Bowman

The Goddard School of Sunrise (Daycare Center) Traffic Analysis

Broward County, Florida

Bowman Project No. 314259-01-001

Prepared for:

Mini Marvels, LLC.
1060 Creekford Drive
Weston, FL 33326

August 2025

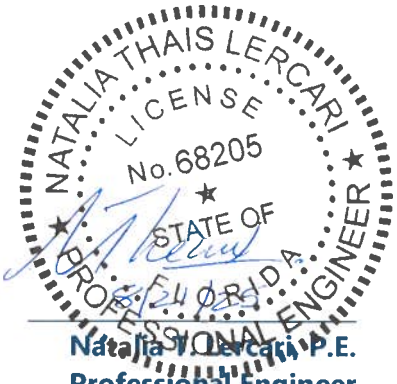
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Broward County, FL

Prepared for:
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August 2025

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Introduction

Bowman Consulting Group, LTD. (Bowman) has prepared a traffic analysis for the redevelopment of a site located at 2600 Sawgrass Mills Circle, Sunrise, FL 33323. The site is currently a vacant building that was previously a 14,995 square-foot furniture store. The proposed development, with a buildout of August 2026, will include a daycare center with 220 students.

This study evaluates the traffic impacts associated with the proposed development on the surrounding roadway network for three (3) scenarios: Existing (2024) conditions, Background (2026) conditions (future without project traffic), and Total (2026) conditions (future with project traffic). A study methodology letter, dated September 13, 2024, was submitted to the City and comments were later received. The revised methodology letter, addressing City comments, is included in **Appendix A**. The site location is graphically depicted on **Figure 1**. The site plan is attached in Appendix A.

The study area for the project includes the following study intersections, graphically shown on Figure 1:

- N Flamingo Road at Pink Flamingo Lane (signalized)
- Sawgrass Mills Circle at Pink Flamingo Lane (unsignalized)
- Project Driveway at Pink Flamingo Lane (unsignalized)
- Project Driveway at Sawgrass Mills Circle (unsignalized)

Figure 1 Site Location



Roadway Characteristics

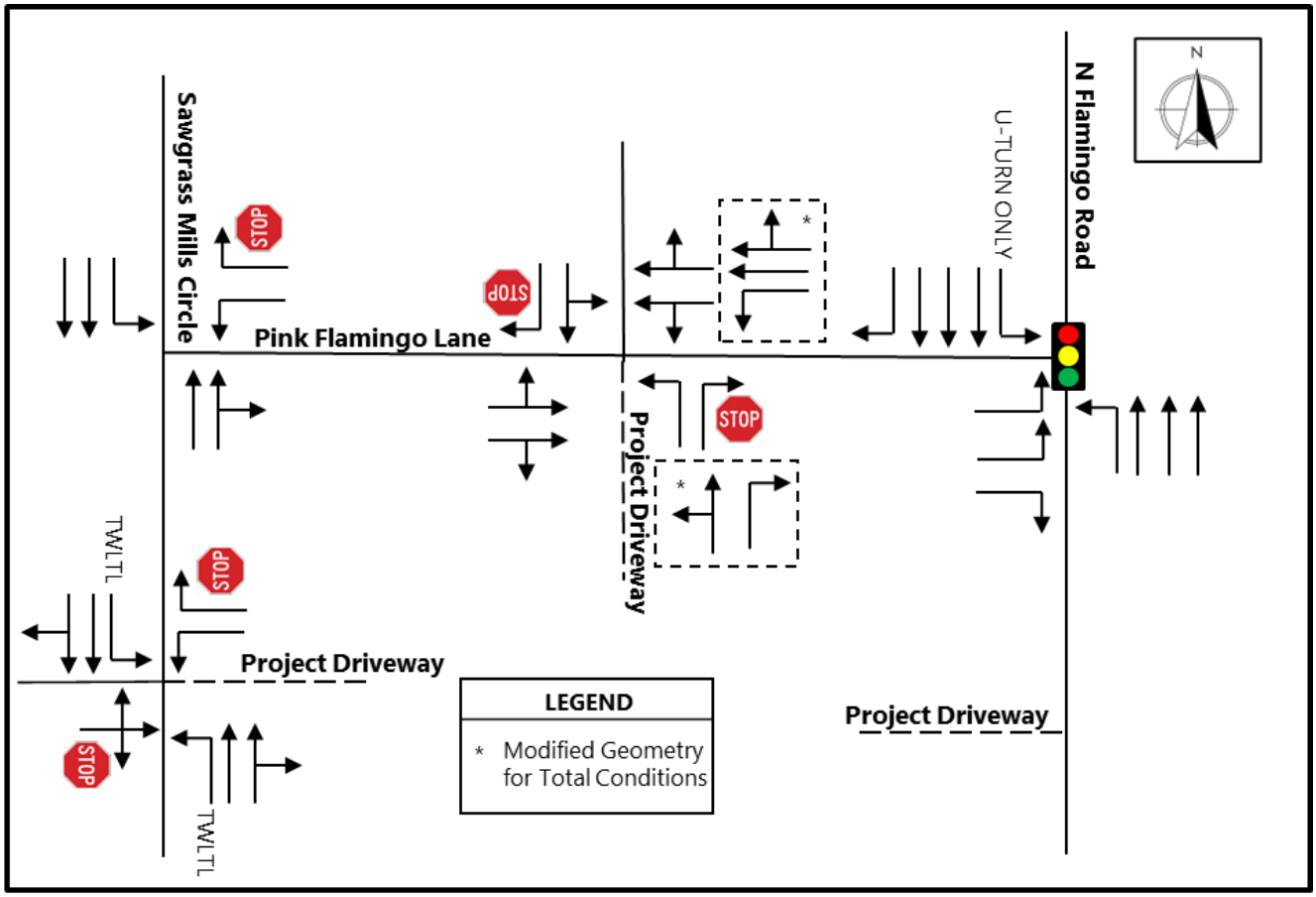
N Flamingo Road is a six-lane, divided roadway with a posted speed limit of 45 Miles Per Hour (MPH). Street lighting and sidewalk exist on the west side of the roadway near Pink Flamingo Lane. Curb/gutter exists on both sides of the roadway.

Pink Flamingo Lane is a four-lane, divided roadway with a posted speed limit of 25 MPH. Street lighting, sidewalk, and curb/gutter exist on both sides of the roadway.

Sawgrass Mills Circle is a four-lane roadway, plus a center two-way, left-turn lane with a posted speed limit of 25 MPH. Street lighting exists on the east side of the roadway. Sidewalk exists along the east side of the roadway, north of Pink Flamingo Lane. Curb/gutter exists on both sides of the roadway.

The study intersection of N Flamingo Road and Pink Flamingo Lane is currently signalized. All other study intersections are currently unsignalized and operate under two-way, stop control. The land uses surrounding the study intersections includes a mix of retail and residential. Pink Flamingo Lane serves as one of the entrances to the Sawgrass Mills Mall. Sawgrass Mills Circle serves as the ring road surrounding the Sawgrass Mills Mall. The existing intersection geometry is shown on **Figure 2**.

Figure 2 Intersection Geometry

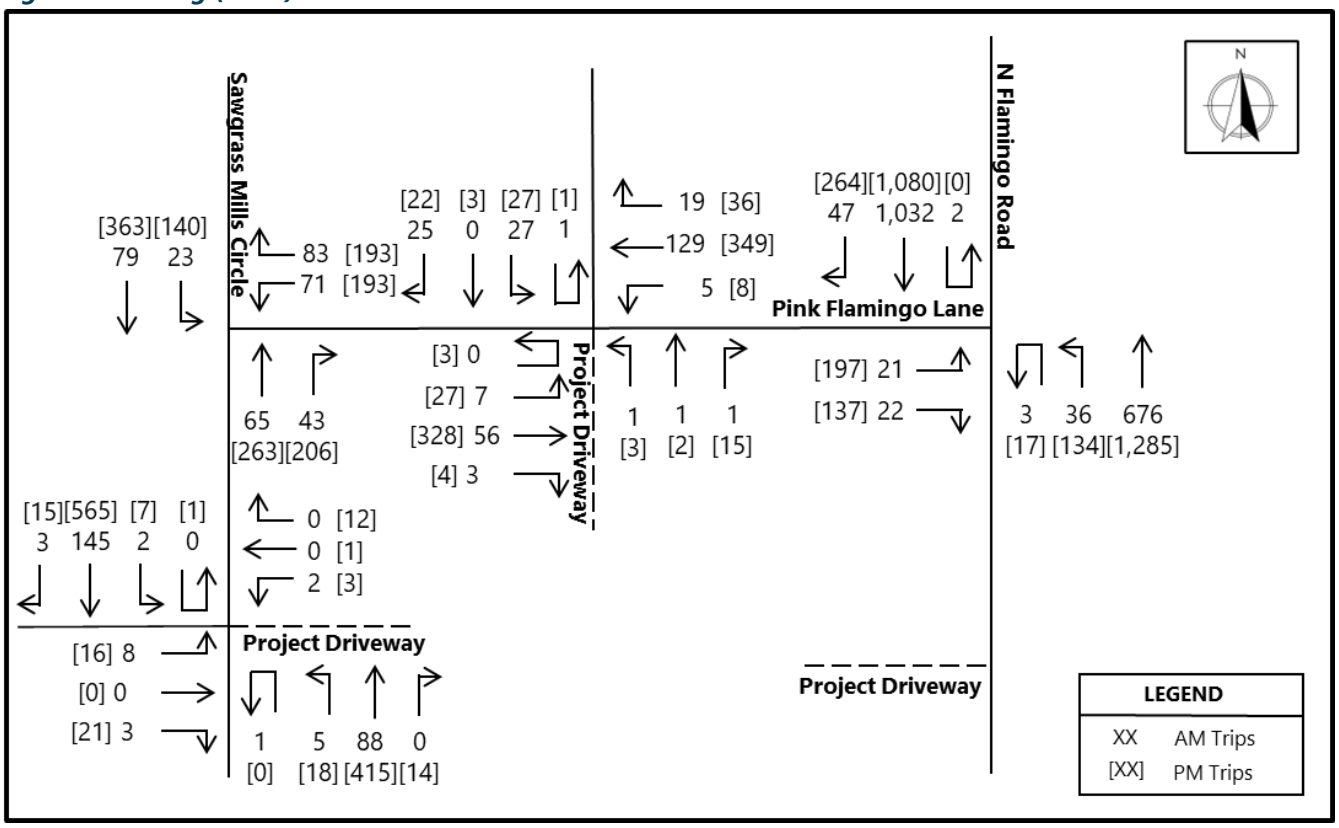


Traffic Volumes

Existing (2024) Conditions

Turning movement counts were collected at the study intersections on Tuesday, December 3, 2024, from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The data is included in **Appendix B**. The collected counts were adjusted to reflect peak season conditions by applying a Peak Season Conversion Factor (PSCF) of 1.05 obtained from the 2024 Florida Department of Transportation (FDOT) *Peak Season Factor Category Report*, included in Appendix B. The westbound approach at the Pink Flamingo Lane/Sawgrass Mills Circle intersection was restricted to channelized right turns during the data collection. Therefore, additional data was collected on Wednesday, June 18, 2025, to determine the split for westbound left and right turns. The AM and PM peak hour intersection volume development tables are included in Appendix B. Existing peak hour traffic volumes are graphically shown on **Figure 3**.

Figure 3 Existing (2024) Volumes



Background (2026) Conditions

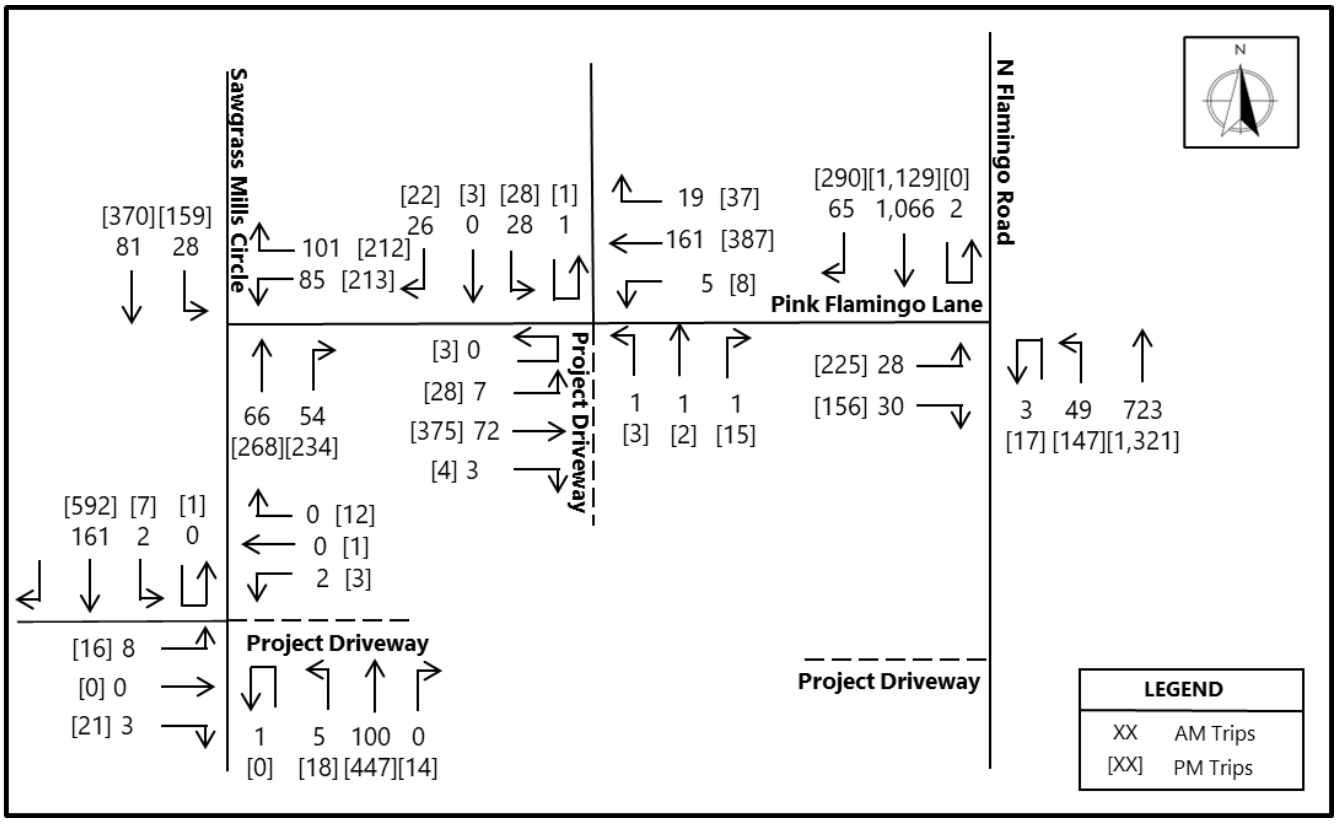
Background (2026) traffic volumes were calculated by applying a growth rate to existing volumes based on five-year (2019 - 2024) and ten-year (2014 - 2024) trend analysis from FDOT count stations 86-9177 and 86-9133, located along Flamingo Road. The historical volume data is included in Appendix A. As summarized in **Table 1**, the calculated growth rate is negative. Therefore, a 1.00 percent growth rate was used for the analysis.

Table 1 Growth Rate Summary

		LINEAR REGRESSION		EXPONENTIAL		DECAY EXPONENTIAL	
FDOT STATION	LOCATION	GROWTH RATE	R-SQUARED	GROWTH RATE	R-SQUARED	GROWTH RATE	R-SQUARED
5 YEARS (2019-2024)							
86-9177	FLAMINGO RD., S OF OAKLAND PARK BLVD	-4.88%	24.43%	-4.55%	20.05%	-7.38%	48.32%
86-9133	FLAMINGO RD., N OF SUNRISE BLVD	2.80%	6.52%	2.67%	6.35%	0.08%	0.01%
		AVERAGE GR =	-1.04%	AVERAGE GR =	-0.94%	AVERAGE GR =	-3.65%
10 YEARS (2014-2024)							
86-9177	FLAMINGO RD., S OF OAKLAND PARK BLVD	-3.62%	62.21%	-4.44%	59.85%	-3.86%	48.12%
86-9133	FLAMINGO RD., N OF SUNRISE BLVD	-2.82%	35.76%	-3.24%	32.16%	-3.84%	49.68%
		AVERAGE GR =	-3.22%	AVERAGE GR =	-3.84%	AVERAGE GR =	-3.85%

Committed development traffic was included from the Baptist Health Traffic Impact Analysis, dated February 2024, and for approved development for the Sawgrass Mills Mall that is not yet built per the latest biennial report, dated February 22, 2021. Northbound and southbound through traffic from Baptist Health project trips at the intersection of N Flamingo Road and NW 136 Avenue/Panther Parkway were carried through the intersection of N Flamingo Road and Pink Flamingo Lane as northbound and southbound through traffic, respectively. For the Sawgrass Mills Mall, a trip generation analysis was prepared for the existing and approved land uses based on the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition. The increase in trips was assumed to be distributed equally amongst the 18 driveway connections for Sawgrass Mills Mall. The current volume splits at the Pink Flamingo Lane intersections with Sawgrass Mills Circle and N Flamingo Road were then used to calculate the inbound and outbound committed trips to and from Sawgrass Mills Mall. All volume development tables and graphics are attached in Appendix B. The Background peak hour traffic volumes are graphically shown on **Figure 4**.

Figure 4 Background (2026) Volumes



Total (2026) Conditions

Project Driveway Access and Trip Generation

The site currently shares access with Tire Kingdom and ABC Fine Wine & Spirits. Access to these uses currently exists via one (1) full access driveway connection to Pink Flamingo Lane, one (1) full access driveway connection to Sawgrass Mills Circle, and one (1) right-in/right-out driveway connection to N Flamingo Road. Given the site circulation and location of the adjacent buildings that share access, traffic from the proposed daycare is not expected to utilize the right-in/right-out access onto N Flamingo Road. An exclusive westbound left turn lane will be provided at the Project Driveway/Pink Flamingo Lane intersection.

Using trip generation information obtained from the ITE, *Trip Generation Manual*, 11th Edition, trip generation estimates were developed for the previous and proposed land uses. The trips for the previous land use were included for informational purposes only. The trip generation analysis for daily, AM peak hour, and PM peak hour conditions is summarized in **Table 2**. The analysis indicates that the proposed development is anticipated to generate 504 new daily trips, 86 new AM peak hour trips, and 82 new PM peak hour trips. Excerpts from ITE are included in Appendix A.

Table 2 Trip Generation Analysis

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE (1)	IN	OUT	TOTAL TRIPS			PASS-BY(1)				NEW TRIPS		
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL
DAILY															
PREVIOUS USE															
Furniture Store	890	14,995 SF	T= 6.30 (X)	50%	50%	47	47	94	25	25	50	53%	22	22	44
PROPOSED USE															
Day Care Center	565	220 DU	T= 4.09 (X)	50%	50%	450	450	900	198	198	396	44%	252	252	504
TRIP DIFFERENCE						**403**	**403**	**806**	**173**	**173**	**346**		**230**	**230**	**460**
AM PEAK HOUR															
PREVIOUS USE															
Furniture Store	890	14,995 SF	T= 0.24 (X) + 0.94	71%	29%	4	1	5	2	1	3	53%	2	0	2
PROPOSED USE															
Day Care Center	565	220 DU	T= 0.66 (X) + 8.42	53%	47%	82	72	154	36	32	68	44%	46	40	86
TRIP DIFFERENCE						**78**	**71**	**149**	**34**	**31**	**65**		**44**	**40**	**84**
PM PEAK HOUR															
PREVIOUS USE															
Furniture Store	890	14,995 SF	Ln(T)= 0.85 Ln(X) - 0.18	47%	53%	4	4	8	2	2	4	53%	2	2	4
PROPOSED USE															
Day Care Center	565	220 DU	Ln(T)= 0.87 Ln(X) + 0.29	47%	53%	69	77	146	30	34	64	44%	39	43	82
TRIP DIFFERENCE						**65**	**73**	**138**	**28**	**32**	**60**		**37**	**41**	**78**

(1) Source: ITE Trip Generation Manual, 11th Edition.

Project Trip Distribution

The project distribution was based on a review of existing traffic volumes, roadway characteristics for the surrounding roadway network, and nearby land uses. The distribution of net new trips includes 45 percent to and from the north and south on N Flamingo Road and 10 percent to and from Sawgrass Mills Circle. Pass-by was assumed to be to and from N Flamingo Road. The project distribution and/or assignment of net new, pass-by, and total project trips are graphically shown on **Figure 5**, **Figure 6**, and **Figure 7**, respectively. The Total peak hour traffic volumes are graphically shown on **Figure 8**, respectively.

Figure 5 Net New Project Trips

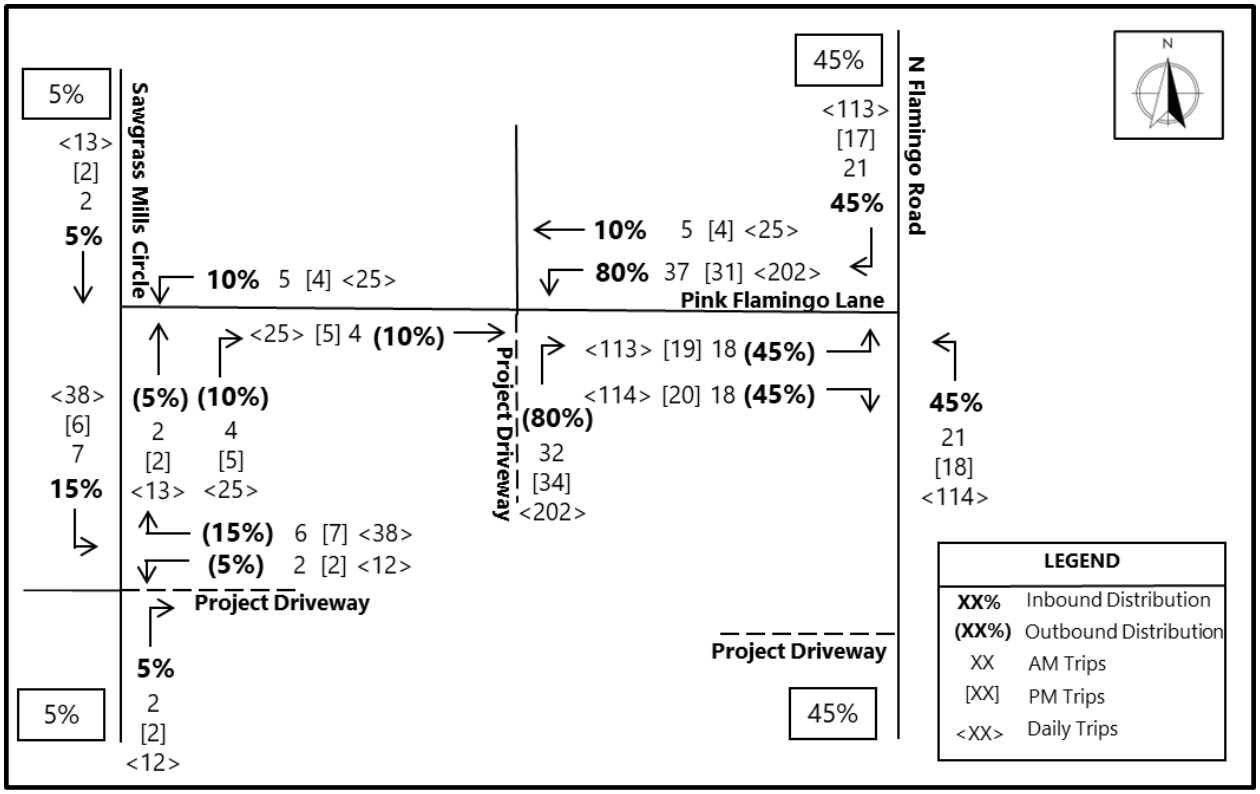


Figure 6 Pass-By Project Trips

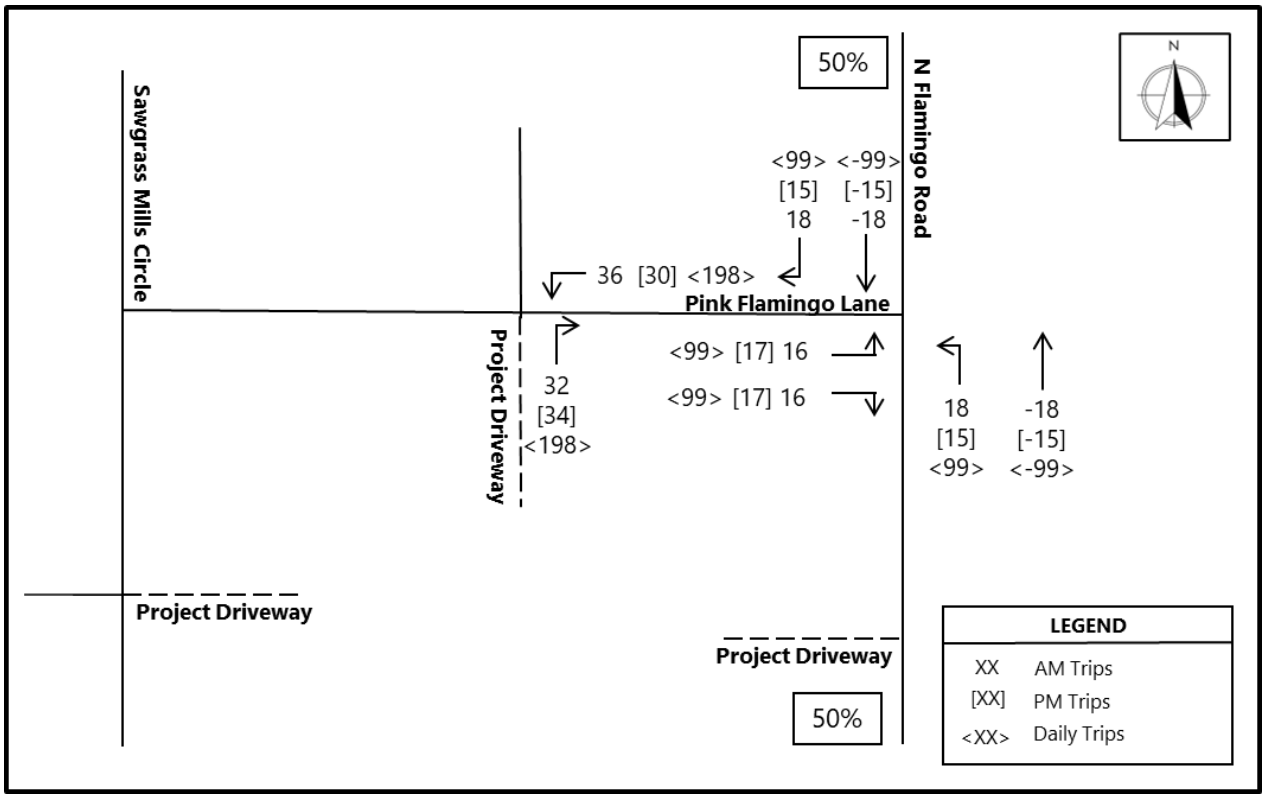


Figure 7 Total Project Trips

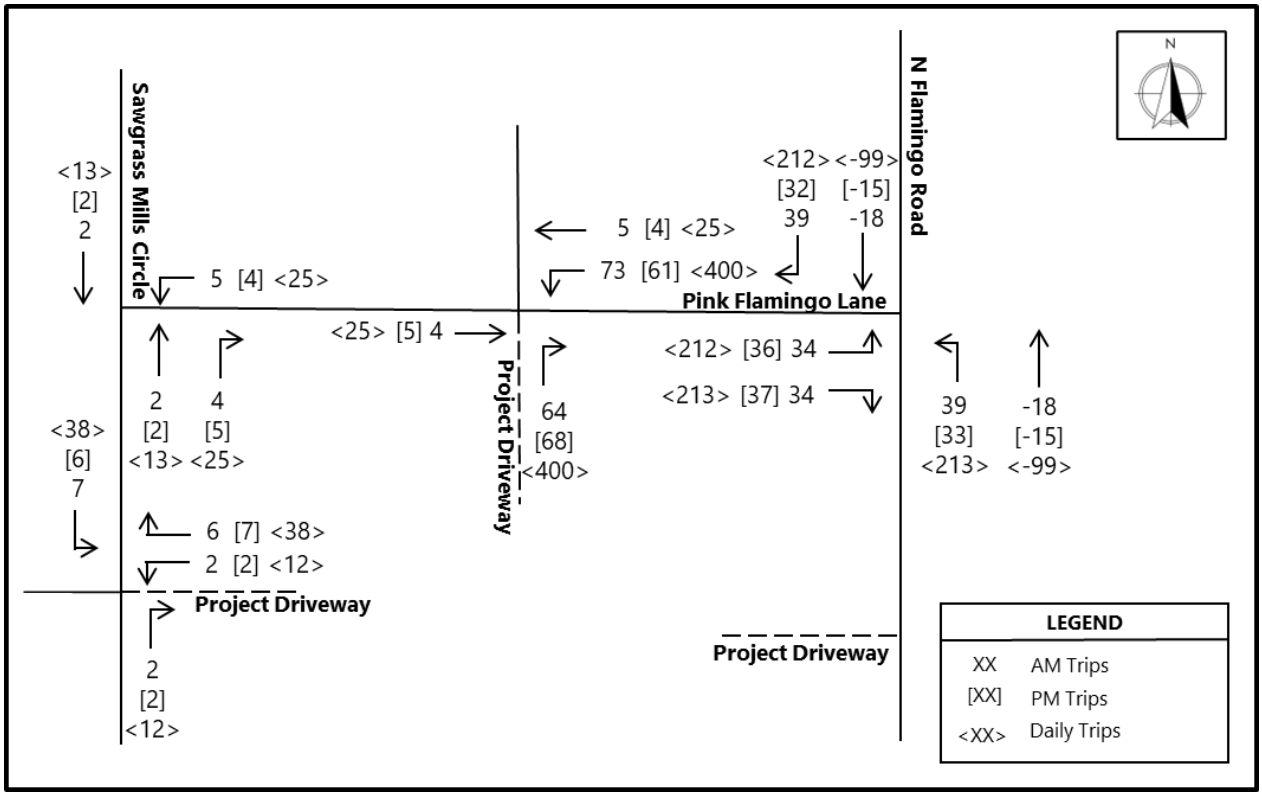
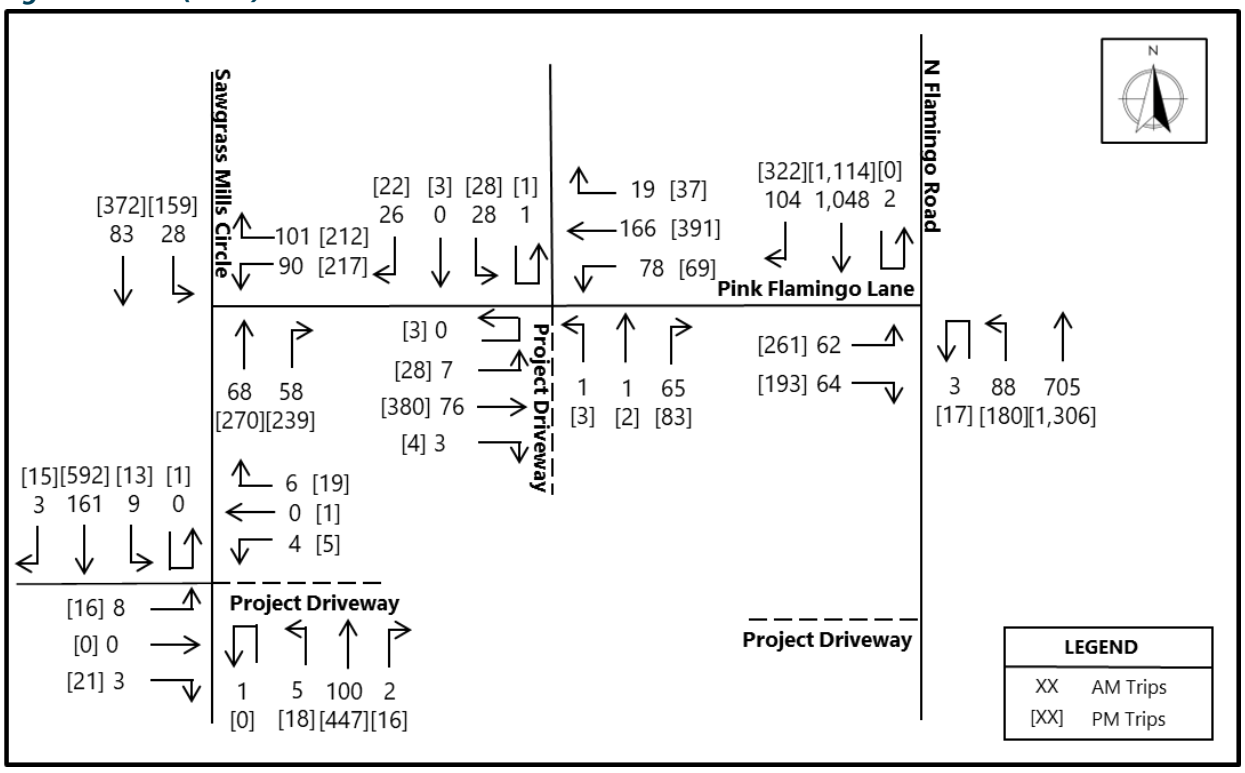


Figure 8 Total (2026) Volumes



Intersection Capacity Analysis

Intersection capacity analysis was performed for the study intersections during the AM and PM peak hours for Existing, Background, and Total conditions, using the Synchro 12 software. For the unsignalized intersections, the HCM 7th Edition results were summarized. For the signalized intersection, the Synchro results were summarized because HCM queues for existing conditions were significantly higher than actual field conditions. Peak hour factors and heavy vehicle percentages were based on the collected data, by approach. For total conditions, the Synchro default peak hour factor of 0.92 was used at the project driveways for outbound movements. At the Pink Flamingo Lane/Project Driveway intersection, the northbound left turn lane is proposed as a northbound through plus left turn lane and an exclusive westbound left turn lane is proposed. The intersection capacity analysis worksheets are provided in **Appendix C**. Results of the analysis are summarized in **Table 3**.

Table 3 Intersection Capacity Analysis Summary

LOCATION	SCENARIO	TIME	LEVEL OF SERVICE									
			OVERALL		EB		WB		NB		SB	
			LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
N Flamingo Road at Pink Flamingo Lane	Existing	AM	A	4.0	D	53.3	-	-	A	1.8	A	3.1
		PM	B	11.6	D	52.1	-	-	A	4.5	A	6.5
	Background	AM	A	4.4	D	52.1	-	-	A	1.9	A	3.3
		PM	B	12.9	D	53.3	-	-	A	5.2	A	7.2
	Total	AM	A	6.8	D	50.9	-	-	A	2.5	A	4.3
		PM	B	14.8	D	54.3	-	-	A	6.2	A	8.2
Sawgrass Mills Circle at Pink Flamingo Lane	Existing	AM	A	5.0	-	-	A	9.8	A	0.0	A	1.7
		PM	A	6.4	-	-	C	18.9	A	0.0	A	2.5
	Background	AM	A	5.4	-	-	A	10.0	A	0.0	A	1.9
		PM	A	7.8	-	-	C	23.1	A	0.0	A	2.8
	Total	AM	A	5.4	-	-	B	10.1	A	0.0	A	1.9
		PM	A	8.1	-	-	C	23.9	A	0.0	A	2.8
Project Driveway at Pink Flamingo Lane	Existing	AM	A	2.3	A	0.9	A	0.2	A	9.3	B	10.2
		PM	A	1.8	A	1.1	A	0.2	B	10.4	B	14.2
	Background	AM	A	2.1	A	0.7	A	0.2	A	9.6	B	10.6
		PM	A	1.8	A	1.1	A	0.2	B	10.8	C	15.4
	Total	AM	A	4.1	A	0.7	A	2.3	A	9.0	B	13.5
		PM	A	3.0	A	1.1	A	1.2	B	10.7	C	20.1
Project Driveway at Sawgrass Mills Circle	Existing	AM	A	0.7	A	10.0	B	10.1	A	0.5	A	0.1
		PM	A	1.0	C	16.3	B	11.6	A	0.4	A	0.1
	Background	AM	A	0.6	B	10.2	B	10.3	A	0.4	A	0.1
		PM	A	1.0	C	17.1	B	12.0	A	0.3	A	0.1
	Total	AM	A	1.0	B	10.3	A	9.4	A	0.4	A	0.4
		PM	A	1.1	C	17.5	B	12.3	A	0.3	A	0.2

The study intersections currently operate, as are expected to continue to operate, at an acceptable level of service (overall and all approaches) during Existing, Background, and Total conditions. The queues for the exclusive turn lanes will be contained within the available storages.

Parking Evaluation

Drop-off and Pick-Up Operations

The hours of operation for The Goddard School of Sunrise will be Monday through Friday from 7:00 AM to 6:00 PM and will be closed on all major holidays. Patrons of the site will be required to park and enter the building during drop-off and pick-up operations. Patrons will not be permitted to stack within the drive isles to drop-off or pick-up students.

Code Parking Requirement

Per the City Code of Ordinances, Sec. 16-144 (27), the required off-street parking for the site includes one (1) space for each five (5) enrollees based on license capacity, plus one (1) space for every three hundred (300) square feet of office area. In addition, a minimum of three (3) stacking spaces shall be provided in close proximity to the entrance of the building to provide easy ingress and egress from the building. Based on the proposed 220 enrollees and 300 square feet of office space proposed for the site, the required parking, not including the stacking spaces, is 45 parking spaces [(220 enrollees / 5) + (300 SF office / 300)].

Proposed Parking Supply

The site requires 45 parking spaces per City Code, which will include 42 regular spaces, and three (3) accessible spaces. The accessible spaces will be located adjacent to the west side of the building, generally north of the front door of the school. The remaining four (4) parking spaces that are located adjacent to the west side of the building are in close proximity to the school driveway connection to and from Sawgrass Mills Circle. To avoid vehicular conflicts with drop-off and pick-up operations that could impact Sawgrass Mills Circle, these regular spaces will be reserved for staff parking. In addition, to provide easy ingress and egress from the building as required by code, eight (8) parking spaces located across from the west side of the building, and immediately north of the driveway connection to Sawgrass Mills Circle, will be reserved for student pick-up and drop-off to satisfy the "stacking spaces" Code requirement. Student drop-off/pick-up will also be able to occur by utilizing any of the other parking spaces available onsite, excluding those reserved for staff. **Table 4** summarizes the number of parking spaces required by Code and the proposed number of parking spaces for the site.

Table 4 Parking Summary

SPACE TYPE	CODE REQUIRED PARKING SPACES	PROPOSED PARKING SPACES
Regular (Including Reserved for Staff)	45	42
Accessible		3
Stacking (Drop-Off/Pick-Up) - Reserved	3	8
TOTAL PARKING SUPPLY	**48**	**53**

Student Drop-off/Pick-Up Parking Demand Analysis

A student drop-off/pick-up parking demand analysis was conducted to determine the maximum number of parking spaces occupied at any one time for student drop-off/pick-up operations. This information was used to verify whether the proposed parking required by City Code is appropriate for Goddard schools. Three (3) schools were identified for analysis including The Goddard School of Miramar, The Goddard School of Parkland, and The Goddard School of Wellington.

The Goddard School of Miramar

The Goddard School of Miramar is located at 12172 Miramar Parkway, Miramar, Florida, at the southeast corner of the Miramar Square shopping center. The maximum capacity for the school is 145 students. For this site, parking counts were collected on Thursday, December 5, 2024, and on Tuesday, February 4, 2025, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. **Figure 9** graphically depicts the location of The Goddard School of Miramar site. The collected data is attached in **Appendix D**.

Figure 9 The Goddard School of Miramar Site Location



The Goddard School of Parkland

The Goddard School of Parkland is located at 7827 N University Drive, Parkland, Florida, at the southeast corner of the Parkland Commons shopping center. The maximum capacity for the school is 156 students. For this site, parking counts were collected on Tuesday, February 25, 2025, from 7:00 AM to 9:00 AM and from 4:00PM to 6:00 PM. **Figure 10** graphically depicts the location of The Goddard School of Parkland site. The collected data is attached in Appendix D.

Figure 10 The Goddard School of Parkland Site Location



The Goddard School of Wellington

The Goddard School of Wellington is located at 2665 SR-7, Wellington, Florida, at the southwest corner of the Wellington Green shopping center. The maximum capacity for the school is 146 students. For this site, parking counts were collected on Tuesday, February 25, 2025, from 7:00 AM to 9:00 AM and from 3:30 PM to 5:30 PM because the school closes at 5:30 PM. **Figure 11** graphically depicts the location of The Goddard School of Wellington site. The collected data is attached in Appendix D.

Figure 11 The Goddard School of Wellington Site Location



Peak Parking Demand Analysis for Existing Goddard Schools

An analysis was conducted to determine the peak parking demand for student drop-off and pick-up operations at the existing Goddard Schools, excluding staff/faculty parking. Based on the collected data, the highest number of vehicles parked at any one time to drop-off or pick-up students was 17, which occurred at the Goddard School of Parkland during drop-off operations. This equates to a peak parking rate of 0.109 parking spaces per student. The peak parking demand analysis is summarized in **Table 5**.

Table 5 Peak Parking Demand Summary

LOCATION	NUMBER OF STUDENTS	PEAK PARKING DEMAND	PARKING RATE PER STUDENT
Student Drop-Off Period			
The Goddard School of Miramar	145	14	0.097
The Goddard School of Parkland	156	17	0.109
The Goddard School of Wellington	146	8	0.055
Student Pick-Up Period			
The Goddard School of Miramar	145	11	0.076
The Goddard School of Parkland	156	9	0.058
The Goddard School of Wellington	146	8	0.055

Peak Parking Demand Analysis for The Goddard School of Sunrise

The Goddard School of Sunrise is proposing 220 students. Based on the peak parking rate per student of 0.109, the maximum number of parking spaces expected to be occupied for student drop-off or pick-up operations will be 24 parking spaces. In addition, 29 staff/faculty members are planned for the site. Assuming each staff/faculty member drives to/from the school, this equates to an additional 29 parking spaces needed onsite to accommodate staff/faculty. Thus, the total parking demand for the site will be 53 parking spaces. The proposed parking supply for the site is 53 spaces. Therefore, the proposed parking supply will accommodate the anticipated parking demand for the site.

Parking Accumulation Analysis

In addition to the parking counts collected for student drop-off and pick-up operations, a full parking accumulation study (including student drop-off/pick-up and staff/faculty parking) was conducted at the Goddard school of Miramar on Tuesday, February 4, 2025, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. The collected data is attached in Appendix X. Based on the data, the highest number of parked vehicles at any one time was 32, which occurred at 5:35 PM. As previously stated, the Goddard School of Miramar has 145 students.

When factoring for the increase in students to 220 that is proposed for the Goddard School of Sunrise, a projected total peak parking demand of 49 spaces is calculated (220 students/145 students * 32 peak parking demand). Given that the proposed Goddard School of Sunrise will provide a parking supply of 53 parking spaces, the expected parking demand will be accommodated onsite.

Conclusion

Bowman has prepared a traffic analysis for the redevelopment of a site located at 2600 Sawgrass Mills Circle, Sunrise, FL 33323. The site is currently a vacant building that was previously a 14,995 square-foot furniture store. The proposed development, with a buildout of August 2026, will include a daycare center with 220 students.

