National Data & Surveying Services Intersection Turning Movement Count

Location: N University Dr/SR 817 & Sunrise Lakes Blvd
City: Sunrise
Control: Signalized

Project ID: 22-140423-008
Date: 10/6/2022

Data - Total

NS/EW Streets:	N University Dr/SR 817				N University Dr/SR 817				Sunrise Lakes Blvd				Sunrise Lakes Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	367	2	0	5	464	6	0	9	1	3	0	10	0	1	0	868
7:15 AM	2	364	3	0	5	530	7	1	26	4	6	0	9	3	0	0	960
7:30 AM	4	373	2	0	5	496	10	3	22	5	8	0	9	3	2	0	942
7:45 AM	7	452	0	0	6	461	6	0	15	5	5	0	6	0	2	0	965
8:00 AM	9	432	2	0	3	461	3	3	23	2	7	0	8	0	0	0	953
8:15 AM	6	433	3	2	7	507	9	5	25	2	9	1	7	4	0	0	1020
8:30 AM	1	380	3	1	8	485	8	4	22	1	6	0	18	2	1	0	940
8:45 AM	2	369	4	1	4	509	7	2	15	2	8	0	7	3	1	0	934
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	31	3170	19	4	43	3913	56	18	157	22	52	1	74	15	7	0	7582
APPROACH %'s :	0.96%	98.33%	0.59%	0.12%	1.07%	97.10%	1.39%	0.45%	67.67%	9.48%	22.41%	0.43%	77.08%	15.63%	7.29%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	26	1690	7	2	21	1925	28	11	85	14	29	1	30	7	4	0	3880
PEAK HR FACTOR :	0.722	0.935	0.583	0.250	0.750	0.949	0.700	0.550	0.850	0.700	0.806	0.250	0.833	0.438	0.500	0.000	0.951
	0.940				0.940				0.872				0.732				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	12	407	7	3	8	457	9	3	20	4	10	0	14	2	1	0	957
4:15 PM	10	490	5	2	4	473	10	2	19	2	8	0	9	2	4	0	1040
4:30 PM	8	416	6	1	8	420	15	2	28	3	9	0	13	1	0	0	930
4:45 PM	6	430	3	1	5	438	17	3	29	4	10	0	9	0	3	0	958
5:00 PM	14	474	4	2	13	473	14	1	17	6	7	0	22	1	2	0	1050
5:15 PM	18	454	3	2	15	455	9	3	26	2	9	1	10	6	1	0	1014
5:30 PM	8	502	2	1	6	515	17	1	23	1	12	0	11	4	2	0	1105
5:45 PM	9	470	8	2	4	404	11	2	24	2	11	0	12	1	2	0	962
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	85	3643	38	14	63	3635	102	17	186	24	76	1	100	17	15	0	8016
APPROACH %'s :	2.25%	96.38%	1.01%	0.37%	1.65%	95.23%	2.67%	0.45%	64.81%	8.36%	26.48%	0.35%	75.76%	12.88%	11.36%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	49	1900	17	7	38	1847	51	7	90	11	39	1	55	12	7	0	4131
PEAK HR FACTOR :	0.681	0.946	0.531	0.875	0.633	0.897	0.750	0.583	0.865	0.458	0.813	0.250	0.625	0.500	0.875	0.000	0.935
	0.962				0.901				0.928				0.740				

National Data & Surveying Services Intersection Turning Movement Count

Location: N University Dr/SR 817 & Sunrise Lakes Blvd
City: Sunrise
Control: Signalized

Project ID: 22-140423-008
Date: 10/6/2022

Data - Cars

NS/EW Streets:	N University Dr/SR 817				N University Dr/SR 817				Sunrise Lakes Blvd				Sunrise Lakes Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	361	1	0	3	459	6	0	9	1	3	0	9	0	0	0	852
7:15 AM	2	358	2	0	4	524	7	1	25	4	6	0	9	2	0	0	944
7:30 AM	3	365	2	0	5	488	10	3	22	4	7	0	8	3	2	0	922
7:45 AM	7	444	0	0	6	453	5	0	15	5	4	0	6	0	2	0	947
8:00 AM	9	420	0	0	3	454	3	2	22	2	7	0	8	0	0	0	930
8:15 AM	6	427	3	2	7	497	9	5	25	1	9	1	6	2	0	0	1000
8:30 AM	1	368	3	1	8	476	8	4	21	1	5	0	16	1	1	0	914
8:45 AM	2	360	2	1	4	500	7	2	14	1	7	0	7	2	0	0	909
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	30	3103	13	4	40	3851	55	17	153	19	48	1	69	10	5	0	7418
APPROACH %'s :	0.95%	98.51%	0.41%	0.13%	1.01%	97.17%	1.39%	0.43%	69.23%	8.60%	21.72%	0.45%	82.14%	11.90%	5.95%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	25	1656	5	2	21	1892	27	10	84	12	27	1	28	5	4	0	3799
PEAK HR FACTOR :	0.694	0.932	0.417	0.250	0.750	0.952	0.675	0.500	0.840	0.600	0.750	0.250	0.875	0.417	0.500	0.000	0.950
	0.936				0.941				0.861				0.712				

NS/EW Streets:	N University Dr/SR 817				N University Dr/SR 817				Sunrise Lakes Blvd				Sunrise Lakes Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	12	400	7	3	8	450	8	3	20	4	10	0	14	2	1	0	942
4:15 PM	10	483	4	2	4	468	10	1	19	2	8	0	9	2	4	0	1026
4:30 PM	8	411	6	1	8	414	15	2	28	2	9	0	12	0	0	0	916
4:45 PM	6	428	3	1	5	432	17	3	28	4	10	0	9	0	3	0	949
5:00 PM	13	467	3	2	13	466	14	1	17	6	7	0	21	1	2	0	1033
5:15 PM	16	452	3	2	14	449	9	3	25	1	9	1	9	5	1	0	999
5:30 PM	8	497	2	1	5	514	17	1	22	1	12	0	11	4	0	0	1095
5:45 PM	9	468	7	2	4	396	11	2	24	2	10	0	11	1	2	0	949
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	82	3606	35	14	61	3589	101	16	183	22	75	1	96	15	13	0	7909
APPROACH %'s :	2.19%	96.49%	0.94%	0.37%	1.62%	95.27%	2.68%	0.42%	65.12%	7.83%	26.69%	0.36%	77.42%	12.10%	10.48%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	46	1884	15	7	36	1825	51	7	88	10	38	1	52	11	5	0	4076
PEAK HR FACTOR :	0.719	0.948	0.536	0.875	0.643	0.888	0.750	0.583	0.880	0.417	0.792	0.250	0.619	0.550	0.625	0.000	0.931
	0.961				0.893				0.951				0.708				

National Data & Surveying Services Intersection Turning Movement Count

Location: N University Dr/SR 817 & Sunrise Lakes Blvd
City: Sunrise
Control: Signalized

Project ID: 22-140423-008
Date: 10/6/2022

Data - HT

NS/EW Streets:	N University Dr/SR 817				N University Dr/SR 817				Sunrise Lakes Blvd				Sunrise Lakes Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	6	1	0	2	5	0	0	0	0	0	0	1	0	1	0	16
7:15 AM	0	6	1	0	1	6	0	0	1	0	0	0	0	1	0	0	16
7:30 AM	1	8	0	0	0	8	0	0	0	1	1	0	1	0	0	0	20
7:45 AM	0	8	0	0	0	8	1	0	0	0	1	0	0	0	0	0	18
8:00 AM	0	12	2	0	0	7	0	1	1	0	0	0	0	0	0	0	23
8:15 AM	0	6	0	0	0	10	0	0	0	1	0	0	1	2	0	0	20
8:30 AM	0	12	0	0	0	9	0	0	1	0	1	0	2	1	0	0	26
8:45 AM	0	9	2	0	0	9	0	0	1	1	1	0	0	1	1	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	67	6	0	3	62	1	1	4	3	4	0	5	5	2	0	164
APPROACH %'s :	1.35%	90.54%	8.11%	0.00%	4.48%	92.54%	1.49%	1.49%	36.36%	27.27%	36.36%	0.00%	41.67%	41.67%	16.67%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	34	2	0	0	33	1	1	1	2	2	0	2	2	0	0	81
PEAK HR FACTOR :	0.250	0.708	0.250	0.000	0.000	0.825	0.250	0.250	0.250	0.500	0.500	0.000	0.500	0.250	0.000	0.000	0.880
	0.661				0.875				0.625				0.333				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	7	0	0	0	7	1	0	0	0	0	0	0	0	0	0	15
4:15 PM	0	7	1	0	0	5	0	1	0	0	0	0	0	0	0	0	14
4:30 PM	0	5	0	0	0	6	0	0	0	1	0	0	1	1	0	0	14
4:45 PM	0	2	0	0	0	6	0	0	1	0	0	0	0	0	0	0	9
5:00 PM	1	7	1	0	0	7	0	0	0	0	0	0	1	0	0	0	17
5:15 PM	2	2	0	0	1	6	0	0	1	1	0	0	1	1	0	0	15
5:30 PM	0	5	0	0	1	1	0	0	1	0	0	0	0	0	2	0	10
5:45 PM	0	2	1	0	0	8	0	0	0	0	1	0	1	0	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	37	3	0	2	46	1	1	3	2	1	0	4	2	2	0	107
APPROACH %'s :	6.98%	86.05%	6.98%	0.00%	4.00%	92.00%	2.00%	2.00%	50.00%	33.33%	16.67%	0.00%	50.00%	25.00%	25.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	3	16	2	0	2	22	0	0	2	1	1	0	3	1	2	0	55
PEAK HR FACTOR :	0.375	0.571	0.500	0.000	0.500	0.688	0.000	0.000	0.500	0.250	0.250	0.000	0.750	0.250	0.250	0.000	0.809
	0.583				0.750				0.500				0.750				

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	4%	2%	29%	0%	0%	2%	4%	9%	1%	14%	7%	0%	7%	29%	0%	#DIV/0!
PM	6%	1%	12%	0%	5%	1%	0%	0%	2%	9%	3%	0%	5%	8%	29%	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: N University Dr/SR 817 & Sunrise Lakes Blvd
City: Sunrise
Control: Signalized

Project ID: 22-140423-008
Date: 10/6/2022

Data - Bikes

NS/EW Streets:	N University Dr/SR 817				N University Dr/SR 817				Sunrise Lakes Blvd				Sunrise Lakes Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4
7:15 AM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
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	1	0	0	0	0	1	0	0	2
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	8	0	0	0	5	1	0	2	0	0	0	0	1	0	0	17
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	83.33%	16.67%	0.00%	100.00%	0.00%	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	4	0	0	0	3	0	0	1	0	0	0	0	1	0	0	9
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.750
	0.500				0.750				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	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
4:30 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	5
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	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	10	0	0	0	7	2	0	0	0	2	0	0	0	0	0	21
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	77.78%	22.22%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	5	0	0	0	5	1	0	0	0	0	0	0	0	0	0	11
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.000	0.417	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550
	0.625				0.375												

National Data & Surveying Services Intersection Turning Movement Count

Location: N University Dr/SR 817 & Sunrise Lakes Blvd **Project ID:** 22-140423-008
City: Sunrise **Date:** 10/6/2022

Data - Pedestrians (Crosswalks)

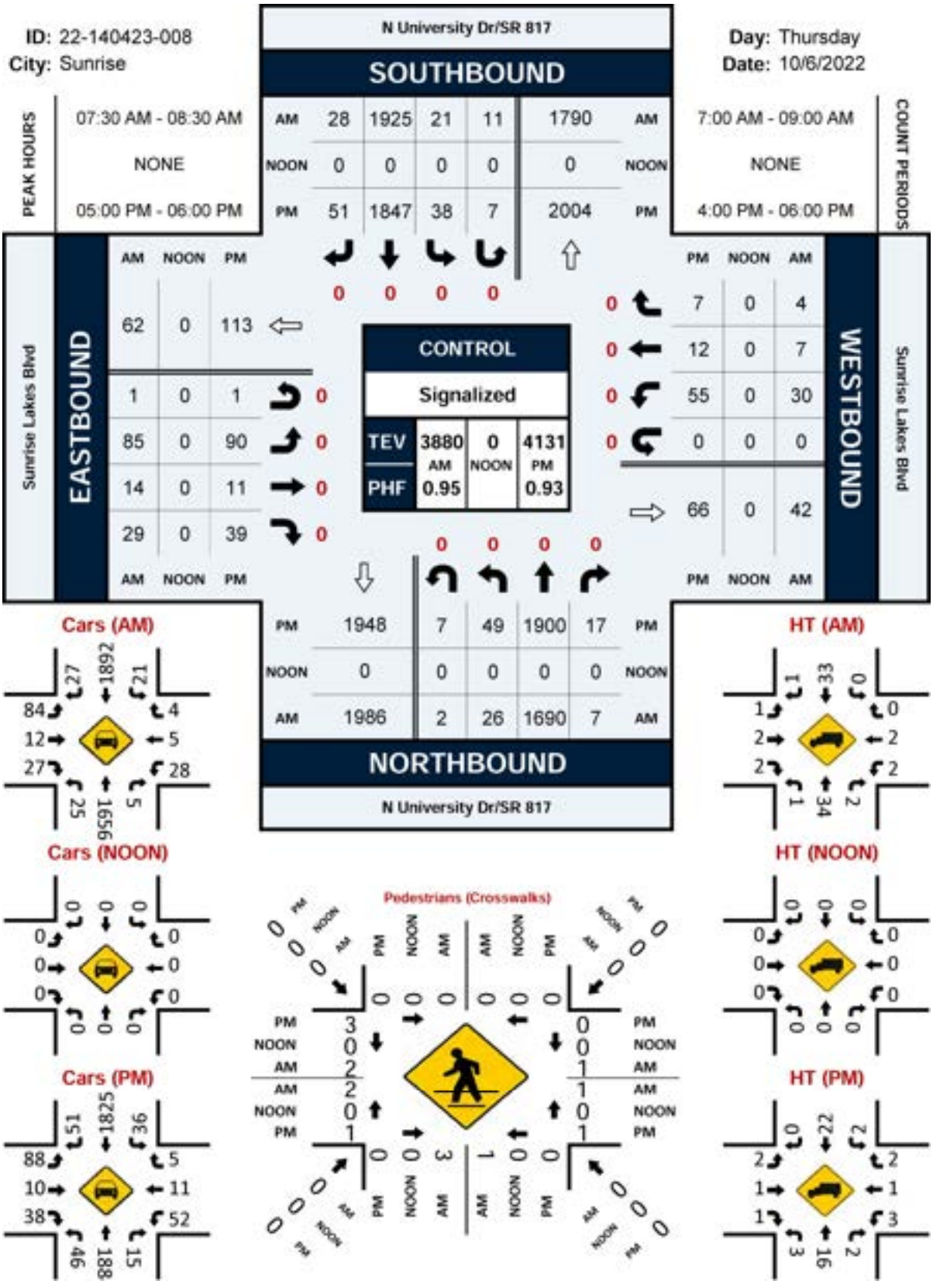
NS/EW Streets:	N University Dr/SR 817		N University Dr/SR 817		Sunrise Lakes Blvd		Sunrise Lakes Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	1	0	0	0	0	1	2
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	1	0	1	0	2	0	4
8:15 AM	0	0	1	1	0	0	0	1	3
8:30 AM	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	1	1	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	4	2	4	1	2	2	15
APPROACH %'s :			66.67%	33.33%	80.00%	20.00%	50.00%	50.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	3	1	1	1	2	2	10
PEAK HR FACTOR :			0.750	0.250	0.250	0.250	0.250	0.500	0.625
			0.500		0.500		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	1	3	5
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	0	1	2	1	3	8
APPROACH %'s :			100.00%	0.00%	33.33%	66.67%	25.00%	75.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	3	5
PEAK HR FACTOR :					0.250		0.250	0.250	0.250
					0.250		0.250		

Prepared by National Data & Surveying Services

N University Dr/SR 817 & Sunrise Lakes Blvd

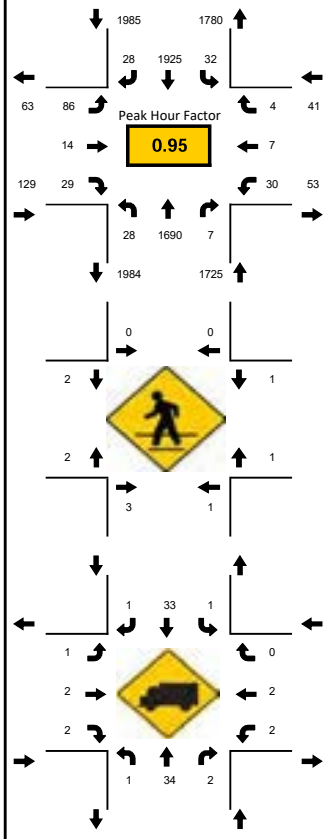
Peak Hour Turning Movement Count

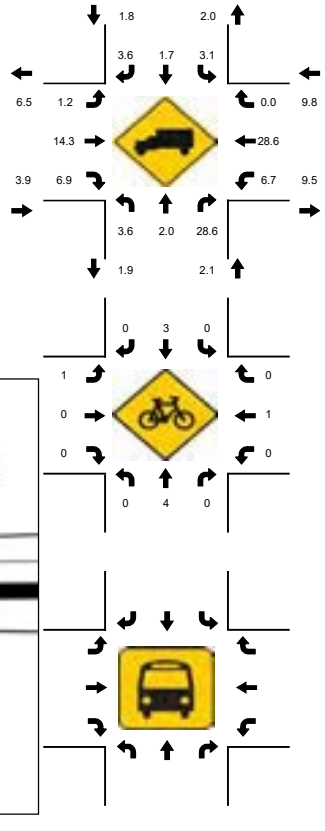


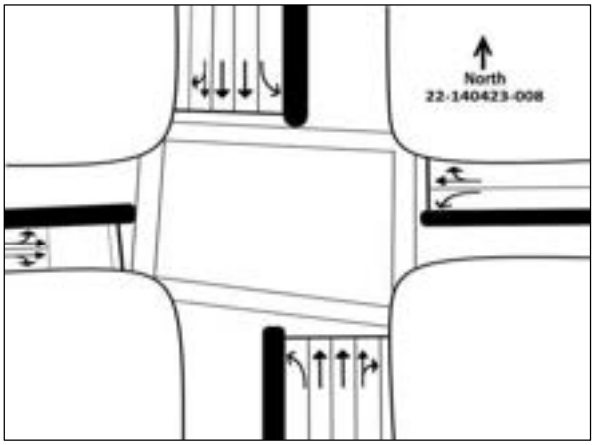
LOCATION: N University Dr/SR 817 & Sunrise Lakes Blvd
CITY/STATE: Sunrise, FL

PROJECT ID: 22-140423-008
DATE: Thu, Oct 06, 2022

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





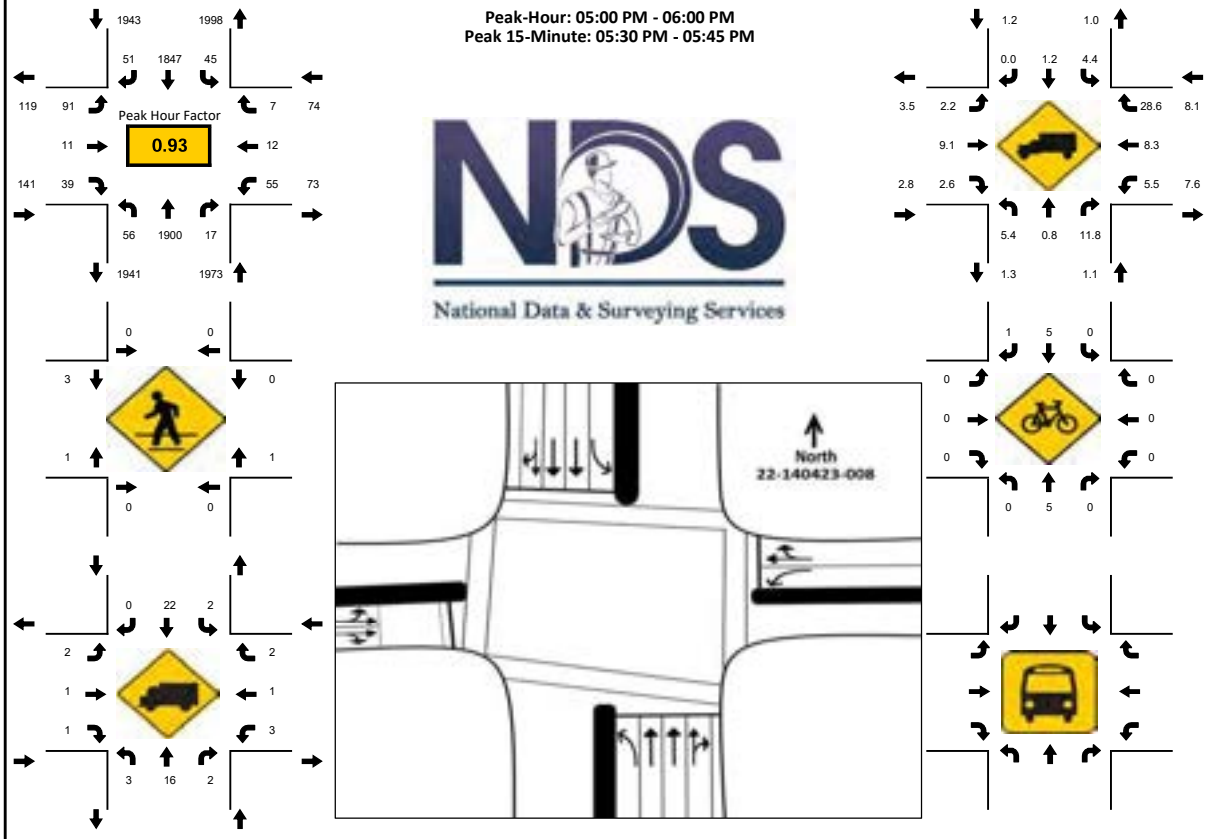


15-Min Count Period Beginning At	N University Dr/SR 817 Northbound					N University Dr/SR 817 Southbound					Sunrise Lakes Blvd Eastbound					Sunrise Lakes Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	367	2	0		5	464	6	0		9	1	3	0		10	0	1	0		868	3735
7:15 AM	2	364	3	0		5	530	7	1		26	4	6	0		9	3	0	0		960	3820
7:30 AM	4	373	2	0		5	496	10	3		22	5	8	0		9	3	2	0		942	3880
7:45 AM	7	452	0	0		6	461	6	0		15	5	5	0		6	0	2	0		965	3878
8:00 AM	9	432	2	0		3	461	3	3		23	2	7	0		8	0	0	0		953	3847
8:15 AM	6	433	3	2		7	507	9	5		25	2	9	1		7	4	0	0		1020	2894
8:30 AM	1	380	3	1		8	485	8	4		22	1	6	0		18	2	1	0		940	1874
8:45 AM	2	369	4	1		4	509	7	2		15	2	8	0		7	3	1	0		934	934
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	36	1808	12	8		28	2028	40	20		100	20	36	4		36	16	8	0		**4200**	
Heavy Trucks	4	48	8	0		0	40	4	4		4	4	4	0		4	8	0	0		**128**	
Pedestrians		8					0					8					4				**20**	
Bicycles	0	8	0	0		0	4	0	0		4	0	0	0		0	4	0	0		**20**	
Buses																						
Stopped Buses																						

LOCATION: N University Dr/SR 817 & Sunrise Lakes Blvd
CITY/STATE: Sunrise, FL

PROJECT ID: 22-140423-008
DATE: Thu, Oct 06, 2022

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services

15-Min Count Period Beginning At	N University Dr/SR 817 Northbound					N University Dr/SR 817 Southbound					Sunrise Lakes Blvd Eastbound					Sunrise Lakes Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	12	407	7	3		8	457	9	3		20	4	10	0		14	2	1	0		957	3885
4:15 PM	10	490	5	2		4	473	10	2		19	2	8	0		9	2	4	0		1040	3978
4:30 PM	8	416	6	1		8	420	15	2		28	3	9	0		13	1	0	0		930	3952
4:45 PM	6	430	3	1		5	438	17	3		29	4	10	0		9	0	3	0		958	4127
5:00 PM	14	474	4	2		13	473	14	1		17	6	7	0		22	1	2	0		1050	4131
5:15 PM	18	454	3	2		15	455	9	3		26	2	9	1		10	6	1	0		1014	3081
5:30 PM	8	502	2	1		6	515	17	1		23	1	12	0		11	4	2	0		1105	2067
5:45 PM	9	470	8	2		4	404	11	2		24	2	11	0		12	1	2	0		962	962
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	72	2008	32	8		60	2060	68	12		104	24	48	4		88	24	8	0		**4620**	
Heavy Trucks	8	28	4	0		4	32	0	0		4	4	4	0		4	4	8	0		**104**	
Pedestrians		0					0					16					4				**20**	
Bicycles	0	8	0	0		0	12	4	0		0	0	0	0		0	0	0	0		**24**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: Inverrary Blvd W & NW 30th Pl/E Aragon Blvd
City: Sunrise
Control: 1-Way Stop(SB)

Project ID: 22-140423-009
Date: 10/6/2022

Data - Total

NS/EW Streets:	Inverrary Blvd W				Inverrary Blvd W				NW 30th Pl/E Aragon Blvd				NW 30th Pl/E Aragon Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	8	0	19	0	0	0	0	1	2	0	30
7:15 AM	0	0	0	0	0	0	12	0	26	0	0	0	0	0	9	0	47
7:30 AM	0	0	0	0	3	0	9	0	25	0	0	0	0	1	9	0	47
7:45 AM	0	0	0	0	3	0	12	0	14	0	0	0	0	0	6	0	35
8:00 AM	0	0	0	0	6	0	14	0	22	1	0	0	0	0	5	0	48
8:15 AM	0	0	0	0	4	0	16	0	23	0	0	0	0	0	3	0	46
8:30 AM	0	0	0	0	2	0	14	0	33	2	0	0	0	0	4	0	55
8:45 AM	0	0	0	0	1	0	12	0	12	1	0	0	0	2	6	0	34
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	19	0	97	0	174	4	0	0	0	4	44	0	342
APPROACH %'s :					16.38%	0.00%	83.62%	0.00%	97.75%	2.25%	0.00%	0.00%	0.00%	8.33%	91.67%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	15	0	56	0	92	3	0	0	0	0	18	0	184
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.875	0.000	0.697	0.375	0.000	0.000	0.000	0.000	0.750	0.000	0.836
					0.888				0.679				0.750				

NS/EW Streets:	Inverrary Blvd W				Inverrary Blvd W				NW 30th Pl/E Aragon Blvd				NW 30th Pl/E Aragon Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	3	0	31	0	22	0	0	1	0	0	1	0	58
4:15 PM	0	0	0	0	1	0	19	0	22	0	0	0	0	0	1	0	43
4:30 PM	0	0	0	0	4	0	22	0	22	0	0	0	0	1	4	0	53
4:45 PM	0	0	0	0	3	0	21	0	22	1	0	0	0	0	5	0	52
5:00 PM	0	0	0	0	5	0	22	0	29	0	0	0	0	1	4	0	61
5:15 PM	0	0	0	0	4	0	35	0	19	1	0	0	0	1	2	0	62
5:30 PM	0	0	0	0	5	0	20	0	16	0	0	0	0	0	5	0	46
5:45 PM	0	0	0	0	5	0	20	0	31	0	0	0	0	0	3	0	59
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	30	0	190	0	183	2	0	1	0	3	25	0	434
APPROACH %'s :					13.64%	0.00%	86.36%	0.00%	98.39%	1.08%	0.00%	0.54%	0.00%	10.71%	89.29%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	19	0	97	0	95	1	0	0	0	2	14	0	228
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.950	0.000	0.693	0.000	0.766	0.250	0.000	0.000	0.000	0.500	0.700	0.000	0.919
					0.744				0.774				0.800				

National Data & Surveying Services Intersection Turning Movement Count

Location: Inverrary Blvd W & NW 30th Pl/E Aragon Blvd
City: Sunrise
Control: 1-Way Stop(SB)

Project ID: 22-140423-009
Date: 10/6/2022

Data - Cars

NS/EW Streets:	Inverrary Blvd W				Inverrary Blvd W				NW 30th Pl/E Aragon Blvd				NW 30th Pl/E Aragon Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	7	0	19	0	0	0	0	1	2	0	29
7:15 AM	0	0	0	0	0	0	12	0	26	0	0	0	0	0	9	0	47
7:30 AM	0	0	0	0	3	0	9	0	25	0	0	0	0	1	9	0	47
7:45 AM	0	0	0	0	3	0	12	0	13	0	0	0	0	0	6	0	34
8:00 AM	0	0	0	0	6	0	14	0	22	1	0	0	0	0	5	0	48
8:15 AM	0	0	0	0	4	0	16	0	22	0	0	0	0	0	3	0	45
8:30 AM	0	0	0	0	2	0	14	0	33	2	0	0	0	0	4	0	55
8:45 AM	0	0	0	0	1	0	11	0	12	1	0	0	0	2	6	0	33
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	19	0	95	0	172	4	0	0	0	4	44	0	338
APPROACH %'s :					16.67%	0.00%	83.33%	0.00%	97.73%	2.27%	0.00%	0.00%	0.00%	8.33%	91.67%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	15	0	56	0	90	3	0	0	0	0	18	0	182
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.875	0.000	0.682	0.375	0.000	0.000	0.000	0.000	0.750	0.000	0.827
					0.888				0.664				0.750				

