

SUNRISE COUNTRY CLUB REDEVELOPMENT

t r a f f i c s t u d y



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EXECUTIVE SUMMARY

The Sunrise Country Club is an 18-hole golf club located at 7400 NW 24th Place in Sunrise, Florida. The project is proposing to redevelop the site as a residential development consisting of 400 single family homes, 500 townhomes and a 7.7-acre park. Access to the site is proposed via a two-way driveway located on Sunrise Lakes Drive west of Inverrary Road. Full inbound access is proposed. Outbound access will be limited to right-out only, forcing vehicles to travel east. Project buildout is anticipated by the year 2025.

An assessment of the traffic impacts associated with the Sunrise Country Club redevelopment project was performed in accordance with the requirements of the City of Sunrise and the methodology previously discussed with and agreed with the City of Sunrise and their traffic consultant. Intersection capacity analysis was performed at the study intersections using the Synchro Software and SIDRA Software, based on the procedures of the Highway Capacity Manual.

The results of the intersection analysis for the existing, future without project, and future with project conditions show that the overall LOS for all analyzed intersections, except the Oakland Park Boulevard / University Drive intersection, currently operate and are projected to continue to operate within the LOS standards established in the *City of Sunrise Comprehensive Plan*. The unsignalized intersection analysis showed adequate operations at the project driveway. The project has committed to implementing the following intersection improvements to improved operations at the following study intersections:

- University Drive / Oakland Park Boulevard: Signal timing improvements.
- University Drive / Sunset Strip Boulevard: Signal timing improvements.
- Inverrary Boulevard / Oakland Park Boulevard: Add lanes and reconstruct to the following configuration: Add lanes and reconstruct to the following configuration:
 - NB: 1-left turn, 1-through and 1-right turn lane
 - SB: 1-left turn, 1-through and 1-right turn lane
 - EB: 1-left turn, 3-through and 1-right turn lane

- WB: 1-left turn, 3-through and 1-right turn lane. Increase left turn lane storage by reducing the taper length to FDOT's 50 feet standard.
- Signal phasing and timing improvements.

As part of the study, the mobility and circulation within the study area was evaluated. The study shows that the project area is currently served by four Broward County Transit bus routes and the City of Sunrise mini-bus service. The project is also located in an area that is conducive for pedestrian and cyclist activities. The area's exclusive bicycle lanes, sidewalks along all roadways, and crosswalks at major intersections within the project area facilitate pedestrian activity to nearby transit, restaurants, retail, and recreational facilities. These conditions encourage the use of other modes of transportation, therefore, reducing the vehicular impacts on the roadway network.

An assessment of queuing at the residential and visitor lanes of the property's gated entrance was performed during the PM peak hour of the adjacent street (critical inbound hour) to determine if there is sufficient storage to accommodate the anticipated queue at the project's completion. The results of the queuing analysis show that a queue of less than six vehicles is expected at the resident lane, and a queue of six vehicle is expected at the visitor lane during the PM peak hour. The project will also implement a loop system at the entrance drive aisle that will open the gates if the queue exceeds the available storage area and starts to back into the adjacent streets.

1.0 INTRODUCTION

The Sunrise Country Club is an 18-hole golf club located at 7400 NW 24th Place in Sunrise, Florida (see Exhibit 1). The project is proposing to redevelop the site as a residential development consisting of 400 single family homes, 500 townhomes and a 7.7-acre park. Access to the site is proposed via a two-way driveway on Sunrise Lakes Drive west of Inverrary Road. Full inbound access is proposed. Outbound access will be limited to right-out only, forcing vehicles to travel east. The project site plan is included in Appendix A. This traffic study is consistent with the Sunrise Country Club traffic study previously approved by the City of Sunrise and their traffic consultant. For the purpose of this study, the revised project build-out year is 2025.

1.1 Study Objective

The objective of this traffic study is to reassess the possible AM and PM peak hour traffic impacts associated with the Sunrise Country Club development on the project area, based on comments received from the Florida Department of Transportation (FDOT).

1.2 Study Area and Methodology

Consistent with the previously approved traffic study, the traffic study was performed for AM and PM peak hour conditions. For traffic analysis purposes, the study area has been defined as W Oakland Park Boulevard to the north, Sunset Strip to the south, NW 64th Avenue to the east, and University Drive to the west. Intersection capacity analysis were performed for the following twelve intersections:

- Oakland Park Boulevard / University Drive
- Oakland Park Boulevard / Inverrary Boulevard W
- Oakland Park Boulevard / NW 68th Avenue
- Oakland Park Boulevard / NW 64th Avenue
- Sunset Strip / NW 64th Avenue (Roundabout)
- N University Drive / Sunset Strip
- N University Drive / NW 26th Street
- N University Drive / Sunrise Lakes Boulevard

- Inverrary Boulevard West / East Aragon Boulevard
- Inverrary Boulevard / Sunrise Lakes Drive
- Sunrise Lakes Drive N / Sunrise Lakes Drive E / NW 30th Place
- Sunrise Lakes Drive E / NW 26th Street

The proposed project driveways was also analyzed.

Existing Conditions Capacity Analysis

- Intersection capacity analyses were evaluated for the study area intersections using *Synchro* and *SIDRA*. Analysis worksheets are provided in the appendix for review purposes. The intersection capacity analyses were evaluated for the study area intersections using the Synchro Software (11th edition) and the SIDRA Intersection 9 software. Synchro is a macroscopic analysis and optimization software application that implements the Intersection Capacity Utilization method for determining intersection capacity. Synchro also supports the Highway Capacity Manual's methodology for signalized / un-signalized intersections. SIDRA is a micro-analytical traffic evaluation software application that uses lane-by-lane and vehicle path models along with an iterative approximation method to provide estimates of capacity and performance statistics.

Future Conditions Intersection Capacity Analysis – Background Traffic Conditions

- Future background traffic volumes were determined by applying a compound growth rate to existing volumes and adding committed development traffic. The growth rate was calculated based on a review of historical volumes obtained from FDOT. The historical growth rate calculated was 0.2%. However, for a more conservative analysis, a 0.5% annual growth rate was used to project future background traffic conditions.
- The City of Sunrise website was reviewed to identify committed developments in the area. No approved developments found nearby. Therefore, in order to account for any additional development in the area (committed development) an additional 0.5% compounded growth rate was applied to the existing counts to account for this component of future traffic.
- Intersection capacity analyses were evaluated using the *Synchro Software* and *SIDRA Software*.

Project Trip Generation

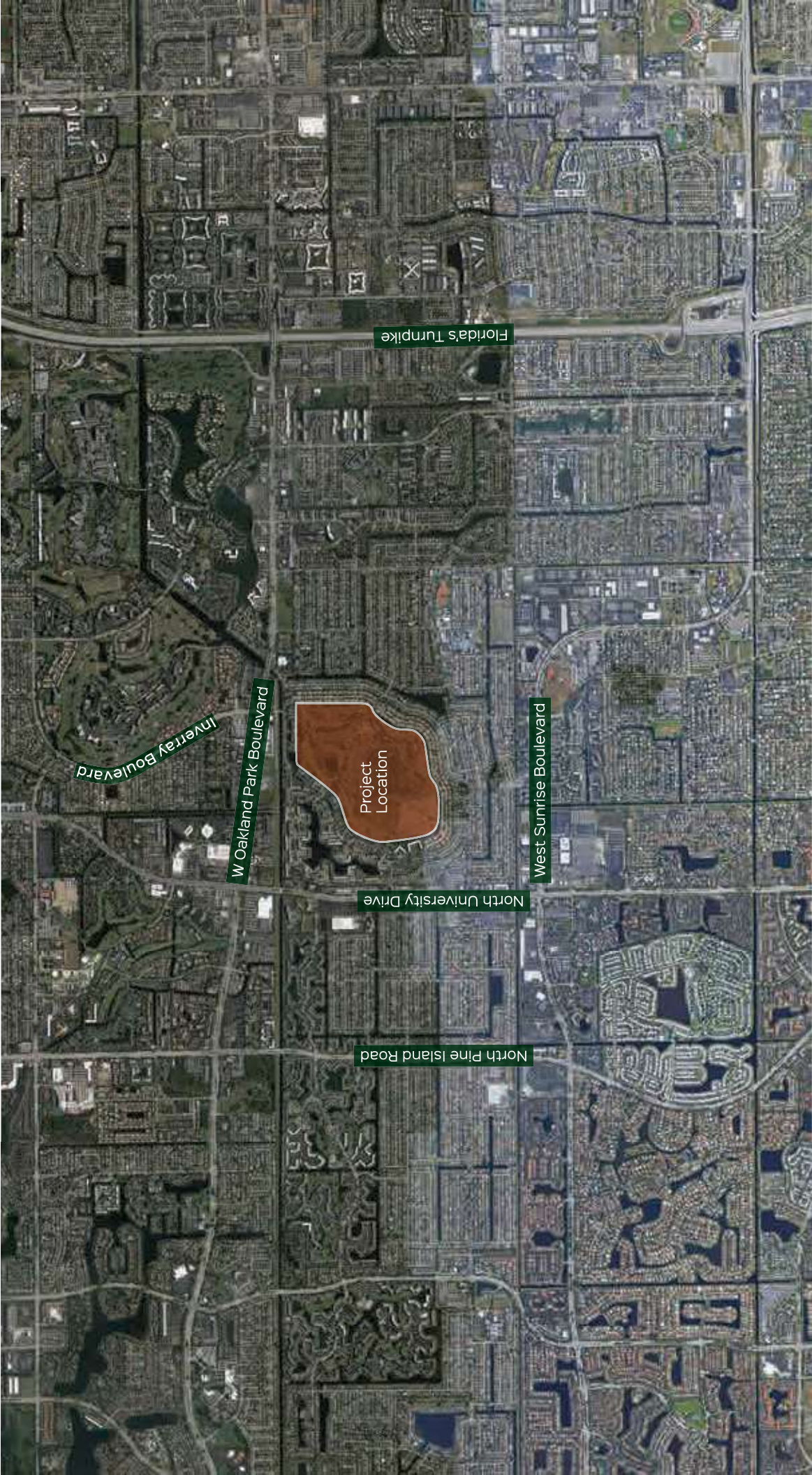
Using information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 11th Edition, trips associated with the proposed development were estimated.

Project Trip Distribution

Net new external project traffic was assigned to the adjacent street network using the Broward County TRIPS Model. Project access and normal traffic patterns were also considered when assigning project trips.

Future Conditions Intersection Capacity Analysis – Total Traffic Conditions

- Future total traffic volumes were determined by summing project trips and background traffic volumes.
- Intersection capacity analyses were performed using the *Synchro Software* and *SIDRA Software*. Signal timings were optimized for future conditions analyses.
- For intersections that fail to operate at an acceptable level of service, intersection improvements were recommended to mitigate the impacts of project trips from the proposed development. The improvements are intended to mitigate project traffic impacts and will not necessarily result in the intersection operating at an acceptable level of service.



Project Location

Exhibit 1

Location Map



2.0 EXISTING TRAFFIC CONDITIONS

Data collection for this study included roadway characteristics, intersection data, intersection volumes, and signal timing. The data collection effort is described in detail in the following sections.

2.1 Roadway Characteristics

Oakland Park Boulevard

Oakland Park Boulevard (SR 816) is a state principal arterial that provides east / west access throughout Broward County. Within the study area, *Oakland Park Boulevard* is a two-way, six-lane divided roadway. The posted speed limit is 45 mph. The Florida Department of Transportation (FDOT) operates and maintains *Oakland Park Boulevard*.

University Drive

University Drive (SR 817) is a state principal arterial that provides east / west access throughout Broward County. Within the study area, *University Drive* is a two-way, six-lane divided roadway. The posted speed limit is 45 mph. The Florida Department of Transportation (FDOT) operates and maintains *University Drive*.

Inverrary Boulevard

Inverrary Boulevard provides north / south access to the project area. South of Oakland Park Boulevard, Inverrary Boulevard is a two-way, two-lane, undivided local City roadway maintained by the city. North of Oakland Park Boulevard, Inverrary Boulevard is a two-way, two-lane, undivided, arterial roadway maintained by the City. The speed limit is not posted.

NW 64th Avenue

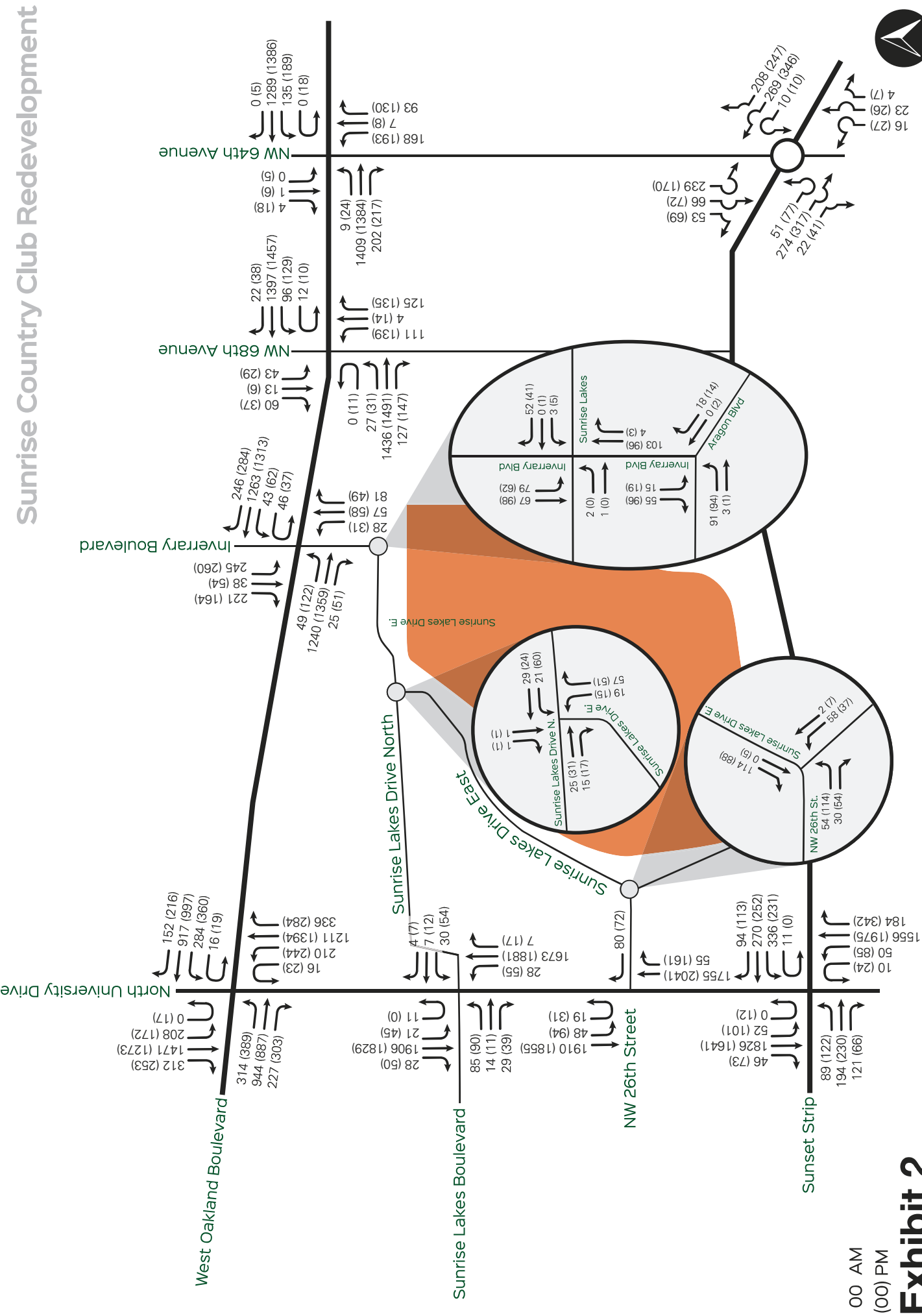
NW 64th Avenue is a two-way, two-lane, divided county collector that is operated and maintained by Broward County. Bike lanes are available on both sides of the roadway. The posted speed limit is 30 mph.

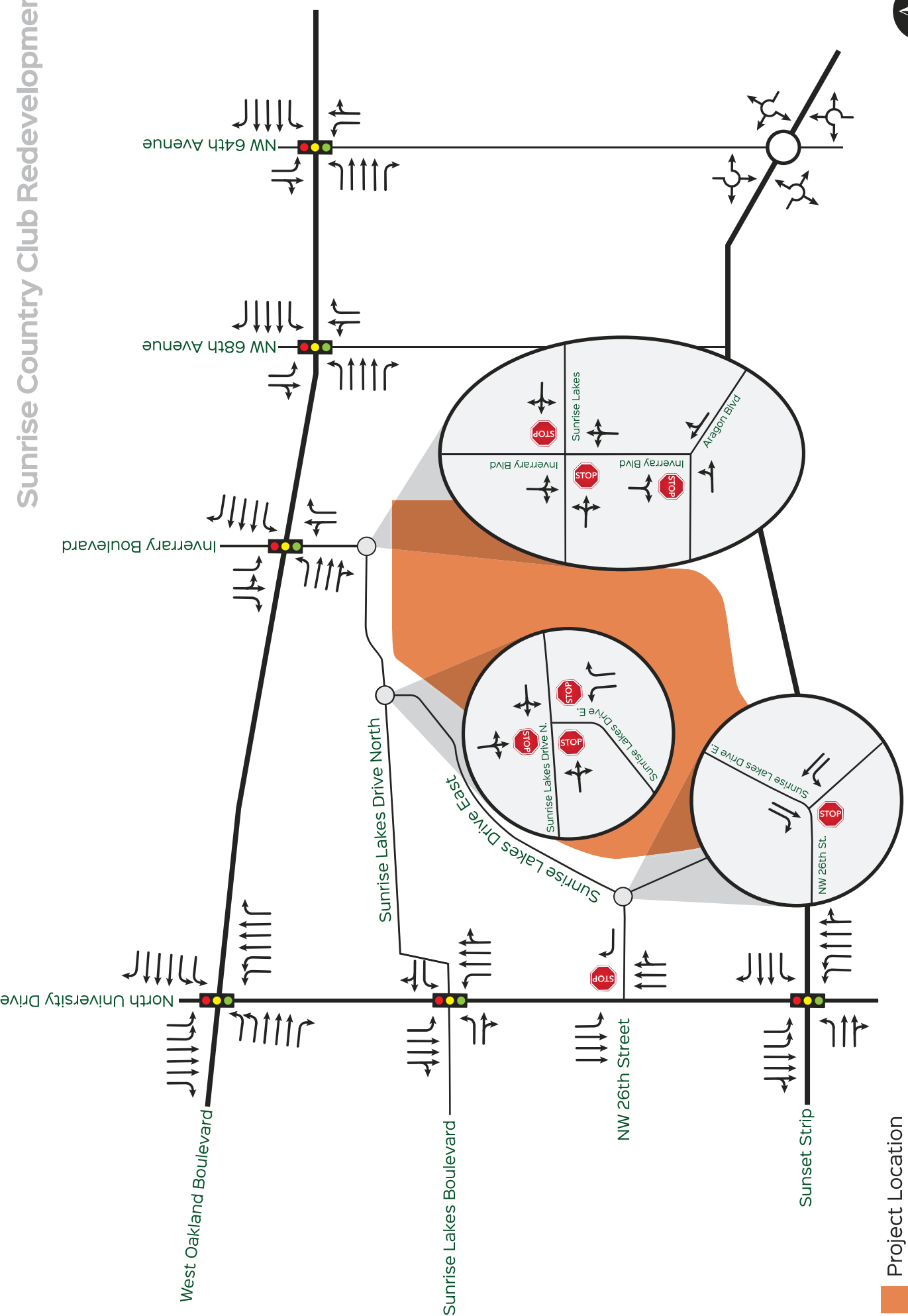
2.2 Traffic Counts

Morning and afternoon peak hour vehicle turning movement counts were collected on Thursday, October 6, 2022 at the study intersections. Traffic counts were adjusted to reflect AM and PM peak hour peak season conditions by applying the corresponding peak season conversion factor (PSCF) of 0.99 obtained from the latest Florida Department of Transportation (FDOT) Peak Season Factor Category Report for Broward County. The morning and afternoon peak hour volumes are summarized in Appendix B. Existing turning movement volumes at the intersections are shown in Exhibit 2.

2.3 Intersection Data

Signal timing data was obtained from Broward County for the signalized intersections analyzed in this study. This information was used for the signal phasing and timing required for the intersection capacity analysis. A field survey was conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 3 shows the existing lane configurations at the analyzed intersections. The signal timings are provided in Appendix B.





Project Location

Exhibit 3

Existing Lane Configurations



2.4 Intersection Capacity Analysis

The Synchro software and SIDRA software were used to perform intersection capacity analysis at the analyzed intersections. Synchro is a macroscopic analysis and optimization software application that implements the Intersection Capacity Utilization method for determining intersection capacity. Synchro also supports the Highway Capacity Manual's methodology for signalized / un-signalized intersections. SIDRA is a micro-analytical traffic evaluation software application that uses lane-by-lane and vehicle path models along with an iterative approximation method to provide estimates of capacity and performance statistics. Exhibit 4 shows the resulting level of service (LOS) for the existing weekday AM and PM peak hour conditions. The analysis indicates that all study intersections, except the Oakland Park Boulevard / University Drive intersection, currently operate within the City's adopted overall LOS standards during the AM and PM peak hours. The results show that the Oakland Park Boulevard / University Drive intersection experiences delays during the PM peak hour, Intersection capacity analysis worksheets are included in Appendix C.

**Exhibit 4: Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Un-signalized	Approach	AM Peak LOS	AM Peak Delay	PM Peak LOS	PM Peak Delay	LOS Standard*
Oakland Park Boulevard / University Drive	Signalized	NB	D	41.1	D	52.3	D
		SB	D	51.4	D	49.4	D
		EB	E	64.9	E	62.0	D
		WB	E	64.2	E	63.6	D
		Overall	D	54.3	E	56.4	D
Oakland Park Boulevard / Inverrary Boulevard W	Signalized	NB	F	84.1	F	86.0	D
		SB	F	82.6	F	86.1	D
		EB	C	22.4	C	24.7	D
		WB	B	12.7	C	24.4	D
		Overall	C	29.4	C	34.4	D
Oakland Park Boulevard / NW 68 th Avenue	Signalized	NB	F	89.1	F	83.9	D
		SB	E	71.0	E	67.9	D
		EB	A	6.8	A	4.7	D
		WB	A	6.0	A	9.1	D
		Overall	B	14.3	B	14.1	D

**Exhibit 4 (Continued): Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Un-signalized	Approach	AM Peak LOS	AM Peak Delay	PM Peak LOS	PM Peak Delay	LOS Standard*
Oakland Park Boulevard / NW 64 th Avenue	Signalized	NB	E	72.6	F	83.0	D
		SB	E	63.7	E	62.7	D
		EB	A	0.3	C	30.1	D
		WB	A	7.0	A	8.6	D
		Overall	A	9.1	C	25.7	D
Sunset Strip / NW 64 th Avenue	Roundabout	NB	A	8.3	A	8.1	D
		SB	B	10.3	B	10.9	D
		EB	A	7.9	A	8.7	D
		WB	A	7.0	A	9.9	D
		Overall	A	8.3	A	9.7	D
N University Drive / Sunset Strip	Signalized	NB	C	27.4	D	38.9	D
		SB	B	15.1	C	34.2	D
		EB	E	72.9	E	73.5	D
		WB	F	106.7	E	63.4	D
		Overall	D	38.0	D	42.8	D
N University Drive / NW 26 th Street	Unsignalized	WB	B	13.2	B	14.9	D
N University Drive / Sunrise Lakes Boulevard	Signalized	NB	B	16.3	A	7.6	D
		SB	A	7.2	B	12.2	D
		EB	E	62.8	E	59.2	D
		WB	E	76.2	E	74.6	D
		Overall	B	13.8	B	12.7	D
Inverrary Boulevard West / East Aragon Boulevard	Unsignalized	SB	A	9.1	A	9.1	D
Inverrary Boulevard / Sunrise Lakes Drive N	Unsignalized	EB	B	12.4	A	0.0	D
		WB	A	9.4	A	9.5	D
Sunrise Lakes Drive N / Sunrise Lakes E / NW 30 th Place	Unsignalized	NB	A	7.4	A	7.4	D
		SB	A	7.0	A	7.1	D
		EB	A	7.2	A	7.2	D
		WB	A	7.6	A	7.8	D
		Overall	A	7.4	A	7.5	D
Sunrise Lakes Drive E / NW 26 th Street	Unsignalized	EB	A	9.7	A	9.9	D

*The City of Sunrise Comprehensive Plan allows a LOS D standard

Source: David Plummer & Associates

3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS

The 2022-2026 Broward County Transportation Improvement Program (TIP) and the 2045 Metropolitan Transportation Program (MTP) were reviewed to identify any programmed projects within the limits of the established study area. These documents show the following projects within the study area:

TIP 4446731 – SR-816/Oakland Park Blvd from SR-817/University Drive to NW 31st Avenue, PTO Studies.

TIP 4455201 – Citywide Bus Shelters – Various Locations, Public Transportation.

TIP 4476751 – SR-816/Oakland Park Blvd from Rock Island Road to East of NW 31 Street, Resurfacing.

MTP 2045 – Oakland Park Blvd at SR-7, Construct center turn overpass (year 2026 – 2030).

MTP 2045 – University Drive Rapid Bus, Transit (year 2031 – 2035).

