Appendix 21 Transportation

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A

SAMPLE ROAD & RIVERSIDE DRIVE
COCONUT CREEK, FLORIDA
COUNTED BY: C. WILTZ & D. CARDONA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080167
Start Date: 09/23/08
File I.D. : SAMPRIVE
Page : 1

ALL VEHICLES

	RIVERSIDE DRIVE From North				SAMPLE ROAD From East				RIVERSIDE DRIVE From South				SAMPLE ROAD From West				
Date 09/23/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	1	25	97	27	2	57	266	37	0	29	86	66	3	26	285	17	1024
16:15	0	35	82	24	1	86	288	35	0	28	68	80	9	14	313	23	1086
16:30	0	32	103	25	2	73	274	31	2	22	112	68	4	17	251	18	1034
16:45	0	38	118	27	0	82	327	53	2	22	86	64	2	23	238	29	1111
Hr Total	1	130	400	103	5	298	1155	156	4	101	352	278	18	80	1087	87	4255
17:00	0	18	101	30	1	92	351	39	1	26	86	68	4	29	356	35	1237
17:15	0	46	163	35	1	89	334	38	3	32	109	85	6	36	238	22	1237
17:30	0	30	119	36	2	88	411	43	0	36	71	77	6	27	365	35	1346
17:45	0	33	144	24	1	82	343	50	3	18	95	83	4	24	285	36	1225
Hr Total	0	127	527	125	5	351	1439	170	7	112	361	313	20	116	1244	128	5045
TOTAL	1	257	927	228	10	649	2594	326	11	213	713	591	38	196	2331	215	9300

SAMPLE ROAD & RIVERSIDE DRIVE
COCONUT CREEK, FLORIDA
COUNTED BY: C. WILTZ & D. CARDONA
SIGNALIZED

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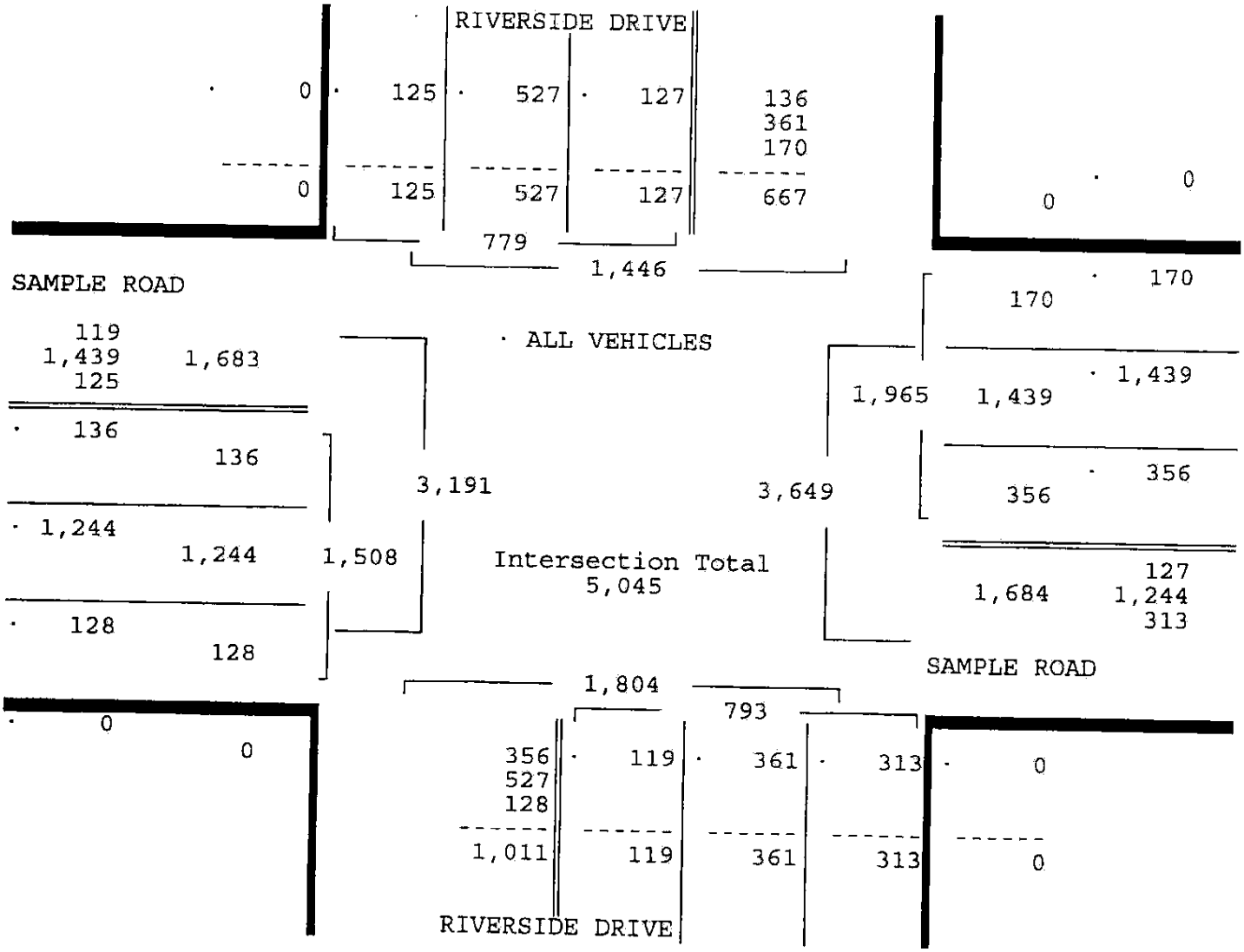
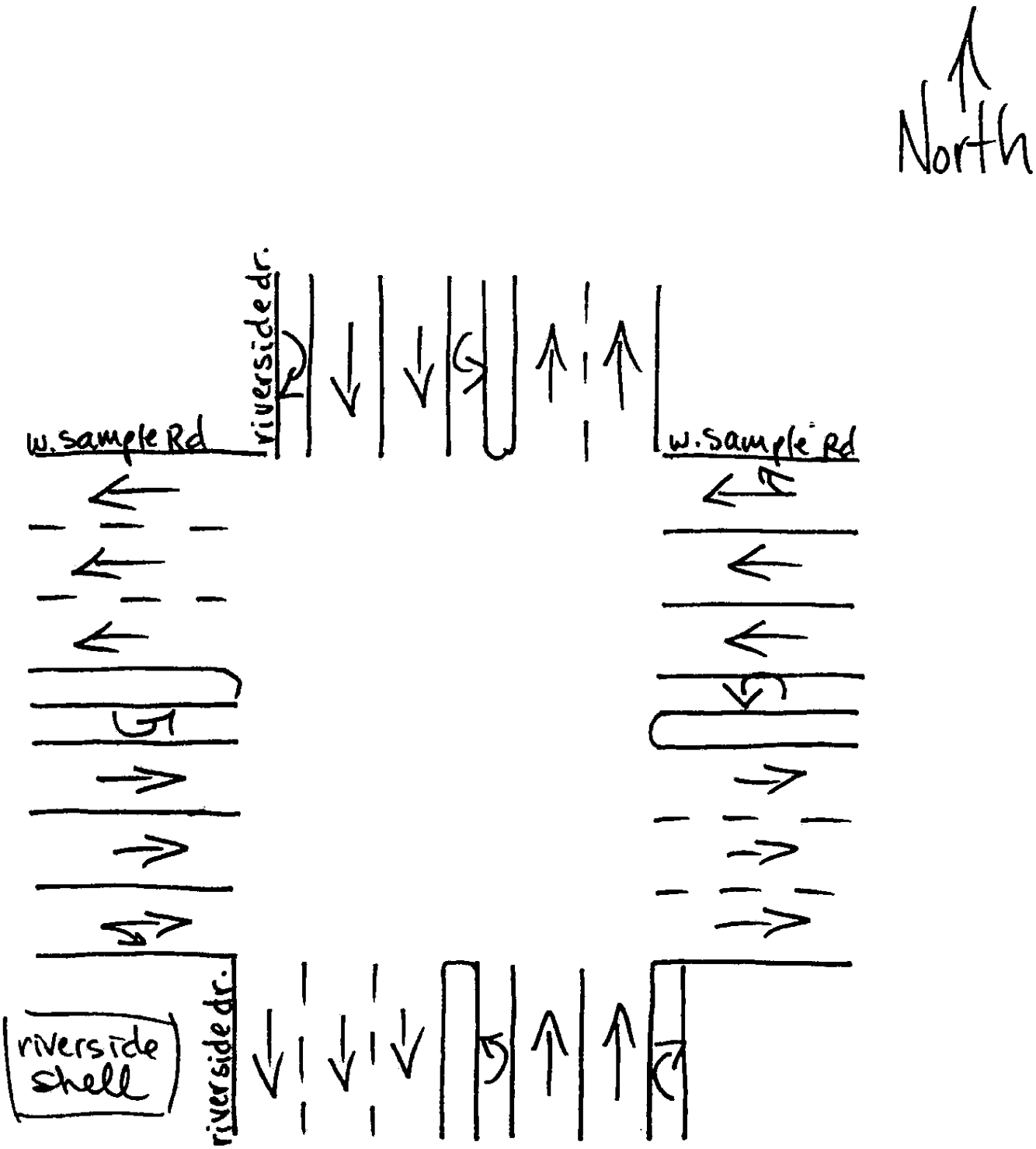
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080167
Start Date: 09/23/08
File I.D. : SAMPRIVE

ALL VEHICLES

	RIVERSIDE DRIVE From North				SAMPLE ROAD From East				RIVERSIDE DRIVE From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/23/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/23/08																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	127	527	125	5	351	1439	170	7	112	361	313	20	116	1244	128	
Percent	0%	16%	68%	16%	0%	18%	73%	9%	1%	14%	46%	39%	1%	8%	82%	8%	
Pk total	779				1965				793				1508				
Highest	17:15				17:30				17:15				17:30				
Volume	0	46	163	35	2	88	411	43	3	32	109	85	6	27	365	35	
Hi total	244				544				229				433				
PHF	.80				.90				.87				.87				





Coconut Creek, Florida

September 24, 2008

drawn by: Luis Palomino

Signalized

SAMPLE ROAD & HOLIDAY SPRINGS BOULEVARD/
WOODSIDE DRIVE, COCONUT CREEK, FLORIDA
COUNTED BY: I. GONZALEZ & M. MALONE
SIGNALIZED

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Site Code : 00090026
Start Date: 03/04/09
File I.D. : SAMPHOLI
Page : 1

ALL VEHICLES

	WOODSIDE DRIVE From North				SAMPLE ROAD From East				HOLIDAY SPRINGS BLVD From South				SAMPLE ROAD From West				
Date 03/04/09	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	0	28	18	38	2	27	372	71	2	26	10	13	15	36	285	19	962
16:15	0	28	9	34	4	21	341	53	1	25	8	18	12	32	398	19	1003
16:30	0	48	11	31	3	17	342	53	1	37	14	63	26	21	372	8	1047
16:45	0	33	15	25	0	14	371	45	0	19	10	14	16	24	354	18	958
Hr Total	0	137	53	128	9	79	1426	222	4	107	42	108	69	113	1409	64	3970
17:00	0	41	8	34	2	18	392	56	0	25	6	15	11	29	371	24	1032
17:15	0	39	15	30	0	27	397	53	0	28	13	20	15	27	323	18	1005
17:30	0	47	16	24	1	30	449	64	0	20	8	15	11	29	385	18	1117
17:45	0	49	19	39	2	24	429	65	0	30	14	15	13	39	314	21	1073
Hr Total	0	176	58	127	5	99	1667	238	0	103	41	65	50	124	1393	81	4227
TOTAL	0	313	111	255	14	178	3093	460	4	210	83	173	119	237	2802	145	8197

SAMPLE ROAD & HOLIDAY SPRINGS BOULEVARD/
WOODSIDE DRIVE, COCONUT CREEK, FLORIDA
COUNTED BY: I. GONZALEZ & M. MALONE
SIGNALIZED

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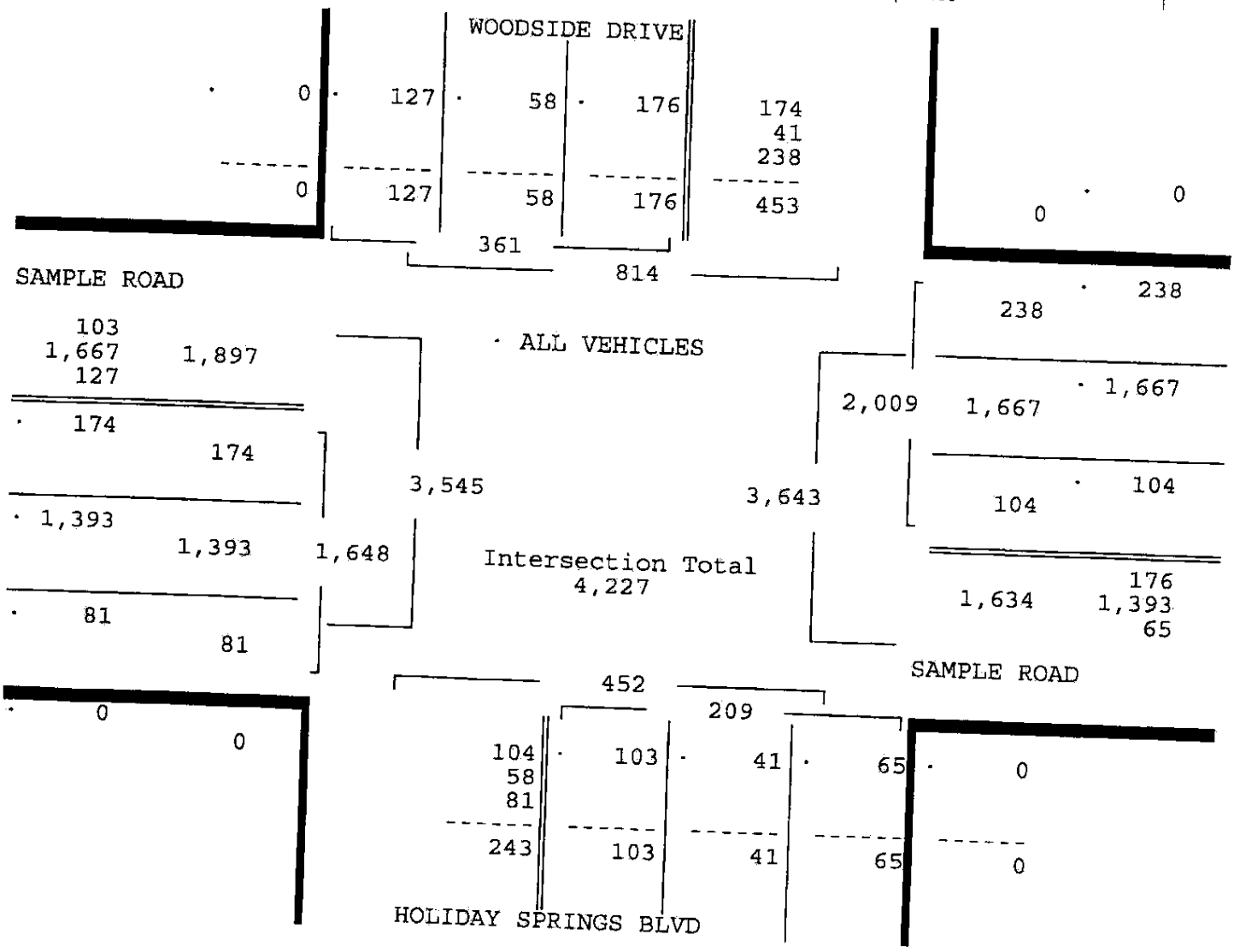
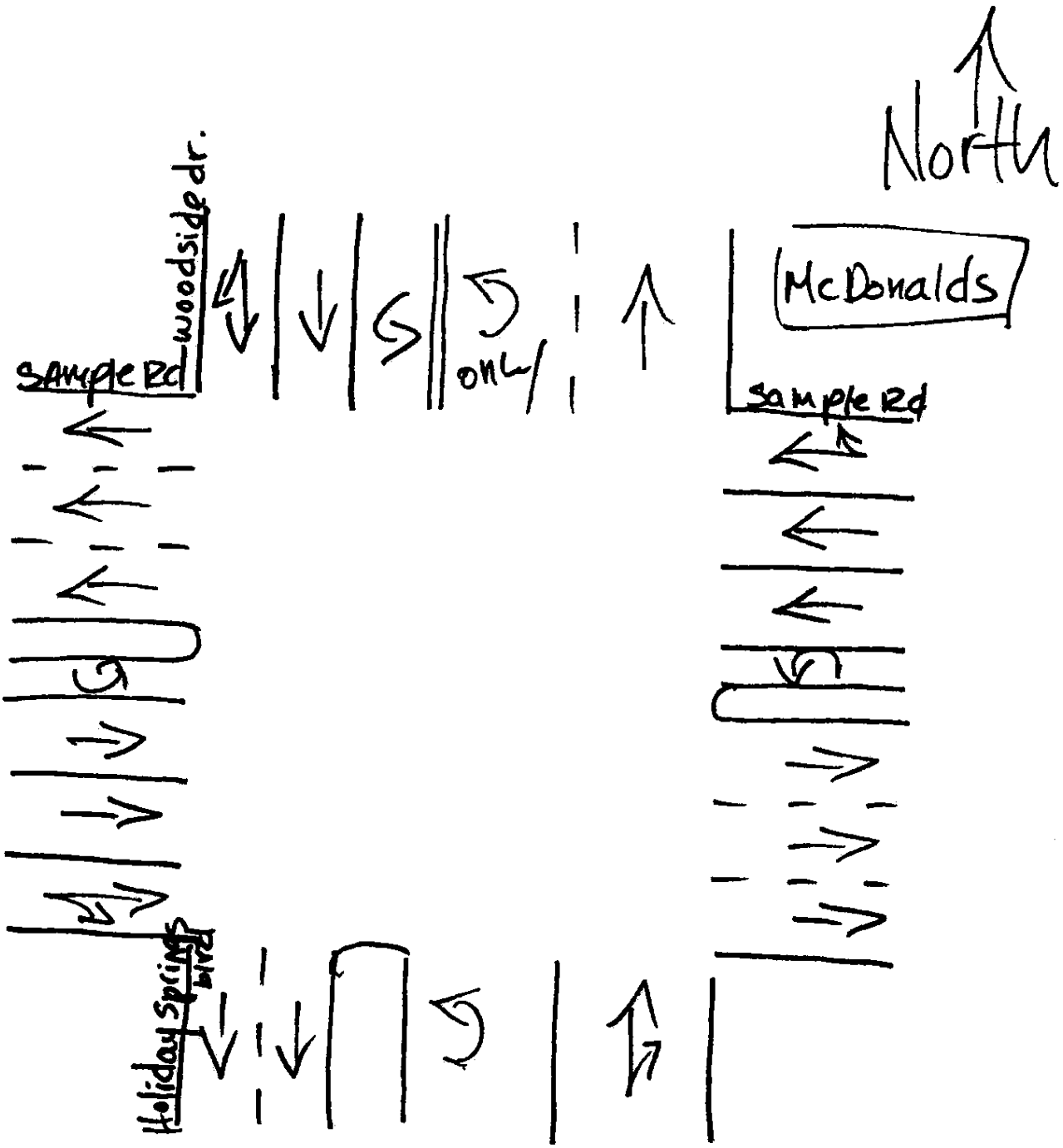
Site Code : 00090026
Start Date: 03/04/09
File I.D. : SAMPHOLI
Page : 2

ALL VEHICLES

	WOODSIDE DRIVE From North				SAMPLE ROAD From East				HOLIDAY SPRINGS BLVD From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/04/09																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/04/09																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	176	58	127	5	99	1667	238	0	103	41	65	50	124	1393	81	
Percent	0%	49%	16%	35%	0%	5%	83%	12%	0%	49%	20%	31%	3%	8%	85%	5%	
Pk total	361				2009				209				1648				
Highest	17:45				17:30				17:15				17:30				
Volume	0	49	19	39	1	30	449	64	0	28	13	20	11	29	385	18	
Hi total	107				544				61				443				
PHF	.84				.92				.86				.93				





Coconut Creek, Florida
March 04, 2009
drawn by: Luis Palomino
Signalized

SAMPLE ROAD & ROCK ISLAND ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: I. GONZALEZ & L. PALOMINO
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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Site Code : 00080167
Start Date: 09/23/08
File I.D. : SAMPROCK
Page : 1

ALL VEHICLES

	ROCK ISLAND ROAD From North				SAMPLE ROAD From East				ROCK ISLAND ROAD From South				SAMPLE ROAD From West				
Date 09/23/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	0	15	57	17	2	88	354	21	0	49	42	66	1	13	274	50	1049
16:15	1	15	64	13	2	105	398	28	0	33	34	63	3	23	331	60	1173
16:30	1	14	59	12	1	100	413	21	2	35	64	74	1	13	280	53	1143
16:45	0	17	59	21	0	77	386	20	1	57	59	74	1	14	260	63	1109
Hr Total	2	61	239	63	5	370	1551	90	3	174	199	277	6	63	1145	226	4474
17:00	0	20	68	22	3	114	430	22	0	48	50	72	0	24	334	85	1292
17:15	2	26	102	19	1	105	448	38	0	53	71	68	1	23	272	72	1301
17:30	0	14	88	19	1	115	472	18	0	54	73	81	0	26	334	87	1382
17:45	0	15	66	21	2	131	463	28	1	52	49	83	2	32	331	63	1339
Hr Total	2	75	324	81	7	465	1813	106	1	207	243	304	3	105	1271	307	5314
TOTAL	4	136	563	144	12	835	3364	196	4	381	442	581	9	168	2416	533	9788

SAMPLE ROAD & ROCK ISLAND ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: I. GONZALEZ & L. PALOMINO
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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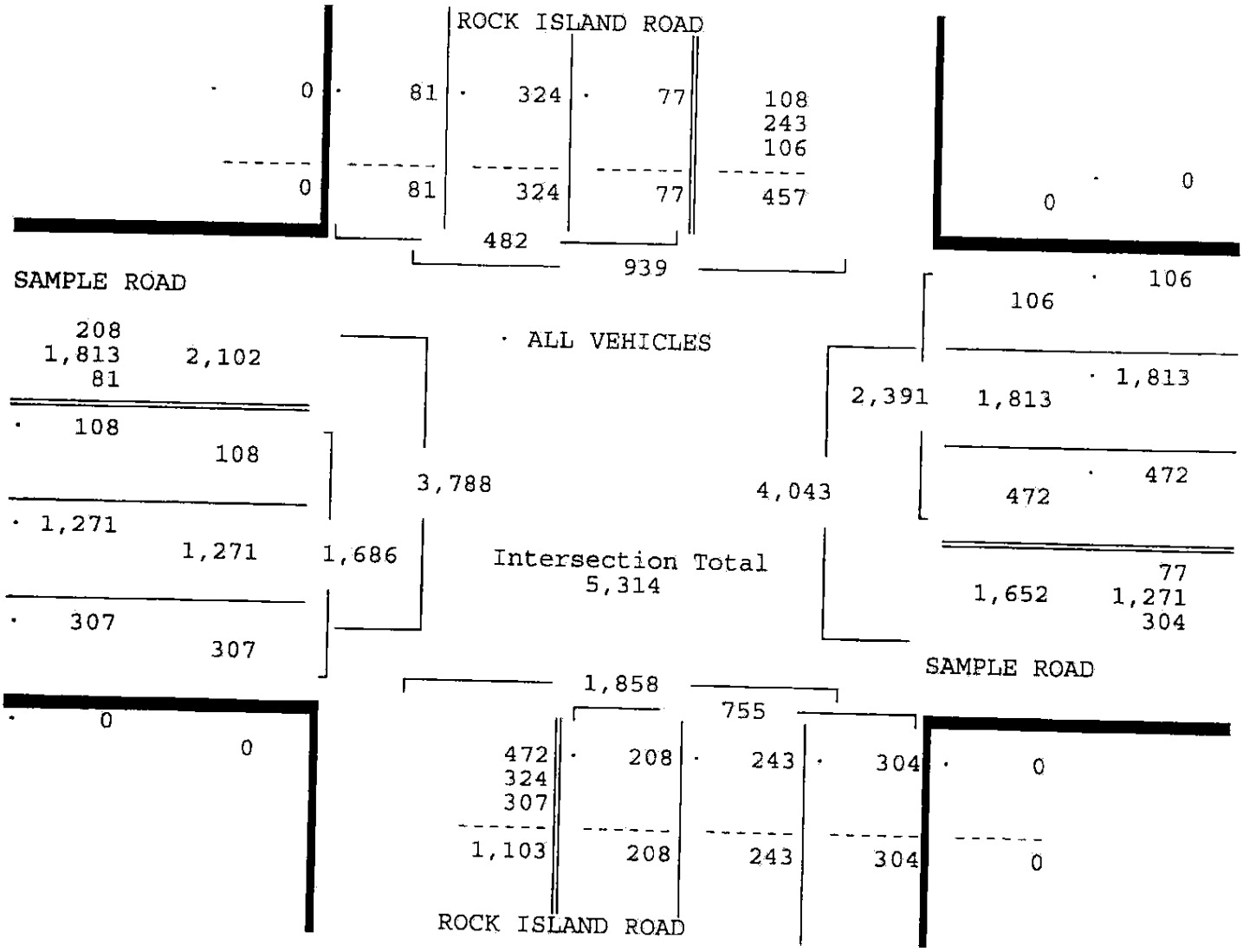
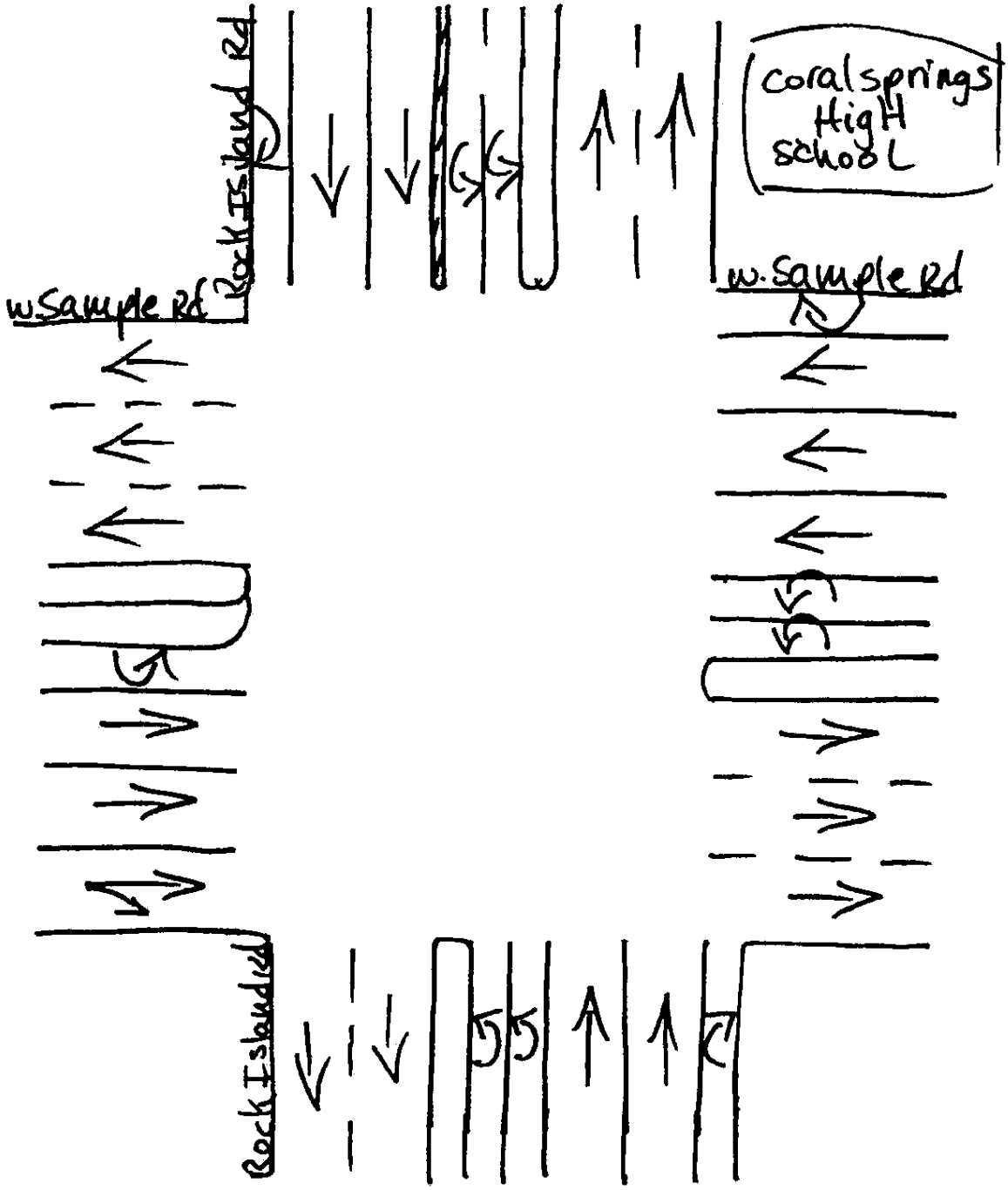
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080167
Start Date: 09/23/08
File I.D. : SAMPROCK
Page : 2

ALL VEHICLES

	ROCK ISLAND ROAD From North				SAMPLE ROAD From East				ROCK ISLAND ROAD From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/23/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/23/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	2	75	324	81	7	465	1813	106	1	207	243	304	3	105	1271	307	
Percent	0%	16%	67%	17%	0%	19%	76%	4%	0%	27%	32%	40%	0%	6%	75%	18%	
Pk total	482				2391				755				1686				
Highest	17:15				17:45				17:30				17:30				
Volume	2	26	102	19	2	131	463	28	0	54	73	81	0	26	334	87	
Hi total	149				624				208				447				
PHF	.81				.96				.91				.94				





Coral Springs, Florida

September 24, 2008

drawn by Luis Palomino

Signed

SAMPLE ROAD & TURTLE RUN BOULEVARD
COCONUT CREEK, FLORIDA
COUNTED BY: M. ESPINOSA & S. PALOMINO
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/18/08
File I.D. : SAMPTURT
Page : 1

ALL VEHICLES

	TURTLE RUN BOULEVARD From North				SAMPLE ROAD From East				TURTLE RUN BOULEVARD From South				SAMPLE ROAD From West				
Date 11/18/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	0	25	0	52	0	7	496	16	0	3	1	6	0	15	343	6	970
16:15	0	14	0	22	2	8	458	21	0	1	0	2	0	19	390	4	941
16:30	0	14	0	24	0	1	490	13	0	2	0	6	0	16	398	2	966
16:45	2	11	0	18	1	17	511	31	0	3	0	3	0	16	373	6	992
Hr Total	2	64	0	116	3	33	1955	81	0	9	1	17	0	66	1504	18	3869
17:00	0	11	2	30	1	15	520	21	0	3	0	7	0	24	441	7	1082
17:15	1	13	0	19	2	15	612	35	0	3	0	7	0	30	444	5	1186
17:30	0	11	3	32	0	19	653	28	0	0	0	7	0	21	429	10	1213
17:45	0	7	2	26	1	18	577	38	0	1	0	4	0	19	385	11	1089
Hr Total	1	42	7	107	4	67	2362	122	0	7	0	25	0	94	1699	33	4570
TOTAL	3	106	7	223	7	100	4317	203	0	16	1	42	0	160	3203	51	8439

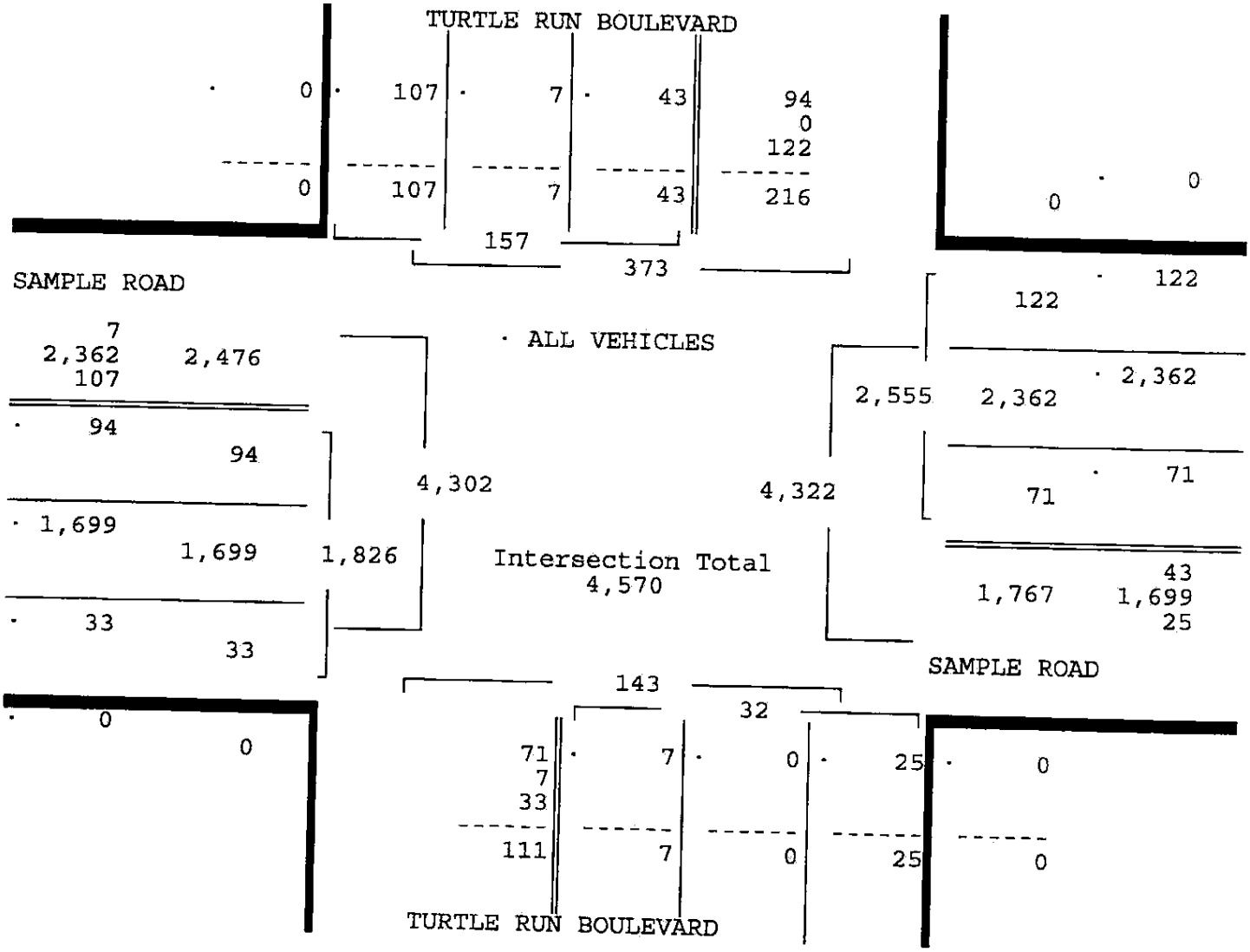
SAMPLE ROAD & TURTLE RUN BOULEVARD
COCONUT CREEK, FLORIDA
COUNTED BY: M. ESPINOSA & S. PALOMINO
SIGNALIZED

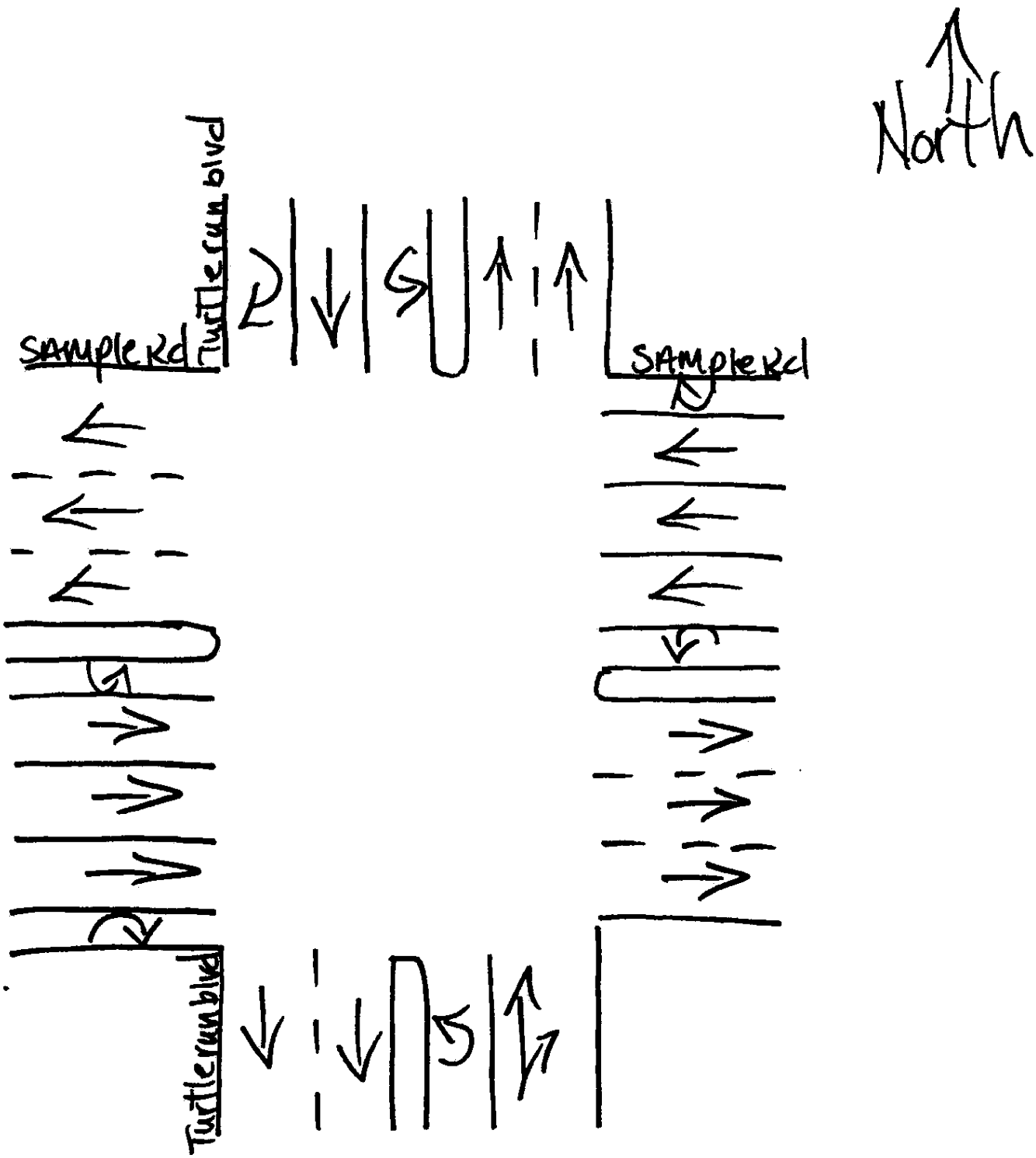
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/18/08
File I.D. : SAMPTURT

ALL VEHICLES

	TURTLE RUN BOULEVARD From North				SAMPLE ROAD From East				TURTLE RUN BOULEVARD From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/18/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/18/08																	
Peak start	17:00				17:00				17:00				17:00				
Volume	1	42	7	107	4	67	2362	122	0	7	0	25	0	94	1699	33	
Percent	1%	27%	4%	68%	0%	3%	92%	5%	0%	22%	0%	78%	0%	5%	93%	2%	
Pk total	157				2555				32				1826				
Highest	17:30				17:30				17:00				17:15				
Volume	0	11	3	32	0	19	653	28	0	3	0	7	0	30	444	5	
Hi total	46				700				10				479				
PHF	.85				.91				.80				.95				





Coconut Creek, Florida
November 20, 2008
Drawn by: Luis Palomino
Signalized

SAMPLE ROAD & NW 62ND AVENUE
COCONUT CREEK, FLORIDA
COUNTED BY: M. ESPINOSA & D. GUTIERREZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/26/08
File I.D. : SAMP62AV
Page : 1