Based on the analysis contained herein, the trips from the proposed development will not have a significant traffic impact at the study intersections. All study intersections currently operate, as are expected to continue to operate, at an acceptable level of service (overall and all approaches) during Existing, Background, and Total conditions. The queues for the exclusive turn lanes will be contained within the available storage areas.

With regard to parking, the number of parking spaces proposed for the site meets City Code. Further, the proposed parking supply for the site will be sufficient to accommodate the expected parking demand based on the student drop-off/pick-up parking demand analysis and the parking accumulation analysis performed based on data collected at other nearby Goddard Schools.

As part of the site redevelopment, geometric modifications are proposed at the Pink Flamingo Lane/ Project Driveway intersection. These include restriping the northbound left turn lane to be a northbound through plus left turn lane; restriping the receiving lanes for the south leg from two lanes to one lane; and constructing an exclusive westbound left turn lane.

Bowman

Appendix A

Traffic Methodology Letter

Bowman

June 20, 2025

Bansari Patel
Mini Marvels, LLC.
1060 Creekford Drive
Weston, FL 33326

RE: The Goddard School of Sunrise (Daycare Center) Traffic Methodology
Bowman Project No. 314259-01-001

Please accept this Traffic Methodology Letter to be used for the proposed Goddard School, located at 2600 Pink Flamingo Lane, in the City of Sunrise, Florida. The site is currently a vacant building that was previously a 14,995 Square-Foot Furniture Store. The proposed development, with a projected buildout of August 2026, will include a daycare with 220 students. The site plan is attached in **Attachment A.** **Figure 1** graphically depicts the site location.

Figure 1 Site Location



2090 Palm Beach Lakes Boulevard, Suite 400, West Palm Beach, FL 33409
P: (561) 840-8650
bowman.com

Study Area

The study area for the project will include the following study intersections, graphically shown on Figure 1:

- N Flamingo Road at Pink Flamingo Lane (signalized)
- Sawgrass Mills Circle at Pink Flamingo Lane (unsignalized)
- Project Driveway at Pink Flamingo Lane (unsignalized)
- Project Driveway at Sawgrass Mills Circle (unsignalized)

Analysis Scenarios

The analysis scenarios for this study include Existing (2024) conditions, Background (2026) conditions (future without project), and Total (2026) conditions (future with project).

Data Collection

Turning movement counts were collected on Tuesday, December 3, 2024, from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM for the study intersections.

Existing Conditions Analysis

Collected counts will be adjusted to reflect peak season, AM and PM peak hour traffic volumes by applying a peak-season conversion factor obtained from the 2024 FDOT *Peak Season Factor Category Report*. Intersection capacity analyses will be evaluated for the study intersections using the Synchro Software. The HCM output will be used, if available. Alternatively, the Synchro output will be used. The adopted level of service criteria will be Level of Service D. Synchro queues will be compared against the available storage lengths for the exclusive turn lanes at the study intersections.

Future Conditions Analysis – Background Traffic Conditions

Traffic volumes for Background (2026) traffic conditions will be calculated by applying a growth rate to existing volumes based on a review of five-year (2019 - 2024) and ten-year (2014 - 2024) trend analysis from FDOT count stations 86-9177 and 86-9133, located along Flamingo Road. The historical volume data is included in **Attachment B**. As summarized in **Table 1**, the calculated growth rate was negative; therefore, a minimum one (1) percent growth rate will be used to conservatively estimate Background (2026) traffic volumes. Committed projects will include Baptist Health and Sawgrass Mills Mall.

Table 1 Growth Rate Summary

		LINEAR REGRESSION		EXPONENTIAL		DECAY EXPONENTIAL	
FDOT STATION	LOCATION	GROWTH RATE	R-SQUARED	GROWTH RATE	R-SQUARED	GROWTH RATE	R-SQUARED
5 YEARS (2019-2024)							
86-9177	FLAMINGO RD., S OF OAKLAND PARK BLVD	-4.88%	24.43%	-4.55%	20.05%	-7.38%	48.32%
86-9133	FLAMINGO RD., N OF SUNRISE BLVD	2.80%	6.52%	2.67%	6.35%	0.08%	0.01%
		AVERAGE GR =	-1.04%	AVERAGE GR =	-0.94%	AVERAGE GR =	-3.65%
10 YEARS (2014-2024)							
86-9177	FLAMINGO RD., S OF OAKLAND PARK BLVD	-3.62%	62.21%	-4.44%	59.85%	-3.86%	48.12%
86-9133	FLAMINGO RD., N OF SUNRISE BLVD	-2.82%	35.76%	-3.24%	32.16%	-3.84%	49.68%
		AVERAGE GR =	-3.22%	AVERAGE GR =	-3.84%	AVERAGE GR =	-3.85%

Intersection capacity analyses will be performed for the study intersections. Truck factors and peak hour factors will be based on existing data, which was collected as part of the data collection effort. Synchro queues will be compared against the available storage lengths for the exclusive turn lanes at the study intersections.

Project Trip Generation

Using trip generation information obtained from the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, trip generation estimates were developed for the previous and proposed land uses. The trip generation analysis for daily, AM peak hour, and PM peak hour conditions are summarized in **Table 2**. The analysis indicates that the proposed development is anticipated to result in an increase of 460 daily trips, 84 AM peak hour trips, and 78 PM peak hour trips when compared to the previous use for the site. Excerpts from ITE are attached in **Attachment C**.

Table 2 Trip Generation Analysis

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE (1)	IN	OUT	TOTAL TRIPS			PASS-BY(1)				NEW TRIPS		
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL
DAILY															
PREVIOUS USE															
Furniture Store	890	14,995 SF	T= 6.30 (X)	50%	50%	47	47	94	25	25	50	53%	22	22	44
PROPOSED USE															
Day Care Center	565	220 DU	T= 4.09 (X)	50%	50%	450	450	900	198	198	396	44%	252	252	504
TRIP DIFFERENCE						**403**	**403**	**806**	**173**	**173**	**346**		**230**	**230**	**460**
AM PEAK HOUR															
PREVIOUS USE															
Furniture Store	890	14,995 SF	T= 0.24 (X) + 0.94	71%	29%	4	1	5	2	1	3	53%	2	0	2
PROPOSED USE															
Day Care Center	565	220 DU	T= 0.66 (X) + 8.42	53%	47%	82	72	154	36	32	68	44%	46	40	86
TRIP DIFFERENCE						**78**	**71**	**149**	**34**	**31**	**65**		**44**	**40**	**84**
PM PEAK HOUR															
PREVIOUS USE															
Furniture Store	890	14,995 SF	Ln(T)= 0.85 Ln(X) - 0.18	47%	53%	4	4	8	2	2	4	53%	2	2	4
PROPOSED USE															
Day Care Center	565	220 DU	Ln(T)= 0.87 Ln(X) + 0.29	47%	53%	69	77	146	30	34	64	44%	39	43	82
TRIP DIFFERENCE						**65**	**73**	**138**	**28**	**32**	**60**		**37**	**41**	**78**

(1) Source: ITE Trip Generation Manual, 11th Edition.

Project Access

The site currently shares access with a Tire Kingdom and an ABC Fine Wine & Spirits. Access to the these uses currently exists via one (1) full access driveway connection to Pink Flamingo Lane, one (1) full access driveway connection to Sawgrass Mills Circle, and one (1) right-in/right-out driveway connection to N Flamingo Road. Given the site circulation and location of the adjacent buildings that share access, traffic from the proposed daycare is not expected to utilize the right-in/right-out access onto N Flamingo Road.

Project Trip Distribution

Project trip distribution was based on a review of existing traffic volumes, roadway characteristics for the surrounding roadway network, and nearby land uses. The following distribution is proposed for net new trips:

- To/from the west on Sawgrass Mills Circle: 10 percent
- To/from the north on N Flamingo Road: 45 percent
- To/from the south on N Flamingo Road: 45 percent

Pass-by was assumed to be from/to N Flamingo Road. The project distribution and/or assignment for the net new, pass-by, and total trips are graphically shown on **Figure 2**, **Figure 3**, and **Figure 4**, respectively.

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Figure 2 Net New Trips

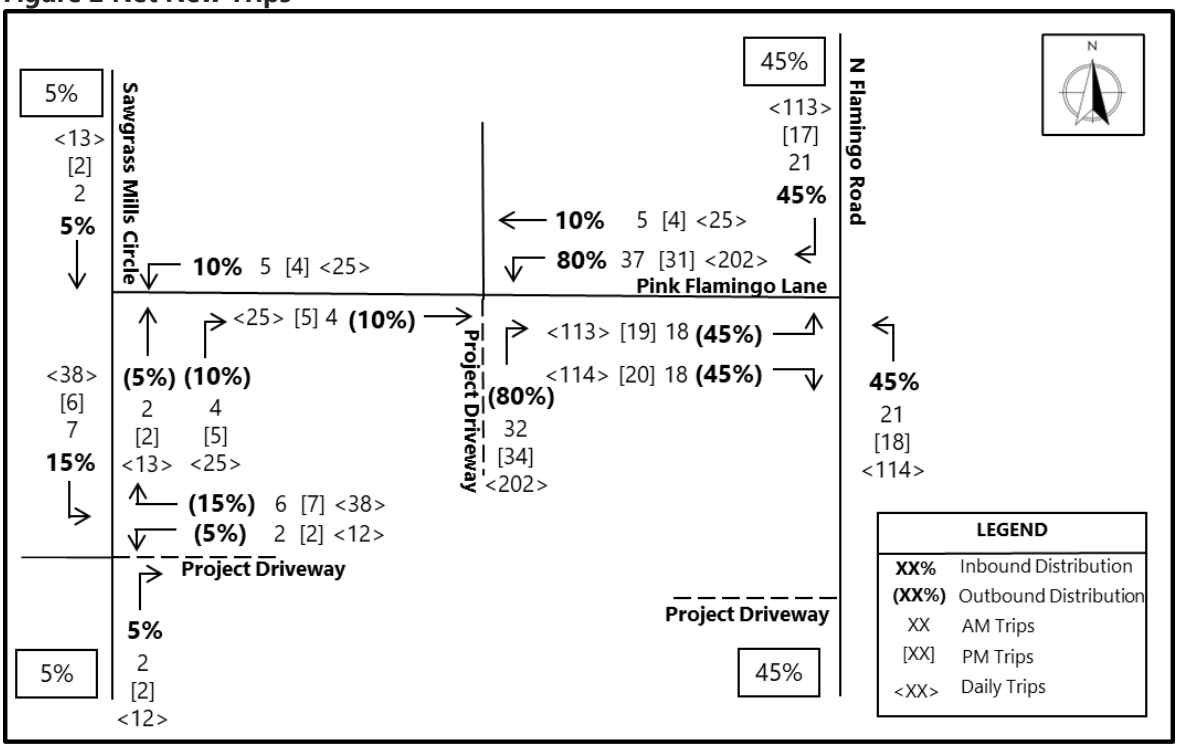
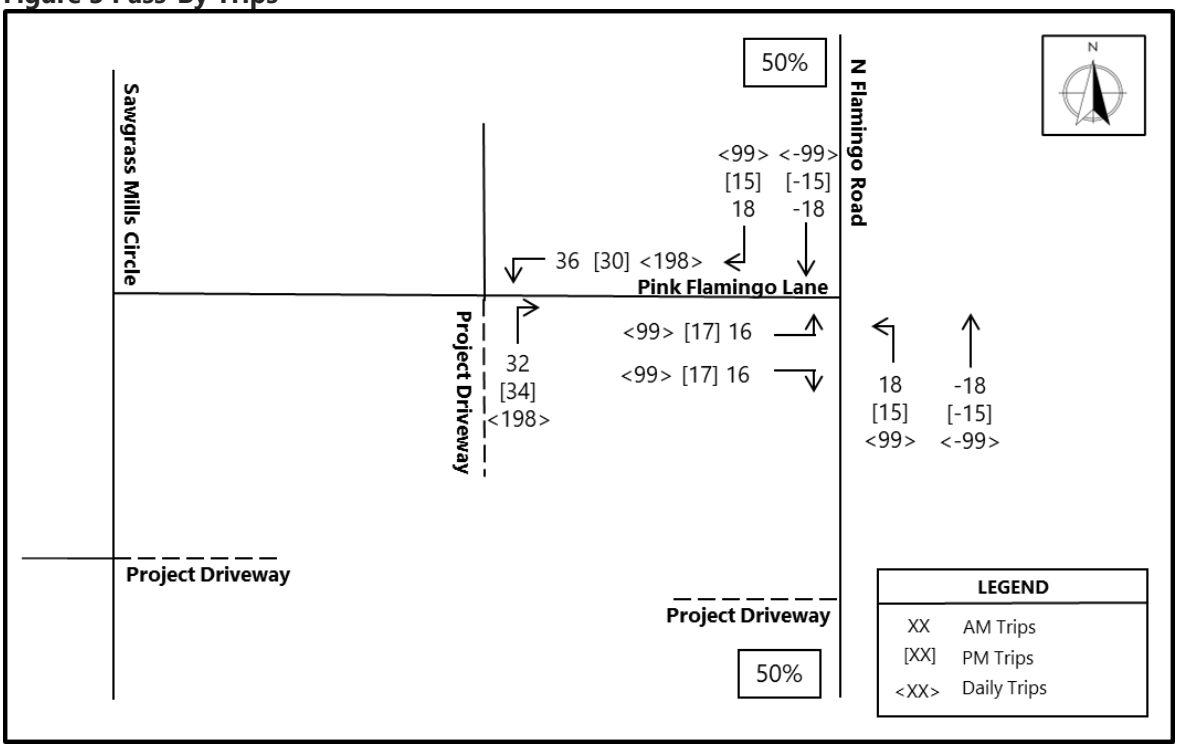
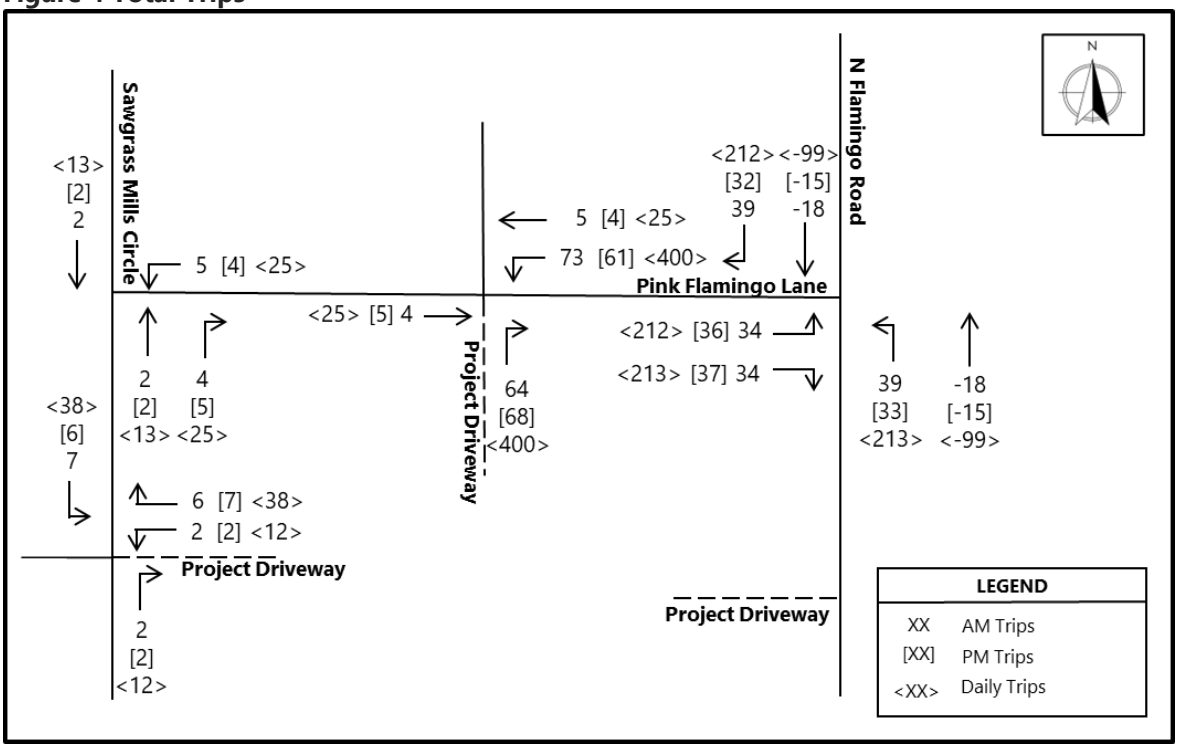


Figure 3 Pass-By Trips



2090 Palm Beach Lakes Boulevard, Suite 400, West Palm Beach, FL 33409
P: (561) 840-8650
bowman.com

Figure 4 Total Trips



Future Conditions Analysis – Total Traffic Conditions

Future total traffic volumes will be determined by summing together project trips with background traffic volumes. Intersection capacity analyses will be performed for the study intersections. Truck factors and peak hour factors will be based on existing data, which will be collected as part of the data collection effort. Traffic mitigation will be proposed, as necessary. Synchro queues will be compared against the available storage lengths for the exclusive turn lanes at the study intersections.

Parking Analysis and Daycare Drop Off/Pick Up

The hours of operation for the proposed daycare will be Monday through Friday from 7:00 AM to 6:00 PM. The daycare will be closed on all major holidays. Patrons of the site will be required to park during drop-off/pick-up and enter the building. The parking requirement for the site is one (1) space for each five (5) enrollees based on license capacity, plus one (1) space for every three hundred (300) square feet of office area. In addition, a minimum of three (3) stacking spaces shall be provided in close proximity to the entrance to provide easy ingress and egress from the building. Parking accumulation studies have been conducted for nearby Goddard Schools to determine the expected parking demand and number of reserved spaces. This information will be documented in the report.

Report

The study methodology and findings will be summarized in a report.

Should you have any questions or comments regarding this methodology, please do not hesitate to call me.

Bowman

Sincerely,



Natalia T. Lercari, P.E.
Senior Project Manager

NTL - Attachment

V:\314259 - Mini Marvels\314259-01-001 (TRA) - The Goddard School\Engineering\Reports\Methodology\Revised_061125\TrafficMethodology_062025.docx

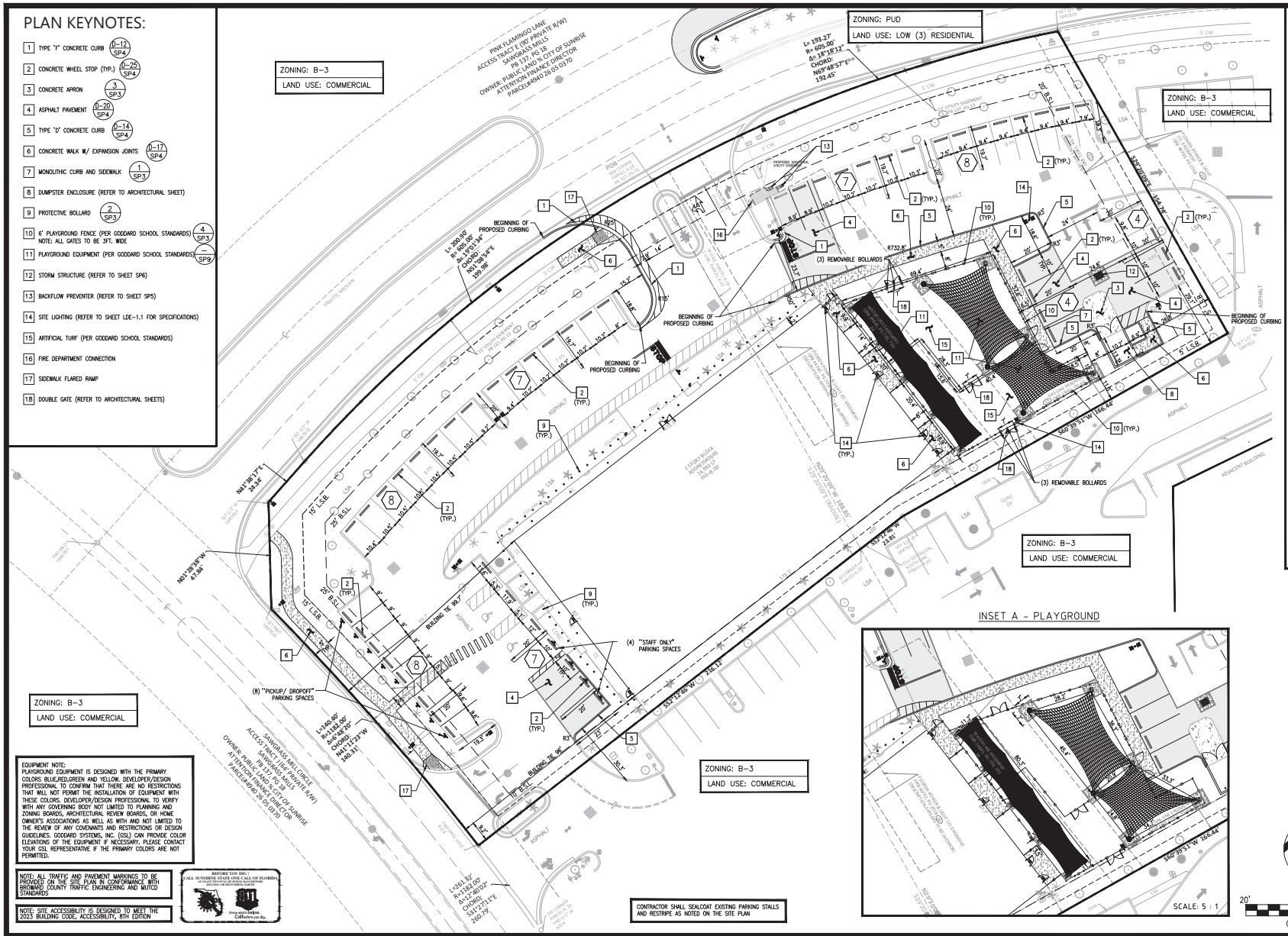
2090 Palm Beach Lakes Boulevard, Suite 400, West Palm Beach, FL 33409
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bowman.com

Attachment A

Site Plan

PLAN KEYNOTES:

1. TYPE 'F' CONCRETE CURB (D-12 / SP4)
2. CONCRETE WHEEL STOP (TYP.) (D-25 / SP4)
3. CONCRETE APRON (3 / SP3)
4. ASPHALT PAVEMENT (D-20 / SP4)
5. TYPE 'D' CONCRETE CURB (D-14 / SP4)
6. CONCRETE WALK W/ EXPANSION JOINTS (D-17 / SP4)
7. MONOLITHIC CURB AND SIDEWALK (1 / SP3)
8. DUMPSTER ENCLOSURE (REFER TO ARCHITECTURAL SHEET)
9. PROTECTIVE BOLLARD (2 / SP3)
10. 6' PLAYGROUND FENCE (PER GODDARD SCHOOL STANDARDS) (4 / SP3) NOTE: ALL GATES TO BE 3FT. WIDE
11. PLAYGROUND EQUIPMENT (PER GODDARD SCHOOL STANDARDS) (– / SP9)
12. STORM STRUCTURE (REFER TO SHEET SP6)
13. BACKFLOW PREVENTER (REFER TO SHEET SP5)
14. SITE LIGHTING (REFER TO SHEET LDE-1.1 FOR SPECIFICATIONS)
15. ARTIFICIAL TURF (PER GODDARD SCHOOL STANDARDS)
16. FIRE DEPARTMENT CONNECTION
17. SIDEWALK FLARED RAMP
18. DOUBLE GATE (REFER TO ARCHITECTURAL SHEETS)



SITE DATA

PROPERTY LOCATION: 2600 SAWGRASS MILLS CIRCLE SUNRISE, FLORIDA 33323

ZONING: B-3 (GENERAL BUSINESS DISTRICT) WESTERN SUNRISE ENTERTAINMENT DISTRICT OF THE WESTERN SUNRISE AREA

FUTURE LANDUSE: COMMERCIAL

GROSS SITE AREA: 76,898 SF (1.765± AC)

NET SITE AREA: 45,758 SF (1.050± AC)

EXISTING BUILDING HEIGHT = 24 FT.
REQUIRED BUILDING HEIGHT = 250 FT. (MAX.)

FLOOR AREA RATIO (FAR):
REQUIRED FAR = 35% (MAX.)
PROPOSED 14,993 SF/76,898 SF = 19.5%

LOT COVERAGE
16,154 SF/76,898 SF = 21.0%

SECTION/TOWNSHIP/RANGE
S26/T49S/R40E

BUILDING SETBACKS	REQUIRED	MINIMUM PROVIDED
FRONT (SOUTHWEST, SAWGRASS MILL CIR)	25 FT	96.0 FT
SIDE (NORTHEAST, PINK FLAMINGO LN)	25 FT	83.3 FT
SIDE (SOUTHWEST)	10 FT	9.9 FT
REAR (NORTHEAST)	75 FT	139.1 FT

LANDSCAPE BUFFER		
FRONT (SOUTHWEST, SAWGRASS MILL CIR)	15 FT	20.2 FT (VARIES)
SIDE (NORTHEAST, PINK FLAMINGO LN)	15 FT	19.5 FT
SIDE (SOUTHEAST)	5 FT	6.0 FT (VARIES)
REAR (NORTHEAST)	5 FT	5.0 FT

EXISTING SITE AREA CALCULATIONS:

PERVIOUS AREA	21,690 SF	0.498 AC	(28.2%)
TOTAL IMPERVIOUS AREA	55,208 SF	1.267 AC	(71.8%)
BUILDING AREA	14,993 SF	0.344 AC	(19.5%)
PAVEMENT AREA	40,215 SF	0.923 AC	(52.3%)
SITE AREA	76,898 SF	1.765 AC	(100%)

PROPOSED SITE AREA CALCULATIONS:

PERVIOUS AREA	21,709 SF	0.498 AC	(28.2%)
TOTAL IMPERVIOUS AREA	55,189 SF	1.267 AC	(71.8%)
BUILDING AREA	14,993 SF	0.344 AC	(19.5%)
PAVEMENT AREA	35,304 SF	0.811 AC	(45.9%)
TURF AREA	4,892 SF	0.112 AC	(6.4%)
SITE AREA	76,898 SF	1.765 AC	(100%)

PARKING REQUIRED:

ONE (1) SPACE FOR EACH FIVE (5) ENROLLEES BASED ON LICENSE CAPACITY, PLUS ONE (1) SPACE FOR EVERY THREE HUNDRED (300) SQUARE FEET OF OFFICE AREA. IN ADDITION, A MINIMUM OF THREE (3) STACKING SPACES SHALL BE PROVIDED IN CLOSE PROXIMITY TO THE ENTRANCE OF THE BUILDING TO PROVIDE EASY INGRESS AND EGRESS FROM THE BUILDING.
CALCULATION BASED ON 220 ENROLLEES AND 300 SF OF OFFICE
= (220 ENROLLEES / 5) + (300 SF OFFICE / 300)
= 44 + 1
= 45 SPACES
PARKING REQUIRED: 45 SPACES (NOT INCLUDED STACKING SPACES)

PARKING PROVIDED:

REGULAR	38 SPACES
ACCESSIBLE	3 SPACES
STACKING SPACES (PICK-UP / DROP-OFF)	8 SPACES
STAFF ONLY	4 SPACES
TOTAL	53 SPACES

EQUIPMENT NOTE:
PLAYGROUND EQUIPMENT IS DESIGNED WITH THE PRIMARY COLORS BLUE,RED,GREEN AND YELLOW. DEVELOPER/DESIGN PROFESSIONAL TO CONFIRM THAT THERE ARE NO RESTRICTIONS THAT WILL NOT PERMIT THE INSTALLATION OF EQUIPMENT WITH THESE COLORS. DEVELOPER/DESIGN PROFESSIONAL TO VERIFY WITH ANY GOVERNING BODY NOT LIMITED TO PLANNING AND ZONING BOARDS, ARCHITECTURAL REVIEW BOARDS, OR HOME OWNER'S ASSOCIATIONS AS WELL AS WITH AND NOT LIMITED TO THE REVIEW OF ANY COVENANTS AND RESTRICTIONS OR DESIGN GUIDELINES. GODDARD SYSTEMS, INC. (GSI.) CAN PROVIDE COLOR ELEVATIONS OF THE EQUIPMENT IF NECESSARY. PLEASE CONTACT YOUR GSI. REPRESENTATIVE IF THE PRIMARY COLORS ARE NOT PERMITTED.

NOTE: ALL TRAFFIC AND PAVEMENT MARKINGS TO BE PROVIDED ON THE SITE PLAN IN CONFORMANCE WITH BROWARD COUNTY TRAFFIC ENGINEERING AND MUTCD STANDARDS

NOTE: SITE ACCESSIBILITY IS DESIGNED TO MEET THE 2023 BUILDING CODE, ACCESSIBILITY, 8TH EDITION

CONTRACTOR SHALL SEALCOAT EXISTING PARKING STALLS AND RESTRIPE AS NOTED ON THE SITE PLAN

DRAWN: LF
CHECKED: DL
PROJECT NO.: 2024.139

REVISION	DATE	REVISION	DATE

Z DEVELOPMENT SERVICES
CIVIL ENGINEERING CONSULTANTS
CA 29354
1201 E. ROBINSON STREET
ORLANDO, FL 32801
PH: (407) 271-8910

THE GODDARD SCHOOL OF SUNRISE

DAYCARE CENTER
2600 SAWGRASS MILLS CIRCLE
SUNRISE, FLORIDA 33323

SITE PLAN

This item has been digitally signed and sealed by ROBERT ZIEGENFUSS on the date adjacent to the seal.

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

ROBERT ZIEGENFUSS, P.E., LEED AP
FL REG. # 56752

DATE: 09/12/2024

DRAWING NO. SP2

Attachment B

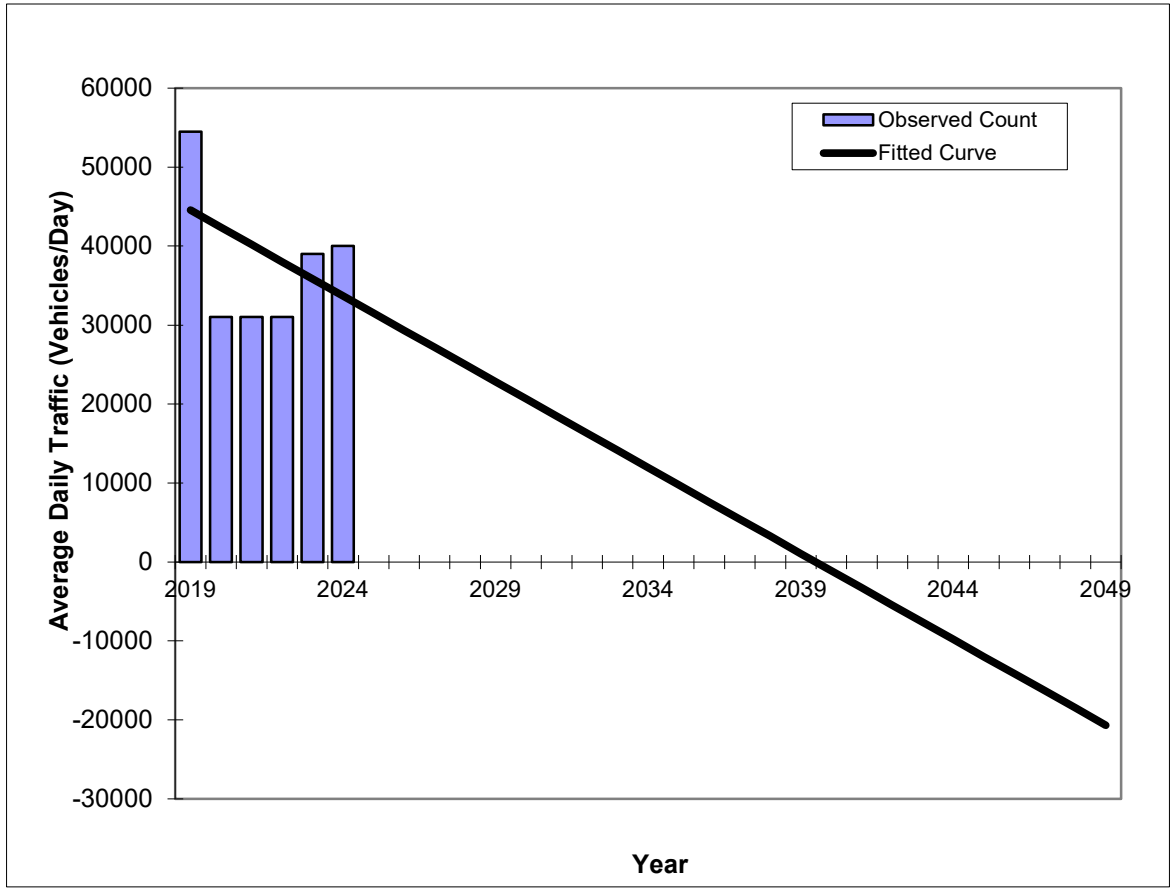
Growth Rate Calculation

Traffic Trends - V2023

-- FLAMINGO RD., S OF OAKLAND PARK BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869177
Roadway:	



Annual Trend Decrease:	2,174
Trend R-squared:	24.43%
Trend Annual Historic Growth Rate:	-4.88%
Trend Growth Rate (2024 to Design Year)	-6.46%
Printed:	6/9/2025

Linear Growth Option

Year	Traffic (ADT/AADT) Count*	Trend
2019	54,500	44,550
2020	31,000	42,380
2021	31,000	40,200
2022	31,000	38,030
2023	39,000	35,860
2024	40,000	33,680
2026 Opening Year Trend		
2026	N/A	29,330
2039 Interim Year Trend		
2039	N/A	1,070
2049 Design Year Trend		
2049	N/A	-20,680
FSUTMS Forecasts/Trends		

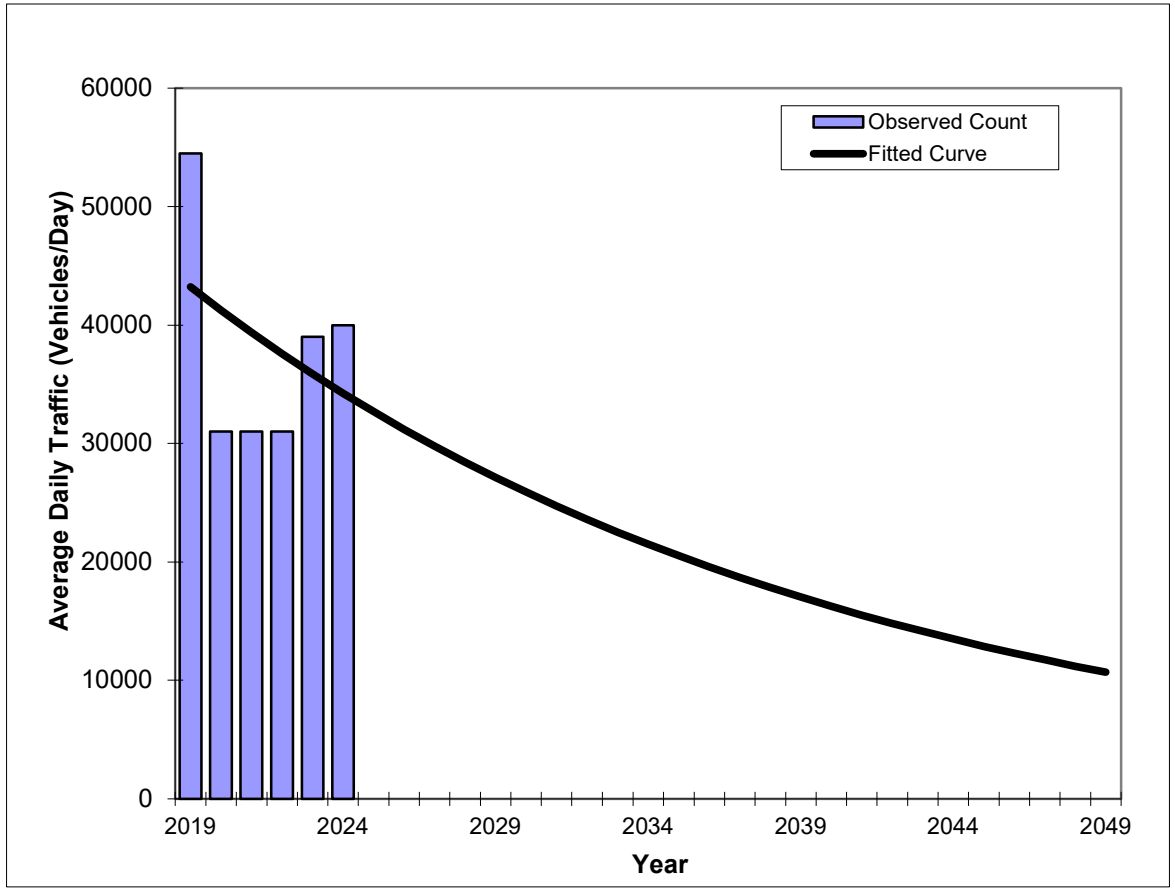
***Axle-Adjusted**

Traffic Trends - V2023

-- FLAMINGO RD., S OF OAKLAND PARK BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869177
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2019	54,500	43,220
2020	31,000	41,260
2021	31,000	39,380
2022	31,000	37,590
2023	39,000	35,880
2024	40,000	34,240
2026 Opening Year Trend		
2026	N/A	31,200
2039 Interim Year Trend		
2039	N/A	17,030
2049 Design Year Trend		
2049	N/A	10,690
FSUTMS Forecasts/Trends		

Trend R-squared:	20.05%
Compounded Annual Historic Growth Rate:	-4.55%
Compounded Growth Rate (2024 to Design Year)	-4.55%
Printed:	6/9/2025

Exponential Growth Option

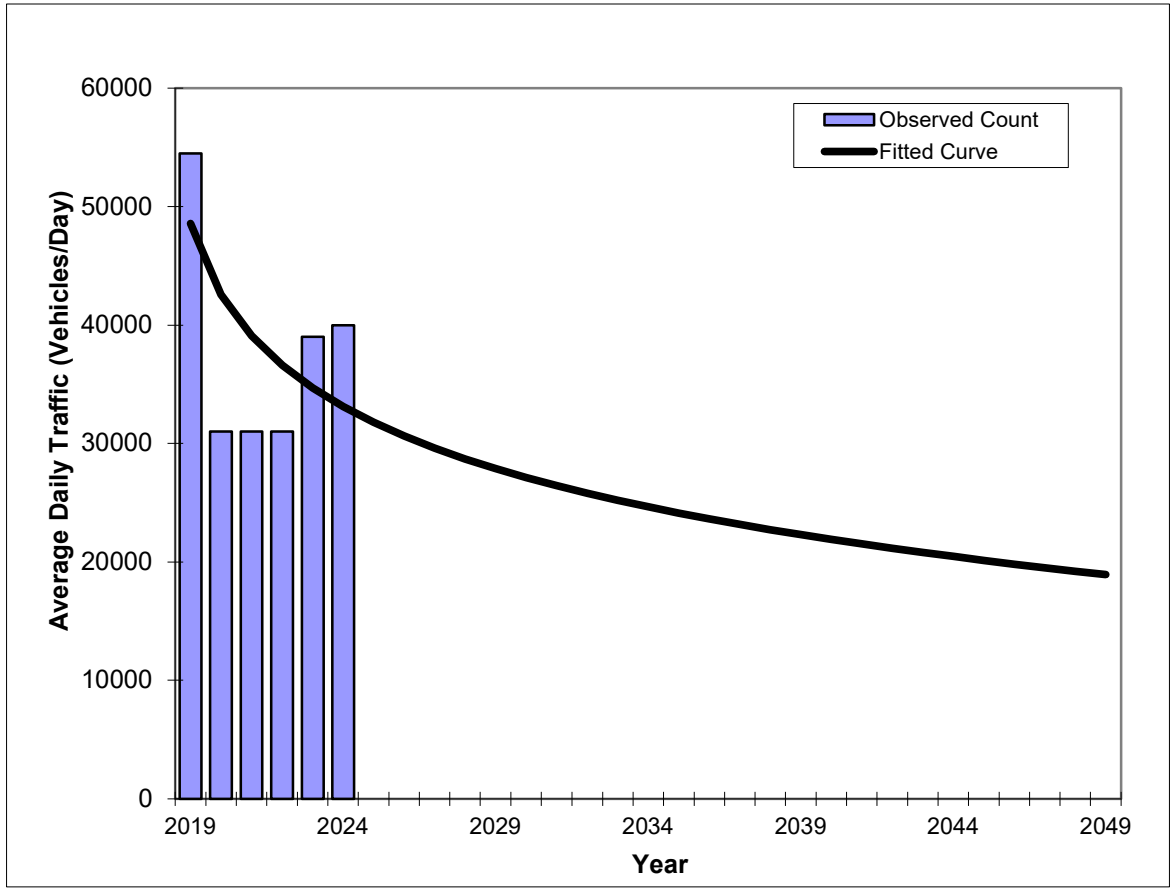
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Traffic Trends - V2023

-- FLAMINGO RD., S OF OAKLAND PARK BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869177
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2019	54,500	48,580
2020	31,000	42,600
2021	31,000	39,100
2022	31,000	36,620
2023	39,000	34,690
2024	40,000	33,120
2026 Opening Year Trend		
2026	N/A	30,630
2039 Interim Year Trend		
2039	N/A	22,300
2049 Design Year Trend		
2049	N/A	18,940
FSUTMS Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	48.32%
Compounded Annual Historic Growth Rate:	-7.38%
Compounded Growth Rate (2024 to Design Year)	-2.21%
Printed:	6/9/2025

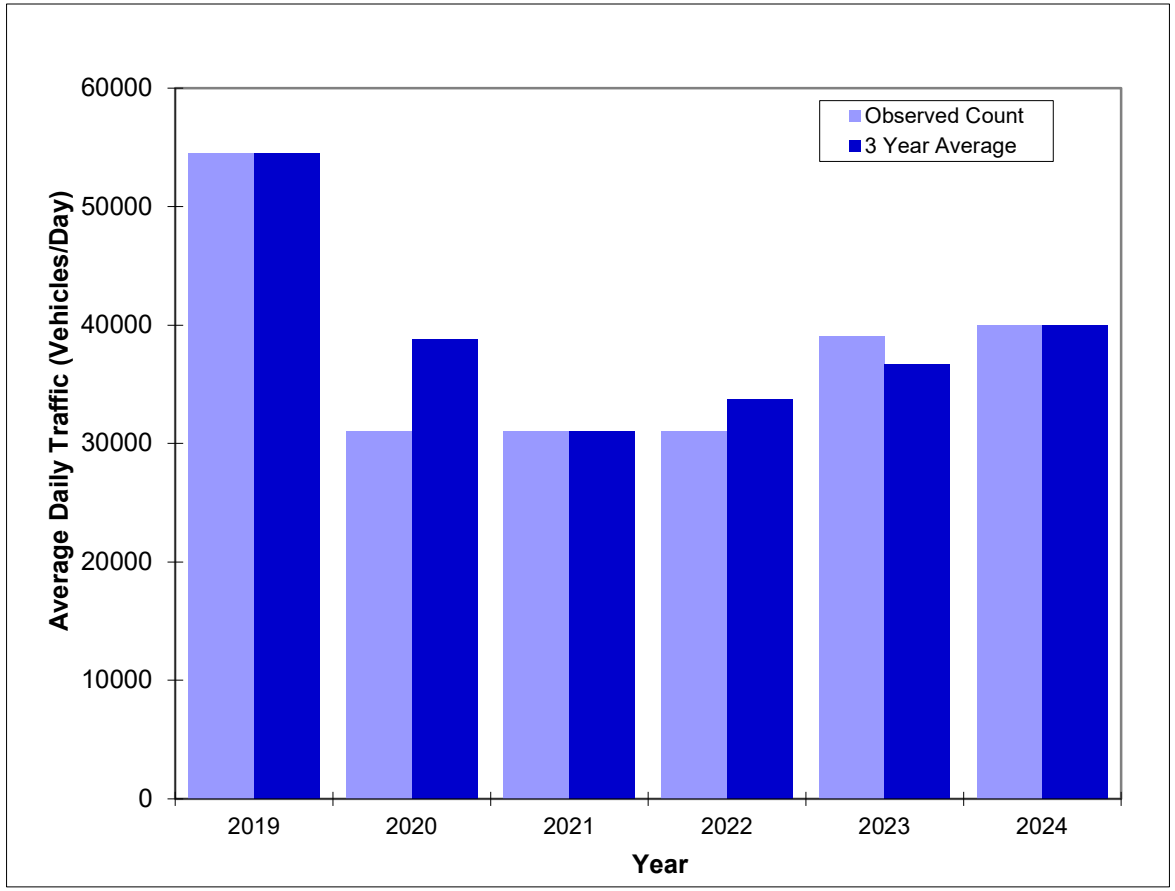
Decaying Exponential Growth Option

Traffic Trends - V2023

-- FLAMINGO RD., S OF OAKLAND PARK BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869177
Roadway:	