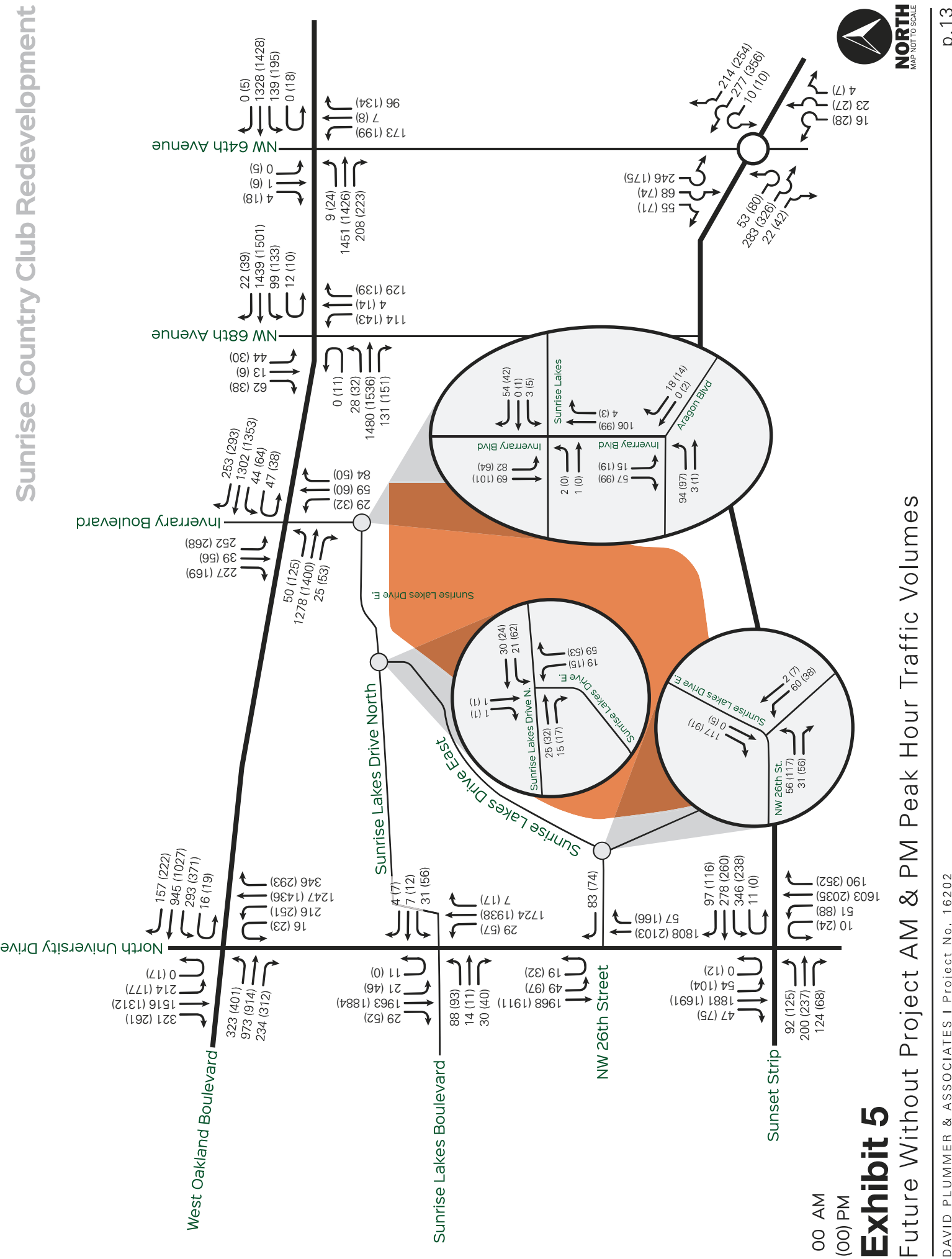
No capacity improvements were identified in this area by project buildout. Therefore, no capacity improvements were reflected in the future conditions. Roadway project documentation is included in Appendix D.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic & Committed Developments

Average Daily Traffic counts published by the FDOT were reviewed to determine the historic growth trend in the area. This analysis resulted in a 0.2% yearly growth rate in the area. However, for a more conservative analysis, a 0.5% annual growth rate was used to project future background traffic conditions.

An additional 0.5% annual growth rate was added to account for committed developments that have not been identified at this time but occur within the study period. Historic growth rate documentation is included in Appendix B. Turning movement volumes for future without project conditions were obtained by applying three years of background growth to existing traffic volumes. Exhibit 5 shows the projected turning movement volumes for future without project conditions.



4.2 Future without Project Intersection Capacity Analysis

Background growth was combined with the adjusted existing traffic to get the impact of the total year 2025 vehicular traffic without the project at the study intersections. Exhibit 6 shows the resulting LOS for the existing weekday AM and PM peak hour conditions. The analysis indicates that all study intersections, except the Oakland Park Boulevard / University Drive intersection, continue to operate within the City's adopted overall LOS standards during the AM and PM peak hours. Intersection capacity analysis worksheets are included in Appendix C.

**Exhibit 6: Future without Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Un-signalized	Approach	AM Peak LOS	AM Peak Delay	PM Peak LOS	PM Peak Delay	LOS Standard*
Oakland Park Boulevard / University Drive	Signalized	NB SB EB WB Overall	D D E E E	44.9 54.1 65.3 64.8 56.3	E D E E E	55.4 51.1 62.0 64.3 57.9	D D D D D
Oakland Park Boulevard / Inverrary Boulevard W	Signalized	NB SB EB WB Overall	F F C B C	84.1 81.9 23.3 13.3 29.9	F F C C C	85.7 85.0 25.4 25.1 34.9	D D D D D
Oakland Park Boulevard / NW 68 th Avenue	Signalized	NB SB EB WB Overall	F E A A B	88.7 70.4 6.9 6.4 14.4	F E A A B	83.5 67.4 5.0 9.8 14.5	D D D D D
Oakland Park Boulevard / NW 64 th Avenue	Signalized	NB SB EB WB Overall	E E A A A	72.4 63.2 0.4 7.2 9.2	F E C A C	83.2 62.1 30.7 9.3 26.3	D D D D D
Sunset Strip / NW 64 th Avenue	Roundabout	NB SB EB WB Overall	A B A A A	8.4 10.6 8.2 7.2 8.5	A B A B B	8.3 11.2 9.0 10.4 10.0	D D D D D

**Exhibit 6 (Continued): Future without Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Un-signalized	Approach	AM Peak LOS	AM Peak Delay	PM Peak LOS	PM Peak Delay	LOS Standard*
N University Drive / Sunset Strip	Signalized	NB SB EB WB Overall	C B E F D	27.6 12.7 72.9 123.0 39.5	D C E E D	42.2 33.7 73.8 64.5 44.3	D D D D D
N University Drive / NW 26 th Street	Unsignalized	WB	B	13.6	C	15.0	D
N University Drive / Sunrise Lakes Boulevard	Signalized	NB SB EB WB Overall	B A E E B	18.2 6.9 63.5 76.1 14.6	A B E E B	8.1 12.1 59.2 74.5 12.9	D D D D D
Inverrary Boulevard West / East Aragon Boulevard	Unsignalized	SB	A	9.1	A	9.2	D
Inverrary Boulevard / Sunrise Lakes Drive N	Unsignalized	EB WB	B A	12.6 9.4	A A	0.0 9.5	D D
Sunrise Lakes Drive N / Sunrise Lakes E / NW 30 th Place	Unsignalized	NB SB EB WB Overall	A A A A A	7.4 7.0 7.2 7.6 7.4	A A A A A	7.4 7.1 7.3 7.8 7.5	D D D D D
Sunrise Lakes Drive E / NW 26 th Street	Unsignalized	EB	A	9.7	B	10.0	D

*The City of Sunrise Comprehensive Plan allows a LOS D standard

Source: David Plummer & Associates

4.3 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveway. The project trip generation summary is provided in Exhibit 7. ITE trip generation worksheets are provided in Appendix E.

Exhibit 7: Proposed AM and PM Peak Hour Trip Generation Summary

Proposed ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Single-Family Detached Housing <i>Land Use Code: 210</i>	400 DU	3,612	68	195	263	230	135	365
Multifamily Housing (Low-Rise) <i>Land Use Code: 220 (Not near Rail)</i>	500 DU	3,280	43	135	178	148	87	235
Public Park <i>Land Use Code: 411</i>	7.7 Acres	94	0	0	0	13	10	23
Total Gross Trips		6,986	111	330	441	391	232	623
Net Proposed Trips			111	330	441	391	232	623

¹Based on ITE *Trip Generation*, 11th Edition.

4.4 Project Trip Assignment

Net new external project traffic was assigned to the adjacent street network using the Broward County TRIPS Model. Printout of the Broward County MPO model runs are provided in Appendix B. For estimating trip distribution for the project traffic, consideration was given to conditions such as project access restrictions, the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. Exhibit 8 and Exhibit 9 show the project vehicular trip distribution and trip assignments to the impacted roadway intersections. The project trips were then added to the total year 2025 future without project vehicular traffic volumes to obtain the future with project traffic volumes at the study intersections. Exhibit 10 shows the future with project AM and PM peak vehicular volumes at the intersections under study.

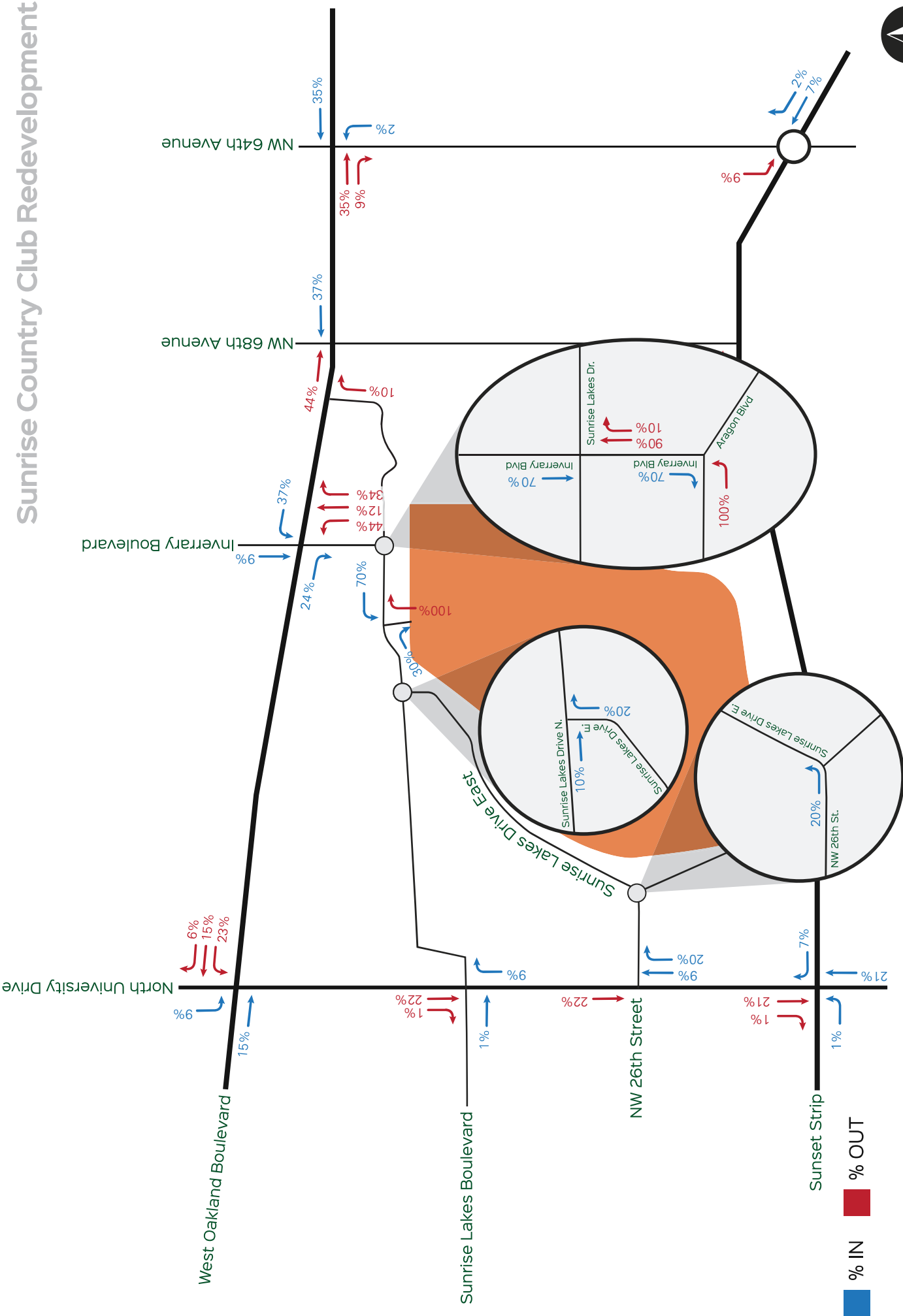


Exhibit 8
Project Trip Distribution

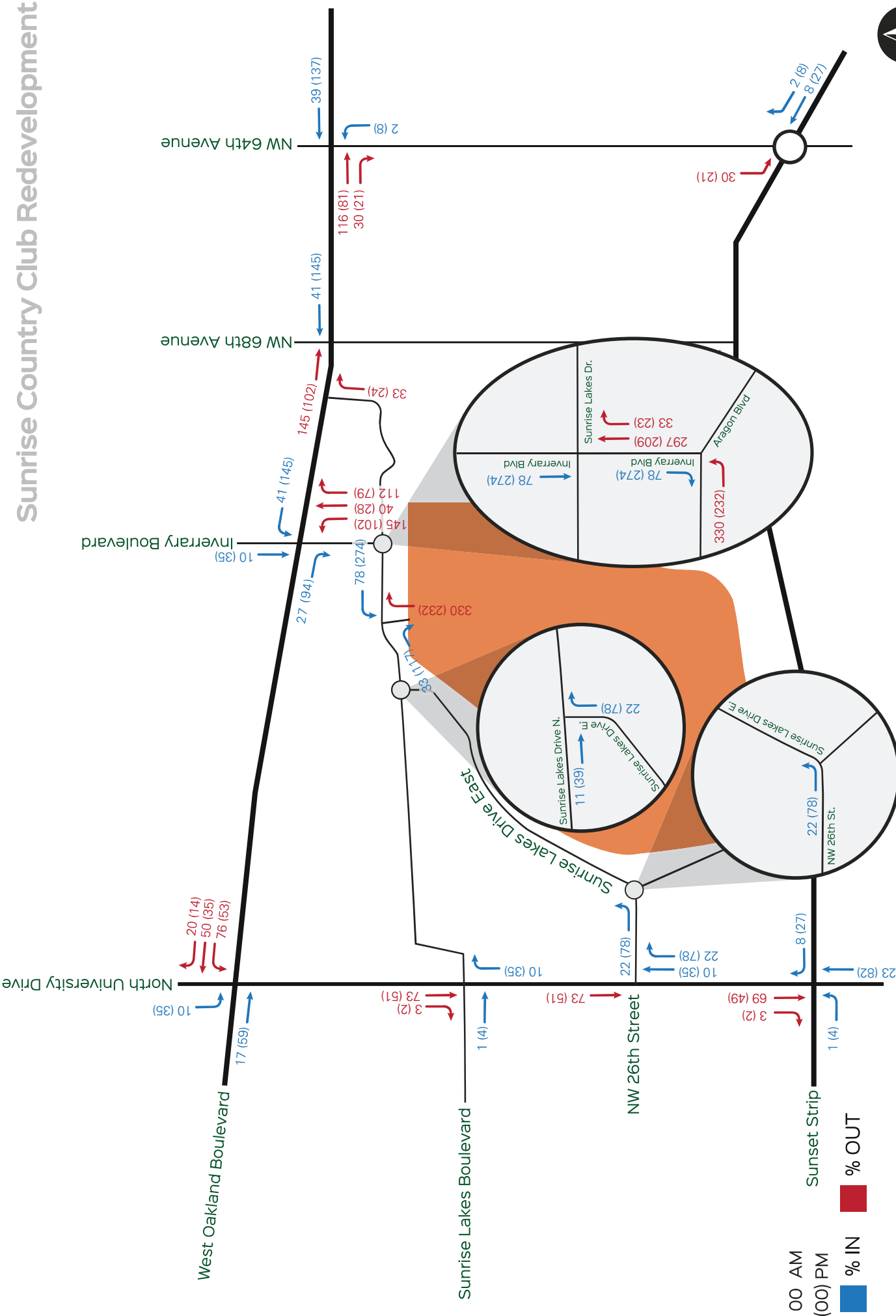
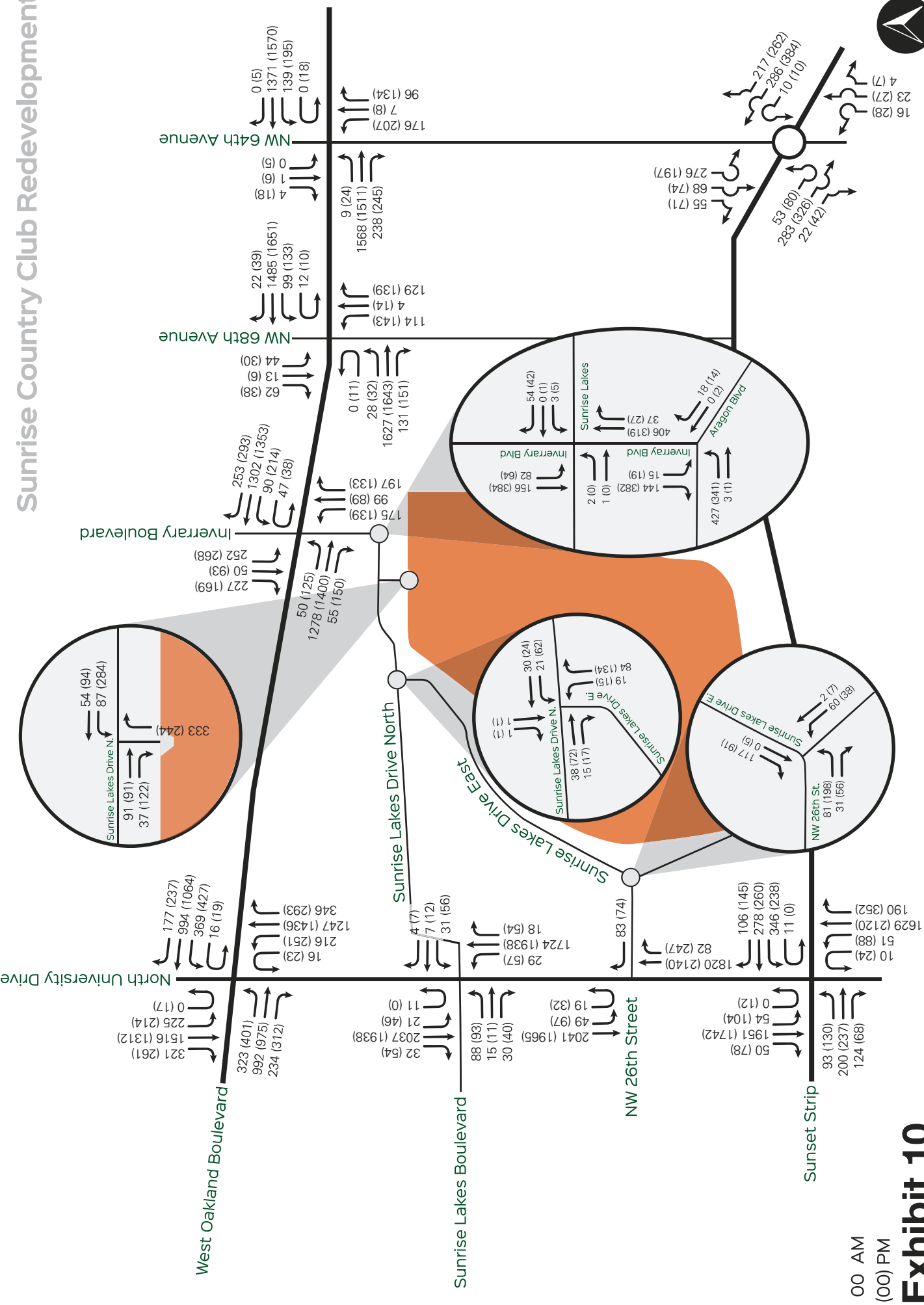


Exhibit 9

Project Trip Assignment



4.5 Future with Project Intersection Capacity Analysis

As previously stated in Section 4.4, the project trips were added to the total year 2025 future without project vehicular traffic volumes to obtain the future with project traffic volumes at the study intersections. Exhibit 11 shows the resulting LOS for future with project conditions at the intersections under study. The analysis indicates that all study intersections, except the Oakland Park Boulevard / University Drive intersection, continue to operate within the City's adopted overall LOS standards during the AM and PM peak hours. The project driveway was also analyzed and shows adequate operations.

**Exhibit 11: Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Un-signalized	Approach	AM Peak LOS	AM Peak Delay	PM Peak LOS	PM Peak Delay	LOS Standard*
Oakland Park Boulevard / University Drive	Signalized	NB SB EB WB <i>Overall</i>	D E E E <i>E</i>	48.5 56.8 65.2 72.6 <i>60.0</i>	E D E E <i>E</i>	57.6 52.3 64.1 65.6 <i>59.7</i>	D D D D <i>D</i>
Oakland Park Boulevard / Inverrary Boulevard W	Signalized	NB SB EB WB <i>Overall</i>	E F D C <i>D</i>	78.7 81.7 41.4 28.5 <i>45.6</i>	F F E D <i>D</i>	83.5 84.4 55.5 37.3 <i>53.5</i>	D D D D <i>D</i>
Oakland Park Boulevard / NW 68 th Avenue	Signalized	NB SB EB WB <i>Overall</i>	F E A A <i>B</i>	88.7 70.4 7.0 7.3 <i>14.5</i>	F E A B <i>B</i>	83.5 67.4 5.0 10.4 <i>14.3</i>	D D D D <i>D</i>
Oakland Park Boulevard / NW 64 th Avenue	Signalized	NB SB EB WB <i>Overall</i>	E E A A <i>A</i>	72.4 63.0 0.4 7.4 <i>9.0</i>	F E B B <i>C</i>	82.9 61.3 17.6 10.6 <i>20.5</i>	D D D D <i>D</i>
Sunset Strip / NW 64 th Avenue	Roundabout	NB SB EB WB <i>Overall</i>	A B A A <i>A</i>	8.6 11.2 8.6 7.3 <i>8.9</i>	A B A B <i>B</i>	8.4 12.1 9.4 11.2 <i>10.7</i>	D D D D <i>D</i>

**Exhibit 11 (Continued): Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Un-signalized	Approach	AM Peak LOS	AM Peak Delay	PM Peak LOS	PM Peak Delay	LOS Standard*
N University Drive / Sunset Strip	Signalized	NB SB EB WB Overall	C B E F D	26.9 11.7 72.9 136.1 40.4	D C E E D	46.2 32.9 73.8 64.4 45.9	D D D D D
N University Drive / NW 26 th Street	Unsignalized	WB	B	13.6	C	15.4	D
N University Drive / Sunrise Lakes Boulevard	Signalized	NB SB EB WB Overall	B A E E B	19.6 6.4 65.0 76.1 14.9	A B E E B	8.5 12.1 60.4 74.5 13.1	D D D D D
Inverrary Boulevard West / East Aragon Boulevard	Unsignalized	SB	B	11.7	B	11.9	D
Inverrary Boulevard / Sunrise Lakes Drive N	Unsignalized	EB WB	C B	21.5 12.8	A B	0.0 12.9	D D
Sunrise Lakes Drive N / Sunrise Lakes E / NW 30 th Place	Unsignalized	NB SB EB WB Overall	A A A A A	7.5 7.1 7.4 7.7 7.5	A A A A A	7.9 7.3 7.9 8.2 8.0	D D D D D
Sunrise Lakes Drive E / NW 26 th Street	Unsignalized	EB	B	10.1	B	10.9	D
NW 30 th Place / Project Driveway	Unsignalized	NB	B	11.3	B	10.9	N/A

*The City of Sunrise Comprehensive Plan allows a LOS D standard

Source: David Plummer & Associates

Signal timing improvements are recommended to reduce the overall intersection delay at the Oakland Park Boulevard / University Drive and University Drive / Sunset Strip intersections during the AM and PM peak hours. Adding lanes, reconstructing the lane configurations, and signal timing improvements are being proposed by the project to reduce the delays at the Oakland Park Boulevard / Inverrary Boulevard W intersection. Exhibit 12 shows the LOS during the AM and PM peak hours after the proposed improvements at the following intersections:

- Oakland Park Boulevard / University Drive

- Oakland Park Boulevard / Inverrary Boulevard W
- University Drive / Sunset Strip

Intersection capacity analysis worksheets are provided in Appendix C.

Exhibit 12: Future with Project Intersection Capacity Analysis with Improvements

Intersection	Signalized/ Un-signalized	Approach	AM Peak LOS	AM Peak Delay	PM Peak LOS	PM Peak Delay	LOS Standard
Oakland Park Boulevard / University Drive	Signalized	NB	D	44.9	E	56.1	D
		SB	D	54.3	D	52.4	D
		EB	E	68.3	E	65.0	D
		WB	E	65.1	E	65.3	D
		Overall	E	57.4	E	59.5	D
Oakland Park Boulevard / Inverrary Boulevard W	Signalized	NB	E	68.8	E	71.9	D
		SB	E	65.6	E	60.7	D
		EB	C	28.3	C	23.2	D
		WB	C	21.4	C	26.7	D
		Overall	C	34.9	C	33.1	D
N University Drive / Sunset Strip	Signalized	NB	C	32.3			D
		SB	B	15.1			D
		EB	E	72.7	-	-	D
		WB	F	77.9			D
		Overall	D	35.3			D

The approximate existing storage length and the projected 95th percentile back of queues (BOQs) at all the exclusive turn lanes for the AM and PM peak hour conditions are displayed in Exhibit 13. The analysis shows that the existing capacity of the exclusive turn lanes at the following intersections are sufficient to accommodate the expected 95th percentile back of queues for the existing, future without project, and future with project conditions during the AM and PM peak hours.

- Oakland Park Boulevard / NW 68th Avenue intersection
- N University Drive / NW 26th Street intersection
- N University Drive / Sunrise Lakes Boulevard intersection
- Sunrise Lakes Drive N / Sunrise Lakes E / NW 30th Place intersection
- Sunrise Lakes Drive E / NW 26th Street

The existing storage of the northbound right, eastbound left, and westbound left turn lanes at the Oakland Park Boulevard / University Drive intersection do not currently have enough capacity to accommodate the expected 95th percentile back of queues for existing, future without project, and future with project conditions during the AM and PM peak hours. It should be noted that these are an existing condition. The project adds no additional queue to the eastbound left-turn movement. The project only adds one (1) and three (3) feet of queue to the northbound right turn lane during the AM and PM peak hours. The eastbound right turn lane exceeds the current storage length during the PM peak hour; the project only adds five (5) feet of queue to this movement. The projected BOQ for the westbound left turn lane exceeds the existing storage.

The existing storage of the northbound right, southbound left, and westbound left turn lanes at the Oakland Park Boulevard / Inverrary Boulevard W intersection does not currently have enough capacity to accommodate the expected 95th percentile back of queues for existing, future without project, and future with project conditions during the AM and PM peak hours. It should be noted that this is an existing condition. The project adds eight (8) feet and 26 feet (less than two vehicles) of queue to the southbound left turn lane during the AM and PM peak hours, respectively. The westbound right turn lane also exceeds the current storage length during the PM peak hour. The project only adds 22 feet (less than one vehicle) of queue to this movement.

The existing storage of the northbound left turn lane at the Oakland Park Boulevard / NW 64th Avenue intersection does not currently have enough capacity to accommodate the expected 95th percentile back of queues for existing, future without project, and future with project conditions during the AM and PM peak hours. This is an existing condition; the project only adds four (4) feet and 11 feet of queue to the northbound left turn lane during the respective AM and PM peak hours.

The existing storage of the eastbound and westbound left turn lanes at the N University Drive / Sunset Strip intersection do not currently have enough capacity to accommodate the expected 95th percentile back of queues for existing, future without project, and future with project conditions during the AM and PM peak hours. It should be noted that this is an existing condition. The project adds no additional queue to the westbound left turn movement. The project also only adds one (1)

foot and five (5) feet of queue to the eastbound left turn lane during the respective AM and PM peak hours.