ALL VEHICLES

	TURTLE CREEK DRIVE From North				SAMPLE ROAD From East				NW 62ND AVENUE From South				SAMPLE ROAD From West				
Date 08/26/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	1	38	55	63	1	23	319	58	1	48	33	22	0	38	244	43	987
16:15	0	47	48	63	1	31	324	53	3	61	30	13	0	45	228	51	998
16:30	0	46	38	71	0	23	346	74	0	49	42	15	1	47	228	45	1025
16:45	1	33	40	67	1	22	360	68	0	49	43	25	1	39	234	44	1027
Hr Total	2	164	181	264	3	99	1349	253	4	207	148	75	2	169	934	183	4037
17:00	0	36	41	68	1	36	417	78	3	73	31	18	1	49	283	47	1182
17:15	0	34	49	63	1	34	480	64	1	54	41	21	0	41	310	55	1248
17:30	1	43	49	51	2	38	455	63	4	73	50	15	0	40	271	46	1201
17:45	1	31	62	48	1	33	394	67	4	67	35	20	2	31	291	42	1129
Hr Total	2	144	201	230	5	141	1746	272	12	267	157	74	3	161	1155	190	4760
TOTAL	4	308	382	494	8	240	3095	525	16	474	305	149	5	330	2089	373	8797

SAMPLE ROAD & NW 62ND AVENUE
COCONUT CREEK, FLORIDA
COUNTED BY: M. ESPINOSA & D. GUTIERREZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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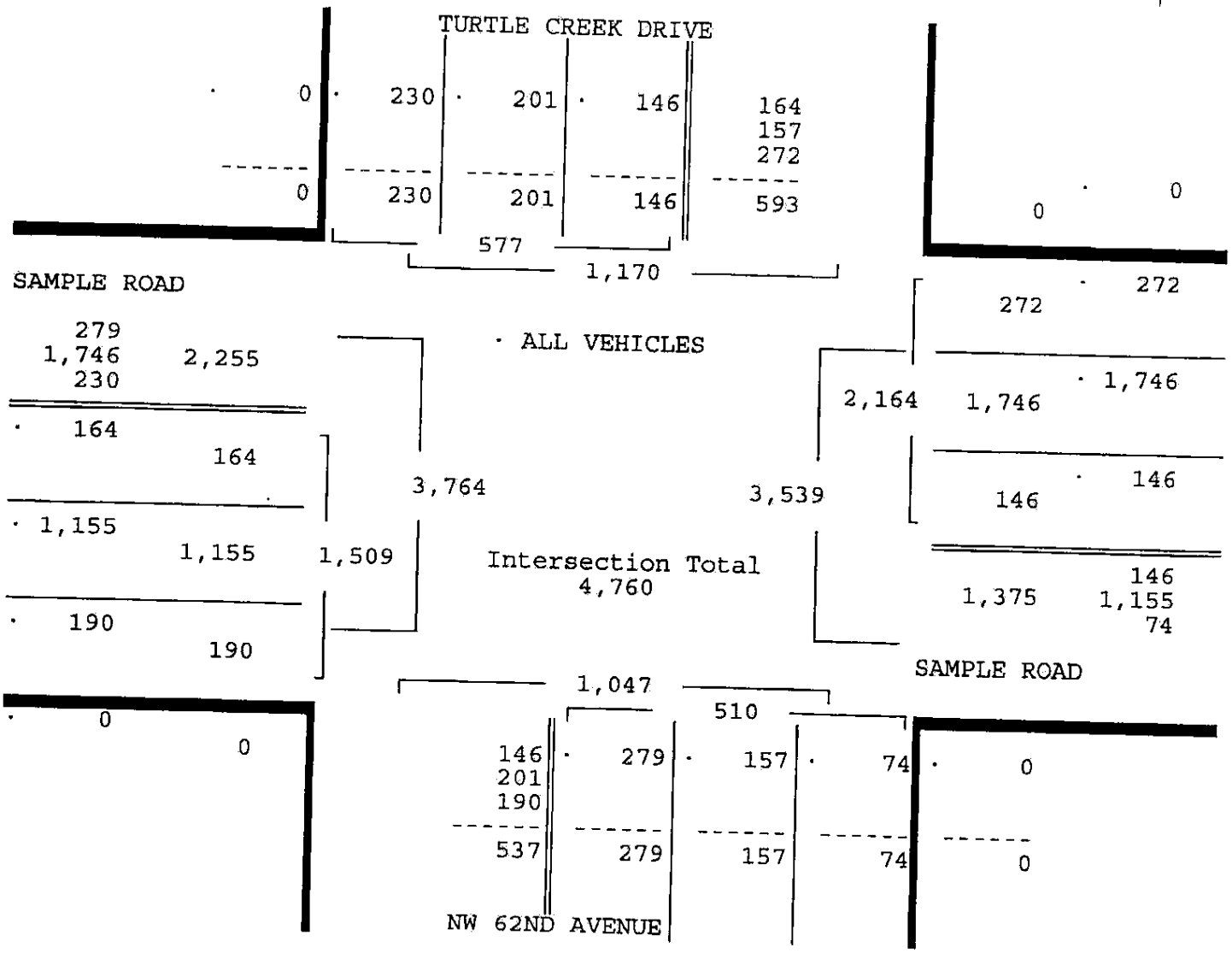
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

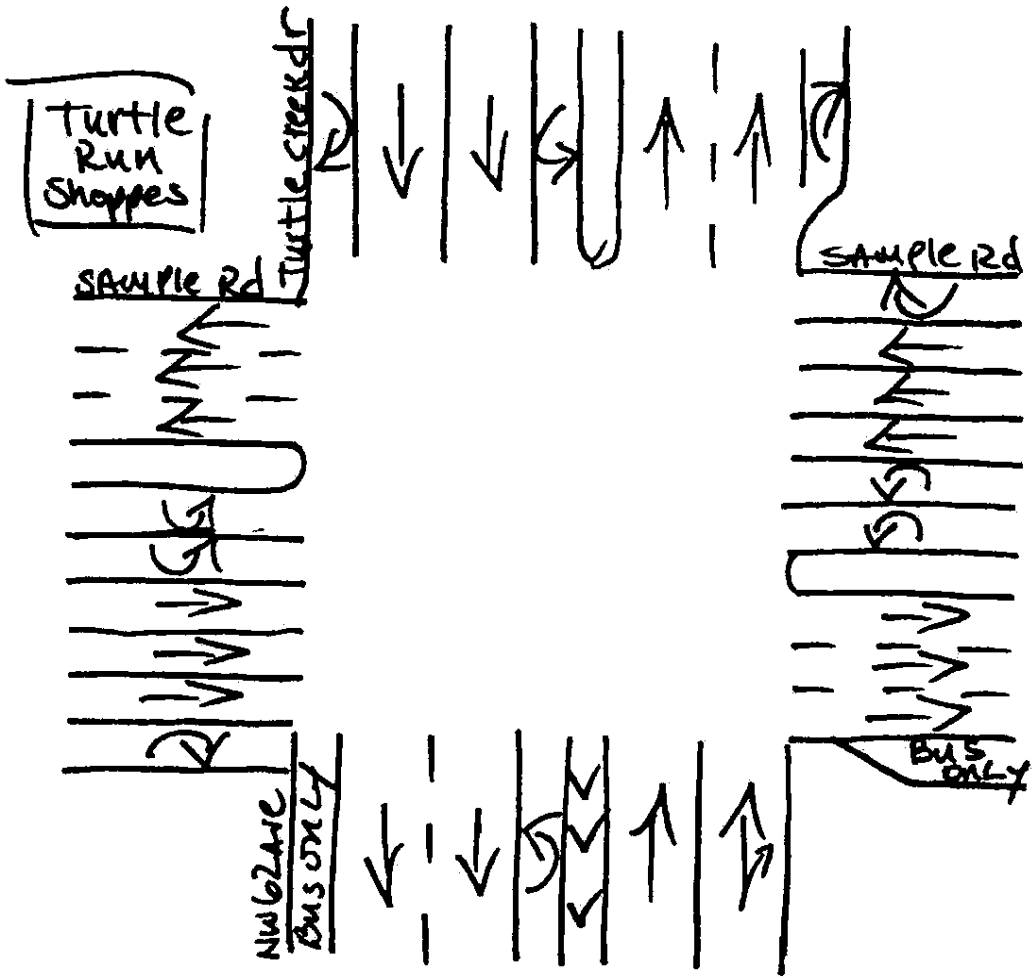
Site Code : 00080152
Start Date: 08/26/08
File I.D. : SAMP62AV

ALL VEHICLES

	TURTLE CREEK DRIVE From North				SAMPLE ROAD From East				NW 62ND AVENUE From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 08/26/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/26/08																	
Peak start	17:00				17:00				17:00				17:00				
Volume	2	144	201	230	5	141	1746	272	12	267	157	74	3	161	1155	190	
Percent	0%	25%	35%	40%	0%	7%	81%	13%	2%	52%	31%	15%	0%	11%	77%	13%	
Pk total	577				2164				510				1509				
Highest	17:15				17:15				17:30				17:15				
Volume	0	34	49	63	1	34	480	64	4	73	50	15	0	41	310	55	
Hi total	146				579				142				406				
PHF	.99				.93				.90				.93				



North



COCONUT CREEK, Florida

August 28, 2008

drawn by: Luis Palomino

Signalized

SAMPLE ROAD & SB US 441 ON OFF RAMPS
COCONUT CREEK, FLORIDA
COUNTED BY: L. PALOMINO & I. GONZALEZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 09/10/08
File I.D. : SAMSB441
Page : 1

ALL VEHICLES

	SB US 441 OFF RAMP From North				SAMPLE ROAD From East				SB US 441 ON RAMP From South				SAMPLE ROAD From West				
Date 09/10/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	0	54	0	42	0	43	421	0	0	0	0	0	1	0	270	28	859
16:15	0	65	0	69	0	51	408	0	0	0	0	0	0	0	343	25	961
16:30	0	38	0	39	0	57	443	0	0	0	0	0	0	0	292	17	886
16:45	0	51	0	41	0	54	483	0	0	0	0	0	1	0	319	14	963
Hr Total	0	208	0	191	0	205	1755	0	0	0	0	0	2	0	1224	84	3669
17:00	0	56	0	42	0	52	491	0	0	0	0	0	1	0	293	20	955
17:15	0	66	0	52	0	59	564	0	0	0	0	0	0	0	341	18	1100
17:30	0	54	0	54	0	43	590	0	0	0	0	0	1	0	305	17	1064
17:45	0	51	0	58	0	50	506	0	0	0	0	0	2	0	326	25	1018
Hr Total	0	227	0	206	0	204	2151	0	0	0	0	0	4	0	1265	80	4137
TOTAL	0	435	0	397	0	409	3906	0	0	0	0	0	6	0	2489	164	7806

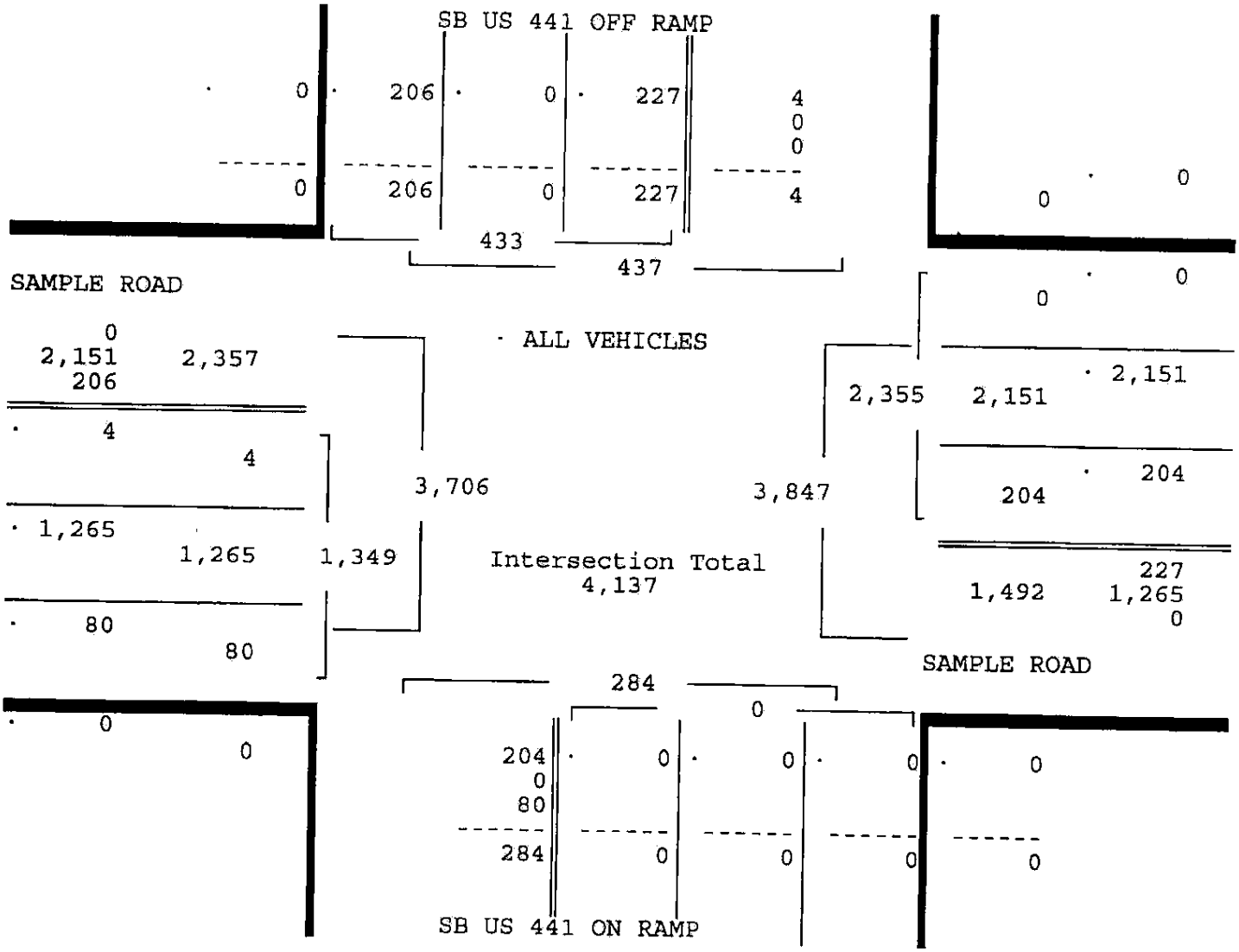
SAMPLE ROAD & SB US 441 ON OFF RAMPS
COCONUT CREEK, FLORIDA
COUNTED BY: L. PALOMINO & I. GONZALEZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 09/10/08
File I.D. : SAMSB441

ALL VEHICLES

	SB US 441 OFF RAMP From North				SAMPLE ROAD From East				SB US 441 ON RAMP From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/10/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/10/08																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	227	0	206	0	204	2151	0	0	0	0	0	4	0	1265	80	
Percent	0%	52%	0%	48%	0%	9%	91%	0%	0%	0%	0%	0%	0%	0%	94%	6%	
Pk total	433				2355				0				1349				
Highest	17:15				17:30				16:00				17:15				
Volume	0	66	0	52	0	43	590	0	0	0	0	0	0	0	341	18	
Hi total	118				633				0				359				
PHF	.92				.93				.0				.94				



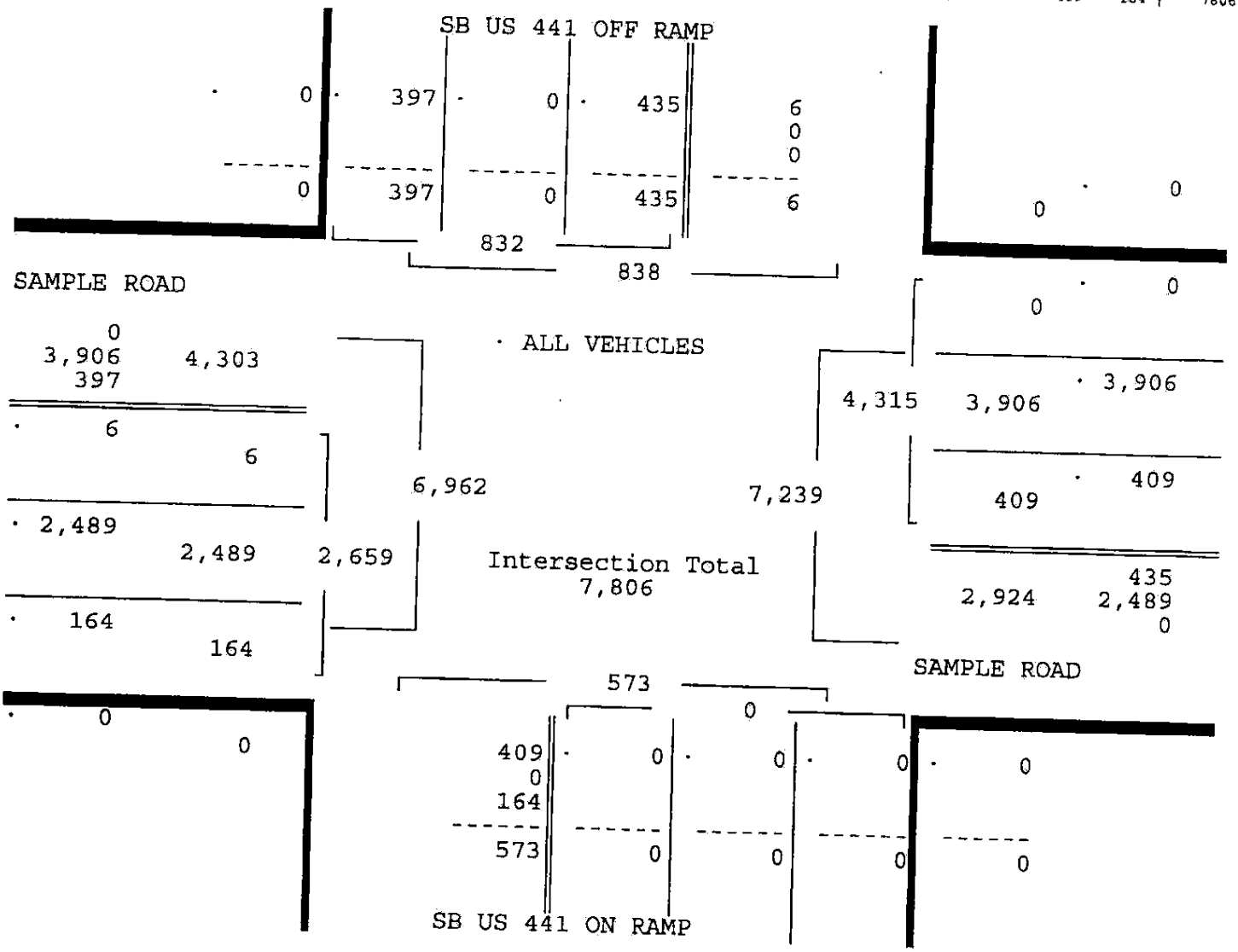
SAMPLE ROAD & SB US 441 ON OFF RAMPS
COCONUT CREEK, FLORIDA
COUNTED BY: L. PALOMINO & I. GONZALEZ
SIGNALIZED

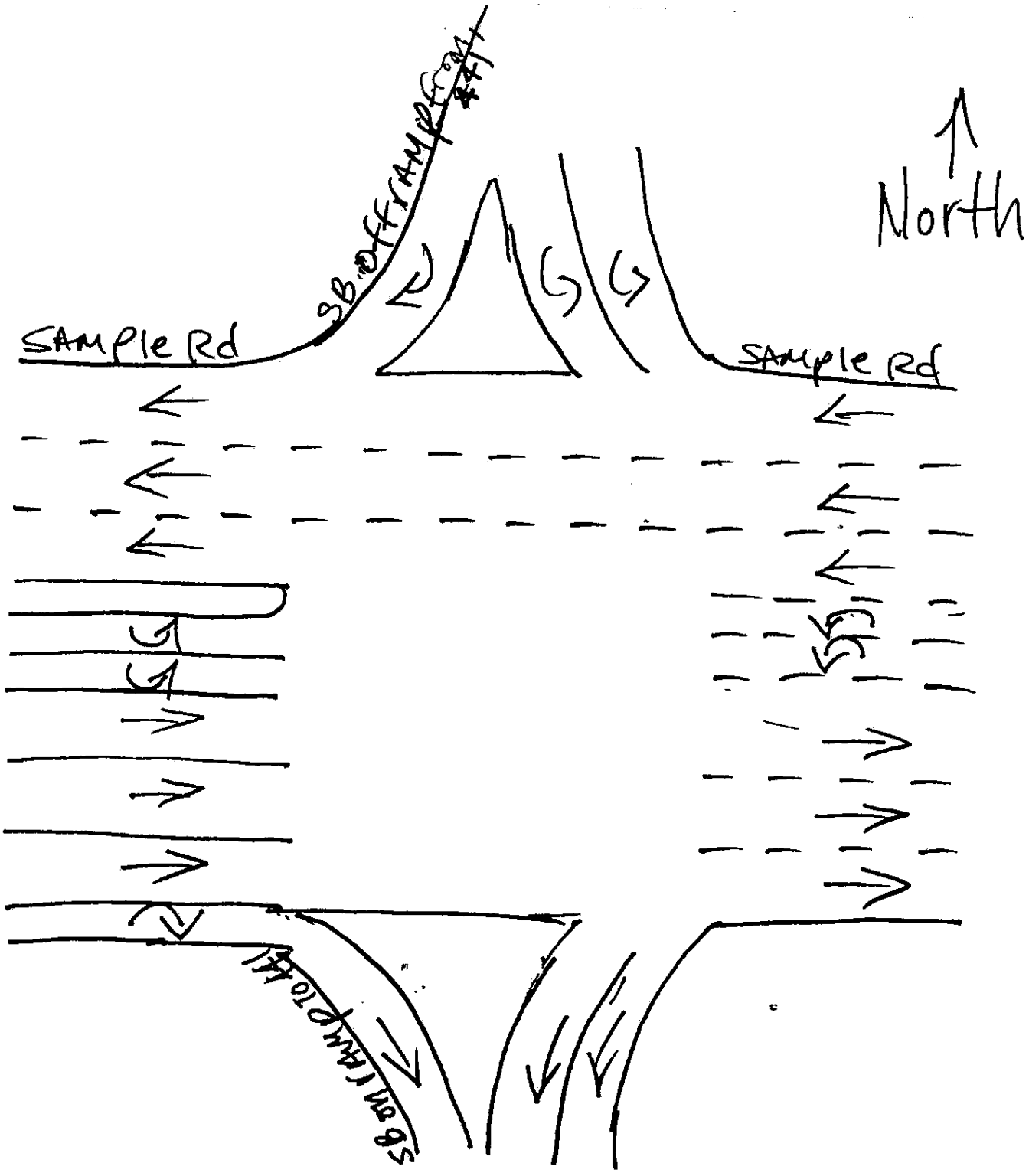
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 09/10/08
File I.D. : SAMSB441
Page : 1

ALL VEHICLES

	SB US 441 OFF RAMP From North				SAMPLE ROAD From East				SB US 441 ON RAMP From South				SAMPLE ROAD From West				
Date 09/10/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
TOTAL	0	435	0	397	0	409	3906	0	0	0	0	0	6	0	2489	164	7806





COCONUT Creek, Florida

September 05, 2008

drawn by: Luis Palomino

Signalized

SAMPLE ROAD & NB 441 ON OFF RAMPS
COCONUT CREEK, FLORIDA
COUNTED BY: K. MCNALLY & D. CARDONA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 09/10/08
File I.D. : SAMNB441
Page : 1

ALL VEHICLES

	NB US 441 ON RAMP From North				SAMPLE ROAD From East				NB US 441 OFF RAMP From South				SAMPLE ROAD From West				
Date 09/10/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	0	0	0	0	2	0	395	59	0	70	0	46	0	27	298	0	897
16:15	0	0	0	0	1	0	425	66	0	29	0	51	0	48	363	0	983
16:30	0	0	0	0	7	0	446	65	0	51	0	48	0	25	311	0	953
16:45	0	0	0	0	4	0	495	74	0	35	0	38	0	31	340	0	1017
Hr Total	0	0	0	0	14	0	1761	264	0	185	0	183	0	131	1312	0	3850
17:00	0	0	0	0	6	0	493	86	0	50	0	48	0	39	316	0	1038
17:15	0	0	0	0	7	0	552	79	0	67	0	34	0	42	363	0	1144
17:30	0	0	0	0	3	0	597	77	0	33	0	39	0	42	323	0	1114
17:45	0	0	0	0	5	0	498	65	0	53	0	47	0	38	336	0	1042
Hr Total	0	0	0	0	21	0	2140	307	0	203	0	168	0	161	1338	0	4338
TOTAL	0	0	0	0	35	0	3901	571	0	388	0	351	0	292	2650	0	8188

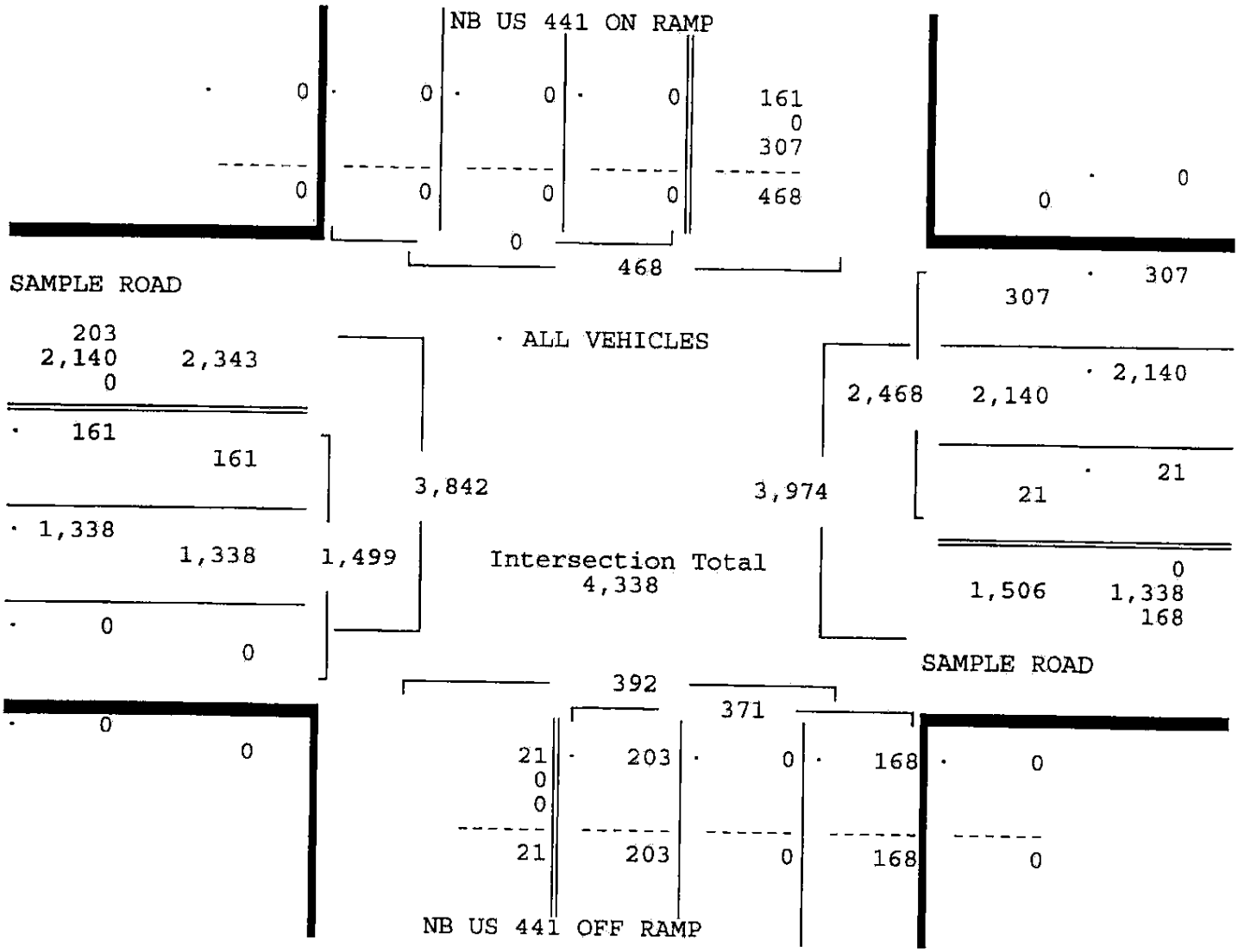
SAMPLE ROAD & NB 441 ON OFF RAMPS
COCONUT CREEK, FLORIDA
COUNTED BY: K. MCNALLY & D. CARDONA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 09/10/08
File I.D. : SAMNB441
Page : 2

ALL VEHICLES

	NB US 441 ON RAMP From North				SAMPLE ROAD From East				NB US 441 OFF RAMP From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/10/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/10/08																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	0	0	21	0	2140	307	0	203	0	168	0	161	1338	0	
Percent	0%	0%	0%	0%	1%	0%	87%	12%	0%	55%	0%	45%	0%	11%	89%	0%	
Pk total	0				2468				371				1499				
Highest	16:00				17:30				17:15				17:15				
Volume	0	0	0	0	3	0	597	77	0	67	0	34	0	42	363	0	
Hi total	0				677				101				405				
PHF	.0				.91				.92				.93				



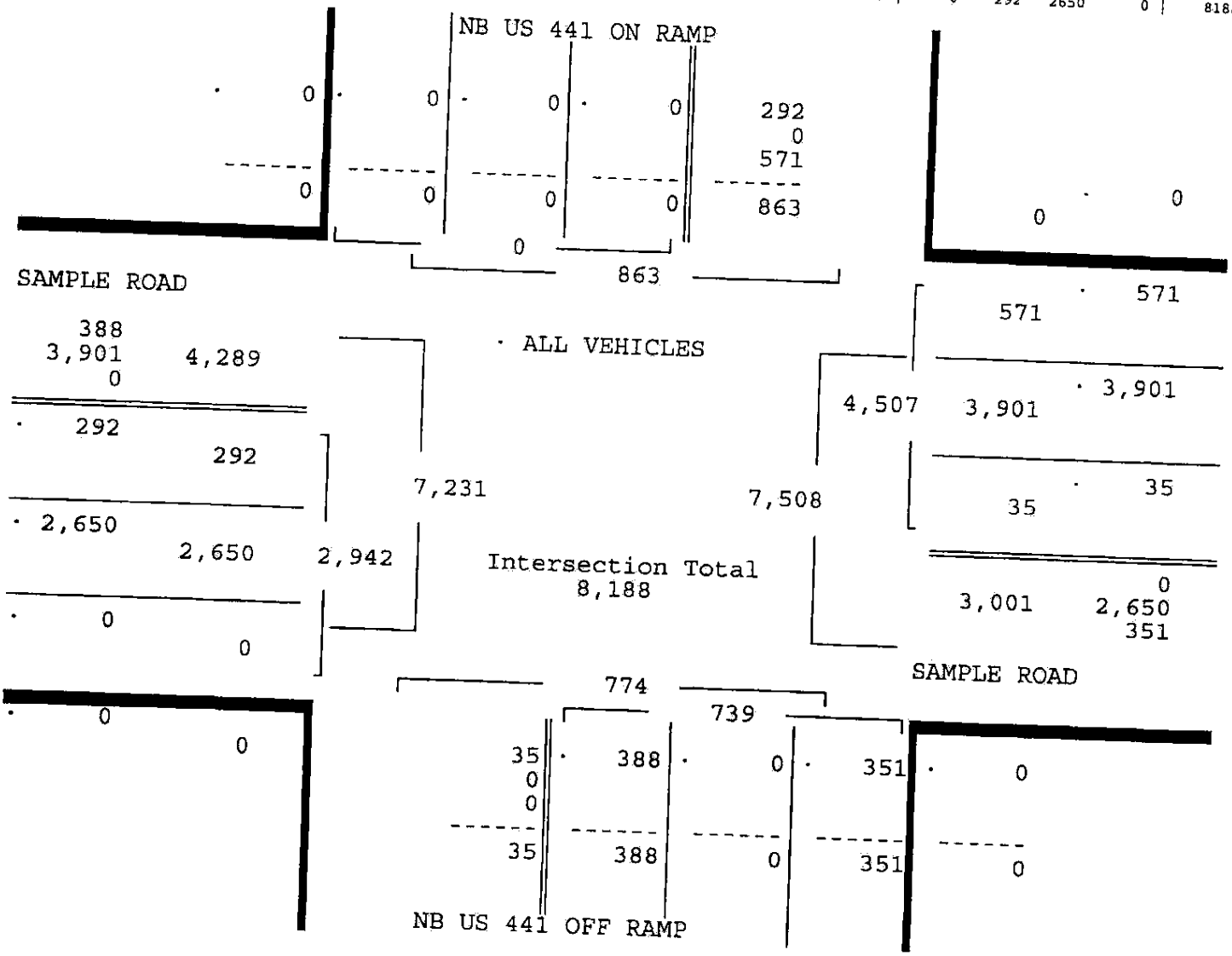
SAMPLE ROAD & NB 441 ON OFF RAMPS
COCONUT CREEK, FLORIDA
COUNTED BY: K. MCNALLY & D. CARDONA
SIGNALIZED

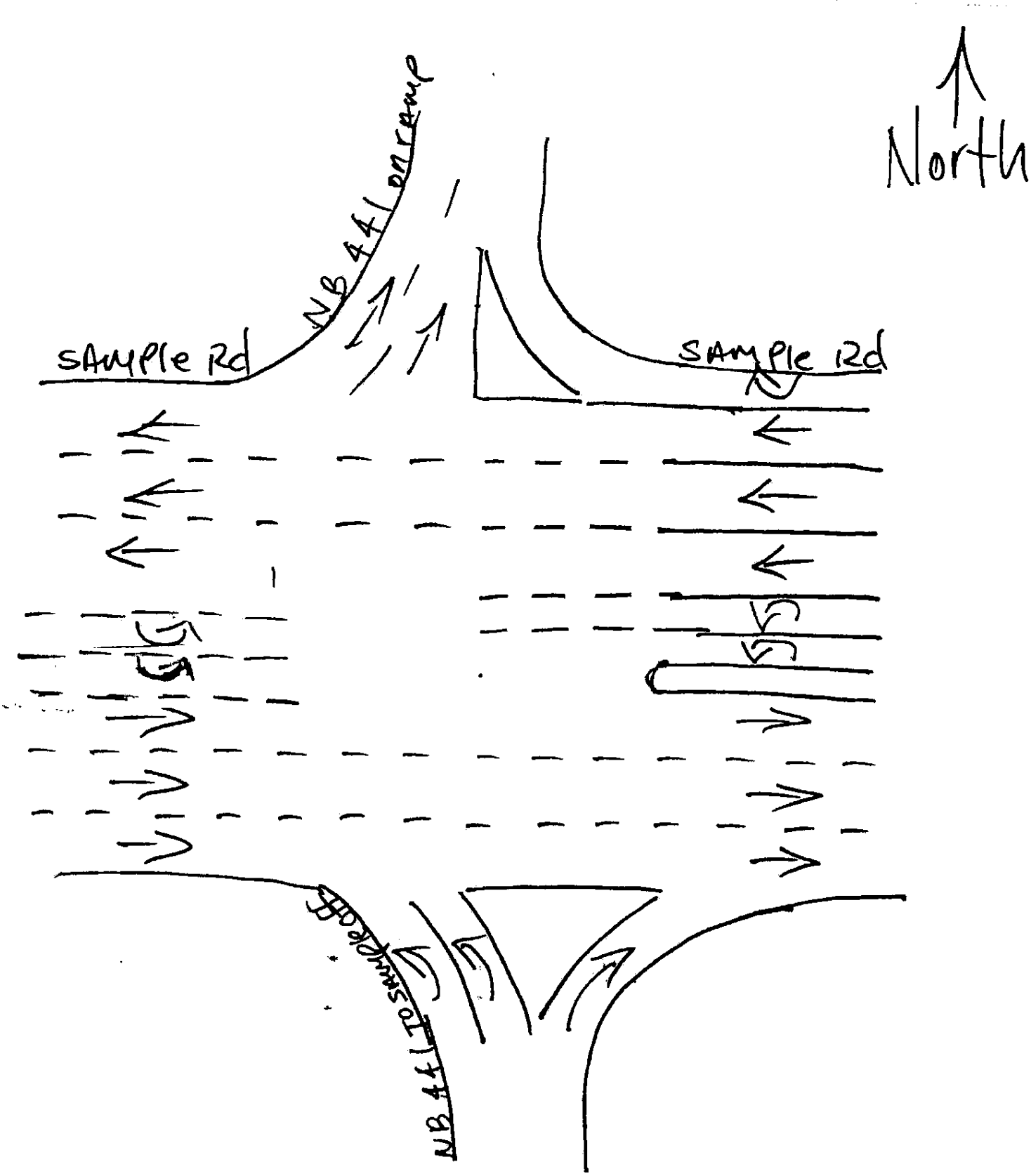
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 09/10/08
File I.D. : SAMNB441
Page : 1

ALL VEHICLES

	NB US 441 ON RAMP From North				SAMPLE ROAD From East				NB US 441 OFF RAMP From South				SAMPLE ROAD From West				
Date 09/10/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
TOTAL	0	0	0	0	35	0	3901	571	0	388	0	351	0	292	2650	0	8188





Coconut Creek, Florida
September 05, 2008
drawn by: Luis Palomino

Signalized

SAMPLE ROAD & NW 54TH AVENUE
COCONUT CREEK, FLORIDA
COUNTED BY: I. GONZALEZ & L. PALOMINO
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/27/08
File I.D. : SAMP54AV
Page : 1

ALL VEHICLES

	NW 54TH AVENUE From North				SAMPLE ROAD From East				NW 54TH AVENUE From South				SAMPLE ROAD From West				
Date 08/27/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	2	48	21	29	2	73	393	52	0	30	10	54	7	10	272	5	1008
16:15	0	32	18	25	1	66	407	59	0	31	18	44	5	11	312	8	1037
16:30	0	45	15	35	4	66	402	69	0	41	20	67	5	20	272	9	1070
16:45	0	53	18	28	1	63	462	57	0	30	13	67	3	9	345	9	1158
Hr Total	2	178	72	117	8	268	1664	237	0	132	61	232	20	50	1201	31	4273
17:00	0	59	25	24	4	88	467	47	1	32	33	63	3	6	262	8	1122
17:15	0	69	18	41	1	75	485	54	0	31	21	79	4	16	273	7	1174
17:30	0	36	19	36	2	76	546	54	0	29	26	70	4	8	313	4	1223
17:45	2	43	17	27	0	89	505	36	0	27	25	63	1	8	272	4	1119
Hr Total	2	207	79	128	7	328	2003	191	1	119	105	275	12	38	1120	23	4638
TOTAL	4	385	151	245	15	596	3667	428	1	251	166	507	32	88	2321	54	8911