Year	Traffic (ADT/AADT) Count*	3 Yr Avg
2019	54,500	54,500
2020	31,000	38,800
2021	31,000	31,000
2022	31,000	33,700
2023	39,000	36,700
2024	40,000	40,000

Actual AADT vs 3 Year Average

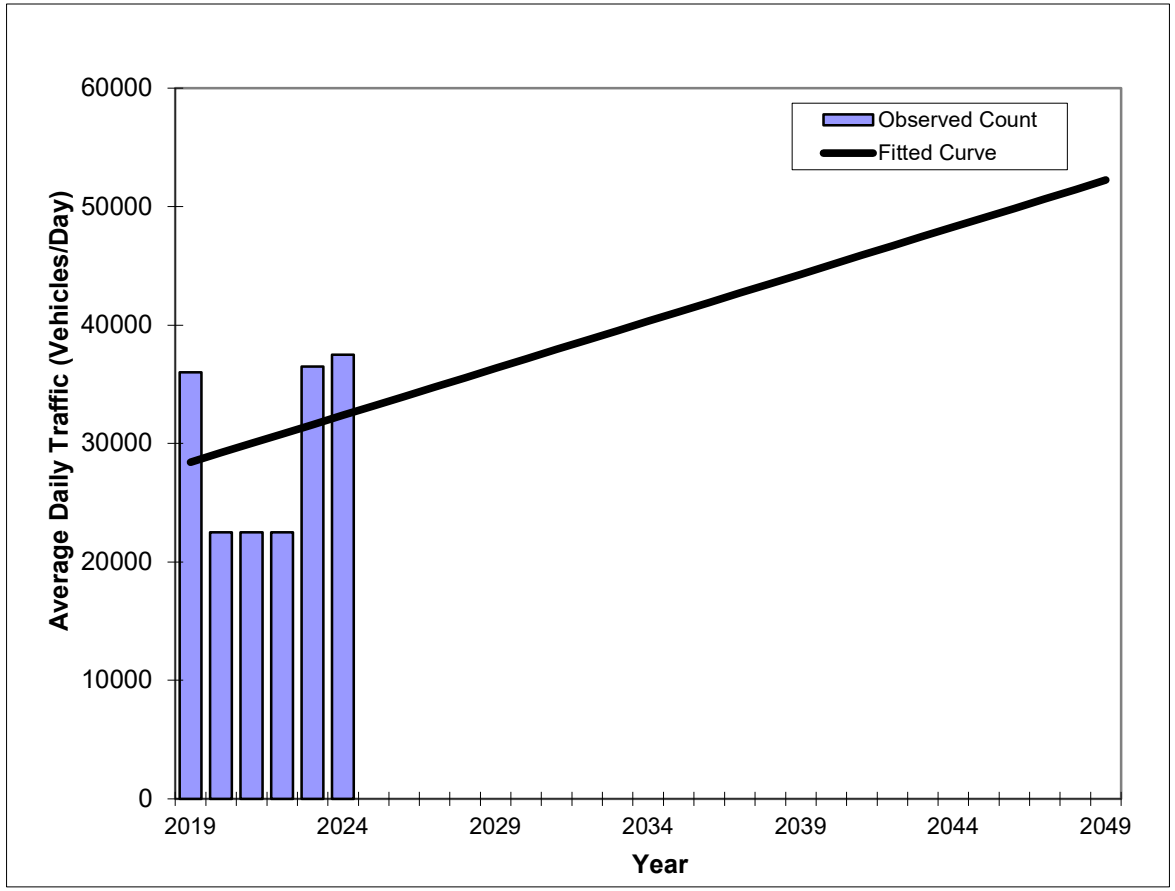
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Traffic Trends - V2023

-- FLAMINGO RD., N OF SUNRISE BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869133
Roadway:	



Annual Trend Increase:	794
Trend R-squared:	6.52%
Trend Annual Historic Growth Rate:	2.80%
Trend Growth Rate (2024 to Design Year)	2.45%
Printed:	6/9/2025

Linear Growth Option

	Traffic (ADT/AADT)	
Year	**Count***	**Trend**
2019	36,000	28,410
2020	22,500	29,210
2021	22,500	30,000
2022	22,500	30,800
2023	36,500	31,590
2024	37,500	32,390
2026 Opening Year Trend		
2026	N/A	33,970
2039 Interim Year Trend		
2039	N/A	44,300
2049 Design Year Trend		
2049	N/A	52,240
FSUTMS Forecasts/Trends		

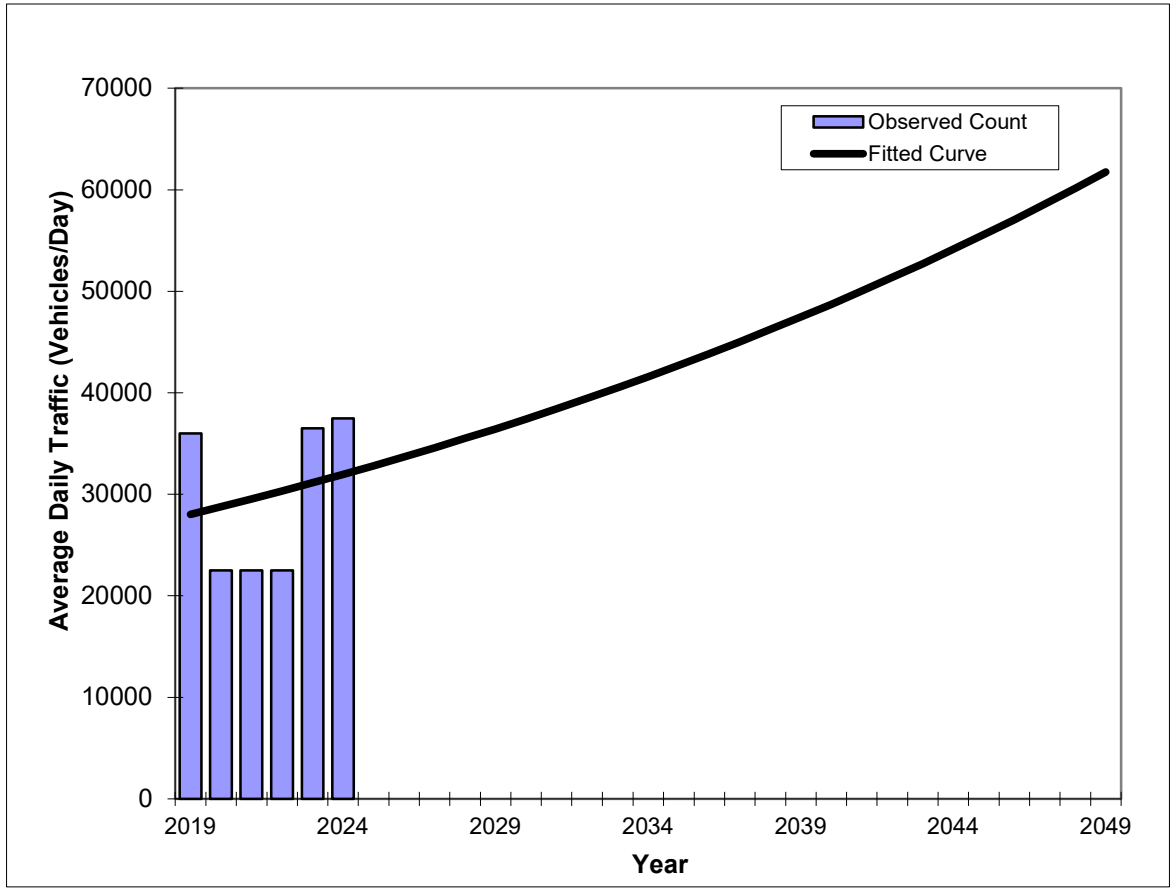
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Traffic Trends - V2023

-- FLAMINGO RD., N OF SUNRISE BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869133
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2019	36,000	28,020
2020	22,500	28,770
2021	22,500	29,530
2022	22,500	30,320
2023	36,500	31,130
2024	37,500	31,960
2026 Opening Year Trend		
2026	N/A	33,690
2039 Interim Year Trend		
2039	N/A	47,460
2049 Design Year Trend		
2049	N/A	61,760
FSUTMS Forecasts/Trends		

Trend R-squared:	6.35%
Compounded Annual Historic Growth Rate:	2.67%
Compounded Growth Rate (2024 to Design Year)	2.67%
Printed:	6/9/2025

Exponential Growth Option

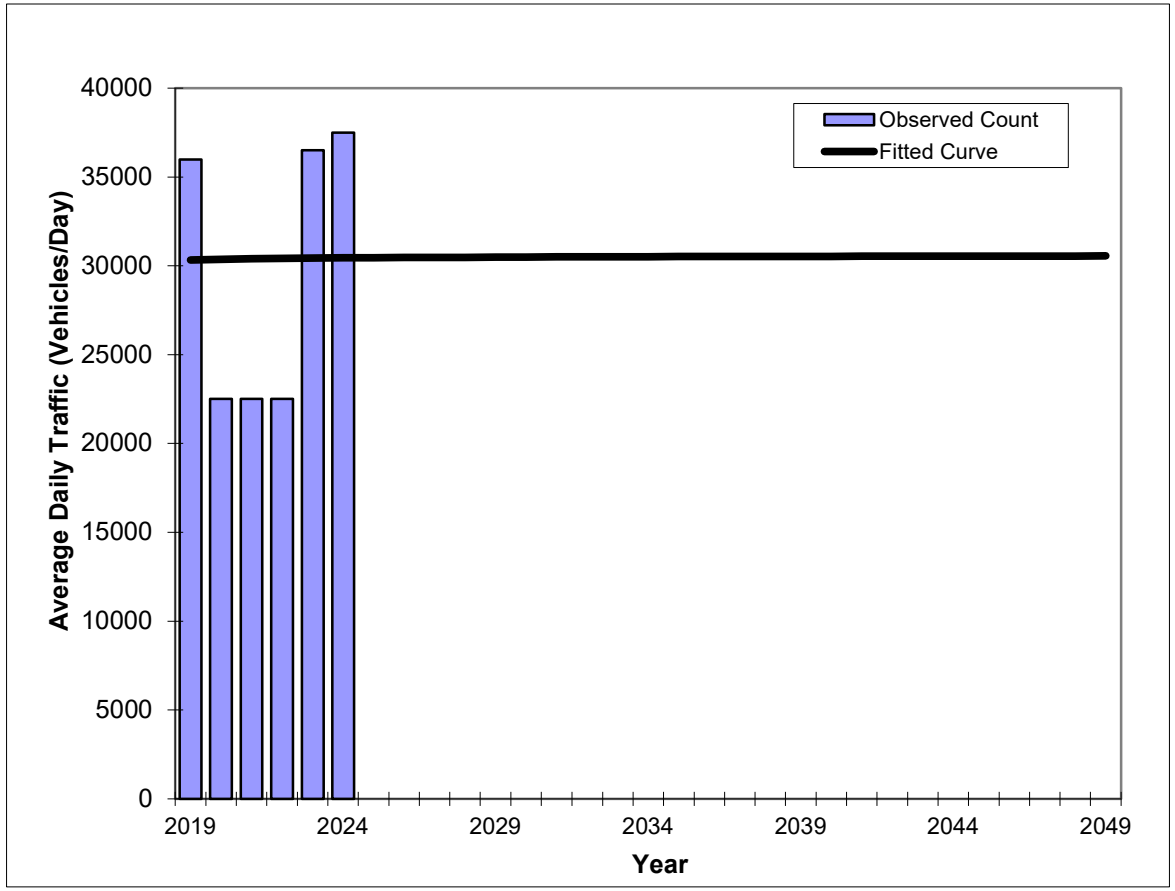
***Axle-Adjusted**

Traffic Trends - V2023

-- FLAMINGO RD., N OF SUNRISE BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869133
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2019	36,000	30,330
2020	22,500	30,370
2021	22,500	30,400
2022	22,500	30,420
2023	36,500	30,430
2024	37,500	30,450
2026 Opening Year Trend		
2026	N/A	30,470
2039 Interim Year Trend		
2039	N/A	30,530
2049 Design Year Trend		
2049	N/A	30,560
FSUTMS Forecasts/Trends		

Trend R-squared:	0.01%
Compounded Annual Historic Growth Rate:	0.08%
Compounded Growth Rate (2024 to Design Year)	0.01%
Printed:	6/9/2025

Decaying Exponential Growth Option

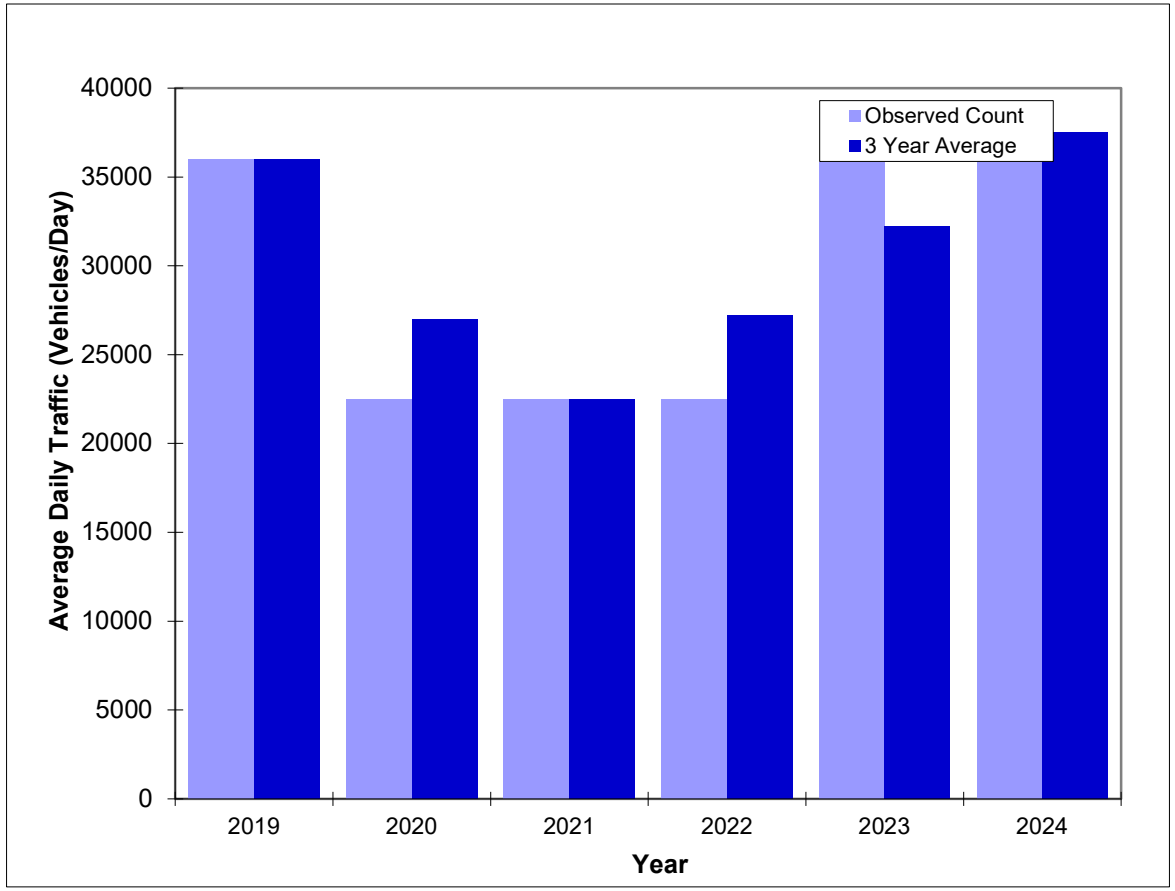
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Traffic Trends - V2023

-- FLAMINGO RD., N OF SUNRISE BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869133
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT) Count*	3 Yr Avg
2019	36,000	36,000
2020	22,500	27,000
2021	22,500	22,500
2022	22,500	27,200
2023	36,500	32,200
2024	37,500	37,500

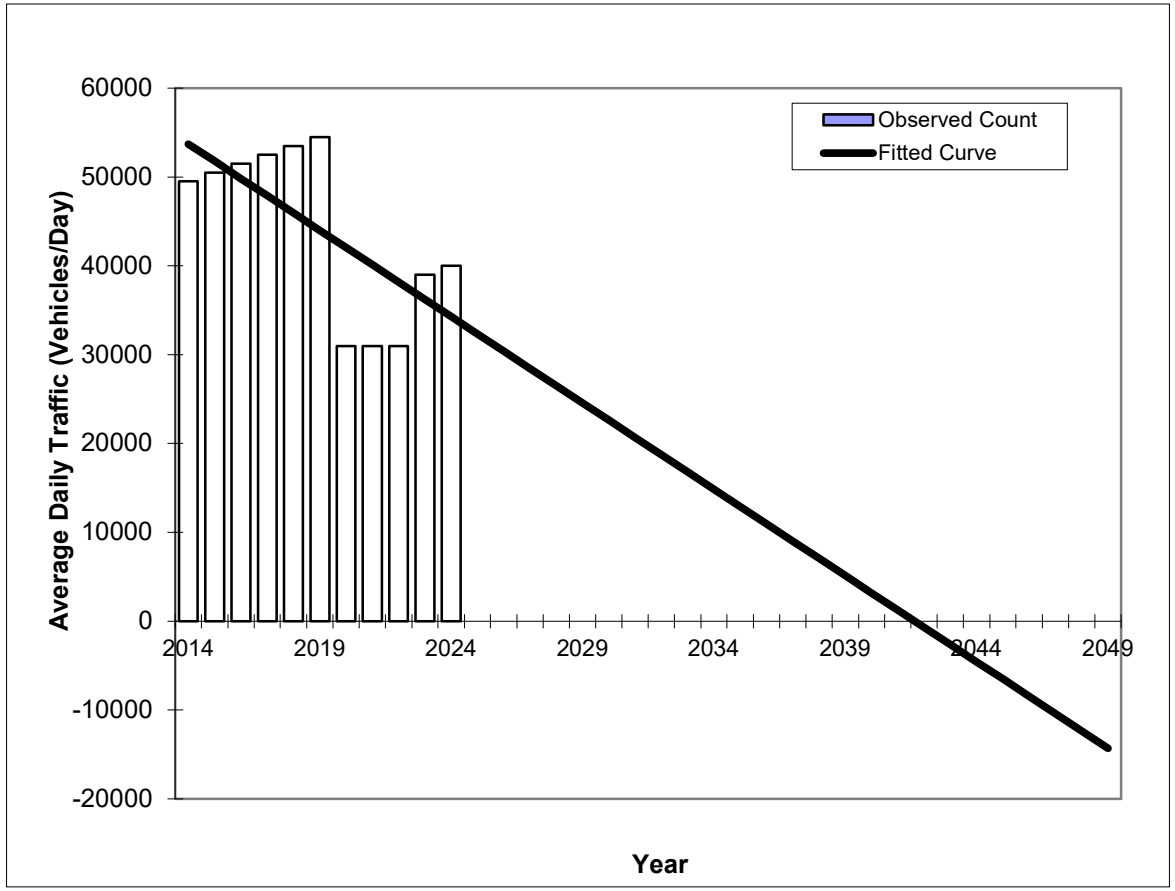
***Axle-Adjusted**

Traffic Trends - V2023

-- FLAMINGO RD., S OF OAKLAND PARK BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869177
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	49,500	53,720
2015	50,500	51,770
2016	51,500	49,830
2017	52,500	47,890
2018	53,500	45,940
2019	54,500	44,000
2020	31,000	42,060
2021	31,000	40,110
2022	31,000	38,170
2023	39,000	36,230
2024	40,000	34,280
2026 Opening Year Trend		
2026	N/A	30,390
2039 Interim Year Trend		
2039	N/A	5,130
2049 Design Year Trend		
2049	N/A	-14,310
FSUTMS Forecasts/Trends		

Annual Trend Decrease:	1,944
Trend R-squared:	62.21%
Trend Annual Historic Growth Rate:	-3.62%
Trend Growth Rate (2024 to Design Year)	-5.67%
Printed:	6/9/2025

Linear Growth Option

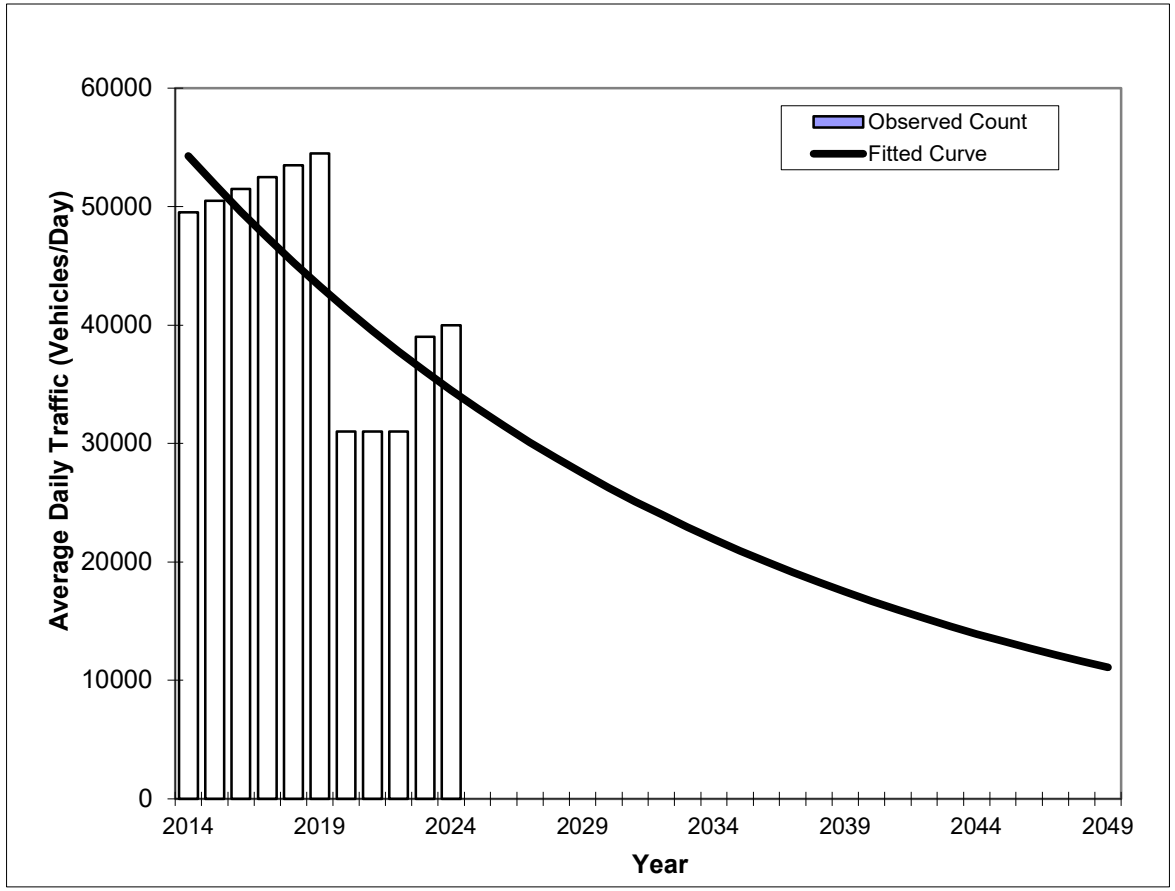
***Axle-Adjusted**

Traffic Trends - V2023

-- FLAMINGO RD., S OF OAKLAND PARK BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869177
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	49,500	54,290
2015	50,500	51,880
2016	51,500	49,580
2017	52,500	47,380
2018	53,500	45,280
2019	54,500	43,270
2020	31,000	41,350
2021	31,000	39,520
2022	31,000	37,770
2023	39,000	36,090
2024	40,000	34,490
2026 Opening Year Trend		
2026	N/A	31,500
2039 Interim Year Trend		
2039	N/A	17,470
2049 Design Year Trend		
2049	N/A	11,100
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	59.85%
Compounded Annual Historic Growth Rate:	-4.44%
Compounded Growth Rate (2024 to Design Year)	-4.43%
Printed:	6/9/2025

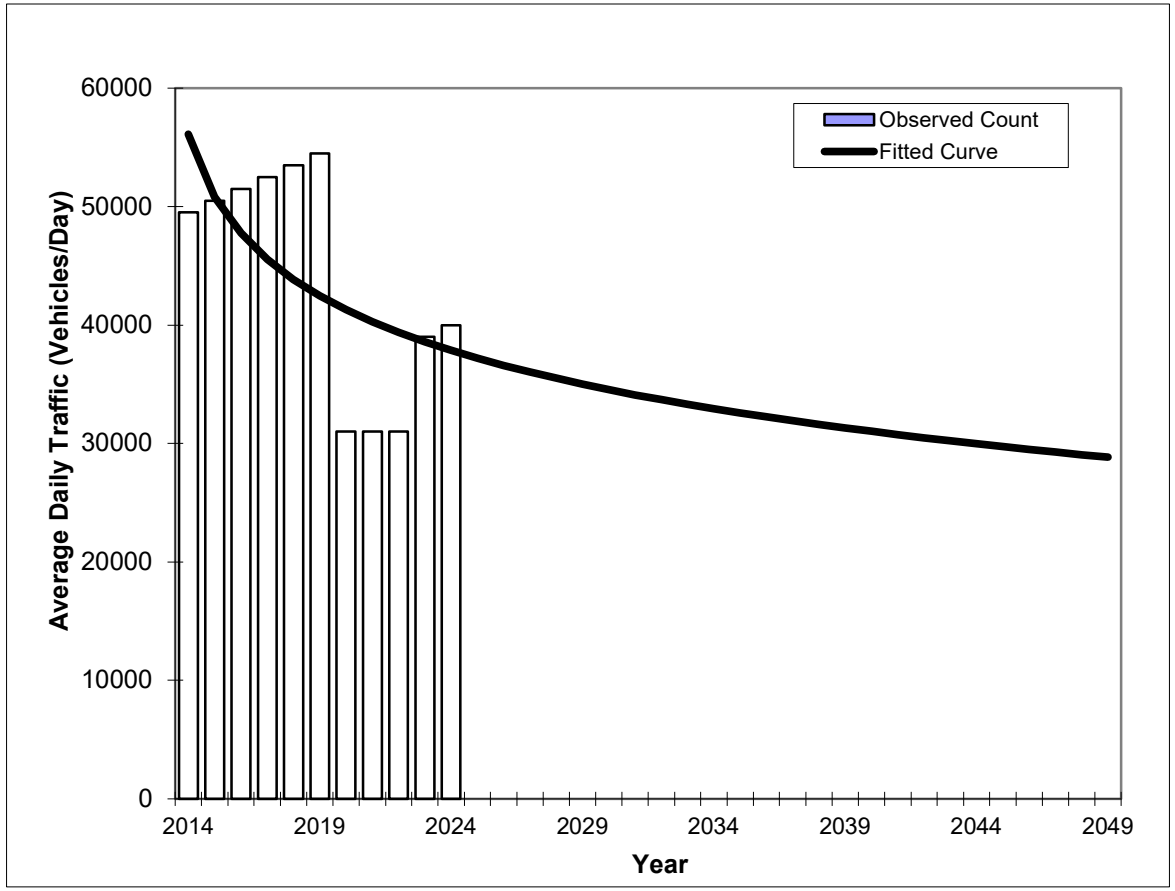
Exponential Growth Option

Traffic Trends - V2023

-- FLAMINGO RD., S OF OAKLAND PARK BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869177
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	49,500	56,110
2015	50,500	50,830
2016	51,500	47,750
2017	52,500	45,560
2018	53,500	43,860
2019	54,500	42,470
2020	31,000	41,300
2021	31,000	40,280
2022	31,000	39,390
2023	39,000	38,590
2024	40,000	37,860
2026 Opening Year Trend		
2026	N/A	36,590
2039 Interim Year Trend		
2039	N/A	31,320
2049 Design Year Trend		
2049	N/A	28,840
FSUTMS Forecasts/Trends		

Trend R-squared:	48.12%
Compounded Annual Historic Growth Rate:	-3.86%
Compounded Growth Rate (2024 to Design Year)	-1.08%
Printed:	6/9/2025

Decaying Exponential Growth Option

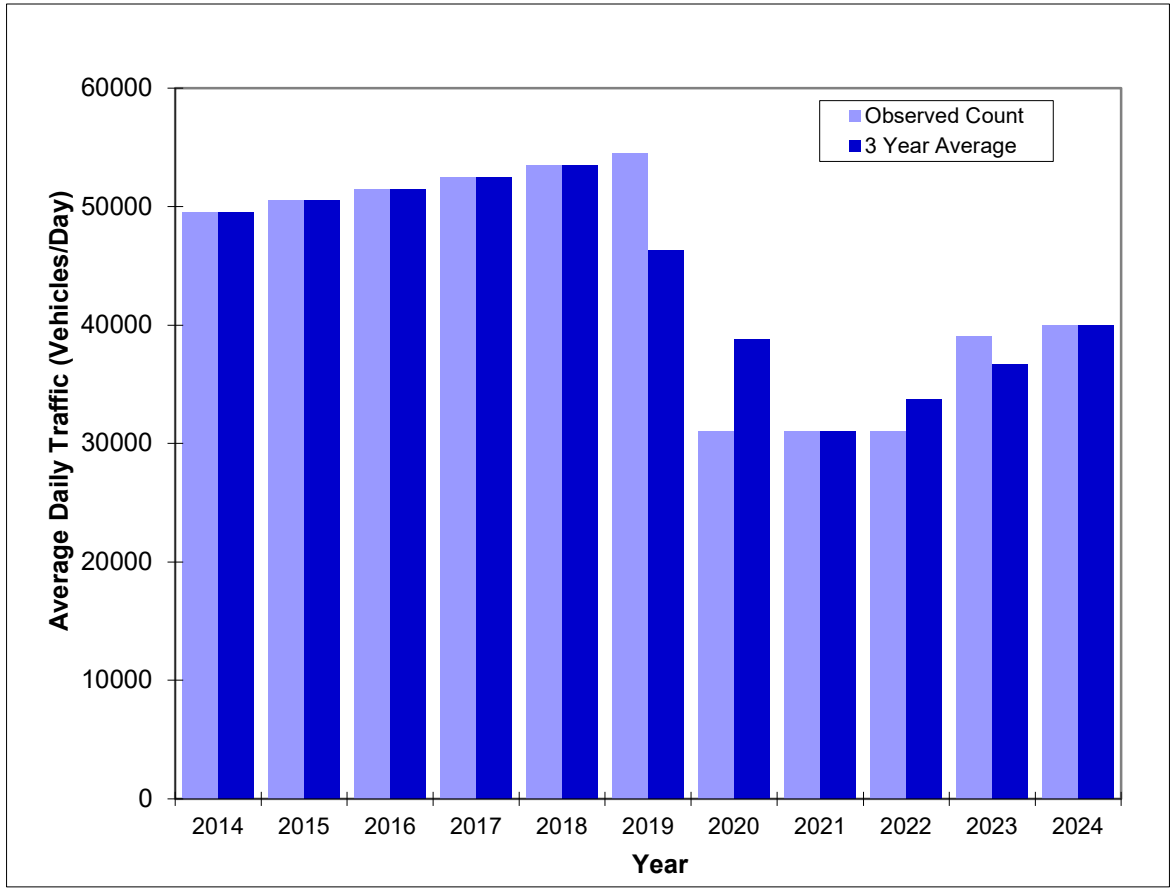
***Axle-Adjusted**

Traffic Trends - V2023

-- FLAMINGO RD., S OF OAKLAND PARK BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869177
Roadway:	



Year	Traffic (ADT/AADT) Count*	3 Yr Avg
2014	49,500	49,500
2015	50,500	50,500
2016	51,500	51,500
2017	52,500	52,500
2018	53,500	53,500
2019	54,500	46,300
2020	31,000	38,800
2021	31,000	31,000
2022	31,000	33,700
2023	39,000	36,700
2024	40,000	40,000

Actual AADT vs 3 Year Average

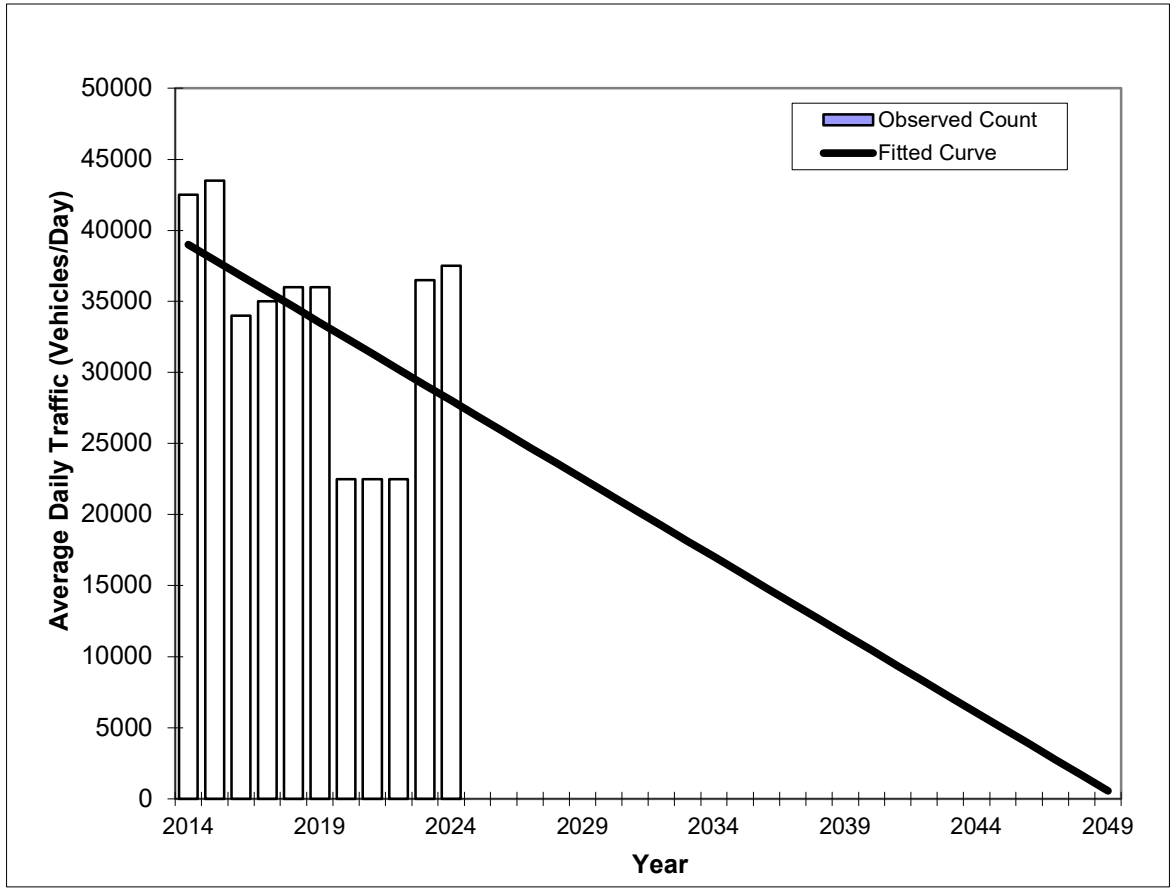
***Axle-Adjusted**

Traffic Trends - V2023

-- FLAMINGO RD., N OF SUNRISE BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869133
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	42,500	39,000
2015	43,500	37,900
2016	34,000	36,800
2017	35,000	35,710
2018	36,000	34,610
2019	36,000	33,510
2020	22,500	32,410
2021	22,500	31,310
2022	22,500	30,210
2023	36,500	29,120
2024	37,500	28,020
2026 Opening Year Trend		
2026	N/A	25,820
2039 Interim Year Trend		
2039	N/A	11,550
2049 Design Year Trend		
2049	N/A	560
FSUTMS Forecasts/Trends		

Annual Trend Decrease:	1,098
Trend R-squared:	35.76%
Trend Annual Historic Growth Rate:	-2.82%
Trend Growth Rate (2024 to Design Year)	-3.92%
Printed:	6/9/2025

Linear Growth Option

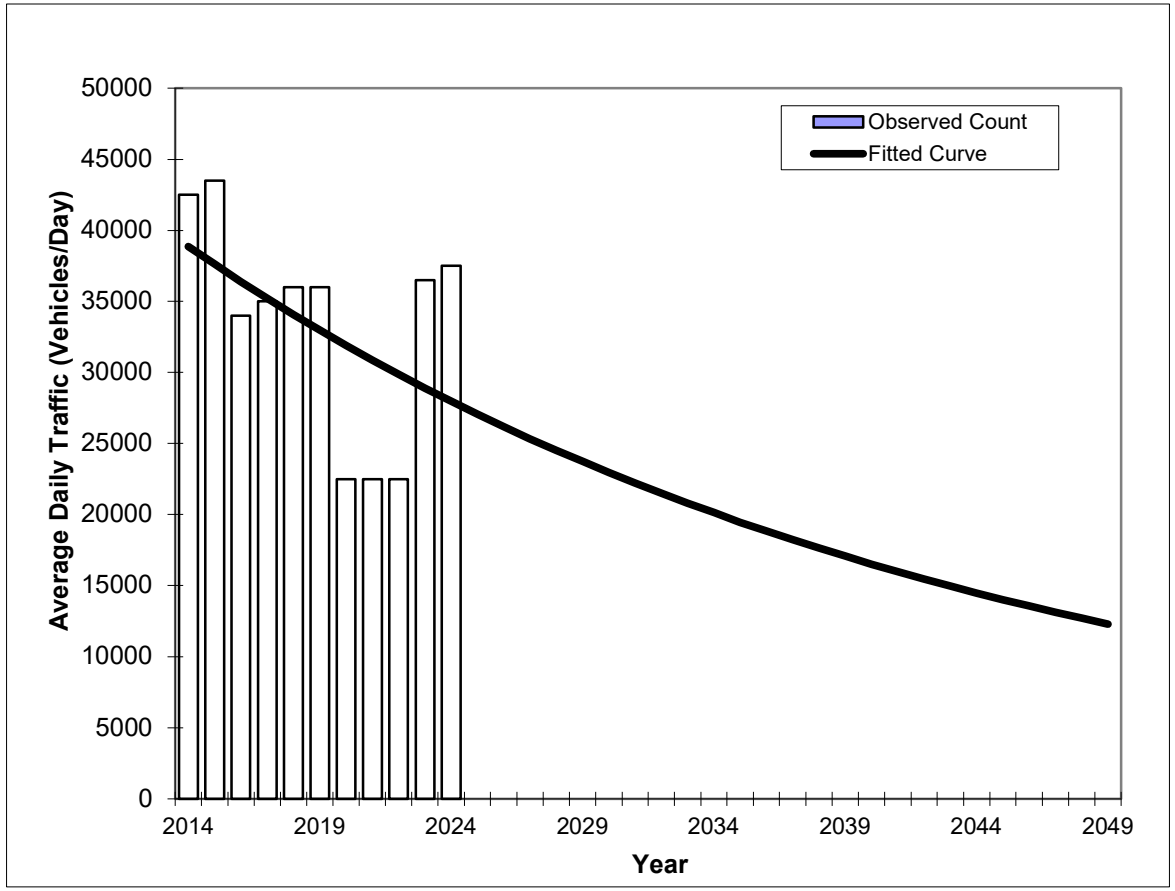
***Axle-Adjusted**

Traffic Trends - V2023

-- FLAMINGO RD., N OF SUNRISE BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869133
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	42,500	38,870
2015	43,500	37,610
2016	34,000	36,390
2017	35,000	35,210
2018	36,000	34,070
2019	36,000	32,970
2020	22,500	31,900
2021	22,500	30,870
2022	22,500	29,870
2023	36,500	28,900
2024	37,500	27,970
2026 Opening Year Trend		
2026	N/A	26,190
2039 Interim Year Trend		
2039	N/A	17,070
2049 Design Year Trend		
2049	N/A	12,290
FSUTMS Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	32.16%
Compounded Annual Historic Growth Rate:	-3.24%
Compounded Growth Rate (2024 to Design Year)	-3.24%
Printed:	6/9/2025

