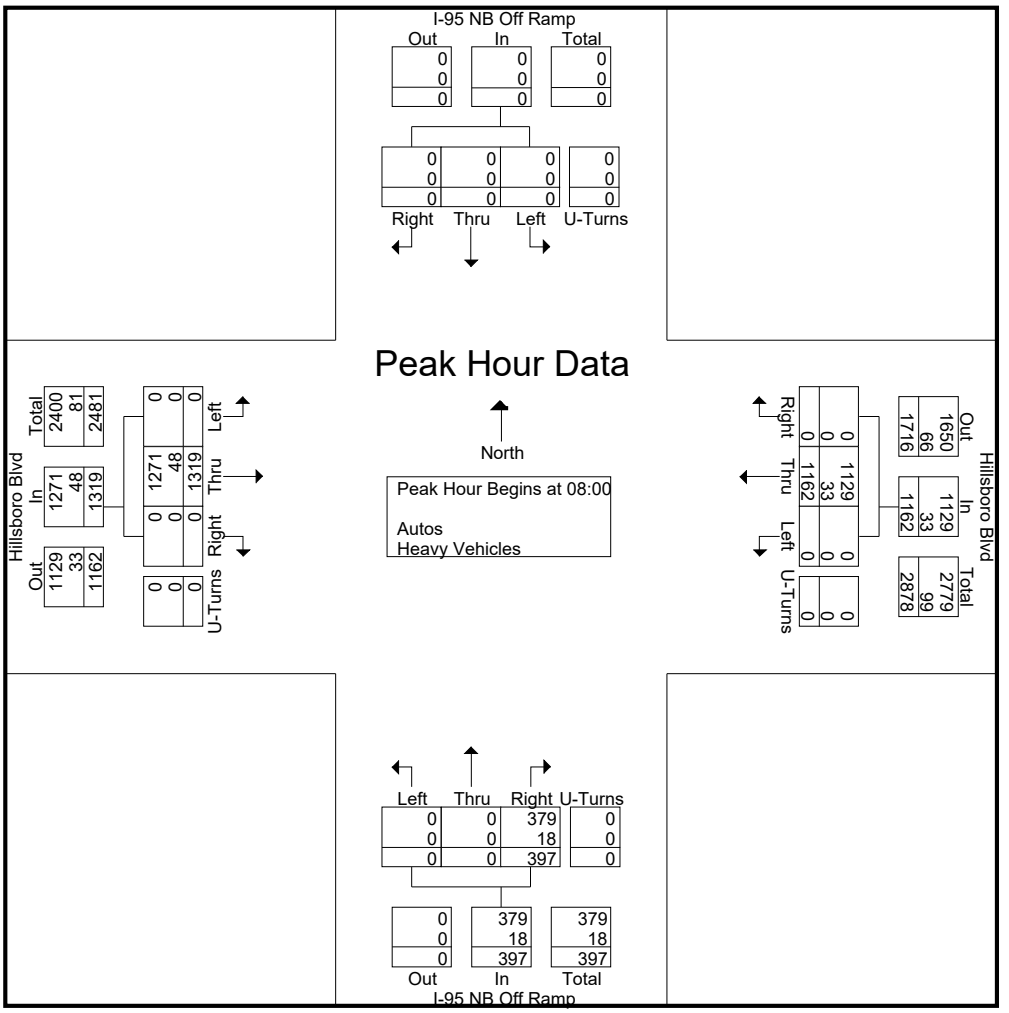
	I-95 NB Off Ramp From North					Hillsboro Blvd From East					I-95 NB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	443	0	0	443	126	0	0	0	126	0	345	0	0	345	914
16:45	0	0	0	0	0	0	393	0	0	393	112	0	0	0	112	0	319	0	0	319	824
17:00	0	0	0	0	0	0	435	0	0	435	121	0	0	0	121	0	416	0	0	416	972
17:15	0	0	0	0	0	0	505	0	0	505	110	0	0	0	110	0	389	0	0	389	1004
Total Volume	0	0	0	0	0	0	1776	0	0	1776	469	0	0	0	469	0	1469	0	0	1469	3714
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.879	.000	.000	.879	.931	.000	.000	.000	.931	.000	.883	.000	.000	.883	.925
Autos	0	0	0	0	0	0	1756										1449				
% Autos	0	0	0	0	0	0	98.9	0	0	98.9	99.6	0	0	0	99.6	0	98.6	0	0	98.6	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.1	0	0	1.1	0.4	0	0	0	0.4	0	1.4	0	0	1.4	1.1



Traf Tech Engineering Inc.

File Name : 4-Hillsboro Blvd & I-95 NB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

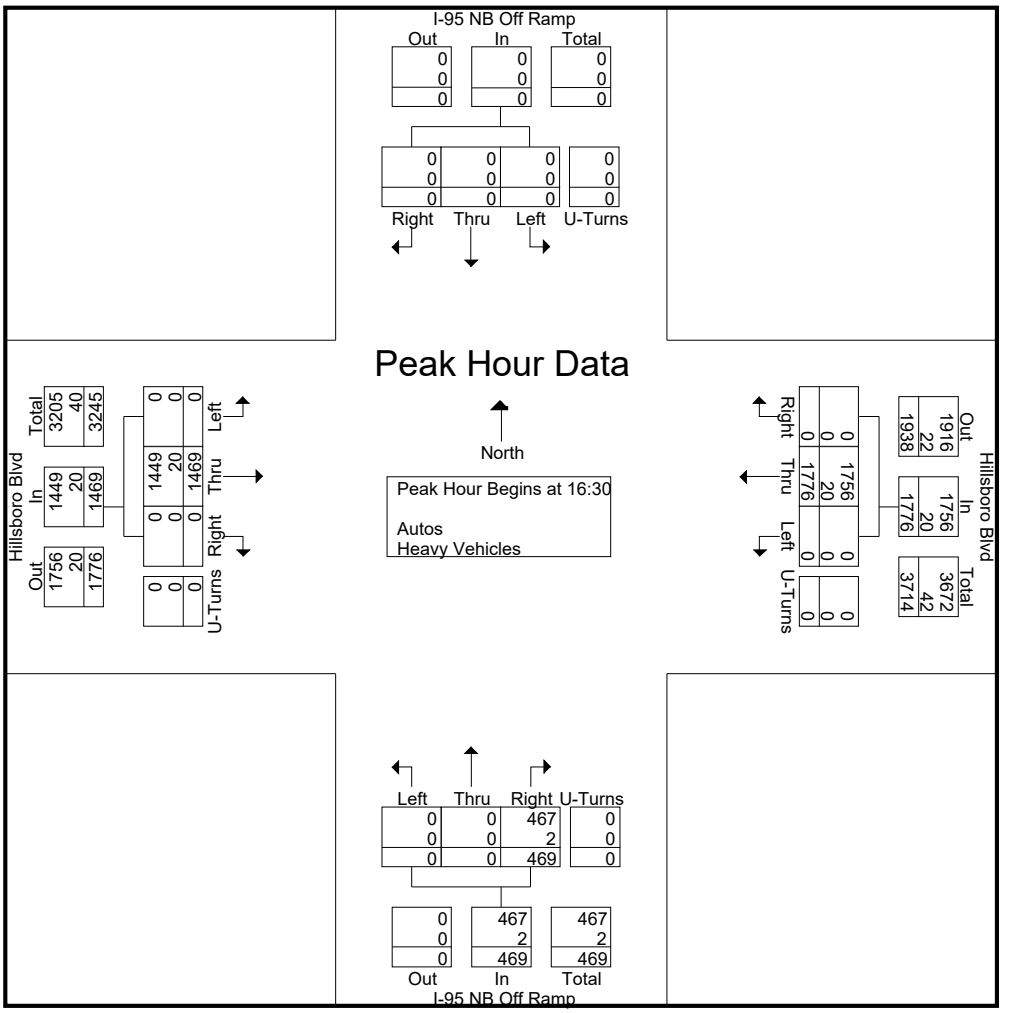
	I-95 NB Off Ramp From North					Hillsboro Blvd From East					I-95 NB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	279	0	0	279	116	0	0	0	116	0	320	0	0	320	715
08:15	0	0	0	0	0	0	309	0	0	309	67	0	0	0	67	0	339	0	0	339	715
08:30	0	0	0	0	0	0	299	0	0	299	72	0	0	0	72	0	352	0	0	352	723
08:45	0	0	0	0	0	0	275	0	0	275	142	0	0	0	142	0	308	0	0	308	725
Total Volume	0	0	0	0	0	0	1162	0	0	1162	397	0	0	0	397	0	1319	0	0	1319	2878
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.940	.000	.000	.940	.699	.000	.000	.000	.699	.000	.937	.000	.000	.937	.992
Autos	0	0	0	0	0	0	1129										1271				
% Autos	0	0	0	0	0	0	97.2	0	0	97.2	95.5	0	0	0	95.5	0	96.4	0	0	96.4	96.6
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.8	0	0	2.8	4.5	0	0	0	4.5	0	3.6	0	0	3.6	3.4



Traf Tech Engineering Inc.

File Name : 4-Hillsboro Blvd & I-95 NB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	I-95 NB Off Ramp From North					Hillsboro Blvd From East					I-95 NB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	443	0	0	443	126	0	0	0	126	0	345	0	0	345	914
16:45	0	0	0	0	0	0	393	0	0	393	112	0	0	0	112	0	319	0	0	319	824
17:00	0	0	0	0	0	0	435	0	0	435	121	0	0	0	121	0	416	0	0	416	972
17:15	0	0	0	0	0	0	505	0	0	505	110	0	0	0	110	0	389	0	0	389	1004
Total Volume	0	0	0	0	0	0	1776	0	0	1776	469	0	0	0	469	0	1469	0	0	1469	3714
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.879	.000	.000	.879	.931	.000	.000	.000	.931	.000	.883	.000	.000	.883	.925
Autos	0	0	0	0	0	0	1756										1449				
% Autos	0	0	0	0	0	0	98.9	0	0	98.9	99.6	0	0	0	99.6	0	98.6	0	0	98.6	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.1	0	0	1.1	0.4	0	0	0	0.4	0	1.4	0	0	1.4	1.1



Traf Tech Engineering Inc.

File Name : 4-Hillsboro Blvd & I-95 NB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	I-95 NB Off Ramp From North				Hillsboro Blvd From East				I-95 NB Off Ramp From South				Hillsboro Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
*** BREAK ***																	
08:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	5
*** BREAK ***																	
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9
17:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	7	0	0	6	0	0	0	0	13
Grand Total	0	0	0	0	0	0	0	0	21	0	0	8	0	0	0	1	30
Apprch %	0	0	0	0	0	0	0	0	72.4	0	0	27.6	0	0	0	100	
Total %	0	0	0	0	0	0	0	0	70	0	0	26.7	0	0	0	3.3	

Traf Tech Engineering Inc.

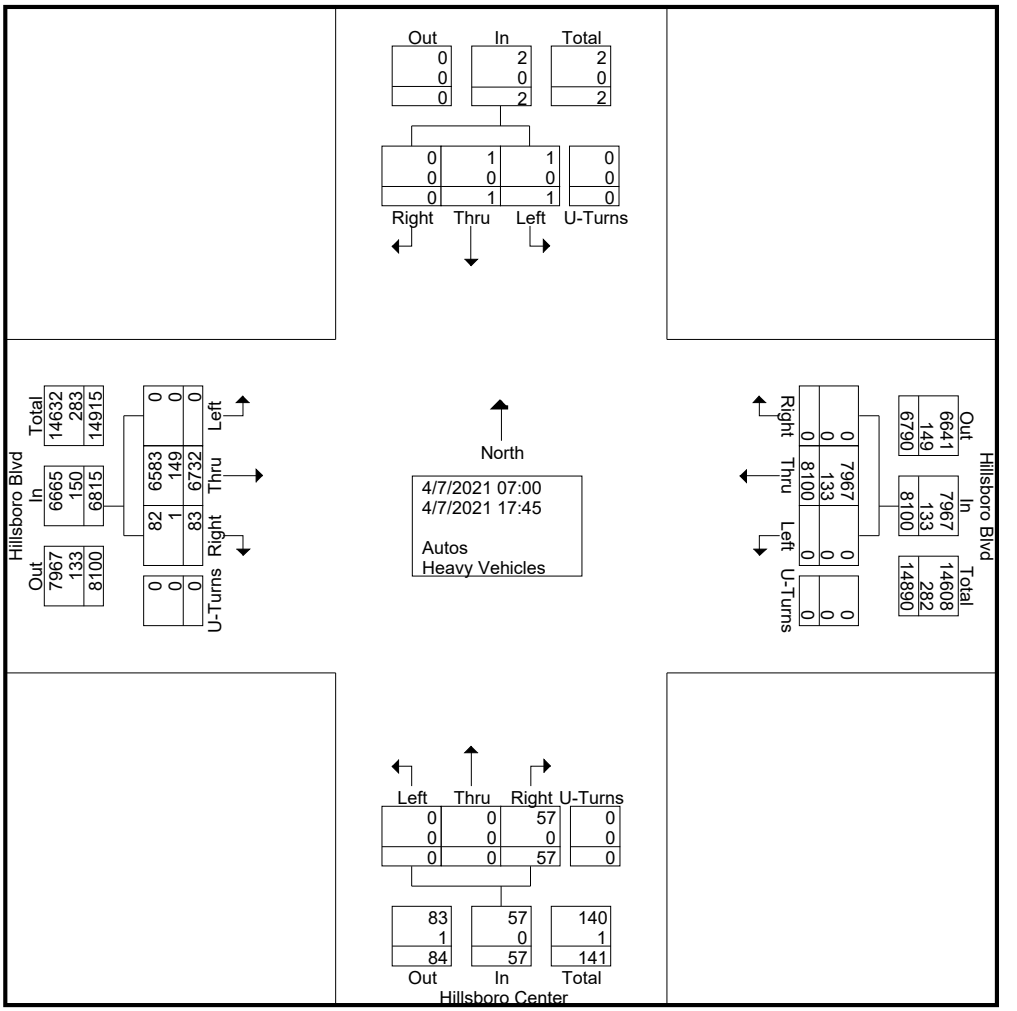
File Name : 5-Hillsboro Blvd & Right-inOut Driveway
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	From North					Hillsboro Blvd From East					Hillsboro Center From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	0	0	0	0	0	318	0	0	318	6	0	0	0	6	4	265	0	0	269	593
07:15	0	0	0	0	0	0	417	0	0	417	2	0	0	0	2	1	310	0	0	311	730
07:30	0	0	0	0	0	0	441	0	0	441	2	0	0	0	2	3	375	0	0	378	821
07:45	0	0	0	0	0	0	562	0	0	562	2	0	0	0	2	11	441	0	0	452	1016
Total	0	0	0	0	0	0	1738	0	0	1738	12	0	0	0	12	19	1391	0	0	1410	3160
08:00	0	0	0	0	0	0	472	0	0	472	4	0	0	0	4	2	407	0	0	409	885
08:15	0	0	0	0	0	0	455	0	0	455	1	0	0	0	1	6	407	0	0	413	869
08:30	0	0	0	0	0	0	491	0	0	491	4	0	0	0	4	6	412	0	0	418	913
08:45	0	0	0	0	0	0	492	0	0	492	1	0	0	0	1	9	438	0	0	447	940
Total	0	0	0	0	0	0	1910	0	0	1910	10	0	0	0	10	23	1664	0	0	1687	3607
*** BREAK ***																					
16:00	0	0	1	0	1	0	630	0	0	630	6	0	0	0	6	2	438	0	0	440	1077
16:15	0	0	0	0	0	0	486	0	0	486	1	0	0	0	1	8	413	0	0	421	908
16:30	0	0	0	0	0	0	587	0	0	587	5	0	0	0	5	4	487	0	0	491	1083
16:45	0	0	0	0	0	0	569	0	0	569	3	0	0	0	3	1	415	0	0	416	988
Total	0	0	1	0	1	0	2272	0	0	2272	15	0	0	0	15	15	1753	0	0	1768	4056
17:00	0	0	0	0	0	0	542	0	0	542	4	0	0	0	4	7	507	0	0	514	1060
17:15	0	0	0	0	0	0	621	0	0	621	9	0	0	0	9	10	486	0	0	496	1126
17:30	0	0	0	0	0	0	535	0	0	535	2	0	0	0	2	7	440	0	0	447	984
17:45	0	1	0	0	1	0	482	0	0	482	5	0	0	0	5	2	491	0	0	493	981
Total	0	1	0	0	1	0	2180	0	0	2180	20	0	0	0	20	26	1924	0	0	1950	4151
Grand Total	0	1	1	0	2	0	8100	0	0	8100	57	0	0	0	57	83	6732	0	0	6815	14974
Apprch %	0	50	50	0		0	100	0	0		100	0	0	0		1.2	98.8	0	0		
Total %	0	0	0	0	0	0	54.1	0	0	54.1	0.4	0	0	0	0.4	0.6	45	0	0	45.5	
Autos	0	1	1	0	2	0	7967										6583				14691
% Autos	0	100	100	0	100	0	98.4	0	0	98.4	100	0	0	0	100	98.8	97.8	0	0	97.8	98.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.6	0	0	1.6	0	0	0	0	0	1.2	2.2	0	0	2.2	1.9

Traf Tech Engineering Inc.

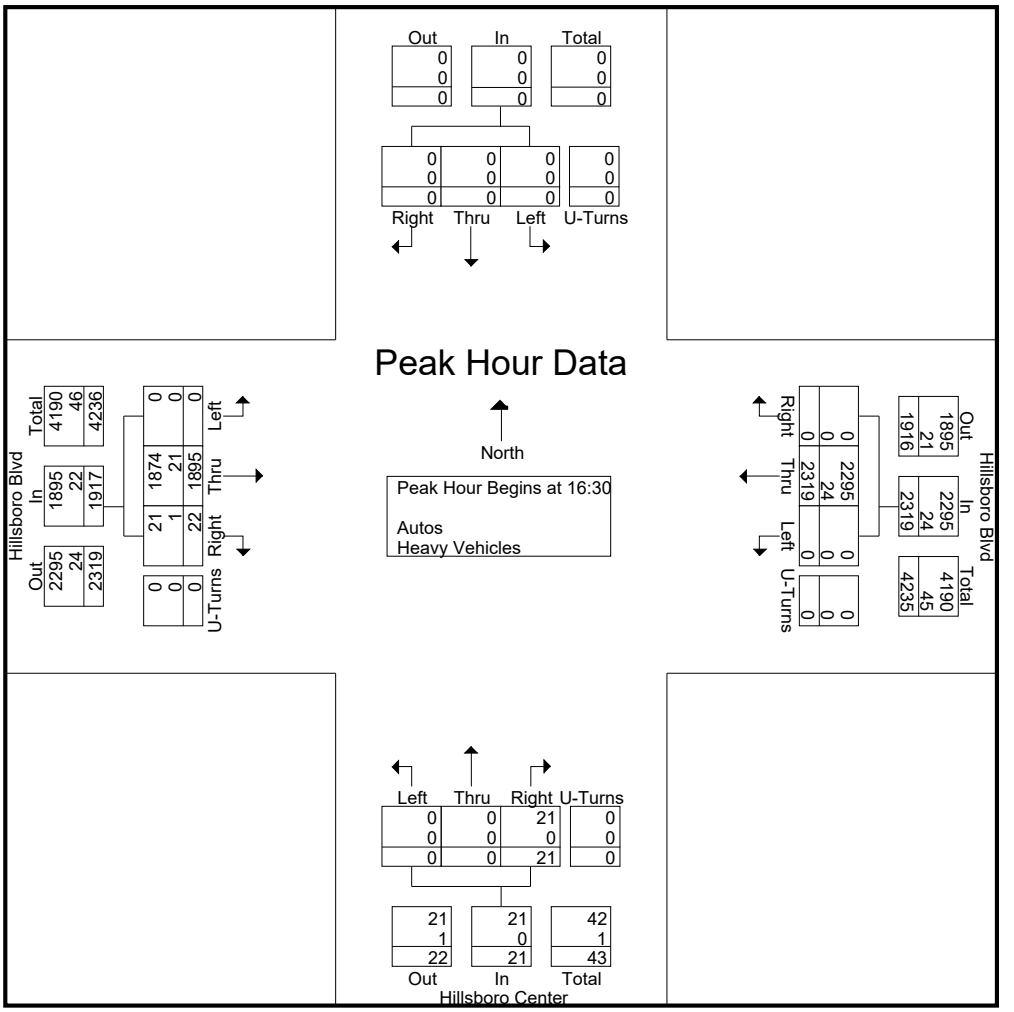
File Name : 5-Hillsboro Blvd & Right-inOut Driveway
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 5-Hillsboro Blvd & Right-inOut Driveway
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

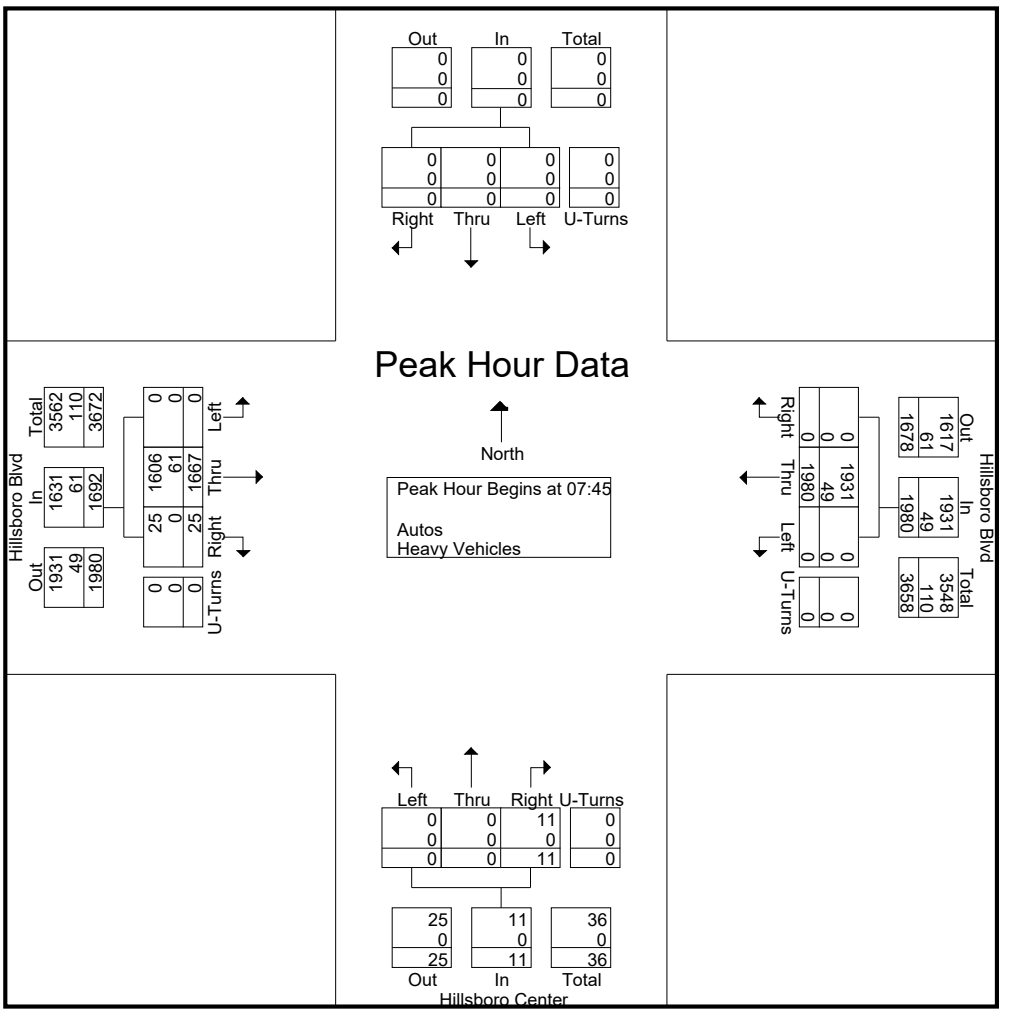
	From North					Hillsboro Blvd From East					Hillsboro Center From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	587	0	0	587	5	0	0	0	5	4	487	0	0	491	1083
16:45	0	0	0	0	0	0	569	0	0	569	3	0	0	0	3	1	415	0	0	416	988
17:00	0	0	0	0	0	0	542	0	0	542	4	0	0	0	4	7	507	0	0	514	1060
17:15	0	0	0	0	0	0	621	0	0	621	9	0	0	0	9	10	486	0	0	496	1126
Total Volume	0	0	0	0	0	0	2319	0	0	2319	21	0	0	0	21	22	1895	0	0	1917	4257
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		1.1	98.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.934	.000	.000	.934	.583	.000	.000	.000	.583	.550	.934	.000	.000	.932	.945
Autos	0	0	0	0	0	0	2295										1874				
% Autos	0	0	0	0	0	0	99.0	0	0	99.0	100	0	0	0	100	95.5	98.9	0	0	98.9	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.0	0	0	1.0	0	0	0	0	0	4.5	1.1	0	0	1.1	1.1



Traf Tech Engineering Inc.

File Name : 5-Hillsboro Blvd & Right-inOut Driveway
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

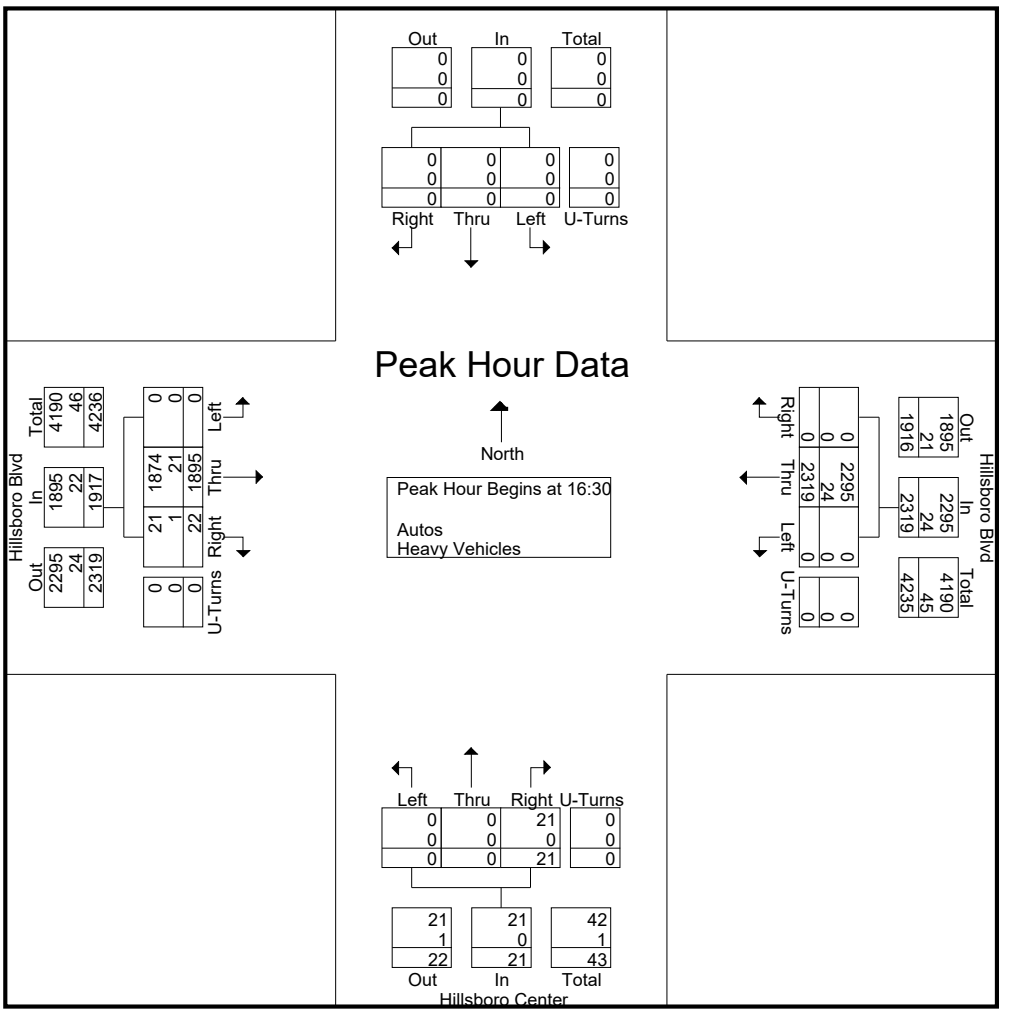
	From North					Hillsboro Blvd From East					Hillsboro Center From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	562	0	0	562	2	0	0	0	2	11	441	0	0	452	1016
08:00	0	0	0	0	0	0	472	0	0	472	4	0	0	0	4	2	407	0	0	409	885
08:15	0	0	0	0	0	0	455	0	0	455	1	0	0	0	1	6	407	0	0	413	869
08:30	0	0	0	0	0	0	491	0	0	491	4	0	0	0	4	6	412	0	0	418	913
Total Volume	0	0	0	0	0	0	1980	0	0	1980	11	0	0	0	11	25	1667	0	0	1692	3683
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		1.5	98.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.881	.000	.000	.881	.688	.000	.000	.000	.688	.568	.945	.000	.000	.936	.906
Autos	0	0	0	0	0	0	1931										1606				
% Autos	0	0	0	0	0	0	97.5	0	0	97.5	100	0	0	0	100	100	96.3	0	0	96.4	97.0
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.5	0	0	2.5	0	0	0	0	0	0	3.7	0	0	3.6	3.0



Traf Tech Engineering Inc.

File Name : 5-Hillsboro Blvd & Right-inOut Driveway
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	From North					Hillsboro Blvd From East					Hillsboro Center From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	587	0	0	587	5	0	0	0	5	4	487	0	0	491	1083
16:45	0	0	0	0	0	0	569	0	0	569	3	0	0	0	3	1	415	0	0	416	988
17:00	0	0	0	0	0	0	542	0	0	542	4	0	0	0	4	7	507	0	0	514	1060
17:15	0	0	0	0	0	0	621	0	0	621	9	0	0	0	9	10	486	0	0	496	1126
Total Volume	0	0	0	0	0	0	2319	0	0	2319	21	0	0	0	21	22	1895	0	0	1917	4257
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		1.1	98.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.934	.000	.000	.934	.583	.000	.000	.000	.583	.550	.934	.000	.000	.932	.945
Autos	0	0	0	0	0	0	2295										1874				
% Autos	0	0	0	0	0	0	99.0	0	0	99.0	100	0	0	0	100	95.5	98.9	0	0	98.9	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.0	0	0	1.0	0	0	0	0	0	4.5	1.1	0	0	1.1	1.1



Traf Tech Engineering Inc.

File Name : 5-Hillsboro Blvd & Right-inOut Driveway
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	From North				Hillsboro Blvd From East				Hillsboro Center From South				Hillsboro Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %																	

Traf Tech Engineering Inc.

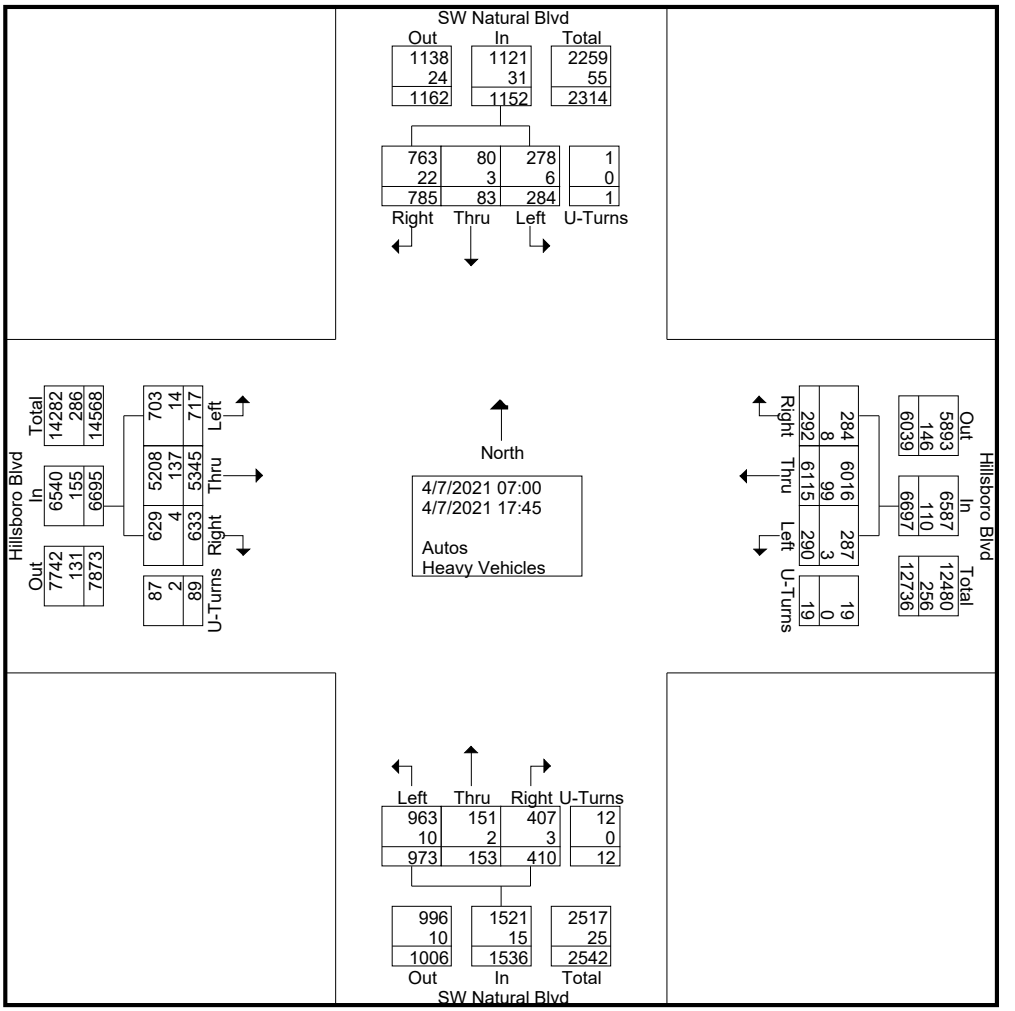
File Name : 6-Hillsboro Blvd & SW Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SW Natural Blvd From North					Hillsboro Blvd From East					SW Natural Blvd From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	21	2	6	0	29	12	226	7	0	245	21	2	51	0	74	22	188	29	3	242	590
07:15	19	2	5	0	26	14	336	5	0	355	18	7	55	0	80	24	256	45	4	329	790
07:30	21	0	14	0	35	16	302	6	0	324	32	9	105	0	146	30	296	60	3	389	894
07:45	29	0	10	0	39	29	421	11	0	461	43	12	98	0	153	23	298	51	3	375	1028
Total	90	4	35	0	129	71	1285	29	0	1385	114	30	309	0	453	99	1038	185	13	1335	3302
08:00	24	5	24	0	53	29	376	16	0	421	22	14	77	1	114	43	344	74	6	467	1055
08:15	23	2	10	0	35	20	327	13	0	360	27	20	70	0	117	28	298	63	7	396	908
08:30	27	5	13	0	45	38	383	16	1	438	27	34	84	0	145	23	300	70	4	397	1025
08:45	36	3	10	1	50	33	336	17	1	387	28	26	81	0	135	21	333	99	6	459	1031
Total	110	15	57	1	183	120	1422	62	2	1606	104	94	312	1	511	115	1275	306	23	1719	4019
*** BREAK ***																					
16:00	89	12	20	0	121	17	505	18	1	541	28	1	34	1	64	40	383	18	5	446	1172
16:15	52	10	17	0	79	8	373	16	2	399	24	5	51	0	80	43	368	29	10	450	1008
16:30	61	3	22	0	86	10	450	25	1	486	24	2	52	1	79	47	367	25	5	444	1095
16:45	56	8	30	0	94	14	466	31	5	516	17	5	38	2	62	56	377	27	2	462	1134
Total	258	33	89	0	380	49	1794	90	9	1942	93	13	175	4	285	186	1495	99	22	1802	4409
17:00	110	9	26	0	145	6	373	28	2	409	34	3	51	1	89	54	369	29	5	457	1100
17:15	64	6	27	0	97	19	514	29	1	563	19	5	31	1	56	56	440	34	10	540	1256
17:30	101	11	30	0	142	15	405	25	3	448	24	2	40	2	68	60	342	31	9	442	1100
17:45	52	5	20	0	77	12	322	27	2	363	22	6	55	3	86	63	386	33	7	489	1015
Total	327	31	103	0	461	52	1614	109	8	1783	99	16	177	7	299	233	1537	127	31	1928	4471
Grand Total	785	83	284	1	1153	292	6115	290	19	6716	410	153	973	12	1548	633	5345	717	89	6784	16201
Apprch %	68.1	7.2	24.6	0.1		4.3	91.1	4.3	0.3		26.5	9.9	62.9	0.8		9.3	78.8	10.6	1.3		
Total %	4.8	0.5	1.8	0	7.1	1.8	37.7	1.8	0.1	41.5	2.5	0.9	6	0.1	9.6	3.9	33	4.4	0.5	41.9	
Autos	763	80	278	1	1122	284	6016										5208				15888
% Autos	97.2	96.4	97.9	100	97.3	97.3	98.4	99	100	98.4	99.3	98.7	99	100	99	99.4	97.4	98	97.8	97.7	98.1
Heavy Vehicles																					
% Heavy Vehicles	2.8	3.6	2.1	0	2.7	2.7	1.6	1	0	1.6	0.7	1.3	1	0	1	0.6	2.6	2	2.2	2.3	1.9

Traf Tech Engineering Inc.

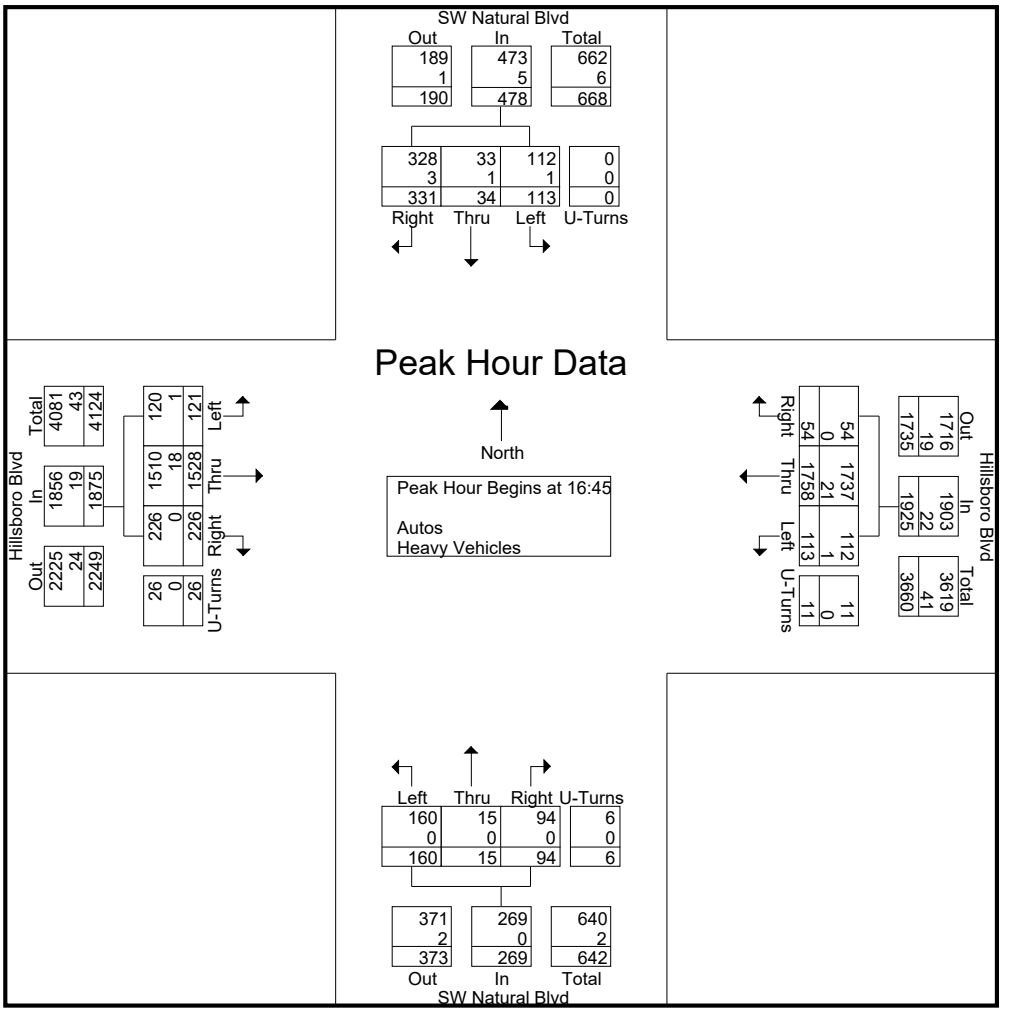
File Name : 6-Hillsboro Blvd & SW Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 6-Hillsboro Blvd & SW Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

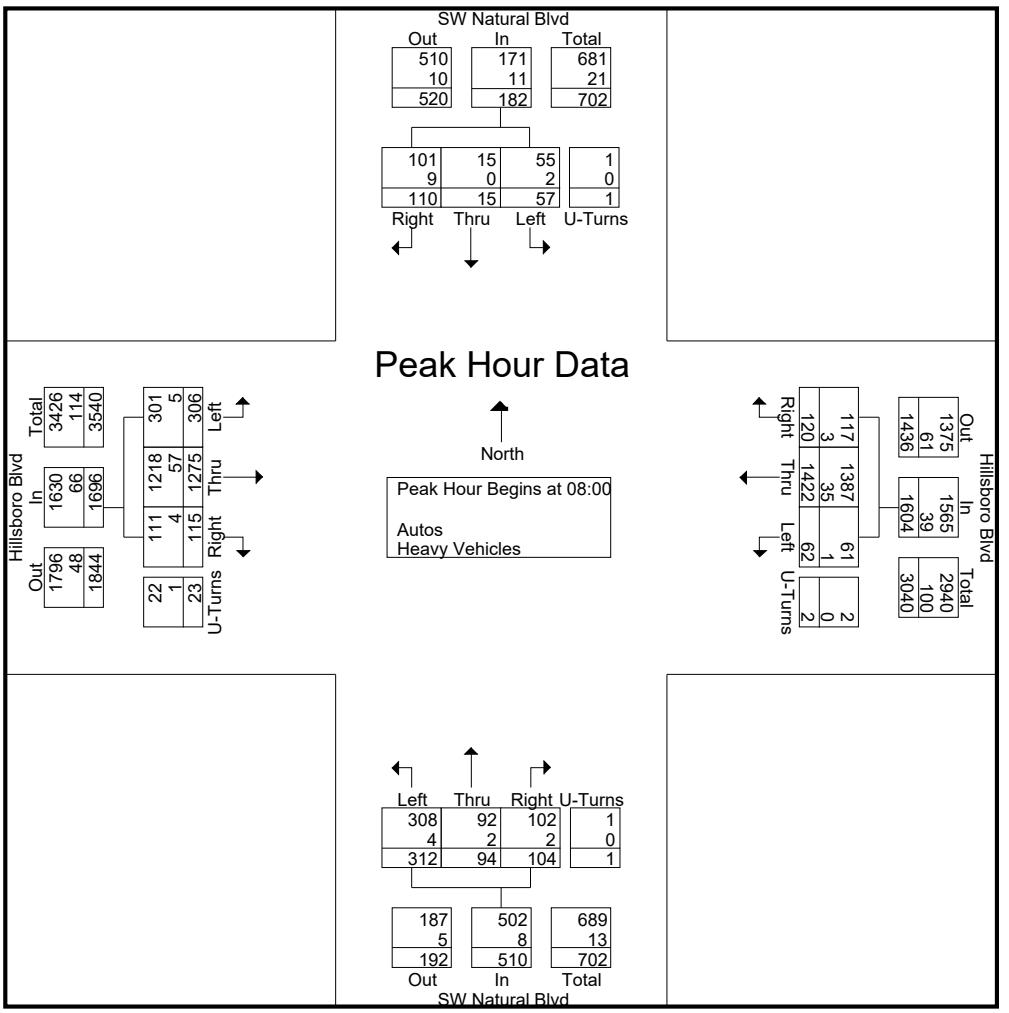
	SW Natural Blvd From North					Hillsboro Blvd From East					SW Natural Blvd From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	56	8	30	0	94	14	466	31	5	516	17	5	38	2	62	56	377	27	2	462	1134
17:00	110	9	26	0	145	6	373	28	2	409	34	3	51	1	89	54	369	29	5	457	1100
17:15	64	6	27	0	97	19	514	29	1	563	19	5	31	1	56	56	440	34	10	540	1256
17:30	101	11	30	0	142	15	405	25	3	448	24	2	40	2	68	60	342	31	9	442	1100
Total Volume	331	34	113	0	478	54	1758	113	11	1936	94	15	160	6	275	226	1528	121	26	1901	4590
% App. Total	69.2	7.1	23.6	0		2.8	90.8	5.8	0.6		34.2	5.5	58.2	2.2		11.9	80.4	6.4	1.4		
PHF	.752	.773	.942	.000	.824	.711	.855	.911	.550	.860	.691	.750	.784	.750	.772	.942	.868	.890	.650	.880	.914
Autos	328	33	112	0	473	54	1737										1510				
% Autos	99.1	97.1	99.1	0	99.0	100	98.8	99.1	100	98.9	100	100	100	100	100	100	98.8	99.2	100	99.0	99.0
Heavy Vehicles																					
% Heavy Vehicles	0.9	2.9	0.9	0	1.0	0	1.2	0.9	0	1.1	0	0	0	0	0	0	1.2	0.8	0	1.0	1.0



Traf Tech Engineering Inc.

File Name : 6-Hillsboro Blvd & SW Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

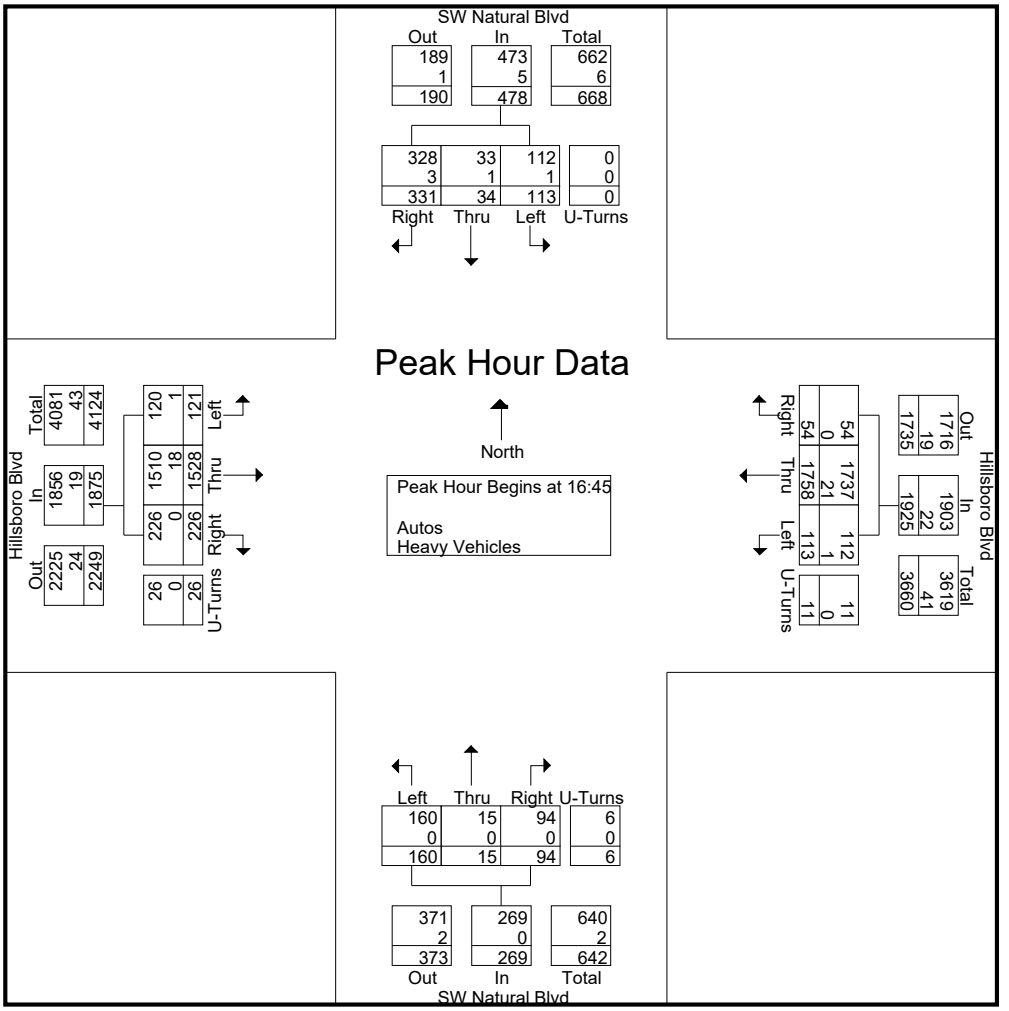
	SW Natural Blvd From North					Hillsboro Blvd From East					SW Natural Blvd From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	24	5	24	0	53	29	376	16	0	421	22	14	77	1	114	43	344	74	6	467	1055
08:15	23	2	10	0	35	20	327	13	0	360	27	20	70	0	117	28	298	63	7	396	908
08:30	27	5	13	0	45	38	383	16	1	438	27	34	84	0	145	23	300	70	4	397	1025
08:45	36	3	10	1	50	33	336	17	1	387	28	26	81	0	135	21	333	99	6	459	1031
Total Volume	110	15	57	1	183	120	1422	62	2	1606	104	94	312	1	511	115	1275	306	23	1719	4019
% App. Total	60.1	8.2	31.1	0.5		7.5	88.5	3.9	0.1		20.4	18.4	61.1	0.2		6.7	74.2	17.8	1.3		
PHF	.764	.750	.594	.250	.863	.789	.928	.912	.500	.917	.929	.691	.929	.250	.881	.669	.927	.773	.821	.920	.952
Autos	101	15	55	1	172	117	1387										1218				
% Autos	91.8	100	96.5	100	94.0	97.5	97.5	98.4	100	97.6	98.1	97.9	98.7	100	98.4	96.5	95.5	98.4	95.7	96.1	96.9
Heavy Vehicles																					
% Heavy Vehicles	8.2	0	3.5	0	6.0	2.5	2.5	1.6	0	2.4	1.9	2.1	1.3	0	1.6	3.5	4.5	1.6	4.3	3.9	3.1



Traf Tech Engineering Inc.

File Name : 6-Hillsboro Blvd & SW Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	SW Natural Blvd From North					Hillsboro Blvd From East					SW Natural Blvd From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	56	8	30	0	94	14	466	31	5	516	17	5	38	2	62	56	377	27	2	462	1134
17:00	110	9	26	0	145	6	373	28	2	409	34	3	51	1	89	54	369	29	5	457	1100
17:15	64	6	27	0	97	19	514	29	1	563	19	5	31	1	56	56	440	34	10	540	1256
17:30	101	11	30	0	142	15	405	25	3	448	24	2	40	2	68	60	342	31	9	442	1100
Total Volume	331	34	113	0	478	54	1758	113	11	1936	94	15	160	6	275	226	1528	121	26	1901	4590
% App. Total	69.2	7.1	23.6	0		2.8	90.8	5.8	0.6		34.2	5.5	58.2	2.2		11.9	80.4	6.4	1.4		
PHF	.752	.773	.942	.000	.824	.711	.855	.911	.550	.860	.691	.750	.784	.750	.772	.942	.868	.890	.650	.880	.914
Autos	328	33	112	0	473	54	1737										1510				
% Autos	99.1	97.1	99.1	0	99.0	100	98.8	99.1	100	98.9	100	100	100	100	100	100	98.8	99.2	100	99.0	99.0
Heavy Vehicles																					
% Heavy Vehicles	0.9	2.9	0.9	0	1.0	0	1.2	0.9	0	1.1	0	0	0	0	0	0	1.2	0.8	0	1.0	1.0



Traf Tech Engineering Inc.

File Name : 6-Hillsboro Blvd & SW Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	SW Natural Blvd From North				Hillsboro Blvd From East				SW Natural Blvd From South				Hillsboro Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3
07:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
07:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	1	1	0	0	1	2	0	0	0	0	0	0	0	7
08:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
*** BREAK ***																	
08:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	6
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	2	3	0	0	0	0	0	0	1	7
*** BREAK ***																	
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	3	0	0	2	2	0	0	6	7	0	0	0	0	0	0	1	21
Apprch %	60	0	0	40	25	0	0	75	100	0	0	0	0	0	0	100	
Total %	14.3	0	0	9.5	9.5	0	0	28.6	33.3	0	0	0	0	0	0	4.8	

Traf Tech Engineering Inc.

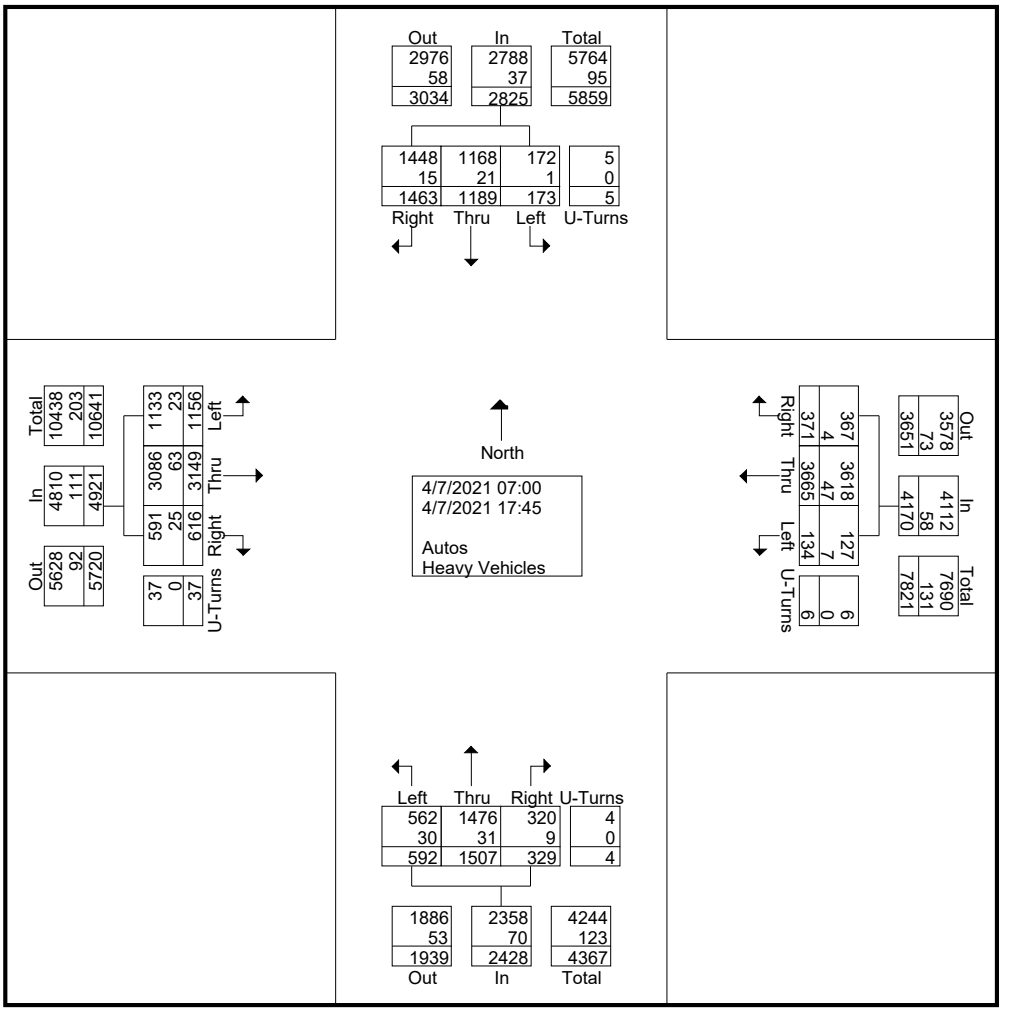
File Name : 7-Hillsboro Blvd & Dixie Hwy
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	From North					From East					From South					From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	60	26	3	0	89	14	136	3	0	153	9	58	26	0	93	18	129	41	0	188	523
07:15	62	30	5	0	97	11	145	3	0	159	20	71	33	0	124	22	125	62	0	209	589
07:30	67	22	0	0	89	20	213	2	0	235	13	82	45	0	140	23	145	81	1	250	714
07:45	102	60	6	0	168	14	187	5	0	206	25	152	49	0	226	34	179	109	0	322	922
Total	291	138	14	0	443	59	681	13	0	753	67	363	153	0	583	97	578	293	1	969	2748
08:00	87	39	7	0	133	21	213	2	0	236	14	121	39	0	174	32	190	82	0	304	847
08:15	80	42	7	0	129	22	229	8	1	260	22	108	45	0	175	33	201	77	3	314	878
08:30	77	55	7	0	139	17	193	2	0	212	20	165	47	0	232	24	163	65	1	253	836
08:45	81	39	11	0	131	36	219	8	0	263	16	149	40	0	205	26	204	78	1	309	908
Total	325	175	32	0	532	96	854	20	1	971	72	543	171	0	786	115	758	302	5	1180	3469
*** BREAK ***																					
16:00	88	101	12	2	203	27	280	17	1	325	21	71	30	0	122	45	190	62	2	299	949
16:15	86	84	14	0	184	26	298	13	2	339	25	69	30	1	125	55	231	83	3	372	1020
16:30	108	103	16	0	227	17	258	9	0	284	31	77	33	0	141	58	188	71	5	322	974
16:45	116	99	21	0	236	24	304	12	1	341	16	62	38	0	116	41	241	47	4	333	1026
Total	398	387	63	2	850	94	1140	51	4	1289	93	279	131	1	504	199	850	263	14	1326	3969
17:00	124	120	13	1	258	36	270	6	0	312	27	82	28	1	138	56	258	82	2	398	1106
17:15	135	144	14	0	293	34	249	12	0	295	22	81	36	1	140	50	217	73	6	346	1074
17:30	92	111	20	1	224	23	270	22	1	316	26	77	32	0	135	43	252	67	4	366	1041
17:45	98	114	17	1	230	29	201	10	0	240	22	82	41	1	146	56	236	76	5	373	989
Total	449	489	64	3	1005	122	990	50	1	1163	97	322	137	3	559	205	963	298	17	1483	4210
Grand Total	1463	1189	173	5	2830	371	3665	134	6	4176	329	1507	592	4	2432	616	3149	1156	37	4958	14396
Apprch %	51.7	42	6.1	0.2		8.9	87.8	3.2	0.1		13.5	62	24.3	0.2		12.4	63.5	23.3	0.7		
Total %	10.2	8.3	1.2	0	19.7	2.6	25.5	0.9	0	29	2.3	10.5	4.1	0	16.9	4.3	21.9	8	0.3	34.4	
Autos	1448	1168					3618					1476					3086	1133			14120
% Autos	99	98.2	99.4	100	98.7	98.9	98.7	94.8	100	98.6	97.3	97.9	94.9	100	97.1	95.9	98	98	100	97.8	98.1
Heavy Vehicles																					
% Heavy Vehicles	1	1.8	0.6	0	1.3	1.1	1.3	5.2	0	1.4	2.7	2.1	5.1	0	2.9	4.1	2	2	0	2.2	1.9

Traf Tech Engineering Inc.

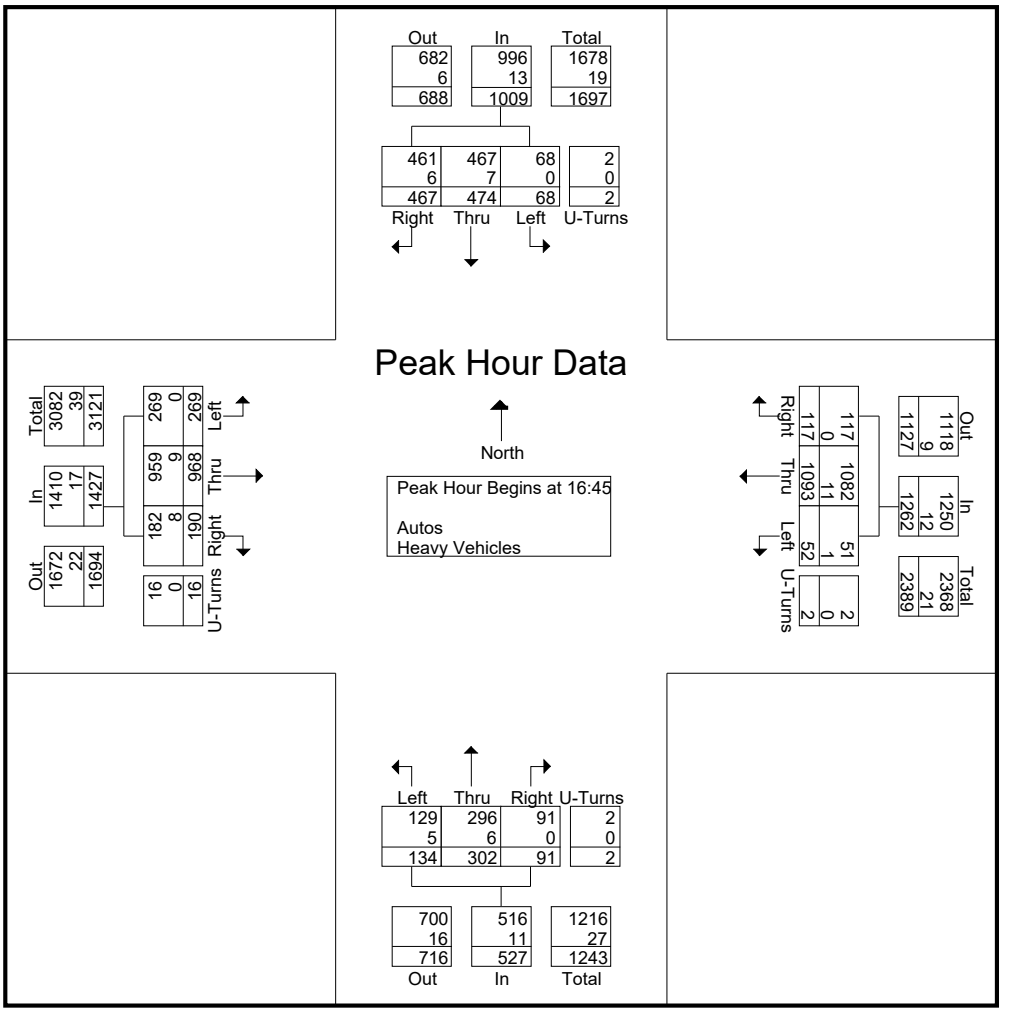
File Name : 7-Hillsboro Blvd & Dixie Hwy
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 7-Hillsboro Blvd & Dixie Hwy
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

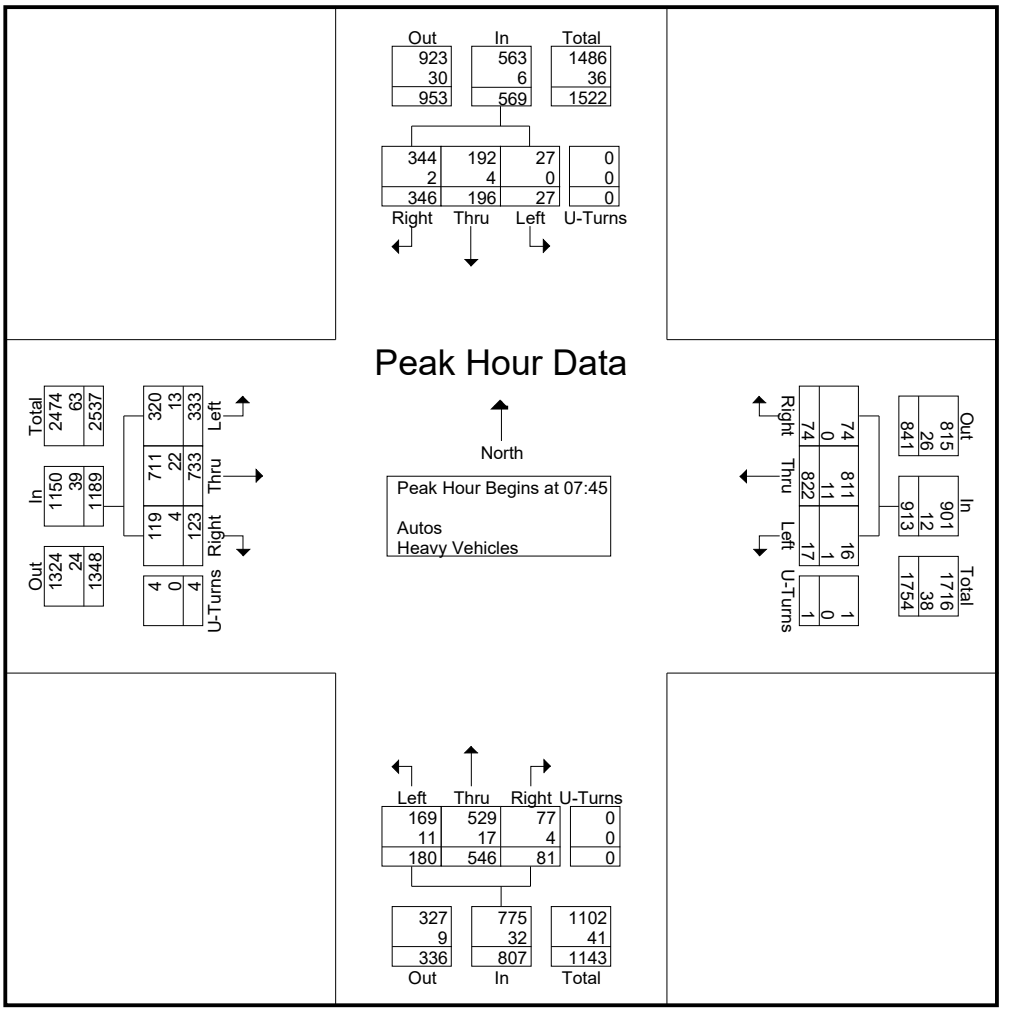
	From North					From East					From South					From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	116	99	21	0	236	24	304	12	1	341	16	62	38	0	116	41	241	47	4	333	1026
17:00	124	120	13	1	258	36	270	6	0	312	27	82	28	1	138	56	258	82	2	398	1106
17:15	135	144	14	0	293	34	249	12	0	295	22	81	36	1	140	50	217	73	6	346	1074
17:30	92	111	20	1	224	23	270	22	1	316	26	77	32	0	135	43	252	67	4	366	1041
Total Volume	467	474	68	2	1011	117	1093	52	2	1264	91	302	134	2	529	190	968	269	16	1443	4247
% App. Total	46.2	46.9	6.7	0.2		9.3	86.5	4.1	0.2		17.2	57.1	25.3	0.4		13.2	67.1	18.6	1.1		
PHF	.865	.823	.810	.500	.863	.813	.899	.591	.500	.927	.843	.921	.882	.500	.945	.848	.938	.820	.667	.906	.960
Autos	461	467	68	2	998	117	1082														
% Autos	98.7	98.5	100	100	98.7	100	99.0	98.1	100	99.1	100	98.0	96.3	100	97.9	95.8	99.1	100	100	98.8	98.8
Heavy Vehicles																					
% Heavy Vehicles	1.3	1.5	0	0	1.3	0	1.0	1.9	0	0.9	0	2.0	3.7	0	2.1	4.2	0.9	0	0	1.2	1.2



Traf Tech Engineering Inc.

File Name : 7-Hillsboro Blvd & Dixie Hwy
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

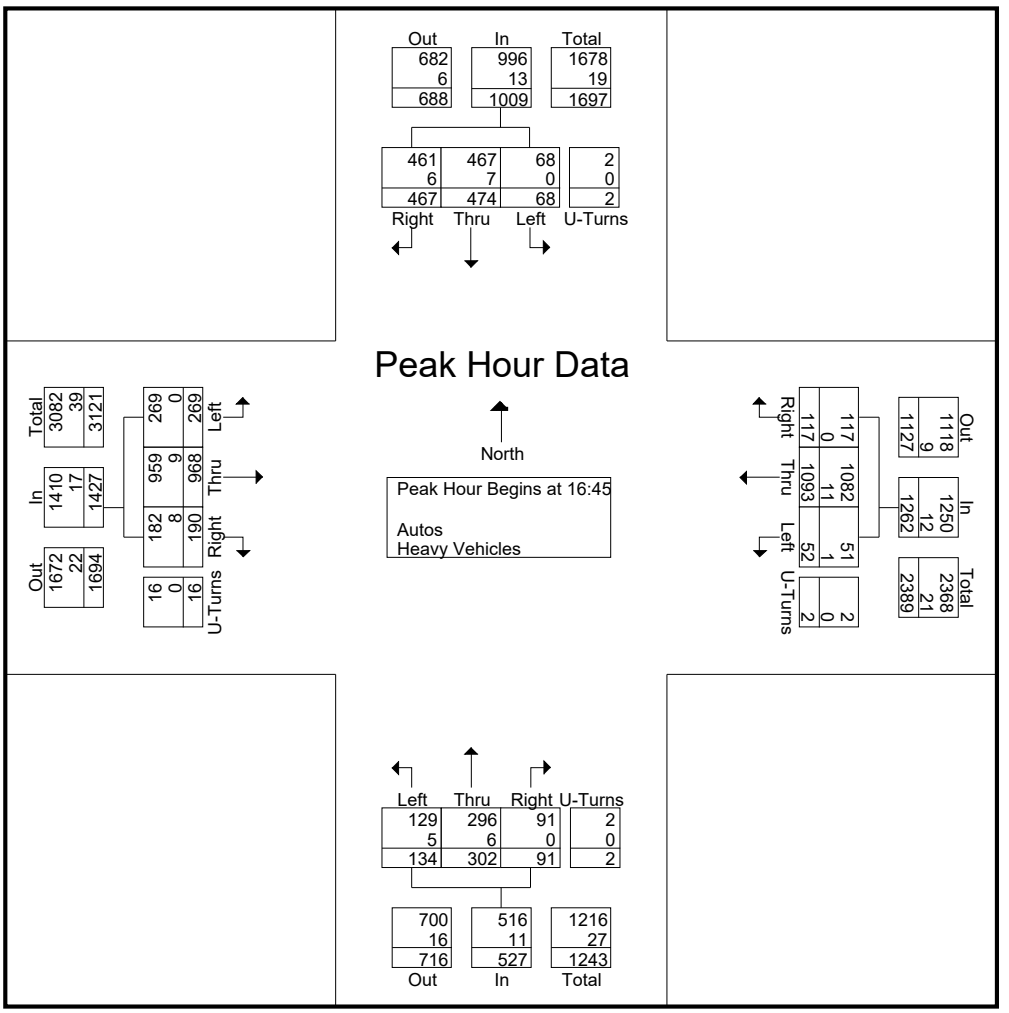
	From North					From East					From South					From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	102	60	6	0	168	14	187	5	0	206	25	152	49	0	226	34	179	109	0	322	922
08:00	87	39	7	0	133	21	213	2	0	236	14	121	39	0	174	32	190	82	0	304	847
08:15	80	42	7	0	129	22	229	8	1	260	22	108	45	0	175	33	201	77	3	314	878
08:30	77	55	7	0	139	17	193	2	0	212	20	165	47	0	232	24	163	65	1	253	836
Total Volume	346	196	27	0	569	74	822	17	1	914	81	546	180	0	807	123	733	333	4	1193	3483
% App. Total	60.8	34.4	4.7	0		8.1	89.9	1.9	0.1		10	67.7	22.3	0		10.3	61.4	27.9	0.3		
PHF	.848	.817	.964	.000	.847	.841	.897	.531	.250	.879	.810	.827	.918	.000	.870	.904	.912	.764	.333	.926	.944
Autos	344	192	27	0	563	74	811	16	1	902	77	529	169	0	775	119	711	320	4	1154	3394
% Autos	99.4	98.0	100	0	98.9	100	98.7	94.1	100	98.7	95.1	96.9	93.9	0	96.0	96.7	97.0	96.1	100	96.7	97.4
Heavy Vehicles																					
% Heavy Vehicles	0.6	2.0	0	0	1.1	0	1.3	5.9	0	1.3	4.9	3.1	6.1	0	4.0	3.3	3.0	3.9	0	3.3	2.6



Traf Tech Engineering Inc.

File Name : 7-Hillsboro Blvd & Dixie Hwy
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	From North					From East					From South					From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	116	99	21	0	236	24	304	12	1	341	16	62	38	0	116	41	241	47	4	333	1026
17:00	124	120	13	1	258	36	270	6	0	312	27	82	28	1	138	56	258	82	2	398	1106
17:15	135	144	14	0	293	34	249	12	0	295	22	81	36	1	140	50	217	73	6	346	1074
17:30	92	111	20	1	224	23	270	22	1	316	26	77	32	0	135	43	252	67	4	366	1041
Total Volume	467	474	68	2	1011	117	1093	52	2	1264	91	302	134	2	529	190	968	269	16	1443	4247
% App. Total	46.2	46.9	6.7	0.2		9.3	86.5	4.1	0.2		17.2	57.1	25.3	0.4		13.2	67.1	18.6	1.1		
PHF	.865	.823	.810	.500	.863	.813	.899	.591	.500	.927	.843	.921	.882	.500	.945	.848	.938	.820	.667	.906	.960
Autos	461	467	68	2	998	117	1082														
% Autos	98.7	98.5	100	100	98.7	100	99.0	98.1	100	99.1	100	98.0	96.3	100	97.9	95.8	99.1	100	100	98.8	98.8
Heavy Vehicles																					
% Heavy Vehicles	1.3	1.5	0	0	1.3	0	1.0	1.9	0	0.9	0	2.0	3.7	0	2.1	4.2	0.9	0	0	1.2	1.2



Traf Tech Engineering Inc.

File Name : 7-Hillsboro Blvd & Dixie Hwy
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	From North				From East				From South				From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
*** BREAK ***																	
07:45	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
*** BREAK ***																	
08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
*** BREAK ***																	
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	5
*** BREAK ***																	
17:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
Grand Total	7	0	0	1	1	0	0	1	2	0	0	0	1	0	0	2	15
Apprch %	87.5	0	0	12.5	50	0	0	50	100	0	0	0	33.3	0	0	66.7	
Total %	46.7	0	0	6.7	6.7	0	0	6.7	13.3	0	0	0	6.7	0	0	13.3	

Traf Tech Engineering Inc.

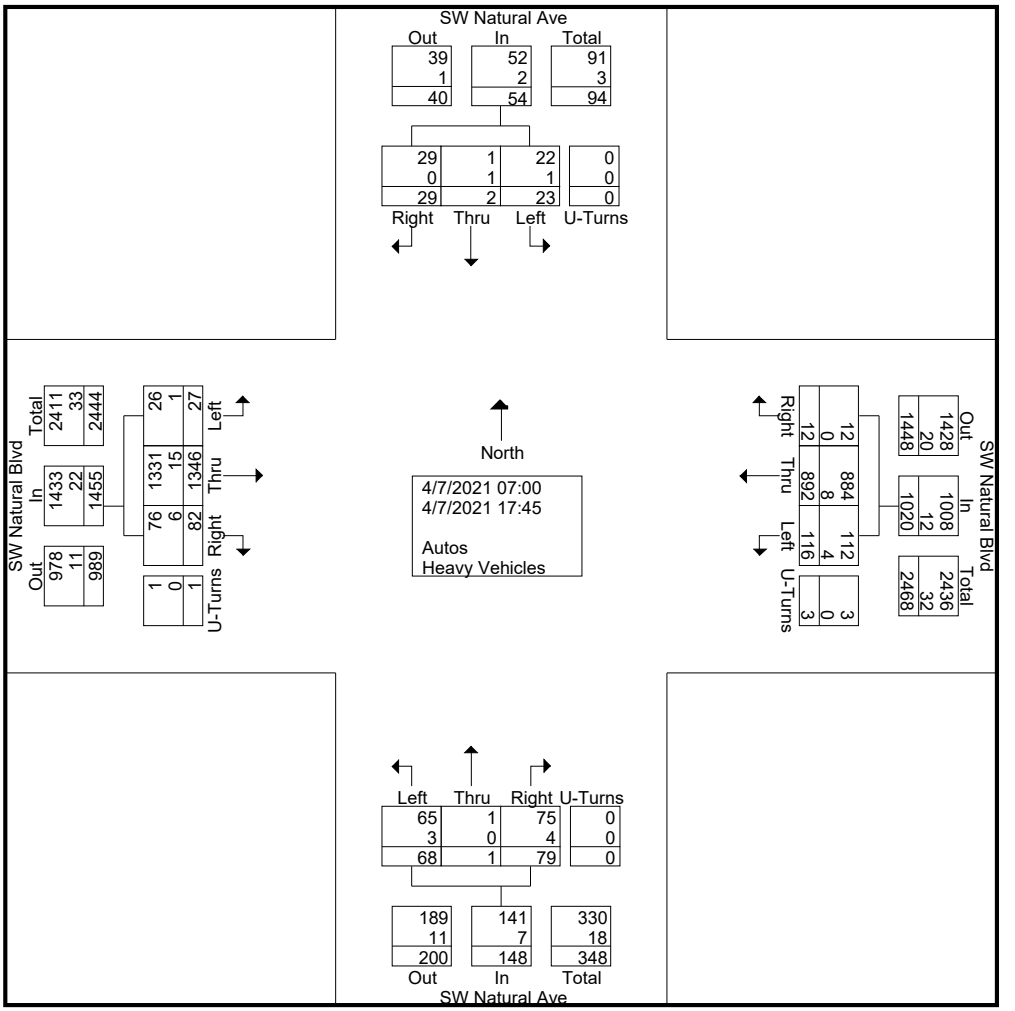
File Name : 8-Natural Blvd & SW Natural Ave
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SW Natural Ave From North					SW Natural Blvd From East					SW Natural Ave From South					SW Natural Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	0	0	0	1	2	24	7	0	33	3	0	2	0	5	1	74	1	0	76	115
07:15	1	1	1	0	3	1	28	7	0	36	2	0	4	0	6	4	85	1	0	90	135
07:30	1	0	2	0	3	1	25	6	2	34	6	1	3	0	10	3	133	3	0	139	186
07:45	1	0	2	0	3	0	33	7	0	40	5	0	1	0	6	3	151	3	0	157	206
Total	4	1	5	0	10	4	110	27	2	143	16	1	10	0	27	11	443	8	0	462	642
08:00	2	0	1	0	3	1	45	9	0	55	2	0	3	0	5	11	85	1	0	97	160
08:15	1	0	0	0	1	0	41	12	0	53	6	0	4	0	10	9	133	0	0	142	206
08:30	1	0	0	0	1	0	35	8	0	43	5	0	3	0	8	12	134	1	0	147	199
08:45	2	0	1	0	3	0	31	11	0	42	2	0	5	0	7	7	164	7	0	178	230
Total	6	0	2	0	8	1	152	40	0	193	15	0	15	0	30	39	516	9	0	564	795
*** BREAK ***																					
16:00	0	0	2	0	2	0	62	9	0	71	10	0	2	0	12	4	40	3	1	48	133
16:15	3	0	5	0	8	1	58	9	0	68	7	0	6	0	13	0	47	1	0	48	137
16:30	2	0	2	0	4	0	68	3	0	71	6	0	4	0	10	0	46	4	0	50	135
16:45	2	0	1	0	3	3	86	8	0	97	4	0	4	0	8	8	49	0	0	57	165
Total	7	0	10	0	17	4	274	29	0	307	27	0	16	0	43	12	182	8	1	203	570
17:00	2	0	1	0	3	1	91	5	1	98	11	0	12	0	23	3	50	0	0	53	177
17:15	7	1	2	0	10	0	88	5	0	93	3	0	4	0	7	7	44	1	0	52	162
17:30	2	0	2	0	4	1	95	5	0	101	4	0	7	0	11	4	48	1	0	53	169
17:45	1	0	1	0	2	1	82	5	0	88	3	0	4	0	7	6	63	0	0	69	166
Total	12	1	6	0	19	3	356	20	1	380	21	0	27	0	48	20	205	2	0	227	674
Grand Total	29	2	23	0	54	12	892	116	3	1023	79	1	68	0	148	82	1346	27	1	1456	2681
Apprch %	53.7	3.7	42.6	0		1.2	87.2	11.3	0.3		53.4	0.7	45.9	0		5.6	92.4	1.9	0.1		
Total %	1.1	0.1	0.9	0	2	0.4	33.3	4.3	0.1	38.2	2.9	0	2.5	0	5.5	3.1	50.2	1	0	54.3	
Autos	29	1	22	0	52	12	884	112	3	1011	75	1	65	0	141	76	1331				
% Autos	100	50	95.7	0	96.3	100	99.1	96.6	100	98.8	94.9	100	95.6	0	95.3	92.7	98.9	96.3	100	98.5	98.4
Heavy Vehicles																					
% Heavy Vehicles	0	50	4.3	0	3.7	0	0.9	3.4	0	1.2	5.1	0	4.4	0	4.7	7.3	1.1	3.7	0	1.5	1.6

Traf Tech Engineering Inc.

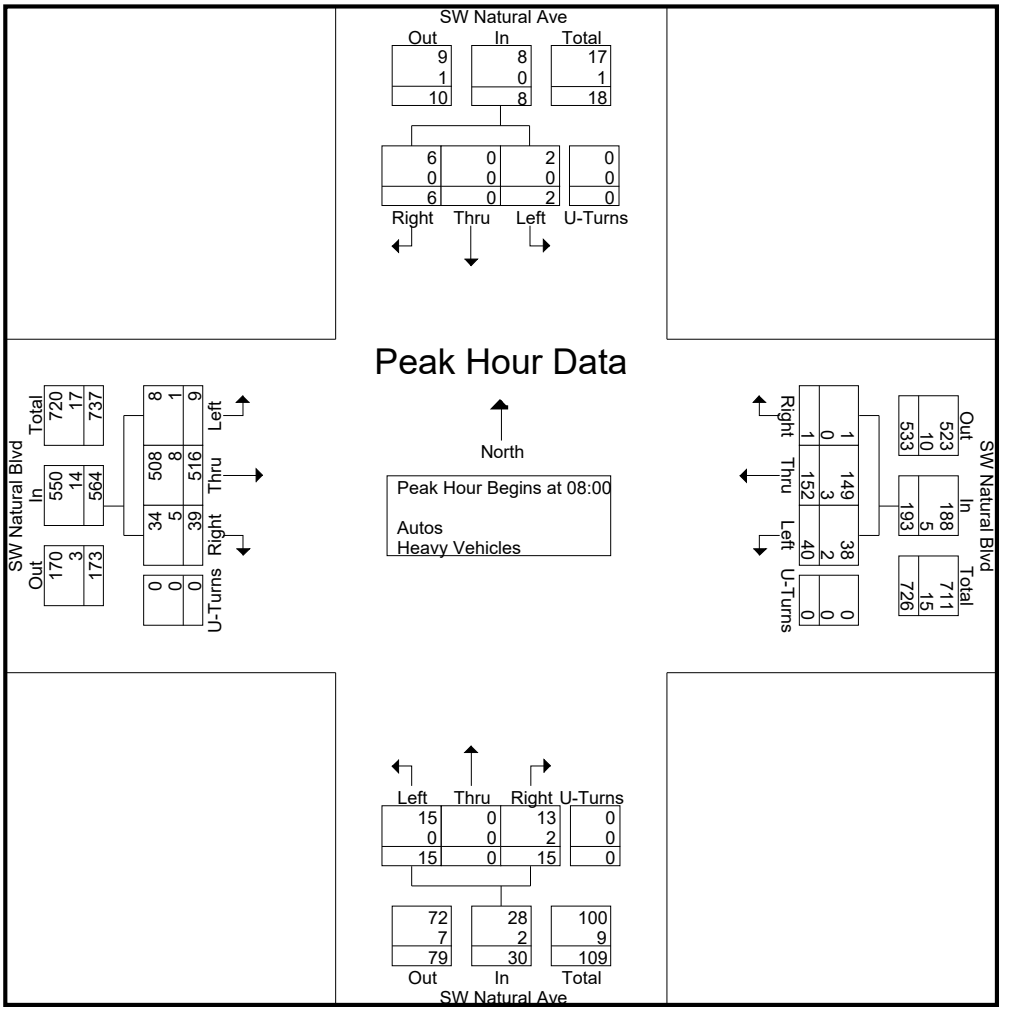
File Name : 8-Natural Blvd & SW Natural Ave
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 8-Natural Blvd & SW Natural Ave
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

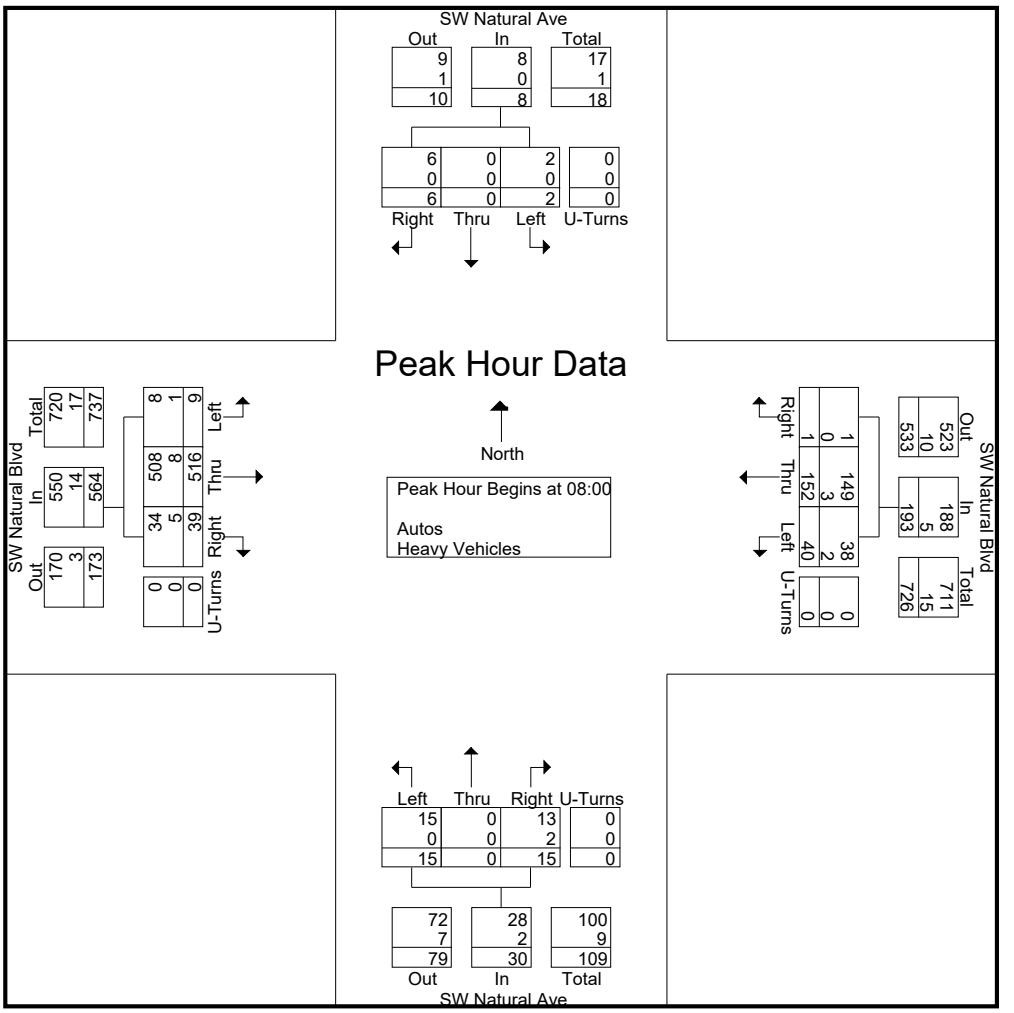
	SW Natural Ave From North					SW Natural Blvd From East					SW Natural Ave From South					SW Natural Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	2	0	1	0	3	1	45	9	0	55	2	0	3	0	5	11	85	1	0	97	160
08:15	1	0	0	0	1	0	41	12	0	53	6	0	4	0	10	9	133	0	0	142	206
08:30	1	0	0	0	1	0	35	8	0	43	5	0	3	0	8	12	134	1	0	147	199
08:45	2	0	1	0	3	0	31	11	0	42	2	0	5	0	7	7	164	7	0	178	230
Total Volume	6	0	2	0	8	1	152	40	0	193	15	0	15	0	30	39	516	9	0	564	795
% App. Total	75	0	25	0		0.5	78.8	20.7	0		50	0	50	0		6.9	91.5	1.6	0		
PHF	.750	.000	.500	.000	.667	.250	.844	.833	.000	.877	.625	.000	.750	.000	.750	.813	.787	.321	.000	.792	.864
Autos	6	0	2	0	8	1	149	38	0	188	13	0	15	0	28	34	508	8	0	550	774
% Autos	100	0	100	0	100	100	98.0	95.0	0	97.4	86.7	0	100	0	93.3	87.2	98.4	88.9	0	97.5	97.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.0	5.0	0	2.6	13.3	0	0	0	6.7	12.8	1.6	11.1	0	2.5	2.6



Traf Tech Engineering Inc.

File Name : 8-Natural Blvd & SW Natural Ave
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

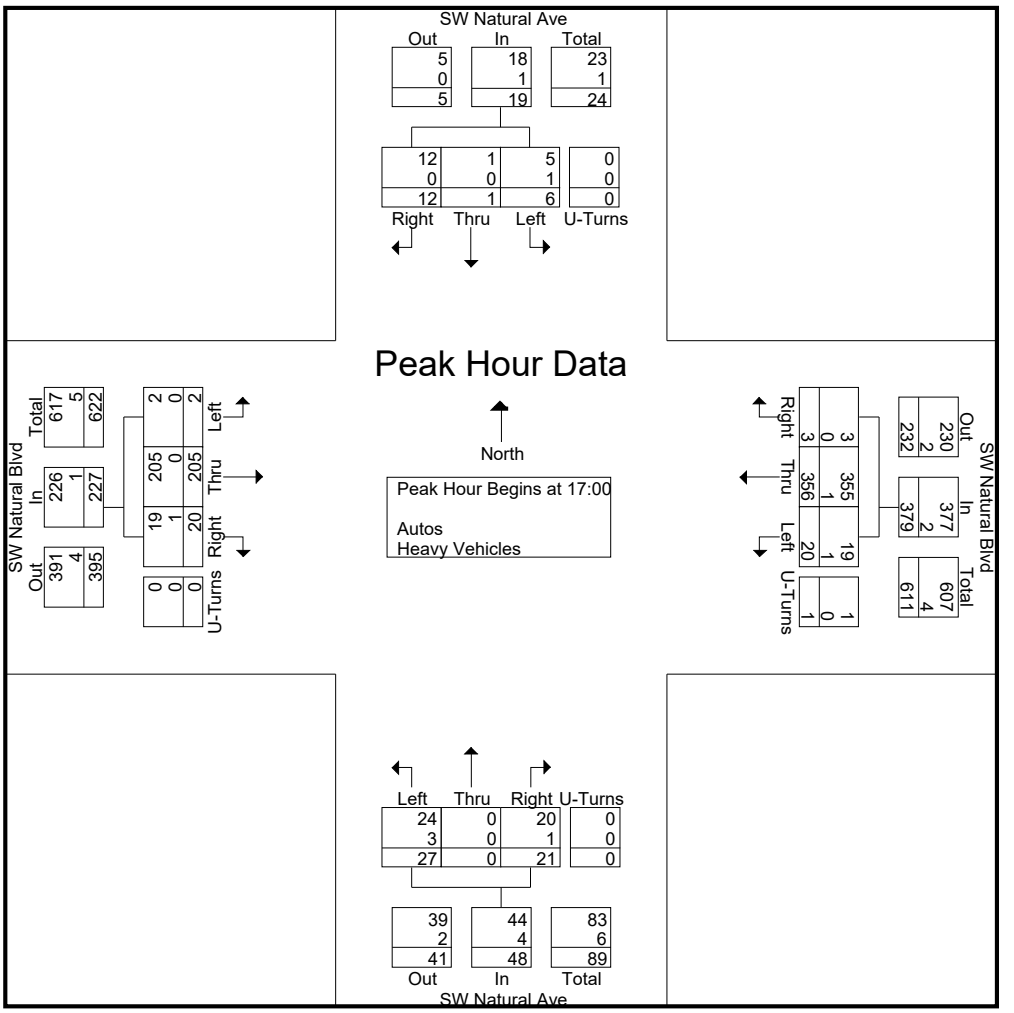
	SW Natural Ave From North					SW Natural Blvd From East					SW Natural Ave From South					SW Natural Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	2	0	1	0	3	1	45	9	0	55	2	0	3	0	5	11	85	1	0	97	160
08:15	1	0	0	0	1	0	41	12	0	53	6	0	4	0	10	9	133	0	0	142	206
08:30	1	0	0	0	1	0	35	8	0	43	5	0	3	0	8	12	134	1	0	147	199
08:45	2	0	1	0	3	0	31	11	0	42	2	0	5	0	7	7	164	7	0	178	230
Total Volume	6	0	2	0	8	1	152	40	0	193	15	0	15	0	30	39	516	9	0	564	795
% App. Total	75	0	25	0		0.5	78.8	20.7	0		50	0	50	0		6.9	91.5	1.6	0		
PHF	.750	.000	.500	.000	.667	.250	.844	.833	.000	.877	.625	.000	.750	.000	.750	.813	.787	.321	.000	.792	.864
Autos	6	0	2	0	8	1	149	38	0	188	13	0	15	0	28	34	508	8	0	550	774
% Autos	100	0	100	0	100	100	98.0	95.0	0	97.4	86.7	0	100	0	93.3	87.2	98.4	88.9	0	97.5	97.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.0	5.0	0	2.6	13.3	0	0	0	6.7	12.8	1.6	11.1	0	2.5	2.6



Traf Tech Engineering Inc.

File Name : 8-Natural Blvd & SW Natural Ave
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	SW Natural Ave From North					SW Natural Blvd From East					SW Natural Ave From South					SW Natural Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	2	0	1	0	3	1	91	5	1	98	11	0	12	0	23	3	50	0	0	53	177
17:15	7	1	2	0	10	0	88	5	0	93	3	0	4	0	7	7	44	1	0	52	162
17:30	2	0	2	0	4	1	95	5	0	101	4	0	7	0	11	4	48	1	0	53	169
17:45	1	0	1	0	2	1	82	5	0	88	3	0	4	0	7	6	63	0	0	69	166
Total Volume	12	1	6	0	19	3	356	20	1	380	21	0	27	0	48	20	205	2	0	227	674
% App. Total	63.2	5.3	31.6	0		0.8	93.7	5.3	0.3		43.8	0	56.2	0		8.8	90.3	0.9	0		
PHF	.429	.250	.750	.000	.475	.750	.937	1.00	.250	.941	.477	.000	.563	.000	.522	.714	.813	.500	.000	.822	.952
Autos	12	1	5	0	18	3	355	19	1	378	20	0	24	0	44	19	205	2	0	226	666
% Autos	100	100	83.3	0	94.7	100	99.7	95.0	100	99.5	95.2	0	88.9	0	91.7	95.0	100	100	0	99.6	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	16.7	0	5.3	0	0.3	5.0	0	0.5	4.8	0	11.1	0	8.3	5.0	0	0	0	0.4	1.2



Traf Tech Engineering Inc.

File Name : 8-Natural Blvd & SW Natural Ave
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	SW Natural Ave From North				SW Natural Blvd From East				SW Natural Ave From South				SW Natural Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
*** BREAK ***																	
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	

Traf Tech Engineering Inc.

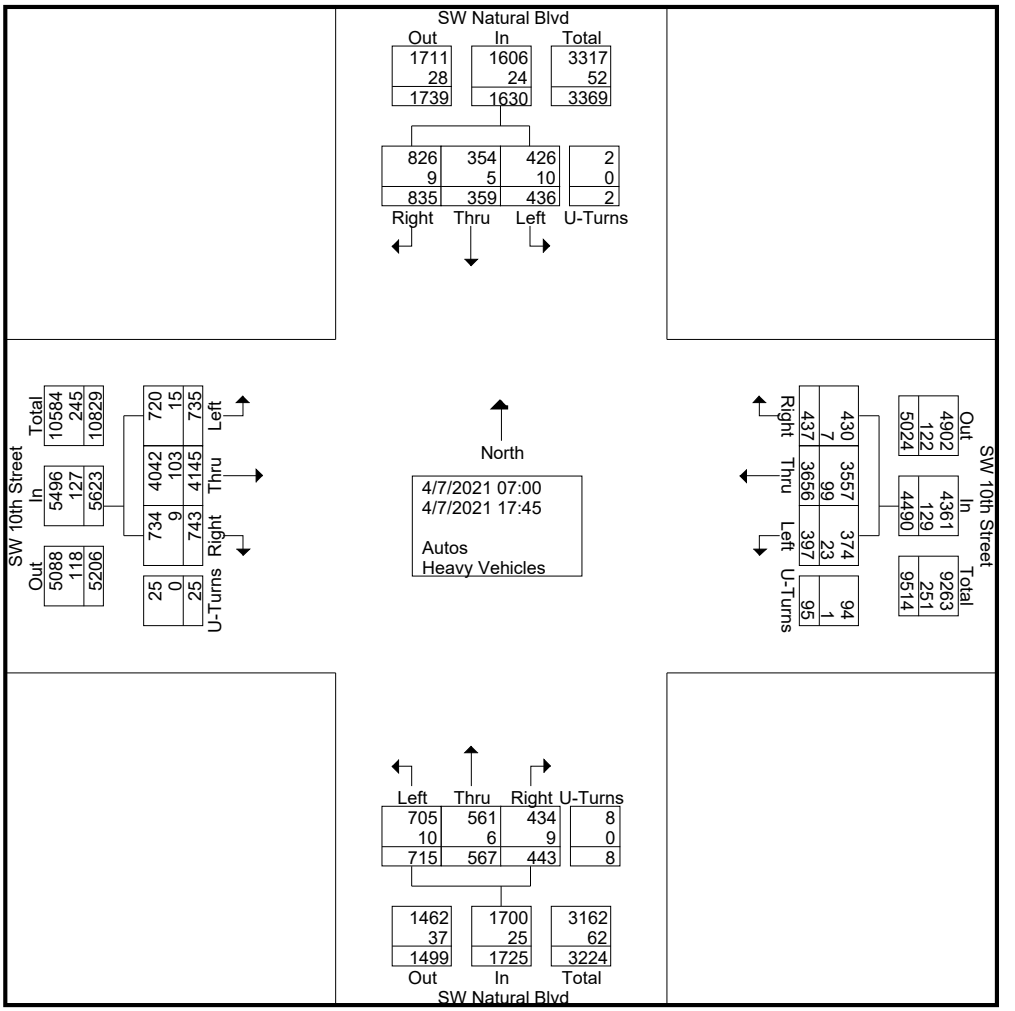
File Name : 9-SW 10th St & Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SW Natural Blvd From North					SW 10th Street From East					SW Natural Blvd From South					SW 10th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	67	19	17	0	103	14	188	15	2	219	24	14	43	1	82	52	192	15	1	260	664
07:15	59	17	23	0	99	21	237	19	11	288	27	23	51	0	101	63	205	22	1	291	779
07:30	95	26	27	0	148	29	293	28	6	356	39	37	53	1	130	52	221	23	1	297	931
07:45	48	12	25	1	86	18	219	23	4	264	19	50	56	0	125	45	250	33	0	328	803
Total	269	74	92	1	436	82	937	85	23	1127	109	124	203	2	438	212	868	93	3	1176	3177
08:00	64	18	30	0	112	19	218	9	4	250	34	45	62	0	141	33	240	35	0	308	811
08:15	58	18	23	1	100	23	241	19	5	288	34	38	48	0	120	28	257	50	1	336	844
08:30	54	13	28	0	95	18	228	19	4	269	25	45	36	0	106	22	295	73	1	391	861
08:45	45	7	31	0	83	22	193	11	8	234	24	72	46	0	142	23	241	49	2	315	774
Total	221	56	112	1	390	82	880	58	21	1041	117	200	192	0	509	106	1033	207	4	1350	3290
*** BREAK ***																					
16:00	38	25	18	0	81	26	253	30	4	313	26	26	36	0	88	39	265	49	1	354	836
16:15	44	21	32	0	97	32	214	25	9	280	21	32	55	2	110	37	274	49	2	362	849
16:30	29	30	21	0	80	26	247	23	5	301	24	29	32	1	86	52	257	48	2	359	826
16:45	43	32	25	0	100	38	194	35	7	274	25	26	44	1	96	47	272	52	0	371	841
Total	154	108	96	0	358	122	908	113	25	1168	96	113	167	4	380	175	1068	198	5	1446	3352
17:00	52	28	29	0	109	36	249	32	4	321	33	34	34	1	102	55	291	51	4	401	933
17:15	42	27	36	0	105	25	252	37	6	320	30	21	30	0	81	72	318	64	2	456	962
17:30	43	30	43	0	116	43	215	43	8	309	30	36	55	1	122	59	272	65	3	399	946
17:45	54	36	28	0	118	47	215	29	8	299	28	39	34	0	101	64	295	57	4	420	938
Total	191	121	136	0	448	151	931	141	26	1249	121	130	153	2	406	250	1176	237	13	1676	3779
Grand Total	835	359	436	2	1632	437	3656	397	95	4585	443	567	715	8	1733	743	4145	735	25	5648	13598
Apprch %	51.2	22	26.7	0.1		9.5	79.7	8.7	2.1		25.6	32.7	41.3	0.5		13.2	73.4	13	0.4		
Total %	6.1	2.6	3.2	0	12	3.2	26.9	2.9	0.7	33.7	3.3	4.2	5.3	0.1	12.7	5.5	30.5	5.4	0.2	41.5	
Autos	826	354	426	2	1608	430	3557										4042				13292
% Autos	98.9	98.6	97.7	100	98.5	98.4	97.3	94.2	98.9	97.2	98	98.9	98.6	100	98.6	98.8	97.5	98	100	97.8	97.7
Heavy Vehicles																					
% Heavy Vehicles	1.1	1.4	2.3	0	1.5	1.6	2.7	5.8	1.1	2.8	2	1.1	1.4	0	1.4	1.2	2.5	2	0	2.2	2.3

Traf Tech Engineering Inc.

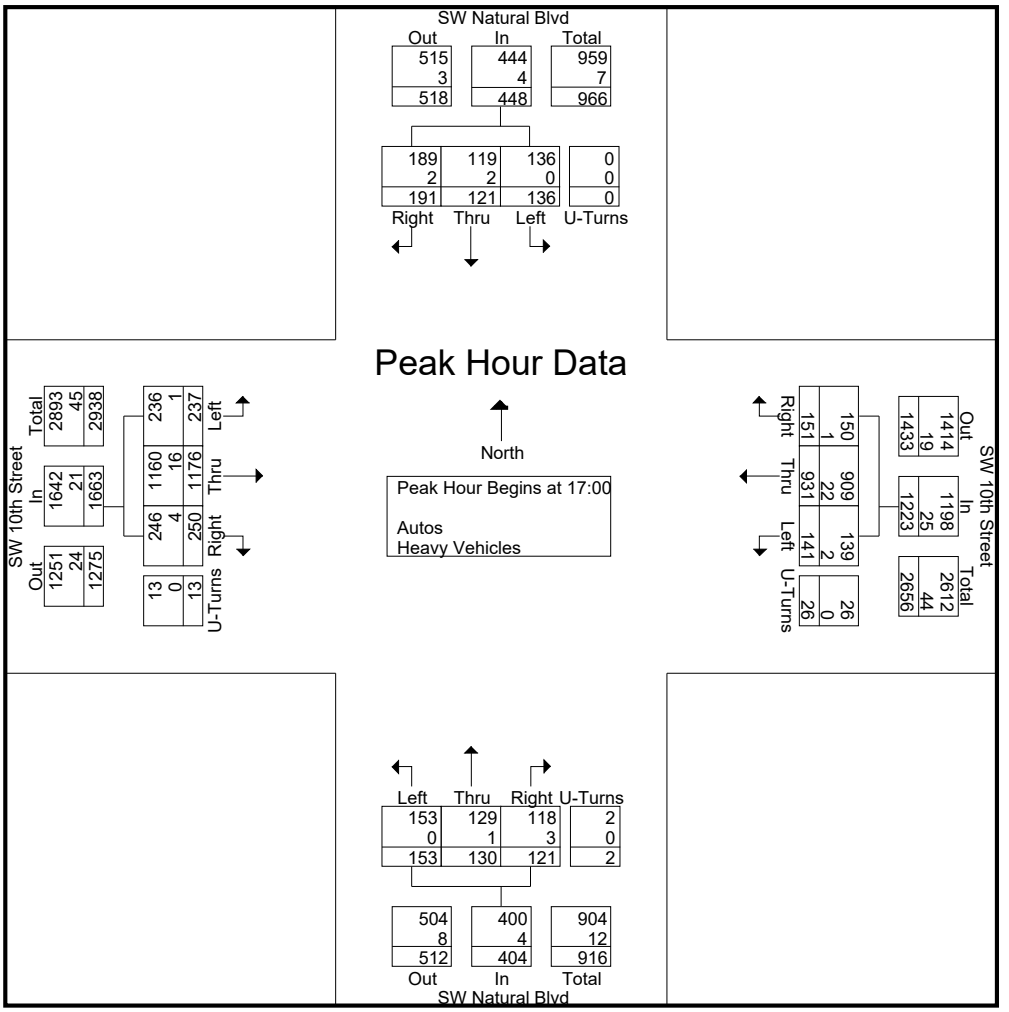
File Name : 9-SW 10th St & Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 9-SW 10th St & Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

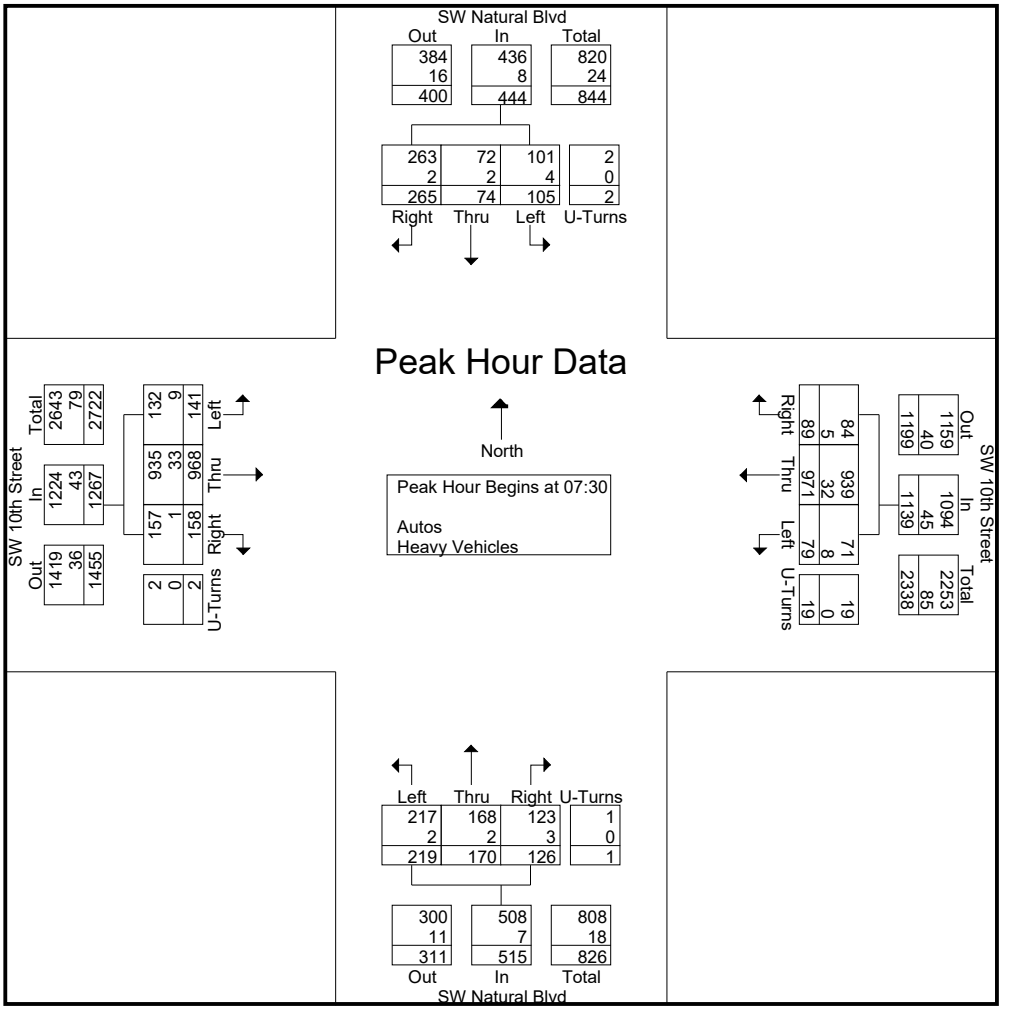
	SW Natural Blvd From North					SW 10th Street From East					SW Natural Blvd From South					SW 10th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	52	28	29	0	109	36	249	32	4	321	33	34	34	1	102	55	291	51	4	401	933
17:15	42	27	36	0	105	25	252	37	6	320	30	21	30	0	81	72	318	64	2	456	962
17:30	43	30	43	0	116	43	215	43	8	309	30	36	55	1	122	59	272	65	3	399	946
17:45	54	36	28	0	118	47	215	29	8	299	28	39	34	0	101	64	295	57	4	420	938
Total Volume	191	121	136	0	448	151	931	141	26	1249	121	130	153	2	406	250	1176	237	13	1676	3779
% App. Total	42.6	27	30.4	0		12.1	74.5	11.3	2.1		29.8	32	37.7	0.5		14.9	70.2	14.1	0.8		
PHF	.884	.840	.791	.000	.949	.803	.924	.820	.813	.973	.917	.833	.695	.500	.832	.868	.925	.912	.813	.919	.982
Autos	189	119	136	0	444	150	909	139	26	1224	118	129	153	2	402	246	1160				
% Autos	99.0	98.3	100	0	99.1	99.3	97.6	98.6	100	98.0	97.5	99.2	100	100	99.0	98.4	98.6	99.6	100	98.7	98.6
Heavy Vehicles																					
% Heavy Vehicles	1.0	1.7	0	0	0.9	0.7	2.4	1.4	0	2.0	2.5	0.8	0	0	1.0	1.6	1.4	0.4	0	1.3	1.4



Traf Tech Engineering Inc.

File Name : 9-SW 10th St & Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

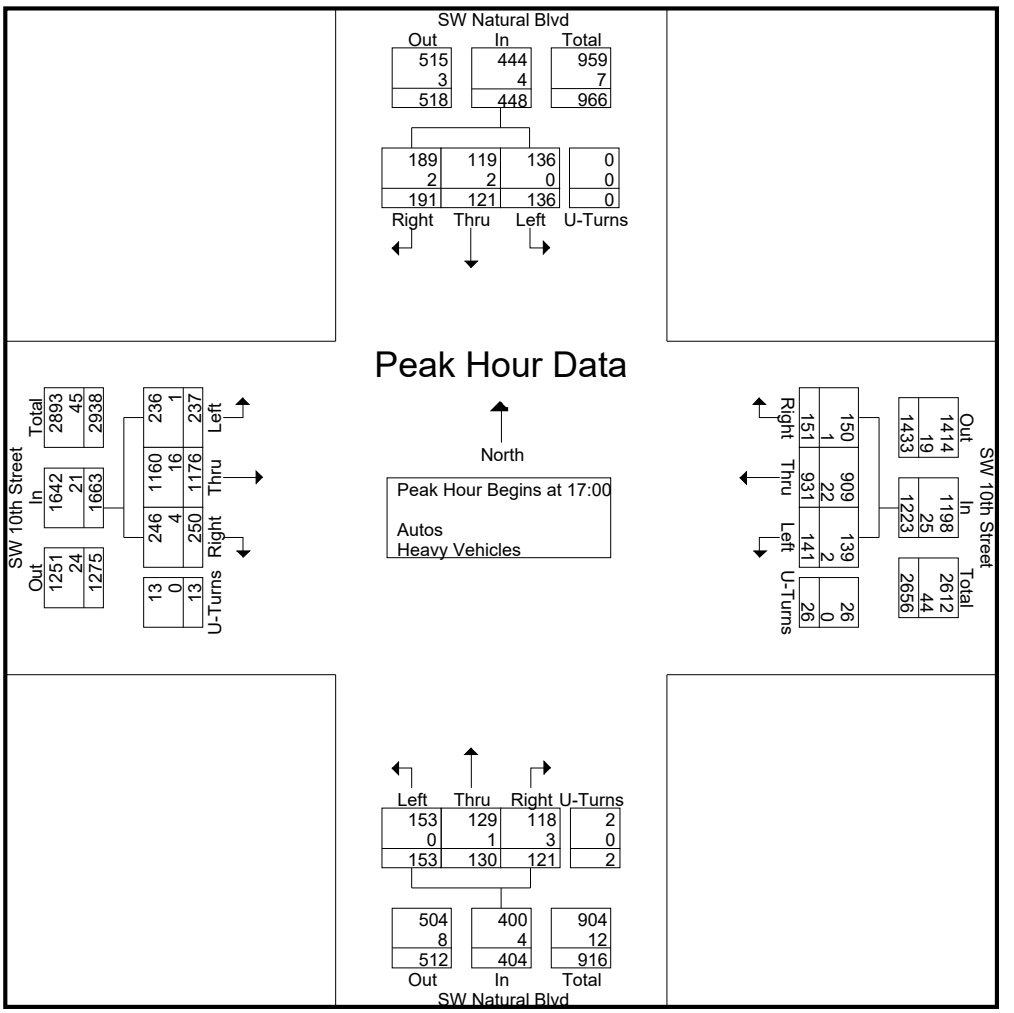
	SW Natural Blvd From North					SW 10th Street From East					SW Natural Blvd From South					SW 10th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	95	26	27	0	148	29	293	28	6	356	39	37	53	1	130	52	221	23	1	297	931
07:45	48	12	25	1	86	18	219	23	4	264	19	50	56	0	125	45	250	33	0	328	803
08:00	64	18	30	0	112	19	218	9	4	250	34	45	62	0	141	33	240	35	0	308	811
08:15	58	18	23	1	100	23	241	19	5	288	34	38	48	0	120	28	257	50	1	336	844
Total Volume	265	74	105	2	446	89	971	79	19	1158	126	170	219	1	516	158	968	141	2	1269	3389
% App. Total	59.4	16.6	23.5	0.4		7.7	83.9	6.8	1.6		24.4	32.9	42.4	0.2		12.5	76.3	11.1	0.2		
PHF	.697	.712	.875	.500	.753	.767	.828	.705	.792	.813	.808	.850	.883	.250	.915	.760	.942	.705	.500	.944	.910
Autos	263	72	101	2	438	84	939	71	19	1113	123	168	217	1	509	157	935	132	2	1226	3286
% Autos	99.2	97.3	96.2	100	98.2	94.4	96.7	89.9	100	96.1	97.6	98.8	99.1	100	98.6	99.4	96.6	93.6	100	96.6	97.0
Heavy Vehicles																					
% Heavy Vehicles	0.8	2.7	3.8	0	1.8	5.6	3.3	10.1	0	3.9	2.4	1.2	0.9	0	1.4	0.6	3.4	6.4	0	3.4	3.0



Traf Tech Engineering Inc.

File Name : 9-SW 10th St & Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	SW Natural Blvd From North					SW 10th Street From East					SW Natural Blvd From South					SW 10th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	52	28	29	0	109	36	249	32	4	321	33	34	34	1	102	55	291	51	4	401	933
17:15	42	27	36	0	105	25	252	37	6	320	30	21	30	0	81	72	318	64	2	456	962
17:30	43	30	43	0	116	43	215	43	8	309	30	36	55	1	122	59	272	65	3	399	946
17:45	54	36	28	0	118	47	215	29	8	299	28	39	34	0	101	64	295	57	4	420	938
Total Volume	191	121	136	0	448	151	931	141	26	1249	121	130	153	2	406	250	1176	237	13	1676	3779
% App. Total	42.6	27	30.4	0		12.1	74.5	11.3	2.1		29.8	32	37.7	0.5		14.9	70.2	14.1	0.8		
PHF	.884	.840	.791	.000	.949	.803	.924	.820	.813	.973	.917	.833	.695	.500	.832	.868	.925	.912	.813	.919	.982
Autos	189	119	136	0	444	150	909	139	26	1224	118	129	153	2	402	246	1160				
% Autos	99.0	98.3	100	0	99.1	99.3	97.6	98.6	100	98.0	97.5	99.2	100	100	99.0	98.4	98.6	99.6	100	98.7	98.6
Heavy Vehicles																					
% Heavy Vehicles	1.0	1.7	0	0	0.9	0.7	2.4	1.4	0	2.0	2.5	0.8	0	0	1.0	1.6	1.4	0.4	0	1.3	1.4



Traf Tech Engineering Inc.

File Name : 9-SW 10th St & Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	SW Natural Blvd From North				SW 10th Street From East				SW Natural Blvd From South				SW 10th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3
07:15	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3
07:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	2	0	0	3	1	0	0	0	0	0	0	1	7
*** BREAK ***																	
08:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	6
17:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
17:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
17:30	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	3
17:45	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	3
Total	0	0	0	1	5	0	0	3	1	0	0	1	0	0	0	0	11
Grand Total	2	0	0	1	11	0	0	7	2	0	0	1	0	0	0	1	25
Apprch %	66.7	0	0	33.3	61.1	0	0	38.9	66.7	0	0	33.3	0	0	0	100	
Total %	8	0	0	4	44	0	0	28	8	0	0	4	0	0	0	4	

Traf Tech Engineering Inc.

Date Start: 14-Apr-21
I-95 NB On Ramp from WB Hillsboro Blvd

Start Time	Mon 12-Apr-21	Tue 13-Apr-21	Wed 14-Apr-21	Thu 15-Apr-21	Fri 16-Apr-21	Average Day	Sat 17-Apr-21	Sun 18-Apr-21	Week Average
12:00 AM	*	*	58	53	*	56	*	*	56
01:00	*	*	28	27	*	28	*	*	28
02:00	*	*	15	17	*	16	*	*	16
03:00	*	*	14	17	*	16	*	*	16
04:00	*	*	38	42	*	40	*	*	40
05:00	*	*	94	101	*	98	*	*	98
06:00	*	*	307	297	*	302	*	*	302
07:00	*	*	**683**	**690**	*	**686**	*	*	**686**
08:00	*	*	677	690	*	684	*	*	684
09:00	*	*	467	465	*	466	*	*	466
10:00	*	*	420	419	*	420	*	*	420
11:00	*	*	434	453	*	444	*	*	444
12:00 PM	*	*	451	401	*	426	*	*	426
01:00	*	*	427	407	*	417	*	*	417
02:00	*	*	435	443	*	439	*	*	439
03:00	*	*	**540**	**514**	*	**527**	*	*	**527**
04:00	*	*	519	502	*	510	*	*	510
05:00	*	*	502	514	*	508	*	*	508
06:00	*	*	392	452	*	422	*	*	422
07:00	*	*	287	318	*	302	*	*	302
08:00	*	*	284	241	*	262	*	*	262
09:00	*	*	196	191	*	194	*	*	194
10:00	*	*	185	171	*	178	*	*	178
11:00	*	*	87	120	*	104	*	*	104
Day Total	0	0	7540	7545	0	7545	0	0	7545
% Avg. WkDay	0.0%	0.0%	99.9%	100.0%	0.0%				
% Avg. Week	0.0%	0.0%	99.9%	100.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	-	07:00	07:00	-	- 07:00	-	-	- - 07:00 - -
Vol.	-	-	683	690	-	- 686	-	-	- - 686 - -
PM Peak	-	-	15:00	15:00	-	- 15:00	-	-	- - 15:00 - -
Vol.	-	-	540	514	-	- 527	-	-	- - 527 - -
Grand Total	0	0	7540	7545	0	7545	0	0	7545

ADT ADT 7,462 AADT 7,462

Traf Tech Engineering Inc.

Date Start: 07-Apr-21
NATURA BLVD., S OF HILLSBORO BLVD.

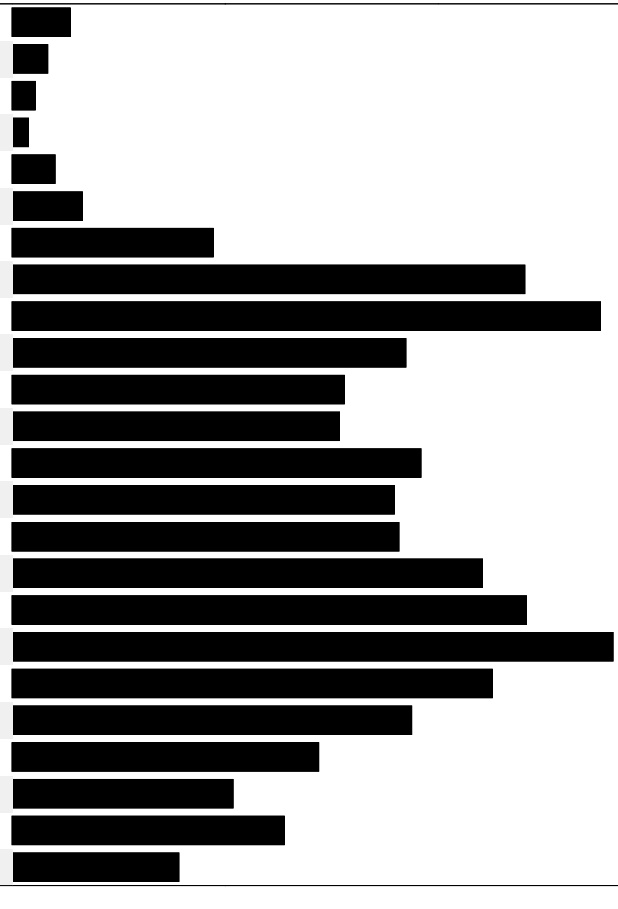
Start Time	07-Apr-21 Wed	NORTHBOUND	SOUTHBOUND	Combined Total
12:00 AM		20	54	74
01:00		12	23	35
02:00		7	19	26
03:00		19	12	31
04:00		26	13	39
05:00		72	22	94
06:00		181	59	240
07:00		500	143	643
08:00		552	216	768
09:00		292	158	450
10:00		248	170	418
11:00		251	180	431
12:00 PM		251	234	485
01:00		267	187	454
02:00		251	260	511
03:00		272	242	514
04:00		263	342	605
05:00		277	431	708
06:00		237	309	546
07:00		186	259	445
08:00		141	206	347
09:00		113	145	258
10:00		160	125	285
11:00		82	86	168
Total		4680	3895	8575
Percent		54.6%	45.4%	



Traf Tech Engineering Inc.

Date Start: 07-Apr-21
NATURA BLVD., S OF HILLSBORO BLVD.

Start Time	08-Apr-21 Thu	NORTHBOUND	SOUTHBOUND	Combined Total
12:00 AM		27	43	70
01:00		10	33	43
02:00		9	19	28
03:00		10	10	20
04:00		35	17	52
05:00		70	15	85
06:00		172	70	242
07:00		502	115	617
08:00		501	207	708
09:00		296	178	474
10:00		231	169	400
11:00		216	178	394
12:00 PM		273	219	492
01:00		227	233	460
02:00		228	238	466
03:00		287	279	566
04:00		287	332	619
05:00		300	423	723
06:00		228	350	578
07:00		203	278	481
08:00		156	213	369
09:00		98	168	266
10:00		190	138	328
11:00		111	90	201
Total		4667	4015	8682
Percent		53.8%	46.2%	
Grand Total		9347	7910	
Percentage		54.2%	45.8%	
ADT		ADT 8,730		AADT 8,730



Traf Tech Engineering Inc.

Date Start: 07-Apr-21
SR 810/HILLSBORO BLVD - E OF I-95

Start Time	07-Apr-21 Wed	EASTBOUND	WESTBOUND	Combined Total
12:00 AM		192	282	474
01:00		128	155	283
02:00		76	109	185
03:00		74	113	187
04:00		100	133	233
05:00		286	345	631
06:00		801	816	1617
07:00		1426	1763	3189
08:00		1767	1905	3672
09:00		1800	1662	3462
10:00		1562	1577	3139
11:00		1742	1701	3443
12:00 PM		1745	1824	3569
01:00		1690	1698	3388
02:00		1716	2037	3753
03:00		1781	2110	3891
04:00		1803	2262	4065
05:00		1960	2252	4212
06:00		1586	1819	3405
07:00		1363	1524	2887
08:00		1109	1285	2394
09:00		911	966	1877
10:00		711	964	1675
11:00		602	710	1312
Total		26931	30012	56943
Percent		47.3%	52.7%	



Traf Tech Engineering Inc.

Date Start: 07-Apr-21
SR 810/HILLSBORO BLVD - E OF I-95

Start Time	08-Apr-21 Thu	EASTBOUND	WESTBOUND	Combined Total
12:00 AM		249	262	511
01:00		133	124	257
02:00		123	112	235
03:00		95	110	205
04:00		122	154	276
05:00		297	352	649
06:00		845	805	1650
07:00		1437	1822	3259
08:00		1962	1840	3802
09:00		1882	1567	3449
10:00		1526	1554	3080
11:00		1649	1649	3298
12:00 PM		1739	1825	3564
01:00		1787	1533	3320
02:00		1670	1829	3499
03:00		1710	2275	3985
04:00		1763	2372	4135
05:00		1874	2322	4196
06:00		1624	1784	3408
07:00		1325	1465	2790
08:00		1081	1218	2299
09:00		791	919	1710
10:00		688	916	1604
11:00		535	666	1201
Total		26907	29475	56382
Percent		47.7%	52.3%	
Grand Total		53838	59487	
Percentage		47.5%	52.5%	
ADT		ADT 26,713		AADT 26,713



Traf Tech Engineering Inc.

Date Start: 07-Apr-21
SW 10 ST DEERFIELD - E OF I-95

Start Time	07-Apr-21 Wed	EASTBOUND	WESTBOUND	Combined Total
12:00 AM		202	150	352
01:00		115	84	199
02:00		73	66	139
03:00		78	67	145
04:00		143	128	271
05:00		246	320	566
06:00		527	798	1325
07:00		1062	1464	2526
08:00		1335	1415	2750
09:00		912	1078	1990
10:00		867	1069	1936
11:00		989	1042	2031
12:00 PM		1092	1161	2253
01:00		1021	1413	2434
02:00		1098	1210	2308
03:00		1356	1357	2713
04:00		1296	1425	2721
05:00		1450	1381	2831
06:00		1281	1127	2408
07:00		1206	1023	2229
08:00		976	856	1832
09:00		802	637	1439
10:00		782	388	1170
11:00		431	266	697
Total		19340	19925	39265
Percent		49.3%	50.7%	



Traf Tech Engineering Inc.

Date Start: 07-Apr-21
SW 10 ST DEERFIELD - E OF I-95

Start Time	08-Apr-21 Thu	EASTBOUND	WESTBOUND	Combined Total
12:00 AM		204	142	346
01:00		96	80	176
02:00		78	71	149
03:00		81	80	161
04:00		66	151	217
05:00		159	364	523
06:00		366	892	1258
07:00		901	1664	2565
08:00		1111	1558	2669
09:00		1041	1136	2177
10:00		892	1030	1922
11:00		916	1203	2119
12:00 PM		1070	1212	2282
01:00		1053	1281	2334
02:00		1153	1396	2549
03:00		1288	1532	2820
04:00		1421	1535	2956
05:00		1462	1368	2830
06:00		1348	1283	2631
07:00		1065	1055	2120
08:00		911	974	1885
09:00		678	691	1369
10:00		825	467	1292
11:00		528	253	781
Total		18713	21418	40131
Percent		46.6%	53.4%	
Grand Total		38053	41343	
Percentage		47.9%	52.1%	
ADT		ADT 34,350		AADT 34,350



APPENDIX C

Signal Timing, PSCF, Historical Data, and Growth Rate

Station : 1091 - SW 10 St & Natura Blvd/SW 11 Way (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		7		7		7								
Ped Clearance		18		19		18		19								
Min Green	4	15	4	6	4	15	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	15	45	12	25	12	45	15	25								
Max2																
Yellow Clr	5	5	4	4	5	5	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									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						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/12/2021 1:51:01 PM

Station : 1091 - SW 10 St & Natura Blvd/SW 11 Way (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
6		2	2	160	84	2	1	10	50		20	90	20	30	20	90	20	30								
9		3	3	160	27	3	1	10	50		20	88	19	33	20	88	19	33								
15		4	4	160	57	4	1	10	50		20	90	20	30	20	90	20	30								
20		3	3	160	27	3	1	10	50		20	88	19	33	20	88	19	33								
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
6	30	3	3	160	27	3	1	10	50		20	88	19	33	20	88	19	33								

Day Plan 3											Easy																
		25	255																								
6		100	254																								
6	30	3	3	160	27	3	1	10	50		20	88	19	33	20	88	19	33									
23		100	254																								

Station : 1091 - SW 10 St & Natura Blvd/SW 11 Way (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 Week							Day of Month										1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1										1					1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																																			2
12											1							1																																		2
13												1		1				1																																		2
14												1		1	1	1	1	1																																		2
15												1		1																																						2
16												1		1				1																																		1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

Station : 1107 - Hillsboro Blvd & Dixie Hwy (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		7		7		7								
Ped Clearance		23		26		23		28								
Min Green	5	10	4	6	5	10	4	6								
Gap Ext	2	3	2	2.5	2	3	2	2.5								
Max1	15	45	15	40	18	45	15	40								
Max2																
Yellow Clr	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5								
Red Clr	2	2	2	2	2	2	2	2								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call					ON											
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable																
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2		4	2	4	2
Exit 2	5		8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 1107 - Hillsboro Blvd & Dixie Hwy (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	132	2	1	10	50		22	69	24	45	22	69	24	45								
9		3	3	160	123	3	1	10	50		22	69	24	45	22	69	24	45								
15		4	4	160	127	4	1	10	50		22	69	24	45	22	69	24	45								
20		3	3	160	123	3	1	10	50		22	69	24	45	22	69	24	45								
Day Plan 2											**Easy**															
		3	3	160	123	3	1	10	50		22	69	24	45	22	69	24	45								
1		100	254																							
6	30	3	3	160	123	3	1	10	50		22	69	24	45	22	69	24	45								

Day Plan 3											Easy																
		3	3	160	123	3	1	10	50		22	69	24	45	22	69	24	45									
1		100	254																								
6	30	3	3	160	123	3	1	10	50		22	69	24	45	22	69	24	45									
23		100	254																								

Station : 1107 - Hillsboro Blvd & Dixie Hwy (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 Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																					2
7							1											1					1																											2
8							1						1	1	1	1	1						1																											2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																																		2
12											1							1																																	2
13												1		1				1																																	2
14												1		1	1	1	1	1																																	2
15												1		1																																					2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

Station : 1109 - Hillsboro Blvd & I-95 SB Ramp (Standard File)

Phase	1	2 (ET)	3 (SL)	4	5	6	7	8 (SR)	9	10	11	12	13	14	15	16
Walk		7														
Ped Clearance		20														
Min Green		12	6					6								
Gap Ext		3	2.5					2.5								
Max1		80	40					40								
Max2																
Yellow Clr	3.5	4.5	4.5	3.5	3.5	3.5	3.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		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								
Auto Flash Entry								ON								
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call			ON					ON	ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
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
Override Higher Preempt	ON	ON			ON	ON
Flash in Dwell	ON	ON			ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green			6	6		
Min Walk						
Ped Clear						
Track Green						
Min Dwell			15	15		
Max Presence			180	180		
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1			8	2		
Dwell Cyc Veh 2			3			
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/12/2021 1:48:54 PM

Station : 1109 - Hillsboro Blvd & I-95 SB Ramp (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	14	2	1	10	50			106	54			106		54								
9		3	3	160	158	3	1	10	50			108	52			108		52								
15		4	4	160	139	4	1	10	50			99	61			99		61								
20		3	3	160	158	3	1	10	50			108	52			108		52								
Day Plan 2											**Easy**															
		3	3	160	158	3	1	10	50			108	52			108		52								
1		100	254																							
6	30	3	3	160	158	3	1	10	50			108	52			108		52								

Day Plan 3											Easy																
		3	3	160	158	3	1	10	50			108	52			108		52									
1		100	254																								
6	30	3	3	160	158	3	1	10	50			108	52			108		52									
23		100	254																								

Station : 1109 - Hillsboro Blvd & I-95 SB Ramp (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 Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																					2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																																		2
12											1							1																																	2
13												1		1				1																																	2
14												1		1	1	1	1	1																																	2
15												1		1																																					2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

Station : 1253 - Hillsboro Blvd & SW 12 Ave/Jim Moran Blvd (Standard File)

Phase	1 (EL)	2 (WT)	3 (WR)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7		7										
Ped Clearance		22	22	27		22										
Min Green	5	12	6	6	5	12										
Gap Ext	1.5	3	2	2	1.5	3										
Max1	20	80	35	20	20	80										
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2			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	30															
Dynamic Max Step	10															
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON				ON				ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	5	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green	20					
Min Dwell	5	8	8	8	8	8
Max Presence		180	180	180	180	180
Track Veh 1	1					
Track Veh 2	6					
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	3	2	3	2	4	1
Dwell Cyc Veh 2	4	6		5		6
Dwell Cyc Veh 3	5					
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2	3	4	2	1	2
Exit 2	5			6	5	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/12/2021 1:58:33 PM

Station : 1253 - Hillsboro Blvd & SW 12 Ave/Jim Moran Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	153	2	1	10	50		31	79	20	30	28	82										
9		3	3	160	147	3	1	10	50		24	92	19	25	24	92										
15		4	4	160	126	4	1	10	50		24	70	40	26	24	70										
20		3	3	160	147	3	1	10	50		24	92	19	25	24	92										
Day Plan 2											**Easy**															
		3	3	160	147	3	1	10	50		24	92	19	25	24	92										
1		100	254																							
6	30	3	3	160	147	3	1	10	50		24	92	19	25	24	92										

Day Plan 3											Easy															
		3	3	160	147	3	1	10	50		24	92	19	25	24	92										
1		100	254																							
6	30	3	3	160	147	3	1	10	50		24	92	19	25	24	92										
23		100	254																							

Broward County Timing Sheet 4/12/2021 1:58:33 PM

Station : 1253 - Hillsboro Blvd & SW 12 Ave/Jim Moran Blvd (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 Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	2
7							1										1					1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																																			2
12											1							1																																			2
13												1		1				1																																			2
14												1		1	1	1	1	1																																			2
15												1		1																																							2
16												1		1				1																																			2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1

| | | |

Station : 1262 - Hillsboro Blvd & Military Trail (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		7		7		7								
Ped Clearance		30		32		30		29								
Min Green	4	8	4	6	4	8	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	15	50	15	35	25	50	15	35								
Max2																
Yellow Clr	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	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						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/12/2021 1:46:46 PM

Station : 1262 - Hillsboro Blvd & Military Trail (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	100	2	1	10	50		20	73	29	38	20	73	29	38								
9		3	3	160	108	3	1		50		20	66	32	42	20	66	32	42								
15		4	4	160	28	4	1	10	50		20	68	26	46	20	68	26	46								
20		3	3	160	108	3	1		50		20	66	32	42	20	66	32	42								
Day Plan 2											**Easy**															
		3	3	160	108	3	1		50		20	66	32	42	20	66	32	42								
1		100	254																							
6	30	3	3	160	108	3	1		50		20	66	32	42	20	66	32	42								

Day Plan 3											Easy																
		3	3	160	108	3	1		50		20	66	32	42	20	66	32	42									
1		100	254																								
6	30	3	3	160	108	3	1		50		20	66	32	42	20	66	32	42									
23		100	254																								

Station : 1262 - Hillsboro Blvd & Military Trail (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 Week							Day of Month										1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1						1	1	1	1	1						1																													2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																															1				2
15												1		1																																			1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1

| | | |

Station : 1314 - Hillsboro Blvd & Natura Blvd (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		7		7		7								
Ped Clearance		26		31		26		31								
Min Green	5	10	4	6	5	10	4	6								
Gap Ext	2	3	2	2	1.5	3	1.5	2								
Max1	18	50	18	30	18	50	18	30								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	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									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	6	6	6	6	6	6
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						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 1314 - Hillsboro Blvd & Natura Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	26	2	1	10	50		28	66	20	46	23	71	20	46								
9		3	3	160	132	3	1	10	50		28	66	20	46	23	71	20	46								
15		4	4	160	22	4	1	10	50		22	66	26	46	22	66	26	46								
20		3	3	160	132	3	1	10	50		28	66	20	46	23	71	20	46								
Day Plan 2											**Easy**															
		3	3	160	132	3	1	10	50		28	66	20	46	23	71	20	46								
1		100	254																							
6	30	3	3	160	132	3	1	10	50		28	66	20	46	23	71	20	46								

Day Plan 3											Easy																
		3	3	160	132	3	1	10	50		28	66	20	46	23	71	20	46									
1		100	254																								
6	30	3	3	160	132	3	1	10	50		28	66	20	46	23	71	20	46									
23		100	254																								

Station : 1314 - Hillsboro Blvd & Natura Blvd (Standard File)

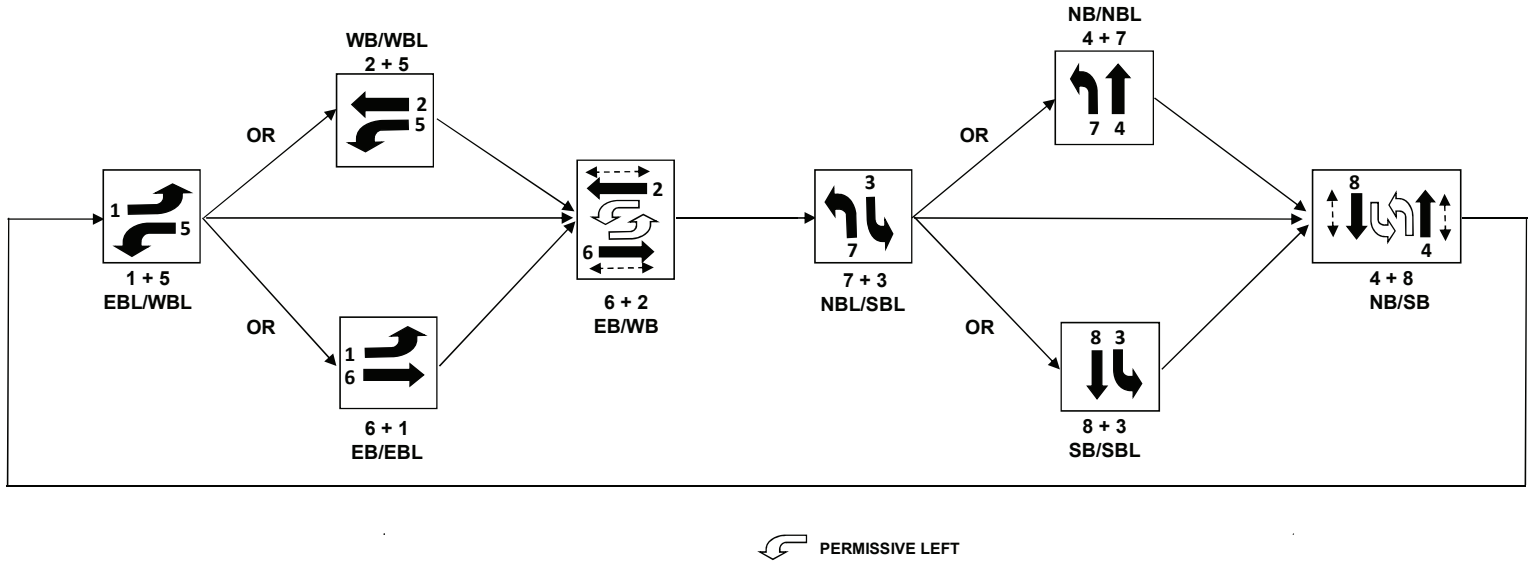
Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

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

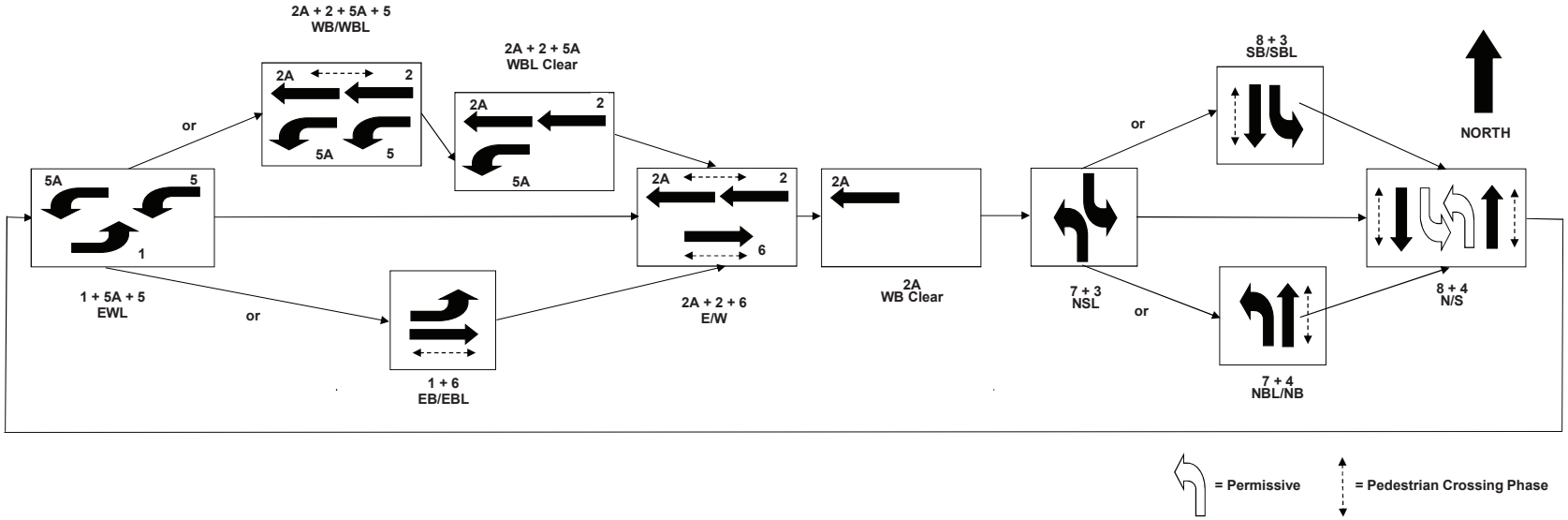
| | | |

Sequence of Operation for SW 10 Street and Natura Blvd/SW 11 Way (1091) Deerfield Beach

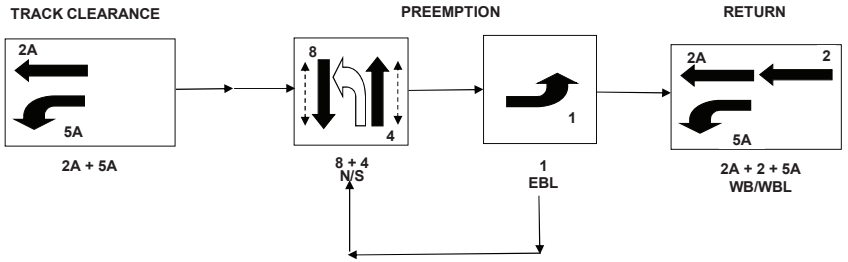


Sequence of Operation

Hillsboro Boulevard (SR 810) and Dixie Highway (SR 811)
Intersection Number 1107 (Deerfild Beach)

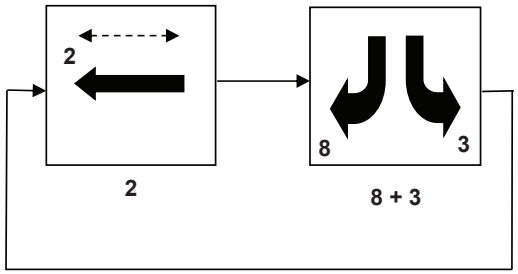


RAILROAD PREEMPTION SEQUENCE:
(A) TRACK CLEAR: 12G, 4.5Y, 2AR (HEADS 2A + 5A, WB/WBL FARSIDE).
(B) ACTIVE PHASES: N/S DIXIE (PHASES 4 + 8), EBL (PHASE 1)



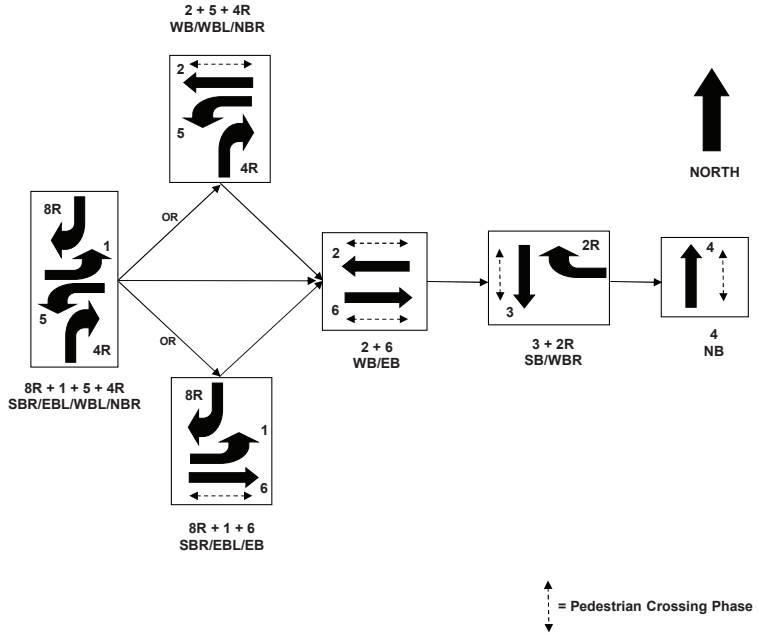
Sequence of Operation

Hillsboro Boulevard (SR 810 and I-95 (SR 9)
Intersection Number 1109 (Deerfield Beach) Mod 12 and Higher



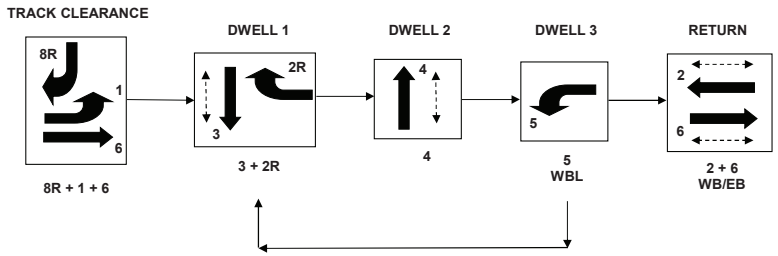
Sequence of Operation

Hillsboro Boulevard (SR 810) and SW 12 Avenue/Moran Avenue
Intersection Number 1253 (Deerfield Beach) Mod 18 and Higher

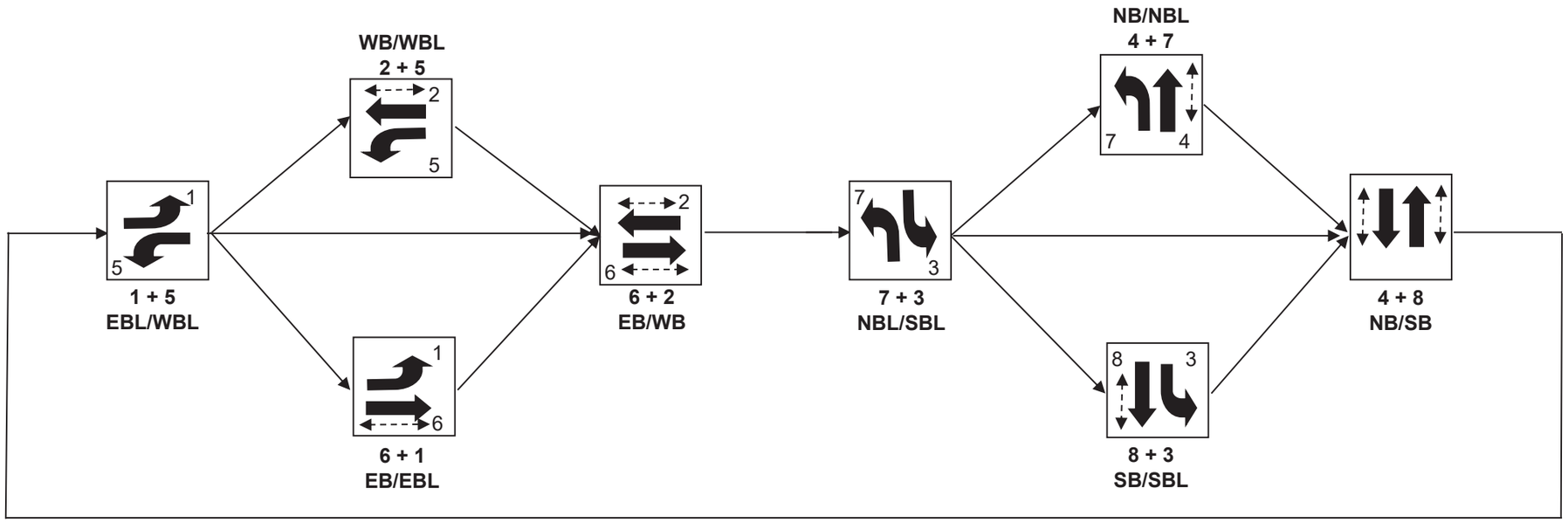


RAILROAD PREEMPTION SEQUENCE:

(A) TRACK CLEARANCE = 20 SECONDS GREEN EB/EBL (PHASES 1 + 6);
(B) DWELL 1: SB (PHASE 3);
(C) DWELL 2: NB (PHASE 4);
(D) DWELL 3: WBL (PHASE 5);

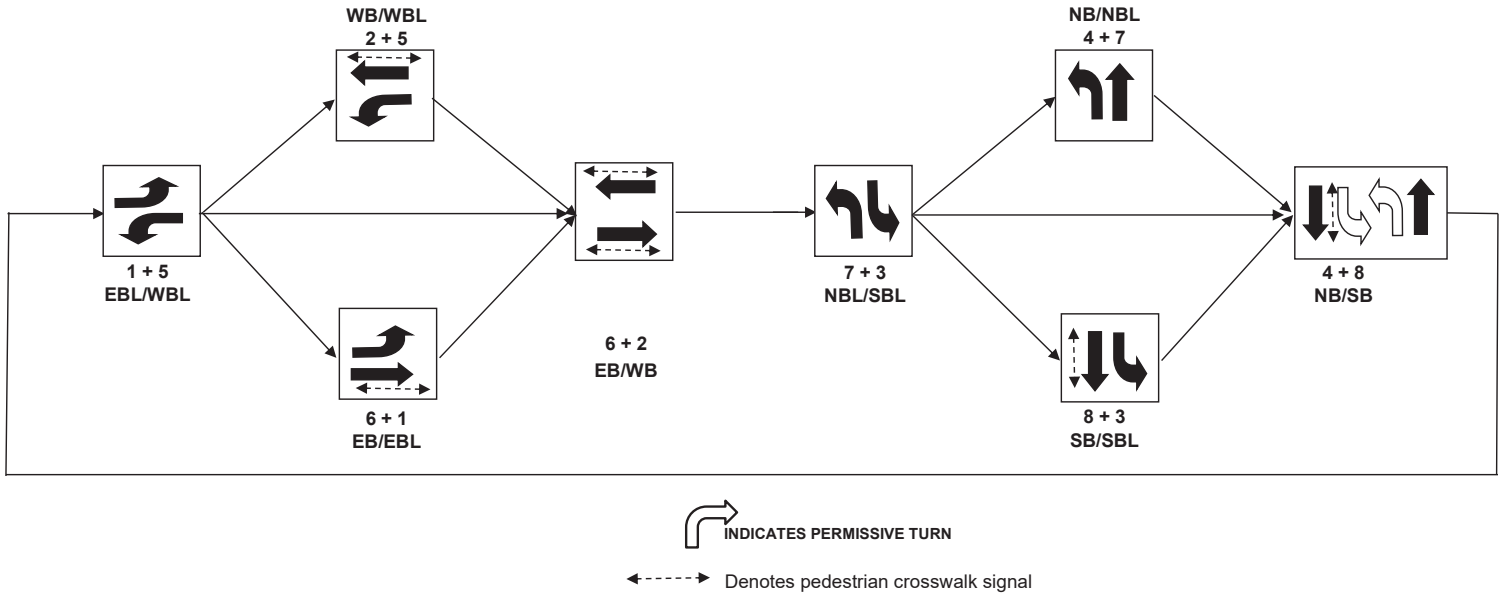


Sequence of Operation for (1262), Hillsboro Blvd (SR 810) and Military Trail/NW 9 Ave Deerfield Beach



Denotes pedestrian crosswalk signal

SEQUENCE of OPERATION for (1314) Hillsboro Blvd (SR810) & Natura Blvd
Deerfield



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1091	**Initial Operation Date**	8/7/90
Controller Type	2070 LN	**System Number**	1091
Modification Number	8	**Modification Date**	09/17/2020
Drawing/Project No	DES. GRP. 5	**FPL Grid Number**	87893144301
Intersection	SW 10 STREET (DEERFIELD) and NATURA BLVD./SW 11 WAY		
Municipality	DEERFIELD BEACH		

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)	4	15	4	6	4	15	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	15	45	12	25	12	45	15	25
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0	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		18		19		18		19
Permissive	5 SECT		5 SECT		5 SECT		5 SECT	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. FLASH OPERATION: 0000-0600, 7 DAYS.
4. MOD. 8 UPDATES WALK VALUES ON PHASES 4 & 8 PER CURRENT STANDARDS.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1107	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	1107
Modification Number	19	**Modification Date**	06/06/2018
Drawing/Project No	230656-1-52-01	**FPL Grid Number**	87994124201
Intersection	HILLSBORO BLVD. (SR 810) and DIXIE HWY. (SR 811)		
Municipality	DEERFIELD BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2,2A	3	4	5,5A	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	10	4	6	5	10	4	6
Vehicle Ext.(GAP)	2.0	3.0	2.0	2.5	2.0	3.0	2.0	2.5
Maximum Green I	15	45	15	40	18	45	15	40
Maximum Green II								
Yellow Clearance	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
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		23		26		23		28
Permissive	DUAL		YES		NO		YES	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment **1107-18 SOP.pdf**

NOTES:

1. DOUBLE CLEARANCE WB/WBL (HEADS 2,2A,5,5A):
COMBINATION PROVIDES DOUBLE CLEARANCE WB AND WBL OF 4G, 4.5Y AND 2AR BY DISPLAYING 2A AFTER 2 AND 5A AFTER 5.
2. RAILROAD PREEMPTION SEQUENCE:
(A) TRACK CLEAR: 12G, 4.5Y, 2AR (HEADS 2A+5A, WB/WBL FARSIDE).
(B) ACTIVE PHASES: N/S DIXIE (PHASES 4+8) THEN EBL (PHASE 1).
(C) RETURN TO EAST/WEST (PHASES 2+6).
3. DUAL ENTRY HARDWIRED NORTH/SOUTH.
4. MOD. 19 UPDATES WALK VALUES ON PHASES 4 & 8 PER CURRENT STANDARDS.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1109	**Initial Operation Date**	UNKNOWN
Controller Type	2070	**System Number**	1109
Modification Number	12	**Modification Date**	05/08/2020
Drawing/Project No	228259-6-52-01	**FPL Grid Number**	87794974101
Intersection	HILLSBORO BLVD. (SR 810) and I-95 INTERCHANGE (SR 9)		
Municipality	DEERFIELD BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2	3					8R
Direction		WB	SBL					SBR
Initial Green(MIN)		12	6					6
Vehicle Ext.(GAP)		3.0	2.5					2.5
Maximum Green I		60	40					40
Maximum Green II								
Yellow Clearance		4.5	4.5					4.5
All Red Clearance		2.0	2.0					2.0
Phase Recall		MAX	OFF					OFF
Detector Delay			LOCK					LOCK
Walk		7						
Pedestrian Clearance		20						
Permissive								
Flash Operation		YELLOW	RED					RED

Attachment

NOTES:

1. WB QUEUE DETECTION CALL ON--->OMIT PHASE 8 (SB-RIGHT). NOT USED AT THIS TIME.
2. WB DEPARTURE DETECTION: 25 FT ZONE EACH LANE, PARALLEL TO THE WBR TAPER APPROACHING NEXT SIGNAL WITH 15 SECOND DELAY (BEGINS 90 FT FROM CAMERA).
3. DETECTION NOT USED WB (APPROACH), SIGNAL OPERATES SEMI-ACTUATED.
4. MOD. 12 UPDATES NOTES, NO CHANGE IN TIMNG.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1253	**Initial Operation Date**	3/21/81
Controller Type	2070 LN (BIU)	**System Number**	1253
Modification Number	18	**Modification Date**	05/04/2020
Drawing/Project No	86120-3520	**FPL Grid Number**	87794863805
Intersection	HILLSBORO BLVD. (SR 810) and SW 12/MORAN AVENUE		
Municipality	DEERFIELD BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1,8R	2	3,8,8R	4,4R,7	5,4R	6		
Direction	EBL	WB	SB	NB	WBL	EB		
Initial Green(MIN)	5	12	6	6	5	12		
Vehicle Ext.(GAP)	1.5	3.0	2.0	2.0	1.5	3.0		
Maximum Green I	20	60	25	20	20	60		
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5		
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0		
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		
Detector Delay			30-RT	30-RT				
Walk		7	7	7		7		
Pedestrian Clearance		22	22	27		22		
Permissive	NO				DUAL			
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW		

Attachment

NOTES:

1. WBR (HEAD 2R) HARDWIRED TO PHASE 3 (SB).
2. SBR (HEAD 8R) HARDWIRED TO PHASE 1 (EBL).
3. NBR (HEAD 4R) HARDWIRED TO PHASE 5 (WBL).
4. RAILROAD PREEMPTION:
(A) TRACK CLEAR: 20 EB/EBL (PHASES 1+6).
(B) DWELL 1: SB (PHASE 3).
(C) DWELL 2: NB (PHASE 4).
(D) DWELL 3: WBL (PHASE 5).
(E) RETURN: E/W (PHASES 2+6).
5. MOD. 18 UPDATES PRE-EMPTION NOTES.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1262	**Initial Operation Date**	2/3/81
Controller Type	2070	**System Number**	1262
Modification Number	11	**Modification Date**	06/18/2019
Drawing/Project No	78422	**FPL Grid Number**	87794334101
Intersection	HILLSBORO BLVD. (SR 810) and MILITARY TR./NW 9 AVE.		
Municipality	DEERFIELD BEACH		

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)	4	8	4	6	4	8	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	15	40	15	35	25	40	15	35
Maximum Green II								
Yellow Clearance	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	0FF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		30		32		30		29
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. AUDIBLE PEDESTRIAN SIGNALS: E/W BEEP, N/S TONE.
3. MOD. 11 UPDATES ALL PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1314	**Initial Operation Date**	7/19/83
Controller Type	2070 LN	**System Number**	1314
Modification Number	15	**Modification Date**	08/08/2019
Drawing/Project No	DES. GRP. 1	**FPL Grid Number**	87894524201
Intersection	HILLSBORO BLVD. (SR 810) and NATURA BOULEVARD		
Municipality	DEERFIELD BEACH		

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	4	6	5	10	4	6
Vehicle Ext.(GAP)	2.0	3.0	2.0	2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	50	18	30	18	50	18	30
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	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		34		23		34		23
Permissive	NO		5-SECT		NO		5-SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 15 UPDATES PEDESTRIAN CLEARANCE AND WALK.

Submitted By _____ **Approved By** _____

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

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

* PEAK SEASON

14-FEB-2020 15:39:26 830UPD 4_8601_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0008 - SR 810/HILLSBORO BLVD - E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	60000 C	E 29000	W 31000	9.00	54.60	3.80
2018	54500 F	E 28500	W 26000	9.00	54.50	2.40
2017	54500 C	E 28500	W 26000	9.00	51.90	2.40
2016	52000 C	E 26000	W 26000	9.00	54.10	3.50
2015	51000 C	E 25000	W 26000	9.00	54.00	3.60
2014	51000 C	E 24500	W 26500	9.00	54.20	3.80
2013	55500 C	E 28500	W 27000	9.00	53.60	5.90
2012	55500 C	E 28000	W 27500	9.00	52.20	2.80
2011	53500 C	E 27000	W 26500	9.00	52.50	4.60
2010	47500 C	E 24500	W 23000	8.35	52.69	4.60
2009	52500 C	E 26500	W 26000	8.53	53.89	4.40
2008	49500 C	E 24000	W 25500	8.81	54.16	5.60
2007	50500 C	E 25500	W 25000	8.63	55.75	2.40
2006	59500 C	E 29500	W 30000	8.40	55.34	2.40
2005	59500 C	E 30000	W 29500	8.20	51.70	1.90
2004	58500 C	E 30000	W 28500	9.10	55.30	1.90

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0070 - SW 10 ST DEERFIELD - E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	34000 C	E 17000	W 17000	9.00	54.60	5.50
2018	44000 C	E 20500	W 23500	9.00	54.50	5.20
2017	36500 C	E 17500	W 19000	9.00	51.90	5.20
2016	35000 C	E 17500	W 17500	9.00	54.10	5.20
2015	28000 C	E 13000	W 15000	9.00	54.90	6.80
2014	25500 C	E 13000	W 12500	9.00	54.50	6.80
2013	26500 C	E 10500	W 16000	9.00	54.60	6.80
2012	26500 C	E 13000	W 13500	9.00	55.00	4.30
2011	27000 C	E 13000	W 14000	9.00	54.50	4.30
2010	28000 C	E 13500	W 14500	9.37	54.06	4.30
2009	28000 C	E 14000	W 14000	9.31	53.74	11.00
2008	32500 C	E 15500	W 17000	9.70	54.48	11.00
2007	29000 C	E 14500	W 14500	9.10	53.47	8.10
2006	29000 C	E 14500	W 14500	9.48	53.59	3.10
2005	27500 C	E 13500	W 14000	10.60	58.90	3.30
2004	27500 C	E 13500	W 14000	10.40	56.30	3.30

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 4081 - I-95 NB ON RAMP FROM SR-869/10TH ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	18500 C	N 18500	0	8.00	99.90	9.40
2018	14000 F	0	0	9.00	99.90	6.20
2017	13500 C	N 13500	0	9.00	99.90	3.80
2016	18500 F	0	0	9.00	99.90	6.10
2015	18000 C	N 18000	0	9.00	99.90	5.90
2014	15500 F			9.00	99.90	6.10
2013	15500 C	N 15500	0	9.00	99.90	6.80
2012	12500 F	0	0	9.00	99.90	5.90
2011	12500 C	N 12500	0	9.00	99.90	5.80
2010	13000 F	0	0	7.47	99.99	5.50
2009	13000 C	N 13000	0	7.63	99.99	5.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9125 - NATURA BLVD., S OF HILLSBORO BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	10600 T	N 5800	S 4800	9.00	54.60	5.50
2018	10600 S	N 5800	S 4800	9.00	54.50	6.00
2017	10600 F	N 5800	S 4800	9.00	51.90	6.20
2016	10600 C	N 5800	S 4800	9.00	54.10	2.90
2015	7400 V	0	0	9.00	54.00	3.40
2014	7300 R			9.00	54.20	7.40
2013	7200 T	0	0	9.00	53.60	7.60
2012	7200 S	0	0	9.00	52.20	5.90
2011	7200 F	0	0	9.00	52.50	6.30
2010	7200 C	N 3900	S 3300	8.35	52.69	9.30
2009	6600 F	N 3400	S 3200	8.53	53.89	5.30
2008	6800 C	N 3500	S 3300	8.81	54.16	6.50
2007	8700 C	N 4200	S 4500	8.63	55.75	4.80
2006	9200 C	N 5000	S 4200	8.40	55.34	2.90
2005	8000 C	N 4200	S 3800	8.20	51.70	0.00

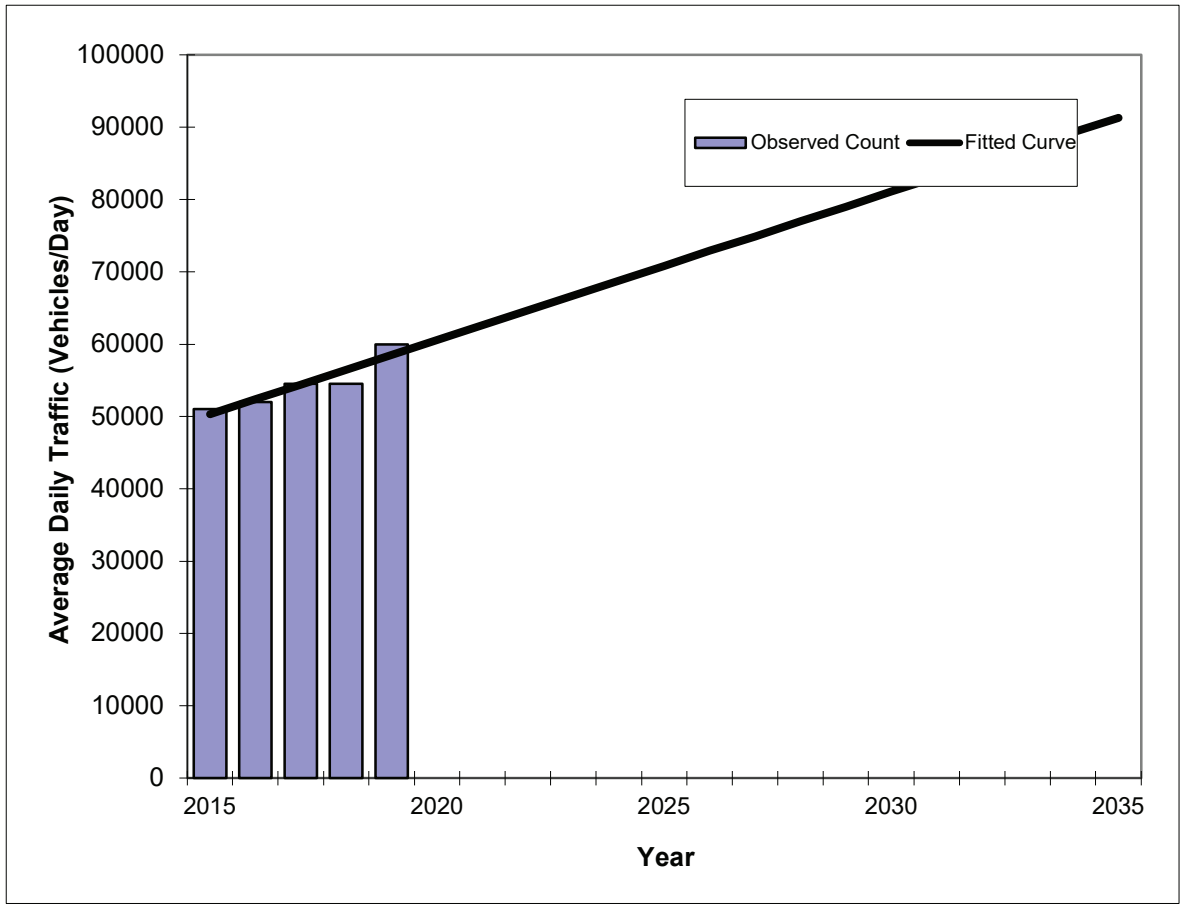
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 810/HILLSBORO BLVD -- E OF SR 9/I-95

FIN#	1234
Location	1

County:	Broward (86)
Station #:	860008
Highway:	SR 810/HILLSBORO BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	51000	50300
2016	52000	52400
2017	54500	54400
2018	54500	56500
2019	60000	58500
2021 Opening Year Trend		
2021	N/A	62600
2022 Mid-Year Trend		
2022	N/A	64700
2024 Design Year Trend		
2024	N/A	68800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	2,050
Trend R-squared:	86.29%
Trend Annual Historic Growth Rate:	4.08%
Trend Growth Rate (2019 to Design Year):	3.52%
Printed:	23-Apr-21

Straight Line Growth Option

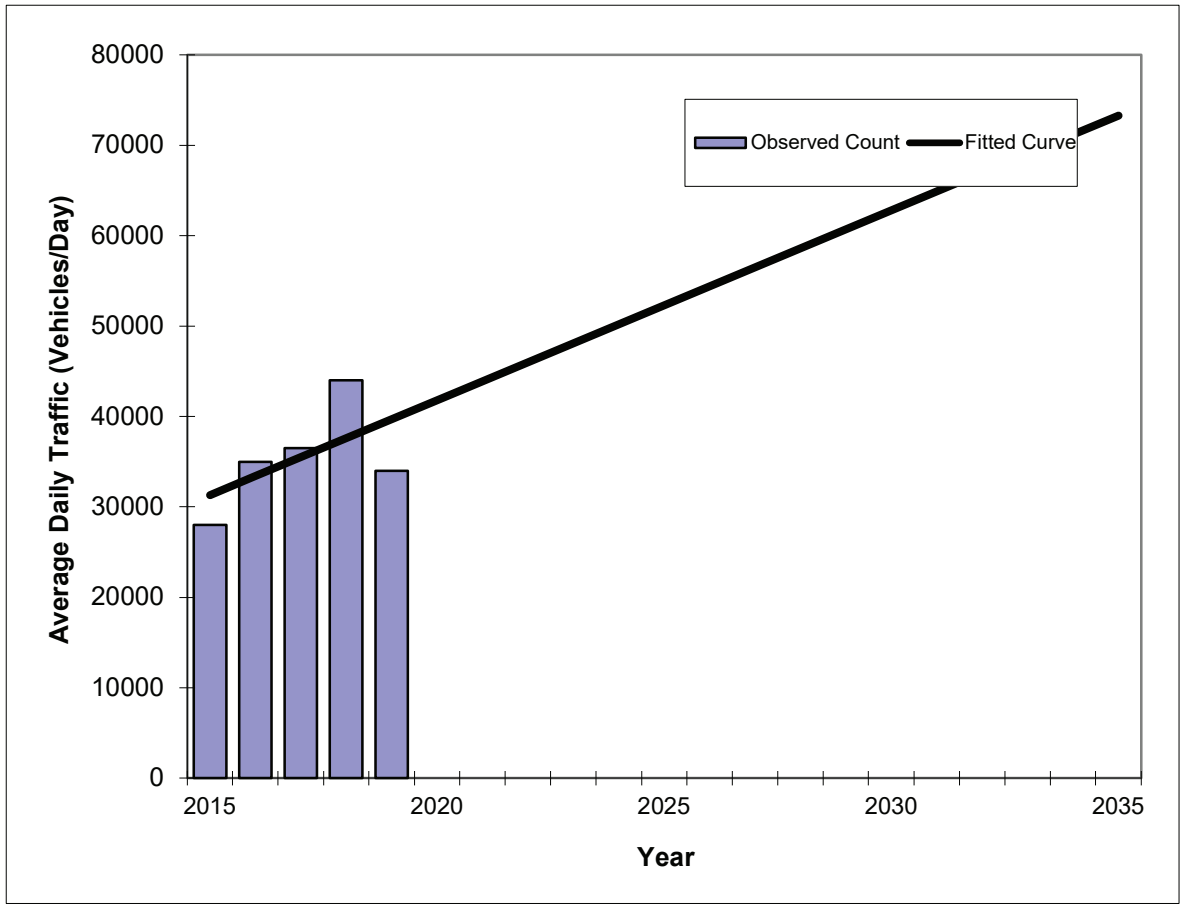
***Axle-Adjusted**

Traffic Trends - V03.a

SW 10 ST DEERFIELD -- E OF SR 9/I-95

FIN#	1234
Location	2

County:	Broward (86)
Station #:	860070
Highway:	SW 10 ST DEERFIELD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	28000	31300
2016	35000	33400
2017	36500	35500
2018	44000	37600
2019	34000	39700
2021 Opening Year Trend		
2021	N/A	43900
2022 Mid-Year Trend		
2022	N/A	46000
2024 Design Year Trend		
2024	N/A	50200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	2,100
Trend R-squared:	33.41%
Trend Annual Historic Growth Rate:	6.71%
Trend Growth Rate (2019 to Design Year):	5.29%
Printed:	23-Apr-21

Straight Line Growth Option

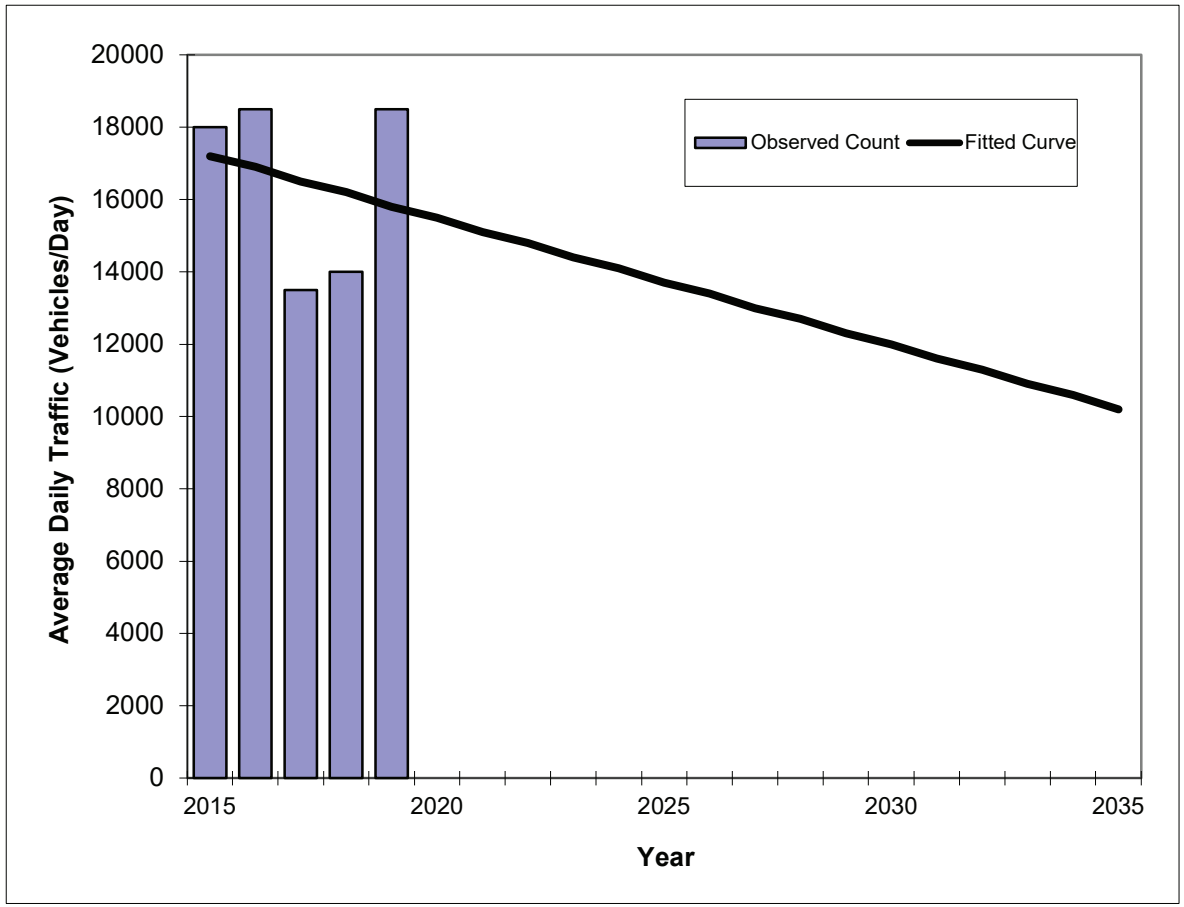
***Axle-Adjusted**

Traffic Trends - V03.a

I-95 NB ON RAMP -- FROM SR-869/1OTH ST

FIN#	1234
Location	3

County:	Broward (86)
Station #:	864081
Highway:	I-95 NB ON RAMP



Year	Traffic (ADT/AADT) Count*	Trend**
2015	18000	17200
2016	18500	16900
2017	13500	16500
2018	14000	16200
2019	18500	15800
2021 Opening Year Trend		
2021	N/A	15100
2022 Mid-Year Trend		
2022	N/A	14800
2024 Design Year Trend		
2024	N/A	14100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-350
Trend R-squared:	4.80%
Trend Annual Historic Growth Rate:	-2.03%
Trend Growth Rate (2019 to Design Year):	-2.15%
Printed:	23-Apr-21

Straight Line Growth Option

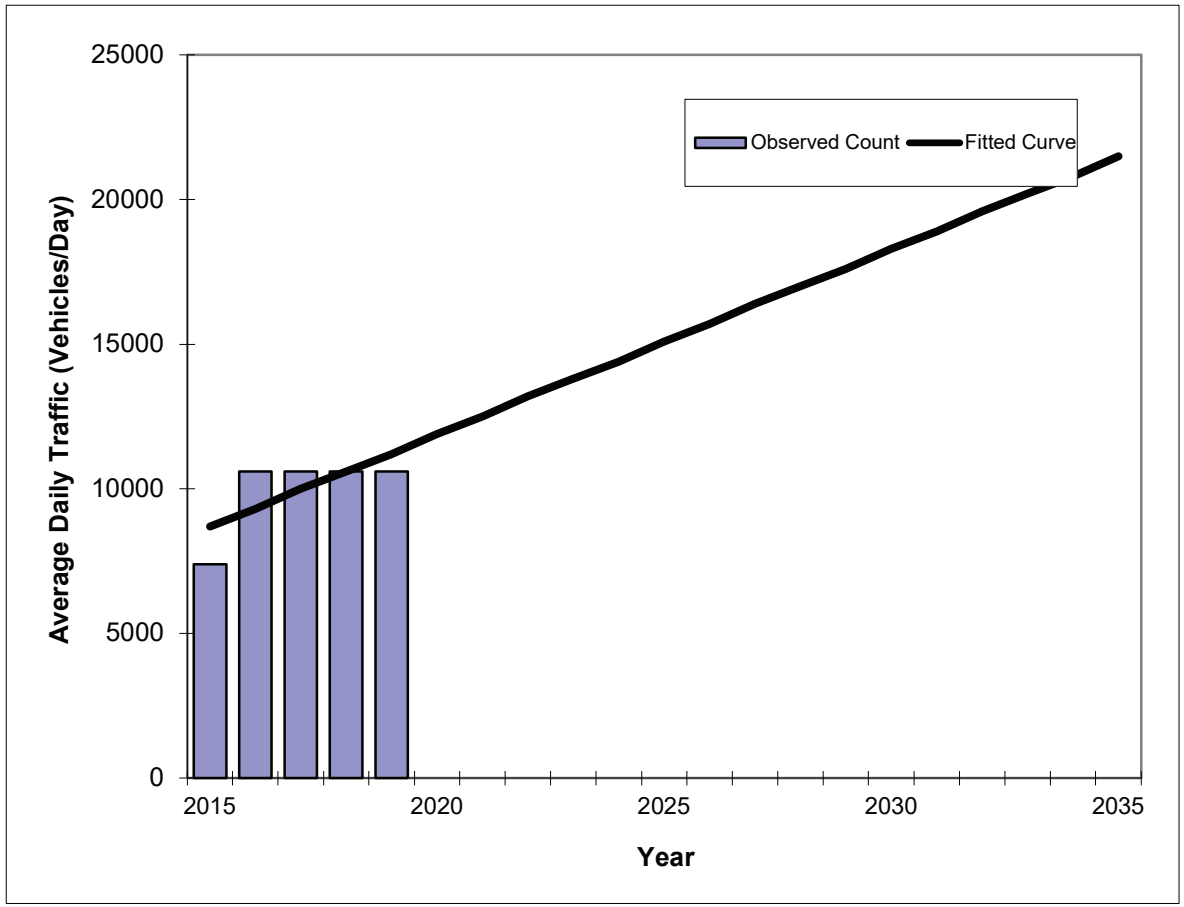
***Axle-Adjusted**

Traffic Trends - V03.a

NATURA BLVD -- S OF HILLSBORO BLVD

FIN#	1234
Location	4

County:	Broward (86)
Station #:	869125
Highway:	NATURA BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	7400	8700
2016	10600	9300
2017	10600	10000
2018	10600	10600
2019	10600	11200
2021 Opening Year Trend		
2021	N/A	12500
2022 Mid-Year Trend		
2022	N/A	13200
2024 Design Year Trend		
2024	N/A	14400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	640
Trend R-squared:	50.00%
Trend Annual Historic Growth Rate:	7.18%
Trend Growth Rate (2019 to Design Year):	5.71%
Printed:	23-Apr-21

Straight Line Growth Option

***Axle-Adjusted**

Growth Rate Trend Analysis Calcualtions

Description	Station #			
	0008	**0070**	**4081**	**9125**
Trend Growth Rate(1)	4.64	1.27	0.21	0.00
Adjusted Growth Rate (2)	4.64	1.27	0.50	0.50
Average Growth Rate	1.73			
Growth Rate Used	**1.73**			

Notes:

1: Refer to Trend Analysis Chart

2: If the resulting growth rate is negative, a 0.5 growth rate was used

APPENDIX D

Covid -19 Factors

COUNTY: 86
STATION: 0008
DESCRIPTION: SR 810/HILLSBORO BLVD - E OF SR 9/I-95
START DATE: 01/15/2019
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	176	83	66	71	396	121	82	67	49	319	715
0100	54	53	67	66	240	39	36	33	44	152	392
0200	53	44	38	35	170	43	37	22	25	127	297
0300	49	37	28	35	149	49	24	18	34	125	274
0400	36	30	35	42	143	43	35	46	58	182	325
0500	48	54	108	125	335	70	72	101	115	358	693
0600	141	210	250	323	924	136	165	274	276	851	1775
0700	353	455	513	504	1825	312	430	477	560	1779	3604
0800	475	583	550	568	2176	476	551	479	494	2000	4176
0900	414	416	401	414	1645	417	486	394	418	1715	3360
1000	361	382	383	411	1537	353	380	375	421	1529	3066
1100	433	380	463	491	1767	386	395	456	462	1699	3466
1200	471	460	471	438	1840	508	517	401	471	1897	3737
1300	451	439	455	406	1751	452	538	482	469	1941	3692
1400	407	407	433	358	1605	490	478	533	525	2026	3631
1500	414	417	479	459	1769	595	557	634	513	2299	4068
1600	468	413	417	413	1711	583	533	611	645	2372	4083
1700	497	516	455	449	1917	623	594	580	483	2280	4197
1800	448	459	429	443	1779	581	501	384	421	1887	3666
1900	375	393	351	372	1491	354	335	353	242	1284	2775
2000	310	285	271	229	1095	287	249	250	251	1037	2132
2100	228	219	244	198	889	206	302	259	220	987	1876
2200	229	197	194	168	788	293	264	247	213	1017	1805
2300	181	160	148	116	605	269	218	202	173	862	1467
24-HOUR TOTALS:					28547					30725	59272

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	2176	745	2066	745	4178
P.M.	1700	1917	1630	2473	1645	4323
DAILY	800	2176	1630	2473	1645	4323

TRUCK PERCENTAGE 4.24 3.47 3.84

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	122	23014	4200	178	741	92	5	111	78	2	3	1	0	0	0	1211	28547
W	68	25459	4131	141	627	62	21	123	89	2	1	0	1	0	0	1067	30725

GENERATED BY SPS 5.0.53P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0008 - SR 810/HILLSBORO BLVD - E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	60000 C	E 29000	W 31000	9.00	54.60	3.80
2018	54500 F	E 28500	W 26000	9.00	54.50	2.40
2017	54500 C	E 28500	W 26000	9.00	51.90	2.40
2016	52000 C	E 26000	W 26000	9.00	54.10	3.50
2015	51000 C	E 25000	W 26000	9.00	54.00	3.60
2014	51000 C	E 24500	W 26500	9.00	54.20	3.80
2013	55500 C	E 28500	W 27000	9.00	53.60	5.90
2012	55500 C	E 28000	W 27500	9.00	52.20	2.80
2011	53500 C	E 27000	W 26500	9.00	52.50	4.60
2010	47500 C	E 24500	W 23000	8.35	52.69	4.60
2009	52500 C	E 26500	W 26000	8.53	53.89	4.40
2008	49500 C	E 24000	W 25500	8.81	54.16	5.60
2007	50500 C	E 25500	W 25000	8.63	55.75	2.40
2006	59500 C	E 29500	W 30000	8.40	55.34	2.40
2005	59500 C	E 30000	W 29500	8.20	51.70	1.90
2004	58500 C	E 30000	W 28500	9.10	55.30	1.90

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

COUNTY: 86
STATION: 0070
DESCRIPTION: SW 10 ST DEERFIELD - E OF SR 9/I-95
START DATE: 04/23/2019
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	59	50	39	28	176	31	46	26	24	127	303
0100	26	26	20	20	92	25	20	22	19	86	178
0200	21	15	17	11	64	18	19	13	10	60	124
0300	13	9	11	14	47	9	10	13	21	53	100
0400	10	14	25	29	78	5	26	29	41	101	179
0500	36	41	60	51	188	40	64	87	82	273	461
0600	93	81	128	188	490	114	156	204	229	703	1193
0700	232	293	311	321	1157	294	304	339	326	1263	2420
0800	301	289	264	291	1145	319	314	311	258	1202	2347
0900	259	222	226	229	936	239	213	224	237	913	1849
1000	214	237	208	219	878	209	207	212	221	849	1727
1100	229	254	230	245	958	213	216	254	204	887	1845
1200	240	270	234	245	989	237	262	291	299	1089	2078
1300	245	242	249	245	981	262	255	268	246	1031	2012
1400	219	230	233	280	962	268	287	265	308	1128	2090
1500	275	291	328	320	1214	299	298	321	285	1203	2417
1600	313	302	325	342	1282	330	309	301	276	1216	2498
1700	299	333	385	372	1389	290	332	292	314	1228	2617
1800	383	321	287	282	1273	320	281	251	249	1101	2374
1900	233	225	234	211	903	262	207	201	212	882	1785
2000	229	196	174	190	789	196	189	209	164	758	1547
2100	148	136	140	127	551	145	144	157	108	554	1105
2200	138	117	122	75	452	107	114	87	87	395	847
2300	60	68	59	52	239	75	86	54	50	265	504
24-HOUR TOTALS:					17233					17367	34600

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1226	730	1298	730	2520
P.M.	1715	1473	1715	1258	1715	2731
DAILY	1715	1473	730	1298	1715	2731

TRUCK PERCENTAGE 5.16 5.83 5.50

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	77	13841	2334	106	421	141	43	85	50	39	0	0	5	0	91	890	17233
W	177	13663	2334	148	478	115	45	77	80	51	1	0	17	0	181	1012	17367

GENERATED BY SPS 5.0.53P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0070 - SW 10 ST DEERFIELD - E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	34000 C	E 17000	W 17000	9.00	54.60	5.50
2018	44000 C	E 20500	W 23500	9.00	54.50	5.20
2017	36500 C	E 17500	W 19000	9.00	51.90	5.20
2016	35000 C	E 17500	W 17500	9.00	54.10	5.20
2015	28000 C	E 13000	W 15000	9.00	54.90	6.80
2014	25500 C	E 13000	W 12500	9.00	54.50	6.80
2013	26500 C	E 10500	W 16000	9.00	54.60	6.80
2012	26500 C	E 13000	W 13500	9.00	55.00	4.30
2011	27000 C	E 13000	W 14000	9.00	54.50	4.30
2010	28000 C	E 13500	W 14500	9.37	54.06	4.30
2009	28000 C	E 14000	W 14000	9.31	53.74	11.00
2008	32500 C	E 15500	W 17000	9.70	54.48	11.00
2007	29000 C	E 14500	W 14500	9.10	53.47	8.10
2006	29000 C	E 14500	W 14500	9.48	53.59	3.10
2005	27500 C	E 13500	W 14000	10.60	58.90	3.30
2004	27500 C	E 13500	W 14000	10.40	56.30	3.30

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

COUNTY: 86
STATION: 4081
DESCRIPTION: I-95 NB ON RAMP FROM SR-869/1OTH ST
START DATE: 01/08/2019
START TIME: 0000

DIRECTION: N

TIME	1ST	2ND	3RD	4TH	TOTAL
0000	38	26	47	41	152
0100	27	21	13	30	91
0200	17	30	31	9	87
0300	8	35	29	11	83
0400	27	31	38	44	140
0500	46	57	93	119	315
0600	183	192	292	341	1008
0700	375	454	473	534	1836
0800	410	445	428	430	1713
0900	403	332	324	362	1421
1000	278	297	326	310	1211
1100	311	283	305	273	1172
1200	272	240	247	222	981
1300	292	264	294	293	1143
1400	212	260	295	281	1048
1500	272	305	308	291	1176
1600	270	331	275	319	1195
1700	297	254	296	292	1139
1800	266	244	221	254	985
1900	224	206	198	157	785
2000	165	123	112	133	533
2100	112	95	109	124	440
2200	67	90	92	58	307
2300	67	44	65	52	228
24-HOUR TOTALS:					19189

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	715	1871
P.M.	1615	1222
DAILY	715	1871

GENERATED BY SPS 5.0.53P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 4081 - I-95 NB ON RAMP FROM SR-869/10TH ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	18500 C	N 18500	0	8.00	99.90	9.40
2018	14000 F	0	0	9.00	99.90	6.20
2017	13500 C	N 13500	0	9.00	99.90	3.80
2016	18500 F	0	0	9.00	99.90	6.10
2015	18000 C	N 18000	0	9.00	99.90	5.90
2014	15500 F			9.00	99.90	6.10
2013	15500 C	N 15500	0	9.00	99.90	6.80
2012	12500 F	0	0	9.00	99.90	5.90
2011	12500 C	N 12500	0	9.00	99.90	5.80
2010	13000 F	0	0	7.47	99.99	5.50
2009	13000 C	N 13000	0	7.63	99.99	5.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9125 - NATURA BLVD., S OF HILLSBORO BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	10600 T	N 5800	S 4800	9.00	54.60	5.50
2018	10600 S	N 5800	S 4800	9.00	54.50	6.00
2017	10600 F	N 5800	S 4800	9.00	51.90	6.20
2016	10600 C	N 5800	S 4800	9.00	54.10	2.90
2015	7400 V	0	0	9.00	54.00	3.40
2014	7300 R			9.00	54.20	7.40
2013	7200 T	0	0	9.00	53.60	7.60
2012	7200 S	0	0	9.00	52.20	5.90
2011	7200 F	0	0	9.00	52.50	6.30
2010	7200 C	N 3900	S 3300	8.35	52.69	9.30
2009	6600 F	N 3400	S 3200	8.53	53.89	5.30
2008	6800 C	N 3500	S 3300	8.81	54.16	6.50
2007	8700 C	N 4200	S 4500	8.63	55.75	4.80
2006	9200 C	N 5000	S 4200	8.40	55.34	2.90
2005	8000 C	N 4200	S 3800	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; 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

TABLE D
Covid-19 Adjustment Factor

Roadway	Location	Daily Volume 2019 (1) Pre Covid-19	2021 (2) Pre Covid-19	2021 Covid-19	Adjustment Factor
SR 810/HILLSBORO BLVD	E OF SR 9/I-95	60,000	62,094	56,663	1.10
SW 10 ST DEERFIELD	E OF SR 9/I-95	34,000	35,187	39,698	0.89
I-95 NB ON RAMP	FROM SR-869/1OTH ST	18,500	19,146	7,543	2.54
NATURA BLVD	S OF HILLSBORO BLVD	10,600	10,970	8,629	1.27
	Totals	**60,000**	**127,397**	**112,532**	**1.13**

Source: FDOT Transportations Statistics Office & Traffic Counts

TABLE D-1
Covid-19 Adjustment Factor

Roadway	Location	AM Peak Hour Volumes 2019 (1) Pre Covid-19	2021 (2) Pre Covid-19	2021 Covid-19	Adjustment Factor
SR 810/HILLSBORO BLVD	E OF SR 9/I-95	4,178	4,324	3,737	1.16
SW 10 ST DEERFIELD	E OF SR 9/I-95	2,520	2,608	2,710	0.96
I-95 NB ON RAMP	FROM SR-869/1OTH ST	1,871	1,936	687	2.82
NATURA BLVD	S OF HILLSBORO BLVD		0	738	0.00
	Totals	**4,178**	**8,868**	**7,871**	**1.13**

Source: FDOT Transportations Statistics Office & Traffic Counts

TABLE D-2
Covid-19 Adjustment Factor

Roadway	Location	PM Peak Hour Volumes 2019 (1) Pre Covid-19	2021 (2) Pre Covid-19	2021 Covid-19	Adjustment Factor
SR 810/HILLSBORO BLVD	E OF SR 9/I-95	4,323	4,474	4,204	1.06
SW 10 ST DEERFIELD	E OF SR 9/I-95	2,731	2,826	2,898	0.98
I-95 NB ON RAMP	FROM SR-869/1OTH ST	1,222	1,265	527	2.40
NATURA BLVD	S OF HILLSBORO BLVD		0	716	0.00
	Totals	**4,323**	**8,565**	**8,345**	**1.03**

Source: FDOT Transportations Statistics Office & Traffic Counts
Growth Rate: 1.73

APPENDIX E

Future Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Military Trail
AM Peak Hour

Description	Military Trail Northbound			Military Trail Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	193	563	104	374	440	91	218	1,582	169	109	712	218
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	220	643	119	427	502	104	249	1,806	193	124	813	249
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	232	676	125	449	529	109	262	1,901	203	131	856	262
Mayla Deerfield			1	2				10		2	18	5
2024 Total Traffic	**232**	**676**	**126**	**451**	**529**	**109**	**262**	**1,911**	**203**	**133**	**874**	**267**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Military Trail
PM Peak Hour

Description	Military Trail Northbound			Military Trail Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	285	644	99	294	550	298	243	1,096	160	140	1,462	266
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	296	670	103	306	572	310	253	1,140	166	146	1,521	277
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	312	705	108	322	602	326	266	1,200	175	153	1,601	291
Mayla Deerfield			1	2				18		1	15	4
2024 Total Traffic	**312**	**705**	**109**	**324**	**602**	**326**	**266**	**1,218**	**175**	**154**	**1,616**	**295**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Jim Moran Blvd
AM Peak Hour

Description	Jim Moran Blvd Northbound			Jim Moran Blvd Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	144	54	344	31	10	24	105	1,976	162	282	1,187	161
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	164	62	393	35	11	27	120	2,255	185	322	1,355	184
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	173	65	413	37	12	29	126	2,374	195	339	1,426	193
Mayla Deerfield								13			25	
2024 Total Traffic	**173**	**65**	**413**	**37**	**12**	**29**	**126**	**2,387**	**195**	**339**	**1,451**	**193**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Jim Moran Blvd
PM Peak Hour

Description	Jim Moran Blvd Northbound			Jim Moran Blvd Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	239	6	367	178	27	135	34	1,589	128	225	1,782	23
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	249	6	382	185	28	140	35	1,653	133	234	1,854	24
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	262	7	402	195	30	148	37	1,740	140	246	1,952	25
Mayla Deerfield								25			20	
2024 Total Traffic	**262**	**7**	**402**	**195**	**30**	**148**	**37**	**1,765**	**140**	**246**	**1,972**	**25**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and I-95 SB Ramp
AM Peak Hour

Description	I-95 SB Ramp Northbound			I-95 SB Ramp Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)				391		438		1,563	755		977	
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	0	0	0	446	0	500	0	1,784	862	0	1,115	0
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	0	0	0	470	0	526	0	1,878	907	0	1,174	0
Mayla Deerfield				7				13				
2024 Total Traffic	**0**	**0**	**0**	**477**	**0**	**526**	**0**	**1,891**	**907**	**0**	**1,174**	**0**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and I-95 SB Ramp
PM Peak Hour

Description	I-95 SB Ramp Northbound			I-95 SB Ramp Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)				482		459		1,439	580		1,531	
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	0	0	0	501	0	477	0	1,497	603	0	1,593	0
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	0	0	0	528	0	503	0	1,576	635	0	1,677	0
Mayla Deerfield				14				25				
2024 Total Traffic	**0**	**0**	**0**	**542**	**0**	**503**	**0**	**1,601**	**635**	**0**	**1,677**	**0**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and I-95 NB Ramp
AM Peak Hour

Description	I-95 NB Ramp Northbound			I-95 NB Ramp Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)			397					1,319			1,162	
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	0	0	453	0	0	0	0	1,505	0	0	1,326	0
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	0	0	477	0	0	0	0	1,585	0	0	1,396	0
Mayla Deerfield			7					20			37	
2024 Total Traffic	**0**	**0**	**484**	**0**	**0**	**0**	**0**	**1,605**	**0**	**0**	**1,433**	**0**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and I-95 NB Ramp
PM Peak Hour

Description	I-95 NB Ramp Northbound			I-95 NB Ramp Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)			469					1,469			1,776	
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	0	0	488	0	0	0	0	1,528	0	0	1,848	0
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	0	0	514	0	0	0	0	1,609	0	0	1,945	0
Mayla Deerfield			14					39			31	
2024 Total Traffic	**0**	**0**	**528**	**0**	**0**	**0**	**0**	**1,648**	**0**	**0**	**1,976**	**0**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Driveway
AM Peak Hour

Description	Driveway Northbound			Driveway Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)			11					1,667	25		1,980	
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	0	0	13	0	0	0	0	1,903	29	0	2,260	0
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	0	0	13	0	0	0	0	2,003	30	0	2,379	0
Mayla Deerfield			62						27		50	
2024 Total Traffic	**0**	**0**	**75**	**0**	**0**	**0**	**0**	**2,003**	**57**	**0**	**2,429**	**0**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Driveway
PM Peak Hour

Description	Driveway Northbound			Driveway Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)			21					1,895	22		2,319	
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	0	0	22	0	0	0	0	1,971	23	0	2,412	0
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	0	0	23	0	0	0	0	2,075	24	0	2,540	0
Mayla Deerfield			51						53		42	
2024 Total Traffic	**0**	**0**	**74**	**0**	**0**	**0**	**0**	**2,075**	**77**	**0**	**2,582**	**0**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Natura Boulevard
AM Peak Hour

Description	Natura Boulevard Northbound			Natura Boulevard Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	313	94	104	58	15	110	329	1,275	115	64	1,422	120
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	357	107	119	66	17	126	375	1,455	131	73	1,623	137
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	376	113	125	70	18	132	395	1,532	138	77	1,709	144
Mayla Deerfield	15		3				35	27		16		
2024 Total Traffic	**391**	**113**	**128**	**70**	**18**	**132**	**430**	**1,559**	**138**	**93**	**1,709**	**144**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Natura Boulevard
PM Peak Hour

Description	Natura Boulevard Northbound			Natura Boulevard Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	166	15	94	113	34	331	147	1,528	226	124	1,758	54
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	173	16	98	118	35	344	153	1,590	235	129	1,829	56
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	182	16	103	124	37	363	161	1,674	248	136	1,925	59
Mayla Deerfield	13		2				29	22		30		
2024 Total Traffic	**195**	**16**	**105**	**124**	**37**	**363**	**190**	**1,696**	**248**	**166**	**1,925**	**59**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Dixie Highway
AM Peak Hour

Description	Dixie Hwy Northbound			Dixie Hwy Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	180	546	81	27	196	346	337	733	123	18	822	74
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	205	623	92	31	224	395	385	837	140	21	938	84
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	216	656	97	32	236	416	405	881	148	22	988	89
Mayla Deerfield	1					5	9	18	3		10	
2024 Total Traffic	**217**	**656**	**97**	**32**	**236**	**421**	**414**	**899**	**151**	**22**	**998**	**89**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Dixie Highway
PM Peak Hour

Description	Dixie Hwy Northbound			Dixie Hwy Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	136	302	91	70	474	467	285	968	190	57	1,093	117
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	141	314	95	73	493	486	296	1,007	198	59	1,137	122
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	149	331	100	77	519	511	312	1,060	208	62	1,197	128
Mayla Deerfield	3					9	7	15	2		18	
2024 Total Traffic	**152**	**331**	**100**	**77**	**519**	**520**	**319**	**1,075**	**210**	**62**	**1,215**	**128**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Natura Avenue and Natura Boulevard
AM Peak Hour

Description	Natura Avenue Northbound			Natura Avenue Southbound			Natura Boulevard Eastbound			Natura Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	15		15	2		6	9	516	39	40	152	1
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	17	0	17	2	0	7	10	589	45	46	173	1
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	18	0	18	2	0	7	11	620	47	48	183	1
Mayla Deerfield				10		3	3	2			10	3
2024 Total Traffic	**18**	**0**	**18**	**12**	**0**	**10**	**14**	**622**	**47**	**48**	**193**	**4**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Natura Avenue and Natura Boulevard
PM Peak Hour

Description	Natura Avenue Northbound			Natura Avenue Southbound			Natura Boulevard Eastbound			Natura Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	27		21	6	1	12	2	205	20	21	356	3
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	28	0	22	6	1	12	2	213	21	22	370	3
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	30	0	23	7	1	13	2	225	22	23	390	3
Mayla Deerfield				7		2	4	4			8	8
2024 Total Traffic	**30**	**0**	**23**	**14**	**1**	**15**	**6**	**229**	**22**	**23**	**398**	**11**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

SW 10 Street and Natura Boulevard
AM Peak Hour

Description	Natura Boulevard Northbound			Natura Boulevard Southbound			SW 10 Street Eastbound			SW 10 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	220	70	126	107	74	265	143	968	158	98	971	89
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	251	80	144	122	84	302	163	1,105	180	112	1,108	102
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	264	84	151	129	89	318	172	1,163	190	118	1,167	107
Mayla Deerfield		1		2	3	5	3					1
2024 Total Traffic	**264**	**85**	**151**	**131**	**92**	**323**	**175**	**1,163**	**190**	**118**	**1,167**	**108**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

SW 10 Street and Natura Boulevard
PM Peak Hour

Description	Natura Boulevard Northbound			Natura Boulevard Southbound			SW 10 Street Eastbound			SW 10 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	155	130	121	136	121	191	237	1,176	263	167	931	151
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	161	135	126	141	126	199	247	1,223	274	174	969	157
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	170	142	133	149	133	209	260	1,288	288	183	1,020	165
Mayla Deerfield		2		1	2	4	5					1
2024 Total Traffic	**170**	**144**	**133**	**150**	**135**	**213**	**265**	**1,288**	**288**	**183**	**1,020**	**166**

TRAFTECH ENGINEERING, INC.

APPENDIX F

SYNCHRO Analyses

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	249	1806	124	813	249	220	643	427	502
Future Volume (vph)	249	1806	124	813	249	220	643	427	502
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	1	6	5	2		7	4	3	8
Permitted Phases					2				
Detector Phase	1	6	5	2	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	8.0	4.0	8.0	8.0	4.0	6.0	4.0	8.0
Minimum Split (s)	20.0	43.5	10.5	43.5	43.5	10.5	38.0	10.5	38.0
Total Split (s)	20.0	73.0	20.0	73.0	73.0	29.0	38.0	29.0	38.0
Total Split (%)	12.5%	45.6%	12.5%	45.6%	45.6%	18.1%	23.8%	18.1%	23.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	13.9	73.6	9.8	69.5	69.5	14.3	28.7	21.9	36.3
Actuated g/C Ratio	0.09	0.46	0.06	0.43	0.43	0.09	0.18	0.14	0.23
v/c Ratio	0.85	0.88	0.60	0.38	0.32	0.73	0.86	0.93	0.54
Control Delay	96.7	45.1	71.2	51.4	28.7	84.9	72.1	94.7	54.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.7	45.1	71.2	51.4	28.7	84.9	72.1	94.7	54.1
LOS	F	D	E	D	C	F	E	F	D
Approach Delay		50.8		48.7			75.0		70.9
Approach LOS		D		D			E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 100 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 58.5	Intersection LOS: E
Intersection Capacity Utilization 92.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Military Trail & Hillsboro Boulevard



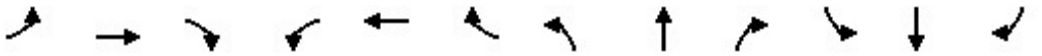


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	254	2040	127	830	254	224	777	436	618
v/c Ratio	0.85	0.88	0.60	0.38	0.32	0.73	0.86	0.93	0.54
Control Delay	96.7	45.1	71.2	51.4	28.7	84.9	72.1	94.7	54.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.7	45.1	71.2	51.4	28.7	84.9	72.1	94.7	54.1
Queue Length 50th (ft)	136	711	69	262	97	119	283	235	200
Queue Length 95th (ft)	#218	#869	105	343	216	163	332	#332	249
Internal Link Dist (ft)		751		2620			541		790
Turn Bay Length (ft)	260		160		130	300		310	
Base Capacity (vph)	303	2314	289	2208	800	482	992	482	1140
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.88	0.44	0.38	0.32	0.46	0.78	0.90	0.54

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: Military Trail & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	1806	193	124	813	249	220	643	119	427	502	104
Future Volume (veh/h)	249	1806	193	124	813	249	220	643	119	427	502	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	254	1843	197	127	830	254	224	656	121	436	512	106
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2233	237	170	2253	699	268	757	138	475	997	202
Arrive On Green	0.08	0.48	0.48	0.02	0.15	0.15	0.08	0.17	0.17	0.14	0.23	0.23
Sat Flow, veh/h	3456	4687	498	3456	5106	1585	3456	4339	790	3456	4255	861
Grp Volume(v), veh/h	254	1336	704	127	830	254	224	513	264	436	407	211
Grp Sat Flow(s),veh/h/ln	1728	1702	1781	1728	1702	1585	1728	1702	1725	1728	1702	1713
Q Serve(g_s), s	11.6	54.1	54.8	5.9	23.5	23.1	10.2	23.4	23.9	19.9	16.6	17.2
Cycle Q Clear(g_c), s	11.6	54.1	54.8	5.9	23.5	23.1	10.2	23.4	23.9	19.9	16.6	17.2
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.46	1.00		0.50
Lane Grp Cap(c), veh/h	292	1622	848	170	2253	699	268	594	301	475	797	401
V/C Ratio(X)	0.87	0.82	0.83	0.75	0.37	0.36	0.84	0.86	0.88	0.92	0.51	0.53
Avail Cap(c_a), veh/h	292	1622	848	292	2253	699	486	670	340	486	797	401
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.4	36.1	36.3	77.7	48.2	48.1	72.8	64.2	64.4	68.1	53.3	53.5
Incr Delay (d2), s/veh	22.8	4.9	9.2	2.1	0.4	1.3	2.6	9.4	19.0	21.7	0.2	0.6
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	6.0	22.8	25.1	2.7	10.8	10.1	4.6	10.8	12.0	10.2	7.1	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.2	41.0	45.5	79.8	48.6	49.3	75.4	73.6	83.3	89.9	53.5	54.1
LnGrp LOS	F	D	D	E	D	D	E	E	F	F	D	D
Approach Vol, veh/h		2294			1211			1001			1054	
Approach Delay, s/veh		48.4			52.0			76.6			68.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	77.1	28.5	34.4	14.4	82.7	18.9	44.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	13.5	66.5	22.5	31.5	13.5	66.5	22.5	31.5
Max Q Clear Time (g_c+I1), s	13.6	25.5	21.9	25.9	7.9	56.8	12.2	19.2
Green Ext Time (p_c), s	0.0	7.2	0.1	1.7	0.1	7.7	0.2	2.0

Intersection Summary	
HCM 6th Ctrl Delay	58.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1903	29	0	2260	0	13
Future Vol, veh/h	1903	29	0	2260	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2091	32	0	2484	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1062
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	411
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	411
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	411	-	-	-
HCM Lane V/C Ratio	0.035	-	-	-
HCM Control Delay (s)	14.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	375	1455	131	73	1623	357	107	119	66	17	126
Future Volume (vph)	375	1455	131	73	1623	357	107	119	66	17	126
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	24.5	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	28.0	71.0	71.0	23.0	66.0	20.0	46.0	46.0	20.0	46.0	46.0
Total Split (%)	17.5%	44.4%	44.4%	14.4%	41.3%	12.5%	28.8%	28.8%	12.5%	28.8%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	23.1	99.1	99.1	10.9	86.9	28.8	15.3	15.3	20.7	11.0	11.0
Actuated g/C Ratio	0.14	0.62	0.62	0.07	0.54	0.18	0.10	0.10	0.13	0.07	0.07
v/c Ratio	0.80	0.49	0.14	0.64	0.68	1.52	0.64	0.48	0.35	0.14	0.57
Control Delay	78.6	18.2	4.8	95.6	29.1	295.4	85.8	16.1	57.9	69.2	19.7
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	78.6	18.2	4.8	95.6	29.1	295.4	85.8	16.1	57.9	69.2	19.7
LOS	E	B	A	F	C	F	F	B	E	E	B
Approach Delay		28.9			31.8		200.0			35.7	
Approach LOS		C			C		F			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 26 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.52	
Intersection Signal Delay: 52.1	Intersection LOS: D
Intersection Capacity Utilization 87.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	395	1532	138	77	1852	376	113	125	69	18	133
v/c Ratio	0.80	0.49	0.14	0.64	0.68	1.52	0.64	0.48	0.35	0.14	0.57
Control Delay	78.6	18.2	4.8	95.6	29.1	295.4	85.8	16.1	57.9	69.2	19.7
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	78.6	18.2	4.8	95.6	29.1	295.4	85.8	16.1	57.9	69.2	19.7
Queue Length 50th (ft)	208	300	12	80	490	~455	117	0	62	18	0
Queue Length 95th (ft)	260	422	51	136	658	#589	181	64	104	44	67
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	513	3150	1021	182	2734	247	465	484	242	465	495
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	0.77	0.49	0.14	0.42	0.68	1.52	0.24	0.26	0.29	0.04	0.27

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	1455	131	73	1623	137	357	107	119	66	17	126
Future Volume (veh/h)	375	1455	131	73	1623	137	357	107	119	66	17	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	395	1532	138	77	1708	144	376	113	125	69	18	133
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	3074	954	95	2542	214	314	268	227	226	189	159
Arrive On Green	0.17	0.80	0.80	0.07	0.70	0.70	0.09	0.14	0.14	0.04	0.10	0.10
Sat Flow, veh/h	3456	5106	1585	1781	4798	404	1781	1870	1582	1781	1870	1580
Grp Volume(v), veh/h	395	1532	138	77	1211	641	376	113	125	69	18	133
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1798	1781	1870	1582	1781	1870	1580
Q Serve(g_s), s	18.0	15.9	3.1	6.8	31.9	32.1	14.0	8.8	11.8	5.5	1.4	13.2
Cycle Q Clear(g_c), s	18.0	15.9	3.1	6.8	31.9	32.1	14.0	8.8	11.8	5.5	1.4	13.2
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	3074	954	95	1803	952	314	268	227	226	189	159
V/C Ratio(X)	0.91	0.50	0.14	0.81	0.67	0.67	1.20	0.42	0.55	0.31	0.10	0.83
Avail Cap(c_a), veh/h	464	3074	954	184	1803	952	314	468	395	302	468	395
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.7	7.9	6.7	73.5	15.8	15.9	64.9	62.5	63.7	60.7	65.3	70.6
Incr Delay (d2), s/veh	20.2	0.6	0.3	6.0	2.0	3.8	114.9	0.4	0.8	0.3	0.1	4.3
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	8.7	4.4	1.2	3.2	10.1	11.2	16.2	4.3	4.8	2.5	0.7	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.9	8.5	7.0	79.5	17.8	19.6	179.8	62.9	64.5	61.0	65.4	75.0
LnGrp LOS	F	A	A	E	B	B	F	E	E	E	E	E
Approach Vol, veh/h		2065			1929			614			220	
Approach Delay, s/veh		23.2			20.9			134.8			69.8	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.6	91.3	13.2	28.9	15.1	102.8	20.0	22.1
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	21.5	59.5	14.0	40.0	16.5	64.5	14.0	40.0
Max Q Clear Time (g_c+I1), s	20.0	34.1	7.5	13.8	8.8	17.9	16.0	15.2
Green Ext Time (p_c), s	0.1	14.3	0.0	0.6	0.0	15.8	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	385	837	21	938	205	623	31	224	395
Future Volume (vph)	385	837	21	938	205	623	31	224	395
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	3	8	1
Permitted Phases			2		4		8		8
Detector Phase	1	6	5	2	7	4	3	8	1
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0	5.0
Minimum Split (s)	11.5	36.5	11.5	36.5	10.5	39.5	10.5	41.5	11.5
Total Split (s)	22.0	69.0	22.0	69.0	24.0	45.0	24.0	45.0	22.0
Total Split (%)	13.8%	43.1%	13.8%	43.1%	15.0%	28.1%	15.0%	28.1%	13.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	25.0	87.9	69.4	63.8	51.7	41.0	34.8	28.4	53.4
Actuated g/C Ratio	0.16	0.55	0.43	0.40	0.32	0.26	0.22	0.18	0.33
v/c Ratio	0.76	0.38	0.09	0.54	0.60	0.85	0.26	0.38	0.72
Control Delay	63.5	48.3	18.4	37.9	47.5	65.5	39.5	58.1	39.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	48.3	18.4	37.9	47.5	65.5	39.5	58.1	39.7
LOS	E	D	B	D	D	E	D	E	D
Approach Delay		52.6		37.6		61.5		46.0	
Approach LOS		D		D		E		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 132 (83%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 49.6	Intersection LOS: D
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 107: S. Dixie Highway & Hillsboro Boulevard





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	410	1039	22	1087	218	761	33	238	420
v/c Ratio	0.76	0.38	0.09	0.54	0.60	0.85	0.26	0.38	0.72
Control Delay	63.5	48.3	18.4	37.9	47.5	65.5	39.5	58.1	39.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	48.3	18.4	37.9	47.5	65.5	39.5	58.1	39.7
Queue Length 50th (ft)	224	380	9	319	173	397	23	115	284
Queue Length 95th (ft)	#391	446	26	367	230	451	46	149	410
Internal Link Dist (ft)		2890		691		540		364	
Turn Bay Length (ft)	170		180		225		270		120
Base Capacity (vph)	536	2736	366	2010	368	916	247	851	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.38	0.06	0.54	0.59	0.83	0.13	0.28	0.72

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	385	837	140	21	938	84	205	623	92	31	224	395
Future Volume (veh/h)	385	837	140	21	938	84	205	623	92	31	224	395
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	410	890	149	22	998	89	218	663	98	33	238	420
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2089	348	238	1897	169	372	1001	148	179	855	530
Arrive On Green	0.03	0.16	0.16	0.02	0.40	0.40	0.10	0.32	0.32	0.02	0.24	0.24
Sat Flow, veh/h	3456	4399	733	1781	4773	425	1781	3100	458	1781	3554	1563
Grp Volume(v), veh/h	410	688	351	22	711	376	218	380	381	33	238	420
Grp Sat Flow(s),veh/h/ln	1728	1702	1728	1781	1702	1794	1781	1777	1781	1781	1777	1563
Q Serve(g_s), s	15.5	29.2	29.4	1.2	25.5	25.5	14.4	29.4	29.5	2.2	8.7	38.5
Cycle Q Clear(g_c), s	15.5	29.2	29.4	1.2	25.5	25.5	14.4	29.4	29.5	2.2	8.7	38.5
Prop In Lane	1.00		0.42	1.00		0.24	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	335	1616	820	238	1353	713	372	574	575	179	855	530
V/C Ratio(X)	1.22	0.43	0.43	0.09	0.53	0.53	0.59	0.66	0.66	0.18	0.28	0.79
Avail Cap(c_a), veh/h	335	1616	820	376	1353	713	384	574	575	337	855	530
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.4	47.7	47.8	28.5	36.7	36.7	38.3	46.7	46.7	45.4	49.4	48.0
Incr Delay (d2), s/veh	122.2	0.7	1.4	0.1	1.5	2.8	1.4	2.6	2.6	0.2	0.1	7.8
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	12.9	13.5	14.0	0.5	10.7	11.6	6.4	13.3	13.4	1.0	3.9	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	199.7	48.5	49.3	28.5	38.2	39.5	39.7	49.3	49.3	45.6	49.6	55.9
LnGrp LOS	F	D	D	C	D	D	D	D	D	D	D	E
Approach Vol, veh/h		1449			1109			979			691	
Approach Delay, s/veh		91.4			38.4			47.2			53.2	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	70.1	9.8	58.1	9.6	82.5	22.9	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.5	62.5	17.5	38.5	15.5	62.5	17.5	38.5
Max Q Clear Time (g_c+I1), s	17.5	27.5	4.2	31.5	3.2	31.4	16.4	40.5
Green Ext Time (p_c), s	0.0	7.8	0.0	2.2	0.0	7.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	61.0
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	589	45	46	173	1	17	0	17	2	0	7
Future Vol, veh/h	10	589	45	46	173	1	17	0	17	2	0	7
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	120	-	-	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	685	52	53	201	1	20	0	20	2	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	202	0	0	738	0	0	943	1044	370	675	1070	101
Stage 1	-	-	-	-	-	-	736	736	-	308	308	-
Stage 2	-	-	-	-	-	-	207	308	-	367	762	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1367	-	-	864	-	-	371	228	806	498	220	1001
Stage 1	-	-	-	-	-	-	466	423	-	740	659	-
Stage 2	-	-	-	-	-	-	776	659	-	625	412	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1367	-	-	863	-	-	348	212	805	460	205	1001
Mov Cap-2 Maneuver	-	-	-	-	-	-	348	212	-	460	205	-
Stage 1	-	-	-	-	-	-	461	419	-	733	619	-
Stage 2	-	-	-	-	-	-	722	619	-	604	408	-

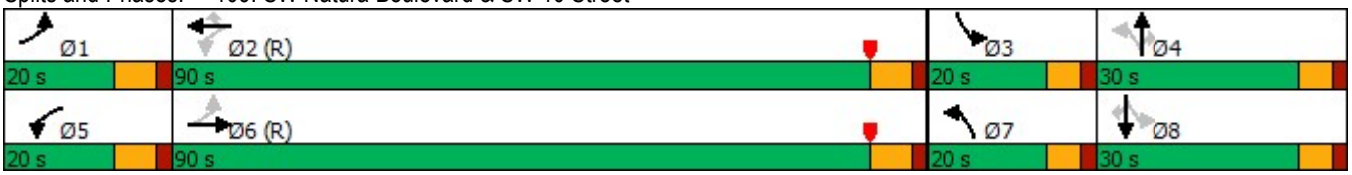
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2	12.8	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	348	805	1367	-	-	863	-	-	794
HCM Lane V/C Ratio	0.057	0.025	0.009	-	-	0.062	-	-	0.013
HCM Control Delay (s)	16	9.6	7.7	-	-	9.4	-	-	9.6
HCM Lane LOS	C	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.2	-	-	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	163	1105	112	1108	102	251	80	144	122	84	302
Future Volume (vph)	163	1105	112	1108	102	251	80	144	122	84	302
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	90.0	20.0	90.0	90.0	20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	12.5%	56.3%	12.5%	56.3%	56.3%	12.5%	18.8%	18.8%	12.5%	18.8%	18.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	102.3	92.4	98.5	90.5	90.5	35.1	21.1	21.1	32.0	19.6	19.6
Actuated g/C Ratio	0.64	0.58	0.62	0.57	0.57	0.22	0.13	0.13	0.20	0.12	0.12
v/c Ratio	0.60	0.49	0.51	0.42	0.12	0.92	0.19	0.46	0.45	0.41	0.94
Control Delay	19.2	21.0	18.5	21.3	3.6	90.7	61.8	12.6	53.4	68.8	64.6
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	19.2	21.0	18.5	21.3	3.6	90.7	61.8	12.6	53.4	68.8	64.6
LOS	B	C	B	C	A	F	E	B	D	E	E
Approach Delay		20.8		19.7			62.2			62.6	
Approach LOS		C		B			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 31.3	Intersection LOS: C
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 109: SW Natura Boulevard & SW 10 Street





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	179	1412	123	1218	112	276	88	158	134	92	332
v/c Ratio	0.60	0.49	0.51	0.42	0.12	0.92	0.19	0.46	0.45	0.41	0.94
Control Delay	19.2	21.0	18.5	21.3	3.6	90.7	61.8	12.6	53.4	68.8	64.6
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	19.2	21.0	18.5	21.3	3.6	90.7	61.8	12.6	53.4	68.8	64.6
Queue Length 50th (ft)	68	316	45	271	1	253	43	0	112	88	162
Queue Length 95th (ft)	105	380	75	328	35	#410	72	69	174	147	#328
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	333	2886	293	2874	942	300	530	368	312	279	393
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	0.54	0.49	0.42	0.42	0.12	0.92	0.17	0.43	0.43	0.33	0.84

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: SW Natura Boulevard & SW 10 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	1105	180	112	1108	102	251	80	144	122	84	302
Future Volume (veh/h)	163	1105	180	112	1108	102	251	80	144	122	84	302
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	1214	198	123	1218	112	276	88	158	134	92	332
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	2462	402	270	2770	860	303	576	256	339	281	237
Arrive On Green	0.06	0.56	0.56	0.04	0.54	0.54	0.09	0.16	0.16	0.08	0.15	0.15
Sat Flow, veh/h	1781	4423	721	1781	5106	1585	1781	3554	1579	1781	1870	1579
Grp Volume(v), veh/h	179	934	478	123	1218	112	276	88	158	134	92	332
Grp Sat Flow(s),veh/h/ln	1781	1702	1741	1781	1702	1585	1781	1777	1579	1781	1870	1579
Q Serve(g_s), s	7.1	26.8	26.8	4.9	22.9	5.6	14.0	3.4	14.9	10.1	7.0	24.0
Cycle Q Clear(g_c), s	7.1	26.8	26.8	4.9	22.9	5.6	14.0	3.4	14.9	10.1	7.0	24.0
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	312	1895	969	270	2770	860	303	576	256	339	281	237
V/C Ratio(X)	0.57	0.49	0.49	0.46	0.44	0.13	0.91	0.15	0.62	0.40	0.33	1.40
Avail Cap(c_a), veh/h	354	1895	969	338	2770	860	303	576	256	360	281	237
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	17.1	21.7	21.7	17.5	22.0	18.0	59.4	57.6	62.4	51.9	60.8	68.0
Incr Delay (d2), s/veh	0.7	0.9	1.8	0.4	0.5	0.3	29.5	0.0	3.3	0.3	0.3	204.4
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	3.0	11.1	11.6	2.1	9.4	2.2	7.0	1.6	6.3	4.6	3.4	23.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	22.6	23.5	18.0	22.5	18.3	88.8	57.6	65.7	52.2	61.0	272.4
LnGrp LOS	B	C	C	B	C	B	F	E	E	D	E	F
Approach Vol, veh/h		1591			1453			522			558	
Approach Delay, s/veh		22.3			21.8			76.6			184.6	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	93.8	18.1	31.9	13.9	96.1	20.0	30.0
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	83.0	14.0	24.0	13.0	83.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	9.1	24.9	12.1	16.9	6.9	28.8	16.0	26.0
Green Ext Time (p_c), s	0.1	13.2	0.0	0.4	0.0	14.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.0
HCM 6th LOS	D

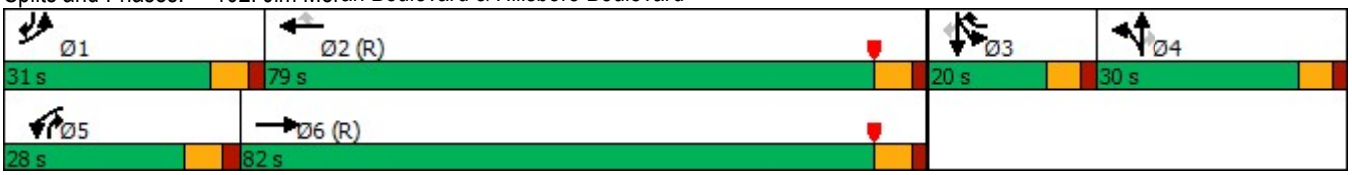
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	120	2255	322	1355	184	164	62	393	35	11	27
Future Volume (vph)	120	2255	322	1355	184	164	62	393	35	11	27
Turn Type	Prot	NA	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	5	2	3	4	4	5	3	3	1
Permitted Phases					2			4			3
Detector Phase	1	6	5	2	3	4	4	5	3	3	1
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0
Minimum Split (s)	11.5	35.5	11.5	35.5	20.0	30.0	30.0	11.5	20.0	20.0	11.5
Total Split (s)	31.0	82.0	28.0	79.0	20.0	30.0	30.0	28.0	20.0	20.0	31.0
Total Split (%)	19.4%	51.3%	17.5%	49.4%	12.5%	18.8%	18.8%	17.5%	12.5%	12.5%	19.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0	4.5
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)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	15.6	88.6	26.5	99.4	113.2	12.7	12.7	38.6	7.3	7.3	22.4
Actuated g/C Ratio	0.10	0.55	0.17	0.62	0.71	0.08	0.08	0.24	0.05	0.05	0.14
v/c Ratio	0.76	0.95	0.62	0.47	0.17	0.66	0.46	0.94	0.33	0.32	0.11
Control Delay	98.4	29.1	70.3	14.5	1.5	82.9	79.7	71.6	85.0	84.3	0.8
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.4	29.1	70.3	14.6	1.5	82.9	79.7	71.6	85.0	84.3	0.8
LOS	F	C	E	B	A	F	E	E	F	F	A
Approach Delay		32.3		23.0			75.4			53.8	
Approach LOS		C		C			E			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 153 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 34.4	Intersection LOS: C
Intersection Capacity Utilization 94.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 102: Jim Moran Boulevard & Hillsboro Boulevard





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	2652	350	1473	200	178	67	427	25	25	29
v/c Ratio	0.76	0.95	0.62	0.47	0.17	0.66	0.46	0.94	0.33	0.32	0.11
Control Delay	98.4	29.1	70.3	14.5	1.5	82.9	79.7	71.6	85.0	84.3	0.8
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.4	29.1	70.3	14.6	1.5	82.9	79.7	71.6	85.0	84.3	0.8
Queue Length 50th (ft)	142	993	178	230	10	94	68	329	27	27	0
Queue Length 95th (ft)	m169	#1234	232	278	24	135	120	430	63	63	0
Internal Link Dist (ft)		2620		495			677			792	
Turn Bay Length (ft)	375		400		330	200		250	200		200
Base Capacity (vph)	271	2787	583	3160	1236	514	279	463	147	150	360
Starvation Cap Reductn	0	0	0	683	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	0.48	0.95	0.60	0.59	0.16	0.35	0.24	0.92	0.17	0.17	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	2255	185	322	1355	184	164	62	393	35	11	27
Future Volume (vph)	120	2255	185	322	1355	184	164	62	393	35	11	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5023		3433	5085	1583	3433	1863	1571	1681	1725	1576
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5023		3433	5085	1583	3433	1863	1571	1681	1725	1576
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	130	2451	201	350	1473	200	178	67	427	38	12	29
RTOR Reduction (vph)	0	5	0	0	0	67	0	0	77	0	0	25
Lane Group Flow (vph)	130	2647	0	350	1473	133	178	67	350	25	25	4
Confl. Peds. (#/hr)							2					2
Confl. Bikes (#/hr)			2						3			
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	15.6	88.5		26.5	99.4	106.7	12.7	12.7	39.2	7.3	7.3	22.9
Effective Green, g (s)	15.6	88.5		26.5	99.4	106.7	12.7	12.7	39.2	7.3	7.3	22.9
Actuated g/C Ratio	0.10	0.55		0.17	0.62	0.67	0.08	0.08	0.25	0.05	0.05	0.14
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	172	2778		568	3159	1055	272	147	384	76	78	225
v/s Ratio Prot	0.07	c0.53		0.10	0.29	0.01	0.05	0.04	c0.15	c0.01	0.01	0.00
v/s Ratio Perm						0.08			0.07			0.00
v/c Ratio	0.76	0.95		0.62	0.47	0.13	0.65	0.46	0.91	0.33	0.32	0.02
Uniform Delay, d1	70.3	33.8		62.0	16.2	9.7	71.5	70.3	58.7	74.0	73.9	58.9
Progression Factor	1.17	0.64		1.07	0.81	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.1	6.3		1.3	0.5	0.0	4.3	0.8	24.9	0.9	0.9	0.0
Delay (s)	92.1	27.9		67.7	13.6	9.9	75.8	71.2	83.6	74.9	74.8	58.9
Level of Service	F	C		E	B	A	E	E	F	E	E	E
Approach Delay (s)		30.9			22.6			80.3			69.0	
Approach LOS		C			C			F			E	

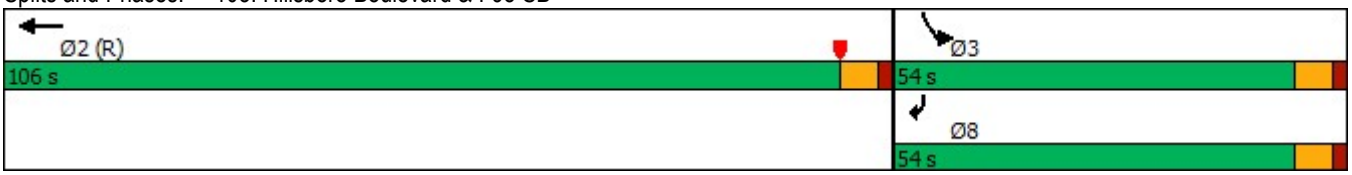
Intersection Summary			
HCM 2000 Control Delay	34.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	94.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SBL	SBR
Lane Configurations			
Traffic Volume (vph)	1115	446	500
Future Volume (vph)	1115	446	500
Turn Type	NA	Prot	Prot
Protected Phases	2	3	8
Permitted Phases			
Detector Phase	2	3	8
Switch Phase			
Minimum Initial (s)	12.0	6.0	6.0
Minimum Split (s)	33.5	24.5	24.5
Total Split (s)	106.0	54.0	54.0
Total Split (%)	66.3%	33.8%	33.8%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	101.8	45.2	45.2
Actuated g/C Ratio	0.64	0.28	0.28
v/c Ratio	0.37	0.95	0.59
Control Delay	14.5	85.0	37.2
Queue Delay	0.0	0.0	0.0
Total Delay	14.5	85.0	37.2
LOS	B	F	D
Approach Delay	14.5	59.7	
Approach LOS	B	E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 35.2	Intersection LOS: D
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Hillsboro Boulevard & I-95 SB

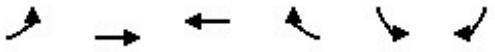




Lane Group	WBT	SBL	SBR
Lane Group Flow (vph)	1186	474	532
v/c Ratio	0.37	0.95	0.59
Control Delay	14.5	85.0	37.2
Queue Delay	0.0	0.0	0.0
Total Delay	14.5	85.0	37.2
Queue Length 50th (ft)	214	479	193
Queue Length 95th (ft)	244	#688	262
Internal Link Dist (ft)	1220	531	
Turn Bay Length (ft)			
Base Capacity (vph)	3234	525	934
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	11	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.37	0.90	0.57

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑		↰	↱↱
Traffic Volume (vph)	0	0	1115	0	446	500
Future Volume (vph)	0	0	1115	0	446	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.5		6.5	6.5
Lane Util. Factor			0.91		1.00	0.88
Frt			1.00		1.00	0.85
Flt Protected			1.00		0.95	1.00
Satd. Flow (prot)			5085		1770	2787
Flt Permitted			1.00		0.95	1.00
Satd. Flow (perm)			5085		1770	2787
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	1186	0	474	532
RTOR Reduction (vph)	0	0	0	0	0	109
Lane Group Flow (vph)	0	0	1186	0	474	423
Turn Type			NA		Prot	Prot
Protected Phases			2		3	8
Permitted Phases						
Actuated Green, G (s)			101.8		45.2	45.2
Effective Green, g (s)			101.8		45.2	45.2
Actuated g/C Ratio			0.64		0.28	0.28
Clearance Time (s)			6.5		6.5	6.5
Vehicle Extension (s)			3.0		2.5	2.5
Lane Grp Cap (vph)			3235		500	787
v/s Ratio Prot			c0.23		c0.27	0.15
v/s Ratio Perm						
v/c Ratio			0.37		0.95	0.54
Uniform Delay, d1			13.8		56.2	48.6
Progression Factor			1.00		1.00	1.00
Incremental Delay, d2			0.3		27.4	0.6
Delay (s)			14.1		83.6	49.1
Level of Service			B		F	D
Approach Delay (s)		0.0	14.1		65.4	
Approach LOS		A	B		E	

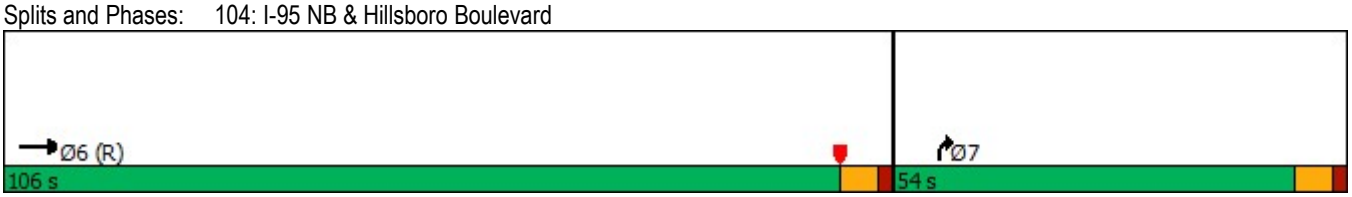
Intersection Summary			
HCM 2000 Control Delay	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	NBR
Lane Configurations		
Traffic Volume (vph)	1505	453
Future Volume (vph)	1505	453
Turn Type	NA	Prot
Protected Phases	6	7
Permitted Phases		
Detector Phase	6	7
Switch Phase		
Minimum Initial (s)	12.0	6.0
Minimum Split (s)	24.5	24.5
Total Split (s)	106.0	54.0
Total Split (%)	66.3%	33.8%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.5	6.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Max	None
Act Effct Green (s)	119.5	27.5
Actuated g/C Ratio	0.75	0.17
v/c Ratio	0.40	0.85
Control Delay	9.5	69.0
Queue Delay	0.0	0.0
Total Delay	9.5	69.0
LOS	A	E
Approach Delay	9.5	
Approach LOS	A	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2: and 6:EBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: I-95 NB & Hillsboro Boulevard



Lane Group	EBT	NBR
Lane Group Flow (vph)	1520	458
v/c Ratio	0.40	0.85
Control Delay	9.5	69.0
Queue Delay	0.0	0.0
Total Delay	9.5	69.0
Queue Length 50th (ft)	290	228
Queue Length 95th (ft)	424	286
Internal Link Dist (ft)	1220	
Turn Bay Length (ft)		
Base Capacity (vph)	3798	878
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.40	0.52

Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1505	0	0	0	0	453
Future Volume (vph)	1505	0	0	0	0	453
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5					6.5
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	1520	0	0	0	0	458
RTOR Reduction (vph)	0	0	0	0	0	60
Lane Group Flow (vph)	1520	0	0	0	0	398
Turn Type	NA					Prot
Protected Phases	6					7
Permitted Phases						
Actuated Green, G (s)	119.5					27.5
Effective Green, g (s)	119.5					27.5
Actuated g/C Ratio	0.75					0.17
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.5					2.0
Lane Grp Cap (vph)	3797					479
v/s Ratio Prot	c0.30					c0.14
v/s Ratio Perm						
v/c Ratio	0.40					0.83
Uniform Delay, d1	7.3					64.0
Progression Factor	1.19					1.00
Incremental Delay, d2	0.3					11.2
Delay (s)	9.0					75.2
Level of Service	A					E
Approach Delay (s)	9.0			0.0	75.2	
Approach LOS	A			A	E	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	262	1901	131	856	262	232	676	449	529
Future Volume (vph)	262	1901	131	856	262	232	676	449	529
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	1	6	5	2		7	4	3	8
Permitted Phases					2				
Detector Phase	1	6	5	2	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	8.0	4.0	8.0	8.0	4.0	6.0	4.0	8.0
Minimum Split (s)	20.0	43.5	10.5	43.5	43.5	10.5	38.0	10.5	38.0
Total Split (s)	20.0	73.0	20.0	73.0	73.0	29.0	38.0	29.0	38.0
Total Split (%)	12.5%	45.6%	12.5%	45.6%	45.6%	18.1%	23.8%	18.1%	23.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	14.1	72.1	10.1	68.1	68.1	14.9	29.4	22.3	36.8
Actuated g/C Ratio	0.09	0.45	0.06	0.43	0.43	0.09	0.18	0.14	0.23
v/c Ratio	0.88	0.95	0.62	0.40	0.34	0.74	0.88	0.96	0.56
Control Delay	99.8	51.9	70.1	53.2	30.7	84.5	73.8	99.1	54.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.8	51.9	70.1	53.2	30.7	84.5	73.8	99.1	54.7
LOS	F	D	E	D	C	F	E	F	D
Approach Delay		57.2		50.2			76.2		73.0
Approach LOS		E		D			E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 100 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 62.1	Intersection LOS: E
Intersection Capacity Utilization 96.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Military Trail & Hillsboro Boulevard





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	267	2147	134	873	267	237	818	458	651
v/c Ratio	0.88	0.95	0.62	0.40	0.34	0.74	0.88	0.96	0.56
Control Delay	99.8	51.9	70.1	53.2	30.7	84.5	73.8	99.1	54.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.8	51.9	70.1	53.2	30.7	84.5	73.8	99.1	54.7
Queue Length 50th (ft)	144	791	73	284	116	126	298	248	212
Queue Length 95th (ft)	#236	#959	110	359	233	170	351	#359	265
Internal Link Dist (ft)		751		2620			541		790
Turn Bay Length (ft)	260		160		130	300		310	
Base Capacity (vph)	303	2268	289	2165	788	482	992	482	1154
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.95	0.46	0.40	0.34	0.49	0.82	0.95	0.56

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: Military Trail & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	1901	203	131	856	262	232	676	125	449	529	109
Future Volume (veh/h)	262	1901	203	131	856	262	232	676	125	449	529	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	267	1940	207	134	873	267	237	690	128	458	540	111
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2180	231	177	2205	685	281	783	143	486	1022	206
Arrive On Green	0.08	0.46	0.46	0.02	0.14	0.14	0.08	0.18	0.18	0.14	0.24	0.24
Sat Flow, veh/h	3456	4689	496	3456	5106	1585	3456	4334	794	3456	4260	858
Grp Volume(v), veh/h	267	1404	743	134	873	267	237	540	278	458	429	222
Grp Sat Flow(s),veh/h/ln	1728	1702	1781	1728	1702	1585	1728	1702	1724	1728	1702	1713
Q Serve(g_s), s	12.3	60.1	61.2	6.2	24.9	24.5	10.8	24.7	25.2	21.0	17.5	18.1
Cycle Q Clear(g_c), s	12.3	60.1	61.2	6.2	24.9	24.5	10.8	24.7	25.2	21.0	17.5	18.1
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.46	1.00		0.50
Lane Grp Cap(c), veh/h	292	1583	828	177	2205	685	281	615	311	486	816	411
V/C Ratio(X)	0.92	0.89	0.90	0.76	0.40	0.39	0.84	0.88	0.89	0.94	0.53	0.54
Avail Cap(c_a), veh/h	292	1583	828	292	2205	685	486	670	339	486	816	411
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.7	39.0	39.3	77.6	49.6	49.5	72.5	63.8	64.0	68.1	52.9	53.1
Incr Delay (d2), s/veh	31.1	7.8	14.4	2.1	0.5	1.4	2.6	11.3	21.9	26.7	0.3	0.8
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	6.6	25.9	29.1	2.8	11.5	10.7	4.9	11.6	12.9	11.0	7.5	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.8	46.8	53.7	79.7	50.1	50.9	75.1	75.1	86.0	94.8	53.2	53.9
LnGrp LOS	F	D	D	E	D	D	E	E	F	F	D	D
Approach Vol, veh/h		2414			1274			1055			1109	
Approach Delay, s/veh		55.2			53.4			78.0			70.5	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	75.6	29.0	35.4	14.7	80.9	19.5	44.9
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	13.5	66.5	22.5	31.5	13.5	66.5	22.5	31.5
Max Q Clear Time (g_c+I1), s	14.3	26.9	23.0	27.2	8.2	63.2	12.8	20.1
Green Ext Time (p_c), s	0.0	7.7	0.0	1.5	0.1	2.9	0.2	2.1

Intersection Summary	
HCM 6th Ctrl Delay	61.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2003	30	0	2379	0	13
Future Vol, veh/h	2003	30	0	2379	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2201	33	0	2614	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1117
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	393
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	393
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	393	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-
HCM Control Delay (s)	14.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	395	1532	138	77	1709	376	113	125	70	18	132
Future Volume (vph)	395	1532	138	77	1709	376	113	125	70	18	132
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	24.5	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	28.0	71.0	71.0	23.0	66.0	20.0	46.0	46.0	20.0	46.0	46.0
Total Split (%)	17.5%	44.4%	44.4%	14.4%	41.3%	12.5%	28.8%	28.8%	12.5%	28.8%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	24.5	98.0	98.0	11.2	84.8	29.3	15.6	15.6	21.9	11.8	11.8
Actuated g/C Ratio	0.15	0.61	0.61	0.07	0.53	0.18	0.10	0.10	0.14	0.07	0.07
v/c Ratio	0.79	0.52	0.14	0.66	0.73	1.56	0.65	0.49	0.37	0.14	0.57
Control Delay	76.7	19.4	5.4	95.8	32.2	309.7	86.3	15.8	57.5	68.2	18.7
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	76.7	19.4	5.4	95.8	32.2	309.7	86.3	15.8	57.5	68.2	18.7
LOS	E	B	A	F	C	F	F	B	E	E	B
Approach Delay		29.4			34.7		208.7			35.1	
Approach LOS		C			C		F			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 26 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 54.6	Intersection LOS: D
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	416	1613	145	81	1951	396	119	132	74	19	139
v/c Ratio	0.79	0.52	0.14	0.66	0.73	1.56	0.65	0.49	0.37	0.14	0.57
Control Delay	76.7	19.4	5.4	95.8	32.2	309.7	86.3	15.8	57.5	68.2	18.7
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	76.7	19.4	5.4	95.8	32.2	309.7	86.3	15.8	57.5	68.2	18.7
Queue Length 50th (ft)	219	331	15	84	555	~481	123	0	66	19	0
Queue Length 95th (ft)	272	464	56	141	731	#616	189	66	108	46	67
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	535	3115	1010	182	2666	254	465	489	245	465	500
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	0.78	0.52	0.14	0.45	0.73	1.56	0.26	0.27	0.30	0.04	0.28

Intersection Summary

~ 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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	395	1532	138	77	1709	144	376	113	125	70	18	132
Future Volume (veh/h)	395	1532	138	77	1709	144	376	113	125	70	18	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	416	1613	145	81	1799	152	396	119	132	74	19	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	453	3043	945	100	2498	210	318	270	228	227	195	165
Arrive On Green	0.17	0.79	0.79	0.07	0.69	0.69	0.09	0.14	0.14	0.05	0.10	0.10
Sat Flow, veh/h	3456	5106	1585	1781	4798	404	1781	1870	1582	1781	1870	1580
Grp Volume(v), veh/h	416	1613	145	81	1275	676	396	119	132	74	19	139
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1798	1781	1870	1582	1781	1870	1580
Q Serve(g_s), s	18.9	18.1	3.5	7.2	36.7	37.0	14.0	9.3	12.5	5.9	1.5	13.8
Cycle Q Clear(g_c), s	18.9	18.1	3.5	7.2	36.7	37.0	14.0	9.3	12.5	5.9	1.5	13.8
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	453	3043	945	100	1772	936	318	270	228	227	195	165
V/C Ratio(X)	0.92	0.53	0.15	0.81	0.72	0.72	1.25	0.44	0.58	0.33	0.10	0.84
Avail Cap(c_a), veh/h	464	3043	945	184	1772	936	318	468	395	298	468	395
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	8.6	7.1	73.2	17.4	17.5	64.6	62.6	63.9	60.0	64.8	70.3
Incr Delay (d2), s/veh	22.3	0.7	0.3	5.9	2.6	4.8	134.6	0.4	0.9	0.3	0.1	4.4
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	9.3	4.9	1.3	3.4	12.0	13.3	18.2	4.5	5.1	2.7	0.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.5	9.2	7.4	79.1	20.0	22.3	199.2	63.0	64.8	60.4	64.9	74.7
LnGrp LOS	F	A	A	E	B	C	F	E	E	E	E	E
Approach Vol, veh/h		2174			2032			647			232	
Approach Delay, s/veh		24.1			23.1			146.7			69.3	
Approach LOS		C			C			F			E	

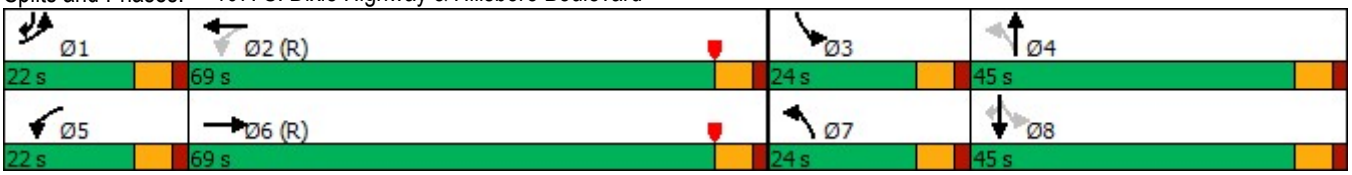
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.5	89.8	13.6	29.1	15.4	101.8	20.0	22.7
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	21.5	59.5	14.0	40.0	16.5	64.5	14.0	40.0
Max Q Clear Time (g_c+I1), s	20.9	39.0	7.9	14.5	9.2	20.1	16.0	15.8
Green Ext Time (p_c), s	0.1	13.2	0.0	0.6	0.0	16.9	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	405	881	22	988	216	656	32	236	416
Future Volume (vph)	405	881	22	988	216	656	32	236	416
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	3	8	1
Permitted Phases			2		4		8		8
Detector Phase	1	6	5	2	7	4	3	8	1
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0	5.0
Minimum Split (s)	11.5	36.5	11.5	36.5	10.5	39.5	10.5	41.5	11.5
Total Split (s)	22.0	69.0	22.0	69.0	24.0	45.0	24.0	45.0	22.0
Total Split (%)	13.8%	43.1%	13.8%	43.1%	15.0%	28.1%	15.0%	28.1%	13.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	24.0	85.5	68.1	62.5	54.0	43.2	36.9	30.5	54.5
Actuated g/C Ratio	0.15	0.53	0.43	0.39	0.34	0.27	0.23	0.19	0.34
v/c Ratio	0.84	0.41	0.09	0.58	0.61	0.85	0.27	0.37	0.75
Control Delay	68.2	50.5	19.0	39.5	46.6	63.8	38.7	56.6	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	50.5	19.0	39.5	46.6	63.8	38.7	56.6	43.0
LOS	E	D	B	D	D	E	D	E	D
Approach Delay		55.5		39.1		60.0		47.5	
Approach LOS		E		D		E		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 132 (83%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 50.9	Intersection LOS: D
Intersection Capacity Utilization 78.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 107: S. Dixie Highway & Hillsboro Boulevard





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	431	1094	23	1146	230	801	34	251	443
v/c Ratio	0.84	0.41	0.09	0.58	0.61	0.85	0.27	0.37	0.75
Control Delay	68.2	50.5	19.0	39.5	46.6	63.8	38.7	56.6	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	50.5	19.0	39.5	46.6	63.8	38.7	56.6	43.0
Queue Length 50th (ft)	239	421	10	342	179	414	23	120	320
Queue Length 95th (ft)	#419	468	27	391	242	481	47	157	454
Internal Link Dist (ft)		2890		691		540		364	
Turn Bay Length (ft)	170		180		225		270		120
Base Capacity (vph)	515	2664	352	1969	379	950	248	851	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.41	0.07	0.58	0.61	0.84	0.14	0.29	0.75

Intersection Summary

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

HCM 6th Signalized Intersection Summary
107: S. Dixie Highway & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	405	881	148	22	988	89	216	656	97	32	236	416
Future Volume (veh/h)	405	881	148	22	988	89	216	656	97	32	236	416
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	431	937	157	23	1051	95	230	698	103	34	251	443
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2064	345	222	1871	169	373	1014	149	172	855	530
Arrive On Green	0.03	0.15	0.15	0.02	0.39	0.39	0.11	0.33	0.33	0.02	0.24	0.24
Sat Flow, veh/h	3456	4397	734	1781	4767	430	1781	3100	457	1781	3554	1563
Grp Volume(v), veh/h	431	725	369	23	750	396	230	400	401	34	251	443
Grp Sat Flow(s),veh/h/ln	1728	1702	1727	1781	1702	1793	1781	1777	1781	1781	1777	1563
Q Serve(g_s), s	15.5	31.0	31.1	1.2	27.5	27.5	15.2	31.3	31.3	2.3	9.2	38.5
Cycle Q Clear(g_c), s	15.5	31.0	31.1	1.2	27.5	27.5	15.2	31.3	31.3	2.3	9.2	38.5
Prop In Lane	1.00		0.42	1.00		0.24	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	335	1598	811	222	1336	704	373	581	582	172	855	530
V/C Ratio(X)	1.29	0.45	0.46	0.10	0.56	0.56	0.62	0.69	0.69	0.20	0.29	0.84
Avail Cap(c_a), veh/h	335	1598	811	359	1336	704	377	581	582	329	855	530
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.4	48.9	49.0	29.1	37.9	37.9	38.1	46.8	46.8	45.5	49.6	49.0
Incr Delay (d2), s/veh	147.3	0.8	1.6	0.1	1.7	3.2	2.2	3.2	3.2	0.2	0.1	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	14.4	14.8	0.5	11.6	12.5	6.8	14.2	14.3	1.0	4.1	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	224.8	49.7	50.6	29.2	39.6	41.1	40.3	49.9	50.0	45.7	49.8	60.0
LnGrp LOS	F	D	D	C	D	D	D	D	D	D	D	E
Approach Vol, veh/h		1525			1169			1031			728	
Approach Delay, s/veh		99.4			39.9			47.8			55.8	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	69.3	9.9	58.8	9.7	81.6	23.7	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.5	62.5	17.5	38.5	15.5	62.5	17.5	38.5
Max Q Clear Time (g_c+I1), s	17.5	29.5	4.3	33.3	3.2	33.1	17.2	40.5
Green Ext Time (p_c), s	0.0	8.3	0.0	1.9	0.0	7.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	64.7
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	620	47	48	183	1	18	0	18	2	0	7
Future Vol, veh/h	11	620	47	48	183	1	18	0	18	2	0	7
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	120	-	-	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	721	55	56	213	1	21	0	21	2	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	777	0	0	995	1102	389	713	1129	107
Stage 1	-	-	-	-	-	-	776	776	-	326	326	-
Stage 2	-	-	-	-	-	-	219	326	-	387	803	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1353	-	-	835	-	-	350	210	794	478	203	996
Stage 1	-	-	-	-	-	-	446	406	-	726	647	-
Stage 2	-	-	-	-	-	-	763	647	-	608	394	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1353	-	-	834	-	-	327	194	793	438	187	996
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	194	-	438	187	-
Stage 1	-	-	-	-	-	-	441	402	-	719	604	-
Stage 2	-	-	-	-	-	-	706	604	-	586	390	-

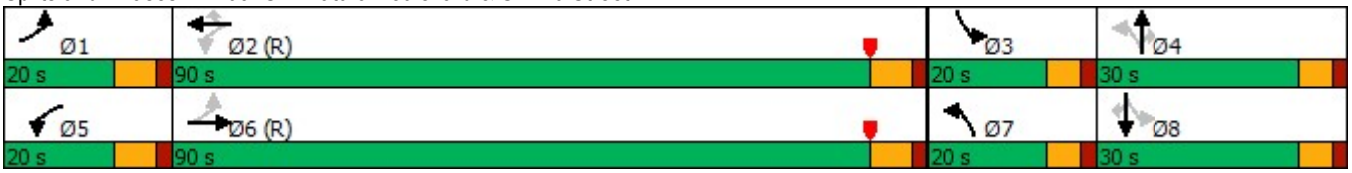
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2	13.3	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	327	793	1353	-	-	834	-	-	776
HCM Lane V/C Ratio	0.064	0.026	0.009	-	-	0.067	-	-	0.013
HCM Control Delay (s)	16.8	9.7	7.7	-	-	9.6	-	-	9.7
HCM Lane LOS	C	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.2	-	-	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	172	1163	118	1167	107	264	84	151	129	89	318
Future Volume (vph)	172	1163	118	1167	107	264	84	151	129	89	318
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	90.0	20.0	90.0	90.0	20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	12.5%	56.3%	12.5%	56.3%	56.3%	12.5%	18.8%	18.8%	12.5%	18.8%	18.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	100.3	89.8	96.6	88.0	88.0	37.0	23.0	23.0	34.2	21.6	21.6
Actuated g/C Ratio	0.63	0.56	0.60	0.55	0.55	0.23	0.14	0.14	0.21	0.14	0.14
v/c Ratio	0.68	0.53	0.59	0.46	0.13	0.93	0.18	0.45	0.45	0.39	0.96
Control Delay	23.9	22.9	22.4	22.9	4.2	90.3	60.8	12.1	52.3	67.1	70.8
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	23.9	22.9	22.4	22.9	4.2	90.3	60.8	12.1	52.3	67.1	70.8
LOS	C	C	C	C	A	F	E	B	D	E	E
Approach Delay		23.0		21.5			61.6			65.7	
Approach LOS		C		C			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 33.1	Intersection LOS: C
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 109: SW Natura Boulevard & SW 10 Street



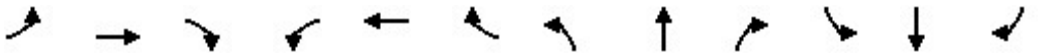


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	189	1487	130	1282	118	290	92	166	142	98	349
v/c Ratio	0.68	0.53	0.59	0.46	0.13	0.93	0.18	0.45	0.45	0.39	0.96
Control Delay	23.9	22.9	22.4	22.9	4.2	90.3	60.8	12.1	52.3	67.1	70.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	22.9	22.4	22.9	4.2	90.3	60.8	12.1	52.3	67.1	70.8
Queue Length 50th (ft)	75	351	50	300	4	265	44	0	118	93	192
Queue Length 95th (ft)	111	415	79	350	38	#453	74	71	184	156	#384
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	308	2808	270	2796	919	313	530	374	328	279	386
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	0.61	0.53	0.48	0.46	0.13	0.93	0.17	0.44	0.43	0.35	0.90

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: SW Natura Boulevard & SW 10 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1163	190	118	1167	107	264	84	151	129	89	318
Future Volume (veh/h)	172	1163	190	118	1167	107	264	84	151	129	89	318
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	1278	209	130	1282	118	290	92	166	142	98	349
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	2452	401	258	2756	855	298	562	250	338	281	237
Arrive On Green	0.06	0.55	0.55	0.05	0.54	0.54	0.09	0.16	0.16	0.08	0.15	0.15
Sat Flow, veh/h	1781	4421	723	1781	5106	1585	1781	3554	1579	1781	1870	1579
Grp Volume(v), veh/h	189	984	503	130	1282	118	290	92	166	142	98	349
Grp Sat Flow(s),veh/h/ln	1781	1702	1740	1781	1702	1585	1781	1777	1579	1781	1870	1579
Q Serve(g_s), s	7.6	29.0	29.0	5.2	24.7	5.9	14.0	3.6	15.8	10.7	7.5	24.0
Cycle Q Clear(g_c), s	7.6	29.0	29.0	5.2	24.7	5.9	14.0	3.6	15.8	10.7	7.5	24.0
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	301	1888	965	258	2756	855	298	562	250	338	281	237
V/C Ratio(X)	0.63	0.52	0.52	0.50	0.47	0.14	0.97	0.16	0.66	0.42	0.35	1.47
Avail Cap(c_a), veh/h	338	1888	965	322	2756	855	298	562	250	353	281	237
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	18.1	22.3	22.3	18.3	22.6	18.3	60.6	58.2	63.3	51.7	61.0	68.0
Incr Delay (d2), s/veh	1.9	1.0	2.0	0.6	0.6	0.3	44.6	0.1	5.3	0.3	0.3	234.7
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	3.3	12.0	12.5	2.2	10.2	2.3	8.8	1.6	6.8	4.9	3.6	25.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	23.3	24.3	18.9	23.2	18.7	105.2	58.2	68.6	52.0	61.3	302.7
LnGrp LOS	B	C	C	B	C	B	F	E	E	D	E	F
Approach Vol, veh/h		1676			1530			548			589	
Approach Delay, s/veh		23.3			22.5			86.2			202.1	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	93.3	18.7	31.3	14.3	95.7	20.0	30.0
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	83.0	14.0	24.0	13.0	83.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	9.6	26.7	12.7	17.8	7.2	31.0	16.0	26.0
Green Ext Time (p_c), s	0.1	14.2	0.0	0.3	0.0	15.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	55.2
HCM 6th LOS	E

Notes

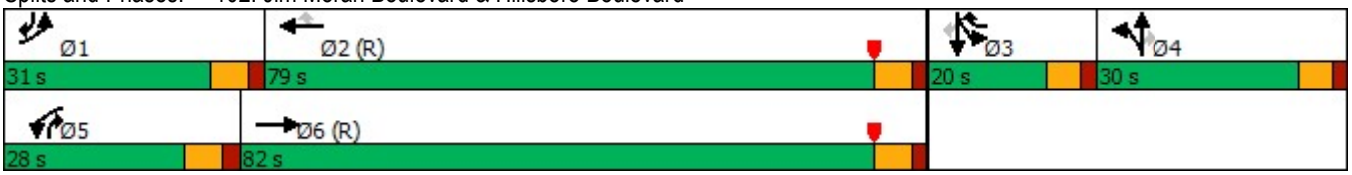
User approved pedestrian interval to be less than phase max green.