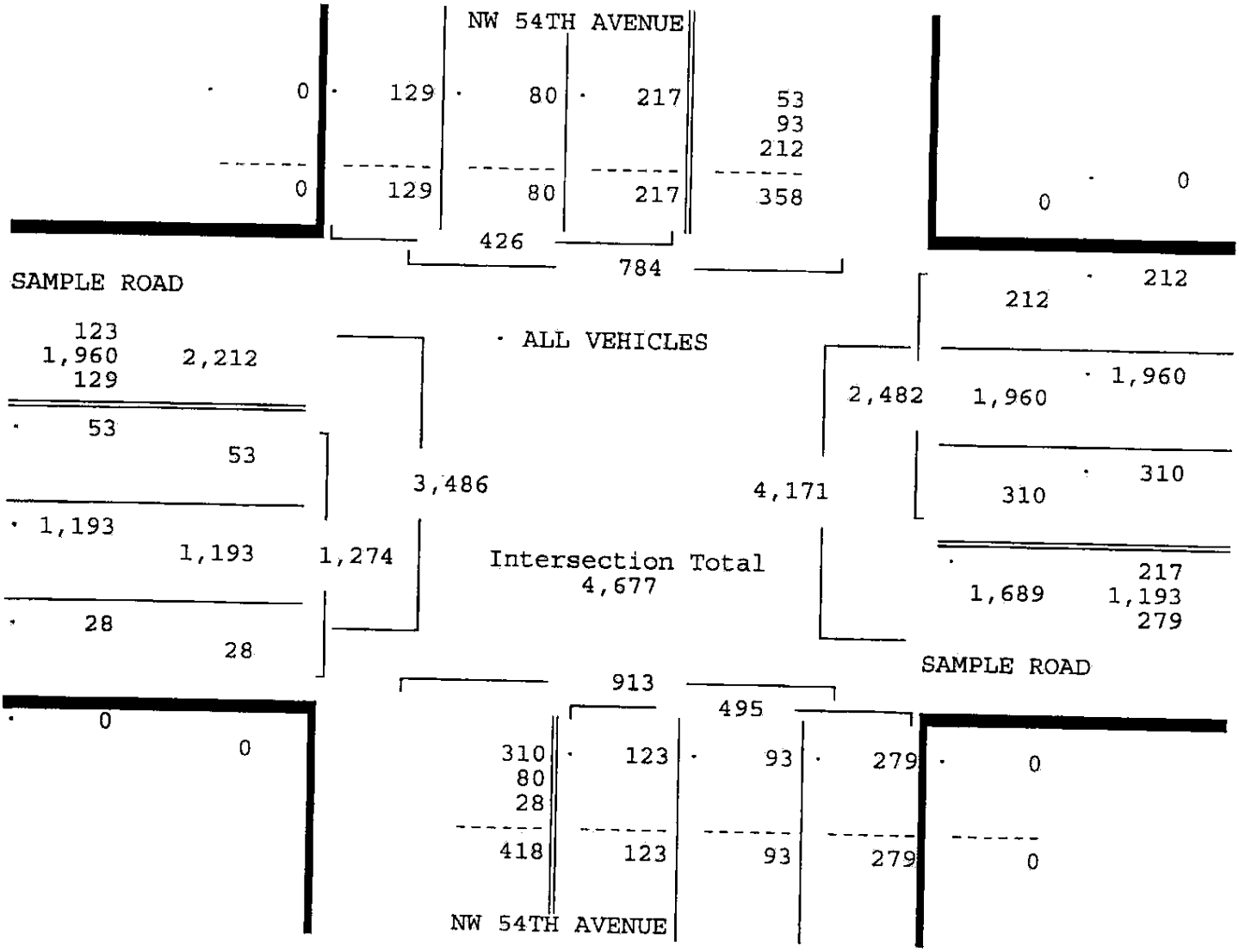
SAMPLE ROAD & NW 54TH AVENUE
COCONUT CREEK, FLORIDA
COUNTED BY: I. GONZALEZ & L. PALOMINO
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

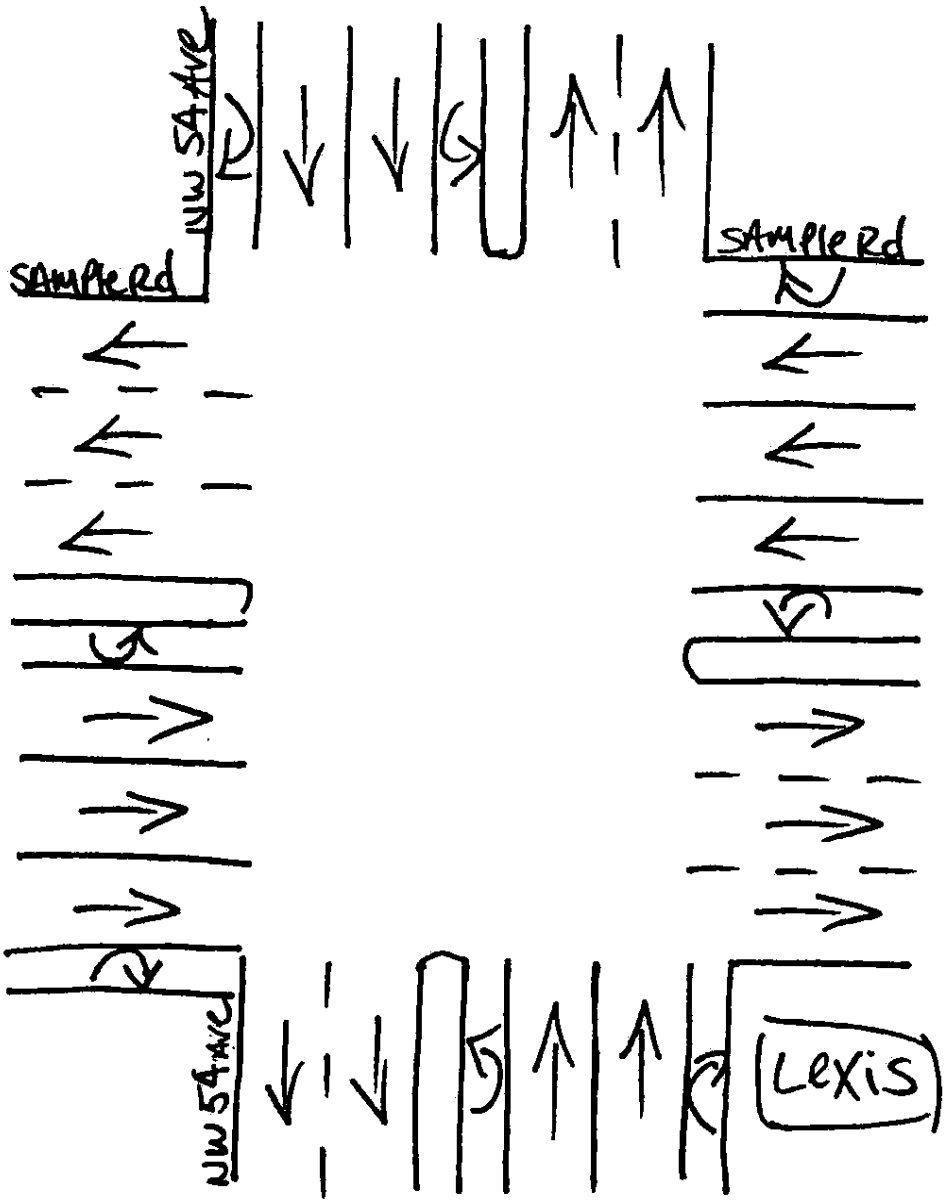
Site Code : 00080152
Start Date: 08/27/08
File I.D. : SAMPS4AV

ALL VEHICLES

	NW 54TH AVENUE From North				SAMPLE ROAD From East				NW 54TH AVENUE From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 08/27/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/27/08																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	217	80	129	8	302	1960	212	1	122	93	279	14	39	1193	28	
Percent	0%	51%	19%	30%	0%	12%	79%	9%	0%	25%	19%	56%	1%	3%	94%	2%	
Pk total	426				2482				495				1274				
Highest	17:15				17:30				17:15				16:45				
Volume	0	69	18	41	2	76	546	54	0	31	21	79	3	9	345	9	
Hi total	128				678				131				366				
PHF	.83				.92				.94				.87				



North



Coconut Creek, Florida
August 28, 2008
drawn by: Luis Palomino
Signalized

SAMPLE ROAD & BANKS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: DANNY CARDONA
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 09/03/08
File I.D. : SAMPBANK
Page : 1

ALL VEHICLES

	BANKS ROAD From North				SAMPLE ROAD From East				BANKS ROAD From South				SAMPLE ROAD From West				
Date 09/03/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	0	0	0	0	6	49	526	0	0	0	0	40	2	0	435	24	1082
16:15	0	0	0	2	4	35	518	2	0	0	0	34	0	1	430	22	1048
16:30	1	0	0	1	7	40	584	3	0	0	0	38	3	0	373	16	1066
16:45	2	0	0	3	5	37	690	2	1	0	0	43	2	1	439	36	1261
Hr Total	3	0	0	6	22	161	2318	7	1	0	0	155	7	2	1677	98	4457
17:00	0	0	0	3	3	40	657	1	1	0	0	48	1	0	417	34	1205
17:15	1	0	0	0	5	49	675	0	1	0	0	41	4	0	453	34	1263
17:30	0	0	0	1	4	55	691	3	1	0	0	35	1	0	431	39	1261
17:45	1	0	0	1	2	44	688	0	0	0	0	33	1	1	353	28	1152
Hr Total	2	0	0	5	14	188	2711	4	3	0	0	157	7	1	1654	135	4881
TOTAL	5	0	0	11	36	349	5029	11	4	0	0	312	14	3	3331	233	9338

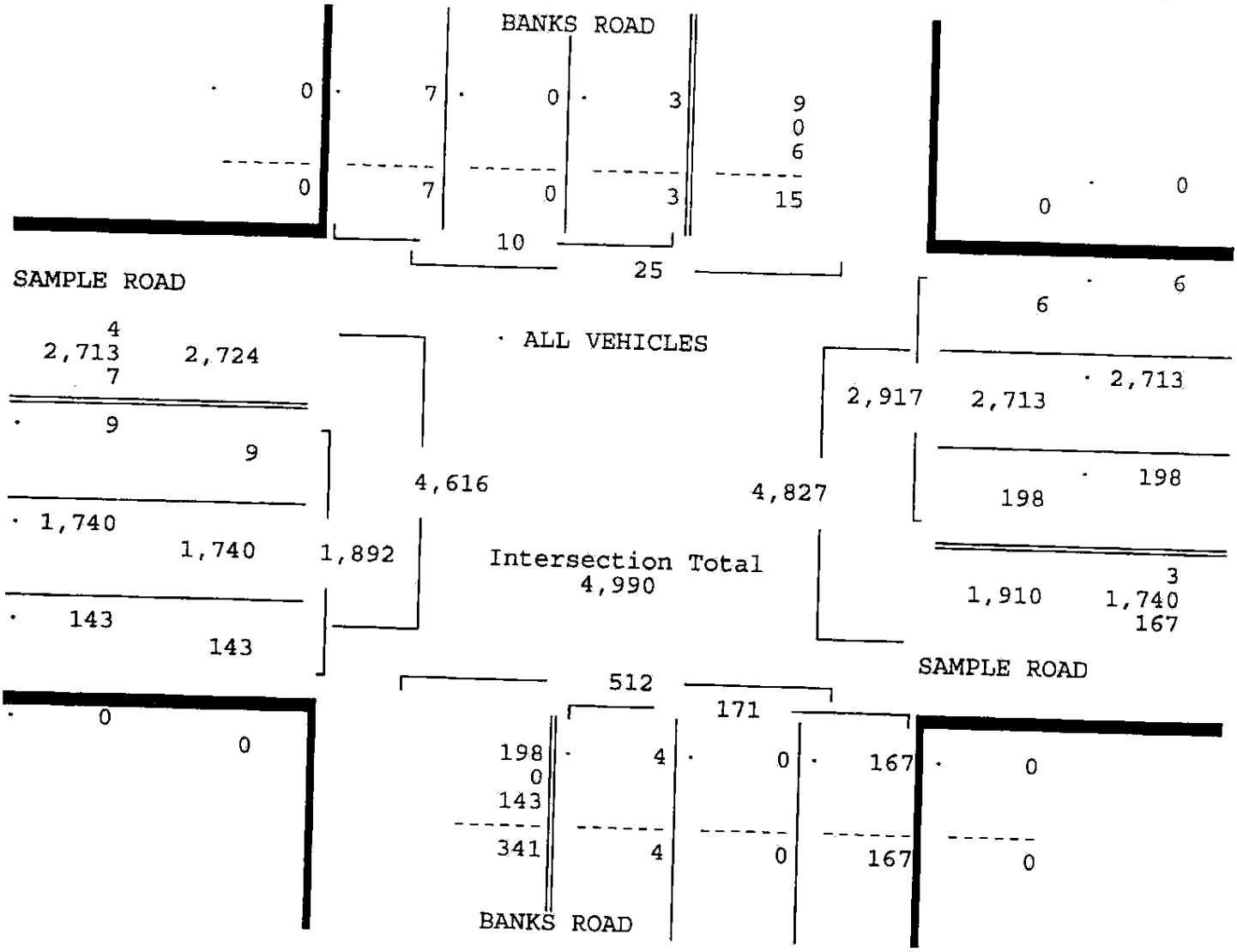
SAMPLE ROAD & BANKS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: DANNY CARDONA
NOT SIGNALIZED

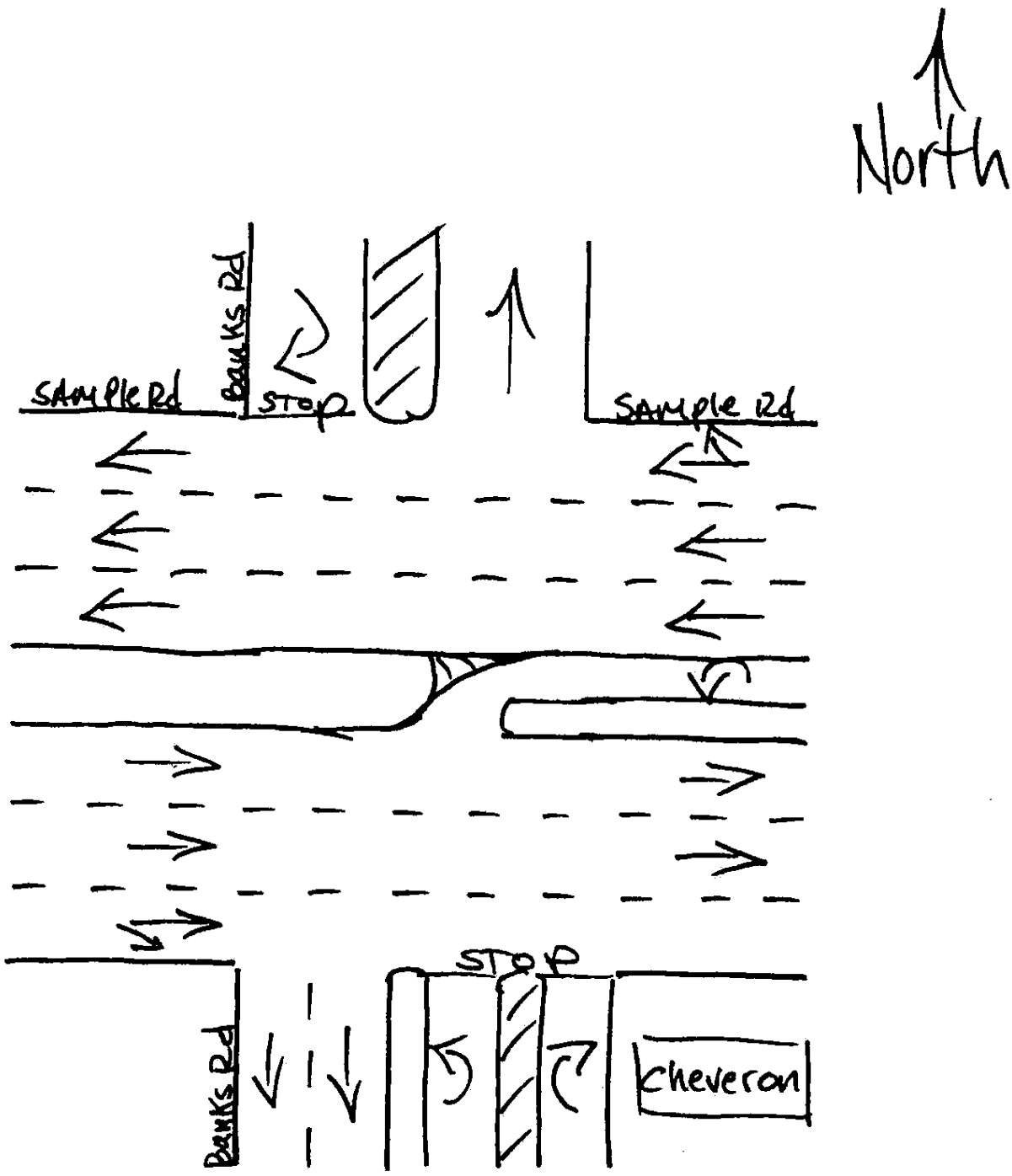
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 09/03/08
File I.D. : SAMPBANK
Page : 2

ALL VEHICLES

	BANKS ROAD From North				SAMPLE ROAD From East				BANKS ROAD From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/03/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/03/08																	
Peak start	16:45				16:45				16:45				16:45				
Volume	3	0	0	7	17	181	2713	6	4	0	0	167	8	1	1740	143	
Percent	30%	0%	0%	70%	1%	6%	93%	0%	2%	0%	0%	98%	0%	0%	92%	8%	
Pk total	10				2917				171				1892				
Highest	16:45				17:30				17:00				17:15				
Volume	2	0	0	3	4	55	691	3	1	0	0	48	4	0	453	34	
Hi total	5				753				49				491				
PHF	.50				.97				.87				.96				





COCONUT CREEK, Florida
August 28, 2008
drawn by: Luis Palomino
not signalized

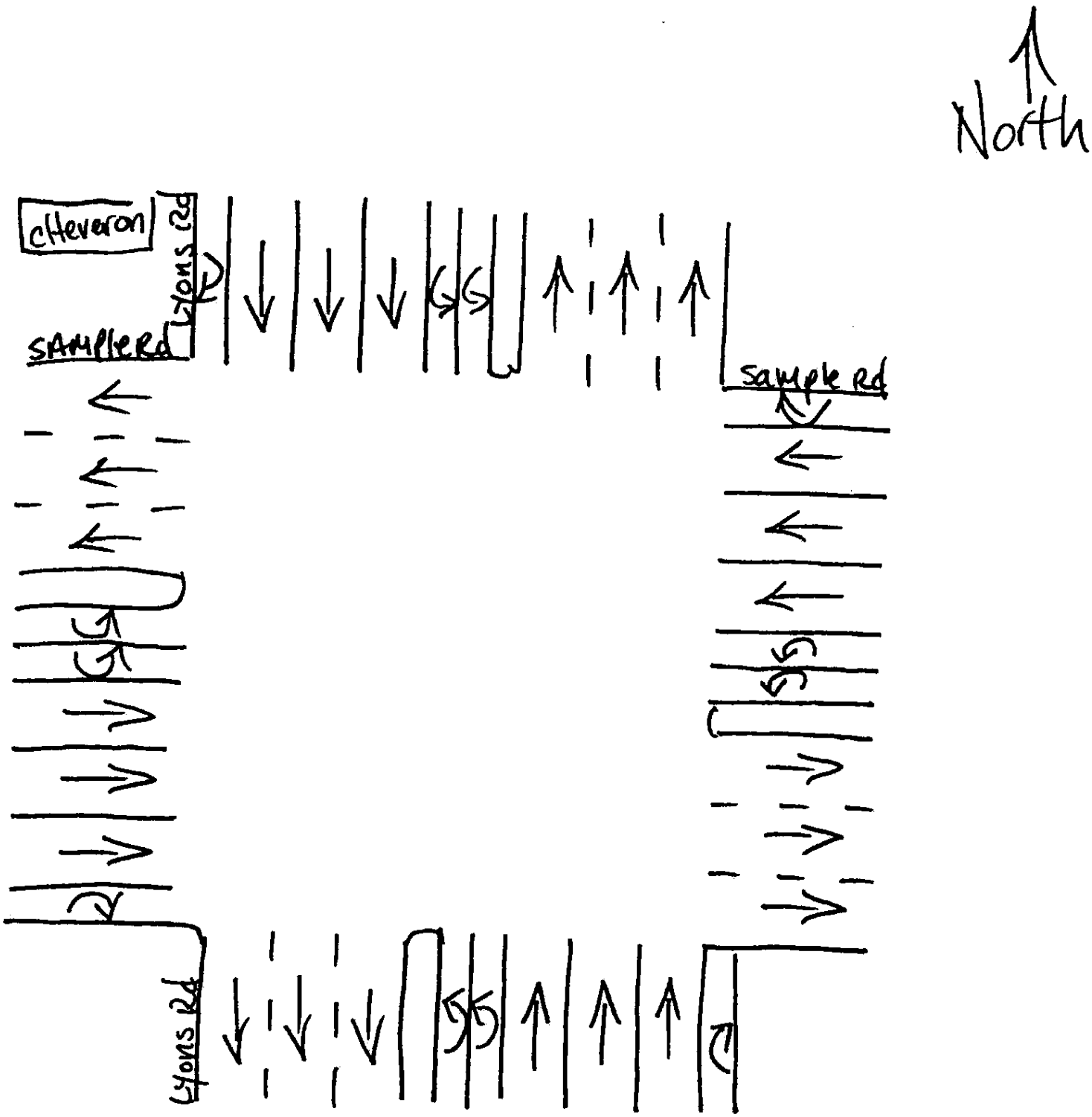
SAMPLE ROAD & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: M. GOMEZ & D. CARDONA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/27/08
File I.D. : SAMPLYON
Page : 1

ALL VEHICLES

	LYONS ROAD From North				SAMPLE ROAD From East				LYONS ROAD From South				SAMPLE ROAD From West				
Date 08/27/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	5	94	197	56	5	29	364	95	2	99	214	23	0	51	255	64	1553
16:15	1	71	178	44	4	29	411	98	0	86	216	26	0	60	284	53	1561
16:30	0	87	162	77	3	47	375	119	0	113	191	24	0	60	287	50	1595
16:45	0	84	185	68	4	37	419	111	0	95	229	23	0	65	287	55	1662
Hr Total	6	336	722	245	16	142	1569	423	2	393	850	96	0	236	1113	222	6371
17:00	3	56	164	65	4	44	458	144	1	115	280	28	0	58	290	63	1773
17:15	5	90	267	59	0	65	470	141	0	123	319	18	0	62	227	106	1952
17:30	6	75	177	69	5	36	512	114	0	134	248	22	3	62	288	83	1834
17:45	1	55	257	84	1	44	422	126	0	111	336	29	0	61	260	68	1855
Hr Total	15	276	865	277	10	189	1862	525	1	483	1183	97	3	243	1065	320	7414
TOTAL	21	612	1587	522	26	331	3431	948	3	876	2033	193	3	479	2178	542	13785



Coconut Creek, Florida
August 28, 2008
drawn by: Luis Palomino
Signalized

SAMPLE ROAD & NW 42ND AVENUE
COCONUT CREEK, FLORIDA
COUNTED BY: D. GUTIERREZ & M. ANDERSON
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/12/08
File I.D. : SAMP42AV

ALL VEHICLES

	NW 42ND AVENUE From North				SAMPLE ROAD From East				NW 42ND AVENUE From South				SAMPLE ROAD From West				
Date 11/12/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
07:00	0	25	3	8	2	10	219	12	0	14	4	52	1	14	470	9	843
07:15	0	21	4	13	0	7	298	10	0	22	4	64	0	6	713	20	1182
07:30	0	42	1	24	0	8	334	17	0	24	5	70	1	13	612	18	1169
07:45	0	40	1	18	1	26	359	23	0	18	0	56	1	20	709	12	1284
Hr Total	0	128	9	63	3	51	1210	62	0	78	13	242	3	53	2504	59	4478
08:00	0	44	4	21	0	17	359	15	1	25	3	39	0	17	580	9	1134
08:15	0	39	3	24	2	18	400	10	0	20	3	39	1	9	587	10	1165
08:30	0	42	7	18	1	21	391	3	0	17	3	50	1	18	673	10	1255
08:45	0	21	3	10	1	11	322	7	0	27	6	36	1	10	468	15	938
Hr Total	0	146	17	73	4	67	1472	35	1	89	15	164	3	54	2308	44	4492
---------- * BREAK * ----------																	
16:00	0	13	6	7	1	19	556	21	0	12	9	12	2	10	422	13	1103
16:15	0	11	10	9	0	28	621	18	0	18	9	24	4	11	414	32	1209
16:30	1	13	6	15	0	18	637	17	0	13	2	30	4	10	397	32	1195
16:45	0	9	3	12	1	38	645	21	0	17	4	21	2	7	400	17	1197
Hr Total	1	46	25	43	2	103	2459	77	0	60	24	87	12	38	1633	94	4704
17:00	0	30	7	16	3	40	742	23	0	11	7	23	4	8	401	26	1341
17:15	0	12	9	11	1	43	786	32	0	21	4	22	3	14	390	27	1375
17:30	0	21	9	8	4	51	735	46	0	19	6	23	1	14	391	23	1351
17:45	0	23	12	26	0	41	648	45	0	28	9	21	4	13	373	28	1271
Hr Total	0	86	37	61	8	175	2911	146	0	79	26	89	12	49	1555	104	5338
TOTAL	1	406	88	240	17	396	8052	320	1	306	78	582	30	194	8000	301	19012

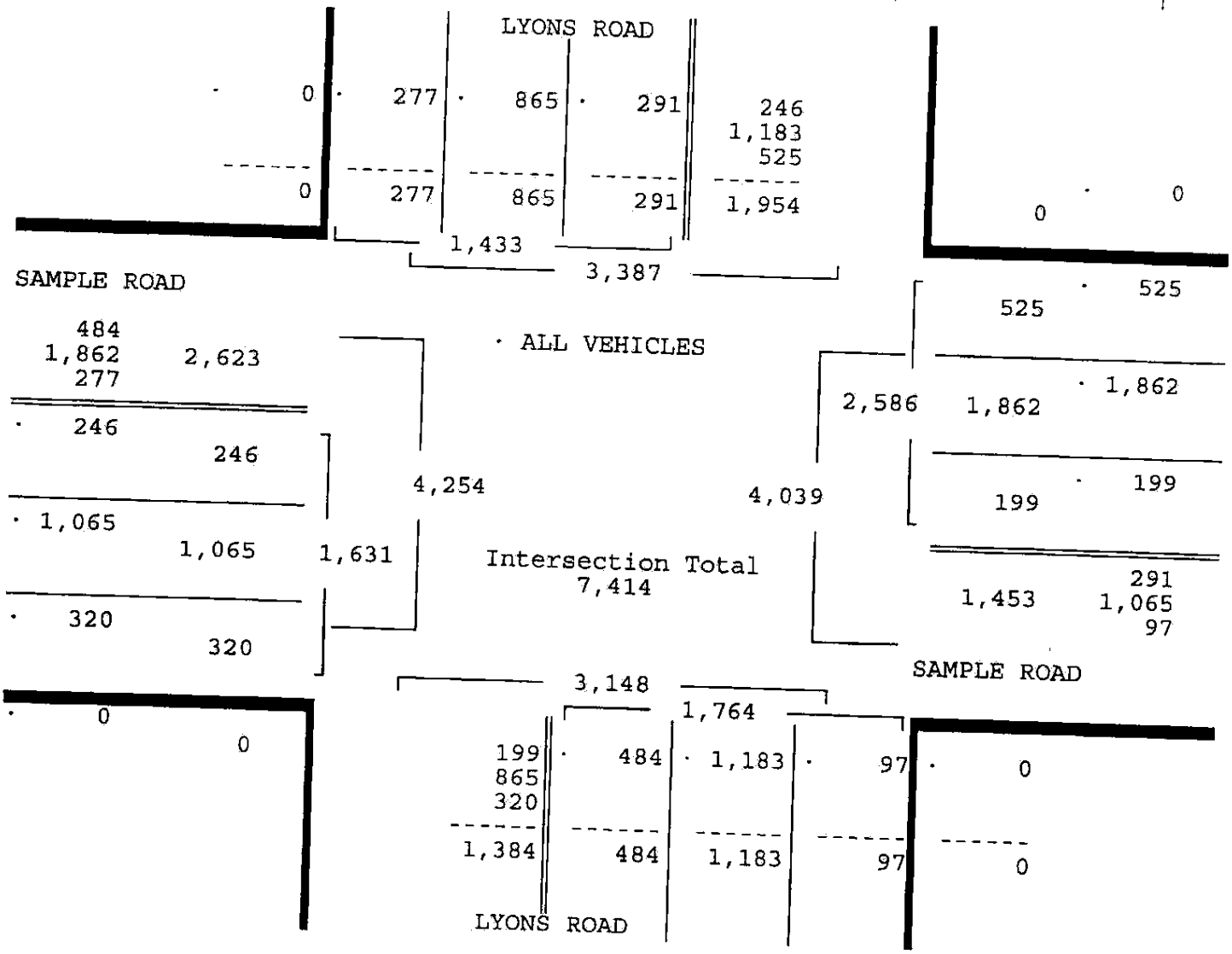
SAMPLE ROAD & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: M. GOMEZ & D. CARDONA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/27/08
File I.D. : SAMPLYON

ALL VEHICLES

	LYONS ROAD From North				SAMPLE ROAD From East				LYONS ROAD From South				SAMPLE ROAD From West				
Date 08/27/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/27/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	15	276	865	277	10	189	1862	525	1	483	1183	97	3	243	1065	320	
Percent	1%	19%	60%	19%	0%	7%	72%	20%	0%	27%	67%	5%	0%	15%	65%	20%	
Pk total	1433				2586				1764				1631				
Highest	17:15				17:15				17:45				17:30				
Volume	5	90	267	59	0	65	470	141	0	111	336	29	3	62	288	83	
Hi total	421				676				476				436				
PHF	.85				.96				.93				.94				



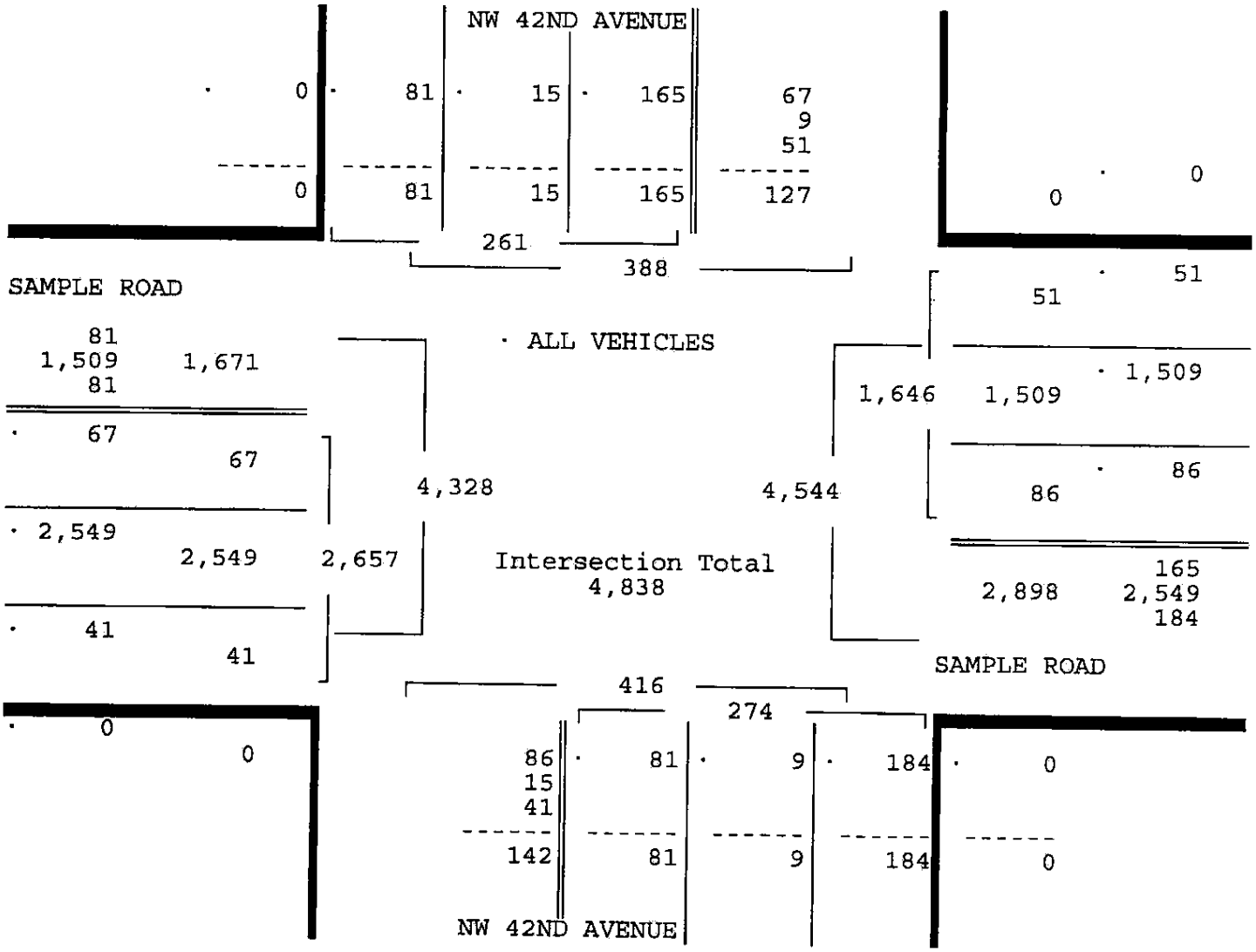
SAMPLE ROAD & NW 42ND AVENUE
COCONUT CREEK, FLORIDA
COUNTED BY: D. GUTIERREZ & M. ANDERSON
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/12/08
File I.D. : SAMP42AV
Page : 2

ALL VEHICLES

	NW 42ND AVENUE From North				SAMPLE ROAD From East				NW 42ND AVENUE From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/12/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/12/08																	
Peak start 07:45					07:45				07:45				07:45				
Volume	0	165	15	81	4	82	1509	51	1	80	9	184	3	64	2549	41	
Percent	0%	63%	6%	31%	0%	5%	92%	3%	0%	29%	3%	67%	0%	2%	96%	2%	
Pk total	261				1646				274				2657				
Highest	08:00				08:15				07:45				07:45				
Volume	0	44	4	21	2	18	400	10	0	18	0	56	1	20	709	12	
Hi total	69				430				74				742				
PHF	.95				.96				.93				.90				



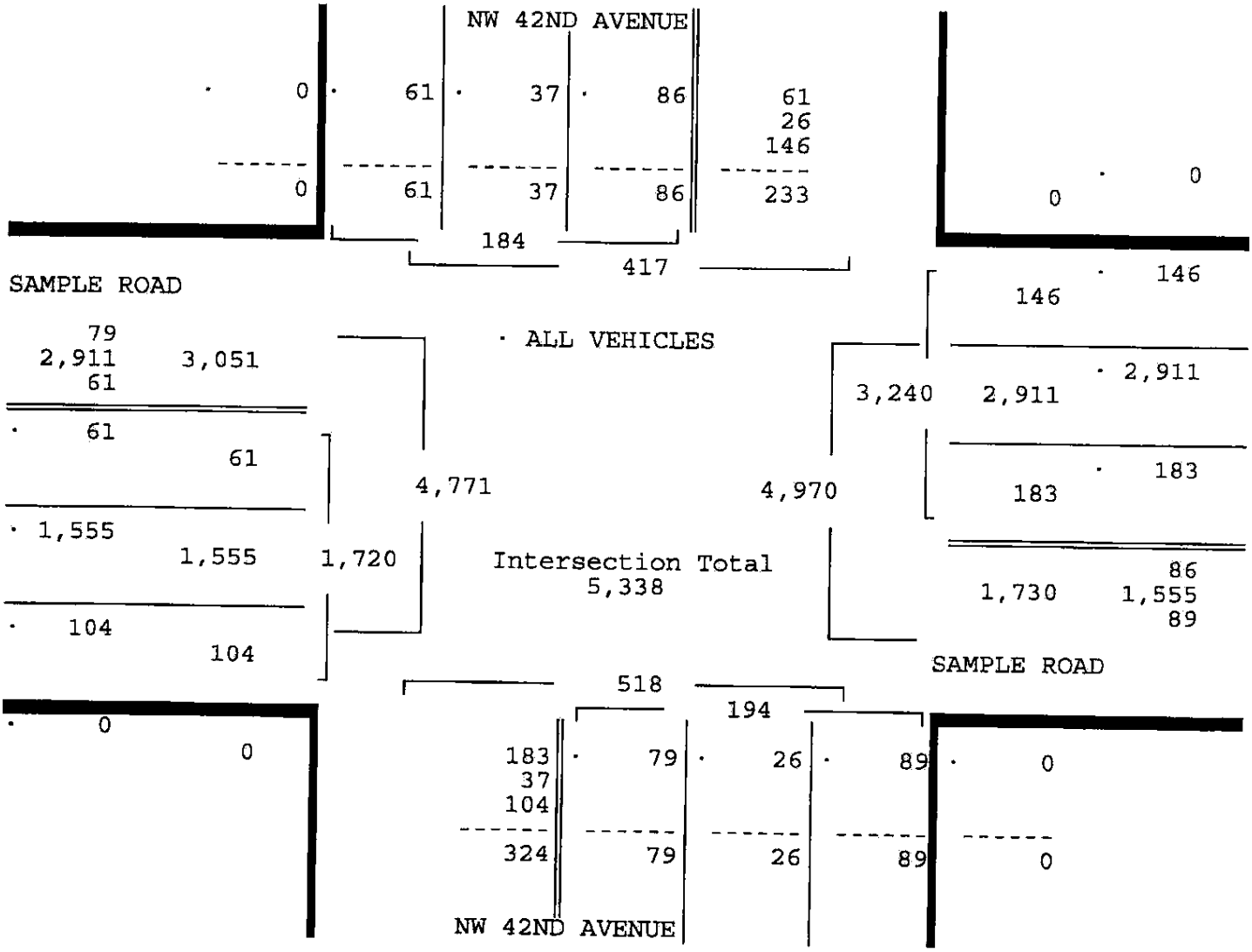
SAMPLE ROAD & NW 42ND AVENUE
COCONUT CREEK, FLORIDA
COUNTED BY: D. GUTIERREZ & M. ANDERSON
SIGNALIZED

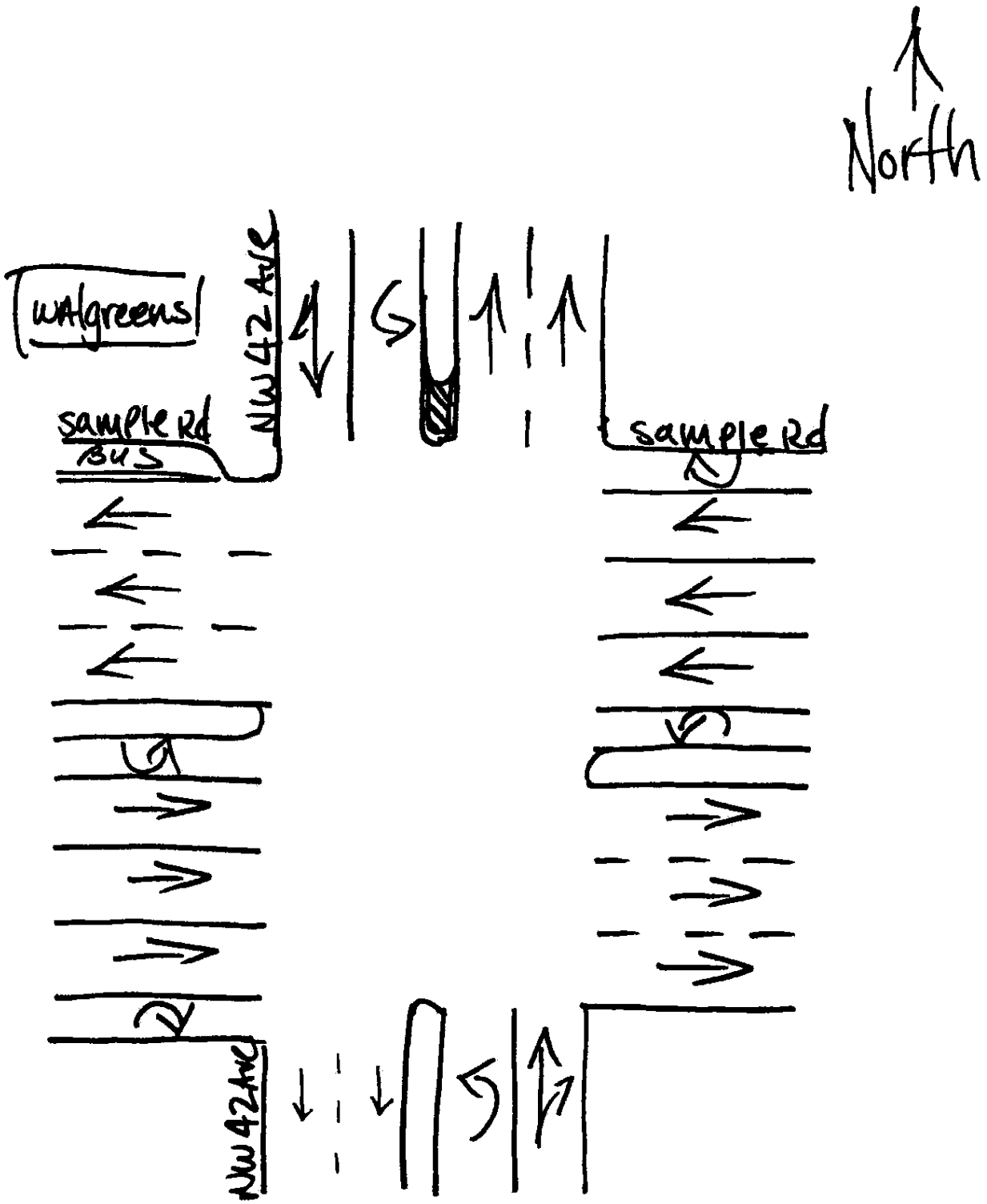
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/12/08
File I.D. : SAMP42AV
Page : 3