NS/EW Streets:	Inverrary Blvd W				Inverrary Blvd W				NW 30th Pl/E Aragon Blvd				NW 30th Pl/E Aragon Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	3	0	31	0	22	0	0	1	0	0	1	0	58
4:15 PM	0	0	0	0	1	0	18	0	19	0	0	0	0	0	1	0	39
4:30 PM	0	0	0	0	4	0	22	0	22	0	0	0	0	1	4	0	53
4:45 PM	0	0	0	0	3	0	21	0	22	1	0	0	0	0	5	0	52
5:00 PM	0	0	0	0	5	0	21	0	28	0	0	0	0	1	4	0	59
5:15 PM	0	0	0	0	4	0	35	0	18	1	0	0	0	1	2	0	61
5:30 PM	0	0	0	0	5	0	20	0	16	0	0	0	0	0	5	0	46
5:45 PM	0	0	0	0	5	0	20	0	31	0	0	0	0	0	3	0	59
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	30	0	188	0	178	2	0	1	0	3	25	0	427
APPROACH %'s :					13.76%	0.00%	86.24%	0.00%	98.34%	1.10%	0.00%	0.55%	0.00%	10.71%	89.29%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	19	0	96	0	93	1	0	0	0	2	14	0	225
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.950	0.000	0.686	0.000	0.750	0.250	0.000	0.000	0.000	0.500	0.700	0.000	0.922
					0.737				0.758				0.800				

National Data & Surveying Services Intersection Turning Movement Count

Location: Inverrary Blvd W & NW 30th Pl/E Aragon Blvd
City: Sunrise
Control: 1-Way Stop(SB)

Project ID: 22-140423-009
Date: 10/6/2022

Data - HT

NS/EW Streets:	Inverrary Blvd W				Inverrary Blvd W				NW 30th Pl/E Aragon Blvd				NW 30th Pl/E Aragon Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	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	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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	3	0	0	0	0	0	0	0	4
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	7
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
							0.250		0.500								

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

National Data & Surveying Services Intersection Turning Movement Count

Location: Inverrary Blvd W & NW 30th Pl/E Aragon Blvd
City: Sunrise
Control: 1-Way Stop(SB)

Project ID: 22-140423-009
Date: 10/6/2022

Data - Bikes

NS/EW Streets:	Inverrary Blvd W				Inverrary Blvd W				NW 30th Pl/E Aragon Blvd				NW 30th Pl/E Aragon Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	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	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	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
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	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	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	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	1	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	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 :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	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	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250
										0.250				0.250			

National Data & Surveying Services Intersection Turning Movement Count

Location: Inverrary Blvd W & NW 30th Pl/E Aragon Blvd
City: Sunrise
Project ID: 22-140423-009
Date: 10/6/2022

Data - Pedestrians (Crosswalks)

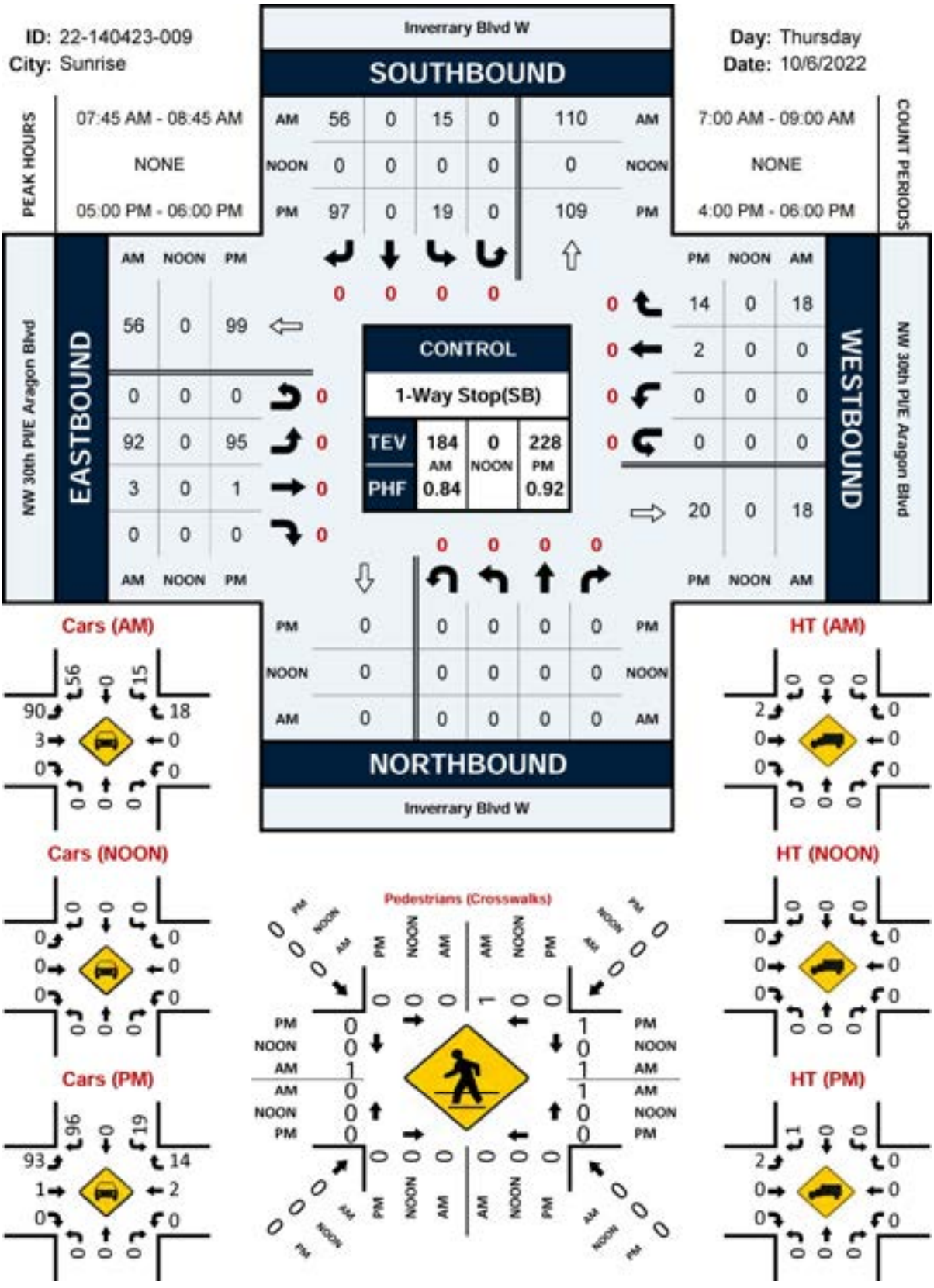
NS/EW Streets:	Inverrary Blvd W		Inverrary Blvd W		NW 30th Pl/E Aragon Blvd		NW 30th Pl/E Aragon Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	1	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	0	1	1	1	1	5
APPROACH %'s :	0.00%	100.00%			50.00%	50.00%	50.00%	50.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	1	0	0	1	1	0	1	4
PEAK HR FACTOR :		0.250			0.250	0.250		0.250	0.500
		0.250				0.500		0.250	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	2	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	2	0	0	4
APPROACH %'s :					50.00%	50.00%			
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :						0.250			0.250
						0.250			

Prepared by National Data & Surveying Services

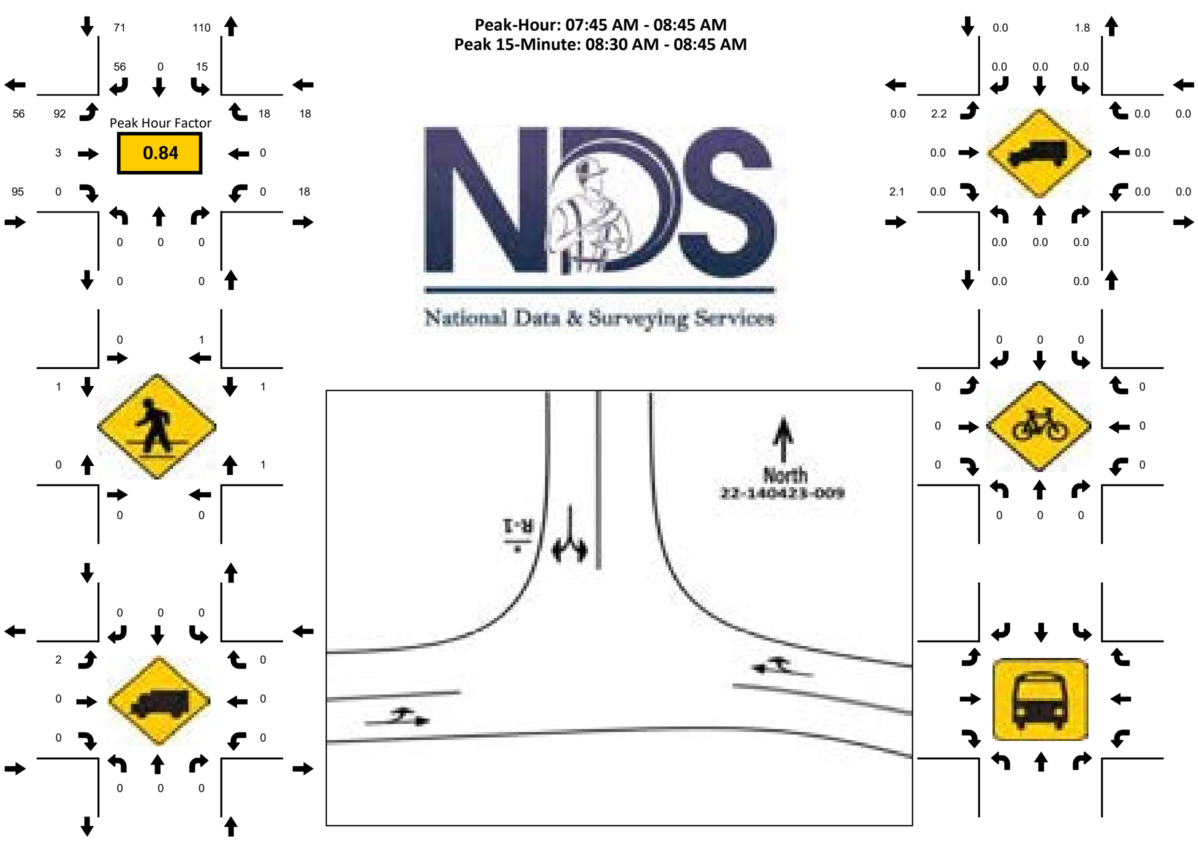
Inverrary Blvd W & NW 30th Pl/E Aragon Blvd

Peak Hour Turning Movement Count



LOCATION: Inverrary Blvd W & NW 30th Pl/E Aragon Blvd **PROJECT ID:** 22-140423-009
CITY/STATE: Sunrise, FL **DATE:** Thu, Oct 06, 2022

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



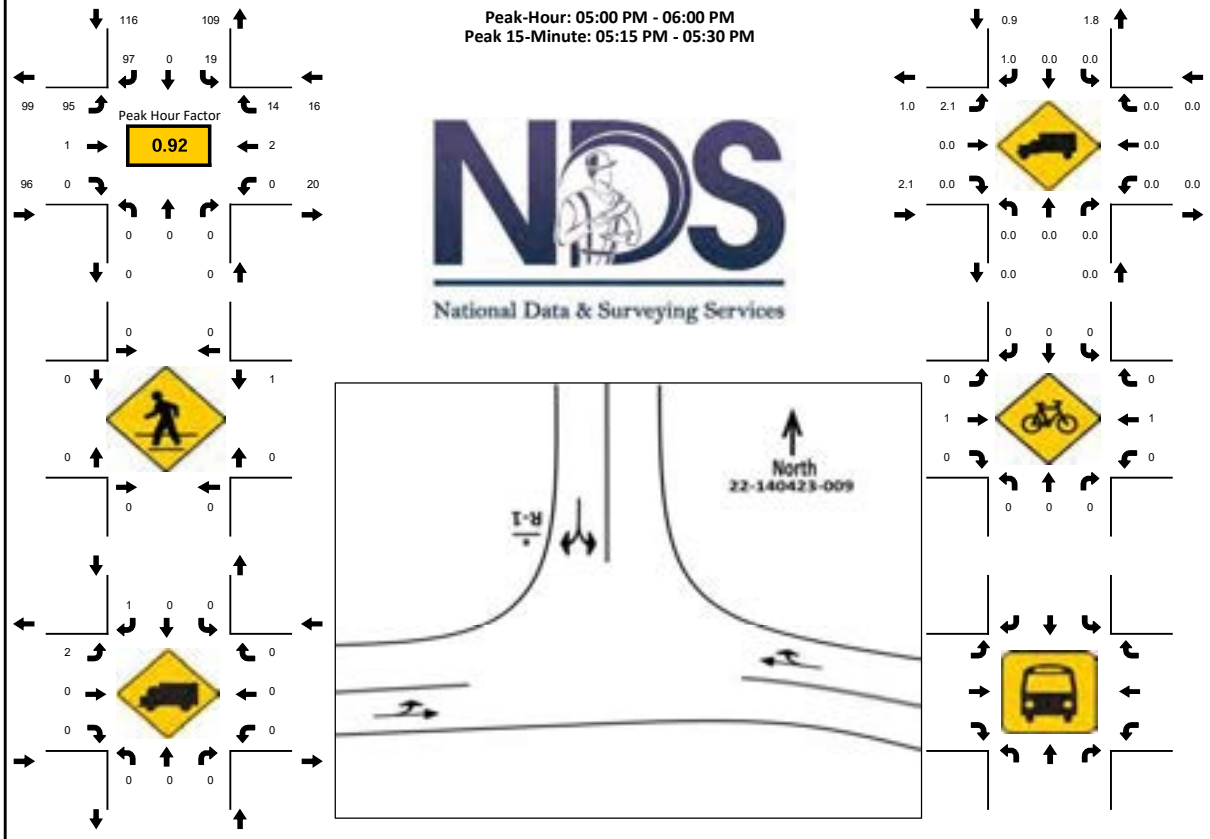
15-Min Count Period Beginning At	Inverrary Blvd W Northbound					Inverrary Blvd W Southbound					NW 30th Pl/E Aragon Blvd Eastbound					NW 30th Pl/E Aragon Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		0	0	8	0		19	0	0	0		0	1	2	0		30	159
7:15 AM	0	0	0	0		0	0	12	0		26	0	0	0		0	0	9	0		47	177
7:30 AM	0	0	0	0		3	0	9	0		25	0	0	0		0	1	9	0		47	176
7:45 AM	0	0	0	0		3	0	12	0		14	0	0	0		0	0	6	0		35	184
8:00 AM	0	0	0	0		6	0	14	0		22	1	0	0		0	0	5	0		48	183
8:15 AM	0	0	0	0		4	0	16	0		23	0	0	0		0	0	3	0		46	135
8:30 AM	0	0	0	0		2	0	14	0		33	2	0	0		0	0	4	0		55	89
8:45 AM	0	0	0	0		1	0	12	0		12	1	0	0		0	2	6	0		34	34

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	0	0	0		24	0	64	0		132	8	0	0		0	0	24	0		**252**
Heavy Trucks	0	0	0	0		0	0	0	0		4	0	0	0		0	0	0	0		**4**
Pedestrians		0					4					4					4				**12**
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**
Buses																					
Stopped Buses																					

LOCATION: Inverrary Blvd W & NW 30th Pl/E Aragon Blvd
CITY/STATE: Sunrise, FL

PROJECT ID: 22-140423-009
DATE: Thu, Oct 06, 2022

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



15-Min Count Period Beginning At	Inverrary Blvd W Northbound					Inverrary Blvd W Southbound					NW 30th Pl/E Aragon Blvd Eastbound					NW 30th Pl/E Aragon Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		3	0	31	0		22	0	0	1		0	0	1	0		58	206
4:15 PM	0	0	0	0		1	0	19	0		22	0	0	0		0	0	1	0		43	209
4:30 PM	0	0	0	0		4	0	22	0		22	0	0	0		0	1	4	0		53	228
4:45 PM	0	0	0	0		3	0	21	0		22	1	0	0		0	0	5	0		52	221
5:00 PM	0	0	0	0		5	0	22	0		29	0	0	0		0	1	4	0		61	228
5:15 PM	0	0	0	0		4	0	35	0		19	1	0	0		0	1	2	0		62	167
5:30 PM	0	0	0	0		5	0	20	0		16	0	0	0		0	0	5	0		46	105
5:45 PM	0	0	0	0		5	0	20	0		31	0	0	0		0	0	3	0		59	59
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	0	0	0		20	0	140	0		124	4	0	0		0	4	20	0		**312**	
Heavy Trucks	0	0	0	0		0	0	4	0		4	0	0	0		0	0	0	0		**8**	
Pedestrians		0					0					0					4				**4**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	4	0	0		**8**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: Inverrary Blvd W & Sunrise Lakes Dr N
City: Sunrise
Control: 2-Way Stop(EB/WB)

Project ID: 22-140423-010
Date: 10/6/2022

Data - Total

NS/EW Streets:	Inverrary Blvd W				Inverrary Blvd W				Sunrise Lakes Dr N				Sunrise Lakes Dr N				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	20	1	0	3	9	0	0	0	0	0	0	0	0	7	0	40
7:15 AM	0	34	1	0	4	11	0	0	0	0	0	0	0	0	15	0	65
7:30 AM	0	33	1	0	7	12	0	0	0	0	0	0	0	0	12	0	65
7:45 AM	0	19	0	0	18	16	0	0	0	0	0	0	1	0	13	0	67
8:00 AM	0	25	1	0	19	18	0	0	1	1	0	0	0	0	13	0	78
8:15 AM	0	27	1	0	16	20	0	0	0	0	0	0	0	0	13	0	77
8:30 AM	0	33	2	0	27	14	0	0	1	0	0	0	2	0	14	0	93
8:45 AM	0	18	1	0	19	13	0	0	0	0	0	0	0	0	13	0	64
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	209	8	0	113	113	0	0	2	1	0	0	3	0	100	0	549
APPROACH %'s :	0.00%	96.31%	3.69%	0.00%	50.00%	50.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	2.91%	0.00%	97.09%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	104	4	0	80	68	0	0	2	1	0	0	3	0	53	0	315
PEAK HR FACTOR :	0.000	0.788	0.500	0.000	0.741	0.850	0.000	0.000	0.500	0.250	0.000	0.000	0.375	0.000	0.946	0.000	0.847
	0.771				0.902				0.375				0.875				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	23	1	0	21	33	0	0	0	0	0	0	1	0	13	0	92
4:15 PM	0	22	1	0	19	19	0	0	0	0	0	0	1	0	14	0	76
4:30 PM	0	25	1	0	15	24	0	1	0	0	0	0	2	0	9	0	77
4:45 PM	0	27	0	0	7	23	0	0	0	0	0	0	1	1	5	0	64
5:00 PM	0	33	0	0	16	27	0	1	0	0	0	0	0	0	8	0	85
5:15 PM	0	20	1	0	8	39	0	0	0	0	0	0	1	0	6	0	75
5:30 PM	0	20	1	0	6	21	0	0	0	1	0	0	3	0	4	0	56
5:45 PM	0	29	5	0	15	24	0	0	0	0	0	0	1	0	7	0	81
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	199	10	0	107	210	0	2	0	1	0	0	10	1	66	0	606
APPROACH %'s :	0.00%	95.22%	4.78%	0.00%	33.54%	65.83%	0.00%	0.63%	0.00%	100.00%	0.00%	0.00%	12.99%	1.30%	85.71%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	97	3	0	62	99	0	1	0	0	0	0	5	1	41	0	309
PEAK HR FACTOR :	0.000	0.898	0.750	0.000	0.738	0.750	0.000	0.250	0.000	0.000	0.000	0.000	0.625	0.250	0.732	0.000	0.840
	0.926				0.750								0.783				

National Data & Surveying Services Intersection Turning Movement Count

Location: Inverrary Blvd W & Sunrise Lakes Dr N
City: Sunrise
Control: 2-Way Stop(EB/WB)

Project ID: 22-140423-010
Date: 10/6/2022

Data - Cars

NS/EW Streets:	Inverrary Blvd W				Inverrary Blvd W				Sunrise Lakes Dr N				Sunrise Lakes Dr N				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	20	1	0	3	8	0	0	0	0	0	0	0	0	7	0	39
7:15 AM	0	34	1	0	4	11	0	0	0	0	0	0	0	0	15	0	65
7:30 AM	0	33	1	0	7	12	0	0	0	0	0	0	0	0	12	0	65
7:45 AM	0	18	0	0	18	16	0	0	0	0	0	0	1	0	13	0	66
8:00 AM	0	25	1	0	17	18	0	0	1	1	0	0	0	0	12	0	75
8:15 AM	0	26	1	0	15	20	0	0	0	0	0	0	0	0	13	0	75
8:30 AM	0	33	2	0	25	14	0	0	1	0	0	0	2	0	14	0	91
8:45 AM	0	18	1	0	19	12	0	0	0	0	0	0	0	0	13	0	63
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	207	8	0	108	111	0	0	2	1	0	0	3	0	99	0	539
APPROACH %'s :	0.00%	96.28%	3.72%	0.00%	49.32%	50.68%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	2.94%	0.00%	97.06%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	102	4	0	75	68	0	0	2	1	0	0	3	0	52	0	307
PEAK HR FACTOR :	0.000	0.773	0.500	0.000	0.750	0.850	0.000	0.000	0.500	0.250	0.000	0.000	0.375	0.000	0.929	0.000	0.843
	0.757				0.917				0.375				0.859				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	23	1	0	20	33	0	0	0	0	0	0	1	0	12	0	90
4:15 PM	0	20	0	0	18	18	0	0	0	0	0	0	1	0	14	0	71
4:30 PM	0	25	1	0	12	24	0	1	0	0	0	0	2	0	9	0	74
4:45 PM	0	27	0	0	7	23	0	0	0	0	0	0	1	1	5	0	64
5:00 PM	0	32	0	0	16	26	0	1	0	0	0	0	0	0	8	0	83
5:15 PM	0	19	1	0	8	39	0	0	0	0	0	0	1	0	6	0	74
5:30 PM	0	20	1	0	6	21	0	0	0	1	0	0	3	0	4	0	56
5:45 PM	0	29	5	0	15	24	0	0	0	0	0	0	1	0	6	0	80
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	195	9	0	102	208	0	2	0	1	0	0	10	1	64	0	592
APPROACH %'s :	0.00%	95.59%	4.41%	0.00%	32.69%	66.67%	0.00%	0.64%	0.00%	100.00%	0.00%	0.00%	13.33%	1.33%	85.33%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	95	2	0	57	98	0	1	0	0	0	0	5	1	40	0	299
PEAK HR FACTOR :	0.000	0.880	0.500	0.000	0.713	0.742	0.000	0.250	0.000	0.000	0.000	0.000	0.625	0.250	0.714	0.000	0.831
	0.898				0.736								0.767				

National Data & Surveying Services Intersection Turning Movement Count

Location: Inverrary Blvd W & Sunrise Lakes Dr N
City: Sunrise
Control: 2-Way Stop(EB/WB)

Project ID: 22-140423-010
Date: 10/6/2022

Data - HT

NS/EW Streets:	Inverrary Blvd W				Inverrary Blvd W				Sunrise Lakes Dr N				Sunrise Lakes Dr N				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	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	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	5	2	0	0	0	0	0	0	0	0	1	0	10
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	71.43%	28.57%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	2	0	0	5	0	0	0	0	0	0	0	0	0	1	0	8
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.667
	0.500				0.625								0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
4:15 PM	0	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	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	0	0	0	0	0	0	0	0	0	1	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	1	0	5	2	0	0	0	0	0	0	0	0	2	0	14
APPROACH %'s :	0.00%	80.00%	20.00%	0.00%	71.43%	28.57%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	2	1	0	5	1	0	0	0	0	0	0	0	0	1	0	10
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.417	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500
	0.250				0.500								0.250				

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	#DIV/0!	2%	0%	#DIV/0!	6%	0%	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	#DIV/0!	0%	#DIV/0!	2%	#DIV/0!
PM	#DIV/0!	2%	33%	#DIV/0!	8%	1%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	2%	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: Inverrary Blvd W & Sunrise Lakes Dr N
City: Sunrise
Control: 2-Way Stop(EB/WB)

Project ID: 22-140423-010
Date: 10/6/2022

Data - Bikes

NS/EW Streets:	Inverrary Blvd W				Inverrary Blvd W				Sunrise Lakes Dr N				Sunrise Lakes Dr N				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	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	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	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
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	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	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	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.250											

National Data & Surveying Services Intersection Turning Movement Count

Location: Inverrary Blvd W & Sunrise Lakes Dr N
City: Sunrise
Project ID: 22-140423-010
Date: 10/6/2022

Data - Pedestrians (Crosswalks)

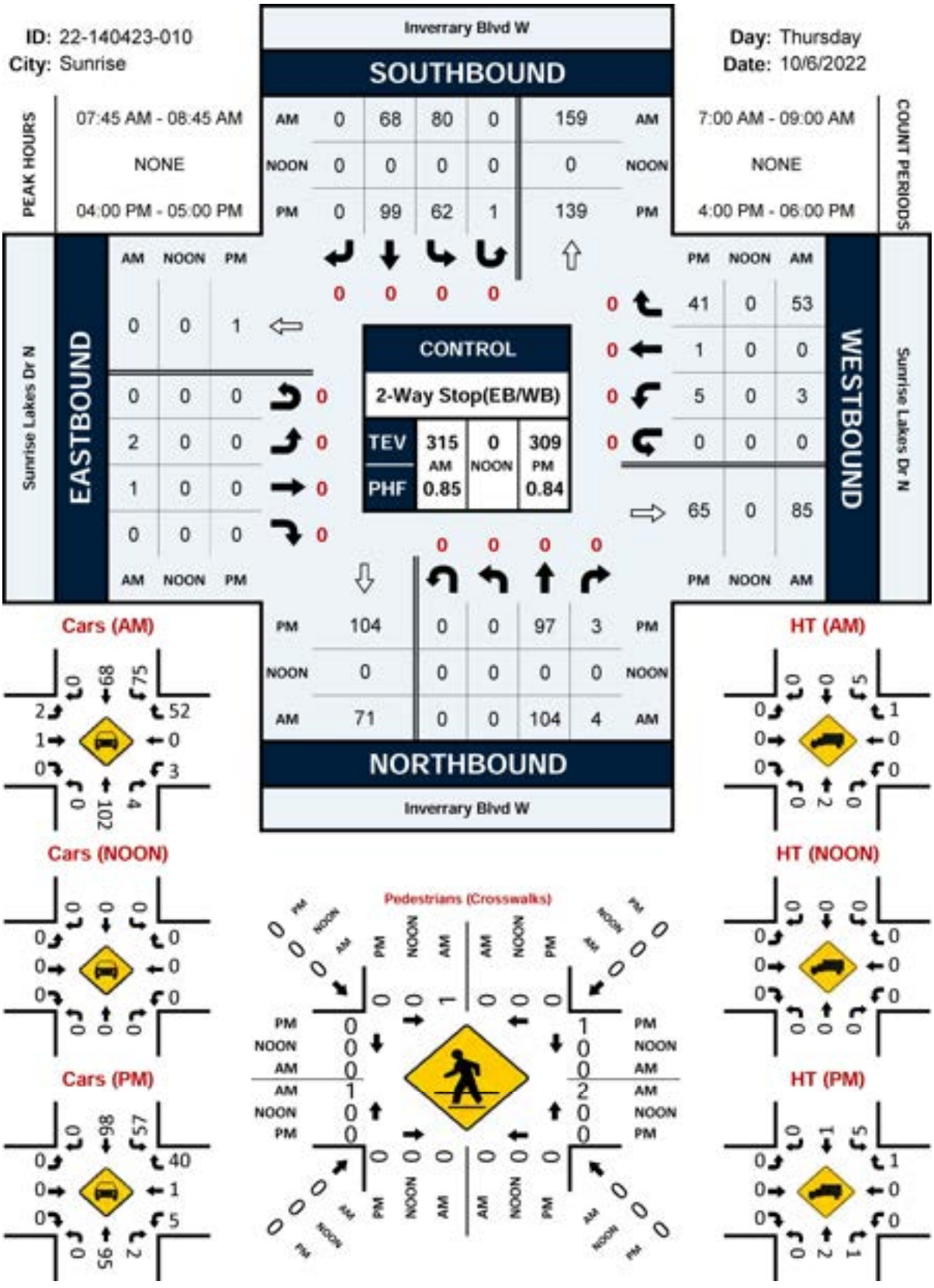
NS/EW Streets:	Inverrary Blvd W		Inverrary Blvd W		Sunrise Lakes Dr N		Sunrise Lakes Dr N		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	1	0	0	2	2	5
7:15 AM	0	0	0	0	0	0	1	0	1
7:30 AM	0	2	0	1	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	1	0	1
8:00 AM	1	0	0	0	1	0	0	0	2
8:15 AM	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	2	0	2	3	0	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	2	1	4	2	2	7	2	21
APPROACH %'s :	33.33%	66.67%	20.00%	80.00%	50.00%	50.00%	77.78%	22.22%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	1	0	0	0	2	0	1	0	4
PEAK HR FACTOR :	0.250				0.500		0.250		0.500
	0.250				0.500		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	1
5:45 PM	0	2	0	0	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	2	0	1	5
APPROACH %'s :	0.00%	100.00%			0.00%	100.00%	0.00%	100.00%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :						0.250			0.250
						0.250			