Timings
102: Jim Moran Boulevard & Hillsboro Boulevard

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	126	2374	339	1426	193	173	65	413	37	12	29
Future Volume (vph)	126	2374	339	1426	193	173	65	413	37	12	29
Turn Type	Prot	NA	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	5	2	3	4	4	5	3	3	1
Permitted Phases					2			4			3
Detector Phase	1	6	5	2	3	4	4	5	3	3	1
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0
Minimum Split (s)	11.5	35.5	11.5	35.5	20.0	30.0	30.0	11.5	20.0	20.0	11.5
Total Split (s)	31.0	82.0	28.0	79.0	20.0	30.0	30.0	28.0	20.0	20.0	31.0
Total Split (%)	19.4%	51.3%	17.5%	49.4%	12.5%	18.8%	18.8%	17.5%	12.5%	12.5%	19.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0	4.5
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)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	16.3	85.8	28.6	98.2	112.1	13.1	13.1	41.3	7.4	7.4	23.2
Actuated g/C Ratio	0.10	0.54	0.18	0.61	0.70	0.08	0.08	0.26	0.05	0.05	0.14
v/c Ratio	0.76	1.03	0.60	0.50	0.18	0.67	0.46	0.94	0.34	0.34	0.11
Control Delay	96.4	47.7	68.5	15.4	1.6	82.8	79.4	71.1	84.9	85.0	1.0
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.4	47.7	68.5	15.6	1.6	82.8	79.4	71.1	84.9	85.0	1.0
LOS	F	D	E	B	A	F	E	E	F	F	A
Approach Delay		50.0		23.4			75.1			53.4	
Approach LOS		D		C			E			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 153 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 43.4	Intersection LOS: D
Intersection Capacity Utilization 97.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 102: Jim Moran Boulevard & Hillsboro Boulevard





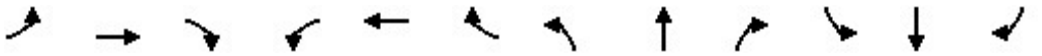
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	137	2792	368	1550	210	188	71	449	26	27	32
v/c Ratio	0.76	1.03	0.60	0.50	0.18	0.67	0.46	0.94	0.34	0.34	0.11
Control Delay	96.4	47.7	68.5	15.4	1.6	82.8	79.4	71.1	84.9	85.0	1.0
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.4	47.7	68.5	15.6	1.6	82.8	79.4	71.1	84.9	85.0	1.0
Queue Length 50th (ft)	150	~1143	185	250	11	100	72	351	28	29	0
Queue Length 95th (ft)	m168	#1342	244	341	26	141	125	#475	64	66	2
Internal Link Dist (ft)		2620		495			677			792	
Turn Bay Length (ft)	375		400		330	200		250	200		200
Base Capacity (vph)	271	2700	617	3120	1228	514	279	480	147	150	361
Starvation Cap Reductn	0	0	0	618	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	0.51	1.03	0.60	0.62	0.17	0.37	0.25	0.94	0.18	0.18	0.09

Intersection Summary

~ 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.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	2374	195	339	1426	193	173	65	413	37	12	29
Future Volume (vph)	126	2374	195	339	1426	193	173	65	413	37	12	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5022		3433	5085	1583	3433	1863	1571	1681	1725	1576
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5022		3433	5085	1583	3433	1863	1571	1681	1725	1576
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	2580	212	368	1550	210	188	71	449	40	13	32
RTOR Reduction (vph)	0	5	0	0	0	71	0	0	73	0	0	27
Lane Group Flow (vph)	137	2787	0	368	1550	139	188	71	376	26	27	5
Confl. Peds. (#/hr)							2					2
Confl. Bikes (#/hr)			2						3			
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	16.3	85.9		28.6	98.2	105.6	13.1	13.1	41.7	7.4	7.4	23.7
Effective Green, g (s)	16.3	85.9		28.6	98.2	105.6	13.1	13.1	41.7	7.4	7.4	23.7
Actuated g/C Ratio	0.10	0.54		0.18	0.61	0.66	0.08	0.08	0.26	0.05	0.05	0.15
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	180	2696		613	3120	1044	281	152	409	77	79	233
v/s Ratio Prot	0.08	c0.55		0.11	0.30	0.01	0.05	0.04	c0.16	0.02	c0.02	0.00
v/s Ratio Perm						0.08			0.08			0.00
v/c Ratio	0.76	1.03		0.60	0.50	0.13	0.67	0.47	0.92	0.34	0.34	0.02
Uniform Delay, d1	70.0	37.0		60.4	17.2	10.1	71.3	70.1	57.5	73.9	73.9	58.2
Progression Factor	1.17	0.64		1.08	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.2	22.8		1.1	0.5	0.0	4.6	0.8	24.8	1.0	0.9	0.0
Delay (s)	90.8	46.4		66.2	14.5	10.2	76.0	70.9	82.4	74.9	74.9	58.2
Level of Service	F	D		E	B	B	E	E	F	E	E	E
Approach Delay (s)		48.5			23.0			79.5			68.6	
Approach LOS		D			C			E			E	

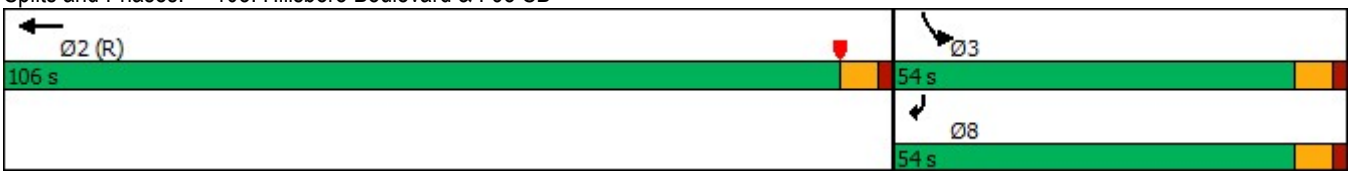
Intersection Summary			
HCM 2000 Control Delay	43.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	97.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SBL	SBR
Lane Configurations			
Traffic Volume (vph)	1174	470	526
Future Volume (vph)	1174	470	526
Turn Type	NA	Prot	Prot
Protected Phases	2	3	8
Permitted Phases			
Detector Phase	2	3	8
Switch Phase			
Minimum Initial (s)	12.0	6.0	6.0
Minimum Split (s)	33.5	24.5	24.5
Total Split (s)	106.0	54.0	54.0
Total Split (%)	66.3%	33.8%	33.8%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	100.4	46.6	46.6
Actuated g/C Ratio	0.63	0.29	0.29
v/c Ratio	0.39	0.97	0.62
Control Delay	15.3	88.3	40.0
Queue Delay	0.0	0.0	0.0
Total Delay	15.3	88.3	40.0
LOS	B	F	D
Approach Delay	15.3	62.8	
Approach LOS	B	E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 37.1	Intersection LOS: D
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Hillsboro Boulevard & I-95 SB

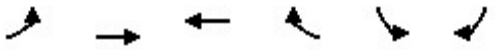




Lane Group	WBT	SBL	SBR
Lane Group Flow (vph)	1249	500	560
v/c Ratio	0.39	0.97	0.62
Control Delay	15.3	88.3	40.0
Queue Delay	0.0	0.0	0.0
Total Delay	15.3	88.3	40.0
Queue Length 50th (ft)	229	515	221
Queue Length 95th (ft)	260	#746	294
Internal Link Dist (ft)	1220	531	
Turn Bay Length (ft)			
Base Capacity (vph)	3191	525	920
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	47	0	1
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.40	0.95	0.61

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑		↰	↱↱
Traffic Volume (vph)	0	0	1174	0	470	526
Future Volume (vph)	0	0	1174	0	470	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.5		6.5	6.5
Lane Util. Factor			0.91		1.00	0.88
Frt			1.00		1.00	0.85
Flt Protected			1.00		0.95	1.00
Satd. Flow (prot)			5085		1770	2787
Flt Permitted			1.00		0.95	1.00
Satd. Flow (perm)			5085		1770	2787
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	1249	0	500	560
RTOR Reduction (vph)	0	0	0	0	0	94
Lane Group Flow (vph)	0	0	1249	0	500	466
Turn Type			NA		Prot	Prot
Protected Phases			2		3	8
Permitted Phases						
Actuated Green, G (s)			100.4		46.6	46.6
Effective Green, g (s)			100.4		46.6	46.6
Actuated g/C Ratio			0.63		0.29	0.29
Clearance Time (s)			6.5		6.5	6.5
Vehicle Extension (s)			3.0		2.5	2.5
Lane Grp Cap (vph)			3190		515	811
v/s Ratio Prot			c0.25		c0.28	0.17
v/s Ratio Perm						
v/c Ratio			0.39		0.97	0.58
Uniform Delay, d1			14.7		56.0	48.3
Progression Factor			1.00		1.00	1.00
Incremental Delay, d2			0.4		32.1	0.8
Delay (s)			15.1		88.2	49.1
Level of Service			B		F	D
Approach Delay (s)		0.0	15.1		67.5	
Approach LOS		A	B		E	

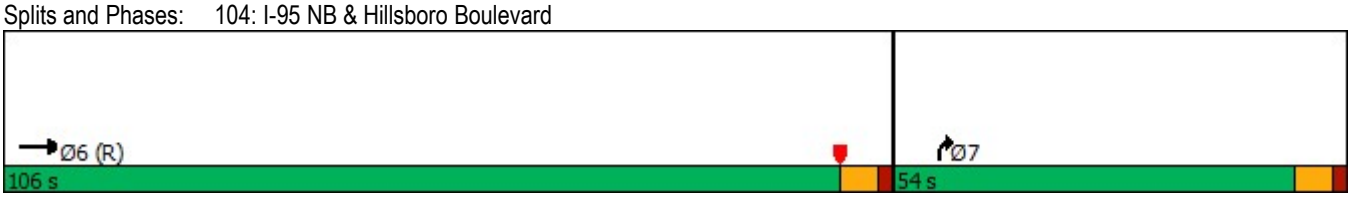
Intersection Summary			
HCM 2000 Control Delay	39.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

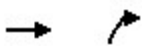
c Critical Lane Group

Lane Group	EBT	NBR
Lane Configurations		
Traffic Volume (vph)	1585	477
Future Volume (vph)	1585	477
Turn Type	NA	Prot
Protected Phases	6	7
Permitted Phases		
Detector Phase	6	7
Switch Phase		
Minimum Initial (s)	12.0	6.0
Minimum Split (s)	24.5	24.5
Total Split (s)	106.0	54.0
Total Split (%)	66.3%	33.8%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.5	6.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Max	None
Act Effct Green (s)	117.5	29.5
Actuated g/C Ratio	0.73	0.18
v/c Ratio	0.43	0.86
Control Delay	11.2	70.2
Queue Delay	0.0	0.0
Total Delay	11.2	70.2
LOS	B	E
Approach Delay	11.2	
Approach LOS	B	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2: and 6:EBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: I-95 NB & Hillsboro Boulevard





Lane Group	EBT	NBR
Lane Group Flow (vph)	1601	482
v/c Ratio	0.43	0.86
Control Delay	11.2	70.2
Queue Delay	0.0	0.0
Total Delay	11.2	70.2
Queue Length 50th (ft)	343	249
Queue Length 95th (ft)	m455	306
Internal Link Dist (ft)	1220	
Turn Bay Length (ft)		
Base Capacity (vph)	3733	868
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.43	0.56

Intersection Summary

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



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1585	0	0	0	0	477
Future Volume (vph)	1585	0	0	0	0	477
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5					6.5
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	1601	0	0	0	0	482
RTOR Reduction (vph)	0	0	0	0	0	48
Lane Group Flow (vph)	1601	0	0	0	0	434
Turn Type	NA					Prot
Protected Phases	6					7
Permitted Phases						
Actuated Green, G (s)	117.5					29.5
Effective Green, g (s)	117.5					29.5
Actuated g/C Ratio	0.73					0.18
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.5					2.0
Lane Grp Cap (vph)	3734					513
v/s Ratio Prot	c0.31					c0.16
v/s Ratio Perm						
v/c Ratio	0.43					0.85
Uniform Delay, d1	8.2					63.1
Progression Factor	1.23					1.00
Incremental Delay, d2	0.4					11.7
Delay (s)	10.5					74.8
Level of Service	B					E
Approach Delay (s)	10.5			0.0	74.8	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	262	1911	133	874	267	232	676	451	529
Future Volume (vph)	262	1911	133	874	267	232	676	451	529
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	1	6	5	2		7	4	3	8
Permitted Phases					2				
Detector Phase	1	6	5	2	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	8.0	4.0	8.0	8.0	4.0	6.0	4.0	8.0
Minimum Split (s)	20.0	43.5	10.5	43.5	43.5	10.5	38.0	10.5	38.0
Total Split (s)	20.0	73.0	20.0	73.0	73.0	29.0	38.0	29.0	38.0
Total Split (%)	12.5%	45.6%	12.5%	45.6%	45.6%	18.1%	23.8%	18.1%	23.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	14.1	71.9	10.2	68.1	68.1	14.9	29.4	22.4	36.9
Actuated g/C Ratio	0.09	0.45	0.06	0.43	0.43	0.09	0.18	0.14	0.23
v/c Ratio	0.88	0.95	0.62	0.41	0.35	0.74	0.88	0.96	0.56
Control Delay	100.0	52.9	71.2	53.0	30.2	84.5	73.8	99.5	54.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.0	52.9	71.2	53.0	30.2	84.5	73.8	99.5	54.6
LOS	F	D	E	D	C	F	E	F	D
Approach Delay		58.1		50.1			76.2		73.2
Approach LOS		E		D			E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 100 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 62.4	Intersection LOS: E
Intersection Capacity Utilization 96.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Military Trail & Hillsboro Boulevard



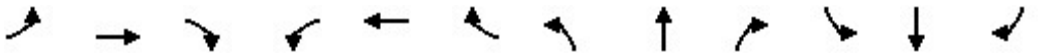


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	267	2157	136	892	272	237	819	460	651
v/c Ratio	0.88	0.95	0.62	0.41	0.35	0.74	0.88	0.96	0.56
Control Delay	100.0	52.9	71.2	53.0	30.2	84.5	73.8	99.5	54.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.0	52.9	71.2	53.0	30.2	84.5	73.8	99.5	54.6
Queue Length 50th (ft)	144	799	73	292	114	126	298	250	211
Queue Length 95th (ft)	#236	#967	110	367	239	170	352	#360	265
Internal Link Dist (ft)		751		2620			541		790
Turn Bay Length (ft)	260		160		130	300		310	
Base Capacity (vph)	303	2262	289	2162	787	482	991	482	1157
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.95	0.47	0.41	0.35	0.49	0.83	0.95	0.56

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: Military Trail & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	1911	203	133	874	267	232	676	126	451	529	109
Future Volume (veh/h)	262	1911	203	133	874	267	232	676	126	451	529	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	267	1950	207	136	892	272	237	690	129	460	540	111
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2178	229	179	2204	684	281	782	145	486	1022	206
Arrive On Green	0.08	0.46	0.46	0.02	0.14	0.14	0.08	0.18	0.18	0.14	0.24	0.24
Sat Flow, veh/h	3456	4691	494	3456	5106	1585	3456	4328	799	3456	4260	858
Grp Volume(v), veh/h	267	1411	746	136	892	272	237	541	278	460	429	222
Grp Sat Flow(s),veh/h/ln	1728	1702	1781	1728	1702	1585	1728	1702	1723	1728	1702	1713
Q Serve(g_s), s	12.3	60.7	61.8	6.3	25.4	25.0	10.8	24.8	25.2	21.1	17.5	18.1
Cycle Q Clear(g_c), s	12.3	60.7	61.8	6.3	25.4	25.0	10.8	24.8	25.2	21.1	17.5	18.1
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.46	1.00		0.50
Lane Grp Cap(c), veh/h	292	1580	827	179	2204	684	281	615	312	486	817	411
V/C Ratio(X)	0.92	0.89	0.90	0.76	0.40	0.40	0.84	0.88	0.89	0.95	0.53	0.54
Avail Cap(c_a), veh/h	292	1580	827	292	2204	684	486	670	339	486	817	411
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.7	39.2	39.5	77.6	49.9	49.7	72.5	63.8	64.0	68.2	52.9	53.1
Incr Delay (d2), s/veh	31.1	8.1	15.0	2.1	0.5	1.5	2.6	11.4	22.0	27.6	0.3	0.8
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	6.6	26.2	29.5	2.9	11.8	10.9	4.9	11.6	12.9	11.1	7.5	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.8	47.3	54.6	79.7	50.4	51.2	75.1	75.2	86.1	95.7	53.2	53.9
LnGrp LOS	F	D	D	E	D	D	E	E	F	F	D	D
Approach Vol, veh/h		2424			1300			1056			1111	
Approach Delay, s/veh		55.8			53.6			78.0			70.9	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	75.6	29.0	35.4	14.8	80.8	19.5	44.9
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	13.5	66.5	22.5	31.5	13.5	66.5	22.5	31.5
Max Q Clear Time (g_c+I1), s	14.3	27.4	23.1	27.2	8.3	63.8	12.8	20.1
Green Ext Time (p_c), s	0.0	7.9	0.0	1.5	0.1	2.4	0.2	2.1

Intersection Summary	
HCM 6th Ctrl Delay	62.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2003	57	0	2429	0	75
Future Vol, veh/h	2003	57	0	2429	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2201	63	0	2669	0	82

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1132
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	388
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	388
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	388	-	-	-
HCM Lane V/C Ratio	0.212	-	-	-
HCM Control Delay (s)	16.8	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	430	1559	138	93	1709	391	113	128	70	18	132
Future Volume (vph)	430	1559	138	93	1709	391	113	128	70	18	132
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	24.5	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	28.0	71.0	71.0	23.0	66.0	20.0	46.0	46.0	20.0	46.0	46.0
Total Split (%)	17.5%	44.4%	44.4%	14.4%	41.3%	12.5%	28.8%	28.8%	12.5%	28.8%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	27.6	96.5	96.5	12.7	81.7	29.3	15.6	15.6	21.9	11.8	11.8
Actuated g/C Ratio	0.17	0.60	0.60	0.08	0.51	0.18	0.10	0.10	0.14	0.07	0.07
v/c Ratio	0.77	0.54	0.15	0.70	0.76	1.62	0.65	0.49	0.37	0.14	0.57
Control Delay	72.3	20.6	5.7	99.1	29.8	335.5	86.3	15.8	57.5	68.2	18.7
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	72.3	20.6	5.7	99.1	29.8	335.5	86.3	15.8	57.5	68.2	18.7
LOS	E	C	A	F	C	F	F	B	E	E	B
Approach Delay		30.1			33.1		226.2			35.1	
Approach LOS		C			C		F			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 26 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.62	
Intersection Signal Delay: 56.7	Intersection LOS: E
Intersection Capacity Utilization 92.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard





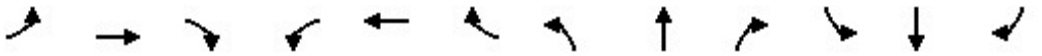
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	453	1641	145	98	1951	412	119	135	74	19	139
v/c Ratio	0.77	0.54	0.15	0.70	0.76	1.62	0.65	0.49	0.37	0.14	0.57
Control Delay	72.3	20.6	5.7	99.1	29.8	335.5	86.3	15.8	57.5	68.2	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.3	20.6	5.7	99.1	29.8	335.5	86.3	15.8	57.5	68.2	18.7
Queue Length 50th (ft)	236	349	16	103	681	~516	123	0	66	19	0
Queue Length 95th (ft)	293	489	58	m165	809	#653	189	66	108	46	67
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	591	3066	996	186	2569	254	465	491	245	465	500
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	0.77	0.54	0.15	0.53	0.76	1.62	0.26	0.27	0.30	0.04	0.28

Intersection Summary

~ 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.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	1559	138	93	1709	144	391	113	128	70	18	132
Future Volume (veh/h)	430	1559	138	93	1709	144	391	113	128	70	18	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	453	1641	145	98	1799	152	412	119	135	74	19	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	464	2994	929	117	2482	209	318	270	228	227	195	165
Arrive On Green	0.13	0.59	0.59	0.13	1.00	1.00	0.09	0.14	0.14	0.05	0.10	0.10
Sat Flow, veh/h	3456	5106	1585	1781	4798	404	1781	1870	1582	1781	1870	1580
Grp Volume(v), veh/h	453	1641	145	98	1275	676	412	119	135	74	19	139
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1798	1781	1870	1582	1781	1870	1580
Q Serve(g_s), s	20.9	31.3	6.7	8.6	0.0	0.0	14.0	9.3	12.8	5.9	1.5	13.8
Cycle Q Clear(g_c), s	20.9	31.3	6.7	8.6	0.0	0.0	14.0	9.3	12.8	5.9	1.5	13.8
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	2994	929	117	1761	930	318	270	228	227	195	165
V/C Ratio(X)	0.98	0.55	0.16	0.84	0.72	0.73	1.30	0.44	0.59	0.33	0.10	0.84
Avail Cap(c_a), veh/h	464	2994	929	184	1761	930	318	468	395	298	468	395
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.0	20.2	15.1	68.7	0.0	0.0	64.6	62.6	64.0	60.0	64.8	70.3
Incr Delay (d2), s/veh	35.2	0.7	0.4	7.5	1.9	3.7	155.0	0.4	0.9	0.3	0.1	4.4
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	11.4	12.1	2.6	3.9	0.5	0.9	20.0	4.5	5.2	2.7	0.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.2	20.9	15.4	76.2	1.9	3.7	219.6	63.0	65.0	60.4	64.9	74.7
LnGrp LOS	F	C	B	E	A	A	F	E	E	E	E	E
Approach Vol, veh/h		2239			2049			666			232	
Approach Delay, s/veh		37.4			6.0			160.3			69.3	
Approach LOS		D			A			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	89.3	13.6	29.1	17.0	100.3	20.0	22.7
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	21.5	59.5	14.0	40.0	16.5	64.5	14.0	40.0
Max Q Clear Time (g_c+I1), s	22.9	2.0	7.9	14.8	10.6	33.3	16.0	15.8
Green Ext Time (p_c), s	0.0	22.2	0.0	0.6	0.0	15.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	414	899	22	998	217	656	32	236	421
Future Volume (vph)	414	899	22	998	217	656	32	236	421
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	3	8	1
Permitted Phases			2		4		8		8
Detector Phase	1	6	5	2	7	4	3	8	1
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0	5.0
Minimum Split (s)	11.5	36.5	11.5	36.5	10.5	39.5	10.5	41.5	11.5
Total Split (s)	22.0	69.0	22.0	69.0	24.0	45.0	24.0	45.0	22.0
Total Split (%)	13.8%	43.1%	13.8%	43.1%	15.0%	28.1%	15.0%	28.1%	13.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	24.0	85.5	68.1	62.5	54.0	43.2	36.9	30.5	54.5
Actuated g/C Ratio	0.15	0.53	0.43	0.39	0.34	0.27	0.23	0.19	0.34
v/c Ratio	0.85	0.42	0.10	0.59	0.61	0.85	0.27	0.37	0.76
Control Delay	67.3	46.3	19.0	39.6	46.7	63.8	38.7	56.6	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	46.3	19.0	39.6	46.7	63.8	38.7	56.6	43.8
LOS	E	D	B	D	D	E	D	E	D
Approach Delay		52.2		39.2		60.0		48.0	
Approach LOS		D		D		E		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 132 (83%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 49.9	Intersection LOS: D
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 107: S. Dixie Highway & Hillsboro Boulevard

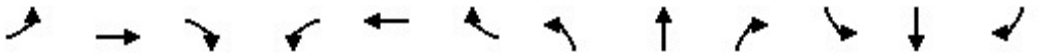




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	440	1117	23	1157	231	801	34	251	448
v/c Ratio	0.85	0.42	0.10	0.59	0.61	0.85	0.27	0.37	0.76
Control Delay	67.3	46.3	19.0	39.6	46.7	63.8	38.7	56.6	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	46.3	19.0	39.6	46.7	63.8	38.7	56.6	43.8
Queue Length 50th (ft)	240	433	10	346	180	414	23	120	327
Queue Length 95th (ft)	#426	478	27	396	244	481	47	157	464
Internal Link Dist (ft)		2890		691		540		364	
Turn Bay Length (ft)	170		180		225		270		120
Base Capacity (vph)	515	2664	348	1969	379	950	248	851	589
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.42	0.07	0.59	0.61	0.84	0.14	0.29	0.76

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	414	899	151	22	998	89	217	656	97	32	236	421
Future Volume (veh/h)	414	899	151	22	998	89	217	656	97	32	236	421
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	440	956	161	23	1062	95	231	698	103	34	251	448
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2061	346	217	1871	167	374	1015	150	172	855	530
Arrive On Green	0.03	0.15	0.15	0.02	0.39	0.39	0.11	0.33	0.33	0.02	0.24	0.24
Sat Flow, veh/h	3456	4393	737	1781	4771	426	1781	3100	457	1781	3554	1563
Grp Volume(v), veh/h	440	740	377	23	757	400	231	400	401	34	251	448
Grp Sat Flow(s),veh/h/ln	1728	1702	1727	1781	1702	1794	1781	1777	1781	1781	1777	1563
Q Serve(g_s), s	15.5	31.7	31.8	1.2	27.8	27.9	15.2	31.2	31.3	2.3	9.2	38.5
Cycle Q Clear(g_c), s	15.5	31.7	31.8	1.2	27.8	27.9	15.2	31.2	31.3	2.3	9.2	38.5
Prop In Lane	1.00		0.43	1.00		0.24	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	335	1597	810	217	1335	703	374	582	583	172	855	530
V/C Ratio(X)	1.31	0.46	0.47	0.11	0.57	0.57	0.62	0.69	0.69	0.20	0.29	0.85
Avail Cap(c_a), veh/h	335	1597	810	354	1335	703	376	582	583	329	855	530
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.4	49.3	49.3	29.2	38.0	38.0	38.1	46.7	46.7	45.5	49.6	49.2
Incr Delay (d2), s/veh	158.3	0.8	1.6	0.1	1.8	3.3	2.2	3.2	3.2	0.2	0.1	11.8
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	14.6	14.7	15.2	0.5	11.7	12.7	6.9	14.2	14.3	1.0	4.1	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	235.8	50.1	51.0	29.3	39.8	41.3	40.3	49.9	49.9	45.7	49.8	61.0
LnGrp LOS	F	D	D	C	D	D	D	D	D	D	D	E
Approach Vol, veh/h		1557			1180			1032			733	
Approach Delay, s/veh		102.8			40.1			47.7			56.5	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	69.3	9.9	58.9	9.7	81.6	23.7	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.5	62.5	17.5	38.5	15.5	62.5	17.5	38.5
Max Q Clear Time (g_c+I1), s	17.5	29.9	4.3	33.3	3.2	33.8	17.2	40.5
Green Ext Time (p_c), s	0.0	8.4	0.0	1.9	0.0	7.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	66.2
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	622	47	48	193	4	18	0	18	12	0	10
Future Vol, veh/h	14	622	47	48	193	4	18	0	18	12	0	10
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	120	-	-	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	723	55	56	224	5	21	0	21	14	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	779	0	0	1008	1125	390	733	1150	115
Stage 1	-	-	-	-	-	-	784	784	-	339	339	-
Stage 2	-	-	-	-	-	-	224	341	-	394	811	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1336	-	-	834	-	-	345	204	793	468	197	990
Stage 1	-	-	-	-	-	-	442	402	-	716	638	-
Stage 2	-	-	-	-	-	-	758	637	-	602	391	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1336	-	-	833	-	-	320	188	792	428	181	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	320	188	-	428	181	-
Stage 1	-	-	-	-	-	-	436	397	-	707	595	-
Stage 2	-	-	-	-	-	-	699	594	-	579	386	-

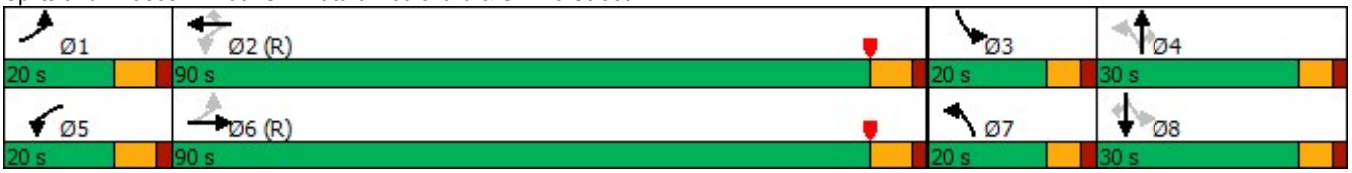
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	13.4	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	320	792	1336	-	-	833	-	-	577
HCM Lane V/C Ratio	0.065	0.026	0.012	-	-	0.067	-	-	0.044
HCM Control Delay (s)	17	9.7	7.7	-	-	9.6	-	-	11.5
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.2	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	175	1163	118	1167	108	264	85	151	131	92	323
Future Volume (vph)	175	1163	118	1167	108	264	85	151	131	92	323
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	90.0	20.0	90.0	90.0	20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	12.5%	56.3%	12.5%	56.3%	56.3%	12.5%	18.8%	18.8%	12.5%	18.8%	18.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	99.8	89.3	96.0	87.4	87.4	37.4	23.4	23.4	34.7	22.1	22.1
Actuated g/C Ratio	0.62	0.56	0.60	0.55	0.55	0.23	0.15	0.15	0.22	0.14	0.14
v/c Ratio	0.69	0.53	0.59	0.46	0.13	0.92	0.18	0.45	0.45	0.39	0.96
Control Delay	25.0	23.1	22.8	23.3	4.2	89.1	60.5	12.0	52.1	66.9	71.8
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	25.0	23.1	22.8	23.3	4.2	89.1	60.5	12.0	52.1	66.9	71.8
LOS	C	C	C	C	A	F	E	B	D	E	E
Approach Delay		23.3		21.7			60.9			66.3	
Approach LOS		C		C			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 33.4	Intersection LOS: C
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: SW Natura Boulevard & SW 10 Street



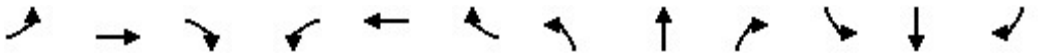


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	192	1487	130	1282	119	290	93	166	144	101	355
v/c Ratio	0.69	0.53	0.59	0.46	0.13	0.92	0.18	0.45	0.45	0.39	0.96
Control Delay	25.0	23.1	22.8	23.3	4.2	89.1	60.5	12.0	52.1	66.9	71.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	23.1	22.8	23.3	4.2	89.1	60.5	12.0	52.1	66.9	71.8
Queue Length 50th (ft)	76	351	50	300	5	265	45	0	120	96	200
Queue Length 95th (ft)	113	415	79	350	39	#454	74	71	186	159	#398
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	306	2791	268	2777	914	314	534	376	332	279	386
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	0.63	0.53	0.49	0.46	0.13	0.92	0.17	0.44	0.43	0.36	0.92

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: SW Natura Boulevard & SW 10 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1163	190	118	1167	108	264	85	151	131	92	323
Future Volume (veh/h)	175	1163	190	118	1167	108	264	85	151	131	92	323
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	1278	209	130	1282	119	290	93	166	144	101	355
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	2452	401	258	2751	854	296	559	248	338	281	237
Arrive On Green	0.06	0.55	0.55	0.05	0.54	0.54	0.09	0.16	0.16	0.08	0.15	0.15
Sat Flow, veh/h	1781	4421	723	1781	5106	1585	1781	3554	1579	1781	1870	1579
Grp Volume(v), veh/h	192	984	503	130	1282	119	290	93	166	144	101	355
Grp Sat Flow(s),veh/h/ln	1781	1702	1740	1781	1702	1585	1781	1777	1579	1781	1870	1579
Q Serve(g_s), s	7.7	29.0	29.0	5.2	24.7	6.0	14.0	3.6	15.8	10.8	7.8	24.0
Cycle Q Clear(g_c), s	7.7	29.0	29.0	5.2	24.7	6.0	14.0	3.6	15.8	10.8	7.8	24.0
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	1888	965	258	2751	854	296	559	248	338	281	237
V/C Ratio(X)	0.64	0.52	0.52	0.50	0.47	0.14	0.98	0.17	0.67	0.43	0.36	1.50
Avail Cap(c_a), veh/h	338	1888	965	322	2751	854	296	559	248	351	281	237
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	18.2	22.3	22.3	18.4	22.7	18.4	60.7	58.3	63.5	51.6	61.1	68.0
Incr Delay (d2), s/veh	2.1	1.0	2.0	0.6	0.6	0.3	46.8	0.1	5.5	0.3	0.3	245.5
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	3.4	12.0	12.5	2.2	10.2	2.3	9.0	1.7	6.8	4.9	3.7	25.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	23.4	24.3	18.9	23.3	18.7	107.5	58.4	69.0	51.9	61.4	313.5
LnGrp LOS	C	C	C	B	C	B	F	E	E	D	E	F
Approach Vol, veh/h		1679			1531			549			600	
Approach Delay, s/veh		23.3			22.6			87.5			208.3	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	93.2	18.8	31.2	14.3	95.7	20.0	30.0
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	83.0	14.0	24.0	13.0	83.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	9.7	26.7	12.8	17.8	7.2	31.0	16.0	26.0
Green Ext Time (p_c), s	0.1	14.2	0.0	0.3	0.0	15.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.6
HCM 6th LOS	E

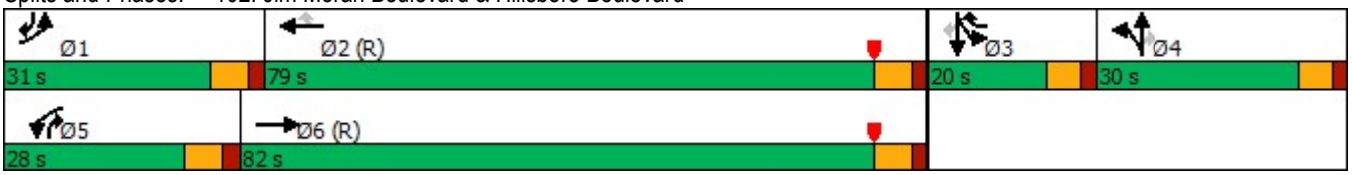
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	126	2387	339	1451	193	173	65	413	37	12	29
Future Volume (vph)	126	2387	339	1451	193	173	65	413	37	12	29
Turn Type	Prot	NA	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	5	2	3	4	4	5	3	3	1
Permitted Phases					2			4			3
Detector Phase	1	6	5	2	3	4	4	5	3	3	1
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0
Minimum Split (s)	11.5	35.5	11.5	35.5	20.0	30.0	30.0	11.5	20.0	20.0	11.5
Total Split (s)	31.0	82.0	28.0	79.0	20.0	30.0	30.0	28.0	20.0	20.0	31.0
Total Split (%)	19.4%	51.3%	17.5%	49.4%	12.5%	18.8%	18.8%	17.5%	12.5%	12.5%	19.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0	4.5
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)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	16.3	85.8	28.6	98.2	112.1	13.1	13.1	41.3	7.4	7.4	23.2
Actuated g/C Ratio	0.10	0.54	0.18	0.61	0.70	0.08	0.08	0.26	0.05	0.05	0.14
v/c Ratio	0.76	1.04	0.60	0.51	0.18	0.67	0.46	0.94	0.34	0.34	0.11
Control Delay	96.0	49.5	68.4	15.6	1.5	82.8	79.4	71.1	84.9	85.0	1.0
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.0	49.5	68.4	15.8	1.5	82.8	79.4	71.1	84.9	85.0	1.0
LOS	F	D	E	B	A	F	E	E	F	F	A
Approach Delay		51.7		23.4			75.1			53.4	
Approach LOS		D		C			E			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 153 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 44.1	Intersection LOS: D
Intersection Capacity Utilization 98.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 102: Jim Moran Boulevard & Hillsboro Boulevard





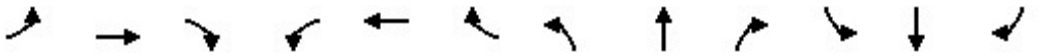
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	137	2807	368	1577	210	188	71	449	26	27	32
v/c Ratio	0.76	1.04	0.60	0.51	0.18	0.67	0.46	0.94	0.34	0.34	0.11
Control Delay	96.0	49.5	68.4	15.6	1.5	82.8	79.4	71.1	84.9	85.0	1.0
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.0	49.5	68.4	15.8	1.5	82.8	79.4	71.1	84.9	85.0	1.0
Queue Length 50th (ft)	150	~1154	185	256	11	100	72	351	28	29	0
Queue Length 95th (ft)	m167	#1353	243	365	26	141	125	#475	64	66	2
Internal Link Dist (ft)		2620		495			677			792	
Turn Bay Length (ft)	375		400		330	200		250	200		200
Base Capacity (vph)	271	2700	617	3120	1228	514	279	480	147	150	361
Starvation Cap Reductn	0	0	0	606	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	0.51	1.04	0.60	0.63	0.17	0.37	0.25	0.94	0.18	0.18	0.09

Intersection Summary

~ 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.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	2387	195	339	1451	193	173	65	413	37	12	29
Future Volume (vph)	126	2387	195	339	1451	193	173	65	413	37	12	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5023		3433	5085	1583	3433	1863	1571	1681	1725	1576
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5023		3433	5085	1583	3433	1863	1571	1681	1725	1576
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	2595	212	368	1577	210	188	71	449	40	13	32
RTOR Reduction (vph)	0	5	0	0	0	71	0	0	73	0	0	27
Lane Group Flow (vph)	137	2802	0	368	1577	139	188	71	376	26	27	5
Confl. Peds. (#/hr)							2					2
Confl. Bikes (#/hr)			2						3			
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	16.3	85.9		28.6	98.2	105.6	13.1	13.1	41.7	7.4	7.4	23.7
Effective Green, g (s)	16.3	85.9		28.6	98.2	105.6	13.1	13.1	41.7	7.4	7.4	23.7
Actuated g/C Ratio	0.10	0.54		0.18	0.61	0.66	0.08	0.08	0.26	0.05	0.05	0.15
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	180	2696		613	3120	1044	281	152	409	77	79	233
v/s Ratio Prot	0.08	c0.56		0.11	0.31	0.01	0.05	0.04	c0.16	0.02	c0.02	0.00
v/s Ratio Perm						0.08			0.08			0.00
v/c Ratio	0.76	1.04		0.60	0.51	0.13	0.67	0.47	0.92	0.34	0.34	0.02
Uniform Delay, d1	70.0	37.0		60.4	17.3	10.1	71.3	70.1	57.5	73.9	73.9	58.2
Progression Factor	1.16	0.63		1.08	0.81	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.0	24.6		1.1	0.6	0.0	4.6	0.8	24.8	1.0	0.9	0.0
Delay (s)	90.5	48.1		66.1	14.6	10.1	76.0	70.9	82.4	74.9	74.9	58.2
Level of Service	F	D		E	B	B	E	E	F	E	E	E
Approach Delay (s)		50.1			23.0			79.5			68.6	
Approach LOS		D			C			E			E	

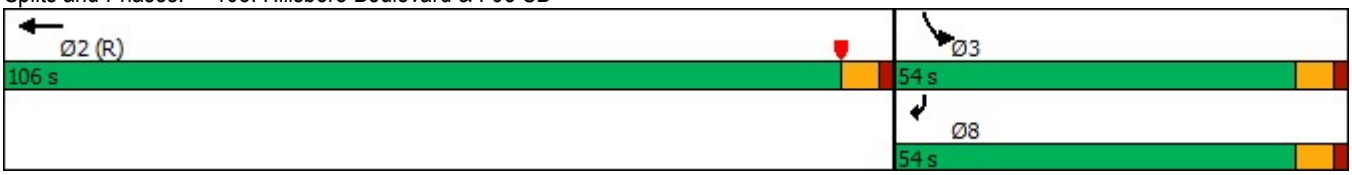
Intersection Summary			
HCM 2000 Control Delay	44.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	98.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SBL	SBR
Lane Configurations			
Traffic Volume (vph)	1174	477	526
Future Volume (vph)	1174	477	526
Turn Type	NA	Prot	Prot
Protected Phases	2	3	8
Permitted Phases			
Detector Phase	2	3	8
Switch Phase			
Minimum Initial (s)	12.0	6.0	6.0
Minimum Split (s)	33.5	24.5	24.5
Total Split (s)	106.0	54.0	54.0
Total Split (%)	66.3%	33.8%	33.8%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	100.1	46.9	46.9
Actuated g/C Ratio	0.63	0.29	0.29
v/c Ratio	0.39	0.98	0.62
Control Delay	15.4	89.8	39.8
Queue Delay	0.0	0.0	0.0
Total Delay	15.4	89.8	39.8
LOS	B	F	D
Approach Delay	15.4	63.6	
Approach LOS	B	E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 37.6	Intersection LOS: D
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Hillsboro Boulevard & I-95 SB

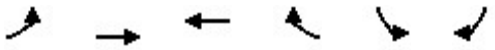




Lane Group	WBT	SBL	SBR
Lane Group Flow (vph)	1249	507	560
v/c Ratio	0.39	0.98	0.62
Control Delay	15.4	89.8	39.8
Queue Delay	0.0	0.0	0.0
Total Delay	15.4	89.8	39.8
Queue Length 50th (ft)	229	526	221
Queue Length 95th (ft)	260	#764	294
Internal Link Dist (ft)	1220	531	
Turn Bay Length (ft)			
Base Capacity (vph)	3182	525	920
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	56	0	1
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.40	0.97	0.61

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑		↰	↱↱
Traffic Volume (vph)	0	0	1174	0	477	526
Future Volume (vph)	0	0	1174	0	477	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.5		6.5	6.5
Lane Util. Factor			0.91		1.00	0.88
Frt			1.00		1.00	0.85
Flt Protected			1.00		0.95	1.00
Satd. Flow (prot)			5085		1770	2787
Flt Permitted			1.00		0.95	1.00
Satd. Flow (perm)			5085		1770	2787
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	1249	0	507	560
RTOR Reduction (vph)	0	0	0	0	0	93
Lane Group Flow (vph)	0	0	1249	0	507	467
Turn Type			NA		Prot	Prot
Protected Phases			2		3	8
Permitted Phases						
Actuated Green, G (s)			100.1		46.9	46.9
Effective Green, g (s)			100.1		46.9	46.9
Actuated g/C Ratio			0.63		0.29	0.29
Clearance Time (s)			6.5		6.5	6.5
Vehicle Extension (s)			3.0		2.5	2.5
Lane Grp Cap (vph)			3181		518	816
v/s Ratio Prot			c0.25		c0.29	0.17
v/s Ratio Perm						
v/c Ratio			0.39		0.98	0.57
Uniform Delay, d1			14.9		56.1	48.0
Progression Factor			1.00		1.00	1.00
Incremental Delay, d2			0.4		33.7	0.8
Delay (s)			15.2		89.7	48.8
Level of Service			B		F	D
Approach Delay (s)		0.0	15.2		68.3	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	39.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	NBR
Lane Configurations		
Traffic Volume (vph)	1605	484
Future Volume (vph)	1605	484
Turn Type	NA	Prot
Protected Phases	6	7
Permitted Phases		
Detector Phase	6	7
Switch Phase		
Minimum Initial (s)	12.0	6.0
Minimum Split (s)	24.5	24.5
Total Split (s)	106.0	54.0
Total Split (%)	66.3%	33.8%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.5	6.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Max	None
Act Effct Green (s)	117.0	30.0
Actuated g/C Ratio	0.73	0.19
v/c Ratio	0.44	0.86
Control Delay	11.6	70.4
Queue Delay	0.0	0.0
Total Delay	11.6	70.4
LOS	B	E
Approach Delay	11.6	
Approach LOS	B	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2: and 6:EBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 25.2	Intersection LOS: C
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: I-95 NB & Hillsboro Boulevard



Lane Group	EBT	NBR
Lane Group Flow (vph)	1621	489
v/c Ratio	0.44	0.86
Control Delay	11.6	70.4
Queue Delay	0.0	0.0
Total Delay	11.6	70.4
Queue Length 50th (ft)	357	254
Queue Length 95th (ft)	m462	312
Internal Link Dist (ft)	1220	
Turn Bay Length (ft)		
Base Capacity (vph)	3717	867
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.44	0.56

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1605	0	0	0	0	484
Future Volume (vph)	1605	0	0	0	0	484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5					6.5
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	1621	0	0	0	0	489
RTOR Reduction (vph)	0	0	0	0	0	46
Lane Group Flow (vph)	1621	0	0	0	0	443
Turn Type	NA					Prot
Protected Phases	6					7
Permitted Phases						
Actuated Green, G (s)	117.0					30.0
Effective Green, g (s)	117.0					30.0
Actuated g/C Ratio	0.73					0.19
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.5					2.0
Lane Grp Cap (vph)	3718					522
v/s Ratio Prot	c0.32					c0.16
v/s Ratio Perm						
v/c Ratio	0.44					0.85
Uniform Delay, d1	8.5					62.8
Progression Factor	1.24					1.00
Incremental Delay, d2	0.4					11.7
Delay (s)	10.9					74.5
Level of Service	B					E
Approach Delay (s)	10.9			0.0	74.5	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	632	245	4
Future Vol, veh/h	0	3	0	632	245	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	687	266	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	133	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	940	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	940	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	940	-	-
HCM Lane V/C Ratio	-	0.003	-	-
HCM Control Delay (s)	-	8.8	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	3	2	624	244	4
Future Vol, veh/h	8	3	2	624	244	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	3	2	678	265	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	608	133	269	0	-	0
Stage 1	265	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	5.5	4.5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	536	976	1292	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	535	976	1292	-	-	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	690	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	610	-	-
HCM Lane V/C Ratio	0.002	-	0.02	-	-
HCM Control Delay (s)	7.8	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	368	546	4
Future Vol, veh/h	0	1	0	368	546	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	0	400	593	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	299	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	786	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	786	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

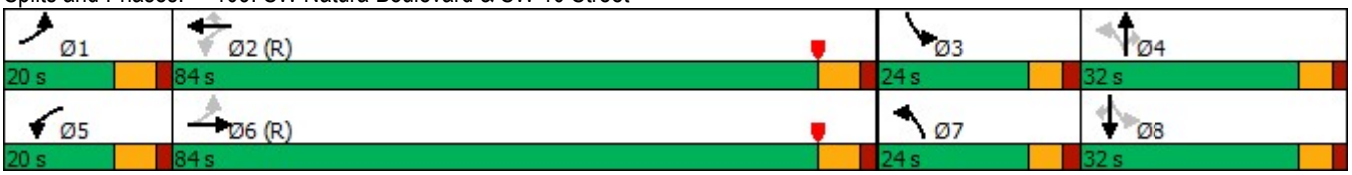
Approach	EB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	786	-	-
HCM Lane V/C Ratio	-	0.001	-	-
HCM Control Delay (s)	-	9.6	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	175	1163	118	1167	108	264	85	151	131	92	323
Future Volume (vph)	175	1163	118	1167	108	264	85	151	131	92	323
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	84.0	20.0	84.0	84.0	24.0	32.0	32.0	24.0	32.0	32.0
Total Split (%)	12.5%	52.5%	12.5%	52.5%	52.5%	15.0%	20.0%	20.0%	15.0%	20.0%	20.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	95.8	84.9	92.1	83.1	83.1	43.7	26.3	26.3	35.8	22.0	22.0
Actuated g/C Ratio	0.60	0.53	0.58	0.52	0.52	0.27	0.16	0.16	0.22	0.14	0.14
v/c Ratio	0.71	0.56	0.61	0.49	0.14	0.82	0.16	0.42	0.44	0.39	0.95
Control Delay	29.8	26.5	26.2	26.4	4.9	68.2	57.7	11.0	47.9	66.3	68.7
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	29.8	26.5	26.2	26.4	4.9	68.2	57.7	11.0	47.9	66.3	68.7
LOS	C	C	C	C	A	E	E	B	D	E	E
Approach Delay		26.9		24.7			49.1			63.3	
Approach LOS		C		C			D			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 33.9	Intersection LOS: C
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: SW Natura Boulevard & SW 10 Street





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	192	1487	130	1282	119	290	93	166	144	101	355
v/c Ratio	0.71	0.56	0.61	0.49	0.14	0.82	0.16	0.42	0.44	0.39	0.95
Control Delay	29.8	26.5	26.2	26.4	4.9	68.2	57.7	11.0	47.9	66.3	68.7
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	29.8	26.5	26.2	26.4	4.9	68.2	57.7	11.0	47.9	66.3	68.7
Queue Length 50th (ft)	85	382	55	327	5	252	43	0	114	95	192
Queue Length 95th (ft)	134	457	88	380	42	#382	73	70	176	157	#371
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	293	2655	257	2640	874	355	602	403	376	302	407
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	0.66	0.56	0.51	0.49	0.14	0.82	0.15	0.41	0.38	0.33	0.87

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: SW Natura Boulevard & SW 10 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1163	190	118	1167	108	264	85	151	131	92	323
Future Volume (veh/h)	175	1163	190	118	1167	108	264	85	151	131	92	323
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	1278	209	130	1282	119	290	93	166	144	101	355
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	2273	372	243	2537	788	353	695	309	368	304	257
Arrive On Green	0.07	0.51	0.51	0.05	0.50	0.50	0.11	0.20	0.20	0.08	0.16	0.16
Sat Flow, veh/h	1781	4421	723	1781	5106	1585	1781	3554	1580	1781	1870	1579
Grp Volume(v), veh/h	192	984	503	130	1282	119	290	93	166	144	101	355
Grp Sat Flow(s),veh/h/ln	1781	1702	1740	1781	1702	1585	1781	1777	1580	1781	1870	1579
Q Serve(g_s), s	8.5	31.6	31.6	5.7	27.0	6.5	18.0	3.5	15.1	10.7	7.6	26.0
Cycle Q Clear(g_c), s	8.5	31.6	31.6	5.7	27.0	6.5	18.0	3.5	15.1	10.7	7.6	26.0
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	1750	895	243	2537	788	353	695	309	368	304	257
V/C Ratio(X)	0.67	0.56	0.56	0.53	0.51	0.15	0.82	0.13	0.54	0.39	0.33	1.38
Avail Cap(c_a), veh/h	316	1750	895	302	2537	788	353	695	309	427	304	257
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	21.7	26.6	26.6	22.0	27.0	21.9	51.7	53.2	57.8	50.0	59.3	67.0
Incr Delay (d2), s/veh	3.4	1.3	2.6	0.7	0.7	0.4	13.6	0.0	1.0	0.3	0.2	194.9
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	3.8	13.3	13.9	2.5	11.3	2.6	3.8	1.6	6.2	4.8	3.7	24.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	27.9	29.1	22.6	27.8	22.3	65.3	53.2	58.8	50.3	59.6	261.9
LnGrp LOS	C	C	C	C	C	C	E	D	E	D	E	F
Approach Vol, veh/h		1679			1531			549			600	
Approach Delay, s/veh		27.9			26.9			61.3			177.1	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	86.5	18.7	37.3	14.7	89.3	24.0	32.0
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	77.0	18.0	26.0	13.0	77.0	18.0	26.0
Max Q Clear Time (g_c+I1), s	10.5	29.0	12.7	17.1	7.7	33.6	20.0	28.0
Green Ext Time (p_c), s	0.0	13.8	0.1	0.4	0.0	15.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

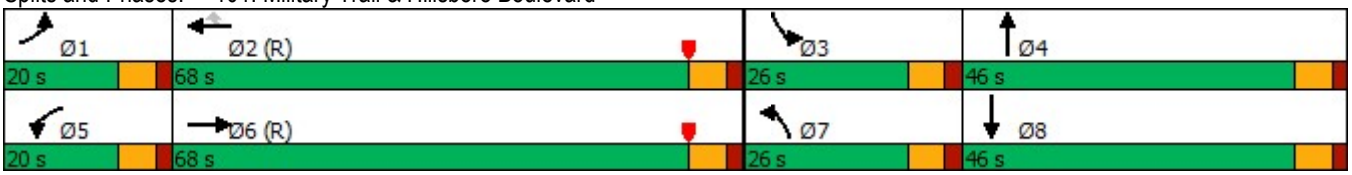
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	253	1140	146	1521	277	296	670	306	572
Future Volume (vph)	253	1140	146	1521	277	296	670	306	572
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	1	6	5	2		7	4	3	8
Permitted Phases					2				
Detector Phase	1	6	5	2	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	8.0	4.0	8.0	8.0	4.0	6.0	4.0	8.0
Minimum Split (s)	20.0	43.5	10.5	43.5	43.5	10.5	46.0	10.5	46.0
Total Split (s)	20.0	68.0	20.0	68.0	68.0	26.0	46.0	26.0	46.0
Total Split (%)	12.5%	42.5%	12.5%	42.5%	42.5%	16.3%	28.8%	16.3%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	15.0	73.0	10.7	68.7	68.7	17.2	32.9	17.5	33.2
Actuated g/C Ratio	0.09	0.46	0.07	0.43	0.43	0.11	0.21	0.11	0.21
v/c Ratio	0.80	0.58	0.65	0.71	0.38	0.82	0.76	0.83	0.85
Control Delay	88.9	34.3	73.6	44.0	21.7	88.0	63.5	89.0	63.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.9	34.3	73.6	44.0	21.7	88.0	63.5	89.0	63.4
LOS	F	C	E	D	C	F	E	F	E
Approach Delay		43.2		43.0			70.3		70.0
Approach LOS		D		D			E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 53.7	Intersection LOS: D
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Military Trail & Hillsboro Boulevard



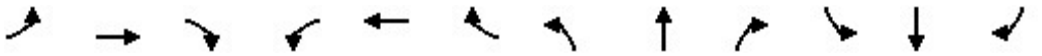


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	258	1332	149	1552	283	302	789	312	900
v/c Ratio	0.80	0.58	0.65	0.71	0.38	0.82	0.76	0.83	0.85
Control Delay	88.9	34.3	73.6	44.0	21.7	88.0	63.5	89.0	63.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.9	34.3	73.6	44.0	21.7	88.0	63.5	89.0	63.4
Queue Length 50th (ft)	136	371	73	596	182	161	283	166	308
Queue Length 95th (ft)	#223	476	110	659	288	214	316	221	345
Internal Link Dist (ft)		751		2620			541		790
Turn Bay Length (ft)	260		160		130	300		310	
Base Capacity (vph)	326	2286	289	2182	744	418	1240	418	1249
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.58	0.52	0.71	0.38	0.72	0.64	0.75	0.72

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: Military Trail & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	1140	166	146	1521	277	296	670	103	306	572	310
Future Volume (veh/h)	253	1140	166	146	1521	277	296	670	103	306	572	310
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	1163	169	149	1552	283	302	684	105	312	584	316
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2078	302	191	2207	685	344	974	148	354	753	350
Arrive On Green	0.08	0.46	0.46	0.07	0.57	0.57	0.10	0.22	0.22	0.10	0.22	0.22
Sat Flow, veh/h	3456	4503	654	3456	5106	1585	3456	4463	677	3456	3404	1581
Grp Volume(v), veh/h	258	879	453	149	1552	283	302	520	269	312	584	316
Grp Sat Flow(s),veh/h/ln	1728	1702	1753	1728	1702	1585	1728	1702	1736	1728	1702	1581
Q Serve(g_s), s	11.8	30.0	30.0	6.8	34.7	15.9	13.8	22.5	23.0	14.3	25.8	31.1
Cycle Q Clear(g_c), s	11.8	30.0	30.0	6.8	34.7	15.9	13.8	22.5	23.0	14.3	25.8	31.1
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	292	1571	809	191	2207	685	344	743	379	354	753	350
V/C Ratio(X)	0.88	0.56	0.56	0.78	0.70	0.41	0.88	0.70	0.71	0.88	0.78	0.90
Avail Cap(c_a), veh/h	292	1571	809	292	2207	685	421	840	429	421	840	390
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.5	31.3	31.3	73.2	26.7	22.7	71.1	57.7	57.8	70.8	58.6	60.7
Incr Delay (d2), s/veh	25.2	1.4	2.8	2.3	1.4	1.3	14.2	1.7	3.6	15.3	3.5	21.1
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	6.2	12.4	13.1	3.0	12.6	5.6	6.7	9.8	10.4	7.0	11.4	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.6	32.7	34.1	75.5	28.0	24.0	85.3	59.3	61.4	86.2	62.1	81.8
LnGrp LOS	F	C	C	E	C	C	F	E	E	F	E	F
Approach Vol, veh/h		1590			1984			1091			1212	
Approach Delay, s/veh		43.6			31.0			67.0			73.4	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	75.7	22.9	41.4	15.3	80.3	22.4	41.9
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	13.5	61.5	19.5	39.5	13.5	61.5	19.5	39.5
Max Q Clear Time (g_c+I1), s	13.8	36.7	16.3	25.0	8.8	32.0	15.8	33.1
Green Ext Time (p_c), s	0.0	13.2	0.1	2.8	0.1	10.0	0.2	2.2

Intersection Summary	
HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1971	23	0	2412	0	22
Future Vol, veh/h	1971	23	0	2412	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2075	24	0	2539	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1050
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	415
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	415
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

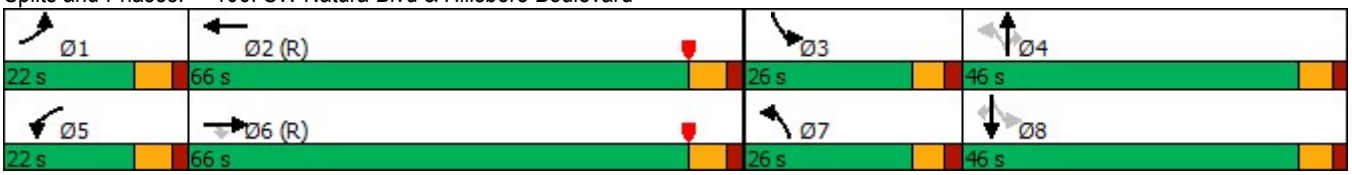
Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	415	-	-	-
HCM Lane V/C Ratio	0.056	-	-	-
HCM Control Delay (s)	14.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	153	1590	235	129	1829	173	16	98	118	35	344
Future Volume (vph)	153	1590	235	129	1829	173	16	98	118	35	344
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	22.0	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	22.0	66.0	66.0	22.0	66.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	13.8%	41.3%	41.3%	13.8%	41.3%	16.3%	28.8%	28.8%	16.3%	28.8%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	12.2	82.5	82.5	17.6	88.0	38.8	20.8	20.8	30.9	16.9	16.9
Actuated g/C Ratio	0.08	0.52	0.52	0.11	0.55	0.24	0.13	0.13	0.19	0.11	0.11
v/c Ratio	0.64	0.67	0.30	0.73	0.74	0.56	0.07	0.36	0.43	0.19	0.92
Control Delay	69.1	40.5	23.2	100.9	25.8	54.0	56.6	12.1	50.2	63.1	46.8
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	69.1	40.5	23.2	100.9	25.8	54.0	56.6	12.1	50.2	63.1	46.8
LOS	E	D	C	F	C	D	E	B	D	E	D
Approach Delay		40.7			30.6		39.9			48.8	
Approach LOS		D			C		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 22 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 37.2	Intersection LOS: D
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard

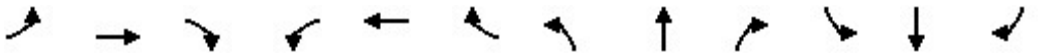




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	168	1747	258	142	2072	190	18	108	130	38	378
v/c Ratio	0.64	0.67	0.30	0.73	0.74	0.56	0.07	0.36	0.43	0.19	0.92
Control Delay	69.1	40.5	23.2	100.9	25.8	54.0	56.6	12.1	50.2	63.1	46.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	40.5	23.2	100.9	25.8	54.0	56.6	12.1	50.2	63.1	46.8
Queue Length 50th (ft)	92	539	122	148	708	166	17	0	109	37	116
Queue Length 95th (ft)	131	692	231	m204	m#867	214	40	54	150	69	233
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	333	2623	850	204	2785	356	465	472	365	465	601
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	0.50	0.67	0.30	0.70	0.74	0.53	0.04	0.23	0.36	0.08	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1590	235	129	1829	56	173	16	98	118	35	344
Future Volume (veh/h)	153	1590	235	129	1829	56	173	16	98	118	35	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	1747	258	142	2010	62	190	18	108	130	38	378
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	2111	640	161	2249	69	434	511	433	478	465	393
Arrive On Green	0.02	0.14	0.14	0.18	0.88	0.88	0.09	0.27	0.27	0.07	0.25	0.25
Sat Flow, veh/h	3456	5106	1549	1781	5089	157	1781	1870	1583	1781	1870	1583
Grp Volume(v), veh/h	168	1747	258	142	1343	729	190	18	108	130	38	378
Grp Sat Flow(s),veh/h/ln	1728	1702	1549	1781	1702	1842	1781	1870	1583	1781	1870	1583
Q Serve(g_s), s	7.7	53.3	24.4	12.4	34.8	35.3	12.6	1.1	8.5	8.6	2.5	37.7
Cycle Q Clear(g_c), s	7.7	53.3	24.4	12.4	34.8	35.3	12.6	1.1	8.5	8.6	2.5	37.7
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	2111	640	161	1504	814	434	511	433	478	465	393
V/C Ratio(X)	0.79	0.83	0.40	0.88	0.89	0.90	0.44	0.04	0.25	0.27	0.08	0.96
Avail Cap(c_a), veh/h	335	2111	640	173	1504	814	493	511	433	582	468	396
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.3	63.5	51.0	64.8	7.2	7.2	39.0	42.7	45.3	40.5	46.1	59.4
Incr Delay (d2), s/veh	2.6	3.9	1.9	25.9	6.0	10.4	0.3	0.0	0.1	0.1	0.0	34.7
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	3.6	25.2	10.6	6.2	4.5	5.9	5.6	0.5	3.4	3.9	1.2	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.9	67.4	52.9	90.6	13.2	17.6	39.3	42.7	45.4	40.6	46.2	94.1
LnGrp LOS	E	E	D	F	B	B	D	D	D	D	D	F
Approach Vol, veh/h		2173			2214			316			546	
Approach Delay, s/veh		66.7			19.6			41.6			78.0	
Approach LOS		E			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	77.2	16.7	49.7	20.9	72.6	20.7	45.8
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	15.5	59.5	20.0	40.0	15.5	59.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	9.7	37.3	10.6	10.5	14.4	55.3	14.6	39.7
Green Ext Time (p_c), s	0.1	14.8	0.1	0.2	0.0	3.5	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	296	1007	59	1137	141	314	73	493	486
Future Volume (vph)	296	1007	59	1137	141	314	73	493	486
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	3	8	1
Permitted Phases			2		4		8		8
Detector Phase	1	6	5	2	7	4	3	8	1
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0	5.0
Minimum Split (s)	11.5	36.5	11.5	36.5	10.5	39.5	10.5	41.5	11.5
Total Split (s)	22.0	69.0	22.0	69.0	24.0	45.0	24.0	45.0	22.0
Total Split (%)	13.8%	43.1%	13.8%	43.1%	15.0%	28.1%	15.0%	28.1%	13.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	19.4	86.4	78.5	71.6	48.2	33.5	37.7	28.2	47.6
Actuated g/C Ratio	0.12	0.54	0.49	0.45	0.30	0.21	0.24	0.18	0.30
v/c Ratio	0.74	0.47	0.26	0.58	0.65	0.58	0.33	0.82	0.97
Control Delay	56.7	37.3	18.6	35.3	54.2	56.4	42.1	74.8	74.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	37.3	18.6	35.3	54.2	56.4	42.1	74.8	74.4
LOS	E	D	B	D	D	E	D	E	E
Approach Delay		41.2		34.6		55.9		72.3	
Approach LOS		D		C		E		E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 127 (79%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 48.4	Intersection LOS: D
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 107: S. Dixie Highway & Hillsboro Boulevard

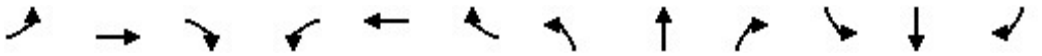




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	308	1255	61	1311	147	426	76	514	506
v/c Ratio	0.74	0.47	0.26	0.58	0.65	0.58	0.33	0.82	0.97
Control Delay	56.7	37.3	18.6	35.3	54.2	56.4	42.1	74.8	74.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	37.3	18.6	35.3	54.2	56.4	42.1	74.8	74.4
Queue Length 50th (ft)	169	463	25	376	116	201	57	276	424
Queue Length 95th (ft)	201	530	54	463	164	248	93	328	#618
Internal Link Dist (ft)		2890		691		540		364	
Turn Bay Length (ft)	170		180		225		270		120
Base Capacity (vph)	416	2692	332	2246	252	845	321	851	523
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.47	0.18	0.58	0.58	0.50	0.24	0.60	0.97

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	1007	198	59	1137	122	141	314	95	73	493	486
Future Volume (veh/h)	296	1007	198	59	1137	122	141	314	95	73	493	486
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	308	1049	206	61	1184	127	147	327	99	76	514	506
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2110	414	217	1990	213	239	733	218	285	855	534
Arrive On Green	0.03	0.16	0.16	0.03	0.43	0.43	0.07	0.27	0.27	0.04	0.24	0.24
Sat Flow, veh/h	3456	4283	840	1781	4675	501	1781	2698	804	1781	3554	1583
Grp Volume(v), veh/h	308	833	422	61	862	449	147	214	212	76	514	506
Grp Sat Flow(s),veh/h/ln	1728	1702	1719	1781	1702	1773	1781	1777	1725	1781	1777	1583
Q Serve(g_s), s	14.2	35.7	35.7	3.1	31.2	31.2	9.8	15.9	16.4	5.1	20.5	38.5
Cycle Q Clear(g_c), s	14.2	35.7	35.7	3.1	31.2	31.2	9.8	15.9	16.4	5.1	20.5	38.5
Prop In Lane	1.00		0.49	1.00		0.28	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	335	1677	847	217	1449	755	239	483	469	285	855	534
V/C Ratio(X)	0.92	0.50	0.50	0.28	0.59	0.60	0.61	0.44	0.45	0.27	0.60	0.95
Avail Cap(c_a), veh/h	335	1677	847	337	1449	755	302	483	469	403	855	534
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.8	48.9	49.0	26.8	35.3	35.3	42.5	48.2	48.4	43.3	53.9	51.6
Incr Delay (d2), s/veh	23.4	0.8	1.5	0.3	1.8	3.4	1.0	0.5	0.5	0.2	1.0	26.1
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	7.7	16.5	16.9	1.3	13.0	13.9	4.4	7.1	7.1	2.3	9.3	23.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.2	49.7	50.5	27.1	37.1	38.8	43.4	48.7	48.9	43.5	55.0	77.7
LnGrp LOS	F	D	D	C	D	D	D	D	D	D	D	E
Approach Vol, veh/h		1563			1372			573			1096	
Approach Delay, s/veh		59.9			37.2			47.4			64.7	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	74.6	13.4	50.0	11.3	85.3	18.4	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.5	62.5	17.5	38.5	15.5	62.5	17.5	38.5
Max Q Clear Time (g_c+I1), s	16.2	33.2	7.1	18.4	5.1	37.7	11.8	40.5
Green Ext Time (p_c), s	0.0	9.7	0.0	1.8	0.0	8.7	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	213	21	22	370	3	28	0	22	6	1	12
Future Vol, veh/h	2	213	21	22	370	3	28	0	22	6	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	120	-	-	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	224	22	23	389	3	29	0	23	6	1	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	392	0	0	246	0	0	480	677	123	553	687	196
Stage 1	-	-	-	-	-	-	239	239	-	437	437	-
Stage 2	-	-	-	-	-	-	241	438	-	116	250	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1163	-	-	1317	-	-	615	373	984	569	368	928
Stage 1	-	-	-	-	-	-	796	706	-	645	578	-
Stage 2	-	-	-	-	-	-	741	577	-	876	699	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1163	-	-	1317	-	-	597	366	984	547	361	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	597	366	-	547	361	-
Stage 1	-	-	-	-	-	-	794	705	-	644	568	-
Stage 2	-	-	-	-	-	-	717	567	-	854	698	-

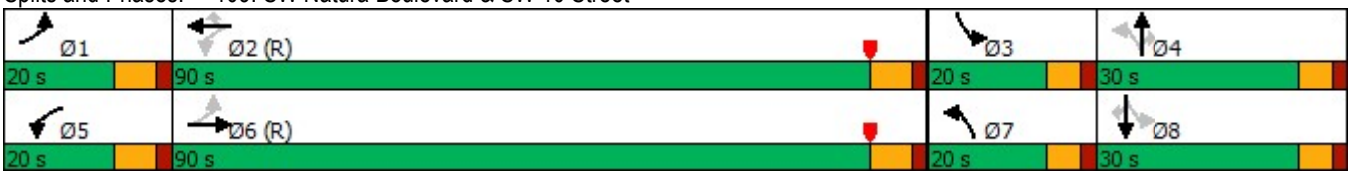
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	10.2	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	597	984	1163	-	-	1317	-	-	712
HCM Lane V/C Ratio	0.049	0.024	0.002	-	-	0.018	-	-	0.028
HCM Control Delay (s)	11.3	8.7	8.1	-	-	7.8	-	-	10.2
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.1	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	247	1223	174	969	157	161	135	126	141	126	199
Future Volume (vph)	247	1223	174	969	157	161	135	126	141	126	199
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	90.0	20.0	90.0	90.0	20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	12.5%	56.3%	12.5%	56.3%	56.3%	12.5%	18.8%	18.8%	12.5%	18.8%	18.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	106.3	94.4	104.0	93.3	93.3	29.3	15.9	15.9	28.3	15.4	15.4
Actuated g/C Ratio	0.66	0.59	0.65	0.58	0.58	0.18	0.10	0.10	0.18	0.10	0.10
v/c Ratio	0.63	0.52	0.71	0.33	0.16	0.72	0.39	0.48	0.55	0.72	0.61
Control Delay	16.7	20.5	29.8	18.5	2.9	71.9	69.9	15.5	61.0	91.3	15.6
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	16.7	20.5	29.8	18.5	2.9	71.9	69.9	15.5	61.0	91.3	15.6
LOS	B	C	C	B	A	E	E	B	E	F	B
Approach Delay		20.0		18.2			54.4			49.9	
Approach LOS		B		B			D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 57 (36%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

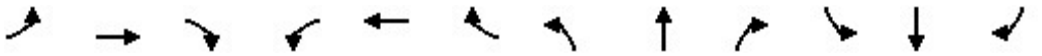
Splits and Phases: 109: SW Natura Boulevard & SW 10 Street





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	252	1528	178	989	160	164	138	129	144	129	203
v/c Ratio	0.63	0.52	0.71	0.33	0.16	0.72	0.39	0.48	0.55	0.72	0.61
Control Delay	16.7	20.5	29.8	18.5	2.9	71.9	69.9	15.5	61.0	91.3	15.6
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	16.7	20.5	29.8	18.5	2.9	71.9	69.9	15.5	61.0	91.3	15.6
Queue Length 50th (ft)	87	322	58	191	0	149	72	0	129	133	0
Queue Length 95th (ft)	140	434	133	256	38	215	106	65	191	202	80
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	421	2925	281	2963	976	235	530	341	273	279	410
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	0.60	0.52	0.63	0.33	0.16	0.70	0.26	0.38	0.53	0.46	0.50

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	1223	274	174	969	157	161	135	126	141	126	199
Future Volume (veh/h)	247	1223	274	174	969	157	161	135	126	141	126	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	1248	280	178	989	160	164	138	129	144	129	203
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	2283	512	270	2712	841	283	527	229	315	265	223
Arrive On Green	0.08	0.55	0.55	0.06	0.53	0.53	0.09	0.15	0.15	0.08	0.14	0.14
Sat Flow, veh/h	1781	4151	931	1781	5106	1584	1781	3554	1545	1781	1870	1575
Grp Volume(v), veh/h	252	1023	505	178	989	160	164	138	129	144	129	203
Grp Sat Flow(s),veh/h/ln	1781	1702	1679	1781	1702	1584	1781	1777	1545	1781	1870	1575
Q Serve(g_s), s	10.3	31.0	31.0	7.3	18.0	8.4	12.5	5.5	12.4	10.9	10.2	20.3
Cycle Q Clear(g_c), s	10.3	31.0	31.0	7.3	18.0	8.4	12.5	5.5	12.4	10.9	10.2	20.3
Prop In Lane	1.00		0.55	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	1872	923	270	2712	841	283	527	229	315	265	223
V/C Ratio(X)	0.65	0.55	0.55	0.66	0.36	0.19	0.58	0.26	0.56	0.46	0.49	0.91
Avail Cap(c_a), veh/h	394	1872	923	311	2712	841	283	533	232	327	281	236
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	16.4	23.2	23.2	20.1	21.8	19.6	52.7	60.4	63.3	52.7	63.3	67.7
Incr Delay (d2), s/veh	2.9	1.2	2.3	2.7	0.4	0.5	2.0	0.1	1.8	0.4	0.5	33.1
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	4.6	12.8	13.0	3.2	7.4	3.3	5.8	2.5	5.0	5.0	4.9	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	24.3	25.5	22.8	22.2	20.1	54.7	60.5	65.2	53.1	63.8	100.8
LnGrp LOS	B	C	C	C	C	C	D	E	E	D	E	F
Approach Vol, veh/h		1780			1327			431			476	
Approach Delay, s/veh		23.9			22.0			59.7			76.3	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	92.0	18.9	29.7	16.3	95.0	20.0	28.7
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	83.0	14.0	24.0	13.0	83.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	12.3	20.0	12.9	14.4	9.3	33.0	14.5	22.3
Green Ext Time (p_c), s	0.0	10.1	0.0	0.5	0.1	16.7	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	35	1653	234	1854	24	249	6	382	185	28	140
Future Volume (vph)	35	1653	234	1854	24	249	6	382	185	28	140
Turn Type	Prot	NA	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	5	2	3	4	4	5	3	3	1
Permitted Phases					2			4			3
Detector Phase	1	6	5	2	3	4	4	5	3	3	1
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0
Minimum Split (s)	11.5	35.5	11.5	35.5	40.0	26.0	26.0	11.5	40.0	40.0	11.5
Total Split (s)	24.0	70.0	24.0	70.0	40.0	26.0	26.0	24.0	40.0	40.0	24.0
Total Split (%)	15.0%	43.8%	15.0%	43.8%	25.0%	16.3%	16.3%	15.0%	25.0%	25.0%	15.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0	4.5
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)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	83.8	19.3	95.6	111.3	16.7	16.7	35.5	15.2	15.2	22.2
Actuated g/C Ratio	0.05	0.52	0.12	0.60	0.70	0.10	0.10	0.22	0.10	0.10	0.14
v/c Ratio	0.45	0.72	0.60	0.65	0.02	0.74	0.03	0.93	0.70	0.71	0.55
Control Delay	83.8	35.7	80.2	19.3	0.2	82.1	62.3	69.1	92.4	92.6	29.9
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.8	35.7	80.2	19.4	0.2	82.1	62.3	69.1	92.4	92.6	29.9
LOS	F	D	F	B	A	F	E	E	F	F	C
Approach Delay		36.6		25.9			74.2			67.7	
Approach LOS		D		C			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 126 (79%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 39.1	Intersection LOS: D
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: Jim Moran Boulevard & Hillsboro Boulevard

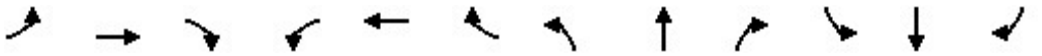




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	37	1900	249	1972	26	265	6	406	112	115	149
v/c Ratio	0.45	0.72	0.60	0.65	0.02	0.74	0.03	0.93	0.70	0.71	0.55
Control Delay	83.8	35.7	80.2	19.3	0.2	82.1	62.3	69.1	92.4	92.6	29.9
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.8	35.7	80.2	19.4	0.2	82.1	62.3	69.1	92.4	92.6	29.9
Queue Length 50th (ft)	34	695	121	508	0	141	6	299	122	125	63
Queue Length 95th (ft)	m59	798	138	669	m2	187	22	389	190	193	108
Internal Link Dist (ft)		2620		495			677			792	
Turn Bay Length (ft)	375		400		330	200		250	200		200
Base Capacity (vph)	193	2636	441	3039	1276	434	235	448	357	362	367
Starvation Cap Reductn	0	0	0	191	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	0.19	0.72	0.56	0.69	0.02	0.61	0.03	0.91	0.31	0.32	0.41

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1653	133	234	1854	24	249	6	382	185	28	140
Future Volume (vph)	35	1653	133	234	1854	24	249	6	382	185	28	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1770	5023		3433	5085	1551	3433	1863	1563	1681	1707	1564
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (perm)	1770	5023		3433	5085	1551	3433	1863	1563	1681	1707	1564
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	37	1759	141	249	1972	26	265	6	406	197	30	149
RTOR Reduction (vph)	0	4	0	0	0	8	0	0	90	0	0	56
Lane Group Flow (vph)	37	1896	0	249	1972	18	265	6	316	112	115	93
Confl. Peds. (#/hr)	1					1	4		2	2		4
Confl. Bikes (#/hr)			6			2			2			
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	7.5	83.8		19.3	95.6	110.8	16.7	16.7	36.0	15.2	15.2	22.7
Effective Green, g (s)	7.5	83.8		19.3	95.6	110.8	16.7	16.7	36.0	15.2	15.2	22.7
Actuated g/C Ratio	0.05	0.52		0.12	0.60	0.69	0.10	0.10	0.22	0.09	0.09	0.14
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	82	2630		414	3038	1074	358	194	351	159	162	221
v/s Ratio Prot	0.02	c0.38		0.07	0.39	0.00	0.08	0.00	c0.11	0.07	c0.07	0.02
v/s Ratio Perm						0.01			0.09			0.04
v/c Ratio	0.45	0.72		0.60	0.65	0.02	0.74	0.03	0.90	0.70	0.71	0.42
Uniform Delay, d1	74.2	29.1		66.7	21.2	7.7	69.5	64.4	60.3	70.2	70.3	62.7
Progression Factor	0.94	1.10		1.13	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	1.5		1.5	1.0	0.0	7.0	0.0	24.6	11.0	11.0	0.5
Delay (s)	70.8	33.6		77.1	18.0	7.7	76.6	64.4	84.8	81.2	81.3	63.1
Level of Service	E	C		E	B	A	E	E	F	F	F	E
Approach Delay (s)		34.3			24.5			81.4			74.1	
Approach LOS		C			C			F			E	

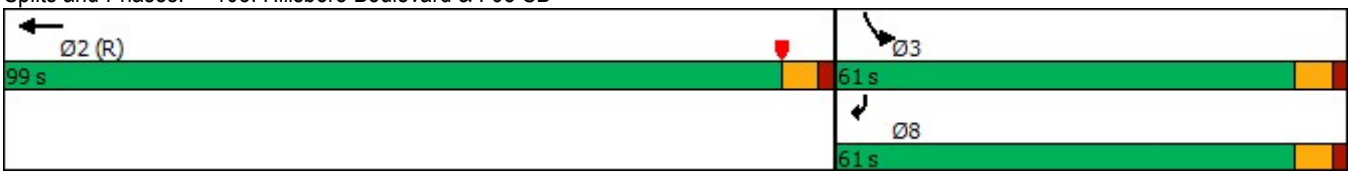
Intersection Summary			
HCM 2000 Control Delay	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SBL	SBR
Lane Configurations			
Traffic Volume (vph)	1593	501	477
Future Volume (vph)	1593	501	477
Turn Type	NA	Prot	Prot
Protected Phases	2	3	8
Permitted Phases			
Detector Phase	2	3	8
Switch Phase			
Minimum Initial (s)	12.0	6.0	6.0
Minimum Split (s)	33.5	24.5	24.5
Total Split (s)	99.0	61.0	61.0
Total Split (%)	61.9%	38.1%	38.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	95.1	51.9	51.9
Actuated g/C Ratio	0.59	0.32	0.32
v/c Ratio	0.57	0.95	0.56
Control Delay	21.2	79.6	43.9
Queue Delay	0.0	0.0	0.0
Total Delay	21.3	79.6	43.9
LOS	C	E	D
Approach Delay	21.3	62.2	
Approach LOS	C	E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 36.8	Intersection LOS: D
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Hillsboro Boulevard & I-95 SB

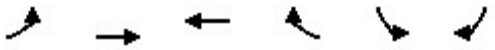




Lane Group	WBT	SBL	SBR
Lane Group Flow (vph)	1732	545	518
v/c Ratio	0.57	0.95	0.56
Control Delay	21.2	79.6	43.9
Queue Delay	0.0	0.0	0.0
Total Delay	21.3	79.6	43.9
Queue Length 50th (ft)	410	544	233
Queue Length 95th (ft)	455	#764	300
Internal Link Dist (ft)	1220	531	
Turn Bay Length (ft)			
Base Capacity (vph)	3023	602	970
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	102	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.59	0.91	0.53

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑		↰	↱↱
Traffic Volume (vph)	0	0	1593	0	501	477
Future Volume (vph)	0	0	1593	0	501	477
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.5		6.5	6.5
Lane Util. Factor			0.91		1.00	0.88
Frt			1.00		1.00	0.85
Flt Protected			1.00		0.95	1.00
Satd. Flow (prot)			5085		1770	2787
Flt Permitted			1.00		0.95	1.00
Satd. Flow (perm)			5085		1770	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1732	0	545	518
RTOR Reduction (vph)	0	0	0	0	0	22
Lane Group Flow (vph)	0	0	1732	0	545	496
Turn Type			NA		Prot	Prot
Protected Phases			2		3	8
Permitted Phases						
Actuated Green, G (s)			95.1		51.9	51.9
Effective Green, g (s)			95.1		51.9	51.9
Actuated g/C Ratio			0.59		0.32	0.32
Clearance Time (s)			6.5		6.5	6.5
Vehicle Extension (s)			3.0		2.5	2.5
Lane Grp Cap (vph)			3022		574	904
v/s Ratio Prot			c0.34		c0.31	0.18
v/s Ratio Perm						
v/c Ratio			0.57		0.95	0.55
Uniform Delay, d1			20.0		52.8	44.4
Progression Factor			1.00		1.00	1.00
Incremental Delay, d2			0.8		25.2	0.5
Delay (s)			20.8		78.0	45.0
Level of Service			C		E	D
Approach Delay (s)		0.0	20.8		61.9	
Approach LOS		A	C		E	

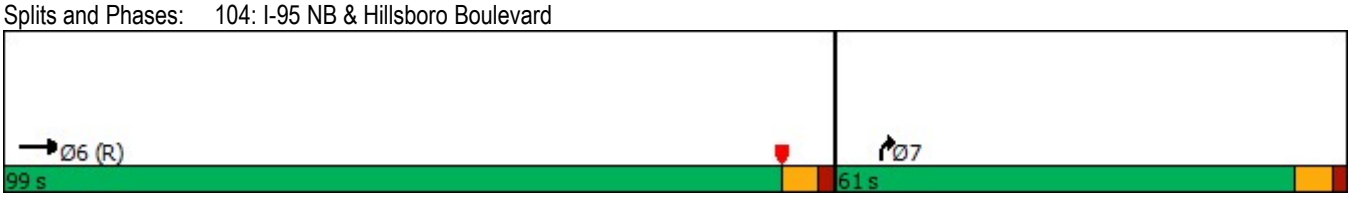
Intersection Summary			
HCM 2000 Control Delay	36.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	NBR
Lane Configurations		
Traffic Volume (vph)	1528	488
Future Volume (vph)	1528	488
Turn Type	NA	Prot
Protected Phases	6	7
Permitted Phases		
Detector Phase	6	7
Switch Phase		
Minimum Initial (s)	12.0	6.0
Minimum Split (s)	24.5	24.5
Total Split (s)	99.0	61.0
Total Split (%)	61.9%	38.1%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.5	6.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Max	None
Act Effct Green (s)	113.7	33.3
Actuated g/C Ratio	0.71	0.21
v/c Ratio	0.45	0.86
Control Delay	13.4	70.2
Queue Delay	0.0	0.0
Total Delay	13.4	70.2
LOS	B	E
Approach Delay	13.4	
Approach LOS	B	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2: and 6:EBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 27.1	Intersection LOS: C
Intersection Capacity Utilization 57.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: I-95 NB & Hillsboro Boulevard



Lane Group	EBT	NBR
Lane Group Flow (vph)	1643	525
v/c Ratio	0.45	0.86
Control Delay	13.4	70.2
Queue Delay	0.0	0.0
Total Delay	13.4	70.2
Queue Length 50th (ft)	320	282
Queue Length 95th (ft)	401	339
Internal Link Dist (ft)	1220	
Turn Bay Length (ft)		
Base Capacity (vph)	3612	975
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.45	0.54

Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1528	0	0	0	0	488
Future Volume (vph)	1528	0	0	0	0	488
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5					6.5
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1643	0	0	0	0	525
RTOR Reduction (vph)	0	0	0	0	0	32
Lane Group Flow (vph)	1643	0	0	0	0	493
Turn Type	NA					Prot
Protected Phases	6					7
Permitted Phases						
Actuated Green, G (s)	113.7					33.3
Effective Green, g (s)	113.7					33.3
Actuated g/C Ratio	0.71					0.21
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.5					2.0
Lane Grp Cap (vph)	3613					580
v/s Ratio Prot	c0.32					c0.18
v/s Ratio Perm						
v/c Ratio	0.45					0.85
Uniform Delay, d1	9.9					61.0
Progression Factor	1.24					1.00
Incremental Delay, d2	0.4					11.1
Delay (s)	12.6					72.0
Level of Service	B					E
Approach Delay (s)	12.6			0.0	72.0	
Approach LOS	B			A	E	

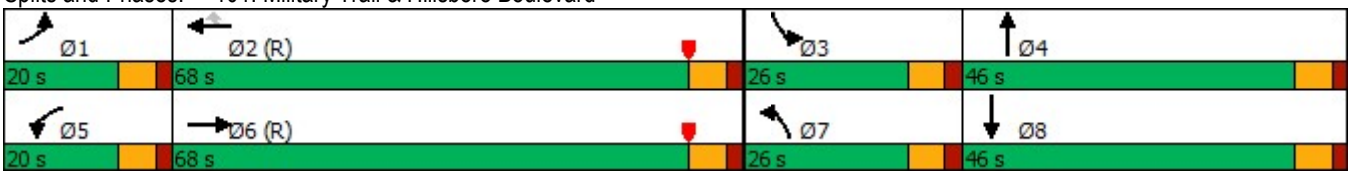
Intersection Summary			
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	266	1200	153	1601	291	312	705	322	602
Future Volume (vph)	266	1200	153	1601	291	312	705	322	602
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	1	6	5	2		7	4	3	8
Permitted Phases					2				
Detector Phase	1	6	5	2	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	8.0	4.0	8.0	8.0	4.0	6.0	4.0	8.0
Minimum Split (s)	20.0	43.5	10.5	43.5	43.5	10.5	46.0	10.5	46.0
Total Split (s)	20.0	68.0	20.0	68.0	68.0	26.0	46.0	26.0	46.0
Total Split (%)	12.5%	42.5%	12.5%	42.5%	42.5%	16.3%	28.8%	16.3%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	15.5	70.9	10.9	66.4	66.4	17.6	34.1	18.0	34.5
Actuated g/C Ratio	0.10	0.44	0.07	0.42	0.42	0.11	0.21	0.11	0.22
v/c Ratio	0.82	0.63	0.67	0.78	0.41	0.84	0.77	0.85	0.86
Control Delay	89.4	36.7	75.3	46.0	22.2	89.3	63.0	90.0	63.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.4	36.7	75.3	46.0	22.2	89.3	63.0	90.0	63.5
LOS	F	D	E	D	C	F	E	F	E
Approach Delay		45.2		44.8			70.3		70.3
Approach LOS		D		D			E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 54.9	Intersection LOS: D
Intersection Capacity Utilization 88.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Military Trail & Hillsboro Boulevard



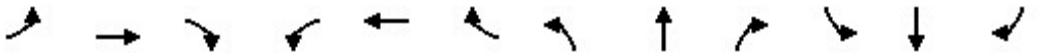


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	271	1403	156	1634	297	318	829	329	947
v/c Ratio	0.82	0.63	0.67	0.78	0.41	0.84	0.77	0.85	0.86
Control Delay	89.4	36.7	75.3	46.0	22.2	89.3	63.0	90.0	63.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.4	36.7	75.3	46.0	22.2	89.3	63.0	90.0	63.5
Queue Length 50th (ft)	143	416	76	645	202	169	295	175	323
Queue Length 95th (ft)	#239	510	m113	693	275	224	335	#236	367
Internal Link Dist (ft)		751		2620			541		790
Turn Bay Length (ft)	260		160		130	300		310	
Base Capacity (vph)	332	2222	289	2108	722	418	1240	418	1250
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.63	0.54	0.78	0.41	0.76	0.67	0.79	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: Military Trail & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	1200	175	153	1601	291	312	705	108	322	602	326
Future Volume (veh/h)	266	1200	175	153	1601	291	312	705	108	322	602	326
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	1224	179	156	1634	297	318	719	110	329	614	333
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2009	294	198	2142	665	360	1011	153	371	781	363
Arrive On Green	0.08	0.45	0.45	0.08	0.56	0.56	0.10	0.23	0.23	0.11	0.23	0.23
Sat Flow, veh/h	3456	4498	658	3456	5106	1585	3456	4464	676	3456	3404	1581
Grp Volume(v), veh/h	271	926	477	156	1634	297	318	547	282	329	614	333
Grp Sat Flow(s),veh/h/ln	1728	1702	1752	1728	1702	1585	1728	1702	1736	1728	1702	1581
Q Serve(g_s), s	12.5	33.1	33.1	7.1	39.4	17.7	14.5	23.7	24.1	15.0	27.1	32.9
Cycle Q Clear(g_c), s	12.5	33.1	33.1	7.1	39.4	17.7	14.5	23.7	24.1	15.0	27.1	32.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	292	1520	782	198	2142	665	360	771	393	371	781	363
V/C Ratio(X)	0.93	0.61	0.61	0.79	0.76	0.45	0.88	0.71	0.72	0.89	0.79	0.92
Avail Cap(c_a), veh/h	292	1520	782	292	2142	665	421	840	429	421	840	390
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.8	33.7	33.7	73.0	29.2	24.4	70.7	57.0	57.2	70.5	57.9	60.2
Incr Delay (d2), s/veh	34.1	1.8	3.5	3.1	1.8	1.4	16.0	2.0	4.2	17.2	4.1	24.4
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	6.8	13.8	14.5	3.2	14.5	6.3	7.2	10.3	10.9	7.5	12.0	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.9	35.5	37.2	76.1	31.0	25.9	86.7	59.0	61.4	87.6	62.0	84.5
LnGrp LOS	F	D	D	E	C	C	F	E	E	F	E	F
Approach Vol, veh/h		1674			2087			1147			1276	
Approach Delay, s/veh		47.5			33.6			67.3			74.5	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	73.6	23.7	42.7	15.7	78.0	23.2	43.2
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	13.5	61.5	19.5	39.5	13.5	61.5	19.5	39.5
Max Q Clear Time (g_c+I1), s	14.5	41.4	17.0	26.1	9.1	35.1	16.5	34.9
Green Ext Time (p_c), s	0.0	12.3	0.1	2.9	0.1	10.3	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2075	24	0	2540	0	23
Future Vol, veh/h	2075	24	0	2540	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2184	25	0	2674	0	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1105
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	397
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	397
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

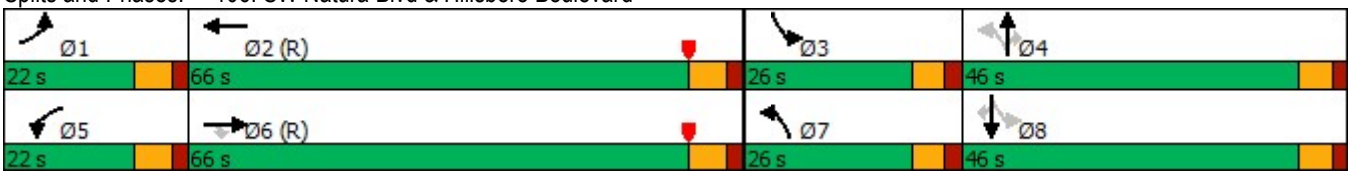
Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	397	-	-	-
HCM Lane V/C Ratio	0.061	-	-	-
HCM Control Delay (s)	14.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	161	1674	248	136	1925	182	16	103	124	37	363
Future Volume (vph)	161	1674	248	136	1925	182	16	103	124	37	363
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	22.0	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	22.0	66.0	66.0	22.0	66.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	13.8%	41.3%	41.3%	13.8%	41.3%	16.3%	28.8%	28.8%	16.3%	28.8%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	12.6	79.2	79.2	18.0	84.5	41.9	23.7	23.7	33.8	19.6	19.6
Actuated g/C Ratio	0.08	0.50	0.50	0.11	0.53	0.26	0.15	0.15	0.21	0.12	0.12
v/c Ratio	0.66	0.73	0.33	0.75	0.81	0.54	0.07	0.35	0.42	0.18	0.93
Control Delay	68.6	44.1	25.1	101.9	29.3	51.0	53.4	11.1	47.2	59.8	49.0
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	68.6	44.1	25.1	101.9	29.3	51.0	53.4	11.1	47.2	59.8	49.0
LOS	E	D	C	F	C	D	D	B	D	E	D
Approach Delay		43.7			33.9		37.5			49.4	
Approach LOS		D			C		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 22 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 39.8	Intersection LOS: D
Intersection Capacity Utilization 86.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard



Queues
106: SW Natura Blvd & Hillsboro Boulevard

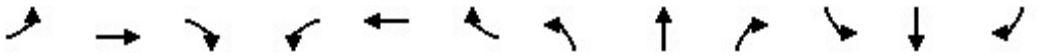


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	177	1840	273	149	2180	200	18	113	136	41	399
v/c Ratio	0.66	0.73	0.33	0.75	0.81	0.54	0.07	0.35	0.42	0.18	0.93
Control Delay	68.6	44.1	25.1	101.9	29.3	51.0	53.4	11.1	47.2	59.8	49.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.6	44.1	25.1	101.9	29.3	51.0	53.4	11.1	47.2	59.8	49.0
Queue Length 50th (ft)	96	604	140	157	786	170	16	0	111	39	145
Queue Length 95th (ft)	138	#805	253	m210	m#1009	215	38	53	149	71	261
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	335	2515	819	205	2676	379	465	475	390	465	599
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	0.53	0.73	0.33	0.73	0.81	0.53	0.04	0.24	0.35	0.09	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
106: SW Natura Blvd & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	1674	248	136	1925	59	182	16	103	124	37	363
Future Volume (veh/h)	161	1674	248	136	1925	59	182	16	103	124	37	363
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	1840	273	149	2115	65	200	18	113	136	41	399
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	2064	626	167	2208	68	436	517	437	483	468	396
Arrive On Green	0.02	0.13	0.13	0.19	0.87	0.87	0.10	0.28	0.28	0.07	0.25	0.25
Sat Flow, veh/h	3456	5106	1549	1781	5090	156	1781	1870	1583	1781	1870	1583
Grp Volume(v), veh/h	177	1840	273	149	1413	767	200	18	113	136	41	399
Grp Sat Flow(s),veh/h/ln	1728	1702	1549	1781	1702	1842	1781	1870	1583	1781	1870	1583
Q Serve(g_s), s	8.2	56.7	26.0	13.1	51.7	52.8	13.2	1.1	8.9	9.0	2.7	40.0
Cycle Q Clear(g_c), s	8.2	56.7	26.0	13.1	51.7	52.8	13.2	1.1	8.9	9.0	2.7	40.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	222	2064	626	167	1477	799	436	517	437	483	468	396
V/C Ratio(X)	0.80	0.89	0.44	0.89	0.96	0.96	0.46	0.03	0.26	0.28	0.09	1.01
Avail Cap(c_a), veh/h	335	2064	626	173	1477	799	489	517	437	582	468	396
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.3	65.9	52.6	64.2	9.4	9.5	38.5	42.3	45.1	40.1	46.0	60.0
Incr Delay (d2), s/veh	4.0	6.3	2.2	26.0	10.6	17.0	0.3	0.0	0.1	0.1	0.0	47.3
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	3.8	27.2	11.3	6.5	6.1	8.1	5.9	0.5	3.6	4.0	1.3	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.3	72.2	54.8	90.2	20.0	26.5	38.8	42.3	45.2	40.3	46.0	107.3
LnGrp LOS	F	E	D	F	C	C	D	D	D	D	D	F
Approach Vol, veh/h		2290			2329			331			576	
Approach Delay, s/veh		70.8			26.6			41.2			87.1	
Approach LOS		E			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	75.9	17.1	50.2	21.5	71.2	21.3	46.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	15.5	59.5	20.0	40.0	15.5	59.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	10.2	54.8	11.0	10.9	15.1	58.7	15.2	42.0
Green Ext Time (p_c), s	0.1	4.1	0.1	0.2	0.0	0.7	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	312	1060	62	1197	149	331	77	519	511
Future Volume (vph)	312	1060	62	1197	149	331	77	519	511
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	3	8	1
Permitted Phases			2		4		8		8
Detector Phase	1	6	5	2	7	4	3	8	1
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0	5.0
Minimum Split (s)	11.5	36.5	11.5	36.5	10.5	39.5	10.5	41.5	11.5
Total Split (s)	22.0	69.0	22.0	69.0	24.0	45.0	24.0	45.0	22.0
Total Split (%)	13.8%	43.1%	13.8%	43.1%	15.0%	28.1%	15.0%	28.1%	13.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	20.4	82.3	76.0	68.9	50.1	35.0	39.2	29.6	50.0
Actuated g/C Ratio	0.13	0.51	0.48	0.43	0.31	0.22	0.24	0.18	0.31
v/c Ratio	0.74	0.52	0.30	0.64	0.68	0.59	0.34	0.83	0.99
Control Delay	53.1	39.3	20.3	38.1	54.7	55.7	41.3	73.7	78.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	39.3	20.3	38.1	54.7	55.7	41.3	73.7	78.6
LOS	D	D	C	D	D	E	D	E	E
Approach Delay		42.0		37.3		55.5		73.7	
Approach LOS		D		D		E		E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 127 (79%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 49.8	Intersection LOS: D
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 107: S. Dixie Highway & Hillsboro Boulevard





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	325	1321	65	1380	155	449	80	541	532
v/c Ratio	0.74	0.52	0.30	0.64	0.68	0.59	0.34	0.83	0.99
Control Delay	53.1	39.3	20.3	38.1	54.7	55.7	41.3	73.7	78.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	39.3	20.3	38.1	54.7	55.7	41.3	73.7	78.6
Queue Length 50th (ft)	173	504	28	430	121	211	59	291	448
Queue Length 95th (ft)	#246	557	57	495	170	260	95	343	#717
Internal Link Dist (ft)		2890		691		540		364	
Turn Bay Length (ft)	170		180		225		270		120
Base Capacity (vph)	438	2563	308	2164	251	853	323	851	540
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.52	0.21	0.64	0.62	0.53	0.25	0.64	0.99

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	1060	208	62	1197	128	149	331	100	77	519	511
Future Volume (veh/h)	312	1060	208	62	1197	128	149	331	100	77	519	511
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	325	1104	217	65	1247	133	155	345	104	80	541	532
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2089	410	206	1976	211	238	737	219	280	855	534
Arrive On Green	0.03	0.16	0.16	0.03	0.42	0.42	0.08	0.27	0.27	0.05	0.24	0.24
Sat Flow, veh/h	3456	4282	841	1781	4678	499	1781	2700	802	1781	3554	1583
Grp Volume(v), veh/h	325	878	443	65	907	473	155	225	224	80	541	532
Grp Sat Flow(s),veh/h/ln	1728	1702	1719	1781	1702	1773	1781	1777	1725	1781	1777	1583
Q Serve(g_s), s	15.0	37.8	37.9	3.3	33.6	33.6	10.3	16.9	17.3	5.4	21.8	38.5
Cycle Q Clear(g_c), s	15.0	37.8	37.9	3.3	33.6	33.6	10.3	16.9	17.3	5.4	21.8	38.5
Prop In Lane	1.00		0.49	1.00		0.28	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	335	1661	839	206	1438	749	238	485	471	280	855	534
V/C Ratio(X)	0.97	0.53	0.53	0.32	0.63	0.63	0.65	0.46	0.47	0.29	0.63	1.00
Avail Cap(c_a), veh/h	335	1661	839	322	1438	749	295	485	471	395	855	534
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.2	50.2	50.3	27.5	36.4	36.4	42.5	48.4	48.6	43.2	54.4	52.9
Incr Delay (d2), s/veh	32.3	0.8	1.6	0.3	2.1	4.0	1.8	0.5	0.6	0.2	1.4	37.7
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	8.5	17.5	17.9	1.4	14.1	15.1	4.7	7.5	7.5	2.4	9.9	26.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.5	51.0	51.8	27.9	38.5	40.4	44.3	48.9	49.1	43.4	55.8	90.5
LnGrp LOS	F	D	D	C	D	D	D	D	D	D	E	F
Approach Vol, veh/h		1646			1445			604			1153	
Approach Delay, s/veh		62.8			38.6			47.8			71.0	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	74.1	13.7	50.2	11.5	84.5	18.9	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.5	62.5	17.5	38.5	15.5	62.5	17.5	38.5
Max Q Clear Time (g_c+I1), s	17.0	35.6	7.4	19.3	5.3	39.9	12.3	40.5
Green Ext Time (p_c), s	0.0	10.1	0.1	1.9	0.0	9.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	55.7
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	225	22	23	390	3	30	0	23	7	1	13
Future Vol, veh/h	2	225	22	23	390	3	30	0	23	7	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	120	-	-	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	237	23	24	411	3	32	0	24	7	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	414	0	0	260	0	0	507	715	130	584	725	207
Stage 1	-	-	-	-	-	-	253	253	-	461	461	-
Stage 2	-	-	-	-	-	-	254	462	-	123	264	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1141	-	-	1302	-	-	598	355	978	550	350	920
Stage 1	-	-	-	-	-	-	784	696	-	628	564	-
Stage 2	-	-	-	-	-	-	728	563	-	868	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1141	-	-	1302	-	-	579	348	978	528	343	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	579	348	-	528	343	-
Stage 1	-	-	-	-	-	-	782	695	-	627	554	-
Stage 2	-	-	-	-	-	-	703	553	-	845	688	-

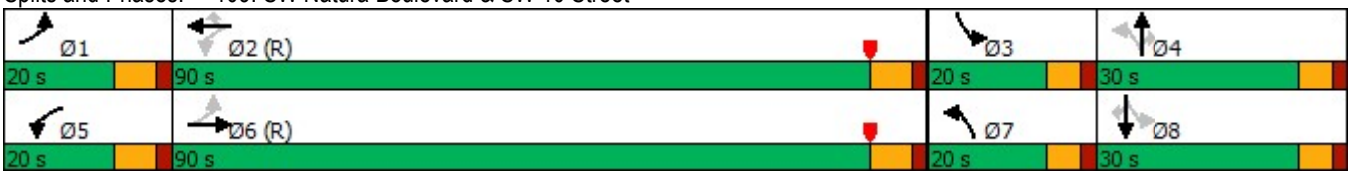
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	10.4	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	579	978	1141	-	-	1302	-	-	693
HCM Lane V/C Ratio	0.055	0.025	0.002	-	-	0.019	-	-	0.032
HCM Control Delay (s)	11.6	8.8	8.2	-	-	7.8	-	-	10.4
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.1	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	260	1288	183	1020	165	170	142	133	149	133	209
Future Volume (vph)	260	1288	183	1020	165	170	142	133	149	133	209
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	90.0	20.0	90.0	90.0	20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	12.5%	56.3%	12.5%	56.3%	56.3%	12.5%	18.8%	18.8%	12.5%	18.8%	18.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	104.8	92.4	104.2	92.1	92.1	30.0	16.5	16.5	29.1	16.0	16.0
Actuated g/C Ratio	0.66	0.58	0.65	0.58	0.58	0.19	0.10	0.10	0.18	0.10	0.10
v/c Ratio	0.69	0.56	0.76	0.36	0.17	0.76	0.40	0.49	0.57	0.73	0.61
Control Delay	19.7	22.4	39.3	19.4	2.9	74.5	69.5	15.2	61.2	91.3	15.2
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	19.7	22.4	39.3	19.4	2.9	74.5	69.5	15.2	61.2	91.3	15.2
LOS	B	C	D	B	A	E	E	B	E	F	B
Approach Delay		22.0		20.1			55.1			49.8	
Approach LOS		C		C			E			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 57 (36%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 28.2	Intersection LOS: C
Intersection Capacity Utilization 79.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: SW Natura Boulevard & SW 10 Street





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	265	1608	187	1041	168	173	145	136	152	136	213
v/c Ratio	0.69	0.56	0.76	0.36	0.17	0.76	0.40	0.49	0.57	0.73	0.61
Control Delay	19.7	22.4	39.3	19.4	2.9	74.5	69.5	15.2	61.2	91.3	15.2
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	19.7	22.4	39.3	19.4	2.9	74.5	69.5	15.2	61.2	91.3	15.2
Queue Length 50th (ft)	93	368	67	209	0	157	76	0	136	141	0
Queue Length 95th (ft)	150	467	169	272	38	224	110	65	199	210	80
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	399	2863	267	2925	969	235	530	347	277	279	418
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	0.66	0.56	0.70	0.36	0.17	0.74	0.27	0.39	0.55	0.49	0.51

Intersection Summary

HCM 6th Signalized Intersection Summary
109: SW Natura Boulevard & SW 10 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	1288	288	183	1020	165	170	142	133	149	133	209
Future Volume (veh/h)	260	1288	288	183	1020	165	170	142	133	149	133	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	265	1314	294	187	1041	168	173	145	136	152	136	213
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	2250	503	259	2665	827	283	534	232	320	275	231
Arrive On Green	0.08	0.54	0.54	0.06	0.52	0.52	0.09	0.15	0.15	0.08	0.15	0.15
Sat Flow, veh/h	1781	4154	929	1781	5106	1584	1781	3554	1545	1781	1870	1575
Grp Volume(v), veh/h	265	1076	532	187	1041	168	173	145	136	152	136	213
Grp Sat Flow(s),veh/h/ln	1781	1702	1679	1781	1702	1584	1781	1777	1545	1781	1870	1575
Q Serve(g_s), s	11.1	33.9	34.0	7.8	19.6	9.1	13.2	5.8	13.1	11.5	10.7	21.3
Cycle Q Clear(g_c), s	11.1	33.9	34.0	7.8	19.6	9.1	13.2	5.8	13.1	11.5	10.7	21.3
Prop In Lane	1.00		0.55	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	374	1843	909	259	2665	827	283	534	232	320	275	231
V/C Ratio(X)	0.71	0.58	0.58	0.72	0.39	0.20	0.61	0.27	0.59	0.48	0.50	0.92
Avail Cap(c_a), veh/h	374	1843	909	294	2665	827	283	534	232	326	281	236
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	17.6	24.6	24.6	22.8	23.0	20.5	52.4	60.2	63.4	51.8	62.8	67.3
Incr Delay (d2), s/veh	5.2	1.4	2.7	5.8	0.4	0.6	2.8	0.1	2.6	0.4	0.5	36.6
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	5.1	14.1	14.3	3.7	8.1	3.6	6.2	2.6	5.4	5.2	5.2	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	26.0	27.4	28.6	23.4	21.0	55.2	60.3	66.0	52.2	63.3	103.9
LnGrp LOS	C	C	C	C	C	C	E	E	E	D	E	F
Approach Vol, veh/h		1873			1396			454			501	
Approach Delay, s/veh		25.9			23.8			60.1			77.2	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	90.5	19.5	30.0	16.9	93.6	20.0	29.5
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	83.0	14.0	24.0	13.0	83.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	13.1	21.6	13.5	15.1	9.8	36.0	15.2	23.3
Green Ext Time (p_c), s	0.0	10.8	0.0	0.6	0.1	17.8	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	37	1740	246	1952	25	262	7	402	195	30	148
Future Volume (vph)	37	1740	246	1952	25	262	7	402	195	30	148
Turn Type	Prot	NA	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	5	2	3	4	4	5	3	3	1
Permitted Phases					2			4			3
Detector Phase	1	6	5	2	3	4	4	5	3	3	1
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0
Minimum Split (s)	11.5	35.5	11.5	35.5	40.0	26.0	26.0	11.5	40.0	40.0	11.5
Total Split (s)	24.0	70.0	24.0	70.0	40.0	26.0	26.0	24.0	40.0	40.0	24.0
Total Split (%)	15.0%	43.8%	15.0%	43.8%	25.0%	16.3%	16.3%	15.0%	25.0%	25.0%	15.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0	4.5
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)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	78.4	23.5	94.3	110.6	17.3	17.3	40.3	15.8	15.8	22.9
Actuated g/C Ratio	0.05	0.49	0.15	0.59	0.69	0.11	0.11	0.25	0.10	0.10	0.14
v/c Ratio	0.46	0.81	0.52	0.69	0.02	0.75	0.03	0.90	0.72	0.72	0.56
Control Delay	86.9	41.2	71.7	20.8	0.2	82.0	61.9	63.3	92.3	92.6	30.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.9	41.2	71.7	21.0	0.2	82.0	61.9	63.3	92.3	92.6	30.7
LOS	F	D	E	C	A	F	E	E	F	F	C
Approach Delay		42.0		26.3			70.6			68.0	
Approach LOS		D		C			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 126 (79%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 40.9	Intersection LOS: D
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: Jim Moran Boulevard & Hillsboro Boulevard

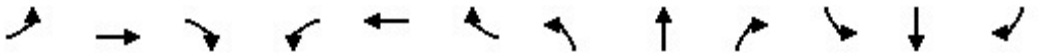




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	2000	262	2077	27	279	7	428	118	121	157
v/c Ratio	0.46	0.81	0.52	0.69	0.02	0.75	0.03	0.90	0.72	0.72	0.56
Control Delay	86.9	41.2	71.7	20.8	0.2	82.0	61.9	63.3	92.3	92.6	30.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.9	41.2	71.7	21.0	0.2	82.0	61.9	63.3	92.3	92.6	30.7
Queue Length 50th (ft)	36	746	116	564	0	148	7	319	128	131	69
Queue Length 95th (ft)	m59	#895	148	742	m1	194	23	427	197	201	114
Internal Link Dist (ft)		2620		495			677			792	
Turn Bay Length (ft)	375		400		330	200		250	200		200
Base Capacity (vph)	193	2466	505	2996	1264	438	237	475	357	362	373
Starvation Cap Reductn	0	0	0	185	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	0.20	0.81	0.52	0.74	0.02	0.64	0.03	0.90	0.33	0.33	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	1740	140	246	1952	25	262	7	402	195	30	148
Future Volume (vph)	37	1740	140	246	1952	25	262	7	402	195	30	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1770	5023		3433	5085	1551	3433	1863	1565	1681	1707	1564
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (perm)	1770	5023		3433	5085	1551	3433	1863	1565	1681	1707	1564
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	39	1851	149	262	2077	27	279	7	428	207	32	157
RTOR Reduction (vph)	0	5	0	0	0	8	0	0	80	0	0	55
Lane Group Flow (vph)	39	1995	0	262	2077	19	279	7	348	118	121	102
Confl. Peds. (#/hr)	1					1	4		2	2		4
Confl. Bikes (#/hr)			6			2			2			
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	7.6	78.4		23.5	94.3	110.1	17.3	17.3	40.8	15.8	15.8	23.4
Effective Green, g (s)	7.6	78.4		23.5	94.3	110.1	17.3	17.3	40.8	15.8	15.8	23.4
Actuated g/C Ratio	0.05	0.49		0.15	0.59	0.69	0.11	0.11	0.25	0.10	0.10	0.15
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	84	2461		504	2996	1067	371	201	399	165	168	228
v/s Ratio Prot	0.02	c0.40		0.08	0.41	0.00	0.08	0.00	c0.13	0.07	c0.07	0.02
v/s Ratio Perm						0.01			0.09			0.04
v/c Ratio	0.46	0.81		0.52	0.69	0.02	0.75	0.03	0.87	0.72	0.72	0.45
Uniform Delay, d1	74.2	34.5		63.0	22.8	7.9	69.3	63.9	57.1	69.9	70.0	62.4
Progression Factor	0.98	1.08		1.09	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	2.6		0.3	1.2	0.0	7.4	0.0	17.8	11.6	12.1	0.5
Delay (s)	74.0	39.8		69.2	19.4	7.9	76.7	63.9	74.9	81.5	82.0	62.9
Level of Service	E	D		E	B	A	E	E	E	F	F	E
Approach Delay (s)		40.5			24.8			75.5			74.3	
Approach LOS		D			C			E			E	

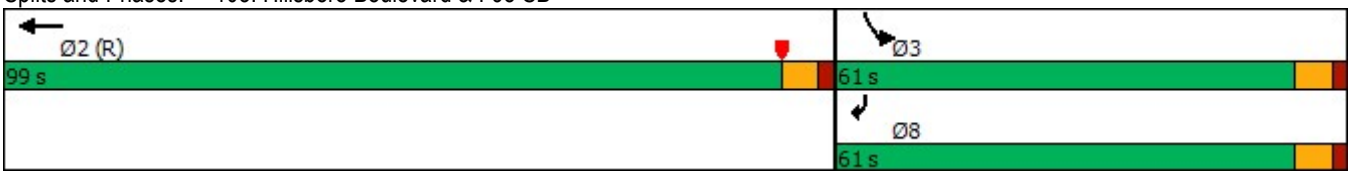
Intersection Summary			
HCM 2000 Control Delay	40.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SBL	SBR
Lane Configurations			
Traffic Volume (vph)	1677	528	503
Future Volume (vph)	1677	528	503
Turn Type	NA	Prot	Prot
Protected Phases	2	3	8
Permitted Phases			
Detector Phase	2	3	8
Switch Phase			
Minimum Initial (s)	12.0	6.0	6.0
Minimum Split (s)	33.5	24.5	24.5
Total Split (s)	99.0	61.0	61.0
Total Split (%)	61.9%	38.1%	38.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	93.6	53.4	53.4
Actuated g/C Ratio	0.58	0.33	0.33
v/c Ratio	0.61	0.97	0.58
Control Delay	22.8	82.7	44.4
Queue Delay	0.1	0.0	0.0
Total Delay	22.9	82.7	44.4
LOS	C	F	D
Approach Delay	22.9	64.0	
Approach LOS	C	E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 38.5	Intersection LOS: D
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Hillsboro Boulevard & I-95 SB

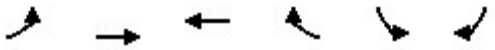




Lane Group	WBT	SBL	SBR
Lane Group Flow (vph)	1823	574	547
v/c Ratio	0.61	0.97	0.58
Control Delay	22.8	82.7	44.4
Queue Delay	0.1	0.0	0.0
Total Delay	22.9	82.7	44.4
Queue Length 50th (ft)	445	587	253
Queue Length 95th (ft)	490	#831	322
Internal Link Dist (ft)	1220	531	
Turn Bay Length (ft)			
Base Capacity (vph)	2973	602	966
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	136	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.64	0.95	0.57

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑		↰	↱↱
Traffic Volume (vph)	0	0	1677	0	528	503
Future Volume (vph)	0	0	1677	0	528	503
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.5		6.5	6.5
Lane Util. Factor			0.91		1.00	0.88
Frt			1.00		1.00	0.85
Flt Protected			1.00		0.95	1.00
Satd. Flow (prot)			5085		1770	2787
Flt Permitted			1.00		0.95	1.00
Satd. Flow (perm)			5085		1770	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1823	0	574	547
RTOR Reduction (vph)	0	0	0	0	0	17
Lane Group Flow (vph)	0	0	1823	0	574	530
Turn Type			NA		Prot	Prot
Protected Phases			2		3	8
Permitted Phases						
Actuated Green, G (s)			93.6		53.4	53.4
Effective Green, g (s)			93.6		53.4	53.4
Actuated g/C Ratio			0.58		0.33	0.33
Clearance Time (s)			6.5		6.5	6.5
Vehicle Extension (s)			3.0		2.5	2.5
Lane Grp Cap (vph)			2974		590	930
v/s Ratio Prot			c0.36		c0.32	0.19
v/s Ratio Perm						
v/c Ratio			0.61		0.97	0.57
Uniform Delay, d1			21.5		52.6	43.8
Progression Factor			1.00		1.00	1.00
Incremental Delay, d2			1.0		30.1	0.7
Delay (s)			22.4		82.7	44.5
Level of Service			C		F	D
Approach Delay (s)		0.0	22.4		64.0	
Approach LOS		A	C		E	

Intersection Summary			
HCM 2000 Control Delay	38.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

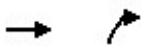
c Critical Lane Group

Lane Group	EBT	NBR
Lane Configurations		
Traffic Volume (vph)	1609	514
Future Volume (vph)	1609	514
Turn Type	NA	Prot
Protected Phases	6	7
Permitted Phases		
Detector Phase	6	7
Switch Phase		
Minimum Initial (s)	12.0	6.0
Minimum Split (s)	24.5	24.5
Total Split (s)	99.0	61.0
Total Split (%)	61.9%	38.1%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.5	6.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Max	None
Act Effct Green (s)	111.6	35.4
Actuated g/C Ratio	0.70	0.22
v/c Ratio	0.49	0.86
Control Delay	14.9	70.2
Queue Delay	0.0	0.0
Total Delay	14.9	70.2
LOS	B	E
Approach Delay	14.9	
Approach LOS	B	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2: and 6:EBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 28.3	Intersection LOS: C
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: I-95 NB & Hillsboro Boulevard





Lane Group	EBT	NBR
Lane Group Flow (vph)	1730	553
v/c Ratio	0.49	0.86
Control Delay	14.9	70.2
Queue Delay	0.0	0.0
Total Delay	14.9	70.2
Queue Length 50th (ft)	357	303
Queue Length 95th (ft)	443	358
Internal Link Dist (ft)	1220	
Turn Bay Length (ft)		
Base Capacity (vph)	3547	970
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.49	0.57

Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1609	0	0	0	0	514
Future Volume (vph)	1609	0	0	0	0	514
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5					6.5
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1730	0	0	0	0	553
RTOR Reduction (vph)	0	0	0	0	0	25
Lane Group Flow (vph)	1730	0	0	0	0	528
Turn Type	NA					Prot
Protected Phases	6					7
Permitted Phases						
Actuated Green, G (s)	111.6					35.4
Effective Green, g (s)	111.6					35.4
Actuated g/C Ratio	0.70					0.22
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.5					2.0
Lane Grp Cap (vph)	3546					616
v/s Ratio Prot	c0.34					c0.19
v/s Ratio Perm						
v/c Ratio	0.49					0.86
Uniform Delay, d1	11.1					59.9
Progression Factor	1.23					1.00
Incremental Delay, d2	0.5					10.9
Delay (s)	14.2					70.8
Level of Service	B					E
Approach Delay (s)	14.2			0.0	70.8	
Approach LOS	B			A	E	

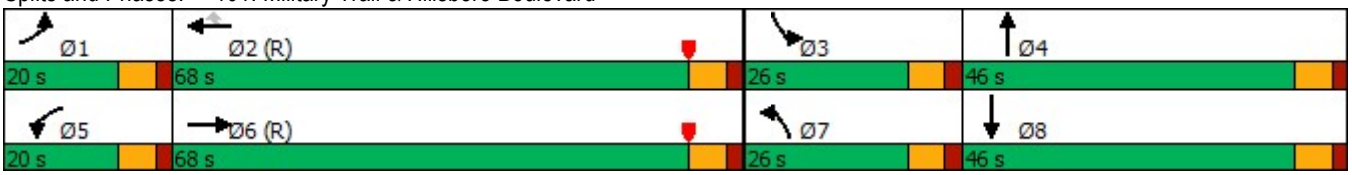
Intersection Summary			
HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	266	1218	154	1616	295	312	705	324	602
Future Volume (vph)	266	1218	154	1616	295	312	705	324	602
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	1	6	5	2		7	4	3	8
Permitted Phases					2				
Detector Phase	1	6	5	2	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	8.0	4.0	8.0	8.0	4.0	6.0	4.0	8.0
Minimum Split (s)	20.0	43.5	10.5	43.5	43.5	10.5	46.0	10.5	46.0
Total Split (s)	20.0	68.0	20.0	68.0	68.0	26.0	46.0	26.0	46.0
Total Split (%)	12.5%	42.5%	12.5%	42.5%	42.5%	16.3%	28.8%	16.3%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	15.5	70.9	11.0	66.4	66.4	17.6	34.1	18.1	34.5
Actuated g/C Ratio	0.10	0.44	0.07	0.42	0.42	0.11	0.21	0.11	0.22
v/c Ratio	0.82	0.64	0.67	0.78	0.42	0.84	0.77	0.86	0.86
Control Delay	89.4	37.0	75.8	46.1	22.2	89.3	63.2	90.1	63.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.4	37.0	75.8	46.1	22.2	89.3	63.2	90.1	63.5
LOS	F	D	E	D	C	F	E	F	E
Approach Delay		45.4		44.9			70.4		70.4
Approach LOS		D		D			E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 55.0	Intersection LOS: D
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Military Trail & Hillsboro Boulevard





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	271	1422	157	1649	301	318	830	331	947
v/c Ratio	0.82	0.64	0.67	0.78	0.42	0.84	0.77	0.86	0.86
Control Delay	89.4	37.0	75.8	46.1	22.2	89.3	63.2	90.1	63.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.4	37.0	75.8	46.1	22.2	89.3	63.2	90.1	63.5
Queue Length 50th (ft)	143	424	77	650	205	169	296	176	323
Queue Length 95th (ft)	#239	519	m113	700	275	224	335	#242	367
Internal Link Dist (ft)		751		2620			541		790
Turn Bay Length (ft)	260		160		130	300		310	
Base Capacity (vph)	332	2221	289	2108	722	418	1240	418	1250
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.64	0.54	0.78	0.42	0.76	0.67	0.79	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: Military Trail & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	1218	175	154	1616	295	312	705	109	324	602	326
Future Volume (veh/h)	266	1218	175	154	1616	295	312	705	109	324	602	326
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	1243	179	157	1649	301	318	719	111	331	614	333
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2012	290	199	2142	665	360	1007	154	372	781	363
Arrive On Green	0.08	0.45	0.45	0.08	0.56	0.56	0.10	0.23	0.23	0.11	0.23	0.23
Sat Flow, veh/h	3456	4508	649	3456	5106	1585	3456	4458	681	3456	3404	1581
Grp Volume(v), veh/h	271	939	483	157	1649	301	318	547	283	331	614	333
Grp Sat Flow(s),veh/h/ln	1728	1702	1754	1728	1702	1585	1728	1702	1735	1728	1702	1581
Q Serve(g_s), s	12.5	33.7	33.7	7.1	40.0	18.0	14.5	23.7	24.1	15.1	27.1	32.9
Cycle Q Clear(g_c), s	12.5	33.7	33.7	7.1	40.0	18.0	14.5	23.7	24.1	15.1	27.1	32.9
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	292	1519	783	199	2142	665	360	769	392	372	781	363
V/C Ratio(X)	0.93	0.62	0.62	0.79	0.77	0.45	0.88	0.71	0.72	0.89	0.79	0.92
Avail Cap(c_a), veh/h	292	1519	783	292	2142	665	421	840	428	421	840	390
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.8	33.9	33.9	72.9	29.4	24.5	70.7	57.1	57.3	70.4	57.9	60.2
Incr Delay (d2), s/veh	34.1	1.9	3.6	3.2	1.8	1.4	16.0	2.0	4.3	17.4	4.1	24.4
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	6.8	14.0	14.8	3.2	14.7	6.4	7.2	10.3	11.0	7.5	12.0	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.9	35.8	37.5	76.2	31.2	26.0	86.7	59.2	61.6	87.8	62.0	84.5
LnGrp LOS	F	D	D	E	C	C	F	E	E	F	E	F
Approach Vol, veh/h		1693			2107			1148			1278	
Approach Delay, s/veh		47.6			33.8			67.4			74.6	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	73.6	23.7	42.6	15.7	77.9	23.2	43.2
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	13.5	61.5	19.5	39.5	13.5	61.5	19.5	39.5
Max Q Clear Time (g_c+I1), s	14.5	42.0	17.1	26.1	9.1	35.7	16.5	34.9
Green Ext Time (p_c), s	0.0	12.2	0.1	2.9	0.1	10.3	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D

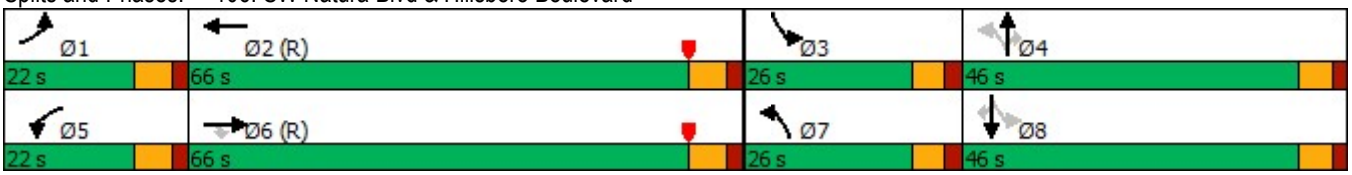
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	190	1696	248	166	1925	195	16	105	124	37	363
Future Volume (vph)	190	1696	248	166	1925	195	16	105	124	37	363
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	22.0	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	22.0	66.0	66.0	22.0	66.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	13.8%	41.3%	41.3%	13.8%	41.3%	16.3%	28.8%	28.8%	16.3%	28.8%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	14.1	72.6	72.6	23.6	82.1	43.4	24.7	24.7	34.2	20.1	20.1
Actuated g/C Ratio	0.09	0.45	0.45	0.15	0.51	0.27	0.15	0.15	0.21	0.13	0.13
v/c Ratio	0.69	0.81	0.36	0.70	0.84	0.57	0.06	0.34	0.41	0.18	0.93
Control Delay	68.8	49.8	27.0	92.5	31.2	51.2	52.8	10.8	46.5	59.1	50.9
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	68.8	49.8	27.0	92.5	31.2	51.2	52.8	10.8	46.5	59.1	50.9
LOS	E	D	C	F	C	D	D	B	D	E	D
Approach Delay		48.8			35.9		37.9			50.4	
Approach LOS		D			D		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 22 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 42.9	Intersection LOS: D
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard



Queues
106: SW Natura Blvd & Hillsboro Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	209	1864	273	182	2180	214	18	115	136	41	399
v/c Ratio	0.69	0.81	0.36	0.70	0.84	0.57	0.06	0.34	0.41	0.18	0.93
Control Delay	68.8	49.8	27.0	92.5	31.2	51.2	52.8	10.8	46.5	59.1	50.9
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	68.8	49.8	27.0	92.5	31.2	51.2	52.8	10.8	46.5	59.1	50.9
Queue Length 50th (ft)	113	644	144	192	801	183	16	0	111	39	153
Queue Length 95th (ft)	158	#824	252	m#272	m#1039	228	38	54	149	71	269
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	344	2306	760	260	2600	384	465	476	395	465	593
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	0.61	0.81	0.36	0.70	0.84	0.56	0.04	0.24	0.34	0.09	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
106: SW Natura Blvd & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1696	248	166	1925	59	195	16	105	124	37	363
Future Volume (veh/h)	190	1696	248	166	1925	59	195	16	105	124	37	363
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	1864	273	182	2115	65	214	18	115	136	41	399
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	254	2023	613	173	2135	65	446	526	446	482	468	396
Arrive On Green	0.02	0.13	0.13	0.19	0.84	0.84	0.10	0.28	0.28	0.07	0.25	0.25
Sat Flow, veh/h	3456	5106	1548	1781	5090	156	1781	1870	1583	1781	1870	1583
Grp Volume(v), veh/h	209	1864	273	182	1413	767	214	18	115	136	41	399
Grp Sat Flow(s),veh/h/ln	1728	1702	1548	1781	1702	1842	1781	1870	1583	1781	1870	1583
Q Serve(g_s), s	9.6	57.7	26.0	15.5	62.9	64.3	14.0	1.1	9.0	9.0	2.7	40.0
Cycle Q Clear(g_c), s	9.6	57.7	26.0	15.5	62.9	64.3	14.0	1.1	9.0	9.0	2.7	40.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	2023	613	173	1428	773	446	526	446	482	468	396
V/C Ratio(X)	0.82	0.92	0.45	1.05	0.99	0.99	0.48	0.03	0.26	0.28	0.09	1.01
Avail Cap(c_a), veh/h	335	2023	613	173	1428	773	489	526	446	582	468	396
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.0	67.1	53.3	64.5	12.5	12.7	37.6	41.7	44.5	40.1	46.0	60.0
Incr Delay (d2), s/veh	9.1	8.4	2.3	67.7	15.9	23.2	0.3	0.0	0.1	0.1	0.0	47.3
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	4.7	28.1	11.3	9.4	8.1	10.3	6.3	0.5	3.6	4.0	1.3	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.1	75.5	55.6	132.2	28.5	35.9	37.9	41.7	44.7	40.3	46.0	107.3
LnGrp LOS	F	E	E	F	C	D	D	D	D	D	D	F
Approach Vol, veh/h		2346			2362			347			576	
Approach Delay, s/veh		74.2			38.9			40.4			87.1	
Approach LOS		E			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	73.6	17.1	51.0	22.0	69.9	22.1	46.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	15.5	59.5	20.0	40.0	15.5	59.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	11.6	66.3	11.0	11.0	17.5	59.7	16.0	42.0
Green Ext Time (p_c), s	0.1	0.0	0.1	0.2	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	58.6
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	319	1075	62	1215	152	331	77	519	520
Future Volume (vph)	319	1075	62	1215	152	331	77	519	520
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	3	8	1
Permitted Phases			2		4		8		8
Detector Phase	1	6	5	2	7	4	3	8	1
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0	5.0
Minimum Split (s)	11.5	36.5	11.5	36.5	10.5	39.5	10.5	41.5	11.5
Total Split (s)	22.0	69.0	22.0	69.0	24.0	45.0	24.0	45.0	22.0
Total Split (%)	13.8%	43.1%	13.8%	43.1%	15.0%	28.1%	15.0%	28.1%	13.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	21.4	82.1	74.9	67.8	50.3	35.2	39.2	29.6	51.0
Actuated g/C Ratio	0.13	0.51	0.47	0.42	0.31	0.22	0.24	0.18	0.32
v/c Ratio	0.72	0.52	0.31	0.66	0.69	0.58	0.34	0.83	0.99
Control Delay	48.3	36.3	20.6	39.2	55.3	55.6	41.2	73.7	79.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	36.3	20.6	39.2	55.3	55.6	41.2	73.7	79.2
LOS	D	D	C	D	E	E	D	E	E
Approach Delay		38.7		38.4		55.5		74.1	
Approach LOS		D		D		E		E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 127 (79%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 49.1	Intersection LOS: D
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 107: S. Dixie Highway & Hillsboro Boulevard

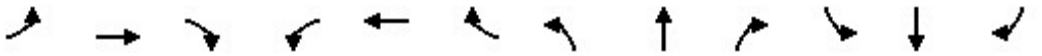




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	332	1339	65	1399	158	449	80	541	542
v/c Ratio	0.72	0.52	0.31	0.66	0.69	0.58	0.34	0.83	0.99
Control Delay	48.3	36.3	20.6	39.2	55.3	55.6	41.2	73.7	79.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	36.3	20.6	39.2	55.3	55.6	41.2	73.7	79.2
Queue Length 50th (ft)	153	514	28	447	123	211	59	291	456
Queue Length 95th (ft)	m#239	565	57	504	172	260	95	343	#744
Internal Link Dist (ft)		2890		691		540		364	
Turn Bay Length (ft)	170		180		225		270		120
Base Capacity (vph)	459	2559	304	2129	251	853	324	851	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.52	0.21	0.66	0.63	0.53	0.25	0.64	0.99

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	1075	210	62	1215	128	152	331	100	77	519	520
Future Volume (veh/h)	319	1075	210	62	1215	128	152	331	100	77	519	520
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	332	1120	219	65	1266	133	158	345	104	80	541	542
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2086	408	202	1974	207	239	740	220	282	855	534
Arrive On Green	0.03	0.16	0.16	0.03	0.42	0.42	0.08	0.27	0.27	0.05	0.24	0.24
Sat Flow, veh/h	3456	4286	838	1781	4686	492	1781	2700	802	1781	3554	1583
Grp Volume(v), veh/h	332	889	450	65	920	479	158	225	224	80	541	542
Grp Sat Flow(s),veh/h/ln	1728	1702	1720	1781	1702	1774	1781	1777	1725	1781	1777	1583
Q Serve(g_s), s	15.4	38.4	38.4	3.3	34.3	34.3	10.5	16.9	17.3	5.4	21.8	38.5
Cycle Q Clear(g_c), s	15.4	38.4	38.4	3.3	34.3	34.3	10.5	16.9	17.3	5.4	21.8	38.5
Prop In Lane	1.00		0.49	1.00		0.28	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	335	1656	837	202	1434	748	239	487	473	282	855	534
V/C Ratio(X)	0.99	0.54	0.54	0.32	0.64	0.64	0.66	0.46	0.47	0.28	0.63	1.01
Avail Cap(c_a), veh/h	335	1656	837	318	1434	748	294	487	473	396	855	534
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.4	50.6	50.6	27.8	36.7	36.7	42.3	48.3	48.4	43.2	54.4	53.0
Incr Delay (d2), s/veh	34.9	0.7	1.4	0.3	2.2	4.2	2.1	0.5	0.5	0.2	1.4	42.5
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	8.8	17.8	18.1	1.4	14.4	15.4	4.8	7.5	7.5	2.4	9.9	27.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.3	51.3	52.0	28.1	38.9	40.9	44.5	48.8	49.0	43.4	55.8	95.5
LnGrp LOS	F	D	D	C	D	D	D	D	D	D	E	F
Approach Vol, veh/h		1671			1464			607			1163	
Approach Delay, s/veh		63.6			39.1			47.7			73.4	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	73.9	13.7	50.4	11.6	84.4	19.1	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.5	62.5	17.5	38.5	15.5	62.5	17.5	38.5
Max Q Clear Time (g_c+I1), s	17.4	36.3	7.4	19.3	5.3	40.4	12.5	40.5
Green Ext Time (p_c), s	0.0	10.2	0.1	1.9	0.0	9.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.7
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	229	22	23	398	11	30	0	23	14	1	15
Future Vol, veh/h	6	229	22	23	398	11	30	0	23	14	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	120	-	-	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	241	23	24	419	12	32	0	24	15	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	431	0	0	264	0	0	523	744	132	606	749	216
Stage 1	-	-	-	-	-	-	265	265	-	473	473	-
Stage 2	-	-	-	-	-	-	258	479	-	133	276	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1125	-	-	1297	-	-	588	341	976	537	339	913
Stage 1	-	-	-	-	-	-	774	688	-	620	557	-
Stage 2	-	-	-	-	-	-	724	553	-	857	680	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1125	-	-	1297	-	-	566	333	976	514	331	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	566	333	-	514	331	-
Stage 1	-	-	-	-	-	-	770	685	-	617	546	-
Stage 2	-	-	-	-	-	-	697	542	-	831	677	-

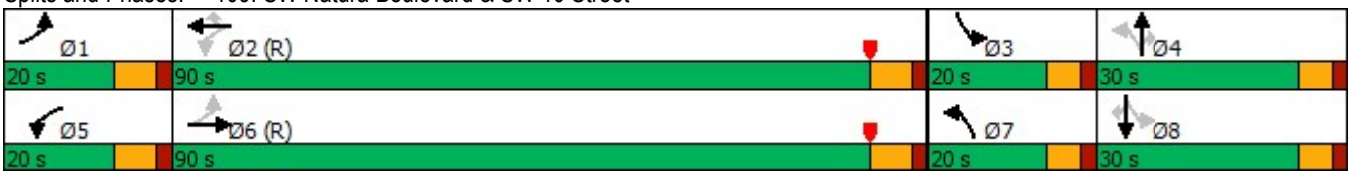
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	10.4	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	566	976	1125	-	-	1297	-	-	643
HCM Lane V/C Ratio	0.056	0.025	0.006	-	-	0.019	-	-	0.049
HCM Control Delay (s)	11.7	8.8	8.2	-	-	7.8	-	-	10.9
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.1	-	-	0.2

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	265	1288	183	1020	166	170	144	133	150	135	213
Future Volume (vph)	265	1288	183	1020	166	170	144	133	150	135	213
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	90.0	20.0	90.0	90.0	20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	12.5%	56.3%	12.5%	56.3%	56.3%	12.5%	18.8%	18.8%	12.5%	18.8%	18.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	104.9	92.2	103.7	91.6	91.6	30.1	16.6	16.6	29.3	16.2	16.2
Actuated g/C Ratio	0.66	0.58	0.65	0.57	0.57	0.19	0.10	0.10	0.18	0.10	0.10
v/c Ratio	0.70	0.56	0.76	0.36	0.17	0.76	0.40	0.48	0.57	0.73	0.61
Control Delay	20.3	22.5	39.7	19.6	2.9	74.7	69.5	15.1	61.1	91.3	15.1
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	20.3	22.5	39.7	19.6	2.9	74.7	69.5	15.1	61.1	91.3	15.1
LOS	C	C	D	B	A	E	E	B	E	F	B
Approach Delay		22.2		20.3			55.2			49.7	
Approach LOS		C		C			E			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 57 (36%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 28.4	Intersection LOS: C
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: SW Natura Boulevard & SW 10 Street



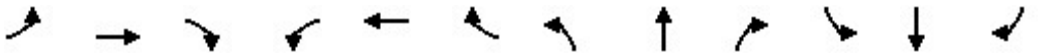


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	270	1608	187	1041	169	173	147	136	153	138	217
v/c Ratio	0.70	0.56	0.76	0.36	0.17	0.76	0.40	0.48	0.57	0.73	0.61
Control Delay	20.3	22.5	39.7	19.6	2.9	74.7	69.5	15.1	61.1	91.3	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	22.5	39.7	19.6	2.9	74.7	69.5	15.1	61.1	91.3	15.1
Queue Length 50th (ft)	96	370	68	211	0	157	77	0	137	143	0
Queue Length 95th (ft)	153	467	#171	272	38	224	112	65	200	213	81
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	399	2858	266	2912	966	234	530	347	278	279	421
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	0.68	0.56	0.70	0.36	0.17	0.74	0.28	0.39	0.55	0.49	0.52

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: SW Natura Boulevard & SW 10 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1288	288	183	1020	166	170	144	133	150	135	213
Future Volume (veh/h)	265	1288	288	183	1020	166	170	144	133	150	135	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	270	1314	294	187	1041	169	173	147	136	153	138	217
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	2241	501	258	2655	824	284	540	235	321	278	234
Arrive On Green	0.08	0.54	0.54	0.06	0.52	0.52	0.09	0.15	0.15	0.08	0.15	0.15
Sat Flow, veh/h	1781	4154	929	1781	5106	1584	1781	3554	1545	1781	1870	1575
Grp Volume(v), veh/h	270	1076	532	187	1041	169	173	147	136	153	138	217
Grp Sat Flow(s),veh/h/ln	1781	1702	1679	1781	1702	1584	1781	1777	1545	1781	1870	1575
Q Serve(g_s), s	11.4	34.1	34.1	7.8	19.7	9.2	13.1	5.9	13.1	11.5	10.8	21.8
Cycle Q Clear(g_c), s	11.4	34.1	34.1	7.8	19.7	9.2	13.1	5.9	13.1	11.5	10.8	21.8
Prop In Lane	1.00		0.55	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	373	1836	906	258	2655	824	284	540	235	321	278	234
V/C Ratio(X)	0.72	0.59	0.59	0.72	0.39	0.21	0.61	0.27	0.58	0.48	0.50	0.93
Avail Cap(c_a), veh/h	373	1836	906	293	2655	824	284	540	235	327	281	236
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	17.9	24.8	24.8	23.0	23.2	20.6	52.1	60.0	63.1	51.5	62.6	67.2
Incr Delay (d2), s/veh	5.9	1.4	2.8	5.9	0.4	0.6	2.7	0.1	2.4	0.4	0.5	38.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	14.2	14.4	3.7	8.2	3.6	6.2	2.7	5.3	5.2	5.2	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	26.2	27.6	28.9	23.6	21.2	54.9	60.1	65.5	52.0	63.1	105.2
LnGrp LOS	C	C	C	C	C	C	D	E	E	D	E	F
Approach Vol, veh/h		1878			1397			456			508	
Approach Delay, s/veh		26.3			24.0			59.7			77.7	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	90.2	19.5	30.3	16.9	93.3	20.0	29.8
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	83.0	14.0	24.0	13.0	83.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	13.4	21.7	13.5	15.1	9.8	36.1	15.1	23.8
Green Ext Time (p_c), s	0.0	10.8	0.0	0.6	0.1	17.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	37	1765	246	1972	25	262	7	402	195	30	148
Future Volume (vph)	37	1765	246	1972	25	262	7	402	195	30	148
Turn Type	Prot	NA	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	5	2	3	4	4	5	3	3	1
Permitted Phases					2			4			3
Detector Phase	1	6	5	2	3	4	4	5	3	3	1
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0
Minimum Split (s)	11.5	35.5	11.5	35.5	40.0	26.0	26.0	11.5	40.0	40.0	11.5
Total Split (s)	24.0	70.0	24.0	70.0	40.0	26.0	26.0	24.0	40.0	40.0	24.0
Total Split (%)	15.0%	43.8%	15.0%	43.8%	25.0%	16.3%	16.3%	15.0%	25.0%	25.0%	15.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0	4.5
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)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	78.4	23.5	94.3	110.6	17.3	17.3	40.3	15.8	15.8	22.9
Actuated g/C Ratio	0.05	0.49	0.15	0.59	0.69	0.11	0.11	0.25	0.10	0.10	0.14
v/c Ratio	0.46	0.82	0.52	0.70	0.02	0.75	0.03	0.90	0.72	0.72	0.56
Control Delay	87.2	41.6	71.9	21.0	0.2	82.0	61.9	63.3	92.3	92.6	30.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.2	41.6	71.9	21.1	0.2	82.0	61.9	63.3	92.3	92.6	30.7
LOS	F	D	E	C	A	F	E	E	F	F	C
Approach Delay		42.5		26.5			70.6			68.0	
Approach LOS		D		C			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 126 (79%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 41.0	Intersection LOS: D
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: Jim Moran Boulevard & Hillsboro Boulevard

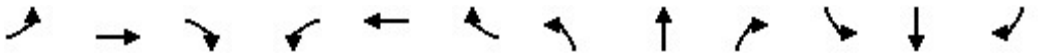




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	2027	262	2098	27	279	7	428	118	121	157
v/c Ratio	0.46	0.82	0.52	0.70	0.02	0.75	0.03	0.90	0.72	0.72	0.56
Control Delay	87.2	41.6	71.9	21.0	0.2	82.0	61.9	63.3	92.3	92.6	30.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.2	41.6	71.9	21.1	0.2	82.0	61.9	63.3	92.3	92.6	30.7
Queue Length 50th (ft)	36	757	117	573	0	148	7	319	128	131	69
Queue Length 95th (ft)	m60	#918	148	753	m1	194	23	427	197	201	114
Internal Link Dist (ft)		2620		495			677			792	
Turn Bay Length (ft)	375		400		330	200		250	200		200
Base Capacity (vph)	193	2466	505	2996	1264	438	237	475	357	362	373
Starvation Cap Reductn	0	0	0	183	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	0.20	0.82	0.52	0.75	0.02	0.64	0.03	0.90	0.33	0.33	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	1765	140	246	1972	25	262	7	402	195	30	148
Future Volume (vph)	37	1765	140	246	1972	25	262	7	402	195	30	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1770	5024		3433	5085	1551	3433	1863	1565	1681	1707	1564
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (perm)	1770	5024		3433	5085	1551	3433	1863	1565	1681	1707	1564
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	39	1878	149	262	2098	27	279	7	428	207	32	157
RTOR Reduction (vph)	0	5	0	0	0	8	0	0	80	0	0	55
Lane Group Flow (vph)	39	2022	0	262	2098	19	279	7	348	118	121	102
Confl. Peds. (#/hr)	1					1	4		2	2		4
Confl. Bikes (#/hr)			6			2			2			
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	7.6	78.4		23.5	94.3	110.1	17.3	17.3	40.8	15.8	15.8	23.4
Effective Green, g (s)	7.6	78.4		23.5	94.3	110.1	17.3	17.3	40.8	15.8	15.8	23.4
Actuated g/C Ratio	0.05	0.49		0.15	0.59	0.69	0.11	0.11	0.25	0.10	0.10	0.15
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	84	2461		504	2996	1067	371	201	399	165	168	228
v/s Ratio Prot	0.02	c0.40		0.08	0.41	0.00	0.08	0.00	c0.13	0.07	c0.07	0.02
v/s Ratio Perm						0.01			0.09			0.04
v/c Ratio	0.46	0.82		0.52	0.70	0.02	0.75	0.03	0.87	0.72	0.72	0.45
Uniform Delay, d1	74.2	34.8		63.0	23.0	7.9	69.3	63.9	57.1	69.9	70.0	62.4
Progression Factor	0.99	1.08		1.10	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	2.8		0.3	1.2	0.0	7.4	0.0	17.8	11.6	12.1	0.5
Delay (s)	74.4	40.4		69.5	19.6	7.9	76.7	63.9	74.9	81.5	82.0	62.9
Level of Service	E	D		E	B	A	E	E	E	F	F	E
Approach Delay (s)		41.0			24.9			75.5			74.3	
Approach LOS		D			C			E			E	

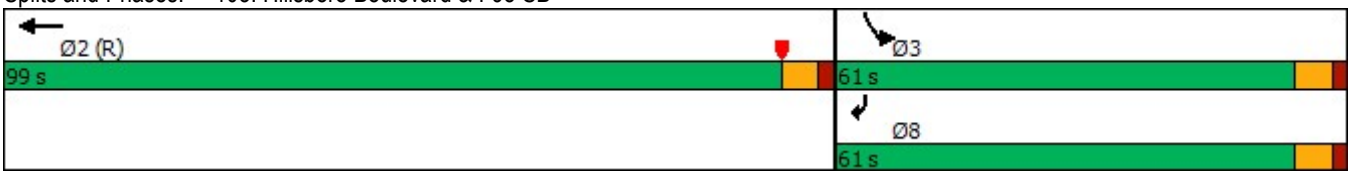
Intersection Summary			
HCM 2000 Control Delay	40.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SBL	SBR
Lane Configurations			
Traffic Volume (vph)	1972	195	148
Future Volume (vph)	1972	195	148
Turn Type	NA	Prot	Prot
Protected Phases	2	3	8
Permitted Phases			
Detector Phase	2	3	8
Switch Phase			
Minimum Initial (s)	12.0	6.0	6.0
Minimum Split (s)	33.5	24.5	24.5
Total Split (s)	99.0	61.0	61.0
Total Split (%)	61.9%	38.1%	38.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	122.6	24.4	24.4
Actuated g/C Ratio	0.77	0.15	0.15
v/c Ratio	0.56	0.79	0.37
Control Delay	8.8	84.8	57.8
Queue Delay	0.1	0.0	0.0
Total Delay	8.9	84.8	57.8
LOS	A	F	E
Approach Delay	8.9	73.1	
Approach LOS	A	E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

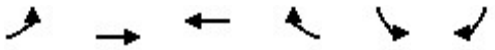
Splits and Phases: 103: Hillsboro Boulevard & I-95 SB





Lane Group	WBT	SBL	SBR
Lane Group Flow (vph)	2170	212	161
v/c Ratio	0.56	0.79	0.37
Control Delay	8.8	84.8	57.8
Queue Delay	0.1	0.0	0.0
Total Delay	8.9	84.8	57.8
Queue Length 50th (ft)	302	217	81
Queue Length 95th (ft)	418	296	116
Internal Link Dist (ft)	1220	531	
Turn Bay Length (ft)			
Base Capacity (vph)	3889	602	956
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	515	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.64	0.35	0.17

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑		↰	↱↱
Traffic Volume (vph)	0	0	1972	25	195	148
Future Volume (vph)	0	0	1972	25	195	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.5		6.5	6.5
Lane Util. Factor			0.91		1.00	0.88
Frt			1.00		1.00	0.85
Flt Protected			1.00		0.95	1.00
Satd. Flow (prot)			5076		1770	2787
Flt Permitted			1.00		0.95	1.00
Satd. Flow (perm)			5076		1770	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2143	27	212	161
RTOR Reduction (vph)	0	0	0	0	0	9
Lane Group Flow (vph)	0	0	2170	0	212	152
Turn Type			NA		Prot	Prot
Protected Phases			2		3	8
Permitted Phases						
Actuated Green, G (s)			122.6		24.4	24.4
Effective Green, g (s)			122.6		24.4	24.4
Actuated g/C Ratio			0.77		0.15	0.15
Clearance Time (s)			6.5		6.5	6.5
Vehicle Extension (s)			3.0		2.5	2.5
Lane Grp Cap (vph)			3889		269	425
v/s Ratio Prot			c0.43		c0.12	0.05
v/s Ratio Perm						
v/c Ratio			0.56		0.79	0.36
Uniform Delay, d1			7.6		65.3	60.8
Progression Factor			1.00		1.00	1.00
Incremental Delay, d2			0.6		13.7	0.4
Delay (s)			8.2		79.0	61.1
Level of Service			A		E	E
Approach Delay (s)		0.0	8.2		71.3	
Approach LOS		A	A		E	

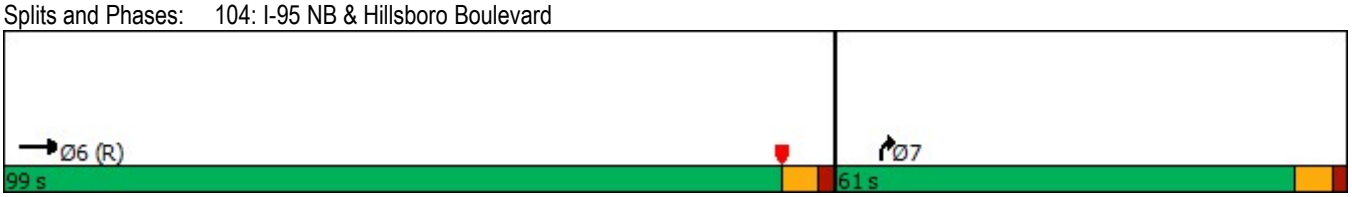
Intersection Summary			
HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	NBR
Lane Configurations		
Traffic Volume (vph)	1648	528
Future Volume (vph)	1648	528
Turn Type	NA	Prot
Protected Phases	6	7
Permitted Phases		
Detector Phase	6	7
Switch Phase		
Minimum Initial (s)	12.0	6.0
Minimum Split (s)	24.5	24.5
Total Split (s)	99.0	61.0
Total Split (%)	61.9%	38.1%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.5	6.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Max	None
Act Effct Green (s)	110.6	36.4
Actuated g/C Ratio	0.69	0.23
v/c Ratio	0.50	0.87
Control Delay	15.7	70.1
Queue Delay	0.0	0.0
Total Delay	15.7	70.1
LOS	B	E
Approach Delay	15.7	
Approach LOS	B	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2: and 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 28.9	Intersection LOS: C
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: I-95 NB & Hillsboro Boulevard



Lane Group	EBT	NBR
Lane Group Flow (vph)	1772	568
v/c Ratio	0.50	0.87
Control Delay	15.7	70.1
Queue Delay	0.0	0.0
Total Delay	15.7	70.1
Queue Length 50th (ft)	373	313
Queue Length 95th (ft)	462	369
Internal Link Dist (ft)	1220	
Turn Bay Length (ft)		
Base Capacity (vph)	3515	968
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.50	0.59

Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1648	0	0	0	0	528
Future Volume (vph)	1648	0	0	0	0	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5					6.5
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1772	0	0	0	0	568
RTOR Reduction (vph)	0	0	0	0	0	22
Lane Group Flow (vph)	1772	0	0	0	0	546
Turn Type	NA					Prot
Protected Phases	6					7
Permitted Phases						
Actuated Green, G (s)	110.6					36.4
Effective Green, g (s)	110.6					36.4
Actuated g/C Ratio	0.69					0.23
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.5					2.0
Lane Grp Cap (vph)	3515					634
v/s Ratio Prot	c0.35					c0.20
v/s Ratio Perm						
v/c Ratio	0.50					0.86
Uniform Delay, d1	11.7					59.4
Progression Factor	1.23					1.00
Incremental Delay, d2	0.5					11.1
Delay (s)	14.9					70.5
Level of Service	B					E
Approach Delay (s)	14.9			0.0	70.5	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	28.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	323	443	8
Future Vol, veh/h	0	1	0	323	443	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	0	351	482	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	241	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	837	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	837	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	837	-	-
HCM Lane V/C Ratio	-	0.001	-	-
HCM Control Delay (s)	-	9.3	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	4	315	436	8
Future Vol, veh/h	8	1	4	315	436	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	1	4	342	474	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	653	237	483	0	-	0
Stage 1	474	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	5.5	4.5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	510	898	1076	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	508	898	1076	-	-	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	834	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1076	-	534	-	-
HCM Lane V/C Ratio	0.004	-	0.018	-	-
HCM Control Delay (s)	8.4	-	11.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	575	498	6
Future Vol, veh/h	0	3	0	575	498	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	625	541	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	274	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	807	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	807	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

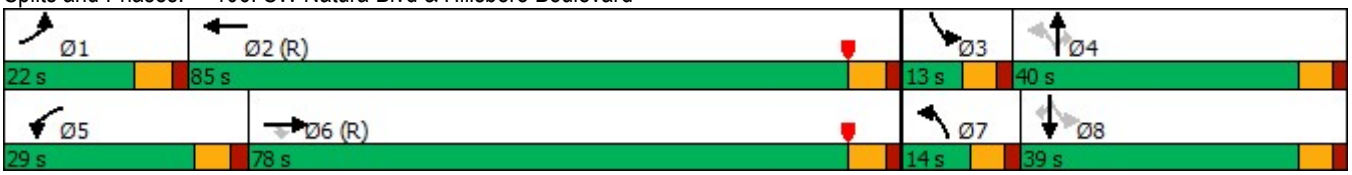
Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	807	-	-
HCM Lane V/C Ratio	-	0.004	-	-
HCM Control Delay (s)	-	9.5	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	190	1696	248	166	1925	195	16	105	124	37	363
Future Volume (vph)	190	1696	248	166	1925	195	16	105	124	37	363
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	22.0	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	22.0	78.0	78.0	29.0	85.0	14.0	40.0	40.0	13.0	39.0	39.0
Total Split (%)	13.8%	48.8%	48.8%	18.1%	53.1%	8.8%	25.0%	25.0%	8.1%	24.4%	24.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	13.5	81.6	81.6	19.3	87.4	35.1	27.1	27.1	33.1	26.1	26.1
Actuated g/C Ratio	0.08	0.51	0.51	0.12	0.55	0.22	0.17	0.17	0.21	0.16	0.16
v/c Ratio	0.72	0.72	0.32	0.85	0.79	0.69	0.06	0.29	0.45	0.13	0.93
Control Delay	85.8	34.1	12.4	101.5	33.1	65.2	52.2	4.3	54.2	55.0	61.3
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	85.8	34.1	12.4	101.5	33.1	65.2	52.2	4.3	54.2	55.0	61.3
LOS	F	C	B	F	C	E	D	A	D	D	E
Approach Delay		36.1			38.3		44.3			59.2	
Approach LOS		D			D		D			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 22 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 39.9	Intersection LOS: D
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	209	1864	273	182	2180	214	18	115	136	41	399
v/c Ratio	0.72	0.72	0.32	0.85	0.79	0.69	0.06	0.29	0.45	0.13	0.93
Control Delay	85.8	34.1	12.4	101.5	33.1	65.2	52.2	4.3	54.2	55.0	61.3
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	85.8	34.1	12.4	101.5	33.1	65.2	52.2	4.3	54.2	55.0	61.3
Queue Length 50th (ft)	111	566	71	188	672	189	16	0	115	37	219
Queue Length 95th (ft)	157	680	151	#289	801	263	39	22	171	72	#378
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	332	2592	863	248	2766	310	395	452	304	384	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	0.63	0.72	0.32	0.73	0.79	0.69	0.05	0.25	0.45	0.11	0.82

Intersection Summary

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

HCM 6th Signalized Intersection Summary
106: SW Natura Blvd & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1696	248	166	1925	59	195	16	105	124	37	363
Future Volume (veh/h)	190	1696	248	166	1925	59	195	16	105	124	37	363
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	1864	273	182	2115	65	214	18	115	136	41	399
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	2419	734	203	2619	80	313	397	336	380	386	326
Arrive On Green	0.07	0.47	0.47	0.11	0.51	0.51	0.05	0.21	0.21	0.04	0.21	0.21
Sat Flow, veh/h	3456	5106	1549	1781	5090	156	1781	1870	1583	1781	1870	1583
Grp Volume(v), veh/h	209	1864	273	182	1413	767	214	18	115	136	41	399
Grp Sat Flow(s),veh/h/ln	1728	1702	1549	1781	1702	1842	1781	1870	1583	1781	1870	1583
Q Serve(g_s), s	9.5	48.4	18.0	16.1	55.1	55.5	8.0	1.2	9.9	7.0	2.8	33.0
Cycle Q Clear(g_c), s	9.5	48.4	18.0	16.1	55.1	55.5	8.0	1.2	9.9	7.0	2.8	33.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	2419	734	203	1751	948	313	397	336	380	386	326
V/C Ratio(X)	0.83	0.77	0.37	0.90	0.81	0.81	0.68	0.05	0.34	0.36	0.11	1.22
Avail Cap(c_a), veh/h	335	2419	734	250	1751	948	313	397	336	380	386	326
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	73.2	34.9	26.9	70.0	32.2	32.3	53.5	50.1	53.5	48.9	51.5	63.5
Incr Delay (d2), s/veh	9.5	2.4	1.4	25.2	4.1	7.4	5.0	0.0	0.2	0.2	0.0	124.4
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	4.5	19.9	7.1	8.7	22.8	25.7	4.5	0.6	4.0	4.5	1.4	24.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.7	37.3	28.3	95.2	36.3	39.7	58.5	50.1	53.7	49.1	51.6	187.9
LnGrp LOS	F	D	C	F	D	D	E	D	D	D	D	F
Approach Vol, veh/h		2346			2362			347			576	
Approach Delay, s/veh		40.3			42.0			56.5			145.4	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	88.8	13.0	40.0	24.7	82.3	14.0	39.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	15.5	78.5	7.0	34.0	22.5	71.5	8.0	33.0
Max Q Clear Time (g_c+I1), s	11.5	57.5	9.0	11.9	18.1	50.4	10.0	35.0
Green Ext Time (p_c), s	0.1	15.0	0.0	0.2	0.1	14.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.8
HCM 6th LOS	D

APPENDIX G

West-to-North I-95 on Ramp Field Observations

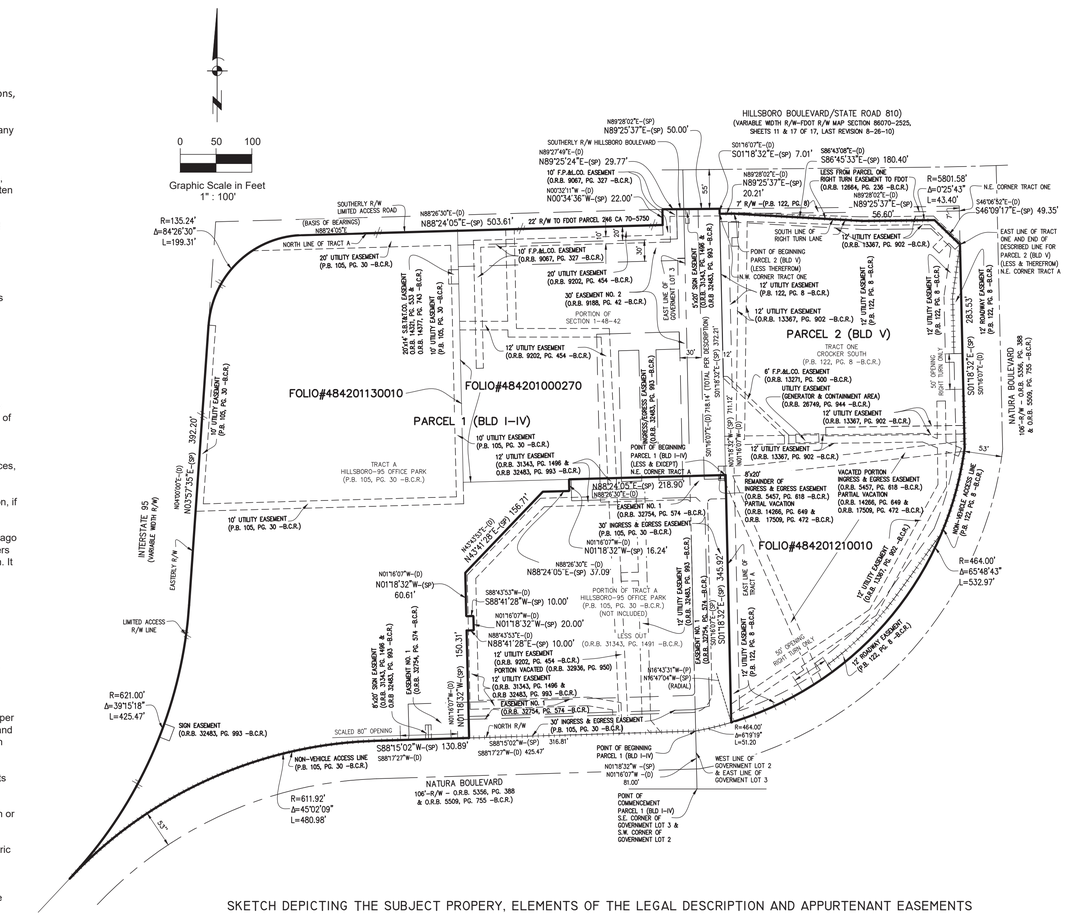
HILLSBORO BOULEVARD @ I-95 W/B
DEERFIELD BEACH,FL.
MAY 5th , 2021

TIME	BACK UP W/B HILLSBORO BLVD TO N/B I-95 ON RAMP	BACK UP ON I-95 NORTH BOUND
7:00-7:15	0	0
7:15-7:30	0	0
7:30-7:45	0	0
7:45-8:00	0	0
8:00-8:15	0	0
8:15-8:30	0	0
8:30-8:45	0	0
8:45-9:00	0	0

TIME	BACK UP W/B HILLSBORO BLVD TO N/B I-95 ON RAMP	BACK UP ON I-95 NORTH BOUND
4:00-4:15	0	0
4:15-4:30	0	0
4:30-4:45	0	0
4:45-5:00	0	0
5:00-5:15	0	0
5:15-5:30	0	0
5:30-5:45	0	0
5:45-6:00	0	0

SURVEYOR'S NOTES

1. Measurements shown hereon are expressed in U.S. survey feet and decimal parts thereof.
2. Dimensions shown are taken at the exposed areas of improvements, underground footers, foundations, utilities or other subsurface features are not located for the purposes of this survey.
3. Sun-Tech Engineering, Inc. & Radius Professional Surveyor & Mapper, LLC reserves the right to utilize any and all information obtained in the preparation of this survey, including this map of survey, for any other purposes.
4. This drawing may not be reproduced in whole or in part without the permission of Sun-Tech Engineering, Inc. additions or deletions to the survey map by other than the signing party is prohibited without the written consent of the signing party.
5. This drawing is not valid without the signature and original raised seal of a Florida licensed surveyor and Mapper.
6. The certification contained herein is for the latest date of field survey or latest revision date, whichever applicable.
7. Some features shown hereon may be drawn "out of scale" for the purposes of clarity. Written dimensions take precedence over scaled measurements.
8. Sources of information used in the preparation of this map of survey are as follows:
   A. Record Plat entitled HILLSBORO-95 OFFICE PARK, Plat Book 105, Page 30;
   B. Record Plat entitled CROCKER SOUTH, Plat Book 122, Page 8;
   C. Florida Department of Transportation Right-of-Way Map Section 86070-2525;
8. The horizontal accuracy of field measured control meets the applicable requirements of Chapter 5J-17.052(15)(b)(ii). The accuracy obtained is 1:57,223 and is based on a closed geometric figure. The expected use of the property is Commercial/High Risk, mandating a maximum allowable error of closure of 1:10,000.
9. Sun-Tech Engineering, Inc. & Radius Professional Surveyor & Mapper, LLC is authorized to provide Surveying and Mapping Services by the State of Florida Department of Agriculture and Consumer Services, License No. LB.7733, pursuant to the provisions of Chapter 472, Florida Statutes.
10. This survey does not determine ownership of the subject property or its adjoiners. Ownership information, if shown, was obtained from a public record search of the Broward County Property Appraiser's Office.
11. The undersigned surveyor has been provided a copy of Commitments for Title Insurance issued by Chicago Title Insurance Company, effective date 9/15/2020 at 11:00 p.m., Order No. 88I2680. All plottable matters of a nature relating to the land survey of the subject property contained therein have been shown hereon. It is possible that there are additional recorded or unrecorded easements, deeds or encumbrances on the subject premises which are not shown and are unknown to the reviewing surveyor and are not shown hereon.
12. The purpose of this Map of Survey is to depict the results of a Boundary Survey pursuant to Chapter 5J-17.052(2) Florida Administrative Code. Uses inconsistent with its intended purpose are prohibited.
13. Contractual considerations and obligations between the surveyor and client may be addressed in the preparation of this survey. Underground utilities, if shown, were located based on markings provided by utilities location services and other sources of information. Underground footers, foundations or subterranean structures were not located for the purposes of this survey.
14. The bearings shown hereon are based on the Southwest One-quarter (SW 1/4) of Section 31-48-43, as per Certified Corner Record 101362, Certified Corner Record 105132 and Certified Corner Record 105133 and are relative to the North line of East Atlantic Boulevard, bearing North 88°57'04" East, the same being an established and monumented line (see survey).
15. The basis of this survey is a legal description as provided by the client, and as described in Commitments referenced in Surveyor's Note 11.
16. The reviewing surveyor encountered no observable evidence of earth moving work, building construction or building additions within recent months on the subject premises.
17. The reviewing surveyor encountered no observable evidence of wetlands, nor was informed of any historic wetlands on the subject premises.
18. The vertical accuracy of field measured control meets the applicable Requirements of Chapter 5J-17.050(10)(k). The vertical accuracy of the closed level loop obtained is 0.01'. A maximum allowable error of accuracy for this survey is 0.05' times the square root of the distance of the level circuit in miles [(√0.2282) x 0.05 = 0.239'].



SKETCH DEPICTING THE SUBJECT PROPERY, ELEMENTS OF THE LEGAL DESCRIPTION AND APPURTENANT EASEMENTS

SYMBOLS LEGEND

- Air Conditioner
- AT&T Box
- Cable Riser
- Catch Basin
- Check Valve
- Clean Out
- Concrete Light Pole
- Drainage Manhole
- Electric Box
- Electric Meter
- 7.07 x Existing Elevation
- Fiber Optic Box
- Fire Hydrant
- Guy Anchor
- Irrigation Valve
- Manhole
- Metal Light Pole
- Pedestrian Signal Pole
- Post
- Reducer
- Sanitary Sewer Manhole
- Sign
- Tactile Surface
- Telephone Box
- Telephone Manhole
- Traffic Signal Box
- Traffic Signal Pole
- Water Meter
- Water Valve
- Wood Utility Pole
- Wood Utility Pole w/Light
- Underground Drainage
- SS Underground Sanitary Sewer
- W Underground Water
- N 690997.46 E 953047.78 State Plane Coordinates

KEY TO ABBREVIATIONS

ALTA	= American Land Title Association
B.C.R.	= Broward County Public Records
Ç	= Centerline
CCR	= Certified Corner Record
CMP	= Corrugated Metal Pipe
(D)	= Per Description and Plat
I.D.	= Identification
INV.	= Invert
R	= Radius
Δ	= Central Angle
L	= Arc Length
FD.	= Found
FDOT	= Florida Department of Transportation
I.D.	= Identification
I.P.	= Iron Pipe
I.R.	= Iron Rod
LB	= Licensed Business
NSPS	= National Society of Professional Surveyors
(McL)	= McLaughlin Engineering
MP	= Metal Pipe
O.R.B.	= Official Records Book
(P)	= Per Record Plat
P.B.	= Plat Book
PG.	= Page
PVC	= Polyvinyl Chloride
PRM	= Permanent Reference Monument
PSM	= Professional Surveyor & Mapper
RCP	= Reinforced Concrete Pipe
R/W	= Right-of-Way
(SP)	= Per State Plane
TOB	= Top of Baffle
TYP.	= Typical
W/	= With

TREE LEGEND

- Australian Pine
- Black Olive
- Ficus
- Gumbo Limbo
- Mahogany
- Oak
- Palm
- Unknown

FLOOD INSURANCE RATE MAP INFORMATION

Map No. 12011C0178 H
Community Name: City of Deerfield Beach
Community No. 125101
Panel No. 0178
Suffix: H
Flood Zone: X / X / AH
Base Flood Elevation: Area of 0.2%annual chance Flood / Area outside 0.2%annual chance Flood / Elevation 11'
Effective Date of Map: August 18, 2014

AREA OF SUBJECT PROPERTY

Parcel 1 (BLD I-VI)
Folio 484201130010
7.2 Gross Acres
6.5 Net Acres

Folio 484201000270
3.1 Gross Acres
3.0 Net Acres

Total Parcel 1: Gross Acres 10.3
Net Acres 9.5

Parcel 2 (BLD V)
Folio 484201210010
6.2 Gross Acres
4.5 Net Acres

TOTAL ACRES 14.0 ACRES NET; 16.5 ACRES GROSS

LEGAL DESCRIPTION

PARCEL 1 (BLD I-IV)

A parcel of land in the South 1/2 of Government Lots 2 and 3, and in the Southeast 1/4 of NW 1/4 Section 1, Township 48 South, Range 42 East, of Broward County, Florida, said parcel being more particularly described as follows:

Commencing at the Southeast corner of said Government Lot 3; thence run North 1 degree 16 minutes 07 seconds West (on an assumed bearing) 81.00 feet along the East line of said Government Lot 3 to the point of beginning; thence run South 88 degrees 17 minutes 27 seconds West 447.70 feet to a point of curvature of a curve to the left; thence along the arc of said curve to the left, having a radius of 611.92 feet and a central angle of 45 degrees 02 minutes 09 seconds, run Southwesterly 480.98 feet to a point of intersection with the arc of a curve running Northeasterly to the left, a radial at said point bearing North 46 degrees 44 minutes 42 seconds West; thence along the arc of said curve to the left (also forming the Easterly right-of-way line of Interstate Highway 95) having a radius of 621.00 feet and a central angle of 39 degrees 15 minutes 18 seconds run Northeasterly 425.47 feet to a point of tangency; thence run North 4 degrees East 392.20 feet along said Easterly right-of-way line and being the tangent extended to a point of curvature of a curve to the right; thence along the arc of said curve to the right, having a radius of 135.24 feet and a central angle of 84 degrees 26 minutes 30 seconds run Northeasterly 199.31 feet to a point of tangency on the Southerly right-of-way line of the limited access road lying South of and adjacent to Hillsboro Blvd. (State Road 810); thence run North 88 degrees 26 minutes 30 seconds East 503.61 feet; thence run North 0 degrees 32 minutes 11 seconds West 22.00 feet to an intersection with the Southerly right-of-way line of Hillsboro Blvd.; thence run North 89 degrees 27 minutes 49 seconds East, 29.77 feet to an intersection with the East line of the Southeast 1/4 of Government Lot 3; thence run North 89 degrees 28 minutes 02 seconds East 50.00 feet to an intersection with a line 50.00 feet East of as measured at right angles and parallel to the West line of the Southwest 1/4 of Government Lot 2; thence run South 1 degree 16 minutes 07 seconds East, 718.14 feet along said parallel line to a point of intersection with the arc of a curve running Southwesterly to the right, a radial at said point bearing North 16 degrees 43 minutes 31 seconds West; thence along the arc of said curve to the right having a radius of 464.00 feet and a central angle of 6 degrees 19 minutes 19 seconds run Southwesterly 51.20 feet to the Point of Beginning. (Portions having been platted as Hillsboro-95 Office Park, Plat Book 105, Page 30, Public Records of Broward County, Florida)

LESS AND EXCEPT THE FOLLOWING:

All that portion of Tract A, HILLSBORO- 95 OFFICE PARK, according to the Plat thereof, as recorded in Plat Book 105, Page 30 of the Public Records of Broward County, Florida, more particularly described as follows:

Beginning at the Northeast corner of said Tract A; thence South 01 degree 16 minutes 07 seconds East, along the East line of said Tract A, 345.93 feet to a point on a curve, said point also being on the North Right-of-Way line of Natura Boulevard, the radius of said point bears North 16 degrees 43 minutes 31 seconds West; thence along the arc of a circular curve to the right having a radius of 464.00 feet an arc distance of 51.20 feet to a point of tangency; thence South 88 degrees 17 minutes 27 seconds West, along the north right-of-way line of Natura Boulevard 316.81 feet; thence North 01 degree 16 minutes 07 seconds West, along a line parallel with the East line of said Tract A 150.31 feet; thence North 88 degrees 43 minutes 53 seconds East 10.00 feet; thence North 01 degree 16 minutes 07 seconds West 20.00 feet; thence South 88 degrees 43 minutes 53 seconds West 10.00 feet; thence North 01 degree 16 minutes 07 seconds West 60.61 feet; thence North 43 degrees 43 minutes 53 seconds East 156.71 feet; thence North 88 degrees 26 minutes 30 seconds East 37. 09 feet; thence North 01 degree 16 minutes 07 seconds West 16.25 feet; thence North 88 degrees 26 minutes 30 seconds East 218.90 feet to the Point of Beginning.

TOGETHER WITH a non-exclusive easement for drainage and utilities set forth in that certain Declaration of Covenants, Easements, Conditions and Restrictions recorded in Official Records Book 31343, Page 1496, as re-recorded December 12, 2001 in Official Records Book 32483, Page 993 and affected by that certain Second Modification To Declaration Of Road And Utility Easement filed February 12, 2002 in Official Records Book 32754, Page 574, of the Public Records of Broward County, Florida.

TOGETHER WITH non-exclusive easements as set forth in and granted by Declaration of Road and Utility Easement filed March 23, 1979 in Official Records Book 8113, Page 39, as modified by instrument filed October 17, 1980 in Official Records Book 9188, Page 42; as further modified by instrument filed February 12, 2002 in Official Records Book 32754, Page 574, of the Public Records of Broward County, Florida.

PARCEL 2 (BLD V)

Tract One of CROCKER SOUTH, according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida.

Less Therefrom:

All that portion of Tract One of CROCKER SOUTH, according to the Plat thereof, recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, lying Northerly of the following described line:

Commence at the Southwest corner of said Tract One; thence run North 01 degrees 16 minutes 07 seconds West along the West line of said Tract One for a distance of 711.12 feet to the South right of way line of Hillsboro Boulevard as dedicated by said Plat of CROCKER SOUTH; thence run North 89 degrees 28 minutes 02 seconds East along the said South right-of-way line of Hillsboro Boulevard for a distance of 20.21 feet to the Point of Beginning of the herein described line; thence run South 86 degrees 43 minutes 08 seconds East along the South line of a Right Turn Lane Easement as shown on said Plat of CROCKER SOUTH for a distance of 180.40 feet; thence run North 89 degrees 28 minutes 02 seconds East along the South line of said Right Turn Lane Easement for a distance of 56.60 feet to the point of curvature of a circular curve to the left; thence run Easterly along the arc of said circular curve to the left, having a radius of 5801.58 feet, through a central angle of 00 degrees 25 minutes 43 seconds, for an arc distance of 43.40 feet, said arc of said circular curve being the South line of said Right Turn Lane Easement; thence run South 46 degrees 06 minutes 52 seconds East for a distance of 49.37 feet to the point of intersection with the East line of said Tract One, and the END of the herein described line.

CHICAGO TITLE INSURANCE COMPANY ORDER NO. 88I2680, DATED 9/I5/2020 AT II:00 P.M. REVIEW OF ITEMS, SCHEDULE B SECTION II

ITEMS 1-4, Not addressed, not a survey related matter.
ITEM 5 - Matters shown on Plat of Hillsboro - 95 Office Park, Plat Book 105, Page 30, affects the subject property and where applicable is shown hereon. (As to Parcel 1)
ITEM 6 - Reservations reserved in Deed Book 547, Page 415, affects the subject property but contains no plottable matters. (As to Parcel 1)
ITEM 7 - Ingress and Egress Easement, Official Records Book 5457, Page 618; as partially released by Official Records Book 14266, Page 649 and Official Records Book 17509, page 472, affects the subject property and is shown hereon. (As to Parcel 1)
ITEM 8 - Utility Easement, Official Records Book 9202, Page 454, affects the subject property and is shown hereon. (As to Parcel 1)
ITEM 9 - Southern Bell Telephone and Telegraph Company Easement, Official Records Book 14321, Pg 533; and re-recorded to include Exhibits A and B, Official Records Book 14377, Page 743, affects the subject property and is shown hereon. (As to Parcel 1)
ITEM 10 - Florida Power & Light Company Easement, Official Records Book 9067, Page 327, affects the subject property and is shown hereon. (As to Parcel 1)
ITEM 11 - Notice, Official Records Book 29208, Pg. 1510, affects the subject property but contains no plottable matters. (As to Parcel 1)
ITEM 12 - Declaration of Covenants, Easements, Conditions and Restrictions, for Access, Use and Maintenance, Official Records Book 31343, Page 1496, as affected by Official Records Book 32754, Page 574, affect the subject property and where applicable are shown hereon. (As to Parcel 1)
ITEM 13 - Declaration of Road and Utility Easement, Official Records Book 8113, Page 39, as modified and released by Official Records Book 9188, Page 42, as further modified and released by Official Records Book 32754, Page 574, affect the subject property and where applicable are shown hereon. (As to Parcel 1)
ITEM 14 - Florida Power & Light Company Easement, Official Records Book 13271, Page 500, affects the subject property and is shown hereon. (As to Parcel 2)
ITEM 15 - Matters shown on Plat of Crocker South, Plat Book 122, Page 8, affects the subject property and where applicable is shown hereon. (As to Parcel 2)
ITEM 16 - Utility Easement, Official Records Book 13367, Page 902, affects the subject property and is shown hereon. (As to Parcel 2)
ITEM 17 - Utility Easement, Official Records Book 26749, Page 944, affects the subject property and area is shown hereon. (As to Parcel 2)
ITEM 18 - Notice, Official Records Book 29208, Page 1510, affects the subject property but contains no plottable matters. (As to Parcel 2)
ITEM 19 - 20, Not addressed.

SURVEYOR'S CERTIFICATE

This map and the Survey on which it is based were made in accordance with the "Minimum Standard Detail Requirements For ALTA/NSPS Land Title Surveys" jointly established and adopted by American Land Title Association and National Society of Professional Surveyors in 2016, and includes items 1, 2, 3, 4, 5, 6(a), 7(a), 7(b)(1), 7(c), 8, 9, 11, 13, 14, 16, 17 and 18 of Table A thereof. Pursuant to Accuracy Standards adopted by ALTA and NSPS and in effect on the date of this certification, the undersigned further certifies that in my professional opinion as a land surveyor registered in the State of Florida, the maximum Relative Positional Accuracy of this survey does not exceed that which is specified therein.

Latest date of Field Survey: January 7, 2021

MICHAEL D. KLIMKIEWICZ LICENSE NUMBER 6611 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

9-15-2022

MICHAEL D. KLIMKIEWICZ, P.S.M. Date:
Professional Surveyor and Mapper
Florida Registration No. 6611

Radius
PROFESSIONAL SURVEYOR & MAPPER, LLC
30 PINEHURST LANE
BOCA RATON, FL 33431
(561)244-5153
LICENSED BUSINESS No. LB7733

STE Sun-Tech Engineering, Inc.
Engineers - Planners - Surveyors
4577 Nob Hill Road, Suite 102
Sunrise, FL 33351
www.suntecheng.com
Certificate of Auth. #7097/LB 7019
Phone (954) 777-3123
Fax (954) 777-3114

REVISIONS

NO.	DATE:	DESCRIPTION
1	2-10-2021	ADD. EASEMENTS
2	2-23-2021	Amended acreage table
3	3-15-2021	CHECK EASEMENTS

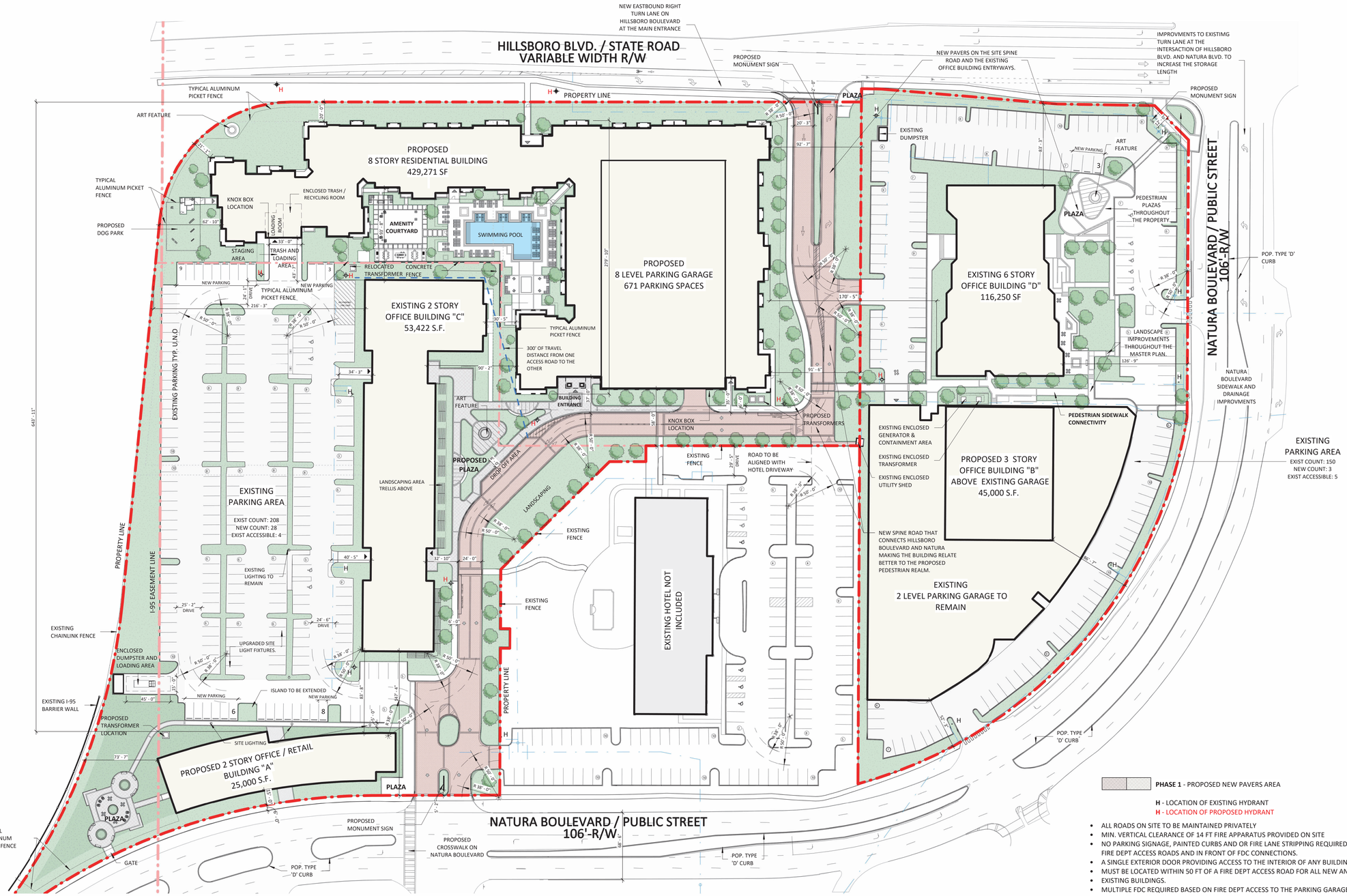
ALTA/NSPS LAND TITLE SURVEY
G & C HILLBORO INVESTORS, LLC
A PORTION OF TRACT A, HILLSBORO-95 OFFICE PARK, (P.B. 105, PG. 30) & A PORTION OF TRACT ONE, CROCKER SOUTH, (P.B. 122, PG. 8) & A PORTION OF GOVERNMENT LOT 2 & 3, IN SECTION 1, TOWNSHIP 48 SOUTH, RANGE 42 EAST
CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA

DRAWN BY: VALENTINE

JOB NUMBER 20-4008

SCALE AS SHOWN

SHEET No. SI OF S6



PHASE 1 - PROPOSED NEW PAVERS AREA

H - LOCATION OF EXISTING HYDRANT

H - LOCATION OF PROPOSED HYDRANT

- ALL ROADS ON SITE TO BE MAINTAINED PRIVATELY
- MIN. VERTICAL CLEARANCE OF 14 FT FIRE APPARATUS PROVIDED ON SITE
- NO PARKING SIGNAGE, PAINTED CURBS AND OR FIRE LANE STRIPPING REQUIRED FOR FIRE LANES, FIRE DEPT ACCESS ROADS AND IN FRONT OF FDC CONNECTIONS.
- A SINGLE EXTERIOR DOOR PROVIDING ACCESS TO THE INTERIOR OF ANY BUILDING
- MUST BE LOCATED WITHIN 50 FT OF A FIRE DEPT ACCESS ROAD FOR ALL NEW AND
- EXISTING BUILDINGS.
- MULTIPLE FDC REQUIRED BASED ON FIRE DEPT ACCESS TO THE PARKING GARAGE AND NEW APTS.
- HYDRANT SPACING SHALL NOT EXCEED 350FT LINEAR SEPERATION FOR ALL APARTMENT BUILDINGS AND HYDRANTS SHALL BE NO FURTHER THAN 175 FT FROM BUILDINGS BEING CONSTRUCTED AND NOT LESS THAN 40 FT FROM THE BUILDING
- KNOX BOX REQUIRED IN MULTIPLE AREAS FOR PARKING GARAGE AND NEW APT
- BUILDING AND A KNOX KEY SWITCH FOR ALL ELECTRIC GATES.
- BUILDING ACCESSIBILITY FROM FIRE DEPT ACCESS ROADS
  1. NOT MORE THAN 150FT FROM FIRE DEPT ACCESS ROADS FOR UNSPRINKLERED BLD.
  2. NOT MORE THAN 450 FT FROM FIRE DEPT ACCESS ROADS FOR SPRINKLERED BUILDINGS. (FOR NEW AND EXISTING BUILDINGS)
- PROPOSED TYPE 'D' CURB

ALL PERMITTED PLANS MUST DOCUMENT ON PLANS THAT A CERTIFICATE OF OCCUPANCY SHALL NOT BE ISSUED UNTIL THE AHJ DETERMINES THAT THE BUILDING IS IN COMPLIANCE WITH SECTION 118 (TWO WAY RADIO ENHANCEMENT SYSTEM) WITH BROWARD COUNTY LOCAL AMENDMENTS TO THE FLORIDA FIRE PREVENTION CODE 7TH ED., NFPA 1-FIRE CODE, FLORIDA EDITION 2018, NFPA 101-LIFE SAFETY CODE, FLORIDA EDITION 2018.

True North | Project North

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA — JUAN P. CAYADO — No. AR0003088 — REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **ZP**	CHECKED BY: **Checker**
PROJECT MGR: **ZP**	APPROVED BY: **Approver**

SHEET TITLE

OVERALL MASTERPLAN

SHEET NUMBER	ISSUE
AS1.10	6

SCALE CHECK 1 in | 10mm

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-13 8:23:03 AM

MASTER SITE PLAN

PARKING REQUIREMENTS MULTI FAMILY

UNIT TYPE	PARKING SPACE REQUIRED PER DU	PROPOSED UNIT COUNT	PARKING SPACE REQUIRED
EFFICIENCY	1.5	18	27
1 BEDROOM	1.5	162	243
2 BEDROOM	2	159	318
3 BEDROOM	2.5	21	53
	SUBTOTAL	360	641
0			

	BUILDING	GROSS AREA	PARKING REQUIRED
ONE SPACE FOR EACH 250SF OF GROSS AREA	PROPOSED OFFICE A	25,000 S.F.	100
	PROPOSED OFFICE B	45,000 S.F.	180
	EXISTING OFFICE C	53,422 S.F.	214
	EXISTING OFFICE D	116,250 S.F.	465
	SUBTOTAL		959
TOTAL PARKING REQUIRED			1,600

PARKING PROVIDED

EXISTING SURFACE PARKING SPACES		STANDARD	ACCESSIBLE	SUBTOTAL
		359	9	368
EXISTING PARKING GARAGE		STANDARD	ACCESSIBLE	SUBTOTAL
		307	3	310
PROPOSED SURFACE PARKING SPACES		STANDARD 10'x20'	ACCESSIBLE 12'x20'	SUBTOTAL
		26	0	26
PROPOSED RESIDENTIAL PARKING GARAGE		9'x18' SPACE	ACCESSIBLE 12'x18'	SUBTOTAL
	SUBTOTAL	655	16	671
TOTAL PARKING PROVIDED		STANDARD	ACCESSIBLE	TOTAL PARKING PROVIDED
		1,347	28	1,375 *

* PER ULI SHARE PARKING CALCULATION

ULI SHARE PARKING - MIXED USE

		BASIC	WEEKDAY			WEEKEND	
	AREA/	PARKING	NIGHT	DAY	EVENING	DAY	EVENING
USE	UNITS	REQUIRED	12AM - 6AM	9 AM - 4 PM	6PM-12AM	9AM-4PM	6PM-12AM
STUDIO -1B	180	270.00	270.00	162.00	243.00	216.00	243.00
RESIDENTIAL 2B	159	318.00	318.00	190.80	286.20	254.40	286.20
RESIDENTIAL 3B	21	52.50	52.50	31.50	47.25	42.00	47.25
TOTAL RESIDENTIAL	**360**	**641.00**	**640.50**	**384.30**	**576.45**	**512.40**	**576.45**
6 STORY OFFICE	116250	465.00	23.25	465.00	46.50	46.50	23.25
2 STORY OFFICE	53422	213.69	10.68	213.69	21.37	21.37	10.68
NEW OFFICES (A&B)	70000	280.00	14.00	280.00	28.00	28.00	14.00
TOTAL OFFICE	**239672**	**959.00**	**47.93**	**959.00**	**95.87**	**95.87**	**47.93**
TOTAL		1600.00	688.43	1344.00	672.32	608.27	624.38

		EXISTING	PROVIDED (PDD)
SETBACKS	**PROPOSED RESIDENTIAL BUILDING**		
	FRONT -NORTH (W HILLSBORO BLVD.)	N/A	20'-0"
	REAR - SOUTH (EXISTING HOTEL PL)	N/A	54'-5"
	SIDE - EAST(NATURA BLVD)	N/A	428'-2"
	SIDE -WEST (I-95)	N/A	21'-0"
	PROPOSED RESIDENTIAL PARKING STRUCTURE		
	FRONT -NORTH (W HILLSBORO BLVD.)	N/A	59'-9"
	REAR - SOUTH (EXISTING HOTEL PL)	N/A	57'-3"
	SIDE - EAST(NATURA BLVD)	N/A	471'-11"
	SIDE -WEST (I-95)	N/A	451'-11"
	PROPOSED RETAIL / OFFICE BUILDING A		
	REAR -NORTH (W HILLSBORO BLVD.)	N/A	643'-11"
	FRONT - SOUTH (NATURA BLVD)	N/A	15'-0"
	SIDE - EAST(EXISTING HOTEL PL)	N/A	106'-3"
	SIDE -WEST (I-95)	N/A	72'-11"
	PROPOSED OFFICE BUILDING B		
	FRONT -NORTH (W HILLSBORO BLVD.)	N/A	311'-2"
	REAR - SOUTH (NATURA BLVD)	N/A	86'-7"
	SIDE -EAST (NATURA BLVD)	N/A	136'-8"
	SIDE - WEST (EXISTING HOTEL PL)	N/A	87'-9"
	EXISTING OFFICE BUILDING C		
	REAR - NORTH (W HILLSBORO BLVD.)	181'-11"	181'-11"
	FRONT - SOUTH (NATURA BLVD)	146'-4"	146'-4"
	SIDE -EAST(NATURA BLVD)	717'-11"	717'-11"
	SIDE - WEST (I-95)	215'-2"	215'-2"
	EXISTING OFFICE BUILDING D		
	FRONT - NORTH (W HILLSBORO BLVD.)	83'-3"	83'-3"
	REAR - SOUTH (NATURA BLVD)	387'-1"	387'-1"
	SIDE -EAST (NATURA BLVD)	126'-5"	126'-5"
	SIDE -WEST(EXISTING HOTEL PL)	78'-8"	78'-6"
	EXISTING PARKING STRUCTURE		
	FRONT - NORTH (W HILLSBORO BLVD.)	307'-8"	307'-8"
	REAR - SOUTH (NATURA BLVD)	52'-3"	52'-3"
	SIDE - EAST (NATURA BLVD)	52'-8"	52'-1"
	SIDE -WEST(EXISTING HOTEL PL)	9'-6"	9'-5"

		EXISTING		PROVIDED (PDD)	
MAXIMUM HEIGHT	**RESIDENTIAL**	N/A		8 STORY	79'-0"
	RESIDENTIAL PARKING STRUCTURE	N/A		8 STORY	79'-0"
	RETAIL / OFFICE BUILDING A	N/A		2 STORY	35'-0"
	OFFICE BUILDING B	N/A		3 STORY	75'-0"
	EXISTING OFFICE BUILDING C	2 STORY	+/- 28-0" *	2 STORY	+/- 28-0" *
	EXISTING OFFICE BUILDING D	6 STORY	+/- 79'-0" *	6 STORY	+/- 79'-0" *
	EXISTING OFFICE PARKING STRUCTURE	2 STORY		2 STORY	

* MEASURED AT CENTER OF BUILDING TO ROOF

PROJECT DATA - MASTER SITE PLAN

PROJECT NAME	HILLSBORO CENTER
ADDRESS OF PROPERTY	600 AND 700 W HILLSBORO BLVD. DEERFIELD BEACH, FL 33441
EXISTING ZONING	B-2 HIGHWAY BUSINESS
PROPOSED ZONING	PDD
GROSS ACREAGE OF TOTAL SITE	16.5 ACRES (718,740 SF)
NET ACREAGE OF TOTAL SITE	14 ACRES (609,840 SF)

SITE DATA TABLE

		EXISTING	PROVIDED (PDD)
GROSS FLOOR AREA	**PROPOSED RESIDENTIAL**	N/A	429,943 S.F.
	PROPOSED RESIDENTIAL PARKING GARAGE	N/A	N/A
	PROPOSED RETAIL / OFFICE BUILDING A	N/A	25,000 S.F.
	PROPOSED OFFICE BUILDING B	N/A	45,000 S.F.
	EXISTING OFFICE BUILDING C	60,622 S.F.	53,422 S.F. *
	EXISTING OFFICE BUILDING D	116,250 S.F.	116,250 S.F.
	EXISTING OFFICE PARKING GARAGE	N/A	N/A
	TOTAL	176,872 S.F.	669,615 S.F.
	EXISTING OFFICE BUILDING TO BE DEMOLISHED	39,242 S.F.	N/A

* SQUARE FOOTAGE AFTER PART OF BUILDING IS DEMOLISHED

DENSITY & INTENSITY	**PERMITTED - MEDIUM HIGH 25 MIXED USE**		
	COMPREHENSIVE PLAN - 2.6.1 PERMITTED USES IN FUTURE LAND USE CATEGORIES	**25 RESIDENTIAL DWELLING UNITS PER GROSS ACRE**	**FAR 2.0 FOR COMBINED DEVELOPMENT - RESIDENTIAL AND NON RESIDENTIAL (BASED ON NET AREA)**
		412.5 UNITS PERMITTED	**1,219,680 S.F. ALLOWABLE**

	PROPOSED - MEDIUM HIGH 25 MIXED USE				
	USE	**DWELLING UNITS**	**PERCENTAGE OF USE (EXISTING AND PROPOSED)**	**SQUARE FOOTAGE OF USE (EXISTING AND PROPOSED)**	**FAR (BASED ON NET AREA)**
	RESIDENTIAL	**360 UNITS**	**35.25%**	**429,943 S.F.**	**0.71**
	NON RESIDENTIAL	N/A	**19.65%**	**239,672 S.F.**	**0.39**
	TOTAL	**N/A**	**54.90%**	**669,615 S.F.**	**1.10**

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN CARLOS CAYADO
AR0005388
REGISTERED ARCHITECT

IBI
IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY: **ZP** | CHECKED BY: **Checker**

PROJECT MGR: **ZP** | APPROVED BY: **Approver**

SHEET TITLE

MASTER PLAN - TABULATIONS

SHEET NUMBER **AS1.11** | ISSUE **6**

SCALE CHECK 10mm 1 in

Autodesk Docs://20040-Hillsboro_Center/ R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:25:31 AM

Deerfield Beach
Florida

PUBLIC HEARING NOTICE

February 5, 2024

Dear Property Owner:

This is to notify you that the CITY COMMISSION of the City of Deerfield Beach, a municipal corporation of Florida, shall hear an application for:

P.H. 2024-045: AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, REZONING APPROXIMATELY 16.5 GROSS ACRES LOCATED AT 600 & 700 WEST HILLSBORO BOULEVARD FROM HIGHWAY BUSINESS DISTRICT (B-2) TO PLANNED DEVELOPMENT DISTRICT (PDD) (APPLICATION 21-R-196); PROVIDING FOR A MAXIMUM OF 360 DWELLING UNITS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

A public hearing will be held on **TUESDAY, FEBRUARY 20, 2024 at 7:00 p.m.** in the City Commission Chambers, City Hall, 150 NE 2nd Avenue, Deerfield Beach, Florida, and/or utilizing communications media technology with some elected officials and City staff participating through video conferencing via Zoom (virtual meeting). All interested parties may appear in person to offer evidence in support of or against the proposal. Further information may be obtained at www.deerfield-beach.com/agendas on February 9, 2024 or from the Planning and Development Services Department during business hours in City Hall, 150 N.E. 2nd Avenue, Deerfield Beach, FL 33441, phone: (954) 480-4206.

At said meeting interested persons may appear and be heard with respect to the public hearing. Any person who decides to appeal any decision made by the City Commission with respect to any matter considered at this hearing would need a record of the proceedings. And for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The above notice is required by State Law (FS 286.0105). **Any person desiring a verbatim transcript shall have the responsibility, at his own expense, to arrange for the presence at the hearing of a certified court reporter.** A full transcript of the proceedings will be needed to appeal any decision of the City Commission.

Any person requiring auxiliary aids and services at this hearing may contact the City Clerk's Office at (954) 480-4213 at least 24 hours prior to the meeting. If you are hearing or speech impaired, please contact the Florida Relay Service by using the following numbers: 1-800-955-8770 or 1-800-955-8771.

Heather Montemayor, CMC, City Clerk

City of Deerfield Beach

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Face Sheet
File Number: I.D. 2024-71

Agenda Date: 2/20/2024

Status: QUASI-JUDICIAL PUBLIC HEARINGS

In Control: City Commission

Title
P.H. 2024-046: Application 21-P-232

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Background/History
The Applicant has submitted an application requesting approval to plat a 4.244 acre site to be known as “GC Hillsboro Residential” located at 600 West Hillsboro Blvd. The proposed plat includes a restrictive note to “360 mid-rise units”.

On April 25, 2023, the City Commission approved the second reading of the Land Use Plan Amendment Application #65A approving the change in land use on the subject parcels from Commercial to Medium-High (25) Mixed Use- Residential (21.82 du/ac).

The Applicant has also submitted a Rezoning Application 21-R-196 and a Site Plan Application No. 21-PDD-03, seeking approval for the proposed development of the subject properties and is pending separate review and approval. The Applicant intends to redevelop the subject properties with 239,672 square feet of commercial across 4 buildings, an additional residential building with 360 multi-family dwelling units with an attached parking garage, and associated on and off-site improvements.

The approval of this plat is part of the required building approval process. Per Broward County platting requirements, no local government may grant an application for a building permit for the construction of a principal building on a parcel of land unless a plat, including the parcel for the permit, has been approved by the Broward County Commission and recorded in the public records. The County requires approval from the City as part of their approval process for the plat.

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the site.

The item was reviewed and unanimously recommended for approval by the Planning and Zoning Board on January 4, 2024.

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE PLAT APPLICATION SUBMITTED BY G&C HILLSBORO INVESTORS, LLC, TO PLAT THE 4.244 ACRE SITE LOCATED AT 600 WEST HILLSBORO BOULEVARD, TO BE RESTRICTED TO 360 MID-RISE UNITS (APPLICATION NO. 21-P-232); PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE

WHEREAS, Application No. 21-P-232 (the "Plat Application") has been submitted to the City by G&C Hillsboro Investors, LLC (the "Applicant") to plat the 4.244 acre site located at 600 & 700 West Hillsboro Blvd., to be known as "GC Hillsboro Residential" and restricted to 360 mid-rise units (the "Development"); and

WHEREAS, the site for the Development is approximately 4.244 acres generally described as a replat of a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, and a parcel of land being in the South ½ of Government Lots 2 and 3, in the Northwest ¼ of Section 1, Township 48 South, Range 42 East, as more particularly described in the file and located at 600 West Hillsboro Blvd., Deerfield Beach, Florida (the "Property"); and

WHEREAS, the Applicant is requesting to plat the Property to be restricted to 360 mid-rise residential units; and

WHEREAS, the Plat Application is being processed concurrently with a Rezoning (Application #21-R-196), and Site Plan (Application #21-PDD-03); and

WHEREAS, the Plat Application for the Development was reviewed by pertinent City staff and recommended for approval; and

WHEREAS, the City Commission has considered the evidence and testimony presented by the Applicant and other interested parties and the recommendations of the various City of Deerfield Beach review agencies and staff; and

WHEREAS, the City Commission has determined that the Plat Application meets all departmental and Land Development Code requirements and finds it in the best interest of the City to approve the Plat Application.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part hereof.

Section 2. The Plat Application is hereby approved, subject to the conditions set forth in the Plat Application and the Development Review Comments, as amended and dated December 21, 2023, which conditions are hereby incorporated herein by this reference.

Section 3. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 4. Should any section or provision of this Resolution or any portion thereof, any paragraph, sentence or word be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder hereof as a whole or part thereof other than the part declared to be invalid.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS_____DAY OF_____, 2024.

_____
BILL GANZ, MAYOR

ATTEST:

_____
HEATHER MONTEMAYOR, CITY CLERK

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, DENYING THE PLAT APPLICATION SUBMITTED BY G&C HILLSBORO INVESTORS, LLC, TO PLAT THE 4.244 ACRE SITE LOCATED AT 600 WEST HILLSBORO BOULEVARD, TO BE RESTRICTED TO 360 MID-RISE UNITS (APPLICATION NO. 21-P-232); PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE

WHEREAS, Application No. 21-P-232 (the "Plat Application") has been submitted to the City by G&C Hillsboro Investors, LLC (the "Applicant") to plat the 4.244 acre site located at 600 & 700 West Hillsboro Blvd., to be known as "GC Hillsboro Residential" and restricted to 360 mid-rise units (the "Development"); and

WHEREAS, the site for the Development is approximately 4.244 acres generally described as a replat of a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, and a parcel of land being in the South ½ of Government Lots 2 and 3, in the Northwest ¼ of Section 1, Township 48 South, Range 42 East, as more particularly described in the file and located at 600 West Hillsboro Blvd., Deerfield Beach, Florida (the "Property"); and

WHEREAS, the City Commission has reviewed the Plat Application and finds that the Plat Application fails to satisfy the requirements of _____.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part hereof.

Section 2. The Plat Application is hereby denied based upon the failure to meet the requirements of _____.

Section 3. All resolutions or parts of resolutions in conflict herewith, be and the same, are hereby repealed to the extent of such conflict.

Section 4. Should any section or provision of this Resolution or any portion thereof, any paragraph, sentence or word be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder hereof as a whole or part thereof other than the part declared to be invalid.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS_____DAY OF_____, 2024.

_____
BILL GANZ, MAYOR

ATTEST:

_____
HEATHER MONTEMAYOR, CITY CLERK

Deerfield Beach
Florida

PUBLIC HEARING NOTICE

February 5, 2024

Dear Property Owner:

This is to notify you that the CITY COMMISSION of the City of Deerfield Beach, a municipal corporation of Florida, shall hear an application for:

P.H. 2024-046: Application 21-P-232
Applicant: G&C Hillsboro Investors, LLC. represented by Greenspoon Marder, LLP/Dennis Mele, Esq.
Proposal: Seeking Plat application approval to plat a 4.244-acre site to be restricted to 360 mid-rise units to be known as “GC Hillsboro Residential".
Location: The property is generally described as a portion of Tract A, “Hillsboro-95 Office Park,” according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, “Crocker South,” according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, more particularly described in the file, and located at **600 & 700 W. Hillsboro Boulevard.**

A public hearing will be held on **TUESDAY, FEBRUARY 20, 2024 at 7:00 p.m.** in the City Commission Chambers, City Hall, 150 NE 2nd Avenue, Deerfield Beach, Florida, and/or utilizing communications media technology with some elected officials and City staff participating through video conferencing via Zoom (virtual meeting). All interested parties may appear in person to offer evidence in support of or against the proposal. Further information may be obtained at www.deerfield-beach.com/agendas on February 9, 2024 or from the Planning and Development Services Department during business hours in City Hall, 150 N.E. 2nd Avenue, Deerfield Beach, FL 33441, phone: (954) 480-4206.

At said meeting interested persons may appear and be heard with respect to the public hearing. Any person who decides to appeal any decision made by the City Commission with respect to any matter considered at this hearing would need a record of the proceedings. And for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The above notice is required by State Law (FS 286.0105). **Any person desiring a verbatim transcript shall have the responsibility, at his own expense, to arrange for the presence at the hearing of a certified court reporter.** A full transcript of the proceedings will be needed to appeal any decision of the City Commission.

Any person requiring auxiliary aids and services at this hearing may contact the City Clerk’s Office at (954) 480-4213 at least 24 hours prior to the meeting. If you are hearing or speech impaired, please contact the Florida Relay Service by using the following numbers: 1-800-955-8770 or 1-800-955-8771.

Heather Montemayor, CMC, City Clerk



Public Hearing Notice Map

N
W E
S

0 200 400 Feet

Site Plan Application 21-PDD-03
Rezoning Application 21-R-196
Plat Application 21-P-232

600 & 700 W HILLSBORO BLVD

For additional information
call the Planning Department at 954-480-4206
or visit www.deerfield-beach/boardagendas

Deerfield Beach
Florida

PUBLIC NOTICE

APPLICATIONS
21-R-196, 21-P-232, 21-PDD-03

December 15, 2023

Dear Property Owner:

This is to notify you that the **PLANNING AND ZONING BOARD** of the City of Deerfield Beach, a municipal corporation of Florida, shall hear applications for:

G&C Hillsboro Investors, LLC
Represented by Greenspoon Marder, LLP/ Dennis Mele, Esq.

Seeking Rezoning application approval to amend the City of Deerfield Beach Zoning Map on three (3) parcels totaling 16.5 gross acres from B-2, Highway Business to PDD, Planned Development District (Application 21-R-196); and

Seeking Plat application approval to plat a 4.244 acre site to be restricted to 360 mid-rise units to be known as "GC Hillsboro Residential" (Application 21-P-232)

Seeking Major Site Plan approval to demolish an existing two-story 41,700 square foot office building, to partially demolish and renovate another office building, and construct a new 360 unit, multi-family apartment complex and parking garage with associated site improvements (Application 21-PDD-03).

The property is generally described as a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, "Crocker South," according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, more particularly described in the file, and located at **600 & 700 W. Hillsboro Boulevard.**

A public hearing will be held on **THURSDAY, January 4, 2024,** at **7:00 P.M.** in the **City Hall Commission Chambers, located at 150 NE 2nd Avenue**, **Deerfield Beach, FL 33441**. All interested parties may appear in person to offer evidence in support of or against the proposal. Further information may be obtained at www.deerfield-beach.com/boardagendas or you may contact the Planning Office during business hours in City Hall, 150 N.E. 2nd Avenue, Deerfield Beach, FL 33441, phone: (954) 480-4206.

Any person wishing to appeal any decision made by the Planning and Zoning Board with respect to any of the above, will need a record of the proceedings and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based. The above notice is required by State Law (FS 286.0105.) **Anyone desiring a verbatim transcript shall have the responsibility, at his/her own expense, to arrange for the presence at the hearing of a certified court reporter.** A full transcript of the proceedings will be needed in order to appeal any decision of the Board. If anyone requires auxiliary aids for communication, please call (954) 480-4206.

Eric M. Power
Director of Planning & Development Services

Development Review Committee
Summary Report
Development Plan Application Review

General Information

Application No.	21-P-232
Project Name:	Hillsboro Center
Applicant:	Grover & Corlew, LLC
Agent:	Greenspoon Marder LLP / Dennis Mele, Esq.
Requested Action/Description:	Seeking Plat application approval to plat a 4.244 acre site to be restricted to 360 mid-rise units to be known as "GC Hillsboro Residential.".
Location:	600-700 Hillsboro Boulevard
Legal Description:	Generally described as a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, "Crocker South," according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, more particularly described in the file.
Size:	4.244 acres
Existing Zoning:	B-2, Highway Business
Existing Land Use:	Commercial
Future Land Use Plan Designation:	Medium-High (25) Mixed Use-Residential (21.82 du/ac)

Surrounding Land Use and Zoning:

	Existing Land Use	Zoning
North:	Hotel	B-2, Highway Business
	Hillsboro Technology Center	S, Open Space
East:	Retail Commercial	B-2, Highway Business
	Oveta McKeithen Recreational Complex	S, Open Space

South:	Hotel, Office Natura Community	B-2, Highway Business PUD, Planned Unit Development
West:	Highway (I-95)	N/A

Applicable Regulations: Deerfield Beach Land Development Code.

Plat Restrictions: Hillsboro-95 Office Park Plat is restricted to 9.308 acres Commercial use; Crocker South Plat is restricted to 186,000 square feet of Commercial / Office. Proposed plat is "restricted to 360 mid-rise units".

Department Comments & Requirements

REQUEST:
The Applicant, Grover and Corlew, LLC, has submitted an application requesting approval to plat a 4.244 acre site to be known as "GC Hillsboro Residential" located at 600-700 West Hillsboro. The proposed plat includes a restrictive note to "360 mid-rise units".

BACKGROUND:
On April 25, 2023, the City Commission approved the second reading of the Land Use Plan Amendment Application #65A approving the change in land use on the subject parcels from Commercial to Medium-High (25) Mixed Use- Residential (21.82 du/ac).

The Applicant has also submitted a Rezoning Application 21-R-196 and a Site Plan Application No. 21-PDD-03, seeking approval for the proposed development of the subject properties and is pending separate review and approval. The Applicant intends to redevelop the subject properties with 239,672 square feet of commercial across 4 buildings, an additional residential building with 360 multi-family dwelling units with an attached parking garage, and associated on and off-site improvements.

The approval of this plat is part of the required building approval process. Per Broward County platting requirements, no local government may grant an application for a building permit for the construction of a principal building on a parcel of land unless a plat, including the parcel for the permit, has been approved by the Broward County Commission and recorded in the public records. The County requires approval from the City as part of their approval process for the plat.

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the site.

COMMENTS:
The application has been reviewed by the Development Review Committee. Staff comments have been addressed and staff DRC comments are attached to this report.

PLANNING CONSIDERATIONS:
1. Compliance with the Comprehensive Plan.

   Per Section 98-9, no permit or approval for development of land shall be approved which does not comply with the goals, objectives and policies (GOPs) of the Deerfield Beach Comprehensive Plan. The Future Land Use (FLU) Map designation identifies the site as Medium-High (25) Mixed Use- Residential (21.82 du/ac). The proposal is

consistent with the goals, objectives and policies of the Deerfield Beach Comprehensive Plan.

2. Land Development Requirements.

   The property is proposing to rezone the property to PDD (Planned Development District). This is a separate Application 21-R-196 to be approved by the City Commission.

3. Transportation Concurrency Requirements.

   The plat is located within the Northeast Transportation Concurrency Management Area. Concurrency requirements for the parcel will be assessed by the County upon their review of the plat and findings of trip generation. County plat approval will be based on these finding and their recommendations must be implemented before a building permit may be issued for the parcel. Required road improvements to Natura and Hillsboro Boulevard will be constructed as part of Phase 1 site improvements.

SUMMARY:
Staff's review of application 21-P-232 has found that the proposed plat is consistent with the goals, objectives, and policies of the Future Land Use Element of the Deerfield Beach Comprehensive Plan and the Land Development Code.

This report contains the requirements of the Deerfield Beach Development Review Committee members relative to this site development plan application. If there are any questions or issues regarding compliance with any of the requirements in this report, the respective department should be contacted directly.

DEVELOPMENT REVIEW COMMITTEE

Project Name:	**Mayla Deerfield Replat.**	**Application No.:**	**21-P-232**
Reviewer Name:	**Chris Suneson**	**Project Address:**	**600 & 700 W Hillsboro Blvd.**
Department/Division:	**Planning & Zoning**		
Position:	**Assistant Director**		
Date of Review:	**10/31/2023**		
Submittal No.:	**3**		

A. APPLICATION / GENERAL COMMENTS:

1.	Development Plan Application - Submit evidence Mark Corlew is authorized to sign the application on behalf of the owner. Sunbiz does not list Mark Corlew as a registered agent or Manager.
1.a.	Comment addressed.
2.	Staff does not support the replat in its current form. The replat only addresses the residential portion of the development. Staff is of the opinion that this application is addressing platting requirements in a piecemeal manner rather than the development as whole. Additional platting / plat note amendments will be required to facilitate development of the entire property and these should all be undertaken concurrently.
2.a.	Comment addressed.
3.	Provide written documentation from Broward County Urban Planning Division as to all the platting requirements to facilitate redevelopment of the entire proposed PDD and submit all required applications for same to the City.
3.a.	Comment addressed.
4.	Demonstrate on a conceptual site plan if the proposed development will have any impact on platted easements and if so, how those impacts will be resolved.
4.a.	Comment addressed.
5.	Submit FDOT pre-approval for the proposed development, specifically approval for the proposed access and whether any additional right-of way dedication will be required. If so, show dedications on the plat.
5.a.	Comment addressed.
6.	The plat application will not be scheduled for City Commission until such time the rezoning and site plan applications are heard.
6.a.	Comment acknowledged.
7.	Community Meeting - Prior to being scheduled for a public hearing, the Applicant is required to hold its own meeting with the surrounding community to explain the proposed project and seek feedback. At a minimum, the applicant must invite all

	properties within 500 feet of the subject site.
7.a.	Comment acknowledged.
8.	Per Sec. 98-35, all applications proceeding to City Commission shall comply with requirements for public notice, including submittal of all required fees, documents, and labels for notice to property owners, on-site signage, and newspaper publishing. Applicants are only permitted to begin the public notification process upon determination by Planning & Zoning staff that the item has been scheduled for an upcoming public hearing. The Public Notice Checklist is attached and can be accessed at http://www.deerfield-beach.com/DocumentCenter/View/12586/Public-Notice-Checklist.
8.a.	Comment acknowledged.
9.	The Project coordinator shall be the primary point of contact between the applicant and the City during the DRC process. The applicant shall not contact a City consultant without first contacting the project coordinator. Furthermore, the applicant must notify or copy via email any conversation or contact the applicant has with a separate division or department of the City.
9.a.	Comment acknowledged.

B. **SURVEY:**

1.	Per Section 98-13(8)(b)(1) Provide a certified boundary survey, in conformance with Chapter 61G17, Florida Administrative Code, no more than one year old from the submittal date and extending to the center line of all adjacent streets, which specifies gross and net acreage or square footage.
1.a.	Comment addressed.
2.	Per Section 98-13(8)(b)(5) Provide a title policy, title commitment, title search/exam, opinion of title or property information report current to within one year, identifying any encroachment, encumbrance, violation, or variance, as well as the date, policy number, issuers name, address and the disposition of all schedule B-II encumbrances.
2.a.	Comment addressed.

DEVELOPMENT REVIEW COMMITTEE

Project Name:	**Plat Application Mayla Deerfield Beach**	**Application No.:**	**21-P-232**
Reviewer Name:	**Alfonso Orellana**		
Department / Division:	**Environmental Services**		
Position:	**Plans Review Engineer**		
Date of Review:	**2021-12-17**		

A.	**APPLICATION / GENERAL COMMENTS:**	
	1.	**NO COMMENTS.**

Deerfield Beach
Florida

DEVELOPMENT PLAN APPLICATION

PROVIDE IN FULL THE FOLLOWING INFORMATION (TYPE OR PRINT LEGIBLY)

One application may be submitted for multiple requests. Unless otherwise directed by staff, the following items with associated attachments are required for staff to determine the application is complete for processing by the City.

PROJECT INFORMATION:

TYPE OF REQUEST (check all that apply)

☑ New Site Plan / Site Plan Modification (See Attachment A)	☑ Plat or Plat Note Amendment (See Attachment F)
☑ Community Appearance Board (See Attachment B)	☐ Conditional Use (See Attachment G)
☐ Variance (See Attachment C)	☐ Vacation & Abandonment (See Attachment H)
☐ Technical Deviation (See Attachment D)	☐ ROW Variance (See Attachment I)
☑ Rezoning (See Attachment E)	☐ Sign Variance (See Attachment J)

Project Name: Mayla Deerfield

Property Owner: G&C Hillsboro Investors, LLC

Applicant (if different from Owner): Grover & Corlew, LLC

Agent (if different from Owner/Applicant): Greenspoon Marder LLP/Dennis D. Mele

Address of Property: 600 and 700 Hillsboro Boulevard

Legal Description of Property (lot, block, tract, subdivision): See attached.

Description of Project: A request for rezoning from B-2 to Planned Development District to facilitate redevelopment of 14 acres on Hillsboro Boulevard with office and residential uses. Companion site plan and plat applications are aslo included with this request.

New Development (Y/N):	Yes	Modification to Existing Development (Y/N):	Yes
Zoning District:	B-2	Future Land Use Category:	Medium High 25 Mixed Use
Existing Use:	Office	Proposed Use:	Office and Residential
Lot Area (acres):	16.5 gross	Number of Dwelling Units (proposed):	360
Sq. Ft. of Structure (existing):	298,682 office	Sq. Ft. of Structure (proposed):	242,000 Office and 443,670 Residential

Agent Signature:	Dennis D. Mele
Name Printed:	Dennis D. Mele
Address:	200 East Broward Blvd., Fort Lauderdale, FL 33301
Telephone:	(954) 527-2409
Email:	dennis.mele@gmlaw.com

Owner Signature:	see attached
Name Printed:	Mark Corlew, Manager
Address:	1499 W. Palmetto Park Rd., Suite 415 Boca Raton, FL 33486
Telephone:	(561) 272-2203
Email:	mcorlew@grovercorlew.com

Deerfield Beach
Florida

DEVELOPMENT PLAN APPLICATION

PROVIDE IN FULL THE FOLLOWING INFORMATION (TYPE OR PRINT LEGIBLY)

One application may be submitted for multiple requests. Unless otherwise directed by staff, the following items with associated attachments are required for staff to determine the application is complete for processing by the City.

PROJECT INFORMATION:

TYPE OF REQUEST (check all that apply)

☑ New Site Plan / Site Plan Modification (See Attachment A)	☑ Plat or Plat Note Amendment (See Attachment F)
☑ Community Appearance Board (See Attachment B)	☐ Conditional Use (See Attachment G)
☐ Variance (See Attachment C)	☐ Vacation & Abandonment (See Attachment H)
☐ Technical Deviation (See Attachment D)	☐ ROW Variance (See Attachment I)
☑ Rezoning (See Attachment E)	☐ Sign Variance (See Attachment J)

Project Name: Mayla Deerfield

Property Owner: G&C Hillsboro Investors, LLC

Applicant (if different from Owner): Grover & Corlew, LLC

Agent (if different from Owner/Applicant): Greenspoon Marder LLP/Dennis D. Mele

Address of Property: 600 and 700 Hillsboro Boulevard

Legal Description of Property (lot, block, tract, subdivision):
See attached.

Description of Project: A request for rezoning from B-2 to Planned Development District to facilitate redevelopment of 14 acres on Hillsboro Boulevard with office and residential uses. Companion site plan and plat applications are aslo included with this request.

New Development (Y/N):	Yes	Modification to Existing Development (Y/N):	Yes
Zoning District:	B-2	Future Land Use Category:	Medium High 25 Mixed Use
Existing Use:	Office	Proposed Use:	Office and Residential
Lot Area (acres):	16.5 gross	Number of Dwelling Units (proposed):	360
Sq. Ft. of Structure (existing):	298,682 office	Sq. Ft. of Structure (proposed):	239,672 Office and 443,670 Residential

Agent Signature:	
Name Printed:	Dennis D. Mele
Address:	200 East Broward Blvd., Fort Lauderdale, FL 33301
Telephone:	(954) 527-2409
Email:	dennis.mele@gmlaw.com

Owner Signature:	
Name Printed:	Mark Corlew, Manager
Address:	1499 W. Palmetto Park Rd., Suite 415 Boca Raton, FL 33486
Telephone:	(561) 272-2203
Email:	mcorlew@grovercorlew.com

38483.0005
45035234v1

INTERNAL USE ONLY:

SUBMITTAL DATE: _____

REQUEST SUBMITTED	APPLICATION NO:	FEES Required	FEES Provided	REQUEST SUBMITTED	APPLICATION NO:	FEES Required	FEES Provided
Site Plan - Residential		$2000 + $10/unit + $100 (Fire)	$5,600 $100.00	**Site Plan Modification - Major**		$2000 + $100 (Fire)	
Site Plan - Nonresidential		$2000 + $20 / 1000 GFA + $100 (Fire)		**Site Plan Modification - Minor**		$500 + $100 (Fire)	
						$1000 + $50/acre (Nonres)	$5260.00
Community Appearance Board (CAB)		$50		**Plat or Note Amendment**		$1000 + $40/acre + $10/unit (Res)	
						$550 (Note)	
Variance (Site Plan)		$1000					
Variance (ZASM)		$300		**Conditional Use**		$1000 / $300	
Sign Variance		$550					
Technical Deviation		$500		**ROW Vacation / Abandonment**		$1,350	
Rezoning		$2000	$2,000	**Easement Vacation / Abandonment**		$1,350	

Total Fees Paid: $12,960.00

Cost Recovery

Account No.	Project No.	Project Name	Service	Deposit Amount	Date Received	Check No.	Receipt No.
				$5,000.00			

Deerfield Beach
Florida

For Office Use Only
Application No. _____
Submittal Date: _____

ATTACHMENT F

APPLICATION FOR PLAT OR PLAT NOTE AMENDMENT

Pursuant to Code Section 98-12.

Application Type (Check applicable box)

⬓ **Plat Approval** ☐ **Plat Note Amendment**

COMPLETE ALL SECTIONS OF APPLICATION LEGIBLY.
INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

An application must be deemed complete and in compliance with the Land Development Code by Staff prior to the items being scheduled for public hearing.

REQUIRED SUBMITTALS

All of the following items must be submitted to be deemed a complete application (*documentation may be provided with the development plan application requirements in Attachment A):*

⬓ **Complete Application** (including Development Plan Application Form)

⬓ **Application Processing Fee** (See fee schedule)

⬓ **Proof of Ownership** from the property owner. If the owner cannot be verified through the Broward County Tax Roll, a copy of either the recorded warranty deed, valid purchase contract, or a signed and notarized letter from the owner of record must be submitted with this application.

⬓ **Disclosure Affidavit** for all owners, representatives, and applicants for the project that will be speaking on behalf of the application.

⬓ **Agent Authorization Letter** if applicable, authorizing the applicant/agent to act on all property owners' behalf.

☐ **Public Notice Requirements** (for applications requiring City Commission approval only) as required by the provisions set forth in Code Section 98-35(1).

⬓ **(5) 24"x 36", (1) 11"x17", & (1) Electronic Copy of Current Boundary Survey** *(12 months or less)* signed and sealed by a Florida registered surveyor of the subject property, containing the information required by Code Section 98-13(b)(8)(b).

⬓ **(5) 24"x 36", (1) 11"x17", & (1) Electronic Copy of Proposed Plat** consistent with requirements set forth in Article IX Division 3 of the Broward County Land Development Code.

⬓ **One (1) Digital CD** of required submittals listed above must be provided.

☐ **Other Information** may be required as determined by staff.

City of Deerfield Beach • Planning & Zoning Division
150 NE 2nd Avenue • Deerfield Beach, FL 33441
Office 954-480-4206 • **Questions?** Web.planning@deerfield-beach.com

PROPOSED NOTE AMENDMENT (To be completed for plat note amendment applications only.)

Existing Plat Note: Not applicable.

Proposed Plat Note: This plat is restricted to 360 high rise units.

Public Notice and Advertising Requirements

Pursuant to Code Section 98-35(1), prior to any public hearing of the city commission for a development permit as described in section 98-12 of this Code, the applicant shall provide proper notification to the public in compliance with this section and all applicable county, state and federal law.

City of Deerfield Beach • Planning & Zoning Division
150 NE 2nd Avenue • Deerfield Beach, FL 33441
Office 954-480-4206 • **Questions?** Web.planning@deerfield-beach.com

GC HILLSBORO RESIDENTIAL

A REPLAT OF A PORTION OF TRACT "A", HILLSBORO-95 OFFICE PARK
PLAT BOOK 105, PAGE 30 - BROWARD COUNTY PUBLIC RECORDS
AND A PORTION OF THE NORTHWEST ONE-QUARTER OF
SECTION 1, TOWNSHIP 48 SOUTH, RANGE 42 EAST
BEING IN THE CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA
(MARCH , 2022)

PLAT BOOK ____ PAGE ____

DEDICATION

STATE OF FLORIDA } SS
COUNTY OF BROWARD }

KNOW ALL MEN BY THESE PRESENTS: THAT G&C HILLSBORO INVESTORS, LLC, A FLORIDA LIMITED LIABILITY COMPANY, AS OWNER OF THE LANDS DESCRIBED AND SHOWN AS INCLUDED IN THE PLAT, HAVE CAUSED SAID LANDS TO BE SUBDIVIDED AND PLATTED AS SHOWN HEREON, SAID PLAT TO BE KNOWN AS GC HILLSBORO RESIDENTIAL. THE OWNERS HAVE CAUSED THE PROPERTY TO BE SURVEYED AND PLATTED AS SHOWN.

THE UTILITY EASEMENT AS SHOWN ON THIS PLAT IS HEREBY DEDICATED TO THE PUBLIC FOR PROPER PURPOSES.

IN WITNESS WHEREOF, WE HEREUNTO SET OUR HAND AND SEAL THIS _____ DAY OF _____ , 202_, A.D.

_____
WITNESS AS TO BOTH

_____
PRINT NAME

_____
WITNESS AS TO BOTH

_____
PRINT NAME

G&C HILLSBORO INVESTORS, LLC
A FLORIDA LIMITED LIABILITY COMPANY
BY: G&C HILLSBORO MANAGEMENT, LLC
A FLORIDA LIMITED LIABILITY COMPANY
IT'S MANAGER

BY: _____
ANUJ GROVER, AS MANAGER

BY: _____
MARK CORLEW, AS MANAGER

ACKNOWLEDGMENT:

STATE OF FLORIDA) SS
COUNTY OF PALM BEACH)

BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, PERSONALLY APPEARED ANUJ GROVER AND MARK CORLEW, WHO IS PERSONALLY KNOWN TO ME, OR HAS PRODUCED _____ AS IDENTIFICATION, AND WHO EXECUTED THE FOREGOING INSTRUMENT AS MANAGERS, OF G&C HILLSBORO INVESTORS, LLC, A FLORIDA LIMITED LIABILITY COMPANY, BY G&C HILLSBORO MANAGEMENT, LLC, A FLORIDA LIMITED LIABILITY COMPANY, IT'S MANAGER AND SEVERALLY ACKNOWLEDGED TO AND BEFORE ME THAT THEY EXECUTED SUCH INSTRUMENT FOR THE PURPOSES EXPRESSED THEREIN AND ACCEPTS IT'S MAINTENANCE OBLIGATION AS SUCH OFFICER OF SAID CORPORATION, AND THAT SAID INSTRUMENT IS THE FREE ACT AND DEED OF SAID COMPANY.

WITNESS MY HAND AND OFFICIAL SEAL THIS____ DAY OF _____ A.D. 20__.

_____ _____
NOTARY PUBLIC - STATE OF FLORIDA SEAL

PRINTED NAME OF ACKNOWLEDGER _____
SERIAL NUMBER (IF ANY) _____
MY COMMISSION EXPIRES: _____

MORTGAGEE'S CONSENT

STATE OF _____ }
COUNTY OF _____ } SS

THE UNDERSIGNED HEREBY CERTIFIES THAT IT IS THE HOLDER OF A MORTGAGE UPON THE PROPERTY DESCRIBED HEREON AND DOES HEREBY JOIN IN AND CONSENT TO THE DEDICATION OF THE LAND DESCRIBED IN SAID DEDICATION BY THE OWNER THEREOF, AND AGREES THAT ITS MORTGAGE WHICH IS RECORDED IN OFFICIAL RECORDS INSTRUMENT NO. 115680295, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, SHALL BE SUBORDINATED TO THE DEDICATIONS SHOWN HEREON.

THE UTILITY EASEMENT AS SHOWN ON THIS PLAT IS HEREBY DEDICATED TO THE PUBLIC FOR PROPER PURPOSES.

IN WITNESS WHEREOF, THE SAID COMPANY HAS CAUSED THESE PRESENTS TO BE SIGNED BY ITS _____, THIS ___ DAY OF _____, 202_.

_____
WITNESS AS TO BOTH

_____
PRINT NAME

BANKUNITED, N.A.
A NATIONAL BANKING CORPORATION

BY: _____
_____, AS _____

ACKNOWLEDGMENT

STATE OF _____ }
COUNTY OF _____ } SS

BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, PERSONALLY APPEARED ANUJ GROVER AND MARK CORLEW, WHO IS PERSONALLY KNOWN TO ME, OR HAS PRODUCED _____ AS IDENTIFICATION, AND WHO EXECUTED THE FOREGOING INSTRUMENT AS MANAGERS, OF G&C HILLSBORO INVESTORS, LLC, A FLORIDA LIMITED LIABILITY COMPANY, BY G&C HILLSBORO MANAGEMENT, LLC, A FLORIDA LIMITED LIABILITY COMPANY, IT'S MANAGER AND SEVERALLY ACKNOWLEDGED TO AND BEFORE ME THAT THEY EXECUTED SUCH INSTRUMENT FOR THE PURPOSES EXPRESSED THEREIN AND ACCEPTS IT'S MAINTENANCE OBLIGATION AS SUCH OFFICER OF SAID CORPORATION, AND THAT SAID INSTRUMENT IS THE FREE ACT AND DEED OF SAID COMPANY.

WITNESS MY HAND AND OFFICIAL SEAL THIS____ DAY OF _____ A.D. 20__.

_____ _____
NOTARY PUBLIC - STATE OF FLORIDA SEAL

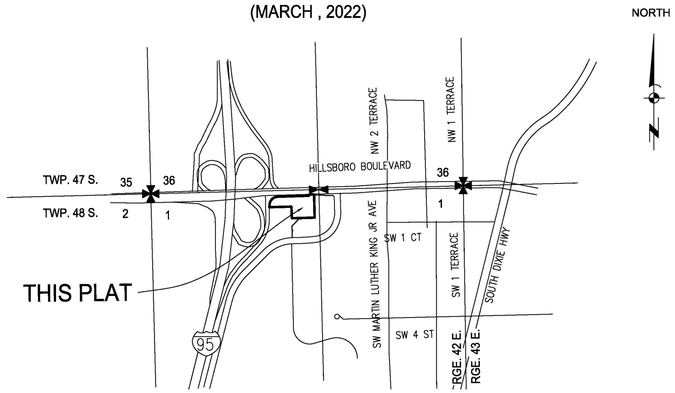
PRINTED NAME OF ACKNOWLEDGER _____
SERIAL NUMBER (IF ANY) _____
MY COMMISSION EXPIRES: _____

SURVEYORS CERTIFICATION

THIS PLAT WAS PREPARED UNDER MY DIRECTION AND SUPERVISION, AND COMPLIES WITH ALL OF THE SURVEY REQUIREMENTS OF FLORIDA STATUTES CHAPTER 177, PART 1, AND WITH THE APPLICABLE SECTIONS OF 5J-17.052, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES. THE PERMANENT REFERENCE MONUMENTS (P.R.M.) WERE SET IN ACCORDANCE WITH SECTION 177.091 OF SAID CHAPTER 177 ON THIS 29th DAY OF JULY, 2015. THE BENCHMARKS SHOWN ARE REFERENCED TO NATIONAL GEODETIC VERTICAL DATUM (N.G.V.D.) OF 1929 AND NATIONAL AMERICAN VERTICAL DATUM (N.A.V.D.)OF 1988, IN CONFORMITY WITH STANDARDS ADOPTED BY THE NATIONAL OCEAN SURVEY FOR THIRD ORDER CONTROL STANDARDS.

MICHAEL D. KLIMKIEWICZ LICENSE NUMBER 6611 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

9–15–2022
MICHAEL D. KLIMKIEWICZ, P.S.M. DATE
PROFESSIONAL SURVEYOR AND MAPPER
STATE OF FLORIDA REGISTRATION No. 6611
RADIUS PROFESSIONAL SURVEYOR & MAPPER, LLC
30 PINEHURST LANE,
BOCA RATON, FLORIDA 33431
CERTIFICATE OF AUTHORIZATION No. LB 7733



LOCATION MAP (NOT TO SCALE)

LEGAL DESCRIPTION

A PARCEL OF LAND BEING A REPLAT OF A PORTION OF TRACT "A", **HILLSBORO-95 OFFICE PARK,** ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 105, PAGE 30, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA AND A PARCEL OF LAND BEING IN THE SOUTH 1/2 OF GOVERNMENT LOTS 2 AND 3 IN THE NORTHWEST ONE-QUARTER, (N.W. 1/4), OF SECTION 1, TOWNSHIP 48 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHWEST PLAT CORNER OF **CROCKER SOUTH**, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 122, PAGE 8, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; THENCE ALONG THE WEST LINE OF SAID PLAT, SOUTH 1°18'32" EAST, 372.21 FEET TO THE MOST EASTERLY NORTHEAST CORNER OF AFORESAID TRACT "A", **HILLSBORO-95 OFFICE PARK**; THENCE ALONG THE NORTH LINE OF SAID TRACT "A", SOUTH 88°24'05" WEST, 366.81 FEET TO A POINT ON THE EAST LINE OF SAID TRACT "A"; THENCE ALONG SAID LINE, NORTH 1°18' 32" WEST, 185.73 FEET; THENCE SOUTH 88°40'46" WEST, 354.71 FEET TO A POINT ON THE WEST LINE OF SAID TRACT "A", POINT BEING ON THE EAST LIMITED ACCESS RIGHT-OF-WAY LINE FOR INTERSTATE 95, (STATE ROAD 9), AS SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP SECTION 86070-2525, SHEETS 11 & 17 OF 17, LAST REVISION AUGUST 26, 2010; THENCE ALONG SAID LINES, NORTH 3°57'35" EAST, 42.24 FEET TO A POINT ON THE ARC OF A TANGENT CURVE; THENCE ALONG SAID LINES AND NORTHEASTERLY ALONG THE ARC OF SAID CURVE BEING CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 135.24 FEET, A CENTRAL ANGLE OF 84°26'30", AN ARC DISTANCE OF 199.31 FEET; THENCE ALONG THE NORTH LINE OF SAID TRACT A AND ALONG THE SOUTH LIMITED ACCESS RIGHT-OF-WAY LINE FOR HILLSBORO BOULEVARD, (STATE ROAD 810), AS SHOWN ON SAID FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP SECTION 86070-2525 AND TANGENT TO SAID CURVE, NORTH 88°24'05" EAST, 503.61 FEET; THENCE ALONG THE SOUTH RIGHT-OF-WAY LINE OF HILLSBORO BOULEVARD, NORTH 00°34'36" WEST, 22.00 FEET; THENCE ALONG SAID LINE, N89°25'24" EAST, 29.77 FEET; THENCE ALONG SAID LINE, NORTH 89°25'37" EAST, 50.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE, LYING, AND BEING IN THE CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA AND CONTAINING 184,862 SQUARE FEET (4.244 ACRES) MORE OR LESS.

PREPARED BY:

Radius
PROFESSIONAL SURVEYOR & MAPPER, LLC
436 SW BISHOP AVENUE
LAKE CITY, FLORIDA 32024
(561)244-5153
LICENSED BUSINESS No. LB7733

SURVEYOR	CITY OF DEERFIELD BEACH	CITY ENGINEER	COUNTY COMMISSION	COUNTY SURVEYOR	COUNTY ENGINEER
MICHAEL D. KLIMKIEWICZ SEAL	SEAL	SEAL	SEAL	ROBERTO CHAVEZ SEAL	RICHARD TORNESE SEAL

BROWARD COUNTY PLANNING COUNCIL

THIS IS TO CERTIFY THAT THE BROWARD COUNTY PLANNING COUNCIL APPROVES THIS PLAT SUBJECT TO ITS COMPLIANCE WITH DEDICATION OF RIGHTS-OF-WAY FOR TRAFFIC-WAYS THIS_____ DAY OF _____, 202__, A.D.

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__, A.D.

BY: _____
EXECUTIVE DIRECTOR OR DESIGNEE

BROWARD COUNTY FINANCE AND ADMINISTRATIVE SERVICES DEPARTMENT COUNTY RECORDS DIVISION - RECORDING SECTION

THIS INSTRUMENT WAS FILED FOR RECORD THIS _____ DAY OF _____, 202_. A.D. AND RECORDED IN PLAT BOOK _____ PAGES _____, RECORD VERIFIED.

ATTEST: BERTHA HENRY
COUNTY ADMINISTRATOR

BY: _____
DEPUTY

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_, A.D.

ATTEST: BERTHA HENRY
COUNTY ADMINISTRATOR

BY: _____
MAYOR
COUNTY COMMISSION

BY: _____
DEPUTY

BROWARD COUNTY HIGHWAY CONSTRUCTION AND ENGINEERING DIVISION

THIS PLAT HAS BEEN REVIEWED FOR CONFORMITY WITH CHAPTER 177, PART 1, FLORIDA STATUTES AND IS APPROVED AND ACCEPTED FOR RECORDATION.

BY: _____
RICHARD TORNESE DATE
DIRECTOR
FLORIDA PROFESSIONAL ENGINEER
REGISTRATION NUMBER 40263

BY: _____
ROBERTO CHAVEZ DATE
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION NUMBER LS7280

BROWARD COUNTY RESILIENT ENVIRONMENT DEPARTMENT

THIS PLAT IS APPROVED AND ACCEPTED FOR RECORD THIS _____ DAY OF _____, 202_, A.D.

BY: _____
DIRECTOR/DESIGNEE

CITY OF DEERFIELD BEACH

CITY OF DEERFIELD BEACH PLANNING AND ZONING BOARD

THIS IS TO CERTIFY: THAT THE CITY OF DEERFIELD BEACH PLANNING AND ZONING BOARD HAS APPROVED AND ACCEPTED THIS PLAT FOR RECORD THIS ____ DAY OF _____, 20__, A.D.

BY:_____
FRED STACER, CHAIRMAN

CITY COMMISSION

STATE OF FLORIDA
COUNTY OF BROWARD

THIS IS TO CERTIFY: THAT THIS PLAT HAS BEEN ACCEPTED AND APPROVED FOR RECORD BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, IN AND BY RESOLUTION NO. _____, ADOPTED BY SAID COMMISSION ON THIS _____ DAY OF _____, 20__, A.D.

IN WITNESS WHEREOF: I HAVE EXECUTED THESE PRESENTS AND AFFIXED THE CORPORATE SEAL OF SAID CITY HERETO ON THIS ___ DAY OF _____, 20__, A.D.

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

BY:_____
CITY CLERK

CITY ENGINEER

THIS IS TO CERTIFY: THAT THE LAND DEVELOPER HAS COMPLIED WITH THE APPLICABLE PROVISIONS SET FORTH IN TITLE V, CHAPTER 7, OF THE CITY OF DEERFIELD CITY CODE.

DATED THIS ____ DAY OF _____, 20__, A.D.

BY:_____
PRISCILLA CYGIELNIK, CITY ENGINEER LICENSE NO. 64672, STATE OF FLORIDA

ALL PREVIOUS PLATS OF SAID LANDS ARE HEREBY VOIDED, CANCELED AND SUPERSEDED. THE CITY OF DEERFIELD BEACH HEREBY ACCEPTS THE UTILITY EASEMENTS AND RIGHTS-OF-WAY AS DEDICATED BY THIS PLAT.

000-MP-21

PREPARED BY:

Radius
PROFESSIONAL SURVEYOR & MAPPER, LLC
436 SW BISHOP AVENUE
LAKE CITY, FLORIDA 32024
(561)244-5153
LICENSED BUSINESS No. LB7733

PLAT BOOK ___ PAGE ___

SHEET 2 OF 2

GC HILLSBORO RESIDENTIAL

A REPLAT OF A PORTION OF TRACT "A", HILLSBORO-95 OFFICE PARK
PLAT BOOK 105, PAGE 30 - BROWARD COUNTY PUBLIC RECORDS
AND A PORTION OF THE NORTHWEST ONE-QUARTER OF
SECTION 1, TOWNSHIP 48 SOUTH, RANGE 42 EAST
BEING IN THE CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA
(MARCH, 2022)

PLAT NOTES:

1. 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.

2. GROSS AREA OF PLATTED LANDS IS 184,848 SQUARE FEET (4.244 ACRES), MORE OR LESS.

3. BEARINGS AS SHOWN HEREON ARE BASED ON AN ASSUMED MERIDIAN AND ARE RELATIVE TO THE NORTH LINE OF TRACT A, HILLSBORO-95 OFFICE PARK, PLAT BOOK 105, PAGE 30, BROWARD COUNTY RECORDS, AN ESTABLISHED AND MONUMENTED LINE, HAVING A BEARING OF NORTH 88°24'05" EAST.

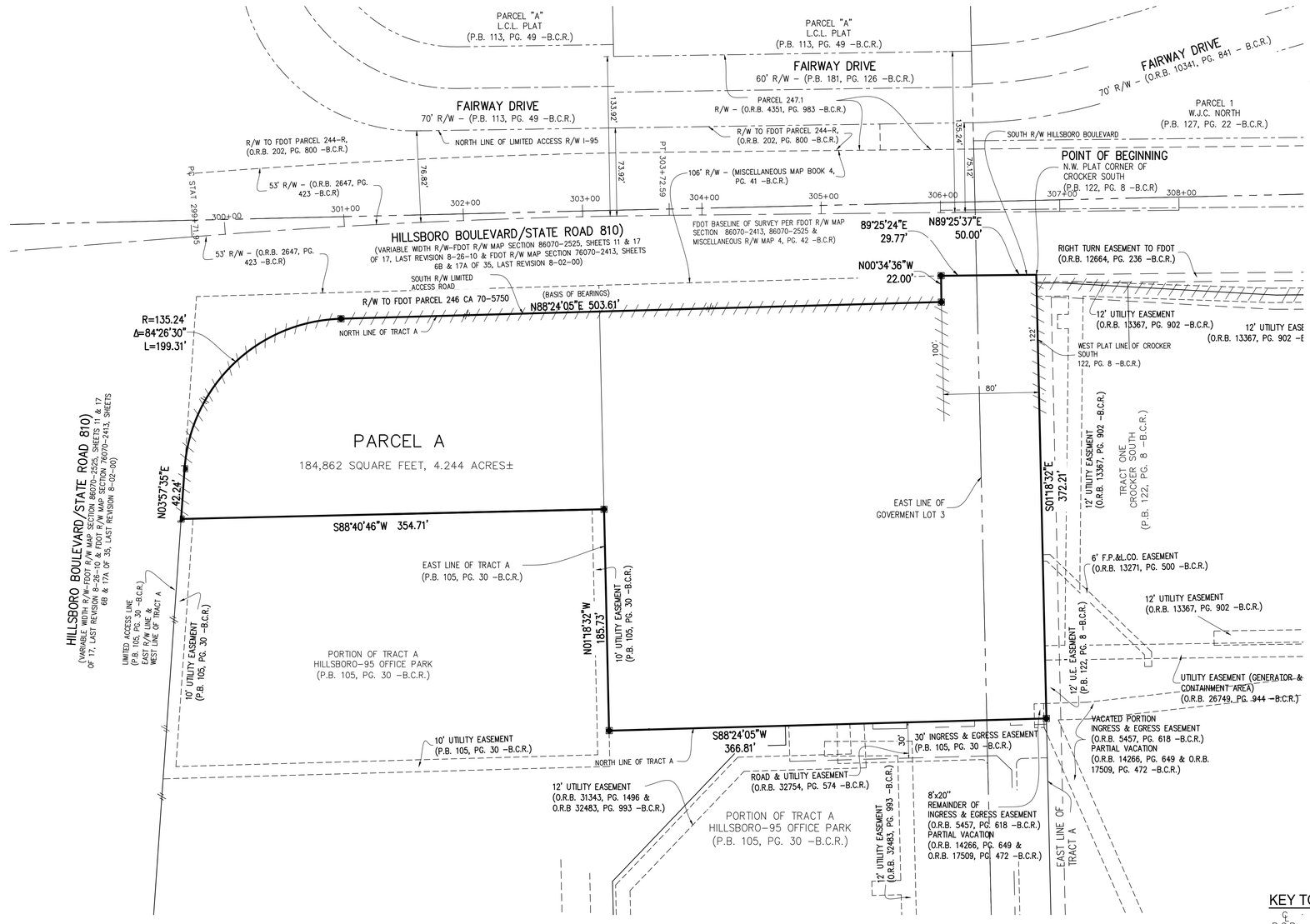
4. THE FOLLOWING NOTE IS REQUIRED BY THE BROWARD COUNTY SURVEYOR PURSUANT TO CHAPTER 177.091, SUBSECTION (28), FLORIDA STATUTES: PLATTED UTILITY EASEMENTS ARE ALSO EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, 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 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.

5. THIS PLAT IS RESTRICTED TO 360 MID-RISE UNITS.

   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. THIS 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.

   ANY STRUCTURE WITHIN THIS PLAT MUST COMPLY WITH SECTION IV D.1.f., DEVELOPMENT REVIEW REQUIREMENTS, OF THE BROWARD COUNTY LAND USE PLAT, REGARDING HAZARDS TO AIR NAVIGATION.

6. ALL FACILITIES FOR THE DISTRIBUTION OF ELECTRICITY, TELEPHONE AND CABLE SHALL BE INSTALLED UNDERGROUND.



KEY TO ABBREVIATIONS LEGEND

℄	=	CENTERLINE
B.C.R.	=	BROWARD COUNTY RECORDS
I.R.	=	IRON ROD
O.R.B.	=	OFFICIAL RECORDS BOOK
ELEV.	=	ELEVATION
FD.	=	FOUND
◘ P.R.M.	=	PERMANENT REFERENCE MONUMENT (4" x 4" x 24" CONCRETE MONUMENT & 1 1/4" ALUMINUM DISC WITH LB7733 PRM) (UNLESS NOTED OTHERWISE)
NO.	=	NUMBER
PG.	=	PAGE
P.B.	=	PLAT BOOK
LB	=	LICENSED BUSINESS
R/W	=	RIGHT-OF-WAY
W/	=	WITH
I.D.	=	IDENTIFICATION
(S)	=	AS SURVEYED IN THE FIELD
(P)	=	PER RECORD PLAT
"McL"	=	McLAUGHLIN ENGINEERING COMPANY
(N.A.V.D.)	=	NORTH AMERICAN VERTICAL DATUM
(N.G.V.D.)	=	NATIONAL GEODETIC VERTICAL DATUM
(N.G.S.)	=	NATIONAL GEODETIC SURVEY
//////	=	NON-VEHICULAR ACCESS LINE
////	=	LIMITED ACCESS LINE PLAT BOOK 105, PAGE 30

000-MP-21

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

City of Deerfield Beach

Face Sheet
File Number: I.D. 2024-72

Agenda Date: 2/20/2024

Status: QUASI-JUDICIAL PUBLIC HEARINGS

In Control: City Commission

Title
P.H. 2024-047: Application 21-PDD-03

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Background/History
The Applicant, Grover and Corlew, LLC, is seeking Major Site Plan approval to demolish an existing two-story 41,700 square foot office building, to partially demolish and renovate another office building, to provide façade improvements for another building, and construct a new 360 unit, multi-family apartment complex and attached parking garage with associated site improvements. The Applicant is also proposing off-site improvements of sidewalks, landscape, and drainage to Natura Boulevard as well as a dedicated right-turn lane on Hillsboro Boulevard.

The subject properties are located between Hillsboro Boulevard to the north, I-95 to the west, and Natura Boulevard to the east and south. The project is subject to the requirements of the Pioneer Grove Special Architectural District.

On April 25, 2023, the City Commission approved the second reading of the Land Use Plan Amendment Application #65A approving the change in land use on the subject parcels from Commercial to Medium-High (25) Mixed Use- Residential (21.82 du/ac).

The Applicant has also submitted a Rezoning Application 21-R-196 and Plat Application 21-P-232, seeking approval for the proposed development of the subject properties and are being reviewed concurrently with the site plan. Approval of the site plan and subsequent applications is subject to approval of the rezoning application. As part of the rezoning request, the applicant is required to submit a statement of need and proposed property development requirements listing the required dimensional regulations and parking requirements that would regulate the property should the City Commission approve the application. The site plan demonstrates compliance with the proposed property development requirements as detailed in the PDD Design Guidelines attached to Rezoning Application 21-R-196.

Although not within the purview of the Planning and Zoning Board, a Development Agreement is also in review subject to City Commission approval to accommodate the proposed development.

The applicant has also submitted Plat Application 21-P-232 requesting approval to plat a 4.244 acre site to be restricted to 360 mid-rise units and be known as “GC Hillsboro Residential”.

A traffic impact analysis was submitted for the proposed development and all findings were approved by the City's traffic consultant.

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the site.

On December 14, 2023, the Community Appearance Board reviewed and unanimously approved the item.

On January 4, 2024, the Planning and Zoning Board reviewed and unanimously voted to recommend approval to the City Commission.

REQUESTED ACTION:

Recommendation to the City Commission on the proposed rezoning with the following condition:

1. Owner / applicant shall enter into a Development Agreement as provided in Rezoning Application 21-R-196.

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING A MAJOR SITE PLAN FROM G&C HILLSBORO INVESTORS, LLC, TO DEMOLISH AN EXISTING TWO-STORY OFFICE BUILDING, TO PARTIALLY DEMOLISH AND RENOVATE ANOTHER OFFICE BUILDING, TO PROVIDE FAÇADE IMPROVEMENTS TO ANOTHER OFFICE BUILDING, AND CONSTRUCT A NEW 360 UNIT MULTI-FAMILY APARTMENT COMPLEX AND PARKING GARAGE WITH ASSOCIATED SITE IMPROVEMENTS ON THE PROPERTY LOCATED AT 600-700 WEST HILLSBORO BLVD. (APPLICATION NO. 21-PDD-03); PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE

WHEREAS, Application No. 21-PDD-03 (the "Site Plan Application") has been submitted to the City by G&C Hillsboro Investors, LLC (the "Applicant") seeking site plan approval to demolish an existing two-story office building, to partially demolish and renovate another office building, to provide façade improvements to another office building and construct a new 360 unit multi-family apartment complex and parking garage and associated site improvements on the property located at 600-700 West Hillsboro Blvd., Deerfield Beach, Florida (the "Development"); and

WHEREAS, the Development site is approximately 16.5 gross acres of land consisting of three parcels generally described as a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, "Crocker South," according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, as more particularly described in the file, and located at 600 & 700 W. Hillsboro Blvd., Deerfield Beach, Florida (collectively, the "Property"); and

WHEREAS, the Site Plan Application is being considered concurrently with a separate Rezoning Application (Application #21-R-196) and Plat application (Application #21-P-232) for the proposed Development; and

WHEREAS, the Site Plan Application was previously reviewed by City staff, and on December 14, 2023, the Community Appearance Board approved the Site Plan Application; and

WHEREAS, the Planning and Zoning Board voted unanimously to recommend approval of the Site Plan Application on January 4, 2024; and

WHEREAS, based upon the evidence in the record and presented at the hearing before the City Commission, the City Commission finds that all applicable Land Development Code requirements have been met, the Site Plan Application is consistent with the City's Comprehensive Plan and approval of the Site Plan Application is in the best interests of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part hereof.

Section 2. The Site Plan Application is hereby approved, subject to the following conditions all of which shall be satisfied by the Applicant prior to the issuance of any building permit: (i) the conditions set forth in the Site Plan Application and the DRC report, as amended and dated December 21, 2023, and (ii) execution, and the recording in public record, of a Development Agreement, in a form approved by the City Attorney, in compliance with Section 98-68 of the Code and providing at a minimum for the following onsite and off-improvements to be constructed by the Applicant (with the timeframe for completion of the following items as specified in the Development Agreement):

(A) Install new drainage on east side of SW Natura Boulevard;
(B) Install new 8-foot wide sidewalk on the east side of SW Natura Boulevard, with the sidewalk installation to end at the recreational complex entrance;
(C) Regrade and improve the entire swale area on the west side of SW Natura Boulevard, which regrading and improvement will continue until the entrance to the existing parking garage on the Property;
(D) Install new 5-foot wide sidewalk along the Property line from the garage turn-in to the adjacent hotel property line;
(E) Install new 5-foot wide sidewalk along the remaining portion of the Property which currently has no sidewalk;
(F) Applicant shall provide a monetary contribution in the amount of $200,000 to the City for improvements to Oveta McKeithen Recreational Complex;
(G) Applicant shall provide a monetary contribution to the City's affordable housing programs in the amount of $500.00 per dwelling unit for the maximum three hundred sixty (360) dwelling units allowed on the Property ($180,000 total for the 360 units);
(H) Applicant shall install open space nodes at three locations as part of Phase 1 construction and shall, at no cost to the City, install at least three public art pieces at the three node locations in accordance with the City's Public Art Program and regulations;
(I) If warranted in accordance with the FDOT Traffic Engineering Manual (TEM), 2021 and approved by the County, install a crosswalk along SW Natura Boulevard, at the location determined by the City, adjacent to the Property, and in accordance with the City's applicable engineering standards;
(J) Existing road median FDOT Type "D" concrete curbing shall be repaired and / or replaced as needed to provide the intended safety and protection to the landscaped areas. Construct new FDOT Type "D" concrete curbing along the edge of the balance of Natura Boulevard to the designated southernmost limits of affected roadway right-of-way;
(K) Restore all pavement striping and markings within the limits of proposed improvements including reflective pavement markers. Restore / repair all sections of pavement and sidewalks to meet all ADA and City requirements; and

(L) One year after the issuance of the final certificate of occupancy for the last floor of the residential building to be developed on the Property, the Applicant shall conduct, at Applicant's cost, a signal timing analysis at the intersection of Hillsboro Blvd. and SW Natura Boulevard to improve traffic flows at the intersection and provide a copy of the analysis to the City and County. Further, the Applicant shall coordinate with City and the County to implement recommended traffic signal timing changes acceptable to the County.

Section 3. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 4. Should any section or provision of this Resolution or any portion thereof, any paragraph, sentence or word be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder hereof as a whole or part thereof other than the part declared to be invalid.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2024.

_____
BILL GANZ, MAYOR

ATTEST:

_____
HEATHER MONTEMAYOR, CITY CLERK

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, DENYING A MAJOR SITE PLAN FROM G&C HILLSBORO INVESTORS, LLC, TO DEMOLISH AN EXISTING TWO-STORY OFFICE BUILDING, TO PARTIALLY DEMOLISH AND RENOVATE ANOTHER OFFICE BUILDING, TO PROVIDE FAÇADE IMPROVEMENTS TO ANOTHER OFFICE BUILDING, AND CONSTRUCT A NEW 360 UNIT MULTI-FAMILY APARTMENT COMPLEX AND PARKING GARAGE WITH ASSOCIATED SITE IMPROVEMENTS ON THE PROPERTY LOCATED AT 600-700 WEST HILLSBORO BLVD. (APPLICATION NO. 21-PDD-03); PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE

WHEREAS, Application No. 21-PDD-03 (the "Site Plan Application") has been submitted to the City by G&C Hillsboro Investors, LLC (the "Applicant") seeking site plan approval to demolish an existing two-story office building, to partially demolish and renovate another office building, to provide façade improvements to another office building and construct a new 360 unit multi-family apartment complex and parking garage and associated site improvements on the property located at 600-700 West Hillsboro Blvd., Deerfield Beach, Florida (the "Development"); and

WHEREAS, the Development site is approximately 16.5 gross acres of land consisting of three parcels generally described as a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, "Crocker South," according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, as more particularly described in the file, and located at 600 & 700 W. Hillsboro Blvd., Deerfield Beach, Florida (collectively, the "Property"); and

WHEREAS, based upon the evidence in the record and presented at the hearing before the City Commission, the City Commission finds that the Site Plan Application for the Property fails to satisfy the requirements of Section _____ of the City of Deerfield Beach Land Development Code.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THECITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The Site Plan Application is hereby denied based upon the failure to meet the requirements of Section _____ of the City of Deerfield Beach Land Development Code.

Section 3. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 4. Should any section or provision of this Resolution or any portion thereof, any paragraph, sentence or word be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder hereof as a whole or part thereof other than the part declared to be invalid.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS_____DAY OF_____, 2024.

_____
BILL GANZ, MAYOR

ATTEST:

_____
HEATHER MONTEMAYOR, CITY CLERK

Deerfield Beach
Florida

PUBLIC HEARING NOTICE

February 5, 2024

Dear Property Owner:

This is to notify you that the CITY COMMISSION of the City of Deerfield Beach, a municipal corporation of Florida, shall hear an application for:

P.H. 2024-047: Application 21-PDD-03
Applicant: **G&C Hillsboro Investors, LLC. represented by Greenspoon Marder, LLP/Dennis Mele, Esq.**
Proposal: Seeking Major Site Plan approval to demolish an existing two-story 41,700 square foot office building, to partially demolish and renovate another office building, and construct a new 360-unit, multi-family apartment complex and parking garage with associated site improvements.
Location: The property is generally described as a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, "Crocker South," according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, more particularly described in the file, and located at **600 & 700 W. Hillsboro Boulevard.**

A public hearing will be held on **TUESDAY, FEBRUARY 20, 2024 at 7:00 p.m.** in the City Commission Chambers, City Hall, 150 NE 2nd Avenue, Deerfield Beach, Florida, and/or utilizing communications media technology with some elected officials and City staff participating through video conferencing via Zoom (virtual meeting). All interested parties may appear in person to offer evidence in support of or against the proposal. Further information may be obtained at www.deerfield-beach.com/agendas on February 9, 2024 or from the Planning and Development Services Department during business hours in City Hall, 150 N.E. 2nd Avenue, Deerfield Beach, FL 33441, phone: (954) 480-4206.

At said meeting interested persons may appear and be heard with respect to the public hearing. Any person who decides to appeal any decision made by the City Commission with respect to any matter considered at this hearing would need a record of the proceedings. And for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The above notice is required by State Law (FS 286.0105). **Any person desiring a verbatim transcript shall have the responsibility, at his own expense, to arrange for the presence at the hearing of a certified court reporter.** A full transcript of the proceedings will be needed to appeal any decision of the City Commission.

Any person requiring auxiliary aids and services at this hearing may contact the City Clerk's Office at (954) 480-4213 at least 24 hours prior to the meeting. If you are hearing or speech impaired, please contact the Florida Relay Service by using the following numbers: 1-800-955-8770 or 1-800-955-8771.

Heather Montemayor, CMC, City Clerk



Public Hearing Notice Map

Site Plan Application 21-PDD-03
Rezoning Application 21-R-196
Plat Application 21-P-232

N
W E
S

0 200 400 Feet

600 & 700 W HILLSBORO BLVD

For additional information
call the Planning Department at 954-480-4206
or visit www.deerfield-beach/boardagendas

Deerfield Beach
Florida

PUBLIC NOTICE

APPLICATIONS
21-R-196, 21-P-232, 21-PDD-03

December 15, 2023

Dear Property Owner:

This is to notify you that the **PLANNING AND ZONING BOARD** of the City of Deerfield Beach, a municipal corporation of Florida, shall hear applications for:

G&C Hillsboro Investors, LLC
Represented by Greenspoon Marder, LLP/ Dennis Mele, Esq.

Seeking Rezoning application approval to amend the City of Deerfield Beach Zoning Map on three (3) parcels totaling 16.5 gross acres from B-2, Highway Business to PDD, Planned Development District (Application 21-R-196); and

Seeking Plat application approval to plat a 4.244 acre site to be restricted to 360 mid-rise units to be known as "GC Hillsboro Residential" (Application 21-P-232)

Seeking Major Site Plan approval to demolish an existing two-story 41,700 square foot office building, to partially demolish and renovate another office building, and construct a new 360 unit, multi-family apartment complex and parking garage with associated site improvements (Application 21-PDD-03).

The property is generally described as a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, "Crocker South," according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, more particularly described in the file, and located at **600 & 700 W. Hillsboro Boulevard.**

A public hearing will be held on **THURSDAY, January 4, 2024,** at **7:00 P.M.** in the **City Hall Commission Chambers, located at 150 NE 2nd Avenue**, **Deerfield Beach, FL 33441**. All interested parties may appear in person to offer evidence in support of or against the proposal. Further information may be obtained at www.deerfield-beach.com/boardagendas or you may contact the Planning Office during business hours in City Hall, 150 N.E. 2nd Avenue, Deerfield Beach, FL 33441, phone: (954) 480-4206.

Any person wishing to appeal any decision made by the Planning and Zoning Board with respect to any of the above, will need a record of the proceedings and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based. The above notice is required by State Law (FS 286.0105.) **Anyone desiring a verbatim transcript shall have the responsibility, at his/her own expense, to arrange for the presence at the hearing of a certified court reporter.** A full transcript of the proceedings will be needed in order to appeal any decision of the Board. If anyone requires auxiliary aids for communication, please call (954) 480-4206.

Eric M. Power
Director of Planning & Development Services

Development Review Committee
Summary Report
Development Plan Application Review

General Information

Application No.	21-PDD-03
Project Name:	Hillsboro Center
Applicant:	Grover & Corlew, LLC
Agent:	Greenspoon Marder LLP / Dennis Mele, Esq.
Requested Action/Description:	Seeking Major Site Plan approval to demolish an existing two-story 41,700 square foot office building, to partially demolish and renovate another office building, to provide façade improvements for another building, and construct a new 360 unit, multi-family apartment complex and parking garage with associated site improvements.
Location:	600-700 Hillsboro Boulevard
Legal Description:	Generally described as a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, "Crocker South," according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, more particularly described in the file.
Size:	16.5 gross acres (14 net acres)
Existing Zoning:	B-2, Highway Business
Existing Land Use:	Commercial
Future Land Use Plan Designation:	Medium-High (25) Mixed Use-Residential (21.82 du/ac)

Surrounding Land Use and Zoning:

	Existing Land Use	Zoning
North:	Hotel	B-2, Highway Business
	Hillsboro Technology Center	S, Open Space
East:	Retail Commercial	B-2, Highway Business
	Oveta McKeithen Recreational Complex	S, Open Space
South:	Hotel, Office	B-2, Highway Business
	Natura Community	PUD, Planned Unit Development
West:	Highway (I-95)	N/A

Applicable Regulations: Deerfield Beach Land Development Code.

Plat Restrictions: Hillsboro-95 Office Park Plat is restricted to 9.308 acres Commercial use; Crocker South Plat is restricted to 186,000 square feet of Commercial / Office.

Department Comments & Requirements

REQUEST:
The Applicant, Grover and Corlew, LLC, is seeking Major Site Plan approval to demolish an existing two-story 41,700 square foot office building, to partially demolish and renovate another office building, to provide façade improvements for another building, and construct a new 360 unit, multi-family apartment complex and attached parking garage with associated site improvements. The Applicant is also proposing off-site improvements of sidewalks, landscape, and drainage to Natura Boulevard as well as a dedicated right-turn lane on Hillsboro Boulevard.

The subject properties are located between Hillsboro Boulevard to the north, I-95 to the west, and Natura Boulevard to the east and south. The project is subject to the requirements of the Pioneer Grove Special Architectural District.

BACKGROUND:
On April 25, 2023, the City Commission approved the second reading of the Land Use Plan Amendment Application #65A approving the change in land use on the subject parcels from Commercial to Medium-High (25) Mixed Use- Residential (21.82 du/ac).

The Applicant has also submitted a Rezoning Application 21-R-196 and Plat Application 21-P-232, seeking approval for the proposed development of the subject properties and are being reviewed concurrently with the site plan. Approval of the site plan and subsequent applications is subject to approval of the rezoning application. As part of the rezoning request, the applicant is required to submit a statement of need and proposed property development requirements listing the required dimensional regulations and parking requirements that would regulate the property should the City Commission approve the application. The site plan demonstrates compliance with the proposed property development requirements as detailed in the PDD Design Guidelines attached to Rezoning Application 21-R-196.

Although not within the purview of the Planning and Zoning Board, a Development Agreement is also in review subject to City Commission approval to accommodate the proposed development.

The applicant has also submitted Plat Application 21-P-232 requesting approval to plat a 4.244 acre site to be restricted to 360 mid-rise units and be known as "GC Hillsboro Residential".

A traffic impact analysis was submitted for the proposed development and all findings were approved by the City's traffic consultant.

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the site.

On December 14, 2023, the Community Appearance Board reviewed and unanimously approved the item.

COMMENTS:
The application has been reviewed by the Development Review Committee. Staff comments have been addressed and staff DRC comments are attached to this report.

PLANNING CONSIDERATIONS:
1. Compliance with the Comprehensive Plan.

   The proposed Future Land Use (FLU) Map designation identifies the site as Medium-High (25) Mixed Use-Residential (21.82 du/ac). The rezoning to PDD (Planned Development District) will facilitate residential, office, and retail uses in compliance with the proposed Deerfield Beach Comprehensive Plan FLU designation. The request provides for additional housing opportunities within the City, consistent with the GOPs of the Deerfield Beach Comprehensive Plan.

2. Land Development Requirements:

   The property is proposed to be rezoned to PDD (Planned Development District) and development thereon will be subject to the approved property development requirements for the PDD, development agreement, and site plan. The site plan demonstrates compliance with the proposed property development requirements as detailed in the PDD Design Guidelines submitted by the applicant for Rezoning Application 21-R-196.

3. Finding of compatibility of a proposed development with adjacent and neighboring (500 feet) uses and zoning.

   Per Section 98-17(15), there must be a finding of compatibility as defined in the Land Development Regulations, between adjacent and neighboring uses (500 feet) and the proposed development. By definition, compatibility is to be measured based on the following compatibility characteristics of the proposed development in relationship to the immediate surrounding area:

   (a) *Permitted uses, structures and activities allowed within the zoning category;*

   The proposed uses are permitted within the City PDD zoning district and the site plan follows the property development requirements as proposed in the PDD Rezoning Report.

   (b) Building location, dimensions, height and floor area;

   The proposed development will consist of four commercial buildings and one multi-family residential building with an integral parking garage. The garage is proposed to be in the middle of the overall site with the only vehicle entrance and exit to the

garage on an internal “spine” road. Under the PDD Design Guidelines, the Applicant is proposing a setback of 20 feet to the north (Hillsboro Boulevard), a corner side setback of 50 feet to the east (Natura Boulevard), a rear setback of 15 to the south (southern portion of Natura Boulevard), and side setback of 20 feet to the west (I-95). The maximum height proposed for the multi-family residential building is 80 feet in addition to allowances for parapet walls and architectural features. Recreational amenities for the residential building are located within an interior courtyard between the residential building and Office Building “C” shown on the Master Plan. The location, dimensions, height, and floor area are considered compatible to surrounding uses.

(c) Location and extent of parking, access drives and service areas;

The site plan demonstrates a total of 1,375 parking spaces, with 368 existing surface spaces retained, 26 surface spaces proposed, 310 located within the existing parking garage, and 671 located in the proposed residential parking garage. Under the Rezoning Application, the Applicant provided a ULI shared parking study for mixed use development. While 1,600 parking spaces would typically be needed for a development on this character, the study indicated that 1,375 spaces are actually needed due to them being used by different users at different times of the day. The City’s traffic consultant reviewed both the Traffic Study and ULI shared parking study and concurred that internal roads and driveways are located to properly serve future users.

Vehicular ingress / egress for residents and visitors to the site will be primarily along an internal “spine” road that connects to Hillsboro Boulevard on the north, traverses the site internally, and connects to Nature Boulevard on the south. Existing entrances off Nature Boulevard for Building “D” and the existing parking garage at the southeast corner of the site will remain in place.

Trash is disposed of in a number of locations across the site. The multi-family residential building will be served by an internal trash room on the ground floor where it will be services by the City’s Sanitation Division along the southwest corner of the building. Existing buildings to remain as part of the Master Plan will continue to be serviced in a similar manner as they are today. Future buildings in later phases of the Master Plan will be serviced by dumpster enclosures conveniently located for building users and Sanitation Division service.

(d) Traffic generation, hours of operation, noise levels and outdoor lighting;

The Traffic Study submitted by the Applicant estimates that Phase 1 (existing offices with addition of multi-family residential building) will generate 1,416 net new daily trips, 72 new net AM peak hour trips (-9 in, 81 out) and 91 net new PM peak hour trips (79 in, 12 out). With the addition of later commercial buildings (Buildings “A” and “B”) in later phases, the Traffic Study indicates the site will generate 2,152 net new daily trips, 139 new net AM peak hour trips (48 in, 90 out) and 164 net new PM peak hours trips (91 in, 73 out). The City’s traffic consultant reviewed the Traffic Study and concurred that the proposed development is project to have minimal traffic impacts to the surrounding roadways located within the study area.

In review of the project’s entrance on Hillsboro Boulevard, the Florida Department of Transportation (FDOT) has required the construction of an east-bound right turn lane into the development which is depicted on the Master Plan.

The site development plan calls for residential, office, and retail uses at the southeast corner of Hillsboro Boulevard and I-95, both of which are heavily traveled. These

uses are compatible to the surrounding area in terms of hours of operation, noise levels, and outdoor lighting. The development will have minimal impact in these regards on the surrounding area.

(e) Alteration of light and air;

The proposed development is not anticipated to impact light and airflow. The height of the structures complies with the height requirements as proposed in the PDD Rezoning (Application No. 21-R-196).

(f) Setbacks and buffers – Fences, walls, landscaping and open space treatment. To be compatible, design treatments must reflect consideration of adjoining and surrounding development and land use;

The proposal meets the required building setbacks of the PDD Rezoning (Application No. 21-R-196). The site and landscape plans demonstrate perimeter landscape buffers and a wall, providing separation from I-95 to the west. The proposed development will also feature a fenced and gated internal open space and recreation areas for use by residents. However, site and landscape design has provided particular attention to internal and external pedestrian circulation through a series of outdoor plazas that will feature public art.

(g) Conditions, uses or activities which pose a significant risk to the safety or security to those under 18 years of age using schools, churches, parks, playgrounds or other facilities which cater to those under 18 years of age;

The application is for residential, office, and retail uses and is not proposing any uses or activities which would pose a significant risk to the safety and security to those less than 18 years of age within 500 feet of this site.

(h) Outside activities associated with the proposed use which could interfere with the peace and/or tranquility of residences or propose a significant risk to the safety or security of children in public or private schools, day care facilities, churches, parks, playgrounds and other places that cater to children under the age of 18 or places which regularly provide facilities for such children to gather; and

The proposal provides for appropriately located spaces where outside activities may be undertaken on the subject property, including open space and recreational areas. These activities are internal to the subject property and will not pose a significant risk to adjoining uses or the safety and security of children. The private residential courtyard and swimming pool is gated and landscaped.

(i) Conditions, uses or activities which could pose a significant risk to the safety or security of single family residences within 500 feet of the lot upon which the use will occur.

The proposed development is not anticipated to pose a significant risk to the safety or security of other residential uses within 500 feet of the subject property.

SUMMARY:
The purpose of the PDD district is to enable quality development for properties that due to size or characteristics of the property, other implements of zoning regulation provided in the Code would result in under-utilized or undeveloped property. Staff's review of Application No. 21-PDD-03 has determined that the site plan meets the intent of *Section 98-68. - PDD, planned development district* and demonstrates compliance with the proposed property development requirements detailed in Rezoning Application 21-R-196.

Should the City Commission decide to approve the site plan application, Staff recommends the following Condition of Approval:

1. Owner / applicant shall comply with the Development Agreement as provided in Rezoning Application No. 21-R-196.

This report contains the requirements of the Deerfield Beach Development Review Committee members relative to this site development plan application. If there are any questions or issues regarding compliance with any of the requirements in this report, the respective department should be contacted directly.

DEVELOPMENT REVIEW COMMITTEE

Project Name:	**Hillsboro Center - Site Plan**	**Application No.:**	**21-PDD-003**
Reviewer Name:	**Chris Suneson**	**Project Address:**	**600 & 700 W Hillsboro Blvd.**
Department/Division:	**Planning & Zoning**		
Position:	**Asst Director**		
Date of Review:	**11/16/23**		
Submittal No.:	**6**		

A.	**APPLICATION / GENERAL COMMENTS:**
1.	Based on comments issued in relation to Rezoning Application 21-R-196, staff has been unable to undertake a full review of this site plan application. The Rezoning Application needs to provide all the appropriate PDRs and demonstrate compliance with the PDD evaluation criteria before for staff can review the site plan application for compliance with the PDD requirements that will be established specifically for this property. Additional comments will be forthcoming upon resubmittal.
1.a.	Comment not addressed.
1.b.	Comment addressed.
2.	Additional cost recovery fees for traffic review are required. Submit a check for $2,520.00 payable to the City of Deerfield Beach to cover additional consultant review of traffic study.
2.a.	Comment addressed.
3.	A Master Site Plan for redevelopment of the entire property is required. This application can be for Phase 1 (residential) however the Development Plan set must include a Master Site Plan showing ultimate buildout of the property, consistent with the Conceptual Master Plan submitted as part of the rezoning application.
3.a.	Comment not addressed. The Development Plan does not address all of the site, specifically the northeasterly portion of the site (600 W Hillsboro).
3.b.	Comment addressed.
4.	Development Plan Application – Submit evidence Mark Corlew is authorized to sign the application on behalf of the owner. Sunbiz does not list Mark Corlew as a registered agent or Manager.
4.a.	Comment addressed.
5.	Submit evidence FDOT has issued pre-approval to the proposed access arrangement to / from Hillsboro Blvd.
5.a.	Comment not addressed.
5.b.	Comment addressed.

6.	Application will not be scheduled for a public hearing until LUPA 65A is adopted and effective (both City and County amendments) and Broward County has recertified the City's Land Use Plan. This will require the applicant satisfy all conditions of any City and County land use plan amendment approvals, including recordation of Declarations of Restrictive Covenants relating to affordable housing. Applicant shall acknowledge in their response they are aware this item will not be scheduled for any public hearing until such time as this comment is satisfied.
6.a.	Comment acknowledged by Applicant. Affordable housing in-lieu fees described in draft Developers Agreement.
7.	Is "Mayla Deerfield" the proposed final name for the entire project? Provide further rationale for the name as staff believes a more suitable project name for the development may be appropriate.
7.a.	Comment not addressed. Applicant response states, "Hillsboro Center is the name for the entire development included in the PDD. Mayla is the name of the residential component." Update the application, plans, and associated documents to reflect the project name for the entire PDD. The name of the residential component may be provided in reference to the section, but is not the name of the PDD that is proposed for the site and must be reflected accordingly.
7.b.	Comment addressed. Overall development is called Hillsboro Center.
8.	Per Sec 98-13(8) all sheets must be consistently scaled using an engineer's scale. Plans as submitted are not consistently scaled. All sheets must be submitted at the same scale.
8.a.	Comment not addressed. Landscape plans demonstrate multiple varying scales.
8.b.	Comment addressed.
9.	Submit additional cost recovery deposit for traffic review. Amount payable to City of Deerfield Beach is $2,520.00.
9.a.	Comment addressed.
10.	Cost recovery fees – pursuant to Chapter 98, Article VII of the Land Development Code, cost recovery fees will be payable by the Applicant for review of the application. A cost recovery account will need to be established with the City, with payment required prior to being scheduled for the first public hearing. This fee is payable to the City of Deerfield Beach. Should the City's consultant fees exceed the deposit amount, additional fees may be payable by the Applicant.
10.a.	Comment acknowledged.
11.	The Project coordinator shall be the primary point of contact between the applicant and the City during the DRC process. The applicant shall not contact a City consultant without first contacting the project coordinator. Furthermore, the applicant must notify or copy via email any conversation or contact the applicant has with a separate division or department of the City.
11.a.	Comment acknowledged.
12.	Per Sec. 98-35 All applications proceeding to City Commission shall comply with requirements for public notice, including payment of all required public notification fees, submittal of all documents and labels for notice to property owners, on-site signage, and newspaper publishing. Applicants are only permitted to begin the public notification process upon determination by Planning & Zoning staff that the

	item has been scheduled for an upcoming public hearing. The Public Notice Checklist can be accessed at http://www.deerfield-beach.com/DocumentCenter/View/12586/Public-Notice-Checklist.
12.a.	Comment acknowledged.
13.	For items being heard by City Commission, a cost recovery fee shall be paid by check to the City of Deerfield Beach for electronic document remediation of the application in order to comply with Title III of the Americans with Disabilities Act. The fee will be payable by the Applicant once the City receives the invoice.
13.a.	Comment acknowledged.
14.	Per Section 98-13(b)(4) The initial site plan application fee includes the first review plus two resubmittals. Any resubmittal after the 3rd site plan review requires a fee of 30% of the initial application fee to be submitted for each submittal thereafter.
14.a.	Comment acknowledged.
14.b.	With Submittal #4, please provide review fee check in the amount of $1,710.00 (Original submittal of $5,700 * 30% = $1710.00).
14.c.	Comments acknowledged. Any subsequent submittals will require an additional payment of $1,710.00 with the application.
14.d.	Comment acknowledged. Please provide additional payment of $1,710.00 with next submission.
15.	Per the requirements of Chapter 98-17.1 the applicant is required to pay impact fees for Public Safety and Parks. Payment of these fees are due at the time of Building permit submittal. Please note that if the project changes in size or intensity, the below calculations may also change. An impact fee calculation sheet will be given to the applicant when the project is complete. 1. Fire Rescue $ TBD 2. Police $ TBD 3. Parks $ TBD
15.a.	Comment acknowledged.
16.	According to the Broward County Property Appraiser, the subject property contains multiple separated parcels. As a part of this application, said parcels will need to be combined or unified together and recorded with Broward County.
16.a.	Comment not addressed. Response states, “parcels can be unified.” Applicant must confirm whether the properties will be combined by Broward County Property Appraiser or be unified by a legally binding unity of title.
16.b.	Comment addressed. Draft Unity of Control document provided. To be reviewed and approved by the City Attorney.
17.	Per Section 98-13(8)(j) The attached document titled Conceptual Engineering Plan are advisory comments and shall be addressed upon submittal of the engineering permit. Applicant must not resubmit conceptual engineering plan sets or address these comments during the DRC process.
17.a.	Comment acknowledged.
18.	Community Appearance Board approval is required prior to approval of site plan. Staff will notify the applicant once application submittal is to be scheduled as item on an agenda. The applicant shall provide both existing and proposed elevations to determine building facades will complement each other. Once staff has advised the item is ready to be scheduled for CAB, submit five (5) sets of revised plans in 11” x 17” with Community Appearance Board application, which include colored building

	elevations and complete site plan sets.
18.a.	Comment acknowledged.
19.	Community Meeting - Prior to being scheduled for a public hearing, the Applicant is encouraged to hold its own meeting with the surrounding community to explain the proposed project and seek feedback. At a minimum, the applicant should invite all properties within 500 feet of the subject site. If a meeting is held, please provide Planning and Development Services staff with the meeting details for record on the file.
19.a.	Comment acknowledged.
19.b.	Applicant is encouraged to have additional meeting(s) prior to public hearings for the project's application, including concerted efforts into the residential areas further south and east of the subject property.
19.c.	Comment acknowledged.
20.	Prior to resubmittal, contact Veronica Rodriguez at vrodriguez@deerfield-beach.org to schedule a Development Review Committee meeting.
20.a.	Comment acknowledged, but has been amended to reflect change in staffing. Prior to resubmittal, contact Cheydene Grant-Brown at cgrant-brown@deerfield-beach.com and Jenna Lane at jlane@deerfield-beach.com to schedule a DRC meeting.
20.b.	Comments acknowledged. Prior to resubmittal, contact Chris Suneson at csuneson@deerfield-beach.com and Ruthie Jusino at rjusino@deerfield-beach.com to schedule a DRC meeting.
NEW COMMENT 5/13/22	
21.	Plan sheets are missing or located out of sequence from the index provided on the coversheet. Amend the discrepancy and submit the plans in the following order: Cover Page, Survey, Master Site Plan, Site Details, Overall Circulation Plan, Phasing Plan, Phase 1 Site Plan, Phase 2 Site Plan, Floor Plans (sheet for each structure included in phase 1), Elevations (sheet for each structure in phase 1), Landscape (Master, Phasing Plan, and sheet for each phase), Irrigation (Master, Phasing Plan, and sheet for each phase), and Photometric Plans (Master, Phasing Plan, and sheet for each phase).
21.a.	Comment partially addressed. Please remove sheet A0.01.
21.b.	Comment addressed.
22.	Several of the plans demonstrate conflicting building labels (i.e. BLD I-VI/Residential Building, Parcel 2 (BLD V)/Existing 2 story parking garage & NE parking lot of site. All plans and documents must consistently identify all buildings and structures in an alphanumeric method; ensure parking garages and residential buildings are labeled accordingly.
22.a.	Comment addressed.
23.	Include an overall circulation plan per Code Section 98-68(f)(5), which states, *"An overall circulation plan that shows: (i) right-of-way widths for collector and arterial streets which serve more than one land use module either directly or indirectly, (ii) right-of-way widths for all streets which connect directly with streets outside of the PUD, and (iii) right-of-way widths for major pedestrian, bicycle and other nonmotor vehicle circulation ways which serve more than one land use module, and (iv) whether the roads that serve the lots will be publicly or privately maintained."*

23.a.	Comment partially addressed. Please provide right-of-way widths for Hillsboro and Natura.
23.b.	Comment partially addressed. Dimensions provided on Sheet AS.1.12 show face of curb to face of curb measurements for Natura and southern face of curb to face of median curb for Hillsboro. Please state the overall width of the right-of-way below street labels. Please label these as public streets.
23.c.	Comment addressed.

B.

COVER PAGE:	
NEW COMMENTS 6/2/2022	
1.	"List of Sheets" lists plan sheets out of the required order per Code Section 98-13(b)(8). Revise "List of Sheet" index to demonstrate plans in order in compliance with Code. Refer to comment no. 21 in Table A. – *Application/General Comments.*
1.a.	Comment addressed.
2.	Property folio numbers were not demonstrated and the project name is not reflective of the entire development. Per Section 98-13(8)(a)(1) Provide the name of project, address and folio number. Retitle the cover page to reflect the entire master development project name. According to the Applicant's response sheet, the master development project is called "Hillsboro Center". Be advised that demonstrating a rendering and providing a project name of only the residential component of the development project is not acceptable.
2.a.	Comment addressed.
3.	Scope of work listed on the cover page is inconsistent with the phasing proposed in the narrative of both the rezoning and site plan application. Clearly provide the scope of work including the requested approval of the master development project, line-item breakdown for each phase, ensuring accuracy with the scope throughout the rezoning and site plan application package.
3.a.	Comment addressed.
4.	Applicant is listed as Grover & Corlew, LLC on the development plan application but is not listed on the cover page. Additionally, not all contact information for the "client" was provided consistent with the other entities listed on the cover page. Per Section 98-13(8)(a)(5) Provide contact information of the applicant, property owner, and architect/engineer of record.
4.a.	Comment addressed.
5.	Location map does not demonstrate the zoning district boundaries as identified. Additionally, the linework on the map is inconsistent and discontinues without clear reason. Per Section 98-13(8)(a)(3) Provide a location map showing adjacent land use and zoning and all curbs and median cuts within 300 feet.
5.a.	Comment addressed.

C.

SURVEY:	
1.	Per Section 98-13(8)(b)(1) Provide a certified boundary survey, in conformance with Chapter 61G17, Florida Administrative Code, no more than one year old from the submittal date and extending to the center line of all adjacent streets, which specifies gross and net acreage or square footage.
1.a.	Comment not addressed. Although surveys are referenced in the "List of Sheets" table, no surveys were included in the plan sets.
1.b.	Comment addressed.

2.	Per Section 98-13(8)(b)(5) Provide a title policy, title commitment, title search/exam, opinion of title or property information report current to within one year, identifying any encroachment, encumbrance, violation, or variance, as well as the date, policy number, issuers name, address and the disposition of all schedule B-II encumbrances.
2.a.	Comment not addressed. Ensure the surveys provide reference to the title policy/commitment/search/exam.
2.b.	Comment partially addressed. Title commitment on Sheet S1/S6 by Chicago Title, before master site plan, is dated 9/15/20. Title commitment on Sheet S1/S2 before Phase I shows different title date, title company, and signature date of surveyor.
2.c.	Comment addressed.
3.	Per Section 98-13(8)(b)(6) Provide a full legal description of the property.
3.a.	Comment not addressed.
3.b.	Comment partially addressed. Label the radial between the two points of curvature at the southwest corner of the entire site on Sheets S1 and S6.
3.c.	Comment addressed.

D.	**SITE PLAN:**
1.	The following comments apply to the Master Site Plan and Site Plan for Phase 1.
1.a.	Comment acknowledged.
2.	Multiple plan sheets have been submitted with conflicting details as to how the overall property will be developed. In particular: i. Sheet AS1.01 is a 'Conceptual Master Plan' but does not include all proposed buildings. ii. Sheet AS1.02 is labelled 'Conceptual Site Plan Phase 1 Tabulations' yet the data included is for residential and non-residential uses which are in different phases (per Sheet AS1.05). iii. Master Site Plan and Sita Data for the overall development of the site should be included on one sheet and Site Plan for Phase 1 and Site Data for Phase 1 should be included on a separate sheet. iv. Sheet AS1.03 does not include proposed commercial buildings in Phase 2. v. Sheet AS1.03 and AS1.04 appear to demonstrate the same information yet are labelled differently. Additionally, both sheets do not include all proposed buildings on the property per Sheet AS1.05. vi. Sheet AS1.05 includes building and phasing not shown on other sheets.
2.a.	Comment not addressed.
2.b.	Comment partially addressed. Please see new comments below.
2.c.	Comment addressed in other responses.
3.	Per Sec. 98-13(8)c)(3) - Include project phasing on Master Site Plan.
3.a.	Comment not addressed. Proposed symbology and representation of phasing demonstrated on the master site plan does not clearly delineate the phasing. The following conflicts were identified: • The colors meaning to represent the different phases appear too similar and not easily distinguished. • Legend symbolizes Phase 1 with both a purple Dashed line and square of light purple/pink color; while Phase 2 only has a square of pink/red. • Dashed purple lines provided in the legend are not located on the plan, yet a red dashed line is depicted on the plan but not identified on the legend.

	• Existing linework that is not pertinent to the site plan sheet creates clutter and creates a conflict when attempting to review plans. Omit linework and labels on the plan and in the legends that are not pertinent to the site plan and/or are not shown (i.e. including but not limited to flood zones, former lot lines, “Proposed Plaza Sheet +A4.08, “Parcel 2 (Bld V)”, etc.). • Remove gray color from existing buildings and structures to remain. The only area that should be darkened is the property not included in the development plan.
3b.	Comment addressed.
4.	Per Section 98-13(8)(c)(4) Provide existing and proposed ground mounted electrical and mechanical equipment and screening.
4.a.	Comment not addressed.
4.b.	Comment addressed.
5.	Per Section 98-13(8)(c)(5) Provide proposed fences and walls, including location, construction material, dimensions, setbacks, and height.
5.a.	Comment not addressed.
5.b.	Comment partially addressed. Label fence construction materials on Sheet AS1.10
5.c.	Comment addressed.
6.	Per Section 98-13(8)(c)(6) Provide existing and proposed utility lines, easements and adjacent rights-of-ways.
6.a.	Comment partially addressed. Although lines were demonstrated, certain data must be omitted. Refer to new comments below.
6.b.	Comment addressed.
7.	Per Section 98-13(8)(c)(7) Provide existing and proposed light pole locations.
7.a.	Comment not addressed. The legends for the lighting are inconsistent with the drawing and do not demonstrate whether they are existing or proposed.
7.b.	Comment partially addressed. See Photometric Plan table for further comments.
7.c.	Comment addressed.
8.	Per Section 98-13(8)(c)(8) Provide traffic flow markings and signage, including fire lane striping and the location of all curb cuts.
8.a.	Comment addressed.
9.	Per Section 98-13(8)(c)(9) Provide dumpster locations and detail for both trash and recycling showing required screening.
9.a.	Comment not addressed. Labels are not provided to demonstrate the required items.
9.b.	Comment partially addressed. Clearly label trash / recycling areas inside the residential building.
9.c.	Comment addressed.
10.	Per Section 98-13(8)(c)(10) Provide proposed location and elevations of wall sign areas and ground sign locations.
10.a.	Comment not addressed.
10.b.	Comment addressed.
11.	Per Section 98-13(8)(c)(13) Provide the location of all existing and proposed fire hydrants.
11.a.	Comment not addressed. Ensure they are labeled/identified to demonstrate whether the hydrants are existing or proposed.
11.b.	Comment partially addressed. Label locations of existing and proposed hydrants on Sheets AS1.10, A1.10A
11.c.	Comment addressed.

12.	Per Section 98-13(8)(c)(14) Provide the location of freestanding signs with setback measurements.
12.a.	Comment not addressed.
12.b	Comment partially addressed. Dimension distance of existing/proposed freestanding signs to property line on Sheet AS1.10, A1.10A.
12.c.	Comment partially addressed. The Hampton Inn located near this project has existing signage on the monument sign located along Hillsboro Drive. The proposed monument signage on Sheet AS1.17 only shows “tenant” space. Does this include the Hampton Inn? Please provide information for any arrangements regarding signage for the Hampton Inn.
12.d.	Comment addressed. Applicant has provided agreement between the hotel site and the applicant to provide the hotel location on proposed monument signage.
13.	Remove floor plan details from the site plan sheets.
13.a.	Comment addressed.
14.	Demonstrate how lighting details on Sheet AS2.00 satisfy the Pioneer Grove Architectural District standards.
14.a.	Comment not addressed. Details for two light fixtures/poles were provided; however, they have the same title the leftmost detail does not demonstrate compatibility with the Pioneer Grove Architectural District.
14.b.	Comment partially addressed. Please provide cut sheets for proposed fixtures and light poles that demonstrate colors / finishes.
14.c.	Comment addressed.
15.	Include a demolition plan, either as part of the phasing plan or as a separate plan sheet.
15.a.	Comment not addressed.
15.b.	Comment addressed.
16.	Traffic circulation within the property creates several unsafe conditions. Revise the internal road layout to minimize conflicts with adjoining hotel use and also address the following items: i. Evaluate the parking spaces on the east side of the central roadway (on the west side of the existing office building and north of the hotel). These spaces back into the proposed internal intersection, creating an unsafe condition. ii. Evaluate the function of the aforementioned internal intersection. This proposed access arrangement relies on access to / from the hotel property, which is not part of this application. iii. Access to / from the parking garage appears to be limited to right in / right out only. Based on anticipated movements of vehicles to and from the property from multiple access points, this does not appear to be realistic. Revise the layout to provide for additional access to the garage whilst allowing for the safe flow of vehicles along the central internal roadway. iv. The northbound turn into the loading area is not acceptable. Conflicts occur at the proposed roundabout and vehicles are not able to enter and exit the loading area in a forward direction.
16.a.	Comment not addressed. To be further discussed during DRC meeting.
16.b.	Comment not addressed. To be further discussed during DRC meeting.
16.c.	Comment addressed.
NEW COMMENTS 6/2/2022	

17.	Omit engineering data from the site drawings which are not pertinent to the site plan sheet (including but not limited to underground drainage, sanitary sewer lines, underground water). This data and similar must be located on drainage and engineering plans.
17.a.	Comment addressed.
18.	The phasing plan shows two square footages for the existing commercial building. If proposed to be modified, the conceptual master site plan must demonstrate how it will appear as proposed, not in its existing condition.
18.a.	Comment addressed.
19.	Parking space calculations demonstrated in site data calculations reference standard parking spaces as 9'x18' which is inconsistent with Schedule C. – *Parking Space Size and Configuration* of the Land Development Code. Revise the parking calculations to reflect standard sizes of 10'x20', residential and commercial compact as 9'x18'. Ensure data tabulations accurately reflect Code requirements.
19.a.	Comment addressed.
20.	Update site data tabulations to include "required" column listing the minimum floor area required for each proposed residential unit type consistent with Schedule A.- *Minimum Floor Areas for Multiple-Family Units* of the Land Development Code.
20.a.	Comment addressed.
21.	Remove dashed lines around proposed structures and areas of site.
21.a.	Comment addressed.
	RESIDENTIAL BUILDING
22.	Identify/Label building alphanumerically consistent with the label structure provided for all existing/proposed structures. Refer to comment no. 22 of Table A. – *Application/General Comments*.
22.a.	Comment addressed.
23.	Remove building signage elevations from the site details sheet.
23.a.	Comment addressed.
24.	Provide conceptual ground signage on the site details sheet demonstrating compliance with Chapter 102 and compatibility with the Pioneer Grove Design standards.
24.a.	Comment addressed.
	BUILDING A – PROPOSED 2-STORY OFFICE BUILDING
23.	Provide clear setbacks from structure to lot line.
23.a.	Comment acknowledged.
24.	Location of proposed building is demonstrated as being a proposed retention area. Provide clarification on the discrepancy and amend the plans accordingly. In addition, a proposed seven-foot setback from Natura Blvd, will hinder landscape installation. To be further discussed during DRC meeting.
24.a.	Comment acknowledged.
	BUILDING B – PROPOSED 3-STORY OFFICE BUILDING
	BUILDING C – EXISTING 2-STORY COMMERCIAL BUILDING
25.	Clarify what the black dashed lines surrounding the building represent. If this building is proposed to be partially demolished, remove label "to remain".
25.a.	Comment acknowledged.

26.	Remove label “Parcel 1 (BLD I-VI)”.
26.a.	Comment acknowledged.
27.	Remove label “2 Story Commercial Building”.
27.a.	Comment acknowledged.
28.	Clarify the drastic change in width of the walkway proximal to the round-about. Note that this proposed configuration does not demonstrate pedestrian compatibility or provide safe pedestrian access.
28.a.	Comment partially addressed. To be discussed during DRC meeting.
28.b.	Comment addressed.
	BUILDING D – EXISTING 6-STORY OFFICE BUILDING
29.	Remove labels referencing proposed flood designation line.
29.a.	Comment acknowledged.
30.	Remove label “Parcel 2 (BLD V)” and all other non pertinent labels.
30.a.	Comment acknowledged.
31.	If the square footage for the existing building is labeled, it must be exact. Revise the plans to accurately identify the square footage of the existing building.
31.a.	Comment acknowledged.
32.	Public plaza must provide dimensions and labels clearly identifying compatibility with meeting requirements for public recreation per Code Section 98-68.
32.a.	Comment acknowledged.
33.	Revise the plans to clearly demonstrate this portion of the property is part of the development plan.
33.a.	Comment acknowledged.
	NEW COMMENTS 12/28/22
34.	Provide a legend on Sheet AS1.10 for line work and colors.
34.a.	Comment addressed.
35.	Provide more detailing for Phase 1 off-site improvements on Sheet AS1.10
35.a.	Comment addressed.
36.	Lighten/remove dark dashed utility easement from the west property line through Building C then turning northward to the residential building and onward to the north property line.
36.a.	Comment addressed.
37.	Include Phase 1 off-site improvements on Sheet AS1.13 by color/phase.
37.a.	Comment addressed.
	NEW COMMENTS 6/15/23
38.	Sheet AS1.12: In the Unit Breakdown Table, under 1 bedroom units, Unit A1 falls below the PDD & Code required 700 sq. ft.
38.a.	Comment addressed.
39.	Sheet AS1.12: For the Minimum Floor Areas for Multifamily Units Table, how are average floor areas computed?
39.a.	Comment addressed.
40.	Sheet AS1.12: For the Minimum Floor Areas for Multifamily Units Table, the Studio unit row indicates a provided average floor area of 585 sq. ft. Unit S1 is the only type of Studio units and the Unit Breakdown Table indicates that the square footage is 620 sq. ft. Which is correct?
40.a.	Comment addressed.
41.	Sheet AS1.12: It is suggested that instead of average square footage rather than a minimum square footage be used, and that the column be populated with the

	smallest square footage unit of each type.
41.a.	Comment addressed.
42.	Sheet AS1.16: Space #1 within the garage has not room to back out. Please stripe this out with no parking in the one space.
42.a.	Comment addressed.
43.	Sheet AS1.16: Please provide double yellow striping from the entrance to the western north-south drive aisle.
43.a.	Comment addressed.
44.	Sheet AS1.17: The location map detail references directional signage but no examples are given.
44.a.	Comment addressed.
45.	Sheet AS1.17: LDC Section 102-9(a)(2) distinguishes setback from property line as a modifying factor for height, sign structure area, and sign face area. Larger signs may be possible than what is proposed.
45.a.	Comment addressed.
46.	Sheet AS1.17 (and others): It is suggested that Monument Sign B be relocated to the entry drive off Natura. Please see LDC Section 102-9(a)(1) and (2).
46.a.	Comment addressed.
47.	Sheet AS1.18: Updated details 5 and 6 to include “Building B” in the title.
47.a.	Comment addressed.

E.

	LANDSCAPE PLAN:
1.	Master Landscape Plan for the entire property is required in addition to the Landscape Plan for Phase 1. This includes Tree Disposition plans for the entire property.
1.a.	Comment not addressed. Northeast corner of site does not demonstrate proposed work consistent with the rest of the development site.
1.b.	Comment acknowledged.
	NEW COMMENT 6/3/2022
2.	Remove labels, “Not part of this permit”, “Existing parcel to remain part of the masterplan”, “All existing vegetation within this parcel is to remain”.
2.a.	Comment acknowledged.

F.

	ELEVATIONS:
1.	Elevations needs to be revised to demonstrate compliance with Pioneer Grove Architectural District standards.
1.a.	Comment not addressed.
1.b.	Comment partially addressed. To be discussed at future DRC meeting.
1.c.	Comment addressed.
2.	Per Section 98-13(8)(d)(2) Provide the general location of building wall signs and conceptual monument sign.
2.a	Comment not addressed. Remove proposed building signage from elevations and plan sheets and only demonstrate the *general* location of the building signage demonstrating compliance with Sign Chapter 102 of the Land Development Code.
2.b.	Comment addressed.
3.	Per Section 98-13(8)(d)(3) Show the location of all mechanical equipment showing adequate concealment.
3.a.	Comment not addressed. Identify location of proposed mechanical equipment.
3.b.	Comment acknowledged.

NEW COMMENTS 6/3/2022	
RESIDENTIAL BUILDING	
4.	Identify/Label building alphanumerically consistent with the label structure provided for all existing/proposed structures. Refer to comment no. 22 of Table A. – *Application/General Comments*.
4.a.	Comment acknowledged.
5.	Dimensions of features proposed on elevation were not provided. Per Section 98-13(8)(d)(1) Provide scale drawing illustrating all elevations of all principal and accessory buildings and structures, including height, dimensions, color, surface materials and texture.
5.a.	Comment acknowledged.
6.	Omit renderings from the Development Plan sets as they are not pertinent to the DRC review. These may be included with the CAB sets when directed by Staff they be submitted.
6.a.	Comment acknowledged.
BUILDING A – PROPOSED 2-STORY OFFICE BUILDING	
7.	Provide conceptual elevations in compliance with Code Sec. 98-13(8)(d)(1), which states Provide scale drawing illustrating all elevations of all principal and accessory buildings and structures, including height, dimensions, color, surface materials and texture.
7.a.	Comment acknowledged.
BUILDING B – PROPOSED 3-STORY OFFICE BUILDING	
8.	Per 98-13(8)(d)(1) Provide scale drawing illustrating all elevations of all principal and accessory buildings and structures, including height, dimensions, color, surface materials and texture.
8.a.	Comment acknowledged.
BUILDING C – EXISTING 2-STORY COMMERCIAL BUILDING	
9.	98-13(8)(d)(1) Provide scale drawing illustrating all elevations of all principal and accessory buildings and structures, including height, dimensions, color, surface materials and texture.
9.a.	Comment acknowledged.
BUILDING D – EXISTING 6-STORY OFFICE BUILDING	
10.	Per 98-13(8)(d)(1) Provide scale drawing illustrating all elevations of all principal and accessory buildings and structures, including height, dimensions, color, surface materials and texture.
10.a.	Comment acknowledged.
NEW COMMENTS 12/28/22	
11.	General architecture comments to be reviewed at a future DRC meeting.
11.a.	Comment addressed.
NEW COMMENTS 8/28/23	
12.	Signage for the Residential building shall conform to Section 102-8(b)(1) allowing one wall sign not to exceed 100 sq. ft. in area and two lines of text. The six (6) signs located on the west, north, and east exceed the allowed number of signs. Update Sheet AS1.17 accordingly or provide justification within the PDD Design guidelines for modification of this Code requirement.
12.a.	Comment addressed.
13.	It is staff's understanding that Sign 7 on the Residential building is intended for the building's leasing office. This sign is allowed under Section 102-8(b)(3).
13.a.	Comment addressed.
14.	Wall signage on Building C's south elevation on Sheet AS1.18 would not be

	allowed under Section 102-8(c)(2)(a) [street frontage] or Section 102-8(c)(2)(b)(5) [private drive aisle]. The façade is located too far away from the Natura right-of-way and is not located on entry drive to the site. Provide justification within the PDD Design guidelines for modification of this Code requirement.
14.a.	Comment addressed.
15.	Wall signage on the east and west façades of Buildings B and D and the north façade of Building D exceed allowed square footages under Section 102-8(c)(2)(a)(1). Provide justification within the PDD Design guidelines for modification of this Code requirement.
15.a.	Comment addressed.
16.	Provide a north elevation for Building C on Sheet A1.15.
16.a.	Comment addressed.
17.	Ensure consistency between sheets AS1.17 and AS1.18 showing sign locations and elevation sheets A1.13, A1.15, A1.27, A1.28, A1.30 and A1.31 by showing proposed sign location and sizes in a dashed line on the elevation sheets.
17.a.	Comment addressed.

G.	**PHOTOMETRIC PLAN:**
1.	Per Section 98-13(8)(h)(1) Provide a plan scaled consistently with the site plan, showing all buildings, structures, landscape areas and on-site parking.
1.a.	Comment not addressed. Partial floor plans are demonstrated on portions of buildings with no clarification as to why, the entire site does not demonstate footcandles, and the landscape is not shown on either the master photometric plan or phase 1 photometric plan. Additionally, no photometrics appear to be demonstrated for the northwesterly portion of the site.
1.b.	Comment addressed.
2.	Per Section 98-13(8)(h)(2) Provide a photometric layout of each existing and proposed light fixture and light pole, showing its maximum to minimum foot-candle level.
2.a.	Comment not addressed. Two tables are provided: one table with the proposed fixtures and one for the locations of the site. Revise the Luminaire Schedule tabulation to demonstrate the maximum and minimum luminance (in footcandles). Update the tables to consistently reference the proposed fixtures intended for the locations as identified in the Calculation Summary. Locations must also be identified on the photometric plan, if referenced in the tabulations.
2.b.	Comment addressed.
3.	Per Section 98-13(8)(h)(3) Provide a minimum foot candle taken at the property line.
3.a.	Comment not addressed.
3.b.	Comment partially addressed. Please provide foot candle measures along all property lines, particularly adjacent to the hotel site.
3.c.	Comment addressed.
4.	Per Section 98-13(8)(h)(5) Provide the location of all existing off site lighting, including rights-of-way lighting.
4.a.	Comment not addressed.
4.b.	Comment addressed.
5.	Per Section 98-13(8)(h)(6) Provide the details of all proposed light fixtures and

	light poles, showing maximum height, building material and color.
5.a.	Comment not addressed. Ensure details are provided in the photometric plan sheets. If an additional photometric sheet is required to demonstrate the details, ensure the index on the cover page is updated to reflect the change.
5.b.	Comment not addressed. Please provide cut sheets for specified fixtures on a second photometric sheet for the master plan and phase 1 plans.
5.c.	Comment addressed.
6.	Demonstrate how existing and proposed light fixtures will be designed to provide for a cohesive lighting design throughout the entire property.
6.a.	Comment not addressed.
6.b.	Comment addressed.
NEW COMMENT 6/15/23	
7.	Provide photometrics inside parking garage.
7.a.	Comment addressed.

H.	**ADDITIONAL COMMENTS:**
1.	All resubmittals shall be provided with a written narrative responding to all comments.
1.a.	Comment partially addressed. Ensure the response sheet is dated and includes the applicant letterhead/contact information.
1.b.	Comment addressed.
2.	Prior to the issuance of a building permit, the applicant must receive a Certificate of Concurrency Letter from the Planning and Development Services Department. This letter will serve as the Development Permit as required under Section 98-18 of the Land Development Code of the City of Deerfield Beach for approval of the site plan.
2.a.	Comment acknowledged.
3.	A Building permit will not be issued until the applicant has also received approval of an Engineering permit for the Environmental Services Department.
3.a.	Comment acknowledged.
4.	As with all developments in Deerfield Beach, before a building permit can be issued, this development must receive approval from the Broward County Environmental Protection and Growth Management Department, Development and Environmental Regulation Division (954-357-6666).
4.a.	Comment acknowledged.
5.	Per Section 98-14(f) An application for development plan shall be deemed to have been abandoned becoming null and void after six months of inactivity. If an application has no activity within this time frame, then a new application for development plan along with all applicable fees shall be submitted should the applicant wish to proceed with the project.
5.a.	Comment acknowledged.

DEVELOPMENT REVIEW COMMITTEE

Project Name:	**MAYLA DEERFIELD**	**Application No.:**	**21-PDD-03**
Reviewer Name:	**CAPTAIN MIKE HEFFERON**		
Department / Division:	**BSO FIRE PREVENTION**		
Position:	**CAPTAIN**		
Date of Review:	**11/02/23**		
Submittal No.:	**6**		

A.	**APPLICATION / GENERAL COMMENTS:**	
	1.	A complete set of permitted plans must be submitted for review and approval prior to all construction. All permitted plans must document on plans that a certificate of occupancy shall not be issued until the AHJ determines that the building is in compliance with section 118 (TWO WAY RADIO ENHANCEMENT SYSTEM) with Broward County Local Amendments to the Florida Fire Prevention Code 7TH Ed., NFPA 1-Fire Code, Florida Edition 2018, NFPA 101-Life Safety Code, Florida Edition 2018.
	1A	NOT ADDRESSED
	1B	ADDRESSED

B.	**SITE PLAN:**	
	1.	KNOX BOX REQUIRED IN MULTIPLE AREAS FOR PARKING GARAGE AND NEW APT BUILDING AND A KNOX KEY SWITCH FOR ALL ELECTRIC GATES
	1A	NOT ADDRESSED
	1B	NOT ADDRESSED
	1C	NOT ADDRESSED
	1D	ADDRESSED
	2.	FIRE DEPARTMENT SERVICE DELIVERY CONCURRENCY EVALUATION REQUIRED
	2A	ADDRESSED
	3.	DEMONSTRATE TURNING RADIUS OF 38FT INSIDE AND 50FT OUTSIDE RADIUS THROUGHOUT FIRE DEPARTMENT ACCESS ROADS FOR ALL NEW AND EXISTING BUILDINGS
	3A	NOT ADDRESSED
	3B	NOT ADDRESSED
	3C	NOT ADDRESSED

3D	ADDRESSED
4.	GENERAL DRIVE AISLE SHALL BE A MINIMUM OF 12 FT AND 20 FT WIDTH FOR FIRE DEPT ACCESS ROADS
4A	NOT ADDRESSED
4B	NOT ADDRESSED
4C	ADDRESSED
5.	VERTICAL CLEARANCE OF 14 FT REQUIRED FOR FIRE APPARATUS
5A	NOT ADDRESSED
5B	NOT ADDRESSED
5C	ADDRESSED
6.	NO PARKING SIGNAGE, PAINTED CURBS AND OR FIRE LANE STRIPPING REQUIRED FOR FIRE LANES, FIRE DEPT ACCESS ROADS AND IN FRONT OF FDC CONNECTIONS
6A	NOT ADDRESSED
6B	NOT ADDRESSED
6C	NOT ADDRESSED
6D	NOT ADDRESSED (ALL SIGNAGE SHALL BE LOCATED ON THE MARKING AND SIGNAGE PLAN C-2.0, C-2.1, C-2.2, C-2.3)
6E	ADDRESSED
7.	BUILDING ACCESSIBILITY FROM FIRE DEPT ACCESS ROADS 1. NOT MORE THAN 150FT FROM FIRE DEPT ACCESS ROADS FOR UNSPRINKLERED BLD. 2. NOT MORE THAN 450 FT FROM FIRE DEPT ACCESS ROADS FOR SPRINKLERED BUILDINGS. (FOR NEW AND EXISTING BUILDINGS)
7A	NOT ADDRESSED
7B	NOT ADDRESSED
7C	NOT ADDRESSED (EXCEEDS 150 FT)
7D	ADDRESSED
8.	A SINGLE EXTERIOR DOOR PROVIDING ACCESS TO THE INTERIOR OF ANY BUILDING MUST BE LOCATED WITHIN 50 FT OF A FIRE DEPT ACCESS ROAD FOR ALL NEW AND EXISTING BUILDINGS
8A	NOT ADDRESSED BLD B DOESN'T MEET THE 50 FT REQUIREMENT
8B	NOT ADDRESSED
8C	ADDRESSED
9.	MULTIPLE FDC REQUIRED BASED ON FIRE DEPT ACCESS TO THE PARKING GARAGE AND NEW APTS
9A	NOT ADDRESSED
9B	NOT ADDRESSED
9C	ADDRESSED
10.	HYDRANT SPACING SHALL NOT EXCEED 350FT LINEAR SEPERATION FOR ALL APARTMENT BUILDINGS AND HYDRANTS SHALL BE NO FURTHER THAN 175 FT FROM BUILDINGS BEING CONSTRUCTED AND NOT LESS THAN 40 FT FROM THE BUILDING
10A	NOT ADDRESSED
10B	NOT ADDRESSED MISSING PLAN C3.1 WATER AND SEWER PLAN
10C	NOT ADDRESSED (WATER AND SEWER PLAN DO NOT MATCH C-30 INDEX PLAN. PROVIDE EACH C-2.1, C-2.2, C-2.3, C-2.4 AND SHALL MATCH C-10.0
10D	ADDRESSED
11.	CLEARLY ID THE FIRE SPRINKLER, STANDPIPE POINT OF SERVICE
11A	NOT ADDRESSED

11B	NOT ADDRESSED
11C	NOT ADDRESSED
11D	ADDRESSED

DEVELOPMENT REVIEW COMMITTEE

Project Name:	**Hillsboro Center Mayla Deerfield Major Site Plan**	**Application No.:**	**21-PDD-03**
Reviewer Name:	**Alfonso Orellana**		
Department / Division:	**Environmental Services**		
Position:	**Plans Reviewer**		
Date of Review:	**11-16-23**		
Submittal No.:	**6**		

A. CONCEPTUAL ENGINEERING PLAN:

	NEW COMMENT:
1.	All points of service connections for water and sewer shall be located at the Public Right of Way. The City will not maintain water and sewer beyond public limits.
1.a	COMMENT ADDRESSED.

B. ADVISORY COMMENTS:

1.	Provide copies of all permits from agencies having jurisdiction at the time of Engineering Permit Application, including, but not limited to Broward County EPGMD.
1.a	COMMENT ACKNOWLEDGED
2.	All work in public right-of-way shall be done in strict compliance with the rules and regulations of the City of Deerfield Beach Code of Ordinances, Manual on Uniform Traffic Control Devices, the Occupational Safety and Health Administration, the Americans with Disabilities Act, AASTHTO “Green Book”, Broward County and FDOT. Civil Engineering Plans must include, as applicable, the following: a. Demolition Plan b. Stormwater Pollution Prevention Plan/ E&SC Plan c. Paving, Grading and Drainage Plans and Details d. Water and Sewer Standard Details e. Pavement Markings and Signing plan in accordance with the MUTCD latest edition
2.a	COMMMENT ACKNOWLEDGED

3.	**DAMAGE BY CONTRACTOR** A. The Contractor shall protect from damage by construction operations, all public streets sidewalks, landscape, irrigation, signage, striping, pavements, including all base courses and surface courses, that abuts the work area. B. Any sidewalk, base course or surface course beyond those limits, damaged as a result of the Contractor's operation, shall be restored in accordance with prevailing applicable professional standards, to the satisfaction of the City of Deerfield Beach, and to the satisfaction of any other governing authority having jurisdiction over the work area. C. Any damage to adjacent lanes of pavement will require the Contractor to resurface the entire lane width for a length, as approved by the City of Deerfield Beach. When the damage amounts to 25 percent or more in any one block (approximately 600 feet), the Contractor shall resurface the entire width of the lanes in which the damage occurred for the entire block. D. The Contractor is hereby notified that wherever the line for repaving for trenches extends one foot into the edge of the existing paving, he shall repave to this edge only. Full lane paving will not be required. Damage to the pavement beyond this line by the Contractor will require that he repave the full width.
3.a	COMMMENT ACKNOWLEDGED
4.	Prior to issuance of a Certificate of Occupancy, all applicable Water and Sewer connection fees will be paid as stipulated in the City of Deerfield Beach Code Sections 70-132 and 70-75.
4.a	COMMMENT ACKNOWLEDGED

DEVELOPMENT REVIEW COMMITTEE

Project Name:	**Mayla Deerfield**	**Application No.:**	**21-PDD-03**
Reviewer Name:	**Harold Hoyte**	**Project Address:**	**600-700 W Hillsboro Blvd.**
Department/Division:	**Landscape**		
Position:	**Landscape Architect**		
Date of Review:	**12/13/23**		
Submittal No.:	**6**		

A.	**LANDSCAPE PLAN:**	
	1.	The submitted site and landscape plans are part of a larger site as described in the rezoning application, which also needs full describe the landscape design guidelines. Limited general comments are able to be made at this time. Comments will be forthcoming on resubmittal.
	1.a	Comment not addressed. PDD application includes the rezoning of the eastern parcel(s). The combining of sites will require that all parcel(s) within the PDD be included in landscape calculation, therefore add the parcel(s) to the overall calculations for landscape. Limited general comments are able to be made at this time. Comments will be forthcoming on resubmittal.
	1.b	Comment not addressed. Add phases 3 and 4 existing plant material to satisfy the overall landscape calculations. Also, each phase shall meet the landscape code. Prepare landscape charts for each phase.
	1.c	Comment not addressed. Keep the currently prepared combined site plan and charts. Prepare plans and charts for the 2 parcels shown on Exhibit “D” in the design guidelines. Each parcel shall meet the minimum landscape requirements.
	1.d	Comment not addressed. Add perimeter screening hedges along Hillsboro Blvd. and Natura Blvd. screening parking from roadways. Show on sheets L-212 and L-214 and modify the plant list.
	1.e.	Comment addressed.
	2.	Existing trees removed from the site must be mitigated per Section 98-81 (h). The plans submitted show the removal of several existing palms and trees on the parcel, however, do not show the mitigation calculation. Mitigation for non-specimen trees is 1.5 times the existing canopy. Trees and palms over and above those required shall count to reduce mitigation.
	2.a	Comment not addressed. Add eastern parcel(s) to the existing tree list survey. Revise the mitigation calculation accordingly.
	2.b	Comment not addressed. On tree disposition sheets, add appraisals for specimen trees that are being removed. These are trees with 18 inches diameter at breast height (DBH) and in good condition (60%).