ALL VEHICLES

	NW 42ND AVENUE From North				SAMPLE ROAD From East				NW 42ND AVENUE From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/12/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/12/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	86	37	61	8	175	2911	146	0	79	26	89	12	49	1555	104	
Percent	0%	47%	20%	33%	0%	5%	90%	5%	0%	41%	13%	46%	1%	3%	90%	6%	
Pk total	184				3240				194				1720				
Highest	17:45				17:15				17:45				17:00				
Volume	0	23	12	26	1	43	786	32	0	28	9	21	4	8	401	26	
Hi total	61				862				58				439				
PHF	.75				.94				.84				.98				





COCONUT CREEK, Florida

November 16, 2008

drawn by: Luis Palomino

Signalized

SAMPLE ROAD & TRADEWINDS PARK ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: M. GOMEZ & S. TANNER
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/12/08
File I.D. : SAMPTRAD
Page : 1

ALL VEHICLES

	TRADEWINDS PARK ROAD From North				SAMPLE ROAD From East				TRADEWINDS PARK ROAD From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/12/08																	
07:00	0	0	0	0	0	0	295	2	0	0	0	0	0	0	568	1	866
07:15	0	0	0	1	0	1	315	2	0	1	0	2	0	1	802	3	1128
07:30	0	1	0	2	1	4	364	3	0	0	1	0	1	1	787	1	1166
07:45	0	0	0	1	1	1	392	6	0	2	0	2	1	3	797	4	1210
Hr Total	0	1	0	4	2	6	1366	13	0	3	1	4	2	5	2954	9	4370
08:00	0	2	0	1	2	0	384	3	0	1	0	0	0	2	660	3	1058
08:15	0	4	0	0	1	7	396	5	0	0	0	0	1	3	704	9	1130
08:30	0	3	0	2	1	2	409	3	0	1	0	1	0	1	720	6	1149
08:45	0	1	0	1	0	3	349	2	0	2	0	0	0	0	584	1	943
Hr Total	0	10	0	4	4	12	1538	13	0	4	0	1	1	6	2668	19	4280
---------- * BREAK * ----------																	
16:00	0	8	1	4	1	1	568	4	0	4	0	4	4	2	444	2	1047
16:15	0	6	0	3	1	1	672	4	0	5	1	5	1	2	413	2	1116
16:30	0	9	0	3	2	3	672	2	0	4	0	4	1	2	483	6	1191
16:45	0	0	1	1	0	2	714	1	0	10	0	9	0	3	424	2	1167
Hr Total	0	23	2	11	4	7	2626	11	0	23	1	22	6	9	1764	12	4521
17:00	0	0	1	1	1	3	805	1	0	7	0	15	0	2	436	0	1272
17:15	0	4	0	1	8	4	909	0	0	7	0	1	0	3	435	3	1375
17:30	0	2	0	7	3	3	859	1	0	5	1	6	1	2	435	3	1328
17:45	0	3	0	3	0	0	742	1	0	3	0	6	0	1	399	1	1159
Hr Total	0	9	1	12	12	10	3315	3	0	22	1	28	1	8	1705	7	5134
TOTAL	0	43	3	31	22	35	8845	40	0	52	3	55	10	28	9091	47	18305

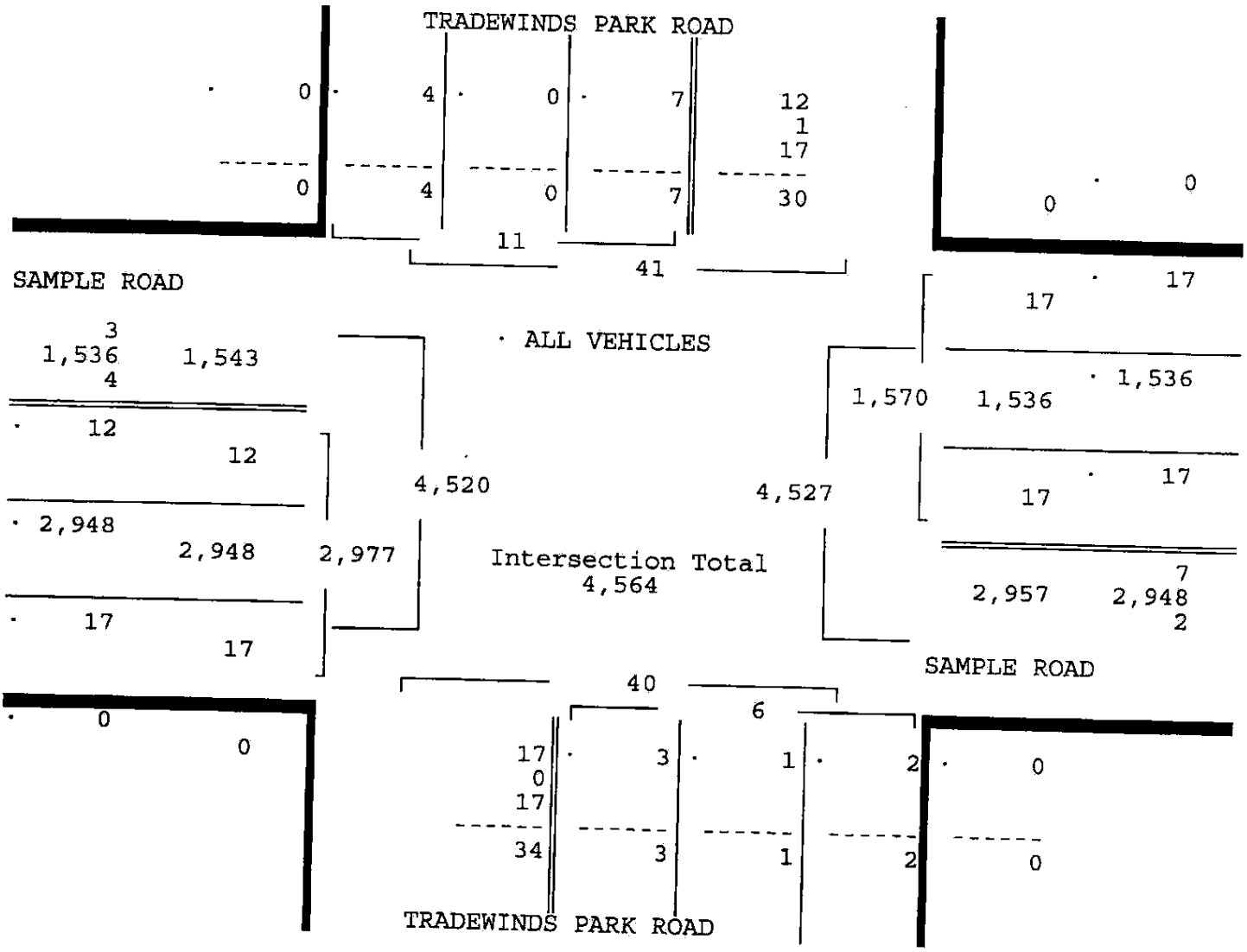
SAMPLE ROAD & TRADEWINDS PARK ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: M. GOMEZ & S. TANNER
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/12/08
File I.D. : SAMPTRAD

ALL VEHICLES

	TRADEWINDS PARK ROAD From North				SAMPLE ROAD From East				TRADEWINDS PARK ROAD From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/12/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/12/08																	
Peak start 07:30					07:30				07:30				07:30				
Volume	0	7	0	4	5	12	1536	17	0	3	1	2	3	9	2948	17	
Percent	0%	64%	0%	36%	0%	1%	98%	1%	0%	50%	17%	33%	0%	0%	99%	1%	
Pk total	11				1570				6				2977				
Highest	08:15				08:15				07:45				07:45				
Volume	0	4	0	0	1	7	396	5	0	2	0	2	1	3	797	4	
Hi total	4				409				4				805				
PHF	.69				.96				.38				.92				



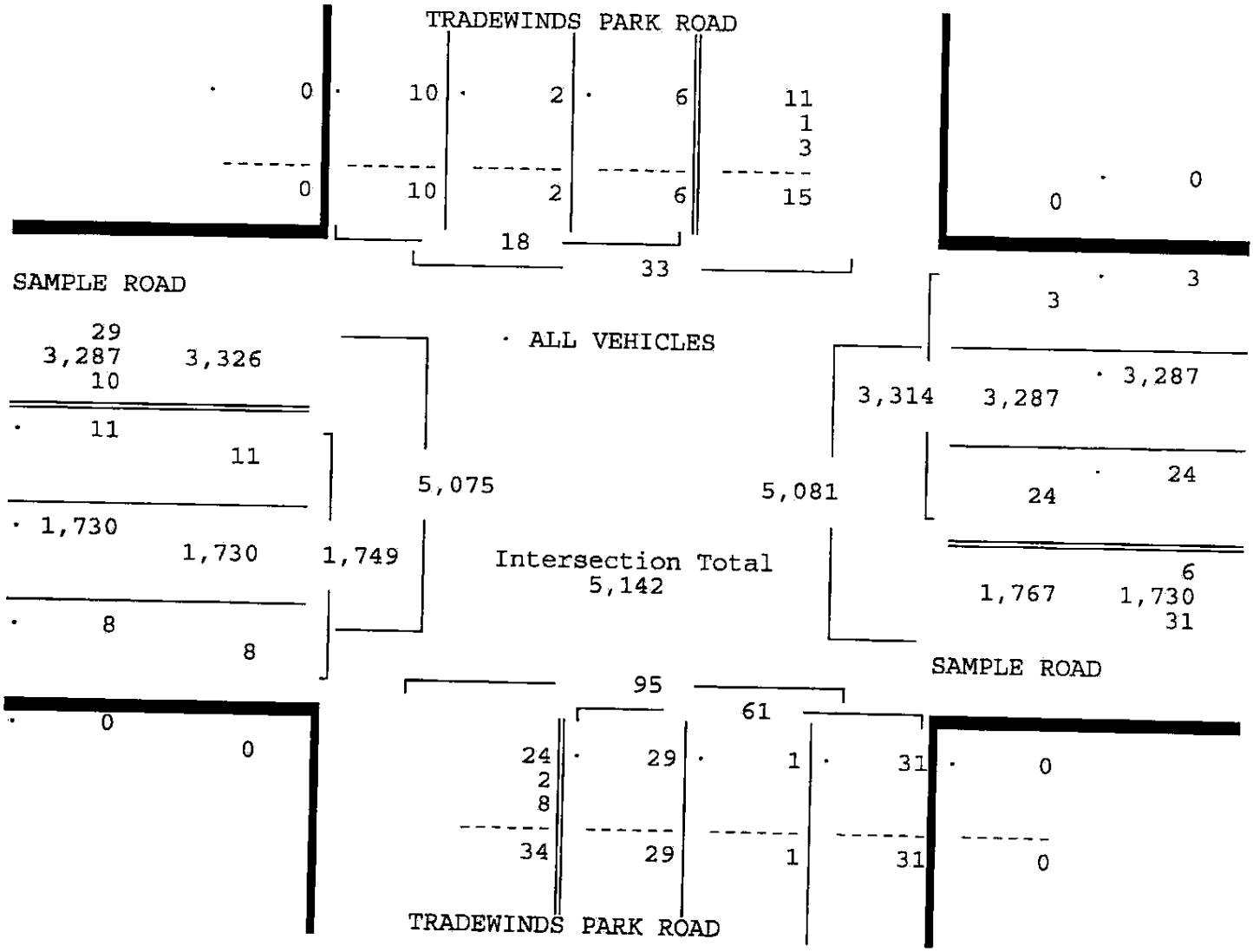
SAMPLE ROAD & TRADEWINDS PARK ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: M. GOMEZ & S. TANNER
SIGNALIZED

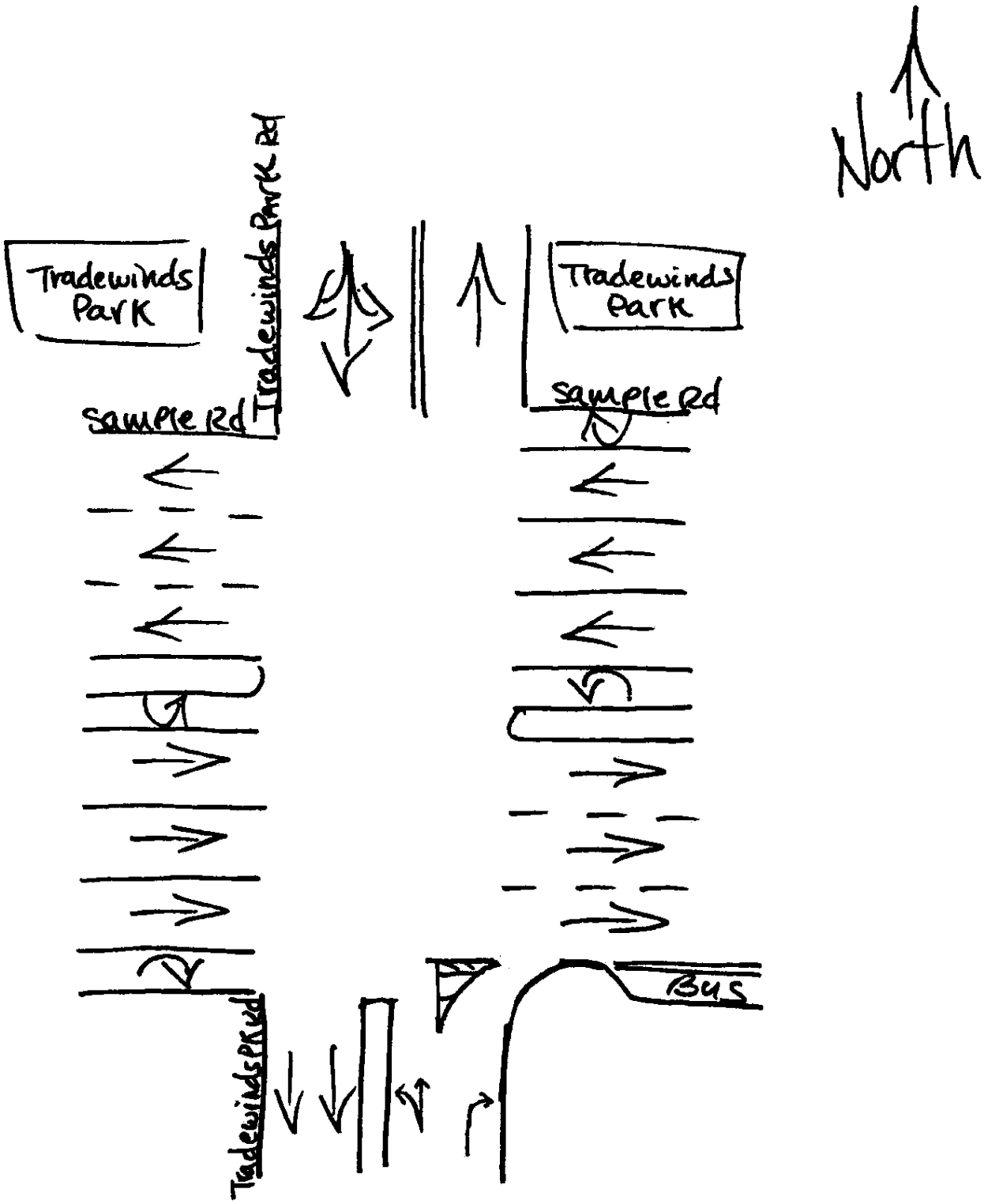
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/12/08
File I.D. : SAMPTRAD
Page : 3

ALL VEHICLES

	TRADEWINDS PARK ROAD From North				SAMPLE ROAD From East				TRADEWINDS PARK ROAD From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/12/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/12/08																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	6	2	10	12	12	3287	3	0	29	1	31	1	10	1730	8	
Percent	0%	33%	11%	56%	0%	0%	99%	0%	0%	48%	2%	51%	0%	1%	99%	0%	
Pk total	18				3314				61				1749				
Highest	17:30				17:15				17:00				17:15				
Volume	0	2	0	7	8	4	909	0	0	7	0	15	0	3	435	3	
Hi total	9				921				22				441				
PHF	.50				.90				.69				.99				





Coconut Creek, Florida
November 16, 2008
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

SAMPLE ROAD & FLORIDA TURNPIKE ON/OFF RAMPS, COCONUT CREEK, FLORIDA
COUNTED BY: K. MCNALLY & C. VAN VLIET
SIGNALIZED

Site Code : 00080167
Start Date: 10/01/08
File I.D. : SAMP_TPK
Page : 1

ALL VEHICLES

	SAMPLE ROAD From East			TURNPIKE ON/OFF RAMPS From South			SAMPLE ROAD From West		
Date 10/01/08	UTurn	Left	Thru	UTurn	Left	Right	Thru	Right	Total
16:00	1	163	503	1	132	100	272	94	1266
16:15	1	135	553	0	139	119	368	132	1447
16:30	0	232	593	1	127	120	306	112	1491
16:45	0	208	552	1	109	128	325	120	1443
Hr Total	2	738	2201	3	507	467	1271	458	5647
17:00	0	277	708	1	155	96	325	146	1708
17:15	0	314	681	1	201	119	304	130	1750
17:30	0	164	565	0	225	105	276	116	1451
17:45	0	189	563	2	190	86	314	87	1431
Hr Total	0	944	2517	4	771	406	1219	479	6340
TOTAL	2	1682	4718	7	1278	873	2490	937	11987

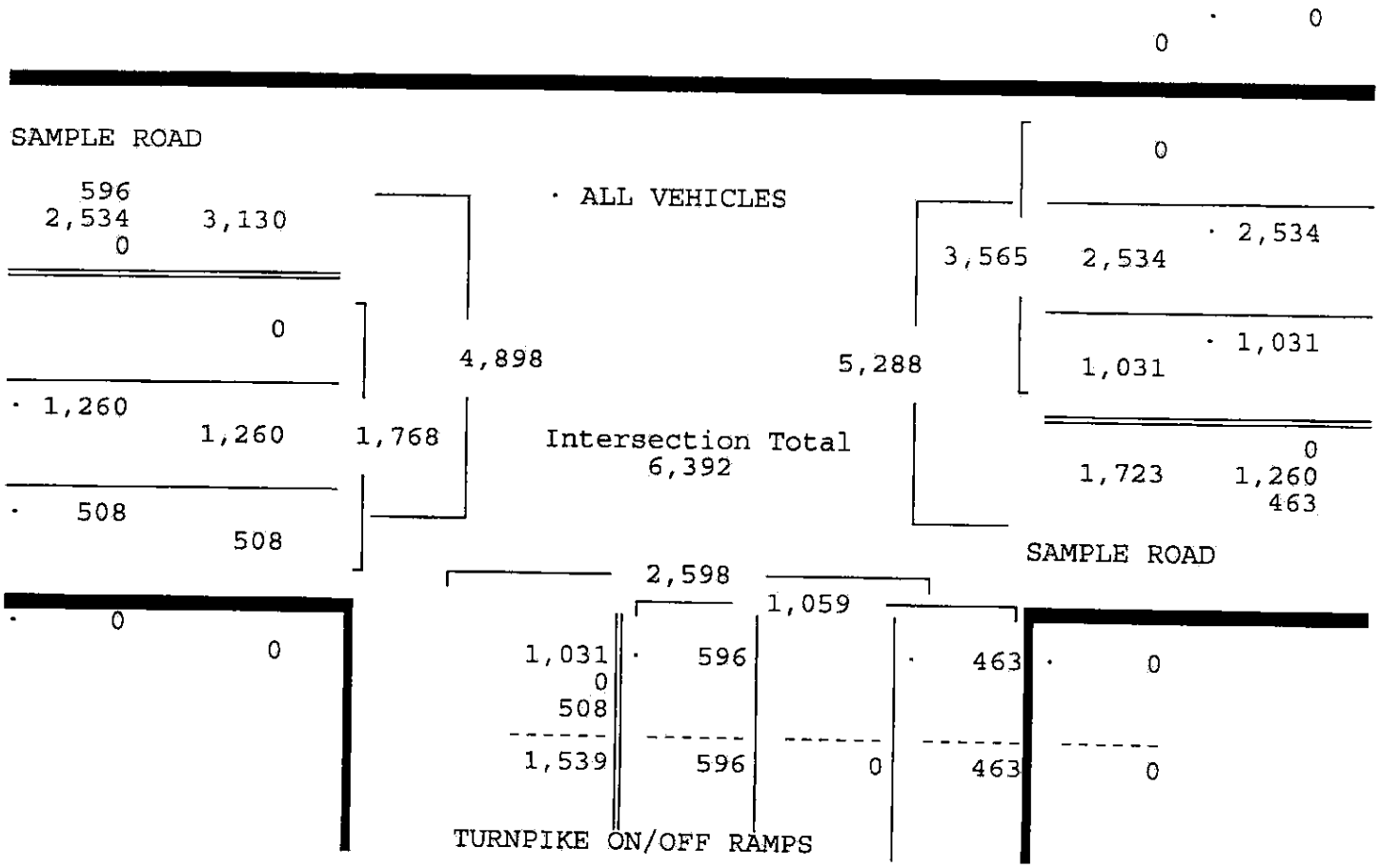
SAMPLE ROAD & FLORIDA TURNPIKE ON/OFF RAMPS, COCONUT CREEK, FLORIDA
COUNTED BY: K. MCNALLY & C. VAN VLIET
SIGNALIZED

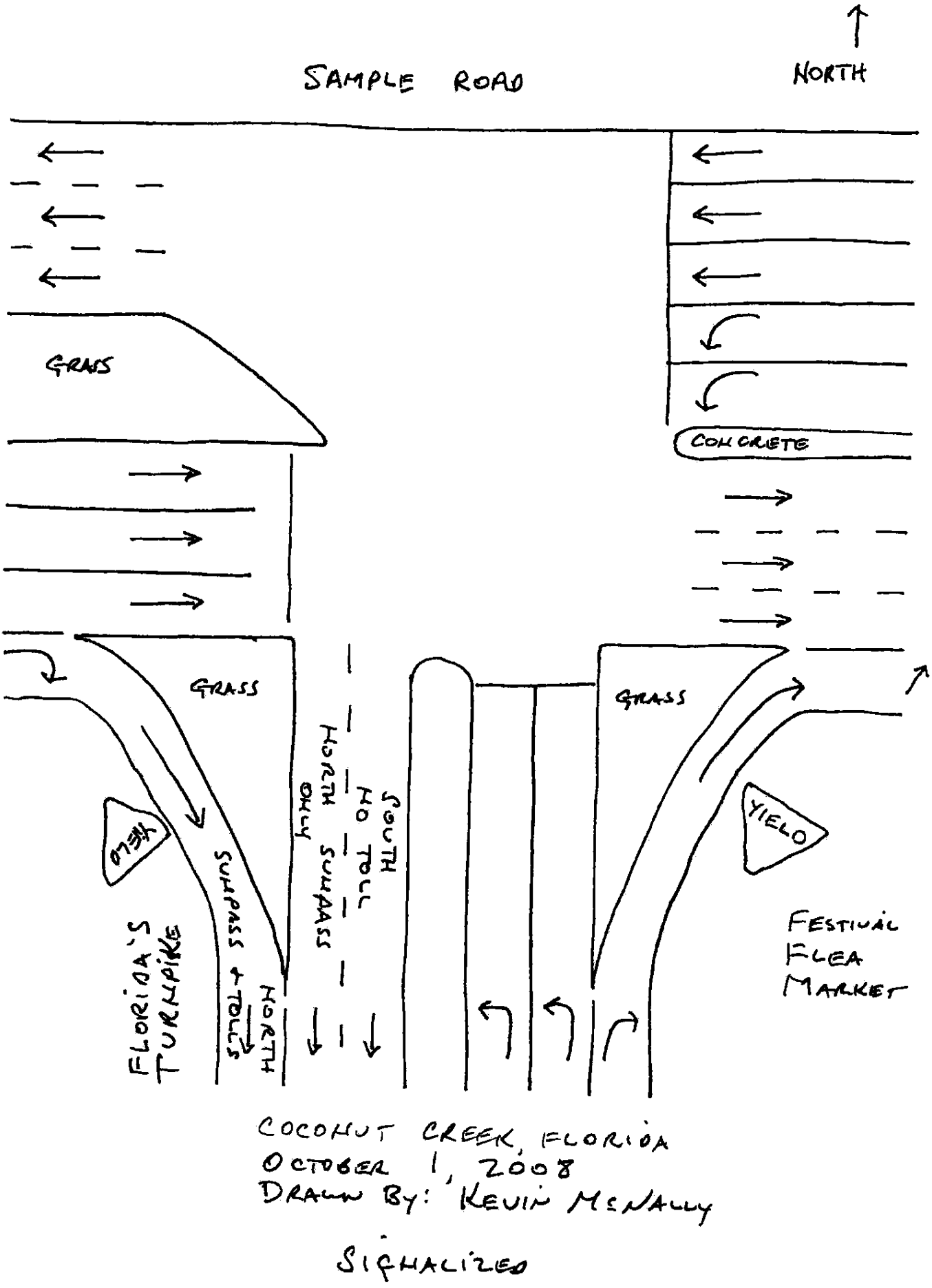
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080167
Start Date: 10/01/08
File I.D. : SAMP_TPK
Page : 2

ALL VEHICLES

	SAMPLE ROAD From East			TURNPIKE ON/OFF RAMPS From South			SAMPLE ROAD From West		
	UTurn	Left	Thru	UTurn	Left	Right	Thru	Right	Total
Date 10/01/08									
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/01/08									
Peak start 16:30				16:30			16:30		
Volume	0	1031	2534	4	592	463	1260	508	
Percent	0%	29%	71%	0%	56%	44%	71%	29%	
Pk total	3565			1059			1768		
Highest	17:15			17:15			17:00		
Volume	0	314	681	1	201	119	325	146	
Hi total	995			321			471		
PHF	.90			.82			.94		




SAMPLE ROAD
NORTH
GRASS
CONCRETE
GRASS
GRASS
NORTH SUNPASS ONLY
SOUTH NO TOLL SUNPASS
YIELD
FLORIDA'S TURNPIKE
SUNPASS + TOLLS
NORTH
FESTIVAL FLEA MARKET
COCONUT CREEK, FLORIDA
OCTOBER 1, 2008
DRAWN BY: KEVIN MCNALLY
SIGNALIZED

NW 40TH STREET & NW 54TH AVENUE
COCONUT CREEK, FLORIDA
COUNTED BY: JOHNNY MOLESTINA
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/26/08
File I.D. : 40ST54AV
Page : 1

ALL VEHICLES

	NW 54TH AVENUE From North				NW 40TH STREET From East				NW 54TH AVENUE From South				NW 40TH STREET From West				
Date 08/26/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	4	1	44	8	0	0	1	1	0	25	28	0	0	1	0	32	145
16:15	6	2	46	7	0	0	0	1	0	41	30	0	0	2	0	25	160
16:30	4	3	46	8	0	0	0	3	0	44	31	1	0	1	0	26	167
16:45	1	1	44	5	0	1	1	5	1	52	25	3	0	2	0	22	163
Hr Total	15	7	180	28	0	1	2	10	1	162	114	4	0	6	0	105	635
17:00	4	1	43	6	0	0	1	2	3	55	23	1	0	2	1	26	168
17:15	3	4	59	8	0	0	2	3	0	41	32	0	0	5	0	28	185
17:30	4	1	49	7	0	0	0	1	0	50	31	0	0	3	0	23	169
17:45	1	1	38	4	0	1	0	0	2	53	30	2	0	4	0	24	160
Hr Total	12	7	189	25	0	1	3	6	5	199	116	3	0	14	1	101	682
TOTAL	27	14	369	53	0	2	5	16	6	361	230	7	0	20	1	206	1317

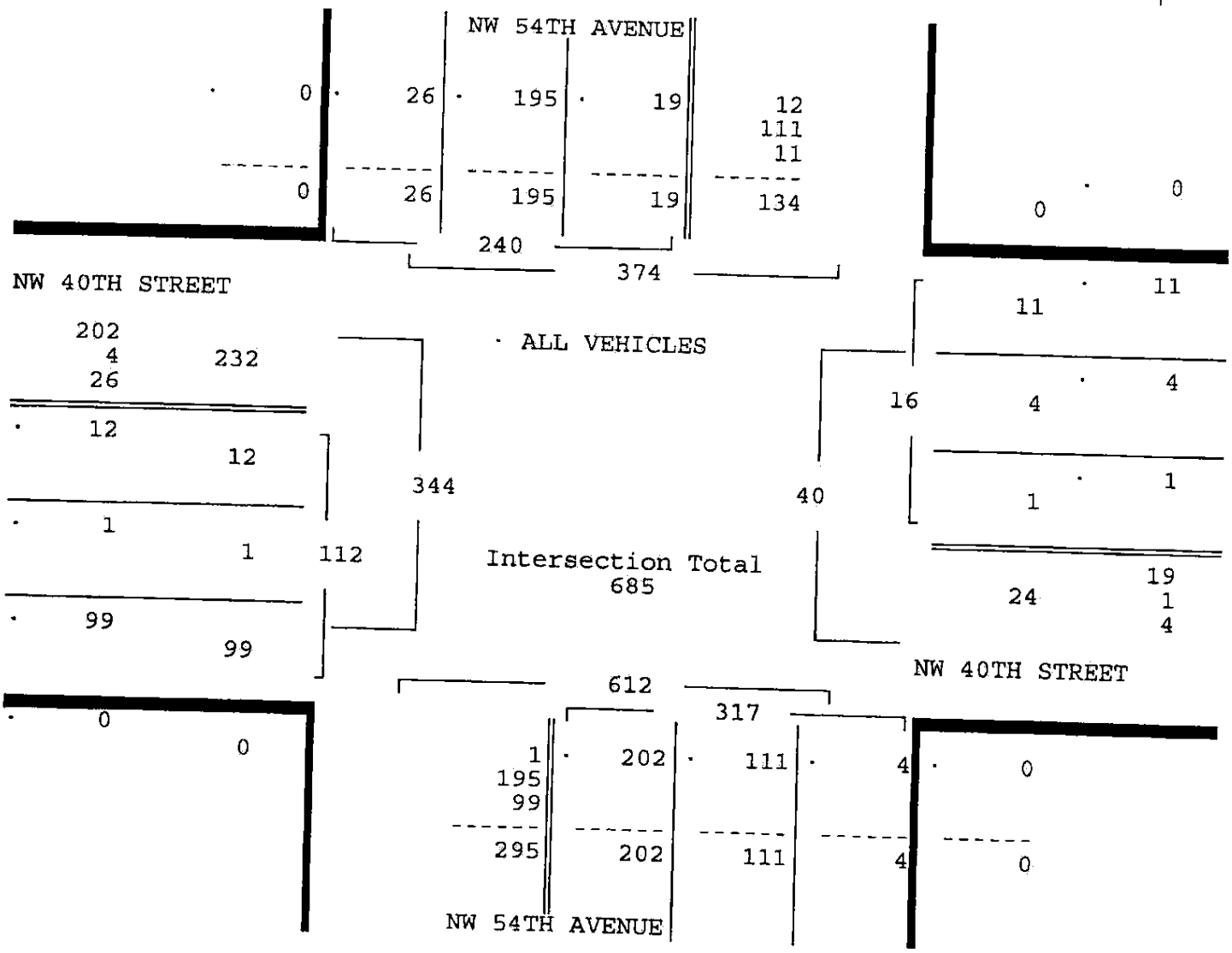
NW 40TH STREET & NW 54TH AVENUE
COCONUT CREEK, FLORIDA
COUNTED BY: JOHNNY MOLESTINA
NOT SIGNALIZED

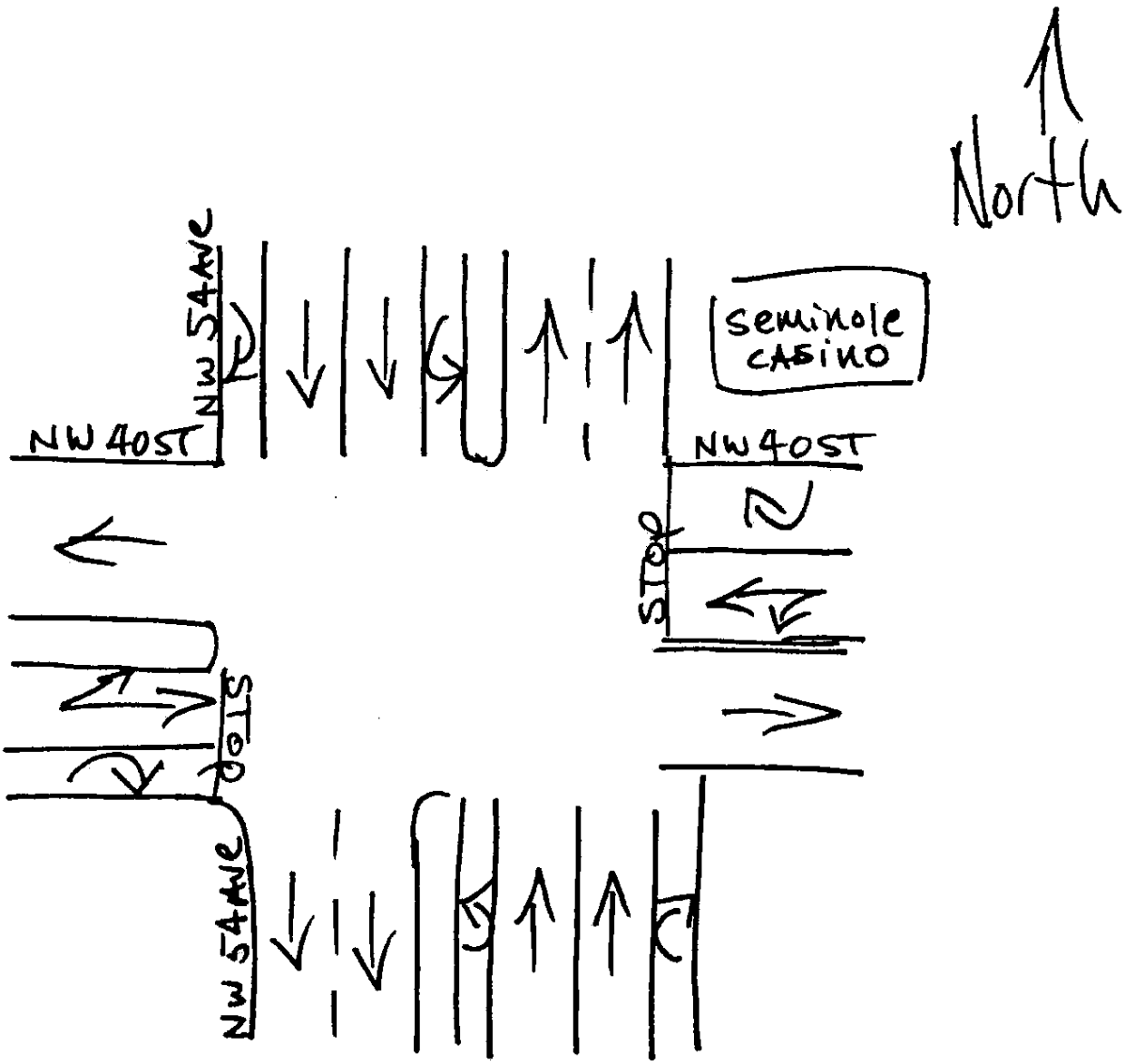
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/26/08
File I.D. : 40ST54AV

ALL VEHICLES

	NW 54TH AVENUE From North				NW 40TH STREET From East				NW 54TH AVENUE From South				NW 40TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 08/26/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/26/08																	
Peak start	16:45				16:45				16:45				16:45				
Volume	12	7	195	26	0	1	4	11	4	198	111	4	0	12	1	99	
Percent	5%	3%	81%	11%	0%	6%	25%	69%	1%	62%	35%	1%	0%	11%	1%	88%	
Pk total	240				16				317				112				
Highest	17:15				16:45				17:00				17:15				
Volume	3	4	59	8	0	1	1	5	3	55	23	1	0	5	0	28	
Hi total	74				7				82				33				
PHF	.81				.57				.97				.85				





COCONUT CREEK, FLORIDA

AUGUST 28, 2008

drawn by: Luis Palomino

NOT Signalized

CULLUM ROAD & NW 54TH AVENUE
COCONUT CREEK, FLORIDA
COUNTED BY: DANNY CARDONA
NOT SIGNALIZED, NO STOPS

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/26/08
File I.D. : CULL54AV
Page : 1

ALL VEHICLES

	From North				From East				NW 54TH AVENUE From South				CULLUM ROAD From West				
Date 08/26/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	42	75
16:15	0	0	0	0	0	0	0	0	0	35	0	0	1	0	0	48	84
16:30	0	0	0	0	0	0	0	0	2	37	0	0	0	0	0	43	82
16:45	0	0	0	0	0	0	0	0	1	35	0	0	0	0	0	44	80
Hr Total	0	0	0	0	0	0	0	0	3	140	0	0	1	0	0	177	321
17:00	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	46	77
17:15	0	0	0	0	0	0	0	0	0	42	0	0	1	0	0	67	110
17:30	0	0	0	0	0	0	0	0	0	39	0	0	1	0	0	45	85
17:45	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	33	66
Hr Total	0	0	0	0	0	0	0	0	0	145	0	0	2	0	0	191	338
TOTAL	0	0	0	0	0	0	0	0	3	285	0	0	3	0	0	368	659

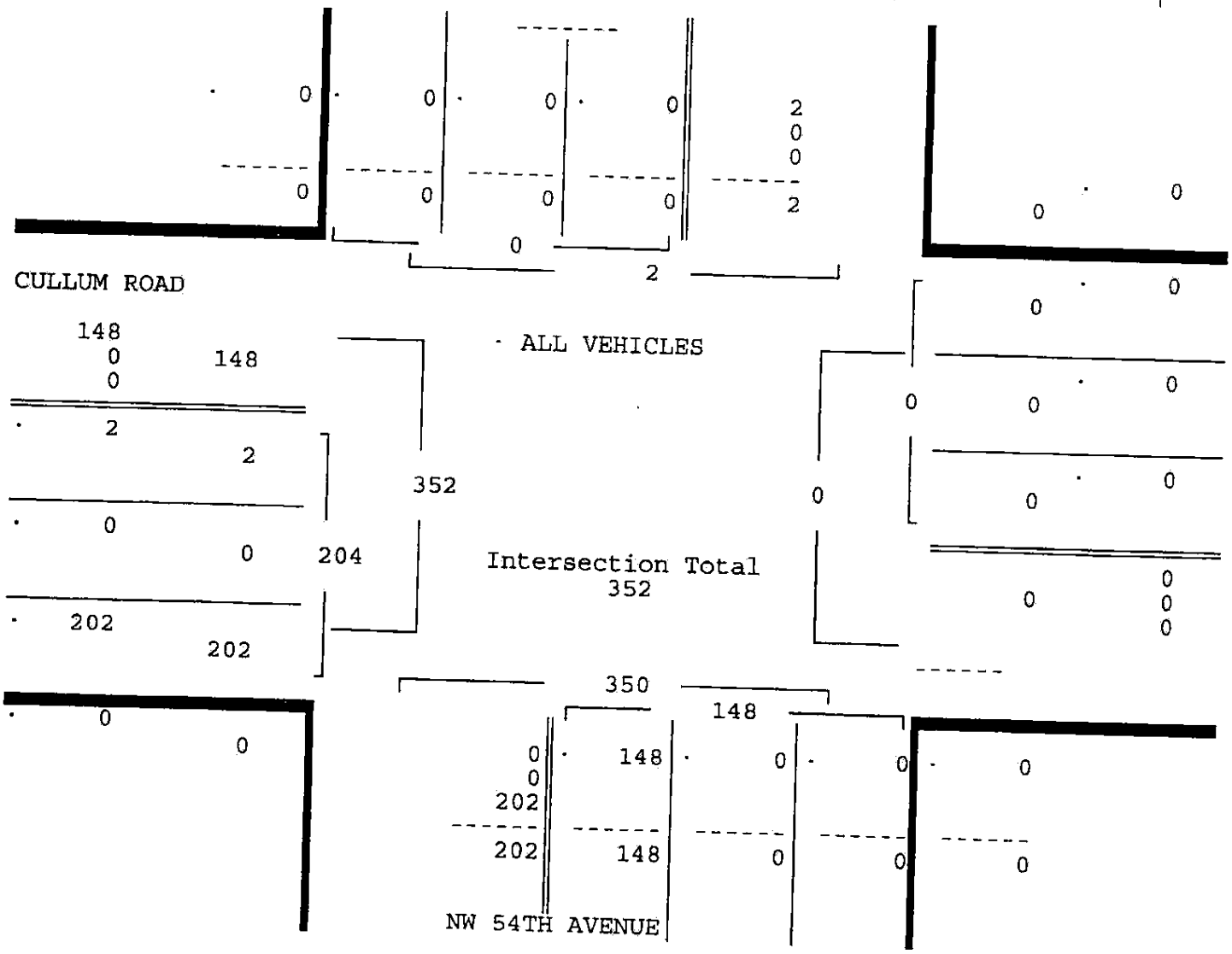
CULLUM ROAD & NW 54TH AVENUE
COCONUT CREEK, FLORIDA
COUNTED BY: DANNY CARDONA
NOT SIGNALIZED, NO STOPS

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

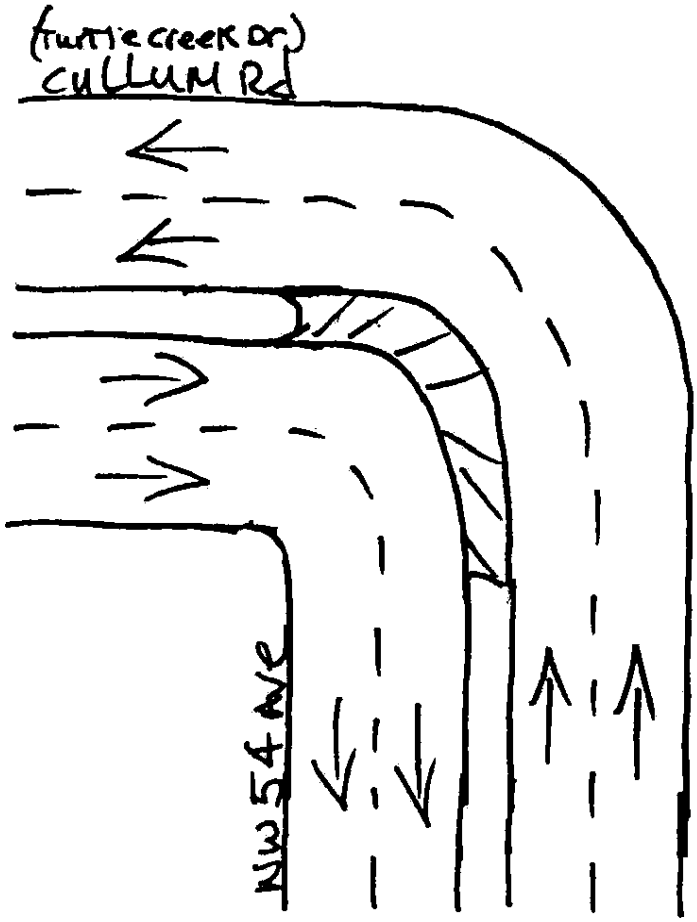
Site Code : 00080152
Start Date: 08/26/08
File I.D. : CULL54AV
Page : 2

ALL VEHICLES

	From North				From East				NW 54TH AVENUE From South				CULLUM ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 08/26/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/26/08																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	0	0	0	0	0	0	0	1	147	0	0	2	0	0	202	
Percent	0%	0%	0%	0%	0%	0%	0%	0%	1%	99%	0%	0%	1%	0%	0%	99%	
Pk total	0				0				148				204				
Highest	16:00				16:00				17:15				17:15				
Volume	0	0	0	0	0	0	0	0	0	42	0	0	1	0	0	67	
Hi total	0				0				42				68				
PHF	.0				.0				.88				.75				



North



Coconut Creek, Florida

August 28, 2008

drawn by: Luis Palomino

not signalized

no stop signs.