Prepared by National Data & Surveying Services

Inverrary Blvd W & Sunrise Lakes Dr N

Peak Hour Turning Movement Count

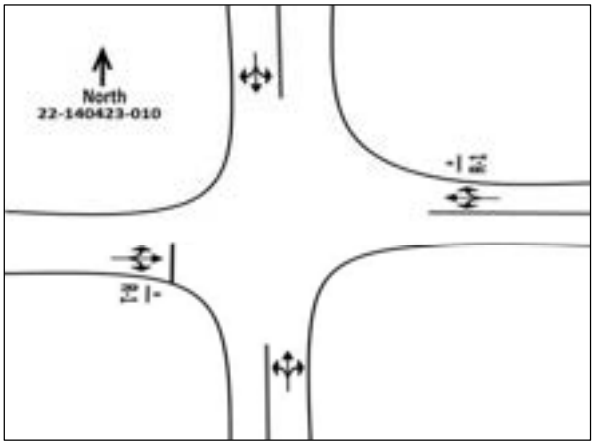


LOCATION: Inverrary Blvd W & Sunrise Lakes Dr N
CITY/STATE: Sunrise, FL

PROJECT ID: 22-140423-010
DATE: Thu, Oct 06, 2022

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

Peak Hour Factor: **0.85**

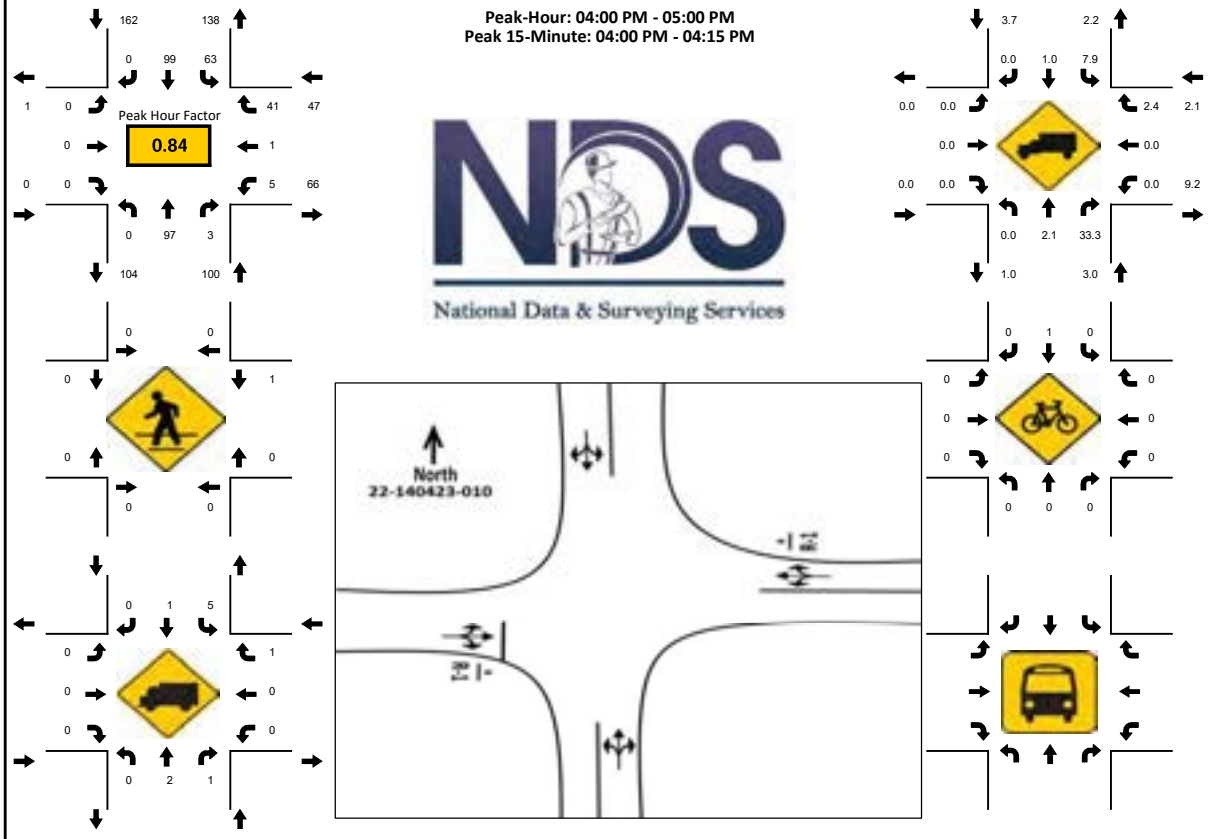


15-Min Count Period Beginning At	Inverrary Blvd W Northbound					Inverrary Blvd W Southbound					Sunrise Lakes Dr N Eastbound					Sunrise Lakes Dr N Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	20	1	0		3	9	0	0		0	0	0	0		0	0	7	0		40	237
7:15 AM	0	34	1	0		4	11	0	0		0	0	0	0		0	0	15	0		65	275
7:30 AM	0	33	1	0		7	12	0	0		0	0	0	0		0	0	12	0		65	287
7:45 AM	0	19	0	0		18	16	0	0		0	0	0	0		1	0	13	0		67	315
8:00 AM	0	25	1	0		19	18	0	0		1	1	0	0		0	0	13	0		78	312
8:15 AM	0	27	1	0		16	20	0	0		0	0	0	0		0	0	13	0		77	234
8:30 AM	0	33	2	0		27	14	0	0		1	0	0	0		2	0	14	0		93	157
8:45 AM	0	18	1	0		19	13	0	0		0	0	0	0		0	0	13	0		64	64
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	132	8	0		108	80	0	0		4	4	0	0		8	0	56	0		**400**	
Heavy Trucks	0	4	0	0		8	0	0	0		0	0	0	0		0	0	4	0		**16**	
Pedestrians		0					4					4					4				**12**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

LOCATION: Inverrary Blvd W & Sunrise Lakes Dr N
CITY/STATE: Sunrise, FL

PROJECT ID: 22-140423-010
DATE: Thu, Oct 06, 2022

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



15-Min Count Period Beginning At	Inverrary Blvd W Northbound					Inverrary Blvd W Southbound					Sunrise Lakes Dr N Eastbound					Sunrise Lakes Dr N 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	23	1	0		21	33	0	0		0	0	0	0		1	0	13	0		92	309
4:15 PM	0	22	1	0		19	19	0	0		0	0	0	0		1	0	14	0		76	302
4:30 PM	0	25	1	0		15	24	0	1		0	0	0	0		2	0	9	0		77	301
4:45 PM	0	27	0	0		7	23	0	0		0	0	0	0		1	1	5	0		64	280
5:00 PM	0	33	0	0		16	27	0	1		0	0	0	0		0	0	8	0		85	297
5:15 PM	0	20	1	0		8	39	0	0		0	0	0	0		1	0	6	0		75	212
5:30 PM	0	20	1	0		6	21	0	0		0	1	0	0		3	0	4	0		56	137
5:45 PM	0	29	5	0		15	24	0	0		0	0	0	0		1	0	7	0		81	81
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	108	4	0		84	132	0	4		0	0	0	0		8	4	56	0		**400**	
Heavy Trucks	0	8	4	0		12	4	0	0		0	0	0	0		0	0	4	0		**32**	
Pedestrians		0					0					0					4				**4**	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: Sunrise Lakes Dr E & Sunrise Lakes Dr N/NW 30th Pl
City: Sunrise
Control: 4-Way Stop

Project ID: 22-140423-011
Date: 10/6/2022

Data - Total

NS/EW Streets:	Sunrise Lakes Dr E				Sunrise Lakes Dr E				Sunrise Lakes Dr N/NW 30th Pl				Sunrise Lakes Dr N/NW 30th Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	14	0	0	0	0	0	0	3	0	0	7	2	0	0	29
7:15 AM	5	0	20	0	0	0	1	0	1	2	4	0	8	3	0	0	44
7:30 AM	8	0	14	0	0	0	1	0	0	12	0	0	8	2	0	0	45
7:45 AM	7	0	5	0	1	0	0	0	0	4	1	0	8	4	1	0	31
8:00 AM	3	0	16	0	0	0	0	0	0	7	2	0	4	9	0	0	41
8:15 AM	5	0	16	0	0	0	0	0	0	6	7	0	7	5	0	0	46
8:30 AM	6	0	19	0	0	0	0	0	0	9	4	0	3	10	0	0	51
8:45 AM	5	0	7	0	0	1	1	0	0	3	2	0	7	5	0	0	31
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	42	0	111	0	1	1	3	0	1	46	20	0	52	40	1	0	318
APPROACH %'s :	27.45%	0.00%	72.55%	0.00%	20.00%	20.00%	60.00%	0.00%	1.49%	68.66%	29.85%	0.00%	55.91%	43.01%	1.08%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	19	0	58	0	0	1	1	0	0	25	15	0	21	29	0	0	169
PEAK HR FACTOR :	0.792	0.000	0.763	0.000	0.000	0.250	0.250	0.000	0.000	0.694	0.536	0.000	0.750	0.725	0.000	0.000	0.828
	0.770				0.250				0.769				0.962				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	1	14	0	0	0	0	0	1	8	4	0	20	8	0	0	58
4:15 PM	2	2	13	0	0	0	0	0	0	4	4	0	7	7	0	0	39
4:30 PM	4	0	10	0	2	0	0	0	0	7	1	0	11	9	2	0	46
4:45 PM	1	1	15	0	1	0	0	0	0	5	4	0	13	4	1	1	46
5:00 PM	4	0	14	0	0	0	0	0	0	11	7	0	13	6	0	0	55
5:15 PM	4	0	13	0	0	0	0	0	0	4	3	0	20	7	0	0	51
5:30 PM	2	0	10	0	0	0	0	0	0	5	4	0	17	5	0	0	43
5:45 PM	5	0	15	0	0	1	1	0	0	11	3	0	11	6	0	0	53
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	24	4	104	0	3	1	1	0	1	55	30	0	112	52	3	1	391
APPROACH %'s :	18.18%	3.03%	78.79%	0.00%	60.00%	20.00%	20.00%	0.00%	1.16%	63.95%	34.88%	0.00%	66.67%	30.95%	1.79%	0.60%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	15	0	52	0	0	1	1	0	0	31	17	0	61	24	0	0	202
PEAK HR FACTOR :	0.750	0.000	0.867	0.000	0.000	0.250	0.250	0.000	0.000	0.705	0.607	0.000	0.763	0.857	0.000	0.000	0.918
	0.838				0.250				0.667				0.787				

National Data & Surveying Services Intersection Turning Movement Count

Location: Sunrise Lakes Dr E & Sunrise Lakes Dr N/NW 30th Pl
City: Sunrise
Control: 4-Way Stop

Project ID: 22-140423-011
Date: 10/6/2022

Data - Cars

NS/EW Streets:	Sunrise Lakes Dr E				Sunrise Lakes Dr E				Sunrise Lakes Dr N/NW 30th Pl				Sunrise Lakes Dr N/NW 30th Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	14	0	0	0	0	0	0	3	0	0	7	2	0	0	29
7:15 AM	5	0	20	0	0	0	1	0	1	2	3	0	7	3	0	0	42
7:30 AM	7	0	14	0	0	0	1	0	0	12	0	0	8	2	0	0	44
7:45 AM	7	0	4	0	1	0	0	0	0	4	1	0	8	4	1	0	30
8:00 AM	3	0	16	0	0	0	0	0	0	7	0	0	4	9	0	0	39
8:15 AM	3	0	15	0	0	0	0	0	0	6	7	0	7	5	0	0	43
8:30 AM	5	0	19	0	0	0	0	0	0	9	4	0	3	10	0	0	50
8:45 AM	5	0	7	0	0	1	1	0	0	3	1	0	7	4	0	0	29
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	38	0	109	0	1	1	3	0	1	46	16	0	51	39	1	0	306
APPROACH %'s :	25.85%	0.00%	74.15%	0.00%	20.00%	20.00%	60.00%	0.00%	1.59%	73.02%	25.40%	0.00%	56.04%	42.86%	1.10%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	16	0	57	0	0	1	1	0	0	25	12	0	21	28	0	0	161
PEAK HR FACTOR :	0.800	0.000	0.750	0.000	0.000	0.250	0.250	0.000	0.000	0.694	0.429	0.000	0.750	0.700	0.000	0.000	0.805
	0.760				0.250				0.712				0.942				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	1	14	0	0	0	0	0	1	8	4	0	20	8	0	0	58
4:15 PM	2	2	10	0	0	0	0	0	0	4	3	0	6	7	0	0	34
4:30 PM	3	0	10	0	2	0	0	0	0	7	1	0	11	9	2	0	45
4:45 PM	1	1	14	0	1	0	0	0	0	5	4	0	13	4	1	1	45
5:00 PM	4	0	14	0	0	0	0	0	0	11	6	0	12	6	0	0	53
5:15 PM	3	0	13	0	0	0	0	0	0	3	2	0	20	7	0	0	48
5:30 PM	2	0	10	0	0	0	0	0	0	5	4	0	17	5	0	0	43
5:45 PM	5	0	15	0	0	1	0	0	0	11	2	0	11	6	0	0	51
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	4	100	0	3	1	0	0	1	54	26	0	110	52	3	1	377
APPROACH %'s :	17.46%	3.17%	79.37%	0.00%	75.00%	25.00%	0.00%	0.00%	1.23%	66.67%	32.10%	0.00%	66.27%	31.33%	1.81%	0.60%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	14	0	52	0	0	1	0	0	0	30	14	0	60	24	0	0	195
PEAK HR FACTOR :	0.700	0.000	0.867	0.000	0.000	0.250	0.000	0.000	0.000	0.682	0.583	0.000	0.750	0.857	0.000	0.000	0.920
	0.825				0.250				0.647				0.778				

National Data & Surveying Services Intersection Turning Movement Count

Location: Sunrise Lakes Dr E & Sunrise Lakes Dr N/NW 30th Pl
City: Sunrise
Control: 4-Way Stop

Project ID: 22-140423-011
Date: 10/6/2022

Data - HT

NS/EW Streets:	Sunrise Lakes Dr E				Sunrise Lakes Dr E				Sunrise Lakes Dr N/NW 30th Pl				Sunrise Lakes Dr N/NW 30th Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	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	1	0	1	0	0	0	2
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
8:15 AM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	0	2	0	0	0	0	0	0	0	4	0	1	1	0	0	12
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%					0.00%	0.00%	100.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	3	0	1	0	0	0	0	0	0	0	3	0	0	1	0	0	8
PEAK HR FACTOR :	0.375	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.250	0.000	0.000	0.667
	0.333				0.000				0.375				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	5
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	1	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	1	0	1	0	0	0	2
5:15 PM	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
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	1	0	0	0	1	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	4	0	0	0	1	0	0	1	4	0	2	0	0	0	14
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	20.00%	80.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	1	0	0	1	3	0	1	0	0	0	7
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.750	0.000	0.250	0.000	0.000	0.000	0.583
	0.250				0.250				0.500				0.250				

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	16%	#DIV/0!	2%	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	#DIV/0!	0%	20%	#DIV/0!	0%	3%	#DIV/0!	#DIV/0!
PM	7%	#DIV/0!	0%	#DIV/0!	#DIV/0!	0%	100%	#DIV/0!	#DIV/0!	3%	18%	#DIV/0!	2%	0%	#DIV/0!	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: Sunrise Lakes Dr E & Sunrise Lakes Dr N/NW 30th Pl
City: Sunrise
Control: 4-Way Stop

Project ID: 22-140423-011
Date: 10/6/2022

Data - Bikes

NS/EW Streets:	Sunrise Lakes Dr E				Sunrise Lakes Dr E				Sunrise Lakes Dr N/NW 30th Pl				Sunrise Lakes Dr N/NW 30th Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	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	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	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
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	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	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	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	2	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	2	0	1	1	0	0	5
APPROACH %'s :									0.00%	33.33%	66.67%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4
PEAK HR FACTOR :	0.000	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	0.500
										0.375				0.250			

National Data & Surveying Services Intersection Turning Movement Count

Location: Sunrise Lakes Dr E & Sunrise Lakes Dr N/NW 30th Pl
City: Sunrise
Project ID: 22-140423-011
Date: 10/6/2022

Data - Pedestrians (Crosswalks)

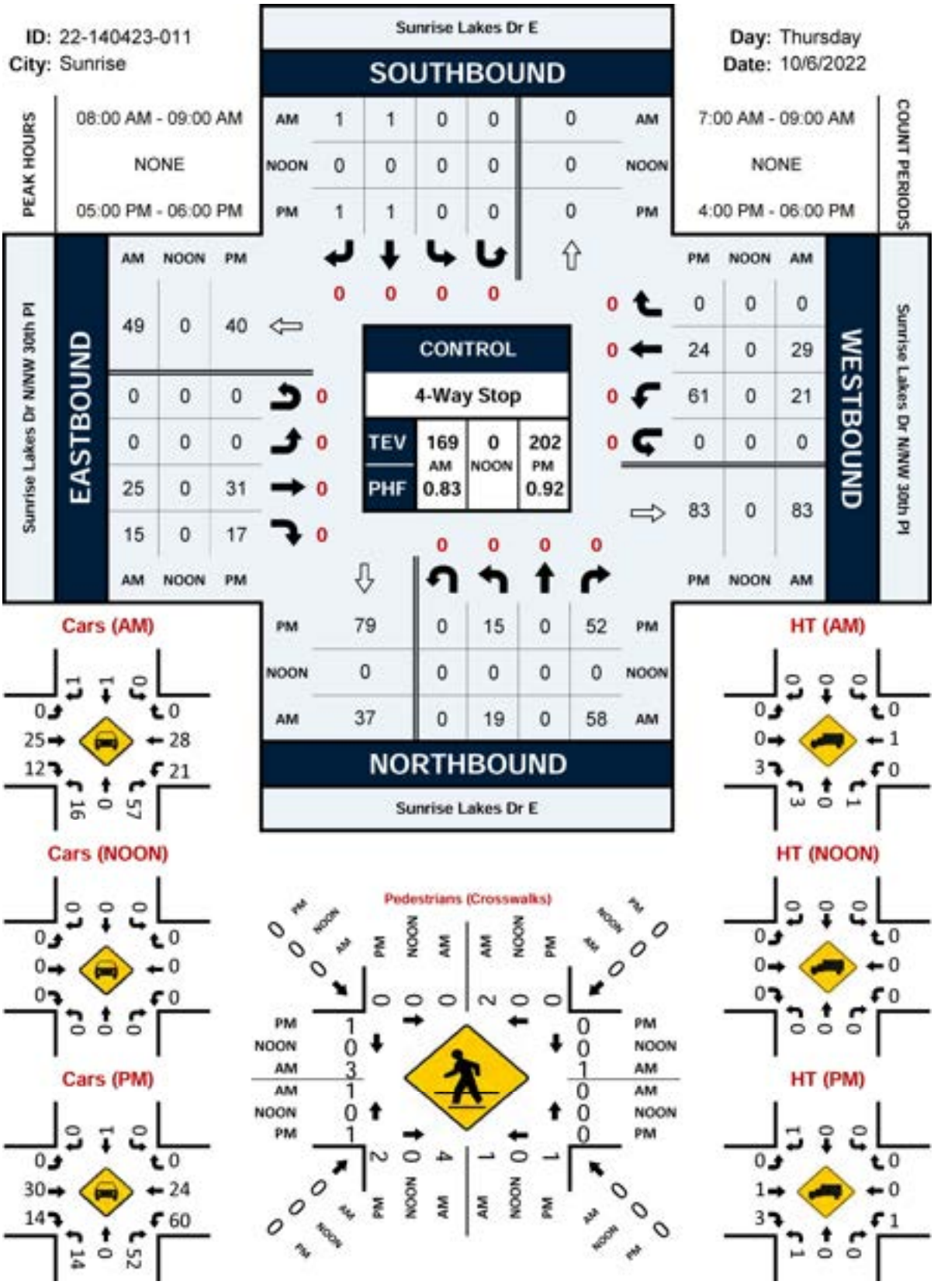
NS/EW Streets:	Sunrise Lakes Dr E		Sunrise Lakes Dr E		Sunrise Lakes Dr N/NW 30th Pl		Sunrise Lakes Dr N/NW 30th Pl		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	2	0	0	0	2	4
7:15 AM	0	0	2	0	0	0	2	0	4
7:30 AM	0	0	1	2	0	0	3	0	6
7:45 AM	0	0	1	0	0	0	1	0	2
8:00 AM	0	0	1	0	0	0	1	2	4
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	0	2	2	1	0	0	0	1	6
8:45 AM	0	0	1	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	2	8	5	0	1	7	5	28
APPROACH %'s :	0.00%	100.00%	61.54%	38.46%	0.00%	100.00%	58.33%	41.67%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	2	4	1	0	1	1	3	12
PEAK HR FACTOR :	0.250		0.500	0.250	0.250		0.250	0.375	0.500

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	2	0	0	0	0	2
4:15 PM	0	0	2	0	0	0	0	0	2
4:30 PM	1	0	0	0	0	1	0	0	2
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	2	0	0	0	1	0	3
5:45 PM	0	0	0	0	0	0	0	1	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	5	3	0	1	1	1	12
APPROACH %'s :	100.00%	0.00%	62.50%	37.50%	0.00%	100.00%	50.00%	50.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	2	1	0	0	1	1	5
PEAK HR FACTOR :			0.250	0.250			0.250	0.250	0.417
			0.375				0.500		

Prepared by National Data & Surveying Services

Sunrise Lakes Dr E & Sunrise Lakes Dr N/NW 30th Pl

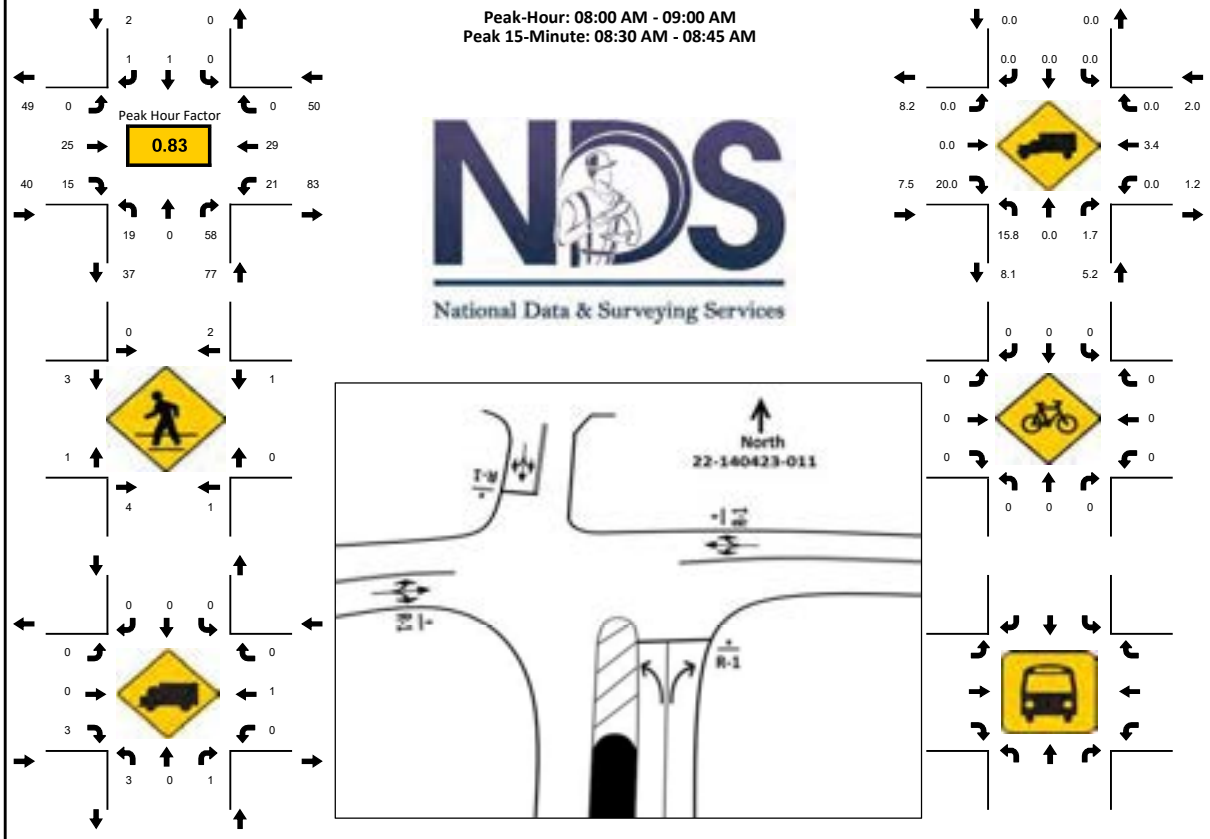
Peak Hour Turning Movement Count



LOCATION: Sunrise Lakes Dr E & Sunrise Lakes Dr N/NW 30th Pl
CITY/STATE: Sunrise, FL

PROJECT ID: 22-140423-011
DATE: Thu, Oct 06, 2022

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM

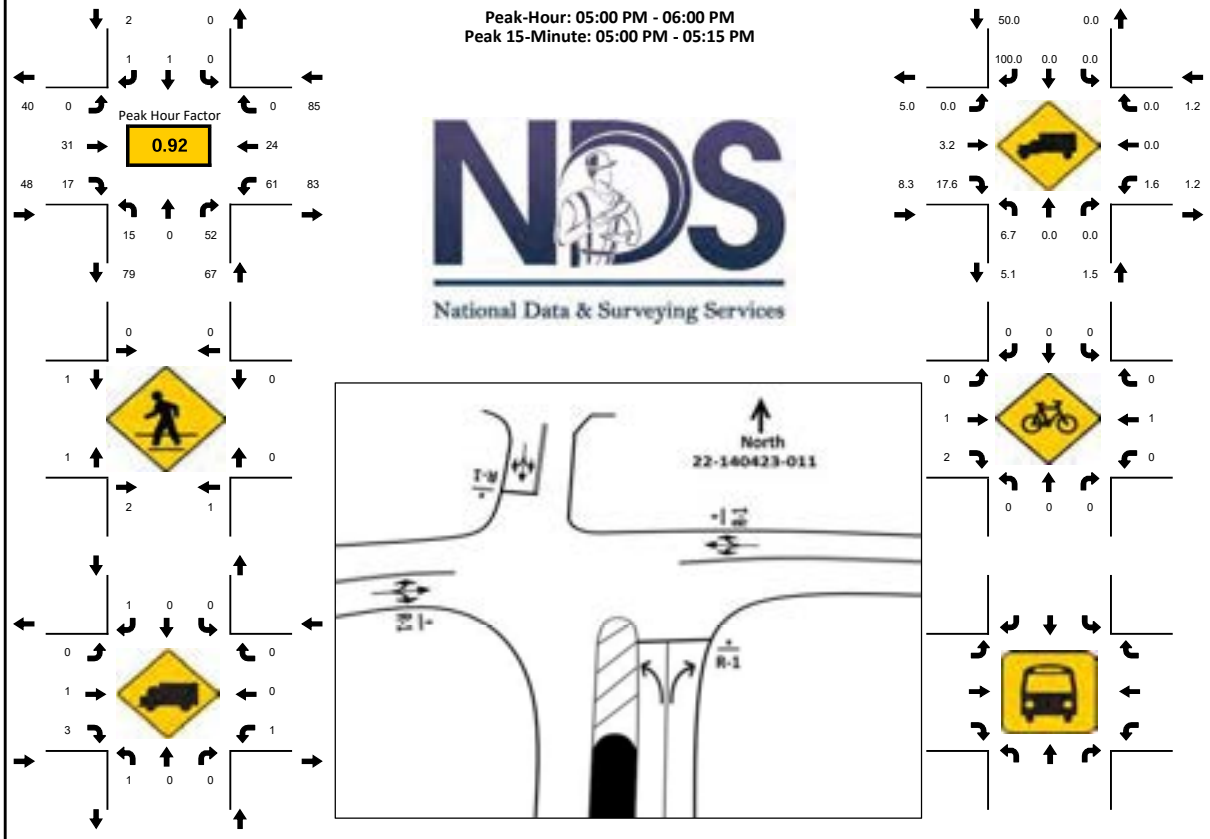


15-Min Count Period Beginning At	Sunrise Lakes Dr E Northbound					Sunrise Lakes Dr E Southbound					Sunrise Lakes Dr N/NW 30th Pl Eastbound					Sunrise Lakes Dr N/NW 30th Pl Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	3	0	14	0		0	0	0	0		0	3	0	0		7	2	0	0		29	149
7:15 AM	5	0	20	0		0	0	1	0		1	2	4	0		8	3	0	0		44	161
7:30 AM	8	0	14	0		0	0	1	0		0	12	0	0		8	2	0	0		45	163
7:45 AM	7	0	5	0		1	0	0	0		0	4	1	0		8	4	1	0		31	169
8:00 AM	3	0	16	0		0	0	0	0		0	7	2	0		4	9	0	0		41	169
8:15 AM	5	0	16	0		0	0	0	0		0	6	7	0		7	5	0	0		46	128
8:30 AM	6	0	19	0		0	0	0	0		0	9	4	0		3	10	0	0		51	82
8:45 AM	5	0	7	0		0	1	1	0		0	3	2	0		7	5	0	0		31	31
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	24	0	76	0		0	4	4	0		0	36	28	0		28	40	0	0		**240**	
Heavy Trucks	8	0	4	0		0	0	0	0		0	0	8	0		0	4	0	0		**24**	
Pedestrians		12					8					12					4				**36**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

LOCATION: Sunrise Lakes Dr E & Sunrise Lakes Dr N/NW 30th Pl
CITY/STATE: Sunrise, FL

PROJECT ID: 22-140423-011
DATE: Thu, Oct 06, 2022

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



15-Min Count Period Beginning At	Sunrise Lakes Dr E Northbound					Sunrise Lakes Dr E Southbound					Sunrise Lakes Dr N/NW 30th Pl Eastbound					Sunrise Lakes Dr N/NW 30th Pl 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	2	1	14	0		0	0	0	0		1	8	4	0		20	8	0	0		58	189
4:15 PM	2	2	13	0		0	0	0	0		0	4	4	0		7	7	0	0		39	186
4:30 PM	4	0	10	0		2	0	0	0		0	7	1	0		11	9	2	0		46	198
4:45 PM	1	1	15	0		1	0	0	0		0	5	4	0		13	4	1	1		46	195
5:00 PM	4	0	14	0		0	0	0	0		0	11	7	0		13	6	0	0		55	202
5:15 PM	4	0	13	0		0	0	0	0		0	4	3	0		20	7	0	0		51	147
5:30 PM	2	0	10	0		0	0	0	0		0	5	4	0		17	5	0	0		43	96
5:45 PM	5	0	15	0		0	1	1	0		0	11	3	0		11	6	0	0		53	53
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	20	0	60	0		0	4	4	0		0	44	28	0		80	28	0	0		**268**	
Heavy Trucks	4	0	0	0		0	0	4	0		0	4	4	0		4	0	0	0		**20**	
Pedestrians		8					0					4					0				**12**	
Bicycles	0	0	0	0		0	0	0	0		0	4	8	0		0	4	0	0		**16**	
Buses																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: Sunrise Lakes Dr E/Aragon Blvd & NW 26th St
City: Sunrise
Control: 1-Way Stop(EB)