2.c	Comment addressed 5/23/23. Will pay $6,031 to the Tree Preservation Fund.
3.	Per Section 98-81(2)(b) mitigation, once determined, may be achieved in two ways; (1) the applicant may plant additional trees on the site to satisfy this requirement or (2) for trees which cannot be mitigated on site, the applicant will have to pay into the Tree Preservation Fund. For payment made into the Beautification Fund for trees that cannot be reasonably placed on site, see Section 98-81(2) (c), the calculation is "$200 per three inches of caliper". Note on plan which mitigation option is chosen and the monetary balance to be paid to Beautification Fund.
3.a	Comment not addressed. Need exact amount of paid mitigation on the drawing, recalculate to include eastern parcel(s).
3.b	Comment not addressed. Revise the amount shown on L-202 to include the specimen tree appraisals.
3.c	Comment addressed 5/23/23. The mitigation amount is shown on the plan.
3.d	Comment not addressed 8/24/23. Add the "Total mitigation of $25,440.91" note to sheet L-202.
3.e.	Comment addressed.
4.	Section 98-80 (j) outlines tree/ palm and shrub size specifications. Revise the plans and plant list to ensure all plant material shown meets or exceeds the code so that they may count toward the landscape requirements.
4.a	Comment addressed. 5/4/2022
5.	Spacing on shrub are to be equal to the spread per Section 98-80 (j)(5).
5.a	Comment not addressed. "CIR, CGS, SAT" are all fast growing and should be planted farther apart.
5.b	Comment addressed 11/3/22.
6.	Palms are to be specified in graywood per Section 98-80 (j) (3); Sabal Palms by clear trunk.
6.a	Comment not addressed. Clear trunk added.
6.b	Comment not addressed. Revise Sabal Palm specifications on L-220.
6.c	Comment addressed 5/23/23.
7.	Show canopy of all trees/ palms on the adjacent properties
7.a	Comment not addressed. Include existing trees to remain.
7.b	Suggest removal of the Black Olives along the outparcel next to areas of construction. Provide appraisals for these trees, even if it is decided to keep these trees.
7.c	Comment addressed 5/23/23. Trees removed and mitigated.
8.	Groundcover shall have 75% coverage, 100% in 3 months per Section 98-80 (j)(7).
8.a	Comment addressed. 5/4/2022
9.	Add a plant list summary to each sheet.
9.a	Comment not addressed.
9.b	Comment not addressed. Add focused plant list on sheet L-214.
9.c	Comment addressed 5/23/23.
10.	Show location of light poles on the landscape plans. Indicate the offsets on the plans; poles are 15 feet from trees and 7 feet from palms.
10.a	Comment not addressed.
10.b	Comment addressed 11/3/22.
11.	Add tree appraisals value using 'The Guide to Tree Appraisals' Trunk Formula for specimen trees (18 inch or greater Diameter at Breast Height) to the mitigation chart.

11.a	Comment not addressed. Revise to include eastern parcel(s). Remove trees which have a condition rating less than 60%.
11.b	Entire scope must be addressed, however may choose to phase actual removals at permitting.
11.c	Comment addressed 5/23/23.
	New Comments 5/25/23,
12.	Show the landscape Improvements to medians on Natura Blvd. shown in Phase 1. This will warrant a survey of the existing trees/ palms in the medians.
12.a	Comment addressed 8/24/23.
13.	Show all existing plant material in all phases, including trees, shrubs, and ground cover. Perimeter landscape and sign landscape requirements are some of the requirements deficient as a result of not including existing plant material in Phases 2 and 4.
13.a	Comment addressed 8/24/23.
14.	Move trees and palms so they are not in conflict with the lighting offsets. See sheets, L-213, 215, and 211 for example, review all sheets.
14.a	Comment addressed 8/24/23.
15.	Show water and sewer lines on the landscape plans, and add root barriers for trees or palms within 6' of underground utilities. Revise landscape plans accordingly.
15.a	Comment addressed 8/24/23.
16.	Show all sight lines per Section 98-80 (i). Natura Blvd. and Hillsboro Blvd. require FDOT standards Section 98-80 (i) (3).
16.a	Comment addressed 8/24/23.
17.	Add a note to the landscape plans which states that the "Existing landscape in decline or in poor condition shall be replaced"
17.a	Comment addressed 8/24/23.
18.	Per Section 98-80 (e) (8), add 1 additional interior island based on the 30 additional parking spaces. Three (3) are required and only 2 were provided.
18.a	Comment addressed 8/24/23.
19.	Per Section 98-80 (e) (9) and (e) (11), add 1 tree and 20 shrubs or ground cover in the terminal and interior islands for all phases.
19.a	Comment addressed 8/24/23.
20.	Revise the hatch pattern on sheet AS1.13, to a color or scale which allows clearer definition between phases.
20.a	Comment addressed 8/24/23.

B.	**IRRIGATION PLAN:**
1.	The submitted irrigation plans are part of a larger site as described in the rezoning application, which also needs to fully describe the irrigation design guidelines. Limited general comments are able to be made at this time. Comments will be forthcoming on resubmittal.
1.a	Comment not addressed.
1.b	Comment not addressed. Add note to the appropriate plans to communicate intent to just modify certain areas of plan.
1.c	Comment addressed 5/23/23. Note added to plans.
2.	Add rain sensor location and detail.

2.a	Comment addressed. 5/4/2022

DEVELOPMENT REVIEW COMMITTEE

Project Name:	**Mayla Deerfield Major Site Plan**	**Application No:**	**21-PDD-03**
Reviewer Name:	**Cesar E. Osegueda**		
Department / Division:	**Sustainable Management**		
Position:	**Code Compliance Spec.**		
Date of Review:	**08/15/2023**		
Submittal No:	**Submittal 5**		

A.	**RECYCLING & SOLID WASTE DIVISION:**	
1.	The above Site Plan Application, located at 600 & 700 W Hillsboro Blvd. Deerfield Beach, FL 33441 has been reviewed by the Sustainable Management Dept. (Recycling and Solid Waste Management) and was found to be Acceptable as it relates to collection services and location of Recycling/Solid Waste Receptacles. The Sustainable Management Department of City of Deerfield Beach will provide a front end loader service for solid waste and recycling collection. Mayla Deerfield's maintenance staff will roll out the dumpsters to a safe place for collection on the days of service schedule and must roll them into the building after serviced.	

DEVELOPMENT PLAN APPLICATION

PROVIDE IN FULL THE FOLLOWING INFORMATION (TYPE OR PRINT LEGIBLY)

One application may be submitted for multiple requests. Unless otherwise directed by staff, the following items with associated attachments are required for staff to determine the application is complete for processing by the City.

PROJECT INFORMATION:

TYPE OF REQUEST (check all that apply)

☑ New Site Plan / Site Plan Modification (See Attachment A)	☑ Plat or Plat Note Amendment (See Attachment F)
☑ Community Appearance Board (See Attachment B)	☐ Conditional Use (See Attachment G)
☐ Variance (See Attachment C)	☐ Vacation & Abandonment (See Attachment H)
☐ Technical Deviation (See Attachment D)	☐ ROW Variance (See Attachment I)
☑ Rezoning (See Attachment E)	☐ Sign Variance (See Attachment J)

Project Name: Mayla Deerfield

Property Owner: G&C Hillsboro Investors, LLC

Applicant (if different from Owner): Grover & Corlew, LLC

Agent (if different from Owner/Applicant): Greenspoon Marder LLP/Dennis D. Mele

Address of Property: 600 and 700 Hillsboro Boulevard

Legal Description of Property (lot, block, tract, subdivision): See attached.

Description of Project: A request for rezoning from B-2 to Planned Development District to facilitate redevelopment of 14 acres on Hillsboro Boulevard with office and residential uses. Companion site plan and plat applications are aslo included with this request.

New Development (Y/N):	Yes	Modification to Existing Development (Y/N):	Yes
Zoning District:	B-2	Future Land Use Category:	Medium High 25 Mixed Use
Existing Use:	Office	Proposed Use:	Office and Residential
Lot Area (acres):	16.5 gross	Number of Dwelling Units (proposed):	360
Sq. Ft. of Structure (existing):	298,682 office	Sq. Ft. of Structure (proposed):	242,000 Office and 443,670 Residential

Agent Signature:	Dennis D. Mele	Owner Signature:	see attached
Name Printed:	Dennis D. Mele	Name Printed:	Mark Corlew, Manager
Address:	200 East Broward Blvd., Fort Lauderdale, FL 33301	Address:	1499 W. Palmetto Park Rd., Suite 415 Boca Raton, FL 33486
Telephone:	(954) 527-2409	Telephone:	(561) 272-2203
Email:	dennis.mele@gmlaw.com	Email:	mcorlew@grovercorlew.com

Deerfield Beach
Florida

DEVELOPMENT PLAN APPLICATION

PROVIDE IN FULL THE FOLLOWING INFORMATION (TYPE OR PRINT LEGIBLY)

One application may be submitted for multiple requests. Unless otherwise directed by staff, the following items with associated attachments are required for staff to determine the application is complete for processing by the City.

PROJECT INFORMATION:

TYPE OF REQUEST (check all that apply)

☑ New Site Plan / Site Plan Modification (See Attachment A)	☑ Plat or Plat Note Amendment (See Attachment F)
☑ Community Appearance Board (See Attachment B)	☐ Conditional Use (See Attachment G)
☐ Variance (See Attachment C)	☐ Vacation & Abandonment (See Attachment H)
☐ Technical Deviation (See Attachment D)	☐ ROW Variance (See Attachment I)
☑ Rezoning (See Attachment E)	☐ Sign Variance (See Attachment J)

Project Name: Mayla Deerfield

Property Owner: G&C Hillsboro Investors, LLC

Applicant (if different from Owner): Grover & Corlew, LLC

Agent (if different from Owner/Applicant): Greenspoon Marder LLP/Dennis D. Mele

Address of Property: 600 and 700 Hillsboro Boulevard

Legal Description of Property (lot, block, tract, subdivision): See attached.

Description of Project: A request for rezoning from B-2 to Planned Development District to facilitate redevelopment of 14 acres on Hillsboro Boulevard with office and residential uses. Companion site plan and plat applications are aslo included with this request.

New Development (Y/N):	Yes	Modification to Existing Development (Y/N):	Yes
Zoning District:	B-2	Future Land Use Category:	Medium High 25 Mixed Use
Existing Use:	Office	Proposed Use:	Office and Residential
Lot Area (acres):	16.5 gross	Number of Dwelling Units (proposed):	360
Sq. Ft. of Structure (existing):	298,682 office	Sq. Ft. of Structure (proposed):	239,672 Office and 443,670 Residential

Agent Signature:	Owner Signature:
Name Printed: Dennis D. Mele	Name Printed: Mark Corlew, Manager
Address: 200 East Broward Blvd., Fort Lauderdale, FL 33301	Address: 1499 W. Palmetto Park Rd., Suite 415 Boca Raton, FL 33486
Telephone: (954) 527-2409	Telephone: (561) 272-2203
Email: dennis.mele@gmlaw.com	Email: mcorlew@grovercorlew.com

38483.0005
45035234v1

INTERNAL USE ONLY:

SUBMITTAL DATE: _____

REQUEST SUBMITTED	APPLICATION NO:	FEES Required	FEES Provided	REQUEST SUBMITTED	APPLICATION NO:	FEES Required	FEES Provided
Site Plan - Residential		$2000 + $10/unit + $100 (Fire)	$5,600 $100.00	**Site Plan Modification - Major**		$2000 + $100 (Fire)	
Site Plan - Nonresidential		$2000 + $20 / 1000 GFA + $100 (Fire)		**Site Plan Modification - Minor**		$500 + $100 (Fire)	
						$1000 + $50/acre (Nonres)	$5260.00
Community Appearance Board (CAB)		$50		**Plat or Note Amendment**		$1000 + $40/acre + $10/unit (Res)	
						$550 (Note)	
Variance (Site Plan)		$1000					
Variance (ZASM)		$300		**Conditional Use**		$1000 / $300	
Sign Variance		$550					
Technical Deviation		$500		**ROW Vacation / Abandonment**		$1,350	
Rezoning		$2000	$2,000	**Easement Vacation / Abandonment**		$1,350	

Total Fees Paid: $12,960.00

Cost Recovery

Account No.	Project No.	Project Name	Service	Deposit Amount	Date Received	Check No.	Receipt No.
				$5,000.00			

Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

KEVIN J. THIBAULT
SECRETARY

June 24, 2022

THIS PRE-APPLICATION LETTER IS VALID UNTIL – June 24, 2023
THIS LETTER IS NOT A PERMIT APPROVAL

Clifford Loutan / Federico Valencia
Sun-Tech Engineering, Inc
4577 Nob Hill Rd, Suite 102
Sunrise FL 33351

Dear Clifford Loutan / Federico Valencia:
RE: Pre-application Review for **Category D Driveway,** Pre-application Meeting Date: **January 13, 2022**
Broward County - Deerfield Beach; SR 810; Sec. # 86120000; MP: 0.29; Access Class - 5;
Posted Speed - 40; SIS - Influence Area; Ref. Project: FM 436964.1-Vanita Saini-INTERCHANGE - ADD LANES

Request: Maintain existing right-in/right-out driveway on the south side of SR 810, approximately 380 feet west of SW Natura Blvd.

SITE SPECIFIC INFORMATION
Project Name & Address: **Mayla Deerfield – 700 West Hillsboro Blvd, Deerfield Beach FL 33441**
Property Owner: **G&C Hillsboro Investors, LLC**; Parcel Size: **9.5 Acres** Development Size: **310 Residential DU.**

WE APPROVE YOUR REQUEST

This decision is based on your presentation of the facts, site plan and survey - please see the conditions and comments below. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

Conditions:
- **A minimum driveway length of 200 feet, as measured from the ultimate right-of-way line to the first conflict point shall be provided.**
- **A right turn lane is required and shall meet the minimum requirements in the Florida Design Manual (FDM) and shall provide space for a buffered bicycle lane.**
- **The existing raised median along the driveway shall remain.**
- **A traffic study is required. The study shall include operational analysis at the SR 810 and Natura Blvd intersection to evaluate the need of off-site improvements, such as turn lane extensions.**
- **Provide trip generation and trip assignment at the interchange to the SIS office prior to Permit application.**

Comments:
- **All driveways not approved in this letter must be fully removed and the area restored.**
- A Drainage Permit is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage).
- The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway System and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval**. The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: https://osp.fdot.gov; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.
Please contact the Access Management Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter and Permits Office - Tel. # 954-777-4383 with any questions regarding permits.

Sincerely,

Dalila Fernandez, P.E.
District Access Management Manager

cc: Jonathan Overton, P.E., Anthony Beecher
File: S:\Transportation Operations\Traffic Operations\Access Management\1. Pre-Apps and Variance\2022-01-13\4. 86120000 MP 0.3 SR 810_Mayla Deerfield\86120 MP 0.3 SR 810_Mayla Deerfield.docx

Mayla Deerfield

Deerfield Beach, Florida

prepared for

Grover Corlew

traffic study

TRAFTECH ENGINEERING, INC.

February 2022

TRAFTECH
ENGINEERING, INC.

February 25, 2022

Mr. Matthew Lynch
Grover Corlew
600 W. Hillsboro Avenue, Suite 110
Deerfield Beach, Florida 33441

Re: Mayla Deeerfield – Deerfield Beach, Florida
Updated Traffic Engineering Study

Dear Matthew:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the updated traffic study for the Mayla Deerfield development planned to be located at 600 and 700 West Hillsboro Boulevard in the City of Deerfield Beach in Broward County. The revised report addresses all traffic-related comments provided by the City of Deerfield Beach's transportation consultant.

It has been a pleasure working with you on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

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

TABLE OF CONTENTS

INTRODUCTION 1

INVENTORY 3
Existing Land Use 3
Proposed Land Use and Access 3

EXISTING CONDITIONS 4
Roadway System 4
Nearby Intersections 4

TRAFFIC COUNTS 6

TRIP GENERATION 10

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT 14

TRAFFIC ANALYSES 17
Future Conditions Traffic Volumes 17
Level of Service (LOS) Analyses 23
Westbound Hillsboro Boulevard and Northbound I-95 24
Need for Turn Lanes 25

CONCLUSIONS 26

LIST OF FIGURES

FIGURE 1 – Project Location Map 2
FIGURE 2 – Existing Lane Geometry 5
FIGURE 3A – Existing Traffic Counts 8
FIGURE 3B – Existing Traffic Counts 9
FIGURE 4A – Project Traffic Distribution & Assignment 15
FIGURE 4B – Project Traffic Distribution & Assignment – Cont. 16
FIGURE 5A – Background Traffic (Year 2024) 19
FIGURE 5B – Background Traffic (Year 2024 – Cont.) 20
FIGURE 6A – Total Traffic with Project (Year 2024) 21
FIGURE 6B – Total Traffic with Project (Year 2024 – Cont.) 22

LIST OF TABLES

TABLE 1 – Trip Generation (Existing Uses) 12
TABLE 2 – Trip Generation – (Proposed Mixed- Use Residential – Phase 1. 12
TABLE 3 – Trip Generation (Existing Uses) 13
TABLE 4 – Trip Generation – (Proposed Mixed- Use Residential – Phase 2. 13
TABLE 5 – Intersection Capacity / Level of Service Analyses 23

APPENDICES

APPENDIX A – Site Plan & Traffic Methodology
APPENDIX B – Traffic Counts

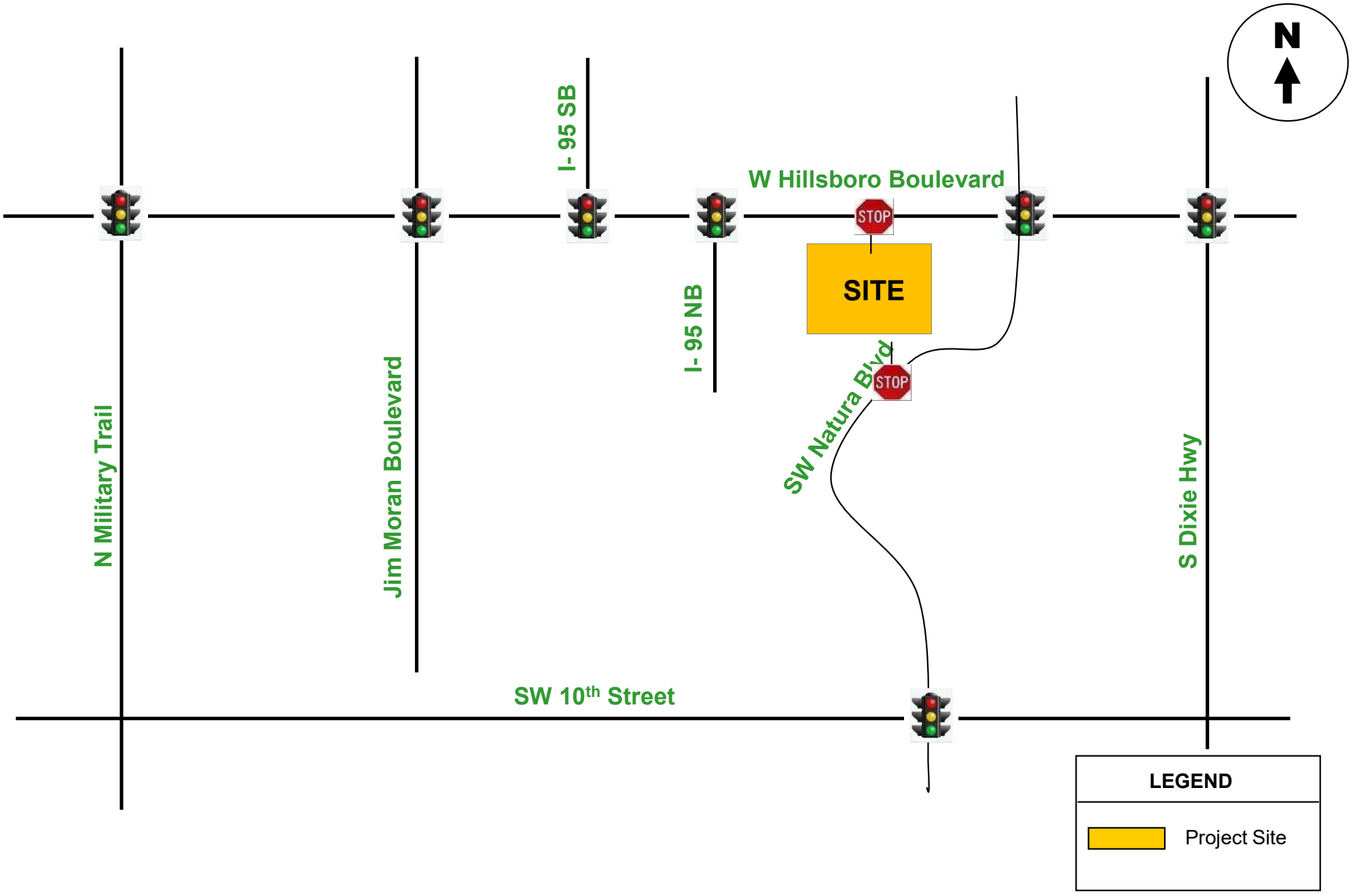
APPENDIX C – Signal Timing, PSCF, Historical Data, and Growth Rate
APPENDIX D – Covid-19 Factors
APPENDIX E – Future Turning Movement Volumes
APPENDIX F – SYNCHRO Analyses

INTRODUCTION

Mayla Deerfield is a proposed mixed-use development planned to be located on the south side of West Hillsboro Boulevard between I-95 and SW Natura Boulevard in the City of Deerfield Beach in Broward County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained by G&C Hillsboro Investors LLC to conduct a traffic study in connection with the proposed development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Impact Analysis
7. Conclusions and Recommendations



TRAFTECH ENGINEERING, INC.

LOCATION MAP

FIGURE 1

Myla Deerfield

Deerfield beach, Florida

INVENTORY

Existing Land Use and Access

The project site currently consists of three office buildings and a parking garage. The three office buildings consist of the following square footages:

- 600 Hillsboro: 116,250 square feet
- 700 Hillsboro Bldg #1: 39,242 square feet
- 700 Hillsboro Bldg #2: 60,622 square feet

Total **216,114 square feet**

Access to the site is provided via a right-turn in/right-turn out driveway on West Hillsboro Boulevard, one full access driveway on Natura Boulevard aligning with Natura Avenue, and three minor driveways on Natura Boulevard (two north and east of the full access driveway and one west of the full access driveway).

Proposed Land Uses and Access

The project will be re-developed in two phases. Phase 1 will add residential units and will eliminate office space. Phase 2 is currently being evaluated and if finalized, may add new office square footage to the site. The new land uses and intensities for each phase are as follows:

Phase 1

- Residential (the addition of up to **360 mid-rise dwelling units**)
- Reduction of Existing **Office Use** from 216,114 sf to **169,672 sf**

Phase 2

- Addition of Parking Deck Office Use (+45,000 sf) and Natura Blvd Offices (+25,000 sf) for an overall increase in **Office Use** from 169,672 sf to **239,672 sf**

Access to the site will remain unchanged (same as existing conditions). The proposed development is anticipated to be built and occupied in 2024. Appendix A contains a copy of the proposed site plan for the project site.

EXISTING CONDITIONS

This section addresses the existing roadway system located in the vicinity of the project site and nearby intersections.

Roadway System

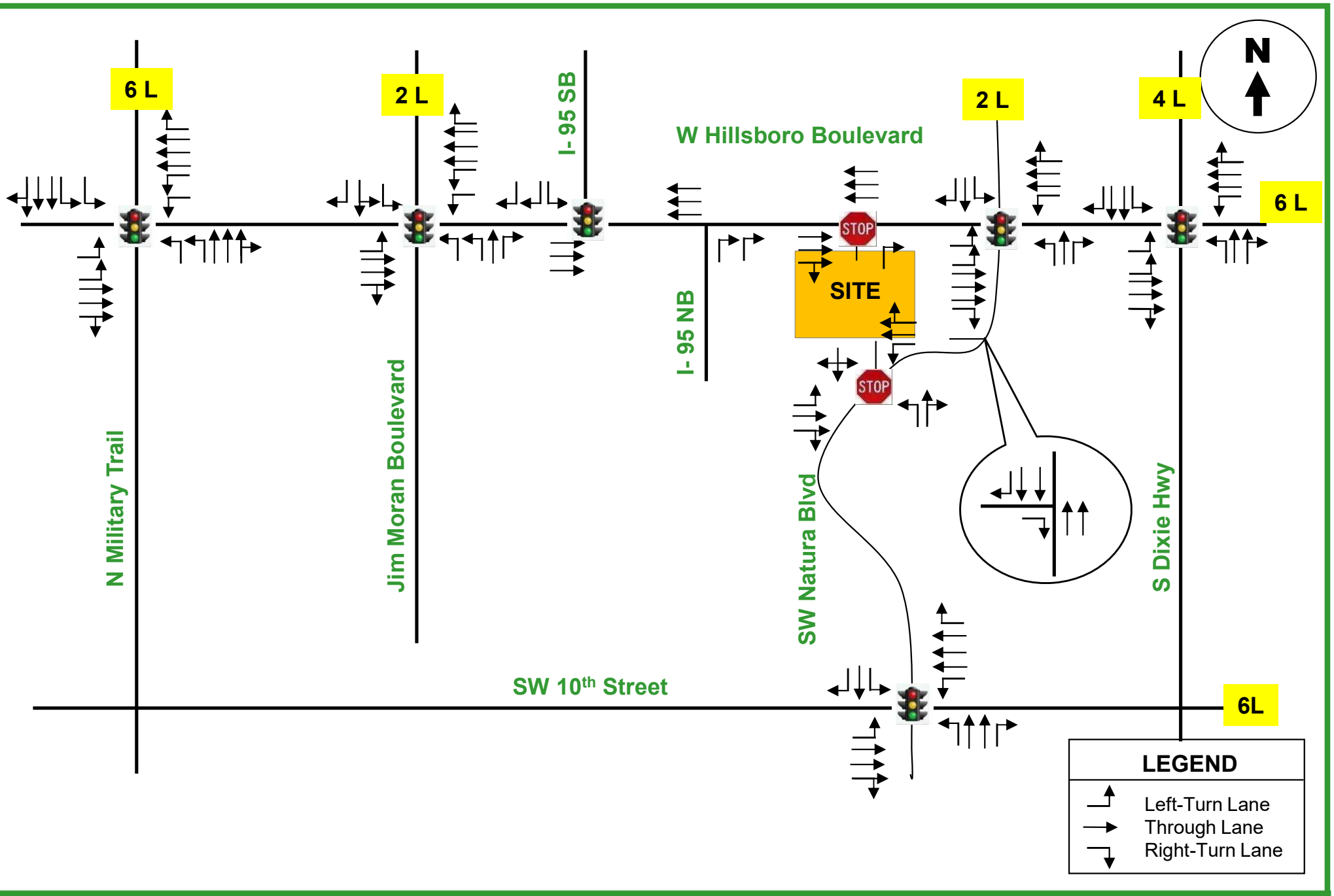
The roadway system located near the project site includes W. Hillsboro Boulevard, SW 10th Street, Military Trail, Jim Moran Boulevard, I-95 northbound and southbound ramps, and Dixie Highway.

Nearby Intersections

Nine intersections plus the driveways were identified as the locations that will be impacted the most by the proposed project. These nine intersections include:

1. Hillsboro Boulevard and Military Trail (signalized)
2. Hillsboro Boulevard and Jim Moran Boulevard (signalized)
3. Hillsboro Boulevard and I-95 SB Ramp (signalized)
4. Hillsboro Boulevard and I-95 NB Ramp (unsignalized)
5. Hillsboro Boulevard and Access Driveway (unsignalized)
6. Hillsboro Boulevard and Natura Boulevard (signalized)
7. Hillsboro Boulevard and Dixie Highway (signalized)
8. Natura Avenue and Natura Boulevard (unsignalized)
9. SW 10 Street and Natura Boulevard (signalized)
10. The Westbound to Northbound I-95 on-ramp

Figure 2 shows the existing lane geometry of the nine intersections selected for analysis purposes. The number of lanes on the street system surrounding the project site is also depicted in the figure.



TRAFTECH ENGINEERING, INC.

EXISTING LANE GEOMETRY

FIGURE 2

Myla Deerfield

Deerfield Beach, Florida

TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with Video Data Solutions collected intersection turning movement counts at the nine study intersections (the I-95 ramp counts is presented at the end of this report). The intersection turning movement counts were collected on Wednesday, April 7, 2021 from 7:00 AM and 9:00 AM and from 4:00 PM and 6:00 PM at the following intersections located near the project site:

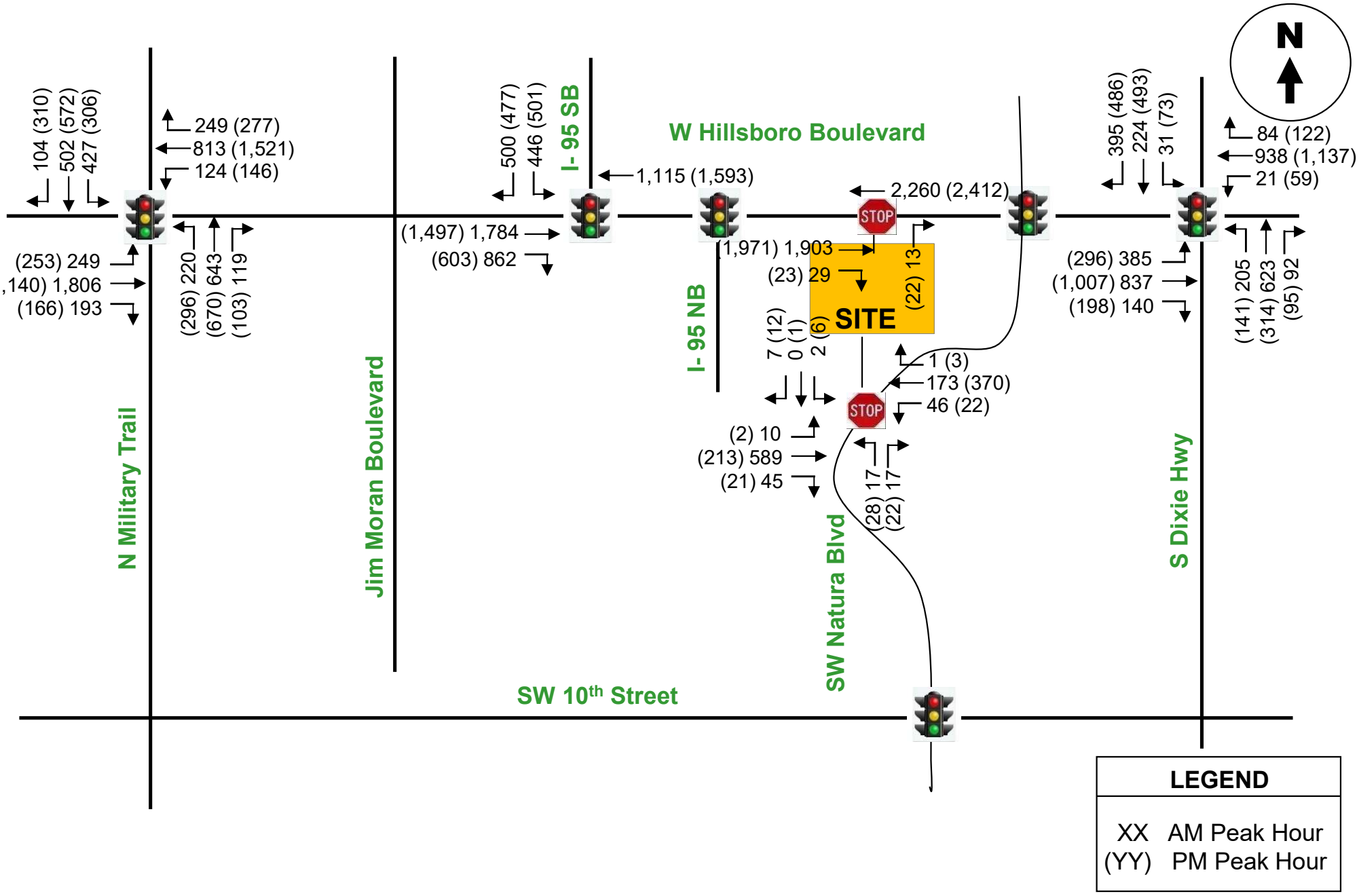
1. Hillsboro Boulevard and Military Trail
2. Hillsboro Boulevard and Jim Moran Boulevard
3. Hillsboro Boulevard and I-95 SB Ramp
4. Hillsboro Boulevard and I-95 NB Ramp
5. Hillsboro Boulevard and Access Driveway
6. Hillsboro Boulevard and Natura Boulevard
7. Hillsboro Boulevard and Dixie Highway
8. Natura Avenue and Natura Boulevard
9. SW 10 Street and Natura Boulevard

Appendix B contains the intersection turning movement counts, as collected in the field. The latest signal timing plans for the signalized intersections were obtained from Broward County Traffic Engineering Division and is included in Appendix C. The traffic counts were adjusted to account for peak season conditions. An adjustment factor of 1.01 was applied to the traffic counts collected in the field to reflect peak season conditions. The State-published peak season adjustment factors are also contained in Appendix C.

Machine traffic counts were collected during a 3-day period near the following nearby FDOT traffic count stations:

SITE 860008 (SR 810/Hillsboro Blvd - E of SR 9/I-95)
SITE 860070 (SW 10 St - E of SR 9/I-95)
SITE 864081 (I-95 NB Ramp from SR 869/SW 10 St)
SITE 869125 (Natura Blvd – S of Hillsboro Blvd)

Additionally, the machine traffic counts were reviewed to account for the effects of COVID-19. The calculations used to account for COVID-19 are reflected in Tables D-1 thru D-3 located in Appendix D. Figures 3a and 3b shows the 2021 peak season AM and PM peak hour traffic volumes.



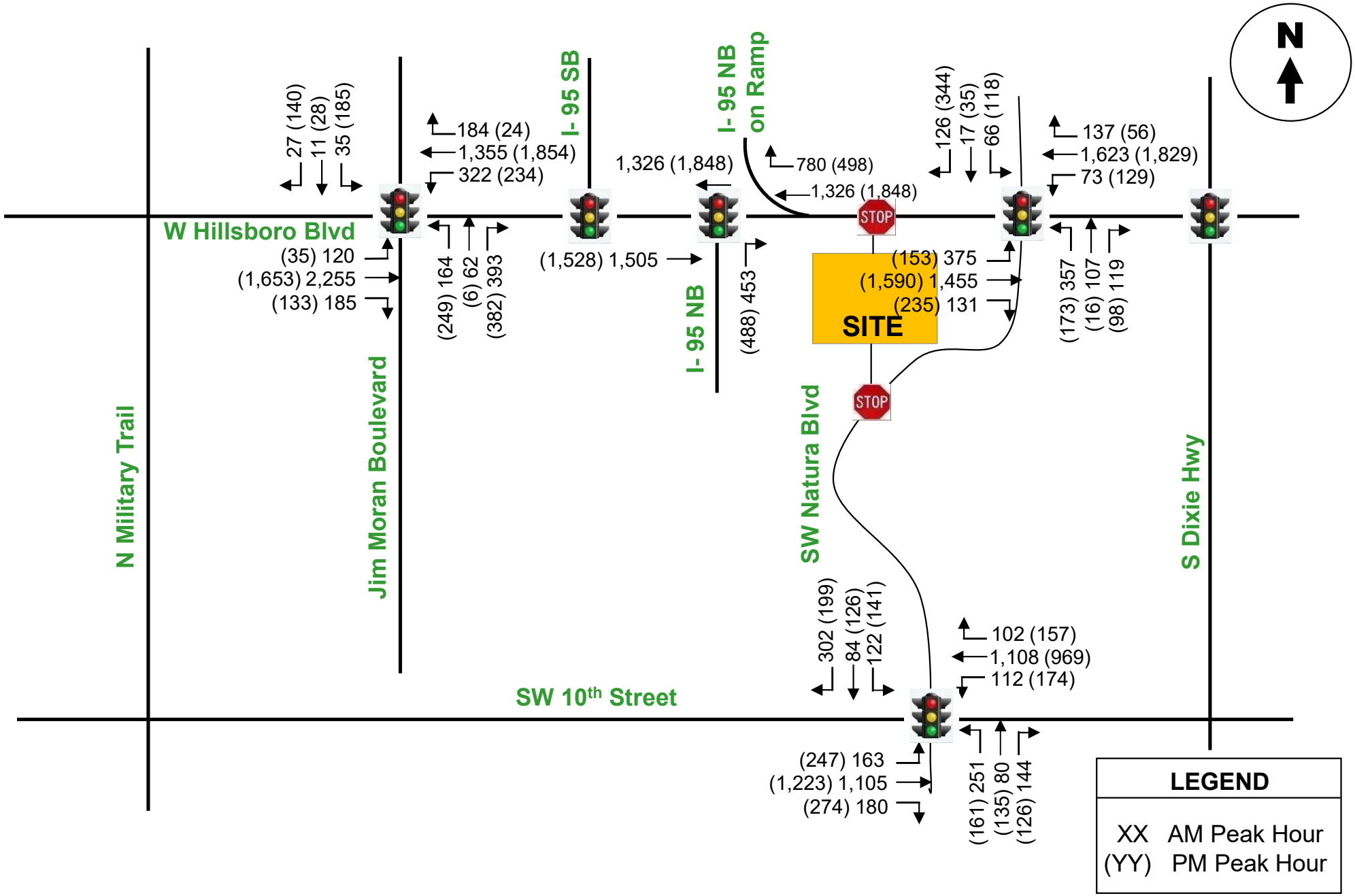
TRAFTECH ENGINEERING, INC.

TRAFFIC COUNTS
(Year 2021 Peak Season)

FIGURE 3A

Myla Deerfield

Deerfield Beach, Florida



TRAFTECH ENGINEERING, INC.

TRAFFIC COUNTS
(Year 2021 Peak Season)

FIGURE 3B

Myla Deerfield

Deerfield Beach, Florida

TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (10th Edition). According to the subject ITE manual, the most appropriate "land use" categories for the proposed land use include ITE's Land Use 710 – Office and ITE's Land Use 221 – Multifamily Mid-Rise.

The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. According to ITE's Trip Generation Manual (10th Edition), the trip generation equations used for the proposed land uses are:

GENERAL OFFICE BUILDING (ITE Land Use 710)

Daily Trips

Ln (T) =0.97 Ln (X) + 2.50
Where T = average daily vehicle trip ends and X = 1,000 sf of GFA

AM Peak Hour

T = 0.94 (X) + 26.49 with 86% inbound and 14% outbound
Where T = AM peak hour trip ends and X = 1,000 sf of GFA

PM Peak Hour

Ln (T) =0.95 Ln (X) + 0.36 with 16% inbound and 84% outbound
Where T = PM peak hour trip ends and X = 1,000 sf of GFA

MULTIFAMILY MID RISE (ITE Land Use 221)

Daily Trips

T = 5.45 (X) – 1.75
Where T = average daily vehicle trip ends and X = number of units

AM Peak Hour

Ln (T) =0.98 Ln (X) -0.98 with 26% inbound and 74% outbound
Where T = AM peak hour trip ends and X = number of units

PM Peak Hour

Ln (T) =0.96 Ln (X) -0.63 with 61% inbound and 39% outbound
Where T = PM peak hour trip ends and X = number of units

Using the above-listed trip generation equations from the ITE document, a trip generation analysis was undertaken for both Phases 1 and 2. The results of this effort are documented in Tables 1 through 4 on the following pages.

As indicated at the bottom of Table 2, Phase 1 of the Mayla Deerfield project is anticipated to generate approximately 1,416 daily trips, approximately 72 AM peak hour trips (-9 inbound and 81 outbound) and approximately 91 PM peak hour trips (79 inbound and 12 outbound). Phase 2 is projected to generate approximately 2,152 daily trips, approximately 138 AM peak hour trips (48 inbound and 90 outbound) and approximately 164 PM peak hour trips (91 inbound and 73 outbound), when compared against the existing office use on the site.

Even though Phase 2 is currently being evaluated for both feasibility and timing, for purposes of this traffic analysis, the additional trips associated with Phase 2 were used. That is, +138 AM peak hour trips and +164 PM peak hour trips.

TABLE 1
Trip Generation Summary (Existing Uses)
Mayla Deerfield

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Office (600 Hillsboro)	116,250 sf							
Office (700 Hillsboro Bldg #1)	39,242 sf							
Office (700 Hillsboro Bldg #2)	60,622 sf							
Total Office	216,114 sf	2,241	230	198	32	237	38	199
Driveway/External Trips		**2,241**	**230**	**198**	**32**	**237**	**38**	**199**

Source: ITE Trip Generation Manual (10th Edition)

TABLE 2
Trip Generation Summary (Proposed Mixed-Use Residential)
Mayla Deerfield - Phase 1

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Office (600 Hillsboro)	116,250 sf							
Office (700 Hillsboro Bldg #1)	0 sf							
Office (700 Hillsboro Bldg #2)	53,422 sf							
Office (LUC 710)	169,672 sf	1,772	186	160	26	188	30	158
Multifamily (LUC 221)	360 units	1,960	120	31	89	152	93	59
Subtotal		**3,732**	**306**	**191**	**115**	**340**	**123**	**217**
Internal Trips		-75	-4	-2	-2	-12	-6	-6
Driveway/External Trips		**3,657**	**302**	**189**	**113**	**328**	**117**	**211**

Source: ITE Trip Generation Manual (10th Edition Equations)

Difference in Trips (Phase 1)		Daily	AM Peak			PM Peak		
New Trips Phase 1 - Existing	**Driveway/ External**	**1,416**	**72**	**-9**	**81**	**91**	**79**	**12**

TABLE 3
Trip Generation Summary (Existing Uses)
Mayla Deerfield

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Office (600 Hillsboro)	116,250 sf							
Office (700 Hillsboro Bldg #1)	39,242 sf							
Office (700 Hillsboro Bldg #2)	60,622 sf							
Total Office	216,114 sf	2,241	230	198	32	237	38	199
Driveway/External Trips		**2,241**	**230**	**198**	**32**	**237**	**38**	**199**

Source: ITE Trip Generation Manual (10th Edition)

TABLE 4
Trip Generation Summary (Proposed Mixed-Use Residential)
Mayla Deerfield - Phase 2

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Office (600 Hillsboro)	116,250 sf							
Office (600 Hillsboro Pkg Deck)	45,000							
Office (700 Hillsboro Bldg #1)	0 sf							
Office (700 Hillsboro Bldg #2)	53,422 sf							
Office (Natura Blvd Bldg)	25,000							
Office (LUC 710)	239,672 sf	2,477	252	217	35	261	42	219
Multifamily (LUC 221)	360 units	1,960	120	31	89	152	93	59
Subtotal		**4,437**	**372**	**248**	**124**	**413**	**135**	**278**
Internal Trips		-44	-4	-2	-2	-12	-6	-6
Driveway/External Trips		**4,393**	**368**	**246**	**122**	**401**	**129**	**272**

Source: ITE Trip Generation Manual (10th Edition Equations)

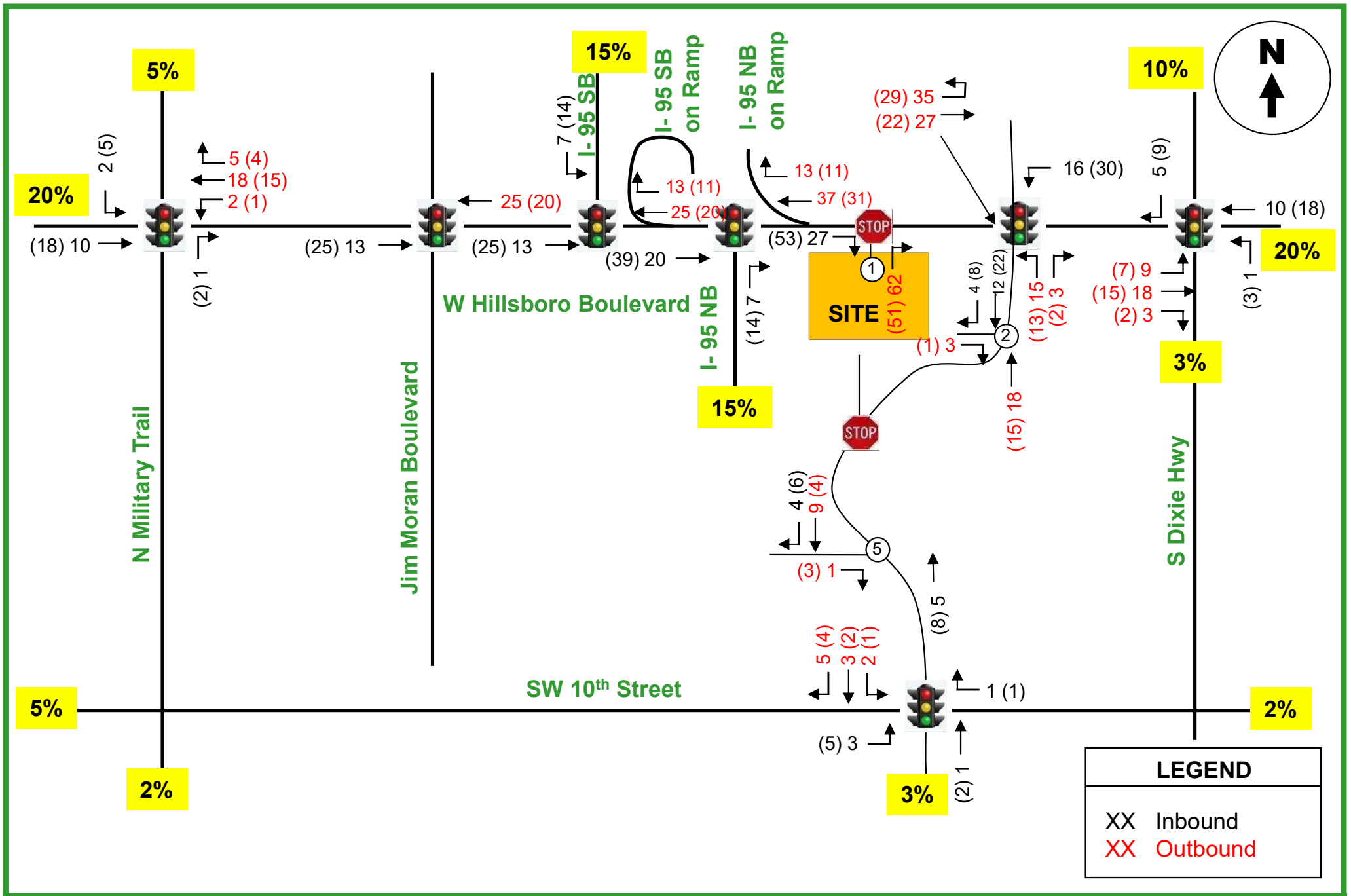
Difference in Trips (Phase2)		**Daily**	**AM Peak**			**PM Peak**		
New Trips Phase 2 - Existing	**Driveway/ External**	**2,152**	**138**	**48**	**90**	**164**	**91**	**73**

TRIP DISTRUBUTION AND TRAFFIC ASSIGNMENT

The project trips were distributed and assigned to the study area based on knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. The trip distribution assumed for the subject industrial development is summarized below:

- 10% to and from the north via S. Dixie Highway
- 15% to and from the north via I-95 Southbound Ramp
- 15% to and from the south via I-95 Northbound Ramp
- 5% to and from the north Military Trail
- 3% to and from the south via S. Dixie Highway
- 3% to and from the south via Natura Boulevard
- 2% to and from the south via Military Trail
- 20% to and from the east via Hillsboro Boulevard
- 2% to and from the east via SW 10th Street
- 20% to and from the west via Hillsboro Boulevard
- 5% to and from the west via SW 10th Street

The new peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The project traffic assignment is summarized in Figures 4A and 4B.



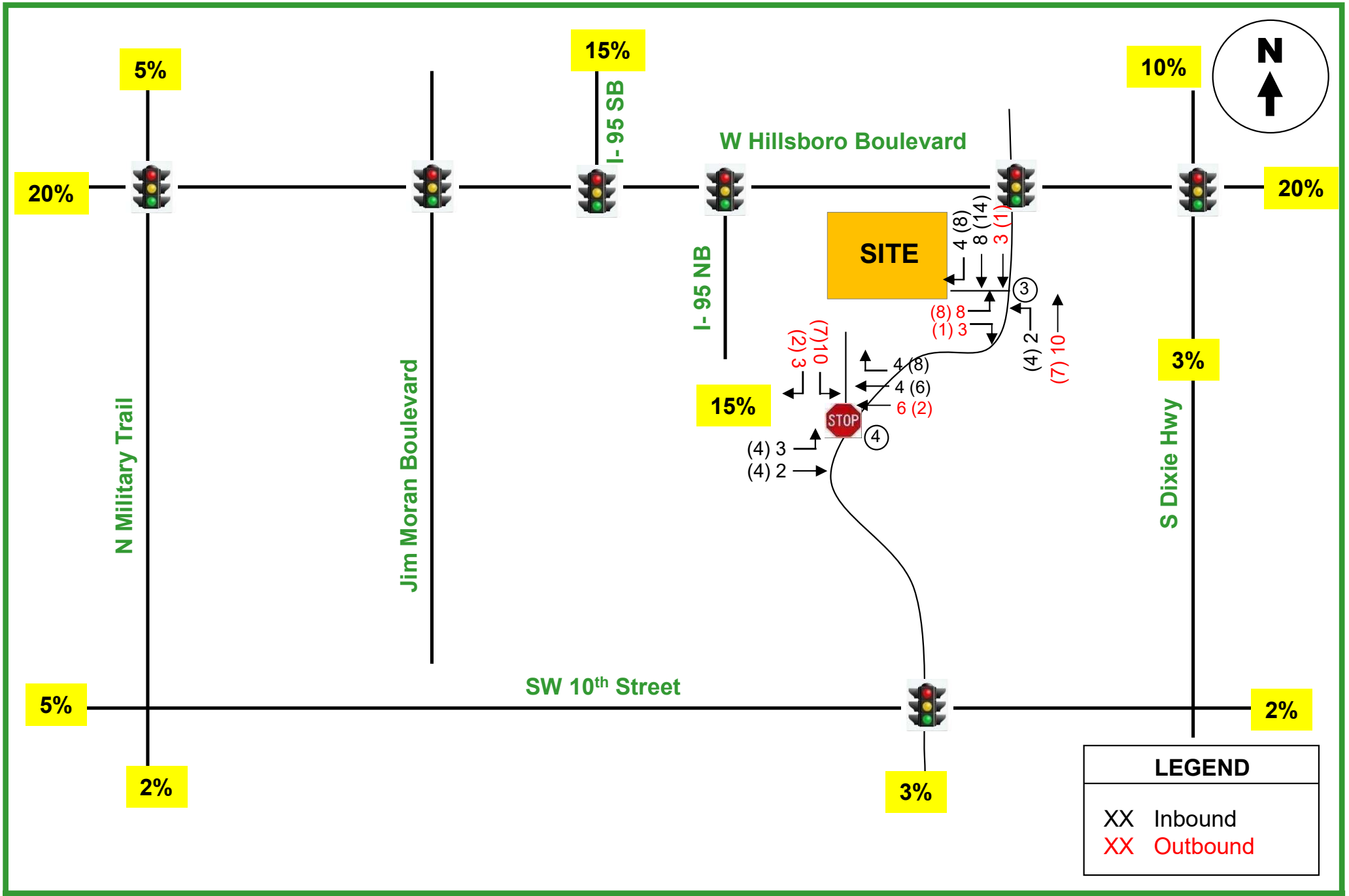
TRAFTECH ENGINEERING, INC.

PROJECT TRIP DISTRIBUTION

FIGURE 4A

Myla Deerfield

Deerfield Beach, Florida



TRAFTECH ENGINEERING, INC.

PROJECT TRIP DISTRIBUTION

FIGURE 4B

Myla Deerfield

Deerfield Beach, Florida

TRAFFIC ANALYSIS

This section of the study is divided into two parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions.

Future Conditions Traffic Volumes

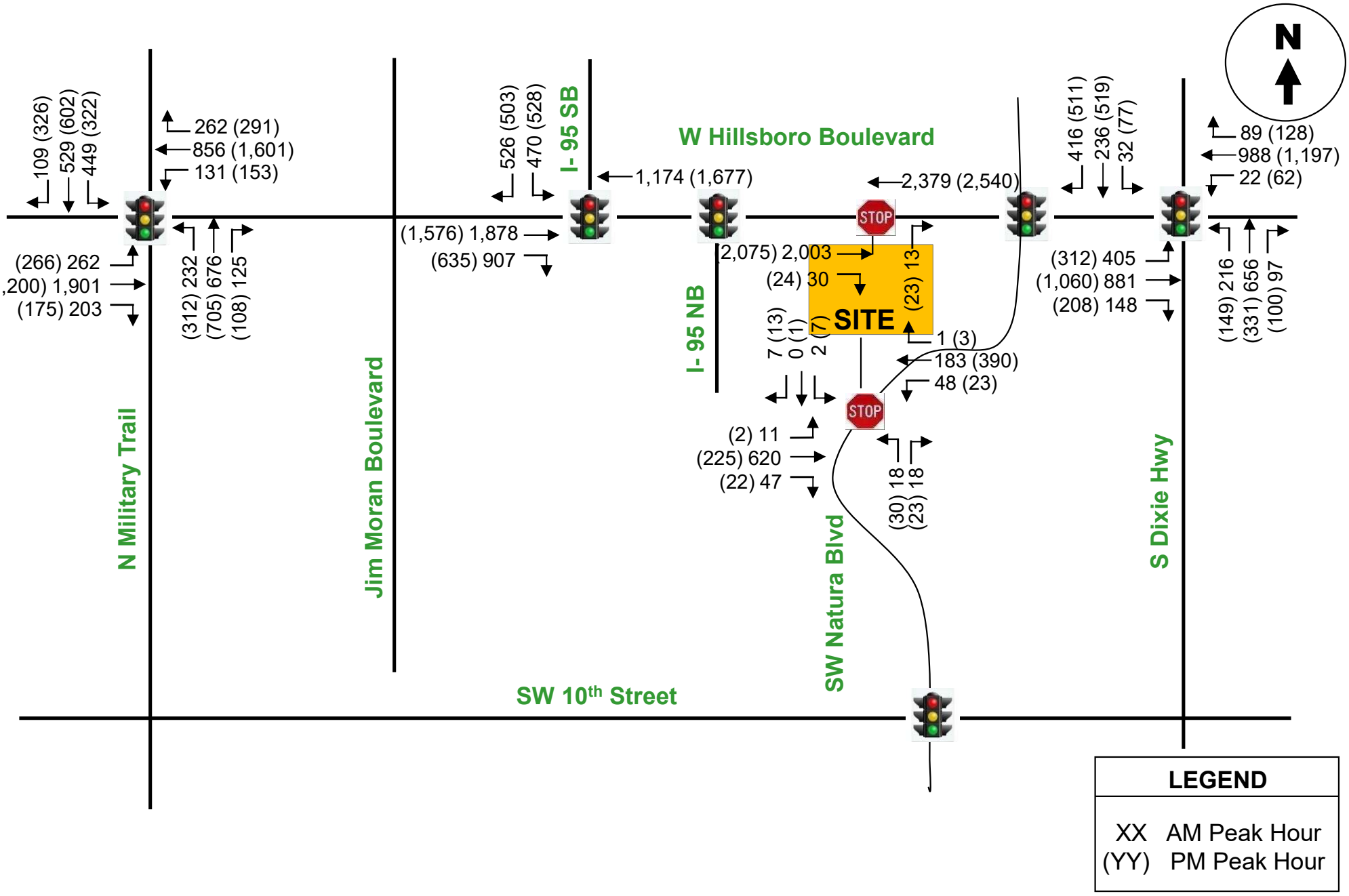
Two sets of future traffic volumes were developed. The first set includes project buildout conditions without the proposed project and the second set adds the new trips anticipated to be generated by the project.

In order to develop year 2024 traffic volumes (project anticipated to be built and occupied by the year 2024), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field during the month of April to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.01 is required to convert traffic counts collected during the first week of April to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2021 peak season traffic volumes to the year 2024. Based on traffic growth data published by the FDOT for a nearby traffic count stations, traffic growth has occurred during the past five years (refer to Appendix C). In order to assess impacts with a conservative approach, and to account for unforeseen approved projects (committed development trips) that may impact the study intersections, a 1.73% growth rate was used for purposes of this study.

The new trips generated by the proposed project (refer to Figures 4A and 4B) were added to the 2024 background traffic in order to develop total traffic conditions.

The future traffic projections for the study intersections (peak season adjustments, Covid-19 adjustment, growth rates, and project traffic) are presented in tabular format in Appendix E.

Figures 5A, 5B, 6A and 6B present the year 2024 future traffic volumes for the study area. Figures 5A and 5B includes background traffic only (without the proposed project) and Figures 6A and 6B includes the additional traffic anticipated to be generated by the project.



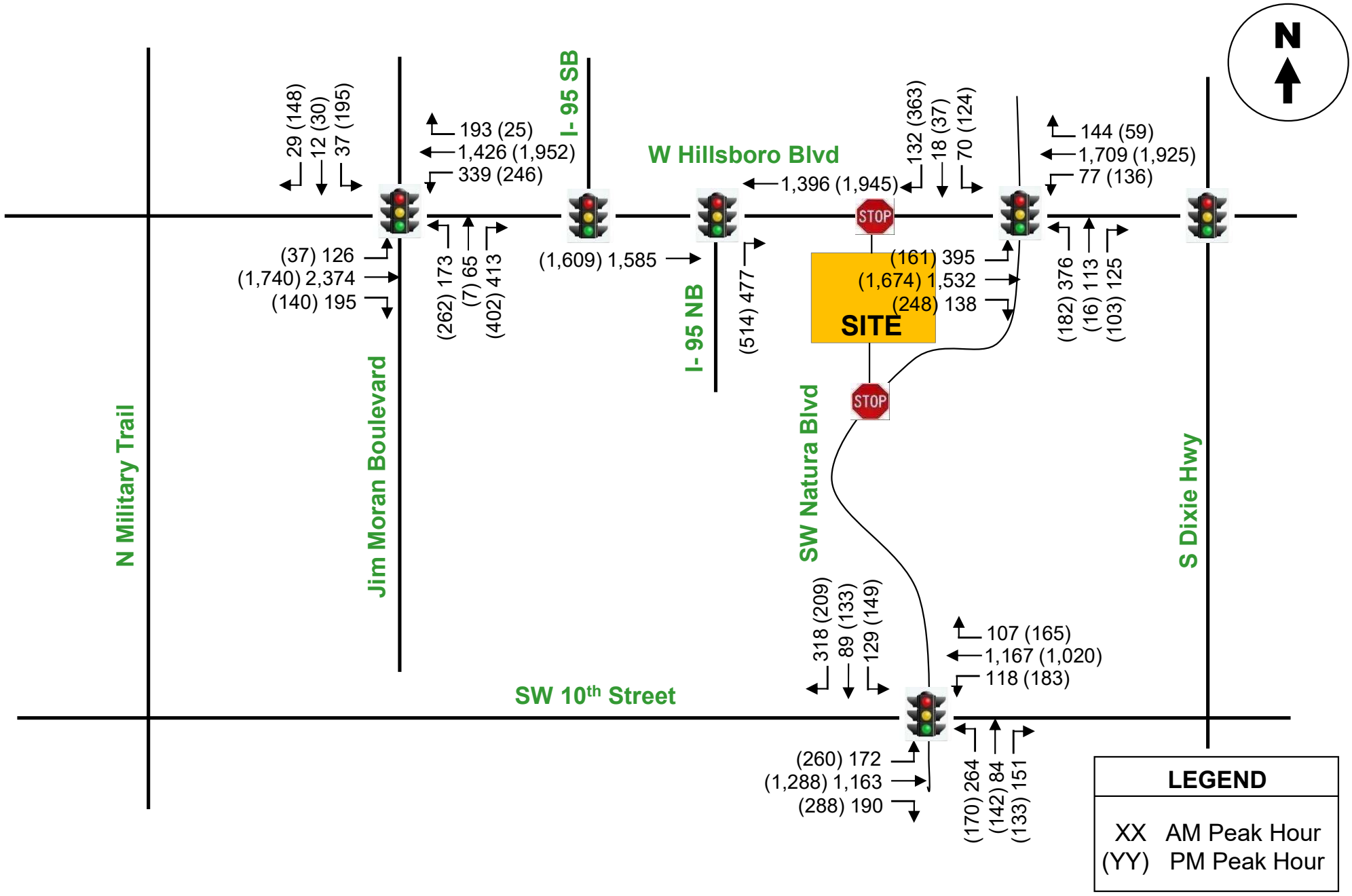
TRAFTECH ENGINEERING, INC.

BACKGROUND TRAFFIC VOLUMES without Project Trips (Year 2024 Peak Season)

FIGURE 5A

Myla Deerfield

Deerfield Beach, Florida



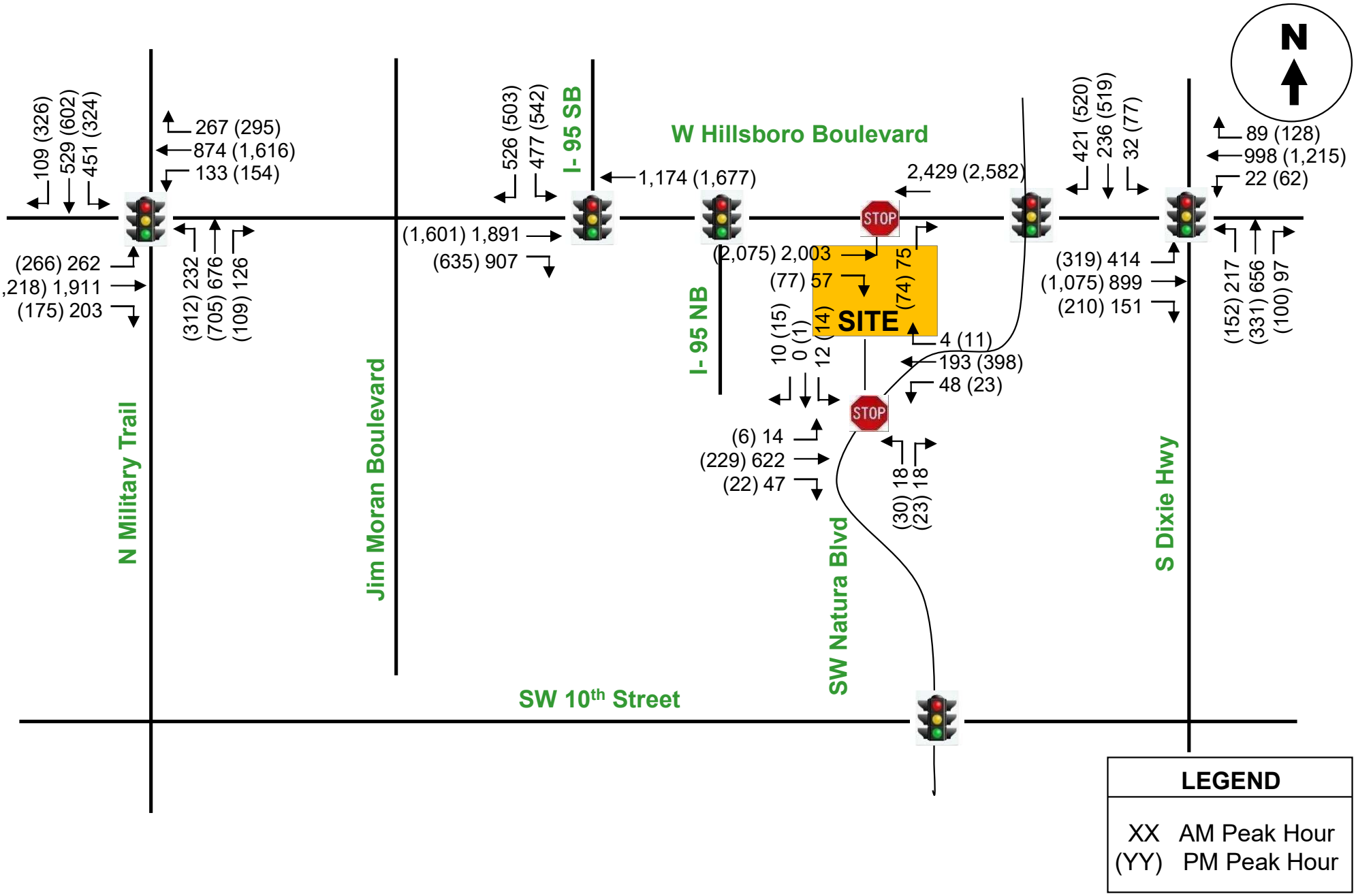
TRAFTECH ENGINEERING, INC.

BACKGROUND TRAFFIC VOLUMES without Project Trips (Year 2024 Peak Season)

FIGURE 5B

Myla Deerfield

Deerfield Beach, Florida

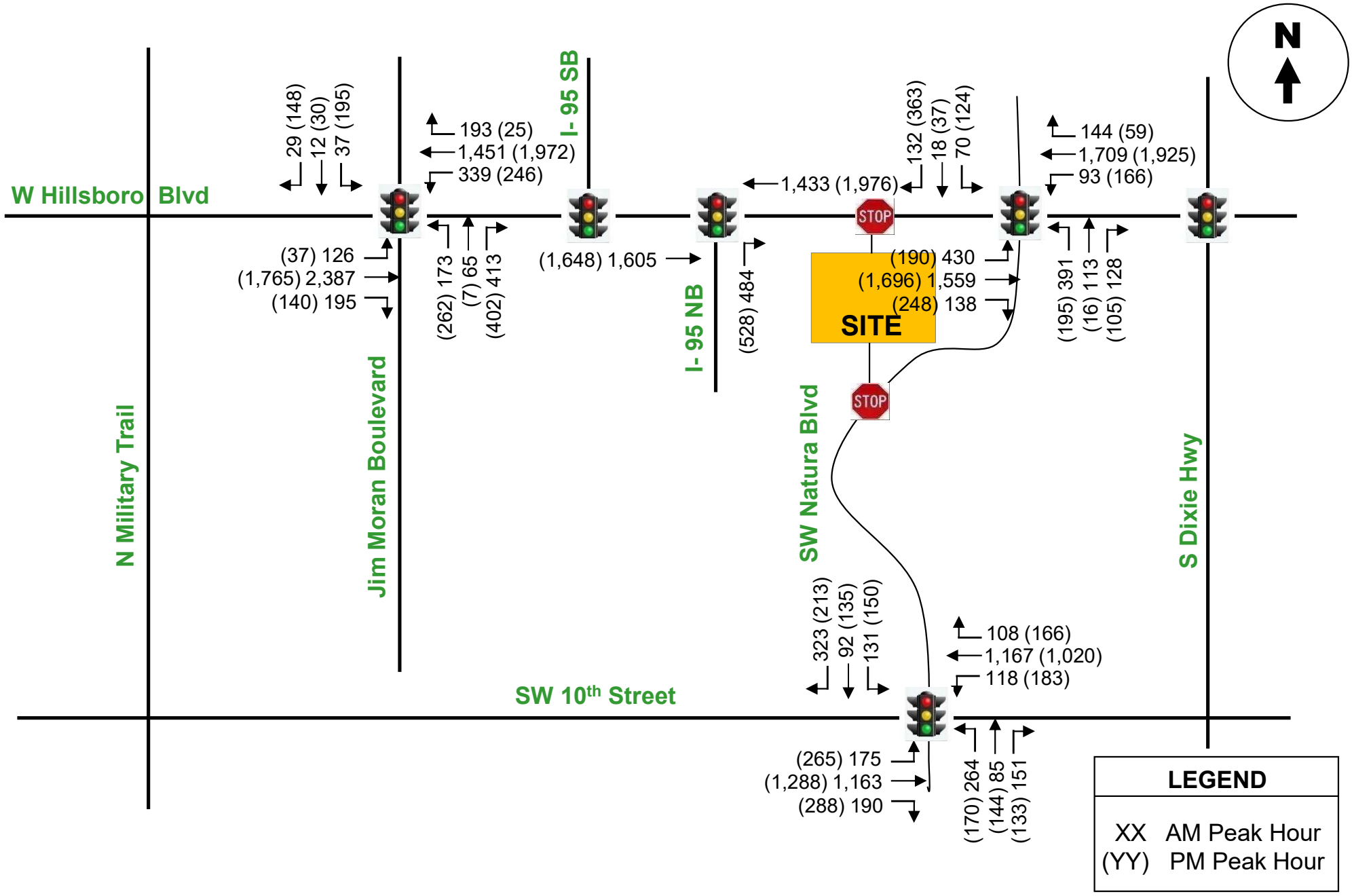


TRAFTECH ENGINEERING, INC.

TOTAL TRAFFIC with PROJECT – Year 2024
AM (PM) Peak Hour Trips

FIGURE 6A

Myla Deerfield
Deerfield Beach, Florida



TRAFTECH ENGINEERING, INC.

TOTAL TRAFFIC with PROJECT – Year 2024
AM (PM) Peak Hour Trips

FIGURE 6B

Myla Deerfield
Deerfield Beach, Florida

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the nine study intersections and the driveways that provide access to the project. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) 6th Edition using the SYNCHRO software. The results of the capacity analyses are summarized in Table 5.

TABLE 5
Intersection Level of Service – Mayla Deerfield

Intersection	2021 Existing	Future Traffic Conditions 2024 w/o Project	Future Traffic Conditions 2024 With Project
Hillsboro Blvd & Military Tr	D (D)	E (D)	E (D)
	58.1 (49.9)	61.8 (52.1)	62.1 (52.1)
SBL (310 ft)	#332 ft (221 ft)	#359 ft (#236 ft)	#360 ft (#242 ft)
WBL (160 ft)	105 ft (110 ft)	110 ft (m113 ft)	110 ft (m114 ft)
WBR (130 ft)	216 ft (288 ft)	233 ft (275 ft)	239 ft (276 ft)
Hillsboro Blvd & Project Dwy	B (B)	B (B)	C (C)
NB	14.1 (14.2)	14.5 (14.7)	16.8 (16.6)
Hillsboro Blvd & SW Natura B	D (D)	D (D)	D (E) (D)*
	38.6 (46.5)	41.4 (52.1)	42.2 (58.6) (53.9)*
NBL (100 ft)	#589 ft (214 ft)	#616 ft (215 ft)	#653 ft (228 ft)
NBR (160 ft)	64 ft (54 ft)	66 ft (53 ft)	66 ft (54 ft)
EBL (150 ft)	260 ft (131 ft)	272 ft (138 ft)	293 ft (158 ft)
WBL (100 ft)	136 ft (m204)	141 ft (m210)	m165 ft (m#272)
S. Dixie Hwy & Hillsboro Blvd	E (D)	E (E)	E (E)/(D)*
	61.0 (52.7)	64.7 (55.7)	66.2 (56.7)/(52.8)*
NBL (225 ft)	230 ft (164 ft)	242 ft (170 ft)	244 ft (172 ft)/(263 ft)*
SBR (120 ft)	410 ft (#618)	454 ft (#717)	464 (#744 ft)/(#378 ft)*
EBL (170 ft)	#391 (201)	#419 (246)	#426 (m#239 ft)/(157ft)*
SW Natura Ave/SW Natura	B (B)	B (B)	B (B)
Blvd	12.8 (10.2)	13.3 (10.4)	13.4 (10.4)
NB	A (B)	A (B)	B (B)
SB	9.6 (10.2)	9.7 (10.4)	11.5 (10.9)
SW Natura Blvd & SW 10 St	D (C)	E (C)	E D* (D)
	51.0 (33.4)	55.2 (33.4)	56.6/52.3* (35.3)
SBL (100 ft)	174 ft (191 ft)	184 ft (199 ft)	186 ft/176 ft* (200 ft)
SBR (200 ft)	#328 ft (80 ft)	#384 ft (80 ft)	#398 ft/#371 ft* (81 ft)
EBL (120 ft)	105 ft (140 ft)	111 ft (150 ft)	113 ft/134 ft * (153 ft)
WBR (200 ft)	35 ft (38 ft)	38 ft (38 ft)	39 ft/42 ft* (38 ft)
Jim Moran Blvd & Hillsboro B.	C (D)	D (D)	D (D)
	34.4 (39.0)	43.3 (40.7)	44.6 (40.9)
Hillsboro Blvd & I-95 SB Rmp	D (B)	D (B)	D (B)
	37.6 (16.9)	39.2 (17.5)	39.7 (17.5)
Hillsboro Blvd & I-95 NB Rmp	C (C)	C (C)	C (C)
	24.3 (27.0)	25.4 (27.9)	25.6 (28.4)

Source: Highway Capacity Manual 6th Edition
**With Improvements: Signal Timing Optimization.*

As indicated in Table 5, all study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2024 with the proposed project in place, except for three intersections. The intersections of Hillsboro Boulevard at Military Trail and Hillsboro Boulevard at Dixie Highway are projected to fail under the future conditions. These intersections fail without the proposed project in place and the increase in delay due to the project traffic is minimal (less than 2 seconds). Hence, the project's traffic impacts are minimal.

On the other hand, the intersection of Hillsboro Boulevard and SW Natura Boulevard is projected to fail during the afternoon period in the year 2024. However, with the implementation of minor signal timing improvements, the delay and LOS are expected to improve (mitigates the project's traffic impacts). Additionally, the following turn-lane improvements are recommended at this intersection:

- Replace the taper dimension (approximately 150 feet) on the westbound left-turn lane to current FDOT standards (50 feet) and provide approximately 100 feet of additional storage length to the west-to-south left-turn lane.

- Replace the taper dimension (approximately 140 feet) on the northbound left-turn lane to current FDOT standards (50 feet) and provide approximately 90 feet of additional storage length to the north-to-west left-turn lane.

The computer printouts of the intersection capacity analyses are contained in Appendix F.

Westbound Hillsboro Boulevard to Northbound I-95 Ramp

Field observations of traffic conditions at the westbound Hillsboro Boulevard to northbound I-95 were undertaken on Wednesday, May 5, 2021. As presented in Appendix G, no backups or traffic queues were observed on the subject on-ramp.

Need for Turn Lanes

As shown in Figure 4A, at the project entrance on Hillsboro Boulevard, the projected eastbound right-turn volume includes 27 AM peak hour trips and 53 PM peak hour trips. The required right-turn volume threshold to justify a right-turn lane is 80 vehicles in a one-hour period. Hence, an eastbound right-turn lane is not warranted based on projected volumes.

Similarly, at the project entrance on SW Natura Boulevard, the projected westbound right-turn volume includes 4 AM peak hour trips and 8 PM peak hour trips (see Figure 4B). The required right-turn volume threshold to justify a right-turn lane is 80 vehicles in a one-hour period. Hence, a westbound right-turn lane is not warranted either. In regards of the other project driveways, the entering volumes are low, a maximum of eight (8) vehicles is projected and since the required volume threshold is not met, dedicated right-turn lanes were not recommended.

CONCLUSIONS AND RECOMMENDATIONS

Mayla Deerfield is a proposed mixed-use development planned to be located on the south side of West Hillsboro Boulevard between I-95 and SW Natura Boulevard in the City of Deerfield Beach in Broward County, Florida. The project site currently consists of three office buildings and a parking garage. The project will be re-developed to add residential units and may include additional office space. The new land uses and intensities are as follows:

Phase 1

- Residential (the addition of up to **360 mid-rise dwelling units**)
- Reduction of Existing **Office Use** from 216,114 sf to **169,672 sf**

Phase 2

- Addition of Parking Deck Office Use (+45,000 sf) and Natura Blvd Offices (+25,000 sf) for an overall increase in **Office Use** from 169,672 sf to **239,672 sf**

Access to the site is provided via a right-turn in/right-turn out driveway on West Hillsboro Boulevard, one full access driveway on Natura Boulevard aligning with Natura Avenue, and three minor driveways on Natura Boulevard (two north and east of the full access driveway).

The conclusions and recommendations of the traffic study are presented below:

- Phase 1 of the Mayla Deerfield project is anticipated to generate approximately 1,416 daily trips, approximately 72 AM peak hour trips (-9 inbound and 81 outbound) and approximately 91 PM peak hour trips (79 inbound and 12 outbound).

- Phase 2 is projected to generate approximately 2,152 daily trips, approximately 138 AM peak hour trips (48 inbound and 90 outbound) and approximately 164 PM peak hour trips (91 inbound and 73 outbound).

- All study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2024 with the proposed project in place, except for three intersections. The intersections of Hillsboro Boulevard at Military Trail and Hillsboro Boulevard at Dixie Highway are projected to fail under the future conditions. These intersections fail without the proposed project in place and the increase in delay due to the project traffic is minimal (less than 2 seconds). Hence, the project's traffic impacts are minimal.

- The intersection of Hillsboro Boulevard and SW Natura Boulevard is projected to fail during the afternoon period in the year 2024. However, with the implementation of minor signal timing improvements, the delay and LOS are expected to improve (mitigates the project's traffic impacts). Additionally, the following turn-lane improvements are recommended at this intersection:

  - Replace the taper dimension (approximately 150 feet) on the westbound left-turn lane to current FDOT standards (50 feet) and provide approximately 100 feet of additional storage length to the west-to-south left-turn lane.

  - Replace the taper dimension (approximately 140 feet) on the northbound left-turn lane to current FDOT standards (50 feet) and provide approximately 90 feet of additional storage length to the north-to-west left-turn lane.

APPENDIX A

Site Plan – Hillsboro Center & Traffic Methodology

TRAFTECH ENGINEERING, INC.

MEMORANDUM

To: City of Deerfield Beach

From: Joaquin Vargas, P.E.

Date: March 4, 2021 **(Revised on January 27, 2022)**

Subject: 600 and 700 W. Hillsboro Boulevard - Traffic Study Methodology

---

Traffic Analysis

- The trip generation analysis for the proposed uses will be based upon the Institute of Transportation Engineers (ITE) *Trip Generation Manual (10th Edition)*. Table 1 attached documents the trip generation for the project.

- The anticipated land use and intensity is as follows:
  - Phase 1: Residential (addition of up to 360 mid-rise dwelling units), and Reduction of Existing Office Use from 216,114 sf to 169,672 sf.
  - Phase 2: Addition of Parking Deck Office Use (+45,000 sf) and Natura Blvd Offices (+25,000 sf) for an overall increase in Office Use from 169,672 sf to 239,672 sf.

- The trip distribution will be based upon the existing nearby land uses and the transportation network in the vicinity of the project site (i.e., no travel demand modeling will be performed).

- Intersection turning movement counts will be collected for the AM peak period (7:00 AM – 9:00 AM) and the PM peak period (4:00 PM – 6:00 PM). The study intersections include:
  - W. Hillsboro Boulevard and Fairway Dr/Natura Blvd (signalized)
  - Natura Blvd and South Project Driveway/Natura Ave (stop control)
  - Natura Blvd and SW 10th Street (signalized)

  The traffic counts will include pedestrians and bicyclists.

- Traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available FDOT adjustment factors.

- Machine traffic counts will be collected during a 2-day period at the following nearby FDOT traffic count stations:
  - SITE 860008 (Hillsboro Blvd east of I-95)
  - SITE 869125 (Natura Blvd south of Hillsboro Blvd)
  - SITE 860070 (SW 10th Street east of I-95)

The 2021 traffic counts (during Covid-19) collected at the above three FDOT nearby traffic count stations will be compared against FDOT's 2019 traffic counts (pre-pandemic) to develop an appropriate Covid-19 adjustment factor. The FDOT 2019 traffic counts will be grown to the year 2021 based on historical traffic counts for the adjustment factor determination.

- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historical traffic data available for the area near the project site. (Negative "growth" rates for the study area, if any, will be adjusted to at least a 0.5% growth rate.)

- Existing traffic signal timing data for the study intersections will be obtained from Broward County Traffic Engineering and will be included in the Appendix of the traffic study.

- Traffic analysis figures will be prepared for the following scenarios for each of the intersections analyzed:

    - Existing traffic
    - Proposed project traffic distribution
    - Background conditions for buildout year
    - Future conditions with project traffic

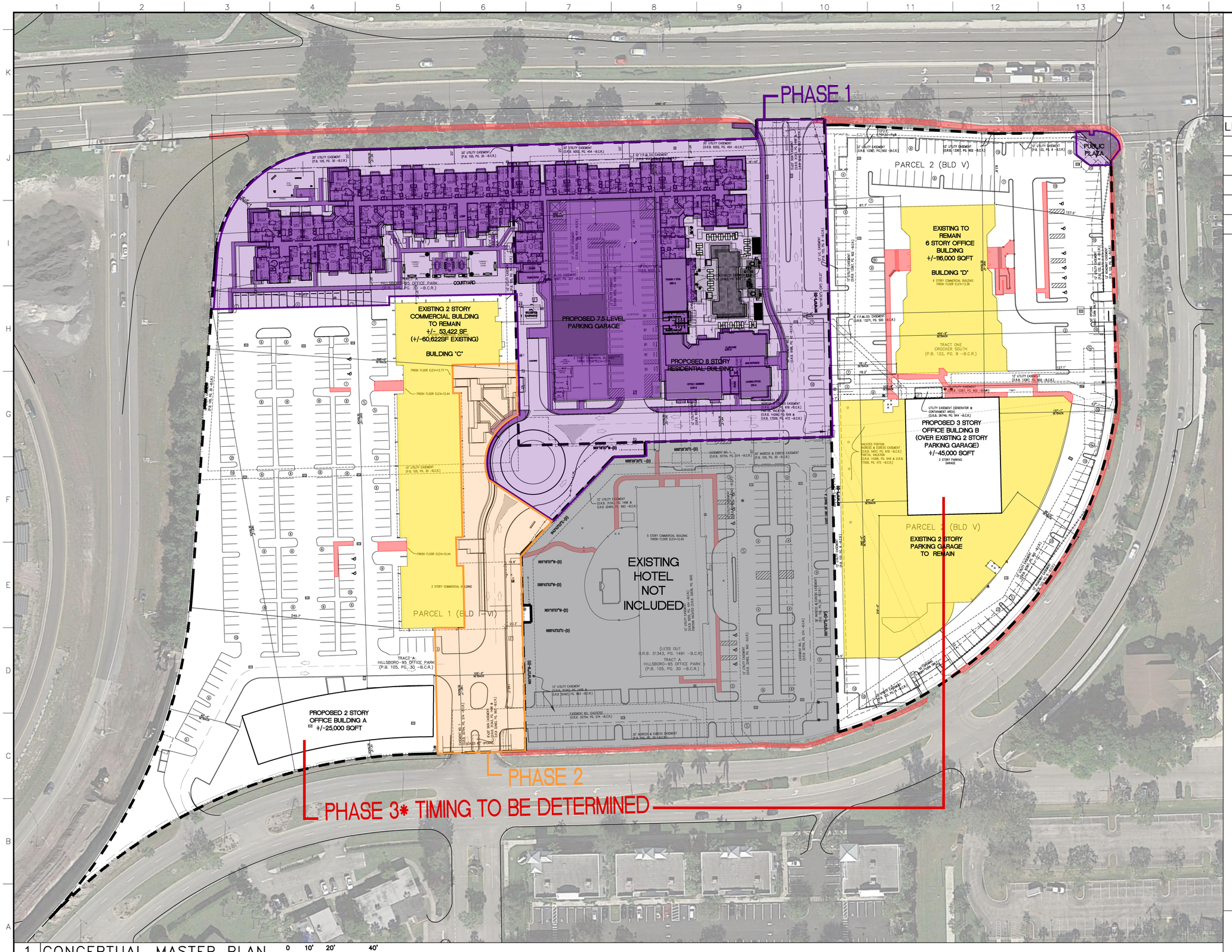
- Intersection analyses will be conducted using the SYNCHRO software for existing conditions, future conditions without the project, and future conditions with the proposed project in place. Adjustments to the signal timing, if any, will be clearly documented in the traffic study.

- All traffic data obtained for this project will be included in the Appendix of the traffic study.

- Mode splits will be confirmed with City staff prior to the completion of the traffic study.

- Existing and planned transit service as well as existing transit amenities in the immediate area will be documented in the traffic study.

- The project buildout year is 2024.



1 CONCEPTUAL MASTER PLAN

AS1.01 SCALE: 1"=20'-0"

0 10' 20' 40'

ABBREVIATIONS

BUFR: BUFFER SPACE
SWK: SIDEWALK
DRWY: DRIVEWAY
EXST: EXISTING
R.O.W: RIGHT OF WAY
O.R.B: OFFICIAL RECORD BOOK

LEGEND

	EXISTING SIDEWALKS
	EXISTING BUILDINGS TO REMAIN
	PHASE 1
	PHASE 2
	NOT INCLUDED

PLAN NORTH
TRUE NORTH

RLC Architects
14 SE 4th Street, Boca Raton, FL 33432
Tel 561.368.6555 Fax 561.368.0007
Web www.rlcarchitects.com

THE DRAWINGS AND ALL THE IDEAS, ARRANGEMENTS, DESIGNS AND PLANS INDICATED THEREIN ARE AND SHALL REMAIN THE PROPERTY OF RLC ARCHITECTS, P.A. AND NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS OR USED IN CONNECTION WITH ANY PURPOSE WHATSOEVER EXCEPT WITH THE SPECIFIC WRITTEN PERMISSION OF RLC ARCHITECTS, P.A.

JUAN C. CAYCEDO

CONSULTANT INFO/LOGO

HILLSBORO MIXED-USE

600 AND 700 W HILLSBORO BLVD.
DEERFIELD BEACH, FL 33441

REVISIONS

Drawing Title
CONCEPTUAL MASTER PLAN

Scale
Project No. 20040.00
Plot Date 4/8/2021

Principal: JC
Project Director:
Project Manager:
Drafted by:
Checked by: LH

Sheet No.
AS1.00

General Office Building
(710)

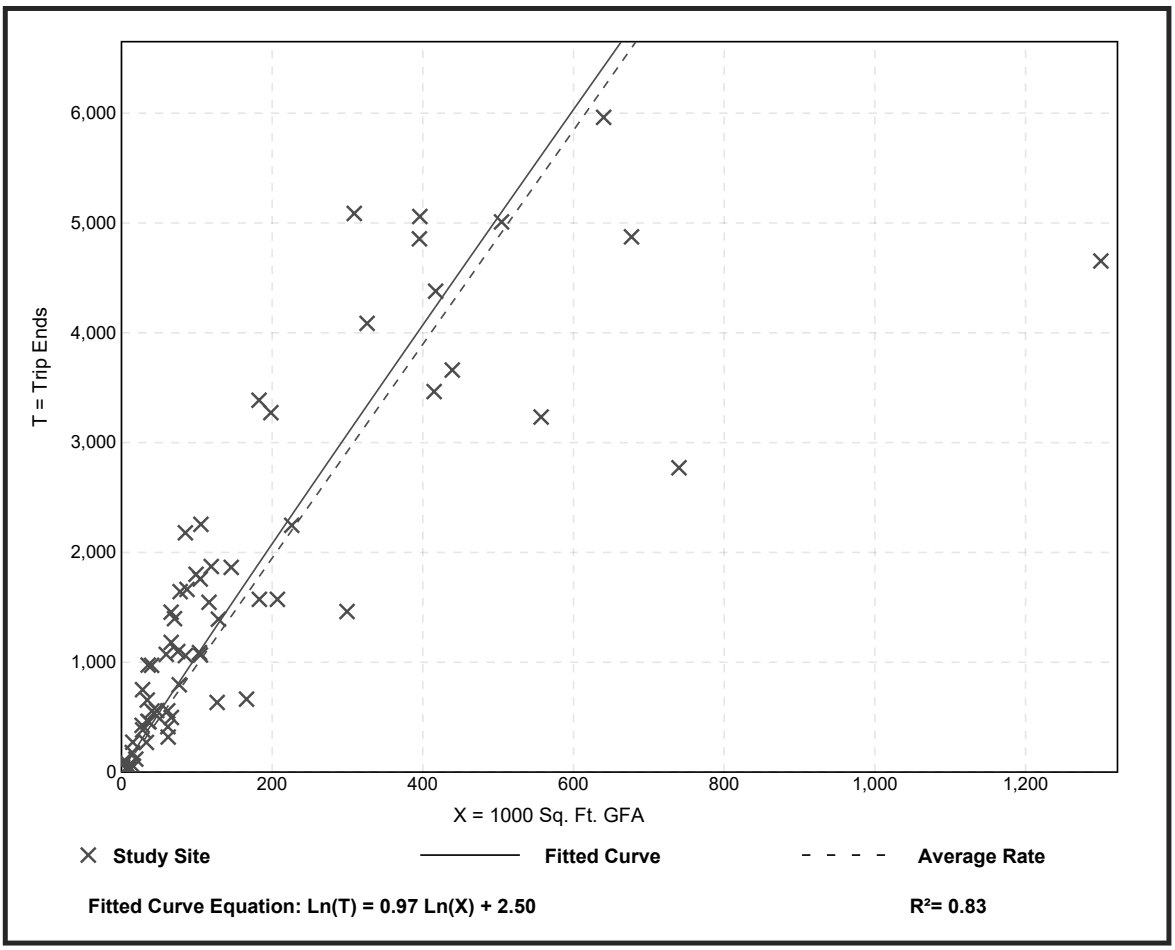
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 66
Avg. 1000 Sq. Ft. GFA: 171
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

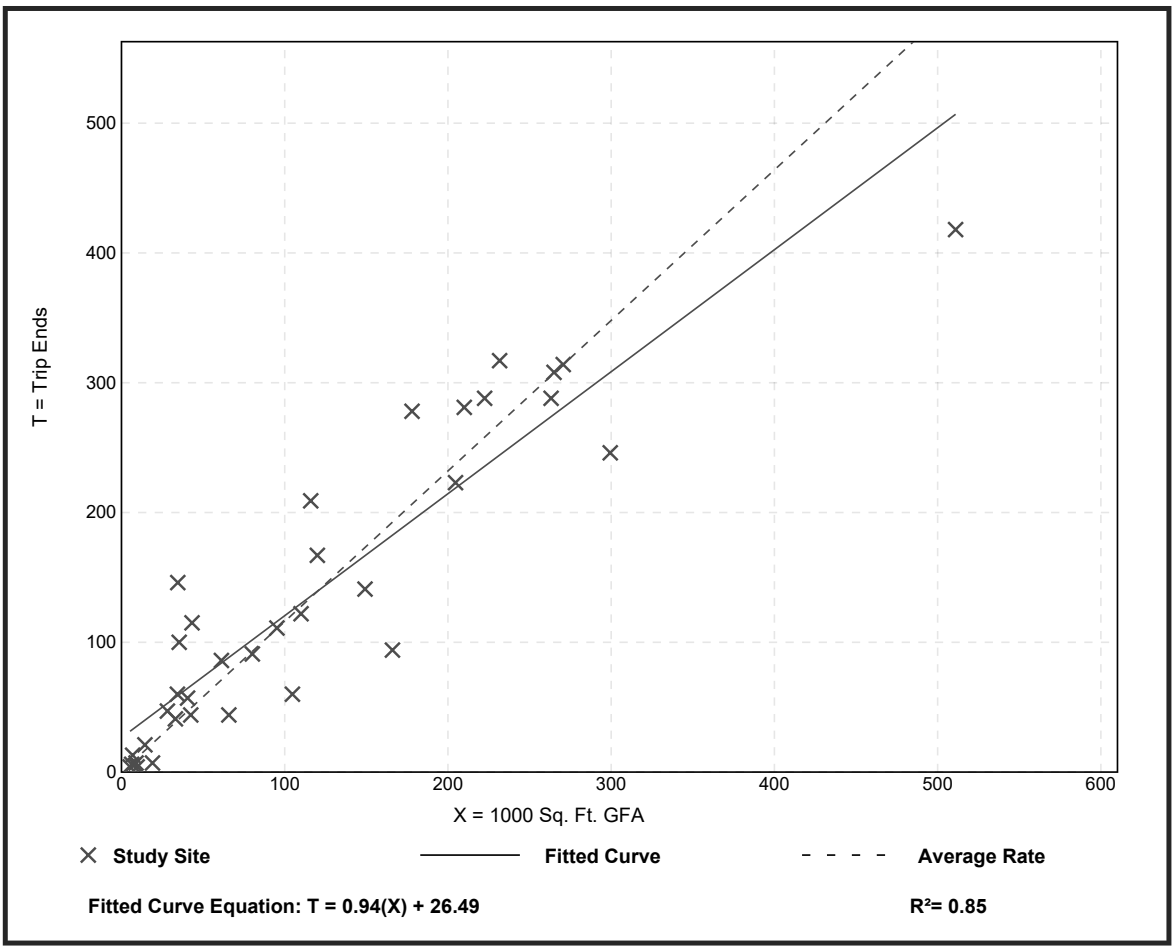
General Office Building
(710)

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: 35
Avg. 1000 Sq. Ft. GFA: 117
Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



Trip Generation Manual, 10th Edition ● Institute of Transportation Engineers

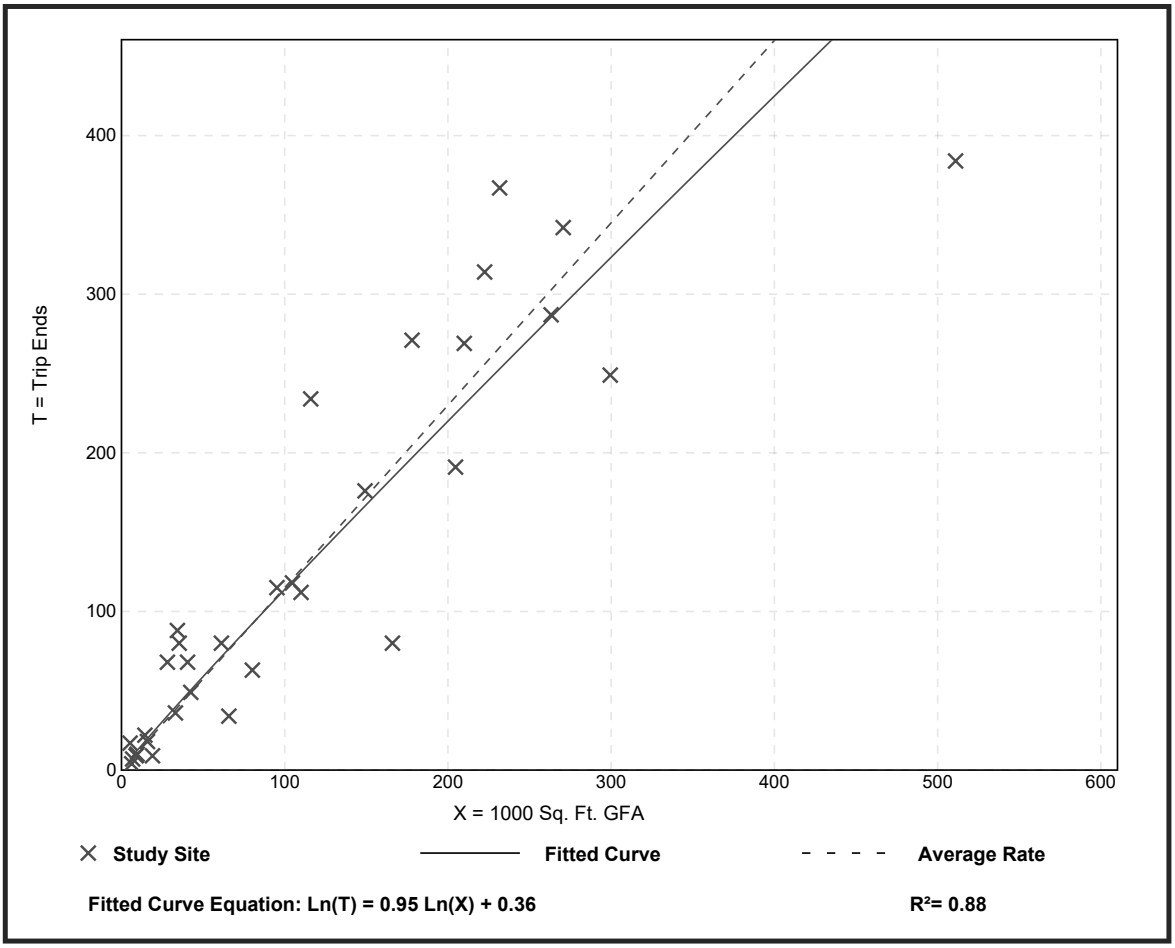
General Office Building
(710)

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: 32
Avg. 1000 Sq. Ft. GFA: 114
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

Multifamily Housing (Mid-Rise)
(221)

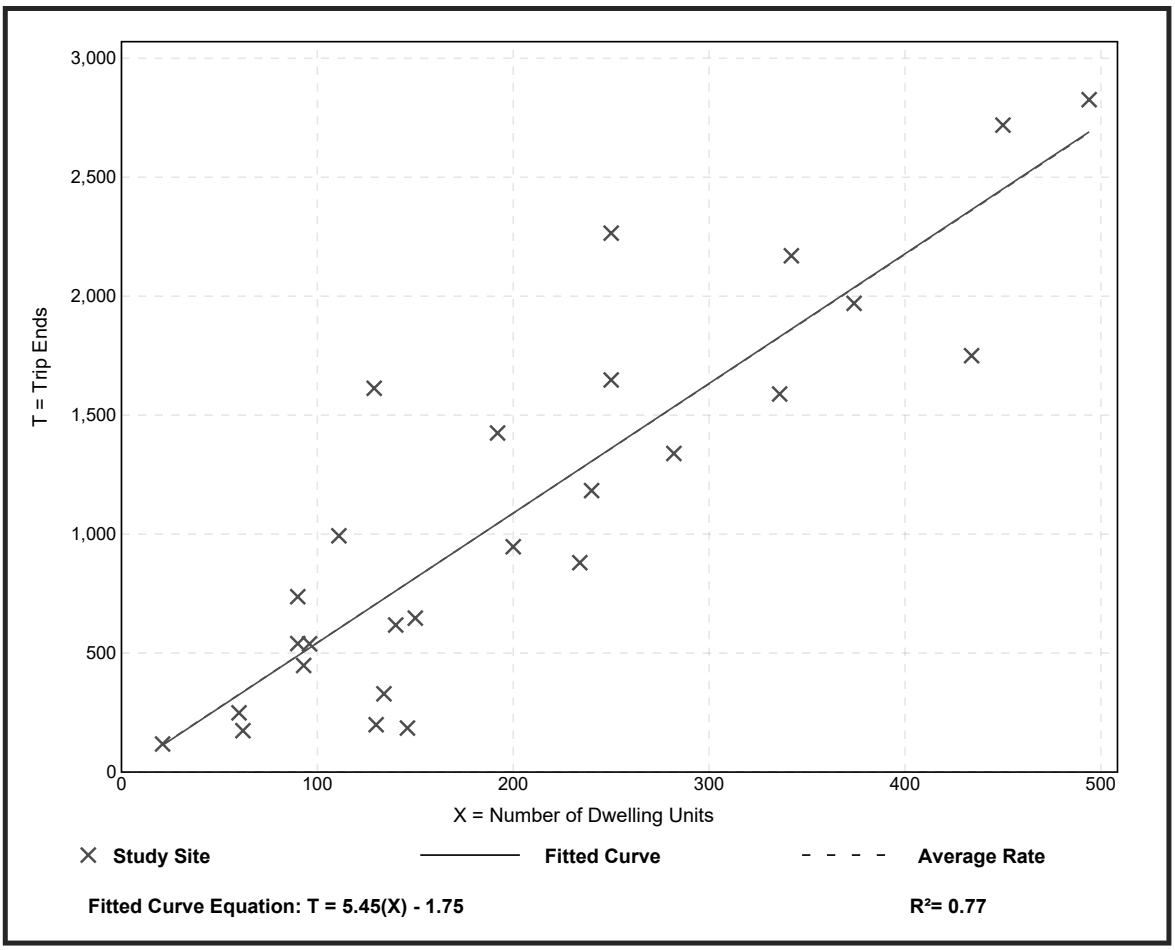
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



Trip Generation Manual, 10th Edition ● Institute of Transportation Engineers

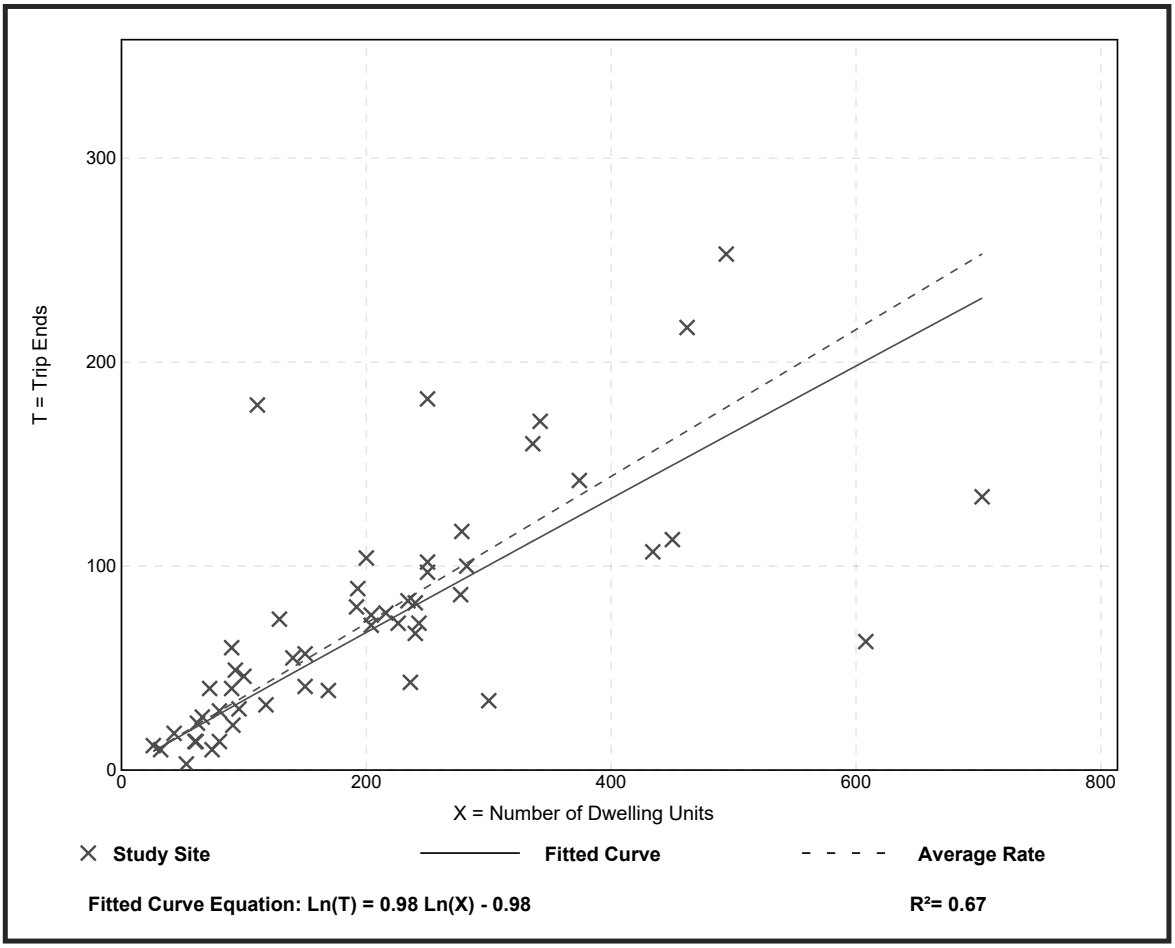
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	53
Avg. Num. of Dwelling Units:	207
Directional Distribution:	26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



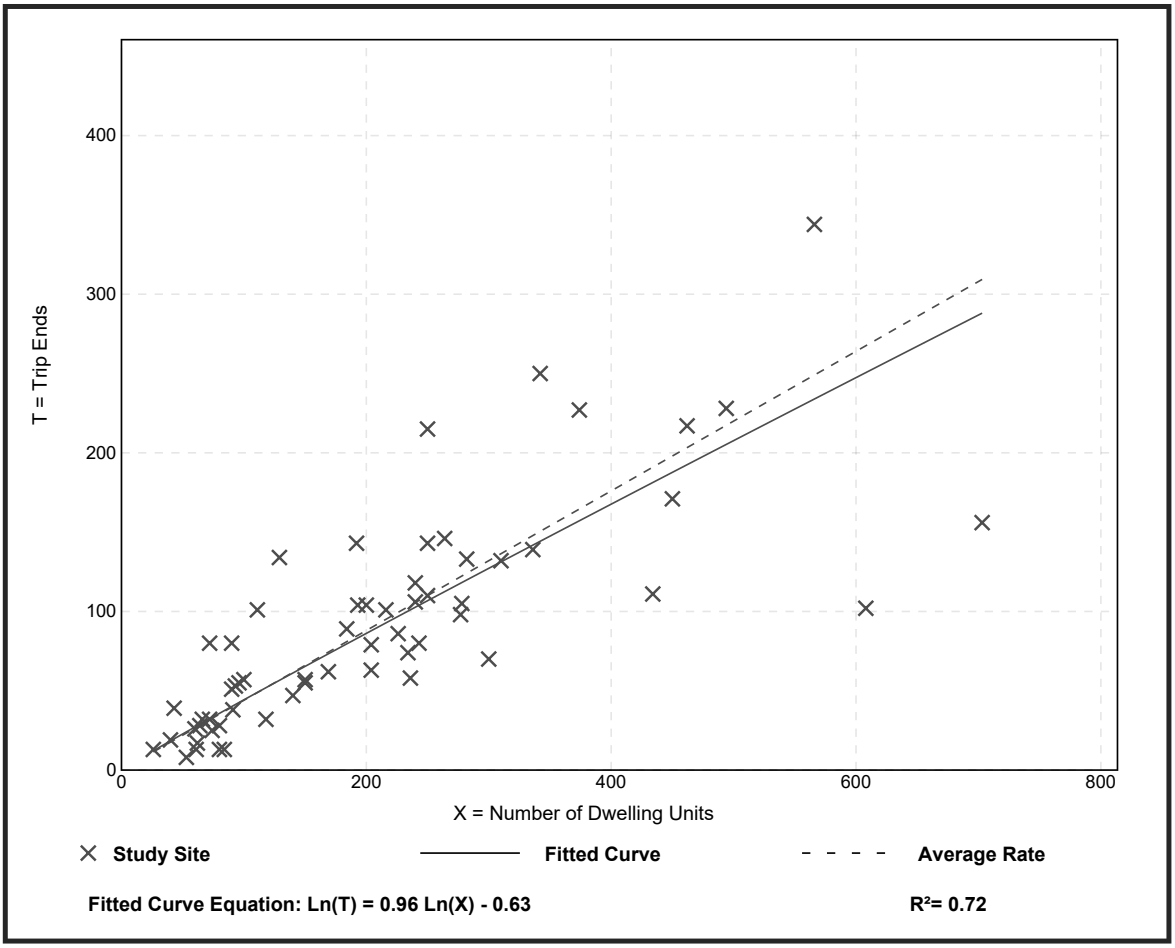
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 60
Avg. Num. of Dwelling Units: 208
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



APPENDIX B

Traffic Counts

Traf Tech Engineering Inc.

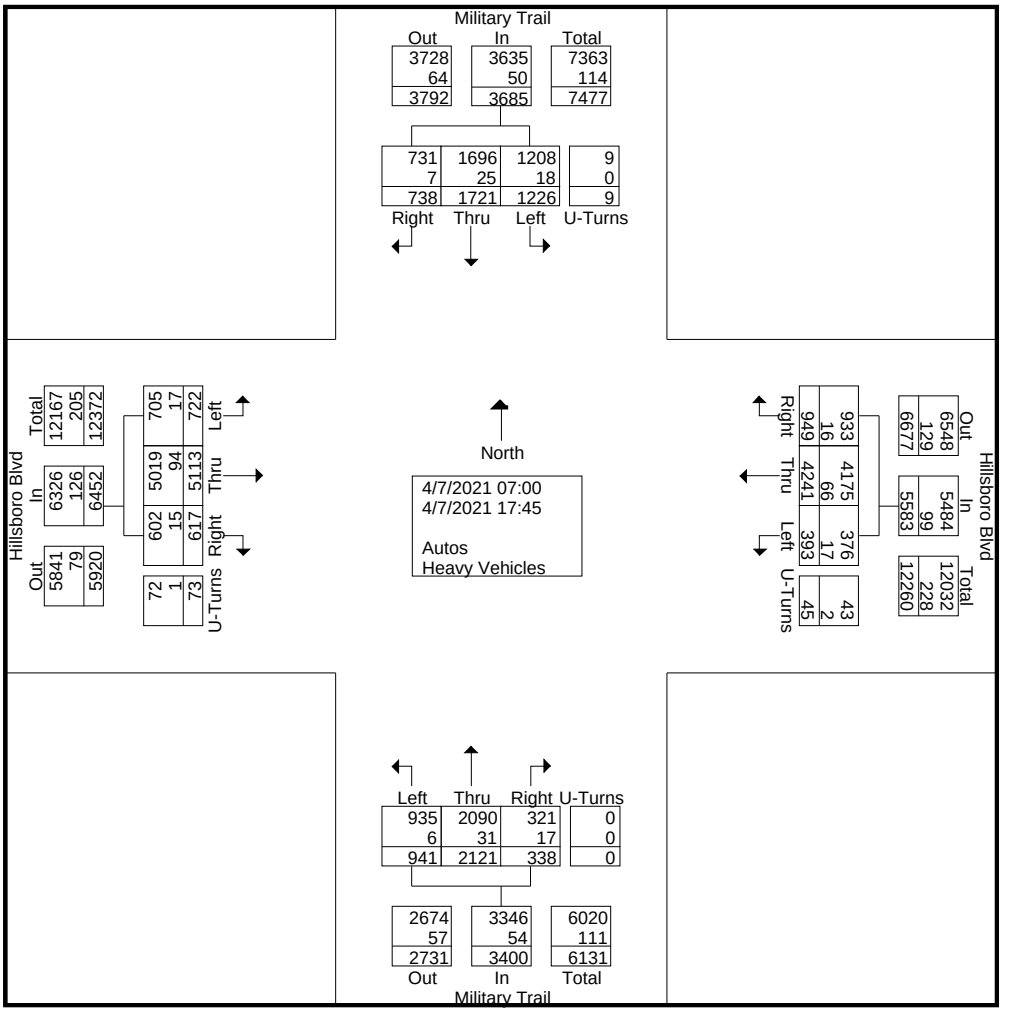
File Name : 1-Hillsboro Blvd & Military Trail
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Military Trail From North					Hillsboro Blvd From East					Military Trail From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	17	47	51	0	115	29	129	11	4	173	6	51	24	0	81	26	301	20	2	349	718
07:15	21	88	68	0	177	21	108	6	0	135	14	88	21	0	123	46	296	25	0	367	802
07:30	22	101	86	0	209	43	206	19	0	268	13	103	38	0	154	28	375	28	2	433	1064
07:45	17	125	81	0	223	51	197	31	2	281	18	140	51	0	209	43	383	58	0	484	1197
Total	77	361	286	0	724	144	640	67	6	857	51	382	134	0	567	143	1355	131	4	1633	3781
08:00	23	117	105	0	245	56	166	18	0	240	24	147	39	0	210	41	400	33	3	477	1172
08:15	19	90	82	1	192	60	181	25	3	269	31	133	50	0	214	41	414	60	0	515	1190
08:30	32	108	103	2	245	51	168	27	3	249	31	143	53	0	227	44	385	57	7	493	1214
08:45	26	105	80	1	212	53	187	11	4	255	24	154	52	0	230	42	377	38	7	464	1161
Total	100	420	370	4	894	220	702	81	10	1013	110	577	194	0	881	168	1576	188	17	1949	4737
*** BREAK ***																					
16:00	58	94	59	1	212	88	420	37	3	548	21	111	85	0	217	42	273	50	12	377	1354
16:15	52	115	56	1	224	83	298	34	3	418	20	135	82	0	237	35	258	47	5	345	1224
16:30	67	119	74	1	261	77	352	24	3	456	23	126	74	0	223	42	290	41	7	380	1320
16:45	62	105	58	0	225	75	413	36	8	532	24	147	53	0	224	36	271	57	7	371	1352
Total	239	433	247	3	922	323	1483	131	17	1954	88	519	294	0	901	155	1092	195	31	1473	5250
17:00	81	150	77	0	308	56	334	34	6	430	29	177	79	0	285	45	272	46	8	371	1394
17:15	70	111	84	2	267	93	390	30	1	514	19	147	74	0	240	45	269	65	7	386	1407
17:30	85	134	73	0	292	42	325	23	2	392	27	173	79	0	279	34	284	51	2	371	1334
17:45	86	112	89	0	287	71	367	27	3	468	14	146	87	0	247	27	265	46	4	342	1344
Total	322	507	323	2	1154	262	1416	114	12	1804	89	643	319	0	1051	151	1090	208	21	1470	5479
Grand Total	738	1721	1226	9	3694	949	4241	393	45	5628	338	2121	941	0	3400	617	5113	722	73	6525	19247
Apprch %	20	46.6	33.2	0.2		16.9	75.4	7	0.8		9.9	62.4	27.7	0		9.5	78.4	11.1	1.1		
Total %	3.8	8.9	6.4	0	19.2	4.9	22	2	0.2	29.2	1.8	11	4.9	0	17.7	3.2	26.6	3.8	0.4	33.9	
Autos	731	1696	1208				4175					2090					5019				18915
% Autos	99.1	98.5	98.5	100	98.6	98.3	98.4	95.7	95.6	98.2	95	98.5	99.4	0	98.4	97.6	98.2	97.6	98.6	98.1	98.3
Heavy Vehicles																					
% Heavy Vehicles	0.9	1.5	1.5	0	1.4	1.7	1.6	4.3	4.4	1.8	5	1.5	0.6	0	1.6	2.4	1.8	2.4	1.4	1.9	1.7

Traf Tech Engineering Inc.

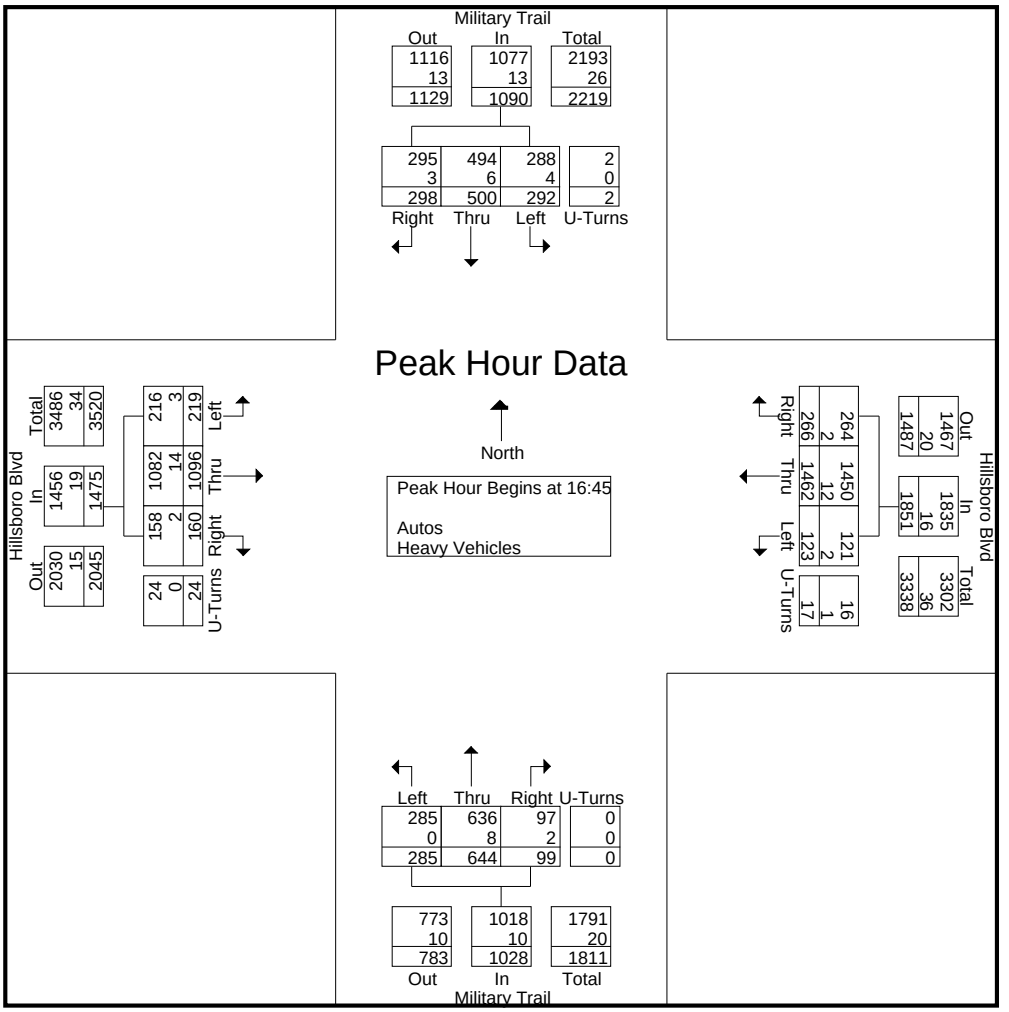
File Name : 1-Hillsboro Blvd & Military Trail
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 1-Hillsboro Blvd & Military Trail
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

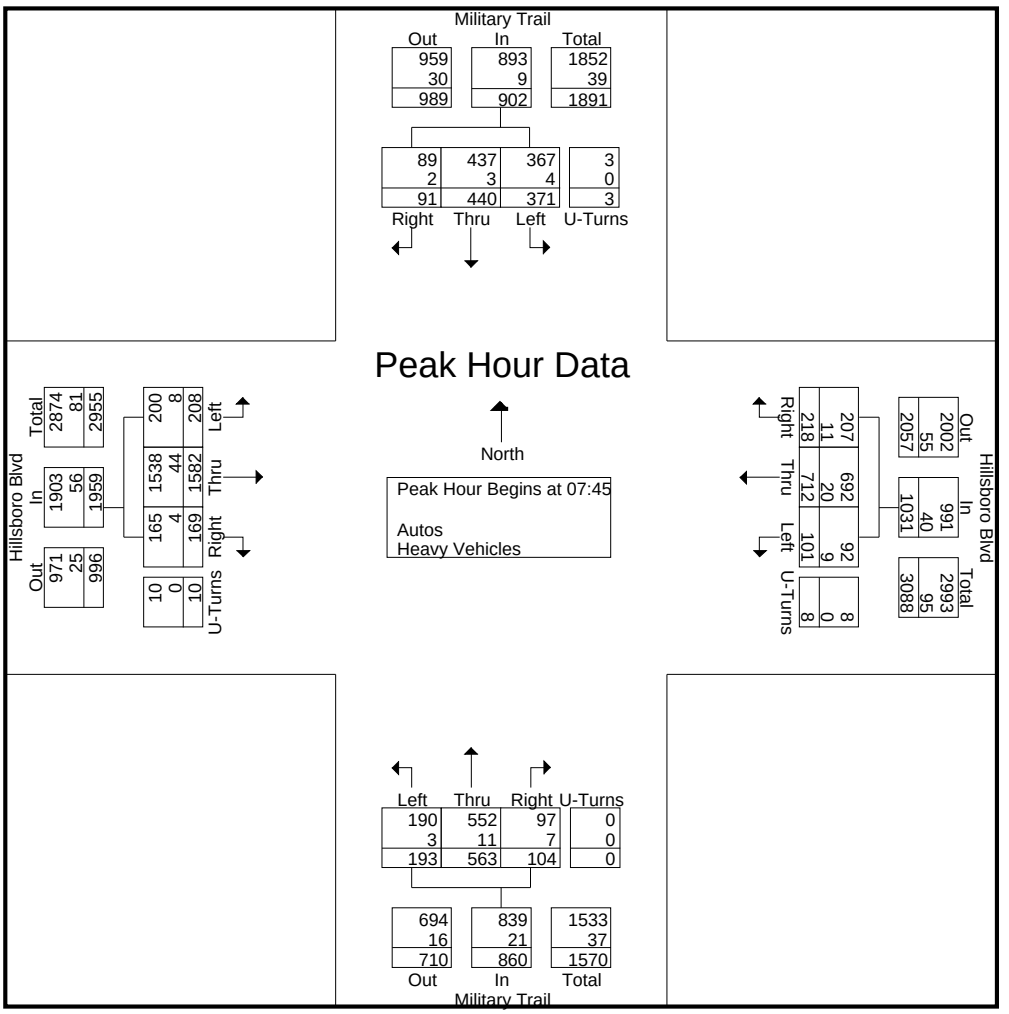
	Military Trail From North					Hillsboro Blvd From East					Military Trail From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	62	105	58	0	225	75	413	36	8	532	24	147	53	0	224	36	271	57	7	371	1352
17:00	81	150	77	0	308	56	334	34	6	430	29	177	79	0	285	45	272	46	8	371	1394
17:15	70	111	84	2	267	93	390	30	1	514	19	147	74	0	240	45	269	65	7	386	1407
17:30	85	134	73	0	292	42	325	23	2	392	27	173	79	0	279	34	284	51	2	371	1334
Total Volume	298	500	292	2	1092	266	1462	123	17	1868	99	644	285	0	1028	160	1096	219	24	1499	5487
% App. Total	27.3	45.8	26.7	0.2		14.2	78.3	6.6	0.9		9.6	62.6	27.7	0		10.7	73.1	14.6	1.6		
PHF	.876	.833	.869	.250	.886	.715	.885	.854	.531	.878	.853	.910	.902	.000	.902	.889	.965	.842	.750	.971	.975
Autos	295	494	288	2	1079	264	1450										1082				
% Autos	99.0	98.8	98.6	100	98.8	99.2	99.2	98.4	94.1	99.1	98.0	98.8	100	0	99.0	98.8	98.7	98.6	100	98.7	98.9
Heavy Vehicles																					
% Heavy Vehicles	1.0	1.2	1.4	0	1.2	0.8	0.8	1.6	5.9	0.9	2.0	1.2	0	0	1.0	1.3	1.3	1.4	0	1.3	1.1



Traf Tech Engineering Inc.

File Name : 1-Hillsboro Blvd & Military Trail
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

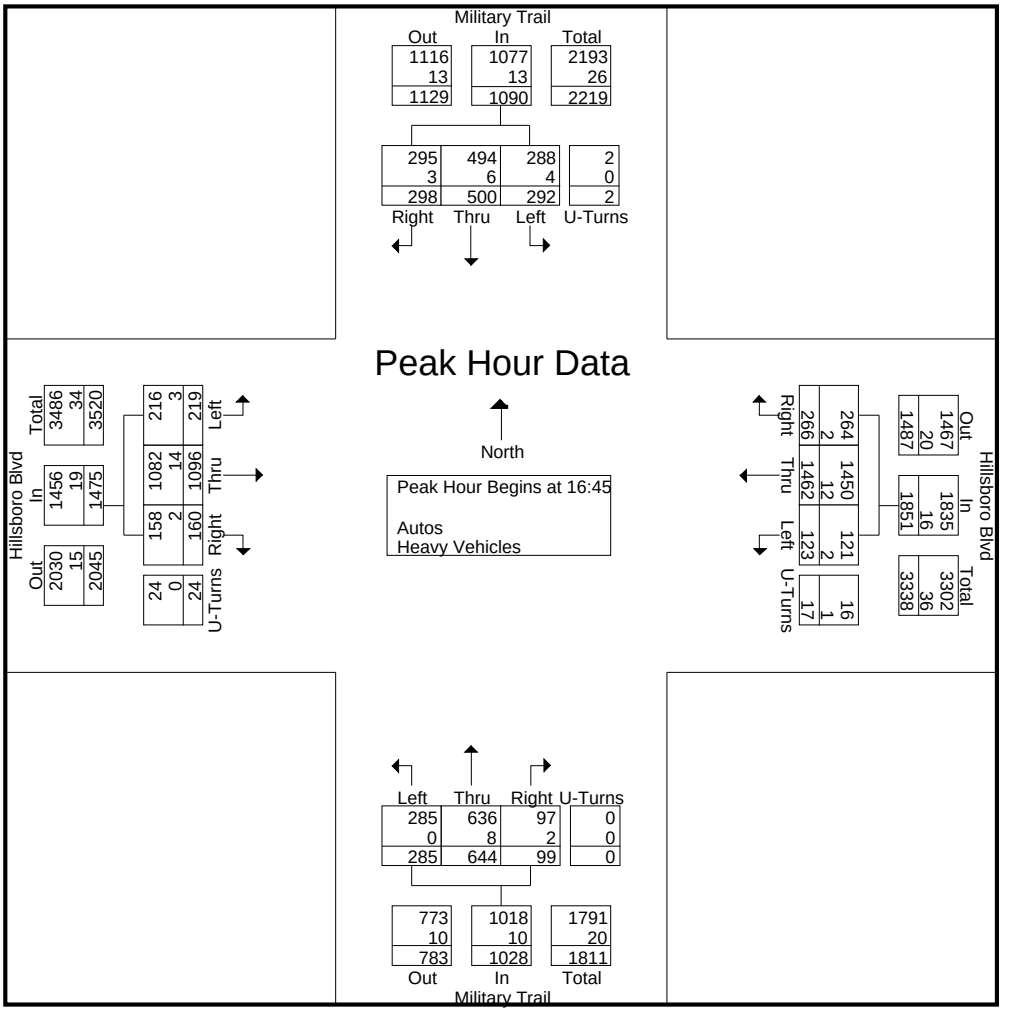
	Military Trail From North					Hillsboro Blvd From East					Military Trail From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	17	125	81	0	223	51	197	31	2	281	18	140	51	0	209	43	383	58	0	484	1197
08:00	23	117	105	0	245	56	166	18	0	240	24	147	39	0	210	41	400	33	3	477	1172
08:15	19	90	82	1	192	60	181	25	3	269	31	133	50	0	214	41	414	60	0	515	1190
08:30	32	108	103	2	245	51	168	27	3	249	31	143	53	0	227	44	385	57	7	493	1214
Total Volume	91	440	371	3	905	218	712	101	8	1039	104	563	193	0	860	169	1582	208	10	1969	4773
% App. Total	10.1	48.6	41	0.3		21	68.5	9.7	0.8		12.1	65.5	22.4	0		8.6	80.3	10.6	0.5		
PHF	.711	.880	.883	.375	.923	.908	.904	.815	.667	.924	.839	.957	.910	.000	.947	.960	.955	.867	.357	.956	.983
Autos	89	437	367	3	896	207	692	92	8	999	97	552	190	0	839	165	1538				
% Autos	97.8	99.3	98.9	100	99.0	95.0	97.2	91.1	100	96.2	93.3	98.0	98.4	0	97.6	97.6	97.2	96.2	100	97.2	97.4
Heavy Vehicles																					
% Heavy Vehicles	2.2	0.7	1.1	0	1.0	5.0	2.8	8.9	0	3.8	6.7	2.0	1.6	0	2.4	2.4	2.8	3.8	0	2.8	2.6



Traf Tech Engineering Inc.

File Name : 1-Hillsboro Blvd & Military Trail
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	Military Trail From North					Hillsboro Blvd From East					Military Trail From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	62	105	58	0	225	75	413	36	8	532	24	147	53	0	224	36	271	57	7	371	1352
17:00	81	150	77	0	308	56	334	34	6	430	29	177	79	0	285	45	272	46	8	371	1394
17:15	70	111	84	2	267	93	390	30	1	514	19	147	74	0	240	45	269	65	7	386	1407
17:30	85	134	73	0	292	42	325	23	2	392	27	173	79	0	279	34	284	51	2	371	1334
Total Volume	298	500	292	2	1092	266	1462	123	17	1868	99	644	285	0	1028	160	1096	219	24	1499	5487
% App. Total	27.3	45.8	26.7	0.2		14.2	78.3	6.6	0.9		9.6	62.6	27.7	0		10.7	73.1	14.6	1.6		
PHF	.876	.833	.869	.250	.886	.715	.885	.854	.531	.878	.853	.910	.902	.000	.902	.889	.965	.842	.750	.971	.975
Autos	295	494	288	2	1079	264	1450										1082				
% Autos	99.0	98.8	98.6	100	98.8	99.2	99.2	98.4	94.1	99.1	98.0	98.8	100	0	99.0	98.8	98.7	98.6	100	98.7	98.9
Heavy Vehicles																					
% Heavy Vehicles	1.0	1.2	1.4	0	1.2	0.8	0.8	1.6	5.9	0.9	2.0	1.2	0	0	1.0	1.3	1.3	1.4	0	1.3	1.1



Traf Tech Engineering Inc.

File Name : 2-Hillsboro & Jim Moran Blvd
Site Code : 00000000
Start Date : 4/14/2021
Page No : 1

Groups Printed- Peds & Bikes

	Jim Moran Blvd From North				Hillsboro Blvd From East				Jim Moran Blvd From South				Hillsboro Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
07:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	4
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	0	0	0	0	0	0	0	3	0	0	1	1	0	0	3	9
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
08:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	3
08:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	1	6
*** BREAK ***																	
16:00	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	2	6
16:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
16:45	1	0	0	0	1	0	0	2	3	0	0	0	0	0	0	0	7
Total	2	0	0	2	3	0	0	2	4	0	0	0	0	0	0	4	17
17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
17:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	4
17:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
17:45	4	0	0	0	3	0	0	0	0	0	0	0	1	0	0	1	9
Total	5	0	0	1	4	0	0	0	4	0	0	0	1	0	0	3	18
Grand Total	8	0	0	3	10	0	0	2	13	0	0	1	2	0	0	11	50
Apprch %	72.7	0	0	27.3	83.3	0	0	16.7	92.9	0	0	7.1	15.4	0	0	84.6	
Total %	16	0	0	6	20	0	0	4	26	0	0	2	4	0	0	22	

Traf Tech Engineering Inc.

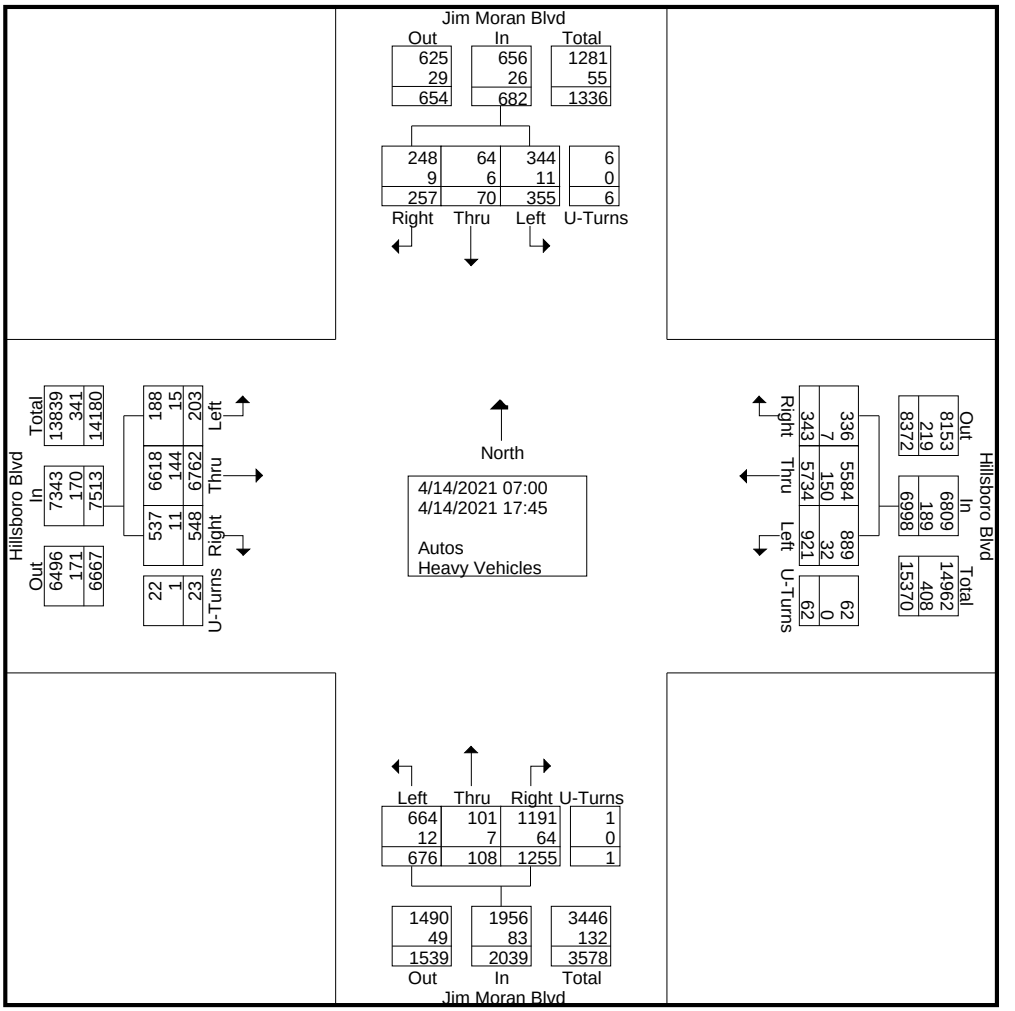
File Name : 2-Hillsboro & Jim Moran Blvd
Site Code : 00000000
Start Date : 4/14/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Jim Moran Blvd From North					Hillsboro Blvd From East					Jim Moran Blvd From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	2	9	1	13	23	181	51	1	256	48	10	18	0	76	33	344	9	1	387	732
07:15	1	3	6	0	10	25	271	46	3	345	69	9	25	0	103	20	400	12	2	434	892
07:30	3	2	5	0	10	39	282	59	2	382	54	11	27	0	92	30	448	15	1	494	978
07:45	3	3	9	1	16	47	289	86	3	425	79	22	34	1	136	42	459	32	1	534	1111
Total	8	10	29	2	49	134	1023	242	9	1408	250	52	104	1	407	125	1651	68	5	1849	3713
08:00	5	3	8	1	17	55	287	68	3	413	80	9	42	0	131	42	431	26	1	500	1061
08:15	8	3	5	0	16	37	335	66	0	438	91	14	27	0	132	39	574	19	4	636	1222
08:30	8	1	6	1	16	22	276	55	1	354	94	9	40	0	143	39	512	22	0	573	1086
08:45	5	2	12	1	20	27	333	67	4	431	69	8	37	0	114	35	468	11	0	514	1079
Total	26	9	31	3	69	141	1231	256	8	1636	334	40	146	0	520	155	1985	78	5	2223	4448
*** BREAK ***																					
16:00	25	6	27	0	58	11	419	46	8	484	78	0	48	0	126	38	402	9	1	450	1118
16:15	13	6	26	0	45	9	465	54	5	533	70	5	35	0	110	44	419	10	1	474	1162
16:30	20	7	31	0	58	5	390	51	5	451	91	2	78	0	171	29	375	6	4	414	1094
16:45	40	4	42	1	87	6	457	40	7	510	67	1	42	0	110	33	379	7	1	420	1127
Total	98	23	126	1	248	31	1731	191	25	1978	306	8	203	0	517	144	1575	32	7	1758	4501
17:00	40	7	52	0	99	7	479	47	4	537	112	0	64	0	176	35	415	2	1	453	1265
17:15	35	9	52	0	96	5	456	67	4	532	97	3	55	0	155	31	420	12	1	464	1247
17:30	23	4	35	0	62	12	349	47	4	412	77	3	35	0	115	28	357	3	2	390	979
17:45	27	8	30	0	65	13	465	71	8	557	79	2	69	0	150	30	359	8	2	399	1171
Total	125	28	169	0	322	37	1749	232	20	2038	365	8	223	0	596	124	1551	25	6	1706	4662
Grand Total	257	70	355	6	688	343	5734	921	62	7060	1255	108	676	1	2040	548	6762	203	23	7536	17324
Apprch %	37.4	10.2	51.6	0.9		4.9	81.2	13	0.9		61.5	5.3	33.1	0		7.3	89.7	2.7	0.3		
Total %	1.5	0.4	2	0	4	2	33.1	5.3	0.4	40.8	7.2	0.6	3.9	0	11.8	3.2	39	1.2	0.1	43.5	
Autos	248	64	344	6	662	336	5584				1191						6618				16855
% Autos	96.5	91.4	96.9	100	96.2	98	97.4	96.5	100	97.3	94.9	93.5	98.2	100	95.9	98	97.9	92.6	95.7	97.7	97.3
Heavy Vehicles																					
% Heavy Vehicles	3.5	8.6	3.1	0	3.8	2	2.6	3.5	0	2.7	5.1	6.5	1.8	0	4.1	2	2.1	7.4	4.3	2.3	2.7

Traf Tech Engineering Inc.

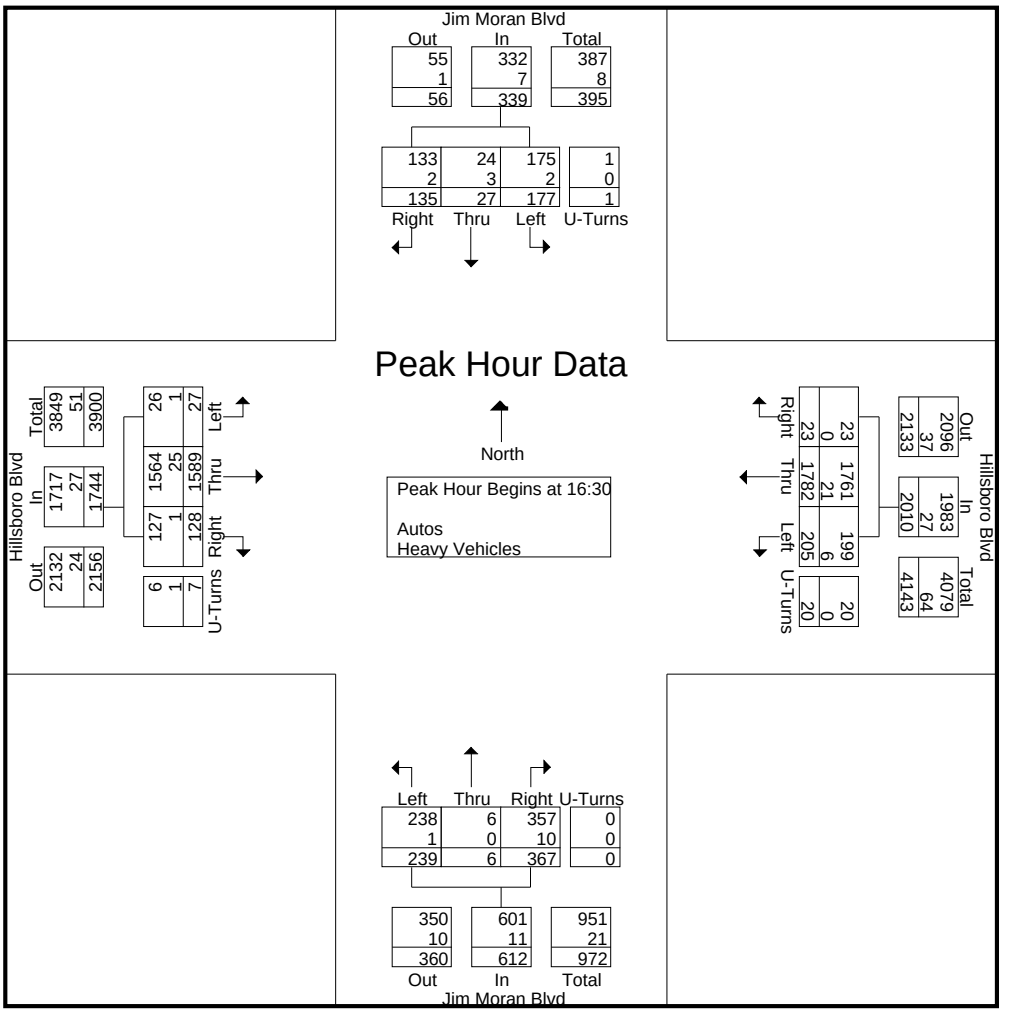
File Name : 2-Hillsboro & Jim Moran Blvd
Site Code : 00000000
Start Date : 4/14/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 2-Hillsboro & Jim Moran Blvd
Site Code : 00000000
Start Date : 4/14/2021
Page No : 3

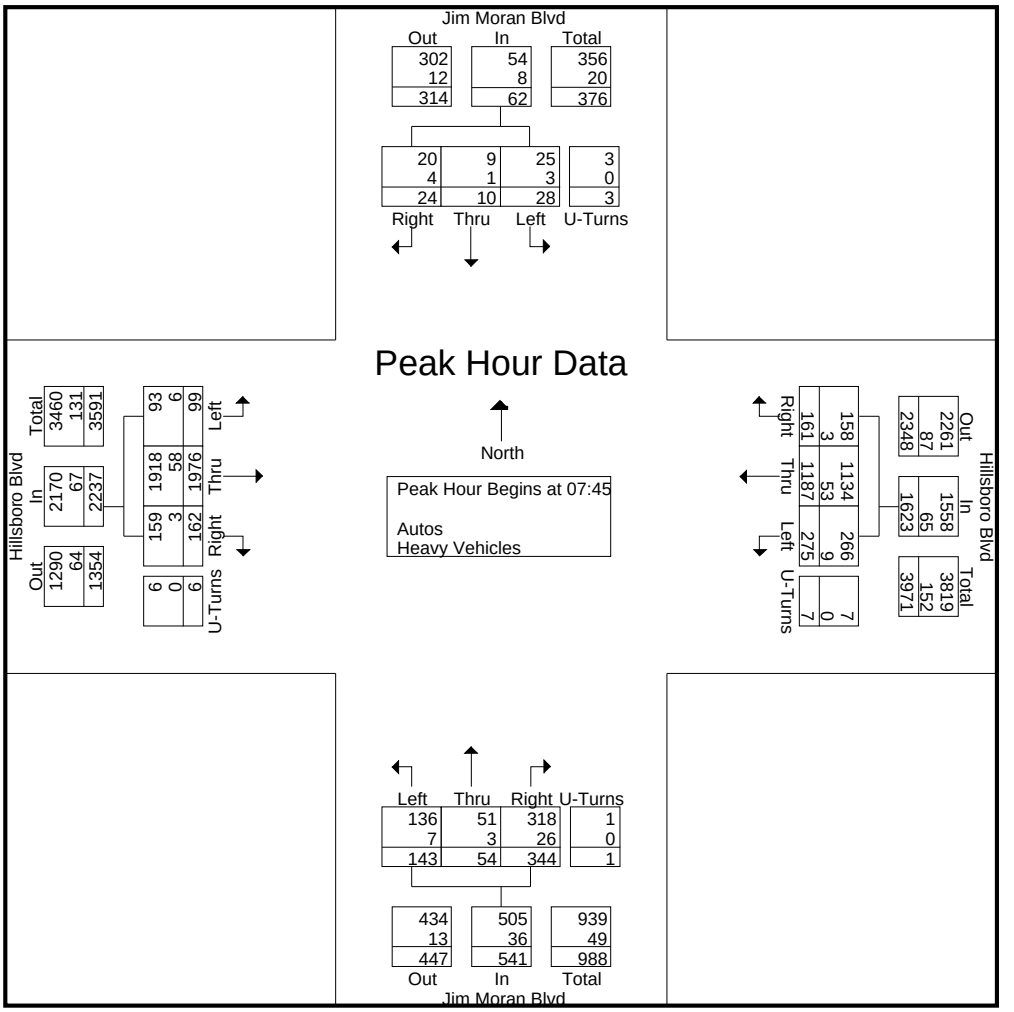
	Jim Moran Blvd From North					Hillsboro Blvd From East					Jim Moran Blvd From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	20	7	31	0	58	5	390	51	5	451	91	2	78	0	171	29	375	6	4	414	1094
16:45	40	4	42	1	87	6	457	40	7	510	67	1	42	0	110	33	379	7	1	420	1127
17:00	40	7	52	0	99	7	479	47	4	537	112	0	64	0	176	35	415	2	1	453	1265
17:15	35	9	52	0	96	5	456	67	4	532	97	3	55	0	155	31	420	12	1	464	1247
Total Volume	135	27	177	1	340	23	1782	205	20	2030	367	6	239	0	612	128	1589	27	7	1751	4733
% App. Total	39.7	7.9	52.1	0.3		1.1	87.8	10.1	1		60	1	39.1	0		7.3	90.7	1.5	0.4		
PHF	.844	.750	.851	.250	.859	.821	.930	.765	.714	.945	.819	.500	.766	.000	.869	.914	.946	.563	.438	.943	.935
Autos	133	24	175	1	333	23	1761										1564				
% Autos	98.5	88.9	98.9	100	97.9	100	98.8	97.1	100	98.7	97.3	100	99.6	0	98.2	99.2	98.4	96.3	85.7	98.4	98.5
Heavy Vehicles																					
% Heavy Vehicles	1.5	11.1	1.1	0	2.1	0	1.2	2.9	0	1.3	2.7	0	0.4	0	1.8	0.8	1.6	3.7	14.3	1.6	1.5



Traf Tech Engineering Inc.

File Name : 2-Hillsboro & Jim Moran Blvd
Site Code : 00000000
Start Date : 4/14/2021
Page No : 4

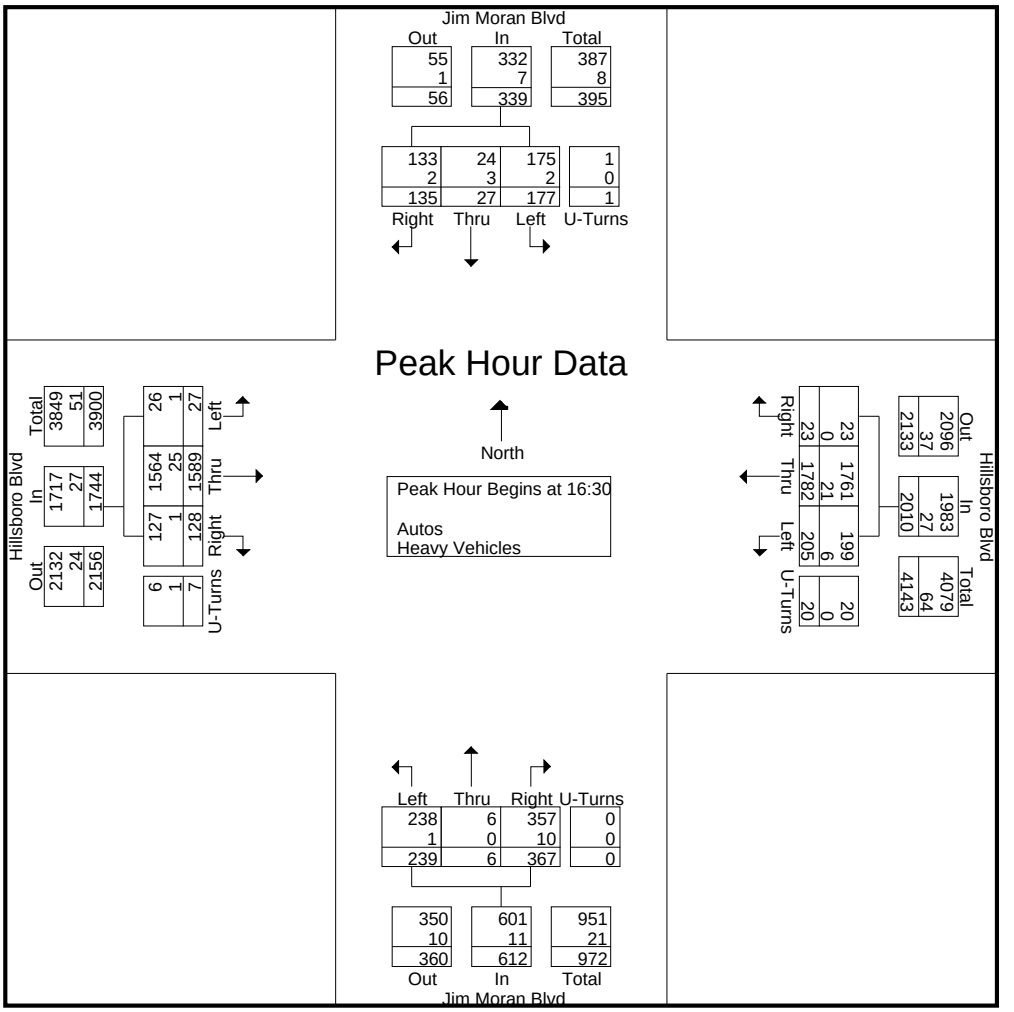
Start Time	Jim Moran Blvd From North					Hillsboro Blvd From East					Jim Moran Blvd From South					Hillsboro Blvd From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	3	3	9	1	16	47	289	86	3	425	79	22	34	1	136	42	459	32	1	534	1111
08:00	5	3	8	1	17	55	287	68	3	413	80	9	42	0	131	42	431	26	1	500	1061
08:15	8	3	5	0	16	37	335	66	0	438	91	14	27	0	132	39	574	19	4	636	1222
08:30	8	1	6	1	16	22	276	55	1	354	94	9	40	0	143	39	512	22	0	573	1086
Total Volume	24	10	28	3	65	161	1187	275	7	1630	344	54	143	1	542	162	1976	99	6	2243	4480
% App. Total	36.9	15.4	43.1	4.6		9.9	72.8	16.9	0.4		63.5	10	26.4	0.2		7.2	88.1	4.4	0.3		
PHF	.750	.833	.778	.750	.956	.732	.886	.799	.583	.930	.915	.614	.851	.250	.948	.964	.861	.773	.375	.882	.917
Autos	20	9	25	3	57	158	1134										1918				
% Autos	83.3	90.0	89.3	100	87.7	98.1	95.5	96.7	100	96.0	92.4	94.4	95.1	100	93.4	98.1	97.1	93.9	100	97.0	96.1
Heavy Vehicles																					
% Heavy Vehicles	16.7	10.0	10.7	0	12.3	1.9	4.5	3.3	0	4.0	7.6	5.6	4.9	0	6.6	1.9	2.9	6.1	0	3.0	3.9



Traf Tech Engineering Inc.

File Name : 2-Hillsboro & Jim Moran Blvd
Site Code : 00000000
Start Date : 4/14/2021
Page No : 5

Start Time	Jim Moran Blvd From North					Hillsboro Blvd From East					Jim Moran Blvd From South					Hillsboro Blvd From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	20	7	31	0	58	5	390	51	5	451	91	2	78	0	171	29	375	6	4	414	1094
16:45	40	4	42	1	87	6	457	40	7	510	67	1	42	0	110	33	379	7	1	420	1127
17:00	40	7	52	0	99	7	479	47	4	537	112	0	64	0	176	35	415	2	1	453	1265
17:15	35	9	52	0	96	5	456	67	4	532	97	3	55	0	155	31	420	12	1	464	1247
Total Volume	135	27	177	1	340	23	1782	205	20	2030	367	6	239	0	612	128	1589	27	7	1751	4733
% App. Total	39.7	7.9	52.1	0.3		1.1	87.8	10.1	1		60	1	39.1	0		7.3	90.7	1.5	0.4		
PHF	.844	.750	.851	.250	.859	.821	.930	.765	.714	.945	.819	.500	.766	.000	.869	.914	.946	.563	.438	.943	.935
Autos	133	24	175	1	333	23	1761										1564				
% Autos	98.5	88.9	98.9	100	97.9	100	98.8	97.1	100	98.7	97.3	100	99.6	0	98.2	99.2	98.4	96.3	85.7	98.4	98.5
Heavy Vehicles																					
% Heavy Vehicles	1.5	11.1	1.1	0	2.1	0	1.2	2.9	0	1.3	2.7	0	0.4	0	1.8	0.8	1.6	3.7	14.3	1.6	1.5



Traf Tech Engineering Inc.

File Name : 1-Hillsboro Blvd & Military Trail
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	Military Trail From North				Hillsboro Blvd From East				Military Trail From South				Hillsboro Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
*** BREAK ***																	
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
16:15	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
16:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3
Grand Total	0	0	0	0	3	0	0	8	1	0	0	0	0	0	0	1	13
Apprch %	0	0	0	0	27.3	0	0	72.7	100	0	0	0	0	0	0	100	
Total %	0	0	0	0	23.1	0	0	61.5	7.7	0	0	0	0	0	0	7.7	

Traf Tech Engineering Inc.

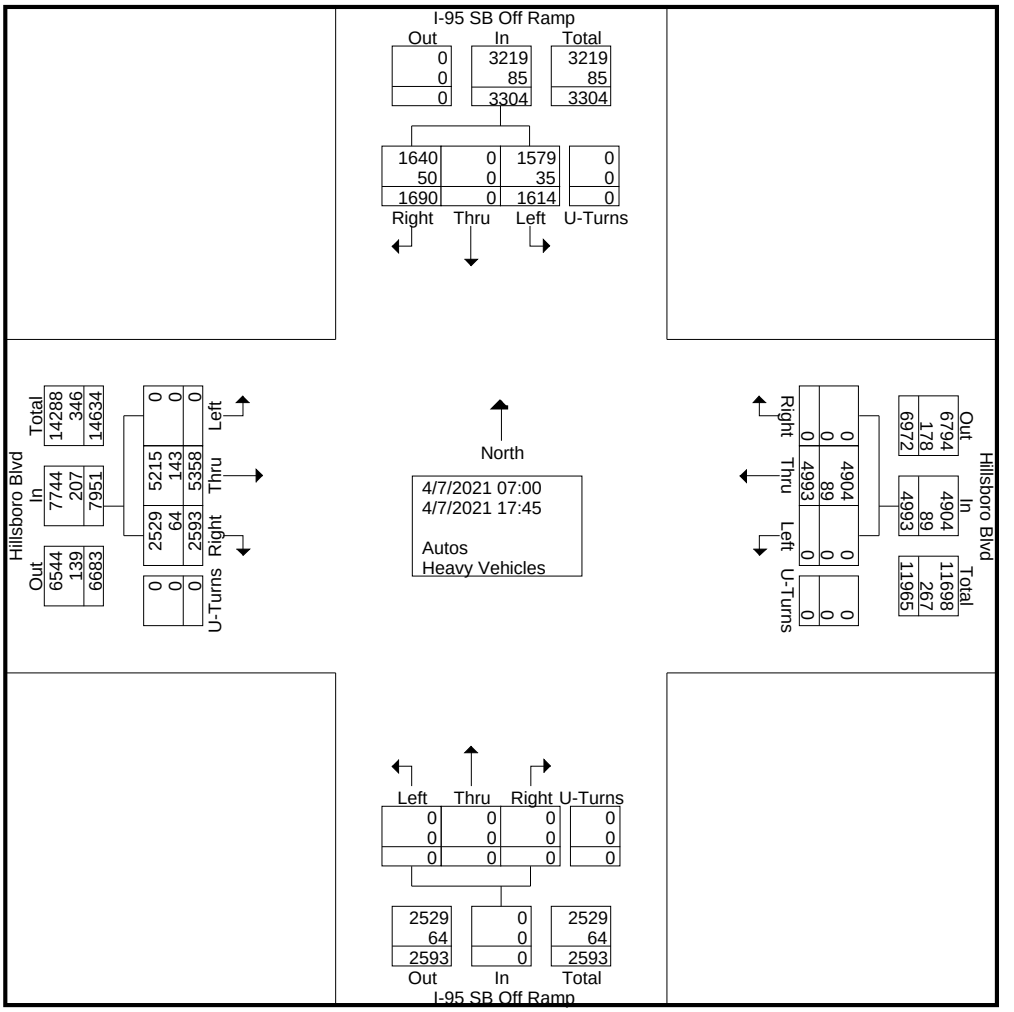
File Name : 3-Hillsboro Blvd & I-95 SB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	I-95 SB Off Ramp From North					Hillsboro Blvd From East					I-95 SB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	78	0	64	0	142	0	186	0	0	186	0	0	0	0	0	130	202	0	0	332	660
07:15	109	0	101	0	210	0	202	0	0	202	0	0	0	0	0	193	246	0	0	439	851
07:30	88	0	80	0	168	0	260	0	0	260	0	0	0	0	0	217	311	0	0	528	956
07:45	121	0	92	0	213	0	270	0	0	270	0	0	0	0	0	183	308	0	0	491	974
Total	396	0	337	0	733	0	918	0	0	918	0	0	0	0	0	723	1067	0	0	1790	3441
08:00	111	0	94	0	205	0	287	0	0	287	0	0	0	0	0	226	383	0	0	609	1101
08:15	112	0	120	0	232	0	228	0	0	228	0	0	0	0	0	176	368	0	0	544	1004
08:30	101	0	93	0	194	0	213	0	0	213	0	0	0	0	0	195	422	0	0	617	1024
08:45	114	0	84	0	198	0	249	0	0	249	0	0	0	0	0	158	390	0	0	548	995
Total	438	0	391	0	829	0	977	0	0	977	0	0	0	0	0	755	1563	0	0	2318	4124
*** BREAK ***																					
16:00	100	0	87	0	187	0	426	0	0	426	0	0	0	0	0	139	297	0	0	436	1049
16:15	99	0	92	0	191	0	396	0	0	396	0	0	0	0	0	138	342	0	0	480	1067
16:30	121	0	116	0	237	0	343	0	0	343	0	0	0	0	0	120	349	0	0	469	1049
16:45	140	0	122	0	262	0	403	0	0	403	0	0	0	0	0	135	335	0	0	470	1135
Total	460	0	417	0	877	0	1568	0	0	1568	0	0	0	0	0	532	1323	0	0	1855	4300
17:00	101	0	106	0	207	0	436	0	0	436	0	0	0	0	0	180	403	0	0	583	1226
17:15	97	0	138	0	235	0	349	0	0	349	0	0	0	0	0	145	352	0	0	497	1081
17:30	82	0	102	0	184	0	383	0	0	383	0	0	0	0	0	129	342	0	0	471	1038
17:45	116	0	123	0	239	0	362	0	0	362	0	0	0	0	0	129	308	0	0	437	1038
Total	396	0	469	0	865	0	1530	0	0	1530	0	0	0	0	0	583	1405	0	0	1988	4383
Grand Total	1690	0	1614	0	3304	0	4993	0	0	4993	0	0	0	0	0	2593	5358	0	0	7951	16248
Apprch %	51.2	0	48.8	0		0	100	0	0		0	0	0	0		32.6	67.4	0	0		
Total %	10.4	0	9.9	0	20.3	0	30.7	0	0	30.7	0	0	0	0	0	16	33	0	0	48.9	
Autos	1640		1579				4904									2529	5215				15867
% Autos	97	0	97.8	0	97.4	0	98.2	0	0	98.2	0	0	0	0	0	97.5	97.3	0	0	97.4	97.7
Heavy Vehicles																					
% Heavy Vehicles	3	0	2.2	0	2.6	0	1.8	0	0	1.8	0	0	0	0	0	2.5	2.7	0	0	2.6	2.3

Traf Tech Engineering Inc.

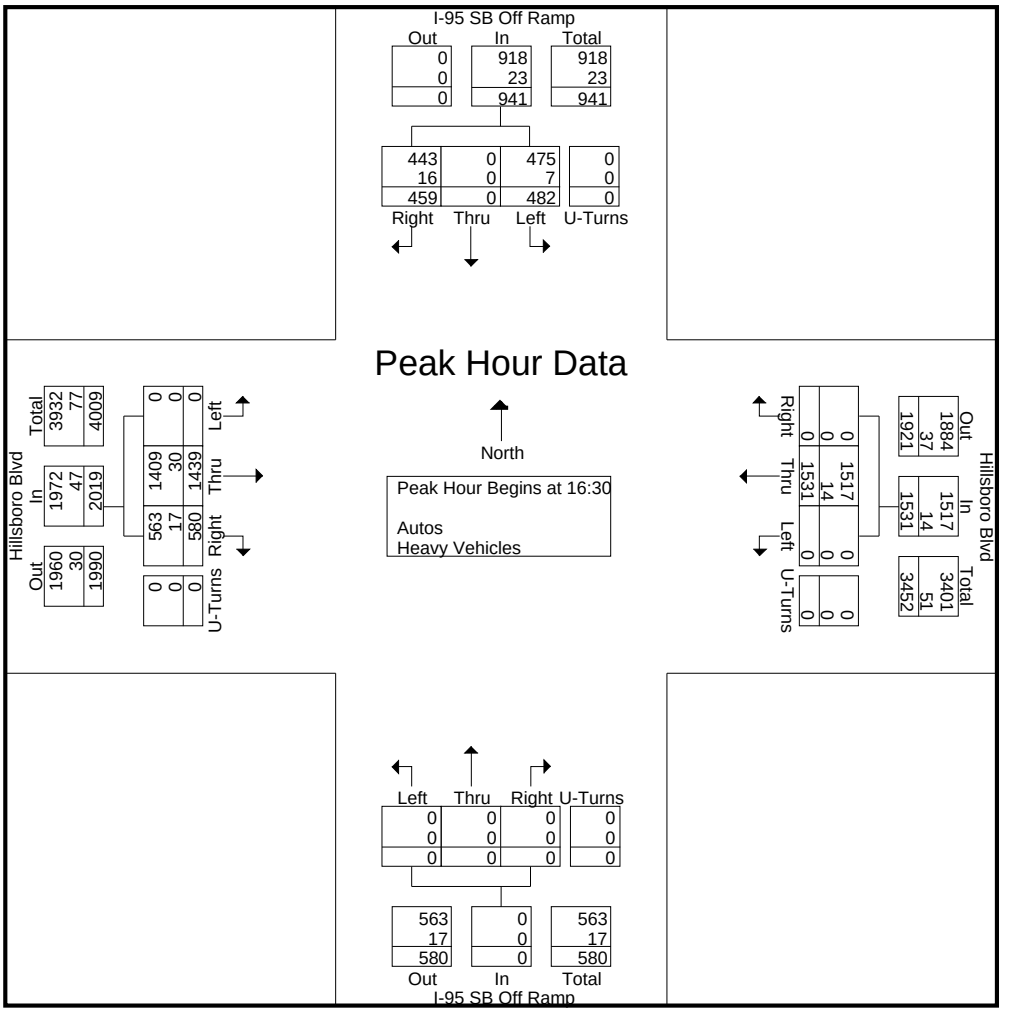
File Name : 3-Hillsboro Blvd & I-95 SB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 3-Hillsboro Blvd & I-95 SB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

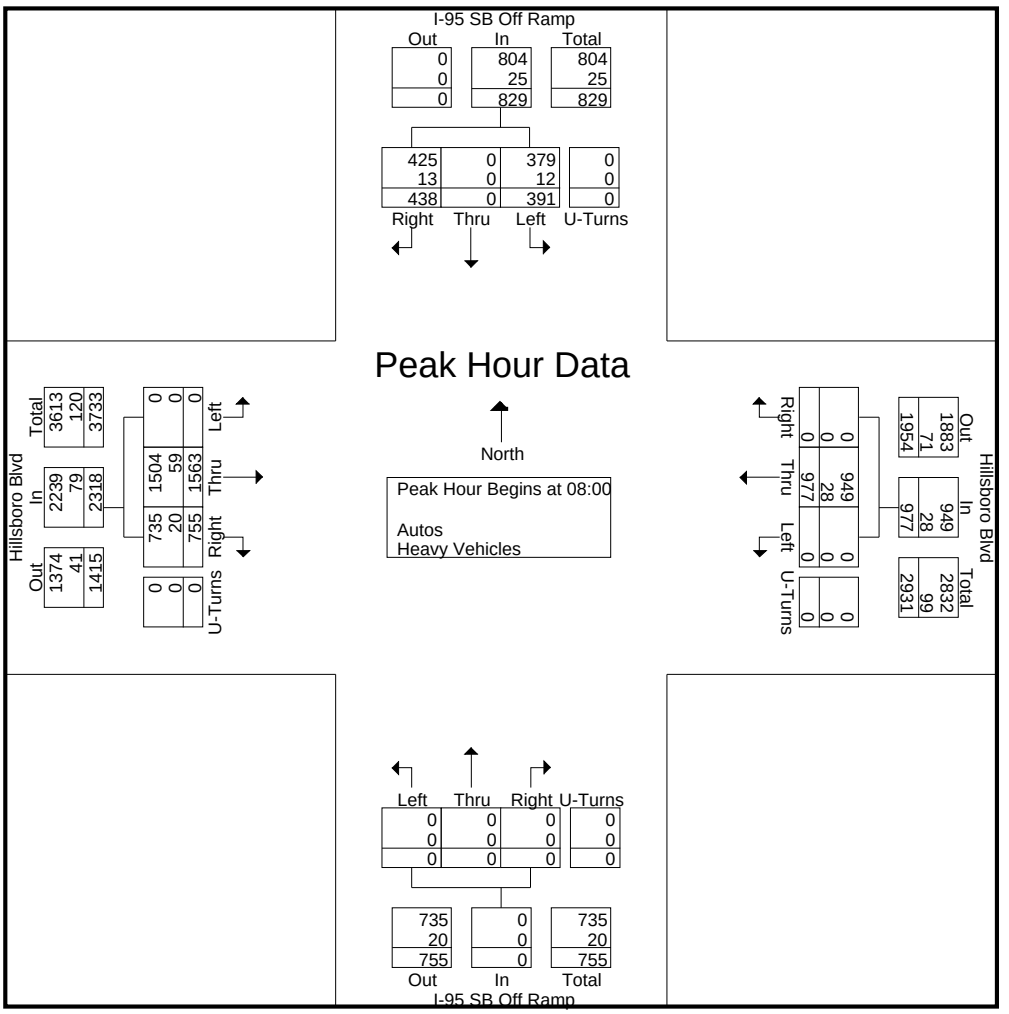
	I-95 SB Off Ramp From North					Hillsboro Blvd From East					I-95 SB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	121	0	116	0	237	0	343	0	0	343	0	0	0	0	0	120	349	0	0	469	1049
16:45	140	0	122	0	262	0	403	0	0	403	0	0	0	0	0	135	335	0	0	470	1135
17:00	101	0	106	0	207	0	436	0	0	436	0	0	0	0	0	180	403	0	0	583	1226
17:15	97	0	138	0	235	0	349	0	0	349	0	0	0	0	0	145	352	0	0	497	1081
Total Volume	459	0	482	0	941	0	1531	0	0	1531	0	0	0	0	0	580	1439	0	0	2019	4491
% App. Total	48.8	0	51.2	0		0	100	0	0		0	0	0	0		28.7	71.3	0	0		
PHF	.820	.000	.873	.000	.898	.000	.878	.000	.000	.878	.000	.000	.000	.000	.000	.806	.893	.000	.000	.866	.916
Autos	443	0	475	0	918	0	1517										1409				
% Autos	96.5	0	98.5	0	97.6	0	99.1	0	0	99.1	0	0	0	0	0	97.1	97.9	0	0	97.7	98.1
Heavy Vehicles																					
% Heavy Vehicles	3.5	0	1.5	0	2.4	0	0.9	0	0	0.9	0	0	0	0	0	2.9	2.1	0	0	2.3	1.9



Traf Tech Engineering Inc.

File Name : 3-Hillsboro Blvd & I-95 SB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

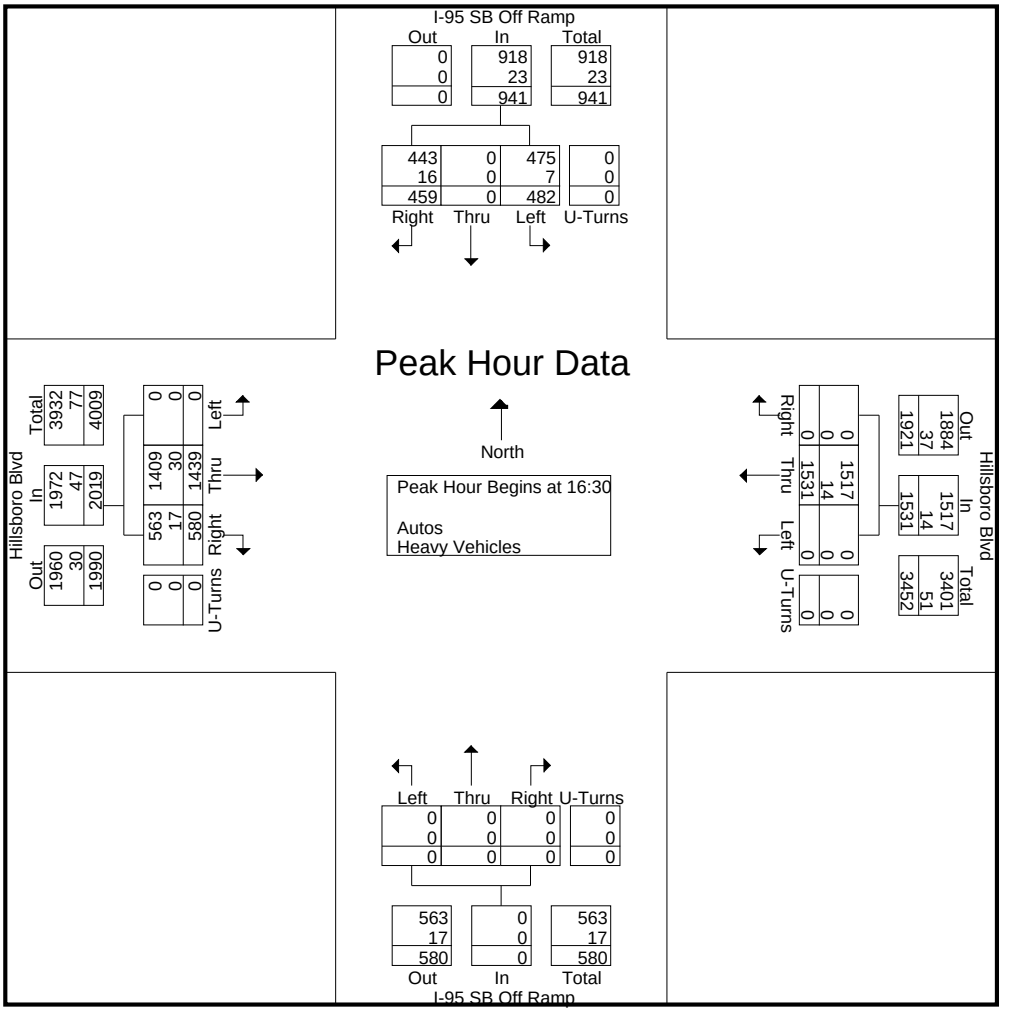
	I-95 SB Off Ramp From North					Hillsboro Blvd From East					I-95 SB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	111	0	94	0	205	0	287	0	0	287	0	0	0	0	0	226	383	0	0	609	1101
08:15	112	0	120	0	232	0	228	0	0	228	0	0	0	0	0	176	368	0	0	544	1004
08:30	101	0	93	0	194	0	213	0	0	213	0	0	0	0	0	195	422	0	0	617	1024
08:45	114	0	84	0	198	0	249	0	0	249	0	0	0	0	0	158	390	0	0	548	995
Total Volume	438	0	391	0	829	0	977	0	0	977	0	0	0	0	0	755	1563	0	0	2318	4124
% App. Total	52.8	0	47.2	0		0	100	0	0		0	0	0	0		32.6	67.4	0	0		
PHF	.961	.000	.815	.000	.893	.000	.851	.000	.000	.851	.000	.000	.000	.000	.000	.835	.926	.000	.000	.939	.936
Autos	425	0	379	0	804	0	949	0	0	949	0	0	0	0	0	735	1504				
% Autos	97.0	0	96.9	0	97.0	0	97.1	0	0	97.1	0	0	0	0	0	97.4	96.2	0	0	96.6	96.8
Heavy Vehicles																					
% Heavy Vehicles	3.0	0	3.1	0	3.0	0	2.9	0	0	2.9	0	0	0	0	0	2.6	3.8	0	0	3.4	3.2



Traf Tech Engineering Inc.

File Name : 3-Hillsboro Blvd & I-95 SB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	I-95 SB Off Ramp From North					Hillsboro Blvd From East					I-95 SB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	121	0	116	0	237	0	343	0	0	343	0	0	0	0	0	120	349	0	0	469	1049
16:45	140	0	122	0	262	0	403	0	0	403	0	0	0	0	0	135	335	0	0	470	1135
17:00	101	0	106	0	207	0	436	0	0	436	0	0	0	0	0	180	403	0	0	583	1226
17:15	97	0	138	0	235	0	349	0	0	349	0	0	0	0	0	145	352	0	0	497	1081
Total Volume	459	0	482	0	941	0	1531	0	0	1531	0	0	0	0	0	580	1439	0	0	2019	4491
% App. Total	48.8	0	51.2	0		0	100	0	0		0	0	0	0		28.7	71.3	0	0		
PHF	.820	.000	.873	.000	.898	.000	.878	.000	.000	.878	.000	.000	.000	.000	.000	.806	.893	.000	.000	.866	.916
Autos	443	0	475	0	918	0	1517										1409				
% Autos	96.5	0	98.5	0	97.6	0	99.1	0	0	99.1	0	0	0	0	0	97.1	97.9	0	0	97.7	98.1
Heavy Vehicles																					
% Heavy Vehicles	3.5	0	1.5	0	2.4	0	0.9	0	0	0.9	0	0	0	0	0	2.9	2.1	0	0	2.3	1.9



Traf Tech Engineering Inc.

File Name : 3-Hillsboro Blvd & I-95 SB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	I-95 SB Off Ramp From North				Hillsboro Blvd From East				I-95 SB Off Ramp From South				Hillsboro Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %																	

Traf Tech Engineering Inc.

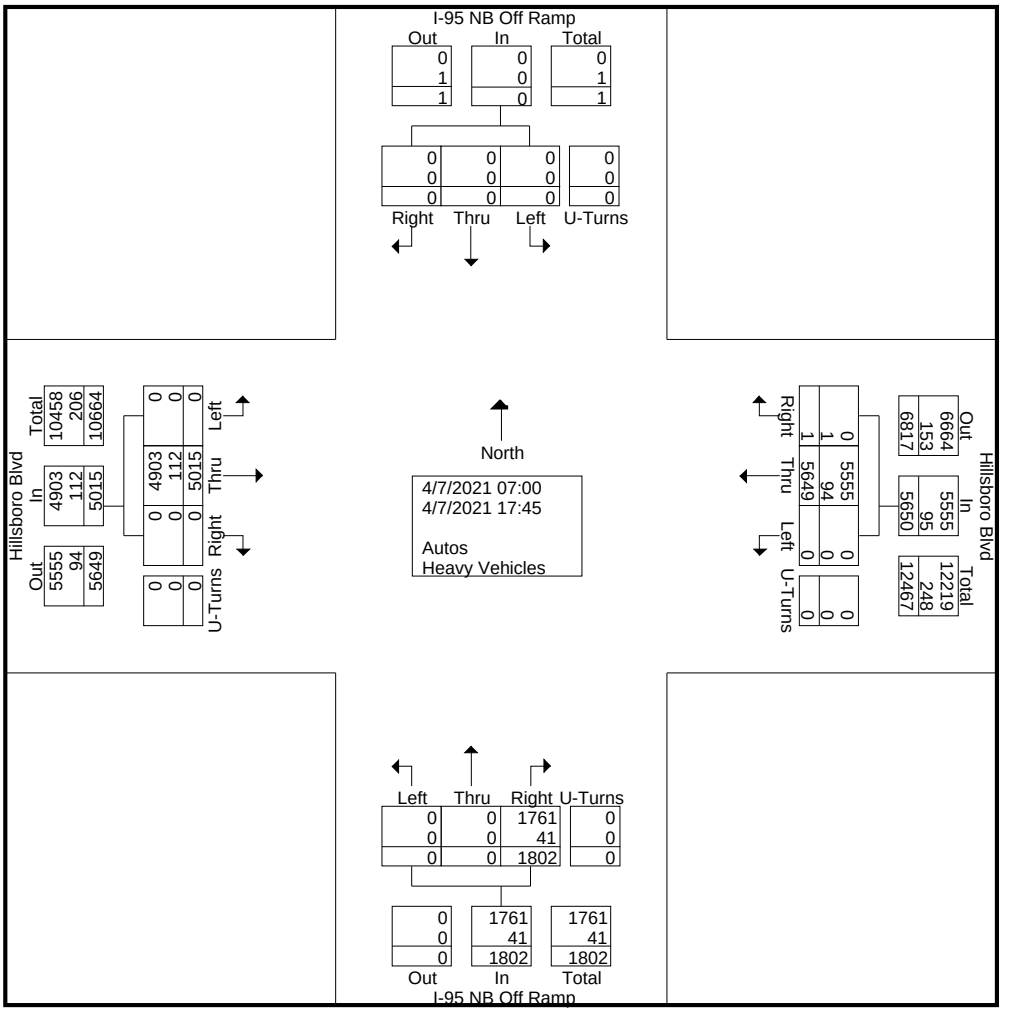
File Name : 4-Hillsboro Blvd & I-95 NB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	I-95 NB Off Ramp From North					Hillsboro Blvd From East					I-95 NB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	0	0	0	0	1	190	0	0	191	86	0	0	0	86	0	174	0	0	174	451
07:15	0	0	0	0	0	0	238	0	0	238	99	0	0	0	99	0	210	0	0	210	547
07:30	0	0	0	0	0	0	267	0	0	267	145	0	0	0	145	0	312	0	0	312	724
07:45	0	0	0	0	0	0	348	0	0	348	124	0	0	0	124	0	233	0	0	233	705
Total	0	0	0	0	0	1	1043	0	0	1044	454	0	0	0	454	0	929	0	0	929	2427
08:00	0	0	0	0	0	0	279	0	0	279	116	0	0	0	116	0	320	0	0	320	715
08:15	0	0	0	0	0	0	309	0	0	309	67	0	0	0	67	0	339	0	0	339	715
08:30	0	0	0	0	0	0	299	0	0	299	72	0	0	0	72	0	352	0	0	352	723
08:45	0	0	0	0	0	0	275	0	0	275	142	0	0	0	142	0	308	0	0	308	725
Total	0	0	0	0	0	0	1162	0	0	1162	397	0	0	0	397	0	1319	0	0	1319	2878
*** BREAK ***																					
16:00	0	0	0	0	0	0	501	0	0	501	106	0	0	0	106	0	290	0	0	290	897
16:15	0	0	0	0	0	0	377	0	0	377	129	0	0	0	129	0	323	0	0	323	829
16:30	0	0	0	0	0	0	443	0	0	443	126	0	0	0	126	0	345	0	0	345	914
16:45	0	0	0	0	0	0	393	0	0	393	112	0	0	0	112	0	319	0	0	319	824
Total	0	0	0	0	0	0	1714	0	0	1714	473	0	0	0	473	0	1277	0	0	1277	3464
17:00	0	0	0	0	0	0	435	0	0	435	121	0	0	0	121	0	416	0	0	416	972
17:15	0	0	0	0	0	0	505	0	0	505	110	0	0	0	110	0	389	0	0	389	1004
17:30	0	0	0	0	0	0	415	0	0	415	131	0	0	0	131	0	320	0	0	320	866
17:45	0	0	0	0	0	0	375	0	0	375	116	0	0	0	116	0	365	0	0	365	856
Total	0	0	0	0	0	0	1730	0	0	1730	478	0	0	0	478	0	1490	0	0	1490	3698
Grand Total	0	0	0	0	0	1	5649	0	0	5650	1802	0	0	0	1802	0	5015	0	0	5015	12467
Apprch %	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	45.3	0	0	45.3	14.5	0	0	0	14.5	0	40.2	0	0	40.2	
Autos	0	0	0	0	0	0	5555				1761						4903				12219
% Autos	0	0	0	0	0	0	98.3	0	0	98.3	97.7	0	0	0	97.7	0	97.8	0	0	97.8	98
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	100	1.7	0	0	1.7	2.3	0	0	0	2.3	0	2.2	0	0	2.2	2

Traf Tech Engineering Inc.

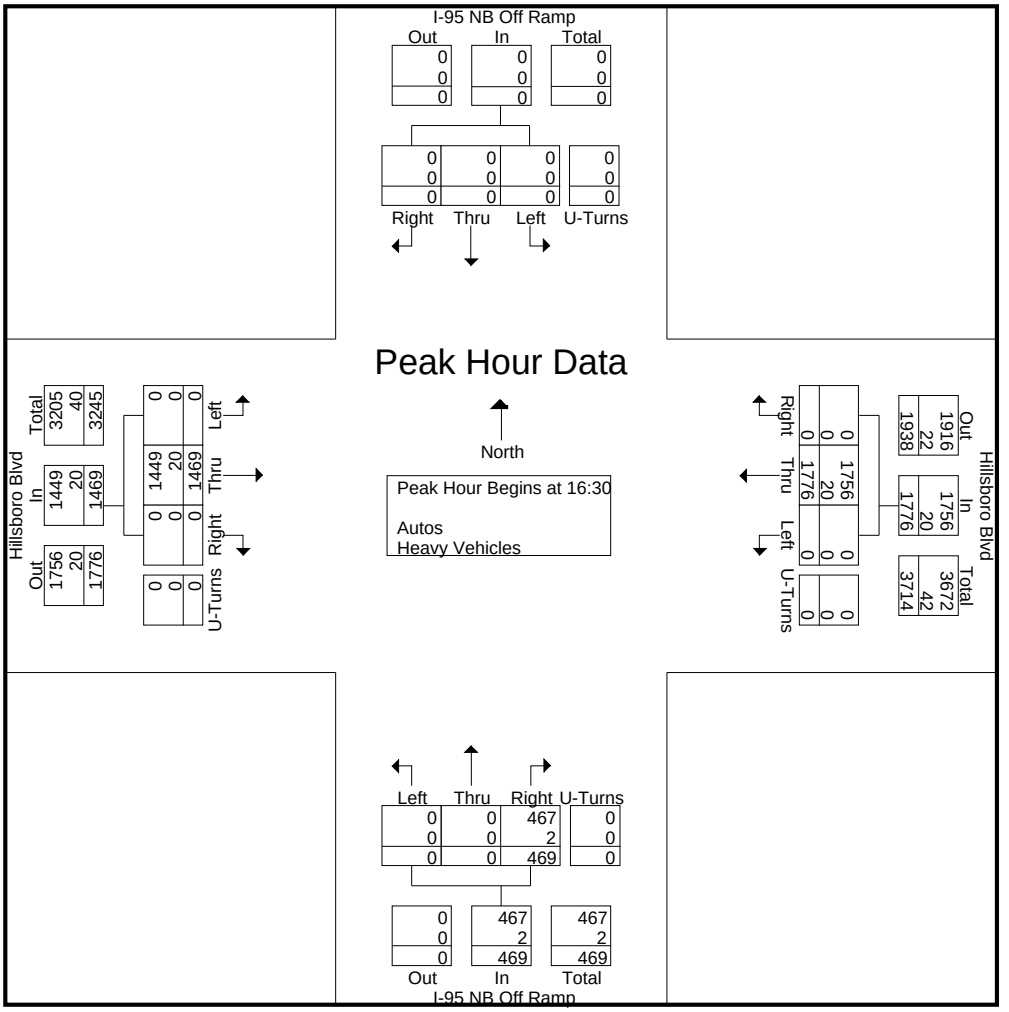
File Name : 4-Hillsboro Blvd & I-95 NB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 4-Hillsboro Blvd & I-95 NB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

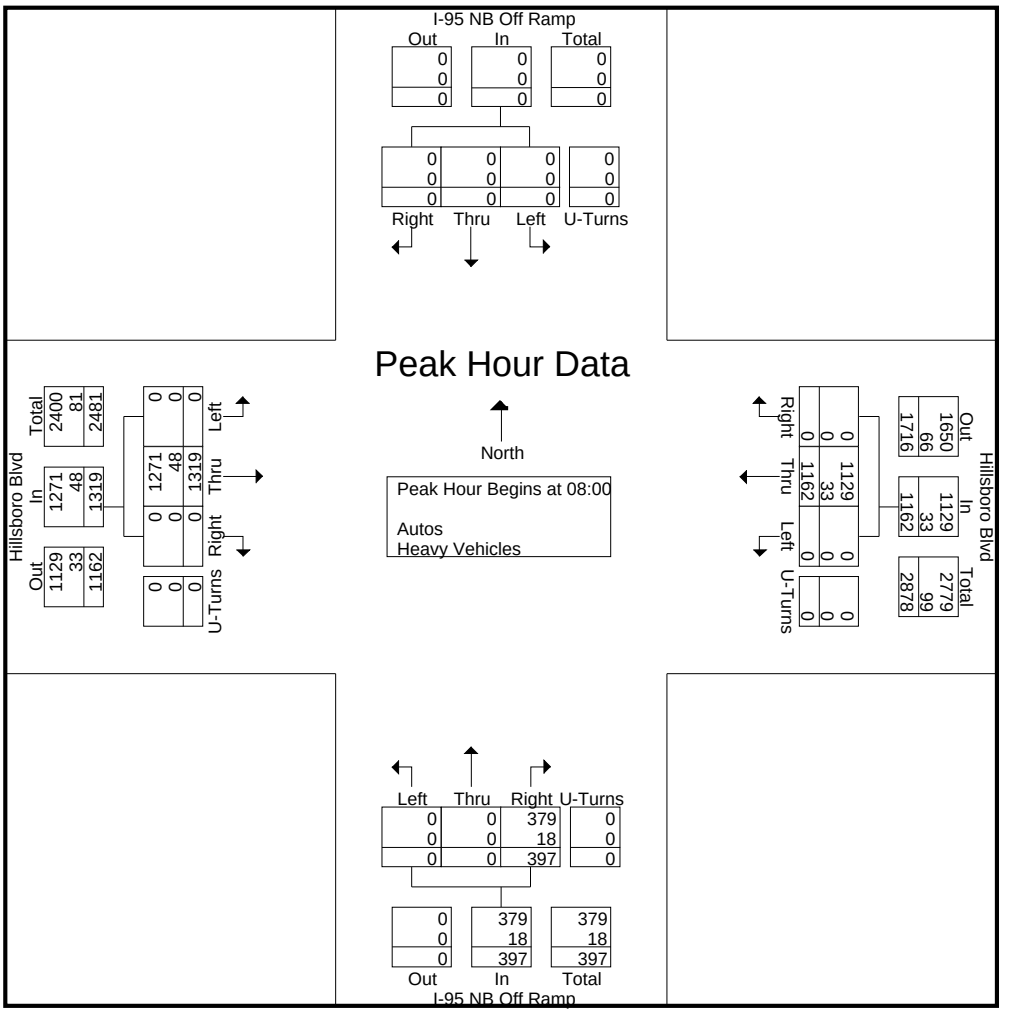
	I-95 NB Off Ramp From North					Hillsboro Blvd From East					I-95 NB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	443	0	0	443	126	0	0	0	126	0	345	0	0	345	914
16:45	0	0	0	0	0	0	393	0	0	393	112	0	0	0	112	0	319	0	0	319	824
17:00	0	0	0	0	0	0	435	0	0	435	121	0	0	0	121	0	416	0	0	416	972
17:15	0	0	0	0	0	0	505	0	0	505	110	0	0	0	110	0	389	0	0	389	1004
Total Volume	0	0	0	0	0	0	1776	0	0	1776	469	0	0	0	469	0	1469	0	0	1469	3714
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.879	.000	.000	.879	.931	.000	.000	.000	.931	.000	.883	.000	.000	.883	.925
Autos	0	0	0	0	0	0	1756										1449				
% Autos	0	0	0	0	0	0	98.9	0	0	98.9	99.6	0	0	0	99.6	0	98.6	0	0	98.6	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.1	0	0	1.1	0.4	0	0	0	0.4	0	1.4	0	0	1.4	1.1



Traf Tech Engineering Inc.

File Name : 4-Hillsboro Blvd & I-95 NB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

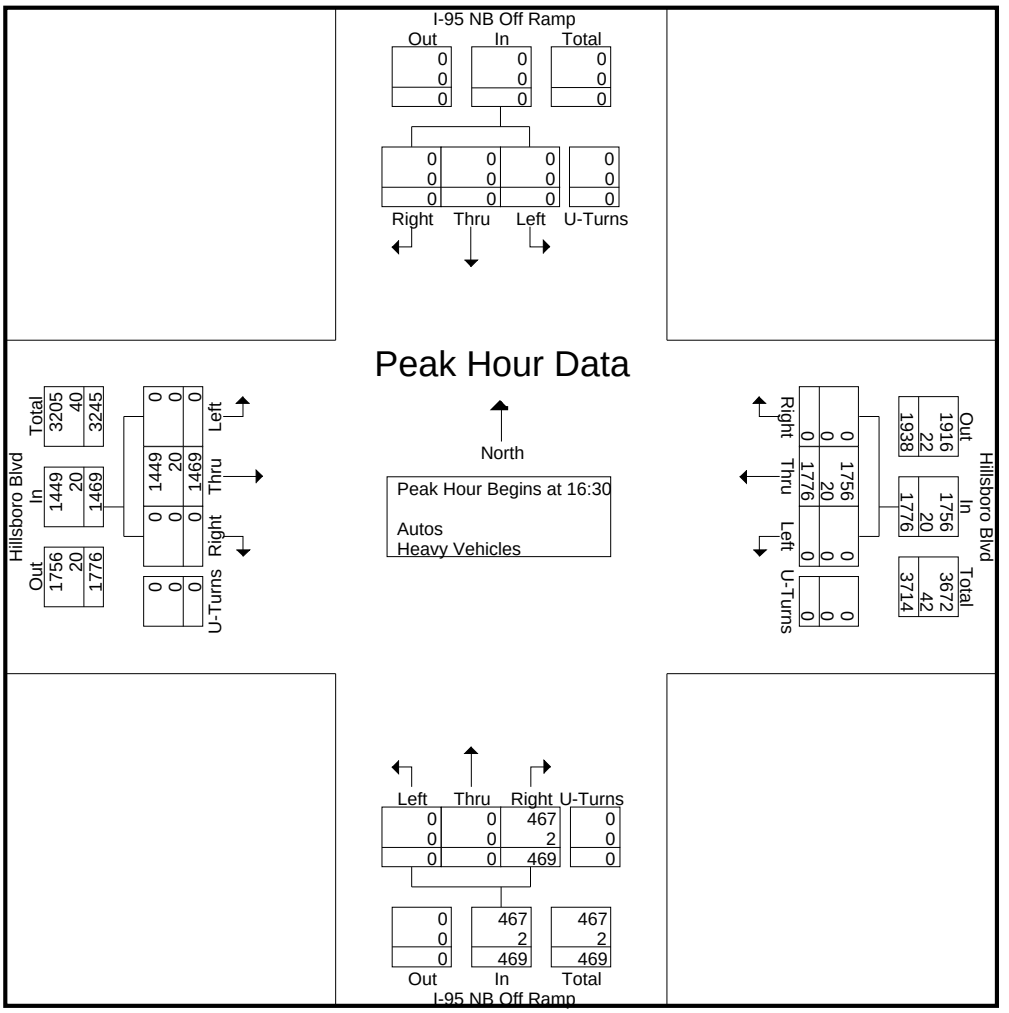
	I-95 NB Off Ramp From North					Hillsboro Blvd From East					I-95 NB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	279	0	0	279	116	0	0	0	116	0	320	0	0	320	715
08:15	0	0	0	0	0	0	309	0	0	309	67	0	0	0	67	0	339	0	0	339	715
08:30	0	0	0	0	0	0	299	0	0	299	72	0	0	0	72	0	352	0	0	352	723
08:45	0	0	0	0	0	0	275	0	0	275	142	0	0	0	142	0	308	0	0	308	725
Total Volume	0	0	0	0	0	0	1162	0	0	1162	397	0	0	0	397	0	1319	0	0	1319	2878
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.940	.000	.000	.940	.699	.000	.000	.000	.699	.000	.937	.000	.000	.937	.992
Autos	0	0	0	0	0	0	1129										1271				
% Autos	0	0	0	0	0	0	97.2	0	0	97.2	95.5	0	0	0	95.5	0	96.4	0	0	96.4	96.6
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.8	0	0	2.8	4.5	0	0	0	4.5	0	3.6	0	0	3.6	3.4



Traf Tech Engineering Inc.

File Name : 4-Hillsboro Blvd & I-95 NB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	I-95 NB Off Ramp From North					Hillsboro Blvd From East					I-95 NB Off Ramp From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	443	0	0	443	126	0	0	0	126	0	345	0	0	345	914
16:45	0	0	0	0	0	0	393	0	0	393	112	0	0	0	112	0	319	0	0	319	824
17:00	0	0	0	0	0	0	435	0	0	435	121	0	0	0	121	0	416	0	0	416	972
17:15	0	0	0	0	0	0	505	0	0	505	110	0	0	0	110	0	389	0	0	389	1004
Total Volume	0	0	0	0	0	0	1776	0	0	1776	469	0	0	0	469	0	1469	0	0	1469	3714
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.879	.000	.000	.879	.931	.000	.000	.000	.931	.000	.883	.000	.000	.883	.925
Autos	0	0	0	0	0	0	1756										1449				
% Autos	0	0	0	0	0	0	98.9	0	0	98.9	99.6	0	0	0	99.6	0	98.6	0	0	98.6	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.1	0	0	1.1	0.4	0	0	0	0.4	0	1.4	0	0	1.4	1.1



Traf Tech Engineering Inc.

File Name : 4-Hillsboro Blvd & I-95 NB Ramp
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	I-95 NB Off Ramp From North				Hillsboro Blvd From East				I-95 NB Off Ramp From South				Hillsboro Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																	
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
*** BREAK ***																	
08:15	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	5
*** BREAK ***																	
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9
17:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	7	0	0	6	0	0	0	0	13
Grand Total	0	0	0	0	0	0	0	0	21	0	0	8	0	0	0	1	30
Apprch %	0	0	0	0	0	0	0	0	72.4	0	0	27.6	0	0	0	100	
Total %	0	0	0	0	0	0	0	0	70	0	0	26.7	0	0	0	3.3	

Traf Tech Engineering Inc.

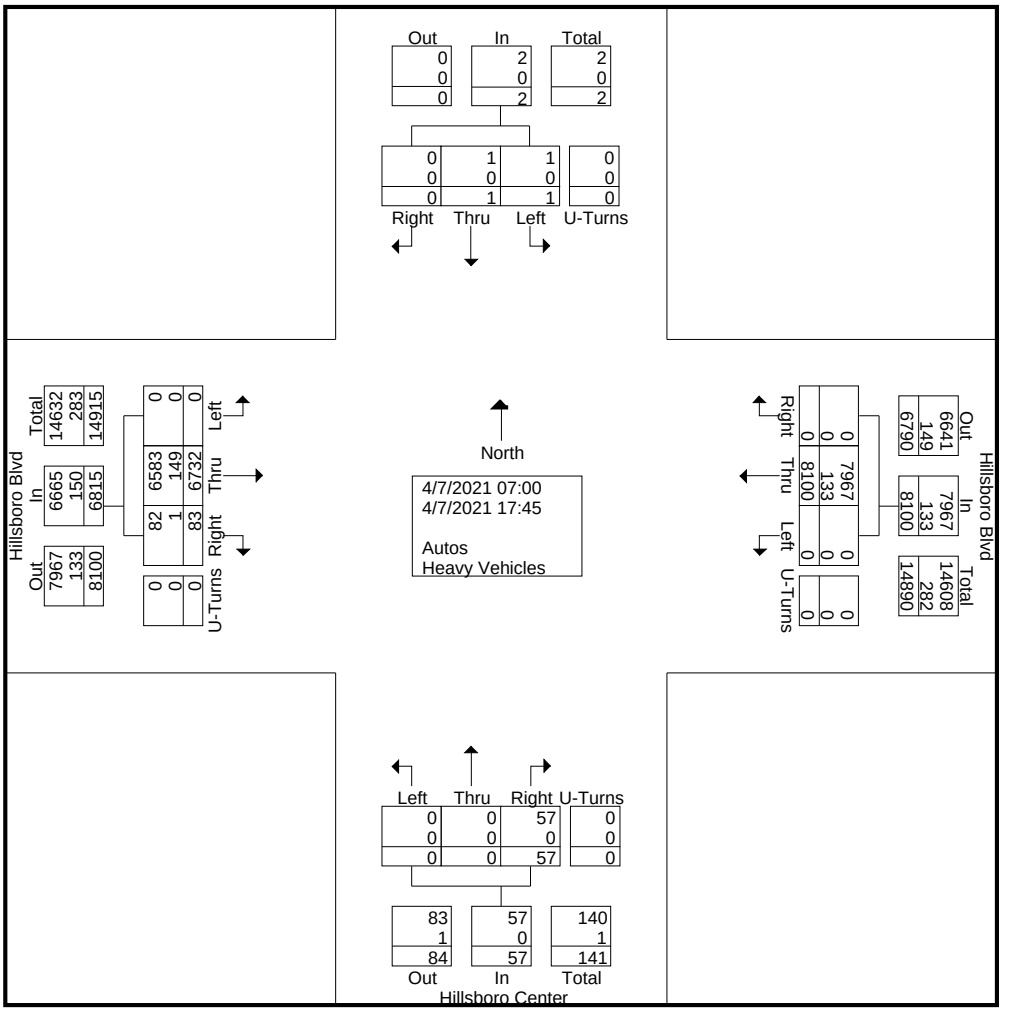
File Name : 5-Hillsboro Blvd & Right-inOut Driveway
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	From North					Hillsboro Blvd From East					Hillsboro Center From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	0	0	0	0	0	318	0	0	318	6	0	0	0	6	4	265	0	0	269	593
07:15	0	0	0	0	0	0	417	0	0	417	2	0	0	0	2	1	310	0	0	311	730
07:30	0	0	0	0	0	0	441	0	0	441	2	0	0	0	2	3	375	0	0	378	821
07:45	0	0	0	0	0	0	562	0	0	562	2	0	0	0	2	11	441	0	0	452	1016
Total	0	0	0	0	0	0	1738	0	0	1738	12	0	0	0	12	19	1391	0	0	1410	3160
08:00	0	0	0	0	0	0	472	0	0	472	4	0	0	0	4	2	407	0	0	409	885
08:15	0	0	0	0	0	0	455	0	0	455	1	0	0	0	1	6	407	0	0	413	869
08:30	0	0	0	0	0	0	491	0	0	491	4	0	0	0	4	6	412	0	0	418	913
08:45	0	0	0	0	0	0	492	0	0	492	1	0	0	0	1	9	438	0	0	447	940
Total	0	0	0	0	0	0	1910	0	0	1910	10	0	0	0	10	23	1664	0	0	1687	3607
*** BREAK ***																					
16:00	0	0	1	0	1	0	630	0	0	630	6	0	0	0	6	2	438	0	0	440	1077
16:15	0	0	0	0	0	0	486	0	0	486	1	0	0	0	1	8	413	0	0	421	908
16:30	0	0	0	0	0	0	587	0	0	587	5	0	0	0	5	4	487	0	0	491	1083
16:45	0	0	0	0	0	0	569	0	0	569	3	0	0	0	3	1	415	0	0	416	988
Total	0	0	1	0	1	0	2272	0	0	2272	15	0	0	0	15	15	1753	0	0	1768	4056
17:00	0	0	0	0	0	0	542	0	0	542	4	0	0	0	4	7	507	0	0	514	1060
17:15	0	0	0	0	0	0	621	0	0	621	9	0	0	0	9	10	486	0	0	496	1126
17:30	0	0	0	0	0	0	535	0	0	535	2	0	0	0	2	7	440	0	0	447	984
17:45	0	1	0	0	1	0	482	0	0	482	5	0	0	0	5	2	491	0	0	493	981
Total	0	1	0	0	1	0	2180	0	0	2180	20	0	0	0	20	26	1924	0	0	1950	4151
Grand Total	0	1	1	0	2	0	8100	0	0	8100	57	0	0	0	57	83	6732	0	0	6815	14974
Apprch %	0	50	50	0		0	100	0	0		100	0	0	0		1.2	98.8	0	0		
Total %	0	0	0	0	0	0	54.1	0	0	54.1	0.4	0	0	0	0.4	0.6	45	0	0	45.5	
Autos	0	1	1	0	2	0	7967										6583				14691
% Autos	0	100	100	0	100	0	98.4	0	0	98.4	100	0	0	0	100	98.8	97.8	0	0	97.8	98.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.6	0	0	1.6	0	0	0	0	0	1.2	2.2	0	0	2.2	1.9

Traf Tech Engineering Inc.

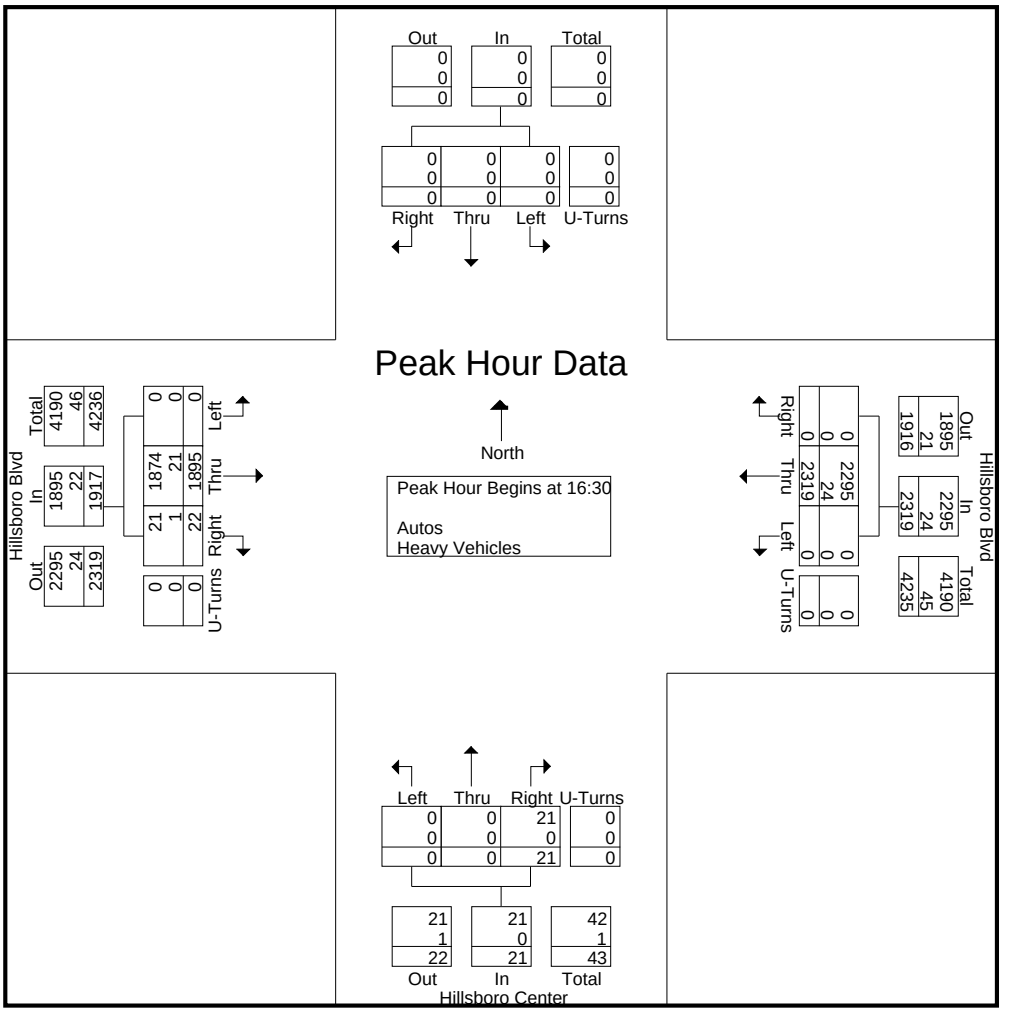
File Name : 5-Hillsboro Blvd & Right-inOut Driveway
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 5-Hillsboro Blvd & Right-inOut Driveway
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

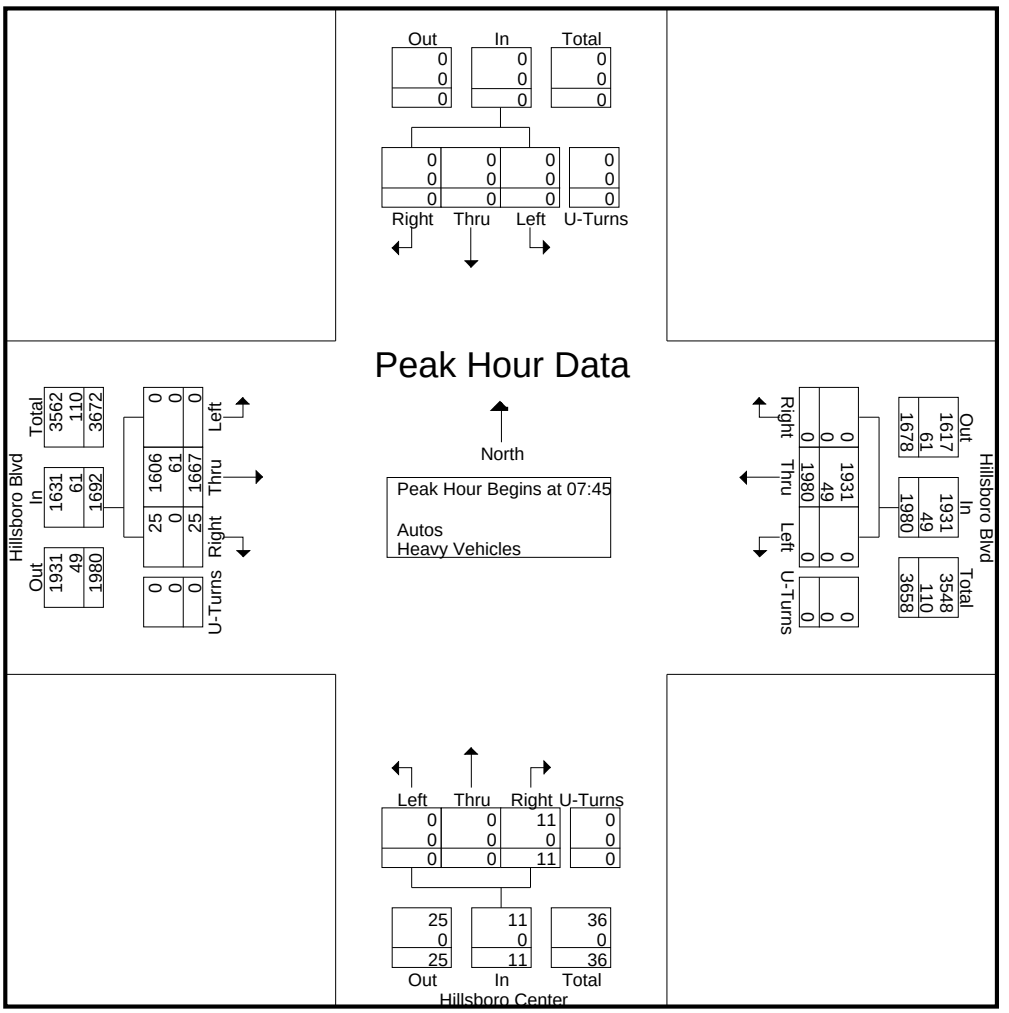
	From North					Hillsboro Blvd From East					Hillsboro Center From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	587	0	0	587	5	0	0	0	5	4	487	0	0	491	1083
16:45	0	0	0	0	0	0	569	0	0	569	3	0	0	0	3	1	415	0	0	416	988
17:00	0	0	0	0	0	0	542	0	0	542	4	0	0	0	4	7	507	0	0	514	1060
17:15	0	0	0	0	0	0	621	0	0	621	9	0	0	0	9	10	486	0	0	496	1126
Total Volume	0	0	0	0	0	0	2319	0	0	2319	21	0	0	0	21	22	1895	0	0	1917	4257
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		1.1	98.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.934	.000	.000	.934	.583	.000	.000	.000	.583	.550	.934	.000	.000	.932	.945
Autos	0	0	0	0	0	0	2295										1874				
% Autos	0	0	0	0	0	0	99.0	0	0	99.0	100	0	0	0	100	95.5	98.9	0	0	98.9	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.0	0	0	1.0	0	0	0	0	0	4.5	1.1	0	0	1.1	1.1



Traf Tech Engineering Inc.

File Name : 5-Hillsboro Blvd & Right-inOut Driveway
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

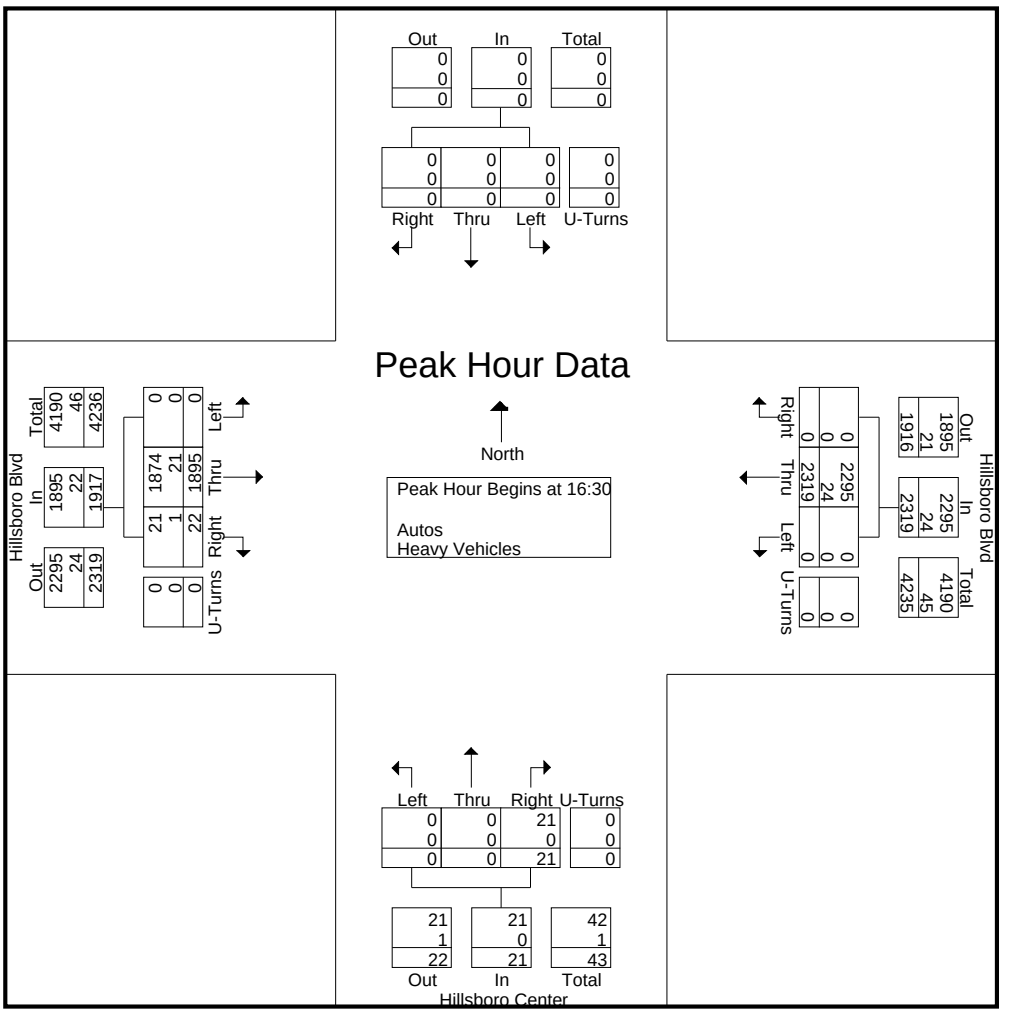
	From North					Hillsboro Blvd From East					Hillsboro Center From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	562	0	0	562	2	0	0	0	2	11	441	0	0	452	1016
08:00	0	0	0	0	0	0	472	0	0	472	4	0	0	0	4	2	407	0	0	409	885
08:15	0	0	0	0	0	0	455	0	0	455	1	0	0	0	1	6	407	0	0	413	869
08:30	0	0	0	0	0	0	491	0	0	491	4	0	0	0	4	6	412	0	0	418	913
Total Volume	0	0	0	0	0	0	1980	0	0	1980	11	0	0	0	11	25	1667	0	0	1692	3683
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		1.5	98.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.881	.000	.000	.881	.688	.000	.000	.000	.688	.568	.945	.000	.000	.936	.906
Autos	0	0	0	0	0	0	1931										1606				
% Autos	0	0	0	0	0	0	97.5	0	0	97.5	100	0	0	0	100	100	96.3	0	0	96.4	97.0
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.5	0	0	2.5	0	0	0	0	0	0	3.7	0	0	3.6	3.0



Traf Tech Engineering Inc.

File Name : 5-Hillsboro Blvd & Right-inOut Driveway
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	From North					Hillsboro Blvd From East					Hillsboro Center From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	587	0	0	587	5	0	0	0	5	4	487	0	0	491	1083
16:45	0	0	0	0	0	0	569	0	0	569	3	0	0	0	3	1	415	0	0	416	988
17:00	0	0	0	0	0	0	542	0	0	542	4	0	0	0	4	7	507	0	0	514	1060
17:15	0	0	0	0	0	0	621	0	0	621	9	0	0	0	9	10	486	0	0	496	1126
Total Volume	0	0	0	0	0	0	2319	0	0	2319	21	0	0	0	21	22	1895	0	0	1917	4257
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		1.1	98.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.934	.000	.000	.934	.583	.000	.000	.000	.583	.550	.934	.000	.000	.932	.945
Autos	0	0	0	0	0	0	2295										1874				
% Autos	0	0	0	0	0	0	99.0	0	0	99.0	100	0	0	0	100	95.5	98.9	0	0	98.9	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.0	0	0	1.0	0	0	0	0	0	4.5	1.1	0	0	1.1	1.1



Traf Tech Engineering Inc.

File Name : 5-Hillsboro Blvd & Right-inOut Driveway
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	From North				Hillsboro Blvd From East				Hillsboro Center From South				Hillsboro Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %																	

Traf Tech Engineering Inc.

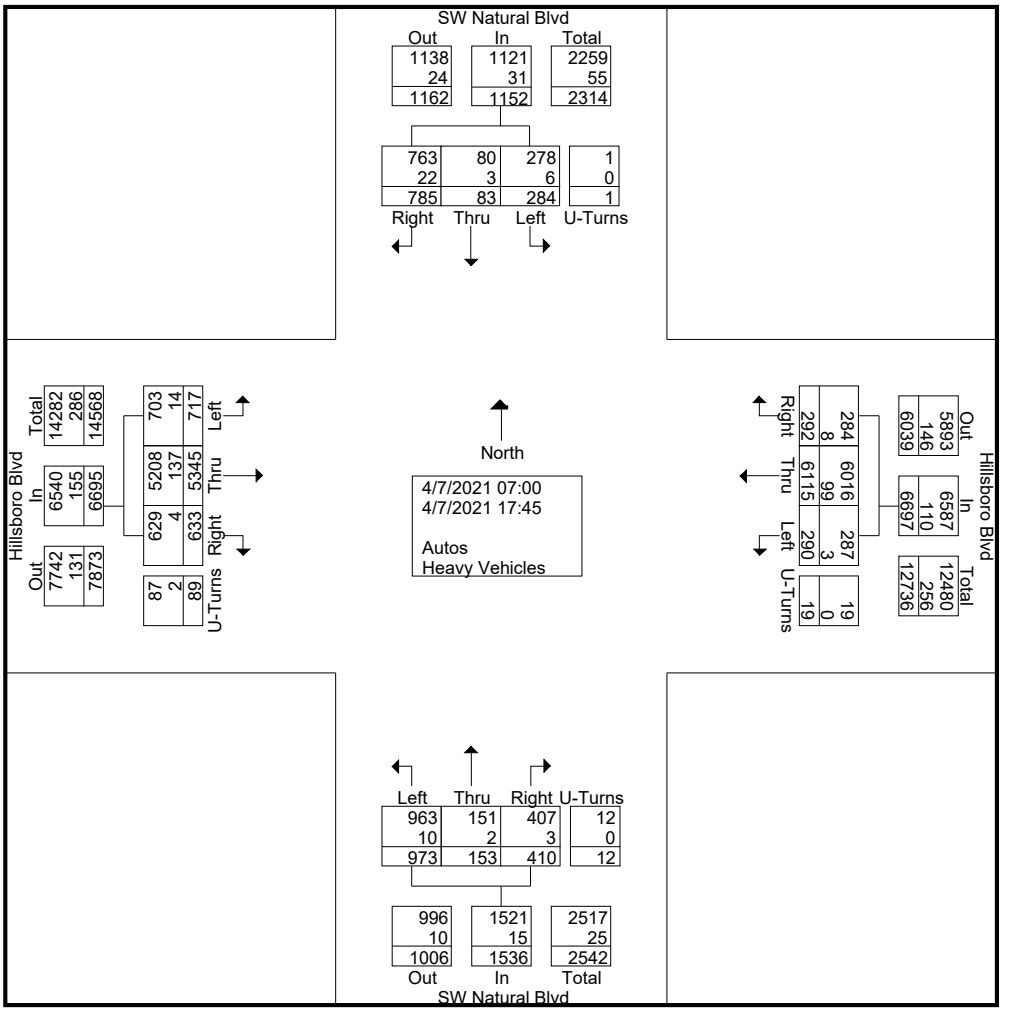
File Name : 6-Hillsboro Blvd & SW Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SW Natural Blvd From North					Hillsboro Blvd From East					SW Natural Blvd From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	21	2	6	0	29	12	226	7	0	245	21	2	51	0	74	22	188	29	3	242	590
07:15	19	2	5	0	26	14	336	5	0	355	18	7	55	0	80	24	256	45	4	329	790
07:30	21	0	14	0	35	16	302	6	0	324	32	9	105	0	146	30	296	60	3	389	894
07:45	29	0	10	0	39	29	421	11	0	461	43	12	98	0	153	23	298	51	3	375	1028
Total	90	4	35	0	129	71	1285	29	0	1385	114	30	309	0	453	99	1038	185	13	1335	3302
08:00	24	5	24	0	53	29	376	16	0	421	22	14	77	1	114	43	344	74	6	467	1055
08:15	23	2	10	0	35	20	327	13	0	360	27	20	70	0	117	28	298	63	7	396	908
08:30	27	5	13	0	45	38	383	16	1	438	27	34	84	0	145	23	300	70	4	397	1025
08:45	36	3	10	1	50	33	336	17	1	387	28	26	81	0	135	21	333	99	6	459	1031
Total	110	15	57	1	183	120	1422	62	2	1606	104	94	312	1	511	115	1275	306	23	1719	4019
*** BREAK ***																					
16:00	89	12	20	0	121	17	505	18	1	541	28	1	34	1	64	40	383	18	5	446	1172
16:15	52	10	17	0	79	8	373	16	2	399	24	5	51	0	80	43	368	29	10	450	1008
16:30	61	3	22	0	86	10	450	25	1	486	24	2	52	1	79	47	367	25	5	444	1095
16:45	56	8	30	0	94	14	466	31	5	516	17	5	38	2	62	56	377	27	2	462	1134
Total	258	33	89	0	380	49	1794	90	9	1942	93	13	175	4	285	186	1495	99	22	1802	4409
17:00	110	9	26	0	145	6	373	28	2	409	34	3	51	1	89	54	369	29	5	457	1100
17:15	64	6	27	0	97	19	514	29	1	563	19	5	31	1	56	56	440	34	10	540	1256
17:30	101	11	30	0	142	15	405	25	3	448	24	2	40	2	68	60	342	31	9	442	1100
17:45	52	5	20	0	77	12	322	27	2	363	22	6	55	3	86	63	386	33	7	489	1015
Total	327	31	103	0	461	52	1614	109	8	1783	99	16	177	7	299	233	1537	127	31	1928	4471
Grand Total	785	83	284	1	1153	292	6115	290	19	6716	410	153	973	12	1548	633	5345	717	89	6784	16201
Apprch %	68.1	7.2	24.6	0.1		4.3	91.1	4.3	0.3		26.5	9.9	62.9	0.8		9.3	78.8	10.6	1.3		
Total %	4.8	0.5	1.8	0	7.1	1.8	37.7	1.8	0.1	41.5	2.5	0.9	6	0.1	9.6	3.9	33	4.4	0.5	41.9	
Autos	763	80	278	1	1122	284	6016										5208				15888
% Autos	97.2	96.4	97.9	100	97.3	97.3	98.4	99	100	98.4	99.3	98.7	99	100	99	99.4	97.4	98	97.8	97.7	98.1
Heavy Vehicles																					
% Heavy Vehicles	2.8	3.6	2.1	0	2.7	2.7	1.6	1	0	1.6	0.7	1.3	1	0	1	0.6	2.6	2	2.2	2.3	1.9

Traf Tech Engineering Inc.

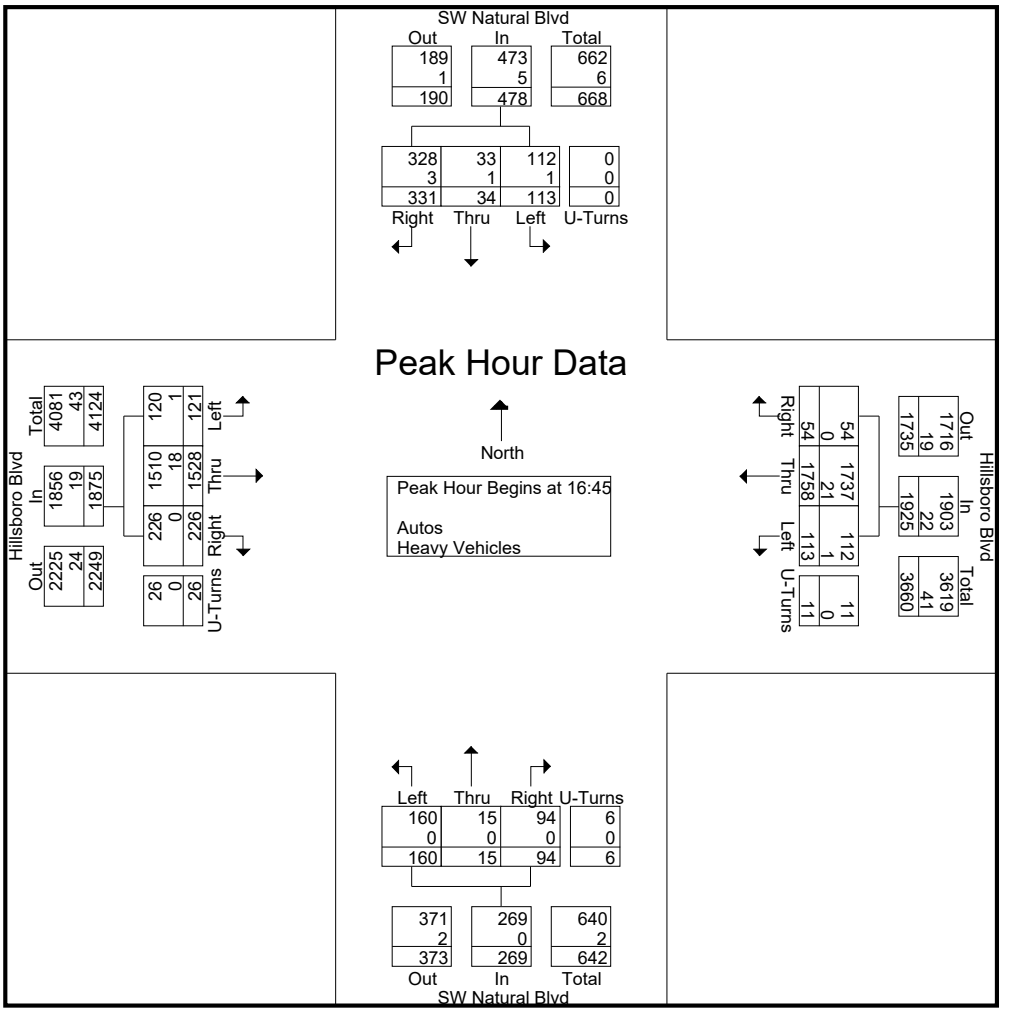
File Name : 6-Hillsboro Blvd & SW Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 6-Hillsboro Blvd & SW Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

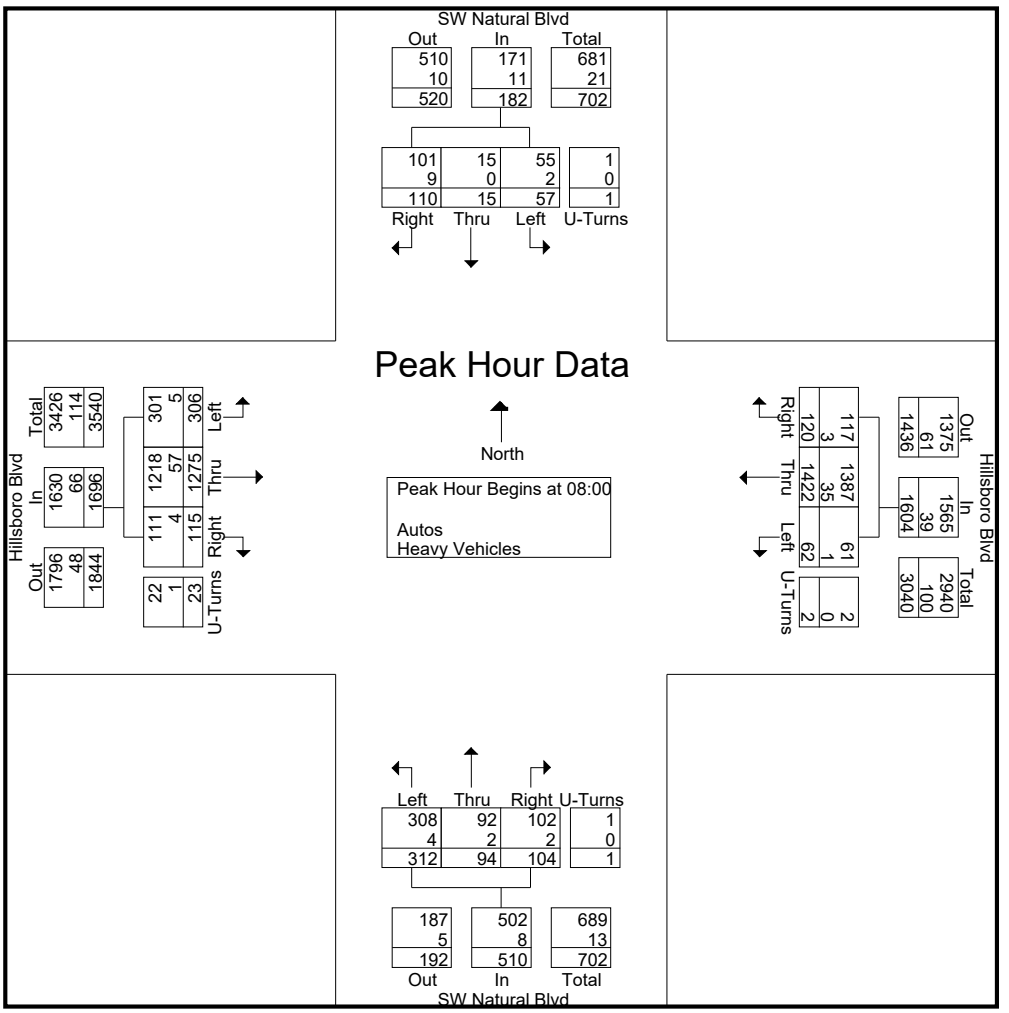
	SW Natural Blvd From North					Hillsboro Blvd From East					SW Natural Blvd From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	56	8	30	0	94	14	466	31	5	516	17	5	38	2	62	56	377	27	2	462	1134
17:00	110	9	26	0	145	6	373	28	2	409	34	3	51	1	89	54	369	29	5	457	1100
17:15	64	6	27	0	97	19	514	29	1	563	19	5	31	1	56	56	440	34	10	540	1256
17:30	101	11	30	0	142	15	405	25	3	448	24	2	40	2	68	60	342	31	9	442	1100
Total Volume	331	34	113	0	478	54	1758	113	11	1936	94	15	160	6	275	226	1528	121	26	1901	4590
% App. Total	69.2	7.1	23.6	0		2.8	90.8	5.8	0.6		34.2	5.5	58.2	2.2		11.9	80.4	6.4	1.4		
PHF	.752	.773	.942	.000	.824	.711	.855	.911	.550	.860	.691	.750	.784	.750	.772	.942	.868	.890	.650	.880	.914
Autos	328	33	112	0	473	54	1737										1510				
% Autos	99.1	97.1	99.1	0	99.0	100	98.8	99.1	100	98.9	100	100	100	100	100	100	98.8	99.2	100	99.0	99.0
Heavy Vehicles																					
% Heavy Vehicles	0.9	2.9	0.9	0	1.0	0	1.2	0.9	0	1.1	0	0	0	0	0	0	1.2	0.8	0	1.0	1.0



Traf Tech Engineering Inc.

File Name : 6-Hillsboro Blvd & SW Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

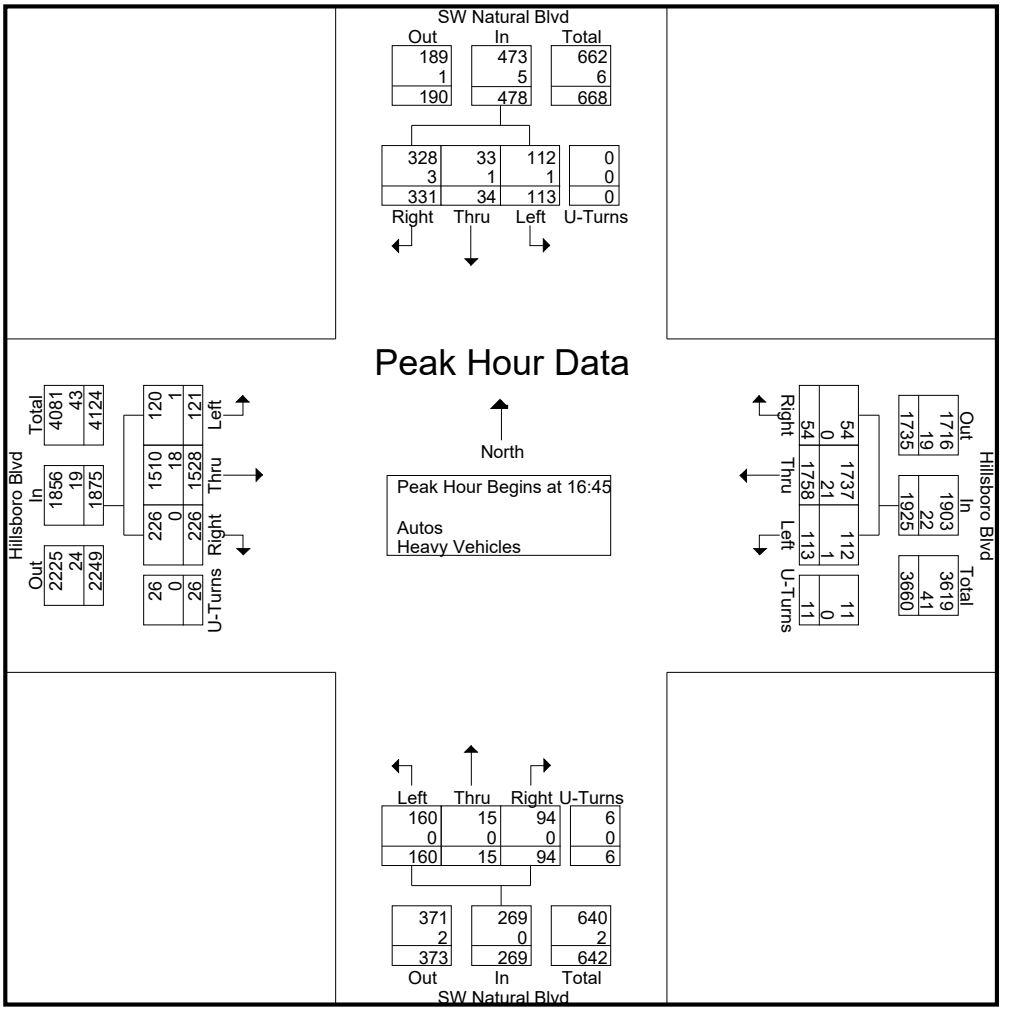
	SW Natural Blvd From North					Hillsboro Blvd From East					SW Natural Blvd From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	24	5	24	0	53	29	376	16	0	421	22	14	77	1	114	43	344	74	6	467	1055
08:15	23	2	10	0	35	20	327	13	0	360	27	20	70	0	117	28	298	63	7	396	908
08:30	27	5	13	0	45	38	383	16	1	438	27	34	84	0	145	23	300	70	4	397	1025
08:45	36	3	10	1	50	33	336	17	1	387	28	26	81	0	135	21	333	99	6	459	1031
Total Volume	110	15	57	1	183	120	1422	62	2	1606	104	94	312	1	511	115	1275	306	23	1719	4019
% App. Total	60.1	8.2	31.1	0.5		7.5	88.5	3.9	0.1		20.4	18.4	61.1	0.2		6.7	74.2	17.8	1.3		
PHF	.764	.750	.594	.250	.863	.789	.928	.912	.500	.917	.929	.691	.929	.250	.881	.669	.927	.773	.821	.920	.952
Autos	101	15	55	1	172	117	1387										1218				
% Autos	91.8	100	96.5	100	94.0	97.5	97.5	98.4	100	97.6	98.1	97.9	98.7	100	98.4	96.5	95.5	98.4	95.7	96.1	96.9
Heavy Vehicles																					
% Heavy Vehicles	8.2	0	3.5	0	6.0	2.5	2.5	1.6	0	2.4	1.9	2.1	1.3	0	1.6	3.5	4.5	1.6	4.3	3.9	3.1



Traf Tech Engineering Inc.

File Name : 6-Hillsboro Blvd & SW Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	SW Natural Blvd From North					Hillsboro Blvd From East					SW Natural Blvd From South					Hillsboro Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	56	8	30	0	94	14	466	31	5	516	17	5	38	2	62	56	377	27	2	462	1134
17:00	110	9	26	0	145	6	373	28	2	409	34	3	51	1	89	54	369	29	5	457	1100
17:15	64	6	27	0	97	19	514	29	1	563	19	5	31	1	56	56	440	34	10	540	1256
17:30	101	11	30	0	142	15	405	25	3	448	24	2	40	2	68	60	342	31	9	442	1100
Total Volume	331	34	113	0	478	54	1758	113	11	1936	94	15	160	6	275	226	1528	121	26	1901	4590
% App. Total	69.2	7.1	23.6	0		2.8	90.8	5.8	0.6		34.2	5.5	58.2	2.2		11.9	80.4	6.4	1.4		
PHF	.752	.773	.942	.000	.824	.711	.855	.911	.550	.860	.691	.750	.784	.750	.772	.942	.868	.890	.650	.880	.914
Autos	328	33	112	0	473	54	1737										1510				
% Autos	99.1	97.1	99.1	0	99.0	100	98.8	99.1	100	98.9	100	100	100	100	100	100	98.8	99.2	100	99.0	99.0
Heavy Vehicles																					
% Heavy Vehicles	0.9	2.9	0.9	0	1.0	0	1.2	0.9	0	1.1	0	0	0	0	0	0	1.2	0.8	0	1.0	1.0



Traf Tech Engineering Inc.

File Name : 6-Hillsboro Blvd & SW Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	SW Natural Blvd From North				Hillsboro Blvd From East				SW Natural Blvd From South				Hillsboro Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3
07:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
07:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	1	1	0	0	1	2	0	0	0	0	0	0	0	7
08:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
*** BREAK ***																	
08:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	6
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	2	3	0	0	0	0	0	0	1	7
*** BREAK ***																	
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	3	0	0	2	2	0	0	6	7	0	0	0	0	0	0	1	21
Apprch %	60	0	0	40	25	0	0	75	100	0	0	0	0	0	0	100	
Total %	14.3	0	0	9.5	9.5	0	0	28.6	33.3	0	0	0	0	0	0	4.8	

Traf Tech Engineering Inc.

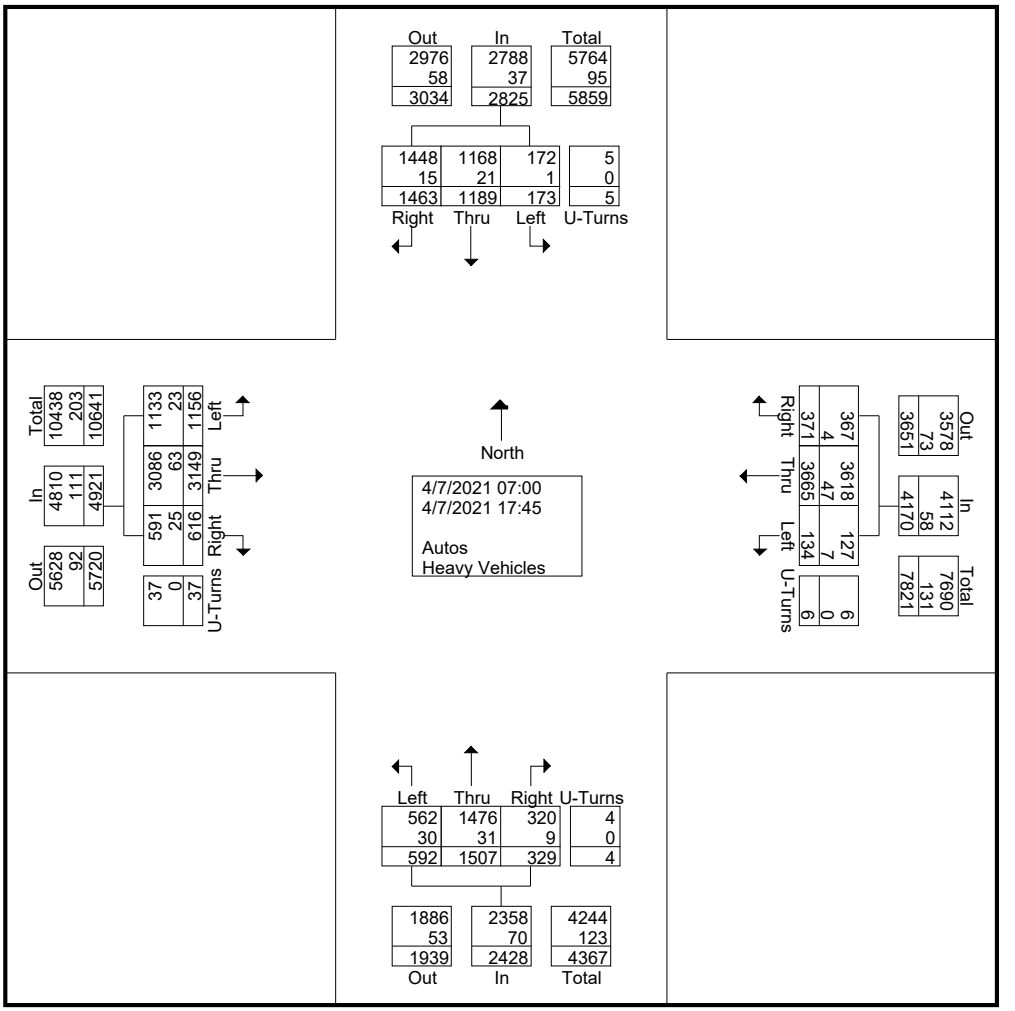
File Name : 7-Hillsboro Blvd & Dixie Hwy
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	From North					From East					From South					From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	60	26	3	0	89	14	136	3	0	153	9	58	26	0	93	18	129	41	0	188	523
07:15	62	30	5	0	97	11	145	3	0	159	20	71	33	0	124	22	125	62	0	209	589
07:30	67	22	0	0	89	20	213	2	0	235	13	82	45	0	140	23	145	81	1	250	714
07:45	102	60	6	0	168	14	187	5	0	206	25	152	49	0	226	34	179	109	0	322	922
Total	291	138	14	0	443	59	681	13	0	753	67	363	153	0	583	97	578	293	1	969	2748
08:00	87	39	7	0	133	21	213	2	0	236	14	121	39	0	174	32	190	82	0	304	847
08:15	80	42	7	0	129	22	229	8	1	260	22	108	45	0	175	33	201	77	3	314	878
08:30	77	55	7	0	139	17	193	2	0	212	20	165	47	0	232	24	163	65	1	253	836
08:45	81	39	11	0	131	36	219	8	0	263	16	149	40	0	205	26	204	78	1	309	908
Total	325	175	32	0	532	96	854	20	1	971	72	543	171	0	786	115	758	302	5	1180	3469
*** BREAK ***																					
16:00	88	101	12	2	203	27	280	17	1	325	21	71	30	0	122	45	190	62	2	299	949
16:15	86	84	14	0	184	26	298	13	2	339	25	69	30	1	125	55	231	83	3	372	1020
16:30	108	103	16	0	227	17	258	9	0	284	31	77	33	0	141	58	188	71	5	322	974
16:45	116	99	21	0	236	24	304	12	1	341	16	62	38	0	116	41	241	47	4	333	1026
Total	398	387	63	2	850	94	1140	51	4	1289	93	279	131	1	504	199	850	263	14	1326	3969
17:00	124	120	13	1	258	36	270	6	0	312	27	82	28	1	138	56	258	82	2	398	1106
17:15	135	144	14	0	293	34	249	12	0	295	22	81	36	1	140	50	217	73	6	346	1074
17:30	92	111	20	1	224	23	270	22	1	316	26	77	32	0	135	43	252	67	4	366	1041
17:45	98	114	17	1	230	29	201	10	0	240	22	82	41	1	146	56	236	76	5	373	989
Total	449	489	64	3	1005	122	990	50	1	1163	97	322	137	3	559	205	963	298	17	1483	4210
Grand Total	1463	1189	173	5	2830	371	3665	134	6	4176	329	1507	592	4	2432	616	3149	1156	37	4958	14396
Apprch %	51.7	42	6.1	0.2		8.9	87.8	3.2	0.1		13.5	62	24.3	0.2		12.4	63.5	23.3	0.7		
Total %	10.2	8.3	1.2	0	19.7	2.6	25.5	0.9	0	29	2.3	10.5	4.1	0	16.9	4.3	21.9	8	0.3	34.4	
Autos	1448	1168					3618					1476					3086	1133			14120
% Autos	99	98.2	99.4	100	98.7	98.9	98.7	94.8	100	98.6	97.3	97.9	94.9	100	97.1	95.9	98	98	100	97.8	98.1
Heavy Vehicles																					
% Heavy Vehicles	1	1.8	0.6	0	1.3	1.1	1.3	5.2	0	1.4	2.7	2.1	5.1	0	2.9	4.1	2	2	0	2.2	1.9

Traf Tech Engineering Inc.

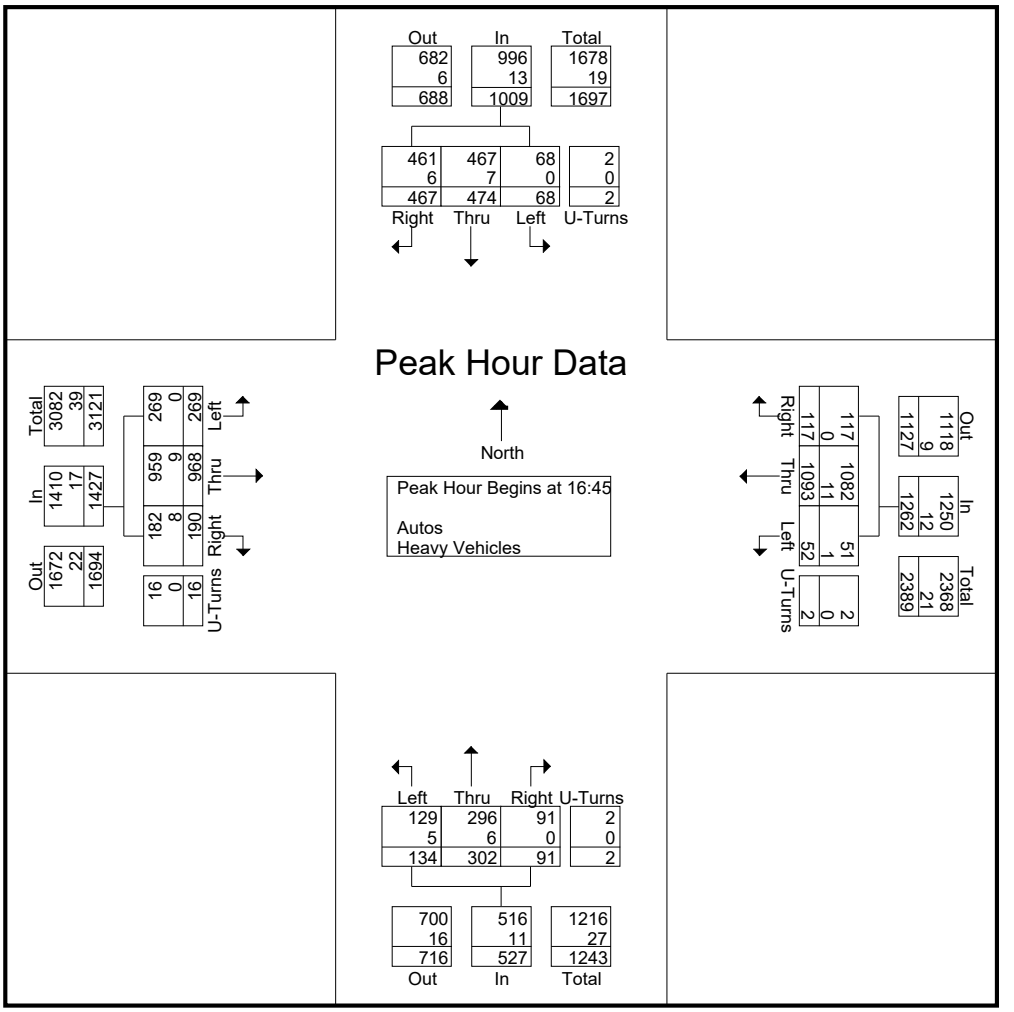
File Name : 7-Hillsboro Blvd & Dixie Hwy
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 7-Hillsboro Blvd & Dixie Hwy
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

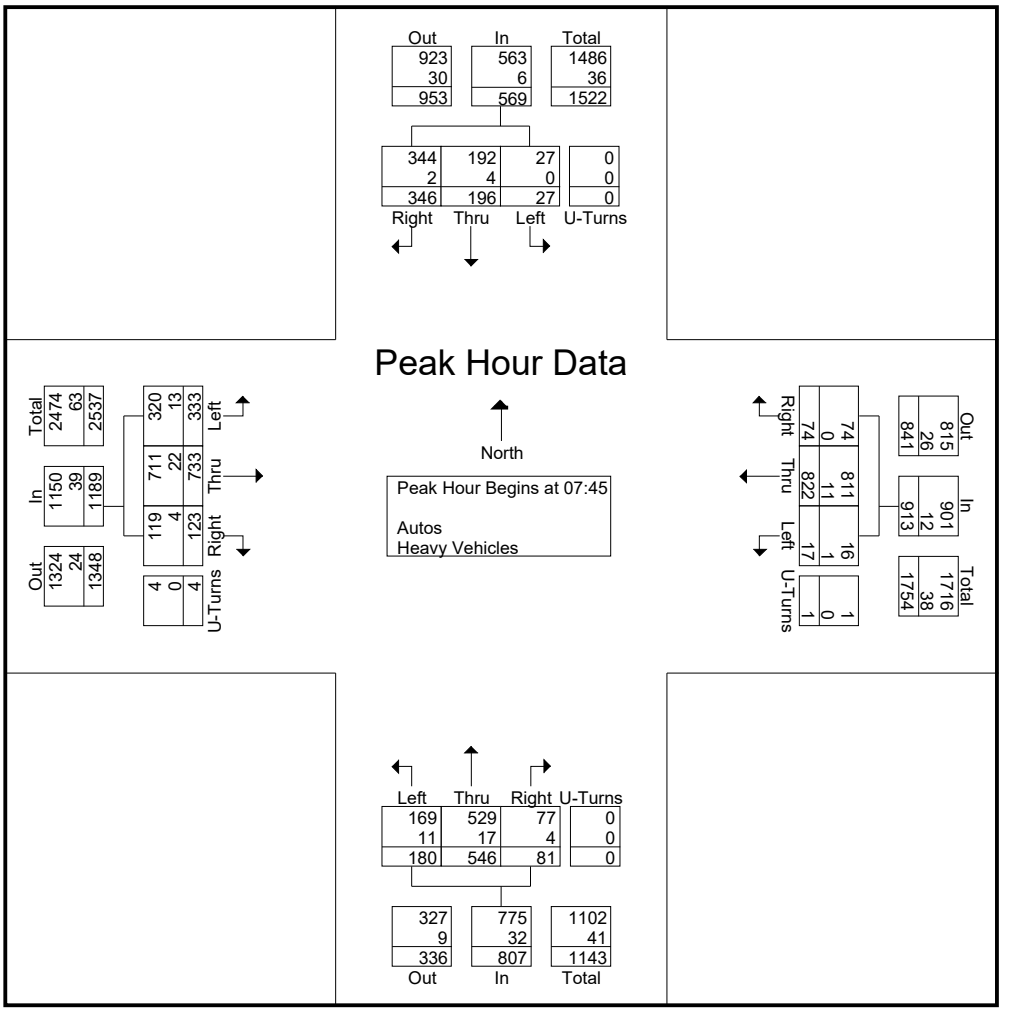
	From North					From East					From South					From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	116	99	21	0	236	24	304	12	1	341	16	62	38	0	116	41	241	47	4	333	1026
17:00	124	120	13	1	258	36	270	6	0	312	27	82	28	1	138	56	258	82	2	398	1106
17:15	135	144	14	0	293	34	249	12	0	295	22	81	36	1	140	50	217	73	6	346	1074
17:30	92	111	20	1	224	23	270	22	1	316	26	77	32	0	135	43	252	67	4	366	1041
Total Volume	467	474	68	2	1011	117	1093	52	2	1264	91	302	134	2	529	190	968	269	16	1443	4247
% App. Total	46.2	46.9	6.7	0.2		9.3	86.5	4.1	0.2		17.2	57.1	25.3	0.4		13.2	67.1	18.6	1.1		
PHF	.865	.823	.810	.500	.863	.813	.899	.591	.500	.927	.843	.921	.882	.500	.945	.848	.938	.820	.667	.906	.960
Autos	461	467	68	2	998	117	1082														
% Autos	98.7	98.5	100	100	98.7	100	99.0	98.1	100	99.1	100	98.0	96.3	100	97.9	95.8	99.1	100	100	98.8	98.8
Heavy Vehicles																					
% Heavy Vehicles	1.3	1.5	0	0	1.3	0	1.0	1.9	0	0.9	0	2.0	3.7	0	2.1	4.2	0.9	0	0	1.2	1.2



Traf Tech Engineering Inc.

File Name : 7-Hillsboro Blvd & Dixie Hwy
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

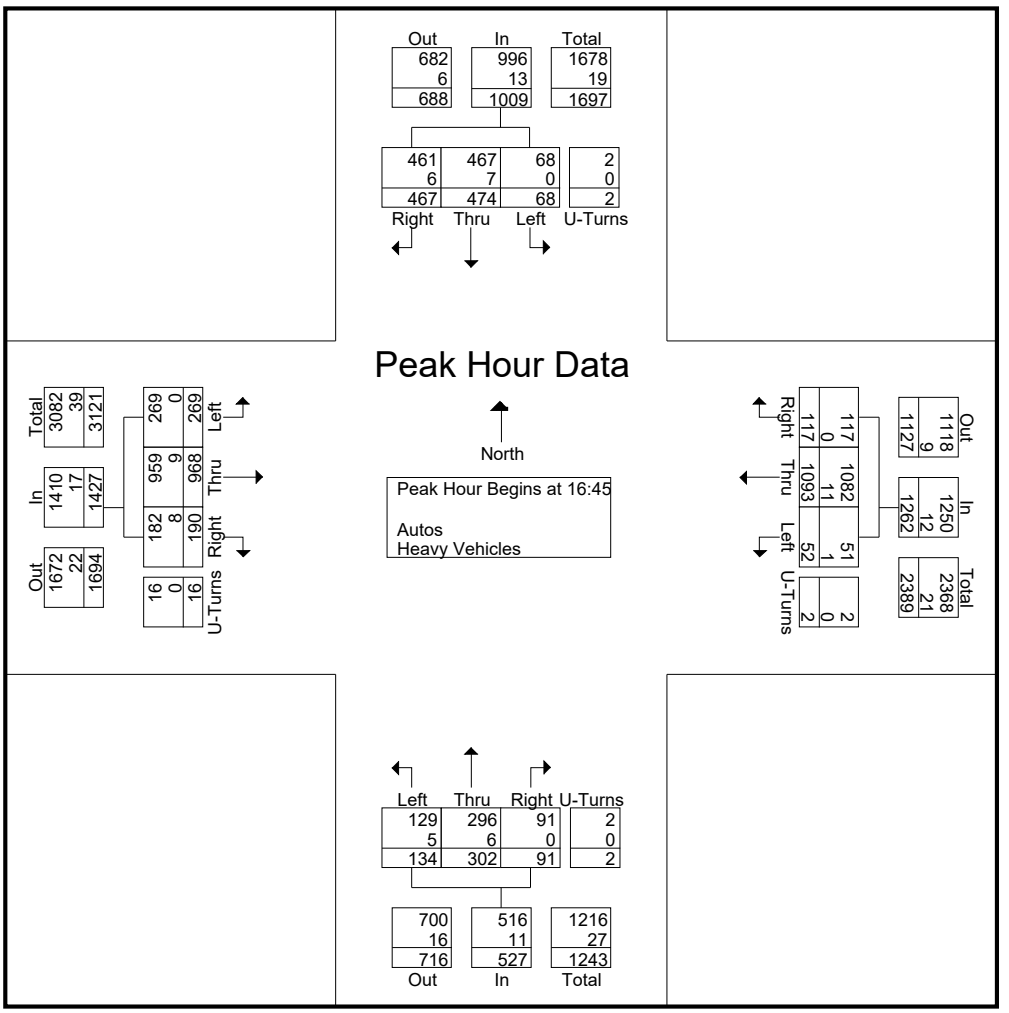
	From North					From East					From South					From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	102	60	6	0	168	14	187	5	0	206	25	152	49	0	226	34	179	109	0	322	922
08:00	87	39	7	0	133	21	213	2	0	236	14	121	39	0	174	32	190	82	0	304	847
08:15	80	42	7	0	129	22	229	8	1	260	22	108	45	0	175	33	201	77	3	314	878
08:30	77	55	7	0	139	17	193	2	0	212	20	165	47	0	232	24	163	65	1	253	836
Total Volume	346	196	27	0	569	74	822	17	1	914	81	546	180	0	807	123	733	333	4	1193	3483
% App. Total	60.8	34.4	4.7	0		8.1	89.9	1.9	0.1		10	67.7	22.3	0		10.3	61.4	27.9	0.3		
PHF	.848	.817	.964	.000	.847	.841	.897	.531	.250	.879	.810	.827	.918	.000	.870	.904	.912	.764	.333	.926	.944
Autos	344	192	27	0	563	74	811	16	1	902	77	529	169	0	775	119	711	320	4	1154	3394
% Autos	99.4	98.0	100	0	98.9	100	98.7	94.1	100	98.7	95.1	96.9	93.9	0	96.0	96.7	97.0	96.1	100	96.7	97.4
Heavy Vehicles																					
% Heavy Vehicles	0.6	2.0	0	0	1.1	0	1.3	5.9	0	1.3	4.9	3.1	6.1	0	4.0	3.3	3.0	3.9	0	3.3	2.6



Traf Tech Engineering Inc.

File Name : 7-Hillsboro Blvd & Dixie Hwy
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	From North					From East					From South					From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	116	99	21	0	236	24	304	12	1	341	16	62	38	0	116	41	241	47	4	333	1026
17:00	124	120	13	1	258	36	270	6	0	312	27	82	28	1	138	56	258	82	2	398	1106
17:15	135	144	14	0	293	34	249	12	0	295	22	81	36	1	140	50	217	73	6	346	1074
17:30	92	111	20	1	224	23	270	22	1	316	26	77	32	0	135	43	252	67	4	366	1041
Total Volume	467	474	68	2	1011	117	1093	52	2	1264	91	302	134	2	529	190	968	269	16	1443	4247
% App. Total	46.2	46.9	6.7	0.2		9.3	86.5	4.1	0.2		17.2	57.1	25.3	0.4		13.2	67.1	18.6	1.1		
PHF	.865	.823	.810	.500	.863	.813	.899	.591	.500	.927	.843	.921	.882	.500	.945	.848	.938	.820	.667	.906	.960
Autos	461	467	68	2	998	117	1082														
% Autos	98.7	98.5	100	100	98.7	100	99.0	98.1	100	99.1	100	98.0	96.3	100	97.9	95.8	99.1	100	100	98.8	98.8
Heavy Vehicles																					
% Heavy Vehicles	1.3	1.5	0	0	1.3	0	1.0	1.9	0	0.9	0	2.0	3.7	0	2.1	4.2	0.9	0	0	1.2	1.2



Traf Tech Engineering Inc.

File Name : 7-Hillsboro Blvd & Dixie Hwy
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	From North				From East				From South				From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
*** BREAK ***																	
07:45	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
*** BREAK ***																	
08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
*** BREAK ***																	
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	5
*** BREAK ***																	
17:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
Grand Total	7	0	0	1	1	0	0	1	2	0	0	0	1	0	0	2	15
Apprch %	87.5	0	0	12.5	50	0	0	50	100	0	0	0	33.3	0	0	66.7	
Total %	46.7	0	0	6.7	6.7	0	0	6.7	13.3	0	0	0	6.7	0	0	13.3	

Traf Tech Engineering Inc.

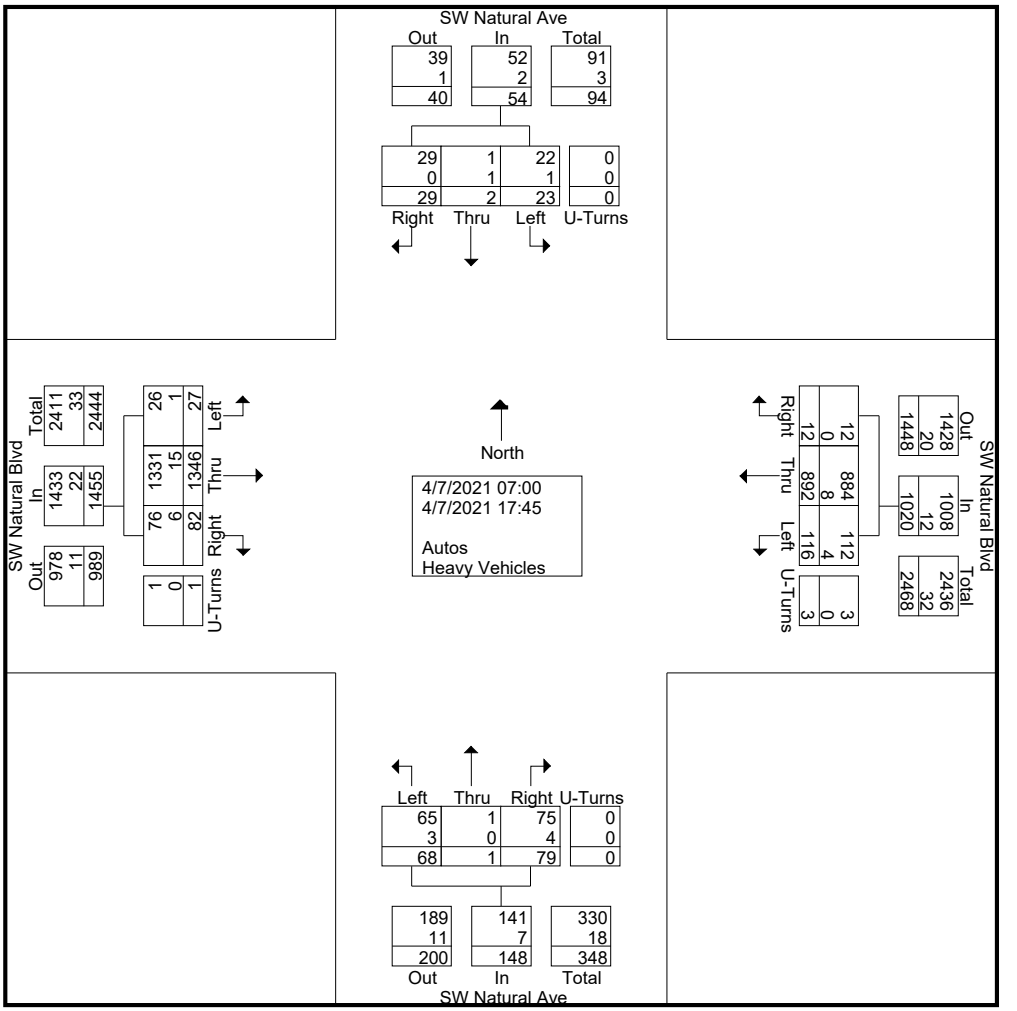
File Name : 8-Natural Blvd & SW Natural Ave
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SW Natural Ave From North					SW Natural Blvd From East					SW Natural Ave From South					SW Natural Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	0	0	0	1	2	24	7	0	33	3	0	2	0	5	1	74	1	0	76	115
07:15	1	1	1	0	3	1	28	7	0	36	2	0	4	0	6	4	85	1	0	90	135
07:30	1	0	2	0	3	1	25	6	2	34	6	1	3	0	10	3	133	3	0	139	186
07:45	1	0	2	0	3	0	33	7	0	40	5	0	1	0	6	3	151	3	0	157	206
Total	4	1	5	0	10	4	110	27	2	143	16	1	10	0	27	11	443	8	0	462	642
08:00	2	0	1	0	3	1	45	9	0	55	2	0	3	0	5	11	85	1	0	97	160
08:15	1	0	0	0	1	0	41	12	0	53	6	0	4	0	10	9	133	0	0	142	206
08:30	1	0	0	0	1	0	35	8	0	43	5	0	3	0	8	12	134	1	0	147	199
08:45	2	0	1	0	3	0	31	11	0	42	2	0	5	0	7	7	164	7	0	178	230
Total	6	0	2	0	8	1	152	40	0	193	15	0	15	0	30	39	516	9	0	564	795
*** BREAK ***																					
16:00	0	0	2	0	2	0	62	9	0	71	10	0	2	0	12	4	40	3	1	48	133
16:15	3	0	5	0	8	1	58	9	0	68	7	0	6	0	13	0	47	1	0	48	137
16:30	2	0	2	0	4	0	68	3	0	71	6	0	4	0	10	0	46	4	0	50	135
16:45	2	0	1	0	3	3	86	8	0	97	4	0	4	0	8	8	49	0	0	57	165
Total	7	0	10	0	17	4	274	29	0	307	27	0	16	0	43	12	182	8	1	203	570
17:00	2	0	1	0	3	1	91	5	1	98	11	0	12	0	23	3	50	0	0	53	177
17:15	7	1	2	0	10	0	88	5	0	93	3	0	4	0	7	7	44	1	0	52	162
17:30	2	0	2	0	4	1	95	5	0	101	4	0	7	0	11	4	48	1	0	53	169
17:45	1	0	1	0	2	1	82	5	0	88	3	0	4	0	7	6	63	0	0	69	166
Total	12	1	6	0	19	3	356	20	1	380	21	0	27	0	48	20	205	2	0	227	674
Grand Total	29	2	23	0	54	12	892	116	3	1023	79	1	68	0	148	82	1346	27	1	1456	2681
Apprch %	53.7	3.7	42.6	0		1.2	87.2	11.3	0.3		53.4	0.7	45.9	0		5.6	92.4	1.9	0.1		
Total %	1.1	0.1	0.9	0	2	0.4	33.3	4.3	0.1	38.2	2.9	0	2.5	0	5.5	3.1	50.2	1	0	54.3	
Autos	29	1	22	0	52	12	884	112	3	1011	75	1	65	0	141	76	1331				
% Autos	100	50	95.7	0	96.3	100	99.1	96.6	100	98.8	94.9	100	95.6	0	95.3	92.7	98.9	96.3	100	98.5	98.4
Heavy Vehicles																					
% Heavy Vehicles	0	50	4.3	0	3.7	0	0.9	3.4	0	1.2	5.1	0	4.4	0	4.7	7.3	1.1	3.7	0	1.5	1.6

Traf Tech Engineering Inc.

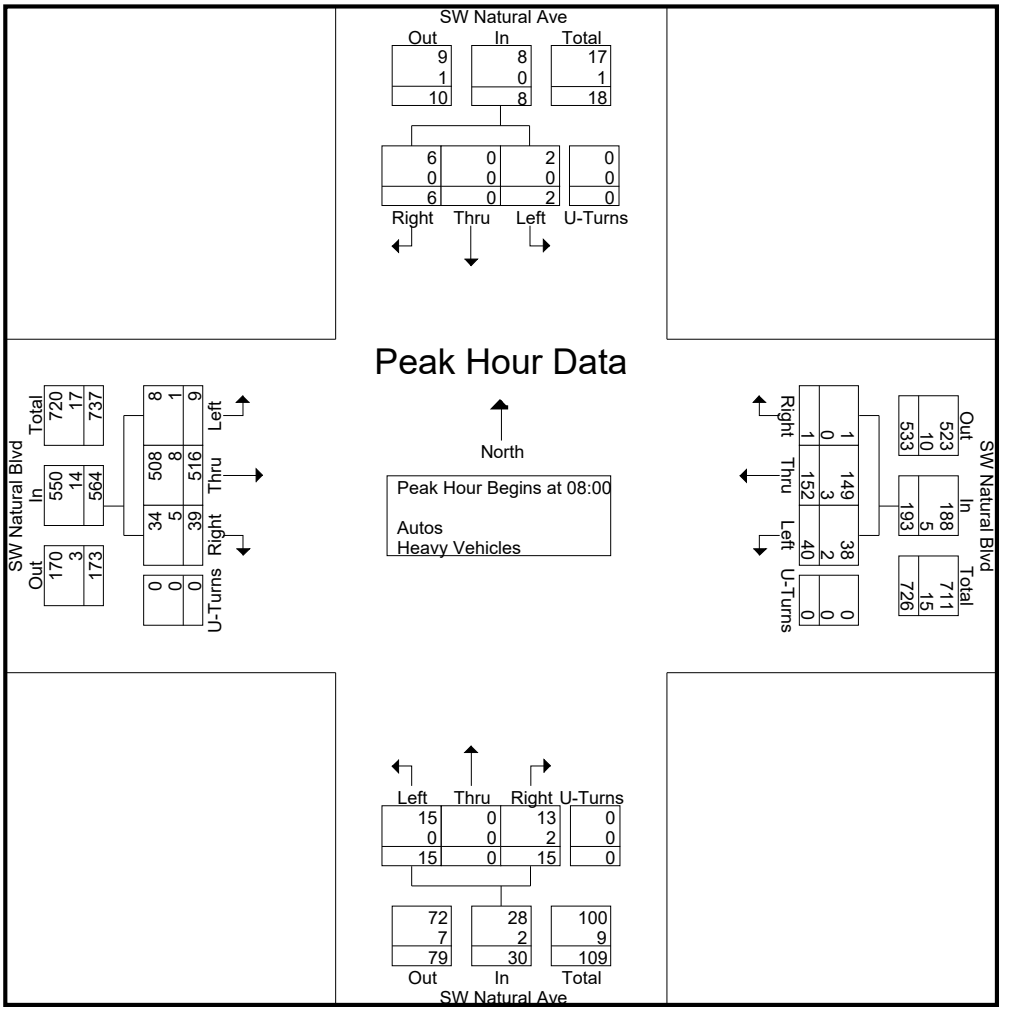
File Name : 8-Natural Blvd & SW Natural Ave
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 8-Natural Blvd & SW Natural Ave
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

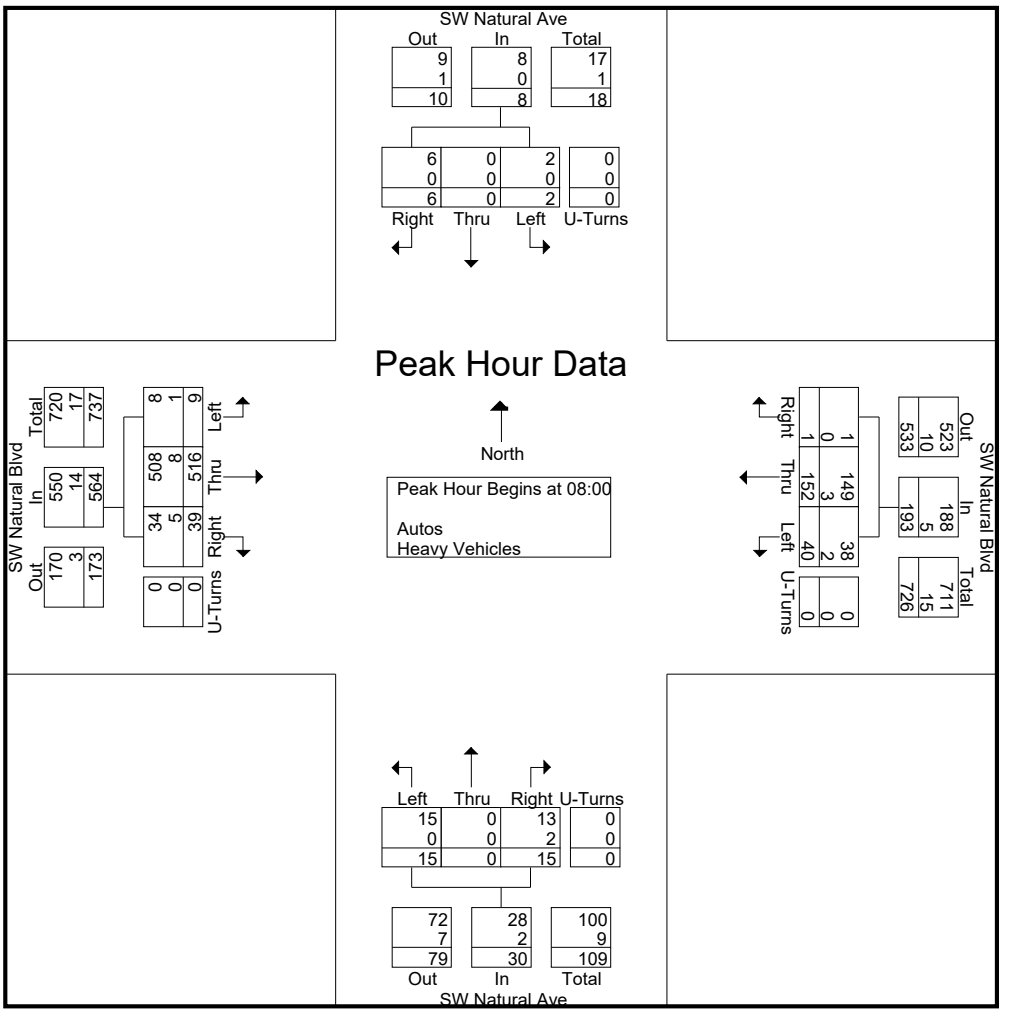
	SW Natural Ave From North					SW Natural Blvd From East					SW Natural Ave From South					SW Natural Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	2	0	1	0	3	1	45	9	0	55	2	0	3	0	5	11	85	1	0	97	160
08:15	1	0	0	0	1	0	41	12	0	53	6	0	4	0	10	9	133	0	0	142	206
08:30	1	0	0	0	1	0	35	8	0	43	5	0	3	0	8	12	134	1	0	147	199
08:45	2	0	1	0	3	0	31	11	0	42	2	0	5	0	7	7	164	7	0	178	230
Total Volume	6	0	2	0	8	1	152	40	0	193	15	0	15	0	30	39	516	9	0	564	795
% App. Total	75	0	25	0		0.5	78.8	20.7	0		50	0	50	0		6.9	91.5	1.6	0		
PHF	.750	.000	.500	.000	.667	.250	.844	.833	.000	.877	.625	.000	.750	.000	.750	.813	.787	.321	.000	.792	.864
Autos	6	0	2	0	8	1	149	38	0	188	13	0	15	0	28	34	508	8	0	550	774
% Autos	100	0	100	0	100	100	98.0	95.0	0	97.4	86.7	0	100	0	93.3	87.2	98.4	88.9	0	97.5	97.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.0	5.0	0	2.6	13.3	0	0	0	6.7	12.8	1.6	11.1	0	2.5	2.6



Traf Tech Engineering Inc.

File Name : 8-Natural Blvd & SW Natural Ave
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

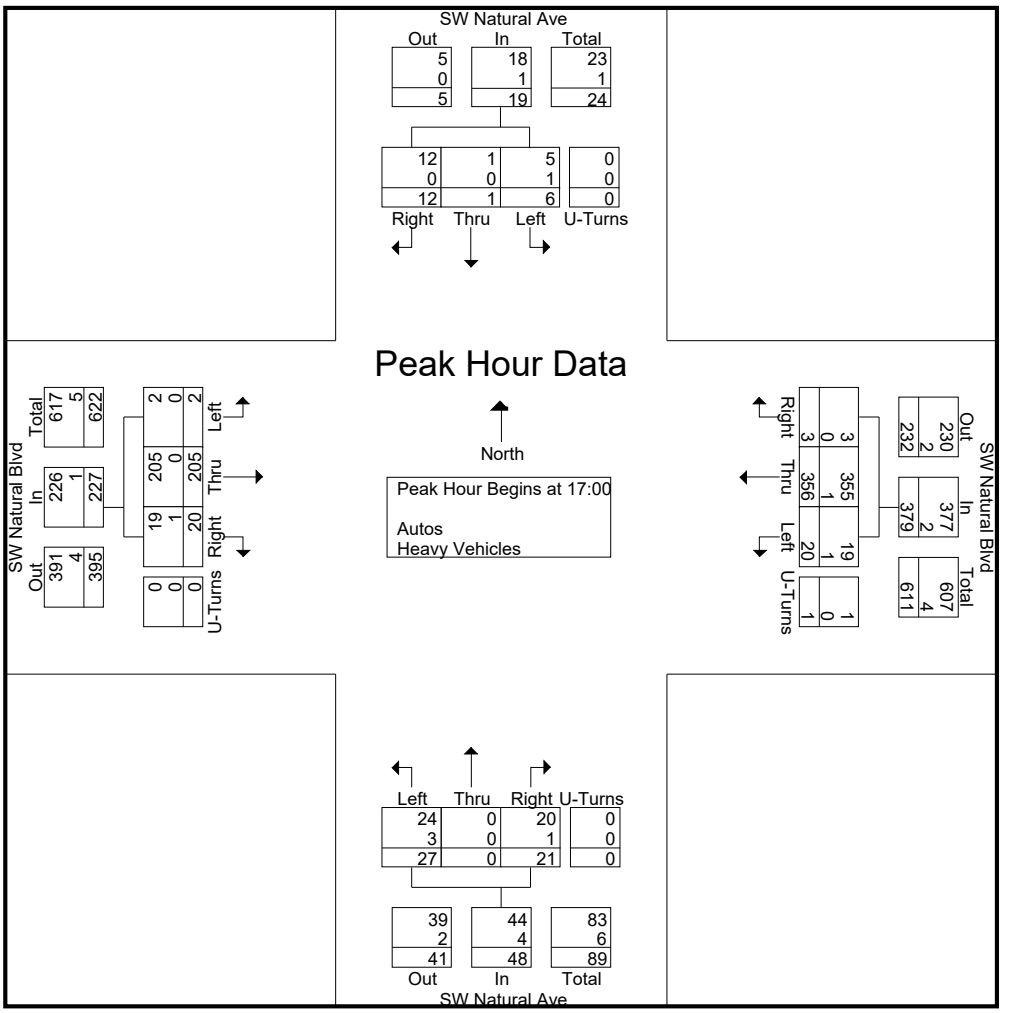
	SW Natural Ave From North					SW Natural Blvd From East					SW Natural Ave From South					SW Natural Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	2	0	1	0	3	1	45	9	0	55	2	0	3	0	5	11	85	1	0	97	160
08:15	1	0	0	0	1	0	41	12	0	53	6	0	4	0	10	9	133	0	0	142	206
08:30	1	0	0	0	1	0	35	8	0	43	5	0	3	0	8	12	134	1	0	147	199
08:45	2	0	1	0	3	0	31	11	0	42	2	0	5	0	7	7	164	7	0	178	230
Total Volume	6	0	2	0	8	1	152	40	0	193	15	0	15	0	30	39	516	9	0	564	795
% App. Total	75	0	25	0		0.5	78.8	20.7	0		50	0	50	0		6.9	91.5	1.6	0		
PHF	.750	.000	.500	.000	.667	.250	.844	.833	.000	.877	.625	.000	.750	.000	.750	.813	.787	.321	.000	.792	.864
Autos	6	0	2	0	8	1	149	38	0	188	13	0	15	0	28	34	508	8	0	550	774
% Autos	100	0	100	0	100	100	98.0	95.0	0	97.4	86.7	0	100	0	93.3	87.2	98.4	88.9	0	97.5	97.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.0	5.0	0	2.6	13.3	0	0	0	6.7	12.8	1.6	11.1	0	2.5	2.6



Traf Tech Engineering Inc.

File Name : 8-Natural Blvd & SW Natural Ave
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	SW Natural Ave From North					SW Natural Blvd From East					SW Natural Ave From South					SW Natural Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	2	0	1	0	3	1	91	5	1	98	11	0	12	0	23	3	50	0	0	53	177
17:15	7	1	2	0	10	0	88	5	0	93	3	0	4	0	7	7	44	1	0	52	162
17:30	2	0	2	0	4	1	95	5	0	101	4	0	7	0	11	4	48	1	0	53	169
17:45	1	0	1	0	2	1	82	5	0	88	3	0	4	0	7	6	63	0	0	69	166
Total Volume	12	1	6	0	19	3	356	20	1	380	21	0	27	0	48	20	205	2	0	227	674
% App. Total	63.2	5.3	31.6	0		0.8	93.7	5.3	0.3		43.8	0	56.2	0		8.8	90.3	0.9	0		
PHF	.429	.250	.750	.000	.475	.750	.937	1.00	.250	.941	.477	.000	.563	.000	.522	.714	.813	.500	.000	.822	.952
Autos	12	1	5	0	18	3	355	19	1	378	20	0	24	0	44	19	205	2	0	226	666
% Autos	100	100	83.3	0	94.7	100	99.7	95.0	100	99.5	95.2	0	88.9	0	91.7	95.0	100	100	0	99.6	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	16.7	0	5.3	0	0.3	5.0	0	0.5	4.8	0	11.1	0	8.3	5.0	0	0	0	0.4	1.2



Traf Tech Engineering Inc.

File Name : 8-Natural Blvd & SW Natural Ave
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	SW Natural Ave From North				SW Natural Blvd From East				SW Natural Ave From South				SW Natural Blvd From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
*** BREAK ***																	
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	

Traf Tech Engineering Inc.

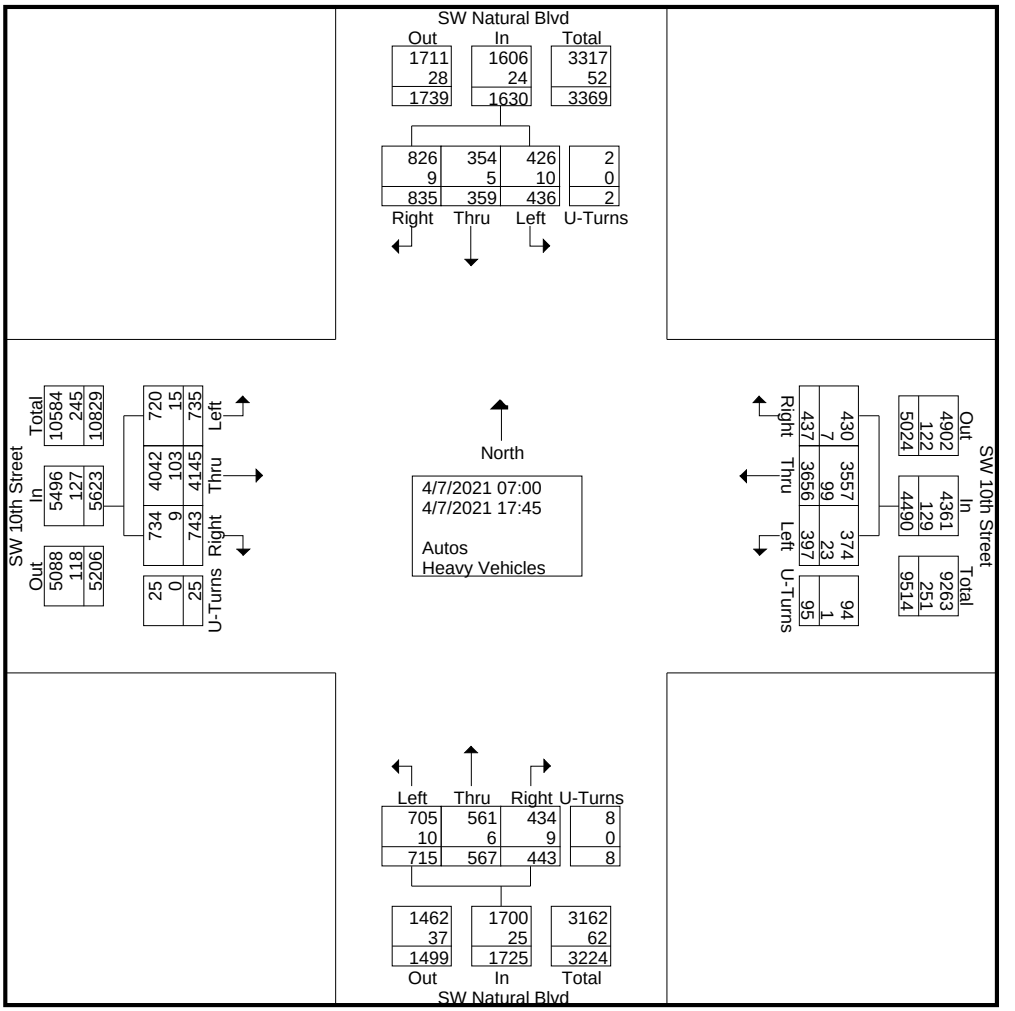
File Name : 9-SW 10th St & Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SW Natural Blvd From North					SW 10th Street From East					SW Natural Blvd From South					SW 10th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	67	19	17	0	103	14	188	15	2	219	24	14	43	1	82	52	192	15	1	260	664
07:15	59	17	23	0	99	21	237	19	11	288	27	23	51	0	101	63	205	22	1	291	779
07:30	95	26	27	0	148	29	293	28	6	356	39	37	53	1	130	52	221	23	1	297	931
07:45	48	12	25	1	86	18	219	23	4	264	19	50	56	0	125	45	250	33	0	328	803
Total	269	74	92	1	436	82	937	85	23	1127	109	124	203	2	438	212	868	93	3	1176	3177
08:00	64	18	30	0	112	19	218	9	4	250	34	45	62	0	141	33	240	35	0	308	811
08:15	58	18	23	1	100	23	241	19	5	288	34	38	48	0	120	28	257	50	1	336	844
08:30	54	13	28	0	95	18	228	19	4	269	25	45	36	0	106	22	295	73	1	391	861
08:45	45	7	31	0	83	22	193	11	8	234	24	72	46	0	142	23	241	49	2	315	774
Total	221	56	112	1	390	82	880	58	21	1041	117	200	192	0	509	106	1033	207	4	1350	3290
*** BREAK ***																					
16:00	38	25	18	0	81	26	253	30	4	313	26	26	36	0	88	39	265	49	1	354	836
16:15	44	21	32	0	97	32	214	25	9	280	21	32	55	2	110	37	274	49	2	362	849
16:30	29	30	21	0	80	26	247	23	5	301	24	29	32	1	86	52	257	48	2	359	826
16:45	43	32	25	0	100	38	194	35	7	274	25	26	44	1	96	47	272	52	0	371	841
Total	154	108	96	0	358	122	908	113	25	1168	96	113	167	4	380	175	1068	198	5	1446	3352
17:00	52	28	29	0	109	36	249	32	4	321	33	34	34	1	102	55	291	51	4	401	933
17:15	42	27	36	0	105	25	252	37	6	320	30	21	30	0	81	72	318	64	2	456	962
17:30	43	30	43	0	116	43	215	43	8	309	30	36	55	1	122	59	272	65	3	399	946
17:45	54	36	28	0	118	47	215	29	8	299	28	39	34	0	101	64	295	57	4	420	938
Total	191	121	136	0	448	151	931	141	26	1249	121	130	153	2	406	250	1176	237	13	1676	3779
Grand Total	835	359	436	2	1632	437	3656	397	95	4585	443	567	715	8	1733	743	4145	735	25	5648	13598
Apprch %	51.2	22	26.7	0.1		9.5	79.7	8.7	2.1		25.6	32.7	41.3	0.5		13.2	73.4	13	0.4		
Total %	6.1	2.6	3.2	0	12	3.2	26.9	2.9	0.7	33.7	3.3	4.2	5.3	0.1	12.7	5.5	30.5	5.4	0.2	41.5	
Autos	826	354	426	2	1608	430	3557										4042				13292
% Autos	98.9	98.6	97.7	100	98.5	98.4	97.3	94.2	98.9	97.2	98	98.9	98.6	100	98.6	98.8	97.5	98	100	97.8	97.7
Heavy Vehicles																					
% Heavy Vehicles	1.1	1.4	2.3	0	1.5	1.6	2.7	5.8	1.1	2.8	2	1.1	1.4	0	1.4	1.2	2.5	2	0	2.2	2.3

Traf Tech Engineering Inc.

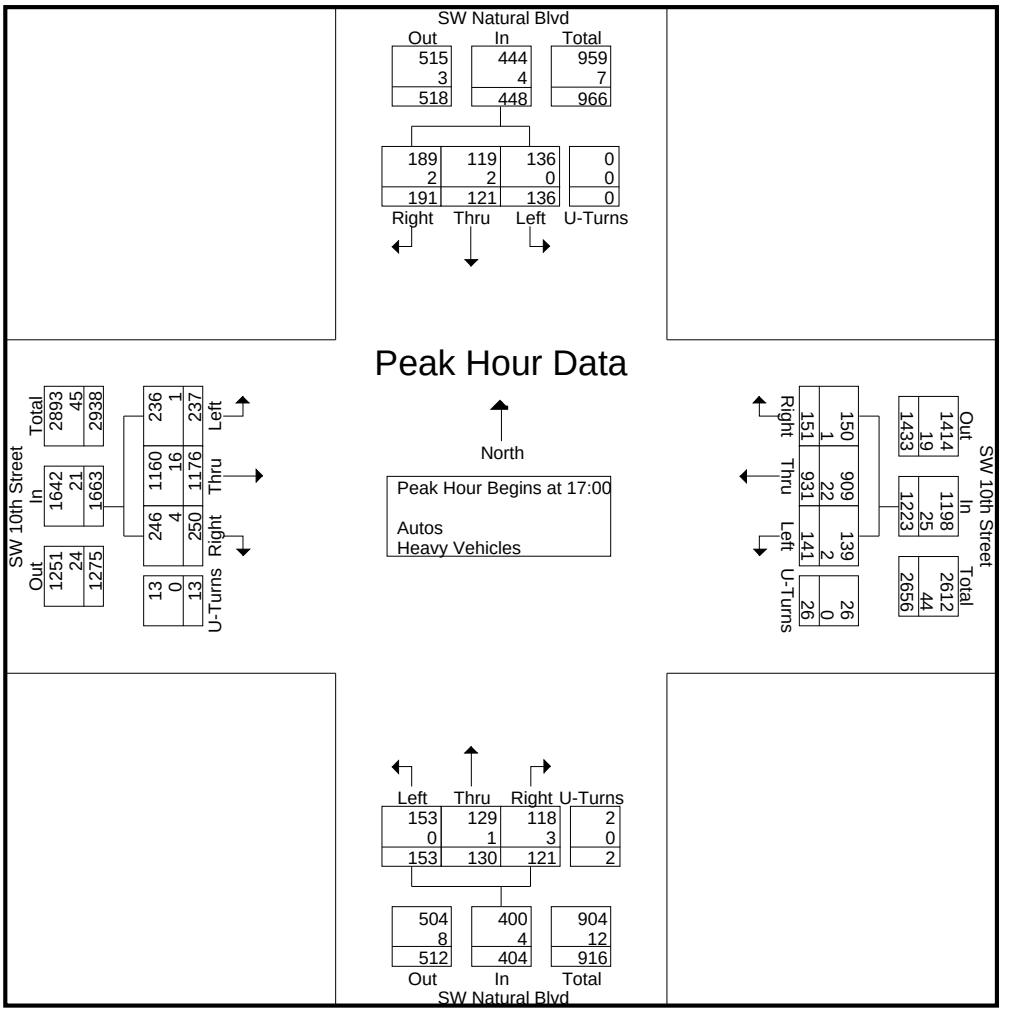
File Name : 9-SW 10th St & Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 2



Traf Tech Engineering Inc.