Exhibit 13: Projected 95th Percentile Back of Queues and Existing Storage Length

Intersection	Direction	Existing		Future without Project		Future with Project		Existing Storage Length
		AM	PM	AM	PM	AM	PM	
Oakland Park Boulevard / University Drive	NBL	184	202	187	206	187	206	245
	NBR	225	214	242	230	243	233	120
	SBL	163	141	166	145	174	168	260
	SBR	192	114	206	123	206	123	280
	EBL	258	262	269	270	269	270	260
	EBR	119	216	129	230	133	235	220
	WBL	236	255	248	262	348	303	260
	WBR	60	96	60	104	63	122	370
Oakland Park Boulevard / Inverrary Boulevard W	NBR	44	0	48	0	205	99	50
	SBL	267	273	272	281	280	307	250
	SBR	82	73	81	73	81	71	350
	EBL	115	217	117	221	117	221	280
	WBL	54	90	65	99	207	411	150
	WBR	88	194	97	192	115	213	130
Oakland Park Boulevard / NW 68 th Avenue	NBR	94	65	100	65	100	65	135
	SBL ¹	93	66	94	68	94	68	60+
	EBL	14	6	13	4	9	4	225
	EBR	17	2	17	10	11	1	180
	WBL	34	102	37	114	72	129	315
	WBR	0	3	0	3	0	3	100
Oakland Park Boulevard / NW 64 th Avenue	NBL	291	312	297	319	301	330	90
	SBL ²	0	18	0	18	0	18	100+
	EBL	5	49	5	51	5	50	270
	EBR	5	193	5	205	9	231	260
	WBL	74	130	77	156	102	184	430
	WBR	0	0	0	0	0	0	265
N University Drive / Sunset Strip	NBL	59	96	60	99	60	99	265
	SBL	56	96	56	98	53	98	325
	EBL	123	160	126	166	127	171	105
	WBL	638	307	664	331	664	331	175
	WBR	36	61	39	64	49	103	105
N University Drive / NW 26 th Street	SBL	6.6	19.8	8.8	24.2	8.8	30.8	290
	WBR ²	13.2	13.2	13.2	13.2	13.2	15.4	100+

Exhibit 13 (Continued): Projected 95th Percentile Back of Queues and Existing Storage Length

Intersection	Direction	Existing		Future without Project		Future with Project		Existing Storage Length
		AM	PM	AM	PM	AM	PM	
N University Drive / Sunrise Lakes Boulevard	NBL	46	72	47	73	48	71	190
	SBL	49	79	48	77	46	74	195
	EBL ²	144	149	148	152	148	152	100+
Sunrise Lakes Drive N / Sunrise Lakes E / NW 30 th Place	NBL ²	2.2	2.2	2.2	2.2	2.2	2.2	100+
	NBR ²	4.4	4.4	6.6	4.4	8.8	13.2	100+
Sunrise Lakes Drive E / NW 26 th Street	NBL	4.4	2.2	4.4	2.2	4.4	2.2	100
	SBR ²	0	0	0	0	0	0	100+

¹Residential driveway exit lane

²Through lane becomes an exclusive turn lane

5.0 CIRCULATION PLAN

The Sunrise Country Club redevelopment project will be located at 7400 NW 24th Place in Sunrise, Florida. Access to the site is provided via a two-way driveway on Sunrise Lakes Drive, west of Inverrary Road. Full inbound access is proposed. Outbound access will be limited to right-out only, forcing exiting vehicles to travel east.

Access to the site for both visitors and residents will be provided via a gated entrance located on a private roadway inside the development. Residents and visitors each have their own lane controlled by a mechanical gate. Access through the resident's mechanical gate is controlled by a remote clicker given to residents. A guard / call box controls the visitor's lane access into the development.

The project is located in an area that is conducive for pedestrian and cyclist activities. Sidewalks along all neighboring roadways and clearly marked crosswalks at all major intersections facilitate pedestrian activity to nearby transit, restaurants, retail, and recreational facilities. The exclusive bike lanes along University Drive, Sunset Strip, and NW 64th Avenue encourage cyclist activity within the area. A pedestrian mobility plan was prepared for the site (see Exhibit 14). The plan shows the project location, cyclist connections, sidewalk connections, and pedestrian crosswalks.

The area surrounding the project is served by transit. The immediate area near the project is served by four Broward County bus routes (2, 56, 72, and 81). The closest bus stop to the project is located on Sunrise Lakes Drive N, approximately 800 feet west of the project entrance. In addition, the area is served by the City of Sunrise mini-bus service (routes 3, 4, 6, and 7). Appendix F shows the bus route maps and schedules. Exhibit 15 shows the available transit routes, bus stops, and mini-bus stops in the area.



Project Location

Exhibit 14

Mobility - Pedestrian

- Sidewalks
- Crosswalks
- Exclusive Bicycle Lane





Bus Stop

Mini Bus Stop

Project Location

Exhibit 15

Mobility - Transit

Broward County Bus Routes

- Bus Route 2
- Bus Route 56
- Bus Route 72
- Bus Route 81

Sunrise Mini Bus Routes

- Route 3 & 4
- Route 6
- Route 7



NORTH
MAP NOT TO SCALE

6.0 QUEUING ANALYSIS

A queuing analysis was performed to determine if there is sufficient storage to accommodate the anticipated queue at the residential and visitor lanes at the property's gated entrance during the PM peak hour (critical inbound hour) so that the queue does not extend past the entrance (95% confidence level analysis). The queuing analysis was performed based on the methodology outlined in the *Institute of Transportation Engineers (ITE) Transportation and Land Development*. Trip generation calculations for the proposed project were performed for typical weekday AM and PM peak hours of the adjacent street to find the peak inbound demand created by the proposed project. The project trip generation was based on the rates / equations published by the ITE Trip Generation Manual, 11th Edition. For the queuing analysis it was assumed that 10% of the vehicle trips were visitors, based on the residential parking requirements for guests within the Sunrise parking codes. The trip generation for the proposed project is summarized in Exhibit 16. Queuing documentation is available in Appendix G.

Exhibit 16: Demand at Residential / Visitor Gates Trip Generation

Proposed ITE Land Use Designation ¹	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Single-Family Detached Housing <i>Land Use Code: 210</i>	400 DU	3,612	68	195	263	230	135	365
Multifamily Housing (Low-Rise) <i>Land Use Code: 220 (Not near</i>	500 DU	3,280	43	135	178	148	87	235
Public Park <i>Land Use Code: 411</i>	7.7 Acres	94	0	0	0	13	10	23
Total Gross Trips		6,986	111	330	441	391	232	623
Demand at Residential Gate		90%	100	297	397	352	209	561
Demand at Visitor Gate		10%	11	33	44	39	23	62

¹Based on ITE Trip Generation, 11th Edition.

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The analysis is based on the coefficient of utilization (ρ) which is the ratio of the average arrival rate of vehicles to the average service rate.

$$\rho = \frac{\text{Average Demand Rate}}{\text{Average Service Rate}}$$

The average service rate corresponds to the time it will take a vehicle to conservatively pass through the residential / visitor gate. If the coefficient of utilization is greater than 1, then the calculation will yield an infinite queue length.

The required queue storage (M) is determined using the following equation:

$$M = \left\lceil \frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right\rceil - 1$$

In this equation, $P(x > M)$ is set at 5% to yield a 95% confidence that the queue will not back-up onto the adjacent street.

Project residents will each have an RFID vehicle decal that will allow them access through the residential mechanical arm gate. As no information could be collected for this type of gate system, the processing rate utilized in the queuing analysis was assumed to be 6.46 seconds average per vehicle (0.11 minutes per vehicle) which is the time it takes a vehicle pass through a mechanical are gate with a remote clicker system. (See Appendix G for the processing rate information). The processing rate for the visitor lane was based on the time it takes a visitor to be verified by the security guard and allowed to pass through the mechanical gate. This data was collected at a similar development entrance with a resident's lane and visitor's lane (see Appendix G). The collected processing rate for the visitor's lane was 13.75 seconds average per vehicle (0.23 minute per vehicle). For a more conservative analysis a processing rate of 1 minute per vehicle was used for the visitor's processing rate. Exhibit 17 shows the calculations for the residential and visitor gates.

Exhibit 17: Main Entrance Queue Calculations

Resident's Lane

$$Q = \text{Processing rate} = \frac{60 \text{ min/hr}}{0.11 \text{ min/process}} = 557.28 \text{ process/hr}$$

$$q = \text{Demand Rate} = 352 \frac{\text{veh}}{\text{hr}}$$

$$N = \text{Service Positions} = 1 \text{ Lane}$$

$$\rho = \text{Utilization factor} = \frac{q}{(NQ)} = \frac{352 \text{ veh/hr}}{1 \times 557.28 \text{ process/hr}} = 0.6316$$

$$Q_m = \text{Table Value} = 0.6316$$

$$M = \text{queue length which is exceeded 5\% of the time } [P(x > M)]$$

$$M = \frac{\ln P(x > M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.6316)}{\ln(0.6316)} - 1 = 4.52, \text{ say five vehicles in queue}$$

Visitor 's Lane

$$Q = \text{Processing rate} = \frac{60 \text{ min/hr}}{1.00 \text{ min/process}} = 60 \text{ process/hr}$$

$$q = \text{Demand Rate} = 39 \frac{\text{veh}}{\text{hr}}$$

$$N = \text{Service Positions} = 1 \text{ Lane}$$

$$\rho = \text{Utilization factor} = \frac{q}{(NQ)} = \frac{39 \text{ veh/hr}}{1 \times 60 \text{ process/hr}} = 0.65$$

$$Q_m = \text{Table Value} = 0.65$$

$$M = \text{queue length which is exceeded 5\% of the time } [P(x>M)]$$

$$M = \frac{\ln P(x>M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.65)}{\ln(0.65)} - 1 = 4.95, \text{ say five vehicles in queue}$$

The results of the analysis show that a queue of less than five vehicles is anticipated at the residential lane and a five-vehicle queue is anticipated at the visitor's lane during the PM peak hour of the adjacent street (critical inbound hour). The residential lane will provide approximately 526 LF of storage (accommodating 23 vehicles) and the visitor lane will provide approximately 518 feet of storage (accommodating 23 vehicles). Therefore, both lanes have more than a sufficient amount of storage to ensure that no queue backs into the adjacent street should a higher than expected queue occur. Should the visitor and residential queues surpass the provided individual gate storage, the project is also providing an additional 868 feet of shared queue space, accommodating an additional 39 vehicles without backing onto Sunrise Lakes Drive. Therefore, both lanes have more than a sufficient amount of storage to ensure that no queue backs into the adjacent street should a higher than expected queue occur. Furthermore, residents will have the ability to provide visitor information to the guardhouse ahead of time, reducing the processing time for expected visitors.

7.0 CONCLUSIONS

An assessment of the traffic impacts associated with the Sunrise Country Club redevelopment project was performed in accordance with the requirements of the City of Sunrise and the methodology previously discussed with and agreed with the City of Sunrise and their traffic consultant. Intersection capacity analysis was performed at the study intersections using the Synchro Software and SIDRA Software, based on the procedures of the *Highway Capacity Manual*.

The results of the intersection analysis for the existing, future without project, and future with project conditions show that the overall LOS for all analyzed intersections, except the Oakland Park Boulevard / University Drive intersection, currently operate and are projected to continue to operate within the LOS standards established in the *City of Sunrise Comprehensive Plan*. The unsignalized intersection analysis showed adequate operations at the project driveway. The project has committed to implementing the following intersection improvements to improved operations at the following study intersections:

- University Drive / Oakland Park Boulevard: Signal timing improvements.
- University Drive / Sunset Strip Boulevard: Signal timing improvements.
- Inverrary Boulevard / Oakland Park Boulevard: Add lanes and reconstruct to the following configuration: Add lanes and reconstruct to the following configuration:
 - NB: 1-left turn, 1-through and 1-right turn lane
 - SB: 1-left turn, 1-through and 1-right turn lane
 - EB: 1-left turn, 3-through and 1-right turn lane
 - WB: 1-left turn, 3-through and 1-right turn lane. Increase left turn lane storage by reducing the taper length to FDOT's 50 feet standard.
 - Signal phasing and timing improvements.

As part of the study, the mobility and circulation within the study area was evaluated. The study shows that the project area is currently served by four Broward County Transit bus routes and the City of Sunrise mini-bus service. The project is also located in an area that is conducive for

pedestrian and cyclist activities. The area's exclusive bicycle lanes, sidewalks along all roadways, and crosswalks at major intersections within the project area facilitate pedestrian activity to nearby transit, restaurants, retail, and recreational facilities. These conditions encourage the use of other modes of transportation, therefore, reducing the vehicular impacts on the roadway network.

An assessment of queuing at the residential and visitor lanes of the property's gated entrance was performed during the PM peak hour of the adjacent street (critical inbound hour) to determine if there is sufficient storage to accommodate the anticipated queue at the project's completion. The results of the queuing analysis show that a queue of less than six vehicles is expected at the resident lane, and a queue of six vehicle is expected at the visitor lane during the PM peak hour. The project will also implement a loop system at the entrance drive aisle that will open the gates if the queue exceeds the available storage area and starts to back into the adjacent streets.

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Appendix A

Site Plan

SITE DATA:

SITE AREA
EXISTING LAND USE
EXISTING ZONING
PROPOSED ZONING
PROPOSED PARK DEDICATION
PUD AREA
MAX. NUMBER OF UNITS
UNIT TYPES

155.99 GROSS & NET ACRES
COMMERCIAL RECREATION (69.99 AC.) /
IRREGULAR RESIDENTIAL (9) (100.00 AC.)
CR, RM-10, RM-25
7.77 ACRES
152.22 ACRES (DOES NOT INCLUDE THE PUBLIC PARK)
900 UNITS
314 TOWNHOMES WITH GARAGES (INCL. 24 AFFORDABLE)
126 TOWNHOMES WITHOUT GARAGES (INCL. 63 AFFORDABLE)
126 BIKE SPACES (18-7 SPACE BIKE RACKS LOCATED ALONG
MULTIPURPOSE TRAIL AT CLUBHOUSE AND VARIOUS SPOTS
ALONG WALKWAYS THROUGH COMMON AREA OPEN SPACE.

1816,950 SF (41.71 AC.)
4,816,520 SF (110.50 AC.)

BICYCLE PARKING
(5% OF REQ. PARKING)

PERVIOUS (PUD ONLY):
IMPERVIOUS (PUD ONLY):

OPEN SPACE REQUIREMENTS:

PROJECT REQUIRED OPEN SPACE BASED ON TOTAL SITE IS 35% OF PUD SITE AREA.
SEE BREAKDOWN OF OPEN SPACE AREA BELOW:

ITEM	DESCRIPTION	AREA (SQ. FT.)	% OF PUD AREA
1	OPEN SPACE PARKS & BUFFER	1,816,950	36.24%
2	LAKES WITHIN PUD.	1,816,950	36.24%
3	MARKET RATE TOWNHOMES	1,816,950	36.24%
4	AFFORDABLE TOWNHOMES	1,816,950	36.24%
5	SINGLE FAMILY LOTS	1,816,950	36.24%
6	COMMUNITY FACILITIES	1,816,950	36.24%
7	CONSERVATION AREA	1,816,950	36.24%
8	GUEST PARKING AREAS	1,816,950	36.24%
9	FOUNTAINS (MIN. 25' HEIGHT)	1,816,950	36.24%
10	PROPOSED WETLAND	1,816,950	36.24%

- LEGEND:**
- 1 OPEN SPACE PARKS & BUFFER
 - 2 LAKES WITHIN PUD.
 - 3 MARKET RATE TOWNHOMES
 - 4 AFFORDABLE TOWNHOMES
 - 5 SINGLE FAMILY LOTS
 - 6 COMMUNITY FACILITIES
 - 7 CONSERVATION AREA
 - 8 GUEST PARKING AREAS
 - 9 FOUNTAINS (MIN. 25' HEIGHT)
 - 10 PROPOSED WETLAND
- LEGEND:**
- 1 PUD BOUNDARY LINE
 - 2 IRREGULAR (9) RESIDENTIAL BOUNDARY
 - 3 SETBACKS/ BUFFERS
 - 4 PARK BOUNDARY LINE
 - 5 DECORATIVE FENCE WITH COLUMNS
 - 6 6" SCREEN WALL

NOTES:

1. TABULAR DATA DEMONSTRATING EACH PHASE "STAGES" ON ITS OWN WILL BE PROVIDED ON THE APPROVED SITE PLAN.
2. PER THE DAY, ENTRANCE AREA IMPROVEMENTS INCLUDING ENTRY SIGNAGE TO BE PROVIDED TO FACILITATE VISIBILITY AND SAFETY. IMPROVEMENTS ARE TO BE MAINTAINED BY THE COO.
3. ALL UTILITIES WILL BE LOCATED UNDERGROUND.
4. THE GUARDHOUSE SHALL BE SIZED TO FACILITATE TWO SECURITY GUARDS. IF NEEDED, THE MANAGEMENT COMPANY WILL STAFF THE GUARDHOUSE WITH MULTIPLE ATTENDANTS TO MANAGE MULTIPLE VEHICLES IN TRAFFIC IN THE VISITOR LANE.

PARKING TABLE:

PHASE	TYPE	AREA (SQ. FT.)	% OF PUD AREA
1	OPEN SPACE PARKS & BUFFER	1,816,950	36.24%
2	LAKES WITHIN PUD.	1,816,950	36.24%
3	MARKET RATE TOWNHOMES	1,816,950	36.24%
4	AFFORDABLE TOWNHOMES	1,816,950	36.24%
5	SINGLE FAMILY LOTS	1,816,950	36.24%
6	COMMUNITY FACILITIES	1,816,950	36.24%
7	CONSERVATION AREA	1,816,950	36.24%
8	GUEST PARKING AREAS	1,816,950	36.24%
9	FOUNTAINS (MIN. 25' HEIGHT)	1,816,950	36.24%
10	PROPOSED WETLAND	1,816,950	36.24%

DATE: 09/20/2024
DESIGNED BY: SCOTT W. REAVLER
PROJECT NO.: 14-0013-001-03



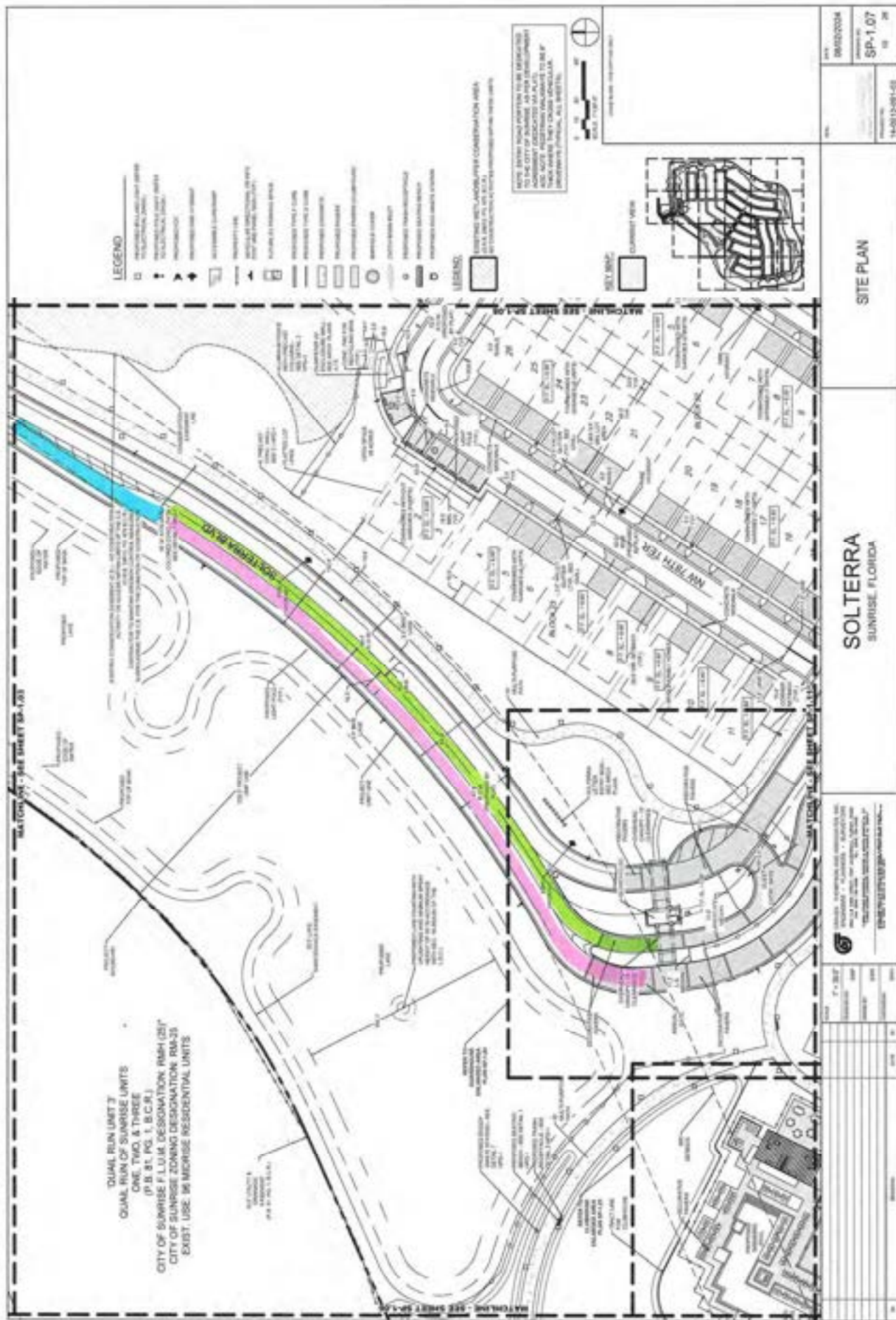
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SUNRISE, FLORIDA

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SCALE:
DESIGNED BY: SMP
DRAWN BY: ENS
CHECKED BY: SWH

DATE:
BY:
REVISIONS:

MASTER DEVELOPMENT PLAN
EXHIBIT



Appendix B

Traffic Counts
FDOT seasonal factor
TRIPS Model Runs
Signal Timings
Historical Growth

Traffic Counts

National Data & Surveying Services Intersection Turning Movement Count

Location: N University Dr/SR 817 & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-001
Date: 10/6/2022

Data - Total

NS/EW Streets:	N University Dr/SR 817				N University Dr/SR 817				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	42	288	47	2	39	391	64	0	54	132	52	0	49	143	22	3	1328
7:15 AM	51	262	73	1	46	368	68	1	60	236	84	2	76	233	41	4	1606
7:30 AM	49	291	81	2	54	390	90	1	74	234	59	0	71	193	43	5	1637
7:45 AM	57	309	90	3	64	368	85	5	78	276	54	2	61	308	43	3	1806
8:00 AM	57	315	80	5	33	333	69	1	91	222	57	2	69	218	37	2	1591
8:15 AM	49	308	88	6	51	395	71	1	70	222	59	0	86	207	31	6	1650
8:30 AM	55	295	72	9	46	333	61	1	77	219	69	3	82	214	43	4	1583
8:45 AM	43	304	61	6	34	378	75	1	84	226	48	3	97	238	49	3	1650
TOTAL VOLUMES :	403	2372	592	34	367	2956	583	11	588	1767	482	12	591	1754	309	30	12851
APPROACH %'s :	11.85%	69.74%	17.41%	1.00%	9.37%	75.47%	14.88%	0.28%	20.64%	62.02%	16.92%	0.42%	22.02%	65.35%	11.51%	1.12%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	212	1223	339	16	202	1486	315	8	313	954	229	4	287	926	154	16	6684
PEAK HR FACTOR :	0.930	0.971	0.942	0.667	0.789	0.941	0.875	0.400	0.860	0.864	0.970	0.500	0.834	0.752	0.895	0.667	0.925
	0.975				0.940				0.915				0.833				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	37	310	73	8	38	321	68	6	93	198	65	4	98	246	66	5	1636
4:15 PM	62	376	58	12	45	321	61	7	89	169	69	3	89	182	46	3	1572
4:30 PM	76	297	66	5	49	249	46	2	85	201	78	3	89	222	55	7	1530
4:45 PM	62	298	64	7	44	257	52	1	98	190	67	3	106	233	43	7	1512
5:00 PM	71	364	74	4	44	315	57	4	90	201	78	0	108	254	50	3	1717
5:15 PM	57	310	50	6	41	295	66	3	119	254	89	4	102	259	72	4	1731
5:30 PM	63	388	89	6	44	359	74	4	91	172	65	1	97	227	48	4	1732
5:45 PM	55	346	74	7	45	317	59	6	88	269	74	0	57	267	48	8	1720
TOTAL VOLUMES :	463	2689	548	55	350	2434	483	30	736	1654	585	18	746	1890	428	41	13150
APPROACH %'s :	12.33%	71.61%	14.59%	1.46%	10.62%	73.82%	14.65%	0.91%	24.59%	55.26%	19.55%	0.60%	24.03%	60.87%	13.78%	1.32%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	246	1408	287	23	174	1286	256	17	388	896	306	5	364	1007	218	19	6900
PEAK HR FACTOR :	0.866	0.907	0.806	0.821	0.967	0.896	0.865	0.708	0.815	0.833	0.860	0.313	0.843	0.943	0.757	0.594	0.996
	0.899				0.901				0.856				0.920				

National Data & Surveying Services Intersection Turning Movement Count

Location: N University Dr/SR 817 & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-001
Date: 10/6/2022