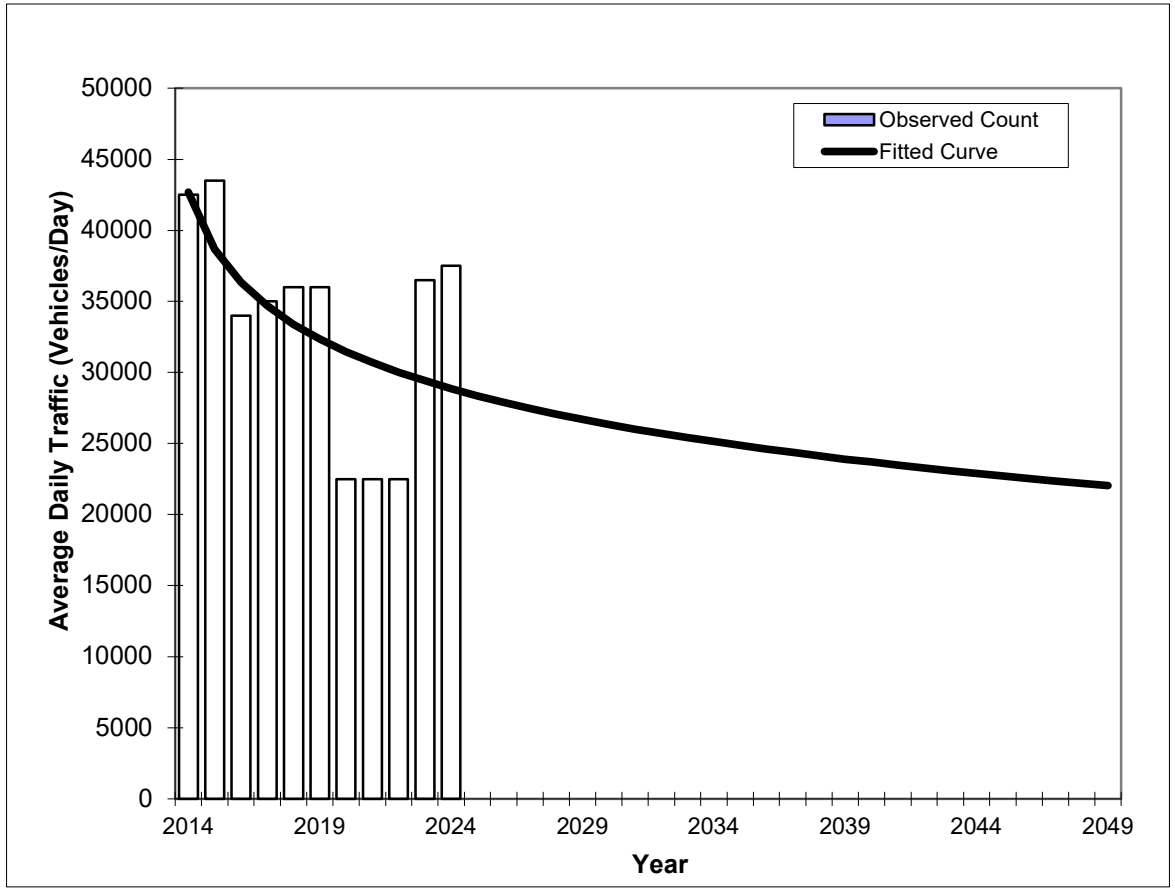
Exponential Growth Option

Traffic Trends - V2023

-- FLAMINGO RD., N OF SUNRISE BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869133
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	42,500	42,680
2015	43,500	38,680
2016	34,000	36,350
2017	35,000	34,690
2018	36,000	33,400
2019	36,000	32,350
2020	22,500	31,460
2021	22,500	30,700
2022	22,500	30,020
2023	36,500	29,410
2024	37,500	28,860
2026 Opening Year Trend		
2026	N/A	27,900
2039 Interim Year Trend		
2039	N/A	23,900
2049 Design Year Trend		
2049	N/A	22,030
FSUTMS Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	49.68%
Compounded Annual Historic Growth Rate:	-3.84%
Compounded Growth Rate (2024 to Design Year)	-1.07%
Printed:	6/9/2025

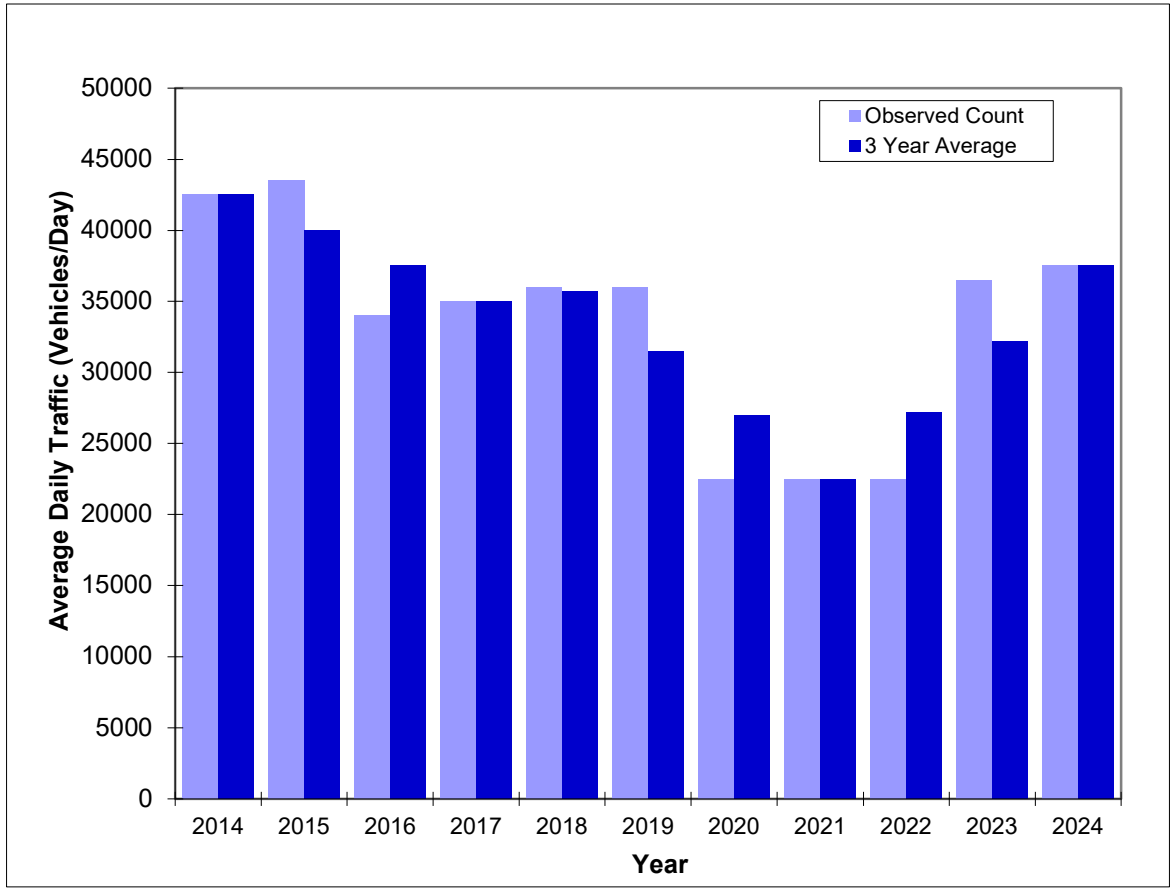
Decaying Exponential Growth Option

Traffic Trends - V2023

-- FLAMINGO RD., N OF SUNRISE BLVD.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869133
Roadway:	



Year	Traffic (ADT/AADT) Count*	3 Yr Avg
2014	42,500	42,500
2015	43,500	40,000
2016	34,000	37,500
2017	35,000	35,000
2018	36,000	35,700
2019	36,000	31,500
2020	22,500	27,000
2021	22,500	22,500
2022	22,500	27,200
2023	36,500	32,200
2024	37,500	37,500

Actual AADT vs 3 Year Average

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9177 - FLAMINGO RD., S OF OAKLAND PARK BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	39000 C	N 19000	S 20000	9.00	54.20	3.00
2022	31000 S	N 15500	S 15500	9.00	53.80	5.40
2021	31000 F	N 15500	S 15500	9.00	54.00	14.30
2020	31000 C	N 15500	S 15500	9.00	55.10	8.80
2019	54500 R	N 28000	S 26500	9.00	56.00	5.50
2018	53500 T	N 27500	S 26000	9.00	56.30	6.00
2017	52500 S	N 27000	S 25500	9.00	57.10	3.90
2016	51500 F	N 26500	S 25000	9.00	56.10	3.90
2015	50500 C	N 26000	S 24500	9.00	56.20	3.90
2014	49500 X			9.00	56.80	7.40
2013	48500 X	0	0	9.00	56.20	7.60
2012	48000 T	0	0	9.00	57.00	5.90
2011	47500 S	0	0	9.00	59.10	6.30
2010	46500 F	N 22500	S 24000	9.60	57.92	9.30
2009	45500 C	N 22000	S 23500	9.71	58.42	5.30
2008	49000 C	N 22500	S 26500	9.67	56.67	6.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9133 - FLAMINGO RD., N OF SUNRISE BLVD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	36500 C	N 16500	S 20000	9.00	54.20	3.00
2022	22500 S	N 10500	S 12000	9.00	53.80	5.40
2021	22500 F	N 10500	S 12000	9.00	54.00	14.30
2020	22500 C	N 10500	S 12000	9.00	55.10	8.80
2019	36000 T	N 18000	S 18000	9.00	56.00	5.50
2018	36000 S	N 18000	S 18000	9.00	56.30	4.80
2017	35000 F	N 17500	S 17500	9.00	57.10	4.80
2016	34000 C	N 17000	S 17000	9.00	56.10	4.80
2015	43500 V	0	0	9.00	56.20	3.40
2014	42500 R			9.00	56.80	7.40
2013	41500 T	0	0	9.00	56.20	7.60
2012	41000 S	0	0	9.00	57.00	5.90
2011	40500 F	0	0	9.00	59.10	6.30
2010	39500 C	N 20000	S 19500	9.60	57.92	9.30
2009	32500 F	N 15500	S 17000	9.71	58.42	5.30
2008	32500 C	N 15500	S 17000	9.67	56.67	6.50

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

Attachment C

Trip Generation Information

Land Use: 890
Furniture Store

Description

A furniture store is a full-service retail facility that specializes in the sale of furniture and often carpeting. A furniture store is generally large and may include storage areas. The site in the database include both traditional retail furniture stores and warehouse stores with showrooms. Although some home accessories may be sold, a furniture store primarily focuses on the sale of pre-assembled furniture. A majority of items sold at these facilities must be ordered for delivery. Discount home furnishing superstore (Land Use 869) is a related use.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Massachusetts, New Hampshire, New York, Texas, and Wisconsin.

Source Numbers

126, 280, 439, 532, 617, 883, 959, 975

Furniture Store
(890)

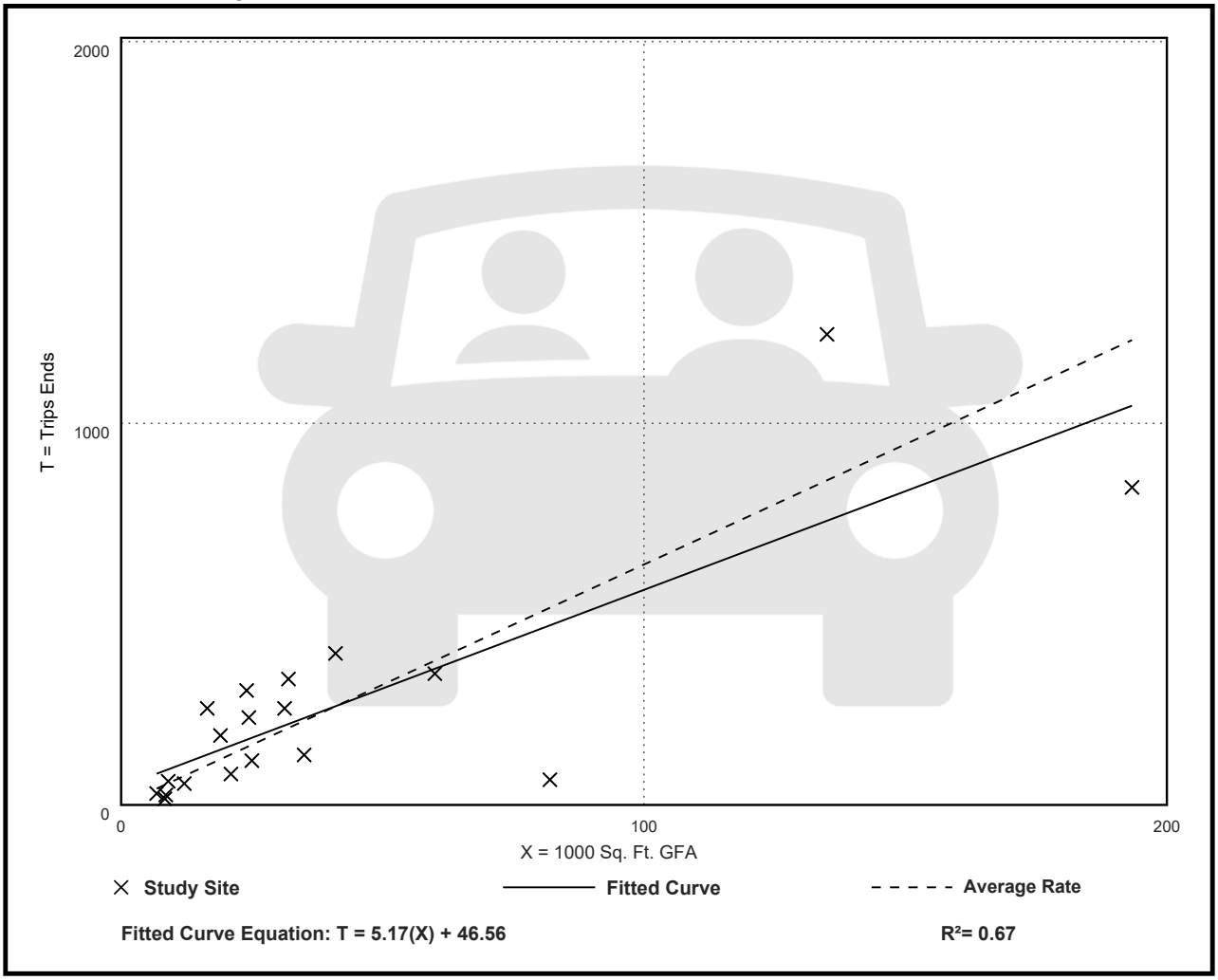
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 41
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.30	0.80 - 15.36	3.46

Data Plot and Equation



Fitted Curve Equation: T = 5.17(X) + 46.56

R^2= 0.67

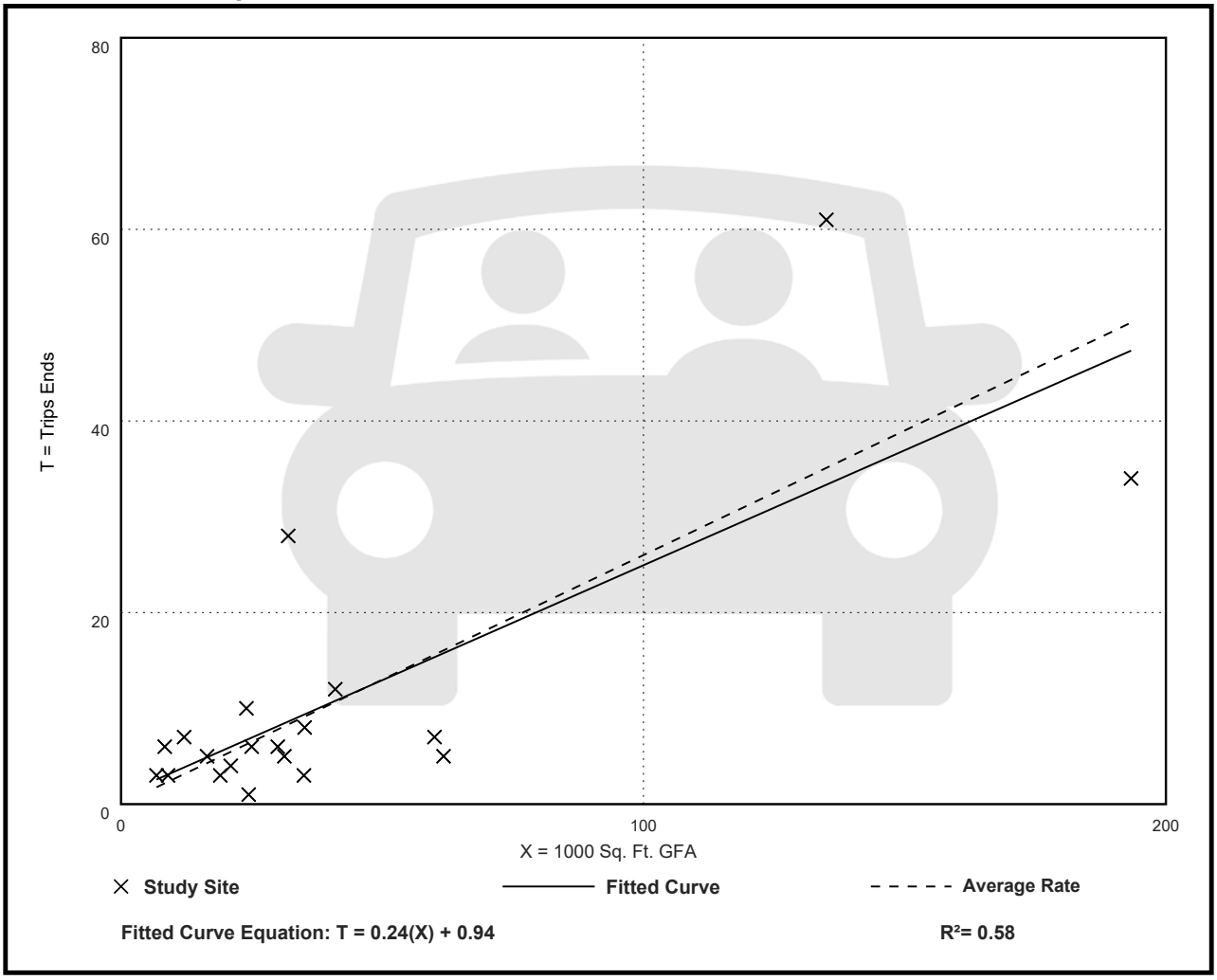
Furniture Store
(890)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 41
Directional Distribution: 71% entering, 29% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.26	0.04 - 0.88	0.19

Data Plot and Equation



Fitted Curve Equation: T = 0.24(X) + 0.94

R^2= 0.58

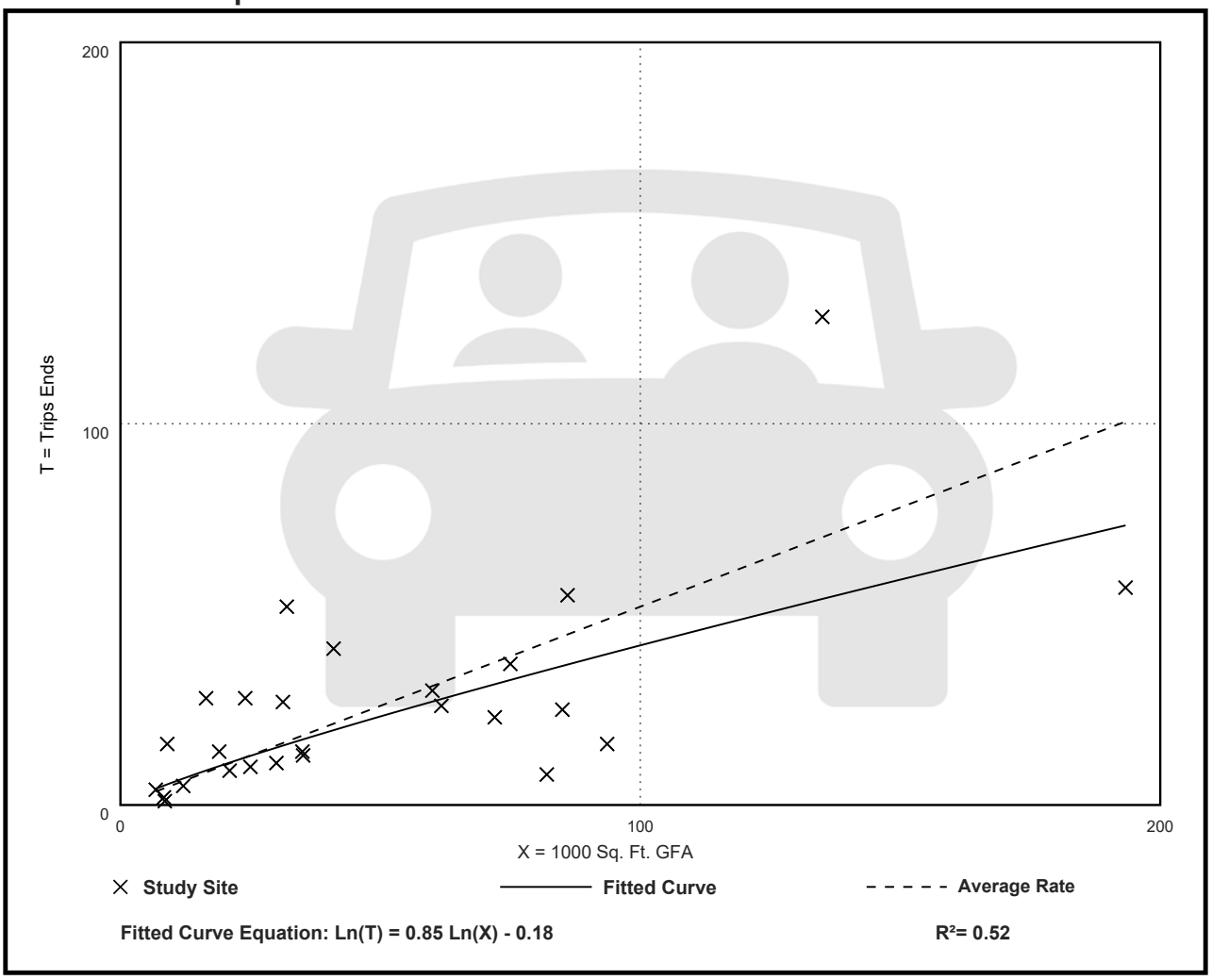
Furniture Store
(890)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 26
Avg. 1000 Sq. Ft. GFA: 50
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.52	0.10 - 1.78	0.37

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.85 Ln(X) - 0.18

R^2= 0.52

Land Use: 565
Day Care Center

Description

A day care center is a facility where care for pre-school age children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Florida, Georgia, Maryland, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Tennessee, Texas, Virginia, and Wisconsin.

Source Numbers

169, 208, 216, 253, 335, 336, 337, 355, 418, 423, 536, 550, 562, 583, 633, 734, 866, 869, 877, 878, 954, 959, 981

Day Care Center
(565)

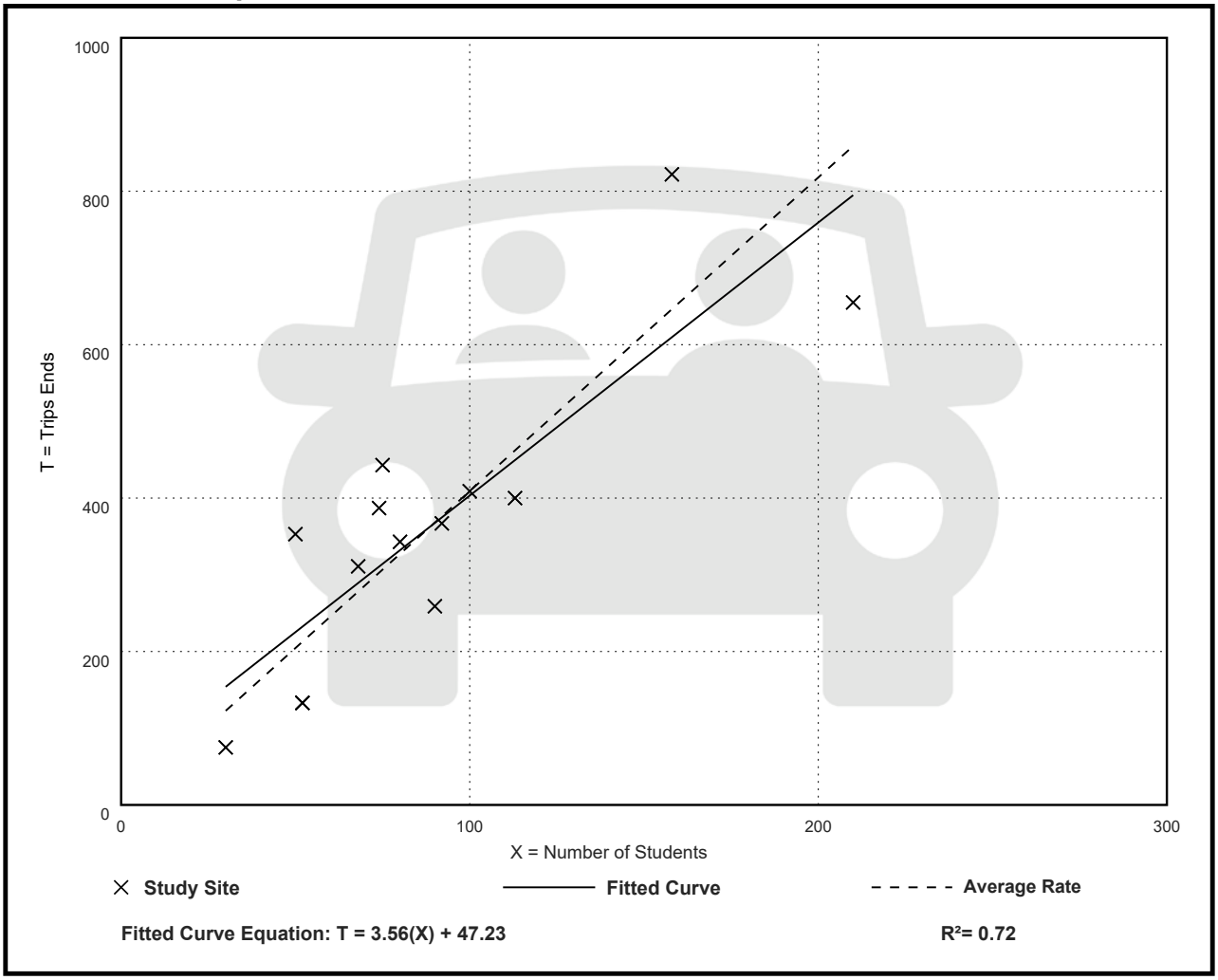
Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Students: 89
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
4.09	2.50 - 7.06	1.21

Data Plot and Equation



Fitted Curve Equation: T = 3.56(X) + 47.23

R^2= 0.72

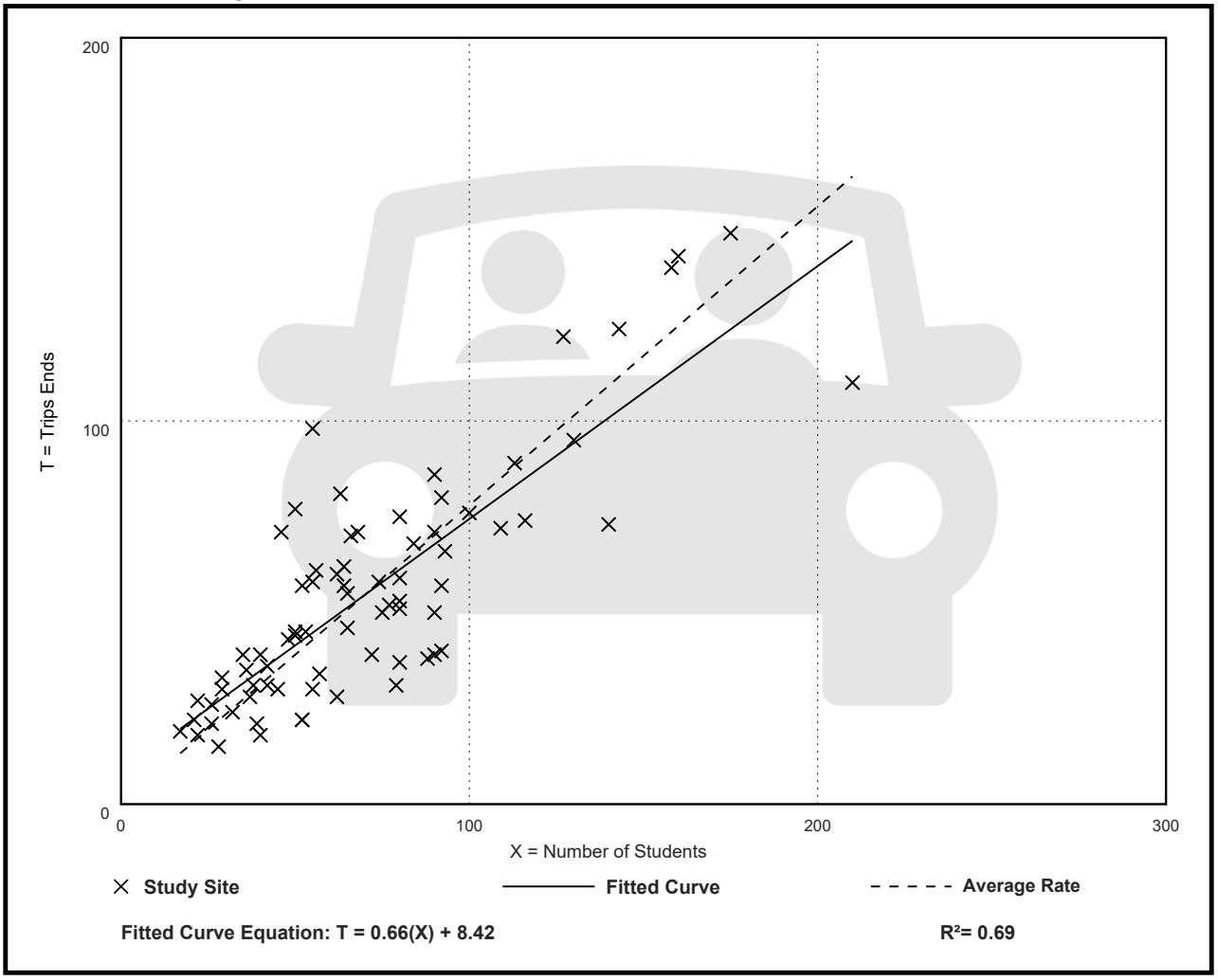
Day Care Center
(565)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 75
Avg. Num. of Students: 71
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.78	0.39 - 1.78	0.25

Data Plot and Equation



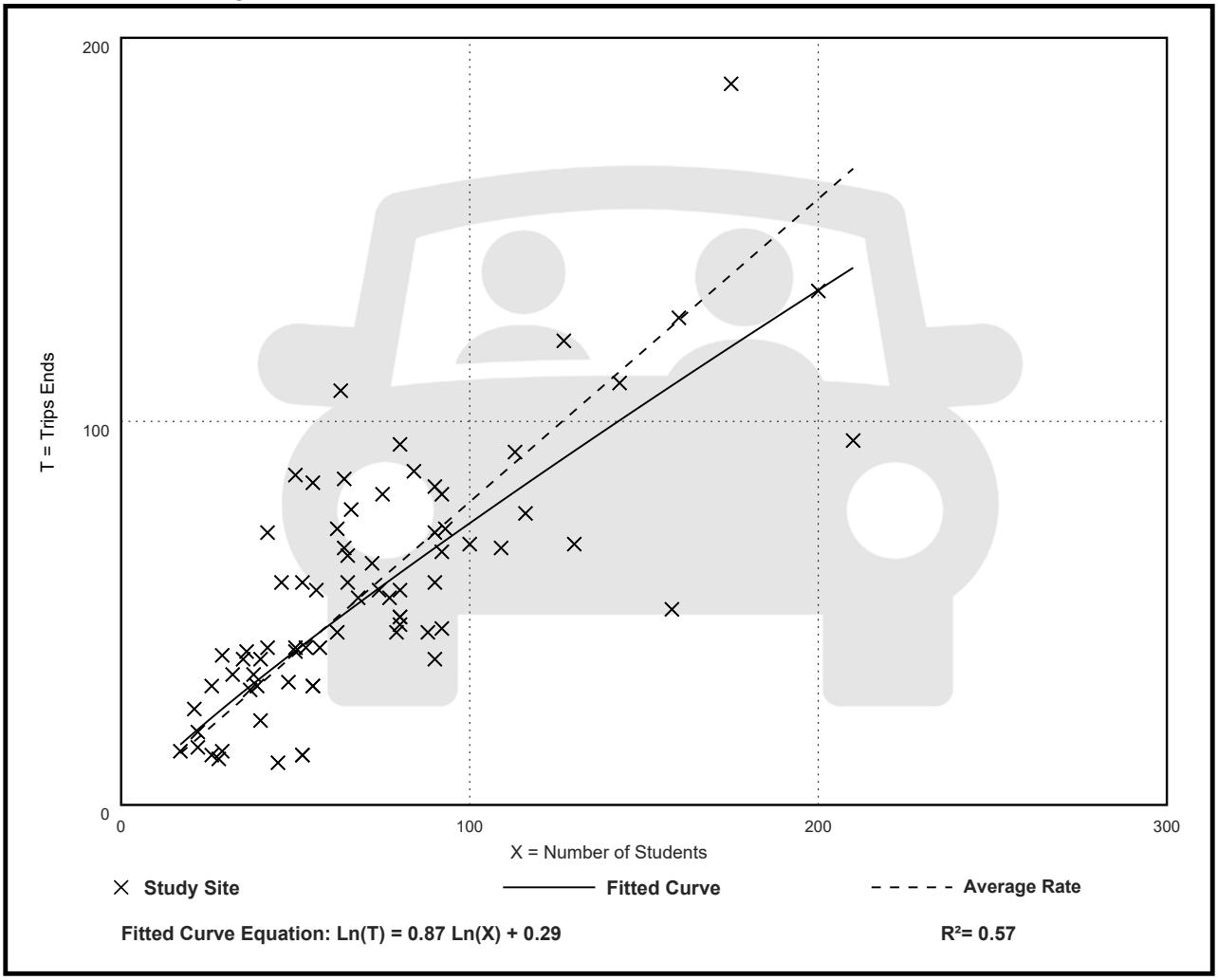
Day Care Center
(565)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 75
Avg. Num. of Students: 72
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.24 - 1.72	0.30

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	890
Land Use	Furniture Store
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	3
Average Pass-By Rate	53%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
17	Florida	1994	39	69	—	—	31	—	30
24	Florida	1991	103	42	—	—	58	—	30
41	Florida	1995	212	49	20	31	51	—	30

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	565								
Land Use	Day Care Center								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	1								
Average Pass-By Rate	44%								
	Pass-By Characteristics for Individual Sites								
	State or	Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GFA (000)	Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
7.2	Pennsylvania	1990	—	44	24	32	56	—	23

Bowman

Appendix B

Traffic Volumes

AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
THE GODDARD SCHOOL OF SUNRISE (DAYCARE CENTER) TRAFFIC ANALYSIS

Intersection	Scenario	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND			
		EBUT	EBLT	EBT	EBRT	WBUT	WBLT	WBT	WBRT	NBUT	NBLT	NBT	NBRT	SBUT	SBLT	SBT	SBRT
AM PEAK HOUR																	
N Flamingo Road at Pink Flamingo Lane	Traffic Count (12/03/24)	0	20	-	21	-	-	-	-	3	34	644	-	2	-	983	45
	2024 Peak Season Conversion Factor	1.05	1.05	-	1.05	-	-	-	-	1.05	1.05	1.05	-	1.05	-	1.05	1.05
	2024 Peak Season Traffic	**0**	**21**	**-**	**22**	**-**	**-**	**-**	**-**	**3**	**36**	**676**	**-**	**2**	**-**	**1,032**	**47**
	Compound Growth Rate	1.0%	1.0%	-	1.0%	-	-	-	-	1.0%	1.0%	1.0%	-	1.0%	-	1.0%	1.0%
	Existing plus Background Growth	0	21	-	22	-	-	-	-	3	37	690	-	2	-	1,053	48
	Committed Devolopment - Baptist Health			-		-	-	-	-			33	-		-	13	
	Committed Development - Sawgrass Mills		7	-	8	-	-	-	-		12		-		-		17
	2026 Background Traffic	**0**	**28**	**-**	**30**	**-**	**-**	**-**	**-**	**3**	**49**	**723**	**-**	**2**	**-**	**1,066**	**65**
	Net New Project Trips		18	-	18	-	-	-	-		21		-		-		21
	Pass-By Project Trips		16	-	16	-	-	-	-		18	-18	-		-	-18	18
	2026 Total Traffic	**0**	**62**	**-**	**64**	**-**	**-**	**-**	**-**	**3**	**88**	**705**	**-**	**2**	**-**	**1,048**	**104**
Sawgrass Mills Circle at Pink Flamingo Lane	Traffic Count (12/03/24)	-	-	-	-	0	68	-	79	0	-	62	41	0	22	75	-
	2024 Peak Season Conversion Factor	-	-	-	-	1.05	1.05	-	1.05	1.05	-	1.05	1.05	1.05	1.05	1.05	-
	2024 Peak Season Traffic	**-**	**-**	**-**	**-**	**0**	**71**	**-**	**83**	**0**	**-**	**65**	**43**	**0**	**23**	**79**	**-**
	Compound Growth Rate	-	-	-	-	1.0%	1.0%	-	1.0%	1.0%	-	1.0%	1.0%	1.0%	1.0%	1.0%	-
	Existing plus Background Growth	-	-	-	-	0	72	-	85	0	-	66	44	0	23	81	-
	Committed Devolopment - Baptist Health	-	-	-	-			-			-						-
	Committed Development - Sawgrass Mills	-	-	-	-		13	-	16		-		10		5		-
	2026 Background Traffic	**-**	**-**	**-**	**-**	**0**	**85**	**-**	**101**	**0**	**-**	**66**	**54**	**0**	**28**	**81**	**-**
	Net New Project Trips	-	-	-	-		5	-			-	2	4			2	-
	Pass-By Project Trips	-	-	-	-			-			-						-
	2026 Total Traffic	**-**	**-**	**-**	**-**	**0**	**90**	**-**	**101**	**0**	**-**	**68**	**58**	**0**	**28**	**83**	**-**
Project Driveway at Pink Flamingo Lane	Traffic Count (12/03/24)	0	7	53	3	0	5	121	18	0	1	1	1	1	26	0	24
	2024 Peak Season Conversion Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
	2024 Peak Season Traffic	**0**	**7**	**56**	**3**	**0**	**5**	**129**	**19**	**0**	**1**	**1**	**1**	**1**	**27**	**0**	**25**
	Compound Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	Existing plus Background Growth	0	7	57	3	0	5	132	19	0	1	1	1	1	28	0	26
	Committed Devolopment - Baptist Health																
	Committed Development - Sawgrass Mills			15				29									
	2026 Background Traffic	**0**	**7**	**72**	**3**	**0**	**5**	**161**	**19**	**0**	**1**	**1**	**1**	**1**	**28**	**0**	**26**
	Net New Project Trips			4			37	5					32				
	Pass-By Project Trips						36						32				
	2026 Total Traffic	**0**	**7**	**76**	**3**	**0**	**78**	**166**	**19**	**0**	**1**	**1**	**65**	**1**	**28**	**0**	**26**
Project Driveway at Sawgrass Mills Circle	Traffic Count (12/03/24)	0	8	0	3	0	2	0	0	1	5	84	0	0	2	70	3
	2024 Peak Season Conversion Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
	2024 Peak Season Traffic	**0**	**8**	**0**	**3**	**0**	**2**	**0**	**0**	**1**	**5**	**88**	**0**	**0**	**2**	**145**	**3**
	Compound Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	Existing plus Background Growth	0	8	0	3	0	2	0	0	1	5	90	0	0	2	148	3
	Committed Devolopment - Baptist Health																
	Committed Development - Sawgrass Mills											10				13	
	2026 Background Traffic	**0**	**8**	**0**	**3**	**0**	**2**	**0**	**0**	**1**	**5**	**100**	**0**	**0**	**2**	**161**	**3**
	Net New Project Trips						2		6				2		7		
	Pass-By Project Trips																
	2026 Total Traffic	**0**	**8**	**0**	**3**	**0**	**4**	**0**	**6**	**1**	**5**	**100**	**2**	**0**	**9**	**161**	**3**

WBLT was restricted on 12/03/24. The WBRT/WBLT split was 54/46 for AM and 50/50 for PM based on counts collected on 06/18/2025.

Balanced volumes.

PM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
THE GODDARD SCHOOL OF SUNRISE (DAYCARE CENTER) TRAFFIC ANALYSIS

Intersection	Scenario	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND			
		EBUT	EBLT	EBT	EBRT	WBUT	WBLT	WBT	WBRT	NBUT	NBLT	NBT	NBRT	SBUT	SBLT	SBT	SBRT
PM PEAK HOUR																	
N Flamingo Road at Pink Flamingo Lane	Traffic Count (12/03/24)	0	188	-	130	-	-	-	-	16	128	1,224	-	0	-	1,029	251
	2024 Peak Season Conversion Factor	1.05	1.05	-	1.05	-	-	-	-	1.05	1.05	1.05	-	1.05	-	1.05	1.05
	2024 Peak Season Traffic	**0**	**197**	**-**	**137**	**-**	**-**	**-**	**-**	**17**	**134**	**1,285**	**-**	**0**	**-**	**1,080**	**264**
	Compound Growth Rate	1.0%	1.0%	-	1.0%	-	-	-	-	1.0%	1.0%	1.0%	-	1.0%	-	1.0%	1.0%
	Existing plus Background Growth	0	201	-	140	-	-	-	-	17	137	1,311	-	0	-	1,102	269
	Committed Devolopment - Baptist Health			-		-	-	-	-			10			-	27	
	Committed Development - Sawgrass Mills		24	-	16	-	-	-	-		10				-		21
	2026 Background Traffic	**0**	**225**	**-**	**156**	**-**	**-**	**-**	**-**	**17**	**147**	**1,321**	**-**	**0**	**-**	**1,129**	**290**
	Net New Project Trips		19	-	20	-	-	-	-		18		-		-		17
	Pass-By Project Trips		17	-	17	-	-	-	-		15	-15	-		-	-15	15
	2026 Total Traffic	**0**	**261**	**-**	**193**	**-**	**-**	**-**	**-**	**17**	**180**	**1,306**	**-**	**0**	**-**	**1,114**	**322**
Sawgrass Mills Circle at Pink Flamingo Lane	Traffic Count (12/03/24)	-	-	-	-	0	184	-	184	0	-	250	196	0	133	346	-
	2024 Peak Season Conversion Factor	-	-	-	-	1.05	1.05	-	1.05	1.05	-	1.05	1.05	1.05	1.05	1.05	-
	2024 Peak Season Traffic	**-**	**-**	**-**	**-**	**0**	**193**	**-**	**193**	**0**	**-**	**263**	**206**	**0**	**140**	**363**	**-**
	Compound Growth Rate	-	-	-	-	1.0%	1.0%	-	1.0%	1.0%	-	1.0%	1.0%	1.0%	1.0%	1.0%	-
	Existing plus Background Growth	-	-	-	-	0	197	-	197	0	-	268	210	0	143	370	-
	Committed Devolopment - Baptist Health	-	-	-	-			-			-						-
	Committed Development - Sawgrass Mills	-	-	-	-		16	-	15		-		24		16		-
	2026 Background Traffic	**-**	**-**	**-**	**-**	**0**	**213**	**-**	**212**	**0**	**-**	**268**	**234**	**0**	**159**	**370**	**-**
	Net New Project Trips	-	-	-	-		4	-			-	2	5			2	-
	Pass-By Project Trips	-	-	-	-			-			-						-
	2026 Total Traffic	**-**	**-**	**-**	**-**	**0**	**217**	**-**	**212**	**0**	**-**	**270**	**239**	**0**	**159**	**372**	**-**
Project Driveway at Pink Flamingo Lane	Traffic Count (12/03/24)	3	26	312	4	0	8	332	34	0	3	2	14	1	26	3	21
	2024 Peak Season Conversion Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
	2024 Peak Season Traffic	**3**	**27**	**328**	**4**	**0**	**8**	**349**	**36**	**0**	**3**	**2**	**15**	**1**	**27**	**3**	**22**
	Compound Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	Existing plus Background Growth	3	28	335	4	0	8	356	37	0	3	2	15	1	28	3	22
	Committed Devolopment - Baptist Health																
	Committed Development - Sawgrass Mills			40				31									
	2026 Background Traffic	**3**	**28**	**375**	**4**	**0**	**8**	**387**	**37**	**0**	**3**	**2**	**15**	**1**	**28**	**3**	**22**
	Net New Project Trips			5			31	4					34				
	Pass-By Project Trips						30						34				
	2026 Total Traffic	**3**	**28**	**380**	**4**	**0**	**69**	**391**	**37**	**0**	**3**	**2**	**83**	**1**	**28**	**3**	**22**
Project Driveway at Sawgrass Mills Circle	Traffic Count (12/03/24)	0	15	0	20	0	3	1	11	0	17	395	13	1	7	354	14
	2024 Peak Season Conversion Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
	2024 Peak Season Traffic	**0**	**16**	**0**	**21**	**0**	**3**	**1**	**12**	**0**	**18**	**415**	**14**	**1**	**7**	**565**	**15**
	Compound Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	Existing plus Background Growth	0	16	0	21	0	3	1	12	0	18	423	14	1	7	576	15
	Committed Devolopment - Baptist Health																
	Committed Development - Sawgrass Mills											24				16	
	2026 Background Traffic	**0**	**16**	**0**	**21**	**0**	**3**	**1**	**12**	**0**	**18**	**447**	**14**	**1**	**7**	**592**	**15**
	Net New Project Trips						2		7				2		6		
	Pass-By Project Trips																
	2026 Total Traffic	**0**	**16**	**0**	**21**	**0**	**5**	**1**	**19**	**0**	**18**	**447**	**16**	**1**	**13**	**592**	**15**

WBLT was restricted on 12/03/24. The WBRT/WBLT split was 54/46 for AM and 50/50 for PM based on counts collected on 06/18/2025.
Balanced volumes.