Project ID: 22-140423-012
Date: 10/6/2022

Data - Total

NS/EW Streets:	Sunrise Lakes Dr E/Aragon Blvd				Sunrise Lakes Dr E/Aragon Blvd				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	TOTAL
7:00 AM	11	0	0	0	0	0	15	0	8	0	2	0	0	0	0	0	36
7:15 AM	15	0	0	1	0	0	33	0	14	0	4	0	0	0	0	0	67
7:30 AM	13	0	0	0	0	0	28	0	14	0	9	0	0	0	0	0	64
7:45 AM	19	0	0	0	0	0	30	0	11	0	9	0	0	0	0	0	69
8:00 AM	14	0	0	0	0	0	21	0	9	0	5	0	0	0	0	0	49
8:15 AM	13	2	0	0	0	0	36	0	21	0	7	0	0	0	0	0	79
8:30 AM	12	0	0	0	0	1	17	0	17	0	11	0	0	0	0	0	58
8:45 AM	13	0	0	0	0	0	17	0	15	0	6	0	0	0	0	0	51
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	110	2	0	1	0	1	197	0	109	0	53	0	0	0	0	0	473
APPROACH %'s :	97.35%	1.77%	0.00%	0.88%	0.00%	0.51%	99.49%	0.00%	67.28%	0.00%	32.72%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	59	2	0	0	0	0	115	0	55	0	30	0	0	0	0	0	261
PEAK HR FACTOR :	0.776	0.250	0.000	0.000	0.000	0.000	0.799	0.000	0.655	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.826
	0.803				0.799				0.759								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	3	0	0	0	2	27	0	28	0	14	0	0	0	0	0	79
4:15 PM	10	1	0	0	0	2	18	0	27	0	12	0	0	0	0	0	70
4:30 PM	12	3	0	0	0	1	25	0	31	0	17	0	0	0	0	0	89
4:45 PM	10	0	0	0	0	0	19	0	29	0	12	0	0	0	0	0	70
5:00 PM	12	0	0	0	0	1	25	0	24	0	10	1	0	0	0	0	73
5:15 PM	4	3	0	0	0	1	19	0	28	0	14	0	0	0	0	0	69
5:30 PM	6	0	0	0	0	2	18	0	28	0	20	0	0	0	0	0	74
5:45 PM	11	0	0	0	0	1	16	0	41	0	16	0	0	0	0	0	85
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	70	10	0	0	0	10	167	0	236	0	115	1	0	0	0	0	609
APPROACH %'s :	87.50%	12.50%	0.00%	0.00%	0.00%	5.65%	94.35%	0.00%	67.05%	0.00%	32.67%	0.28%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	37	7	0	0	0	5	89	0	115	0	55	0	0	0	0	0	308
PEAK HR FACTOR :	0.771	0.583	0.000	0.000	0.000	0.625	0.824	0.000	0.927	0.000	0.809	0.000	0.000	0.000	0.000	0.000	0.865
	0.733				0.810				0.885								

National Data & Surveying Services Intersection Turning Movement Count

Location: Sunrise Lakes Dr E/Aragon Blvd & NW 26th St
City: Sunrise
Control: 1-Way Stop(EB)

Project ID: 22-140423-012
Date: 10/6/2022

Data - Cars

NS/EW Streets:	Sunrise Lakes Dr E/Aragon Blvd				Sunrise Lakes Dr E/Aragon Blvd				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	TOTAL
7:00 AM	11	0	0	0	0	0	15	0	8	0	2	0	0	0	0	0	36
7:15 AM	15	0	0	1	0	0	31	0	14	0	4	0	0	0	0	0	65
7:30 AM	12	0	0	0	0	0	28	0	12	0	8	0	0	0	0	0	60
7:45 AM	19	0	0	0	0	0	30	0	11	0	9	0	0	0	0	0	69
8:00 AM	14	0	0	0	0	0	19	0	9	0	5	0	0	0	0	0	47
8:15 AM	13	1	0	0	0	0	35	0	18	0	6	0	0	0	0	0	73
8:30 AM	12	0	0	0	0	1	17	0	15	0	10	0	0	0	0	0	55
8:45 AM	12	0	0	0	0	0	15	0	15	0	6	0	0	0	0	0	48
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	108	1	0	1	0	1	190	0	102	0	50	0	0	0	0	0	453
APPROACH %'s :	98.18%	0.91%	0.00%	0.91%	0.00%	0.52%	99.48%	0.00%	67.11%	0.00%	32.89%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	58	1	0	0	0	0	112	0	50	0	28	0	0	0	0	0	249
PEAK HR FACTOR :	0.763	0.250	0.000	0.000	0.000	0.000	0.800	0.000	0.694	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.853
	0.776				0.800				0.813								

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	3	0	0	0	2	27	0	28	0	14	0	0	0	0	0	79
4:15 PM	10	1	0	0	0	2	16	0	24	0	12	0	0	0	0	0	65
4:30 PM	11	3	0	0	0	1	25	0	30	0	17	0	0	0	0	0	87
4:45 PM	10	0	0	0	0	0	19	0	28	0	12	0	0	0	0	0	69
5:00 PM	12	0	0	0	0	1	25	0	24	0	10	1	0	0	0	0	73
5:15 PM	4	3	0	0	0	1	18	0	27	0	14	0	0	0	0	0	67
5:30 PM	6	0	0	0	0	2	17	0	28	0	20	0	0	0	0	0	73
5:45 PM	11	0	0	0	0	1	14	0	41	0	16	0	0	0	0	0	83
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	69	10	0	0	0	10	161	0	230	0	115	1	0	0	0	0	596
APPROACH %'s :	87.34%	12.66%	0.00%	0.00%	0.00%	5.85%	94.15%	0.00%	66.47%	0.00%	33.24%	0.29%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	36	7	0	0	0	5	87	0	110	0	55	0	0	0	0	0	300
PEAK HR FACTOR :	0.818	0.583	0.000	0.000	0.000	0.625	0.806	0.000	0.917	0.000	0.809	0.000	0.000	0.000	0.000	0.000	0.862
	0.768				0.793				0.878								

National Data & Surveying Services Intersection Turning Movement Count

Location: Sunrise Lakes Dr E/Aragon Blvd & NW 26th St
City: Sunrise
Control: 1-Way Stop(EB)

Project ID: 22-140423-012
Date: 10/6/2022

Data - HT

NS/EW Streets:	Sunrise Lakes Dr E/Aragon Blvd				Sunrise Lakes Dr E/Aragon Blvd				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	TOTAL
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	2	0	0	0	0	0	0	0	0	0	2
7:30 AM	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	4
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	2	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	0	0	1	0	3	0	1	0	0	0	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
8:45 AM	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	0	0	0	0	7	0	7	0	3	0	0	0	0	0	20
APPROACH %'s :	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	70.00%	0.00%	30.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	1	0	0	0	0	3	0	5	0	2	0	0	0	0	0	12
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.000	0.375	0.000	0.417	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
	0.500				0.375				0.438								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	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	2	0	3	0	0	0	0	0	0	0	5
4:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	1	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	0	1	0	1	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	13
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	8
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.400
	0.250				0.250				0.417								

	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
AM	2%	50%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3%	#DIV/0!	9%	#DIV/0!	7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
PM	3%	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	2%	#DIV/0!	4%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

National Data & Surveying Services Intersection Turning Movement Count

Location: Sunrise Lakes Dr E/Aragon Blvd & NW 26th St
City: Sunrise
Control: 1-Way Stop(EB)

Project ID: 22-140423-012
Date: 10/6/2022

Data - Bikes

NS/EW Streets:	Sunrise Lakes Dr E/Aragon Blvd				Sunrise Lakes Dr E/Aragon Blvd				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	TOTAL
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0
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	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%													
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	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	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	1	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	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	5	0	2	0	1	0	0	0	0	0	9
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	66.67%	0.00%	33.33%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	0.250				0.250				0.250								

National Data & Surveying Services Intersection Turning Movement Count

Location: Sunrise Lakes Dr E/Aragon Blvd & NW 26th St
City: Sunrise
Project ID: 22-140423-012
Date: 10/6/2022

Data - Pedestrians (Crosswalks)

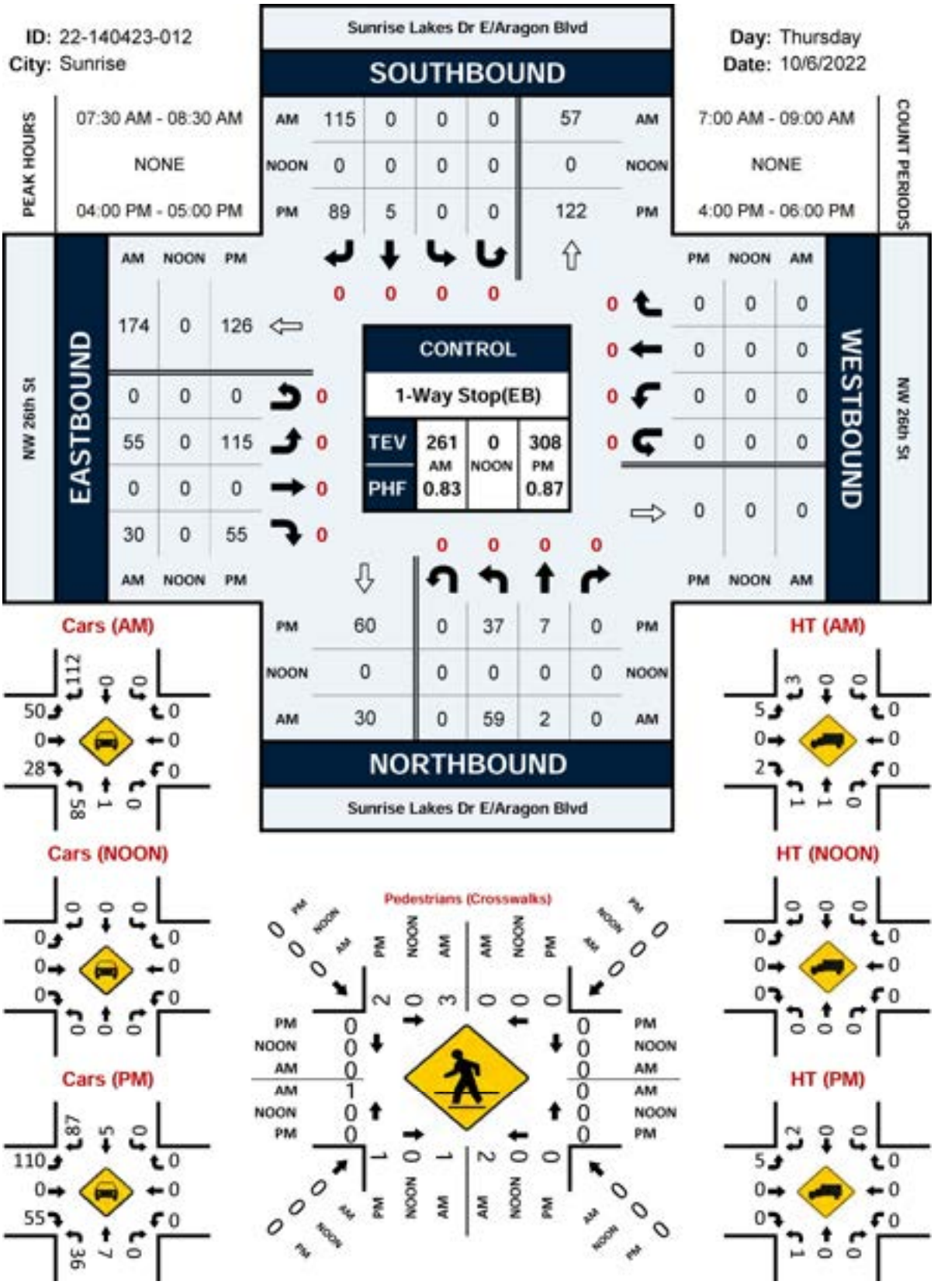
NS/EW Streets:	Sunrise Lakes Dr E/Aragon Blvd		Sunrise Lakes Dr E/Aragon Blvd		NW 26th St		NW 26th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	1
7:30 AM	2	0	0	0	0	0	0	0	2
7:45 AM	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	2	0	0	1	0	3
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	1	1	4	0	0	1	1	11
APPROACH %'s :	75.00%	25.00%	20.00%	80.00%			50.00%	50.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	3	0	1	2	0	0	1	0	7
PEAK HR FACTOR :	0.375		0.250	0.250			0.250		0.583
	0.375		0.375				0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	0	1	0	0	0	0	0	3
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	2	0	1	0	0	0	0	0	3
PEAK HR FACTOR :	0.250		0.250						0.375
	0.250		0.250						

Prepared by National Data & Surveying Services

Sunrise Lakes Dr E/Aragon Blvd & NW 26th St

Peak Hour Turning Movement Count

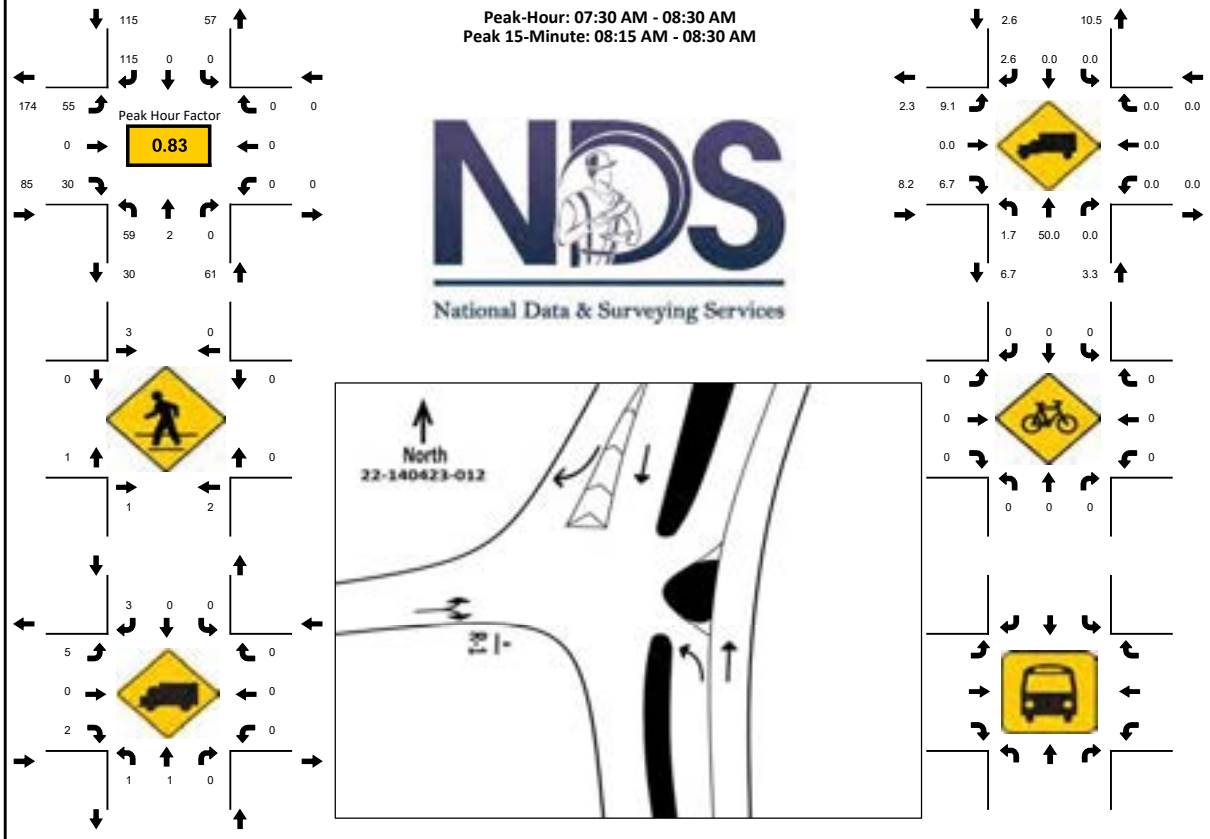


LOCATION: Sunrise Lakes Dr E/Aragon Blvd & NW 26th St
CITY/STATE: Sunrise, FL

PROJECT ID: 22-140423-012
DATE: Thu, Oct 06, 2022

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

Peak Hour Factor: **0.83**



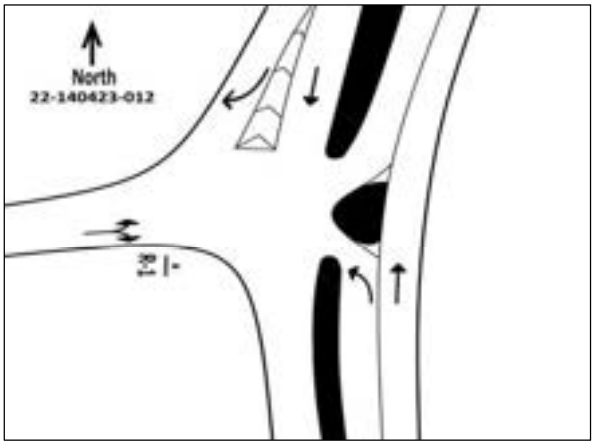
15-Min Count Period Beginning At	Sunrise Lakes Dr E/Aragon Blvd Northbound					Sunrise Lakes Dr E/Aragon Blvd Southbound					NW 26th St Eastbound					NW 26th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	11	0	0	0		0	0	15	0		8	0	2	0		0	0	0	0		36	236
7:15 AM	15	0	0	1		0	0	33	0		14	0	4	0		0	0	0	0		67	249
7:30 AM	13	0	0	0		0	0	28	0		14	0	9	0		0	0	0	0		64	261
7:45 AM	19	0	0	0		0	0	30	0		11	0	9	0		0	0	0	0		69	255
8:00 AM	14	0	0	0		0	0	21	0		9	0	5	0		0	0	0	0		49	237
8:15 AM	13	2	0	0		0	0	36	0		21	0	7	0		0	0	0	0		79	188
8:30 AM	12	0	0	0		0	1	17	0		17	0	11	0		0	0	0	0		58	109
8:45 AM	13	0	0	0		0	0	17	0		15	0	6	0		0	0	0	0		51	51
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	76	8	0	0		0	0	144	0		84	0	36	0		0	0	0	0		**348**	
Heavy Trucks	4	4	0	0		0	0	8	0		12	0	4	0		0	0	0	0		**32**	
Pedestrians		8					8					4					0				**20**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

LOCATION: Sunrise Lakes Dr E/Aragon Blvd & NW 26th St
CITY/STATE: Sunrise, FL

PROJECT ID: 22-140423-012
DATE: Thu, Oct 06, 2022

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:30 PM - 04:45 PM

Peak Hour Factor: **0.87**



15-Min Count Period Beginning At	Sunrise Lakes Dr E/Aragon Blvd Northbound					Sunrise Lakes Dr E/Aragon Blvd 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	5	3	0	0		0	2	27	0		28	0	14	0		0	0	0	0		79	308
4:15 PM	10	1	0	0		0	2	18	0		27	0	12	0		0	0	0	0		70	302
4:30 PM	12	3	0	0		0	1	25	0		31	0	17	0		0	0	0	0		89	301
4:45 PM	10	0	0	0		0	0	19	0		29	0	12	0		0	0	0	0		70	286
5:00 PM	12	0	0	0		0	1	25	0		24	0	10	1		0	0	0	0		73	301
5:15 PM	4	3	0	0		0	1	19	0		28	0	14	0		0	0	0	0		69	228
5:30 PM	6	0	0	0		0	2	18	0		28	0	20	0		0	0	0	0		74	159
5:45 PM	11	0	0	0		0	1	16	0		41	0	16	0		0	0	0	0		85	85
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	48	12	0	0		0	8	108	0		124	0	68	0		0	0	0	0		**368**	
Heavy Trucks	4	0	0	0		0	0	8	0		12	0	0	0		0	0	0	0		**24**	
Pedestrians		4					8					0					0				**12**	
Bicycles	4	0	0	0		0	0	4	0		4	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

FDOT seasonal factor

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

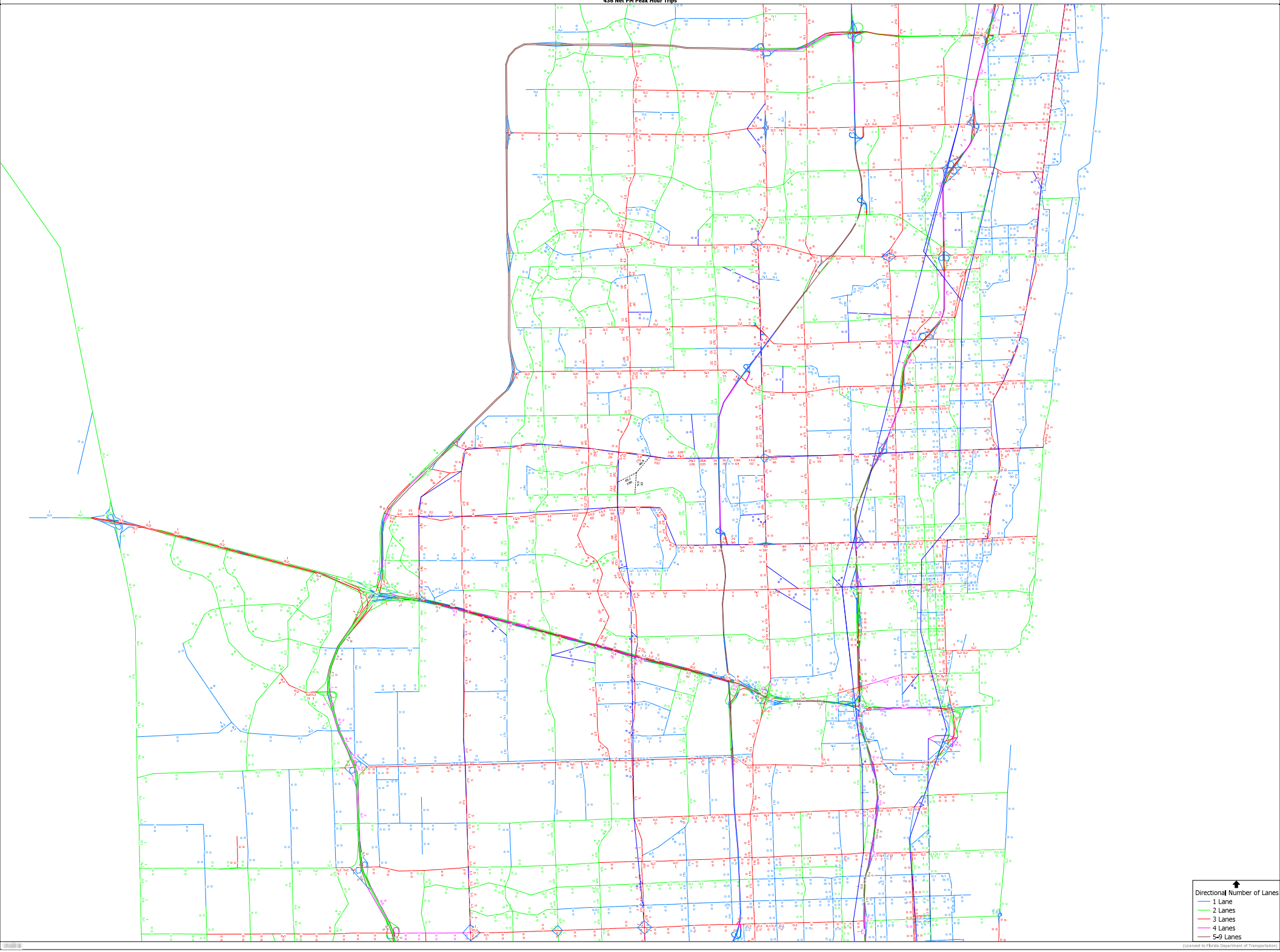
MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	1.04	1.07
2	01/03/2021 - 01/09/2021	1.05	1.08
3	01/10/2021 - 01/16/2021	1.06	1.09
4	01/17/2021 - 01/23/2021	1.05	1.08
5	01/24/2021 - 01/30/2021	1.04	1.07
6	01/31/2021 - 02/06/2021	1.03	1.06
7	02/07/2021 - 02/13/2021	1.02	1.05
8	02/14/2021 - 02/20/2021	1.01	1.04
9	02/21/2021 - 02/27/2021	1.00	1.03
10	02/28/2021 - 03/06/2021	0.99	1.02
*11	03/07/2021 - 03/13/2021	0.98	1.01
*12	03/14/2021 - 03/20/2021	0.97	1.00
*13	03/21/2021 - 03/27/2021	0.96	0.99
*14	03/28/2021 - 04/03/2021	0.96	0.99
*15	04/04/2021 - 04/10/2021	0.96	0.99
*16	04/11/2021 - 04/17/2021	0.96	0.99
*17	04/18/2021 - 04/24/2021	0.96	0.99
*18	04/25/2021 - 05/01/2021	0.96	0.99
*19	05/02/2021 - 05/08/2021	0.96	0.99
*20	05/09/2021 - 05/15/2021	0.97	1.00
*21	05/16/2021 - 05/22/2021	0.97	1.00
*22	05/23/2021 - 05/29/2021	0.98	1.01
*23	05/30/2021 - 06/05/2021	0.99	1.02
24	06/06/2021 - 06/12/2021	1.00	1.03
25	06/13/2021 - 06/19/2021	1.01	1.04
26	06/20/2021 - 06/26/2021	1.00	1.03
27	06/27/2021 - 07/03/2021	1.00	1.03
28	07/04/2021 - 07/10/2021	1.00	1.03
29	07/11/2021 - 07/17/2021	1.00	1.03
30	07/18/2021 - 07/24/2021	1.00	1.03
31	07/25/2021 - 07/31/2021	1.00	1.03
32	08/01/2021 - 08/07/2021	1.00	1.03
33	08/08/2021 - 08/14/2021	1.00	1.03
34	08/15/2021 - 08/21/2021	1.00	1.03
35	08/22/2021 - 08/28/2021	1.01	1.04
36	08/29/2021 - 09/04/2021	1.02	1.05
37	09/05/2021 - 09/11/2021	1.03	1.06
38	09/12/2021 - 09/18/2021	1.04	1.07
39	09/19/2021 - 09/25/2021	1.03	1.06
40	09/26/2021 - 10/02/2021	1.02	1.05
41	10/03/2021 - 10/09/2021	1.01	1.04
42	10/10/2021 - 10/16/2021	1.00	1.03
43	10/17/2021 - 10/23/2021	1.01	1.04
44	10/24/2021 - 10/30/2021	1.01	1.04
45	10/31/2021 - 11/06/2021	1.02	1.05
46	11/07/2021 - 11/13/2021	1.02	1.05
47	11/14/2021 - 11/20/2021	1.03	1.06
48	11/21/2021 - 11/27/2021	1.03	1.06
49	11/28/2021 - 12/04/2021	1.03	1.06
50	12/05/2021 - 12/11/2021	1.03	1.06
51	12/12/2021 - 12/18/2021	1.04	1.07
52	12/19/2021 - 12/25/2021	1.05	1.08
53	12/26/2021 - 12/31/2021	1.06	1.09

* PEAK SEASON

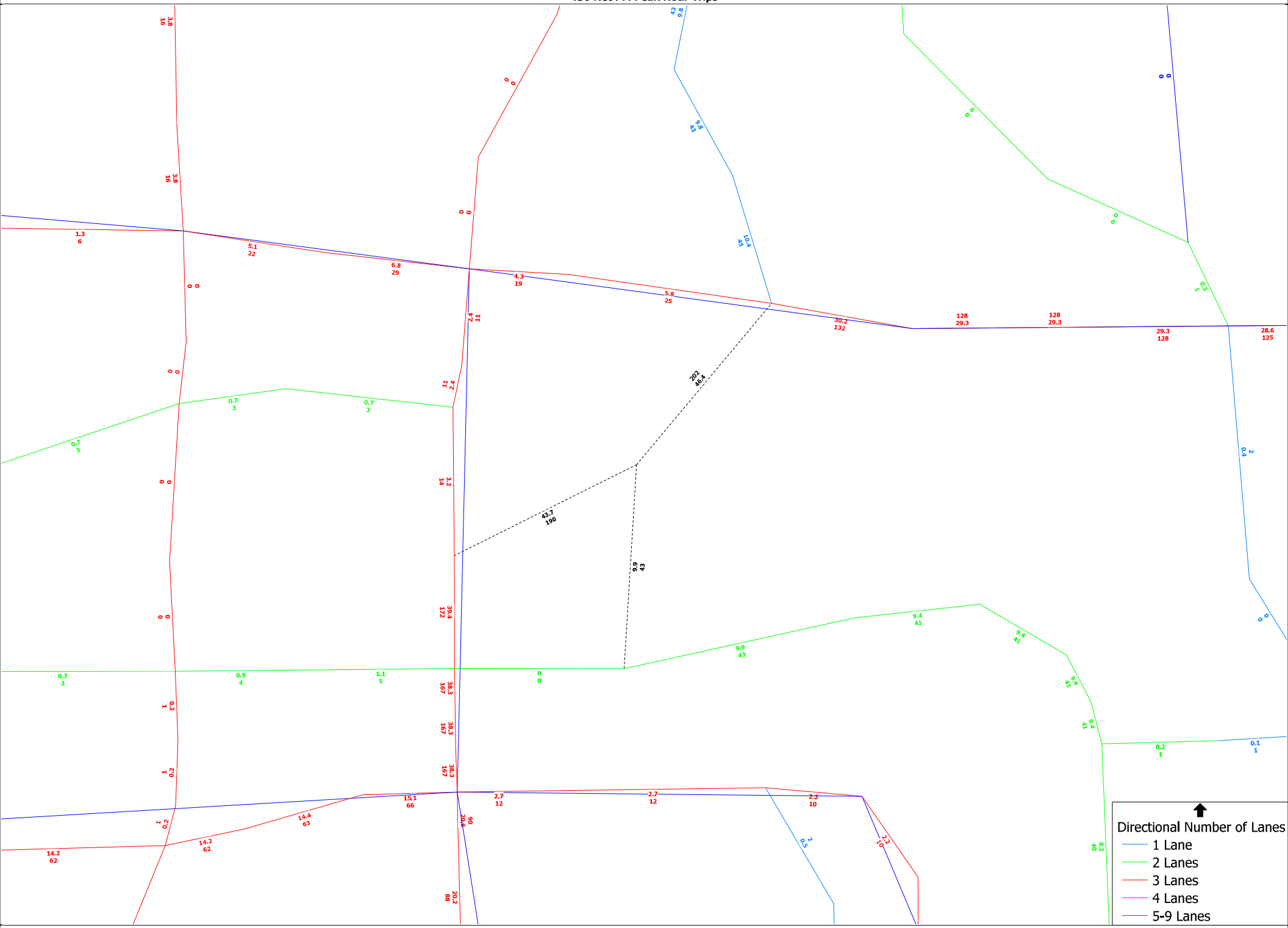
TRIPS Model Runs

PC 22-4 Sunrise
436 Net PM Peak Hour Trips



(Licensed to Florida Department of Transportation)