File Name : 9-SW 10th St & Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 3

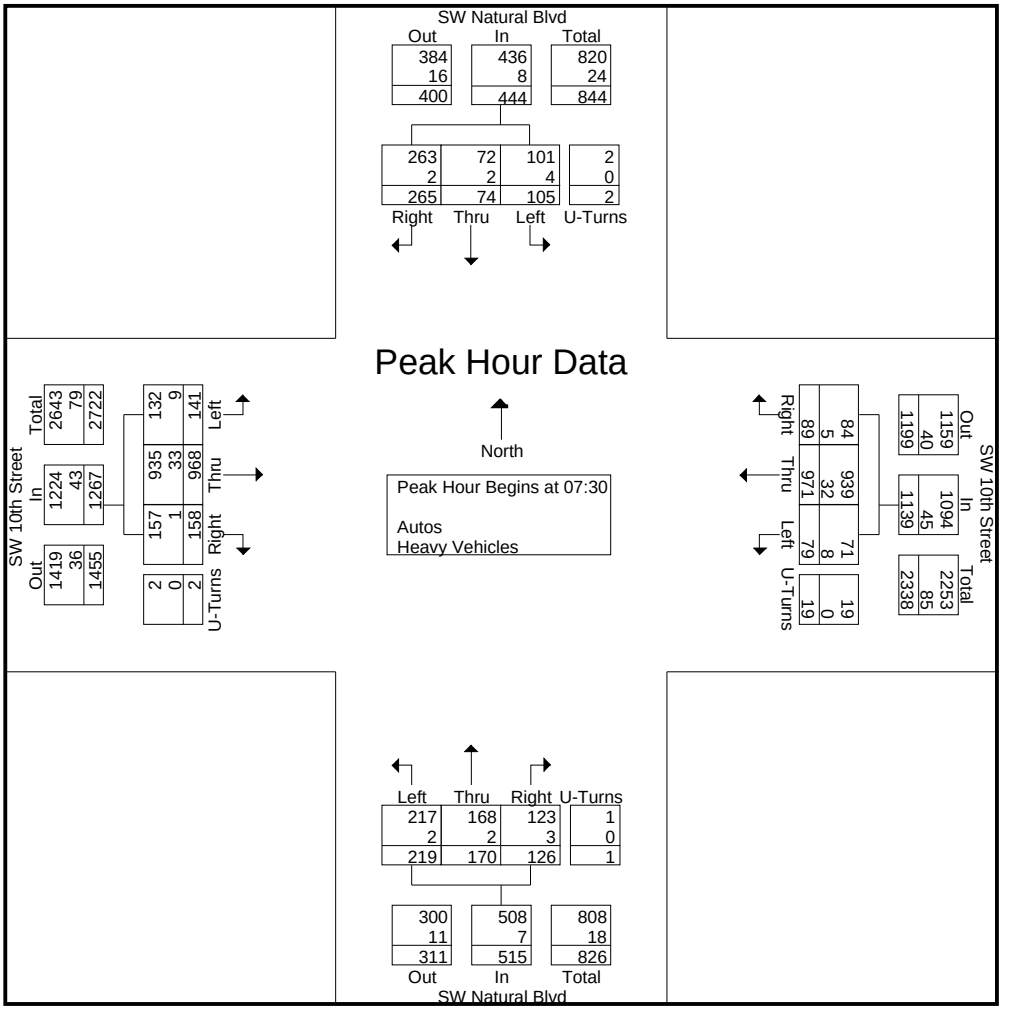
	SW Natural Blvd From North					SW 10th Street From East					SW Natural Blvd From South					SW 10th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	52	28	29	0	109	36	249	32	4	321	33	34	34	1	102	55	291	51	4	401	933
17:15	42	27	36	0	105	25	252	37	6	320	30	21	30	0	81	72	318	64	2	456	962
17:30	43	30	43	0	116	43	215	43	8	309	30	36	55	1	122	59	272	65	3	399	946
17:45	54	36	28	0	118	47	215	29	8	299	28	39	34	0	101	64	295	57	4	420	938
Total Volume	191	121	136	0	448	151	931	141	26	1249	121	130	153	2	406	250	1176	237	13	1676	3779
% App. Total	42.6	27	30.4	0		12.1	74.5	11.3	2.1		29.8	32	37.7	0.5		14.9	70.2	14.1	0.8		
PHF	.884	.840	.791	.000	.949	.803	.924	.820	.813	.973	.917	.833	.695	.500	.832	.868	.925	.912	.813	.919	.982
Autos	189	119	136	0	444	150	909	139	26	1224	118	129	153	2	402	246	1160				
% Autos	99.0	98.3	100	0	99.1	99.3	97.6	98.6	100	98.0	97.5	99.2	100	100	99.0	98.4	98.6	99.6	100	98.7	98.6
Heavy Vehicles																					
% Heavy Vehicles	1.0	1.7	0	0	0.9	0.7	2.4	1.4	0	2.0	2.5	0.8	0	0	1.0	1.6	1.4	0.4	0	1.3	1.4



Traf Tech Engineering Inc.

File Name : 9-SW 10th St & Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 4

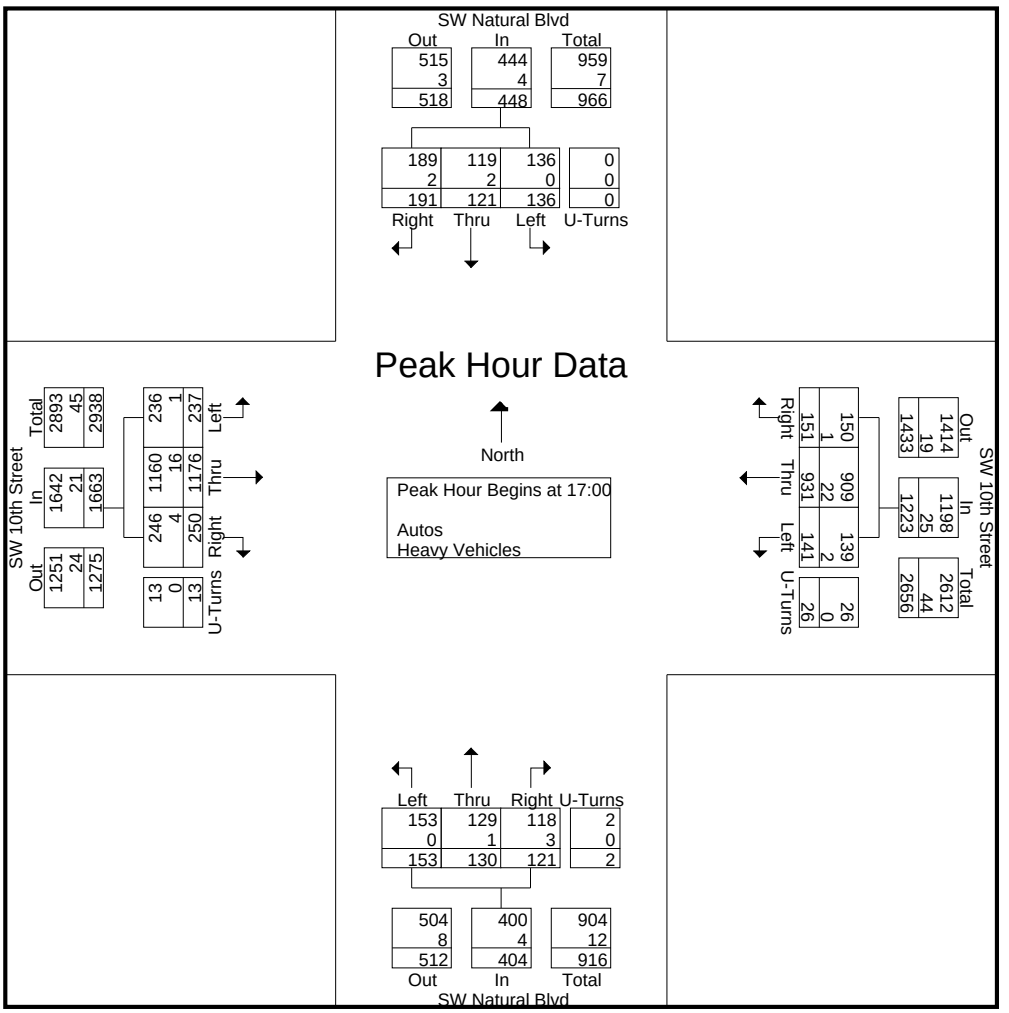
	SW Natural Blvd From North					SW 10th Street From East					SW Natural Blvd From South					SW 10th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	95	26	27	0	148	29	293	28	6	356	39	37	53	1	130	52	221	23	1	297	931
07:45	48	12	25	1	86	18	219	23	4	264	19	50	56	0	125	45	250	33	0	328	803
08:00	64	18	30	0	112	19	218	9	4	250	34	45	62	0	141	33	240	35	0	308	811
08:15	58	18	23	1	100	23	241	19	5	288	34	38	48	0	120	28	257	50	1	336	844
Total Volume	265	74	105	2	446	89	971	79	19	1158	126	170	219	1	516	158	968	141	2	1269	3389
% App. Total	59.4	16.6	23.5	0.4		7.7	83.9	6.8	1.6		24.4	32.9	42.4	0.2		12.5	76.3	11.1	0.2		
PHF	.697	.712	.875	.500	.753	.767	.828	.705	.792	.813	.808	.850	.883	.250	.915	.760	.942	.705	.500	.944	.910
Autos	263	72	101	2	438	84	939	71	19	1113	123	168	217	1	509	157	935	132	2	1226	3286
% Autos	99.2	97.3	96.2	100	98.2	94.4	96.7	89.9	100	96.1	97.6	98.8	99.1	100	98.6	99.4	96.6	93.6	100	96.6	97.0
Heavy Vehicles																					
% Heavy Vehicles	0.8	2.7	3.8	0	1.8	5.6	3.3	10.1	0	3.9	2.4	1.2	0.9	0	1.4	0.6	3.4	6.4	0	3.4	3.0



Traf Tech Engineering Inc.

File Name : 9-SW 10th St & Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 5

	SW Natural Blvd From North					SW 10th Street From East					SW Natural Blvd From South					SW 10th Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	52	28	29	0	109	36	249	32	4	321	33	34	34	1	102	55	291	51	4	401	933
17:15	42	27	36	0	105	25	252	37	6	320	30	21	30	0	81	72	318	64	2	456	962
17:30	43	30	43	0	116	43	215	43	8	309	30	36	55	1	122	59	272	65	3	399	946
17:45	54	36	28	0	118	47	215	29	8	299	28	39	34	0	101	64	295	57	4	420	938
Total Volume	191	121	136	0	448	151	931	141	26	1249	121	130	153	2	406	250	1176	237	13	1676	3779
% App. Total	42.6	27	30.4	0		12.1	74.5	11.3	2.1		29.8	32	37.7	0.5		14.9	70.2	14.1	0.8		
PHF	.884	.840	.791	.000	.949	.803	.924	.820	.813	.973	.917	.833	.695	.500	.832	.868	.925	.912	.813	.919	.982
Autos	189	119	136	0	444	150	909	139	26	1224	118	129	153	2	402	246	1160				
% Autos	99.0	98.3	100	0	99.1	99.3	97.6	98.6	100	98.0	97.5	99.2	100	100	99.0	98.4	98.6	99.6	100	98.7	98.6
Heavy Vehicles																					
% Heavy Vehicles	1.0	1.7	0	0	0.9	0.7	2.4	1.4	0	2.0	2.5	0.8	0	0	1.0	1.6	1.4	0.4	0	1.3	1.4



Traf Tech Engineering Inc.

File Name : 9-SW 10th St & Natural Blvd
Site Code : 00000000
Start Date : 4/7/2021
Page No : 1

Groups Printed- Peds & Bikes

	SW Natural Blvd From North				SW 10th Street From East				SW Natural Blvd From South				SW 10th Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3
07:15	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3
07:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	2	0	0	3	1	0	0	0	0	0	0	1	7
*** BREAK ***																	
08:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	6
17:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
17:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
17:30	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	3
17:45	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	3
Total	0	0	0	1	5	0	0	3	1	0	0	1	0	0	0	0	11
Grand Total	2	0	0	1	11	0	0	7	2	0	0	1	0	0	0	1	25
Apprch %	66.7	0	0	33.3	61.1	0	0	38.9	66.7	0	0	33.3	0	0	0	100	
Total %	8	0	0	4	44	0	0	28	8	0	0	4	0	0	0	4	

Traf Tech Engineering Inc.

Date Start: 14-Apr-21
I-95 NB On Ramp from WB Hillsboro Blvd

Start Time	Mon 12-Apr-21	Tue 13-Apr-21	Wed 14-Apr-21	Thu 15-Apr-21	Fri 16-Apr-21	Average Day	Sat 17-Apr-21	Sun 18-Apr-21	Week Average
12:00 AM	*	*	58	53	*	56	*	*	56
01:00	*	*	28	27	*	28	*	*	28
02:00	*	*	15	17	*	16	*	*	16
03:00	*	*	14	17	*	16	*	*	16
04:00	*	*	38	42	*	40	*	*	40
05:00	*	*	94	101	*	98	*	*	98
06:00	*	*	307	297	*	302	*	*	302
07:00	*	*	**683**	**690**	*	**686**	*	*	**686**
08:00	*	*	677	690	*	684	*	*	684
09:00	*	*	467	465	*	466	*	*	466
10:00	*	*	420	419	*	420	*	*	420
11:00	*	*	434	453	*	444	*	*	444
12:00 PM	*	*	451	401	*	426	*	*	426
01:00	*	*	427	407	*	417	*	*	417
02:00	*	*	435	443	*	439	*	*	439
03:00	*	*	**540**	**514**	*	**527**	*	*	**527**
04:00	*	*	519	502	*	510	*	*	510
05:00	*	*	502	514	*	508	*	*	508
06:00	*	*	392	452	*	422	*	*	422
07:00	*	*	287	318	*	302	*	*	302
08:00	*	*	284	241	*	262	*	*	262
09:00	*	*	196	191	*	194	*	*	194
10:00	*	*	185	171	*	178	*	*	178
11:00	*	*	87	120	*	104	*	*	104
Day Total	0	0	7540	7545	0	7545	0	0	7545
% Avg. WkDay	0.0%	0.0%	99.9%	100.0%	0.0%				
% Avg. Week	0.0%	0.0%	99.9%	100.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	-	07:00	07:00	-	07:00	-	-	07:00
Vol.	-	-	683	690	-	686	-	-	686
PM Peak	-	-	15:00	15:00	-	15:00	-	-	15:00
Vol.	-	-	540	514	-	527	-	-	527
Grand Total	0	0	7540	7545	0	7545	0	0	7545

ADT ADT 7,462 AADT 7,462

Traf Tech Engineering Inc.

Date Start: 07-Apr-21
NATURA BLVD., S OF HILLSBORO BLVD.

Start Time	07-Apr-21 Wed	NORTHBOUND	SOUTHBOUND	Combined Total
12:00 AM		20	54	74
01:00		12	23	35
02:00		7	19	26
03:00		19	12	31
04:00		26	13	39
05:00		72	22	94
06:00		181	59	240
07:00		500	143	643
08:00		552	216	768
09:00		292	158	450
10:00		248	170	418
11:00		251	180	431
12:00 PM		251	234	485
01:00		267	187	454
02:00		251	260	511
03:00		272	242	514
04:00		263	342	605
05:00		277	431	708
06:00		237	309	546
07:00		186	259	445
08:00		141	206	347
09:00		113	145	258
10:00		160	125	285
11:00		82	86	168
Total		4680	3895	8575
Percent		54.6%	45.4%	



Traf Tech Engineering Inc.

Date Start: 07-Apr-21
NATURA BLVD., S OF HILLSBORO BLVD.

Start Time	08-Apr-21 Thu	NORTHBOUND	SOUTHBOUND	Combined Total
12:00 AM		27	43	70
01:00		10	33	43
02:00		9	19	28
03:00		10	10	20
04:00		35	17	52
05:00		70	15	85
06:00		172	70	242
07:00		502	115	617
08:00		501	207	708
09:00		296	178	474
10:00		231	169	400
11:00		216	178	394
12:00 PM		273	219	492
01:00		227	233	460
02:00		228	238	466
03:00		287	279	566
04:00		287	332	619
05:00		300	423	723
06:00		228	350	578
07:00		203	278	481
08:00		156	213	369
09:00		98	168	266
10:00		190	138	328
11:00		111	90	201
Total		4667	4015	8682
Percent		53.8%	46.2%	
Grand Total		9347	7910	
Percentage		54.2%	45.8%	
ADT		ADT 8,730		AADT 8,730



Traf Tech Engineering Inc.

Date Start: 07-Apr-21
SR 810/HILLSBORO BLVD - E OF I-95

Start Time	07-Apr-21 Wed	EASTBOUND	WESTBOUND	Combined Total
12:00 AM		192	282	474
01:00		128	155	283
02:00		76	109	185
03:00		74	113	187
04:00		100	133	233
05:00		286	345	631
06:00		801	816	1617
07:00		1426	1763	3189
08:00		1767	1905	3672
09:00		1800	1662	3462
10:00		1562	1577	3139
11:00		1742	1701	3443
12:00 PM		1745	1824	3569
01:00		1690	1698	3388
02:00		1716	2037	3753
03:00		1781	2110	3891
04:00		1803	2262	4065
05:00		1960	2252	4212
06:00		1586	1819	3405
07:00		1363	1524	2887
08:00		1109	1285	2394
09:00		911	966	1877
10:00		711	964	1675
11:00		602	710	1312
Total		26931	30012	56943
Percent		47.3%	52.7%	



Traf Tech Engineering Inc.

Date Start: 07-Apr-21
SR 810/HILLSBORO BLVD - E OF I-95

Start Time	08-Apr-21 Thu	EASTBOUND	WESTBOUND	Combined Total
12:00 AM		249	262	511
01:00		133	124	257
02:00		123	112	235
03:00		95	110	205
04:00		122	154	276
05:00		297	352	649
06:00		845	805	1650
07:00		1437	1822	3259
08:00		1962	1840	3802
09:00		1882	1567	3449
10:00		1526	1554	3080
11:00		1649	1649	3298
12:00 PM		1739	1825	3564
01:00		1787	1533	3320
02:00		1670	1829	3499
03:00		1710	2275	3985
04:00		1763	2372	4135
05:00		1874	2322	4196
06:00		1624	1784	3408
07:00		1325	1465	2790
08:00		1081	1218	2299
09:00		791	919	1710
10:00		688	916	1604
11:00		535	666	1201
Total		26907	29475	56382
Percent		47.7%	52.3%	
Grand Total		53838	59487	
Percentage		47.5%	52.5%	
ADT		ADT 26,713		AADT 26,713



Traf Tech Engineering Inc.

Date Start: 07-Apr-21
SW 10 ST DEERFIELD - E OF I-95

Start Time	07-Apr-21 Wed	EASTBOUND	WESTBOUND	Combined Total
12:00 AM		202	150	352
01:00		115	84	199
02:00		73	66	139
03:00		78	67	145
04:00		143	128	271
05:00		246	320	566
06:00		527	798	1325
07:00		1062	1464	2526
08:00		1335	1415	2750
09:00		912	1078	1990
10:00		867	1069	1936
11:00		989	1042	2031
12:00 PM		1092	1161	2253
01:00		1021	1413	2434
02:00		1098	1210	2308
03:00		1356	1357	2713
04:00		1296	1425	2721
05:00		1450	1381	2831
06:00		1281	1127	2408
07:00		1206	1023	2229
08:00		976	856	1832
09:00		802	637	1439
10:00		782	388	1170
11:00		431	266	697
Total		19340	19925	39265
Percent		49.3%	50.7%	



Traf Tech Engineering Inc.

Date Start: 07-Apr-21
SW 10 ST DEERFIELD - E OF I-95

Start Time	08-Apr-21 Thu	EASTBOUND	WESTBOUND	Combined Total
12:00 AM		204	142	346
01:00		96	80	176
02:00		78	71	149
03:00		81	80	161
04:00		66	151	217
05:00		159	364	523
06:00		366	892	1258
07:00		901	1664	2565
08:00		1111	1558	2669
09:00		1041	1136	2177
10:00		892	1030	1922
11:00		916	1203	2119
12:00 PM		1070	1212	2282
01:00		1053	1281	2334
02:00		1153	1396	2549
03:00		1288	1532	2820
04:00		1421	1535	2956
05:00		1462	1368	2830
06:00		1348	1283	2631
07:00		1065	1055	2120
08:00		911	974	1885
09:00		678	691	1369
10:00		825	467	1292
11:00		528	253	781
Total		18713	21418	40131
Percent		46.6%	53.4%	
Grand Total		38053	41343	
Percentage		47.9%	52.1%	
ADT		ADT 34,350		AADT 34,350



APPENDIX C

Signal Timing, PSCF, Historical Data, and Growth Rate

Station : 1091 - SW 10 St & Natura Blvd/SW 11 Way (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		7		7		7								
Ped Clearance		18		19		18		19								
Min Green	4	15	4	6	4	15	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	15	45	12	25	12	45	15	25								
Max2																
Yellow Clr	5	5	4	4	5	5	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									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						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/12/2021 1:51:01 PM

Station : 1091 - SW 10 St & Natura Blvd/SW 11 Way (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
6		2	2	160	84	2	1	10	50		20	90	20	30	20	90	20	30								
9		3	3	160	27	3	1	10	50		20	88	19	33	20	88	19	33								
15		4	4	160	57	4	1	10	50		20	90	20	30	20	90	20	30								
20		3	3	160	27	3	1	10	50		20	88	19	33	20	88	19	33								
Day Plan 2											**Easy**															
		25	255																							
6		100	254																							
6	30	3	3	160	27	3	1	10	50		20	88	19	33	20	88	19	33								

Day Plan 3											Easy																
		25	255																								
6		100	254																								
6	30	3	3	160	27	3	1	10	50		20	88	19	33	20	88	19	33									
23		100	254																								

Station : 1091 - SW 10 St & Natura Blvd/SW 11 Way (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 Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1						1	1	1	1	1						1																													2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																																			2
12											1							1																																		2
13												1		1				1																																			2
14												1		1	1	1	1	1																																		2
15												1		1																																						2
16												1		1				1																																			2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1

| | | |

Station : 1107 - Hillsboro Blvd & Dixie Hwy (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		7		7		7								
Ped Clearance		23		26		23		28								
Min Green	5	10	4	6	5	10	4	6								
Gap Ext	2	3	2	2.5	2	3	2	2.5								
Max1	15	45	15	40	18	45	15	40								
Max2																
Yellow Clr	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5								
Red Clr	2	2	2	2	2	2	2	2								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call					ON											
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable																
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2		4	2	4	2
Exit 2	5		8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/12/2021 1:50:04 PM

Station : 1107 - Hillsboro Blvd & Dixie Hwy (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	132	2	1	10	50		22	69	24	45	22	69	24	45								
9		3	3	160	123	3	1	10	50		22	69	24	45	22	69	24	45								
15		4	4	160	127	4	1	10	50		22	69	24	45	22	69	24	45								
20		3	3	160	123	3	1	10	50		22	69	24	45	22	69	24	45								
Day Plan 2											**Easy**															
		3	3	160	123	3	1	10	50		22	69	24	45	22	69	24	45								
1		100	254																							
6	30	3	3	160	123	3	1	10	50		22	69	24	45	22	69	24	45								

Day Plan 3											Easy															
		3	3	160	123	3	1	10	50		22	69	24	45	22	69	24	45								
1		100	254																							
6	30	3	3	160	123	3	1	10	50		22	69	24	45	22	69	24	45								
23		100	254																							

Station : 1107 - Hillsboro Blvd & Dixie Hwy (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 Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																																		2
12											1							1																																	2
13												1		1				1																																	2
14												1		1	1	1	1	1																																	2
15												1		1																																					2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

Station : 1109 - Hillsboro Blvd & I-95 SB Ramp (Standard File)

Phase	1	2 (ET)	3 (SL)	4	5	6	7	8 (SR)	9	10	11	12	13	14	15	16
Walk		7														
Ped Clearance		20														
Min Green		12	6					6								
Gap Ext		3	2.5					2.5								
Max1		80	40					40								
Max2																
Yellow Clr	3.5	4.5	4.5	3.5	3.5	3.5	3.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		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								
Auto Flash Entry								ON								
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call			ON					ON	ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
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
Override Higher Preempt	ON	ON			ON	ON
Flash in Dwell	ON	ON			ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green			6	6		
Min Walk						
Ped Clear						
Track Green						
Min Dwell			15	15		
Max Presence			180	180		
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1			8	2		
Dwell Cyc Veh 2			3			
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/12/2021 1:48:54 PM

Station : 1109 - Hillsboro Blvd & I-95 SB Ramp (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	14	2	1	10	50			106	54			106		54								
9		3	3	160	158	3	1	10	50			108	52			108		52								
15		4	4	160	139	4	1	10	50			99	61			99		61								
20		3	3	160	158	3	1	10	50			108	52			108		52								
Day Plan 2											**Easy**															
		3	3	160	158	3	1	10	50			108	52			108		52								
1		100	254																							
6	30	3	3	160	158	3	1	10	50			108	52			108		52								

Day Plan 3											Easy																
		3	3	160	158	3	1	10	50			108	52			108		52									
1		100	254																								
6	30	3	3	160	158	3	1	10	50			108	52			108		52									
23		100	254																								

Station : 1109 - Hillsboro Blvd & I-95 SB Ramp (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 Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																																		2
12											1							1																																	2
13												1		1				1																																	2
14												1		1	1	1	1	1																																	2
15												1		1																																					2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

Station : 1253 - Hillsboro Blvd & SW 12 Ave/Jim Moran Blvd (Standard File)

Phase	1 (EL)	2 (WT)	3 (WR)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7		7										
Ped Clearance		22	22	27		22										
Min Green	5	12	6	6	5	12										
Gap Ext	1.5	3	2	2	1.5	3										
Max1	20	80	35	20	20	80										
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2			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	30															
Dynamic Max Step	10															
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON				ON				ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	5	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green	20					
Min Dwell	5	8	8	8	8	8
Max Presence		180	180	180	180	180
Track Veh 1	1					
Track Veh 2	6					
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	3	2	3	2	4	1
Dwell Cyc Veh 2	4	6		5		6
Dwell Cyc Veh 3	5					
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2	3	4	2	1	2
Exit 2	5			6	5	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/12/2021 1:58:33 PM

Station : 1253 - Hillsboro Blvd & SW 12 Ave/Jim Moran Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	153	2	1	10	50		31	79	20	30	28	82										
9		3	3	160	147	3	1	10	50		24	92	19	25	24	92										
15		4	4	160	126	4	1	10	50		24	70	40	26	24	70										
20		3	3	160	147	3	1	10	50		24	92	19	25	24	92										
Day Plan 2											**Easy**															
		3	3	160	147	3	1	10	50		24	92	19	25	24	92										
1		100	254																							
6	30	3	3	160	147	3	1	10	50		24	92	19	25	24	92										

Day Plan 3											Easy															
		3	3	160	147	3	1	10	50		24	92	19	25	24	92										
1		100	254																							
6	30	3	3	160	147	3	1	10	50		24	92	19	25	24	92										
23		100	254																							

Broward County Timing Sheet 4/12/2021 1:58:33 PM

Station : 1253 - Hillsboro Blvd & SW 12 Ave/Jim Moran Blvd (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 Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																					2
7							1										1					1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																																		2
12											1							1																																	2
13												1		1				1																																	2
14												1		1	1	1	1	1																																	2
15												1		1																																					2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

Station : 1262 - Hillsboro Blvd & Military Trail (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		7		7		7								
Ped Clearance		30		32		30		29								
Min Green	4	8	4	6	4	8	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	15	50	15	35	25	50	15	35								
Max2																
Yellow Clr	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	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						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 4/12/2021 1:46:46 PM

Station : 1262 - Hillsboro Blvd & Military Trail (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	100	2	1	10	50		20	73	29	38	20	73	29	38								
9		3	3	160	108	3	1		50		20	66	32	42	20	66	32	42								
15		4	4	160	28	4	1	10	50		20	68	26	46	20	68	26	46								
20		3	3	160	108	3	1		50		20	66	32	42	20	66	32	42								
Day Plan 2											**Easy**															
		3	3	160	108	3	1		50		20	66	32	42	20	66	32	42								
1		100	254																							
6	30	3	3	160	108	3	1		50		20	66	32	42	20	66	32	42								

Day Plan 3											Easy																
		3	3	160	108	3	1		50		20	66	32	42	20	66	32	42									
1		100	254																								
6	30	3	3	160	108	3	1		50		20	66	32	42	20	66	32	42									
23		100	254																								

Station : 1262 - Hillsboro Blvd & Military Trail (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 Week							Day of Month										1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	2
13												1		1				1																															1						2
14												1		1	1	1	1	1																															1					2
15												1		1																																			1				2
16												1		1				1																																		1	2
17																																																					1
18																																																					1
19																																																					1
20																																																					1
21																																																					1
22																																																					1

| | | |

Station : 1314 - Hillsboro Blvd & Natura Blvd (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		7		7		7								
Ped Clearance		26		31		26		31								
Min Green	5	10	4	6	5	10	4	6								
Gap Ext	2	3	2	2	1.5	3	1.5	2								
Max1	18	50	18	30	18	50	18	30								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	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									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	6	6	6	6	6	6
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						

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 1314 - Hillsboro Blvd & Natura Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	26	2	1	10	50		28	66	20	46	23	71	20	46								
9		3	3	160	132	3	1	10	50		28	66	20	46	23	71	20	46								
15		4	4	160	22	4	1	10	50		22	66	26	46	22	66	26	46								
20		3	3	160	132	3	1	10	50		28	66	20	46	23	71	20	46								
Day Plan 2											**Easy**															
		3	3	160	132	3	1	10	50		28	66	20	46	23	71	20	46								
1		100	254																							
6	30	3	3	160	132	3	1	10	50		28	66	20	46	23	71	20	46								

Day Plan 3											Easy																
		3	3	160	132	3	1	10	50		28	66	20	46	23	71	20	46									
1		100	254																								
6	30	3	3	160	132	3	1	10	50		28	66	20	46	23	71	20	46									
23		100	254																								

Station : 1314 - Hillsboro Blvd & Natura Blvd (Standard File)

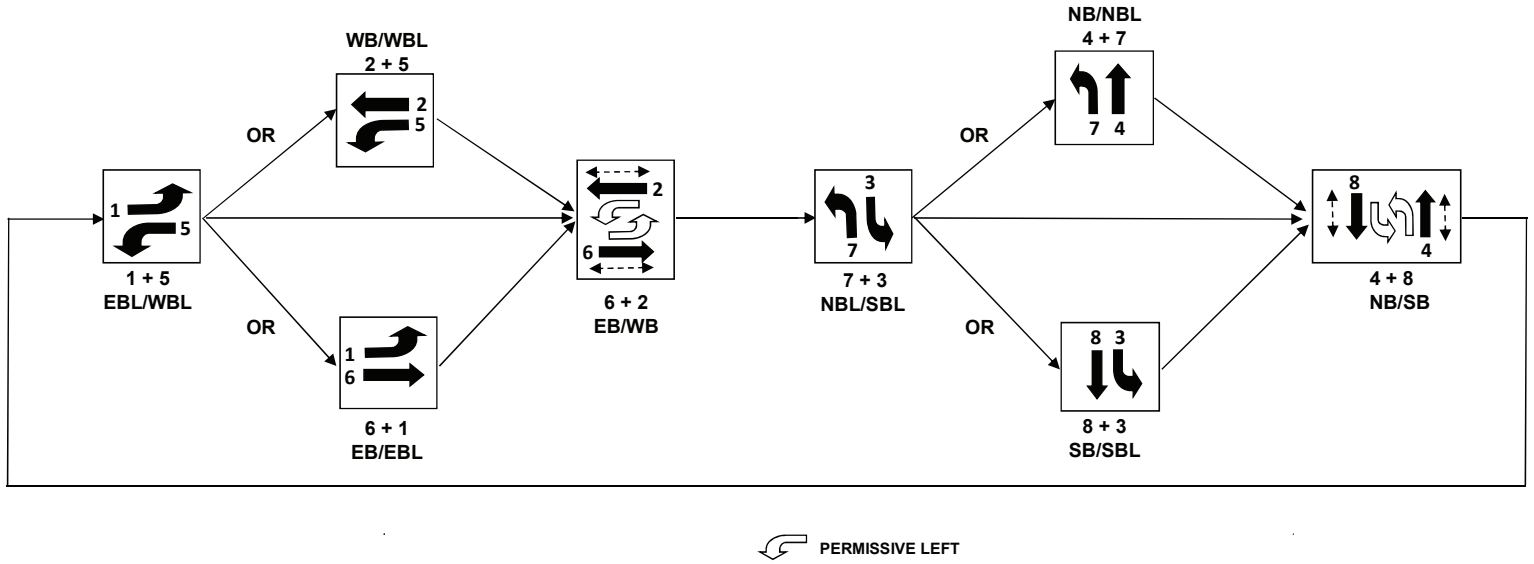
Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

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

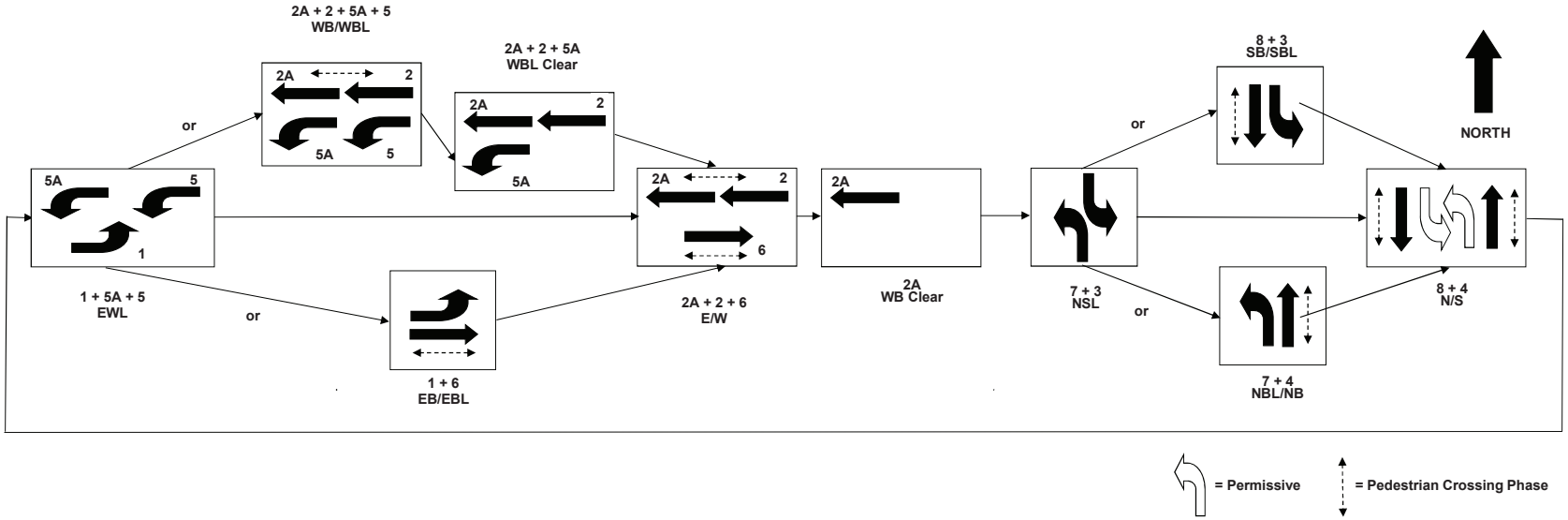
| | | |

Sequence of Operation for SW 10 Street and Natura Blvd/SW 11 Way (1091) Deerfield Beach

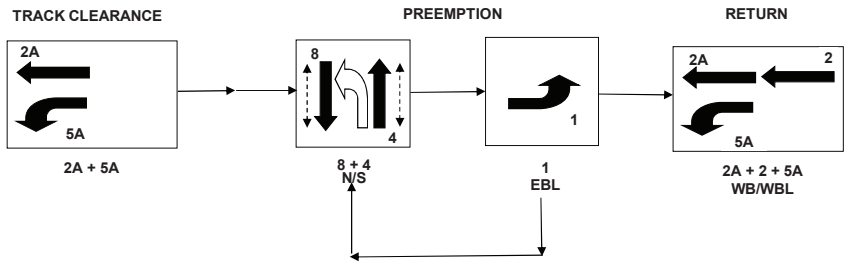


Sequence of Operation

Hillsboro Boulevard (SR 810) and Dixie Highway (SR 811)
Intersection Number 1107 (Deerfild Beach)

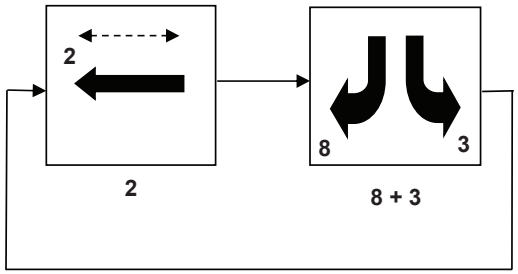


RAILROAD PREEMPTION SEQUENCE:
(A) TRACK CLEAR: 12G, 4.5Y, 2AR (HEADS 2A + 5A, WB/WBL FARSIDE).
(B) ACTIVE PHASES: N/S DIXIE (PHASES 4 + 8), EBL (PHASE 1)



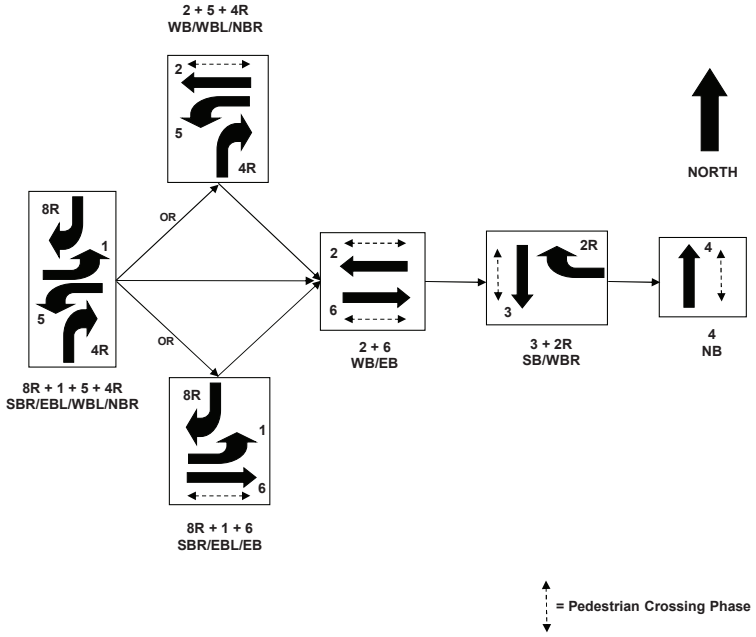
Sequence of Operation

Hillsboro Boulevard (SR 810 and I-95 (SR 9)
Intersection Number 1109 (Deerfield Beach) Mod 12 and Higher



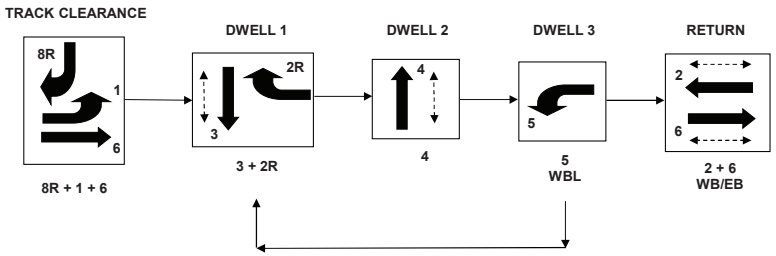
Sequence of Operation

Hillsboro Boulevard (SR 810) and SW 12 Avenue/Moran Avenue
Intersection Number 1253 (Deerfield Beach) Mod 18 and Higher

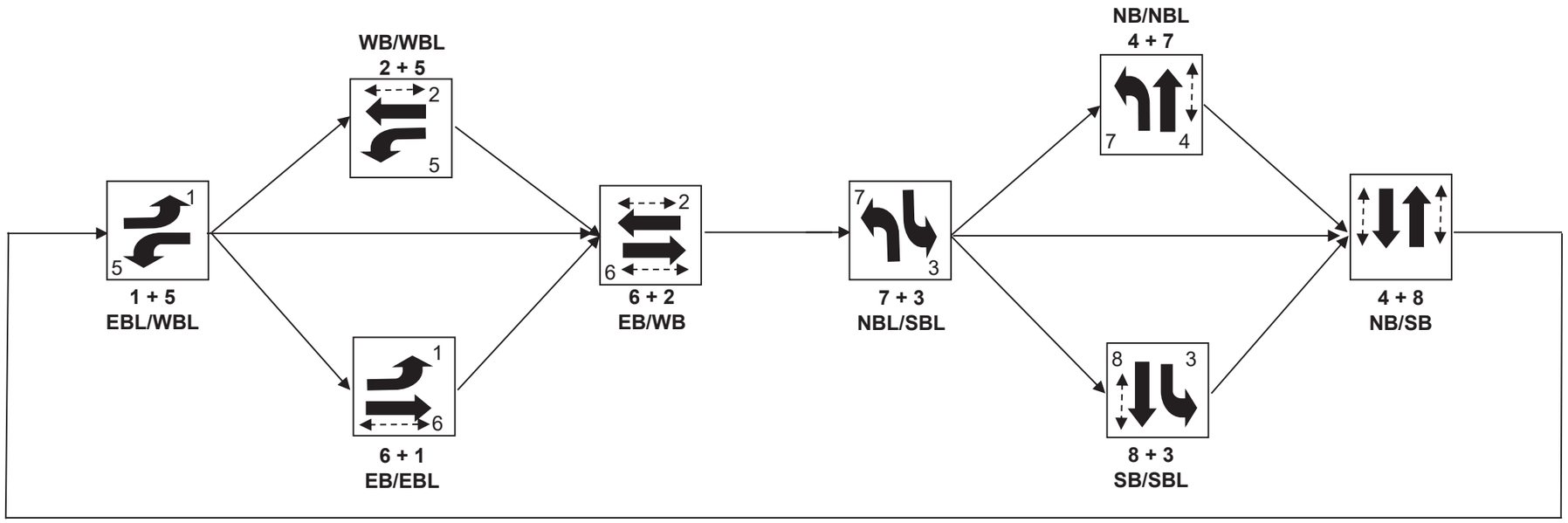


RAILROAD PREEMPTION SEQUENCE:

(A) TRACK CLEARANCE = 20 SECONDS GREEN EB/EBL (PHASES 1 + 6);
(B) DWELL 1: SB (PHASE 3);
(C) DWELL 2: NB (PHASE 4);
(D) DWELL 3: WBL (PHASE 5);

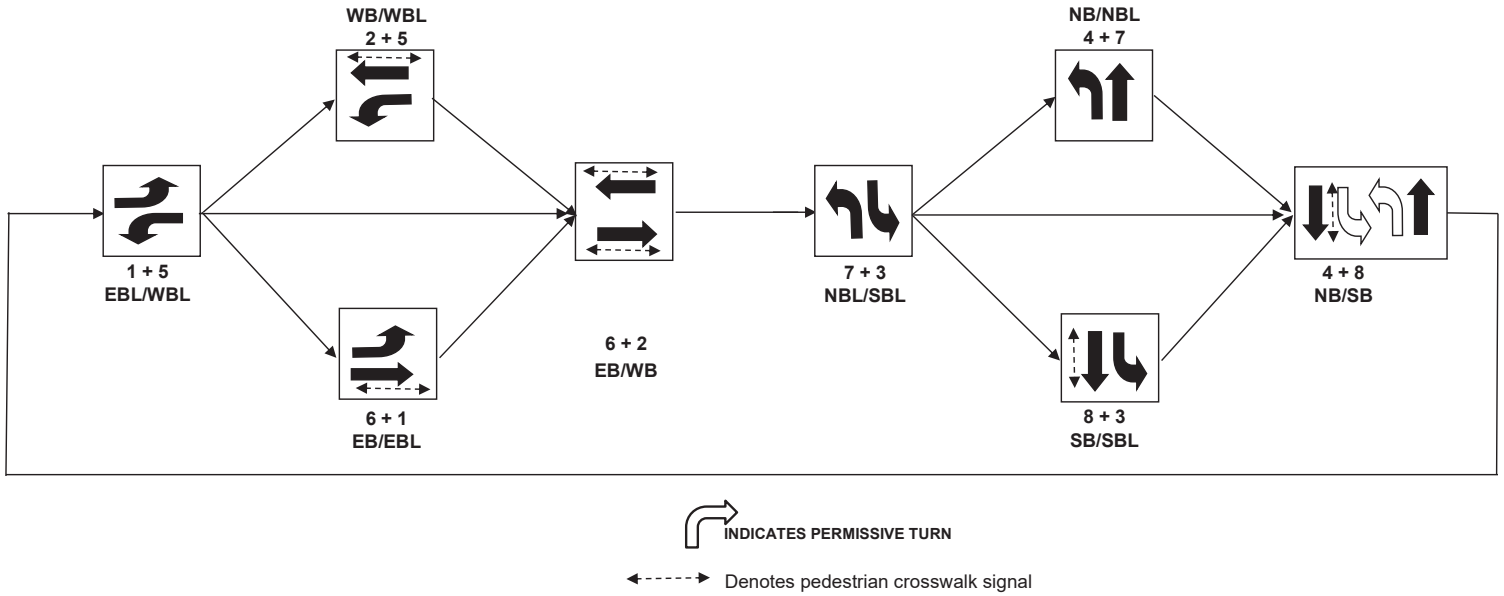


Sequence of Operation for (1262), Hillsboro Blvd (SR 810) and Military Trail/NW 9 Ave Deerfield Beach



Denotes pedestrian crosswalk signal

SEQUENCE of OPERATION for (1314) Hillsboro Blvd (SR810) & Natura Blvd
Deerfield



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1091	**Initial Operation Date**	8/7/90
Controller Type	2070 LN	**System Number**	1091
Modification Number	8	**Modification Date**	09/17/2020
Drawing/Project No	DES. GRP. 5	**FPL Grid Number**	87893144301
Intersection	SW 10 STREET (DEERFIELD) and NATURA BLVD./SW 11 WAY		
Municipality	DEERFIELD BEACH		

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)	4	15	4	6	4	15	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	15	45	12	25	12	45	15	25
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0	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		18		19		18		19
Permissive	5 SECT		5 SECT		5 SECT		5 SECT	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN EAST/WEST: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. FLASH OPERATION: 0000-0600, 7 DAYS.
4. MOD. 8 UPDATES WALK VALUES ON PHASES 4 & 8 PER CURRENT STANDARDS.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1107	**Initial Operation Date**	UNKNOWN
Controller Type	2070 LN	**System Number**	1107
Modification Number	19	**Modification Date**	06/06/2018
Drawing/Project No	230656-1-52-01	**FPL Grid Number**	87994124201
Intersection	HILLSBORO BLVD. (SR 810) and DIXIE HWY. (SR 811)		
Municipality	DEERFIELD BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2,2A	3	4	5,5A	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	10	4	6	5	10	4	6
Vehicle Ext.(GAP)	2.0	3.0	2.0	2.5	2.0	3.0	2.0	2.5
Maximum Green I	15	45	15	40	18	45	15	40
Maximum Green II								
Yellow Clearance	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
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		23		26		23		28
Permissive	DUAL		YES		NO		YES	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment **1107-18 SOP.pdf**

NOTES:

1. DOUBLE CLEARANCE WB/WBL (HEADS 2,2A,5,5A):
COMBINATION PROVIDES DOUBLE CLEARANCE WB AND WBL OF 4G, 4.5Y AND 2AR BY DISPLAYING 2A AFTER 2 AND 5A AFTER 5.
2. RAILROAD PREEMPTION SEQUENCE:
(A) TRACK CLEAR: 12G, 4.5Y, 2AR (HEADS 2A+5A, WB/WBL FARSIDE).
(B) ACTIVE PHASES: N/S DIXIE (PHASES 4+8) THEN EBL (PHASE 1).
(C) RETURN TO EAST/WEST (PHASES 2+6).
3. DUAL ENTRY HARDWIRED NORTH/SOUTH.
4. MOD. 19 UPDATES WALK VALUES ON PHASES 4 & 8 PER CURRENT STANDARDS.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1109	**Initial Operation Date**	UNKNOWN
Controller Type	2070	**System Number**	1109
Modification Number	12	**Modification Date**	05/08/2020
Drawing/Project No	228259-6-52-01	**FPL Grid Number**	87794974101
Intersection	HILLSBORO BLVD. (SR 810) and I-95 INTERCHANGE (SR 9)		
Municipality	DEERFIELD BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2	3					8R
Direction		WB	SBL					SBR
Initial Green(MIN)		12	6					6
Vehicle Ext.(GAP)		3.0	2.5					2.5
Maximum Green I		60	40					40
Maximum Green II								
Yellow Clearance		4.5	4.5					4.5
All Red Clearance		2.0	2.0					2.0
Phase Recall		MAX	OFF					OFF
Detector Delay			LOCK					LOCK
Walk		7						
Pedestrian Clearance		20						
Permissive								
Flash Operation		YELLOW	RED					RED

Attachment

NOTES:

1. WB QUEUE DETECTION CALL ON--->OMIT PHASE 8 (SB-RIGHT). NOT USED AT THIS TIME.
2. WB DEPARTURE DETECTION: 25 FT ZONE EACH LANE, PARALLEL TO THE WBR TAPER APPROACHING NEXT SIGNAL WITH 15 SECOND DELAY (BEGINS 90 FT FROM CAMERA).
3. DETECTION NOT USED WB (APPROACH), SIGNAL OPERATES SEMI-ACTUATED.
4. MOD. 12 UPDATES NOTES, NO CHANGE IN TIMNG.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1253	**Initial Operation Date**	3/21/81
Controller Type	2070 LN (BIU)	**System Number**	1253
Modification Number	18	**Modification Date**	05/04/2020
Drawing/Project No	86120-3520	**FPL Grid Number**	87794863805
Intersection	HILLSBORO BLVD. (SR 810) and SW 12/MORAN AVENUE		
Municipality	DEERFIELD BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1,8R	2	3,8,8R	4,4R,7	5,4R	6		
Direction	EBL	WB	SB	NB	WBL	EB		
Initial Green(MIN)	5	12	6	6	5	12		
Vehicle Ext.(GAP)	1.5	3.0	2.0	2.0	1.5	3.0		
Maximum Green I	20	60	25	20	20	60		
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5		
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0		
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		
Detector Delay			30-RT	30-RT				
Walk		7	7	7		7		
Pedestrian Clearance		22	22	27		22		
Permissive	NO				DUAL			
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW		

Attachment

NOTES:

1. WBR (HEAD 2R) HARDWIRED TO PHASE 3 (SB).
2. SBR (HEAD 8R) HARDWIRED TO PHASE 1 (EBL).
3. NBR (HEAD 4R) HARDWIRED TO PHASE 5 (WBL).
4. RAILROAD PREEMPTION:
(A) TRACK CLEAR: 20 EB/EBL (PHASES 1+6).
(B) DWELL 1: SB (PHASE 3).
(C) DWELL 2: NB (PHASE 4).
(D) DWELL 3: WBL (PHASE 5).
(E) RETURN: E/W (PHASES 2+6).
5. MOD. 18 UPDATES PRE-EMPTION NOTES.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1262	**Initial Operation Date**	2/3/81
Controller Type	2070	**System Number**	1262
Modification Number	11	**Modification Date**	06/18/2019
Drawing/Project No	78422	**FPL Grid Number**	87794334101
Intersection	HILLSBORO BLVD. (SR 810) and MILITARY TR./NW 9 AVE.		
Municipality	DEERFIELD BEACH		

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)	4	8	4	6	4	8	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	15	40	15	35	25	40	15	35
Maximum Green II								
Yellow Clearance	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	0FF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		30		32		30		29
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. AUDIBLE PEDESTRIAN SIGNALS: E/W BEEP, N/S TONE.
3. MOD. 11 UPDATES ALL PEDESTRIAN CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1314	**Initial Operation Date**	7/19/83
Controller Type	2070 LN	**System Number**	1314
Modification Number	15	**Modification Date**	08/08/2019
Drawing/Project No	DES. GRP. 1	**FPL Grid Number**	87894524201
Intersection	HILLSBORO BLVD. (SR 810) and NATURA BOULEVARD		
Municipality	DEERFIELD BEACH		

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	4	6	5	10	4	6
Vehicle Ext.(GAP)	2.0	3.0	2.0	2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	50	18	30	18	50	18	30
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	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		34		23		34		23
Permissive	NO		5-SECT		NO		5-SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 15 UPDATES PEDESTRIAN CLEARANCE AND WALK.

Submitted By _____ **Approved By** _____

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

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

* PEAK SEASON

14-FEB-2020 15:39:26 830UPD 4_8601_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0008 - SR 810/HILLSBORO BLVD - E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	60000 C	E 29000	W 31000	9.00	54.60	3.80
2018	54500 F	E 28500	W 26000	9.00	54.50	2.40
2017	54500 C	E 28500	W 26000	9.00	51.90	2.40
2016	52000 C	E 26000	W 26000	9.00	54.10	3.50
2015	51000 C	E 25000	W 26000	9.00	54.00	3.60
2014	51000 C	E 24500	W 26500	9.00	54.20	3.80
2013	55500 C	E 28500	W 27000	9.00	53.60	5.90
2012	55500 C	E 28000	W 27500	9.00	52.20	2.80
2011	53500 C	E 27000	W 26500	9.00	52.50	4.60
2010	47500 C	E 24500	W 23000	8.35	52.69	4.60
2009	52500 C	E 26500	W 26000	8.53	53.89	4.40
2008	49500 C	E 24000	W 25500	8.81	54.16	5.60
2007	50500 C	E 25500	W 25000	8.63	55.75	2.40
2006	59500 C	E 29500	W 30000	8.40	55.34	2.40
2005	59500 C	E 30000	W 29500	8.20	51.70	1.90
2004	58500 C	E 30000	W 28500	9.10	55.30	1.90

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0070 - SW 10 ST DEERFIELD - E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	34000 C	E 17000	W 17000	9.00	54.60	5.50
2018	44000 C	E 20500	W 23500	9.00	54.50	5.20
2017	36500 C	E 17500	W 19000	9.00	51.90	5.20
2016	35000 C	E 17500	W 17500	9.00	54.10	5.20
2015	28000 C	E 13000	W 15000	9.00	54.90	6.80
2014	25500 C	E 13000	W 12500	9.00	54.50	6.80
2013	26500 C	E 10500	W 16000	9.00	54.60	6.80
2012	26500 C	E 13000	W 13500	9.00	55.00	4.30
2011	27000 C	E 13000	W 14000	9.00	54.50	4.30
2010	28000 C	E 13500	W 14500	9.37	54.06	4.30
2009	28000 C	E 14000	W 14000	9.31	53.74	11.00
2008	32500 C	E 15500	W 17000	9.70	54.48	11.00
2007	29000 C	E 14500	W 14500	9.10	53.47	8.10
2006	29000 C	E 14500	W 14500	9.48	53.59	3.10
2005	27500 C	E 13500	W 14000	10.60	58.90	3.30
2004	27500 C	E 13500	W 14000	10.40	56.30	3.30

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 4081 - I-95 NB ON RAMP FROM SR-869/10TH ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	18500 C	N 18500	0	8.00	99.90	9.40
2018	14000 F	0	0	9.00	99.90	6.20
2017	13500 C	N 13500	0	9.00	99.90	3.80
2016	18500 F	0	0	9.00	99.90	6.10
2015	18000 C	N 18000	0	9.00	99.90	5.90
2014	15500 F			9.00	99.90	6.10
2013	15500 C	N 15500	0	9.00	99.90	6.80
2012	12500 F	0	0	9.00	99.90	5.90
2011	12500 C	N 12500	0	9.00	99.90	5.80
2010	13000 F	0	0	7.47	99.99	5.50
2009	13000 C	N 13000	0	7.63	99.99	5.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9125 - NATURA BLVD., S OF HILLSBORO BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	10600 T	N 5800	S 4800	9.00	54.60	5.50
2018	10600 S	N 5800	S 4800	9.00	54.50	6.00
2017	10600 F	N 5800	S 4800	9.00	51.90	6.20
2016	10600 C	N 5800	S 4800	9.00	54.10	2.90
2015	7400 V	0	0	9.00	54.00	3.40
2014	7300 R			9.00	54.20	7.40
2013	7200 T	0	0	9.00	53.60	7.60
2012	7200 S	0	0	9.00	52.20	5.90
2011	7200 F	0	0	9.00	52.50	6.30
2010	7200 C	N 3900	S 3300	8.35	52.69	9.30
2009	6600 F	N 3400	S 3200	8.53	53.89	5.30
2008	6800 C	N 3500	S 3300	8.81	54.16	6.50
2007	8700 C	N 4200	S 4500	8.63	55.75	4.80
2006	9200 C	N 5000	S 4200	8.40	55.34	2.90
2005	8000 C	N 4200	S 3800	8.20	51.70	0.00

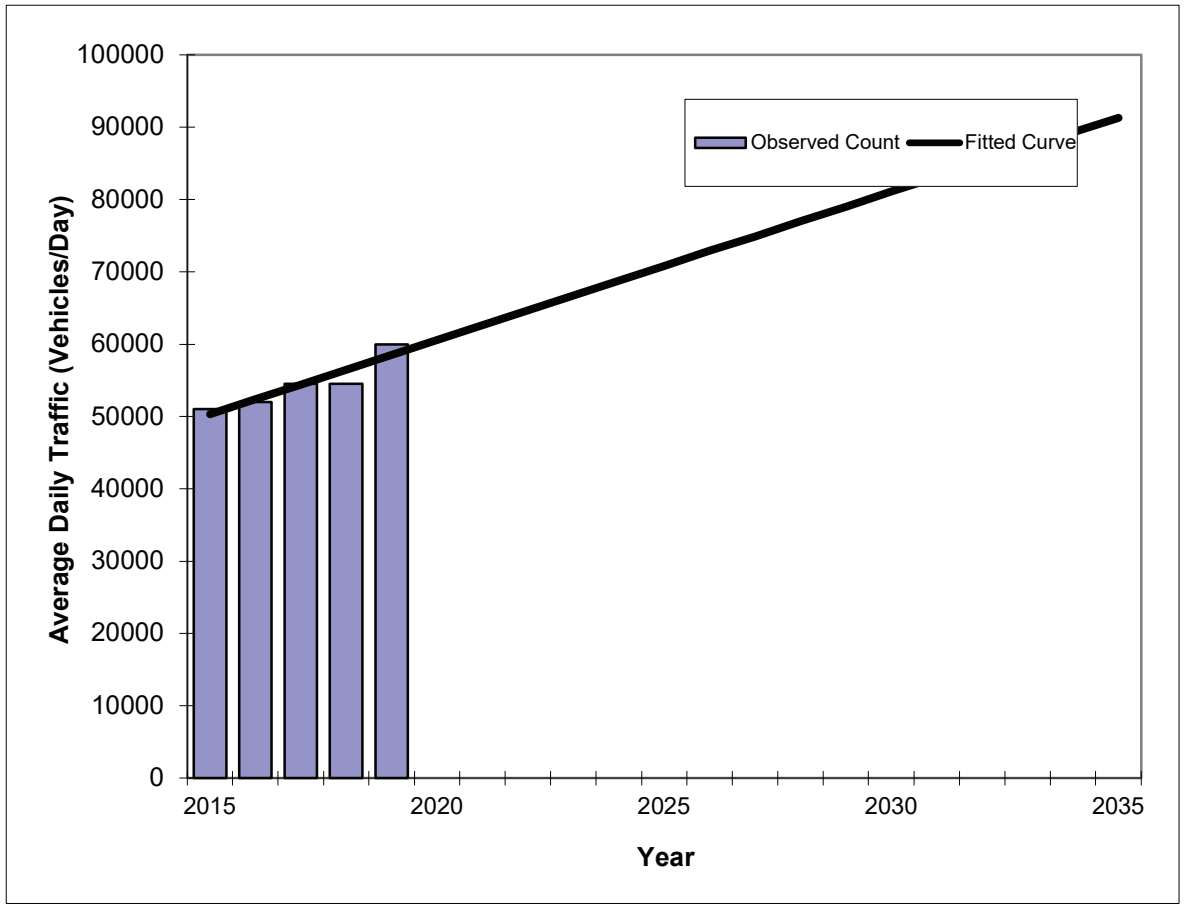
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 810/HILLSBORO BLVD -- E OF SR 9/I-95

FIN#	1234
Location	1

County:	Broward (86)
Station #:	860008
Highway:	SR 810/HILLSBORO BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	51000	50300
2016	52000	52400
2017	54500	54400
2018	54500	56500
2019	60000	58500
2021 Opening Year Trend		
2021	N/A	62600
2022 Mid-Year Trend		
2022	N/A	64700
2024 Design Year Trend		
2024	N/A	68800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	2,050
Trend R-squared:	86.29%
Trend Annual Historic Growth Rate:	4.08%
Trend Growth Rate (2019 to Design Year):	3.52%
Printed:	23-Apr-21

Straight Line Growth Option

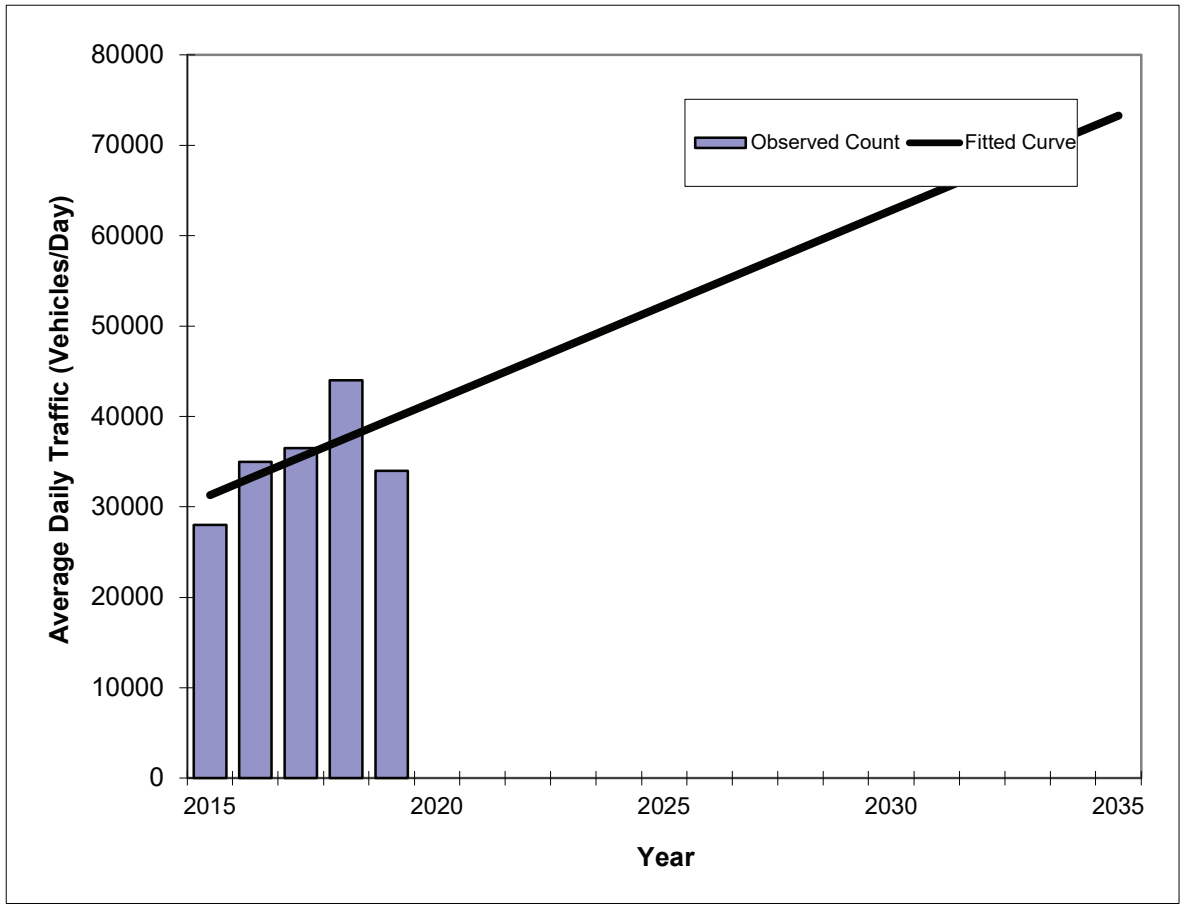
***Axle-Adjusted**

Traffic Trends - V03.a

SW 10 ST DEERFIELD -- E OF SR 9/I-95

FIN#	1234
Location	2

County:	Broward (86)
Station #:	860070
Highway:	SW 10 ST DEERFIELD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	28000	31300
2016	35000	33400
2017	36500	35500
2018	44000	37600
2019	34000	39700
2021 Opening Year Trend		
2021	N/A	43900
2022 Mid-Year Trend		
2022	N/A	46000
2024 Design Year Trend		
2024	N/A	50200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	2,100
Trend R-squared:	33.41%
Trend Annual Historic Growth Rate:	6.71%
Trend Growth Rate (2019 to Design Year):	5.29%
Printed:	23-Apr-21

Straight Line Growth Option

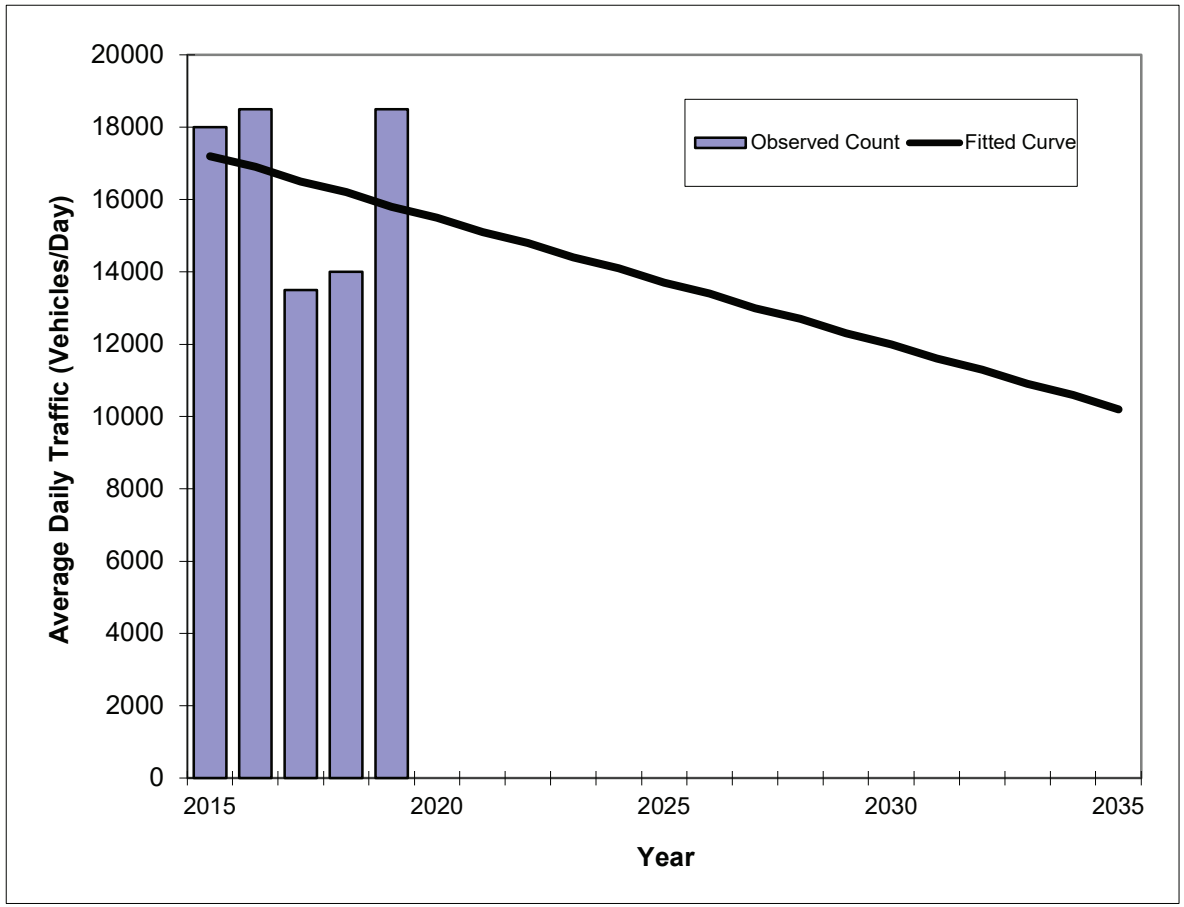
***Axle-Adjusted**

Traffic Trends - V03.a

I-95 NB ON RAMP -- FROM SR-869/1OTH ST

FIN#	1234
Location	3

County:	Broward (86)
Station #:	864081
Highway:	I-95 NB ON RAMP



Year	Traffic (ADT/AADT) Count*	Trend**
2015	18000	17200
2016	18500	16900
2017	13500	16500
2018	14000	16200
2019	18500	15800
2021 Opening Year Trend		
2021	N/A	15100
2022 Mid-Year Trend		
2022	N/A	14800
2024 Design Year Trend		
2024	N/A	14100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-350
Trend R-squared:	4.80%
Trend Annual Historic Growth Rate:	-2.03%
Trend Growth Rate (2019 to Design Year):	-2.15%
Printed:	23-Apr-21

Straight Line Growth Option

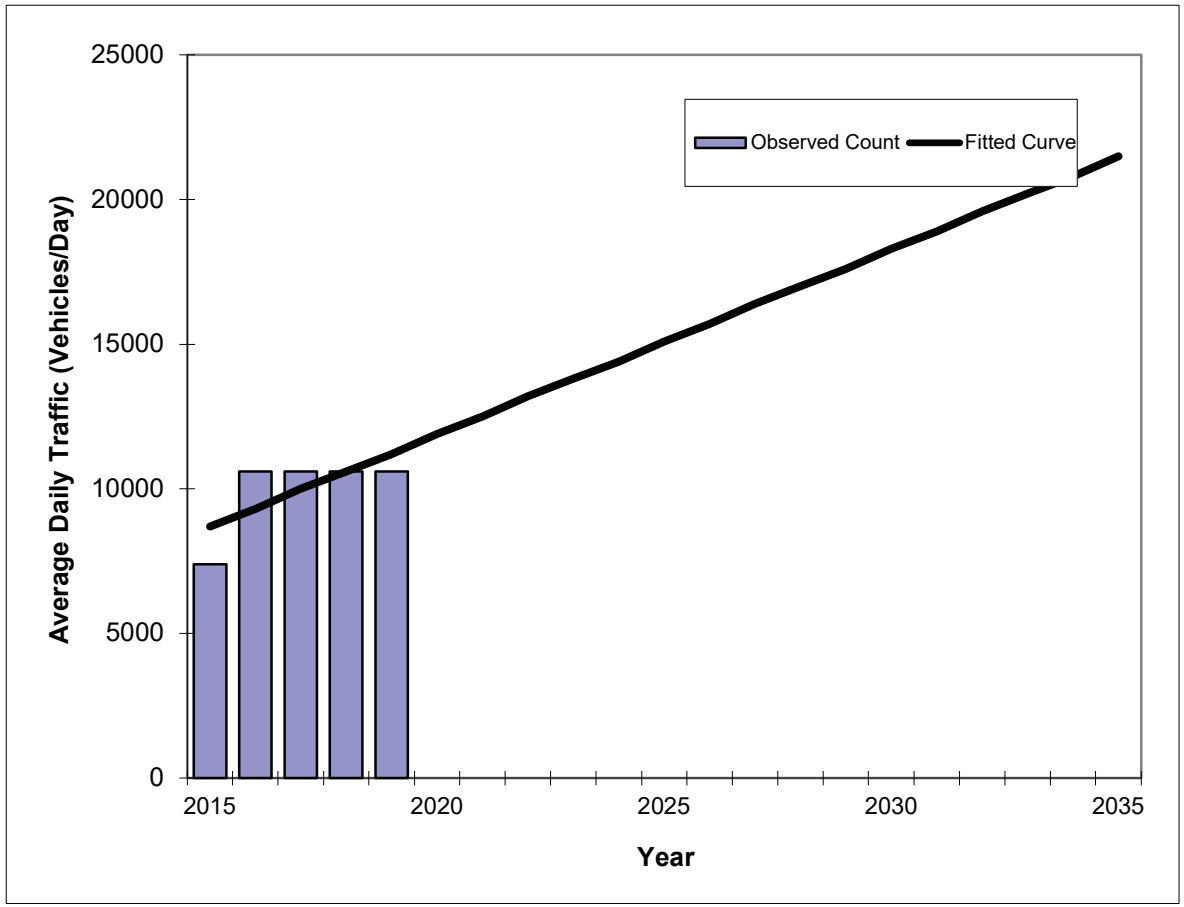
***Axle-Adjusted**

Traffic Trends - V03.a

NATURA BLVD -- S OF HILLSBORO BLVD

FIN#	1234
Location	4

County:	Broward (86)
Station #:	869125
Highway:	NATURA BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	7400	8700
2016	10600	9300
2017	10600	10000
2018	10600	10600
2019	10600	11200
2021 Opening Year Trend		
2021	N/A	12500
2022 Mid-Year Trend		
2022	N/A	13200
2024 Design Year Trend		
2024	N/A	14400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	640
Trend R-squared:	50.00%
Trend Annual Historic Growth Rate:	7.18%
Trend Growth Rate (2019 to Design Year):	5.71%
Printed:	23-Apr-21

Straight Line Growth Option

***Axle-Adjusted**

Growth Rate Trend Analysis Calcualtions

Description	Station #			
	0008	**0070**	**4081**	**9125**
Trend Growth Rate(1)	4.64	1.27	0.21	0.00
Adjusted Growth Rate (2)	4.64	1.27	0.50	0.50
Average Growth Rate	1.73			
Growth Rate Used	**1.73**			

Notes:

1: Refer to Trend Analysis Chart

2: If the resulting growth rate is negative, a 0.5 growth rate was used

APPENDIX D

Covid -19 Factors

COUNTY: 86
STATION: 0008
DESCRIPTION: SR 810/HILLSBORO BLVD - E OF SR 9/I-95
START DATE: 01/15/2019
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	176	83	66	71	396	121	82	67	49	319	715
0100	54	53	67	66	240	39	36	33	44	152	392
0200	53	44	38	35	170	43	37	22	25	127	297
0300	49	37	28	35	149	49	24	18	34	125	274
0400	36	30	35	42	143	43	35	46	58	182	325
0500	48	54	108	125	335	70	72	101	115	358	693
0600	141	210	250	323	924	136	165	274	276	851	1775
0700	353	455	513	504	1825	312	430	477	560	1779	3604
0800	475	583	550	568	2176	476	551	479	494	2000	4176
0900	414	416	401	414	1645	417	486	394	418	1715	3360
1000	361	382	383	411	1537	353	380	375	421	1529	3066
1100	433	380	463	491	1767	386	395	456	462	1699	3466
1200	471	460	471	438	1840	508	517	401	471	1897	3737
1300	451	439	455	406	1751	452	538	482	469	1941	3692
1400	407	407	433	358	1605	490	478	533	525	2026	3631
1500	414	417	479	459	1769	595	557	634	513	2299	4068
1600	468	413	417	413	1711	583	533	611	645	2372	4083
1700	497	516	455	449	1917	623	594	580	483	2280	4197
1800	448	459	429	443	1779	581	501	384	421	1887	3666
1900	375	393	351	372	1491	354	335	353	242	1284	2775
2000	310	285	271	229	1095	287	249	250	251	1037	2132
2100	228	219	244	198	889	206	302	259	220	987	1876
2200	229	197	194	168	788	293	264	247	213	1017	1805
2300	181	160	148	116	605	269	218	202	173	862	1467
24-HOUR TOTALS:					28547					30725	59272

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	2176	745	2066	745	4178
P.M.	1700	1917	1630	2473	1645	4323
DAILY	800	2176	1630	2473	1645	4323

TRUCK PERCENTAGE 4.24 3.47 3.84

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	122	23014	4200	178	741	92	5	111	78	2	3	1	0	0	0	1211	28547
W	68	25459	4131	141	627	62	21	123	89	2	1	0	1	0	0	1067	30725

GENERATED BY SPS 5.0.53P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0008 - SR 810/HILLSBORO BLVD - E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	60000 C	E 29000	W 31000	9.00	54.60	3.80
2018	54500 F	E 28500	W 26000	9.00	54.50	2.40
2017	54500 C	E 28500	W 26000	9.00	51.90	2.40
2016	52000 C	E 26000	W 26000	9.00	54.10	3.50
2015	51000 C	E 25000	W 26000	9.00	54.00	3.60
2014	51000 C	E 24500	W 26500	9.00	54.20	3.80
2013	55500 C	E 28500	W 27000	9.00	53.60	5.90
2012	55500 C	E 28000	W 27500	9.00	52.20	2.80
2011	53500 C	E 27000	W 26500	9.00	52.50	4.60
2010	47500 C	E 24500	W 23000	8.35	52.69	4.60
2009	52500 C	E 26500	W 26000	8.53	53.89	4.40
2008	49500 C	E 24000	W 25500	8.81	54.16	5.60
2007	50500 C	E 25500	W 25000	8.63	55.75	2.40
2006	59500 C	E 29500	W 30000	8.40	55.34	2.40
2005	59500 C	E 30000	W 29500	8.20	51.70	1.90
2004	58500 C	E 30000	W 28500	9.10	55.30	1.90

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

COUNTY: 86
STATION: 0070
DESCRIPTION: SW 10 ST DEERFIELD - E OF SR 9/I-95
START DATE: 04/23/2019
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	59	50	39	28	176	31	46	26	24	127	303
0100	26	26	20	20	92	25	20	22	19	86	178
0200	21	15	17	11	64	18	19	13	10	60	124
0300	13	9	11	14	47	9	10	13	21	53	100
0400	10	14	25	29	78	5	26	29	41	101	179
0500	36	41	60	51	188	40	64	87	82	273	461
0600	93	81	128	188	490	114	156	204	229	703	1193
0700	232	293	311	321	1157	294	304	339	326	1263	2420
0800	301	289	264	291	1145	319	314	311	258	1202	2347
0900	259	222	226	229	936	239	213	224	237	913	1849
1000	214	237	208	219	878	209	207	212	221	849	1727
1100	229	254	230	245	958	213	216	254	204	887	1845
1200	240	270	234	245	989	237	262	291	299	1089	2078
1300	245	242	249	245	981	262	255	268	246	1031	2012
1400	219	230	233	280	962	268	287	265	308	1128	2090
1500	275	291	328	320	1214	299	298	321	285	1203	2417
1600	313	302	325	342	1282	330	309	301	276	1216	2498
1700	299	333	385	372	1389	290	332	292	314	1228	2617
1800	383	321	287	282	1273	320	281	251	249	1101	2374
1900	233	225	234	211	903	262	207	201	212	882	1785
2000	229	196	174	190	789	196	189	209	164	758	1547
2100	148	136	140	127	551	145	144	157	108	554	1105
2200	138	117	122	75	452	107	114	87	87	395	847
2300	60	68	59	52	239	75	86	54	50	265	504
24-HOUR TOTALS:					17233					17367	34600

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1226	730	1298	730	2520
P.M.	1715	1473	1715	1258	1715	2731
DAILY	1715	1473	730	1298	1715	2731

TRUCK PERCENTAGE 5.16 5.83 5.50

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	77	13841	2334	106	421	141	43	85	50	39	0	0	5	0	91	890	17233
W	177	13663	2334	148	478	115	45	77	80	51	1	0	17	0	181	1012	17367

GENERATED BY SPS 5.0.53P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0070 - SW 10 ST DEERFIELD - E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	34000 C	E 17000	W 17000	9.00	54.60	5.50
2018	44000 C	E 20500	W 23500	9.00	54.50	5.20
2017	36500 C	E 17500	W 19000	9.00	51.90	5.20
2016	35000 C	E 17500	W 17500	9.00	54.10	5.20
2015	28000 C	E 13000	W 15000	9.00	54.90	6.80
2014	25500 C	E 13000	W 12500	9.00	54.50	6.80
2013	26500 C	E 10500	W 16000	9.00	54.60	6.80
2012	26500 C	E 13000	W 13500	9.00	55.00	4.30
2011	27000 C	E 13000	W 14000	9.00	54.50	4.30
2010	28000 C	E 13500	W 14500	9.37	54.06	4.30
2009	28000 C	E 14000	W 14000	9.31	53.74	11.00
2008	32500 C	E 15500	W 17000	9.70	54.48	11.00
2007	29000 C	E 14500	W 14500	9.10	53.47	8.10
2006	29000 C	E 14500	W 14500	9.48	53.59	3.10
2005	27500 C	E 13500	W 14000	10.60	58.90	3.30
2004	27500 C	E 13500	W 14000	10.40	56.30	3.30

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

COUNTY: 86
STATION: 4081
DESCRIPTION: I-95 NB ON RAMP FROM SR-869/10TH ST
START DATE: 01/08/2019
START TIME: 0000

DIRECTION: N

TIME	1ST	2ND	3RD	4TH	TOTAL
0000	38	26	47	41	152
0100	27	21	13	30	91
0200	17	30	31	9	87
0300	8	35	29	11	83
0400	27	31	38	44	140
0500	46	57	93	119	315
0600	183	192	292	341	1008
0700	375	454	473	534	1836
0800	410	445	428	430	1713
0900	403	332	324	362	1421
1000	278	297	326	310	1211
1100	311	283	305	273	1172
1200	272	240	247	222	981
1300	292	264	294	293	1143
1400	212	260	295	281	1048
1500	272	305	308	291	1176
1600	270	331	275	319	1195
1700	297	254	296	292	1139
1800	266	244	221	254	985
1900	224	206	198	157	785
2000	165	123	112	133	533
2100	112	95	109	124	440
2200	67	90	92	58	307
2300	67	44	65	52	228
24-HOUR TOTALS:					19189

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	715	1871
P.M.	1615	1222
DAILY	715	1871

GENERATED BY SPS 5.0.53P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 4081 - I-95 NB ON RAMP FROM SR-869/10TH ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	18500 C	N 18500	0	8.00	99.90	9.40
2018	14000 F	0	0	9.00	99.90	6.20
2017	13500 C	N 13500	0	9.00	99.90	3.80
2016	18500 F	0	0	9.00	99.90	6.10
2015	18000 C	N 18000	0	9.00	99.90	5.90
2014	15500 F			9.00	99.90	6.10
2013	15500 C	N 15500	0	9.00	99.90	6.80
2012	12500 F	0	0	9.00	99.90	5.90
2011	12500 C	N 12500	0	9.00	99.90	5.80
2010	13000 F	0	0	7.47	99.99	5.50
2009	13000 C	N 13000	0	7.63	99.99	5.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9125 - NATURA BLVD., S OF HILLSBORO BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	10600 T	N 5800	S 4800	9.00	54.60	5.50
2018	10600 S	N 5800	S 4800	9.00	54.50	6.00
2017	10600 F	N 5800	S 4800	9.00	51.90	6.20
2016	10600 C	N 5800	S 4800	9.00	54.10	2.90
2015	7400 V	0	0	9.00	54.00	3.40
2014	7300 R			9.00	54.20	7.40
2013	7200 T	0	0	9.00	53.60	7.60
2012	7200 S	0	0	9.00	52.20	5.90
2011	7200 F	0	0	9.00	52.50	6.30
2010	7200 C	N 3900	S 3300	8.35	52.69	9.30
2009	6600 F	N 3400	S 3200	8.53	53.89	5.30
2008	6800 C	N 3500	S 3300	8.81	54.16	6.50
2007	8700 C	N 4200	S 4500	8.63	55.75	4.80
2006	9200 C	N 5000	S 4200	8.40	55.34	2.90
2005	8000 C	N 4200	S 3800	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; 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

TABLE D
Covid-19 Adjustment Factor

Roadway	Location	Daily Volume 2019 (1) Pre Covid-19	2021 (2) Pre Covid-19	2021 Covid-19	Adjustment Factor
SR 810/HILLSBORO BLVD	E OF SR 9/I-95	60,000	62,094	56,663	1.10
SW 10 ST DEERFIELD	E OF SR 9/I-95	34,000	35,187	39,698	0.89
I-95 NB ON RAMP	FROM SR-869/1OTH ST	18,500	19,146	7,543	2.54
NATURA BLVD	S OF HILLSBORO BLVD	10,600	10,970	8,629	1.27
	Totals	**60,000**	**127,397**	**112,532**	**1.13**

Source: FDOT Transportations Statistics Office & Traffic Counts

TABLE D-1
Covid-19 Adjustment Factor

Roadway	Location	AM Peak Hour Volumes 2019 (1) Pre Covid-19	2021 (2) Pre Covid-19	2021 Covid-19	Adjustment Factor
SR 810/HILLSBORO BLVD	E OF SR 9/I-95	4,178	4,324	3,737	1.16
SW 10 ST DEERFIELD	E OF SR 9/I-95	2,520	2,608	2,710	0.96
I-95 NB ON RAMP	FROM SR-869/1OTH ST	1,871	1,936	687	2.82
NATURA BLVD	S OF HILLSBORO BLVD		0	738	0.00
	Totals	**4,178**	**8,868**	**7,871**	**1.13**

Source: FDOT Transportations Statistics Office & Traffic Counts

TABLE D-2
Covid-19 Adjustment Factor

Roadway	Location	PM Peak Hour Volumes 2019 (1) Pre Covid-19	2021 (2) Pre Covid-19	2021 Covid-19	Adjustment Factor
SR 810/HILLSBORO BLVD	E OF SR 9/I-95	4,323	4,474	4,204	1.06
SW 10 ST DEERFIELD	E OF SR 9/I-95	2,731	2,826	2,898	0.98
I-95 NB ON RAMP	FROM SR-869/1OTH ST	1,222	1,265	527	2.40
NATURA BLVD	S OF HILLSBORO BLVD		0	716	0.00
	Totals	**4,323**	**8,565**	**8,345**	**1.03**

Source: FDOT Transportations Statistics Office & Traffic Counts
Growth Rate: 1.73

APPENDIX E

Future Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Military Trail
AM Peak Hour

Description	Military Trail Northbound			Military Trail Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	193	563	104	374	440	91	218	1,582	169	109	712	218
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	220	643	119	427	502	104	249	1,806	193	124	813	249
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	232	676	125	449	529	109	262	1,901	203	131	856	262
Mayla Deerfield			1	2				10		2	18	5
2024 Total Traffic	**232**	**676**	**126**	**451**	**529**	**109**	**262**	**1,911**	**203**	**133**	**874**	**267**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Military Trail
PM Peak Hour

Description	Military Trail Northbound			Military Trail Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	285	644	99	294	550	298	243	1,096	160	140	1,462	266
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	296	670	103	306	572	310	253	1,140	166	146	1,521	277
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	312	705	108	322	602	326	266	1,200	175	153	1,601	291
Mayla Deerfield			1	2				18		1	15	4
2024 Total Traffic	**312**	**705**	**109**	**324**	**602**	**326**	**266**	**1,218**	**175**	**154**	**1,616**	**295**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Jim Moran Blvd
AM Peak Hour

Description	Jim Moran Blvd Northbound			Jim Moran Blvd Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	144	54	344	31	10	24	105	1,976	162	282	1,187	161
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	164	62	393	35	11	27	120	2,255	185	322	1,355	184
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	173	65	413	37	12	29	126	2,374	195	339	1,426	193
Mayla Deerfield								13			25	
2024 Total Traffic	**173**	**65**	**413**	**37**	**12**	**29**	**126**	**2,387**	**195**	**339**	**1,451**	**193**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Jim Moran Blvd
PM Peak Hour

Description	Jim Moran Blvd Northbound			Jim Moran Blvd Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	239	6	367	178	27	135	34	1,589	128	225	1,782	23
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	249	6	382	185	28	140	35	1,653	133	234	1,854	24
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	262	7	402	195	30	148	37	1,740	140	246	1,952	25
Mayla Deerfield								25			20	
2024 Total Traffic	**262**	**7**	**402**	**195**	**30**	**148**	**37**	**1,765**	**140**	**246**	**1,972**	**25**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and I-95 SB Ramp
AM Peak Hour

Description	I-95 SB Ramp Northbound			I-95 SB Ramp Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)				391		438		1,563	755		977	
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	0	0	0	446	0	500	0	1,784	862	0	1,115	0
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	0	0	0	470	0	526	0	1,878	907	0	1,174	0
Mayla Deerfield				7				13				
2024 Total Traffic	**0**	**0**	**0**	**477**	**0**	**526**	**0**	**1,891**	**907**	**0**	**1,174**	**0**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and I-95 SB Ramp
PM Peak Hour

Description	I-95 SB Ramp Northbound			I-95 SB Ramp Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)				482		459		1,439	580		1,531	
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	0	0	0	501	0	477	0	1,497	603	0	1,593	0
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	0	0	0	528	0	503	0	1,576	635	0	1,677	0
Mayla Deerfield				14				25				
2024 Total Traffic	**0**	**0**	**0**	**542**	**0**	**503**	**0**	**1,601**	**635**	**0**	**1,677**	**0**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and I-95 NB Ramp
AM Peak Hour

Description	I-95 NB Ramp Northbound			I-95 NB Ramp Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)			397					1,319			1,162	
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	0	0	453	0	0	0	0	1,505	0	0	1,326	0
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	0	0	477	0	0	0	0	1,585	0	0	1,396	0
Mayla Deerfield			7					20			37	
2024 Total Traffic	**0**	**0**	**484**	**0**	**0**	**0**	**0**	**1,605**	**0**	**0**	**1,433**	**0**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and I-95 NB Ramp
PM Peak Hour

Description	I-95 NB Ramp Northbound			I-95 NB Ramp Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)			469					1,469			1,776	
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	0	0	488	0	0	0	0	1,528	0	0	1,848	0
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	0	0	514	0	0	0	0	1,609	0	0	1,945	0
Mayla Deerfield			14					39			31	
2024 Total Traffic	**0**	**0**	**528**	**0**	**0**	**0**	**0**	**1,648**	**0**	**0**	**1,976**	**0**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Driveway
AM Peak Hour

Description	Driveway Northbound			Driveway Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)			11					1,667	25		1,980	
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	0	0	13	0	0	0	0	1,903	29	0	2,260	0
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	0	0	13	0	0	0	0	2,003	30	0	2,379	0
Mayla Deerfield			62						27		50	
2024 Total Traffic	**0**	**0**	**75**	**0**	**0**	**0**	**0**	**2,003**	**57**	**0**	**2,429**	**0**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Driveway
PM Peak Hour

Description	Driveway Northbound			Driveway Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)			21					1,895	22		2,319	
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	0	0	22	0	0	0	0	1,971	23	0	2,412	0
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	0	0	23	0	0	0	0	2,075	24	0	2,540	0
Mayla Deerfield			51						53		42	
2024 Total Traffic	**0**	**0**	**74**	**0**	**0**	**0**	**0**	**2,075**	**77**	**0**	**2,582**	**0**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Natura Boulevard
AM Peak Hour

Description	Natura Boulevard Northbound			Natura Boulevard Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	313	94	104	58	15	110	329	1,275	115	64	1,422	120
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	357	107	119	66	17	126	375	1,455	131	73	1,623	137
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	376	113	125	70	18	132	395	1,532	138	77	1,709	144
Mayla Deerfield	15		3				35	27		16		
2024 Total Traffic	**391**	**113**	**128**	**70**	**18**	**132**	**430**	**1,559**	**138**	**93**	**1,709**	**144**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Natura Boulevard
PM Peak Hour

Description	Natura Boulevard Northbound			Natura Boulevard Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	166	15	94	113	34	331	147	1,528	226	124	1,758	54
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	173	16	98	118	35	344	153	1,590	235	129	1,829	56
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	182	16	103	124	37	363	161	1,674	248	136	1,925	59
Mayla Deerfield	13		2				29	22		30		
2024 Total Traffic	**195**	**16**	**105**	**124**	**37**	**363**	**190**	**1,696**	**248**	**166**	**1,925**	**59**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Dixie Highway
AM Peak Hour

Description	Dixie Hwy Northbound			Dixie Hwy Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	180	546	81	27	196	346	337	733	123	18	822	74
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	205	623	92	31	224	395	385	837	140	21	938	84
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	216	656	97	32	236	416	405	881	148	22	988	89
Mayla Deerfield	1					5	9	18	3		10	
2024 Total Traffic	**217**	**656**	**97**	**32**	**236**	**421**	**414**	**899**	**151**	**22**	**998**	**89**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Hillsboro Boulevard and Dixie Highway
PM Peak Hour

Description	Dixie Hwy Northbound			Dixie Hwy Southbound			Hillsboro Blvd Eastbound			Hillsboro Blvd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	136	302	91	70	474	467	285	968	190	57	1,093	117
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	141	314	95	73	493	486	296	1,007	198	59	1,137	122
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	149	331	100	77	519	511	312	1,060	208	62	1,197	128
Mayla Deerfield	3					9	7	15	2		18	
2024 Total Traffic	**152**	**331**	**100**	**77**	**519**	**520**	**319**	**1,075**	**210**	**62**	**1,215**	**128**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Natura Avenue and Natura Boulevard
AM Peak Hour

Description	Natura Avenue Northbound			Natura Avenue Southbound			Natura Boulevard Eastbound			Natura Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	15		15	2		6	9	516	39	40	152	1
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	17	0	17	2	0	7	10	589	45	46	173	1
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	18	0	18	2	0	7	11	620	47	48	183	1
Mayla Deerfield				10		3	3	2			10	3
2024 Total Traffic	**18**	**0**	**18**	**12**	**0**	**10**	**14**	**622**	**47**	**48**	**193**	**4**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Natura Avenue and Natura Boulevard
PM Peak Hour

Description	Natura Avenue Northbound			Natura Avenue Southbound			Natura Boulevard Eastbound			Natura Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	27		21	6	1	12	2	205	20	21	356	3
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	28	0	22	6	1	12	2	213	21	22	370	3
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	30	0	23	7	1	13	2	225	22	23	390	3
Mayla Deerfield				7		2	4	4			8	8
2024 Total Traffic	**30**	**0**	**23**	**14**	**1**	**15**	**6**	**229**	**22**	**23**	**398**	**11**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

SW 10 Street and Natura Boulevard
AM Peak Hour

Description	Natura Boulevard Northbound			Natura Boulevard Southbound			SW 10 Street Eastbound			SW 10 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	220	70	126	107	74	265	143	968	158	98	971	89
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2021 Peak Season Traffic	251	80	144	122	84	302	163	1,105	180	112	1,108	102
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	264	84	151	129	89	318	172	1,163	190	118	1,167	107
Mayla Deerfield		1		2	3	5	3					1
2024 Total Traffic	**264**	**85**	**151**	**131**	**92**	**323**	**175**	**1,163**	**190**	**118**	**1,167**	**108**

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

SW 10 Street and Natura Boulevard
PM Peak Hour

Description	Natura Boulevard Northbound			Natura Boulevard Southbound			SW 10 Street Eastbound			SW 10 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (4/7/2021)	155	130	121	136	121	191	237	1,176	263	167	931	151
Season Adjustment Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Covid-19 Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2021 Peak Season Traffic	161	135	126	141	126	199	247	1,223	274	174	969	157
Annual Growth Rate	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%	1.73%
2024 Background Traffic	170	142	133	149	133	209	260	1,288	288	183	1,020	165
Mayla Deerfield		2		1	2	4	5					1
2024 Total Traffic	**170**	**144**	**133**	**150**	**135**	**213**	**265**	**1,288**	**288**	**183**	**1,020**	**166**

TRAFTECH ENGINEERING, INC.

APPENDIX F

SYNCHRO Analyses

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	249	1806	124	813	249	220	643	427	502
Future Volume (vph)	249	1806	124	813	249	220	643	427	502
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	1	6	5	2		7	4	3	8
Permitted Phases					2				
Detector Phase	1	6	5	2	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	8.0	4.0	8.0	8.0	4.0	6.0	4.0	8.0
Minimum Split (s)	20.0	43.5	10.5	43.5	43.5	10.5	38.0	10.5	38.0
Total Split (s)	20.0	73.0	20.0	73.0	73.0	29.0	38.0	29.0	38.0
Total Split (%)	12.5%	45.6%	12.5%	45.6%	45.6%	18.1%	23.8%	18.1%	23.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	13.9	73.6	9.8	69.5	69.5	14.3	28.7	21.9	36.3
Actuated g/C Ratio	0.09	0.46	0.06	0.43	0.43	0.09	0.18	0.14	0.23
v/c Ratio	0.85	0.88	0.60	0.38	0.32	0.73	0.86	0.93	0.54
Control Delay	96.7	45.1	71.2	51.4	28.7	84.9	72.1	94.7	54.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.7	45.1	71.2	51.4	28.7	84.9	72.1	94.7	54.1
LOS	F	D	E	D	C	F	E	F	D
Approach Delay		50.8		48.7			75.0		70.9
Approach LOS		D		D			E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 100 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 58.5	Intersection LOS: E
Intersection Capacity Utilization 92.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Military Trail & Hillsboro Boulevard



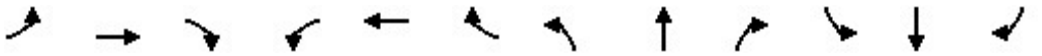


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	254	2040	127	830	254	224	777	436	618
v/c Ratio	0.85	0.88	0.60	0.38	0.32	0.73	0.86	0.93	0.54
Control Delay	96.7	45.1	71.2	51.4	28.7	84.9	72.1	94.7	54.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.7	45.1	71.2	51.4	28.7	84.9	72.1	94.7	54.1
Queue Length 50th (ft)	136	711	69	262	97	119	283	235	200
Queue Length 95th (ft)	#218	#869	105	343	216	163	332	#332	249
Internal Link Dist (ft)		751		2620			541		790
Turn Bay Length (ft)	260		160		130	300		310	
Base Capacity (vph)	303	2314	289	2208	800	482	992	482	1140
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.88	0.44	0.38	0.32	0.46	0.78	0.90	0.54

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: Military Trail & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	1806	193	124	813	249	220	643	119	427	502	104
Future Volume (veh/h)	249	1806	193	124	813	249	220	643	119	427	502	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	254	1843	197	127	830	254	224	656	121	436	512	106
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2233	237	170	2253	699	268	757	138	475	997	202
Arrive On Green	0.08	0.48	0.48	0.02	0.15	0.15	0.08	0.17	0.17	0.14	0.23	0.23
Sat Flow, veh/h	3456	4687	498	3456	5106	1585	3456	4339	790	3456	4255	861
Grp Volume(v), veh/h	254	1336	704	127	830	254	224	513	264	436	407	211
Grp Sat Flow(s),veh/h/ln	1728	1702	1781	1728	1702	1585	1728	1702	1725	1728	1702	1713
Q Serve(g_s), s	11.6	54.1	54.8	5.9	23.5	23.1	10.2	23.4	23.9	19.9	16.6	17.2
Cycle Q Clear(g_c), s	11.6	54.1	54.8	5.9	23.5	23.1	10.2	23.4	23.9	19.9	16.6	17.2
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.46	1.00		0.50
Lane Grp Cap(c), veh/h	292	1622	848	170	2253	699	268	594	301	475	797	401
V/C Ratio(X)	0.87	0.82	0.83	0.75	0.37	0.36	0.84	0.86	0.88	0.92	0.51	0.53
Avail Cap(c_a), veh/h	292	1622	848	292	2253	699	486	670	340	486	797	401
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.4	36.1	36.3	77.7	48.2	48.1	72.8	64.2	64.4	68.1	53.3	53.5
Incr Delay (d2), s/veh	22.8	4.9	9.2	2.1	0.4	1.3	2.6	9.4	19.0	21.7	0.2	0.6
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	6.0	22.8	25.1	2.7	10.8	10.1	4.6	10.8	12.0	10.2	7.1	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.2	41.0	45.5	79.8	48.6	49.3	75.4	73.6	83.3	89.9	53.5	54.1
LnGrp LOS	F	D	D	E	D	D	E	E	F	F	D	D
Approach Vol, veh/h		2294			1211			1001			1054	
Approach Delay, s/veh		48.4			52.0			76.6			68.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	77.1	28.5	34.4	14.4	82.7	18.9	44.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	13.5	66.5	22.5	31.5	13.5	66.5	22.5	31.5
Max Q Clear Time (g_c+I1), s	13.6	25.5	21.9	25.9	7.9	56.8	12.2	19.2
Green Ext Time (p_c), s	0.0	7.2	0.1	1.7	0.1	7.7	0.2	2.0

Intersection Summary	
HCM 6th Ctrl Delay	58.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1903	29	0	2260	0	13
Future Vol, veh/h	1903	29	0	2260	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2091	32	0	2484	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1062
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	411
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	411
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	411	-	-	-
HCM Lane V/C Ratio	0.035	-	-	-
HCM Control Delay (s)	14.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	375	1455	131	73	1623	357	107	119	66	17	126
Future Volume (vph)	375	1455	131	73	1623	357	107	119	66	17	126
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	24.5	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	28.0	71.0	71.0	23.0	66.0	20.0	46.0	46.0	20.0	46.0	46.0
Total Split (%)	17.5%	44.4%	44.4%	14.4%	41.3%	12.5%	28.8%	28.8%	12.5%	28.8%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	23.1	99.1	99.1	10.9	86.9	28.8	15.3	15.3	20.7	11.0	11.0
Actuated g/C Ratio	0.14	0.62	0.62	0.07	0.54	0.18	0.10	0.10	0.13	0.07	0.07
v/c Ratio	0.80	0.49	0.14	0.64	0.68	1.52	0.64	0.48	0.35	0.14	0.57
Control Delay	78.6	18.2	4.8	95.6	29.1	295.4	85.8	16.1	57.9	69.2	19.7
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	78.6	18.2	4.8	95.6	29.1	295.4	85.8	16.1	57.9	69.2	19.7
LOS	E	B	A	F	C	F	F	B	E	E	B
Approach Delay		28.9			31.8		200.0			35.7	
Approach LOS		C			C		F			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 26 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.52	
Intersection Signal Delay: 52.1	Intersection LOS: D
Intersection Capacity Utilization 87.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	395	1532	138	77	1852	376	113	125	69	18	133
v/c Ratio	0.80	0.49	0.14	0.64	0.68	1.52	0.64	0.48	0.35	0.14	0.57
Control Delay	78.6	18.2	4.8	95.6	29.1	295.4	85.8	16.1	57.9	69.2	19.7
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	78.6	18.2	4.8	95.6	29.1	295.4	85.8	16.1	57.9	69.2	19.7
Queue Length 50th (ft)	208	300	12	80	490	~455	117	0	62	18	0
Queue Length 95th (ft)	260	422	51	136	658	#589	181	64	104	44	67
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	513	3150	1021	182	2734	247	465	484	242	465	495
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	0.77	0.49	0.14	0.42	0.68	1.52	0.24	0.26	0.29	0.04	0.27

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	1455	131	73	1623	137	357	107	119	66	17	126
Future Volume (veh/h)	375	1455	131	73	1623	137	357	107	119	66	17	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	395	1532	138	77	1708	144	376	113	125	69	18	133
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	3074	954	95	2542	214	314	268	227	226	189	159
Arrive On Green	0.17	0.80	0.80	0.07	0.70	0.70	0.09	0.14	0.14	0.04	0.10	0.10
Sat Flow, veh/h	3456	5106	1585	1781	4798	404	1781	1870	1582	1781	1870	1580
Grp Volume(v), veh/h	395	1532	138	77	1211	641	376	113	125	69	18	133
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1798	1781	1870	1582	1781	1870	1580
Q Serve(g_s), s	18.0	15.9	3.1	6.8	31.9	32.1	14.0	8.8	11.8	5.5	1.4	13.2
Cycle Q Clear(g_c), s	18.0	15.9	3.1	6.8	31.9	32.1	14.0	8.8	11.8	5.5	1.4	13.2
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	3074	954	95	1803	952	314	268	227	226	189	159
V/C Ratio(X)	0.91	0.50	0.14	0.81	0.67	0.67	1.20	0.42	0.55	0.31	0.10	0.83
Avail Cap(c_a), veh/h	464	3074	954	184	1803	952	314	468	395	302	468	395
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.7	7.9	6.7	73.5	15.8	15.9	64.9	62.5	63.7	60.7	65.3	70.6
Incr Delay (d2), s/veh	20.2	0.6	0.3	6.0	2.0	3.8	114.9	0.4	0.8	0.3	0.1	4.3
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	8.7	4.4	1.2	3.2	10.1	11.2	16.2	4.3	4.8	2.5	0.7	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.9	8.5	7.0	79.5	17.8	19.6	179.8	62.9	64.5	61.0	65.4	75.0
LnGrp LOS	F	A	A	E	B	B	F	E	E	E	E	E
Approach Vol, veh/h		2065			1929			614			220	
Approach Delay, s/veh		23.2			20.9			134.8			69.8	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.6	91.3	13.2	28.9	15.1	102.8	20.0	22.1
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	21.5	59.5	14.0	40.0	16.5	64.5	14.0	40.0
Max Q Clear Time (g_c+I1), s	20.0	34.1	7.5	13.8	8.8	17.9	16.0	15.2
Green Ext Time (p_c), s	0.1	14.3	0.0	0.6	0.0	15.8	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	385	837	21	938	205	623	31	224	395
Future Volume (vph)	385	837	21	938	205	623	31	224	395
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	3	8	1
Permitted Phases			2		4		8		8
Detector Phase	1	6	5	2	7	4	3	8	1
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0	5.0
Minimum Split (s)	11.5	36.5	11.5	36.5	10.5	39.5	10.5	41.5	11.5
Total Split (s)	22.0	69.0	22.0	69.0	24.0	45.0	24.0	45.0	22.0
Total Split (%)	13.8%	43.1%	13.8%	43.1%	15.0%	28.1%	15.0%	28.1%	13.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	25.0	87.9	69.4	63.8	51.7	41.0	34.8	28.4	53.4
Actuated g/C Ratio	0.16	0.55	0.43	0.40	0.32	0.26	0.22	0.18	0.33
v/c Ratio	0.76	0.38	0.09	0.54	0.60	0.85	0.26	0.38	0.72
Control Delay	63.5	48.3	18.4	37.9	47.5	65.5	39.5	58.1	39.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	48.3	18.4	37.9	47.5	65.5	39.5	58.1	39.7
LOS	E	D	B	D	D	E	D	E	D
Approach Delay		52.6		37.6		61.5		46.0	
Approach LOS		D		D		E		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 132 (83%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 49.6	Intersection LOS: D
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 107: S. Dixie Highway & Hillsboro Boulevard





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	410	1039	22	1087	218	761	33	238	420
v/c Ratio	0.76	0.38	0.09	0.54	0.60	0.85	0.26	0.38	0.72
Control Delay	63.5	48.3	18.4	37.9	47.5	65.5	39.5	58.1	39.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	48.3	18.4	37.9	47.5	65.5	39.5	58.1	39.7
Queue Length 50th (ft)	224	380	9	319	173	397	23	115	284
Queue Length 95th (ft)	#391	446	26	367	230	451	46	149	410
Internal Link Dist (ft)		2890		691		540		364	
Turn Bay Length (ft)	170		180		225		270		120
Base Capacity (vph)	536	2736	366	2010	368	916	247	851	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.38	0.06	0.54	0.59	0.83	0.13	0.28	0.72

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	385	837	140	21	938	84	205	623	92	31	224	395
Future Volume (veh/h)	385	837	140	21	938	84	205	623	92	31	224	395
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	410	890	149	22	998	89	218	663	98	33	238	420
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2089	348	238	1897	169	372	1001	148	179	855	530
Arrive On Green	0.03	0.16	0.16	0.02	0.40	0.40	0.10	0.32	0.32	0.02	0.24	0.24
Sat Flow, veh/h	3456	4399	733	1781	4773	425	1781	3100	458	1781	3554	1563
Grp Volume(v), veh/h	410	688	351	22	711	376	218	380	381	33	238	420
Grp Sat Flow(s),veh/h/ln	1728	1702	1728	1781	1702	1794	1781	1777	1781	1781	1777	1563
Q Serve(g_s), s	15.5	29.2	29.4	1.2	25.5	25.5	14.4	29.4	29.5	2.2	8.7	38.5
Cycle Q Clear(g_c), s	15.5	29.2	29.4	1.2	25.5	25.5	14.4	29.4	29.5	2.2	8.7	38.5
Prop In Lane	1.00		0.42	1.00		0.24	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	335	1616	820	238	1353	713	372	574	575	179	855	530
V/C Ratio(X)	1.22	0.43	0.43	0.09	0.53	0.53	0.59	0.66	0.66	0.18	0.28	0.79
Avail Cap(c_a), veh/h	335	1616	820	376	1353	713	384	574	575	337	855	530
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.4	47.7	47.8	28.5	36.7	36.7	38.3	46.7	46.7	45.4	49.4	48.0
Incr Delay (d2), s/veh	122.2	0.7	1.4	0.1	1.5	2.8	1.4	2.6	2.6	0.2	0.1	7.8
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	12.9	13.5	14.0	0.5	10.7	11.6	6.4	13.3	13.4	1.0	3.9	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	199.7	48.5	49.3	28.5	38.2	39.5	39.7	49.3	49.3	45.6	49.6	55.9
LnGrp LOS	F	D	D	C	D	D	D	D	D	D	D	E
Approach Vol, veh/h		1449			1109			979			691	
Approach Delay, s/veh		91.4			38.4			47.2			53.2	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	70.1	9.8	58.1	9.6	82.5	22.9	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.5	62.5	17.5	38.5	15.5	62.5	17.5	38.5
Max Q Clear Time (g_c+I1), s	17.5	27.5	4.2	31.5	3.2	31.4	16.4	40.5
Green Ext Time (p_c), s	0.0	7.8	0.0	2.2	0.0	7.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	61.0
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	589	45	46	173	1	17	0	17	2	0	7
Future Vol, veh/h	10	589	45	46	173	1	17	0	17	2	0	7
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	120	-	-	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	685	52	53	201	1	20	0	20	2	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	202	0	0	738	0	0	943	1044	370	675	1070	101
Stage 1	-	-	-	-	-	-	736	736	-	308	308	-
Stage 2	-	-	-	-	-	-	207	308	-	367	762	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1367	-	-	864	-	-	371	228	806	498	220	1001
Stage 1	-	-	-	-	-	-	466	423	-	740	659	-
Stage 2	-	-	-	-	-	-	776	659	-	625	412	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1367	-	-	863	-	-	348	212	805	460	205	1001
Mov Cap-2 Maneuver	-	-	-	-	-	-	348	212	-	460	205	-
Stage 1	-	-	-	-	-	-	461	419	-	733	619	-
Stage 2	-	-	-	-	-	-	722	619	-	604	408	-

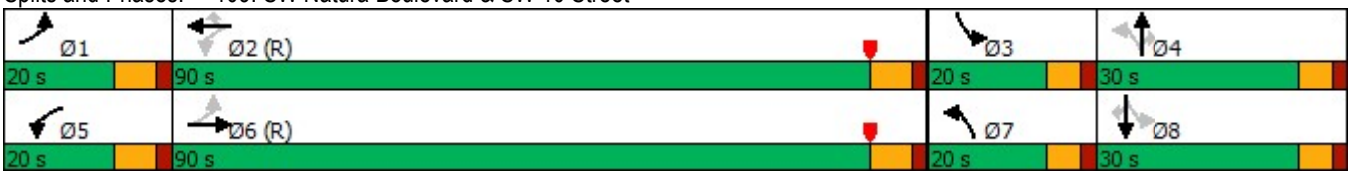
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2	12.8	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	348	805	1367	-	-	863	-	-	794
HCM Lane V/C Ratio	0.057	0.025	0.009	-	-	0.062	-	-	0.013
HCM Control Delay (s)	16	9.6	7.7	-	-	9.4	-	-	9.6
HCM Lane LOS	C	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.2	-	-	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	163	1105	112	1108	102	251	80	144	122	84	302
Future Volume (vph)	163	1105	112	1108	102	251	80	144	122	84	302
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	90.0	20.0	90.0	90.0	20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	12.5%	56.3%	12.5%	56.3%	56.3%	12.5%	18.8%	18.8%	12.5%	18.8%	18.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	102.3	92.4	98.5	90.5	90.5	35.1	21.1	21.1	32.0	19.6	19.6
Actuated g/C Ratio	0.64	0.58	0.62	0.57	0.57	0.22	0.13	0.13	0.20	0.12	0.12
v/c Ratio	0.60	0.49	0.51	0.42	0.12	0.92	0.19	0.46	0.45	0.41	0.94
Control Delay	19.2	21.0	18.5	21.3	3.6	90.7	61.8	12.6	53.4	68.8	64.6
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	19.2	21.0	18.5	21.3	3.6	90.7	61.8	12.6	53.4	68.8	64.6
LOS	B	C	B	C	A	F	E	B	D	E	E
Approach Delay		20.8		19.7			62.2			62.6	
Approach LOS		C		B			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 31.3	Intersection LOS: C
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 109: SW Natura Boulevard & SW 10 Street





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	179	1412	123	1218	112	276	88	158	134	92	332
v/c Ratio	0.60	0.49	0.51	0.42	0.12	0.92	0.19	0.46	0.45	0.41	0.94
Control Delay	19.2	21.0	18.5	21.3	3.6	90.7	61.8	12.6	53.4	68.8	64.6
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	19.2	21.0	18.5	21.3	3.6	90.7	61.8	12.6	53.4	68.8	64.6
Queue Length 50th (ft)	68	316	45	271	1	253	43	0	112	88	162
Queue Length 95th (ft)	105	380	75	328	35	#410	72	69	174	147	#328
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	333	2886	293	2874	942	300	530	368	312	279	393
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	0.54	0.49	0.42	0.42	0.12	0.92	0.17	0.43	0.43	0.33	0.84

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	1105	180	112	1108	102	251	80	144	122	84	302
Future Volume (veh/h)	163	1105	180	112	1108	102	251	80	144	122	84	302
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	1214	198	123	1218	112	276	88	158	134	92	332
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	2462	402	270	2770	860	303	576	256	339	281	237
Arrive On Green	0.06	0.56	0.56	0.04	0.54	0.54	0.09	0.16	0.16	0.08	0.15	0.15
Sat Flow, veh/h	1781	4423	721	1781	5106	1585	1781	3554	1579	1781	1870	1579
Grp Volume(v), veh/h	179	934	478	123	1218	112	276	88	158	134	92	332
Grp Sat Flow(s),veh/h/ln	1781	1702	1741	1781	1702	1585	1781	1777	1579	1781	1870	1579
Q Serve(g_s), s	7.1	26.8	26.8	4.9	22.9	5.6	14.0	3.4	14.9	10.1	7.0	24.0
Cycle Q Clear(g_c), s	7.1	26.8	26.8	4.9	22.9	5.6	14.0	3.4	14.9	10.1	7.0	24.0
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	312	1895	969	270	2770	860	303	576	256	339	281	237
V/C Ratio(X)	0.57	0.49	0.49	0.46	0.44	0.13	0.91	0.15	0.62	0.40	0.33	1.40
Avail Cap(c_a), veh/h	354	1895	969	338	2770	860	303	576	256	360	281	237
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	17.1	21.7	21.7	17.5	22.0	18.0	59.4	57.6	62.4	51.9	60.8	68.0
Incr Delay (d2), s/veh	0.7	0.9	1.8	0.4	0.5	0.3	29.5	0.0	3.3	0.3	0.3	204.4
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	3.0	11.1	11.6	2.1	9.4	2.2	7.0	1.6	6.3	4.6	3.4	23.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	22.6	23.5	18.0	22.5	18.3	88.8	57.6	65.7	52.2	61.0	272.4
LnGrp LOS	B	C	C	B	C	B	F	E	E	D	E	F
Approach Vol, veh/h		1591			1453			522			558	
Approach Delay, s/veh		22.3			21.8			76.6			184.6	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	93.8	18.1	31.9	13.9	96.1	20.0	30.0
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	83.0	14.0	24.0	13.0	83.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	9.1	24.9	12.1	16.9	6.9	28.8	16.0	26.0
Green Ext Time (p_c), s	0.1	13.2	0.0	0.4	0.0	14.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.0
HCM 6th LOS	D

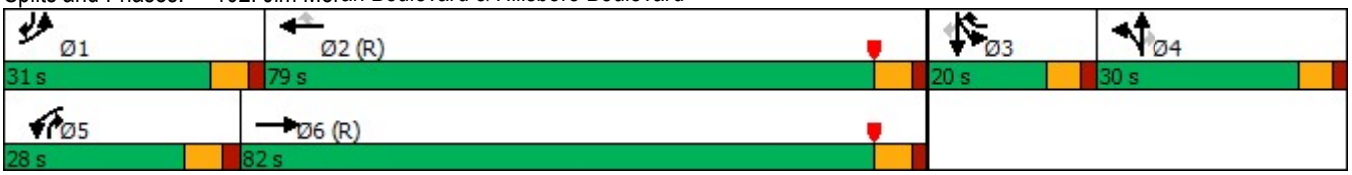
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	120	2255	322	1355	184	164	62	393	35	11	27
Future Volume (vph)	120	2255	322	1355	184	164	62	393	35	11	27
Turn Type	Prot	NA	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	5	2	3	4	4	5	3	3	1
Permitted Phases					2			4			3
Detector Phase	1	6	5	2	3	4	4	5	3	3	1
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0
Minimum Split (s)	11.5	35.5	11.5	35.5	20.0	30.0	30.0	11.5	20.0	20.0	11.5
Total Split (s)	31.0	82.0	28.0	79.0	20.0	30.0	30.0	28.0	20.0	20.0	31.0
Total Split (%)	19.4%	51.3%	17.5%	49.4%	12.5%	18.8%	18.8%	17.5%	12.5%	12.5%	19.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0	4.5
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)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	15.6	88.6	26.5	99.4	113.2	12.7	12.7	38.6	7.3	7.3	22.4
Actuated g/C Ratio	0.10	0.55	0.17	0.62	0.71	0.08	0.08	0.24	0.05	0.05	0.14
v/c Ratio	0.76	0.95	0.62	0.47	0.17	0.66	0.46	0.94	0.33	0.32	0.11
Control Delay	98.4	29.1	70.3	14.5	1.5	82.9	79.7	71.6	85.0	84.3	0.8
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.4	29.1	70.3	14.6	1.5	82.9	79.7	71.6	85.0	84.3	0.8
LOS	F	C	E	B	A	F	E	E	F	F	A
Approach Delay		32.3		23.0			75.4			53.8	
Approach LOS		C		C			E			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 153 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 34.4	Intersection LOS: C
Intersection Capacity Utilization 94.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 102: Jim Moran Boulevard & Hillsboro Boulevard





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	2652	350	1473	200	178	67	427	25	25	29
v/c Ratio	0.76	0.95	0.62	0.47	0.17	0.66	0.46	0.94	0.33	0.32	0.11
Control Delay	98.4	29.1	70.3	14.5	1.5	82.9	79.7	71.6	85.0	84.3	0.8
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.4	29.1	70.3	14.6	1.5	82.9	79.7	71.6	85.0	84.3	0.8
Queue Length 50th (ft)	142	993	178	230	10	94	68	329	27	27	0
Queue Length 95th (ft)	m169	#1234	232	278	24	135	120	430	63	63	0
Internal Link Dist (ft)		2620		495			677			792	
Turn Bay Length (ft)	375		400		330	200		250	200		200
Base Capacity (vph)	271	2787	583	3160	1236	514	279	463	147	150	360
Starvation Cap Reductn	0	0	0	683	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	0.48	0.95	0.60	0.59	0.16	0.35	0.24	0.92	0.17	0.17	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	2255	185	322	1355	184	164	62	393	35	11	27
Future Volume (vph)	120	2255	185	322	1355	184	164	62	393	35	11	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5023		3433	5085	1583	3433	1863	1571	1681	1725	1576
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5023		3433	5085	1583	3433	1863	1571	1681	1725	1576
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	130	2451	201	350	1473	200	178	67	427	38	12	29
RTOR Reduction (vph)	0	5	0	0	0	67	0	0	77	0	0	25
Lane Group Flow (vph)	130	2647	0	350	1473	133	178	67	350	25	25	4
Confl. Peds. (#/hr)							2					2
Confl. Bikes (#/hr)			2						3			
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	15.6	88.5		26.5	99.4	106.7	12.7	12.7	39.2	7.3	7.3	22.9
Effective Green, g (s)	15.6	88.5		26.5	99.4	106.7	12.7	12.7	39.2	7.3	7.3	22.9
Actuated g/C Ratio	0.10	0.55		0.17	0.62	0.67	0.08	0.08	0.25	0.05	0.05	0.14
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	172	2778		568	3159	1055	272	147	384	76	78	225
v/s Ratio Prot	0.07	c0.53		0.10	0.29	0.01	0.05	0.04	c0.15	c0.01	0.01	0.00
v/s Ratio Perm						0.08			0.07			0.00
v/c Ratio	0.76	0.95		0.62	0.47	0.13	0.65	0.46	0.91	0.33	0.32	0.02
Uniform Delay, d1	70.3	33.8		62.0	16.2	9.7	71.5	70.3	58.7	74.0	73.9	58.9
Progression Factor	1.17	0.64		1.07	0.81	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.1	6.3		1.3	0.5	0.0	4.3	0.8	24.9	0.9	0.9	0.0
Delay (s)	92.1	27.9		67.7	13.6	9.9	75.8	71.2	83.6	74.9	74.8	58.9
Level of Service	F	C		E	B	A	E	E	F	E	E	E
Approach Delay (s)		30.9			22.6			80.3			69.0	
Approach LOS		C			C			F			E	

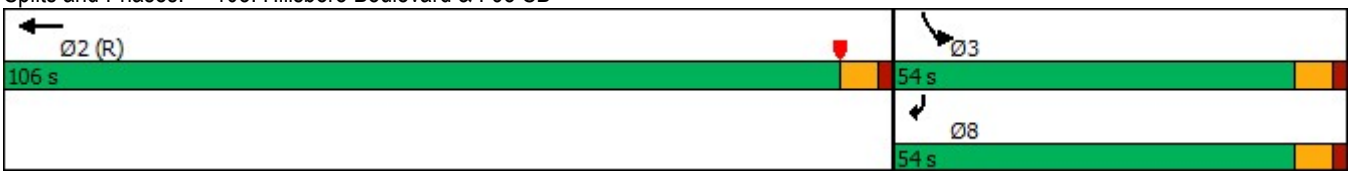
Intersection Summary			
HCM 2000 Control Delay	34.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	94.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SBL	SBR
Lane Configurations			
Traffic Volume (vph)	1115	446	500
Future Volume (vph)	1115	446	500
Turn Type	NA	Prot	Prot
Protected Phases	2	3	8
Permitted Phases			
Detector Phase	2	3	8
Switch Phase			
Minimum Initial (s)	12.0	6.0	6.0
Minimum Split (s)	33.5	24.5	24.5
Total Split (s)	106.0	54.0	54.0
Total Split (%)	66.3%	33.8%	33.8%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	101.8	45.2	45.2
Actuated g/C Ratio	0.64	0.28	0.28
v/c Ratio	0.37	0.95	0.59
Control Delay	14.5	85.0	37.2
Queue Delay	0.0	0.0	0.0
Total Delay	14.5	85.0	37.2
LOS	B	F	D
Approach Delay	14.5	59.7	
Approach LOS	B	E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 35.2	Intersection LOS: D
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Hillsboro Boulevard & I-95 SB

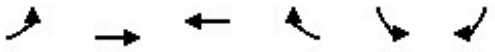




Lane Group	WBT	SBL	SBR
Lane Group Flow (vph)	1186	474	532
v/c Ratio	0.37	0.95	0.59
Control Delay	14.5	85.0	37.2
Queue Delay	0.0	0.0	0.0
Total Delay	14.5	85.0	37.2
Queue Length 50th (ft)	214	479	193
Queue Length 95th (ft)	244	#688	262
Internal Link Dist (ft)	1220	531	
Turn Bay Length (ft)			
Base Capacity (vph)	3234	525	934
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	11	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.37	0.90	0.57

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑		↰	↱↱
Traffic Volume (vph)	0	0	1115	0	446	500
Future Volume (vph)	0	0	1115	0	446	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.5		6.5	6.5
Lane Util. Factor			0.91		1.00	0.88
Frt			1.00		1.00	0.85
Flt Protected			1.00		0.95	1.00
Satd. Flow (prot)			5085		1770	2787
Flt Permitted			1.00		0.95	1.00
Satd. Flow (perm)			5085		1770	2787
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	1186	0	474	532
RTOR Reduction (vph)	0	0	0	0	0	109
Lane Group Flow (vph)	0	0	1186	0	474	423
Turn Type			NA		Prot	Prot
Protected Phases			2		3	8
Permitted Phases						
Actuated Green, G (s)			101.8		45.2	45.2
Effective Green, g (s)			101.8		45.2	45.2
Actuated g/C Ratio			0.64		0.28	0.28
Clearance Time (s)			6.5		6.5	6.5
Vehicle Extension (s)			3.0		2.5	2.5
Lane Grp Cap (vph)			3235		500	787
v/s Ratio Prot			c0.23		c0.27	0.15
v/s Ratio Perm						
v/c Ratio			0.37		0.95	0.54
Uniform Delay, d1			13.8		56.2	48.6
Progression Factor			1.00		1.00	1.00
Incremental Delay, d2			0.3		27.4	0.6
Delay (s)			14.1		83.6	49.1
Level of Service			B		F	D
Approach Delay (s)		0.0	14.1		65.4	
Approach LOS		A	B		E	

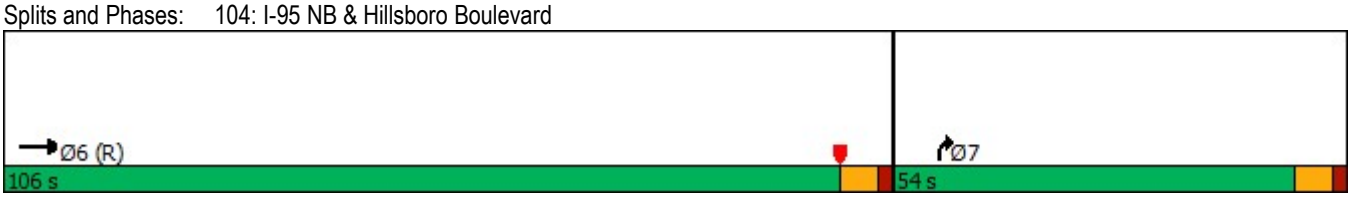
Intersection Summary			
HCM 2000 Control Delay	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	NBR
Lane Configurations		
Traffic Volume (vph)	1505	453
Future Volume (vph)	1505	453
Turn Type	NA	Prot
Protected Phases	6	7
Permitted Phases		
Detector Phase	6	7
Switch Phase		
Minimum Initial (s)	12.0	6.0
Minimum Split (s)	24.5	24.5
Total Split (s)	106.0	54.0
Total Split (%)	66.3%	33.8%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.5	6.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Max	None
Act Effct Green (s)	119.5	27.5
Actuated g/C Ratio	0.75	0.17
v/c Ratio	0.40	0.85
Control Delay	9.5	69.0
Queue Delay	0.0	0.0
Total Delay	9.5	69.0
LOS	A	E
Approach Delay	9.5	
Approach LOS	A	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2: and 6:EBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: I-95 NB & Hillsboro Boulevard



Lane Group	EBT	NBR
Lane Group Flow (vph)	1520	458
v/c Ratio	0.40	0.85
Control Delay	9.5	69.0
Queue Delay	0.0	0.0
Total Delay	9.5	69.0
Queue Length 50th (ft)	290	228
Queue Length 95th (ft)	424	286
Internal Link Dist (ft)	1220	
Turn Bay Length (ft)		
Base Capacity (vph)	3798	878
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.40	0.52

Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1505	0	0	0	0	453
Future Volume (vph)	1505	0	0	0	0	453
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5					6.5
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	1520	0	0	0	0	458
RTOR Reduction (vph)	0	0	0	0	0	60
Lane Group Flow (vph)	1520	0	0	0	0	398
Turn Type	NA					Prot
Protected Phases	6					7
Permitted Phases						
Actuated Green, G (s)	119.5					27.5
Effective Green, g (s)	119.5					27.5
Actuated g/C Ratio	0.75					0.17
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.5					2.0
Lane Grp Cap (vph)	3797					479
v/s Ratio Prot	c0.30					c0.14
v/s Ratio Perm						
v/c Ratio	0.40					0.83
Uniform Delay, d1	7.3					64.0
Progression Factor	1.19					1.00
Incremental Delay, d2	0.3					11.2
Delay (s)	9.0					75.2
Level of Service	A					E
Approach Delay (s)	9.0			0.0	75.2	
Approach LOS	A			A	E	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	262	1901	131	856	262	232	676	449	529
Future Volume (vph)	262	1901	131	856	262	232	676	449	529
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	1	6	5	2		7	4	3	8
Permitted Phases					2				
Detector Phase	1	6	5	2	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	8.0	4.0	8.0	8.0	4.0	6.0	4.0	8.0
Minimum Split (s)	20.0	43.5	10.5	43.5	43.5	10.5	38.0	10.5	38.0
Total Split (s)	20.0	73.0	20.0	73.0	73.0	29.0	38.0	29.0	38.0
Total Split (%)	12.5%	45.6%	12.5%	45.6%	45.6%	18.1%	23.8%	18.1%	23.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	14.1	72.1	10.1	68.1	68.1	14.9	29.4	22.3	36.8
Actuated g/C Ratio	0.09	0.45	0.06	0.43	0.43	0.09	0.18	0.14	0.23
v/c Ratio	0.88	0.95	0.62	0.40	0.34	0.74	0.88	0.96	0.56
Control Delay	99.8	51.9	70.1	53.2	30.7	84.5	73.8	99.1	54.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.8	51.9	70.1	53.2	30.7	84.5	73.8	99.1	54.7
LOS	F	D	E	D	C	F	E	F	D
Approach Delay		57.2		50.2			76.2		73.0
Approach LOS		E		D			E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 100 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 62.1	Intersection LOS: E
Intersection Capacity Utilization 96.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Military Trail & Hillsboro Boulevard





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	267	2147	134	873	267	237	818	458	651
v/c Ratio	0.88	0.95	0.62	0.40	0.34	0.74	0.88	0.96	0.56
Control Delay	99.8	51.9	70.1	53.2	30.7	84.5	73.8	99.1	54.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.8	51.9	70.1	53.2	30.7	84.5	73.8	99.1	54.7
Queue Length 50th (ft)	144	791	73	284	116	126	298	248	212
Queue Length 95th (ft)	#236	#959	110	359	233	170	351	#359	265
Internal Link Dist (ft)		751		2620			541		790
Turn Bay Length (ft)	260		160		130	300		310	
Base Capacity (vph)	303	2268	289	2165	788	482	992	482	1154
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.95	0.46	0.40	0.34	0.49	0.82	0.95	0.56

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: Military Trail & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	1901	203	131	856	262	232	676	125	449	529	109
Future Volume (veh/h)	262	1901	203	131	856	262	232	676	125	449	529	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	267	1940	207	134	873	267	237	690	128	458	540	111
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2180	231	177	2205	685	281	783	143	486	1022	206
Arrive On Green	0.08	0.46	0.46	0.02	0.14	0.14	0.08	0.18	0.18	0.14	0.24	0.24
Sat Flow, veh/h	3456	4689	496	3456	5106	1585	3456	4334	794	3456	4260	858
Grp Volume(v), veh/h	267	1404	743	134	873	267	237	540	278	458	429	222
Grp Sat Flow(s),veh/h/ln	1728	1702	1781	1728	1702	1585	1728	1702	1724	1728	1702	1713
Q Serve(g_s), s	12.3	60.1	61.2	6.2	24.9	24.5	10.8	24.7	25.2	21.0	17.5	18.1
Cycle Q Clear(g_c), s	12.3	60.1	61.2	6.2	24.9	24.5	10.8	24.7	25.2	21.0	17.5	18.1
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.46	1.00		0.50
Lane Grp Cap(c), veh/h	292	1583	828	177	2205	685	281	615	311	486	816	411
V/C Ratio(X)	0.92	0.89	0.90	0.76	0.40	0.39	0.84	0.88	0.89	0.94	0.53	0.54
Avail Cap(c_a), veh/h	292	1583	828	292	2205	685	486	670	339	486	816	411
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.7	39.0	39.3	77.6	49.6	49.5	72.5	63.8	64.0	68.1	52.9	53.1
Incr Delay (d2), s/veh	31.1	7.8	14.4	2.1	0.5	1.4	2.6	11.3	21.9	26.7	0.3	0.8
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	6.6	25.9	29.1	2.8	11.5	10.7	4.9	11.6	12.9	11.0	7.5	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.8	46.8	53.7	79.7	50.1	50.9	75.1	75.1	86.0	94.8	53.2	53.9
LnGrp LOS	F	D	D	E	D	D	E	E	F	F	D	D
Approach Vol, veh/h		2414			1274			1055			1109	
Approach Delay, s/veh		55.2			53.4			78.0			70.5	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	75.6	29.0	35.4	14.7	80.9	19.5	44.9
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	13.5	66.5	22.5	31.5	13.5	66.5	22.5	31.5
Max Q Clear Time (g_c+I1), s	14.3	26.9	23.0	27.2	8.2	63.2	12.8	20.1
Green Ext Time (p_c), s	0.0	7.7	0.0	1.5	0.1	2.9	0.2	2.1

Intersection Summary	
HCM 6th Ctrl Delay	61.8
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2003	30	0	2379	0	13
Future Vol, veh/h	2003	30	0	2379	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2201	33	0	2614	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1117
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	393
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	393
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	393	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-
HCM Control Delay (s)	14.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	395	1532	138	77	1709	376	113	125	70	18	132
Future Volume (vph)	395	1532	138	77	1709	376	113	125	70	18	132
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	24.5	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	28.0	71.0	71.0	23.0	66.0	20.0	46.0	46.0	20.0	46.0	46.0
Total Split (%)	17.5%	44.4%	44.4%	14.4%	41.3%	12.5%	28.8%	28.8%	12.5%	28.8%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	24.5	98.0	98.0	11.2	84.8	29.3	15.6	15.6	21.9	11.8	11.8
Actuated g/C Ratio	0.15	0.61	0.61	0.07	0.53	0.18	0.10	0.10	0.14	0.07	0.07
v/c Ratio	0.79	0.52	0.14	0.66	0.73	1.56	0.65	0.49	0.37	0.14	0.57
Control Delay	76.7	19.4	5.4	95.8	32.2	309.7	86.3	15.8	57.5	68.2	18.7
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	76.7	19.4	5.4	95.8	32.2	309.7	86.3	15.8	57.5	68.2	18.7
LOS	E	B	A	F	C	F	F	B	E	E	B
Approach Delay		29.4			34.7		208.7			35.1	
Approach LOS		C			C		F			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 26 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 54.6	Intersection LOS: D
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	416	1613	145	81	1951	396	119	132	74	19	139
v/c Ratio	0.79	0.52	0.14	0.66	0.73	1.56	0.65	0.49	0.37	0.14	0.57
Control Delay	76.7	19.4	5.4	95.8	32.2	309.7	86.3	15.8	57.5	68.2	18.7
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	76.7	19.4	5.4	95.8	32.2	309.7	86.3	15.8	57.5	68.2	18.7
Queue Length 50th (ft)	219	331	15	84	555	~481	123	0	66	19	0
Queue Length 95th (ft)	272	464	56	141	731	#616	189	66	108	46	67
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	535	3115	1010	182	2666	254	465	489	245	465	500
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	0.78	0.52	0.14	0.45	0.73	1.56	0.26	0.27	0.30	0.04	0.28

Intersection Summary

~ 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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	395	1532	138	77	1709	144	376	113	125	70	18	132
Future Volume (veh/h)	395	1532	138	77	1709	144	376	113	125	70	18	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	416	1613	145	81	1799	152	396	119	132	74	19	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	453	3043	945	100	2498	210	318	270	228	227	195	165
Arrive On Green	0.17	0.79	0.79	0.07	0.69	0.69	0.09	0.14	0.14	0.05	0.10	0.10
Sat Flow, veh/h	3456	5106	1585	1781	4798	404	1781	1870	1582	1781	1870	1580
Grp Volume(v), veh/h	416	1613	145	81	1275	676	396	119	132	74	19	139
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1798	1781	1870	1582	1781	1870	1580
Q Serve(g_s), s	18.9	18.1	3.5	7.2	36.7	37.0	14.0	9.3	12.5	5.9	1.5	13.8
Cycle Q Clear(g_c), s	18.9	18.1	3.5	7.2	36.7	37.0	14.0	9.3	12.5	5.9	1.5	13.8
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	453	3043	945	100	1772	936	318	270	228	227	195	165
V/C Ratio(X)	0.92	0.53	0.15	0.81	0.72	0.72	1.25	0.44	0.58	0.33	0.10	0.84
Avail Cap(c_a), veh/h	464	3043	945	184	1772	936	318	468	395	298	468	395
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	8.6	7.1	73.2	17.4	17.5	64.6	62.6	63.9	60.0	64.8	70.3
Incr Delay (d2), s/veh	22.3	0.7	0.3	5.9	2.6	4.8	134.6	0.4	0.9	0.3	0.1	4.4
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	9.3	4.9	1.3	3.4	12.0	13.3	18.2	4.5	5.1	2.7	0.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.5	9.2	7.4	79.1	20.0	22.3	199.2	63.0	64.8	60.4	64.9	74.7
LnGrp LOS	F	A	A	E	B	C	F	E	E	E	E	E
Approach Vol, veh/h		2174			2032			647			232	
Approach Delay, s/veh		24.1			23.1			146.7			69.3	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.5	89.8	13.6	29.1	15.4	101.8	20.0	22.7
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	21.5	59.5	14.0	40.0	16.5	64.5	14.0	40.0
Max Q Clear Time (g_c+I1), s	20.9	39.0	7.9	14.5	9.2	20.1	16.0	15.8
Green Ext Time (p_c), s	0.1	13.2	0.0	0.6	0.0	16.9	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	405	881	22	988	216	656	32	236	416
Future Volume (vph)	405	881	22	988	216	656	32	236	416
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	3	8	1
Permitted Phases			2		4		8		8
Detector Phase	1	6	5	2	7	4	3	8	1
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0	5.0
Minimum Split (s)	11.5	36.5	11.5	36.5	10.5	39.5	10.5	41.5	11.5
Total Split (s)	22.0	69.0	22.0	69.0	24.0	45.0	24.0	45.0	22.0
Total Split (%)	13.8%	43.1%	13.8%	43.1%	15.0%	28.1%	15.0%	28.1%	13.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	24.0	85.5	68.1	62.5	54.0	43.2	36.9	30.5	54.5
Actuated g/C Ratio	0.15	0.53	0.43	0.39	0.34	0.27	0.23	0.19	0.34
v/c Ratio	0.84	0.41	0.09	0.58	0.61	0.85	0.27	0.37	0.75
Control Delay	68.2	50.5	19.0	39.5	46.6	63.8	38.7	56.6	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	50.5	19.0	39.5	46.6	63.8	38.7	56.6	43.0
LOS	E	D	B	D	D	E	D	E	D
Approach Delay		55.5		39.1		60.0		47.5	
Approach LOS		E		D		E		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 132 (83%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 50.9	Intersection LOS: D
Intersection Capacity Utilization 78.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 107: S. Dixie Highway & Hillsboro Boulevard





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	431	1094	23	1146	230	801	34	251	443
v/c Ratio	0.84	0.41	0.09	0.58	0.61	0.85	0.27	0.37	0.75
Control Delay	68.2	50.5	19.0	39.5	46.6	63.8	38.7	56.6	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	50.5	19.0	39.5	46.6	63.8	38.7	56.6	43.0
Queue Length 50th (ft)	239	421	10	342	179	414	23	120	320
Queue Length 95th (ft)	#419	468	27	391	242	481	47	157	454
Internal Link Dist (ft)		2890		691		540		364	
Turn Bay Length (ft)	170		180		225		270		120
Base Capacity (vph)	515	2664	352	1969	379	950	248	851	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.41	0.07	0.58	0.61	0.84	0.14	0.29	0.75

Intersection Summary

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

HCM 6th Signalized Intersection Summary
107: S. Dixie Highway & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	405	881	148	22	988	89	216	656	97	32	236	416
Future Volume (veh/h)	405	881	148	22	988	89	216	656	97	32	236	416
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	431	937	157	23	1051	95	230	698	103	34	251	443
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2064	345	222	1871	169	373	1014	149	172	855	530
Arrive On Green	0.03	0.15	0.15	0.02	0.39	0.39	0.11	0.33	0.33	0.02	0.24	0.24
Sat Flow, veh/h	3456	4397	734	1781	4767	430	1781	3100	457	1781	3554	1563
Grp Volume(v), veh/h	431	725	369	23	750	396	230	400	401	34	251	443
Grp Sat Flow(s),veh/h/ln	1728	1702	1727	1781	1702	1793	1781	1777	1781	1781	1777	1563
Q Serve(g_s), s	15.5	31.0	31.1	1.2	27.5	27.5	15.2	31.3	31.3	2.3	9.2	38.5
Cycle Q Clear(g_c), s	15.5	31.0	31.1	1.2	27.5	27.5	15.2	31.3	31.3	2.3	9.2	38.5
Prop In Lane	1.00		0.42	1.00		0.24	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	335	1598	811	222	1336	704	373	581	582	172	855	530
V/C Ratio(X)	1.29	0.45	0.46	0.10	0.56	0.56	0.62	0.69	0.69	0.20	0.29	0.84
Avail Cap(c_a), veh/h	335	1598	811	359	1336	704	377	581	582	329	855	530
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.4	48.9	49.0	29.1	37.9	37.9	38.1	46.8	46.8	45.5	49.6	49.0
Incr Delay (d2), s/veh	147.3	0.8	1.6	0.1	1.7	3.2	2.2	3.2	3.2	0.2	0.1	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	14.4	14.8	0.5	11.6	12.5	6.8	14.2	14.3	1.0	4.1	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	224.8	49.7	50.6	29.2	39.6	41.1	40.3	49.9	50.0	45.7	49.8	60.0
LnGrp LOS	F	D	D	C	D	D	D	D	D	D	D	E
Approach Vol, veh/h		1525			1169			1031			728	
Approach Delay, s/veh		99.4			39.9			47.8			55.8	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	69.3	9.9	58.8	9.7	81.6	23.7	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.5	62.5	17.5	38.5	15.5	62.5	17.5	38.5
Max Q Clear Time (g_c+I1), s	17.5	29.5	4.3	33.3	3.2	33.1	17.2	40.5
Green Ext Time (p_c), s	0.0	8.3	0.0	1.9	0.0	7.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	64.7
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	620	47	48	183	1	18	0	18	2	0	7
Future Vol, veh/h	11	620	47	48	183	1	18	0	18	2	0	7
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	120	-	-	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	721	55	56	213	1	21	0	21	2	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	777	0	0	995	1102	389	713	1129	107
Stage 1	-	-	-	-	-	-	776	776	-	326	326	-
Stage 2	-	-	-	-	-	-	219	326	-	387	803	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1353	-	-	835	-	-	350	210	794	478	203	996
Stage 1	-	-	-	-	-	-	446	406	-	726	647	-
Stage 2	-	-	-	-	-	-	763	647	-	608	394	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1353	-	-	834	-	-	327	194	793	438	187	996
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	194	-	438	187	-
Stage 1	-	-	-	-	-	-	441	402	-	719	604	-
Stage 2	-	-	-	-	-	-	706	604	-	586	390	-

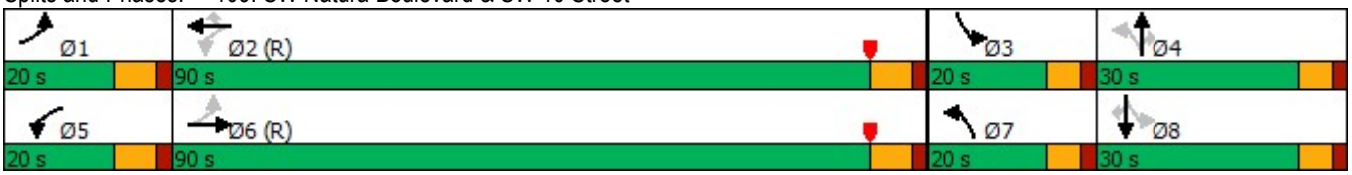
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2	13.3	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	327	793	1353	-	-	834	-	-	776
HCM Lane V/C Ratio	0.064	0.026	0.009	-	-	0.067	-	-	0.013
HCM Control Delay (s)	16.8	9.7	7.7	-	-	9.6	-	-	9.7
HCM Lane LOS	C	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.2	-	-	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	172	1163	118	1167	107	264	84	151	129	89	318
Future Volume (vph)	172	1163	118	1167	107	264	84	151	129	89	318
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	90.0	20.0	90.0	90.0	20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	12.5%	56.3%	12.5%	56.3%	56.3%	12.5%	18.8%	18.8%	12.5%	18.8%	18.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	100.3	89.8	96.6	88.0	88.0	37.0	23.0	23.0	34.2	21.6	21.6
Actuated g/C Ratio	0.63	0.56	0.60	0.55	0.55	0.23	0.14	0.14	0.21	0.14	0.14
v/c Ratio	0.68	0.53	0.59	0.46	0.13	0.93	0.18	0.45	0.45	0.39	0.96
Control Delay	23.9	22.9	22.4	22.9	4.2	90.3	60.8	12.1	52.3	67.1	70.8
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	23.9	22.9	22.4	22.9	4.2	90.3	60.8	12.1	52.3	67.1	70.8
LOS	C	C	C	C	A	F	E	B	D	E	E
Approach Delay		23.0		21.5			61.6			65.7	
Approach LOS		C		C			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 33.1	Intersection LOS: C
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 109: SW Natura Boulevard & SW 10 Street



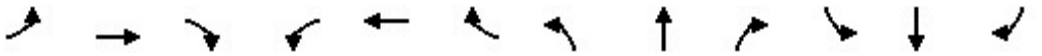


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	189	1487	130	1282	118	290	92	166	142	98	349
v/c Ratio	0.68	0.53	0.59	0.46	0.13	0.93	0.18	0.45	0.45	0.39	0.96
Control Delay	23.9	22.9	22.4	22.9	4.2	90.3	60.8	12.1	52.3	67.1	70.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	22.9	22.4	22.9	4.2	90.3	60.8	12.1	52.3	67.1	70.8
Queue Length 50th (ft)	75	351	50	300	4	265	44	0	118	93	192
Queue Length 95th (ft)	111	415	79	350	38	#453	74	71	184	156	#384
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	308	2808	270	2796	919	313	530	374	328	279	386
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	0.61	0.53	0.48	0.46	0.13	0.93	0.17	0.44	0.43	0.35	0.90

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: SW Natura Boulevard & SW 10 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1163	190	118	1167	107	264	84	151	129	89	318
Future Volume (veh/h)	172	1163	190	118	1167	107	264	84	151	129	89	318
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	1278	209	130	1282	118	290	92	166	142	98	349
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	2452	401	258	2756	855	298	562	250	338	281	237
Arrive On Green	0.06	0.55	0.55	0.05	0.54	0.54	0.09	0.16	0.16	0.08	0.15	0.15
Sat Flow, veh/h	1781	4421	723	1781	5106	1585	1781	3554	1579	1781	1870	1579
Grp Volume(v), veh/h	189	984	503	130	1282	118	290	92	166	142	98	349
Grp Sat Flow(s),veh/h/ln	1781	1702	1740	1781	1702	1585	1781	1777	1579	1781	1870	1579
Q Serve(g_s), s	7.6	29.0	29.0	5.2	24.7	5.9	14.0	3.6	15.8	10.7	7.5	24.0
Cycle Q Clear(g_c), s	7.6	29.0	29.0	5.2	24.7	5.9	14.0	3.6	15.8	10.7	7.5	24.0
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	301	1888	965	258	2756	855	298	562	250	338	281	237
V/C Ratio(X)	0.63	0.52	0.52	0.50	0.47	0.14	0.97	0.16	0.66	0.42	0.35	1.47
Avail Cap(c_a), veh/h	338	1888	965	322	2756	855	298	562	250	353	281	237
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	18.1	22.3	22.3	18.3	22.6	18.3	60.6	58.2	63.3	51.7	61.0	68.0
Incr Delay (d2), s/veh	1.9	1.0	2.0	0.6	0.6	0.3	44.6	0.1	5.3	0.3	0.3	234.7
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	3.3	12.0	12.5	2.2	10.2	2.3	8.8	1.6	6.8	4.9	3.6	25.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	23.3	24.3	18.9	23.2	18.7	105.2	58.2	68.6	52.0	61.3	302.7
LnGrp LOS	B	C	C	B	C	B	F	E	E	D	E	F
Approach Vol, veh/h		1676			1530			548			589	
Approach Delay, s/veh		23.3			22.5			86.2			202.1	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	93.3	18.7	31.3	14.3	95.7	20.0	30.0
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	83.0	14.0	24.0	13.0	83.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	9.6	26.7	12.7	17.8	7.2	31.0	16.0	26.0
Green Ext Time (p_c), s	0.1	14.2	0.0	0.3	0.0	15.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	55.2
HCM 6th LOS	E

Notes

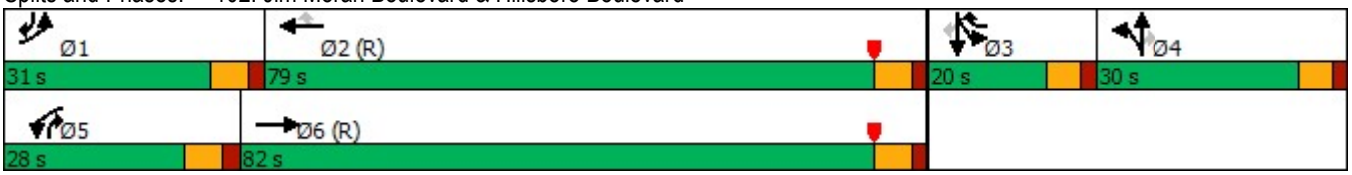
User approved pedestrian interval to be less than phase max green.

Timings
102: Jim Moran Boulevard & Hillsboro Boulevard

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	126	2374	339	1426	193	173	65	413	37	12	29
Future Volume (vph)	126	2374	339	1426	193	173	65	413	37	12	29
Turn Type	Prot	NA	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	5	2	3	4	4	5	3	3	1
Permitted Phases					2			4			3
Detector Phase	1	6	5	2	3	4	4	5	3	3	1
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0
Minimum Split (s)	11.5	35.5	11.5	35.5	20.0	30.0	30.0	11.5	20.0	20.0	11.5
Total Split (s)	31.0	82.0	28.0	79.0	20.0	30.0	30.0	28.0	20.0	20.0	31.0
Total Split (%)	19.4%	51.3%	17.5%	49.4%	12.5%	18.8%	18.8%	17.5%	12.5%	12.5%	19.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0	4.5
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)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	16.3	85.8	28.6	98.2	112.1	13.1	13.1	41.3	7.4	7.4	23.2
Actuated g/C Ratio	0.10	0.54	0.18	0.61	0.70	0.08	0.08	0.26	0.05	0.05	0.14
v/c Ratio	0.76	1.03	0.60	0.50	0.18	0.67	0.46	0.94	0.34	0.34	0.11
Control Delay	96.4	47.7	68.5	15.4	1.6	82.8	79.4	71.1	84.9	85.0	1.0
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.4	47.7	68.5	15.6	1.6	82.8	79.4	71.1	84.9	85.0	1.0
LOS	F	D	E	B	A	F	E	E	F	F	A
Approach Delay		50.0		23.4			75.1			53.4	
Approach LOS		D		C			E			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 153 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 43.4	Intersection LOS: D
Intersection Capacity Utilization 97.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 102: Jim Moran Boulevard & Hillsboro Boulevard





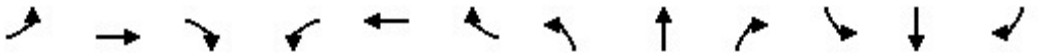
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	137	2792	368	1550	210	188	71	449	26	27	32
v/c Ratio	0.76	1.03	0.60	0.50	0.18	0.67	0.46	0.94	0.34	0.34	0.11
Control Delay	96.4	47.7	68.5	15.4	1.6	82.8	79.4	71.1	84.9	85.0	1.0
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.4	47.7	68.5	15.6	1.6	82.8	79.4	71.1	84.9	85.0	1.0
Queue Length 50th (ft)	150	~1143	185	250	11	100	72	351	28	29	0
Queue Length 95th (ft)	m168	#1342	244	341	26	141	125	#475	64	66	2
Internal Link Dist (ft)		2620		495			677			792	
Turn Bay Length (ft)	375		400		330	200		250	200		200
Base Capacity (vph)	271	2700	617	3120	1228	514	279	480	147	150	361
Starvation Cap Reductn	0	0	0	618	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	0.51	1.03	0.60	0.62	0.17	0.37	0.25	0.94	0.18	0.18	0.09

Intersection Summary

~ 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.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	2374	195	339	1426	193	173	65	413	37	12	29
Future Volume (vph)	126	2374	195	339	1426	193	173	65	413	37	12	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5022		3433	5085	1583	3433	1863	1571	1681	1725	1576
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5022		3433	5085	1583	3433	1863	1571	1681	1725	1576
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	2580	212	368	1550	210	188	71	449	40	13	32
RTOR Reduction (vph)	0	5	0	0	0	71	0	0	73	0	0	27
Lane Group Flow (vph)	137	2787	0	368	1550	139	188	71	376	26	27	5
Confl. Peds. (#/hr)							2					2
Confl. Bikes (#/hr)			2						3			
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	16.3	85.9		28.6	98.2	105.6	13.1	13.1	41.7	7.4	7.4	23.7
Effective Green, g (s)	16.3	85.9		28.6	98.2	105.6	13.1	13.1	41.7	7.4	7.4	23.7
Actuated g/C Ratio	0.10	0.54		0.18	0.61	0.66	0.08	0.08	0.26	0.05	0.05	0.15
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	180	2696		613	3120	1044	281	152	409	77	79	233
v/s Ratio Prot	0.08	c0.55		0.11	0.30	0.01	0.05	0.04	c0.16	0.02	c0.02	0.00
v/s Ratio Perm						0.08			0.08			0.00
v/c Ratio	0.76	1.03		0.60	0.50	0.13	0.67	0.47	0.92	0.34	0.34	0.02
Uniform Delay, d1	70.0	37.0		60.4	17.2	10.1	71.3	70.1	57.5	73.9	73.9	58.2
Progression Factor	1.17	0.64		1.08	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.2	22.8		1.1	0.5	0.0	4.6	0.8	24.8	1.0	0.9	0.0
Delay (s)	90.8	46.4		66.2	14.5	10.2	76.0	70.9	82.4	74.9	74.9	58.2
Level of Service	F	D		E	B	B	E	E	F	E	E	E
Approach Delay (s)		48.5			23.0			79.5			68.6	
Approach LOS		D			C			E			E	

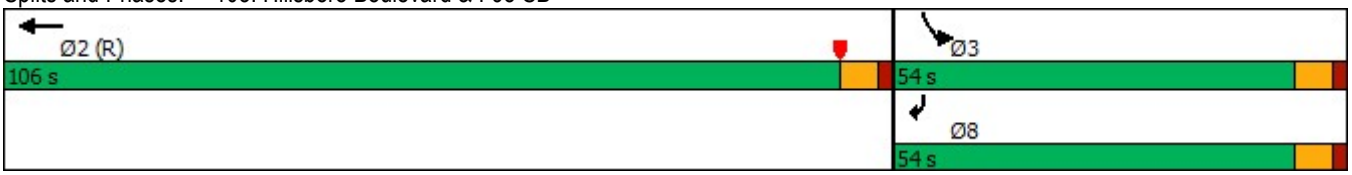
Intersection Summary			
HCM 2000 Control Delay	43.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	97.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SBL	SBR
Lane Configurations			
Traffic Volume (vph)	1174	470	526
Future Volume (vph)	1174	470	526
Turn Type	NA	Prot	Prot
Protected Phases	2	3	8
Permitted Phases			
Detector Phase	2	3	8
Switch Phase			
Minimum Initial (s)	12.0	6.0	6.0
Minimum Split (s)	33.5	24.5	24.5
Total Split (s)	106.0	54.0	54.0
Total Split (%)	66.3%	33.8%	33.8%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	100.4	46.6	46.6
Actuated g/C Ratio	0.63	0.29	0.29
v/c Ratio	0.39	0.97	0.62
Control Delay	15.3	88.3	40.0
Queue Delay	0.0	0.0	0.0
Total Delay	15.3	88.3	40.0
LOS	B	F	D
Approach Delay	15.3	62.8	
Approach LOS	B	E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 37.1	Intersection LOS: D
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Hillsboro Boulevard & I-95 SB

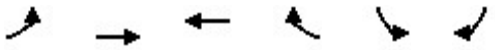




Lane Group	WBT	SBL	SBR
Lane Group Flow (vph)	1249	500	560
v/c Ratio	0.39	0.97	0.62
Control Delay	15.3	88.3	40.0
Queue Delay	0.0	0.0	0.0
Total Delay	15.3	88.3	40.0
Queue Length 50th (ft)	229	515	221
Queue Length 95th (ft)	260	#746	294
Internal Link Dist (ft)	1220	531	
Turn Bay Length (ft)			
Base Capacity (vph)	3191	525	920
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	47	0	1
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.40	0.95	0.61

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑		↰	↱↱
Traffic Volume (vph)	0	0	1174	0	470	526
Future Volume (vph)	0	0	1174	0	470	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.5		6.5	6.5
Lane Util. Factor			0.91		1.00	0.88
Frt			1.00		1.00	0.85
Flt Protected			1.00		0.95	1.00
Satd. Flow (prot)			5085		1770	2787
Flt Permitted			1.00		0.95	1.00
Satd. Flow (perm)			5085		1770	2787
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	1249	0	500	560
RTOR Reduction (vph)	0	0	0	0	0	94
Lane Group Flow (vph)	0	0	1249	0	500	466
Turn Type			NA		Prot	Prot
Protected Phases			2		3	8
Permitted Phases						
Actuated Green, G (s)			100.4		46.6	46.6
Effective Green, g (s)			100.4		46.6	46.6
Actuated g/C Ratio			0.63		0.29	0.29
Clearance Time (s)			6.5		6.5	6.5
Vehicle Extension (s)			3.0		2.5	2.5
Lane Grp Cap (vph)			3190		515	811
v/s Ratio Prot			c0.25		c0.28	0.17
v/s Ratio Perm						
v/c Ratio			0.39		0.97	0.58
Uniform Delay, d1			14.7		56.0	48.3
Progression Factor			1.00		1.00	1.00
Incremental Delay, d2			0.4		32.1	0.8
Delay (s)			15.1		88.2	49.1
Level of Service			B		F	D
Approach Delay (s)		0.0	15.1		67.5	
Approach LOS		A	B		E	

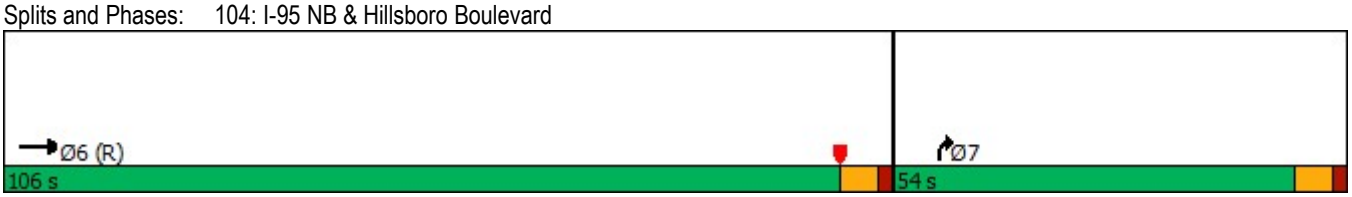
Intersection Summary			
HCM 2000 Control Delay	39.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

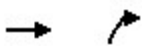
c Critical Lane Group

Lane Group	EBT	NBR
Lane Configurations		
Traffic Volume (vph)	1585	477
Future Volume (vph)	1585	477
Turn Type	NA	Prot
Protected Phases	6	7
Permitted Phases		
Detector Phase	6	7
Switch Phase		
Minimum Initial (s)	12.0	6.0
Minimum Split (s)	24.5	24.5
Total Split (s)	106.0	54.0
Total Split (%)	66.3%	33.8%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.5	6.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Max	None
Act Effct Green (s)	117.5	29.5
Actuated g/C Ratio	0.73	0.18
v/c Ratio	0.43	0.86
Control Delay	11.2	70.2
Queue Delay	0.0	0.0
Total Delay	11.2	70.2
LOS	B	E
Approach Delay	11.2	
Approach LOS	B	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2: and 6:EBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: I-95 NB & Hillsboro Boulevard





Lane Group	EBT	NBR
Lane Group Flow (vph)	1601	482
v/c Ratio	0.43	0.86
Control Delay	11.2	70.2
Queue Delay	0.0	0.0
Total Delay	11.2	70.2
Queue Length 50th (ft)	343	249
Queue Length 95th (ft)	m455	306
Internal Link Dist (ft)	1220	
Turn Bay Length (ft)		
Base Capacity (vph)	3733	868
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.43	0.56

Intersection Summary

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



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1585	0	0	0	0	477
Future Volume (vph)	1585	0	0	0	0	477
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5					6.5
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	1601	0	0	0	0	482
RTOR Reduction (vph)	0	0	0	0	0	48
Lane Group Flow (vph)	1601	0	0	0	0	434
Turn Type	NA					Prot
Protected Phases	6					7
Permitted Phases						
Actuated Green, G (s)	117.5					29.5
Effective Green, g (s)	117.5					29.5
Actuated g/C Ratio	0.73					0.18
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.5					2.0
Lane Grp Cap (vph)	3734					513
v/s Ratio Prot	c0.31					c0.16
v/s Ratio Perm						
v/c Ratio	0.43					0.85
Uniform Delay, d1	8.2					63.1
Progression Factor	1.23					1.00
Incremental Delay, d2	0.4					11.7
Delay (s)	10.5					74.8
Level of Service	B					E
Approach Delay (s)	10.5			0.0	74.8	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	262	1911	133	874	267	232	676	451	529
Future Volume (vph)	262	1911	133	874	267	232	676	451	529
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	1	6	5	2		7	4	3	8
Permitted Phases					2				
Detector Phase	1	6	5	2	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	8.0	4.0	8.0	8.0	4.0	6.0	4.0	8.0
Minimum Split (s)	20.0	43.5	10.5	43.5	43.5	10.5	38.0	10.5	38.0
Total Split (s)	20.0	73.0	20.0	73.0	73.0	29.0	38.0	29.0	38.0
Total Split (%)	12.5%	45.6%	12.5%	45.6%	45.6%	18.1%	23.8%	18.1%	23.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	14.1	71.9	10.2	68.1	68.1	14.9	29.4	22.4	36.9
Actuated g/C Ratio	0.09	0.45	0.06	0.43	0.43	0.09	0.18	0.14	0.23
v/c Ratio	0.88	0.95	0.62	0.41	0.35	0.74	0.88	0.96	0.56
Control Delay	100.0	52.9	71.2	53.0	30.2	84.5	73.8	99.5	54.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.0	52.9	71.2	53.0	30.2	84.5	73.8	99.5	54.6
LOS	F	D	E	D	C	F	E	F	D
Approach Delay		58.1		50.1			76.2		73.2
Approach LOS		E		D			E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 100 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 62.4	Intersection LOS: E
Intersection Capacity Utilization 96.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Military Trail & Hillsboro Boulevard



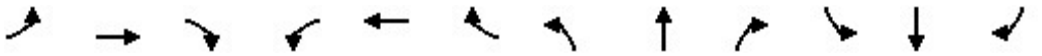


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	267	2157	136	892	272	237	819	460	651
v/c Ratio	0.88	0.95	0.62	0.41	0.35	0.74	0.88	0.96	0.56
Control Delay	100.0	52.9	71.2	53.0	30.2	84.5	73.8	99.5	54.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.0	52.9	71.2	53.0	30.2	84.5	73.8	99.5	54.6
Queue Length 50th (ft)	144	799	73	292	114	126	298	250	211
Queue Length 95th (ft)	#236	#967	110	367	239	170	352	#360	265
Internal Link Dist (ft)		751		2620			541		790
Turn Bay Length (ft)	260		160		130	300		310	
Base Capacity (vph)	303	2262	289	2162	787	482	991	482	1157
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.95	0.47	0.41	0.35	0.49	0.83	0.95	0.56

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: Military Trail & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	1911	203	133	874	267	232	676	126	451	529	109
Future Volume (veh/h)	262	1911	203	133	874	267	232	676	126	451	529	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	267	1950	207	136	892	272	237	690	129	460	540	111
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2178	229	179	2204	684	281	782	145	486	1022	206
Arrive On Green	0.08	0.46	0.46	0.02	0.14	0.14	0.08	0.18	0.18	0.14	0.24	0.24
Sat Flow, veh/h	3456	4691	494	3456	5106	1585	3456	4328	799	3456	4260	858
Grp Volume(v), veh/h	267	1411	746	136	892	272	237	541	278	460	429	222
Grp Sat Flow(s),veh/h/ln	1728	1702	1781	1728	1702	1585	1728	1702	1723	1728	1702	1713
Q Serve(g_s), s	12.3	60.7	61.8	6.3	25.4	25.0	10.8	24.8	25.2	21.1	17.5	18.1
Cycle Q Clear(g_c), s	12.3	60.7	61.8	6.3	25.4	25.0	10.8	24.8	25.2	21.1	17.5	18.1
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.46	1.00		0.50
Lane Grp Cap(c), veh/h	292	1580	827	179	2204	684	281	615	312	486	817	411
V/C Ratio(X)	0.92	0.89	0.90	0.76	0.40	0.40	0.84	0.88	0.89	0.95	0.53	0.54
Avail Cap(c_a), veh/h	292	1580	827	292	2204	684	486	670	339	486	817	411
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.7	39.2	39.5	77.6	49.9	49.7	72.5	63.8	64.0	68.2	52.9	53.1
Incr Delay (d2), s/veh	31.1	8.1	15.0	2.1	0.5	1.5	2.6	11.4	22.0	27.6	0.3	0.8
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	6.6	26.2	29.5	2.9	11.8	10.9	4.9	11.6	12.9	11.1	7.5	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.8	47.3	54.6	79.7	50.4	51.2	75.1	75.2	86.1	95.7	53.2	53.9
LnGrp LOS	F	D	D	E	D	D	E	E	F	F	D	D
Approach Vol, veh/h		2424			1300			1056			1111	
Approach Delay, s/veh		55.8			53.6			78.0			70.9	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	75.6	29.0	35.4	14.8	80.8	19.5	44.9
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	13.5	66.5	22.5	31.5	13.5	66.5	22.5	31.5
Max Q Clear Time (g_c+I1), s	14.3	27.4	23.1	27.2	8.3	63.8	12.8	20.1
Green Ext Time (p_c), s	0.0	7.9	0.0	1.5	0.1	2.4	0.2	2.1

Intersection Summary	
HCM 6th Ctrl Delay	62.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2003	57	0	2429	0	75
Future Vol, veh/h	2003	57	0	2429	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2201	63	0	2669	0	82

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1132
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	388
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	388
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	388	-	-	-
HCM Lane V/C Ratio	0.212	-	-	-
HCM Control Delay (s)	16.8	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	430	1559	138	93	1709	391	113	128	70	18	132
Future Volume (vph)	430	1559	138	93	1709	391	113	128	70	18	132
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	24.5	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	28.0	71.0	71.0	23.0	66.0	20.0	46.0	46.0	20.0	46.0	46.0
Total Split (%)	17.5%	44.4%	44.4%	14.4%	41.3%	12.5%	28.8%	28.8%	12.5%	28.8%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	27.6	96.5	96.5	12.7	81.7	29.3	15.6	15.6	21.9	11.8	11.8
Actuated g/C Ratio	0.17	0.60	0.60	0.08	0.51	0.18	0.10	0.10	0.14	0.07	0.07
v/c Ratio	0.77	0.54	0.15	0.70	0.76	1.62	0.65	0.49	0.37	0.14	0.57
Control Delay	72.3	20.6	5.7	99.1	29.8	335.5	86.3	15.8	57.5	68.2	18.7
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	72.3	20.6	5.7	99.1	29.8	335.5	86.3	15.8	57.5	68.2	18.7
LOS	E	C	A	F	C	F	F	B	E	E	B
Approach Delay		30.1			33.1		226.2			35.1	
Approach LOS		C			C		F			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 26 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.62	
Intersection Signal Delay: 56.7	Intersection LOS: E
Intersection Capacity Utilization 92.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard





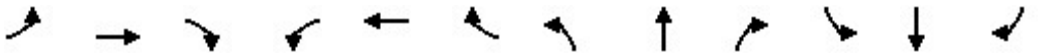
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	453	1641	145	98	1951	412	119	135	74	19	139
v/c Ratio	0.77	0.54	0.15	0.70	0.76	1.62	0.65	0.49	0.37	0.14	0.57
Control Delay	72.3	20.6	5.7	99.1	29.8	335.5	86.3	15.8	57.5	68.2	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.3	20.6	5.7	99.1	29.8	335.5	86.3	15.8	57.5	68.2	18.7
Queue Length 50th (ft)	236	349	16	103	681	~516	123	0	66	19	0
Queue Length 95th (ft)	293	489	58	m165	809	#653	189	66	108	46	67
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	591	3066	996	186	2569	254	465	491	245	465	500
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	0.77	0.54	0.15	0.53	0.76	1.62	0.26	0.27	0.30	0.04	0.28

Intersection Summary

~ 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.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	1559	138	93	1709	144	391	113	128	70	18	132
Future Volume (veh/h)	430	1559	138	93	1709	144	391	113	128	70	18	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	453	1641	145	98	1799	152	412	119	135	74	19	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	464	2994	929	117	2482	209	318	270	228	227	195	165
Arrive On Green	0.13	0.59	0.59	0.13	1.00	1.00	0.09	0.14	0.14	0.05	0.10	0.10
Sat Flow, veh/h	3456	5106	1585	1781	4798	404	1781	1870	1582	1781	1870	1580
Grp Volume(v), veh/h	453	1641	145	98	1275	676	412	119	135	74	19	139
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1798	1781	1870	1582	1781	1870	1580
Q Serve(g_s), s	20.9	31.3	6.7	8.6	0.0	0.0	14.0	9.3	12.8	5.9	1.5	13.8
Cycle Q Clear(g_c), s	20.9	31.3	6.7	8.6	0.0	0.0	14.0	9.3	12.8	5.9	1.5	13.8
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	2994	929	117	1761	930	318	270	228	227	195	165
V/C Ratio(X)	0.98	0.55	0.16	0.84	0.72	0.73	1.30	0.44	0.59	0.33	0.10	0.84
Avail Cap(c_a), veh/h	464	2994	929	184	1761	930	318	468	395	298	468	395
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.0	20.2	15.1	68.7	0.0	0.0	64.6	62.6	64.0	60.0	64.8	70.3
Incr Delay (d2), s/veh	35.2	0.7	0.4	7.5	1.9	3.7	155.0	0.4	0.9	0.3	0.1	4.4
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	11.4	12.1	2.6	3.9	0.5	0.9	20.0	4.5	5.2	2.7	0.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.2	20.9	15.4	76.2	1.9	3.7	219.6	63.0	65.0	60.4	64.9	74.7
LnGrp LOS	F	C	B	E	A	A	F	E	E	E	E	E
Approach Vol, veh/h		2239			2049			666			232	
Approach Delay, s/veh		37.4			6.0			160.3			69.3	
Approach LOS		D			A			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	89.3	13.6	29.1	17.0	100.3	20.0	22.7
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	21.5	59.5	14.0	40.0	16.5	64.5	14.0	40.0
Max Q Clear Time (g_c+I1), s	22.9	2.0	7.9	14.8	10.6	33.3	16.0	15.8
Green Ext Time (p_c), s	0.0	22.2	0.0	0.6	0.0	15.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	414	899	22	998	217	656	32	236	421
Future Volume (vph)	414	899	22	998	217	656	32	236	421
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	3	8	1
Permitted Phases			2		4		8		8
Detector Phase	1	6	5	2	7	4	3	8	1
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0	5.0
Minimum Split (s)	11.5	36.5	11.5	36.5	10.5	39.5	10.5	41.5	11.5
Total Split (s)	22.0	69.0	22.0	69.0	24.0	45.0	24.0	45.0	22.0
Total Split (%)	13.8%	43.1%	13.8%	43.1%	15.0%	28.1%	15.0%	28.1%	13.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	24.0	85.5	68.1	62.5	54.0	43.2	36.9	30.5	54.5
Actuated g/C Ratio	0.15	0.53	0.43	0.39	0.34	0.27	0.23	0.19	0.34
v/c Ratio	0.85	0.42	0.10	0.59	0.61	0.85	0.27	0.37	0.76
Control Delay	67.3	46.3	19.0	39.6	46.7	63.8	38.7	56.6	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	46.3	19.0	39.6	46.7	63.8	38.7	56.6	43.8
LOS	E	D	B	D	D	E	D	E	D
Approach Delay		52.2		39.2		60.0		48.0	
Approach LOS		D		D		E		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 132 (83%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 49.9	Intersection LOS: D
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 107: S. Dixie Highway & Hillsboro Boulevard

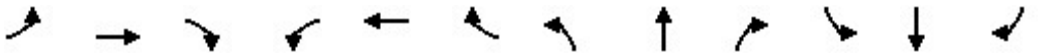




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	440	1117	23	1157	231	801	34	251	448
v/c Ratio	0.85	0.42	0.10	0.59	0.61	0.85	0.27	0.37	0.76
Control Delay	67.3	46.3	19.0	39.6	46.7	63.8	38.7	56.6	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	46.3	19.0	39.6	46.7	63.8	38.7	56.6	43.8
Queue Length 50th (ft)	240	433	10	346	180	414	23	120	327
Queue Length 95th (ft)	#426	478	27	396	244	481	47	157	464
Internal Link Dist (ft)		2890		691		540		364	
Turn Bay Length (ft)	170		180		225		270		120
Base Capacity (vph)	515	2664	348	1969	379	950	248	851	589
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.42	0.07	0.59	0.61	0.84	0.14	0.29	0.76

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	414	899	151	22	998	89	217	656	97	32	236	421
Future Volume (veh/h)	414	899	151	22	998	89	217	656	97	32	236	421
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	440	956	161	23	1062	95	231	698	103	34	251	448
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2061	346	217	1871	167	374	1015	150	172	855	530
Arrive On Green	0.03	0.15	0.15	0.02	0.39	0.39	0.11	0.33	0.33	0.02	0.24	0.24
Sat Flow, veh/h	3456	4393	737	1781	4771	426	1781	3100	457	1781	3554	1563
Grp Volume(v), veh/h	440	740	377	23	757	400	231	400	401	34	251	448
Grp Sat Flow(s),veh/h/ln	1728	1702	1727	1781	1702	1794	1781	1777	1781	1781	1777	1563
Q Serve(g_s), s	15.5	31.7	31.8	1.2	27.8	27.9	15.2	31.2	31.3	2.3	9.2	38.5
Cycle Q Clear(g_c), s	15.5	31.7	31.8	1.2	27.8	27.9	15.2	31.2	31.3	2.3	9.2	38.5
Prop In Lane	1.00		0.43	1.00		0.24	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	335	1597	810	217	1335	703	374	582	583	172	855	530
V/C Ratio(X)	1.31	0.46	0.47	0.11	0.57	0.57	0.62	0.69	0.69	0.20	0.29	0.85
Avail Cap(c_a), veh/h	335	1597	810	354	1335	703	376	582	583	329	855	530
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.4	49.3	49.3	29.2	38.0	38.0	38.1	46.7	46.7	45.5	49.6	49.2
Incr Delay (d2), s/veh	158.3	0.8	1.6	0.1	1.8	3.3	2.2	3.2	3.2	0.2	0.1	11.8
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	14.6	14.7	15.2	0.5	11.7	12.7	6.9	14.2	14.3	1.0	4.1	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	235.8	50.1	51.0	29.3	39.8	41.3	40.3	49.9	49.9	45.7	49.8	61.0
LnGrp LOS	F	D	D	C	D	D	D	D	D	D	D	E
Approach Vol, veh/h		1557			1180			1032			733	
Approach Delay, s/veh		102.8			40.1			47.7			56.5	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	69.3	9.9	58.9	9.7	81.6	23.7	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.5	62.5	17.5	38.5	15.5	62.5	17.5	38.5
Max Q Clear Time (g_c+I1), s	17.5	29.9	4.3	33.3	3.2	33.8	17.2	40.5
Green Ext Time (p_c), s	0.0	8.4	0.0	1.9	0.0	7.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	66.2
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	622	47	48	193	4	18	0	18	12	0	10
Future Vol, veh/h	14	622	47	48	193	4	18	0	18	12	0	10
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	120	-	-	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	723	55	56	224	5	21	0	21	14	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	779	0	0	1008	1125	390	733	1150	115
Stage 1	-	-	-	-	-	-	784	784	-	339	339	-
Stage 2	-	-	-	-	-	-	224	341	-	394	811	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1336	-	-	834	-	-	345	204	793	468	197	990
Stage 1	-	-	-	-	-	-	442	402	-	716	638	-
Stage 2	-	-	-	-	-	-	758	637	-	602	391	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1336	-	-	833	-	-	320	188	792	428	181	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	320	188	-	428	181	-
Stage 1	-	-	-	-	-	-	436	397	-	707	595	-
Stage 2	-	-	-	-	-	-	699	594	-	579	386	-

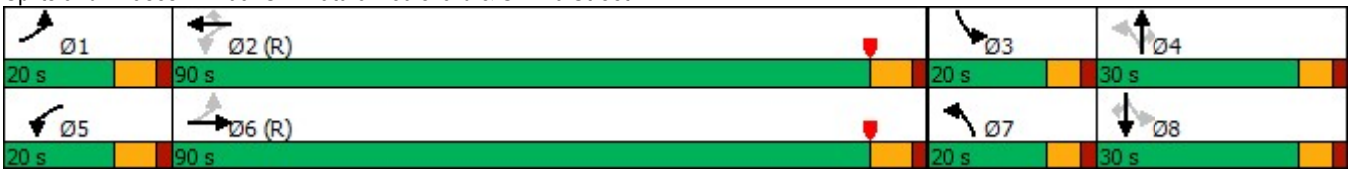
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	13.4	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	320	792	1336	-	-	833	-	-	577
HCM Lane V/C Ratio	0.065	0.026	0.012	-	-	0.067	-	-	0.044
HCM Control Delay (s)	17	9.7	7.7	-	-	9.6	-	-	11.5
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.2	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	175	1163	118	1167	108	264	85	151	131	92	323
Future Volume (vph)	175	1163	118	1167	108	264	85	151	131	92	323
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	90.0	20.0	90.0	90.0	20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	12.5%	56.3%	12.5%	56.3%	56.3%	12.5%	18.8%	18.8%	12.5%	18.8%	18.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	99.8	89.3	96.0	87.4	87.4	37.4	23.4	23.4	34.7	22.1	22.1
Actuated g/C Ratio	0.62	0.56	0.60	0.55	0.55	0.23	0.15	0.15	0.22	0.14	0.14
v/c Ratio	0.69	0.53	0.59	0.46	0.13	0.92	0.18	0.45	0.45	0.39	0.96
Control Delay	25.0	23.1	22.8	23.3	4.2	89.1	60.5	12.0	52.1	66.9	71.8
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	25.0	23.1	22.8	23.3	4.2	89.1	60.5	12.0	52.1	66.9	71.8
LOS	C	C	C	C	A	F	E	B	D	E	E
Approach Delay		23.3		21.7			60.9			66.3	
Approach LOS		C		C			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 33.4	Intersection LOS: C
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: SW Natura Boulevard & SW 10 Street



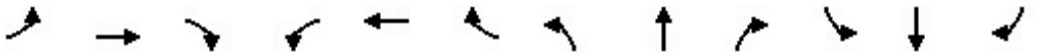


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	192	1487	130	1282	119	290	93	166	144	101	355
v/c Ratio	0.69	0.53	0.59	0.46	0.13	0.92	0.18	0.45	0.45	0.39	0.96
Control Delay	25.0	23.1	22.8	23.3	4.2	89.1	60.5	12.0	52.1	66.9	71.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	23.1	22.8	23.3	4.2	89.1	60.5	12.0	52.1	66.9	71.8
Queue Length 50th (ft)	76	351	50	300	5	265	45	0	120	96	200
Queue Length 95th (ft)	113	415	79	350	39	#454	74	71	186	159	#398
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	306	2791	268	2777	914	314	534	376	332	279	386
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	0.63	0.53	0.49	0.46	0.13	0.92	0.17	0.44	0.43	0.36	0.92

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: SW Natura Boulevard & SW 10 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1163	190	118	1167	108	264	85	151	131	92	323
Future Volume (veh/h)	175	1163	190	118	1167	108	264	85	151	131	92	323
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	1278	209	130	1282	119	290	93	166	144	101	355
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	2452	401	258	2751	854	296	559	248	338	281	237
Arrive On Green	0.06	0.55	0.55	0.05	0.54	0.54	0.09	0.16	0.16	0.08	0.15	0.15
Sat Flow, veh/h	1781	4421	723	1781	5106	1585	1781	3554	1579	1781	1870	1579
Grp Volume(v), veh/h	192	984	503	130	1282	119	290	93	166	144	101	355
Grp Sat Flow(s),veh/h/ln	1781	1702	1740	1781	1702	1585	1781	1777	1579	1781	1870	1579
Q Serve(g_s), s	7.7	29.0	29.0	5.2	24.7	6.0	14.0	3.6	15.8	10.8	7.8	24.0
Cycle Q Clear(g_c), s	7.7	29.0	29.0	5.2	24.7	6.0	14.0	3.6	15.8	10.8	7.8	24.0
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	1888	965	258	2751	854	296	559	248	338	281	237
V/C Ratio(X)	0.64	0.52	0.52	0.50	0.47	0.14	0.98	0.17	0.67	0.43	0.36	1.50
Avail Cap(c_a), veh/h	338	1888	965	322	2751	854	296	559	248	351	281	237
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	18.2	22.3	22.3	18.4	22.7	18.4	60.7	58.3	63.5	51.6	61.1	68.0
Incr Delay (d2), s/veh	2.1	1.0	2.0	0.6	0.6	0.3	46.8	0.1	5.5	0.3	0.3	245.5
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	3.4	12.0	12.5	2.2	10.2	2.3	9.0	1.7	6.8	4.9	3.7	25.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	23.4	24.3	18.9	23.3	18.7	107.5	58.4	69.0	51.9	61.4	313.5
LnGrp LOS	C	C	C	B	C	B	F	E	E	D	E	F
Approach Vol, veh/h		1679			1531			549			600	
Approach Delay, s/veh		23.3			22.6			87.5			208.3	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	93.2	18.8	31.2	14.3	95.7	20.0	30.0
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	83.0	14.0	24.0	13.0	83.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	9.7	26.7	12.8	17.8	7.2	31.0	16.0	26.0
Green Ext Time (p_c), s	0.1	14.2	0.0	0.3	0.0	15.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.6
HCM 6th LOS	E

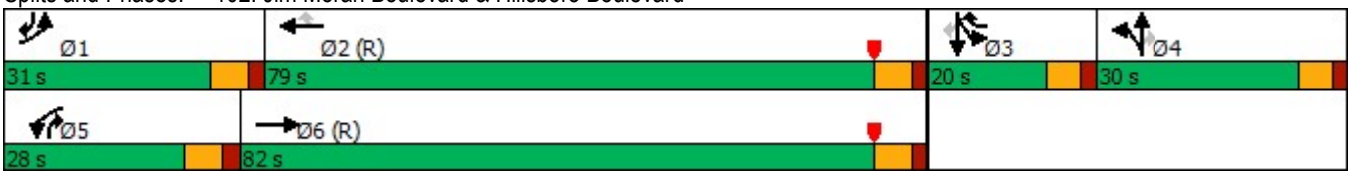
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	126	2387	339	1451	193	173	65	413	37	12	29
Future Volume (vph)	126	2387	339	1451	193	173	65	413	37	12	29
Turn Type	Prot	NA	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	5	2	3	4	4	5	3	3	1
Permitted Phases					2			4			3
Detector Phase	1	6	5	2	3	4	4	5	3	3	1
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0
Minimum Split (s)	11.5	35.5	11.5	35.5	20.0	30.0	30.0	11.5	20.0	20.0	11.5
Total Split (s)	31.0	82.0	28.0	79.0	20.0	30.0	30.0	28.0	20.0	20.0	31.0
Total Split (%)	19.4%	51.3%	17.5%	49.4%	12.5%	18.8%	18.8%	17.5%	12.5%	12.5%	19.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0	4.5
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)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	16.3	85.8	28.6	98.2	112.1	13.1	13.1	41.3	7.4	7.4	23.2
Actuated g/C Ratio	0.10	0.54	0.18	0.61	0.70	0.08	0.08	0.26	0.05	0.05	0.14
v/c Ratio	0.76	1.04	0.60	0.51	0.18	0.67	0.46	0.94	0.34	0.34	0.11
Control Delay	96.0	49.5	68.4	15.6	1.5	82.8	79.4	71.1	84.9	85.0	1.0
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.0	49.5	68.4	15.8	1.5	82.8	79.4	71.1	84.9	85.0	1.0
LOS	F	D	E	B	A	F	E	E	F	F	A
Approach Delay		51.7		23.4			75.1			53.4	
Approach LOS		D		C			E			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 153 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 44.1	Intersection LOS: D
Intersection Capacity Utilization 98.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 102: Jim Moran Boulevard & Hillsboro Boulevard





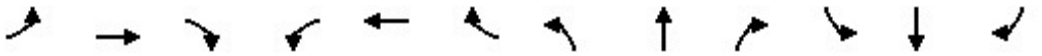
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	137	2807	368	1577	210	188	71	449	26	27	32
v/c Ratio	0.76	1.04	0.60	0.51	0.18	0.67	0.46	0.94	0.34	0.34	0.11
Control Delay	96.0	49.5	68.4	15.6	1.5	82.8	79.4	71.1	84.9	85.0	1.0
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.0	49.5	68.4	15.8	1.5	82.8	79.4	71.1	84.9	85.0	1.0
Queue Length 50th (ft)	150	~1154	185	256	11	100	72	351	28	29	0
Queue Length 95th (ft)	m167	#1353	243	365	26	141	125	#475	64	66	2
Internal Link Dist (ft)		2620		495			677			792	
Turn Bay Length (ft)	375		400		330	200		250	200		200
Base Capacity (vph)	271	2700	617	3120	1228	514	279	480	147	150	361
Starvation Cap Reductn	0	0	0	606	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	0.51	1.04	0.60	0.63	0.17	0.37	0.25	0.94	0.18	0.18	0.09

Intersection Summary

~ 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.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	2387	195	339	1451	193	173	65	413	37	12	29
Future Volume (vph)	126	2387	195	339	1451	193	173	65	413	37	12	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5023		3433	5085	1583	3433	1863	1571	1681	1725	1576
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5023		3433	5085	1583	3433	1863	1571	1681	1725	1576
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	2595	212	368	1577	210	188	71	449	40	13	32
RTOR Reduction (vph)	0	5	0	0	0	71	0	0	73	0	0	27
Lane Group Flow (vph)	137	2802	0	368	1577	139	188	71	376	26	27	5
Confl. Peds. (#/hr)							2					2
Confl. Bikes (#/hr)			2						3			
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	16.3	85.9		28.6	98.2	105.6	13.1	13.1	41.7	7.4	7.4	23.7
Effective Green, g (s)	16.3	85.9		28.6	98.2	105.6	13.1	13.1	41.7	7.4	7.4	23.7
Actuated g/C Ratio	0.10	0.54		0.18	0.61	0.66	0.08	0.08	0.26	0.05	0.05	0.15
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	180	2696		613	3120	1044	281	152	409	77	79	233
v/s Ratio Prot	0.08	c0.56		0.11	0.31	0.01	0.05	0.04	c0.16	0.02	c0.02	0.00
v/s Ratio Perm						0.08			0.08			0.00
v/c Ratio	0.76	1.04		0.60	0.51	0.13	0.67	0.47	0.92	0.34	0.34	0.02
Uniform Delay, d1	70.0	37.0		60.4	17.3	10.1	71.3	70.1	57.5	73.9	73.9	58.2
Progression Factor	1.16	0.63		1.08	0.81	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.0	24.6		1.1	0.6	0.0	4.6	0.8	24.8	1.0	0.9	0.0
Delay (s)	90.5	48.1		66.1	14.6	10.1	76.0	70.9	82.4	74.9	74.9	58.2
Level of Service	F	D		E	B	B	E	E	F	E	E	E
Approach Delay (s)		50.1			23.0			79.5			68.6	
Approach LOS		D			C			E			E	

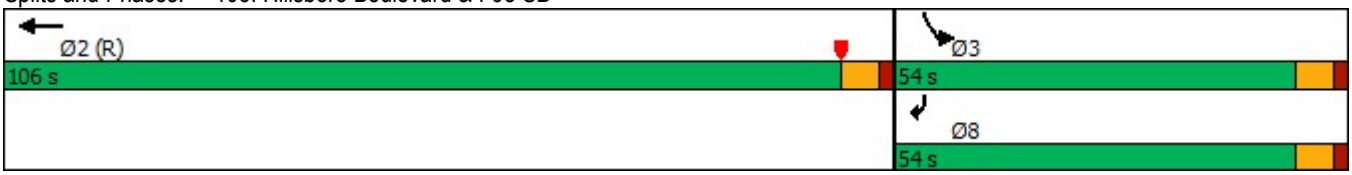
Intersection Summary			
HCM 2000 Control Delay	44.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	98.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SBL	SBR
Lane Configurations			
Traffic Volume (vph)	1174	477	526
Future Volume (vph)	1174	477	526
Turn Type	NA	Prot	Prot
Protected Phases	2	3	8
Permitted Phases			
Detector Phase	2	3	8
Switch Phase			
Minimum Initial (s)	12.0	6.0	6.0
Minimum Split (s)	33.5	24.5	24.5
Total Split (s)	106.0	54.0	54.0
Total Split (%)	66.3%	33.8%	33.8%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	100.1	46.9	46.9
Actuated g/C Ratio	0.63	0.29	0.29
v/c Ratio	0.39	0.98	0.62
Control Delay	15.4	89.8	39.8
Queue Delay	0.0	0.0	0.0
Total Delay	15.4	89.8	39.8
LOS	B	F	D
Approach Delay	15.4	63.6	
Approach LOS	B	E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 37.6	Intersection LOS: D
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Hillsboro Boulevard & I-95 SB

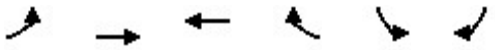




Lane Group	WBT	SBL	SBR
Lane Group Flow (vph)	1249	507	560
v/c Ratio	0.39	0.98	0.62
Control Delay	15.4	89.8	39.8
Queue Delay	0.0	0.0	0.0
Total Delay	15.4	89.8	39.8
Queue Length 50th (ft)	229	526	221
Queue Length 95th (ft)	260	#764	294
Internal Link Dist (ft)	1220	531	
Turn Bay Length (ft)			
Base Capacity (vph)	3182	525	920
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	56	0	1
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.40	0.97	0.61

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑		↰	↱↱
Traffic Volume (vph)	0	0	1174	0	477	526
Future Volume (vph)	0	0	1174	0	477	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.5		6.5	6.5
Lane Util. Factor			0.91		1.00	0.88
Frt			1.00		1.00	0.85
Flt Protected			1.00		0.95	1.00
Satd. Flow (prot)			5085		1770	2787
Flt Permitted			1.00		0.95	1.00
Satd. Flow (perm)			5085		1770	2787
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	1249	0	507	560
RTOR Reduction (vph)	0	0	0	0	0	93
Lane Group Flow (vph)	0	0	1249	0	507	467
Turn Type			NA		Prot	Prot
Protected Phases			2		3	8
Permitted Phases						
Actuated Green, G (s)			100.1		46.9	46.9
Effective Green, g (s)			100.1		46.9	46.9
Actuated g/C Ratio			0.63		0.29	0.29
Clearance Time (s)			6.5		6.5	6.5
Vehicle Extension (s)			3.0		2.5	2.5
Lane Grp Cap (vph)			3181		518	816
v/s Ratio Prot			c0.25		c0.29	0.17
v/s Ratio Perm						
v/c Ratio			0.39		0.98	0.57
Uniform Delay, d1			14.9		56.1	48.0
Progression Factor			1.00		1.00	1.00
Incremental Delay, d2			0.4		33.7	0.8
Delay (s)			15.2		89.7	48.8
Level of Service			B		F	D
Approach Delay (s)		0.0	15.2		68.3	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	39.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	NBR
Lane Configurations		
Traffic Volume (vph)	1605	484
Future Volume (vph)	1605	484
Turn Type	NA	Prot
Protected Phases	6	7
Permitted Phases		
Detector Phase	6	7
Switch Phase		
Minimum Initial (s)	12.0	6.0
Minimum Split (s)	24.5	24.5
Total Split (s)	106.0	54.0
Total Split (%)	66.3%	33.8%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.5	6.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Max	None
Act Effct Green (s)	117.0	30.0
Actuated g/C Ratio	0.73	0.19
v/c Ratio	0.44	0.86
Control Delay	11.6	70.4
Queue Delay	0.0	0.0
Total Delay	11.6	70.4
LOS	B	E
Approach Delay	11.6	
Approach LOS	B	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 14 (9%), Referenced to phase 2: and 6:EBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 25.2	Intersection LOS: C
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: I-95 NB & Hillsboro Boulevard



Lane Group	EBT	NBR
Lane Group Flow (vph)	1621	489
v/c Ratio	0.44	0.86
Control Delay	11.6	70.4
Queue Delay	0.0	0.0
Total Delay	11.6	70.4
Queue Length 50th (ft)	357	254
Queue Length 95th (ft)	m462	312
Internal Link Dist (ft)	1220	
Turn Bay Length (ft)		
Base Capacity (vph)	3717	867
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.44	0.56

Intersection Summary

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



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1605	0	0	0	0	484
Future Volume (vph)	1605	0	0	0	0	484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5					6.5
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	1621	0	0	0	0	489
RTOR Reduction (vph)	0	0	0	0	0	46
Lane Group Flow (vph)	1621	0	0	0	0	443
Turn Type	NA					Prot
Protected Phases	6					7
Permitted Phases						
Actuated Green, G (s)	117.0					30.0
Effective Green, g (s)	117.0					30.0
Actuated g/C Ratio	0.73					0.19
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.5					2.0
Lane Grp Cap (vph)	3718					522
v/s Ratio Prot	c0.32					c0.16
v/s Ratio Perm						
v/c Ratio	0.44					0.85
Uniform Delay, d1	8.5					62.8
Progression Factor	1.24					1.00
Incremental Delay, d2	0.4					11.7
Delay (s)	10.9					74.5
Level of Service	B					E
Approach Delay (s)	10.9			0.0	74.5	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	632	245	4
Future Vol, veh/h	0	3	0	632	245	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	687	266	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	133	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	940	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	940	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	940	-	-
HCM Lane V/C Ratio	-	0.003	-	-
HCM Control Delay (s)	-	8.8	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	3	2	624	244	4
Future Vol, veh/h	8	3	2	624	244	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	3	2	678	265	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	608	133	269	0	-	0
Stage 1	265	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	5.5	4.5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	536	976	1292	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	535	976	1292	-	-	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	690	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	610	-	-
HCM Lane V/C Ratio	0.002	-	0.02	-	-
HCM Control Delay (s)	7.8	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	368	546	4
Future Vol, veh/h	0	1	0	368	546	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	0	400	593	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	299	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	786	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	786	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

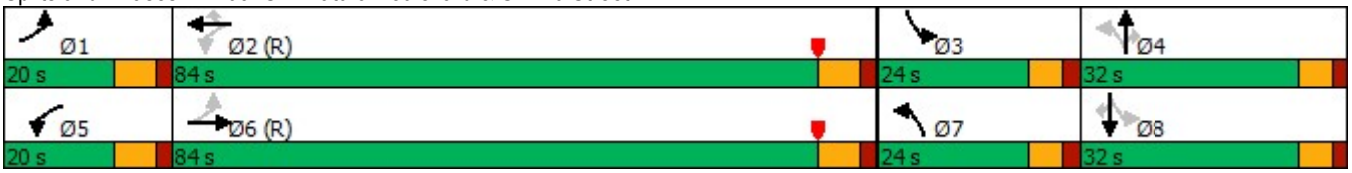
Approach	EB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	786	-	-
HCM Lane V/C Ratio	-	0.001	-	-
HCM Control Delay (s)	-	9.6	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	175	1163	118	1167	108	264	85	151	131	92	323
Future Volume (vph)	175	1163	118	1167	108	264	85	151	131	92	323
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	84.0	20.0	84.0	84.0	24.0	32.0	32.0	24.0	32.0	32.0
Total Split (%)	12.5%	52.5%	12.5%	52.5%	52.5%	15.0%	20.0%	20.0%	15.0%	20.0%	20.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	95.8	84.9	92.1	83.1	83.1	43.7	26.3	26.3	35.8	22.0	22.0
Actuated g/C Ratio	0.60	0.53	0.58	0.52	0.52	0.27	0.16	0.16	0.22	0.14	0.14
v/c Ratio	0.71	0.56	0.61	0.49	0.14	0.82	0.16	0.42	0.44	0.39	0.95
Control Delay	29.8	26.5	26.2	26.4	4.9	68.2	57.7	11.0	47.9	66.3	68.7
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	29.8	26.5	26.2	26.4	4.9	68.2	57.7	11.0	47.9	66.3	68.7
LOS	C	C	C	C	A	E	E	B	D	E	E
Approach Delay		26.9		24.7			49.1			63.3	
Approach LOS		C		C			D			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 33.9	Intersection LOS: C
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: SW Natura Boulevard & SW 10 Street



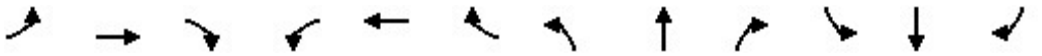


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	192	1487	130	1282	119	290	93	166	144	101	355
v/c Ratio	0.71	0.56	0.61	0.49	0.14	0.82	0.16	0.42	0.44	0.39	0.95
Control Delay	29.8	26.5	26.2	26.4	4.9	68.2	57.7	11.0	47.9	66.3	68.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	26.5	26.2	26.4	4.9	68.2	57.7	11.0	47.9	66.3	68.7
Queue Length 50th (ft)	85	382	55	327	5	252	43	0	114	95	192
Queue Length 95th (ft)	134	457	88	380	42	#382	73	70	176	157	#371
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	293	2655	257	2640	874	355	602	403	376	302	407
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	0.66	0.56	0.51	0.49	0.14	0.82	0.15	0.41	0.38	0.33	0.87

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: SW Natura Boulevard & SW 10 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1163	190	118	1167	108	264	85	151	131	92	323
Future Volume (veh/h)	175	1163	190	118	1167	108	264	85	151	131	92	323
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	1278	209	130	1282	119	290	93	166	144	101	355
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	2273	372	243	2537	788	353	695	309	368	304	257
Arrive On Green	0.07	0.51	0.51	0.05	0.50	0.50	0.11	0.20	0.20	0.08	0.16	0.16
Sat Flow, veh/h	1781	4421	723	1781	5106	1585	1781	3554	1580	1781	1870	1579
Grp Volume(v), veh/h	192	984	503	130	1282	119	290	93	166	144	101	355
Grp Sat Flow(s),veh/h/ln	1781	1702	1740	1781	1702	1585	1781	1777	1580	1781	1870	1579
Q Serve(g_s), s	8.5	31.6	31.6	5.7	27.0	6.5	18.0	3.5	15.1	10.7	7.6	26.0
Cycle Q Clear(g_c), s	8.5	31.6	31.6	5.7	27.0	6.5	18.0	3.5	15.1	10.7	7.6	26.0
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	1750	895	243	2537	788	353	695	309	368	304	257
V/C Ratio(X)	0.67	0.56	0.56	0.53	0.51	0.15	0.82	0.13	0.54	0.39	0.33	1.38
Avail Cap(c_a), veh/h	316	1750	895	302	2537	788	353	695	309	427	304	257
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	21.7	26.6	26.6	22.0	27.0	21.9	51.7	53.2	57.8	50.0	59.3	67.0
Incr Delay (d2), s/veh	3.4	1.3	2.6	0.7	0.7	0.4	13.6	0.0	1.0	0.3	0.2	194.9
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	3.8	13.3	13.9	2.5	11.3	2.6	3.8	1.6	6.2	4.8	3.7	24.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	27.9	29.1	22.6	27.8	22.3	65.3	53.2	58.8	50.3	59.6	261.9
LnGrp LOS	C	C	C	C	C	C	E	D	E	D	E	F
Approach Vol, veh/h		1679			1531			549			600	
Approach Delay, s/veh		27.9			26.9			61.3			177.1	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	86.5	18.7	37.3	14.7	89.3	24.0	32.0
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	77.0	18.0	26.0	13.0	77.0	18.0	26.0
Max Q Clear Time (g_c+I1), s	10.5	29.0	12.7	17.1	7.7	33.6	20.0	28.0
Green Ext Time (p_c), s	0.0	13.8	0.1	0.4	0.0	15.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

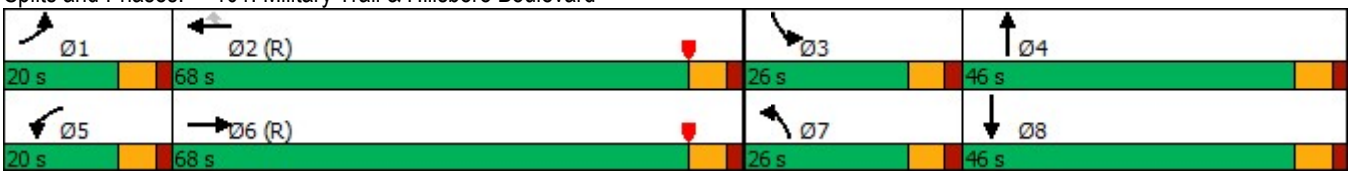
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	253	1140	146	1521	277	296	670	306	572
Future Volume (vph)	253	1140	146	1521	277	296	670	306	572
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	1	6	5	2		7	4	3	8
Permitted Phases					2				
Detector Phase	1	6	5	2	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	8.0	4.0	8.0	8.0	4.0	6.0	4.0	8.0
Minimum Split (s)	20.0	43.5	10.5	43.5	43.5	10.5	46.0	10.5	46.0
Total Split (s)	20.0	68.0	20.0	68.0	68.0	26.0	46.0	26.0	46.0
Total Split (%)	12.5%	42.5%	12.5%	42.5%	42.5%	16.3%	28.8%	16.3%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	15.0	73.0	10.7	68.7	68.7	17.2	32.9	17.5	33.2
Actuated g/C Ratio	0.09	0.46	0.07	0.43	0.43	0.11	0.21	0.11	0.21
v/c Ratio	0.80	0.58	0.65	0.71	0.38	0.82	0.76	0.83	0.85
Control Delay	88.9	34.3	73.6	44.0	21.7	88.0	63.5	89.0	63.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.9	34.3	73.6	44.0	21.7	88.0	63.5	89.0	63.4
LOS	F	C	E	D	C	F	E	F	E
Approach Delay		43.2		43.0			70.3		70.0
Approach LOS		D		D			E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 53.7	Intersection LOS: D
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Military Trail & Hillsboro Boulevard



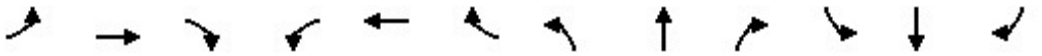


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	258	1332	149	1552	283	302	789	312	900
v/c Ratio	0.80	0.58	0.65	0.71	0.38	0.82	0.76	0.83	0.85
Control Delay	88.9	34.3	73.6	44.0	21.7	88.0	63.5	89.0	63.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.9	34.3	73.6	44.0	21.7	88.0	63.5	89.0	63.4
Queue Length 50th (ft)	136	371	73	596	182	161	283	166	308
Queue Length 95th (ft)	#223	476	110	659	288	214	316	221	345
Internal Link Dist (ft)		751		2620			541		790
Turn Bay Length (ft)	260		160		130	300		310	
Base Capacity (vph)	326	2286	289	2182	744	418	1240	418	1249
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.58	0.52	0.71	0.38	0.72	0.64	0.75	0.72

Intersection Summary

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

HCM 6th Signalized Intersection Summary
101: Military Trail & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	1140	166	146	1521	277	296	670	103	306	572	310
Future Volume (veh/h)	253	1140	166	146	1521	277	296	670	103	306	572	310
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	1163	169	149	1552	283	302	684	105	312	584	316
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2078	302	191	2207	685	344	974	148	354	753	350
Arrive On Green	0.08	0.46	0.46	0.07	0.57	0.57	0.10	0.22	0.22	0.10	0.22	0.22
Sat Flow, veh/h	3456	4503	654	3456	5106	1585	3456	4463	677	3456	3404	1581
Grp Volume(v), veh/h	258	879	453	149	1552	283	302	520	269	312	584	316
Grp Sat Flow(s),veh/h/ln	1728	1702	1753	1728	1702	1585	1728	1702	1736	1728	1702	1581
Q Serve(g_s), s	11.8	30.0	30.0	6.8	34.7	15.9	13.8	22.5	23.0	14.3	25.8	31.1
Cycle Q Clear(g_c), s	11.8	30.0	30.0	6.8	34.7	15.9	13.8	22.5	23.0	14.3	25.8	31.1
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	292	1571	809	191	2207	685	344	743	379	354	753	350
V/C Ratio(X)	0.88	0.56	0.56	0.78	0.70	0.41	0.88	0.70	0.71	0.88	0.78	0.90
Avail Cap(c_a), veh/h	292	1571	809	292	2207	685	421	840	429	421	840	390
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.5	31.3	31.3	73.2	26.7	22.7	71.1	57.7	57.8	70.8	58.6	60.7
Incr Delay (d2), s/veh	25.2	1.4	2.8	2.3	1.4	1.3	14.2	1.7	3.6	15.3	3.5	21.1
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	6.2	12.4	13.1	3.0	12.6	5.6	6.7	9.8	10.4	7.0	11.4	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.6	32.7	34.1	75.5	28.0	24.0	85.3	59.3	61.4	86.2	62.1	81.8
LnGrp LOS	F	C	C	E	C	C	F	E	E	F	E	F
Approach Vol, veh/h		1590			1984			1091			1212	
Approach Delay, s/veh		43.6			31.0			67.0			73.4	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	75.7	22.9	41.4	15.3	80.3	22.4	41.9
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	13.5	61.5	19.5	39.5	13.5	61.5	19.5	39.5
Max Q Clear Time (g_c+I1), s	13.8	36.7	16.3	25.0	8.8	32.0	15.8	33.1
Green Ext Time (p_c), s	0.0	13.2	0.1	2.8	0.1	10.0	0.2	2.2

Intersection Summary	
HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1971	23	0	2412	0	22
Future Vol, veh/h	1971	23	0	2412	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2075	24	0	2539	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1050
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	415
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	415
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

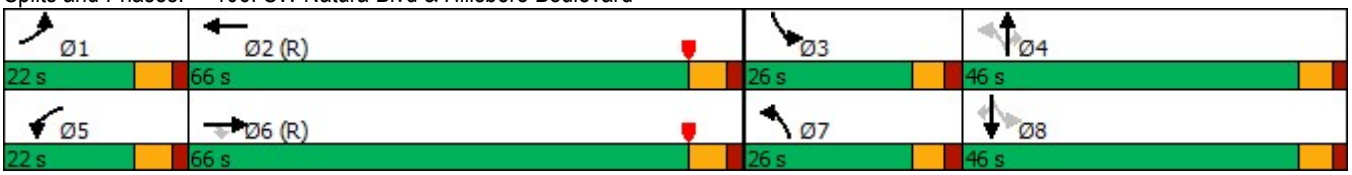
Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	415	-	-	-
HCM Lane V/C Ratio	0.056	-	-	-
HCM Control Delay (s)	14.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	153	1590	235	129	1829	173	16	98	118	35	344
Future Volume (vph)	153	1590	235	129	1829	173	16	98	118	35	344
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	22.0	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	22.0	66.0	66.0	22.0	66.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	13.8%	41.3%	41.3%	13.8%	41.3%	16.3%	28.8%	28.8%	16.3%	28.8%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	12.2	82.5	82.5	17.6	88.0	38.8	20.8	20.8	30.9	16.9	16.9
Actuated g/C Ratio	0.08	0.52	0.52	0.11	0.55	0.24	0.13	0.13	0.19	0.11	0.11
v/c Ratio	0.64	0.67	0.30	0.73	0.74	0.56	0.07	0.36	0.43	0.19	0.92
Control Delay	69.1	40.5	23.2	100.9	25.8	54.0	56.6	12.1	50.2	63.1	46.8
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	69.1	40.5	23.2	100.9	25.8	54.0	56.6	12.1	50.2	63.1	46.8
LOS	E	D	C	F	C	D	E	B	D	E	D
Approach Delay		40.7			30.6		39.9			48.8	
Approach LOS		D			C		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 22 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 37.2	Intersection LOS: D
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard



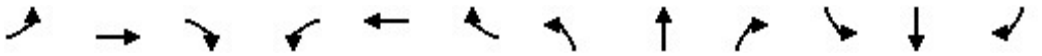


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	168	1747	258	142	2072	190	18	108	130	38	378
v/c Ratio	0.64	0.67	0.30	0.73	0.74	0.56	0.07	0.36	0.43	0.19	0.92
Control Delay	69.1	40.5	23.2	100.9	25.8	54.0	56.6	12.1	50.2	63.1	46.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	40.5	23.2	100.9	25.8	54.0	56.6	12.1	50.2	63.1	46.8
Queue Length 50th (ft)	92	539	122	148	708	166	17	0	109	37	116
Queue Length 95th (ft)	131	692	231	m204	m#867	214	40	54	150	69	233
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	333	2623	850	204	2785	356	465	472	365	465	601
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	0.50	0.67	0.30	0.70	0.74	0.53	0.04	0.23	0.36	0.08	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
106: SW Natura Blvd & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1590	235	129	1829	56	173	16	98	118	35	344
Future Volume (veh/h)	153	1590	235	129	1829	56	173	16	98	118	35	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	1747	258	142	2010	62	190	18	108	130	38	378
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	2111	640	161	2249	69	434	511	433	478	465	393
Arrive On Green	0.02	0.14	0.14	0.18	0.88	0.88	0.09	0.27	0.27	0.07	0.25	0.25
Sat Flow, veh/h	3456	5106	1549	1781	5089	157	1781	1870	1583	1781	1870	1583
Grp Volume(v), veh/h	168	1747	258	142	1343	729	190	18	108	130	38	378
Grp Sat Flow(s),veh/h/ln	1728	1702	1549	1781	1702	1842	1781	1870	1583	1781	1870	1583
Q Serve(g_s), s	7.7	53.3	24.4	12.4	34.8	35.3	12.6	1.1	8.5	8.6	2.5	37.7
Cycle Q Clear(g_c), s	7.7	53.3	24.4	12.4	34.8	35.3	12.6	1.1	8.5	8.6	2.5	37.7
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	2111	640	161	1504	814	434	511	433	478	465	393
V/C Ratio(X)	0.79	0.83	0.40	0.88	0.89	0.90	0.44	0.04	0.25	0.27	0.08	0.96
Avail Cap(c_a), veh/h	335	2111	640	173	1504	814	493	511	433	582	468	396
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.3	63.5	51.0	64.8	7.2	7.2	39.0	42.7	45.3	40.5	46.1	59.4
Incr Delay (d2), s/veh	2.6	3.9	1.9	25.9	6.0	10.4	0.3	0.0	0.1	0.1	0.0	34.7
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	3.6	25.2	10.6	6.2	4.5	5.9	5.6	0.5	3.4	3.9	1.2	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.9	67.4	52.9	90.6	13.2	17.6	39.3	42.7	45.4	40.6	46.2	94.1
LnGrp LOS	E	E	D	F	B	B	D	D	D	D	D	F
Approach Vol, veh/h		2173			2214			316			546	
Approach Delay, s/veh		66.7			19.6			41.6			78.0	
Approach LOS		E			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	77.2	16.7	49.7	20.9	72.6	20.7	45.8
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	15.5	59.5	20.0	40.0	15.5	59.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	9.7	37.3	10.6	10.5	14.4	55.3	14.6	39.7
Green Ext Time (p_c), s	0.1	14.8	0.1	0.2	0.0	3.5	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	296	1007	59	1137	141	314	73	493	486
Future Volume (vph)	296	1007	59	1137	141	314	73	493	486
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	3	8	1
Permitted Phases			2		4		8		8
Detector Phase	1	6	5	2	7	4	3	8	1
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0	5.0
Minimum Split (s)	11.5	36.5	11.5	36.5	10.5	39.5	10.5	41.5	11.5
Total Split (s)	22.0	69.0	22.0	69.0	24.0	45.0	24.0	45.0	22.0
Total Split (%)	13.8%	43.1%	13.8%	43.1%	15.0%	28.1%	15.0%	28.1%	13.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	19.4	86.4	78.5	71.6	48.2	33.5	37.7	28.2	47.6
Actuated g/C Ratio	0.12	0.54	0.49	0.45	0.30	0.21	0.24	0.18	0.30
v/c Ratio	0.74	0.47	0.26	0.58	0.65	0.58	0.33	0.82	0.97
Control Delay	56.7	37.3	18.6	35.3	54.2	56.4	42.1	74.8	74.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	37.3	18.6	35.3	54.2	56.4	42.1	74.8	74.4
LOS	E	D	B	D	D	E	D	E	E
Approach Delay		41.2		34.6		55.9		72.3	
Approach LOS		D		C		E		E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 127 (79%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 48.4	Intersection LOS: D
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 107: S. Dixie Highway & Hillsboro Boulevard

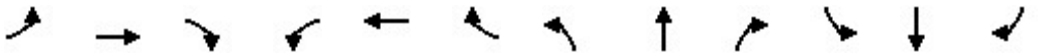




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	308	1255	61	1311	147	426	76	514	506
v/c Ratio	0.74	0.47	0.26	0.58	0.65	0.58	0.33	0.82	0.97
Control Delay	56.7	37.3	18.6	35.3	54.2	56.4	42.1	74.8	74.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	37.3	18.6	35.3	54.2	56.4	42.1	74.8	74.4
Queue Length 50th (ft)	169	463	25	376	116	201	57	276	424
Queue Length 95th (ft)	201	530	54	463	164	248	93	328	#618
Internal Link Dist (ft)		2890		691		540		364	
Turn Bay Length (ft)	170		180		225		270		120
Base Capacity (vph)	416	2692	332	2246	252	845	321	851	523
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.47	0.18	0.58	0.58	0.50	0.24	0.60	0.97

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	1007	198	59	1137	122	141	314	95	73	493	486
Future Volume (veh/h)	296	1007	198	59	1137	122	141	314	95	73	493	486
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	308	1049	206	61	1184	127	147	327	99	76	514	506
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2110	414	217	1990	213	239	733	218	285	855	534
Arrive On Green	0.03	0.16	0.16	0.03	0.43	0.43	0.07	0.27	0.27	0.04	0.24	0.24
Sat Flow, veh/h	3456	4283	840	1781	4675	501	1781	2698	804	1781	3554	1583
Grp Volume(v), veh/h	308	833	422	61	862	449	147	214	212	76	514	506
Grp Sat Flow(s),veh/h/ln	1728	1702	1719	1781	1702	1773	1781	1777	1725	1781	1777	1583
Q Serve(g_s), s	14.2	35.7	35.7	3.1	31.2	31.2	9.8	15.9	16.4	5.1	20.5	38.5
Cycle Q Clear(g_c), s	14.2	35.7	35.7	3.1	31.2	31.2	9.8	15.9	16.4	5.1	20.5	38.5
Prop In Lane	1.00		0.49	1.00		0.28	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	335	1677	847	217	1449	755	239	483	469	285	855	534
V/C Ratio(X)	0.92	0.50	0.50	0.28	0.59	0.60	0.61	0.44	0.45	0.27	0.60	0.95
Avail Cap(c_a), veh/h	335	1677	847	337	1449	755	302	483	469	403	855	534
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.8	48.9	49.0	26.8	35.3	35.3	42.5	48.2	48.4	43.3	53.9	51.6
Incr Delay (d2), s/veh	23.4	0.8	1.5	0.3	1.8	3.4	1.0	0.5	0.5	0.2	1.0	26.1
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	7.7	16.5	16.9	1.3	13.0	13.9	4.4	7.1	7.1	2.3	9.3	23.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.2	49.7	50.5	27.1	37.1	38.8	43.4	48.7	48.9	43.5	55.0	77.7
LnGrp LOS	F	D	D	C	D	D	D	D	D	D	D	E
Approach Vol, veh/h		1563			1372			573			1096	
Approach Delay, s/veh		59.9			37.2			47.4			64.7	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	74.6	13.4	50.0	11.3	85.3	18.4	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.5	62.5	17.5	38.5	15.5	62.5	17.5	38.5
Max Q Clear Time (g_c+I1), s	16.2	33.2	7.1	18.4	5.1	37.7	11.8	40.5
Green Ext Time (p_c), s	0.0	9.7	0.0	1.8	0.0	8.7	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	213	21	22	370	3	28	0	22	6	1	12
Future Vol, veh/h	2	213	21	22	370	3	28	0	22	6	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	120	-	-	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	224	22	23	389	3	29	0	23	6	1	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	392	0	0	246	0	0	480	677	123	553	687	196
Stage 1	-	-	-	-	-	-	239	239	-	437	437	-
Stage 2	-	-	-	-	-	-	241	438	-	116	250	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1163	-	-	1317	-	-	615	373	984	569	368	928
Stage 1	-	-	-	-	-	-	796	706	-	645	578	-
Stage 2	-	-	-	-	-	-	741	577	-	876	699	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1163	-	-	1317	-	-	597	366	984	547	361	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	597	366	-	547	361	-
Stage 1	-	-	-	-	-	-	794	705	-	644	568	-
Stage 2	-	-	-	-	-	-	717	567	-	854	698	-

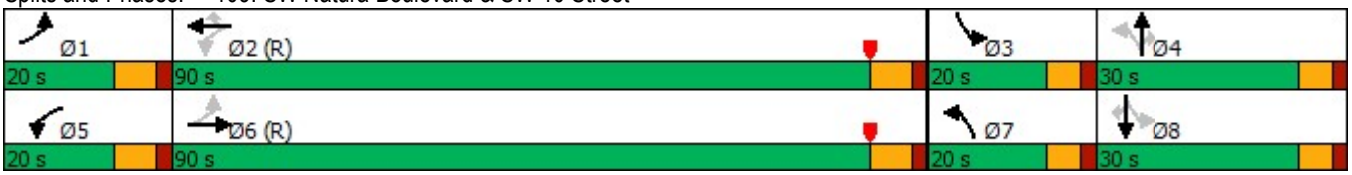
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	10.2	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	597	984	1163	-	-	1317	-	-	712
HCM Lane V/C Ratio	0.049	0.024	0.002	-	-	0.018	-	-	0.028
HCM Control Delay (s)	11.3	8.7	8.1	-	-	7.8	-	-	10.2
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.1	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	247	1223	174	969	157	161	135	126	141	126	199
Future Volume (vph)	247	1223	174	969	157	161	135	126	141	126	199
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	90.0	20.0	90.0	90.0	20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	12.5%	56.3%	12.5%	56.3%	56.3%	12.5%	18.8%	18.8%	12.5%	18.8%	18.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	106.3	94.4	104.0	93.3	93.3	29.3	15.9	15.9	28.3	15.4	15.4
Actuated g/C Ratio	0.66	0.59	0.65	0.58	0.58	0.18	0.10	0.10	0.18	0.10	0.10
v/c Ratio	0.63	0.52	0.71	0.33	0.16	0.72	0.39	0.48	0.55	0.72	0.61
Control Delay	16.7	20.5	29.8	18.5	2.9	71.9	69.9	15.5	61.0	91.3	15.6
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	16.7	20.5	29.8	18.5	2.9	71.9	69.9	15.5	61.0	91.3	15.6
LOS	B	C	C	B	A	E	E	B	E	F	B
Approach Delay		20.0		18.2			54.4			49.9	
Approach LOS		B		B			D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 57 (36%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: SW Natura Boulevard & SW 10 Street

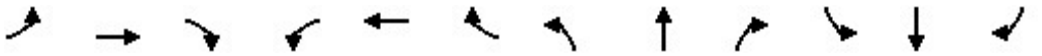




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	252	1528	178	989	160	164	138	129	144	129	203
v/c Ratio	0.63	0.52	0.71	0.33	0.16	0.72	0.39	0.48	0.55	0.72	0.61
Control Delay	16.7	20.5	29.8	18.5	2.9	71.9	69.9	15.5	61.0	91.3	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	20.5	29.8	18.5	2.9	71.9	69.9	15.5	61.0	91.3	15.6
Queue Length 50th (ft)	87	322	58	191	0	149	72	0	129	133	0
Queue Length 95th (ft)	140	434	133	256	38	215	106	65	191	202	80
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	421	2925	281	2963	976	235	530	341	273	279	410
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	0.60	0.52	0.63	0.33	0.16	0.70	0.26	0.38	0.53	0.46	0.50

Intersection Summary

HCM 6th Signalized Intersection Summary
109: SW Natura Boulevard & SW 10 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	1223	274	174	969	157	161	135	126	141	126	199
Future Volume (veh/h)	247	1223	274	174	969	157	161	135	126	141	126	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	1248	280	178	989	160	164	138	129	144	129	203
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	2283	512	270	2712	841	283	527	229	315	265	223
Arrive On Green	0.08	0.55	0.55	0.06	0.53	0.53	0.09	0.15	0.15	0.08	0.14	0.14
Sat Flow, veh/h	1781	4151	931	1781	5106	1584	1781	3554	1545	1781	1870	1575
Grp Volume(v), veh/h	252	1023	505	178	989	160	164	138	129	144	129	203
Grp Sat Flow(s),veh/h/ln	1781	1702	1679	1781	1702	1584	1781	1777	1545	1781	1870	1575
Q Serve(g_s), s	10.3	31.0	31.0	7.3	18.0	8.4	12.5	5.5	12.4	10.9	10.2	20.3
Cycle Q Clear(g_c), s	10.3	31.0	31.0	7.3	18.0	8.4	12.5	5.5	12.4	10.9	10.2	20.3
Prop In Lane	1.00		0.55	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	1872	923	270	2712	841	283	527	229	315	265	223
V/C Ratio(X)	0.65	0.55	0.55	0.66	0.36	0.19	0.58	0.26	0.56	0.46	0.49	0.91
Avail Cap(c_a), veh/h	394	1872	923	311	2712	841	283	533	232	327	281	236
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	16.4	23.2	23.2	20.1	21.8	19.6	52.7	60.4	63.3	52.7	63.3	67.7
Incr Delay (d2), s/veh	2.9	1.2	2.3	2.7	0.4	0.5	2.0	0.1	1.8	0.4	0.5	33.1
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	4.6	12.8	13.0	3.2	7.4	3.3	5.8	2.5	5.0	5.0	4.9	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	24.3	25.5	22.8	22.2	20.1	54.7	60.5	65.2	53.1	63.8	100.8
LnGrp LOS	B	C	C	C	C	C	D	E	E	D	E	F
Approach Vol, veh/h		1780			1327			431			476	
Approach Delay, s/veh		23.9			22.0			59.7			76.3	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	92.0	18.9	29.7	16.3	95.0	20.0	28.7
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	83.0	14.0	24.0	13.0	83.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	12.3	20.0	12.9	14.4	9.3	33.0	14.5	22.3
Green Ext Time (p_c), s	0.0	10.1	0.0	0.5	0.1	16.7	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	35	1653	234	1854	24	249	6	382	185	28	140
Future Volume (vph)	35	1653	234	1854	24	249	6	382	185	28	140
Turn Type	Prot	NA	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	5	2	3	4	4	5	3	3	1
Permitted Phases					2			4			3
Detector Phase	1	6	5	2	3	4	4	5	3	3	1
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0
Minimum Split (s)	11.5	35.5	11.5	35.5	40.0	26.0	26.0	11.5	40.0	40.0	11.5
Total Split (s)	24.0	70.0	24.0	70.0	40.0	26.0	26.0	24.0	40.0	40.0	24.0
Total Split (%)	15.0%	43.8%	15.0%	43.8%	25.0%	16.3%	16.3%	15.0%	25.0%	25.0%	15.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0	4.5
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)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	83.8	19.3	95.6	111.3	16.7	16.7	35.5	15.2	15.2	22.2
Actuated g/C Ratio	0.05	0.52	0.12	0.60	0.70	0.10	0.10	0.22	0.10	0.10	0.14
v/c Ratio	0.45	0.72	0.60	0.65	0.02	0.74	0.03	0.93	0.70	0.71	0.55
Control Delay	83.8	35.7	80.2	19.3	0.2	82.1	62.3	69.1	92.4	92.6	29.9
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.8	35.7	80.2	19.4	0.2	82.1	62.3	69.1	92.4	92.6	29.9
LOS	F	D	F	B	A	F	E	E	F	F	C
Approach Delay		36.6		25.9			74.2			67.7	
Approach LOS		D		C			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 126 (79%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 39.1	Intersection LOS: D
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: Jim Moran Boulevard & Hillsboro Boulevard

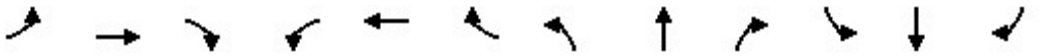




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	37	1900	249	1972	26	265	6	406	112	115	149
v/c Ratio	0.45	0.72	0.60	0.65	0.02	0.74	0.03	0.93	0.70	0.71	0.55
Control Delay	83.8	35.7	80.2	19.3	0.2	82.1	62.3	69.1	92.4	92.6	29.9
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.8	35.7	80.2	19.4	0.2	82.1	62.3	69.1	92.4	92.6	29.9
Queue Length 50th (ft)	34	695	121	508	0	141	6	299	122	125	63
Queue Length 95th (ft)	m59	798	138	669	m2	187	22	389	190	193	108
Internal Link Dist (ft)		2620		495			677			792	
Turn Bay Length (ft)	375		400		330	200		250	200		200
Base Capacity (vph)	193	2636	441	3039	1276	434	235	448	357	362	367
Starvation Cap Reductn	0	0	0	191	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	0.19	0.72	0.56	0.69	0.02	0.61	0.03	0.91	0.31	0.32	0.41

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1653	133	234	1854	24	249	6	382	185	28	140
Future Volume (vph)	35	1653	133	234	1854	24	249	6	382	185	28	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1770	5023		3433	5085	1551	3433	1863	1563	1681	1707	1564
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (perm)	1770	5023		3433	5085	1551	3433	1863	1563	1681	1707	1564
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	37	1759	141	249	1972	26	265	6	406	197	30	149
RTOR Reduction (vph)	0	4	0	0	0	8	0	0	90	0	0	56
Lane Group Flow (vph)	37	1896	0	249	1972	18	265	6	316	112	115	93
Confl. Peds. (#/hr)	1					1	4		2	2		4
Confl. Bikes (#/hr)			6			2			2			
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	7.5	83.8		19.3	95.6	110.8	16.7	16.7	36.0	15.2	15.2	22.7
Effective Green, g (s)	7.5	83.8		19.3	95.6	110.8	16.7	16.7	36.0	15.2	15.2	22.7
Actuated g/C Ratio	0.05	0.52		0.12	0.60	0.69	0.10	0.10	0.22	0.09	0.09	0.14
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	82	2630		414	3038	1074	358	194	351	159	162	221
v/s Ratio Prot	0.02	c0.38		0.07	0.39	0.00	0.08	0.00	c0.11	0.07	c0.07	0.02
v/s Ratio Perm						0.01			0.09			0.04
v/c Ratio	0.45	0.72		0.60	0.65	0.02	0.74	0.03	0.90	0.70	0.71	0.42
Uniform Delay, d1	74.2	29.1		66.7	21.2	7.7	69.5	64.4	60.3	70.2	70.3	62.7
Progression Factor	0.94	1.10		1.13	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	1.5		1.5	1.0	0.0	7.0	0.0	24.6	11.0	11.0	0.5
Delay (s)	70.8	33.6		77.1	18.0	7.7	76.6	64.4	84.8	81.2	81.3	63.1
Level of Service	E	C		E	B	A	E	E	F	F	F	E
Approach Delay (s)		34.3			24.5			81.4			74.1	
Approach LOS		C			C			F			E	

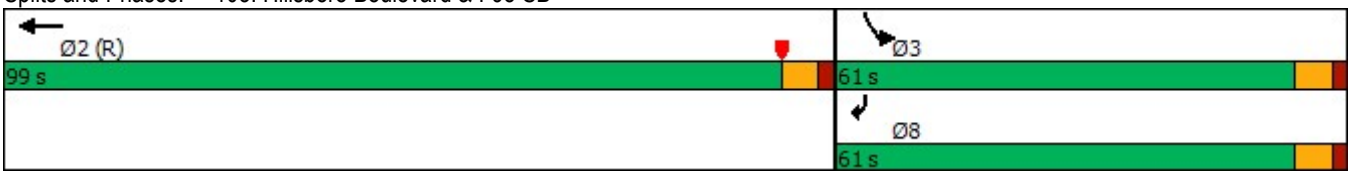
Intersection Summary			
HCM 2000 Control Delay	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SBL	SBR
Lane Configurations			
Traffic Volume (vph)	1593	501	477
Future Volume (vph)	1593	501	477
Turn Type	NA	Prot	Prot
Protected Phases	2	3	8
Permitted Phases			
Detector Phase	2	3	8
Switch Phase			
Minimum Initial (s)	12.0	6.0	6.0
Minimum Split (s)	33.5	24.5	24.5
Total Split (s)	99.0	61.0	61.0
Total Split (%)	61.9%	38.1%	38.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	95.1	51.9	51.9
Actuated g/C Ratio	0.59	0.32	0.32
v/c Ratio	0.57	0.95	0.56
Control Delay	21.2	79.6	43.9
Queue Delay	0.0	0.0	0.0
Total Delay	21.3	79.6	43.9
LOS	C	E	D
Approach Delay	21.3	62.2	
Approach LOS	C	E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 36.8	Intersection LOS: D
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Hillsboro Boulevard & I-95 SB

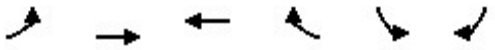




Lane Group	WBT	SBL	SBR
Lane Group Flow (vph)	1732	545	518
v/c Ratio	0.57	0.95	0.56
Control Delay	21.2	79.6	43.9
Queue Delay	0.0	0.0	0.0
Total Delay	21.3	79.6	43.9
Queue Length 50th (ft)	410	544	233
Queue Length 95th (ft)	455	#764	300
Internal Link Dist (ft)	1220	531	
Turn Bay Length (ft)			
Base Capacity (vph)	3023	602	970
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	102	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.59	0.91	0.53

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑		↰	↱↱
Traffic Volume (vph)	0	0	1593	0	501	477
Future Volume (vph)	0	0	1593	0	501	477
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.5		6.5	6.5
Lane Util. Factor			0.91		1.00	0.88
Frt			1.00		1.00	0.85
Flt Protected			1.00		0.95	1.00
Satd. Flow (prot)			5085		1770	2787
Flt Permitted			1.00		0.95	1.00
Satd. Flow (perm)			5085		1770	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1732	0	545	518
RTOR Reduction (vph)	0	0	0	0	0	22
Lane Group Flow (vph)	0	0	1732	0	545	496
Turn Type			NA		Prot	Prot
Protected Phases			2		3	8
Permitted Phases						
Actuated Green, G (s)			95.1		51.9	51.9
Effective Green, g (s)			95.1		51.9	51.9
Actuated g/C Ratio			0.59		0.32	0.32
Clearance Time (s)			6.5		6.5	6.5
Vehicle Extension (s)			3.0		2.5	2.5
Lane Grp Cap (vph)			3022		574	904
v/s Ratio Prot			c0.34		c0.31	0.18
v/s Ratio Perm						
v/c Ratio			0.57		0.95	0.55
Uniform Delay, d1			20.0		52.8	44.4
Progression Factor			1.00		1.00	1.00
Incremental Delay, d2			0.8		25.2	0.5
Delay (s)			20.8		78.0	45.0
Level of Service			C		E	D
Approach Delay (s)		0.0	20.8		61.9	
Approach LOS		A	C		E	

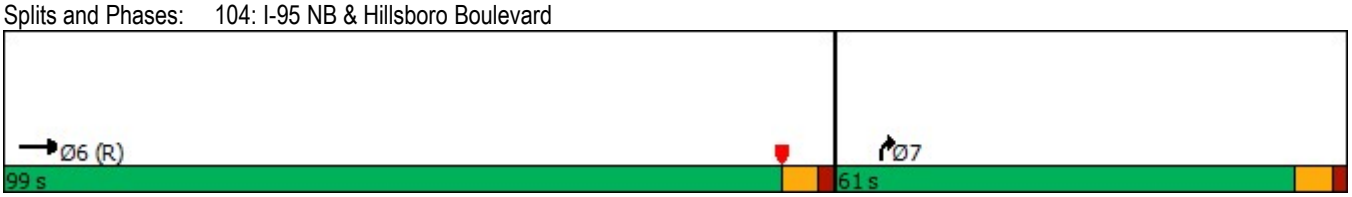
Intersection Summary			
HCM 2000 Control Delay	36.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	NBR
Lane Configurations		
Traffic Volume (vph)	1528	488
Future Volume (vph)	1528	488
Turn Type	NA	Prot
Protected Phases	6	7
Permitted Phases		
Detector Phase	6	7
Switch Phase		
Minimum Initial (s)	12.0	6.0
Minimum Split (s)	24.5	24.5
Total Split (s)	99.0	61.0
Total Split (%)	61.9%	38.1%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.5	6.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Max	None
Act Effct Green (s)	113.7	33.3
Actuated g/C Ratio	0.71	0.21
v/c Ratio	0.45	0.86
Control Delay	13.4	70.2
Queue Delay	0.0	0.0
Total Delay	13.4	70.2
LOS	B	E
Approach Delay	13.4	
Approach LOS	B	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2: and 6:EBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 27.1	Intersection LOS: C
Intersection Capacity Utilization 57.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: I-95 NB & Hillsboro Boulevard



Lane Group	EBT	NBR
Lane Group Flow (vph)	1643	525
v/c Ratio	0.45	0.86
Control Delay	13.4	70.2
Queue Delay	0.0	0.0
Total Delay	13.4	70.2
Queue Length 50th (ft)	320	282
Queue Length 95th (ft)	401	339
Internal Link Dist (ft)	1220	
Turn Bay Length (ft)		
Base Capacity (vph)	3612	975
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.45	0.54

Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1528	0	0	0	0	488
Future Volume (vph)	1528	0	0	0	0	488
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5					6.5
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1643	0	0	0	0	525
RTOR Reduction (vph)	0	0	0	0	0	32
Lane Group Flow (vph)	1643	0	0	0	0	493
Turn Type	NA					Prot
Protected Phases	6					7
Permitted Phases						
Actuated Green, G (s)	113.7					33.3
Effective Green, g (s)	113.7					33.3
Actuated g/C Ratio	0.71					0.21
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.5					2.0
Lane Grp Cap (vph)	3613					580
v/s Ratio Prot	c0.32					c0.18
v/s Ratio Perm						
v/c Ratio	0.45					0.85
Uniform Delay, d1	9.9					61.0
Progression Factor	1.24					1.00
Incremental Delay, d2	0.4					11.1
Delay (s)	12.6					72.0
Level of Service	B					E
Approach Delay (s)	12.6			0.0	72.0	
Approach LOS	B			A	E	

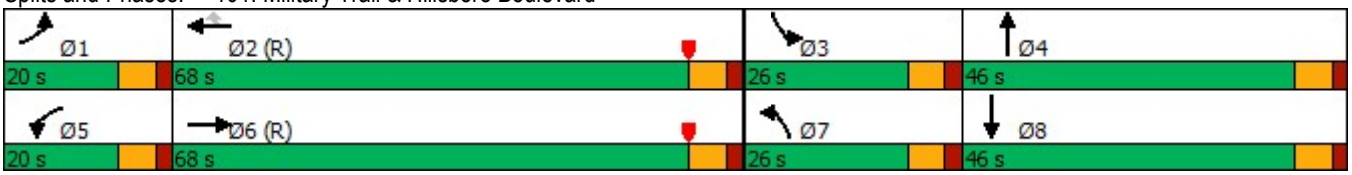
Intersection Summary			
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	266	1200	153	1601	291	312	705	322	602
Future Volume (vph)	266	1200	153	1601	291	312	705	322	602
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	1	6	5	2		7	4	3	8
Permitted Phases					2				
Detector Phase	1	6	5	2	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	8.0	4.0	8.0	8.0	4.0	6.0	4.0	8.0
Minimum Split (s)	20.0	43.5	10.5	43.5	43.5	10.5	46.0	10.5	46.0
Total Split (s)	20.0	68.0	20.0	68.0	68.0	26.0	46.0	26.0	46.0
Total Split (%)	12.5%	42.5%	12.5%	42.5%	42.5%	16.3%	28.8%	16.3%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	15.5	70.9	10.9	66.4	66.4	17.6	34.1	18.0	34.5
Actuated g/C Ratio	0.10	0.44	0.07	0.42	0.42	0.11	0.21	0.11	0.22
v/c Ratio	0.82	0.63	0.67	0.78	0.41	0.84	0.77	0.85	0.86
Control Delay	89.4	36.7	75.3	46.0	22.2	89.3	63.0	90.0	63.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.4	36.7	75.3	46.0	22.2	89.3	63.0	90.0	63.5
LOS	F	D	E	D	C	F	E	F	E
Approach Delay		45.2		44.8			70.3		70.3
Approach LOS		D		D			E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 54.9	Intersection LOS: D
Intersection Capacity Utilization 88.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Military Trail & Hillsboro Boulevard



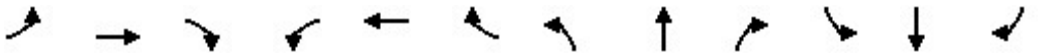


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	271	1403	156	1634	297	318	829	329	947
v/c Ratio	0.82	0.63	0.67	0.78	0.41	0.84	0.77	0.85	0.86
Control Delay	89.4	36.7	75.3	46.0	22.2	89.3	63.0	90.0	63.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.4	36.7	75.3	46.0	22.2	89.3	63.0	90.0	63.5
Queue Length 50th (ft)	143	416	76	645	202	169	295	175	323
Queue Length 95th (ft)	#239	510	m113	693	275	224	335	#236	367
Internal Link Dist (ft)		751		2620			541		790
Turn Bay Length (ft)	260		160		130	300		310	
Base Capacity (vph)	332	2222	289	2108	722	418	1240	418	1250
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.63	0.54	0.78	0.41	0.76	0.67	0.79	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: Military Trail & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	1200	175	153	1601	291	312	705	108	322	602	326
Future Volume (veh/h)	266	1200	175	153	1601	291	312	705	108	322	602	326
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	1224	179	156	1634	297	318	719	110	329	614	333
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2009	294	198	2142	665	360	1011	153	371	781	363
Arrive On Green	0.08	0.45	0.45	0.08	0.56	0.56	0.10	0.23	0.23	0.11	0.23	0.23
Sat Flow, veh/h	3456	4498	658	3456	5106	1585	3456	4464	676	3456	3404	1581
Grp Volume(v), veh/h	271	926	477	156	1634	297	318	547	282	329	614	333
Grp Sat Flow(s),veh/h/ln	1728	1702	1752	1728	1702	1585	1728	1702	1736	1728	1702	1581
Q Serve(g_s), s	12.5	33.1	33.1	7.1	39.4	17.7	14.5	23.7	24.1	15.0	27.1	32.9
Cycle Q Clear(g_c), s	12.5	33.1	33.1	7.1	39.4	17.7	14.5	23.7	24.1	15.0	27.1	32.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	292	1520	782	198	2142	665	360	771	393	371	781	363
V/C Ratio(X)	0.93	0.61	0.61	0.79	0.76	0.45	0.88	0.71	0.72	0.89	0.79	0.92
Avail Cap(c_a), veh/h	292	1520	782	292	2142	665	421	840	429	421	840	390
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.8	33.7	33.7	73.0	29.2	24.4	70.7	57.0	57.2	70.5	57.9	60.2
Incr Delay (d2), s/veh	34.1	1.8	3.5	3.1	1.8	1.4	16.0	2.0	4.2	17.2	4.1	24.4
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	6.8	13.8	14.5	3.2	14.5	6.3	7.2	10.3	10.9	7.5	12.0	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.9	35.5	37.2	76.1	31.0	25.9	86.7	59.0	61.4	87.6	62.0	84.5
LnGrp LOS	F	D	D	E	C	C	F	E	E	F	E	F
Approach Vol, veh/h		1674			2087			1147			1276	
Approach Delay, s/veh		47.5			33.6			67.3			74.5	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	73.6	23.7	42.7	15.7	78.0	23.2	43.2
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	13.5	61.5	19.5	39.5	13.5	61.5	19.5	39.5
Max Q Clear Time (g_c+I1), s	14.5	41.4	17.0	26.1	9.1	35.1	16.5	34.9
Green Ext Time (p_c), s	0.0	12.3	0.1	2.9	0.1	10.3	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2075	24	0	2540	0	23
Future Vol, veh/h	2075	24	0	2540	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2184	25	0	2674	0	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1105
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	397
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	397
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

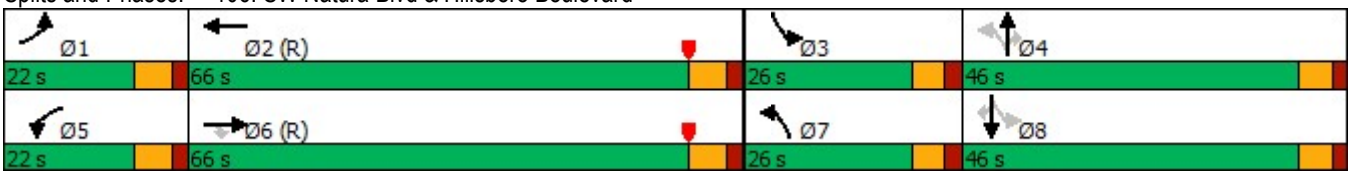
Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	397	-	-	-
HCM Lane V/C Ratio	0.061	-	-	-
HCM Control Delay (s)	14.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	161	1674	248	136	1925	182	16	103	124	37	363
Future Volume (vph)	161	1674	248	136	1925	182	16	103	124	37	363
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	22.0	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	22.0	66.0	66.0	22.0	66.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	13.8%	41.3%	41.3%	13.8%	41.3%	16.3%	28.8%	28.8%	16.3%	28.8%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	12.6	79.2	79.2	18.0	84.5	41.9	23.7	23.7	33.8	19.6	19.6
Actuated g/C Ratio	0.08	0.50	0.50	0.11	0.53	0.26	0.15	0.15	0.21	0.12	0.12
v/c Ratio	0.66	0.73	0.33	0.75	0.81	0.54	0.07	0.35	0.42	0.18	0.93
Control Delay	68.6	44.1	25.1	101.9	29.3	51.0	53.4	11.1	47.2	59.8	49.0
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	68.6	44.1	25.1	101.9	29.3	51.0	53.4	11.1	47.2	59.8	49.0
LOS	E	D	C	F	C	D	D	B	D	E	D
Approach Delay		43.7			33.9		37.5			49.4	
Approach LOS		D			C		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 22 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 39.8	Intersection LOS: D
Intersection Capacity Utilization 86.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	177	1840	273	149	2180	200	18	113	136	41	399
v/c Ratio	0.66	0.73	0.33	0.75	0.81	0.54	0.07	0.35	0.42	0.18	0.93
Control Delay	68.6	44.1	25.1	101.9	29.3	51.0	53.4	11.1	47.2	59.8	49.0
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	68.6	44.1	25.1	101.9	29.3	51.0	53.4	11.1	47.2	59.8	49.0
Queue Length 50th (ft)	96	604	140	157	786	170	16	0	111	39	145
Queue Length 95th (ft)	138	#805	253	m210	m#1009	215	38	53	149	71	261
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	335	2515	819	205	2676	379	465	475	390	465	599
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	0.53	0.73	0.33	0.73	0.81	0.53	0.04	0.24	0.35	0.09	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
106: SW Natura Blvd & Hillsboro Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	1674	248	136	1925	59	182	16	103	124	37	363
Future Volume (veh/h)	161	1674	248	136	1925	59	182	16	103	124	37	363
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	1840	273	149	2115	65	200	18	113	136	41	399
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	2064	626	167	2208	68	436	517	437	483	468	396
Arrive On Green	0.02	0.13	0.13	0.19	0.87	0.87	0.10	0.28	0.28	0.07	0.25	0.25
Sat Flow, veh/h	3456	5106	1549	1781	5090	156	1781	1870	1583	1781	1870	1583
Grp Volume(v), veh/h	177	1840	273	149	1413	767	200	18	113	136	41	399
Grp Sat Flow(s),veh/h/ln	1728	1702	1549	1781	1702	1842	1781	1870	1583	1781	1870	1583
Q Serve(g_s), s	8.2	56.7	26.0	13.1	51.7	52.8	13.2	1.1	8.9	9.0	2.7	40.0
Cycle Q Clear(g_c), s	8.2	56.7	26.0	13.1	51.7	52.8	13.2	1.1	8.9	9.0	2.7	40.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	222	2064	626	167	1477	799	436	517	437	483	468	396
V/C Ratio(X)	0.80	0.89	0.44	0.89	0.96	0.96	0.46	0.03	0.26	0.28	0.09	1.01
Avail Cap(c_a), veh/h	335	2064	626	173	1477	799	489	517	437	582	468	396
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.3	65.9	52.6	64.2	9.4	9.5	38.5	42.3	45.1	40.1	46.0	60.0
Incr Delay (d2), s/veh	4.0	6.3	2.2	26.0	10.6	17.0	0.3	0.0	0.1	0.1	0.0	47.3
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	3.8	27.2	11.3	6.5	6.1	8.1	5.9	0.5	3.6	4.0	1.3	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.3	72.2	54.8	90.2	20.0	26.5	38.8	42.3	45.2	40.3	46.0	107.3
LnGrp LOS	F	E	D	F	C	C	D	D	D	D	D	F
Approach Vol, veh/h		2290			2329			331			576	
Approach Delay, s/veh		70.8			26.6			41.2			87.1	
Approach LOS		E			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	75.9	17.1	50.2	21.5	71.2	21.3	46.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	15.5	59.5	20.0	40.0	15.5	59.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	10.2	54.8	11.0	10.9	15.1	58.7	15.2	42.0
Green Ext Time (p_c), s	0.1	4.1	0.1	0.2	0.0	0.7	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	312	1060	62	1197	149	331	77	519	511
Future Volume (vph)	312	1060	62	1197	149	331	77	519	511
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	3	8	1
Permitted Phases			2		4		8		8
Detector Phase	1	6	5	2	7	4	3	8	1
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0	5.0
Minimum Split (s)	11.5	36.5	11.5	36.5	10.5	39.5	10.5	41.5	11.5
Total Split (s)	22.0	69.0	22.0	69.0	24.0	45.0	24.0	45.0	22.0
Total Split (%)	13.8%	43.1%	13.8%	43.1%	15.0%	28.1%	15.0%	28.1%	13.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	20.4	82.3	76.0	68.9	50.1	35.0	39.2	29.6	50.0
Actuated g/C Ratio	0.13	0.51	0.48	0.43	0.31	0.22	0.24	0.18	0.31
v/c Ratio	0.74	0.52	0.30	0.64	0.68	0.59	0.34	0.83	0.99
Control Delay	53.1	39.3	20.3	38.1	54.7	55.7	41.3	73.7	78.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	39.3	20.3	38.1	54.7	55.7	41.3	73.7	78.6
LOS	D	D	C	D	D	E	D	E	E
Approach Delay		42.0		37.3		55.5		73.7	
Approach LOS		D		D		E		E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 127 (79%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 49.8	Intersection LOS: D
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 107: S. Dixie Highway & Hillsboro Boulevard





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	325	1321	65	1380	155	449	80	541	532
v/c Ratio	0.74	0.52	0.30	0.64	0.68	0.59	0.34	0.83	0.99
Control Delay	53.1	39.3	20.3	38.1	54.7	55.7	41.3	73.7	78.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	39.3	20.3	38.1	54.7	55.7	41.3	73.7	78.6
Queue Length 50th (ft)	173	504	28	430	121	211	59	291	448
Queue Length 95th (ft)	#246	557	57	495	170	260	95	343	#717
Internal Link Dist (ft)		2890		691		540		364	
Turn Bay Length (ft)	170		180		225		270		120
Base Capacity (vph)	438	2563	308	2164	251	853	323	851	540
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.52	0.21	0.64	0.62	0.53	0.25	0.64	0.99

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	1060	208	62	1197	128	149	331	100	77	519	511
Future Volume (veh/h)	312	1060	208	62	1197	128	149	331	100	77	519	511
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	325	1104	217	65	1247	133	155	345	104	80	541	532
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2089	410	206	1976	211	238	737	219	280	855	534
Arrive On Green	0.03	0.16	0.16	0.03	0.42	0.42	0.08	0.27	0.27	0.05	0.24	0.24
Sat Flow, veh/h	3456	4282	841	1781	4678	499	1781	2700	802	1781	3554	1583
Grp Volume(v), veh/h	325	878	443	65	907	473	155	225	224	80	541	532
Grp Sat Flow(s),veh/h/ln	1728	1702	1719	1781	1702	1773	1781	1777	1725	1781	1777	1583
Q Serve(g_s), s	15.0	37.8	37.9	3.3	33.6	33.6	10.3	16.9	17.3	5.4	21.8	38.5
Cycle Q Clear(g_c), s	15.0	37.8	37.9	3.3	33.6	33.6	10.3	16.9	17.3	5.4	21.8	38.5
Prop In Lane	1.00		0.49	1.00		0.28	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	335	1661	839	206	1438	749	238	485	471	280	855	534
V/C Ratio(X)	0.97	0.53	0.53	0.32	0.63	0.63	0.65	0.46	0.47	0.29	0.63	1.00
Avail Cap(c_a), veh/h	335	1661	839	322	1438	749	295	485	471	395	855	534
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.2	50.2	50.3	27.5	36.4	36.4	42.5	48.4	48.6	43.2	54.4	52.9
Incr Delay (d2), s/veh	32.3	0.8	1.6	0.3	2.1	4.0	1.8	0.5	0.6	0.2	1.4	37.7
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	8.5	17.5	17.9	1.4	14.1	15.1	4.7	7.5	7.5	2.4	9.9	26.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.5	51.0	51.8	27.9	38.5	40.4	44.3	48.9	49.1	43.4	55.8	90.5
LnGrp LOS	F	D	D	C	D	D	D	D	D	D	E	F
Approach Vol, veh/h		1646			1445			604			1153	
Approach Delay, s/veh		62.8			38.6			47.8			71.0	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	74.1	13.7	50.2	11.5	84.5	18.9	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.5	62.5	17.5	38.5	15.5	62.5	17.5	38.5
Max Q Clear Time (g_c+I1), s	17.0	35.6	7.4	19.3	5.3	39.9	12.3	40.5
Green Ext Time (p_c), s	0.0	10.1	0.1	1.9	0.0	9.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	55.7
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	225	22	23	390	3	30	0	23	7	1	13
Future Vol, veh/h	2	225	22	23	390	3	30	0	23	7	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	120	-	-	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	237	23	24	411	3	32	0	24	7	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	414	0	0	260	0	0	507	715	130	584	725	207
Stage 1	-	-	-	-	-	-	253	253	-	461	461	-
Stage 2	-	-	-	-	-	-	254	462	-	123	264	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1141	-	-	1302	-	-	598	355	978	550	350	920
Stage 1	-	-	-	-	-	-	784	696	-	628	564	-
Stage 2	-	-	-	-	-	-	728	563	-	868	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1141	-	-	1302	-	-	579	348	978	528	343	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	579	348	-	528	343	-
Stage 1	-	-	-	-	-	-	782	695	-	627	554	-
Stage 2	-	-	-	-	-	-	703	553	-	845	688	-

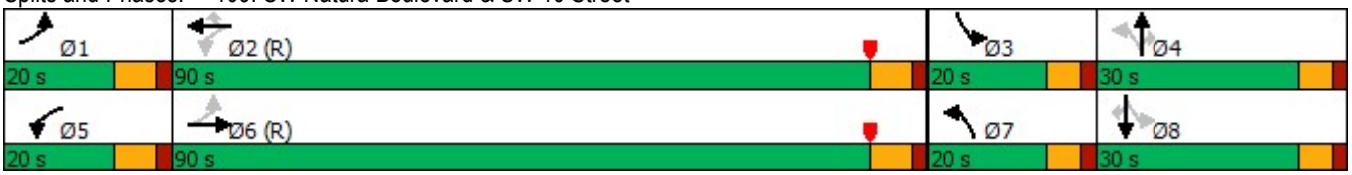
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	10.4	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	579	978	1141	-	-	1302	-	-	693
HCM Lane V/C Ratio	0.055	0.025	0.002	-	-	0.019	-	-	0.032
HCM Control Delay (s)	11.6	8.8	8.2	-	-	7.8	-	-	10.4
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.1	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	260	1288	183	1020	165	170	142	133	149	133	209
Future Volume (vph)	260	1288	183	1020	165	170	142	133	149	133	209
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	90.0	20.0	90.0	90.0	20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	12.5%	56.3%	12.5%	56.3%	56.3%	12.5%	18.8%	18.8%	12.5%	18.8%	18.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	104.8	92.4	104.2	92.1	92.1	30.0	16.5	16.5	29.1	16.0	16.0
Actuated g/C Ratio	0.66	0.58	0.65	0.58	0.58	0.19	0.10	0.10	0.18	0.10	0.10
v/c Ratio	0.69	0.56	0.76	0.36	0.17	0.76	0.40	0.49	0.57	0.73	0.61
Control Delay	19.7	22.4	39.3	19.4	2.9	74.5	69.5	15.2	61.2	91.3	15.2
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	19.7	22.4	39.3	19.4	2.9	74.5	69.5	15.2	61.2	91.3	15.2
LOS	B	C	D	B	A	E	E	B	E	F	B
Approach Delay		22.0		20.1			55.1			49.8	
Approach LOS		C		C			E			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 57 (36%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 28.2	Intersection LOS: C
Intersection Capacity Utilization 79.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: SW Natura Boulevard & SW 10 Street





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	265	1608	187	1041	168	173	145	136	152	136	213
v/c Ratio	0.69	0.56	0.76	0.36	0.17	0.76	0.40	0.49	0.57	0.73	0.61
Control Delay	19.7	22.4	39.3	19.4	2.9	74.5	69.5	15.2	61.2	91.3	15.2
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	19.7	22.4	39.3	19.4	2.9	74.5	69.5	15.2	61.2	91.3	15.2
Queue Length 50th (ft)	93	368	67	209	0	157	76	0	136	141	0
Queue Length 95th (ft)	150	467	169	272	38	224	110	65	199	210	80
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	399	2863	267	2925	969	235	530	347	277	279	418
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	0.66	0.56	0.70	0.36	0.17	0.74	0.27	0.39	0.55	0.49	0.51

Intersection Summary

HCM 6th Signalized Intersection Summary
109: SW Natura Boulevard & SW 10 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	1288	288	183	1020	165	170	142	133	149	133	209
Future Volume (veh/h)	260	1288	288	183	1020	165	170	142	133	149	133	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	265	1314	294	187	1041	168	173	145	136	152	136	213
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	2250	503	259	2665	827	283	534	232	320	275	231
Arrive On Green	0.08	0.54	0.54	0.06	0.52	0.52	0.09	0.15	0.15	0.08	0.15	0.15
Sat Flow, veh/h	1781	4154	929	1781	5106	1584	1781	3554	1545	1781	1870	1575
Grp Volume(v), veh/h	265	1076	532	187	1041	168	173	145	136	152	136	213
Grp Sat Flow(s),veh/h/ln	1781	1702	1679	1781	1702	1584	1781	1777	1545	1781	1870	1575
Q Serve(g_s), s	11.1	33.9	34.0	7.8	19.6	9.1	13.2	5.8	13.1	11.5	10.7	21.3
Cycle Q Clear(g_c), s	11.1	33.9	34.0	7.8	19.6	9.1	13.2	5.8	13.1	11.5	10.7	21.3
Prop In Lane	1.00		0.55	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	374	1843	909	259	2665	827	283	534	232	320	275	231
V/C Ratio(X)	0.71	0.58	0.58	0.72	0.39	0.20	0.61	0.27	0.59	0.48	0.50	0.92
Avail Cap(c_a), veh/h	374	1843	909	294	2665	827	283	534	232	326	281	236
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	17.6	24.6	24.6	22.8	23.0	20.5	52.4	60.2	63.4	51.8	62.8	67.3
Incr Delay (d2), s/veh	5.2	1.4	2.7	5.8	0.4	0.6	2.8	0.1	2.6	0.4	0.5	36.6
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	5.1	14.1	14.3	3.7	8.1	3.6	6.2	2.6	5.4	5.2	5.2	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	26.0	27.4	28.6	23.4	21.0	55.2	60.3	66.0	52.2	63.3	103.9
LnGrp LOS	C	C	C	C	C	C	E	E	E	D	E	F
Approach Vol, veh/h		1873			1396			454			501	
Approach Delay, s/veh		25.9			23.8			60.1			77.2	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	90.5	19.5	30.0	16.9	93.6	20.0	29.5
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	83.0	14.0	24.0	13.0	83.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	13.1	21.6	13.5	15.1	9.8	36.0	15.2	23.3
Green Ext Time (p_c), s	0.0	10.8	0.0	0.6	0.1	17.8	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	37	1740	246	1952	25	262	7	402	195	30	148
Future Volume (vph)	37	1740	246	1952	25	262	7	402	195	30	148
Turn Type	Prot	NA	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	5	2	3	4	4	5	3	3	1
Permitted Phases					2			4			3
Detector Phase	1	6	5	2	3	4	4	5	3	3	1
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0
Minimum Split (s)	11.5	35.5	11.5	35.5	40.0	26.0	26.0	11.5	40.0	40.0	11.5
Total Split (s)	24.0	70.0	24.0	70.0	40.0	26.0	26.0	24.0	40.0	40.0	24.0
Total Split (%)	15.0%	43.8%	15.0%	43.8%	25.0%	16.3%	16.3%	15.0%	25.0%	25.0%	15.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0	4.5
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)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	78.4	23.5	94.3	110.6	17.3	17.3	40.3	15.8	15.8	22.9
Actuated g/C Ratio	0.05	0.49	0.15	0.59	0.69	0.11	0.11	0.25	0.10	0.10	0.14
v/c Ratio	0.46	0.81	0.52	0.69	0.02	0.75	0.03	0.90	0.72	0.72	0.56
Control Delay	86.9	41.2	71.7	20.8	0.2	82.0	61.9	63.3	92.3	92.6	30.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.9	41.2	71.7	21.0	0.2	82.0	61.9	63.3	92.3	92.6	30.7
LOS	F	D	E	C	A	F	E	E	F	F	C
Approach Delay		42.0		26.3			70.6			68.0	
Approach LOS		D		C			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 126 (79%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 40.9	Intersection LOS: D
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: Jim Moran Boulevard & Hillsboro Boulevard

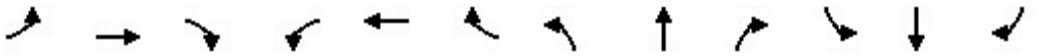




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	2000	262	2077	27	279	7	428	118	121	157
v/c Ratio	0.46	0.81	0.52	0.69	0.02	0.75	0.03	0.90	0.72	0.72	0.56
Control Delay	86.9	41.2	71.7	20.8	0.2	82.0	61.9	63.3	92.3	92.6	30.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.9	41.2	71.7	21.0	0.2	82.0	61.9	63.3	92.3	92.6	30.7
Queue Length 50th (ft)	36	746	116	564	0	148	7	319	128	131	69
Queue Length 95th (ft)	m59	#895	148	742	m1	194	23	427	197	201	114
Internal Link Dist (ft)		2620		495			677			792	
Turn Bay Length (ft)	375		400		330	200		250	200		200
Base Capacity (vph)	193	2466	505	2996	1264	438	237	475	357	362	373
Starvation Cap Reductn	0	0	0	185	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	0.20	0.81	0.52	0.74	0.02	0.64	0.03	0.90	0.33	0.33	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	1740	140	246	1952	25	262	7	402	195	30	148
Future Volume (vph)	37	1740	140	246	1952	25	262	7	402	195	30	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1770	5023		3433	5085	1551	3433	1863	1565	1681	1707	1564
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (perm)	1770	5023		3433	5085	1551	3433	1863	1565	1681	1707	1564
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	39	1851	149	262	2077	27	279	7	428	207	32	157
RTOR Reduction (vph)	0	5	0	0	0	8	0	0	80	0	0	55
Lane Group Flow (vph)	39	1995	0	262	2077	19	279	7	348	118	121	102
Confl. Peds. (#/hr)	1					1	4		2	2		4
Confl. Bikes (#/hr)			6			2			2			
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	7.6	78.4		23.5	94.3	110.1	17.3	17.3	40.8	15.8	15.8	23.4
Effective Green, g (s)	7.6	78.4		23.5	94.3	110.1	17.3	17.3	40.8	15.8	15.8	23.4
Actuated g/C Ratio	0.05	0.49		0.15	0.59	0.69	0.11	0.11	0.25	0.10	0.10	0.15
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	84	2461		504	2996	1067	371	201	399	165	168	228
v/s Ratio Prot	0.02	c0.40		0.08	0.41	0.00	0.08	0.00	c0.13	0.07	c0.07	0.02
v/s Ratio Perm						0.01			0.09			0.04
v/c Ratio	0.46	0.81		0.52	0.69	0.02	0.75	0.03	0.87	0.72	0.72	0.45
Uniform Delay, d1	74.2	34.5		63.0	22.8	7.9	69.3	63.9	57.1	69.9	70.0	62.4
Progression Factor	0.98	1.08		1.09	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	2.6		0.3	1.2	0.0	7.4	0.0	17.8	11.6	12.1	0.5
Delay (s)	74.0	39.8		69.2	19.4	7.9	76.7	63.9	74.9	81.5	82.0	62.9
Level of Service	E	D		E	B	A	E	E	E	F	F	E
Approach Delay (s)		40.5			24.8			75.5			74.3	
Approach LOS		D			C			E			E	

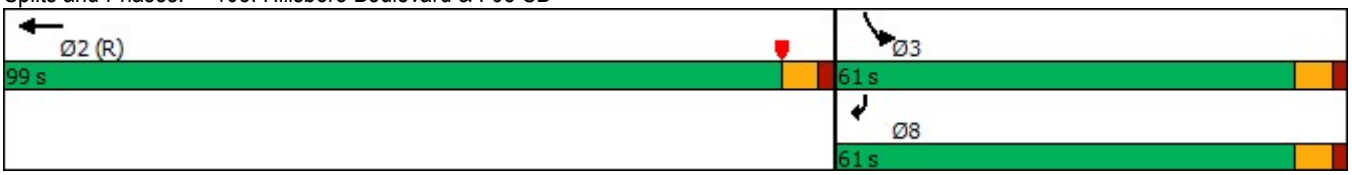
Intersection Summary			
HCM 2000 Control Delay	40.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SBL	SBR
Lane Configurations			
Traffic Volume (vph)	1677	528	503
Future Volume (vph)	1677	528	503
Turn Type	NA	Prot	Prot
Protected Phases	2	3	8
Permitted Phases			
Detector Phase	2	3	8
Switch Phase			
Minimum Initial (s)	12.0	6.0	6.0
Minimum Split (s)	33.5	24.5	24.5
Total Split (s)	99.0	61.0	61.0
Total Split (%)	61.9%	38.1%	38.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	93.6	53.4	53.4
Actuated g/C Ratio	0.58	0.33	0.33
v/c Ratio	0.61	0.97	0.58
Control Delay	22.8	82.7	44.4
Queue Delay	0.1	0.0	0.0
Total Delay	22.9	82.7	44.4
LOS	C	F	D
Approach Delay	22.9	64.0	
Approach LOS	C	E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 38.5	Intersection LOS: D
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Hillsboro Boulevard & I-95 SB

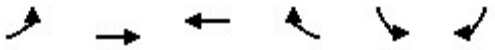




Lane Group	WBT	SBL	SBR
Lane Group Flow (vph)	1823	574	547
v/c Ratio	0.61	0.97	0.58
Control Delay	22.8	82.7	44.4
Queue Delay	0.1	0.0	0.0
Total Delay	22.9	82.7	44.4
Queue Length 50th (ft)	445	587	253
Queue Length 95th (ft)	490	#831	322
Internal Link Dist (ft)	1220	531	
Turn Bay Length (ft)			
Base Capacity (vph)	2973	602	966
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	136	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.64	0.95	0.57

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑		↰	↱↱
Traffic Volume (vph)	0	0	1677	0	528	503
Future Volume (vph)	0	0	1677	0	528	503
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.5		6.5	6.5
Lane Util. Factor			0.91		1.00	0.88
Frt			1.00		1.00	0.85
Flt Protected			1.00		0.95	1.00
Satd. Flow (prot)			5085		1770	2787
Flt Permitted			1.00		0.95	1.00
Satd. Flow (perm)			5085		1770	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1823	0	574	547
RTOR Reduction (vph)	0	0	0	0	0	17
Lane Group Flow (vph)	0	0	1823	0	574	530
Turn Type			NA		Prot	Prot
Protected Phases			2		3	8
Permitted Phases						
Actuated Green, G (s)			93.6		53.4	53.4
Effective Green, g (s)			93.6		53.4	53.4
Actuated g/C Ratio			0.58		0.33	0.33
Clearance Time (s)			6.5		6.5	6.5
Vehicle Extension (s)			3.0		2.5	2.5
Lane Grp Cap (vph)			2974		590	930
v/s Ratio Prot			c0.36		c0.32	0.19
v/s Ratio Perm						
v/c Ratio			0.61		0.97	0.57
Uniform Delay, d1			21.5		52.6	43.8
Progression Factor			1.00		1.00	1.00
Incremental Delay, d2			1.0		30.1	0.7
Delay (s)			22.4		82.7	44.5
Level of Service			C		F	D
Approach Delay (s)		0.0	22.4		64.0	
Approach LOS		A	C		E	

Intersection Summary			
HCM 2000 Control Delay	38.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

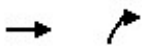
c Critical Lane Group

Lane Group	EBT	NBR
Lane Configurations		
Traffic Volume (vph)	1609	514
Future Volume (vph)	1609	514
Turn Type	NA	Prot
Protected Phases	6	7
Permitted Phases		
Detector Phase	6	7
Switch Phase		
Minimum Initial (s)	12.0	6.0
Minimum Split (s)	24.5	24.5
Total Split (s)	99.0	61.0
Total Split (%)	61.9%	38.1%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.5	6.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Max	None
Act Effct Green (s)	111.6	35.4
Actuated g/C Ratio	0.70	0.22
v/c Ratio	0.49	0.86
Control Delay	14.9	70.2
Queue Delay	0.0	0.0
Total Delay	14.9	70.2
LOS	B	E
Approach Delay	14.9	
Approach LOS	B	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2: and 6:EBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 28.3	Intersection LOS: C
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: I-95 NB & Hillsboro Boulevard





Lane Group	EBT	NBR
Lane Group Flow (vph)	1730	553
v/c Ratio	0.49	0.86
Control Delay	14.9	70.2
Queue Delay	0.0	0.0
Total Delay	14.9	70.2
Queue Length 50th (ft)	357	303
Queue Length 95th (ft)	443	358
Internal Link Dist (ft)	1220	
Turn Bay Length (ft)		
Base Capacity (vph)	3547	970
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.49	0.57

Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1609	0	0	0	0	514
Future Volume (vph)	1609	0	0	0	0	514
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5					6.5
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1730	0	0	0	0	553
RTOR Reduction (vph)	0	0	0	0	0	25
Lane Group Flow (vph)	1730	0	0	0	0	528
Turn Type	NA					Prot
Protected Phases	6					7
Permitted Phases						
Actuated Green, G (s)	111.6					35.4
Effective Green, g (s)	111.6					35.4
Actuated g/C Ratio	0.70					0.22
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.5					2.0
Lane Grp Cap (vph)	3546					616
v/s Ratio Prot	c0.34					c0.19
v/s Ratio Perm						
v/c Ratio	0.49					0.86
Uniform Delay, d1	11.1					59.9
Progression Factor	1.23					1.00
Incremental Delay, d2	0.5					10.9
Delay (s)	14.2					70.8
Level of Service	B					E
Approach Delay (s)	14.2			0.0	70.8	
Approach LOS	B			A	E	

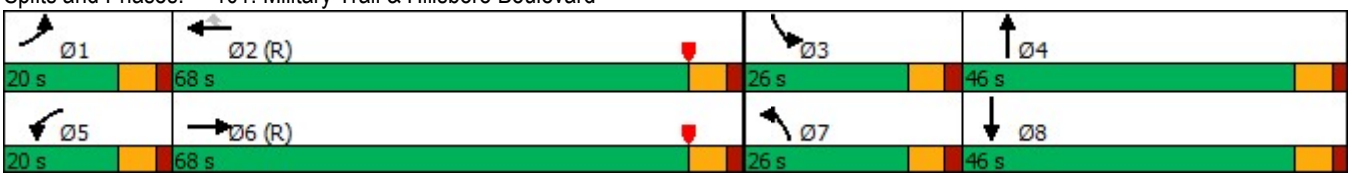
Intersection Summary			
HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	266	1218	154	1616	295	312	705	324	602
Future Volume (vph)	266	1218	154	1616	295	312	705	324	602
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	1	6	5	2		7	4	3	8
Permitted Phases					2				
Detector Phase	1	6	5	2	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	8.0	4.0	8.0	8.0	4.0	6.0	4.0	8.0
Minimum Split (s)	20.0	43.5	10.5	43.5	43.5	10.5	46.0	10.5	46.0
Total Split (s)	20.0	68.0	20.0	68.0	68.0	26.0	46.0	26.0	46.0
Total Split (%)	12.5%	42.5%	12.5%	42.5%	42.5%	16.3%	28.8%	16.3%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	15.5	70.9	11.0	66.4	66.4	17.6	34.1	18.1	34.5
Actuated g/C Ratio	0.10	0.44	0.07	0.42	0.42	0.11	0.21	0.11	0.22
v/c Ratio	0.82	0.64	0.67	0.78	0.42	0.84	0.77	0.86	0.86
Control Delay	89.4	37.0	75.8	46.1	22.2	89.3	63.2	90.1	63.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.4	37.0	75.8	46.1	22.2	89.3	63.2	90.1	63.5
LOS	F	D	E	D	C	F	E	F	E
Approach Delay		45.4		44.9			70.4		70.4
Approach LOS		D		D			E		E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 55.0	Intersection LOS: D
Intersection Capacity Utilization 88.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Military Trail & Hillsboro Boulevard





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	271	1422	157	1649	301	318	830	331	947
v/c Ratio	0.82	0.64	0.67	0.78	0.42	0.84	0.77	0.86	0.86
Control Delay	89.4	37.0	75.8	46.1	22.2	89.3	63.2	90.1	63.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.4	37.0	75.8	46.1	22.2	89.3	63.2	90.1	63.5
Queue Length 50th (ft)	143	424	77	650	205	169	296	176	323
Queue Length 95th (ft)	#239	519	m113	700	275	224	335	#242	367
Internal Link Dist (ft)		751		2620			541		790
Turn Bay Length (ft)	260		160		130	300		310	
Base Capacity (vph)	332	2221	289	2108	722	418	1240	418	1250
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.64	0.54	0.78	0.42	0.76	0.67	0.79	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
101: Military Trail & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	1218	175	154	1616	295	312	705	109	324	602	326
Future Volume (veh/h)	266	1218	175	154	1616	295	312	705	109	324	602	326
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	1243	179	157	1649	301	318	719	111	331	614	333
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2012	290	199	2142	665	360	1007	154	372	781	363
Arrive On Green	0.08	0.45	0.45	0.08	0.56	0.56	0.10	0.23	0.23	0.11	0.23	0.23
Sat Flow, veh/h	3456	4508	649	3456	5106	1585	3456	4458	681	3456	3404	1581
Grp Volume(v), veh/h	271	939	483	157	1649	301	318	547	283	331	614	333
Grp Sat Flow(s),veh/h/ln	1728	1702	1754	1728	1702	1585	1728	1702	1735	1728	1702	1581
Q Serve(g_s), s	12.5	33.7	33.7	7.1	40.0	18.0	14.5	23.7	24.1	15.1	27.1	32.9
Cycle Q Clear(g_c), s	12.5	33.7	33.7	7.1	40.0	18.0	14.5	23.7	24.1	15.1	27.1	32.9
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	292	1519	783	199	2142	665	360	769	392	372	781	363
V/C Ratio(X)	0.93	0.62	0.62	0.79	0.77	0.45	0.88	0.71	0.72	0.89	0.79	0.92
Avail Cap(c_a), veh/h	292	1519	783	292	2142	665	421	840	428	421	840	390
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.8	33.9	33.9	72.9	29.4	24.5	70.7	57.1	57.3	70.4	57.9	60.2
Incr Delay (d2), s/veh	34.1	1.9	3.6	3.2	1.8	1.4	16.0	2.0	4.3	17.4	4.1	24.4
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	6.8	14.0	14.8	3.2	14.7	6.4	7.2	10.3	11.0	7.5	12.0	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.9	35.8	37.5	76.2	31.2	26.0	86.7	59.2	61.6	87.8	62.0	84.5
LnGrp LOS	F	D	D	E	C	C	F	E	E	F	E	F
Approach Vol, veh/h		1693			2107			1148			1278	
Approach Delay, s/veh		47.6			33.8			67.4			74.6	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	73.6	23.7	42.6	15.7	77.9	23.2	43.2
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	13.5	61.5	19.5	39.5	13.5	61.5	19.5	39.5
Max Q Clear Time (g_c+I1), s	14.5	42.0	17.1	26.1	9.1	35.7	16.5	34.9
Green Ext Time (p_c), s	0.0	12.2	0.1	2.9	0.1	10.3	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D

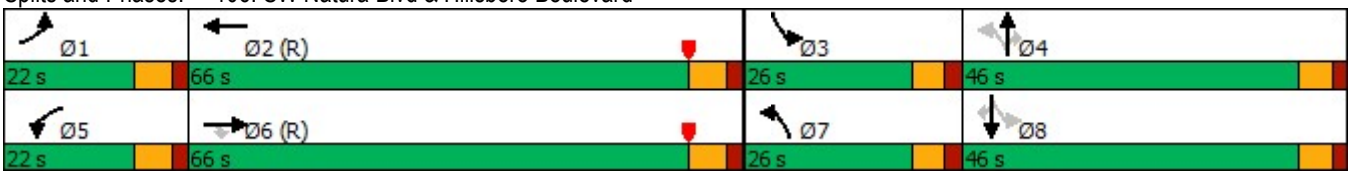
Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	190	1696	248	166	1925	195	16	105	124	37	363
Future Volume (vph)	190	1696	248	166	1925	195	16	105	124	37	363
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	22.0	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	22.0	66.0	66.0	22.0	66.0	26.0	46.0	46.0	26.0	46.0	46.0
Total Split (%)	13.8%	41.3%	41.3%	13.8%	41.3%	16.3%	28.8%	28.8%	16.3%	28.8%	28.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	14.1	72.6	72.6	23.6	82.1	43.4	24.7	24.7	34.2	20.1	20.1
Actuated g/C Ratio	0.09	0.45	0.45	0.15	0.51	0.27	0.15	0.15	0.21	0.13	0.13
v/c Ratio	0.69	0.81	0.36	0.70	0.84	0.57	0.06	0.34	0.41	0.18	0.93
Control Delay	68.8	49.8	27.0	92.5	31.2	51.2	52.8	10.8	46.5	59.1	50.9
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	68.8	49.8	27.0	92.5	31.2	51.2	52.8	10.8	46.5	59.1	50.9
LOS	E	D	C	F	C	D	D	B	D	E	D
Approach Delay		48.8			35.9		37.9			50.4	
Approach LOS		D			D		D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 22 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 42.9	Intersection LOS: D
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard



Queues
106: SW Natura Blvd & Hillsboro Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	209	1864	273	182	2180	214	18	115	136	41	399
v/c Ratio	0.69	0.81	0.36	0.70	0.84	0.57	0.06	0.34	0.41	0.18	0.93
Control Delay	68.8	49.8	27.0	92.5	31.2	51.2	52.8	10.8	46.5	59.1	50.9
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	68.8	49.8	27.0	92.5	31.2	51.2	52.8	10.8	46.5	59.1	50.9
Queue Length 50th (ft)	113	644	144	192	801	183	16	0	111	39	153
Queue Length 95th (ft)	158	#824	252	m#272	m#1039	228	38	54	149	71	269
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	344	2306	760	260	2600	384	465	476	395	465	593
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	0.61	0.81	0.36	0.70	0.84	0.56	0.04	0.24	0.34	0.09	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
106: SW Natura Blvd & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1696	248	166	1925	59	195	16	105	124	37	363
Future Volume (veh/h)	190	1696	248	166	1925	59	195	16	105	124	37	363
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	1864	273	182	2115	65	214	18	115	136	41	399
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	254	2023	613	173	2135	65	446	526	446	482	468	396
Arrive On Green	0.02	0.13	0.13	0.19	0.84	0.84	0.10	0.28	0.28	0.07	0.25	0.25
Sat Flow, veh/h	3456	5106	1548	1781	5090	156	1781	1870	1583	1781	1870	1583
Grp Volume(v), veh/h	209	1864	273	182	1413	767	214	18	115	136	41	399
Grp Sat Flow(s),veh/h/ln	1728	1702	1548	1781	1702	1842	1781	1870	1583	1781	1870	1583
Q Serve(g_s), s	9.6	57.7	26.0	15.5	62.9	64.3	14.0	1.1	9.0	9.0	2.7	40.0
Cycle Q Clear(g_c), s	9.6	57.7	26.0	15.5	62.9	64.3	14.0	1.1	9.0	9.0	2.7	40.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	2023	613	173	1428	773	446	526	446	482	468	396
V/C Ratio(X)	0.82	0.92	0.45	1.05	0.99	0.99	0.48	0.03	0.26	0.28	0.09	1.01
Avail Cap(c_a), veh/h	335	2023	613	173	1428	773	489	526	446	582	468	396
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.0	67.1	53.3	64.5	12.5	12.7	37.6	41.7	44.5	40.1	46.0	60.0
Incr Delay (d2), s/veh	9.1	8.4	2.3	67.7	15.9	23.2	0.3	0.0	0.1	0.1	0.0	47.3
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	4.7	28.1	11.3	9.4	8.1	10.3	6.3	0.5	3.6	4.0	1.3	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.1	75.5	55.6	132.2	28.5	35.9	37.9	41.7	44.7	40.3	46.0	107.3
LnGrp LOS	F	E	E	F	C	D	D	D	D	D	D	F
Approach Vol, veh/h		2346			2362			347			576	
Approach Delay, s/veh		74.2			38.9			40.4			87.1	
Approach LOS		E			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	73.6	17.1	51.0	22.0	69.9	22.1	46.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	15.5	59.5	20.0	40.0	15.5	59.5	20.0	40.0
Max Q Clear Time (g_c+I1), s	11.6	66.3	11.0	11.0	17.5	59.7	16.0	42.0
Green Ext Time (p_c), s	0.1	0.0	0.1	0.2	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	58.6
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	319	1075	62	1215	152	331	77	519	520
Future Volume (vph)	319	1075	62	1215	152	331	77	519	520
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	3	8	1
Permitted Phases			2		4		8		8
Detector Phase	1	6	5	2	7	4	3	8	1
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	4.0	6.0	5.0
Minimum Split (s)	11.5	36.5	11.5	36.5	10.5	39.5	10.5	41.5	11.5
Total Split (s)	22.0	69.0	22.0	69.0	24.0	45.0	24.0	45.0	22.0
Total Split (%)	13.8%	43.1%	13.8%	43.1%	15.0%	28.1%	15.0%	28.1%	13.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	21.4	82.1	74.9	67.8	50.3	35.2	39.2	29.6	51.0
Actuated g/C Ratio	0.13	0.51	0.47	0.42	0.31	0.22	0.24	0.18	0.32
v/c Ratio	0.72	0.52	0.31	0.66	0.69	0.58	0.34	0.83	0.99
Control Delay	48.3	36.3	20.6	39.2	55.3	55.6	41.2	73.7	79.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	36.3	20.6	39.2	55.3	55.6	41.2	73.7	79.2
LOS	D	D	C	D	E	E	D	E	E
Approach Delay		38.7		38.4		55.5		74.1	
Approach LOS		D		D		E		E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 127 (79%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 49.1	Intersection LOS: D
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 107: S. Dixie Highway & Hillsboro Boulevard

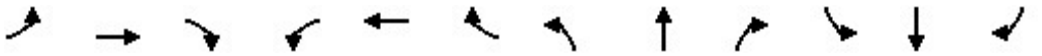




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	332	1339	65	1399	158	449	80	541	542
v/c Ratio	0.72	0.52	0.31	0.66	0.69	0.58	0.34	0.83	0.99
Control Delay	48.3	36.3	20.6	39.2	55.3	55.6	41.2	73.7	79.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	36.3	20.6	39.2	55.3	55.6	41.2	73.7	79.2
Queue Length 50th (ft)	153	514	28	447	123	211	59	291	456
Queue Length 95th (ft)	m#239	565	57	504	172	260	95	343	#744
Internal Link Dist (ft)		2890		691		540		364	
Turn Bay Length (ft)	170		180		225		270		120
Base Capacity (vph)	459	2559	304	2129	251	853	324	851	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.52	0.21	0.66	0.63	0.53	0.25	0.64	0.99

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	1075	210	62	1215	128	152	331	100	77	519	520
Future Volume (veh/h)	319	1075	210	62	1215	128	152	331	100	77	519	520
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	332	1120	219	65	1266	133	158	345	104	80	541	542
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2086	408	202	1974	207	239	740	220	282	855	534
Arrive On Green	0.03	0.16	0.16	0.03	0.42	0.42	0.08	0.27	0.27	0.05	0.24	0.24
Sat Flow, veh/h	3456	4286	838	1781	4686	492	1781	2700	802	1781	3554	1583
Grp Volume(v), veh/h	332	889	450	65	920	479	158	225	224	80	541	542
Grp Sat Flow(s),veh/h/ln	1728	1702	1720	1781	1702	1774	1781	1777	1725	1781	1777	1583
Q Serve(g_s), s	15.4	38.4	38.4	3.3	34.3	34.3	10.5	16.9	17.3	5.4	21.8	38.5
Cycle Q Clear(g_c), s	15.4	38.4	38.4	3.3	34.3	34.3	10.5	16.9	17.3	5.4	21.8	38.5
Prop In Lane	1.00		0.49	1.00		0.28	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	335	1656	837	202	1434	748	239	487	473	282	855	534
V/C Ratio(X)	0.99	0.54	0.54	0.32	0.64	0.64	0.66	0.46	0.47	0.28	0.63	1.01
Avail Cap(c_a), veh/h	335	1656	837	318	1434	748	294	487	473	396	855	534
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.4	50.6	50.6	27.8	36.7	36.7	42.3	48.3	48.4	43.2	54.4	53.0
Incr Delay (d2), s/veh	34.9	0.7	1.4	0.3	2.2	4.2	2.1	0.5	0.5	0.2	1.4	42.5
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	8.8	17.8	18.1	1.4	14.4	15.4	4.8	7.5	7.5	2.4	9.9	27.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.3	51.3	52.0	28.1	38.9	40.9	44.5	48.8	49.0	43.4	55.8	95.5
LnGrp LOS	F	D	D	C	D	D	D	D	D	D	E	F
Approach Vol, veh/h		1671			1464			607			1163	
Approach Delay, s/veh		63.6			39.1			47.7			73.4	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	73.9	13.7	50.4	11.6	84.4	19.1	45.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.5	62.5	17.5	38.5	15.5	62.5	17.5	38.5
Max Q Clear Time (g_c+I1), s	17.4	36.3	7.4	19.3	5.3	40.4	12.5	40.5
Green Ext Time (p_c), s	0.0	10.2	0.1	1.9	0.0	9.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.7
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	229	22	23	398	11	30	0	23	14	1	15
Future Vol, veh/h	6	229	22	23	398	11	30	0	23	14	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	120	-	-	60	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	241	23	24	419	12	32	0	24	15	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	431	0	0	264	0	0	523	744	132	606	749	216
Stage 1	-	-	-	-	-	-	265	265	-	473	473	-
Stage 2	-	-	-	-	-	-	258	479	-	133	276	-
Critical Hdwy	4.14	-	-	4.14	-	-	5.5	6.54	4.5	5.5	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	5.54	-	5.5	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1125	-	-	1297	-	-	588	341	976	537	339	913
Stage 1	-	-	-	-	-	-	774	688	-	620	557	-
Stage 2	-	-	-	-	-	-	724	553	-	857	680	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1125	-	-	1297	-	-	566	333	976	514	331	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	566	333	-	514	331	-
Stage 1	-	-	-	-	-	-	770	685	-	617	546	-
Stage 2	-	-	-	-	-	-	697	542	-	831	677	-

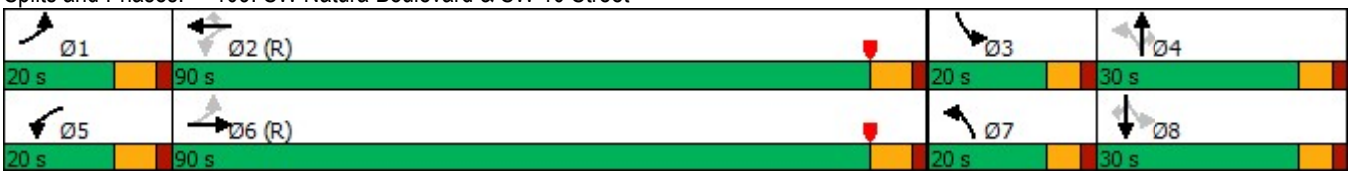
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	10.4	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	566	976	1125	-	-	1297	-	-	643
HCM Lane V/C Ratio	0.056	0.025	0.006	-	-	0.019	-	-	0.049
HCM Control Delay (s)	11.7	8.8	8.2	-	-	7.8	-	-	10.9
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.1	-	-	0.2

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	265	1288	183	1020	166	170	144	133	150	135	213
Future Volume (vph)	265	1288	183	1020	166	170	144	133	150	135	213
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6		2		2	4		4	8		8
Detector Phase	1	6	5	2	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	32.0	11.0	32.0	32.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	90.0	20.0	90.0	90.0	20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	12.5%	56.3%	12.5%	56.3%	56.3%	12.5%	18.8%	18.8%	12.5%	18.8%	18.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	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	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	6.0	6.0	6.0	6.0	6.0	6.0
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	None	None	None	None	None
Act Effct Green (s)	104.9	92.2	103.7	91.6	91.6	30.1	16.6	16.6	29.3	16.2	16.2
Actuated g/C Ratio	0.66	0.58	0.65	0.57	0.57	0.19	0.10	0.10	0.18	0.10	0.10
v/c Ratio	0.70	0.56	0.76	0.36	0.17	0.76	0.40	0.48	0.57	0.73	0.61
Control Delay	20.3	22.5	39.7	19.6	2.9	74.7	69.5	15.1	61.1	91.3	15.1
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	20.3	22.5	39.7	19.6	2.9	74.7	69.5	15.1	61.1	91.3	15.1
LOS	C	C	D	B	A	E	E	B	E	F	B
Approach Delay		22.2		20.3			55.2			49.7	
Approach LOS		C		C			E			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 57 (36%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 28.4	Intersection LOS: C
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: SW Natura Boulevard & SW 10 Street





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	270	1608	187	1041	169	173	147	136	153	138	217
v/c Ratio	0.70	0.56	0.76	0.36	0.17	0.76	0.40	0.48	0.57	0.73	0.61
Control Delay	20.3	22.5	39.7	19.6	2.9	74.7	69.5	15.1	61.1	91.3	15.1
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	20.3	22.5	39.7	19.6	2.9	74.7	69.5	15.1	61.1	91.3	15.1
Queue Length 50th (ft)	96	370	68	211	0	157	77	0	137	143	0
Queue Length 95th (ft)	153	467	#171	272	38	224	112	65	200	213	81
Internal Link Dist (ft)		904		940			575			629	
Turn Bay Length (ft)	120		200		200	200		200	100		200
Base Capacity (vph)	399	2858	266	2912	966	234	530	347	278	279	421
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	0.68	0.56	0.70	0.36	0.17	0.74	0.28	0.39	0.55	0.49	0.52

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: SW Natura Boulevard & SW 10 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1288	288	183	1020	166	170	144	133	150	135	213
Future Volume (veh/h)	265	1288	288	183	1020	166	170	144	133	150	135	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	270	1314	294	187	1041	169	173	147	136	153	138	217
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	2241	501	258	2655	824	284	540	235	321	278	234
Arrive On Green	0.08	0.54	0.54	0.06	0.52	0.52	0.09	0.15	0.15	0.08	0.15	0.15
Sat Flow, veh/h	1781	4154	929	1781	5106	1584	1781	3554	1545	1781	1870	1575
Grp Volume(v), veh/h	270	1076	532	187	1041	169	173	147	136	153	138	217
Grp Sat Flow(s),veh/h/ln	1781	1702	1679	1781	1702	1584	1781	1777	1545	1781	1870	1575
Q Serve(g_s), s	11.4	34.1	34.1	7.8	19.7	9.2	13.1	5.9	13.1	11.5	10.8	21.8
Cycle Q Clear(g_c), s	11.4	34.1	34.1	7.8	19.7	9.2	13.1	5.9	13.1	11.5	10.8	21.8
Prop In Lane	1.00		0.55	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	373	1836	906	258	2655	824	284	540	235	321	278	234
V/C Ratio(X)	0.72	0.59	0.59	0.72	0.39	0.21	0.61	0.27	0.58	0.48	0.50	0.93
Avail Cap(c_a), veh/h	373	1836	906	293	2655	824	284	540	235	327	281	236
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	17.9	24.8	24.8	23.0	23.2	20.6	52.1	60.0	63.1	51.5	62.6	67.2
Incr Delay (d2), s/veh	5.9	1.4	2.8	5.9	0.4	0.6	2.7	0.1	2.4	0.4	0.5	38.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	14.2	14.4	3.7	8.2	3.6	6.2	2.7	5.3	5.2	5.2	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	26.2	27.6	28.9	23.6	21.2	54.9	60.1	65.5	52.0	63.1	105.2
LnGrp LOS	C	C	C	C	C	C	D	E	E	D	E	F
Approach Vol, veh/h		1878			1397			456			508	
Approach Delay, s/veh		26.3			24.0			59.7			77.7	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	90.2	19.5	30.3	16.9	93.3	20.0	29.8
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	83.0	14.0	24.0	13.0	83.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	13.4	21.7	13.5	15.1	9.8	36.1	15.1	23.8
Green Ext Time (p_c), s	0.0	10.8	0.0	0.6	0.1	17.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	37	1765	246	1972	25	262	7	402	195	30	148
Future Volume (vph)	37	1765	246	1972	25	262	7	402	195	30	148
Turn Type	Prot	NA	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6	5	2	3	4	4	5	3	3	1
Permitted Phases					2			4			3
Detector Phase	1	6	5	2	3	4	4	5	3	3	1
Switch Phase											
Minimum Initial (s)	5.0	12.0	5.0	12.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0
Minimum Split (s)	11.5	35.5	11.5	35.5	40.0	26.0	26.0	11.5	40.0	40.0	11.5
Total Split (s)	24.0	70.0	24.0	70.0	40.0	26.0	26.0	24.0	40.0	40.0	24.0
Total Split (%)	15.0%	43.8%	15.0%	43.8%	25.0%	16.3%	16.3%	15.0%	25.0%	25.0%	15.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0	4.5
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)	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	78.4	23.5	94.3	110.6	17.3	17.3	40.3	15.8	15.8	22.9
Actuated g/C Ratio	0.05	0.49	0.15	0.59	0.69	0.11	0.11	0.25	0.10	0.10	0.14
v/c Ratio	0.46	0.82	0.52	0.70	0.02	0.75	0.03	0.90	0.72	0.72	0.56
Control Delay	87.2	41.6	71.9	21.0	0.2	82.0	61.9	63.3	92.3	92.6	30.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.2	41.6	71.9	21.1	0.2	82.0	61.9	63.3	92.3	92.6	30.7
LOS	F	D	E	C	A	F	E	E	F	F	C
Approach Delay		42.5		26.5			70.6			68.0	
Approach LOS		D		C			E			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 126 (79%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 41.0	Intersection LOS: D
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: Jim Moran Boulevard & Hillsboro Boulevard



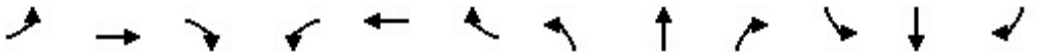


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	2027	262	2098	27	279	7	428	118	121	157
v/c Ratio	0.46	0.82	0.52	0.70	0.02	0.75	0.03	0.90	0.72	0.72	0.56
Control Delay	87.2	41.6	71.9	21.0	0.2	82.0	61.9	63.3	92.3	92.6	30.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.2	41.6	71.9	21.1	0.2	82.0	61.9	63.3	92.3	92.6	30.7
Queue Length 50th (ft)	36	757	117	573	0	148	7	319	128	131	69
Queue Length 95th (ft)	m60	#918	148	753	m1	194	23	427	197	201	114
Internal Link Dist (ft)		2620		495			677			792	
Turn Bay Length (ft)	375		400		330	200		250	200		200
Base Capacity (vph)	193	2466	505	2996	1264	438	237	475	357	362	373
Starvation Cap Reductn	0	0	0	183	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	0.20	0.82	0.52	0.75	0.02	0.64	0.03	0.90	0.33	0.33	0.42

Intersection Summary

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	1765	140	246	1972	25	262	7	402	195	30	148
Future Volume (vph)	37	1765	140	246	1972	25	262	7	402	195	30	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1770	5024		3433	5085	1551	3433	1863	1565	1681	1707	1564
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (perm)	1770	5024		3433	5085	1551	3433	1863	1565	1681	1707	1564
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	39	1878	149	262	2098	27	279	7	428	207	32	157
RTOR Reduction (vph)	0	5	0	0	0	8	0	0	80	0	0	55
Lane Group Flow (vph)	39	2022	0	262	2098	19	279	7	348	118	121	102
Confl. Peds. (#/hr)	1					1	4		2	2		4
Confl. Bikes (#/hr)			6			2			2			
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	7.6	78.4		23.5	94.3	110.1	17.3	17.3	40.8	15.8	15.8	23.4
Effective Green, g (s)	7.6	78.4		23.5	94.3	110.1	17.3	17.3	40.8	15.8	15.8	23.4
Actuated g/C Ratio	0.05	0.49		0.15	0.59	0.69	0.11	0.11	0.25	0.10	0.10	0.15
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	84	2461		504	2996	1067	371	201	399	165	168	228
v/s Ratio Prot	0.02	c0.40		0.08	0.41	0.00	0.08	0.00	c0.13	0.07	c0.07	0.02
v/s Ratio Perm						0.01			0.09			0.04
v/c Ratio	0.46	0.82		0.52	0.70	0.02	0.75	0.03	0.87	0.72	0.72	0.45
Uniform Delay, d1	74.2	34.8		63.0	23.0	7.9	69.3	63.9	57.1	69.9	70.0	62.4
Progression Factor	0.99	1.08		1.10	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	2.8		0.3	1.2	0.0	7.4	0.0	17.8	11.6	12.1	0.5
Delay (s)	74.4	40.4		69.5	19.6	7.9	76.7	63.9	74.9	81.5	82.0	62.9
Level of Service	E	D		E	B	A	E	E	E	F	F	E
Approach Delay (s)		41.0			24.9			75.5			74.3	
Approach LOS		D			C			E			E	

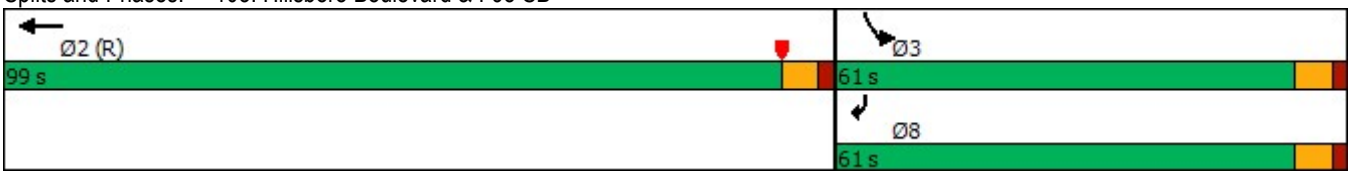
Intersection Summary			
HCM 2000 Control Delay	40.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SBL	SBR
Lane Configurations			
Traffic Volume (vph)	1972	195	148
Future Volume (vph)	1972	195	148
Turn Type	NA	Prot	Prot
Protected Phases	2	3	8
Permitted Phases			
Detector Phase	2	3	8
Switch Phase			
Minimum Initial (s)	12.0	6.0	6.0
Minimum Split (s)	33.5	24.5	24.5
Total Split (s)	99.0	61.0	61.0
Total Split (%)	61.9%	38.1%	38.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	122.6	24.4	24.4
Actuated g/C Ratio	0.77	0.15	0.15
v/c Ratio	0.56	0.79	0.37
Control Delay	8.8	84.8	57.8
Queue Delay	0.1	0.0	0.0
Total Delay	8.9	84.8	57.8
LOS	A	F	E
Approach Delay	8.9	73.1	
Approach LOS	A	E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

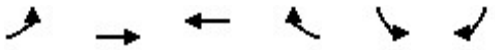
Splits and Phases: 103: Hillsboro Boulevard & I-95 SB





Lane Group	WBT	SBL	SBR
Lane Group Flow (vph)	2170	212	161
v/c Ratio	0.56	0.79	0.37
Control Delay	8.8	84.8	57.8
Queue Delay	0.1	0.0	0.0
Total Delay	8.9	84.8	57.8
Queue Length 50th (ft)	302	217	81
Queue Length 95th (ft)	418	296	116
Internal Link Dist (ft)	1220	531	
Turn Bay Length (ft)			
Base Capacity (vph)	3889	602	956
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	515	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.64	0.35	0.17

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑↑		↰	↱↱
Traffic Volume (vph)	0	0	1972	25	195	148
Future Volume (vph)	0	0	1972	25	195	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.5		6.5	6.5
Lane Util. Factor			0.91		1.00	0.88
Frt			1.00		1.00	0.85
Flt Protected			1.00		0.95	1.00
Satd. Flow (prot)			5076		1770	2787
Flt Permitted			1.00		0.95	1.00
Satd. Flow (perm)			5076		1770	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2143	27	212	161
RTOR Reduction (vph)	0	0	0	0	0	9
Lane Group Flow (vph)	0	0	2170	0	212	152
Turn Type			NA		Prot	Prot
Protected Phases			2		3	8
Permitted Phases						
Actuated Green, G (s)			122.6		24.4	24.4
Effective Green, g (s)			122.6		24.4	24.4
Actuated g/C Ratio			0.77		0.15	0.15
Clearance Time (s)			6.5		6.5	6.5
Vehicle Extension (s)			3.0		2.5	2.5
Lane Grp Cap (vph)			3889		269	425
v/s Ratio Prot			c0.43		c0.12	0.05
v/s Ratio Perm						
v/c Ratio			0.56		0.79	0.36
Uniform Delay, d1			7.6		65.3	60.8
Progression Factor			1.00		1.00	1.00
Incremental Delay, d2			0.6		13.7	0.4
Delay (s)			8.2		79.0	61.1
Level of Service			A		E	E
Approach Delay (s)		0.0	8.2		71.3	
Approach LOS		A	A		E	

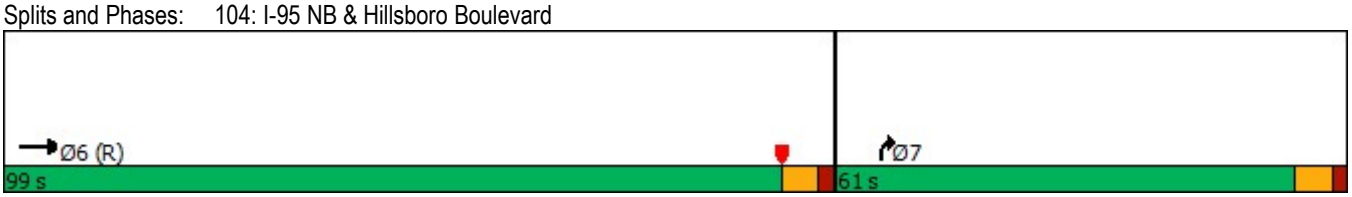
Intersection Summary			
HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	NBR
Lane Configurations		
Traffic Volume (vph)	1648	528
Future Volume (vph)	1648	528
Turn Type	NA	Prot
Protected Phases	6	7
Permitted Phases		
Detector Phase	6	7
Switch Phase		
Minimum Initial (s)	12.0	6.0
Minimum Split (s)	24.5	24.5
Total Split (s)	99.0	61.0
Total Split (%)	61.9%	38.1%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.5	6.5
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	C-Max	None
Act Effct Green (s)	110.6	36.4
Actuated g/C Ratio	0.69	0.23
v/c Ratio	0.50	0.87
Control Delay	15.7	70.1
Queue Delay	0.0	0.0
Total Delay	15.7	70.1
LOS	B	E
Approach Delay	15.7	
Approach LOS	B	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2: and 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 28.9	Intersection LOS: C
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: I-95 NB & Hillsboro Boulevard



Lane Group	EBT	NBR
Lane Group Flow (vph)	1772	568
v/c Ratio	0.50	0.87
Control Delay	15.7	70.1
Queue Delay	0.0	0.0
Total Delay	15.7	70.1
Queue Length 50th (ft)	373	313
Queue Length 95th (ft)	462	369
Internal Link Dist (ft)	1220	
Turn Bay Length (ft)		
Base Capacity (vph)	3515	968
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.50	0.59

Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1648	0	0	0	0	528
Future Volume (vph)	1648	0	0	0	0	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5					6.5
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1772	0	0	0	0	568
RTOR Reduction (vph)	0	0	0	0	0	22
Lane Group Flow (vph)	1772	0	0	0	0	546
Turn Type	NA					Prot
Protected Phases	6					7
Permitted Phases						
Actuated Green, G (s)	110.6					36.4
Effective Green, g (s)	110.6					36.4
Actuated g/C Ratio	0.69					0.23
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.5					2.0
Lane Grp Cap (vph)	3515					634
v/s Ratio Prot	c0.35					c0.20
v/s Ratio Perm						
v/c Ratio	0.50					0.86
Uniform Delay, d1	11.7					59.4
Progression Factor	1.23					1.00
Incremental Delay, d2	0.5					11.1
Delay (s)	14.9					70.5
Level of Service	B					E
Approach Delay (s)	14.9			0.0	70.5	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	28.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	323	443	8
Future Vol, veh/h	0	1	0	323	443	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	90
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	0	351	482	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	241	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	837	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	837	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	837	-	-
HCM Lane V/C Ratio	-	0.001	-	-
HCM Control Delay (s)	-	9.3	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	4	315	436	8
Future Vol, veh/h	8	1	4	315	436	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	1	4	342	474	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	653	237	483	0	-	0
Stage 1	474	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	5.5	4.5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	510	898	1076	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	508	898	1076	-	-	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	834	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1076	-	534	-	-
HCM Lane V/C Ratio	0.004	-	0.018	-	-
HCM Control Delay (s)	8.4	-	11.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	575	498	6
Future Vol, veh/h	0	3	0	575	498	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	625	541	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	274	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5.5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	807	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	807	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

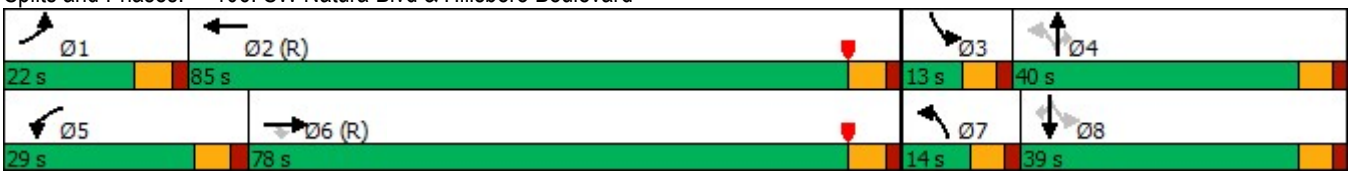
Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	807	-	-
HCM Lane V/C Ratio	-	0.004	-	-
HCM Control Delay (s)	-	9.5	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	190	1696	248	166	1925	195	16	105	124	37	363
Future Volume (vph)	190	1696	248	166	1925	195	16	105	124	37	363
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2	7	4		3	8	
Permitted Phases			6			4		4	8		8
Detector Phase	1	6	6	5	2	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	22.0	47.5	47.5	11.5	47.5	10.0	36.0	36.0	10.0	36.0	36.0
Total Split (s)	22.0	78.0	78.0	29.0	85.0	14.0	40.0	40.0	13.0	39.0	39.0
Total Split (%)	13.8%	48.8%	48.8%	18.1%	53.1%	8.8%	25.0%	25.0%	8.1%	24.4%	24.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	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	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)	6.5	6.5	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	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	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	13.5	81.6	81.6	19.3	87.4	35.1	27.1	27.1	33.1	26.1	26.1
Actuated g/C Ratio	0.08	0.51	0.51	0.12	0.55	0.22	0.17	0.17	0.21	0.16	0.16
v/c Ratio	0.72	0.72	0.32	0.85	0.79	0.69	0.06	0.29	0.45	0.13	0.93
Control Delay	85.8	34.1	12.4	101.5	33.1	65.2	52.2	4.3	54.2	55.0	61.3
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	85.8	34.1	12.4	101.5	33.1	65.2	52.2	4.3	54.2	55.0	61.3
LOS	F	C	B	F	C	E	D	A	D	D	E
Approach Delay		36.1			38.3		44.3			59.2	
Approach LOS		D			D		D			E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 22 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 39.9	Intersection LOS: D
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 106: SW Natura Blvd & Hillsboro Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	209	1864	273	182	2180	214	18	115	136	41	399
v/c Ratio	0.72	0.72	0.32	0.85	0.79	0.69	0.06	0.29	0.45	0.13	0.93
Control Delay	85.8	34.1	12.4	101.5	33.1	65.2	52.2	4.3	54.2	55.0	61.3
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	85.8	34.1	12.4	101.5	33.1	65.2	52.2	4.3	54.2	55.0	61.3
Queue Length 50th (ft)	111	566	71	188	672	189	16	0	115	37	219
Queue Length 95th (ft)	157	680	151	#289	801	263	39	22	171	72	#378
Internal Link Dist (ft)		514			2890		770			363	
Turn Bay Length (ft)	150		130	100		100		160			
Base Capacity (vph)	332	2592	863	248	2766	310	395	452	304	384	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	0.63	0.72	0.32	0.73	0.79	0.69	0.05	0.25	0.45	0.11	0.82

Intersection Summary

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

HCM 6th Signalized Intersection Summary
106: SW Natura Blvd & Hillsboro Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1696	248	166	1925	59	195	16	105	124	37	363
Future Volume (veh/h)	190	1696	248	166	1925	59	195	16	105	124	37	363
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	1864	273	182	2115	65	214	18	115	136	41	399
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	2419	734	203	2619	80	313	397	336	380	386	326
Arrive On Green	0.07	0.47	0.47	0.11	0.51	0.51	0.05	0.21	0.21	0.04	0.21	0.21
Sat Flow, veh/h	3456	5106	1549	1781	5090	156	1781	1870	1583	1781	1870	1583
Grp Volume(v), veh/h	209	1864	273	182	1413	767	214	18	115	136	41	399
Grp Sat Flow(s),veh/h/ln	1728	1702	1549	1781	1702	1842	1781	1870	1583	1781	1870	1583
Q Serve(g_s), s	9.5	48.4	18.0	16.1	55.1	55.5	8.0	1.2	9.9	7.0	2.8	33.0
Cycle Q Clear(g_c), s	9.5	48.4	18.0	16.1	55.1	55.5	8.0	1.2	9.9	7.0	2.8	33.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	2419	734	203	1751	948	313	397	336	380	386	326
V/C Ratio(X)	0.83	0.77	0.37	0.90	0.81	0.81	0.68	0.05	0.34	0.36	0.11	1.22
Avail Cap(c_a), veh/h	335	2419	734	250	1751	948	313	397	336	380	386	326
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	73.2	34.9	26.9	70.0	32.2	32.3	53.5	50.1	53.5	48.9	51.5	63.5
Incr Delay (d2), s/veh	9.5	2.4	1.4	25.2	4.1	7.4	5.0	0.0	0.2	0.2	0.0	124.4
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	4.5	19.9	7.1	8.7	22.8	25.7	4.5	0.6	4.0	4.5	1.4	24.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.7	37.3	28.3	95.2	36.3	39.7	58.5	50.1	53.7	49.1	51.6	187.9
LnGrp LOS	F	D	C	F	D	D	E	D	D	D	D	F
Approach Vol, veh/h		2346			2362			347			576	
Approach Delay, s/veh		40.3			42.0			56.5			145.4	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	88.8	13.0	40.0	24.7	82.3	14.0	39.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	15.5	78.5	7.0	34.0	22.5	71.5	8.0	33.0
Max Q Clear Time (g_c+I1), s	11.5	57.5	9.0	11.9	18.1	50.4	10.0	35.0
Green Ext Time (p_c), s	0.1	15.0	0.0	0.2	0.1	14.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.8
HCM 6th LOS	D

APPENDIX G

West-to-North I-95 on Ramp Field Observations

HILLSBORO BOULEVARD @ I-95 W/B
DEERFIELD BEACH,FL.
MAY 5th , 2021

TIME	BACK UP W/B HILLSBORO BLVD TO N/B I-95 ON RAMP	BACK UP ON I-95 NORTH BOUND
7:00-7:15	0	0
7:15-7:30	0	0
7:30-7:45	0	0
7:45-8:00	0	0
8:00-8:15	0	0
8:15-8:30	0	0
8:30-8:45	0	0
8:45-9:00	0	0

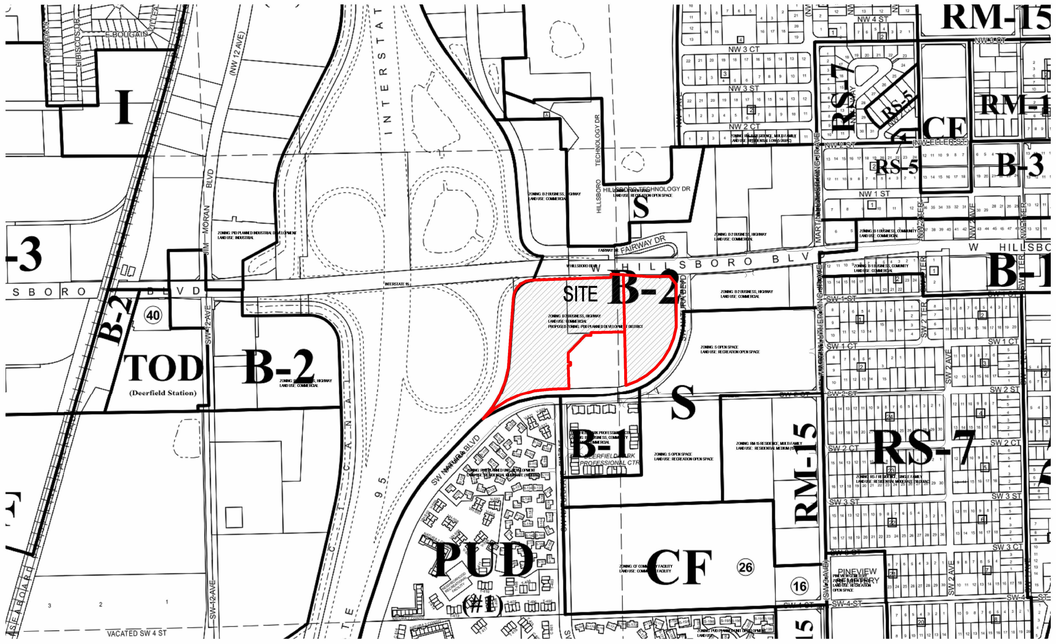
TIME	BACK UP W/B HILLSBORO BLVD TO N/B I-95 ON RAMP	BACK UP ON I-95 NORTH BOUND
4:00-4:15	0	0
4:15-4:30	0	0
4:30-4:45	0	0
4:45-5:00	0	0
5:00-5:15	0	0
5:15-5:30	0	0
5:30-5:45	0	0
5:45-6:00	0	0

G&C HILLSBORO INVESTORS, LLC

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PARCEL ID# 484201130010, 484201000270 & 484201210010



SHEET INDEX

MASTER PLAN	
A0.00	COVER SHEET
S1	SURVEY
S2	SURVEY
S3	SURVEY
S4	SURVEY
S5	SURVEY
S6	SURVEY
AS1.10	OVERALL MASTER PLAN
AS1.11	MASTER PLAN TABULATIONS
C10.0	FIRE PROTECTION PLAN
AS1.12	OVERALL CIRCULATION PLAN
AS1.13	OVERALL PHASING PLAN
AS1.14	OVERALL LANDSCAPE PERVIOUS & IMPERVIOUS
L-200	TREE DISPOSITION PLAN
L-201	TREE DISPOSITION SCHEDULE
L-202	TREE DISPOSITION SCHEDULE
L-210	OVERALL LANDSCAPE PLAN
L-211	LANDSCAPE PLAN
L-212	LANDSCAPE PLAN
L-213	LANDSCAPE PLAN
L-214	LANDSCAPE PLAN
L-215	LANDSCAPE PLAN
L-220	SCHEDULE & CALCULATIONS
L-221	NOTES
L-310	OVERALL IRRIGATION PLAN
L-311	IRRIGATION PLAN
L-312	IRRIGATION PLAN
L-313	IRRIGATION PLAN
L-314	IRRIGATION PLAN
L-315	IRRIGATION PLAN
L-320	IRRIGATION DETAILS & SCHEDULE
L-321	IRRIGATION NOTES
AS1.15	OVERALL PHOTOMETRIC SITE PLAN
AS1.15A	PHOTOMETRIC PARKING GARAGE LEVEL 1 & 2
AS1.15B	PHOTOMETRIC PARKING GARAGE TYPICAL LEVEL
AS1.16	PHOTOMETRIC PLAN - CUT SHEETS
AS1.17	MASTER SIGNAGE PLAN - 1
AS1.18	MASTER SIGNAGE PLAN - 2

*LANDSCAPE (UNDER SEPERATE REVISION SEQUENCE)

SITE PLAN	
A1.10	PHASE 1 - SITE PLAN
A1.11	PHASE 1 - BUILDING D - IMPROVEMENTS
A1.12	PHASE 1 - TABULATIONS
A1.13	PHASE 1 - RESIDENTIAL BUILDING ELEVATIONS
A1.14	PHASE 1 - BUILDING C - GROUND FLOOR
A1.15	PHASE 1 - BUILDING C - EXTERIOR ELEVATIONS
A1.16	PHASE 1 - GROUND FLOOR PLAN
A1.17	PHASE 1 - 2ND FLOOR PLAN
A1.18	PHASE 1 - 3RD FLOOR PLAN
A1.19	PHASE 1 - 4TH FLOOR PLAN
A1.20	PHASE 1 - 5TH FLOOR PLAN
A1.21	PHASE 1 - 6TH FLOOR PLAN
A1.22	PHASE 1 - 7TH FLOOR PLAN
A1.23	PHASE 1 - 8TH FLOOR PLAN
A1.24	PHASE 1 - OVERALL ROOF PLAN
A1.25	PHASE 1 - LANDSCAPE PERVIOUS & IMPERVIOUS
L-200	TREE DISPOSITION PLAN
L-201	TREE DISPOSITION SCHEDULE
L-202	TREE DISPOSITION SCHEDULE
L-210	OVERALL LANDSCAPE PLAN
L-211	LANDSCAPE PLAN
L-212	LANDSCAPE PLAN
L-213	LANDSCAPE PLAN
L-214	LANDSCAPE PLAN
L-215	LANDSCAPE PLAN
L-220	SCHEDULE & CALCULATIONS
L-221	NOTES
L-310	OVERALL IRRIGATION PLAN
L-311	IRRIGATION PLAN
L-312	IRRIGATION PLAN
L-313	IRRIGATION PLAN
L-314	IRRIGATION PLAN
L-315	IRRIGATION PLAN
L-320	IRRIGATION DETAILS & SCHEDULE
L-321	IRRIGATION NOTES
A1.26	PHASE 1 - PHOTOMETRIC PLAN
A1.27	PHASE 2 - BUILDING B&D - EAST WEST ELEVATIONS
A1.28	PHASE 2 - BUILDING B&D - NORTH SOUTH ELEVATIONS
A1.29	PHASES 3&4 SITE PLAN
A1.30	PHASE 3 - BUILDING A - NORTH SOUTH ELEVATIONS
A1.31	PHASE 3 - BUILDING A - EAST WEST ELEVATIONS
A1.32	PHASE 3 - LANDSCAPE PERVIOUS & IMPERVIOUS
A1.33	PHASE 4 - LANDSCAPE PERVIOUS & IMPERVIOUS

TOTAL : 81

SCOPE OF WORK

PHASE 1 - DEMO OF EXISTING SUB STANDARD OFFICE BUILDING. PARTIAL DEMOLITION AND FAçADE IMPROVEMENTS TO BUILDING C, AS INDICATED IN THE PLAN. THE REMAINING BUILDING C IMPROVEMENTS INCLUDING: MATERIAL FINISHES, AND FAçADE ARTICULATION. CONSTRUCTION OF A NEW LUXURY APARTMENT BUILDING AND PARKING GARAGE. ALL THE RENOVATED AND PROPOSED BUILDINGS' DESIGN RESPONDS TO THE URBAN CHARACTER OF THE PROJECT AND ARE DESIGNED BASED ON THE PIONEER GROVE DESIGN STANDARDS.