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: N Flamingo Rd & Pink Flamingo Ln
City: Sunrise
Control: Signalized

Project ID: 24-570016-004
Date: 12/3/2024

Data - Total

NS/EW Streets:	N Flamingo Rd				N Flamingo Rd				Pink Flamingo Ln				Pink Flamingo Ln				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	85	0	1	0	192	6	1	3	0	6	0	0	0	0	0	301
7:15 AM	2	136	0	1	0	290	7	0	2	0	8	0	0	0	0	0	446
7:30 AM	7	175	0	2	0	266	11	0	6	0	2	0	0	0	0	0	469
7:45 AM	10	170	0	0	0	249	11	1	8	0	2	0	0	0	0	0	451
8:00 AM	15	163	0	0	0	178	16	1	4	0	9	0	0	0	0	0	386
8:15 AM	6	149	0	1	0	175	17	0	7	0	10	0	0	0	0	0	365
8:30 AM	12	157	0	0	0	189	21	0	17	0	9	0	0	0	0	0	405
8:45 AM	23	132	0	0	0	214	33	0	16	0	10	0	0	0	0	0	428
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	82	1167	0	5	0	1753	122	3	63	0	56	0	0	0	0	0	3251
APPROACH %'s :	6.54%	93.06%	0.00%	0.40%	0.00%	93.34%	6.50%	0.16%	52.94%	0.00%	47.06%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	34	644	0	3	0	983	45	2	20	0	21	0	0	0	0	0	1752
PEAK HR FACTOR :	0.567	0.920	0.000	0.375	0.000	0.847	0.703	0.500	0.625	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.934
	0.925				0.867				0.788								

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	18	225	0	2	0	179	64	0	62	0	35	0	0	0	0	0	585
4:15 PM	41	243	0	6	0	206	59	0	54	0	30	1	0	0	0	0	640
4:30 PM	37	289	0	2	0	216	58	0	38	0	32	0	0	0	0	0	672
4:45 PM	27	255	0	4	0	220	53	0	70	0	39	0	0	0	0	0	668
5:00 PM	30	300	0	2	0	266	69	0	20	0	37	0	0	0	0	0	724
5:15 PM	28	323	0	5	0	236	55	0	66	0	38	0	0	0	0	0	751
5:30 PM	33	292	0	1	0	255	71	0	55	0	27	0	0	0	0	0	734
5:45 PM	37	309	0	8	0	272	56	0	47	0	28	0	0	0	0	0	757
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	251	2236	0	30	0	1850	485	0	412	0	266	1	0	0	0	0	5531
APPROACH %'s :	9.97%	88.84%	0.00%	1.19%	0.00%	79.23%	20.77%	0.00%	60.68%	0.00%	39.18%	0.15%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	128	1224	0	16	0	1029	251	0	188	0	130	0	0	0	0	0	2966
PEAK HR FACTOR :	0.865	0.947	0.000	0.500	0.000	0.946	0.884	0.000	0.712	0.000	0.855	0.000	0.000	0.000	0.000	0.000	0.980
	0.961				0.955				0.764								

Nationwide Traffic Data, LLC

N Flamingo Rd & Pink Flamingo Ln

Peak Hour Turning Movement Count

ID: 24-570016-004
City: Sunrise

Day: Tuesday
Date: 12/3/2024

PEAK HOURS

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

COUNT PERIODS

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

CONTROL: Signalized

	AM	NOON	PM
TEV	1752	0	2966
PHF	0.93		0.98

SOUTHBOUND (N Flamingo Rd)

	Left	Thru	Right	U-Turn	Peds	
AM	45	983	0	2	666	AM
NOON	0	0	0	0	0	NOON
PM	251	1029	0	0	1412	PM

EASTBOUND (Pink Flamingo Ln)

	Left	Thru	Right	U-Turn	Peds	
AM	79	0	379		0	AM
NOON	0	0	0	0	0	NOON
PM	20	0	188	0	0	PM
	0	0	0	0	0	
	21	0	130	0	0	

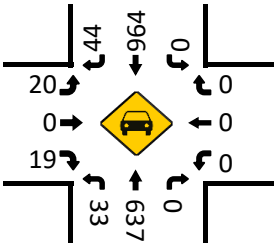
WESTBOUND (Pink Flamingo Ln)

	Left	Thru	Right	U-Turn	Peds	
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM
				0	0	
PM	0	0	0			PM

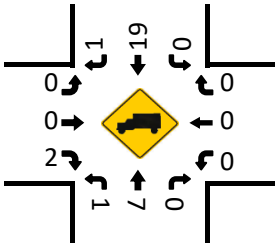
NORTHBOUND (N Flamingo Rd)

	Left	Thru	Right	U-Turn	Peds	
PM	1175	16	128	1224	0	PM
NOON	0	0	0	0	0	NOON
AM	1007	3	34	644	0	AM

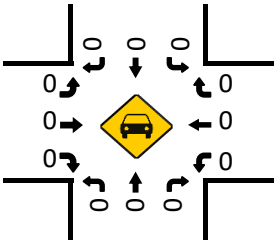
Cars (AM)



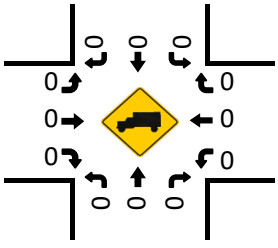
HT (AM)



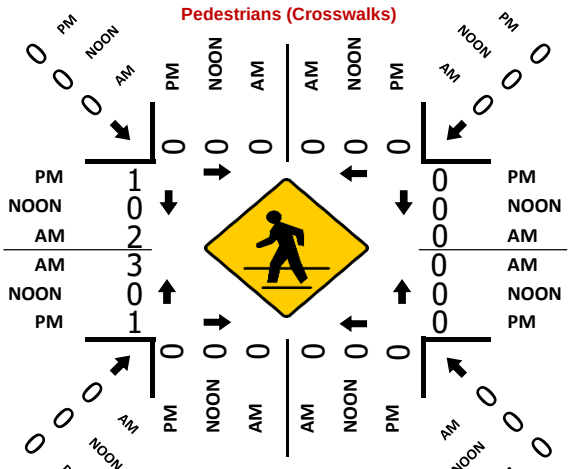
Cars (NOON)



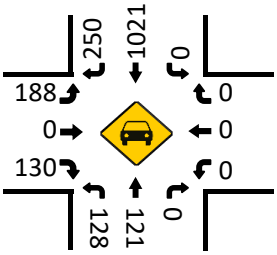
HT (NOON)



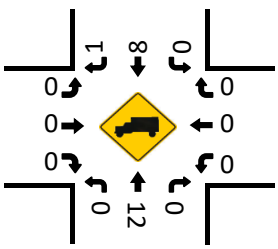
Pedestrians (Crosswalks)



Cars (PM)

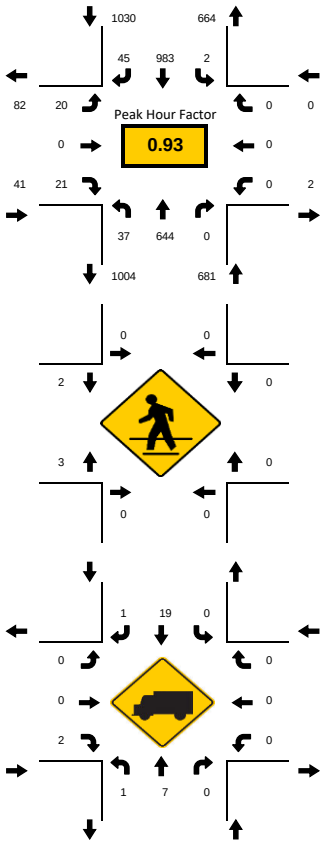


HT (PM)



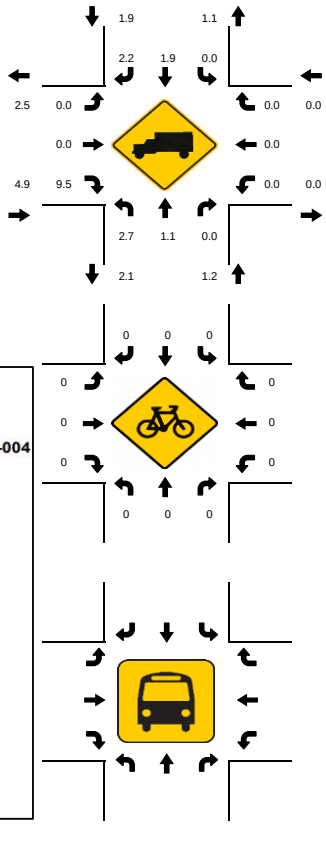
LOCATION: N Flamingo Rd & Pink Flamingo Ln
CITY/STATE: Sunrise, FL

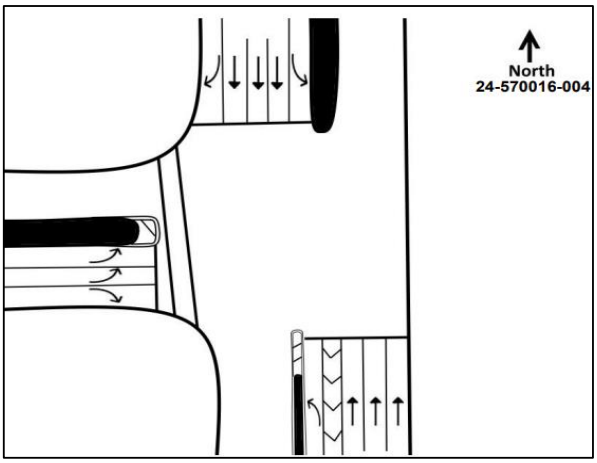
PROJECT ID: 24-570016-004
DATE: Tue, Dec 03, 2024



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





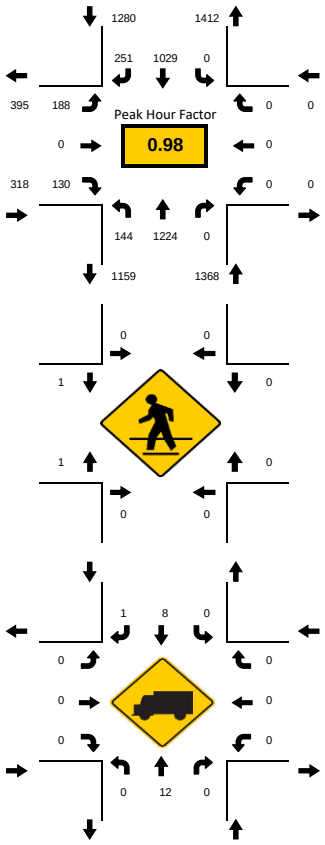


15-Min Count Period Beginning At	N Flamingo Rd Northbound					N Flamingo Rd Southbound					Pink Flamingo Ln Eastbound					Pink Flamingo Ln Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	7	85	0	1		0	192	6	1		3	0	6	0		0	0	0	0		301	1667
7:15 AM	2	136	0	1		0	290	7	0		2	0	8	0		0	0	0	0		446	1752
7:30 AM	7	175	0	2		0	266	11	0		6	0	2	0		0	0	0	0		469	1671
7:45 AM	10	170	0	0		0	249	11	1		8	0	2	0		0	0	0	0		451	1607
8:00 AM	15	163	0	0		0	178	16	1		4	0	9	0		0	0	0	0		386	1584
8:15 AM	6	149	0	1		0	175	17	0		7	0	10	0		0	0	0	0		365	1198
8:30 AM	12	157	0	0		0	189	21	0		17	0	9	0		0	0	0	0		405	833
8:45 AM	23	132	0	0		0	214	33	0		16	0	10	0		0	0	0	0		428	428
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	60	700	0	8		0	1160	64	4		32	0	36	0		0	0	0	0		**2064**	
Heavy Trucks	4	8	0	0		0	36	4	0		0	0	4	0		0	0	0	0		**56**	
Pedestrians		0					0					16					0				**16**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

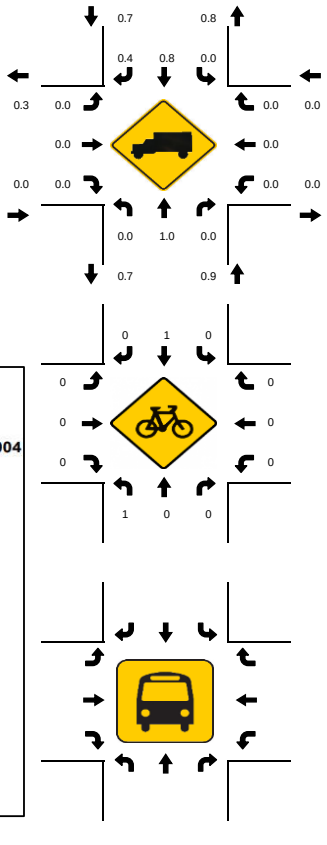
LOCATION: N Flamingo Rd & Pink Flamingo Ln
CITY/STATE: Sunrise, FL

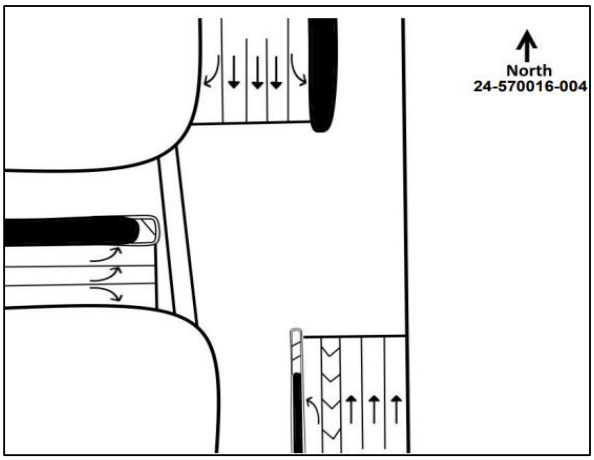
PROJECT ID: 24-570016-004
DATE: Tue, Dec 03, 2024

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









15-Min Count Period Beginning At	N Flamingo Rd Northbound					N Flamingo Rd Southbound					Pink Flamingo Ln Eastbound					Pink Flamingo Ln 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	18	225	0	2		0	179	64	0		62	0	35	0		0	0	0	0		585	2565
4:15 PM	41	243	0	6		0	206	59	0		54	0	30	1		0	0	0	0		640	2704
4:30 PM	37	289	0	2		0	216	58	0		38	0	32	0		0	0	0	0		672	2815
4:45 PM	27	255	0	4		0	220	53	0		70	0	39	0		0	0	0	0		668	2877
5:00 PM	30	300	0	2		0	266	69	0		20	0	37	0		0	0	0	0		724	2966
5:15 PM	28	323	0	5		0	236	55	0		66	0	38	0		0	0	0	0		751	2242
5:30 PM	33	292	0	1		0	255	71	0		55	0	27	0		0	0	0	0		734	1491
5:45 PM	37	309	0	8		0	272	56	0		47	0	28	0		0	0	0	0		757	757
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	148	1292	0	32		0	1088	284	0		264	0	152	0		0	0	0	0		**3260**	
Heavy Trucks	0	32	0	0		0	12	4	0		0	0	0	0		0	0	0	0		**48**	
Pedestrians		0					0					4					0				**4**	
Bicycles	0	0	0	4		0	4	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Sawgrass Mills Cir & Pink Flamingo Ln
City: Sunrise
Control: 1-Way Stop(WB)

Project ID: 24-570016-002
Date: 12/3/2024

Data - Total

NS/EW Streets:	Sawgrass Mills Cir				Sawgrass Mills Cir				Pink Flamingo Ln				Pink Flamingo Ln				
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	4	2	0	3	6	0	0	0	0	0	0	0	0	15	0	30
7:15 AM	0	4	1	0	1	5	0	0	0	0	0	0	0	0	16	0	27
7:30 AM	0	8	8	0	2	8	0	0	0	0	0	0	0	0	16	0	42
7:45 AM	0	10	6	0	2	19	0	0	0	0	0	0	0	0	26	0	63
8:00 AM	0	13	6	0	5	20	0	0	0	0	0	0	0	0	40	0	84
8:15 AM	0	16	10	0	6	15	0	0	0	0	0	0	0	0	22	0	69
8:30 AM	0	15	12	0	7	18	0	0	0	0	0	0	0	0	34	0	86
8:45 AM	0	18	13	0	4	22	0	0	0	0	0	0	0	0	51	0	108
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	88	58	0	30	113	0	0	0	0	0	0	0	0	220	0	509
APPROACH %'s :	0.00%	60.27%	39.73%	0.00%	20.98%	79.02%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	62	41	0	22	75	0	0	0	0	0	0	0	0	147	0	347
PEAK HR FACTOR :	0.000	0.861	0.788	0.000	0.786	0.852	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.721	0.000	0.803
		0.831				0.933									0.721		

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	48	50	0	36	73	0	0	0	0	0	0	0	0	82	0	289
4:15 PM	0	44	52	0	34	77	0	0	0	0	0	0	0	0	93	0	300
4:30 PM	0	50	48	0	33	82	0	0	0	0	0	0	0	0	85	0	298
4:45 PM	0	51	63	0	29	65	0	0	0	0	0	0	0	0	82	0	290
5:00 PM	0	59	54	0	34	80	0	0	0	0	0	0	0	0	99	0	326
5:15 PM	0	67	51	0	30	90	0	0	0	0	0	0	0	0	84	0	322
5:30 PM	0	61	42	0	35	85	0	0	0	0	0	0	0	0	94	0	317
5:45 PM	0	63	49	0	34	91	0	0	0	0	0	0	0	0	91	0	328
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	443	409	0	265	643	0	0	0	0	0	0	0	0	710	0	2470
APPROACH %'s :	0.00%	52.00%	48.00%	0.00%	29.19%	70.81%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	250	196	0	133	346	0	0	0	0	0	0	0	0	368	0	1293
PEAK HR FACTOR :	0.000	0.933	0.907	0.000	0.950	0.951	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.929	0.000	0.986
		0.945				0.958									0.929		

Nationwide Traffic Data, LLC

Sawgrass Mills Cir & Pink Flamingo Ln

Peak Hour Turning Movement Count

ID: 24-570016-002
City: Sunrise

Day: Tuesday
Date: 12/3/2024

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

Sawgrass Mills Cir

SOUTHBOUND

AM	0	75	22	0	209	AM
NOON	0	0	0	0	0	NOON
PM	0	346	133	0	618	PM

EASTBOUND (Pink Flamingo Ln)

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

WESTBOUND (Pink Flamingo Ln)

PM	NOON	AM
368	0	147
0	0	0
0	0	0
0	0	0
329	0	63

CONTROL

1-Way Stop(WB)

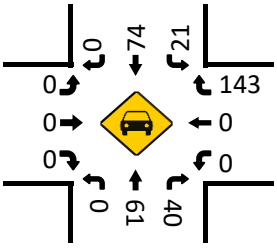
TEV	347 AM	0 NOON	1293 PM
PHF	0.80		0.99

NORTHBOUND

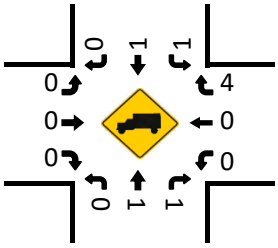
PM	346	0	0	250	196	PM
NOON	0	0	0	0	0	NOON
AM	75	0	0	62	41	AM

Sawgrass Mills Cir

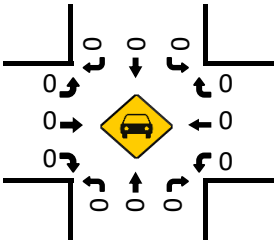
Cars (AM)



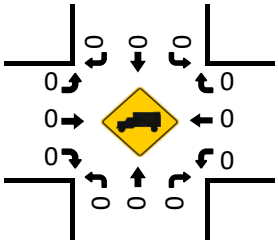
HT (AM)



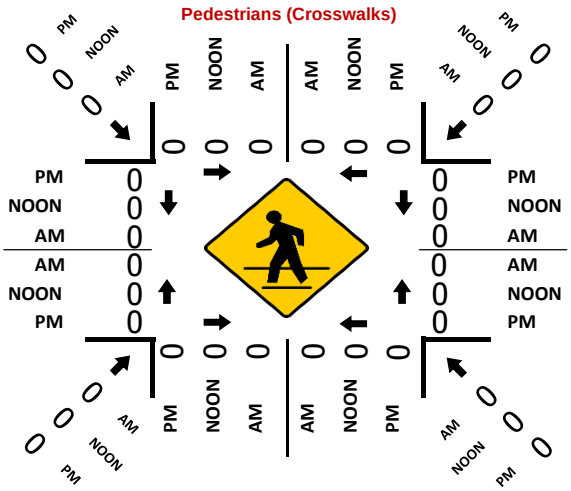
Cars (NOON)



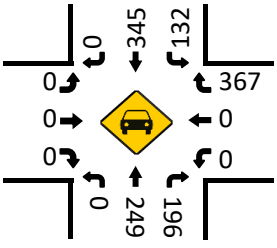
HT (NOON)



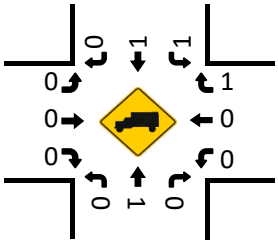
Pedestrians (Crosswalks)



Cars (PM)



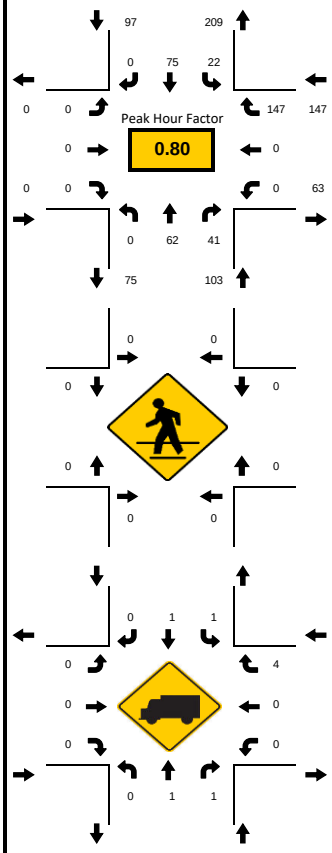
HT (PM)

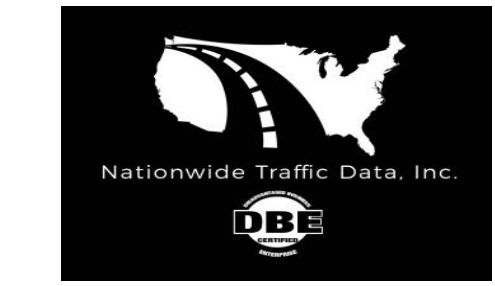


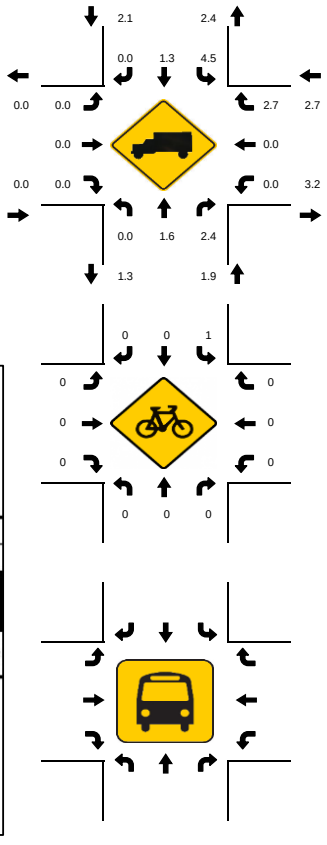
LOCATION: Sawgrass Mills Cir & Pink Flamingo Ln
CITY/STATE: Sunrise, FL

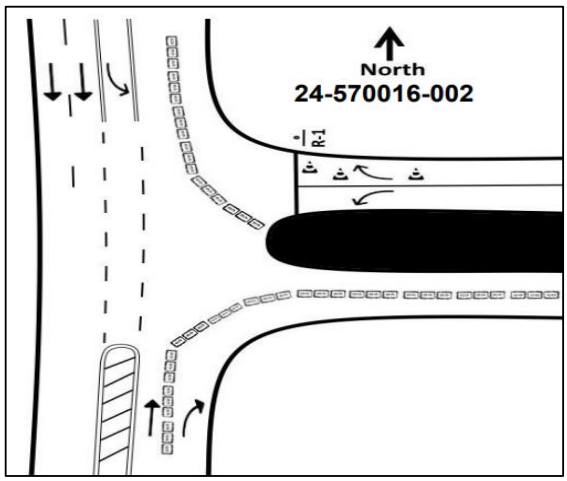
PROJECT ID: 24-570016-002
DATE: Tue, Dec 03, 2024

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





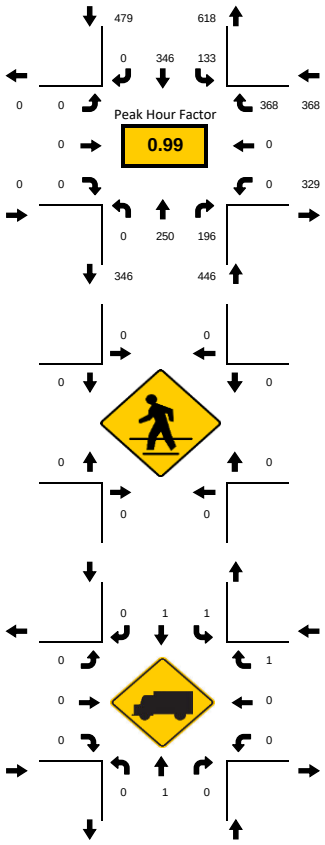




15-Min Count Period Beginning At	Sawgrass Mills Cir Northbound					Sawgrass Mills Cir Southbound					Pink Flamingo Ln Eastbound					Pink Flamingo Ln Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	4	2	0		3	6	0	0		0	0	0	0		0	0	15	0		30	162
7:15 AM	0	4	1	0		1	5	0	0		0	0	0	0		0	0	16	0		27	216
7:30 AM	0	8	8	0		2	8	0	0		0	0	0	0		0	0	16	0		42	258
7:45 AM	0	10	6	0		2	19	0	0		0	0	0	0		0	0	26	0		63	302
8:00 AM	0	13	6	0		5	20	0	0		0	0	0	0		0	0	40	0		84	347
8:15 AM	0	16	10	0		6	15	0	0		0	0	0	0		0	0	22	0		69	263
8:30 AM	0	15	12	0		7	18	0	0		0	0	0	0		0	0	34	0		86	194
8:45 AM	0	18	13	0		4	22	0	0		0	0	0	0		0	0	51	0		108	108
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	72	52	0		28	88	0	0		0	0	0	0		0	0	204	0		**444**	
Heavy Trucks	0	4	4	0		4	4	0	0		0	0	0	0		0	0	8	0		**24**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		4	0	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

LOCATION: Sawgrass Mills Cir & Pink Flamingo Ln
CITY/STATE: Sunrise, FL

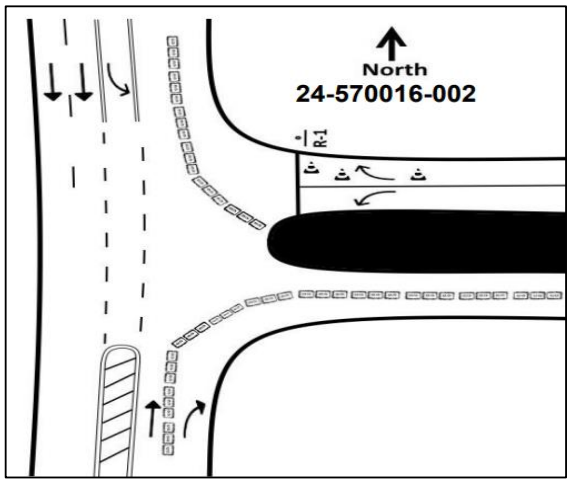
PROJECT ID: 24-570016-002
DATE: Tue, Dec 03, 2024

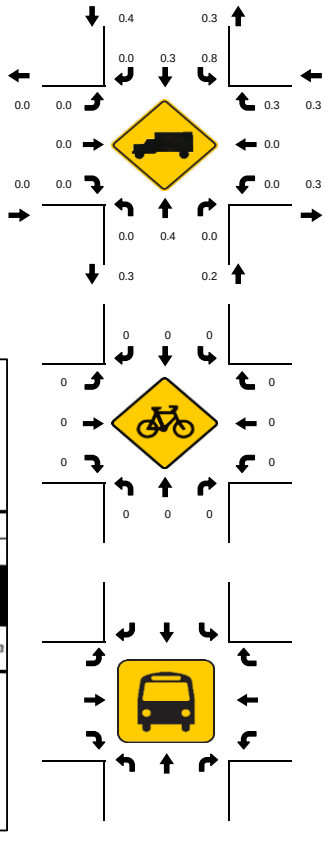


Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:45 PM - 06:00 PM

Nationwide Traffic Data, Inc.

DBE





15-Min Count Period Beginning At	Sawgrass Mills Cir Northbound					Sawgrass Mills Cir Southbound					Pink Flamingo Ln Eastbound					Pink Flamingo Ln 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	48	50	0		36	73	0	0		0	0	0	0		0	0	82	0		289	1177
4:15 PM	0	44	52	0		34	77	0	0		0	0	0	0		0	0	93	0		300	1214
4:30 PM	0	50	48	0		33	82	0	0		0	0	0	0		0	0	85	0		298	1236
4:45 PM	0	51	63	0		29	65	0	0		0	0	0	0		0	0	82	0		290	1255
5:00 PM	0	59	54	0		34	80	0	0		0	0	0	0		0	0	99	0		326	1293
5:15 PM	0	67	51	0		30	90	0	0		0	0	0	0		0	0	84	0		322	967
5:30 PM	0	61	42	0		35	85	0	0		0	0	0	0		0	0	94	0		317	645
5:45 PM	0	63	49	0		34	91	0	0		0	0	0	0		0	0	91	0		328	328
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	268	216	0		140	364	0	0		0	0	0	0		0	0	396	0		**1384**	
Heavy Trucks	0	4	0	0		4	4	0	0		0	0	0	0		0	0	4	0		**16**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Tao Sawgrass Dwy/ABC Fine Wine & Spirits Dwy & Pink Flamingo Ln
City: Sunrise
Control: 2-Way Stop(NB/SB)

Project ID: 24-570016-003
Date: 12/3/2024

Data - Total

NS/EW Streets:	Tao Sawgrass Dwy/ABC Fine Wine & Spirits Dwy				Tao Sawgrass Dwy/ABC Fine Wine & Spirits Dwy				Pink Flamingo Ln				Pink Flamingo Ln				
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	7	0	5	0	3	2	0	0	0	9	4	0	30
7:15 AM	0	0	0	0	8	0	9	0	2	0	0	0	0	8	1	0	28
7:30 AM	0	0	0	0	2	0	5	0	1	9	0	0	1	12	4	1	35
7:45 AM	1	0	0	0	1	0	6	0	1	6	1	0	1	18	1	0	36
8:00 AM	0	0	0	0	4	0	9	0	1	8	2	0	0	31	1	0	56
8:15 AM	0	1	0	0	5	0	2	0	4	12	0	0	1	19	2	0	46
8:30 AM	0	0	1	0	10	0	8	0	0	17	1	0	2	26	6	0	71
8:45 AM	1	0	0	0	7	0	5	1	2	16	0	0	2	45	9	0	88
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	1	0	44	0	49	1	14	70	4	0	7	168	28	1	390
APPROACH %'s :	50.00%	25.00%	25.00%	0.00%	46.81%	0.00%	52.13%	1.06%	15.91%	79.55%	4.55%	0.00%	3.43%	82.35%	13.73%	0.49%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	1	1	1	0	26	0	24	1	7	53	3	0	5	121	18	0	261
PEAK HR FACTOR :	0.250	0.250	0.250	0.000	0.650	0.000	0.667	0.250	0.438	0.779	0.375	0.000	0.625	0.672	0.500	0.000	0.741
	0.750				0.708				0.875				0.643				

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	1	0	8	0	7	0	3	0	5	82	1	1	0	75	8	0	191
4:15 PM	1	0	4	0	3	2	6	0	4	78	1	0	2	86	13	0	200
4:30 PM	0	1	4	0	8	0	7	0	10	74	0	0	1	78	12	0	195
4:45 PM	0	1	4	0	5	0	5	1	6	84	1	0	2	78	4	0	191
5:00 PM	2	0	2	0	10	1	3	0	6	76	2	3	3	90	5	0	203
5:15 PM	3	1	5	0	5	1	4	0	10	70	1	2	2	75	7	0	186
5:30 PM	2	0	3	0	8	0	5	0	6	64	2	1	3	87	13	0	194
5:45 PM	0	0	2	0	6	0	4	0	7	74	1	3	1	83	10	0	191
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	3	32	0	52	4	37	1	54	602	9	10	14	652	72	0	1551
APPROACH %'s :	20.45%	6.82%	72.73%	0.00%	55.32%	4.26%	39.36%	1.06%	8.00%	89.19%	1.33%	1.48%	1.90%	88.35%	9.76%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	3	2	14	0	26	3	21	1	26	312	4	3	8	332	34	0	789
PEAK HR FACTOR :	0.375	0.500	0.875	0.000	0.650	0.375	0.750	0.250	0.650	0.929	0.500	0.250	0.667	0.922	0.654	0.000	0.972
	0.950				0.850				0.948				0.926				

Nationwide Traffic Data, LLC

Tao Sawgrass Dwy/ABC Fine Wine & Spirits Dwy & Pink Flamingo Ln

Peak Hour Turning Movement Count

ID: 24-570016-003
City: Sunrise

Day: Tuesday
Date: 12/3/2024

PEAK HOURS	
AM	08:00 AM - 09:00 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

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

SOUTHBOUND — Tao Sawgrass Dwy/ABC Fine Wine & Spirits Dwy

	Right	Thru	Left	U-Turn	Exit
AM	24	0	26	1	27
NOON	0	0	0	0	0
PM	21	3	26	1	63
	0	0	0	0	

EASTBOUND — Pink Flamingo Ln

	AM	NOON	PM	
Exit	146	0	359	
U-Turn	0	0	3	0
Left	7	0	26	0
Thru	53	0	312	0
Right	3	0	4	0

WESTBOUND — Pink Flamingo Ln

		PM	NOON	AM
Left	0	34	0	18
Thru	0	332	0	121
Right	0	8	0	5
U-Turn	0	0	0	0
Exit		352	0	80

NORTHBOUND — Tao Sawgrass Dwy/ABC Fine Wine & Spirits Dwy

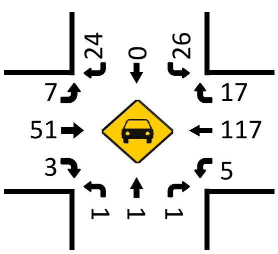
	Exit	U-Turn	Left	Thru	Right
		0	0	0	0
PM	15	0	3	2	14
NOON	0	0	0	0	0
AM	8	0	1	1	1

CONTROL

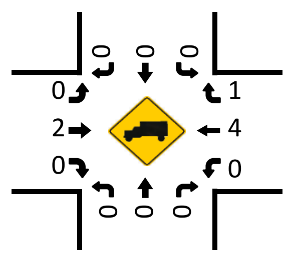
2-Way Stop(NB/SB)

	AM	NOON	PM
TEV	261	0	789
PHF	0.74		0.97

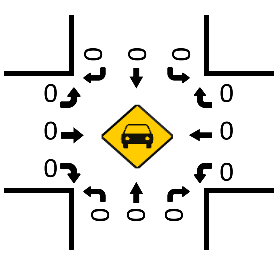
Cars (AM)



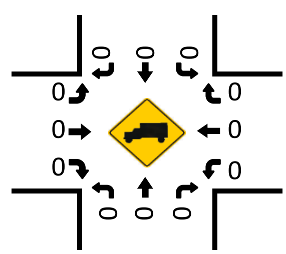
HT (AM)



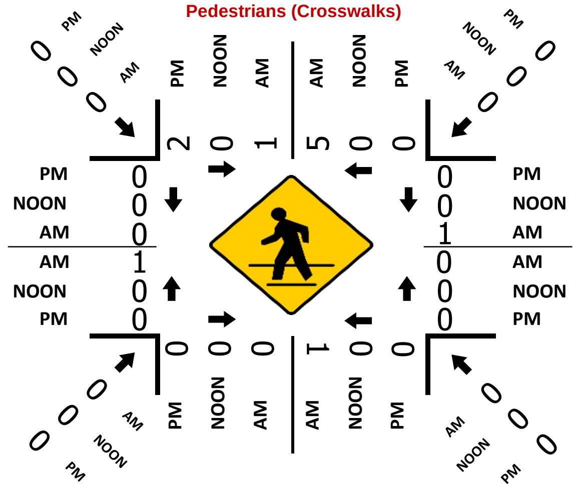
Cars (NOON)



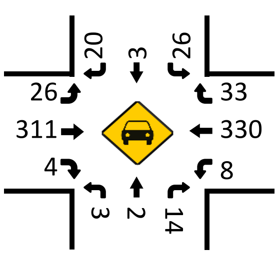
HT (NOON)



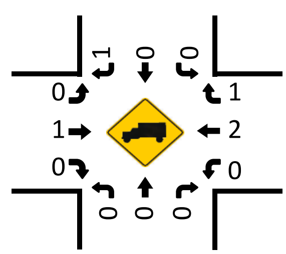
Pedestrians (Crosswalks)



Cars (PM)

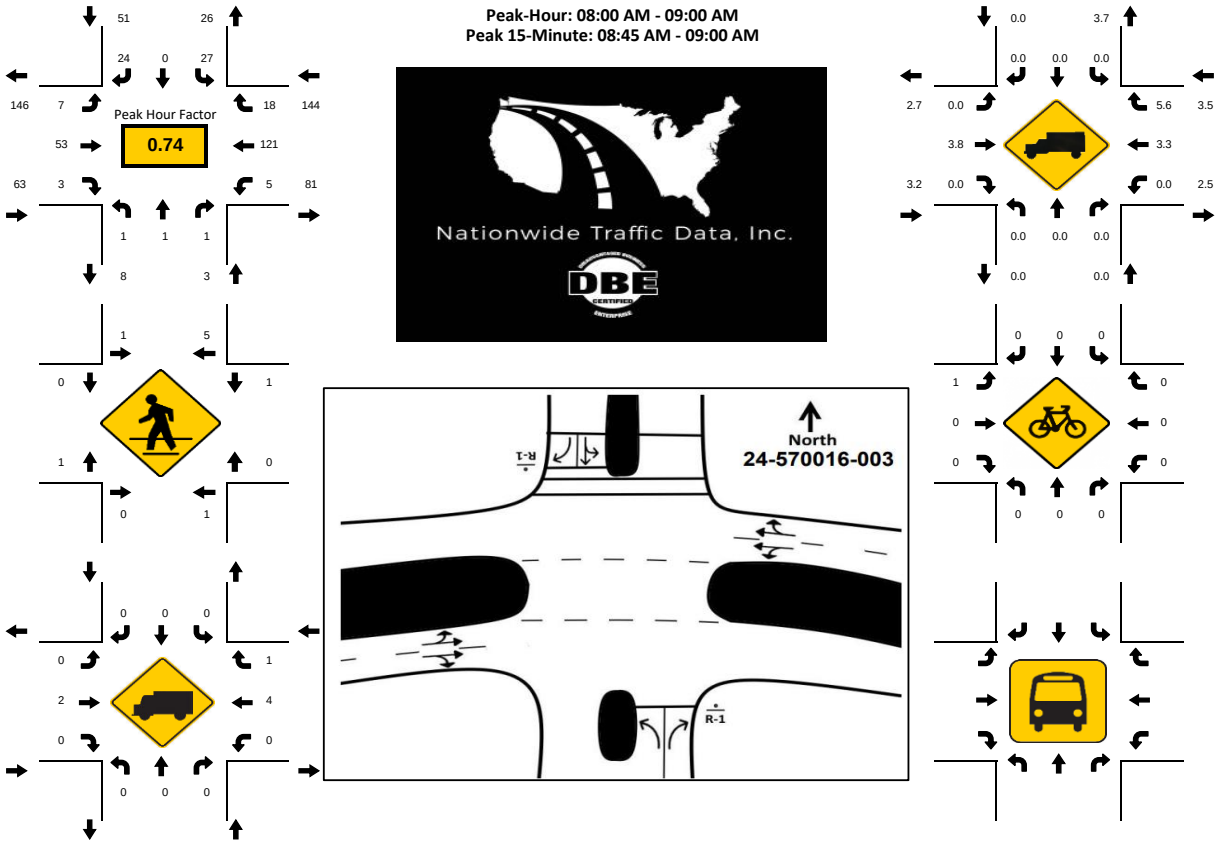


HT (PM)



LOCATION: Tao Sawgrass Dwy/ABC Fine Wine & Spirits Dwy & Pink Flamingo Ln
CITY/STATE: Sunrise, FL

PROJECT ID: 24-570016-003
DATE: Tue, Dec 03, 2024

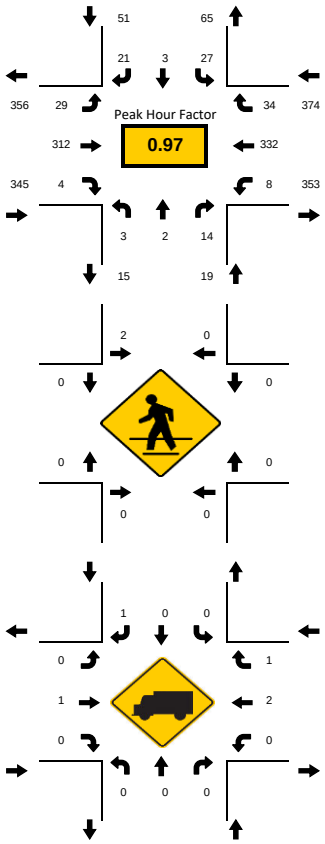


15-Min Count Period Beginning At	...grass Dwy/ABC Fine Wine & Spi Northbound					...grass Dwy/ABC Fine Wine & Spi Southbound					Pink Flamingo Ln Eastbound					Pink Flamingo Ln Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		7	0	5	0		3	2	0	0		0	9	4	0		30	129
7:15 AM	0	0	0	0		8	0	9	0		2	0	0	0		0	8	1	0		28	155
7:30 AM	0	0	0	0		2	0	5	0		1	9	0	0		1	12	4	1		35	173
7:45 AM	1	0	0	0		1	0	6	0		1	6	1	0		1	18	1	0		36	209
8:00 AM	0	0	0	0		4	0	9	0		1	8	2	0		0	31	1	0		56	261
8:15 AM	0	1	0	0		5	0	2	0		4	12	0	0		1	19	2	0		46	205
8:30 AM	0	0	1	0		10	0	8	0		0	17	1	0		2	26	6	0		71	159
8:45 AM	1	0	0	0		7	0	5	1		2	16	0	0		2	45	9	0		88	88
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	4	4	4	0		40	0	36	4		16	68	8	0		8	180	36	0		**408**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	8	0	0		0	8	4	0		**20**	
Pedestrians		4					12					4					4				**24**	
Bicycles	0	0	0	0		0	0	0	0		4	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