PC 22-4 Sunrise
436 Net PM Peak Hour Trips



(Licensed to Florida Department of Transportation)

Signal Timings

Station : 1077 - University Dr & Oakland Park Blvd (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		33		34		33		33								
Min Green	5	10	5	6	5	10	5	6								
Gap Ext	1.5	3	1.5	3	1.5	3	1.5	3								
Max1	20	40	20	40	20	40	20	40								
Max2																
Yellow Clr	5	5	5	5	5	5	5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	3	1	2	4	2	4
Exit 2	7	5	6	8	6	8
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/12/2022 9:49:05 AM

Station : 1077 - University Dr & Oakland Park Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	102	2	1	10	50		30	54	26	50	30	54	26	50								
9		3	3	160	102	3	1	10	50		30	56	26	48	30	56	26	48								
15		4	4	160	99	4	1	10	50		27	53	32	48	27	53	32	48								
20		3	3	160	102	3	1	10	50		30	56	26	48	30	56	26	48								
Day Plan 2											**Easy**															
		3	3	160	102	3	1	10	50		30	56	26	48	30	56	26	48								
1		100	254																							
6	30	3	3	160	102	3	1	10	50		30	56	26	48	30	56	26	48								

Day Plan 3											Easy																
		3	3	160	102	3	1	10	50		30	56	26	48	30	56	26	48									
1		100	254																								
6	30	3	3	160	102	3	1	10	50		30	56	26	48	30	56	26	48									
23		100	254																								

Station : 1077 - University Dr & Oakland Park Blvd (Standard File)

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

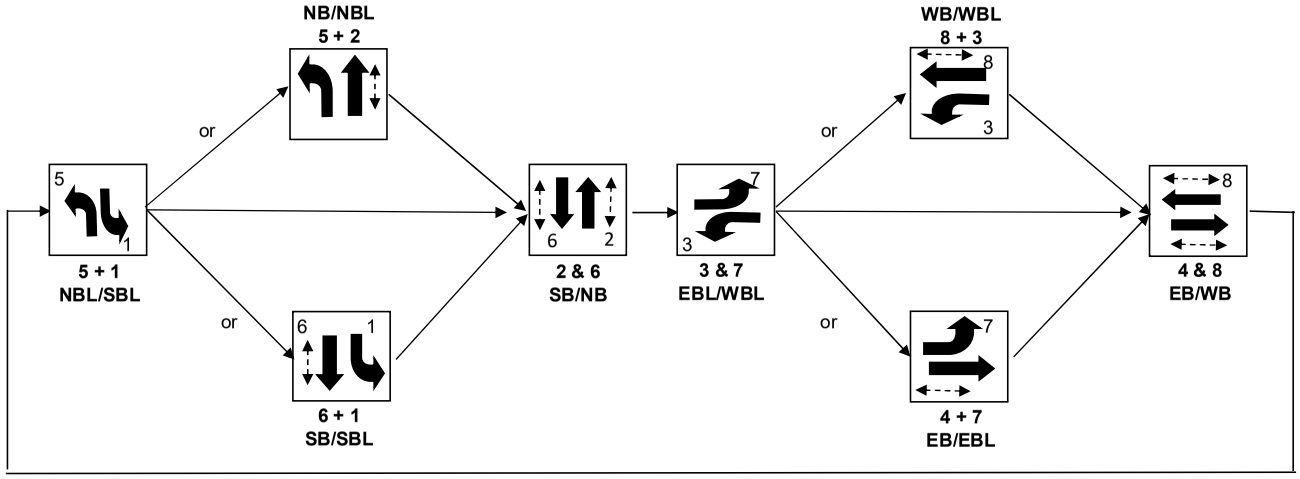
Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1										1					1																														2
8							1						1	1	1	1	1						1																													2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																																			2
12											1							1																																		2
13												1		1				1																																		2
14												1		1	1	1	1	1																																		2
15												1		1																																						2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
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31																																																			1
32																																																			1

User Comments:

Sequence of Operation for (1077) Oakland Park Blvd(816) and University Dr (SR 817) Coral Springs



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1077	**Initial Operation Date**	1/03/74
Controller Type	2070 LN	**System Number**	1077
Modification Number	21	**Modification Date**	10/29/2015
Drawing/Project No	228157-1-52-01	**FPL Grid Number**	86983642704
Intersection	OAKLAND PARK BLVD (SR 816) and UNIVERSITY DRIVE (SR 817)		
Municipality	SUNRISE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	10	5	6	5	10	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	3.0	1.5	3.0	1.5	3.0
Maximum Green I	20	40	20	40	20	40	20	40
Maximum Green II								
Yellow Clearance	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7+A		7+A		7+A		7+A
Pedestrian Clearance		33		34		33		33
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED

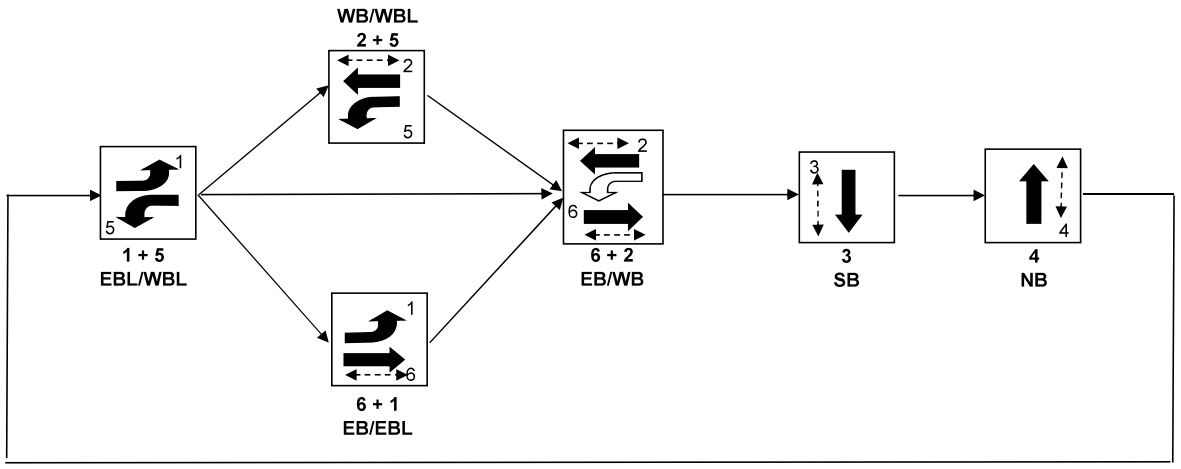
Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. AUDIBLE PED SIGNALS: EW BEEP, NS TONE.
3. PHOTO ENFORCEMENT, CITY OF SUNRISE.
4. MOD. 21 UPDATES PEDESTRIAN TIMING.

Submitted By _____ **Approved By** _____

Sequence of Operation for (1259) Oakland Park Blvd (SR 816) and Inverrary Boulevard West Lauderhill



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1259	**Initial Operation Date**	10/22/80
Controller Type	2070	**System Number**	1259
Modification Number	13	**Modification Date**	03/17/2015
Drawing/Project No	228157-1-52-01	**FPL Grid Number**	86983643500
Intersection	OAKLAND PARK BLVD (SR 816) and INVERRARY BOULEVARD WEST		
Municipality	LAUDERHILL		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,8	4,7	5	6		
Direction	EBL	WB	SB	NB	WBL	EB		
Initial Green(MIN)	5	10	6	6	4	10		
Vehicle Ext.(GAP)	1.5	3.0	2.0	2.0	1.5	3.0		
Maximum Green I	18	55	25	25	12	55		
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0		
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0		
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		
Detector Delay								
Walk		7	7	7		7		
Pedestrian Clearance		23	29	32		23		
Permissive	NO				5 SECT			
Flash Operation	RED	YELLOW	RED	RED		YELLOW		

Attachment **Special anti-backdown.pdf**

NOTES:

1. SPECIAL "ANTI-BACKDOWN" CIRCUITRY INSTALLED. CALL ON PHASE 1 IN ABSENCE OF CALL ON PHASES 3+4 ACTIVATES RED REVERT (4.0 SECONDS) PRIOR TO 1+5 OR 1+6.
2. MOD. 13 UPDATES YELLOW AND ALL RED CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Station : 1259 **-** Oakland Park Blvd & Inverrary Blvd West (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3 (ST)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk	0	7	7	7	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	23	29	32	0	23	0	0	0	0	0	0	0	0	0	0
Min Green	5	10	6	6	4	10	0	0	0	0	0	0	0	0	0	0
Gap Ext	1.5	3	2	2	1.5	3	0	0	0	0	0	0	0	0	0	0
Max1	18	55	25	25	12	55	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	5	5	4	4	5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	0	0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk		ON				ON										

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3 (ST)	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON										
Lock Call	ON															
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/9/2022 1:34:17 PM

Station : 1259 **-** Oakland Park Blvd & Inverrary Blvd West (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo

	OFF	4	ON	OFF	OFF		ON		QSEQ	OFF	4PH	OFF		1	OFF	OFF

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
1259								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8	1	2	0	4	0	6	0	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	2	0	4	0	6	0	8	0	2	0	4	0	6	0	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 1259 **-** Oakland Park Blvd & Inverrary Blvd West (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1									1	1			
2		1		1							1	1			
3	1								1	1					
4	1		1						1	1					
5				1											
6		1		1											
7			1												
8	1		1												
9															
10															
11															
12															
13		1													
14	1														
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present																		
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	4	7	8	
Ring 2	5	6						
Ring 3								
Ring 4								

Station : 1259 **-** Oakland Park Blvd & Inverrary Blvd West (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	
26	ON
27	
28	
29	ON
30	ON
31	ON
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	ON
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	ON
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	
26	ON
27	
28	
29	ON
30	ON
31	ON
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	ON
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	ON
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON					
Override Higher Preempt	ON					
Flash in Dwell	ON					
Link to Preempt						
Delay						
Min Duration						
Min Green		6	6	6	6	6
Min Walk						
Ped Clear						
Track Green				1		
Min Dwell		8	8	8	8	8
Max Presence		180	180	180	180	180
Track Veh 1				9		
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1		2	3	2	4	1
Dwell Cyc Veh 2		6		5		6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1		3	4	2	1	2
Exit 2				6	5	6
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 1259 **-** Oakland Park Blvd & Inverrary Blvd West (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable		ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt		ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell			1	1	1	1
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow		4	4	4	4	4
Red		2	2	2	2	2
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active						
RESERVED	TIMED	TIMED	NO_PED_INH	ON	OFF	OFF	OFF	OFF	0	+	OFF	OFF	OFF	OFF	OFF	OFF	

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		160	160	160								180	180	180	160	
Offset Time		126	128	73								144	173	126	128	
Split Number		2	3	4								12	13	14	15	
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	endgrn	endgrn	endgrn	endgrn	beggrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Station : 1259 **-** Oakland Park Blvd & Inverrary Blvd West (Standard File)

Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	21	46	45	48	21	46										
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	49	47	45	19	49										
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	21	48	44	47	21	48										
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	61	45	49	25	61										
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Station : 1259 **-** Oakland Park Blvd & Inverrary Blvd West (Standard File)

Split Table13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	22	68	43	47	22	68										
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	23	66	44	47	23	66										
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	19	51	47	43	19	51										
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Broward County Timing Sheet 9/9/2022 1:34:17 PM

Station : 1259 **-** Oakland Park Blvd & Inverrary Blvd West (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																														1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																								1	1	1	1	1	1	1				2
12											1							1																								1	1	1	1	1	1	1			2
13												1		1				1																									1								2
14												1		1	1	1	1	1																										1							2
15												1		1																															1						2
16												1		1				1																																1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1
23																																																			1
24																																																			1
25																																																			1
26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	20											
Minute																
Action	100	12	13	14	15											

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		1	6													
Minute			30													
Action	15	100	15													

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		1	6	23												
Minute			30													
Action	15	100	15	100												

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 1259 **-** Oakland Park Blvd & Inverrary Blvd West (Standard File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 1259 **-** Oakland Park Blvd & Inverrary Blvd West (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	255				0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	254				0	0						

Station : 1452 - Oakland Park Blvd & NW 68 Ave/Landings Dr (Standard File)

Phase	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		22		33		22		30								
Min Green	4	10		6	4	10		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	55		25	12	55		25								
Max2																
Yellow Clr	5	5		4	5	5		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	4		2		2
Exit 2	5	8		6		6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/12/2022 9:50:00 AM

Station : 1452 - Oakland Park Blvd & NW 68 Ave/Landings Dr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	180	167	12	1		17		12	119		49	21	110		49								
9		13	13	180	16	13	1		17		20	111		49	20	111		49								
15		14	14	180	178	14	1		17		14	117		49	30	101		49								
20		15	15	160	109	15	1		17		22	88		50	22	88		50								
Day Plan 2											**Easy**															
		15	15	160	109	15	1		17		22	88		50	22	88		50								
1		100	254																							
6	30	15	15	160	109	15	1		17		22	88		50	22	88		50								

Day Plan 3											Easy																
		15	15	160	109	15	1		17		22	88		50	22	88		50									
1		100	254																								
6	30	15	15	160	109	15	1		17		22	88		50	22	88		50									
23		100	254																								

Broward County Timing Sheet 9/12/2022 9:50:00 AM

Station : 1452 - Oakland Park Blvd & NW 68 Ave/Landings Dr (Standard File)

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

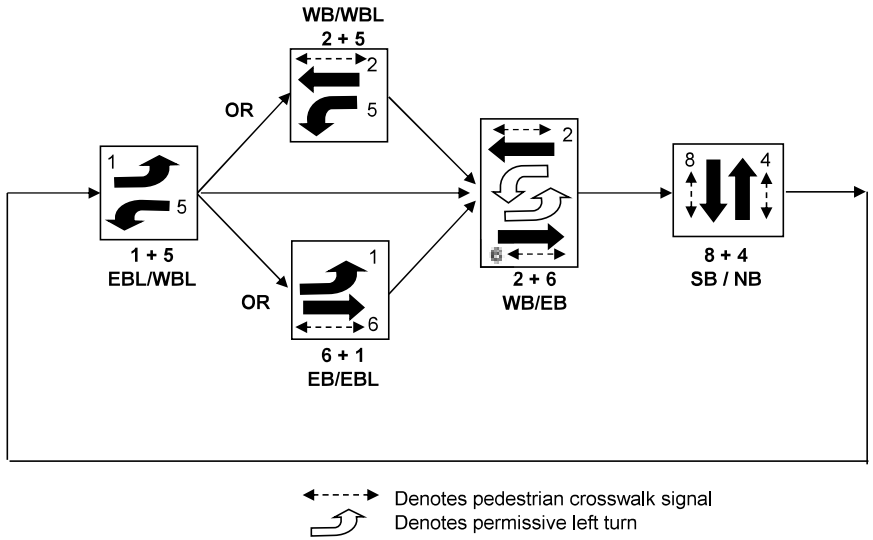
Scheduler

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

23																																																			1
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28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Sequence of Operation for Oakland Park Blvd (SR 816) and NW 68 Avenue/Landings (1452)



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1452	**Initial Operation Date**	10/30/90
Controller Type	2070 LN	**System Number**	1452
Modification Number	6	**Modification Date**	03/17/2015
Drawing/Project No	228157-1-52-01	**FPL Grid Number**	86983992209
Intersection	OAKLAND PARK BLVD(SR 816) and NW 68 AVENUE/LANDINGS		
Municipality	SUNRISE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	EBL	WB		NB	WBL	EB		SB
Initial Green(MIN)	4	10		6	4	10		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	55		25	12	55		25
Maximum Green II								
Yellow Clearance	5.0	5.0		4.0	5.0	5.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		22		33		22		30
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

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

Submitted By _____ **Approved By** _____

Station : 2302 - Oakland Park Blvd & NW 64 Ave (Standard File)

Phase	1	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		19		33		19		33								
Min Green		10		6	4	10		6								
Gap Ext		3		2	1.5	3		2								
Max1		50		25	15	50		25								
Max2																
Yellow Clr	4	5	4	4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2	4		2		
Exit 2	5	8		6		
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/12/2022 9:51:10 AM

Station : 2302 - Oakland Park Blvd & NW 64 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	180	162	12	1		17			131		49	29	102		49								
9		13	13	180	16	13	1		17			131		49	30	101		49								
15		14	14	180	56	14	1		17			131		49	30	101		49								
20		15	15	160	131	15	1		17			118		42	17	101		42								
Day Plan 2											**Easy**															
		15	15	160	131	15	1		17			118		42	17	101		42								
1		100	254																							
6	30	15	15	160	131	15	1		17			118		42	17	101		42								

Day Plan 3												Easy																	
		15	15	160	131	15	1		17			118		42	17	101		42											
1		100	254																										
6	30	15	15	160	131	15	1		17			118		42	17	101		42											
23		100	254																										

Broward County Timing Sheet 9/12/2022 9:51:10 AM

Station : 2302 - Oakland Park Blvd & NW 64 Ave (Standard File)

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

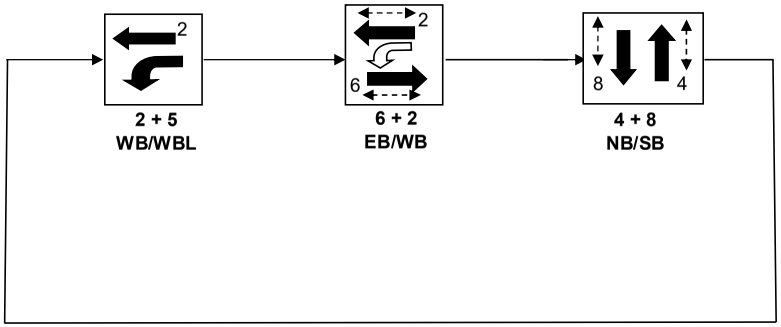
Scheduler

	Month											Day of Weekk							Day of Month											1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																		2
5	1												1							1																																		2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																														2
8							1						1	1	1	1	1						1																														2
9							1						1											1																														2
10									1				1							1	1	1	1	1	1	1																												2
11											1						1																																					2
12											1							1																																				2
13												1		1				1																																				2
14												1		1	1	1	1	1																																			2
15												1		1																																							2
16												1		1				1																																				2
17																																																					1
18																																																					1
19																																																					1
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29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Sequence of Operation for Oakland Park Blvd (SR 816) and NW 64 Avenue (2302)
Sunrise



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2302	**Initial Operation Date**	4/13/83
Controller Type	2070 LN	**System Number**	2302
Modification Number	9	**Modification Date**	03/12/2015
Drawing/Project No	228157-1-52-01	**FPL Grid Number**	87083282608
Intersection	OAKLAND PARK BLVD(SR 816) and NW 64 AVENUE		
Municipality	SUNRISE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		8
Direction		WB		NB	WBL	EB		SB
Initial Green(MIN)		10		6	4	10		6
Vehicle Ext.(GAP)		3.0		2.0	1.5	3.0		2.0
Maximum Green I		50		25	15	50		25
Maximum Green II								
Yellow Clearance		5.0		4.0	5.0	5.0		4.0
All Red Clearance		2.0		2.0	2.0	2.0		2.0
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay					5.0			
Walk		7		7+A		7		7+A
Pedestrian Clearance		19		33		19		33
Permissive					5 SECT			
Flash Operation		YELLOW		RED		YELLOW		

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. ANTI-BACKDOWN WESTBOUND: PHASES 2+6 ON--->OMIT PHASE 5.
3. AUDIBLE PEDESTRIAN SIGNALS NORTH/SOUTH: PROVIDES A STEADY TONE.
4. MOD. 9 UPDATES EW/WBL YELLOW AND ALL RED CLEARANCE VALUES.

Submitted By _____ **Approved By** _____

Station : 2066 - University Dr & Sunset Strip (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		26		31		26		30								
Min Green	5	10	4	6	5	10	4	6								
Gap Ext	1.5	3	3	2	1.5	3	1.5	2								
Max1	18	60	18	30	20	60	18	30								
Max2																
Yellow Clr	5	5	4	4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	3	1	2	4	2	4
Exit 2	7	5	6	8	6	8
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/12/2022 9:52:19 AM

Station : 2066 - University Dr & Sunset Strip (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	28	2	1		50		17	75	24	44	17	75	16	52								
9		3	3	160	28	3	1		50		17	70	29	44	22	65	16	57								
15		4	4	160	30	4	1		50		17	89	27	27	17	89	17	37								
20		3	3	160	28	3	1		50		17	70	29	44	22	65	16	57								
Day Plan 2											**Easy**															
		3	3	160	28	3	1		50		17	70	29	44	22	65	16	57								
1		100	254																							
6	30	3	3	160	28	3	1		50		17	70	29	44	22	65	16	57								

Day Plan 3												**Easy**																	
		3	3	160	28	3	1		50			17	70	29	44	22	65	16	57										
1		100	254																										
6	30	3	3	160	28	3	1		50			17	70	29	44	22	65	16	57										
23		100	254																										

Station : 2066 - University Dr & Sunset Strip (Standard File)

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

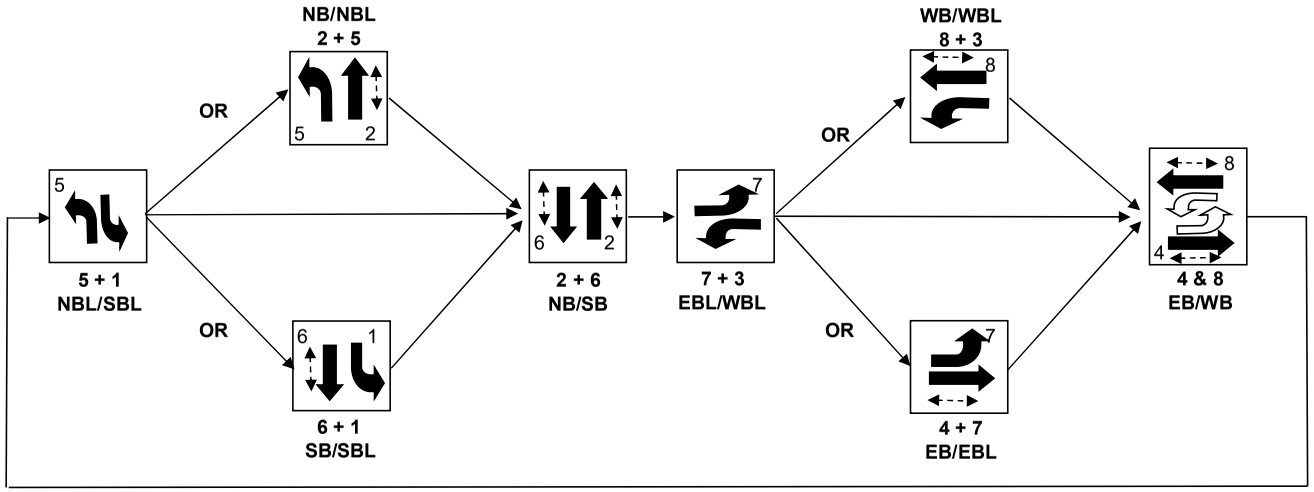
Scheduler

	Month											Day of Weekk							Day of Month											1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1					1																												2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																															1				2
15												1		1																																				1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
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29																																																		1
30																																																		1
31																																																		1
32																																																		1

User Comments:

Sequence of Operation for (2066) University Drive (SR 817) and Sunset Strip
Sunrise



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2066	**Initial Operation Date**	5/4/72
Controller Type	2070	**System Number**	2066
Modification Number	22	**Modification Date**	05/13/2020
Drawing/Project No	86220-3519	**FPL Grid Number**	86882803706
Intersection	UNIVERSITY DRIVE (SR 817) and SUNSET STRIP		
Municipality	SUNRISE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	10	4	6	5	10	4	6
Vehicle Ext.(GAP)	1.5	3.0	2.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	60	18	30	20	60	18	30
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		26		31		26		30
Permissive	DUAL		5 SECT		DUAL		5 SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. PHOTO ENFORCEMENT, CITY OF SUNRISE.
3. MOD. 22 UPDATES PH.'S 4 & 8 WALK VALUE TO 7 SEC.