IN ADDITION TO BUILDING IMPROVEMENTS, SITE PLAN IMPROVEMENTS INCLUDE:

- NEW SPINE ROAD THAT CONNECTS HILLSBORO BOULEVARD AND NATURA MAKING THE BUILDING RELATE BETTER TO THE PROPOSED PEDESTRIAN REALM.
- PEDESTRIAN SIDEWALK CONNECTIVITY.
- NEW PAVERS ON THE SITE SPINE ROAD AND THE EXISTING OFFICE BUILDING ENTRYWAYS.
- PEDESTRIAN PLAZAS THROUGHOUT THE PROPERTY.
- NEW MONUMENT SIGNS.
- LANDSCAPE IMPROVEMENTS THROUGHOUT THE MASTER PLAN.
- UPGRADED SITE LIGHT FIXTURES.

OFFSITE IMPROVEMENTS INCLUDING NATURA BLVD. SIDEWALK AND DRAINAGE IMPROVEMENTS NEW HILLSBORO BLVD. TURN LANE AND EXISTING TURN LANE IMPROVEMENTS AT NATURA BLVD./HILLSBORO INTERSECTION.

PHASE 2 - FAçADE IMPROVEMENTS OF EXISTING 6 STORY OFFICE BUILDING D.
PHASE 3 - CONSTRUCT 2 STORY OFFICE BUILDING A, INCLUDING LANDSCAPING.
PHASE 4 - CONSTRUCT 3 STORY OFFICE BUILDING B, ABOVE EXISTING GARAGE .

PROJECT TEAM

APPLICANT / CLIENT:
G&C HILLSBORO INVESTORS, LLC
1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954) 516-7001

CIVIL ENGINEER:
SUN-TECH ENGINEERING, INC.
4577 N. NOB HILL RD #102
SUNRISE, FL 33351
TEL: (954) 777-3123

ARCHITECT:
RLC-IBI GROUP
7000 NORTH FEDERAL HIGHWAY, 2nd Floor
BOCA RATON, FL 33487
TEL: (561) 393-6555

LANDSCAPE ARCHITECT:
ARCHITECTURAL ALLIANCE LANDSCAPE
612 S.W. 4TH AVENUE
FT. LAUDERDALE, FL 33315
TEL: (954) 764-8858

DRC-SUBMITTAL #6
10.12.2023

DEVELOPMENT REVIEW COMMITTEE

2023-10-12 10:42:19 AM

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

HILLSBORO CENTER
600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

STATE OF FLORIDA
JUAN E. CATALDO
AR0015388
REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

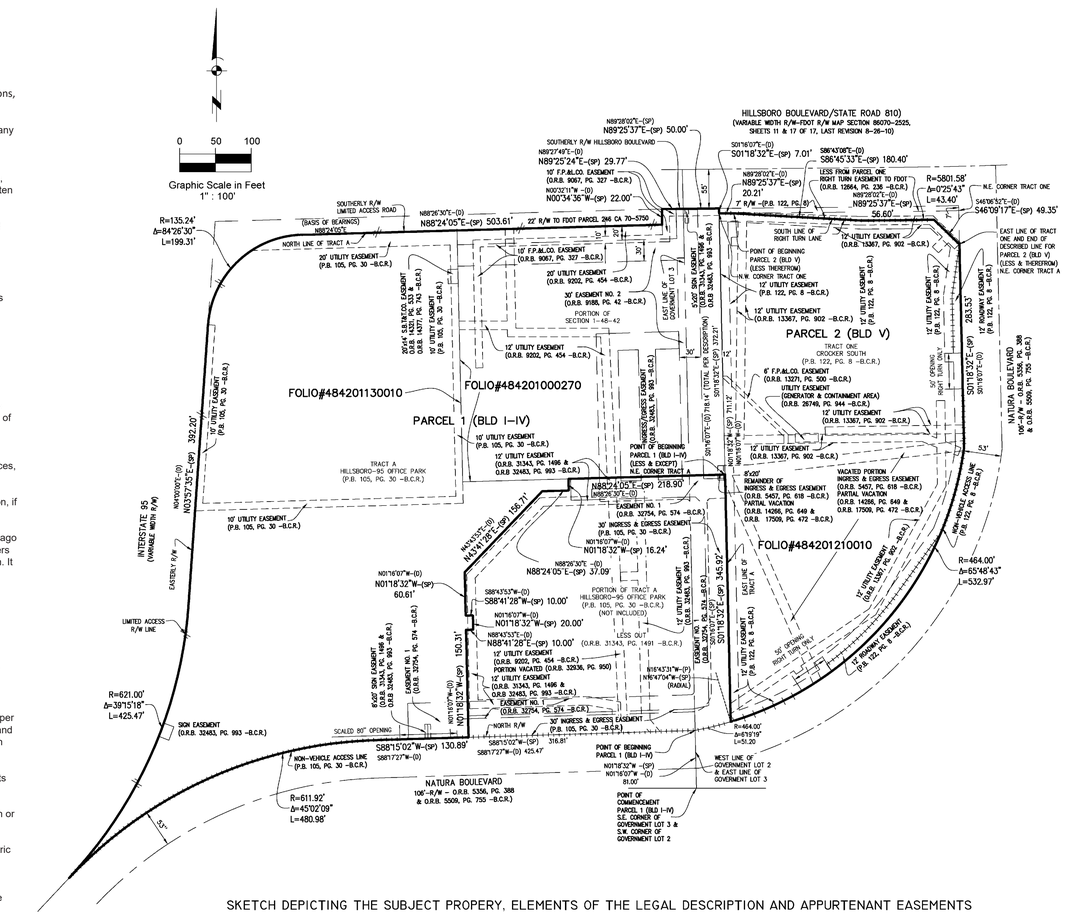
PROJECT NO:
20040

DATE:
OCTOBER 12, 2023

SHEET NUMBER	ISSUE
A0.00	6

SURVEYOR'S NOTES

1. Measurements shown hereon are expressed in U.S. survey feet and decimal parts thereof.
2. Dimensions shown are taken at the exposed areas of improvements, underground footers, foundations, utilities or other subsurface features are not located for the purposes of this survey.
3. Sun-Tech Engineering, Inc. & Radius Professional Surveyor & Mapper, LLC reserves the right to utilize any and all information obtained in the preparation of this survey, including this map of survey, for any other purposes.
4. This drawing may not be reproduced in whole or in part without the permission of Sun-Tech Engineering, Inc. additions or deletions to the survey map by other than the signing party is prohibited without the written consent of the signing party.
5. This drawing is not valid without the signature and original raised seal of a Florida licensed surveyor and Mapper.
6. The certification contained herein is for the latest date of field survey or latest revision date, whichever applicable.
7. Some features shown hereon may be drawn "out of scale" for the purposes of clarity. Written dimensions take precedence over scaled measurements.
8. Sources of information used in the preparation of this map of survey are as follows:
   A. Record Plat entitled HILLSBORO-95 OFFICE PARK, Plat Book 105, Page 30;
   B. Record Plat entitled CROCKER SOUTH, Plat Book 122, Page 8;
   C. Florida Department of Transportation Right-of-Way Map Section 86070-2525;
8. The horizontal accuracy of field measured control meets the applicable requirements of Chapter 5J-17.052(15)(b)(ii). The accuracy obtained is 1:57,223 and is based on a closed geometric figure. The expected use of the property is Commercial/High Risk, mandating a maximum allowable error of closure of 1:10,000.
9. Sun-Tech Engineering, Inc. & Radius Professional Surveyor & Mapper, LLC is authorized to provide Surveying and Mapping Services by the State of Florida Department of Agriculture and Consumer Services, License No. LB.7733, pursuant to the provisions of Chapter 472, Florida Statutes.
10. This survey does not determine ownership of the subject property or its adjoiners. Ownership information, if shown, was obtained from a public record search of the Broward County Property Appraiser's Office.
11. The undersigned surveyor has been provided a copy of Commitments for Title Insurance issued by Chicago Title Insurance Company, effective date 9/15/2020 at 11:00 p.m., Order No. 8812680. All plottable matters of a nature relating to the land survey of the subject property contained therein have been shown hereon. It is possible that there are additional recorded or unrecorded easements, deeds or encumbrances on the subject premises which are not shown and are unknown to the reviewing surveyor and are not shown hereon.
12. The purpose of this Map of Survey is to depict the results of a Boundary Survey pursuant to Chapter 5J-17.052(2) Florida Administrative Code. Uses inconsistent with its intended purpose are prohibited.
13. Contractual considerations and obligations between the surveyor and client may be addressed in the preparation of this survey. Underground utilities, if shown, were located based on markings provided by utilities location services and other sources of information. Underground footers, foundations or subterranean structures were not located for the purposes of this survey.
14. The bearings shown hereon are based on the Southwest One-quarter (SW 1/4) of Section 31-48-43, as per Certified Corner Record 101362, Certified Corner Record 105132 and Certified Corner Record 105133 and are relative to the North line of East Atlantic Boulevard, bearing North 88°57'04" East, the same being an established and monumented line (see survey).
15. The basis of this survey is a legal description as provided by the client, and as described in Commitments referenced in Surveyor's Note 11.
16. The reviewing surveyor encountered no observable evidence of earth moving work, building construction or building additions within recent months on the subject premises.
17. The reviewing surveyor encountered no observable evidence of wetlands, nor was informed of any historic wetlands on the subject premises.
18. The vertical accuracy of field measured control meets the applicable Requirements of Chapter 5J-17.050(10)(k). The vertical accuracy of the closed level loop obtained is 0.01'. A maximum allowable error of accuracy for this survey is 0.05' times the square root of the distance of the level circuit in miles [(√0.2282) x 0.05 = 0.239'].


0 50 100
Graphic Scale in Feet
1" : 100'
HILLSBORO BOULEVARD/STATE ROAD 810)
(VARIABLE WIDTH R/W-FDOT R/W MAP SECTION 86070-2525, SHEETS 11 & 17 OF 17, LAST REVISION 8-26-10)
INTERSTATE 95
(VARIABLE WIDTH R/W)
NATURA BOULEVARD
FOLIO#484201130010
FOLIO#484201000270
FOLIO#484201210010
PARCEL 1 (BLD I–IV)
PARCEL 2 (BLD V)
TRACT A
HILLSBORO–95 OFFICE PARK
(P.B. 105, PG. 30 –B.C.R.)
TRACT ONE
CROCKER SOUTH
(P.B. 122, PG. 8 –B.C.R.)
POINT OF BEGINNING PARCEL 1 (BLD I–IV)
POINT OF COMMENCEMENT PARCEL 1 (BLD I–IV)
S.E. CORNER OF GOVERNMENT LOT 3 & S.W. CORNER OF GOVERNMENT LOT 2
POINT OF BEGINNING PARCEL 2 (BLD V)
N.W. CORNER TRACT ONE
N.E. CORNER TRACT A
N.E. CORNER TRACT ONE
SOUTH LINE OF RIGHT TURN LANE
EAST LINE OF TRACT ONE AND END OF DESCRIBED LINE FOR PARCEL 2 (BLD V) (LESS & THEREFROM)
LESS FROM PARCEL ONE RIGHT TURN EASEMENT TO FDOT (O.R.B. 12664, PG. 236 –B.C.R.)
LESS OUT (O.R.B. 31343, PG. 1491 –B.C.R.)
PORTION OF TRACT A HILLSBORO–95 OFFICE PARK (P.B. 105, PG. 30 –B.C.R.) (NOT INCLUDED)
PORTION VACATED (O.R.B. 32936, PG. 950)
VACATED PORTION / INGRESS & EGRESS EASEMENT PARTIAL VACATION (O.R.B. 14286, PG. 649 & O.R.B. 17509, PG. 472 –B.C.R.)
REMAINDER OF INGRESS & EGRESS EASEMENT (O.R.B. 5457, PG. 618 –B.C.R.) PARTIAL VACATION (O.R.B. 14286, PG. 649 & O.R.B. 17509, PG. 472 –B.C.R.)
EASEMENT NO. 1 (O.R.B. 32754, PG. 574 –B.C.R.)
EASEMENT NO. 2 (O.R.B. 9188, PG. 42 –B.C.R.)
EASEMENT NO. 3 (O.R.B. 32754, PG. 574 –B.C.R.)
SOUTHERLY R/W LIMITED ACCESS ROAD
SOUTHERLY R/W HILLSBORO BOULEVARD
NORTH LINE OF TRACT A
NORTH R/W
EASTERLY R/W
LIMITED ACCESS R/W LINE
NON-VEHICLE ACCESS LINE (P.B. 105, PG. 30 –B.C.R.)
NON-VEHICLE ACCESS LINE (P.B. 122, PG. 8 –B.C.R.)
SCALED 80' OPENING
50' OPENING RIGHT TURN ONLY
SIGN EASEMENT (O.R.B. 32463, PG. 993 –B.C.R.)
10' UTILITY EASEMENT (P.B. 105, PG. 30 –B.C.R.)
20' UTILITY EASEMENT (P.B. 105, PG. 30 –B.C.R.)
12' UTILITY EASEMENT (O.R.B. 9202, PG. 454 –B.C.R.)
20' UTILITY EASEMENT (O.R.B. 9202, PG. 454 –B.C.R.)
12' UTILITY EASEMENT (O.R.B. 13367, PG. 902 –B.C.R.)
6' F.P.&L.CO. EASEMENT (O.R.B. 13271, PG. 500 –B.C.R.)
UTILITY EASEMENT (GENERATOR & CONTAINMENT AREA) (O.R.B. 28749, PG. 944 –B.C.R.)
30' INGRESS & EGRESS EASEMENT (P.B. 105, PG. 30 –B.C.R.)
10' F.P.&L.CO. EASEMENT (O.R.B. 9067, PG. 327 –B.C.R.)
8'x20' SIGN EASEMENT (O.R.B. 3343, PG. 1588 & O.R.B. 32463, PG. 993 –B.C.R.)
8'x20' SIGN EASEMENT (O.R.B. 3343, PG. 1496 & O.R.B. 32463, PG. 993 –B.C.R.)
R=135.24'
Δ=84°26'30"
L=199.31'
R=621.00'
Δ=39°15'18"
L=425.47'
R=511.92'
Δ=45°02'09"
L=480.98'
R=5801.58'
Δ=0°25'43"
L=43.40'
R=464.00'
Δ=65°48'43"
L=532.97'
R=464.00'
Δ=6°19'18"
L=51.20
N89°28'00"E–(SP) N89°25'37"E–(SP) 50.00'
N89°27'49"E–(0) N89°25'24"E–(SP) 29.77'
N89°28'02"E–(0) N89°25'37"E–(SP) 20.21'
S01°18'32"E–(0) 7.01'
S86°43'08"E–(0) S86°45'33"E–(SP) 180.40'
N89°28'02"E–(0) N89°25'37"E–(SP) 7' R/W –(P.B. 122, PG. 8)–
S01°18'32"E–(0) 56.60'
S46°09'17"E–(SP) 49.35'
N88°26'30"E–(0) N88°24'05"E–(SP) 503.61'
22' R/W TO FDOT PARCEL 266 CA 70–5750
N00°32'31"W–(0) N00°34'36"W–(SP) 22.00'
N88°24'05"E–(SP) 218.90'
N88°26'30"E–(0)
N88°24'05"E–(SP) 37.09'
N43°03'57"E–(0) N43°01'25"E–(SP) 156.71'
N01°16'07"W–(0) N01°18'32"W–(SP) 16.24'
N01°16'07"W–(0) N01°18'32"W–(SP) 60.61'
S88°43'53"W–(0) S88°41'28"W–(SP) 10.00'
N01°16'07"W–(0) N01°18'32"W–(SP) 20.00'
N89°43'53"E–(0) N88°41'28"E–(SP) 10.00'
N01°16'07"W–(0) N01°18'32"W–(SP) 150.31'
S88°15'02"W–(SP) 130.89'
S88°15'02"W–(SP) 316.81'
S88°17'27"W–(0) 425.47'
S88°17'27"W–(0)
N01°18'32"W–(SP) N01°18'32"W–(0) 81.00'
S01°18'32"E–(SP) 345.92'
S01°18'32"E–(SP) 283.53'
S01°16'07"E–(0)
S01°18'32"E–(SP) 372.21'
S01°16'07"E–(0) 718.15' (TOTAL PER DESCRIPTION)
S01°18'32"E–(SP) 711.12'
N01°18'32"W–(SP) 392.20'
N01°16'07"W–(0) N03°37'35"E–(SP) 392.20'
N01°16'07"W–(0) N01°18'32"W–(SP) 345.92

KEY TO ABBREVIATIONS

ALTA = American Land Title Association
B.C.R. = Broward County Public Records
℄ = Centerline
CCR = Certified Corner Record
CMP = Corrugated Metal Pipe
(D) = Per Record Deed
I.D. = Identification
INV. = Invert
R = Radius
Δ = Central Angle
L = Arc Length
FD. = Found
HDPE = High Density Polyethylene
I.D. = Identification
I.P. = Iron Pipe
I.R. = Iron Rod
LB = Licensed Business
NSPS = National Society of Professional Surveyors
(McL) = McLaughlin Engineering
MP = Metal Pipe
O.R.B. = Official Records Book
(P) = Per Record Plat
P.B. = Plat Book
PG. = Page
PVC = Polyvinyl Chloride
PRM = Permanent Reference Monument
PSM = Professional Surveyor & Mapper
RCP = Reinforced Concrete Pipe
R/W = Right-of-Way
(S) = As Surveyed in the field
TOB = Top of Baffle
TYP. = Typical
W/ = With

SYMBOLS LEGEND

Air Conditioner
AT&T Box
Cable Riser
Catch Basin
Check Valve
Clean Out
Concrete Light Pole
Drainage Manhole
Electric Box
Electric Meter
7.00 x Existing Elevation
Fiber Optic Box
Fire Hydrant
Guy Anchor
Irrigation Valve
Manhole
Metal Light Pole
Pedestrian Signal Pole
Post
Reducer
Sanitary Sewer Manhole
Sign
Tactile Surface
Telephone Box
Telephone Manhole
Traffic Signal Box
Traffic Signal Pole
Water Meter
Water Valve
Wood Utility Pole
Wood Utility Pole w/Light
Underground Drainage
SS Underground Sanitary Sewer
W Underground Water
N 690997.46 E 953047.78 State Plane Coordinates

TREE LEGEND

Australian Pine
Black Olive
Ficus
Gumbo Limbo
Mahogany
Oak
Palm
Unknown

0 15 30 60
GRAPHIC SCALE IN FEET
1" : 30'

HILLSBORO BOULEVARD/STATE ROAD 810)
(VARIABLE WIDTH R/W-FDOT R/W MAP SECTION 86070-2525,
SHEETS 11 & 17 OF 17, LAST REVISION 8-26-10)

INTERSTATE 95/STATE ROAD 9)
(VARIABLE WIDTH R/W-FDOT R/W MAP SECTION 86070-2525,
SHEETS 11 & 17 OF 17, LAST REVISION 8-26-10)

MATCH LINE SEE SHEET 3 OF 6

MATCH LINE SEE SHEET 5 OF 6

WESTBOUND ASPHALT PAVEMENT
EASTBOUND ASPHALT PAVEMENT
SOUTHERLY R/W LIMITED ACCESS ROAD
SOUTHERLY R/W HILLSBORO BOULEVARD
LIMITED ACCESS R/W LINE
EASTERLY R/W

PARCEL 1 (BLD I-VI)
TRACT A HILLSBORO-95 OFFICE PARK (P.B. 105, PG. 30 -B.C.R.)
PORTION OF SECTION 1-48-42

R=135.24'
Δ=84°26'30"
L=199.31'

N89°27'49"E-(D)
N89°25'24"E-(SP) 29.77'
N89°28'02"E-(SP)
N89°25'37"E-(SP)
50.00'
S01°16'07"E-(D)
S01°18'32"E-(SP)
N00°32'11"W-(D)
N00°34'36"W-(SP)
22.00'
N88°26'30"E-(D)
N88°24'05"E-(SP) 503.61'
N88°24'05"E-(SP) 218.90'
N88°26'30"E-(D)
N01°16'07"W-(D)
N01°18'32"W-(SP)
16.24'
N88°24'05"E-(SP)
37.09'
N43°41'26"E-(SP) 156.71'
N43°43'53"E-(D)
N04°00'00"E-(D)
N03°57'35"E-(SP) 392.20'
S01°16'07"E-(D)
S01°18'32"E-(SP) 718.14'
202.21'
202.2'
215.2'
181.5'

10 F.P.&L.CO. EASEMENT (O.R.B. 9067, PG. 327 -B.C.R.)
20' UTILITY EASEMENT (P.B. 105, PG. 30 -B.C.R.)
20' UTILITY EASEMENT (O.R.B. 9202, PG. 454 -B.C.R.)
10' F.P.&L.CO. EASEMENT (O.R.B. 9067, PG. 327 -B.C.R.)
30' EASEMENT NO. 2 (O.R.B. 9188, PG. 42 -B.C.R.)
5' SIGN EASEMENT (O.R.B. 31343, PG. 1496 & O.R.B 32483, PG. 993 -B.C.R.)
12' U.E. EASEMENT (P.B. 122, PG. 8 -B.C.R.)
20'x14' S.B.T&T.CO. EASEMENT (O.R.B. 13377, PG. 745 -B.C.R.)
12' UTILITY EASEMENT (O.R.B. 9202, PG. 454 -B.C.R.)
10' UTILITY EASEMENT (P.B. 105, PG. 30 -B.C.R.)
12' UTILITY EASEMENT (O.R.B. 13367, PG. 902 -B.C.R.)
12' UTILITY EASEMENT (O.R.B. 31343, PG. 1496 & O.R.B 32483, PG. 993 -B.C.R.)
INGRESS/EGRESS EASEMENT (O.R.B. 32483, PG. 993 -B.C.R.)
30' INGRESS & EGRESS EASEMENT (P.B. 105, PG. 30 -B.C.R.)
8'x20' REMAINDER OF INGRESS & EGRESS EASEMENT (O.R.B. 5457, PG. 618 -B.C.R.) PARTIAL VACATION (O.R.B. 14266, PG. 649 & O.R.B. 17509, PG. 472 -B.C.R.)
EASEMENT NO. 1 (O.R.B. 32754, PG. 574 -B.C.R.)
EAST LINE OF GOVERNMENT LOT 3

2 STORY COMMERCIAL BUILDING
2 STORY COMMERCIAL BUILDING FINISH FLOOR ELEV=12.55
FINISH FLOOR ELEV=12.77
FINISH FLOOR ELEV=12.44
DUMPSTER ENCLOSURE
ELECTRIC TRANSFORMER
IRRIGATION BOXES
ATT MANHOLE (TYP)
AC UNIT (TYP)
ROOF DRAIN (TYP)
SANITARY SEWER MANHOLE RIM=11.24
CONC. POND
CHECK VALVE (TYP)
AC SLAB
8' x 8' ALUMINUM BUILDING

ASPHALT DRIVE & PARKING AREA
ASPHALT DRIVE
PAVER DRIVE
CONC. WALK
CONC. WALL
CURB INLET G.E.=12.36 L.G.=11.98
CURB INLET G.E.=11.01
CURB & GUTTER (TYP)
METAL LIGHT POLE W/ELECTRIC BOX (TYP)
IRRIGATION BOX (TYP)
FIBER OPTIC BOX (TYP)
TRAFFIC BOXES (TYP)
METAL LIGHT POLE (TYP)
TACTILE SURFACE (TYP)
MONUMENT SIGN
FIRE HYDRANT (TYP)
WATER VALVE (TYP)
CONC. LOG POLE (TYP)
DUMPSTER ENCL.
CATCH BASIN G.E.=9.56
CATCH BASIN G.E.=9.59
CATCH BASIN G.E.=9.71
CATCH BASIN G.E.=9.49
CATCH BASIN G.E.=9.67
CATCH BASIN G.E.=9.46
CATCH BASIN G.E.=9.84
CATCH BASIN G.E.=10.06
CATCH BASIN G.E.=9.50
CATCH BASIN G.E.=9.43
CATCH BASIN G.E.=9.65
CATCH BASIN G.E.=9.73
CATCH BASIN G.E.=9.66
CATCH BASIN G.E.=11.18
CATCH BASIN G.E.=11.17
CATCH BASIN G.E.=10.25

4577 Nob Hill Road, Suite 102
Sunrise, FL 33351
www.suntecheng.com
Certificate of Auth. #70971LB 7019
Phone (954) 777-3123
Fax (954) 777-3114

STE Sun-Tech Engineering, Inc.
Engineers - Planners - Surveyors

REVISIONS

NO.	DESCRIPTION	DATE:

ALTA/NSPS LAND TITLE SURVEY

G & C HILLSBORO INVESTORS, LLC

A PORTION OF TRACT A, HILLSBORO-95 OFFICE PARK, (P.B. 105, PG. 30)
A PORTION OF TRACT ONE, CROCKER SOUTH, (P.B. 122, PG. 8) & A PORTION OF
GOVERNMENT LOT 2 & 3, IN SECTION 1, TOWNSHIP 48 SOUTH, RANGE 42 EAST
CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA

DRAWN BY: VALENTINE

JOB NUMBER 20-4008

SCALE 1" : 30'

SHEET No. S2 OF S6

KEY TO ABBREVIATIONS

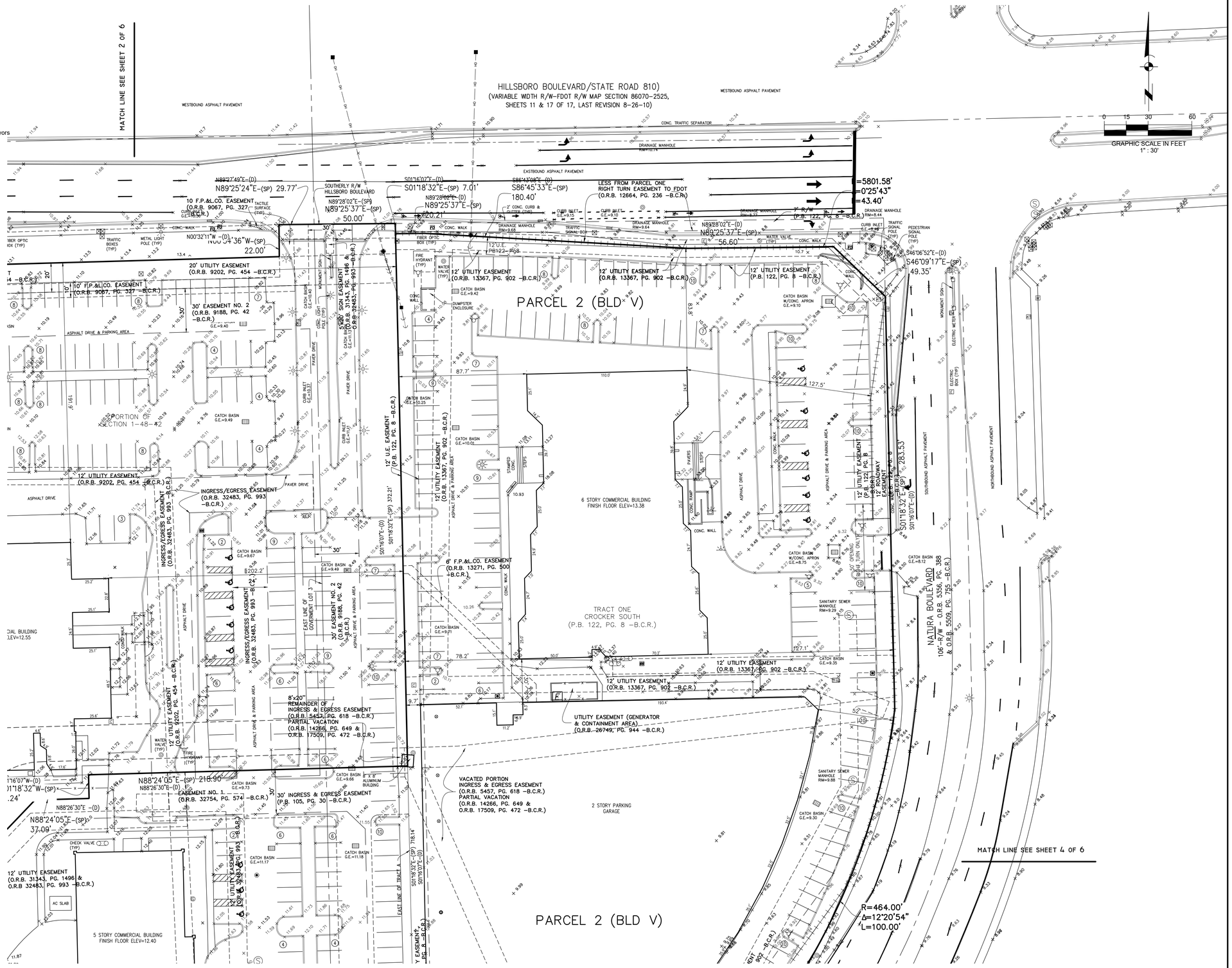
ALTA = American Land Title Association
B.C.R. = Broward County Public Records
℄ = Centerline
CCR = Certified Corner Record
CMP = Corrugated Metal Pipe
(D) = Per Record Deed
I.D. = Identification
INV. = Invert
R = Radius
Δ = Central Angle
L = Arc Length
FD. = Found
HDPE = High Density Polyethylene
I.D. = Identification
I.P. = Iron Pipe
I.R. = Iron Rod
LB = Licensed Business
NSPS = National Society of Professional Surveyors
(McL) = McLaughlin Engineering
MP = Metal Pipe
O.R.B. = Official Records Book
(P) = Per Record Plat
P.B. = Plat Book
PG. = Page
PVC = Polyvinyl Chloride
PRM = Permanent Reference Monument
PSM = Professional Surveyor & Mapper
RCP = Reinforced Concrete Pipe
R/W = Right-of-Way
(S) = As Surveyed in the field
TOB = Top of Baffle
TYP. = Typical
W/ = With

SYMBOLS LEGEND

Air Conditioner
AT&T Box
Cable Riser
Catch Basin
Check Valve
Clean Out
Concrete Light Pole
Drainage Manhole
Electric Box
Electric Meter
7.07 x Existing Elevation
Fiber Optic Box
Fire Hydrant
Guy Anchor
Irrigation Valve
Manhole
Metal Light Pole
Pedestrian Signal Pole
Post
Reducer
Sanitary Sewer Manhole
Sign
Tactile Surface
Telephone Box
Telephone Manhole
Traffic Signal Box
Traffic Signal Pole
Water Meter
Water Valve
Wood Utility Pole
Wood Utility Pole w/Light
Underground Drainage
SS Underground Sanitary Sewer
W Underground Water
N 690997.46 State Plane Coordinates
E 953047.78

TREE LEGEND

Australian Pine
Black Olive
Ficus
Gumbo Limbo
Mahogany
Oak
Palm
Unknown



4577 Nob Hill Road, Suite 102
Sunrise, FL 33351
www.suntecheng.com
Certificate of Auth. #7097/LB 7019
Phone (954) 777-3123
Fax (954) 777-3114
STE Sun-Tech Engineering, Inc.
Engineers - Planners - Surveyors

REVISIONS

NO.	DATE:	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY
G & C HILLBORO INVESTORS, LLC

A PORTION OF TRACT A, HILLSBORO-95 OFFICE PARK, (P.B. 105, PG. 30)
A PORTION OF TRACT ONE, CROCKER SOUTH, (P.B. 122, PG. 8) & A PORTION OF
GOVERNMENT LOT 2 & 3, IN SECTION 1, TOWNSHIP 48 SOUTH, RANGE 42 EAST
CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA

DRAWN BY: VALENTINE

JOB NUMBER 20-4008

SCALE 1" : 30'

SHEET No. S3 OF S6

KEY TO ABBREVIATIONS

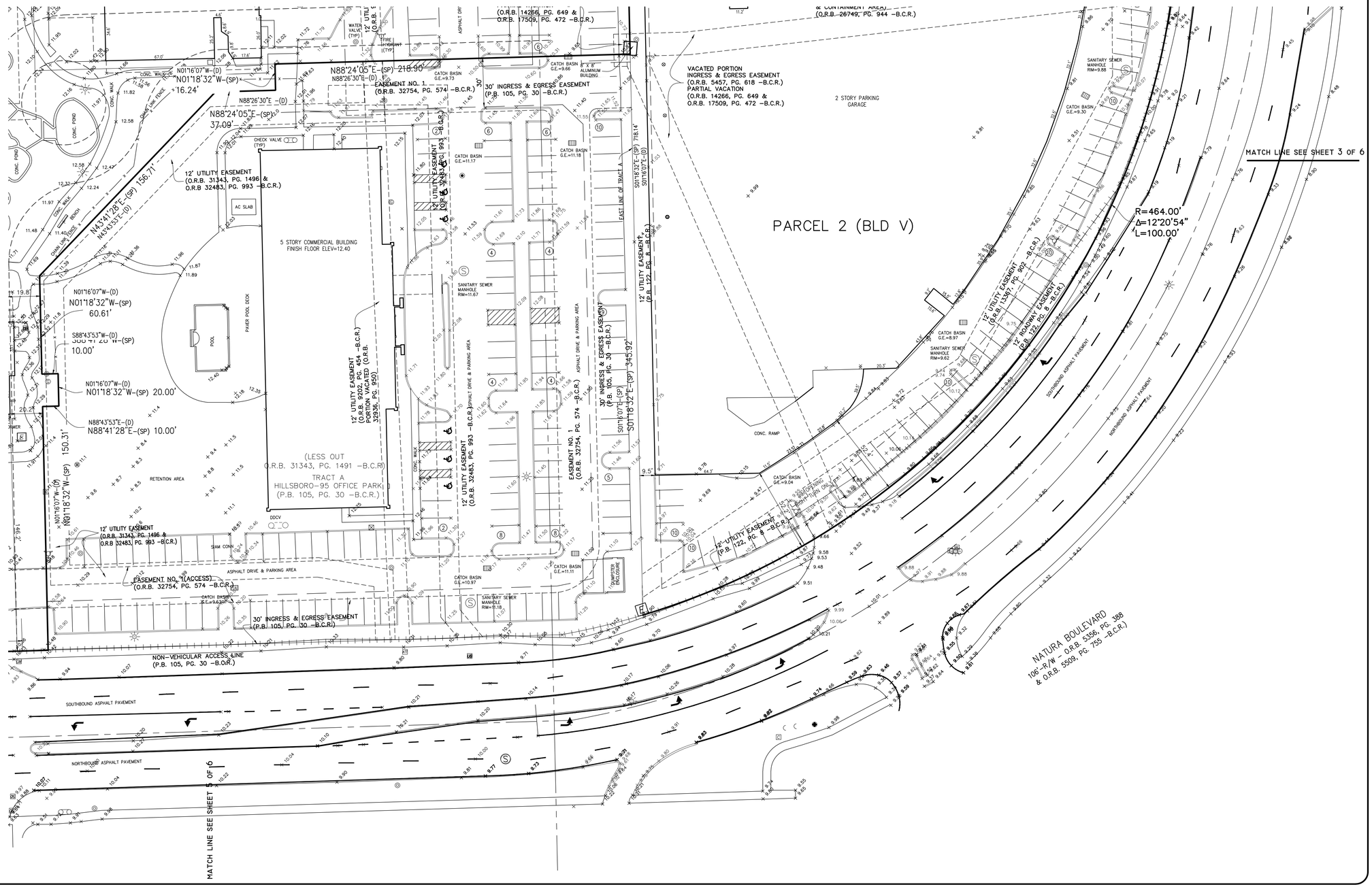
ALTA	= American Land Title Association
B.C.R.	= Broward County Public Records
℄	= Centerline
CCR	= Certified Corner Record
CMP	= Corrugated Metal Pipe
(D)	= Per Record Deed
I.D.	= Identification
INV.	= Invert
R	= Radius
Δ	= Central Angle
L	= Arc Length
FD.	= Found
HDPE	= High Density Polyethylene
I.D.	= Identification
I.P.	= Iron Pipe
I.R.	= Iron Rod
LB	= Licensed Business
NSPS	= National Society of Professional Surveyors
(McL)	= McLaughlin Engineering
MP	= Metal Pipe
O.R.B.	= Official Records Book
(P)	= Per Record Plat
P.B.	= Plat Book
PG.	= Page
PVC	= Polyvinyl Chloride
PRM	= Permanent Reference Monument
PSM	= Professional Surveyor & Mapper
RCP	= Reinforced Concrete Pipe
R/W	= Right-of-Way
(S)	= As Surveyed in the field
TOB	= Top of Baffle
TYP.	= Typical
W/	= With

SYMBOLS LEGEND

- Air Conditioner
- AT&T Box
- Cable Riser
- Catch Basin
- Check Valve
- Clean Out
- Concrete Light Pole
- Drainage Manhole
- Electric Box
- Electric Meter
- 7.07 x Existing Elevation
- Fiber Optic Box
- Fire Hydrant
- Guy Anchor
- Irrigation Valve
- Manhole
- Metal Light Pole
- Pedestrian Signal Pole
- Post
- Reducer
- Sanitary Sewer Manhole
- Sign
- Tactile Surface
- Telephone Box
- Telephone Manhole
- Traffic Signal Box
- Traffic Signal Pole
- Water Meter
- Water Valve
- Wood Utility Pole
- Wood Utility Pole w/Light
- Underground Drainage
- SS Underground Sanitary Sewer
- W Underground Water
- N 690997.46 E 953047.78 State Plane Coordinates

TREE LEGEND

- Australian Pine
- Black Olive
- Ficus
- Gumbo Limbo
- Mahogany
- Oak
- Palm
- Unknown



4577 Nob Hill Road, Suite 102
Sunrise, FL 33351
www.suntecheng.com
Certificate of Auth. #7097/LB 7019
Phone: (954) 777-3123
Fax: (954) 777-3114

STE Sun-Tech Engineering, Inc.
Engineers - Planners - Surveyors

REVISIONS

NO.	DATE:	DESCRIPTION:

ALTA/NSPS LAND TITLE SURVEY

G & C HILLSBORO INVESTORS, LLC

A PORTION OF TRACT A, HILLSBORO-95 OFFICE PARK, (P.B. 105, PG. 30)
A PORTION OF TRACT ONE, CROCKER SOUTH, (P.B. 122, PG. 8) & A PORTION OF
GOVERNMENT LOT 2 & 3, IN SECTION 1, TOWNSHIP 48 SOUTH, RANGE 42 EAST
CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA

DRAWN BY: VALENTINE

JOB NUMBER 20-4008

SCALE 1" : 30'

SHEET No. S4 OF S6

KEY TO ABBREVIATIONS

ALTA = American Land Title Association
B.C.R. = Broward County Public Records
℄ = Centerline
CCR = Certified Corner Record
CMP = Corrugated Metal Pipe
(D) = Per Record Deed
I.D. = Identification
INV. = Invert
R = Radius
Δ = Central Angle
L = Arc Length
FD. = Found
HDPE = High Density Polyethylene
I.D. = Identification
I.P. = Iron Pipe
I.R. = Iron Rod
LB = Licensed Business
NSPS = National Society of Professional Surveyors
(McL) = McLaughlin Engineering
MP = Metal Pipe
O.R.B. = Official Records Book
(P) = Per Record Plat
P.B. = Plat Book
PG. = Page
PVC = Polyvinyl Chloride
PRM = Permanent Reference Monument
PSM = Professional Surveyor & Mapper
RCP = Reinforced Concrete Pipe
R/W = Right-of-Way
(S) = As Surveyed in the field
TOB = Top of Baffle
TYP. = Typical
W/ = With

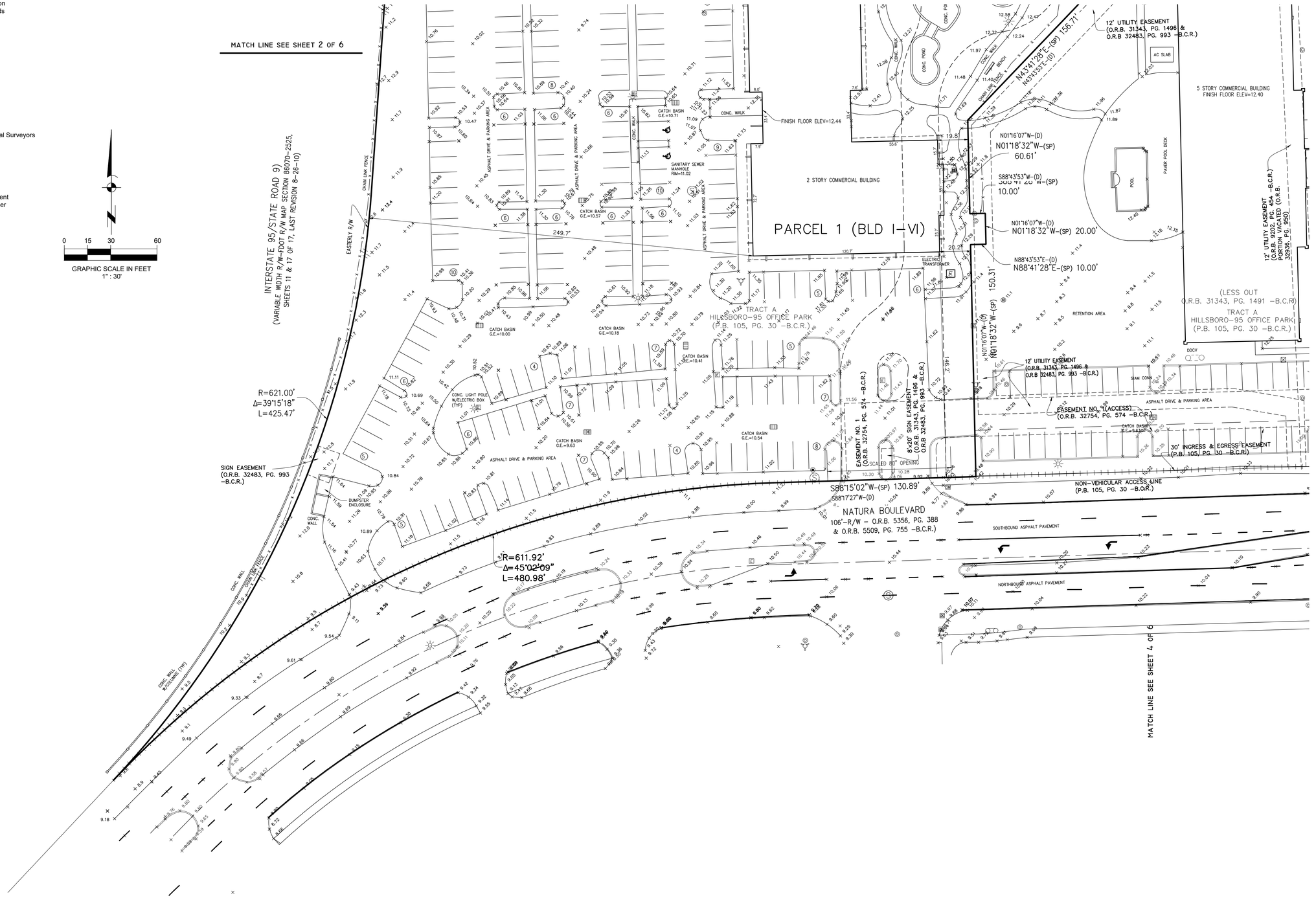
0 15 30 60
GRAPHIC SCALE IN FEET
1" : 30'

SYMBOLS LEGEND

Air Conditioner
AT&T Box
Cable Riser
Catch Basin
Check Valve
Clean Out
Concrete Light Pole
Drainage Manhole
Electric Box
Electric Meter
7.07 x Existing Elevation
Fiber Optic Box
Fire Hydrant
Guy Anchor
Irrigation Valve
Manhole
Metal Light Pole
Pedestrian Signal Pole
Post
Reducer
Sanitary Sewer Manhole
Sign
Tactile Surface
Telephone Box
Telephone Manhole
Traffic Signal Box
Traffic Signal Pole
Water Meter
Water Valve
Wood Utility Pole
Wood Utility Pole w/Light
Underground Drainage
SS Underground Sanitary Sewer
W Underground Water
N. 690997.46 State Plane Coordinates
E. 953047.78

TREE LEGEND

Australian Pine
Black Olive
Ficus
Gumbo Limbo
Mahogany
Oak
Palm
Unknown



4577 Nob Hill Road, Suite 102
Sunrise, FL 33351
www.suntecheng.com
Certificate of Auth. #7097/LB 7019
Phone (954) 777-3123
Fax: (954) 777-3114
STE Sun-Tech Engineering, Inc.
Engineers • Planners • Surveyors

REVISIONS

NO.	DATE:	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY

G & C HILLBORO INVESTORS, LLC

A PORTION OF TRACT A, HILLSBORO-95 OFFICE PARK, (P.B. 105, PG. 30)
A PORTION OF TRACT ONE, CROCKER SOUTH, (P.B. 122, PG. 8) & A PORTION OF GOVERNMENT LOT 2 & 3, IN SECTION 1, TOWNSHIP 48 SOUTH, RANGE 42 EAST
CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA

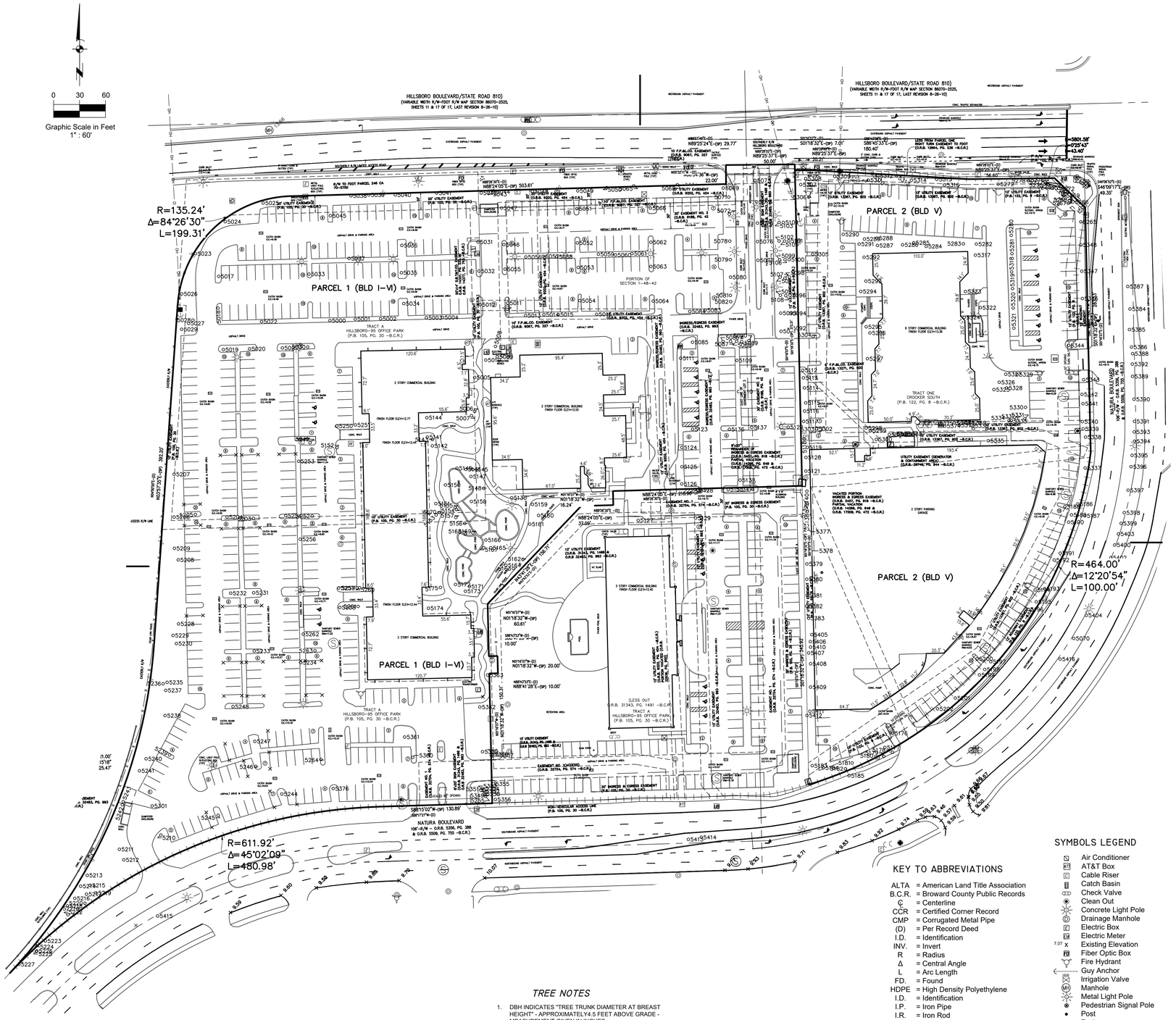
DRAWN BY: VALENTINE

JOB NUMBER 20-4008

SCALE 1" : 30'

SHEET No. S5 OF S6

TREE NO.	TYPE	DIAMETER
5000	Black Olive	18"
5001	Black Olive	18"
5002	Black Olive	18"
5003	Black Olive	18"
5004	Black Olive	18"
5005	Palm	4"-CLUS
5006	Palm	14"
5007	Palm	14"
5008	Palm	3"-CLUS
5009	Palm	3"
5010	Palm	12"
5011	Black Olive	14"
5012	Black Olive	18"
5013	Black Olive	15"
5014	Black Olive	14"
5015	Black Olive	14"
5016	Black Olive	16"
5017	Black Olive	7"
5018	Black Olive	12"
5019	Black Olive	15"
5020	Black Olive	15"
5021	Black Olive	14"
5022	Black Olive	16"
5023	Black Olive	24"
5024	Black Olive	24-15"
5025	Black Olive	27"
5026	Black Olive	12"
5027	Palm	5"-CLUS
5028	Palm	10"
5029	Palm	10"
5030	Palm	10"
5031	Black Olive	10"
5032	Black Olive	11"
5033	Black Olive	15"
5034	Black Olive	12"
5035	Black Olive	16"
5036	Black Olive	14"
5037	Black Olive	19"
5038	Black Olive	19"
5039	Black Olive	15"-19"
5040	Black Olive	14"-16"
5041	Black Olive	11"-15"
5042	Black Olive	13"-15"
5043	Black Olive	13"-15"
5044	Unknown	13"
5045	Black Olive	13"-15"
5046	Black Olive	6"
5047	Black Olive	20"
5048	Black Olive	11"-13"-1
5049	Black Olive	16"-20"
5050	Black Olive	14"
5051	Black Olive	16"
5052	Black Olive	16"
5053	Black Olive	18"
5054	Black Olive	12"
5055	Black Olive	14"
5056	Black Olive	8"
5057	Black Olive	8"
5058	Black Olive	10"
5059	Black Olive	8"
5060	Black Olive	8"
5061	Black Olive	14"
5062	Black Olive	12"
5063	Black Olive	12"
5064	Black Olive	14"
5065	Unknown	12"
5066	Black Olive	19"
5067	Unknown	11"
5068	Black Olive	16"-17"
5069	Palm	4"
5070	Unknown	7"
5071	Palm	17"
5072	Palm	17"
5073	Unknown	3"-CLUS
5074	Unknown	3"
5075	Unknown	3"
5076	Unknown	3"
5077	Unknown	3"
5078	Palm	18"
5079	Palm	18"
5080	Palm	18"
5081	Palm	18"
5082	Palm	18"
5083	Black Olive	15"
5084	Black Olive	15"
5085	Black Olive	15"
5086	Palm	17"
5087	Unknown	8"
5088	Unknown	8"
5089	Unknown	8"
5090	Palm	17"
5091	Palm	17"
5092	Palm	17"
5093	Palm	17"
5094	Palm	17"
5095	Palm	17"
5096	Palm	17"
5097	Palm	17"
5098	Palm	17"
5099	Palm	17"
5100	Palm	17"
5101	Palm	17"
5102	Palm	17"
5103	Palm	17"
5104	Palm	17"
5105	Unknown	2"
5106	Unknown	2"
5107	Unknown	2"
5108	Unknown	2"
5109	Black Olive	12"
5110	Black Olive	11"
5111	Black Olive	9"-9"-10"
5112	Palm	8"
5113	Palm	10"
5114	Black Olive	32"
5115	Palm	11"
5116	Palm	9"
5117	Black Olive	19"
5118	Palm	14"
5119	Palm	10"
5120	Palm	10"
5121	Black Olive	25"
5122	Black Olive	11"
5123	Black Olive	15"
5124	Black Olive	15"
5125	Black Olive	16"
5126	Black Olive	25"
5127	Yellow Tab	10"
5128	Oak	13"
5129	Oak	13"
5130	Black Olive	18"
5131	Oak	8"
5132	Black Olive	16"
5133	Oak	6"
5134	Oak	6"
5135	Black Olive	9"-9"-10"
5136	Black Olive	11"
5137	Black Olive	15"
5138	Black Olive	9"-9"-10"
5139	Black Olive	30"
5140	Palm	9"
5141	Palm	11"
5142	Palm	11"
5143	Palm	10"
5144	Palm	3"-CLUS
5145	Unknown	4"-CLUS
5146	Unknown	4"-CLUS
5147	Unknown	4"-CLUS
5148	Unknown	12"
5149	Palm	6"
5150	Unknown	5" CLUS
5151	Palm	14"
5152	Palm	11"
5153	Palm	4"
5154	Palm	4"
5155	Palm	4"
5156	Palm	4"
5157	Unknown	5"
5158	Oak	7"
5159	Palm	13"
5160	Palm	13"
5161	Bottle Brush	6"
5162	Unknown	17"
5163	Unknown	17"-17"
5164	Unknown	22"
5165	Palm	17"
5166	Palm	12"
5167	Palm	15"
5168	Palm	5"
5169	Palm	5"
5170	Palm	12"
5171	Palm	12"
5172	Palm	12"
5173	Palm	12"
5174	Palm	4"-CLUS
5175	Unknown	3"-CLUS
5176	Oak	18"
5177	Palm	9"
5178	Palm	9"
5179	Palm	9"
5180	Palm	9"
5181	Palm	9"
5182	Palm	8"
5183	Palm	8"
5184	Palm	10"
5185	Palm	12"
5186	Palm	9"
5187	Palm	9"
5188	Palm	9"
5189	Palm	11"
5190	Palm	9"
5191	Palm	9"
5192	Palm	10"
5193	Palm	9"
5194	Palm	10"
5195	Palm	10"
5196	Palm	9"
5197	Palm	7"
5198	Palm	7"
5199	Palm	9"
5200	Bishopia	9"
5201	Palm	11"
5202	Unknown	9"-9"
5203	Black Olive	23"
5204	Black Olive	16"
5205	Black Olive	108"
5206	Palm	13"
5207	Black Olive	13"-15"
5208	Black Olive	10"
5209	Black Olive	24"
5210	Black Olive	17"
5211	Black Olive	21"
5212	Black Olive	21"
5213	Pine	3"
5214	Pine	3"
5215	Pine	3"
5216	Pine	3"
5217	Pine	3"
5218	Pine	3"
5219	Pine	3"
5220	Pine	3"
5221	Pine	3"
5222	Pine	3"
5223	Palm	11"
5224	Palm	12"
5225	Palm	12"
5226	Palm	12"
5227	Palm	12"
5228	Black Olive	18"
5229	Black Olive	21"
5230	Black Olive	27"
5231	Black Olive	22"
5232	Black Olive	17"
5233	Black Olive	5"
5234	Black Olive	14"
5235	Black Olive	14"
5236	Black Olive	22"
5237	Black Olive	9"
5238	Black Olive	9"
5239	Black Olive	22"
5240	Black Olive	16"
5241	Black Olive	22"
5242	Palm	15"
5243	Palm	8"
5244	Black Olive	30"
5245	Black Olive	30"
5246	Black Olive	23"
5247	Black Olive	23"
5248	Black Olive	20"
5249	Black Olive	25"
5250	Palm	8"
5251	Palm	8"
5252	Black Olive	23"
5253	Black Olive	21"
5254	Black Olive	7"
5255	Palm	3"
5256	Black Olive	20"
5257	Palm	10"
5258	Palm	10"
5259	Palm	10"
5260	Palm	6"
5261	Palm	8"
5262	Black Olive	21"
5263	Black Olive	19"
5264	Black Olive	21"
5265	Oak	20"
5266	Palm	4"-4"
5267	Palm	4"
5268	Palm	4"
5269	Palm	5"
5270	Palm	5"
5271	Palm	5"-4"
5272	Palm	5"-4"
5273	Palm	5"
5274	Palm	5"
5275	Palm	5"
5276	Palm	4"
5277	Palm	4"
5278	Oak	30"
5279	Oak	15"
5280	Palm	15"
5281	Palm	15"
5282	Palm	15"
5283	Palm	16"
5284	Palm	18"
5285	Palm	18"
5286	Palm	17"
5287	Palm	17"
5288	Palm	10"
5289	Palm	9"
5290	Palm	8"
5291	Palm	17"
5292	Palm	17"
5293	Palm	17"
5294	Unknown	3"
5295	Unknown	3"
5296	Palm	20"
5297	Palm	18"
5298	Palm	9"
5299	Palm	9"
5300	Palm	15"
5301	Black Olive	12"
5302	Oak	13"
5303	Black Olive	17"
5304	Black Olive	19"
5305	Black Olive	17"
5306	Black Olive	17"
5307	Palm	4"
5308	Palm	4"
5309	Black Olive	14"
5310	Palm	10"
5311	Palm	10"
5312	Palm	10"
5313	Black Olive	20"
5314	Palm	10"
5315	Palm	9"
5316	Palm	9"
5317	Palm	18"
5318	Palm	12"
5319	Palm	12"
5320	Palm	15"
5321	Palm	19"
5322	Oak	36"
5323	Palm	4"-4"
5324	Palm	4"-CLUS
5325	Oak	15"
5326	Oak	15"
5327	Oak	15"
5328	Oak	10"
5329	Oak	20"
5330	Oak	20"
5331	Oak	20"
5332	Palm	17"
5333	Oak	15"
5334	Palm	11"
5335	Palm	11"
5336	Palm	12"
5337	Black Olive	28"
5338	Palm	17"
5339	Palm	17"
5340	Palm	8"
5341	Palm	9"
5342	Oak	24"
5343	Oak	5"
5344	Oak	13"
5345	Oak	12"
5346	Oak	12"
5347	Oak	12"
5348	Oak	18"
5349	Palm	3"
5350	Palm	3"
5351	Palm	3"
5352	Palm	5"
5353	Palm	3"
5354	Palm	5"
5355	Unknown	15"
5356	Oak	18"
5357	Unknown	8"
5358	Unknown	8"
5359	Palm	14"
5360	Black Olive	23"
5361	Black Olive	22"
5362	Black Olive	30"
5363	Black Olive	25"
5364	Palm	3"-CLUS
5365	Palm	4"-CLUS
5366	Palm	3"-CLUS
5367	Palm	3"-CLUS
5368	Palm	3"-CLUS
5369	Palm	4"
5370	Palm	8"
5371	Palm	4"
5372	Palm	8"
5373	Unknown	3"-CLUS
5374	Palm	8"
5375	Palm	4"
5376	Black Olive	14"
5377	Black Olive	20"
5378	Black Olive	23"
5379	Palm	10"
5380	Black Olive	30"
5381	Palm	7"
5382	Black Olive	24"
5383	Palm	8"
5384	Unknown	6"
5385	Unknown	6"
5386	Oak	14"
5387	Palm	26"
5388	Unknown	3"
5389	Unknown	4"-CLUS
5390	Unknown	4"-CLUS
5391	Unknown	4"-CLUS
5392	Palm	22"
5393	Palm	22"
5394	Unknown	6"
5395	Palm	15"
5395	Unknown	4"-CLUS
5396	Unknown	4"-CLUS
5397	Unknown	4"-CLUS
5398	Unknown	5"-CLUS
5399	Palm	16"
5400	Palm	16"
5401	Palm	16"
5402	Unknown	4"-CLUS
5403	Unknown	4"-CLUS
5404	Unknown	4"-CLUS
5405	Palm	9"
5406	Palm	4"
5407	Palm	6"
5408	Palm	6"
5409	Black Olive	25"
5410	Black Olive	25"
5411	Black Olive	31"
5412	Palm	10"
5413	Unknown	7"
5414	Palm	12"
5415	Unknown	14"
5416	Unknown	7"
5417	Unknown	7"
5418	Black Olive	12"



TREE NOTES

1. DBH INDICATES "TREE TRUNK DIAMETER AT BREAST HEIGHT" - APPROXIMATELY4.5 FEET ABOVE GRADE - MEASUREMENT GIVEN IN INCHES.
2. COMMON TREE NAME INDICATES A GENERAL DESCRIPTION OF THE TREE TO BE QUALIFIED BY THE CLIENT'S ENVIRONMENTAL CONSULTANT.
3. CANOPY INDICATES APPROXIMATE DIAMETER OF DRIP LINE- MEASUREMENT GIVE IN FEET.
4. AREA LOCATION IS CENTER OF CLUSTER OF 2" TO 3" TRUNKS.
5. OTHER LANDSCAPING NOT LOCATED FOR THE PURPOSES OF THIS SURVEY.

KEY TO ABBREVIATIONS

ALTA	= American Land Title Association
B.C.R.	= Broward County Public Records
℄	= Centerline
CCR	= Certified Corner Record
CMP	= Corrugated Metal Pipe
(D)	= Per Record Deed
I.D.	= Identification
INV.	= Invert
R	= Radius
Δ	= Central Angle
L	= Arc Length
FD.	= Found
HDPE	= High Density Polyethylene
I.D.	= Identification
I.P.	= Iron Pipe
I.R.	= Iron Rod
LB	= Licensed Business
NSPS	= National Society of Professional Surveyors
(McL)	= McLaughlin Engineering
MP	= Metal Pipe
O.R.B.	= Official Records Book
(P)	= Per Record Plat
P.B.	= Plat Book
PG.	= Page
PVC	= Polyvinyl Chloride
PRM	= Permanent Reference Monument
PSM	= Professional Surveyor & Mapper
RCP	= Reinforced Concrete Pipe
R/W	= Right-of-Way
(S)	= As Surveyed in the field
TOB	= Top of Baffle
TYP.	= Typical
W/	= With

SYMBOLS LEGEND

Air Conditioner
AT&T Box
Cable Riser
Catch Basin
Check Valve
Clean Out
Concrete Light Pole
Drainage Manhole
Electric Box
Electric Meter
7.07 x Existing Elevation
Fiber Optic Box
Fire Hydrant
Guy Anchor
Irrigation Valve
Manhole
Metal Light Pole
Pedestrian Signal Pole
Post
Reducer
Sanitary Sewer Manhole
Sign
Tactile Surface
Telephone Box
Telephone Manhole
Traffic Signal Box
Traffic Signal Pole
Water Meter
Water Valve
Wood Utility Pole
Wood Utility Pole w/Light
Underground Drainage
SS Underground Sanitary Sewer
W Underground Water
N 690997.46 State Plane Coordinates
E 953047.78

STE Sun-Tech Engineering, Inc.
Engineers - Planners - Surveyors
4577 Nob Hill Road, Suite 102
Sunrise, FL 33351
www.suntecheng.com
Certificate of Auth. #70971LB 7019
Phone (954) 777-3123
Fax (954) 777-3114

REVISIONS

NO.	DATE:	DESCRIPTION

TREE INVENTORY SHEET

G & C HILLBORO INVESTORS, LLC

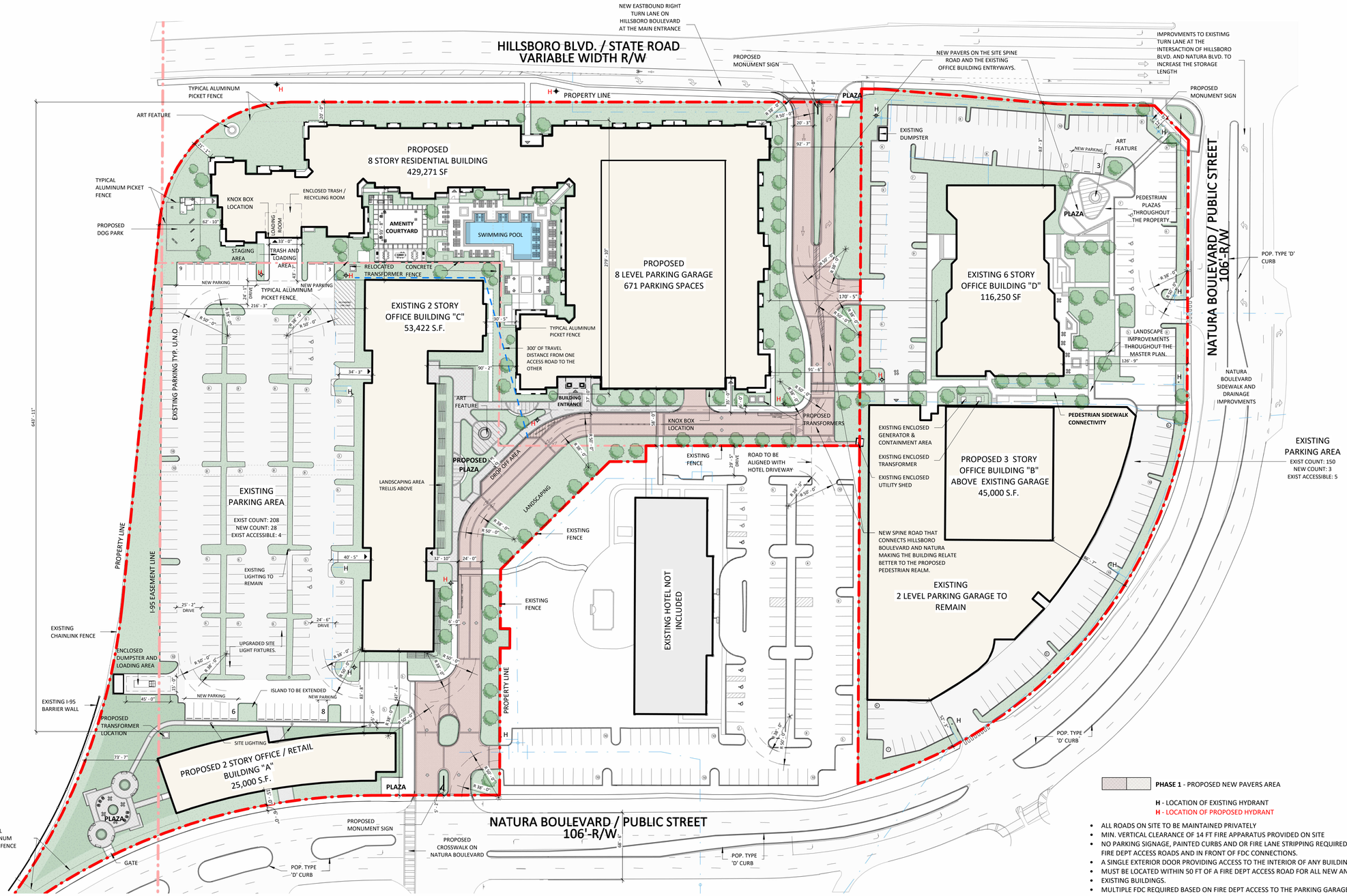
A PORTION OF TRACT A, HILLSBORO-95 OFFICE PARK, (P.B. 105, PG. 30)
A PORTION OF TRACT ONE, CROCKER SOUTH, (P.B. 122, PG. 8) & A PORTION OF
GOVERNMENT LOT 2 & 3, IN SECTION 1, TOWNSHIP 48 SOUTH, RANGE 42 EAST
CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA

DRAWN BY: VALENTINE

JOB NUMBER 20-4008

SCALE AS SHOWN

SHEET No. S6 OF S6



PHASE 1 - PROPOSED NEW PAVERS AREA

H - LOCATION OF EXISTING HYDRANT

H - LOCATION OF PROPOSED HYDRANT

- ALL ROADS ON SITE TO BE MAINTAINED PRIVATELY
- MIN. VERTICAL CLEARANCE OF 14 FT FIRE APPARATUS PROVIDED ON SITE
- NO PARKING SIGNAGE, PAINTED CURBS AND OR FIRE LANE STRIPPING REQUIRED FOR FIRE LANES, FIRE DEPT ACCESS ROADS AND IN FRONT OF FDC CONNECTIONS.
- A SINGLE EXTERIOR DOOR PROVIDING ACCESS TO THE INTERIOR OF ANY BUILDING
- MUST BE LOCATED WITHIN 50 FT OF A FIRE DEPT ACCESS ROAD FOR ALL NEW AND
- EXISTING BUILDINGS.
- MULTIPLE FDC REQUIRED BASED ON FIRE DEPT ACCESS TO THE PARKING GARAGE AND NEW APTS.
- HYDRANT SPACING SHALL NOT EXCEED 350FT LINEAR SEPERATION FOR ALL APARTMENT BUILDINGS AND HYDRANTS SHALL BE NO FURTHER THAN 175 FT FROM BUILDINGS BEING CONSTRUCTED AND NOT LESS THAN 40 FT FROM THE BUILDING
- KNOX BOX REQUIRED IN MULTIPLE AREAS FOR PARKING GARAGE AND NEW APT
- BUILDING AND A KNOX KEY SWITCH FOR ALL ELECTRIC GATES.
- BUILDING ACCESSIBILITY FROM FIRE DEPT ACCESS ROADS
  1. NOT MORE THAN 150FT FROM FIRE DEPT ACCESS ROADS FOR UNSPRINKLERED BLD.
  2. NOT MORE THAN 450 FT FROM FIRE DEPT ACCESS ROADS FOR SPRINKLERED BUILDINGS. (FOR NEW AND EXISTING BUILDINGS)
- PROPOSED TYPE 'D' CURB

ALL PERMITTED PLANS MUST DOCUMENT ON PLANS THAT A CERTIFICATE OF OCCUPANCY SHALL NOT BE ISSUED UNTIL THE AHJ DETERMINES THAT THE BUILDING IS IN COMPLIANCE WITH SECTION 118 (TWO WAY RADIO ENHANCEMENT SYSTEM) WITH BROWARD COUNTY LOCAL AMENDMENTS TO THE FLORIDA FIRE PREVENTION CODE 7TH ED., NFPA 1-FIRE CODE, FLORIDA EDITION 2018, NFPA 101-LIFE SAFETY CODE, FLORIDA EDITION 2018.

True North | Project North

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA — JUAN R. CAYCEDO — No. AR0003088 — REGISTERED ARCHITECT

IBI
IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **ZP**	CHECKED BY: **Checker**
PROJECT MGR: **ZP**	APPROVED BY: **Approver**

SHEET TITLE
OVERALL MASTERPLAN

SHEET NUMBER	ISSUE
AS1.10	6

SCALE CHECK 1 in | 10mm

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-13 8:23:03 AM

MASTER SITE PLAN

PARKING REQUIREMENTS
MULTI FAMILY

UNIT TYPE	PARKING SPACE REQUIRED PER DU	PROPOSED UNIT COUNT	PARKING SPACE REQUIRED
EFFICIENCY	1.5	18	27
1 BEDROOM	1.5	162	243
2 BEDROOM	2	159	318
3 BEDROOM	2.5	21	53
	SUBTOTAL	360	**641**

0

	BUILDING	GROSS AREA	PARKING REQUIRED
ONE SPACE FOR EACH 250SF OF GROSS AREA	PROPOSED OFFICE A	25,000 S.F.	100
	PROPOSED OFFICE B	45,000 S.F.	180
	EXISTING OFFICE C	53,422 S.F.	214
	EXISTING OFFICE D	116,250 S.F.	465
	SUBTOTAL		**959**
TOTAL PARKING REQUIRED			**1,600**

PARKING PROVIDED

		STANDARD	ACCESSIBLE	SUBTOTAL
EXISTING SURFACE PARKING SPACES		**359**	9	**368**
EXISTING PARKING GARAGE		STANDARD	ACCESSIBLE	SUBTOTAL
		307	3	310
PROPOSED SURFACE PARKING SPACES		STANDARD 10'x20'	ACCESSIBLE 12'x20'	SUBTOTAL
		26	0	26
PROPOSED RESIDENTIAL PARKING GARAGE		9'x18' SPACE	ACCESSIBLE 12'x18'	SUBTOTAL
	SUBTOTAL	655	16	671
TOTAL PARKING PROVIDED		**STANDARD**	**ACCESSIBLE**	**TOTAL PARKING PROVIDED**
		1,347	**28**	**1,375 ***

* PER ULI SHARE PARKING CALCULATION

ULI SHARE PARKING - MIXED USE

		BASIC	WEEKDAY			WEEKEND	
	AREA/	PARKING	NIGHT	DAY	EVENING	DAY	EVENING
USE	UNITS	REQUIRED	12AM - 6AM	9 AM - 4 PM	6PM-12AM	9AM-4PM	6PM-12AM
STUDIO -1B	180	270.00	270.00	162.00	243.00	216.00	243.00
RESIDENTIAL 2B	159	318.00	318.00	190.80	286.20	254.40	286.20
RESIDENTIAL 3B	21	52.50	52.50	31.50	47.25	42.00	47.25
TOTAL RESIDENTIAL	**360**	**641.00**	**640.50**	**384.30**	**576.45**	**512.40**	**576.45**
6 STORY OFFICE	116250	465.00	23.25	465.00	46.50	46.50	23.25
2 STORY OFFICE	53422	213.69	10.68	213.69	21.37	21.37	10.68
NEW OFFICES (A&B)	70000	280.00	14.00	280.00	28.00	28.00	14.00
TOTAL OFFICE	**239672**	**959.00**	**47.93**	**959.00**	**95.87**	**95.87**	**47.93**
TOTAL		**1600.00**	688.43	**1344.00**	672.32	608.27	624.38

		EXISTING	PROVIDED (PDD)
SETBACKS	**PROPOSED RESIDENTIAL BUILDING**		
	FRONT -NORTH (W HILLSBORO BLVD.)	N/A	20'-0"
	REAR - SOUTH (EXISTING HOTEL PL)	N/A	54'-5"
	SIDE - EAST(NATURA BLVD)	N/A	428'-2"
	SIDE -WEST (I-95)	N/A	21'-0"
	PROPOSED RESIDENTIAL PARKING STRUCTURE		
	FRONT -NORTH (W HILLSBORO BLVD.)	N/A	59'-9"
	REAR - SOUTH (EXISTING HOTEL PL)	N/A	57'-3"
	SIDE - EAST(NATURA BLVD)	N/A	471'-11"
	SIDE -WEST (I-95)	N/A	451'-11"
	PROPOSED RETAIL / OFFICE BUILDING A		
	REAR -NORTH (W HILLSBORO BLVD.)	N/A	643'-11"
	FRONT - SOUTH (NATURA BLVD)	N/A	15'-0"
	SIDE - EAST(EXISTING HOTEL PL)	N/A	106'-3"
	SIDE -WEST (I-95)	N/A	72'-11"
	PROPOSED OFFICE BUILDING B		
	FRONT -NORTH (W HILLSBORO BLVD.)	N/A	311'-2"
	REAR - SOUTH (NATURA BLVD)	N/A	86'-7"
	SIDE -EAST (NATURA BLVD)	N/A	136'-8"
	SIDE - WEST (EXISTING HOTEL PL)	N/A	87'-9"
	EXISTING OFFICE BUILDING C		
	REAR - NORTH (W HILLSBORO BLVD.)	181'-11"	181'-11"
	FRONT - SOUTH (NATURA BLVD)	146'-4"	146'-4"
	SIDE -EAST(NATURA BLVD)	717'-11"	717'-11"
	SIDE - WEST (I-95)	215'-2"	215'-2"
	EXISTING OFFICE BUILDING D		
	FRONT - NORTH (W HILLSBORO BLVD.)	83'-3"	83'-3"
	REAR - SOUTH (NATURA BLVD)	387'-1"	387'-1"
	SIDE -EAST (NATURA BLVD)	126'-5"	126'-5"
	SIDE -WEST(EXISTING HOTEL PL)	78'-8"	78'-6"
	EXISTING PARKING STRUCTURE		
	FRONT - NORTH (W HILLSBORO BLVD.)	307'-8"	307'-8"
	REAR - SOUTH (NATURA BLVD)	52'-3"	52'-3"
	SIDE - EAST (NATURA BLVD)	52'-8"	52'-1"
	SIDE -WEST(EXISTING HOTEL PL)	9'-6"	9'-5"

		EXISTING		PROVIDED (PDD)	
MAXIMUM HEIGHT	**RESIDENTIAL**	N/A		8 STORY	79'-0"
	RESIDENTIAL PARKING STRUCTURE	N/A		8 STORY	79'-0"
	RETAIL / OFFICE BUILDING A	N/A		2 STORY	35'-0"
	OFFICE BUILDING B	N/A		3 STORY	75'-0"
	EXISTING OFFICE BUILDING C	2 STORY	+/- 28-0" *	2 STORY	+/- 28-0" *
	EXISTING OFFICE BUILDING D	6 STORY	+/- 79'-0" *	6 STORY	+/- 79'-0" *
	EXISTING OFFICE PARKING STRUCTURE	2 STORY		2 STORY	

* MEASURED AT CENTER OF BUILDING TO ROOF

PROJECT DATA - MASTER SITE PLAN

PROJECT NAME	HILLSBORO CENTER
ADDRESS OF PROPERTY	600 AND 700 W HILLSBORO BLVD. DEERFIELD BEACH, FL 33441
EXISTING ZONING	B-2 HIGHWAY BUSINESS
PROPOSED ZONING	PDD
GROSS ACREAGE OF TOTAL SITE	16.5 ACRES (718,740 SF)
NET ACREAGE OF TOTAL SITE	14 ACRES (609,840 SF)

SITE DATA TABLE

		EXISTING	PROVIDED (PDD)
GROSS FLOOR AREA	**PROPOSED RESIDENTIAL**	N/A	429,943 S.F.
	PROPOSED RESIDENTIAL PARKING GARAGE	N/A	N/A
	PROPOSED RETAIL / OFFICE BUILDING A	N/A	25,000 S.F.
	PROPOSED OFFICE BUILDING B	N/A	45,000 S.F.
	EXISTING OFFICE BUILDING C	60,622 S.F.	53,422 S.F. *
	EXISTING OFFICE BUILDING D	116,250 S.F.	116,250 S.F.
	EXISTING OFFICE PARKING GARAGE	N/A	N/A
	TOTAL	176,872 S.F.	669,615 S.F.
	EXISTING OFFICE BUILDING TO BE DEMOLISHED	39,242 S.F.	N/A

* SQUARE FOOTAGE AFTER PART OF BUILDING IS DEMOLISHED

PERMITTED - MEDIUM HIGH 25 MIXED USE

DENSITY & INTENSITY	COMPREHENSIVE PLAN - 2.6.1 PERMITTED USES IN FUTURE LAND USE CATEGORIES	25 RESIDENTIAL DWELLING UNITS PER GROSS ACRE	FAR 2.0 FOR COMBINED DEVELOPMENT - RESIDENTIAL AND NON RESIDENTIAL (BASED ON NET AREA)
		412.5 UNITS PERMITTED	1,219,680 S.F. ALLOWABLE

PROPOSED - MEDIUM HIGH 25 MIXED USE

USE	DWELLING UNITS	PERCENTAGE OF USE (EXISTING AND PROPOSED)	SQUARE FOOTAGE OF USE (EXISTING AND PROPOSED)	FAR (BASED ON NET AREA)
RESIDENTIAL	360 UNITS	35.25%	429,943 S.F.	0.71
NON RESIDENTIAL	N/A	19.65%	239,672 S.F.	0.39
TOTAL	N/A	54.90%	669,615 S.F.	1.10

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA JUAN CARLOS PEDRO AR0025388 REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY: **ZP** | CHECKED BY: **Checker**

PROJECT MGR: **ZP** | APPROVED BY: **Approver**

SHEET TITLE

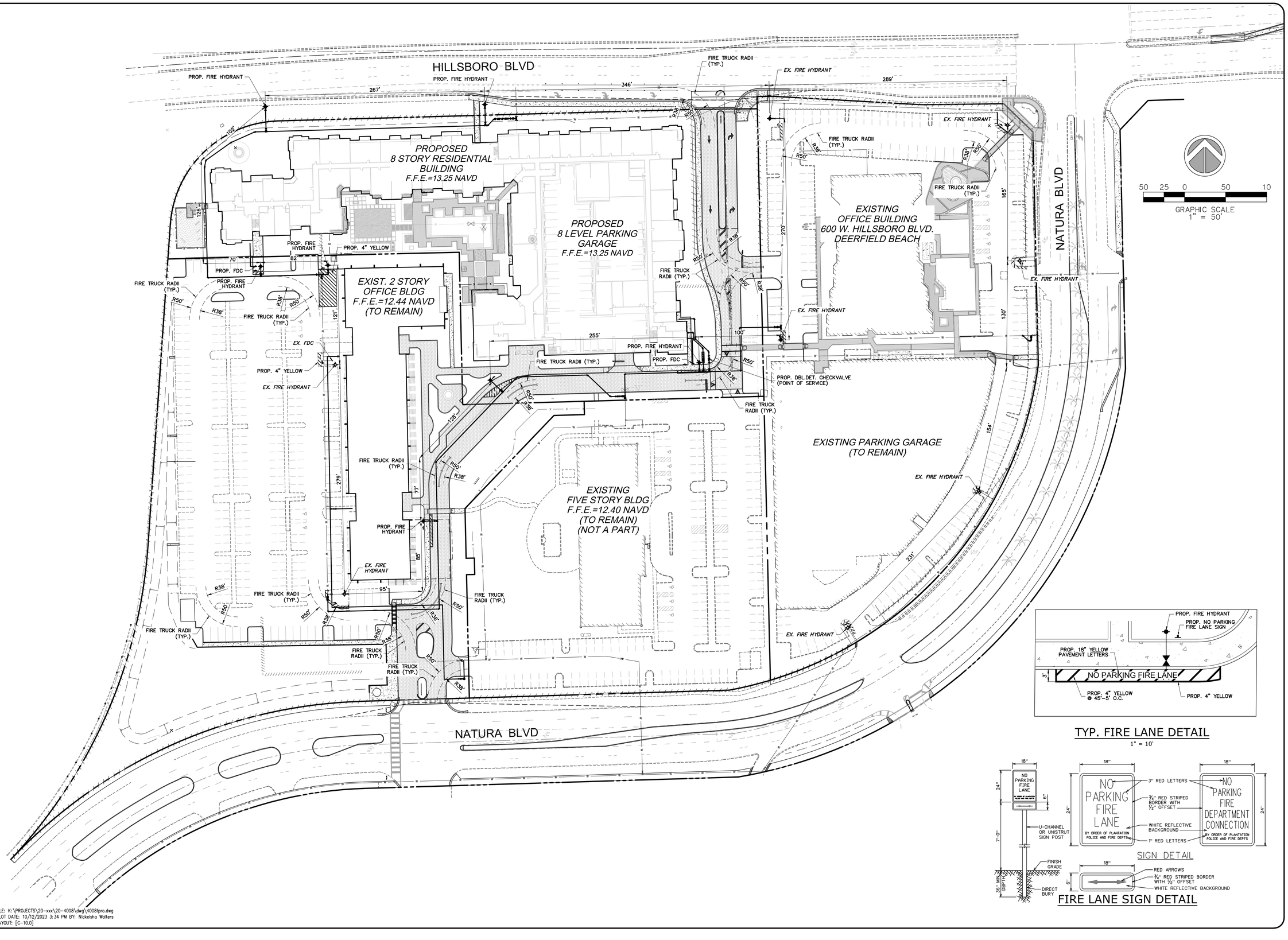
MASTER PLAN - TABULATIONS

SHEET NUMBER **AS1.11** | ISSUE **6**

SCALE CHECK 10mm 1 in

Autodesk Docs://20040-Hillsboro_Center/ R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:25:31 AM



TYP. FIRE LANE DETAIL

1" = 10'

FIRE LANE SIGN DETAIL

4577 Nob Hill Road, Suite 102
Sunrise, FL 33351
www.sunteceng.com
Certificate of Auth. #7097/LB 7019
Phone (954) 777-3123
Fax (954) 777-3114
STE Sun-Tech Engineering, Inc.
Engineers • Planners • Surveyors

REVISIONS

NO.	DATE:	DESCRIPTION

MAYLA DEERFIELD
CITY OF DEERFIELD BEACH FLORIDA
FIRE PROTECTION PLAN

DATE:	August 2023
SCALE:	1" = 50'
DESIGNED BY:	C.R.L.
DRAWN BY:	A.E.V.
JOB #:	20-4008

CLIFFORD R. LOUTAN
LICENSE
No. 56890
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

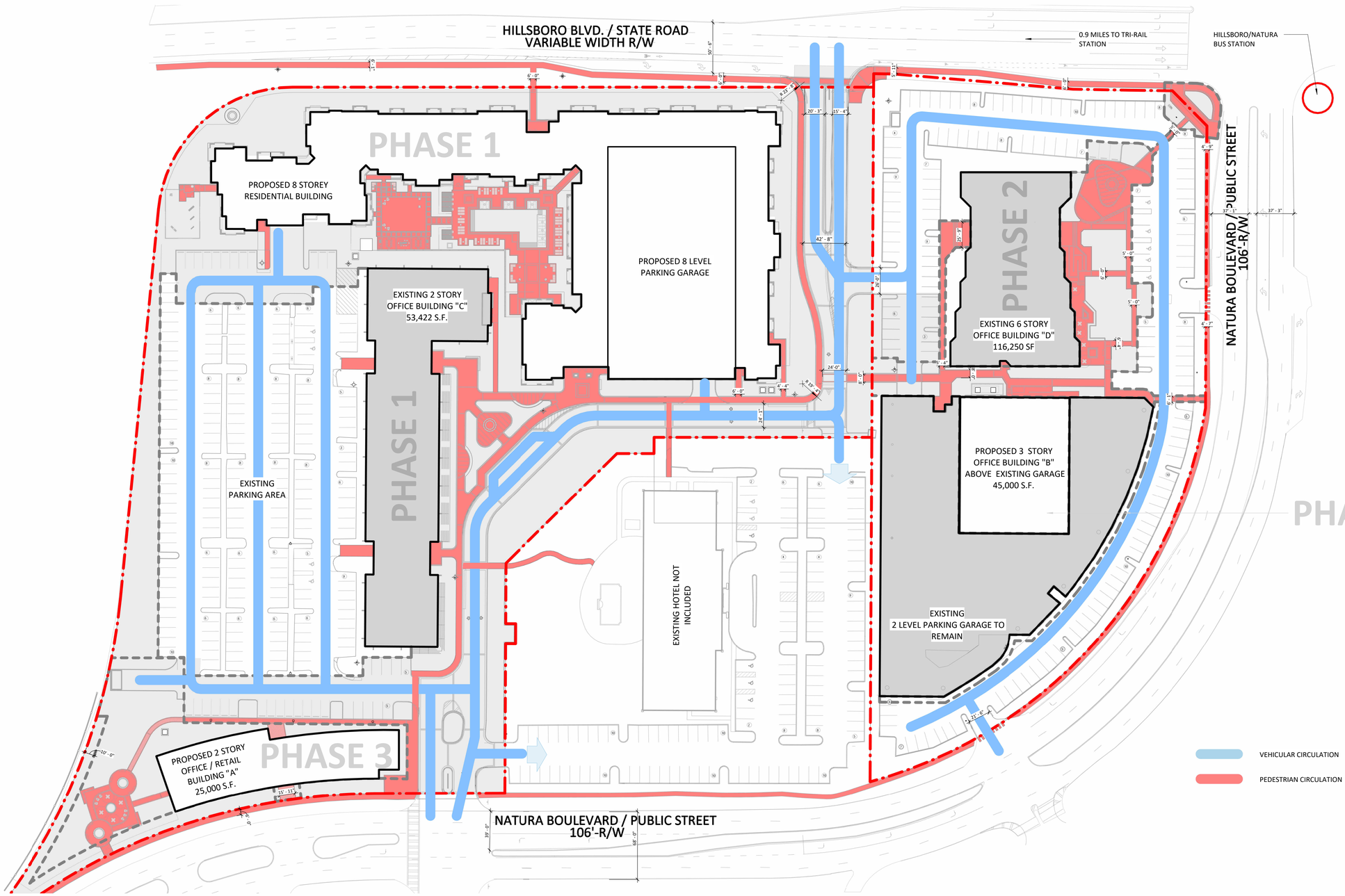
Date: **October 12, 2023**

This item has been digitally signed and sealed by CLIFFORD R. LOUTAN, P.E. 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.

SHEET No.
C-10.0

K:\PROJECTS\20-xxx\20-4008\dwg\4008fpro.dwg, C-10.0, 10/12/2023 3:34:21 PM, 1:1, Sun-Tech Engineering, Inc. (MAS), Sun-Tech Engineering, Inc. (MAS)

FILE: K:\PROJECTS\20-xxx\20-4008\dwg\4008fpro.dwg
PLOT DATE: 10/12/2023 3:34 PM BY: Nickeisha Walters
LAYOUT: [C-10.0]



* ALL ROADS ON SITE TO BE MAINTAINED PRIVATELY

True North

Project North

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA JUAN CARLOS PEREZ LICENSE AR0015388 REGISTERED ARCHITECT

IBI
IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 8555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY:	CHECKED BY:
Author	**Checker**
PROJECT MGR:	APPROVED BY:
Designer	**Approver**

SHEET TITLE

OVERALL CIRCULATION PLAN

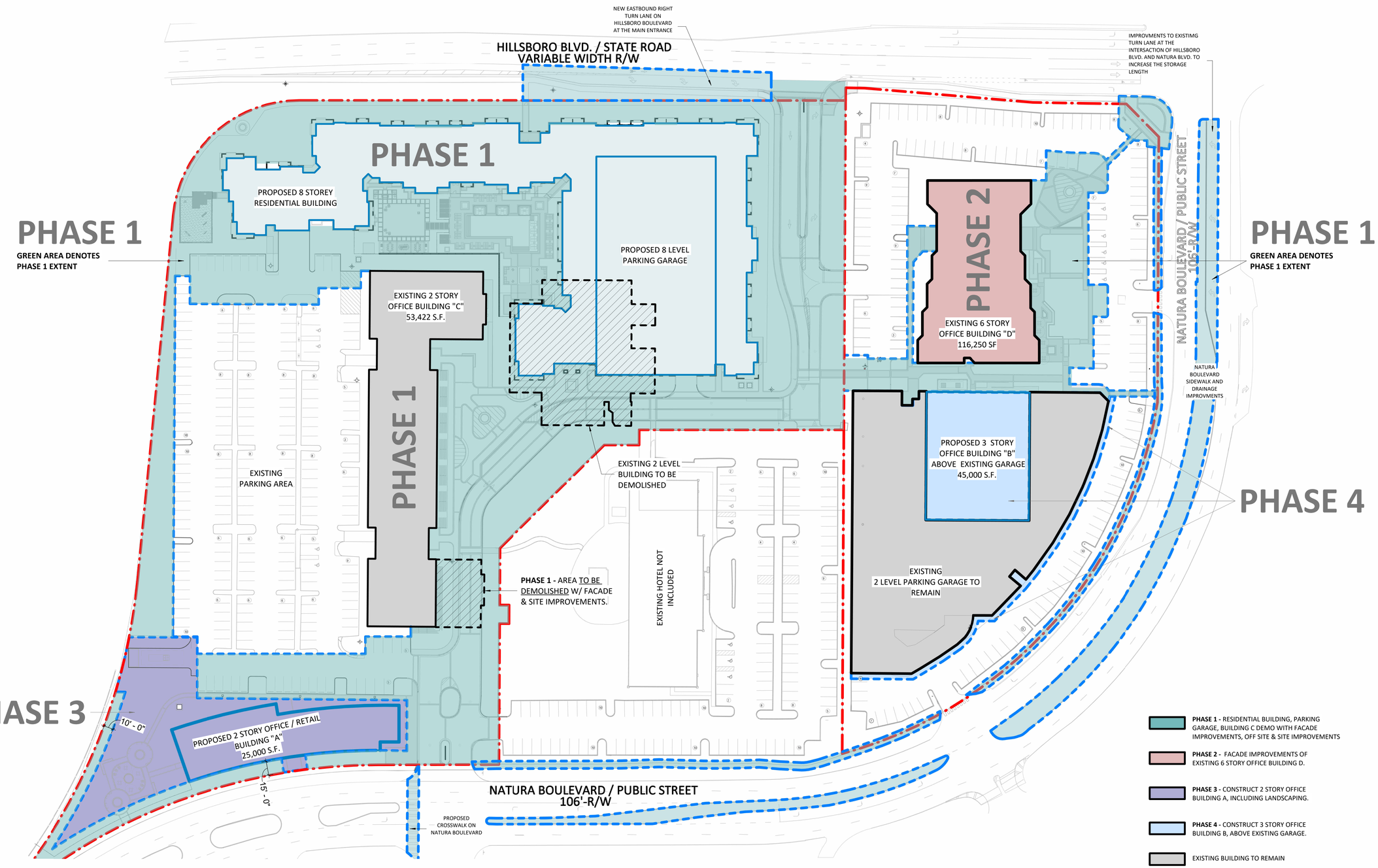
SHEET NUMBER AS1.12

ISSUE 6

SCALE CHECK 1 in

Autodesk Docs://20040-Hillsboro_Center R22/22040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:25:50 AM



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA JUAN CARLOS PEREZ LIC. NO. AR0005388 REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE

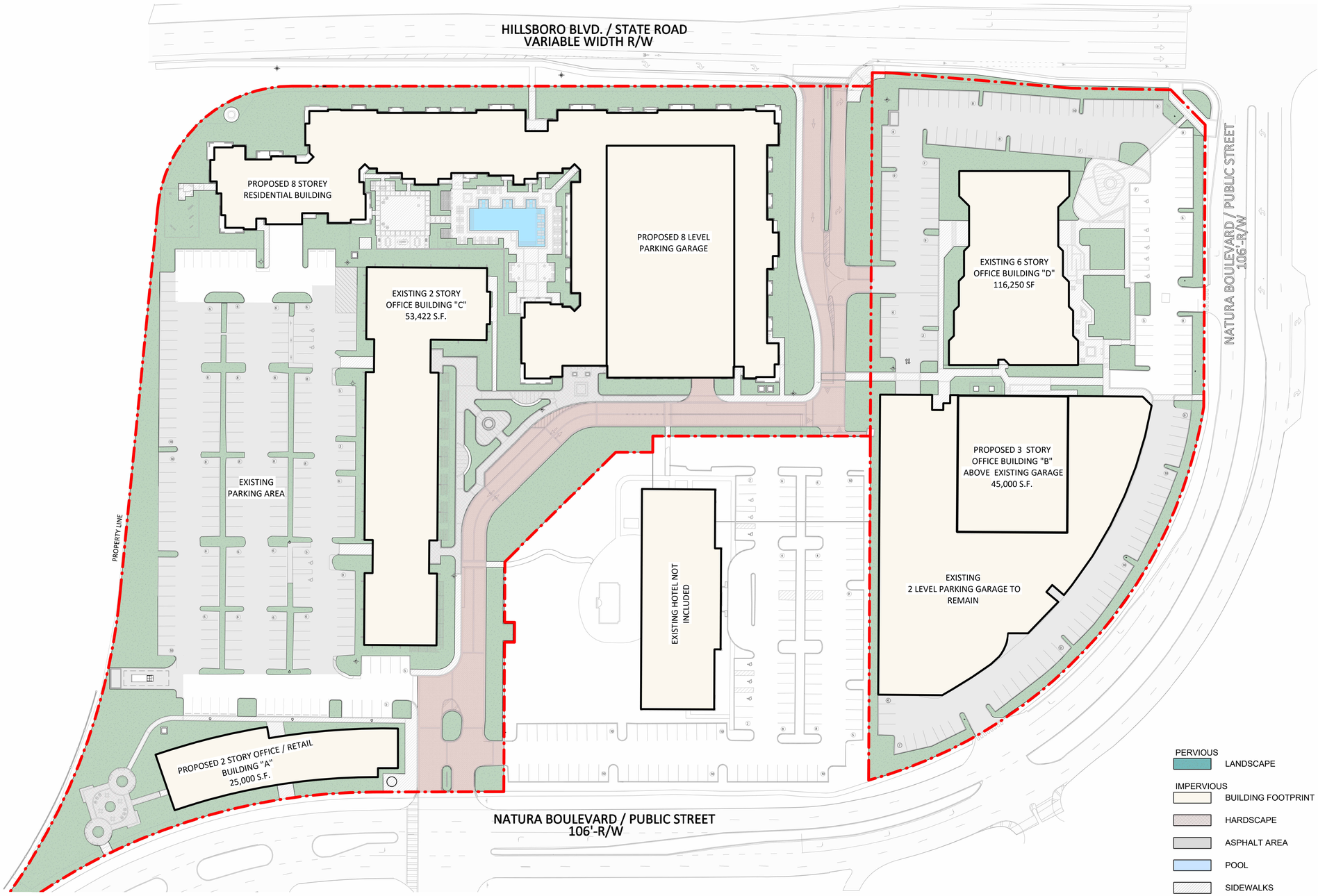
OVERALL PHASING PLAN

SHEET NUMBER	ISSUE
AS1.13	6

SCALE CHECK 1 in 10mm

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:26:05 AM



PERVIOUS			
	LANDSCAPE	158,401 SF	27.65%
IMPERVIOUS			
	BUILDING FOOTPRINT	207,516 SF	36.22%
	HARDSCAPE	34,822 SF	6.08%
	ASPHALT AREA	121,974 SF	21.29%
	POOL	2,374 SF	0.41%
	SIDEWALKS	36,884 SF	6.44%
	HARDSCAPE	10,814 SF	1.89%
	HARDSCAPE	160 SF	0.03%
NET ACREAGE OF SITE		572,945 SF	100.00%

True North Project North

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA JUAN C. CASTRO REGISTERED ARCHITECT AR0003388

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE

OVERALL LANDSCAPE PERVIOUS AND IMPERVIOUS

SHEET NUMBER	ISSUE
AS1.14	6

SCALE CHECK 10mm 1 in

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:26:23 AM



AAL
Architectural Alliance Landscape
632 SW 4th Ave., Fort Lauderdale, FL 33315 LCC0000237
TEL: 954-764-9858 EMAIL: HJohnson@archallnet

HUGH A. JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH A. JOHNSON LA0000855 STATE OF FLORIDA

1	DRC Re-Submittal Set	09-02-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	11-14-2022
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
TREE DISPOSITION PLAN

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-200

Sheet 1 of 3

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

Existing Tree Survey

KEY	BOTANTICAL NAME	COMMON NAME	CALIPER (INCHES)	HEIGHT (FEET)	CANOPY (FEET)	CANOPY (SQUARE FEET)	CONDITION	DISPOSITION	APPRAISAL
1	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
2	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
3	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
4	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
5	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
6	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
7	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
8	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
9	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
10	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
11	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
12	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
13	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
14	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
15	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
16	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
17	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
18	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
19	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
20	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
21	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
22	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
23	*Podocarpus macrophyllus*	Podocarpus	12	15	6	28	40%	REMOVE	
24	*Bucida buceras*	Black olive	18	40	30	706	54%	REMOVE	$ 2,011.45
25	*Ilex cassine*	Dahoon Holly	3	12	6	28	60%	RELOCATE	
26	*Ilex cassine*	Dahoon Holly	3	12	6	28	60%	RELOCATE	
27	*Ilex cassine*	Dahoon Holly	3	12	6	28	60%	RELOCATE	
27A	*Bucida buceras*	Black olive	11	27	15	176	50%	REMOVE	
27B	*Quercus virginiana*	Live Oak	3	12	6	28	60%	REMOVE	
28	*Bucida buceras*	Black olive	15	25	20	314	50%	REMOVE	
29	*Bucida buceras*	Black olive	14	20	25	491	60%	REMOVE	
30	*Bucida buceras*	Black olive	14	20	25	491	60%	REMOVE	
31	*Bucida buceras*	Black olive	14	20	25	491	60%	REMOVE	
32	*Bucida buceras*	Black olive	18	30	25	491	51%	REMOVE	$ 1,899.69
33	*Burcera simaruba*	Bgumbo limbo	15	20	20	314	60%	RELOCATE	
34	*Burcera simaruba*	Bgumbo limbo	15	20	20	314	60%	RELOCATE	
35	*Bucida buceras*	Black olive	48	30	20	314	48%	REMOVE	$ 4,767.89
36	*Bucida buceras*	Black olive	15	30	25	491	50%	REMOVE	
37	*Bucida buceras*	Black olive	15	30	25	491	50%	REMOVE	
38	*Bucida buceras*	Black olive	15	30	25	491	50%	REMOVE	
39	*Bucida buceras*	Black olive	10	30	20	314	50%	REMOVE	
40	*Bucida buceras*	Black olive	10	30	20	314	50%	REMOVE	
41	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
42	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
43	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
44	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
45	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
46	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
47	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
48	*Bucida buceras*	Black olive	12	28	20	314	55%	REMOVE	
49	*Bucida buceras*	Black olive	12	28	20	314	55%	REMOVE	
50	*Bucida buceras*	Black olive	12	28	20	314	55%	REMOVE	
51	*Bucida buceras*	Black olive	12	28	20	314	55%	REMOVE	
52	*Conocarpus erectus var. sericeus*	Silver Buttonwood	12	28	20	314	55%	REMOVE	
53	*Bucida buceras*	Black olive	36	28	30	706	56%	REMOVE	$ 4,171.91
54	*Bucida buceras*	Black olive	20	30	25	491	54%	REMOVE	$ 2,234.95
55	*Podocarpus macrophyllus*	Podocarpus	9	20	8	50	50%	REMOVE	
56	*Podocarpus macrophyllus*	Podocarpus	9	20	8	50	50%	REMOVE	
57	*Bucida buceras*	Black olive	36	28	25	491	54%	REMOVE	$ 4,022.91
58	*Bucida buceras*	Black olive	12	28	20	314	55%	REMOVE	
59	*Bucida buceras*	Black olive	12	28	20	314	55%	REMOVE	
60	*Bucida buceras*	Black olive	22	25	25	491	48%	REMOVE	$ 2,185.28
61	*Bucida buceras*	Black olive	18	30	25	491	48%	REMOVE	$ 1,787.96
62	*Bucida buceras*	Black olive	18	30	25	491	52%	REMOVE	$ 1,936.95
63	*Bucida buceras*	Black olive	18	30	25	491	52%	REMOVE	$ 1,936.95
64	*Bucida buceras*	Black olive	18	30	25	491	54%	REMOVE	$ 2,011.45
65	*Bucida buceras*	Black olive	6	15	15	176	50%	REMOVE	
66	*Bucida buceras*	Black olive	36	30	30	706	62%	REMOVE	$ 4,618.90
67	*Bucida buceras*	Black olive	30	28	25	491	52%	REMOVE	$ 3,228.26
68	*Bucida buceras*	Black olive	30	28	25	491	49%	REMOVE	$ 3,042.01
69	*Bucida buceras*	Black olive	22	28	25	491	52%	REMOVE	$ 2,367.39
70	*Bucida buceras*	Black olive	18	30	25	491	52%	REMOVE	$ 1,936.94
71	*Bucida buceras*	Black olive	10	22	20	314	40%	REMOVE	
72	*Bucida buceras*	Black olive	18	30	30	706	60%	REMOVE	$ 2,234.95
73	*Bucida buceras*	Black olive	20	28	25	491	54%	REMOVE	$ 2,234.95
74	*Bucida buceras*	Black olive	22	28	25	491	56%	REMOVE	$ 2,549.50
75	*Bucida buceras*	Black olive	20	25	25	491	48%	REMOVE	$ 1,986.62
76	*Bucida buceras*	Black olive	24	28	25	491	52%	REMOVE	$ 2,582.61
77	*Bucida buceras*	Black olive	14	22	20	314	55%	REMOVE	
78	*Bucida buceras*	Black olive	12	22	20	314	50%	REMOVE	
79	*Bucida buceras*	Black olive	12	22	20	314	50%	REMOVE	
80	*Bucida buceras*	Black olive	6	12	12	113	40%	REMOVE	
81	*Bucida buceras*	Black olive	18	25	30	706	56%	REMOVE	$ 2,085.95
82	*Bucida buceras*	Black olive	16	22	25	491	50%	REMOVE	
83	*Bucida buceras*	Black olive	30	30	30	706	56%	REMOVE	$ 3,476.59
84	*Bucida buceras*	Black olive	22	28	22	380	52%	REMOVE	$ 2,367.39
85	*Bucida buceras*	Black olive	12	20	20	314	55%	REMOVE	
86	*Bucida buceras*	Black olive	12	20	20	314	45%	REMOVE	
87	Sabal palmetto	Cabbage Palm	8	20	8	50	60%	REMOVE	
88	Sabal palmetto	Cabbage Palm	8	20	8	50	60%	REMOVE	
89	Sabal palmetto	Cabbage Palm	8	20	8	50	60%	REMOVE	
90	*Bucida buceras*	Black olive	18	28	22	380	55%	REMOVE	$ 2,048.70
91	*Bucida buceras*	Black olive	18	28	22	380	54%	REMOVE	$ 2,011.45
92	*Bucida buceras*	Black olive	18	28	22	380	52%	REMOVE	$ 1,936.95
93	*Bucida buceras*	Black olive	18	28	22	380	52%	REMOVE	$ 1,936.95
94	Syagrus romanzoffiana	Queen Palm	12	22	12	113	55%	REMAIN	
95	Sabal palmetto	Cabbage Palm	8	10	8	50	60%	REMAIN	
96	Sabal palmetto	Cabbage Palm	8	10	8	50	60%	REMAIN	
97	*Bucida buceras*	Black olive	14	25	25	491	55%	REMAIN	
98	*Bucida buceras*	Black olive	18	25	30	706	50%	REMAIN	$ 1,862.46
99	*Bucida buceras*	Black olive	26	30	30	706	58%	REMAIN	$ 3,120.65
100	*Bucida buceras*	Black olive	8	20	15	176	40%	REMAIN	
101	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMOVE	
102	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMOVE	
103	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMOVE	
104	Sabal palmetto	Cabbage Palm	14	25	7	38	60%	REMOVE	
105	Sabal palmetto	Cabbage Palm	9	12	7	38	65%	REMOVE	
106	*Bucida buceras*	Black olive	24	30	30	706	62%	REMAIN	$ 3,079.26
107	*Bucida buceras*	Black olive	12	25	25	491	60%	REMAIN	
108	*Bucida buceras*	Black olive	20	30	30	706	50%	REMAIN	$ 2,069.40
109	*Bucida buceras*	Black olive	20	30	30	706	46%	REMAIN	$ 1,903.84
110	*Bucida buceras*	Black olive	20	30	30	706	50%	REMAIN	$ 2,069.40
111	*Bucida buceras*	Black olive	14	28	30	706	60%	REMAIN	
112	*Bucida buceras*	Black olive	25	30	30	706	50%	REMOVE	$ 2,586.75
113	*Bucida buceras*	Black olive	9	25	15	176	50%	REMOVE	
114	*Bucida buceras*	Black olive	18	28	25	491	52%	REMAIN	$ 1,936.95
115	*Bucida buceras*	Black olive	18	28	25	491	56%	REMAIN	$ 2,085.95
116	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
117	Livistona chinensis	Chinese Fan Palm	8	10	8	50	60%	REMAIN	
118	Livistona chinensis	Chinese Fan Palm	8	20	8	50	60%	REMAIN	
119	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
120	*Bucida buceras*	Black olive	18	25	25	491	48%	REMAIN	$ 1,787.96
121	*Bucida buceras*	Black olive	18	25	25	491	50%	REMAIN	$ 1,862.46
122	*Bucida buceras*	Black olive	4	8	4	12	20%	REMAIN	
123	*Bucida buceras*	Black olive	26	30	30	706	50%	REMOVE	$ 2,690.22
124	*Bucida buceras*	Black olive	18	30	30	706	58%	REMOVE	$ 2,160.45
125	*Bucida buceras*	Black olive	22	30	30	706	58%	REMOVE	$ 4,640.55
126	*Bucida buceras*	Black olive	12	22	25	491	50%	REMAIN	
127	*Bucida buceras*	Black olive	20	28	25	491	60%	REMAIN	$ 2,483.28
128	*Bucida buceras*	Black olive	12	30	30	706	60%	REMOVE	
129	*Bucida buceras*	Black olive	18	30	30	706	54%	REMOVE	$ 2,011.45
130	*Bucida buceras*	Black olive	26	30	30	706	58%	REMOVE	$ 3,120.65
131	*Bucida buceras*	Black olive	14	28	25	491	50%	REMOVE	
132	*Bucida buceras*	Black olive	20	28	25	491	60%	REMOVE	$ 2,483.28
133	*Bucida buceras*	Black olive	18	30	20	314	54%	REMOVE	$ 2,011.45
134	*Bucida buceras*	Black olive	12	18	25	491	60%	REMOVE	
135	Ligustrum japonicum	Japanese Privet	6	6	6	28	40%	REMOVE	
136	*Bucida buceras*	Black olive	26	30	30	706	56%	REMOVE	$ 3,013.04
137	*Bucida buceras*	Black olive	28	30	30	706	56%	REMOVE	$ 3,244.81
138	*Bucida buceras*	Black olive	20	25	25	491	52%	REMOVE	$ 2,152.17
139	*Bucida buceras*	Black olive	16	25	20	314	50%	REMOVE	
140	*Bucida buceras*	Black olive	16	25	20	314	50%	REMOVE	
141	*Bucida buceras*	Black olive	13	25	20	314	50%	REMOVE	
142	Sabal palmetto	Cabbage Palm	14	25	7	38	60%	REMOVE	
143	*Bucida buceras*	Black olive	26	30	30	706	60%	REMOVE	$ 3,228.26
144	*Bucida buceras*	Black olive	13	25	20	314	50%	REMOVE	
145	*Bucida buceras*	Black olive	20	30	25	491	58%	REMOVE	$ 2,400.50
146	*Bucida buceras*	Black olive	20	30	25	491	55%	REMOVE	$ 2,276.34
147	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
148	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
149	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
150	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
151	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
152	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
153	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
154	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
155	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
156	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
157	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	RELOCATE	
158	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	RELOCATE	
159	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	RELOCATE	
160	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	RELOCATE	
161	Sabal palmetto	Cabbage Palm	9	22	7	38	60%	REMAIN	
162	Ligustrum japonicum	Japanese Privet	6	6	6	28	40%	REMOVE	
163	Ligustrum japonicum	Japanese Privet	6	6	6	28	40%	REMOVE	
164	*Bucida buceras*	Black olive	24	28	28	615	54%	REMOVE	$ 2,681.93
165	*Bucida buceras*	Black olive	24	28	28	615	58%	REMOVE	$ 2,880.59
166	Adonidia merrillii	Christmas Palm	3	5	3	7	30%	REMAIN	
167	Adonidia merrillii	Christmas Palm	3	5	3	7	30%	REMAIN	
168	Adonidia merrillii	Christmas Palm	3	5	3	7	30%	REMAIN	
169	Adonidia merrillii	Christmas Palm	3	5	3	7	30%	REMAIN	
170	Adonidia merrillii	Christmas Palm	3	5	3	7	30%	REMAIN	
171	Adonidia merrillii	Christmas Palm	3	5	3	7	30%	REMAIN	
171A	Bursera simaruba	Gumbo limbo	24	25	18	254	42%	REMAIN	$ 2,772.00
171B	Quercus virginiana	Live Oak	18	40	25	491	52%	REMAIN	$ 2,885.96
172	Syagrus romanzoffiana	Queen Palm	12	25	10	78	50%	REMAIN	
173	*Bucida buceras*	Black olive	48	30	30	706	65%	REMOVE	$ 6,456.52
174	*Bucida buceras*	Black olive	26	30	25	491	56%	REMOVE	$ 3,013.04
175	Dypsis lutescens	Areca Palm	6	8	6	28	60%	REMOVE	
176	Dypsis lutescens	Areca Palm	15 Mult	25	12	113	50%	REMOVE	
177	Syagrus romanzoffiana	Queen Palm	10	22	10	78	50%	REMOVE	
178	Syagrus romanzoffiana	Queen Palm	10	15	10	78	50%	REMOVE	
179	Syagrus romanzoffiana	Queen Palm	10	22	10	78	50%	REMOVE	
180	Strelitzia nicolai	White Bird of Paradise	10	22	10	78	50%	REMOVE	
181	Lagerstroemia indica	Crape myrtle	6	20	12	113	60%	REMOVE	
182	Jatropha integerrima	Peregrina	3	8	6	28	40%	REMOVE	
183	Bischofia javanica	Bishopwood	20	30	25	491	60%	REMOVE	
184	Bischofia javanica	Bishopwood	20	30	25	491	60%	REMOVE	
185	Bischofia javanica	Bishopwood	20	30	25	491	60%	REMOVE	
186	Roystonea regia	Royal Palm	16	30	12	113	55%	REMOVE	
187	Roystonea regia	Royal Palm	16	30	12	113	55%	REMOVE	
188	Roystonea regia	Royal Palm	16	30	12	113	55%	REMOVE	
189	Ptychosperma elegans	Solitaire Palm	8 Double	20	10	78	60%	REMOVE	
190	Ravenala madagascariensis	Travelers-Tree	10	20	10	78	60%	REMOVE	
191	Ravenala madagascariensis	Travelers-Tree	10	20	10	78	60%	REMOVE	
192	Ravenala madagascariensis	Travelers-Tree	10	20	10	78	60%	REMOVE	
193	Ptychosperma elegans	Solitaire Palm	4	12	6	28	60%	REMOVE	
194	Lagerstroemia indica	Crape myrtle	7	12	9	64	60%	REMOVE	
195	Ptychosperma elegans	Solitaire Palm	4	12	6	28	60%	REMOVE	
196	Syagrus romanzoffiana	Queen Palm	12	20	6	28	40%	REMOVE	
197	Syagrus romanzoffiana	Queen Palm	12	25	6	28	40%	REMOVE	
198	Quercus virginiana	Live Oak	4	20	10	78	60%	REMOVE	
199	Callistemon citrinus	Red Bottlebrush	6	12	10	78	40%	REMOVE	
200	Syagrus romanzoffiana	Queen Palm	12	20	10	78	60%	REMOVE	
201	Syagrus romanzoffiana	Queen Palm	12	20	10	78	60%	REMOVE	
202	Syagrus romanzoffiana	Queen Palm	12	20	10	78	60%	REMOVE	
203	Bursera simaruba	Gumbo limbo	12	20	20	314	60%	REMOVE	
204	Lagerstroemia indica	Crape myrtle	6	14	10	78	60%	REMOVE	
205	Lagerstroemia indica	Crape myrtle	6	14	10	78	60%	REMOVE	
206	Lagerstroemia indica	Crape myrtle	6	14	10	78	60%	REMOVE	
207	Ptychosperma elegans	Solitaire Palm	4	12	6	28	60%	REMOVE	
208	Lagerstroemia indica	Crape myrtle	7	12	9	64	60%	REMOVE	
209	Jatropha integerrima	Peregrina	3	8	6	28	40%	REMOVE	
210	Jatropha integerrima	Peregrina	3	8	6	28	40%	REMOVE	
211	Syagrus romanzoffiana	Queen Palm	12	30	10	78	30%	REMOVE	
212	Syagrus romanzoffiana	Queen Palm	12	30	10	78	30%	REMOVE	
213	Syagrus romanzoffiana	Queen Palm	12	30	10	78	30%	REMOVE	
214	Dypsis lutescens	Areca Palm	8	28	9	64	60%	REMOVE	
215	*Bucida buceras*	Black olive	12	30	20	314	65%	REMOVE	
216	*Bucida buceras*	Black olive	12	30	20	314	65%	REMOVE	
217	*Schefflera actinophylla*	Schefflera	4	12	9	64	50%	REMOVE	
218	Syagrus romanzoffiana	Queen Palm	8	12	10	78	40%	REMOVE	
218A	Dypsis lutescens	Areca Palm	12 Multi	12	7	38	50%	REMOVE	
219	Syagrus romanzoffiana	Queen Palm	10	30	9	64	50%	REMOVE	
220	Dypsis lutescens	Areca Palm	12 Multi	12	7	38	50%	REMOVE	
221	Dypsis lutescens	Areca Palm	12 Multi	12	7	38	50%	REMOVE	
222	Dypsis lutescens	Areca Palm	12 Multi	12	7	38	50%	REMOVE	
223	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMOVE	
224	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMOVE	
225	*Bucida buceras*	Black olive	14	25	20	314	65%	REMOVE	
226	*Bucida buceras*	Black olive	14	25	20	314	65%	REMOVE	
227	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
228	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
229	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
230	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
231	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
232	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
233	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
234	*Bucida buceras*	Black olive	12	20	12	113	50%	REMAIN	
235	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
236	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
237	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
238	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
239	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
240	*Bucida buceras*	Black olive	48	30	28	615	47%	REMOVE	$ 4,668.56
241	Quercus virginiana	Live Oak	8	15	12	113	60%	REMAIN	
242	Quercus virginiana	Live Oak	8	15	12	113	60%	REMAIN	
243	Quercus virginiana	Live Oak	8	15	12	113	60%	REMAIN	
244	*Bucida buceras*	Black olive	12	28	20	314	50%	REMOVE	
245	*Bucida buceras*	Black olive	8	20	20	314	50%	REMOVE	
246	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
247	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
248	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
249	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
250	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
251	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
252	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
253	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
254	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
255	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
256	*Bucida buceras*	Black olive	20	30	25	491	58%	REMAIN	$ 2,400.50
257	*Phoenix roebelenii*	Pygmy Date Palm	4	3	3	14	35%	REMAIN	
258	*Phoenix roebelenii*	Pygmy Date Palm	4	3	3	14	35%	REMAIN	
259	Quercus virginiana	Live Oak	12	25	20	314	65%	REMAIN	
260	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	REMAIN	
261	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	REMAIN	
262	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	REMAIN	
263	Quercus virginiana	Live Oak	20	25	25	491	58%	REMAIN	$ 3,576.66
263A	Quercus virginiana	Live Oak	28	40	40	1256	62%	REMAIN	$ 5,352.60
264	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	REMAIN	
265	Syagrus romanzoffiana	Queen Palm	7	12	15	38	60%	REMAIN	
266	Sabal palmetto	Cabbage Palm	9	25	7	176	30%	REMAIN	
267	Quercus virginiana	Live Oak	12	25	20	38	40%	REMAIN	
268	Quercus virginiana	Live Oak	20	25	20	314	60%	REMAIN	$ 3,699.99
269	Quercus virginiana	Live Oak	15	25	20	314	60%	REMAIN	
270	Quercus virginiana	Live Oak	17	25	20	314	60%	REMAIN	
270a	Quercus virginiana	Live Oak	13	25	20	314	60%	REMAIN	
270b	Quercus virginiana	Live Oak	12	25	20	314	60%	REMAIN	
271	Quercus virginiana	Live Oak	12	25	20	314	60%	REMAIN	
272	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
273	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
274	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
275	Roystonea regia	Royal Palm	20	30	15	176	70%	RELOCATE	
276	Roystonea regia	Royal Palm	20	30	15	176	70%	RELOCATE	
277	Roystonea regia	Royal Palm	20	30	15	176	70%	RELOCATE	
278	*Phoenix roebelenii*	Pygmy Date Palm	4	3	3	14	50%	REMAIN	
279	Quercus virginiana	Live Oak	48	48	30	706	68%	REMAIN	$ 10,063.89
280	*Phoenix roebelenii*	Pygmy Date Palm	4	3	3	14	50%	REMAIN	
281	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
282	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
283	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
284	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
285	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
286	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
287	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
288	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
289	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
290	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
291	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
292	*Bucida buceras*	Black olive	20	30	25	491	56%	REMAIN	$ 2,317.72
293	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
294	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
295	Jatropha integerrima	Jatropha	7	7	7

KEY	BOTANTICAL NAME	COMMON NAME	CALIPER (INCHES)	HEIGHT (FEET)	CANOPY (FEET)	CANOPY (SQUARE FEET)	CONDITION	DISPOSITION	COMMENTS
301	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMOVE	
302	Roystonea regia	Royal Palm	20	25	15	176	70%	REMAIN	
303	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
304	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
305	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
306	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
307	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
308	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
309	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
310	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
311	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
312	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
313	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
314	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
315	Washingtonia robusta	Mexican Fan Palm	12	12	9	64	70%	REMAIN	
316	Sabal palmetto	Cabbage Palm	9	28	7	38	60%	REMAIN	
316a	Ligustrum japonicum	Japanese Privet	6	12	10	78	55%	REMAIN	
317	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	REMAIN	
318	Quercus virginiana	Live Oak	40	30	30	706	68%	REMAIN	$ 8,386.57
319	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	REMAIN	
320	Quercus laurifolia	Laurel Oak	12	25	10	78	40%	REMAIN	
321	Quercus virginiana	Live Oak	36	30	30	706	62%	REMAIN	$ 3,823.32
322	Quercus virginiana	Live Oak	36	30	30	706	52%	REMAIN	$ 2,885.96
323	Quercus virginiana	Live Oak	40	30	30	706	60%	REMAIN	$ 5,179.94
324	Quercus virginiana	Live Oak	18	40	20	314	48%	REMAIN	$ 2,663.97
325	Quercus virginiana	Live Oak	20	40	30	706	46%	REMAIN	$ 2,836.63
326	Ficus aurea	Strangler Fig	48	40	25	491	42%	REMAIN	$ 6,316.80
327	Quercus virginiana	Live Oak	4	20	7	38	50%	REMAIN	
328	Quercus virginiana	Live Oak	18	30	30	706	56%	REMAIN	$ 3,107.96
329	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
330	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
331	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
332	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
333	*Bucida buceras*	Black olive	30	30	30	706	48%	REMAIN	$ 2,979.93
334	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
335	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
336	*Bucida buceras*	Black olive	30	30	30	706	54%	REMAIN	$ 3,352.42
337	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
338	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
339	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
340	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
341	Quercus virginiana	Live Oak	22	30	30	706	46%	REMAIN	$ 3,120.29
342	*Bucida buceras*	Black olive	30	30	30	706	46%	REMAIN	$ 2,855.77
343	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
343a	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
344	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
345	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
346	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
347	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
348	Quercus virginiana	Live Oak	12	28	25	491	60%	REMAIN	
349	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
350	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
351	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
352	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
353	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
354	*Bucida buceras*	Black olive	24	30	30	706	58%	REMAIN	$ 2,880.59
355	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
356	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
357	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
358	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
359	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
360	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
361	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
362	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
363	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
364	Sabal palmetto	Cabbage Palm	8	11	7	38	50%	REMAIN	
365	Sabal palmetto	Cabbage Palm	8	11	7	38	50%	REMAIN	
366	*Bucida buceras*	Black olive	24	30	30	706	50%	REMAIN	$ 2,498.28
367	*Bucida buceras*	Black olive	24	30	30	706	50%	REMAIN	$ 2,498.28
368	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
369	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
370	*Bucida buceras*	Black olive	14	25	15	176	50%	REMAIN	
371	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
372	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
373	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
374	*Bucida buceras*	Black olive	20	30	12	113	38%	REMAIN	$ 1,572.74
375	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
376	*Bucida buceras*	Black olive	20	30	12	113	45%	REMAIN	$ 1,862.46
377	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
378	*Bucida buceras*	Black olive	26	25	15	176	50%	REMAIN	$ 2,690.22
379	*Bucida buceras*	Black olive	26	25	15	176	50%	REMAIN	$ 2,690.22
380	*Bucida buceras*	Black olive	20	30	12	113	42%	REMAIN	$ 1,738.29
381	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
382	*Bucida buceras*	Black olive	24	30	30	706	45%	REMAIN	$ 2,234.94
383	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
384	*Bucida buceras*	Black olive	20	30	30	706	58%	REMAIN	$ 2,400.50
385	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
386	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
387	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
388	*Bucida buceras*	Black olive	20	30	30	706	58%	REMOVE	$ 2,400.50
389	*Bucida buceras*	Black olive	20	30	30	706	54%	REMAIN	$ 2,234.95
390	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
391	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
392	*Bucida buceras*	Black olive	20	30	30	706	56%	REMAIN	$ 2,317.72
393	Sabal palmetto	Cabbage Palm	9	25	7	38	50%	REMAIN	
394	Sabal palmetto	Cabbage Palm	9	25	7	38	50%	REMAIN	

KEY	BOTANTICAL NAME	COMMON NAME	CALIPER (INCHES)	HEIGHT (FEET)	CANOPY (FEET)	CANOPY (SQUARE FEET)	CONDITION	DISPOSITION	COMMENTS
395	Phoenix canariensis	Canary island Date Palm	19	25	18	254	60%	REMAIN	
396	Phoenix canariensis	Canary island Date Palm	19	25	12	113	60%	REMAIN	
397	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	12	113	60%	REMAIN	
398	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	12	113	60%	REMAIN	
399	Quercus virginiana	Live Oak	7	18	14	154	60%	REMOVE	
400	Roystonea regia	Royal Palm	18	35	15	176	65%	RELOCATE	
401	Lagerstroemia indica	Crape myrtle	6	12	10	78	55%	REMOVE	
402	Lagerstroemia indica	Crape myrtle	6	12	10	78	55%	REMOVE	
403	Lagerstroemia indica	Crape myrtle	6	12	10	78	55%	REMOVE	
404	Roystonea regia	Royal Palm	18	28	15	176	65%	REMAIN	
405	Lagerstroemia indica	Crape myrtle	7	12	10	78	55%	REMAIN	
406	Roystonea regia	Royal Palm	16	30	15	176	65%	REMAIN	
407	Lagerstroemia indica	Crape myrtle	7	12	10	78	55%	REMAIN	
408	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	12	113	60%	REMAIN	
409	Roystonea regia	Royal Palm	16	30	15	176	65%	REMAIN	
410	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	12	113	60%	REMAIN	
411	Roystonea regia	Royal Palm	16	30	15	176	65%	REMAIN	
412	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	12	113	60%	REMAIN	
413	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	12	113	60%	REMAIN	
414	Roystonea regia	Royal Palm	16	27	15	176	65%	REMAIN	
415	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	10	78	55%	REMAIN	
416	Roystonea regia	Royal Palm	16	27	15	176	65%	REMAIN	
417	Roystonea regia	Royal Palm	16	27	15	176	65%	REMAIN	
418	Conocarpus erectus var. sericeus	Silver Buttonwood	9	12	12	113	55%	REMAIN	
419	Roystonea regia	Royal Palm	16	27	15	176	65%	REMAIN	
420	Conocarpus erectus var. sericeus	Silver Buttonwood	5	12	10	78	35%	REMAIN	
421	Roystonea regia	Royal Palm	16	30	15	176	65%	REMAIN	
422	Conocarpus erectus var. sericeus	Silver Buttonwood	9	12	12	113	55%	REMAIN	
423	Roystonea regia	Royal Palm	16	27	15	176	65%	REMAIN	

TREE DISPOSITION SUMMARY

	EXISTING	REMOVE	REMAIN	RELOCATE
TREES AND PALMS	258	183	65	17

NON SPECIMEN TREES

128 TREES S ARE BEING PROPOSED TO BE REMOVED WITH A TOTAL CANOPY LOSS OF 45,453S.F. x 1.5 TIMES PER SECTION 98-81= 68,179.5 CANOPY S.F. TO BE MITIGATED. PLEASE REFER TO THE TREE MITIGATION CHART BELOW FOR THE BREAKDOWN OF TREES AND CANOPY PROVIDED IN THE PROPOSED LANDSCAPE PLAN AS FOLLOWS:

131	CATEGORY 1 (300 S.F.) =	39,300
42	CATEGORY 2 (150 S.F.) =	6,300
26	CATEGORY 3 (100 S.F.) =	2,600
207	CATEGORY 4 - PALMS (50 S.F.) =	10,350
	TOTAL CANOPY S.F. PROVIDED =	**58,550**

NON SPECIMEN TREES

PER SECTION 98-81 (2) (C) THE MONETARY BALANCE AFTER MITIGATION CANOPY PROVIDED ON PROPOSED LANDSCAPE PLANS, IS OF $200 PER THREE INCHES OF CALIPER REMAINING AND IS TO BE PAID TO BEAUTIFICATION FUND. THERE ARE 9,629.5 CANOPY S.F. REMAINING TO BE MITIGATED MONETARILY AS FOLLOWS USING CATEGORY ONE TREES AS REPLACEMENT:

9,629.5 S'F' / 300 S'F' = 32 TREES X $200= **$6,419** TO BE PAID TO THE BEAUTIFICATION FUND

SPECIMEN TREES

5 SPECIMEN TREES ARE PROPOSED TO BE REMOVED WITH A TOTAL APPRAISAL OF **$19,021.91** COUNTY TO PROVIDE THE NUMBER OF TREES REQUIRED TO COMPENSATE THE TREE REPLACENT.

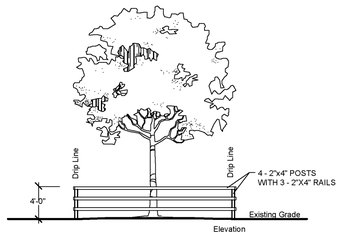
TOTAL MITIGATION FEE TO BE PAID $25,440.91

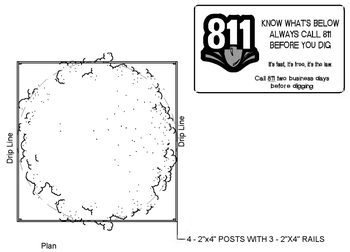
PALMS

56 PALMS ARE BEING PROPOSED TO BE MITIGATED WITH A TOTAL OF 490 INCHES TO BE MITIGATED INCH X INCH. PLEASE REFER TO THE TREE MITIGATION CHART BELOW FOR THE BREAKDOWN OF TREES AND CANOPY PROVIDED IN THE PROPOSED LANDSCAPE PLAN AS FOLLOWS:

28 SABAL PALMS 12" EACH=336 INCHES PROVIDED

11 ROYAL PALMS 14" EACH=154 INCHES PROVIDED





Existing Tree(s) Protection Detail

NTS

Architectural Alliance Landscape
612 SW 4th Ave. Fort Lauderdale FL 33315 LC0000237
TEL: 954-764-8858 EMAIL: hjohnson@archallnet

HUGH JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH JOHNSON LA0000855 STATE OF FLORIDA

1	DRC Re-Submittal Set	05-31-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	04-14-2023
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

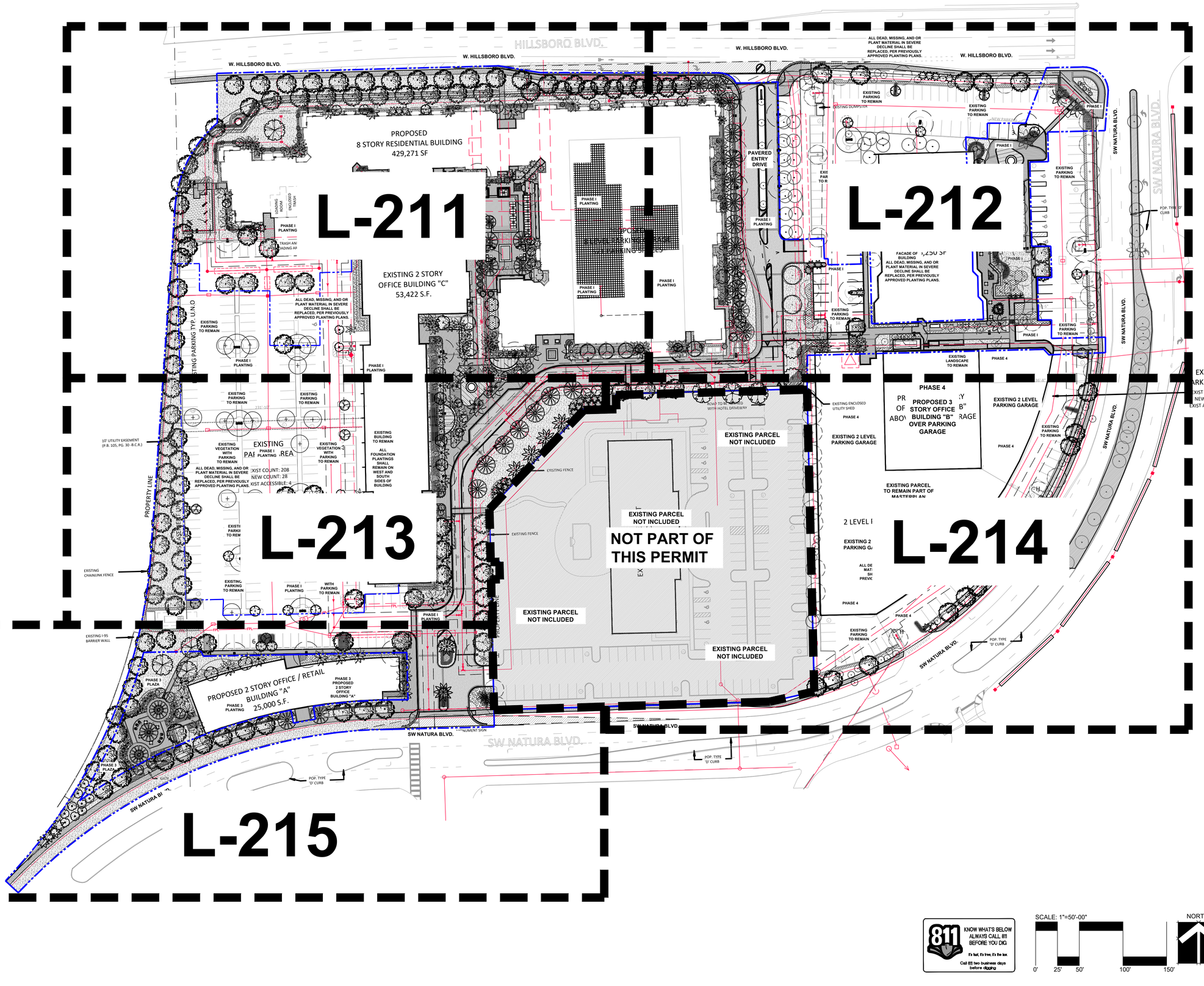
Sheet Description: TREE DISPOSITION SCHEDULE

Release Date: 11-12-2021

Project Number: 2037

Drawing Number: L-202

Sheet 2 of 3



811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

SCALE: 1"=50'-00"
0' 25' 50' 100' 150'
NORTH

Architectural Alliance Landscape
612 SW 4th Ave. Fort Lauderdale, FL 33315 LC#0000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH F. JOHNSON LA0000858 STATE OF FLORIDA

1	DRC Re-Submittal Set	03-18-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	11-14-2022
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

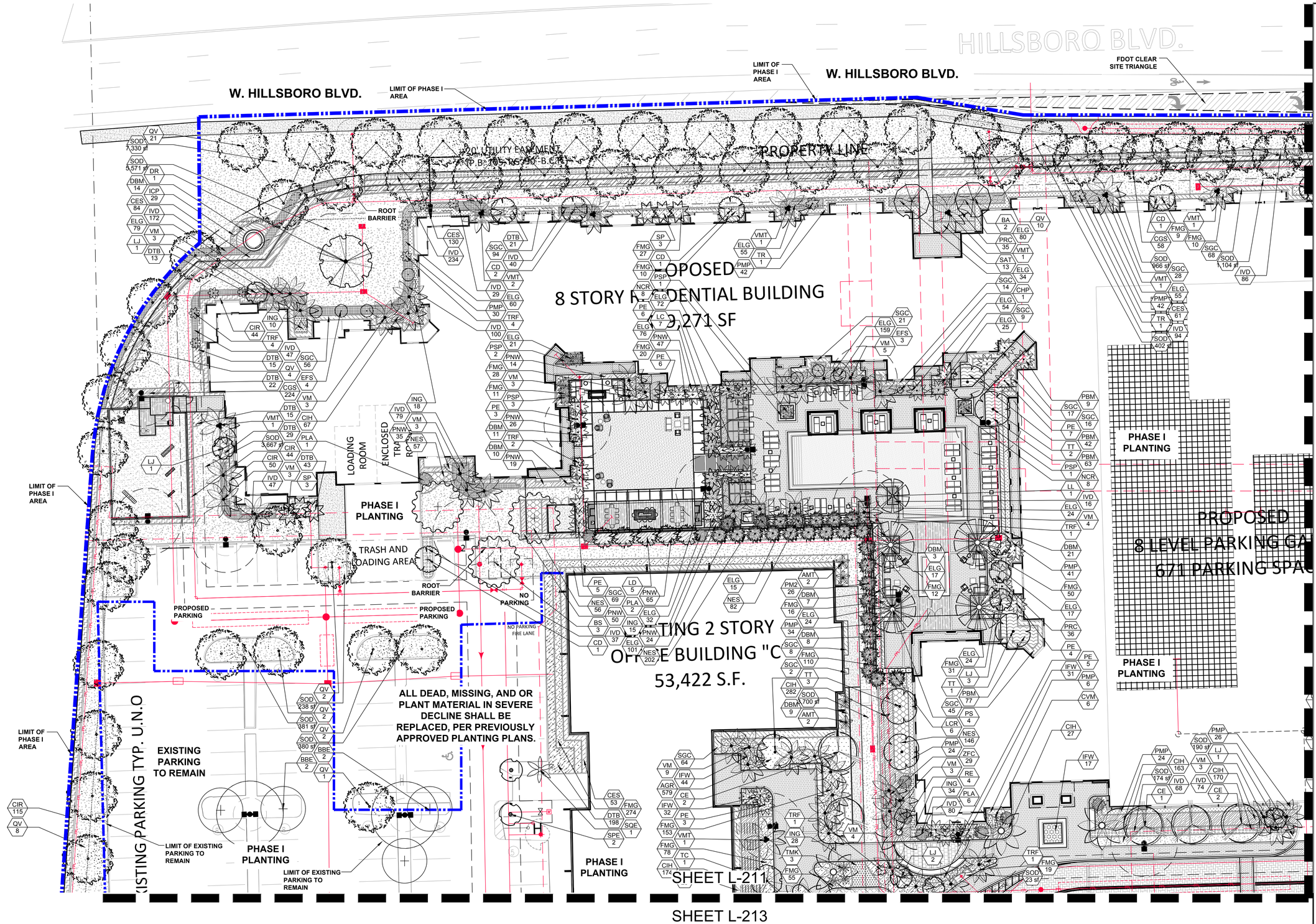
MASTERPLAN SUBMITTAL
HILLSBORO CENTER
600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
OVERALL LANDSCAPE PLAN

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-210
Sheet 1 of 8



Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL 33315 LC0000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH F. JOHNSON LA0000858 STATE OF FLORIDA

	Revision Dates
1	DRC Re-Submittal Set 03-18-2022
2	DRC Re-Submittal Set 09-16-2022
3	DRC Re-Submittal Set 11-14-2022
4	DRC Re-Submittal Set 08-07-2023

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: LANDSCAPE PLAN

Release Date: 11-12-2021

Project Number: 2037

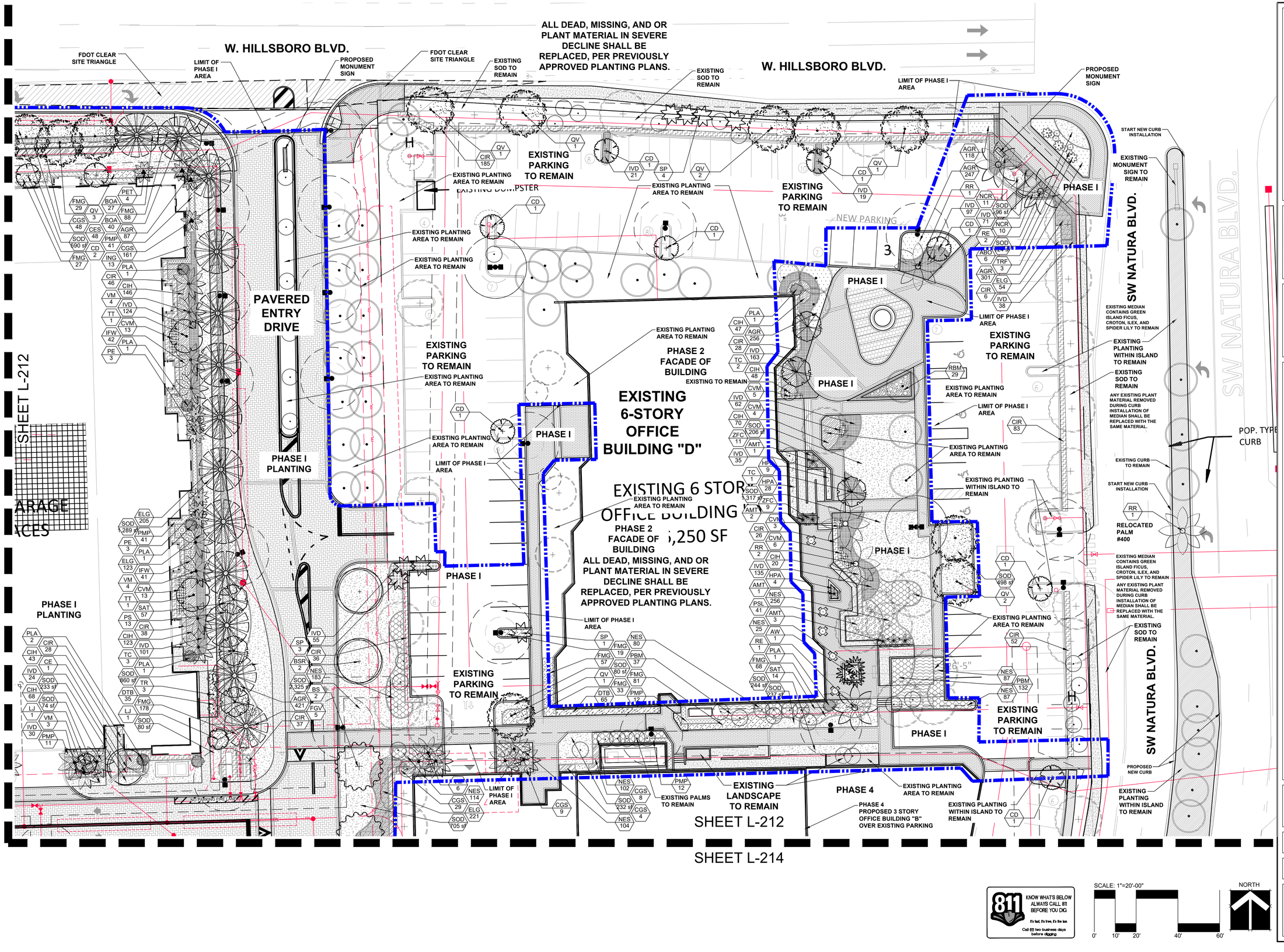
Drawing Number: L-211

Sheet 2 of 8

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

SCALE: 1"=20'-00"
0' 10' 20' 40' 60'

NORTH



Architectural Alliance Landscape
612 SW 4th Ave. Fort Lauderdale, FL 33315 LC26000537
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON — REGISTERED LANDSCAPE ARCHITECT — HUGH F. JOHNSON — LA0000858 — STATE OF FLORIDA

	Revision Dates
1	DRC Re-Submittal Set 03-18-2022
2	DRC Re-Submittal Set 09-16-2022
3	DRC Re-Submittal Set 11-14-2022
4	DRC Re-Submittal Set 08-07-2023

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: LANDSCAPE PLAN

Release Date: 11-12-2021

Project Number: 2037

Drawing Number: L-212

Sheet 3 of 8

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

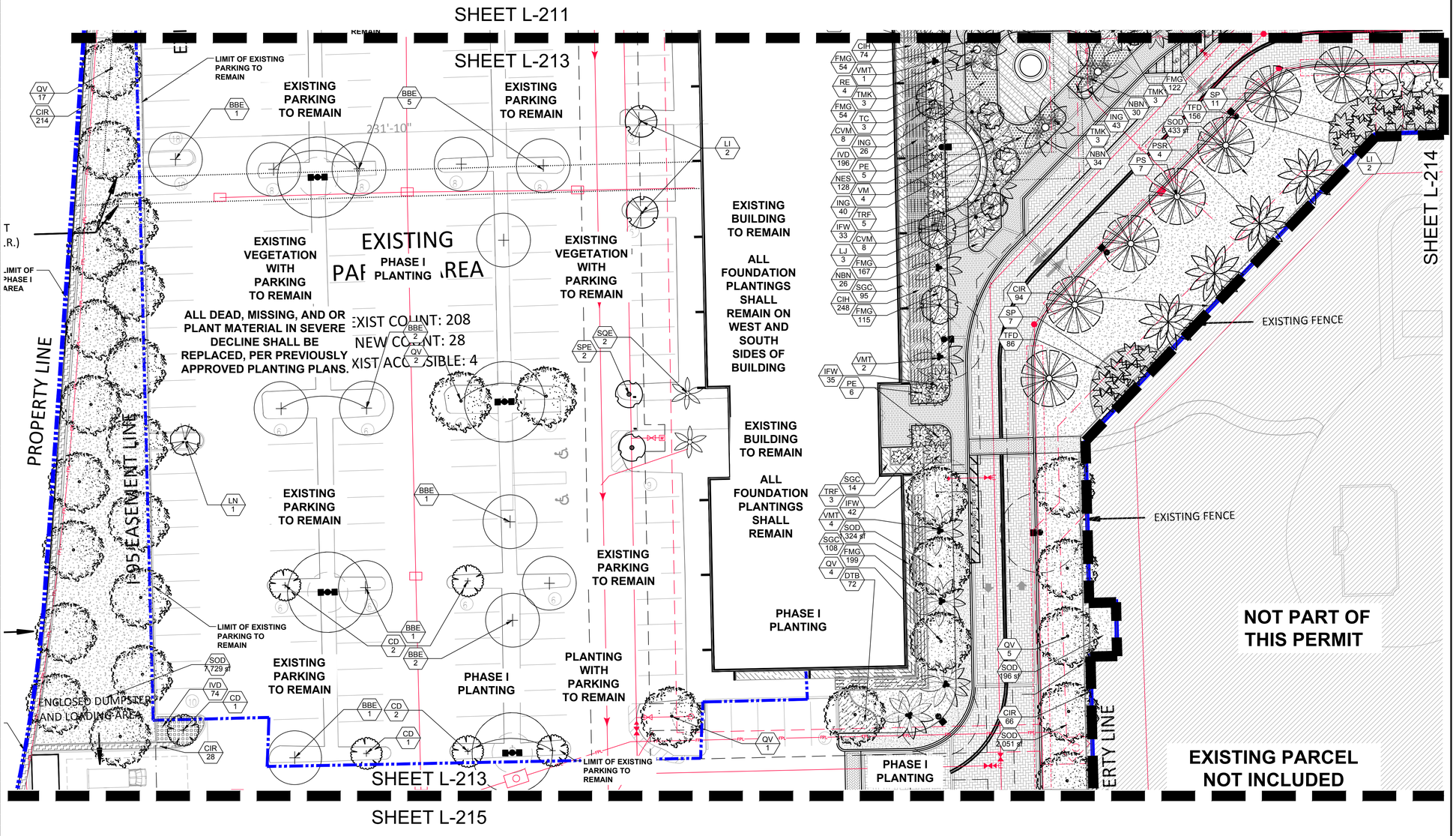
SCALE: 1"=20'-00"
0' 10' 20' 40' 60'

NORTH

OVERALL MASTER PLAN

PLANT SCHEDULE 600 700 HILLSBORO BLV

TREES	BOTANICAL NAME
BBE	BUCIDA BUCERAS
BSR	BURSERA SIMARUBA
BS	BURSERA SIMARUBA
CD	COCCOLOBA DIVERSIFOLIA
CE	CONOCARPUS ERECTUS
IA	ILEX X ATTENUATA `EAST PALATKA`
LJ	LIGUSTRUM JAPONICUM
QVE	QUERCUS VIRGINIANA
QV	QUERCUS VIRGINIANA
FLOWERING TREES	BOTANICAL NAME
BA	BULNESIA ARBOREA
DR	DELONIX REGIA
LN	LAGERSTROEMIA INDICA `NATCHEZ`
LI	LAGERSTROEMIA INDICA `TUSCARORA`
TC	TABEBUIA CARAIBA
TT	TABEBUIA HETEROPHYLLA
PALM TREES	BOTANICAL NAME
AW	ACOELORRHAPHE WRIGHTII
LL	LATANIA LODDIGESII
LC	LIVISTONA CHINENSIS
LD	LIVISTONA DECIPIENS
PS	PHOENIX SYLVESTRIS
PSR	PHOENIX SYLVESTRIS
PE	PTYCHOSPERMA ELEGANS
PET	PTYCHOSPERMA ELEGANS
RE	ROYSTONEA ELATA
RR	ROYSTONEA REGIA
SPE	SABAL PALMETTO
SP	SABAL PALMETTO
SPR	SABAL PALMETTO
SQE	SYAGRUS ROMANZOFFIANA
VMT	VEITCHIA MONTGOMERYANA
VM	VEITCHIA MONTGOMERYANA
SHRUBS	BOTANICAL NAME
ABO	AECHMEA BLANCHETIANA
CVM	CODIAEUM VARIEGATUM `MAGNIFICENT`
FGV	FURCRAEA GIGANTEA `VARIEGATA`
LCR	LEEA COCCINEA `RUBRA`
ACCENT PLANT	BOTANICAL NAME
EFS	EUGENIA FOETIDA
PLA	POLYALTHIA LONGIFOLIA
LARGE SHRUBS	BOTANICAL NAME
CHP	CALLIANDRA HAEMATOCEPHALA
PALMS & CYCADS	BOTANICAL NAME
AMT	ADONIDIA MERRILLII
PM2	PTYCHOSPERMA MACARTHURII
PSP	PTYCHOSPERMA SCHEFFERI
TMK	THRINAX MORRISII
TRF	THRINAX RADIATA
TR	THRINAX RADIATA
SHRUB AREAS	BOTANICAL NAME
BOA	BEGONIA ODORATA `ALBA`
CIR	CHRYSOBALANUS ICACO `REDTIP`
CGS	CLUSIA GUTTIFERA
CES	CONOCARPUS ERECTUS SERICEUS
HPD	HAMELIA PATENS `COMPACTA`
IFW	IXORA COCCINEA `FRANKIE HIPP`PP9200
ICM	IXORA COCCINEA `MAUI SUNSET`
ING	IXORA COCCINEA `NORA GRANT`
PSL	PHILODENDRON SELLOUM
PBM	PHILODENDRON X `BURLE MARX`
PRC	PHILODENDRON X `ROJO CONGO`
PMP	PODOCARPUS MACROPHYLLUS
PNW	PSYCHOTRIA NERVOSA
SGC	SCHEFFLERA ARBORICOLA `GOLD CAPELLA`
SAT	SCHEFFLERA ARBORICOLA `TRINETTE`
TFD	TRIPSACUM DACTYLOIDES
TFG	TRIPSACUM FLORIDANA
GROUND COVERS	BOTANICAL NAME
AGR	ARACHIS GLABRATA
CIH	CHRYSOBALANUS ICACO `HORIZONTALIS`
DTB	DIANELLA TASMANICA
DBM	DIETES BICOLOR `MORAEA`
ELG	ERNODEA LITTORALIS
FMG	FICUS MICROCARPA `GREEN ISLAND`
HPA	HELICONIA PSITTACORUM 'ANDROMEDA'
IVD	ILEX VOMITORIA `STOKES DWARF`
ICP	IXORA COCCINEA 'PETITE RED'
NCR	NEOMARICA CAERULEA `REGINA`
NBN	NEOREGELIA X `BOSSA NOVA`
NES	NEPHROLEPIS EXALTATA
PLL	PENTAS LANCEOLATA `LAVENDER`
RBM	RUELLIA BRITTONIANA
TMI	TRIMEZIA MARTINICENSIS
ZFC	ZAMIA FLORIDANA
SOD/SEED	BOTANICAL NAME
SOD	STENOTAPHRUM SECUNDATUM `FLORITAM`



Architectural Alliance Landscape
612 SW 4th Ave. Fort Lauderdale, FL 33315 LC26000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON REGISTERED LANDSCAPE ARCHITECT H. J. JOHNSON LA0000858 STATE OF FLORIDA

Revision Dates	
1	DRC Re-Submittal Set 03-18-2022
2	DRC Re-Submittal Set 09-16-2022
3	DRC Re-Submittal Set 11-14-2022
4	DRC Re-Submittal Set 08-07-2023

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: LANDSCAPE PLAN

Release Date: 11-12-2021

Project Number: 2037

Drawing Number: L-213

Sheet 4 of 8

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG. It's fast, it's free, it's the law. Call 811 two business days before digging

SCALE: 1"=20'-00" 0' 10' 20' 40' 60'

NORTH

SHEET L-212

SHEET L-213

SHEET L-214

SHEET L-214

PHASE 4

PROPOSED 3 STORY OFFICE BUILDING "B" OVER PARKING GARAGE

EXISTING 2 LEVEL PARKING GARAGE

EXISTING PARCEL NOT INCLUDED

EXISTING PARCEL NOT INCLUDED

EXISTING HOTE INCLUDED

NOT PART OF THIS PERMIT

ROAD TO BE ALIGNED WITH HOTEL DRIVEWAY

EXISTING ENCLOSED UTILITY SHED

CGS 15 SOD
CIR 29 420 sf
QVE 3

QV 3 SOD 200 sf
CIR 21 LI 1
TFD 33 CIR 47
SOD 703 sf

EXISTING PARCEL TO REMAIN PART OF MASTERPLAN

ALL EXISTING VEGETATION WITHIN THIS PARCEL IS TO REMAIN

ALL DEAD, MISSING, AND OR PLANT MATERIAL IN SEVERE DECLINE SHALL BE REPLACED, PER PREVIOUSLY APPROVED PLANTING PLANS.

EXISTING 4' HIGH CLUSIA HEDGE TO REMAIN.

EXISTING 2 LEVEL PARKING GARAGE

ROOT BARRIER

QV 1

IVD 25

EXISTING PARKING TO REMAIN

EXISTING SOD TO REMAIN

QV 2

PHASE 4 PROPOSED 3 STORY OFFICE BUILDING "B" OVER EXISTING PARKING

EXISTING PLANTING WITHIN ISLAND TO REMAIN

EXISTING MEDIAN CONTAINS GREEN ISLAND FICUS, CROTON, ILEX, AND SPIDER LILY TO REMAIN

ANY EXISTING PLANT MATERIAL REMOVED DURING CURB INSTALLATION OF MEDIAN SHALL BE REPLACED WITH THE SAME MATERIAL.

SP 2

QV 3

IVD 17

PROPOSED NEW CURB

ONLY SOD WITHIN THIS PORTION MEDIAN

CGS 11

IVD 36

POP. TYPE 'D' CURB

CIR 67

SW NATURA BLVD.

136'-8"

86'-7"

	Revision Dates
1	DRC Re-Submittal Set 03-18-2022
2	DRC Re-Submittal Set 09-16-2022
3	DRC Re-Submittal Set 04-14-2023
4	DRC Re-Submittal Set 08-07-2023

KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

SCALE: 1"=20'-00"
0' 10' 20' 40' 60'

NORTH

Architectural Alliance Landscape
612 SW 4th Ave. Fort Lauderdale, FL 33315 LC26000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH F. JOHNSON LA0000858 STATE OF FLORIDA

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

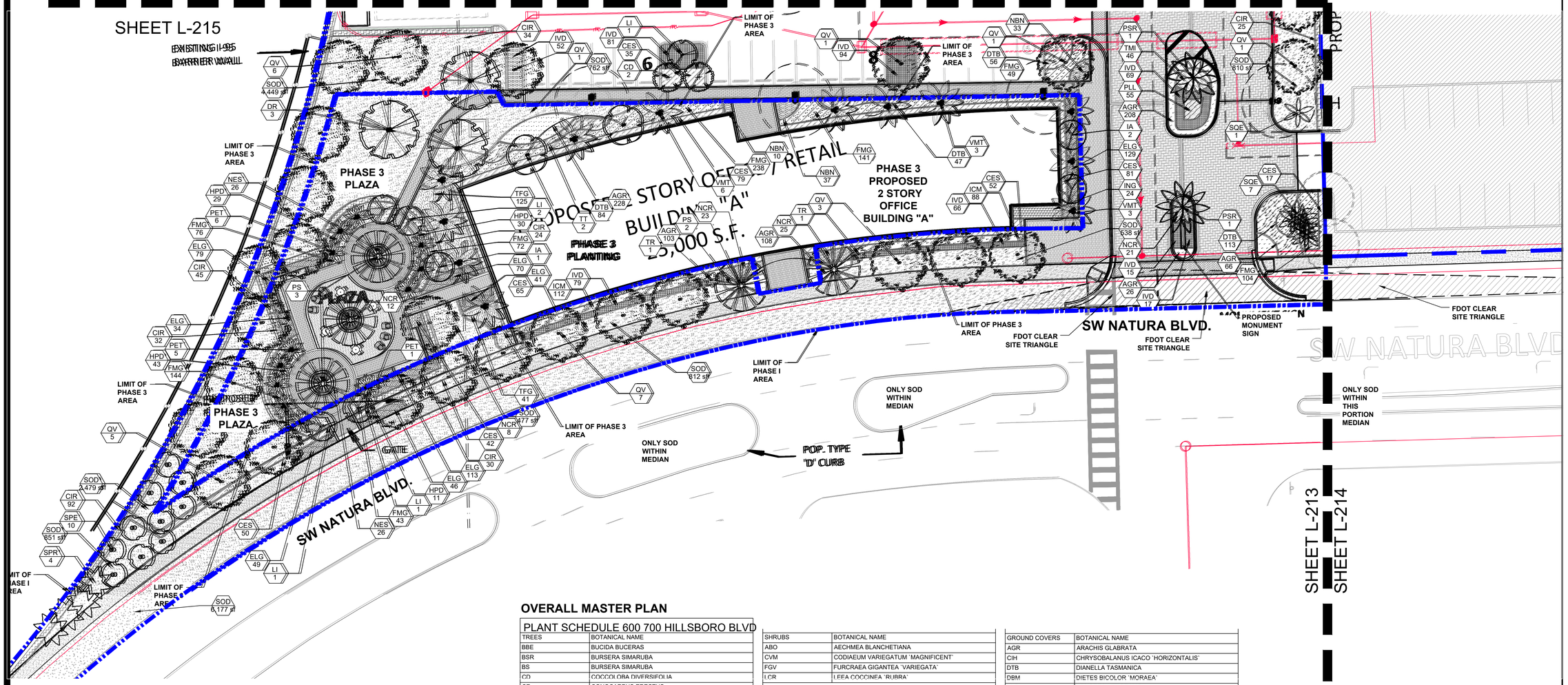
Sheet Description: LANDSCAPE PLAN

Release Date: 11-12-2021

Project Number: 2037

Drawing Number: L-214

Sheet 5 OF 8



OVERALL MASTER PLAN

PLANT SCHEDULE 600 700 HILLSBORO BLVD

TREES	BOTANICAL NAME
BBE	BUCIDA BUCERAS
BSR	BURSERA SIMARUBA
BS	BURSERA SIMARUBA
CD	COCCOLOBA DIVERSIFOLIA
CE	CONOCARPUS ERECTUS
IA	ILEX X ATTENUATA `EAST PALATKA`
LJ	LIGUSTRUM JAPONICUM
QVE	QUERCUS VIRGINIANA
QV	QUERCUS VIRGINIANA
FLOWERING TREES	BOTANICAL NAME
BA	BULNESIA ARBOREA
DR	DELONIX REGIA
LN	LAGERSTROEMIA INDICA `NATCHEZ`
LI	LAGERSTROEMIA INDICA `TUSCARORA`
SL	STEMMADENIA LITORALIS
TC	TABEBUIA CARAIBA
TT	TABEBUIA HETEROPHYLLA
PALM TREES	BOTANICAL NAME
AW	ACOELORRHAPHE WRIGHTII
LL	LATANIA LODDIGESII
LC	LIVISTONA CHINENSIS
LD	LIVISTONA DECIPIENS
PS	PHOENIX SYLVESTRIS
PSR	PHOENIX SYLVESTRIS
PE	PTYCHOSPERMA ELEGANS
PET	PTYCHOSPERMA ELEGANS
RE	ROYSTONEA ELATA
RR	ROYSTONEA REGIA
SPE	SABAL PALMETTO
SP	SABAL PALMETTO
SPR	SABAL PALMETTO
SQE	SYAGRUS ROMANZOFFIANA
VMT	VEITCHIA MONTGOMERYANA
VM	VEITCHIA MONTGOMERYANA

SHRUBS	BOTANICAL NAME
ABO	AECHMEA BLANCHETIANA
CVM	CODIAEUM VARIEGATUM `MAGNIFICENT`
FGV	FURCRAEA GIGANTEA `VARIEGATA`
LCR	LEEA COCCINEA `RUBRA`
ACCENT PLANT	BOTANICAL NAME
EFS	EUGENIA FOETIDA
PLA	POLYALTHIA LONGIFOLIA
LARGE SHRUBS	BOTANICAL NAME
CHP	CALLIANDRA HAEMATOCEPHALA
PALMS & CYCADS	BOTANICAL NAME
AMT	ADONIDIA MERRILLII
CHE	CHAMAEROPS HUMILIS CERIFERA `SILVER SELECT`
PM2	PTYCHOSPERMA MACARTHURII
PSP	PTYCHOSPERMA SCHEFFERI
TMK	THRINAX MORRISII
TRF	THRINAX RADIATA
TR	THRINAX RADIATA
SHRUB AREAS	BOTANICAL NAME
BOA	BEGONIA ODORATA `ALBA`
CIR	CHRYSOBALANUS ICACO `REDTIP`
CGS	CLUSIA GUTTIFERA
CES	CONOCARPUS ERECTUS SERICEUS
DEG	DURANTA ERECTA `GOLD MOUND`
HPD	HAMELIA PATENS `COMPACTA`
IFW	IXORA COCCINEA `FRANKIE HIPP`PP9200
ICM	IXORA COCCINEA `MAUI SUNSET`
ING	IXORA COCCINEA `NORA GRANT`
PSL	PHILODENDRON SELLOUM
PBM	PHILODENDRON X `BURLE MARX`
PRC	PHILODENDRON X `ROJO CONGO`
PMP	PODOCARPUS MACROPHYLLUS
PNW	PSYCHOTRIA NERVOSA
SAG	SCHEFFLERA ARBORICOLA `DWARF`
SGC	SCHEFFLERA ARBORICOLA `GOLD CAPELLA`
SAT	SCHEFFLERA ARBORICOLA `TRINETTE`
TFD	TRIPSACUM DACTYLOIDES
TFG	TRIPSACUM FLORIDANA

GROUND COVERS	BOTANICAL NAME
AGR	ARACHIS GLABRATA
CIH	CHRYSOBALANUS ICACO `HORIZONTALIS`
DTB	DIANELLA TASMANICA
DBM	DIETES BICOLOR `MORAEA`
ELG	ERNODEA LITTORALIS
EMD	EUPHORBIA MILII `KAROLA`
FMG	FICUS MICROCARPA `GREEN ISLAND`
HPA	HELICONIA PSITTACORUM `ANDROMEDA`
IVD	ILEX VOMITORIA `STOKES DWARF`
ICP	IXORA COCCINEA `PETITE RED`
LMB	LIRIOPE MUSCARI `BIG BLUE`
NCR	NEOMARICA CAERULEA `REGINA`
NBN	NEOREGELIA X `BOSSA NOVA`
NES	NEPHROLEPIS EXALTATA
PLL	PENTAS LANCEOLATA `LAVENDER`
RBM	RUELLIA BRITTONIANA
TMI	TRIMEZIA MARTINICENSIS
ZFC	ZAMIA FLORIDANA
SOD/SEED	BOTANICAL NAME
SOD	STENOTAPHRUM SECUNDATUM `FLORITAM`

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

SCALE: 1"=20'-00"
0' 10' 20' 40' 60'

NORTH

Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL. 33315 LC0000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH C. JOHNSON REGISTERED LANDSCAPE ARCHITECT H. C. JOHNSON LA0000858 STATE OF FLORIDA

	Revision Dates
1	DRC Re-Submittal Set 03-18-2022
2	DRC Re-Submittal Set 09-16-2022
3	DRC Re-Submittal Set 11-14-2022
4	DRC Re-Submittal Set 08-07-2023

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: LANDSCAPE PLAN

Release Date: 11-12-2021

Project Number: 2037

Drawing Number: L-215

Sheet 6 of 8

DEERFIELD BEACH LANDSCAPE REQUIREMENTS
PROJECT NO: 2037
PROJECT NAME: MASTERPLAN - HILLSBORO CENTER
ZONE: PLANNED DEVELOPMENT DISTRICT
SITE AREA

LANDSCAPE CALCULATIONS			
SEC. 98-80 - LANDSCAPE REQUIREMENTS		REQUIRED	PROVIDED
(e)(1)	LANDSCAEP AREAS / PERVIOUS AREAS - ENTIRE SITE - 158,122 SF		
	1 TREE PER 1,500 SF	106	205+*
	10 SHRUBS PER 1,500 SF	1,060	1,500+*
(e)(2)	PERIMETER BUFFERS		
a.	10' MIN. PERIMETER BUFFER AT ROW		Y
b.	5' MIN. PERIMETER BUFFER AT ADJACENT NON-RESIDENTIAL PROPERTY		Y
c.	PERIMETER BUFFER AT ALL RIGHTS-OF-WAY BUFFERS		
	STREET FRONTAGE:		
	W. HILLSBORO BLVD. (934 L.F. OF FRONTAGE PER DEVELOPMENT)		
	(1) - 14' TO 16' TREE PER 40 L.F. 934 / 40 = 23.3	23	25* (includes 5 Exist)
	(1) - 8' TO 10' TREE PER 100 L.F. 934 / 100 = 9.3	9	11* (includes 4 Exist)
	24" CONTINUOUS HEDGE		Y
	SW. NATURA BLVD. (1415 L.F. OF FRONTAGE PER DEVELOPMENT)		
	(1) - 14' TO 16' TREE PER 40 L.F. 1415 / 40 = 35.3	35	36*(includes 25 Exist)
	(1) - 8' TO 10' TREE PER 100 L.F. 1415 / 100 = 14.1	14	18*(includes 11 Exist)
	24" CONTINUOUS HEDGE		Y
(e)(3)	ARBOR STREETS		
a.	W. HILLSBORO BLVD		Y
b.	15' MIN PERIMETER BUFFER W/ SHADE TREES OR SPECIMENT PALMS ABOVE AND OVER MINIMUM REQUIREMENTS.		Y
(e)(11)	PARKING ISLAND LANDSCAPE TREATMENT		
	1 TREE PER LANDSCAPE ISLAND	68	68*(includes 33 Exist)
	20 SHRUBS PER LANDSCAPE ISLAND	1,360	1,500+ *
(k)(9)	MINIMUM OF 50% NATIVE OF ALL TREE, PALM, PLANT SPECIES		
	50% NATIVE TREES	50%	74%
	50% NATIVE PALMS	50%	51%
	50% NATIVE SHRUBS	50%	53%
	(NO MORE THAN 20% REQUIRED TREES SHALL BE PALM SPECIES)		
a.	TREE DIVERSITY (OVER 100 TREES REQUIRED)		
	# TREES = # OF SPECIES	6	10+
b.	GROUND COVER / SHRUB DIVERSITY (OVER 251 SHRUBS REQUIRED)		
	# SHRUBS = # OF SPECIES	6	20+

* - DENOTES USING EXISTING ON-SITE VEGETATION TO CALCULATE

PLANT DIVERSITY

Number of Trees	Minimum Number OF Species
1—4	1
5—10	2
11—25	4
26—50	5
51+	6

Not more than 20 percent of the tree requirement shall be palm species with the exception of Coastal Community Architectural District

Required Number of Shrubs	Minimum Number OF Species
2—100	2
101—150	3
151—200	4
201—250	5
251—over	6

OVERALL MASTER PLAN

PLANT SCHEDULE 600 700 HILLSBORO BLVD

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
BBE	17	BUCIDA BUCERAS	BLACK OLIVE TREE	EXISTING			NO	HIGH	
BSR	2	BURSERA SIMARUBA	GUMBO LIMBO	-		RELOCATED GUMBO LIMBO	YES	HIGH	
BS	5	BURSERA SIMARUBA	GUMBO LIMBO	FG/B&B	4" DBH	18` HT. X 8` SPR., 6` CT	YES	HIGH	
CD	23	COCCOLOBA DIVERSIFOLIA	PIGEON PLUM	FG/B&B	2.5" DBH	12` HT. X 5` SPR., S	YES	HIGH	
CE	6	CONOCARPUS ERECTUS	BUTTONWOOD	FG/B&B	3"CAL	16` OA., 7` SPD., 8` CT.	YES	HIGH	
IA	3	ILEX X ATTENUATA `EAST PALATKA`	EAST PALATKA HOLLY	RELOCATED		VARIES	YES	HIGH	
LJ	14	LIGUSTRUM JAPONICUM	TREE LIGUSTRUM	FG/B&B	MULTI-TRUNK	8`-10` OA, HEAVY	NO	MEDIUM	
QVE	3	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	EXISTING			YES	HIGH	
QV	130	QUERCUS VIRGINIANA	LIVE OAK	FG/B&B	4" DBH	18` HT. X 8` SPR.,.6` CT	YES	HIGH	
FLOWERING TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
BA	2	BULNESIA ARBOREA	VERAWOOD	FG/B&B	3" DBH	16`-18` HT. X 8` SPR.,.8` CT	NO	HIGH	
DR	4	DELONIX REGIA	ROYAL POINCIANA	FG/B&B	4" DBH	16` OA., 7` SPD., 8` CT.	NO	HIGH	
LN	1	LAGERSTROEMIA INDICA `NATCHEZ`	WHITE CRAPE MYRTLE	FG/B&B	3" DBH	14` HT. X 6` SPR., STD.	NO	HIGH	
LI	10	LAGERSTROEMIA INDICA `TUSCARORA`	TUSCARORA CRAPE MYRTLE `STANDARD`	FG/B&B	3" DBH	14`HT X 6`SPR, STD	NO	HIGH	
TC	10	TABEBUIA CARAIBA	SILVER TRUMPET	FG/B&B	2" CAL.	14` HT. X 6` SPD X 6` CT	NO	HIGH	
TT	10	TABEBUIA HETEROPHYLLA	PINK TRUMPET TREE	FG/B&B	2" CAL.	14` HT. X 6` SPR.,.6` CT	NO	HIGH	
PALM TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
AW	1	ACOELORRHAPHE WRIGHTII	PAUROTIS PALM	FG/B&B		8`-10` OA, MULTI-TRUNK, TREE FORM	YES	MEDIUM	
LL	1	LATANIA LODDIGESII	BLUE LATAN PALM	FG/B&B		8` MIN CT. SINGLE TRUNK, STAGGER HT., FULL & LUSH	NO	HIGH	
LC	7	LIVISTONA CHINENSIS	CHINESE FAN PALM	FG/B&B		8` OA, SINGLE, HEAVY CALIPER	NO	HIGH	
LD	5	LIVISTONA DECIPIENS	RIBBON PALM	FG/B&B		10` C.T., SINGLE MATCHED	NO	HIGH	
PS	29	PHOENIX SYLVESTRIS	WILD DATE PALM	FG/B&B		12` GW, MATCHED	NO	HIGH	
PSR	6	PHOENIX SYLVESTRIS	WILD DATE PALM	RELOCATED		VARIES	NO	HIGH	
PE	56	PTYCHOSPERMA ELEGANS	SOLITAIRE PALM	FG/B&B		12`-14` GW, MATCHED, SINGLES	NO	HIGH	
PET	16	PTYCHOSPERMA ELEGANS	ALEXANDER PALM	FG/B&B		12`-14` GW, TRIPLES	NO	HIGH	
RE	10	ROYSTONEA ELATA	FLORIDA ROYAL PALM	FG/B&B		12` GW, MATCHED	YES	HIGH	
RR	4	ROYSTONEA REGIA	ROYAL PALM	RELOCATED		VARIES	YES	MEDIUM	
SPE	14	SABAL PALMETTO	CABBAGE PALMETTO	EXISTING					
SP	36	SABAL PALMETTO	CABBAGE PALMETTO	FG/B&B		12`-16` GW, STAGGERED HEIGHTS	YES	HIGH	
SPR	4	SABAL PALMETTO	CABBAGE PALMETTO	RELOCATED					
SQE	11	SYAGRUS ROMANZOFFIANA	QUEEN PALM	EXISTING					
VMT	27	VEITCHIA MONTGOMERYANA	MONTGOMERY PALM	FG/B&B		12` GW, MATCHED	NO	MEDIUM	
VM	64	VEITCHIA MONTGOMERYANA	MONTGOMERY PALM	FG/B&B		20-24` OA., SINGLES, HEAVY	NO	MEDIUM	
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
ABO	6	AECHMEA BLANCHETIANA	`BURNT ORANGE` BROMELIAD	3 GAL		SPECIMEN	NO	MEDIUM	
CVM	66	CODIAEUM VARIEGATUM `MAGNIFICENT`	CROTON	-		30" OA, SPECIMEN	NO	HIGH	
FGV	5	FURCRAEA GIGANTEA `VARIEGATA`	FALSE AGAVE	7 GAL.		30" OA.	NO	HIGH	
LCR	6	LEEA COCCINEA `RUBRA`	RED LEEA	-	MULTI-STEM	24-28" OA	NO	MEDIUM	
ACCENT PLANT	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
EFS	7	EUGENIA FOETIDA	SPANISH STOPPER	-		7-8` OA., STD	YES	HIGH	
PLA	17	POLYALTHIA LONGIFOLIA	ASHOK	-		6`-7` OA, FULL TO BASE	NO	HIGH	
LARGE SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
CHP	1	CALLIANDRA HAEMATOCEPHALA	RED POWDER PUFF	-		5-6` OA, STANDARD	NO	MEDIUM	
PALMS & CYCADS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
AMT	11	ADONIDIA MERRILLII	ADONIDIA PALM	-		6` OA, TRIPLE TRUNKS	NO	HIGH	
PM2	26	PTYCHOSPERMA MACARTHURII	MACARTHUR PALM	-	MULTI-STEM	7-8` OA, FULL TO BASE	NO	HIGH	
PSP	7	PTYCHOSPERMA SCHEFFERI	SCHEFFER'S PALM	-	MULTI-STEM	5-6` OA, FULL TO BASE	NO	HIGH	
TMK	12	THRINAX MORRISII	KEY THATCH PALM	-		4` OA., MATCHED	YES	HIGH	
TRF	19	THRINAX RADIATA	FLORIDA THATCH PALM	-		4` OA., FULL	YES	HIGH	
TR	7	THRINAX RADIATA	FLORIDA THATCH PALM	-		6` + OA., SPECIMEN	YES	HIGH	
SHRUB AREAS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	SPACING
BOA	67	BEGONIA ODORATA `ALBA`	GIANT WHITE CANE BEGONIA	-		12" HT, 12" SPR.	NO	MEDIUM	16" o.c.
CIR	1,666	CHRYSOBALANUS ICACO `REDTIP`	RED TIP COCOPLUM	-		24"HT X 24"SPR	YES	MEDIUM	24" o.c.
CGS	567	CLUSIA GUTTIFERA	SMALL-LEAF CLUSIA	-		24"HT X 24"SPR	NO	HIGH	30" o.c.
CES	797	CONOCARPUS ERECTUS SERICEUS	SILVER BUTTON WOOD	-		24" HT X 24" SPR	YES	HIGH	24" o.c.
HPD	113	HAMELIA PATENS `COMPACTA`	DWARF SCARLET BUSH	-		20" HT X 20" SPR	YES	HIGH	20" o.c.
IFW	317	IXORA COCCINEA `FRANKIE HIPP`PP9200	WHITE IXORA	-		20" HT. X 20" SPR.	NO	MEDIUM	24" o.c.
ICM	200	IXORA COCCINEA `MAUI SUNSET`	MAUI SUNSET IXORA	-		18" HT X 18" SPR	NO	MEDIUM	18" o.c.
ING	249	IXORA COCCINEA `NORA GRANT`	RED IXORA	-		20" HT X 20" SPR	NO	HIGH	24" o.c.
PSL	41	PHILODENDRON SELLOUM	LACY TREE PHILODENDRON	-		20" HT. X 20" SPR.	NO	HIGH	30" o.c.
PBM	360	PHILODENDRON X `BURLE MARX`	PHILODENDRON	-		18"HT X 18"SPR	NO	MEDIUM	20" o.c.
PRC	71	PHILODENDRON X `ROJO CONGO`	ROJO CONGO PHILODENDRON	-		24" HT. X 24" SPR.	NO	MEDIUM	24" o.c.
PMP	386	PODOCARPUS MACROPHYLLUS	PODOCARPUS	-		30" HT. X 24" SPR.	NO	HIGH	24" o.c.
PNW	280	PSYCHOTRIA NERVOSA	WILD COFFEE	-		20" HT X 20" SPR	YES	HIGH	24" o.c.
SGC	757	SCHEFFLERA ARBORICOLA `GOLD CAPELLA`	GOLD CAPELLA ARBORICOLA	-		24" HT. X 24" SPR.	NO	HIGH	24" o.c.
SAT	84	SCHEFFLERA ARBORICOLA `TRINETTE`	SCHEFFLERA	-		24" HT X 24" SPR	NO	HIGH	30" o.c.
TFD	275	TRIPSACUM DACTYLOIDES	FAKAHATCHEE GRASS	-		24" HT X 24" SPR	YES	HIGH	24" o.c.
TFG	166	TRIPSACUM FLORIDANA	FLORIDA GAMMA GRASS	-		24" HT. X 24" SPR.	YES	HIGH	24" o.c.
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	SPACING
AGR	2,748	ARACHIS GLABRATA	LARGE LEAF PERENNIAL PEANUT	-		4" HT. X 12" SPR.	NO	HIGH	12" o.c.
CIH	1,770	CHRYSOBALANUS ICACO `HORIZONTALIS`	HORIZONTAL COCOPLUM	-		16" HT X 16" SPR	YES	HIGH	16" o.c.
DTB	828	DIANELLA TASMANICA	BLUEBERRY FLAX LILY	-		16" HT X 16" SPR	NO	MEDIUM	18" o.c.
DBM	83	DIETES BICOLOR `MORAEA`	FORTNIGHT LILY	-		16" HT. X 16" SPR.	NO	HIGH	24" o.c.
ELG	2,188	ERNODEA LITTORALIS	GOLDEN CREEPER	-		14" HT. X 14" SPR.	YES	HIGH	16" o.c.
FMG	3,055	FICUS MICROCARPA `GREEN ISLAND`	GREEN ISLAND FICUS	-		16" HT. X 16" SPR.	NO	HIGH	20" o.c.
HPA	41	HELICONIA PSITTACORUM 'ANDROMEDA'	ANDROMEDA PARROT HELICONIA	-		15" HT. X 15" SPD.	NO	HIGH	24" o.c.
IVD	2,999	ILEX VOMITORIA `STOKES DWARF`	DWARF YAUPON HOLLY	-		16" HT X 16" SPR	YES	HIGH	18" o.c.
ICP	29	IXORA COCCINEA 'PETITE RED'	DWARF RED IXORA	-		8" HT X 12" SPR	NO	MEDIUM	18" o.c.
NCR	126	NEOMARICA CAERULEA `REGINA`	GIANT WALKING IRIS	-		24" HT. X 18" SPD	NO	MEDIUM	24" o.c.
NBN	170	NEOREGELIA X `BOSSA NOVA`	GREEEN & WHITE BROMELIAD	-		6" HT, 12" SPR, FULL	NO	HIGH	16" o.c.
NES	1,761	NEPHROLEPIS EXALTATA	BOSTON FERN	-		12" HT. X 12" SPR.	YES	HIGH	16" o.c.
PLL	55	PENTAS LANCEOLATA `LAVENDER`	LAVENDER PENTAS	1 GAL.		8" HT. X 8" SPR.	NO	MEDIUM	12" o.c.
RBM	29	RUELLIA BRITTONIANA	MEXICAN PETUNIA	-		16" HT X 16" SPR	NO	HIGH	24" o.c.
TMI	46	TRIMEZIA MARTINICENSIS	YELLOW WALKING IRIS	-		16" HT X 16" SPR	NO	MEDIUM	18" o.c.
ZFC	49	ZAMIA FLORIDANA	COONTIE PALM	-		12" HT. X 12" SPR.	YES	HIGH	24" o.c.
SOD/SEED	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	SPACING
SOD	71,391 SF	STENOTAPHRUM SECUNDATUM `FLORITAM`	`FLORITAM` ST. AUGUSTINE SOD	SOD			NO	HIGH	

Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL 33315 LC26000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON REGISTERED LANDSCAPE ARCHITECT H. JOHNSON LA0000858 STATE OF FLORIDA

	Revision Dates
1	DRC Re-Submittal Set 03-18-2022
2	DRC Re-Submittal Set 09-16-2022
3	DRC Re-Submittal Set 11-14-2022
4	DRC Re-Submittal Set 08-07-2023

MASTERPLAN SUBMITTAL
HILLSBORO CENTER
600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
PLANTING SCHEDULE & LANDSCAPE CALCULATIONS

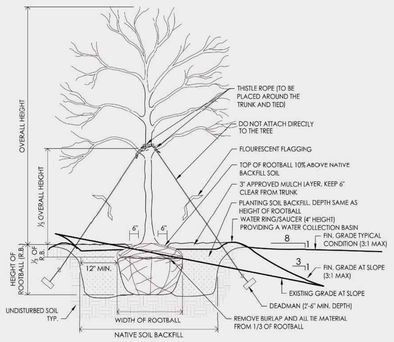
Release Date
11-12-2021

Project Number
2037

Drawing Number
L-220

Sheet 7 of 8

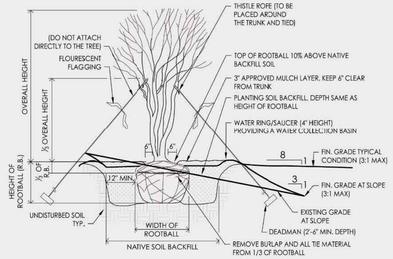
PLANTING DETAIL



TREE PLANTING DETAILS N.T.S.

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

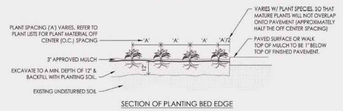
PLANTING DETAIL



MULTI-STEM PLANTING DETAIL N.T.S.

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

GROUNDCOVER & SHRUB LAYOUT & SPACING DETAIL

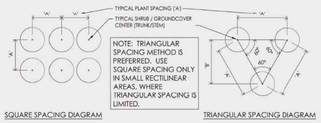


SECTION OF PLANTING BED EDGE

GROUNDCOVER / SHRUB SPACING CHART

PLANT SPACING ('A')	ROW SPACING ('B')
6 IN. O.C.	5 IN. O.C.
8 IN. O.C.	7 IN. O.C.
10 IN. O.C.	9 IN. O.C.
12 IN. O.C.	10 IN. O.C.
15 IN. O.C.	13 IN. O.C.
18 IN. O.C.	15 IN. O.C.
24 IN. O.C.	21 IN. O.C.
30 IN. O.C.	26 IN. O.C.
36 IN. O.C.	31 IN. O.C.
48 IN. O.C.	41 IN. O.C.
54 IN. O.C.	46 IN. O.C.
60 IN. O.C.	52 IN. O.C.

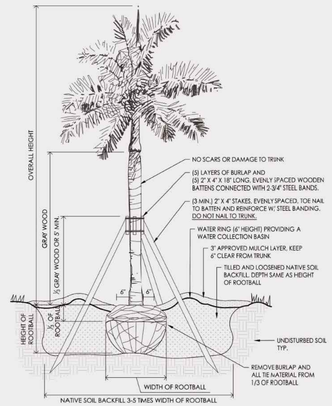
ROW SPACING = PLANT SPACING X 0.86



SQUARE SPACING DIAGRAM — TRIANGULAR SPACING DIAGRAM

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

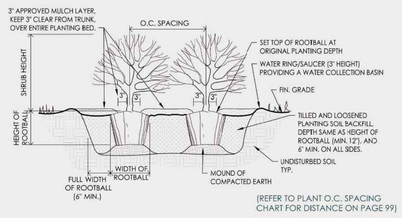
PLANTING DETAIL



PALM PLANTING DETAIL N.T.S.

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

PLANTING DETAIL

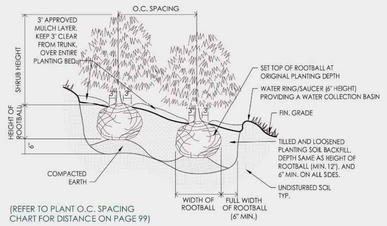


(REFER TO PLANT O.C. SPACING CHART FOR DISTANCE ON PAGE 99)

SHRUB PLANTING DETAILS N.T.S.

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

PLANTING DETAIL

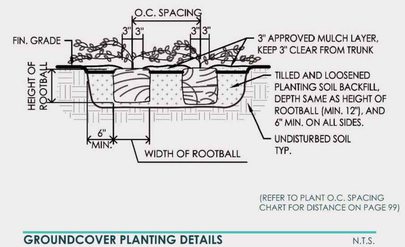


(REFER TO PLANT O.C. SPACING CHART FOR DISTANCE ON PAGE 99)

SHRUB PLANTING ON SLOPE DETAILS N.T.S.

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

PLANTING DETAIL



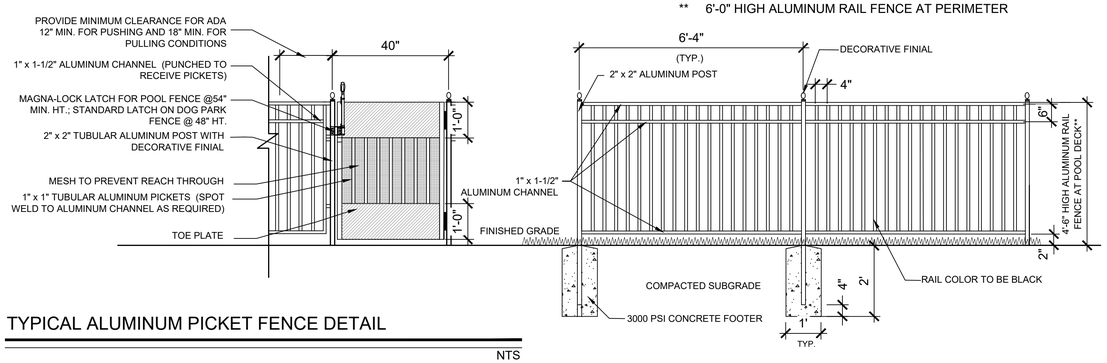
(REFER TO PLANT O.C. SPACING CHART FOR DISTANCE ON PAGE 99)

GROUNDCOVER PLANTING DETAILS N.T.S.

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

NOTE:
* ALL GATES SHALL BE SELF CLOSING WITH A SELF LATCHING MECHANISM.
* ALL GATES SHALL BE EQUIPPED WITH KEY FOB ENTRY ACCESS, PER ARCHITECT.
* ALL ALUMINUM RAIL FENCING SHALL BE COLOR BLACK.

** 5'-0" HIGH ALUMINUM RAIL FENCE AT DOG PARK
** 6'-0" HIGH ALUMINUM RAIL FENCE AT PERIMETER



TYPICAL ALUMINUM PICKET FENCE DETAIL

NTS

GENERAL PLANTING REQUIREMENTS

ALL SIZES SHOWN FOR PLANT MATERIAL ON THE PLANS ARE TO BE CONSIDERED MINIMUM. ALL PLANT MATERIAL MUST MEET OR EXCEED THESE MINIMUM REQUIREMENTS FOR BOTH HEIGHT AND SPREAD. ANY OTHER REQUIREMENTS FOR SPECIFIC SHAPE OR EFFECT AS NOTED ON THE PLAN(S) WILL ALSO BE REQUIRED FOR FINAL ACCEPTANCE.

ALL PLANT MATERIAL FURNISHED BY THE LANDSCAPE CONTRACTOR SHALL BE FLORIDA #1 OR BETTER AS ESTABLISHED BY "GRADES AND STANDARDS FOR FLORIDA NURSERY PLANTS" AND "GRADES AND STANDARDS FOR FLORIDA NURSERY TREES". ALL MATERIAL SHALL BE INSTALLED AS PER CSI SPECIFICATIONS.

ALL PLANT MATERIAL AS INCLUDED HEREIN SHALL BE WARRANTIED BY THE LANDSCAPE CONTRACTOR FOR A MINIMUM PERIOD AS FOLLOWS: ALL TREES AND PALMS FOR 12 MONTHS, ALL SHRUBS, VINES, GROUNDCOVERS AND MISCELLANEOUS PLANTING MATERIALS FOR 90 DAYS, AND ALL LAWN AREAS FOR 60 DAYS AFTER FINAL ACCEPTANCE BY THE OWNER OR OWNER'S REPRESENTATIVE.

ALL PLANT MATERIAL SHALL BE PLANTED IN PLANTING SOIL THAT IS DELIVERED TO THE SITE IN A CLEAN LOOSE AND FRIABLE CONDITION. ALL SOIL SHALL HAVE A WELL DRAINED CHARACTERISTIC. SOIL MUST BE FREE OF ALL ROCKS, STICKS, AND OBJECTIONABLE MATERIAL INCLUDING WEEDS AND WEED SEEDS AS PER CSI SPECIFICATIONS.

TWELVE INCHES (12") OF PLANTING SOIL 50/50 SAND/TOPSOIL MIX IS REQUIRED AROUND AND BENEATH THE ROOT BALL OF ALL TREES AND PALMS, AND 1 CUBIC YARD PER 50 BEDDING OR GROUNDCOVER PLANTS.

ALL LANDSCAPE AREAS SHALL BE COVERED WITH EUCALYPTUS OR STERILIZED SEED FREE MELALEUCA MULCH TO A MINIMUM DEPTH OF THREE INCHES (3") OF COVER WHEN SETTLED. A FOUR-INCH CLEAR SPACE MUST BE LEFT FOR AIR BETWEEN PLANT BASES AND THE MULCH. CYPRESS BARK MULCH SHALL NOT BE USED.

ALL PLANT MATERIAL SHALL BE THOROUGHLY WATERED IN AT THE TIME OF PLANTING; NO DRY PLANTING PERMITTED. ALL PLANT MATERIALS SHALL BE PLANTED SUCH THAT THE TOP OF THE PLANT BALL IS FLUSH WITH THE SURROUNDING GRADE.

ALL LANDSCAPE AND LAWN AREAS SHALL BE IRRIGATED BY A FULLY AUTOMATIC SPRINKLER SYSTEM ADJUSTED TO PROVIDE 100% COVERAGE OF ALL LANDSCAPE AREAS. ALL HEADS SHALL BE ADJUSTED TO 100% OVERLAP AS PER MANUFACTURERS SPECIFICATIONS AND PERFORMANCE STANDARDS UTILIZING A RUST FREE WATER SOURCE. EACH SYSTEM SHALL BE INSTALLED WITH A RAIN SENSOR.

IT IS THE SOLE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO INSURE THAT ALL NEW PLANTINGS RECEIVE ADEQUATE WATER DURING THE INSTALLATION AND DURING ALL PLANT WARRANTY PERIODS. DEEP WATERING OF ALL NEW TREES AND PALMS AND ANY SUPPLEMENTAL WATERING THAT MAY BE REQUIRED TO AUGMENT NATURAL RAINFALL AND SITE IRRIGATION IS MANDATORY TO INSURE PROPER PLANT DEVELOPMENT AND SHALL BE PROVIDED AS A PART OF THIS CONTRACT.

ALL PLANT MATERIAL SHALL BE INSTALLED WITH FERTILIZER, WHICH SHALL BE STATE APPROVED AS A COMPLETE FERTILIZER CONTAINING THE REQUIRED MINIMUM OF TRACE ELEMENTS IN ADDITION TO N-P-K, OF WHICH 50% OF THE NITROGEN SHALL BE DERIVED FROM AN ORGANIC SOURCE AS PER CSI SPECIFICATIONS.

CONTRACTORS ARE RESPONSIBLE FOR COORDINATING WITH THE OWNERS AND APPROPRIATE PUBLIC AGENCIES TO ASSIST IN LOCATING AND VERIFYING ALL UNDERGROUND UTILITIES PRIOR TO EXCAVATION.

ALL IDEAS, DESIGNS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE EXCLUSIVE PROPERTY OF AAL. THE PLAN TAKES PRECEDENCE OVER THE PLANT LIST.

NOTES:

1. ALL SOD AND LANDSCAPE RECEIVE 100% COVERAGE FROM AN AUTOMATIC IRRIGATION SYSTEM USING AN APPROVED WATER SOURCE.
2. IRRIGATION SYSTEM SHALL ALSO BE EQUIPPED WITH RAIN SENSOR
3. SEE SHEETS L-200 AND L-201 TREE DISPOSITION PLAN.
4. SEE SHEETS L-210 TRHOUGH L-215 FOR THE PLANTING PLANS.
5. SEE SHEET L-220 FOR LANDSCAPE SCHEDULE AND CALCULATIONS.
6. A PRE-PLANTING MEETING SHALL BE SCHEDULED WITH THE CITY FORESTER OR LANDSCAPE INSPECTOR AND THE LANDSCAPE CONTRACTOR PRIOR TO ANY INSTALLATION ON THE SITE.

AAL
Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL 33315 LC0000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON
REGISTERED LANDSCAPE ARCHITECT
H. F. JOHNSON
LA0000855
STATE OF FLORIDA

Revision Dates	
1	DRC Re-Submittal Set (03-18-2022)
2	DRC Re-Submittal Set (09-16-2022)
3	DRC Re-Submittal Set (11-14-2022)
4	DRC Re-Submittal Set (08-07-2023)

MASTERPLAN SUBMITTAL
HILLSBORO CENTER
600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

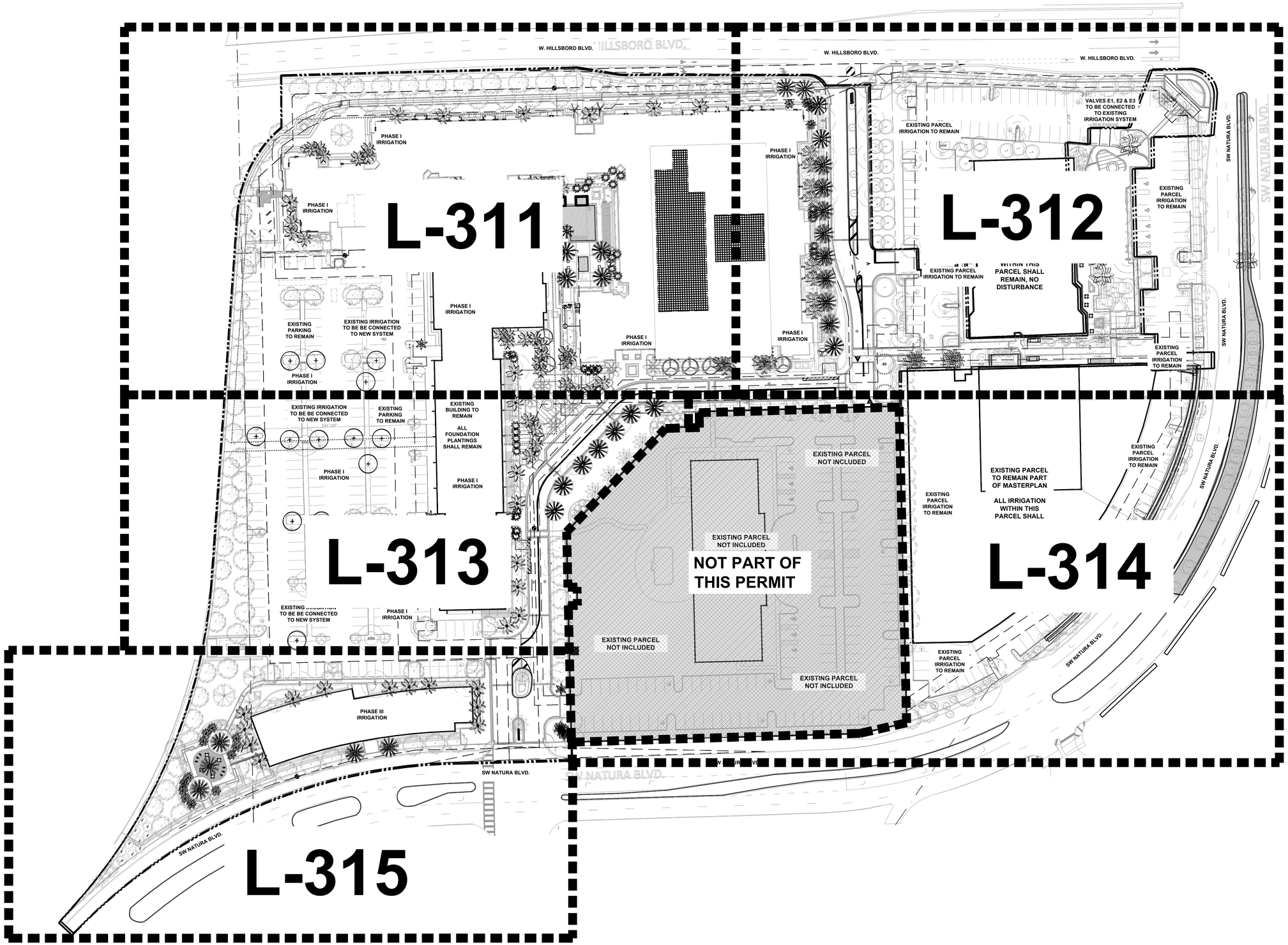
Sheet Description
LANDSCAPE DETAILS & NOTES

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-221

Sheet 8 of 8



811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

SCALE: 1"=50'-00"
0' 25' 50' 100' 150'

NORTH

AAL
Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL 33315 LC0000237
TEL: 954-764-8858 EMAIL: Hjohnson@archall.net

HUGH JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH E. JOHNSON LA0000855 STATE OF FLORIDA

1	DRC Re-Submittal Set	05-02-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	04-14-2023
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
OVERALL IRRIGATION PLAN

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-310

Sheet 1 of 8

W. HILLSBORO BLVD.

29 2" 42.7 | 28 2" 61.1 | 27 2" 36 | 26 1½" 23 | 25 2" 59.1 | 24 2" 56.5 | 23 2" 53.5

30 2" 53.9

31 2" 48.6

12 2" 46.5

10 2" 43.5

11 2" 36.6

8 2" 66.8

9 1½" 17

PHASE I IRRIGATION

PHASE I IRRIGATION

PHASE I IRRIGATION

PHASE I IRRIGATION

PHASE I IRRIGATION

EXISTING PARKING TO REMAIN

EXISTING IRRIGATION TO BE BE CONNECTED TO NEW SYSTEM

EXISTING

SHEET L-311

SHEET L-313

SHEET L-312

SHEET L-311

KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG

It's fast, it's free, it's the law.

Call 811 two business days before digging

SCALE: 1"=20'-00"

0' 10' 20' 40' 60'

NORTH

AAL
Architectural Alliance Landscape
612 SW 4th Ave, Fort Lauderdale, FL 33315 LC0000237
954-764-8858 EMAIL: HJohnson@orchoi.net

HUGH JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH F. JOHNSON LA0000855 STATE OF FLORIDA

1	DRC Re-Submittal Set	10-24-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	04-14-2023
4	DRC Re-Submittal Set	08-07-2023
	Revision Dates	

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: IRRIGATION PLAN

Release Date: 11-12-2021

Project Number: 2037

Drawing Number: L-311

Sheet 2 of 8

W. HILLSBORO BLVD.

W. HILLSBORO BLVD.

SHEET L-311

SHEET L-312

PHASE I IRRIGATION

2"

EXISTING PARCEL IRRIGATION TO REMAIN

VALVES E1, E2 & E3 TO BE CONNECTED TO EXISTING IRRIGATION SYSTEM

NEW PARKING

E1 2" 43.4

3"

2"

83'-3"

SW NATURA BLVD.

EXISTING PARCEL IRRIGATION TO REMAIN

EXISTING PARCEL TO REMAIN PART OF MASTERPLAN

ALL IRRIGATION WITHIN THIS PARCEL SHALL REMAIN, NO DISTURBANCE

22 2" 46.2

E2 2" 42.4

EXISTING PARCEL IRRIGATION TO REMAIN

21 2" 33.6

PHASE I IRRIGATION

2"

3"

3"

E3 2" 59.3

EXISTING PARCEL IRRIGATION TO REMAIN

SW NATURA BLVD.

20 2" 56.5

3"

4"

136'-8"

SHEET L-312

SHEET L-314

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

SCALE: 1"=20'-00"
0' 10' 20' 40' 60'

NORTH

AAL
Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL 33315 LC0000237
TEL: 954-764-8858 EMAIL: Hjohnson@orcholl.net

HUGH A. JOHNSON
REGISTERED LANDSCAPE ARCHITECT
HUGH A. JOHNSON
LA0000855
STATE OF FLORIDA

1	DRC Re-Submittal Set	03-24-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	04-14-2023
4	DRC Re-Submittal Set	08-07-2023
	Revision Dates	

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: IRRIGATION PLAN

Release Date: 11-12-2021

Project Number: 2037

Drawing Number: L-312

Sheet 3 of 8

SHEET L-311

SHEET L-313

SHEET L-314

EXISTING IRRIGATION TO BE BE CONNECTED TO NEW SYSTEM

231'-10"

EXISTING PARKING TO REMAIN

EXISTING BUILDING TO REMAIN

ALL FOUNDATION PLANTINGS SHALL REMAIN

PHASE I IRRIGATION

EXISTING PARKING TO REMAIN

PHASE I IRRIGATION

EXISTING BUILDING TO REMAIN

ALL FOUNDATION PLANTINGS SHALL REMAIN

NOT PART OF THIS PERMIT

EXISTING PARCEL NOT INCLUDED

EXISTING IRRIGATION TO BE BE CONNECTED TO NEW SYSTEM

PHASE I IRRIGATION

SHEET L-313

SHEET L-315

SCALE: 1"=20'-00"

0' 10' 20' 40' 60'

NORTH

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG

It's fast, it's free, it's the law.

Call 811 two business days before digging

AAL Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL 33315 LC0000237
TEL: 954-764-8858 EMAIL: HJohnson@orcholl.net

HUGH A. JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH A. JOHNSON LA0000855 STATE OF FLORIDA

1	DRC Re-Submittal Set	05-31-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	04-14-2023
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

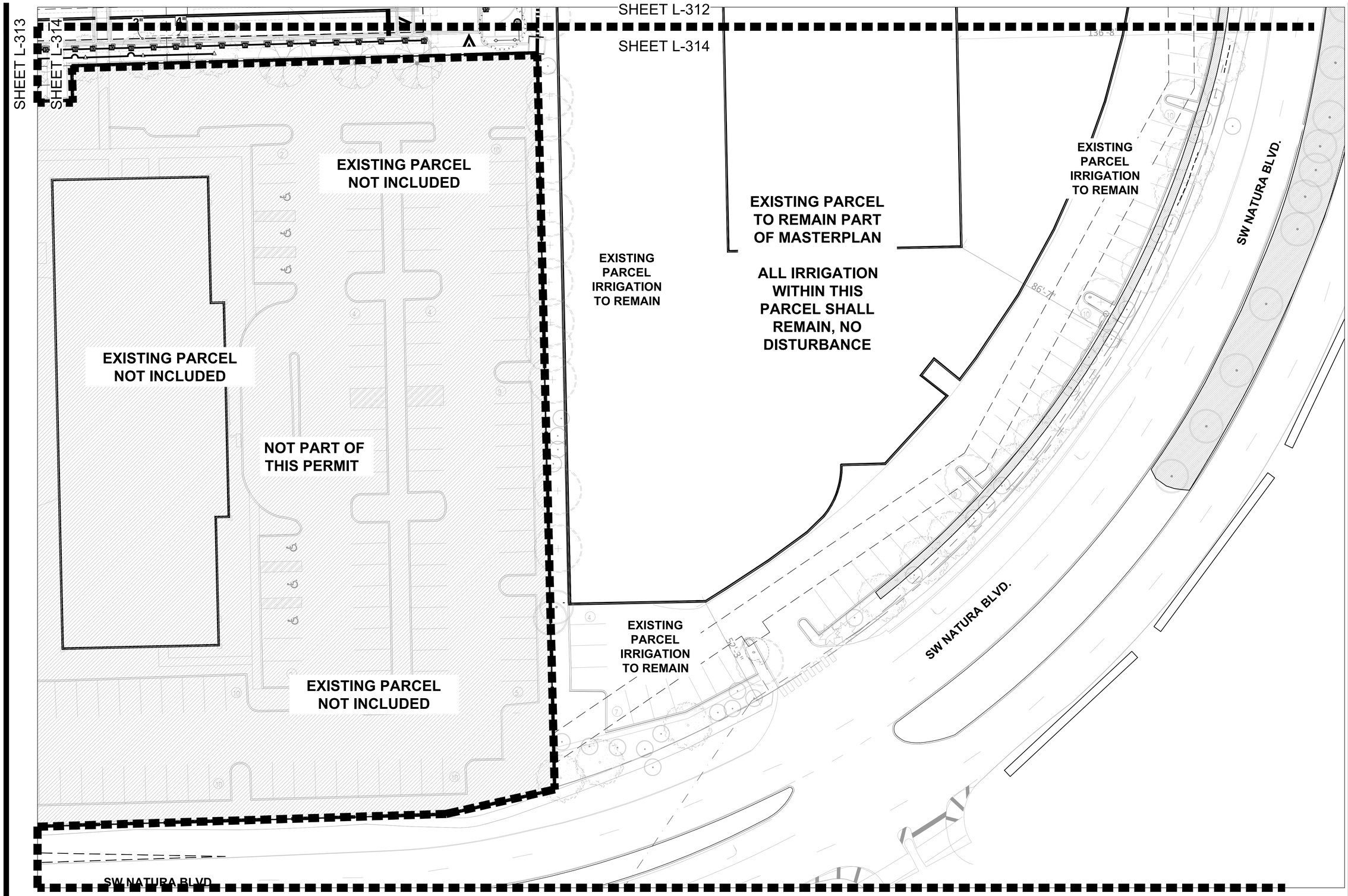
Sheet Description: IRRIGATION PLAN

Release Date: 11-12-2021

Project Number: 2037

Drawing Number: L-313

Sheet 4 of 8



AAL
Architectural Alliance Landscape
612 SW 4th Ave. Fort Lauderdale FL. 33315 LC0000237
TEL: 954-764-8858 EMAIL: Hjohnson@aalinet

HUGH JOHNSON
REGISTERED LANDSCAPE ARCHITECT
HUGH F. JOHNSON
LA0000855
STATE OF FLORIDA

1	DRC Re-Submittal Set	10-24-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	04-14-2022
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
IRRIGATION PLAN

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-314

Sheet 5 OF 8

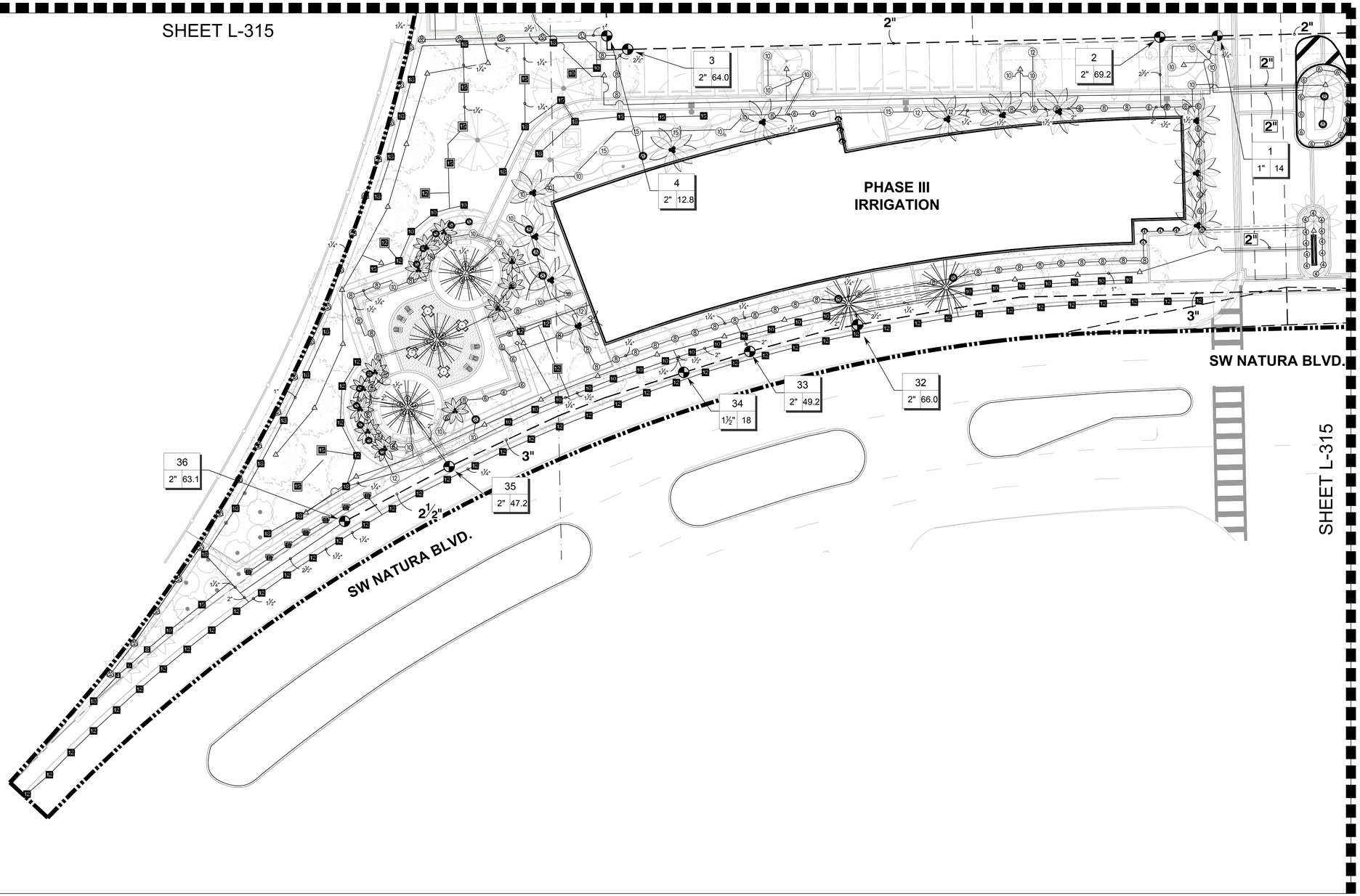
811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, It's free, It's the law.
Call 811 two business days before digging

SCALE: 1"=20'-00"
0' 10' 20' 40' 60'

NORTH

SHEET L-313

SHEET L-315



SHEET L-315

SHEET L-314

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

SCALE: 1"=20'-00"

0' 10' 20' 40' 60'

NORTH

AAL
Architectural Alliance Landscape
612 SW 4th Ave. Fort Lauderdale, FL. 33315 LC0000237
TEL: 954-764-8858 EMAIL: Hjohnson@orchol.net

HUGH JOHNSON
REGISTERED LANDSCAPE ARCHITECT
HUGH F. JOHNSON
LA0000855
STATE
FLORIDA

1	DRC Re-Submittal Set	03-31-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	11-14-2022
4	DRC Re-Submittal Set	08-07-2023
	Revision Dates	

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

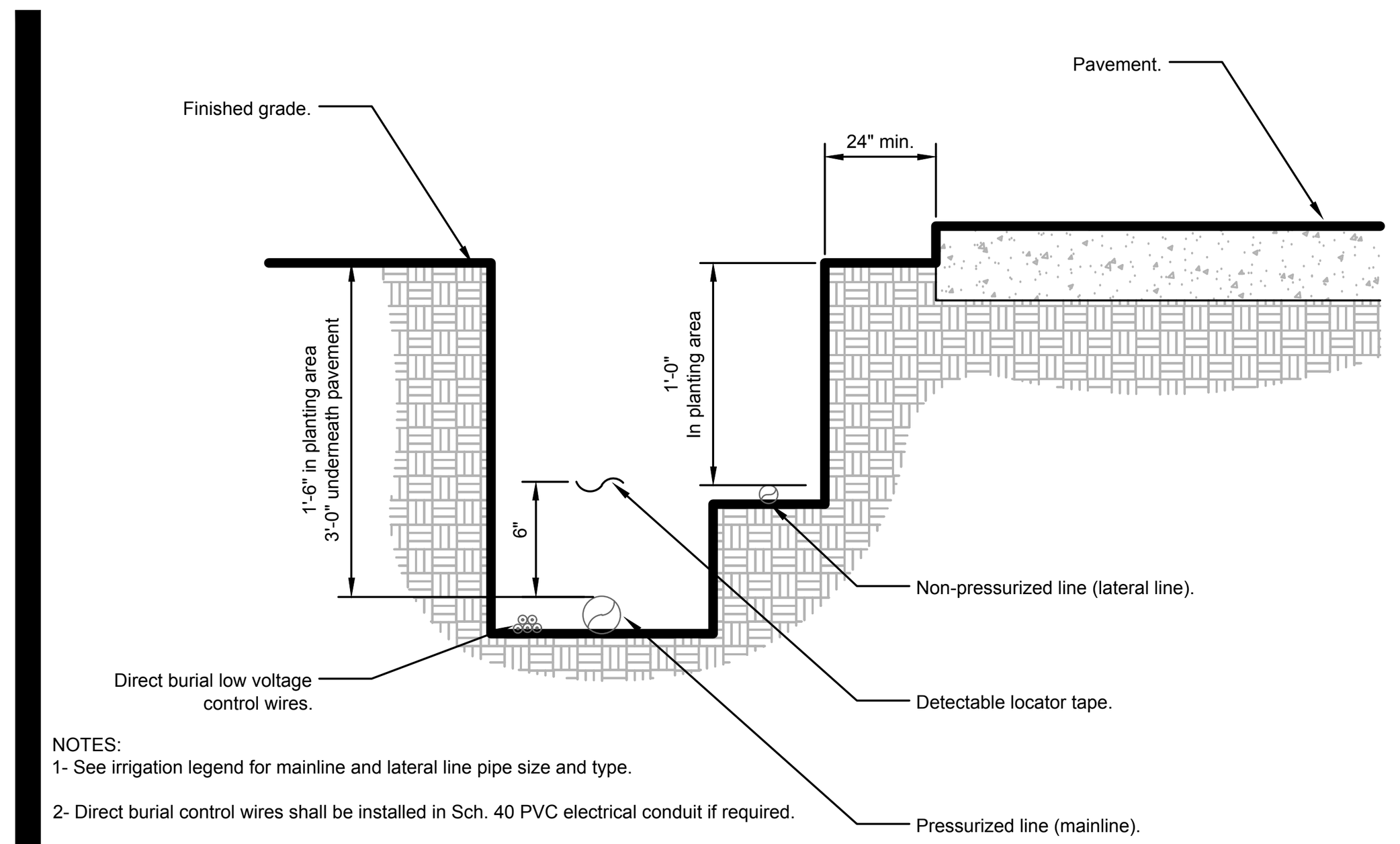
Sheet Description
IRRIGATION PLAN

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-315

Sheet 6 of 8

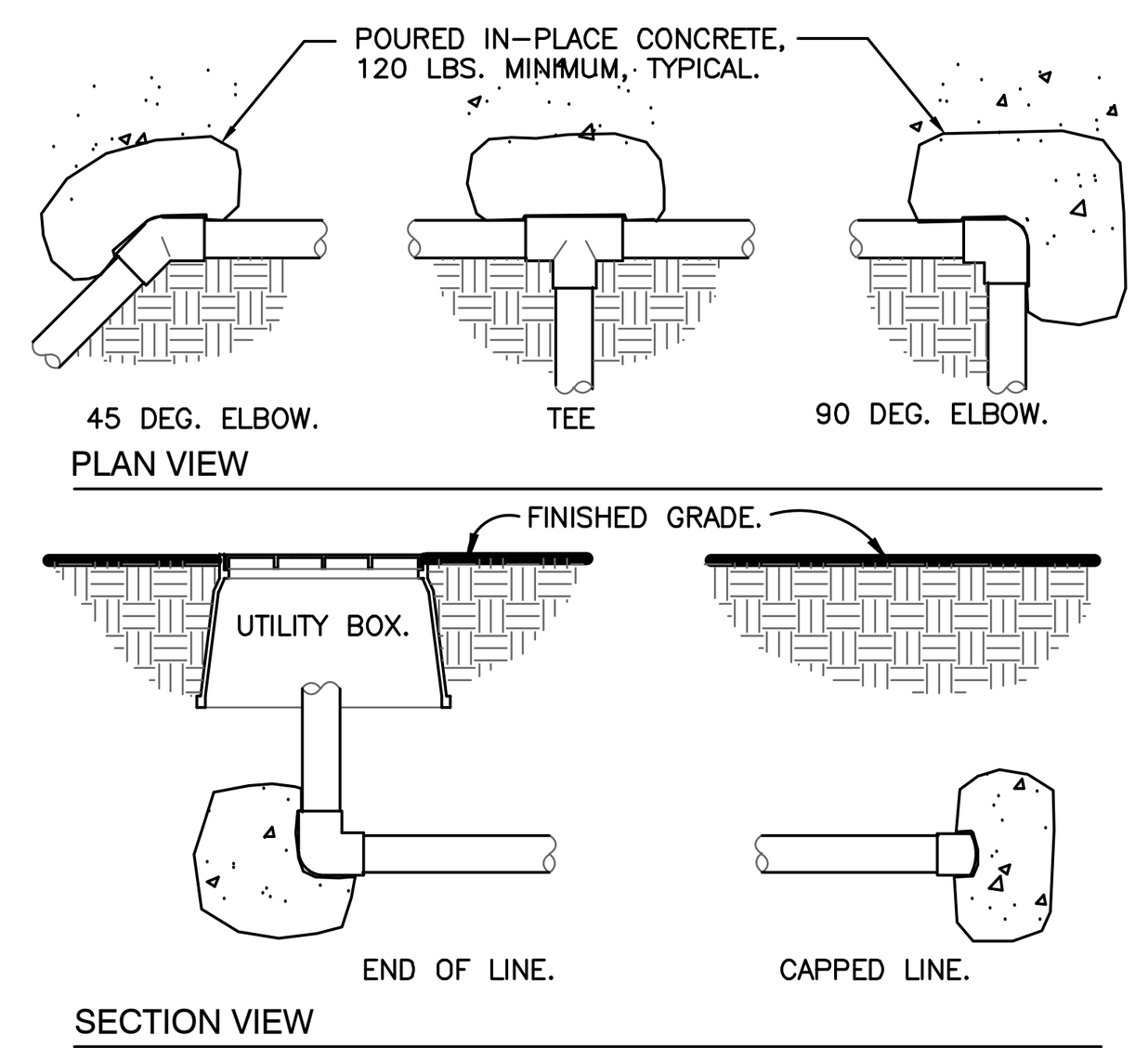


NOTES:
1- See irrigation legend for mainline and lateral line pipe size and type.
2- Direct burial control wires shall be installed in Sch. 40 PVC electrical conduit if required.
3- 2-wire irrigation wire shall be installed in Sch. 40 PVC electrical conduit.
4- Detectable locator tape shall be located six inches (6") above the entire mainline run.

1 IRRIGATION TRENCHING

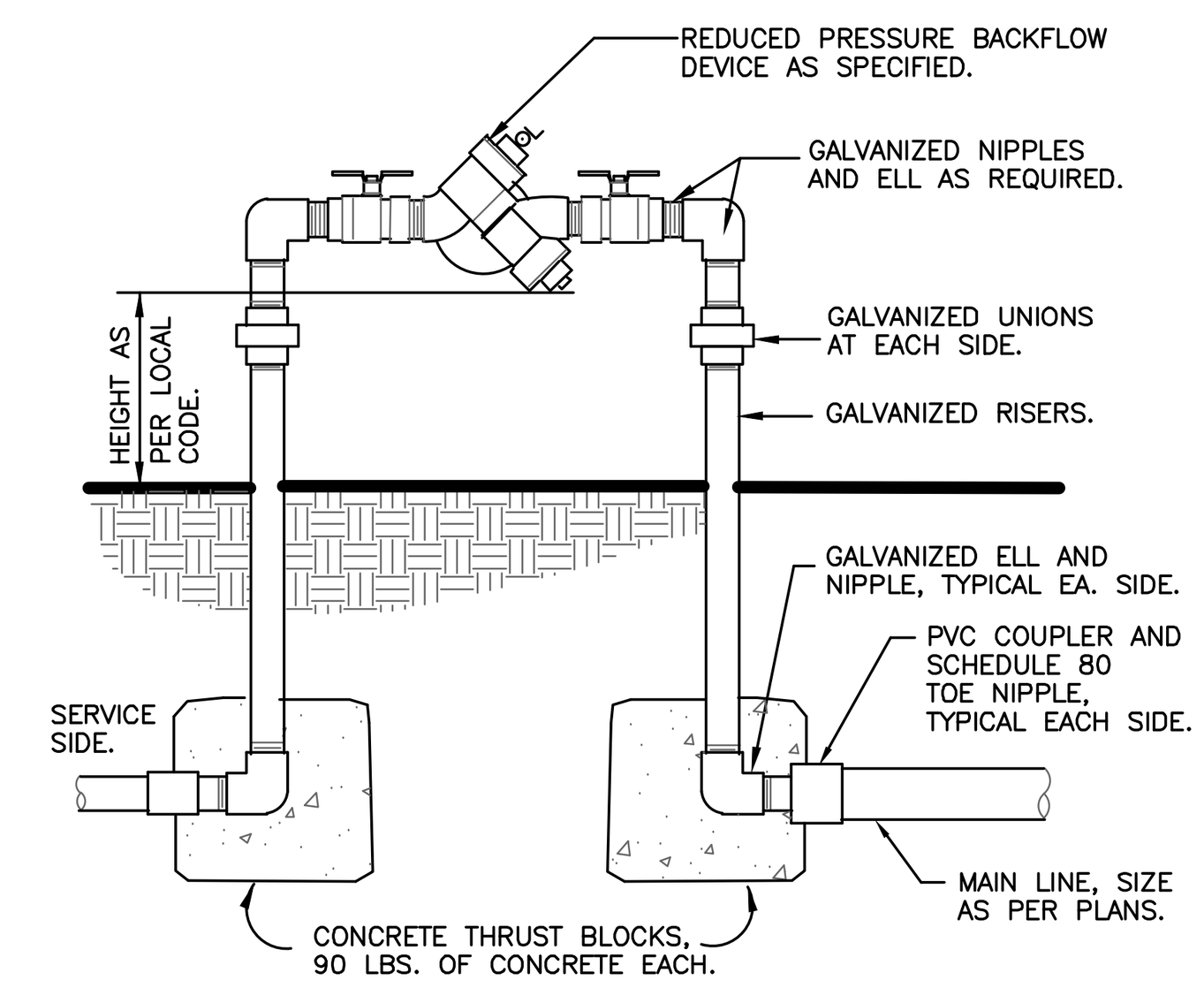
URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

1 1/2" = 1'-0"
FX-IR-FX-AUXEQ-08



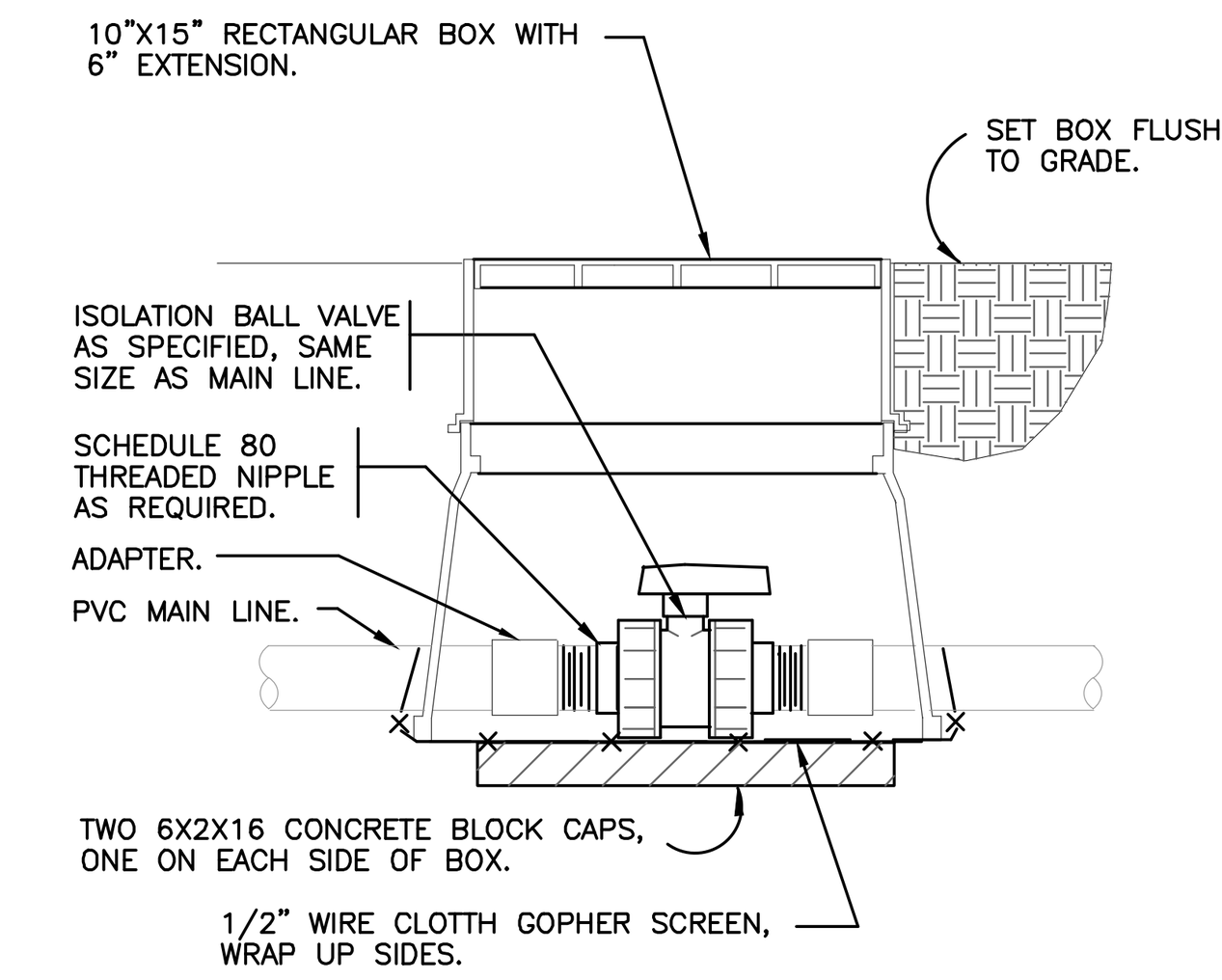
2 THRUST BLOCKING

3/4" = 1'-0"
FX-IR-FX-AUXEQ-11



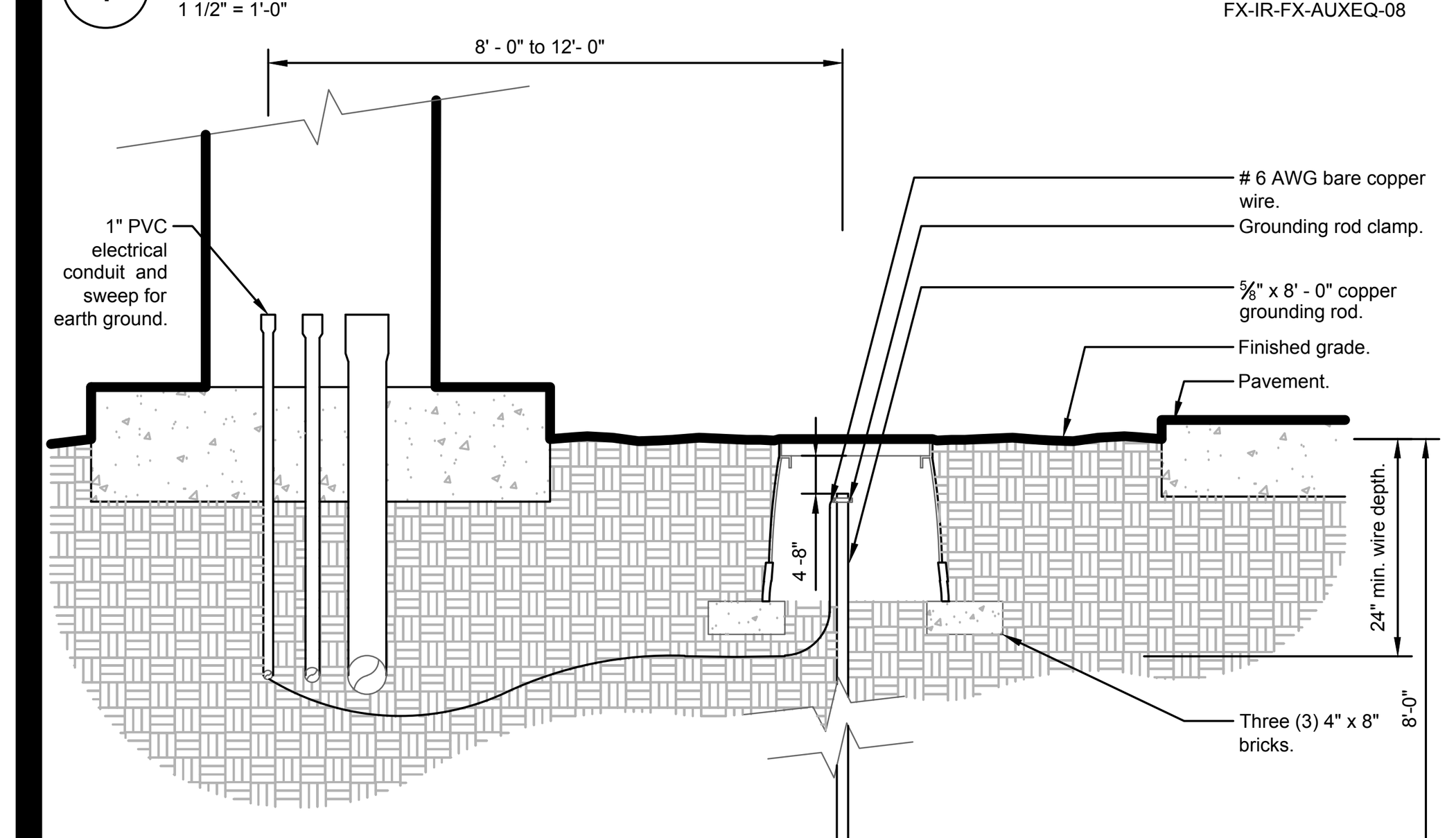
3 REDUCED PRESSURE BACKFLOW DEVICE

1" = 1'-0"
FX-IR-FX-BACK-03



4 TRUE UNION BALL ISOLATION VALVE

1 1/2" = 1'-0"
FX-IR-FX-ISOV-04

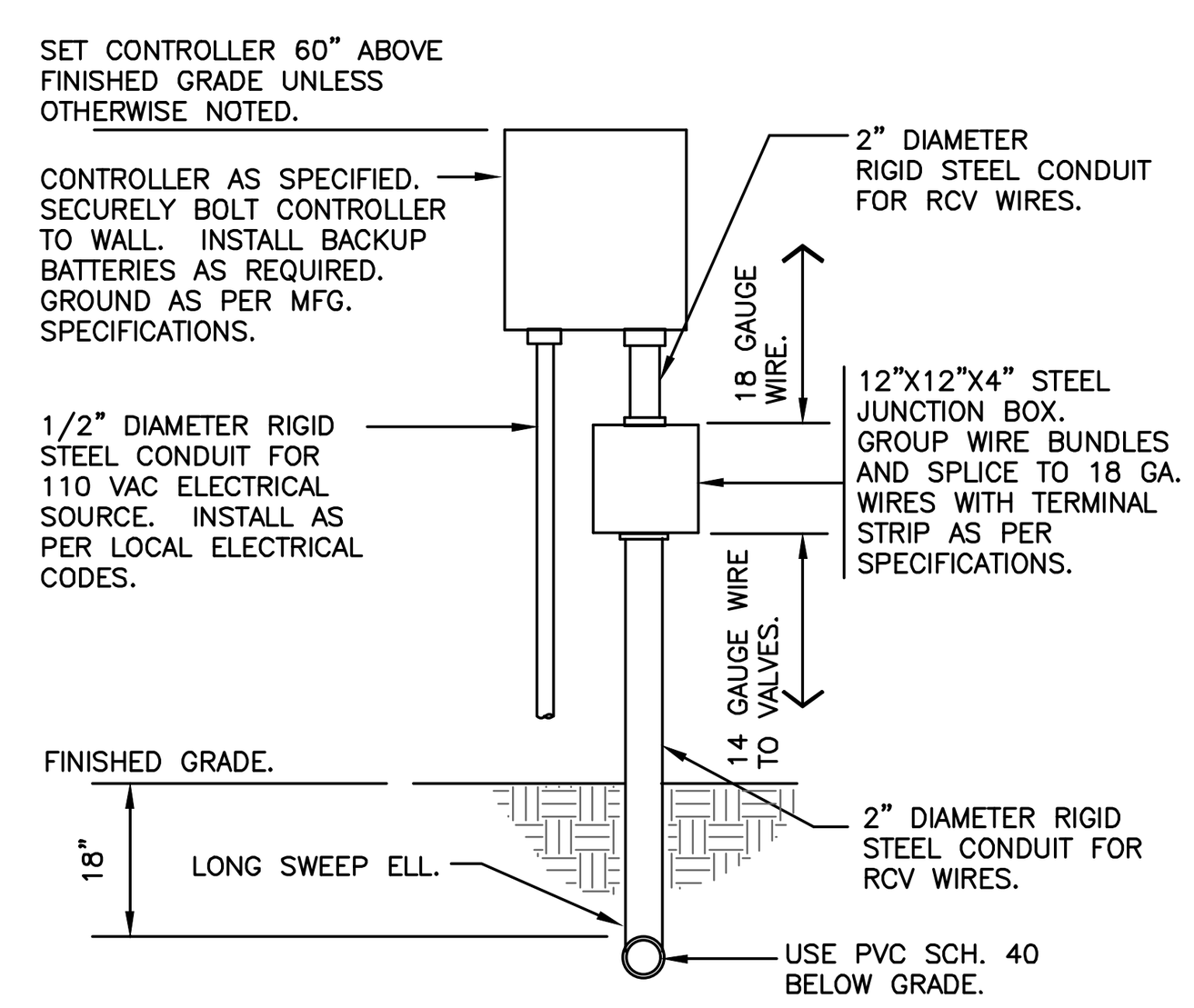


Notes:
1- All grounding requirements for controllers shall conform to local electric codes.
2- Grounding rod shall not be located in the same trench as the irrigation mainlines or lateral lines.
3- Valve box shall be wrapped with a minimum 3 mil thick plastic and secured to the valve box using duct tape or electrical tape.
4- Install grounding rod per the controller manufacturer's specifications and recommendations.

5 GROUNDING ROD

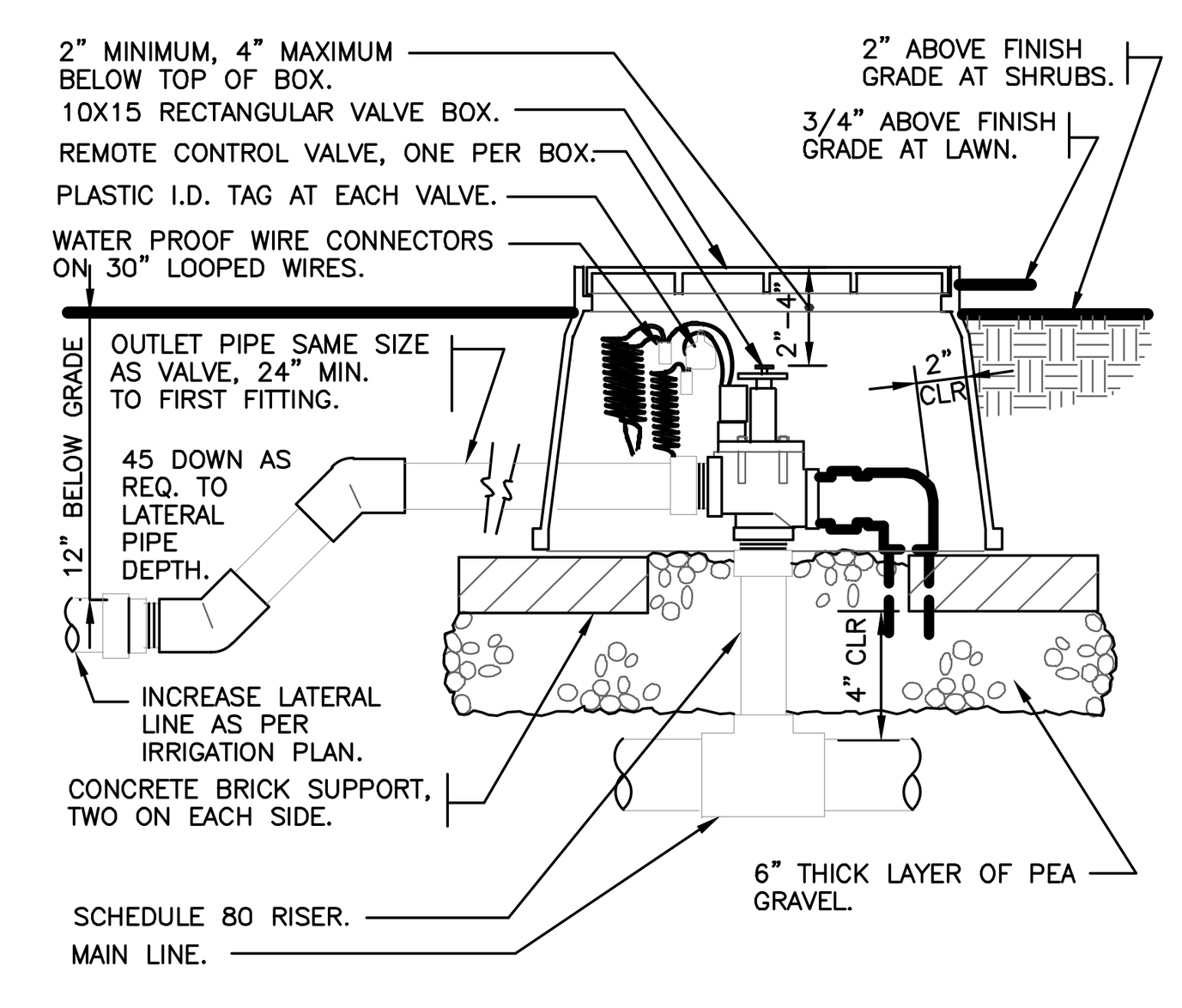
URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

1 1/2" = 1'-0"
FX-IR-FX-AUXEQ-01



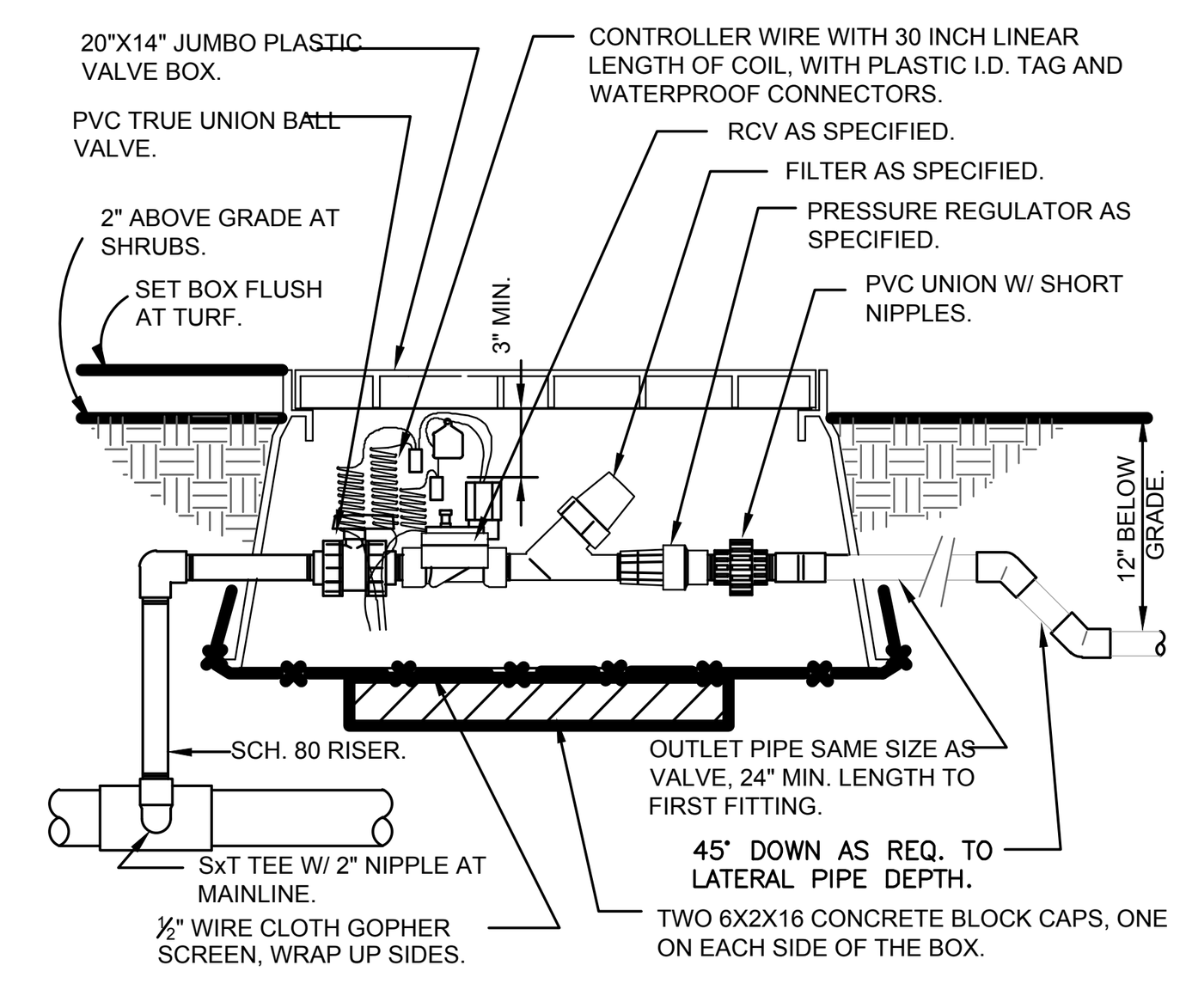
6 WALL MOUNT CONTROLLER

1" = 1'-0"
FX-IR-FX-CONT-08



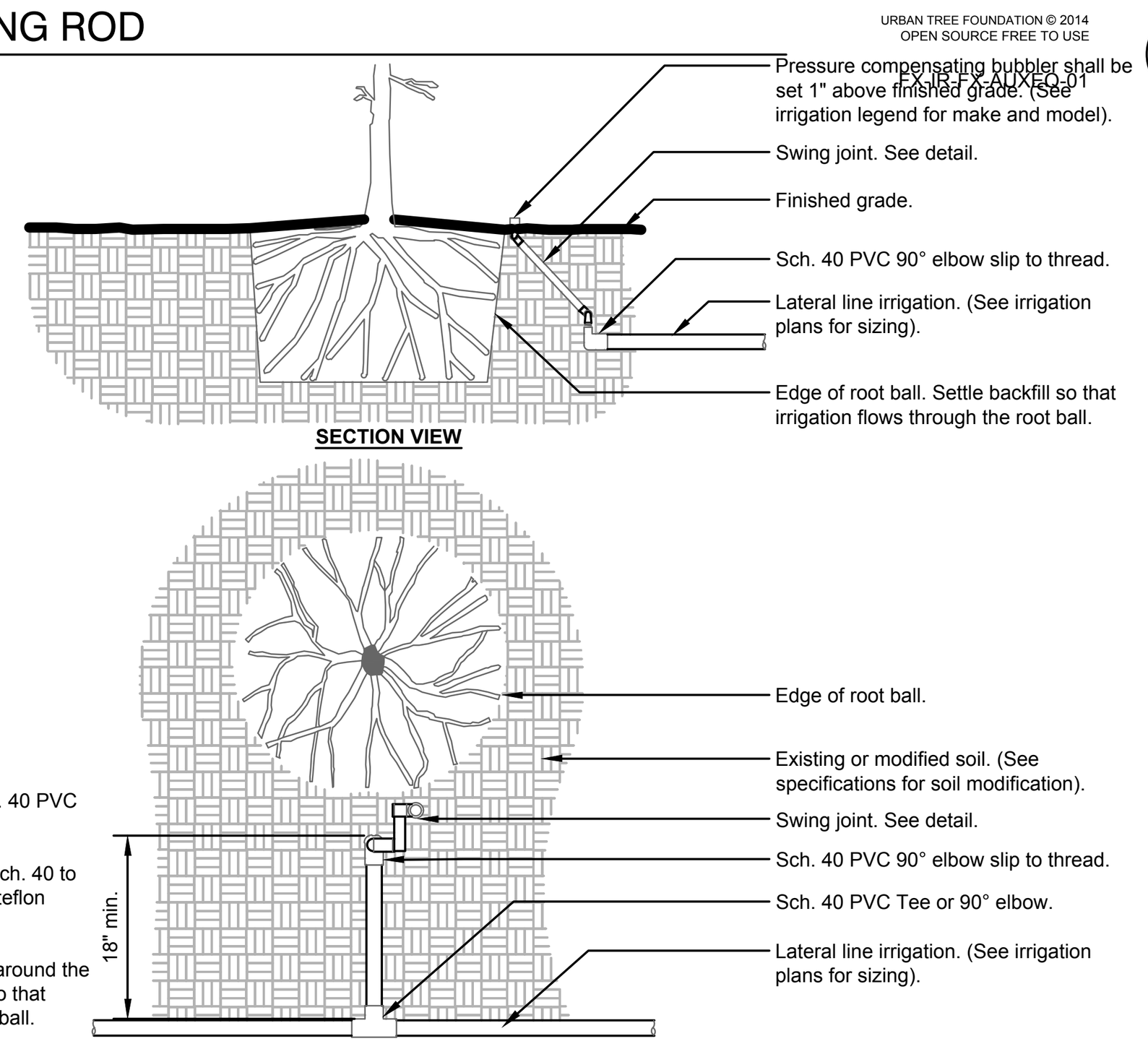
7 ELECTRIC REMOTE CONTROL VALVE

1 1/2" = 1'-0"
FX-IR-FX-RCV-04



8 3/4" DRIP VALVE/FILTER/REGULATOR

1 1/2" = 1'-0"
FX-IR-FX-DRIP-11

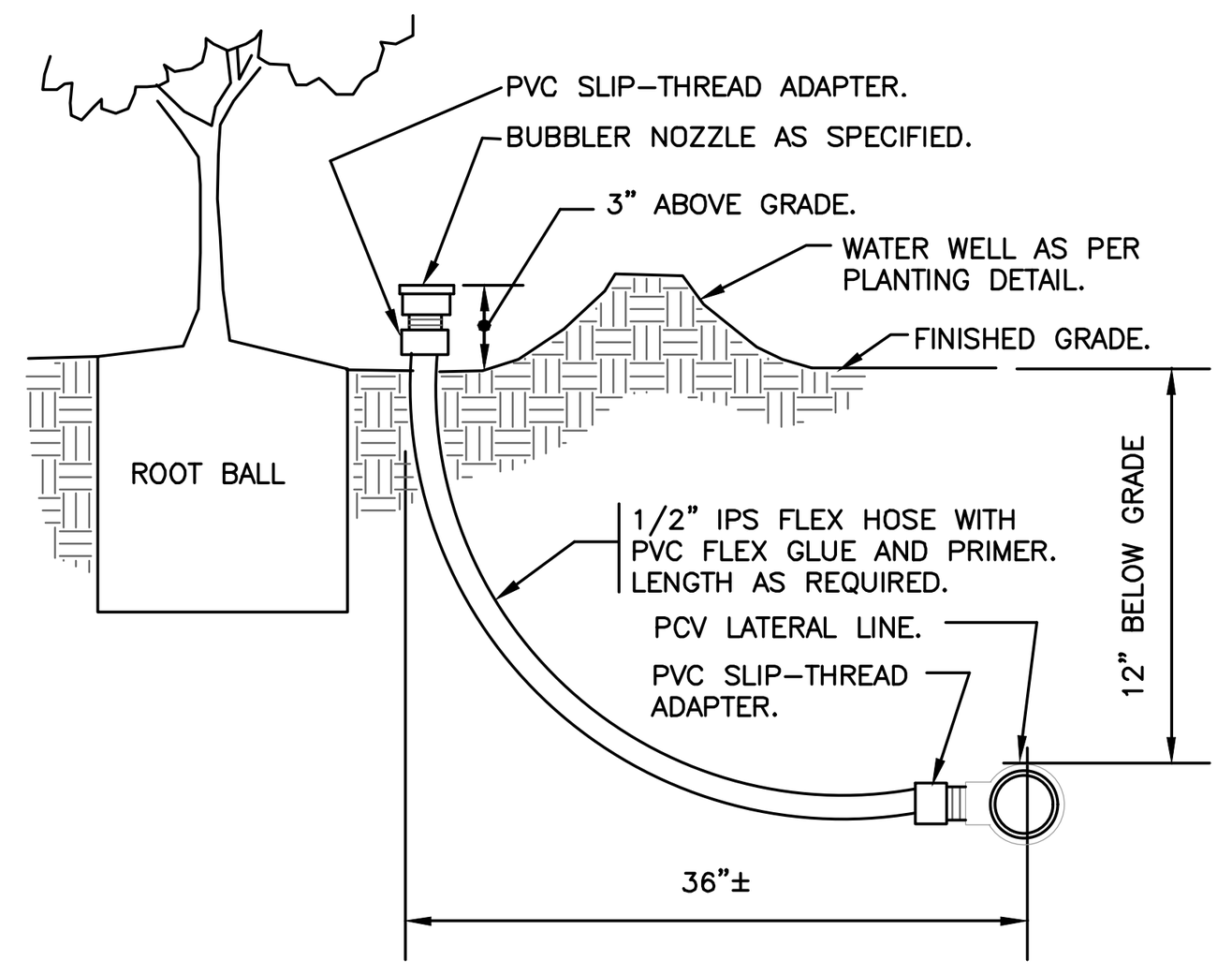


Notes:
1- All irrigation fittings shall be Sch. 40 PVC unless specified otherwise.
2- All threaded connections from Sch. 40 to Sch. 80 PVC shall be made using teflon tape.
3- Contractor shall settle the area around the bubbler and edge of the root ball so that all irrigation flows through the root ball.