Data - Cars

NS/EW Streets:	N University Dr/SR 817				N University Dr/SR 817				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	40	283	47	2	39	383	63	0	53	130	51	0	48	141	19	2	1301
7:15 AM	50	257	72	1	45	365	68	1	59	234	82	2	74	227	38	4	1579
7:30 AM	46	283	81	2	53	381	88	1	72	226	57	0	69	186	43	5	1593
7:45 AM	55	305	90	3	64	363	84	5	75	272	52	2	57	302	43	3	1775
8:00 AM	55	305	76	5	31	330	67	1	91	216	52	2	69	213	35	2	1550
8:15 AM	48	303	88	6	51	390	71	1	67	215	57	0	85	199	29	6	1616
8:30 AM	53	290	68	9	43	326	58	1	76	215	68	3	79	205	40	4	1538
8:45 AM	42	297	59	6	33	372	73	1	83	224	48	3	95	231	47	3	1617
TOTAL VOLUMES : APPROACH %'s :	389	2323	581	34	359	2910	572	11	576	1732	467	12	576	1704	294	29	12569
	11.69%	69.82%	17.46%	1.02%	9.32%	75.55%	14.85%	0.29%	20.67%	62.15%	16.76%	0.43%	22.13%	65.46%	11.29%	1.11%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL 6534 0.920
PEAK HR VOL :	204	1196	335	16	199	1464	310	8	305	929	218	4	280	900	150	16	
PEAK HR FACTOR :	0.927	0.980	0.931	0.667	0.777	0.938	0.881	0.400	0.838	0.854	0.956	0.500	0.824	0.745	0.872	0.667	
	0.966				0.947				0.908				0.831				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	36	306	72	7	35	316	67	6	93	195	64	4	97	246	64	5	1611
4:15 PM	61	372	57	12	44	372	59	7	71	166	68	3	87	179	66	3	1552
4:30 PM	74	294	66	5	48	244	44	2	84	198	77	3	89	218	55	7	1508
4:45 PM	42	295	63	7	43	254	52	1	96	187	65	3	103	229	42	7	1489
5:00 PM	69	361	72	4	44	310	55	4	88	196	77	0	108	253	47	3	1691
5:15 PM	56	307	49	6	41	290	65	3	118	252	89	4	101	255	72	4	1712
5:30 PM	63	383	86	6	44	358	73	4	89	169	65	1	97	227	46	4	1715
5:45 PM	55	344	74	7	43	308	58	6	88	264	74	0	57	265	48	8	1699
TOTAL VOLUMES : APPROACH %'s :	456	2662	539	54	342	2400	473	30	727	1627	579	18	739	1872	420	41	12979
	12.29%	71.73%	14.52%	1.46%	10.54%	73.96%	14.58%	0.92%	24.64%	55.13%	19.62%	0.61%	24.06%	60.94%	13.67%	1.33%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL 6817 0.994
PEAK HR VOL :	243	1395	281	23	172	1266	251	17	383	881	305	5	363	1000	213	19	
PEAK HR FACTOR :	0.880	0.911	0.817	0.821	0.977	0.884	0.860	0.708	0.811	0.834	0.857	0.313	0.840	0.943	0.740	0.594	
	0.902				0.890				0.850				0.923				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: N University Dr/SR 817 & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-001
Date: 10/6/2022

Data - HT

NS/EW Streets:	N University Dr/SR 817				N University Dr/SR 817				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	2	5	0	0	0	8	1	0	1	2	1	0	1	2	3	1	27
7:15 AM	1	5	1	0	1	3	0	0	1	2	2	0	2	6	3	0	27
7:30 AM	3	8	0	0	1	9	2	0	2	8	2	0	2	7	0	0	44
7:45 AM	2	4	0	0	0	5	1	0	3	4	2	0	4	6	0	0	31
8:00 AM	2	10	4	0	2	3	2	0	0	6	5	0	0	5	2	0	41
8:15 AM	1	5	0	0	0	5	0	0	3	7	2	0	1	8	2	0	34
8:30 AM	2	5	4	0	3	7	3	0	1	4	1	0	3	9	3	0	45
8:45 AM	1	7	2	0	1	6	2	0	1	2	0	0	2	7	2	0	33
TOTAL VOLUMES :	14	49	11	0	8	46	11	0	12	35	15	0	15	50	15	1	282
APPROACH %'s :	18.92%	66.22%	14.86%	0.00%	12.31%	70.77%	16.92%	0.00%	19.35%	56.45%	24.19%	0.00%	18.52%	61.73%	18.52%	1.23%	
PEAK HR :	07:30 AM - 08:30 AM				3	22	5	0	8	25	11	0	7	26	4	0	150
PEAK HR VOL :	8	27	4	0	3	22	5	0	8	25	11	0	7	26	4	0	150
PEAK HR FACTOR :	0.667	0.675	0.250	0.000	0.375	0.611	0.625	0.000	0.667	0.781	0.550	0.000	0.438	0.813	0.500	0.000	0.852
	0.609				0.625				0.917				0.841				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	1	4	1	1	3	5	1	0	0	3	1	0	1	0	2	0	23
4:15 PM	1	4	1	0	1	1	2	0	1	3	1	0	2	3	0	0	20
4:30 PM	2	3	0	0	1	5	2	0	1	3	1	0	0	4	0	0	22
4:45 PM	0	3	1	0	1	3	0	0	2	3	2	0	3	4	1	0	23
5:00 PM	2	3	2	0	0	5	2	0	2	5	1	0	0	1	3	0	26
5:15 PM	1	3	1	0	0	5	1	0	1	2	0	0	1	4	0	0	19
5:30 PM	0	5	3	0	0	1	1	0	2	3	0	0	0	0	2	0	17
5:45 PM	0	2	0	0	2	9	1	0	0	5	0	0	0	2	0	0	21
TOTAL VOLUMES :	7	27	9	1	8	34	10	0	9	27	6	0	7	18	8	0	171
APPROACH %'s :	15.91%	61.36%	20.45%	2.27%	15.38%	65.38%	19.23%	0.00%	21.43%	64.29%	14.29%	0.00%	21.21%	54.55%	24.24%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM				2	20	5	0	5	15	1	0	1	7	5	0	83
PEAK HR VOL :	3	13	6	0	2	20	5	0	5	15	1	0	1	7	5	0	83
PEAK HR FACTOR :	0.375	0.650	0.500	0.000	0.250	0.556	0.625	0.000	0.625	0.750	0.250	0.000	0.250	0.438	0.417	0.000	0.798
	0.688				0.563				0.656				0.650				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
AM	4%	2%	1%	0%	1%	1%	2%	0%	3%	3%	5%	0%	2%	3%	3%	0%	
PM	1%	1%	2%	0%	1%	2%	2%	0%	1%	2%	0%	0%	0%	1%	2%	0%	

National Data & Surveying Services Intersection Turning Movement Count

Location: N University Dr/SR 817 & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-001
Date: 10/6/2022

Data - Bikes

NS/EW Streets:	N University Dr/SR 817				N University Dr/SR 817				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	1	0	0	3	0	0	0	0	0	0	0	1	0	0	6
7:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES :	0	5	1	0	0	8	0	1	0	0	1	0	1	1	0	0	18
APPROACH %'s :	0.00%	83.33%	16.67%	0.00%	0.00%	88.89%	0.00%	11.11%	0.00%	0.00%	100.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																
PEAK HR VOL :	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.625
	0.500				0.500				0.250								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3
TOTAL VOLUMES :	0	8	3	0	0	4	0	0	0	0	0	0	1	0	1	0	17
APPROACH %'s :	0.00%	72.73%	27.27%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	4	1	0	0	3	0	0	0	0	0	0	0	0	1	0	9
PEAK HR FACTOR :	0.000	0.333	0.250	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.563
	0.417				0.375								0.250				

National Data & Surveying Services Intersection Turning Movement Count

Location: N University Dr/SR 817 & W Oakland Park Blvd/SR 816
City: Sunrise

Project ID: 22-140423-001
Date: 10/6/2022

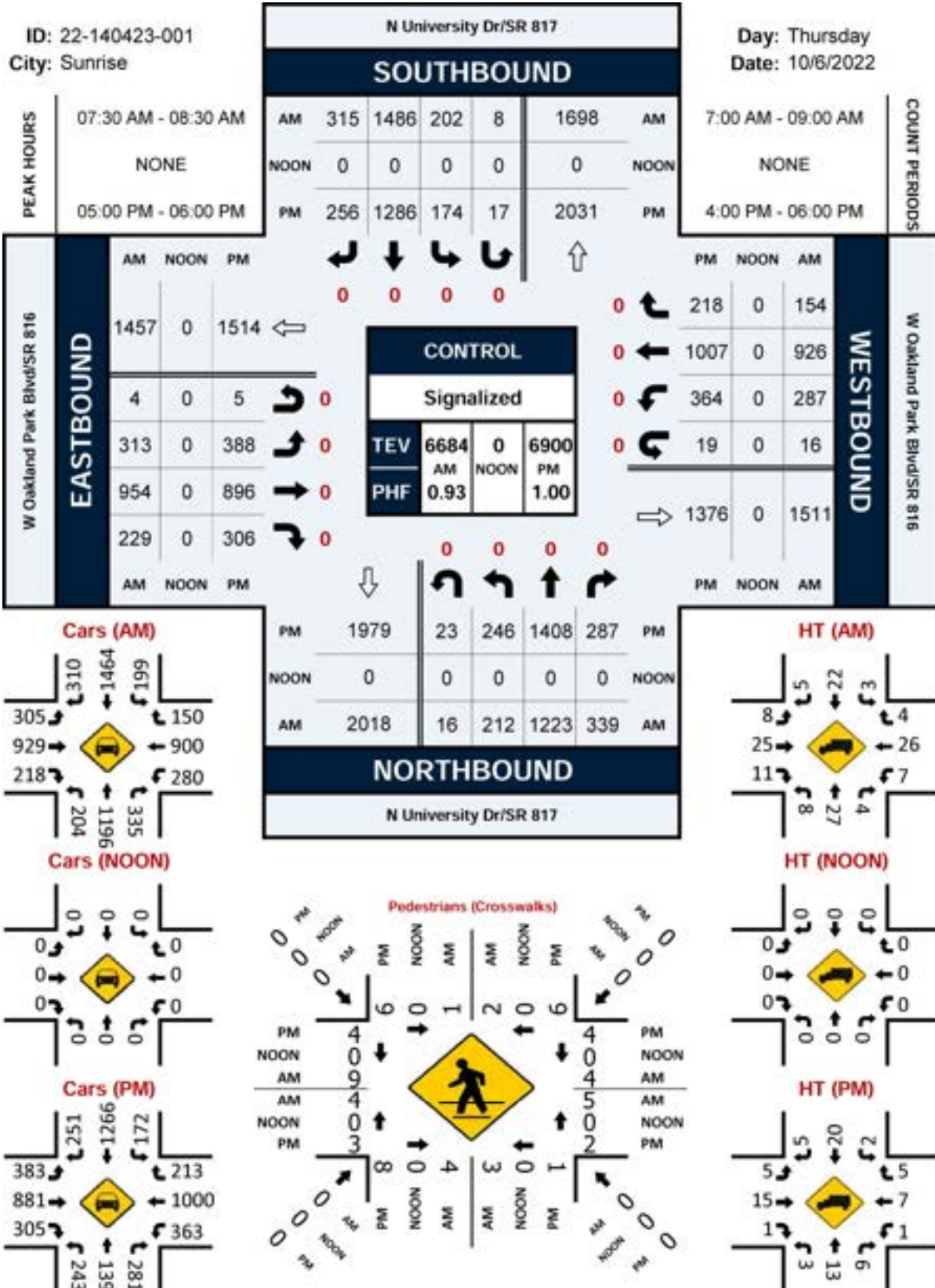
Data - Pedestrians (Crosswalks)

NS/EW Streets:	N University Dr/SR 817		N University Dr/SR 817		W Oakland Park Blvd/SR 816		W Oakland Park Blvd/SR 816		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	3	3
7:15 AM	1	0	0	0	0	1	0	1	3
7:30 AM	0	0	2	0	1	3	0	2	8
7:45 AM	0	2	2	1	2	1	1	2	11
8:00 AM	0	0	0	2	2	0	1	1	6
8:15 AM	1	0	0	0	0	0	2	4	7
8:30 AM	0	0	1	1	1	2	0	0	5
8:45 AM	0	0	0	4	2	3	1	2	12
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	2	2	5	8	8	10	5	15	55
PEAK HR :	50.00%	50.00%	38.46%	61.54%	44.44%	55.56%	25.00%	75.00%	
PEAK HR VOL :	07:30 AM - 08:30 AM		4	3	5	4	4	9	TOTAL
PEAK HR FACTOR :	1	2	0.500	0.375	0.625	0.333	0.500	0.563	32
	0.250	0.250	0.500	0.375	0.625	0.333	0.500	0.563	0.727
		0.375		0.583		0.563		0.542	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	1	2	0	3	1	0	1	8
4:15 PM	0	1	1	2	0	4	2	3	13
4:30 PM	1	1	0	1	2	0	1	2	8
4:45 PM	0	2	2	0	0	0	0	1	5
5:00 PM	2	2	6	0	1	2	0	0	13
5:15 PM	1	0	0	1	0	0	3	2	7
5:30 PM	2	0	0	0	1	1	0	0	4
5:45 PM	1	4	2	0	0	1	0	2	10
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	7	11	13	4	7	9	6	11	68
PEAK HR :	38.89%	61.11%	76.47%	23.53%	43.75%	56.25%	35.29%	64.71%	
PEAK HR VOL :	05:00 PM - 06:00 PM		8	1	2	4	3	4	TOTAL
PEAK HR FACTOR :	6	6	0.333	0.250	0.500	0.500	0.250	0.500	34
	0.750	0.375	0.333	0.250	0.500	0.500	0.250	0.500	0.654
		0.600		0.375		0.500		0.350	

N University Dr/SR 817 & W Oakland Park Blvd/SR 816

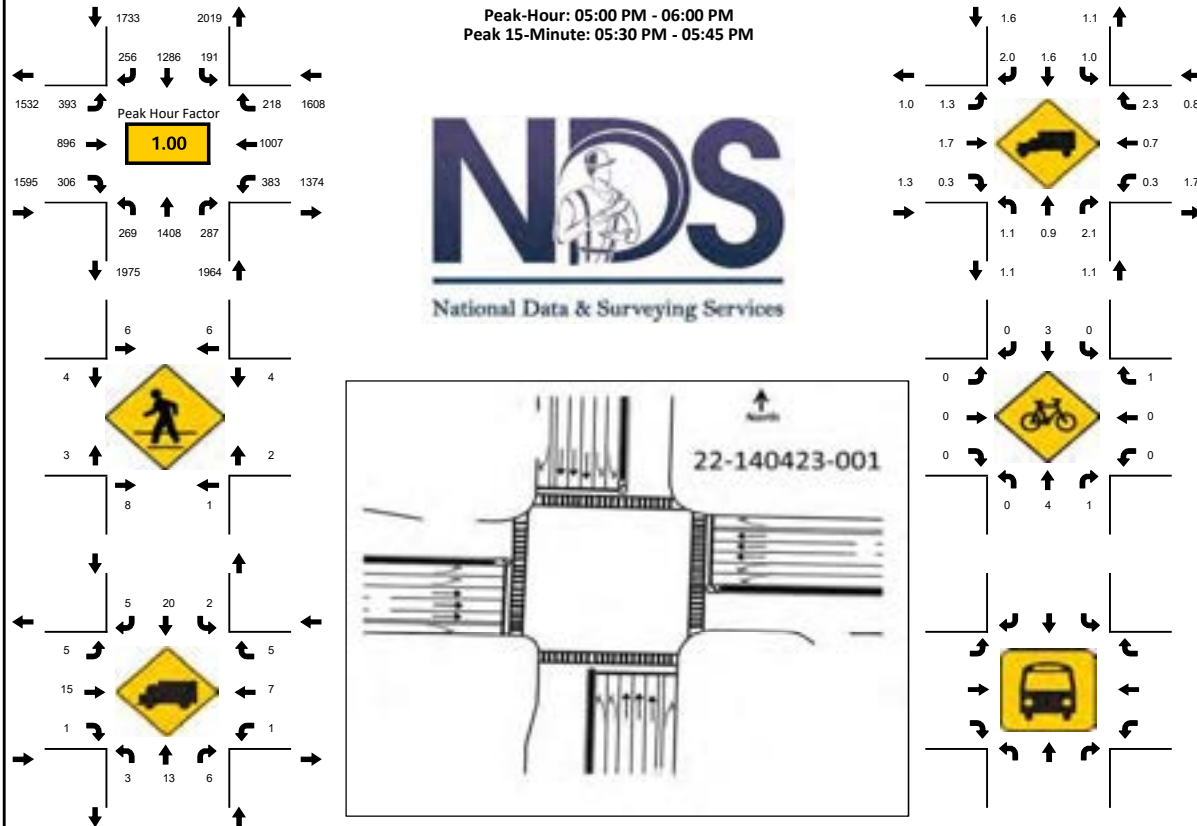
Peak Hour Turning Movement Count



PROJECT ID: 22-140423-001
DATE: Thu, Oct 06, 2022

[illegible]

PROJECT ID: 22-140423-001
DATE: Thu, Oct 06, 2022

[illegible]

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Inverrary Blvd W & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-002
Date: 10/6/2022

Data - Total

NS/EW Streets:	Inverrary Blvd W				Inverrary Blvd W				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	6	5	15	0	45	3	53	0	4	236	3	0	5	224	47	4	650
7:15 AM	9	17	24	0	65	8	62	0	3	284	0	1	7	307	67	15	869
7:30 AM	5	14	23	0	75	6	59	0	10	335	6	0	7	307	72	7	926
7:45 AM	8	15	13	0	63	12	55	0	21	354	10	0	15	387	53	8	1014
8:00 AM	5	12	22	1	44	12	47	0	12	280	9	2	14	275	56	16	807
8:15 AM	11	13	14	0	51	8	49	0	16	294	7	0	21	269	54	14	821
8:30 AM	9	21	19	0	56	13	52	0	15	292	6	2	23	349	48	16	921
8:45 AM	12	7	10	0	48	5	37	0	13	271	7	0	21	337	52	11	831
TOTAL VOLUMES :	NL 65	NT 104	NR 140	NU 1	SL 447	ST 67	SR 414	SU 0	EL 94	ET 2346	ER 48	EU 5	WL 113	WT 2455	WR 449	WU 91	TOTAL 6839
APPROACH %'s :	20.97%	33.55%	45.16%	0.32%	48.17%	7.22%	44.61%	0.00%	3.77%	94.10%	1.93%	0.20%	3.64%	78.99%	14.45%	2.93%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	27	58	82	1	247	38	223	0	46	1253	25	3	43	1276	248	46	3616
PEAK HR FACTOR :	0.750	0.853	0.854	0.250	0.823	0.792	0.899	0.000	0.548	0.885	0.625	0.375	0.717	0.824	0.861	0.719	0.892
	0.840				0.907				0.862				0.871				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	8	13	13	0	69	12	36	0	27	318	21	1	23	284	59	12	896
4:15 PM	10	19	24	0	54	11	24	0	23	286	11	2	15	267	56	6	792
4:30 PM	9	12	15	0	47	18	30	0	26	341	13	2	13	317	58	10	911
4:45 PM	8	16	9	0	59	12	27	0	24	287	9	3	11	350	56	12	883
5:00 PM	7	10	17	0	73	16	39	0	32	329	16	0	11	344	76	11	981
5:15 PM	7	15	11	0	73	15	42	0	32	338	11	1	22	328	57	5	957
5:30 PM	8	15	9	0	54	11	37	0	29	350	13	0	10	342	87	8	973
5:45 PM	9	19	12	0	63	13	48	0	28	356	12	1	20	312	67	13	973
TOTAL VOLUMES :	NL 66	NT 109	NR 105	NU 0	SL 492	ST 108	SR 283	SU 0	EL 221	ET 2605	ER 107	EU 10	WL 125	WT 2544	WR 514	WU 77	TOTAL 7366
APPROACH %'s :	23.57%	38.93%	37.50%	0.00%	55.72%	12.23%	32.05%	0.00%	7.51%	88.52%	3.64%	0.34%	3.83%	78.04%	15.77%	2.36%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	31	59	49	0	263	55	166	0	121	1373	52	2	63	1326	287	37	3884
PEAK HR FACTOR :	0.861	0.776	0.721	0.000	0.901	0.859	0.865	0.000	0.945	0.964	0.813	0.500	0.716	0.964	0.825	0.712	0.990
	0.869				0.931				0.975				0.958				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Inverrary Blvd W & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-002
Date: 10/6/2022

Data - Cars

NS/EW Streets:	Inverrary Blvd W				Inverrary Blvd W				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM	6	5	15	0	45	3	53	0	4	234	3	0	5	219	47	4	643	
7:15 AM	9	17	24	0	61	8	62	0	3	279	0	1	7	295	67	15	848	
7:30 AM	5	14	23	0	71	6	58	0	10	328	6	0	7	300	72	7	907	
7:45 AM	8	14	13	0	61	12	55	0	20	350	10	0	15	381	51	8	998	
8:00 AM	5	11	22	1	42	10	45	0	11	272	9	2	14	266	50	16	776	
8:15 AM	11	13	13	0	51	8	47	0	16	282	6	0	21	261	51	14	794	
8:30 AM	9	21	19	0	55	13	50	0	15	280	6	2	21	335	47	16	889	
8:45 AM	12	7	10	0	48	5	36	0	11	265	7	0	20	331	51	11	814	
TOTAL VOLUMES :	NL 65	NT 102	NR 139	NU 1	SL 434	ST 65	SR 406	SU 0	EL 90	ET 2290	ER 47	EU 5	WL 110	WT 2388	WR 436	WU 91	TOTAL 6669	
APPROACH %'s :	21.17%	33.22%	45.28%	0.33%	47.96%	7.18%	44.86%	0.00%	3.70%	94.16%	1.93%	0.21%	3.64%	78.94%	14.41%	3.01%		
PEAK HR :	07:15 AM - 08:15 AM																	TOTAL
PEAK HR VOL :	27	56	82	1	235	36	220	0	44	1229	25	3	43	1242	240	46	3529	
PEAK HR FACTOR :	0.750	0.824	0.854	0.250	0.827	0.750	0.887	0.000	0.550	0.878	0.625	0.375	0.717	0.815	0.833	0.719	0.884	
	0.830				0.909				0.856				0.863					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
4:00 PM	8	12	13	0	68	12	35	0	26	310	21	1	22	279	56	11	874	
4:15 PM	9	17	24	0	71	10	24	0	23	281	11	2	14	261	53	6	772	
4:30 PM	9	12	15	0	46	17	29	0	26	338	13	2	11	313	58	10	899	
4:45 PM	8	16	9	0	57	12	23	0	23	278	9	3	11	345	53	12	859	
5:00 PM	7	10	16	0	71	15	39	0	32	322	16	0	11	342	75	11	967	
5:15 PM	7	15	10	0	73	15	41	0	32	338	11	1	22	324	56	5	950	
5:30 PM	8	15	9	0	53	11	36	0	29	342	13	0	10	340	87	8	961	
5:45 PM	9	19	11	0	62	13	48	0	26	348	12	1	20	309	65	13	956	
TOTAL VOLUMES :	NL 66	NT 108	NR 100	NU 0	SL 481	ST 106	SR 275	SU 0	EL 217	ET 2557	ER 106	EU 10	WL 121	WT 2513	WR 502	WU 76	TOTAL 7238	
APPROACH %'s :	24.09%	39.42%	36.50%	0.00%	55.80%	12.30%	31.90%	0.00%	7.51%	88.48%	3.67%	0.35%	3.77%	78.24%	15.63%	2.37%		
PEAK HR :	05:00 PM - 06:00 PM																	TOTAL
PEAK HR VOL :	31	59	46	0	259	54	164	0	119	1350	52	2	63	1315	283	37	3834	
PEAK HR FACTOR :	0.861	0.776	0.719	0.000	0.887	0.900	0.854	0.000	0.930	0.970	0.813	0.500	0.716	0.961	0.813	0.712	0.991	
	0.872				0.924				0.984				0.954					

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Inverrary Blvd W & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-002
Date: 10/6/2022

Data - HT

NS/EW Streets:	Inverrary Blvd W				Inverrary Blvd W				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0
7:15 AM	0	0	0	0	4	0	0	0	0	5	0	0	0	12	0	0
7:30 AM	0	0	0	0	4	0	1	0	0	7	0	0	0	7	0	0
7:45 AM	0	1	0	0	2	0	0	0	1	4	0	0	0	6	2	0
8:00 AM	0	1	0	0	2	2	2	0	1	8	0	0	0	9	6	0
8:15 AM	0	0	1	0	0	0	2	0	0	12	1	0	0	8	3	0
8:30 AM	0	0	0	0	1	0	2	0	0	12	0	0	2	14	1	0
8:45 AM	0	0	0	0	0	0	1	0	2	6	0	0	1	6	1	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :	0	2	1	0	13	2	8	0	4	56	1	0	3	67	13	0
	0.00%	66.67%	33.33%	0.00%	56.52%	8.70%	34.78%	0.00%	6.56%	91.80%	1.64%	0.00%	3.61%	80.72%	15.66%	0.00%
PEAK HR :	07:15 AM - 08:15 AM															
PEAK HR VOL :	0	2	0	0	12	2	3	0	2	24	0	0	0	34	8	0
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.750	0.250	0.375	0.000	0.500	0.750	0.000	0.000	0.000	0.708	0.333	0.000
	0.500				0.708				0.722				0.700			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
4:00 PM	0	1	0	0	1	0	1	0	1	8	0	0	1	5	3	1
4:15 PM	0	0	2	0	3	0	0	0	0	5	1	0	1	6	2	0
4:30 PM	0	0	0	0	1	1	1	0	0	3	0	0	2	4	0	0
4:45 PM	0	0	0	0	2	0	4	0	1	9	0	0	0	5	3	0
5:00 PM	0	0	1	0	2	1	0	0	0	7	0	0	0	2	1	0
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	4	1	0
5:30 PM	0	0	0	0	1	0	1	0	0	8	0	0	0	2	0	0
5:45 PM	0	0	1	0	1	0	0	0	2	8	0	0	0	3	2	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :	0	1	5	0	11	2	8	0	4	48	1	0	4	31	12	1
	0.00%	16.67%	83.33%	0.00%	52.38%	9.52%	38.10%	0.00%	7.55%	90.57%	1.89%	0.00%	8.33%	64.58%	25.00%	2.08%
PEAK HR :	05:00 PM - 06:00 PM															
PEAK HR VOL :	0	0	3	0	4	1	2	0	2	23	0	0	0	11	4	0
PEAK HR FACTOR :	0.000	0.000	0.750	0.000	0.500	0.250	0.500	0.000	0.250	0.719	0.000	0.000	0.000	0.688	0.500	0.000
	0.750				0.583				0.625				0.750			
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
PM	0%	3%	0%	0%	5%	5%	1%	#DIV/0!	4%	2%	0%	0%	0%	3%	3%	0%
	0%	0%	6%	#DIV/0!	2%	2%	1%	#DIV/0!	2%	2%	0%	0%	0%	1%	1%	0%

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Inverrary Blvd W & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-002
Date: 10/6/2022

Data - Bikes

NS/EW Streets:		Inverrary Blvd W				Inverrary Blvd W				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 1	WT 4	WR 1	WU 0	TOTAL 6			
APPROACH %'s :	07:15 AM - 08:15 AM				0				0				16.67% 66.67% 16.67% 0.00%				TOTAL 4			
PEAK HR :	0				0				0				0				0			
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	2 0.500	1 0.250	0 0.000	0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL 0	NT 0	NR 1	NU 0	SL 0	ST 0	SR 1	SU 0	EL 0	ET 4	ER 1	EU 0	WL 1	WT 1	WR 0	WU 0	TOTAL 10
APPROACH %'s :	0.00% 100.00% 0.00% 0.00%				0.00% 50.00% 50.00% 0.00%				0.00% 80.00% 20.00% 0.00%				50.00% 50.00% 0.00% 0.00%				
PEAK HR :	05:00 PM - 06:00 PM				0				0				0				TOTAL 5
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.625