Submitted By _____ **Approved By** _____

Station : 2079 - University Dr & Sunrise Lakes Blvd (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		22		31		22		32								
Min Green	5	12	4	6	5	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	18	50	12	25	18	50	12	25								
Max2																
Yellow Clr	5	5	4	4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	3	1	2	4	2	4
Exit 2	7	5	6	8	6	8
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/12/2022 1:27:45 PM

Station : 2079 - University Dr & Sunrise Lakes Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	128	2	1	10	50		19	79	15	47	19	79	15	47								
9		3	3	160	132	3	1	10	50		19	79	15	47	19	79	15	47								
15		4	4	160	122	4	1	10	50		19	79	15	47	19	79	15	47								
20		3	3	160	132	3	1	10	50		19	79	15	47	19	79	15	47								
Day Plan 2											**Easy**															
		3	3	160	132	3	1	10	50		19	79	15	47	19	79	15	47								
1		100	254																							
6	30	3	3	160	132	3	1	10	50		19	79	15	47	19	79	15	47								

Day Plan 3											Easy																	
		3	3	160	132	3	1	10	50		19	79	15	47	19	79	15	47										
1		100	254																									
6	30	3	3	160	132	3	1	10	50		19	79	15	47	19	79	15	47										
23		100	254																									

Broward County Timing Sheet 9/12/2022 1:27:45 PM

Station : 2079 - University Dr & Sunrise Lakes Blvd (Standard File)

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

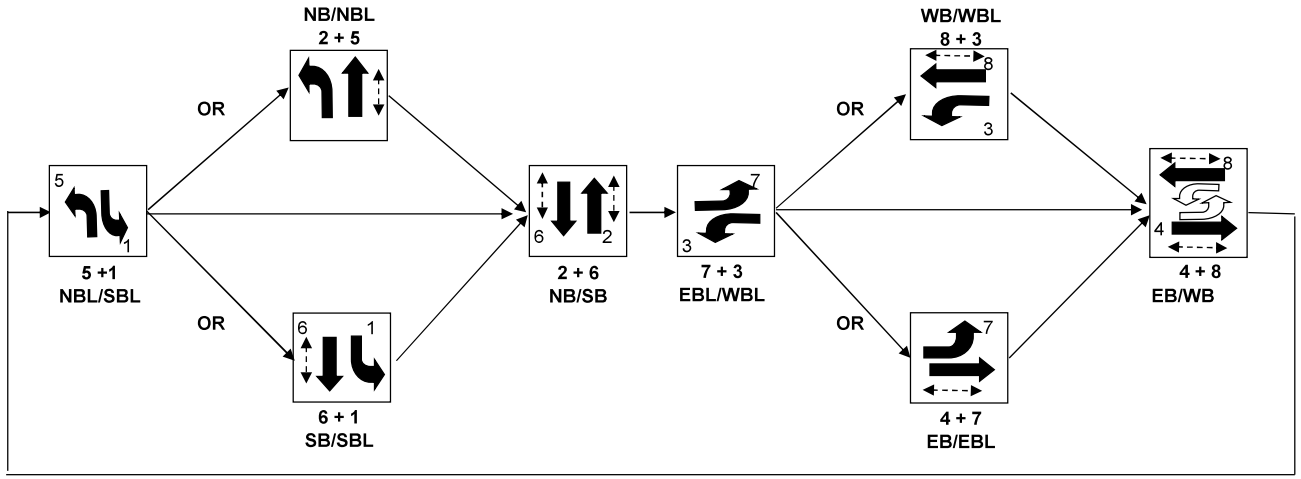
Scheduler

	Month											Day of Weekk							Day of Month										1										2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																												1	1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	2
13												1		1				1																														1					2
14												1		1	1	1	1	1																														1				2
15												1		1																																			1			2
16												1		1				1																																		1	2
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User Comments:

Sequence of Operation for (2079) University Drive (SR 817) & Sunrise Lakes Blvd
Sunrise



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2079	**Initial Operation Date**	4/3/75
Controller Type	2070	**System Number**	2079
Modification Number	22	**Modification Date**	01/28/2015
Drawing/Project No	86220-3519	**FPL Grid Number**	86883801006
Intersection	UNIVERSITY DRIVE (SR 817) and SUNRISE LAKES BOULEVARD		
Municipality	SUNRISE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	12	4	6	5	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	50	12	25	18	50	12	25
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		22		31		22		32
Permissive	NO		5 SECT		NO		5 SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. PHOTO ENFORCEMENT, CITY OF TAMARAC.
3. MOD. 22 UPDATES PH. 1 & 5 YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

Historical Growth

Sunrise Country Club Redevelopment

Background Growth Rate

Station	Location	2017	2018	2019	2020	2021
0018	Oakland Park Blvd, E of University Dr	39,500	40,500	37,500	35,500	38,500
9553	W Inverrary Blvd, N of Oakland Park Blvd	12,500	12,700	20,500	10,800	10,600
0050	University Dr, S of Oakland Park Blvd	58,500	57,000	63,500	45,500	55,500
7153	University Dr, N of Oakland Park Blvd	55,000	54,000	56,500	53,500	57,500
Total		165,500	164,200	178,000	145,300	162,100
Yearly Growth			-0.8%	8.4%	-18.4%	11.6%
Growth Trend						0.2%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0018 - SR 816 / OAKLAND PARK BLVD - E OF SR 817/UNIVERSITY DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	38500 C	E 19000	W 19500	9.00	54.00	3.70
2020	35500 F	E 17000	W 18500	9.00	55.10	2.30
2019	37500 C	E 18000	W 19500	9.00	56.00	2.30
2018	40500 C	E 20000	W 20500	9.00	56.30	2.30
2017	39500 C	E 19000	W 20500	9.00	57.10	2.90
2016	37000 C	E 19000	W 18000	9.00	56.10	2.90
2015	39000 C	E 18000	W 21000	9.00	56.20	2.90
2014	42500 C	E 20500	W 22000	9.00	56.80	2.20
2013	38500 C	E 17000	W 21500	9.00	56.20	1.70
2012	47500 C	E 23000	W 24500	9.00	57.00	1.40
2011	41500 C	E 19500	W 22000	9.00	59.10	1.40
2010	46500 C	E 23500	W 23000	9.60	57.92	1.40
2009	41000 C	E 19500	W 21500	9.71	58.42	3.60
2008	46500 C	E 24000	W 22500	9.67	56.67	3.60
2007	41500 C	E 20500	W 21000	10.19	60.63	0.60
2006	46500 C	E 22500	W 24000	9.61	59.08	2.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0050 - SR 817 / UNIV DR - S OF OAKLAND PARK BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	55500 C	N 29000	S 26500	9.00	54.00	4.80
2020	45500 C	N 21500	S 24000	9.00	55.10	4.80
2019	63500 C	N 31500	S 32000	9.00	56.00	1.70
2018	57000 C	N 28500	S 28500	9.00	56.30	1.70
2017	58500 C	N 29500	S 29000	9.00	57.10	1.70
2016	55000 C	N 27500	S 27500	9.00	56.10	2.70
2015	55500 C	N 28000	S 27500	9.00	56.20	2.70
2014	60500 C	N 31000	S 29500	9.00	56.80	3.20
2013	58500 C	N 29000	S 29500	9.00	56.20	2.00
2012	61000 C	N 30500	S 30500	9.00	57.00	3.10
2011	57500 C	N 28500	S 29000	9.00	59.10	2.60
2010	59500 C	N 30000	S 29500	9.60	57.92	2.80
2009	60500 C	N 30000	S 30500	9.71	58.42	3.40
2008	61000 C	N 30000	S 31000	9.67	56.67	1.50
2007	58000 C	N 28500	S 29500	10.19	60.63	1.50
2006	60500 C	N 30000	S 30500	9.61	59.08	1.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7153 - UNIVERSITY DR, N OF OAKLAND PARK BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	57500 C	N 28000	S 29500	9.00	54.00	1.90
2020	53500 F	N 26500	S 27000	9.00	55.10	2.50
2019	56500 C	N 28000	S 28500	9.00	56.00	2.50
2018	54000 C	N 29000	S 25000	9.00	56.30	2.50
2017	55000 C	N 28500	S 26500	9.00	57.10	1.40
2016	54500 C	N 28000	S 26500	9.00	56.10	1.40
2015	52000 C	N 27500	S 24500	9.00	56.20	1.40
2014	58500 C	N 30000	S 28500	9.00	56.80	1.80
2013	55500 C	N 29000	S 26500	9.00	56.20	1.70
2012	55500 C	N 29500	S 26000	9.00	57.00	1.70
2011	58000 C	N 30000	S 28000	9.00	59.10	2.60
2010	54000 S	N 27000	S 27000	9.60	57.92	2.80
2009	53000 F	N 26500	S 26500	9.71	58.42	3.40
2008	53000 C	N 26500	S 26500	9.67	56.67	3.70
2007	55000 C	N 27000	S 28000	10.19	60.63	4.30
2006	55500 C	N 27500	S 28000	9.61	59.08	1.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9553 - W INVERRARY BLVD., N OF OAKLAND PARK BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	10600 F	N 5300	S 5300	9.00	54.00	4.90
2020	10800 C	N 5400	S 5400	9.00	55.10	4.90
2019	20500 C	N 10500	S 10000	9.00	56.00	5.50
2018	12700 S	N 6100	S 6600	9.00	56.30	6.00
2017	12500 F	N 6000	S 6500	9.00	57.10	6.20
2016	12100 C	N 5800	S 6300	9.00	56.10	2.90
2015	16500 T	N 8600	S 7900	9.00	56.20	3.40
2014	16100 S	N 8400	S 7700	9.00	56.80	4.70
2013	15700 F	N 8200	S 7500	9.00	56.20	4.70
2012	15500 C	N 8100	S 7400	9.00	57.00	4.70
2011	9500 F	0	0	9.00	59.10	6.30
2010	9300 C	N 0	S 0	9.60	57.92	9.30
2009	11700 F	N 5900	S 5800	9.71	58.42	5.30
2008	11700 C	N 5900	S 5800	9.67	56.67	6.50
2007	13200 C	N 6400	S 6800	10.19	60.63	4.80
2006	12200 C	N 6000	S 6200	9.61	59.08	2.90

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

Appendix C

Intersection Capacity Analysis Worksheets

Existing

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	314	944	227	16	284	917	152	16	210	1211	336	208
Future Volume (vph)	314	944	227	16	284	917	152	16	210	1211	336	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0	7.0
Lane Util. Factor	0.97	0.91	1.00		0.97	0.91	1.00		0.97	0.91	1.00	0.97
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00	0.98		1.00	1.00	0.98	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	0.95
Satd. Flow (prot)	3400	5036	1505		3437	5036	1541		3376	5085	1563	3467
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	0.95
Satd. Flow (perm)	3400	5036	1505		3437	5036	1541		3376	5085	1563	3467
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	338	1015	244	17	305	986	163	17	226	1302	361	224
RTOR Reduction (vph)	0	0	149	0	0	0	123	0	0	0	87	0
Lane Group Flow (vph)	338	1015	95	0	322	986	40	0	243	1302	274	224
Confl. Peds. (#/hr)	3		7	5	7		3	4	13		9	9
Confl. Bikes (#/hr)			2				2					
Heavy Vehicles (%)	3%	3%	5%	0%	2%	3%	3%	0%	4%	2%	1%	1%
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	7	4		3	3	8		5	5	2		1
Permitted Phases			4				8				2	
Actuated Green, G (s)	18.0	39.9	39.9		17.6	39.5	39.5		15.4	60.3	60.3	14.2
Effective Green, g (s)	18.0	39.9	39.9		17.6	39.5	39.5		15.4	60.3	60.3	14.2
Actuated g/C Ratio	0.11	0.25	0.25		0.11	0.25	0.25		0.10	0.38	0.38	0.09
Clearance Time (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0		1.5	3.0	3.0		1.5	3.0	3.0	1.5
Lane Grp Cap (vph)	382	1255	375		378	1243	380		324	1916	589	307
v/s Ratio Prot	c0.10	c0.20			0.09	0.20			c0.07	0.26		0.06
v/s Ratio Perm			0.06				0.03				0.18	
v/c Ratio	0.88	0.81	0.25		0.85	0.79	0.11		0.75	0.68	0.46	0.73
Uniform Delay, d1	70.0	56.5	48.1		69.9	56.4	46.6		70.4	41.8	37.7	71.0
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.25	0.76	0.79	1.00
Incremental Delay, d2	20.4	3.9	0.4		16.1	3.6	0.1		7.5	1.8	2.3	7.2
Delay (s)	90.4	60.4	48.5		86.0	60.0	46.7		95.2	33.5	32.1	78.2
Level of Service	F	E	D		F	E	D		F	C	C	E
Approach Delay (s)		64.9				64.2				41.1		
Approach LOS		E				E				D		

Intersection Summary			
HCM 2000 Control Delay	54.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	93.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1471	312
Future Volume (vph)	1471	312
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.0	7.0
Lane Util. Factor	0.91	1.00
Frpb, ped/bikes	1.00	0.97
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5136	1540
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5136	1540
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	1582	335
RTOR Reduction (vph)	0	142
Lane Group Flow (vph)	1582	193
Confl. Peds. (#/hr)		13
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	1%	2%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	59.1	59.1
Effective Green, g (s)	59.1	59.1
Actuated g/C Ratio	0.37	0.37
Clearance Time (s)	7.0	7.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1897	568
v/s Ratio Prot	c0.31	
v/s Ratio Perm		0.13
v/c Ratio	0.83	0.34
Uniform Delay, d1	46.0	36.4
Progression Factor	1.00	1.00
Incremental Delay, d2	4.5	1.6
Delay (s)	50.5	38.0
Level of Service	D	D
Approach Delay (s)	51.4	
Approach LOS	D	

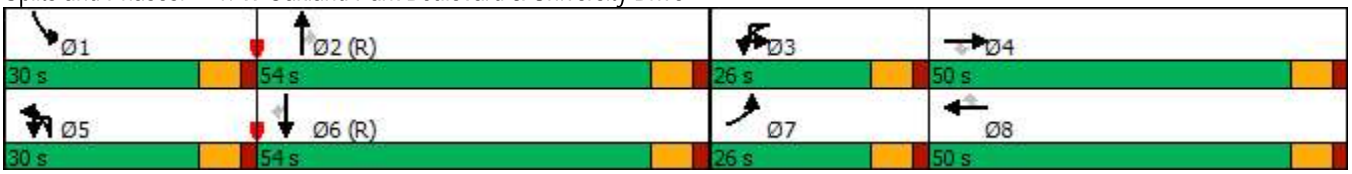
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	944	227	284	917	152	210	1211	336	208	1471	312
Future Volume (vph)	314	944	227	284	917	152	210	1211	336	208	1471	312
Lane Group Flow (vph)	338	1015	244	322	986	163	243	1302	361	224	1582	335
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	48.0	48.0	12.0	47.0	47.0	12.0	47.0	47.0	12.0	47.0	47.0
Total Split (s)	26.0	50.0	50.0	26.0	50.0	50.0	30.0	54.0	54.0	30.0	54.0	54.0
Total Split (%)	16.3%	31.3%	31.3%	16.3%	31.3%	31.3%	18.8%	33.8%	33.8%	18.8%	33.8%	33.8%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.88	0.81	0.47	0.85	0.79	0.32	0.75	0.68	0.53	0.73	0.83	0.47
Control Delay	93.8	62.0	13.7	90.4	61.6	7.8	100.5	34.6	22.2	84.7	51.4	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	62.0	13.7	90.4	61.6	7.8	100.5	34.6	22.2	84.7	51.4	15.6
Queue Length 50th (ft)	181	364	37	171	352	0	138	130	19	119	568	84
Queue Length 95th (ft)	#258	415	119	#236	401	60	184	354	225	163	#713	192
Internal Link Dist (ft)		950			3832			1742			882	
Turn Bay Length (ft)	260		220	260		370	245		120	260		280
Base Capacity (vph)	403	1353	549	408	1353	533	485	1916	676	498	1897	710
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.75	0.44	0.79	0.73	0.31	0.50	0.68	0.53	0.45	0.83	0.47

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 102 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: W Oakland Park Boulevard & University Drive



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	389	887	303	19	360	997	216	23	244	1394	284	17
Future Volume (vph)	389	887	303	19	360	997	216	23	244	1394	284	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0	
Lane Util. Factor	0.97	0.91	1.00		0.97	0.91	1.00		0.97	0.91	1.00	
Frpb, ped/bikes	1.00	1.00	0.97		1.00	1.00	0.97		1.00	1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Frt	1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (prot)	3467	5085	1575		3502	5136	1536		3470	5136	1553	
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (perm)	3467	5085	1575		3502	5136	1536		3470	5136	1553	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	389	887	303	19	360	997	216	23	244	1394	284	17
RTOR Reduction (vph)	0	0	135	0	0	0	143	0	0	0	77	0
Lane Group Flow (vph)	389	887	168	0	379	997	73	0	267	1394	207	0
Confl. Peds. (#/hr)	12		9	2	9		12	8	7		6	6
Confl. Bikes (#/hr)			3				4					
Heavy Vehicles (%)	1%	2%	0%	0%	0%	1%	2%	0%	1%	1%	2%	0%
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	7	4		3	3	8		5	5	2		1
Permitted Phases			4				8				2	
Actuated Green, G (s)	21.3	39.1	39.1		20.9	38.7	38.7		16.0	59.4	59.4	
Effective Green, g (s)	21.3	39.1	39.1		20.9	38.7	38.7		16.0	59.4	59.4	
Actuated g/C Ratio	0.13	0.24	0.24		0.13	0.24	0.24		0.10	0.37	0.37	
Clearance Time (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0	
Vehicle Extension (s)	1.5	3.0	3.0		1.5	3.0	3.0		1.5	3.0	3.0	
Lane Grp Cap (vph)	461	1242	384		457	1242	371		347	1906	576	
v/s Ratio Prot	c0.11	0.17			0.11	c0.19			c0.08	c0.27		
v/s Ratio Perm			0.11				0.05				0.13	
v/c Ratio	0.84	0.71	0.44		0.83	0.80	0.20		0.77	0.73	0.36	
Uniform Delay, d1	67.7	55.3	51.1		67.8	57.1	48.3		70.2	43.4	36.5	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00		1.19	1.01	1.24	
Incremental Delay, d2	12.7	2.0	0.8		11.3	3.8	0.3		7.4	2.1	1.4	
Delay (s)	80.4	57.3	51.9		79.1	60.9	48.5		90.7	46.0	46.9	
Level of Service	F	E	D		E	E	D		F	D	D	
Approach Delay (s)		62.0				63.6				52.3		
Approach LOS		E				E				D		

Intersection Summary			
HCM 2000 Control Delay	56.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	99.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	172	1273	253
Future Volume (vph)	172	1273	253
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0
Lane Util. Factor	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3470	5085	1551
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3470	5085	1551
Peak-hour factor, PHF	1.00	1.00	1.00
Adj. Flow (vph)	172	1273	253
RTOR Reduction (vph)	0	0	136
Lane Group Flow (vph)	189	1273	117
Confl. Peds. (#/hr)	6		7
Confl. Bikes (#/hr)			
Heavy Vehicles (%)	1%	2%	2%
Turn Type	Prot	NA	Perm
Protected Phases	1	6	
Permitted Phases			6
Actuated Green, G (s)	12.6	56.0	56.0
Effective Green, g (s)	12.6	56.0	56.0
Actuated g/C Ratio	0.08	0.35	0.35
Clearance Time (s)	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0
Lane Grp Cap (vph)	273	1779	542
v/s Ratio Prot	0.05	0.25	
v/s Ratio Perm			0.08
v/c Ratio	0.69	0.72	0.22
Uniform Delay, d1	71.8	45.1	36.6
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	6.0	2.5	0.9
Delay (s)	77.8	47.6	37.5
Level of Service	E	D	D
Approach Delay (s)		49.4	
Approach LOS		D	

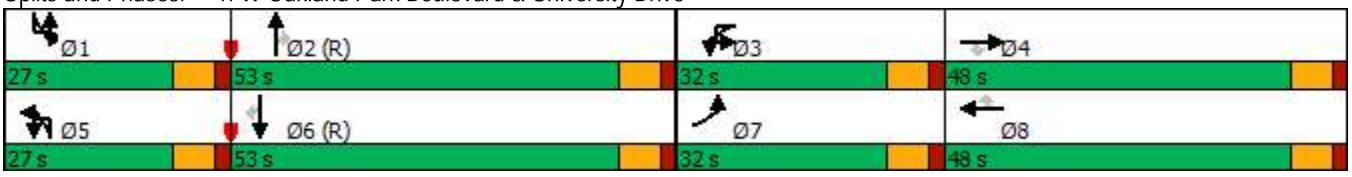
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	389	887	303	360	997	216	244	1394	284	172	1273	253
Future Volume (vph)	389	887	303	360	997	216	244	1394	284	172	1273	253
Lane Group Flow (vph)	389	887	303	379	997	216	267	1394	284	189	1273	253
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	48.0	48.0	12.0	47.0	47.0	12.0	47.0	47.0	12.0	47.0	47.0
Total Split (s)	32.0	48.0	48.0	32.0	48.0	48.0	27.0	53.0	53.0	27.0	53.0	53.0
Total Split (%)	20.0%	30.0%	30.0%	20.0%	30.0%	30.0%	16.9%	33.1%	33.1%	16.9%	33.1%	33.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.84	0.71	0.58	0.83	0.81	0.42	0.77	0.73	0.43	0.69	0.71	0.37
Control Delay	84.2	58.8	25.4	83.6	62.7	11.6	95.5	47.6	29.8	84.8	49.2	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.2	58.8	25.4	83.6	62.7	11.6	95.5	47.6	29.8	84.8	49.2	10.8
Queue Length 50th (ft)	207	309	112	202	358	22	152	320	94	101	431	32
Queue Length 95th (ft)	262	360	216	255	411	96	202	437	214	141	528	114
Internal Link Dist (ft)		950			3832			1742			882	
Turn Bay Length (ft)	260		220	260		370	245		120	260		280
Base Capacity (vph)	541	1314	539	547	1322	536	433	1907	654	433	1781	679
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.68	0.56	0.69	0.75	0.40	0.62	0.73	0.43	0.44	0.71	0.37

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 99 (62%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 1: W Oakland Park Boulevard & University Drive



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	49	1240	25	46	43	1263	246	28	57	81	245	38
Future Volume (vph)	49	1240	25	46	43	1263	246	28	57	81	245	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0	7.0		6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91			1.00	0.91	1.00		1.00	1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.98		1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00
Frt	1.00	1.00			1.00	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.98	1.00	0.95	0.96
Satd. Flow (prot)	1736	5070			1805	5036	1532		1832	1587	1633	1658
Flt Permitted	0.95	1.00			0.14	1.00	1.00		0.98	1.00	0.95	0.96
Satd. Flow (perm)	1736	5070			272	5036	1532		1832	1587	1633	1658
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	55	1393	28	52	48	1419	276	31	64	91	275	43
RTOR Reduction (vph)	0	1	0	0	0	0	38	0	0	84	0	0
Lane Group Flow (vph)	55	1420	0	0	100	1419	238	0	95	7	157	161
Confl. Peds. (#/hr)	1		1	1	1		1	2		4	4	
Confl. Bikes (#/hr)												
Heavy Vehicles (%)	4%	2%	0%	0%	0%	3%	3%	0%	3%	0%	5%	5%
Turn Type	Prot	NA		pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	6		5	5	2		4	4		3	3
Permitted Phases				2	2		2			4		
Actuated Green, G (s)	8.6	110.0			117.0	109.2	109.2		13.8	13.8	22.4	22.4
Effective Green, g (s)	8.6	110.0			117.0	109.2	109.2		13.8	13.8	22.4	22.4
Actuated g/C Ratio	0.05	0.61			0.65	0.61	0.61		0.08	0.08	0.12	0.12
Clearance Time (s)	7.0	7.0			7.0	7.0	7.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0			1.5	3.0	3.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	82	3098			243	3055	929		140	121	203	206
v/s Ratio Prot	c0.03	0.28			0.02	c0.28			c0.05		0.10	c0.10
v/s Ratio Perm					0.25		0.16			0.00		
v/c Ratio	0.67	0.46			0.41	0.46	0.26		0.68	0.06	0.77	0.78
Uniform Delay, d1	84.3	18.9			13.4	19.4	16.5		80.9	77.1	76.3	76.4
Progression Factor	1.00	1.00			0.93	0.65	0.59		1.00	1.00	1.00	1.00
Incremental Delay, d2	15.6	0.5			0.4	0.5	0.6		9.8	0.1	15.3	16.1
Delay (s)	99.9	19.4			12.9	13.1	10.3		90.8	77.1	91.6	92.5
Level of Service	F	B			B	B	B		F	E	F	F
Approach Delay (s)		22.4				12.7			84.1			82.6
Approach LOS		C				B			F			F

Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	221
Future Volume (vph)	221
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1569
Flt Permitted	1.00
Satd. Flow (perm)	1569
Peak-hour factor, PHF	0.89
Adj. Flow (vph)	248
RTOR Reduction (vph)	217
Lane Group Flow (vph)	31
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	2
Heavy Vehicles (%)	1%
Turn Type	Perm
Protected Phases	
Permitted Phases	3
Actuated Green, G (s)	22.4
Effective Green, g (s)	22.4
Actuated g/C Ratio	0.12
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	195
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.16
Uniform Delay, d1	70.4
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	70.5
Level of Service	E
Approach Delay (s)	
Approach LOS	

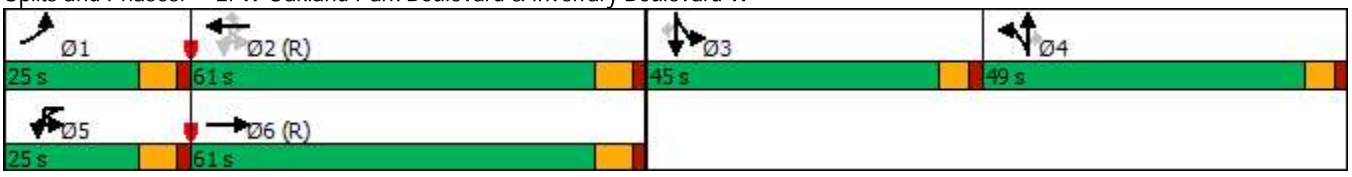
Intersection Summary

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	49	1240	46	43	1263	246	57	81	245	38	221
Future Volume (vph)	49	1240	46	43	1263	246	57	81	245	38	221
Lane Group Flow (vph)	55	1421	0	100	1419	276	95	91	157	161	248
Turn Type	Prot	NA	pm+pt	pm+pt	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6	5	5	2		4		3	3	
Permitted Phases			2	2		2		4			3
Detector Phase	1	6	5	5	2	2	4	4	3	3	3
Switch Phase											
Minimum Initial (s)	5.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	43.0	12.0	12.0	46.0	46.0	45.0	45.0	42.0	42.0	42.0
Total Split (s)	25.0	61.0	25.0	25.0	61.0	61.0	49.0	49.0	45.0	45.0	45.0
Total Split (%)	13.9%	33.9%	13.9%	13.9%	33.9%	33.9%	27.2%	27.2%	25.0%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.60	0.46		0.41	0.46	0.28	0.68	0.42	0.77	0.78	0.60
Control Delay	107.6	21.0		15.1	14.1	8.1	103.6	14.6	99.7	100.1	13.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.6	21.0		15.1	14.1	8.1	103.6	14.6	99.7	100.1	13.1
Queue Length 50th (ft)	65	315		27	184	49	111	0	193	197	0
Queue Length 95th (ft)	115	454		54	234	88	174	44	267	272	82
Internal Link Dist (ft)		3832			1714		275			517	
Turn Bay Length (ft)	280			150		130		50	250		350
Base Capacity (vph)	173	3098		340	3094	978	437	457	353	359	534
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.46		0.29	0.46	0.28	0.22	0.20	0.44	0.45	0.46

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 144 (80%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: W Oakland Park Boulevard & Inverrary Boulevard W



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	122	1359	51	37	62	1313	284	31	58	49	260	54
Future Volume (vph)	122	1359	51	37	62	1313	284	31	58	49	260	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0	7.0		6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91			1.00	0.91	1.00		1.00	1.00	0.95	0.95
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.98		1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00
Frt	1.00	0.99			1.00	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.98	1.00	0.95	0.97
Satd. Flow (prot)	1770	5056			1805	5136	1566		1868	1496	1681	1713
Flt Permitted	0.95	1.00			0.15	1.00	1.00		0.98	1.00	0.95	0.97
Satd. Flow (perm)	1770	5056			294	5136	1566		1868	1496	1681	1713
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	123	1373	52	37	63	1326	287	31	59	49	263	55
RTOR Reduction (vph)	0	1	0	0	0	0	47	0	0	45	0	0
Lane Group Flow (vph)	123	1424	0	0	100	1326	240	0	90	4	158	160
Confl. Peds. (#/hr)			2		2							
Confl. Bikes (#/hr)			1				1			2		
Heavy Vehicles (%)	2%	2%	0%	0%	0%	1%	1%	0%	0%	6%	2%	2%
Turn Type	Prot	NA		pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	6		5	5	2		4	4		3	3
Permitted Phases				2	2		2			4		
Actuated Green, G (s)	16.9	111.3			110.6	102.5	102.5		13.1	13.1	21.5	21.5
Effective Green, g (s)	16.9	111.3			110.6	102.5	102.5		13.1	13.1	21.5	21.5
Actuated g/C Ratio	0.09	0.62			0.61	0.57	0.57		0.07	0.07	0.12	0.12
Clearance Time (s)	7.0	7.0			7.0	7.0	7.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0			1.5	3.0	3.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	166	3126			248	2924	891		135	108	200	204
v/s Ratio Prot	c0.07	c0.28			0.02	0.26			c0.05		c0.09	0.09
v/s Ratio Perm					0.23		0.15			0.00		
v/c Ratio	0.74	0.46			0.40	0.45	0.27		0.67	0.03	0.79	0.78
Uniform Delay, d1	79.4	18.3			14.8	22.5	19.7		81.3	77.6	77.1	77.0
Progression Factor	1.00	1.00			1.12	1.09	1.20		1.00	1.00	1.00	1.00
Incremental Delay, d2	14.4	0.5			0.4	0.5	0.7		9.2	0.0	17.7	16.5
Delay (s)	93.8	18.7			17.0	24.9	24.3		90.6	77.6	94.7	93.5
Level of Service	F	B			B	C	C		F	E	F	F
Approach Delay (s)		24.7				24.4			86.0			86.1
Approach LOS		C				C			F			F

Intersection Summary			
HCM 2000 Control Delay	34.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	164
Future Volume (vph)	164
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.99
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1577
Flt Permitted	1.00
Satd. Flow (perm)	1577
Peak-hour factor, PHF	0.99
Adj. Flow (vph)	166
RTOR Reduction (vph)	146
Lane Group Flow (vph)	20
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	1
Heavy Vehicles (%)	1%
Turn Type	Perm
Protected Phases	
Permitted Phases	3
Actuated Green, G (s)	21.5
Effective Green, g (s)	21.5
Actuated g/C Ratio	0.12
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	188
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.11
Uniform Delay, d1	70.7
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	70.8
Level of Service	E
Approach Delay (s)	
Approach LOS	

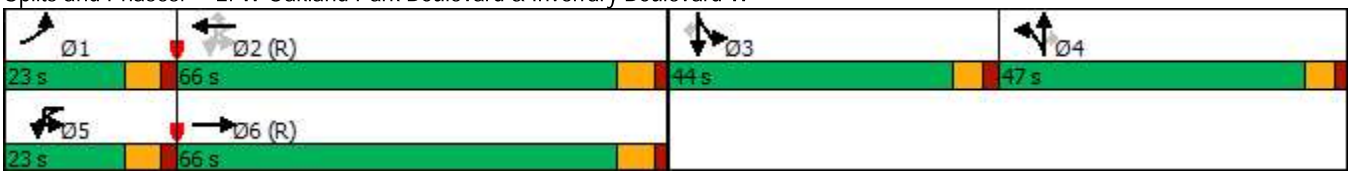
Intersection Summary

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	122	1359	37	62	1313	284	58	49	260	54	164
Future Volume (vph)	122	1359	37	62	1313	284	58	49	260	54	164
Lane Group Flow (vph)	123	1425	0	100	1326	287	90	49	158	160	166
Turn Type	Prot	NA	pm+pt	pm+pt	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6	5	5	2		4		3	3	
Permitted Phases			2	2		2		4			3
Detector Phase	1	6	5	5	2	2	4	4	3	3	3
Switch Phase											
Minimum Initial (s)	5.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	43.0	12.0	12.0	46.0	46.0	45.0	45.0	42.0	42.0	42.0
Total Split (s)	23.0	66.0	23.0	23.0	66.0	66.0	47.0	47.0	44.0	44.0	44.0
Total Split (%)	12.8%	36.7%	12.8%	12.8%	36.7%	36.7%	26.1%	26.1%	24.4%	24.4%	24.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.74	0.46		0.40	0.45	0.31	0.67	0.24	0.79	0.78	0.50
Control Delay	104.0	20.3		17.1	27.0	17.8	103.6	2.8	102.2	101.2	13.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.0	20.3		17.1	27.0	17.8	103.6	2.8	102.2	101.2	13.6
Queue Length 50th (ft)	144	310		45	325	114	106	0	194	196	0
Queue Length 95th (ft)	217	455		90	393	194	169	0	273	276	73
Internal Link Dist (ft)		3832			1714		275			517	
Turn Bay Length (ft)	280			150		130		50	250		350
Base Capacity (vph)	180	3127		327	2923	937	425	421	354	361	464
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.46		0.31	0.45	0.31	0.21	0.12	0.45	0.44	0.36

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 126 (70%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: W Oakland Park Boulevard & Inverrary Boulevard W