9 IRRIGATION BUBBLER W/ LAYOUT

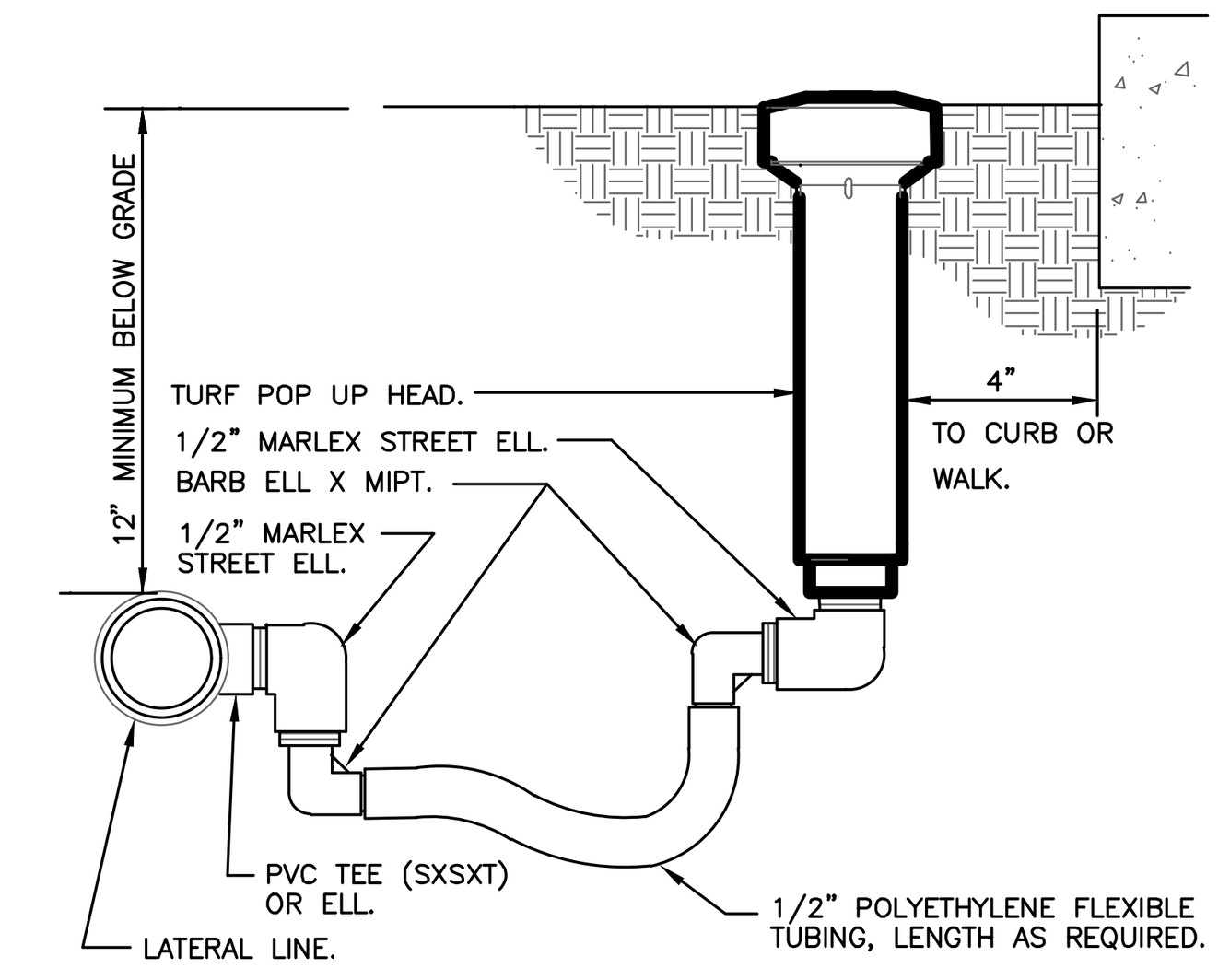
URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

3/4" = 1'-0"
FX-IR-FX-BUBB-04



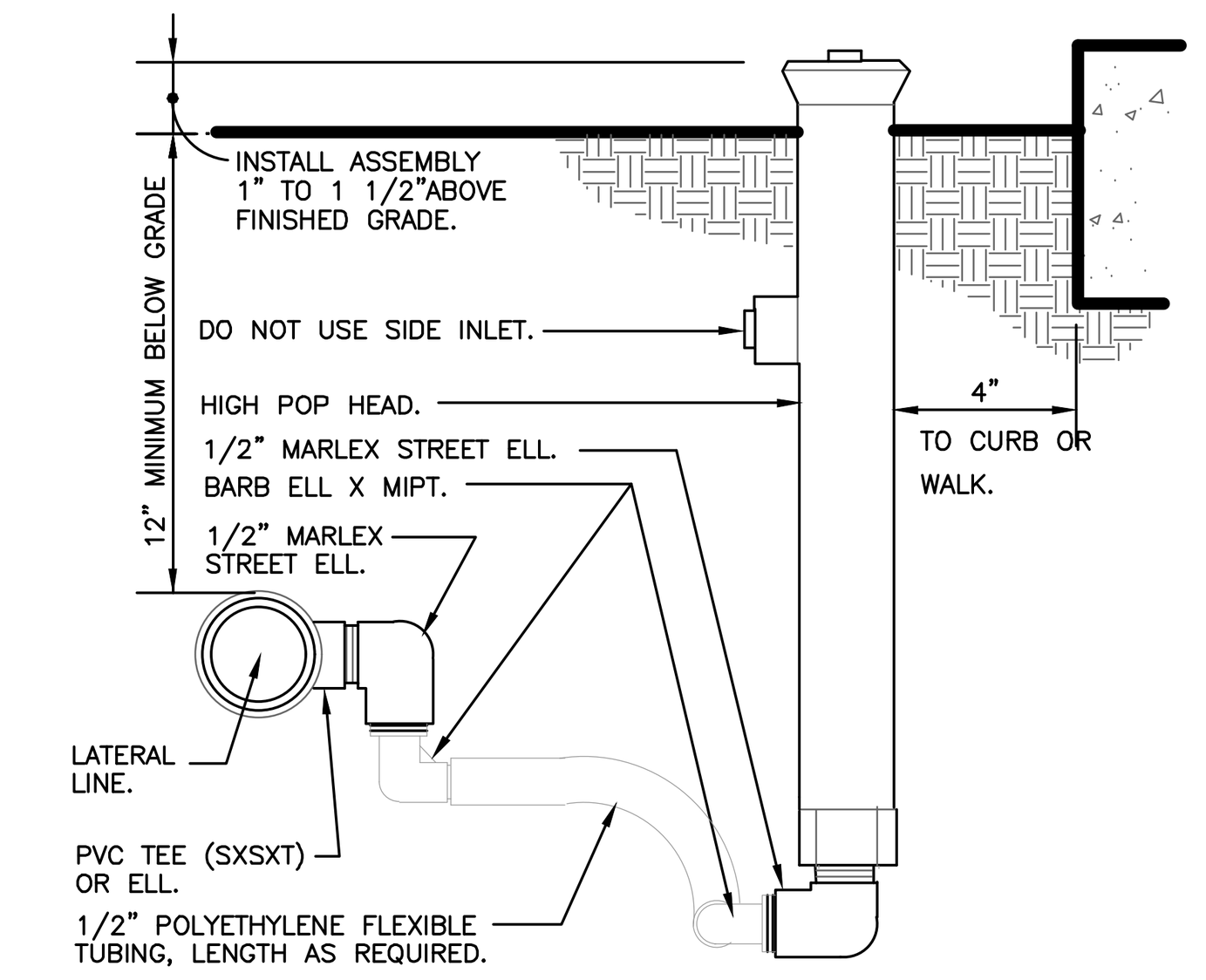
10 BUBBLER ON FLEX HOSE RISER

3" = 1'-0"
FX-IR-FX-HEAD-13



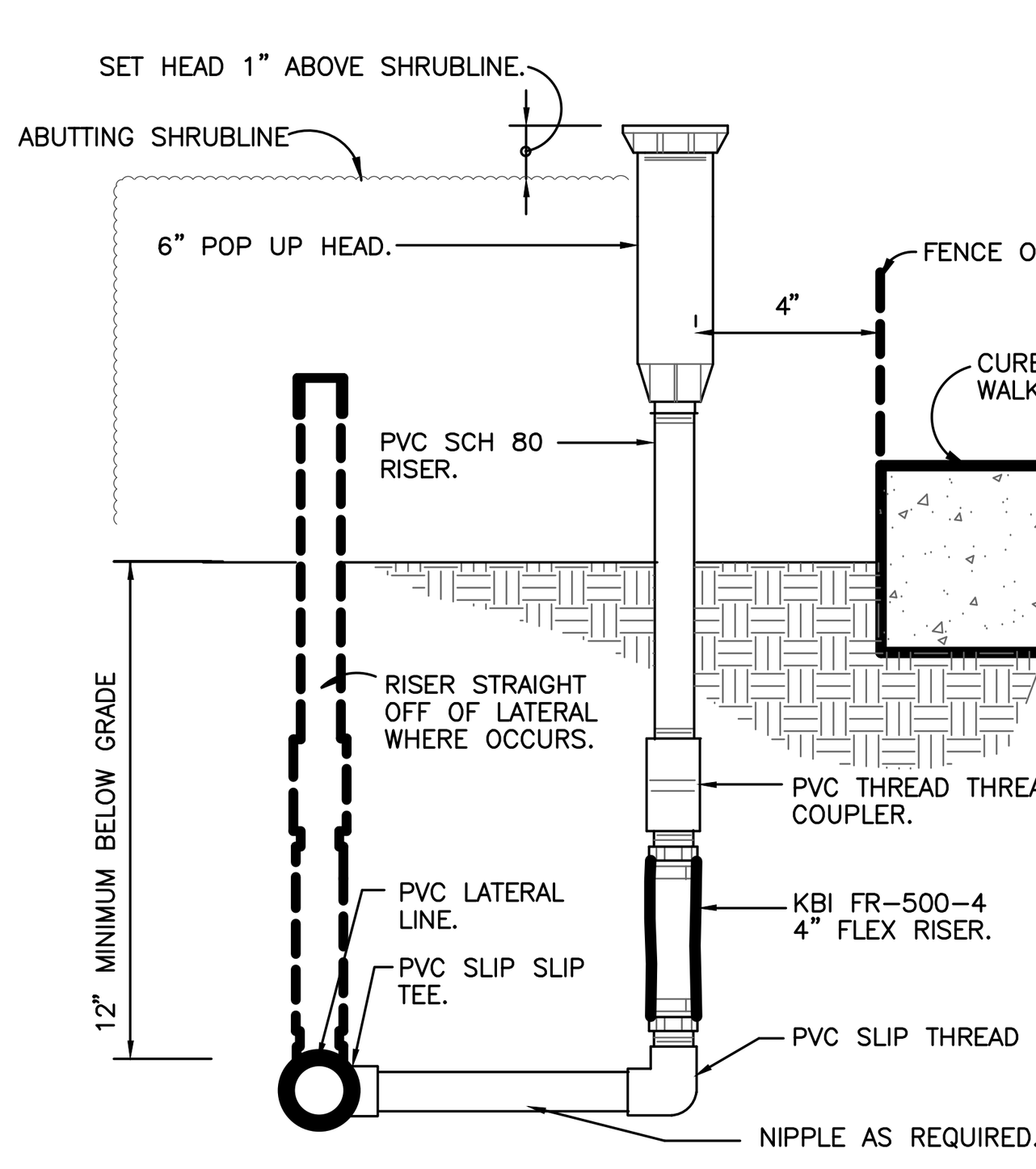
11 TURF SPRAY FLEX ASSEMBLY

3" = 1'-0"
FX-IR-FX-HEAD-05



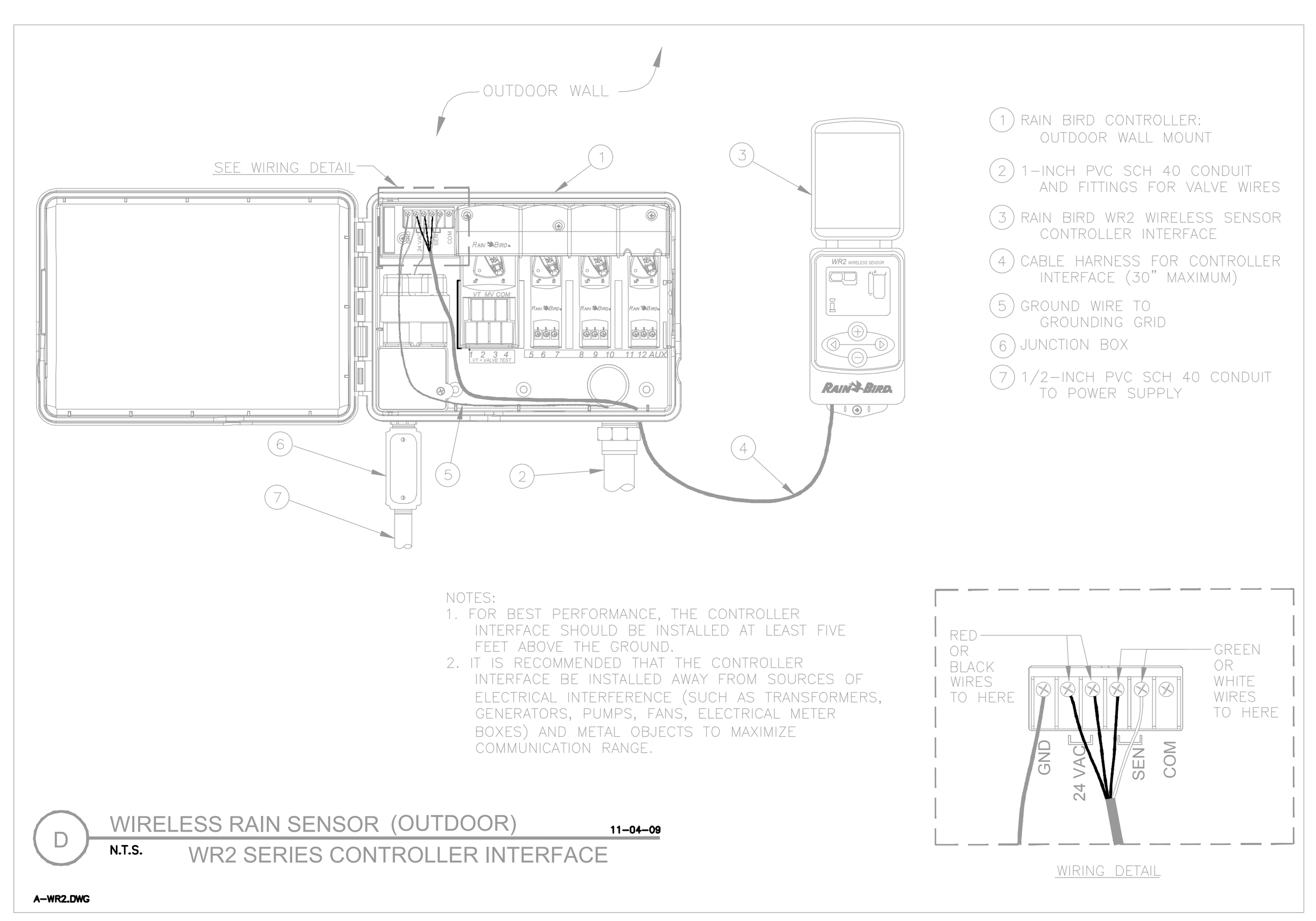
12 SHRUB SPRAY HIGHPOP W/FLEX ASSEMBLY

3" = 1'-0"
FX-IR-FX-HEAD-09



13 SHRUB POP-UP SPRAY ON FIXED RISER

3" = 1'-0"
DETAIL-FILE

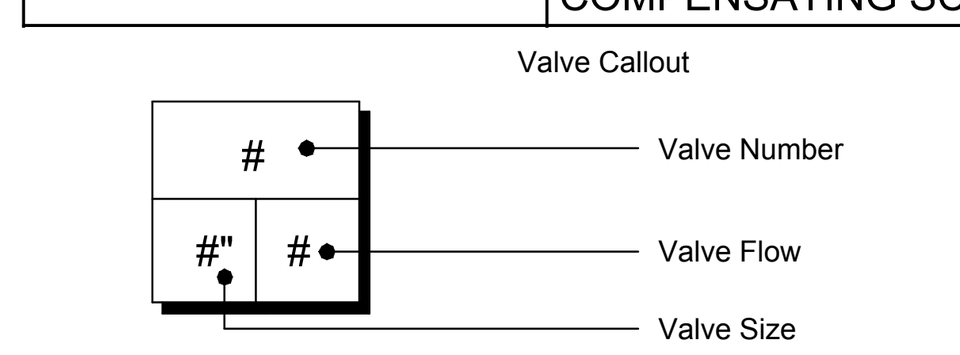


SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	
(valve symbol)	RAIN BIRD PEB 1", 1-1/2", 2" PLASTIC INDUSTRIAL VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	40	
M	RAIN BIRD 300-BPES-PRS-D GLOBE 3" 3" BRASS MASTER VALVE, WITH GLOBE CONFIGURATION, AND PRESSURE REGULATOR MODULE. WITH A PATENTED NYLON SCRUBBER THAT SCRAPES A STAINLESS STEEL SCREEN TO PREVENT DEBRIS BUILD-UP AND CLOGGING.	1	
C	RAIN BIRD ESPLXME2P W/ (3) ESPLXMSM12 48 STATION, TRADITIONALLY-WIRED , PRO SMART, COMMERCIAL CONTROLLER. (1) ESPLXME2P 12-STATION, PRO SMART, (MODULE INCLUDED) INDOOR/OUTDOOR, PLASTIC WALL-MOUNT ENCLOSURE W/ (3) ESPLXMSM12 - 12-STATION EXPANSION MODULES.	1	
RS	RAIN BIRD RSD-BEX RAIN SENSOR, WITH METAL LATCHING BRACKET, EXTENSION WIRE.	1	
P	7.5HP IRRIGATION PUMP IRRIGATION CRAFT 7.5HP CENTRIGUGAL PUMP WITH CLOCK DEMAND, AUTO RESTART, INTEGRATED CONTROLLER AND APPROPRIATE IRON REMOVAL TECHNOLOGY. PUMP SHOULD ACCOMODATE 100 GPM AT 65 PSI AT 80% CAPACITY. CONTACT BOB BRAMAN AT IRRIGATION CRAFT.	1	
POC	POINT OF CONNECTION 4" INTAKE FROM ON SITE WELL	1	
(solid line)	IRRIGATION LATERAL LINE: PVC CLASS 200 SDR 21	23,874 L.F.	
(dashed line)	IRRIGATION MAINLINE: PVC SCHEDULE 40 PVC SCHEDULE 40 IRRIGATION PIPE.	3,546 L.F.	
(double dashed line)	PIPE SLEEVE: PVC SCHEDULE 40	1,137 L.F.	

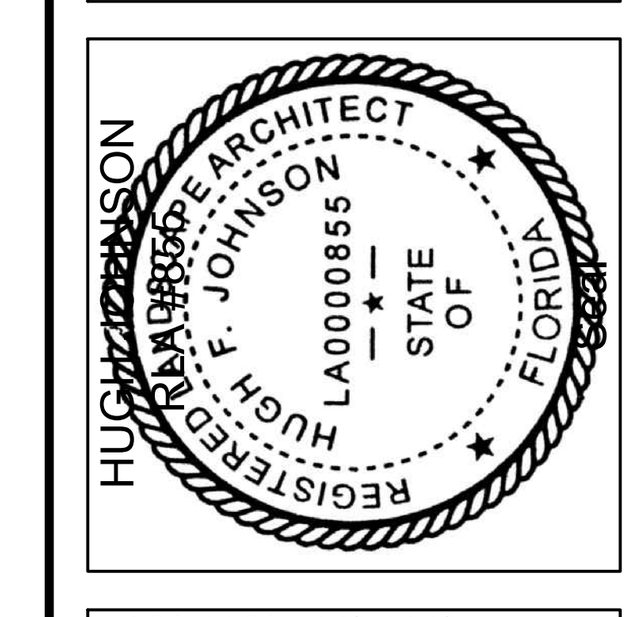
IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	PSI
2Q 2H 2F 4Q 4H 4F	RAIN BIRD 1806-SAM-PRS SQ SERIES TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	2	30
EST LCS RCS CST SST	RAIN BIRD 1806-SAM-PRS 15 STRIP SERIES TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	4	30
Q H F	RAIN BIRD 1806-SAM-PRS 5 SERIES MPR TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	11	30
Q T H F	RAIN BIRD 1806-SAM-PRS 8 SERIES MPR TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	99	30
Q T H F	RAIN BIRD 1806-SAM-PRS 10 SERIES MPR TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	68	30
Q T H TQ F	RAIN BIRD 1806-SAM-PRS 12 SERIES MPR TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	52	30
Q T H TQ F	RAIN BIRD 1806-SAM-PRS 15 SERIES MPR TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	134	30
4 6 8 10 12 15 18	RAIN BIRD 1806-SAM-PRS ADJ TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	195	30
2Q 2H 2F 4Q 4H 4F	RAIN BIRD 1812-SAM-PRS SQ SERIES SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	46	30
EST LCS RCS CST SST	RAIN BIRD 1812-SAM-PRS 15 STRIP SERIES SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	134	30
Q H F	RAIN BIRD 1812-SAM-PRS 5 SERIES MPR SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	97	30
Q T H F	RAIN BIRD 1812-SAM-PRS 8 SERIES MPR SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	85	30
Q T H F	RAIN BIRD 1812-SAM-PRS 10 SERIES MPR SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	22	30
Q T H TQ F	RAIN BIRD 1812-SAM-PRS 12 SERIES MPR SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	16	30
4 6 8 10 12 15 18	RAIN BIRD 1812-SAM-PRS ADJ SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	329	30
2Q 2H 2F 4Q 4H 4F	RAIN BIRD 1806-SAM-PRS SQ SERIES SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	33	30
EST LCS RCS CST SST	RAIN BIRD 1806-SAM-PRS 15 STRIP SERIES SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	32	30
Q H F	RAIN BIRD 1806-SAM-PRS 5 SERIES MPR SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	116	30
Q T H F	RAIN BIRD 1806-SAM-PRS 8 SERIES MPR SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	99	30
Q T H F	RAIN BIRD 1806-SAM-PRS 10 SERIES MPR SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	4	30
Q T H TQ F	RAIN BIRD 1806-SAM-PRS 12 SERIES MPR SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	4	30
4 6 8 10 12 15 18	RAIN BIRD 1806-SAM-PRS ADJ SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	27	30
1401 1402 1404 1408	RAIN BIRD 1800-1400 FLOOD 1401 FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	158	30
CST Q H F	RAIN BIRD 1806-5 SERIES STREAM W/ PCS 5CST-020 STREAM BUBBLER 6.0" POPUP WITH PRESSURE COMPENSATING SCREEN.	97	30

Valve Callout



Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL. 33315 LCC000237
TEL: 954-764-8858 EMAIL:
HJohnson@archall.net



1 DRC Re-Submittal Set 03-18-2022
2 DRC Re-Submittal Set 09-16-2022
3 DRC Re-Submittal Set 04-14-2023
4 DRC Re-Submittal Set 08-07-2023

Revision Dates

MASTERPLAN SUBMITTAL

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
IRRIGATION DETAILS & SCHEDULE

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-320

Sheet 7 of 8

WIRING

Irrigation control wire shall be thermoplastic solid copper, single conductor, low voltage irrigation controller wire, suitable for direct burial and continuous operation at rated voltages.

Tape and bundle control wire every 10' and run alongside the mainline. At all turns in direction, make a 2' coil of wire. At all valve boxes coil wire around a $\frac{3}{4}$" piece of PVC pipe to make a coil using 30 linear inches of wire. Make electrical connections with 3MDBY/R connectors.

Number all wires, using an electrical book of numbers, according to the plans. Number wires in all valve boxes, junction boxes and at the controller.

Wire sized, numbered and colored as follows:
- #14 white for common
- #14 spare black common
- #14 individual color coded hot wire
- #14 spare yellow hot wire

Spare wires
Leaving each controller, run four spare wires in both directions (eight spare wires total). Install as 1 common spare (2 total) and 3 hot wires (6 total). Loop these wires into each RCV along their path and terminate in the last valve box controlled by the wires respective controller. The loop into each valve box shall extend up into the valve box a minimum of 8" and be readily accessible by opening the valve box lid. These wires must all be color coded and numbered as required in the plans.

Controller and pump station Control Panel grounding - Contractor to utilize 4"x8"x$\frac{5}{8}$" copper grounding plates, $\frac{5}{8}$"x10' copper clad grounding rods, 'One Strike' CAD wells at all connection points, #6 insulated copper wire, and earth contact material. Install these and other required components as outlined in the detail. Contractor to verify that the earth to ground resistance does not exceed 10 ohms. Contractor shall provide a written certification, on a licensed electrical contractors letter head, showing the date of the test, controller/pump location, and test results. Each controller/pump shall be so grounded an tested. Each component must have its own separate ground grid, unless they are sitting side by side, in which case up to two controllers can share a common grounding grid.

LAYOUT

Lay out irrigation system mainlines and lateral lines. Make the necessary adjustments as required to take into account all site obstructions and limitations prior to excavating trenches.

Stake all sprinkler head locations. Adjust location and make the necessary modifications to nozzle types, etc. required to ensure 100% head to head coverage. Refer to the Edge of Pavement Detail on the Irrigation Detail sheet.

Spray heads shall be installed 4" from sidewalks or curbed roadways and 12" from uncurbed roadways and building foundations. Rotors shall be installed 4" from sidewalks or curbed roadways, 12" from building foundations, and 36" from uncurbed roadways.

Shrub heads shall be installed on $\frac{3}{4}$" Sch 40 PVC risers. The risers shall be set at a minimum of 18" off sidewalks, roadway curbing, building foundations, and/or any other hardscaped areas. Shrub heads shall be installed to a standard height of 2" above maintained height of plants and shall be installed a minimum of 6" within planted masses to be less visible and offer protection. Paint all shrub risers with flat black or forest green paint, unless irrigation system will utilize reuse water; in this case the risers shall be purple PVC and shall not be painted.

Locate valves prior to excavation. Ensure that their location provides for easy access and that there is no interference with physical structures, plants, trees, poles, etc. Valve boxes must be placed a minimum of 12" and a maximum of 15" from the edge of pavement, curbs, etc. and the top of the box must be 2" above finish grade. No valve boxes shall be installed in turf areas without approval by the irrigation designer - only in shrub beds. Never install in sport field areas.

VALVES

Sequence all valves so that the farthest valve from the POC operates first and the closest to the POC operates last. The closest valve to the POC should be the last valve in the programmed sequence.

Adjust the flow control on each RCV to ensure shut off in 10 seconds after deactivation by the irrigation controller.

Using an electric branding iron, brand the valve ID letter/number on the lid of each valve box. This brand must be 2"-3" tall and easily legible.

EQUIPMENT

All pop-up heads and shrub risers shall be pressure compensating. All pop-up heads shall be mounted on flex-type swing joints. All rotors shall be installed with PVC triple joints unless otherwise detailed.

All sprinkler equipment, not otherwise detailed or specified on these plans, shall be installed as per manufacturer's recommendations and specifications, and according to local and state laws.

TRENCHING

Excavate straight and vertical trenches with smooth, flat or sloping bottoms. Trench width and depth should be sufficient to allow for the proper vertical and horizontal separation between piping as shown in the pipe installation detail on the detail sheet.

Protect existing landscaped areas. Remove and replant any damaged plant material upon job completion. The replacement material shall be of the same genus and species, and of the same size as the material it is replacing. The final determination as to what needs to be replaced and the acceptability of the replacement material shall be solely up to the owner or owner's representative.

INSTALLATION

Solvent Wld Pipe: Cut all pipe square and deburr. Clean pipe an fittings of foreign material; then apply a small amount of primer while ensuring that any excess is wiped off immediately. Primer should not puddle or drip from pipe or fittings. Next apply a thin coat of PVC cement; first apply a thin layer to the pipe, next a thin layer inside the fitting, and finally another very thin on the pipe. Insert the pipe into the fitting. Insure that the pipe is inserted to the bottom of the fitting, then urn the pipe a $\frac{1}{4}$ turn and hold for 10 seconds. make sure that the pipe doesn't recede from the fitting. If the pipe isn't at the bottom of the fitting upon completion, the glue joint is unacceptable and must be discarded.
Pipes must curwe a minimum of 30 minutes prior to handling and placing into trenches. A longer curing time may be required; refer to the manufacturer's specifications. The pipe must cure a minimum of 24 hous prior to filling with water.

BACK FILL

The back fill 6" below, 6" above, and around all piping shall be clean sand and anything beyond that in the trench can be of native material but nothing larger than 2" in diameter. All piping and excavations shall be backfilled and compacted to a density of 95% modified Proctor, or greater.

Main line pipe depth measure to the top of pipe shall be:
- 24" minimum for $\frac{3}{4}$" - $2\frac{1}{2}$" PVC with a 30" minimum at vehicular crossings;
- 30" minimum for 3" & 4" PVC with a 36" minimum at vehicular crossings.

Lateral line depths measure to top of pipe shall be:
- 18" minimum for $\frac{3}{4}$" - 3" PVC with a 30" minimum at vehicular crossings;
- 24" minimum for 4" PVC and above with a 30" minimum at vehicular crossings.

Contractor shall backfill all piping, both mainline and laterals, prior to performing any pressure tests. The pipe shall be backfilled with the exception of 2' on each side of every joint (bell fittings, 90's, tees, 45's, etc). These joints shall not be backfilled until all piping has satisfactorily passed its appropriate pressure test as outlined below.

FLUSHING

Prior to the placement of valves, flush all mainlines for a minimum of 10 minutes or until lines are completely clean of debris, whichever is longer.

Prior to the placement of heads, flush all lateral lines for a minimum of 10 minutes or until lines are completely clean of debris, whichever is longer.

Use screens in heads and adjust heads for proper coverage avoiding excess water on walks, walls and paving.

TESTING

Schedule testing with Owner's Representative a minimum of three (3) days in advance of testing.

Mainline: Remove all remote control valves and cap using a threaded cap on SCH 80 nipple. Hose bibs and gate valves shall not be tested against during a pressure test unless authorized by written permission from the owner. fill mainline with water and pressurize the system to 125 PSI. Monitor the system pressure at two gauge locations; the gauge locations must be at opposite ends of the mainline. With the same respective pressures, monitor the gauges for two hours. There can be no loss in pressure at either gauge for solvent-welded pipe.

If these parameters are exceeded, locate the problem; repair it; wait 24 hours and retry the test. This procedure must be followed until the mainline passes the test.

Lateral lines: The lateral lines must be fully filled to operational pressure and visually checked for leaks. Any leaks detected must be repaired.

Operational Testing - Once the mainline and lateral lines have passed their respective tests, and the system is completely operational, a coverage test and demonstration of the system is required. The irrigation contractor must demonstrate to the owner, or his/her representative, that proper coverage is obtained and the system works automatically from the controller. This demonstration requires each zone to be turned on, in the proper sequence as shown on the plans, from the controller. Each zone will be inspected for proper coverage and function. The determination of proper coverage and function is at the sole discretion of the owner or owner's representative.

Upon completion of the operational test, run each zone until water begins to puddle or run off. This will allow you to determine the number of irrigation start times necessary to meet the weekly evapotranspiration requirements of the planting material in each zone. In fine sandy soils, it is possible no puddling will occur. If this is experienced, then theoretical calculations for run times will be required for controller programming.

SUBMITTALS

Pre-Construction: Deliver five (5) copies of submittals to Owner's Representative within ten (10) working days from date of Notice to Proceed. Furnish information in 3-ring binder with table of contents and index sheet. Index sections for different components and label with specification section number and name of component. Furnish submittals for components on material list. Indicated which items are being supplied on catalog cut sheets when multiple items are shown on one sheet. Incomplete submittals will be returned without review. in lieu of hardcopies, an electronic package in PDF format can be submitted.

After project completion:
As a condition of final acceptance, the irrigation contractor shall provide the owner with:

1. Irrigation As-builts - shall be provided accurately locating all mainlines, sleeves, remote control valves, gate valves, independent wire runs, wire splice boxes, controllers, high voltage supply sources/conduit path, control mechanisms, sensors, wells and water source connections. All mainline and independent runs of wire shall be located every 30' for straight runs and at every change of direction. Sleeves will be located at end points and every 20' of length. All underground items shall include depth in inch format.

2. Controller charts - Upon completion of "as-built" prepare controller charts; one per controller. Indicate on each chart the area controlled by a remote control valve (using a different color for each zone). This chart shall be reduced to a size that will fit inside the controller door. The reduction shall be hermetically sealed inside two 2ml pieces of clear plastic.

3. Grounding Certification - Provide ground certification results for each controller and pump panel grounding grid installed. This must be on a licensed electrician letter head indication location tested (using IR plan symbols), date, time, test method and testing results.

INSPECTIONS AND COORDINATION MEETINGS REQUIRED - Contractor is required to schedule, perform, and attend the following, and demonstrate to the owner and/or owners representative to their satisfaction, as follows:

1.Pre-construction meeting - Designer and contractor to review entire install process and schedule with owner/general contractor.
2. Mainline installation inspection(s) - All mainline must be inspected for proper pipe, fittings, depth of coverage, backfill and installation method.
3. Mainline pressure test - All mainline shall be pressure tested according to this design's requirements.
4. Flow meter calibration - All flow meters must be calibrated. Provide certified calibration report for all flow meters.
5. Coverage and operational test
6. Final inspection
7. Punch list inspection

FINAL ACCEPTANCE

Final acceptance of the irrigation system will be given after the following documents and conditions have been completed and approved. Final payment will not be released until these conditions are satisfied.

1.All above inspections are completed, documented, approved by owner.
2.Completion and acceptance of 'as-built' drawings.
3. Acceptance of required controller charts and placement inside controllers.
4. All other submittals have been made to the satisfaction of the owner.

GUARANTEE: The irrigation system shall be guaranteed for a minimum of one calendar year from the time of final acceptance.

MINIMUM RECOMMENDED
IRRIGATION MAINTENANCE PROCEDURES

1. Every irrigation zone should be checked monthly and written reports generated describing the date(s) each zone was inspected, problems identified, date problems repaired, and a list of materials used in the repair. At minimum, these inspections should include the following tasks:

A. Turn on each zone from the controller to verify automatic operation.

B. Check schedules to ensure they are appropriate for the season, plant and soil type, and irrigation method. Consult an I.A. certified auditor for methods used in determining proper irrigation scheduling requirements.

C. Check remote control valve to ensure proper setting, if present.

D. Check setting on pressure regulator it verify proper setting, if present.

E.Check flow control and adjust as needed; ensure valve closure within 10-15 seconds after deactivation by controller.

F. Check for leaks - mainline, lateral lines, valves, heads, etc.

G. Check all heads as follows:
1. Proper set height (top of sprinkler is 1" below mow height
2. Verify head pop-up height - 6" in turf, 12" in groundcover, and riser in shrub beds
3. Check wiper seal for leaks - if leaking , clean head and re-inpect.
4. If still leaking, replace head with the appropriate head with pressure regulator and built-in check valve.
5. All nozzles checked for proper pattern, clogging, leaks, correct make & model, etc. - replace as needed
6. Check for proper alignment - perfectly vertical; coverage area is correct;p minimize over spray onto hardscapes
7. Riser height raised/lowered to accommodate plant growth patterns and ensure proper coverage.
8. Verify pop-ups retract after operation. If not, repair/replace as needed.

H. Check controller/C.C.U. grounds for resistance (10 ohms or less) once per year. Submit written reports.

I. check rain shut-off device monthly and clean/repair/replace as needed.

J. Inspect all valve boxes to ensure they are in good condition, lids are in place and locked.

K. Inspect backflow devices by utilizing a properly licensed backflow inspector. This should be done annually, at minimum.

L. Inspect all filters monthly and clean/repair/replace as needed.

M. Check pump stations fpr proper operation, pressures, filtration, settings, etc. - refer to pump station operations manual.

N. Check and clean intake screens on all suction lines quarterly, at minimum. Clean and/or repair, as needed.

O. Winterize, if applicable, as weather in your area dictates. follow manufacturer recommendations and blow out all lines and equipment using compressed air. Perform seasonal startup of system as per manufacturer recommendations.

P. Conduct additional inspections, maintenance tasks, etc. that are particular for your site.

SOIL MOISTURE SENSOR (When applicable)

1. Place all soil moisture sensor wiring in 1" SCH 40 PVC conduit

2. Soil moisture sensor should be placed in the middle of a spray or drip area as per manufacturer's recommendations.

3. Controller shall be set to the Florida Automated Weather Network's urban scheduler settings using the SMS as a moisture cut off device (like a rain switch) per manufacturer directions.

Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL. 33315 LCC000237
TEL: 954-764-8858 EMAIL:
HJohnson@aarchall.net

1 DRC Re-Submittal Set 03-18-2022
2 DRC Re-Submittal Set 09-16-2022
3 DRC Re-Submittal Set 04-14-2023
4 DRC Re-Submittal Set 08-07-2023
Revision Dates

MASTERPLAN SUBMITTAL
HILLSBORO CENTER
600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
IRRIGATION NOTES

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-321
Sheet 8 of 8

- The proposed plan replaces the heads to all existing pole locations.
- The new poles added are proposed as follows:

1. One pole and fixture head at the southwest corner of the site. parking lot area next to the dumpsters. (Phase 1)
2. 2 poles just south of the residential building. (Phase 1)
3. 2 poles at the south end of the west parking filed. Where the parking lot is being reconfigured. (Phase 4)
4. 7 short poles (10' **high) at the east façade of the existing garage** at the same locations of the existing light fixtures.
5. 11 New poles and light fixtures at the new spine road.

(E) Existing location of light fixtures.

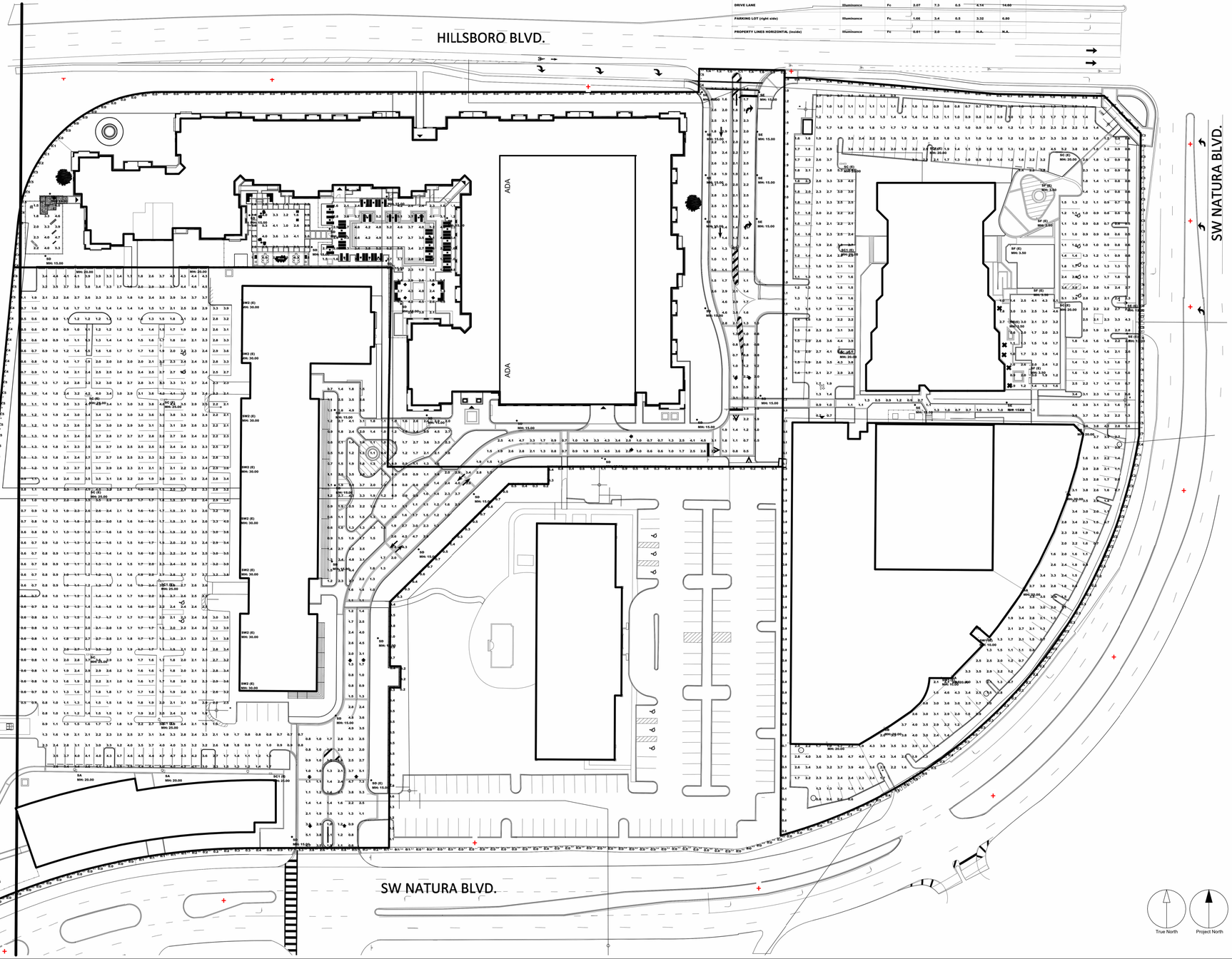
(+) existing off site lighting fixtures

Luminaire Schedule: HILLSBORO MIXED USE - SITE PLAN_REV 6 DEERFIELD BEACH, FL 03/31/2023

	Symbol	Qty	Label	Arrangement	Manufacturer	Catalog Number	Mounting	LLF	Luminaire Lumens	Luminaire Watts	Arrangement Watts
1		7	SA	Single	U.S. Architectural Lighting	VLL-LED/PLED-III-W-40LED-1050mA/NW/1/HS-PLED	POLE MOUNT A.F.G.	0.855	11950	128.2	128.2
1		3	SB	Single	U.S. Architectural Lighting	VLL-LED/PLED-IV-W/LED-1050mA/NW/1/HS-PLED	POLE MOUNT A.F.G.	0.855	12343	128.2	128.2
1		1	SC	Back-Back	U.S. Architectural Lighting	VLL-LED/PLED-VSQ-W-40LED-1050mA/NW/2-180	POLE MOUNT A.F.G.	0.855	16317	128.2	256.4
1		7	SC (E)	Back-Back	U.S. Architectural Lighting	VLL-LED/PLED-VSQ-W-40LED-1050mA/NW/2-180 (new head on existing pole)	POLE MOUNT A.F.G.	0.855	16317	128.2	256.4
1		5	SC1 (E)	Single	U.S. Architectural Lighting	VLL-LED/PLED-VSQ-W-40LED-1050mA/NW/1 (new head on existing pole)	POLE MOUNT A.F.G.	0.855	16317	128.2	128.2
2		23	SD	Single	Lithonia Lighting	RADPT P4 40K ASY HS	POST TOP MOUNT A.F.G.	0.855	9896	85.6782	85.678
2		1	SD (E)	Single	Lithonia Lighting	RADPT P4 40K ASY HS (new head on existing pole)	POST TOP MOUNT A.F.G.	0.855	9896	85.6782	85.678
2		10	SE	Single	Lithonia Lighting	RADPT P3 40K PATH	POST TOP MOUNT A.F.G.	0.855	5663	53.62	53.62
2		2	SE (E)	SINGLE	Lithonia Lighting	RADPT P3 40K PATH (new head on existing pole)	POST TOP MOUNT A.F.G.	0.855	5663	53.62	53.62
3		6	SF (E)	Single	Lithonia Lighting	DSXB LED 16C 350 40K SYM (existing location)	42" BOLLARD	0.855	1674	20	20
4		2	SW1 (E)	Single	Lithonia Lighting	WDGE1 LED P1 40K 80CRI VW (existing location)	WALL MOUNT A.F.F. (bottom of fixture)	0.855	1229	10.0002	10
5		9	SW2 (E)	Single	Lithonia Lighting	WDGE3 LED P4 70CRI R4 40K (existing location)	WALL MOUNT A.F.F. (bottom of fixture)	0.855	12538	87.8914	87.891

Calculation Summary: HILLSBORO MIXED USE - SITE PLAN_REV 6 DEERFIELD BEACH, FL 03/31/2023

Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
AMENITY COURTYARD	Illuminance	Fc	2.82	5.3	0.8	3.53	6.63
DOG PARK	Illuminance	Fc	3.39	5.3	1.5	2.26	3.53
GREEN AREA BOTTOM RIGHT OF BLDG	Illuminance	Fc	2.13	5.1	0.9	2.37	5.67
NEW PARKING LOT WEST (bottom)	Illuminance	Fc	2.73	4.7	0.7	3.90	6.71
NEW PARKING LOT WEST (top)	Illuminance	Fc	3.48	4.6	1.7	2.05	2.71
PARKING LOT NORTHEAST	Illuminance	Fc	1.98	5.8	0.5	3.96	11.60
PARKING LOT WEST	Illuminance	Fc	2.04	4.6	0.3	6.08	9.20
PEDESTRIAN PROMENADE	Illuminance	Fc	0.99	1.3	0.5	1.98	2.60
PLAZA	Illuminance	Fc	1.84	5.0	0.5	3.68	10.00
PROPERTY LINE HORIZONTAL (perimeter)	Illuminance	Fc	0.32	3.8	0.0	N.A.	N.A.
PROPERTY LINE VERTICAL (perimeter)	Illuminance	Fc	0.75	3.2	0.0	N.A.	N.A.
SWIMMING POOL	Illuminance	Fc	3.19	6.2	0.8	3.99	7.75
DRIVE LANE	Illuminance	Fc	2.07	7.3	0.5	4.14	14.60
PARKING LOT (right side)	Illuminance	Fc	1.66	3.4	0.5	3.32	6.80
PROPERTY LINES HORIZONTAL (inside)	Illuminance	Fc	0.81	2.0	0.0	N.A.	N.A.



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA JUAN CARLOS CAYADO REGISTERED ARCHITECT AR0025388

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY:	CHECKED BY:
Author	**Checker**
PROJECT MGR:	APPROVED BY:
Designer	**Approver**

SHEET TITLE

OVERALL PHOTOMETRIC SITE PLAN

SHEET NUMBER AS1.15

ISSUE 6

SCALE CHECK 1 in

2023-10-12 10:26:31 AM

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt



VCPG LED
Parking Garage

Catalog Number	
Notes	
Type	

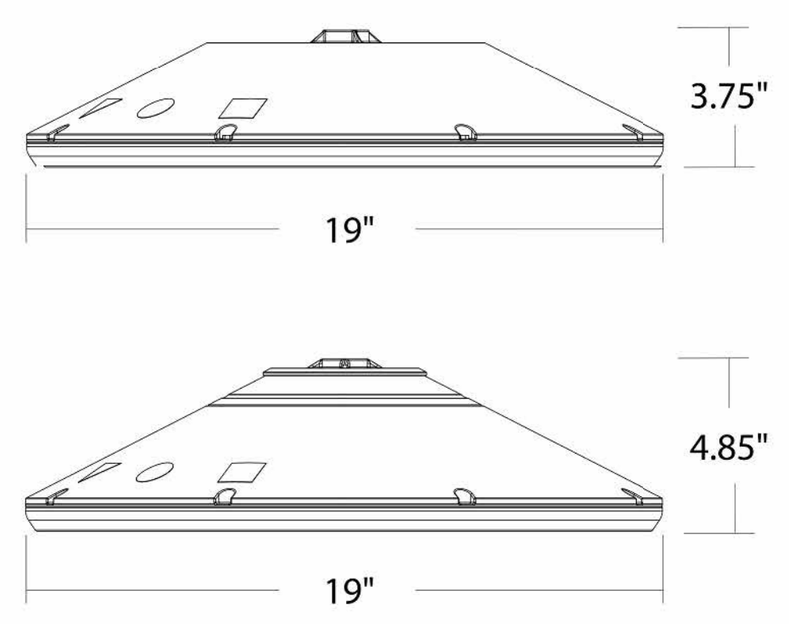
Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Diameter: 19"

Height: 3.75" (4.85" with Up-Light)

Weight (max, with no options): 18 lbs



A+ Capable options indicated by this color background.

Introduction

The all new VCPG LED (Visually Comfortable Parking Garage) luminaire is designed to bring glare control, optical performance and energy savings into one package. The recessed lens design of VCPG LED minimizes high angle glare, while its precision molded acrylic lens eliminates LED pixilation and delivers the required minimums, verticals and uniformity. The dedicated up-light module option reduces the contrast between the luminaire and the ceiling creating a more visually comfortable environment.

The VCPG LED delivers up to 87% in energy savings when replacing 175W metal halide luminaires. With over 100,000 hour life expectancy (12+ years of 24/7 continuous operation), the VCPG LED luminaire provides significant maintenance savings over traditional luminaires.

Ordering Information

EXAMPLE: VCPG LED V4 P4 40K 70CRI T5M MVOLT SRM DNAXD

VCPG LED

Series	LED Light Engines	Package	Color temperature	Color Rendering Index	Distribution	Voltage	Mounting
VCPG LED	V4[1] 4 Light Engines V8[1] 8 Light Engines	P1[1] P2[1] P3[1] P4[1] P5[1] P6[1] P7[1]	30K 3000 K 35K 3500 K 40K 4000 K 50K 5000 K	70CRI 80CRI	T5M Type V, medium T5R[2] Type V, rectangular T5W Type V, wide T5E Type V entry LANE[2] Drive lane	MVOLT 347 480 For ordering with fuse: 120, 208, 240, 277, 347, 480	**Shipped included** PM Pendant mount standard (24-inch length supply leads) SRM Surface mount (24-inch length supply leads) ARM Arm mount (use RSXWBA accessory to mount to a wall) **Shipped separately** YK Yoke/trunnion mount[3]

Options	Finish *(required)*	Packaging
Shipped installed UPL1 Up-Light: 500 lumens[4] UPL2 Up-Light: 700 lumens[5] E8WC Emergency battery backup, Certified in CA Title 20 MAEDBS (8W, -20°C min)[6,7,8] E10WH Emergency battery backup, Certified in CA Title 20 MAEDBS (10W, 5°C min)[6,7,8] HA High ambient (50°C, only P1-P4) SF Single fuse (120V, 277V, 347V) DF Double fuse (208V, 240V, 480V) SPD10KV 10KV Surge Pack LDS36 36in (3ft) lead length LDS72 72in (6ft) lead length LDS108 108in (9ft) lead length DMG External 0-10V leads (no controls)[9] TP Tamper proof screws **Shipped Separately** WG Wire Guard BDS Bird Shroud HS House Side Shield BSW Bird Spikes **Standalone Sensors/Controls**[2] PIR Motion/ambient sensor for 8-15' mounting heights PIRH Motion/ambient sensor for 15-30' mounting heights PIR3FC3V Motion/ambient sensor for 8-15' mounting heights, pre programmed to 3fc and 35% light output PIRH3FC3V Motion/ambient sensor for 15-30' mounting heights, pre programmed to 3fc and 35% light output **Networked Sensors/Controls**[2] NLTAIR2 PIR nLIGHT AIR Wireless enabled motion/ambient sensor for 8-15' mounting heights NLTAIR2 PIRH nLIGHT AIR Wireless enabled motion/ambient sensor for 15'-30' mounting heights NLTAIR2 PIR924 nLIGHT AIR Wireless enabled, UL924 Listed motion/ambient sensor for 8-15' mounting heights[10] NLTAIR2 PIRH924 nLIGHT AIR Wireless enabled, UL924 Listed motion/ambient sensor for 15'-30' mounting heights[10]	DWHXD White DNAXD Natural aluminum DDBXD Dark bronze DBLXD Black	(blank) Job Pack/Units (ships as job pack of 18pcs per; balance in units) U Unit packs only

LITHONIA LIGHTING

One Lithonia Way • Conyers, Georgia 30012 • Phone: 800-705-SERV (7378) • www.lithonia.com

© 2012-2023 Acuity Brands Lighting, Inc. All rights reserved.

VCPG LED
Rev. 05/10/23



D-Series Size 1
LED Area Luminaire

Catalog Number	
Notes	
Type	

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA: 0.69 ft² (0.06 m²)

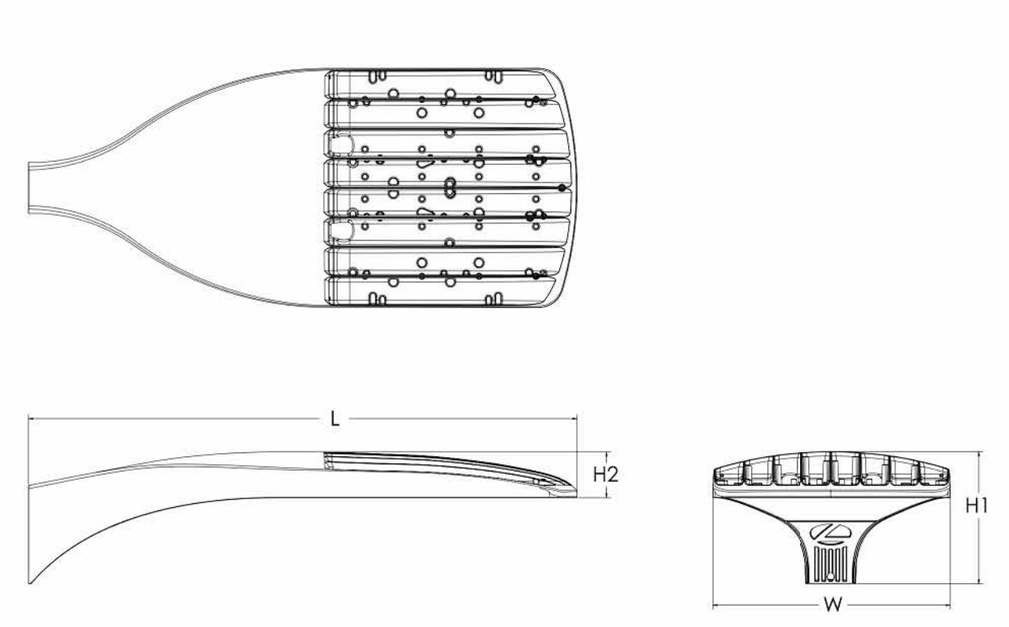
Length: 32.71" (83.1 cm)

Width: 14.26" (36.2 cm)

Height H1: 7.88" (20.0 cm)

Height H2: 2.73" (6.9 cm)

Weight: 34 lbs (15.4 kg)



Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature[2]	Color Rendering Index[2]	Distribution	Voltage	Mounting
DSX1 LED	**Forward optics** P1 P6 P2 P7 P3 P8 P4 P9 P5 **Rotated optics** P10[1] P12[1] P11[1] P13[1]	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K (this section 80CRI only, extended lead times apply) 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare[3] T4M Type IV medium T4LG Type IV low glare[3] TFTM Forward throw medium T5M Type V medium T5LG Type V low glare T5W Type V wide BLC3 Type III backlight control[3] BLC4 Type IV backlight control[3] LCCO Left corner cutoff[3] RCCO Right corner cutoff[3]	MVOLT (120V-277V)[4] HVOLT (347V-480V)[5,6] XVOLT (277V - 480V)[7,8]	**Shipped included** SPA Square pole mounting (#8 drilling) RPA Round pole mounting (#8 drilling) SPA5 Square pole mounting #5 drilling[9] RPA5 Round pole mounting #5 drilling[9] SPA8N Square narrow pole mounting #8 drilling WBA Wall bracket[10] MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

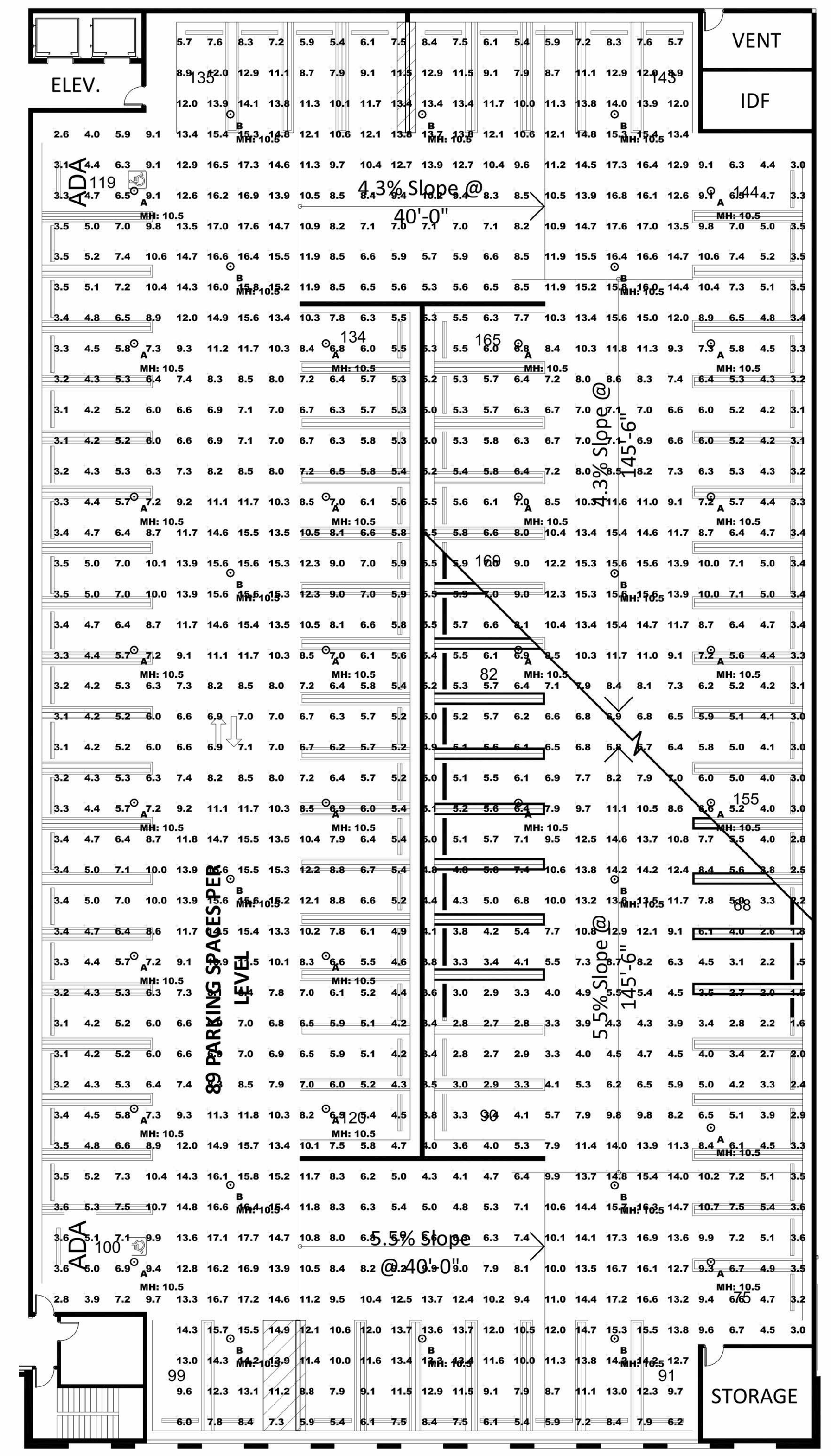
Control options	Other options	Finish *(required)*
Shipped installed NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[11,12,20,21] PIR High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc[13,20,21] PER NEMA twist-lock receptacle only (controls ordered separate)[14] PER5 Five-pin receptacle only (controls ordered separate)[14,21] PER7 Seven-pin receptacle only (controls ordered separate)[14,21] FAO Field adjustable output[15,21] BL30 Bi-level switched dimming, 30%[16,21] BL50 Bi-level switched dimming, 50%[16,21] DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[17] DS Dual switching[18,19,21]	**Shipped installed** SPD20KV 20KV surge protection HS Houseside shield (black finish standard)[22] L90 Left rotated optics[1] R90 Right rotated optics[1] CCE Coastal Construction[23] HA 50°C ambient operation[24] **Shipped separately** EGSR External Glare Shield (reversible, field install required, matches housing finish) BSDB Bird Spikes (field install required)	DDBXD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

LITHONIA LIGHTING
COMMERCIAL OUTDOOR

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com

© 2011-2023 Acuity Brands Lighting, Inc. All rights reserved.

DSX1-LED
Rev. 04/25/23
Page 1 of 10



Luminaire Schedule: HILLSBORO MIXED USE - PG 2ND LEVEL DEERFIELD BEACH, FL 07/17/2023

Scene: NORMAL

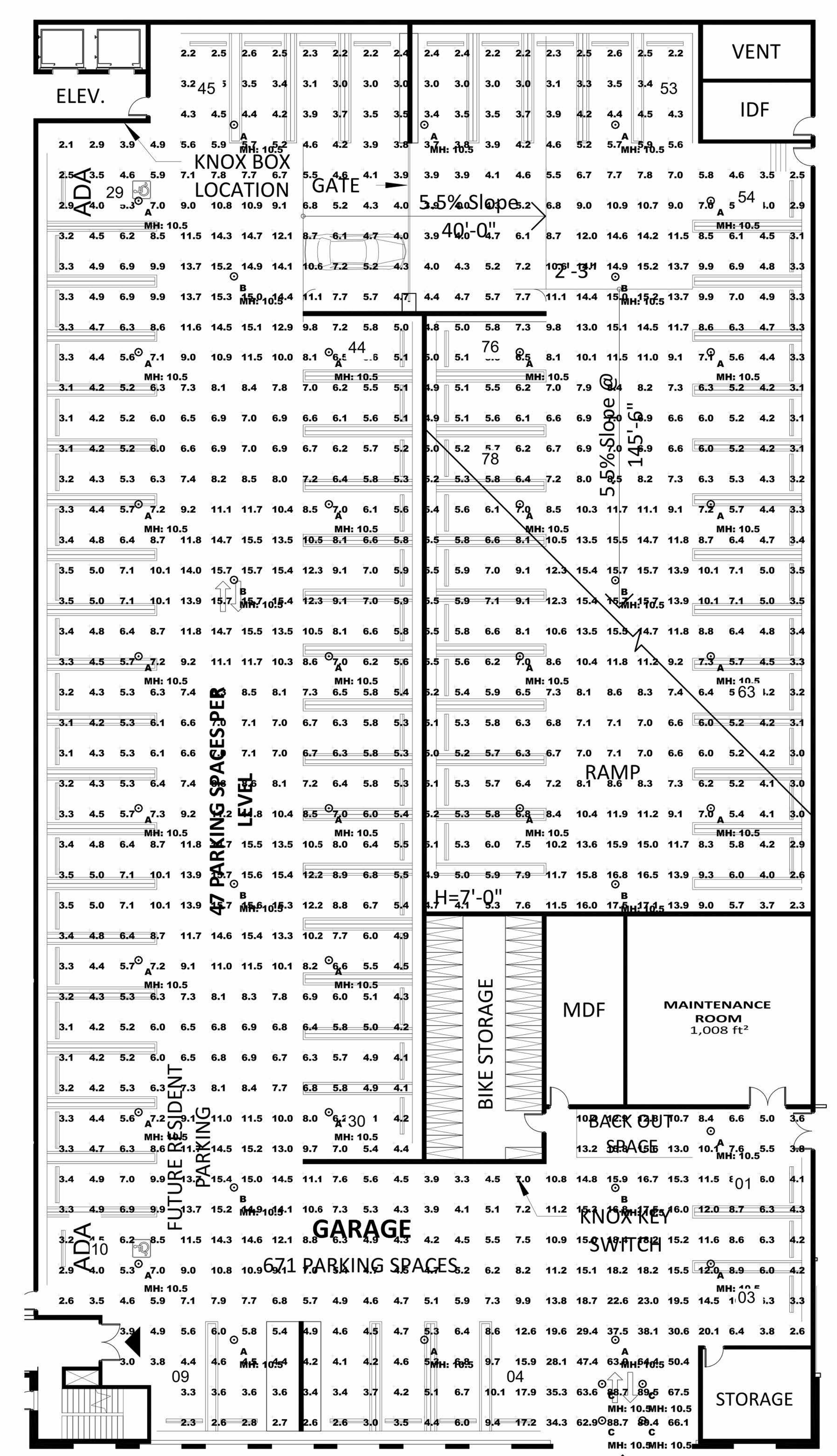
Symbol	Qty	Label	Arrangement	Manufacturer	Catalog Number	Mounting	LLF	Luminaire Lumens	Luminaire Watts	Arrangement Watts
	25	A	Single	Lithonia Lighting	VCPG LED P1 40K T5W MVOLT	PENDANT MOUNT A.F.F. (bottom of fixture)	0.855	3826	26.57	26.57
	14	B	Single	Lithonia Lighting	VCPG LED P6 40K T5M MVOLT	PENDANT MOUNT A.F.F. (bottom of fixture)	0.855	13863	107.69	107.69

Calculation Summary: HILLSBORO MIXED USE - PG 2ND LEVEL DEERFIELD BEACH, FL 07/17/2023

Scene: NORMAL

Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
STORAGE AREAS	Illuminance	Fc	6.62	15.7	1.5	4.41	10.47
TRAFFIC LANES	Illuminance	Fc	10.85	17.7	3.9	2.78	4.54

2 PHOTOMETRIC PLAN 2nd LEVEL PARKING GARAGE
Scale: NTS



Luminaire Schedule: HILLSBORO MIXED USE - PG GROUND LEVEL DEERFIELD BEACH, FL 07/17/2023

Scene: NORMAL

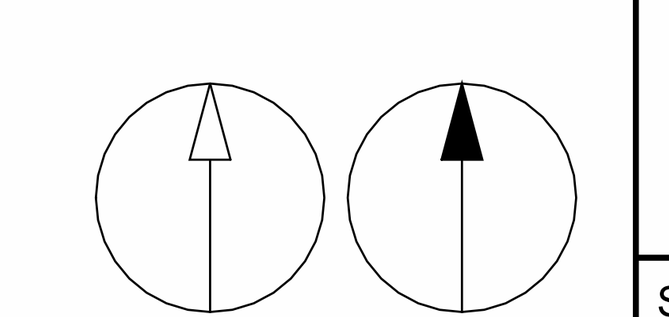
Symbol	Qty	Label	Arrangement	Manufacturer	Catalog Number	Mounting	LLF	Luminaire Lumens	Luminaire Watts	Arrangement Watts
	31	A	Single	Lithonia Lighting	VCPG LED P1 40K T5W MVOLT	PENDANT MOUNT A.F.F. (bottom of fixture)	0.855	3826	26.57	26.57
	8	B	Single	Lithonia Lighting	VCPG LED P6 40K T5M MVOLT	PENDANT MOUNT A.F.F. (bottom of fixture)	0.855	13863	107.69	107.69
	4	C	Single	Lithonia Lighting	VCPG LED P7 40K T5E MVOLT	PENDANT MOUNT A.F.F. (bottom of fixture)	0.855	16516	124	124

Calculation Summary: HILLSBORO MIXED USE - PG GROUND LEVEL DEERFIELD BEACH, FL 07/17/2023

Scene: NORMAL

Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
ENTRANCE	Illuminance	Fc	54.77	89.5	19.6	2.79	4.57
STORAGE AREAS	Illuminance	Fc	5.66	20.1	2.1	2.70	9.57
TRAFFIC LANES	Illuminance	Fc	10.13	23.0	3.3	3.07	6.97

1 PHOTOMETRIC PLAN 1ST LEVEL PARKING GARAGE
Scale: NTS



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT

This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL



IBI
IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE

PHOTOMETRIC PARKING GARAGE LEVEL 1 AND 2

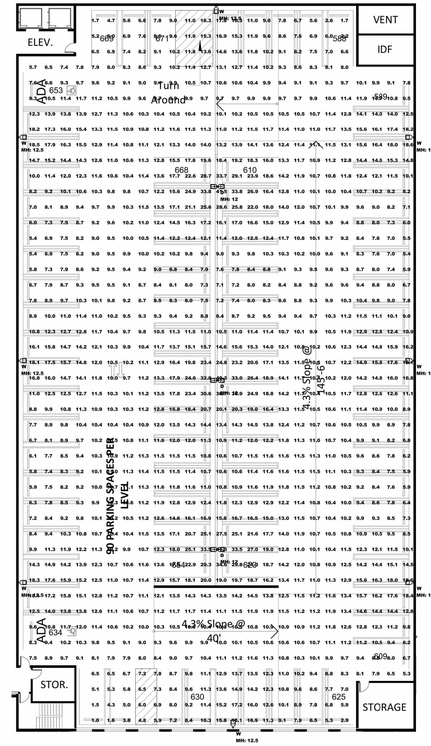
SHEET NUMBER: AS1.15A

ISSUE: 6

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

SCALE CHECK 10mm 1 in

2023-10-12 10:27:08 AM



Luminaire Schedule: HILLSBORO MIXED USE - PG 8TH LEVEL DEERFIELD BEACH, FL 07/17/2023

Scene: NORMAL

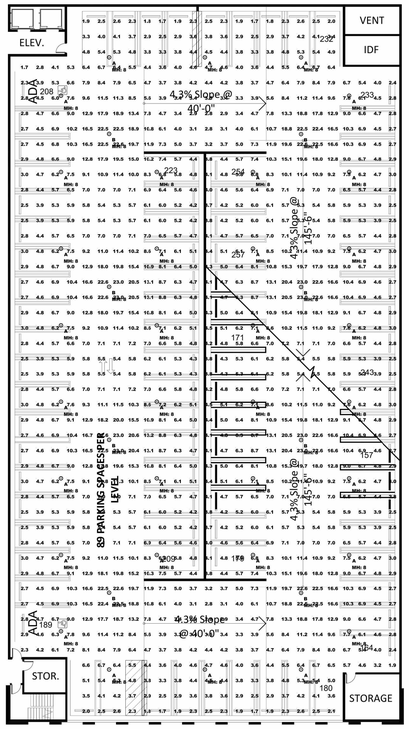
Symbol	Qty	Label	Arrangement	Manufacturer	Catalog Number	Mounting	LLF	Luminaire Lumens	Luminaire Watts	Arrangement Watts
	3	D	Back-Back	Lithonia Lighting	DSX1 LED P9 40K 80CRI TFTM	POLE MOUNT A.F.G.	0.855	31883	277.07	554.14
	8	W	Single	Lithonia Lighting	DSX1 LED P9 40K 80CRI T4M	WALL MOUNT A.F.F. (bottom of fixture)	0.855	31664	277.07	277.07

Calculation Summary: HILLSBORO MIXED USE - PG 8TH LEVEL DEERFIELD BEACH, FL 07/17/2023

Scene: NORMAL

Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
STORAGE AREAS	Illuminance	Fc	12.28	41.5	1.0	12.28	41.50
TRAFFIC LANES	Illuminance	Fc	10.75	14.5	7.9	1.36	1.84

2 PHOTOMETRIC PLAN 8th LEVEL PARKING GARAGE
Scale: NTS



Luminaire Schedule: HILLSBORO MIXED USE - PG 3RD TO 7TH LEVELS DEERFIELD BEACH, FL 07/17/2023

Scene: NORMAL

Symbol	Qty	Label	Arrangement	Manufacturer	Catalog Number	Mounting	LLF	Luminaire Lumens	Luminaire Watts	Arrangement Watts
	34	A	Single	Lithonia Lighting	VCPG LED FI 40K T5W MVOLT	PENDANT MOUNT A.F.F. (bottom of fixture)	0.855	3826	26.57	26.57
	8	B	Single	Lithonia Lighting	VCPG LED P6 40K T5W MVOLT	PENDANT MOUNT A.F.F. (bottom of fixture)	0.855	13863	107.69	107.69

Calculation Summary: HILLSBORO MIXED USE - PG 3RD TO 7TH LEVELS DEERFIELD BEACH, FL 07/17/2023

Scene: NORMAL

Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
STORAGE AREAS	Illuminance	Fc	5.24	13.1	1.7	3.08	7.71
TRAFFIC LANES	Illuminance	Fc	10.63	23.0	2.8	3.80	8.21

1 PHOTOMETRIC PLAN 3th - 7th LEVEL PARKING GARAGE
AS1.15B Scale: 1" = 50'-0"

True North

Project North

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA — JUAN CARLOS PEREZ — LICENSE AR0005388 — REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE
PHOTOMETRIC PARKING GARAGE TYPICAL LEVELS

SHEET NUMBER
AS1.15B

ISSUE
6

SCALE CHECK 1 in 30mm

Autodesk Docs://20040-Hillsboro_Center/R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:27:40 AM

1. SOLID STATE AREA LIGHTING

PROJECT NAME:

FIXTURE TYPE:

VALULUME SERIES-PLED

S P E C I F I C A T I O N S

OPTICAL HOUSING
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling fins. The Optical Panel mounting surface is milled flat (surface variance <± .003" over 12") to facilitate thermal transfer of heat to housing and cooling fins. Solid barrier wall separates optical and electrical compartments. The optical and electrical compartments are integrated to create one assembly. Minimum wall thickness is .188".

ELECTRICAL HOUSING w/ INTEGRATED ARM
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling ribs surrounding the electrical compartment and a flat surface on the top of the arm to accommodate a photocell receptacle. Solid barrier wall separates optical and electrical compartments. The optical compartment and electrical compartment with the integrated support arm combine to create one assembly. Minimum wall thickness is .188". Cast and hinged driver assembly cover is integrated with wiring compartment cover.

PLED™ OPTICS
Emitters (LED's) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an LED refractor. LED optics completely seal each individual emitter to meet an IP66 rating. In asymmetric distributions, a micro-reflector inside the refractor re-directs the house side emitter output towards the street side and functions as a house side shielding element. Refractors are injection molded H12 acrylic. Each LED refractor is sealed to the PCB over an emitter and all refractors are retained by an aluminum frame. Any one Panel, or group of Panels in a luminaire, have the same optical pattern. LED refractors produce standard site/area distributions. Panels are field replaceable and field rotatable in 90° increments.

LED DRIVER(S)
Constant current electronic with a power factor of >.90 and a minimum operating temperature of -40°F/-40°C. Driver(s) is/are UL and cUL recognized and mounted directly against the Electrical Housing to facilitate thermal transfer, held down by universal clamps to facilitate easy removal. In-line terminal blocks facilitate wiring between the driver and optical arrays. Drivers accept an input of 120-277V, 50/60Hz or 347V-480V, 50,60Hz. (0 - 10V dimmable driver is standard. Driver has a minimum of 3KV internal surge protection. Luminaire supplied with 20KV surge protector for field accessible installation.)

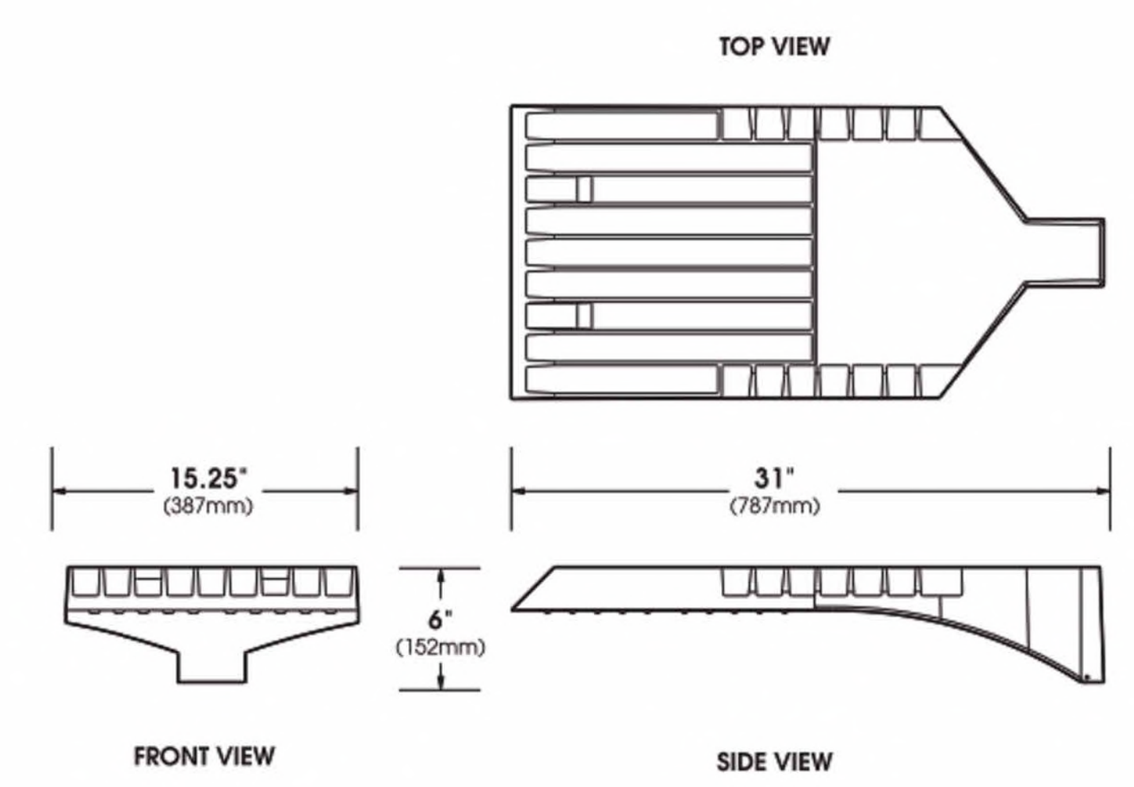
LED EMITTERS
High output LED's are utilized with drive currents ranging from 350mA to 1050mA. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

FINISH
Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with 20 PSI power wash at 140°F. Four step media blast and iron phosphate pretreatment for protection and paint adhesion. 400°F bake for maximum hardness and durability.



VLL PLED

PATENT PENDING



MADE IN THE USA

2021091

U.S. Architectural Lighting 660 West Avenue O, Palmdale, CA 93551 Phone (661) 233-2000 Fax (661) 233-2001 www.usaltg.com

U.S. ARCHITECTURAL LIGHTING

2.



Radean Post Top
LED Area Luminaire

Buy American

Catalog Number

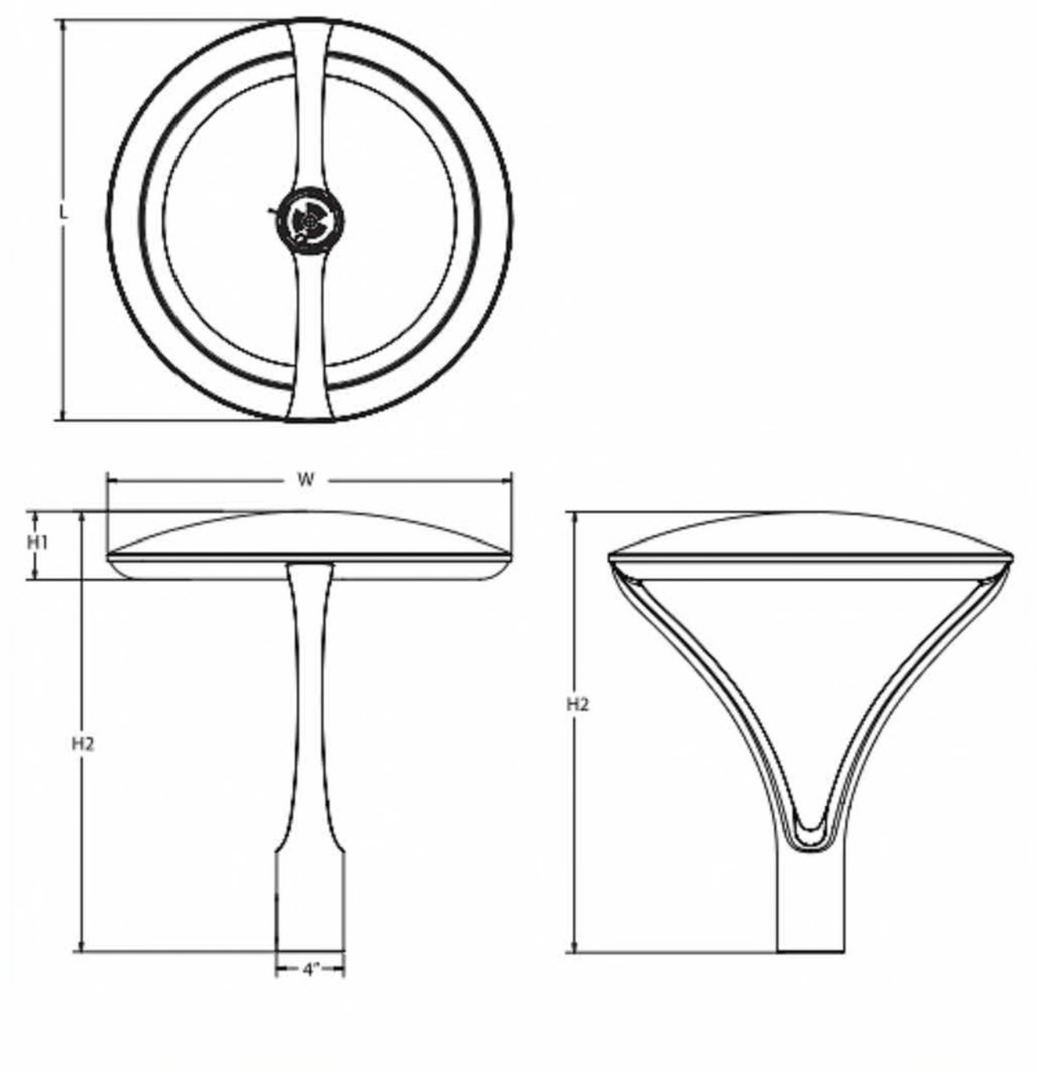
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	1.02 ft² (0.105 m²)
Length:	24" (61cm)
Width:	24" (61cm)
H1 Luminaire Height:	4" (10.16cm)
H2 Luminaire Height:	26" (66.04cm)
Weight:	38lbs (17.24Kg)



Introduction

The architecturally-inspired shape of the RADEAN™ post top area luminaire embodies the grace and strength of the RADEAN family. The twin copper-core cast aluminum arms support the slender superstructure, creating a beautiful sculpture by day transforming into a beacon of comfort by night. Triangular arms redirect reflection maintaining its visually quiet appearance. With sleek lines and simple silhouettes, these LED luminaires use specialized lighting and visual comfort to transform common areas like courtyards, outdoor retail locations, universities and corporate campuses into pedestrian-friendly nighttime environments.

Ordering Information

EXAMPLE: RADPT LED P3 30K SYM MVOLT PT4 PIR DNAXD

RADPT LED

Series	Performance package	Color temperature	Distribution	Voltage	Mounting (required)
RADPT LED	P1 3,000 Lumens P2 5,000 Lumens P3 7,000 Lumens P4 10,000 Lumens P5 15,000 Lumens	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	SYM Symmetric type V ASY Asymmetric type IV PATH Pathway Type III	MVOLT[1] 277[1] 120[1] 347 208[1] 480 240[1]	PT4[2] Slips inside a 4" OD round metal pole RADPT20 Slips over a 2 3/8" diameter tenon RADPT25 Slips over a 2 7/8" diameter tenon

Control options	Other options	Finish (required)
Shipped installed NLTAIR2 nLight AIR 2.0 enabled[3] PIR Bi-level motion/sensor (100% to 30%)[4,5,6,7] PE Button photocell[3] FAO Field adjustable output[4,8]	SF Single Fuse[1] DF Double Fuse[1] R90 Rotated optics[9] Shipped installed HS Houseside shield[10]	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

© 2011-2021 Acuity Brands Lighting, Inc. All rights reserved.

3.



D-Series
LED Bollard

d"series

Catalog Number

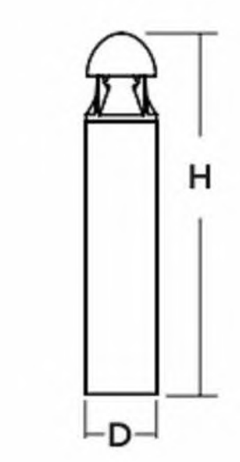
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Diameter:	8" Round (20.3 cm)
Height:	42" (106.7 cm)
Weight (max):	27 lbs (12.25 kg)



Introduction

The D-Series LED Bollard is a stylish, energy-saving, long-life solution designed to perform the way a bollard should—with zero uplight. An optical leap forward, this full cut-off luminaire will meet the most stringent of lighting codes. The D-Series LED Bollard's rugged construction, durable finish and long-lasting LEDs will provide years of maintenance-free service.

Ordering Information

EXAMPLE: DSXB LED 16C 700 40K SYM MVOLT DDBXD

DSXB LED

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Control options	Other options	Finish (required)
DSXB LED	Asymmetric 12C 12 LEDs[1] Symmetric 16C 16 LEDs[2]	350 350 mA 450 450 mA[3,4] 530 530 mA 700 700 mA	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted AMBLW Amber limited wavelength[3,4]	ASY Asymmetric[1] SYM Symmetric[2]	MVOLT[5] 120[5] 208[5] 240[5] 277[5] 347[6]	Shipped installed PE Photoelectric cell, button type DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) ELCW Emergency battery backup[6]	Shipped installed SF Single fuse (120, 277, 347V)[6,7] DF Double fuse (208, 240V)[6,7] H24 24" overall height H30 30" overall height H36 36" overall height FG Ground-fault festoon outlet L/AB Without anchor bolts L/AB4 4-bolt retrofit base without anchor bolts[8]	DWHXD White DNAXD Natural aluminum DDBXD Dark bronze DBLXD Black DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

Accessories
Ordered and shipped separately.

MRAB U Anchor bolts for DSXB[8]

NOTES
1 Only available in the 12C, ASY version.
2 Only available in the 16C, SYM version.
3 Only available with 450 AMBLW version.
4 Not available with ELCW.
5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
6 Not available with 347V. Not available with fusing. Not available with 450 AMBLW.
7 Single fuse (SF) requires 120, 277, or 347 voltage option. Double fuse (DF) requires 208 or 240 voltage option.
8 MRAB U not available with L/AB4 option.

© 2012-2022 Acuity Brands Lighting, Inc. All rights reserved.

4.



WDGE1 LED
Architectural Wall Sconce

Catalog Number

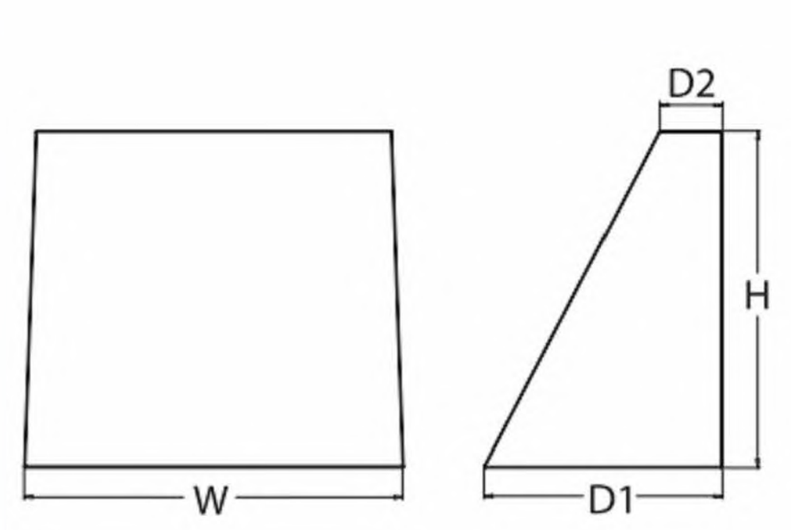
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1):	5.5"
Depth (D2):	1.5"
Height:	8"
Width:	9"
Weight: (without options)	9 lbs



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

WDGE LED Family Overview

Luminaire	Standard EM, 0°C	Cold EM, -20°C	Sensor	Lumens (4000K) P1	P2	P3	P4	P5	P6
WDGE1 LED	4W	--	--	1,200	2,000	--	--	--	--
WDGE2 LED	10W	18W	Standalone / nLight	1,200	2,000	3,000	4,500	6,000	--
WDGE3 LED	15W	18W	Standalone / nLight	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	--	--	Standalone / nLight	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P1 P2	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K[1] 5000K	80CRI 90CRI	VF Visual comfort forward throw VW Visual comfort wide	MVOLT 347[2]	Shipped included SRM Surface mounting bracket ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[3] Shipped separately AWS 3/8inch Architectural wall spacer PBBW Surface-mounted back box (top, left, right conduit entry) Use when there is no junction box available.

Options	Finish
E4WH[3] Emergency battery backup, Certified in CA Title 20 MAEDBS (4W, 0°C min) PE[4] Photocell, Button Type DS Dual switching (comes with 2 drivers and 2 light engines; see page 3 for details) DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) BCE Bottom conduit entry for back box (PBBW). Total of 4 entry points. BAA Buy America(n) Act Compliant	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

Accessories
Ordered and shipped separately.

WDGEAWS DDBXD WDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE1PBBW DDBXD U WDGE1 surface-mounted back box (specify finish)

NOTES
1 50K not available in 90CRI.
2 347V not available with E4WH, DS or PE.
3 E4WH not available with PE or DS.
4 PE not available with DS.
5 Not qualified for DLC. Not available with E4WH.

© 2019-2022 Acuity Brands Lighting, Inc. All rights reserved.

5.



WDGE3 LED
Architectural Wall Sconce

Catalog Number

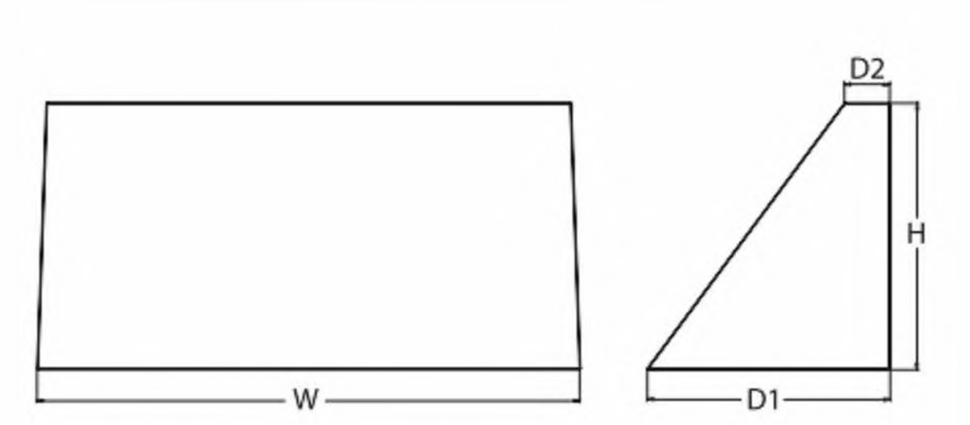
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1):	8"
Depth (D2):	1.5"
Height:	9"
Width:	18"
Weight: (without options)	19.5 lbs



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE3 has been designed to deliver up to 12,000 lumens through a precision refractive lens with wide distribution, perfect for augmenting the lighting from pole mounted luminaires.

WDGE LED Family Overview

Luminaire	Standard EM, 0°C	Cold EM, -20°C	Sensor	Lumens (4000K) P1	P2	P3	P4	P5	P6
WDGE1 LED	4W	--	--	1,200	2,000	--	--	--	--
WDGE2 LED	10W	18W	Standalone / nLight	1,200	2,000	3,000	4,500	6,000	--
WDGE3 LED	15W	18W	Standalone / nLight	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	--	--	Standalone / nLight	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE3 LED P3 40K 70CRI R3 MVOLT SRM DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE3 LED	P1 P2 P3 P4	30K 3000K 40K 4000K 50K 5000K	70CRI 80CRI	R2 Type 2 R3 Type 3 R4 Type 4 RFT Forward Throw	MVOLT 347[1] 480[1]	Shipped included SRM Surface mounting bracket ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[4] Shipped separately AWS 3/8inch Architectural wall spacer PBBW Surface-mounted back box (top, left, right conduit entry). Use when there is no junction box available.

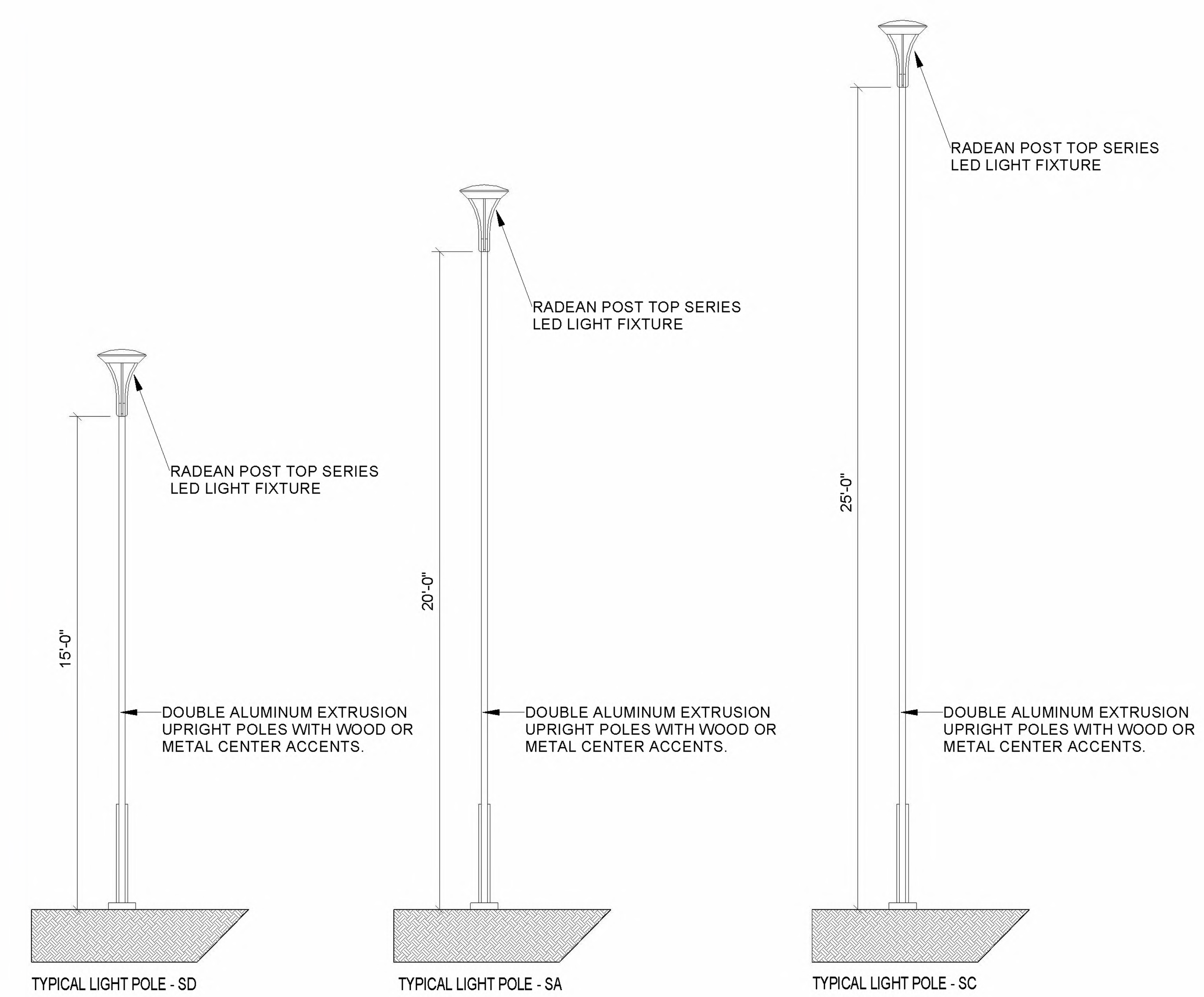
Options		Finish
E15WH Emergency battery backup, Certified in CA Title 20 MAEDBS (15W, 5°C min) E20WC Emergency battery backup, Certified in CA Title 20 MAEDBS (18W, -20°C min) PE[2] Photocell, Button Type DMG[3] 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately) BCE Bottom conduit entry for back box (PBBW). Total of 4 entry points. SPD10KV 10kV Surge pack BAA Buy America(n) Act Compliant	Standalone Sensors/Controls PIR Bi-level (100/35%) motion sensor for 8-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching. PIRH Bi-level (100/35%) motion sensor for 15-30' mounting heights. Intended for use on switched circuits with external dusk to dawn switching PIR1FC3V Bi-level (100/35%) motion sensor for 8-15' mounting heights with photocell pre-programmed for dusk to dawn operation. PIRH1FC3V Bi-level (100/35%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk to dawn operation. Networked Sensors/Controls NLTAIR2 PIR nLightAIR Wireless enabled bi-level motion/ambient sensor for 8-15' mounting heights. NLTAIR2 PIRH nLightAIR Wireless enabled bi-level motion/ambient sensor for 15-30' mounting heights. See page 4 for out of box functionality	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

Accessories
Ordered and shipped separately.

WDGEAWS DDBXD WDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE3PBBW DDBXD U WDGE3 surface-mounted back box (specify finish)

NOTES
1 347V and 480V not available with E15WH and E20WC.
2 PE not available in 480V and with sensors/controls.
3 DMG option not available with sensors/controls.
4 Not qualified for DLC. Not available with emergency battery backup or sensors/controls

© 2019-2022 Acuity Brands Lighting, Inc. All rights reserved.



2 / AS1.16 SITE LIGHT FIXTURES
Scale: 1/4" = 1'-0"

DSA STAMP

CLIENT
G&C HILLSBORO INVESTORS, LLC
1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL



IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT
HILLSBORO CENTER
600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY: Author	CHECKED BY: Checker
PROJECT MGR: Designer	APPROVED BY: Approver

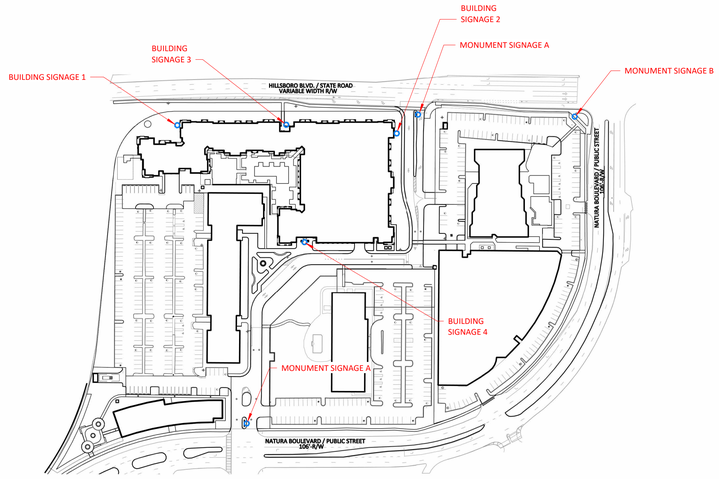
SHEET TITLE
PHOTOMETRIC SITE PLAN - CUT SHEETS

SHEET NUMBER AS1.16 ISSUE 6

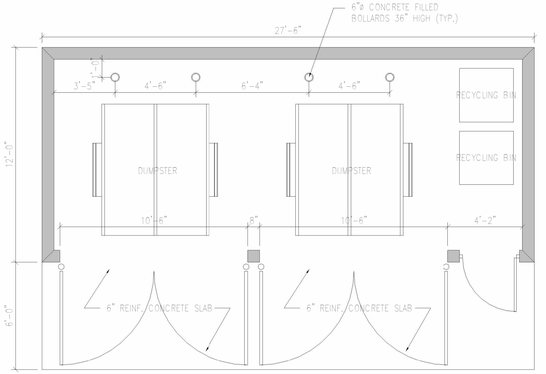
Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

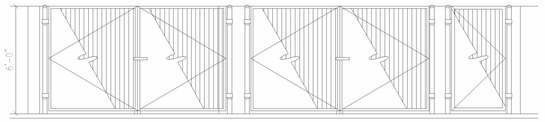
SCALE CHECK 1 in 10mm

2023-10-12 10:27:48 AM



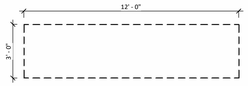
A1 / AS1.17 SIGNAGE LOCATION MAP
Scale: 1" = 160'-0"

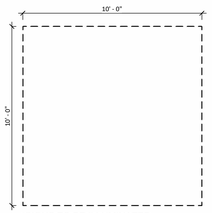




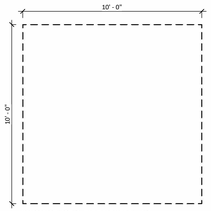
D1 / AS1.17 DUMPSTER FLOOR PLAN & ELEVATION - OFFICE BLDG
Scale: 1/4" = 1'-0"







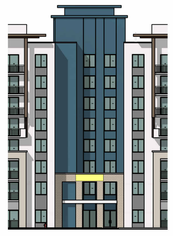
*SIGNS TO BE ILLUMINATED



*SIGNS TO BE ILLUMINATED



4 / AS1.17 HILLSBORO SIGN LOCATION 4
Scale: 1/32" = 1'-0"



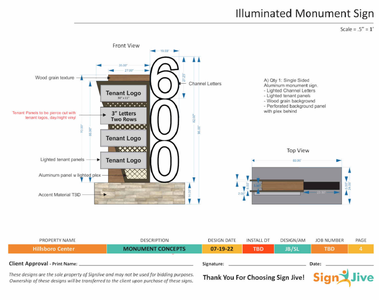
3 / AS1.17 HILLSBORO SIGN LOCATION 3
Scale: 1/32" = 1'-0"



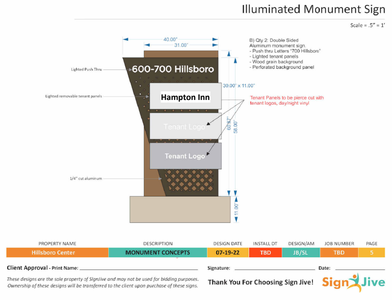
2 / AS1.17 HILLSBORO SIGN LOCATION 2
Scale: 1/32" = 1'-0"



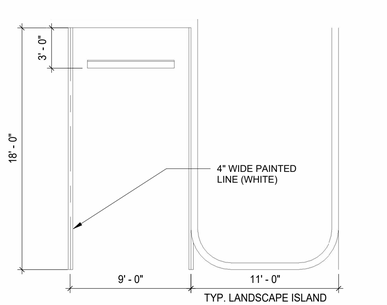
1 / AS1.17 HILLSBORO SIGN LOCATION 1
Scale: 1/32" = 1'-0"



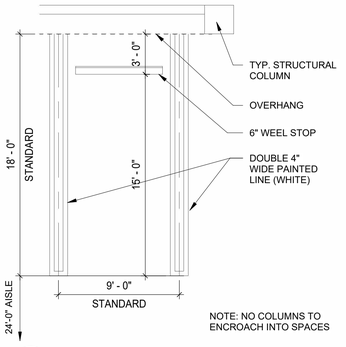
PROPOSED MONUMENT SIGNAGE B



PROPOSED MONUMENT SIGNAGE A

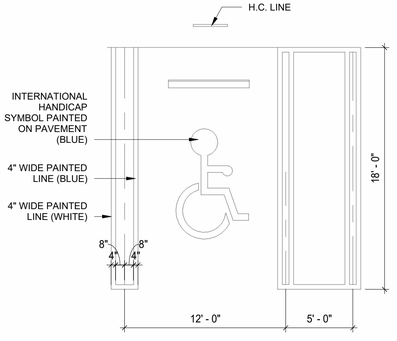


D4 / AS1.17 TYP. SURFACE PARKING SPACE
Scale: 3/16" = 1'-0"



NOTE: NO COLUMNS TO ENCROACH INTO SPACES

D3 / AS1.17 TYP. GARAGE PARKING STALL
Scale: 3/16" = 1'-0"



D2 / AS1.17 TYP. H.C. PARKING STALL
Scale: 3/16" = 1'-0"

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN CARLOS CAYO
AR0005068
REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE
MASTER SIGNAGE PLAN

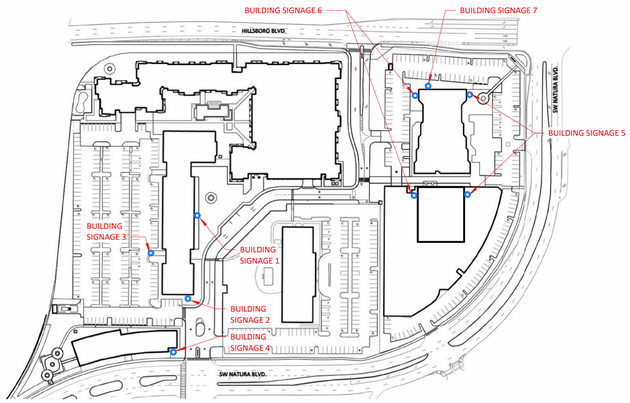
SHEET NUMBER
AS1.17

ISSUE
6

SCALE CHECK
1 in
10mm

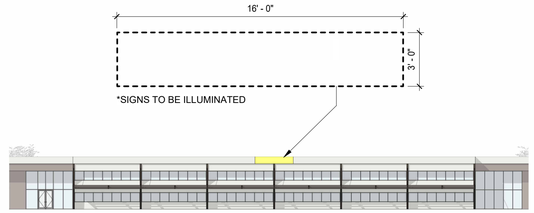
Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:28:02 AM



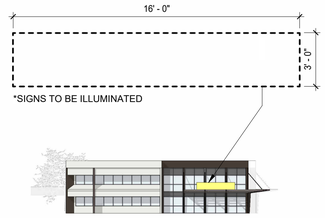
COMMERCIAL SIGNAGE LOCATION MAP

SCALE: 1"-160'-0"



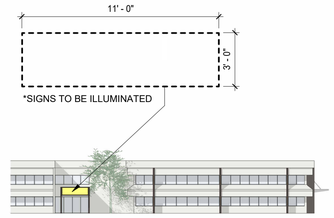
1 BUILDING C - EAST ELEVATION

AS1.18 SCALE: 1" = 30'-0"



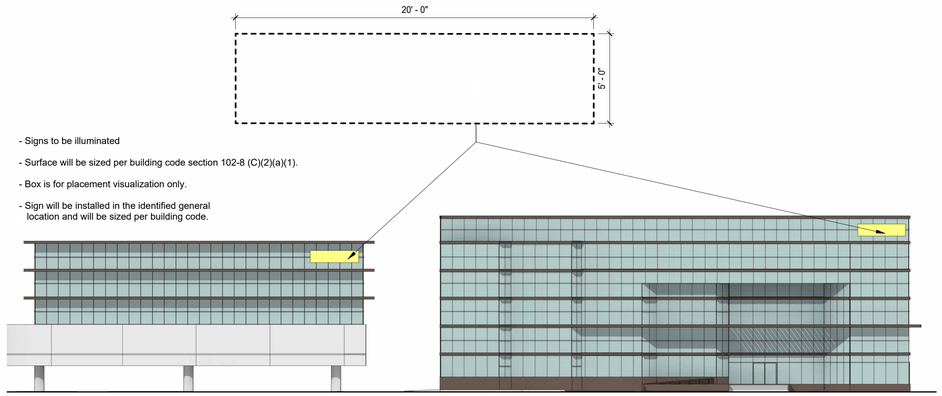
2_ BLDG C - SOUTH ELEVATION

AS1.18 SCALE: 1" = 30'-0"



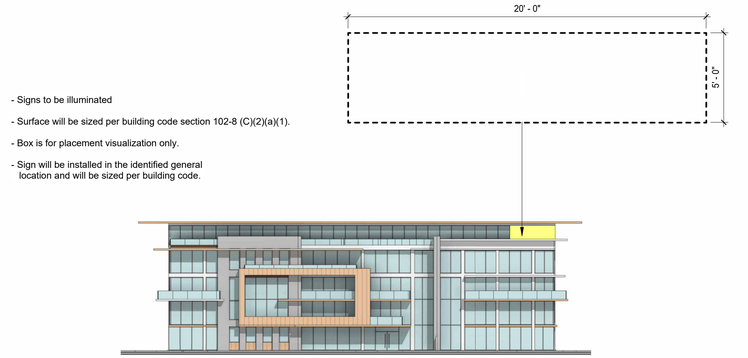
3 BLDG C - WEST ELEVATION

AS1.18 SCALE: 1" = 30'-0"



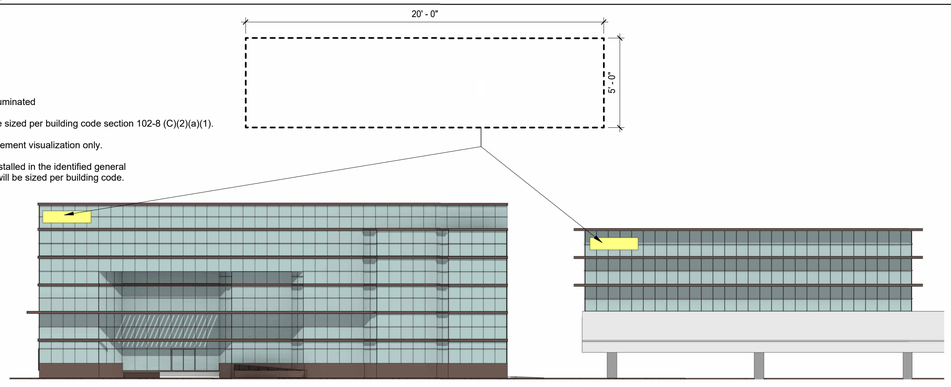
5 BUILDINGS B & D - EAST ELEVATION

SCALE: 1"-30'-0"



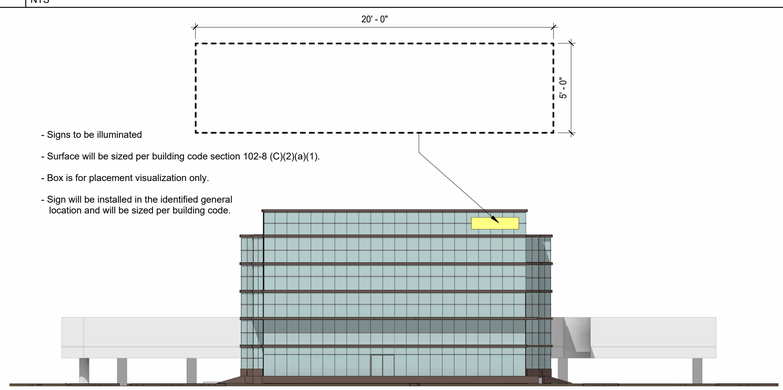
4 BUILDING A - SOUTH ELEVATION

NTS



6 BUILDINGS B & D - WEST ELEVATION

SCALE: 1"-30'-0"



7 BUILDING D - NORTH ELEVATION

SCALE: 1"-30'-0"

2023-10-13 9:20:20 AM

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA JUAN M. CARRILLO REGISTERED ARCHITECT AR0009388

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

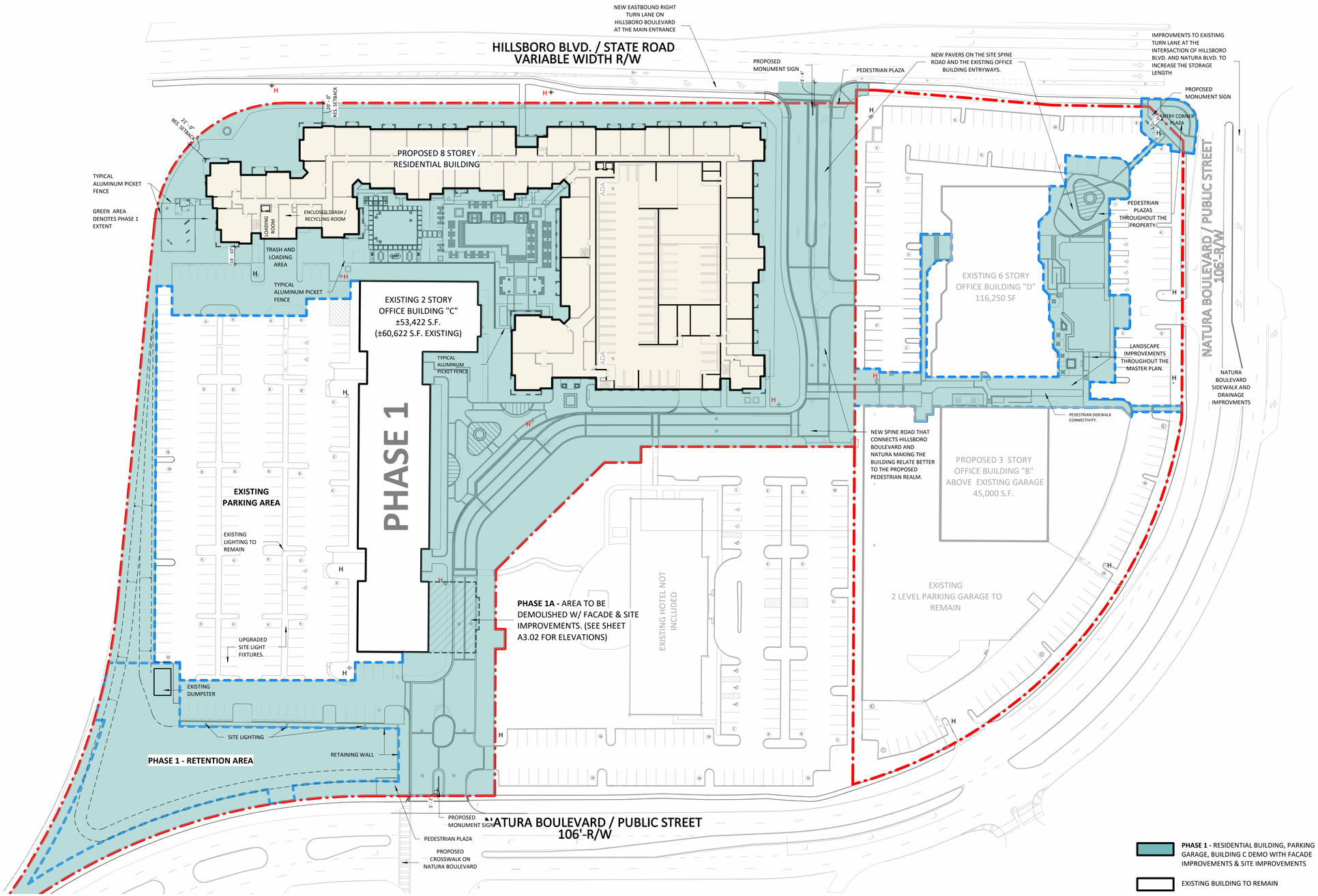
PROJECT NO: 20040.00	
DRAWN BY: **zp**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE
MASTER SIGNAGE PLAN - 2

SHEET NUMBER	ISSUE
AS1.18	6

SCALE CHECK 150mm 1 in

J:_20040.00 600 W Hillsboro - Site PI Study\07_BIM\BUILDING C\20040.00_700 Hillsboro_Building C_V22.rvt



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA JUAN F. CAYCEDO LICENSED REGISTERED ARCHITECT AR0020088

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **ZP**	APPROVED BY: **Approver**

SHEET TITLE
PHASE 1 - SITE PLAN

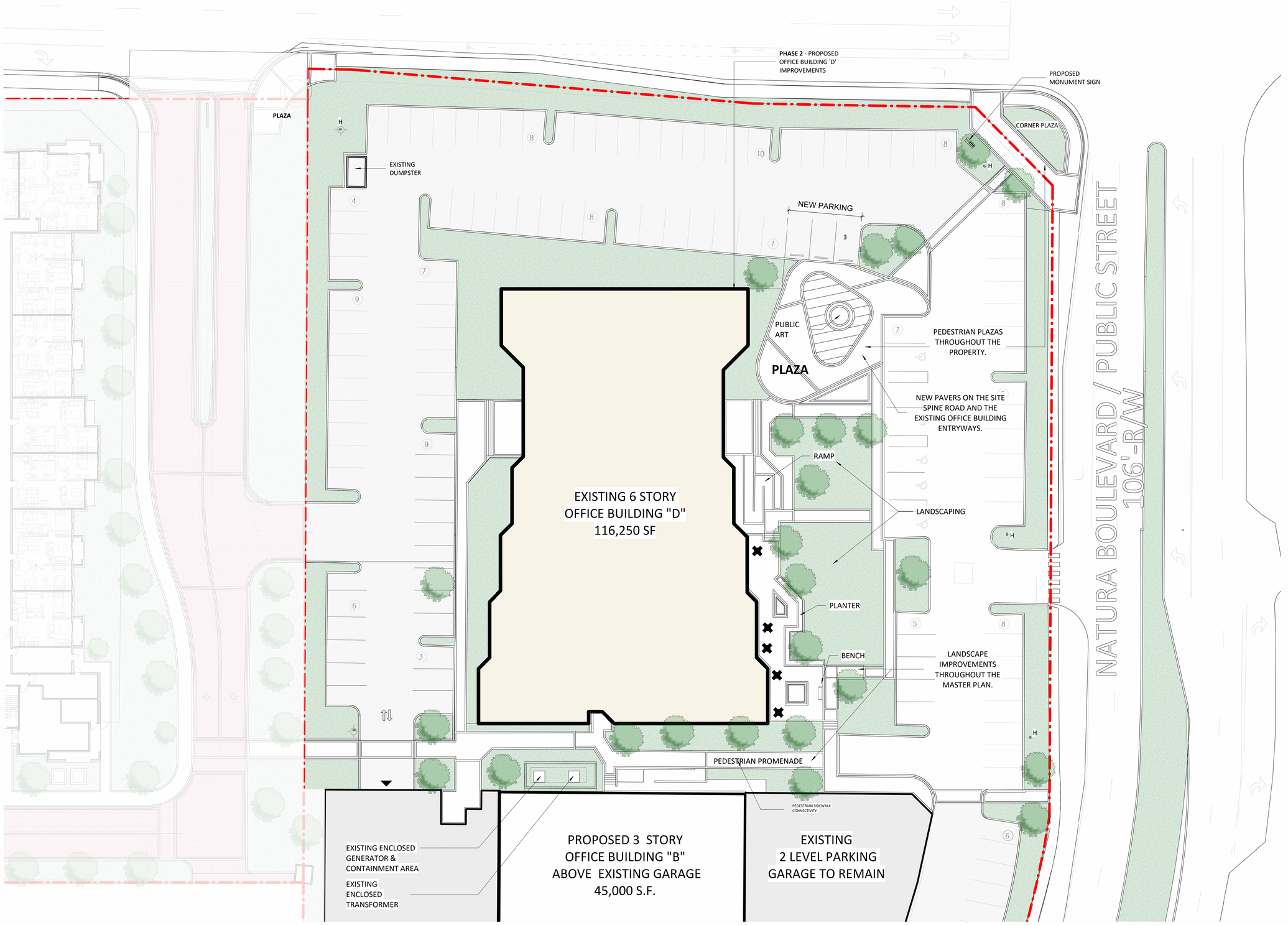
SHEET NUMBER
A1.10

ISSUE
6

SCALE CHECK 10mm 1 in

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:19:21 AM



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN CARLOS PEREZ
REGISTERED ARCHITECT
AR0015388

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY:	CHECKED BY:
Author	**Checker**
PROJECT MGR:	APPROVED BY:
Designer	**Approver**

SHEET TITLE

PHASE 1 - BUILDING 'D' - IMPROVEMENTS

SHEET NUMBER A1.11

ISSUE 6

SCALE CHECK 1 in 50mm

Autodesk Docs://20040-Hillsboro_Center/R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:19:45 AM

PHASE 1

PARKING REQUIREMENTS MULTI FAMILY

UNIT TYPE	PARKING SPACE REQUIRED PER DU	PROPOSED UNIT COUNT	PARKING SPACE REQUIRED
EFFICIENCY	1.5	18	27
1 BEDROOM	1.5	162	243
2 BEDROOM	2	159	318
3 BEDROOM	2.5	21	53
	SUBTOTAL	360	641

PARKING REQUIREMENTS OFFICE

	BUILDING	GROSS AREA	PARKING REQUIRED
ONE SPACE FOR EACH 250SF OF GROSS AREA	EXISTING OFFICE C	53,422 S.F.	214
	EXISTING OFFICE D	116,250 S.F.	465
	SUBTOTAL		679
TOTAL PARKING REQUIRED			1,320

PARKING PROVIDED

EXISTING SURFACE PARKING SPACES		STANDARD	ACCESSIBLE	SUBTOTAL
		359	9	368
EXISTING PARKING GARAGE		STANDARD	ACCESSIBLE	SUBTOTAL
		307	3	310
PROPOSED SURFACE PARKING SPACES		9'x18' SPACE	ACCESSIBLE	SUBTOTAL
		26	0	26
PROPOSED RESIDENTIAL PARKING GARAGE		9'x18' SPACE	ACCESSIBLE 12'x18'	SUBTOTAL
	LEVEL 01	85	2	87
	LEVEL 02	87	2	89
	LEVEL 03	87	2	89
	LEVEL 04	87	2	89
	LEVEL 05	87	2	89
	LEVEL 06	87	2	89
	LEVEL 07	87	2	89
	LEVEL 08	48	2	50
	SUBTOTAL	655	16	671
TOTAL PARKING PROVIDED		STANDARD	ACCESSIBLE	TOTAL PARKING PROVIDED
		1,347	28	1,375

PROJECT DATA - PHASE 1

PROJECT NAME	HILLSBORO MIXED USE
ADDRESS OF PROPERTY	600 AND 700 W HILLSBORO BLVD. DEERFIELD BEACH, FL 33441
EXISTING ZONING	B-2 HIGHWAY BUSINESS
PROPOSED ZONING	PDD
GROSS ACREAGE OF TOTAL SITE	16.5 ACRES (718,740 SF)
NET ACREAGE OF TOTAL SITE	14 ACRES (609,840 SF)

SITE DATA TABLE

		EXISTING	PROVIDED (PDD)
GROSS FLOOR AREA	PROPOSED RESIDENTIAL	N/A	429,943 S.F.
	PROPOSED RESIDENTIAL PARKING GARAGE	N/A	N/A
	EXISTING OFFICE BUILDING C	60,622 S.F.	53,422 S.F. *
	EXISTING OFFICE BUILDING D	116,250 S.F.	116,250 S.F.
	EXISTING OFFICE PARKING GARAGE	N/A	N/A
	TOTAL	176,872 S.F.	599,615 S.F.
	EXISTING OFFICE BUILDING TO BE DEMOLISHED	39,242 S.F.	N/A

* SQUARE FOOTAGE AFTER PART OF BUILDING IS DEMOLISHED

DENSITY & INTENSITY					
PERMITTED - MEDIUM HIGH 25 MIXED USE					
COMPREHENSIVE PLAN - 2.6.1 PERMITTED USES IN FUTURE LAND USE CATEGORIES	25 RESIDENTIAL DWELLING UNITS PER GROSS ACRE		FAR 2.0 FOR COMBINED DEVELOPMENT - RESIDENTIAL AND NON RESIDENTIAL (BASED ON NET AREA)		
	412.5 UNITS PERMITTED		1,219,680 S.F. ALLOWABLE		
PROPOSED - MEDIUM HIGH 25 MIXED USE					
USE	DWELLING UNITS	PERCENTAGE OF USE (EXISTING AND PROPOSED)	SQUARE FOOTAGE OF USE (EXISTING AND PROPOSED)	FAR (BASED ON NET AREA)	
RESIDENTIAL	360 UNITS	35.25%	429,943 S.F.	0.71	
NON RESIDENTIAL	N/A	13.91%	169,672 S.F.	0.28	
TOTAL	N/A	49.16%	599,615 S.F.	0.98	

		REQUIRED (EXISTING ZONING B2)	EXISTING	PROVIDED (PDD)
MIN. LOT AREA		10,000 SF	16.5 ACRES (718,740 SF)	16.5 ACRES (718,740 SF)
MIN. LOT WIDTH		100 FT.	1,050 FT	1,050 FT
SETBACKS	PROPOSED RESIDENTIAL BUILDING			
	FRONT -NORTH (W HILLSBORO BLVD.)	50	N/A	20'-0"
	REAR - SOUTH (EXISTING HOTEL PL)	15	N/A	54'-5"
	SIDE - EAST(NATURA BLVD)	10	N/A	428'-2"
	SIDE -WEST (I-95)	10	N/A	21'-0"
	PROPOSED RESIDENTIAL PARKING STRUCTURE			
	FRONT -NORTH (W HILLSBORO BLVD.)	50	N/A	59'-9"
	REAR - SOUTH (EXISTING HOTEL PL)	15	N/A	57'-3"
	SIDE - EAST(NATURA BLVD)	10	N/A	471'11"
	SIDE -WEST (I-95)	10	N/A	451'-11"
	EXISTING OFFICE BUILDING C			
	REAR - NORTH (W HILLSBORO BLVD.)	15	181'-11"	N/A
	FRONT - SOUTH (NATURA BLVD)	50	146'-4"	N/A
	SIDE -EAST(NATURA BLVD)	10	717'-11"	N/A
	SIDE - WEST (I-95)	10	215'-2"	N/A
	EXISTING OFFICE BUILDING D			
	FRONT - NORTH (W HILLSBORO BLVD.)	50	83'-3"	N/A
	REAR - SOUTH (NATURA BLVD)	15	387'-1"	N/A
	SIDE -EAST (NATURA BLVD)	10	126'-5"	N/A
	SIDE -WEST(EXISTING HOTEL PL)	10	78'-6"	N/A
	EXISTING PARKING STRUCTURE			
	FRONT - NORTH (W HILLSBORO BLVD.)	50	307'-8"	N/A
	REAR - SOUTH (NATURA BLVD)	15	52'-3"	N/A
	SIDE - EAST (NATURA BLVD)	10	52'-1"	N/A
	SIDE -WEST(EXISTING HOTEL PL)	10	9'-5"	N/A
MIN FLOOR AREA		1,000 S.F.	N/A	N/A
MAXIMUM FLOOR AREA RATIO		1	N/A	0.98
MAXIMUM LOT COVERAGE		35%	N/A	18.67%
MINIMUM LANDSCAPE AREA		20%	N/A	N/A

		PERMITTED (EXISTING ZONING B2)	EXISTING		PROVIDED (PDD)	
MAXIMUM HEIGHT	RESIDENTIAL	75'-0"	N/A		8 STORY	79'-0"
	RESIDENTIAL PARKING STRUCTURE	75'-0"	N/A		8 STORY	79'-0"
	EXISTING OFFICE BUILDING C	75'-0"	2 STORY	+/- 28-0" *	N/A	
	EXISTING OFFICE BUILDING D	75'-0"	6 STORY	+/- 79'-0" *	N/A	
	EXISTING OFFICE PARKING STRUCTURE	75'-0"	2 STORY		N/A	

* MEASURED AT CENTER OF BUILDING TO ROOF

HILLSBORO CENTER
PROPOSED 8 STORY RESIDENTIAL BUILDING
UNIT BREAKDOWN PER FLOOR

No. OF BED/BATH	UNIT TYPE	UNIT AREA (S.F.)	1ST FLOOR		2ND FLOOR		3RD FLOOR		4TH FLOOR		5TH FLOOR		6TH FLOOR		7TH FLOOR		8TH FLOOR		TOTAL UNITS	TOTAL AREA PER UNIT TYPE
			TOTAL PER UNIT TYPE	TOTAL AREA PER TYPE (S.F.)	TOTAL PER UNIT TYPE	TOTAL AREA PER TYPE (S.F.)	TOTAL PER UNIT TYPE	TOTAL AREA PER TYPE (S.F.)	TOTAL PER UNIT TYPE	TOTAL AREA PER TYPE (S.F.)	TOTAL PER UNIT TYPE	TOTAL AREA PER TYPE (S.F.)	TOTAL PER UNIT TYPE	TOTAL AREA PER TYPE (S.F.)	TOTAL PER UNIT TYPE	TOTAL AREA PER TYPE (S.F.)	TOTAL PER UNIT TYPE	TOTAL AREA PER TYPE (S.F.)		
STUDIO	TYPE S1	620 S.F.	4	2,480 S.F.	2	1,240 S.F.	2	1,240 S.F.	2	1,240 S.F.	2	1,240 S.F.	2	1,240 S.F.	2	1,240 S.F.	2	1,240 S.F.	18	11,160 S.F.
	SUB-TOTAL		4	2,480 S.F.	2	1,240 S.F.	2	1,240 S.F.	2	1,240 S.F.	2	1,240 S.F.	2	1,240 S.F.	2	1,240 S.F.	2	1,240 S.F.	18	11,160 S.F.
1 BED / 1 BATH	TYPE A1	700 S.F.	6	4,200 S.F.	6	4,200 S.F.	6	4,200 S.F.	6	4,200 S.F.	6	4,200 S.F.	6	4,200 S.F.	6	4,200 S.F.	6	4,200 S.F.	48	33,600 S.F.
	TYPE A2	750 S.F.	7	5,250 S.F.	7	5,250 S.F.	10	7,500 S.F.	10	7,500 S.F.	10	7,500 S.F.	10	7,500 S.F.	10	7,500 S.F.	10	7,500 S.F.	74	55,500 S.F.
	TYPE A3	900 S.F.	5	4,500 S.F.	5	4,500 S.F.	5	4,500 S.F.	5	4,500 S.F.	5	4,500 S.F.	5	4,500 S.F.	5	4,500 S.F.	5	4,500 S.F.	40	36,000 S.F.
	SUB-TOTAL		18	13,950 S.F.	18	13,950 S.F.	21	16,200 S.F.	21	16,200 S.F.	21	16,200 S.F.	21	16,200 S.F.	21	16,200 S.F.	21	16,200 S.F.	162	125,100 S.F.
2 BED / 2 BATH	TYPE B1	1,015 S.F.	5	5,075 S.F.	8	8,120 S.F.	8	8,120 S.F.	8	8,120 S.F.	8	8,120 S.F.	8	8,120 S.F.	8	8,120 S.F.	8	8,120 S.F.	61	61,915 S.F.
	TYPE B2-2	1,125 S.F.	2	2,250 S.F.	3	3,375 S.F.	4	4,500 S.F.	4	4,500 S.F.	4	4,500 S.F.	4	4,500 S.F.	4	4,500 S.F.	4	4,500 S.F.	29	32,625 S.F.
	TYPE B2-3	1,110 S.F.	2	2,220 S.F.	4	4,440 S.F.	4	4,440 S.F.	4	4,440 S.F.	4	4,440 S.F.	4	4,440 S.F.	4	4,440 S.F.	4	4,440 S.F.	30	33,300 S.F.
	TYPE B2-4	1,180 S.F.	4	4,720 S.F.	5	5,900 S.F.	5	5,900 S.F.	5	5,900 S.F.	5	5,900 S.F.	5	5,900 S.F.	5	5,900 S.F.	5	5,900 S.F.	39	46,020 S.F.
	SUB-TOTAL		13	14,265 S.F.	20	21,835 S.F.	21	22,960 S.F.	21	22,960 S.F.	21	22,960 S.F.	21	22,960 S.F.	21	22,960 S.F.	21	22,960 S.F.	159	173,860 S.F.
3 BED / 2 BATH	TYPE C1	1,360 S.F.	1	1,360 S.F.	2	2,720 S.F.	3	4,080 S.F.	3	4,080 S.F.	3	4,080 S.F.	3	4,080 S.F.	3	4,080 S.F.	3	4,080 S.F.	21	28,560 S.F.
	SUB-TOTAL		1	1,360 S.F.	2	2,720 S.F.	3	4,080 S.F.	3	4,080 S.F.	3	4,080 S.F.	3	4,080 S.F.	3	4,080 S.F.	3	4,080 S.F.	21	28,560 S.F.
TOTAL			36	32,055 S.F.	42	39,745 S.F.	47	44,480 S.F.	47	44,480 S.F.	47	44,480 S.F.	47	44,480 S.F.	47	44,480 S.F.	47	44,480 S.F.	360	338,680 S.F.
																			COMMON AREAS	91,263 S.F.
																			TOTAL	429,943 S.F.

Average unit size:	941 S.F.
No. OF BED/BATH	Min. Unit Size per type
STUDIO	620 S.F.
1 BED / 1 BATH	700 S.F.
2 BED / 2 BATH	1,015 S.F.
3 BED / 2 BATH	1,360 S.F.

MINIMUM FLOOR AREAS FOR MULTIPLE-FAMELY UNITS OF LAND DEVELOPMENT CODE

UNIT TYPE	MINIMUM FLOOR AREA	PROVIDED MINIMUM FLOOR AREA
STUDIO	400 sq.ft	620 sq.ft
1 BEDROOM	700 sq.ft	700 sq.ft
2 BEDROOMS	900 sq.ft.	1,015 sq.ft
3 BEDROOMS	1,050 sq.ft.	1,360 sq.ft

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL



IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT
HILLSBORO CENTER
600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY: Author | CHECKED BY: Checker
PROJECT MGR: Designer | APPROVED BY: Approver

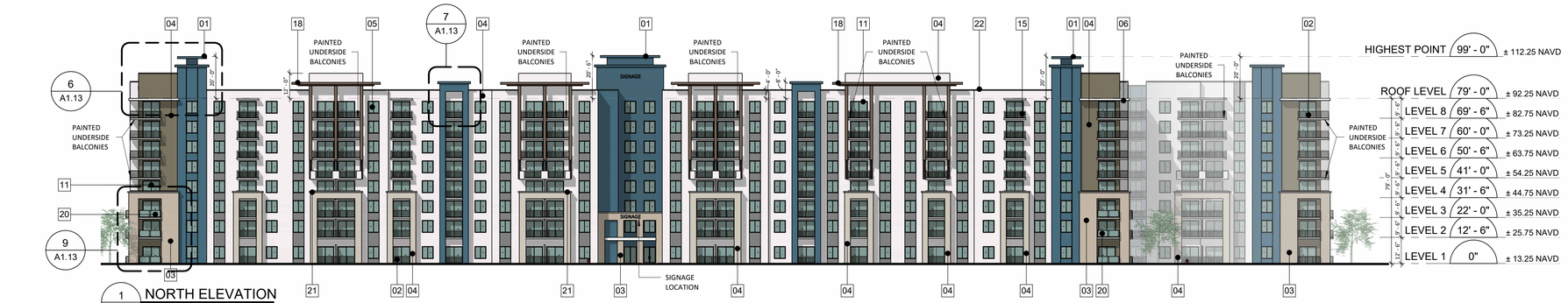
SHEET TITLE
PHASE 1 - TABULATIONS

SHEET NUMBER A1.12 | ISSUE 6

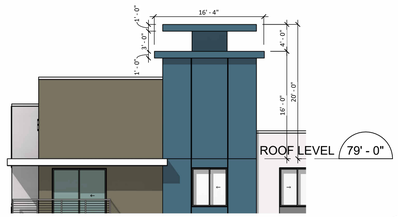
Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

SCALE CHECK 1 in 10mm

2023-10-12 10:19:52 AM



1 A1.13 NORTH ELEVATION
Scale: 1" = 30'-0"



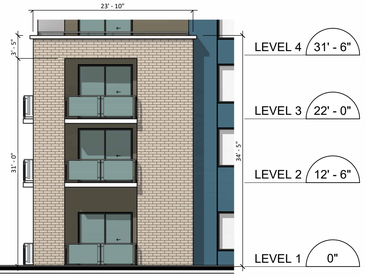
6 A1.13 NORTH ELEVATION - Callout 1
Scale: 3/32" = 1'-0"



7 A1.13 NORTH ELEVATION - Callout 3
Scale: 3/32" = 1'-0"



2 A1.13 EAST ELEVATION
Scale: 1" = 30'-0"



9 A1.13 NORTH ELEVATION - Callout 2
Scale: 3/32" = 1'-0"



3 A1.13 SOUTH ELEVATION
Scale: 1" = 30'-0"



4 A1.13 WEST ELEVATION
Scale: 1" = 30'-0"



5 A1.13 WEST ELEVATION - COURTYARD
Scale: 1" = 30'-0"

ELEVATION LEGEND

01	ARCHITECTURAL FEATURES
02	RAILINGS (ALUM. FRAME WITH HORIZONTAL RODS)
03	WHITEWASH BRICK VENEER
04	SMOOTH PAINTED STUCCO
05	IMPACT RESISTANT ALUM. OPERABLE WINDOW
06	CONCRETE EYEBROW
07	DECORATIVE SCREEN
08	ALUMINUM FRAME
09	PRECAST CONCRETE PAINTED
11	IMPACT RESISTANT ALUM. SLIDING DOOR
12	RAILINGS (ALUM. FRAME WITH MESH)
14	ARCHITECTURAL BRACKET
15	RAILINGS (ALUM. FRAME WITH VERTICAL RODS)
16	METAL CANOPY
17	IMPACT RESISTANT ALUM. STOREFRONT DOOR
18	WOOD ACCENT PANELS
19	METAL FENCE
20	RAILINGS (ALUM. FRAME WITH GLASS PANEL)
21	CONCRETE CAP
22	METAL PARAPET CAP

COLOR LEGEND

- PRIMARY COLOR SHERWIN WILLIAMS - IBIS WHITE - SW 7000 OR EQUAL
- ACCENT COLOR - TO BE MATCH PROPOSED BRICK VENEER COLOR - SW 7518 OR EQUAL
- ACCENT COLOR - SHERWIN WILLIAMS - FRENCH ROAST - SW 6069 OR EQUAL
- ACCENT COLOR - SHERWIN WILLIAMS - LOYAL BLUE -SW 6510 OR EQUAL
- ACCENT COLOR - SHERWIN WILLIAMS - HOMBURG GRAY -SW 7622 OR EQUAL
- PAINTED ACCENT COLOR UNDERSIDE OF SELECTED BALCONIES - SHERWIN WILLIAMS - UMBER RUST -SW 9100 OR EQUAL
- WOOD ELEMENTS - FUNDERMAX - AKRO TERRA OR EQUAL
- WHITEWASH BRICK VENEER - SIOUX CITY BRICK - WHITE PLAINS VELOUR OR EQUAL

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA — JUAN CARLOS CASTRO — AR0005068 — REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: ZP	CHECKED BY: Checker
PROJECT MGR: ZP	APPROVED BY: Approver

SHEET TITLE

PHASE 1 - RESIDENTIAL BUILDING ELEVATIONS

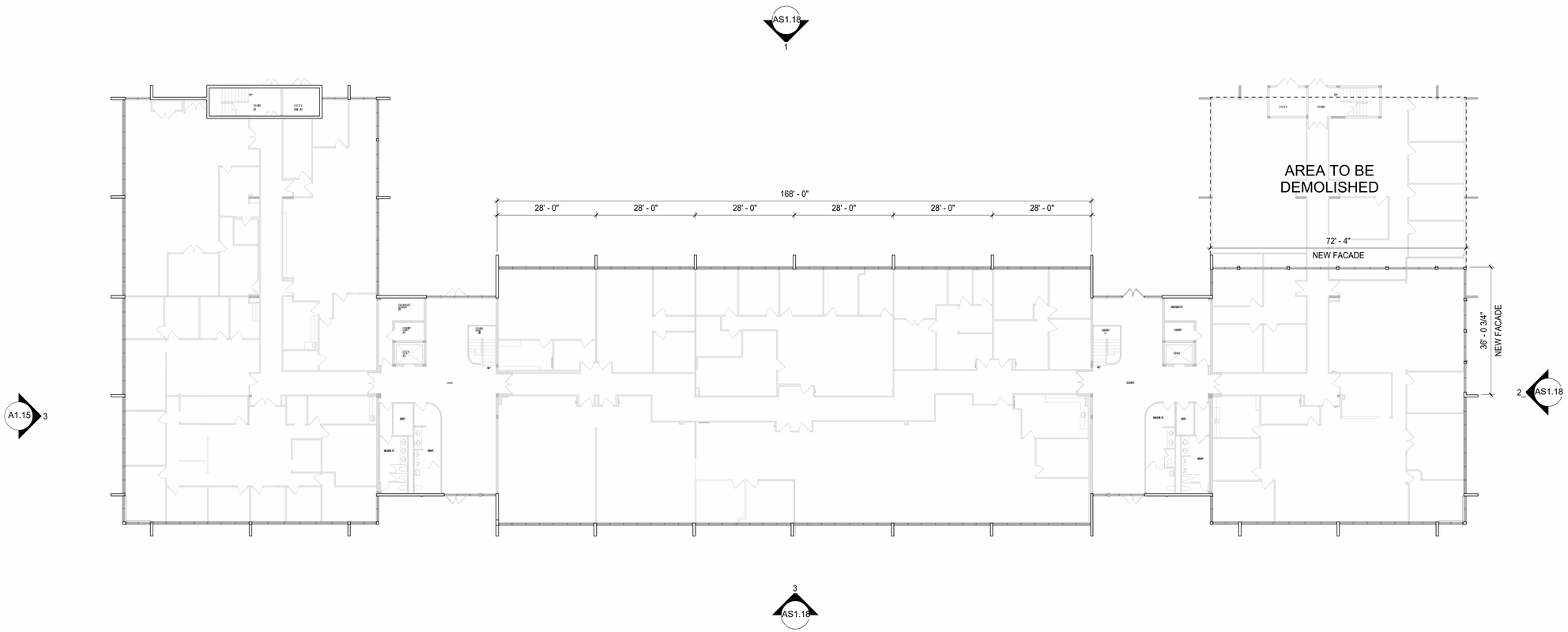
SHEET NUMBER A1.13

ISSUE 6

SCALE CHECK 1 in 10mm

Autodesk Docs://20040-Hillsboro_Center/R20222004O-HillsboroCenter-A-Site-R22.rvt

2023-10-24 10:29:40 AM



2023-10-12 10:38:50 AM

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN [illegible] CAYADO
AR0005068
REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040.00

DRAWN BY:	CHECKED BY:
Author	**Checker**
PROJECT MGR:	APPROVED BY:
Designer	**Approver**

SHEET TITLE

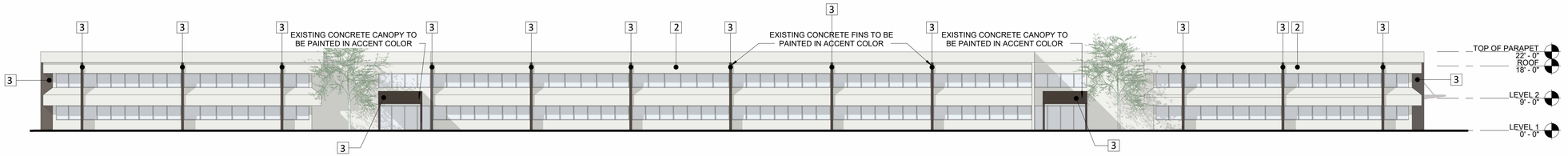
PHASE 1 - BUILDING "C" - GROUND FLOOR

SHEET NUMBER A1.14

ISSUE 6

SCALE CHECK 1 in | 10mm

J:_20040.00 600 W Hillsboro - Site Pl Study\07_BIM\BUILDING C\20040.00_700 Hillsboro_Building C_V22.rvt



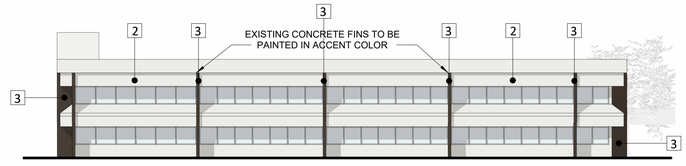
1 WEST ELEVATION

A1.15 SCALE: 1/16" = 1'-0"



2 SOUTH ELEVATION

A1.15 SCALE: 1/16" = 1'-0"

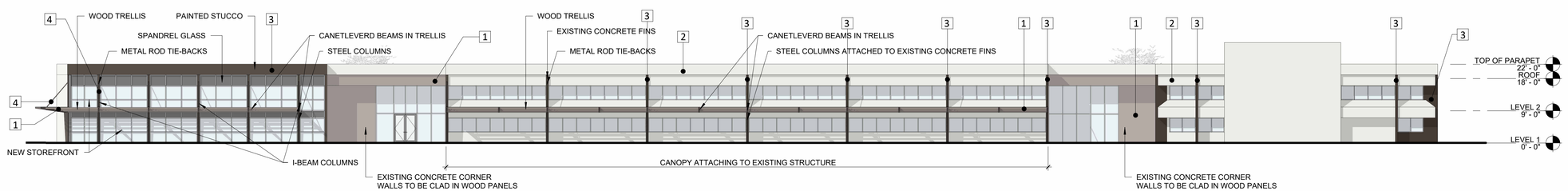


3 NORTH ELEVATION

A1.15 SCALE: 1/16" = 1'-0"

ELEVATION LEGEND

NO.	COLOR	DESCRIPTION
1		WOOD PANELS IN TRELLIS AND CLADDING - WOODN 10-CAFFE BOGOTA BRUSHED
2		ACCENT PRIMARY COLOR - SHERWIN WILLIAMS - IBIS WHITE - SW 7000 OR EQUAL
3		ACCENT COLOR - SHERWIN WILLIAMS - BLACK FOX - SW 7020 OR EQUAL
4		METAL FRAME IN COLUMNS AND RODS GREY MICA ALUMINIUM PANEL - LAMINATORS INC.



4 EAST ELEVATION

A1.15 SCALE: 1/16" = 1'-0"

2023-12-19 10:10:16 AM

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA JUAN CARLOS CAYADO REGISTERED ARCHITECT AR0025368

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040.00	
DRAWN BY: **PC**	CHECKED BY: **x**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE

PHASE 1 - BUILDING "C" - EXTERIOR ELEVATIONS

SHEET NUMBER A1.15

ISSUE 6

J:_20040.00 600 W Hillsboro - Site Pl Study\07_BIM\BUILDING C\20040.00_700 Hillsboro_Building C_V22.rvt

SCALE CHECK 10mm 1 in



True North

Project North

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN CARLOS CAYCEDO
No. AR0003088
REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY:	CHECKED BY:
ZP	**Checker**
PROJECT MGR:	APPROVED BY:
Designer	**Approver**

SHEET TITLE

PHASE 1 - GROUND FLOOR PLAN

SHEET NUMBER

A1.16

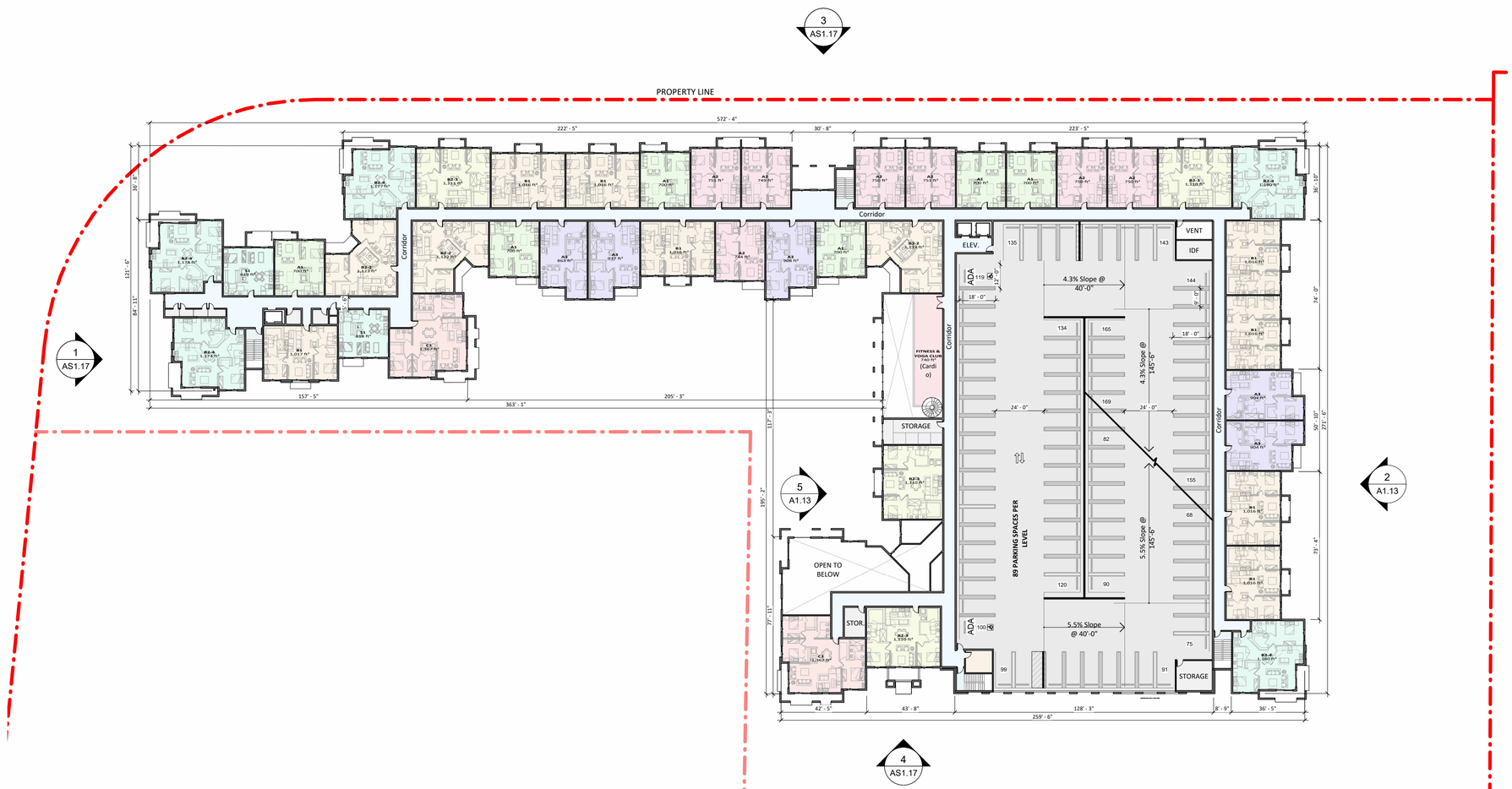
ISSUE

6

SCALE CHECK 10mm 1 in

Autodesk Docs://20040-Hillsboro_Center R2022/20040-Hillsboro Center A-Site-R22.rvt

2023-10-12 10:20:59 AM



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA JUAN CARLOS PEREZ REGISTERED ARCHITECT AR0015388

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY:	CHECKED BY:
Author	**Checker**
PROJECT MGR:	APPROVED BY:
Designer	**Approver**

SHEET TITLE

PHASE 1 - LEVEL 2

SHEET NUMBER A1.17

ISSUE 6

SCALE CHECK 1 in 50mm

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:21:13 AM

True North

Project North



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA — JUAN A. CARRILLO — LICENSED — AR0019388 — REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE

PHASE 1 - LEVEL 3

SHEET NUMBER	ISSUE
A1.18	6

True North | Project North

SCALE CHECK 10mm 1 in

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:21:27 AM



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA JUAN CARLOS CAYADO APO0005388 REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY:	CHECKED BY:
Author	**Checker**
PROJECT MGR:	APPROVED BY:
Designer	**Approver**

SHEET TITLE

PHASE 1 - LEVEL 4

SHEET NUMBER	ISSUE
A1.19	6

SCALE CHECK 1 in

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:21:40 AM



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN E. CATANO
REGISTERED ARCHITECT
No. AR0008368

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE

PHASE 1 - LEVEL 5

SHEET NUMBER	ISSUE
A1.20	6

SCALE CHECK 1 in 10mm

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:21:53 AM



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN C. DIAZ
LICENSE
AR0015388
REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY:	CHECKED BY:
Author	**Checker**
PROJECT MGR:	APPROVED BY:
Designer	**Approver**

SHEET TITLE

PHASE 1 - LEVEL 6

SHEET NUMBER A1.21

ISSUE 6

SCALE CHECK 50mm 1 in

Autodesk Docs://20040-Hillsboro_Center R22/220040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:22:07 AM



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA JUAN C. CAYADO REGISTERED ARCHITECT AR0025388

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY:	CHECKED BY:
Author	**Checker**
PROJECT MGR:	APPROVED BY:
Designer	**Approver**

SHEET TITLE

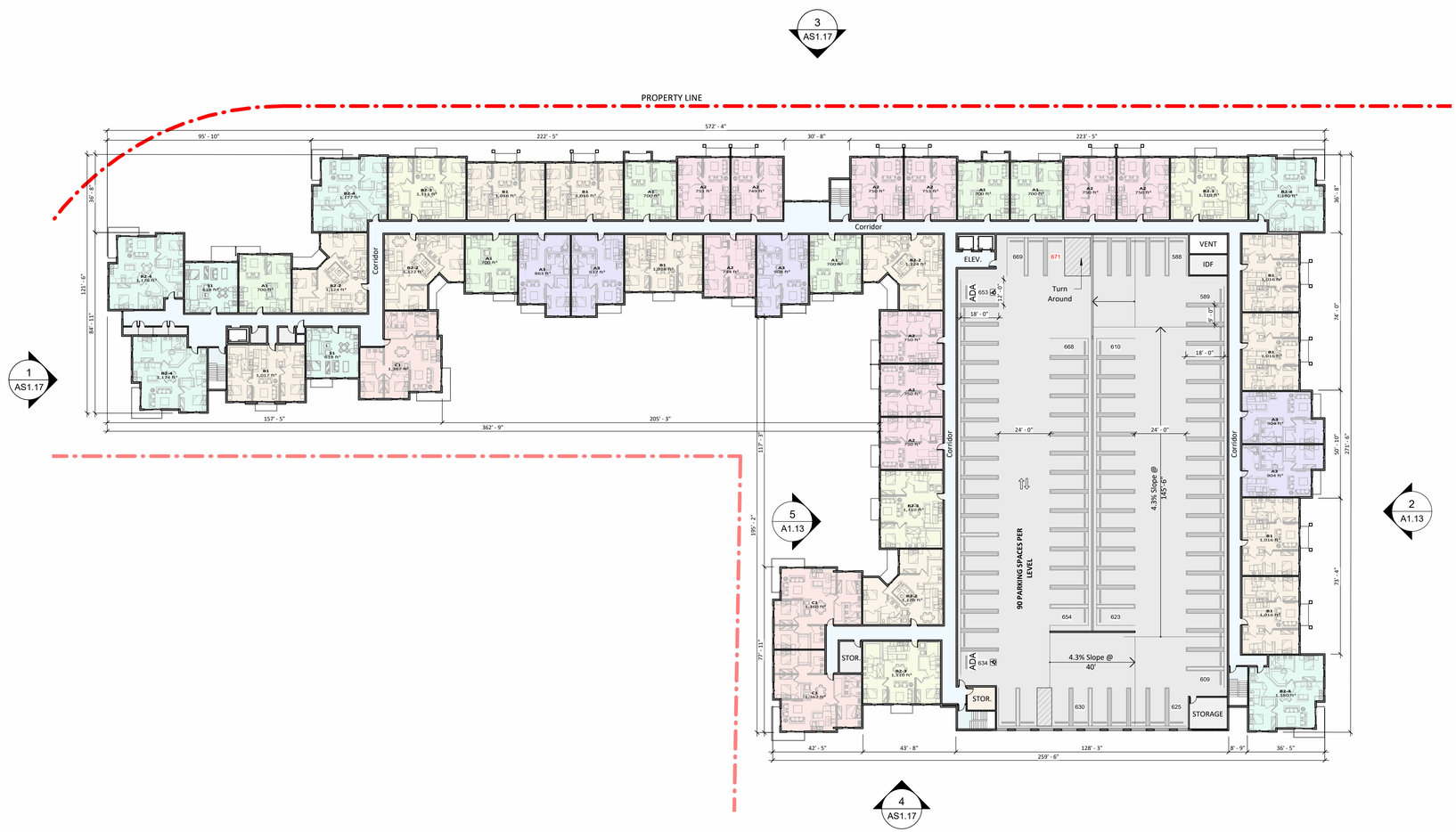
PHASE 1 - LEVEL 7

SHEET NUMBER	ISSUE
A1.22	6

SCALE CHECK 1 in 10mm

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:22:20 AM



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA JUAN C. DIAZ LOPEZ LICENSE AR0015388 REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY:	CHECKED BY:
Author	**Checker**
PROJECT MGR:	APPROVED BY:
Designer	**Approver**

SHEET TITLE

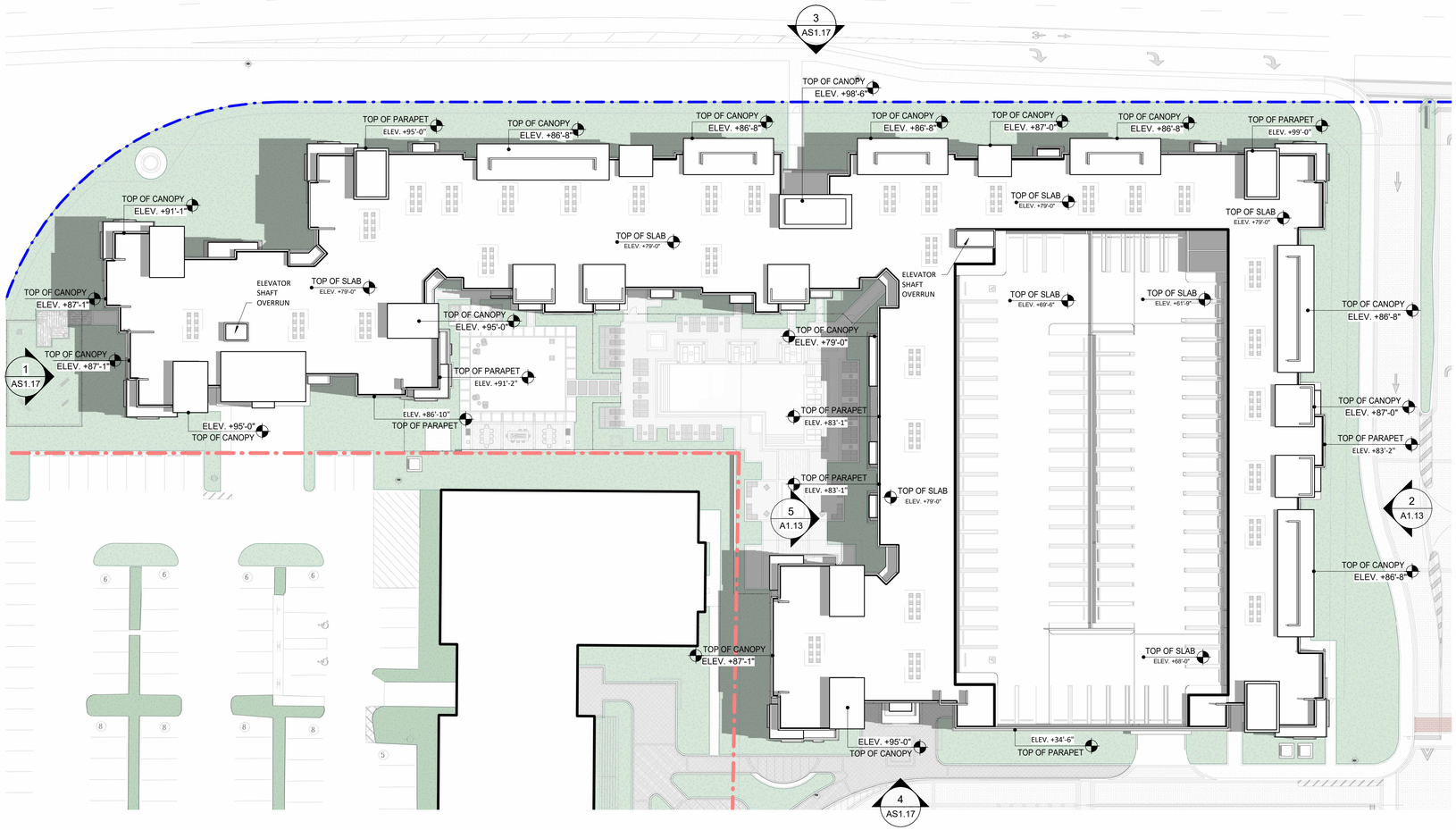
PHASE 1 - LEVEL 8

SHEET NUMBER	ISSUE
A1.23	6

SCALE CHECK 1 in 50mm

Autodesk Docs://20040-Hillsboro_Center R23/220040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:22:33 AM



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN CARLOS CAYCEDO
AR0015388
REGISTERED ARCHITECT

IBI
IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

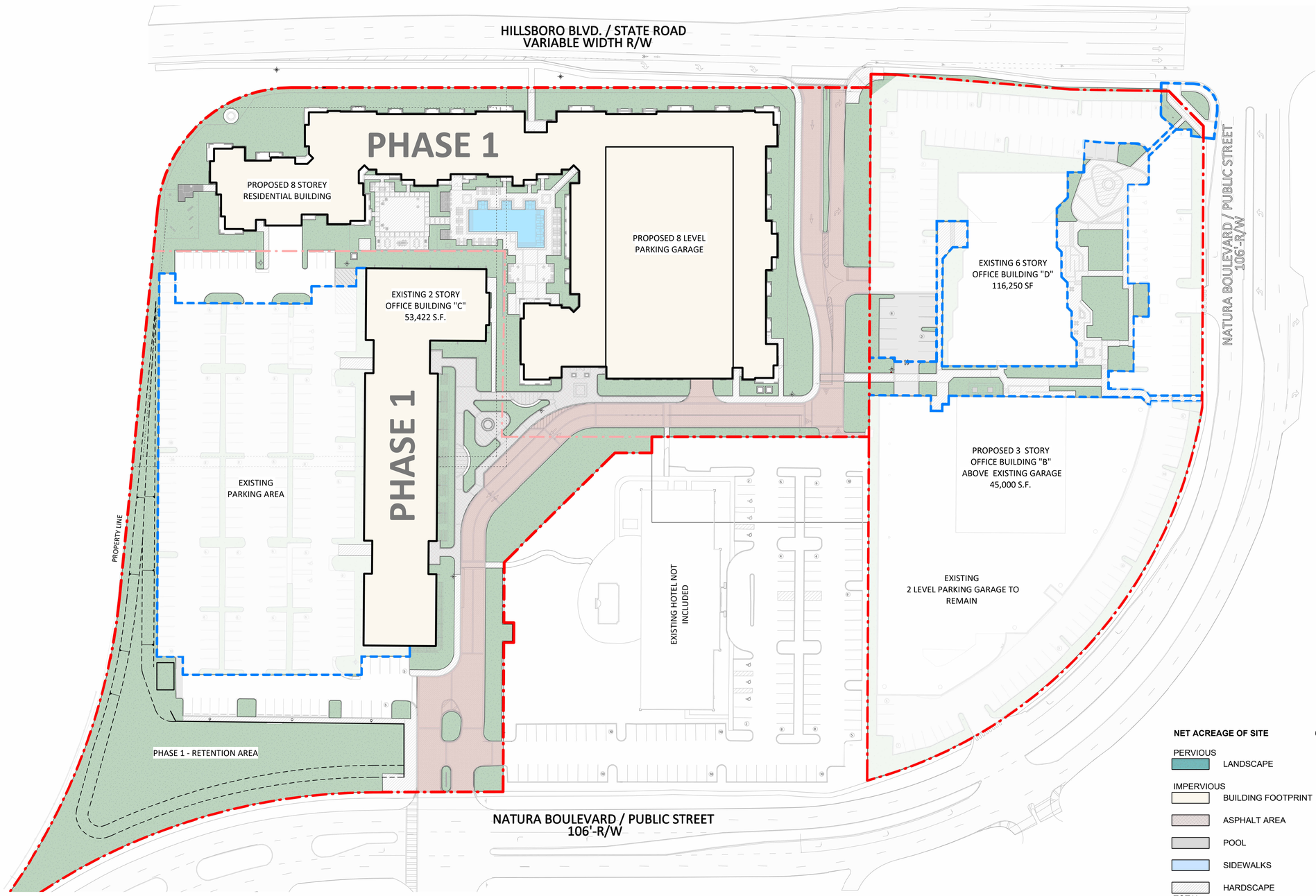
SHEET TITLE
PHASE 1 - OVERALL ROOF PLAN

SHEET NUMBER	ISSUE
A1.24	6

SCALE CHECK 10mm 1 in

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:23:02 AM



NET ACREAGE OF SITE		605,726 SF	100.00%
PERVIOUS			
	LANDSCAPE	139,401 SF	23.01%
IMPERVIOUS			
	BUILDING FOOTPRINT	113,076 SF	18.67%
	ASPHALT AREA	4,299 SF	0.71%
	POOL	2,374 SF	0.39%
	SIDEWALKS	35,820 SF	5.91%
	HARDSCAPE	7,981 SF	1.32%
TOTAL		302,951 SF	50.01%

True North Project North

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN F. CATALDO
No. AR0005368
REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY:	CHECKED BY:
Author	**Checker**
PROJECT MGR:	APPROVED BY:
ZP	**Approver**

SHEET TITLE

PHASE 1 - LANDSCAPE PERVIOUS & IMPERVIOUS

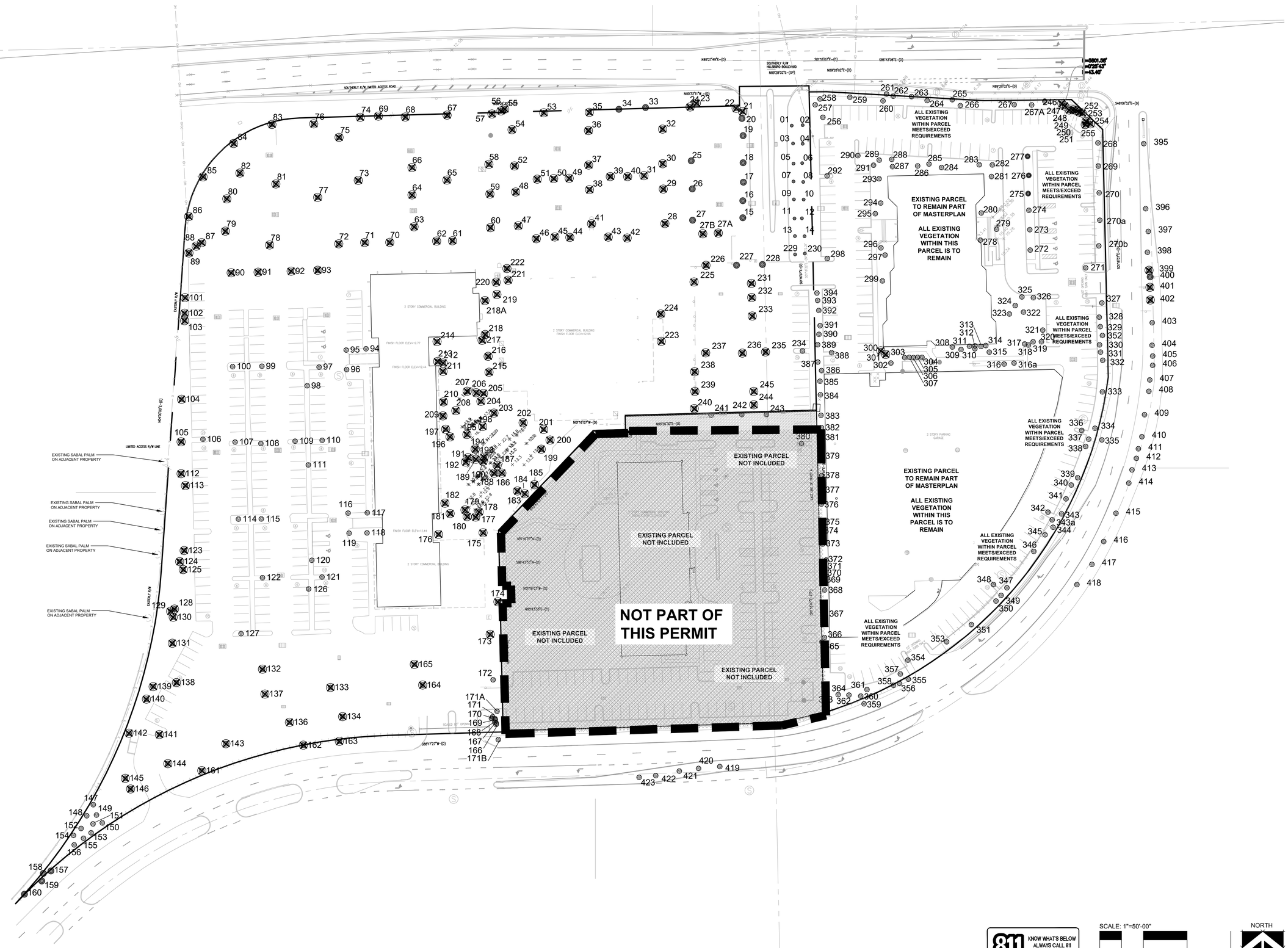
SHEET NUMBER A1.25

ISSUE 6

SCALE CHECK 10mm 1 in

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:23:18 AM



AAL
Architectural Alliance Landscape
632 SW 4th Ave., Fort Lauderdale, FL 33315 LCC0000237
TEL: 954-764-9858 EMAIL: HJohnson@archallnet

HUGH JOHNSON LANDSCAPE ARCHITECT REGISTERED HUGH L. JOHNSON LA0000855 STATE OF FLORIDA

	Revision Dates
1	DRC Re-Submittal Set 12-02-2022
2	DRC Re-Submittal Set 09-16-2022
3	DRC Re-Submittal Set 04-14-2023
4	DRC Re-Submittal Set 08-07-2023

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
TREE DISPOSITION PLAN

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-200

Sheet 1 of 2

KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

SCALE: 1"=50'-00"
0' 25' 50' 100' 150'
NORTH

Existing Tree Survey

KEY	BOTANTICAL NAME	COMMON NAME	CALIPER (INCHES)	HEIGHT (FEET)	CANOPY (FEET)	CANOPY (SQUARE FEET)	CONDITION	DISPOSITION	APPRAISAL
1	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
2	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
3	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
4	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
5	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
6	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
7	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
8	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
9	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
10	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
11	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
12	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
13	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
14	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
15	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
16	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
17	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
18	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
19	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
20	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
21	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
22	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
23	*Podocarpus macrophyllus*	Podocarpus	12	15	6	28	40%	REMOVE	
24	*Bucida buceras*	Black olive	18	40	30	706	54%	REMOVE	$ 2,011.45
25	*Ilex cassine*	Dahoon Holly	3	12	6	28	60%	RELOCATE	
26	*Ilex cassine*	Dahoon Holly	3	12	6	28	60%	RELOCATE	
27	*Ilex cassine*	Dahoon Holly	3	12	6	28	60%	RELOCATE	
27A	*Bucida buceras*	Black olive	11	27	15	176	50%	REMOVE	
27B	*Quercus virginiana*	Live Oak	3	12	6	28	60%	REMOVE	
28	*Bucida buceras*	Black olive	15	25	20	314	50%	REMOVE	
29	*Bucida buceras*	Black olive	14	20	25	491	60%	REMOVE	
30	*Bucida buceras*	Black olive	14	20	25	491	60%	REMOVE	
31	*Bucida buceras*	Black olive	14	20	25	491	60%	REMOVE	
32	*Bucida buceras*	Black olive	18	30	25	491	51%	REMOVE	$ 1,899.69
33	*Burcera simaruba*	Bgumbo limbo	15	20	20	314	60%	RELOCATE	
34	*Burcera simaruba*	Bgumbo limbo	15	20	20	314	60%	RELOCATE	
35	*Bucida buceras*	Black olive	48	30	20	314	48%	REMOVE	$ 4,767.89
36	*Bucida buceras*	Black olive	15	30	25	491	50%	REMOVE	
37	*Bucida buceras*	Black olive	15	30	25	491	50%	REMOVE	
38	*Bucida buceras*	Black olive	15	30	25	491	50%	REMOVE	
39	*Bucida buceras*	Black olive	10	30	20	314	50%	REMOVE	
40	*Bucida buceras*	Black olive	10	30	20	314	50%	REMOVE	
41	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
42	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
43	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
44	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
45	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
46	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
47	*Bucida buceras*	Black olive	15	25	20	314	60%	REMOVE	
48	*Bucida buceras*	Black olive	12	28	20	314	55%	REMOVE	
49	*Bucida buceras*	Black olive	12	28	20	314	55%	REMOVE	
50	*Bucida buceras*	Black olive	12	28	20	314	55%	REMOVE	
51	*Bucida buceras*	Black olive	12	28	20	314	55%	REMOVE	
52	*Conocarpus erectus var. sericeus*	Silver Buttonwood	12	28	20	314	55%	REMOVE	
53	*Bucida buceras*	Black olive	36	28	30	706	56%	REMOVE	$ 4,171.91
54	*Bucida buceras*	Black olive	20	30	25	491	54%	REMOVE	$ 2,234.95
55	*Podocarpus macrophyllus*	Podocarpus	9	20	8	50	50%	REMOVE	
56	*Podocarpus macrophyllus*	Podocarpus	9	20	8	50	50%	REMOVE	
57	*Bucida buceras*	Black olive	36	28	25	491	54%	REMOVE	$ 4,022.91
58	*Bucida buceras*	Black olive	12	28	20	314	55%	REMOVE	
59	*Bucida buceras*	Black olive	12	28	20	314	55%	REMOVE	
60	*Bucida buceras*	Black olive	22	25	25	491	48%	REMOVE	$ 2,185.28
61	*Bucida buceras*	Black olive	18	30	25	491	48%	REMOVE	$ 1,787.96
62	*Bucida buceras*	Black olive	18	30	25	491	52%	REMOVE	$ 1,936.95
63	*Bucida buceras*	Black olive	18	30	25	491	52%	REMOVE	$ 1,936.95
64	*Bucida buceras*	Black olive	18	30	25	491	54%	REMOVE	$ 2,011.45
65	*Bucida buceras*	Black olive	6	15	15	176	50%	REMOVE	
66	*Bucida buceras*	Black olive	36	30	30	706	62%	REMOVE	$ 4,618.90
67	*Bucida buceras*	Black olive	30	28	25	491	52%	REMOVE	$ 3,228.26
68	*Bucida buceras*	Black olive	30	28	25	491	49%	REMOVE	$ 3,042.01
69	*Bucida buceras*	Black olive	22	28	25	491	52%	REMOVE	$ 2,367.39
70	*Bucida buceras*	Black olive	18	30	25	491	52%	REMOVE	$ 1,936.94
71	*Bucida buceras*	Black olive	10	22	20	314	40%	REMOVE	
72	*Bucida buceras*	Black olive	18	30	30	706	60%	REMOVE	$ 2,234.95
73	*Bucida buceras*	Black olive	20	28	25	491	54%	REMOVE	$ 2,234.95
74	*Bucida buceras*	Black olive	22	28	25	491	56%	REMOVE	$ 2,549.50
75	*Bucida buceras*	Black olive	20	25	25	491	48%	REMOVE	$ 1,986.62
76	*Bucida buceras*	Black olive	24	28	25	491	52%	REMOVE	$ 2,582.61
77	*Bucida buceras*	Black olive	14	22	20	314	55%	REMOVE	
78	*Bucida buceras*	Black olive	12	22	20	314	50%	REMOVE	
79	*Bucida buceras*	Black olive	12	22	20	314	50%	REMOVE	
80	*Bucida buceras*	Black olive	6	12	12	113	40%	REMOVE	
81	*Bucida buceras*	Black olive	18	25	30	706	56%	REMOVE	$ 2,085.95
82	*Bucida buceras*	Black olive	16	22	25	491	50%	REMOVE	
83	*Bucida buceras*	Black olive	30	30	30	706	56%	REMOVE	$ 3,476.59
84	*Bucida buceras*	Black olive	22	28	22	380	52%	REMOVE	$ 2,367.39
85	*Bucida buceras*	Black olive	12	20	20	314	55%	REMOVE	
86	*Bucida buceras*	Black olive	12	20	20	314	45%	REMOVE	
87	Sabal palmetto	Cabbage Palm	8	20	8	50	60%	REMOVE	
88	Sabal palmetto	Cabbage Palm	8	20	8	50	60%	REMOVE	
89	Sabal palmetto	Cabbage Palm	8	20	8	50	60%	REMOVE	
90	*Bucida buceras*	Black olive	18	28	22	380	55%	REMOVE	$ 2,048.70
91	*Bucida buceras*	Black olive	18	28	22	380	54%	REMOVE	$ 2,011.45
92	*Bucida buceras*	Black olive	18	28	22	380	52%	REMOVE	$ 1,936.95
93	*Bucida buceras*	Black olive	18	28	22	380	52%	REMOVE	$ 1,936.95
94	Syagrus romanzoffiana	Queen Palm	12	22	12	113	55%	REMAIN	
95	Sabal palmetto	Cabbage Palm	8	10	8	50	60%	REMAIN	
96	Sabal palmetto	Cabbage Palm	8	10	8	50	60%	REMAIN	
97	*Bucida buceras*	Black olive	14	25	25	491	55%	REMAIN	
98	*Bucida buceras*	Black olive	18	25	30	706	50%	REMAIN	$ 1,862.46
99	*Bucida buceras*	Black olive	26	30	30	706	58%	REMAIN	$ 3,120.65
100	*Bucida buceras*	Black olive	8	20	15	176	40%	REMAIN	
101	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMOVE	
102	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMOVE	
103	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMOVE	
104	Sabal palmetto	Cabbage Palm	14	25	7	38	60%	REMOVE	
105	Sabal palmetto	Cabbage Palm	9	12	7	38	65%	REMOVE	
106	*Bucida buceras*	Black olive	24	30	30	706	62%	REMAIN	$ 3,079.26
107	*Bucida buceras*	Black olive	12	25	25	491	60%	REMAIN	
108	*Bucida buceras*	Black olive	20	30	30	706	50%	REMAIN	$ 2,069.40
109	*Bucida buceras*	Black olive	20	30	30	706	46%	REMAIN	$ 1,903.84
110	*Bucida buceras*	Black olive	20	30	30	706	50%	REMAIN	$ 2,069.40
111	*Bucida buceras*	Black olive	14	28	30	706	60%	REMAIN	
112	*Bucida buceras*	Black olive	25	30	30	706	50%	REMOVE	$ 2,586.75
113	*Bucida buceras*	Black olive	9	25	15	176	50%	REMOVE	
114	*Bucida buceras*	Black olive	18	28	25	491	52%	REMAIN	$ 1,936.95
115	*Bucida buceras*	Black olive	18	28	25	491	56%	REMAIN	$ 2,085.95
116	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
117	Livistona chinensis	Chinese Fan Palm	8	10	8	50	60%	REMAIN	
118	Livistona chinensis	Chinese Fan Palm	8	20	8	50	60%	REMAIN	
119	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
120	*Bucida buceras*	Black olive	18	25	25	491	48%	REMAIN	$ 1,787.96
121	*Bucida buceras*	Black olive	18	25	25	491	50%	REMAIN	$ 1,862.46
122	*Bucida buceras*	Black olive	4	8	4	12	20%	REMAIN	
123	*Bucida buceras*	Black olive	26	30	30	706	50%	REMOVE	$ 2,690.22
124	*Bucida buceras*	Black olive	18	30	30	706	58%	REMOVE	$ 2,160.45
125	*Bucida buceras*	Black olive	22	30	30	706	58%	REMOVE	$ 4,640.55
126	*Bucida buceras*	Black olive	12	22	25	491	50%	REMAIN	
127	*Bucida buceras*	Black olive	20	28	25	491	60%	REMAIN	$ 2,483.28
128	*Bucida buceras*	Black olive	12	30	30	706	60%	REMOVE	
129	*Bucida buceras*	Black olive	18	30	30	706	54%	REMOVE	$ 2,011.45
130	*Bucida buceras*	Black olive	26	30	30	706	58%	REMOVE	$ 3,120.65
131	*Bucida buceras*	Black olive	14	28	25	491	50%	REMOVE	
132	*Bucida buceras*	Black olive	20	28	25	491	60%	REMOVE	$ 2,483.28
133	*Bucida buceras*	Black olive	18	30	20	314	54%	REMOVE	$ 2,011.45
134	*Bucida buceras*	Black olive	12	18	25	491	60%	REMOVE	
135	Ligustrum japonicum	Japanese Privet	6	6	6	28	40%	REMOVE	
136	*Bucida buceras*	Black olive	26	30	30	706	56%	REMOVE	$ 3,013.04
137	*Bucida buceras*	Black olive	28	30	30	706	56%	REMOVE	$ 3,244.81
138	*Bucida buceras*	Black olive	20	25	25	491	52%	REMOVE	$ 2,152.17
139	*Bucida buceras*	Black olive	16	25	20	314	50%	REMOVE	
140	*Bucida buceras*	Black olive	16	25	20	314	50%	REMOVE	
141	*Bucida buceras*	Black olive	13	25	20	314	50%	REMOVE	
142	Sabal palmetto	Cabbage Palm	14	25	7	38	60%	REMOVE	
143	*Bucida buceras*	Black olive	26	30	30	706	60%	REMOVE	$ 3,228.26
144	*Bucida buceras*	Black olive	13	25	20	314	50%	REMOVE	
145	*Bucida buceras*	Black olive	20	30	25	491	58%	REMOVE	$ 2,400.50
146	*Bucida buceras*	Black olive	20	30	25	491	55%	REMOVE	$ 2,276.34
147	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
148	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
149	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
150	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
151	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
152	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
153	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
154	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
155	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
156	Sabal palmetto	Cabbage Palm	13	12	7	38	60%	REMAIN	
157	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	RELOCATE	
158	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	RELOCATE	
159	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	RELOCATE	
160	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	RELOCATE	
161	Sabal palmetto	Cabbage Palm	9	22	7	38	60%	REMAIN	
162	Ligustrum japonicum	Japanese Privet	6	6	6	28	40%	REMOVE	
163	Ligustrum japonicum	Japanese Privet	6	6	6	28	40%	REMOVE	
164	*Bucida buceras*	Black olive	24	28	28	615	54%	REMOVE	$ 2,681.93
165	*Bucida buceras*	Black olive	24	28	28	615	58%	REMOVE	$ 2,880.59
166	Adonidia merrillii	Christmas Palm	3	5	3	7	30%	REMAIN	
167	Adonidia merrillii	Christmas Palm	3	5	3	7	30%	REMAIN	
168	Adonidia merrillii	Christmas Palm	3	5	3	7	30%	REMAIN	
169	Adonidia merrillii	Christmas Palm	3	5	3	7	30%	REMAIN	
170	Adonidia merrillii	Christmas Palm	3	5	3	7	30%	REMAIN	
171	Adonidia merrillii	Christmas Palm	3	5	3	7	30%	REMAIN	
171A	Bursera simaruba	Gumbo limbo	24	25	18	254	42%	REMAIN	$ 2,772.00
171B	Quercus virginiana	Live Oak	18	40	25	491	52%	REMAIN	$ 2,885.96
172	Syagrus romanzoffiana	Queen Palm	12	25	10	78	50%	REMAIN	
173	*Bucida buceras*	Black olive	48	30	30	706	65%	REMOVE	$ 6,456.52
174	*Bucida buceras*	Black olive	26	30	25	491	56%	REMOVE	$ 3,013.04
175	Dypsis lutescens	Areca Palm	6	8	6	28	60%	REMOVE	
176	Dypsis lutescens	Areca Palm	15 Mult	25	12	113	50%	REMOVE	
177	Syagrus romanzoffiana	Queen Palm	10	22	10	78	50%	REMOVE	
178	Syagrus romanzoffiana	Queen Palm	10	15	10	78	50%	REMOVE	
179	Syagrus romanzoffiana	Queen Palm	10	22	10	78	50%	REMOVE	
180	Strelitzia nicolai	White Bird of Paradise	10	22	10	78	50%	REMOVE	
181	Lagerstroemia indica	Crape myrtle	6	20	12	113	60%	REMOVE	
182	Jatropha integerrima	Peregrina	3	8	6	28	40%	REMOVE	
183	Bischofia javanica	Bishopwood	20	30	25	491	60%	REMOVE	
184	Bischofia javanica	Bishopwood	20	30	25	491	60%	REMOVE	
185	Bischofia javanica	Bishopwood	20	30	25	491	60%	REMOVE	
186	Roystonea regia	Royal Palm	16	30	12	113	55%	REMOVE	
187	Roystonea regia	Royal Palm	16	30	12	113	55%	REMOVE	
188	Roystonea regia	Royal Palm	16	30	12	113	55%	REMOVE	
189	Ptychosperma elegans	Solitaire Palm	8 Double	20	10	78	60%	REMOVE	
190	Ravenala madagascariensis	Travelers-Tree	10	20	10	78	60%	REMOVE	
191	Ravenala madagascariensis	Travelers-Tree	10	20	10	78	60%	REMOVE	
192	Ravenala madagascariensis	Travelers-Tree	10	20	10	78	60%	REMOVE	
193	Ptychosperma elegans	Solitaire Palm	4	12	6	28	60%	REMOVE	
194	Lagerstroemia indica	Crape myrtle	7	12	9	64	60%	REMOVE	
195	Ptychosperma elegans	Solitaire Palm	4	12	6	28	60%	REMOVE	
196	Syagrus romanzoffiana	Queen Palm	12	20	6	28	40%	REMOVE	
197	Syagrus romanzoffiana	Queen Palm	12	25	6	28	40%	REMOVE	
198	Quercus virginiana	Live Oak	4	20	10	78	60%	REMOVE	
199	Callistemon citrinus	Red Bottlebrush	6	12	10	78	40%	REMOVE	
200	Syagrus romanzoffiana	Queen Palm	12	20	10	78	60%	REMOVE	
201	Syagrus romanzoffiana	Queen Palm	12	20	10	78	60%	REMOVE	
202	Syagrus romanzoffiana	Queen Palm	12	20	10	78	60%	REMOVE	
203	Bursera simaruba	Gumbo limbo	12	20	20	314	60%	REMOVE	
204	Lagerstroemia indica	Crape myrtle	6	14	10	78	60%	REMOVE	
205	Lagerstroemia indica	Crape myrtle	6	14	10	78	60%	REMOVE	
206	Lagerstroemia indica	Crape myrtle	6	14	10	78	60%	REMOVE	
207	Ptychosperma elegans	Solitaire Palm	4	12	6	28	60%	REMOVE	
208	Lagerstroemia indica	Crape myrtle	7	12	9	64	60%	REMOVE	
209	Jatropha integerrima	Peregrina	3	8	6	28	40%	REMOVE	
210	Jatropha integerrima	Peregrina	3	8	6	28	40%	REMOVE	
211	Syagrus romanzoffiana	Queen Palm	12	30	10	78	30%	REMOVE	
212	Syagrus romanzoffiana	Queen Palm	12	30	10	78	30%	REMOVE	
213	Syagrus romanzoffiana	Queen Palm	12	30	10	78	30%	REMOVE	
214	Dypsis lutescens	Areca Palm	8	28	9	64	60%	REMOVE	
215	*Bucida buceras*	Black olive	12	30	20	314	65%	REMOVE	
216	*Bucida buceras*	Black olive	12	30	20	314	65%	REMOVE	
217	*Schefflera actinophylla*	Schefflera	4	12	9	64	50%	REMOVE	
218	Syagrus romanzoffiana	Queen Palm	8	12	10	78	40%	REMOVE	
218A	Dypsis lutescens	Areca Palm	12 Multi	12	7	38	50%	REMOVE	
219	Syagrus romanzoffiana	Queen Palm	10	30	9	64	50%	REMOVE	
220	Dypsis lutescens	Areca Palm	12 Multi	12	7	38	50%	REMOVE	
221	Dypsis lutescens	Areca Palm	12 Multi	12	7	38	50%	REMOVE	
222	Dypsis lutescens	Areca Palm	12 Multi	12	7	38	50%	REMOVE	
223	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMOVE	
224	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMOVE	
225	*Bucida buceras*	Black olive	14	25	20	314	65%	REMOVE	
226	*Bucida buceras*	Black olive	14	25	20	314	65%	REMOVE	
227	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
228	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	RELOCATE	
229	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
230	*Phoenix sylvestris*	Wild Date Palm	14	12	12	113	70%	REMAIN	
231	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
232	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
233	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
234	*Bucida buceras*	Black olive	12	20	12	113	50%	REMAIN	
235	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
236	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
237	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
238	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
239	*Bucida buceras*	Black olive	14	25	20	314	50%	REMOVE	
240	*Bucida buceras*	Black olive	48	30	28	615	47%	REMOVE	$ 4,668.56
241	Quercus virginiana	Live Oak	8	15	12	113	60%	REMAIN	
242	Quercus virginiana	Live Oak	8	15	12	113	60%	REMAIN	
243	Quercus virginiana	Live Oak	8	15	12	113	60%	REMAIN	
244	*Bucida buceras*	Black olive	12	28	20	314	50%	REMOVE	
245	*Bucida buceras*	Black olive	8	20	20	314	50%	REMOVE	
246	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
247	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
248	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
249	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
250	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
251	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
252	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
253	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
254	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
255	*Phoenix roebelenii*	Pygmy Date Palm	3	3	3	14	35%	REMOVE	
256	*Bucida buceras*	Black olive	20	30	25	491	58%	REMAIN	$ 2,400.50
257	*Phoenix roebelenii*	Pygmy Date Palm	4	3	3	14	35%	REMAIN	
258	*Phoenix roebelenii*	Pygmy Date Palm	4	3	3	14	35%	REMAIN	
259	Quercus virginiana	Live Oak	12	25	20	314	65%	REMAIN	
260	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	REMAIN	
261	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	REMAIN	
262	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	REMAIN	
263	Quercus virginiana	Live Oak	20	25	25	491	58%	REMAIN	$ 3,576.66
263A	Quercus virginiana	Live Oak	28	40	40	1256	62%	REMAIN	$ 5,352.60
264	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	REMAIN	
265	Syagrus romanzoffiana	Queen Palm	7	12	15	38	60%	REMAIN	
266	Sabal palmetto	Cabbage Palm	9	25	7	176	30%	REMAIN	
267	Quercus virginiana	Live Oak	12	25	20	38	40%	REMAIN	
268	Quercus virginiana	Live Oak	20	25	20	314	60%	REMAIN	$ 3,699.99
269	Quercus virginiana	Live Oak	15	25	20	314	60%	REMAIN	
270	Quercus virginiana	Live Oak	17	25	20	314	60%	REMAIN	
270a	Quercus virginiana	Live Oak	13	25	20	314	60%	REMAIN	
270b	Quercus virginiana	Live Oak	12	25	20	314	60%	REMAIN	
271	Quercus virginiana	Live Oak	12	25	20	314	60%	REMAIN	
272	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
273	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
274	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
275	Roystonea regia	Royal Palm	20	30	15	176	70%	RELOCATE	
276	Roystonea regia	Royal Palm	20	30	15	176	70%	RELOCATE	
277	Roystonea regia	Royal Palm	20	30	15	176	70%	RELOCATE	
278	*Phoenix roebelenii*	Pygmy Date Palm	4	3	3	14	50%	REMAIN	
279	Quercus virginiana	Live Oak	48	48	30	706	68%	REMAIN	$ 10,063.89
280	*Phoenix roebelenii*	Pygmy Date Palm	4	3	3	14	50%	REMAIN	
281	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
282	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
283	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
284	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
285	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
286	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
287	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
288	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
289	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
290	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
291	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
292	*Bucida buceras*	Black olive	20	30	25	491	56%	REMAIN	$ 2,317.72
293	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
294	Roystonea regia	Royal Palm	20	30	15	176	70%	REMAIN	
295	Jatropha integerrima	Jatropha	7	7	7

KEY	BOTANICAL NAME	COMMON NAME	CALIPER (INCHES)	HEIGHT (FEET)	CANOPY (FEET)	CANOPY (SQUARE FEET)	CONDITION	DISPOSITION	COMMENTS
301	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMOVE	
302	Roystonea regia	Royal Palm	20	25	15	176	70%	REMAIN	
303	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
304	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
305	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
306	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
307	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
308	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
309	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
310	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
311	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
312	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
313	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
314	Dypsis lutescens	Areca Palm	multi	12	7	38	70%	REMAIN	
315	Washingtonia robusta	Mexican Fan Palm	12	12	9	64	70%	REMAIN	
316	Sabal palmetto	Cabbage Palm	9	28	7	38	60%	REMAIN	
316a	Ligustrum japonicum	Japanese Privet	6	12	10	78	55%	REMAIN	
317	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	REMAIN	
318	Quercus virginiana	Live Oak	40	30	30	706	68%	REMAIN	$ 8,386.57
319	Sabal palmetto	Cabbage Palm	9	25	7	38	60%	REMAIN	
320	Quercus laurifolia	Laurel Oak	12	25	10	78	40%	REMAIN	
321	Quercus virginiana	Live Oak	36	30	30	706	62%	REMAIN	$ 3,823.32
322	Quercus virginiana	Live Oak	36	30	30	706	52%	REMAIN	$ 2,885.96
323	Quercus virginiana	Live Oak	40	30	30	706	60%	REMAIN	$ 5,179.94
324	Quercus virginiana	Live Oak	18	40	20	314	48%	REMAIN	$ 2,663.97
325	Quercus virginiana	Live Oak	20	40	30	706	46%	REMAIN	$ 2,836.63
326	Ficus aurea	Strangler Fig	48	40	25	491	42%	REMAIN	$ 6,316.80
327	Quercus virginiana	Live Oak	4	20	7	38	50%	REMAIN	
328	Quercus virginiana	Live Oak	18	30	30	706	56%	REMAIN	$ 3,107.96
329	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
330	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
331	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
332	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
333	*Bucida buceras*	Black olive	30	30	30	706	48%	REMAIN	$ 2,979.93
334	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
335	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
336	*Bucida buceras*	Black olive	30	30	30	706	54%	REMAIN	$ 3,352.42
337	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
338	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
339	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
340	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
341	Quercus virginiana	Live Oak	22	30	30	706	46%	REMAIN	$ 3,120.29
342	*Bucida buceras*	Black olive	30	30	30	706	46%	REMAIN	$ 2,855.77
343	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
343a	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
344	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
345	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
346	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
347	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
348	Quercus virginiana	Live Oak	12	28	25	491	60%	REMAIN	
349	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
350	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
351	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
352	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
353	Sabal palmetto	Cabbage Palm	10	20	7	38	60%	REMAIN	
354	*Bucida buceras*	Black olive	24	30	30	706	58%	REMAIN	$ 2,880.59
355	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
356	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
357	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
358	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
359	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
360	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
361	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
362	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
363	Sabal palmetto	Cabbage Palm	8	20	7	38	60%	REMAIN	
364	Sabal palmetto	Cabbage Palm	8	11	7	38	50%	REMAIN	
365	Sabal palmetto	Cabbage Palm	8	11	7	38	50%	REMAIN	
366	*Bucida buceras*	Black olive	24	30	30	706	50%	REMAIN	$ 2,498.28
367	*Bucida buceras*	Black olive	24	30	30	706	50%	REMAIN	$ 2,498.28
368	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
369	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
370	*Bucida buceras*	Black olive	14	25	15	176	50%	REMAIN	
371	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
372	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
373	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
374	*Bucida buceras*	Black olive	20	30	12	113	38%	REMAIN	$ 1,572.74
375	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
376	*Bucida buceras*	Black olive	20	30	12	113	45%	REMAIN	$ 1,862.46
377	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
378	*Bucida buceras*	Black olive	26	25	15	176	50%	REMAIN	$ 2,690.22
379	*Bucida buceras*	Black olive	26	25	15	176	50%	REMAIN	$ 2,690.22
380	*Bucida buceras*	Black olive	20	30	12	113	42%	REMAIN	$ 1,738.29
381	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
382	*Bucida buceras*	Black olive	24	30	30	706	45%	REMAIN	$ 2,234.94
383	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
384	*Bucida buceras*	Black olive	20	30	30	706	58%	REMAIN	$ 2,400.50
385	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
386	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
387	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
388	*Bucida buceras*	Black olive	20	30	30	706	58%	REMOVE	$ 2,400.50
389	*Bucida buceras*	Black olive	20	30	30	706	54%	REMAIN	$ 2,234.95
390	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
391	Sabal palmetto	Cabbage Palm	8	25	7	38	50%	REMAIN	
392	*Bucida buceras*	Black olive	20	30	30	706	56%	REMAIN	$ 2,317.72
393	Sabal palmetto	Cabbage Palm	9	25	7	38	50%	REMAIN	
394	Sabal palmetto	Cabbage Palm	9	25	7	38	50%	REMAIN	
395	Phoenix canariensis	Canary island Date Palm	19	25	18	254	60%	REMAIN	
396	Phoenix canariensis	Canary island Date Palm	19	25	12	113	60%	REMAIN	
397	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	12	113	60%	REMAIN	
398	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	12	113	60%	REMAIN	
399	Quercus virginiana	Live Oak	7	18	14	154	60%	REMOVE	
400	Roystonea regia	Royal Palm	18	35	15	176	65%	RELOCATE	
401	Lagerstroemia indica	Crape myrtle	6	12	10	78	55%	REMOVE	
402	Lagerstroemia indica	Crape myrtle	6	12	10	78	55%	REMOVE	
403	Lagerstroemia indica	Crape myrtle	6	12	10	78	55%	REMOVE	
404	Roystonea regia	Royal Palm	18	28	15	176	65%	REMAIN	
405	Lagerstroemia indica	Crape myrtle	7	12	10	78	55%	REMAIN	
406	Roystonea regia	Royal Palm	16	30	15	176	65%	REMAIN	
407	Lagerstroemia indica	Crape myrtle	7	12	10	78	55%	REMAIN	
408	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	12	113	60%	REMAIN	
409	Roystonea regia	Royal Palm	16	30	15	176	65%	REMAIN	
410	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	12	113	60%	REMAIN	
411	Roystonea regia	Royal Palm	16	30	15	176	65%	REMAIN	
412	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	12	113	60%	REMAIN	
413	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	12	113	60%	REMAIN	
414	Roystonea regia	Royal Palm	16	27	15	176	65%	REMAIN	
415	Conocarpus erectus var. sericeus	Silver Buttonwood	7	12	10	78	55%	REMAIN	
416	Roystonea regia	Royal Palm	16	27	15	176	65%	REMAIN	
417	Roystonea regia	Royal Palm	16	27	15	176	65%	REMAIN	
418	Conocarpus erectus var. sericeus	Silver Buttonwood	9	12	12	113	55%	REMAIN	
419	Roystonea regia	Royal Palm	16	27	15	176	65%	REMAIN	
420	Conocarpus erectus var. sericeus	Silver Buttonwood	5	12	10	78	35%	REMAIN	
421	Roystonea regia	Royal Palm	16	30	15	176	65%	REMAIN	
422	Conocarpus erectus var. sericeus	Silver Buttonwood	9	12	12	113	55%	REMAIN	
423	Roystonea regia	Royal Palm	16	27	15	176	65%	REMAIN	

TREE DISPOSITION SUMMARY

		EXISTING	REMOVE	REMAIN	RELOCATE
	TREES AND PALMS	258	183	65	17

NON SPECIMEN TREES

128 TREES S ARE BEING PROPOSED TO BE REMOVED WITH A TOTAL CANOPY LOSS OF 45,453S.F. x 1.5 TIMES PER SECTION 98-81= 68,179.5 CANOPY S.F. TO BE MITIGATED. PLEASE REFER TO THE TREE MITIGATION CHART BELOW FOR THE BREAKDOWN OF TREES AND CANOPY PROVIDED IN THE PROPOSED LANDSCAPE PLAN AS FOLLOWS:

131	CATEGORY 1 (300 S.F.) =	39,300
42	CATEGORY 2 (150 S.F.) =	6,300
26	CATEGORY 3 (100 S.F.) =	2,600
207	CATEGORY 4 - PALMS (50 S.F.) =	10,350
	TOTAL CANOPY S.F. PROVIDED =	**58,550**

NON SPECIMEN TREES

PER SECTION 98-81 (2) (C) THE MONETARY BALANCE AFTER MITIGATION CANOPY PROVIDED ON PROPOSED LANDSCAPE PLANS, IS OF $200 PER THREE INCHES OF CALIPER REMAINING AND IS TO BE PAID TO BEAUTIFICATION FUND. THERE ARE 9,629.5 CANOPY S.F. REMAINING TO BE MITIGATED MONETARILY AS FOLLOWS USING CATEGORY ONE TREES AS REPLACEMENT:

9,629.5 S'F' / 300 S'F' = 32 TREES X $200= **$6,419** TO BE PAID TO THE BEAUTIFICATION FUND

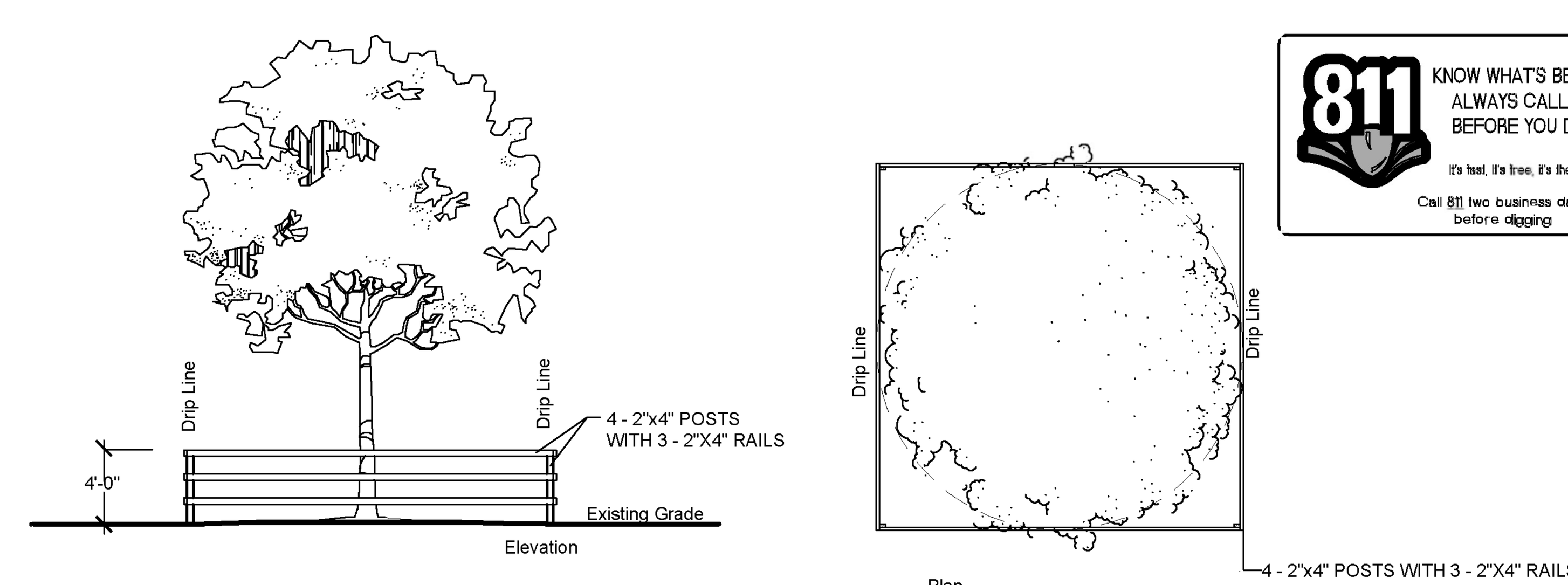
SPECIMEN TREES

5 SPECIMEN TREES ARE PROPOSED TO BE REMOVED WITH A TOTAL APPRAISAL OF $19,021.91 COUNTY TO PROVIDE THE NUMBER OF TREES REQUIRED TO COMPENSATE THE TREE REPLACENT.

PALMS

56 PALMS ARE BEING PROPOSED TO BE MITIGATED WITH A TOTAL OF 490 INCHES TO BE MITIGATED INCH X INCH. PLEASE REFER TO THE TREE MITIGATION CHART BELOW FOR THE BREAKDOWN OF TREES AND CANOPY PROVIDED IN THE PROPOSED LANDSCAPE PLAN AS FOLLOWS:

28 SABAL PALMS 12" EACH=336 INCHES PROVIDED
11 ROYAL PALMS 14" EACH=154 INCHES PROVIDED



Existing Tree(s) Protection Detail

NTS

KNOW WHAT'S BELOW
ALWAYS CALL 811
BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL. 33315 LCC000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH F. JOHNSON
REGISTERED LANDSCAPE ARCHITECT
LA0000855
STATE OF FLORIDA

1 DRC Re.-Submittal Set 03-18-2022
2 DRC Re.-Submittal Set 09-16-2022
3 DRC Re.-Submittal Set 04-14-2023
4 DRC Re.-Submittal Set 08-07-2023
Revision Dates

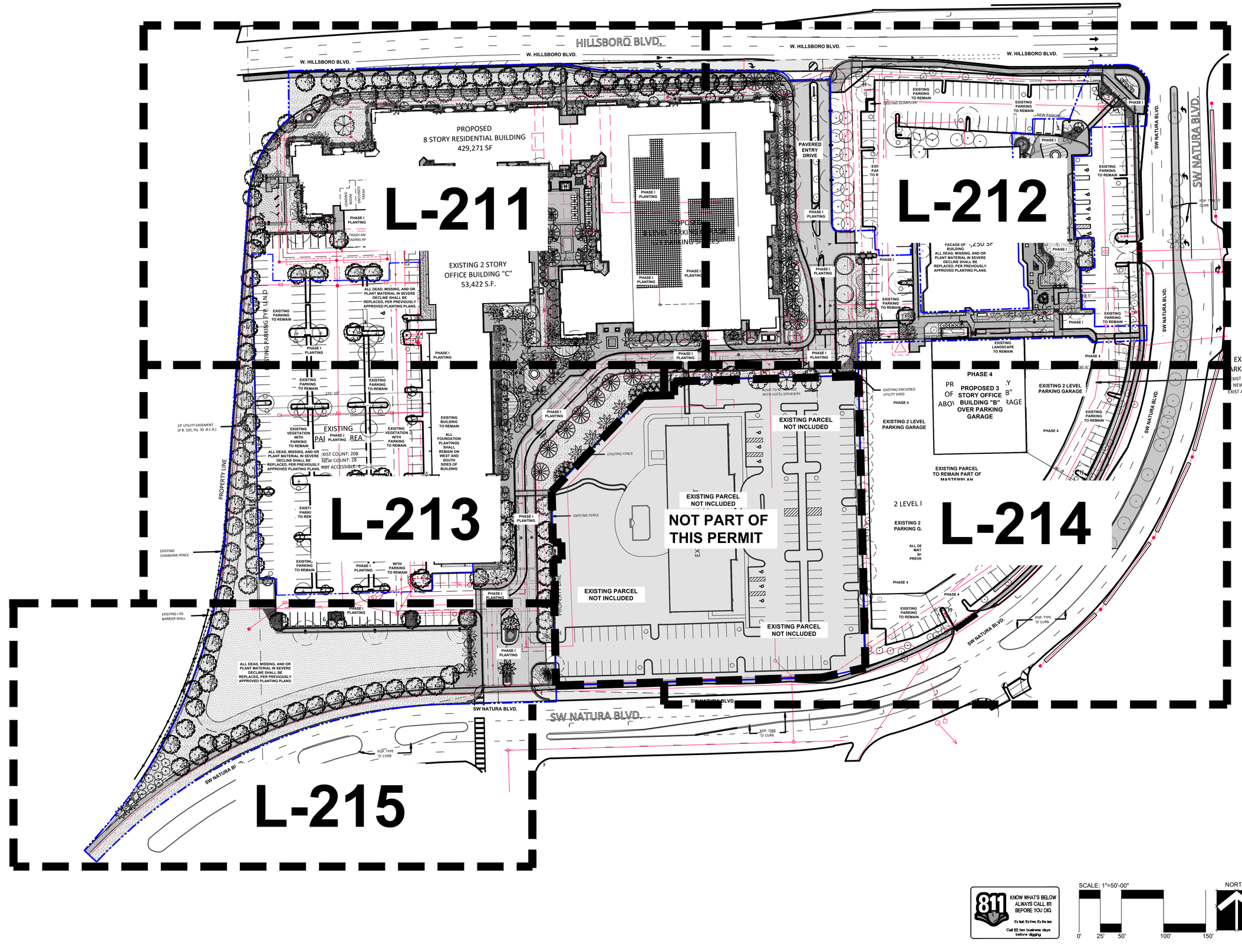
SITEPLAN SUBMITTAL (PHASE 1)
HILLSBORO CENTER
600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
TREE DISPOSITION SCHEDULE

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-202
Sheet 12 of 12



Architectural Alliance Landscape
612 SW 4th Ave. Fort Lauderdale, FL 33315 LC#0000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON
REGISTERED LANDSCAPE ARCHITECT
HUGH F. JOHNSON
LA0000858
STATE OF FLORIDA

	Revision Dates
1	DRC Re-Submittal Set 03-18-2022
2	DRC Re-Submittal Set 09-16-2022
3	DRC Re-Submittal Set 11-14-2022
4	DRC Re-Submittal Set 08-07-2023

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
OVERALL LANDSCAPE PLAN

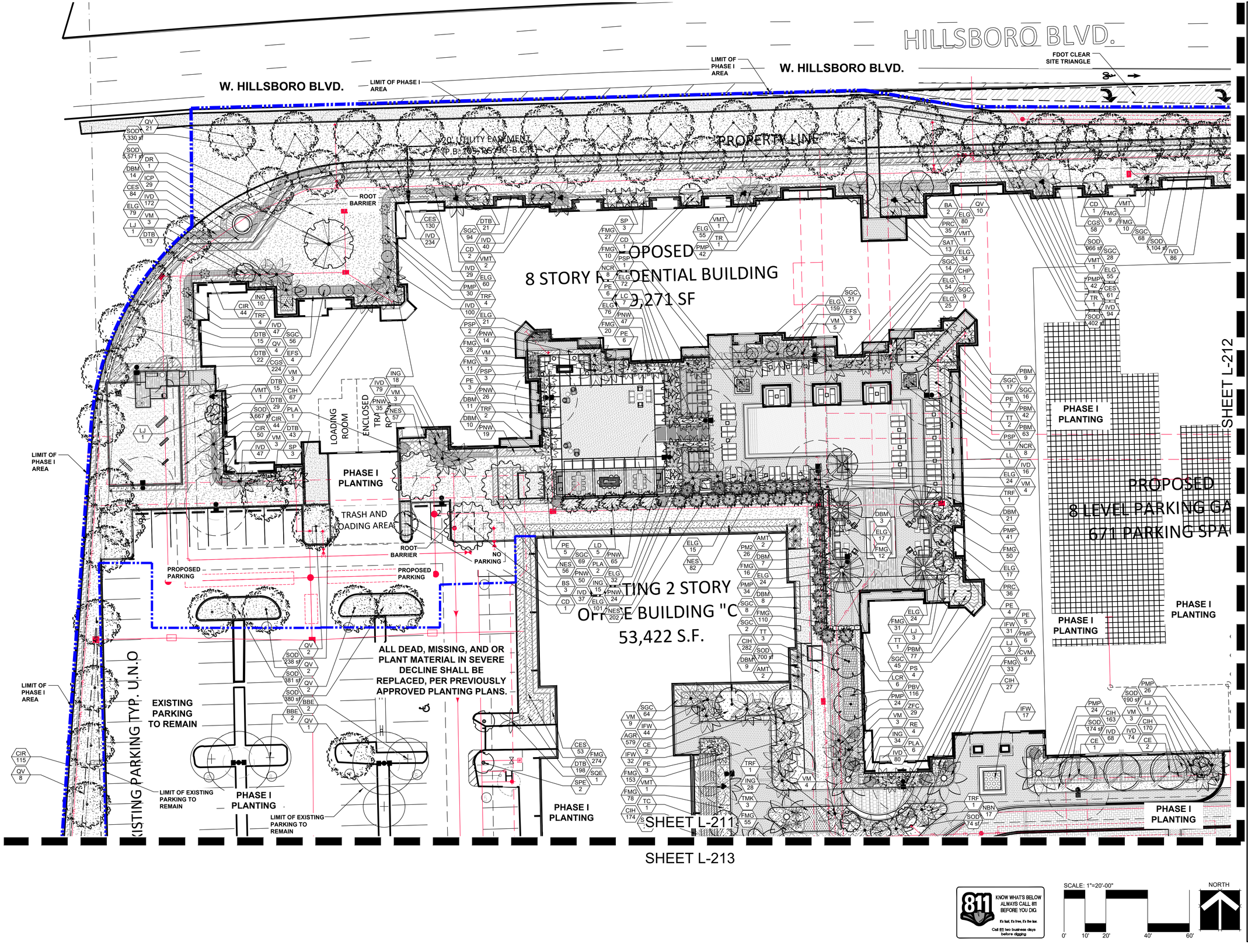
Release Date
11-12-2021

Project Number
2037

Drawing Number
L-210
Sheet 1 of 8

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

SCALE: 1"=50'-00"
0' 25' 50' 100' 150'
NORTH



Architectural Alliance Landscape
612 SW 4th Ave. Fort Lauderdale, FL 33315 LC0000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH F. JOHNSON LA0000858 STATE OF FLORIDA

1	DRC Re-Submittal Set	03-18-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	11-14-2022
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: LANDSCAPE PLAN

Release Date: 11-12-2021

Project Number: 2037

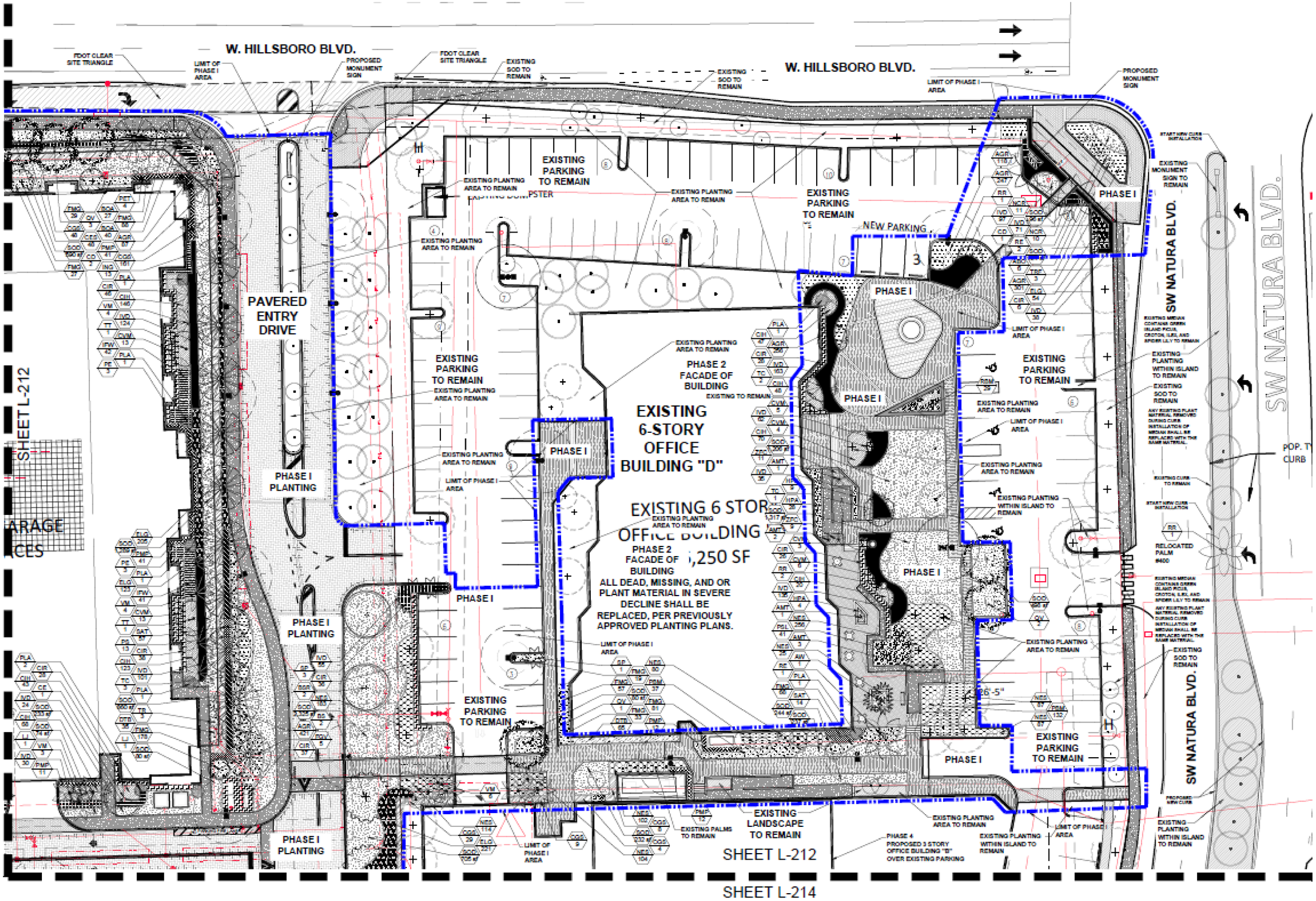
Drawing Number: L-211

Sheet 2 of 8

KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

SCALE: 1"=20'-00"
0' 10' 20' 40' 60'

NORTH



AAL Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL 33315 LC0000237
TEL: 954-764-8938 EMAIL: hjohnson.aia@att.net

HUGH JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH F. JOHNSON LA0002855 STATE OF FLORIDA

	Revision Dates
1	DRC Re-Submittal Set 03-18-2022
2	DRC Re-Submittal Set 09-15-2022
3	DRC Re-Submittal Set 04-14-2023
4	DRC Re-Submittal Set 08-07-2023

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: LANDSCAPE PLAN

Release Date: 11-12-2021

Project Number: 2037

Drawing Number: L-212

Sheet 3 of 8

811 Dial 811 or 1-800-432-4770 Before You Dig

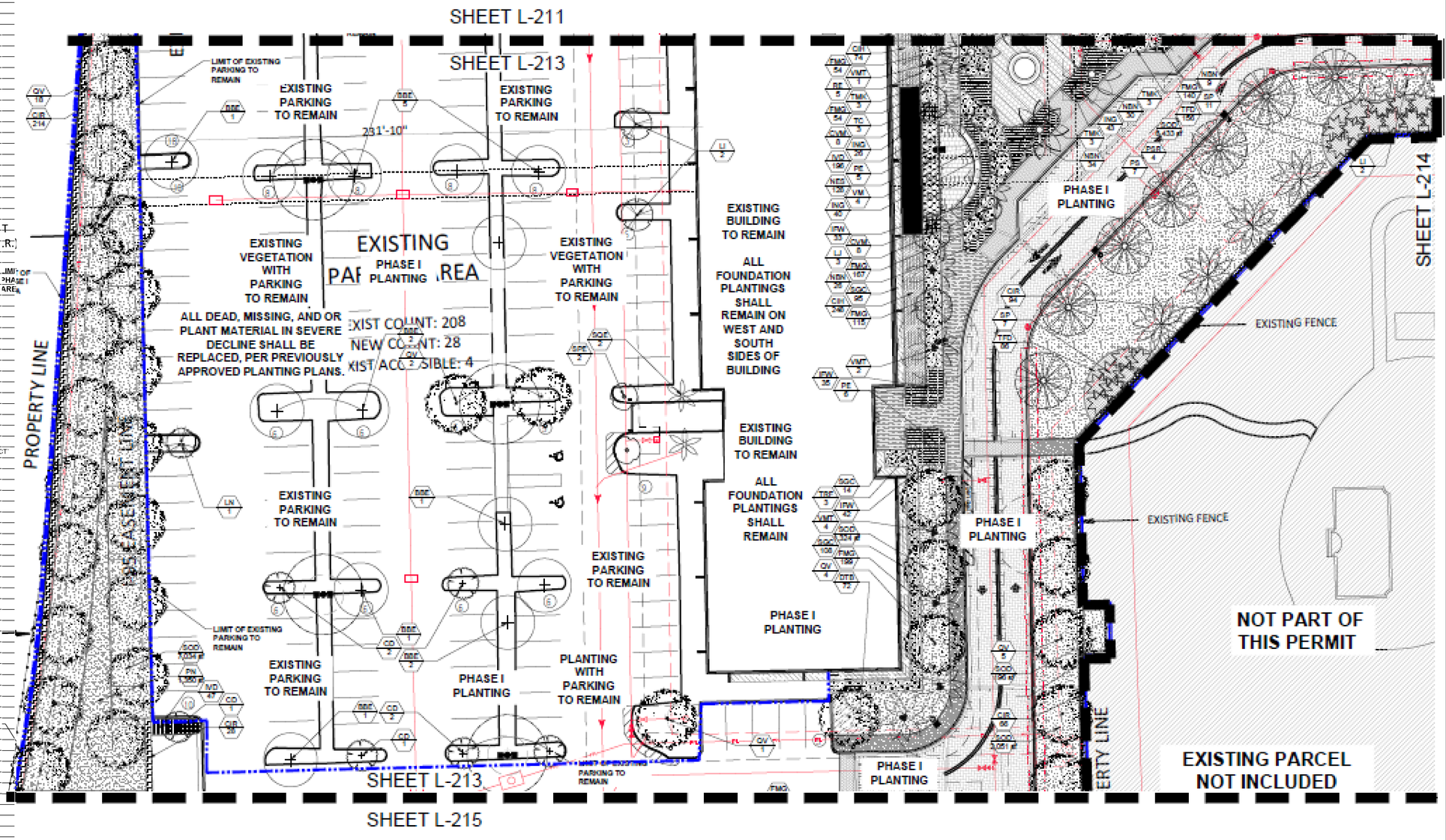
SCALE: 1"=20'-0" (0' 10' 20' 40' 60')

NORTH

OVERALL MASTER PLAN

PLANT SCHEDULE 600 700 HILLSBORO BLV

TREES	BOTANICAL NAME
BBE	BUCIDA BUCERAS
BSR	BURSERA SIMARUBA
BS	BURSERA SIMARUBA
CD	COCCOLOBA DIVERSIFOLIA
CE	CONOCARPUS ERECTUS
IA	ILEX X ATTENUATA `EAST PALATKA`
LJ	LIGUSTRUM JAPONICUM
QVE	QUERCUS VIRGINIANA
QV	QUERCUS VIRGINIANA
FLOWERING TREES	BOTANICAL NAME
BA	BULNESIA ARBOREA
DR	DELONIX REGIA
LN	LAGERSTROEMIA INDICA `NATCHEZ`
LI	LAGERSTROEMIA INDICA `TUSCARORA`
SL	STEMMADENIA LITORALIS
TC	TABEBUIA CARAIBA
TT	TABEBUIA HETEROPHYLLA
PALM TREES	BOTANICAL NAME
AW	ACOELORRHAPHE WRIGHTII
LL	LATANIA LODDIGESII
LC	LIVISTONA CHINENSIS
LD	LIVISTONA DECIPIENS
PS	PHOENIX SYLVESTRIS
PSR	PHOENIX SYLVESTRIS
PE	PTYCHOSPERMA ELEGANS
PET	PTYCHOSPERMA ELEGANS
RE	ROYSTONEA ELATA
RR	ROYSTONEA REGIA
SPE	SABAL PALMETTO
SP	SABAL PALMETTO
SPR	SABAL PALMETTO
SQE	SYAGRUS ROMANZOFFIANA
VMT	VEITCHIA MONTGOMERYANA
VM	VEITCHIA MONTGOMERYANA
SHRUBS	BOTANICAL NAME
ABO	AECHMEA BLANCHETIANA
CVM	CODIAEUM VARIEGATUM `MAGNIFICENT`
FGV	FURCRAEA GIGANTEA `VARIEGATA`
LCR	LEEA COCCINEA `RUBRA`
ACCENT PLANT	BOTANICAL NAME
EFS	EUGENIA FOETIDA
PLA	POLYALTHIA LONGIFOLIA
LARGE SHRUBS	BOTANICAL NAME
CHP	CALLIANDRA HAEMATOCEPHALA
PALMS & CYCADS	BOTANICAL NAME
AMT	ADONIDIA MERRILLII
CHE	CHAMAEROPS HUMILIS CERIFERA `SILVER SELECT`
PM2	PTYCHOSPERMA MACARTHURII
PSP	PTYCHOSPERMA SCHEFFERI
TMK	THRINAX MORRISII
TRF	THRINAX RADIATA
TR	THRINAX RADIATA
SHRUB AREAS	BOTANICAL NAME
BOA	BEGONIA ODORATA `ALBA`
CIR	CHRYSOBALANUS ICACO `REDTIP`
CGS	CLUSIA GUTTIFERA
CES	CONOCARPUS ERECTUS SERICEUS
DEG	DURANTA ERECTA `GOLD MOUND`
HPD	HAMELIA PATENS `COMPACTA`
IFW	IXORA COCCINEA `FRANKIE HIPP` PP9200
ICM	IXORA COCCINEA `MAUI SUNSET`
ING	IXORA COCCINEA `NORA GRANT`
PSL	PHILODENDRON SELLOUM
PBM	PHILODENDRON X `BURLE MARX`
PRC	PHILODENDRON X `ROJO CONGO`
PMP	PODOCARPUS MACROPHYLLUS
PNW	PSYCHOTRIA NERVOSA
SAG	SCHEFFLERA ARBORICOLA `DWARF`
SGC	SCHEFFLERA ARBORICOLA `GOLD CAPELLA`
SAT	SCHEFFLERA ARBORICOLA `TRINETTE`
TFD	TRIPSACUM DACTYLOIDES
TFG	TRIPSACUM FLORIDANA
GROUND COVERS	BOTANICAL NAME
AGR	ARACHIS GLABRATA
ADM	ASPARAGUS DENSIFLORUS `MYERS`
CMF	CARMONA MICROPHYLLA
CIH	CHRYSOBALANUS ICACO `HORIZONTALIS`
DTB	DIANELLA TASMANICA
DBM	DIETES BICOLOR `MORAEA`
ELG	ERNODEA LITTORALIS
EMD	EUPHORBIA MILII `KAROLA`
FMG	FICUS MICROCARPA `GREEN ISLAND`
HPA	HELICONIA PSITTACORUM 'ANDROMEDA'
IVD	ILEX VOMITORIA `STOKES DWARF`
ICP	IXORA COCCINEA 'PETITE RED'
JVW	JASMINUM VOLUBILE
LMB	LIRIOPE MUSCARI 'BIG BLUE'
MFS	MICROSORUM SCOLOPENDRUM
NCR	NEOMARICA CAERULEA `REGINA`
NBN	NEOREGELIA X `BOSSA NOVA`
NES	NEPHROLEPIS EXALTATA
NFM	NEPHROLEPIS FALCATA
PBV	PANDANUS BAPTISTII `VARIEGATED`
PLL	PENTAS LANCEOLATA `LAVENDER`
RBM	RUELLIA BRITTONIANA
TMI	TRIMEZIA MARTINICENSIS
ZFC	ZAMIA FLORIDANA
SOD/SEED	BOTANICAL NAME



Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL. 33315 LCC0000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON
REGISTERED LANDSCAPE ARCHITECT
HUGH F. JOHNSON
LA0000858
STATE OF FLORIDA

1	DRC Re-Submittal Set	03-16-2022
2	DRC Re-Submittal Set	09-01-2022
3	DRC Re-Submittal Set	04-14-2023
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: LANDSCAPE PLAN

Release Date: 11-12-2021

Project Number: 2037

Drawing Number: L-213

Sheet 4 of 8

SCALE: 1"=20'-00" (0' 10' 20' 40' 60')

NORTH

SHEET L-212

SHEET L-213

SHEET L-214

SHEET L-214

ROAD TO BE ALIGNED WITH HOTEL DRIVEWAY

EXISTING ENCLOSED UTILITY SHED

PHASE 4

EXISTING 2 LEVEL PARKING GARAGE

EXISTING PARCEL NOT INCLUDED

EXISTING PARCEL NOT INCLUDED

EXISTING HOTEL INCLUDED

NOT PART OF THIS PERMIT

EXISTING PARCEL NOT INCLUDED

SW NATURA BLVD.

PHASE 4

PROPOSED 3 STORY OFFICE BUILDING "B" OVER PARKING GARAGE

EXISTING 2 LEVEL PARKING GARAGE

EXISTING PARCEL TO REMAIN PART OF MASTERPLAN

ALL EXISTING VEGETATION WITHIN THIS PARCEL IS TO REMAIN

EXISTING 2 LEVEL PARKING GARAGE

PHASE 4

ALL DEAD, MISSING, AND OR PLANT MATERIAL IN SEVERE DECLINE SHALL BE REPLACED, PER PREVIOUSLY APPROVED PLANTING PLANS.

PHASE 4

PHASE 4

EXISTING PARKING TO REMAIN

SW NATURA BLVD.

EXISTING SOD TO REMAIN

ONLY SOD WITHIN THIS PORTION MEDIAN

POP. TYPE 'D' CURB

ONLY SOD WITHIN THIS PORTION MEDIAN

EXISTING SOD TO REMAIN

ONLY SOD WITHIN THIS PORTION MEDIAN

SW NATURA BLVD.

136'-8"

EXISTING 4' HIGH CLUSIA HEDGE TO REMAIN.

EXISTING 2 LEVEL PARKING GARAGE

EXISTING PARKING TO REMAIN

PHASE 4

EXISTING 4' HIGH CLUSIA HEDGE TO REMAIN.

PHASE 4 PROPOSED 3 STORY OFFICE BUILDING "B" OVER EXISTING PARKING

86'-7"

EXISTING PLANTING WITHIN ISLAND TO REMAIN

EXISTING MEDIAN CONTAINS GREEN ISLAND FICUS, CROTON, ILEX, AND SPIDER LILY TO REMAIN

ANY EXISTING PLANT MATERIAL REMOVED DURING CURB INSTALLATION OF MEDIAN SHALL BE REPLACED WITH THE SAME MATERIAL.

EXISTING PARKING TO REMAIN

EXISTING 4' HIGH CLUSIA HEDGE TO REMAIN.

PHASE 4

PROPOSED NEW CURB

EXISTING SOD TO REMAIN

811 SUNSHINE STATE ONE CALL OF FLORIDA, INC.

SCALE: 1"=20'-00"

0' 10' 20' 40' 60'

NORTH

AAL Architectural Alliance Landscape
612 SW 4th Ave. Fort Lauderdale, FL 33315 LC0000237
TEL: 954-764-8858 EMAIL: hjonson@archall.net

HUGH F. JOHNSON REGISTERED LANDSCAPE ARCHITECT LA0000855 STATE OF FLORIDA

	Revision Dates
1	DRC Re-Submittal Set 03-18-2022
2	DRC Re-Submittal Set 09-16-2022
3	DRC Re-Submittal Set 04-14-2023
4	DRC Re-Submittal Set 08-07-2023

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: LANDSCAPE PLAN

Release Date: 11-12-2021

Project Number: 2037

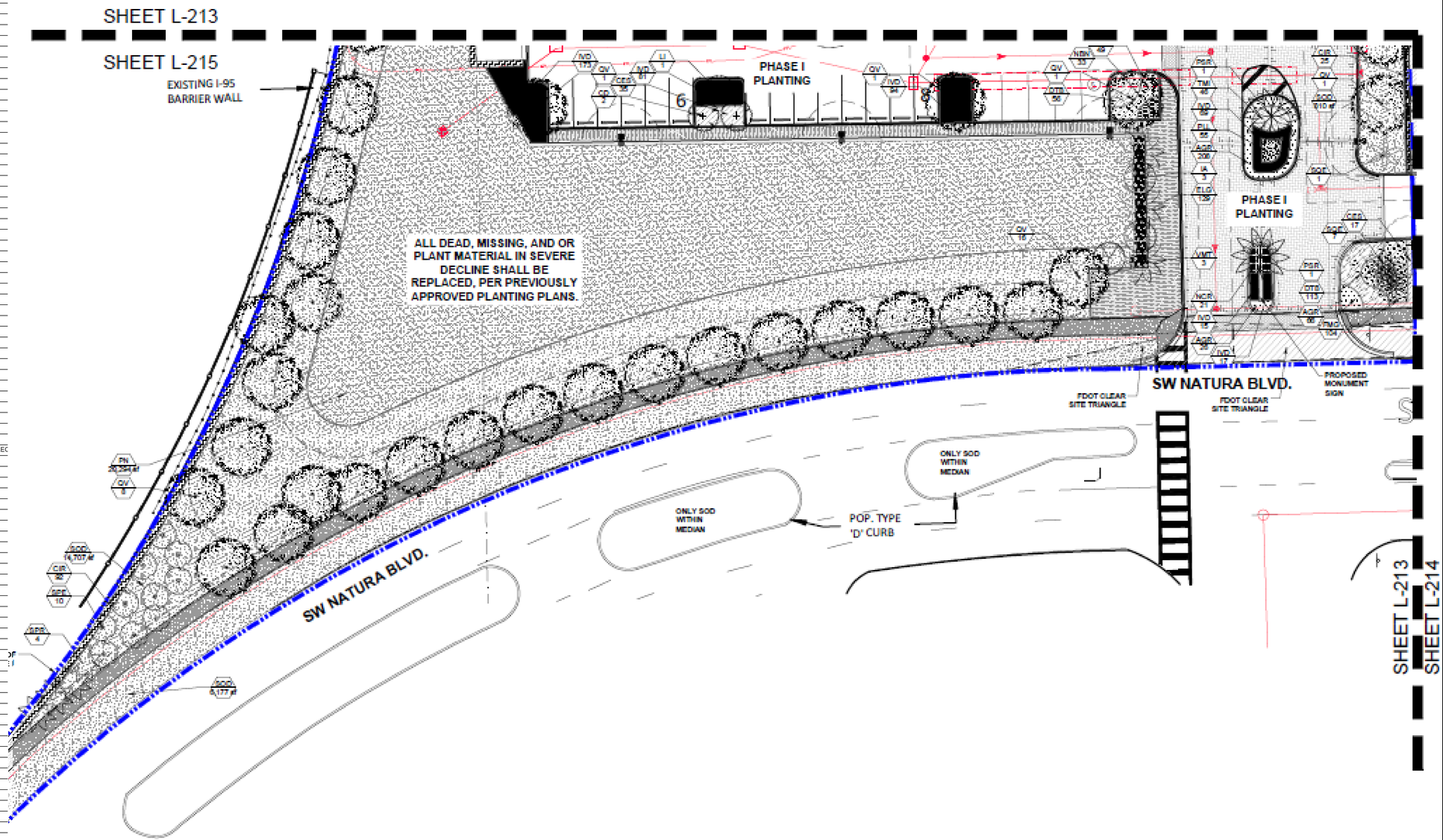
Drawing Number: L-214

Sheet 5 OF 8

OVERALL MASTER PLAN

PLANT SCHEDULE 600 700 HILLSBORO B

TREES	BOTANICAL NAME
BBE	BUCIDA BUCERAS
BSR	BURSERA SIMARUBA
BS	BURSERA SIMARUBA
CD	COCCOLOBA DIVERSIFOLIA
CE	CONOCARPUS ERECTUS
IA	ILEX X ATTENUATA `EAST PALATKA`
LJ	LIGUSTRUM JAPONICUM
QVE	QUERCUS VIRGINIANA
QV	QUERCUS VIRGINIANA
FLOWERING TREES	BOTANICAL NAME
BA	BULNESIA ARBOREA
DR	DELONIX REGIA
LN	LAGERSTROEMIA INDICA `NATCHEZ`
LI	LAGERSTROEMIA INDICA `TUSCARORA`
SL	STEMMADENIA LITORALIS
TC	TABEBUIA CARAIBA
TT	TABEBUIA HETEROPHYLLA
PALM TREES	BOTANICAL NAME
AW	ACOELORRHAPHE WRIGHTII
LL	LATANIA LODDIGESII
LC	LIVISTONA CHINENSIS
LD	LIVISTONA DECIPIENS
PS	PHOENIX SYLVESTRIS
PSR	PHOENIX SYLVESTRIS
PE	PTYCHOSPERMA ELEGANS
PET	PTYCHOSPERMA ELEGANS
RE	ROYSTONEA ELATA
RR	ROYSTONEA REGIA
SPE	SABAL PALMETTO
SP	SABAL PALMETTO
SPR	SABAL PALMETTO
SQE	SYAGRUS ROMANZOFFIANA
VMT	VEITCHIA MONTGOMERYANA
VM	VEITCHIA MONTGOMERYANA
SHRUBS	BOTANICAL NAME
ABO	AECHMEA BLANCHETIANA
CVM	CODIAEUM VARIEGATUM `MAGNIFICENT`
FGV	FURCRAEA GIGANTEA `VARIEGATA`
LCR	LEEA COCCINEA `RUBRA`
ACCENT PLANT	BOTANICAL NAME
EFS	EUGENIA FOETIDA
PLA	POLYALTHIA LONGIFOLIA
LARGE SHRUBS	BOTANICAL NAME
CHP	CALLIANDRA HAEMATOCEPHALA
PALMS & CYCADS	BOTANICAL NAME
AMT	ADONIDIA MERRILLII
CHE	CHAMAEROPS HUMILIS CERIFERA `SILVER SELEC
PM2	PTYCHOSPERMA MACARTHURII
PSP	PTYCHOSPERMA SCHEFFERI
TMK	THRINAX MORRISII
TRF	THRINAX RADIATA
TR	THRINAX RADIATA
SHRUB AREAS	BOTANICAL NAME
BOA	BEGONIA ODORATA `ALBA`
CIR	CHRYSOBALANUS ICACO `REDTIP`
CGS	CLUSIA GUTTIFERA
CES	CONOCARPUS ERECTUS SERICEUS
DEG	DURANTA ERECTA `GOLD MOUND`
HPD	HAMELIA PATENS `COMPACTA`
IFW	IXORA COCCINEA `FRANKIE HIPP`PP9200
ICM	IXORA COCCINEA `MAUI SUNSET`
ING	IXORA COCCINEA `NORA GRANT`
PSL	PHILODENDRON SELLOUM
PBM	PHILODENDRON X `BURLE MARX`
PRC	PHILODENDRON X `ROJO CONGO`
PMP	PODOCARPUS MACROPHYLLUS
PNW	PSYCHOTRIA NERVOSA
SAG	SCHEFFLERA ARBORICOLA `DWARF`
SGC	SCHEFFLERA ARBORICOLA `GOLD CAPELLA`
SAT	SCHEFFLERA ARBORICOLA `TRINETTE`
TFD	TRIPSACUM DACTYLOIDES
TFG	TRIPSACUM FLORIDANA
GROUND COVERS	BOTANICAL NAME
AGR	ARACHIS GLABRATA
ADM	ASPARAGUS DENSIFLORUS `MYERS`
CMF	CARMONA MICROPHYLLA
CIH	CHRYSOBALANUS ICACO `HORIZONTALIS`
DTB	DIANELLA TASMANICA
DBM	DIETES BICOLOR `MORAEA`
ELG	ERNODEA LITTORALIS
EMD	EUPHORBIA MILII `KAROLA`
FMG	FICUS MICROCARPA `GREEN ISLAND`
HPA	HELICONIA PSITTACORUM `ANDROMEDA`
IVD	ILEX VOMITORIA `STOKES DWARF`
ICP	IXORA COCCINEA `PETITE RED`
JVW	JASMINUM VOLUBILE
LMB	LIRIOPE MUSCARI `BIG BLUE`
MFS	MICROSORUM SCOLOPENDRUM
NCR	NEOMARICA CAERULEA `REGINA`
NBN	NEOREGELIA X `BOSSA NOVA`
NES	NEPHROLEPIS EXALTATA
NFM	NEPHROLEPIS FALCATA
PBV	PANDANUS BAPTISTII `VARIEGATED`
PLL	PENTAS LANCEOLATA `LAVENDER`
RBM	RUELLIA BRITTONIANA
TMI	TRIMEZIA MARTINICENSIS
ZFC	ZAMIA FLORIDANA
SOD/SEED	BOTANICAL NAME
SOD	STENOTAPHRUM SECUNDATUM `FLORITAM`



AAL Architectural Alliance Landscape
912 SW 4th Ave., Fort Lauderdale, FL. 33315 LCC000237
TEL: 954.764.4848 EMAIL: hjohnson@archaal.com

HUGH E. JOHNSON REGISTERED LANDSCAPE ARCHITECT LA0000855 STATE OF FLORIDA

	Revision Dates
1	DRC Re-Submittal Set 03-16-2022
2	DRC Re-Submittal Set 09-15-2022
3	DRC Re-Submittal Set 04-14-2023
4	DRC Re-Submittal Set 08-07-2023

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: LANDSCAPE PLAN

Release Date: 11-12-2021

Project Number: 2037

Drawing Number: L-215

Sheet 6 of 8

SCALE: 1"=20'-00" (0' 10' 20' 40' 60')

NORTH

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

DEERFIELD BEACH LANDSCAPE REQUIREMENTS
PROJECT NO: 2037
PROJECT NAME: G&C HILLSBORO INVESTMENT
ZONE: PLANNED DEVELOPMENT DISTRICT
SITE AREA
PHASE I

LANDSCAPE CALCULATIONS			
SEC. 98-80 - LANDSCAPE REQUIREMENTS		REQUIRED	PROVIDED
(e)(1)	LANDSCAEP AREAS / PERVIOUS AREAS - ENTIRE SITE - 139,123 SF		
	1 TREE PER 1,500 SF	93	190+*
	10 SHRUBS PER 1,500 SF	930	1,500+
(e)(2)	PERIMETER BUFFERS		
a.	10' MIN. PERIMETER BUFFER AT ROW		Y
b.	5' MIN. PERIMETER BUFFER AT ADJACENT NON-RESIDENTIAL PROPERTY		Y
c.	PERIMETER BUFFER AT ALL RIGHTS-OF-WAY BUFFERS		
	STREET FRONTAGE:		
	W. HILLSBORO BLVD. (652 L.F. OF FRONTAGE PER DEVELOPMENT)		
	(1) - 14' TO 16' TREE PER 40 L.F. 652 / 40 = 16.3	16	18
	(1) - 8' TO 10' TREE PER 100 L.F. 652 / 100 = 6.5	7	9
	24" CONTINUOUS HEDGE		Y
	SW. NATURA BLVD. (632 L.F. OF FRONTAGE PER DEVELOPMENT)		
	(1) - 14' TO 16' TREE PER 40 L.F. 632 / 40 = 15.8	16	16
	(1) - 8' TO 10' TREE PER 100 L.F. 632 / 100 = 6.3	7	8
	24" CONTINUOUS HEDGE		Y
(e)(3)	ARBOR STREETS		
a.	W. HILLSBORO BLVD		Y
b.	15' MIN PERIMETER BUFFER W/ SHADE TREES OR SPECIMENT PALMS ABOVE AND OVER MINIMUM REQUIREMENTS.		Y
(e)(11)	PARKING ISLAND LANDSCAPE TREATMENT		
	1 TREE PER LANDSCAPE ISLAND	44	44
	20 SHRUBS PER LANDSCAPE ISLAND	880	950+
(k)(9)	MINIMUM OF 50% NATIVE OF ALL TREE, PALM, PLANT SPECIES		
	50% NATIVE TREES	50%	85%
	50% NATIVE PALMS	50%	51%
	50% NATIVE SHRUBS	50%	54%
	(NO MORE THAN 20% REQUIRED TREES SHALL BE PALM SPECIES)		
a.	TREE DIVERSITY (OVER 100 TREES REQUIRED)		
	# TREES = # OF SPECIES	6	10+
b.	GROUND COVER / SHRUB DIVERSITY (OVER 251 SHRUBS REQUIRED)		
	# SHRUBS = # OF SPECIES	6	20+

* - DENOTES USING EXISTING ON-SITE VEGETATION TO CALCULATE

PLANT DIVERSITY

Number of Trees	Minimum Number OF Species
1—4	1
5—10	2
11—25	4
26—50	5
51+	6

Not more than 20 percent of the tree requirement shall be palm species with the exception of Coastal Community Architectural District

Required Number of Shrubs	Minimum Number OF Species
2—100	2
101—150	3
151—200	4
201—250	5
251—over	6

SITE PLAN PHASE I

PLANT SCHEDULE 600 700 HILLSBORO BLVD

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
BBE	17	BUCIDA BUCERAS	BLACK OLIVE TREE	EXISTING			NO	HIGH	
BSR	2	BURSERA SIMARUBA	GUMBO LIMBO	-		RELOCATED GUMBO LIMBO	YES	HIGH	
BS	5	BURSERA SIMARUBA	GUMBO LIMBO	FG/B&B	4" DBH	18` HT. X 8` SPR., 6` CT	YES	HIGH	
CD	16	COCCOLOBA DIVERSIFOLIA	PIGEON PLUM	FG/B&B	2.5" DBH	12` HT. X 5` SPR., S	YES	HIGH	
CE	6	CONOCARPUS ERECTUS	BUTTONWOOD	FG/B&B	3"CAL	16` OA., 7` SPD., 8` CT.	YES	HIGH	
IA	3	ILEX X ATTENUATA `EAST PALATKA`	EAST PALATKA HOLLY	RELOCATED		VARIES	YES	HIGH	
LJ	14	LIGUSTRUM JAPONICUM	TREE LIGUSTRUM	FG/B&B	MULTI-TRUNK	8`-10` OA, HEAVY	NO	MEDIUM	
QVE	3	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	EXISTING			YES	HIGH	
QV	117	QUERCUS VIRGINIANA	LIVE OAK	FG/B&B	4" DBH	18` HT. X 8` SPR., 6` CT	YES	HIGH	
FLOWERING TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
BA	2	BULNESIA ARBOREA	VERAWOOD	FG/B&B	3" DBH	16`-18` HT. X 8` SPR., 8` CT	NO	HIGH	
DR	1	DELONIX REGIA	ROYAL POINCIANA	FG/B&B	4" DBH	16` OA., 7` SPD., 8` CT.	NO	HIGH	
LN	1	LAGERSTROEMIA INDICA `NATCHEZ`	WHITE CRAPE MYRTLE	FG/B&B	3" DBH	14` HT. X 6` SPR., STD.	NO	HIGH	
LI	6	LAGERSTROEMIA INDICA `TUSCARORA`	TUSCARORA CRAPE MYRTLE `STANDARD`	FG/B&B	3" DBH	14`HT X 6`SPR, STD	NO	HIGH	
TC	10	TABEBUIA CARAIBA	SILVER TRUMPET	FG/B&B	2" CAL.	14` HT. X 6` SPD X 6` CT	NO	HIGH	
TT	8	TABEBUIA HETEROPHYLLA	PINK TRUMPET TREE	FG/B&B	2" CAL.	14` HT. X 6` SPR., 6` CT	NO	HIGH	
PALM TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
AW	1	ACOELORRHAPHE WRIGHTII	PAUROTIS PALM	FG/B&B		8`-10` OA, MULTI-TRUNK, TREE FORM	YES	MEDIUM	
LL	1	LATANIA LODDIGESII	BLUE LATAN PALM	FG/B&B		8` MIN CT. SINGLE TRUNK, STAGGER HT., FULL & LUSH	NO	HIGH	
LC	7	LIVISTONA CHINENSIS	CHINESE FAN PALM	FG/B&B		8` OA, SINGLE, HEAVY CALIPER	NO	HIGH	
LD	5	LIVISTONA DECIPIENS	RIBBON PALM	FG/B&B		10` C.T., SINGLE MATCHED	NO	HIGH	
PS	24	PHOENIX SYLVESTRIS	WILD DATE PALM	FG/B&B		12` GW, MATCHED	NO	HIGH	
PSR	6	PHOENIX SYLVESTRIS	WILD DATE PALM	RELOCATED		VARIES	NO	HIGH	
PE	56	PTYCHOSPERMA ELEGANS	SOLITAIRE PALM	FG/B&B		12`-14` GW, MATCHED, SINGLES	NO	HIGH	
PET	4	PTYCHOSPERMA ELEGANS	ALEXANDER PALM	FG/B&B		12`-14` GW, TRIPLES	NO	HIGH	
RE	11	ROYSTONEA ELATA	FLORIDA ROYAL PALM	FG/B&B		12` GW, MATCHED	YES	HIGH	
RR	4	ROYSTONEA REGIA	ROYAL PALM	RELOCATED		VARIES	YES	MEDIUM	
SPE	14	SABAL PALMETTO	CABBAGE PALMETTO	EXISTING					
SP	28	SABAL PALMETTO	CABBAGE PALMETTO	FG/B&B		12`-16` GW, STAGGERED HEIGHTS	YES	HIGH	
SPR	4	SABAL PALMETTO	CABBAGE PALMETTO	RELOCATED					
SQE	11	SYAGRUS ROMANZOFFIANA	QUEEN PALM	EXISTING					
VMT	18	VEITCHIA MONTGOMERYANA	MONTGOMERY PALM	FG/B&B		12` GW, MATCHED	NO	MEDIUM	
VM	64	VEITCHIA MONTGOMERYANA	MONTGOMERY PALM	FG/B&B		20-24` OA., SINGLES, HEAVY	NO	MEDIUM	
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
ABO	6	AECHMEA BLANCHETIANA	`BURNT ORANGE` BROMELIAD	3 GAL		SPECIMEN	NO	MEDIUM	
CVM	66	CODIAEUM VARIEGATUM `MAGNIFICENT`	CROTON	-		30" OA, SPECIMEN	NO	HIGH	
FGV	5	FURCRAEA GIGANTEA `VARIEGATA`	FALSE AGAVE	7 GAL.		30" OA.	NO	HIGH	
LCR	6	LEEA COCCINEA `RUBRA`	RED LEEA	-	MULTI-STEM	24-28" OA	NO	MEDIUM	
ACCENT PLANT	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
EFS	7	EUGENIA FOETIDA	SPANISH STOPPER	-		7-8` OA., STD	YES	HIGH	
PLA	17	POLYALTHIA LONGIFOLIA	ASHOK	-		6`-7` OA, FULL TO BASE	NO	HIGH	
LARGE SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
CHP	1	CALLIANDRA HAEMATOCEPHALA	RED POWDER PUFF	-		5-6` OA, STANDARD	NO	MEDIUM	
PALMS & CYCADS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	
AMT	11	ADONIDIA MERRILLII	ADONIDIA PALM	-		6` OA, TRIPLE TRUNKS	NO	HIGH	
PM2	26	PTYCHOSPERMA MACARTHURII	MACARTHUR PALM	-	MULTI-STEM	7-8` OA, FULL TO BASE	NO	HIGH	
PSP	7	PTYCHOSPERMA SCHEFFERI	SCHEFFER'S PALM	-	MULTI-STEM	5-6` OA, FULL TO BASE	NO	HIGH	
TMK	12	THRINAX MORRISII	KEY THATCH PALM	-		4` OA., MATCHED	YES	HIGH	
TRF	19	THRINAX RADIATA	FLORIDA THATCH PALM	-		4` OA., FULL	YES	HIGH	
TR	5	THRINAX RADIATA	FLORIDA THATCH PALM	-		6`+ OA., SPECIMEN	YES	HIGH	
SHRUB AREAS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	SPACING
BOA	67	BEGONIA ODORATA `ALBA`	GIANT WHITE CANE BEGONIA	-		12" HT, 12" SPR.	NO	MEDIUM	16" o.c.
CIR	1,114	CHRYSOBALANUS ICACO `REDTIP`	RED TIP COCOPLUM	-		24"HT X 24"SPR	YES	MEDIUM	24" o.c.
CGS	556	CLUSIA GUTTIFERA	SMALL-LEAF CLUSIA	-		24"HT X 24"SPR	NO	HIGH	30" o.c.
CES	428	CONOCARPUS ERECTUS SERICEUS	SILVER BUTTON WOOD	-		24" HT X 24" SPR	YES	HIGH	24" o.c.
IFW	317	IXORA COCCINEA `FRANKIE HIPP`PP9200	WHITE IXORA	-		20" HT. X 20" SPR.	NO	MEDIUM	24" o.c.
ING	225	IXORA COCCINEA `NORA GRANT`	RED IXORA	-		20" HT X 20" SPR	NO	HIGH	24" o.c.
PSL	41	PHILODENDRON SELLOUM	LACY TREE PHILODENDRON	-		20" HT. X 20" SPR.	NO	HIGH	30" o.c.
PBM	360	PHILODENDRON X `BURLE MARX`	PHILODENDRON	-		18"HT X 18"SPR	NO	MEDIUM	20" o.c.
PRC	71	PHILODENDRON X `ROJO CONGO`	ROJO CONGO PHILODENDRON	-		24" HT. X 24" SPR.	NO	MEDIUM	24" o.c.
PMP	386	PODOCARPUS MACROPHYLLUS	PODOCARPUS	-		30" HT. X 24" SPR.	NO	HIGH	24" o.c.
PNW	280	PSYCHOTRIA NERVOSA	WILD COFFEE	-		20" HT X 20" SPR	YES	HIGH	24" o.c.
SGC	757	SCHEFFLERA ARBORICOLA `GOLD CAPELLA`	GOLD CAPELLA ARBORICOLA	-		24" HT. X 24" SPR.	NO	HIGH	24" o.c.
SAT	84	SCHEFFLERA ARBORICOLA `TRINETTE`	SCHEFFLERA	-		24" HT X 24" SPR	NO	HIGH	30" o.c.
TFD	275	TRIPSACUM DACTYLOIDES	FAKAHATCHEE GRASS	-		24" HT X 24" SPR	YES	HIGH	24" o.c.
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	SPACING
AGR	2,309	ARACHIS GLABRATA	LARGE LEAF PERENNIAL PEANUT	-		4" HT. X 12" SPR.	NO	HIGH	12" o.c.
CIH	1,770	CHRYSOBALANUS ICACO `HORIZONTALIS`	HORIZONTAL COCOPLUM	-		16" HT X 16" SPR	YES	HIGH	16" o.c.
DTB	697	DIANELLA TASMANICA	BLUEBERRY FLAX LILY	-		16" HT X 16" SPR	NO	MEDIUM	18" o.c.
DBM	83	DIETES BICOLOR `MORAEA`	FORTNIGHT LILY	-		16" HT. X 16" SPR.	NO	HIGH	24" o.c.
ELG	1,756	ERNODEA LITTORALIS	GOLDEN CREEPER	-		14" HT. X 14" SPR.	YES	HIGH	16" o.c.
FMG	2,373	FICUS MICROCARPA `GREEN ISLAND`	GREEN ISLAND FICUS	-		16" HT. X 16" SPR.	NO	HIGH	20" o.c.
HPA	41	HELICONIA PSITTACORUM `ANDROMEDA`	ANDROMEDA PARROT HELICONIA	-		15" HT. X 15" SPD.	NO	HIGH	24" o.c.
IVD	2,830	ILEX VOMITORIA `STOKES DWARF`	DWARF YAUPON HOLLY	-		16" HT X 16" SPR	YES	HIGH	18" o.c.
ICP	29	IXORA COCCINEA 'PETITE RED'	DWARF RED IXORA	-		8" HT X 12" SPR	NO	MEDIUM	18" o.c.
NCR	58	NEOMARICA CAERULEA `REGINA`	GIANT WALKING IRIS	-		24" HT. X 18" SPD	NO	MEDIUM	24" o.c.
NBN	149	NEOREGELIA X `BOSSA NOVA`	GREEEN & WHITE BROMELIAD	-		6" HT, 12" SPR. FULL	NO	HIGH	16" o.c.
NES	1,563	NEPHROLEPIS EXALTATA	BOSTON FERN	-		12" HT. X 12" SPR.	YES	HIGH	16" o.c.
PBV	116	PANDANUS BAPTISTII `VARIEGATED`	DWARF VARIEGATED PANDANUS	-		14" HT. X 14" SPR.	NO	HIGH	18" o.c.
PLL	55	PENTAS LANCEOLATA `LAVENDER`	LAVENDER PENTAS	1 GAL.		8" HT. X 8" SPR.	NO	MEDIUM	12" o.c.
RBM	29	RUELLIA BRITTONIANA	MEXICAN PETUNIA	-		16" HT X 16" SPR	NO	HIGH	24" o.c.
TMI	46	TRIMEZIA MARTINICENSIS	YELLOW WALKING IRIS	-		16" HT X 16" SPR	NO	MEDIUM	18" o.c.
ZFC	49	ZAMIA FLORIDANA	COONTIE PALM	-		12" HT. X 12" SPR.	YES	HIGH	24" o.c.
SOD/SEED	QTY	BOTANICAL NAME	COMMON NAME	CONT	CALIPER	SIZE	NATIVE	DROUGHT	SPACING
PN	21,644 SF	PASPALUM NOTATUM	BAHIA GRASS	SOD			YES	HIGH	
SOD	75,089 SF	STENOTAPHRUM SECUNDATUM `FLORITAM`	`FLORITAM` ST. AUGUSTINE SOD	SOD			NO	HIGH	

Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL 33315 LC26000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON LANDSCAPE ARCHITECT REGISTERED HUGH F. JOHNSON LA0000858 STATE OF FLORIDA

	Revision Dates
1	DRC Re-Submittal Set 03-18-2022
2	DRC Re-Submittal Set 09-16-2022
3	DRC Re-Submittal Set 11-14-2022
4	DRC Re-Submittal Set 08-07-2023

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
PLANTING SCHEDULE & LANDSCAPE CALCULATIONS

Release Date
11-12-2021

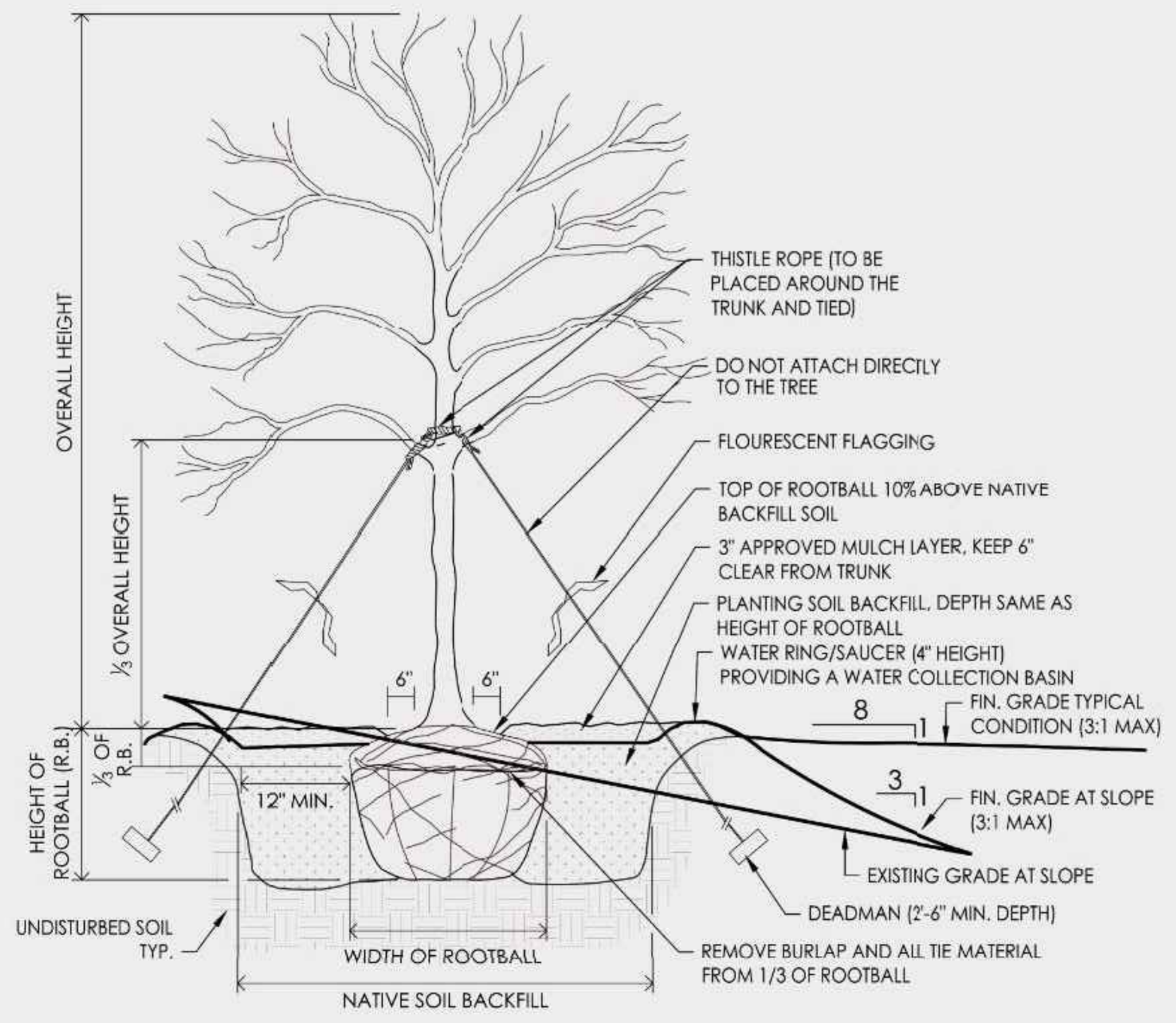
Project Number
2037

Drawing Number
L-220

Sheet 7 of 8

APPENDIX E: DETAILS

PLANTING DETAIL



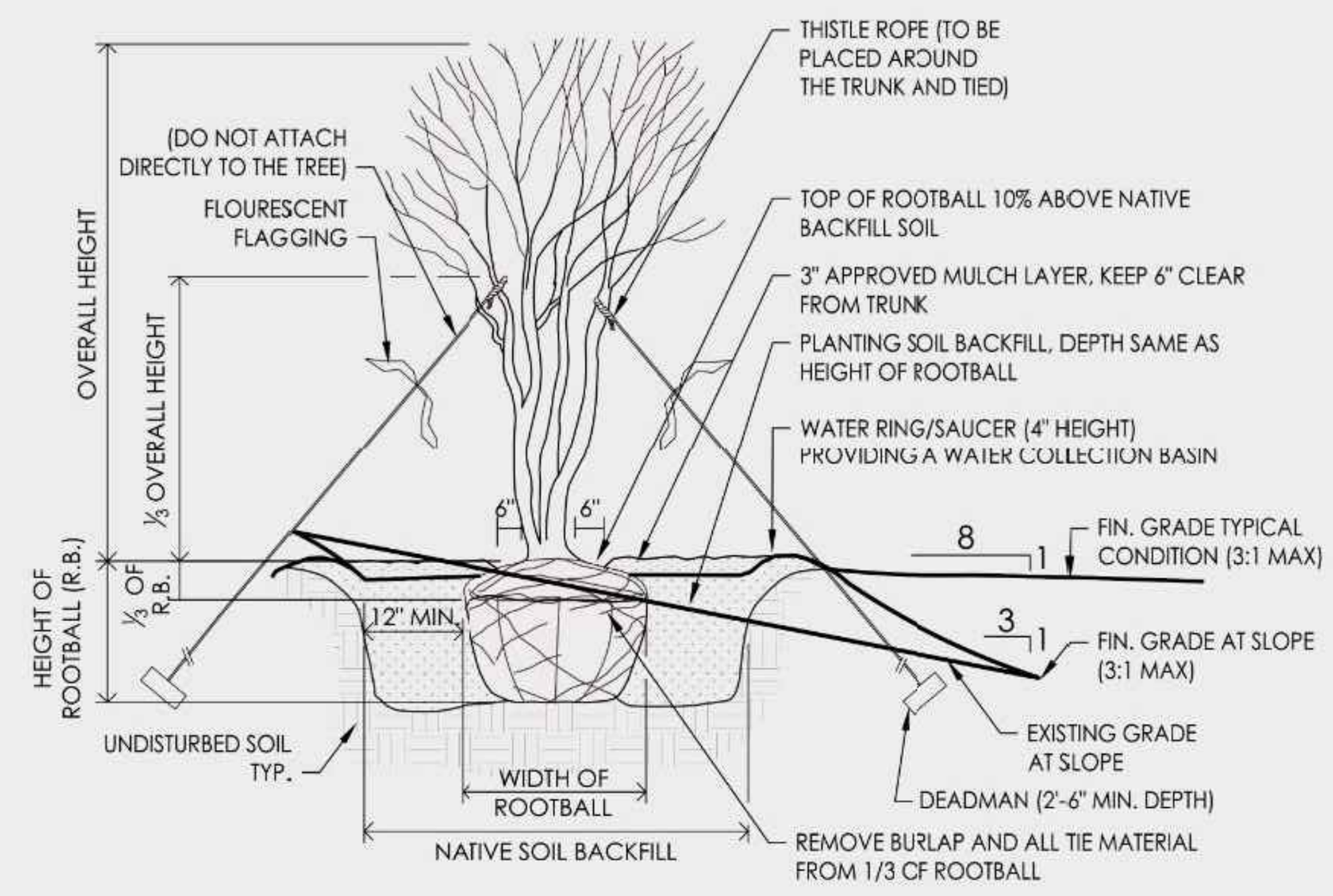
TREE PLANTING DETAILS N.T.S.

96 Deerfield Beach FL

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

APPENDIX E: DETAILS

PLANTING DETAIL



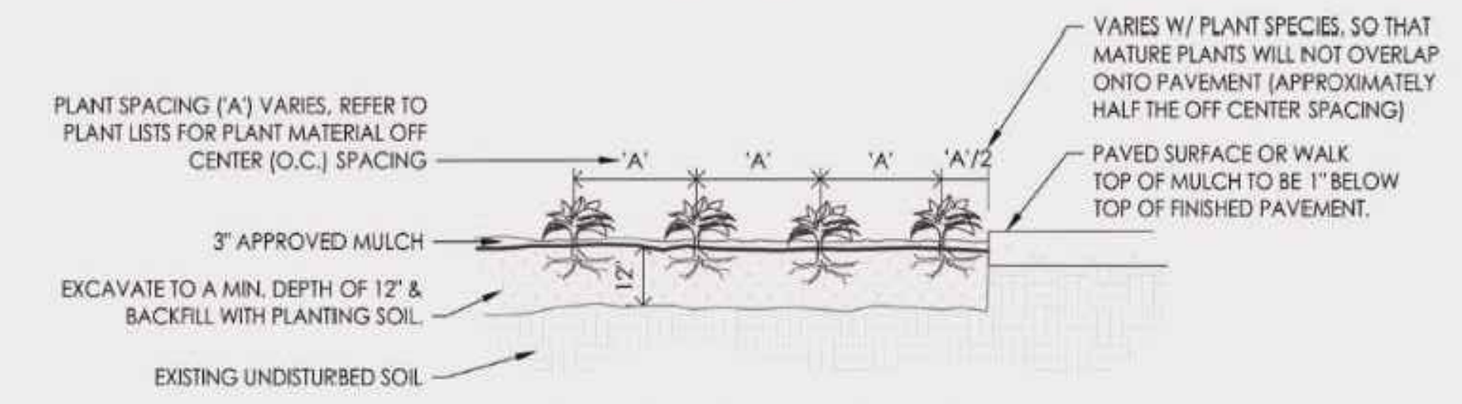
MULTI-STEM PLANTING DETAIL N.T.S.

98 Deerfield Beach FL

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

APPENDIX E: DETAILS

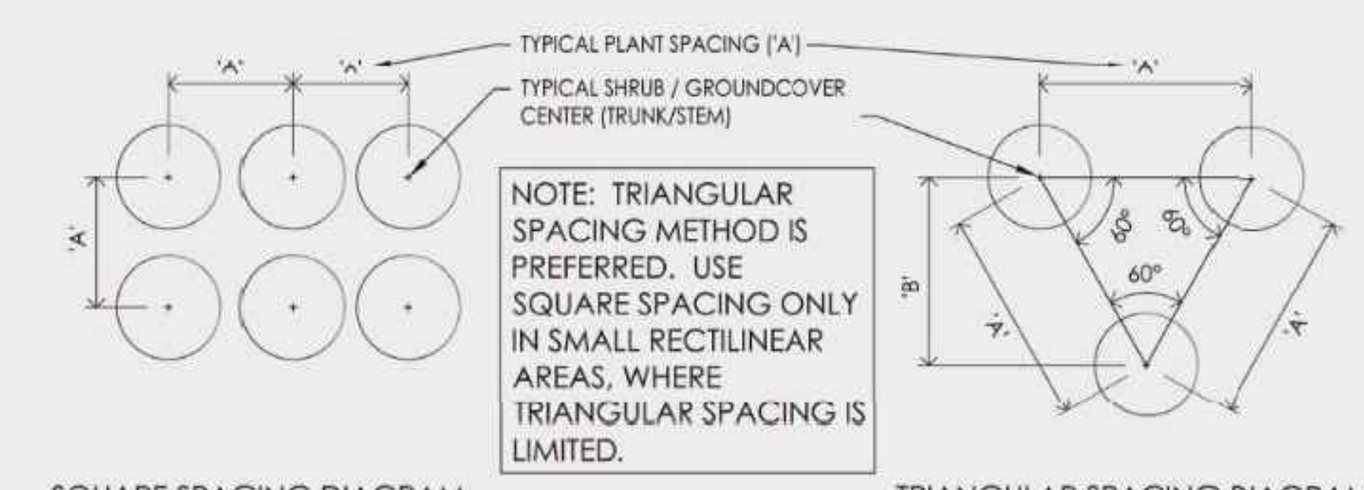
GROUNDCOVER & SHRUB LAYOUT & SPACING DETAIL



SECTION OF PLANTING BED EDGE

GROUNDCOVER / SHRUB SPACING CHART

PLANT SPACING ('A')	ROW SPACING ('B')
6 IN. O.C.	5 IN. O.C.
8 IN. O.C.	7 IN. O.C.
10 IN. O.C.	9 IN. O.C.
12 IN. O.C.	10 IN. O.C.
15 IN. O.C.	13 IN. O.C.
18 IN. O.C.	15 IN. O.C.
24 IN. O.C.	21 IN. O.C.
30 IN. O.C.	26 IN. O.C.
36 IN. O.C.	31 IN. O.C.
48 IN. O.C.	41 IN. O.C.
54 IN. O.C.	46 IN. O.C.
60 IN. O.C.	52 IN. O.C.
ROW SPACING = PLANT SPACING X 0.86	



SQUARE SPACING DIAGRAM

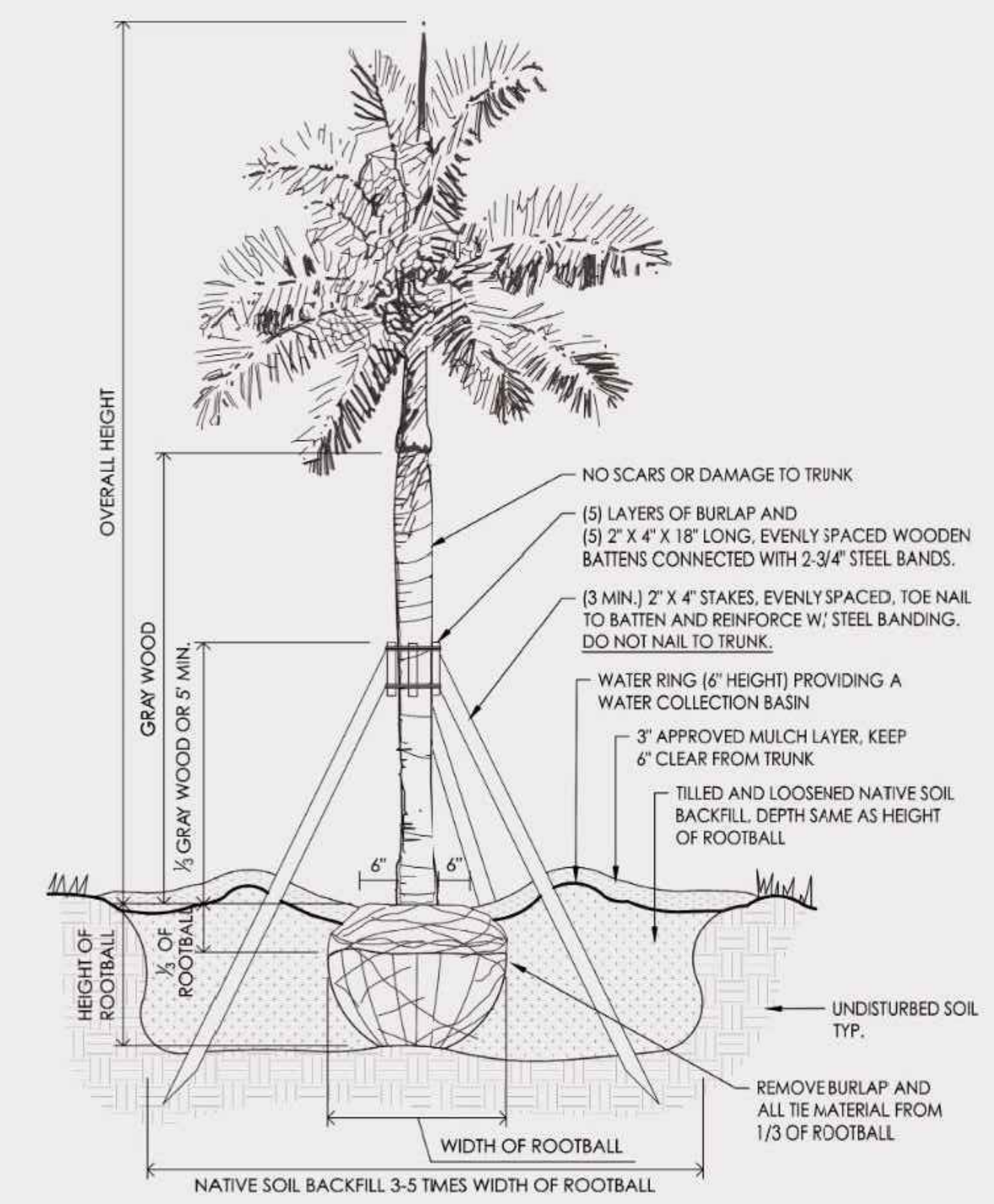
TRIANGULAR SPACING DIAGRAM

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

Deerfield Beach FL 99

APPENDIX E: DETAILS

PLANTING DETAIL



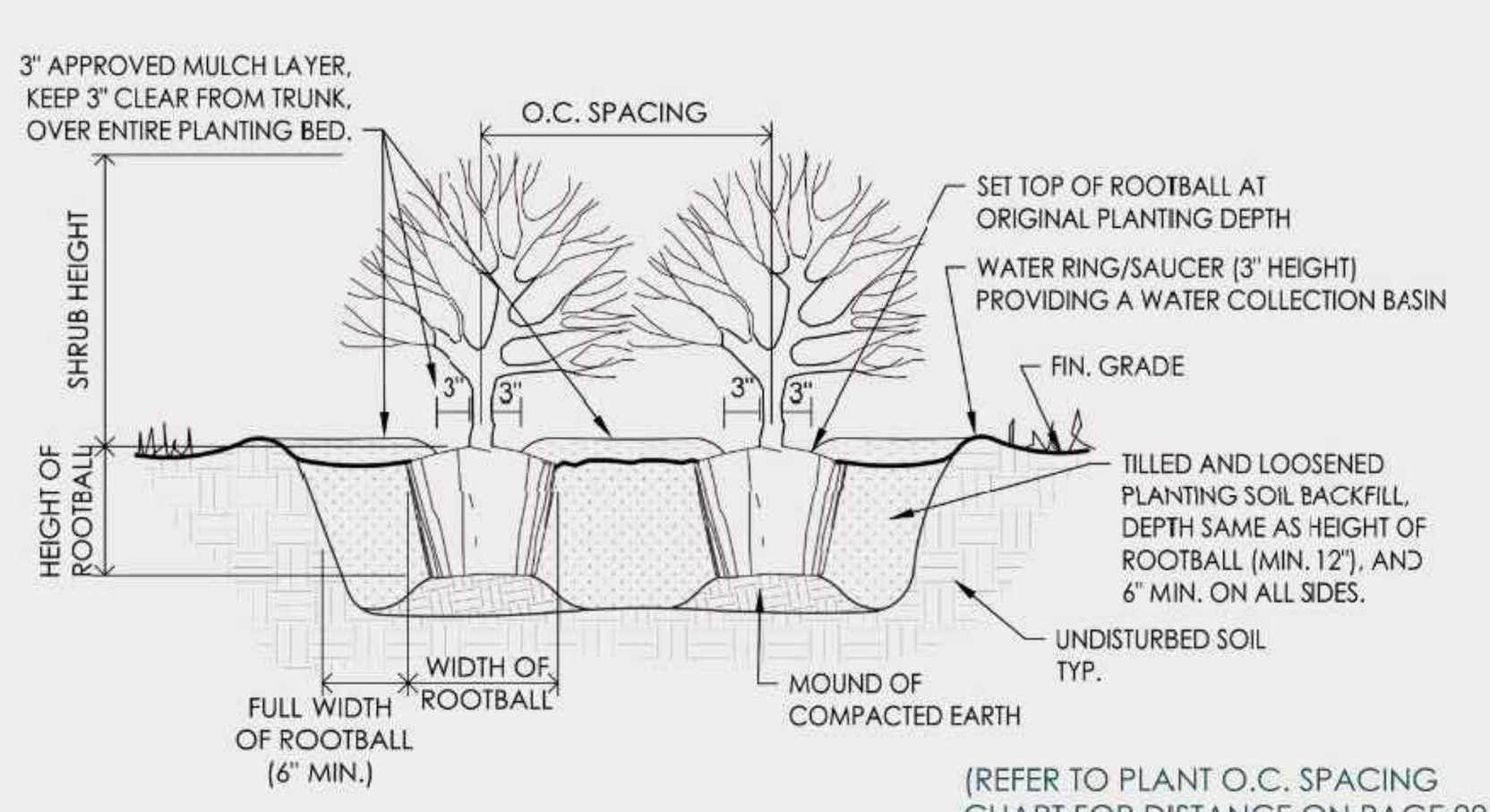
PALM PLANTING DETAIL N.T.S.

100 Deerfield Beach FL

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

APPENDIX E: DETAILS

PLANTING DETAIL



(REFER TO PLANT O.C. SPACING CHART FOR DISTANCE ON PAGE 99)

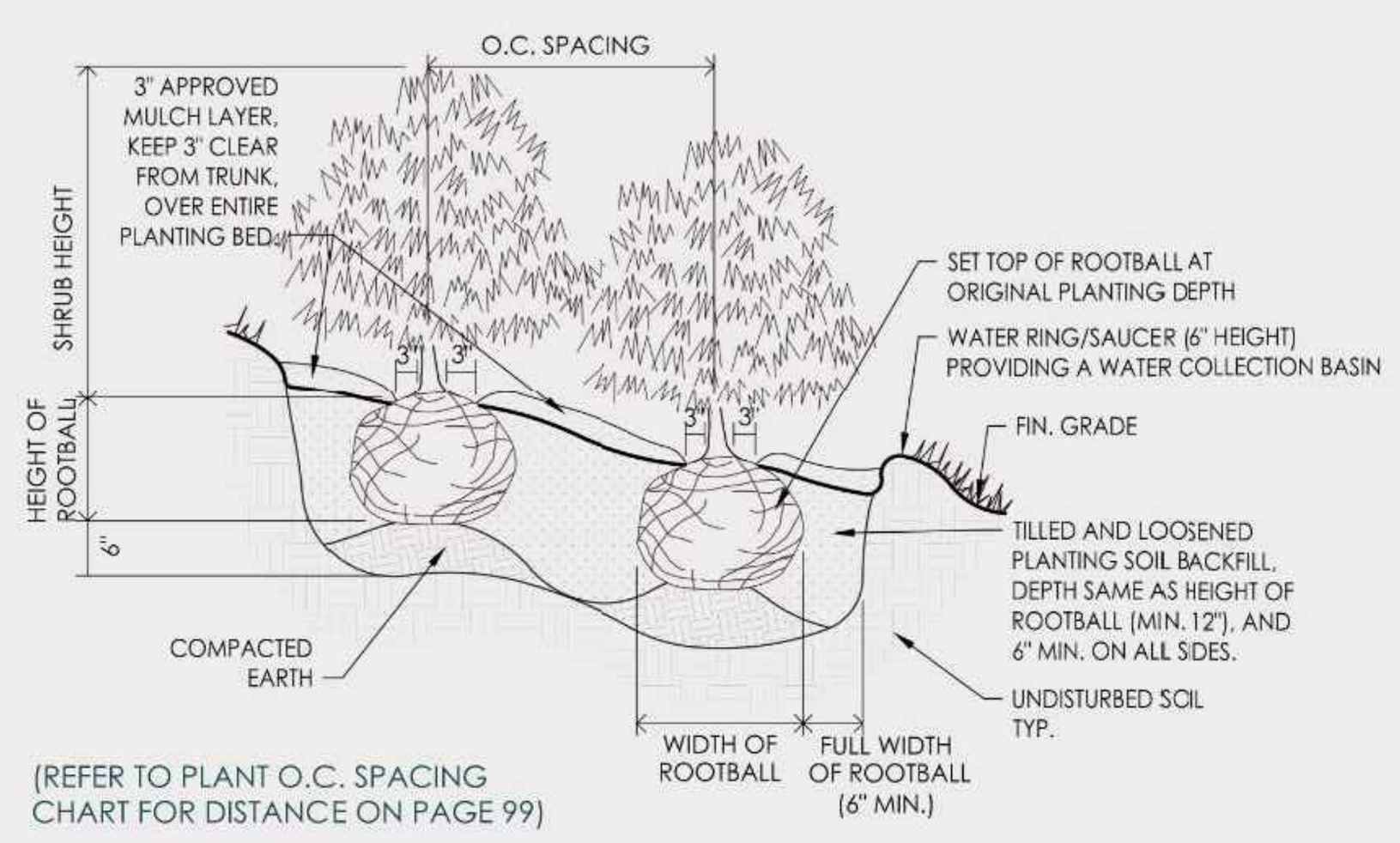
SHRUB PLANTING DETAILS N.T.S.

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

Deerfield Beach FL 101

APPENDIX E: DETAILS

PLANTING DETAIL



(REFER TO PLANT O.C. SPACING CHART FOR DISTANCE ON PAGE 99)

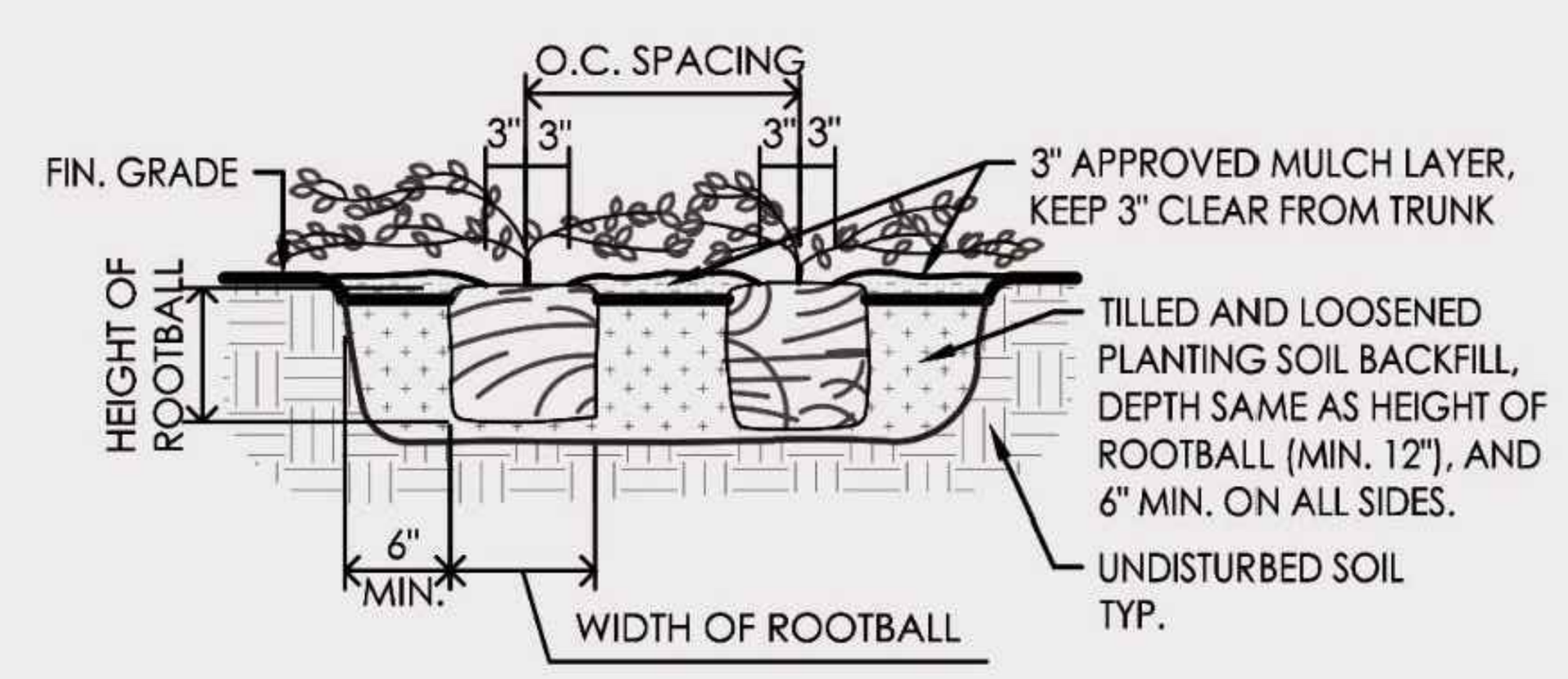
SHRUB PLANTING ON SLOPE DETAILS N.T.S.

102 Deerfield Beach FL

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

APPENDIX E: DETAILS

PLANTING DETAIL



(REFER TO PLANT O.C. SPACING CHART FOR DISTANCE ON PAGE 99)

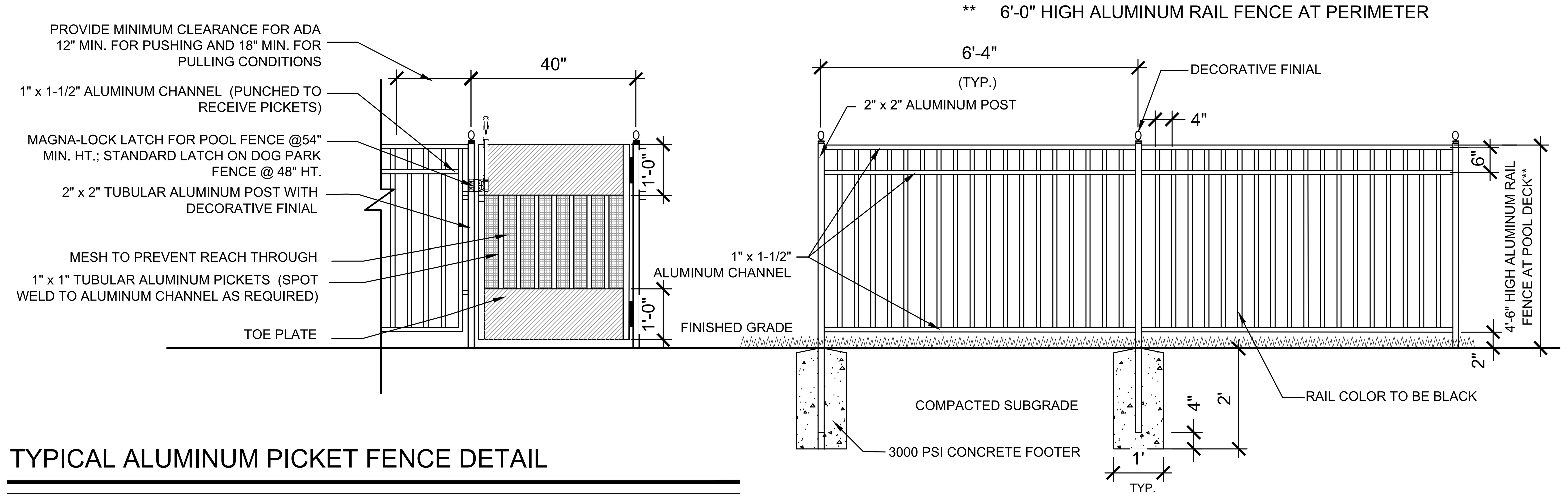
GROUNDCOVER PLANTING DETAILS N.T.S.

Diagrams are used for example ONLY.
** Contact the Planning Dept. for additional information.**

Deerfield Beach FL 103

NOTE:
* ALL GATES SHALL BE SELF CLOSING WITH A SELF LATCHING MECHANISM.
* ALL GATES SHALL BE EQUIPPED WITH KEY FOB ENTRY ACCESS, PER ARCHITECT.
* ALL ALUMINUM RAIL FENCING SHALL BE COLOR BLACK.

** 5'-0" HIGH ALUMINUM RAIL FENCE AT DOG PARK
** 6'-0" HIGH ALUMINUM RAIL FENCE AT PERIMETER



TYPICAL ALUMINUM PICKET FENCE DETAIL

NTS

GENERAL PLANTING REQUIREMENTS

ALL SIZES SHOWN FOR PLANT MATERIAL ON THE PLANS ARE TO BE CONSIDERED MINIMUM. ALL PLANT MATERIAL MUST MEET OR EXCEED THESE MINIMUM REQUIREMENTS FOR BOTH HEIGHT AND SPREAD. ANY OTHER REQUIREMENTS FOR SPECIFIC SHAPE OR EFFECT AS NOTED ON THE PLAN(S) WILL ALSO BE REQUIRED FOR FINAL ACCEPTANCE.

ALL PLANT MATERIAL FURNISHED BY THE LANDSCAPE CONTRACTOR SHALL BE FLORIDA #1 OR BETTER AS ESTABLISHED BY "GRADES AND STANDARDS FOR FLORIDA NURSERY PLANTS" AND "GRADES AND STANDARDS FOR FLORIDA NURSERY TREES". ALL MATERIAL SHALL BE INSTALLED AS PER CSI SPECIFICATIONS.

ALL PLANT MATERIAL AS INCLUDED HEREIN SHALL BE WARRANTIED BY THE LANDSCAPE CONTRACTOR FOR A MINIMUM PERIOD AS FOLLOWS: ALL TREES AND PALMS FOR 12 MONTHS, ALL SHRUBS, VINES, GROUNDCOVERS AND MISCELLANEOUS PLANTING MATERIALS FOR 90 DAYS, AND ALL LAWN AREAS FOR 60 DAYS AFTER FINAL ACCEPTANCE BY THE OWNER OR OWNER'S REPRESENTATIVE.

ALL PLANT MATERIAL SHALL BE PLANTED IN PLANTING SOIL THAT IS DELIVERED TO THE SITE IN A CLEAN LOOSE AND FRIABLE CONDITION. ALL SOIL SHALL HAVE A WELL DRAINED CHARACTERISTIC. SOIL MUST BE FREE OF ALL ROCKS, STICKS, AND OBJECTIONABLE MATERIAL INCLUDING WEEDS AND WEED SEEDS AS PER CSI SPECIFICATIONS.

TWELVE INCHES (12") OF PLANTING SOIL 50/50 SAND/TOPSOIL MIX IS REQUIRED AROUND AND BENEATH THE ROOT BALL OF ALL TREES AND PALMS, AND 1 CUBIC YARD PER 50 BEDDING OR GROUNDCOVER PLANTS.

ALL LANDSCAPE AREAS SHALL BE COVERED WITH EUCALYPTUS OR STERILIZED SEED FREE MELALEUCA MULCH TO A MINIMUM DEPTH OF THREE INCHES (3") OF COVER WHEN SETTLED. A FOUR-INCH CLEAR SPACE MUST BE LEFT FOR AIR BETWEEN PLANT BASES AND THE MULCH. CYPRESS BARK MULCH SHALL NOT BE USED.

ALL PLANT MATERIAL SHALL BE THOROUGHLY WATERED IN AT THE TIME OF PLANTING; NO DRY PLANTING PERMITTED. ALL PLANT MATERIALS SHALL BE PLANTED SUCH THAT THE TOP OF THE PLANT BALL IS FLUSH WITH THE SURROUNDING GRADE.

ALL LANDSCAPE AND LAWN AREAS SHALL BE IRRIGATED BY A FULLY AUTOMATIC SPRINKLER SYSTEM ADJUSTED TO PROVIDE 100% COVERAGE OF ALL LANDSCAPE AREAS. ALL HEADS SHALL BE ADJUSTED TO 100% OVERLAP AS PER MANUFACTURERS SPECIFICATIONS AND PERFORMANCE STANDARDS UTILIZING A RUST FREE WATER SOURCE. EACH SYSTEM SHALL BE INSTALLED WITH A RAIN SENSOR.

IT IS THE SOLE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO INSURE THAT ALL NEW PLANTINGS RECEIVE ADEQUATE WATER DURING THE INSTALLATION AND DURING ALL PLANT WARRANTY PERIODS. DEEP WATERING OF ALL NEW TREES AND PALMS AND ANY SUPPLEMENTAL WATERING THAT MAY BE REQUIRED TO AUGMENT NATURAL RAINFALL AND SITE IRRIGATION IS MANDATORY TO INSURE PROPER PLANT DEVELOPMENT AND SHALL BE PROVIDED AS A PART OF THIS CONTRACT.

ALL PLANT MATERIAL SHALL BE INSTALLED WITH FERTILIZER, WHICH SHALL BE STATE APPROVED AS A COMPLETE FERTILIZER CONTAINING THE REQUIRED MINIMUM OF TRACE ELEMENTS IN ADDITION TO N-P-K, OF WHICH 50% OF THE NITROGEN SHALL BE DERIVED FROM AN ORGANIC SOURCE AS PER CSI SPECIFICATIONS.

CONTRACTORS ARE RESPONSIBLE FOR COORDINATING WITH THE OWNERS AND APPROPRIATE PUBLIC AGENCIES TO ASSIST IN LOCATING AND VERIFYING ALL UNDERGROUND UTILITIES PRIOR TO EXCAVATION.

ALL IDEAS, DESIGNS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE EXCLUSIVE PROPERTY OF AAL. THE PLAN TAKES PRECEDENCE OVER THE PLANT LIST.

NOTES:

1. ALL SOD AND LANDSCAPE RECEIVE 100% COVERAGE FROM AN AUTOMATIC IRRIGATION SYSTEM USING AN APPROVED WATER SOURCE.
2. IRRIGATION SYSTEM SHALL ALSO BE EQUIPPED WITH RAIN SENSOR
3. SEE SHEETS L-200 AND L-201 TREE DISPOSITION PLAN.
4. SEE SHEETS L-210 TRHOUGH L-215 FOR THE PLANTING PLANS.
5. SEE SHEET L-220 FOR LANDSCAPE SCHEDULE AND CALCULATIONS.
6. A PRE-PLANTING MEETING SHALL BE SCHEDULED WITH THE CITY FORESTER OR LANDSCAPE INSPECTOR AND THE LANDSCAPE CONTRACTOR PRIOR TO ANY INSTALLATION ON THE SITE.