WILES ROAD & US 441
COCONUT CREEK, FLORIDA
COUNTED BY: C. WILTZ & I. GONZALEZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/26/08
File I.D. : WILES441

ALL VEHICLES

	US 441 From North				WILES ROAD From East				US 441 From South				WILES ROAD From West				
Date 08/26/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	3	26	290	109	0	35	107	46	5	58	285	39	0	111	88	60	1262
16:15	2	30	355	130	0	41	98	36	9	87	321	37	2	103	88	54	1393
16:30	6	32	322	136	0	46	124	45	9	82	304	30	1	106	99	56	1398
16:45	4	18	282	142	0	45	141	46	9	103	295	32	0	155	96	44	1412
Hr Total	15	106	1249	517	0	167	470	173	32	330	1205	138	3	475	371	214	5465
17:00	9	43	324	162	0	44	156	54	12	114	360	44	0	117	102	56	1597
17:15	5	41	310	142	1	72	159	48	17	118	342	37	0	154	123	70	1639
17:30	3	32	340	167	0	82	146	38	25	111	382	42	0	151	111	55	1685
17:45	5	47	289	168	1	51	153	46	19	119	326	43	2	116	91	41	1517
Hr Total	22	163	1263	639	2	249	614	186	73	462	1410	166	2	538	427	222	6438
TOTAL	37	269	2512	1156	2	416	1084	359	105	792	2615	304	5	1013	798	436	11903

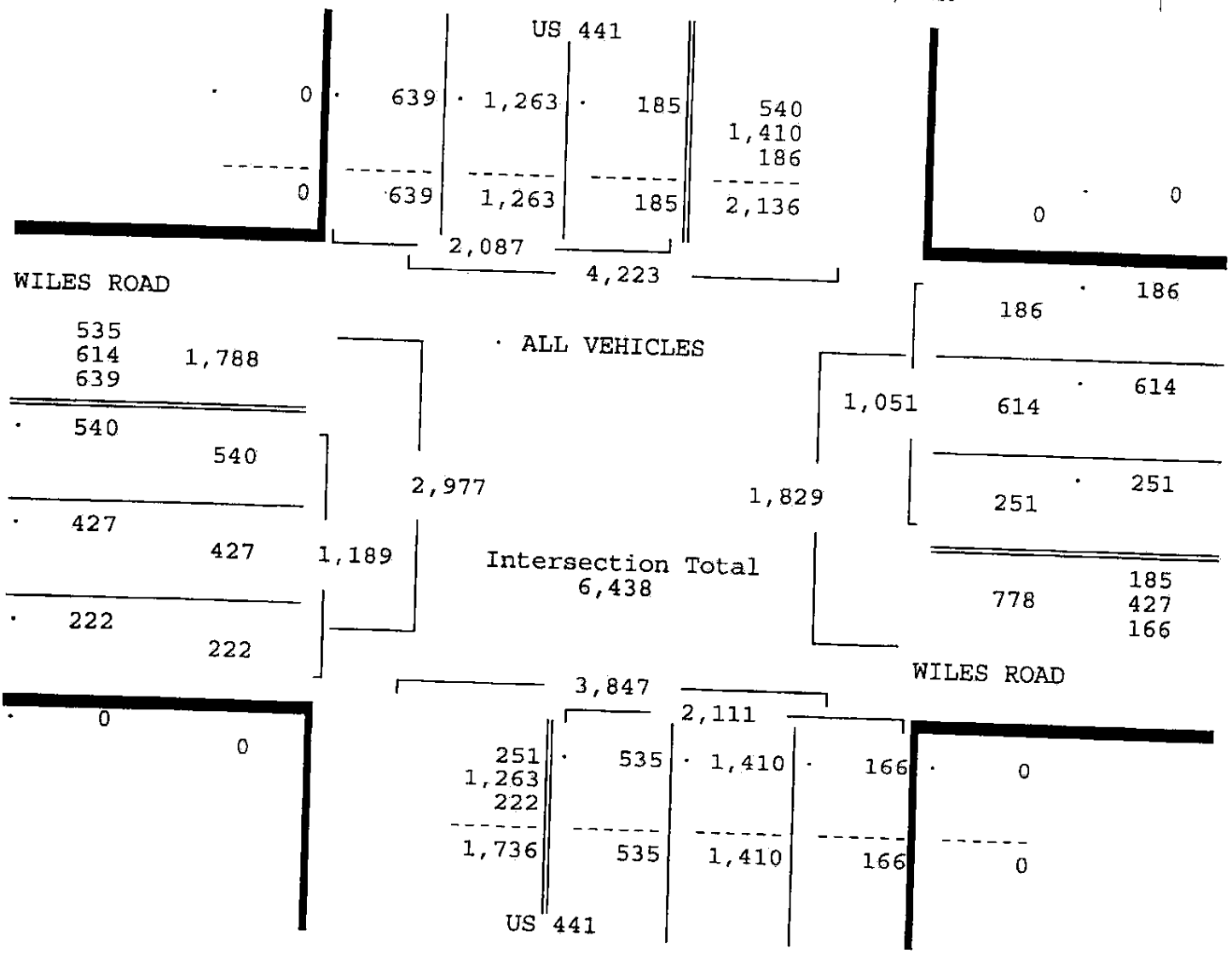
WILES ROAD & US 441
COCONUT CREEK, FLORIDA
COUNTED BY: C. WILTZ & I. GONZALEZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/26/08
File I.D. : WILES441

ALL VEHICLES

	US 441 From North				WILES ROAD From East				US 441 From South				WILES ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 08/26/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/26/08																	
Peak start	17:00				17:00				17:00				17:00				
Volume	22	163	1263	639	2	249	614	186	73	462	1410	166	2	538	427	222	
Percent	1%	8%	61%	31%	0%	24%	58%	18%	3%	22%	67%	8%	0%	45%	36%	19%	
Pk total	2087				1051				2111				1189				
Highest	17:30				17:15				17:30				17:15				
Volume	3	32	340	167	1	72	159	48	25	111	382	42	0	154	123	70	
Hi total	542				280				560				347				
PHF	.96				.94				.94				.86				



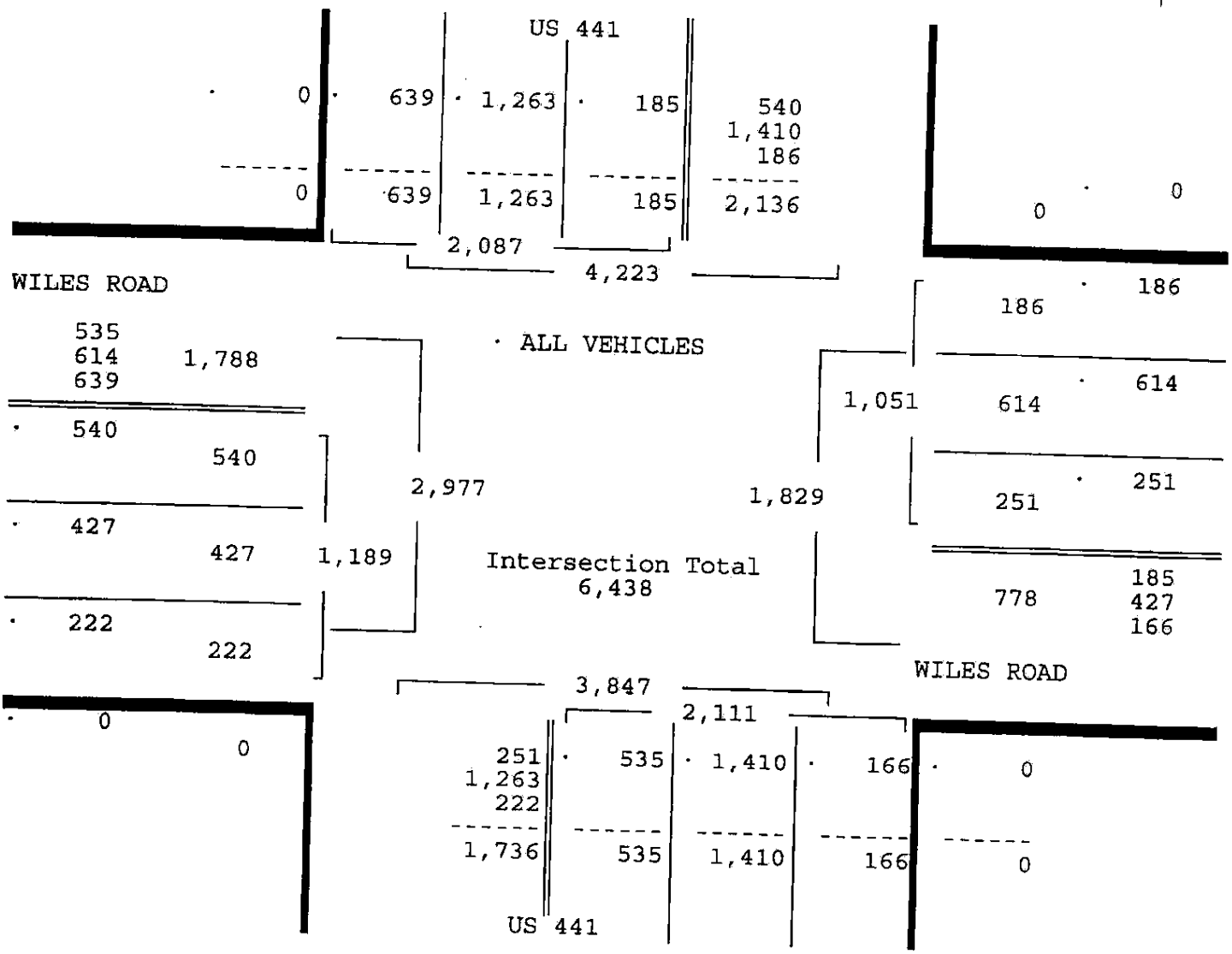
WILES ROAD & US 441
COCONUT CREEK, FLORIDA
COUNTED BY: C. WILTZ & I. GONZALEZ
SIGNALIZED

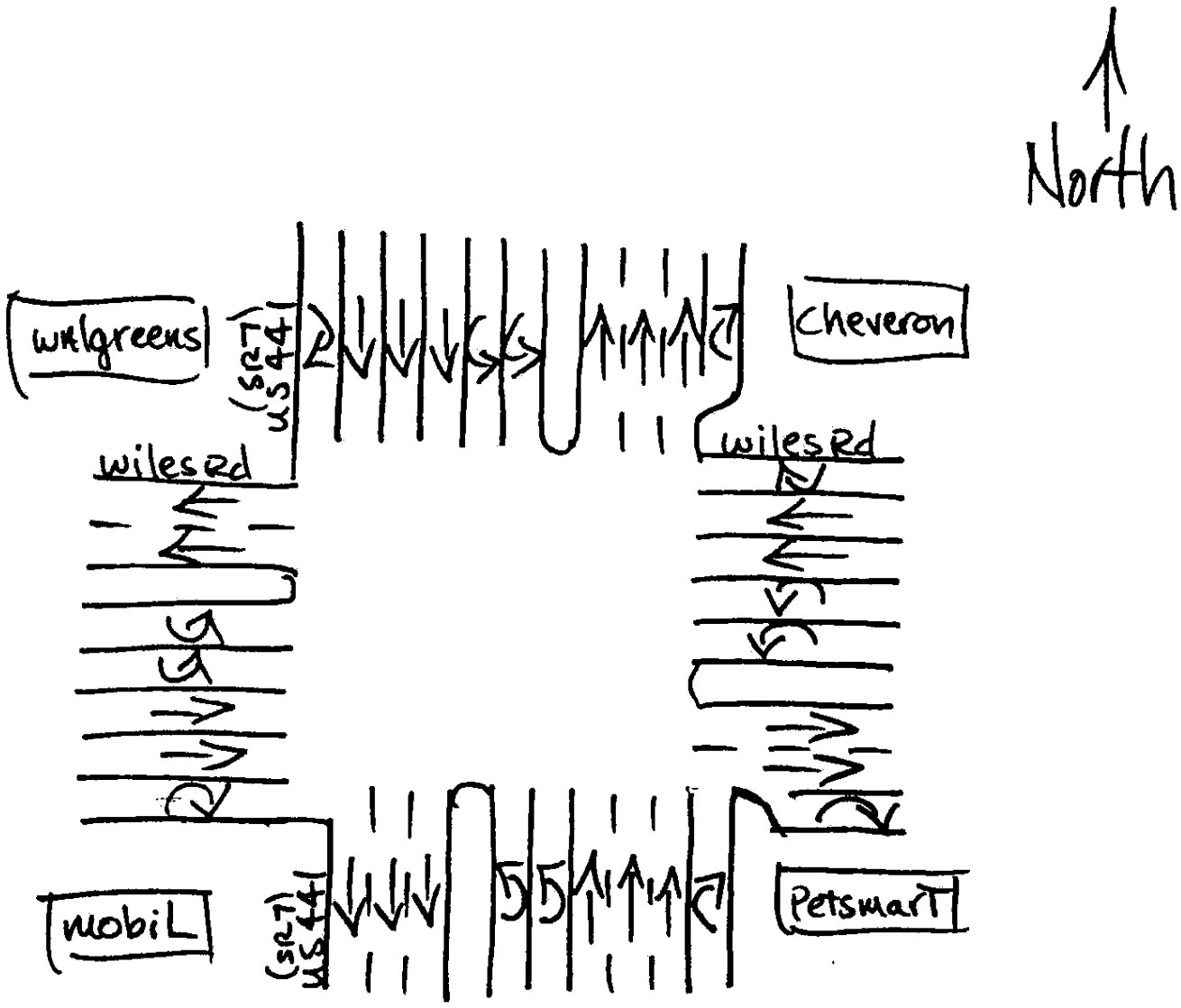
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/26/08
File I.D. : WILES441
Page : 2

ALL VEHICLES

	US 441 From North				WILES ROAD From East				US 441 From South				WILES ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 08/26/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/26/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	22	163	1263	639	2	249	614	186	73	462	1410	166	2	538	427	222	
Percent	1%	8%	61%	31%	0%	24%	58%	18%	3%	22%	67%	8%	0%	45%	36%	19%	
Pk total	2087				1051				2111				1189				
Highest	17:30				17:15				17:30				17:15				
Volume	3	32	340	167	1	72	159	48	25	111	382	42	0	154	123	70	
Hi total	542				280				560				347				
PHF	.96				.94				.94				.86				





Coconut Creek, Florida

August 28, 2008

drawn by: Luis Palomino

Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

WILES ROAD & BANKS ROAD
CORAL SPRINGS, FLORIDA
COUNTED BY: MIKE MALONE
NOT SIGNALIZED

624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080167
Start Date: 10/02/08
File I.D. : WILEBANK
Page : 1

ALL VEHICLES

	From North				WILES ROAD From East				BANKS ROAD From South				WILES ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 10/02/08																	
16:00	0	0	0	0	2	3	142	0	0	2	0	2	0	0	142	2	295
16:15	0	0	0	0	1	5	142	0	0	5	0	2	1	0	152	1	309
16:30	0	0	0	0	2	8	144	0	0	1	0	4	0	0	181	4	344
16:45	0	0	0	0	1	5	165	0	0	11	0	11	0	0	141	3	337
Hr Total	0	0	0	0	6	21	593	0	0	19	0	19	1	0	616	10	1285
17:00	0	0	0	0	0	4	166	0	0	2	0	14	0	0	146	2	334
17:15	0	0	0	0	0	1	183	0	0	5	0	1	0	0	180	4	374
17:30	0	0	0	0	2	8	199	0	0	0	0	4	1	0	188	6	408
17:45	0	0	0	0	5	8	201	0	1	3	0	13	0	0	206	8	445
Hr Total	0	0	0	0	7	21	749	0	1	10	0	32	1	0	720	20	1561
TOTAL	0	0	0	0	13	42	1342	0	1	29	0	51	2	0	1336	30	2846

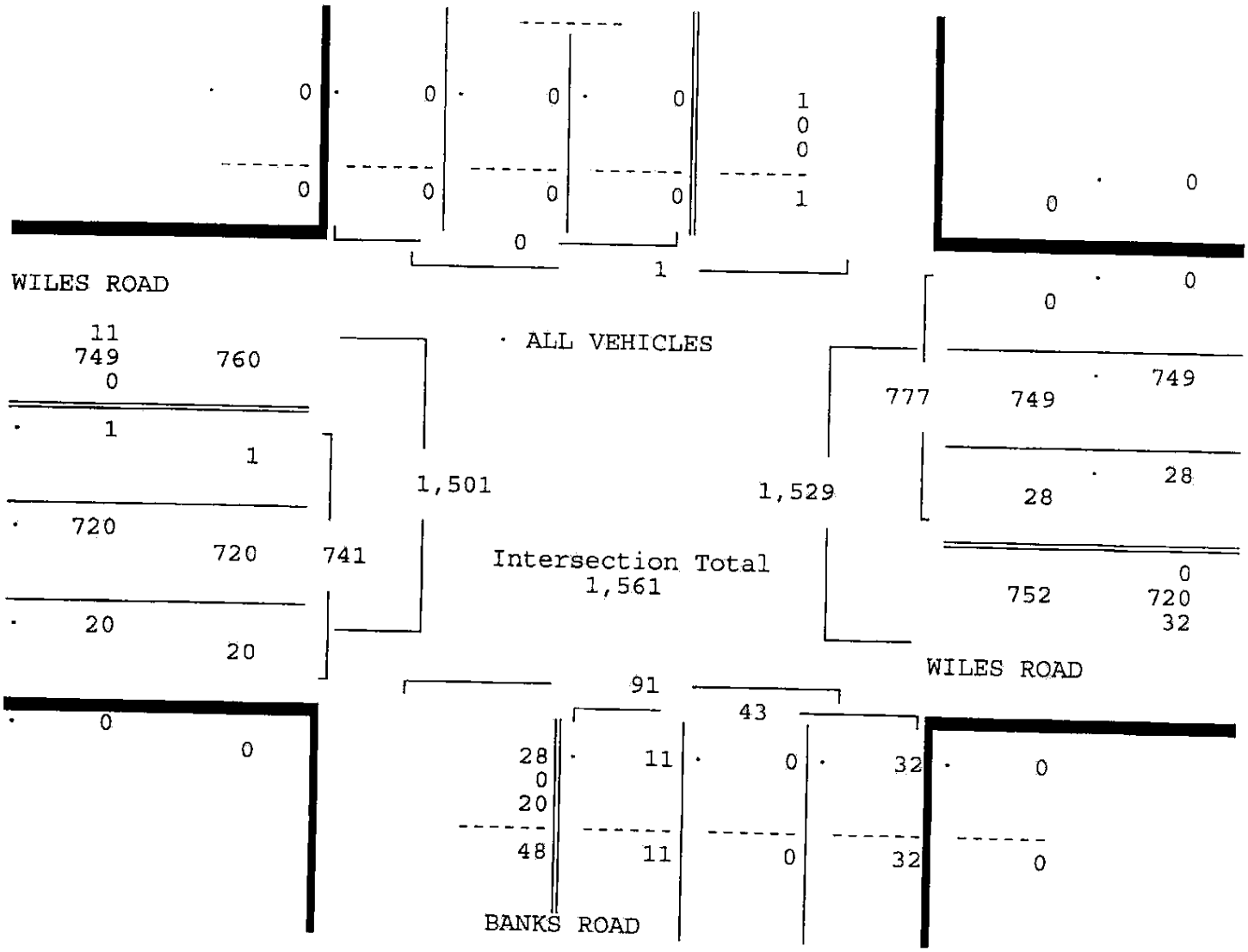
WILES ROAD & BANKS ROAD
CORAL SPRINGS, FLORIDA
COUNTED BY: MIKE MALONE
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

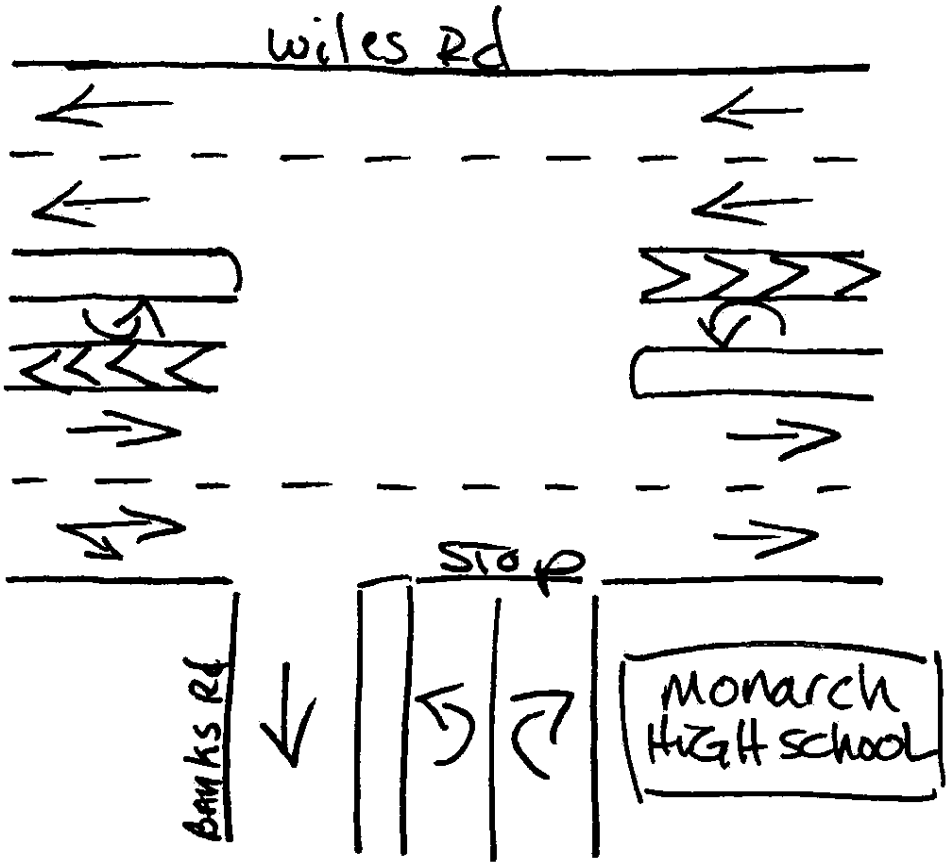
Site Code : 00080167
Start Date: 10/02/08
File I.D. : WILEBANK
Page : 2

ALL VEHICLES

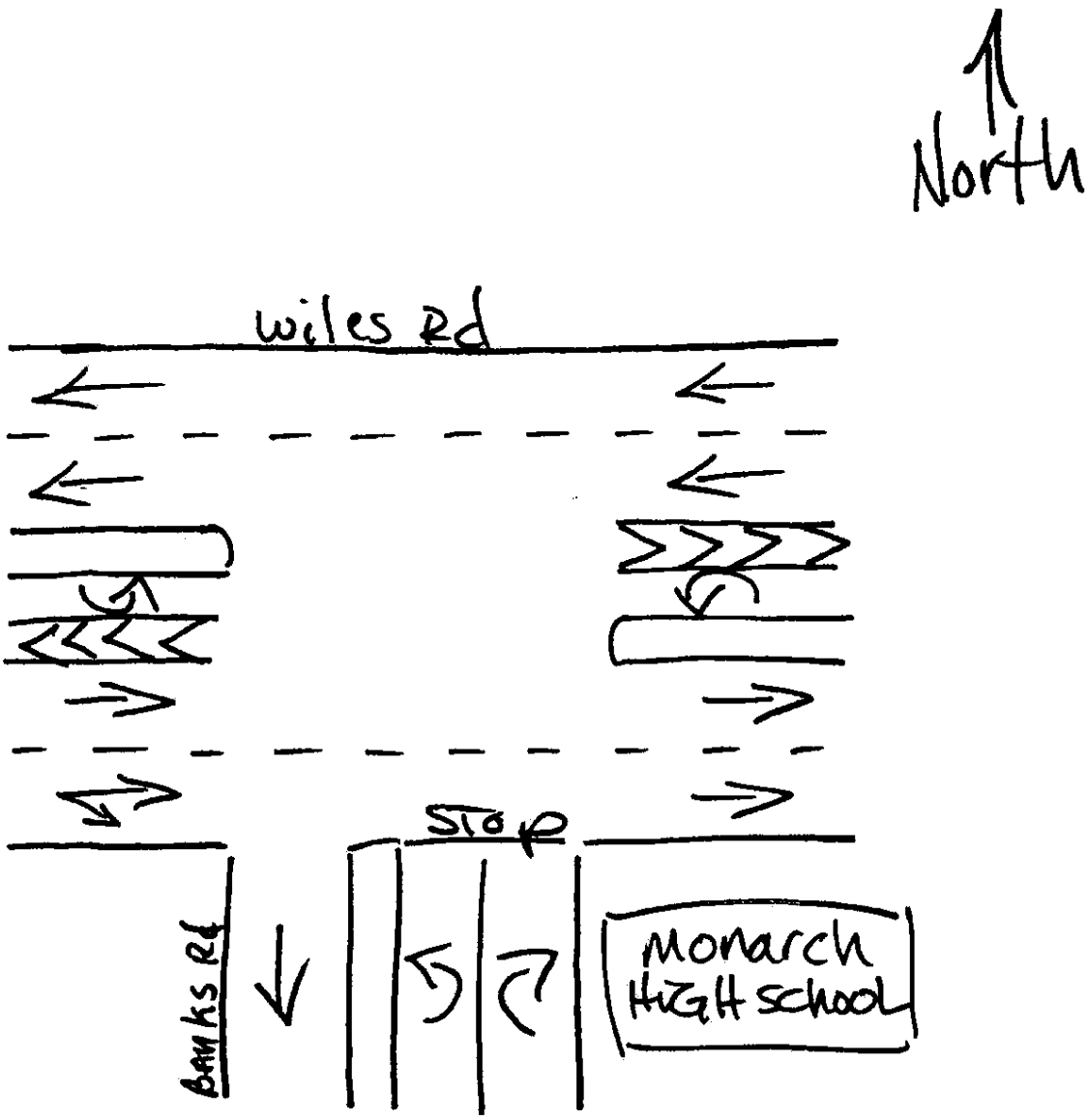
	From North				WILES ROAD From East				BANKS ROAD From South				WILES ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 10/02/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 10/02/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	0	0	0	7	21	749	0	1	10	0	32	1	0	720	20	
Percent	0%	0%	0%	0%	1%	3%	96%	0%	2%	23%	0%	74%	0%	0%	97%	3%	
Pk total	0				777				43				741				
Highest	16:00				17:45				17:45				17:45				
Volume	0	0	0	0	5	8	201	0	1	3	0	13	0	0	206	8	
Hi total	0				214				17				214				
PHF	.0				.91				.63				.87				



North



Coral Springs, Florida
October 02, 2008
drawn by: Luis Palomino
NOT Signalized



Coral Springs, Florida
October 02, 2008
drawn by: Luis Palomino
NOT Signalized

WILES ROAD & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: M. GOMEZ & S. PALOMINO
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/26/08
File I.D. : WILELYON
Page : 1

ALL VEHICLES

	LYONS ROAD From North				WILES ROAD From East				LYONS ROAD From South				WILES ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 08/26/08																	
16:00	0	13	210	39	0	33	28	11	0	80	192	34	0	67	24	42	773
16:15	0	7	260	53	0	42	20	4	0	55	257	48	1	75	20	70	912
16:30	0	7	249	57	0	38	17	10	0	69	264	35	3	51	23	52	875
16:45	0	1	243	54	0	29	29	22	0	94	254	45	0	72	24	46	913
Hr Total	0	28	962	203	0	142	94	47	0	298	967	162	4	265	91	210	3473
17:00	0	5	282	75	0	26	22	12	0	83	354	48	0	57	28	45	1037
17:15	1	8	290	79	0	40	22	17	0	103	373	35	3	93	33	51	1148
17:30	2	8	275	90	1	27	23	7	2	100	354	53	0	84	30	58	1114
17:45	1	12	288	82	0	29	23	5	0	107	343	76	1	58	24	49	1098
Hr Total	4	33	1135	326	1	122	90	41	2	393	1424	212	4	292	115	203	4397
TOTAL	4	61	2097	529	1	264	184	88	2	691	2391	374	8	557	206	413	7870

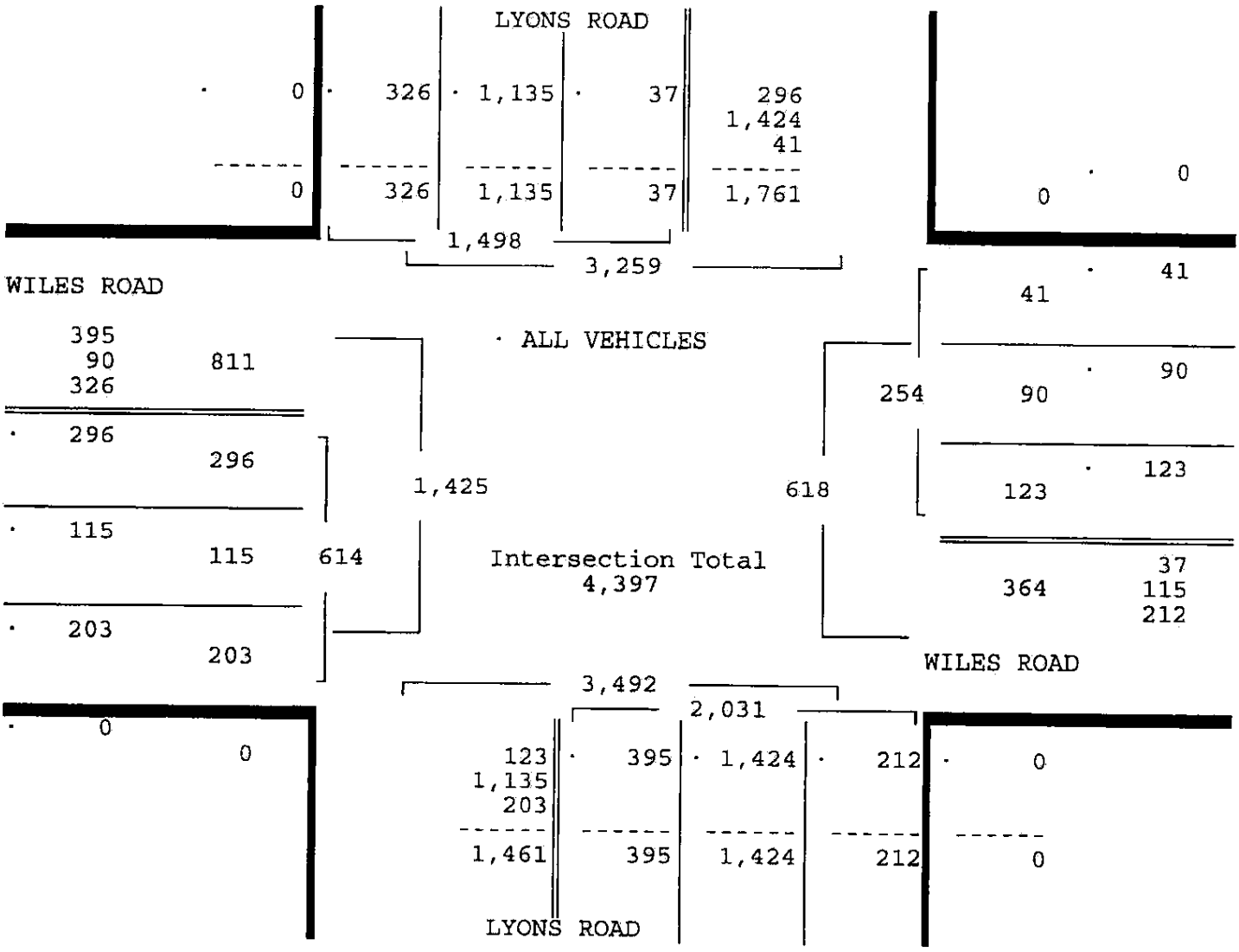
WILES ROAD & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: M. GOMEZ & S. PALOMINO
SIGNALIZED

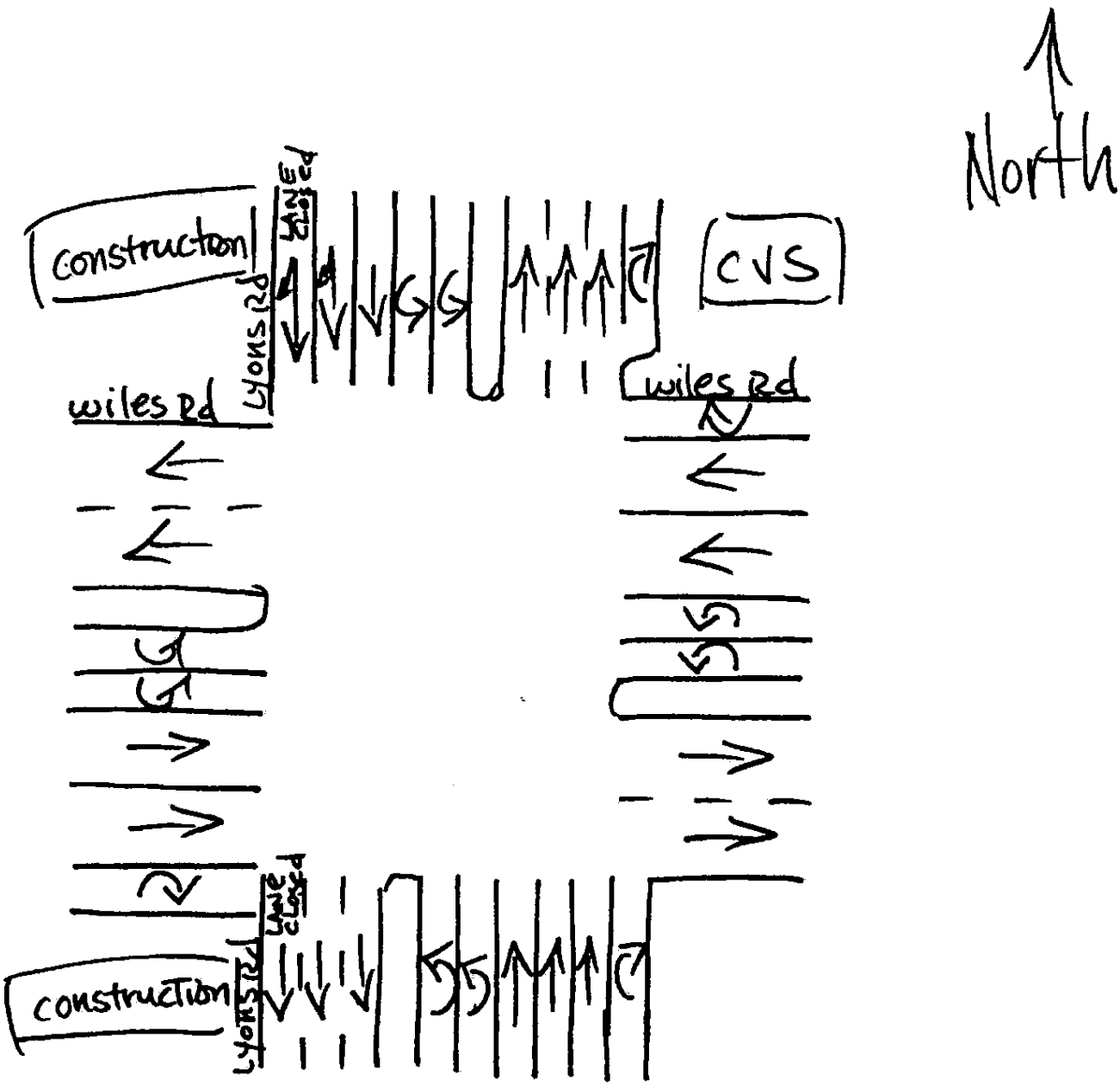
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/26/08
File I.D. : WILELYON
Page : 2