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	27	1436	127	12	96	1397	22	111	4	125	43	13
Future Volume (vph)	27	1436	127	12	96	1397	22	111	4	125	43	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00	0.97		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00		0.99	1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.85	1.00	0.88
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1735	5085	1559		1758	5036	1568		1744	1615	1805	1631
Flt Permitted	0.15	1.00	1.00		0.13	1.00	1.00		0.64	1.00	0.51	1.00
Satd. Flow (perm)	271	5085	1559		247	5036	1568		1168	1615	972	1631
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	29	1544	137	13	103	1502	24	119	4	134	46	14
RTOR Reduction (vph)	0	0	28	0	0	0	6	0	0	95	0	57
Lane Group Flow (vph)	29	1544	109	0	116	1502	18	0	123	39	46	22
Confl. Peds. (#/hr)	3		2		2		3	8				
Confl. Bikes (#/hr)												
Heavy Vehicles (%)	4%	2%	2%	8%	2%	3%	0%	3%	0%	0%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	5	2			4			8
Permitted Phases	6		6	2	2		2	4		4	8	
Actuated Green, G (s)	134.6	130.7	130.7		140.2	133.5	133.5		22.6	22.6	22.6	22.6
Effective Green, g (s)	134.6	130.7	130.7		140.2	133.5	133.5		22.6	22.6	22.6	22.6
Actuated g/C Ratio	0.75	0.73	0.73		0.78	0.74	0.74		0.13	0.13	0.13	0.13
Clearance Time (s)	7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0		1.5	3.0	3.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	234	3692	1132		248	3735	1162		146	202	122	204
v/s Ratio Prot	0.00	0.30			c0.02	0.30						0.01
v/s Ratio Perm	0.09		0.07		c0.35		0.01		c0.11	0.02	0.05	
v/c Ratio	0.12	0.42	0.10		0.47	0.40	0.02		0.84	0.19	0.38	0.11
Uniform Delay, d1	6.2	9.7	7.3		6.3	8.6	6.1		77.0	70.5	72.2	69.8
Progression Factor	0.75	0.69	0.65		1.44	0.63	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.3	0.2		0.5	0.3	0.0		32.3	0.2	0.7	0.1
Delay (s)	4.7	7.0	4.8		9.5	5.7	6.1		109.2	70.7	73.0	69.9
Level of Service	A	A	A		A	A	A		F	E	E	E
Approach Delay (s)		6.8				6.0			89.1			71.0
Approach LOS		A				A			F			E

Intersection Summary			
HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	60
Future Volume (vph)	60
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	65
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	8
Confl. Bikes (#/hr)	1
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

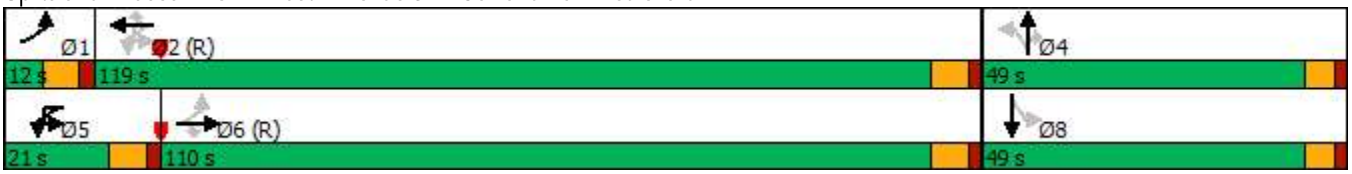
Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	27	1436	127	12	96	1397	22	111	4	125	43	13
Future Volume (vph)	27	1436	127	12	96	1397	22	111	4	125	43	13
Lane Group Flow (vph)	29	1544	137	0	116	1502	24	0	123	134	46	79
Turn Type	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	5	2			4			8
Permitted Phases	6		6	2	2		2	4		4	8	
Detector Phase	1	6	6	5	5	2	2	4	4	4	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	36.0	36.0	12.0	12.0	36.0	36.0	46.0	46.0	46.0	43.0	43.0
Total Split (s)	12.0	110.0	110.0	21.0	21.0	119.0	119.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	6.7%	61.1%	61.1%	11.7%	11.7%	66.1%	66.1%	27.2%	27.2%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.12	0.42	0.12		0.47	0.40	0.02		0.84	0.45	0.38	0.30
Control Delay	4.6	7.5	2.0		12.5	6.0	0.0		117.4	21.5	78.8	21.8
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	4.6	7.5	2.0		12.5	6.0	0.0		117.4	21.5	78.8	21.8
Queue Length 50th (ft)	6	160	10		17	142	0		145	27	51	15
Queue Length 95th (ft)	14	149	17		34	163	m0		217	94	93	67
Internal Link Dist (ft)		1714				1242			649			220
Turn Bay Length (ft)	225		180		315		100			135		
Base Capacity (vph)	246	3693	1160		314	3776	1190		279	468	232	439
Starvation Cap Reductn	0	0	0		0	0	0		0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0		0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0		0	0	0	0
Reduced v/c Ratio	0.12	0.42	0.12		0.37	0.40	0.02		0.44	0.29	0.20	0.18

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 167 (93%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: NW 68th Avenue & W Oakland Park Boulevard



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	31	1491	147	10	129	1457	38	139	14	135	29
Future Volume (vph)	11	31	1491	147	10	129	1457	38	139	14	135	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91	1.00		1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.99		1.00	1.00	0.98		1.00	0.98	1.00
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.85	1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.96	1.00	0.95
Satd. Flow (prot)		1805	5085	1577		1805	5136	1532		1810	1542	1805
Flt Permitted		0.15	1.00	1.00		0.13	1.00	1.00		0.71	1.00	0.43
Satd. Flow (perm)		281	5085	1577		248	5136	1532		1350	1542	818
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	11	32	1537	152	10	133	1502	39	143	14	139	30
RTOR Reduction (vph)	0	0	0	31	0	0	0	11	0	0	119	0
Lane Group Flow (vph)	0	43	1537	121	0	143	1502	28	0	157	20	30
Confl. Peds. (#/hr)	2	1		1		1		1	3			
Confl. Bikes (#/hr)											3	
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	1%	3%	0%	0%	3%	0%
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4		4	8
Actuated Green, G (s)		130.7	126.5	126.5		138.5	130.4	130.4		25.4	25.4	25.4
Effective Green, g (s)		130.7	126.5	126.5		138.5	130.4	130.4		25.4	25.4	25.4
Actuated g/C Ratio		0.73	0.70	0.70		0.77	0.72	0.72		0.14	0.14	0.14
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0		1.5	3.0	3.0		2.0	2.0	2.0
Lane Grp Cap (vph)		239	3573	1108		260	3720	1109		190	217	115
v/s Ratio Prot		0.00	0.30			c0.02	0.29					
v/s Ratio Perm		0.13		0.08		c0.40		0.02		c0.12	0.01	0.04
v/c Ratio		0.18	0.43	0.11		0.55	0.40	0.03		0.83	0.09	0.26
Uniform Delay, d1		7.3	11.4	8.6		7.6	9.7	7.0		75.2	67.2	68.9
Progression Factor		0.38	0.42	0.12		2.29	0.83	0.29		1.00	1.00	1.00
Incremental Delay, d2		0.1	0.3	0.2		1.3	0.3	0.0		23.4	0.1	0.4
Delay (s)		2.9	5.1	1.2		18.8	8.3	2.1		98.6	67.3	69.4
Level of Service		A	A	A		B	A	A		F	E	E
Approach Delay (s)			4.7				9.1			83.9		
Approach LOS			A				A			F		

Intersection Summary			
HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	6	37
Future Volume (vph)	6	37
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	0.99	
Flpb, ped/bikes	1.00	
Frt	0.87	
Flt Protected	1.00	
Satd. Flow (prot)	1631	
Flt Permitted	1.00	
Satd. Flow (perm)	1631	
Peak-hour factor, PHF	0.97	0.97
Adj. Flow (vph)	6	38
RTOR Reduction (vph)	33	0
Lane Group Flow (vph)	11	0
Confl. Peds. (#/hr)		3
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	25.4	
Effective Green, g (s)	25.4	
Actuated g/C Ratio	0.14	
Clearance Time (s)	6.0	
Vehicle Extension (s)	2.0	
Lane Grp Cap (vph)	230	
v/s Ratio Prot	0.01	
v/s Ratio Perm		
v/c Ratio	0.05	
Uniform Delay, d1	66.9	
Progression Factor	1.00	
Incremental Delay, d2	0.0	
Delay (s)	66.9	
Level of Service	E	
Approach Delay (s)	67.9	
Approach LOS	E	

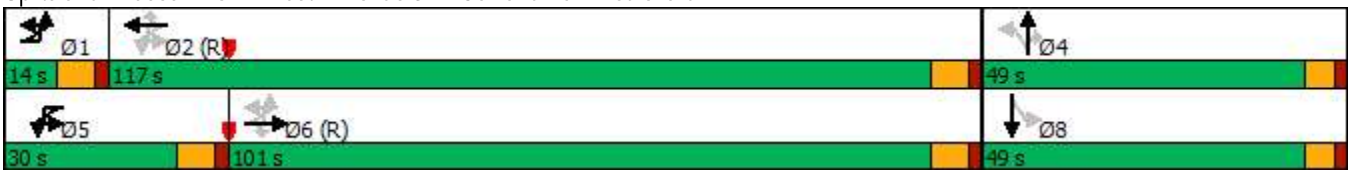
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	31	1491	147	10	129	1457	38	139	14	135	29
Future Volume (vph)	11	31	1491	147	10	129	1457	38	139	14	135	29
Lane Group Flow (vph)	0	43	1537	152	0	143	1502	39	0	157	139	30
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6		6	2	2		2	4		4	8
Detector Phase	1	1	6	6	5	5	2	2	4	4	4	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	12.0	36.0	36.0	12.0	12.0	36.0	36.0	46.0	46.0	46.0	43.0
Total Split (s)	14.0	14.0	101.0	101.0	30.0	30.0	117.0	117.0	49.0	49.0	49.0	49.0
Total Split (%)	7.8%	7.8%	56.1%	56.1%	16.7%	16.7%	65.0%	65.0%	27.2%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0		7.0	7.0	7.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
v/c Ratio		0.17	0.43	0.13		0.55	0.40	0.03		0.83	0.41	0.26
Control Delay		3.5	5.5	0.7		19.8	8.8	0.3		105.8	12.3	71.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		3.5	5.5	0.7		19.8	8.8	0.3		105.8	12.3	71.6
Queue Length 50th (ft)		1	272	2		31	201	0		183	0	32
Queue Length 95th (ft)		6	175	2		102	272	m3		259	65	66
Internal Link Dist (ft)			1714				1242			649		
Turn Bay Length (ft)		225		180		315		100			135	
Base Capacity (vph)		267	3573	1138		393	3759	1137		322	474	195
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.16	0.43	0.13		0.36	0.40	0.03		0.49	0.29	0.15

Intersection Summary

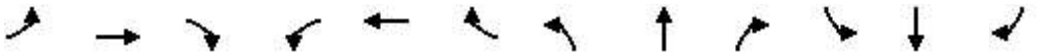
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 178 (99%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: NW 68th Avenue & W Oakland Park Boulevard



Lane Group	SBT
Lane Configurations	
Traffic Volume (vph)	6
Future Volume (vph)	6
Lane Group Flow (vph)	44
Turn Type	NA
Protected Phases	8
Permitted Phases	
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	43.0
Total Split (s)	49.0
Total Split (%)	27.2%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
v/c Ratio	0.17
Control Delay	21.6
Queue Delay	0.0
Total Delay	21.6
Queue Length 50th (ft)	6
Queue Length 95th (ft)	46
Internal Link Dist (ft)	220
Turn Bay Length (ft)	
Base Capacity (vph)	418
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.11

Intersection Summary



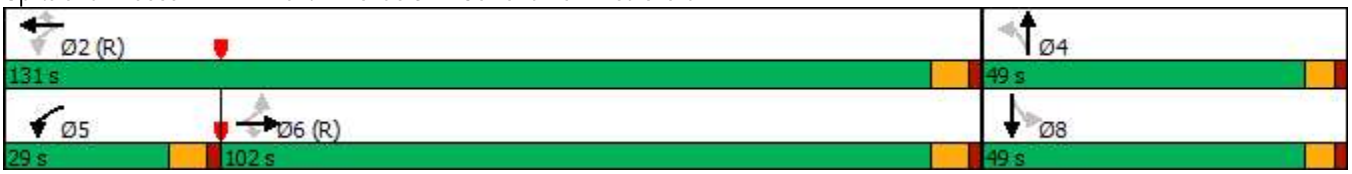
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1409	202	135	1289	0	168	7	93	0	1	4
Future Volume (veh/h)	9	1409	202	135	1289	0	168	7	93	0	1	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1856	1900	1870	1693	1856	1900	1900	1900
Adj Flow Rate, veh/h	10	1515	217	145	1386	0	181	8	100	0	1	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	3	0	2	14	3	0	0	0
Cap, veh/h	309	3543	1097	296	3887	1236	261	17	211	40	52	209
Arrive On Green	1.00	1.00	1.00	0.03	0.77	0.00	0.16	0.16	0.16	0.00	0.16	0.16
Sat Flow, veh/h	396	5106	1581	1781	5066	1610	1398	105	1315	1306	326	1304
Grp Volume(v), veh/h	10	1515	217	145	1386	0	181	0	108	0	0	5
Grp Sat Flow(s),veh/h/ln	396	1702	1581	1781	1689	1610	1398	0	1420	1306	0	1630
Q Serve(g_s), s	0.1	0.0	0.0	4.2	15.8	0.0	22.5	0.0	12.4	0.0	0.0	0.5
Cycle Q Clear(g_c), s	2.6	0.0	0.0	4.2	15.8	0.0	23.0	0.0	12.4	0.0	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		0.80
Lane Grp Cap(c), veh/h	309	3543	1097	296	3887	1236	261	0	228	40	0	261
V/C Ratio(X)	0.03	0.43	0.20	0.49	0.36	0.00	0.69	0.00	0.47	0.00	0.00	0.02
Avail Cap(c_a), veh/h	309	3543	1097	452	3887	1236	370	0	339	143	0	389
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	6.7	6.7	0.0	73.3	0.0	68.7	0.0	0.0	63.6
Incr Delay (d2), s/veh	0.2	0.3	0.4	0.5	0.3	0.0	1.2	0.0	0.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.2	2.8	9.0	0.0	13.0	0.0	8.1	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.2	0.3	0.4	7.1	7.0	0.0	74.6	0.0	69.2	0.0	0.0	63.7
LnGrp LOS	A	A	A	A	A	A	E	A	E	A	A	E
Approach Vol, veh/h		1742			1531			289			5	
Approach Delay, s/veh		0.3			7.0			72.6			63.7	
Approach LOS		A			A			E			E	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		145.1		34.9	13.2	131.9		34.9				
Change Period (Y+Rc), s		7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s		124.0		43.0	22.0	95.0		43.0				
Max Q Clear Time (g_c+I1), s		17.8		25.0	6.2	4.6		2.5				
Green Ext Time (p_c), s		13.5		0.6	0.1	18.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			9.1									
HCM 6th LOS			A									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	9	1409	202	135	1289	168	7	1
Future Volume (vph)	9	1409	202	135	1289	168	7	1
Lane Group Flow (vph)	10	1515	217	145	1386	181	108	5
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	NA
Protected Phases		6		5	2		4	8
Permitted Phases	6		6	2		4		
Detector Phase	6	6	6	5	2	4	4	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	4.0	10.0	6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	12.0	33.0	46.0	46.0	46.0
Total Split (s)	102.0	102.0	102.0	29.0	131.0	49.0	49.0	49.0
Total Split (%)	56.7%	56.7%	56.7%	16.1%	72.8%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	None	None	None
v/c Ratio	0.04	0.43	0.19	0.57	0.36	0.84	0.33	0.02
Control Delay	7.7	7.0	0.5	14.7	7.2	103.5	14.8	37.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	7.0	0.5	14.7	7.2	103.5	14.8	37.2
Queue Length 50th (ft)	2	110	0	38	169	211	8	1
Queue Length 95th (ft)	m5	122	5	74	241	291	65	14
Internal Link Dist (ft)		1242			1372		3893	198
Turn Bay Length (ft)	270		260	430		90		
Base Capacity (vph)	239	3499	1121	372	3892	333	447	396
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.43	0.19	0.39	0.36	0.54	0.24	0.01

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 162 (90%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: NW 64th Avenue & W Oakland Park Boulevard





Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	24	1384	217	18	189	1386	5	193	8	130	5	6
Future Volume (vph)	24	1384	217	18	189	1386	5	193	8	130	5	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00	0.96	1.00	0.98		1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		0.99	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.86		1.00	0.89
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	1731	5085	1542		1779	5136	1555	1765	1516		1794	1666
Flt Permitted	0.18	1.00	1.00		0.14	1.00	1.00	0.74	1.00		0.52	1.00
Satd. Flow (perm)	324	5085	1542		267	5136	1555	1378	1516		979	1666
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	24	1412	221	18	193	1414	5	197	8	133	5	6
RTOR Reduction (vph)	0	0	70	0	0	0	1	0	111	0	0	15
Lane Group Flow (vph)	24	1412	151	0	211	1414	4	197	30	0	5	9
Confl. Peds. (#/hr)	5		2	3	2		5	2		6	6	
Confl. Bikes (#/hr)			1							1		
Heavy Vehicles (%)	4%	2%	3%	6%	1%	1%	0%	2%	13%	5%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA		Perm	NA
Protected Phases		6		5	5	2			4			8
Permitted Phases	6		6	2	2		2	4			8	
Actuated Green, G (s)	118.1	118.1	118.1		136.8	136.8	136.8	30.2	30.2		30.2	30.2
Effective Green, g (s)	118.1	118.1	118.1		136.8	136.8	136.8	30.2	30.2		30.2	30.2
Actuated g/C Ratio	0.66	0.66	0.66		0.76	0.76	0.76	0.17	0.17		0.17	0.17
Clearance Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		1.5	3.0	3.0	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	212	3336	1011		301	3903	1181	231	254		164	279
v/s Ratio Prot		0.28			c0.05	0.28			0.02			0.01
v/s Ratio Perm	0.07		0.10		c0.49		0.00	c0.14			0.01	
v/c Ratio	0.11	0.42	0.15		0.70	0.36	0.00	0.85	0.12		0.03	0.03
Uniform Delay, d1	11.5	14.7	11.8		10.6	7.2	5.2	72.7	63.6		62.7	62.7
Progression Factor	1.45	1.71	5.10		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.0	0.4	0.3		5.9	0.3	0.0	24.2	0.1		0.0	0.0
Delay (s)	17.7	25.6	60.5		16.5	7.4	5.2	96.9	63.7		62.7	62.7
Level of Service	B	C	E		B	A	A	F	E		E	E
Approach Delay (s)		30.1				8.6			83.0			62.7
Approach LOS		C				A			F			E

Intersection Summary			
HCM 2000 Control Delay	25.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



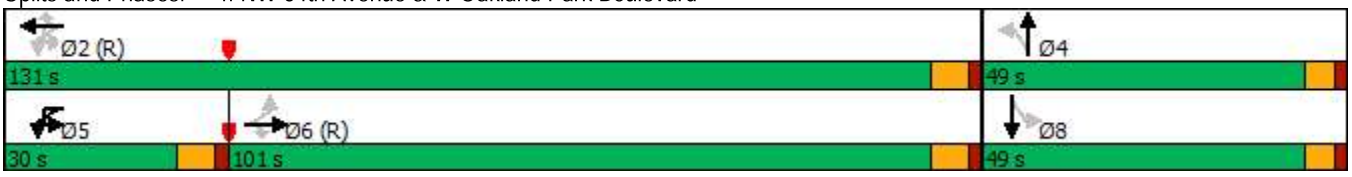
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	18
Future Volume (vph)	18
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	18
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	1
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	24	1384	217	18	189	1386	5	193	8	5	6
Future Volume (vph)	24	1384	217	18	189	1386	5	193	8	5	6
Lane Group Flow (vph)	24	1412	221	0	211	1414	5	197	141	5	24
Turn Type	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		6		5	5	2			4		8
Permitted Phases	6		6	2	2		2	4		8	
Detector Phase	6	6	6	5	5	2	2	4	4	8	8
Switch Phase											
Minimum Initial (s)	10.0	10.0	10.0	4.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0
Minimum Split (s)	33.0	33.0	33.0	12.0	12.0	33.0	33.0	46.0	46.0	46.0	46.0
Total Split (s)	101.0	101.0	101.0	30.0	30.0	131.0	131.0	49.0	49.0	49.0	49.0
Total Split (%)	56.1%	56.1%	56.1%	16.7%	16.7%	72.8%	72.8%	27.2%	27.2%	27.2%	27.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes						
Recall Mode	C-Min	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None
v/c Ratio	0.11	0.42	0.20		0.70	0.36	0.00	0.85	0.39	0.03	0.08
Control Delay	24.4	28.0	13.6		21.5	8.0	0.0	102.7	13.0	58.0	27.3
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	28.0	13.6		21.5	8.0	0.0	102.7	13.0	58.0	27.3
Queue Length 50th (ft)	17	441	91		62	184	0	229	8	5	6
Queue Length 95th (ft)	49	586	193		130	260	0	312	71	18	34
Internal Link Dist (ft)		1242				1372			3893		198
Turn Bay Length (ft)	270		260		430		265	90			
Base Capacity (vph)	212	3338	1082		395	3904	1186	329	463	233	411
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.42	0.20		0.53	0.36	0.00	0.60	0.30	0.02	0.06

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 56 (31%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 64th Avenue & W Oakland Park Boulevard



MOVEMENT SUMMARY

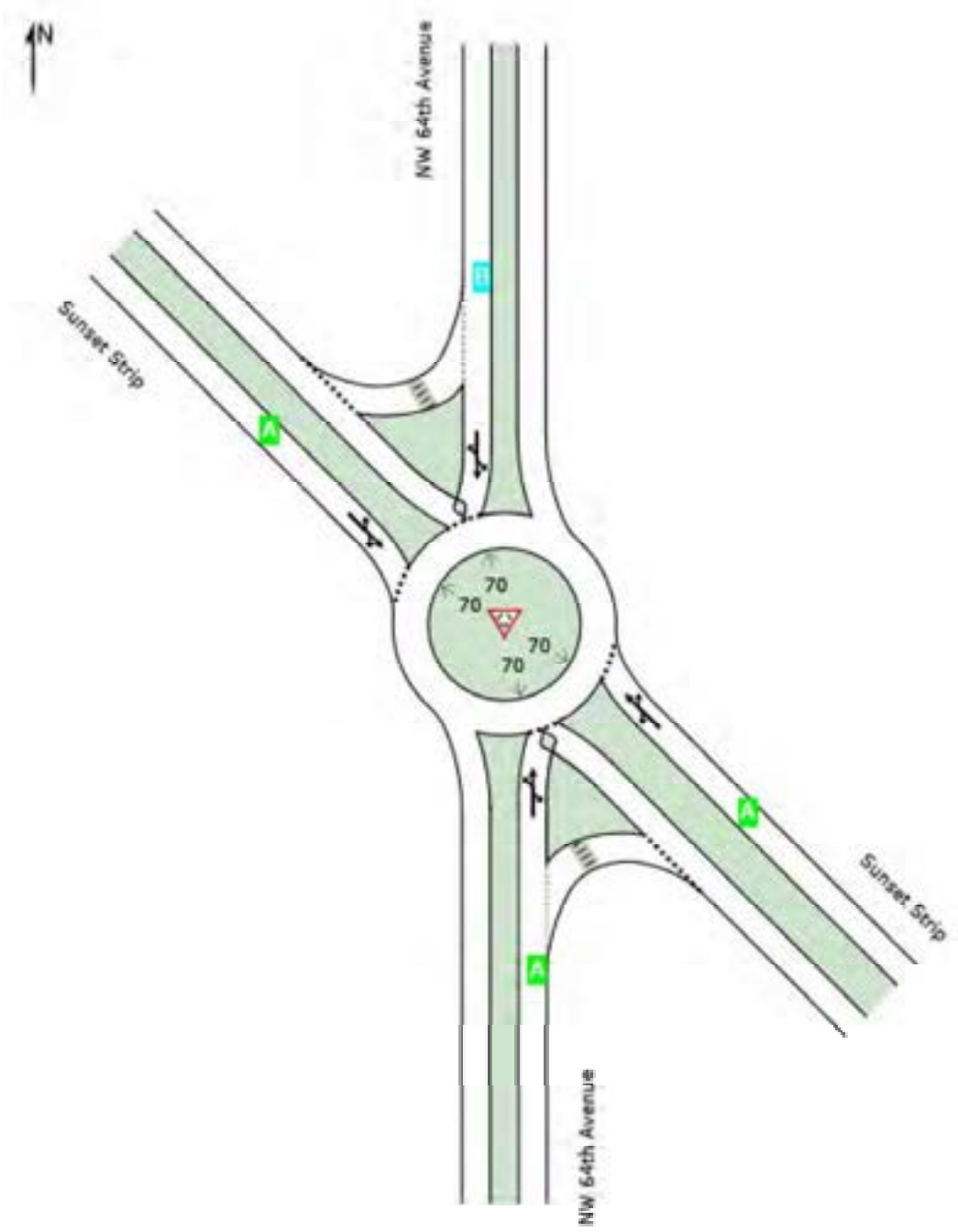
Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Existing AM
Site Category: Existing 2022
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: NW 64th Avenue														
NW	L1	16	0.0	16	0.0	0.060	8.2	LOS A	0.2	5.9	0.55	0.47	0.55	16.7
N	T1	23	0.0	24	0.0	0.060	8.2	LOS A	0.2	5.9	0.55	0.47	0.55	15.8
NBR	R3	4	25.0	4	25.0	0.060	9.1	LOS A	0.2	5.9	0.55	0.47	0.55	15.8
Approach		43	2.3	44	2.3	0.060	8.3	LOS A	0.2	5.9	0.55	0.47	0.55	16.2
SouthEast: Sunset Strip														
WBL	L3	10	0.0	10	0.0	0.409	6.9	LOS A	2.6	66.2	0.33	0.17	0.33	18.9
WB	T1	269	4.0	277	4.0	0.409	7.0	LOS A	2.6	66.2	0.33	0.17	0.33	15.1
WBR	R1	208	0.0	214	0.0	0.409	6.9	LOS A	2.6	66.2	0.33	0.17	0.33	15.2
Approach		487	2.2	502	2.2	0.409	7.0	LOS A	2.6	66.2	0.33	0.17	0.33	15.2
North: NW 64th Avenue														
SBL	L1	239	2.0	246	2.0	0.376	10.3	LOS B	2.0	51.1	0.55	0.45	0.55	17.6
SB	T1	66	1.0	68	1.0	0.376	10.3	LOS B	2.0	51.1	0.55	0.45	0.55	15.4
SBR	R3	53	4.0	55	4.0	0.376	10.4	LOS B	2.0	51.1	0.55	0.45	0.55	15.3
Approach		358	2.1	369	2.1	0.376	10.3	LOS B	2.0	51.1	0.55	0.45	0.55	16.6
NorthWest: Sunset Strip														
EBL	L3	51	0.0	53	0.0	0.376	7.8	LOS A	2.0	50.3	0.56	0.47	0.56	20.0
EB	T1	274	4.0	282	4.0	0.376	7.9	LOS A	2.0	50.3	0.56	0.47	0.56	17.7
EBR	R1	22	6.0	23	6.0	0.376	8.0	LOS A	2.0	50.3	0.56	0.47	0.56	17.6
Approach		347	3.5	358	3.5	0.376	7.9	LOS A	2.0	50.3	0.56	0.47	0.56	18.0
All Vehicles		1235	2.6	1273	2.6	0.409	8.3	LOS A	2.6	66.2	0.47	0.35	0.47	16.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

LEVEL OF SERVICE

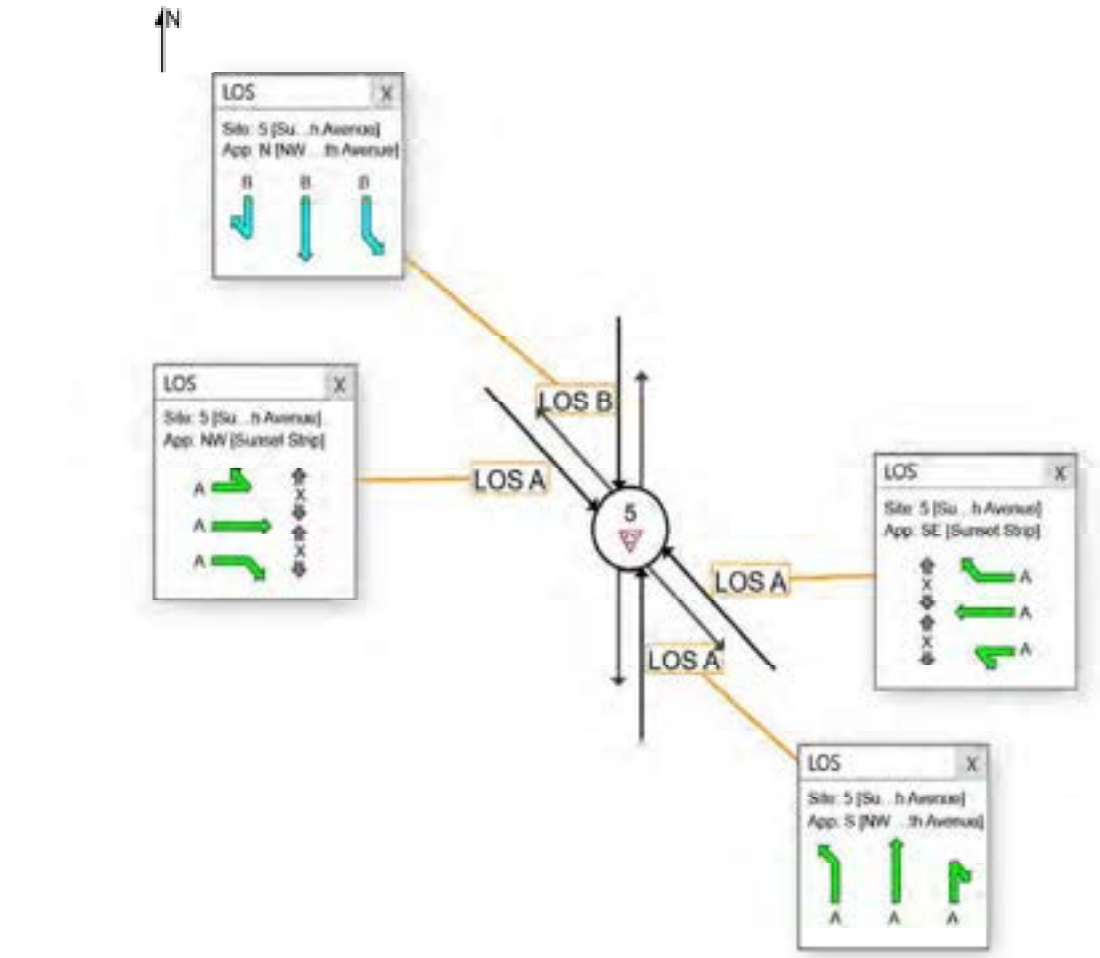
Movement Level of Service

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Existing AM
Site Category: Existing 2022
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