National Data & Surveying Services Intersection Turning Movement Count

Location: Inverrary Blvd W & W Oakland Park Blvd/SR 816
City: Sunrise

Project ID: 22-140423-002
Date: 10/6/2022

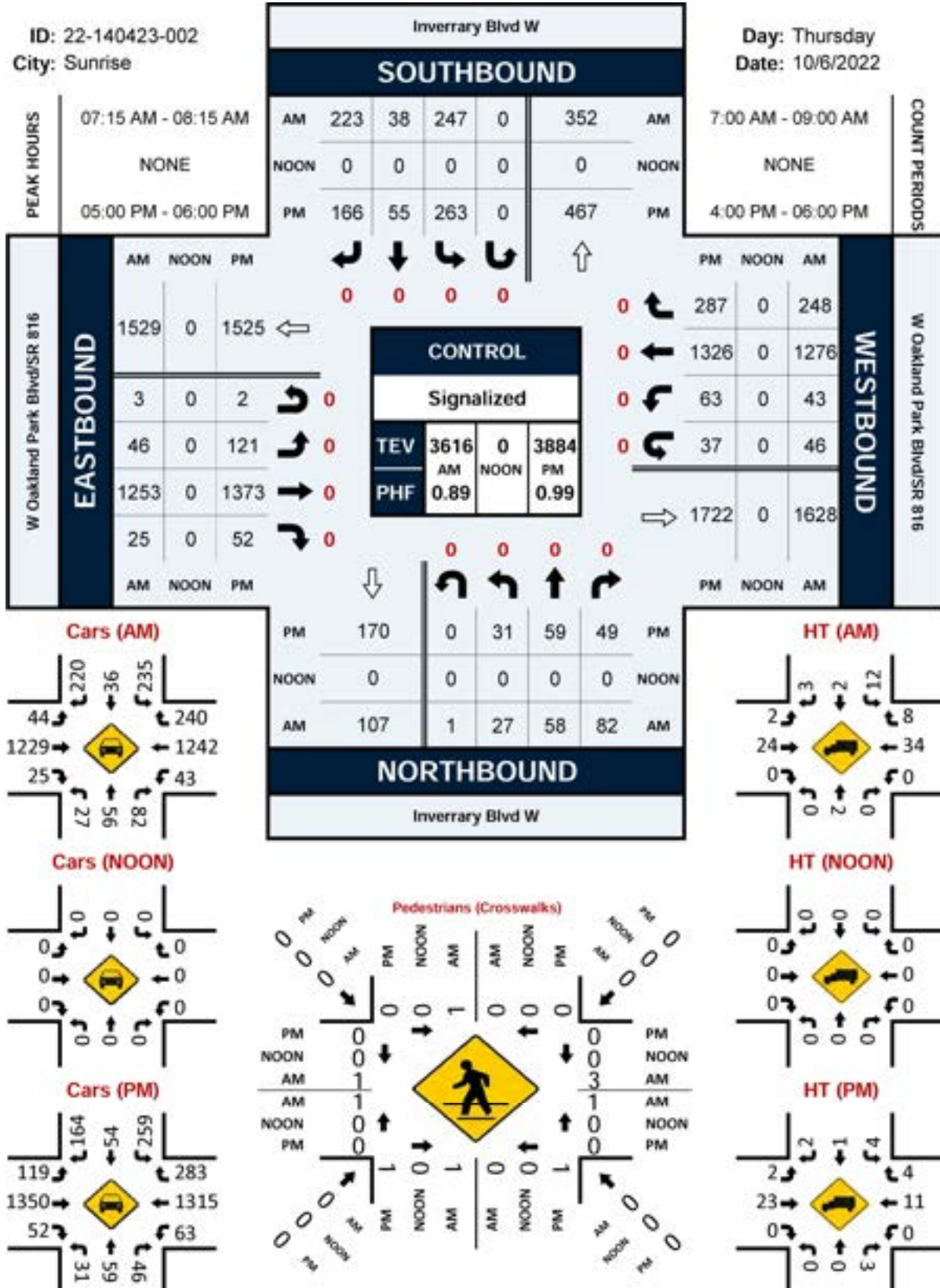
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Inverrary Blvd W		Inverrary Blvd W		W Oakland Park Blvd/SR 816		W Oakland Park Blvd/SR 816		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	3	0	3
7:15 AM	0	0	1	0	0	0	0	1	2
7:30 AM	0	0	0	0	0	2	0	0	2
7:45 AM	1	0	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	1	0	1	0	2
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	1	0	0	1	2
TOTAL VOLUMES :	EB 2	WB 0	EB 1	WB 0	NB 2	SB 4	NB 4	SB 2	TOTAL 15
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%	33.33%	66.67%	66.67%	33.33%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	1	0	1	0	1	3	1	1	8
PEAK HR FACTOR :	0.250		0.250		0.250	0.375	0.250	0.250	1.000
	0.250		0.250		0.500		0.500		

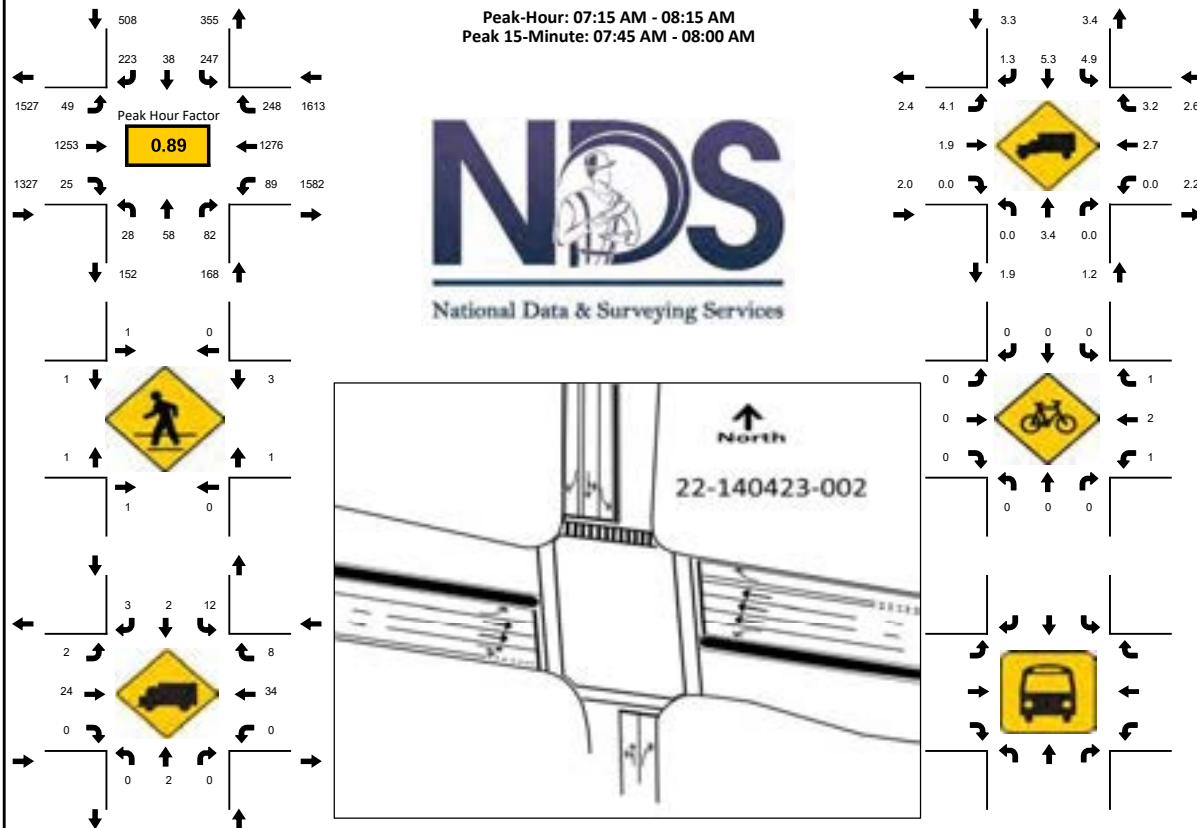
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	2	0	0	0	0	2	4
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 1	WB 0	EB 3	WB 1	NB 0	SB 0	NB 0	SB 2	TOTAL 7
APPROACH %'s :	100.00%	0.00%	75.00%	25.00%			0.00%	100.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	1	1	0	0	0	0	2
PEAK HR FACTOR :			0.250	0.250					0.500
			0.500						

Inverrary Blvd W & W Oakland Park Blvd/SR 816

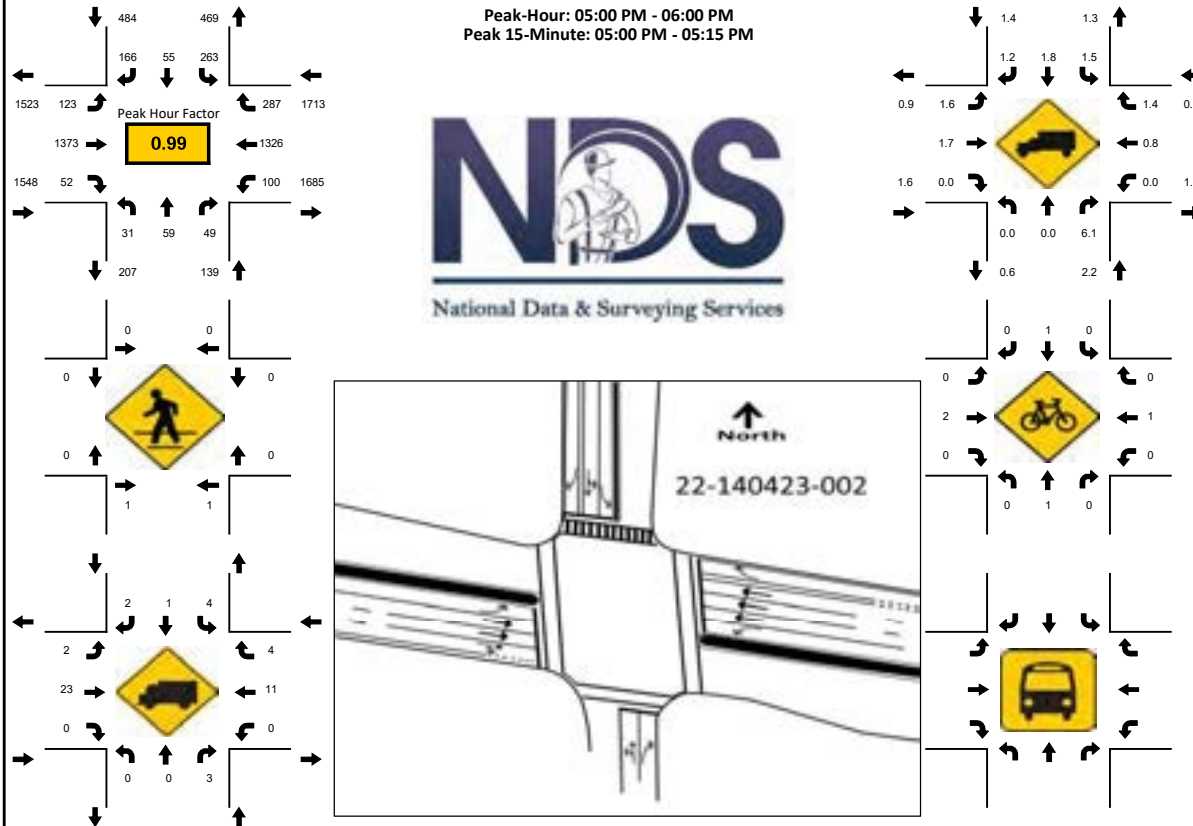
Peak Hour Turning Movement Count



PROJECT ID: 22-140423-002
DATE: Thu, Oct 06, 2022

[illegible]

PROJECT ID: 22-140423-002
DATE: Thu, Oct 06, 2022

[illegible]

National Data & Surveying ServicesIntersection Turning Movement Count

Location: NW 68th Ave & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-003
Date: 10/6/2022

Data - Total

NS/EW Streets:	NW 68th Ave				NW 68th Ave				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	30	1	28	0	10	2	7	0	2	276	7	0	17	254	3	1	638
	7:15 AM	29	0	40	0	15	1	11	0	3	346	31	0	20	339	4	3	842
	7:30 AM	32	1	33	0	12	0	21	0	3	402	32	0	28	354	7	3	928
	7:45 AM	21	1	26	0	8	5	14	0	10	382	39	2	22	402	7	2	941
	8:00 AM	30	2	27	0	8	7	15	0	9	321	26	0	27	316	4	4	796
	8:15 AM	41	2	18	0	13	3	11	0	8	329	32	0	23	298	4	2	784
	8:30 AM	32	2	32	0	7	5	6	0	9	354	20	5	26	398	5	1	902
8:45 AM	28	2	26	0	9	0	10	0	6	307	21	3	18	371	8	4	813	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	243	11	230	0	82	23	95	0	50	2717	208	10	181	2732	42	20	6644	
	50.21%	2.27%	47.52%	0.00%	41.00%	11.50%	47.50%	0.00%	1.68%	91.02%	6.97%	0.34%	6.08%	91.83%	1.41%	0.67%		
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	112	4	126	0	43	13	61	0	25	1451	128	2	97	1411	22	12	3507	
PEAK HR FACTOR :	0.875	0.500	0.788	0.000	0.717	0.464	0.726	0.000	0.625	0.902	0.821	0.250	0.866	0.877	0.786	0.750	0.932	
	0.877				0.886				0.919				0.890					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	29	1	28	0	11	1	3	0	9	375	29	3	23	316	14	2	804
	4:15 PM	0	15	0	0	2	10	7	0	3	343	37	1	26	330	6	3	849
	4:30 PM	22	2	23	0	9	1	7	0	7	381	34	4	31	362	9	1	893
	4:45 PM	18	3	25	0	3	0	10	0	6	343	24	4	34	389	10	1	870
	5:00 PM	31	5	37	0	8	1	9	0	6	378	33	6	21	368	10	4	917
	5:15 PM	36	2	29	0	11	2	6	0	7	374	33	2	31	375	11	2	921
	5:30 PM	41	3	37	0	3	2	17	0	10	362	43	3	42	376	12	1	952
5:45 PM	32	4	33	0	7	1	5	0	8	392	39	0	36	353	5	3	918	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	224	20	239	0	54	11	67	0	58	2948	272	23	244	2869	77	18	7124	
	46.38%	4.14%	49.48%	0.00%	40.91%	8.33%	50.76%	0.00%	1.76%	89.31%	8.24%	0.70%	7.61%	89.43%	2.40%	0.56%		
PEAK HR :	05:00 PM - 06:00 PM																TOTAL	
PEAK HR VOL :	140	14	136	0	29	6	37	0	31	1506	148	11	130	1472	38	10	3708	
PEAK HR FACTOR :	0.854	0.700	0.919	0.000	0.659	0.750	0.544	0.000	0.775	0.960	0.860	0.458	0.774	0.979	0.792	0.625	0.974	
	0.895				0.818				0.966				0.957					

National Data & Surveying ServicesIntersection Turning Movement Count

Location: NW 68th Ave & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-003
Date: 10/6/2022

Data - Cars

NS/EW Streets:		NW 68th Ave				NW 68th Ave				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
	7:00 AM	30	1	28	0	10	2	7	0	2	273	7	0	16	249	3	1	629
	7:15 AM	28	0	40	0	15	1	11	0	2	339	31	0	20	327	4	3	821
	7:30 AM	32	1	33	0	12	0	21	0	3	393	31	0	28	346	7	3	910
	7:45 AM	21	1	26	0	8	5	14	0	10	376	38	2	21	395	7	2	926
	8:00 AM	28	2	27	0	8	7	15	0	9	311	26	0	26	303	4	3	769
	8:15 AM	41	2	18	0	13	3	11	0	8	320	30	0	23	286	4	1	760
	8:30 AM	31	2	31	0	7	5	6	0	9	339	19	4	26	384	5	1	869
	8:45 AM	28	2	25	0	9	0	10	0	6	301	20	3	17	362	8	4	795
TOTAL VOLUMES :		239	11	228	0	82	23	95	0	49	2652	202	9	177	2652	42	18	6479
APPROACH %'s :		50.00%	2.30%	47.70%	0.00%	41.00%	11.50%	47.50%	0.00%	1.68%	91.07%	6.94%	0.31%	6.13%	91.80%	1.45%	0.62%	
PEAK HR :		07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :		109	4	126	0	43	13	61	0	24	1419	126	2	95	1371	22	11	3426
PEAK HR FACTOR :		0.852	0.500	0.788	0.000	0.717	0.464	0.726	0.000	0.600	0.903	0.829	0.250	0.848	0.868	0.786	0.917	0.925
		0.879				0.886				0.920				0.882				

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
	4:00 PM	27	1	28	0	11	1	3	0	9	368	27	3	311	13	2	827	
	4:15 PM	0	15	0	0	2	335	36	1	26	320	6	3	786	6	3	786	
	4:30 PM	22	2	22	0	8	1	9	0	7	375	33	4	29	358	9	1	878
	4:45 PM	18	3	24	0	3	0	10	0	6	332	23	4	33	381	10	1	848
	5:00 PM	31	5	36	0	8	1	9	0	6	370	33	6	21	363	10	4	903
	5:15 PM	36	2	28	0	11	2	6	0	7	370	33	2	31	371	10	2	911
	5:30 PM	41	3	37	0	3	2	17	0	10	354	42	3	42	373	12	1	940
	5:45 PM	32	4	31	0	7	1	5	0	8	384	38	0	36	349	5	3	903
TOTAL VOLUMES :		222	20	232	0	53	11	66	0	57	2888	265	23	241	2826	75	17	6996
APPROACH %'s :		46.84%	4.22%	48.95%	0.00%	40.77%	8.46%	50.77%	0.00%	1.76%	89.33%	8.20%	0.71%	7.63%	89.46%	2.37%	0.54%	
PEAK HR :		05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :		140	14	132	0	29	6	37	0	31	1478	146	11	130	1456	37	10	3657
PEAK HR FACTOR :		0.854	0.700	0.892	0.000	0.659	0.750	0.544	0.000	0.775	0.962	0.869	0.458	0.774	0.976	0.771	0.625	0.973
		0.883				0.818				0.969				0.954				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: NW 68th Ave & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-003
Date: 10/6/2022

Data - HT

NS/EW Streets:		NW 68th Ave				NW 68th Ave				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	5	0	0	9	
7:15 AM	1	0	0	0	0	0	0	0	1	7	0	0	0	12	0	0	21	
7:30 AM	0	0	0	0	0	0	0	0	0	9	1	0	0	8	0	0	18	
7:45 AM	0	0	0	0	0	0	0	0	0	6	1	0	1	7	0	0	15	
8:00 AM	2	0	0	0	0	0	0	0	0	10	0	0	1	13	0	1	27	
8:15 AM	0	0	0	0	0	0	0	0	0	9	2	0	0	12	0	1	24	
8:30 AM	1	0	1	0	0	0	0	0	0	15	1	1	0	14	0	0	33	
8:45 AM	0	0	1	0	0	0	0	0	0	6	1	0	1	9	0	0	18	
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	4	0	2	0	0	0	0	0	1	65	6	1	4	80	0	2	165	
PEAK HR:	66.67%	0.00%	33.33%	0.00%					1.37%	89.04%	8.22%	1.37%	4.65%	93.02%	0.00%	2.33%		
PEAK HR VOL:	3	0	0	0	0	0	0	0	1	32	2	0	2	40	0	1	81	
PEAK HR FACTOR:	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.800	0.500	0.000	0.500	0.769	0.000	0.250	0.750	
			07:15 AM - 08:15 AM								0.875				0.717			
						</												

National Data & Surveying ServicesIntersection Turning Movement Count

Location: NW 68th Ave & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-003
Date: 10/6/2022

Data - Bikes

NS/EW Streets:	NW 68th Ave				NW 68th Ave				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	5
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	1	0	1	0	1	0	0	4	1	0	0	3	2	0	13
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	80.00%	20.00%	0.00%	0.00%	60.00%	40.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	3	0	0	0	0	2	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.500	0.000	0.750

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 68th Ave & W Oakland Park Blvd/SR 816
City: Sunrise

Project ID: 22-140423-003
Date: 10/6/2022

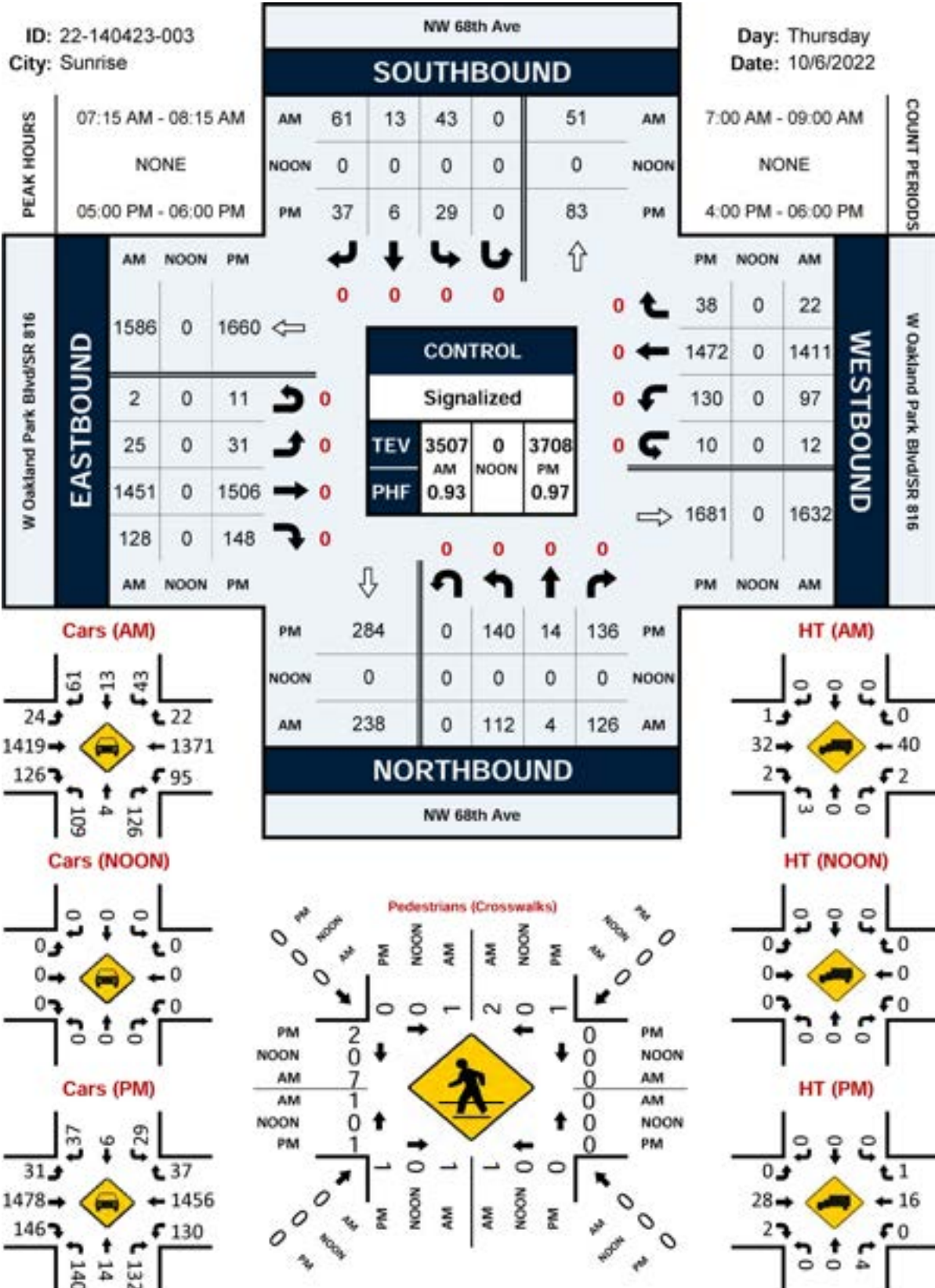
Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 68th Ave		NW 68th Ave		W Oakland Park Blvd/SR 816		W Oakland Park Blvd/SR 816		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	1	0	0	1	1	3
7:30 AM	0	1	1	0	0	0	0	0	2
7:45 AM	0	1	0	0	0	0	0	0	1
8:00 AM	1	0	0	0	0	0	0	6	7
8:15 AM	2	2	0	0	0	0	0	12	16
8:30 AM	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	1	0	0	0	1	2	4
TOTAL VOLUMES :	EB 3	WB 5	EB 2	WB 1	NB 0	SB 1	NB 2	SB 21	TOTAL 35
APPROACH %'s :	37.50%	62.50%	66.67%	33.33%	0.00%	100.00%	8.70%	91.30%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	1	2	1	1	0	0	1	7	13
PEAK HR FACTOR :	0.250	0.500	0.250	0.250			0.250	0.292	0.464
	0.750		0.500				0.333		

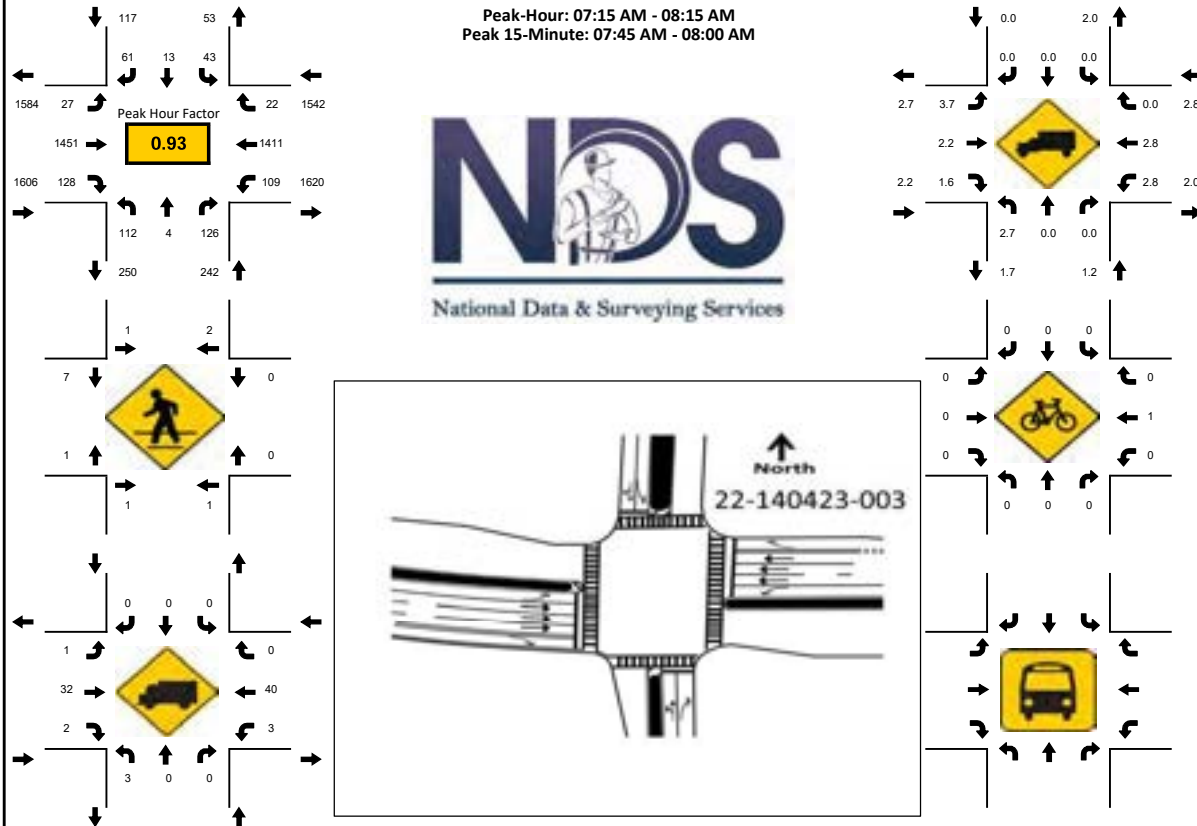
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	6	0	6
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	2	0	1	0	0	0	3
5:00 PM	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	1
5:45 PM	0	1	0	0	0	0	0	2	3
TOTAL VOLUMES :	EB 0	WB 1	EB 3	WB 0	NB 2	SB 0	NB 7	SB 2	TOTAL 15
APPROACH %'s :	0.00%	100.00%	100.00%	0.00%	100.00%	0.00%	77.78%	22.22%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	1	1	0	0	0	1	2	5
PEAK HR FACTOR :		0.250	0.250				0.250	0.250	0.417
	0.250		0.250				0.375		