ALL VEHICLES

	LYONS ROAD From North				WILES ROAD From East				LYONS ROAD From South				WILES ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 08/26/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/26/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	4	33	1135	326	1	122	90	41	2	393	1424	212	4	292	115	203	
Percent	0%	2%	76%	22%	0%	48%	35%	16%	0%	19%	70%	10%	1%	48%	19%	33%	
Pk total	1498				254				2031				614				
Highest	17:45				17:15				17:45				17:15				
Volume	1	12	288	82	0	40	22	17	0	107	343	76	3	93	33	51	
Hi total	383				79				526				180				
PHF	.98				.80				.97				.85				





Coconut Creek, Florida
August 28, 2008
drawn by: Luis Palomino
Signalized

WILES ROAD & POWERLINE ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: D. CARDONA & I. GONZALEZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/20/08
File I.D. : WILEPOWE
Page : 1

ALL VEHICLES

	POWERLINE ROAD From North				GREEN ROAD From East				POWERLINE ROAD From South				WILES ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/20/08																	
16:00	5	64	234	10	3	59	4	43	2	20	239	71	0	9	5	45	813
16:15	10	69	209	7	2	79	3	49	3	14	208	76	0	13	2	34	778
16:30	2	46	277	4	3	100	3	69	5	12	290	86	0	16	3	39	955
16:45	6	65	217	5	3	77	6	62	2	7	327	70	0	11	5	30	893
Hr Total	23	244	937	26	11	315	16	223	12	53	1064	303	0	49	15	148	3439
17:00	8	63	250	5	4	101	6	85	3	5	337	116	0	25	12	52	1072
17:15	8	75	242	3	7	83	4	69	0	6	369	84	0	9	9	37	1005
17:30	3	84	262	4	2	111	3	67	2	6	335	93	0	13	12	21	1018
17:45	1	60	229	4	3	103	7	91	2	9	297	84	0	11	7	18	926
Hr Total	20	282	983	16	16	398	20	312	7	26	1338	377	0	58	40	128	4021
TOTAL	43	526	1920	42	27	713	36	535	19	79	2402	680	0	107	55	276	7460

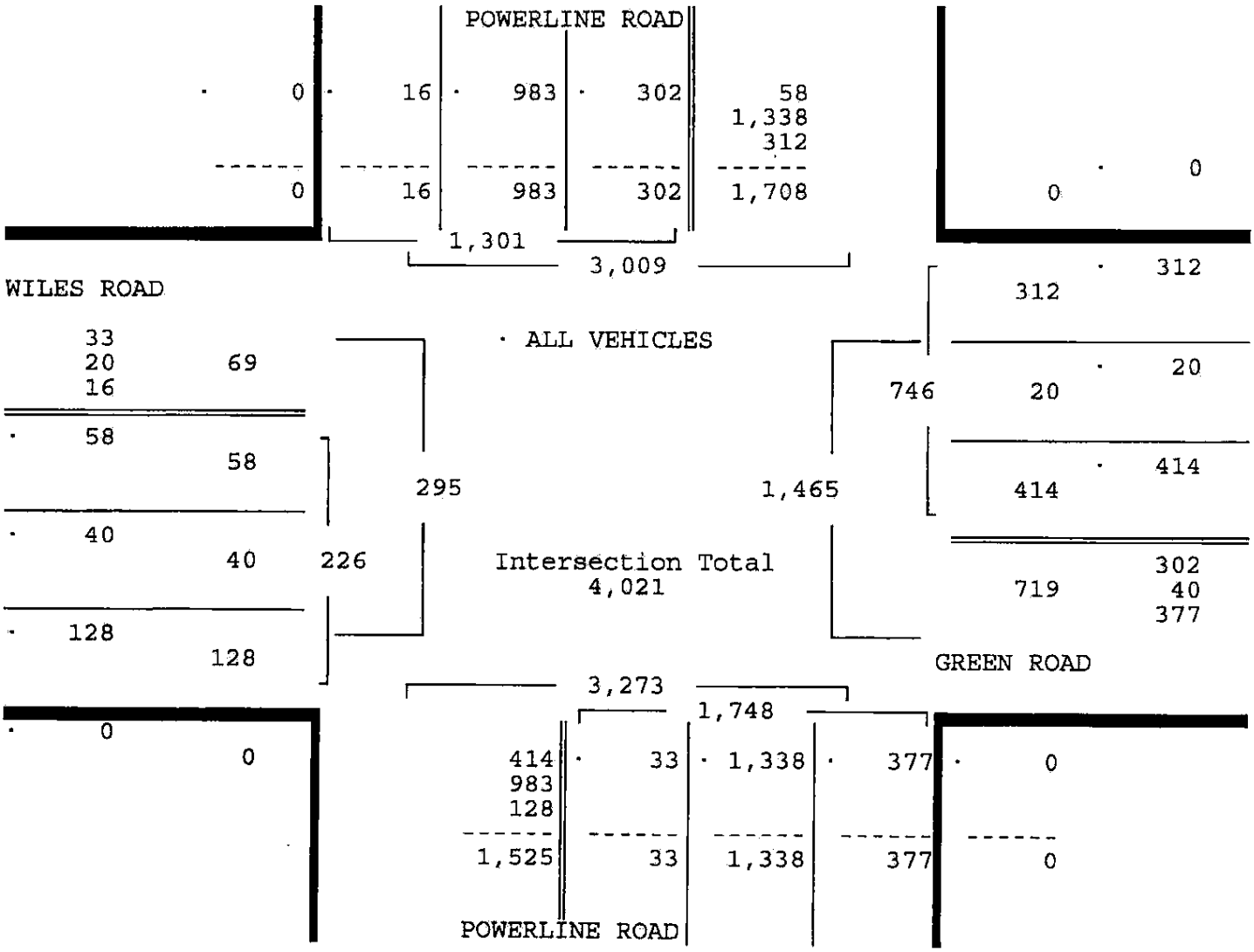
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

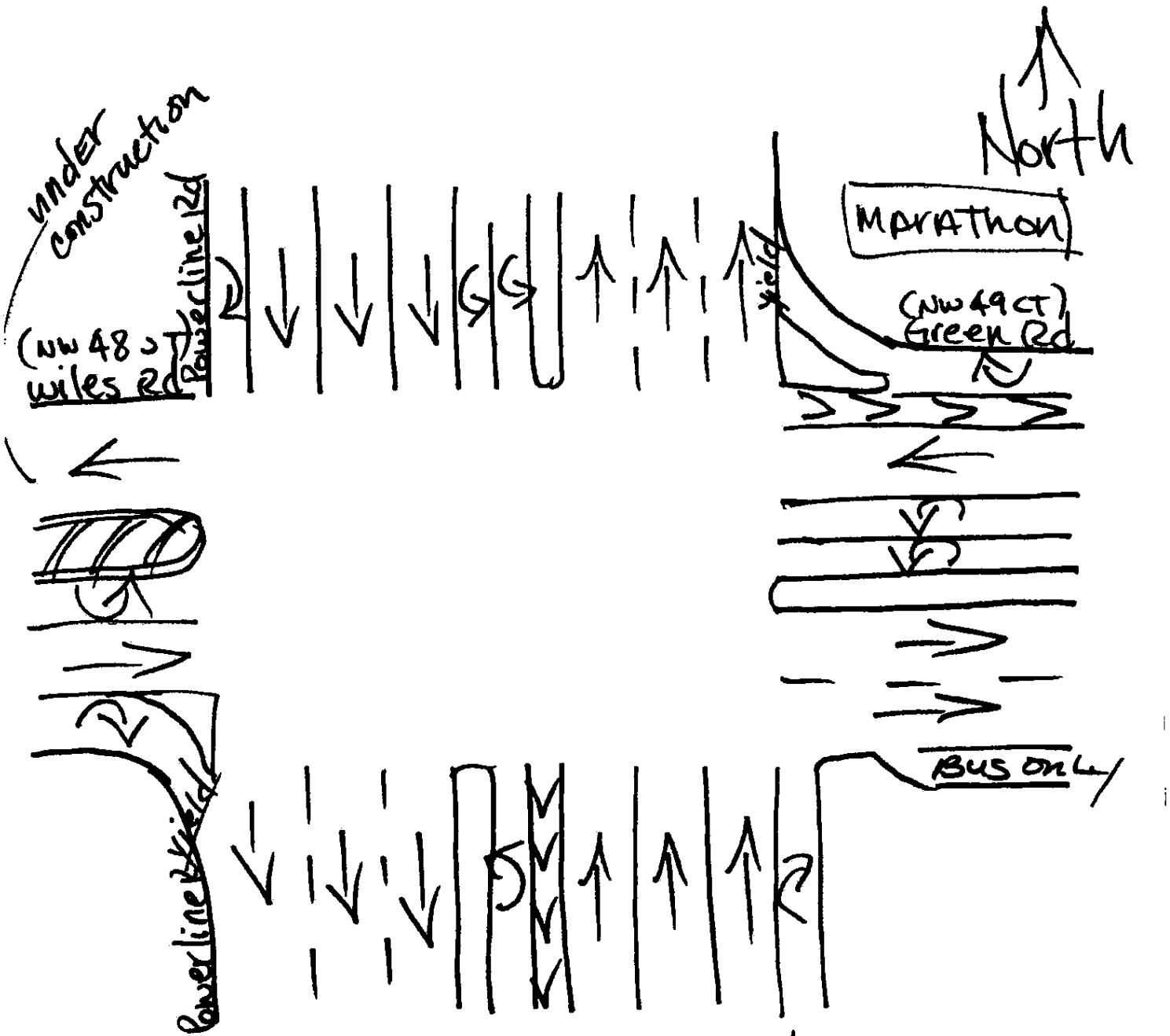
WILES ROAD & POWERLINE ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: D. CARDONA & I. GONZALEZ
SIGNALIZED

Site Code : 00080198
Start Date: 11/20/08
File I.D. : WILEPOWE

ALL VEHICLES

	POWERLINE ROAD From North				GREEN ROAD From East				POWERLINE ROAD From South				WILES ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/20/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/20/08																	
Peak start	17:00				17:00				17:00				17:00				
Volume	20	282	983	16	16	398	20	312	7	26	1338	377	0	58	40	128	
Percent	2%	22%	76%	1%	2%	53%	3%	42%	0%	1%	77%	22%	0%	26%	18%	57%	
Pk total	1301				746				1748				226				
Highest	17:30				17:45				17:00				17:00				
Volume	3	84	262	4	3	103	7	91	3	5	337	116	0	25	12	52	
Hi total	353				204				461				89				
PHF	.92				.91				.95				.63				





COCONUT CREEK, FLORIDA
NOVEMBER 20, 2008
DRAWN BY: LUIS PALOMINO
SIGNALIZED

NW 31ST STREET & US 441
COCONUT CREEK, FLORIDA
COUNTED BY: D. GUTIERREZ & M. ESPINOSA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/27/08
File I.D. : 31ST_441
Page : 1

ALL VEHICLES

	US 441 From North				NW 31ST STREET From East				US 441 From South				NW 31ST STREET From West				
Date 08/27/08	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
16:00	2	3	272	30	0	41	18	3	0	89	324	27	0	18	13	85	925
16:15	1	8	269	22	0	34	27	8	0	70	351	24	0	18	8	72	912
16:30	1	7	288	26	0	32	16	8	0	79	391	19	0	10	10	81	968
16:45	2	5	267	31	1	32	18	5	1	80	355	24	0	13	9	93	936
Hr Total	6	23	1096	109	1	139	79	24	1	318	1421	94	0	59	40	331	3741
17:00	4	3	311	18	0	55	20	9	0	103	415	27	1	18	15	97	1096
17:15	5	7	328	32	0	27	25	6	0	97	445	27	0	14	8	86	1107
17:30	3	13	265	27	0	48	26	6	0	107	443	31	1	22	13	110	1115
17:45	2	6	288	34	0	38	20	9	0	85	380	33	0	20	7	89	1011
Hr Total	14	29	1192	111	0	168	91	30	0	392	1683	118	2	74	43	382	4329
TOTAL	20	52	2288	220	1	307	170	54	1	710	3104	212	2	133	83	713	8070

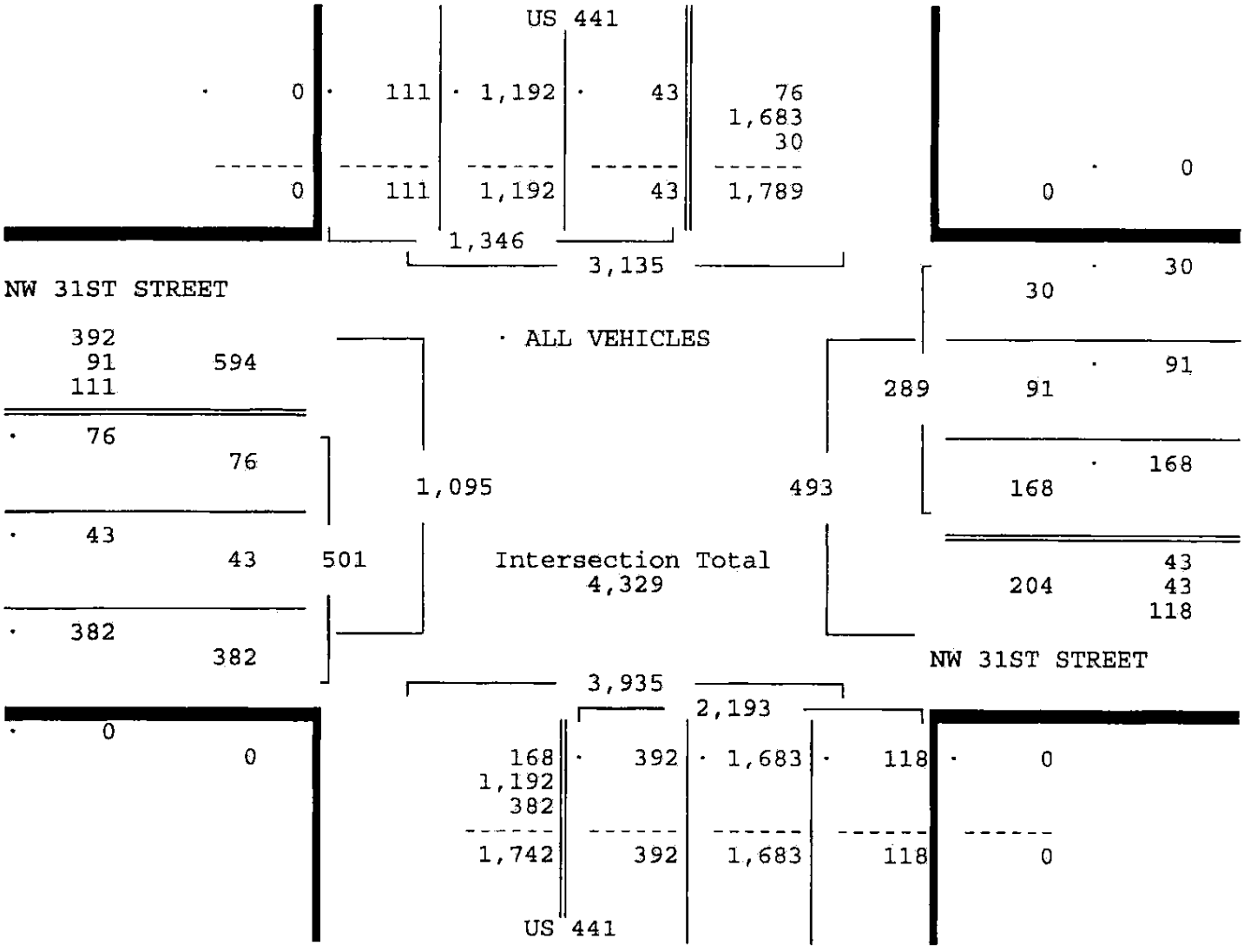
NW 31ST STREET & US 441
COCONUT CREEK, FLORIDA
COUNTED BY: D. GUTIERREZ & M. ESPINOSA
SIGNALIZED

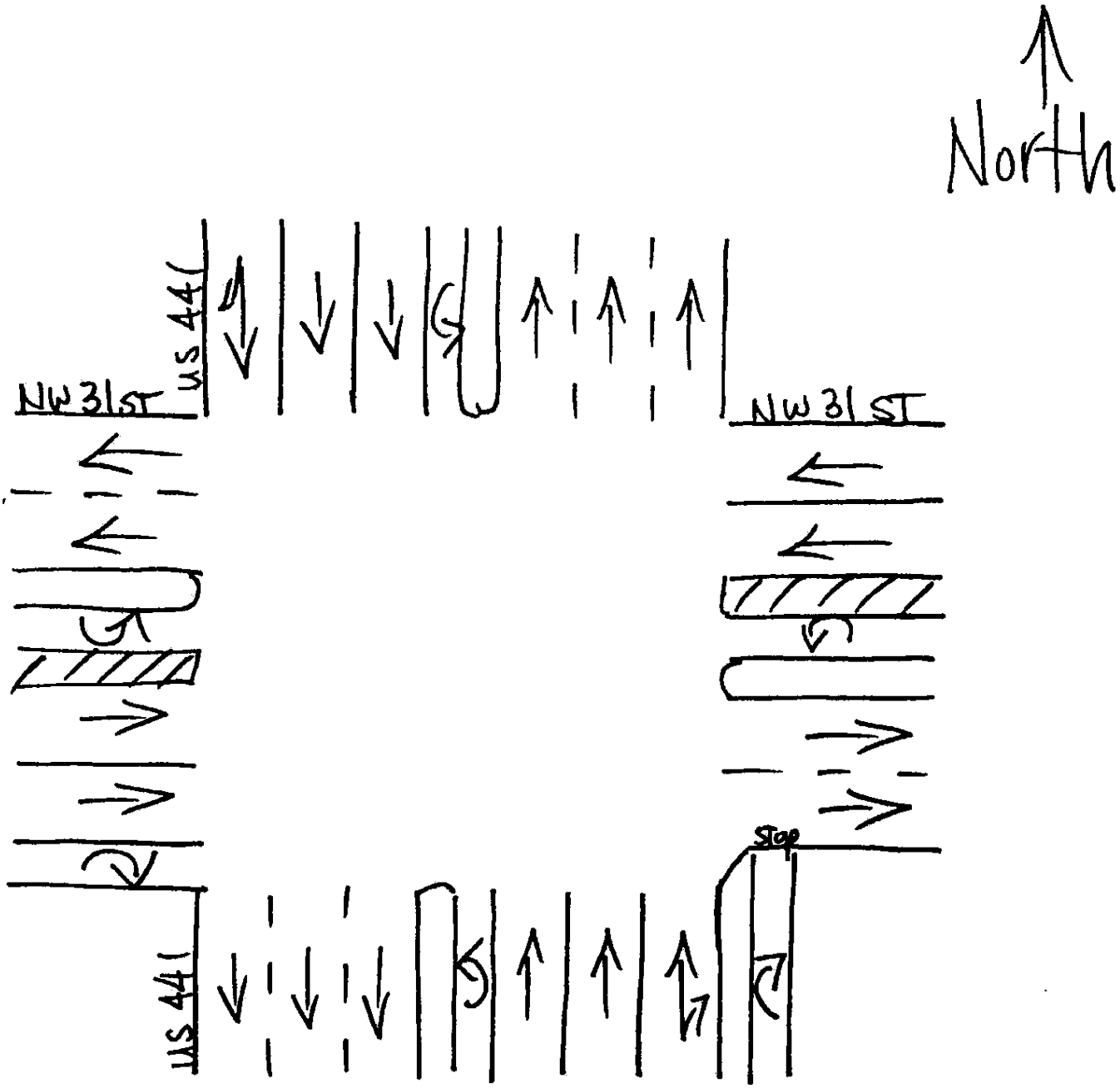
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/27/08
File I.D. : 31ST_441
Page : 2

ALL VEHICLES

	US 441 From North				NW 31ST STREET From East				US 441 From South				NW 31ST STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 08/27/08 --																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/27/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	14	29	1192	111	0	168	91	30	0	392	1683	118	2	74	43	382	
Percent	1%	2%	89%	8%	0%	58%	31%	10%	0%	18%	77%	5%	0%	15%	9%	76%	
Pk total	1346				289				2193				501				
Highest	17:15				17:00				17:30				17:30				
Volume	5	7	328	32	0	55	20	9	0	107	443	31	1	22	13	110	
Hi total	372				84				581				146				
PHF	.90				.86				.94				.86				





COCONUT CREEK, FLORIDA
AUGUST 28, 2008
drawn by: LUIS PALOMINO
SIGNALIZED

NW 40TH STREET & US 441
COCONUT CREEK, FLORIDA
COUNTED BY: MAXIE ESPINOSA
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 09/03/08
File I.D. : 40ST_441
Page : 1

ALL VEHICLES

	US 441 From North			NW 40TH STREET From East			US 441 From South		
Date 09/03/08	UTurn	Left	Thru	UTurn	Left	Right	Thru	Right	Total
16:00	0	0	305	0	0	25	363	13	706
16:15	0	0	375	0	0	38	358	12	783
16:30	0	0	301	0	0	29	373	7	710
16:45	0	0	381	0	0	31	374	20	806
Hr Total	0	0	1362	0	0	123	1468	52	3005
17:00	0	0	381	0	0	19	447	11	858
17:15	0	0	369	0	0	35	420	15	839
17:30	0	0	393	0	0	29	452	10	884
17:45	0	0	367	0	0	22	462	11	862
Hr Total	0	0	1510	0	0	105	1781	47	3443
TOTAL	0	0	2872	0	0	228	3249	99	6448

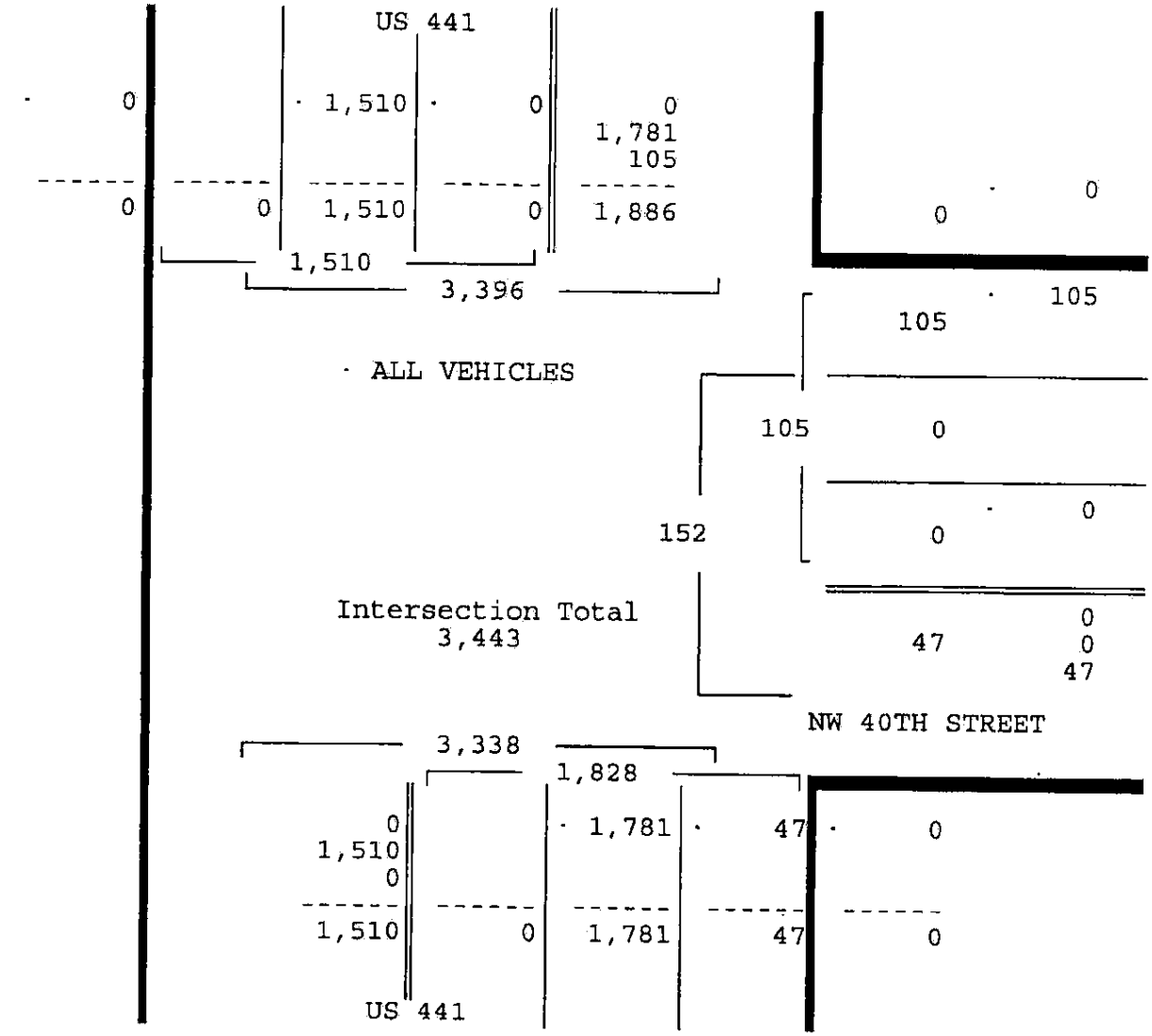
NW 40TH STREET & US 441
COCONUT CREEK, FLORIDA
COUNTED BY: MAXIE ESPINOSA
NOT SIGNALIZED

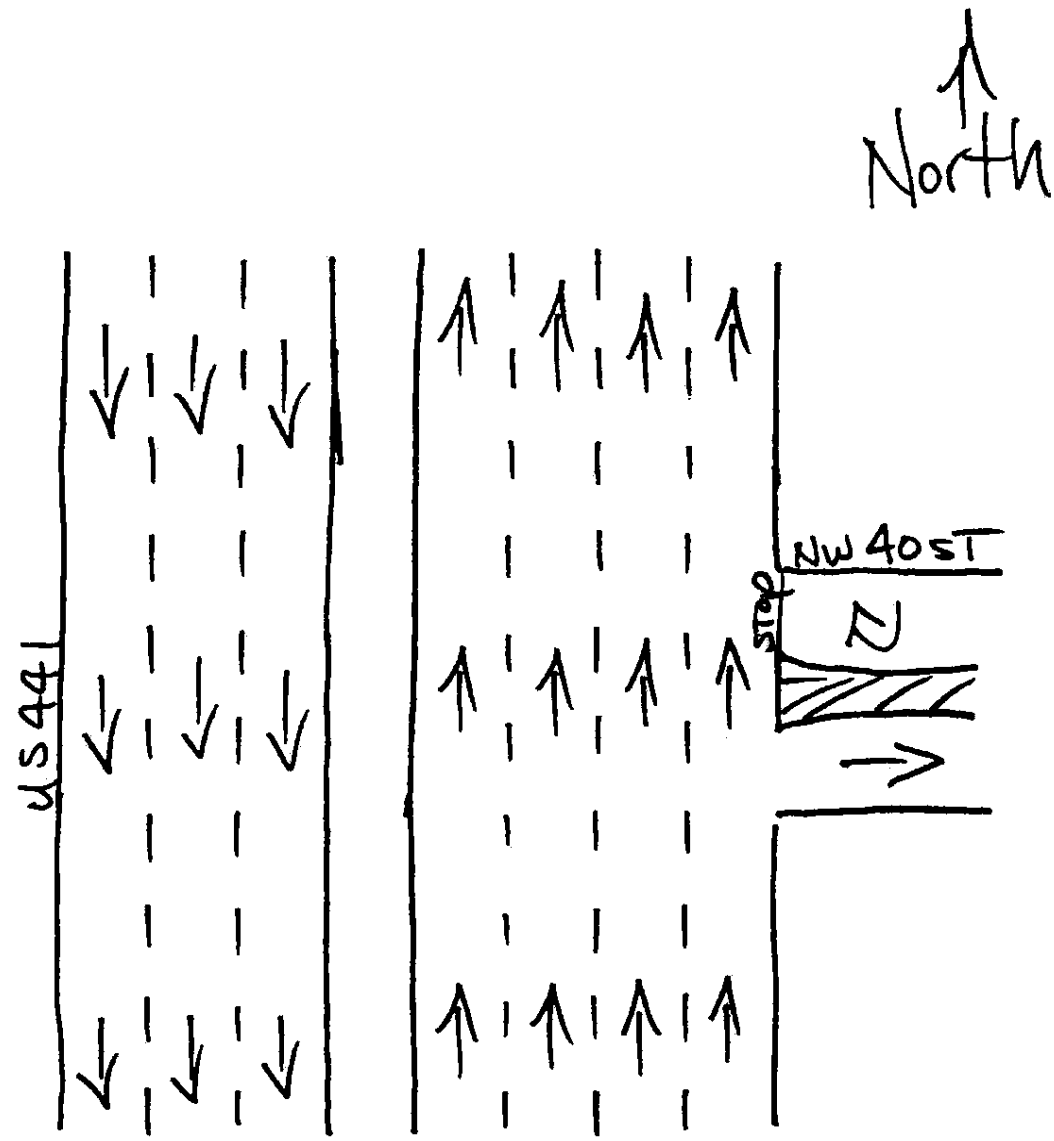
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 09/03/08
File I.D. : 40ST_441

ALL VEHICLES

	US 441 From North			NW 40TH STREET From East			US 441 From South		
	UTurn	Left	Thru	UTurn	Left	Right	Thru	Right	Total
Date 09/03/08									
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/03/08									
Peak start	17:00			17:00			17:00		
Volume	0	0	1510	0	0	105	1781	47	
Percent	0%	0%	100%	0%	0%	100%	97%	3%	
Pk total	1510			105			1828		
Highest	17:30			17:15			17:45		
Volume	0	0	393	0	0	35	462	11	
Hi total	393			35			473		
PHF	.96			.75			.97		





COCONUT CREEK, FLORIDA

AUGUST 28, 2008

drawn by: Luis Palomino

NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.

CULLUM ROAD & US 441
COCONUT CREEK, FLORIDA
COUNTED BY: S. PALOMINO & C. WILTZ
SIGNALIZED

624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/27/08
File I.D. : CULL_441
Page : 1

ALL VEHICLES

	US 441 From North				CULLUM ROAD From East				US 441 From South				CULLUM ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 08/27/08																	
16:00	8	29	297	66	0	7	4	20	10	24	316	7	1	58	10	7	864
16:15	6	26	340	46	0	5	1	26	7	19	374	3	0	32	3	8	896
16:30	8	34	314	42	0	4	7	37	12	21	376	4	0	45	3	5	912
16:45	10	19	339	48	0	4	9	35	8	15	376	6	0	57	11	6	943
Hr Total	32	108	1290	202	0	20	21	118	37	79	1442	20	1	192	27	26	3615
17:00	8	21	319	51	0	6	10	39	8	24	447	6	0	49	2	7	997
17:15	10	31	362	69	0	11	8	27	8	31	429	5	0	60	1	7	1059
17:30	11	20	347	66	0	3	4	45	6	15	456	4	0	37	4	5	1023
17:45	8	30	358	72	0	9	3	31	14	24	417	7	0	70	5	5	1053
Hr Total	37	102	1386	258	0	29	25	142	36	94	1749	22	0	216	12	24	4132
TOTAL	69	210	2676	460	0	49	46	260	73	173	3191	42	1	408	39	50	7747

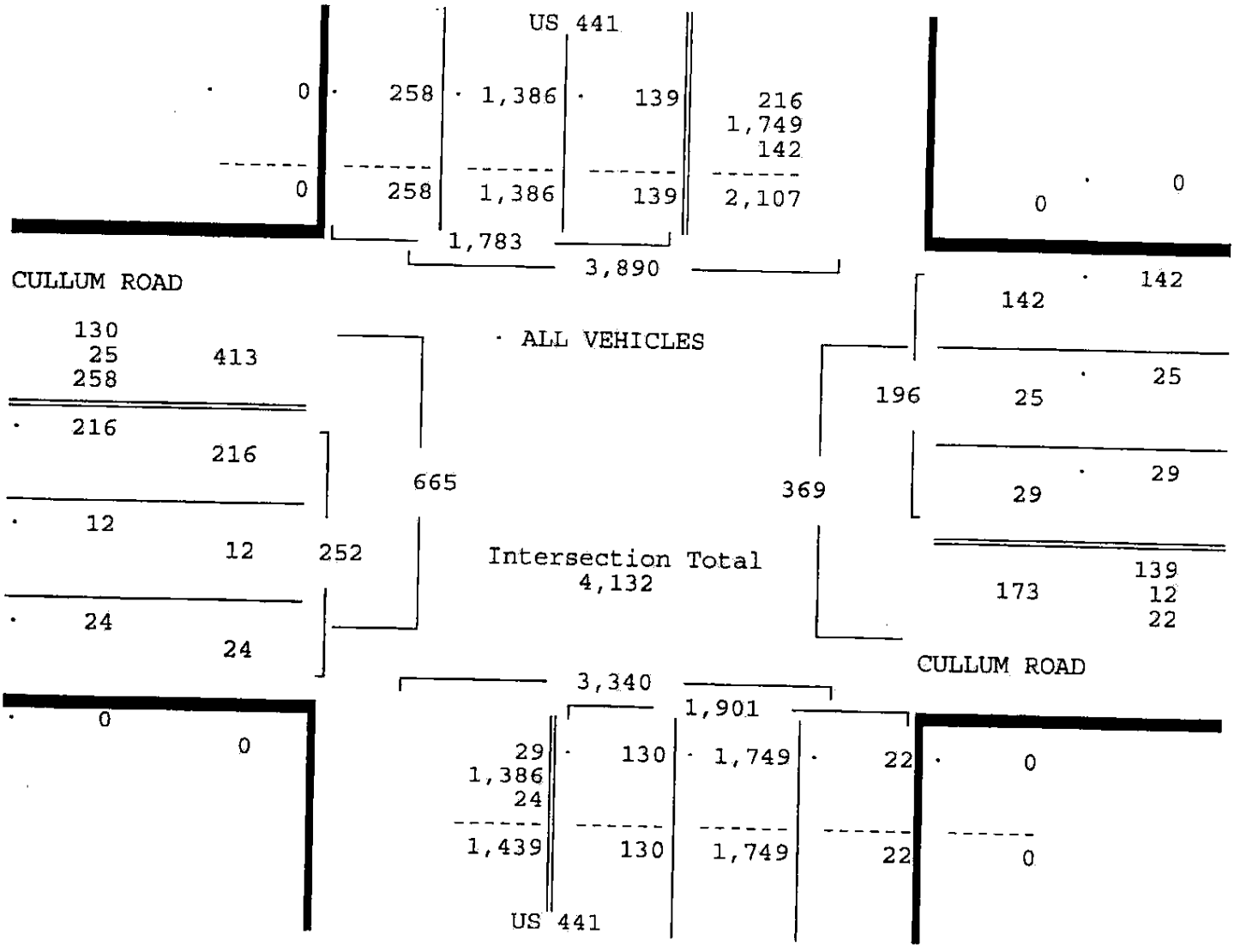
CULLUM ROAD & US 441
COCONUT CREEK, FLORIDA
COUNTED BY: S. PALOMINO & C. WILTZ
SIGNALIZED

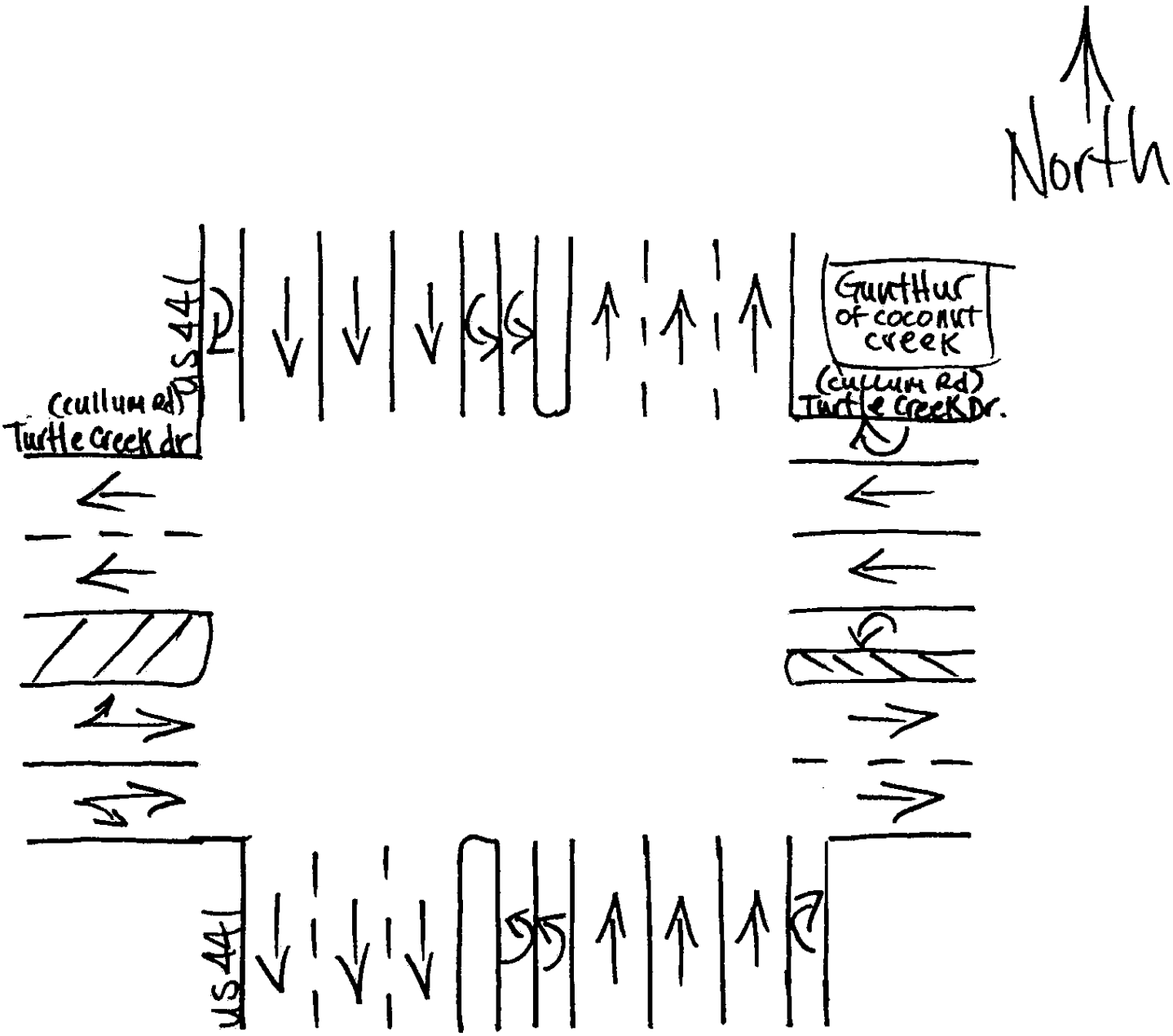
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080152
Start Date: 08/27/08
File I.D. : CULL_441
Page : 2