DELAY (CONTROL)

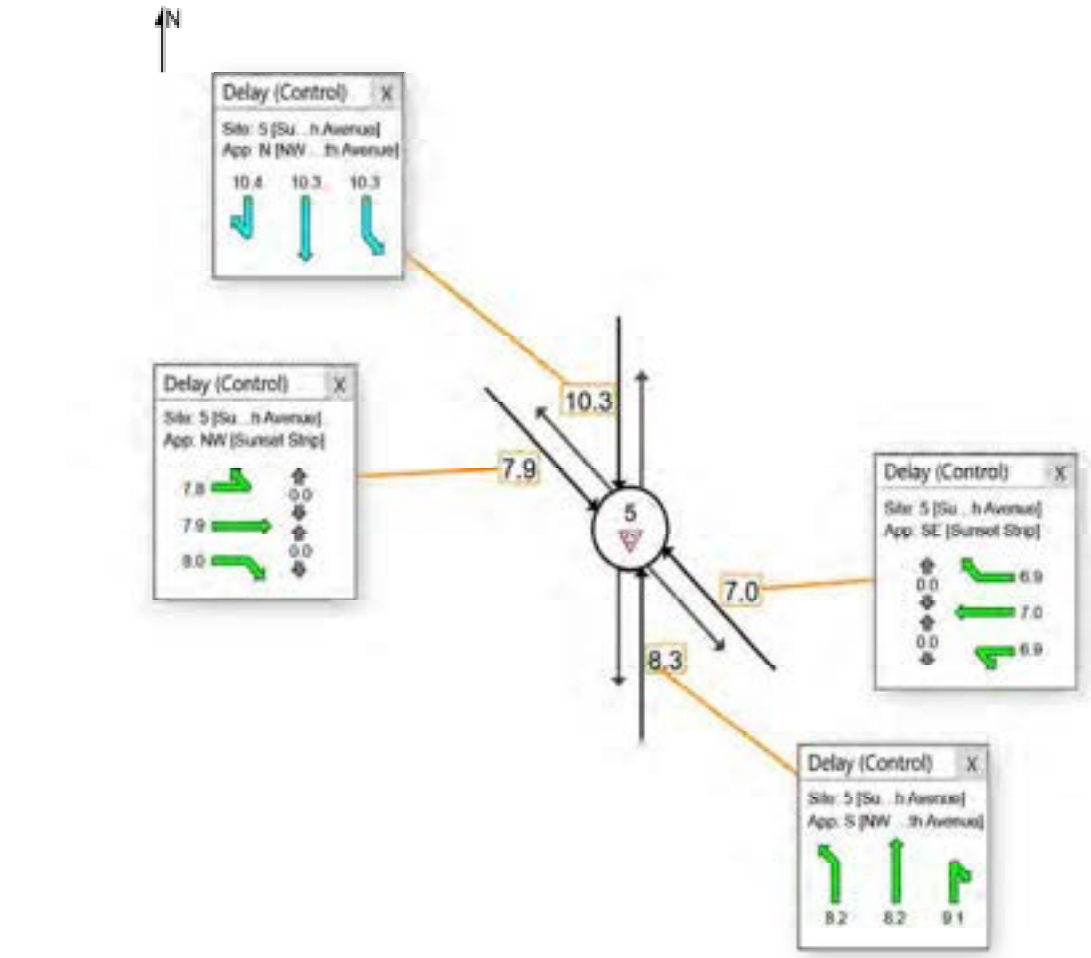
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Existing AM
Site Category: Existing 2022
Roundabout

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Click and drag popup boxes to move to preferred positions.

Close All Popups



QUEUE DISTANCE (AVERAGE)

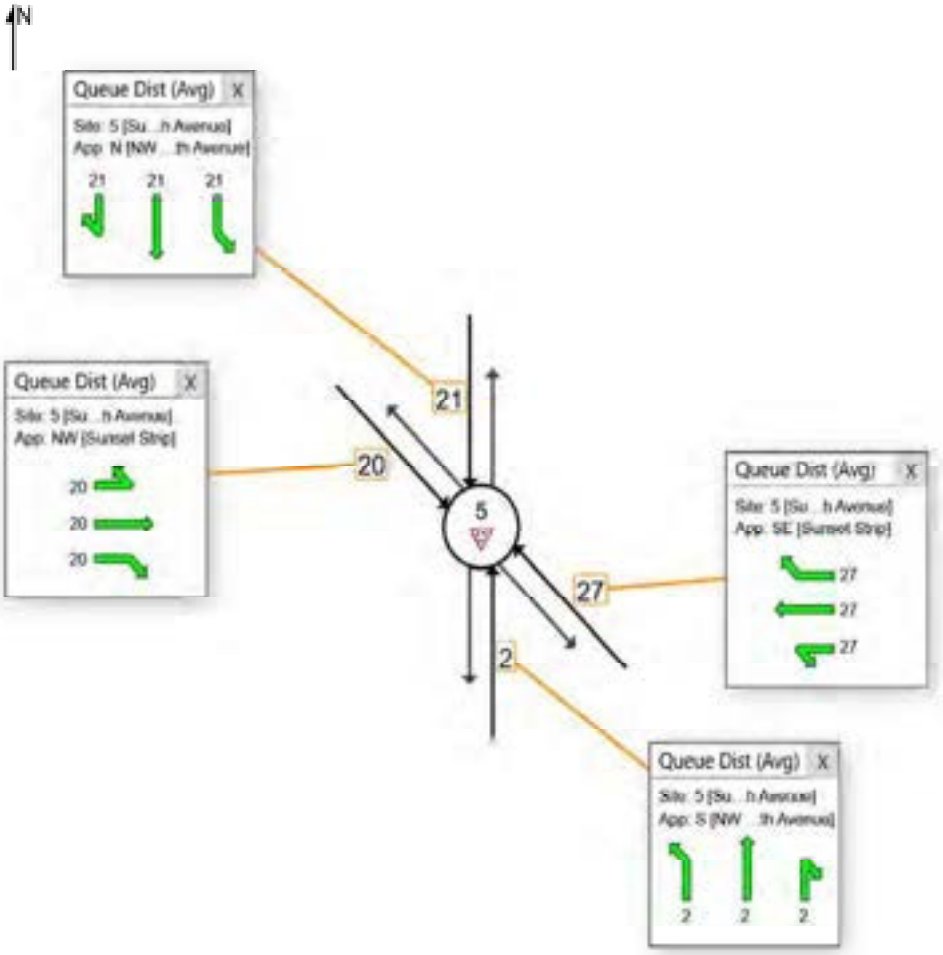
Largest Average Back of Queue Distance for any lane used by the vehicle movement (feet)

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Existing AM
Site Category: Existing 2022
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



MOVEMENT SUMMARY

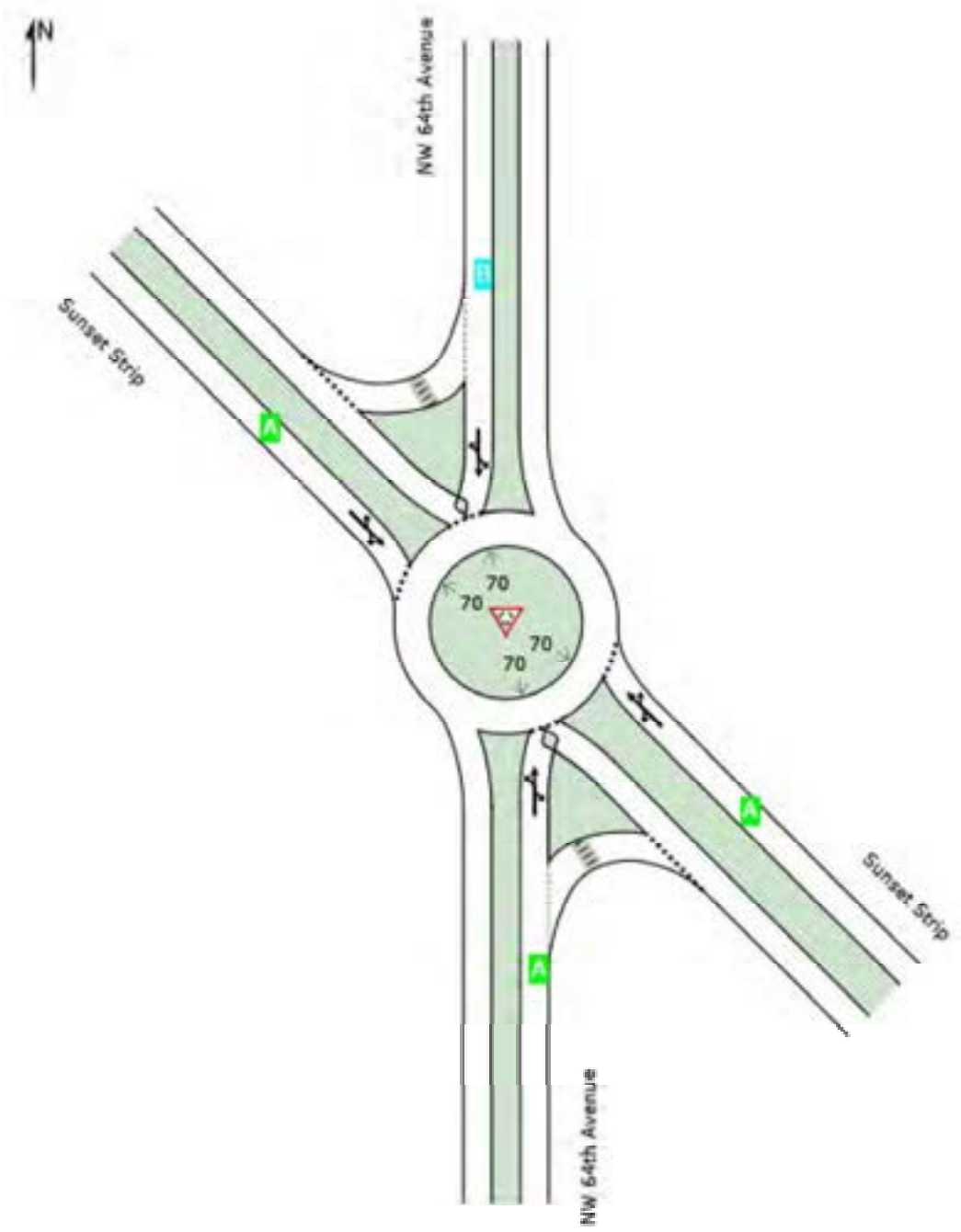
Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Existing PM
Site Category: Existing 2022
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: NW 64th Avenue														
NW	L1	27	0.0	29	0.0	0.088	8.1	LOS A	0.3	8.8	0.57	0.51	0.57	16.6
N	T1	26	4.0	28	4.0	0.088	8.3	LOS A	0.3	8.8	0.57	0.51	0.57	15.6
NBR	R3	7	0.0	8	0.0	0.088	7.7	LOS A	0.3	8.8	0.57	0.51	0.57	15.7
Approach		60	1.7	65	1.7	0.088	8.1	LOS A	0.3	8.8	0.57	0.51	0.57	16.2
SouthEast: Sunset Strip														
WBL	L3	10	4.0	11	4.0	0.564	9.9	LOS A	4.2	108.4	0.50	0.32	0.50	17.5
WB	T1	346	3.0	372	3.0	0.564	9.9	LOS A	4.2	108.4	0.50	0.32	0.50	14.5
WBR	R1	247	5.0	266	5.0	0.564	10.0	LOS A	4.2	108.4	0.50	0.32	0.50	14.3
Approach		603	3.8	648	3.8	0.564	9.9	LOS A	4.2	108.4	0.50	0.32	0.50	14.5
North: NW 64th Avenue														
SBL	L1	170	1.0	183	1.0	0.374	10.9	LOS B	1.9	48.5	0.61	0.56	0.61	17.4
SB	T1	72	0.0	77	0.0	0.374	10.9	LOS B	1.9	48.5	0.61	0.56	0.61	15.3
SBR	R3	69	0.0	74	0.0	0.374	10.8	LOS B	1.9	48.5	0.61	0.56	0.61	15.2
Approach		311	0.5	334	0.5	0.374	10.9	LOS B	1.9	48.5	0.61	0.56	0.61	16.2
NorthWest: Sunset Strip														
EBL	L3	77	0.0	83	0.0	0.455	8.6	LOS A	2.7	69.1	0.57	0.46	0.57	19.7
EB	T1	317	2.0	341	2.0	0.455	8.7	LOS A	2.7	69.1	0.57	0.46	0.57	17.5
EBR	R1	41	2.0	44	2.0	0.455	8.7	LOS A	2.7	69.1	0.57	0.46	0.57	17.4
Approach		435	1.6	468	1.6	0.455	8.7	LOS A	2.7	69.1	0.57	0.46	0.57	17.9
All Vehicles		1409	2.3	1515	2.3	0.564	9.7	LOS A	4.2	108.4	0.55	0.42	0.55	16.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

LEVEL OF SERVICE

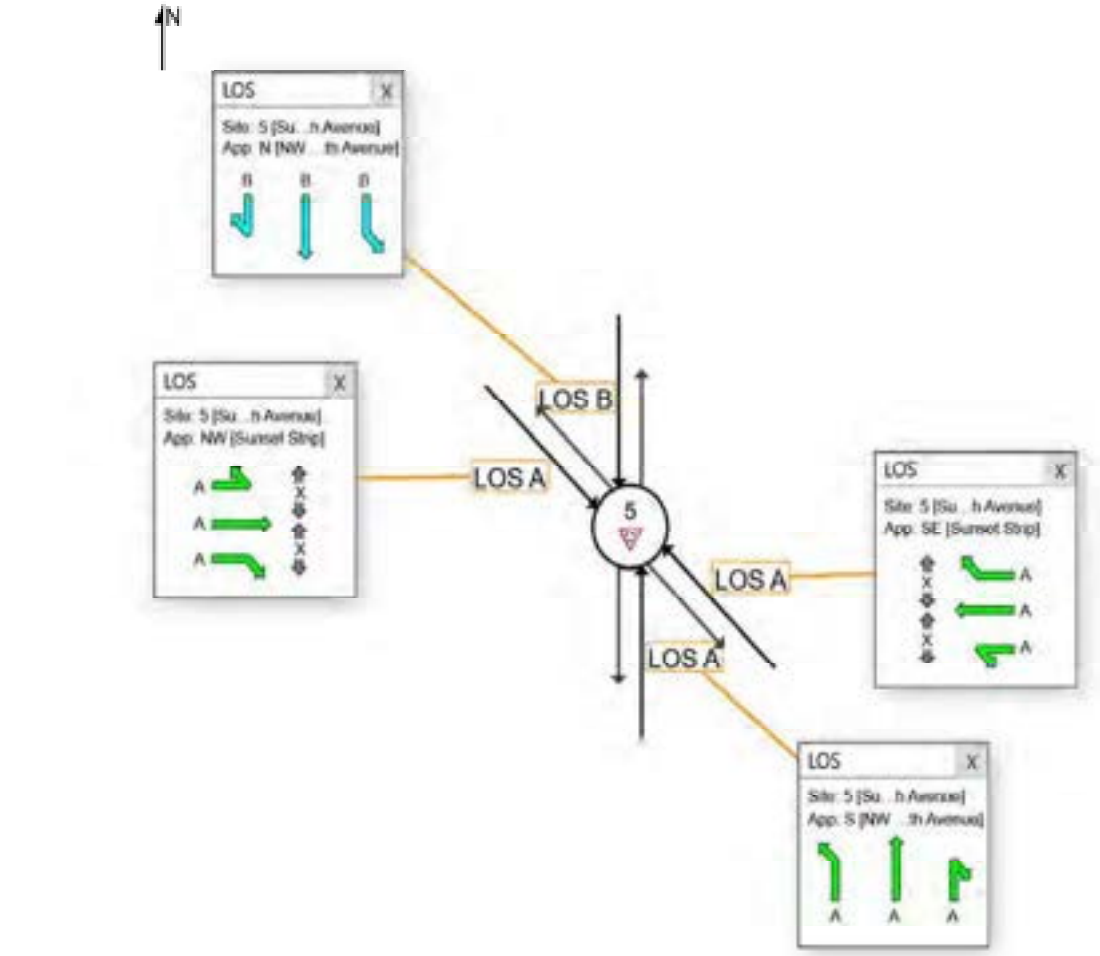
Movement Level of Service

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Existing PM
Site Category: Existing 2022
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



DELAY (CONTROL)

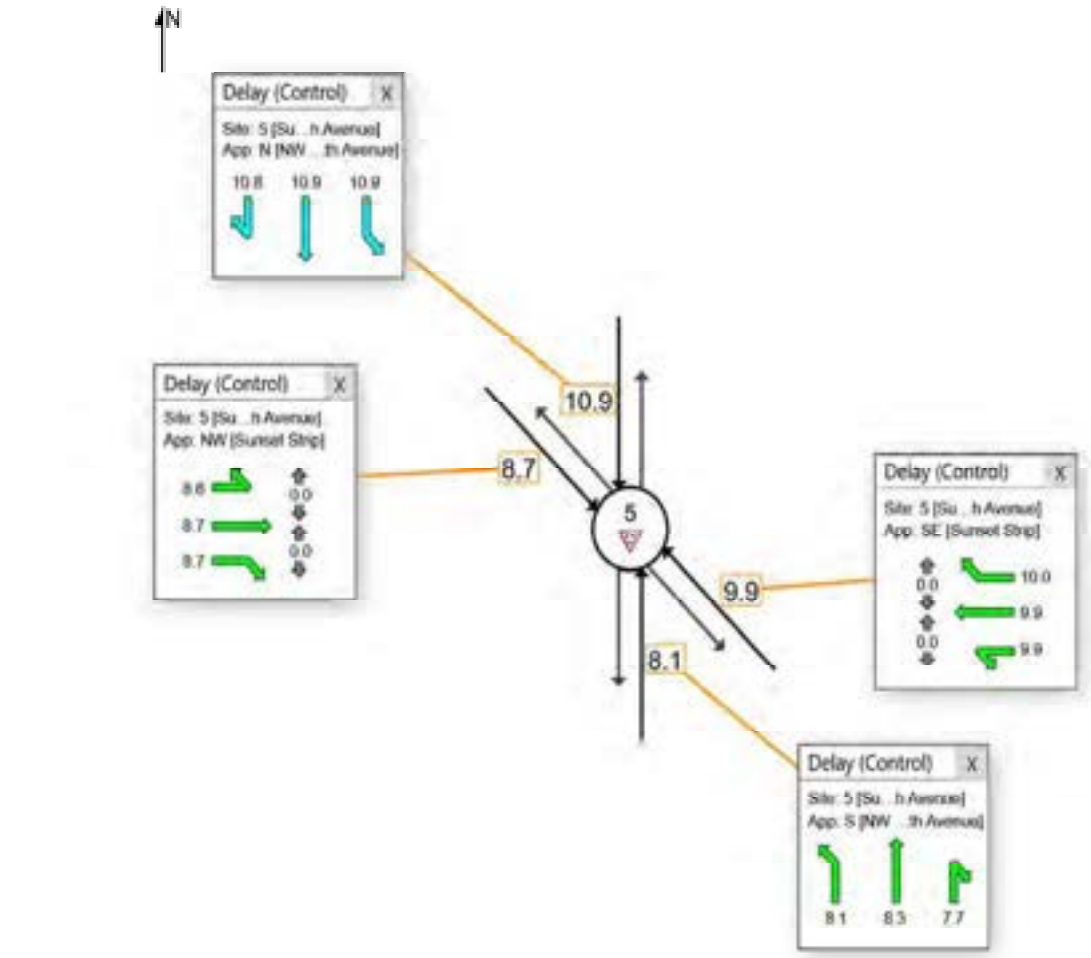
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Existing PM
Site Category: Existing 2022
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



QUEUE DISTANCE (AVERAGE)

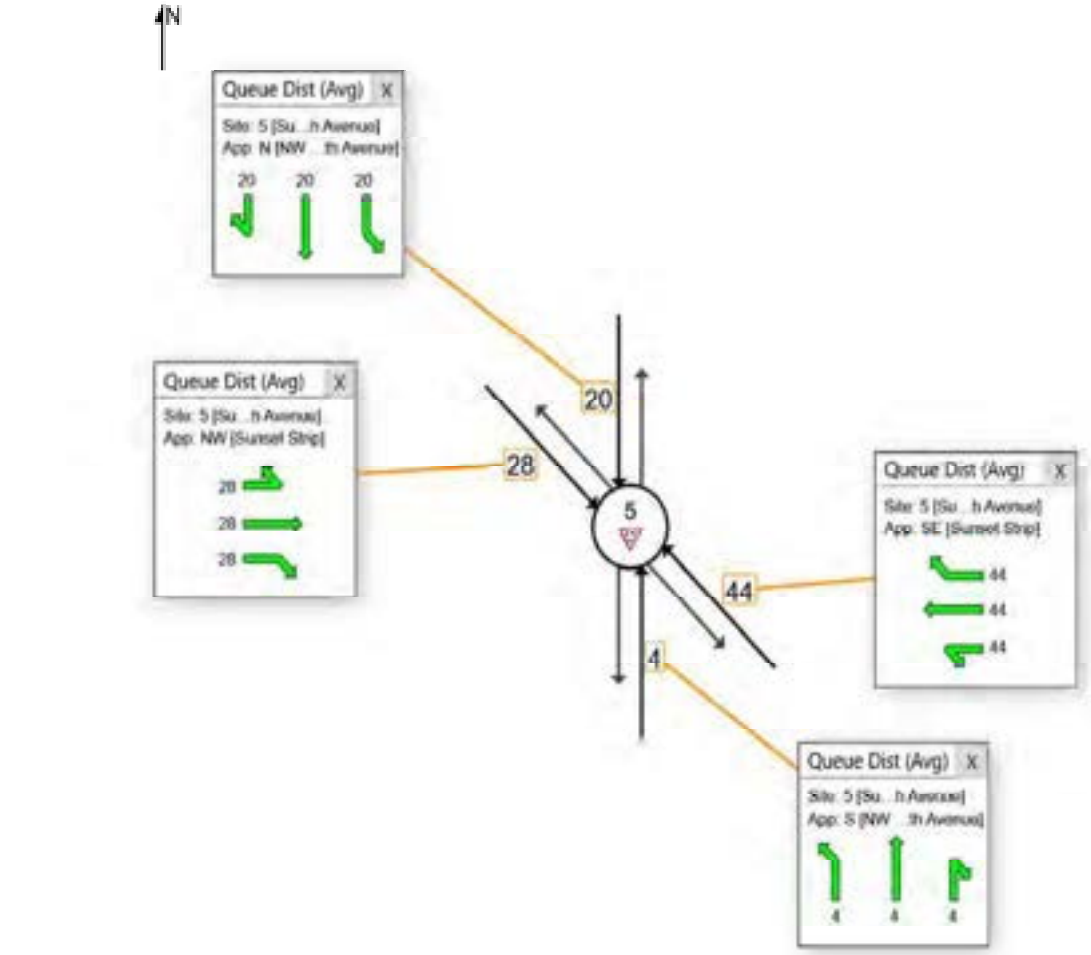
Largest Average Back of Queue Distance for any lane used by the vehicle movement (feet)

Site: 5 [Sunset Strip & NW 64th Avenue (Site Folder: General)]

Existing PM
Site Category: Existing 2022
Roundabout

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Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Level of Service



LOS A LOS B LOS C LOS D LOS E LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: Same as Sign Control
Delay Model: HCM Delay Formula (Geometric Delay is not included).

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Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	89	194	121	11	336	270	94	10	50	1556	184	52
Future Volume (vph)	89	194	121	11	336	270	94	10	50	1556	184	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.0		7.0	7.0		7.0
Lane Util. Factor	1.00	0.95			1.00	0.95	1.00		0.97	0.91		0.97
Frpb, ped/bikes	1.00	0.99			1.00	1.00	0.99		1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
Frt	1.00	0.94			1.00	1.00	0.85		1.00	0.98		1.00
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.95	1.00		0.95
Satd. Flow (prot)	1805	3307			1787	3574	1561		3388	4986		3367
Flt Permitted	0.58	1.00			0.19	1.00	1.00		0.95	1.00		0.95
Satd. Flow (perm)	1104	3307			348	3574	1561		3388	4986		3367
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	92	200	125	11	346	278	97	10	52	1604	190	54
RTOR Reduction (vph)	0	72	0	0	0	0	79	0	0	7	0	0
Lane Group Flow (vph)	92	253	0	0	357	278	18	0	62	1787	0	54
Confl. Peds. (#/hr)			6	1	6				1		2	2
Confl. Bikes (#/hr)			3				2				1	
Heavy Vehicles (%)	0%	3%	0%	0%	1%	1%	2%	0%	4%	2%	4%	4%
Turn Type	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Prot	Prot	NA		Prot
Protected Phases	7	4		3	3	8		5	5	2		1
Permitted Phases	4			8	8		8					
Actuated Green, G (s)	25.5	16.6			45.4	30.5	30.5		5.9	89.0		5.6
Effective Green, g (s)	25.5	16.6			45.4	30.5	30.5		5.9	89.0		5.6
Actuated g/C Ratio	0.16	0.10			0.28	0.19	0.19		0.04	0.56		0.03
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0		7.0	7.0		7.0
Vehicle Extension (s)	1.5	2.0			2.5	2.0	2.0		1.5	3.0		1.5
Lane Grp Cap (vph)	214	343			303	681	297		124	2773		117
v/s Ratio Prot	0.02	0.08			c0.17	0.08			c0.02	0.36		0.02
v/s Ratio Perm	0.04				c0.17		0.01					
v/c Ratio	0.43	0.74			1.18	0.41	0.06		0.50	0.64		0.46
Uniform Delay, d1	59.6	69.6			50.8	56.8	53.0		75.6	24.6		75.7
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.30
Incremental Delay, d2	0.5	7.0			109.1	0.1	0.0		1.2	1.2		0.9
Delay (s)	60.1	76.6			159.9	57.0	53.1		76.8	25.7		99.1
Level of Service	E	E			F	E	D		E	C		F
Approach Delay (s)		72.9				106.7				27.4		
Approach LOS		E				F				C		

Intersection Summary			
HCM 2000 Control Delay	38.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1826	46
Future Volume (vph)	1826	46
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5114	
Flt Permitted	1.00	
Satd. Flow (perm)	5114	
Peak-hour factor, PHF	0.97	0.97
Adj. Flow (vph)	1882	47
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	1928	0
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		2
Heavy Vehicles (%)	1%	2%
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	88.7	
Effective Green, g (s)	88.7	
Actuated g/C Ratio	0.55	
Clearance Time (s)	7.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	2835	
v/s Ratio Prot	c0.38	
v/s Ratio Perm		
v/c Ratio	0.68	
Uniform Delay, d1	25.5	
Progression Factor	0.45	
Incremental Delay, d2	1.2	
Delay (s)	12.7	
Level of Service	B	
Approach Delay (s)	15.1	
Approach LOS	B	

Intersection Summary

Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	89	194	11	336	270	94	50	1556	52	1826
Future Volume (vph)	89	194	11	336	270	94	50	1556	52	1826
Lane Group Flow (vph)	92	325	0	357	278	97	62	1794	54	1929
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	3	8		5	2	1	6
Permitted Phases	4		8	8		8				
Detector Phase	7	4	3	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0	6.0	5.0	10.0	5.0	10.0
Minimum Split (s)	16.0	44.0	24.0	24.0	50.0	50.0	12.0	40.0	12.0	40.0
Total Split (s)	16.0	44.0	24.0	24.0	52.0	52.0	17.0	75.0	17.0	75.0
Total Split (%)	10.0%	27.5%	15.0%	15.0%	32.5%	32.5%	10.6%	46.9%	10.6%	46.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	C-Min
v/c Ratio	0.43	0.79		1.18	0.41	0.25	0.42	0.64	0.39	0.67
Control Delay	51.0	65.8		152.6	59.1	6.8	82.9	25.5	103.5	12.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	65.8		152.6	59.1	6.8	82.9	25.5	103.5	12.7
Queue Length 50th (ft)	72	134		~376	135	0	33	474	30	305
Queue Length 95th (ft)	123	185		#638	185	36	59	536	m56	113
Internal Link Dist (ft)		1123			804			609		1629
Turn Bay Length (ft)	105			175		85	265		325	
Base Capacity (vph)	227	847		303	1027	531	211	2824	210	2879
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.38		1.18	0.27	0.18	0.29	0.64	0.26	0.67

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 28 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: University Drive & Sunset Strip