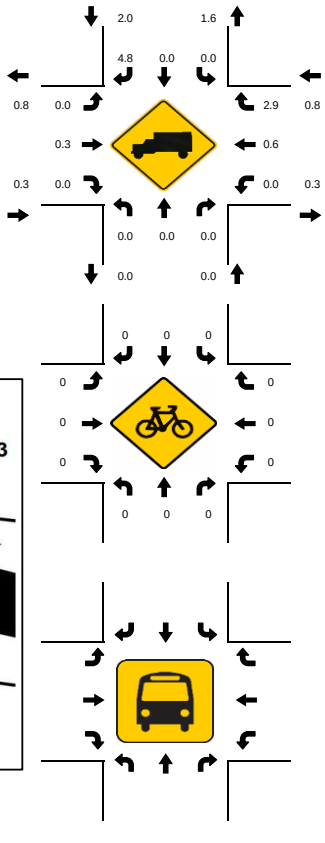
LOCATION: Tao Sawgrass Dwy/ABC Fine Wine & Spirits Dwy & Pink Flamingo Ln
CITY/STATE: Sunrise, FL

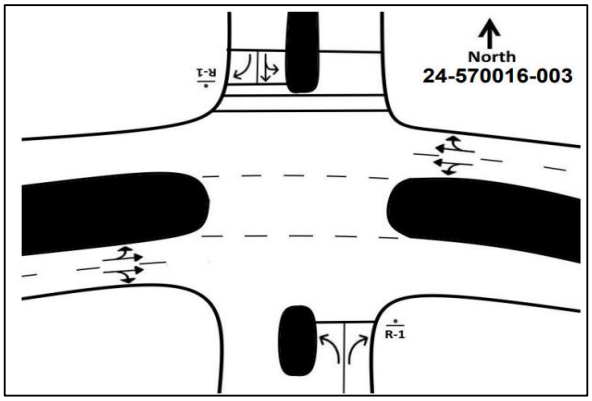
PROJECT ID: 24-570016-003
DATE: Tue, Dec 03, 2024

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









15-Min Count Period Beginning At	...grass Dwy/ABC Fine Wine & Spi Northbound					...wgrass Dwy/ABC Fine Wine & Spi Southbound					Pink Flamingo Ln Eastbound					Pink Flamingo Ln 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	1	0	8	0		7	0	3	0		5	82	1	1		0	75	8	0		191	777
4:15 PM	1	0	4	0		3	2	6	0		4	78	1	0		2	86	13	0		200	789
4:30 PM	0	1	4	0		8	0	7	0		10	74	0	0		1	78	12	0		195	775
4:45 PM	0	1	4	0		5	0	5	1		6	84	1	0		2	78	4	0		191	774
5:00 PM	2	0	2	0		10	1	3	0		6	76	2	3		3	90	5	0		203	774
5:15 PM	3	1	5	0		5	1	4	0		10	70	1	2		2	75	7	0		186	571
5:30 PM	2	0	3	0		8	0	5	0		6	64	2	1		3	87	13	0		194	385
5:45 PM	0	0	2	0		6	0	4	0		7	74	1	3		1	83	10	0		191	191
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	8	4	16	0		40	8	28	4		40	336	8	12		12	360	52	0		**928**	
Heavy Trucks	0	0	0	0		0	0	4	0		0	4	0	0		0	4	4	0		**16**	
Pedestrians		0					4					0					0				**4**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Sawgrass Mills Cir & Flamingo Rd/Tire Kingdom Dwy/Target Dwy
City: Sunrise
Control: 2-Way Stop(EB/WB)

Project ID: 24-570016-001
Date: 12/3/2024

Data - Total

NS/EW Streets:	Sawgrass Mills Cir				Sawgrass Mills Cir				Flamingo Rd/Tire Kingdom Dwy/Target Dwy				Flamingo Rd/Tire Kingdom Dwy/Target Dwy				
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	7	1	0	1	5	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	12
7:30 AM	1	13	0	0	0	8	0	0	0	0	0	0	0	0	1	0	23
7:45 AM	1	15	0	0	1	15	0	1	1	0	0	0	0	0	0	0	34
8:00 AM	2	15	0	0	1	15	0	0	2	0	1	0	0	0	0	0	36
8:15 AM	0	23	0	0	0	15	1	0	2	0	0	0	1	0	0	0	42
8:30 AM	1	20	0	0	0	20	1	0	2	0	1	0	1	0	0	0	46
8:45 AM	2	26	0	1	1	20	1	0	2	0	1	0	0	0	0	0	54
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	124	2	1	4	104	3	1	9	0	3	0	2	0	1	0	261
APPROACH %'s :	5.22%	92.54%	1.49%	0.75%	3.57%	92.86%	2.68%	0.89%	75.00%	0.00%	25.00%	0.00%	66.67%	0.00%	33.33%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	5	84	0	1	2	70	3	0	8	0	3	0	2	0	0	0	178
PEAK HR FACTOR :	0.625	0.808	0.000	0.250	0.500	0.875	0.750	0.000	1.000	0.000	0.750	0.000	0.500	0.000	0.000	0.000	0.824
	0.776				0.852				0.917				0.500				

NS/EW Streets:	Sawgrass Mills Cir				Sawgrass Mills Cir				Flamingo Rd/Tire Kingdom Dwy/Target Dwy				Flamingo Rd/Tire Kingdom Dwy/Target Dwy				
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	9	83	3	0	0	85	0	2	2	0	12	0	2	1	3	0	202
4:15 PM	2	81	4	0	0	73	2	0	4	0	7	0	2	0	1	0	176
4:30 PM	7	86	1	0	1	82	1	0	8	0	7	0	1	0	2	0	196
4:45 PM	4	97	2	0	2	72	3	0	5	0	10	0	1	0	2	0	198
5:00 PM	0	100	5	0	2	83	3	1	5	0	3	0	1	1	4	0	208
5:15 PM	4	102	6	0	3	92	7	0	3	0	7	0	0	0	6	0	230
5:30 PM	5	94	1	0	1	85	3	0	3	0	5	0	1	0	1	0	199
5:45 PM	8	99	1	0	1	94	1	0	4	0	5	0	1	0	0	0	214
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	39	742	23	0	10	666	20	3	34	0	56	0	9	2	19	0	1623
APPROACH %'s :	4.85%	92.29%	2.86%	0.00%	1.43%	95.28%	2.86%	0.43%	37.78%	0.00%	62.22%	0.00%	30.00%	6.67%	63.33%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	17	395	13	0	7	354	14	1	15	0	20	0	3	1	11	0	851
PEAK HR FACTOR :	0.531	0.968	0.542	0.000	0.583	0.941	0.500	0.250	0.750	0.000	0.714	0.000	0.750	0.250	0.458	0.000	0.925
	0.949				0.922				0.875				0.625				

Nationwide Traffic Data, LLC

Sawgrass Mills Cir & Flamingo Rd/Tire Kingdom Dwy/Target Dwy

Peak Hour Turning Movement Count

ID: 24-570016-001
City: Sunrise

Day: Tuesday
Date: 12/3/2024

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

CONTROL: 2-Way Stop(EB/WB)

	AM	NOON	PM
TEV	178	0	851
PHF	0.82		0.93

SOUTHBOUND (Sawgrass Mills Cir)

	Left	Thru	Right	U-Turn	Total	
AM	3	70	2	0	92	AM
NOON	0	0	0	0	0	NOON
PM	14	354	7	1	422	PM

EASTBOUND (Flamingo Rd/Tire Kingdom Dwy/Target Dwy)

	Left	Thru	Right	U-Turn	
AM	8	0	32	0	
NOON	0	0	0	0	
PM	0	0	0	0	
AM	8	0	15	0	
NOON	0	0	0	0	
PM	0	0	0	0	
AM	3	0	20	0	
NOON	0	0	0	0	
PM	0	0	0	0	

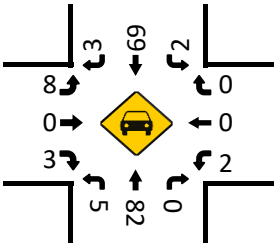
WESTBOUND (Flamingo Rd/Tire Kingdom Dwy/Target Dwy)

	Left	Thru	Right	U-Turn	
PM	11	0	0	0	
NOON	1	0	0	0	
AM	3	0	2	0	
PM	0	0	0	0	
NOON	20	0	2	0	
AM					

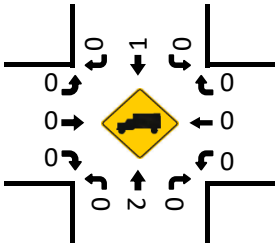
NORTHBOUND (Sawgrass Mills Cir)

	Left	Thru	Right	U-Turn	Total	
PM	377	0	17	395	13	PM
NOON	0	0	0	0	0	NOON
AM	76	1	5	84	0	AM

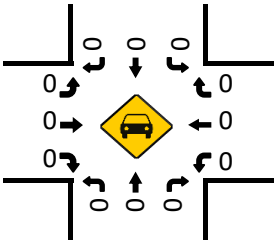
Cars (AM)



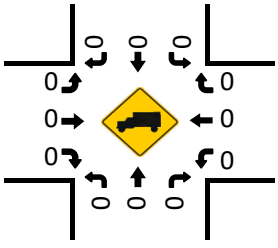
HT (AM)



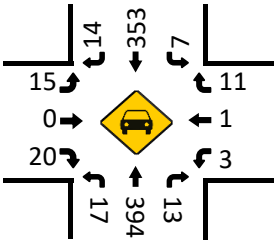
Cars (NOON)



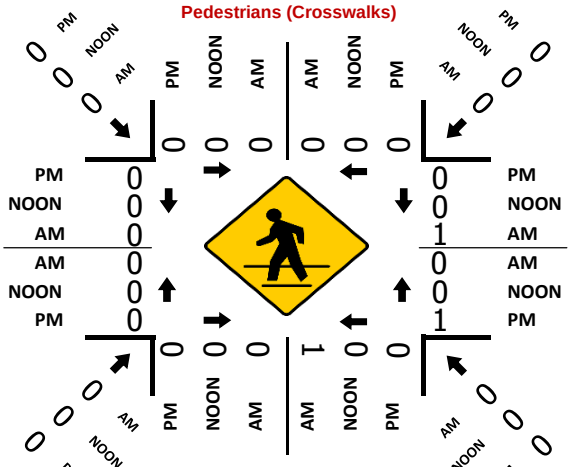
HT (NOON)



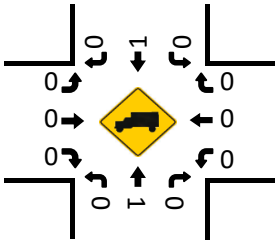
Cars (PM)



Pedestrians (Crosswalks)

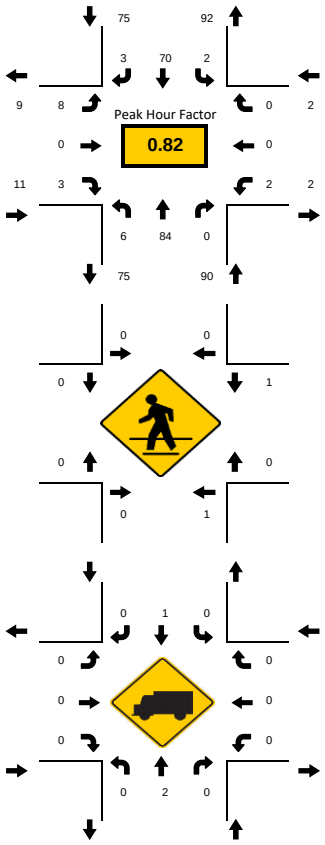


HT (PM)



LOCATION: Sawgrass Mills Cir & Flamingo Rd/Tire Kingdom Dwy/Target Dwy
CITY/STATE: Sunrise, FL

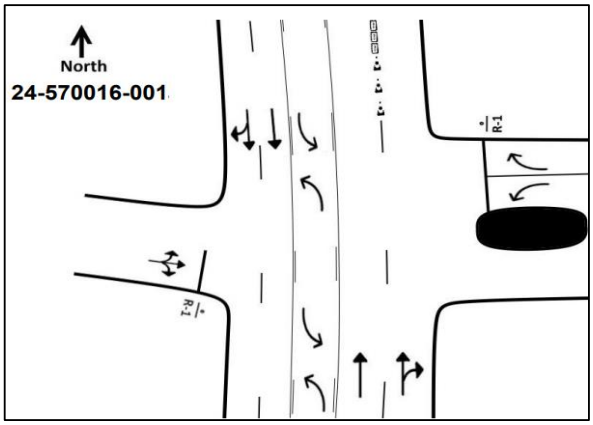
PROJECT ID: 24-570016-001
DATE: Tue, Dec 03, 2024

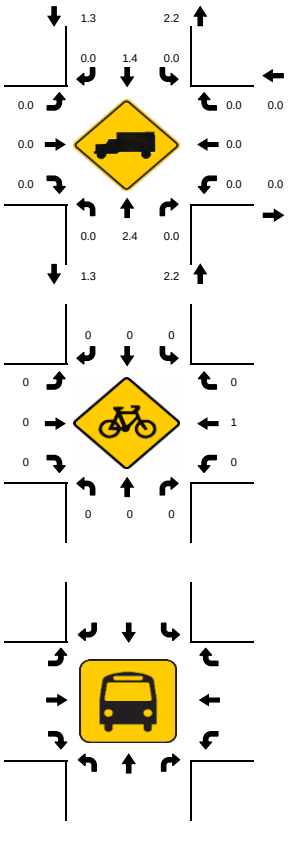


Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

Nationwide Traffic Data, Inc.

DBE





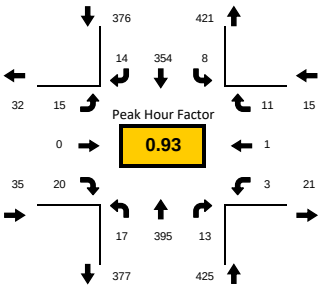
15-Min Count Period Beginning At	Sawgrass Mills Cir Northbound					Sawgrass Mills Cir Southbound					ngo Rd/Tire Kingdom Dwy/Targe Eastbound					ngo Rd/Tire Kingdom Dwy/Targe Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	7	1	0		1	5	0	0		0	0	0	0		0	0	0	0		14	83
7:15 AM	0	5	1	0		0	6	0	0		0	0	0	0		0	0	0	0		12	105
7:30 AM	1	13	0	0		0	8	0	0		0	0	0	0		0	0	1	0		23	135
7:45 AM	1	15	0	0		1	15	0	1		1	0	0	0		0	0	0	0		34	158
8:00 AM	2	15	0	0		1	15	0	0		2	0	1	0		0	0	0	0		36	178
8:15 AM	0	23	0	0		0	15	1	0		2	0	0	0		1	0	0	0		42	142
8:30 AM	1	20	0	0		0	20	1	0		2	0	1	0		1	0	0	0		46	100
8:45 AM	2	26	0	1		1	20	1	0		2	0	1	0		0	0	0	0		54	54
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	8	104	0	4		4	80	4	0		8	0	4	0		4	0	0	0		**220**	
Heavy Trucks	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**8**	
Pedestrians		4					0					0					4				**8**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	4	0	0	**4**	
Buses																						
Stopped Buses																						

LOCATION: Sawgrass Mills Cir & Flamingo Rd/Tire Kingdom Dwy/Target Dwy
CITY/STATE: Sunrise, FL

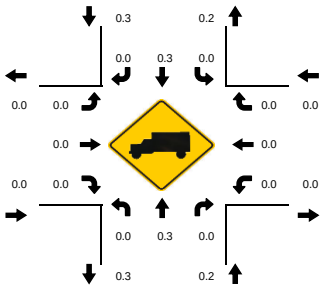
PROJECT ID: 24-570016-001
DATE: Tue, Dec 03, 2024

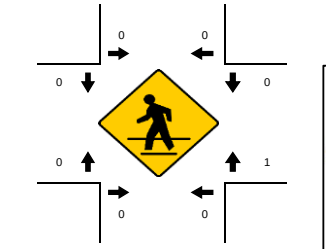
Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

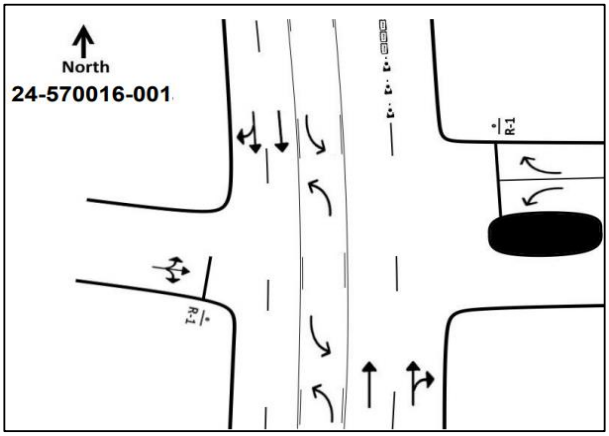
Peak Hour Factor: 0.93

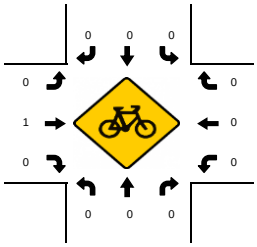


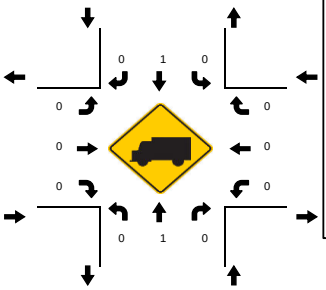


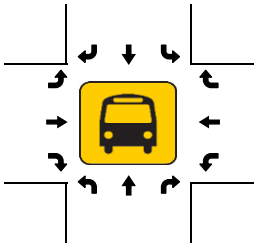












15-Min Count Period Beginning At	Sawgrass Mills Cir Northbound					Sawgrass Mills Cir Southbound					ngo Rd/Tire Kingdom Dwy/Targe Eastbound					ngo Rd/Tire Kingdom Dwy/Targe Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	9	83	3	0		0	85	0	2		2	0	12	0		2	1	3	0		202	772
4:15 PM	2	81	4	0		0	73	2	0		4	0	7	0		2	0	1	0		176	778
4:30 PM	7	86	1	0		1	82	1	0		8	0	7	0		1	0	2	0		196	832
4:45 PM	4	97	2	0		2	72	3	0		5	0	10	0		1	0	2	0		198	835
5:00 PM	0	100	5	0		2	83	3	1		5	0	3	0		1	1	4	0		208	851
5:15 PM	4	102	6	0		3	92	7	0		3	0	7	0		0	0	6	0		230	643
5:30 PM	5	94	1	0		1	85	3	0		3	0	5	0		1	0	1	0		199	413
5:45 PM	8	99	1	0		1	94	1	0		4	0	5	0		1	0	0	0		214	214
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	32	408	24	0		12	376	28	4		20	0	28	0		4	4	24	0		**964**	
Heavy Trucks	0	4	0	0		0	4	0	0		0	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	0	0	0		**4**	
Buses																						
Stopped Buses																						

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.98

	WEEK	DATES	SF	PSCF
	1	01/01/2024 - 01/06/2024	1.05	1.07
	2	01/07/2024 - 01/13/2024	1.04	1.06
	3	01/14/2024 - 01/20/2024	1.02	1.04
	4	01/21/2024 - 01/27/2024	1.00	1.02
	5	01/28/2024 - 02/03/2024	0.99	1.01
	6	02/04/2024 - 02/10/2024	0.98	1.00
*	7	02/11/2024 - 02/17/2024	0.97	0.99
*	8	02/18/2024 - 02/24/2024	0.97	0.99
*	9	02/25/2024 - 03/02/2024	0.97	0.99
*	10	03/03/2024 - 03/09/2024	0.97	0.99
*	11	03/10/2024 - 03/16/2024	0.97	0.99
*	12	03/17/2024 - 03/23/2024	0.97	0.99
*	13	03/24/2024 - 03/30/2024	0.98	1.00
*	14	03/31/2024 - 04/06/2024	0.98	1.00
*	15	04/07/2024 - 04/13/2024	0.99	1.01
*	16	04/14/2024 - 04/20/2024	0.99	1.01
*	17	04/21/2024 - 04/27/2024	0.99	1.01
*	18	04/28/2024 - 05/04/2024	0.98	1.00
*	19	05/05/2024 - 05/11/2024	0.98	1.00
	20	05/12/2024 - 05/18/2024	0.98	1.00
	21	05/19/2024 - 05/25/2024	0.99	1.01
	22	05/26/2024 - 06/01/2024	1.00	1.02
	23	06/02/2024 - 06/08/2024	1.01	1.03
	24	06/09/2024 - 06/15/2024	1.03	1.05
	25	06/16/2024 - 06/22/2024	1.03	1.05
	26	06/23/2024 - 06/29/2024	1.04	1.06
	27	06/30/2024 - 07/06/2024	1.04	1.06
	28	07/07/2024 - 07/13/2024	1.05	1.07
	29	07/14/2024 - 07/20/2024	1.05	1.07
	30	07/21/2024 - 07/27/2024	1.04	1.06
	31	07/28/2024 - 08/03/2024	1.03	1.05
	32	08/04/2024 - 08/10/2024	1.01	1.03
	33	08/11/2024 - 08/17/2024	1.00	1.02
	34	08/18/2024 - 08/24/2024	1.00	1.02
	35	08/25/2024 - 08/31/2024	1.00	1.02
	36	09/01/2024 - 09/07/2024	1.00	1.02
	37	09/08/2024 - 09/14/2024	1.00	1.02
	38	09/15/2024 - 09/21/2024	1.00	1.02
	39	09/22/2024 - 09/28/2024	1.00	1.02
	40	09/29/2024 - 10/05/2024	1.00	1.02
	41	10/06/2024 - 10/12/2024	1.00	1.02
	42	10/13/2024 - 10/19/2024	1.00	1.02
	43	10/20/2024 - 10/26/2024	1.00	1.02
	44	10/27/2024 - 11/02/2024	1.00	1.02
	45	11/03/2024 - 11/09/2024	1.00	1.02
	46	11/10/2024 - 11/16/2024	1.00	1.02
	47	11/17/2024 - 11/23/2024	1.01	1.03
	48	11/24/2024 - 11/30/2024	1.02	1.04
	49	12/01/2024 - 12/07/2024	1.03	1.05
	50	12/08/2024 - 12/14/2024	1.04	1.06
	51	12/15/2024 - 12/21/2024	1.05	1.07
	52	12/22/2024 - 12/28/2024	1.04	1.06
	53	12/29/2024 - 12/31/2024	1.02	1.04

* PEAK SEASON

Location: Sawgrass Mills Circle and Pink Flamingo Lane

Date: 06/18/2025

Time: 8 AM - 9 AM

Time	WBLT	WBRT
8:00 AM	4	5
8:05 AM	5	7
8:10 AM	6	5
8:15 AM	6	6
8:20 AM	6	7
8:25 AM	5	7
8:30 AM	4	8
8:35 AM	4	7
8:40 AM	7	7
8:45 AM	11	9
8:50 AM	8	9
8:55 AM	8	9
Total	74	86
Split	46%	54%

Location: Sawgrass Mills Circle and Pink Flamingo Lane

Date: 06/18/2025

Time: 5 PM - 6 PM

Time	WBLT	WBRT
5:00 PM	12	13
5:05 PM	12	7
5:10 PM	19	15
5:15 PM	9	13
5:20 PM	19	13
5:25 PM	18	20
5:30 PM	16	13
5:35 PM	15	16
5:40 PM	10	11
5:45 PM	14	18
5:50 PM	13	10
5:55 PM	16	22
Total	173	171
Split	50%	50%

Traffic Impact Analysis
for Submittal to the
City of Sunrise

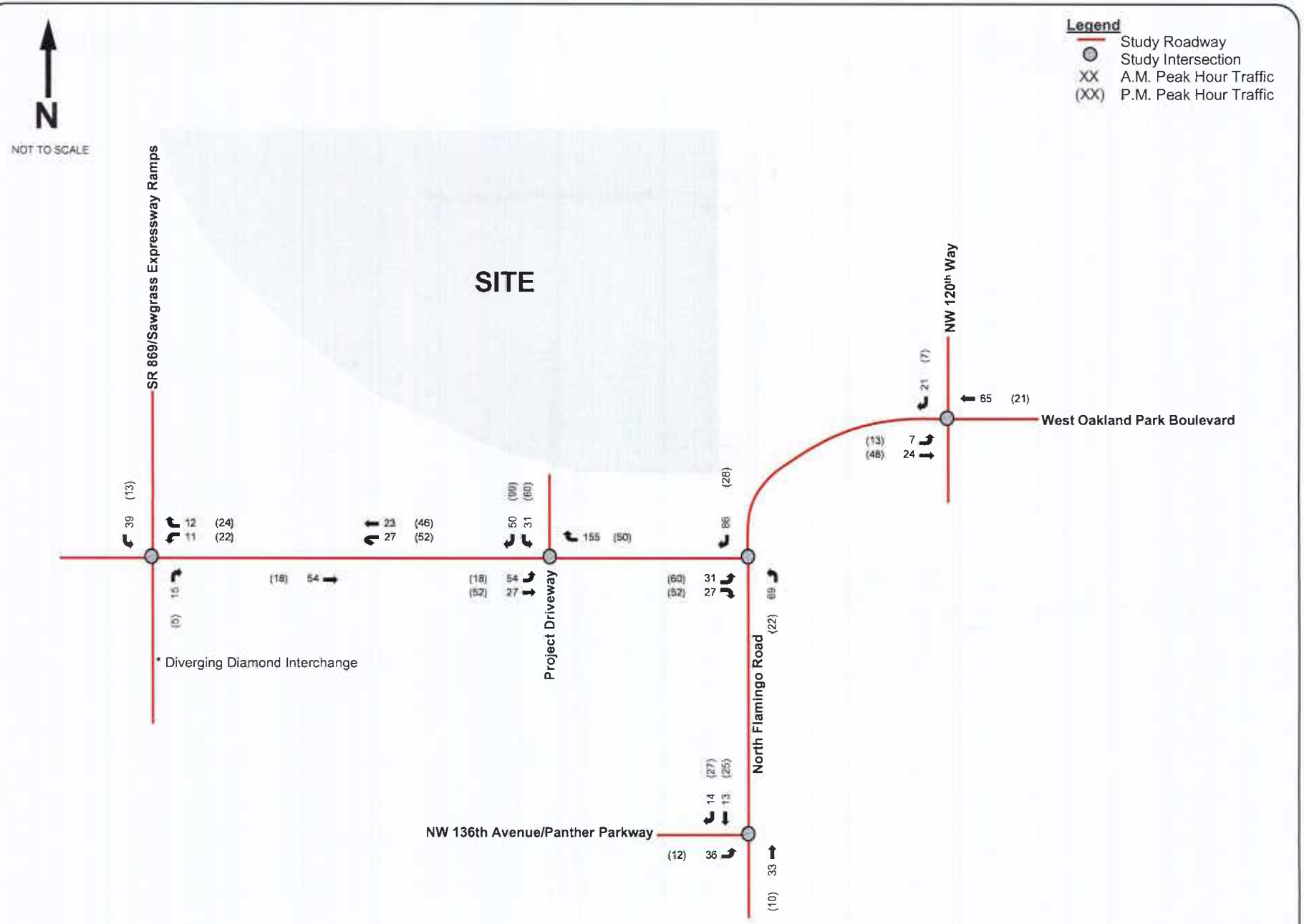
BAPTIST HEALTH SOUTH FLORIDA
SUNRISE HOSPTIAL
SUNRISE, FLORIDA

City of Sunrise
Community Development Department
JUL 19 2024
RECEIVED



Kimley»Horn

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February 2024
043106012



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Figure 5
Peak Hour Project Trip Assignment
Baptish Health South Florida - Sunrise Hospital
Sunrise, Florida

RECEIVED
MAR 18 2021
SFRPC

SIMON®

February 22, 2021

FEDEX #

Mr. Jim Koeth, AICP, LEED AP BD+C
Assistant Director, City Planner
City of Sunrise, Community Development Department
1601 NW 136th Avenue, Building A
Sunrise, FL 33323

RE: Sawgrass Mills Mall Development of Regional Impact (DRI)
Biennial Report – December 1, 2017 – December 31, 2019

Dear Mr. Koeth,

Please find enclosed the Sawgrass Mills Mall Biennial Report – Update "Exhibit A - Table of Development Activity" for the period covering December 1, 2017, thru and including December 31, 2019. This page replaces the Exhibit A included with the report sent on September 24, 2020. If you have any questions or concerns upon your review, please do not hesitate to contact me at (973) 364-6516, or email me at jdionis@simon.com.

Very Truly Yours,

/ s / John Dionis,
Vice President, Development

Enclosure

Cc: South Florida Regional Planning Council
Director of Policy and Planning
3440 Hollywood Blvd, Ste. 140
Hollywood, FL 33021

Florida Department of Transportation
District IV
3400 West Commercial Blvd.
Ft. Lauderdale, FL 33309

Florida Department of Community Affairs
Office of Comprehensive Planning
2555 Shumard Oak Blvd.
Tallahassee, FL 32399

Division of Community Development
Bureau of Comprehensive Planning
107 East Madison
Caldwell Building, MSC 160
Tallahassee, FL 32399

Shannon Ley, sley@sunrisefl.gov

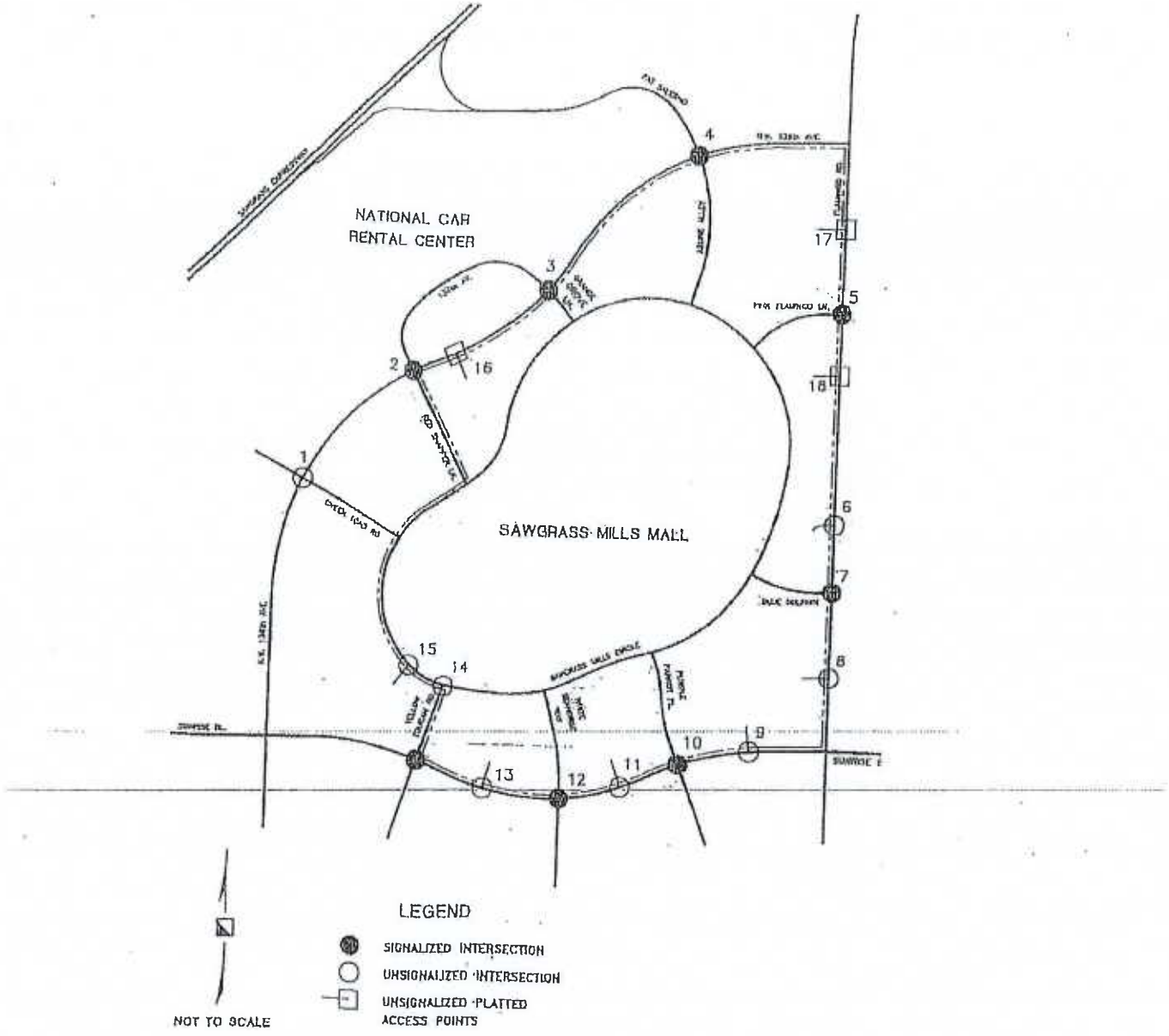
Rodrigo de Castro, RdeCastro@sunrisefl.gov

EXHIBIT A - Table of Development Activity

LAND USE TYPE	PROPOSED THIS PERIOD	BUILT THIS PERIOD	MEASURE	TOTAL PROPOSED TO DATE	TOTAL BUILT TO DATE	MEASURE
Residential	*	0	Dwelling Units	396	396	Dwelling Units
Hotel	174	0	Rooms	700	0	Rooms
Office	*	0	Square Feet	200,000	42,129	Square Feet**
Commercial	2,710	2,710	Square feet of Gross Leasable Area	3,257,000	2,882,362	Square feet of Gross Leasable Area **

* Development for this period has been reviewed, approved and constructed in accordance with an approved site plan

** Please refer to the table(s) attached to this exhibit which provide a breakdown of mall and outparcel areas



South Florida Regional Planning Council

SAWGRASS MILLS DRI

Vehicular Access Points

Source: ADA

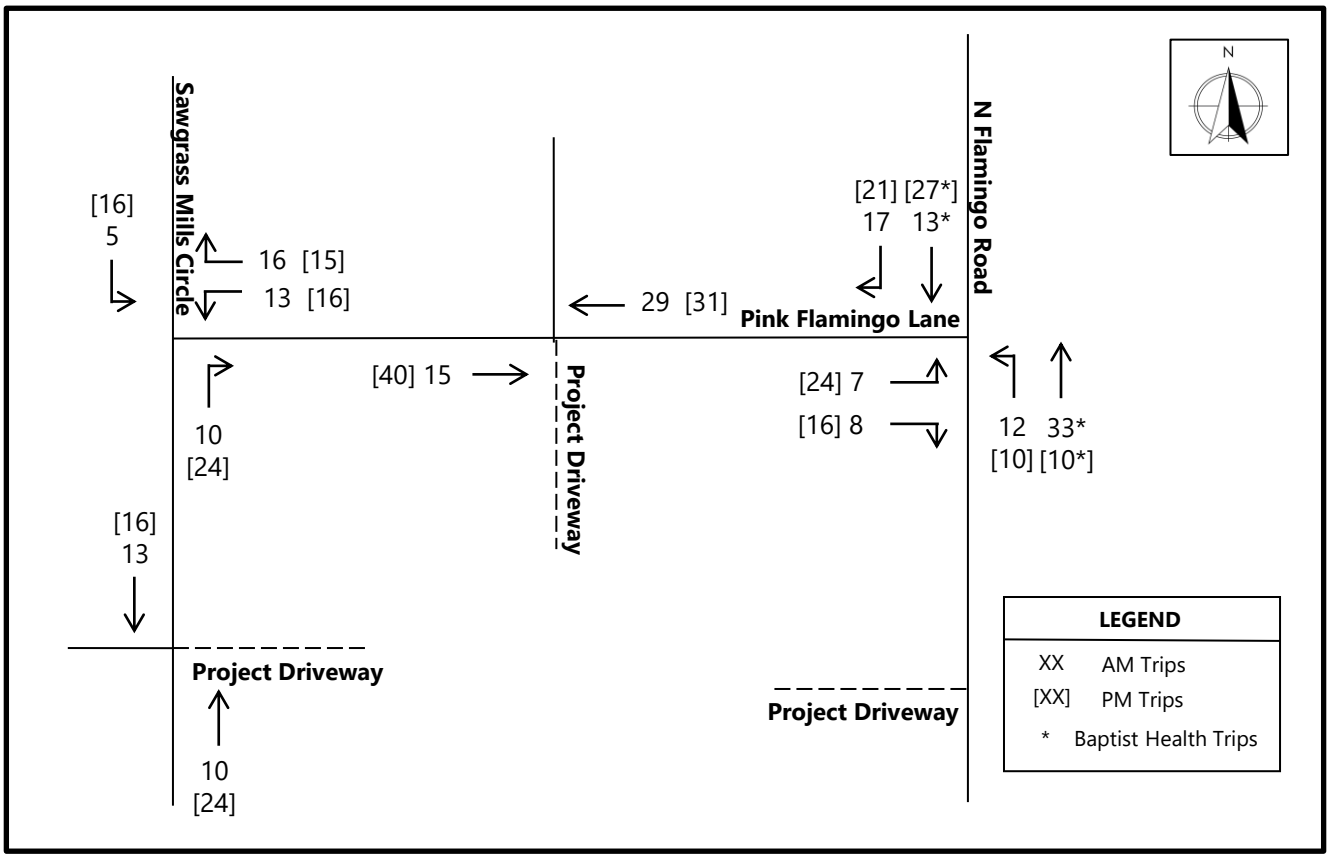
EXHIBIT
F

COMMITTED DEVELOPMENT - SAWGRASS MILLS TRIP GENERATION

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE [1]	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
DAILY								
EXISTING USE								
Office	710	42,129 SF	Ln(T)= 0.87 Ln(X) + 3.05	50%	50%	274	273	547
Retail	820	2,882,362 SF	T= 26.11 (X) + 5863.73	50%	50%	40,561	40,561	81,122
SUBTOTAL						40,835	40,834	81,669
PROPOSED USE								
Hotel	310	700 Rooms	T= 7.99 (X)	50%	50%	2,797	2,796	5,593
Office	710	200,000 SF	Ln(T)= 0.87 Ln(X) + 3.05	50%	50%	1,060	1,061	2,121
Retail	820	3,257,000 SF	T= 26.11 (X) + 5863.73	50%	50%	45,452	45,452	90,904
SUBTOTAL						49,309	49,309	98,618
TRIP DIFFERENCE						**8,474**	**8,475**	**16,949**
AM PEAK HOUR								
EXISTING USE								
Office	710	42,129 SF	Ln(T)= 0.86 Ln(X) + 1.16	88%	12%	70	10	80
Retail	820	2,882,362 SF	T= 0.59 (X) + 133.55	62%	38%	1,137	697	1,834
SUBTOTAL						1,207	707	1,914
PROPOSED USE								
Hotel	310	700 Rooms	T= 0.50 (X) - 7.45	56%	44%	192	151	343
Office	710	200,000 SF	Ln(T)= 0.86 Ln(X) + 1.16	88%	12%	268	36	304
Retail	820	3,257,000 SF	T= 0.59 (X) + 133.55	62%	38%	1,274	781	2,055
SUBTOTAL						1,734	968	2,702
TRIP DIFFERENCE						**527**	**261**	**788**
PM PEAK HOUR								
EXISTING USE								
Office	710	42,129 SF	Ln(T)= 0.83 Ln(X) + 1.29	17%	83%	14	67	81
Retail	820	2,882,362 SF	Ln(T)= 0.72 Ln(X) + 3.02	48%	52%	3,047	3,300	6,347
SUBTOTAL						3,061	3,367	6,428
PROPOSED USE								
Hotel	310	700 Rooms	T= 0.74 (X) - 27.89	51%	49%	250	240	490
Office	710	200,000 SF	Ln(T)= 0.83 Ln(X) + 1.29	17%	83%	50	245	295
Retail	820	3,257,000 SF	Ln(T)= 0.72 Ln(X) + 3.02	48%	52%	3,327	3,604	6,931
SUBTOTAL						3,627	4,089	7,716
TRIP DIFFERENCE						**566**	**722**	**1,288**

(1) Source: ITE Trip Generation Manual, 11th Edition.

Committed Development Trips - Sawgrass Mall and Baptist Health



Bowman

Appendix C

Intersection Capacity Analysis

Station : 2283 - Flamingo Rd & Pink Flamingo Ln (Standard File)

Phase	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7				7										
Ped Clearance						20										
Min Green	4	12		6	4	12										
Gap Ext	1.5	3	1	2	1.5	3	1	1								
Max1	7	45		20	12	45										
Max2																
Yellow Clr	5	5	3.5	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	1.5	2	2	2	1.5	1.5	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												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash		ON		ON		
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	2		1		2	4
Dwell Cyc Veh 2	6		6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

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

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

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 1/7/2025 5:37:12 AM

Station : 2283 - Flamingo Rd & Pink Flamingo Ln (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		25	255																							
7		2	2	160	136	2	1	10	50		14	106		40	14	106										
9		3	3	160	60	3	1	10	50		20	95		45	20	95										
15		4	4	160	75	4	1	10	50		20	95		45	20	95										
20		3	3	160	60	3	1	10	50		20	95		45	20	95										
Day Plan 2											**Easy**															
		25	255																							
7		3	3	160	60	3	1	10	50		20	95		45	20	95										
Day Plan 3											**Easy**															
		25	255																							

7		3	3	160	60	3	1	10	50		20	95		45	20	95											
23		100	254																								

Station : 2283 - Flamingo Rd & Pink Flamingo Ln (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

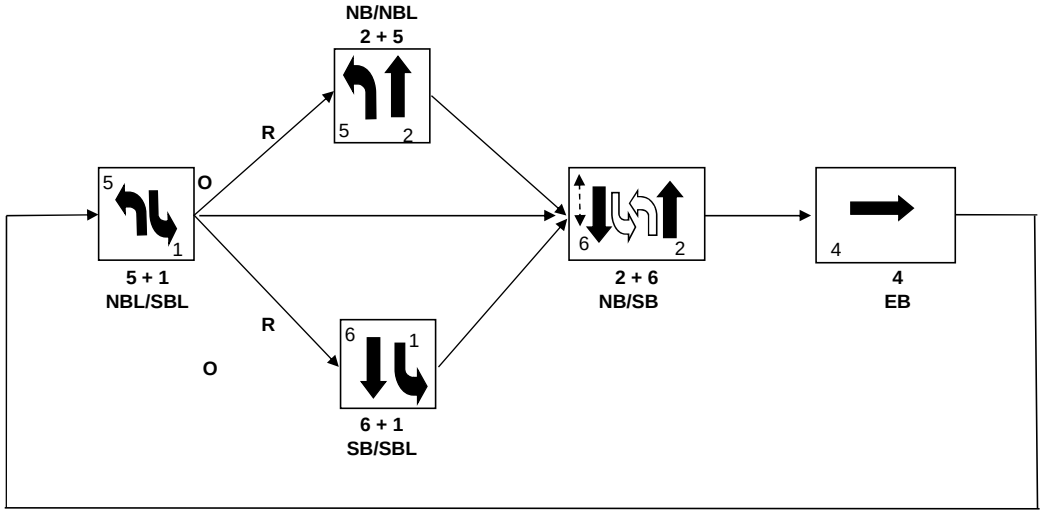
	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	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
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29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Sequence of Operation for Flamingo Road (SR 823) and Pink Flamingo Lane (2283)

Sunrise



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2283	**Initial Operation Date**	1/30/91
Controller Type	2070 LN	**System Number**	2283
Modification Number	10	**Modification Date**	12/05/2014
Drawing/Project No	K & S	**FPL Grid Number**	86582006208
Intersection	FLAMINGO ROAD (SR 823) and PINK FLAMINGO LANE		
Municipality	SUNRISE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		
Direction	SBL	NB		EB	NBL	SB		
Initial Green(MIN)	4	12		6	4	12		
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		
Maximum Green I	7	45		20	12	45		
Maximum Green II								
Yellow Clearance	5.0	5.0		4.0	5.0	5.0		
All Red Clearance	2.0	2.0		2.0	2.0	2.0		
Phase Recall	OFF	MIN		OFF	OFF	MIN		
Detector Delay				10-RT				
Walk		7				7		
Pedestrian Clearance						20		
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW		RED		YELLOW		

Attachment

NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON--->OMIT PHASES 1+5.
2. FLASH OPERATION: 0000-0700, 7 DAYS FROM FIRST MONDAY OF JANUARY TO WEDNESDAY BEFORE THANKSGIVING DAY, FULL COLOR OPERATION OTHERWISE.
3. MOD. 10 UPDATES FLASH OPERATION SCHEDULE.