ALL VEHICLES

	US 441 From North				CULLUM ROAD From East				US 441 From South				CULLUM ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 08/27/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/27/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	37	102	1386	258	0	29	25	142	36	94	1749	22	0	216	12	24	
Percent	2%	6%	78%	14%	0%	15%	13%	72%	2%	5%	92%	1%	0%	86%	5%	10%	
Pk total	1783				196				1901				252				
Highest	17:15				17:00				17:00				17:45				
Volume	10	31	362	69	0	6	10	39	8	24	447	6	0	70	5	5	
Hi total	472				55				485				80				
PHF	.94				.89				.98				.79				





Coconut Creek, Florida
August 28, 2008
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

WINSTON PARK BOULEVARD & SR 7
COCONUT CREEK, FLORIDA
COUNTED BY: S. TANNER & I. GONZALEZ
SIGNALIZED

624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

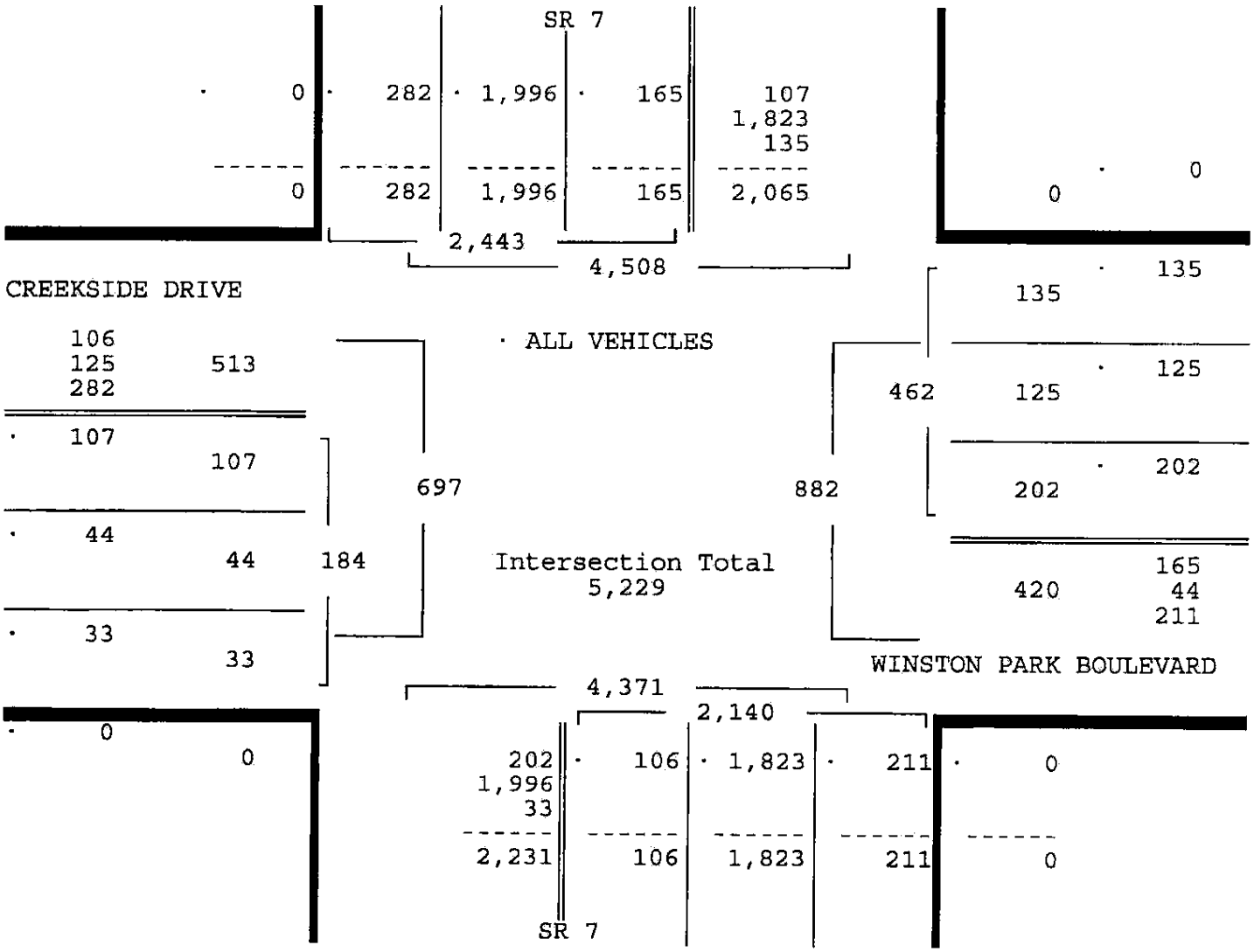
Site Code : 00080198
Start Date: 11/19/08
File I.D. : WINSTSR7
Page : 1

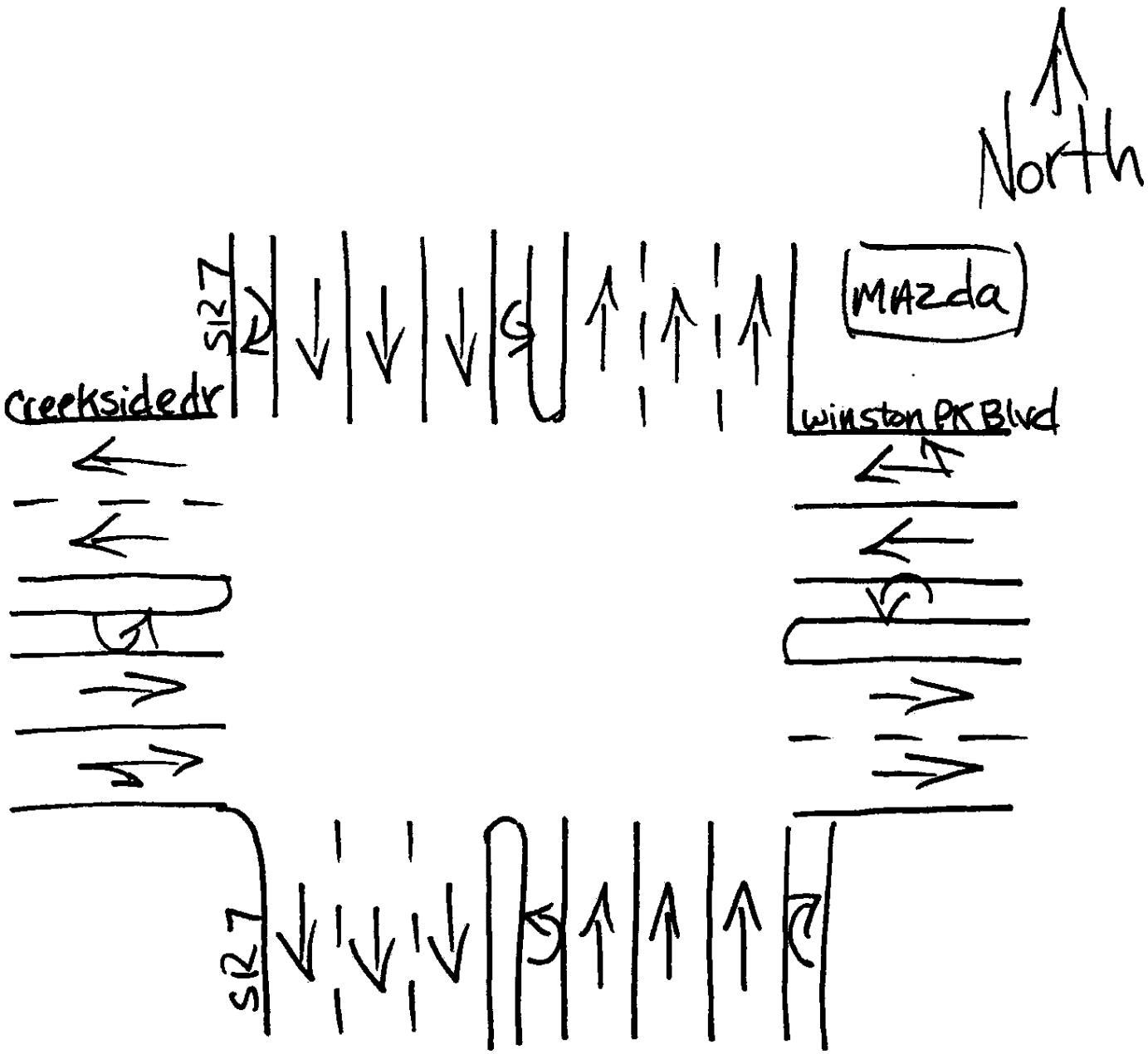
ALL VEHICLES

	SR 7 From North				WINSTON PARK BOULEVARD From East				SR 7 From South				CREEKSIDE DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/19/08																	
16:00	8	23	377	44	0	50	16	26	5	4	405	37	1	33	14	10	1053
16:15	12	18	415	52	0	43	21	21	14	7	404	41	0	30	10	7	1095
16:30	10	41	447	60	0	40	18	27	15	8	427	53	0	25	5	6	1182
16:45	7	28	419	55	0	45	18	38	10	11	421	36	0	34	12	9	1143
Hr Total	37	110	1658	211	0	178	73	112	44	30	1657	167	1	122	41	32	4473
17:00	10	28	478	70	0	50	33	43	27	13	448	41	0	17	10	6	1274
17:15	9	35	510	64	0	47	30	31	7	4	450	60	0	27	14	9	1297
17:30	4	35	503	73	0	48	37	28	16	10	492	57	0	33	8	9	1353
17:45	6	38	505	75	1	56	25	33	14	15	433	53	0	30	12	9	1305
Hr Total	29	136	1996	282	1	201	125	135	64	42	1823	211	0	107	44	33	5229
TOTAL	66	246	3654	493	1	379	198	247	108	72	3480	378	1	229	85	65	9702

ALL VEHICLES

	SR 7 From North				WINSTON PARK BOULEVARD From East				SR 7 From South				CREEKSIDE DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/19/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/19/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	29	136	1996	282	1	201	125	135	64	42	1823	211	0	107	44	33	
Percent	1%	6%	82%	12%	0%	44%	27%	29%	3%	2%	85%	10%	0%	58%	24%	18%	
Pk total	2443				462				2140				184				
Highest	17:45				17:00				17:30				17:45				
Volume	6	38	505	75	0	50	33	43	16	10	492	57	0	30	12	9	
Hi total	624				126				575				51				
PHF	.98				.92				.93				.90				





COCONUTCREEK, FLORIDA
NOVEMBER 20, 2008
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

WB SAWGRASS EXPRESSWAY & SR 7
COCONUT CREEK, FLORIDA
COUNTED BY: K. MCNALLY & D. GUTIERREZ
SIGNALIZED

Site Code : 00080167
Start Date: 09/24/08
File I.D. : SAWX_SR7
Page : 1

ALL VEHICLES

	SR 7 From North				WB SAWGRASS OFF RAMP From East				SR 7 From South				WB SAWGRASS OFF RAMP From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/24/08																	
16:00	0	0	417	108	0	0	0	44	6	30	405	0	0	0	0	58	1068
16:15	0	0	422	96	0	0	0	62	2	26	475	0	0	0	0	61	1144
16:30	0	0	379	121	0	0	0	55	3	42	452	0	0	0	0	54	1106
16:45	0	0	431	96	0	0	0	57	2	34	445	0	0	0	0	62	1127
Hr Total	0	0	1649	421	0	0	0	218	13	132	1777	0	0	0	0	235	4445
17:00	0	0	475	146	0	0	0	58	0	55	476	0	0	0	0	51	1261
17:15	0	0	490	97	0	0	0	56	4	53	576	0	0	0	0	85	1361
17:30	0	0	529	133	0	0	0	77	3	42	521	0	0	0	0	79	1384
17:45	0	0	341	67	0	0	0	72	4	32	552	0	0	0	0	70	1138
Hr Total	0	0	1835	443	0	0	0	263	11	182	2125	0	0	0	0	285	5144
TOTAL	0	0	3484	864	0	0	0	481	24	314	3902	0	0	0	0	520	9589

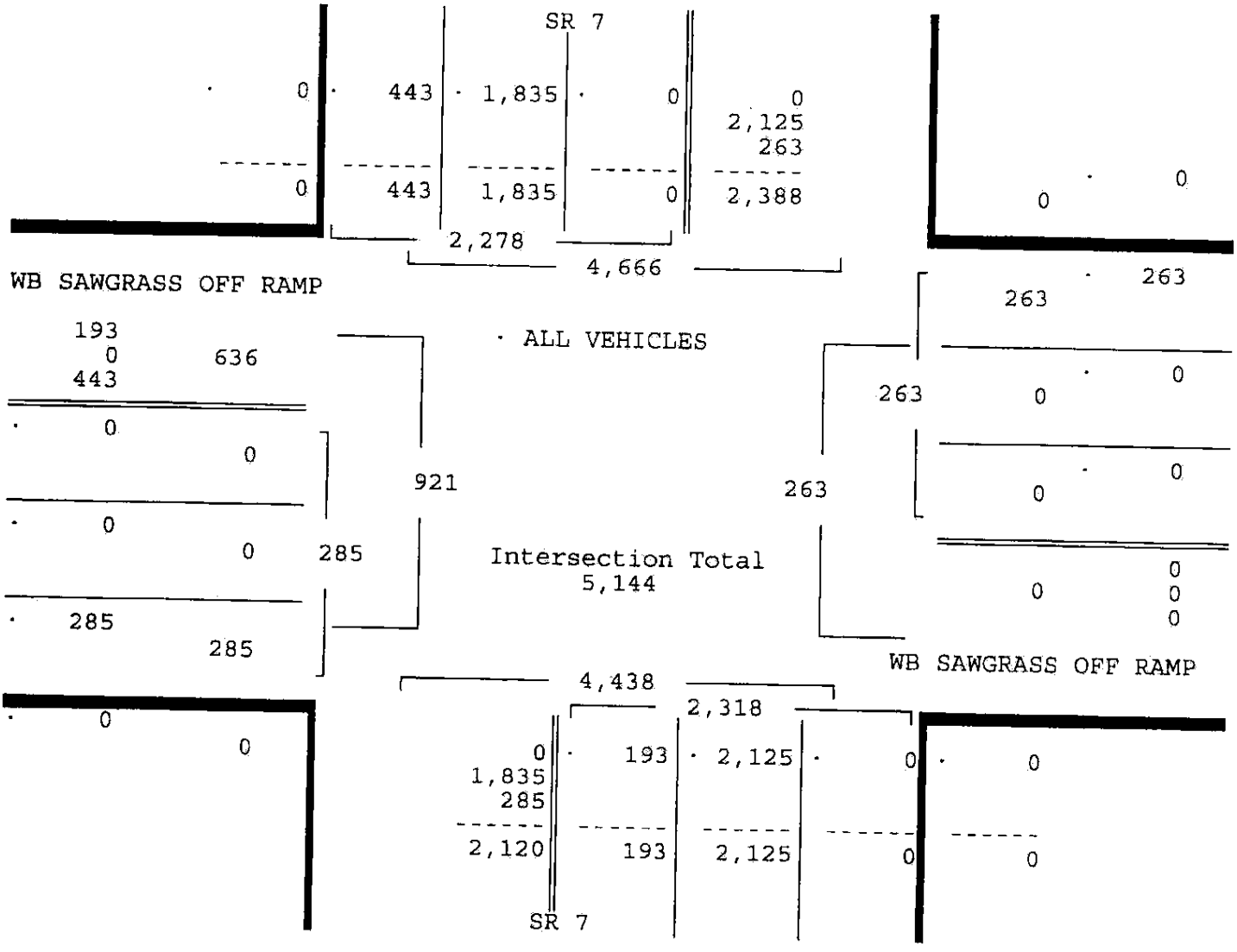
WB SAWGRASS EXPRESSWAY & SR 7
COCONUT CREEK, FLORIDA
COUNTED BY: K. MCNALLY & D. GUTIERREZ
SIGNALIZED

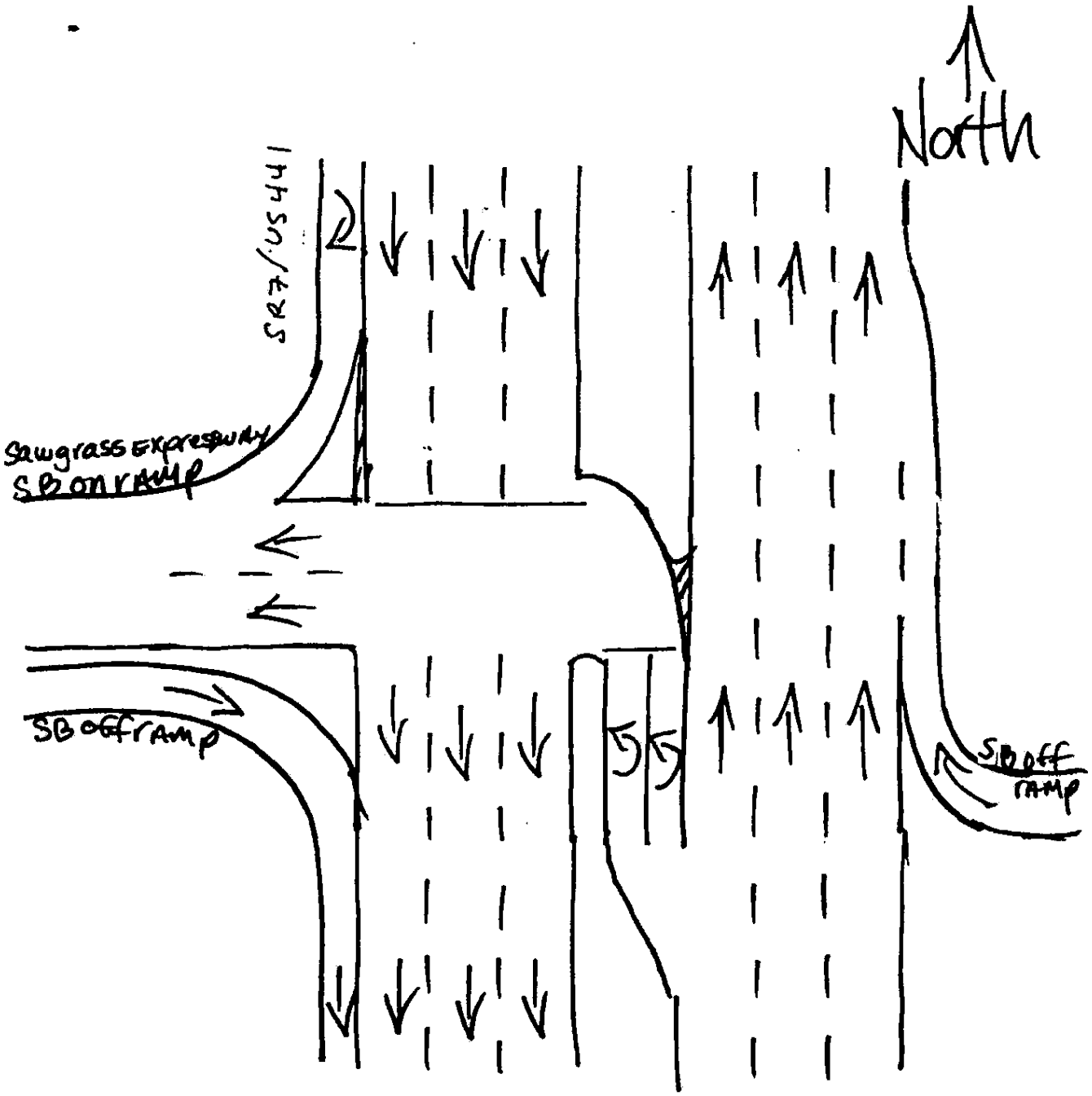
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080167
Start Date: 09/24/08
File I.D. : SAWX_SR7

ALL VEHICLES

	SR 7 From North				WB SAWGRASS OFF RAMP From East				SR 7 From South				WB SAWGRASS OFF RAMP From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/24/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/24/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	0	1835	443	0	0	0	263	11	182	2125	0	0	0	0	285	
Percent	0%	0%	81%	19%	0%	0%	0%	100%	0%	8%	92%	0%	0%	0%	0%	100%	
Pk total	2278				263				2318				285				
Highest	17:30				17:30				17:15				17:15				
Volume	0	0	529	133	0	0	0	77	4	53	576	0	0	0	0	85	
Hi total	662				77				633				85				
PHP	.86				.85				.92				.84				





COCONUT CREEK, FLORIDA

September 24, 2008

drawn by: Luis Palomino

signalized

EB SAWGRASS EXPRESSWAY & SR 7
COCONUT CREEK, FLORIDA
COUNTED BY: I. GONZALEZ & L. PALOMINO
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080167
Start Date: 09/24/08
File I.D. : SAWG_SR7
Page : 1

ALL VEHICLES

	SR 7 From North				EB SAWGRASS OFF RAMP From East				SR 7 From South				EB SAWGRASS OFF RAMP From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/24/08																	
16:00	3	41	424	0	0	0	0	89	0	0	352	47	0	0	0	35	991
16:15	1	26	426	0	0	0	0	102	0	0	414	39	0	0	4	49	1061
16:30	1	31	409	0	0	0	0	105	0	0	385	48	0	0	0	30	1009
16:45	1	42	408	1	0	0	0	107	1	0	371	45	0	0	1	51	1028
Hr Total	6	140	1667	1	0	0	0	403	1	0	1522	179	0	0	5	165	4089
17:00	0	44	482	0	0	0	0	107	0	0	407	41	0	0	0	29	1110
17:15	0	31	537	0	0	0	0	162	0	0	455	57	0	0	0	49	1291
17:30	1	43	551	0	0	0	0	139	0	0	431	39	0	0	0	40	1244
17:45	0	24	364	1	0	0	0	137	0	0	446	50	0	0	4	34	1060
Hr Total	1	142	1934	1	0	0	0	545	0	0	1739	187	0	0	4	152	4705
TOTAL	7	282	3601	2	0	0	0	948	1	0	3261	366	0	0	9	317	8794

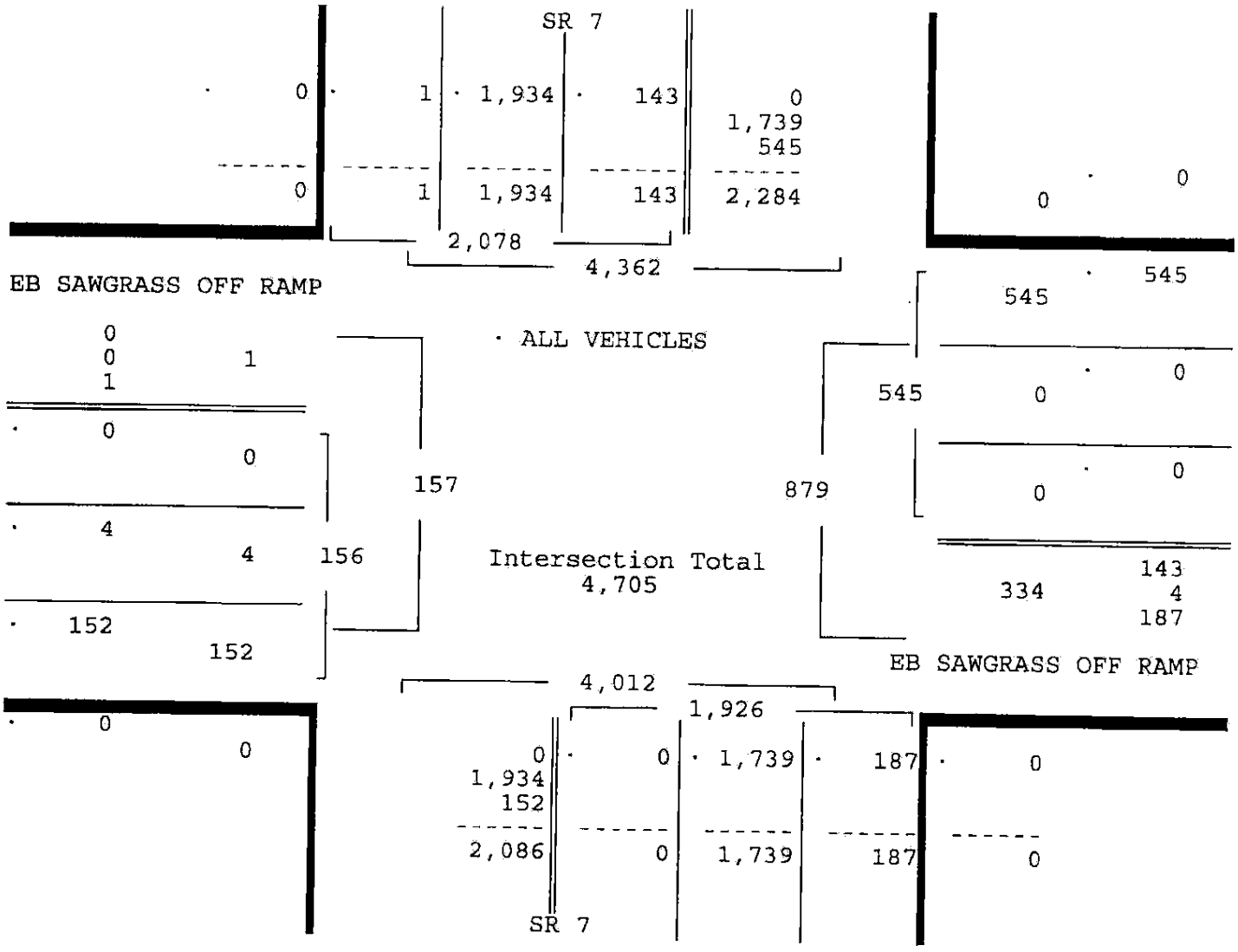
EB SAWGRASS EXPRESSWAY & SR 7
COCONUT CREEK, FLORIDA
COUNTED BY: I. GONZALEZ & L. PALOMINO
SIGNALIZED

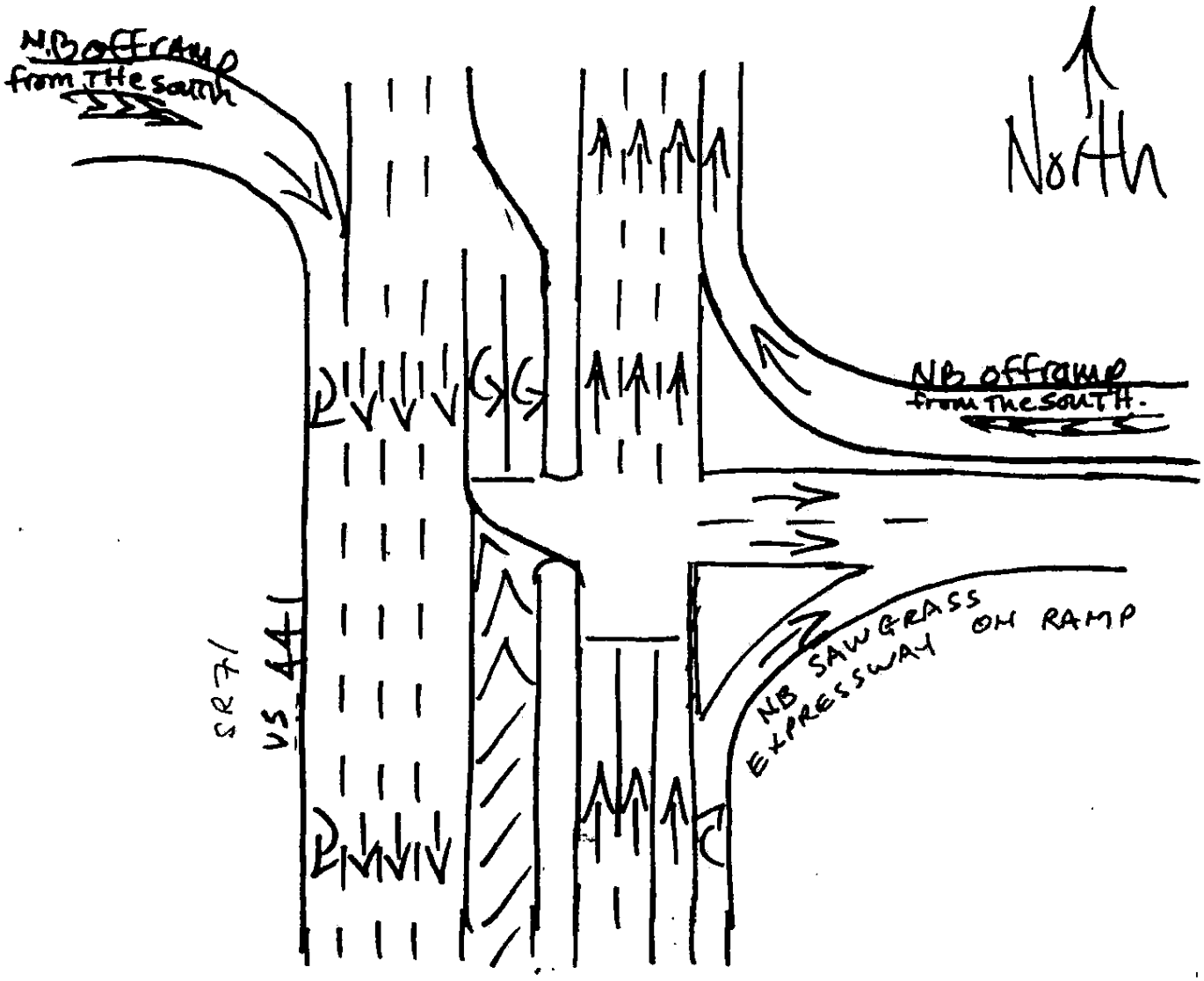
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080167
Start Date: 09/24/08
File I.D. : SAWG_SR7
Page : 2

ALL VEHICLES

	SR 7 From North				EB SAWGRASS OFF RAMP From East				SR 7 From South				EB SAWGRASS OFF RAMP From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 09/24/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/24/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	1	142	1934	1	0	0	0	545	0	0	1739	187	0	0	4	152	
Percent	0%	7%	93%	0%	0%	0%	0%	100%	0%	0%	90%	10%	0%	0%	3%	97%	
Pk total	2078				545				1926				156				
Highest	17:30				17:15				17:15				17:15				
Volume	1	43	551	0	0	0	0	162	0	0	455	57	0	0	0	49	
Hi total	595				162				512				49				
PHF	.87				.84				.94				.80				





Coconut Creek, Florida
September 24, 2008
drawn by: Luis Palomino
Signalized

PD&E

10891 LA REINA ROAD, SUITE 100

LOCATION: COCONUT CREEK PARKWAY @ LYONS ROAD
CITY: COCONUT CREEK
COUNTY: BROWARD

DELRAY BEACH, FL 33446
TEL 561.498.2304 FAX 561.498.2305

File Name : CCLYON
Site Code : 00000000
Start Date : 9/24/2008
Page No : 1

Groups Printed- VEHICLES

	LYONS RD Southbound					COCONUT CREEK PKWY Westbound					LYONS RD Northbound					COCONUT CREEK PKWY Eastbound					
Start Time	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Int. Total
04:00 PM	47	178	29	0	254	34	164	38	0	236	52	180	40	0	272	37	139	42	0	209	971
04:15 PM	57	167	38	0	262	61	213	39	1	314	43	160	39	1	263	29	134	39	0	202	1041
04:30 PM	55	157	41	2	255	42	184	45	0	271	54	211	46	1	312	30	129	35	0	194	1032
04:45 PM	76	177	32	3	288	52	240	56	2	350	70	228	49	0	347	32	127	30	1	190	1175
Total	235	679	140	5	1059	189	801	178	3	1171	219	799	174	2	1194	128	520	146	1	795	4219
05:00 PM	57	139	47	1	244	57	244	49	1	351	71	281	40	0	392	36	166	41	0	243	1230
05:15 PM	70	226	42	1	339	44	254	54	0	352	83	288	47	0	418	40	151	41	0	232	1341
05:30 PM	84	205	51	0	340	51	307	65	1	424	59	259	75	0	393	31	165	40	0	237	1394
05:45 PM	87	163	58	2	310	67	248	41	1	357	81	317	71	1	470	33	225	43	0	301	1438
Total	298	733	198	4	1233	219	1053	209	3	1484	294	1145	233	1	1673	140	708	165	0	1013	5403
Grand Total	533	1412	338	9	2292	408	1854	387	6	2655	513	1944	407	3	2867	268	1228	311	1	1808	9622
Apprch %	23.3	61.6	14.7	0.4		15.4	69.8	14.6	0.2		17.9	67.8	14.2	0.1		14.8	67.9	17.2	0.1		
Total %	5.5	14.7	3.5	0.1	23.8	4.2	19.3	4.0	0.1	27.6	5.3	20.2	4.2	0.0	29.8	2.8	12.8	3.2	0.0	18.8	

PD&E

10891 LA REINA ROAD, SUITE 100

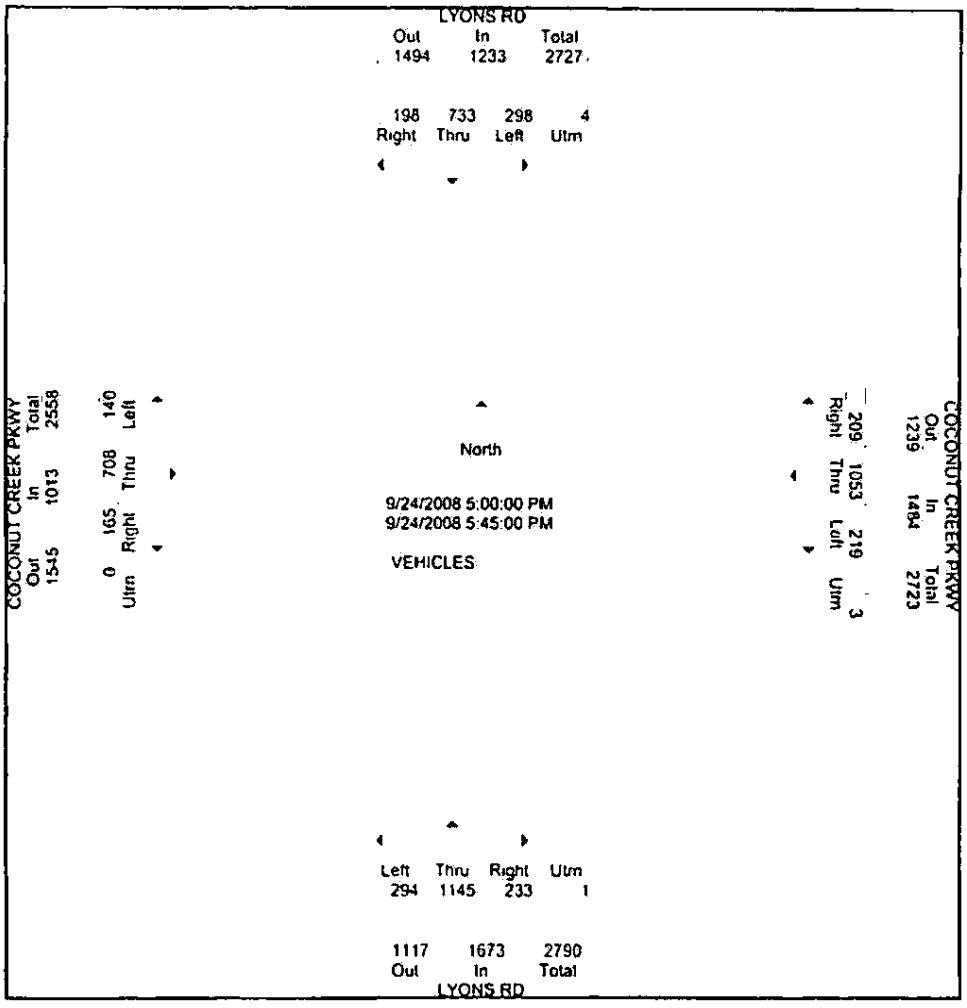
DELRAY BEACH, FL 33446

TEL 561.498.2304 FAX 561.498.2305

LOCATION: COCONUT CREEK PARKWAY @ LYONS ROAD
CITY: COCONUT CREEK
COUNTY: BROWARD

File Name : CCLYON
Site Code : 00000000
Start Date : 9/24/2008

	LYONS RD Southbound					COCONUT CREEK PKWY Westbound					LYONS RD Northbound					COCONUT CREEK PKWY Eastbound					
Start Time	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App Total	Left	Thru	Right	Utrn	App Total	Int Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	298	733	198	4	1233	219	1053	209	3	1484	294	1145	233	1	1673	140	708	165	0	1013	5403
Percent	24.2	59.4	16.1	0.3		14.8	71.0	14.1	0.2		17.6	68.4	13.9	0.1		13.8	69.9	16.3	0.0		
05:45 Volume	87	163	58	2	310	67	248	41	1	357	81	317	71	1	470	33	225	43	0	301	1438
Peak Factor																					0.939
High Int	05:30 PM					05:30 PM					05:45 PM					05:45 PM					
Volume	84	205	51	0	340	51	307	65	1	424	81	317	71	1	470	33	225	43	0	301	
Peak Factor					0.907					0.875					0.890					0.841	



PD&E

10891 LA REINA ROAD, SUITE 100
DELRAY BEACH, FL 33446
TEL 561.498.2304 FAX 561.498.2305

LOCATION: COCONUT CREEK PARKWAY @ LYONS ROAD
CITY: COCONUT CREEK
COUNTY: BROWARD

File Name : CCLYON
Site Code : 00000000
Start Date : 9/24/2008
Page No : 1

Groups Printed- PEDS & BIKES

	LYONS RD Southbound					COCONUT CREEK PKWY Westbound					LYONS RD Northbound					COCONUT CREEK PKWY Eastbound					
Start Time	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
04:15 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6
04:30 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	9
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	14	0	0	14	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	20
05:00 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	8
Grand Total	0	16	0	0	16	0	2	0	0	2	0	4	0	0	4	0	6	0	0	6	28
Apprch %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	57.1	0.0	0.0	57.1	0.0	7.1	0.0	0.0	7.1	0.0	14.3	0.0	0.0	14.3	0.0	21.4	0.0	0.0	21.4	

COMMERCIAL DRIVEWAY & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: CARLOS WILTZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/18/08
File I.D. : COMMLYON
Page : 1

ALL VEHICLES

	LYONS ROAD From North				-------- From East				LYONS ROAD From South				COMMERCIAL DRIVEWAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/18/08																	
16:00	0	0	223	24	0	0	0	0	1	9	212	0	0	57	0	6	532
16:15	0	0	268	18	0	0	0	0	0	11	267	0	0	59	0	6	629
16:30	0	0	290	17	0	0	0	0	2	10	274	0	0	35	0	8	636
16:45	0	0	245	31	0	0	0	0	0	20	295	0	0	49	0	7	647
Hr Total	0	0	1026	90	0	0	0	0	3	50	1048	0	0	200	0	27	2444
17:00	0	0	296	20	0	0	0	0	0	19	309	0	0	59	0	5	708
17:15	0	0	303	22	0	0	0	0	0	11	353	0	0	38	0	6	733
17:30	1	0	313	28	0	0	0	0	1	12	380	0	0	59	0	2	796
17:45	0	0	338	21	0	0	0	0	0	9	374	0	0	48	0	3	793
Hr Total	1	0	1250	91	0	0	0	0	1	51	1416	0	0	204	0	16	3030
TOTAL	1	0	2276	181	0	0	0	0	4	101	2464	0	0	404	0	43	5474