AAL
Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL. 33315 LCC000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON
REGISTERED LANDSCAPE ARCHITECT HUGH F. JOHNSON LA0000855 STATE OF FLORIDA

1	DRC Re-Submittal Set	03-18-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	04-14-2023
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

SITEPLAN SUBMITTAL (PHASE 1)
HILLSBORO CENTER
600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

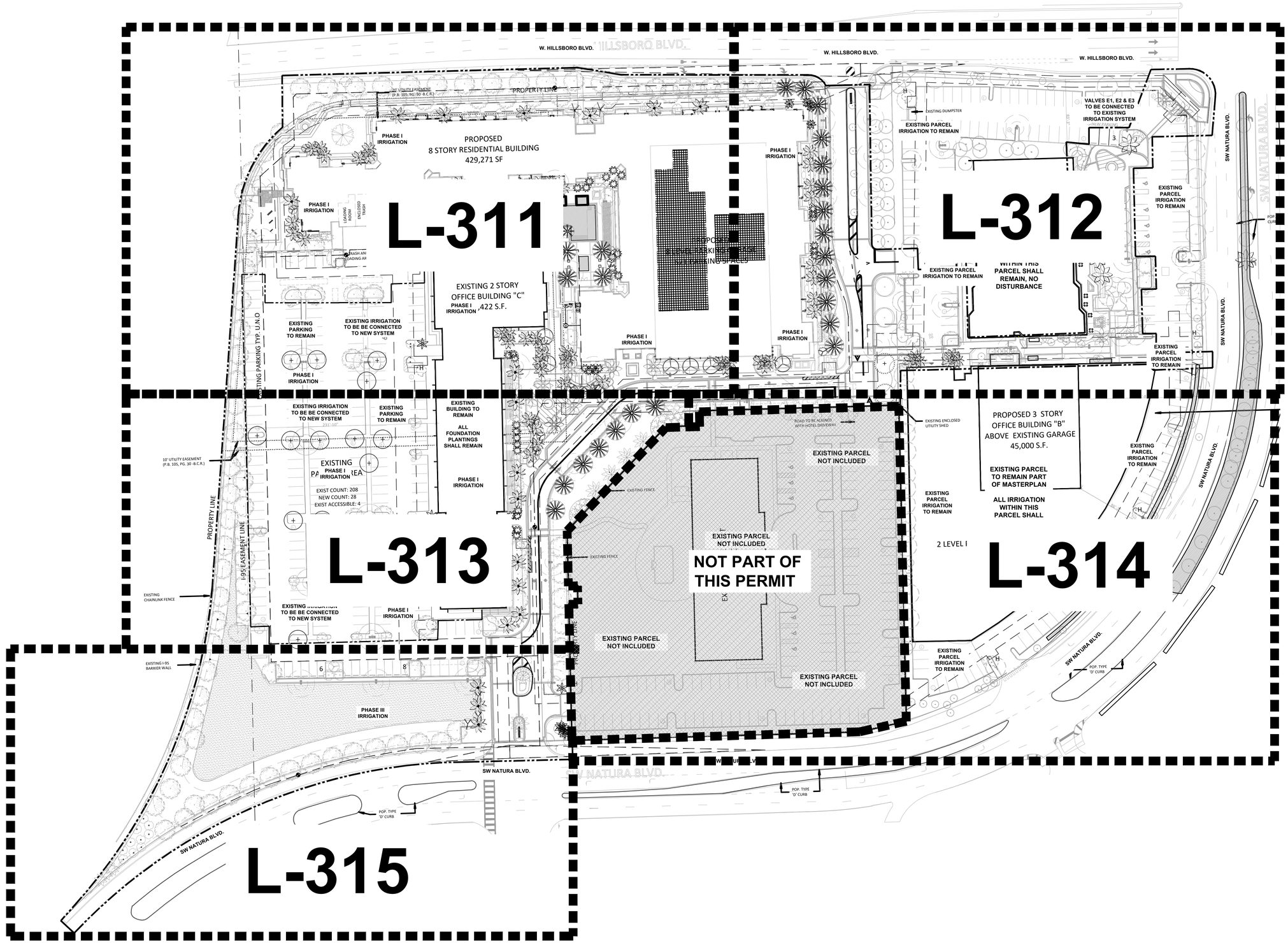
Sheet Description
LANDSCAPE DETAILS & NOTES

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-221

Sheet 8 of 8



811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

SCALE: 1"=50'-00"
0' 25' 50' 100' 150'

NORTH

AAL
Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL. 33315 LC0000237
TEL: 954-764-8858 EMAIL: Hjohnson@archail.net

HUGH JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH L. JOHNSON LA0000855 STATE OF FLORIDA

1	DRC Re-Submittal Set	05-02-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	04-14-2023
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
OVERALL IRRIGATION PLAN

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-310

Sheet 1 of 8

W. HILLSBORO BLVD.

29 2" 42.7 | 28 2" 61.1 | 27 2" 36 | 26 1½" 23 | 25 2" 59.1 | 24 2" 56.5 | 23 2" 53.5

2" 20' UTILITY EASEMENT (P.B. 105, PG. 30 -B.C.R.)

PROPERTY LINE

30 2" 53.9

PHASE I IRRIGATION

PROPOSED
8 STORY RESIDENTIAL BUILDING
429,271 SF

31 2" 48.6

PHASE I IRRIGATION

LOADING ROOM

ENCLOSED TRASH ROOM

TRASH AND LOADING AREA 4"

12 2" 46.5

10 2" 43.5

11 2" 36.6

9 1½" 17

8 2" 66.8

EXISTING 2 STORY
OFFICE BUILDING "C"
PHASE I IRRIGATION
,422 S.F.

POC P C RS M

3"

PHASE I IRRIGATION

EXISTING PARKING TYP. U.N.O

EXISTING PARKING TO REMAIN

PHASE I IRRIGATION

EXISTING IRRIGATION TO BE BE CONNECTED TO NEW SYSTEM

H

SHEET L-311

EXISTING

SHEET L-313

SHEET L-311

SHEET L-312

PROPOSED
8 LEVEL PARKING GA
671 PARKING SPA

4"

SCALE: 1"=20'-00"

0' 10' 20' 40' 60'

NORTH

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

AAL Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL 33315 LC0000237
954-764-8858 EMAIL: HJohnson@orchol.net

HUGH JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH E. JOHNSON LA0000855 STATE OF FLORIDA

	Revision Dates
1	DRC Re-Submittal Set 10-24-2022
2	DRC Re-Submittal Set 09-16-2022
3	DRC Re-Submittal Set 04-14-2023
4	DRC Re-Submittal Set 08-07-2023

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: IRRIGATION PLAN

Release Date: 11-12-2021

Project Number: 2037

Drawing Number: L-311

Sheet 2 of 8

W. HILLSBORO BLVD.

W. HILLSBORO BLVD.

SW NATURA BLVD.

SW NATURA BLVD.

SHEET L-311

SHEET L-312

ARAGE
ACES

PHASE I
IRRIGATION

2"

EXISTING DUMPSTER

EXISTING PARCEL
IRRIGATION TO REMAIN

VALVES E1, E2 & E3
TO BE CONNECTED
TO EXISTING
IRRIGATION SYSTEM

NEW PARKING

E1
2" 43.4

3

3"

2"

EXISTING
PARCEL
IRRIGATION
TO REMAIN

EXISTING PARCEL
TO REMAIN PART
OF MASTERPLAN

ALL IRRIGATION
WITHIN THIS
PARCEL SHALL
REMAIN, NO
DISTURBANCE

E2
2" 42.4

22
2" 36.3

EXISTING PARCEL
IRRIGATION TO REMAIN

21
2" 33.6

PHASE I
IRRIGATION

2"

3"

3"

20
2" 56.5

E3
2" 59.3

EXISTING
PARCEL
IRRIGATION
TO REMAIN

4"

SHEET L-312

SHEET L-314

83'-3"

136'-8"

POP
CUF

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

SCALE: 1"=20'-00"
0' 10' 20' 40' 60'

NORTH

Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL. 33315 LC0000237
TEL: 954-764-8858 EMAIL: hjohnson@archall.net

HUGH JOHNSON
REGISTERED LANDSCAPE ARCHITECT
HUGH F. JOHNSON
LA0000855
STATE OF FLORIDA

1	DRC Re-Submittal Set	10-24-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	04-14-2023
4	DRC Re-Submittal Set	08-07-2023
	Revision Dates	

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
IRRIGATION PLAN

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-312

Sheet 3 of 8

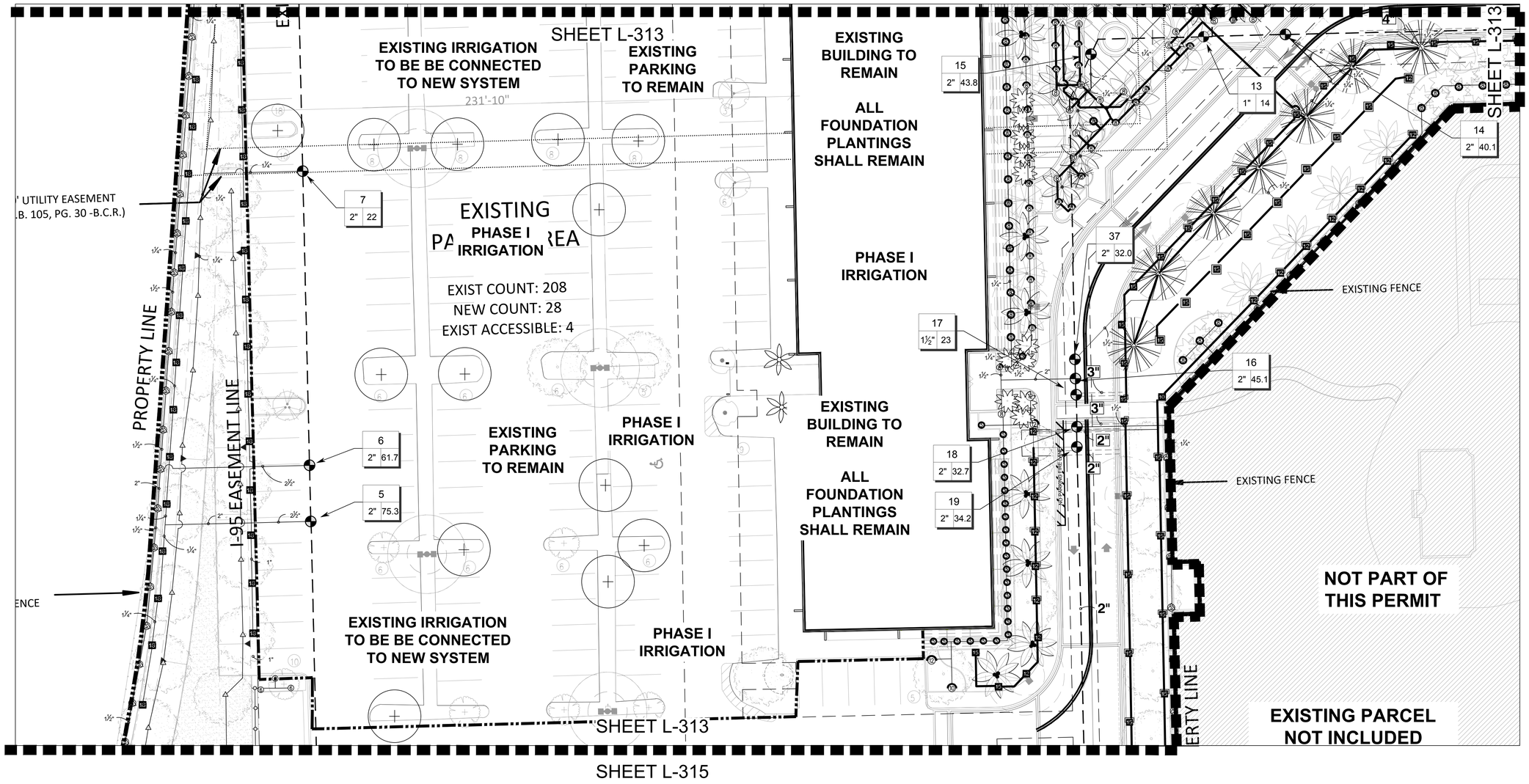
SHEET L-311

SHEET L-313

SHEET L-314

SHEET L-313

SHEET L-315



AAL
Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL 33315 LC0000237
954-764-8858 EMAIL: HJohnson@orchoil.net

HUGH A. JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH A. JOHNSON LA0000855 STATE OF FLORIDA

1	DRC Re-Submittal Set	10-31-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	08-14-2023
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: IRRIGATION PLAN

Release Date: 11-12-2021

Project Number: 2037

Drawing Number: L-313

Sheet 4 of 8

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

SCALE: 1"=20'-00"
0' 10' 20' 40' 60'
NORTH

SHEET L-313

SHEET L-314

SHEET L-312

SHEET L-314

ROAD TO BE ALIGNED WITH HOTEL DRIVEWAY

EXISTING ENCLOSED UTILITY SHED

EXISTING PARCEL NOT INCLUDED

PROPOSED 3 STORY OFFICE BUILDING "B" ABOVE EXISTING GARAGE 45,000 S.F.

EXISTING PARCEL TO REMAIN PART OF MASTERPLAN

EXISTING PARCEL IRRIGATION TO REMAIN

ALL IRRIGATION WITHIN THIS PARCEL SHALL REMAIN, NO DISTURBANCE

EXISTING PARCEL NOT INCLUDED

EXISTING HOTEL NOT INCLUDED

EXIS

2 LEVEL PARKING GARAGE TO REMAIN

NOT PART OF THIS PERMIT

EXISTING PARCEL IRRIGATION TO REMAIN

EXISTING PARCEL NOT INCLUDED

SW NATURA BLVD.

SW NATURA BLVD

POP. TYPE 'D' CURB

H

136'-8"

86'-7"

52'-3"

KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG

It's fast, it's free, it's the law.

Call 811 two business days before digging

SCALE: 1"=20'-00"

0' 10' 20' 40' 60'

NORTH

Architectural Alliance Landscape
612 SW 4th Ave, Fort Lauderdale FL. 33315 LC0000237
TEL: 954-764-8858 EMAIL: hjohnson@archall.net

HUGH JOHNSON REGISTERED LANDSCAPE ARCHITECT HUGH F. JOHNSON LA0000855 STATE OF FLORIDA

1	DRC Re-Submittal Set	05-27-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	04-14-2023
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description: IRRIGATION PLAN

Release Date: 11-12-2021

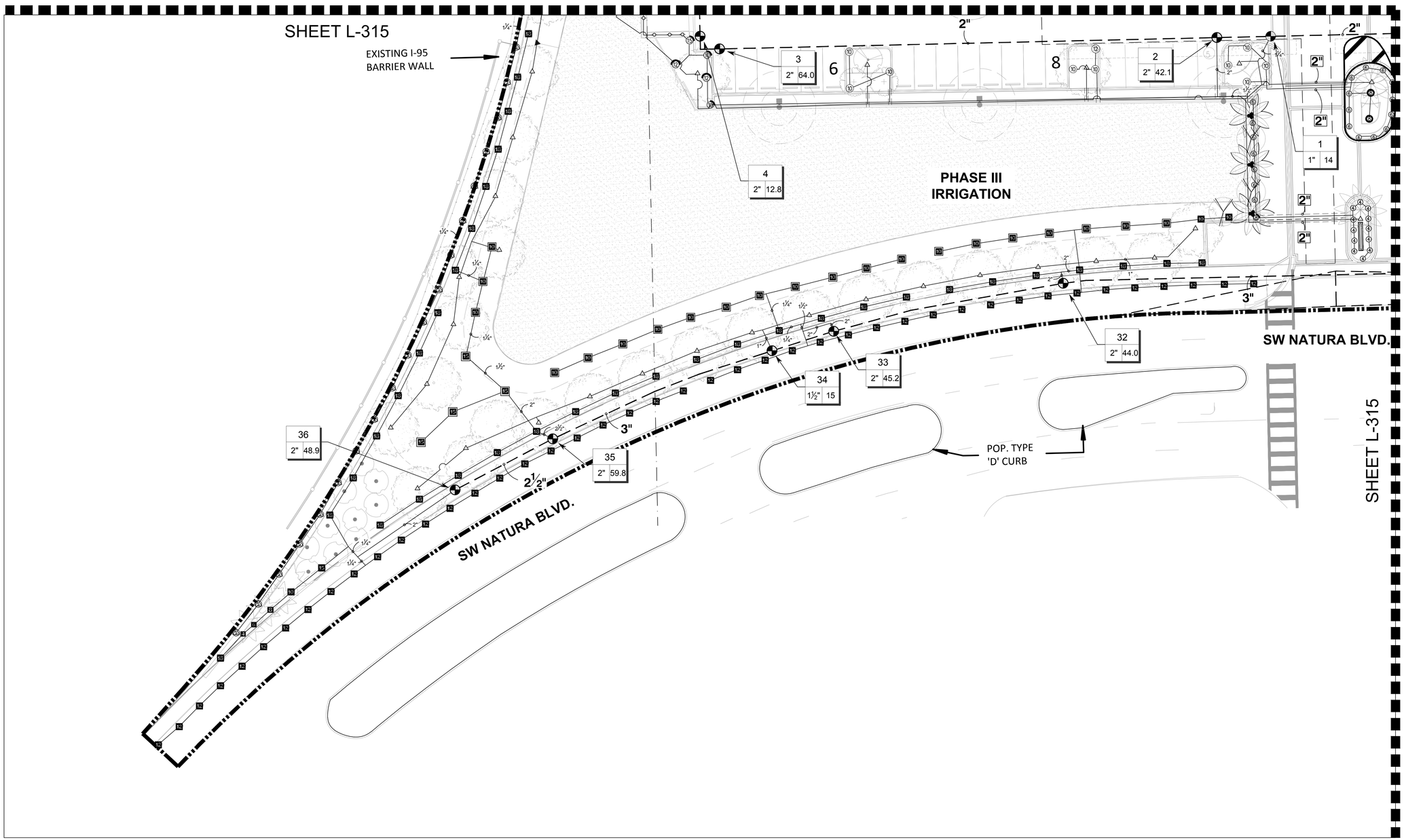
Project Number: 2037

Drawing Number: L-314

Sheet 5 OF 8

SHEET L-313

SHEET L-315



AAL
Architectural Alliance Landscape
612 SW 4th Ave. Fort Lauderdale FL. 33315 LC0000237
954-764-8858
EMAIL: HJohnson@orchoi.net

HUGH A. JOHNSON
REGISTERED LANDSCAPE ARCHITECT
HUGH A. JOHNSON
LA0000855
STATE
FLORIDA

1	DRC Re-Submittal Set	03-16-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	04-14-2023
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

SITEPLAN SUBMITTAL (PHASE 1)

HILLSBORO CENTER

600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
IRRIGATION PLAN

Release Date
11-12-2021

Project Number
2037

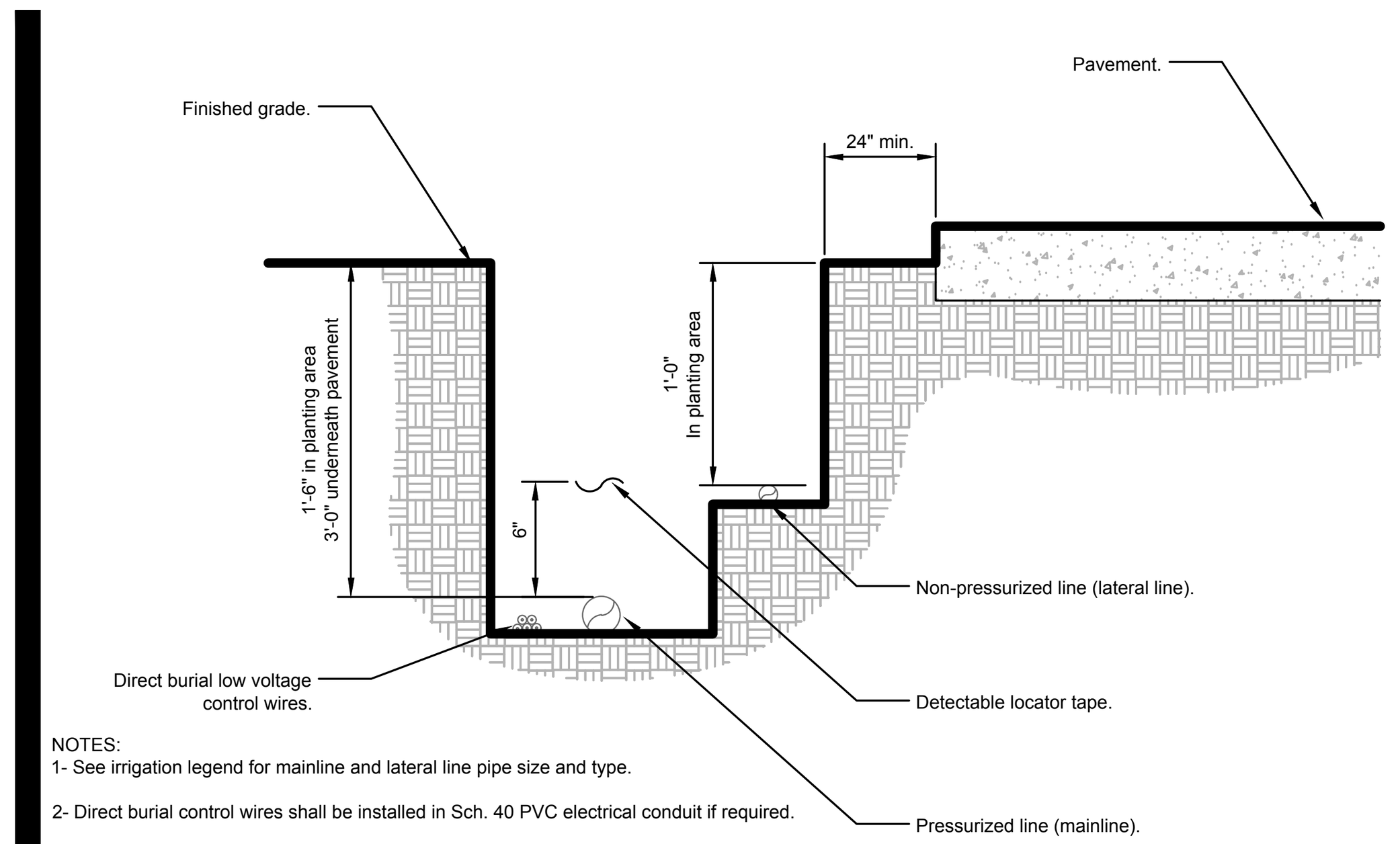
Drawing Number
L-315

Sheet 6 of 8

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

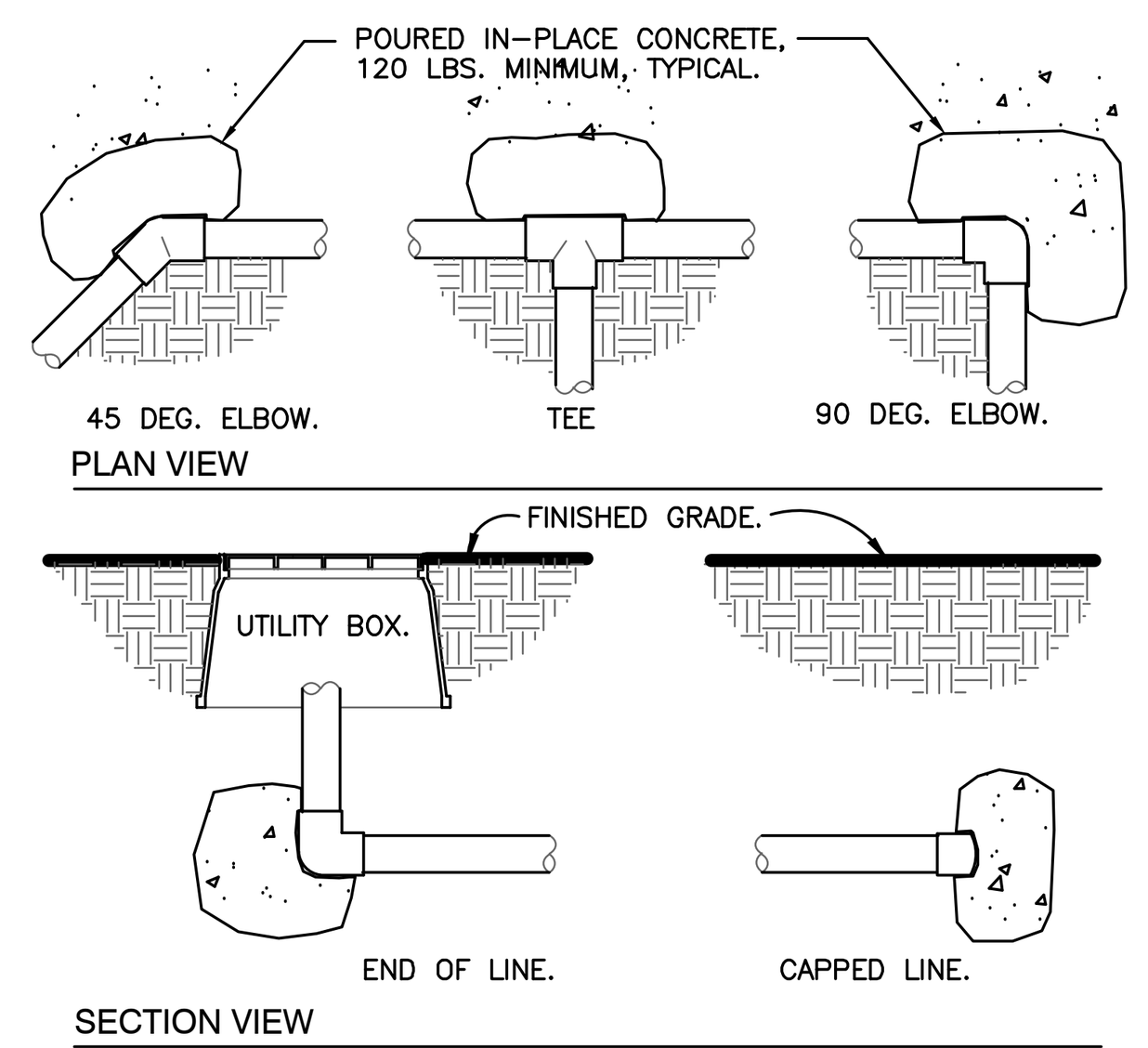
SCALE: 1"=20'-00"
0' 10' 20' 40' 60'

NORTH

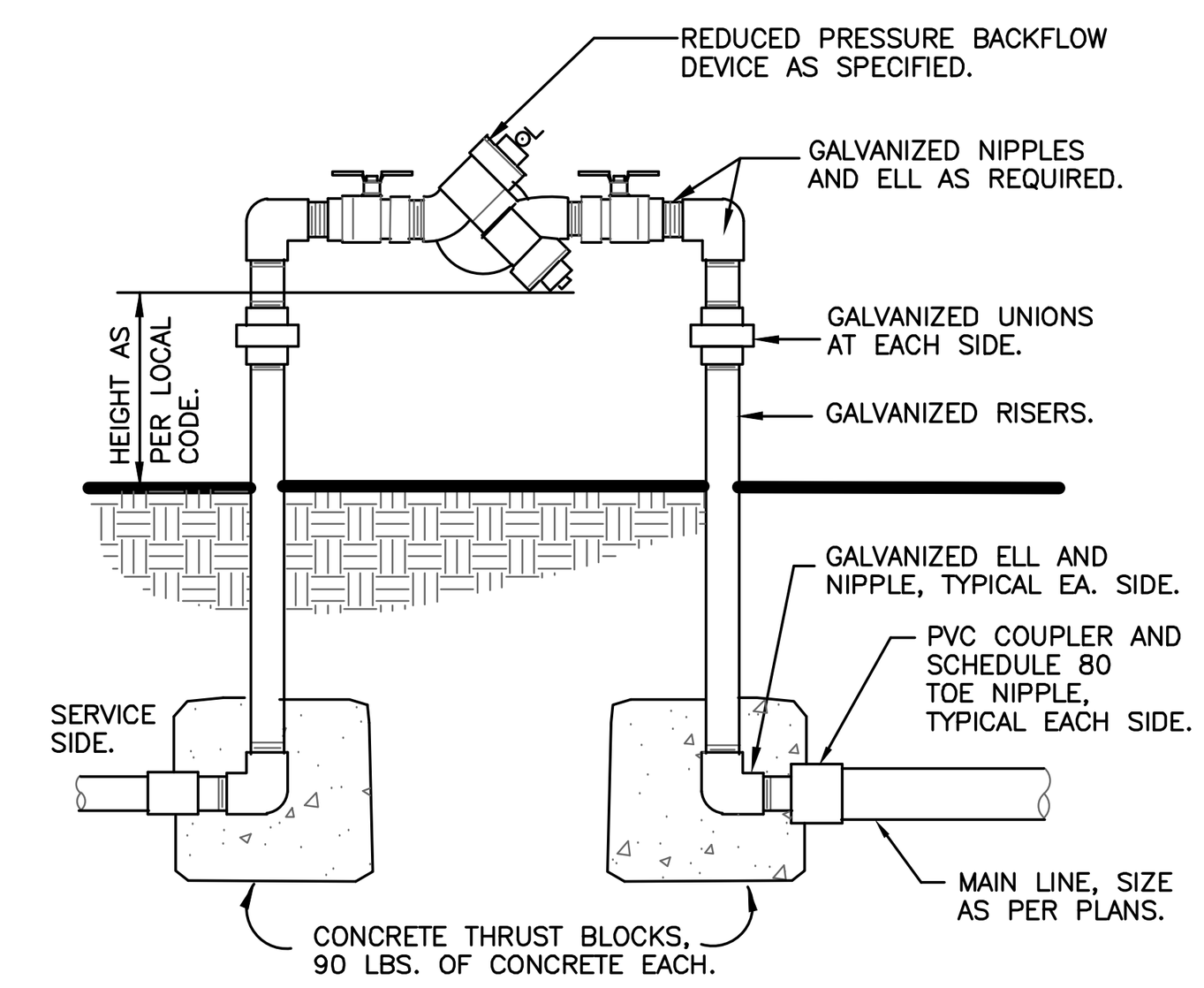


NOTES:
1- See irrigation legend for mainline and lateral line pipe size and type.
2- Direct burial control wires shall be installed in Sch. 40 PVC electrical conduit if required.
3- 2-wire irrigation wire shall be installed in Sch. 40 PVC electrical conduit.
4- Detectable locator tape shall be located six inches (6") above the entire mainline run.

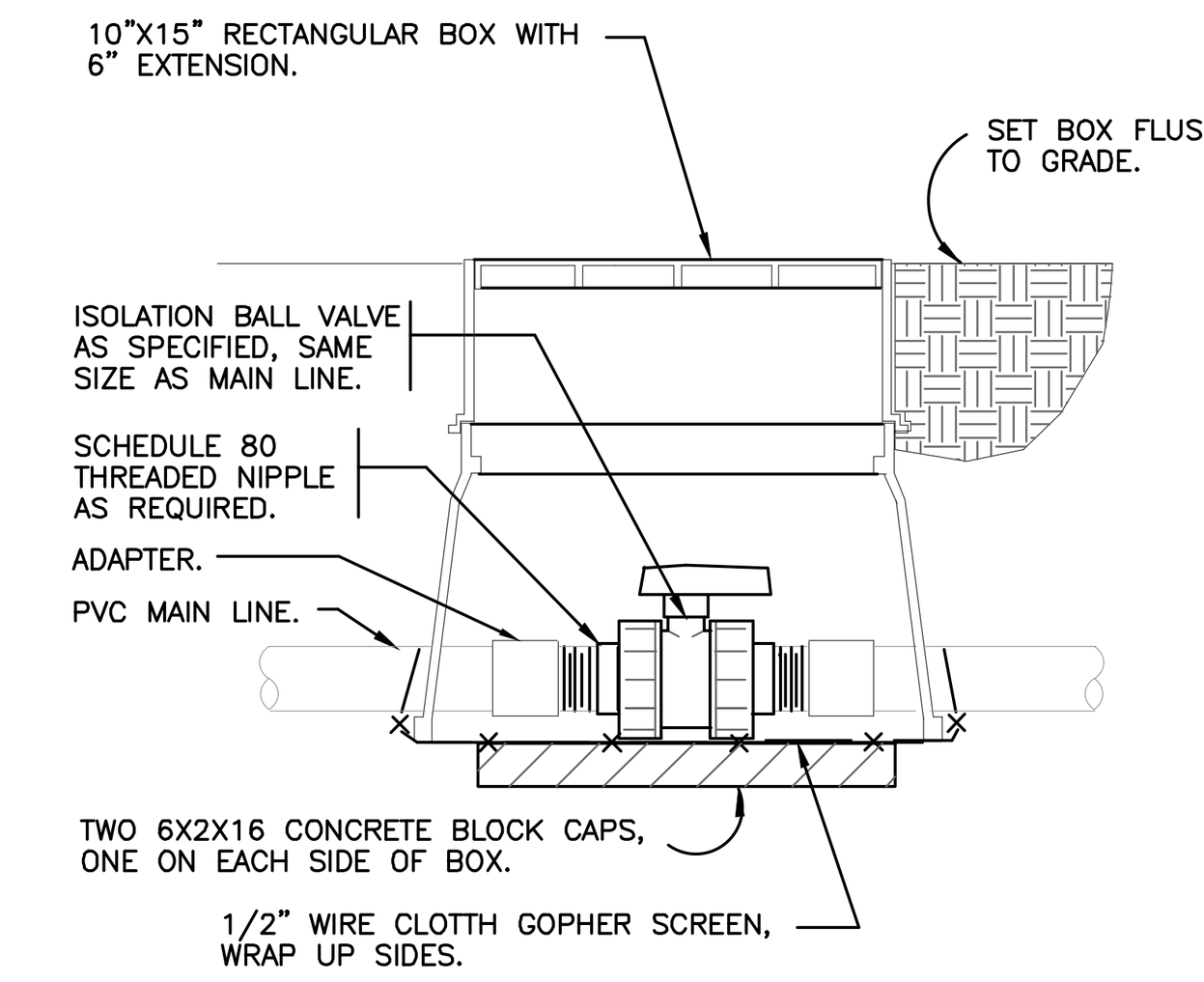
1 IRRIGATION TRENCHING
1 1/2" = 1'-0"
URBAN TREE FOUNDATION © 2014 OPEN SOURCE FREE TO USE
FX-IR-FX-AUXEQ-08



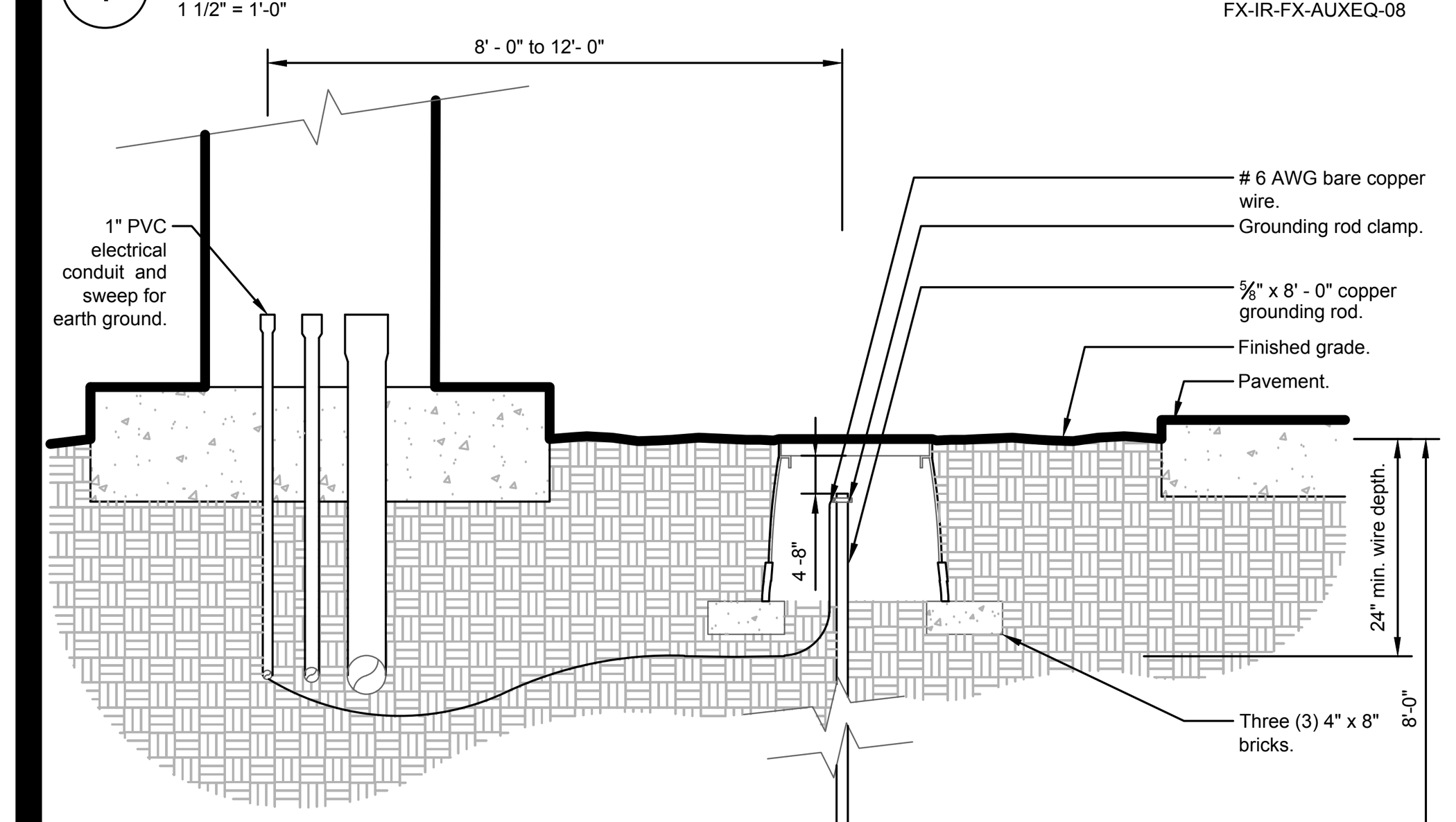
2 THRUST BLOCKING
3/4" = 1'-0"
FX-IR-FX-AUXEQ-11



3 REDUCED PRESSURE BACKFLOW DEVICE
1" = 1'-0"
FX-IR-FX-BACK-03

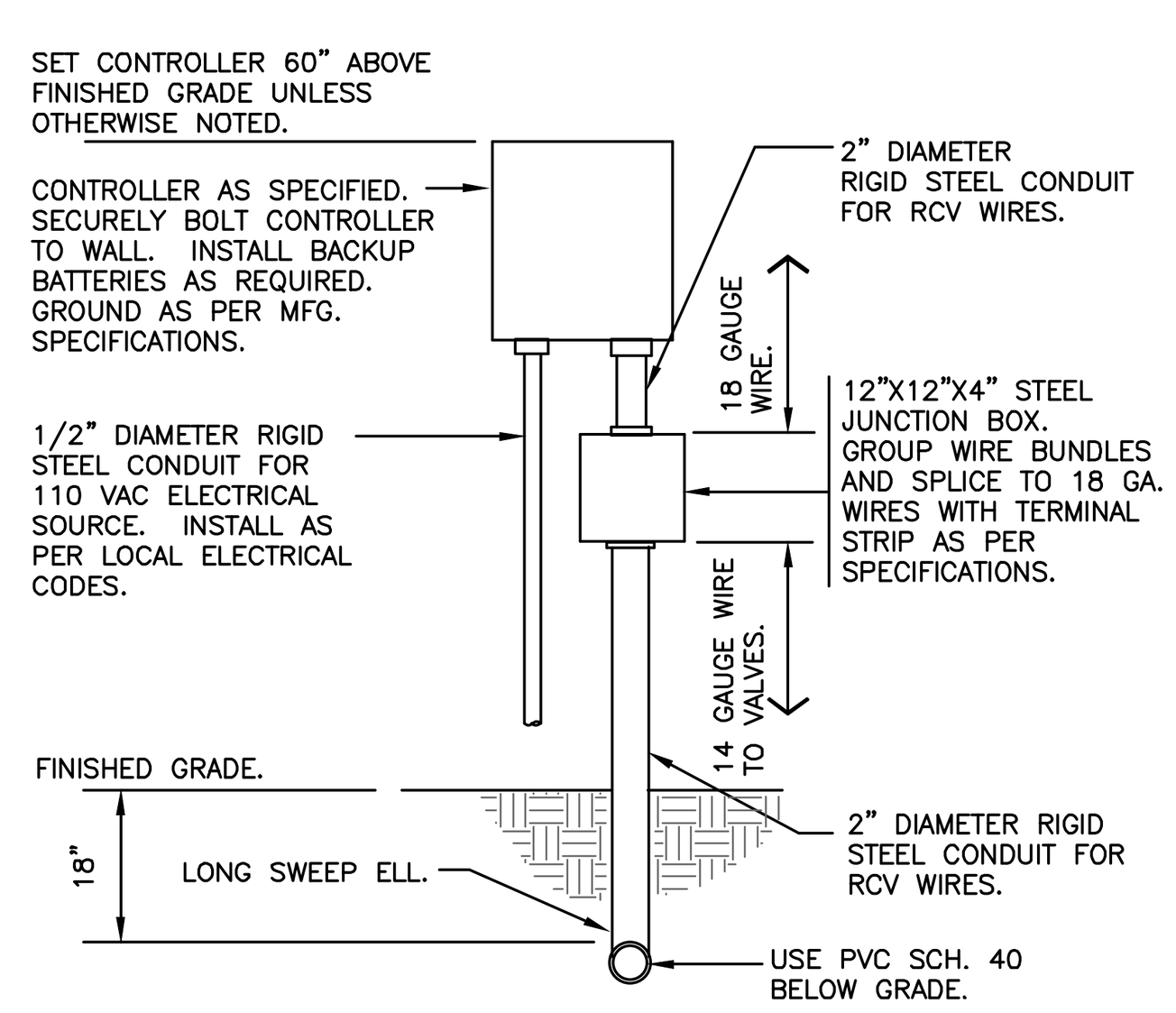


4 TRUE UNION BALL ISOLATION VALVE
1 1/2" = 1'-0"
FX-IR-FX-ISOV-04

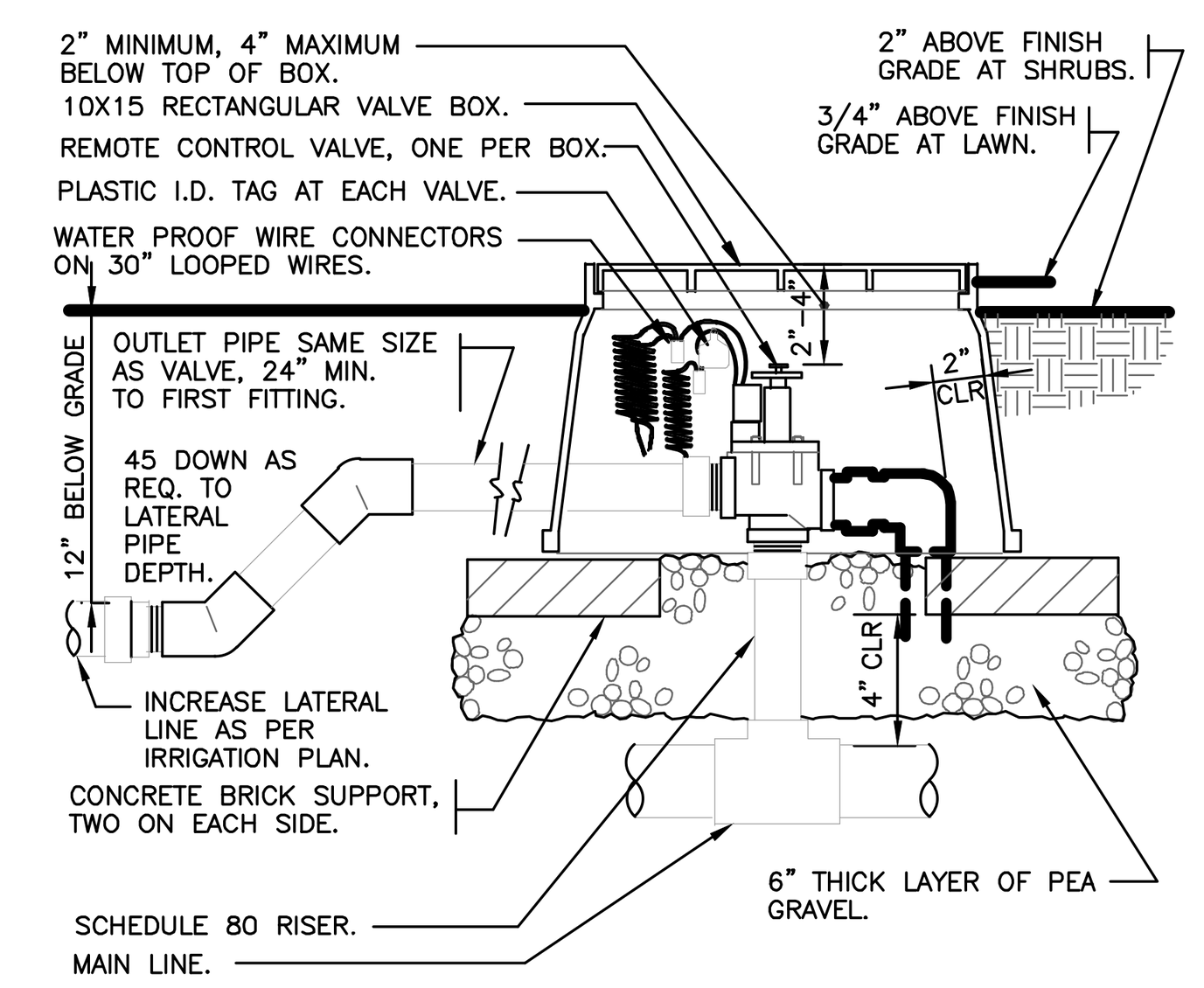


Notes:
1- All grounding requirements for controllers shall conform to local electric codes.
2- Grounding rod shall not be located in the same trench as the irrigation mainlines or lateral lines.
3- Valve box shall be wrapped with a minimum 3 mil thick plastic and secured to the valve box using duct tape or electrical tape.
4- Install grounding rod per the controller manufacturer's specifications and recommendations.

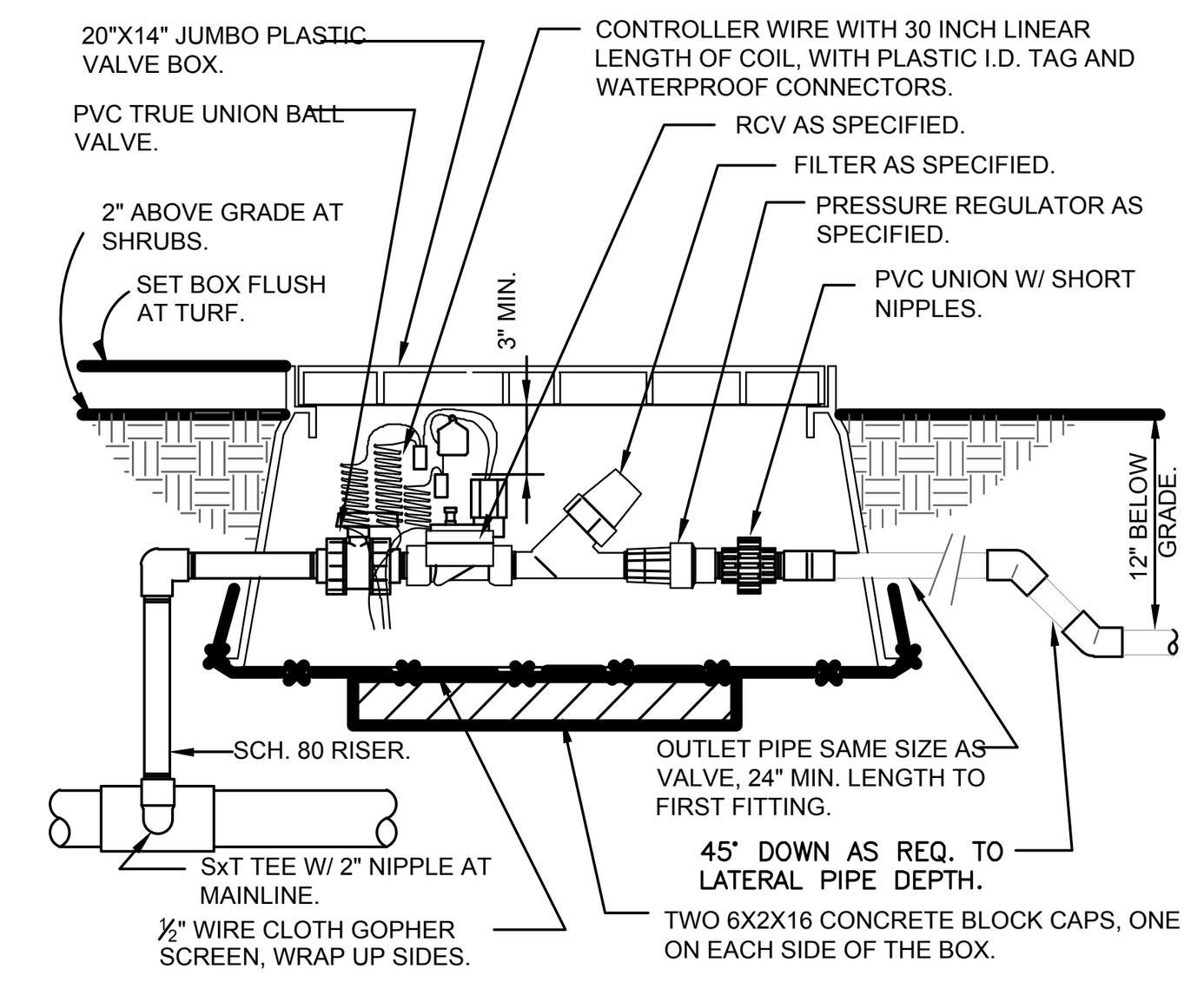
5 GROUNDING ROD
1 1/2" = 1'-0"
URBAN TREE FOUNDATION © 2014 OPEN SOURCE FREE TO USE
FX-IR-FX-AUXEQ-01



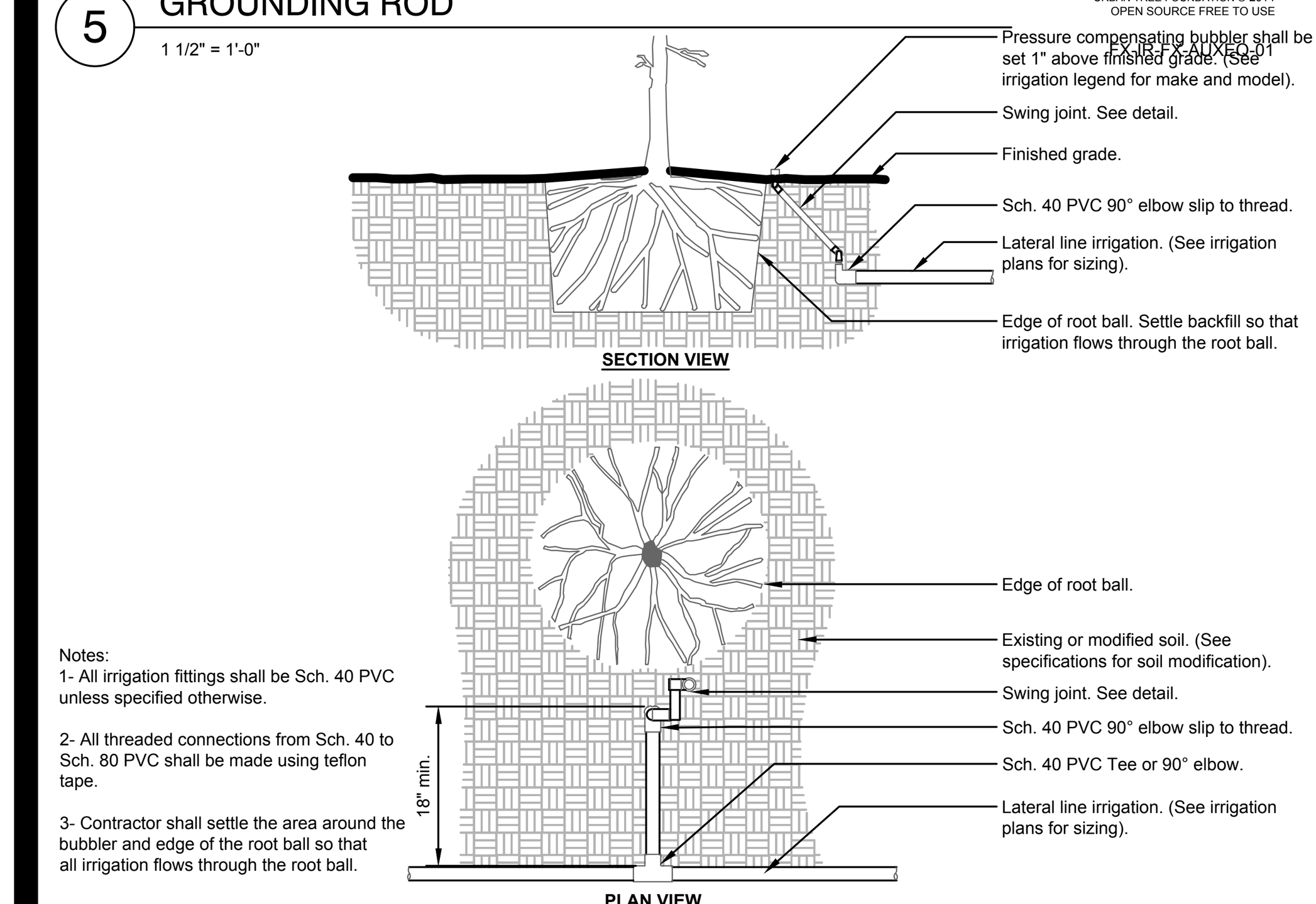
6 WALL MOUNT CONTROLLER
1" = 1'-0"
FX-IR-FX-CONT-08



7 ELECTRIC REMOTE CONTROL VALVE
1 1/2" = 1'-0"
FX-IR-FX-RCV-04

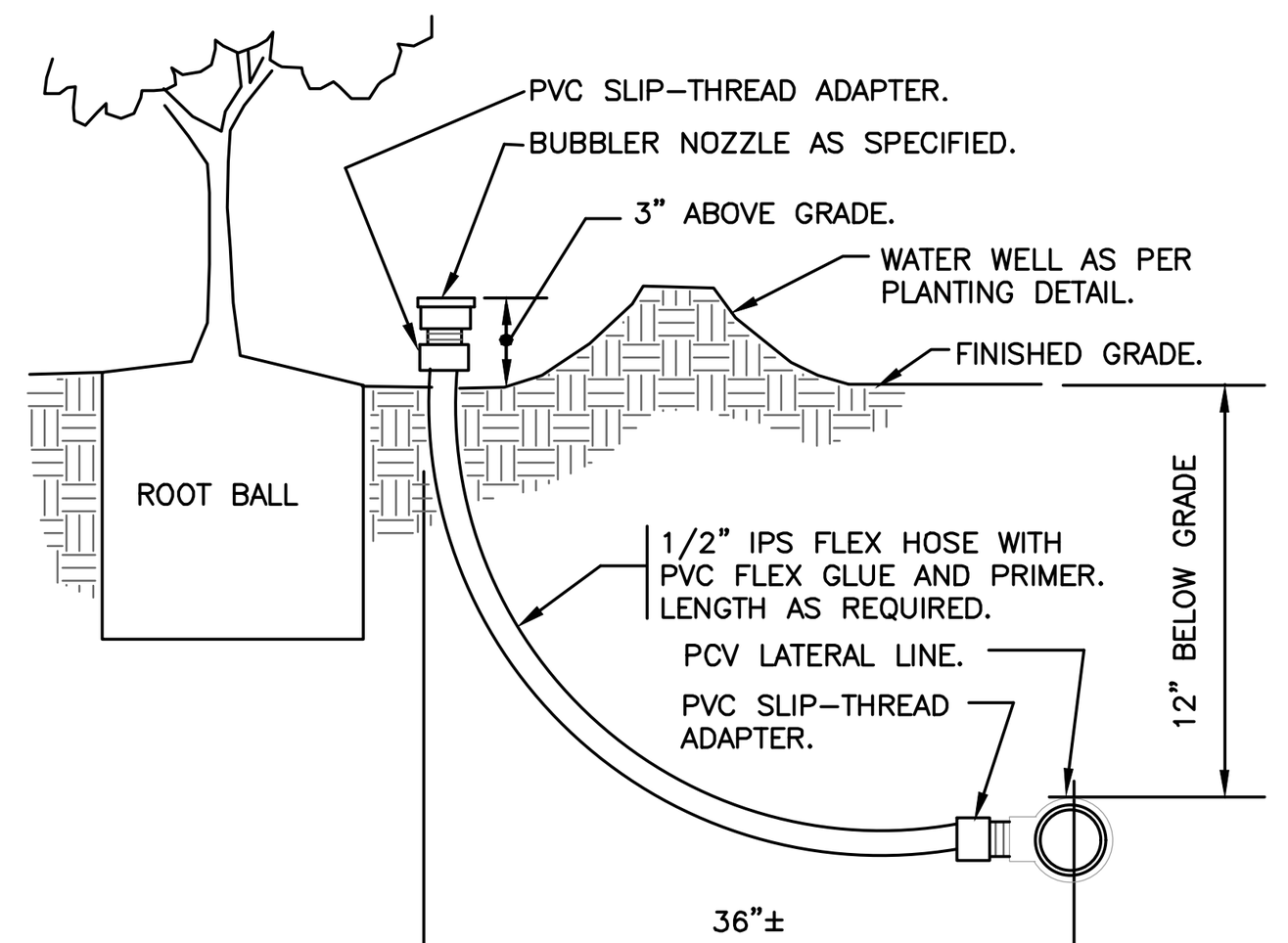


8 3/4" DRIP VALVE/FILTER/REGULATOR
1 1/2" = 1'-0"
FX-IR-FX-DRIP-11

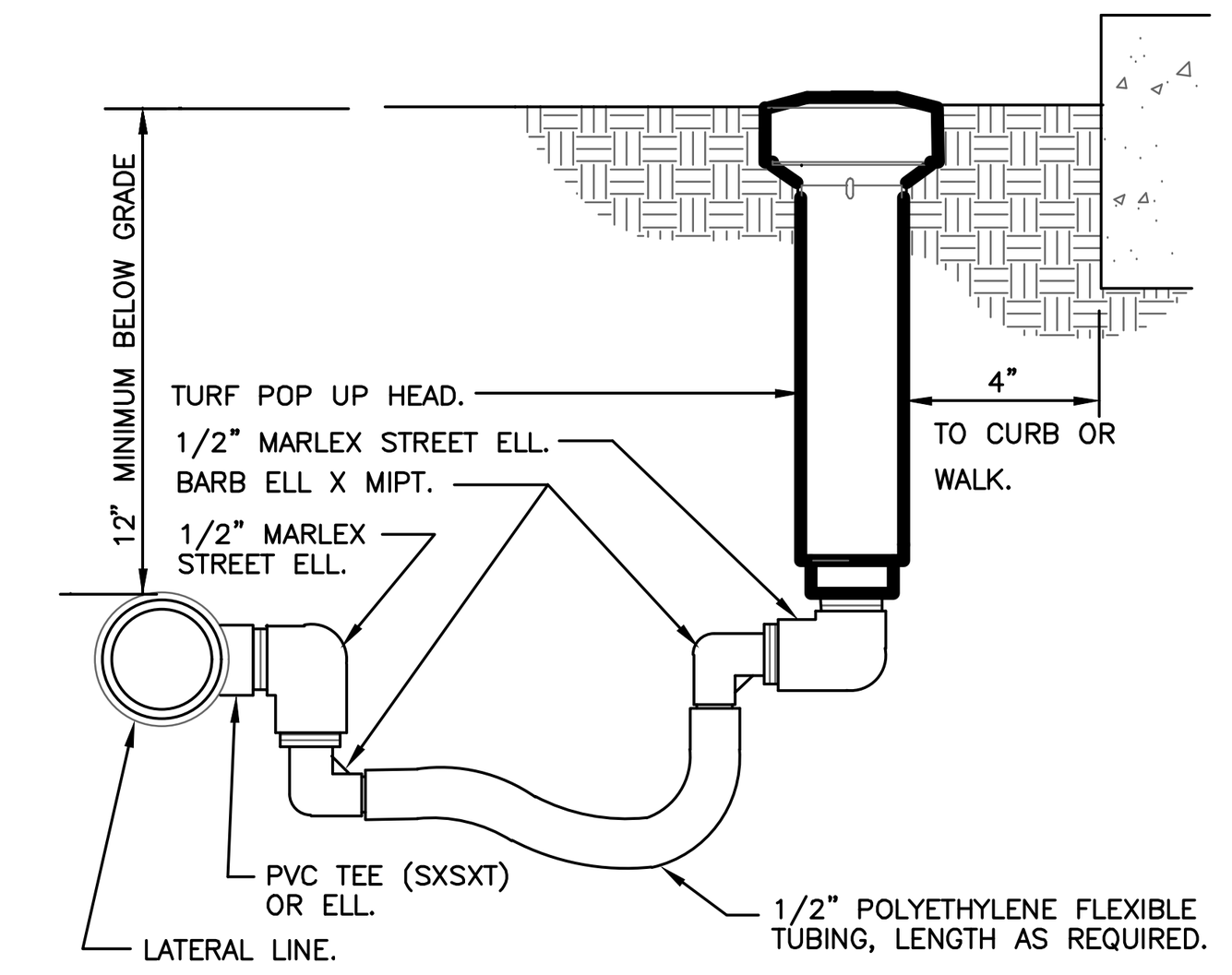


Notes:
1- All irrigation fittings shall be Sch. 40 PVC unless specified otherwise.
2- All threaded connections from Sch. 40 to Sch. 80 PVC shall be made using teflon tape.
3- Contractor shall settle the area around the bubbler and edge of the root ball so that all irrigation flows through the root ball.

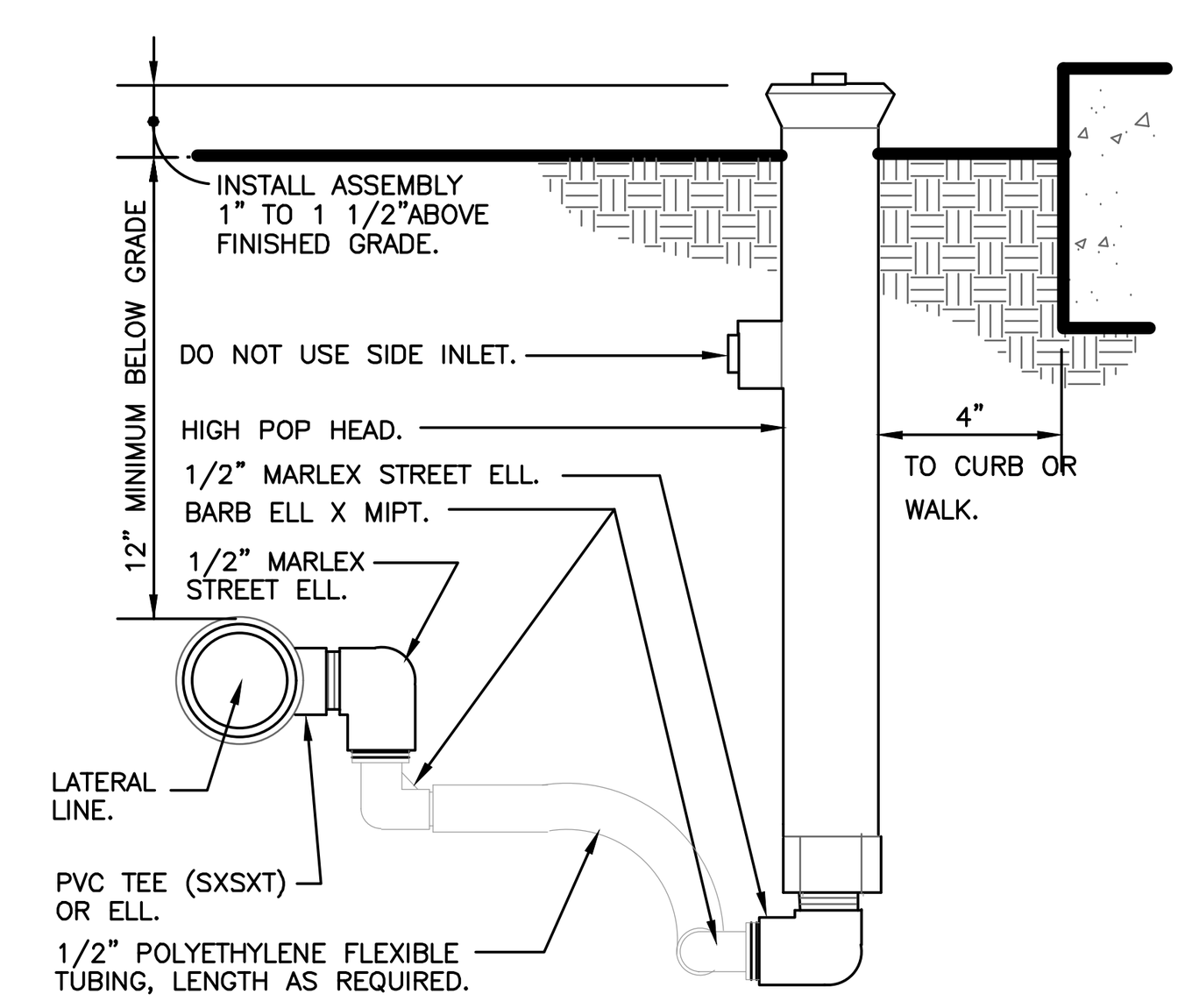
9 IRRIGATION BUBBLER W/ LAYOUT
3/4" = 1'-0"
URBAN TREE FOUNDATION © 2014 OPEN SOURCE FREE TO USE
FX-IR-FX-BUBB-04



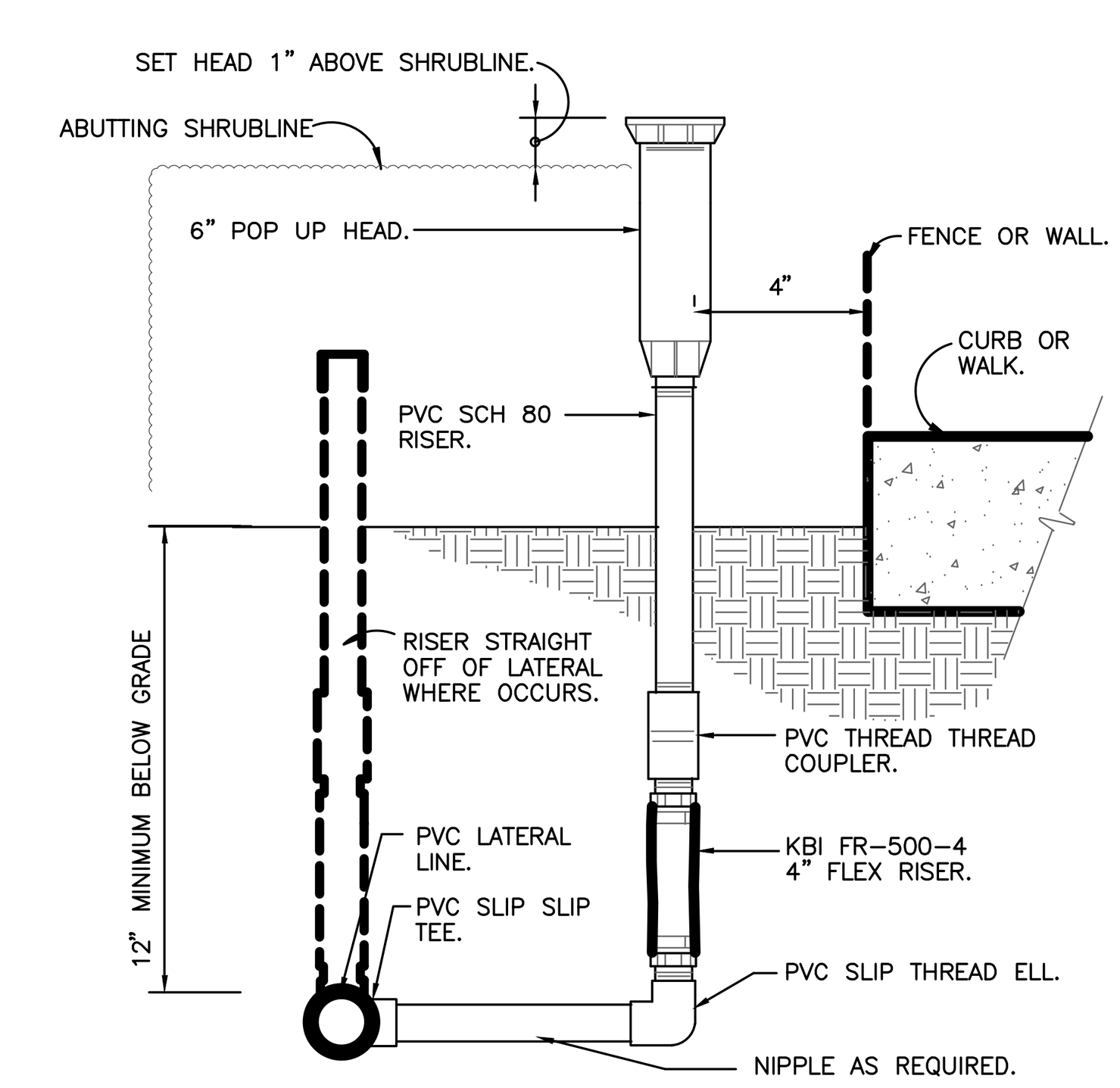
10 BUBBLER ON FLEX HOSE RISER
3" = 1'-0"
FX-IR-FX-HEAD-13



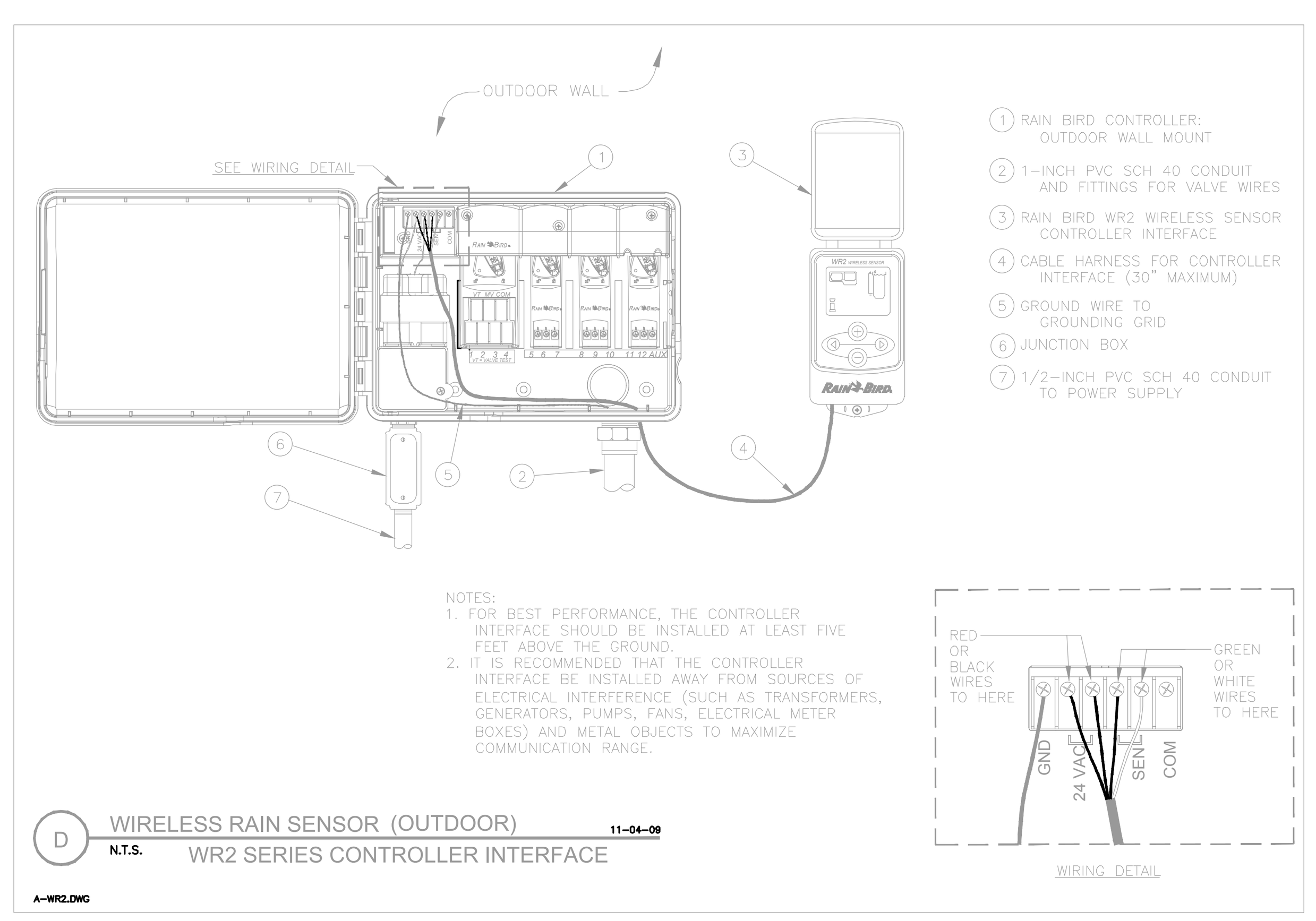
11 TURF SPRAY FLEX ASSEMBLY
3" = 1'-0"
FX-IR-FX-HEAD-05



12 SHRUB SPRAY HIGHPOP W/FLEX ASSEMBLY
3" = 1'-0"
FX-IR-FX-HEAD-09



13 SHRUB POP-UP SPRAY ON FIXED RISER
3" = 1'-0"
DETAIL-FILE



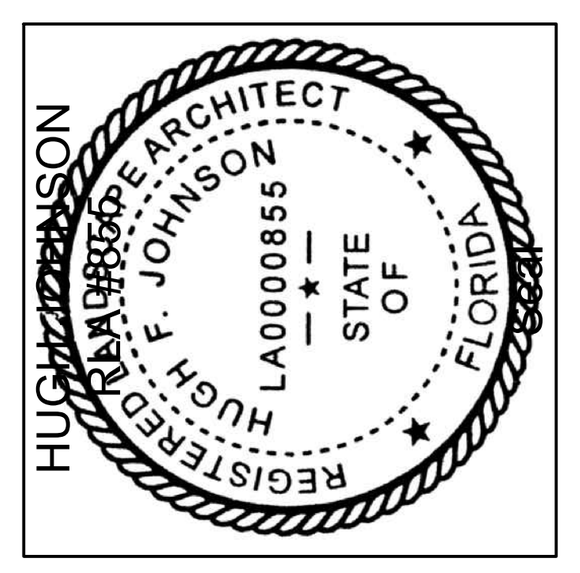
IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	PSI
2Q 2H 2F 4Q 4H 4F	RAIN BIRD 1806-SAM-PRS SQ SERIES TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	2	30
EST LCS RCS CST SST	RAIN BIRD 1806-SAM-PRS 15 STRIP SERIES TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	4	30
Q H F	RAIN BIRD 1806-SAM-PRS 5 SERIES MPR TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	11	30
Q T H F	RAIN BIRD 1806-SAM-PRS 8 SERIES MPR TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	92	30
Q T H F	RAIN BIRD 1806-SAM-PRS 10 SERIES MPR TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	88	30
Q T H TQ F	RAIN BIRD 1806-SAM-PRS 12 SERIES MPR TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	47	30
Q T H TQ F	RAIN BIRD 1806-SAM-PRS 15 SERIES MPR TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	129	30
4 6 8 10 12 15 18	RAIN BIRD 1806-SAM-PRS ADJ TURF SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING.	176	30
2Q 2H 2F 4Q 4H 4F	RAIN BIRD 1812-SAM-PRS SQ SERIES SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	39	30
EST LCS RCS CST SST	RAIN BIRD 1812-SAM-PRS 15 STRIP SERIES SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	126	30
Q H F	RAIN BIRD 1812-SAM-PRS 5 SERIES MPR SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	97	30
Q T H F	RAIN BIRD 1812-SAM-PRS 8 SERIES MPR SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	85	30
Q T H F	RAIN BIRD 1812-SAM-PRS 10 SERIES MPR SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	24	30
Q T H TQ F	RAIN BIRD 1812-SAM-PRS 12 SERIES MPR SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	18	30
Q T H TQ F	RAIN BIRD 1812-SAM-PRS 15 SERIES MPR SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	1	30
4 6 8 10 12 15 18	RAIN BIRD 1812-SAM-PRS ADJ SHRUB SPRAY 12.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	228	30
2Q 2H 2F 4Q 4H 4F	RAIN BIRD 1806-SAM-PRS SQ SERIES SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	33	30
EST LCS RCS CST SST	RAIN BIRD 1806-SAM-PRS 15 STRIP SERIES SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	32	30
Q H F	RAIN BIRD 1806-SAM-PRS 5 SERIES MPR SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	105	30
Q T H F	RAIN BIRD 1806-SAM-PRS 8 SERIES MPR SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	92	30
Q T H F	RAIN BIRD 1806-SAM-PRS 10 SERIES MPR SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	4	30
Q T H TQ F	RAIN BIRD 1806-SAM-PRS 12 SERIES MPR SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	4	30
4 6 8 10 12 15 18	RAIN BIRD 1806-SAM-PRS ADJ SHRUB SPRAY 6.0" POP-UP SPRINKLER WITH CO-MOLDED WIPER SEAL. 1/2" NPT FEMALE THREADED INLET. WITH SEAL-A-MATIC CHECK VALVE, AND PRESSURE REGULATING DEVICE.	27	30
	RAIN BIRD 1800-1400 FLOOD 1401		
1401 1402 1404 1408	FIXED FLOW RATE (0.25-2.0GPM), FULL CIRCLE BUBBLER, 1/2" FIPT.	138	30
CST Q H F	RAIN BIRD 1806-5 SERIES STREAM W/ PCS 5CST-020 STREAM BUBBLER 6.0" POPUP WITH PRESSURE COMPENSATING SCREEN.	101	30

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
(valve symbol)	RAIN BIRD PEB 1", 1-1/2", 2" PLASTIC INDUSTRIAL VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	40
M	RAIN BIRD 300-BPES-PRS-D GLOBE 3" 3" BRASS MASTER VALVE, WITH GLOBE CONFIGURATION, AND PRESSURE REGULATOR MODULE. WITH A PATENTED NYLON SCRUBBER THAT SCRAPES A STAINLESS STEEL SCREEN TO PREVENT DEBRIS BUILD-UP AND CLOGGING.	1
C	RAIN BIRD ESPLXME2P W/ (3) ESPLXMSM12 48 STATION, TRADITIONALLY-WIRED , PRO SMART, COMMERCIAL CONTROLLER. (1) ESPLXME2P 12-STATION, PRO SMART, (MODULE INCLUDED) INDOOR/OUTDOOR, PLASTIC WALL-MOUNT ENCLOSURE W/ (3) ESPLXMSM12 - 12-STATION EXPANSION MODULES.	1
RS	RAIN BIRD RSD-BEX RAIN SENSOR, WITH METAL LATCHING BRACKET, EXTENSION WIRE.	1
P	7.5HP IRRIGATION PUMP IRRIGATION CRAFT 7.5HP CENTRIGUGAL PUMP WITH CLOCK DEMAND, AUTO RESTART, INTEGRATED CONTROLLER AND APPROPRIATE IRON REMOVAL TECHNOLOGY. PUMP SHOULD ACCOMODATE 100 GPM AT 65 PSI AT 80% CAPACITY. CONTACT BOB BRAMAN AT IRRIGATION CRAFT.	1
POC	POINT OF CONNECTION 4" INTAKE FROM ON SITE WELL	1
(solid line)	IRRIGATION LATERAL LINE: PVC CLASS 200 SDR 21	21,984 L.F.
(dashed line)	IRRIGATION MAINLINE: PVC SCHEDULE 40	3,546 L.F.
	PVC SCHEDULE	
(double dashed line)	PIPE SLEEVE: PV	

Valve Callout
Valve Number

Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL. 33315 LCC000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net



1	DRC Re-Submittal Set	03-18-2022
2	DRC Re-Submittal Set	09-16-2022
3	DRC Re-Submittal Set	04-14-2023
4	DRC Re-Submittal Set	08-07-2023

Revision Dates

SITEPLAN SUBMITTAL (PHASE 1)
HILLSBORO CENTER
600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
IRRIGATION DETAILS & SCHEDULE

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-320

Sheet 7 of 8

WIRING

Irrigation control wire shall be thermoplastic solid copper, single conductor, low voltage irrigation controller wire, suitable for direct burial and continuous operation at rated voltages.

Tape and bundle control wire every 10' and run alongside the mainline. At all turns in direction, make a 2' coil of wire. At all valve boxes coil wire around a $\frac{3}{4}$" piece of PVC pipe to make a coil using 30 linear inches of wire. Make electrical connections with 3MDBY/R connectors.

Number all wires, using an electrical book of numbers, according to the plans. Number wires in all valve boxes, junction boxes and at the controller.

Wire sized, numbered and colored as follows:
- #14 white for common
- #14 spare black common
- #14 individual color coded hot wire
- #14 spare yellow hot wire

Spare wires
Leaving each controller, run four spare wires in both directions (eight spare wires total). Install as 1 common spare (2 total) and 3 hot wires (6 total). Loop these wires into each RCV along their path and terminate in the last valve box controlled by the wires respective controller. The loop into each valve box shall extend up into the valve box a minimum of 8" and be readily accessible by opening the valve box lid. These wires must all be color coded and numbered as required in the plans.

Controller and pump station Control Panel grounding - Contractor to utilize 4"x8"x$\frac{5}{8}$" copper grounding plates, $\frac{5}{8}$"x10' copper clad grounding rods, 'One Strike' CAD wells at all connection points, #6 insulated copper wire, and earth contact material. Install these and other required components as outlined in the detail. Contractor to verify that the earth to ground resistance does not exceed 10 ohms. Contractor shall provide a written certification, on a licensed electrical contractors letter head, showing the date of the test, controller/pump location, and test results. Each controller/pump shall be so grounded an tested. Each component must have its own separate ground grid, unless they are sitting side by side, in which case up to two controllers can share a common grounding grid.

LAYOUT

Lay out irrigation system mainlines and lateral lines. Make the necessary adjustments as required to take into account all site obstructions and limitations prior to excavating trenches.

Stake all sprinkler head locations. Adjust location and make the necessary modifications to nozzle types, etc. required to ensure 100% head to head coverage. Refer to the Edge of Pavement Detail on the Irrigation Detail sheet.

Spray heads shall be installed 4" from sidewalks or curbed roadways and 12" from uncurbed roadways and building foundations. Rotors shall be installed 4" from sidewalks or curbed roadways, 12" from building foundations, and 36" from uncurbed roadways.

Shrub heads shall be installed on $\frac{3}{4}$" Sch 40 PVC risers. The risers shall be set at a minimum of 18" off sidewalks, roadway curbing, building foundations, and/or any other hardscaped areas. Shrub heads shall be installed to a standard height of 2" above maintained height of plants and shall be installed a minimum of 6" within planted masses to be less visible and offer protection. Paint all shrub risers with flat black or forest green paint, unless irrigation system will utilize reuse water; in this case the risers shall be purple PVC and shall not be painted.

Locate valves prior to excavation. Ensure that their location provides for easy access and that there is no interference with physical structures, plants, trees, poles, etc. Valve boxes must be placed a minimum of 12" and a maximum of 15" from the edge of pavement, curbs, etc. and the top of the box must be 2" above finish grade. No valve boxes shall be installed in turf areas without approval by the irrigation designer - only in shrub beds. Never install in sport field areas.

VALVES

Sequence all valves so that the farthest valve from the POC operates first and the closest to the POC operates last. The closest valve to the POC should be the last valve in the programmed sequence.

Adjust the flow control on each RCV to ensure shut off in 10 seconds after deactivation by the irrigation controller.

Using an electric branding iron, brand the valve ID letter/number on the lid of each valve box. This brand must be 2"-3" tall and easily legible.

EQUIPMENT

All pop-up heads and shrub risers shall be pressure compensating. All pop-up heads shall be mounted on flex-type swing joints. All rotors shall be installed with PVC triple joints unless otherwise detailed.

All sprinkler equipment, not otherwise detailed or specified on these plans, shall be installed as per manufacturer's recommendations and specifications, and according to local and state laws.

TRENCHING

Excavate straight and vertical trenches with smooth, flat or sloping bottoms. Trench width and depth should be sufficient to allow for the proper vertical and horizontal separation between piping as shown in the pipe installation detail on the detail sheet.

Protect existing landscaped areas. Remove and replant any damaged plant material upon job completion. The replacement material shall be of the same genus and species, and of the same size as the material it is replacing. The final determination as to what needs to be replaced and the acceptability of the replacement material shall be solely up to the owner or owner's representative.

INSTALLATION

Solvent Wld Pipe: Cut all pipe square and deburr. Clean pipe an fittings of foreign material; then apply a small amount of primer while ensuring that any excess is wiped off immediately. Primer should not puddle or drip from pipe or fittings. Next apply a thin coat of PVC cement; first apply a thin layer to the pipe, next a thin layer inside the fitting, and finally another very thin on the pipe. Insert the pipe into the fitting. Insure that the pipe is inserted to the bottom of the fitting, then urn the pipe a $\frac{1}{4}$ turn and hold for 10 seconds. make sure that the pipe doesn't recede from the fitting. If the pipe isn't at the bottom of the fitting upon completion, the glue joint is unacceptable and must be discarded.
Pipes must curwe a minimum of 30 minutes prior to handling and placing into trenches. A longer curing time may be required; refer to the manufacturer's specifications. The pipe must cure a minimum of 24 hous prior to filling with water.

BACK FILL

The back fill 6" below, 6" above, and around all piping shall be clean sand and anything beyond that in the trench can be of native material but nothing larger than 2" in diameter. All piping and excavations shall be backfilled and compacted to a density of 95% modified Proctor, or greater.

Main line pipe depth measure to the top of pipe shall be:
- 24" minimum for $\frac{3}{4}$" - $2\frac{1}{2}$" PVC with a 30" minimum at vehicular crossings;
- 30" minimum for 3" & 4" PVC with a 36" minimum at vehicular crossings.

Lateral line depths measure to top of pipe shall be:
- 18" minimum for $\frac{3}{4}$" - 3" PVC with a 30" minimum at vehicular crossings;
- 24" minimum for 4" PVC and above with a 30" minimum at vehicular crossings.

Contractor shall backfill all piping, both mainline and laterals, prior to performing any pressure tests. The pipe shall be backfilled with the exception of 2' on each side of every joint (bell fittings, 90's, tees, 45's, etc). These joints shall not be backfilled until all piping has satisfactorily passed its appropriate pressure test as outlined below.

FLUSHING

Prior to the placement of valves, flush all mainlines for a minimum of 10 minutes or until lines are completely clean of debris, whichever is longer.

Prior to the placement of heads, flush all lateral lines for a minimum of 10 minutes or until lines are completely clean of debris, whichever is longer.

Use screens in heads and adjust heads for proper coverage avoiding excess water on walks, walls and paving.

TESTING

Schedule testing with Owner's Representative a minimum of three (3) days in advance of testing.

Mainline: Remove all remote control valves and cap using a threaded cap on SCH 80 nipple. Hose bibs and gate valves shall not be tested against during a pressure test unless authorized by written permission from the owner. fill mainline with water and pressurize the system to 125 PSI. Monitor the system pressure at two gauge locations; the gauge locations must be at opposite ends of the mainline. With the same respective pressures, monitor the gauges for two hours. There can be no loss in pressure at either gauge for solvent-welded pipe.

If these parameters are exceeded, locate the problem; repair it; wait 24 hours and retry the test. This procedure must be followed until the mainline passes the test.

Lateral lines: The lateral lines must be fully filled to operational pressure and visually checked for leaks. Any leaks detected must be repaired.

Operational Testing - Once the mainline and lateral lines have passed their respective tests, and the system is completely operational, a coverage test and demonstration of the system is required. The irrigation contractor must demonstrate to the owner, or his/her representative, that proper coverage is obtained and the system works automatically from the controller. This demonstration requires each zone to be turned on, in the proper sequence as shown on the plans, from the controller. Each zone will be inspected for proper coverage and function. The determination of proper coverage and function is at the sole discretion of the owner or owner's representative.

Upon completion of the operational test, run each zone until water begins to puddle or run off. This will allow you to determine the number of irrigation start times necessary to meet the weekly evapotranspiration requirements of the planting material in each zone. In fine sandy soils, it is possible no puddling will occur. If this is experienced, then theoretical calculations for run times will be required for controller programming.

SUBMITTALS

Pre-Construction: Deliver five (5) copies of submittals to Owner's Representative within ten (10) working days from date of Notice to Proceed. Furnish information in 3-ring binder with table of contents and index sheet. Index sections for different components and label with specification section number and name of component. Furnish submittals for components on material list. Indicated which items are being supplied on catalog cut sheets when multiple items are shown on one sheet. Incomplete submittals will be returned without review. in lieu of hardcopies, an electronic package in PDF format can be submitted.

After project completion:
As a condition of final acceptance, the irrigation contractor shall provide the owner with:

1. Irrigation As-builts - shall be provided accurately locating all mainlines, sleeves, remote control valves, gate valves, independent wire runs, wire splice boxes, controllers, high voltage supply sources/conduit path, control mechanisms, sensors, wells and water source connections. All mainline and independent runs of wire shall be located every 30' for straight runs and at every change of direction. Sleeves will be located at end points and every 20' of length. All underground items shall include depth in inch format.

2. Controller charts - Upon completion of "as-built" prepare controller charts; one per controller. Indicate on each chart the area controlled by a remote control valve (using a different color for each zone). This chart shall be reduced to a size that will fit inside the controller door. The reduction shall be hermetically sealed inside two 2ml pieces of clear plastic.

3. Grounding Certification - Provide ground certification results for each controller and pump panel grounding grid installed. This must be on a licensed electrician letter head indication location tested (using IR plan symbols), date, time, test method and testing results.

INSPECTIONS AND COORDINATION MEETINGS REQUIRED - Contractor is required to schedule, perform, and attend the following, and demonstrate to the owner and/or owners representative to their satisfaction, as follows:

1.Pre-construction meeting - Designer and contractor to review entire install process and schedule with owner/general contractor.
2. Mainline installation inspection(s) - All mainline must be inspected for proper pipe, fittings, depth of coverage, backfill and installation method.
3. Mainline pressure test - All mainline shall be pressure tested according to this design's requirements.
4. Flow meter calibration - All flow meters must be calibrated. Provide certified calibration report for all flow meters.
5. Coverage and operational test
6. Final inspection
7. Punch list inspection

FINAL ACCEPTANCE

Final acceptance of the irrigation system will be given after the following documents and conditions have been completed and approved. Final payment will not be released until these conditions are satisfied.

1.All above inspections are completed, documented, approved by owner.
2.Completion and acceptance of 'as-built' drawings.
3. Acceptance of required controller charts and placement inside controllers.
4. All other submittals have been made to the satisfaction of the owner.

GUARANTEE: The irrigation system shall be guaranteed for a minimum of one calendar year from the time of final acceptance.

MINIMUM RECOMMENDED
IRRIGATION MAINTENANCE PROCEDURES

1. Every irrigation zone should be checked monthly and written reports generated describing the date(s) each zone was inspected, problems identified, date problems repaired, and a list of materials used in the repair. At minimum, these inspections should include the following tasks:

A. Turn on each zone from the controller to verify automatic operation.

B. Check schedules to ensure they are appropriate for the season, plant and soil type, and irrigation method. Consult an I.A. certified auditor for methods used in determining proper irrigation scheduling requirements.

C. Check remote control valve to ensure proper setting, if present.

D. Check setting on pressure regulator it verify proper setting, if present.

E.Check flow control and adjust as needed; ensure valve closure within 10-15 seconds after deactivation by controller.

F. Check for leaks - mainline, lateral lines, valves, heads, etc.

G. Check all heads as follows:
1. Proper set height (top of sprinkler is 1" below mow height
2. Verify head pop-up height - 6" in turf, 12" in groundcover, and riser in shrub beds
3. Check wiper seal for leaks - if leaking , clean head and re-inpect.
4. If still leaking, replace head with the appropriate head with pressure regulator and built-in check valve.
5. All nozzles checked for proper pattern, clogging, leaks, correct make & model, etc. - replace as needed
6. Check for proper alignment - perfectly vertical; coverage area is correct;p minimize over spray onto hardscapes
7. Riser height raised/lowered to accommodate plant growth patterns and ensure proper coverage.
8. Verify pop-ups retract after operation. If not, repair/replace as needed.

H. Check controller/C.C.U. grounds for resistance (10 ohms or less) once per year. Submit written reports.

I. check rain shut-off device monthly and clean/repair/replace as needed.

J. Inspect all valve boxes to ensure they are in good condition, lids are in place and locked.

K. Inspect backflow devices by utilizing a properly licensed backflow inspector. This should be done annually, at minimum.

L. Inspect all filters monthly and clean/repair/replace as needed.

M. Check pump stations fpr proper operation, pressures, filtration, settings, etc. - refer to pump station operations manual.

N. Check and clean intake screens on all suction lines quarterly, at minimum. Clean and/or repair, as needed.

O. Winterize, if applicable, as weather in your area dictates. follow manufacturer recommendations and blow out all lines and equipment using compressed air. Perform seasonal startup of system as per manufacturer recommendations.

P. Conduct additional inspections, maintenance tasks, etc. that are particular for your site.

SOIL MOISTURE SENSOR (When applicable)

1. Place all soil moisture sensor wiring in 1" SCH 40 PVC conduit

2. Soil moisture sensor should be placed in the middle of a spray or drip area as per manufacturer's recommendations.

3. Controller shall be set to the Florida Automated Weather Network's urban scheduler settings using the SMS as a moisture cut off device (like a rain switch) per manufacturer directions.

Architectural Alliance Landscape
612 SW 4th Ave., Fort Lauderdale, FL. 33315 LCC000237
TEL: 954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON
REGISTERED LANDSCAPE ARCHITECT
HUGH F. JOHNSON
LA0000855
STATE OF FLORIDA

1 DRC Re-Submittal Set 03-18-2022
2 DRC Re-Submittal Set 09-16-2022
3 DRC Re-Submittal Set 04-14-2023
4 DRC Re-Submittal Set 08-07-2023
Revision Dates

SITEPLAN SUBMITTAL (PHASE 1)
HILLSBORO CENTER
600 & 700 W. HILLSBORO BLVD
DEERFIELD BEACH, FL 33441

Sheet Description
IRRIGATION NOTES

Release Date
11-12-2021

Project Number
2037

Drawing Number
L-321
Sheet 8 of 8

- The proposed plan replaces the heads to all existing pole locations.
- The new poles added are proposed as follows:

1. One pole and fixture head at the southwest corner of the site. parking lot area next to the dumpsters. (Phase 1)

2. 2 poles just south of the residential building. (Phase 1)

3. 2 poles at the south end of the west parking filed. Where the parking lot is being reconfigured. (Phase 4)

4. 7 short poles (10' high) at the east façade of the existing garage at the same locations of the existing light fixtures.

5. 11 New poles and light fixtures at the new spine road.

(E) Existing location of light fixtures.

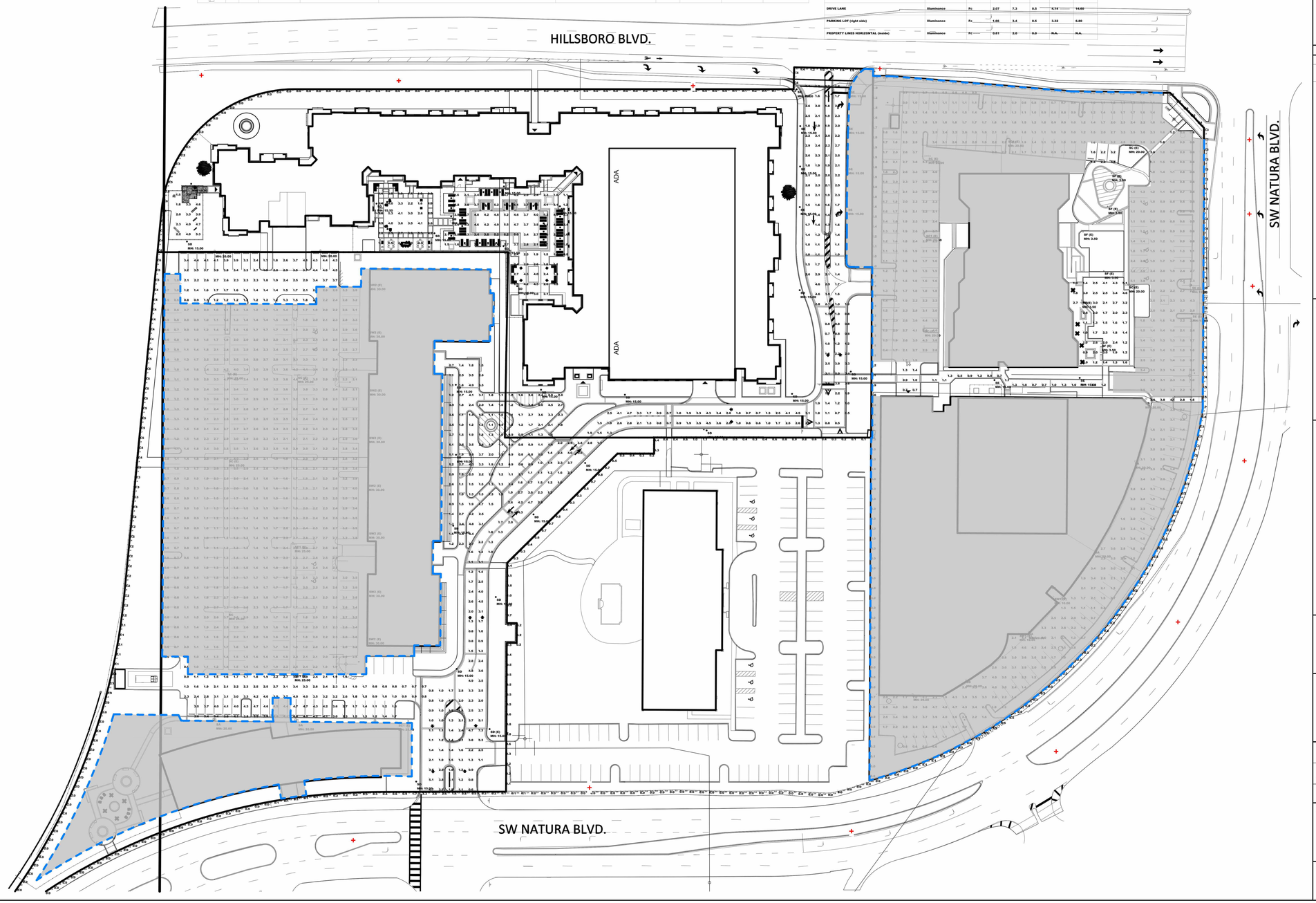
(+) existing off site lighting fixtures

Luminaire Schedule: HILLSBORO MIXED USE - SITE PLAN_REV 6 DEERFIELD BEACH, FL 03/31/2023

Symbol	Qty	Label	Arrangement	Manufacturer	Catalog Number	Mounting	LLF	Luminaire Lumens	Luminaire Watts	Arrangement Watts
	7	5A	Single	U.S. Architectural Lighting	VLL-LED/PLED-III-W-40LED-1050mA/NW/1/HS-PLED	POLE MOUNT A.F.G.	0.855	11550	128.2	128.2
	3	5B	Single	U.S. Architectural Lighting	VLL-LED/PLED-IV-W-40LED-1050mA/NW/1/HS-PLED	POLE MOUNT A.F.G.	0.855	12343	128.2	128.2
	1	5C	Back-Back	U.S. Architectural Lighting	VLL-LED/PLED-VSQ-W-40LED-1050mA/NW/2-180	POLE MOUNT A.F.G.	0.855	16317	128.2	256.4
	7	5C (E)	Back-Back	U.S. Architectural Lighting	VLL-LED/PLED-VSQ-W-40LED-1050mA/NW/2-180 (new head on existing pole)	POLE MOUNT A.F.G.	0.855	16317	128.2	256.4
	5	5C1 (E)	Single	U.S. Architectural Lighting	VLL-LED/PLED-VSQ-W-40LED-1050mA/NW/1 (new head on existing pole)	POLE MOUNT A.F.G.	0.855	16317	128.2	128.2
	23	5D	Single	Lithonia Lighting	RADPT P4 40K ASY HS	POST TOP MOUNT A.F.G.	0.855	9896	85.6782	85.678
	1	5D (E)	Single	Lithonia Lighting	RADPT P4 40K ASY HS (new head on existing pole)	POST TOP MOUNT A.F.G.	0.855	9896	85.6782	85.678
	10	5E	Single	Lithonia Lighting	RADPT P3 40K PATH	POST TOP MOUNT A.F.G.	0.855	5663	53.62	53.62
	2	5E (E)	SINGLE	Lithonia Lighting	RADPT P3 40K PATH (new head on existing pole)	POST TOP MOUNT A.F.G.	0.855	5663	53.62	53.62
	6	5F (E)	Single	Lithonia Lighting	DSXB LED 10C 350 40K SYM (existing location)	42" BOLLARD	0.855	1674	20	20
	2	SW1 (E)	Single	Lithonia Lighting	WDGE1 LED P1 40K 80CRI VW (existing location)	WALL MOUNT A.F.F. (bottom of fixture)	0.855	1229	10.0002	10
	8	SW2 (E)	Single	Lithonia Lighting	WDGE3 LED P4 70CRI R4 40K (existing location)	WALL MOUNT A.F.F. (bottom of fixture)	0.855	12538	87.6914	87.691

Calculation Summary: HILLSBORO MIXED USE - SITE PLAN_REV 6 DEERFIELD BEACH, FL 03/31/2023

Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
AMENITY COURTYARD	Illuminance	Fc	2.82	5.3	0.8	3.53	6.63
DOG PARK	Illuminance	Fc	3.39	5.3	1.5	2.26	3.53
GREEN AREA BOTTOM RIGHT OF BLDG	Illuminance	Fc	2.13	5.1	0.9	2.37	5.67
NEW PARKING LOT WEST (bottom)	Illuminance	Fc	2.73	4.7	0.7	3.90	6.71
NEW PARKING LOT WEST (top)	Illuminance	Fc	3.48	4.6	1.7	2.05	2.71
PARKING LOT NORTHEAST	Illuminance	Fc	1.98	5.8	0.5	3.96	11.60
PARKING LOT WEST	Illuminance	Fc	2.04	4.6	0.5	4.08	9.20
PEDESTRIAN PROMENADE	Illuminance	Fc	0.99	1.3	0.5	1.98	2.60
PLAZA	Illuminance	Fc	1.84	5.0	0.5	3.68	10.00
PROPERTY LINE HORIZONTAL (perimeter)	Illuminance	Fc	0.32	3.8	0.0	N.A.	N.A.
PROPERTY LINE VERTICAL (perimeter)	Illuminance	Fc	0.75	3.2	0.0	N.A.	N.A.
SWIMMING POOL	Illuminance	Fc	3.19	6.2	0.8	3.99	7.75
DRIVE LANE	Illuminance	Fc	2.07	7.3	0.5	4.14	14.60
PARKING LOT (right side)	Illuminance	Fc	1.68	3.4	0.5	3.32	6.80
PROPERTY LINES HORIZONTAL (inside)	Illuminance	Fc	0.61	2.0	0.0	N.A.	N.A.



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA JUAN C. CASTRO REGISTERED ARCHITECT AR0003388

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE

PHASE 1 - PHOTOMETRIC PLAN

SHEET NUMBER	ISSUE
A1.26	6

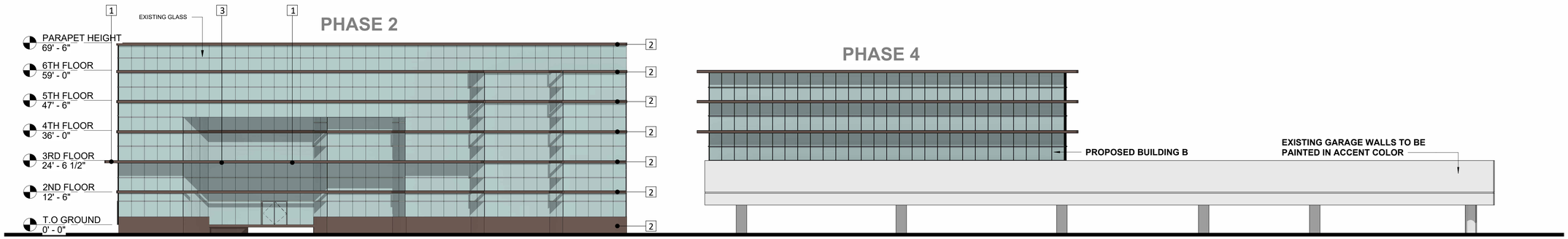
SCALE CHECK 10mm 1 in

2023-10-12 10:23:29 AM

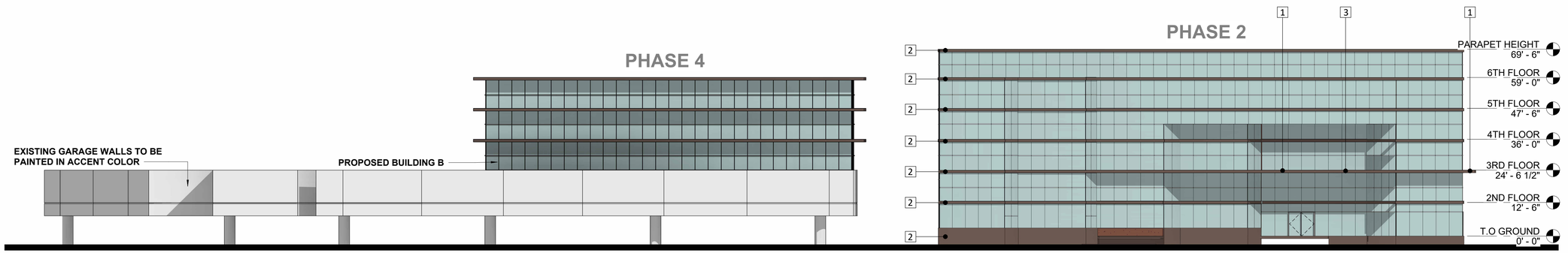
Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

ELEVATION LEGEND

NO.	COLOR	DESCRIPTION
1		WOOD PANELS IN EYEBROW OVERHANGS - WOODN JF18041-10-CAFFE BOGOTA BRUSHED
2		ACCENT COLOR IN PAINTED GRANITE BANDS - SHERWIN WILLIAMS - BLACK FOX - SW 7020 OR EQUAL
3		METAL FRAME IN EYEBROW OVERHANGS GREY MICA ALUMINIUM PANEL - LAMINATORS INC.



1 / A1.27 BUILDING B & D - WEST ELEVATION
Scale: 1" = 20'-0"



2 / A1.27 BUILDING B & D - EAST ELEVATION
Scale: 1" = 20'-0"

DSA STAMP

CLIENT
G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL
STATE OF FLORIDA JUAN F. CAYCEDO AR0093088 REGISTERED ARCHITECT

IBI
IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT
HILLSBORO CENTER
600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE
PHASE 2 - BUILDING 'B & D' - EAST/WEST ELEVATIONS

SHEET NUMBER A1.27
ISSUE 6

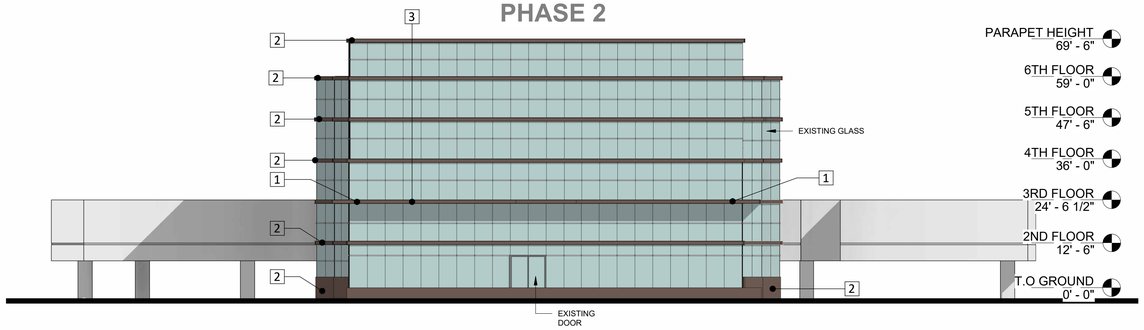
SCALE CHECK 1 in 10mm

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

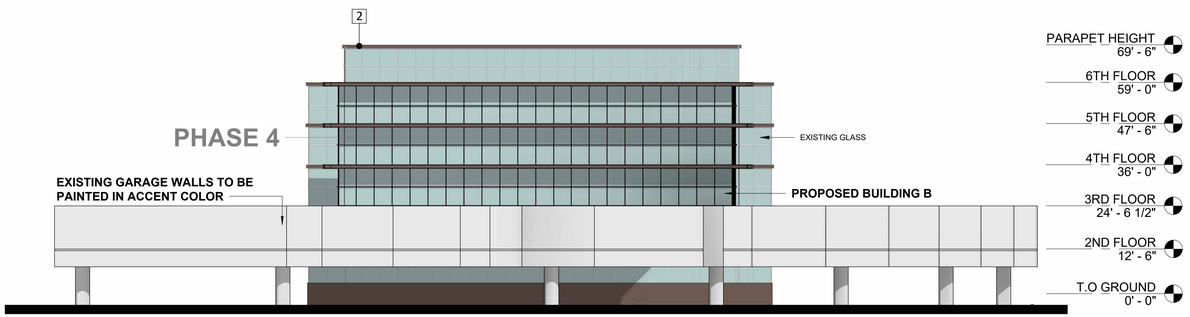
2023-12-19 9:39:08 AM

ELEVATION LEGEND

NO.	COLOR	DESCRIPTION
1		WOOD PANELS IN EYEBROW OVERHANGS - WOODN JF18041-10-CAFFE BOGOTA BRUSHED
2		ACCENT COLOR IN PAINTED GRANITE BANDS - SHERWIN WILLIAMS - BLACK FOX - SW 7020 OR EQUAL
3		METAL FRAME IN EYEBROW OVERHANGS GREY MICA ALUMINIUM PANEL - LAMINATORS INC.



3 / A1.28 BUILDING B & D - NORTH ELEVATION
Scale: 1" = 20'-0"



1 / A1.28 BUILDING B & D - SOUTH ELEVATION
Scale: 1" = 20'-0"

DSA STAMP

CLIENT
G&C HILLSBORO INVESTORS, LLC
1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL
STATE OF FLORIDA JUAN E. CAYCEDO AR0093048 REGISTERED ARCHITECT

IBI
IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT
HILLSBORO CENTER
600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

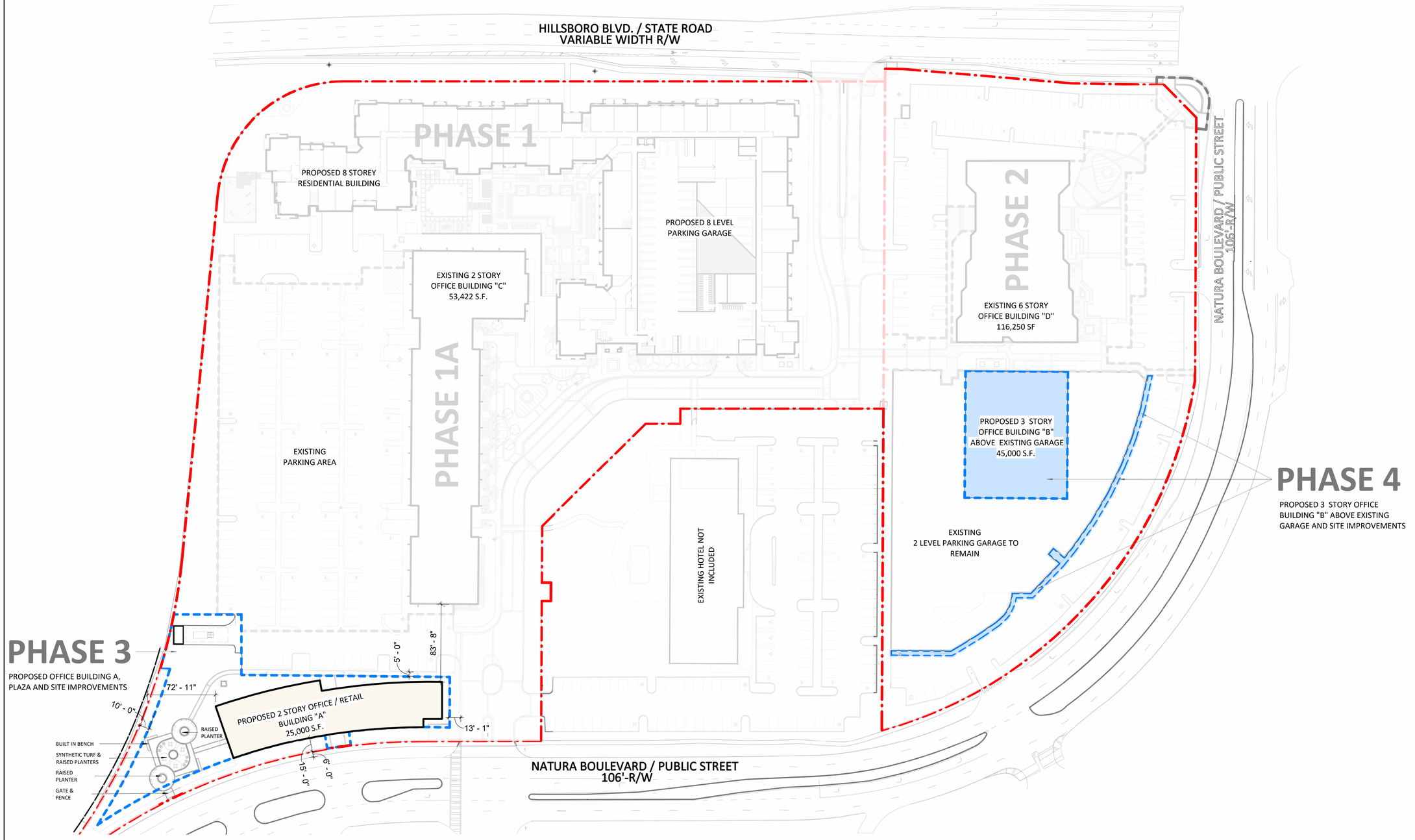
SHEET TITLE
PHASE 2 - BUILDING 'B & D' - NORTH/SOUTH ELEVATIONS

SHEET NUMBER	ISSUE
A1.28	6

SCALE CHECK 10mm 1 in

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-12-19 9:39:27 AM



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN C. AYCARDO
LICENSE
AR0015388
REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE

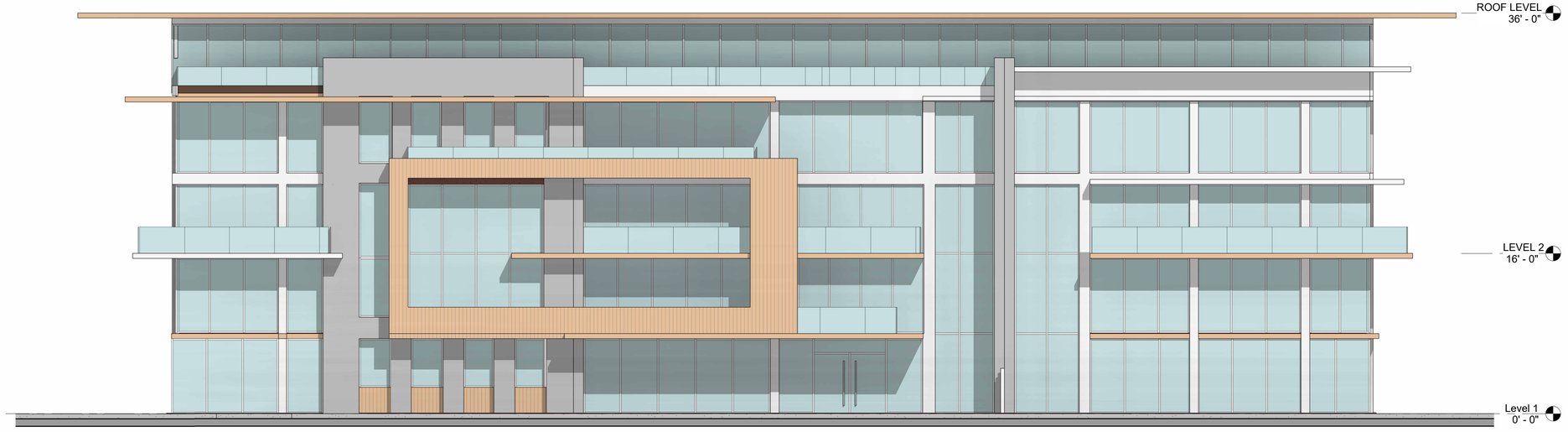
PHASE 3 & 4 - SITE PLAN

SHEET NUMBER	ISSUE
A1.29	6

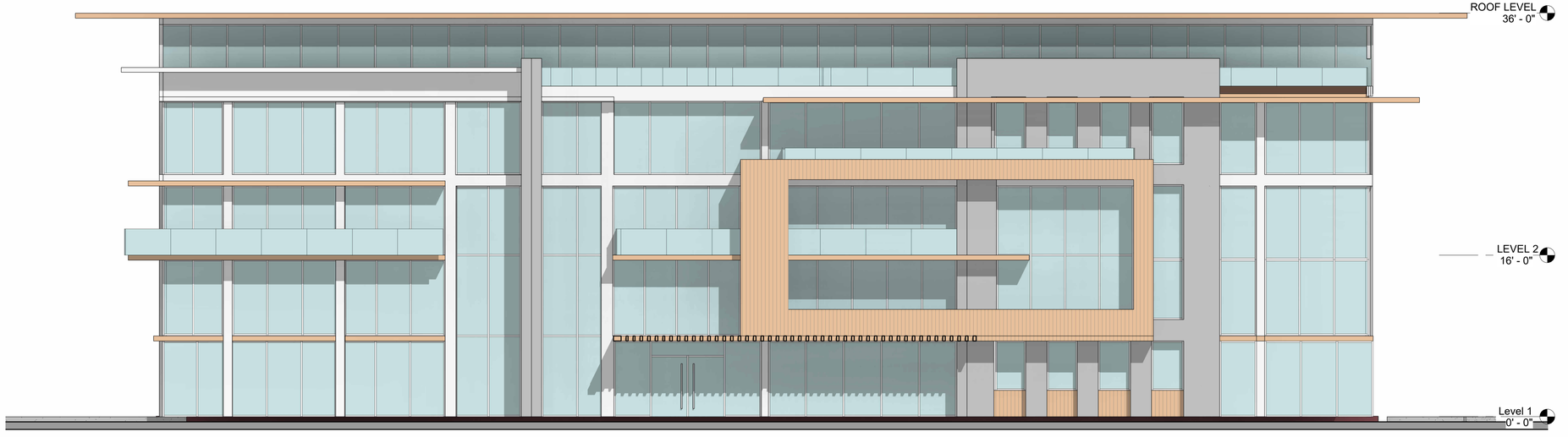
SCALE CHECK 1 in 50mm

Autodesk Docs://20040-Hillsboro_Center/ R20222\20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:24:26 AM



1 SOUTH ELEVATION
1/8" = 1'-0"



2 NORTH ELEVATION
1/8" = 1'-0"

2023-10-12 11:26:26 AM

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN CARLOS PEREZ
AR0015388
REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

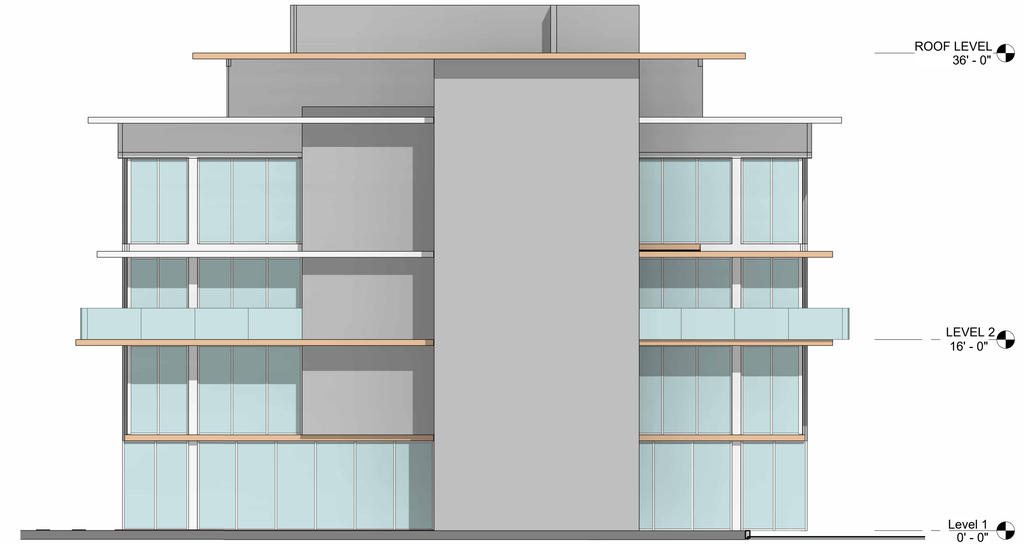
SHEET TITLE

PHASE 3 - BUILDING "A" - NORTH-SOUTH ELEVATIONS

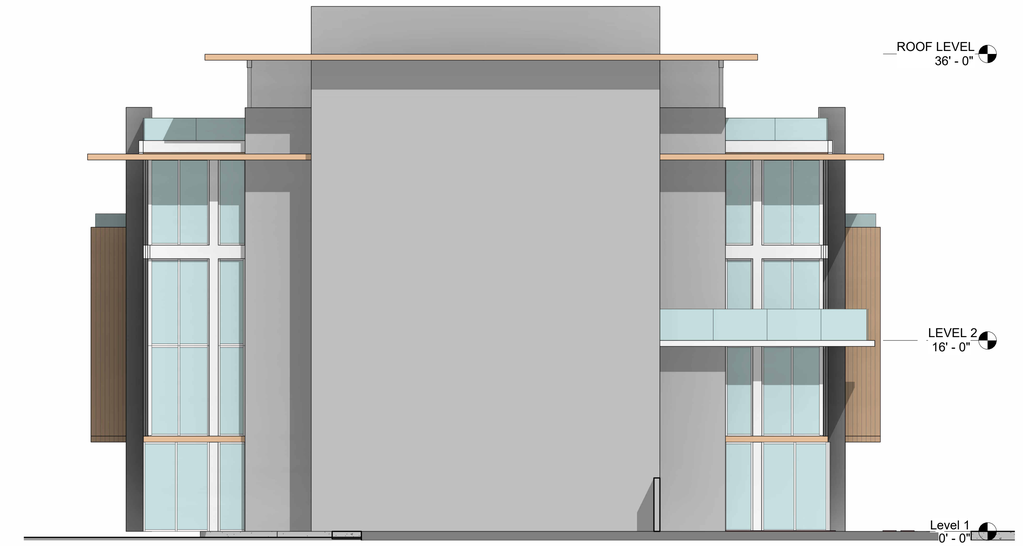
SHEET NUMBER	ISSUE
A1.30	6

SCALE CHECK 10mm 1 in.

J:_20040.00 600 W Hillsboro - Site Pl Study\07_BIM\BUILDING A\20007.00.rvt



1 EAST ELEVATION
1/8" = 1'-0"



2 WEST ELEVATION
1/8" = 1'-0"

2023-10-12 11:26:33 AM

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN C. CASTRO
AR0005388
REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040

DRAWN BY:	CHECKED BY:
Author	**Checker**
PROJECT MGR:	APPROVED BY:
Designer	**Approver**

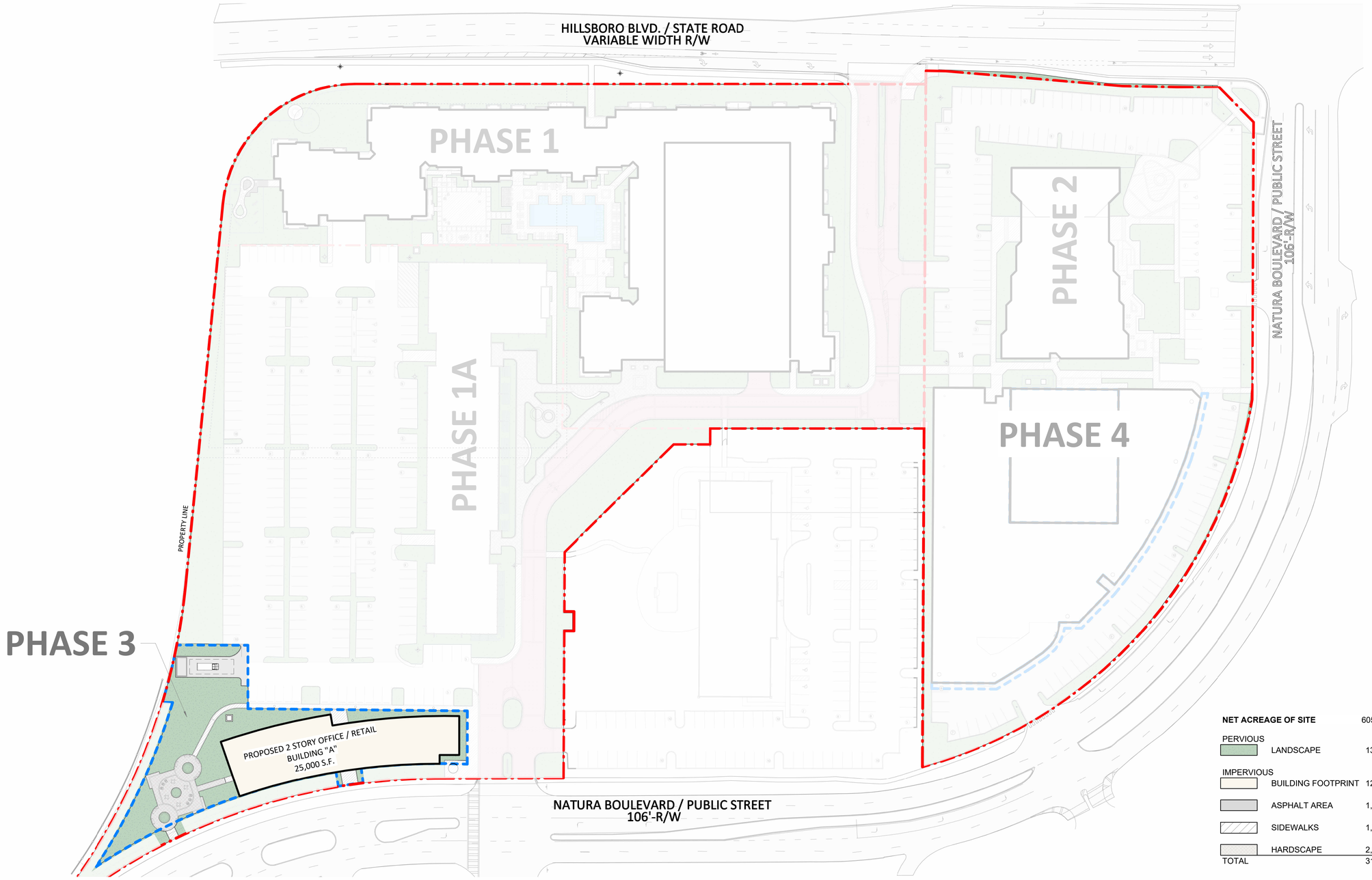
SHEET TITLE

PHASE 3 - BUILDING "A" - EAST-WEST ELEVATIONS

SHEET NUMBER	ISSUE
A1.31	6

SCALE CHECK 1 in 10mm

J:_20040.00 600 W Hillsboro - Site Pl Study\07_BIM\BUILDING A\20007.00.rvt



NET ACREAGE OF SITE		605,726 SF	100.00%
PERVIOUS			
	LANDSCAPE	13,054 SF	2.16%
IMPERVIOUS			
	BUILDING FOOTPRINT	12,459 SF	2.06%
	ASPHALT AREA	1,687 SF	0.28%
	SIDEWALKS	1,063 SF	0.18%
	HARDSCAPE	2,833 SF	0.47%
TOTAL		31,096 SF	5.13%

DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN C. CATALDO
AR0005388
REGISTERED ARCHITECT

IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487, USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE

PHASE 3 - LANDSCAPE PERVIOUS AND IMPERVIOUS

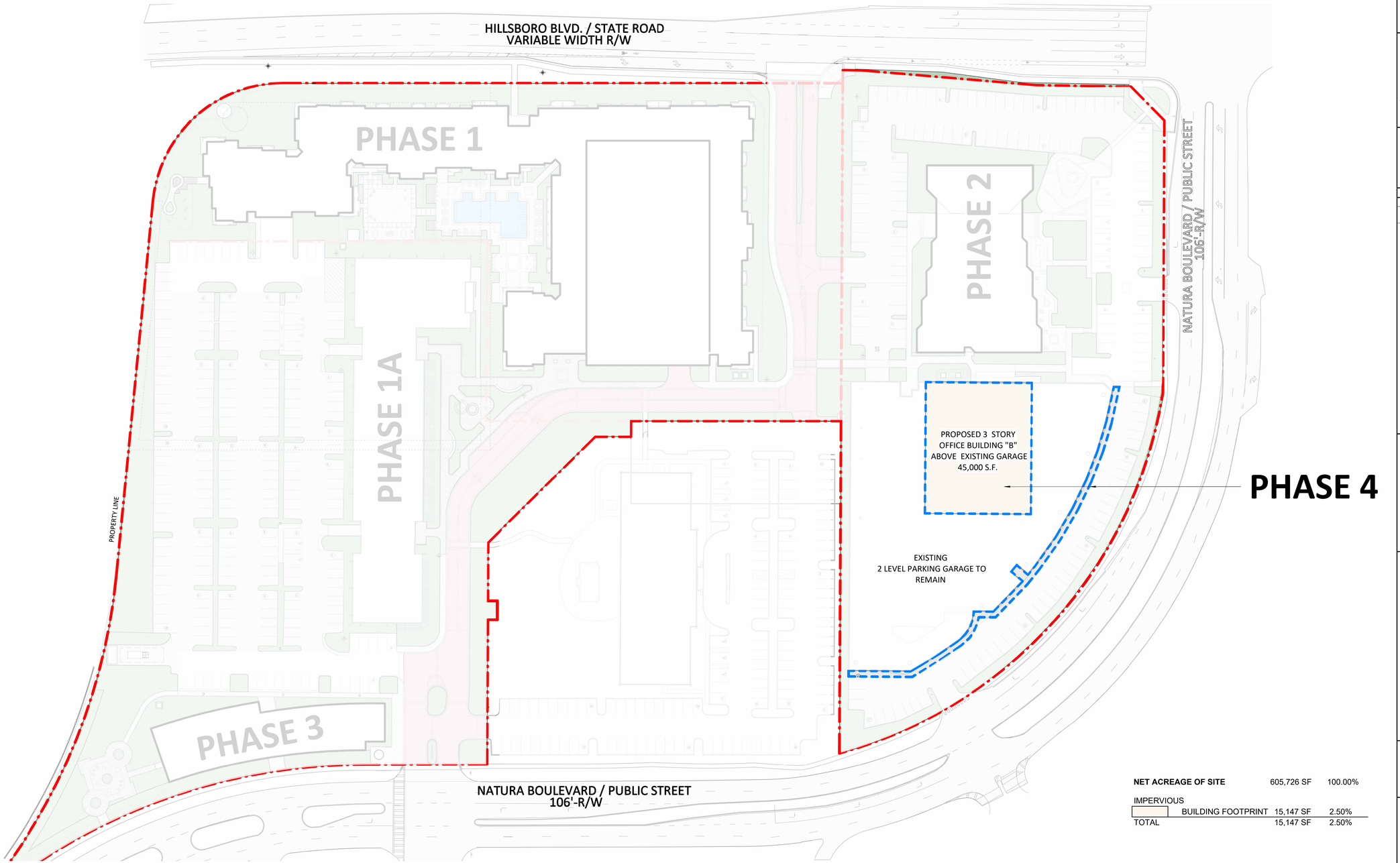
SHEET NUMBER A1.32

ISSUE 6

SCALE CHECK 10mm 1 in

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:24:52 AM



DSA STAMP

CLIENT

G&C HILLSBORO INVESTORS, LLC

1499 W. PALMETTO PARK RD., SUITE 415
BOCA RATON, FL 33486
TEL: (954)516-7001

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by IBI Group is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and IBI Group shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to IBI Group for general conformance before proceeding with fabrication.
IBI Group Architects, Engineers and Landscape Architects
is a member of the IBI Group of companies

ISSUES

No.	DESCRIPTION	DATE
6	Revision 6	OCTOBER 12, 2023

DEVELOPMENT REVIEW COMMITTEE

CONSULTANTS

SEAL

STATE OF FLORIDA
JUAN E. CAYCEDO
No. AR0003088
REGISTERED ARCHITECT

IBI
IBI GROUP
7000 N Federal Hwy - 2nd Floor,
Boca Raton, FL 33487 USA
tel 561 393 6555 fax 561 395 0007
ibigroup.com

PROJECT

HILLSBORO CENTER

600 and 700 W Hillsboro Blvd.
Deerfield Beach, Florida 33441

PROJECT NO: 20040	
DRAWN BY: **Author**	CHECKED BY: **Checker**
PROJECT MGR: **Designer**	APPROVED BY: **Approver**

SHEET TITLE

PHASE 4 - LANDSCAPE PERVIOUS AND IMPERVIOUS

SHEET NUMBER A1.33

ISSUE 6

SCALE CHECK 10mm 1 in

Autodesk Docs://20040-Hillsboro_Center R2022/20040-HillsboroCenter-A-Site-R22.rvt

2023-10-12 10:25:07 AM

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

City of Deerfield Beach

Face Sheet
File Number: I.D. 2024-73

Agenda Date: 2/20/2024

Status: QUASI-JUDICIAL PUBLIC HEARINGS

In Control: City Commission

Title
Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving a Development Agreement with the Developer of the development located at 600 & 700 West Hillsboro Blvd. and consisting of approximately 16.5 gross acres; authorizing execution of the Development Agreement; providing for an effective date.

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Background/History
The Applicant has submitted a Development Agreement to comply with the rezoning requirements for the PDD (Planned Development District) for the proposed 600-700 Hillsboro (Hillsboro Center) development. Pursuant to Section 98-68.-PDD, planned development district, applicants for rezoning to the PDD district must submit a development agreement, including a statement of need, to be considered by the City Commission, in conjunction with the rezoning application demonstrating that the applicant has provided for or complied with the following:

(1) A higher level of connectivity via vehicular, pedestrian, and bicycle access to surrounding land uses, areas of public activity, mass transit, and the city as a whole.

(2) Opportunities either regionally or on-site to provide for affordable or senior designated housing.

(3) Energy efficient and green building design including, but not limited to, use of reclaimed water, solar energy systems, use of green roofs and green walls, and other measures that will relieve pressure on public and private utility systems, and reduce pollution and urban heat islands.

(4) A high quality of design and materials that is integrated throughout the site and will be complimentary to and enhance the surrounding neighborhood and the city as a whole.

(5) The preservation and enhancement of desirable site characteristics, natural or manmade, including, but not limited to, vegetation, geological features, and historical features.

(6) More useable and suitably located public open space and amenities.

The proposed Development Agreement consists of the following sections:

1. Article I: Recitals, Exhibits, and Agreement

2. Article II: Required Improvements
3. Article III: Green Building Elements
4. Article IV: Miscellaneous

The Rezoning and Site Plan related to this item are conditioned upon the Developer executing and recording a Development Agreement in the public records. The Development Agreement provides for the Developer to make the following improvements:

- Drainage and roadway improvements to SW Natura Boulevard;
- Sidewalk and pedestrian improvements to SW Natura Boulevard;
- $200,000 contribution for improvements to Oveta McKeithen Recreational Complex;
- Contributions to the City's affordable housing programs ($180,000);
- Open space improvements with art features at three (3) locations;
- Green Building elements as further detailed in Article III of the Development Agreement.

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING A DEVELOPMENT AGREEMENT WITH THE DEVELOPER OF THE DEVELOPMENT LOCATED AT 600 & 700 WEST HILLSBORO BLVD. AND CONSISTING OF APPROXIMATELY 16.5 GROSS ACRES; AUTHORIZING EXECUTION OF THE DEVELOPMENT AGREEMENT; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, Rezoning Application No. 21-R-196 (the "Rezoning Application") was submitted to the City by G&C Hillsboro Investors, LLC (the "Applicant") seeking a rezoning for the parcels located at 600 & 700 W. Hillsboro Blvd., to a Planned Development District ("PDD") to redevelop the Property with 239,672 square feet of commercial use across 4 buildings, an additional mid-rise residential building with 360 multi-family dwelling units with an attached parking garage, and associated on and off-site improvements (the "PDD Development"); and

WHEREAS, the PDD Development site is approximately 16.5 gross acres of land consisting of three parcels generally described as a portion of Tract A, "Hillsboro-95 Office Park," according to the Plat thereof, as recorded in Plat Book 105, Page 30, of the Public Records of Broward County, Florida, together with Tract 1, "Crocker South," according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, together with a portion of the South ½ of Government Lots 2 and 3, in the Southeast ¼ of the Northwest ¼ of Section 1, Township 48 South, Range 42 East, as more particularly described in the file, and located at 600 & 700 W. Hillsboro Blvd., Deerfield Beach, Florida, (collectively, the "Property"); and

WHEREAS, pursuant to Section 98-68 of the City's Land Development Code (the "Code"), the Rezoning Application must include a statement of need, conceptual master plan, and proposed property development requirements, and is subject to execution of a Development Agreement in compliance with the Code; and

WHEREAS, the Rezoning Application was reviewed by pertinent City staff, and the Planning and Zoning Board voted to recommend approval of the Rezoning Application on January 4, 2024; and

WHEREAS, on February 20, 2024, the Rezoning Application, which includes a statement of need, conceptual master plan, and proposed property development requirements for the Property, was approved by the City Commission; and

WHEREAS, the City and Applicant have negotiated a development agreement, attached as Exhibit "1" (the "Development Agreement"), which memorializes the Applicant's obligations regarding the PDD Development; and

WHEREAS, City Staff recommends that the City Commission approve, and authorize execution of, the Development Agreement, attached as Exhibit "1."

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The Development Agreement, attached as Exhibit "1," is hereby approved.

Section 3. The Mayor and the City Manager are authorized to execute the Development Agreement, attached as Exhibit "1," together with such non-substantial changes as are acceptable to the City Manager and approved as to form and legal sufficiency by the City Attorney.

Section 4. The appropriate City officials are authorized to do all things necessary to carry out the aims of this Resolution.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2024.

_____
BILL GANZ, MAYOR

ATTEST:

_____
HEATHER MONTEMAYOR, CITY CLERK

Return to: (enclose self-addressed stamped envelope)

Name: Elizabeth Somerstein, Esq.

Address:
Greenspoon Marder LLP
200 E. Broward Boulevard, Suite 1800
Fort Lauderdale, FL 33301

This Instrument Prepared by:
Elizabeth Somerstein, Esq.
Greenspoon Marder LLP
200 E. Broward Boulevard, Suite 1800
Fort Lauderdale, FL 33301

SPACE ABOVE THIS LINE FOR PROCESSING DATA **SPACE ABOVE THIS LINE FOR PROCESSING DATA**

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT (the "AGREEMENT") is entered into as of this ____ day of _____, 2024 by and between the **CITY OF DEERFIELD BEACH**, FLORIDA (the "CITY"), a municipal corporation organized and existing under the laws of the State of Florida, and **G&C HILLSBORO INVESTORS, LLC** a Florida limited liability company (the "DEVELOPER").

(Whenever used herein, the term "CITY" shall also include and collectively refer to CITY's respective successors in interest. Whenever used herein, the term "DEVELOPER" shall also include and collectively refer to DEVELOPER's respective heirs, legal representatives, assigns, and successors in title.)

W I T N E S S E T H:

WHEREAS, DEVELOPER is the owner of real property located in Broward County, Florida (the "COUNTY"), within the municipal boundaries of the CITY, as more particularly described in **Exhibit "A"** (the "PROPERTY") attached hereto; and

WHEREAS, DEVELOPER proposes to redevelop the PROPERTY with office and residential uses (the "PROPOSED DEVELOPMENT"); and

WHEREAS, to facilitate the construction of the PROPOSED DEVELOPMENT on the PROPERTY, DEVELOPER submitted applications to the CITY to amend the land use designation and rezone the PROPERTY, and for approval of a site plan for Phase 1 and 2 of the PROPOSED DEVELOPMENT on the PROPERTY (collectively, the "APPLICATIONS"); and

WHEREAS, DEVELOPER submitted applications to amend the land use designations of the PROPERTY from Commercial (CITY designation)/Commerce (COUNTY designation) to Medium-High 25 Mixed Use-Residential (CITY designation) and Dashed Line Area with Irregular (21.82) Residential and Commerce (COUNTY designation) (the "City LUPA" and "County LUPA," respectively; collectively, the City LUPA and County LUPA are referred to herein as the "LUPA"; and

WHEREAS, On June 3, 2021 the CITY'S Planning and Zoning Board ("P&Z") recommended approval of the LUPA; on July 20, 2021, the CITY Commission (the "COMMISSION") approved the LUPA on first reading; on December 2, 2021, the COUNTY Planning Council recommended approval of the LUPA; on February 8, 2022, the COUNTY Commission (the "COUNTY COMMISSION") approved the LUPA; and, on April 23, 2023, the CITY COMMISSION approved the LUPA on second reading; and

WHEREAS, DEVELOPER submitted an application to the CITY requesting to rezone the PROPERTY from B-2 to PDD (Planned Development District), CITY project number 21-R-196 (the "REZONING"); and

WHEREAS, § 98-68(a) of the Deerfield Beach Land Development Code (the "CODE") provides the purpose and intent of the Planned Development District ("PDD") is to enable quality development for properties that due to the size or characteristics of the property, other implements of zoning regulation provided in the CODE would result in under-utilized or under-developed property; and

WHEREAS, § 98-68(b) of the CODE provides qualifications that all applicants must meet to rezone property to PDD and requires that the applicant provide a statement detailing how the qualifications have been satisfied; and

WHEREAS, § 98-68(c) of the CODE provides that all applicants rezoning to the PDD district must submit a development agreement, including a statement of need, to be considered by the CITY COMMISSION in conjunction with the rezoning application; and

WHEREAS, § 98-68(d) of the CODE provides for creation of property development requirements through a PDD rezoning; and

WHEREAS, DEVELOPER and CITY are desirous of entering into this AGREEMENT in connection with the REZONING and site plan for Phase 1 and 2 (CITY project number 21-PDD-03) (the "SITE PLAN") for the PROPOSED DEVELOPMENT as may be amended from time to time subject to an amendment to this AGREEMENT with terms acceptable to the CITY.

WHEREAS, this AGREEMENT is for the express purpose of defining the responsibility, conditions, terms, restrictions, or other requirements determined to be necessary by the CITY; and

NOW, THEREFORE, for and in consideration of the mutual terms and conditions contained in this AGREEMENT, the sufficiency and adequacy of which are hereby acknowledged by the parties hereto, the parties to this AGREEMENT do hereby agree as follow:

ARTICLE I.
RECITALS, EXHIBITS AND AGREEMENT

1.1 RECITALS; EXHIBITS. The foregoing recitals are true and correct and are incorporated, in their entirety, into and made a part of this AGREEMENT as if specifically set forth herein. All exhibits to this AGREEMENT are hereby deemed a part hereof as if set forth herein verbatim.

1.2 RECORDING; COVENANTS RUN WITH THE LAND. This AGREEMENT shall not become effective and shall not be recorded in the Public Records of Broward County, Florida, until after approvals by the CITY and COUNTY of the requested APPLICATIONS, including amendments to the CITY and COUNTY land use plan, and the expiration of all appeal periods or, if an appeal is filed, the conclusion of such appeal in a manner that does not affect the approval of the APPLICATIONS by the CITY. The rights, promises, covenants, restrictions, obligations, agreements, and other provisions herein contained which are enforceable by or against DEVELOPER (including their respective successors and assigns) in accordance with the terms of this AGREEMENT, are not personal and shall operate as a covenant running with the land, binding upon and inuring to the benefit of the owner(s) of the PROPERTY. The rights, promises, covenants, restrictions, obligations, agreements, and other provisions herein contained which are enforceable by or against CITY in accordance with the terms of this AGREEMENT, are personal, solely binding upon and inuring to the benefit of CITY (including its successors in interest).

1.3 DECLARATION OF RESTRICTIVE COVENANTS. In connection with approval of the LUPA, the DEVELOPER voluntarily agreed to place certain restrictions on the PROPERTY related to affordable housing. DEVELOPER agreed to pay Five Hundred and 00/100 Dollars ($500.00) per dwelling unit for the maximum three hundred sixty (360) dwelling units allowed on the PROPERTY in the total amount of One Hundred Eighty Thousand and 00/100 Dollars ($180,000.00) to be used by the CITY towards the CITY's affordable housing programs ("Affordable Housing Contribution"). The Affordable Housing Contribution shall be paid by the DEVELOPER to the CITY prior to the issuance of the first residential building permit for the PROPERTY. DEVELOPER agreed to record these restrictions in the Public Records of Broward County, Florida prior to the recertification of the CITY's land use plan as it relates to the LUPA.

1.4 UNIFIED CONTROL AND PERPETUAL MAINTENANCE. DEVELOPER agrees to abide by all conditions and provisions of the LUPA, REZONING, and SITE PLAN approvals granted by the CITY for the PROPERTY. The PROPERTY so planned shall not be developed in any other way except in substantial accord with the conditions, plans, specifications, and requirements approved as part of the LUPA, REZONING, and SITE PLAN for the PROPERTY. DEVELOPER acknowledges that the DEVELOPER or its designee(s) will maintain all common SITE PLAN elements to be constructed on the PROPERTY, such as access drives, entry features, easements, landscaping, irrigation, lighting, drainage facilities, utilities, sidewalks, signage, and any other elements necessary to ensure the proper upkeep and maintenance of such elements to be constructed on the PROPERTY.

1.5 STATEMENT OF NEED. Pursuant to CODE § 98-68(b), DEVELOPER submitted the statement of need, attached as **Exhibit "B"**, in connection with the REZONING APPLICATION.

1.6 COMPLIANCE WITH PDD ELEMENTS. CODE § 98-68(e) Property development requirements state that there are no set dimensional regulations in a PDD zoning district. In conjunction with the REZONING, DEVELOPER proposed the property development requirements to be approved by the CITY COMMISSION as part of the REZONING (the "DEVELOPMENT REQUIREMENTS"). The DEVELOPMENT

REQUIREMENTS, attached as **Exhibit "C",** provide dimensional regulations and any deviations from CODE requirements that apply to the PROPOSED DEVELOPMENT. The PROPOSED DEVELOPMENT will also meet all applicable CODE requirements not modified by the DEVELOPMENT REQUIREMENTS.

1.7 MODIFICATION TO PDD, MASTER PLAN, AND SITE PLAN. From time to time, DEVELOPER may have a need to request that the CITY approve amendments to the SITE PLAN and exhibits attached hereto. Provided that said SITE PLAN amendments and/or amendments to exhibits attached hereto meet the criteria in the CODE for administrative site plan amendments as determined by CITY's Planning and Development Services Director or her/his designee and do not conflict with the terms of this AGREEMENT, no amendments to this AGREEMENT shall be required for such amendments to the SITE PLAN and/or amendments to any exhibits attached hereto. Notwithstanding, in the event a change or modification to the SITE PLAN or exhibits to this AGREEMENT is required by applicable governmental or quasi-governmental authorities, such change or modification will not require an amendment to this AGREEMENT.

1.8 CONTRIBUTION TO PUBLIC PARK IMPROVEMENTS. As a part of the public benefit of this PROPOSED DEVELOPMENT, prior to the issuance of a residential building permit for Phase 1 of the PROPOSED DEVELOPMENT, DEVELOPER shall pay Two Hundred Thousand Dollars ($200,000.00) to the CITY for improvements to Oveta McKeithen Recreation Complex.

ARTICLE II.
REQUIRED IMPROVEMENTS

2.1 As a part of the public benefit of this PROPOSED DEVELOPMENT, all improvements listed below shall be completed prior to the issuance of the final certificate of occupancy for the last floor of the residential building identified on the SITE PLAN, unless otherwise stated.

2.2 ROADWAY IMPROVEMENTS: DEVELOPER shall, at no cost to the CITY, construct the following improvements to SW Natura Boulevard (the "ROADWAY IMPROVEMENTS") in accordance with the design submitted with the SITE PLAN. Construction of the ROADWAY IMPROVEMENTS is dependent upon available right-of-way and approval from the applicable permitting agencies. DEVELOPER shall not be required to obtain additional right of way to construct ROADWAY IMPROVEMENTS. Said ROADWAY IMPROVEMENTS are part of the public benefit of the PROPOSED DEVELOPMENT.

1. Install new drainage on east side of SW Natura Boulevard. To the extent any sidewalk is damaged during this installation process, said damaged sidewalk shall be replaced;

2. Install new 8-foot wide sidewalk on the east side of SW Natura Boulevard, with the sidewalk installation to end at the recreational complex entrance;

3. Regrade and improve the entire swale area on the west side of SW Natura Boulevard, which regrading and improvement will continue until the entrance to the existing parking garage on the PROPERTY;

4. Install new 5-foot wide sidewalk along PROPERTY line from the garage turn-in to the adjacent hotel property line;

5. Install new 5-foot wide sidewalk along the remaining portion of the PROPERTY which currently has no sidewalk;

6. If warranted in accordance with the FDOT Traffic Engineering Manual (TEM), 2021 and approved by the COUNTY, install a crosswalk along SW Natura Boulevard, at the location determined by the CITY, adjacent to the PROPERTY, and in accordance with the CITY's applicable engineering standards. The crosswalk location shall be included on the SITE PLAN, but it is subject to approval of the appropriate jurisdictional authorities.

7. Existing road median FDOT Type "D" concrete curbing shall be repaired and / or replaced as needed to provide the intended safety and protection to the landscaped areas. Construct new FDOT Type "D" concrete curbing along the edge of the balance of Natura Boulevard to the designated southernmost limits of affected roadway right-of-way.

8. Restore all pavement striping and markings within the limits of proposed improvements including reflective pavement markers.

9. Restore / repair all sections of pavement and sidewalks to meet all ADA and CITY requirements.

10. One year after the issuance of the final certificate of occupancy for the last floor of the residential building to be developed on thePROPERTY, the DEVELOPER shall conduct, at DEVELOPER's cost, a signal timing analysis at the intersection of Hillsboro Blvd. and SW Natura Boulevard to improve traffic flows at the intersection and provide a copy of the analysis to the CITY and the COUNTY. Further, the DEVELOPER shall coordinate with CITY and the COUNTY to implement recommended traffic signal timing changes acceptable to the COUNTY.

2.3 RESTORATION OF PUBLIC IMPROVEMENTS. Any public improvements damaged by the contractor during demolition and/or construction shall be replaced to the equal or better condition that existed prior to demolition and/or construction at the DEVELOPER'S expense, within 14 days of receipt of notice from CITY, unless further extension is granted by CITY Manager or his/her designee.

2.4 OPEN SPACE IMPROVEMENTS. DEVELOPER shall install open space nodes as part of Phase 1 construction at the following locations:

(a) Southwest corner of Hillsboro Boulevard and Natura Boulevard;

(b) Building D; and

(c) Building C.

Collectively, Article 2.4 (a) – (c) shall be referred to herein as the "OPEN SPACE IMPROVEMENTS." These OPEN SPACE IMPROVEMENTS are depicted on the CONCEPTUAL MASTER PLAN attached as **Exhibit "D".** These OPEN SPACE IMPROVEMENTS will be constructed in substantial conformity as depicted and attached as **Exhibit "E."** Said OPEN SPACE IMPROVEMENTS shall be constructed and maintained in compliance with all applicable laws and shall also comply with additional restrictions and requirements contained herein. These improvements shall be completed prior to the issuance of the final certificate of occupancy for the last floor of the residential building identified on the SITE PLAN.

2.5 PUBLIC ART. DEVELOPER shall, at no cost to the CITY, install at least three art pieces at each of the OPEN SPACE IMPROVEMENTS provided for in Article 2.4 above (the "Public Art"). Each work of Public Art shall be subject to review and approval in accordance with the City's Public Art Program and related City Code requirements (Chapter 14, Article V of the City Code). Each piece of Art shall be valued at a minimum of ten thousand dollars, for a cumulative total value of at least thirty thousand dollars for the three works of Public Art. The Public Art required by this paragraph shall be completed and installed on the PROPERTY in accordance with this AGREEMENT prior to the issuance of the final certificate of occupancy for the last floor of the residential building identified on the SITE PLAN. The Public Art shall be maintained by the DEVELOPER, at the DEVELOPER's sole cost.

ARTICLE III.
GREEN BUILDING ELEMENTS

The DEVELOPER will include all of the following Green Building elements in new construction of principal buildings in the PROPOSED DEVELOPMENT:

- Lockable bike racks/storage
- Electric vehicle "EV" charging stations
- SEER 16 AC equipment or better
- Energy Star rated appliances
- Energy Star rated exhaust fans
- CO2 detectors in each dwelling unit
- Non-HCFC refrigerants
- New exterior lighting to be Energy Star rated or LED bulbs
- Parking Garage light fixtures to be Energy Star rated or fitted with fluorescent bulbs with Energy Star label or LED bulbs
- Low-flow toilets, shower fixtures and faucets
- Low VOC paint, adhesives and sealants
- Native plant material included in the site plan design
- Recycling
- White TPO roof

- Programmable thermostats
- AAON rooftop equipment

ARTICLE IV.
MISCELLANEOUS

4.1 AGREEMENT.

A. This AGREEMENT may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall, together, constitute the same instrument.

B. This AGREEMENT shall be construed in accordance with the laws of the State of Florida, without regard to its conflict of laws principles, and any proceeding arising between the parties in any manner pertaining to this AGREEMENT shall, to the extent permitted by law, be held in Broward County, Florida.

C. The parties agree to execute such documents and take such actions as are necessary to implement the spirit and intent of this AGREEMENT.

D. All pronouns and any variations thereof shall be deemed to refer to the masculine, feminine, and neuter, singular or plural, as the identity of the party or parties, personal representative(s), successor(s) or assign(s) may require. All captions or headings used in this AGREEMENT are for convenience only and do not define or limit the scope of this AGREEMENT. This AGREEMENT shall be construed without regard to any presumption or other rule that would require construction against the party causing this AGREEMENT to be drafted.

4.2 SEVERABILITY. If any court of competent jurisdiction shall declare any section, paragraph or part of this AGREEMENT invalid or unenforceable, then such judgment or decree shall have no effect on the enforcement or validity of any other section, paragraph or part hereof, and the same shall remain in full force and effect. The agreed upon venue shall be Broward County, Florida.

4.3 DEFAULT. In the event of DEVELOPER's default under this AGREEMENT, CITY shall be entitled to any and all remedies available under Florida law, and CITY shall be entitled to deny the issuance of development related permits for the construction of the PROPOSED DEVELOPMENT while DEVELOPER's default is then-continuing and ongoing, including, but not limited to, denial of building permits and certificates of occupancy. In the event CITY defaults under this AGREEMENT, DEVELOPER shall be entitled to the remedies available under Florida law, including (without limitation) injunctive relief specific performance. Except to the extent that CITY's acts or omissions constitute gross and/or criminal negligence, DEVELOPER shall not be entitled to recover monetary damages (excluding attorneys' fees and costs) from CITY in the event CITY defaults under this AGREEMENT. Nothing contained herein shall be construed as expanding, limiting, or otherwise altering the scope of the CITY's sovereign immunity, protection and the recovery limits as set forth in Fla. Stat. § 768.28, as such may be amended from time to time.

4.4 NOTICE. All notices, demands, correspondence and communication in connection with this AGREEMENT must be in writing and shall be deemed to have been delivered on the date post-marked by mailing the same by certified mail, or on the date sent by overnight or the express courier, addressed to the respective parties at the following addresses:

If to CITY:	CITY OF DEERFIELD BEACH City Manager 150 N. E. 2nd Avenue Deerfield Beach, FL 33441
With a copy:	Anthony Soroka, Esq. City Attorney 2255 Glades Road Suite 200-E Boca Raton, FL 33431
If to DEVELOPER:	G&C HILLSBORO INVESTORS, LLC Attn: Mark Corlew 1499 W. Palmetto Park Road Suite 415 Boca Raton, FL
With a copy:	Greenspoon Marder LLP. Attn: Dennis Mele, Esq. 200 E. Broward Boulevard Suite 1800 Fort Lauderdale, FL 33301

4.5 AMENDMENTS; MODIFICATIONS. Except as otherwise provided herein, this AGREEMENT shall not be modified, amended, or released as to any portion of the PROPERTY except by written instrument, executed by the parties hereto. Any amendment, modification, or release of this AGREEMENT shall be recorded in the Public Records of Broward County, Florida.

4.6 FORCE MAJEURE. No party shall be liable or responsible to the other party, nor be deemed to have defaulted under or breached this AGREEMENT, for any failure or delay in fulfilling or performing any term of this AGREEMENT, when and to the extent such failure or delay is caused by or results from acts beyond the affected party's reasonable control, including, without limitation: (a) acts of God; (b) flood, fire, earthquake, or explosion; (c) war, invasion, hostilities (whether war is declared or not), terrorist threats or acts, riot, or other civil unrest; (d) government order or law; (e) embargoes or blockades in effect on or after the date of this AGREEMENT; (f) action by any governmental authority, excluding those actions which are a taken as result of DEVELOPER's misconduct; (g) national or regional emergency; (h) a declared pandemic; (i) strikes, labor stoppages or slowdowns, or other industrial disturbances; and (j) shortage of adequate power or transportation facilities (individually and collectively, a "FORCE MAJEURE EVENT"). The party suffering a FORCE MAJEURE EVENT shall give notice to the

other party within five (5) business days after the commencement of the continuing FORCE MAJEURE EVENT, stating the period of time the occurrence is expected to continue and such party shall use all commercially reasonable efforts to end the failure or delay and ensure the effects of such FORCE MAJEURE EVENT are minimized.

4.7 WAIVER. Nothing in this AGREEMENT shall waive any other lawful development requirement for the PROPERTY raised by the applicable governmental authorities or any other requirements under the CODE, or any other development agreements in effect relating to the PROPERTY.

4.8 INCONSISTENCIES WITH SITE PLAN; CONTROLLING DOCUMENTS. In the event of a specific inconsistency in the terms set forth in this AGREEMENT and the approved SITE PLAN, this AGREEMENT shall control.

4.9 ENTIRE AGREEMENT. Notwithstanding anything contained herein to the contrary, this AGREEMENT, together with any conditions of approvals related to LUPA, REZONING, and SITE PLAN, including any related exhibits and schedules attached hereto, constitutes the sole and entire agreement of the parties hereto with respect to the subject matter contained herein, and supersedes all prior and contemporaneous understandings, promises, inducements, conditions, agreements, representations, and warranties between the parties hereto with respect to such subject matter, regardless of whether such is written, oral, express, or implied.

[THE REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK; SIGNATURES APPEAR ON THE FOLLOWING PAGES.]

IN WITNESS WHEREOF, the parties have made and executed this AGREEMENT on the respective dates under each signature.

CITY:

CITY OF DEERFIELD BEACH, FLORIDA,
a Florida municipal corporation

By: _____
Print name: _____
Title: _____
Dated: _____

ATTEST:

_____ (SEAL)
Print name: _____
Title: _____

Approved as to form and legal sufficiency for the use of and reliance by the City of Deerfield Beach only:

_____
_____,
CITY ATTORNEY

56681090v2
38483.0005

IN WITNESS WHEREOF, DEVELOPER has executed this AGREEMENT on the day written below.

DEVELOPER:

Signed, sealed and delivered

G&C HILLSBORO INVESTORS, LLC a Florida limited liability company

_____
Printed Name:_____

By:_____
Name:
Title:
Dated:_____

_____
Printed Name:_____

STATE OF FLORIDA)
) SS
COUNTY OF BROWARD)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ____ day of _____, 202_, by _____, as _____ of **G&C HILLSBORO INVESTORS, LLC** a Florida limited liability company. She or he is:

[ ] personally known to me, or
[ ] produced identification. Type of identification produced _____.

(Seal)

NOTARY PUBLIC:

_____
Print Name:_____

My commission expires:

EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

A parcel of land in the South 1/2 of Government Lots 2 and 3, and in the Southeast 1/4 of NW 1/4 Section 1, Township 48 South, Range 42 East, of Broward County, Florida, said parcel being more particularly described as follows:

Commencing at the Southeast corner of said Government Lot 3; thence run North 1 degree 16 minutes 07 seconds West (on an assumed bearing) 81.00 feet along the East line of said Government Lot 3 to the point of beginning; thence run South 88 degrees 17 minutes 27 seconds West 447.70 feet to a point of curvature of a curve to the left; thence along the arc of said curve to the left, having a radius of 611.92 feet and a central angle of 45 degrees 02 minutes 09 seconds, run Southwesterly 480.98 feet to a point of intersection with the arc of a curve running Northeasterly to the left, a radial at said point bearing North 46 degrees 44 minutes 42 seconds West; thence along the arc of said curve to the left (also forming the Easterly right-of-way line of Interstate Highway 95) having a radius of 621.00 feet and a central angle of 39 degrees 15 minutes 18 seconds run Northeasterly 425.47 feet to a point of tangency; thence run North 4 degrees East 392.20 feet along said Easterly right-of-way line and being the tangent extended to a point of curvature of a curve to the right; thence along the arc of said curve to the right, having a radius of 135.24 feet and a central angle of 84 degrees 26 minutes 30 seconds run Northeasterly 199.31 feet to a point of tangency on the Southerly right-of-way line of the limited access road lying South of and adjacent to Hillsboro Blvd. (State Road 810); thence run North 88 degrees 26 minutes 30 seconds East 503.61 feet; thence run North 0 degrees 32 minutes 11 seconds West 22.00 feet to an intersection with the Southerly right-of-way line of Hillsboro Blvd.; thence run North 89 degrees 27 minutes 49 seconds East, 29.77 feet to an intersection with the East line of the Southeast 1/4 of Government Lot 3; thence run North 89 degrees 28 minutes 02 seconds East 50.00 feet to an intersection with a line 50.00 feet East of as measured at right angles and parallel to the West line of the Southwest 1/4 of Government Lot 2; thence run South 1 degree 16 minutes 07 seconds East, 718.14 feet along said parallel line to a point of intersection with the arc of a curve running Southwesterly to the right, a radial at said point bearing North 16 degrees 43 minutes 31 seconds West; thence along the arc of said curve to the right having a radius of 464.00 feet and a central angle of 6 degrees 19 minutes 19 seconds run Southwesterly 51.20 feet to the Point of Beginning. (Portions having been platted as Hillsboro-95 Office Park, Plat Book 105, Page 30, Public Records of Broward County, Florida)

LESS AND EXCEPT THE FOLLOWING:

All that portion of Tract A, HILLSBORO- 95 OFFICE PARK, according to the Plat thereof, as recorded in Plat Book 105, Page 30 of the Public Records of Broward County, Florida, more particularly described as follows:

Beginning at the Northeast corner of said Tract A; thence South 01 degree 16 minutes 07 seconds East, along the East line of said Tract A, 345.93 feet to a point on a curve, said point also being on the North Right-of-Way line of Natura Boulevard, the radius of said point bears North 16 degrees 43 minutes 31 seconds West; thence along the arc of a circular curve to the right having a radius of 464.00 feet an arc distance of 51.20 feet to a point of tangency; thence South 88 degrees 17 minutes 27 seconds West, along the north right-of-way line of Natura Boulevard 316.81 feet; thence North 01 degree 16 minutes 07 seconds West, along a line parallel with the East line of said Tract A 150.31 feet; thence North 88 degrees 43 minutes 53 seconds East 10.00 feet; thence North 01 degree 16 minutes 07 seconds West 20.00 feet; thence South 88 degrees 43 minutes 53 seconds West 10.00 feet; thence North 01 degree 16 minutes 07 seconds West 60.61 feet; thence North 43 degrees 43 minutes 53 seconds East 156.71 feet; thence North 88 degrees 26 minutes 30 seconds East 37 .09 feet; thence North 01 degree 16 minutes 07 seconds West 16.25 feet; thence North 88 degrees 26 minutes 30 seconds East 218.90 feet to the Point of Beginning.

TOGETHER WITH a non-exclusive easement for drainage and utilities set forth in that certain Declaration of Covenants, Easements, Conditions and Restrictions recorded in Official Records Book 31343, Page 1496, as re-recorded December 12, 2001 in Official Records Book 32483, Page 993 and affected by that certain Second Modification To Declaration Of Road And Utility Easement filed February 12, 2002 in Official Records Book 32754, Page 574, of the Public Records of Broward County, Florida.

TOGETHER WITH non-exclusive easements as set forth in and granted by Declaration of Road and Utility Easement filed March 23, 1979 in Official Records Book 8113, Page 39, as modified by instrument filed October 17, 1980 in Official Records Book 9188, Page 42; as further modified by instrument filed February 12, 2002 in Official Records Book 32754, Page 574, of the Public Records of Broward County, Florida.

PARCEL 2 (BLD V)

Tract One of CROCKER SOUTH, according to the Plat thereof, as recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida.

Less Therefrom:

All that portion of Tract One of CROCKER SOUTH, according to the Plat thereof, recorded in Plat Book 122, Page 8, of the Public Records of Broward County, Florida, lying Northerly of the following described line:

Commence at the Southwest corner of said Tract One; thence run North 01 degrees 16 minutes 07 seconds West along the West line of said Tract One for a distance of 711.12 feet to the South right of way line of Hillsboro Boulevard as dedicated by said Plat of CROCKER SOUTH; thence run North 89 degrees 28 minutes 02 seconds East along the said South right-of-way line of Hillsboro Boulevard for a distance of 20.21 feet to the Point of Beginning of the herein described line; thence run South 86 degrees 43 minutes 08 seconds East along the South line of a Right Turn Lane Easement as shown on said Plat of CROCKER SOUTH for a distance of 180.40 feet; thence run North 89 degrees 28 minutes 02 seconds East along the South line of said Right Turn Lane Easement for a distance of 56.60 feet to the point of curvature of a circular curve to the left; thence run Easterly along the arc of said circular curve to the left, having a radius of 5801.58 feet, through a central angle of 00 degrees 25 minutes 43 seconds, for an arc distance of 43.40 feet, said arc of said circular curve being the South line of said Right Turn Lane Easement; thence run South 46 degrees 06 minutes 52 seconds East for a distance of 49.37 feet to the point of intersection with the East line of said Tract One, and the END of the herein described line.

EXHIBIT "B"

STATEMENT OF NEED

(i) The development and redevelopment of properties is apparent.

The area around the Hillsboro Boulevard/I-95 interchange has experienced a variety of development and redevelopment activities. The Deerfield Country Club that was located north of the property was redeveloped as Hillsboro Technology Center and façade improvements were added to the commercial center immediately to the east. The Hillsboro Center property was developed in the 1980's and due to its age and condition does not present a positive image for the City at this important gateway. This PDD rezoning will allow for additional development and redevelopment in the Hillsboro Boulevard corridor to support the City's vision as a vibrant coastal city.

(ii) The development and redevelopment of properties shall enhance the economic development strategies of the City of Deerfield Beach.

The Citywide Economic Development Strategy identifies the following weaknesses in the local economy that hinder business growth and development:

- Local Businesses in Need of Qualified Employees
- Underdeveloped Commercial Corridors and Plazas
- Undefined and Improved Gateways
- Relatively Older Housing Supply and Limited Choice

The Citywide Economic Development Strategy documents that there is a lack of "sense of place" in the City (page 8). The proposed PDD provides an opportunity for a mixed-use development that can elevate the image of the City to attract new businesses and residents. The current office complex has an outdated architectural style and due to the age and condition of the buildings it attracts Class C tenants. The PDD rezoning will update the architectural style of the existing buildings and provide for an iconic building to define and upgrade the Hillsboro Boulevard/I-95 gateway. These improvements will upgrade an underdeveloped property on a very important commercial corridor in the City. The Applicant has already commenced interior improvements to the existing office buildings. These interior improvements as well as the on-site improvements will help to attract a better quality of tenants.

The Citywide Economic Development Strategy documents that many higher paid professionals working in the City choose to live outside the City. This may be due to the fact that the City has a relatively older housing supply and limited choice. The proposed PDD will support the City's economic development strategies by providing for a new 8-story residential complex with distinctive architectural design and on-site amenities in an area where this type of housing does not currently exist. This housing opportunity will be attractive to young higher paid professionals who work but don't live in the City. The addition of a luxury residential component will provide new housing stock and expand housing choices in the City. This rezoning will provide an opportunity for residents to live, work, play, and shop all within walking distance.

(iii) The development of properties with unique property characteristics, natural or man-made, that impede the development of these properties under the strict application of the regulations of the Land Development Code.

The primary purpose of the proposed PDD is to upgrade and add square footage to an aging office park to create a mixed-use residential, retail and office complex. The property is uniquely located at a gateway to the City for those traveling from I-95. If the property were developed under conventional zoning districts, the B-2 and RM-25 would be the ones that most closely relate to the

proposed redevelopment plan. If two different zoning districts were applied to the property, it would not be possible to fully integrate the mix of uses due to the different open space, lot coverage, setback and buffer requirements of the districts. In addition, the maximum height in these districts is lower than one of the existing office buildings and the proposed residential structure. A maximum building height of 80' is required for the existing and proposed structures to maximize the development potential of the property. Roof parapets and other architectural features may extend 20' above the surface of the flat roof. If the buildings were limited the height limits of the B-3 and RM-25 zoning districts, the parcel would be under-developed and would not have the superior design and amenities that are proposed.

The proposed PDD rezoning also includes significant public improvements to Natura Boulevard and the intersection of Hillsboro Boulevard and Natura Boulevard. Turn lanes at the intersection of Hillsboro Boulevard and Natura Boulevard will be modified to create more storage area for vehicles so that the approaches to the intersections can be cleared more quickly. These turn lanes are needed to mitigate the additional traffic generated by the development. However, there are several improvements proposed that are over and above what would be required if the property were developed in accordance with the B-2 and RM-25 districts. Natura Boulevard adjacent to the property will be improved to incorporate upgraded sidewalks, a crosswalk and drainage improvements that will enhance the neighborhood. This improvement is not needed to accommodate the drainage from the property. The Applicant is also committed to enhancing the City's affordable housing programs and will contribute $500 per dwelling unit or a maximum of $180,000.00 for those programs. The Applicant will contribute $200,000.00 toward improvements at Oveta McKeithen Recreational Complex. This park contribution is over and above the park impact fees due for the development. The superior architectural design, the amenities included for residents and employees along with the significant public investments would not be possible if development on the property were limited by the land development standards of the B-2 and RM-25 zoning districts.

EXHIBIT "C"

PROPERTY DEVELOPMENT REQUIREMENTS

Property Development Requirements			
Overall Site	**Required (Existing Zoning)**	**Provided (PDD) based on the entire property, unless otherwise noted**	**Justification**
	B-2		
Lot Area, Minimum	10,000 sq. ft.	718,740 sq. ft.	
Lot Width, Minimum	100'	1,050' (adjacent to Hillsboro Boulevard)	
Setbacks, Minimum*			The Applicant is requested that the setback along Hillsboro Boulevard be modified from 50 feet as required by Code to 20 feet and the setback along Natura Boulevard (on the south side of the property be modified from 25 feet to 15 feet. A one (1)-foot modification is also required to reflect the existing condition adjacent to the hotel parcel. These modifications are necessary in order to create an urban style of development where buildings are as close to the street as possible. This orientation allows for the buildings to have the most visibility as possible along Hillsboro Boulevard and Natura Boulevard to showcase the distinct architecture and elevate the image of the City to attract new businesses and residents. The building placement also reduces the views of parking lots and garages.
***As measured from the adjacent roadway to the closest building façade.**			
Along Hillsboro Blvd.	50'	20'	
Along Natura., East	10'	50'	
Along I-95, West	10'	20'	
Along Natura Blvd.	25'	15'	
South	15'	9'	
Adjacent to hotel parcel	Not applicable.	Not applicable.	
Corner			
Minimum Building Floor Area	1,000 sq. ft.	10,000 sq. ft.	
Maximum FAR	0.50	.71 for residential buildings .39 for nonresidential buildings 1.1 for all buildings	A FAR ratio typically only applies to nonresidential uses. Intensity of residential uses is typically determined by the residential density. In this case, the Medium-High 25 Mixed Use land use category allows for a maximum FAR of 2.0. The FAR of 1.1 is based on the entire

			gross acreage of the property and all existing and proposed buildings. The FAR for just the nonresidential square footage is .39 accounting for full build-out of the property which meets the typical definition of FAR and is consistent with the B-2 .5 maximum FAR.
Lot Coverage %, Maximum	35%	38%	The 38% maximum lot coverage is required to provide for a mixed-use development where the Applicant is making a substantial investment in improvements that are not needed to comply with the standard Code requirements but are provided as public benefits for the community as a whole. The proposed maximum lot coverage is necessary to provide for an economically viable development with a distinctive architectural design at an important gateway to the City.
Minimum Landscaped Area	20%	24%	
Building Height, Maximum	75’	80-0’ + roof parapets and other architectural features may extend 20’ above the surface of the flat roof.	One of the existing office buildings on the property is 79+/- feet. The building height is a nonconforming condition on the property. No modifications to this building are proposed at this time and it isn’t feasible to modify the building to comply with the 75 foot height requirements. The 5 feet of additional building height for the residential building is justified due to its location adjacent to I-95 and Hillsboro Boulevard. This is an appropriate location for additional building height because it is not located adjacent to any lower density residential uses. The proposed building is located approximately 600 feet to the closest residential area. This additional height is needed to maximize the development potential of the property and provide a superior architectural design that will be visible from Hillsboro Boulevard.
Parking Space Dimensions	**Required**	**Provided**	
Standard	10’x20’	9’x18’	In order to minimize the mass of the

Compact	9'x18'	9'x18'	parking garage and land area devoted to impervious areas, 9'x18' parking spaces are proposed. This size is consistent with the existing parking spaces on the property. In addition, this parking space size is appropriate especially in areas that do not experience a high turnover of vehicles such as a multi-family residential and office uses.
Signage	**Allowed – B-2**	**Provided**	
Monument Signs	At main entrance on Hillsboro Boulevard: 5' high	6' high	The design standards for this development are compared to those of the current B-2 zoning district. The allowable height of a monument sign for B-2 uses is 5' if the sign is setback 2-9'. In the case of the main entrance sign on Hillsboro Boulevard, the Code allows a 5' sign. The proposed sign is slightly taller, just shy of 6'. This additional height is needed because additional right of way was requested by the County along Hillsboro Boulevard and even though the sign is setback approximately 2' from the new property line, it is approximately 14' from the eastbound travel lane on Hillsboro Boulevard.
Density, Maximum	N/A	25 DU/AC	
Minimum Floor Area for Multi-Family Units			
	Required	**Provided**	
Efficiency/Studio	400 sq. ft.	600 sq. ft.	
1 BR	700 sq. ft.	700 sq. ft.	
2 BR	900 sq. ft.	900 sq. ft.	
3 or More BR	1,150 sq. ft.	1,300 sq. ft.	
Parking Requirements			
Residential	**Required Ratio**	**Number of Spaces Required Per Code**	
Efficiency - 16 units	1.5 spaces/ unit	24	
1 BR – 164 units	1.5 spaces/ unit	246	
2 BR – 159 units	2.0 spaces/ unit	318	
3+BR – 21 units	2.5 spaces/ unit	53	

Total Residential		641	
Retail/Office Use	**Required Ratio**	**Number of Spaces Required Per Code**	
239,672 sq. ft.	1/250 sq. ft.	959	
Total Required Residential and Nonresidential Per Code		1,600	
Min. Total Residential and Nonresidential Provided		**Min. Total Residential and Nonresidential Provided** 1,344	The Applicant provided a shared parking analysis based on ULI peak parking demand. This study documents that there is sufficient parking provided based on the proposed uses and the hours of peak demand for the uses the parking study is provided as Exhibit I. The master plan shows 1,375 parking spaces provided which exceeds the minimum needed according to the parking study.

EXHIBIT "D"

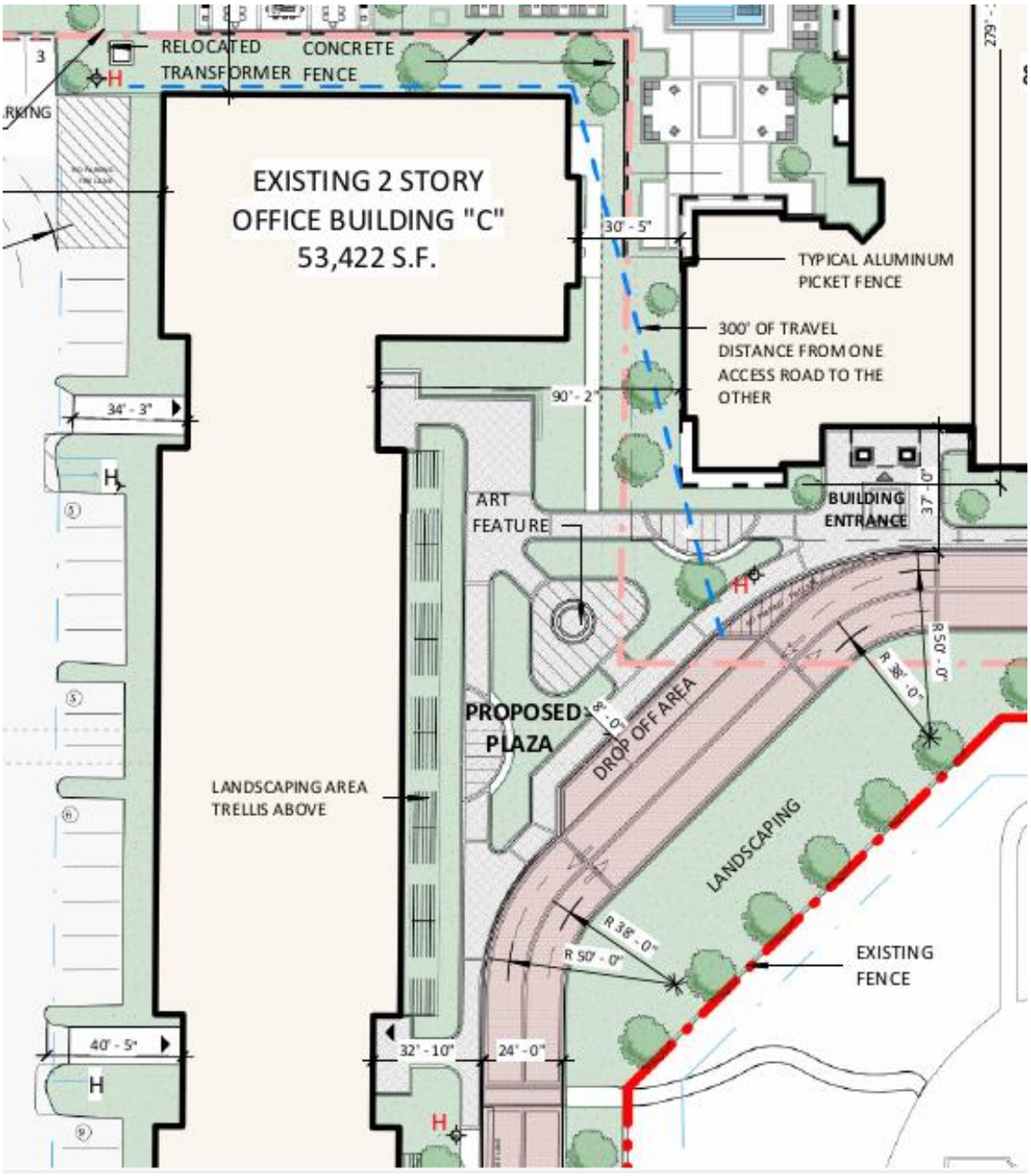
CONCEPTUAL MASTER PLAN



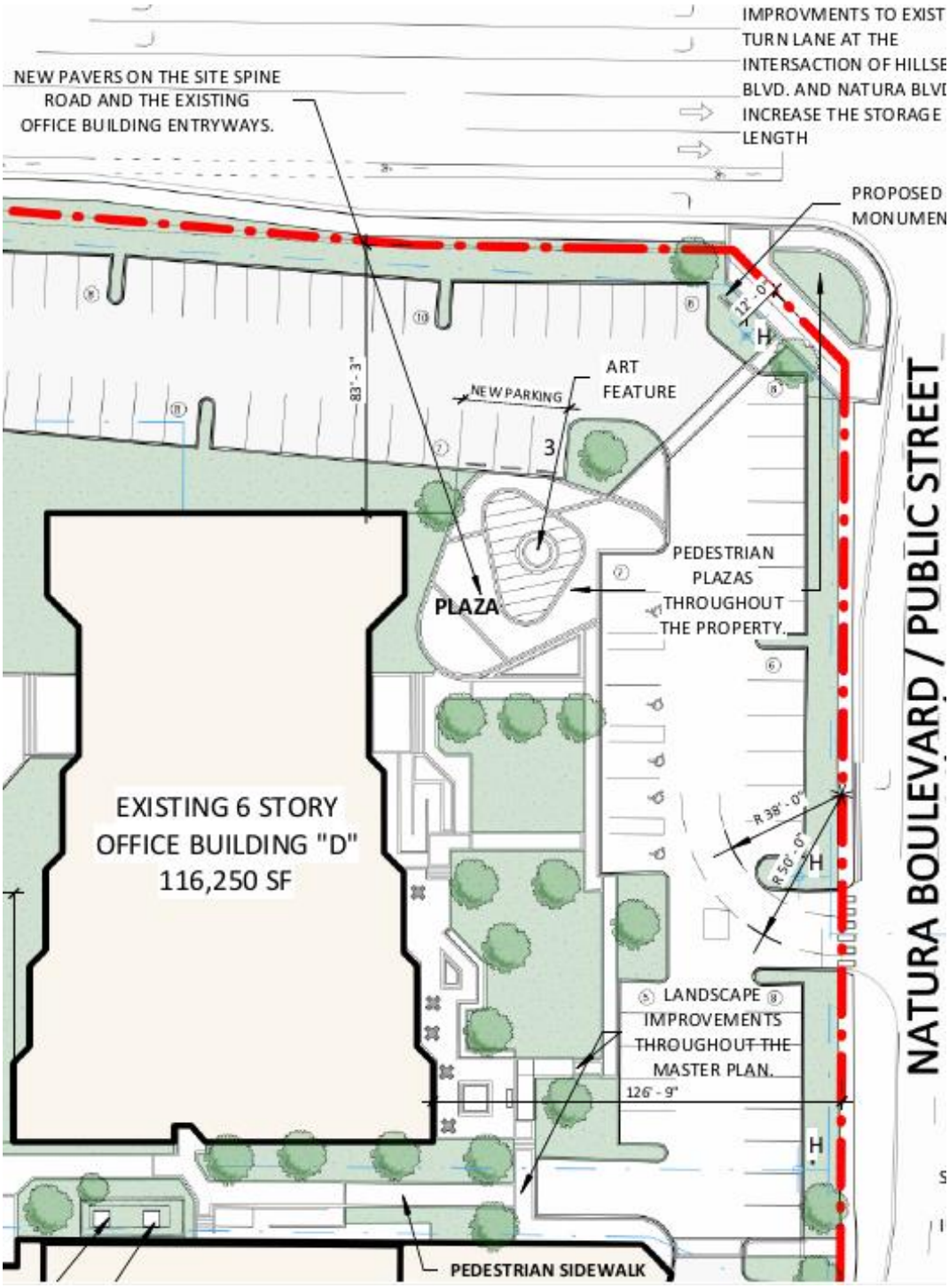
56681090v2
38483.0005

EXHIBIT "E"

OPEN SPACE IMPROVEMENTS



Proposed Central Plaza



Proposed Plazas at Corner and Building D Office

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

City of Deerfield Beach

Face Sheet
File Number: I.D. 2024-75

Agenda Date: 2/20/2024

Status: CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

In Control: City Commission

Title
Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the Interlocal Agreement with Broward County for Uniform Collection of Non-Ad Valorem Assessments; authorizing execution of the Interlocal Agreement; providing for an effective date.

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Background/History
In order to utilize the Uniform Method, Section 197.3632, Florida Statutes, and Rule 12D-18.004(2), Florida Administrative Code, requires the City of Deerfield Beach to enter into a written agreement with the tax collector to provide for the reimbursement of necessary administrative and actual collection costs incurred by the tax collector in performing its ministerial duties. Rule 12D-18.004(1), Florida Administrative Code, further requires an agreement between the City of Deerfield Beach and the tax collector for the merger of the Special Assessment roll(s) with the ad valorem roll to produce one collection roll and requires the City to enter into a separate agreement with the tax collector for each Special Assessment roll.

Pursuant to the Broward County Charter, the Broward County Finance and Administrative Services Department performs all functions and duties of the office of tax collector. The City shall be responsible for all necessary administrative and actual collection costs that are incurred by the County for performing the activities contemplated in this Interlocal Agreement and authorized in Section 197.3632, Florida Statutes.

Current Activity
The City of Deerfield Beach desires to utilize the uniform method for levy, collection, and enforcement of non-ad valorem special assessments outlined in Sections 197.3632 and 197.3635, Florida Statutes. The City represents and warrants that it has complied with the provisions of Section 197.3632, Florida Statutes, and all other applicable provisions of constitutional and statutory law and related rules to enable the City to levy Special Assessments which include the Fire Assessment and Stormwater fees. This interlocal agreement is an updated agreement from the County and allows Broward County to continue to collect non-ad valorem assessments on behalf of the City of Deerfield Beach.

Recommendation
Staff recommends approval of this Resolution

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE INTERLOCAL AGREEMENT WITH BROWARD COUNTY FOR UNIFORM COLLECTION OF NON-AD VALOREM ASSESSMENTS; AUTHORIZING EXECUTION OF THE INTERLOCAL AGREEMENT; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, Sections 197.3632 and 197.3635, Florida Statutes, allow local governments to utilize the uniform method for levy collection, and enforcement of non-ad valorem assessments ("Special Assessments"); and

WHEREAS, the City of Deerfield Beach (the "City") has established Special Assessments in accordance with Section 197.3632, Florida Statutes; and

WHEREAS, in order to utilize the Uniform Method for collection of such Special Assessments, Section 197.3632, Florida Statutes and Rule 12D-18.004(2), Florida Administrative Code (the "Rule"), require the City to enter into a written agreement with the tax collector to provide for reimbursement of necessary administrative and actual collection costs incurred by the tax collector in performing its ministerial duties; and

WHEREAS, the Rule further requires an agreement between the City and the tax collector for the merger of the Special Assessment roll(s) with the ad valorem roll to produce one collection roll and requires the City to enter into a separate agreement with the tax collector for each Special Assessment roll; and

WHEREAS, the City desires to enter into an Interlocal Agreement with Broward County for the collection of the City's Special Assessments; and

WHEREAS, City staff recommends that the City Commission approve the Interlocal Agreement with Broward County for uniform collection of non-ad valorem assessment, attached as Exhibit "A" (the "Interlocal Agreement").

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby approves the Interlocal Agreement with Broward County, attached as Exhibit "A."

Section 3. The City Manager is hereby authorized to execute the Interlocal Agreement, attached as Exhibit "A," together with such non-substantial changes as are acceptable to the City Manager and approved as to form and legal sufficiency by the City Attorney.

Section 4. The appropriate City officials are authorized to do all things necessary and expedient to carry out the aims of this Resolution.

Section 5. The Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS ____ DAY OF _____, 2024.

CITY OF DEERFIELD BEACH

_____
BILL GANZ, MAYOR

ATTEST:

_____
HEATHER MONTEMAYOR, CITY CLERK

INTERLOCAL AGREEMENT FOR UNIFORM COLLECTION OF NON-AD VALOREM ASSESSMENTS BETWEEN BROWARD COUNTY AND _____

This is an Interlocal Agreement (the "Interlocal Agreement"), made and entered into by and between Broward County, a political subdivision of the State of Florida ("County"), and _____, a local government entity as defined in Section 197.3632(1)(b), Florida Statutes, and existing under the laws of the State of Florida ("Local Government") (collectively County and Local Government are referred to as "Parties").

A. Local Government desires to utilize the uniform method for levy, collection, and enforcement of non-ad valorem assessments ("Special Assessments") outlined in Sections 197.3632 and 197.3635, Florida Statutes ("Uniform Method").

B. Local Government represents and warrants that it has complied with the provisions of Section 197.3632, Florida Statutes, and all other applicable provisions of constitutional and statutory law and related rules to enable Local Government to levy Special Assessments.

C. In order to utilize the Uniform Method, Section 197.3632, Florida Statutes, and Rule 12D-18.004(2), Florida Administrative Code, requires Local Government to enter into a written agreement with the tax collector to provide for the reimbursement of necessary administrative and actual collection costs incurred by the tax collector in performing its ministerial duties.

D. Rule 12D-18.004(1), Florida Administrative Code, further requires an agreement between the Local Government and the tax collector for the merger of the Special Assessment roll(s) with the ad valorem roll to produce one collection roll and requires the Local Government to enter into a separate agreement with the tax collector for each Special Assessment roll.

E. Pursuant to the Broward County Charter, the Broward County Finance and Administrative Services Department performs all functions and duties of the office of tax collector.

Now, therefore, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Recitals. The truth and accuracy of each clause set forth above is acknowledged by the Parties.

2. Uniform Method. Commencing with the tax roll of _____, County will place Local Government's Special Assessments on the tax bill and collect the Special Assessments pursuant to the Uniform Method and applicable procedures set forth in Section 197.3632, Florida Statutes.

3. Term. The term of this Interlocal Agreement shall commence upon the date it is fully executed by the Parties and shall continue from year to year until terminated by agreement of the Parties, or as otherwise provided herein or established by law. Pursuant to Section 197.3632(6), Florida Statutes, the Local Government may discontinue use of the Uniform Method and terminate

this Agreement upon written notice ("Notice of Intent") to County (as the tax collector), the property appraiser, and the Florida Department of Revenue by January 10 of each tax year. Upon the County's receipt of the Notice of Intent, this Interlocal Agreement shall be deemed terminated as of the effective date of the Notice of Intent. If Notice of Intent is submitted after January 10 of the current tax year, then this Interlocal Agreement shall continue to remain in effect for the current tax year; however, the Interlocal Agreement shall be terminated with respect to the next tax year (e.g., if Notice of Intent was sent December 1, 2022 (in tax year 2022), termination would be effective for the 2023 tax year; if Notice of Intent was sent on January 5, 2023 (in tax year 2023), termination would be effective for the 2023 tax year; but if Notice of Intent was sent on January 11, 2023 (in tax year 2023), termination would not be effective until the 2024 tax year).

4. Compliance with Uniform Method. Local Government shall comply, at all times for the duration of this Interlocal Agreement, with the requirements, obligations, duties, and procedures set forth in Section 197.3632, Florida Statutes, and Chapter 12D-18, Florida Administrative Code, as currently enacted or as may be amended from time to time, and such requirements, obligations, duties, and procedures are incorporated herein by reference as if fully set forth in this section.

5. County Collection Actions are Ministerial. Local Government acknowledges that: (i) the Special Assessments are imposed by Local Government and not County; (ii) it is the sole responsibility and duty of Local Government to follow all procedural and substantive requirements for the levy and imposition of Special Assessments; and (iii) all actions of County in conjunction with the Uniform Method of collection of any Special Assessments imposed by Local Government are, and shall be construed at all times as, purely ministerial acts.

6. Reimbursement of Costs and Payment. Local Government shall be responsible for all necessary administrative and actual collection costs (collectively, "Costs") that are incurred by County for performing the activities contemplated in this Interlocal Agreement and authorized in Section 197.3632, Florida Statutes. Additionally, if County is unable to merge Local Government's Special Assessment roll to produce the combined notice of ad valorem taxes and non-ad valorem assessments provided for in Section 197.3635, Florida Statutes, Local Government shall reimburse County for the Costs of the separate tax notice and mailing deemed necessary by County pursuant to Section 197.3632(7), Florida Statutes. Local Government agrees that the amounts due to County pursuant to this Interlocal Agreement may be withheld by County from the revenue collected from the Special Assessment, regardless of whether payment has actually been collected on each parcel subject to the Special Assessment. If insufficient revenue is collected to reimburse County's Costs, County may invoice the Local Government for any deficiency pursuant to the applicable provisions of Part VII of Chapter 218, Florida Statutes.

7. Distribution. Subject to Section 6, County shall distribute to Local Government the Special Assessment revenues collected pursuant to this Interlocal Agreement in substantial compliance with the provisions of Section 197.383, Florida Statutes, less Costs retained by County.

8. Termination. This Interlocal Agreement may be terminated for cause by the aggrieved Party if the Party in breach has not corrected the breach within ten (10) days after receipt of written

notice from the aggrieved Party identifying the breach. Further if the Special Assessment that is the subject matter of this Interlocal Agreement shall be determined to be illegal by a court of competent jurisdiction, this Interlocal Agreement will be terminated upon such finding becoming final.

9. Notices. In order for a notice to a Party to be effective under this Interlocal Agreement, notice must be sent via U.S. first-class mail, with a contemporaneous copy sent via e-mail, to the addresses listed below and shall be effective upon mailing. The addresses for notice shall remain as set forth herein unless and until changed by providing notice of such change in accordance with the provisions of this section.

FOR COUNTY:
Broward County Records, Taxes and Treasury Division
Attn: Director
115 South Andrews Avenue, Room 120
Fort Lauderdale, Florida 33301
Email address: tkennedy@broward.org

FOR LOCAL GOVERNMENT:
_____
_____
_____
Email address: _____

10. Prior Agreements. This Interlocal Agreement represents the final and complete understanding of the parties regarding the subject matter hereof and supersedes all prior and contemporaneous negotiations and discussions regarding that subject matter. There is no commitment, agreement, or understanding concerning the subject matter of this Interlocal Agreement that is not contained in this written document.

11. Assignment. Except as provided herein, neither this Interlocal Agreement nor any term or provision hereof or right hereunder shall be assignable by either Party. Any attempted assignment in violation of this section shall be void. Effective January 5, 2025, County's role as tax collector will end and will (absent a subsequent change in law) be undertaken by the elected tax collector. At that time, County's duties as the tax collector under this Interlocal Agreement shall be automatically assigned in their entirety to the elected tax collector. After January 5, 2025, Local Government will look solely to the elected tax collector for performance under this Interlocal Agreement.

12. Interpretation. The headings contained in this Interlocal Agreement are for reference purposes only and shall not in any way affect the meaning or interpretation of this Interlocal Agreement. All personal pronouns used in this Interlocal Agreement shall include any other gender, and the singular shall include the plural, and vice versa, unless the context otherwise requires. Terms such as "herein" refer to this Interlocal Agreement as a whole and not to any

particular sentence, paragraph, or section where they appear, unless the context otherwise requires. Whenever reference is made to a section or article of this Interlocal Agreement, such reference is to the section or article as a whole, including all of the subsections of such section, unless the reference is made to a particular subsection or subparagraph of such section or article.

13. Third-Party Beneficiaries. Neither Local Government nor County intends to directly or substantially benefit a third party by this Interlocal Agreement. Therefore, the Parties acknowledge that there are no third-party beneficiaries to this Interlocal Agreement and that no third party shall be entitled to assert a right or claim against either of them based upon this Interlocal Agreement.

14. Law, Jurisdiction, Venue, Waiver of Jury Trial. This Interlocal Agreement shall be interpreted and construed in accordance with and governed by the laws of the State of Florida. The exclusive venue for any lawsuit arising from, related to, or in connection with this Interlocal Agreement shall be in the state courts of the Seventeenth Judicial Circuit in and for Broward County, Florida. If any claim arising from, related to, or in connection with this Interlocal Agreement must be litigated in federal court, the exclusive venue for any such lawsuit shall be in the United States District Court, or the United States Bankruptcy Court, for the Southern District of Florida. **EACH PARTY EXPRESSLY WAIVES ANY RIGHTS IT MAY HAVE TO A TRIAL BY JURY OF ANY CIVIL LITIGATION RELATED TO THIS INTERLOCAL AGREEMENT.**

15. Amendments. No modification, amendment, or alteration in the terms or conditions contained herein shall be effective unless contained in a written document prepared with the same or similar formality as this Interlocal Agreement and executed by the County and Local Government, or others delegated authority or otherwise authorized to execute same on their behalf.

16. Representation of Authority. Each individual executing this Interlocal Agreement on behalf of a Party hereto hereby represents and warrants that he or she is, on the date he or she signs this Interlocal Agreement, duly authorized by all necessary and appropriate action to execute this Interlocal Agreement on behalf of such Party and does so with full legal authority.

17. Sovereign Immunity. Except to the extent sovereign immunity may be deemed waived by entering into this Interlocal Agreement, nothing herein is intended to serve as a waiver of sovereign immunity by County or Local Government, nor shall anything included herein be construed as consent by County or Local Government to be sued by third parties in any matter arising out of this Interlocal Agreement.

18. Counterparts and Multiple Originals. This Interlocal Agreement may be executed in multiple originals, and may be executed in counterparts, whether signed physically or electronically, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same Interlocal Agreement.

19. Materiality and Waiver or Breach. Each requirement, duty, and obligation set forth herein was bargained for at arm's-length. Each requirement, duty, and obligation set forth herein is

substantial and important to the formation of this Interlocal Agreement, and each is, therefore, a material term hereof. County's failure to enforce any provision of this Interlocal Agreement shall not be deemed a waiver of such provision or modification of this Interlocal Agreement. A waiver of any breach of a provision of this Interlocal Agreement shall not be deemed a waiver of any subsequent breach and shall not be construed to be a modification of the terms of this Interlocal Agreement.

20. Compliance with Laws. Each Party shall comply with all applicable federal, state, and local laws, codes, ordinances, rules, and regulations in performing its duties, responsibilities, and obligations pursuant to this Interlocal Agreement.

(Remainder of this page intentionally left blank.)

IN WITNESS WHEREOF, the Parties hereto have made and executed this Interlocal Agreement: BROWARD COUNTY through its BOARD OF COUNTY COMMISSIONERS, signing by and through its County Administrator, authorized to execute same by Board action on the _____ day of _____, 20__, and Local Government, signing by and through its _____, duly authorized to execute same.

COUNTY

BROWARD COUNTY, by and through
its County Administrator

By: _____
County Administrator

____ day of _____, 20__

Approved as to form by
Andrew J. Meyers
Broward County Attorney
115 South Andrews Avenue, Suite 423
Fort Lauderdale, Florida 33301
Telephone: (954) 357-7600

By_____
Attorney's Name (Date)
Senior/Assistant County Attorney

By_____
Attorney's Name (Date)
Senior/Assistant County Attorney

SRW
Nonadvalorem_Municipalities_2022
8/4/22

INTERLOCAL AGREEMENT FOR UNIFORM COLLECTION OF NON-AD VALOREM ASSESSMENTS BETWEEN BROWARD COUNTY AND _____

LOCAL GOVERNMENT

LOCAL GOVERNMENT NAME

ATTEST:

By: _____
LOCAL GOVERNMENT MAYOR/ TITLE

_____
CITY CLERK

_____
Print Name

_____ day of _____, 20___

I HEREBY CERTIFY that I have approved this Agreement as to form and legal sufficiency subject to execution by the parties:

_____
City Attorney

City of Deerfield Beach

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Face Sheet
File Number: I.D. 2024-70

Agenda Date: 2/20/2024

Status: CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

In Control: City Commission

Title
Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, authorizing City Manager David Santucci, Interim Chief Financial Officer Marcia Fennell, Deputy City Manager Horace McHugh and Assistant Director of Financial Services Sharon Haynes to execute checks on behalf of the City; providing for implementation and an effective date.

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Background/History
The City's policies and procedures require at least two signatures on City checks. Due to the pending departure of our current Chief Financial Officer, staff is requesting an update to the signatories for the City's accounts. The signatures of two of the authorized individuals shall be required for checks, drafts, or other actions related to City accounts at banking and financial institutions.

Current Activity
The City has employed Marcia Fennell as the Interim Chief Financial Officer. In that capacity, she will assist in the leadership of the Financial Services Department, during the recruitment of the permanent Chief Financial Officer. Additionally, Sharon Haynes has been re-employed to the position of Assistant Director of Financial Services. It is recommended that the signatory list be revised effective February 22, 2024 to be: David Santucci, City Manager; Horace McHugh, Deputy City Manager; Marcia Fennell, Interim Chief Financial Officer, and Sharon Haynes, Assistant Director of Financial Services.

Recommendation
Staff recommends approval of the recommended signatory list to facilitate continued operations.

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AUTHORIZING CITY MANAGER DAVID SANTUCCI, INTERIM CHIEF FINANCIAL OFFICER MARCIA FENNELL, DEPUTY CITY MANAGER HORACE MCHUGH AND ASSISTANT DIRECTOR OF FINANCIAL SERVICES SHARON HAYNES TO EXECUTE CHECKS ON BEHALF OF THE CITY; PROVIDING FOR IMPLEMENTATION AND AN EFFECTIVE DATE.

WHEREAS, the City's policies and procedures require two signatures from authorized employees for the issuance of City checks and drafts, or to take other authorized actions related to City accounts at banking and financial institutions; and

WHEREAS, on April 7, 2020, the City Commission passed and adopted Resolution No. 2020/044 authorizing City Manager David Santucci, Chief Financial Officer Stephanie Tinsley, and then Assistant City Manager Angelia Adediran to execute checks on behalf of the City; and

WHEREAS, City staff is requesting to update the signatories to address staff changes and for compliance with City policies and procedures; and

WHEREAS, the City's third-party administrator, John's Eastern Company, Inc., requires access to a City checking account that is utilized to process and facilitate the timely payment of workers compensation and general liability claims (the "Claims Payment Account"); and

WHEREAS, payments from the Claims Payment Account only relate to workers compensation and general liability claims and are pre-approved by City staff prior to each check run; and

WHEREAS, City staff recommends authorizing City Manager David Santucci and Interim Chief Financial Officer Marcia Fennell to execute City checks and drafts on behalf of the City, including checks on the City's Claims Payment Account and other City accounts maintained at Wells Fargo, and in the absence of the City Manager or Interim Chief Financial Officer or in emergency or exigent circumstances, for Deputy City Manager Horace McHugh and Assistant Director of Financial Services Sharon Haynes to execute checks and drafts on behalf of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby authorizes City Manager David Santucci and Interim Chief Financial Officer Marcia Fennell to execute checks and drafts on behalf of the

City, including checks from the City's Claims Payment Account and other City accounts maintained at Wells Fargo, and to take other authorized actions related to City accounts at banking and financial institutions. In the absence of the City Manager or Interim Chief Financial Officer or in emergency or exigent circumstances, the City Commission authorizes Deputy City Manager Horace McHugh and Assistant Director of Financial Services Sharon Haynes to execute City checks and drafts on behalf of the City and to take other authorized actions related to City accounts at banking and financial institutions.

Section 3. The appropriate City officials are authorized to do all things necessary to carry out the aims of this Resolution.

Section 4. All resolutions, and parts of resolutions, in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 5. This Resolution shall take effect on February 22, 2024.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2024.

_____
BILL GANZ, MAYOR

ATTEST:

_____
HEATHER MONTEMAYOR, CITY CLERK

City of Deerfield Beach

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Face Sheet
File Number: I.D. 2024-74

Agenda Date: 2/20/2024

Status: CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

In Control: City Commission

Title
Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving an agreement with MBR Construction, Inc. for construction services for the Constitution Park Restroom Project utilizing the terms of Broward County's Contract No. PNC2125403B1 in an amount not to exceed $95,366.00; providing for execution and an effective date. *(Funds from Account #399-7020-539-65-30 - CIP - Infrastructure)*

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Fiscal Impact
Costs: $95,366
Account Name: CIP-Infrastructure
Account Number: 399-7020-539-65-30

Background/History
Constitution Park and Arboretum is a popular park on the weekends and after hours when the Community Center is closed. This park features a playground, two tennis courts, and an outdoor basketball court. The Arboretum, our "Tree Zoo," is approximately nine acres of land containing over 200 exotic trees from five continents around the world. Many patrons come to visit and do not always have access to a restroom if the Community Center is closed.

Current Activity
In FY23, the purchase of a pre-fabricated restroom facility was approved and procured through CXT, Inc. This includes the building, interior fixtures and the transportation and a specialty crane to transfer the restroom from the trailer to a gravel pad. In order to complete the construction and installation of the gravel pad and restroom facility, it is necessary to retain a Contractor to provide the required construction services. The services will be coordinated with the architectural/engineering firm being retained by the City, who will prepare the required plans, construction documents and contract administration to secure the required building permits. Broward County has issued and awarded Solicitation PNC2125403B1 for playground services, which includes the desired services by the City, to MBR Construction, Inc. MBR has provided the City with a proposal for the Constitution Park Project in an amount not to exceed $95,366.00. Section 38-116 of the City's Procurement Code allows the City to piggyback on the County's Contract.

Recommendation
Staff recommends approval of this item.

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING AN AGREEMENT WITH MBR CONSTRUCTION, INC. FOR CONSTRUCTION SERVICES FOR THE CONSTITUTION PARK RESTROOM PROJECT UTILIZING THE TERMS OF BROWARD COUNTY CONTRACT NO. PNC2125403B1 IN AN AMOUNT NOT TO EXCEED $95,366.00; PROVIDING FOR EXECUTION AND AN EFFECTIVE DATE

WHEREAS, Constitution Park and the Arboretum (the "Park") is a popular park on weekends and after hours when the Community Center is closed; and

WHEREAS, many patrons come to visit the Park to utilize the playground, two tennis courts, the outdoor basketball court and to tour the Arboretum, the City's "Tree Zoo"; however, there is currently no access to restrooms for visitors who visit the Park after the Community Center is closed; and

WHEREAS, in September 2023, the City purchased a prefabricated restroom facility to be located in Park and is in the process of retaining an architectural/engineering firm to develop plans and other documents to secure permits for the installation of the restroom; and

WHEREAS, in addition to retaining a firm to develop plans, it is necessary to retain a contractor to provide construction services for the installation of the restroom in conjunction with the architectural/engineering firm; and

WHEREAS, Section 38-116(3)(b)10 of the City Code provides authority for the City to acquire or contract for services without utilizing a sealed competitive method or the written quotations method where the desired services are the subject of a contract with another governmental entity, provided that the contract was awarded based strictly on competitive bidding; and

WHEREAS, the City is seeking to contract with MBR Construction, Inc. ("MBR") for the permitting and installation of the prefabricated restroom at the Park (the "Project") utilizing the terms of Broward County Bid/Contract PNC 2125403B1 (the "County Contract"); and

WHEREAS, MBR has provided the City with a proposal to provide the construction services for the Project based upon the terms of the County Contract in the amount of $95.366.00; and

WHEREAS, staff has confirmed that the County Contract is in effect; and

WHEREAS, staff recommends that the City Commission approve an agreement with MBR for the Project utilizing the terms of the County Contract in an amount not to exceed $95,366.00 (the "Agreement").

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby approves the Agreement with MBR for construction services for the Project in an amount not to exceed $95,366.00.

Section 3. The City Manager is authorized to execute the Agreement with MBR, consistent with the terms of the County Contract, together with such additional terms that are acceptable to the City Manager and approved as to form and legal sufficiency by the City Attorney.

Section 4. The appropriate City officials are authorized to do all things necessary to carry out the aims of this Resolution.

Section 5. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2024.

_____
BILL GANZ, MAYOR

ATTEST:

_____
HEATHER MONTEMAYOR, CITY CLERK

Solicitation PNC2125403B1

Playground Construction Services

Bid Designation: Public

Broward County Board of County Commissioners

Bid PNC2125403B1
Playground Construction Services

Bid Number	**PNC2125403B1**
Bid Title	**Playground Construction Services**
Bid Start Date	**Jan 23, 2023 4:35:30 PM EST**
Bid End Date	**Feb 22, 2023 2:00:00 PM EST**
Question & Answer End Date	**Feb 10, 2023 5:00:00 PM EST**
Bid Contact	**Yohanna De Francisco** **Purchasing Agent** **Purchasing** **YDEFRANCISCO@broward.org**
Bid Contact	**Sean O'Donnell** **Purchasing Agent** **Purchasing** **sodonnell@broward.org**
Contract Duration	**1 year**
Contract Renewal	**2 annual renewals**
Prices Good for	**120 days**
Pre-Bid Conference	**Jan 27, 2023 10:00:00 AM EST** **Attendance is optional** **Location: Attendance is optional.** **Location: An optional virtual Pre-Bid Conference** **call in (audio only) by dialing 754-900-8519 Conference ID 885848145#** **Please do not put call on hold; mute phones during pre-bid conference.** **OR** **Vendor may join Meeting via weblink (copy and paste browser):** **https://teams.microsoft.com/l/meetup-join/19%3ameeting_NjQ5NGZlY2ItOWNmOS00YTk0LTg1NTctMGU3Zjg1ZjEwYmQ2%40thread.v2/0?context=%7b%22Tid%22%3a%229483ae6c-808a-4f02-98a1-8154c0b35bfd%22%2c%22Oid%22%3a%229005c43c-e2f2-4a97-9d3a-4e065fa52c10%22%7d** **Meeting ID: 254 433 244 558** **Passcode: PXjWc7** **This information session presents an opportunity for vendors to clarify any concerns regarding the bid requirements. The vendor is cautioned that, although the pre-bid conference is optional, no modification or any changes will be allowed in the pricing because of the failure of the vendor(s) to have attended the**

conference.

If you require any auxiliary aids for communication, please call (954) 357-6066 so that arrangements can be made in advance.

After the pre-bid conference, the list of attendees will be available by clicking on "Transcript" under the pre-bid conference information in Periscope.

Bid Comments

Scope of Work: This solicitation is for an open-end contract and the scope includes, but is not limited to, the furnishing of all labor, materials, equipment, services, and incidentals for the construction, improvements, and replacement of County playground and surrounding site elements.

Goal Participation: This solicitation includes participation goals for Broward County certified County Business Enterprises. Refer to Special Instructions and the Office of Economic and Small Business Development Requirements section for additional information.

Basis of Award: The approximate quantities represent the potential three (3) years of the contract, which includes all potential renewals. The quantities shown in the solicitation are approximate and only represent estimate quantities based on historical potential project needs. The County does not guarantee any maximum or minimum quantity, any range of quantities, or the exact quantities shown for each bid item. The basis of award is the low responsive, responsible bidder for all groups/lines, inclusive of General Conditions calculated amount. However, the recommended award amount shall be based on the County's budgeted amount of $2,500,000 (per year or renewal year) and not the contractor's total bid amount. Refer to **Special Instructions to vendors** for additional information**.**

General Conditions Line Item: A General Conditions mark-up percentage is required. Refer to Special Instructions to Vendors for additional information.

Bid Allowance Amounts: This solicitation includes pass-thru allowances. It is not necessary to add your allowance amounts into your bid prices. Periscope S2G will automatically add the allowance amounts indicated to your bid total and will be reflected on the final bid tabulation.

County/State License Requirements: In order to be considered a responsive and responsible Vendor for the scope of work set forth in this solicitation, the Vendor must possess a specified license at the time of submittal (refer to Special Instructions for requirements).

Bid Guaranty: Each submittal shall be accompanied by a bid guaranty in an amount equal to five percent (5%) of the bid amount (refer to Bid Guaranty, Performance and Payment Guaranties, and Qualifications of Surety Requirements).

Note to Vendors: If choosing "Download Bid Packet", the packet will not automatically include the following attachments: Project Manual, and Drawings. To download these documents, select download next to the individual file. To select these documents, select them from the list and choose "Generate Zip File".

Questions and Answers: The County provides a specified time for Vendors to ask questions and seek clarification regarding the requirements of the solicitation. All questions or clarification inquiries must be submitted through Periscope S2G by the date and time referenced in the solicitation document (including any addenda). The County will respond to all questions via Periscope S2G.

Submittals: Vendor MUST submit its solicitation response electronically and MUST confirm its submittal in order for the County to receive a valid response through Periscope S2G, Supplier-to- Government. Refer to the Purchasing Division website or contact Periscope S2G, Supplier-to- Government for submittal instructions. It is the Vendor's sole responsibility to assure its response is submitted and received through Periscope S2G, Supplier-to-Government by the date and time specified in the solicitation. The County will not consider solicitation responses received by other means. Vendors are encouraged to submit their responses in advance of the due date and time specified in the solicitation document. In the event that the Vendor is having difficulty submitting the solicitation document through Periscope S2G, Supplier-to-Government, immediately notify the Purchasing Agent and then contact Periscope S2G, Supplier-to- Government for technical assistance.

Added on Jan 25, 2023:

Addendum No.1

To all prospective bidders, please note the below changes and clarifications. The below listed sections have been REVISED in the solicitation. Words in ~~strike-through~~ type are deletions from text; words in <u>bold underlined</u> are additions to existing text:

Special instructions to vendors, Section H, Office of Economic and Small Business Requirements has been revised as follows:

This solicitation has the following County Business Enterprise Goals: ~~25%~~ 5% CBE Goals. Vendors must follow the instructions included in the Office of Economic and Small Business Development Requirements and submit all required forms and information as instructed

Added on Jan 31, 2023:

Addendum No.2

To all prospective bidders, please note the below changes and clarifications. The below listed sections have been REVISED in the solicitation. Words in ~~strike-through~~ type are deletions from text; words in bold underlined are additions to existing text:

Bid Bond, Bid Security, Performance and Payment Security, and Qualifications of Surety Requirements, Part B, Bid security, has been revised as follows:

1. The bid security shall be in an amount equal to five percent (5%) of the ~~total price offered~~, annual County's budgeted amount of $2,500,000 for this contract,

Added on Feb 13, 2023:

Addendum no.3

To all prospective bidders, please note the below changes and clarifications. The below listed sections have been REVISED in the solicitation. Words in ~~strike-through~~ type are deletions from text; words in bold underlined are additions to existing text:

1. Insurance Requirement document has been uploaded

2. SECTION 11 68 13 PLAYGROUND EQUIPMENT (FOR COASTAL AREAS), PART 2 – PRODUCTS, 2.1 MANUFACTURERS has been revised as follows:

A. Playground equipment with coastal package finish shall be provided by the following manufacturers as pre-designed and included in the playground drawings included in the Project Manual:

1. Playgrounds D and I: Landscape Structures (LSI) www.playlsi.com
South Florida Authorized Distributor and Contact: ~~Allen Cooke at Advanced Recreational Concepts; (954) 261-1450 or ACooke@ARCFlorida.com~~ Michael Lacroix at Rep Services; (407) 831-9658 or Michael@REPServices.com
2. Playgrounds A, C, F and G: Miracle Recreation Equipment Company (Miracle) www.miracle-recreation.com
South Florida Authorized Distributor and Contact: Connie Brown at Miracle of South Florida; (954) 520-4523 or ConnieB@miracleofsouthflorida.com
3. Playgrounds B, E, H and J: Playcraft Systems (Playcraft) www.playcraftsystems.com ~~South Florida Authorized Distributor and Contact: Michael Lacroix at Rec Services; (407) 831-9658 or Michael@REPServices.com~~ Allen Cooke at Advanced Recreational Concepts; (954) 261-1450 or ACooke@ARCFlorida.com
4. Or approved equal/substitution in accordance with Division 1 substitution requirements and procedures; Contractor's substitution submittal shall reference which of the manufacturers and pre-designed playgrounds it wishes to substitute. Refer to Part 1.1E above for additional fees required of Contractor.

3. The document titled Playground I., have been replaced in its entirety and is attached as: Revised Playground I-Addendum no.3

4. The description of Line item PNC2125403B1--05-01 - Div. 26: LED 5700K Flood Light has been updated as follows:

Description
~~Provide LED Flood Light at shade structure, LUMAPRO Model 49WJ23 for wet locations or approved equal.~~
Provide outdoor LED Flood Light at shade structure, Lithonia Lighting Model DSXF1 P1 40K VG in black or

bronze finish, or approved equal

Addendum # 1

Addendum # 2

Addendum # 3

New Documents **Insurance Requirements PNC2125403B1.pdf**
Revised Playground I - Addendum no.3.pdf

Changes were made to the following items:
LED 5700K Flood Light

Item Response Form

Item	**PNC2125403B1--01-01 - Miscellaneous: Unsuitable Materials Removal**
Lot Description	**Miscellaneous**
Quantity	**150 cubic yard**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 150

Description
Provide all labor, equipment, and legal disposal for the removal of unsuitable, non-contaminated materials such as muck

Item	**PNC2125403B1--01-02 - Miscellaneous: Clean Fill**
Lot Description	**Miscellaneous**
Quantity	**300 cubic yard**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 300

Description
Provide clean fill which is free of organic matter such as glass, concrete, wood, stones, asphalt, rocks and other debris and toxins

Item	**PNC2125403B1--01-03 - Miscellaneous: Fertilizer, Herbicides or Insecticides Application**
Lot Description	**Miscellaneous**
Quantity	**14 hour**

Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 14

Description
Furnish and apply Fertilizer, Herbicides or Insecticides to new landscaping, 2 hour minimum charge, see project Manual Section 32 90 00

Item	**PNC2125403B1--01-04 - Miscellaneous: Watering after Final Completion**
Lot Description	**Miscellaneous**
Quantity	**100 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 100

Description
Provide 1,000 Gallons (KGAL) of Supplemental Watering after Final Completion; includes water, Operator, fuel, insurance and delivery of water truck to and from job site

---

Item	**PNC2125403B1--02-01 - Div. 11: Playground A**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide Playground A per Drawing including footings, coastal package finish, and all other requirements of Project Manual Section 11 68 13; Basis of Design is Miracle Recreation Equipment

---

Item	**PNC2125403B1--02-02 - Div. 11: Playground B**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide Playground B per Drawing including footings, coastal package finish, and all other requirements of Project Manual Section 11 68 13; Basis of Design is Playcraft Systems

Item	**PNC2125403B1--02-03 - Div. 11: Playground C**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide Playground C including footings, coastal package finish, and all other requirements of Project Manual Section 11 68 13; Basis of Design is Miracle Recreation Equipment Model 714-S562

Item	**PNC2125403B1--02-04 - Div. 11: Playground D**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide Playground D per Drawing including footings, coastal package finish, and all other requirements of of Project Manual Section 11 68 13; Basis of Design is Landscape Structures (LSI)

Item	**PNC2125403B1--02-05 - Div. 11: Playground E**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide Playground E per Drawing including footings, coastal package finish, and all other requirements of of Project Manual Section 11 68 13; Basis of Design is Playcraft Systems

Item	**PNC2125403B1--02-06 - Div. 11: Playground F**

Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide Playground F including footings, coastal package finish, and all other requirements of Project Manual Section 11 68 13; Basis of Design is Miracle Recreation Equipment Model 714-S614

Item	**PNC2125403B1--02-07 - Div. 11: Playground G**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide Playground G per Drawing including footings, coastal package finish, and all other requirements of of Project Manual Section 11 68 13; Basis of Design is Miracle Recreation Equipment

---

Item	**PNC2125403B1--02-08 - Div. 11: Playground H**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide Playground H per Drawing including footings, coastal package finish, and all other requirements of of Project Manual Section 11 68 13; Basis of Design is Playcraft Systems

---

Item	**PNC2125403B1--02-09 - Div. 11: Playground I**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners**

Refer to scope of work for information.
N/A
Broward County FL 33301
Qty 1

Description
Provide Playground I per Drawing including footings, coastal package finish, and all other requirements of of Project Manual Section 11 68 13; Basis of Design is Landscape Structures (LSI)

Item	**PNC2125403B1--02-10 - Div. 11: Playground J**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide Playground J per Drawing including footings, coastal package finish, and all other requirements of of Project Manual Section 11 68 13; Basis of Design is Playcraft Systems

---

Item	**PNC2125403B1--02-11 - Div. 11: 4 Person Swing Set**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide a freestanding, four person, arch swing set with 8 feet high top rail, one toddler bucket seat, two slash proof belt seats, one inclusive swing seat, coastal package finish, coated swing chains, and footings per Project Manual Section 11 68 13; basis of design is LSI Arch Swing Set, Double Bay

---

Item	**PNC2125403B1--02-12 - Div. 11: Web Climber**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide steel reinforced cable web climber with footings and coastal package finish for ages 5 through 12 and per Project Manual Section 11 68

13; basis of design is LSI Spider Web Climber, Direct Bury 235755A

Item	**PNC2125403B1--02-13 - Div. 11: Balance Beam**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide balance beam with footings and coastal package finish per Project Manual Section 11 68 13; basis of design is LSI Facet Balance Beam Triple, Direct Bury

Item	**PNC2125403B1--02-14 - Div. 11: 3 Person Spinner**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide spinner that accomodates three or more people, with footings and coastal package finish per Project Manual Section 11 68 13; basis of design is LSI Curva 247179A, Direct Bury

Item	**PNC2125403B1--02-15 - Div. 11: 2 Person Stand Up Spinner**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide a standing spinner that accommodates two or more people, with footings and coastal package finish per Project Manual Section 11 68 13; basis of design is LSI Stand Up Spinner 155077A, Direct Bury

Item	**PNC2125403B1--02-16 - Div. 11: 3 Person Spinner**
Lot Description	**Div. 11**
Quantity	**1 lump sum**

Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide a standing spinner that accommodates three or more people, installed for universal access, with footings and coastal package finish per Project Manual Section 11 68 13; basis of design is LSI ReviWhirl and ReviWheel Spinners, Direct Bury

---

Item	**PNC2125403B1--02-17 - Div. 11: Climbable Spinner**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide a climbable spinner that accommodates three or more people, with footings and coastal package finish per Project Manual Section 11 68 13; basis of design is Miracle Cyclo Cone Base Climber, Direct Bury

---

Item	**PNC2125403B1--02-18 - Div. 11: Seated Spinner**
Lot Description	**Div. 11**
Quantity	**2 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide a seated spinner with footings and coastal package finish per Project Manual Section 11 68 13; basis of design is LSI Saddle Spinner 152179A, Direct Bury

---

Item	**PNC2125403B1--02-19 - Div. 11: 2 Person Spring Rider**
Lot Description	**Div. 11**
Quantity	**2 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A

Broward County FL 33301
Qty 2

Description
Provide a 2 person spring rider with footings and coastal package finish per Project Manual Section 11 68 13; basis of design is LSI Double Bobble Rider 164075B, Direct Bury

---

Item	**PNC2125403B1--02-20 - Div. 11: Metallophone**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide a freestanding, direct bury, 8 or more notes, xylophone with inclusive mallet and footings per Project Manual Section 11 68 13; basis of design Rhapsody Ditty Metallophone 228212A, Direct Bury

---

Item	**PNC2125403B1--02-21 - Div. 11: Freestanding Drum**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide a freestanding, direct bury drum with footings per Project Manual Section 11 68 13; basis of design Rhapsody Goblet Drum 214443A, Direct Bury

---

Item	**PNC2125403B1--02-22 - Div. 11: Squat Press**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide a squat press with adjustable resistance with post and instructional sign per Project Manual Section 11 65 00; basis of design HealthBeat Squat Press Model 192461

Item	**PNC2125403B1--02-23 - Div. 11: Chest and Back Press**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide a one-piece back and chest press with adjustable resistance and with post and instructional sign per Project Manual Section 11 65 00; basis of design HealthBeat Chest/Back Press Model 192456

Item	**PNC2125403B1--02-24 - Div. 11: Ab Crunch and Leg Lift**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide a one-piece abdomen and leg lift post and instructional sign per Project Manual Section 11 65 00; basis of design HealthBeat Ab Crunch/Leg Lift Model 192451

Item	**PNC2125403B1--02-25 - Div. 11: Stretch Outdoor Fitness**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide a one-piece stretching outdoor fitness equipment for flexibility with posts and instructional sign per Project Manual Section 11 65 00; basis of design HealthBeat Stretch Model 192462

Item	**PNC2125403B1--02-26 - Div. 11: Pull Up and Dip**
Lot Description	**Div. 11**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County**

Commissioners

Refer to scope of work for information.
N/A
Broward County FL 33301
Qty 1

Description
Provide a one-piece pull up bar and dip bar outdoor fitness equipment with posts and instructional sign per Project Manual Section 11 65 00; basis of design HealthBeat Pull-Up/Dip Model 192460

Item	**PNC2125403B1--03-01 - Div. 13: Cantilevered Shelter**
Lot Description	**Div. 13**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide a two post, cantilevered shelter with concrete footings and all other requirements of Project Manual Section 13 34 00; Basis of Design is Poligon CWC 8x20 with standing seam roof

---

Item	**PNC2125403B1--03-02 - Div. 13: Shade Structure 30x30**
Lot Description	**Div. 13**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide 30 x 30 x 10 to 14 feet eave height hipped shade structure with concrete footings per Project Manual Section 13 34 23; Basis of Design is Shade Systems with CoolNet shade fabric

---

Item	**PNC2125403B1--03-03 - Div. 13: Shade Structure 40x40**
Lot Description	**Div. 13**
Quantity	**1 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description

Provide 40 x 40 x 10 to 14 feet eave height hipped shade structure with concrete footings per Project Manual Section 13 34 23; Basis of Design is Shade Systems with CoolNet shade fabric

Item	**PNC2125403B1--04-01 - Div. 22: Water Cooler with Bottle Filler**
Lot Description	**Div. 22**
Quantity	**2 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide freestanding outdoor refrigerated water cooler with bottle filler and footing per Project Manual Section 22 42 00; Basis of Design is Most Dependable Fountains Model 1014518 SMSS

Item	**PNC2125403B1--04-02 - Div. 22: Drinking Fountain with Upgrades**
Lot Description	**Div. 22**
Quantity	**2 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide freestanding outdoor, non-refrigerated, bi-level drinking fountain with attached handwash and recessed hose bibb and footing per Project Manual Section 22 42 00; basis of design is Most Dependable Fountains Model 440 SMSS with optional hand wash, bowl strainer, and recessed hose bibb with locking cover

Item	**PNC2125403B1--04-03 - Div. 22: Pedestal Hydrant**
Lot Description	**Div. 22**
Quantity	**2 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide freestanding, outdoor, stainless steel, pedestal hydrant hose bibb with a locking cover and footing per Project Manual Section 22 42 00; basis of design is Most Dependable Fountains Model 24-8 SMSS

Item	**PNC2125403B1--05-01 - Div. 26: LED 5700K Flood Light**

Lot Description	**Div. 26**
Quantity	**4 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 4

Description
Provide LED Flood Light at shade structure, LUMAPRO Model 49WJ23 for wet locations or approved equal
Added on Feb 13, 2023:
Provide outdoor LED Flood Light at shade structure, Lithonia Lighting Model DSXF1 P1 40K VG in black or bronze finish, or approved equal

Addendum # 3

Item	**PNC2125403B1--05-02 - Div. 26: Meter Can**
Lot Description	**Div. 26**
Quantity	**1 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide Meter Can 200 Amp, 250V single phase or 600V three phase

Item	**PNC2125403B1--05-03 - Div. 26: Disconnect Switch**
Lot Description	**Div. 26**
Quantity	**1 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide Disconnect Switch, NEMA 4X, 100 Amp, 250V single phase

Item	**PNC2125403B1--05-04 - Div. 26: Disconnect Switch**
Lot Description	**Div. 26**
Quantity	**1 each**
Unit Price	

Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide Disconnect Switch, NEMA 4X, 200 Amp, 250V single phase or 600V 3 phase

---

Item	**PNC2125403B1--05-05 - Div. 26: Panel Board**
Lot Description	**Div. 26**
Quantity	**1 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide 100 to 200 Amp Panel Board, 120/240V single phase

Item	**PNC2125403B1--05-06 - Div. 26: Panel Board**
Lot Description	**Div. 26**
Quantity	**1 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide 100A or 150A Panel Board, 600V, 3 phase

Item	**PNC2125403B1--05-07 - Div. 26: Panel Board**
Lot Description	**Div. 26**
Quantity	**1 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1

Description
Provide 200 Amp Panel Board, 600V, 3 phase

Item	**PNC2125403B1--05-08 - Div. 26: Grounding Electrode**
Lot Description	**Div. 26**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide Grounding Electrode, No. 2 with 0.75 inch x 10 feet, copper-clad ground rod

Item	**PNC2125403B1--05-09 - Div. 26: Pull and Junction Boxes**
Lot Description	**Div. 26**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide Pull and Junction Boxes, concrete, traffic-rated

Item	**PNC2125403B1--05-10 - Div. 26: Circuit Breaker**
Lot Description	**Div. 26**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide 20 Amp Circuit Breaker, 250V, 1 pole, 10K IC

Item	**PNC2125403B1--05-11 - Div. 26: Circuit Breaker**
Lot Description	**Div. 26**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County**

Commissioners

Refer to scope of work for information.
N/A
Broward County FL 33301
Qty 2

Description
Provide 40 to 60 Amp Circuit Breaker, 250V, 2 pole, 10K IC

Item	**PNC2125403B1--05-12 - Div. 26: Circuit Breaker**
Lot Description	**Div. 26**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners**

Refer to scope of work for information.
N/A
Broward County FL 33301
Qty 2

Description
Provide 100 Amp Circuit Breaker, 250V, 2 pole, 10K IC

Item	**PNC2125403B1--05-13 - Div. 26: Circuit Breaker**
Lot Description	**Div. 26**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners**

Refer to scope of work for information.
N/A
Broward County FL 33301
Qty 2

Description
Provide 30 to 60 Amp Circuit Breaker, 250V, 3 pole, 10K IC

Item	**PNC2125403B1--05-14 - Div. 26: Electrical service feeder**
Lot Description	**Div. 26**
Quantity	**600 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners**

Refer to scope of work for information.
N/A
Broward County FL 33301
Qty 600

Description
Provide 30A to 40A electrical service feeder with 4 No. 8 or 10 THWN, 1 No. 8 THWN ground

---

Item	**PNC2125403B1--05-15 - Div. 26: Electrical service feeder**
Lot Description	**Div. 26**
Quantity	**600 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 600

Description
Provide 50A to 60A electrical service feeder with 4 No. 4 or 6 THWN, 1 No. 8 THWN ground

---

Item	**PNC2125403B1--05-16 - Div. 26: Electrical service feeder**
Lot Description	**Div. 26**
Quantity	**600 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 600

Description
Provide 100A electrical service feeder with 4 No. 1 THWN, 1 No. 8 THWN ground

---

Item	**PNC2125403B1--05-17 - Div. 26: PVC Conduit**
Lot Description	**Div. 26**
Quantity	**600 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 600

Description
Provide Conduit, 0.75 to 1 inch PVC, Schedule 40, underground, 24 inch depth

---

Item	**PNC2125403B1--05-18 - Div. 26: PVC Conduit**
Lot Description	**Div. 26**
Quantity	**600 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information.

N/A
Broward County FL 33301
Qty 600

Description
Provide Conduit, 2 to 4 inch PVC, Schedule 40, underground, 24 inch depth

Item	**PNC2125403B1--05-19 - Div. 26: PVC Conduit**
Lot Description	**Div. 26**
Quantity	**600 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 600

Description
Provide Conduit, 0.75 to 1 inch PVC, Schedule 80, underground, 24 inch depth

Item	**PNC2125403B1--05-20 - Div. 26: PVC Conduit**
Lot Description	**Div. 26**
Quantity	**600 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 600

Description
Provide Conduit, 2 inch PVC, Schedule 80, underground, 24 inch depth

Item	**PNC2125403B1--05-21 - Div. 26: GRC Conduit**
Lot Description	**Div. 26**
Quantity	**600 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 600

Description
Provide Conduit, 0.75 inch to 1 inch diameter (dia.) galvanized rigid steel conduit (GRC)

Item	**PNC2125403B1--05-22 - Div. 26: GRC Conduit**

Lot Description	**Div. 26**
Quantity	**200 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 200

Description
Provide Conduit, 2 inch dia. GRC

Item	**PNC2125403B1--05-23 - Div. 26: Solar Powered LED Bollard**
Lot Description	**Div. 26**
Quantity	**4 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 4

Description
Provide Solar LED Bollard with 12 inch diameter x 48 inch deep footing, marine grade and vandal-resistant housing, 3000K; Basis of Design First Light Technologies Model WLB-102 with security fasteners

---

Item	**PNC2125403B1--06-01 - Div. 31: Tree Relocation**
Lot Description	**Div. 31**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide Tree Relocation, Overall Height less than 21 feet, including all labor, materials, equipment, and fill; see Project Manual Section 31 13 00

Item	**PNC2125403B1--06-02 - Div. 31: Tree Relocation**
Lot Description	**Div. 31**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information.

N/A
Broward County FL 33301
Qty 2

Description
Provide Tree Relocation, Overall Height 21 to 30 feet, including all labor, materials, equipment, and fill; see Project Manual Section 31 13 00

Item	**PNC2125403B1--06-03 - Div. 31: Tree Relocation**
Lot Description	**Div. 31**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide Tree Relocation, Overall Height greater than 30 feet, including all labor, materials, equipment, and fill; see Project Manual Section 31 13 00

Item	**PNC2125403B1--07-01 - Div. 32: Color-coated Chain Link Fencing**
Lot Description	**Div. 32**
Quantity	**8000 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 8000

Description
Provide Color-coated Chain Link Playground Fence, 9 gauge core, 5 feet height, per Project Manual Section 32 31 13.1

Item	**PNC2125403B1--07-02 - Div. 32: End post with bracing**
Lot Description	**Div. 32**
Quantity	**8 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 8

Description
Provide 5 feet height end post with bracing and footing for Chain Link Playground Fence, per Project Manual Section 32 31 13.1

Item	**PNC2125403B1--07-03 - Div. 32: Corner post with bracing**

Lot Description	**Div. 32**
Quantity	**12 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 12

Description
Provide 5 feet height corner post with bracing and footing for Chain Link Playground Fence, per Project Manual Section 32 31 13.1

Item	**PNC2125403B1--07-04 - Div. 32: Grounding of Chain Link Fencing**
Lot Description	**Div. 32**
Quantity	**8 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 8

Description
Provide Grounding of Chain Link Playground Fencing per Project Manual Section 32 31 13.1

Item	**PNC2125403B1--07-05 - Div. 32: Bottom Rail for Chain Link Fencing**
Lot Description	**Div. 32**
Quantity	**1500 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1500

Description
Provide Bottom Rail for Color-Coated Chain Link Playground Fence per Project Manual Section 32 31 13.1

Item	**PNC2125403B1--07-06 - Div. 32: Remove and Dispose of Fencing**
Lot Description	**Div. 32**
Quantity	**1500 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A

Broward County FL 33301
Qty 1500

Description
Remove and Legally Dispose of Chain Link Fencing, complete, per Project Manual Section 32 13 13.3

Item	**PNC2125403B1--07-07 - Div. 32: Color-Coated Single Gate**
Lot Description	**Div. 32**
Quantity	**4 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 4

Description
Provide Color-coated Single Gate, 9 gauge core, 4 feet wide by 5 feet high, per Project Manual Section 32 31 13.1

Item	**PNC2125403B1--07-08 - Div. 32: Temporary Galvanized Fence**
Lot Description	**Div. 32**
Quantity	**2500 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2500

Description
Provide 6 feet height Temporary Galvanized Chain Link Fence with new vision barrier for 90 day period, per Project Manual Section 15 50 00

Item	**PNC2125403B1--07-09 - Div. 32: Work Zone Sign**
Lot Description	**Div. 32**
Quantity	**48 week**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 48

Description
Provide FDOT No. 102 60 Work Zone Sign.

Item	**PNC2125403B1--07-10 - Div. 32: Sediment Barrier**
Lot Description	**Div. 32**

Quantity	**500 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 500

Description
Provide FDOT No. 104 10 3 Sediment Barrier

Item	**PNC2125403B1--07-11 - Div. 32: Staked Turbidity Barrier**
Lot Description	**Div. 32**
Quantity	**600 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 600

Description
Provide FDOT No. 104 12 Nylon Reinforced PVC Staked Turbidity Barrier

---

Item	**PNC2125403B1--07-12 - Div. 32: Inlet Protection System**
Lot Description	**Div. 32**
Quantity	**10 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 10

Description
Provide FDOT No. 104 18 Inlet Protection System

Item	**PNC2125403B1--07-13 - Div. 32: Clearing and Grubbing**
Lot Description	**Div. 32**
Quantity	**1500 square yard**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1500

Description
Provide all labor, equipment, and legal disposal for Clearing and Grubbing including complete removal and disposal of vegetation, garbage, and debris per Project Manual Section 31 10 00

Item	**PNC2125403B1--07-14 - Div. 32: Remove Existing Pavement or Concrete**
Lot Description	**Div. 32**
Quantity	**1000 square yard**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1000

Description
Provide all labor, equipment, and legal disposal to Remove Existing Pavement or Concrete

Item	**PNC2125403B1--07-15 - Div. 32: Regular and Subsoil Excavation**
Lot Description	**Div. 32**
Quantity	**300 cubic yard**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 300

Description
Provide all labor, equipment, and legal disposal for Regular Excavation including dredging, hauling, placing and compacting

Item	**PNC2125403B1--07-16 - Div. 32: Subgrade Stabilization**
Lot Description	**Div. 32**
Quantity	**150 square yards**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 150

Description
Provide all labor, equipment, and materials for Subgrade Stabilization (such as LBR 30 through 40)

Item	**PNC2125403B1--07-17 - Div. 32: Prepared Finished Soil Layer**
Lot Description	**Div. 32**
Quantity	**150 square yard**

Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 150

Description
Provide all labor, equipment, and materials for Prepared Finished Soil Layer, 6 inches

---

Item	**PNC2125403B1--07-18 - Div. 32: Prepared Organic Soil Layer**
Lot Description	**Div. 32**
Quantity	**150 square yard**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 150

Description
Provide all labor, equipment, and materials for Prepared Organic Soil Layer, 6 inches

---

Item	**PNC2125403B1--07-19 - Div. 32: Washed Rock No. 68**
Lot Description	**Div. 32**
Quantity	**100 ton**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 100

Description
Provide Washed Bedding Rock No. 68, 3/4 inch, per FDOT 901

Item	**PNC2125403B1--07-20 - Div. 32: Washed Rock No. 57**
Lot Description	**Div. 32**
Quantity	**100 ton**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 100

Description

Provide Washed Bedding Rock No. 57, 3/4 to 1 inch, per FDOT 901

Item	**PNC2125403B1--07-21 - Div. 32: Optional Base Group 8 in.**
Lot Description	**Div. 32**
Quantity	**150 square yard**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 150

Description
Provide Optional Base Group, Group 6 (8 inch limerock)

Item	**PNC2125403B1--07-22 - Div. 32: Optional Base Group 12 in.**
Lot Description	**Div. 32**
Quantity	**150 square yard**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 150

Description
Provide Optional Base Group, Group 6 (12 inch limerock)

Item	**PNC2125403B1--07-23 - Div. 32: Superpave Asphaltic Concrete**
Lot Description	**Div. 32**
Quantity	**150 square yard**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 150

Description
Provide FDOT No. 334-1-11, 12, 13, 14 or 15, Superpave Asphaltic Concrete, Traffic A, B, C, D, or E

Item	**PNC2125403B1--07-24 - Div. 32: Class I Miscellaneous Concrete**
Lot Description	**Div. 32**
Quantity	**30 cubic yard**
Unit Price	

Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 30

Description
Provide FDOT No. 400-1 Class I Miscellaneous Concrete

Item	**PNC2125403B1--07-25 - Div. 32: Adjust Inlet**
Lot Description	**Div. 32**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
FDOT No. 425-4 Adjust Inlet

Item	**PNC2125403B1--07-26 - Div. 32: Adjust Valve Box**
Lot Description	**Div. 32**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
FDOT No. 425-6 Adjust Valve Box

Item	**PNC2125403B1--07-27 - Div. 32: Yard Drain**
Lot Description	**Div. 32**
Quantity	**4 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 4

Description
FDOT No. 425-10 Yard Drain

Item	**PNC2125403B1--07-28 - Div. 32: Concrete Curb Type D**
Lot Description	**Div. 32**
Quantity	**300 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 300

Description
FDOT No. 520 Provide Concrete Curb Type D

Item	**PNC2125403B1--07-29 - Div. 32: Concrete Sidewalk**
Lot Description	**Div. 32**
Quantity	**500 square yard**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 500

Description
FDOT No. 522-2 Provide 6 inch thick Concrete Sidewalk including subgrade construction

Item	**PNC2125403B1--07-30 - Div. 32: Fiber Reinforced Concrete**
Lot Description	**Div. 32**
Quantity	**250 square yard**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 250

Description
Provide 6 inch thick Fiber Reinforced Concrete Slab with polypropolene, plastic, or nylon fibers

Item	**PNC2125403B1--07-31 - Div. 32: ADA compliant curb ramp**
Lot Description	**Div. 32**
Quantity	**4 each**
Unit Price	
Delivery Location	**Broward County Board of County**

Commissioners
Refer to scope of work for information.
N/A
Broward County FL 33301
Qty 4

Description
Provide ADA Compliant curb ramp, one direction

Item	**PNC2125403B1--07-32 - Div. 32: Optional Material**
Lot Description	**Div. 32**
Quantity	**100 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 100

Description
Provide Optional Material 15 inch HDPE, 16 gauge

Item	**PNC2125403B1--07-33 - Div. 32: Optional Material**
Lot Description	**Div. 32**
Quantity	**100 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 100

Description
Provide Optional Material 18 inch HDPE, 16 gauge

Item	**PNC2125403B1--07-34 - Div. 32: Container Trees & Palms Price Group A**
Lot Description	**Div. 32**
Quantity	**3 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 3

Description
Provide Container Trees and Palms Price Group A, see Project Manual Section 32 93 43

Item	**PNC2125403B1--07-35 - Div. 32: Container Trees & Palms Price Group B**
Lot Description	**Div. 32**
Quantity	**3 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 3

Description
Provide Container Trees and Palms Price Group B, see Project Manual Section 32 93 43

Item	**PNC2125403B1--07-36 - Div. 32: Container Trees & Palms Price Group C**
Lot Description	**Div. 32**
Quantity	**3 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 3

Description
Provide Container Trees and Palms Price Group C, see Project Manual Section 32 93 43

Item	**PNC2125403B1--07-37 - Div. 32: Container Trees & Palms Price Group D**
Lot Description	**Div. 32**
Quantity	**3 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 3

Description
Provide Container Trees and Palms Price Group D, see Project Manual Section 32 93 43

Item	**PNC2125403B1--07-38 - Div. 32: Container Trees & Palms Price Group E**
Lot Description	**Div. 32**
Quantity	**3 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information.

N/A
Broward County FL 33301
Qty 3

Description
Provide Container Trees and Palms Price Group E, see Project Manual Section 32 93 43

Item	**PNC2125403B1--07-39 - Div. 32: Shrubs Price Group W**
Lot Description	**Div. 32**
Quantity	**30 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 30

Description
Provide Shrubs Price Group W, see Project Manual Section 32 93 33

Item	**PNC2125403B1--07-40 - Div. 32: Shrubs Price Group X**
Lot Description	**Div. 32**
Quantity	**10 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 10

Description
Provide Shrubs Price Group X, see Project Manual Section 32 93 33

Item	**PNC2125403B1--07-41 - Div. 32: Shrubs Price Group Y**
Lot Description	**Div. 32**
Quantity	**10 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 10

Description
Provide Shrubs Price Group Y, see Project Manual Section 32 93 33

Item	**PNC2125403B1--07-42 - Div. 32: Shrubs Price Group Z**

Lot Description	**Div. 32**
Quantity	**10 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 10

Description
Provide Shrubs Price Group Z, see Project Manual Section 32 93 33

Item	**PNC2125403B1--07-43 - Div. 32: Bahia Sod**
Lot Description	**Div. 32**
Quantity	**6000 square foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 6000

Description
Provide Argentine or Pensacola Bahia (whichever is instructed), see Project Manual Section 32 92 23

Item	**PNC2125403B1--07-44 - Div. 32: St. Augustine Sod**
Lot Description	**Div. 32**
Quantity	**3000 square foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 3000

Description
Provide St. Augustine (Stenotaphrum secundatum) Sod, see Project Manual Section 32 92 23

Item	**PNC2125403B1--07-45 - Div. 32: Floratam Sod**
Lot Description	**Div. 32**
Quantity	**3000 square foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A

Broward County FL 33301
Qty 3000

Description
Provide Floratam Sod (Stenotaphrum secundatum Floratam), see Project Manual Section 32 92 23

Item	**PNC2125403B1--07-46 - Div. 32: Eucalyptus Mulch**
Lot Description	**Div. 32**
Quantity	**1000 cubic yards**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1000

Description
Provide Eucalyptus shredded mulch, see Project Manual Section 32 90 00

Item	**PNC2125403B1--07-47 - Div. 32: Melaleuca Mulch**
Lot Description	**Div. 32**
Quantity	**500 cubic yards**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 500

Description
Provide Melaleuca wood chip, composted, shredded, or large nugget mulch, see Project Manual Section 32 90 00

Item	**PNC2125403B1--07-48 - Div. 32: Tree Relocation**
Lot Description	**Div. 32**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide Tree Relocation, Overall Height 21 to 30 feet, including all labor, materials, equipment, and fill; see Project Manual Section 32 96 43

Item	**PNC2125403B1--07-49 - Div. 32: Palm Relocation**
Lot Description	**Div. 32**

Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide Palm Relocation, Overall Height less than 15 feet, including all labor, materials, equipment, and fill; see Project Manual 32 96 43

Item	**PNC2125403B1--07-50 - Div. 32: Palm Relocation**
Lot Description	**Div. 32**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide Palm Relocation, Overall Height 15 to 25 feet, including all labor, materials, equipment, and fill; see Project Manual 32 96 43

Item	**PNC2125403B1--07-51 - Div. 32: Palm Relocation**
Lot Description	**Div. 32**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide Palm Relocation, Overall Height 25 to 35 feet, including all labor, materials, equipment, and fill; see Project Manual 32 96 43

Item	**PNC2125403B1--07-52 - Div. 32: Palm Relocation**
Lot Description	**Div. 32**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide Palm Relocation, Overall Height greater than 25 feet, including all labor, materials, equipment, and fill; see Project Manual 32 96 43

Item	**PNC2125403B1--07-53 - Div. 32: SBR Bonded Mulch surface system**
Lot Description	**Div. 32**
Quantity	**1500 square foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1500

Description
Provide Bonded Styrene-butadiene Rubber (SBR) Mulch surfacing system for 4 feet critical fall height per Project Manual Division Section 32 18 16.1; excludes the cost for subbase; basis of design is TotTurf PIP Bonded Rubber; minimum quantity is 100

Item	**PNC2125403B1--07-54 - Div. 32: SBR Bonded Mulch surface system**
Lot Description	**Div. 32**
Quantity	**1500 square foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1500

Description
Provide Bonded SBR Mulch surfacing system for 5 feet critical fall height per Project Manual Section 32 18 16.1; excludes the cost for subbase; basis of design is TotTurf PIP Bonded Rubber; minimum quantity is 100

Item	**PNC2125403B1--07-55 - Div. 32: SBR Bonded Mulch surface system**
Lot Description	**Div. 32**
Quantity	**1500 square foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1500

Description
Provide Bonded SBR Mulch surfacing system for 6 feet critical fall height per Project Manual Section 32 18 16.1; excludes the cost for subbase; basis of design is TotTurf PIP Bonded Rubber; minimum quantity is 100

Item	**PNC2125403B1--07-56 - Div. 32: SBR Bonded Mulch surface system**
Lot Description	**Div. 32**

Quantity	**1500 square foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 1500

Description
Provide Bonded SBR Mulch surfacing system for 8 feet critical fall height per Project Manual Division Section 32 18 16.1; excludes the cost for subbase; basis of design is TotTurf PIP Bonded Rubber; minimum quantity is 100

Item	**PNC2125403B1--07-57 - Div. 32: EPDM surface system**
Lot Description	**Div. 32**
Quantity	**2500 square foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2500

Description
Provide Poured-in-place (PIP) Ethylene Propylene Diene Monomer (EPDM) surfacing system for 4 feet critical fall height per Project Manual Section 32 18 16.2; excludes the cost for subbase; basis of design is TotTurf Standard EPDM PIP Rubber; minimum quantity is 100

Item	**PNC2125403B1--07-58 - Div. 32: EPDM surface system**
Lot Description	**Div. 32**
Quantity	**2500 square foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2500

Description
Provide PIP EPDM surfacing system for 5 feet critical fall height per Project Manual Section 32 18 16.2; excludes the cost for subbase; basis of design is TotTurf Standard EPDM PIP Rubber; minimum quantity is 100

Item	**PNC2125403B1--07-59 - Div. 32: EPDM surface system**
Lot Description	**Div. 32**
Quantity	**2500 square foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A

Broward County FL 33301
Qty 2500

Description
Provide PIP EPDM surfacing system for 6 feet critical fall height per Project Manual Division Section 32 18 16.2; excludes the cost for subbase; basis of design is TotTurf Standard EPDM PIP Rubber; minimum quantity is 100

Item	**PNC2125403B1--07-60 - Div. 32: EPDM surface system**
Lot Description	**Div. 32**
Quantity	**2500 square foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2500

Description
Provide PIP EPDM surfacing system for 8 feet critical fall height per Project Manual Division Section 32 18 16.1; excludes the cost for subbase; basis of design is TotTurf Standard EPDM PIP Rubber; minimum quantity is 100

Item	**PNC2125403B1--08-01 - Div. 33: Drywell**
Lot Description	**Div. 33**
Quantity	**2 lump sum**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide Dry Well including excavation, labor, equipment, and all materials shown on the Drywell Detail drawing

Item	**PNC2125403B1--08-02 - Div. 33: Pipe Sleeving**
Lot Description	**Div. 33**
Quantity	**20 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 20

Description
Provide 4 inch diameter, Schedule 40, Pipe Sleeving

Item	**PNC2125403B1--08-03 - Div. 33: PVC Drain Basin with grate**

Lot Description	**Div. 33**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide 15 inch diameter PVC Drain Basin with grate

Item	**PNC2125403B1--08-04 - Div. 33: Polyethylene Water Service**
Lot Description	**Div. 33**
Quantity	**300 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 300

Description
Provide Polyethylene Water Service, 1 inch diameter or less, per Broward County WWS Minimum Design & Construction Standards

Item	**PNC2125403B1--08-05 - Div. 33: PVC Water Service**
Lot Description	**Div. 33**
Quantity	**300 linear foot**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 300

Description
Provide Water Service, PVC, Schedule 40, 1 inch diameter or less, per Broward County WWS Minimum Design & Construction Standards

Item	**PNC2125403B1--08-06 - Div. 33: Water Service Connection**
Lot Description	**Div. 33**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A

Broward County FL 33301
Qty 2

Description
Provide Water Service Connection, 1 inch diameter, Type 1, with corporation stop per Broward County WWS Minimum Design & Construction Standards

Item	**PNC2125403B1--08-07 - Div. 33: Above Ground RPZ**
Lot Description	**Div. 33**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide 1 inch Above Ground backflow preventer vault (RPZ)

Item	**PNC2125403B1--08-08 - Div. 33: Gate Valve with Valve Box**
Lot Description	**Div. 33**
Quantity	**2 each**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 2

Description
Provide 1 inch diameter or less Gate Valve with Concrete Traffic-rated Valve Box

Item	**PNC2125403B1--09-01 - Labor: Laser Site Grading Crew**
Lot Description	**Labor**
Quantity	**30 hour**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 30

Description
Laser Site Grading Crew includes all labor, equipment and travel to and from job site; 2 hour minimum charge

Item	**PNC2125403B1--09-02 - Labor: Electrician or Electrical Journeyman**

Lot Description	**Labor**
Quantity	**50 hour**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 50

Description
Licensed and insured Certified Electrical Contractor, Journeyman or Master Electrician for playground work; 4 hour minimum charge; refer to Project Manual Section 01 30 00

Item	**PNC2125403B1--09-03 - Labor: Plumber or Plumbing Journeyman**
Lot Description	**Labor**
Quantity	**20 hour**
Unit Price	
Delivery Location	**Broward County Board of County Commissioners** Refer to scope of work for information. N/A Broward County FL 33301 **Qty** 20

Description
Licensed and insured Certified Plumbing Contractor, Master or Journeyman Plumber for playground work; 4 hour minimum charge; refer to Project Manual Section 01 30 00.

Item	**PNC2125403B1--10-01 - General Conditions: General Conditions**
Quantity	**1 each**
Percentage	
Delivery Location	**Broward County Board of County Commissioners** No Location Specified **Qty** 1

Description
Refer to Special Instructions to Vendors, Section P.

SPECIAL INSTRUCTIONS TO VENDORS (IN ADDITION TO GENERAL CONDITIONS)
PLAYGROUND CONSTRUCTION SERVICES

A. Scope:
Vendors are invited to respond for an open-end contract to all labor, materials, equipment, supervision and incidentals required for the construction, improvements, and replacement of County playground and surrounding site elements for the Broward County Parks and Recreation Division and various other Broward County agencies that may have need of these services and products.

B. Contract Type:
Open-End/Indefinite Quantity Contracts. This solicitation is not for a definite quantity of goods or services and is for an open-end/indefinite quantity contract. The County shall purchase the guaranteed minimum quantity of goods or services (if any) stated in the solicitation but may exceed that minimum amount, and the Contractor shall provide all amounts ordered by the County, limited only by any maximum quantity stated in the solicitation. The County may issue purchase orders on this solicitation as and when required; issue a blanket purchase order for individual agencies; issue instructions for use of direct purchase orders by various County agencies; procure amounts above any stated guaranteed minimum quantity by any method from any other source(s); or do any combination of the foregoing. No delivery of goods or performance of services shall become due or be accepted without a written purchase order and delivery instruction by the County, unless otherwise expressly provided in the solicitation. Such order will contain the quantity, time of delivery, and other pertinent data. If the County requires delivery within a shorter period than the delivery time specified in the solicitation (if any), and if Contractor is unable to deliver by that time at the contracted price, the County may obtain such delivery from other sources, without penalty or prejudice to the County, and such shall not be a violation of the contract.

The initial contract period shall start on date of award and shall terminate (1) year from that date. The Director of Purchasing may renew this contract for an additional (2) annual periods subject to vendor acceptance, satisfactory performance and determination that renewal will be in the best interest of the County. Notification of Intent to Renew will be sent in advance of expiration date of this contract.The Vendor will complete delivery and the County will receive delivery on any orders mailed to the Vendor prior to the date of expiration.

C. Multiple Awards:
Not applicable to this solicitation.

D. Price Adjustment/Escalation:
All prices, terms and conditions shall remain fixed for the initial one-year period of the contract. Following the initial one-year period, price increases may be accepted by the Director of Purchasing in accordance with the following procedure:

The County will review price adjustments on an annual basis prior to contract renewal. The Vendor must submit sufficient documentation to be given consideration for a price increase; and must pass-on a price decrease when the Vendor's costs are reduced. The Vendor must request review of a price adjustment no later than 90 days prior to current contract term expiration. Approved documentation includes U.S. Bureau of Labor Statistics (BLS) reports on Producer Price Index (PPI), specifically Index Series ID: PCU2365002365002, New Nonresidential Building Construction, South Region. A review of the index will compare the current contract term begin month data with latest month published data. Any approved price adjustments shall become effective on the beginning date of the approved contract renewal term. If the index ceases publication, the County reserves final determination of the acceptance of specific indices to be

utilized for the justification of price adjustments. No more than one price increase will be accepted during the renewal period.

Price adjustments, in all cases, shall reflect only a direct pass-through of costs, and no changes to the Vendor's profit margin shall be permitted. There shall be no adjustment for any change in fuel costs or the rates of pay for labor (including fringe benefits). Only adjustments to unit prices for material which would result in a net change of at least 3 percent of the then-current total contract price will be considered. The increases in contract unit price made under this clause shall not exceed 10 percent of the then current unit price. There is no percentage limitation on the amount of decreases that may be made under this clause.

E. **Specifications and Requirements**:
Specifications and Requirements/Project Manual are included hereto and made a part hereof. Whenever the Technical Specifications address a third party (i.e. manufacturer, applicator, subcontractor, etc.) it is to be construed as the Vendor through the third party.

The product offered by the Vendor must on an overall basis be equal or greater in quality or performance than the Specifications and Requirements. Broward County reserves the right to be the sole judge of what is equal and acceptable. Submittals which do not comply with Specifications and Requirements are subject to rejection.

F. **Vendor Responsibilities**:
The Vendor will be responsible for the provision, installation (if applicable, per Specifications and Requirements) and performance of all equipment, materials, services, etc. offered in his or her submittal. The Vendor is in no way relieved of the responsibility for the performance of all equipment furnished, or of assuring the timely delivery of materials, equipment, etc. even though it is not of his or her own manufacture.

Vendor shall perform the Work with its own organization, amounting to not less than twenty-five percent (25%) of the Contract Price.

G. **Additional Qualifications of Vendor**:
If not provided at the time of bid submittal (Vendor Questionnaire, Section 32), the following reference(s) shall be provided within three business days of County's request and are required for determination of the responsibility of the Vendor. Provide at least one Reference which meets the following:

1. Vendor, performing as the Prime Contractor, shall have successfully permitted, furnished, and installed at least one commercial playground with playground surfacing in South Florida within the past three years. The Project Owner's representative shall have knowledge of the referenced project and performance of Vendor.

H. **Office of Economic and Small Business Requirements**:
This solicitation has the following County Business Enterprise Goals: 25 % CBE Goals. Vendors must follow the instructions included in the **Office of Economic and Small Business Development Requirements** and submit all required forms and information as instructed.

I. Ownership Disclosure Requirements
Vendor must submit a completed Ownership Disclosure Form at the link below.

1. Broward County is collecting entity ownership information for Vendors. This is for informational purposes **only** and the data will be used for Broward County's research on possible contracting opportunity disparities. The forms will be maintained separately from all other records of this solicitation and will be accessible only by authorized personnel.

The information provided will **not** be used in determining whether the Vendor will receive a contract award.

2. The Ownership Disclosure Form must be completed by the responding Vendor as a matter of Vendor responsibility. If not submitted by time of submittal, the Vendor shall be required to submit the form within three (3) business days after request by the County. Failure to submit the form within this timeframe may result in Vendor being deemed nonresponsible.

3. Submit the form **only** through the link provided below. Do not submit the form as part of Vendor's response in Periscope S2G.

4. Link for form submittal: Ownership Disclosure Form.

J. **Federal Transit Administration Requirements**:
Not applicable to this solicitation.

K. **Licensing Requirements**:
Proof of licensing should be returned with the Vendor's submittal. If not provided with submittal, the Vendor must submit within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes.

In order to be considered a responsible and responsive Vendor for the scope of work set forth in this solicitation, the Vendor shall possess one of the following licenses (including any specified State registration, if applicable) at the time of solicitation submittal. Any certificate of competency that meets or exceeds those specified or can legally perform the scope of work specified, as determined by the County, will be considered responsible and responsive to the solicitation.

State of Florida:	CERTIFIED GENERAL CONTRACTOR
	OR
	CERTIFED BUILDING CONTRACTOR
	OR
Broward County:	GENERAL BUILDING CONTRACTOR CLASS "A" (Must be registered with the State)
	OR
	GENERAL BUILDING CONTRACTOR CLASS "B" (Must be registered with the State)

Any work performed not within the scope of the above contract must be performed by a licensed subcontractor.

L. Public Bid Disclosure Act:
In compliance with the Public Bid Disclosure Act, Section 218.80, Florida Statutes, each permit, license and/or fee which the Contractor will have to pay the County by virtue of this work/project (before or during construction) is set forth below and includes the dollar amount or the percentage method or unit method to be paid of all permits, licenses and/or fees which includes but is not

limited to all licensing fees, permit fees, impact fees, inspection fees and certificates of occupancy (CO).

> The using agency will be responsible for paying for any and all permits, licenses, and fees, imposed on the Work by agencies of the Broward County Commission. This does not alleviate the Vendor from obtaining the permits.

Licenses, permits and fees which may be required by The State of Florida, State Agencies or by other local governmental entities are not included in the above list.

M. **Permits and Fees**: (for Agencies other than Broward County Commissioners)
The Vendor shall procure and pay for all permits and licenses, charges and fees and give all notices necessary and incidental to the due and lawful prosecution of the work. The cost of all permits, fees, etc., shall be included in price bid except where noted in the specifications and requirements.

N. **Payment:**
1. Final payment and release of retainage will be paid in full upon completion of all requirements.

2. Prior to the first Application for Payment, the Vendor shall submit to the County, a schedule of values of the various portions of the Work, aggregating the total Contract Sum. Each item in the schedule, when approved by the County, shall be used only as a basis for the VENDOR'S Application for Payment.

O. Pass-Thru Allowances:
This solicitation includes a total allowance amount of $200,000 for the below items:

- Allowance amount of $140,000 for Permits, inspections, impact fees, tree removal and connection and relocation permits required of the authorities having jurisdiction.
- Allowance amount of $40,000 for Geotechnical engineering services, material testing, surveying, and special inspector services as may be required of the County or authorities having jurisdiction.
- Allowance amount of $20,000 for Miscellaneous parts and Materials.

Refer to Project Manual, Section 01 21 00, Part 1 for additional information.

P. **General Conditions:** The vendor shall provide its General Conditions mark-up as a percentage between (5% to 15%). This percentage mark-up will be fixed for the life of the contract and no price adjustment will be allowed for the General Conditions line item during any time period (initial term or renewal periods). Purchasing Division will calculate the amount based on bidder's total price (without including allowances). The Purchasing Division will add General Conditions amount, to vendor’s Total Bid Price; it is not necessary to add this General Conditions amount to bid prices. This General Conditions will not be automatically reflected on Periscope’s bid tabulation.
Failure to enter a percentage between the range (5% to 15%) may deem vendor non-responsive.
Refer to Project Manual, Section 01 21 00, Part 2 for additional information.

Q. **Basis of Award:** The approximate quantities represent the potential three (3) years of the contract, which includes all potential renewals. The quantities shown in the solicitation are approximate and only represent estimate quantities based on historical potential project needs. The County does not guarantee any maximum or minimum quantity, any range of quantities, or the exact quantities shown for each bid item. The basis of award is the low responsive, responsible bidder for all groups/lines, inclusive of General Conditions calculated amount. However, the recommended award amount shall be based on the County's budgeted amount of $2,500,000 (per year or renewal year) and not the contractor's total bid amount.

R. Drug Free Workplace Certification

Section 21.23(f) of the Broward County Procurement Code requires awards of all competitive solicitations requiring Board award be made only to firms certifying the establishment of a drug free workplace program. The Vendor certifies that it has established a drug free workplace program in accordance with the requirements of Section 1-71, et seq., of the Broward County Code of Ordinances (Procurement from Businesses with Drug-Free Workplace Program).

S. **Prevailing Wage Rates**:

Section 26-5 of the Broward County Code of Ordinances provides that in all non-federally funded construction procurement activity of $250,000 or more, the rate of wages and fringe benefit payments for all laborers, mechanics, and apprentices shall not be less than those payments for similar skills in classifications of work in like industries as determined by the Secretary of Labor and as published in the Federal Register (latest revision). The applicable Prevailing Wage Rate Tables are included in **Specifications and Requirements**.

T. **Liquidated Damages**:

Refer to Section 01 30 00, Part 1.9 Liquidated Damages of the Project Manual.

GENERAL CONDITIONS
Quotation Requests and Invitations to Bid

These General Conditions apply to all Quotation Requests and Invitations to Bid (each a "solicitation") issued by Broward County (the "County") unless the County deletes, supersedes, or modifies any of these General Conditions for a particular solicitation by indicating such change in the Special Instructions to Vendors. The submission by any vendor ("Vendor") of a response to the solicitation ("response") constitutes Vendor's offer to the County to contract with the County and includes as a material part of that offer Vendor's agreement that these General Conditions, along with all other provisions included in the solicitation and the pricing stated in Vendor's response, will constitute the contract between the Vendor awarded the solicitation ("Contractor") and the County, and shall prevail over any conflicting provision in any quotation, standard form contract, or other document of the Contractor, regardless of any language in such document(s) to the contrary. Any modification to these General Conditions or the language of the solicitation by Vendor is prohibited, unenforceable, and may render Vendor's response nonresponsive.

The Broward County Procurement Code ("Procurement Code"), Chapter 21 of the Broward County Administrative Code, is applicable to this solicitation, and can be obtained from the Purchasing Division's website at: www.broward.org/purchasing. Submission of a response constitutes Vendor's agreement to be bound by the Procurement Code as applied to this solicitation.

A. GENERAL PROVISIONS

1. Effect of Vendor's Signature on Vendor's Response.

By Vendor including its digital or electronic signature on the response:

(a) Vendor represents and certifies that the representations in Section A.2 of these General Conditions are true and accurate;

(b) Vendor acknowledges, accepts, and agrees that the solicitation is governed by the Terms and Conditions of the Solicitation stated herein; and

(c) **VENDOR ACKNOWLEDGES, ACCEPTS, AND AGREES THAT, IF AWARDED THE SOLICITATION BY THE COUNTY'S ACCEPTANCE OF VENDOR'S OFFER AS SET FORTH IN ITS RESPONSE, VENDOR IS LEGALLY BOUND TO THESE GENERAL CONDITIONS, SPECIAL INSTRUCTIONS, AND THE SPECIFICATIONS OF THIS SOLICITATION, INCLUDING WITHOUT LIMITATION THE TERMS AND CONDITIONS OF CONTRACT STATED HEREIN.**

2. Vendor Representations and Certifications.

Vendor represents and cer fies the following:

(a) The individual submitting the response is authorized to sign on Vendor's behalf and has actual legal authority to bind Vendor to the solicitaion' s terms. Vendor acknowledges and agrees that electronic signatures or digital signatures shall have the same legal effect as a handwritten signature.

(b) Vendor's response is made without prior understanding, agreement, or connection with any other vendor submitting a response to the solicitation regarding either vendor's response, and is in all respects fair and without collusion or fraud.

(c) Vendor is neither delinquent in payment of any taxes, fees, fines, contractual debts, judgments, or any other debts due and owed to the County, nor in default of any contractual or regulatory obligation to the County.

(d) No owner, principal, officer, director, or member of Vendor is or was an owner, principal, officer, director, or member in any other firm that was suspended or debarred from doing business with the County within the last three (3) years, unless otherwise noted in Vendor's response.

(e) All statements in Vendor's response are accurate, true, and correct. Vendor acknowledges that any inaccurate, untruthful, or incorrect statement made in its response may be used by the County as a basis for rejection; rescission of contract award; or termination of the contract; and may also serve as the basis for suspension and/or debarment of Vendor pursuant to the Procurement Code.

(f) Vendor represents and warrants that it possesses the knowledge, skill, experience, and financial capability required to provide and perform all goods and services required under the solicitation and that each person and entity that will provide goods or services under the contract is duly qualified to perform such services by all appropriate governmental authorities, where required, and is sufficiently experienced and skilled in the area(s) for which such person or entity will render such goods or services.

B. TERMS AND CONDITIONS OF THE SOLICITATION

1. Responses.

Responses must be submitted electronically through the County's designated electronic bidding system ("EBS"). It is Vendor's responsibility to ensure its response is submitted and received through the EBS by the date and me specified in the solicitation. The County will not consider responses received by other means or after the me that solicitations are due. All timeframe references are to Eastern Time. The official me for electronic submittals is the EBS's servers, as synchronized with the atomic clock. Any response that seeks to modify or take except on to the official me shall be deemed nonresponsive.

The County is a public agency subject to Chapter 119, Florida Statutes. Any material submitted in Vendor's response is a public record available for public inspection and copying pursuant to Sec on 119.071, Florida Statutes. If Vendor contends any material constitutes or contains trade secrets or is otherwise exempt from disclosure under Florida public records laws (collectively, "Trade Secret Materials"), Vendor must separately submit and conspicuously label the Trade Secret Materials as "EXEMPT FROM PUBLIC RECORD PRODUCTION – TRADE SECRET." Unless submitted in accordance with this paragraph, Vendor waives any claim of confidentiality or trade secret with respect to any and all information included in the Vendor's response. If a third party submits a public records request for Trade Secret Materials, the County shall refrain from disclosing the Trade Secret Materials unless otherwise ordered by a court of competent jurisdiction or authorized in writing by the Vendor, and Vendor must indemnify and defend County and its employees, officers, and agents from any and all claims, causes of action, losses, fines, penalties, damages, judgments, and liabilities of any kind, including attorneys' fees, litigation expenses, and court costs, relating to the nondisclosure of the Trade Secret Materials in response to a public records request by a third party.

2. Withdrawal.

Unless otherwise expressly permitted under the Procurement Code, Vendors may not withdraw their responses after the deadline for responses to the solicitation until 120 days after the deadline for filing responses to the solicitation. Any response that seeks to modify or take exception to this provision shall be deemed nonresponsive. Viola on of this sec on may subject Vendor to suspension or debarment, and shall entitle the County to execute on Vendor's posted bid security.

3. Bid Opening (Invitations to Bid only).

All responses to Invitations to Bid shall be publicly opened in the public domain or as otherwise designated in the solicitation. The Purchasing Division will decrypt responses received in the EBS immediately following the deadline for bid responses.

4. Cancellation of Solicitation.

The Director of Purchasing may cancel a solicitation at any me before the deadline for responses. Broward County General Conditions (rev. 1-13-23)

5. Addenda.

The County reserves the right to amend this solicitation prior to the deadline for Vendor responses by issuing written addenda to the solicitation. If, upon review, a Vendor finds a nonclerical error in an addendum, that Vendor must contact the Purchasing Division immediately, prior to opening date, to allow the County to review the alleged error and to issue any clarifica on, if the County determines that a clarifica on is necessary. Vendors are responsible for obtaining and reviewing each addendum prior to the deadline for submission of responses to the solicitation. The terms of all addenda are incorporated into the Terms and Conditions of the Solicitation.

6. Prices.

All responses must include firm prices, which must include all handling, set up, shipping, and inside delivery charges to the destination specified in the solicitation, unless otherwise indicated in the solicitation.

(a) **Certification of Prices:** Vendor certifies that the prices it is proposing in its response are not higher than the prices at which Vendor sells the same goods and/or services in approximately similar quantities, under similar terms and conditions, to any other purchaser.

(b) **F.O.B. Destination:** Unless otherwise specified in the solicitation, prices shall be provided as F.O.B. Destination, with freight, fuel, and all other costs included.

(c) **Taxes:** The County is exempt from federal and Florida taxes on direct purchases of tangible property. The County's tax exemption number will appear on the County's purchase order. Vendor must pay all applicable sales, consumer, land use, or other similar taxes required by law.

(d) **Discounts:** Vendors may offer a cash discount for prompt payment, but such discounts will not be considered by the County in determining the lowest net cost for evaluation purposes unless otherwise stated in the solicitation.

(e) **Mistakes:** Vendors are cautioned to examine all specifications, drawings, delivery instructions, unit prices, extensions, and all other special conditions pertaining to this solicitation. Failure to examine all pertinent documents shall not entitle vendors to relief from any provision or any requirement of this solicitation. Mathematical errors, other than in unit prices, may be deemed clerical errors and are subject to correction by the County at the County's sole discretion. If there is a mistake in the extended price (i.e., unit price multiplied by quantity), the unit price shall govern.

7. Awards.

If a specific basis of award is not established in the Special Instructions to Vendors, the award shall be to the lowest responsive and responsible Vendor. When two or more Vendors offer the same pricing, the Purchasing Division will break the tied responses in accordance with the applicable provisions of the Procurement Code. The County reserves the right to make separate award(s) to one or more Vendors for individual goods/services, groups of goods/services, or all or none or any combination thereof. When a group of goods/services is specified in the solicitation, Vendor must include in its response prices for all items within the group.

A Vendor desiring to offer "No Charge" on an item in a group of goods/services must so indicate by placing a $0.00 in the offer field for that item, and enter "No Charge" in the "Notes for Buyer" section in the EBS. If a Vendor does not comply with these requirements, its response with respect to that group of goods/services will be deemed incomplete and may be rejected. However, if Vendor(s) do not offer all items within a group, the County may issue an award on one or more items on an item-by-item basis. When a group is indicated for variable quantities and the group shows evidence of unbalanced prices, such solicitation response may be rejected. The Director of Purchasing, or the Broward County Board of County Commissioners ("Board"), as applicable, reserves the right to waive technicalities and irregularities and to reject any or all responses.

8. Qualifications of Vendors.

The County will only award a contract to a Vendor that is normally engaged in providing the types of commodities, services, or construction specified in the solicitation. Vendors must have adequate organizati-on, facilities, equipment, and personnel to ensure prompt and efficient service to the County. The County reserves the right to inspect Vendor's facilities, equipment, personnel, and organization, or to take any other ac on necessary to determine Vendor's ability to perform in accordance with the solicitation' s specifica ons, terms, and conditions, and Vendor's submittal of its response to the solicitation shall be deemed to constitute Vendor's consent to such inspection. The County will determine whether the evidence of ability to perform is satisfactory, and reserves the right to reject responses and/or find any Vendor nonresponsible where evidence or evaluation is determined to indicate insufficient or uncertainty regarding capacity or ability to perform. The County may also consider a Vendor's history of any and all types of citations, orders, judgments, and/or violations, including those relating to suspensions, debarments, or environmental regulations, in determining responsibility. Vendors must submit with their response a complete history of all citations and/or violations notices and dispositions thereof. Failure of a Vendor to submit such information may be grounds for rejection of Vendor's response and constitutes grounds for termination of Vendor's contract if awarded the solicitation. Vendor shall notify the County immediately of any citations, orders, judgments, or viola ons not included in Vendor's response that occur at any me prior to award of the contract.

9. Affiliated Entities.

Each Vendor must disclose in its response the names and addresses of its principals and identify all affiliates of Vendor at any me in the five (5) years preceding the date the solicitation was posted. For purposes of this sec on: (a) "principal" is an individual who is an officer or member of Vendor, or an owner of at least 10% of the equity interest of Vendor; (b) "affiliate" is any entity that directly or indirectly controls, is controlled by, or is under common control with, Vendor or principal(s) of Vendor; and (c) "control" means (i) ownership, directly or indirectly, of fifty percent (50%) or more of the shares of stock entitled to vote for the election of directors, in the case of a corpora on, or fifty percent (50%) or more of the equity interests in the case of any other type of legal entity , or (ii) status as a general partner in the case of a partnership, or
(iii) any other arrangement whereby a party controls or has the right to control the Board of Directors or equivalent governing body of the entity , or (iv) in the case of a corpora on or a partnership, if the above mentioned applicable level of ownership or control is prohibited in any country where the entity is organized or maintains its headquarters or principal place of business, then the maximum ownership or control level for the entity permitted in that country.

10. Resolution of Protested Solicitations and Proposed Awards.

In accordance with Sections 21.65 through 21.67 of the Broward County Procurement Code, if a Vendor intends to protest a solicitation or proposed award of a contract the following shall apply:

(a) Any protest concerning the solicitation's specifications or requirements (or any addendum thereto) must be received by the Director of Purchasing on or before 5:00 p.m. on the fifth (5th) business day after the solicitation or addendum is posted on the EBS.

(b) Any protest concerning a proposed award or ranking must be received by the Director of Purchasing on or before 5:00 p.m. on the fifth (5th) business day after the proposed award or ranking is posted on the Purchasing Division's website.

(c) The protest must be made in writing and must specify the grounds for protest in accordance with Sec on 21.66 of the Procurement Code.

Broward County General Conditions (rev. 1-13-23)

(d) For purposes of this sec on, a business day is defined as Monday through Friday between 8:30 a.m. and 5:00 p.m., except County holidays. Failure to timely file a protest within the timeframes specified constitutes a waiver of the right to protest. Pursuant to Sec on 21.71 of the Procurement Code, the filing of a protest is a remedy that must be exhausted before filing an appeal or civil ac on.

(e) As a condition of initiating any protest, the protestor must present the Director of Purchasing with a filing fee. The filing fee is calculated based on the es mated contract amount. For purposes of the protest, the es mated contract amount shall be the contract amount submitted by the protestor. If no contract amount was submitted, the es mated contract amount shall be the County's es mated contract price for the project. The County will accept money order, certified check, or cashier's check, payable to Broward County Board of County Commissioners. The filing fee will be refunded if the protestor prevails in the protest. The filing fees are as follows:

Estimated Contract Amount	Filing Fee
Mandatory Bid Amount up to $250,000	$500
$250,001 - $500,000	$1,000
$500,001 - $5 million	$3,000
Over $5 million	$5,000

11. Public Entity Crimes; Public Business Discrimination; Foreign Country of Concern.
Vendor represents that the submission of its response to this solicitation does not violate the Public Entity Crimes Act, Section 287.133, Florida Statutes. Vendor represents that it has not been placed on the "discriminatory vendor list" as provided in Section 287.134, Florida Statutes, and that it is not a "scrutinized company" pursuant to Section 215.473, Florida Statutes. Vendor represents and certifies that it is not ineligible to contract with the County on any of the grounds stated in Section 287.135, Florida Statutes. Vendor represents that it is, and if awarded the contract will remain for the duration of the contract, in full compliance with Section 286.101, Florida Statutes. Violation of this section shall result in cancellation of Vendor's contract, and may result in suspension and/or debarment.

12. Prohibited Telecommunications Equipment.
Vendor represents and certifies that it and its applicable subcontractors do not use any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, as such terms are used in 48 CFR §§ 52.204-24 through 52.204-26. Vendor represents and certifies that, if awarded this solicitation, Vendor and its applicable subcontractors shall not provide or use such covered telecommunications equipment, system, or services for the duration of any contract resulting from this solicitation.

13. Criminal History Screening Practices.
By submission of its response to this solicitation, Vendor represents and certifies that it has implemented, or will implement upon award of the contract, policies, practices, and procedures that preclude inquiry into an employment applicant's criminal history until the applicant is selected as a finalist and interviewed for the position.

14. Construction Apprenticeship Program (Construction Contracts only).
If the solicitation is for a construction contract as defined in Section 26-9 of the Broward County Code of Ordinances, Vendor represents and certifies that it shall comply for the duration of the contract, if awarded, with Sections 26-8 through 26-11 of the Broward County Code of Ordinances regarding the Construction Apprenticeship Program.

Broward County General Conditions (rev. 1-13-23)

15. State of Florida Division of Corpora ons Requirements.
Vendor must comply with all state and local business licensing requirements. All corpora ons, partnerships, and other business en es must have the authority to transact business in the State of Florida and must be in good standing with the Florida Secretary of State before responding to this solicitation. A Vendor that does not comply with the provisions of this sec on may be deemed nonresponsive to the solicitation.

16. Cone of Silence Ordinance (Invitations to Bid).
The Cone of Silence Ordinance, Sec on 1-266, Broward County Code of Ordinances, provides that for certain me periods, Vendors and their representatives may not communicate regarding the solicitation with any County Commissioner or their staff or with certain County personnel. However, Vendors may communicate with a representative of the Office of Economic and Small Business Development ("OESBD")(telephone (954) 357-6400) at any me regarding a solicitation or regarding participation of Small Business Enterprises, County Business Enterprises, Disadvantaged Business Enterprises, or Airport Concessions Disadvantaged Business Enterprises in a solicitation. The Cone of Silence also permits communication with certain other specific County employees (for more information, refer to Sec on 1-266, Broward County Code of Ordinances). Any viola on of the Cone of Silence Ordinance by Vendor or any representative of Vendor, including owner, employee, consultant, lobbyist, or actual or potential subcontractor or subconsultant, may be reported to the County's Office of Professional Standards. If the Office of Professional Standards determines that a viola on has occurred, a fine shall be imposed against Vendor as provided in the Broward County Code of Ordinances. Additionally , a determination of viola on shall render any award to a Vendor who is found to have violated the Cone of Silence Ordinance voidable, at the sole discretion of the Board.

17. Contingency Fees.
Vendor certifies it has not paid and will not pay any contingency fees (some mes known as a finder's fee) to any person or organization, other than a bona fide employee working solely for Vendor, to secure a contract made pursuant to this solicitation. Viola on of this policy may result in termination of any resultant contract and/or possible suspension and/or debarment of Vendor. This provision does not apply to fees paid to an insurance broker in connection with a solicitation to provide insurance coverage to the County.

18. Local Business Tax Receipt Requirements.
Unless exempt under applicable law, any Vendor maintaining a business address within Broward County must have a current Broward County Local Business Tax Receipt issued by the Broward County Records, Taxes and Treasury Division ("Business Tax Receipt") prior to recommendation for award. Unless exempt, Vendors that do not have a current Business Tax Receipt may be deemed nonresponsive to this solicitation. For further information on obtaining or renewing a Local Business Tax Receipt, contact the Records, Taxes and Treasury Division at (954) 357-6200.

19. Dun & Bradstreet Report Requirement.
The County may review any Vendor's Dun & Bradstreet rating and payment performance to assist in determining a Vendor's responsibility regarding this solicitation.

20. Samples.
Samples or drawings, when required, shall be provided to the County free of charge. If not mutilated or destroyed in the examination, Vendor will be notified to remove same at their expense. If samples are not removed within thirty (30) calendar days after written notice to Vendor, they shall be considered as abandoned, and the County shall have the right to dispose of them as its own property.
Broward County General Conditions (rev. 1-13-23)

21. "Or Equal" Clause.

Whenever a material, article, or piece of equipment is identified in the solicitation by reference to a manufacturer or brand name, trade name, catalog number, or otherwise, any such reference is intended merely to establish a standard; and, unless such idetification is followed by the words "no substitution is permitted," any material, article, or piece of equipment of any other manufacturer or brand that will perform or serve the requirements of the solicitation will be considered equally acceptable, provided that the material, article, or piece of equipment so proposed is, in the sole opinion of the County, equal in substance, quality, and function to the material, article, or piece of equipment specified in the solicitation.

22. Legal Requirements.

Applicable provisions of all federal, state, and local laws, ordinances, rules, and regulations, including the Procurement Code, shall govern development, submittal, and evaluation of responses, and shall govern any and all claims and disputes that may arise between Vendor(s) and the County or its officers, employees, and/or authorized representatives. Lack of knowledge by any Vendor of any applicable law, rule, or regulation shall not constitute a recognizable defense against the legal effect thereof.

C. TERMS AND CONDITIONS OF CONTRACT

1. Contract Period.

The contract period shall start and terminate as indicated in the solicitation's Special Instructions to Vendors. If no contract period is stated in the Special Instructions to Vendors, the contract period shall start upon the date of award and end three (3) years later, unless extended by mutual consent of County and Contractor for up to two (2) additional one (1) year renewal terms. The total contract period, inclusive of the above-referenced renewal terms, shall not exceed five (5) years, unless renewed or extended pursuant to action by the Board. The continuation of the contract beyond the end of any County fiscal year is subject to both the appropriation and the availability of funds in accordance with Chapter 129, Florida Statutes.

If the Director of Purchasing determines to renew the contract as set forth above, the County will provide Contractor with notice of the County's intent to renew in advance of the contract expiration date. If Contractor consents to the renewal or otherwise confirms the request to renew (which may be done electronically), the contract shall be renewed for the stated period. All prices, terms, and conditions of the contract shall remain firm for any renewal period unless subject to price adjustment expressly stated in the solicitation. If the Director of Purchasing does not renew the contract, or if no further renewal of the contract period is available, Contractor nonetheless shall, if directed in writing by the Director of Purchasing, continue contract performance for an extension period not exceeding ninety (90) days beyond the contract expiration date. Contractor shall be compensated for such performance during the extension period at the rate in effect when the Director of Purchasing directed Contractor to continue performance for an extended period beyond the contract expiration date.

2. Orders and Quantities. The contract may be for: (a) a definite quantity; (b) an open-end/indefinite quantity; or (c) all of the County's requirements. The Special Instructions specify the applicable contract type and the associated terms and conditions, which shall govern the contract.

3. Invoice and Payment.

Contractor may submit invoices for payment no more often than on a monthly basis, but only after the goods or services for which the invoices are submitted have been delivered or completed. If subcontractor or supplier fees or costs are included in a Contractor invoice to the County, Contractor must submit a Certifica on of Payments to Subcontractors and Suppliers with each such invoice in the form provided by the County. Contractor must pay subcontractors and suppliers within fifteen (15) days following receipt of payment from the County for such subcontracted work or supplies. The certifica on shall be accompanied by a copy of the no fica on sent to each unpaid subcontractor listed on the form, if any, explaining the good cause why payment has not been made to that subcontractor.

The County shall pay for all goods and services received and accepted by the County in accordance with the Local Government Prompt Payment Act, Sec on 218.70, Florida Statutes, and the Prompt Payment Policy, Sec on 1-51.6, of the Broward County Code of Ordinances. All applications for payment shall be submitted to the address indicated in the purchase order. The County will pay Contractor after receipt, acceptance, and proper invoice is received. Invoices must bear the purchase order number. The County will only accept and pay for goods delivered or services performed by Contractor within the contract period, including any extensions or continued performance as directed by the Director of Purchasing.

4. Termination.

(a) **Availability of Funds**. In the event funds for the contract are not made available or otherwise allocated by the Board, the County may terminate the contract upon thirty (30) days prior written notice to Contractor without penalty or liability for such termination. The Board shall be the final authority as to availability of funds and how such available funds are to be allotted and expended.

(b) **Nonperformance**. The County may terminate the contract for cause if Contractor is in in breach and does not correct the breach within ten (10) days after written notice from the County Contract Administrator identifying the breach. Cause for termination shall include, but not be limited to, failure to suitably perform the work; failure to suitably deliver goods in accordance with the specifica ons and instructions in this solicitation; failure to continuously perform the work in a manner calculated to meet or accomplish the objectives of the County as set forth in this solicitation; or multiple breaches of the provisions of the contract notwithstanding whether any breach was previously waived or cured.

(c) **For Convenience**. The County may terminate the contract for convenience upon no less than thirty (30) days written notice. If the contract is terminated for convenience, Contractor shall be paid for any goods properly delivered and services properly performed prior to the termination date specified in the notice from the County. However, upon being no fied of the County's election to terminate, unless directed otherwise in writing by the County, Contractor shall cease any deliveries, shipment, or carriage of goods, and refrain from performing further services or incurring additional expenses under the terms of the contract. In no event will payment be made for lost or future profits or damages for Contractor's reliance on continued performance of the contract beyond the effective date of the termination for convenience. Contractor acknowledges and agrees that it has received good, valuable, and sufficient consideration from the County for the County's right to terminate the contract for convenience, the receipt and adequacy of which are hereby acknowledged.

Broward County General Conditions (rev. 1-13-23)

5. Conditions and Packaging.
Unless otherwise stated in the solicitation, or specifically ordered from an accepted price list, deliveries must consist only of new and unused goods and must be the current standard production model available at the me of Contractor's response. The goods must be suitably packaged for shipment by common carrier. Each container, or multiple units or items otherwise packaged, must bear a label or otherwise legible marking stating the name of Contractor (or the manufacturer or supplier), the purchase order number, and any other information required by the solicitation' s specifica ons.

6. Safety Standards.
Unless otherwise specified in the solicitation, all goods and services, including manufactured items and fabricated assemblies, shall comply with applicable requirements of the Occupational Safety and Health Act ("OSHA") and all standards thereunder. All sources of energy associated with machinery/equipment purchased shall be capable of being "locked-out" in accordance with OSHA 29 CFR § 1910.147, Hazardous Energy Control. Pursuant to OSHA 29 CFR § 1910.1200, Hazard Communication Standard, and Chapter 442, Florida Statutes, Occupational Safety and Health, any chemical substance provided or delivered pursuant to this solicitation to the County must be compliant with the Global Harmonized System ("GHS") for Hazard Communication accompanied by a Safety Data Sheet ("SDS") consisting of 16 sec ons, which SDS must be submitted to the Broward County Risk Management Division, 115 South Andrews Avenue, Room 218, Fort Lauderdale, Florida 33301-1803.