NW 68th Ave & W Oakland Park Blvd/SR 816

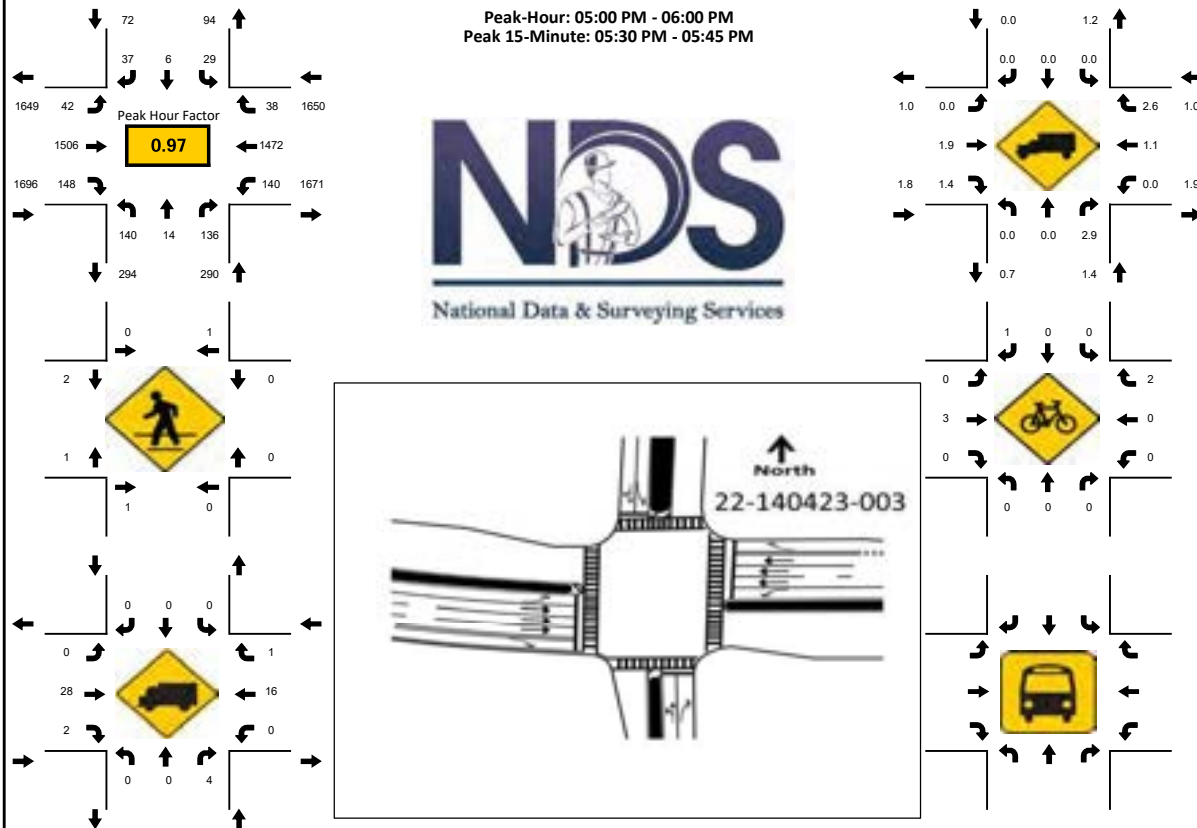
Peak Hour Turning Movement Count



PROJECT ID: 22-140423-003
DATE: Thu, Oct 06, 2022

[illegible]

PROJECT ID: 22-140423-003
DATE: Thu, Oct 06, 2022



15-Min Count Period Beginning At	NW 68th Ave Northbound					NW 68th Ave Southbound					W Oakland Park Blvd/SR 816 Eastbound					W Oakland Park Blvd/SR 816 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	29	1	28	0		11	1	3	0		9	375	29	3		23	316	14	2		844	3416
4:15 PM	15	0	27	0		2	3	10	0		5	343	37	1		26	330	6	4		809	3489
4:30 PM	22	2	23	0		9	1	7	0		7	381	34	4		31	362	9	1		893	3601
4:45 PM	18	3	25	0		3	0	10	0		6	343	24	4		34	389	10	1		870	3660
5:00 PM	31	5	37	0		8	1	9	0		6	378	33	6		21	368	10	4		917	3708
5:15 PM	36	2	29	0		11	2	6	0		7	374	33	2		31	375	11	2		921	2791
5:30 PM	41	3	37	0		3	2	17	0		10	362	43	3		42	376	12	1		952	1870
5:45 PM	32	4	33	0		7	1	5	0		8	392	39	0		36	353	5	3		918	918
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	164	20	148	0		44	8	68	0		40	1568	172	24		168	1504	48	16		3992	
Heavy Trucks	0	0	8	0		0	0	0	0		0	32	4	0		0	20	4	0		68	
Pedestrians		4					4					8					0				16	
Bicycles	0	0	0	0		0	0	4	0		0	8	0	0		0	0	4	0		16	
Buses																						
Stopped Buses																						

National Data & Surveying ServicesIntersection Turning Movement Count

Location: NW 64th Ave/Lauderhill Complex & W Oakland Park Blvd/SR 816

City: Sunrise

Control: Signalized

Project ID: 22-140423-004

Date: 10/6/2022

Data - Total

NS/EW Streets:		NW 64th Ave/Lauderhill Complex				NW 64th Ave/Lauderhill Complex				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM	42	1	37	0	0	0	1	0	1	260	26	0	22	247	0	1	638	
7:15 AM	38	0	19	0	0	0	0	0	2	361	43	0	21	294	0	1	779	
7:30 AM	38	3	14	2	0	1	1	0	3	384	53	0	33	341	0	2	875	
7:45 AM	39	2	24	3	0	0	1	0	2	353	60	0	41	373	0	2	900	
8:00 AM	50	2	37	0	0	0	2	0	2	325	48	0	33	294	0	3	796	
8:15 AM	37	3	39	0	0	0	4	0	2	314	48	0	21	270	0	7	745	
8:30 AM	56	0	45	0	0	0	2	0	3	333	46	0	29	362	1	3	880	
8:45 AM	27	2	33	0	0	0	2	0	6	305	32	1	38	382	1	2	831	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	55.14%	2.19%	41.82%	0.84%	0.00%	7.14%	92.86%	0.00%	0.70%	87.45%	11.82%	0.03%	8.43%	90.76%	0.07%	0.74%	6444	
PEAK HR :	07:15 AM - 08:15 PM																TOTAL	
PEAK HR VOL :	165	7	94	5	0	1	4	0	9	1423	204	0	128	1302	0	8	3350	
PEAK HR FACTOR :	0.825	0.583	0.635	0.417	0.000	0.250	0.500	0.000	0.750	0.926	0.850	0.000	0.780	0.873	0.000	0.667	0.931	
	0.761				0.625				0.930				0.864					

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
4:00 PM	49	0	35	0	2	1	4	0	4	356	45	0	39	310	0	6	854	
4:15 PM	41	1	35	0	0	1	2	0	5	306	53	0	40	309	1	7	798	
4:30 PM	42	2	41	1	2	4	3	0	0	357	58	0	48	363	0	9	927	
4:45 PM	44	1	26	0	0	0	1	0	4	310	48	1	44	368	0	3	850	
5:00 PM	46	1	27	0	3	1	5	0	4	364	44	0	44	354	2	5	900	
5:15 PM	37	0	48	0	0	1	2	0	0	357	52	0	60	364	0	3	924	
5:30 PM	61	3	28	0	2	3	9	0	7	311	70	1	39	350	0	7	891	
5:45 PM	51	4	28	0	0	1	2	0	12	366	53	0	48	332	3	3	903	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	56.71%	1.83%	41.16%	0.30%	20.00%	7.18%	62.22%	0.00%	1.13%	85.54%	13.27%	0.06%	11.46%	87.08%	0.19%	1.27%	7047	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL	
PEAK HR VOL :	195	8	131	0	5	6	18	0	23	1398	219	1	191	1400	5	18	3618	
PEAK HR FACTOR :	0.799	0.500	0.682	0.000	0.417	0.500	0.500	0.000	0.479	0.955	0.782	0.250	0.796	0.962	0.417	0.643	0.979	
	0.908				0.518				0.952				0.945					

National Data & Surveying ServicesIntersection Turning Movement Count

Location: NW 64th Ave/Lauderhill Complex & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-004
Date: 10/6/2022

Data - Cars

NS/EW Streets:		NW 64th Ave/Lauderhill Complex				NW 64th Ave/Lauderhill Complex				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	42	0	35	0	0	0	1	0	1	257	25	0	21	240	0	1	623	
7:15 AM	38	0	19	0	0	0	0	0	2	356	43	0	21	281	0	1	761	
7:30 AM	38	2	14	2	0	1	1	0	3	375	51	0	33	333	0	2	855	
7:45 AM	39	2	24	3	0	0	1	0	2	349	58	0	40	364	0	2	884	
8:00 AM	46	2	34	0	0	0	2	0	2	316	47	0	31	284	0	3	767	
8:15 AM	36	2	37	0	0	0	4	0	2	303	48	0	20	258	0	7	717	
8:30 AM	55	0	43	0	0	0	2	0	3	320	45	0	26	350	1	3	848	
8:45 AM	25	1	32	0	0	0	2	0	6	298	31	0	36	374	1	2	808	
TOTAL VOLUMES : APPROACH %'s :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	319	9	238	5	0	1	13	0	21	2574	348	0	228	2484	2	21	6263	
	55.87%	1.58%	41.68%	0.88%	0.00%	7.14%	92.86%	0.00%	0.71%	87.46%	11.82%	0.00%	8.34%	90.82%	0.07%	0.77%		
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	161	6	91	5	0	1	4	0	9	1396	199	0	125	1262	0	8	3267	
PEAK HR FACTOR :	0.875	0.750	0.669	0.417	0.000	0.250	0.500	0.000	0.750	0.931	0.858	0.000	0.781	0.867	0.000	0.667	0.924	
	0.802				0.625				0.935				0.859					
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	48	0	33	1	2	1	3	0	4	349	45	0	39	306	0	6	837	
4:15 PM	39	1	34	0	0	1	2	0	5	298	51	0	40	301	1	4	777	
4:30 PM	43	1	41	1	2	0	3	0	0	350	58	0	48	357	0	9	913	
4:45 PM	39	1	26	0	0	0	1	0	4	299	47	1	43	364	0	3	828	
5:00 PM	45	1	27	0	3	1	5	0	4	356	42	0	44	349	2	5	884	
5:15 PM	37	0	44	0	0	1	2	0	0	353	51	0	59	359	0	3	909	
5:30 PM	61	2	27	0	2	3	9	0	7	304	69	1	39	347	0	6	877	
5:45 PM	49	4	27	0	0	1	2	0	11	359	51	0	48	331	3	3	889	
TOTAL VOLUMES : APPROACH %'s :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	361	10	259	2	9	8	27	0	35	2668	414	2	360	2714	6	39	6914	
	57.12%	1.58%	40.98%	0.32%	20.45%	18.18%	61.36%	0.00%	1.12%	85.54%	13.27%	0.06%	11.54%	87.02%	0.19%	1.25%		
PEAK HR :	05:00 PM - 06:00 PM																TOTAL	
PEAK HR VOL :	192	7	125	0	5	6	18	0	22	1372	213	1	190	1386	5	17	3559	
PEAK HR FACTOR :	0.787	0.438	0.710	0.000	0.417	0.500	0.500	0.000	0.500	0.955	0.772	0.250	0.805	0.965	0.417	0.708	0.979	
	0.900				0.518				0.955				0.949					

National Data & Surveying ServicesIntersection Turning Movement Count

Location: NW 64th Ave/Lauderhill Complex & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-004
Date: 10/6/2022

Data - HT

NS/EW Streets:		NW 64th Ave/Lauderhill Complex				NW 64th Ave/Lauderhill Complex				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816							
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
7:00 AM	0	1	2	0	0	0	0	0	0	3	1	0	1	7	0	0	15				
7:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	13	0	0	18				
7:30 AM	0	1	0	0	0	0	0	0	0	9	2	0	0	8	0	0	20				
7:45 AM	0	0	0	0	0	0	0	0	0	4	2	0	1	9	0	0	16				
8:00 AM	4	0	3	0	0	0	0	0	0	9	1	0	2	10	0	0	29				
8:15 AM	1	1	2	0	0	0	0	0	0	11	0	0	1	12	0	0	28				
8:30 AM	1	0	2	0	0	0	0	0	0	13	1	0	3	12	0	0	32				
8:45 AM	2	1	1	0	0	0	0	0	0	7	1	1	2	8	0	0	23				
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %'s :	36.36%	18.18%	45.45%	0.00%	0	0	0	0	0	61	8	1	10	79	0	0	181				
PEAK HR :	07:15 AM - 08:15 AM								0.00%				11.24%				0.00%				TOTAL
PEAK HR VOL :	4	1	3	0	0				0				3				0				83
PEAK HR FACTOR :	0.250	0.250	0.250	0.000	0.000				0.000				0.375				0.000				0.716
	0.286								0.727				0.827								

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
4:00 PM	1	0	4	0	0	0	1	0	0	7	0	0	0	4	0	0	17				
4:15 PM	2	0	1	0	0	0	0	0	0	8	2	0	0	8	0	0	21				
4:30 PM	0	1	0	0	0	0	0	0	0	7	0	0	0	6	0	0	14				
4:45 PM	5	0	0	0	0	0	0	0	0	11	1	0	1	4	0	0	22				
5:00 PM	1	0	0	0	0	0	0	0	0	8	2	0	0	5	0	0	16				
5:15 PM	0	0	4	0	0	0	0	0	0	4	1	0	1	5	0	0	15				
5:30 PM	0	1	1	0	0	0	0	0	1	7	1	0	0	3	0	1	14				
5:45 PM	2	0	1	0	0	0	0	0	1	7	2	0	0	1	0	0	14				
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %'s :	45.83%	8.33%	45.83%	0.00%	0.00%	0.00%	100.00%	0.00%	1	59	9	0	2	36	0	1	133				
PEAK HR :	05:00 PM - 06:00 PM								1.45%				5.13%				2.56%				TOTAL
PEAK HR VOL :	3	1	6	0	0				1				1				1				59
PEAK HR FACTOR :	0.375	0.250	0.375	0.000	0.000				0.250				0.250				0.250				0.922
	0.625								0.825				0.667								

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	2%	14%	3%	0%	#DIV/0!	0%	0%	0%	0%	2%	2%	#DIV/0!	2%	3%	#DIV/0!	0%
PM	2%	13%	5%	#DIV/0!	0%	0%	0%	#DIV/0!	4%	2%	3%	0%	1%	1%	0%	6%

National Data & Surveying ServicesIntersection Turning Movement Count

Location: NW 64th Ave/Lauderhill Complex & W Oakland Park Blvd/SR 816
City: Sunrise
Control: Signalized

Project ID: 22-140423-004
Date: 10/6/2022

Data - Bikes

NS/EW Streets:		NW 64th Ave/Lauderhill Complex				NW 64th Ave/Lauderhill Complex				W Oakland Park Blvd/SR 816				W Oakland Park Blvd/SR 816				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
7:15 AM	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		100.00%	0.00%	0.00%	0.00%	0	0	0	0	0	0	2	0	0	3	0	0	8
PEAK HR :		07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :		1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	4
PEAK HR FACTOR :		0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.333

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	
4:15 PM	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	
4:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		5	0	0	0	0	1	0	0	0	8	0	0	0	2	0	0	16
PEAK HR :		05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :		1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	4
PEAK HR FACTOR :		0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500

National Data & Surveying Services

Intersection Turning Movement Count

Location: NW 64th Ave/Lauderhill Complex & W Oakland Park Blvd/SR 816 Project ID: 22-140423-004
City: Sunrise Date: 10/6/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 64th Ave/Lauderhill Complex		NW 64th Ave/Lauderhill Complex		W Oakland Park Blvd/SR 816		W Oakland Park Blvd/SR 816		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	4	1	0	0	1	0	6
7:30 AM	0	1	0	0	1	0	2	1	5
7:45 AM	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	1	2
8:15 AM	0	0	1	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	EB 0	WB 1	EB 6	WB 2	NB 2	SB 0	NB 3	SB 3	TOTAL 17
APPROACH %'s :	0.00%	100.00%	75.00%	25.00%	100.00%	0.00%	50.00%	50.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	1	5	1	2	0	3	2	14
PEAK HR FACTOR :	0.250	0.250	0.313	0.250	0.500	0.500	0.375	0.500	0.583

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	1	0	1	2	0	1	0	0	5
4:15 PM	0	0	1	0	0	0	0	1	2
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	1	2	0	1	0	0	0	4
5:00 PM	1	2	1	0	0	1	0	0	5
5:15 PM	0	0	0	0	0	1	0	1	2
5:30 PM	0	1	0	0	1	0	1	0	3
5:45 PM	1	0	1	0	2	1	0	0	5
TOTAL VOLUMES :	EB 3	WB 4	EB 6	WB 3	NB 4	SB 4	NB 1	SB 2	TOTAL 27
APPROACH %'s :	42.86%	57.14%	66.67%	33.33%	50.00%	50.00%	33.33%	66.67%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	2	3	2	0	3	3	1	1	15
PEAK HR FACTOR :	0.500	0.375	0.500	0.500	0.375	0.750	0.250	0.250	0.750

ID: 22-140423-004
City: Sunrise

Day: Thursday
Date: 10/6/2022

PEAK HOURS
 07:15 AM - 08:15 AM
 NONE
 05:00 PM - 06:00 PM

COUNT PERIODS
 7:00 AM - 09:00 AM
 NONE
 4:00 PM - 06:00 PM

W 64th Ave/Lauderhill Complex

SOUTHBOUND

AM	4	1	0	0	16	AM
NOON	0	0	0	0	0	NOON
PM	18	6	5	0	36	PM

W 64th Ave/Lauderhill Complex

NORTHBOUND

PM	416	0	195	8	131	PM
NOON	0	0	0	0	0	NOON
AM	338	5	165	7	94	AM

CONTROL
Signalized

TEV	3350	0	3618
PHF	0.93		0.98

EASTBOUND

AM	NOON	PM
1471	0	1614
0	0	1
9	0	23
1423	0	1398
204	0	219

WESTBOUND

PM	NOON	AM
5	0	0
1400	0	1302
191	0	128
18	0	8
1552	0	1525

Cars (AM)

Cars (NOON)

Cars (PM)

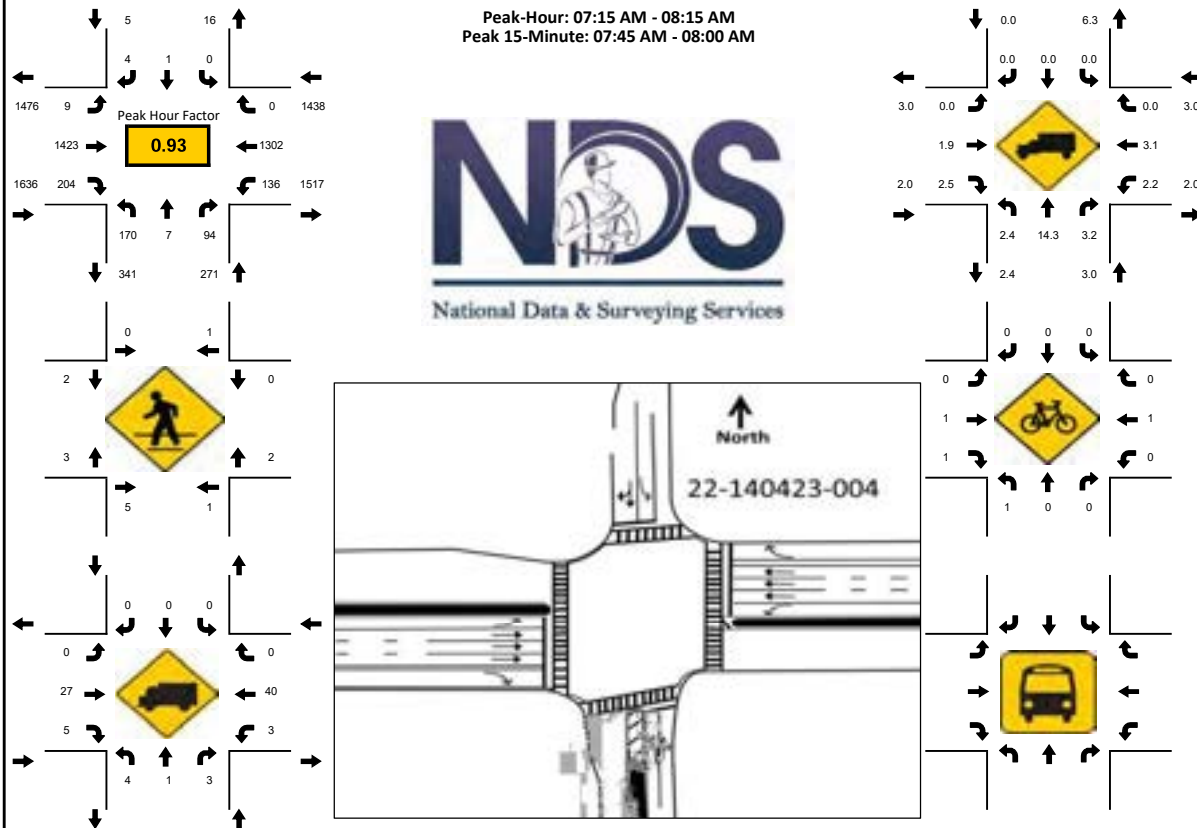
Pedestrians (Crosswalks)

HT (AM)

HT (NOON)

HT (PM)

PROJECT ID: 22-140423-004
DATE: Thu, Oct 06, 2022

[illegible]

PROJECT ID: 22-140423-004
DATE: Thu, Oct 06, 2022



15-Min Count Period Beginning At	NW 64th Ave/Lauderhill Complex Northbound					NW 64th Ave/Lauderhill Complex Southbound					W Oakland Park Blvd/SR 816 Eastbound					W Oakland Park Blvd/SR 816 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	49	0	37	1		2	1	4	0		4	356	45	0		39	310	0	6		854	3429
4:15 PM	41	1	35	0		0	1	2	0		5	306	53	0		40	309	1	4		798	3475
4:30 PM	43	2	41	1		2	0	3	0		0	357	58	0		48	363	0	9		927	3601
4:45 PM	44	1	26	0		0	0	1	0		4	310	48	1		44	368	0	3		850	3565
5:00 PM	46	1	27	0		3	1	5	0		4	364	44	0		44	354	2	5		900	3618
5:15 PM	37	0	48	0		0	1	2	0		0	357	52	0		60	364	0	3		924	2718
5:30 PM	61	3	28	0		2	3	9	0		7	311	70	1		39	350	0	7		891	1794
5:45 PM	51	4	28	0		0	1	2	0		12	366	53	0		48	332	3	3		903	903
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	244	16	192	0		12	12	36	0		48	1464	280	4		240	1456	12	28		4044	
Heavy Trucks	8	4	16	0		0	0	0	0		4	32	8	0		4	20	0	4		96	
Pedestrians	4					12					4					12					32	
Bicycles	4	0	0	0		0	4	0	0		0	4	0	0		0	4	0	0		16	
Buses																						
Stopped Buses																						

National Data & Surveying ServicesIntersection Turning Movement Count

Location: NW 64th Ave & Sunset Strip/NW 61st Ave
City: Sunrise
Control: 4-Way Yield

Project ID: 22-140423-005
Date: 10/6/2022

Data - Total

NS/EW Streets:	NW 64th Ave				NW 64th Ave				Sunset Strip/NW 61st Ave				Sunset Strip/NW 61st Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	4	9	0	0	50	9	4	0	6	44	1	0	2	45	29	0	203
7:15 AM	3	3	0	0	71	13	8	0	7	67	5	0	1	43	36	0	257
7:30 AM	3	6	2	0	66	12	10	0	9	73	5	1	3	69	42	1	302
7:45 AM	1	4	1	0	65	19	16	1	15	77	5	0	2	62	55	0	323
8:00 AM	7	8	0	2	56	15	14	0	11	64	6	0	2	75	55	0	315
8:15 AM	3	5	1	0	52	21	14	1	15	63	6	1	2	66	58	0	308
8:30 AM	6	9	1	0	46	10	20	0	19	68	4	1	0	73	32	1	290
8:45 AM	2	10	2	0	34	9	18	0	14	62	12	3	4	54	33	0	257
TOTAL VOLUMES :	NL 29	NT 54	NR 7	NU 2	SL 440	ST 108	SR 104	SU 2	EL 96	ET 518	ER 44	EU 6	WL 16	WT 487	WR 340	WU 2	TOTAL 2255
APPROACH %'s :	31.52%	58.70%	7.61%	2.17%	67.28%	16.51%	15.90%	0.31%	14.46%	78.01%	6.63%	0.90%	1.89%	57.63%	40.24%	0.24%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	14	23	4	2	239	67	54	2	50	277	22	2	9	272	210	1	1248
PEAK HR FACTOR :	0.500	0.719	0.500	0.250	0.905	0.798	0.844	0.500	0.833	0.899	0.917	0.500	0.750	0.907	0.905	0.250	0.966
	0.632				0.896				0.905				0.932				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: NW 64th Ave & Sunset Strip/NW 61st Ave
City: Sunrise
Control: 4-Way Yield