Submitted By _____ **Approved By** _____

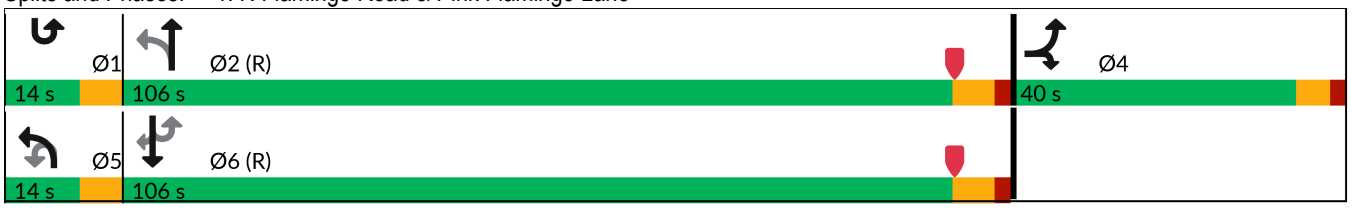


Lane Configurations								
Traffic Volume (vph)	21	22	3	36	676	2	1032	47
Future Volume (vph)	21	22	3	36	676	2	1032	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%				0%		0%	
Storage Length (ft)	225	0		325		195		225
Storage Lanes	1	1		1		1		1
Taper Length (ft)	25			25		25		
Lane Util. Factor	0.97	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor				1.00				0.98
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	3335	1538	0	1770	5085	1770	5085	1583
Flt Permitted	0.950			0.218		0.361		
Satd. Flow (perm)	3335	1538	0	406	5085	672	5085	1551
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		28						54
Link Speed (mph)	25				45		45	
Link Distance (ft)	624				349		548	
Travel Time (s)	17.0				5.3		8.3	
Confl. Peds. (#/hr)				5				5
Confl. Bikes (#/hr)								
Peak Hour Factor	0.79	0.79	0.92	0.92	0.92	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%				0%		0%	
Adj. Flow (vph)	27	28	3	39	735	2	1186	54
Shared Lane Traffic (%)								
Lane Group Flow (vph)	27	28	0	42	735	2	1186	54
Turn Type	Prot	Prot	custom	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	4	4		5	2	1	6	
Permitted Phases			5	2		6		6
Detector Phase	4	4	5	5	2	1	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	11.0	11.0	9.0	9.0	19.0	9.0	34.0	34.0
Total Split (s)	40.0	40.0	14.0	14.0	106.0	14.0	106.0	106.0
Total Split (%)	25.0%	25.0%	8.8%	8.8%	66.3%	8.8%	66.3%	66.3%
Maximum Green (s)	34.0	34.0	9.0	9.0	99.0	9.0	99.0	99.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		5.0	7.0	5.0	7.0	7.0
Lead/Lag			Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	1.5	1.5	3.0	1.5	3.0	3.0

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Minimum Gap (s)	3.0	3.0	1.5	1.5	3.0	1.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Min	None	C-Min	C-Min
Walk Time (s)					7.0		7.0	7.0
Flash Don't Walk (s)					0.0		20.0	20.0
Pedestrian Calls (#/hr)					0		0	0
Act Effct Green (s)	6.9	6.9		143.6	142.0	140.0	136.2	136.2
Actuated g/C Ratio	0.04	0.04		0.90	0.89	0.88	0.85	0.85
v/c Ratio	0.19	0.30		0.10	0.16	0.00	0.27	0.04
Control Delay (s/veh)	76.3	31.1		1.7	1.8	1.5	3.3	0.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.3	31.1		1.7	1.8	1.5	3.3	0.8
LOS	E	C		A	A	A	A	A
Approach Delay (s/veh)	53.3				1.8		3.1	
Approach LOS	D				A		A	
Queue Length 50th (ft)	14	0		4	30	0	90	0
Queue Length 95th (ft)	28	28		8	64	1	110	8
Internal Link Dist (ft)	544				269		468	
Turn Bay Length (ft)	225			325		195		225
Base Capacity (vph)	708	348		443	4512	666	4328	1328
Starvation Cap Reductn	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0
Reduced v/c Ratio	0.04	0.08		0.09	0.16	0.00	0.27	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 6.5 (4%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay (s/veh): 4.0		Intersection LOS: A	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: N Flamingo Road & Pink Flamingo Lane





Lane Configurations						
Traffic Volume (vph)	71	83	65	43	23	79
Future Volume (vph)	71	83	65	43	23	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	105	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	25		25			25
Link Distance (ft)	356		258			417
Travel Time (s)	9.7		7.0			11.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.72	0.72	0.83	0.83	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

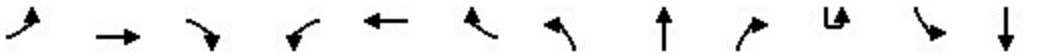
Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	71	83	65	43	23	79
Future Vol, veh/h	71	83	65	43	23	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	83	83	93	93
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	99	115	78	52	25	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	196	65	0	0	130	0
Stage 1	104	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.14	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.22	-
Pot Cap-1 Maneuver	771	982	-	-	1453	-
Stage 1	905	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	758	982	-	-	1453	-
Mov Cap-2 Maneuver	759	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.75	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	759	982	1453	-
HCM Lane V/C Ratio	-	-	0.13	0.117	0.017	-
HCM Ctrl Dly (s/v)	-	-	10.5	9.2	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.4	0.1	-



Lane Configurations												
Traffic Volume (vph)	7	56	3	5	129	19	1	1	1	1	27	0
Future Volume (vph)	7	56	3	5	129	19	1	1	1	1	27	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	0		0		0	
Storage Lanes	0		0	0		0	1		1		0	
Taper Length (ft)	25			25			25				25	
Link Speed (mph)		25			25			25				25
Link Distance (ft)		356			624			531				392
Travel Time (s)		9.7			17.0			14.5				10.7
Confl. Peds. (#/hr)	6		1	1		6	1		1		1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.64	0.64	0.64	0.92	0.92	0.92	0.71	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												

Intersection Summary	
Area Type:	Other



Lane Configurations	
Traffic Volume (vph)	25
Future Volume (vph)	25
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.71
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	

Intersection Summary

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	7	56	3	5	129	19	1	1	1	1	27	0	25
Future Vol, veh/h	7	56	3	5	129	19	1	1	1	1	27	0	25
Conflicting Peds, #/hr	6	0	1	1	0	6	1	0	1	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	87	87	87	64	64	64	92	92	92	71	71	71	71
Heavy Vehicles, %	3	3	3	4	4	4	2	2	2	2	2	2	2
Mvmt Flow	8	64	3	8	202	30	1	1	1	1	38	0	35

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	237	0	0	69	0	0	201	336	36	0	288	323	123
Stage 1	-	-	-	-	-	-	83	83	-	0	238	238	-
Stage 2	-	-	-	-	-	-	117	253	-	0	50	85	-
Critical Hdwy	4.16	-	-	4.18	-	-	7.54	6.54	6.94	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.23	-	-	2.24	-	-	3.52	4.02	3.32	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	1320	-	-	1516	-	-	740	583	1029	0	642	593	905
Stage 1	-	-	-	-	-	-	916	825	-	0	744	707	-
Stage 2	-	-	-	-	-	-	875	697	-	0	957	824	-
Platoon blocked, %		-	-		-	-				-			
Mov Cap-1 Maneuver	1312	-	-	1514	-	-	701	573	1027	0	629	582	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	701	573	-	0	629	582	-
Stage 1	-	-	-	-	-	-	909	819	-	0	736	699	-
Stage 2	-	-	-	-	-	-	835	689	-	0	948	818	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.86	0.24	9.33	10.18
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	701	1027	356	-	-	1514	-	-	629	899
HCM Lane V/C Ratio	0.002	0.001	0.006	-	-	0.005	-	-	0.063	0.039
HCM Ctrl Dly (s/v)	10.1	8.5	7.8	0	-	7.4	-	-	11.1	9.2
HCM Lane LOS	B	A	A	A	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0.2	0.1



Lane Configurations												
Traffic Volume (vph)	8	0	3	2	0	0	1	5	88	0	2	145
Future Volume (vph)	8	0	3	2	0	0	1	5	88	0	2	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	0		0	0		0		0		0	0	
Storage Lanes	0		0	1		1		1		0	1	
Taper Length (ft)	25			25				25			25	
Link Speed (mph)		25			25				25			25
Link Distance (ft)		265			265				690			258
Travel Time (s)		7.2			7.2				18.8			7.0
Confl. Peds. (#/hr)				1						1	1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.78	0.78	0.78	0.78	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			0%
Shared Lane Traffic (%)				10%								

Intersection Summary	
Area Type:	Other



Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.85
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	

Intersection Summary

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	8	0	3	2	0	0	1	5	88	0	2	145	3
Future Vol, veh/h	8	0	3	2	0	0	1	5	88	0	2	145	3
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	78	78	78	78	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	3	2	0	0	1	6	113	0	2	171	4

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	249	306	88	220	-	57	174	174	0	0	114	0	0
Stage 1	177	177	-	129	-	-	-	-	-	-	-	-	-
Stage 2	72	129	-	91	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	-	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	-	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	684	606	953	717	0	997	1111	1400	-	-	1473	-	-
Stage 1	807	752	-	861	0	-	-	-	-	-	-	-	-
Stage 2	930	788	-	906	0	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	679	601	952	708	-	996	1341	1341	-	-	1472	-	-
Mov Cap-2 Maneuver	679	601	-	708	-	-	-	-	-	-	-	-	-
Stage 1	806	750	-	855	-	-	-	-	-	-	-	-	-
Stage 2	924	783	-	901	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.97	10.1	0.49	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1341	-	-	737	708	-	1472	-	-
HCM Lane V/C Ratio	0.006	-	-	0.016	0.003	-	0.002	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	10	10.1	0	7.4	-	-
HCM Lane LOS	A	-	-	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	0	-	-

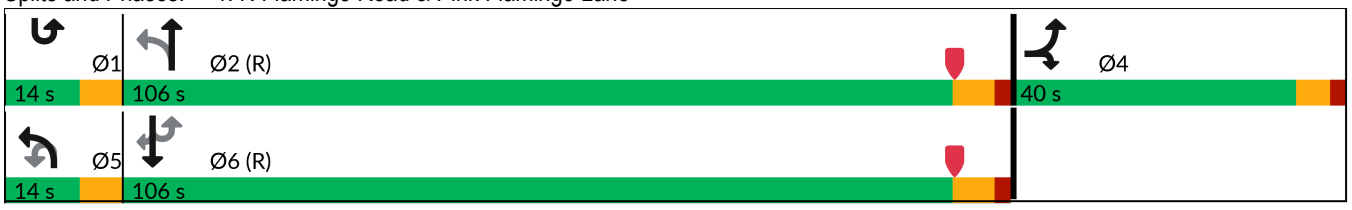


Lane Configurations								
Traffic Volume (vph)	28	30	3	49	723	2	1066	65
Future Volume (vph)	28	30	3	49	723	2	1066	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%				0%		0%	
Storage Length (ft)	225	0		325		195		225
Storage Lanes	1	1		1		1		1
Taper Length (ft)	25			25		25		
Lane Util. Factor	0.97	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor				1.00				0.98
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	3335	1538	0	1770	5085	1770	5085	1583
Flt Permitted	0.950			0.208		0.342		
Satd. Flow (perm)	3335	1538	0	387	5085	637	5085	1551
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		38						75
Link Speed (mph)	25				45		45	
Link Distance (ft)	624				349		548	
Travel Time (s)	17.0				5.3		8.3	
Confl. Peds. (#/hr)				5				5
Confl. Bikes (#/hr)								
Peak Hour Factor	0.79	0.79	0.92	0.92	0.92	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%				0%		0%	
Adj. Flow (vph)	35	38	3	53	786	2	1225	75
Shared Lane Traffic (%)								
Lane Group Flow (vph)	35	38	0	56	786	2	1225	75
Turn Type	Prot	Prot	custom	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	4	4		5	2	1	6	
Permitted Phases			5	2		6		6
Detector Phase	4	4	5	5	2	1	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	11.0	11.0	9.0	9.0	19.0	9.0	34.0	34.0
Total Split (s)	40.0	40.0	14.0	14.0	106.0	14.0	106.0	106.0
Total Split (%)	25.0%	25.0%	8.8%	8.8%	66.3%	8.8%	66.3%	66.3%
Maximum Green (s)	34.0	34.0	9.0	9.0	99.0	9.0	99.0	99.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		5.0	7.0	5.0	7.0	7.0
Lead/Lag			Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	1.5	1.5	3.0	1.5	3.0	3.0

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Minimum Gap (s)	3.0	3.0	1.5	1.5	3.0	1.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Min	None	C-Min	C-Min
Walk Time (s)					7.0		7.0	7.0
Flash Don't Walk (s)					0.0		20.0	20.0
Pedestrian Calls (#/hr)					0		0	0
Act Effct Green (s)	7.2	7.2		143.3	141.7	139.5	135.7	135.7
Actuated g/C Ratio	0.05	0.05		0.90	0.89	0.87	0.85	0.85
v/c Ratio	0.23	0.36		0.15	0.17	0.00	0.28	0.06
Control Delay (s/veh)	76.9	29.3		2.0	1.9	1.5	3.4	0.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.9	29.3		2.0	1.9	1.5	3.4	0.7
LOS	E	C		A	A	A	A	A
Approach Delay (s/veh)	52.1				1.9		3.3	
Approach LOS	D				A		A	
Queue Length 50th (ft)	18	0		5	33	0	96	0
Queue Length 95th (ft)	34	31		11	71	1	118	9
Internal Link Dist (ft)	544				269		468	
Turn Bay Length (ft)	225			325		195		225
Base Capacity (vph)	708	356		426	4502	635	4313	1327
Starvation Cap Reductn	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0
Reduced v/c Ratio	0.05	0.11		0.13	0.17	0.00	0.28	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 6.5 (4%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay (s/veh): 4.4		Intersection LOS: A	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: N Flamingo Road & Pink Flamingo Lane





Lane Configurations						
Traffic Volume (vph)	85	101	66	54	28	81
Future Volume (vph)	85	101	66	54	28	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	105	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	25		25			25
Link Distance (ft)	356		258			417
Travel Time (s)	9.7		7.0			11.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.72	0.72	0.83	0.83	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	85	101	66	54	28	81
Future Vol, veh/h	85	101	66	54	28	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	83	83	93	93
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	118	140	80	65	30	87

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	216	72	0	0	145	0
Stage 1	112	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.14	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.22	-
Pot Cap-1 Maneuver	750	972	-	-	1435	-
Stage 1	897	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	734	972	-	-	1435	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.99	0	1.94
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	742	972	1435	-
HCM Lane V/C Ratio	-	-	0.159	0.144	0.021	-
HCM Ctrl Dly (s/v)	-	-	10.8	9.3	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.5	0.1	-

Lane Configurations												
Traffic Volume (vph)	7	72	3	5	161	19	1	1	1	1	28	0
Future Volume (vph)	7	72	3	5	161	19	1	1	1	1	28	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	0		0		0	
Storage Lanes	0		0	0		0	1		1		0	
Taper Length (ft)	25			25			25				25	
Link Speed (mph)		25			25			25				25
Link Distance (ft)		356			624			531				392
Travel Time (s)		9.7			17.0			14.5				10.7
Confl. Peds. (#/hr)	6		1	1		6	1		1		1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.64	0.64	0.64	0.92	0.92	0.92	0.71	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												

Intersection Summary	
Area Type:	Other



Lane Configurations	
Traffic Volume (vph)	26
Future Volume (vph)	26
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.71
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	

Intersection Summary

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	7	72	3	5	161	19	1	1	1	1	28	0	26
Future Vol, veh/h	7	72	3	5	161	19	1	1	1	1	28	0	26
Conflicting Peds, #/hr	6	0	1	1	0	6	1	0	1	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	0	-	0	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	87	87	87	64	64	64	92	92	92	71	71	71	71
Heavy Vehicles, %	3	3	3	4	4	4	2	2	2	2	2	2	2
Mvmt Flow	8	83	3	8	252	30	1	1	1	1	39	0	37

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	287	0	0	87	0	0	244	404	45	0	347	391	148
Stage 1	-	-	-	-	-	-	102	102	-	0	288	288	-
Stage 2	-	-	-	-	-	-	142	303	-	0	59	103	-
Critical Hdwy	4.16	-	-	4.18	-	-	7.54	6.54	6.94	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.23	-	-	2.24	-	-	3.52	4.02	3.32	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	1264	-	-	1492	-	-	690	534	1015	0	583	543	873
Stage 1	-	-	-	-	-	-	893	810	-	0	695	672	-
Stage 2	-	-	-	-	-	-	846	662	-	0	946	809	-
Platoon blocked, %		-	-		-	-				-			
Mov Cap-1 Maneuver	1257	-	-	1491	-	-	651	524	1013	0	570	533	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	651	524	-	0	570	533	-
Stage 1	-	-	-	-	-	-	887	804	-	0	687	665	-
Stage 2	-	-	-	-	-	-	805	655	-	0	936	803	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.71	0.2	9.55	10.61
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	651	1013	291	-	-	1491	-	-	570	867
HCM Lane V/C Ratio	0.002	0.001	0.006	-	-	0.005	-	-	0.072	0.042
HCM Ctrl Dly (s/v)	10.5	8.6	7.9	0	-	7.4	-	-	11.8	9.3
HCM Lane LOS	B	A	A	A	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0.2	0.1



Lane Configurations												
Traffic Volume (vph)	8	0	3	2	0	0	1	5	100	0	2	161
Future Volume (vph)	8	0	3	2	0	0	1	5	100	0	2	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	0		0	0		0		0		0	0	
Storage Lanes	0		0	1		1		1		0	1	
Taper Length (ft)	25			25				25			25	
Link Speed (mph)		25			25				25			25
Link Distance (ft)		265			265				690			258
Travel Time (s)		7.2			7.2				18.8			7.0
Confl. Peds. (#/hr)				1						1	1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.78	0.78	0.78	0.78	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			0%
Shared Lane Traffic (%)				10%								

Intersection Summary	
Area Type:	Other



Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.85
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	

Intersection Summary

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	8	0	3	2	0	0	1	5	100	0	2	161	3
Future Vol, veh/h	8	0	3	2	0	0	1	5	100	0	2	161	3
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	78	78	78	78	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	3	2	0	0	1	6	128	0	2	189	4

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	275	340	97	245	-	65	193	193	0	0	129	0	0
Stage 1	196	196	-	145	-	-	-	-	-	-	-	-	-
Stage 2	79	145	-	100	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	-	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	-	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	655	580	940	688	0	985	1081	1378	-	-	1454	-	-
Stage 1	787	738	-	843	0	-	-	-	-	-	-	-	-
Stage 2	920	776	-	895	0	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	650	575	939	680	-	985	1317	1317	-	-	1453	-	-
Mov Cap-2 Maneuver	650	575	-	680	-	-	-	-	-	-	-	-	-
Stage 1	786	736	-	838	-	-	-	-	-	-	-	-	-
Stage 2	915	771	-	889	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.16	10.31	0.44	0.09
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	710	680	-	1453	-	-
HCM Lane V/C Ratio	0.006	-	-	0.017	0.003	-	0.002	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	10.2	10.3	0	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	0	-	-

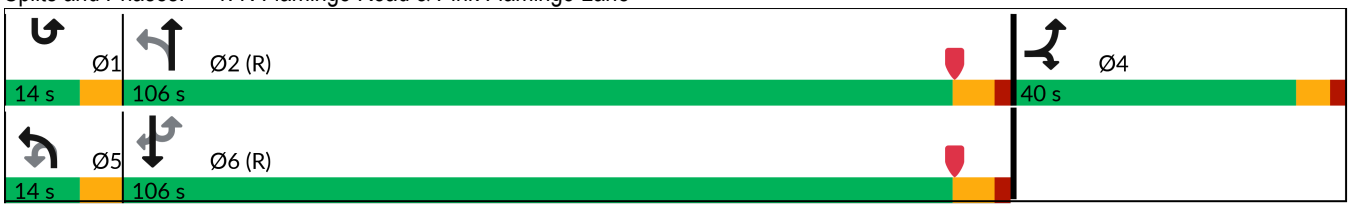


Lane Configurations								
Traffic Volume (vph)	62	64	3	88	705	2	1048	104
Future Volume (vph)	62	64	3	88	705	2	1048	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%				0%		0%	
Storage Length (ft)	225	0		325		195		225
Storage Lanes	1	1		1		1		1
Taper Length (ft)	25			25		25		
Lane Util. Factor	0.97	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor				1.00				0.98
Frt		0.850						0.850
Flt Protected	0.950			0.950		0.950		
Satd. Flow (prot)	3335	1538	0	1770	5085	1770	5085	1583
Flt Permitted	0.950			0.208		0.349		
Satd. Flow (perm)	3335	1538	0	387	5085	650	5085	1551
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		81						120
Link Speed (mph)	25				45		45	
Link Distance (ft)	624				349		548	
Travel Time (s)	17.0				5.3		8.3	
Confl. Peds. (#/hr)				5				5
Confl. Bikes (#/hr)								
Peak Hour Factor	0.79	0.79	0.92	0.92	0.92	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%				0%		0%	
Adj. Flow (vph)	78	81	3	96	766	2	1205	120
Shared Lane Traffic (%)								
Lane Group Flow (vph)	78	81	0	99	766	2	1205	120
Turn Type	Prot	Prot	custom	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	4	4		5	2	1	6	
Permitted Phases			5	2		6		6
Detector Phase	4	4	5	5	2	1	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	11.0	11.0	9.0	9.0	19.0	9.0	34.0	34.0
Total Split (s)	40.0	40.0	14.0	14.0	106.0	14.0	106.0	106.0
Total Split (%)	25.0%	25.0%	8.8%	8.8%	66.3%	8.8%	66.3%	66.3%
Maximum Green (s)	34.0	34.0	9.0	9.0	99.0	9.0	99.0	99.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		5.0	7.0	5.0	7.0	7.0
Lead/Lag			Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	1.5	1.5	3.0	1.5	3.0	3.0

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Minimum Gap (s)	3.0	3.0	1.5	1.5	3.0	1.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Min	None	C-Min	C-Min
Walk Time (s)					7.0		7.0	7.0
Flash Don't Walk (s)					0.0		20.0	20.0
Pedestrian Calls (#/hr)					0		0	0
Act Effct Green (s)	9.1	9.1		139.3	136.0	133.7	127.7	127.7
Actuated g/C Ratio	0.06	0.06		0.87	0.85	0.84	0.80	0.80
v/c Ratio	0.41	0.49		0.26	0.18	0.00	0.30	0.10
Control Delay (s/veh)	78.9	23.9		3.1	2.5	1.5	4.6	0.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.9	23.9		3.1	2.5	1.5	4.6	0.8
LOS	E	C		A	A	A	A	A
Approach Delay (s/veh)	50.9				2.5		4.3	
Approach LOS	D				A		A	
Queue Length 50th (ft)	41	0		10	36	0	105	0
Queue Length 95th (ft)	61	39		20	75	1	130	13
Internal Link Dist (ft)	544				269		468	
Turn Bay Length (ft)	225			325		195		225
Base Capacity (vph)	708	390		416	4323	626	4057	1261
Starvation Cap Reductn	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0
Reduced v/c Ratio	0.11	0.21		0.24	0.18	0.00	0.30	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 6.5 (4%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay (s/veh): 6.8		Intersection LOS: A	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: N Flamingo Road & Pink Flamingo Lane





Lane Configurations						
Traffic Volume (vph)	90	101	68	58	28	83
Future Volume (vph)	90	101	68	58	28	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	105	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	25		25			25
Link Distance (ft)	356		258			417
Travel Time (s)	9.7		7.0			11.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.72	0.72	0.83	0.83	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

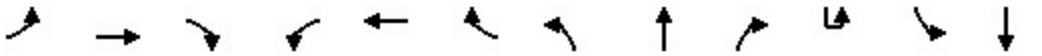
Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	90	101	68	58	28	83
Future Vol, veh/h	90	101	68	58	28	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	83	83	93	93
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	125	140	82	70	30	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	222	76	0	0	152	0
Stage 1	117	-	-	-	-	-
Stage 2	105	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.14	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.22	-
Pot Cap-1 Maneuver	744	967	-	-	1427	-
Stage 1	892	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	728	967	-	-	1427	-
Mov Cap-2 Maneuver	738	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.07	0	1.91
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	738	967	1427	-
HCM Lane V/C Ratio	-	-	0.169	0.145	0.021	-
HCM Ctrl Dly (s/v)	-	-	10.9	9.4	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.5	0.1	-



Lane Configurations												
Traffic Volume (vph)	7	76	3	78	166	19	1	1	65	1	28	0
Future Volume (vph)	7	76	3	78	166	19	1	1	65	1	28	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	105		0	0		0		0	
Storage Lanes	0		0	1		0	0		1		0	
Taper Length (ft)	25			25			25				25	
Link Speed (mph)		25			25			25				25
Link Distance (ft)		356			624			531				392
Travel Time (s)		9.7			17.0			14.5				10.7
Confl. Peds. (#/hr)	6		1	1		6	1		1		1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.64	0.64	0.64	0.92	0.92	0.92	0.71	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												

Intersection Summary	
Area Type:	Other



Lane Configurations	
Traffic Volume (vph)	26
Future Volume (vph)	26
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.71
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	

Intersection Summary

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	7	76	3	78	166	19	1	1	65	1	28	0	26
Future Vol, veh/h	7	76	3	78	166	19	1	1	65	1	28	0	26
Conflicting Peds, #/hr	6	0	1	1	0	6	1	0	1	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	105	-	-	-	-	0	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	87	87	87	64	64	64	92	92	92	71	71	71	71
Heavy Vehicles, %	3	3	3	4	4	4	2	2	2	2	2	2	2
Mvmt Flow	8	87	3	122	259	30	1	1	71	1	39	0	37

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	295	0	0	92	0	0	481	645	47	0	585	632	152
Stage 1	-	-	-	-	-	-	106	106	-	0	524	524	-
Stage 2	-	-	-	-	-	-	374	539	-	0	61	108	-
Critical Hdwy	4.16	-	-	4.18	-	-	7.54	6.54	6.94	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.23	-	-	2.24	-	-	3.52	4.02	3.32	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	1256	-	-	1486	-	-	468	389	1011	0	394	396	868
Stage 1	-	-	-	-	-	-	888	807	-	0	505	528	-
Stage 2	-	-	-	-	-	-	619	520	-	0	943	805	-
Platoon blocked, %		-	-		-	-				-			
Mov Cap-1 Maneuver	1249	-	-	1485	-	-	408	353	1010	0	331	359	862
Mov Cap-2 Maneuver	-	-	-	-	-	-	408	353	-	0	331	359	-
Stage 1	-	-	-	-	-	-	881	800	-	0	460	482	-
Stage 2	-	-	-	-	-	-	543	475	-	0	869	799	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.68	2.27	9.01	13.53
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	378	1010	278	-	-	1485	-	-	331	862
HCM Lane V/C Ratio	0.006	0.07	0.006	-	-	0.082	-	-	0.123	0.042
HCM Ctrl Dly (s/v)	14.6	8.8	7.9	0	-	7.6	-	-	17.4	9.4
HCM Lane LOS	B	A	A	A	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0	0.2	0	-	-	0.3	-	-	0.4	0.1



Lane Configurations												
Traffic Volume (vph)	8	0	3	4	0	6	1	5	100	2	9	161
Future Volume (vph)	8	0	3	4	0	6	1	5	100	2	9	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			0%
Storage Length (ft)	0		0	0		0		0		0	0	
Storage Lanes	0		0	1		1		1		0	1	
Taper Length (ft)	25			25				25			25	
Link Speed (mph)		25			25				25			25
Link Distance (ft)		265			265				690			258
Travel Time (s)		7.2			7.2				18.8			7.0
Confl. Peds. (#/hr)				1						1	1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.78	0.78	0.78	0.78	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			0%
Shared Lane Traffic (%)				10%								

Intersection Summary	
Area Type:	Other



Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.85
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	

Intersection Summary

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	8	0	3	4	0	6	1	5	100	2	9	161	3
Future Vol, veh/h	8	0	3	4	0	6	1	5	100	2	9	161	3
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	78	78	78	78	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	3	4	0	7	1	6	128	3	11	189	4

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	292	360	97	263	-	66	193	193	0	0	132	0	0
Stage 1	212	212	-	146	-	-	-	-	-	-	-	-	-
Stage 2	79	147	-	117	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	-	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	-	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	638	566	940	669	0	984	1081	1378	-	-	1451	-	-
Stage 1	770	725	-	842	0	-	-	-	-	-	-	-	-
Stage 2	920	774	-	875	0	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	625	558	939	657	-	983	1317	1317	-	-	1450	-	-
Mov Cap-2 Maneuver	625	558	-	657	-	-	-	-	-	-	-	-	-
Stage 1	764	720	-	836	-	-	-	-	-	-	-	-	-
Stage 2	909	769	-	865	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.32	9.42	0.43	0.39
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	688	657	983	1450	-	-
HCM Lane V/C Ratio	0.006	-	-	0.017	0.007	0.007	0.007	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	10.3	10.5	8.7	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	0	-	-

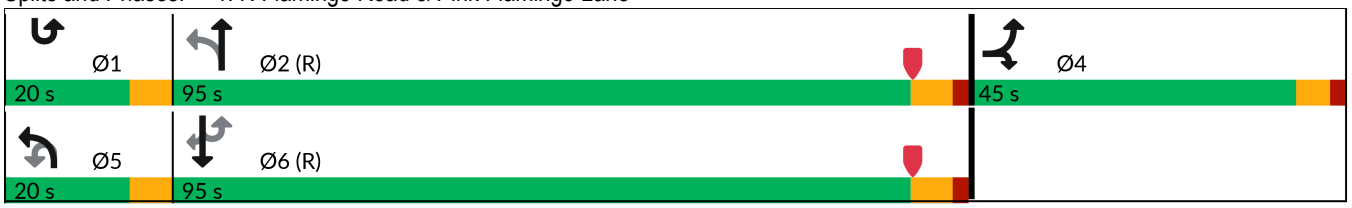


Lane Configurations								
Traffic Volume (vph)	197	137	17	134	1285	0	1080	264
Future Volume (vph)	197	137	17	134	1285	0	1080	264
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%				0%		0%	
Storage Length (ft)	225	0		325		195		225
Storage Lanes	1	1		1		1		1
Taper Length (ft)	25			25		25		
Lane Util. Factor	0.97	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor				1.00				0.98
Frt		0.850						0.850
Flt Protected	0.950			0.950				
Satd. Flow (prot)	3433	1583	0	1770	5085	1863	5085	1583
Flt Permitted	0.950			0.217				
Satd. Flow (perm)	3433	1583	0	404	5085	1863	5085	1559
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		180						278
Link Speed (mph)	25				45		45	
Link Distance (ft)	624				349		548	
Travel Time (s)	17.0				5.3		8.3	
Confl. Peds. (#/hr)				2				2
Confl. Bikes (#/hr)								
Peak Hour Factor	0.76	0.76	0.96	0.96	0.96	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%				0%		0%	
Adj. Flow (vph)	259	180	18	140	1339	0	1137	278
Shared Lane Traffic (%)								
Lane Group Flow (vph)	259	180	0	158	1339	0	1137	278
Turn Type	Prot	Prot	custom	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	4	4		5	2	1	6	
Permitted Phases			5	2		6		6
Detector Phase	4	4	5	5	2	1	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	11.0	11.0	9.0	9.0	19.0	9.0	34.0	34.0
Total Split (s)	45.0	45.0	20.0	20.0	95.0	20.0	95.0	95.0
Total Split (%)	28.1%	28.1%	12.5%	12.5%	59.4%	12.5%	59.4%	59.4%
Maximum Green (s)	39.0	39.0	15.0	15.0	88.0	15.0	88.0	88.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		5.0	7.0	5.0	7.0	7.0
Lead/Lag			Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	1.5	1.5	3.0	1.5	3.0	3.0

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Minimum Gap (s)	3.0	3.0	1.5	1.5	3.0	1.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Min	None	C-Min	C-Min
Walk Time (s)					7.0		7.0	7.0
Flash Don't Walk (s)					0.0		20.0	20.0
Pedestrian Calls (#/hr)					0		0	0
Act Effct Green (s)	17.4	17.4		131.6	129.6		117.7	117.7
Actuated g/C Ratio	0.11	0.11		0.82	0.81		0.74	0.74
v/c Ratio	0.69	0.54		0.40	0.33		0.30	0.23
Control Delay (s/veh)	78.4	14.3		6.2	4.3		7.8	1.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	78.4	14.3		6.2	4.3		7.8	1.2
LOS	E	B		A	A		A	A
Approach Delay (s/veh)	52.1				4.5		6.5	
Approach LOS	D				A		A	
Queue Length 50th (ft)	137	0		27	112		134	0
Queue Length 95th (ft)	151	35		50	151		183	28
Internal Link Dist (ft)	544				269		468	
Turn Bay Length (ft)	225			325				225
Base Capacity (vph)	836	521		460	4117		3740	1219
Starvation Cap Reductn	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0
Reduced v/c Ratio	0.31	0.35		0.34	0.33		0.30	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 75 (47%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 11.6		Intersection LOS: B	
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: N Flamingo Road & Pink Flamingo Lane





Lane Configurations						
Traffic Volume (vph)	193	193	263	206	140	363
Future Volume (vph)	193	193	263	206	140	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	105	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	25		25			25
Link Distance (ft)	356		258			417
Travel Time (s)	9.7		7.0			11.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.94	0.94	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	6.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	193	193	263	206	140	363
Future Vol, veh/h	193	193	263	206	140	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	94	94	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	208	208	280	219	146	378

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	870	249	0	0	499	0
Stage 1	389	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	291	750	-	-	1061	-
Stage 1	654	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	251	750	-	-	1061	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	507	-	-	-	-	-

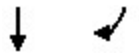
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.93	0	2.49
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	372	750	1061	-
HCM Lane V/C Ratio	-	-	0.558	0.277	0.137	-
HCM Ctrl Dly (s/v)	-	-	26.2	11.6	8.9	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	3.3	1.1	0.5	-

Lane Configurations												
Traffic Volume (vph)	3	27	328	4	8	349	36	3	2	15	1	27
Future Volume (vph)	3	27	328	4	8	349	36	3	2	15	1	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			
Storage Length (ft)		0		0	0		0	0		0		0
Storage Lanes		0		0	0		0	1		1		0
Taper Length (ft)		25			25			25				25
Link Speed (mph)			25			25			25			
Link Distance (ft)			356			624			531			
Travel Time (s)			9.7			17.0			14.5			
Confl. Peds. (#/hr)		2					2					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other



Lane Configurations		
Traffic Volume (vph)	3	22
Future Volume (vph)	3	22
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Link Speed (mph)	25	
Link Distance (ft)	392	
Travel Time (s)	10.7	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.85	0.85
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	2%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		

Intersection Summary

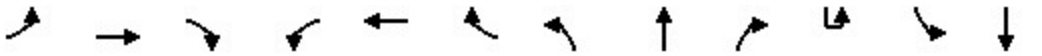
Intersection	
Int Delay, s/veh	1.8

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	3	27	328	4	8	349	36	3	2	15	1	27	3	22
Future Vol, veh/h	3	27	328	4	8	349	36	3	2	15	1	27	3	22
Conflicting Peds, #/hr	0	2	0	0	0	0	2	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	0	-	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	93	93	93	92	92	92	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	28	345	4	9	375	39	3	2	16	1	32	4	26

Major/Minor	Major1				Major2			Minor1				Minor2		
Conflicting Flow All	414	416	0	0	349	0	0	617	844	175	0	651	826	209
Stage 1	-	-	-	-	-	-	-	411	411	-	0	414	414	-
Stage 2	-	-	-	-	-	-	-	207	433	-	0	237	413	-
Critical Hdwy	6.44	4.14	-	-	4.14	-	-	7.54	6.54	6.94	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.22	-	-	3.52	4.02	3.32	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	785	1139	-	-	1206	-	-	374	299	838	0	354	306	797
Stage 1	-	-	-	-	-	-	-	589	594	-	0	586	592	-
Stage 2	-	-	-	-	-	-	-	776	580	-	0	745	592	-
Platoon blocked, %			-	-		-	-				-			
Mov Cap-1 Maneuver	1083	1083	-	-	1206	-	-	343	286	838	0	330	293	795
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	343	286	-	0	330	293	-
Stage 1	-	-	-	-	-	-	-	570	574	-	0	581	586	-
Stage 2	-	-	-	-	-	-	-	740	574	-	0	704	573	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.11	0.16	10.41	14.16
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	343	838	293	-	-	1206	-	-	326	795
HCM Lane V/C Ratio	0.009	0.019	0.026	-	-	0.007	-	-	0.112	0.033
HCM Ctrl Dly (s/v)	15.6	9.4	8.4	0.5	-	8	-	-	17.4	9.7
HCM Lane LOS	C	A	A	A	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0	0.1	0.1	-	-	0	-	-	0.4	0.1



Lane Configurations												
Traffic Volume (vph)	16	0	21	3	1	12	18	415	14	1	7	565
Future Volume (vph)	16	0	21	3	1	12	18	415	14	1	7	565
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	0		0		0	
Storage Lanes	0		0	1		1	1		0		1	
Taper Length (ft)	25			25			25				25	
Link Speed (mph)		25			25			25				25
Link Distance (ft)		265			265			690				258
Travel Time (s)		7.2			7.2			18.8				7.0
Confl. Peds. (#/hr)									1		1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)				10%								

Intersection Summary	
Area Type:	Other



Lane Configurations	
Traffic Volume (vph)	15
Future Volume (vph)	15
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	

Intersection Summary

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	16	0	21	3	1	12	18	415	14	1	7	565	15
Future Vol, veh/h	16	0	21	3	1	12	18	415	14	1	7	565	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	0	-	0	0	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	95	95	95	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	24	3	1	13	19	437	15	1	8	614	16

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	897	1130	315	808	1131	227	630	0	0	452	453	0	0
Stage 1	640	640	-	483	483	-	-	-	-	-	-	-	-
Stage 2	257	490	-	324	648	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	235	202	681	273	202	776	948	-	-	743	1104	-	-
Stage 1	430	468	-	534	551	-	-	-	-	-	-	-	-
Stage 2	725	547	-	662	464	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	223	196	681	255	196	775	948	-	-	1037	1037	-	-
Mov Cap-2 Maneuver	223	196	-	255	196	-	-	-	-	-	-	-	-
Stage 1	427	464	-	522	539	-	-	-	-	-	-	-	-
Stage 2	697	535	-	633	460	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.31	11.64	0.36	0.12
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	948	-	-	361	255	775	1037	-	-
HCM Lane V/C Ratio	0.02	-	-	0.118	0.013	0.017	0.008	-	-
HCM Ctrl Dly (s/v)	8.9	-	-	16.3	19.3	9.7	8.5	-	-
HCM Lane LOS	A	-	-	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0.1	0	-	-

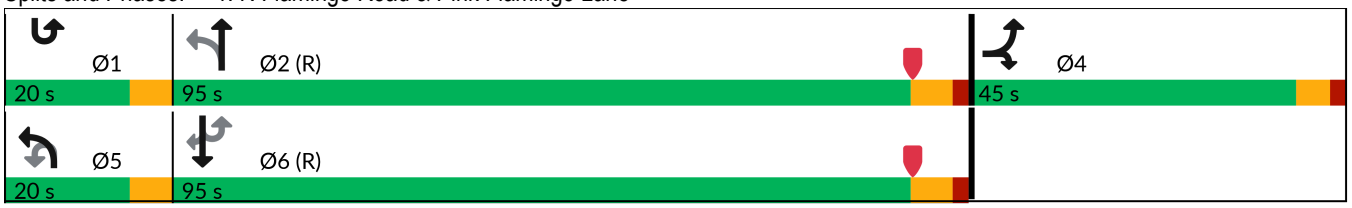


Lane Configurations								
Traffic Volume (vph)	225	156	17	147	1321	0	1129	290
Future Volume (vph)	225	156	17	147	1321	0	1129	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%				0%		0%	
Storage Length (ft)	225	0		325		195		225
Storage Lanes	1	1		1		1		1
Taper Length (ft)	25			25		25		
Lane Util. Factor	0.97	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor				1.00				0.98
Frt		0.850						0.850
Flt Protected	0.950			0.950				
Satd. Flow (prot)	3433	1583	0	1770	5085	1863	5085	1583
Flt Permitted	0.950			0.203				
Satd. Flow (perm)	3433	1583	0	378	5085	1863	5085	1559
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		185						305
Link Speed (mph)	25				45		45	
Link Distance (ft)	624				349		548	
Travel Time (s)	17.0				5.3		8.3	
Confl. Peds. (#/hr)				2				2
Confl. Bikes (#/hr)								
Peak Hour Factor	0.76	0.76	0.96	0.96	0.96	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%				0%		0%	
Adj. Flow (vph)	296	205	18	153	1376	0	1188	305
Shared Lane Traffic (%)								
Lane Group Flow (vph)	296	205	0	171	1376	0	1188	305
Turn Type	Prot	Prot	custom	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	4	4		5	2	1	6	
Permitted Phases			5	2		6		6
Detector Phase	4	4	5	5	2	1	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	11.0	11.0	9.0	9.0	19.0	9.0	34.0	34.0
Total Split (s)	45.0	45.0	20.0	20.0	95.0	20.0	95.0	95.0
Total Split (%)	28.1%	28.1%	12.5%	12.5%	59.4%	12.5%	59.4%	59.4%
Maximum Green (s)	39.0	39.0	15.0	15.0	88.0	15.0	88.0	88.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		5.0	7.0	5.0	7.0	7.0
Lead/Lag			Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	1.5	1.5	3.0	1.5	3.0	3.0