7. Rejection of Nonconforming Items.
The County may withhold acceptance of or reject any items that the County determines do not meet the specifica on requirements of the solicitation. Upon written notice from County, Contractor must remove the rejected items at its own expense within five (5) calendar days after the County's notice of rejection and then replace them at its own expense with items that meet the specifica on requirements of the solicitation. Any items not removed by Contractor within thirty (30) days after the County's notice of rejection shall be considered abandoned, and the County may dispose of them in any manner it sees fit. The County shall not be required to give written notice of rejection with respect to foodstuffs, medication, or other perishable goods. With respect to foodstuffs, medication, and other perishable goods, the County may provide verbal no fica on of rejection, in response to which Contractor must immediately remove and replace the rejected goods at its sole expense. Contractor's failure to provide conforming items, failure to meet the timeframes for removal and replacement specified in this sec on may result in Contractor being found in breach of contract.

8. Inspection, Acceptance, and Title.
Inspection and acceptance will be at the delivery destination specified in the solicitation, unless otherwise stated in the purchase order. Title and risk of loss or damage to all items shall be the responsibility of Contractor until such items are accepted by the County.
Broward County General Conditions (rev. 1-13-23)

9. Governmental Restrictions and Prohibited Covered Telecommunications Equipment.

In the event any applicable law or regulation requires substitution of the goods or services required by the solicitation (or alteration of the material quality, workmanship, or performance of such goods or services) prior to delivery of same, Contractor must immediately notify the County in writing of the specific law or regulation requiring such substitution or alteration. The County reserves the right to accept any such substitution or alteration, including any price adjustments occasioned thereby, or to terminate the contract without liability and at no further expense to the County. For the duration of the contract, neither Contractor nor its subcontractors shall use any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, as such terms are used in 48 CFR §§ 52.204-24 through 52.204-26. Additionally, Contractor represents and certifies that if Contractor identifies covered telecommunications equipment or services used as a substantial or essential component of any system, or as critical technology as part of any system, during the term of the contract, or if Contractor is notified of such by a subcontractor at any tier or by any other source, Contractor shall promptly report the information in 48 CFR § 52.204-25(d)(2) to the County.

10. Insurance.

Contractor shall, at its sole expense, maintain the minimum insurance coverages required in the solicitation in accordance with the terms and conditions of this section. Contractor shall maintain insurance coverage against claims relating to any act or omission by Contractor, its agents, representatives, employees, or subcontractors in connection with the contract. Contractor shall ensure that "Broward County" is listed and endorsed as an additional insured on all required policies. Contractor shall ensure that all required insurance coverages remain in full force and effect for the duration of the contract and until all performance required by Contractor has been completed. Contractor shall ensure that all required insurance policies are issued by insurers: (1) assigned an A. M. Best rating of at least "A-" with a Financial Size Category of at least Class VII; (2) authorized to transact insurance in the State of Florida; or (3) a qualified eligible surplus lines insurer pursuant to Section 626.917 or 626.918, Florida Statutes, with approval by the County's Risk Management Division. Contractor shall be solely responsible for and shall pay any deductible or self-insured retention applicable to any claim against the County. Unless prohibited by the applicable policy, Contractor waives any right to subrogation that any of Contractor's insurers may acquire against the County and agrees to obtain same in an endorsement of Contractor's insurance policies.

11. Indemnification.

(a) **Contracts other than construction contracts (as defined in Section 725.06, Florida Statutes)**: Contractor shall indemnify, hold harmless, and defend the County and all of the County's current, past, and future officers, agents, and employees (collectively, "Indemnified Party") from and against any and all causes of ac on, demands, claims, losses, liabilities, and expenditures of any kind, including attorneys' fees, court costs, and expenses, including through the conclusion of any appellate proceedings, raised or asserted by any person or entity not a party to the contract, and caused or alleged to be caused, in whole or in part, by any intentional, reckless, or negligent act or omission of Contractor, its officers, employees, or agents, arising from, relating to, or in connection with the contract (collectively, a "Claim"). If any Claim is brought against an Indemnified Party, Contractor shall, upon written notice from the County, defend each Indemnified Party against each such Claim by counsel satisfactory to the County or, at the County's op on, pay for an attorney selected by the County Attorney to defend the Indemnified Party. The obligations of this section shall survive the expiration or earlier termination of this solicitation and the contract term. If considered necessary by the Contract Administrator and the County Attorney, any sums due Contractor under the contract may be retained by the County until all Claims subject to this indemnifica on obligation have been settled or otherwise resolved. Any amount withheld shall not be subject to payment of interest by the County.

Broward County General Conditions (rev. 1-13-23)

(b) **Construction contracts (as defined in Section 725.06, Florida Statutes)**: Contractor shall indemnify and hold harmless the County and its current, past, and future officers and employees from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness or intentionally wrongful conduct of Contractor or other persons employed or utilized by Contractor in the performance of the contract. The provisions of this section shall survive the expiration or earlier termination of the contract. To the extent considered necessary by the Contract Administrator and the County Attorney, any sums due Contractor under the contract may be retained by the County until all of the County's claims subject to this indemnifica on obligation have been settled or otherwise resolved, and any amount withheld shall not be subject to payment of interest by the County.

12. Notice.

Notice to the County or Contractor must be sent via U.S. first-class mail, hand delivery, or commercial overnight delivery, each with a contemporaneous copy via email, to the addresses listed below (for the County) or stated in the solicitation (for Contractor), and shall be effective upon mailing or hand delivery (provided the contemporaneous email is also sent). The addresses for notice shall remain as set forth in this section unless and until changed by providing notice of such change in accordance with the provisions of this section.

For the County:
Broward County
Director, Broward County Purchasing Division
115 S. Andrews Avenue, Room 212
Fort Lauderdale, Florida 33301-1801

Contractor must identify in its response a designated person and address to whom notice shall be sent when required by the contract.

13. Jurisdiction, Venue, Waiver of Jury Trial.

The contract shall be interpreted and construed in accordance with and governed by the laws of the State of Florida. The exclusive venue for any lawsuit arising from, related to, or in connection with this solicitation or contract shall be in the state courts of the Seventeenth Judicial Circuit in and for Broward County, Florida. If any claim arising from, related to, or in connection with this solicitation or contract must be litigated in federal court, the exclusive venue for any such lawsuit shall be in the United States District Court or United States Bankruptcy Court for the Southern District of Florida. **BY ENTERING INTO THE CONTRACT, EACH OF CONTRACTOR AND THE COUNTY HEREBY EXPRESSLY WAIVE ANY RIGHTS IT MAY HAVE TO A TRIAL BY JURY OF ANY CIVIL LITIGATION RELATED TO THE CONTRACT. IF A PARTY FAILS TO WITHDRAW A REQUEST FOR A JURY TRIAL IN A LAWSUIT ARISING OUT OF THE CONTRACT OR SOLICITATION AFTER WRITTEN NOTICE BY THE OTHER PARTY OF VIOLATION OF THIS SECTION, THE PARTY MAKING THE REQUEST FOR JURY TRIAL SHALL BE LIABLE FOR THE REASONABLE ATTORNEYS' FEES AND COSTS OF THE OTHER PARTY IN CONTESTING THE REQUEST FOR JURY TRIAL, AND SUCH AMOUNTS SHALL BE AWARDED BY THE COURT IN ADJUDICATING THE MOTION**.

14. Patents and Royalties.
Contractor, without exception, shall indemnify, hold harmless, and defend the County, and all of the County's current, past, and future officers, agents, and employees, from liability of any nature or kind, including but not limited to attorneys' fees, costs, and expenses, for or on account of any of any claims by third par es arising out of any copyrighted, trademarked, invention (patented or unpatented), process, or article that is manufactured, used, or otherwise required or occasioned by performance of the contract by Contractor or by the County. Contractor is solely responsible for any and all royal es, fees, or costs resulting or arising from use of any design, device, or materials covered by letters, patent, or copyright. The County shall not be liable or pay any royal es, fees, or costs in connection with the contract or the goods or services provided pursuant to the contract. This provision shall survive the expiration or earlier termination of the contract.

15. Assignment; Subcontractors.
Except for subcontracting approved by the County in advance, neither the contract nor any right or interest in it may be assigned, transferred, subcontracted, or encumbered by Contractor without the prior written consent of the County. Any assignment, transfer, encumbrance, or subcontract in viola on of this sec on shall be void and ineffective, constitute a breach of the contract, and permit the County to immediately terminate the contract, in addition to any other remedies available to the County at law or in equity. The County may condition any consent required under this sec on upon review of any documentation reasonably requested by the County and/or payment by Contractor of a fee in an amount specified by the County to cover costs incurred by the County in evaluating the transaction for which consent is requested.

16. Equal Employment Opportunity.
Contractor shall not discriminate against any employee or applicant for employment based on race, religion, age, color, sex, gender, national origin, sexual orientation (including as provided in Broward County Code, Chapter 16½), marital status, political affilia on, disability, or physical or mental disability. Contractor shall also take affirmative ac on to ensure that employees are treated during their employment, without regard to their race, religion, age, color, sex, gender, national origin, sexual orientation, marital status, political affilia on, disability, or physical or mental disability. Such ac ons shall include, but not be limited to the following: employment, promo on, demo on, transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, as well as selection of training, including apprenticeship. Contractor agrees to post no ces setting forth the provisions of this nondiscrimination clause in conspicuous places available to employees and applicants for employment.

Contractor must include the foregoing requirements of this Sec on C.16 in its contracts with any subcontractors or subconsultants that may perform work required by this solicitation, except that any project assisted by U.S. Department of Transportation funds shall comply with the nondiscrimination requirements in 49 CFR Parts 23 and 26, as applicable. Contractor must ensure subcontractors and subconsultants, if any, are aware and comply with the requirements of this sec on. Failure to comply with above requirements is a material breach of the contract and may result in contract termination or such other remedy as the County deems appropriate, all of such remedies being cumulative.

17. Criminal History Screening. *[Generally applicable to contracts over $100,000]*
Unless exempted under Sec on 26-125, Broward County Code of Ordinances, Contractor certifies and represents that it shall comply with Sec on 26-125(d) of the Broward County Code of Ordinances prohibiting inquiry into the criminal history of an employment applicant until the applicant is selected as a finalist and interviewed for the position. Viola on of this sec on shall constitute a material breach of contract, entitling Broward County to pursue any remedy permitted under the contract or applicable law.

18. Purchase by Other Governmental Agencies.

Contractor understands and agrees that any other governmental unit may enter into a contract with Contractor on the same terms and conditions as Contractor's contract with the County. However, any such governmental unit must establish its own contract with Contractor, place its own orders, issue its own purchase orders, be separately invoiced by Contractor, make its own payments, and issue its own exemption certificates as required by Contractor. Contractor understands and agrees that the County is not and will not be a legally bound party to any contractual agreement made between any other governmental unit and Contractor as a result of this solicitation, and that no other governmental unit is an implied or intended third-party beneficiary of the contract between the County and Contractor.

19. Public Records.

Pursuant to Chapter 119, Florida Statutes, Contractor and all subcontractors and subconsultants retained by Contractor for performance of the contract, shall comply with Florida's Public Records Law, including as follows:

(a) Keep and maintain public records required by the County to perform the services;

(b) Upon request from the County, provide the County with a copy of the requested records or allow the records to be inspected or copied within a reasonable time and at a cost that does not exceed that provided in Chapter 119, Florida Statutes, or as otherwise provided by law;

(c) Ensure that public records that are exempt or confidential and exempt from public record requirements are not disclosed except as authorized by law for the duration of the contract and following completion or termination of the contract if the records are not transferred to the County; and

(d) Upon completion or termination of the contract, transfer to the County, at no cost, all public records in possession of Contractor or keep and maintain public records required by the County to perform the services. If Contractor transfers the records to the County, Contractor shall destroy any duplicate public records that are exempt or confidential and exempt. If Contractor keeps and maintains the public records, Contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the County upon request in a format that is compatible with the information technology systems of the County.

A request for public records regarding the contract must be made directly to the County, who will be responsible for responding to any such public records requests. Contractor must provide any requested records to the County to enable the County to respond to the public records request.

IF CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THE CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (954) 357-6006, PURCHASINGINFORMATION@BROWARD.ORG, 115 S. ANDREWS AVE., SUITE 212, FORT LAUDERDALE, FLORIDA 33301.

Broward County General Conditions (rev. 1-13-23)

Any material submitted to the County that Contractor contends constitutes or contains trade secrets or is otherwise exempt from production under Florida public records laws (including Chapter 119, Florida Statutes) ("Trade Secret Materials") must be separately submitted and conspicuously labeled "EXEMPT FROM PUBLIC RECORD PRODUCTION – TRADE SECRET." In addition, Contractor must, simultaneous with the submission of any Trade Secret Materials, provide a sworn affidavit from a person with personal knowledge attesting that the Trade Secret Materials constitute trade secrets under Sec on 688.002, Florida Statutes, and stating the factual basis for same. If a third party submits a request to the County for records designated by Contractor as Trade Secret Materials, the County shall refrain from disclosing the Trade Secret Materials, unless otherwise ordered by a court of competent jurisdiction or authorized in writing by Contractor. Contractor must indemnify and defend the County and its employees, officers, and agents from any and all claims, causes of ac on, losses, fines, penal es, damages, judgments, and liabilities of any kind, including attorneys' fees, litigation expenses, and court costs, relating to the nondisclosure of any Trade Secret Materials in response to a records request by a third party.

20. Audit Right and Retention Records.

County shall have the right to audit the books, records, and accounts of Contractor and all Subcontractors that are related to this Agreement. Contractor and all Subcontractors shall keep such books, records, and accounts as may be necessary to record complete and correct entries related to this Agreement and performance under this Agreement. All such books, records, and accounts shall be kept in written form, or in a form capable of conversion into written form within a reasonable me, and upon request to do so, Contractor and all Subcontractors shall make same available in written form at no cost to County. Contractor shall provide County with reasonable access to Contractor's facilities, and County shall be allowed to interview all current or former employees to discuss matters pertinent to the performance of this Agreement.

Contractor and all Subcontractors shall preserve and make available, at reasonable mes within Broward County, Florida, for examination and audit, all financial records, supporting documents, statistical records, and any other documents pertinent to this Agreement for at least three (3) years after expiration or termination of this Agreement or until resolution of any audit findings, whichever is longer. This article shall survive any dispute or litigation between the Par es, and Contractor expressly acknowledges and agrees to be bound by this article throughout the course of any dispute or litigation with County. Any audit or inspection pursuant to this sec on may be performed by any County representative (including any outside representative engaged by County). Contractor hereby grants County the right to conduct such audit or review at Contractor's place of business, if deemed appropriate by County, with seventy-two (72) hours' advance notice. Contractor shall make all such records and documents available electronically in common file formats or via remote access if, and to the extent, requested by County.

Any incomplete or incorrect entry in such books, records, and accounts shall be a basis for County's disallowance and recovery of any payment upon such entry. If an audit or inspection in accordance with this sec on reveals overpricing or overcharges to County of any nature by Contractor in excess of five percent (5%) of the total contract billings reviewed by County, in addition to making adjustments for the overcharges, Contractor shall pay the reasonable cost of County's audit. Any adjustments or payments due as a result of such audit or inspection shall be made within thirty (30) days after presentation of County's findings to Contractor. Contractor shall ensure that the requirements of this sec on are included in all agreements with all Subcontractor(s).

Broward County General Condi ons (rev. 1-13-23)

21. Ownership of Documents.
All finished or unfinished documents, studies, surveys, drawings, maps, models, photographs, specifications, and reports prepared or provided by Contractor in connection with the contract shall become the property of the County upon the expiration or termination of the contract, whether the project for which they are made is completed or not. Contractor must deliver all such materials to the Contract Administrator prior to contract expiration or within fifteen (15) days after Contractor's receipt of a written notice of termination. The County may withhold any payments due to Contractor until Contractor complies with the provisions of this sec on.

22. Special Notice.
In accordance with 29 CFR § 1926.1101(k)(2), Contractor is hereby no fied of the presence of asbestos containing material and/or presumed asbestos containing material at some Broward County locations.

23. Contractor Responsibilities; Time is of the Essence; Waiver; Remedies.
Unless otherwise stated in the solicitation, Contractor will be responsible for the provision, installation, and performance of all equipment, materials, goods, and services offered in its response, even if such materials or equipment is not of their own manufacture or such services are not being performed by Contractor's own employees. Time is of the essence in performing the duties, obligations, and responsibilities required by Contractor under the contract. The County's election not to enforce any particular breach(es) does not waive the County's right to enforce any other breach(es) and shall not be construed as a modifica on of the contract. All remedies provided in these General Conditions are cumulative.

24. Warran es and Guarantees.
Contractor shall obtain all applicable manufacturers' warranties and guarantees of the equipment and materials required by this solicitation and resulting orders under this solicitation for the benefit of, and in the name of, Broward County. Contractor shall deliver documentation of such warranties and guarantees to the point of delivery specified in the solicitation.

25. Independent Contractor.
The relationship between the County and Contractor is an independent contractor relationship, and nothing in the contract shall constitute or create a partnership, joint venture, or any other relationship between the Par es. In providing goods or services as specified in the solicitation, neither Contractor nor its agents shall act as officers, employees, or agents of the County. Contractor shall not have the right to bind the County to any obligation not expressly undertaken by the County under the contract.

26. Regulatory Capacity.
Notwithstanding the fact that the County is a political subdivision with certain regulatory authority, the County's performance under the contract is as a Party to the contract and not in its regulatory capacity. If the County exercises its regulatory authority, the exercise of such authority and the enforcement of any rules, regulation, laws, and ordinances shall be made pursuant to its pursuant to the County's regulatory authority as a governmental body separate and apart from the contract, and shall not be attributable in any manner to the County as a party to the contract.
Broward County General Conditions (rev. 1-13-23)

27. Sovereign Immunity.
Except to the extent required by law, nothing herein is intended to serve as a waiver of sovereign immunity by the County nor shall anything included herein be construed as consent by the County to be sued by third par es in any matter arising out of the contract. The County is a political subdivision as defined in Sec on 768.28, Florida Statutes, and shall be responsible for the negligent or wrongful acts or omissions of its employees to the extent required under Sec on 768.28, Florida Statutes.

28. Third-Party Beneficiaries.
Neither Contractor nor the County intends to directly or substantially benefit a third party by entering into the contract. Therefore, the Par es acknowledge that there are no third-party beneficiaries to the contract and that no third party shall be entitled to assert a right or claim against either of them based upon the contract.

29. Compliance with Laws; Code Requirements.
Contractor and the goods and services provided by Contractor pursuant to the contract must comply with all applicable federal, state, and local laws, codes, ordinances, rules, and regulations including, without limitation, Americans with Disabilities Act, 42 U.S.C. § 12101, Sec on 504 of the Rehabilitation Act of 1973, and any related federal, state, or local laws, rules, and regulations. Contractor and its subcontractors must be familiar and comply with all applicable federal, state, county, municipal, and local laws, rules, regulations, and codes applicable to performance of the contract. Contractor must ask for and receive any required inspections relevant to its performance of the contract.

30. E-Verify.
Contractor represents that Contractor and each subcontractor has registered with and uses the E-Verify system maintained by the United States Department of Homeland Security to verify the work authorization status of all newly hired employees in compliance with the requirements of Sec on 448.095, Florida Statutes, and that entry into the contract will not violate that statute. If Contractor violates this sec on, County may immediately terminate the contract for cause and Contractor shall be liable for all costs incurred by County due to the termination.

31. Ownership Disclosure Form.
By January 1 of each year, Contractor must submit, and cause each of its subcontractors to submit, an Ownership Disclosure Form (or such other form or information designated by the County), available at https://www.broward.org/econdev/Pages/forms.aspx, identifying the ownership of the entity and indicating whether the entity is majority-owned by persons fitting specified classifications.

32. Restrictions on Use of Certain Plastics and Products on County property.
Contractor shall not sell or provide for use on County property expanded polystyrene food service articles (e.g., Styrofoam), unencapsulated expanded polystyrene products, single-use plas c beverage straws, or single-use plastic stirrers, as set forth in more detail in Sec on 27.172, Broward County Administrative Code.

33. Amendments; Severability.
All changes to purchase orders shall be by issuance of a change order or amended purchase order by the County. Any modifica on or change to the contract must be by written amendment signed by Contractor and the County. If any part of the contract is found to be unenforceable by any court of competent jurisdiction, that part shall be deemed severed from the contract and the balance of the contract shall remain in full force and effect.

Rev. 01/13/2023

VENDOR QUESTIONNAIRE
Quotations and Invitations for Bids

The completed Vendor Questionnaire form should be submitted with the solicitation response. If not submitted with solicitation response, it must be submitted within three business days of County's written request. Failure to timely submit may affect may result in Vendor being deemed non-responsive.

If a response requires additional information, the Vendor should upload a written detailed response; each response should be numbered to match the question number. The completed questionnaire and attached responses will become part of the procurement record. It is imperative that the person completing the form be knowledgeable about the proposing Vendor's business and operations.

1. Legal business name:
2. Doing Business As/Fictitious Name (if applicable):
3. Federal Employer I.D. no. (FEIN):
4. Dun and Bradstreet No.:
5. Website address (if applicable):
6. Principal place of business address:
7. Office location responsible for this project:
8. Telephone no.: Fax no.:
9. Type of business (check appropriate box):
   - ☐ Corporation (specify the state of incorporation):
   - ☐ Sole Proprietor
   - ☐ Limited Liability Company (LLC)
   - ☐ Limited Partnership
   - ☐ General Partnership (State and County filled in)
   - ☐ Other – Specify
10. AUTHORIZED CONTACT(S) FOR YOUR FIRM:Name:
    Title:
    E-mail:
    Telephone No.:

    Name:
    Title:
    E-mail:
    Telephone No.:

Generic e-mail for purchase orders:

(Broward County auto distributes purchase orders from its financial system. To ensure a firm receives apurchase order, it is suggested a company accessible e-mail address is used.)

11. List name and title of each principal, owner, officer, and major shareholder:

a)

b)

c)

d)

12. Affiliated Entities of the Principal(s): List the names and addresses of “affiliated entities” of the Vendor’s principal(s) over the last five (5) years (from the solicitation opening deadline) that have acted as a primeVendor with the County. Affiliated entities of the principal(s) are those entities related to the vendor by the sharing of stock or other means of control, including but not limited to a subsidiary, parent or sibling entity.

a)

b)

c)

d)

13. Has your firm, its principals, officers or predecessor organization(s) been debarred or suspended by any government entity within the last three years? If yes, specify details in an attached written response.

☐ Yes ☐ No

14. Has your firm, its principals, officers or predecessor organization(s) ever been debarred or suspended byany government entity? If yes, specify details in an attached written response the reinstatement date, if granted.

☐ Yes ☐ No

15. Specify the type of services or commodities your firm offers:

16. How many years has your firm been in business while providing the services and/or products offered within this solicitation?

17. Is your firm’s business regularly engaged in and routinely selling the product(s) or services offered within this solicitation?

☐ Yes ☐ No

18. Does your firm affirm that it is currently authorized by the manufacturer as a dealer/seller of the product (s) offered herein, and warranty offered is the manufacturer’s warranty with Broward County recorded as the original purchase?

☐ Yes ☐ No ☐ N/A (if service)

19. Has your firm ever failed to complete any services and/or delivery of products during the last three (3) years? If yes, specify details in an attached written response.

☐ Yes ☐ No

20. Is your firm or any of its principals or officers currently principals or officers of another organization? If yes, specify details in an attached written response.

☐ Yes ☐ No

21. Have any voluntary or involuntary bankruptcy petitions been filed by or against your firm, its parent or subsidiaries or predecessor organizations during the last three years? If yes, specify details in an attached written response.

☐ Yes ☐ No

22. Has your firm's surety ever intervened to assist in the completion of a contract or have Performance and/or Payment Bond claims been made to your firm or its predecessor's sureties during the last three years? If yes, specify details in an attached written response, including contact information for owner and surety company.

☐ Yes ☐ No

23. If requested, will your firm extend the same price, terms and conditions to other governmental entities during the period covered by this contract?

☐ Yes ☐ No

24. Would your firm accept a Visa credit card as payment from Broward County, with no additional fees or change to bid price? Procurement Contract must be approved and designated for procurement card (p-card) by Director of Purchasing for use prior to ordering.

☐ Yes ☐ No

25. Living Wage solicitations only: In determining what, if any, fiscal impact(s) are a result of the Ordinance for this solicitation, provide the following for informational purposes only. Response is not considered in determining the award of the contract. Living Wage had an effect on the pricing

☐ Yes ☐ No

If yes, Living Wage increased the pricing by _____% or decreased the pricing by _____%.

26. Non-Collusion Certification: Vendor shall disclose, to their best knowledge, any Broward County officer or employee, or any relative of any such officer or employee as defined in Section 112.3135 (1)(c), the Florida Statues who is an officer or director of, or has a material interest in, the Vendor's business, whois in a position to influence this procurement. Any Broward County officer or employee who has input into the writing of specifications or requirements, solicitation of offers, decision to award, evaluation of offers, or any other activity pertinent to this procurement is presumed, for purposes hereof, to be in a position to influence this procurement. Failure of a Vendor to disclose any relationship described herein shall be reason for debarment in accordance with the provisions of the Broward County Procurement Code.
Select One:

☐ Vendor certifies that this offer is made independently and free from collusion; or

☐ Vendor is disclosing names of officers or employees who have a material interest in this procurementand is in a position to influence this procurement. Vendor must include a list of name(s), and relationship(s) with its submittal.

27. Participation in Solicitation Development:

☐ I have not participated in the preparation or drafting of any language, scope, or specification that would provide my firm or any affiliate an unfair advantage of securing this solicitation that has been let onbehalf of Broward County Board of County Commissioners.

☐ I have provided information regarding the specifications and/or products listed in this solicitation that has been let on behalf of Broward County Board of County Commissioners.
If this box is checked, provide the following:
Name of Person the information was provided:

Title:

Date information provide:

For what purpose was the information provided?

Question 28 – 31 are only applicable to **service contracts** or a **construction contracts** (repair,maintain or furnish and install) solicitations:

28. What similar on-going contracts is your firm currently working on? If additional space is required, provideon separate sheet.

29. Has your firm completely inspected the project site(s) prior to submitting response? ☐ Yes ☐ No
30. Will your firm need to rent or purchase any equipment for this contract? If yes, please specify details in an attached written response.

    ☐ Yes ☐ No
31. What equipment does your firm own that is available for this contract?
32. Provide at least three (3) individuals, corporations, agencies, or institutions for which your firm has completed work of a similar nature or in which your firm sold similar commodities in the past three (3) years. Contact persons shall have firsthand knowledge of the referenced project/contract. Only provide references for non-Broward County Board of County Commissioners contracts. For Broward County contracts, the County will review performance evaluations in its database for vendors with previous or current contracts with the County. The County considers references and performance evaluations in the evaluation of Vendor's past performance. If any of the following references are inaccessible or not relevant, additional references may be requested by the County.

Reference 1:

Scope of Work:
Contract/Project Title:
Agency:
Contact Name/Title:
Contact Telephone:
Email:
Contract/Project Dates (Month and Year):
Contract Amount:

Reference 2:

Scope of Work:
Contract/Project Title:
Agency:
Contact Name/Title:
Contact Telephone:
Email:
Contract/Project Dates (Month and Year):
Contract Amount:

Reference 3:

Scope of Work:
Contract/Project Title:
Agency:

Contact Name/Title:

Contact Telephone:

Email:

Contract/Project Dates (Month and Year):

Contract Amount:

Revised May 1, 2021

LOCATION CERTIFICATION

Refer to applicable sections for submittal instructions. Failure to submit required forms or information by stated timeframes will deem vendor ineligible for local preference or location tiebreaker.

Broward County Code of Ordinances, Section 1-74, et seq., provides certain preferences to Local Businesses, Locally Based Businesses, and Locally Based Subsidiaries, and the Broward County Procurement Code provides location as the first tiebreaker criteria. Refer tothe ordinance for additional information regarding eligibility for local preference.

For Invitation for Bids:

To be eligible for the Local Preference best and final offer ("BAFO") and location tiebreaker, the Vendor **must** submit this fully completed form and a copy of its Broward County local business tax receipt **at the same time it submits its bid**. **Vendors who fail to comply with this submittal deadline will not be eligible for either the BAFO or the location tiebreaker.**

For Request for Proposals (RFPs), Request for Letters of Interest (RLIs), or Request for Qualifications (RFQs):

For Local Preference eligibility, the Vendor **should** submit this fully **completed form** and **all Required Supporting Documentation** (as indicated below) at the time Vendor submits its response to the procurement solicitation. If not provided with submittal, the Vendor **must** submit within three business days after County's written request. Failure to submit required forms or information by stated timeframes will deem the Vendor ineligible for local preference.

To be eligible for the location tiebreaker, **the Vendor must submit this fully completed form and a copy of its Broward County local business tax receipt at the same time it submits its response.** Vendors who fail to comply with this submittal deadline will not be eligible for the location tiebreaker.

The undersigned Vendor hereby certifies that (check the box for only one option below):

☐ **Option 1:** The Vendor is a **Local Business,** but does not qualify as a **Locally Based Business** or a **Locally Based Subsidiary**, as each term is defined by Section 1-74, Broward County Code of Ordinances. The Vendor further certifies that:

A. It has continuously maintained, for at least the one (1) year period immediately preceding the bid posting date (i.e., the date on which the solicitation was advertised),

i. a physical business address located within the limits of Broward County, listed onthe Vendor's valid business tax receipt issued by Broward County (unless exemptfrom business tax receipt requirements),

ii. in an area zoned for the conduct of such business,

iii. that the Vendor owns or has the legal right to use, and

iv. from which the Vendor operates and performs on a day-to-day basis business that is a substantial component of the goods or services being offered to BrowardCounty in connection with the applicable competitive solicitation (as so defined, the "Local Business Location").

If Option 1 selected, indicate **Local Business Location**:

☐ **Option 2:** The Vendor is both a **Local Business** and a **Locally Based Business** as each term is defined by Section 1-74, Broward County Code of Ordinances. The Vendor further certifies that:

A. The Vendor has continuously maintained, for at least the one (1) year period immediately preceding the bid posting date (i.e., the date on which the solicitationwas advertised),
   i. a physical business address located within the limits of Broward County, listed on the Vendor's valid business tax receipt issued by Broward County(unless exempt from business tax receipt requirements),
   ii. in an area zoned for the conduct of such business,
   iii. that the Vendor owns or has the legal right to use, and
   iv. from which the Vendor operates and performs on a day-to-day basis business that is a substantial component of the goods or services being offered to Broward County in connection with the applicable competitive solicitation as so defined, the "Local Business Location");
B. The Local Business Location is the primary business address of the majority of the Vendor's employees as of the bid posting date, and/or the majority of the work under the solicitation, if awarded to the Vendor, will be performed by employees of the Vendor whose primary business address is the Local Business Location;
C. The Vendor's management directs, controls, and coordinates all or substantially all of the day-to-day activities of the entity (such as marketing, finance, accounting, human resources, payroll, and operations) from the Local Business Location;
D. The Vendor has not claimed any other location as its principal place of business within the one (1) year period immediately preceding the bid posting date; and
E. Less than fifty percent (50%) of the total equity interests in the business are owned, directly or indirectly, by one or more entities with a principal place of business located outside of Broward County. The Vendor certifies that the total equity interests in the owned, directly or indirectly, by one or more entities with a principal place of business Vendor located outside of Broward County is _____.

If Option 2 selected, indicate **Local Business Location**:

☐ **Option 3:** The Vendor is both a **Local Business** and a **Locally Based Subsidiary** as each term is defined by Section 1-74, Broward County Code of Ordinances. The Vendor further certifies that:

A. The Vendor has continuously maintained:
   i. for at least the one (1) year period immediately preceding the bid posting date(i.e., the date on which the solicitation was advertised),
   ii. a physical business address located within the limits of Broward County, listedon the Vendor's valid business tax receipt issued by Broward County (unless exempt from business tax receipt requirements),
   iii. in an area zoned for the conduct of such business,
   iv. that the Vendor owns or has the legal right to use, and
   v. from which the Vendor operates and performs on a day-to-day basis businessthat is a substantial component of the goods or services being offered to Broward County in connection with the applicable competitive solicitation (as so defined, the "Local Business Location");
B. The Local Business Location is the primary business address of the majority of the Vendor's employees as of the bid posting date, and/or the majority of the work under the solicitation, if awarded to the Vendor, will be performed by employees of the Vendor whose primary business address is the Local Business Location;
C. The Vendor's management directs, controls, and coordinates all or substantiallyall of the day-to-day activities of the entity (such as marketing, finance, accounting, human resources, payroll, and operations) from the Local Business Location;
D. The Vendor has not claimed any other location as its principal place of business within the one (1) year period immediately preceding the bid posting date; and
E. At least fifty percent (50%) of the total equity interests in the business are owned, directly or indirectly, by one or more entities with a principal place of business located outside of Broward County. The Vendor certifies that the total equity interests in the Vendor owned, directly or indirectly, by one or more entities with aprincipal place of business located outside of Broward County is _____.

If Option 3 selected, indicate **Local Business Location**:

☐ **Option 4:** The Vendor is a **joint venture** composed of one or more Local Businesses, Locally Based Businesses, or Locally Based Subsidiaries, as each term is defined by Section 1-74, Broward County Code of Ordinances. Fill in blanks with percentage equity interest or list "N/A" if section does not apply. The Vendor further certifies that:

A. The proportion of equity interests in the joint venture owned by **Local Business(es)** (each Local Business must comply with all of the requirements stated in Option 1) is _____% of the total equity interests in the joint venture; and/or

B. The proportion of equity interests in the joint venture owned by **Locally Based Business(es)** (each Locally Based Business must comply with all of the requirements stated in Option 2) is _____% of the total equity interests in thejoint venture; and/or

C. The proportion of equity interests in the joint venture owned by **Locally Based Subsidiary(ies)** (each Locally Based Subsidiary must comply with all of the requirements stated in Option 3) is _____% of the total equity interests in thejoint venture.

If Option 4 selected, indicate the Local Business Location(s) (es) on separate sheet.

☐ **Option 5:** Vendor is not a Local Business, a Locally Based Business, or a Locally Based Subsidiary, as each term is defined by Section 1-74, Broward County Code of Ordinances.

Required Supporting Documentation (in addition to this form): Option 1 or 2 **(Local Business or Locally Based Business):**

1. Broward County local business tax receipt.

Option 3 (**Locally Based Subsidiary**)

1. Broward County local business tax receipt.
2. Documentation identifying the Vendor's vertical corporate organization and names ofparent entities if the Vendor is a Locally Based Subsidiary.

Option 4 (**joint venture** composed of one or more Local Business(es), Locally Based Business(es), or Locally Based Subsidiary(ies):

1. Broward County local business tax receipt(s) for each Local Business(es), Locally Based Business(es), and/or Locally Based Subsidiary(ies).
2. Executed joint venture agreement, if the Vendor is a joint venture.
3. If joint venture is comprised of one or more Locally Based Subsidiary(ies), submit documentation identifying the vertical corporate organization and parent entitiesname(s) of each Locally Based Subsidiary.

If requested by County (any option):

1. Written proof of the Vendor's ownership or right to use the real property at the LocalBusiness Location.
2. Additional documentation relating to the parent entities of the Vendor.
3. Additional documentation demonstrating the applicable percentage of equity interestsin the joint venture, if not shown in the joint venture agreement.
4. Any other documentation requested by County regarding the location from which theactivities of the Vendor are directed, controlled, and coordinated.

By submitting this form, the Vendor certifies that if awarded a contract, it is the intent of the Vendor to remain at the Local Business Location address listed below (or another qualifyingLocal Business Location within Broward County) for the duration of the contract term, including any renewals or extensions. (If nonlocal Vendor, leave Local Business Location blank.)

Indicate Local Business Location:

True and Correct Attestations:
Any misleading, inaccurate, or false information or documentation submitted by any party affiliated with this procurement may lead to suspension and/or debarment from doingbusiness with Broward County as authorized by the Broward County Procurement Code. The Vendor understands that, if after contract award, the County learns that any of the information provided by the Vendor on this was false, and the County determines, upon investigation, that the Vendor's provision of such false information was willful or intentional, the County may exercise any contractual right to terminate the contract. The provision of false or fraudulent information or documentation by a Vendor may subject the Vendor to civil and criminal penalties.

AUTHORIZED SIGNATURE/NAME:

TITLE:

VENDOR NAME:

DATE:

Revised May 1, 2021

Bid Bond, Bid Security, Performance and Payment Security, and Qualifications of Surety Requirements:

A. **Bid Bond**: A Vendor must submit with its response a bid bond in the form of the County's approved Bid Bond Form, including all substantive terms set forth therein, which shall be executed by a surety company meeting the **Qualifications of Surety Requirements**. Failure to submit a bid bond by the solicitation due date and time, and in accordance with instructions will deem Vendor non-responsive. A copy of the County-approved **Bid Bond Form** may be found at: https://www.broward.org/Purchasing/Pages/StandardTerms_copy(1).aspx under the section "Standard Guaranty and Bond Forms."

B. **Bid Security:** In lieu of a bid bond, the following will be acceptable: money order, certified check, cashier's check, an original **Bid Security - Unconditional Letter of Credit**, treasurer's check or bank draft of any national or state bank (United States). A personal check or a company check of a Vendor is not a valid bid guarantee.

1. The bid security shall be in an amount equal to five percent (5%) of the total price offered, payable to Broward County and conditioned upon the successful Vendor providing the Performance and Payment Security, evidence of insurance, or any other requirements set forth within the solicitation, within 10 calendar days after notification of award of the contract.

2. Security of the successful Vendor shall be forfeited to the Broward County not as a penalty, but as liquidated damages for the cost and expense incurred should said Vendor fail to provide the required Performance and Payment Security or Certificate of Insurance or fail to comply with any other requirements set forth in the solicitation. Upon request, bid securities of unsuccessful vendors will be returned after award of contract or expiration of bid validity.

3. Vendors must either submit an electronic bid bond through Periscope S2G or submit an original bid security to the Purchasing Division, by solicitation due date and time, or Vendor may be deemed non-responsive.

    a. To submit an electronic bid bond, Vendor must submit through Periscope S2G, using **Surety 2000**. Vendors, bonding agents, and surety companies must register with Surety 2000 to use the service; contact **Surety 2000** to find out information regarding their service (www.surety2000.com or 800-660-3263).

        i. The Vendor must provide their bonding agent with Broward County's vendor identification number for Surety 2000 (P06145037) and its "Supplier identifier" number. The Vendor's individual Supplier identifier number is available on the Details tab in BidSync (Bid Bond: See bid bond information).

        ii. The bonding agent can then provide a Bid Bond Number for the Vendor to import into Periscope S2G.

        iii. For detailed instructions on submitting an electronic bid bond, visit Vendor Registration page at www.broward.org/Purchasing/Pages/Registration.aspx and select "How to Submit an electronic bid bond?"

        iv. Broward County reminds Vendors to allow enough time to secure a bid bond and submit electronically in case there are any errors or issues. If there are errors during the import process, check all identification numbers. Contact Surety 2000 for additional assistance.

        v. An original bid bond will not be required when the bid bond is submitted electronically through Surety 2000.

b. To submit an original bid security, in lieu of submitting an electronic bid bond through Periscope S2G, Vendor must submit an original bid security in a sealed envelope, with the solicitation number, solicitation title, date and the time of bid opening, and address listed on the envelope. A copy of the bid security should also be uploaded into Periscope S2G. The uploaded copy of the bid guarantee does not replace the original bid security submission requirement. Vendors must submit the original bid guarantee, by the solicitation due date and time, to:

Broward County Purchasing Division
115 South Andrews Avenue, Room 212
Fort Lauderdale, FL 33301

C. **Performance and Payment Security**: within 10 calendar days of being notified of the award of contract, Vendor shall furnish the referenced Performance Bond and a Payment Bond containing all the provisions of the:

Goods and Services - Performance Bond Form and Payment Bond Form OR

For All Other Broward County Form (BCF) Agreements - Performance Bond Form and Payment Bond Form

1. The bonds shall be in the amount of two million five hundred thousand dollars ($2,500,000) for the initial contract term of a multi-year contract containing one or more renewable term guaranteeing to County the completion and performance of the work covered in such Contract as well as full payment of all suppliers, material men, laborers, or subcontractors employed pursuant to this project. Such bond(s) shall be with a surety company which is qualified pursuant to the section, Qualifications of Surety.

2. Each bond shall continue in effect for one year after completion and acceptance of the performance or work with liability equal to one hundred percent (100%) of the Contract price for work performed, or an additional bond shall be conditioned that the Vendor will upon notification by the County, correct any defective or faulty work or materials which appear within one year after completion of the work.

3. For Construction Contracts Only: Pursuant to the requirements of Section 255.05(1), Florida Statutes, Vendor shall ensure that the bonds referenced above shall be recorded in the public records of Broward County and provide County with evidence of such recording.

4. In lieu of the performance and payment bond, Vendor may furnish an alternate form of security which may be in the form of , money order, certified check, cashier's check or an original **Bid Guarantee - Unconditional Letter of Credit** (for BCF agreements) or **Bid Guarantee – Unconditional Letter of Credit** (for Goods and Services) as reflected on the County's form. Such alternate forms of security shall be for the same purpose and shall be subject to the same conditions as those applicable above and shall be held by the County for one year after completion and acceptance of the work.

5. The Vendor is required at all times to have valid Performance and Payment Guarantees (or other approved security) in force covering the work being performed.

6. The Vendor agrees to keep such Guarantees (or other security) in effect for the duration of the contract. If the contract is extended or renewed, it shall be subject to the same bonding (or other approved security) requirements.

D. **Qualifications of Surety Requirements**: A bid bond, performance bond, and payment bond must be executed by a surety company of recognized standing, authorized to do business in the State of Florida, having a resident agent in the State of Florida, and having been in business with a record of successful continuous operation for at least five years.

1. In addition to the above-minimum qualifications, the surety company must meet at least one of the following additional qualifications:

   a. The surety company shall hold a current Certificate of Authority as acceptable surety on federal bonds in accordance with the United States Department of Treasury Circular 570, current revision. If the amount of the Bond exceeds the underwriting limitation set forth in the circular, in order to qualify, the net retention of the surety company shall not exceed the underwriting limitation in the circular and the excess risks must be protected by coinsurance, reinsurance, or other methods in accordance with Treasury Circular 297, Revised (31 DFR Section

   223.10 Section 223.11). Further, the surety company shall provide the County with evidence satisfactory to the County, that such excess risk has been protected in an acceptable manner.

   b. The surety company shall hold a current Certificate of Authority with the Florida Office of Insurance Regulation.

   c. The surety company shall have at least the following minimum ratings:

Amount of Bond			Surety Ratings	Financial Size Category
$500,001	to	$1,000,000	A, A-	Class I
$1,000,001	to	$2,000,000	A, A-	Class II
$2,000,001	to	$5,000,000	A	Class III
$5,000,001	to	$10,000,000	A	Class IV
$10,000,001	to	$25,000,000	A	Class V
$25,000,001	to	$50,000,000	A	Class VI
$50,000,001		or more	A	Class VII

2. For projects which do not exceed $500,000, the County shall accept a Bid Bond and Performance and Payment Bond from a surety company which has twice the minimum surplus and capital required by the Florida Office of Insurance Regulation at the time the solicitation is issued, if the surety company is otherwise in compliance with the provisions of the Florida Insurance Code, and if the surety company holds a currently valid Certificate of Authority issued by the United States Department of the Treasury under Section 9304 to 9308 of Title 31 of the United States Code.

3. If the surety company fails to meet the minimum standards, a bond from a surety that meets the minimum standards must be provided to satisfy the bondingrequirements.

Revised 11/24/2021

Insurance Requirements: (Refer to the Insurance Requirement Form)

A. The insurance requirement designated in the Insurance Requirement Form indicates the minimum coverage required for the scope of work, as determined by the Risk Management Division. Vendor shall provide verification of compliance such as a Certificate of Insurance, or a letter of verification from the Vendor's insurance agent/broker, which states the ability of the Vendor to meet the requirements upon award. The verification must be submitted within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes. Final award shall be subject to receipt and acceptance by the County of proof of meeting all insurance requirements of the bid. A party may be debarred for failure of a vendor awarded a contract to provide the required insurance within ten (10) days after demand therefor by the Purchasing Division.

B. Without limiting any of the other obligations or liabilities of Vendor, Vendor shall provide, pay for, and maintain on a primary basis in force until all of its work to be performed under this Contract has been completed and accepted by County (or for such duration specified), at least the minimum insurance coverage and limits set forth in the Insurance Requirement Form under the following conditions listed below. If a limit or policy is not indicated on Insurance Requirement certificate by a checked box, it is not required as a condition of this contract.

1. Commercial General Liability with minimum limits per occurrence, combined single limit for bodily injury and property damage, and when indicated a minimum limit per aggregate. County is to be expressly included as an Additional Insured in the name of Broward County arising out of operations performed for the County, by or on behalf of Vendor, or acts or omissions of Vendor in connection with general supervision of such operation. If Vendor uses a subcontractor, then Vendor shall require that subcontractor names County as an Additional Insured.

2. Business Automobile Liability with minimum limits per occurrence, combined single limit for bodily injury and property damage. Scheduled autos shall be listed on Vendor's certificate of insurance. County is to be named as an additional insured in the name of Broward County.

   Note: Insurance requirements for Automobile Liability are not applicable where delivery will be made by a third party carrier. All vendors that will be making deliveries in their own vehicles are required to provide proof of insurance for Automobile Liability and other pertinent coverages as indicated on the Insurance Requirement certificate, prior to award. If deliveries are being made by a third party carrier, other pertinent coverages listed on the Insurance Requirement certificate are still required.

   Vendor should indicate how product is being delivered:

   Vendor Name:

   Company Vehicle: ☐ Yes or ☐ No

   If Common Carrier (indicate carrier):

   Other:

3. Workers' Compensation insurance to apply for all employees in compliance with Chapter 440, the "Workers' Compensation Law" of the State of Florida and all applicable federal laws. The policy must include Employers' Liability with minimum limits each accident. If any operations

are to be undertaken on or about navigable waters, coverage must be included for the U.S. Longshoremen & Harbor Workers Act and Jones Act.

4. Excess Liability/Umbrella Insurance may be used to satisfy the minimum liability limits required; however, the annual aggregate limit shall not be less than the highest "each occurrence" limit for the underlying liability policy. Vendor shall endorse County as an Additional Insured unless the policy provides coverage on a pure/true “Follow-form” basis.

5. Builder’s Risk or equivalent coverage (such as Property Insurance or Installation Floater) is required as a condition precedent to the issuance of the Second Notice to Proceed for projects involving but not limited to: changes to a building’s structural elements, work compromising the exterior of the building for any extended period of time, installation of a large single component, or remodeling where the cost of remodeling is 20% or more the value of the property. Coverage shall be, “All Risks” Completed Value form with a deductible not to exceed Ten Thousand Dollars ($10,000.00) each claim for all perils except for wind and flood.

6. For the peril of wind, the Vendor shall maintain a deductible that is commercially feasible which does not exceed five percent (5%) of the value of the Contract price. Such Policy shall reflect Broward County as an additional loss payee.

7. For the peril of flood, coverage must be afforded for the lesser of the total insurable value of such buildings or structures, and the maximum amount of flood insurance coverage available under the National Flood Program. Vendor shall maintain a deductible that is commercially feasible and does not exceed five percent (5%) of the value of the Contractprice. Such Policy shall reflect Broward County as an additional loss payee.

8. The County reserves the right to provide Property Insurance covering the Project, materials, equipment and supplies intended for specific installation in the Project while such materials, equipment and supplies are located at the Project site, in transit, or while temporarily located away from the Project site. This coverage will not cover any of the Vendor’s or subcontractors’ tools, equipment, machinery or provide any business interruption or time element coverage to the Vendor(s).

9. If the County decides to purchase Property Insurance or provide for coverage under its existing insurance policy for this Project, then the insurance required to be carried by the Vendor may be modified to account for the insurance being provided by the County. Such modification may also include execution of Waiver of Subrogation documentation.

10. In the event that a claim occurs for this Project and is made upon the County’s insurance policy, for other than a windstorm, Vendor will pay at least Ten Thousand Dollars ($10,000.00) of the deductible amount for such claim.

11. Waiver of Occupancy Clause or Warranty: Policy must be specifically endorsed to eliminate any "Occupancy Clause" or similar warranty or representation that the building (s), addition(s) or structure(s) in the course of construction shall not be occupied without specific endorsement of the policy. The Policy must be endorsed to provide that the Builder's Risk coverage will continue to apply until final acceptance by County.

12. Pollution Liability or Environmental Impairment Liability: including clean-up costs, with minimum limits per claim, subject to a maximum deductible per claim. Such policy shall remain in force for the minimum length of time indicated, include an annual policy aggregate and name Broward County as an Additional Insured. Vendor shall be responsible for all deductibles in the event of a claim.

13. Professional Liability Insurance with minimum limits for each claim, subject to a maximum deductible per claim. Such policy shall remain in force for the minimum length of time indicated. Vendor shall notify County in writing within thirty (30) days of any claim filed or made against its Professional Liability Insurance policy. Vendor shall be responsible for all

deductibles in the event of a claim. The deductible shall be indicated on the Vendor's Certificate of Insurance.

C. Coverage must be afforded on a form no more restrictive than the latest edition of the respective policy form as filed by the Insurance Services Office. If the initial insurance expires prior to the completion and acceptance of the Work, renewal certificates shall be furnished upon expiration. County reserves the right to obtain a certified copy of any insurance policy required by this Section within fifteen (15) calendar days of a written request by County.

D. Notice of Cancellation and/or Restriction: the policy(ies) must be endorsed to provide Broward County with at least thirty (30) days' notice of cancellation and/or restriction.

E. The official title of the Certificate Holder is Broward County. This official title shall be used in all insurance documentation.

F. Broward County's Risk Management Division reserves the right, but not the obligation, to review and revise any insurance requirements at the time of contract renewal and/or any amendments, not limited to deductibles, limits, coverages and endorsements based on insurance market conditions affecting the availability or affordability of coverage; or changes in the scope of work/specifications affecting the applicability of coverage.

Revised May 1, 2021

PREVAILING WAGE RATES

"General Decision Number: FL20230107 01/06/2023

Superseded General Decision Number: FL20220107

State: Florida

Construction Type: Heavy

County: Broward County in Florida.

HEAVY CONSTRUCTION PROJECTS (Including Sewer and Water Lines)

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60).

If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:	. Executive Order 14026 generally applies to the contract. . The contractor must pay all covered workers at least $16.20 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2023.
If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:	. Executive Order 13658 generally applies to the contract. . The contractor must pay all covered workers at least $12.15 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2023.

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at http://www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	01/06/2023

ELEC0728-006 09/01/2022

	Rates	Fringes
ELECTRICIAN	$ 36.40	13.63

ENGI0487-014 07/01/2013

	Rates	Fringes
OPERATOR: Crane All Tower Cranes Mobile, Rail, Climbers, Static-Mount; All Cranes with Boom Length 150 Feet & Over (With or without jib) Friction, Hydraulic, Electric or Otherwise; Cranes 150 Tons & Over; Cranes with 3 Drums (When 3rd drum is rigged for work); Gantry & Overhead Cranes; Hydraulic Cranes Over 25 Tons but not more than 50 Tons; Hydraulic/Friction Cranes; & All Types of Flying Cranes; Boom Truck	$ 29.05	8.80
OPERATOR: Cranes with Boom Length Less than 150 Feet (With or without jib); Hydraulic Cranes 25 Tons & Under, & Over 50 Tons (With Oiler); Boom Truck	$ 28.32	8.80
OPERATOR: Drill	$ 25.80	8.80
OPERATOR: Oiler	$ 22.99	8.80

IRON0272-005 10/01/2021

	Rates	Fringes
IRONWORKER, STRUCTURAL	$ 26.00	14.16

LABO1652-004 05/01/2018

	Rates	Fringes
LABORER: Grade Checker	$ 22.05	7.27

PAIN0365-007 06/01/2021

	Rates	Fringes
PAINTER: Brush, Roller and Spray	$ 20.21	12.38

SUFL2009-146 06/24/2009

	Rates	Fringes
CARPENTER, Includes Form Work	$ 17.00	2.51
CEMENT MASON/CONCRETE FINISHER	$ 15.00 **	8.64
LABORER: Common or General	$ 9.87 **	3.24

LABORER: Landscape.....$ 7.25 ** 0.00

LABORER: Pipelayer.....$ 14.00 ** 2.42

LABORER: Power Tool Operator
(Hand Held Drills/Saws,
Jackhammer and Power Saws
Only).....$ 10.63 ** 2.20

OPERATOR: Asphalt Paver.....$ 11.59 ** 0.00

OPERATOR: Backhoe Loader
Combo.....$ 16.10 ** 2.44

OPERATOR: Backhoe/Excavator.....$ 18.77 1.87

OPERATOR: Bulldozer.....$ 14.95 ** 0.81

OPERATOR: Grader/Blade.....$ 16.00 ** 2.84

OPERATOR: Loader.....$ 14.00 ** 2.42

OPERATOR: Mechanic.....$ 14.32 ** 0.00

OPERATOR: Roller.....$ 10.95 ** 0.00

OPERATOR: Scraper.....$ 11.00 ** 1.74

OPERATOR: Trackhoe.....$ 20.92 5.50

OPERATOR: Tractor.....$ 10.54 ** 0.00

TRUCK DRIVER, Includes Dump
Truck.....$ 9.60 ** 0.00

TRUCK DRIVER: Lowboy Truck.....$ 12.73 ** 0.00

TRUCK DRIVER: Off the Road
Truck.....$ 12.21 ** 1.97

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

==========

** Workers in this classification may be entitled to a higher minimum wage under Executive Order 14026 ($16.20) or 13658 ($12.15). Please see the Note at the top of the wage determination for more information.

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic

violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at https://www.dol.gov/agencies/whd/government-contracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour National Office because National Office has responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

==========

END OF GENERAL DECISIO"

Office of Economic and Small Business Requirements: CBE Goal Participation

A. In accordance with the Broward County Business Opportunity Act of 2012, Section 1-81, Code of Ordinances, as amended (the "Business Opportunity Act"), the County Business Enterprise (CBE) Program is applicable to this contract. All Vendors responding to this solicitation are required to utilize CBE firms to perform the assigned participation goal for this contract.

B. The CBE participation goal will be established based on the expected expenditure amount for the proposed scope of services for the project. The Office of Economic and Small Business Development (OESBD) will not include alternate items, optional services or allowances when establishing the CBE participation goal. If the County subsequently chooses to award any alternate items, optional services or allowances as determined by OESBD and the Contract Administrator to be related to the scope of services, OESBD may apply the established CBE participation goal. In such an instance, the County will issue a written notice to the successful Vendor that the CBE participation goal will also apply to the alternate items, optional services or allowances. Vendor shall submit all required forms pertaining to its compliance with the CBE participation goal, as applicable. Failure by Vendor to submit the required forms may result in the rejection of Vendor's solicitation submittal prior to the award or failure to comply with the contract requirements may have an impact on the vendor performance evaluation post award, as applicable.

C. CBE Program Requirements: Compliance with CBE participation goal requirements is a matter of responsibility; Vendor should submit all required forms and information with its solicitation submittal. If the required forms and information are not provided with the Vendor's solicitation submittal, then Vendor must supply the required forms and information no later than three (3) business days after request by OESBD. Vendor may be deemed non-responsible for failure to fully comply with CBE Program Requirements within these stated timeframes.

1. Vendor should include in its solicitation submittal a **Letter Of Intent Between Bidder/Offeror and County Business Enterprise (CBE) Subcontractor/Supplier** for each CBE firm the Vendor intends to use to achieve the assigned CBE participation goal. The is available at the following link: http://www.broward.org/EconDev/Documents/CBELetterOfIntent.pdf

2. If Vendor is unable to attain the CBE participation goal, Vendor should include in its solicitation submittal an **Application for Evaluation of Good Faith Efforts** and all of the required supporting information. The is available at the following link: http://www.broward.org/EconDev/WhatWeDo/Documents/GoodFaithEffortEval.pdf

D. OESBD maintains an online directory of CBE firms. The online directory is available for use by Vendors at https://webapps4.broward.org/smallbusiness/sbdirectory.aspx.

E. For detailed information regarding the CBE Program contact the OESBD at (954) 357-6400 orvisit the website at: http://www.broward.org/EconDev/SmallBusiness/

F. If awarded the contract, Vendor agrees to and shall comply with all applicable requirements of the Business Opportunity Act and the CBE Program in the award and administration of the contract.

1. No party to this contract may discriminate on the basis of race, color, sex, religion, national origin, disability, age, marital status, political affiliation, sexual orientation, pregnancy, or gender identity and expression in the performance of this contract.

2. All entities that seek to conduct business with the County, including Vendor or any Prime Contractors, Subcontractors, and Bidders/Offerors, shall conduct such business activities in a fair and reasonable manner, free from fraud, coercion, collusion, intimidation, or bad faith. Failure to do so may result in the cancellation of this solicitation, cessation of contract negotiations, revocation of CBE certification, and suspension or debarment from future contracts.

3. If Vendor fails to meet or make Good Faith Efforts (as defined in the Business Opportunity Act) to meet the CBE participation commitment (the "Commitment"), then Vendor shall pay the County liquidated damages in an amount equal to fifty percent (50%) of the actual dollar amount by which Vendor failed to achieve the Commitment, up to a maximum amount of ten percent (10%) of the total contract amount, excluding costs and reimbursable expenses. An example of this calculation is stated in Section 1-81.7, Broward County Code of Ordinances.

4. Vendor shall comply with all applicable requirements of the Business Opportunity Act in the award of this contract. Failure by Vendor to carry out any of these requirements shall constitute a material breach of the contract, which shall permit the County to terminate this contract or to exercise any other remedy provided under this contract, the Broward County Code of Ordinances, the Broward County Administrative Code, or other applicable laws, with all such remedies being cumulative.

5. Vendor shall pay its CBE subcontractors and suppliers, within fifteen (15) days following receipt of payment from the County, for all completed subcontracted work and supplies. If Vendor withholds an amount from CBE subcontractors or suppliers as retainage, such retainage shall be released and paid within fifteen (15) days following receipt of payment of retained amounts from the County.

6. Vendor understands that the County will monitor Vendor's compliance with the CBE Program requirements. Vendor must provide OESBD with a Monthly Utilization Report (MUR) to confirm its compliance with the Commitment agreed to in the contract; timely submission of the MUR every month throughout the term of the contract, including amendment and extension terms, is a condition precedent to the County's payment of Vendor under the contract.

Revised May 1, 2021

Security Requirements

A. General Security Requirements and Criminal Background Screening:

1. All contractor and sub-contractor personnel requiring unescorted access to Broward County facilities must obtain a County issued contractor identification badge (contractor ID badge); except as specifically stated herein.
2. The background screening requirements for obtaining a contractor ID badge will depend on the facility to which unescorted access is being requested. Contract Administrators or designees and contractors may contact Broward County Security at (954) 357-6000 or FMsecurity@broward.org for the required background screening requirements associated with access to specific facilities. Contract Administrators will communicate all current and appropriate requirements to the contractor and sub- contractor throughout the contract period.

B. General Facilities:

1. Contractor and sub-contractor personnel servicing and requiring unescorted access to General Facilities must have a County issued contractor ID badge (contractor ID badge) which will be the responsibility of the contractor to obtain. Depending upon the request, the badge may carry electronic access privileges. The badge must be visible and worn at all times together with the contractor's company/business contractor ID badge. Similar to employee security/ID badges, requests for contractor ID badges are initially approved by the requesting agency director or designee and then submitted to Facilities Management Division (FMD) Security for final approval.
2. The issuance of a contractor ID badge for unescorted access to General Facilities requires a "Level 1" FDLE background check, which can be conducted by the Florida Department of Law Enforcement (FDLE). This "Level 1" FDLE background check is the contractor's responsibility and should be included in the bid price. FDLE background checks can be done by the contractor by phone at (850) 410-8109 or online at https://web.fdle.state.fl.us/search/app/default
3. Upon completion of the background check, the contractor must attach a copy of the results to the contractor's application for a contractor ID badge. The Project Manager or designee utilizing the service of the contractor will be the "Sponsor" and will either provide the contractor with a Contractor ID Badge Request or assist the contractor in completing an on-line application for the County issued contractor ID badge.
4. Requests for a contractor ID badge requiring an FDLE background check may require lengthy processing and review by the Broward Sheriff's Office (BSO). Contractors and subcontractors must therefore submit the request to Broward County Security at least two (2) weeks prior to the start of service by the contractor. When identification badges are ready, Broward County Security will contact the contractor to arrange pick up. Upon pick up, the applicant must present a valid Florida identification and must be accompanied by his or her supervisor. Broward County Security will then supply contractor ID badge valid for the anticipated period within which the work will be performed. The validity period must be clearly stated on the Contractor ID Badge Request Form; however, the period of validity will not exceed one (1) year. Background checks will be required for renewal of contractor ID badge. At the termination of the contract and separation of employee services, the contractor is responsible for the collection and return of all contractor ID badge to the Project Manager and/or to Broward County Security.
5. Compliance with the County's security requirements is part of the overall contract performance evaluation. Final payment will, in part, be contingent on the return of all contractor ID badges issued to contractor personnel.
6. Broward County Security is located at Governmental Center East, 115 South Andrews Avenue Fort Lauderdale, FL 33301. Telephone (954) 357-6000.
7. All contractors must wear distinctive and neat appearing uniforms with vendor's company name. Sub-contractor personnel must also have Broward County issued contractor IDs and meet the same security requirements and uniform standards as the primary contractor.
8. Contractors will not be allowed unescorted on the job site without proper County issued contractor ID badges.

C. Facilities Critical to Security and Public Safety:

Many Broward County government facilities will have areas designated as critical tosecurity and public safety, pursuant to Broward County Ordinance 2003-08 Sections 26-121 and 26- 122, as may be amended. The issuance of a contractor ID badge for unescorted access to facilities critical to security and public safety may entail a comprehensive statewide and national background check. Unescorted access to certain facilities occupied by the Broward Sheriff's Office (BSO) and the State Attorney's Office will require a national fingerprint-based records check per the Criminal Justice Information System (CJIS) policy.

A contractor employee found to have a criminal record consisting of felony conviction(s) shall be disqualified from access to the State Attorney's Offices and certain BSO facilities. A contractor employee with a record of misdemeanor offense(s) may be granted access if the System Security Officer (CSO), Terminal Access Coordinator (TAC), and FDLE determines that the nature of the offense(s) do not warrant disqualification. Applicantsshall also be disqualified on the basis of confirmations that arrest warrants are outstandingfor such applicants.

D. Contractor Work Crews:

Background investigations are generally not required for each member of a contractorwork crew working on county premises and outside a building or structure. Examples are landscape crews and roofers. If it is necessary to enter the building or structure unescorted, these work crew members should obtain a contractor ID badge. If not, work crew members must be escorted at all times by the project manager, or designee, and must be under the direct supervision of a foreperson for the contractor. The foreperson must be aware of the crew members' whereabouts, has completed the appropriate background check for the location and type of work being undertaken, and has been issued and is displaying a contractor ID badge.

All members of a night cleaning crew must complete a background investigation appropriate to the requirements of the facility and so should all work crew members not escorted when working at a critical county facility.

Notwithstanding, the using agency is best positioned and suited to determine the safeguards and requirements that should be in place to manage the risks and consequences associated with the roles and activities of contractor, subcontractor, and work crews, when requesting a contractor ID badge. The agency is aware of the characteristics of the client population being served by the classes of persons, the need tosafeguard high-value assets, and the requirement to comply with all statutory requirements governing background investigations.

E. Other Vendors:

Consultants, delivery personnel, and vending machine operators, without a County issued contractor badge, may obtain a Visitor pass and should be escorted by County personnel when accessing and working in designated non-public and employee work areas at both general facilities and facilities critical to security and public safety.

F. Port Everglades Locations:

The Port Everglades Department requires persons to present, at port entry, a valid driver's license, and valid reason for wishing to be granted port access in order to obtain a temporary/visitor ID badge. For persons who will visit the Port more than 15 times in a 90- day period, a permanent identification badge must be obtained and paid for by the contractor for all employees, subcontractors, agents and servants visiting or working on the port project. A restricted access badge application process will include fingerprints and a comprehensive background check. Badges must be renewed annually and the fees paid pursuant to Broward County Administrative Code, Section 42.6. For further information, please call 954-765-4225.

1. All vehicles that are used regularly on the dock apron must have a Dockside Parking Permit. Only a limited number of permits will be issued per business entity. The fee is $100.00 per permit/vehicle. Individuals requesting a permit must possess a valid Port- issued Restricted Access Area badge with a "Dock" destination. Requests for Dockside Parking Permits must be submitted in writing, on company letterhead, to the ID Badge Office. Applicants must demonstrate a need for access to the dock apron. Requests shall be investigated, and approved, if appropriate justification is provided. Supporting documentation must be supplied, if requested. Dock permits are not transferable and must be affixed to the lower left corner of the permitted vehicle's windshield. Should the permit holder wish to transfer the permit to another vehicle during the term of issuance, the permit will be removed

and exchanged at no charge for a new permit. Only one business entity representative will be permitted on the dockat a time at the vessel location.

2. The Federal Government has instituted requirements for a Transportation Worker Identification Credential (TWIC) for all personnel requiring unescorted access to designated secure areas within Port Everglades. The contractor will be responsible for complying with the applicable TWIC requirements. For further information, please call 1-855-347-8371, or go on line to https://www.tsa.gov/for-industry/twic.

G. Airport Security Program and Aviation Regulations:

1. Consultant/contractor shall observe all security requirements and other requirements of the Federal Aviation Regulations applicable to Consultant/contractor, including without limitation, all regulations of the United States Department of Transportation, the Federal Aviation Administration and the Transportation Security Administration. Consultant/contractor also agrees to comply with the County's Airport Security Program and the Restricted Area ("RA") Vehicle Access Program, and any amendments thereto, and to comply with such other rules and regulations as may bereasonably prescribed by the County, including any regulations pertaining to emergency response training, and to take such steps as may be necessary or directed by the County to insure that sub consultants/subcontractors, employees, invitees andguests of Consultant/contractor observe these requirements. If required by the Aviation Department, Consultant/contractor shall conduct background checks of itsemployees in accordance with applicable Federal Regulations. If as a result of the acts or omissions of Consultant/contractor, its sub consultants/subcontractors, employees, invitees or guests, the County incurs any fines and/or penalties imposedby any governmental agency, including without limitation, the United States Department of Transportation, the Federal Aviation Administration or the Transportation Security Administration, or any expense in enforcing any Federalregulations, including without limitation, airport security regulations, or the rules orregulations of the County, and/or any expense in enforcing the County's Airport Security Program, then Consultant/contractor agrees to pay and/or reimburse to County all such costs and expenses, including all costs of administrative proceedings,court costs, and attorney's fees and all costs incurred by County in enforcing thisprovision. Consultant/contractor further agrees to rectify any security deficiency orother deficiency as may be determined as such by the County or the United States Department of Transportation, Federal Aviation Administration, the Transportation Security Administration, or any other Federal agency with jurisdiction. In the event Consultant/contractor fails to remedy any such deficiency, the County may do so atthe sole cost and expense of Consultant/contractor. The County reserves the right to take whatever action is necessary to rectify any security deficiency or other deficiency.

   a) Access to Security Identification Display Areas and Identification Media. Consultant/contractor shall be responsible for requesting the Aviation Department to issue Airport Issued Identification Media to all employees who are authorized access to Security Identification Display Areas ("SIDA") on the Airport, as designated in the Airport Security Program. In addition, consultant/contractor shall be responsible for the immediate reporting of all lost or stolen Airport Issued Identification Media and the immediate return of the media of consultant/contractor's personnel transferred from the Airport, or terminated from the employ of the consultant/contractor, or upon termination of this Agreement. Before an Airport Issued Identification Media is issued to an employee, consultant/contractor shall comply with the requirements of applicable Federal regulations with regard to fingerprinting for criminal history record checks and security threat assessments, and shall require that each employee complete security training programs conducted by the Aviation Department. The consultant/contractor shall pay or cause to be paid to the Aviation Department such charges as may be established from time to time for lost or stolen Airport Issued Identification Media and those not returned to the Aviation Department in accordance with these provisions. The Aviation Department shall have the right to require the consultant/contractor to conduct background investigations and to furnish certain data on such employees before the issuance of Airport Issued Identification Media, which data may include the fingerprinting of employee applicants for such media.

b) Operation of Vehicles on the RA: Before the consultant/contractor shall permit any employee of consultant/contractor or of any subconsultant/subcontractor to operate a motor vehicle of any kind or type on the RA (and unless escorted by an Aviation Department approved escort), the consultant/contractor shall ensure that all such vehicle operators possess current, valid, and appropriate Florida driver's licenses. In addition, any motor vehicles and equipment of consultant/contractor or of any subconsultant/subcontractor operating on the RA must have an appropriate vehicle identification permit issued by the Aviation Department, which identification must be displayed as required by the Aviation Department.

c) Consent to Search/Inspection: The consultant/contractor agrees that its personnel, vehicles, cargo, goods and other personal property are subject to being inspected and searched when attempting to enter or leave and while on the RA. The consultant/contractor further agrees on behalf of itself and its subconsultant/subcontractors, that it shall not authorize any employee or other person to enter the RA unless and until such employee or other person has executed a written consent-to-search/inspection acceptable to the Aviation Department. Consultant/contractor acknowledges and understands that the foregoing requirements are for the protection of users of the Airport and are intended to reduce incidents of cargo tampering, aircraft sabotage, thefts and other unlawful activities at the Airport. For this reason, consultant/contractor agrees that persons not executing such consent-to- search/inspection shall not be employed by the consultant/contractor or by any sub consultant/subcontractor at the Airport in any position requiring access to the RA or allowed entry to the RA by the consultant/contractor or by any sub consultant/subcontractor.

d) Consultant/contractor understands and agrees that if any of its employees, or the employees of any of its sub consultants/subcontractors, are required in the course of the work to be performed under this Agreement to access or otherwise be in contact with Sensitive Security Information ("SSI") as defined and construed under Federal law, that individual will be required to execute a Sensitive Security Information Non-Disclosure Agreement promulgated by the Aviation Department.

e) The provisions hereof shall survive the expiration or any other termination of this Agreement.

H. Water and Wastewater Services (WWS):

1. Contractors/Consultants may receive a WWS ID Badge and/or Access Card and/or Keys while working at WWS facility work sites. These items provide modified access to certain areas and systems otherwise restricted to non-WWS employees and can only be obtained from the WWS Security Manager. These items may be rescinded at the discretion of the WWS Security Officer. The WWS ID Badge, Access Card and/or Keys remain the property of Broward County and must be returned to your WWS contact person at the end of the contract/project.
2. All contractors will complete and sign the WWS Contractor/Consultant Security Memorandum and provide a copy of their Driver's License to be recorded on Schlage Card Access System Profile.
3. A lost or stolen ID Badge and/or Access Card and/or Keys must be reported to the Security Manager immediately.
4. WWS may terminate access to any contractor who acts inappropriately while on County property and has the right to contact BSO if necessary, to have the contractor removed and/or file charges against them.

I. Additional Security Requirements for Parks and Recreation:

1. Contractor expressly understands and agrees that a duty is hereby created under this Contract that requires contractor to provide ongoing disclosure throughout the term of this Contract as provided for herein relative to the criminal background screening required by this Section.

2. Contractor shall perform criminal background screening as identified in Item 3 below on its officers, employees, agents, independent contractors and volunteers who will be working under this contract in any County park ("collectively referred to as "County Park Property"). Further, if contractor is permitted to utilize subcontractors under this contract, contractor shall perform or ensure that the background screening as requiredin Item 3 below is conducted on any permitted subcontractor, which term includes the subcontractor's officers, employees, agents, independent contractors and volunteers who will be working under this contract on County Park property.
3. Contractor shall not permit any person who is listed as a sexual predator or sexual offender on the Florida Department of Law Enforcement, Sexual Offenders and Predators Website or the United States Department of Justice, National Sex Offender Public Website, to provide any services for contractor on County Park Property. All persons subject to the criminal background screening under this contract shall be rescreened annually based on the date of initial screening.
4. Contractor shall maintain copies of the results of the criminal background screening required by this Section for the term of this contract and promptly forward copies of same to County, upon its request.
5. Contractor shall be required to furnish to County's Parks and Recreation Project Manager, on a monthly basis, an Affidavit affirming the persons listed in the Affidavit have been background screened as required in Item 3 above and have been deemed eligible by contractor to work on County Park property. Contractor's monthly Affidavit shall update information from the previous Affidavit by reconfirming the status of persons who have previously been deemed eligible as provided for above and updating the list, when applicable, to specifically identify new persons providing services for contractor under this Contract who have been background screened as required in Item 3 above and deemed eligible to work on County Park Property. The Contract Administrator may, in his or her discretion, permit contractor to furnish the monthly Affidavit in an electronic format.
6. In the event contractor obtains, or is provided, supplemental criminal background information, including police reports and arrest information, which potentially disqualifies a person previously deemed eligible by contractor to provide services under this contract, contractor shall take immediate action to review the matter; however, during such review time and until a determination of eligibility is made by contractor based on the requirements of this Section, contractor shall immediately cease allowing the person to work on County Park Property. Additionally, contractor shall be required to inform any person background screened pursuant to this Section who is providing services under this contract, to notify contractor within forty-eight (48) hours of any arrest related to sexual misconduct which has occurred after the person was deemed eligible to work on County Park Property.
7. Contractor shall, by written contract, require its permitted subcontractors to agree to the requirements and obligations of this Section.
8. County may terminate this contract immediately for cause, with Notice provided to contractor, for a violation related to contractor's failure to perform the required background screening on its officers, employees, agents, independent contractors andvolunteers who will be working under this Agreement on County Park Property. County
may also terminate this contract immediately for cause, with Notice provided to contractor, if County determines contractor failed to ensure that its permitted subcontractors, as defined in Item 2 above, have been background screened asrequired in this section prior to performing any services under this Agreement on County Park Property. Contractor will not be subject to immediate termination in the event County determines a violation of this Section was outside the reasonable controlof contractor and contractor has demonstrated to County compliance with the requirements of this Section.
9. County may terminate this contract for cause if contractor fails to provide the monthly Affidavit to County as provided for under Item 5 above, and contractor does not cure said breach within five (5) days of Notice provided to contractor.

Revised May 1, 2021

LITIGATION HISTORY FORM

A. All Vendors are required to disclose to the County all "material" cases filed, pending, or resolved during the last three (3) years prior to the solicitation response due date, whether such cases were brought by or against the Vendor, any parent or subsidiary of the Vendor, or any predecessor organization. Additionally, all Vendors are required to disclose to the County all "material" cases filed, pending, or resolved against any principal of Vendor, regardless of whether the principal was associated with Vendor at the time of the "material" cases against the principal, during the last three (3) years prior to the solicitation response. A case is considered to be "material" if it relates, in whole or in part, to any of the following:

i. A similar type of work that the vendor is seeking to perform for the County under the current solicitation;
ii. An allegation of fraud, negligence, error or omissions, or malpractice against the vendor or any of its principals or agents who would be performing work under the current solicitation;
iii. A vendor's default, termination, suspension, failure to perform, or improper performance in connection with any contract;
iv. The financial condition of the vendor, including any bankruptcy petition (voluntary and involuntary) or receivership; or
v. A criminal proceeding or hearing concerning business-related offenses in which the vendor or its principals (including officers) were/are defendants.

B. For each material case, the Vendor is required to provide all information identified in the **Litigation History Form**. Additionally, the Vendor shall provide a copy of any judgment or settlement of any material case during the last three (3) years prior to the solicitation response. Redactions of any confidential portions of the settlement agreement are only permitted upon a certification by Vendor that all redactions are required under the express terms of a pre-existing confidentiality agreement or provision.

C. The County will consider a Vendor's litigation history information in its review and determination of responsibility.

D. If the Vendor is a joint venture, the information provided should encompass the joint venture and each of the entities forming the joint venture.

E. A vendor is required to disclose to the County any and all cases(s) that exist between the County and any of the Vendor's subcontractors/subconsultants proposed to work on this project during the last five (5) years prior to the solicitation response.

F. Failure to disclose any material case, including all requested information in connection with each such case, as well as failure to disclose the Vendor's subcontractors/subconsultants litigation history against the County, may result in the Vendor being deemed non-responsive.

The completed form(s) should be returned with the Vendor's submittal. If not provided with submittal, the Vendor must submit within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes.

☐ There are no material cases for this Vendor; or

☐ Material Case(s) are disclosed below:

Is this for a: (check type)

☐ Parent Company

☐ Subsidiary

☐ Predecessor Firm

☐ None of the above

If Yes: Name of Parent Subsidiary/Predecessor:

Vendor is Plaintiff ☐ Vendor is Defendant ☐

Case Number

Case Name

Date Filed

Name of Court
or other Tribunal:

Type of Case: Bankruptcy ☐ Civil ☐ Criminal ☐ Administrative/Regulatory ☐

Claim or Cause of Action and Brief description of each Count:

Brief Description of the Subject Matter and Project Involved:

Disposition of Case: Pending ☐ Settled ☐ Dismissed ☐

Judgement: Vendor's Favor ☐ Against Vendor ☐

If Judgement is Against is Judgement Satisfied? Yes: ☐ No: ☐

Attach copy of any applicable Judgement, Settlement Agreement and Satisfaction of Judgement.

Opposing Counsel Name:

Opposing Counsel email:

Opposing Counsel Phone:

Vendor Name:

Revised May 1, 2021

DOMESTIC PARTNERSHIP REQUIREMENTS CERTIFICATION

The completed and signed should be returned with the Vendor's submittal. If not provided with submittal, the Vendor must submit within three business days of County's request. Vendor may be deemed non-responsive forfailure to fully comply within stated timeframes.

The Domestic Partnership Act, Section 16 ½ -157, Broward County Code of Ordinances, as amended, requires all Vendors contracting with the County, in an amount over $100,000 provide benefits to Domestic Partners of its employees, on the same basis as it provides benefits to employees spouses, with certain exceptions as providedby the Ordinance.

For all submittals over $100,000.00, the Vendor, by virtue of the signature below, certifies that it is aware of the requirements of Broward County's Domestic Partnership Act, Section 16-½ -157, Broward County Code of Ordinances, as amended; and certifies the following: **(check only one below)**.

☐ 1. The Vendor currently complies with the requirements of the County's Domestic Partnership Act and provides benefits to Domestic Partners of its employees on the same basis as it provides benefits to employees' spouses.

☐ 2. The Vendor will comply with the requirements of the County's Domestic Partnership Act at time of contractaward and provide benefits to Domestic Partners of its employees on the same basis as it provides benefits to employees' spouses.

☐ 3. The Vendor will not comply with the requirements of the County's Domestic Partnership Act at time ofaward.

☐ 4. The Vendor does not need to comply with the requirements of the County's Domestic Partnership Act at time of award because the following exception(s) applies: **(check only one below)**.

☐ The Vendor employs less than five (5) employees.

☐ The Vendor is a governmental entity, not-for-profit corporation, or charitable organization.

☐ The Vendor is a religious organization, association, society, or non-profit charitable or educational institution.

☐ The Vendor provides an employee the cash equivalent of benefits. (Attach an affidavit in compliance with the Act stating the efforts taken to provide such benefits and the amount of the cash equivalent).

☐ The Vendor cannot comply with the provisions of the Domestic Partnership Act because it would violate the laws, rules or regulations of federal or state law or would violate or be inconsistent with the terms or conditions of a grant or contract with the United States or State of Florida. Indicate the law, statute or regulation (State the law, statute or regulation and attach explanation of its applicability).

VENDOR NAME	TITLE	DATE

REVISED MAY 1, 2021

SUBCONTRACTORS/SUBCONSULTANTS/SUPPLIERS REQUIREMENT

The completed and signed form(s) should be returned with the Vendor's submittal. If not provided with submittal, the Vendor must submit within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes.

A. The Vendor shall submit a listing of all subcontractors, subconsultants and major material suppliers (firms), if any, and the portion of the contract they will perform. A major material supplier is considered any firm that provides construction material for construction contracts, or commodities for service contracts in excess of $50,000, to the Vendor.

B. If participation goals apply to the contract, only non-certified firms shall be identified on the form. A non-certifiedfirm is a firm that is not listed as a firm for attainment of participation goals (ex. County Business Enterprise or Disadvantaged Business Enterprise), if applicable to the solicitation.

C. This list shall be kept up-to-date for the duration of the contract. If subcontractors, subconsultants or suppliers are stated, this does not relieve the Vendor from the prime responsibility of full and complete satisfactory performance under any awarded contract.

D. After completion of the contract/final payment, the Vendor shall certify the final list of non-certified subcontractors, subconsultants, and suppliers that performed or provided services to the County for the referenced contract.

E. The Vendor has confirmed that none of the recommended subcontractors, subconsultants, or suppliers' principal(s), officer(s), affiliate(s) or any other related companies have been debarred from doing business with Broward County or any other governmental agency.

If none, state "none" on this form. Use additional sheets as needed. Vendor should scan and upload any additional form(s) in Periscope S2G.

1. Subcontracted Firm's Name:
   Subcontracted Firm's Address:
   Subcontracted Firm's Telephone Number:
   Contact Person's Name and Position:
   Contact Person's E-Mail Address:
   Estimated Subcontract/Supplies Contract Amount:
   Type of Work/Supplies Provided:

2. Subcontracted Firm's Name:
   Subcontracted Firm's Address:
   Subcontracted Firm's Telephone Number:
   Contact Person's Name and Position:
   Contact Person's E-Mail Address:
   Estimated Subcontract/Supplies Contract Amount:
   Type of Work/Supplies Provided:

3. Subcontracted Firm's Name:
   Subcontracted Firm's Address:
   Subcontracted Firm's Telephone Number:
   Contact Person's Name and Position:
   Contact Person's E-Mail Address:
   Estimated Subcontract/Supplies Contract Amount:

Type of Work/Supplies Provided:

4. Subcontracted Firm's Name:
   Subcontracted Firm's Address:
   Subcontracted Firm's Telephone Number:
   Contact Person's Name and Position:
   Contact Person's E-Mail Address:
   Estimated Subcontract/Supplies Contract Amount:
   Type of Work/Supplies Provided:

I certify that the information submitted in this report is in fact true and correct to the best of my knowledge.

Authorized Signature/Name **TITLE**

Vendor Name **DATE**

Revised May 1, 2021

TRENCH SAFETY ACT REQUIREMENT

The completed and signed form(s) should be returned with the Vendor's submittal. If not provided with submittal, the Vendor must submit within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes.

Florida Trench Safety Act, Section 553.60-553.64 Florida Statutes, incorporates the Occupational Safety & Health Administration (OSHA) excavation safety standards, 29 C.F.R Section 1926.650, as Florida's own standards. The Trench Safety Act will apply to any individual project that has trenches in excess of 5 feet deep.

The Vendor, by virtue of the solicitation submission, affirms that the Vendor is aware of this Act, and will comply with all applicable trench safety standards, including any special shoring requirements, if applicable. Such assurance shall be legally binding on all persons employed by the Vendor and subcontractors.

The Vendor is also obligated to identify the anticipated method and cost of compliance with the applicable trench safety standards. The Vendor further identified the costs and methods summarized below: (fill in either Open-End or Fixed Contract section)

Open-end Contract:

Description	Unit of Measure	Unit Price	Method

Special Shoring, if applicable:	SQ. FT.		

Fixed Contract:

Description	Unit of Measure	Quantity	Unit Price	Ext. Price	Method

Special Shoring, if applicable:	SQ. FT.	Unit Price	Method

Total $

Authorized Signature/Name **TITLE**

Vendor Name **DATE**

Revised May 1, 2021

SCRUTINIZED COMPANIES LIST REQUIREMENT CERTIFICATION

The completed and signed form(s) should be returned with the Vendor's submittal. If not provided with submittal, the Vendor must submit within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes.

Any company, principals, or owners on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or the Scrutinized Companies that Boycott Israel List is prohibited from submitting a response to a solicitation for goods or services in an amount equal to or greater than $1 million.

The Vendor, by virtue of the signature below, certifies that:

a. The Vendor, owners, or principals are aware of the requirements of Sections 287.135, 215.473, and a. 215.4725 Florida Statutes regarding Companies on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or the Scrutinized Companies that Boycott Israel List; and

b. The Vendor, owners, or principals, are eligible to participate in this solicitation and are not listed on either the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or the Scrutinized Companies that Boycott Israel List; and

c. If awarded the Contract, the Vendor, owners, or principals will immediately notify the County in writing if any of its principals are placed on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or the Scrutinized Companies that Boycott Israel List.

Authorized Signature/Name	**TITLE**
Vendor Name	**DATE**

Revised May 1, 2021

CRIMINAL HISTORY SCREENING PRACTICES CERTIFICATION FORM

The completed and signed form should be returned with Vendor's submittal. If Vendor does not provide it with the submittal, Vendor must submit the completed and signed form within three business days after County's request. Vendor shall be deemed nonresponsive for failure to fully comply within stated timeframes.

Section 26-125(d) of the Broward County Code of Ordinances ("Criminal History Screening Practices") requires that a Vendor seeking a contract in the amount of $100,000 or more with Broward County shall certify that it has implemented, or will implement upon award of the contract, policies, practices, and procedures regarding inquiry into the criminal history of an applicant for employment, including a criminal history background check of any such person, that preclude inquiry into an applicant's criminal history until the applicant is selected as a finalist and interviewed for the position. The requirement in the preceding sentence shall apply only to positions located within the United States that will foreseeably perform work under a contract with Broward County. The failure of Vendor to comply with Section 26-125(d) at any time during the contract term shall constitute a material breach of the contract, entitling Broward County to pursue any remedy permitted under the contract and any other remedy provided under applicable law. If Vendor fails to comply with Section 26-125(d) at any time during the contract term, Broward County may, in addition to all other available remedies, terminate the contract and Vendor may be subject to debarment or suspension proceedings consistent with the procedures in Chapter 21 of the Broward County Administrative Code.

By signing below, Vendor certifies that it is aware of the requirements of Section 26-125(d), Broward County Code of Ordinances, and certifies the following: (check only one below).

☐ Vendor certifies that, for positions located within the United States that will foreseeably perform work under a contract with Broward County, it has implemented, or will implement upon award of the contract, policies, practices, and procedures regarding inquiry into the criminal history of an applicant for employment, including a criminal history background check of any such person, that preclude inquiry into an applicant's criminal history until the applicant is selected as a finalist and interviewed for the position.

☐ Vendor is exempt from the requirements of Section 26-125(d) of the Broward County Code of Ordinances because Vendor is required by applicable federal, state, or local law to conduct a criminal history background check in connection with potential employment at a time or in a manner that would otherwise be prohibited by this section, or because Vendor is a governmental agency.

AUTHORIZED SIGNATURE/ NAME:

VENDOR NAME:

TITLE:

DATE:

Revised June 17, 2022

LOBBYIST REGISTRATION REQUIREMENT CERTIFICATION

The completed should be submitted with the solicitation response but must be submitted within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes.

The Vendor certifies that it understands if it has retained a lobbyist(s) to lobby in connection with a competitive solicitation, it shall be deemed non-responsive unless the firm, in responding to the competitive solicitation, certifies that each lobbyist retained has timely filed the registration or amended registration required under Broward County Lobbyist Registration Act, Section 1-262, Broward County Code of Ordinances; and it understands that if, after awarding a contract in connection with the solicitation, the County learns that the certification was erroneous, and upon investigation determines that the error was willful or intentional on the part of the Vendor, the County may, on that basis, exercise any contractual right to terminate the contract for convenience.

The Vendor hereby certifies that: (select one)

☐ It has not retained a lobbyist(s) to lobby in connection with this competitive solicitation; however, if retained after the solicitation, the County will be notified.

☐ It has retained a lobbyist(s) to lobby in connection with this competitive solicitation and certified that each lobbyist retained has timely filed the registration or amended registration required under Broward County Lobbyist Registration Act, Section 1-262, Broward County Code of Ordinances.

It is a requirement of this solicitation that the names of any and all lobbyists retained to lobby in connection with this solicitation be listed below:

Name of Lobbyist:
Lobbyist's Firm:
Phone:
E-mail:

Name of Lobbyist:
Lobbyist's Firm:
Phone:
E-mail:

Authorized Signature/Name **TITLE**

Vendor Name **DATE**

Revised May 1, 2021

Summary of Vendor Rights Regarding Broward County Competitive Solicitations

The purpose of this document is to provide vendors with a summary of their rights to object to or protest a proposed award or recommended ranking of vendors in connection with Broward County competitive solicitations. These rights are fully set forth in the Broward County Procurement Code, available here: https://www.broward.org/purchasing.

1. **Right to Object**
   For Requests for Proposals (RFP), Requests for Qualifications (RFQ) or Requests for Letters of Interest (RLI), vendors may object in writing to a proposed recommendation of ranking made by an Evaluation Committee. Objections must be filed within three (3) business days after the proposed recommendation of ranking (if applicable) is posted on the Purchasing Division's website. The written objection must comply with the requirements stated in Section 21.42(h) of the Procurement Code. Failure to timely and fully meet any requirement will result in the loss of a right to object.

2. **Right to Protest**
   For Invitations to Bid (ITBs), RFP, RFQ, and RLIs, vendors may protest the specifications or requirements of a solicitation (or of any addenda). Protests must be received in writing by the Director of Purchasing within five (5) business days after the applicable solicitation (or addenda) is posted on the Purchasing Division's website.

   For ITBs, vendors may protest a recommendation for award made by the Broward County Purchasing Division. For RFPs, RFQs, and RLIs, vendors may protest a final recommendation of ranking made by an Evaluation Committee. In all cases, protests must be filed in writing within five (5) business days after a recommended ranking or recommendation for award is posted on the Purchasing Division's website.

   Any protest must comply with requirements stated in Part X of the Procurement Code, including a filing fee (if applicable). Failure to timely and fully meet any requirement will result in a loss of protest rights.

   Vendors may appeal the denial of a protest. Section 21.81 of the Procurement Code identifies all other matters that may be appealed. Appeals may require payment of an appeal bond. Appeals must comply with requirements stated in Part XII of the Procurement Code. Failure to timely and fully meet any requirement will result in a loss of appeal rights.

Cone of Silence:
The Board of County Commissioners recently updated provisions of the Cone of Silence Ordinance, Section 1-266, of the Broward County Code of Ordinances, effective as of April 1, 2022.

The County's Cone of Silence Ordinance prohibits all communications, oral or written, relating to a competitive solicitation among vendors/vendor representatives, County Staff, and Commissioner Offices while the cone is in effect. Communications with Purchasing Division employees, the solicitation's designated Project Manager(s) or designee(s), the Office of Economic and Small Business (OESBD) Small Business Development Specialist Supervisor (954-357-6400), and others as specifically identified in the Cone of Silence Ordinance are permitted. Additionally, communication is permitted at pre-bid conferences and negotiation meetings, as applicable.

The Cone of Silence begins upon the advertisement of an ITB, RFP, RFQ, or RLI. The Cone of Silence terminates when the solicitation is awarded, all responses are rejected, or the Board takes other action which ends the solicitation.

Any violations of the Code of Silence Ordinance by any vendor/vendor representative, may be reported to the County's Professional Standards/Human Rights Section. If the County's Professional Standards/Human Rights Section determines that a violation has occurred, a fine shall be imposed as provided in the Broward County Code of Ordinances. At the sole discretion of the Broward County Board of County Commissioners, a violation may void an award of the applicable competitive solicitation.

Review the Cone of Silence Ordinance, Section 1-266 of the Broward County Code of Ordinances, for more detailed information.

Updated: April 1, 2022

INSURANCE REQUIREMENTS

Project: Playground Construction Services
Agency: Parks and Recreation Division

TYPE OF INSURANCE	ADDL	SUBR	MINIMUM LIABILITY LIMITS		
				Each Occurrence	Aggregate
GENERAL LIABILITY - Broad form ☑ Commercial General Liability ☑ Premises–Operations ☐ XCU Explosion/Collapse/Underground ☑ Products/Completed Operations Hazard ☑ Contractual Insurance ☑ Broad Form Property Damage ☑ Independent Contractors ☑ Personal Injury **Per Occurrence or Claims-Made:** ☑ Per Occurrence Claims-Made **Gen'l Aggregate Limit Applies per:** Project Policy Loc. Other _____	☑	☑	Bodily Injury		
			Property Damage		
			Combined Bodily Injury and Property Damage	**$1,000,000**	**$2,000,000**
			Personal Injury		
			Products & Completed Operations		
AUTO LIABILITY ☑ Comprehensive Form ☑ Owned ☑ Hired ☑ Non-owned ☑ Any Auto, If applicable *Note: May be waived if no driving will be done in performance of services/project.*			Bodily Injury (each person)		
			Bodily Injury (each accident)		
			Property Damage		
			Combined Bodily Injury and Property Damage	**$1,000,000**	
□ **EXCESS LIABILITY / UMBRELLA** **Per Occurrence or Claims-Made:** Per Occurrence Claims-Made ***Note: May be used to supplement minimum liability coverage requirements.***					
☑ **WORKER'S COMPENSATION** *Note: U.S. Longshoremen & Harbor Workers' Act & Jones Act is required for any activities on or about navigable water.*	N/A	*☑	Each Accident	**STATUTORY LIMITS**	
☑ **EMPLOYER'S LIABILITY**			Each Accident	**$500,000**	
☑ **PROFESSIONAL LIABILITY (ERRORS & OMISSIONS)** **All engineering, surveying and design professionals.**	N/A		Each Claim:	**$1,000,000**	**$2,000,000**
			*Maximum Deductible:	$100,000	
☑ **POLLUTION/ENVIRONMENTAL LIABILITY** **Required: If project involves environmental hazards.**	☑	☑	Each Claim:	**$1,000,000**	**$2,000,000**
			*Maximum Deductible:	$10,000	

Description of Operations: "Broward County" shall be listed as Certificate Holder and endorsed as an additional insured for liability, except as to Professional Liability. County shall be provided 30 days written notice of cancellation, 10 days' notice of cancellation for non-payment. Contractors insurance shall provide primary coverage and shall not require contribution from the County, self-insurance or otherwise. Any self-insured retention (SIR) higher than the amount permitted in this Agreement must be declared to and approved by County and may require proof of financial ability to meet losses. Contractor is responsible for all coverage deductibles unless otherwise specified in the agreement. For Claims-Made policies insurance must be maintained and evidence of insurance must be provided for at least three (3) years after completion of the contract of work. *Waiver of subrogation is required for Workers Compensation if any portion of the work/services will be performed on County Property.

CERTIFICATE HOLDER:

Broward County
115 South Andrews Avenue
Fort Lauderdale, Florida 33301

Digitally signed by COLLEEN A. POUNALL
Date: 2022.08.01 11:47:59 -04'00'

Risk Management Division

DRAWN BY: DNW

PG-1

PLAY EQUIPMENT PLAN

TOTAL AREA: 2,075 SF

FALL HEIGHT: 8'

BORDER: xxxx LF CURB

USER CAPACITY: 50

SURFACING: 2,075 SF PIP

SUBGRADE ELEV.: -X" BFF

ADA SCHEDULE	FBC 240.2.1.2	TOTAL PLAY ACTIVITIES 2-5: N/A TOTAL PLAY ACTIVITIES 5-12: 17		
		ACCESSIBLE ELEVATED ACTIVITIES	ACCESSIBLE GROUND-LEVEL ACTIVITIES	ACCESSIBLE GROUND-LEVEL PLAY TYPES
2-5	REQ	N/A	N/A	N/A
	PROV	N/A	N/A	N/A
5-12	REQ	0	0	0
	PROV	0	17	11

WELCOME SIGN
TO BE LOCATED IN CONSULTATION WITH OWNER

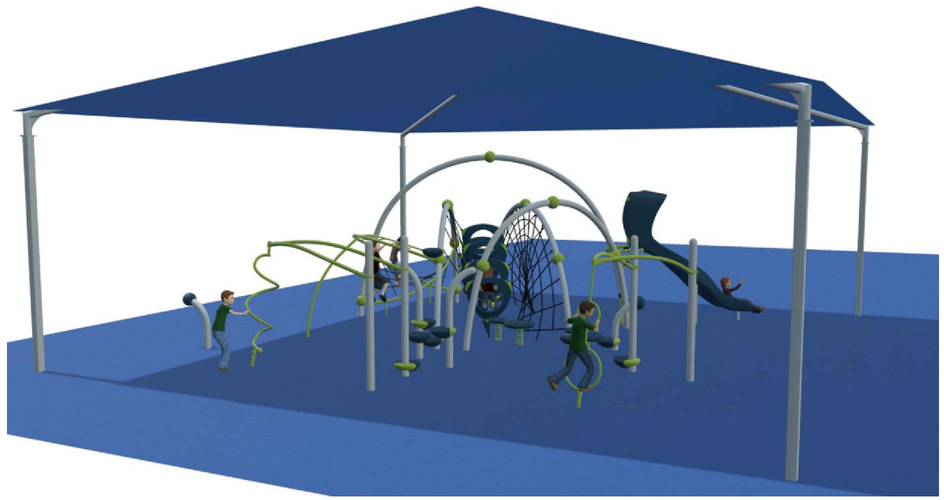
Δ WARNING
INSTALLATION OVER A HARD SURFACE SUCH AS CONCRETE, ASPHALT, OR PACKED EARTH MAY RESULT IN SERIOUS INJURY OR DEATH FROM FALLS.

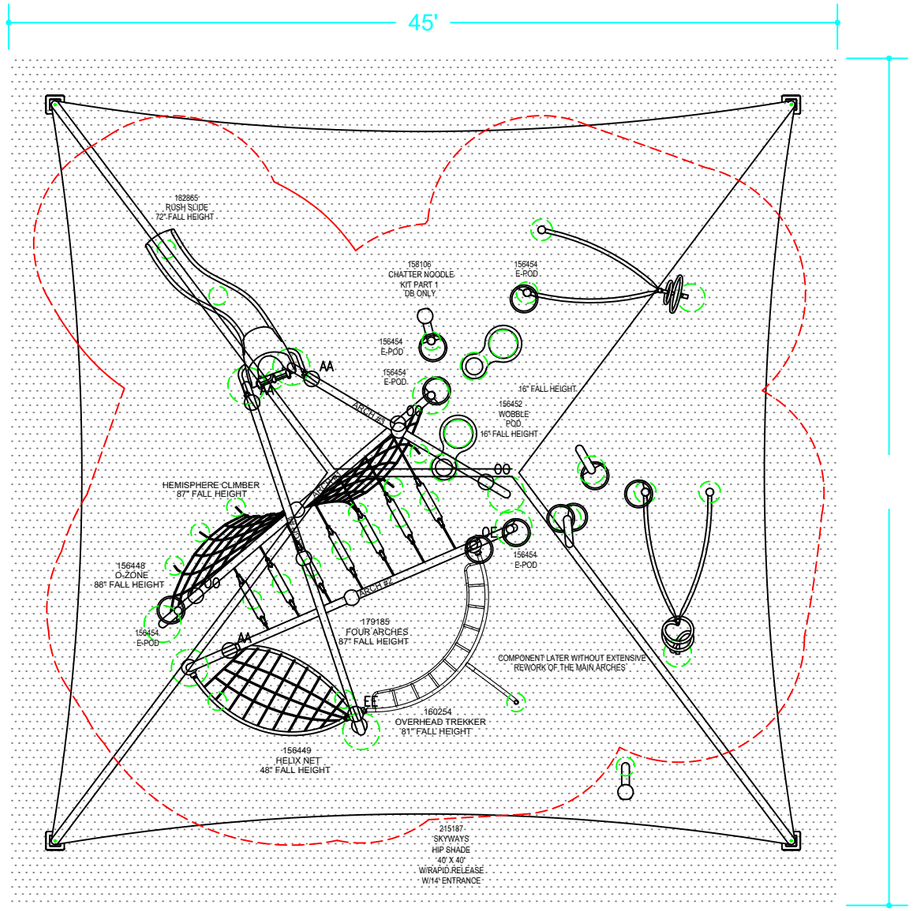
Δ WARNING
SURFACING AND PLAYSURFACES MAY BECOME **HOT** AND CAUSE BURNS. CHECK FOR HOT SURFACES PRIOR TO PLAYING ON THE PLAYGROUND.

GENERAL NOTES:
1. EQUIPMENT LOCATION TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION
2. ACCESSIBLE ROUTE OF TRAVEL TO THE PLAYGROUND TO BE PROVIDED BY OTHERS, UNLESS OTHERWISE NOTED
3. BASE MUST EXHIBIT POSITIVE DRAINAGE IN ALL AREAS

5-12 years old

SHOWN UNDER A 40' X 40' X 12' EAVE SHADE STRUCTURE (NOT INCLUDED IN THE PLAYGROUND PRICE); 88 INCH FALL HEIGHT; INCLUDES COASTAL PACKAGE FINISH AND ALL OTHER REQUIREMENTS OF PROJECT MANUAL SECTION 11 68 13





QTY. EVOS ARCH CLAMPS

3 AA Clamp One Face (A–A)
1 EE Clamp Two Faces 180* (E–E)
1 OE Clamp One Face (O–E)
3 OO Clamp No Faces (O–O)

Broward County Parks - Playground I (Addendum No. 3)

Broward County, FL
PROJECT: Playground I LSI Rev 020923
NOT FOR CONSTRUCTION
2/13/2023 11:00 AM

NORTH

SCALE: 1/8" = 1'
0 4.0 8 16

REP SERVICES, INC.
Experts at Play & Outdoor Spaces

landscape structures CERTIFIED

P-106

Question and Answers for Bid #PNC2125403B1 - Playground Construction Services

Question 6

Does the bidder need to provide all of the playground manufacturers (rather than just one of the approved manufactures)?

Is there a transrcipt from the pre-bid phonecall. **(Submitted: Jan 30, 2023 2:20:26 PM EST)**

Answer

- a. Yes, the bidder (contractor) must be able to provide products from each of three approved playground manufacturers.

b. There is no transcript, however the recording has been uploaded. Note only changes made by Addenda are binding and all Addenda will be posted in Periscope. It is the vendor's responsibility to make sure, you have reviewed all Addenda which must be acknowledged in Periscope before submitting your bid offer. **(Answered: Feb 1, 2023 4:08:25 PM EST)**

Question 7

If not one of the 3 vendors listed for playground equipment can we not submit at this time even if we can match the designs specified?â **(Submitted: Jan 31, 2023 2:25:31 PM EST)**

Answer

- Refer to Project Manual, Section 01 25 13 Product Substitution Procedures, Section 11 68 13 Playground Equipment, and County Form/Document 00 63 25 Substitution Request Form, which may be submitted by the awarded Contractor. **(Answered: Jan 31, 2023 2:26:06 PM EST)**

Question 8

1. What is the basis of the selection of the contractor?
2. What are the required documents for the submittal? **(Submitted: Feb 1, 2023 3:46:14 PM EST)**

Answer

- 1. Refer to Bid Comments and Special Instructions to Vendors, Basis of Award.
2. Refer to all bid documents in Periscope S2G and Bid Comments. **(Answered: Feb 6, 2023 11:30:16 AM EST)**

Question 9

It's hard to comply with what you are asking for in comparing to a competitors playground equipment vs our own playground equipment. I do not have the competitor's information to show the details on how we are different. Is there any variance in this? **(Submitted: Feb 2, 2023 3:08:30 PM EST)**

Answer

- Refer to Section 11 68 13 for detailed characteristics of Broward County playgrounds for this solicitation, which includes criteria such as materials, powder coating thickness and procedures, clamp systems, rusting, coastal protection requirements, and warranties of various aspects of each playground. If awarded Contractor submits a substitute manufacturer and pre-designed playground, awarded contract shall follow the substitution procedures; refer to Section 01 25 13, Product Substitution Procedures. **(Answered: Feb 6, 2023 11:30:16 AM EST)**

Question 10

Document "Insurance Requirements.html" states " The insurance requirement designated in the Insurance Requirement Form indicates the minimum coverage required for the scope of work". Please provide or provide a link to said form. **(Submitted: Feb 3, 2023 4:10:25 PM EST)**

Answer

- Refer to Addendum no. 3 **(Answered: Feb 13, 2023 12:42:52 PM EST)**

Question 11

Can you please correct the contacts under Section 11 68 13-3 "Playground Equipment Section 2.1A MANUFACTURERS"?

Item 3 should read as follows: Playgrounds B, E, H and J: Playcraft Systems (Playcraft) www.playcraftsystems.com [South Florida Authorized Distributor and Contact: Allen Cooke at Advanced Recreational Concepts; (954) 261-1450 or ACooke@ARCFlorida.com] **(Submitted: Feb 5, 2023 5:23:13 PM EST)**

Answer

- Refer to Addendum no. 3 **(Answered: Feb 13, 2023 12:42:52 PM EST)**

Question 12

What is the depth of the Drain Basin requested in Item PNC2125403B1--08-03? **(Submitted: Feb 7, 2023 3:27:02 PM EST)**

Answer

- There is no minimum or maximum depth; depth will be determined for each Project. **(Answered: Feb 13, 2023 11:47:52 AM EST)**

Question 13

Where's the Pre-Bid Conference attendee's list? **(Submitted: Feb 9, 2023 5:29:36 PM EST)**

Answer

- Refer to Pre-bid conference section, under the Transcript Tab and find the Pre-bid Conference Sign-in Sheet. **(Answered: Feb 13, 2023 12:42:52 PM EST)**

Question 14

Suppliers are reporting that the LED 5700K Flood Light "LUMAPRO Model 49WJ23 for wet locations" is showing as discontinued. Is there an approved alternate you would like us to quote? **(Submitted: Feb 10, 2023 2:31:28 PM EST)**

Answer

- Refer to Addendum no. 3 **(Answered: Feb 13, 2023 12:42:52 PM EST)**

MBR CONSTRUCTION, INC.

Bid Contact **Ron Boss**
tkoch@mbrconstruction.com
Ph 954-486-8404

Address **1020 NW 51st Street**
FORT LAUDERDALE, FL 33309

Bid Notes **Physical Bid Bond delivered to Broward County Purchasing on 2023 Feb 21 at 12:11PM**

Item #	Line Item	Notes	Unit Price	Qty/Unit		Attch.	Docs
PNC2125403B1--01-01	Miscellaneous: Unsuitable Materials Removal	**Supplier Product Code:**	**First Offer - $91.70**	150 / cubic yard	**$13,755.00**		**Y**
PNC2125403B1--01-02	Miscellaneous: Clean Fill	**Supplier Product Code:**	**First Offer - $50.72**	300 / cubic yard	**$15,216.00**		**Y**
PNC2125403B1--01-03	Miscellaneous: Fertilizer, Herbicides or Insecticides Application	**Supplier Product Code:**	**First Offer - $150.65**	14 / hour	**$2,109.10**		**Y**
PNC2125403B1--01-04	Miscellaneous: Watering after Final Completion	**Supplier Product Code:**	**First Offer - $720.50**	100 / each	**$72,050.00**		**Y**
Bid Allowance			$200,000.00				
				Lot Total	**$103,130.10**		

Item #	Line Item	Notes	Unit Price	Qty/Unit		Attch.	Docs
PNC2125403B1--02-01	Div. 11: Playground A	**Supplier Product Code:**	**First Offer - $104,079.50**	1 / lump sum	**$104,079.50**		**Y**
PNC2125403B1--02-02	Div. 11: Playground B	**Supplier Product Code:**	**First Offer - $123,784.52**	1 / lump sum	**$123,784.52**		**Y**
PNC2125403B1--02-03	Div. 11: Playground C	**Supplier Product Code:**	**First Offer - $85,414.62**	1 / lump sum	**$85,414.62**		**Y**
PNC2125403B1--02-04	Div. 11: Playground D	**Supplier Product Code:**	**First Offer - $147,678.92**	1 / lump sum	**$147,678.92**		**Y**
PNC2125403B1--02-05	Div. 11: Playground E	**Supplier Product**	**First Offer - $98,868.32**	1 / lump sum	**$98,868.32**		**Y**

		Code:				
PNC2125403B1--02-06	Div. 11: Playground F	**Supplier Product Code:**	**First Offer - $102,393.53**	1 / lump sum	**$102,393.53**	**Y**
PNC2125403B1--02-07	Div. 11: Playground G	**Supplier Product Code:**	**First Offer - $151,060.03**	1 / lump sum	**$151,060.03**	**Y**
PNC2125403B1--02-08	Div. 11: Playground H	**Supplier Product Code:**	**First Offer - $245,685.26**	1 / lump sum	**$245,685.26**	**Y**
PNC2125403B1--02-09	Div. 11: Playground I	**Supplier Product Code:**	**First Offer - $240,430.85**	1 / lump sum	**$240,430.85**	**Y**
PNC2125403B1--02-10	Div. 11: Playground J	**Supplier Product Code:**	**First Offer - $195,530.60**	1 / lump sum	**$195,530.60**	**Y**
PNC2125403B1--02-11	Div. 11: 4 Person Swing Set	**Supplier Product Code:**	**First Offer - $15,894.23**	1 / lump sum	**$15,894.23**	**Y**
PNC2125403B1--02-12	Div. 11: Web Climber	**Supplier Product Code:**	**First Offer - $13,064.63**	1 / lump sum	**$13,064.63**	**Y**
PNC2125403B1--02-13	Div. 11: Balance Beam	**Supplier Product Code:**	**First Offer - $12,025.80**	1 / lump sum	**$12,025.80**	**Y**
PNC2125403B1--02-14	Div. 11: 3 Person Spinner	**Supplier Product Code:**	**First Offer - $11,576.47**	1 / lump sum	**$11,576.47**	**Y**
PNC2125403B1--02-15	Div. 11: 2 Person Stand Up Spinner	**Supplier Product Code:**	**First Offer - $9,856.44**	1 / lump sum	**$9,856.44**	**Y**
PNC2125403B1--02-16	Div. 11: 3 Person Spinner	**Supplier Product Code:**	**First Offer - $26,340.17**	1 / lump sum	**$26,340.17**	**Y**
PNC2125403B1--02-17	Div. 11: Climbable Spinner	**Supplier Product Code:**	**First Offer - $33,566.13**	1 / lump sum	**$33,566.13**	**Y**

PNC2125403B1--02-18	Div. 11: Seated Spinner	**Supplier Product Code:**	**First Offer - $10,052.94**	2 / lump sum	**$20,105.88**	**Y**
PNC2125403B1--02-19	Div. 11: 2 Person Spring Rider	**Supplier Product Code:**	**First Offer - $11,928.86**	2 / lump sum	**$23,857.72**	**Y**
PNC2125403B1--02-20	Div. 11: Metallophone	**Supplier Product Code:**	**First Offer - $13,916.13**	1 / lump sum	**$13,916.13**	**Y**
PNC2125403B1--02-21	Div. 11: Freestanding Drum	**Supplier Product Code:**	**First Offer - $10,846.80**	1 / lump sum	**$10,846.80**	**Y**
PNC2125403B1--02-22	Div. 11: Squat Press	**Supplier Product Code:**	**First Offer - $19,323.81**	1 / lump sum	**$19,323.81**	**Y**
PNC2125403B1--02-23	Div. 11: Chest and Back Press	**Supplier Product Code:**	**First Offer - $19,788.86**	1 / lump sum	**$19,788.86**	**Y**
PNC2125403B1--02-24	Div. 11: Ab Crunch and Leg Lift	**Supplier Product Code:**	**First Offer - $12,724.03**	1 / lump sum	**$12,724.03**	**Y**
PNC2125403B1--02-25	Div. 11: Stretch Outdoor Fitness	**Supplier Product Code:**	**First Offer - $14,707.37**	1 / lump sum	**$14,707.37**	**Y**
PNC2125403B1--02-26	Div. 11: Pull Up and Dip	**Supplier Product Code:**	**First Offer - $12,857.65**	1 / lump sum	**$12,857.65**	**Y**
Bid Allowance			$200,000.00			
				Lot Total	**$1,765,378.27**	

Item #	Line Item	Notes	Unit Price	Qty/Unit		Attch.	Docs
PNC2125403B1--03-01	Div. 13: Cantilevered Shelter	**Supplier Product Code:**	**First Offer - $97,071.00**	1 / lump sum	**$97,071.00**		**Y**
PNC2125403B1--03-02	Div. 13: Shade Structure 30x30	**Supplier Product Code:**	**First Offer - $43,230.00**	1 / lump sum	**$43,230.00**		**Y**
PNC2125403B1--03-03	Div. 13: Shade	**Supplier**	**First Offer - $68,120.00**	1 / lump sum	**$68,120.00**		**Y**

	Structure 40x40	**Product Code:**					

Bid Allowance $200,000.00

Lot Total **$208,421.00**

Item #	Line Item	Notes	Unit Price	Qty/Unit		Attch.	Docs
PNC2125403B1--04-01	Div. 22: Water Cooler with Bottle Filler	**Supplier Product Code:**	**First Offer - $12,875.34**	2 / lump sum	**$25,750.68**		**Y**
PNC2125403B1--04-02	Div. 22: Drinking Fountain with Upgrades	**Supplier Product Code:**	**First Offer - $9,477.85**	2 / lump sum	**$18,955.70**		**Y**
PNC2125403B1--04-03	Div. 22: Pedestal Hydrant	**Supplier Product Code:**	**First Offer - $4,093.75**	2 / lump sum	**$8,187.50**		**Y**

Bid Allowance $200,000.00

Lot Total **$52,893.88**

Item #	Line Item	Notes	Unit Price	Qty/Unit		Attch.	Docs
PNC2125403B1--05-01	Div. 26: LED 5700K Flood Light	**Supplier Product Code:**	**First Offer - $634.30**	4 / each	**$2,537.20**		**Y**
PNC2125403B1--05-02	Div. 26: Meter Can	**Supplier Product Code:**	**First Offer - $823.10**	1 / each	**$823.10**		**Y**
PNC2125403B1--05-03	Div. 26: Disconnect Switch	**Supplier Product Code:**	**First Offer - $3,930.90**	1 / each	**$3,930.90**		**Y**
PNC2125403B1--05-04	Div. 26: Disconnect Switch	**Supplier Product Code:**	**First Offer - $6,159.63**	1 / each	**$6,159.63**		**Y**
PNC2125403B1--05-05	Div. 26: Panel Board	**Supplier Product Code:**	**First Offer - $2,829.93**	1 / each	**$2,829.93**		**Y**
PNC2125403B1--05-06	Div. 26: Panel Board	**Supplier Product Code:**	**First Offer - $5,273.89**	1 / each	**$5,273.89**		**Y**
PNC2125403B1--05-07	Div. 26: Panel	**Supplier**	**First Offer - $5,273.89**	1 / each	**$5,273.89**		**Y**

	Board	**Product Code:**				
PNC2125403B1--05-08	Div. 26: Grounding Electrode	**Supplier Product Code:**	**First Offer - $152.31**	2 / each	**$304.62**	**Y**
PNC2125403B1--05-09	Div. 26: Pull and Junction Boxes	**Supplier Product Code:**	**First Offer - $1,124.20**	2 / each	**$2,248.40**	**Y**
PNC2125403B1--05-10	Div. 26: Circuit Breaker	**Supplier Product Code:**	**First Offer - $108.85**	2 / each	**$217.70**	**Y**
PNC2125403B1--05-11	Div. 26: Circuit Breaker	**Supplier Product Code:**	**First Offer - $209.89**	2 / each	**$419.78**	**Y**
PNC2125403B1--05-12	Div. 26: Circuit Breaker	**Supplier Product Code:**	**First Offer - $501.78**	2 / each	**$1,003.56**	**Y**
PNC2125403B1--05-13	Div. 26: Circuit Breaker	**Supplier Product Code:**	**First Offer - $620.48**	2 / each	**$1,240.96**	**Y**
PNC2125403B1--05-14	Div. 26: Electrical service feeder	**Supplier Product Code:**	**First Offer - $16.39**	600 / linear foot	**$9,834.00**	**Y**
PNC2125403B1--05-15	Div. 26: Electrical service feeder	**Supplier Product Code:**	**First Offer - $21.41**	600 / linear foot	**$12,846.00**	**Y**
PNC2125403B1--05-16	Div. 26: Electrical service feeder	**Supplier Product Code:**	**First Offer - $28.06**	600 / linear foot	**$16,836.00**	**Y**
PNC2125403B1--05-17	Div. 26: PVC Conduit	**Supplier Product Code:**	**First Offer - $15.39**	600 / linear foot	**$9,234.00**	**Y**
PNC2125403B1--05-18	Div. 26: PVC Conduit	**Supplier Product Code:**	**First Offer - $28.64**	600 / linear foot	**$17,184.00**	**Y**
PNC2125403B1--05-19	Div. 26: PVC Conduit	**Supplier Product Code:**	**First Offer - $15.67**	600 / linear foot	**$9,402.00**	**Y**

PNC2125403B1--05-20	Div. 26: PVC Conduit	**Supplier Product Code:**	**First Offer - $19.73**	600 / linear foot	**$11,838.00**	**Y**
PNC2125403B1--05-21	Div. 26: GRC Conduit	**Supplier Product Code:**	**First Offer - $20.17**	600 / linear foot	**$12,102.00**	**Y**
PNC2125403B1--05-22	Div. 26: GRC Conduit	**Supplier Product Code:**	**First Offer - $31.18**	200 / linear foot	**$6,236.00**	**Y**
PNC2125403B1--05-23	Div. 26: Solar Powered LED Bollard	**Supplier Product Code:**	**First Offer - $3,652.54**	4 / each	**$14,610.16**	**Y**

Bid Allowance $200,000.00

Lot Total **$152,385.72**

Item #	Line Item	Notes	Unit Price	Qty/Unit		Attch.	Docs
PNC2125403B1--06-01	Div. 31: Tree Relocation	**Supplier Product Code:**	**First Offer - $2,620.00**	2 / each	**$5,240.00**		**Y**
PNC2125403B1--06-02	Div. 31: Tree Relocation	**Supplier Product Code:**	**First Offer - $6,550.00**	2 / each	**$13,100.00**		**Y**
PNC2125403B1--06-03	Div. 31: Tree Relocation	**Supplier Product Code:**	**First Offer - $19,650.00**	2 / each	**$39,300.00**		**Y**

Bid Allowance $200,000.00

Lot Total **$57,640.00**

Item #	Line Item	Notes	Unit Price	Qty/Unit		Attch.	Docs
PNC2125403B1--07-01	Div. 32: Color-coated Chain Link Fencing	**Supplier Product Code:**	**First Offer - $74.67**	8000 / linear foot	**$597,360.00**		**Y**
PNC2125403B1--07-02	Div. 32: End post with bracing	**Supplier Product Code:**	**First Offer - $419.20**	8 / each	**$3,353.60**		**Y**
PNC2125403B1--07-03	Div. 32: Corner post with bracing	**Supplier Product Code:**	**First Offer - $484.70**	12 / each	**$5,816.40**		**Y**
PNC2125403B1--07-04	Div. 32: Grounding of	**Supplier Product**	**First Offer - $655.00**	8 / each	**$5,240.00**		**Y**

	Chain Link Fencing	**Code:**				
PNC2125403B1--07-05	Div. 32: Bottom Rail for Chain Link Fencing	**Supplier Product Code:**	**First Offer - $13.10**	1500 / linear foot	**$19,650.00**	**Y**
PNC2125403B1--07-06	Div. 32: Remove and Dispose of Fencing	**Supplier Product Code:**	**First Offer - $6.55**	1500 / each	**$9,825.00**	**Y**
PNC2125403B1--07-07	Div. 32: Color-Coated Single Gate	**Supplier Product Code:**	**First Offer - $1,257.60**	4 / each	**$5,030.40**	**Y**
PNC2125403B1--07-08	Div. 32: Temporary Galvanized Fence	**Supplier Product Code:**	**First Offer - $28.82**	2500 / linear foot	**$72,050.00**	**Y**
PNC2125403B1--07-09	Div. 32: Work Zone Sign	**Supplier Product Code:**	**First Offer - $1.96**	48 / week	**$94.08**	**Y**
PNC2125403B1--07-10	Div. 32: Sediment Barrier	**Supplier Product Code:**	**First Offer - $1.51**	500 / linear foot	**$755.00**	**Y**
PNC2125403B1--07-11	Div. 32: Staked Turbidity Barrier	**Supplier Product Code:**	**First Offer - $8.11**	600 / linear foot	**$4,866.00**	**Y**
PNC2125403B1--07-12	Div. 32: Inlet Protection System	**Supplier Product Code:**	**First Offer - $167.86**	10 / each	**$1,678.60**	**Y**
PNC2125403B1--07-13	Div. 32: Clearing and Grubbing	**Supplier Product Code:**	**First Offer - $14.46**	1500 / square yard	**$21,690.00**	**Y**
PNC2125403B1--07-14	Div. 32: Remove Existing Pavement or Concrete	**Supplier Product Code:**	**First Offer - $30.67**	1000 / square yard	**$30,670.00**	**Y**
PNC2125403B1--07-15	Div. 32: Regular and	**Supplier Product Code:**	**First Offer - $14.72**	300 / cubic yard	**$4,416.00**	**Y**

	Subsoil Excavation	**Supplier Notes:** Does NOT include DREDGING				
PNC2125403B1--07-16	Div. 32: Subgrade Stabilization	**Supplier Product Code:**	**First Offer - $13.10**	150 / square yards	**$1,965.00**	**Y**
PNC2125403B1--07-17	Div. 32: Prepared Finished Soil Layer	**Supplier Product Code:**	**First Offer - $11.79**	150 / square yard	**$1,768.50**	**Y**
PNC2125403B1--07-18	Div. 32: Prepared Organic Soil Layer	**Supplier Product Code:**	**First Offer - $19.65**	150 / square yard	**$2,947.50**	**Y**
PNC2125403B1--07-19	Div. 32: Washed Rock No. 68	**Supplier Product Code:**	**First Offer - $92.80**	100 / ton	**$9,280.00**	**Y**
PNC2125403B1--07-20	Div. 32: Washed Rock No. 57	**Supplier Product Code:**	**First Offer - $92.80**	100 / ton	**$9,280.00**	**Y**
PNC2125403B1--07-21	Div. 32: Optional Base Group 8 in.	**Supplier Product Code:**	**First Offer - $58.14**	150 / square yard	**$8,721.00**	**Y**
PNC2125403B1--07-22	Div. 32: Optional Base Group 12 in.	**Supplier Product Code:**	**First Offer - $66.81**	150 / square yard	**$10,021.50**	**Y**
PNC2125403B1--07-23	Div. 32: Superpave Asphaltic Concrete	**Supplier Product Code:** **Supplier Notes:** Price includes FDOT No. 334-1-12 ONLY	**First Offer - $143.97**	150 / square yard	**$21,595.50**	**Y**

PNC2125403B1--07-24	Div. 32: Class I Miscellaneous Concrete	**Supplier Product Code:**	**First Offer - $425.75**	30 / cubic yard	**$12,772.50**	**Y**
PNC2125403B1--07-25	Div. 32: Adjust Inlet	**Supplier Product Code:**	**First Offer - $1,182.43**	2 / each	**$2,364.86**	**Y**
PNC2125403B1--07-26	Div. 32: Adjust Valve Box	**Supplier Product Code:**	**First Offer - $615.48**	2 / each	**$1,230.96**	**Y**
PNC2125403B1--07-27	Div. 32: Yard Drain	**Supplier Product Code:**	**First Offer - $3,132.21**	4 / each	**$12,528.84**	**Y**
PNC2125403B1--07-28	Div. 32: Concrete Curb Type D	**Supplier Product Code:**	**First Offer - $52.40**	300 / linear foot	**$15,720.00**	**Y**
PNC2125403B1--07-29	Div. 32: Concrete Sidewalk	**Supplier Product Code:**	**First Offer - $70.18**	500 / square yard	**$35,090.00**	**Y**
PNC2125403B1--07-30	Div. 32: Fiber Reinforced Concrete	**Supplier Product Code:**	**First Offer - $77.25**	250 / square yard	**$19,312.50**	**Y**
PNC2125403B1--07-31	Div. 32: ADA compliant curb ramp	**Supplier Product Code:**	**First Offer - $1,310.00**	4 / each	**$5,240.00**	**Y**
PNC2125403B1--07-32	Div. 32: Optional Material	**Supplier Product Code:**	**First Offer - $58.79**	100 / linear foot	**$5,879.00**	**Y**
PNC2125403B1--07-33	Div. 32: Optional Material	**Supplier Product Code:**	**First Offer - $69.65**	100 / linear foot	**$6,965.00**	**Y**
PNC2125403B1--07-34	Div. 32: Container Trees & Palms Price Group A	**Supplier Product Code:**	**First Offer - $119.21**	3 / each	**$357.63**	**Y**
PNC2125403B1--07-35	Div. 32: Container Trees & Palms Price Group B	**Supplier Product Code:**	**First Offer - $255.45**	3 / each	**$766.35**	**Y**

PNC2125403B1--07-36	Div. 32: Container Trees & Palms Price Group C	**Supplier Product Code:**	**First Offer - $204.36**	3 / each	**$613.08**	**Y**
PNC2125403B1--07-37	Div. 32: Container Trees & Palms Price Group D	**Supplier Product Code:**	**First Offer - $425.75**	3 / each	**$1,277.25**	**Y**
PNC2125403B1--07-38	Div. 32: Container Trees & Palms Price Group E	**Supplier Product Code:**	**First Offer - $484.70**	3 / each	**$1,454.10**	**Y**
PNC2125403B1--07-39	Div. 32: Shrubs Price Group W	**Supplier Product Code:**	**First Offer - $25.55**	30 / each	**$766.50**	**Y**
PNC2125403B1--07-40	Div. 32: Shrubs Price Group X	**Supplier Product Code:**	**First Offer - $30.65**	10 / each	**$306.50**	**Y**
PNC2125403B1--07-41	Div. 32: Shrubs Price Group Y	**Supplier Product Code:**	**First Offer - $34.06**	10 / each	**$340.60**	**Y**
PNC2125403B1--07-42	Div. 32: Shrubs Price Group Z	**Supplier Product Code:**	**First Offer - $42.58**	10 / each	**$425.80**	**Y**
PNC2125403B1--07-43	Div. 32: Bahia Sod	**Supplier Product Code:**	**First Offer - $1.97**	6000 / square foot	**$11,820.00**	**Y**
PNC2125403B1--07-44	Div. 32: St. Augustine Sod	**Supplier Product Code:**	**First Offer - $2.10**	3000 / square foot	**$6,300.00**	**Y**
PNC2125403B1--07-45	Div. 32: Floratam Sod	**Supplier Product Code:**	**First Offer - $2.10**	3000 / square foot	**$6,300.00**	**Y**
PNC2125403B1--07-46	Div. 32: Eucalyptus Mulch	**Supplier Product Code:**	**First Offer - $112.31**	1000 / cubic yards	**$112,310.00**	**Y**
PNC2125403B1--07-47	Div. 32: Melaleuca Mulch	**Supplier Product Code:**	**First Offer - $76.44**	500 / cubic yards	**$38,220.00**	**Y**

PNC2125403B1--07-48	Div. 32: Tree Relocation	**Supplier Product Code:**	**First Offer - $3,930.00**	2 / each	**$7,860.00**	**Y**
PNC2125403B1--07-49	Div. 32: Palm Relocation	**Supplier Product Code:**	**First Offer - $917.00**	2 / each	**$1,834.00**	**Y**
PNC2125403B1--07-50	Div. 32: Palm Relocation	**Supplier Product Code:**	**First Offer - $1,048.00**	2 / each	**$2,096.00**	**Y**
PNC2125403B1--07-51	Div. 32: Palm Relocation	**Supplier Product Code:**	**First Offer - $1,310.00**	2 / each	**$2,620.00**	**Y**
PNC2125403B1--07-52	Div. 32: Palm Relocation	**Supplier Product Code:**	**First Offer - $2,620.00**	2 / each	**$5,240.00**	**Y**
PNC2125403B1--07-53	Div. 32: SBR Bonded Mulch surface system	**Supplier Product Code:**	**First Offer - $38.06**	1500 / square foot	**$57,090.00**	**Y**
PNC2125403B1--07-54	Div. 32: SBR Bonded Mulch surface system	**Supplier Product Code:**	**First Offer - $41.42**	1500 / square foot	**$62,130.00**	**Y**
PNC2125403B1--07-55	Div. 32: SBR Bonded Mulch surface system	**Supplier Product Code:**	**First Offer - $42.90**	1500 / square foot	**$64,350.00**	**Y**
PNC2125403B1--07-56	Div. 32: SBR Bonded Mulch surface system	**Supplier Product Code:**	**First Offer - $48.61**	1500 / square foot	**$72,915.00**	**Y**
PNC2125403B1--07-57	Div. 32: EPDM surface system	**Supplier Product Code:**	**First Offer - $23.65**	2500 / square foot	**$59,125.00**	**Y**
PNC2125403B1--07-58	Div. 32: EPDM surface system	**Supplier Product Code:**	**First Offer - $25.64**	2500 / square foot	**$64,100.00**	**Y**
PNC2125403B1--07-59	Div. 32: EPDM surface system	**Supplier Product Code:**	**First Offer - $42.23**	2500 / square foot	**$105,575.00**	**Y**
PNC2125403B1--07-60	Div. 32: EPDM surface system	**Supplier Product**	**First Offer - $44.67**	2500 / square foot	**$111,675.00**	**Y**

Code:

Bid Allowance	$200,000.00	
	Lot Total	**$1,763,045.55**

Item #	Line Item	Notes	Unit Price	Qty/Unit		Attch.	Docs
PNC2125403B1--08-01	Div. 33: Drywell	**Supplier Product Code:**	**First Offer - $1,244.50**	2 / lump sum	**$2,489.00**		**Y**
PNC2125403B1--08-02	Div. 33: Pipe Sleeving	**Supplier Product Code:**	**First Offer - $18.34**	20 / linear foot	**$366.80**		**Y**
PNC2125403B1--08-03	Div. 33: PVC Drain Basin with grate	**Supplier Product Code:**	**First Offer - $4,519.50**	2 / each	**$9,039.00**		**Y**
PNC2125403B1--08-04	Div. 33: Polyethylene Water Service	**Supplier Product Code:**	**First Offer - $15.72**	300 / linear foot	**$4,716.00**		**Y**
PNC2125403B1--08-05	Div. 33: PVC Water Service	**Supplier Product Code:**	**First Offer - $19.65**	300 / linear foot	**$5,895.00**		**Y**
PNC2125403B1--08-06	Div. 33: Water Service Connection	**Supplier Product Code:**	**First Offer - $1,277.25**	2 / each	**$2,554.50**		**Y**
PNC2125403B1--08-07	Div. 33: Above Ground RPZ	**Supplier Product Code:**	**First Offer - $1,503.88**	2 / each	**$3,007.76**		**Y**
PNC2125403B1--08-08	Div. 33: Gate Valve with Valve Box	**Supplier Product Code:**	**First Offer - $1,596.94**	2 / each	**$3,193.88**		**Y**

Bid Allowance	$200,000.00	
	Lot Total	**$31,261.94**

Item #	Line Item	Notes	Unit Price	Qty/Unit		Attch.	Docs
PNC2125403B1--09-01	Labor: Laser Site Grading Crew	**Supplier Product Code:**	**First Offer - $327.50**	30 / hour	**$9,825.00**		**Y**
PNC2125403B1--09-02	Labor: Electrician or Electrical Journeyman	**Supplier Product Code:**	**First Offer - $131.00**	50 / hour	**$6,550.00**		**Y**

PNC2125403B1--09-03	Labor: Plumber or Plumbing Journeyman	**Supplier Product Code:**	**First Offer - $137.55**	20 / hour	**$2,751.00**	**Y**

Bid Allowance			$200,000.00			
				Lot Total	**$19,126.00**	

Item #	Line Item	Notes	Unit Price	Qty/Unit		Attch.	Docs
PNC2125403B1--10-01	General Conditions: General Conditions	**Supplier Product Code:**	**First Offer - 15.00%**	1 / each	**15.00%**		**Y**

Bid Allowance			$200,000.00			
				Lot Total	**$0.00**	
				Supplier Total	**$4,153,282.46**	

Supplier: **MBR CONSTRUCTION, INC.**

GENERAL CONDITIONS
Quotation Requests and Invitations to Bid

These General Conditions apply to all Quotation Requests and Invitations to Bid (each a "solicitation") issued by Broward County (the "County") unless the County deletes, supersedes, or modifies any of these General Conditions for a particular solicitation by indicating such change in the Special Instructions to Vendors. The submission by any vendor ("Vendor") of a response to the solicitation ("response") constitutes Vendor's offer to the County to contract with the County and includes as a material part of that offer Vendor's agreement that these General Conditions, along with all other provisions included in the solicitation and the pricing stated in Vendor's response, will constitute the contract between the Vendor awarded the solicitation ("Contractor") and the County, and shall prevail over any conflicting provision in any quotation, standard form contract, or other document of the Contractor, regardless of any language in such document(s) to the contrary. Any modification to these General Conditions or the language of the solicitation by Vendor is prohibited, unenforceable, and may render Vendor's response nonresponsive.

The Broward County Procurement Code ("Procurement Code"), Chapter 21 of the Broward County Administrative Code, is applicable to this solicitation, and can be obtained from the Purchasing Division's website at: www.broward.org/purchasing. Submission of a response constitutes Vendor's agreement to be bound by the Procurement Code as applied to this solicitation.

A. GENERAL PROVISIONS

1. Effect of Vendor's Signature on Vendor's Response.
By Vendor including its digital or electronic signature on the response:

(a) Vendor represents and certifies that the representations in Section A.2 of these General Conditions are true and accurate;

(b) Vendor acknowledges, accepts, and agrees that the solicitation is governed by the Terms and Conditions of the Solicitation stated herein; and

(c) **VENDOR ACKNOWLEDGES, ACCEPTS, AND AGREES THAT, IF AWARDED THE SOLICITATION BY THE COUNTY'S ACCEPTANCE OF VENDOR'S OFFER AS SET FORTH IN ITS RESPONSE, VENDOR IS LEGALLY BOUND TO THESE GENERAL CONDITIONS, SPECIAL INSTRUCTIONS, AND THE SPECIFICATIONS OF THIS SOLICITATION, INCLUDING WITHOUT LIMITATION THE TERMS AND CONDITIONS OF CONTRACT STATED HEREIN.**

2. Vendor Representations and Certifications.
Vendor represents and certifies the following:

(a) The individual submitting the response is authorized to sign on Vendor's behalf and has actual legal authority to bind Vendor to the solicitation' s terms. Vendor acknowledges and agrees that electronic signatures or digital signatures shall have the same legal effect as a handwritten signature.

(b) Vendor's response is made without prior understanding, agreement, or connection with any other vendor submitting a response to the solicitation regarding either vendor's response, and is in all respects fair and without collusion or fraud.

(c) Vendor is neither delinquent in payment of any taxes, fees, fines, contractual debts, judgments, or any other debts due and owed to the County, nor in default of any contractual or regulatory obligation to the County.

(d) No owner, principal, officer, director, or member of Vendor is or was an owner, principal, officer, director, or member in any other firm that was suspended or debarred from doing business with the

County within the last three (3) years, unless otherwise noted in Vendor’s response.
Broward County General Conditions (rev. 1-13-23)

(e) All statements in Vendor's response are accurate, true, and correct. Vendor acknowledges that any inaccurate, untruthful, or incorrect statement made in its response may be used by the County as a basis for rejection; rescission of contract award; or termination of the contract; and may also serve as the basis for suspension and/or debarment of Vendor pursuant to the Procurement Code.

(f) Vendor represents and warrants that it possesses the knowledge, skill, experience, and financial capability required to provide and perform all goods and services required under the solicitation and that each person and entity that will provide goods or services under the contract is duly qualified to perform such services by all appropriate governmental authorities, where required, and is sufficiently experienced and skilled in the area(s) for which such person or entity will render such goods or services.

B. TERMS AND CONDITIONS OF THE SOLICITATION

1. Responses.

Responses must be submitted electronically through the County's designated electronic bidding system ("EBS"). It is Vendor's responsibility to ensure its response is submitted and received through the EBS by the date and me specified in the solicitation. The County will not consider responses received by other means or after the me that solicitations are due. All timeframe references are to Eastern Time. The official me for electronic submittals is the EBS's servers, as synchronized with the atomic clock. Any response that seeks to modify or take exception to the official me shall be deemed nonresponsive.

The County is a public agency subject to Chapter 119, Florida Statutes. Any material submitted in Vendor's response is a public record available for public inspection and copying pursuant to Sec on 119.071, Florida Statutes. If Vendor contends any material constitutes or contains trade secrets or is otherwise exempt from disclosure under Florida public records laws (collectively, "Trade Secret Materials"), Vendor must separately submit and conspicuously label the Trade Secret Materials as "EXEMPT FROM PUBLIC RECORD PRODUCTION – TRADE SECRET." Unless submitted in accordance with this paragraph, Vendor waives any claim of confidentiality or trade secret with respect to any and all information included in the Vendor's response. If a third party submits a public records request for Trade Secret Materials, the County shall refrain from disclosing the Trade Secret Materials unless otherwise ordered by a court of competent jurisdiction or authorized in writing by the Vendor, and Vendor must indemnify and defend County and its employees, officers, and agents from any and all claims, causes of ac on, losses, fines, penal es, damages, judgments, and liabilities of any kind, including attorneys' fees, litigation expenses, and court costs, relating to the nondisclosure of the Trade Secret Materials in response to a public records request by a third party.

2. Withdrawal.

Unless otherwise expressly permitted under the Procurement Code, Vendors may not withdraw their responses after the deadline for responses to the solicitation until 120 days after the deadline for filing responses to the solicitation. Any response that seeks to modify or take exception to this provision shall be deemed nonresponsive. Viola on of this sec on may subject Vendor to suspension or debarment, and shall entitle the County to execute on Vendor's posted bid security.

3. Bid Opening (Invitations to Bid only).

All responses to Invitations to Bid shall be publicly opened in the public domain or as otherwise designated in the solicitation. The Purchasing Division will decrypt responses received in the EBS immediately following the deadline for bid responses.

4. Cancellation of Solicitation.

The Director of Purchasing may cancel a solicitation at any me before the deadline for responses. Broward County General Conditions (rev. 1-13-23)

5. Addenda.

The County reserves the right to amend this solicitation prior to the deadline for Vendor responses by issuing written addenda to the solicitation. If, upon review, a Vendor finds a nonclerical error in an addendum, that Vendor must contact the Purchasing Division immediately, prior to opening date, to allow the County to review the alleged error and to issue any clarification, if the County determines that a clarification is necessary. Vendors are responsible for obtaining and reviewing each addendum prior to the deadline for submission of responses to the solicitation. The terms of all addenda are incorporated into the Terms and Conditions of the Solicitation.

6. Prices.

All responses must include firm prices, which must include all handling, set up, shipping, and inside delivery charges to the destination specified in the solicitation, unless otherwise indicated in the solicitation.

(a) **Certification of Prices:** Vendor certifies that the prices it is proposing in its response are not higher than the prices at which Vendor sells the same goods and/or services in approximately similar quantities, under similar terms and conditions, to any other purchaser.

(b) **F.O.B. Destination:** Unless otherwise specified in the solicitation, prices shall be provided as F.O.B. Destination, with freight, fuel, and all other costs included.

(c) **Taxes:** The County is exempt from federal and Florida taxes on direct purchases of tangible property. The County's tax exemption number will appear on the County's purchase order. Vendor must pay all applicable sales, consumer, land use, or other similar taxes required by law.

(d) **Discounts:** Vendors may offer a cash discount for prompt payment, but such discounts will not be considered by the County in determining the lowest net cost for evaluation purposes unless otherwise stated in the solicitation.

(e) **Mistakes:** Vendors are cautioned to examine all specifications, drawings, delivery instructions, unit prices, extensions, and all other special conditions pertaining to this solicitation. Failure to examine all pertinent documents shall not entitle vendors to relief from any provision or any requirement of this solicitation. Mathematical errors, other than in unit prices, may be deemed clerical errors and are subject to correction by the County at the County's sole discretion. If there is a mistake in the extended price (i.e., unit price multiplied by quantity), the unit price shall govern.

7. Awards.

If a specific basis of award is not established in the Special Instructions to Vendors, the award shall be to the lowest responsive and responsible Vendor. When two or more Vendors offer the same pricing, the Purchasing Division will break the tied responses in accordance with the applicable provisions of the Procurement Code. The County reserves the right to make separate award(s) to one or more Vendors for individual goods/services, groups of goods/services, or all or none or any combination thereof. When a group of goods/services is specified in the solicitation, Vendor must include in its response prices for all items within the group.

A Vendor desiring to offer "No Charge" on an item in a group of goods/services must so indicate by placing a $0.00 in the offer field for that item, and enter "No Charge" in the "Notes for Buyer" section in the EBS. If a Vendor does not comply with these requirements, its response with respect to that group of goods/services will be deemed incomplete and may be rejected. However, if Vendor(s) do not offer all items within a group, the County may issue an award on one or more items on an item-by-item basis. When a group is indicated for variable quantities and the group shows evidence of unbalanced prices, such solicitation response may be rejected. The Director of Purchasing, or the Broward County Board of County Commissioners ("Board"), as applicable, reserves the right to waive technicalities and irregularities and to reject any or all responses.

Broward County General Conditions (rev. 1-13-23)

8. Qualifications of Vendors.

The County will only award a contract to a Vendor that is normally engaged in providing the types of commodities, services, or construction specified in the solicitation. Vendors must have adequate organization, facilities, equipment, and personnel to ensure prompt and efficient service to the County. The County reserves the right to inspect Vendor's facilities, equipment, personnel, and organization, or to take any other ac on necessary to determine Vendor's ability to perform in accordance with the solicitation' s specifica ons, terms, and conditions, and Vendor's submittal of its response to the solicitation shall be deemed to constitute Vendor's consent to such inspection. The County will determine whether the evidence of ability to perform is satisfactory, and reserves the right to reject responses and/or find any Vendor nonresponsible where evidence or evaluation is determined to indicate insufficient or uncertainty regarding capacity or ability to perform. The County may also consider a Vendor's history of any and all types of citations, orders, judgments, and/or viola ons, including those relating to suspensions, debarments, or environmental regulations, in determining responsibility. Vendors must submit with their response a complete history of all citations and/or viola ons notices and dispositions thereof. Failure of a Vendor to submit such information may be grounds for rejection of Vendor's response and constitutes grounds for termination of Vendor's contract if awarded the solicitation. Vendor shall notify the County immediately of any citations, orders, judgments, or viola ons not included in Vendor's response that occur at any me prior to award of the contract.

9. Affiliated Entities.

Each Vendor must disclose in its response the names and addresses of its principals and identify all affiliates of Vendor at any me in the five (5) years preceding the date the solicitation was posted. For purposes of this sec on: (a) "principal" is an individual who is an officer or member of Vendor, or an owner of at least 10% of the equity interest of Vendor; (b) "affiliate" is any entity that directly or indirectly controls, is controlled by, or is under common control with, Vendor or principal(s) of Vendor; and (c) "control" means (i) ownership, directly or indirectly, of fifty percent (50%) or more of the shares of stock entitled to vote for the election of directors, in the case of a corporation, or fifty percent (50%) or more of the equity interests in the case of any other type of legal entity , or (ii) status as a general partner in the case of a partnership, or (iii) any other arrangement whereby a party controls or has the right to control the Board of Directors or equivalent governing body of the entity , or (iv) in the case of a corporation or a partnership, if the above mentioned applicable level of ownership or control is prohibited in any country where the entity is organized or maintains its headquarters or principal place of business, then the maximum ownership or control level for the entity permitted in that country.

10. Resolution of Protested Solicitations and Proposed Awards.

In accordance with Sections 21.65 through 21.67 of the Broward County Procurement Code, if a Vendor intends to protest a solicitation or proposed award of a contract the following shall apply:

(a) Any protest concerning the solicitation's specifications or requirements (or any addendum thereto) must be received by the Director of Purchasing on or before 5:00 p.m. on the fifth (5th) business day after the solicitation or addendum is posted on the EBS.

(b) Any protest concerning a proposed award or ranking must be received by the Director of Purchasing on or before 5:00 p.m. on the fifth (5th) business day after the proposed award or ranking is posted on the Purchasing Division's website.

(c) The protest must be made in writing and must specify the grounds for protest in accordance with Sec on 21.66 of the Procurement Code.

Broward County General Conditions (rev. 1-13-23)

(d) For purposes of this section, a business day is defined as Monday through Friday between 8:30 a.m. and 5:00 p.m., except County holidays. Failure to timely file a protest within the timeframes specified constitutes a waiver of the right to protest. Pursuant to Sec on 21.71 of the Procurement Code, the filing of a protest is a remedy that must be exhausted before filing an appeal or civil ac on.

(e) As a condition of initiating any protest, the protestor must present the Director of Purchasing with a filing fee. The filing fee is calculated based on the es mated contract amount. For purposes of the protest, the es mated contract amount shall be the contract amount submitted by the protestor. If no contract amount was submitted, the estimated contract amount shall be the County's estimated contract price for the project. The County will accept money order, certified check, or cashier's check, payable to Broward County Board of County Commissioners. The filing fee will be refunded if the protestor prevails in the protest. The filing fees are as follows:

Estimated Contract Amount	Filing Fee
Mandatory Bid Amount up to $250,000	$500
$250,001 - $500,000	$1,000
$500,001 - $5 million	$3,000
Over $5 million	$5,000

11. Public Entity Crimes; Public Business Discrimination; Foreign Country of Concern.
Vendor represents that the submission of its response to this solicitation does not violate the Public Entity Crimes Act, Section 287.133, Florida Statutes. Vendor represents that it has not been placed on the "discriminatory vendor list" as provided in Section 287.134, Florida Statutes, and that it is not a "scrutinized company" pursuant to Section 215.473, Florida Statutes. Vendor represents and certifies that it is not ineligible to contract with the County on any of the grounds stated in Section 287.135, Florida Statutes. Vendor represents that it is, and if awarded the contract will remain for the duration of the contract, in full compliance with Section 286.101, Florida Statutes. Violation of this section shall result in cancellation of Vendor's contract, and may result in suspension and/or debarment.

12. Prohibited Telecommunications Equipment.
Vendor represents and certifies that it and its applicable subcontractors do not use any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, as such terms are used in 48 CFR §§ 52.204-24 through 52.204-26. Vendor represents and certifies that, if awarded this solicitation, Vendor and its applicable subcontractors shall not provide or use such covered telecommunications equipment, system, or services for the duration of any contract resulting from this solicitation.

13. Criminal History Screening Practices.
By submission of its response to this solicitation, Vendor represents and certifies that it has implemented, or will implement upon award of the contract, policies, practices, and procedures that preclude inquiry into an employment applicant's criminal history until the applicant is selected as a finalist and interviewed for the position.

14. Construction Apprenticeship Program (Construction Contracts only).
If the solicitation is for a construction contract as defined in Section 26-9 of the Broward County Code of Ordinances, Vendor represents and certifies that it shall comply for the duration of the contract, if awarded, with Sections 26-8 through 26-11 of the Broward County Code of Ordinances regarding the Construction Apprenticeship Program.

Broward County General Conditions (rev. 1-13-23)

15. State of Florida Division of Corporations Requirements.

Vendor must comply with all state and local business licensing requirements. All corpora ons, partnerships, and other business en es must have the authority to transact business in the State of Florida and must be in good standing with the Florida Secretary of State before responding to this solicitation. A Vendor that does not comply with the provisions of this sec on may be deemed nonresponsive to the solicitation.

16. Cone of Silence Ordinance (Invitations to Bid).

The Cone of Silence Ordinance, Sec on 1-266, Broward County Code of Ordinances, provides that for certain me periods, Vendors and their representatives may not communicate regarding the solicitation with any County Commissioner or their staff or with certain County personnel. However, Vendors may communicate with a representative of the Office of Economic and Small Business Development ("OESBD")(telephone (954) 357-6400) at any me regarding a solicitation or regarding participation of Small Business Enterprises, County Business Enterprises, Disadvantaged Business Enterprises, or Airport Concessions Disadvantaged Business Enterprises in a solicitation. The Cone of Silence also permits communication with certain other specific County employees (for more information, refer to Sec on 1-266, Broward County Code of Ordinances). Any violation of the Cone of Silence Ordinance by Vendor or any representative of Vendor, including owner, employee, consultant, lobbyist, or actual or potential subcontractor or subconsultant, may be reported to the County's Office of Professional Standards. If the Office of Professional Standards determines that a viola on has occurred, a fine shall be imposed against Vendor as provided in the Broward County Code of Ordinances. Additionally , a determination of viola on shall render any award to a Vendor who is found to have violated the Cone of Silence Ordinance voidable, at the sole discretion of the Board.

17. Contingency Fees.

Vendor certifies it has not paid and will not pay any contingency fees (some mes known as a finder's fee) to any person or organization, other than a bona fide employee working solely for Vendor, to secure a contract made pursuant to this solicitation. Viola on of this policy may result in termination of any resultant contract and/or possible suspension and/or debarment of Vendor. This provision does not apply to fees paid to an insurance broker in connection with a solicitation to provide insurance coverage to the County.

18. Local Business Tax Receipt Requirements.

Unless exempt under applicable law, any Vendor maintaining a business address within Broward County must have a current Broward County Local Business Tax Receipt issued by the Broward County Records, Taxes and Treasury Division ("Business Tax Receipt") prior to recommendation for award. Unless exempt, Vendors that do not have a current Business Tax Receipt may be deemed nonresponsive to this solicitation. For further information on obtaining or renewing a Local Business Tax Receipt, contact the Records, Taxes and Treasury Division at (954) 357-6200.

19. Dun & Bradstreet Report Requirement.

The County may review any Vendor's Dun & Bradstreet rating and payment performance to assist in determining a Vendor's responsibility regarding this solicitation.

20. Samples.

Samples or drawings, when required, shall be provided to the County free of charge. If not mutilated or destroyed in the examination, Vendor will be no fied to remove same at their expense. If samples are not removed within thirty (30) calendar days after written notice to Vendor, they shall be considered as abandoned, and the County shall have the right to dispose of them as its own property.
Broward County General Conditions (rev. 1-13-23)

21. "Or Equal" Clause.

Whenever a material, article, or piece of equipment is identified in the solicitation by reference to a manufacturer or brand name, trade name, catalog number, or otherwise, any such reference is intended merely to establish a standard; and, unless such identifica on is followed by the words "no substitution is permitted," any material, article, or piece of equipment of any other manufacturer or brand that will perform or serve the requirements of the solicitation will be considered equally acceptable, provided that the material, article, or piece of equipment so proposed is, in the sole opinion of the County, equal in substance, quality, and function to the material, article, or piece of equipment specified in the solicitation.

22. Legal Requirements.

Applicable provisions of all federal, state, and local laws, ordinances, rules, and regulations, including the Procurement Code, shall govern development, submittal, and evaluation of responses, and shall govern any and all claims and disputes that may arise between Vendor(s) and the County or its officers, employees, and/or authorized representatives. Lack of knowledge by any Vendor of any applicable law, rule, or regulation shall not constitute a recognizable defense against the legal effect thereof.

C. TERMS AND CONDITIONS OF CONTRACT

1. Contract Period.

The contract period shall start and terminate as indicated in the solicitation's Special Instructions to Vendors. If no contract period is stated in the Special Instructions to Vendors, the contract period shall start upon the date of award and end three (3) years later, unless extended by mutual consent of County and Contractor for up to two (2) additional one (1) year renewal terms. The total contract period, inclusive of the above-referenced renewal terms, shall not exceed five (5) years, unless renewed or extended pursuant to action by the Board. The continuation of the contract beyond the end of any County fiscal year is subject to both the appropriation and the availability of funds in accordance with Chapter 129, Florida Statutes.

If the Director of Purchasing determines to renew the contract as set forth above, the County will provide Contractor with notice of the County's intent to renew in advance of the contract expiration date. If Contractor consents to the renewal or otherwise confirms the request to renew (which may be done electronically), the contract shall be renewed for the stated period. All prices, terms, and conditions of the contract shall remain firm for any renewal period unless subject to price adjustment expressly stated in the solicitation. If the Director of Purchasing does not renew the contract, or if no further renewal of the contract period is available, Contractor nonetheless shall, if directed in writing by the Director of Purchasing, continue contract performance for an extension period not exceeding ninety (90) days beyond the contract expiration date. Contractor shall be compensated for such performance during the extension period at the rate in effect when the Director of Purchasing directed Contractor to continue performance for an extended period beyond the contract expiration date.

2. Orders and Quantities. The contract may be for: (a) a definite quantity; (b) an open-end/indefinite quantity; or (c) all of the County's requirements. The Special Instructions specify the applicable contract type and the associated terms and conditions, which shall govern the contract.

3. Invoice and Payment.

Contractor may submit invoices for payment no more often than on a monthly basis, but only after the goods or services for which the invoices are submitted have been delivered or completed. If subcontractor or supplier fees or costs are included in a Contractor invoice to the County, Contractor must submit a Certification of Payments to Subcontractors and Suppliers with each such invoice in the form provided by the County. Contractor must pay subcontractors and suppliers within fifteen (15) days following receipt of payment from the County for such subcontracted work or supplies. The certifica on shall be accompanied by a copy of the no fica on sent to each unpaid subcontractor listed on the form, if any, explaining the good cause why payment has not been made to that subcontractor.

The County shall pay for all goods and services received and accepted by the County in accordance with the Local Government Prompt Payment Act, Sec on 218.70, Florida Statutes, and the Prompt Payment Policy, Sec on 1-51.6, of the Broward County Code of Ordinances. All applications for payment shall be submitted to the address indicated in the purchase order. The County will pay Contractor after receipt, acceptance, and proper invoice is received. Invoices must bear the purchase order number. The County will only accept and pay for goods delivered or services performed by Contractor within the contract period, including any extensions or continued performance as directed by the Director of Purchasing.

4. Termination.

(a) **Availability of Funds**. In the event funds for the contract are not made available or otherwise allocated by the Board, the County may terminate the contract upon thirty (30) days prior written notice to Contractor without penalty or liability for such termination. The Board shall be the final authority as to availability of funds and how such available funds are to be allotted and expended.

(b) **Nonperformance**. The County may terminate the contract for cause if Contractor is in in breach and does not correct the breach within ten (10) days after written notice from the County Contract Administrator identifying the breach. Cause for termination shall include, but not be limited to, failure to suitably perform the work; failure to suitably deliver goods in accordance with the specifications and instructions in this solicitation; failure to continuously perform the work in a manner calculated to meet or accomplish the objectives of the County as set forth in this solicitation; or multiple breaches of the provisions of the contract notwithstanding whether any breach was previously waived or cured.

(c) **For Convenience**. The County may terminate the contract for convenience upon no less than thirty (30) days written notice. If the contract is terminated for convenience, Contractor shall be paid for any goods properly delivered and services properly performed prior to the termination date specified in the notice from the County. However, upon being no fied of the County's election to terminate, unless directed otherwise in writing by the County, Contractor shall cease any deliveries, shipment, or carriage of goods, and refrain from performing further services or incurring additional expenses under the terms of the contract. In no event will payment be made for lost or future profits or damages for Contractor's reliance on continued performance of the contract beyond the effective date of the termination for convenience. Contractor acknowledges and agrees that it has received good, valuable, and sufficient consideration from the County for the County's right to terminate the contract for convenience, the receipt and adequacy of which are hereby acknowledged.

Broward County General Conditions (rev. 1-13-23)

5. Conditions and Packaging.
Unless otherwise stated in the solicitation, or specifically ordered from an accepted price list, deliveries must consist only of new and unused goods and must be the current standard production model available at the me of Contractor's response. The goods must be suitably packaged for shipment by common carrier. Each container, or multiple units or items otherwise packaged, must bear a label or otherwise legible marking stating the name of Contractor (or the manufacturer or supplier), the purchase order number, and any other information required by the solicitation' s specifica ons.

6. Safety Standards.
Unless otherwise specified in the solicitation, all goods and services, including manufactured items and fabricated assemblies, shall comply with applicable requirements of the Occupational Safety and Health Act ("OSHA") and all standards thereunder. All sources of energy associated with machinery/equipment purchased shall be capable of being "locked-out" in accordance with OSHA 29 CFR § 1910.147, Hazardous Energy Control. Pursuant to OSHA 29 CFR § 1910.1200, Hazard Communication Standard, and Chapter 442, Florida Statutes, Occupational Safety and Health, any chemical substance provided or delivered pursuant to this solicitation to the County must be compliant with the Global Harmonized System ("GHS") for Hazard Communication accompanied by a Safety Data Sheet ("SDS") consisting of 16 sec ons, which SDS must be submitted to the Broward County Risk Management Division, 115 South Andrews Avenue, Room 218, Fort Lauderdale, Florida 33301-1803.

7. Rejection of Nonconforming Items.
The County may withhold acceptance of or reject any items that the County determines do not meet the specifica on requirements of the solicitation. Upon written notice from County, Contractor must remove the rejected items at its own expense within five (5) calendar days after the County's notice of rejection and then replace them at its own expense with items that meet the specifica on requirements of the solicitation. Any items not removed by Contractor within thirty (30) days after the County's notice of rejection shall be considered abandoned, and the County may dispose of them in any manner it sees fit. The County shall not be required to give written notice of rejection with respect to foodstuffs, medication, or other perishable goods. With respect to foodstuffs, medication, and other perishable goods, the County may provide verbal no fica on of rejection, in response to which Contractor must immediately remove and replace the rejected goods at its sole expense. Contractor's failure to provide conforming items, failure to meet the timeframes for removal and replacement specified in this sec on may result in Contractor being found in breach of contract.

8. Inspection, Acceptance, and Title.
Inspection and acceptance will be at the delivery destination specified in the solicitation, unless otherwise stated in the purchase order. Title and risk of loss or damage to all items shall be the responsibility of Contractor until such items are accepted by the County.
Broward County General Conditions (rev. 1-13-23)

9. Governmental Restrictions and Prohibited Covered Telecommunications Equipment.

In the event any applicable law or regulation requires substitution of the goods or services required by the solicitation (or alteration of the material quality, workmanship, or performance of such goods or services) prior to delivery of same, Contractor must immediately notify the County in writing of the specific law or regulation requiring such substitution or alteration. The County reserves the right to accept any such substitution or alteration, including any price adjustments occasioned thereby, or to terminate the contract without liability and at no further expense to the County. For the duration of the contract, neither Contractor nor its subcontractors shall use any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, as such terms are used in 48 CFR §§ 52.204-24 through 52.204-26. Additionally, Contractor represents and certifies that if Contractor identifies covered telecommunications equipment or services used as a substantial or essential component of any system, or as critical technology as part of any system, during the term of the contract, or if Contractor is notified of such by a subcontractor at any tier or by any other source, Contractor shall promptly report the information in 48 CFR § 52.204-25(d)(2) to the County.

10. Insurance.

Contractor shall, at its sole expense, maintain the minimum insurance coverages required in the solicitation in accordance with the terms and conditions of this section. Contractor shall maintain insurance coverage against claims relating to any act or omission by Contractor, its agents, representatives, employees, or subcontractors in connection with the contract. Contractor shall ensure that "Broward County" is listed and endorsed as an additional insured on all required policies. Contractor shall ensure that all required insurance coverages remain in full force and effect for the duration of the contract and until all performance required by Contractor has been completed. Contractor shall ensure that all required insurance policies are issued by insurers: (1) assigned an A. M. Best rating of at least "A-" with a Financial Size Category of at least Class VII; (2) authorized to transact insurance in the State of Florida; or (3) a qualified eligible surplus lines insurer pursuant to Section 626.917 or 626.918, Florida Statutes, with approval by the County's Risk Management Division. Contractor shall be solely responsible for and shall pay any deductible or self-insured retention applicable to any claim against the County. Unless prohibited by the applicable policy, Contractor waives any right to subrogation that any of Contractor's insurers may acquire against the County and agrees to obtain same in an endorsement of Contractor's insurance policies.

11. Indemnification.

(a) **Contracts other than construction contracts (as defined in Section 725.06, Florida Statutes)**: Contractor shall indemnify, hold harmless, and defend the County and all of the County's current, past, and future officers, agents, and employees (collectively, "Indemnified Party") from and against any and all causes of ac on, demands, claims, losses, liabilities, and expenditures of any kind, including attorneys' fees, court costs, and expenses, including through the conclusion of any appellate proceedings, raised or asserted by any person or entity not a party to the contract, and caused or alleged to be caused, in whole or in part, by any intentional, reckless, or negligent act or omission of Contractor, its officers, employees, or agents, arising from, relating to, or in connection with the contract (collectively, a "Claim"). If any Claim is brought against an Indemnified Party, Contractor shall, upon written notice from the County, defend each Indemnified Party against each such Claim by counsel satisfactory to the County or, at the County's op on, pay for an attorney selected by the County Attorney to defend the Indemnified Party. The obligations of this sec on shall survive the expiration or earlier termination of this solicitation and the contract term. If considered necessary by the Contract Administrator and the County Attorney, any sums due Contractor under the contract may be retained by the County until all Claims subject to this indemnifica on obligation have been settled or otherwise resolved. Any amount withheld shall not be subject to payment of interest by the County.

Broward County General Conditions (rev. 1-13-23)

(b) **Construction contracts (as defined in Section 725.06, Florida Statutes):** Contractor shall indemnify and hold harmless the County and its current, past, and future officers and employees from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness or intentionally wrongful conduct of Contractor or other persons employed or utilized by Contractor in the performance of the contract. The provisions of this section shall survive the expiration or earlier termination of the contract. To the extent considered necessary by the Contract Administrator and the County Attorney, any sums due Contractor under the contract may be retained by the County until all of the County's claims subject to this indemnifica on obligation have been settled or otherwise resolved, and any amount withheld shall not be subject to payment of interest by the County.

12. Notice.

Notice to the County or Contractor must be sent via U.S. first-class mail, hand delivery, or commercial overnight delivery, each with a contemporaneous copy via email, to the addresses listed below (for the County) or stated in the solicitation (for Contractor), and shall be effective upon mailing or hand delivery (provided the contemporaneous email is also sent). The addresses for notice shall remain as set forth in this section unless and until changed by providing notice of such change in accordance with the provisions of this section.

For the County:
Broward County
Director, Broward County Purchasing Division
115 S. Andrews Avenue, Room 212
Fort Lauderdale, Florida 33301-1801

Contractor must identify in its response a designated person and address to whom notice shall be sent when required by the contract.

13. Jurisdiction, Venue, Waiver of Jury Trial.

The contract shall be interpreted and construed in accordance with and governed by the laws of the State of Florida. The exclusive venue for any lawsuit arising from, related to, or in connection with this solicitation or contract shall be in the state courts of the Seventeenth Judicial Circuit in and for Broward County, Florida. If any claim arising from, related to, or in connection with this solicitation or contract must be litigated in federal court, the exclusive venue for any such lawsuit shall be in the United States District Court or United States Bankruptcy Court for the Southern District of Florida. **BY ENTERING INTO THE CONTRACT, EACH OF CONTRACTOR AND THE COUNTY HEREBY EXPRESSLY WAIVE ANY RIGHTS IT MAY HAVE TO A TRIAL BY JURY OF ANY CIVIL LITIGATION RELATED TO THE CONTRACT. IF A PARTY FAILS TO WITHDRAW A REQUEST FOR A JURY TRIAL IN A LAWSUIT ARISING OUT OF THE CONTRACT OR SOLICITATION AFTER WRITTEN NOTICE BY THE OTHER PARTY OF VIOLATION OF THIS SECTION, THE PARTY MAKING THE REQUEST FOR JURY TRIAL SHALL BE LIABLE FOR THE REASONABLE ATTORNEYS' FEES AND COSTS OF THE OTHER PARTY IN CONTESTING THE REQUEST FOR JURY TRIAL, AND SUCH AMOUNTS SHALL BE AWARDED BY THE COURT IN ADJUDICATING THE MOTION**.

Broward County General Conditions (rev. 1-13-23)

14. Patents and Royalties.

Contractor, without exception, shall indemnify, hold harmless, and defend the County, and all of the County's current, past, and future officers, agents, and employees, from liability of any nature or kind, including but not limited to attorneys' fees, costs, and expenses, for or on account of any of any claims by third parties arising out of any copyrighted, trademarked, invention (patented or unpatented), process, or article that is manufactured, used, or otherwise required or occasioned by performance of the contract by Contractor or by the County. Contractor is solely responsible for any and all royalties, fees, or costs resulting or arising from use of any design, device, or materials covered by letters, patent, or copyright. The County shall not be liable or pay any royalties, fees, or costs in connection with the contract or the goods or services provided pursuant to the contract. This provision shall survive the expiration or earlier termination of the contract.

15. Assignment; Subcontractors.

Except for subcontracting approved by the County in advance, neither the contract nor any right or interest in it may be assigned, transferred, subcontracted, or encumbered by Contractor without the prior written consent of the County. Any assignment, transfer, encumbrance, or subcontract in viola on of this sec on shall be void and ineffective, constitute a breach of the contract, and permit the County to immediately terminate the contract, in addition to any other remedies available to the County at law or in equity. The County may condition any consent required under this sec on upon review of any documentation reasonably requested by the County and/or payment by Contractor of a fee in an amount specified by the County to cover costs incurred by the County in evaluating the transaction for which consent is requested.

16. Equal Employment Opportunity.

Contractor shall not discriminate against any employee or applicant for employment based on race, religion, age, color, sex, gender, national origin, sexual orientation (including as provided in Broward County Code, Chapter 16½), marital status, political affilia on, disability, or physical or mental disability. Contractor shall also take affirmative action to ensure that employees are treated during their employment, without regard to their race, religion, age, color, sex, gender, national origin, sexual orientation, marital status, political affiliation, disability, or physical or mental disability. Such ac ons shall include, but not be limited to the following: employment, promo on, demo on, transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, as well as selection of training, including apprenticeship. Contractor agrees to post notices setting forth the provisions of this nondiscrimination clause in conspicuous places available to employees and applicants for employment.

Contractor must include the foregoing requirements of this Sec on C.16 in its contracts with any subcontractors or subconsultants that may perform work required by this solicitation, except that any project assisted by U.S. Department of Transportation funds shall comply with the nondiscrimination requirements in 49 CFR Parts 23 and 26, as applicable. Contractor must ensure subcontractors and subconsultants, if any, are aware and comply with the requirements of this sec on. Failure to comply with above requirements is a material breach of the contract and may result in contract termination or such other remedy as the County deems appropriate, all of such remedies being cumulative.

17. Criminal History Screening. *[Generally applicable to contracts over $100,000]*

Unless exempted under Sec on 26-125, Broward County Code of Ordinances, Contractor certifies and represents that it shall comply with Sec on 26-125(d) of the Broward County Code of Ordinances prohibiting inquiry into the criminal history of an employment applicant until the applicant is selected as a finalist and interviewed for the position. Violation of this sec on shall constitute a material breach of contract, entitling Broward County to pursue any remedy permitted under the contract or applicable law.

18. Purchase by Other Governmental Agencies.

Contractor understands and agrees that any other governmental unit may enter into a contract with Contractor on the same terms and conditions as Contractor's contract with the County. However, any such governmental unit must establish its own contract with Contractor, place its own orders, issue its own purchase orders, be separately invoiced by Contractor, make its own payments, and issue its own exemption certificates as required by Contractor. Contractor understands and agrees that the County is not and will not be a legally bound party to any contractual agreement made between any other governmental unit and Contractor as a result of this solicitation, and that no other governmental unit is an implied or intended third-party beneficiary of the contract between the County and Contractor.

19. Public Records.

Pursuant to Chapter 119, Florida Statutes, Contractor and all subcontractors and subconsultants retained by Contractor for performance of the contract, shall comply with Florida's Public Records Law, including as follows:

(a) Keep and maintain public records required by the County to perform the services;

(b) Upon request from the County, provide the County with a copy of the requested records or allow the records to be inspected or copied within a reasonable time and at a cost that does not exceed that provided in Chapter 119, Florida Statutes, or as otherwise provided by law;

(c) Ensure that public records that are exempt or confidential and exempt from public record requirements are not disclosed except as authorized by law for the duration of the contract and following completion or termination of the contract if the records are not transferred to the County; and

(d) Upon completion or termination of the contract, transfer to the County, at no cost, all public records in possession of Contractor or keep and maintain public records required by the County to perform the services. If Contractor transfers the records to the County, Contractor shall destroy any duplicate public records that are exempt or confidential and exempt. If Contractor keeps and maintains the public records, Contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the County upon request in a format that is compatible with the information technology systems of the County.

A request for public records regarding the contract must be made directly to the County, who will be responsible for responding to any such public records requests. Contractor must provide any requested records to the County to enable the County to respond to the public records request.

IF CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THE CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (954) 357-6006, PURCHASINGINFORMATION@BROWARD.ORG, 115 S. ANDREWS AVE., SUITE 212, FORT LAUDERDALE, FLORIDA 33301.

Broward County General Conditions (rev. 1-13-23)

Any material submitted to the County that Contractor contends constitutes or contains trade secrets or is otherwise exempt from production under Florida public records laws (including Chapter 119, Florida Statutes) ("Trade Secret Materials") must be separately submitted and conspicuously labeled "EXEMPT FROM PUBLIC RECORD PRODUCTION – TRADE SECRET." In addition, Contractor must, simultaneous with the submission of any Trade Secret Materials, provide a sworn affidavit from a person with personal knowledge attesting that the Trade Secret Materials constitute trade secrets under Section 688.002, Florida Statutes, and stating the factual basis for same. If a third party submits a request to the County for records designated by Contractor as Trade Secret Materials, the County shall refrain from disclosing the Trade Secret Materials, unless otherwise ordered by a court of competent jurisdiction or authorized in writing by Contractor. Contractor must indemnify and defend the County and its employees, officers, and agents from any and all claims, causes of ac on, losses, fines, penal es, damages, judgments, and liabilities of any kind, including attorneys' fees, litigation expenses, and court costs, relating to the nondisclosure of any Trade Secret Materials in response to a records request by a third party.

20. Audit Right and Retention Records.

County shall have the right to audit the books, records, and accounts of Contractor and all Subcontractors that are related to this Agreement. Contractor and all Subcontractors shall keep such books, records, and accounts as may be necessary to record complete and correct entries related to this Agreement and performance under this Agreement. All such books, records, and accounts shall be kept in written form, or in a form capable of conversion into written form within a reasonable me, and upon request to do so, Contractor and all Subcontractors shall make same available in written form at no cost to County. Contractor shall provide County with reasonable access to Contractor's facilities, and County shall be allowed to interview all current or former employees to discuss matters pertinent to the performance of this Agreement.

Contractor and all Subcontractors shall preserve and make available, at reasonable mes within Broward County, Florida, for examination and audit, all financial records, supporting documents, statistical records, and any other documents pertinent to this Agreement for at least three (3) years after expiration or termination of this Agreement or until resolution of any audit findings, whichever is longer. This article shall survive any dispute or litigation between the Parties, and Contractor expressly acknowledges and agrees to be bound by this article throughout the course of any dispute or litigation with County. Any audit or inspection pursuant to this sec on may be performed by any County representative (including any outside representative engaged by County). Contractor hereby grants County the right to conduct such audit or review at Contractor's place of business, if deemed appropriate by County, with seventy-two (72) hours' advance notice. Contractor shall make all such records and documents available electronically in common file formats or via remote access if, and to the extent, requested by County.

Any incomplete or incorrect entry in such books, records, and accounts shall be a basis for County's disallowance and recovery of any payment upon such entry. If an audit or inspection in accordance with this sec on reveals overpricing or overcharges to County of any nature by Contractor in excess of five percent (5%) of the total contract billings reviewed by County, in addition to making adjustments for the overcharges, Contractor shall pay the reasonable cost of County's audit. Any adjustments or payments due as a result of such audit or inspection shall be made within thirty (30) days after presentation of County's findings to Contractor. Contractor shall ensure that the requirements of this section are included in all agreements with all Subcontractor(s).

Broward County General Condi ons (rev. 1-13-23)

21. Ownership of Documents.
All finished or unfinished documents, studies, surveys, drawings, maps, models, photographs, specifica ons, and reports prepared or provided by Contractor in connection with the contract shall become the property of the County upon the expiration or termination of the contract, whether the project for which they are made is completed or not. Contractor must deliver all such materials to the Contract Administrator prior to contract expiration or within fifteen (15) days after Contractor's receipt of a written notice of termination. The County may withhold any payments due to Contractor until Contractor complies with the provisions of this sec on.

22. Special Notice.
In accordance with 29 CFR § 1926.1101(k)(2), Contractor is hereby no fied of the presence of asbestos containing material and/or presumed asbestos containing material at some Broward County locations.

23. Contractor Responsibilities; Time is of the Essence; Waiver; Remedies.
Unless otherwise stated in the solicitation, Contractor will be responsible for the provision, installation, and performance of all equipment, materials, goods, and services offered in its response, even if such materials or equipment is not of their own manufacture or such services are not being performed by Contractor's own employees. Time is of the essence in performing the duties, obligations, and responsibilities required by Contractor under the contract. The County's election not to enforce any particular breach(es) does not waive the County's right to enforce any other breach(es) and shall not be construed as a modifica on of the contract. All remedies provided in these General Conditions are cumulative.

24. Warranties and Guarantees.
Contractor shall obtain all applicable manufacturers' warranties and guarantees of the equipment and materials required by this solicitation and resulting orders under this solicitation for the benefit of, and in the name of, Broward County. Contractor shall deliver documentation of such warranties and guarantees to the point of delivery specified in the solicitation.

25. Independent Contractor.
The relationship between the County and Contractor is an independent contractor relationship, and nothing in the contract shall constitute or create a partnership, joint venture, or any other relationship between the Par es. In providing goods or services as specified in the solicitation, neither Contractor nor its agents shall act as officers, employees, or agents of the County. Contractor shall not have the right to bind the County to any obligation not expressly undertaken by the County under the contract.

26. Regulatory Capacity.
Notwithstanding the fact that the County is a political subdivision with certain regulatory authority, the County's performance under the contract is as a Party to the contract and not in its regulatory capacity. If the County exercises its regulatory authority, the exercise of such authority and the enforcement of any rules, regulation, laws, and ordinances shall be made pursuant to its pursuant to the County's regulatory authority as a governmental body separate and apart from the contract, and shall not be attributable in any manner to the County as a party to the contract.
Broward County General Conditions (rev. 1-13-23)

27. Sovereign Immunity.

Except to the extent required by law, nothing herein is intended to serve as a waiver of sovereign immunity by the County nor shall anything included herein be construed as consent by the County to be sued by third parties in any matter arising out of the contract. The County is a political subdivision as defined in Section 768.28, Florida Statutes, and shall be responsible for the negligent or wrongful acts or omissions of its employees to the extent required under Sec on 768.28, Florida Statutes.

28. Third-Party Beneficiaries.

Neither Contractor nor the County intends to directly or substantially benefit a third party by entering into the contract. Therefore, the Par es acknowledge that there are no third-party beneficiaries to the contract and that no third party shall be entitled to assert a right or claim against either of them based upon the contract.

29. Compliance with Laws; Code Requirements.

Contractor and the goods and services provided by Contractor pursuant to the contract must comply with all applicable federal, state, and local laws, codes, ordinances, rules, and regulations including, without limitation, Americans with Disabilities Act, 42 U.S.C. § 12101, Sec on 504 of the Rehabilitation Act of 1973, and any related federal, state, or local laws, rules, and regulations. Contractor and its subcontractors must be familiar and comply with all applicable federal, state, county, municipal, and local laws, rules, regulations, and codes applicable to performance of the contract. Contractor must ask for and receive any required inspections relevant to its performance of the contract.

30. E-Verify.

Contractor represents that Contractor and each subcontractor has registered with and uses the E-Verify system maintained by the United States Department of Homeland Security to verify the work authorization status of all newly hired employees in compliance with the requirements of Sec on 448.095, Florida Statutes, and that entry into the contract will not violate that statute. If Contractor violates this sec on, County may immediately terminate the contract for cause and Contractor shall be liable for all costs incurred by County due to the termination.

31. Ownership Disclosure Form.

By January 1 of each year, Contractor must submit, and cause each of its subcontractors to submit, an Ownership Disclosure Form (or such other form or information designated by the County), available at https://www.broward.org/econdev/Pages/forms.aspx, identifying the ownership of the entity and indicating whether the entity is majority-owned by persons fitting specified classifications.

32. Restrictions on Use of Certain Plastics and Products on County property.

Contractor shall not sell or provide for use on County property expanded polystyrene food service articles (e.g., Styrofoam), unencapsulated expanded polystyrene products, single-use plastic beverage straws, or single-use plastic stirrers, as set forth in more detail in Sec on 27.172, Broward County Administrative Code.

33. Amendments; Severability.

All changes to purchase orders shall be by issuance of a change order or amended purchase order by the County. Any modification or change to the contract must be by written amendment signed by Contractor and the County. If any part of the contract is found to be unenforceable by any court of competent jurisdiction, that part shall be deemed severed from the contract and the balance of the contract shall remain in full force and effect.

Rev. 01/13/2023

Supplier: **MBR CONSTRUCTION, INC.**

VENDOR QUESTIONNAIRE
Quotations and Invitations for Bids

The completed Vendor Questionnaire form should be submitted with the solicitation response. If not submitted with solicitation response, it must be submitted within three business days of County's written request. Failure to timely submit may affect may result in Vendor being deemed non-responsive.

If a response requires additional information, the Vendor should upload a written detailed response; each response should be numbered to match the question number. The completed questionnaire and attached responses will become part of the procurement record. It is imperative that the person completing the form be knowledgeable about the proposing Vendor's business and operations.

1. Legal business name: **MBR Construction, Inc**
2. Doing Business As/Fictitious Name (if applicable): **MBR Construction, Inc**
3. Federal Employer I.D. no. (FEIN): **65-0373938**
4. Dun and Bradstreet No.: **N/A**
5. Website address (if applicable): **www.mbrconstruction.com**
6. Principal place of business address: **1020 NW 51st Street**

   Fort Lauderdale, FL 33309
7. Office location responsible for this project: **1020 NW 51st Street**

   Fort Lauderdale, FL 33309
8. Telephone no.: **9544868404** Fax no.: **N/A**
9. Type of business (check appropriate box):

   ☑ Corporation (specify the state of incorporation):
   Florida

   ☐ Sole Proprietor

   ☐ Limited Liability Company (LLC)

   ☐ Limited Partnership

   ☐ General Partnership (State and County filled in)

   ☐ Other – Specify
10. AUTHORIZED CONTACT(S) FOR YOUR FIRM:Name:
    Michael R Boss
    Title: **President**
    E-mail: **mboss@mbrconstruction.com**
    Telephone No.: **9544868404**

    Name: **Wendy Cole-Broccoli**

    Title: **Secretary/Treasurer**

    E-mail: **wcole@mbrconstruction.com**

    Telephone No.: **9544868404**

    Generic e-mail for purchase orders: **wcole@mbrconstruction.com**
    (Broward County auto distributes purchase orders from its financial system. To ensure a firm receives apurchase order, it is suggested a company accessible e-mail address is used.)
11. List name and title of each principal, owner, officer, and major shareholder:

    a) **Michael R Boss**

    b) **Wendy Cole-Broccoli**

    c) **N/A**

d) **N/A**

12. Affiliated Entities of the Principal(s): List the names and addresses of “affiliated entities” of the Vendor’s principal(s) over the last five (5) years (from the solicitation opening deadline) that have acted as a primeVendor with the County. Affiliated entities of the principal(s) are those entities related to the vendor by the sharing of stock or other means of control, including but not limited to a subsidiary, parent or sibling entity.

a) **N/A**

b) **N/A**

c) **N/A**

d) **N/A**

13. Has your firm, its principals, officers or predecessor organization(s) been debarred or suspended by any government entity within the last three years? If yes, specify details in an attached written response.

☐ Yes ☑ No

14. Has your firm, its principals, officers or predecessor organization(s) ever been debarred or suspended byany government entity? If yes, specify details in an attached written response the reinstatement date, if granted.

☐ Yes ☑ No

15. Specify the type of services or commodities your firm offers:

General Contractor

16. How many years has your firm been in business while providing the services and/or products offered within this solicitation?

30

17. Is your firm’s business regularly engaged in and routinely selling the product(s) or services offered within this solicitation?

☑ Yes ☐ No

18. Does your firm affirm that it is currently authorized by the manufacturer as a dealer/seller of the product (s) offered herein, and warranty offered is the manufacturer’s warranty with Broward County recorded as the original purchase?

☐ Yes ☐ No ☑ N/A (if service)

19. Has your firm ever failed to complete any services and/or delivery of products during the last three (3) years? If yes, specify details in an attached written response.

☐ Yes ☑ No

20. Is your firm or any of its principals or officers currently principals or officers of another organization? If yes, specify details in an attached written response.

☐ Yes ☑ No

21. Have any voluntary or involuntary bankruptcy petitions been filed by or against your firm, its parent or subsidiaries or predecessor organizations during the last three years? If yes, specify details in an attached written response.

☐ Yes ☑ No

22. Has your firm’s surety ever intervened to assist in the completion of a contract or have Performance and/or Payment Bond claims been made to your firm or its predecessor’s sureties during the last three years? If yes, specify details in an attached written response, including contact information for owner and surety company.

☐ Yes ☑ No

23. If requested, will your firm extend the same price, terms and conditions to other governmental entities during the period covered by this contract?

☑ Yes ☐ No

24. Would your firm accept a Visa credit card as payment from Broward County, with no additional fees or change to bid price? Procurement Contract must be approved and designated for procurement card (p-card) by Director of Purchasing for use prior to ordering.

☐ Yes ☑ No

25. Living Wage solicitations only: In determining what, if any, fiscal impact(s) are a result of the Ordinance for this solicitation, provide the following for informational purposes only. Response is not considered in determining the award of the contract. Living Wage had an effect on the pricing

    ☐ Yes ☑ No

    If yes, Living Wage increased the pricing by % or decreased the pricing by %.

26. Non-Collusion Certification: Vendor shall disclose, to their best knowledge, any Broward County officer or employee, or any relative of any such officer or employee as defined in Section 112.3135 (1)(c), the Florida Statues who is an officer or director of, or has a material interest in, the Vendor's business, whois in a position to influence this procurement. Any Broward County officer or employee who has input into the writing of specifications or requirements, solicitation of offers, decision to award, evaluation of offers, or any other activity pertinent to this procurement is presumed, for purposes hereof, to be in a position to influence this procurement. Failure of a Vendor to disclose any relationship described herein shall be reason for debarment in accordance with the provisions of the Broward County Procurement Code.
    Select One:

    ☑ Vendor certifies that this offer is made independently and free from collusion; or

    ☐ Vendor is disclosing names of officers or employees who have a material interest in this procurementand is in a position to influence this procurement. Vendor must include a list of name(s), and relationship(s) with its submittal.

27. Participation in Solicitation Development:

    ☑ I have not participated in the preparation or drafting of any language, scope, or specification that would provide my firm or any affiliate an unfair advantage of securing this solicitation that has been let onbehalf of Broward County Board of County Commissioners.

    ☐ I have provided information regarding the specifications and/or products listed in this solicitation that has been let on behalf of Broward County Board of County Commissioners.
    If this box is checked, provide the following:
    Name of Person the information was provided:
    Title:
    Date information provide:

    For what purpose was the information provided?

    Question 28 – 31 are only applicable to **service contracts** or a **construction contracts** (repair,maintain or furnish and install) solicitations:

28. What similar on-going contracts is your firm currently working on? If additional space is required, provideon separate sheet.
    Broward County Contract # PNC2120194B1 Parks Contruction and Improvements

29. Has your firm completely inspected the project site(s) prior to submitting response? ☐ Yes ☑ No

30. Will your firm need to rent or purchase any equipment for this contract? If yes, please specify details in an attached written response.

    ☐ Yes ☑ No

31. What equipment does your firm own that is available for this contract?
    All required

32. Provide at least three (3) individuals, corporations, agencies, or institutions for which your firm has completed work of a similar nature or in which your firm sold similar commodities in the past three (3) years. Contact persons shall have firsthand knowledge of the referenced project/contract. Only provide references for non-Broward County Board of County Commissioners contracts. For Broward County contracts, the County will review performance evaluations in its database for vendors with previous or current contracts with the County. The County considers references and performance evaluations in the evaluation of Vendor's past performance. If any of the following references are inaccessible or not relevant, additional references may be requested by the County.

Reference 1:
Scope of Work: **4000SF Playground; 3000SF Splashpad; Shelters; sand volleyball court; et al.**

Contract/Project Title: **Water's Edge Park**
Agency: **City of Tamarac**
Contact Name/Title: **Dibb Machuca**
Contact Telephone: **954-597-3725**
Email: **dibb.machuca@tamarac.org**
Contract/Project Dates (Month and Year): **1/2020**
Contract Amount: **4,200,000**

Reference 2:
Scope of Work: **Custom metal amphitheater and stage**
Three fully covered outdoor basketball courts
Two pavilions around a 2,500 SF soccer-themed splash pad
Multipurpose field with walking path and exercise stations
Playground
Shade structures
Contract/Project Title: **City Park**
Agency: **City of Sunrise**
Contact Name/Title: **Earl Prizlee**
Contact Telephone: **954-888-6002**
Email: **eprizlee@sunrisefl.gov**
Contract/Project Dates (Month and Year): **12/2021**

Contract Amount: **6,600,000**

Reference 3:
Scope of Work: **Playground Surfacing**
Exercise Stations
Shade Structures
Contract/Project Title: **Annie Gillis Urban Plaza**
Agency: **City of Pompano Beach**
Contact Name/Title: **Horacio Danovich / Project Manager**
Contact Telephone: **9547867834**
Email: **Horacio.Danovich@copbfl.com**
Contract/Project Dates (Month and Year): **12/2022**

Contract Amount: **1,400,000**

Revised May 1, 2021

Supplier: **MBR CONSTRUCTION, INC.**

LOCATION CERTIFICATION

Refer to applicable sections for submittal instructions. Failure to submit required forms or information by stated timeframes will deem vendor ineligible for local preference or location tiebreaker.

Broward County Code of Ordinances, Section 1-74, et seq., provides certain preferences to Local Businesses, Locally Based Businesses, and Locally Based Subsidiaries, and the Broward County Procurement Code provides location as the first tiebreaker criteria. Refer tothe ordinance for additional information regarding eligibility for local preference.

For Invitation for Bids:

To be eligible for the Local Preference best and final offer ("BAFO") and location tiebreaker, the Vendor **must** submit this fully completed form and a copy of its Broward County local business tax receipt **at the same time it submits its bid**. **Vendors who fail to comply with this submittal deadline will not be eligible for either the BAFO or the location tiebreaker.**

For Request for Proposals (RFPs), Request for Letters of Interest (RLIs), or Request for Qualifications (RFQs):

For Local Preference eligibility, the Vendor **should** submit this fully **completed form** and **all Required Supporting Documentation** (as indicated below) at the time Vendor submits its response to the procurement solicitation. If not provided with submittal, the Vendor **must** submit within three business days after County's written request. Failure to submit required forms or information by stated timeframes will deem the Vendor ineligible for local preference.

To be eligible for the location tiebreaker, **the Vendor must submit this fully completed form and a copy of its Broward County local business tax receipt at the same time it submits its response.** Vendors who fail to comply with this submittal deadline will not be eligible for the location tiebreaker.

The undersigned Vendor hereby certifies that (check the box for only one option below):

☐ **Option 1:** The Vendor is a **Local Business,** but does not qualify as a **Locally Based Business** or a **Locally Based Subsidiary**, as each term is defined by Section 1-74, Broward County Code of Ordinances. The Vendor further certifies that:

A. It has continuously maintained, for at least the one (1) year period immediately preceding the bid posting date (i.e., the date on which the solicitation was advertised),

i. a physical business address located within the limits of Broward County, listed onthe Vendor's valid business tax receipt issued by Broward County (unless exemptfrom business tax receipt requirements),

ii. in an area zoned for the conduct of such business,

iii. that the Vendor owns or has the legal right to use, and

iv. from which the Vendor operates and performs on a day-to-day basis business that is a substantial component of the goods or services being offered to BrowardCounty in connection with the applicable competitive solicitation (as so defined, the "Local Business Location").

If Option 1 selected, indicate **Local Business Location**:

☑ **Option 2:** The Vendor is both a **Local Business** and a **Locally Based Business** as each term is defined by Section 1-74, Broward County Code of Ordinances. The Vendor further certifies that:

A. The Vendor has continuously maintained, for at least the one (1) year period immediately preceding the bid posting date (i.e., the date on which the solicitationwas advertised),

i. a physical business address located within the limits of Broward County, listed on the Vendor's valid business tax receipt issued by Broward County (unless exempt from business tax receipt requirements),
ii. in an area zoned for the conduct of such business,
iii. that the Vendor owns or has the legal right to use, and
iv. from which the Vendor operates and performs on a day-to-day basis business that is a substantial component of the goods or services being offered to Broward County in connection with the applicable competitive solicitation as so defined, the "Local Business Location");

B. The Local Business Location is the primary business address of the majority of the Vendor's employees as of the bid posting date, and/or the majority of the work under the solicitation, if awarded to the Vendor, will be performed by employees of the Vendor whose primary business address is the Local Business Location;
C. The Vendor's management directs, controls, and coordinates all or substantially all of the day-to-day activities of the entity (such as marketing, finance, accounting, human resources, payroll, and operations) from the Local Business Location;
D. The Vendor has not claimed any other location as its principal place of business within the one (1) year period immediately preceding the bid posting date; and
E. Less than fifty percent (50%) of the total equity interests in the business are owned, directly or indirectly, by one or more entities with a principal place of business located outside of Broward County. The Vendor certifies that the total equity interests in the owned, directly or indirectly, by one or more entities with a principal place of business Vendor located outside of Broward County is .

If Option 2 selected, indicate **Local Business Location**:

1020 NW 51st Street
Fort Lauderdale, FL 33309

☐ **Option 3:** The Vendor is both a **Local Business** and a **Locally Based Subsidiary** as each term is defined by Section 1-74, Broward County Code of Ordinances. The Vendor further certifies that:

A. The Vendor has continuously maintained:
i. for at least the one (1) year period immediately preceding the bid posting date (i.e., the date on which the solicitation was advertised),
ii. a physical business address located within the limits of Broward County, listedon the Vendor's valid business tax receipt issued by Broward County (unless exempt from business tax receipt requirements),
iii. in an area zoned for the conduct of such business,
iv. that the Vendor owns or has the legal right to use, and
v. from which the Vendor operates and performs on a day-to-day basis businessthat is a substantial component of the goods or services being offered to Broward County in connection with the applicable competitive solicitation (as so defined, the "Local Business Location");

B. The Local Business Location is the primary business address of the majority of the Vendor's employees as of the bid posting date, and/or the majority of the work under the solicitation, if awarded to the Vendor, will be performed by employees of the Vendor whose primary business address is the Local Business Location;
C. The Vendor's management directs, controls, and coordinates all or substantiallyall of the day-to-day activities of the entity (such as marketing, finance, accounting, human resources, payroll, and operations) from the Local Business Location;
D. The Vendor has not claimed any other location as its principal place of business within the one (1) year period immediately preceding the bid posting date; and
E. At least fifty percent (50%) of the total equity interests in the business are owned, directly or indirectly, by one or more entities with a principal place of business located outside of Broward County. The Vendor certifies that the total equity interests in the Vendor owned, directly or indirectly, by one or more entities with aprincipal place of business located outside of Broward County is .

If Option 3 selected, indicate **Local Business Location**:

☐ **Option 4:** The Vendor is a **joint venture** composed of one or more Local Businesses, Locally Based Businesses, or Locally Based Subsidiaries, as each term is defined by Section 1-74, Broward County Code of Ordinances. Fill in blanks with percentage equity interest or list "N/A" if section does not apply. The Vendor further certifies that:

A. The proportion of equity interests in the joint venture owned by **Local Business(es)** (each Local Business must comply with all of the requirements stated in Option 1) is % of the total equity interests in the joint venture; and/or

B. The proportion of equity interests in the joint venture owned by **Locally Based Business(es)** (each Locally Based Business must comply with all of the requirements stated in Option 2) is % of the total equity interests in thejoint venture; and/or

C. The proportion of equity interests in the joint venture owned by **Locally Based Subsidiary(ies)** (each Locally Based Subsidiary must comply with all of the requirements stated in Option 3) is % of the total equity interests in thejoint venture.

If Option 4 selected, indicate the Local Business Location(s) (es) on separate sheet.

☐ **Option 5:** Vendor is not a Local Business, a Locally Based Business, or a Locally Based Subsidiary, as each term is defined by Section 1-74, Broward County Code of Ordinances.

Required Supporting Documentation (in addition to this form): Option 1 or 2 **(Local Business or Locally Based Business):**

1. Broward County local business tax receipt.

Option 3 (**Locally Based Subsidiary**)

1. Broward County local business tax receipt.
2. Documentation identifying the Vendor's vertical corporate organization and names ofparent entities if the Vendor is a Locally Based Subsidiary.

Option 4 (**joint venture** composed of one or more Local Business(es), Locally Based Business(es), or Locally Based Subsidiary(ies):

1. Broward County local business tax receipt(s) for each Local Business(es), Locally Based Business(es), and/or Locally Based Subsidiary(ies).
2. Executed joint venture agreement, if the Vendor is a joint venture.
3. If joint venture is comprised of one or more Locally Based Subsidiary(ies), submit documentation identifying the vertical corporate organization and parent entitiesname(s) of each Locally Based Subsidiary.

If requested by County (any option):

1. Written proof of the Vendor's ownership or right to use the real property at the LocalBusiness Location.
2. Additional documentation relating to the parent entities of the Vendor.
3. Additional documentation demonstrating the applicable percentage of equity interestsin the joint venture, if not shown in the joint venture agreement.
4. Any other documentation requested by County regarding the location from which theactivities of the Vendor are directed, controlled, and coordinated.

By submitting this form, the Vendor certifies that if awarded a contract, it is the intent of the Vendor to remain at the Local Business Location address listed below (or another qualifyingLocal Business Location within Broward County) for the duration of the contract term, including any renewals or extensions. (If nonlocal Vendor, leave Local Business Location blank.)

Indicate Local Business Location:

True and Correct Attestations:

Any misleading, inaccurate, or false information or documentation submitted by any party affiliated with this procurement may lead to suspension and/or debarment from doing business with Broward County as authorized by the Broward County Procurement Code. The Vendor understands that, if after contract award, the County learns that any of the information provided by the Vendor on this was false, and the County determines, upon investigation, that the Vendor's provision of such false information was willful or intentional, the County may exercise any contractual right to terminate the contract. The provision of false or fraudulent information or documentation by a Vendor may subject the Vendor to civil and criminal penalties.

AUTHORIZED SIGNATURE/NAME: **Michael R Boss**

TITLE: **President**

VENDOR NAME: **MBR Construction, Inc**

DATE: **2/21/2023**

Revised May 1, 2021

Supplier: **MBR CONSTRUCTION, INC.**

Insurance Requirements: (Refer to the Insurance Requirement Form)

A. The insurance requirement designated in the Insurance Requirement Form indicates the minimum coverage required for the scope of work, as determined by the Risk Management Division. Vendor shall provide verification of compliance such as a Certificate of Insurance, or a letter of verification from the Vendor's insurance agent/broker, which states the ability of the Vendor to meet the requirements upon award. The verification must be submitted within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes. Final award shall be subject to receipt and acceptance by the County of proof of meeting all insurance requirements of the bid. A party may be debarred for failure of a vendor awarded a contract to provide the required insurance within ten (10) days after demand therefor by the Purchasing Division.

B. Without limiting any of the other obligations or liabilities of Vendor, Vendor shall provide, pay for, and maintain on a primary basis in force until all of its work to be performed under this Contract has been completed and accepted by County (or for such duration specified), at least the minimum insurance coverage and limits set forth in the Insurance Requirement Form under the following conditions listed below. If a limit or policy is not indicated on Insurance Requirement certificate by a checked box, it is not required as a condition of this contract.

1. Commercial General Liability with minimum limits per occurrence, combined single limit for bodily injury and property damage, and when indicated a minimum limit per aggregate. County is to be expressly included as an Additional Insured in the name of Broward County arising out of operations performed for the County, by or on behalf of Vendor, or acts or omissions of Vendor in connection with general supervision of such operation. If Vendor uses a subcontractor, then Vendor shall require that subcontractor names County as an Additional Insured.

2. Business Automobile Liability with minimum limits per occurrence, combined single limit for bodily injury and property damage. Scheduled autos shall be listed on Vendor's certificate of insurance. County is to be named as an additional insured in the name of Broward County.

   Note: Insurance requirements for Automobile Liability are not applicable where delivery will be made by a third party carrier. All vendors that will be making deliveries in their own vehicles are required to provide proof of insurance for Automobile Liability and other pertinent coverages as indicated on the Insurance Requirement certificate, prior to award. If deliveries are being made by a third party carrier, other pertinent coverages listed on the Insurance Requirement certificate are still required.

   Vendor should indicate how product is being

   delivered: **Variable based on purchase order**

   Vendor Name:

   Company Vehicle: ☐ Yes or ☐ No

   If Common Carrier (indicate carrier):

   Other: **N/A**

3. Workers' Compensation insurance to apply for all employees in compliance with Chapter 440, the "Workers' Compensation Law" of the State of Florida and all applicable federal laws. The policy must include Employers' Liability with minimum limits each accident. If any operations

are to be undertaken on or about navigable waters, coverage must be included for the U.S. Longshoremen & Harbor Workers Act and Jones Act.

4. Excess Liability/Umbrella Insurance may be used to satisfy the minimum liability limits required; however, the annual aggregate limit shall not be less than the highest "each occurrence" limit for the underlying liability policy. Vendor shall endorse County as an Additional Insured unless the policy provides coverage on a pure/true “Follow-form” basis.

5. Builder’s Risk or equivalent coverage (such as Property Insurance or Installation Floater) is required as a condition precedent to the issuance of the Second Notice to Proceed for projects involving but not limited to: changes to a building’s structural elements, work compromising the exterior of the building for any extended period of time, installation of a large single component, or remodeling where the cost of remodeling is 20% or more the value of the property. Coverage shall be, “All Risks” Completed Value form with a deductible not to exceed Ten Thousand Dollars ($10,000.00) each claim for all perils except for wind and flood.

6. For the peril of wind, the Vendor shall maintain a deductible that is commercially feasible which does not exceed five percent (5%) of the value of the Contract price. Such Policy shall reflect Broward County as an additional loss payee.

7. For the peril of flood, coverage must be afforded for the lesser of the total insurable value of such buildings or structures, and the maximum amount of flood insurance coverage available under the National Flood Program. Vendor shall maintain a deductible that is commercially feasible and does not exceed five percent (5%) of the value of the Contractprice. Such Policy shall reflect Broward County as an additional loss payee.

8. The County reserves the right to provide Property Insurance covering the Project, materials, equipment and supplies intended for specific installation in the Project while such materials, equipment and supplies are located at the Project site, in transit, or while temporarily located away from the Project site. This coverage will not cover any of the Vendor’s or subcontractors’ tools, equipment, machinery or provide any business interruption or time element coverage to the Vendor(s).

9. If the County decides to purchase Property Insurance or provide for coverage under its existing insurance policy for this Project, then the insurance required to be carried by the Vendor may be modified to account for the insurance being provided by the County. Such modification may also include execution of Waiver of Subrogation documentation.

10. In the event that a claim occurs for this Project and is made upon the County’s insurance policy, for other than a windstorm, Vendor will pay at least Ten Thousand Dollars ($10,000.00) of the deductible amount for such claim.

11. Waiver of Occupancy Clause or Warranty: Policy must be specifically endorsed to eliminate any "Occupancy Clause" or similar warranty or representation that the building (s), addition(s) or structure(s) in the course of construction shall not be occupied without specific endorsement of the policy. The Policy must be endorsed to provide that the Builder's Risk coverage will continue to apply until final acceptance by County.

12. Pollution Liability or Environmental Impairment Liability: including clean-up costs, with minimum limits per claim, subject to a maximum deductible per claim. Such policy shall remain in force for the minimum length of time indicated, include an annual policy aggregate and name Broward County as an Additional Insured. Vendor shall be responsible for all deductibles in the event of a claim.

13. Professional Liability Insurance with minimum limits for each claim, subject to a maximum deductible per claim. Such policy shall remain in force for the minimum length of time indicated. Vendor shall notify County in writing within thirty (30) days of any claim filed or made against its Professional Liability Insurance policy. Vendor shall be responsible for all

deductibles in the event of a claim. The deductible shall be indicated on the Vendor's Certificate of Insurance.

C. Coverage must be afforded on a form no more restrictive than the latest edition of the respective policy form as filed by the Insurance Services Office. If the initial insurance expires prior to the completion and acceptance of the Work, renewal certificates shall be furnished upon expiration. County reserves the right to obtain a certified copy of any insurance policy required by this Section within fifteen (15) calendar days of a written request by County.

D. Notice of Cancellation and/or Restriction: the policy(ies) must be endorsed to provide Broward County with at least thirty (30) days' notice of cancellation and/or restriction.

E. The official title of the Certificate Holder is Broward County. This official title shall be used in all insurance documentation.

F. Broward County's Risk Management Division reserves the right, but not the obligation, to review and revise any insurance requirements at the time of contract renewal and/or any amendments, not limited to deductibles, limits, coverages and endorsements based on insurance market conditions affecting the availability or affordability of coverage; or changes in the scope of work/specifications affecting the applicability of coverage.

Revised May 1, 2021

Supplier: **MBR CONSTRUCTION, INC.**

Office of Economic and Small Business Requirements: CBE Goal Participation

A. In accordance with the Broward County Business Opportunity Act of 2012, Section 1-81, Code of Ordinances, as amended (the "Business Opportunity Act"), the County Business Enterprise (CBE) Program is applicable to this contract. All Vendors responding to this solicitation are required to utilize CBE firms to perform the assigned participation goal for this contract.

B. The CBE participation goal will be established based on the expected expenditure amount for the proposed scope of services for the project. The Office of Economic and Small Business Development (OESBD) will not include alternate items, optional services or allowances when establishing the CBE participation goal. If the County subsequently chooses to award any alternate items, optional services or allowances as determined by OESBD and the Contract Administrator to be related to the scope of services, OESBD may apply the established CBE participation goal. In such an instance, the County will issue a written notice to the successful Vendor that the CBE participation goal will also apply to the alternate items, optional services orallowances. Vendor shall submit all required forms pertaining to its compliance with the CBE participation goal, as applicable. Failure by Vendor to submit the required forms may result in the rejection of Vendor's solicitation submittal prior to the award or failure to comply with the contract requirements may have an impact on the vendor performance evaluation post award, as applicable.

C. CBE Program Requirements: Compliance with CBE participation goal requirements is a matter of responsibility; Vendor should submit all required forms and information with its solicitation submittal. If the required forms and information are not provided with the Vendor's solicitation submittal, then Vendor must supply the required forms and information no later than three (3) business days after request by OESBD. Vendor may be deemed non-responsible for failure to fully comply with CBE Program Requirements within these stated timeframes.

1. Vendor should include in its solicitation submittal a **Letter Of Intent Between Bidder/Offeror and County Business Enterprise (CBE) Subcontractor/Supplier** for each CBE firm the Vendor intends to use to achieve the assigned CBE participation goal. The is available at the following link: http://www.broward.org/EconDev/Documents/CBELetterOfIntent.pdf

2. If Vendor is unable to attain the CBE participation goal, Vendor should include in its solicitation submittal an **Application for Evaluation of Good Faith Efforts** and all of the required supporting information. The is available at the following link: http://www.broward.org/EconDev/WhatWeDo/Documents/GoodFaithEffortEval.pdf

D. OESBD maintains an online directory of CBE firms. The online directory is available for use by Vendors at https://webapps4.broward.org/smallbusiness/sbdirectory.aspx.

E. For detailed information regarding the CBE Program contact the OESBD at (954) 357-6400 orvisit the website at: http://www.broward.org/EconDev/SmallBusiness/

F. If awarded the contract, Vendor agrees to and shall comply with all applicable requirements of the Business Opportunity Act and the CBE Program in the award and administration of the contract.

1. No party to this contract may discriminate on the basis of race, color, sex, religion, national origin, disability, age, marital status, political affiliation, sexual orientation, pregnancy, or gender identity and expression in the performance of this contract.

2. All entities that seek to conduct business with the County, including Vendor or any Prime Contractors, Subcontractors, and Bidders/Offerors, shall conduct such business activities in a fair and reasonable manner, free from fraud, coercion, collusion, intimidation, or bad faith. Failure to do so may result in the cancellation of this solicitation, cessation of contract negotiations, revocation of CBE certification, and suspension or debarment from future contracts.

3. If Vendor fails to meet or make Good Faith Efforts (as defined in the Business Opportunity Act) to meet the CBE participation commitment (the "Commitment"), then Vendor shall pay the County liquidated damages in an amount equal to fifty percent (50%) of the actual dollar amount by which Vendor failed to achieve the Commitment, up to a maximum amount of ten percent (10%) of the total contract amount, excluding costs and reimbursable expenses. An example of this calculation is stated in Section 1-81.7, Broward County Code of Ordinances.

4. Vendor shall comply with all applicable requirements of the Business Opportunity Act in the award of this contract. Failure by Vendor to carry out any of these requirements shall constitute a material breach of the contract, which shall permit the County to terminate this contract or to exercise any other remedy provided under this contract, the Broward County Code of Ordinances, the Broward County Administrative Code, or other applicable laws, with all such remedies being cumulative.

5. Vendor shall pay its CBE subcontractors and suppliers, within fifteen (15) days following receipt of payment from the County, for all completed subcontracted work and supplies. If Vendor withholds an amount from CBE subcontractors or suppliers as retainage, such retainage shall be released and paid within fifteen (15) days following receipt of payment of retained amounts from the County.

6. Vendor understands that the County will monitor Vendor's compliance with the CBE Program requirements. Vendor must provide OESBD with a Monthly Utilization Report (MUR) to confirm its compliance with the Commitment agreed to in the contract; timely submission of the MUR every month throughout the term of the contract, including amendment and extension terms, is a condition precedent to the County's payment of Vendor under the contract.

Revised May 1, 2021

Supplier: **MBR CONSTRUCTION, INC.**

Security Requirements

A. General Security Requirements and Criminal Background Screening:

1. All contractor and sub-contractor personnel requiring unescorted access to Broward County facilities must obtain a County issued contractor identification badge (contractor ID badge); except as specifically stated herein.
2. The background screening requirements for obtaining a contractor ID badge will depend on the facility to which unescorted access is being requested. Contract Administrators or designees and contractors may contact Broward County Security at (954) 357-6000 or FMsecurity@broward.org for the required background screening requirements associated with access to specific facilities. Contract Administrators will communicate all current and appropriate requirements to the contractor and sub- contractor throughout the contract period.

B. General Facilities:

1. Contractor and sub-contractor personnel servicing and requiring unescorted access to General Facilities must have a County issued contractor ID badge (contractor ID badge) which will be the responsibility of the contractor to obtain. Depending upon the request, the badge may carry electronic access privileges. The badge must be visible and worn at all times together with the contractor's company/business contractor ID badge. Similar to employee security/ID badges, requests for contractor ID badges are initially approved by the requesting agency director or designee and then submitted to Facilities Management Division (FMD) Security for final approval.
2. The issuance of a contractor ID badge for unescorted access to General Facilities requires a "Level 1" FDLE background check, which can be conducted by the Florida Department of Law Enforcement (FDLE). This "Level 1" FDLE background check is the contractor's responsibility and should be included in the bid price. FDLE background checks can be done by the contractor by phone at (850) 410-8109 or online at https://web.fdle.state.fl.us/search/app/default
3. Upon completion of the background check, the contractor must attach a copy of the results to the contractor's application for a contractor ID badge. The Project Manager or designee utilizing the service of the contractor will be the "Sponsor" and will either provide the contractor with a Contractor ID Badge Request or assist the contractor in completing an on-line application for the County issued contractor ID badge.
4. Requests for a contractor ID badge requiring an FDLE background check may require lengthy processing and review by the Broward Sheriff's Office (BSO). Contractors and subcontractors must therefore submit the request to Broward County Security at least two (2) weeks prior to the start of service by the contractor. When identification badges are ready, Broward County Security will contact the contractor to arrange pick up. Upon pick up, the applicant must present a valid Florida identification and must be accompanied by his or her supervisor. Broward County Security will then supply contractor ID badge valid for the anticipated period within which the work will be performed. The validity period must be clearly stated on the Contractor ID Badge Request Form; however, the period of validity will not exceed one (1) year. Background checks will be required for renewal of contractor ID badge. At the termination of the contract and separation of employee services, the contractor is responsible for the collection and return of all contractor ID badge to the Project Manager and/or to Broward County Security.
5. Compliance with the County's security requirements is part of the overall contract performance evaluation. Final payment will, in part, be contingent on the return of all contractor ID badges issued to contractor personnel.
6. Broward County Security is located at Governmental Center East, 115 South Andrews Avenue Fort Lauderdale, FL 33301. Telephone (954) 357-6000.
7. All contractors must wear distinctive and neat appearing uniforms with vendor's company name. Sub-contractor personnel must also have Broward County issued contractor IDs and meet the same security requirements and uniform standards as the primary contractor.

8. Contractors will not be allowed unescorted on the job site without proper County issued contractor ID badges.

C. Facilities Critical to Security and Public Safety:

Many Broward County government facilities will have areas designated as critical tosecurity and public safety, pursuant to Broward County Ordinance 2003-08 Sections 26-121 and 26- 122, as may be amended. The issuance of a contractor ID badge for unescorted access to facilities critical to security and public safety may entail a comprehensive statewide and national background check. Unescorted access to certain facilities occupied by the Broward Sheriff's Office (BSO) and the State Attorney's Office will require a national fingerprint-based records check per the Criminal Justice Information System (CJIS) policy.

A contractor employee found to have a criminal record consisting of felony conviction(s) shall be disqualified from access to the State Attorney's Offices and certain BSO facilities. A contractor employee with a record of misdemeanor offense(s) may be granted access if the System Security Officer (CSO), Terminal Access Coordinator (TAC), and FDLE determines that the nature of the offense(s) do not warrant disqualification. Applicantsshall also be disqualified on the basis of confirmations that arrest warrants are outstandingfor such applicants.

D. Contractor Work Crews:

Background investigations are generally not required for each member of a contractorwork crew working on county premises and outside a building or structure. Examples are landscape crews and roofers. If it is necessary to enter the building or structure unescorted, these work crew members should obtain a contractor ID badge. If not, work crew members must be escorted at all times by the project manager, or designee, and must be under the direct supervision of a foreperson for the contractor. The foreperson must be aware of the crew members' whereabouts, has completed the appropriate background check for the location and type of work being undertaken, and has been issued and is displaying a contractor ID badge.

All members of a night cleaning crew must complete a background investigation appropriate to the requirements of the facility and so should all work crew members not escorted when working at a critical county facility.

Notwithstanding, the using agency is best positioned and suited to determine the safeguards and requirements that should be in place to manage the risks and consequences associated with the roles and activities of contractor, subcontractor, and work crews, when requesting a contractor ID badge. The agency is aware of the characteristics of the client population being served by the classes of persons, the need tosafeguard high-value assets, and the requirement to comply with all statutory requirements governing background investigations.

E. Other Vendors:

Consultants, delivery personnel, and vending machine operators, without a County issued contractor badge, may obtain a Visitor pass and should be escorted by County personnel when accessing and working in designated non-public and employee work areas at both general facilities and facilities critical to security and public safety.

F. Port Everglades Locations:

The Port Everglades Department requires persons to present, at port entry, a valid driver's license, and valid reason for wishing to be granted port access in order to obtain a temporary/visitor ID badge. For persons who will visit the Port more than 15 times in a 90- day period, a permanent identification badge must be obtained and paid for by the contractor for all employees, subcontractors, agents and servants visiting or working on the port project. A restricted access badge application process will include fingerprints and a comprehensive background check. Badges must be renewed annually and the fees paid pursuant to Broward County Administrative Code, Section 42.6. For further information, please call 954-765-4225.

1. All vehicles that are used regularly on the dock apron must have a Dockside Parking Permit. Only a limited number of permits will be issued per business entity. The fee is $100.00 per permit/vehicle. Individuals requesting a permit must possess a valid Port- issued Restricted Access Area badge with a "Dock" destination. Requests for Dockside Parking Permits must be submitted in writing, on company letterhead, to the ID Badge Office. Applicants must demonstrate a need for access to the dock apron. Requests shall be investigated, and approved, if appropriate justification is provided. Supporting documentation

must be supplied, if requested. Dock permits are not transferable and must be affixed to the lower left corner of the permitted vehicle's windshield. Should the permit holder wish to transfer the permit to another vehicle during the term of issuance, the permit will be removed and exchanged at no charge for a new permit. Only one business entity representative will be permitted on the dockat a time at the vessel location.

2. The Federal Government has instituted requirements for a Transportation Worker Identification Credential (TWIC) for all personnel requiring unescorted access to designated secure areas within Port Everglades. The contractor will be responsible for complying with the applicable TWIC requirements. For further information, please call 1-855-347-8371, or go on line to https://www.tsa.gov/for-industry/twic.

G. Airport Security Program and Aviation Regulations:

1. Consultant/contractor shall observe all security requirements and other requirementsof the Federal Aviation Regulations applicable to Consultant/contractor, includingwithout limitation, all regulations of the United States Department of Transportation, the Federal Aviation Administration and the Transportation Security Administration. Consultant/contractor also agrees to comply with the County's Airport Security Program and the Restricted Area ("RA") Vehicle Access Program, and anyamendments thereto, and to comply with such other rules and regulations as may bereasonably prescribed by the County, including any regulations pertaining toemergency response training, and to take such steps as may be necessary or directed by the County to insure that sub consultants/subcontractors, employees, invitees andguests of Consultant/contractor observe these requirements. If required by the Aviation Department, Consultant/contractor shall conduct background checks of itsemployees in accordance with applicable Federal Regulations. If as a result of the acts or omissions of Consultant/contractor, its sub consultants/subcontractors, employees, invitees or guests, the County incurs any fines and/or penalties imposedby any governmental agency, including without limitation, the United States Department of Transportation, the Federal Aviation Administration or the Transportation Security Administration, or any expense in enforcing any Federalregulations, including without limitation, airport security regulations, or the rules orregulations of the County, and/or any expense in enforcing the County's Airport Security Program, then Consultant/contractor agrees to pay and/or reimburse to County all such costs and expenses, including all costs of administrative proceedings,court costs, and attorney's fees and all costs incurred by County in enforcing thisprovision. Consultant/contractor further agrees to rectify any security deficiency orother deficiency as may be determined as such by the County or the United States Department of Transportation, Federal Aviation Administration, the Transportation Security Administration, or any other Federal agency with jurisdiction. In the event Consultant/contractor fails to remedy any such deficiency, the County may do so atthe sole cost and expense of Consultant/contractor. The County reserves the right totake whatever action is necessary to rectify any security deficiency or other deficiency.

   a) Access to Security Identification Display Areas and Identification Media. Consultant/contractor shall be responsible for requesting the Aviation Department to issue Airport Issued Identification Media to all employees who are authorized access to Security Identification Display Areas ("SIDA") on the Airport, as designated in the Airport Security Program. In addition, consultant/contractor shall be responsible for the immediate reporting of all lost
   or stolen Airport Issued Identification Media and the immediate return of the media of consultant/contractor's personnel transferred from the Airport, or terminated from the employ of the consultant/contractor, or upon termination of this Agreement. Before an Airport Issued Identification Media is issued to an employee, consultant/contractor shall comply with the requirements of applicable Federal regulations with regard to fingerprinting for criminal history record checks and security threat assessments, and shall require that each employee complete security training programs conducted by the Aviation Department. The consultant/contractor shall pay or cause to be paid to the Aviation Department such charges as may be established from time to time for lost or stolen Airport Issued Identification Media and those not returned to the Aviation Department in accordance with these provisions. The Aviation Department shall have the right to require the consultant/contractor to conduct background investigations

and to furnish certain data on such employees before the issuance of Airport Issued Identification Media, which data may include the fingerprinting of employee applicants for such media.

b) Operation of Vehicles on the RA: Before the consultant/contractor shall permit any employee of consultant/contractor or of any subconsultant/subcontractor to operate a motor vehicle of any kind or type on the RA (and unless escorted by an Aviation Department approved escort), the consultant/contractor shall ensure that all such vehicle operators possess current, valid, and appropriate Florida driver's licenses. In addition, any motor vehicles and equipment of consultant/contractor or of any subconsultant/subcontractor operating on the RA must have an appropriate vehicle identification permit issued by the Aviation Department, which identification must be displayed as required by the Aviation Department.

c) Consent to Search/Inspection: The consultant/contractor agrees that its personnel, vehicles, cargo, goods and other personal property are subject to being inspected and searched when attempting to enter or leave and while on the RA. The consultant/contractor further agrees on behalf of itself and its subconsultant/subcontractors, that it shall not authorize any employee or other person to enter the RA unless and until such employee or other person has executed a written consent-to-search/inspection acceptable to the Aviation Department. Consultant/contractor acknowledges and understands that the foregoing requirements are for the protection of users of the Airport and are intended to reduce incidents of cargo tampering, aircraft sabotage, thefts and other unlawful activities at the Airport. For this reason, consultant/contractor agrees that persons not executing such consent-to- search/inspection shall not be employed by the consultant/contractor or by any sub consultant/subcontractor at the Airport in any position requiring access to the RA or allowed entry to the RA by the consultant/contractor or by any sub consultant/subcontractor.

d) Consultant/contractor understands and agrees that if any of its employees, or the employees of any of its sub consultants/subcontractors, are required in the course of the work to be performed under this Agreement to access or otherwise be in contact with Sensitive Security Information ("SSI") as defined and construed under Federal law, that individual will be required to execute a Sensitive Security Information Non-Disclosure Agreement promulgated by the Aviation Department.

e) The provisions hereof shall survive the expiration or any other termination of this Agreement.

H. Water and Wastewater Services (WWS):

1. Contractors/Consultants may receive a WWS ID Badge and/or Access Card and/or Keys while working at WWS facility work sites. These items provide modified access to certain areas and systems otherwise restricted to non-WWS employees and can only be obtained from the WWS Security Manager. These items may be rescinded at the discretion of the WWS Security Officer. The WWS ID Badge, Access Card and/or Keys remain the property of Broward County and must be returned to your WWS contact person at the end of the contract/project.
2. All contractors will complete and sign the WWS Contractor/Consultant Security Memorandum and provide a copy of their Driver's License to be recorded on Schlage Card Access System Profile.
3. A lost or stolen ID Badge and/or Access Card and/or Keys must be reported to the Security Manager immediately.
4. WWS may terminate access to any contractor who acts inappropriately while on County property and has the right to contact BSO if necessary, to have the contractor removed and/or file charges against them.

I. Additional Security Requirements for Parks and Recreation:

1. Contractor expressly understands and agrees that a duty is hereby created under this Contract that requires contractor to provide ongoing disclosure throughout the term of this

Contract as provided for herein relative to the criminal background screening required by this Section.

2. Contractor shall perform criminal background screening as identified in Item 3 below on its officers, employees, agents, independent contractors and volunteers who will be working under this contract in any County park ("collectively referred to as "County Park Property"). Further, if contractor is permitted to utilize subcontractors under this contract, contractor shall perform or ensure that the background screening as requiredin Item 3 below is conducted on any permitted subcontractor, which term includes the subcontractor's officers, employees, agents, independent contractors and volunteers who will be working under this contract on County Park property.
3. Contractor shall not permit any person who is listed as a sexual predator or sexual offender on the Florida Department of Law Enforcement, Sexual Offenders and Predators Website or the United States Department of Justice, National Sex Offender Public Website, to provide any services for contractor on County Park Property. All persons subject to the criminal background screening under this contract shall be rescreened annually based on the date of initial screening.
4. Contractor shall maintain copies of the results of the criminal background screening required by this Section for the term of this contract and promptly forward copies of same to County, upon its request.
5. Contractor shall be required to furnish to County's Parks and Recreation Project Manager, on a monthly basis, an Affidavit affirming the persons listed in the Affidavit have been background screened as required in Item 3 above and have been deemed eligible by contractor to work on County Park property. Contractor's monthly Affidavit shall update information from the previous Affidavit by reconfirming the status of persons who have previously been deemed eligible as provided for above and updating the list, when applicable, to specifically identify new persons providing services for contractor under this Contract who have been background screened as required in Item 3 above and deemed eligible to work on County Park Property. The Contract Administrator may, in his or her discretion, permit contractor to furnish the monthly Affidavit in an electronic format.
6. In the event contractor obtains, or is provided, supplemental criminal background information, including police reports and arrest information, which potentially disqualifies a person previously deemed eligible by contractor to provide services under this contract, contractor shall take immediate action to review the matter; however, during such review time and until a determination of eligibility is made by contractor based on the requirements of this Section, contractor shall immediately cease allowing the person to work on County Park Property. Additionally, contractor shall be required to inform any person background screened pursuant to this Section who is providing services under this contract, to notify contractor within forty-eight (48) hours of any arrest related to sexual misconduct which has occurred after the person was deemed eligible to work on County Park Property.
7. Contractor shall, by written contract, require its permitted subcontractors to agree to the requirements and obligations of this Section.
8. County may terminate this contract immediately for cause, with Notice provided to contractor, for a violation related to contractor's failure to perform the required background screening on its officers, employees, agents, independent contractors andvolunteers who will be working under this Agreement on County Park Property. County
may also terminate this contract immediately for cause, with Notice provided to contractor, if County determines contractor failed to ensure that its permitted subcontractors, as defined in Item 2 above, have been background screened asrequired in this section prior to performing any services under this Agreement on County Park Property. Contractor will not be subject to immediate termination in the event County determines a violation of this Section was outside the reasonable controlof contractor and contractor has demonstrated to County compliance with the requirements of this Section.
9. County may terminate this contract for cause if contractor fails to provide the monthly Affidavit to County as provided for under Item 5 above, and contractor does not cure said breach within five (5) days of Notice provided to contractor.

Revised May 1, 2021

Supplier: **MBR CONSTRUCTION, INC.**

LITIGATION HISTORY FORM

A. All Vendors are required to disclose to the County all "material" cases filed, pending, or resolved during the last three (3) years prior to the solicitation response due date, whether such cases were brought by or against the Vendor, any parent or subsidiary of the Vendor, or any predecessor organization. Additionally, all Vendors are required to disclose to the County all "material" cases filed, pending, or resolved against any principal of Vendor, regardless of whether the principal was associated with Vendor at the time of the "material" cases against the principal, during the last three (3) years prior to the solicitation response. A case is considered to be "material" if it relates, in whole or in part, to any of the following:

i. A similar type of work that the vendor is seeking to perform for the County under the current solicitation;
ii. An allegation of fraud, negligence, error or omissions, or malpractice against the vendor or any of its principals or agents who would be performing work under the current solicitation;
iii. A vendor's default, termination, suspension, failure to perform, or improper performance in connection with any contract;
iv. The financial condition of the vendor, including any bankruptcy petition (voluntary and involuntary) or receivership; or
v. A criminal proceeding or hearing concerning business-related offenses in which the vendor or its principals (including officers) were/are defendants.

B. For each material case, the Vendor is required to provide all information identified in the **Litigation History Form**. Additionally, the Vendor shall provide a copy of any judgment or settlement of any material case during the last three (3) years prior to the solicitation response. Redactions of any confidential portions of the settlement agreement are only permitted upon a certification by Vendor that all redactions are required under the express terms of a pre-existing confidentiality agreement or provision.

C. The County will consider a Vendor's litigation history information in its review and determination of responsibility.

D. If the Vendor is a joint venture, the information provided should encompass the joint venture and each of the entities forming the joint venture.

E. A vendor is required to disclose to the County any and all cases(s) that exist between the County and any of the Vendor's subcontractors/subconsultants proposed to work on this project during the last five (5) years prior to the solicitation response.

F. Failure to disclose any material case, including all requested information in connection with each such case, as well as failure to disclose the Vendor's subcontractors/subconsultants litigation history against the County, may result in the Vendor being deemed non-responsive.

The completed form(s) should be returned with the Vendor's submittal. If not provided with submittal, the Vendor must submit within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes.

☑ There are no material cases for this Vendor; or

☐ Material Case(s) are disclosed below:

Is this for a: (check type)

☐ Parent Company

☐ Subsidiary

☐ Predecessor Firm

☐ None of the above

If Yes: Name of Parent Subsidiary/Predecessor:

Vendor is Plaintiff ☐ Vendor is Defendant ☐

Case Number

Case Name

Date Filed

Name of Court
or other Tribunal:

Type of Case: Bankruptcy ☐ Civil ☐ Criminal ☐ Administrative/Regulatory ☐

Claim or Cause of Action and Brief description of each Count:

Brief Description of the Subject Matter and Project Involved:

Disposition of Case: Pending ☐ Settled ☐ Dismissed ☐

Judgement: Vendor's Favor ☐ Against Vendor ☐

If Judgement is Against is Judgement Satisfied? Yes: ☐ No: ☐

Attach copy of any applicable Judgement, Settlement Agreement and Satisfaction of Judgement.

Opposing Counsel Name:

Opposing Counsel email: **tkochmbr**

Opposing Counsel Phone:

Vendor Name:

Revised May 1, 2021

Supplier: **MBR CONSTRUCTION, INC.**

DOMESTIC PARTNERSHIP REQUIREMENTS CERTIFICATION

The completed and signed should be returned with the Vendor's submittal. If not provided with submittal, the Vendor must submit within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes.

The Domestic Partnership Act, Section 16 ½ -157, Broward County Code of Ordinances, as amended, requires all Vendors contracting with the County, in an amount over $100,000 provide benefits to Domestic Partners of its employees, on the same basis as it provides benefits to employees spouses, with certain exceptions as provided by the Ordinance.

For all submittals over $100,000.00, the Vendor, by virtue of the signature below, certifies that it is aware of the requirements of Broward County's Domestic Partnership Act, Section 16-½ -157, Broward County Code of Ordinances, as amended; and certifies the following: **(check only one below)**.

☑ 1. The Vendor currently complies with the requirements of the County's Domestic Partnership Act and provides benefits to Domestic Partners of its employees on the same basis as it provides benefits to employees' spouses.

☐ 2. The Vendor will comply with the requirements of the County's Domestic Partnership Act at time of contractaward and provide benefits to Domestic Partners of its employees on the same basis as it provides benefits to employees' spouses.

☐ 3. The Vendor will not comply with the requirements of the County's Domestic Partnership Act at time of award.

☐ 4. The Vendor does not need to comply with the requirements of the County's Domestic Partnership Act attime of award because the following exception(s) applies: **(check only one below)**.

☐ The Vendor employs less than five (5) employees.

☐ The Vendor is a governmental entity, not-for-profit corporation, or charitable organization.

☐ The Vendor is a religious organization, association, society, or non-profit charitable or educational institution.

☐ The Vendor provides an employee the cash equivalent of benefits. (Attach an affidavit in compliance with the Act stating the efforts taken to provide such benefits and the amount of the cash equivalent).

☐ The Vendor cannot comply with the provisions of the Domestic Partnership Act because it would violate the laws, rules or regulations of federal or state law or would violate or be inconsistent with the terms or conditions of a grant or contract with the United States or State of Florida. Indicate the law, statute or regulation (State the law, statute or regulation and attach explanation of its applicability).

Michael R Boss	**President**	**2/21/2023**
VENDOR NAME	TITLE	DATE

REVISED MAY 1, 2021

Supplier: **MBR CONSTRUCTION, INC.**

SUBCONTRACTORS/SUBCONSULTANTS/SUPPLIERS REQUIREMENT

The completed and signed form(s) should be returned with the Vendor's submittal. If not provided with submittal, the Vendor must submit within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes.

A. The Vendor shall submit a listing of all subcontractors, subconsultants and major material suppliers (firms), if any, and the portion of the contract they will perform. A major material supplier is considered any firm that provides construction material for construction contracts, or commodities for service contracts in excess of $50,000, to the Vendor.

B. If participation goals apply to the contract, only non-certified firms shall be identified on the form. A non-certifiedfirm is a firm that is not listed as a firm for attainment of participation goals (ex. County Business Enterprise or Disadvantaged Business Enterprise), if applicable to the solicitation.

C. This list shall be kept up-to-date for the duration of the contract. If subcontractors, subconsultants or suppliers are stated, this does not relieve the Vendor from the prime responsibility of full and complete satisfactory performance under any awarded contract.

D. After completion of the contract/final payment, the Vendor shall certify the final list of non-certified subcontractors, subconsultants, and suppliers that performed or provided services to the County for the referenced contract.

E. The Vendor has confirmed that none of the recommended subcontractors, subconsultants, or suppliers' principal(s), officer(s), affiliate(s) or any other related companies have been debarred from doing business with Broward County or any other governmental agency.

If none, state "none" on this form. Use additional sheets as needed. Vendor should scan and upload any additional form(s) in Periscope S2G.

1. Subcontracted Firm's Name: **Landscape Structures**
   Subcontracted Firm's Address: **165 W. Jessup Ave. Longwood, FL 32750-4146**
   Subcontracted Firm's Telephone Number: **(407) 831-9658**
   Contact Person's Name and Position: **Michael Lacroix, Consultant**
   Contact Person's E-Mail Address: **Michael@REPServices.com**
   Estimated Subcontract/Supplies Contract Amount: **$150,000**
   Type of Work/Supplies Provided: **Playground Equipment, etc.**

2. Subcontracted Firm's Name: **Miracle Recreation Equipment Company**
   Subcontracted Firm's Address: **878 E. US Hwy 60 Monett, MO 65708**
   Subcontracted Firm's Telephone Number: **(954) 520-4523**
   Contact Person's Name and Position: **Connie Brown**
   Contact Person's E-Mail Address: **ConnieB@miracleofsouthflorida.com**
   Estimated Subcontract/Supplies Contract Amount: **$150,000**
   Type of Work/Supplies Provided: **Playground Equipment, etc.**

3. Subcontracted Firm's Name: **Advanced Recreational Concepts**
   Subcontracted Firm's Address: **3125 Skyway Circle Melbourne FL 32934-7334**
   Subcontracted Firm's Telephone Number: **(954) 261-1450**
   Contact Person's Name and Position: **Allen Cooke, Sr Recreation Consultant**
   Contact Person's E-Mail Address: **ACooke@ARCFlorida.com**
   Estimated Subcontract/Supplies Contract Amount: **$150,000**
   Type of Work/Supplies Provided: **Playground Equipment, etc.**

4. Subcontracted Firm's Name: **N/A**
   Subcontracted Firm's Address:
   Subcontracted Firm's Telephone Number:
   Contact Person's Name and Position:
   Contact Person's E-Mail Address:
   Estimated Subcontract/Supplies Contract Amount:
   Type of Work/Supplies Provided:

I certify that the information submitted in this report is in fact true and correct to the best of my knowledge.

Michael R Boss	**President**
Authorized Signature/Name	**TITLE**
MBR Construction, Inc	**2/21/2023**
Vendor Name	**DATE**

Revised May 1, 2021

Supplier: **MBR CONSTRUCTION, INC.**

TRENCH SAFETY ACT REQUIREMENT

The completed and signed form(s) should be returned with the Vendor's submittal. If not provided with submittal, the Vendor must submit within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes.

Florida Trench Safety Act, Section 553.60-553.64 Florida Statutes, incorporates the Occupational Safety & Health Administration (OSHA) excavation safety standards, 29 C.F.R Section 1926.650, as Florida's own standards. The Trench Safety Act will apply to any individual project that has trenches in excess of 5 feet deep.

The Vendor, by virtue of the solicitation submission, affirms that the Vendor is aware of this Act, and will comply with all applicable trench safety standards, including any special shoring requirements, if applicable. Such assurance shall be legally binding on all persons employed by the Vendor and subcontractors.

The Vendor is also obligated to identify the anticipated method and cost of compliance with the applicable trench safety standards. The Vendor further identified the costs and methods summarized below: (fill in either Open-End or Fixed Contract section)

Open-end Contract:

Description	Unit of Measure	Unit Price	Method
Where required	**LF**	**$100**	**All Required**

Special Shoring, if applicable: SQ. FT.
N/A

Fixed Contract:

Description	Unit of Measure	Quantity	Unit Price	Ext. Price	Method
Special Shoring, if applicable:	SQ. FT.		Unit Price		Method
			Total $		

Michael R Boss
Authorized Signature/Name

President
TITLE

MBR Construction, Inc
Vendor Name

2/21/2023
DATE

Revised May 1, 2021

Supplier: **MBR CONSTRUCTION, INC.**

SCRUTINIZED COMPANIES LIST REQUIREMENT CERTIFICATION

The completed and signed form(s) should be returned with the Vendor's submittal. If not provided with submittal, the Vendor must submit within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes.

Any company, principals, or owners on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or the Scrutinized Companies that Boycott Israel List is prohibited from submitting a response to a solicitation for goods or services in an amount equal to or greater than $1 million.

The Vendor, by virtue of the signature below, certifies that:

a. The Vendor, owners, or principals are aware of the requirements of Sections 287.135, 215.473, and a. 215.4725 Florida Statutes regarding Companies on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or the Scrutinized Companies that Boycott Israel List; and

b. The Vendor, owners, or principals, are eligible to participate in this solicitation and are not listed on either the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or the Scrutinized Companies that Boycott Israel List; and

c. If awarded the Contract, the Vendor, owners, or principals will immediately notify the County in writing if any of its principals are placed on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or the Scrutinized Companies that Boycott Israel List.

Michael R Boss	**President**
Authorized Signature/Name	**TITLE**
MBR Construction, Inc	**2/21/2023**
Vendor Name	**DATE**

Revised May 1, 2021

Supplier: **MBR CONSTRUCTION, INC.**

CRIMINAL HISTORY SCREENING PRACTICES CERTIFICATION FORM

The completed and signed form should be returned with Vendor's submittal. If Vendor does not provide it with the submittal, Vendor must submit the completed and signed form within three business days after County's request. Vendor shall be deemed nonresponsive for failure to fully comply within stated timeframes.

Section 26-125(d) of the Broward County Code of Ordinances ("Criminal History Screening Practices") requires that a Vendor seeking a contract in the amount of $100,000 or more with Broward County shall certify that it has implemented, or will implement upon award of the contract, policies, practices, and procedures regarding inquiry into the criminal history of an applicant for employment, including a criminal history background check of any such person, that preclude inquiry into an applicant's criminal history until the applicant is selected as a finalist and interviewed for the position. The requirement in the preceding sentence shall apply only to positions located within the United States that will foreseeably perform work under a contract with Broward County. The failure of Vendor to comply with Section 26-125(d) at any time during the contract term shall constitute a material breach of the contract, entitling Broward County to pursue any remedy permitted under the contract and any other remedy provided under applicable law. If Vendor fails to comply with Section 26-125(d) at any time during the contract term, Broward County may, in addition to all other available remedies, terminate the contract and Vendor may be subject to debarment or suspension proceedings consistent with the procedures in Chapter 21 of the Broward County Administrative Code.

By signing below, Vendor certifies that it is aware of the requirements of Section 26-125(d), Broward County Code of Ordinances, and certifies the following: (check only one below).

- [x] Vendor certifies that, for positions located within the United States that will foreseeably perform work under a contract with Broward County, it has implemented, or will implement upon award of the contract, policies, practices, and procedures regarding inquiry into the criminal history of an applicant for employment, including a criminal history background check of any such person, that preclude inquiry into an applicant's criminal history until the applicant is selected as a finalist and interviewed for the position.

- [ ] Vendor is exempt from the requirements of Section 26-125(d) of the Broward County Code of Ordinances because Vendor is required by applicable federal, state, or local law to conduct a criminal history background check in connection with potential employment at a time or in a manner that would otherwise be prohibited by this section, or because Vendor is a governmental agency.

AUTHORIZED SIGNATURE/ NAME: **Michael R Boss**

VENDOR NAME: **MBR Construction, Inc**

TITLE: **President**

DATE: **2/21/2023**

Revised June 17, 2022

Supplier: **MBR CONSTRUCTION, INC.**

LOBBYIST REGISTRATION REQUIREMENT CERTIFICATION

The completed should be submitted with the solicitation response but must be submitted within three business days of County's request. Vendor may be deemed non-responsive for failure to fully comply within stated timeframes.

The Vendor certifies that it understands if it has retained a lobbyist(s) to lobby in connection with a competitive solicitation, it shall be deemed non-responsive unless the firm, in responding to the competitive solicitation, certifies that each lobbyist retained has timely filed the registration or amended registration required under Broward County Lobbyist Registration Act, Section 1-262, Broward County Code of Ordinances; and it understands that if, after awarding a contract in connection with the solicitation, the County learns that the certification was erroneous, and upon investigation determines that the error was willful or intentional on the part of the Vendor, the County may, on that basis, exercise any contractual right to terminate the contract for convenience.

The Vendor hereby certifies that: (select one)

☑ It has not retained a lobbyist(s) to lobby in connection with this competitive solicitation; however, if retained after the solicitation, the County will be notified.

☐ It has retained a lobbyist(s) to lobby in connection with this competitive solicitation and certified that each lobbyist retained has timely filed the registration or amended registration required under Broward County Lobbyist Registration Act, Section 1-262, Broward County Code of Ordinances.

It is a requirement of this solicitation that the names of any and all lobbyists retained to lobby in connection with this solicitation be listed below:

Name of Lobbyist:

Lobbyist's Firm:

Phone:

E-mail:

Name of Lobbyist:

Lobbyist's Firm:

Phone:

E-mail:

Authorized Signature/Name **TITLE**

Vendor Name **DATE**

Revised May 1, 2021

Supplier: **MBR CONSTRUCTION, INC.**

Summary of Vendor Rights Regarding Broward County Competitive Solicitations

The purpose of this document is to provide vendors with a summary of their rights to object to or protest a proposed award or recommended ranking of vendors in connection with Broward County competitive solicitations. These rights are fully set forth in the Broward County Procurement Code, available here: https://www.broward.org/purchasing.

1. **Right to Object**
   For Requests for Proposals (RFP), Requests for Qualifications (RFQ) or Requests for Letters of Interest (RLI), vendors may object in writing to a proposed recommendation of ranking made by an Evaluation Committee. Objections must be filed within three (3) business days after the proposed recommendation of ranking (if applicable) is posted on the Purchasing Division's website. The written objection must comply with the requirements stated in Section 21.42(h) of the Procurement Code. Failure to timely and fully meet any requirement will result in the loss of a right to object.

2. **Right to Protest**
   For Invitations to Bid (ITBs), RFP, RFQ, and RLIs, vendors may protest the specifications or requirements of a solicitation (or of any addenda). Protests must be received in writing by the Director of Purchasing within five (5) business days after the applicable solicitation (or addenda) is posted on the Purchasing Division's website.

   For ITBs, vendors may protest a recommendation for award made by the Broward County Purchasing Division. For RFPs, RFQs, and RLIs, vendors may protest a final recommendation of ranking made by an Evaluation Committee. In all cases, protests must be filed in writing within five (5) business days after a recommended ranking or recommendation for award is posted on the Purchasing Division's website.

   Any protest must comply with requirements stated in Part X of the Procurement Code, including a filing fee (if applicable). Failure to timely and fully meet any requirement will result in a loss of protest rights.

   Vendors may appeal the denial of a protest. Section 21.81 of the Procurement Code identifies all other matters that may be appealed. Appeals may require payment of an appeal bond. Appeals must comply with requirements stated in Part XII of the Procurement Code. Failure to timely and fully meet any requirement will result in a loss of appeal rights.

Cone of Silence:
The Board of County Commissioners recently updated provisions of the Cone of Silence Ordinance, Section 1-266, of the Broward County Code of Ordinances, effective as of April 1, 2022.

The County's Cone of Silence Ordinance prohibits all communications, oral or written, relating to a competitive solicitation among vendors/vendor representatives, County Staff, and Commissioner Offices while the cone is in effect. Communications with Purchasing Division employees, the solicitation's designated Project Manager(s) or designee(s), the Office of Economic and Small Business (OESBD) Small Business Development Specialist Supervisor (954-357-6400), and others as specifically identified in the Cone of Silence Ordinance are permitted. Additionally, communication is permitted at pre-bid conferences and negotiation meetings, as applicable.

The Cone of Silence begins upon the advertisement of an ITB, RFP, RFQ, or RLI. The Cone of Silence terminates when the solicitation is awarded, all responses are rejected, or the Board takes other action which ends the solicitation.

Any violations of the Code of Silence Ordinance by any vendor/vendor representative, may be reported to the County's Professional Standards/Human Rights Section. If the County's Professional Standards/Human Rights Section determines that a violation has occurred, a fine shall be imposed as provided in the Broward County Code of Ordinances. At the sole discretion of the Broward County Board of County Commissioners, a violation may void an award of the applicable competitive solicitation.

Review the Cone of Silence Ordinance, Section 1-266 of the Broward County Code of Ordinances, for more detailed information.

Updated: April 1, 2022

Executed Price Proposal under Broward County Contract No. PNC2125403B1

Project Name:	Constitution Park Restroom Pad and Utilities Installation
Project Location:	Constitution Park, Deerfield Beach
Using Agency & Contact	City of Deerfield Beach
Proposal Date:	November 13, 2023
MBR Proposal Number:	PDB11132301
Notes & Instructions:	This proposal replaces MBR Proposal #PDB08312301, Piggy-Backed on expired Broward County Contract PNC2120194B1. Note: (1)Professional Services are NOT included; Survey/Geotech/Design/Permitting/As-Builts are by others. (2)We exclude permit fees, special inspector and bond. (3)Prefabricated Restroom Building and installation materials, equipment and labor are by CXT. (4)Tree removals and/or relocations are by others. (5)Point of connection for water is assumed to be at the drinking fountain supply line adjacent to the tennis courts. (6) Final utility connections at the new building to be performed by CXT

PeopleSoft Line Item No.	Description	Qty.	UOM	Unit Price	Price
PNC2125403B1_1_001	All inclusive price for removal of unsuitable, non-contaminated materials	18	cubic yard	$91.70	$1,650.60
PNC2125403B1_1_002	Provide clean fill free of organic matter as described in bid item 01-02	18	cubic yard	$50.72	$912.96
PNC2125403B1_1_044	Provide Grounding Electrode No. 2 with 0.75 in x 10 ft copper-clad ground rod	1	each	$152.31	$152.31
PNC2125403B1_1_045	Provide Pull and Junction Boxes, concrete, traffic-rated	1	each	$1,124.20	$1,124.20
PNC2125403B1_1_047	Provide 40 to 60 Amp Circuit Breaker, 250V, 2 pole, 10K IC	100	each	$209.89	$20,989.00
PNC2125403B1_1_054	Provide Conduit, 2 to 4 inch PVC, Schedule 40, underground, 24 inch depth	100	linear foot	$28.64	$2,864.00
PNC2125403B1_1_057	Provide Conduit, 0.75 to 1 in dia. galvanized rigid steel conduit (GRC)	20	linear foot	$20.17	$403.40
PNC2125403B1_1_074	All inclusive cost for Clearing and Grubbing as described in bid item 07-13	40	square yard	$14.46	$578.40
PNC2125403B1_1_076	All inclusive cost Regular Excavation w dredging hauling placing & compacting	18	cubic yard	$14.72	$264.96
PNC2125403B1_1_077	All inclusive cost for Subgrade Stabilization (such as LBR 30 through 40)	27	square yard	$13.10	$353.70
PNC2125403B1_1_082	Provide Optional Base Group, Group 6 (8 inch limerock)	27	square yard	$58.14	$1,569.78
PNC2125403B1_1_085	Provide FDOT No. 400-1 Class I Miscellaneous Concrete	10	cubic yard	$425.75	$4,257.50
PNC2125403B1_1_104	Provide Argentine or Pensacola Bahia (whichever is instructed) per 32 92 23	500	square foot	$1.97	$985.00
PNC2125403B1_1_123	Provide 4 inch dia Schedule 40 Pipe Sleeving	50	linear foot	$18.34	$917.00
PNC2125403B1_1_125	Provide Polyethylene Water Service, 1 in dia or less, per BC WWS Min Standards	100	linear foot	$15.72	$1,572.00
PNC2125403B1_1_126	Provide PVC Water Service, Sched 40, 1 in dia or less, per BC WWS Min Standards	100	linear foot	$19.65	$1,965.00
PNC2125403B1_1_127	Provide Water Service Connection, 1 in dia, Type 1, w corporation stop per WWS	1	each	$1,277.25	$1,277.25
PNC2125403B1_1_129	Provide 1 inch dia or less Gate Valve with Concrete Traffic-rated Valve Box	2	each	$1,596.94	$3,193.88
PNC2125403B1_1_130	Site Grading Crew for playground, 2 hour min charge, per 01 30 00 Para 1.3	60	hour	$327.50	$19,650.00
PNC2125403B1_1_131	Licensed and insured Electrician for playground work; 4 hr min per 01 30 00 Para. 1.3	80	hour	$131.00	$10,480.00
PNC2125403B1_1_132	Licensed and insured Plumber for playground work; 4 hour min per 01 30 00 Para. 1.3	16	hour	$137.55	$2,200.80
	SUBTOTAL				**$77,361.74**
PNC2125403B1_1_133	General Conditions equal to 15% of the Subtotal per 01 21 00; NTE $375,000 per term		lump sum		$11,604.26
PNC2125403B1_1_134	Permits, inspections, impact fees, tree licenses, utility connections, etc.;		lump sum		$0.00
	Explanation: Permit and other fees not included				
PNC2125403B1_1_135	Geotech engineer, material testing, surveying, special inspector svcs;		lump sum		$0.00

	Explanation: By others				
PNC2125403B1_1_136	Miscellaneous new parts and materials;		lump sum		$6,400.00
	Explanation: Miscellaneous construction materials not included in line items				
	TOTAL				**$95,366.00**

This Project Proposal Form has been reviewed and is approved by Contractor's Authorized Designee who can legally bind the Contractor.	**Signature:**

Date of Form: 6/26/23

1st Term: 6/6/23 - 6/5/24; not to exceed $2.5 million per term
Board Award: 6/6/23 Item 26
Revisions to Form:

City of Deerfield Beach

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Face Sheet
File Number: I.D. 2024-76

Agenda Date: 2/20/2024

Status: CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

In Control: City Commission

Title
Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving a work authorization with Walters Zackria Associates, PLLC to provide professional architectural/engineering design services related to the Constitution Park Restroom Project in an amount not to exceed $34,900.00; providing for execution and an effective date. *(Funds from Account #399-7020-539-65-30 - CIP - Infrastructure)*

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Fiscal Impact
Costs: $35,000
Account Name: CIP Infrastructure
Account Number: 399-7020-539-65-30

Background/History
On September 13, 2023, pursuant to Section 38-116(3)b.10 of the City's Procurement Code, the Department of Parks and Recreation through the Procurement Division issued a purchase order to CXT, Inc. for the purchase of a pre-fabricated restroom facility for Constitution Park. In addition to the purchase, the project requires design services for the development of construction documents and plans by a professional architectural/engineering firm in order to secure the required building permits.

Current Activity
Pursuant to Request for Qualifications #2021-11-IG (the “RFQ”) and Section 287.055, Florida Statutes, the City entered into multiple continuing service contracts with qualified firms for the provision of professional architectural and engineering consulting services on an as-needed basis. Staff reviewed the list of firms who have continuing services contracts with the City, and requested proposals from three of the Architect & Engineering Firms that are on the list. One firm declined to submit a proposal, one firm's proposal did not offer construction administration services as part of their proposal and the third firm, Walters Zackria Associates, provided a proposal that included all necessary services for this project.

Staff is requesting approval of a Work Authorization with Walters Zackria Associates, PLC (WZA) consistent with the terms and conditions of the continuing services agreement and WZA's proposal to provide the permitting and design services for the installation of the gravel pad and utility stub-outs for the prefabrication restroom facility.

Recommendation
Staff recommends approval of this item.

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING A WORK AUTHORIZATION WITH WALTERS ZACKRIA ASSOCIATES, PLLC TO PROVIDE PROFESSIONAL ARCHITECTURAL/ENGINEERING DESIGN SERVICES RELATED TO THE CONSTITUTION PARK RESTROOM PROJECT IN AN AMOUNT NOT TO EXCEED $34,900.00; PROVIDING FOR EXECUTION AND AN EFFECTIVE DATE.

WHEREAS, the City's Department of Parks and Recreation (the "Department") is overseeing the Constitution Park Restroom Project (the "Project"); and

WHEREAS, pursuant to Section 38-116(3)(b)(10) of the Procurement Code, on September 13, 2023, the City issued a purchase order to CXT, Inc. for the purchase of a pre-fabricated restroom facility (the "Restroom"), which included the building, interior fixtures, transportation costs, and a crane to transfer the Restroom to a gravel pad within Constitution Park; and

WHEREAS, in order to proceed with the Restroom installation, it is necessary to develop construction documents and plans to secure the required building permits and retain a firm to oversee construction administration for the Project; and

WHEREAS, pursuant to Request for Qualifications #2021-11-IG (the "RFQ") and Section 287.055, Florida Statutes, the City entered into multiple continuing service contracts with qualified firms for the provision of professional architectural and engineering consulting services on an as needed basis, including a continuing contract with Walters Zackria Associates, PLLC ("WZA") dated April 12, 2021 (the "Continuing Contract"); and

WHEREAS, the Department requested a proposal from WZA to provide professional architectural/engineering and electrical design services to secure the required building permits, including the preparation of construction documents, preparation and submittal of plans, and construction administration services during the construction phase of the Project (collectively, the "Services"); and

WHEREAS, WZA submitted its proposal to the Department and the Department negotiated the project scope and fee in the amount of $34,900.00 with WZA, which staff has determined to be fair and reasonable and in accordance with industry standards; and

WHEREAS, the City desires to issue a Work Authorization to WZA for the Services under the terms and conditions of the Continuing Contract and the proposal attached as Exhibit "A" to the Work Authorization, in an amount not to exceed $34,900.00; and

WHEREAS, staff recommends the City Commission approve and authorize execution of the Work Authorization with WZA, attached as Exhibit "1", for the Services for the Project in an amount not to exceed $34,900.00.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby approves the Work Authorization with WZA, attached as Exhibit "1", for the Services for the Project in an amount not to exceed $34,900.00.

Section 3. The City Manager is hereby authorized to execute the Work Authorization with WZA, attached as Exhibit "1", consistent with the terms of the Continuing Contract, together with such additional terms as are acceptable to the City Manager and approved as to form and legal sufficiency by the City Attorney.

Section 4. The appropriate City officials are authorized to take all necessary steps to implement the aims of this Resolution.

Section 5. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED THIS ____ DAY OF _____, 2024.

CITY OF DEERFIELD BEACH

_____
BILL GANZ, MAYOR

ATTEST:

_____
HEATHER MONTEMAYOR, CITY CLERK

WORK AUTHORIZATION BETWEEN THE CITY OF DEERFIELD BEACH AND WALTERS ZACKRIA ASSOCIATES, PLLC FOR PROFESSIONAL ARCHITECTURAL/ENGINEERING SERVICES RELATED TO CONSTITUTION PARK RESTROOM PROJECT

This Work Authorization is entered into this ____ day of _____, 2024, by and between City of Deerfield Beach, Florida, a municipal corporation of the State of Florida, (the "City") and Walters Zackria Associates, PLLC, a Florida Limited Liability Company authorized to do business in the State of Florida, (the "Consultant").

RECITALS

WHEREAS, the City and the Consultant entered into a master CCNA continuing services contract dated April 12, 2021 pursuant to RFQ #21-11-IG, (the "Continuing Contract") and Consultant has been approved to provide the services contemplated herein; and,

WHEREAS, the City and the Consultant desire to enter into this Work Authorization for the Consultant to perform professional architectural engineering services as more specficially set forth in Exhibit "A" of this Work Authorization .

NOW, THEREFORE, in consideration of the mutual terms and conditions, promises, and covenants, hereinafter set forth, City and Consultant agree as follows:

SECTION 1
RECITALS

The above recitals are acknowledged and incorporated herein to this Work Authorization.

SECTION 2
SCOPE OF SERVICES

Consultant agrees to perform certain professional engineering services for the City, as more specifically described in the Scope of Services attached as Exhibit "A" to this Work Authorization (the "Services"), and in accordance with the terms and conditions set forth herein and in the Continuing Contract, of which by this reference are incorporated into this Work Authorization in its entirety during the Term and within the timeline provided for in this Work Authorization.

SECTION 3
COMPENSATION

In consideration for the Services to be performed by Consultant, the City agrees to pay Consultant an amount not-to-exceed $34,900.00 as further detailed in Exhibit "A". Compensation due to the Consultant shall be payable within 30 calendar days following submission of a proper invoice by the Consultant to the City. In the event of City's termination

of this Work Authorization prior to the end of the Work Authorization Term pursuant to Section 5, City shall pay Consultant on a pro-rata basis for the Services performed by Consultant prior to the City's termination of this Work Authorization.

SECTION 4
TERM OF WORK AUTHORIZATION

The term of this Work Authorization shall commence upon the date of execution hereof and shall remain in effect until the Services are completed to the City's satisfaction (the "Term"), unless terminated earlier pursuant to Section 5 of this Work Authorization.

SECTION 5
TERMINATION OF WORK AUTHORIZATION

City may terminate this Work Authorization for convenience by giving the Consultant 30 days' advance written notice. The termination of this Work Authorization shall not relieve either party of any liability that accrued prior to such termination and any such accrued liability shall survive the termination of this Work Authorization.

SECTION 6
CONTINUING CONTRACT

The Services to be provided by Consultant pursuant to this Work Authorization shall comply with all of the terms and conditions set forth in the Continuing Contract between City and Consultant, which by this reference is incorporated into this Work Authorization in its entirety. In the event there is a conflict between the terms of this Work Authorization and the Continuing Contract, the terms of the Continuing Contract shall prevail.

SECTION 7
INDEPENDENT CONSULTANT

Consultant is an independent Consultant under this Work Authorization. Services provided by Consultant shall be by employees or sub-consultants of Consultant and subject to supervision by Consultant, and not as officers, employees or agents of the City. Personnel policies, tax responsibilities, social security, health insurance, employee benefits, travel, per diem policy, and purchasing policies under the Work Authorization shall be the sole responsibility of Consultant. Consultant shall have no rights under the City's worker's compensation, employment, insurance benefits or similar laws or benefits.

SECTION 8
INDEMNIFICATION / HOLD HARMLESS CLAUSE

Consultant shall indemnify and hold harmless City, its officers and employees from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness or intentionally wrongful conduct of Consultant, and other persons employed or utilized by Consultant in the performance of this

Work Authorization. The provisions of this section shall survive the expiration or earlier termination of this Work Authorization. To the extent considered necessary by Contract Administrator and City Manager, any sums due Consultant under this Work Authorization may be retained by City until all of City's claims for indemnification pursuant to this Work Authorization and the Services provided have been settled or otherwise resolved, and any amount withheld shall not be subject to payment of interest by City. Nothing in this Work Authorization or the Continuing Contract shall be deemed or treated as a waiver by the City of any immunity which it is entitled by law, including but not limited to the City's sovereign immunity as set forth in Section 768.28, Florida Statutes.

SECTION 9
INSURANCE

9.1 The CONSULTANT shall satisfy the insurance requirements stated herein. The CONSULTANT shall not commence the work or otherwise perform the work as required by the applicable Work Authorization and/or Notice to Proceed until the requirements stated herein are met and the Certificate(s) of Insurance is approved by the CITY. The CONSULTANT shall assume full responsibility and expense to obtain all necessary insurance.

9.2 General

9.2.1 The CONSULTANT shall furnish to the Contract Administrator a Certificate of Insurance or endorsements evidencing the insurance coverage specified herein within fifteen (15) calendar days after the effective date of this Agreement. The required Certificates of Insurance shall name the types of policies provided, refer specifically to the Agreement, and state that such insurance is as required by this Contract. CONSULTANT's failure to provide to CITY the Certificates of Insurance or endorsements evidencing the insurance coverage within fifteen (15) calendar days shall provide the basis for the termination of the Agreement.

9.2.2 Such policy or policies shall be without any deductible amount unless otherwise noted in this Agreement and shall be issued by approved companies authorized to do business in the State of Florida, and having agents upon whom service of process may be made in Broward County, Florida. CONSULTANT shall pay all deductible amounts, if any. CONSULTANT shall specifically protect CITY and the Deerfield Beach City Commission by naming CITY and the Deerfield Beach City Commission as additional insured under the Commercial Liability Policy, Business Automobile Liability policy as well as on any Excess Liability Policy coverage.

9.2.3 Coverage is not to cease and is to remain in force (subject to cancellation notice) until all performance required of CONSULTANT is complete including all renewal terms. All policies must be endorsed to provide CITY with at least

thirty (30) days' notice of expiration, cancellation and/or restriction. If any of the insurance coverages will expire prior to the completion of any Project, copies of renewal policies shall be furnished at least thirty (30) days prior to the date of their expiration.

9.2.4 CITY reserves the right to review and revise any insurance requirements at the time of renewal or amendment of this Contract, including, but not limited to, deductibles, limits, coverage, and endorsements based on insurance market conditions affecting the availability or affordability of coverage, or changes in the scope of work or specifications that affect the applicability of coverage. If CONSULTANT uses a Subconsultant, CONSULTANT shall ensure that Subconsultant names CITY and the Deerfield Beach City Commission as additional insured under the Commercial Liability Policy as well as on any Excess Liability Policy coverage.

9.3 CONSULTANT shall, at a minimum, provide, pay for, and maintain in force at all times during the term of this Agreement the following insurance:

Commercial Liability Insurance - A Commercial Liability Insurance Policy shall be provided which shall contain limits of no less than One Million Dollars ($1,000,000.00) per occurrence for bodily injury liability, personal injury liability and property damage liability on a per project basis, and shall contain limits of no less than a Two Million Dollars($2,000.000.00) aggregate. Coverage must be afforded on a form no more restrictive than CG 20 10 10 01 and CG 20 37 10 01 Commercial Liability Policy, without restrictive endorsements, as filed by the Insurance Services Office and must include: premises and operations, independent contractors, products and/or completed operations for contracts, broad form contractual coverage applicable to this specific Contract including any hold harmless and/or indemnification Contract, personal injury coverage with employee and contractual exclusions removed and policy limits shall be applied on a primary and non-contributory basis.

Professional Liability (Errors & Omissions) Insurance - Professional Liability Insurance with the limits of liability provided by such policy for each claim and on a claim made basis or on an occurrence basis to be no less than one million Dollars ($1,000,000) per occurrence with a limit of no less than two million dollars ($2,000,000) aggregate with a deductible per claim not to exceed ten percent (10%) of the limit of liability. CONSULTANT shall notify the CITY in writing within thirty (30) days of any claim filed or made against its Professional Liability Insurance Policy. CONSULTANT acknowledges that the CITY is relying on the competence of the CONSULTANT to design a project to meet its functional intent. If it is determined during construction of a project that changes must be made due to CONSULTANT's negligent errors and omissions, CONSULTANT shall promptly rectify them at no cost to CITY and shall be responsible for additional costs, if

any, of a project to the proportional extent caused by such negligent errors or omissions.

Business Automobile Liability - Business Automobile Liability shall be provided with minimum limits of One Million Dollars ($1,000,000.00) per occurrence or combined single limit for Bodily Injury Liability and Property Damage Liability. Coverage must be afforded on a form no more restrictive than the latest edition of the Business Automobile Liability policy, without restrictive endorsements, as filed by the Insurance Services Office, and must at a minimum include liability coverage symbols: 2 (owned vehicles), 8 (hired vehicles) and 9 (non-owned vehicles).

Workers Compensation Insurance - Workers' Compensation insurance to apply for all employees in compliance with Chapter 440, Florida Statutes, as may be amended from time to time, the "Workers' Compensation Law" of the State of Florida, and all applicable Federal laws. In addition, the policy(ies) must include employers' liability with a limit of One Million Dollars ($1,000,000.00) each accident, One Million Dollars ($1,000,000.00) aggregate limit by disease and One Million Dollars ($1,000,000.00) each employee by disease. Additionally, if there will be operations undertaken on, about or over navigable waterways, evidence of a coverage endorsement for U.S. Longshoremen and Harbor Workers Act (USL&H), and/or Jones Act, for maritime laws coverage shall be included. The Policy shall include a waiver of subrogation for all liability arising out of this contract. If exempt for Worker's Compensation, proper documentation shall be provided.

SECTION 10
NON-APPROPRIATION OF FUNDS

In the event no funds or insufficient funds are appropriated and budgeted or are otherwise unavailable in any fiscal year for payments due under this Work Authorization, then the City, upon written notice to Consultant of such occurrence, shall have the unqualified right to terminate this Work Authorization without any penalty or expense to the City.

SECTION 11
MISCELLANEOUS

Consultant shall, without additional expense to the City, be responsible for paying any taxes, obtaining any necessary licenses and for complying with all applicable federal, state, county, and municipal laws, ordinances and regulations in connection with the performance of the Services specified herein.

SECTION 12
AUDIT AND INSPECTION RIGHTS

12.1 The City may, at reasonable times, and for a period of up to three (3) years following the date of final performance of Services by Consultant under this Work Authorization, audit, or cause to be audited, those books and records of Consultant that are related to Consultant's performance under this Work Authorization. Consultant agrees to maintain all such books and records at its principal place of business for a period of three (3) years after final payment is made under this Work Authorization.

12.2 The City may, at reasonable times during the term hereof, perform such inspections, as the City deems reasonably necessary, to determine whether the services required to be provided by Consultant under this Work Authorization conform to the terms of this Work Authorization. Consultant shall make available to the City all reasonable assistance to facilitate the performance of inspections by the City's representatives.

SECTION 13
AMENDMENTS AND ASSIGNMENT

13.1 This Work Authorization together with Exhibit "A" and all negotiations and oral understandings between the parties are merged herein. The terms and conditions set forth in this Work Authorization supersede any and all previous agreements, promises, negotiations or representations, except as otherwise provided in Section 5. Any other agreements, promises, negotiations or representations not expressly set forth in this Work Authorization are of no force and effect.

13.2 No modification, amendment or alteration of the terms and conditions contained herein shall be effective unless contained in a written document executed with the same formality as this Work Authorization.

13.3 Consultant shall not transfer or assign the performance of Services called for in the Work Authorization without the prior written consent of the City, which may be withheld or conditioned in the City's sole discretion.

SECTION 14
NOTICES

Whenever either party desires to give notice to the other, it must be given by written notice in accordance with the requirements of Notices section of the Continuing Contract.

SECTION 15
GOVERNING LAW AND VENUE

This Work Authorization shall be construed in accordance with, and governed by, the laws of the State of Florida. Venue for any action arising out of, or relating to this Work Authorization shall be in Broward County, Florida.

SECTION 16
HEADINGS, CONFLICT OF PROVISIONS, WAIVER OR BREACH OF PROVISIONS

Headings are for convenience of reference only and shall not be considered in any interpretation of this Work Authorization. In the event of conflict between the terms of this Work Authorization and any terms or conditions contained in any attached documents, the terms in this Work Authorization shall prevail. No waiver or breach of any provision of this Work Authorization shall constitute a waiver of any subsequent breach of the same or any other provision, and no waiver shall be effective unless made in writing.

SECTION 17
NON-DISCRIMINATION

Consultant represents and warrants to the City that Consultant does not and will not engage in discriminatory practices and that there shall be no discrimination in connection with Consultant's performance under this Work Authorization on account of race, age, religion, color, gender, sexual orientation, national origin, marital status, physical or mental disability, political affiliation or any other factor which cannot be lawfully used as a basis for delivery of services. Consultant further covenants that no otherwise qualified individual shall, solely by reason of his/her race, age, religion, color, gender, sexual orientation, national origin, marital status, physical or mental disability, political affiliation or any other factor which cannot be lawfully used as a basis for delivery of services, be excluded from participation in, be denied services, or be subject to discrimination under any provision of this Work Authorization.

SECTION 18
PUBLIC RECORDS

Consultant understands that the public shall have access, at all reasonable times, to all documents and information pertaining to City contracts, subject to the provisions of Chapter 119, Florida Statutes, and agrees to allow access by the City and the public to all documents subject to disclosure under applicable law. Consultant's failure or refusal to comply with the provisions of this section shall result in the immediate termination of this Work Authorization by the City.

SECTION 19
SEVERABILITY

If any provision of this Work Authorization or the application thereof to any person or situation shall to any extent, be held invalid or unenforceable, the remainder of this Work Authorization, and the application of such provisions to persons or situations other than those as to which it shall have been held invalid or unenforceable shall not be affected thereby, and shall continue in full force and effect, and be enforced to the fullest extent permitted by law.

SECTION 20
SURVIVAL

All representations and other relevant provisions herein shall survive and thereby continue in full force and effect, upon termination of this Work Authorization.

SECTION 21
JOINT PREPARATION

The parties hereto acknowledge that they have sought and received whatever competent advice and counsel as was necessary for them to form a full and complete understanding of all rights and obligations herein, including the Continuing Contract, and that the preparation of this Work Authorization has been a joint effort of the parties, the language has been agreed to by parties to express their mutual intent and the resulting document shall not, solely as a matter of judicial construction, be construed more severely against one of the parties than the other.

IN WITNESS WHEREOF, the parties hereto have made and executed this Work Authorization on the respective dates under each signature.

CITY

CITY OF DEERFIELD BEACH, a municipal corporation of the State of Florida

ATTEST:

By:_____
David Santucci, City Manager

_____
Heather Montemayor, City Clerk

This ___day of _____, 2024.

Approved as to form and legal sufficiency for the use of and reliance by the City of Deerfield Beach only:

_____
Anthony C. Soroka, City Attorney

WORK AUTHORIZATION BETWEEN THE CITY OF DEERFIELD BEACH AND WALTERS ZACKRIA ASSOCIATES, PLLC FOR PROFESSIONAL ARCHITECTURAL/ENGINEERING SERVICES RELATED TO CONSTITUTION PARK RESTROOM PROJECT

CONSULTANT

By:_____
Signature
Name: _____
Title: _____

This ___day of _____, 2024.

EXHIBIT A
SCOPE OF SERVICES

(SEE ATTACHED PROPOSAL)

WALTERS ZACKRIA

ARCHITECTS

February 2, 2024

Laura Frank, CPRP
Business Manager
City of Deerfield Beach
401A SW 4th Street
Deerfield Beach, FL 33441
Email: lfrank@deerfield-beach.com

Re: Architectural Services Proposal – City of Deerfield Beach Constitution Park
West Hillsboro Boulevard, Deerfield Beach, FL 33442

Dear Ms. Frank:

The firm of Walters Zackria Associates, PLLC proposes the following scope of work and fee schedule for the above-mentioned project. The project will include a new restroom. The Landscaping and irrigation are excluded from the scope of work. We will provide Architectural and Electrical design services, as required, as per the scope of work:

I. TASKS - BASIC SERVICES

PHASE I **SITE REVIEW PHASE**

TASK 1 EXISTING SITE REVIEW

PHASE II **CONSTRUCTION DOCUMENTS PHASE**

TASK 2 CONSTRUCTION DOCUMENTS

PHASE III **BUILDING PERMIT PHASE**

TASK 3 BUILDING PERMIT SUBMITTAL

PHASE IV **CONSTRUCTION PHASE**

TASK 4 CONSTRUCTION ADMINISTRATION

II. TASK DESCRIPTION - BASIC SERVICES

TASK 1 EXISTING SITE REVIEW

WZA shall review existing site conditions with the OWNER.

TASK 2 CONSTRUCTION DOCUMENTS

WZA shall provide Architectural and Electrical design services specific to the scope of work necessary to secure a building permit. WZA shall prepare and submit for OWNER's review and approval, construction documents at 100% completion.

TASK 3 BUILDING PERMIT SUBMITTAL PHASE

WZA shall submit a full set of plans to the City building department for review. WZA will make the necessary revisions required, which are part of the base project building program and scope of work.

TASK 4 CONSTRUCTION ADMINISTRATION

During the construction phase of the project, WZA shall provide Construction Administration Services for the City and the Contractor. Construction Administration Services shall include review of the construction progress, review and approve payment applications, review change order requests, review actual progress with construction schedule, and make any decisions required to clarify the intent of the Construction Documents. Construction Administration is limited to maximum of 20 hours over a 2-month construction phase.

III. COMPENSATION

Compensation for professional consulting Architectural and Engineering services as described herein shall be on a lump sum basis in accordance with the AGREEMENT between the City of Deerfield Beach and WZA. The fee breakdown is as follows:

TASK	FEE
Task 1 – Existing Site Review	$ 3,000.00
Task 2 – Construction Documents	$ 14,900.00
Task 3 – Permitting	$ 5,000.00
Task 4 – Construction Administration	$ 5,000.00
TOTAL LUMP SUM AMOUNT	**$ 27,900.00**

REIMBURSABLES BUDGET **$ 7,000.00**

Total for Design Services **$ 34,900.00**

IV. REIMBURSABLE ITEMS

Permit fee application for various agency reviews shall be a reimbursable item, if applicable. Soil Borings and Surveys shall be a reimbursable item. Other reimbursable items shall include blueprinting, photography, copying, courier services, plotting, color renderings, material boards, permit fees, etc. It is suggested that the OWNER allocate a reimbursable budget of **$ 7,000.**

V. DELIVERABLES

WZA shall submit the following as deliverables:

- Three (3) copies of signed and sealed construction documents with specifications on plans for OWNER use.

If the OWNER should desire additional copies, prints, plans, handouts, or other material, WZA shall provide at normal reimbursable rates and as approved and authorized by OWNER in advance.

VI. PROJECT SCHEDULE

Upon receipt of the executed work authorization or purchase order, WZA shall proceed with the work as described above and complete all task as follows:

Existing Site Review / soil borings	30 days
Construction Documents	30 days
Permitting	60 days
Construction	60 days
Total	180 days

Additional services - If requested by the OWNER / CONTRACTOR, shall include additional tasks not specifically mentioned above. All additional services requested by the OWNER / CONTRACTOR shall be billed at the firm's standard hourly rates. Additional services may also include:

Major redesign effort due to change in overall project scope, budget, or programming.
Additional design or construction oversight for construction evaluation of construction deficiencies or deviations from the construction documents.
Repair details or as-builts due to contractor's error or unauthorized deviation.
Any design or scope changes to the construction documents, including value engineering, contrary to previous approvals and specifically after the 100% construction document set has been completed.
Structural Engineering for foundation to be provided by the Pre-fab manufacturer.
DRC or other site plan reviews.

Services will be initiated once we receive a purchase order or a notice to proceed. Thank you for the opportunity to quote professional service fees for this project. Please contact me if you have any questions.

Sincerely,



Abbas H. Zackria, RA, CDT, LEED AP
Principal Architect

City of Deerfield Beach

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Face Sheet
File Number: I.D. 2024-67

Agenda Date: 2/20/2024 **Status:** DEPARTMENTAL BUSINESS

In Control: City Commission

Title
Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the submission of an application to the Florida Department of Environmental Protection, as the lead agency for the Outdoor Recreation Legacy Partnership Grant Program administered by the National Parks Service, for a grant in the amount of $2,550,000.00 to fund improvements to Mayo Howard Park; authorizing the expenditure of 50% matching funds and execution of a grant agreement, if the grant is awarded to the City; providing for implementation and an effective date.

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Fiscal Impact
Costs: 50% local cost share required ($2,550,000)- anticipated to be funded via private partnership

Background/History
The Land and Water Conservation Fund (LWCF) State and Local Assistance Program was created by Congress for projects that will provide outdoor recreation opportunities to the public through the acquisition of lands and water for parks and other outdoor recreation areas, as well as through the development of new, or the renovation of existing outdoor recreation facilities. The LWCF is operated by the National Park Service (NPS) in partnership with designated lead agencies in each of the 50 States.

NPS created the Outdoor Recreation Legacy Partnership (ORLP) Program, a competitive grant administered under the authority of the LWCF Act, to provide new or significantly improve recreation opportunities for economically disadvantaged communities in larger urbanized areas that are under-served.

Additionally, voters of the City of Deerfield Beach approved the sale of 1045 SW 11th Way in March 2023. Included in the sale of property will be $7.5 million in community contributions for improvement on and around the project site. The City intends to use a portion of the community contribution as the matching funds for this grant. The developer is in entitlement phase of the project, and the City continues to negotiate the terms of the development agreement.

Current Activity
The City of Deerfield Beach (“City”) seeks Commission approval to apply for the Outdoor Recreation Legacy Partnership Program through the lead agency, the Florida Department of Environmental Protection, for improvements to Mayo Howard Park. The estimated project cost is $5,100,000.00 and

is based on the projected available budget for the project. The City is applying for grant funds in the amount of $2,550,000.00, which is 50% of the project cost. The grant requires a 50% matching fund contribution based upon the total project cost, and the City's match of $2,550,000.00 would be funded through the community contribution.

The proposed renovation of Mayo Howard Park aims to provide new and enhanced amenities, within the budget allocation, which is located in a primarily low-and-moderate income neighborhood. The scope of work and final determination will require substantial input from the nearby neighborhood and community members. Potential improvements under consideration include the following:

- Demolition and replacement of existing restroom and picnic shelter facilities
- Demolition and replacement of existing playground with a larger shaded playground
- New shaded Fitness Zone
- New six (6) foot wide concrete multi-purpose pathway
- New basketball court
- New skateboard park with pump track
- Existing parking lot will be expanded to accommodate more cars
- Addition of native landscaping
- Addition of Wifi and security cameras

In alignment with the City's Strategic Plan key priority, Lifestyle Quality, this project aims to improve amenities, recreational opportunities, and support a healthy lifestyle for the neighboring community.

The deadline to apply for the grant is February 29, 2024. The grant application is currently under development. If awarded, the City can anticipate receipt of funds in 2026. This provides ample time to develop a final scope of services for the park’s development in collaboration with the community.

Recommendation
It is recommended that the City Commission authorize submission of a grant application in the amount of $2,550.000.00 to the Florida Department of Environmental Protection, as the lead agency for the Outdoor Recreation Legacy Partnership Program, for the Mayo Howard Park Improvement Project at an estimated project cost of $5,100,000.00, and authorizing 50% matching funds in the amount of $2,550,000.00 and execution of the grant agreement, if awarded.

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE SUBMISSION OF AN APPLICATION TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, AS THE LEAD AGENCY FOR THE OUTDOOR RECREATION LEGACY PARTNERSHIP GRANT PROGRAM ADMINISTERED BY THE NATIONAL PARKS SERVICE, FOR A GRANT IN THE AMOUNT OF $2,550,000.00 TO FUND IMPROVEMENTS TO MAYO HOWARD PARK; AUTHORIZING THE EXPENDITURE OF 50% MATCHING FUNDS AND EXECUTION OF A GRANT AGREEMENT, IF THE GRANT IS AWARDED TO THE CITY; PROVIDING FOR IMPLEMENTATION AND AN EFFECTIVE DATE

WHEREAS, the Outdoor Recreation Legacy Partnership Program (the "Program") was established by Congress in 2014 and is administered through the National Park Service with the Program being funded through the Land and Water Conservation Fund ("LWCF") State and Local Assistance Program; and

WHEREAS, the Program is a nationally competitive grant program that delivers funding to urban areas (jurisdictions of at least 30,000 people) with the priority given to projects located in economically disadvantaged areas lacking in outdoor recreation opportunities; and

WHEREAS, the Program grant assists underserved communities in addressing outdoor recreation deficiencies by supporting projects in cities and densely populated areas, which create new outdoor recreation facilities/spaces, renovate existing facilities and reinvigorated existing parks that help form connections between people and the outdoors; and

WHEREAS, the LWCF is operated by the National Park Service ("NPS") in partnership with designated lead agencies in each of the 50 states, and the Florida Department of Environmental Protection ("FDEP") has been designated as the lead agency for Florida; and

WHEREAS. City staff desires to submit a grant application to FDEP, as lead agency, for consideration under the Program to obtain grant funding for the proposed renovations to Mayo Howard Park, which include: (1) the demolition and replacement of existing restrooms and picnic shelter facilities, (2) the demolition and replacement of an existing playground with a larger shaded playground, (3) a new shaded Fitness Zone, (4) a new six foot wide concrete multi-purpose pathway, (5) a new basketball court, (6) a new skateboard park with pump track, (7) expansion of the existing parking lot, (8) the addition of native landscaping, and (9) the addition of Wi-Fi and security cameras (collectively, the "Project"); and

WHEREAS, the proposed Project is in alignment with the City's Strategic Plan key priority, Lifestyle Quality, and aims to improve the amenities, recreational opportunities, and support a healthy lifestyle for the neighboring community; and

WHEREAS, the estimated cost of the Project is $5,100,000.00 and the Program requires a 50% matching fund contribution based upon the total project cost, which match is in the amount of $2,550,000.00 and is anticipated to be funded through a private partnership; and

WHEREAS, the City is seeking funding in the amount of $2,550,000.00 (the "Grant") from the Program; and

WHEREAS, staff recommends the City Commission approve the submission of the Grant Application to FDEP, as the lead agency for the Program, and authorize execution of a grant agreement with the appropriate agencies and the expenditure of the 50% matching funds, if the Program Grant is awarded to the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby approves the submission of a Grant Application to FDEP for LWCF Program Grant funding in the amount of $2,550,000.00 for the Project (the "Grant Application"). The City Manager is authorized to sign and submit the Program Grant Application.

Section 3. If the Program Grant is awarded to the City, the City Commission hereby authorizes the appropriate City officials to execute a Grant Agreement with the appropriate agencies, subject to the terms of the Grant Agreement being acceptable to the City Manager and approved as to form and legal sufficiency by the City Attorney.

Section 4. If the Grant is awarded, the City's expenditure of the City's 50% matching funds share (estimated at $2,550,000.00) of the total Project cost is hereby approved.

Section 5. The appropriate City officials are authorized to do all things necessary and expedient to carry out the aims of this Resolution.

Section 6. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS ____ DAY OF _____, 2024.

CITY OF DEERFIELD BEACH

_____

BILL GANZ, MAYOR

ATTEST:

_____

HEATHER MONTEMAYOR, CITY CLERK

City of Deerfield Beach

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Face Sheet
File Number: I.D. 2024-60

Agenda Date: 2/20/2024

Status: CITY COMMISSION BUSINESS

In Control: City Commission

Title
Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, renaming the Central City Campus located at 401 SW 4th Street to the Bernard Adams Municipal Complex; providing for implementation and an effective date.

Recommended Action
Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Background/History
Bernard Adams was an employee of the City of Deerfield Beach from March 4, 1982 until his retirement on December 10, 2010. While he enjoyed a 29.5-year career as an Operations Manager in Public Works, his public service extended far beyond his role as a team member for the City. After hours, he mentored young men on the football field. He was one of the founding members of the original Deerfield Beach Packer Rattlers in 1976 and served as president for 20 years, resigning in 2008. As President of the Westside Advisory Board, he was instrumental in the redevelopment of Westside Park in 1995. He served as Pro-Tem for the Trustee Board at Greater Bethel AME Church-Deerfield.

An alumnus of Braithwaite School and nearby Blanche Ely High School, he played baseball, football, and basketball for the latter. Having played semi-pro baseball with the Deerfield Cardinals from 1960-1976, he was elected to the Negro Baseball Hall of Fame in 2003. To the residents of Deerfield Beach, this native son is an all-star on and off the field, and the City would like to celebrate his service to the community through the renaming of a City facility in his honor.

Current Information
The Commission previously acknowledged Mr. Adam's contribution to the community at a City Commission meeting. At that time, there was consensus to name a public facility in his honor, and that the facility at the Central City Campus where he worked would be a good candidate. There was acknowledgment that this was a departure from waiting until an honoree is deceased, but the Commission requested that staff return with consideration for their action on this request.

The attached resolution renames the City's Central City Campus to the Bernard Adams Municipal Complex in honor of Bernard Adams.

Recommendation
Commission to vote on Resolution.

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, RENAMING THE CENTRAL CITY CAMPUS LOCATED AT 401 SW 4TH STREET TO THE BERNARD ADAMS MUNICIPAL COMPLEX; PROVIDING FOR IMPLEMENTATION AND AN EFFECTIVE DATE.

WHEREAS, Bernard Adams was born and raised in the City of Deerfield Beach (the "City") and is a well-respected and admired resident of the City; and

WHEREAS, Bernard Adams worked for the City for 29 years in the Public Works Department; and

WHEREAS, in addition to his dedicated service to the City, Mr. Adams independently provided after hour mentorship to young men in the community participating in football programs at the City's football fields; and

WHEREAS, Mr. Adams was one of the original founding members of the original Deerfield Packer Rattlers and is a Braithwaite school alumnus; and

WHEREAS, Commissioner Ben Preston recommends that the City's Central City Campus be renamed the "Bernard Adams Municipal Complex"; and

WHEREAS, the City Commission desires to recognize and honor the dedication and contributions Bernard Adams has brought to the City by renaming the Central City Campus, located at 401 SW 4th Street, Deerfield Beach, the "Bernard Adams Municipal Complex."

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby renames the Central City Campus the "Bernard Adams Municipal Complex" in honor of Bernard Adams.

Section 3. The appropriate City officials are authorized to do all things necessary to carry out the aims of this Resolution.

Section 4. All resolutions, and parts of resolutions, in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2024.

_____
BILL GANZ, MAYOR

ATTEST:

_____
HEATHER MONTEMAYOR, CITY CLERK

City of Deerfield Beach

150 NE 2nd Ave
Deerfield Beach, FL
33441
954-480-4200

Face Sheet
File Number: I.D. 2024-61

Agenda Date: 2/20/2024

Status: CITY COMMISSION BUSINESS

In Control: City Commission

Title
Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, changing the name and designation of a certain right-of-way on NE 20th Terrace (from Ocean Way/NE 21st Avenue to NE 2nd Street) to a dual designation in honor of Broward Sheriff's Office Deputy John Chikerotis in recognition of his contribution to the community; providing for implementation and an effective date.

Recommended Action
City Commission to vote on Resolution

Voting Requirement
Adoption requires a 3/5 vote of the City Commission

Background/History
The Commission has previously considered naming roadways in honor of individuals who have made significant contributions to the City. A revised policy was requested to govern the process. In the interim, there was consensus to consider naming a roadway in honor of former BSO Deputy John Chikerotis.

Known as a true officer and a gentleman, Broward Sheriff's Office Deputy John Chikerotis, affectionately known as "Chik," passed away on September 3, 2021 at the age of 59. Thirty-five of his 36 years in law enforcement were spent in Deerfield Beach, where his heart for service helped to define both his character and that of the agency to which he was so dedicated. He was an original Deerfield Beach Police Department Officer, and when Deerfield Beach transitioned to the BSO for contracted police services, he remained on as a deputy sheriff assigned to the Deerfield Beach District.

Chik's beat was the beach, and often on his BSO patrol bicycle or foot patrol, he was a familiar and much beloved fixture. Known for his sense of humor and kindness, he made everyone he encountered feel a sense of comfort and belonging. The ability to combine those qualities with the rigors of law enforcement is an exceptional gift, and he became for our City and BSO an example of community policing operating in its purest form.

In his free time, he coached youth football for many years at Cardinal Gibbons High School and was also known for acts of generosity, such as providing vital resources for the homeless he encountered, as well as personally taking them to sports games. These small acts over the years had a huge cumulative effect, and it was evident in the over 100+ friends, family, and members of the community who gathered to remember him on September 8, 2021, at 6:00 PM at the Deerfield Beach, North Pavilion. Among those who offered tributes were Deerfield Beach Mayor Bill Ganz, Sheriff Gregory Tony and Steve Chikerotis who said of his brother, "A man's friends are one of the best measures of his wealth. And if I look around this pavilion, I think my brother is one of the wealthiest men in the

world.”

Current Activity
The City of Deerfield Beach has identified Service, Honesty, Accountability, Respect, and Professionalism as its core values, and from the chorus of messages shared in those tributes and in various media in his memory, it is abundantly clear that Deputy Chikerotis consistently personified them and engaged our residents and visitors in ways that uplift and endure. His impact is clearly reflected in the comments left by Deerfield Beach residents on the City’s Facebook page: “Such a wonderful soul/human being that will be missed on the beach.”; “Chik was an amazing person, so caring, so funny”; “Thank you for making me feel special and that I belonged.”; “Chik was a local rock.”

There was previous discussion at the Commission to name a City roadway in his honor. Staff is recommending that NE 20th Terrace (from Ocean Way/NE 21st Avenue and NE 2nd Street) be named in memory of John Chikerotis. Broward County Traffic Engineering indicates that the City provide a dual designation for this corridor due to complexities associated with individual homes platted on the existing street, the post office, and utility billing, among other challenges.

Recommendation
City Commission consideration.

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, CHANGING THE NAME AND DESIGNATION OF A CERTAIN RIGHT-OF-WAY ON NE 20TH TERRACE (FROM OCEAN WAY/NE 21ST AVENUE TO NE 2ND STREET) TO A DUAL DESIGNATION IN HONOR OF BROWARD SHERIFF'S OFFICE DEPUTY JOHN CHIKEROTIS IN RECOGNITION OF HIS CONTRIBUTION TO THE COMMUNITY; PROVIDING FOR IMPLEMENTATION AND AN EFFECTIVE DATE

WHEREAS, the City Commission of the City of Deerfield Beach (the "City") has previously considered naming roadways in honor of individuals who have made significant contributions to the City; and

WHEREAS, the City is in the process of evaluating its current naming policies and procedures, and in the interim there was consensus among the Commission to consider renaming a roadway in honor of Broward Sheriff's Office Deputy John Chikerotis; and

WHEREAS, Broward Sheriff's Office Deputy John Chikerotis, affectionally known as "Chik," worked in law enforcement for 36 years, with 35 of those years serving within the City of Deerfield Beach; and

WHEREAS, Deputy Chikerotis serviced the Beach area in his capacity as a foot patrol and bicycle patrol officer, with a sense of humor and kindness to all who encountered him, which created a sense of comfort for the community; and

WHEREAS, Deputy Chikerotis's approach and work ethic was an exceptional gift that enhanced the promotion of community policing; and

WHEREAS, in his free time, Deputy Chikerotis coached youth football at Cardinal Gibbons High School and was also known for acts of generosity, such as providing vital resources for the homeless he encountered, as well as personally taking them to sports games; and

WHEREAS, Deputy Chikerotis's acts of kindness, and dedication to the community and law enforcement was attested to by the attendance of over 100 friends, family and members of the community who gathered to remember him on September 8, 2021 at the Deerfield Beach North Pavilion; and

WHEREAS, the City has identified Service, Honesty, Accountability, Respect, and Professionalism as its core values, and from the chorus of messages shared in tributes and in various media in memory of Deputy Chikerotis, it is abundantly clear that he personified these values and engaged the City's residents and visitors in ways that uplift and endure; and

WHEREAS, Section 14-73 of the City Code provides that the City Commission, by resolution, may change, rename, or name an existing or newly established street within the City limits; and

WHEREAS, Mayor Ganz recommends that the City rename a portion of NE 20th Terrace (from Ocean Way/NE 21st Avenue to NE 2nd Street) to a dual designation in honor of Deputy John Chikerotis, which provides for the primary designation as Deputy John Chikerotis Way and the numeric street name as the secondary designation (the "Street Designation"); and

WHEREAS, the City Commission desires to recognize and honor the dedication and contributions Deputy John Chikerotis brought to the City by approving the Street Designation in his honor.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:

Section 1. The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

Section 2. The City Commission hereby approves the Street Designation in honor of Deputy John Chikerotis.

Section 3. The appropriate City officials are authorized to do all things necessary to carry out the aims of this Resolution.

Section 4. All resolutions, and parts of resolutions in conflict with this Resolution, including but not limited to Resolutions 2013/073 and 2019/087, are hereby repealed to the extent of such conflict.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2024.

_____
BILL GANZ, MAYOR

ATTEST:

_____
HEATHER MONTEMAYOR, CITY CLERK

Map illustrating portion of street to be renamed "Deputy John Chikerotis Way." (NE 20th Terrace between Ocean Way/NE 21st Avenue and NE 2nd Street)