Project ID: 22-140423-005
Date: 10/6/2022

Data - Cars

NS/EW Streets:		NW 64th Ave				NW 64th Ave				Sunset Strip/NW 61st Ave				Sunset Strip/NW 61st Ave														
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL											
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU												
7:00 AM	4	9	0	0	49	8	4	0	6	42	1	0	2	40	27	0	192											
7:15 AM	3	3	0	0	71	12	8	0	7	67	5	0	1	41	35	0	253											
7:30 AM	3	6	1	0	65	12	10	0	9	67	5	1	3	66	42	1	291											
7:45 AM	1	4	1	0	64	18	15	1	15	74	5	0	2	60	50	0	310											
8:00 AM	7	8	0	2	55	15	14	0	11	62	6	0	2	71	48	0	301											
8:15 AM	3	5	1	0	50	21	13	1	15	62	6	1	2	65	58	0	303											
8:30 AM	6	8	1	0	42	9	19	0	17	65	4	1	0	71	30	0	273											
8:45 AM	2	10	2	0	33	8	18	0	14	60	12	3	3	53	31	0	249											
TOTAL VOLUMES :	NL	NT	NR	NU	2	SL	ST	SR	SU	2	EL	ET	ER	EU	6	WL	WT	WR	WU	1	TOTAL							
APPROACH %'s :	32.22%	58.89%	6.67%	2.22%		67.56%	16.22%	15.91%	0.31%		14.62%	77.60%	6.84%	0.93%		1.87%	58.08%	39.93%	0.12%		2172							
PEAK HR :	07:30 AM - 08:30 AM																											
PEAK HR VOL :	14	23	3	2	234				66	52	2	50				265	22	2	9				262	198	1	TOTAL		
PEAK HR FACTOR :	0.500	0.719	0.750	0.250	0.900				0.786	0.867	0.500	0.833				0.895	0.917	0.500	0.750				0.923	0.853	0.250	0.972		
	0.618								0.903								0.902								0.940			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL											
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU												
4:00 PM	7	6	1	2	39	15	14	1	21	69	8	1	2	60	49	0	295											
4:15 PM	4	9	7	0	41	22	21	0	16	95	22	1	6	58	50	0	352											
4:30 PM	4	2	1	0	45	18	13	0	18	73	7	1	1	80	61	0	324											
4:45 PM	3	12	3	0	45	17	22	1	14	79	9	1	0	79	53	3	341											
5:00 PM	4	7	1	0	38	15	15	0	13	81	7	1	3	84	67	0	336											
5:15 PM	10	7	2	1	41	20	25	0	15	73	10	0	3	80	54	1	342											
5:30 PM	7	2	1	0	46	15	11	0	20	78	10	2	1	92	55	1	341											
5:45 PM	4	9	3	1	45	23	19	0	22	77	12	2	1	86	67	0	371											
TOTAL VOLUMES :	NL	NT	NR	NU	2	SL	ST	SR	SU	2	EL	ET	ER	EU	6	WL	WT	WR	WU	1	TOTAL							
APPROACH %'s :	35.83%	45.00%	16.67%	2.50%		34.0	145	140	2		139	625	75	9		17	629	456	5		2702							
PEAK HR :	05:00 PM - 06:00 PM																											
PEAK HR VOL :	25	25	7	2	170				73	70	0	70				309	39	5	8				342	243	2	TOTAL		
PEAK HR FACTOR :	0.625	0.694	0.583	0.500	0.924				0.793	0.700	0.000	0.795				0.954	0.813	0.625	0.667				0.929	0.907	0.500	0.937		
	0.738								0.899								0.936								0.966			

National Data & Surveying ServicesIntersection Turning Movement Count

Location: NW 64th Ave & Sunset Strip/NW 61st Ave
City: Sunrise
Control: 4-Way Yield

Project ID: 22-140423-005
Date: 10/6/2022

Data - HT

NS/EW Streets:		NW 64th Ave				NW 64th Ave				Sunset Strip/NW 61st Ave				Sunset Strip/NW 61st Ave				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM		0	0	0	0	1	1	0	0	0	2	0	0	0	5	2	0	11
7:15 AM		0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	4
7:30 AM		0	0	1	0	1	0	0	0	0	6	0	0	0	3	0	0	11
7:45 AM		0	0	0	0	1	1	1	0	0	3	0	0	0	2	5	0	13
8:00 AM		0	0	0	0	1	0	0	0	0	2	0	0	0	4	7	0	14
8:15 AM		0	0	0	0	2	0	1	0	0	1	0	0	0	1	0	0	5
8:30 AM		0	1	0	0	4	1	1	0	2	3	0	0	0	2	2	1	17
8:45 AM		0	0	0	0	1	1	0	0	0	2	0	0	1	1	2	0	8
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		0	1	1	0	11	5	3	0	2	19	0	0	1	20	19	1	83
PEAK HR:		07:30 AM - 08:30 AM				57.89%	26.32%	15.79%	0.00%	9.52%	90.48%	0.00%	0.00%	2.44%	48.78%	46.34%	2.44%	TOTAL
PEAK HR VOL:		0	0	1	0	5	1	2	0	0	12	0	0	0	10	12	0	43
PEAK HR FACTOR:		0.000	0.000	0.250	0.000	0.625	0.250	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.625	0.429	0.000	0.768
		0.250				0.667				0.500				0.500				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM		0	0	0	0	0	0	0	0	2	1	1	0	0	2	0	0	6
4:15 PM		0	0	0	0	1	0	0	0	3	2	0	0	0	1	2	0	9
4:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
4:45 PM		0	1	0	0	0	1	0	0	0	0	0	0	0	6	1	0	9
5:00 PM		0	0	0	0	1	0	0	0	2	1	0	0	0	1	0	0	5
5:15 PM		0	1	0	0	1	0	0	0	0	2	1	0	0	1	2	0	7
5:30 PM		0	0	0	0	0	0	0	0	1	3	1	0	0	2	1	0	8
5:45 PM		0	0	0	0	1	0	0	0	0	5	0	0	0	3	3	0	12
TOTAL VOLUMES:		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:		0	2	0	0	4	0	0	0	8	14	3	0	0	18	10	0	59
PEAK HR:		05:00 PM - 06:00 PM				100.00%	0.00%	0.00%	0.00%	32.00%	56.00%	12.00%	0.00%	0.00%	64.29%	35.71%	0.00%	TOTAL
PEAK HR VOL:		0	1	0	0	2	0	0	0	3	11	2	0	0	7	6	0	32
PEAK HR FACTOR:		0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.375	0.550	0.500	0.000	0.000	0.583	0.500	0.000	0.667
		0.250				0.500				0.800				0.542				
AM		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
PM		0% 0%	0% 4%	25% 0%	0% 0%	2% 1%	1% 0%	4% 0%	0% #DIV/0!	0% 4%	4% 3%	0% 5%	0% 0%	0% 0%	4% 2%	6% 2%	0% 0%	

National Data & Surveying ServicesIntersection Turning Movement Count

Location: NW 64th Ave & Sunset Strip/NW 61st Ave
City: Sunrise
Control: 4-Way Yield

Project ID: 22-140423-005
Date: 10/6/2022

Data - Bikes

NS/EW Streets:		NW 64th Ave				NW 64th Ave				Sunset Strip/NW 61st Ave				Sunset Strip/NW 61st Ave				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
APPROACH %'s :										0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :		07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :		0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500	
										0.250				0.250				

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	0	0	1	0	2	0	0	0	0	3	0	0	0	1	1	0	8	
APPROACH %'s :		0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%		
PEAK HR :		05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :		0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	4	
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	
										0.250				0.250				

National Data & Surveying Services Intersection Turning Movement Count

Location: NW 64th Ave & Sunset Strip/NW 61st Ave
City: Sunrise

Project ID: 22-140423-005
Date: 10/6/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NW 64th Ave		NW 64th Ave		Sunset Strip/NW 61st Ave		Sunset Strip/NW 61st Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	1	0	0	0	0	1	2
7:30 AM	0	0	2	2	0	0	0	0	4
7:45 AM	0	0	0	1	0	0	0	0	1
8:00 AM	0	1	2	1	1	1	0	0	6
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	2	1	1	0	0	5
8:45 AM	0	0	1	0	0	1	0	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	2	7	6	2	3	0	1	21
	0.00%	100.00%	53.85%	46.15%	40.00%	60.00%	0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	1	4	4	1	1	0	0	11
PEAK HR FACTOR :		0.250	0.500	0.500	0.250	0.250			0.458
		0.250		0.500		0.250			

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	2	0	0	2	0	2	3	2	11
4:15 PM	0	0	0	2	0	1	0	0	3
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	4	0	1	3	0	0	8
5:00 PM	0	0	4	0	2	2	0	0	8
5:15 PM	0	0	1	0	1	1	0	0	3
5:30 PM	0	0	0	3	0	4	0	0	7
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	2	0	9	8	4	13	3	2	41
	100.00%	0.00%	52.94%	47.06%	23.53%	76.47%	60.00%	40.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	5	3	3	7	0	0	18
PEAK HR FACTOR :			0.313	0.250	0.375	0.438			0.563
				0.500		0.625			

NW 64th Ave & Sunset Strip/NW 61st Ave

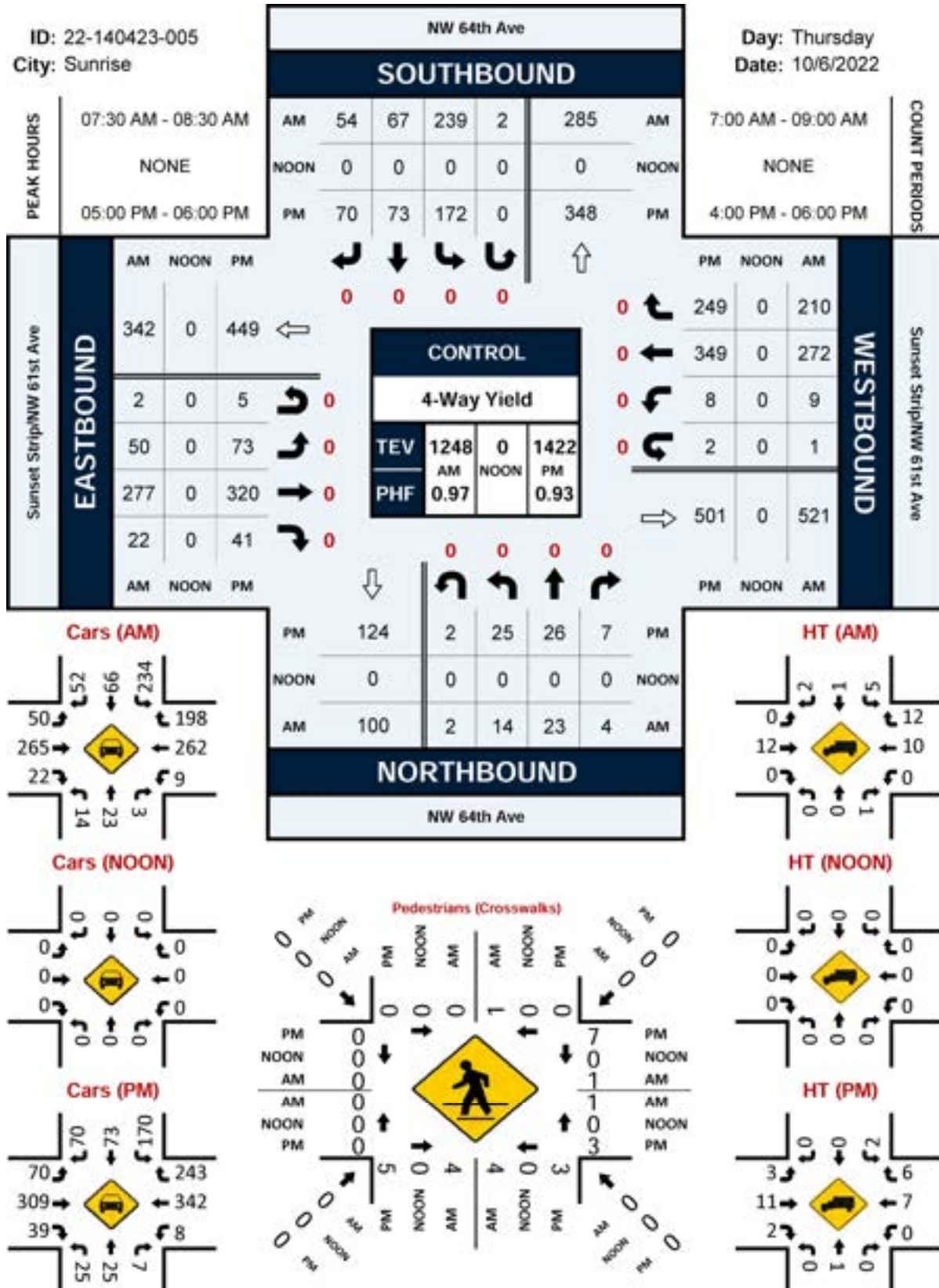
Peak Hour Turning Movement Count

ID: 22-140423-005

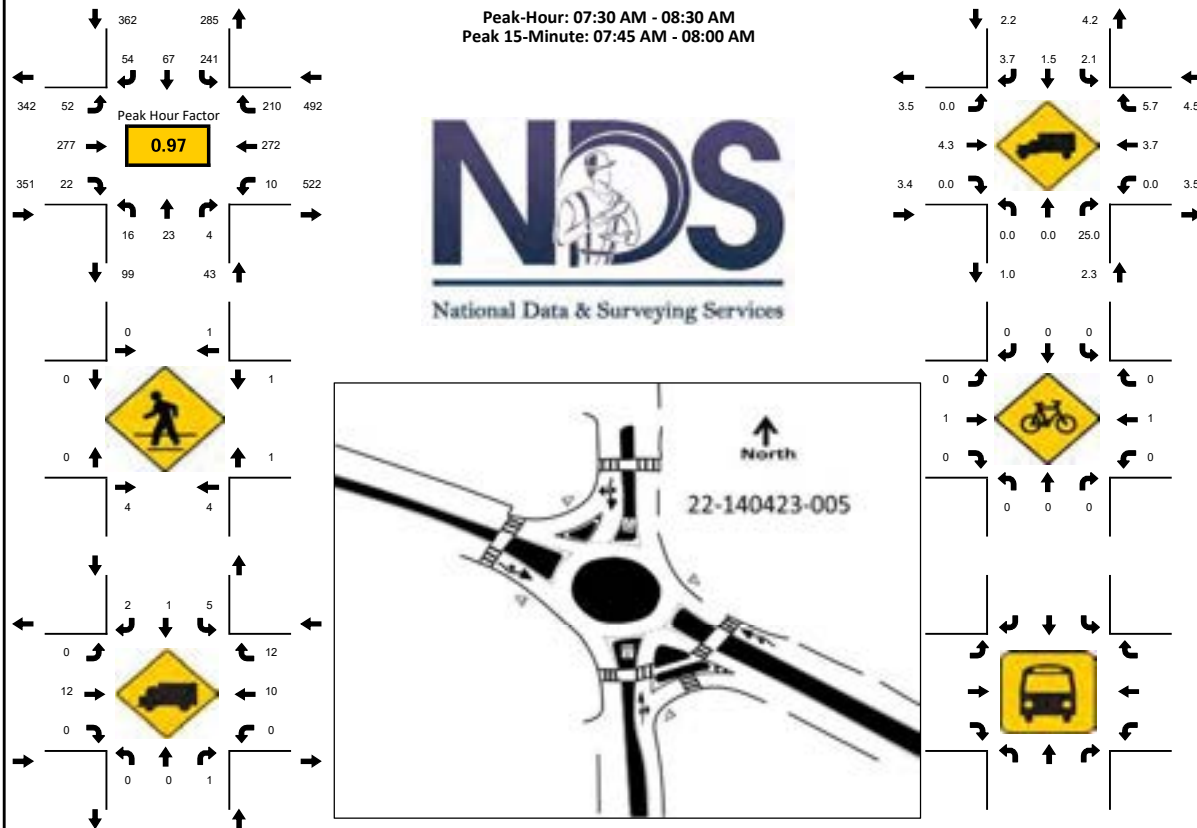
City: Sunrise

Day: Thursday

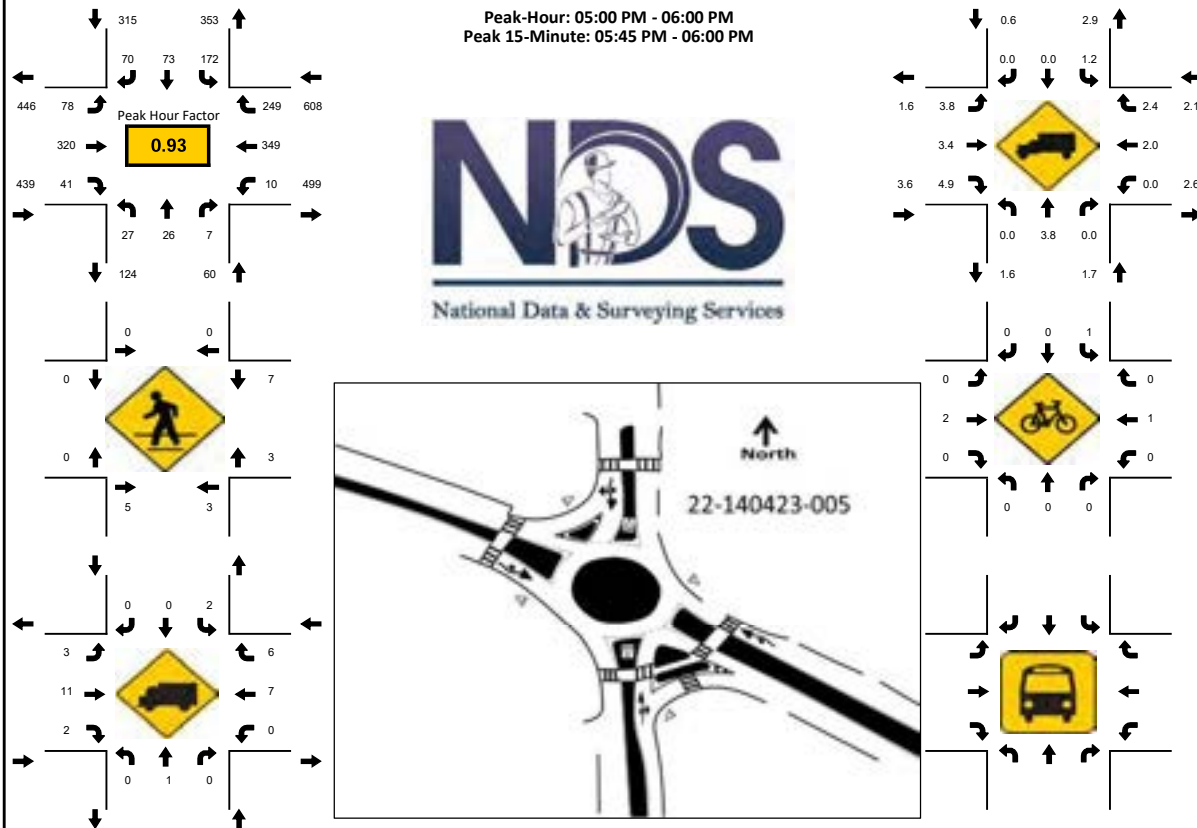
Date: 10/6/2022



PROJECT ID: 22-140423-005
DATE: Thu, Oct 06, 2022

[illegible]

PROJECT ID: 22-140423-005
DATE: Thu, Oct 06, 2022

[illegible]

National Data & Surveying ServicesIntersection Turning Movement Count

Location: N University Dr/SR 817 & Sunset Strip
City: Sunrise
Control: Signalized

Project ID: 22-140423-006
Date: 10/6/2022

Data - Total

NS/EW Streets:	N University Dr/SR 817				N University Dr/SR 817				Sunset Strip				Sunset Strip					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU		
7:00 AM	11	303	15	1	4	456	7	1	19	17	23	1	79	44	26	1	1008	
7:15 AM	9	349	40	0	4	560	9	1	18	26	38	0	84	41	22	0	1201	
7:30 AM	17	328	55	1	11	473	11	0	29	47	30	0	98	80	21	1	1202	
7:45 AM	9	415	52	2	13	444	6	0	20	61	41	1	86	81	25	3	1259	
8:00 AM	8	437	39	3	16	453	13	1	14	47	27	1	79	41	30	4	1213	
8:15 AM	16	392	40	4	12	474	16	0	24	41	24	1	76	71	19	3	1213	
8:30 AM	13	375	31	1	7	504	8	0	33	37	19	0	80	64	25	1	1198	
8:45 AM	20	382	48	0	23	489	14	0	28	46	24	1	68	71	20	3	1237	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	103	2981	320	12	90	3853	84	3	185	322	226	5	650	493	188	16	9531	
	3.02%	87.27%	9.37%	0.35%	2.23%	95.61%	2.08%	0.07%	25.07%	43.63%	30.62%	0.68%	48.26%	36.60%	13.96%	1.19%		
PEAK HR :	07:30 AM - 08:30 AM																	TOTAL
PEAK HR VOL :	50	1572	186	10	52	1844	46	1	87	196	122	3	339	273	95	11	4887	
PEAK HR FACTOR :	0.735	0.899	0.845	0.625	0.813	0.973	0.719	0.250	0.750	0.803	0.744	0.750	0.865	0.843	0.792	0.688	0.970	
	0.933				0.968				0.829				0.898					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU		
4:00 PM	18	462	81	4	19	420	13	4	33	87	21	1	49	63	26	4	1305	
4:15 PM	18	643	64	3	28	443	17	3	22	133	18	1	73	63	34	3	1251	
4:30 PM	16	498	74	7	21	436	17	3	19	52	19	1	47	62	19	2	1293	
4:45 PM	18	439	86	1	25	384	16	3	26	46	21	2	62	62	29	4	1224	
5:00 PM	21	508	80	6	27	395	17	1	26	46	15	1	55	50	25	3	1276	
5:15 PM	25	510	84	6	25	400	21	3	23	56	13	1	48	60	23	2	1300	
5:30 PM	28	454	79	3	29	419	16	5	37	82	23	0	67	64	34	2	1342	
5:45 PM	12	523	102	9	21	444	20	3	33	48	16	2	54	81	32	2	1402	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	156	3837	650	39	195	3284	137	25	219	470	146	9	455	507	222	22	10373	
	3.33%	81.95%	13.88%	0.83%	5.36%	90.20%	3.76%	0.69%	25.95%	55.69%	17.30%	1.07%	37.73%	42.04%	18.41%	1.82%		
PEAK HR :	05:00 PM - 06:00 PM																	TOTAL
PEAK HR VOL :	86	1995	345	24	102	1658	74	12	119	232	67	4	224	255	114	9	5320	
PEAK HR FACTOR :	0.768	0.954	0.846	0.667	0.879	0.934	0.881	0.600	0.804	0.707	0.728	0.500	0.836	0.787	0.838	0.750	0.949	
	0.948				0.946				0.743				0.891					

National Data & Surveying ServicesIntersection Turning Movement Count

Location: N University Dr/SR 817 & Sunset Strip
City: Sunrise
Control: Signalized

Project ID: 22-140423-006
Date: 10/6/2022

Data - Cars

NS/EW Streets:		N University Dr/SR 817				N University Dr/SR 817				Sunset Strip				Sunset Strip				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	7:00 AM	9	296	15	1	3	450	7	1	19	17	23	1	78	41	25	1	
	7:15 AM	9	342	39	0	4	558	8	1	18	26	38	0	84	40	21	0	
	7:30 AM	17	321	55	1	9	468	11	0	29	45	30	0	96	80	20	1	
	7:45 AM	9	404	52	2	13	433	6	0	20	60	41	1	86	79	24	3	
	8:00 AM	7	425	36	3	16	448	12	1	14	46	27	1	78	41	30	4	
	8:15 AM	15	387	36	4	12	469	16	0	24	39	24	1	75	70	19	3	
	8:30 AM	12	364	30	1	6	494	5	0	31	34	19	0	78	61	25	1	
	8:45 AM	19	373	48	0	23	479	14	0	26	45	21	1	68	68	20	3	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
APPROACH %'s :		97	2912	311	12	86	3799	79	3	181	312	223	5	643	480	184	16	
		2.91%	87.39%	9.33%	0.36%	2.17%	95.77%	1.99%	0.08%	25.10%	43.27%	30.93%	0.69%	48.60%	36.28%	13.91%	1.21%	
PEAK HR :		07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :		48	1537	179	10	50	1818	45	1	87	190	122	3	335	270	93	11	
PEAK HR FACTOR :		0.706	0.904	0.814	0.625	0.781	0.969	0.703	0.250	0.750	0.792	0.744	0.750	0.872	0.844	0.775	0.688	
		0.942				0.963				0.824				0.900				0.973

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	4:00 PM	16	457	77	4	19	411	13	4	33	83	20	1	48	61	25	4	
	4:15 PM	18	434	62	3	27	381	17	3	22	51	18	1	60	63	34	3	
	4:30 PM	16	493	74	7	21	428	17	3	19	52	18	1	46	60	19	2	
	4:45 PM	18	434	85	1	25	378	16	3	25	45	21	2	61	61	29	4	
	5:00 PM	21	498	76	6	27	388	17	1	25	46	14	1	54	50	25	3	
	5:15 PM	24	507	84	6	25	393	21	3	23	55	13	1	48	60	23	2	
	5:30 PM	27	450	78	3	29	415	16	5	36	80	23	0	65	64	34	2	
	5:45 PM	11	520	101	9	21	436	19	3	33	45	15	2	53	81	32	2	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
APPROACH %'s :		151	3793	637	39	194	3230	136	25	216	457	142	9	444	500	221	22	
		3.27%	82.10%	13.79%	0.84%	5.41%	90.10%	3.79%	0.70%	26.21%	55.46%	17.23%	1.09%	37.41%	42.12%	18.62%	1.85%	
PEAK HR :		05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :		83	1975	339	24	102	1632	73	12	117	226	65	4	220	255	114	9	
PEAK HR FACTOR :		0.769	0.950	0.839	0.667	0.879	0.936	0.869	0.600	0.813	0.706	0.707	0.500	0.846	0.787	0.838	0.750	
		0.944				0.949				0.741				0.890				0.949

National Data & Surveying ServicesIntersection Turning Movement Count

Location: N University Dr/SR 817 & Sunset Strip
City: Sunrise
Control: Signalized