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Minimum Gap (s)	3.0	3.0	1.5	1.5	3.0	1.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Min	None	C-Min	C-Min
Walk Time (s)					7.0		7.0	7.0
Flash Don't Walk (s)					0.0		20.0	20.0
Pedestrian Calls (#/hr)					0		0	0
Act Effct Green (s)	19.2	19.2		129.8	127.8		115.5	115.5
Actuated g/C Ratio	0.12	0.12		0.81	0.80		0.72	0.72
v/c Ratio	0.72	0.58		0.46	0.34		0.32	0.25
Control Delay (s/veh)	77.7	18.0		7.6	4.9		8.7	1.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	77.7	18.0		7.6	4.9		8.7	1.3
LOS	E	B		A	A		A	A
Approach Delay (s/veh)	53.3				5.2		7.2	
Approach LOS	D				A		A	
Queue Length 50th (ft)	156	19		32	126		151	0
Queue Length 95th (ft)	168	52		58	168		205	31
Internal Link Dist (ft)	544				269		468	
Turn Bay Length (ft)	225			325				225
Base Capacity (vph)	836	525		437	4061		3670	1210
Starvation Cap Reductn	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0
Reduced v/c Ratio	0.35	0.39		0.39	0.34		0.32	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 75 (47%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 12.9		Intersection LOS: B	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: N Flamingo Road & Pink Flamingo Lane





Lane Configurations						
Traffic Volume (vph)	213	212	268	234	159	370
Future Volume (vph)	213	212	268	234	159	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	105	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	25		25			25
Link Distance (ft)	356		258			417
Travel Time (s)	9.7		7.0			11.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.94	0.94	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	7.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	213	212	268	234	159	370
Future Vol, veh/h	213	212	268	234	159	370
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	94	94	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	229	228	285	249	166	385

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	934	267	0	0	534	0
Stage 1	410	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	265	731	-	-	1030	-
Stage 1	639	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 222	731	-	-	1030	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	469	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	23.09	0	2.75
HCM LOS	C		

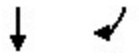
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	344	731	1030	-
HCM Lane V/C Ratio	-	-	0.665	0.312	0.161	-
HCM Ctrl Dly (s/v)	-	-	34	12.1	9.2	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	4.5	1.3	0.6	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Configurations												
Traffic Volume (vph)	3	28	375	4	8	387	37	3	2	15	1	28
Future Volume (vph)	3	28	375	4	8	387	37	3	2	15	1	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			
Storage Length (ft)		0		0	0		0	0		0		0
Storage Lanes		0		0	0		0	1		1		0
Taper Length (ft)		25			25			25				25
Link Speed (mph)			25			25			25			
Link Distance (ft)			356			624			531			
Travel Time (s)			9.7			17.0			14.5			
Confl. Peds. (#/hr)		2					2					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			
Shared Lane Traffic (%)												

Intersection Summary

Area Type: Other



Lane Configurations		
Traffic Volume (vph)	3	22
Future Volume (vph)	3	22
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Link Speed (mph)	25	
Link Distance (ft)	392	
Travel Time (s)	10.7	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.85	0.85
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	2%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		

Intersection Summary

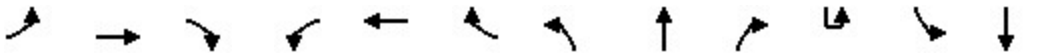
Intersection	
Int Delay, s/veh	1.8

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	3	28	375	4	8	387	37	3	2	15	1	28	3	22
Future Vol, veh/h	3	28	375	4	8	387	37	3	2	15	1	28	3	22
Conflicting Peds, #/hr	0	2	0	0	0	0	2	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	0	-	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	93	93	93	92	92	92	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	29	395	4	9	416	40	3	2	16	1	33	4	26

Major/Minor	Major1				Major2			Minor1			Minor2			
Conflicting Flow All	456	458	0	0	399	0	0	689	937	199	0	719	919	230
Stage 1	-	-	-	-	-	-	-	462	462	-	0	455	455	-
Stage 2	-	-	-	-	-	-	-	227	475	-	0	264	464	-
Critical Hdwy	6.44	4.14	-	-	4.14	-	-	7.54	6.54	6.94	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.22	-	-	3.52	4.02	3.32	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	738	1099	-	-	1156	-	-	332	263	808	0	316	270	772
Stage 1	-	-	-	-	-	-	-	549	563	-	0	554	567	-
Stage 2	-	-	-	-	-	-	-	755	555	-	0	719	562	-
Platoon blocked, %			-	-		-	-				-			
Mov Cap-1 Maneuver	1043	1043	-	-	1156	-	-	303	251	808	0	293	257	771
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	303	251	-	0	293	257	-
Stage 1	-	-	-	-	-	-	-	530	543	-	0	548	561	-
Stage 2	-	-	-	-	-	-	-	719	550	-	0	677	542	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.12	0.15	10.79	15.37
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	303	808	268	-	-	1156	-	-	289	771
HCM Lane V/C Ratio	0.011	0.02	0.028	-	-	0.007	-	-	0.13	0.034
HCM Ctrl Dly (s/v)	17	9.5	8.6	0.5	-	8.1	-	-	19.3	9.8
HCM Lane LOS	C	A	A	A	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0	0.1	0.1	-	-	0	-	-	0.4	0.1



Lane Configurations												
Traffic Volume (vph)	16	0	21	3	1	12	18	447	14	1	7	592
Future Volume (vph)	16	0	21	3	1	12	18	447	14	1	7	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	0		0		0	
Storage Lanes	0		0	1		1	1		0		1	
Taper Length (ft)	25			25			25				25	
Link Speed (mph)		25			25			25				25
Link Distance (ft)		265			265			690				258
Travel Time (s)		7.2			7.2			18.8				7.0
Confl. Peds. (#/hr)									1		1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)				10%								

Intersection Summary	
Area Type:	Other



Lane Configurations	
Traffic Volume (vph)	15
Future Volume (vph)	15
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	

Intersection Summary

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	16	0	21	3	1	12	18	447	14	1	7	592	15
Future Vol, veh/h	16	0	21	3	1	12	18	447	14	1	7	592	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	0	-	0	0	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	95	95	95	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	24	3	1	13	19	471	15	1	8	643	16

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	943	1193	330	856	1194	244	660	0	0	485	486	0	0
Stage 1	669	669	-	517	517	-	-	-	-	-	-	-	-
Stage 2	274	524	-	339	677	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	217	186	666	251	185	757	924	-	-	707	1073	-	-
Stage 1	413	454	-	510	532	-	-	-	-	-	-	-	-
Stage 2	709	528	-	649	450	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	206	180	666	235	180	756	924	-	-	1004	1004	-	-
Mov Cap-2 Maneuver	206	180	-	235	180	-	-	-	-	-	-	-	-
Stage 1	410	450	-	499	521	-	-	-	-	-	-	-	-
Stage 2	681	517	-	620	446	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.14	11.98	0.34	0.11
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	924	-	-	339	235	756	1004	-	-
HCM Lane V/C Ratio	0.021	-	-	0.125	0.014	0.017	0.009	-	-
HCM Ctrl Dly (s/v)	9	-	-	17.1	20.5	9.8	8.6	-	-
HCM Lane LOS	A	-	-	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0.1	0	-	-

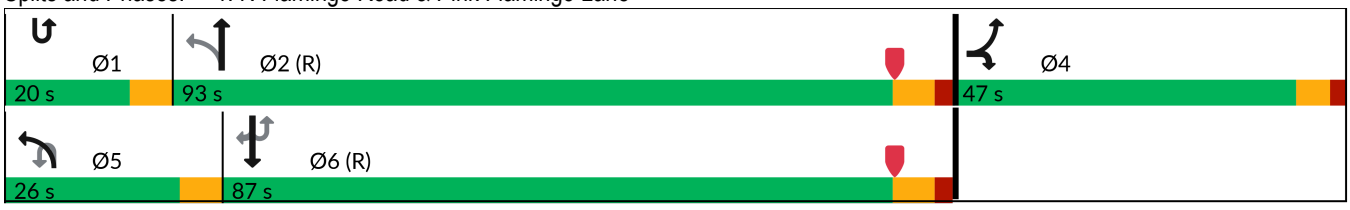


Lane Configurations								
Traffic Volume (vph)	261	193	17	180	1306	0	1114	322
Future Volume (vph)	261	193	17	180	1306	0	1114	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%				0%		0%	
Storage Length (ft)	225	0		325		195		225
Storage Lanes	1	1		1		1		1
Taper Length (ft)	25			25		25		
Lane Util. Factor	0.97	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor				1.00				0.98
Frt		0.850						0.850
Flt Protected	0.950			0.950				
Satd. Flow (prot)	3433	1583	0	1770	5085	1863	5085	1583
Flt Permitted	0.950			0.203				
Satd. Flow (perm)	3433	1583	0	378	5085	1863	5085	1559
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		198						339
Link Speed (mph)	25				45		45	
Link Distance (ft)	624				349		548	
Travel Time (s)	17.0				5.3		8.3	
Confl. Peds. (#/hr)				2				2
Confl. Bikes (#/hr)								
Peak Hour Factor	0.76	0.76	0.96	0.96	0.96	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%				0%		0%	
Adj. Flow (vph)	343	254	18	188	1360	0	1173	339
Shared Lane Traffic (%)								
Lane Group Flow (vph)	343	254	0	206	1360	0	1173	339
Turn Type	Prot	Prot	custom	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	4	4		5	2	1	6	
Permitted Phases			5	2		6		6
Detector Phase	4	4	5	5	2	1	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	12.0	4.0	12.0	12.0
Minimum Split (s)	11.0	11.0	9.0	9.0	19.0	9.0	34.0	34.0
Total Split (s)	47.0	47.0	26.0	26.0	93.0	20.0	87.0	87.0
Total Split (%)	29.4%	29.4%	16.3%	16.3%	58.1%	12.5%	54.4%	54.4%
Maximum Green (s)	41.0	41.0	21.0	21.0	86.0	15.0	80.0	80.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		5.0	7.0	5.0	7.0	7.0
Lead/Lag			Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	1.5	1.5	3.0	1.5	3.0	3.0

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Minimum Gap (s)	3.0	3.0	1.5	1.5	3.0	1.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Min	None	C-Min	C-Min
Walk Time (s)					7.0		7.0	7.0
Flash Don't Walk (s)					0.0		20.0	20.0
Pedestrian Calls (#/hr)					0		0	0
Act Effct Green (s)	21.5	21.5		127.5	125.5		112.0	112.0
Actuated g/C Ratio	0.13	0.13		0.80	0.78		0.70	0.70
v/c Ratio	0.74	0.66		0.55	0.34		0.33	0.28
Control Delay (s/veh)	76.4	24.4		9.9	5.6		10.1	1.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	76.4	24.4		9.9	5.6		10.1	1.6
LOS	E	C		A	A		B	A
Approach Delay (s/veh)	54.3				6.2		8.2	
Approach LOS	D				A		A	
Queue Length 50th (ft)	180	54		43	134		161	0
Queue Length 95th (ft)	188	85		77	183		226	36
Internal Link Dist (ft)	544				269		468	
Turn Bay Length (ft)	225			325				225
Base Capacity (vph)	879	552		483	3987		3559	1193
Starvation Cap Reductn	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0		0	0
Reduced v/c Ratio	0.39	0.46		0.43	0.34		0.33	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 75 (47%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 14.8		Intersection LOS: B	
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: N Flamingo Road & Pink Flamingo Lane





Lane Configurations						
Traffic Volume (vph)	217	212	270	239	159	372
Future Volume (vph)	217	212	270	239	159	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	105	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	25		25			25
Link Distance (ft)	356		258			417
Travel Time (s)	9.7		7.0			11.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.94	0.94	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	8.1

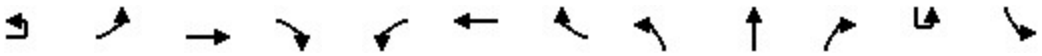
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	217	212	270	239	159	372
Future Vol, veh/h	217	212	270	239	159	372
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	94	94	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	233	228	287	254	166	388

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	939	271	0	0	541	0
Stage 1	414	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	262	727	-	-	1023	-
Stage 1	635	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 220	727	-	-	1023	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	468	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	23.88	0	2.75
HCM LOS	C		

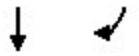
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	342	727	1023	-
HCM Lane V/C Ratio	-	-	0.682	0.314	0.162	-
HCM Ctrl Dly (s/v)	-	-	35.3	12.2	9.2	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	4.8	1.3	0.6	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Configurations												
Traffic Volume (vph)	3	28	380	4	69	391	37	3	2	83	1	28
Future Volume (vph)	3	28	380	4	69	391	37	3	2	83	1	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			
Storage Length (ft)		0		0	105		0	0		0		0
Storage Lanes		0		0	1		0	0		1		0
Taper Length (ft)		25			25			25				25
Link Speed (mph)			25			25			25			
Link Distance (ft)			356			624			531			
Travel Time (s)			9.7			17.0			14.5			
Confl. Peds. (#/hr)		2					2					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			
Shared Lane Traffic (%)												

Intersection Summary	
Area Type:	Other



Lane Configurations		
Traffic Volume (vph)	3	22
Future Volume (vph)	3	22
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Link Speed (mph)	25	
Link Distance (ft)	392	
Travel Time (s)	10.7	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.85	0.85
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	2%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		

Intersection Summary

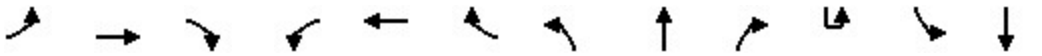
Intersection	
Int Delay, s/veh	3

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	3	28	380	4	69	391	37	3	2	83	1	28	3	22
Future Vol, veh/h	3	28	380	4	69	391	37	3	2	83	1	28	3	22
Conflicting Peds, #/hr	0	2	0	0	0	0	2	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	105	-	-	-	-	0	-	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	93	93	93	92	92	92	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	29	400	4	74	420	40	3	2	90	1	33	4	26

Major/Minor	Major1				Major2			Minor1			Minor2			
Conflicting Flow All	460	462	0	0	404	0	0	828	1078	202	0	857	1060	232
Stage 1	-	-	-	-	-	-	-	467	467	-	0	591	591	-
Stage 2	-	-	-	-	-	-	-	360	611	-	0	266	469	-
Critical Hdwy	6.44	4.14	-	-	4.14	-	-	7.54	6.54	6.94	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.22	-	-	3.52	4.02	3.32	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	734	1095	-	-	1151	-	-	264	217	805	0	251	223	770
Stage 1	-	-	-	-	-	-	-	545	560	-	0	460	493	-
Stage 2	-	-	-	-	-	-	-	631	483	-	0	716	559	-
Platoon blocked, %			-	-		-	-				-			
Mov Cap-1 Maneuver	1039	1039	-	-	1151	-	-	226	196	805	0	199	201	769
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	226	196	-	0	199	201	-
Stage 1	-	-	-	-	-	-	-	526	540	-	0	430	460	-
Stage 2	-	-	-	-	-	-	-	566	451	-	0	611	539	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.12	1.16	10.74	20.05
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	213	805	265	-	-	1151	-	-	199	769
HCM Lane V/C Ratio	0.026	0.112	0.028	-	-	0.064	-	-	0.189	0.034
HCM Ctrl Dly (s/v)	22.4	10	8.6	0.5	-	8.3	-	-	27.3	9.8
HCM Lane LOS	C	B	A	A	-	A	-	-	D	A
HCM 95th %tile Q(veh)	0.1	0.4	0.1	-	-	0.2	-	-	0.7	0.1



Lane Configurations												
Traffic Volume (vph)	16	0	21	5	1	19	18	447	16	1	13	592
Future Volume (vph)	16	0	21	5	1	19	18	447	16	1	13	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	0		0	0		0		0	
Storage Lanes	0		0	1		1	1		0		1	
Taper Length (ft)	25			25			25				25	
Link Speed (mph)		25			25			25				25
Link Distance (ft)		265			265			690				258
Travel Time (s)		7.2			7.2			18.8				7.0
Confl. Peds. (#/hr)									1		1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)				10%								

Intersection Summary	
Area Type:	Other



Lane Configurations	
Traffic Volume (vph)	15
Future Volume (vph)	15
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	

Intersection Summary

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	16	0	21	5	1	19	18	447	16	1	13	592	15
Future Vol, veh/h	16	0	21	5	1	19	18	447	16	1	13	592	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	0	-	0	0	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	87	87	87	92	92	92	95	95	95	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	24	5	1	21	19	471	17	1	14	643	16

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	956	1208	330	870	1208	245	660	0	0	487	488	0	0
Stage 1	682	682	-	518	518	-	-	-	-	-	-	-	-
Stage 2	274	526	-	352	690	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	213	182	666	246	182	756	924	-	-	705	1071	-	-
Stage 1	406	448	-	509	532	-	-	-	-	-	-	-	-
Stage 2	709	527	-	638	444	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	198	175	666	228	175	755	924	-	-	1029	1029	-	-
Mov Cap-2 Maneuver	198	175	-	228	175	-	-	-	-	-	-	-	-
Stage 1	400	441	-	498	520	-	-	-	-	-	-	-	-
Stage 2	674	516	-	605	438	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.53	12.25	0.34	0.19
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	924	-	-	330	228	755	1029	-	-
HCM Lane V/C Ratio	0.021	-	-	0.129	0.024	0.027	0.015	-	-
HCM Ctrl Dly (s/v)	9	-	-	17.5	21.2	9.9	8.6	-	-
HCM Lane LOS	A	-	-	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0.1	0	-	-

Appendix D

Parking Information

THE GODDARD SCHOOL OF MIRAMAR PARKING ACCUMULATION - STUDENT PICK UP/DROP OFF (12/05/24)

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
7:00:00	7:16:00	0:16	1
7:09:00	7:18:00	0:09	2
7:20:00	7:26:00	0:06	1
7:21:00	7:24:00	0:03	2
7:22:00	7:25:00	0:03	3
7:29:00	7:36:00	0:07	1
7:32:00	7:39:00	0:07	2
7:35:00	7:39:00	0:04	3
7:39:00	7:43:00	0:04	3
7:46:00	7:53:00	0:07	1
7:52:00	7:57:00	0:05	2
8:04:00	8:08:00	0:04	1
8:08:00	8:11:00	0:03	2
8:09:00	8:13:00	0:04	2
8:09:00	8:13:00	0:04	3
8:10:00	8:19:00	0:09	4
8:13:00	8:21:00	0:08	4
8:14:00	8:19:00	0:05	3
8:16:00	8:21:00	0:05	4
8:16:00	8:19:00	0:03	5
8:19:00	8:22:00	0:03	6
8:22:00	8:26:00	0:04	2
8:23:00	8:27:00	0:04	2
8:24:00	8:28:00	0:04	3
8:29:00	8:32:00	0:03	1
8:29:00	8:46:00	0:17	2
8:30:00	8:40:00	0:10	3
8:34:00	8:56:00	0:22	3
8:34:00	8:40:00	0:06	4
8:35:00	8:41:00	0:06	5
8:36:00	8:43:00	0:07	6
8:37:00	8:45:00	0:08	7
8:41:00	8:46:00	0:05	6
8:43:00	8:50:00	0:07	6
8:44:00	8:48:00	0:04	6
8:46:00	8:52:00	0:06	6
8:47:00	8:53:00	0:06	5
8:48:00	8:55:00	0:07	6
8:49:00	8:53:00	0:04	6
8:49:00	8:54:00	0:05	7

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
8:50:00	8:54:00	0:04	8
8:51:00	8:56:00	0:05	8
8:52:00	8:56:00	0:04	9
8:52:00	8:59:00	0:07	10
8:53:00	8:57:00	0:04	10
8:54:00	8:57:00	0:03	9
8:55:00	8:57:00	0:02	8
8:56:00	9:01:00	0:05	8
8:57:00	9:02:00	0:05	6

THE GODDARD SCHOOL OF MIRAMAR PARKING ACCUMULATION - STUDENT PICK UP/DROP OFF (12/05/24)

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
4:10 PM	4:17 PM	0:07	1
4:12 PM	4:17 PM	0:05	2
4:12 PM	4:20 PM	0:08	3
4:21 PM	4:25 PM	0:04	1
4:21 PM	4:28 PM	0:07	2
4:24 PM	4:31 PM	0:07	3
4:26 PM	4:29 PM	0:03	3
4:29 PM	4:38 PM	0:09	3
4:30 PM	4:35 PM	0:05	3
4:30 PM	4:33 PM	0:03	4
4:30 PM	4:43 PM	0:13	5
4:31 PM	4:34 PM	0:03	6
4:32 PM	4:35 PM	0:03	6
4:32 PM	4:37 PM	0:05	7
4:33 PM	4:37 PM	0:04	8
4:36 PM	4:38 PM	0:02	5
4:44 PM	4:50 PM	0:06	1
4:49 PM	4:55 PM	0:06	2
4:49 PM	4:53 PM	0:04	3
4:51 PM	4:56 PM	0:05	3
4:54 PM	4:59 PM	0:05	3
4:59 PM	5:06 PM	0:07	2
5:02 PM	5:08 PM	0:06	2
5:05 PM	5:09 PM	0:04	3
5:06 PM	5:12 PM	0:06	4
5:07 PM	5:15 PM	0:08	4
5:11 PM	5:20 PM	0:09	3
5:16 PM	5:20 PM	0:04	2
5:17 PM	5:26 PM	0:09	3
5:17 PM	5:26 PM	0:09	4
5:22 PM	5:26 PM	0:04	3
5:22 PM	5:27 PM	0:05	4
5:22 PM	5:26 PM	0:04	5
5:23 PM	5:26 PM	0:03	6
5:24 PM	5:26 PM	0:02	7
5:25 PM	5:30 PM	0:05	8
5:25 PM	5:30 PM	0:05	9
5:27 PM	5:34 PM	0:07	4
5:30 PM	5:38 PM	0:08	4
5:30 PM	5:37 PM	0:07	5

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
5:34 PM	5:41 PM	0:07	4
5:36 PM	5:43 PM	0:07	4
5:41 PM	5:48 PM	0:07	3
5:41 PM	5:45 PM	0:04	4
5:41 PM	5:47 PM	0:06	5
5:42 PM	5:48 PM	0:06	5
5:44 PM	5:51 PM	0:07	5
5:44 PM	5:52 PM	0:08	6
5:48 PM	5:54 PM	0:06	5
5:48 PM	5:52 PM	0:04	6
5:50 PM	5:54 PM	0:04	5
5:51 PM	5:56 PM	0:05	6
5:52 PM	6:00 PM	0:08	6
5:58 PM	6:01 PM	0:03	2

THE GODDARD SCHOOL OF MIRAMAR PARKING ACCUMULATION - STUDENT PICK UP/DROP OFF (02/04/25)

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
7:14:00	7:21:00	0:07	1
7:17:00	7:21:00	0:04	2
7:26:00	7:32:00	0:06	1
7:27:00	7:38:00	0:11	2
7:36:00	7:42:00	0:06	2
7:38:00	7:59:00	0:21	3
7:40:00	7:44:00	0:04	3
7:42:00	7:51:00	0:09	4
7:44:00	7:50:00	0:06	4
7:46:00	7:54:00	0:08	4
7:49:00	7:56:00	0:07	5
7:50:00	7:54:00	0:04	6
7:57:00	8:03:00	0:06	2
7:58:00	8:05:00	0:07	3
8:02:00	8:07:00	0:05	3
8:03:00	8:19:00	0:16	4
8:04:00	8:09:00	0:05	4
8:06:00	8:18:00	0:12	4
8:10:00	8:15:00	0:05	3
8:13:00	8:18:00	0:05	4
8:13:00	8:23:00	0:10	5
8:14:00	8:22:00	0:08	6
8:19:00	8:29:00	0:10	4
8:20:00	8:27:00	0:07	4
8:22:00	8:26:00	0:04	5
8:23:00	8:36:00	0:13	5
8:26:00	8:31:00	0:05	5
8:26:00	8:30:00	0:04	6
8:27:00	8:31:00	0:04	6
8:28:00	8:34:00	0:06	6
8:28:00	8:35:00	0:07	7
8:29:00	8:35:00	0:06	8
8:30:00	8:39:00	0:09	8
8:30:00	8:41:00	0:11	9
8:30:00	8:34:00	0:04	10
8:30:00	8:40:00	0:10	11
8:31:00	8:39:00	0:08	11
8:33:00	8:38:00	0:05	10
8:34:00	8:42:00	0:08	11
8:34:00	8:42:00	0:08	12
8:34:00	8:46:00	0:12	13
8:35:00	8:40:00	0:05	12
8:36:00	8:40:00	0:04	11
8:37:00	8:43:00	0:06	11
8:41:00	8:46:00	0:05	6
8:42:00	9:01:00	0:19	6
8:42:00	8:56:00	0:14	7
8:44:00	8:52:00	0:08	5
8:44:00	8:57:00	0:13	6
8:44:00	8:50:00	0:06	7
8:44:00	8:55:00	0:11	8
8:44:00	8:58:00	0:14	9
8:47:00	8:54:00	0:07	8
8:47:00	9:00:00	0:13	9
8:49:00	8:57:00	0:08	10
8:49:00	8:56:00	0:07	11
8:49:00	8:56:00	0:07	12
8:49:00	8:59:00	0:10	13
8:51:00	8:59:00	0:08	13
8:51:00	9:01:00	0:10	14
8:53:00	8:58:00	0:05	14

THE GODDARD SCHOOL OF MIRAMAR PARKING ACCUMULATION - STUDENT PICK UP/DROP OFF (02/04/25)

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
4:00:00	4:06:00	0:06	1
4:03:00	4:09:00	0:06	2
4:05:00	4:10:00	0:05	3
4:05:00	4:15:00	0:10	4
4:08:00	4:12:00	0:04	4
4:11:00	4:26:00	0:15	3
4:12:00	4:20:00	0:08	4
4:13:00	4:26:00	0:13	4
4:14:00	4:25:00	0:11	5
4:15:00	4:28:00	0:13	6
4:18:00	4:25:00	0:07	6
4:21:00	4:30:00	0:09	6
4:22:00	4:33:00	0:11	7
4:22:00	4:29:00	0:07	8
4:23:00	4:30:00	0:07	9
4:24:00	4:36:00	0:12	10
4:25:00	4:28:00	0:03	11
4:26:00	4:32:00	0:06	10
4:27:00	4:36:00	0:09	9
4:28:00	4:35:00	0:07	10
4:30:00	4:45:00	0:15	8
4:33:00	4:38:00	0:05	6
4:35:00	4:46:00	0:11	6
4:36:00	4:40:00	0:04	6
4:37:00	4:42:00	0:05	5
4:38:00	4:49:00	0:11	6
4:42:00	4:54:00	0:12	5
4:50:00	4:57:00	0:07	2
4:57:00	5:07:00	0:10	2
4:57:00	5:05:00	0:08	3
4:58:00	5:03:00	0:05	3
4:59:00	5:20:00	0:21	4
5:02:00	5:09:00	0:07	5
5:04:00	5:11:00	0:07	5
5:04:00	5:10:00	0:06	6
5:08:00	5:13:00	0:05	5
5:08:00	5:16:00	0:08	6
5:11:00	5:17:00	0:06	5
5:12:00	5:16:00	0:04	5
5:13:00	5:24:00	0:11	6

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
5:14:00	5:20:00	0:06	6
5:14:00	5:30:00	0:16	7
5:14:00	5:23:00	0:09	8
5:16:00	5:20:00	0:04	9
5:17:00	5:29:00	0:12	8
5:18:00	5:26:00	0:08	8
5:20:00	5:32:00	0:12	9
5:24:00	5:30:00	0:06	6
5:26:00	5:35:00	0:09	6
5:27:00	5:36:00	0:09	6
5:27:00	5:34:00	0:07	7
5:28:00	5:33:00	0:05	8
5:29:00	5:36:00	0:07	9
5:31:00	5:47:00	0:16	7
5:32:00	5:42:00	0:10	8
5:33:00	5:39:00	0:06	8
5:38:00	5:42:00	0:04	4
5:40:00	5:53:00	0:13	4
5:41:00	5:48:00	0:07	5
5:42:00	5:49:00	0:07	6
5:44:00	5:57:00	0:13	5
5:46:00	5:52:00	0:06	6
5:48:00	5:51:00	0:03	6
5:49:00	5:59:00	0:10	6
5:51:00	5:55:00	0:04	6
5:51:00	6:00:00	0:09	7
5:52:00	5:58:00	0:06	7
5:54:00	5:59:00	0:05	6
5:56:00	6:01:00	0:05	6
5:57:00	6:02:00	0:05	7

THE GODDARD SCHOOL OF PARKLAND PARKING ACCUMULATION - STUDENT PICK UP/DROP OFF (02/25/25)

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
7:01:00	7:05:00	0:04	1
7:02:00	7:06:00	0:04	2
7:05:00	7:10:00	0:05	3
7:15:00	7:18:00	0:03	1
7:17:00	7:25:00	0:08	2
7:19:00	7:24:00	0:05	2
7:24:00	7:30:00	0:06	3
7:27:00	7:35:00	0:08	2
7:33:00	7:41:00	0:08	2
7:33:00	7:37:00	0:04	3
7:34:00	7:38:00	0:04	4
7:36:00	7:44:00	0:08	4
7:36:00	7:44:00	0:08	5
7:38:00	7:44:00	0:06	5
7:39:00	7:46:00	0:07	5
7:40:00	7:47:00	0:07	6
7:44:00	7:53:00	0:09	6
7:45:00	7:51:00	0:06	4
7:49:00	7:53:00	0:04	3
7:50:00	7:55:00	0:05	4
7:50:00	7:53:00	0:03	5
7:51:00	7:58:00	0:07	6
7:51:00	7:59:00	0:08	7
7:54:00	8:06:00	0:12	4
7:54:00	8:03:00	0:09	5
7:58:00	8:05:00	0:07	5
7:59:00	8:05:00	0:06	5
8:00:00	8:09:00	0:09	5
8:02:00	8:12:00	0:10	6
8:04:00	8:10:00	0:06	6
8:05:00	8:12:00	0:07	7
8:05:00	8:14:00	0:09	8
8:06:00	8:15:00	0:09	7
8:09:00	8:15:00	0:06	7
8:09:00	8:20:00	0:11	8
8:10:00	8:15:00	0:05	8
8:11:00	8:20:00	0:09	8
8:12:00	8:18:00	0:06	9
8:12:00	8:17:00	0:05	10
8:13:00	8:22:00	0:09	9

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
8:18:00	8:27:00	0:09	5
8:19:00	8:27:00	0:08	5
8:19:00	8:28:00	0:09	6
8:23:00	8:30:00	0:07	4
8:24:00	8:32:00	0:08	5
8:25:00	8:34:00	0:09	6
8:25:00	8:35:00	0:10	7
8:26:00	8:38:00	0:12	8
8:26:00	8:38:00	0:12	9
8:28:00	8:39:00	0:11	8
8:29:00	8:40:00	0:11	8
8:30:00	8:40:00	0:10	9
8:31:00	8:41:00	0:10	9
8:33:00	8:44:00	0:11	9
8:36:00	8:43:00	0:07	8
8:37:00	8:44:00	0:07	9
8:38:00	8:45:00	0:07	10
8:38:00	8:50:00	0:12	11
8:38:00	8:47:00	0:09	12
8:39:00	8:50:00	0:11	11
8:40:00	8:52:00	0:12	11
8:41:00	8:50:00	0:09	10
8:41:00	8:52:00	0:11	11
8:41:00	8:50:00	0:09	12
8:43:00	8:50:00	0:07	12
8:43:00	8:49:00	0:06	13
8:44:00	8:51:00	0:07	13
8:45:00	8:52:00	0:07	12
8:46:00	8:50:00	0:04	12
8:46:00	8:55:00	0:09	13
8:47:00	8:55:00	0:08	14
8:47:00	8:56:00	0:09	15
8:48:00	8:56:00	0:08	15
8:48:00	8:57:00	0:09	16
8:49:00	8:57:00	0:08	17
8:50:00	8:56:00	0:06	17
8:52:00	8:56:00	0:04	11
8:52:00	8:59:00	0:07	12
8:54:00	8:59:00	0:05	10
8:55:00	9:00:00	0:05	11

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
8:57:00	9:05:00	0:08	6
8:58:00	9:05:00	0:07	5
8:59:00	9:06:00	0:07	6
8:59:00	9:05:00	0:06	7
8:59:00	9:07:00	0:08	8

THE GODDARD SCHOOL OF PARKLAND PARKING ACCUMULATION - STUDENT PICK UP/DROP OFF (02/25/25)

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
3:58:00	4:11:00	0:13	1
3:59:00	4:04:00	0:05	2
4:06:00	4:10:00	0:04	2
4:06:00	4:10:00	0:04	3
4:06:00	4:10:00	0:04	4
4:10:00	4:14:00	0:04	5
4:14:00	4:24:00	0:10	2
4:18:00	4:23:00	0:05	2
4:24:00	4:32:00	0:08	2
4:25:00	4:29:00	0:04	2
4:26:00	4:32:00	0:06	3
4:26:00	4:32:00	0:06	4
4:32:00	4:37:00	0:05	4
4:33:00	4:37:00	0:04	2
4:34:00	4:38:00	0:04	3
4:35:00	4:39:00	0:04	4
4:41:00	4:48:00	0:07	1
4:43:00	4:51:00	0:08	2
4:45:00	4:51:00	0:06	3
4:46:00	4:49:00	0:03	4
4:46:00	4:50:00	0:04	5
4:46:00	4:51:00	0:05	6
4:49:00	4:50:00	0:01	6
4:50:00	4:53:00	0:03	6
4:50:00	4:53:00	0:03	7
4:54:00	4:59:00	0:05	1
4:54:00	4:58:00	0:04	2
4:54:00	4:58:00	0:04	3
4:54:00	5:02:00	0:08	4
4:54:00	4:59:00	0:05	5
4:56:00	4:59:00	0:03	6
4:56:00	5:01:00	0:05	7
4:59:00	5:03:00	0:04	6
5:01:00	5:05:00	0:04	4
5:02:00	5:12:00	0:10	4
5:02:00	5:09:00	0:07	5
5:03:00	5:06:00	0:03	5
5:03:00	5:13:00	0:10	6
5:06:00	5:11:00	0:05	5
5:10:00	5:13:00	0:03	4
5:11:00	5:15:00	0:04	5

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
5:12:00	5:16:00	0:04	5
5:13:00	5:20:00	0:07	5
5:14:00	5:17:00	0:03	4
5:15:00	5:20:00	0:05	5
5:16:00	5:22:00	0:06	5
5:16:00	5:20:00	0:04	6
5:17:00	5:20:00	0:03	6
5:17:00	5:22:00	0:05	7
5:20:00	5:24:00	0:04	7
5:20:00	5:23:00	0:03	8
5:21:00	5:25:00	0:04	5
5:22:00	5:24:00	0:02	6
5:22:00	5:25:00	0:03	7
5:22:00	5:30:00	0:08	8
5:22:00	5:28:00	0:06	9
5:23:00	5:30:00	0:07	8
5:25:00	5:30:00	0:05	6
5:29:00	5:32:00	0:03	4
5:30:00	5:36:00	0:06	5
5:35:00	5:40:00	0:05	2
5:35:00	5:37:00	0:02	3
5:35:00	5:38:00	0:03	4
5:36:00	5:39:00	0:03	5
5:36:00	5:40:00	0:04	6
5:37:00	5:46:00	0:09	6
5:37:00	5:47:00	0:10	7
5:39:00	5:44:00	0:05	6
5:40:00	5:45:00	0:05	6
5:40:00	5:44:00	0:04	7
5:42:00	5:47:00	0:05	6
5:43:00	5:47:00	0:04	7
5:45:00	5:48:00	0:03	6
5:46:00	5:53:00	0:07	6
5:47:00	5:50:00	0:03	6
5:47:00	5:50:00	0:03	7
5:48:00	5:54:00	0:06	5
5:50:00	5:52:00	0:02	5
5:52:00	5:55:00	0:03	4
5:53:00	5:58:00	0:05	4

THE GODDARD SCHOOL OF WELLINGTON PARKING ACCUMULATION - STUDENT PICK UP/DROP OFF (02/25/25)

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
7:09:00	7:11:00	0:02	1
7:22:00	7:33:00	0:11	1
7:23:00	7:35:00	0:12	2
7:24:00	7:33:00	0:09	3
7:27:00	7:33:00	0:06	4
7:29:00	7:42:00	0:13	5
7:32:00	7:36:00	0:04	6
7:35:00	7:39:00	0:04	4
7:43:00	8:01:00	0:18	1
7:54:00	7:58:00	0:04	2
7:57:00	8:05:00	0:08	3
7:59:00	8:04:00	0:05	3
7:59:00	8:03:00	0:04	4
8:00:00	8:08:00	0:08	5
8:02:00	8:08:00	0:06	5
8:05:00	8:10:00	0:05	4
8:06:00	8:10:00	0:04	4
8:07:00	8:13:00	0:06	5
8:08:00	8:14:00	0:06	6
8:08:00	8:15:00	0:07	7
8:08:00	8:16:00	0:08	8
8:10:00	8:21:00	0:11	7
8:10:00	8:21:00	0:11	8
8:16:00	8:21:00	0:05	4
8:17:00	8:22:00	0:05	4
8:17:00	8:25:00	0:08	5
8:18:00	8:30:00	0:12	6
8:21:00	8:31:00	0:10	7
8:22:00	8:32:00	0:10	5
8:24:00	8:34:00	0:10	5
8:28:00	8:36:00	0:08	5
8:28:00	8:39:00	0:11	6
8:30:00	8:39:00	0:09	7
8:33:00	8:40:00	0:07	5
8:33:00	8:41:00	0:08	6
8:35:00	8:42:00	0:07	6
8:38:00	8:43:00	0:05	6
8:40:00	8:45:00	0:05	5
8:41:00	8:46:00	0:05	5

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
8:45:00	8:50:00	0:05	3
8:46:00	8:51:00	0:05	3
8:47:00	8:55:00	0:08	3
8:49:00	8:55:00	0:06	4
8:50:00	8:56:00	0:06	5
8:54:00	8:58:00	0:04	4
8:54:00	9:00:00	0:06	5
8:57:00	9:01:00	0:04	3

THE GODDARD SCHOOL OF WELLINGTON PARKING ACCUMULATION - STUDENT PICK UP/DROP OFF (02/25/25)

Vehicles Entering	Vehicles Leaving	Dwelling Time	Parked / Dropping Off
3:36:00	3:44:00	0:08	1
3:38:00	3:50:00	0:12	2
3:45:00	3:55:00	0:10	2
3:55:00	4:10:00	0:15	2
3:58:00	4:12:00	0:14	2
4:12:00	4:22:00	0:10	2
4:19:00	4:23:00	0:04	2
4:20:00	4:26:00	0:06	3
4:20:00	4:26:00	0:06	4
4:26:00	4:32:00	0:06	3
4:27:00	4:35:00	0:08	2
4:29:00	4:36:00	0:07	3
4:30:00	4:42:00	0:12	4
4:35:00	4:47:00	0:12	4
4:36:00	4:47:00	0:11	4
4:40:00	4:48:00	0:08	4
4:42:00	4:53:00	0:11	5
4:46:00	4:55:00	0:09	5
4:47:00	4:56:00	0:09	6
4:47:00	4:56:00	0:09	7
4:50:00	4:57:00	0:07	5
4:50:00	4:58:00	0:08	6
4:52:00	5:01:00	0:09	7
4:53:00	5:02:00	0:09	8
4:55:00	5:06:00	0:11	8
5:00:00	5:07:00	0:07	4
5:02:00	5:08:00	0:06	4
5:03:00	5:17:00	0:14	4
5:05:00	5:19:00	0:14	5
5:09:00	5:20:00	0:11	3
5:11:00	5:21:00	0:10	4
5:14:00	5:22:00	0:08	5
5:15:00	5:23:00	0:08	6
5:15:00	5:24:00	0:09	7
5:18:00	5:25:00	0:07	7
5:18:00	5:26:00	0:08	8
5:20:00	5:26:00	0:06	8
5:22:00	5:30:00	0:08	7
5:27:00	5:30:00	0:03	2

THE GODDARD SCHOOL OF MIRAMAR PARKING ACCUMULATION

TIME PERIOD	ZONE 1	ZONE 2	ZONE 3	TOTAL
7:00 AM - 9:00 AM Peak Period				
7:00-7:05 AM	2	2	1	5
7:05-7:10 AM	2	2	1	5
7:10-7:15 AM	1	2	1	4
7:15-7:20 AM	1	3	1	5
7:20-7:25 AM	2	3	1	6
7:25-7:30 AM	2	3	1	6
7:30-7:35 AM	4	3	1	8
7:35-7:40 AM	6	3	1	10
7:40-7:45 AM	3	3	1	7
7:45-7:50 AM	5	3	1	9
7:50-7:55 AM	4	4	1	9
7:55-8:00AM	6	4	1	11
8:00-8:05 AM	8	5	2	15
8:05-8:10 AM	10	6	2	18
8:10-8:15 AM	8	6	2	16
8:15-8:20 AM	8	6	1	15
8:20-8:25 AM	8	6	1	15
8:25-8:30 AM	7	6	1	14
8:30-8:35 AM	11	6	2	19
8:35-8:40 AM	10	6	2	18
8:40-8:45 AM	12	6	2	20
8:45-8:50 AM	16	6	3	25
8:50-8:55 AM	14	7	3	24
8:55-9:00AM	14	7	3	24

THE GODDARD SCHOOL OF MIRAMAR PARKING ACCUMULATION

TIME PERIOD	ZONE 1	ZONE 2	ZONE 3	TOTAL
4:00 PM - 6:00 PM Peak Period				
4:00-4:05 PM	15	11	2	28
4:05-4:10 PM	15	9	4	28
4:10-4:15 PM	12	7	3	22
4:15-4:20 PM	12	7	3	22
4:20-4:25 PM	10	9	2	21
4:25-4:30 PM	13	8	3	24
4:30-4:35 PM	13	8	3	24
4:35-4:40 PM	10	8	2	20
4:40-4:45 PM	10	9	2	21
4:45-4:50 PM	11	8	2	21
4:50-4:55 PM	9	7	2	18
4:55-5:00PM	9	6	2	17
5:00-5:05 PM	9	7	2	18
5:05-5:10 PM	10	7	3	20
5:10-5:15 PM	9	8	3	20
5:15-5:20 PM	10	10	2	22
5:20-5:25 PM	12	10	2	24
5:25-5:30 PM	12	9	2	23
5:30-5:35 PM	14	10	3	27
5:35-5:40 PM	18	10	4	32
5:40-5:45 PM	12	11	4	27
5:45-5:50 PM	11	12	4	27
5:50-5:55 PM	12	11	3	26
5:55-6:00PM	11	10	2	23



Available Parking slots
Zone 1 – 26
Zone 2 – 23
Zone 3 – 26
ADA - 1

Bowman