Project ID: 22-140423-006
Date: 10/6/2022

Data - HT

NS/EW Streets:	N University Dr/SR 817				N University Dr/SR 817				Sunset Strip				Sunset Strip				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	2	7	0	0	1	6	0	0	0	0	0	0	1	3	1	0	21
7:15 AM	0	7	1	0	0	2	1	0	0	0	0	0	0	1	1	0	13
7:30 AM	0	7	0	0	2	5	0	0	0	2	0	0	2	0	1	0	19
7:45 AM	0	11	0	0	0	11	0	0	0	1	0	0	0	2	1	0	26
8:00 AM	1	12	3	0	0	5	1	0	0	1	0	0	1	0	0	0	24
8:15 AM	1	5	4	0	0	5	0	0	0	2	0	0	1	1	0	0	19
8:30 AM	1	11	1	0	1	10	3	0	2	3	0	0	2	3	0	0	37
8:45 AM	1	9	0	0	0	10	0	0	2	1	3	0	0	3	0	0	29
TOTAL VOLUMES :	6	69	9	0	4	54	5	0	4	10	3	0	7	13	4	0	188
APPROACH %'s :	7.14%	82.14%	10.71%	0.00%	6.35%	85.71%	7.94%	0.00%	23.53%	58.82%	17.65%	0.00%	29.17%	54.17%	16.67%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	35	7	0	2	26	1	0	0	6	0	0	4	3	2	0	88
PEAK HR FACTOR :	0.500	0.729	0.438	0.000	0.250	0.591	0.250	0.000	0.000	0.750	0.000	0.000	0.500	0.375	0.500	0.000	0.846
	0.688				0.659				0.750				0.750				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	2	5	4	0	0	9	0	0	0	4	1	0	1	2	1	0	29
4:15 PM	0	9	2	0	1	5	0	0	0	2	0	0	4	2	0	0	25
4:30 PM	0	5	0	0	0	8	0	0	0	0	1	0	1	2	0	0	17
4:45 PM	0	5	1	0	0	6	0	0	1	1	0	0	1	1	0	0	16
5:00 PM	0	10	4	0	0	7	0	0	1	0	1	0	1	0	0	0	24
5:15 PM	1	3	0	0	0	7	0	0	0	1	0	0	0	0	0	0	12
5:30 PM	1	4	1	0	0	4	0	0	1	2	0	0	2	0	0	0	15
5:45 PM	1	3	1	0	0	8	1	0	0	3	1	0	1	0	0	0	19
TOTAL VOLUMES :	5	44	13	0	1	54	1	0	3	13	4	0	11	7	1	0	157
APPROACH %'s :	8.06%	70.97%	20.97%	0.00%	1.79%	96.43%	1.79%	0.00%	15.00%	65.00%	20.00%	0.00%	57.89%	36.84%	5.26%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	3	20	6	0	0	26	1	0	2	6	2	0	4	0	0	0	70
PEAK HR FACTOR :	0.750	0.500	0.375	0.000	0.000	0.813	0.250	0.000	0.500	0.500	0.500	0.000	0.500	0.000	0.000	0.000	0.729
	0.518				0.750				0.625				0.500				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
PM	4%	2%	4%	0%	4%	1%	2%	0%	0%	3%	0%	0%	1%	1%	2%	0%	
	3%	1%	2%	0%	0%	2%	1%	0%	2%	3%	3%	0%	2%	0%	0%	0%	

National Data & Surveying ServicesIntersection Turning Movement Count

Location: N University Dr/SR 817 & Sunset Strip
City: Sunrise
Control: Signalized

Project ID: 22-140423-006
Date: 10/6/2022

Data - Bikes

NS/EW Streets:	N University Dr/SR 817				N University Dr/SR 817				Sunset Strip				Sunset Strip				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	0	1	0	0	1	1	0	0	0	1	0	0	5
7:15 AM	0	1	0	0	0	1	0	0	1	0	0	0	0	2	0	0	5
7:30 AM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	0	6	1	1	0	5	1	0	1	3	0	0	0	5	0	0	23
APPROACH %'s :	0.00%	75.00%	12.50%	12.50%	0.00%	83.33%	16.67%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	0	0	0	3	1	0	0	1	0	0	0	2	0	0	9
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.750
	0.500				0.500				0.250				0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	4
5:15 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5
TOTAL VOLUMES :	0	9	1	0	1	7	1	0	0	4	1	0	0	0	0	0	24
APPROACH %'s :	0.00%	90.00%	10.00%	0.00%	11.11%	77.78%	11.11%	0.00%	0.00%	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	4	0	0	1	4	1	0	0	3	1	0	0	0	0	0	14
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.250	0.500	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.700
	0.500				0.500				0.333								

National Data & Surveying Services Intersection Turning Movement Count

Location: N University Dr/SR 817 & Sunset Strip
City: Sunrise

Project ID: 22-140423-006
Date: 10/6/2022

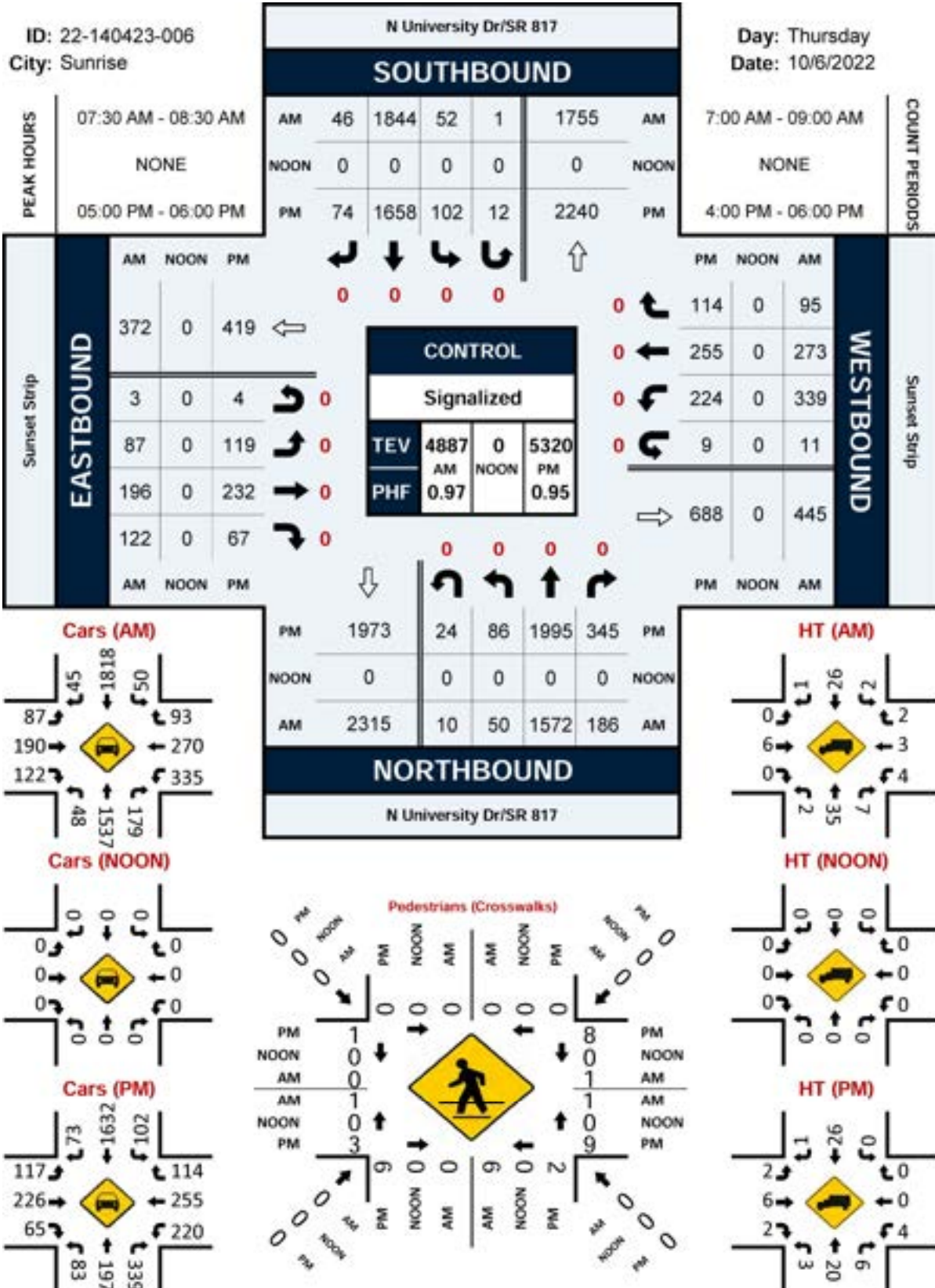
Data - Pedestrians (Crosswalks)

NS/EW Streets:	N University Dr/SR 817		N University Dr/SR 817		Sunset Strip		Sunset Strip		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	3	0	0	1	0	0	4
7:15 AM	0	0	1	1	0	0	1	0	3
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	1	0	0	2
8:00 AM	0	0	0	2	0	0	1	0	3
8:15 AM	0	0	0	4	0	0	0	0	4
8:30 AM	0	0	1	2	0	1	1	0	5
8:45 AM	0	1	3	5	0	1	0	1	11
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	1	8	14	1	4	3	1	32
	0.00%	100.00%	36.36%	63.64%	20.00%	80.00%	75.00%	25.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	6	1	1	1	0	9
PEAK HR FACTOR :				0.375	0.250	0.250	0.250	0.250	0.563

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	5	1	1	1	0	0	8
4:15 PM	0	1	2	0	1	0	0	1	5
4:30 PM	0	1	2	0	0	1	0	0	4
4:45 PM	0	0	0	0	2	3	0	1	6
5:00 PM	0	0	2	0	0	4	0	0	6
5:15 PM	0	0	3	0	1	1	0	0	5
5:30 PM	0	0	1	1	5	0	1	0	8
5:45 PM	0	0	0	1	3	3	2	1	10
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	2	15	3	13	13	3	3	52
	0.00%	100.00%	83.33%	16.67%	50.00%	50.00%	50.00%	50.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	6	2	9	8	3	1	29
PEAK HR FACTOR :			0.500	0.500	0.450	0.500	0.375	0.250	0.725
			0.667		0.708		0.333		

N University Dr/SR 817 & Sunset Strip

Peak Hour Turning Movement Count



PROJECT ID: 22-140423-006
DATE: Thu, Oct 06, 2022

[illegible]

PROJECT ID: 22-140423-006
DATE: Thu, Oct 06, 2022

[illegible]

National Data & Surveying ServicesIntersection Turning Movement Count

Location: N University Dr/SR 817 & NW 26th St
City: Sunrise
Control: 1-Way Stop(WB)

Project ID: 22-140423-007
Date: 10/6/2022

Data - Total

NS/EW Streets:	N University Dr/SR 817				N University Dr/SR 817				NW 26th St				NW 26th St			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
7:00 AM	0	358	7	0	4	437	0	3	0	0	0	0	0	0	17	0
7:15 AM	0	368	10	0	7	556	0	3	0	0	0	0	0	0	24	0
7:30 AM	0	362	11	0	18	490	0	4	0	0	0	0	0	0	29	0
7:45 AM	0	470	18	0	5	471	0	4	0	0	0	0	0	0	31	0
8:00 AM	0	467	16	0	4	463	0	4	0	0	0	0	0	0	14	0
8:15 AM	0	431	9	0	14	476	0	8	0	0	0	0	0	0	24	0
8:30 AM	0	405	13	0	25	519	0	3	0	0	0	0	0	0	12	0
8:45 AM	0	381	14	0	16	506	0	4	0	0	0	0	0	0	14	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :	0	3242	98	0	93	3918	0	33	0	0	0	0	0	0	165	0
	0.00%	97.07%	2.93%	0.00%	2.30%	96.88%	0.00%	0.82%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
PEAK HR :	07:45 AM - 08:45 AM				48	1929	0	19	0	0	0	0	0	0	81	0
PEAK HR VOL :	0	1773	56	0	0.480	0.929	0.000	0.594	0.000	0.000	0.000	0.000	0.000	0.000	0.653	0.000
PEAK HR FACTOR :	0.000	0.943	0.778	0.000	0.912				0.653				0.977			
	0.937															
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
4:00 PM	0	465	31	0	17	448	0	6	0	0	0	0	0	0	12	0
4:15 PM	0	491	35	0	24	455	0	2	0	0	0	0	0	0	18	0
4:30 PM	0	471	38	0	24	431	0	8	0	0	0	0	0	0	20	0
4:45 PM	0	436	32	0	23	450	0	6	0	0	0	0	0	0	14	0
5:00 PM	0	531	38	0	20	470	0	6	0	0	0	0	0	0	23	0
5:15 PM	0	471	36	0	25	445	0	5	0	0	0	0	0	0	17	0
5:30 PM	0	519	49	0	24	522	0	12	0	0	0	0	0	0	16	0
5:45 PM	0	541	40	0	26	437	0	8	0	0	0	0	0	0	17	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :	0	3925	299	0	183	3658	0	53	0	0	0	0	0	0	137	0
	0.00%	92.92%	7.08%	0.00%	4.70%	93.94%	0.00%	1.36%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
PEAK HR :	05:00 PM - 06:00 PM				95	1874	0	31	0	0	0	0	0	0	73	0
PEAK HR VOL :	0	2062	163	0	0.913	0.898	0.000	0.646	0.000	0.000	0.000	0.000	0.000	0.000	0.793	0.000
PEAK HR FACTOR :	0.000	0.953	0.832	0.000	0.896				0.793				0.941			
	0.957															

National Data & Surveying Services Intersection Turning Movement Count

Location: N University Dr/SR 817 & NW 26th St
City: Sunrise
Control: 1-Way Stop(WB)

Project ID: 22-140423-007
Date: 10/6/2022

Data - Cars

NS/EW Streets:		N University Dr/SR 817				N University Dr/SR 817				NW 26th St				NW 26th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	350	6	0	4	429	0	3	0	0	0	0	0	0	17	0	809	
7:15 AM	0	359	10	0	7	552	0	3	0	0	0	0	0	0	23	0	954	
7:30 AM	0	351	10	0	16	479	0	4	0	0	0	0	0	0	28	0	888	
7:45 AM	0	459	18	0	5	462	0	4	0	0	0	0	0	0	29	0	977	
8:00 AM	0	453	15	0	4	458	0	4	0	0	0	0	0	0	13	0	947	
8:15 AM	0	423	9	0	12	467	0	8	0	0	0	0	0	0	24	0	943	
8:30 AM	0	391	12	0	24	504	0	3	0	0	0	0	0	0	12	0	946	
8:45 AM	0	369	14	0	16	494	0	4	0	0	0	0	0	0	12	0	909	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0.00%	97.11%	2.89%	0.00%	2.22%	96.95%	0.00%	0.83%	0	0	0	0	0.00%	0.00%	100.00%	0.00%	7373	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL	
PEAK HR VOL :	0	1726	54	0	45	1891	0	19	0	0	0	0	0	0	78	0	3813	
PEAK HR FACTOR :	0.000	0.940	0.750	0.000	0.469	0.938	0.000	0.594	0.000	0.000	0.000	0.000	0.000	0.000	0.672	0.000	0.976	
	0.933				0.920								0.672					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	459	31	0	17	440	0	6	0	0	0	0	0	0	12	0	965
4:15 PM	0	482	34	0	23	452	0	2	0	0	0	0	0	0	17	0	1010
4:30 PM	0	465	38	0	24	424	0	8	0	0	0	0	0	0	20	0	979
4:45 PM	0	432	32	0	23	443	0	6	0	0	0	0	0	0	14	0	950
5:00 PM	0	523	36	0	20	462	0	6	0	0	0	0	0	0	23	0	1070
5:15 PM	0	469	36	0	25	437	0	5	0	0	0	0	0	0	15	0	987
5:30 PM	0	514	49	0	24	520	0	12	0	0	0	0	0	0	15	0	1134
5:45 PM	0	537	40	0	26	427	0	8	0	0	0	0	0	0	16	0	1054
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	92.91%	7.09%	0.00%	4.74%	93.88%	0.00%	1.38%	0	0	0	0	0	0	132	0	8149
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	2043	161	0	95	1846	0	31	0	0	0	0	0	0	69	0	4245
PEAK HR FACTOR :	0.000	0.951	0.821	0.000	0.913	0.888	0.000	0.646	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.936
	0.955				0.887								0.750				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: N University Dr/SR 817 & NW 26th St
City: Sunrise
Control: 1-Way Stop(WB)

Project ID: 22-140423-007
Date: 10/6/2022

Data - HT

NS/EW Streets:		N University Dr/SR 817				N University Dr/SR 817				NW 26th St				NW 26th St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	8	1	0	0	8	0	0	0	0	0	0	0	0	0	0	17	
7:15 AM	0	9	0	0	0	4	0	0	0	0	0	0	0	0	1	0	14	
7:30 AM	0	11	1	0	2	11	0	0	0	0	0	0	0	0	1	0	26	
7:45 AM	0	11	0	0	0	9	0	0	0	0	0	0	0	0	2	0	22	
8:00 AM	0	14	1	0	0	5	0	0	0	0	0	0	0	0	1	0	21	
8:15 AM	0	8	0	0	2	9	0	0	0	0	0	0	0	0	0	0	19	
8:30 AM	0	14	1	0	1	15	0	0	0	0	0	0	0	0	0	0	31	
8:45 AM	0	12	0	0	0	12	0	0	0	0	0	0	0	0	2	0	26	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0.00%	95.60%	4.40%	0.00%	6.41%	93.59%	0.00%	0.00%	0	0	0	0	0	0	100.00%	0.00%	176	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL	
PEAK HR VOL :	0	47	2	0	3	38	0	0	0	0	0	0	0	0	3	0	93	
PEAK HR FACTOR :	0.000	0.839	0.500	0.000	0.375	0.633	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.750	
	0.817				0.641								0.375					

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0	14	
4:15 PM	0	9	1	0	0	1	3	0	0	0	0	0	0	0	1	0	15	
4:30 PM	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	13	
4:45 PM	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	11	
5:00 PM	0	8	2	0	0	8	0	0	0	0	0	0	0	0	0	0	18	
5:15 PM	0	2	0	0	0	8	0	0	0	0	0	0	0	0	2	0	12	
5:30 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	1	0	8	
5:45 PM	0	4	0	0	0	10	0	0	0	0	0	0	0	0	1	0	15	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	44	3	0	1	53	0	0	0	0	0	0	0	0	5	0	106	
	0.00%	93.62%	6.38%	0.00%	1.85%	98.15%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%		
PEAK HR :	05:00 PM - 06:00 PM																TOTAL	
PEAK HR VOL :	0	19	2	0	0	28	0	0	0	0	0	0	0	0	4	0	53	
PEAK HR FACTOR :	0.000	0.594	0.250	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.736	
	0.525				0.700								0.500					

[illegible]

National Data & Surveying ServicesIntersection Turning Movement Count

Location: N University Dr/SR 817 & NW 26th St
City: Sunrise
Control: 1-Way Stop(WB)

Project ID: 22-140423-007
Date: 10/6/2022

Data - Bikes

NS/EW Streets:		N University Dr/SR 817				N University Dr/SR 817				NW 26th St				NW 26th St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	4	
7:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
8:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	8	0	0	0	8	0	0	0	0	0	0	0	0	1	0	17	
PEAK HR :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%		
PEAK HR VOL :	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10	
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.833	
	0.625				0.625													

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4	
4:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
5:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	
5:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	8	1	0	0	7	0	0	0	0	0	0	1	0	2	0	19	
PEAK HR :	0.00%	88.89%	11.11%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%		
PEAK HR VOL :	0	5	1	0	0	4	0	0	0	0	0	0	0	0	0	0	10	
PEAK HR FACTOR :	0.000	0.625	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	
	0.750				0.500													

National Data & Surveying ServicesIntersection Turning Movement Count

Location: N University Dr/SR 817 & NW 26th St
City: Sunrise

Project ID: 22-140423-007
Date: 10/6/2022

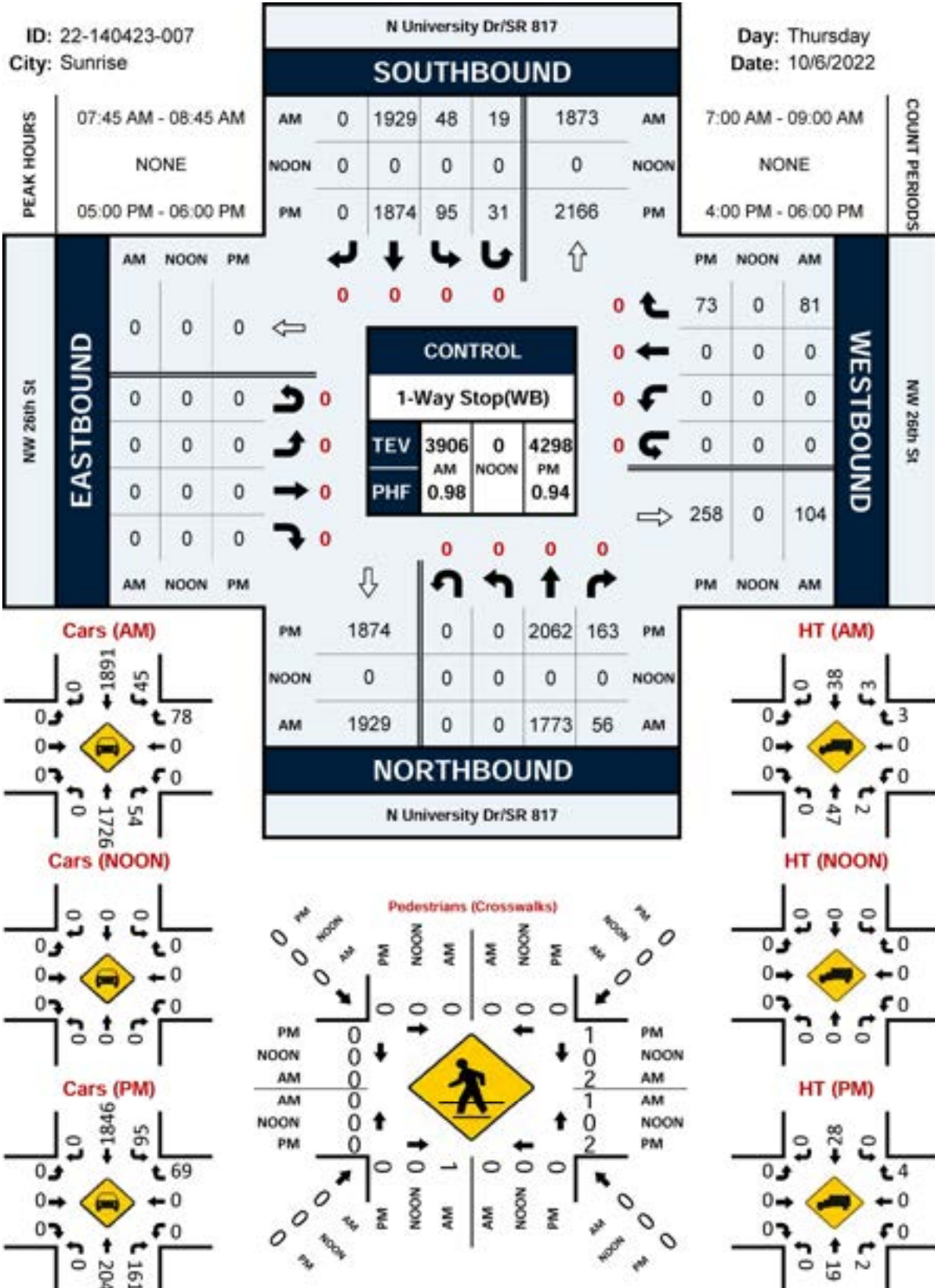
Data - Pedestrians (Crosswalks)

NS/EW Streets:	N University Dr/SR 817		N University Dr/SR 817		NW 26th St		NW 26th St				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	
7:00 AM	0	0	0	0	1	0	0	0	1	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	1	1	0	0	0	0	2
8:00 AM	0	0	1	0	0	1	0	0	1	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 1	WB 0	NB 2	SB 3	NB 0	SB 0	EB 2	WB 0	TOTAL 8
PEAK HR :	07:45 AM - 08:45 AM		100.00%	0.00%	40.00%	60.00%			100.00%	0.00%	TOTAL
PEAK HR VOL :	0		1	0	1	2	0	0	1	0	5
PEAK HR FACTOR :			0.250	0.250	0.250	0.500			0.250	0.250	0.417

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		TOTAL	
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB		
	4:00 PM	0	0	0	1	0	0	0	0	0		1
	4:15 PM	0	0	0	0	1	0	0	0	0		1
	4:30 PM	0	0	0	0	0	0	0	0	0		0
	4:45 PM	0	0	0	0	0	1	0	0	0		1
	5:00 PM	0	0	0	0	0	0	0	0	0		0
	5:15 PM	0	0	0	0	0	0	0	0	0		0
	5:30 PM	0	0	0	0	1	0	0	0	0		1
	5:45 PM	0	0	0	0	1	1	0	0	1		3
TOTAL VOLUMES :	EB 0	WB 0	EB 0	WB 1	NB 3	SB 2	NB 0	SB 0	EB 1	WB 0	TOTAL 7	
APPROACH %'s :	05:00 PM - 06:00 PM		0.00%	100.00%	60.00%	40.00%			100.00%	0.00%		
PEAK HR :											TOTAL 4	
PEAK HR VOL :	0	0	0	0	2	1	0	0	1	0		
PEAK HR FACTOR :					0.500	0.250			0.250	0.250	0.333	

N University Dr/SR 817 & NW 26th St

Peak Hour Turning Movement Count



PROJECT ID: 22-140423-007
DATE: Thu, Oct 06, 2022

[illegible]

PROJECT ID: 22-140423-007
DATE: Thu, Oct 06, 2022



15-Min Count Period Beginning At	N University Dr/SR 817 Northbound					N University Dr/SR 817 Southbound					NW 26th St Eastbound					NW 26th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	465	31	0		17	448	0	6		0	0	0	0		0	0	12	0		979	3957
4:15 PM	0	491	35	0		24	455	0	2		0	0	0	0		0	0	18	0		1025	4066
4:30 PM	0	471	38	0		24	431	0	8		0	0	0	0		0	0	20	0		992	4040
4:45 PM	0	436	32	0		23	450	0	6		0	0	0	0		0	0	14	0		961	4190
5:00 PM	0	531	38	0		20	470	0	6		0	0	0	0		0	0	23	0		1088	4298
5:15 PM	0	471	36	0		25	445	0	5		0	0	0	0		0	0	17	0		999	3210
5:30 PM	0	519	49	0		24	522	0	12		0	0	0	0		0	0	16	0		1142	2211
5:45 PM	0	541	40	0		26	437	0	8		0	0	0	0		0	0	17	0		1069	1069
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	2164	196	0		104	2088	0	48		0	0	0	0		0	0	92	0		4692	
Heavy Trucks	0	32	8	0		0	40	0	0		0	0	0	0		0	0	8	0		88	
Pedestrians	0					0					0					8					8	
Bicycles	0	8	4	0		0	8	0	0		0	0	0	0		0	0	0	0		20	
Buses																						
Stopped Buses																						