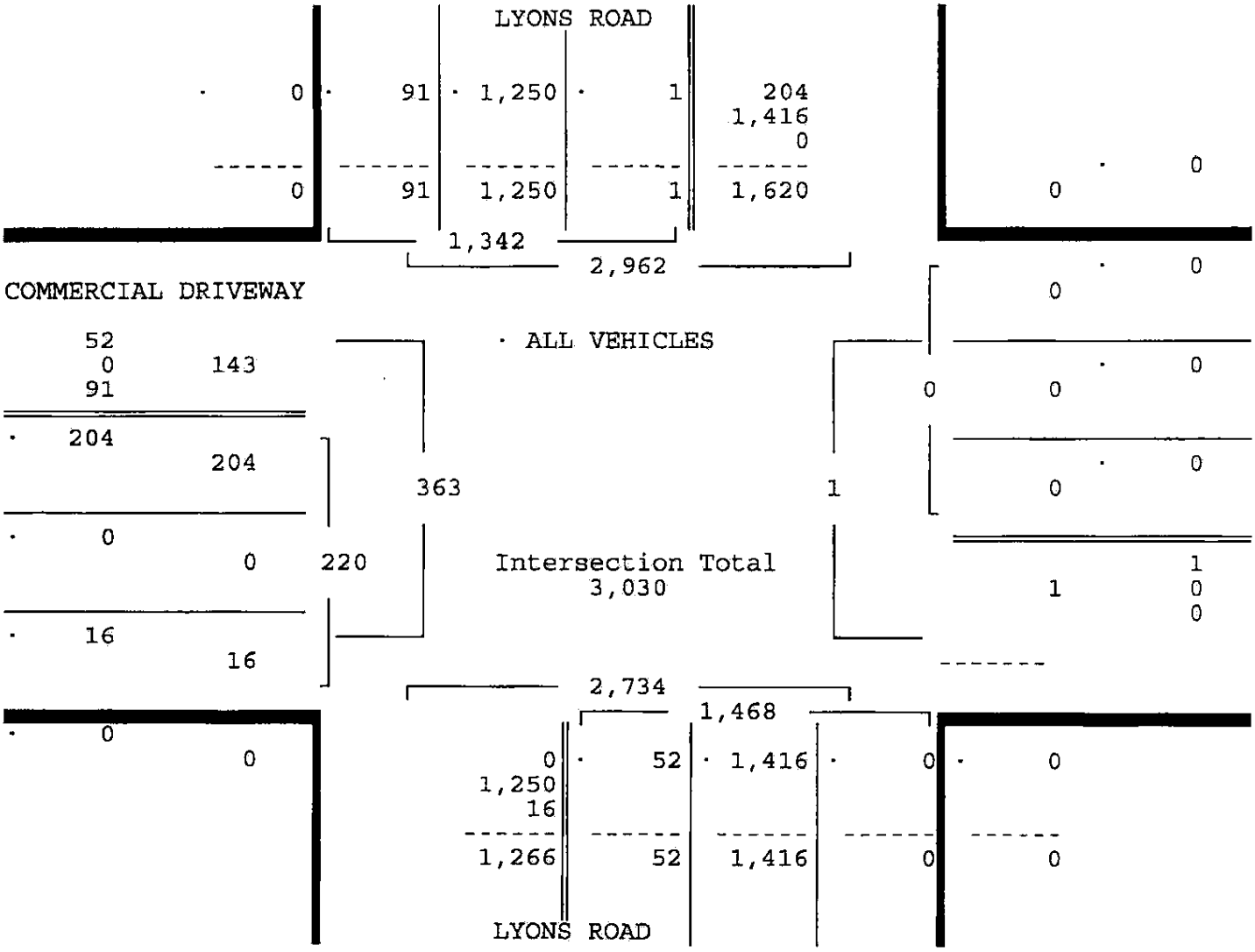
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

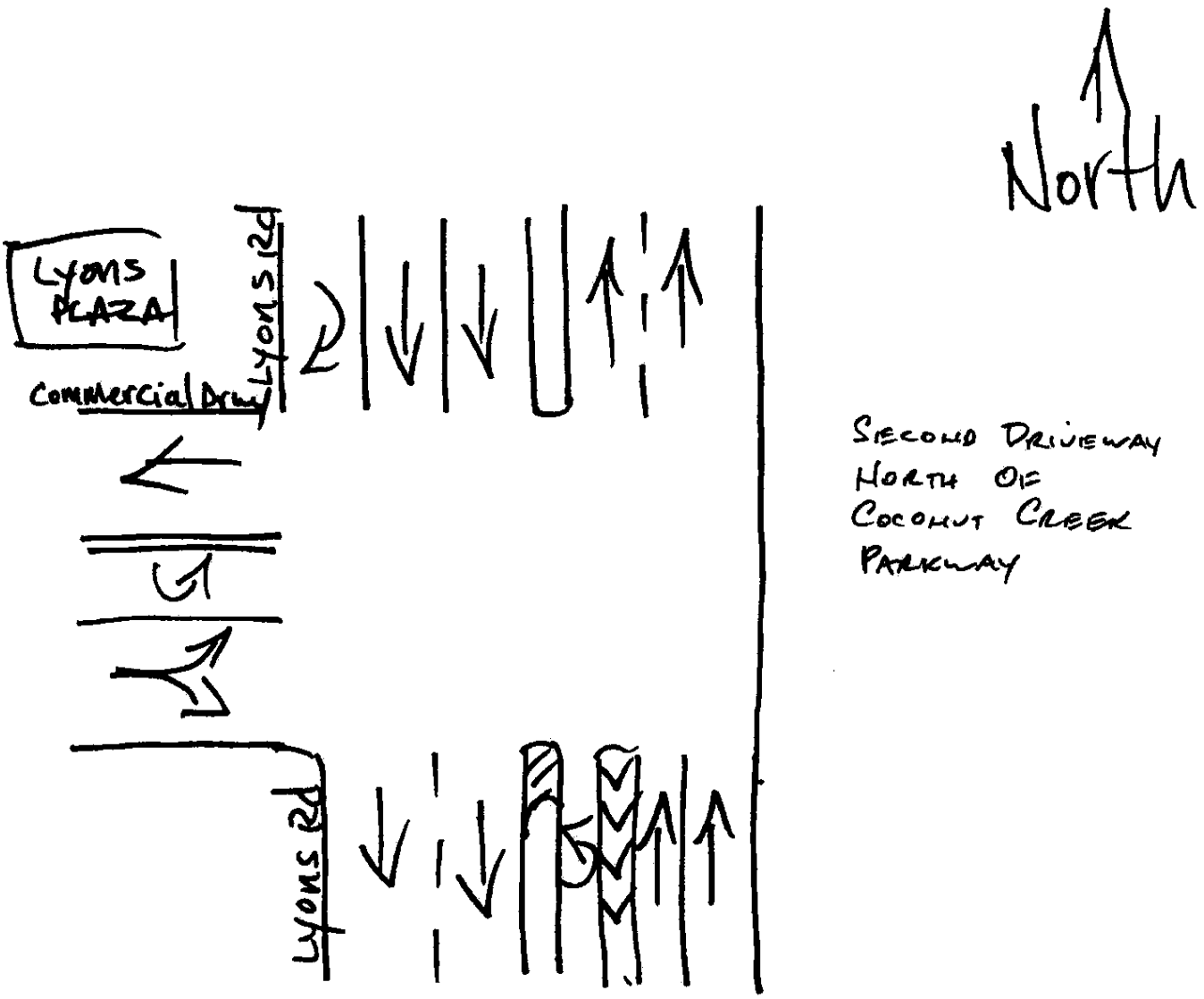
COMMERCIAL DRIVEWAY & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: CARLOS WILTZ
SIGNALIZED

Site Code : 00080198
Start Date: 11/18/08
File I.D. : COMMLYON

ALL VEHICLES

	LYONS ROAD From North				------- From East				LYONS ROAD From South				COMMERCIAL DRIVEWAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/18/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/18/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	1	0	1250	91	0	0	0	0	1	51	1416	0	0	204	0	16	
Percent	0%	0%	93%	7%	0%	0%	0%	0%	0%	3%	96%	0%	0%	93%	0%	7%	
Pk total	1342				0				1468				220				
Highest	17:45				16:00				17:30				17:00				
Volume	0	0	338	21	0	0	0	0	1	12	380	0	0	59	0	5	
Hi total	359				0				393				64				
PHF	.93				.0				.93				.86				





Coconut Creek, Florida
November 20, 2008
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

WYNMOORE WAY & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: L. PASS & M. ANDERSON
SIGNALIZED

624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/18/08
File I.D. : WESTLYON
Page : 1

ALL VEHICLES

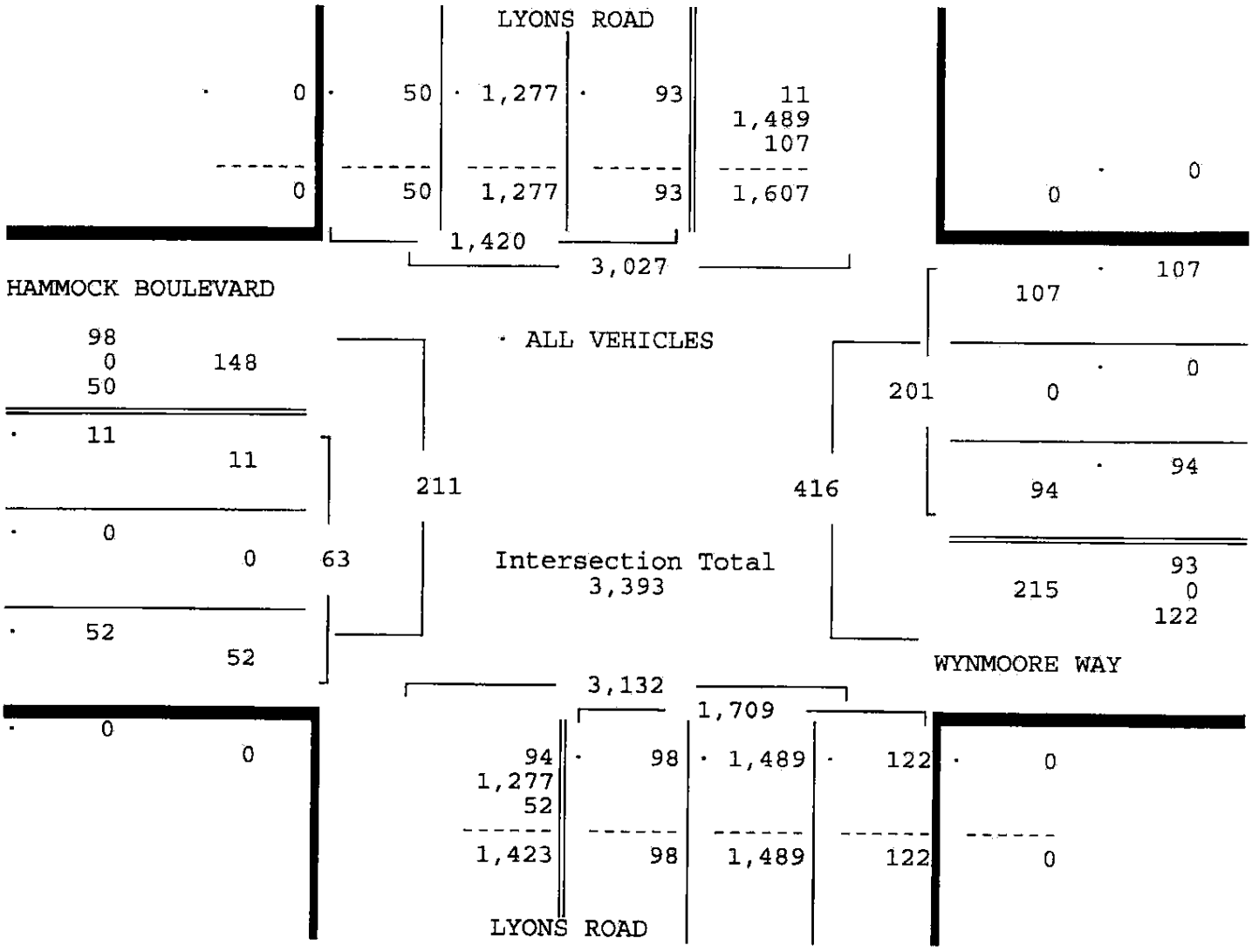
	LYONS ROAD From North				WYNMOORE WAY From East				LYONS ROAD From South				HAMMOCK BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/18/08																	
16:00	0	47	236	11	2	35	0	29	1	12	239	58	0	6	24	9	709
16:15	0	38	262	8	0	30	0	28	0	22	266	41	0	5	0	7	707
16:30	0	34	278	7	1	23	0	28	1	20	289	29	0	5	0	6	721
16:45	1	33	246	6	0	32	0	29	0	15	322	38	0	3	0	9	734
Hr Total	1	152	1022	32	3	120	0	114	2	69	1116	166	0	19	24	31	2871
17:00	1	23	298	13	0	28	0	33	1	21	353	22	0	3	0	10	806
17:15	0	20	303	9	0	18	0	22	0	24	360	41	0	1	0	9	807
17:30	1	29	320	12	0	25	0	31	0	26	374	33	1	3	0	9	864
17:45	0	19	356	16	0	23	0	21	0	26	402	26	0	3	0	24	916
Hr Total	2	91	1277	50	0	94	0	107	1	97	1489	122	1	10	0	52	3393
TOTAL	3	243	2299	82	3	214	0	221	3	166	2605	288	1	29	24	83	6264

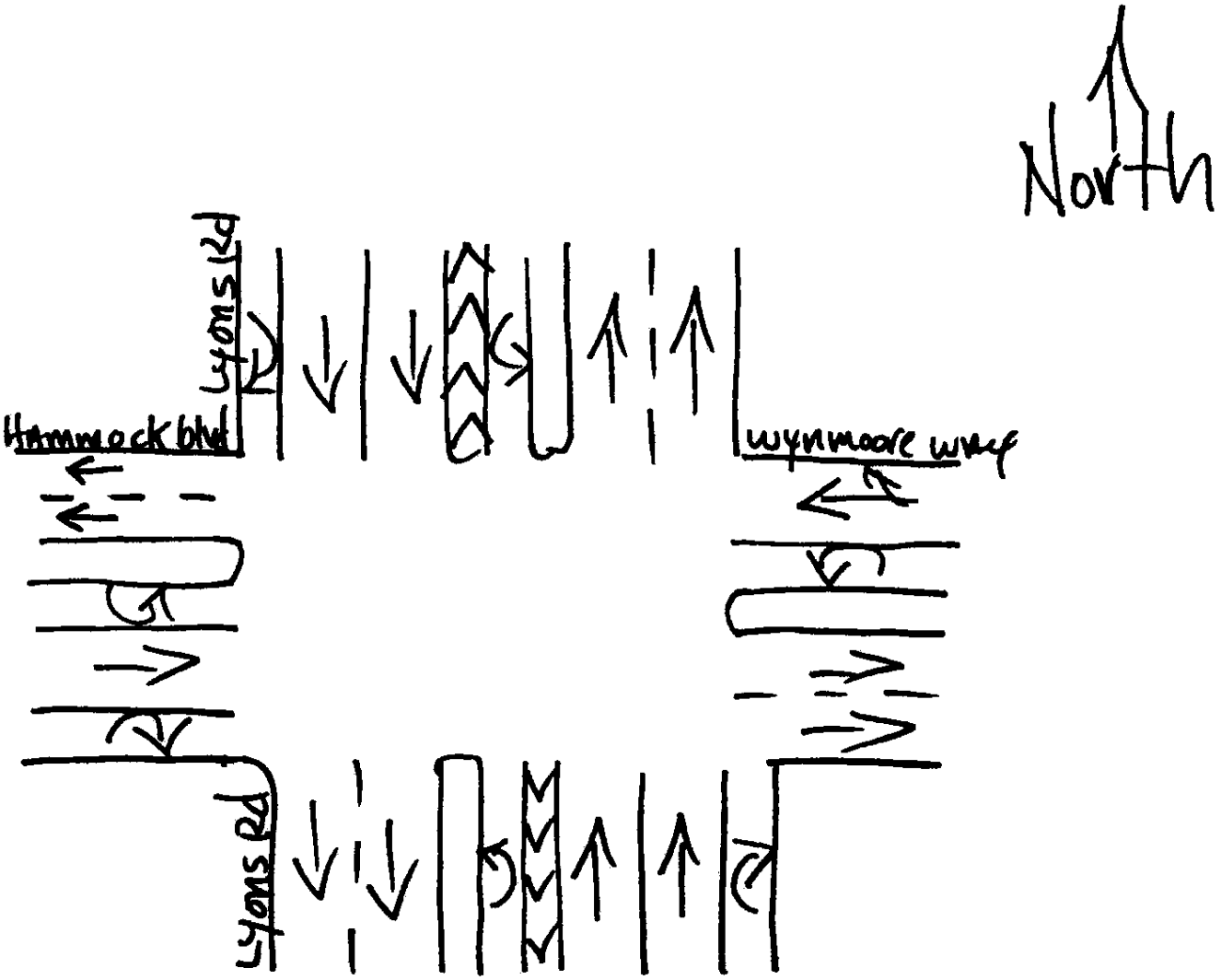
WYNMOORE WAY & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: L. PASS & M. ANDERSON
SIGNALIZED

Site Code : 00080198
Start Date: 11/18/08
File I.D. : WESTLYON

ALL VEHICLES

	LYONS ROAD From North				WYNMOORE WAY From East				LYONS ROAD From South				HAMMOCK BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/18/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/18/08																	
Peak start	17:00				17:00				17:00				17:00				
Volume	2	91	1277	50	0	94	0	107	1	97	1489	122	1	10	0	52	
Percent	0%	6%	90%	4%	0%	47%	0%	53%	0%	6%	87%	7%	2%	16%	0%	83%	
Pk total	1420				201				1709				63				
Highest	17:45				17:00				17:45				17:45				
Volume	0	19	356	16	0	28	0	33	0	26	402	26	0	3	0	24	
Hi total	391				61				454				27				
PHF	.91				.82				.94				.58				





COCONUTCREEK, FLORIDA
November 20, 2008
drawn by: Luis Palomino
Signalized

PD&E

10891 LA REINA ROAD, SUITE 100
DELRAY BEACH, FL 33446
TEL 561.498.2304 FAX 561.498.2305

LOCATION: LYONS ROAD @ COPANS ROAD
CITY: COCONUT CREEK
COUNTY: BROWARD

File Name : COPNLYON
Site Code : 00000000
Start Date : 10/1/2008
Page No : 1

Groups Printed- VEHICLES

	LYONS ROAD Southbound					COPANS ROAD Westbound					LYONS ROAD Northbound					COPANS ROAD Eastbound					
Start Time	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Int. Total
04:00 PM	39	185	45	0	269	61	260	68	1	390	37	166	33	0	236	66	157	44	0	267	1162
04:15 PM	52	205	50	0	307	61	242	63	0	366	43	219	30	1	293	28	153	44	0	225	1191
04:30 PM	45	176	47	0	268	53	251	96	0	400	49	189	37	0	275	52	165	48	0	265	1208
04:45 PM	54	186	49	0	289	65	246	79	0	390	47	245	27	0	319	44	122	42	0	208	1206
Total	190	752	191	0	1133	240	999	306	1	1546	176	819	127	1	1123	190	597	178	0	965	4767
05:00 PM	53	180	56	1	290	81	291	78	1	451	42	278	18	0	338	46	167	46	1	260	1339
05:15 PM	45	258	59	0	362	84	294	80	0	458	54	249	22	0	325	59	182	53	0	294	1439
05:30 PM	51	258	61	0	370	74	246	100	0	420	43	312	17	0	372	56	108	47	0	211	1373
05:45 PM	68	190	51	0	309	56	285	80	0	421	49	289	23	0	361	64	142	55	0	261	1352
Total	217	886	227	1	1331	295	1116	338	1	1750	188	1128	80	0	1396	225	599	201	1	1026	5503
Grand Total	407	1638	418	1	2464	535	2115	644	2	3296	364	1947	207	1	2519	415	1196	379	1	1991	10270
Apprch %	16.5	66.5	17.0	0.0		16.2	64.2	19.5	0.1		14.5	77.3	8.2	0.0		20.8	60.1	19.0	0.1		
Total %	4.0	15.9	4.1	0.0	24.0	5.2	20.6	6.3	0.0	32.1	3.5	19.0	2.0	0.0	24.5	4.0	11.6	3.7	0.0	19.4	

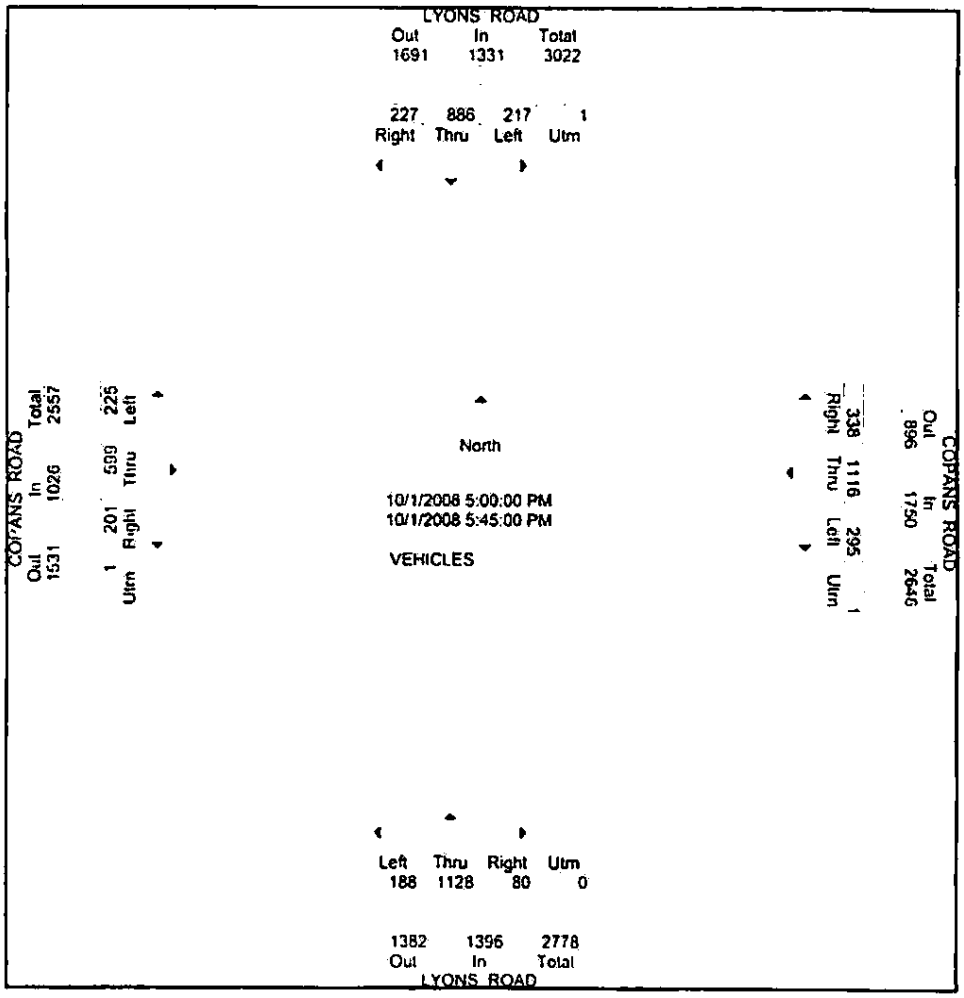
PD&E

10891 LA REINA ROAD, SUITE 100
DELRAY BEACH, FL 33446
TEL 561.498.2304 FAX 561.498.2305

LOCATION: LYONS ROAD @ COPANS ROAD
CITY: COCONUT CREEK
COUNTY: BROWARD

File Name : COPNLYON
Site Code : 00000000
Start Date : 10/1/2008
Page No : 2

	LYONS ROAD Southbound					COPANS ROAD Westbound					LYONS ROAD Northbound					COPANS ROAD Eastbound					
Start Time	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersect on	05:00 PM																				
Volume	217	886	227	1	1331	295	1116	338	1	1750	188	1128	80	0	1396	225	599	201	1	1026	5503
Percent	16.3	66.6	17.1	0.1		16.9	63.8	19.3	0.1		13.5	80.8	5.7	0.0		21.9	58.4	19.6	0.1		
05:15 Volume	45	258	59	0	362	84	294	80	0	458	54	249	22	0	325	59	182	53	0	294	1439
Peak Factor																					0.956
High Int	05:30 PM					05:15 PM					05:30 PM					05:15 PM					
Volume	51	258	61	0	370	84	294	80	0	458	43	312	17	0	372	59	182	53	0	294	
Peak Factor					0.899					0.955					0.938					0.872	



PD&E

10891 LA REINA ROAD, SUITE 100
DELRAY BEACH, FL 33446
TEL 561.498.2304 FAX 561.498.2305

LOCATION: LYONS ROAD @ COPANS ROAD
CITY: COCONUT CREEK
COUNTY: BROWARD

File Name : COPNLYON
Site Code : 00000000
Start Date : 10/1/2008
Page No : 1

Groups Printed- PEDS & BIKES

	LYONS ROAD Southbound					COPANS ROAD Westbound					LYONS ROAD Northbound					COPANS ROAD Eastbound					
Start Time	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7
*** BREAK ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
Grand Total	0	2	0	0	2	0	3	0	0	3	0	1	0	0	1	0	6	0	0	6	12
Apprch %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	16.7	0.0	0.0	16.7	0.0	25.0	0.0	0.0	25.0	0.0	8.3	0.0	0.0	8.3	0.0	50.0	0.0	0.0	50.0	

TRAFFIC SURVEY SPECIALISTS, INC.

NW 34TH STREET & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: MAURICE GOMEZ
SIGNALIZED

624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/18/08
File I.D. : 34SLYO_M
Page : 1

ALL VEHICLES

	LYONS ROAD From North				NW 34TH STREET From East				LYONS ROAD From South				NW 34TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/18/08																	
16:00	1	17	245	15	0	11	3	12	0	6	279	11	0	5	0	10	615
16:15	0	12	293	4	0	7	0	22	0	11	285	16	1	4	2	8	665
16:30	0	26	270	3	0	5	3	14	0	7	304	4	0	2	0	9	647
16:45	0	18	233	11	0	9	1	12	0	11	309	15	0	7	0	3	629
Hr Total	1	73	1041	33	0	32	7	60	0	35	1177	46	1	18	2	30	2556
17:00	1	17	294	12	1	5	2	13	0	8	389	11	0	7	1	9	770
17:15	0	19	267	7	0	11	1	10	0	14	390	18	0	6	1	8	752
17:30	3	20	346	13	0	15	4	13	0	13	371	20	0	8	1	4	831
17:45	0	17	320	9	0	9	1	17	0	16	407	15	0	8	1	10	830
Hr Total	4	73	1227	41	1	40	8	53	0	51	1557	64	0	29	4	31	3183
TOTAL	5	146	2268	74	1	72	15	113	0	86	2734	110	1	47	6	61	5739

TRAFFIC SURVEY SPECIALISTS, INC.

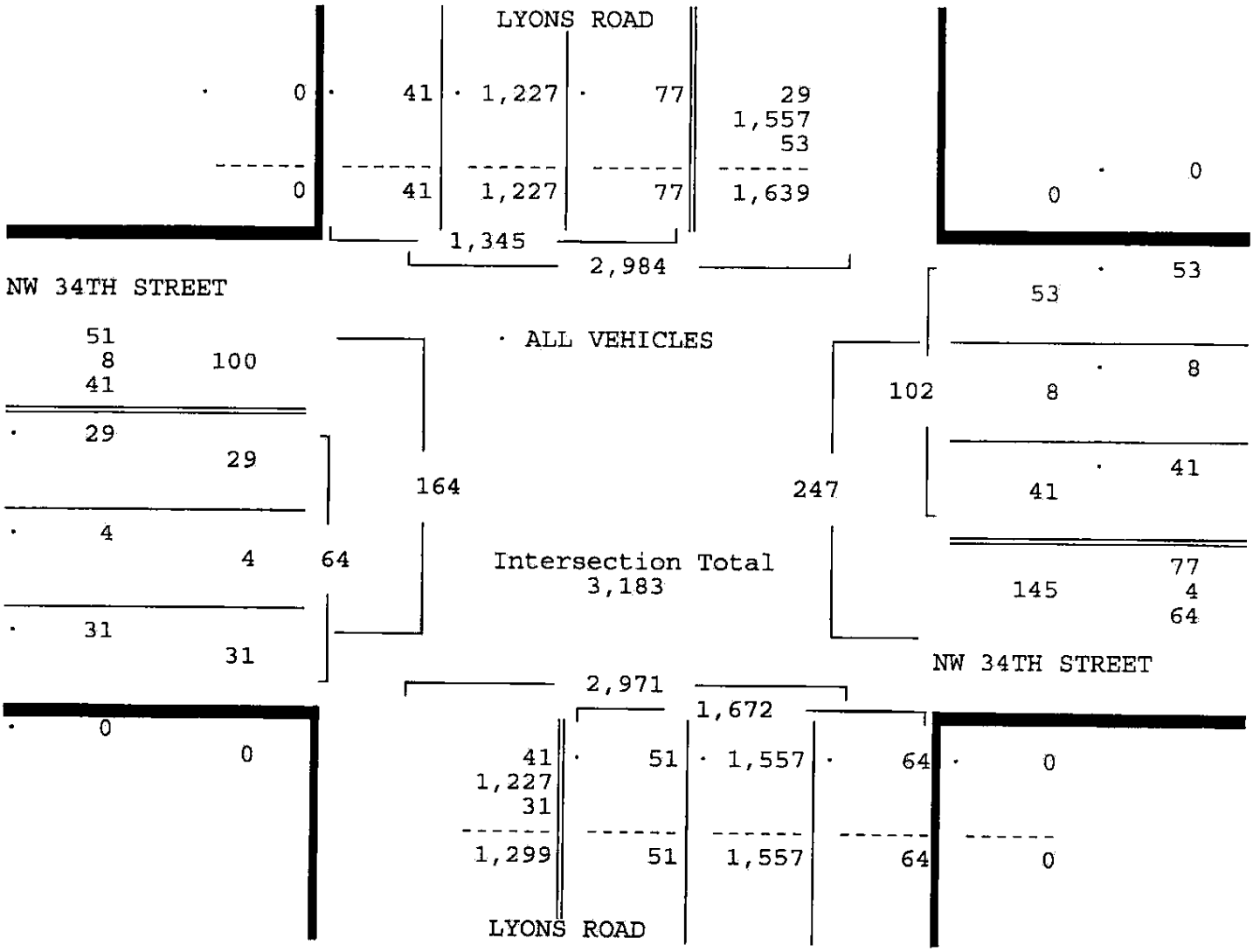
NW 34TH STREET & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: MAURICE GOMEZ
SIGNALIZED

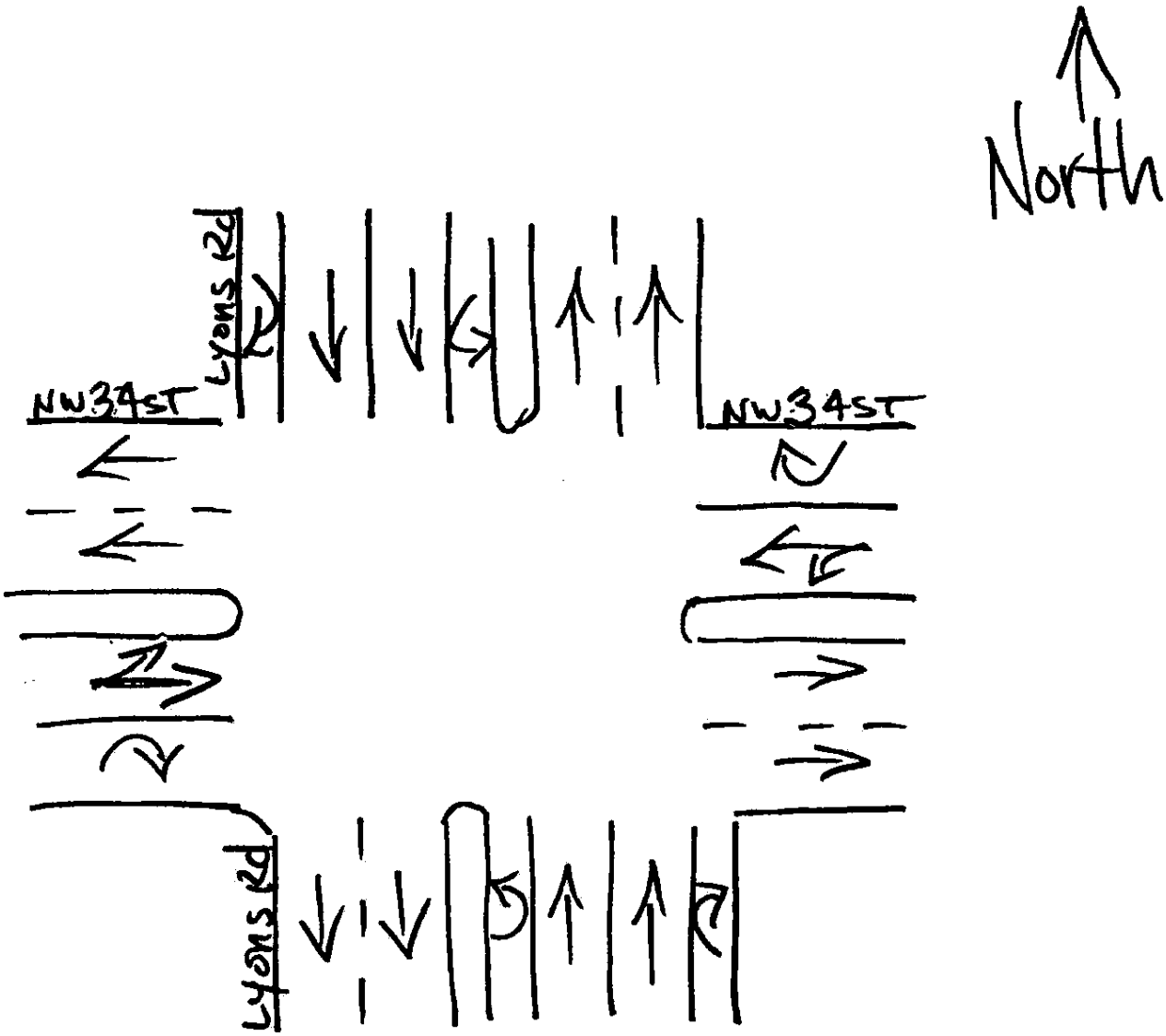
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/18/08
File I.D. : 34SLYO_M
Page : 2

ALL VEHICLES

	LYONS ROAD From North				NW 34TH STREET From East				LYONS ROAD From South				NW 34TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/18/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/18/08																	
Peak start	17:00				17:00				17:00				17:00				
Volume	4	73	1227	41	1	40	8	53	0	51	1557	64	0	29	4	31	
Percent	0%	5%	91%	3%	1%	39%	8%	52%	0%	3%	93%	4%	0%	45%	6%	48%	
Pk total	1345				102				1672				64				
Highest	17:30				17:30				17:45				17:45				
Volume	3	20	346	13	0	15	4	13	0	16	407	15	0	8	1	10	
Hi total	382				32				438				19				
PHF	.88				.80				.95				.84				





COCONUT CREEK, Florida
November 20, 2008
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

WINSTON PARK BOULEVARD & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: D. CARDONA & J. MOLESTINA
SIGNALIZED

624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/18/08
File I.D. : WINSLYON
Page : 1

ALL VEHICLES

	LYONS ROAD From North				WINSTON PARK BOULEVARD From East				LYONS ROAD From South				WINSTON PARK BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/18/08																	
16:00	1	65	319	55	0	20	17	29	3	32	282	36	0	39	23	13	934
16:15	1	61	278	54	0	23	17	49	1	39	277	38	0	32	21	21	912
16:30	1	61	270	62	0	21	32	41	0	52	282	27	0	35	23	15	922
16:45	1	67	279	47	1	16	23	22	1	63	347	32	0	32	34	23	988
Hr Total	4	254	1146	218	1	80	89	141	5	186	1188	133	0	138	101	72	3756
17:00	1	61	303	52	0	24	36	24	1	55	270	35	0	36	20	16	934
17:15	0	73	406	69	0	26	31	25	1	48	369	26	0	42	27	23	1166
17:30	1	81	403	76	0	41	23	33	0	64	334	35	0	34	33	34	1192
17:45	1	71	333	70	0	27	32	39	1	58	292	43	0	59	43	35	1104
Hr Total	3	286	1445	267	0	118	122	121	3	225	1265	139	0	171	123	108	4396
TOTAL	7	540	2591	485	1	198	211	262	8	411	2453	272	0	309	224	180	8152

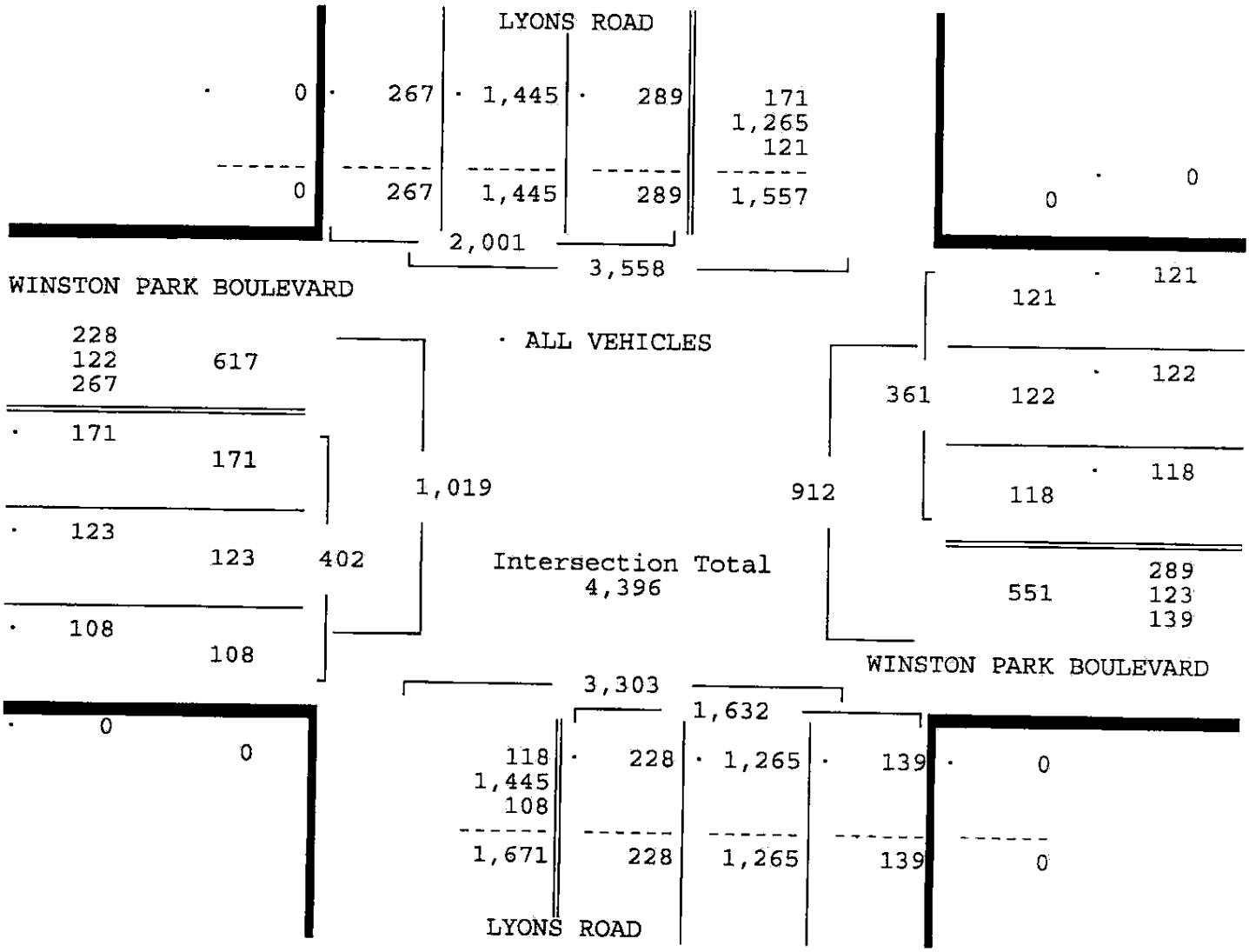
WINSTON PARK BOULEVARD & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: D. CARDONA & J. MOLESTINA
SIGNALIZED

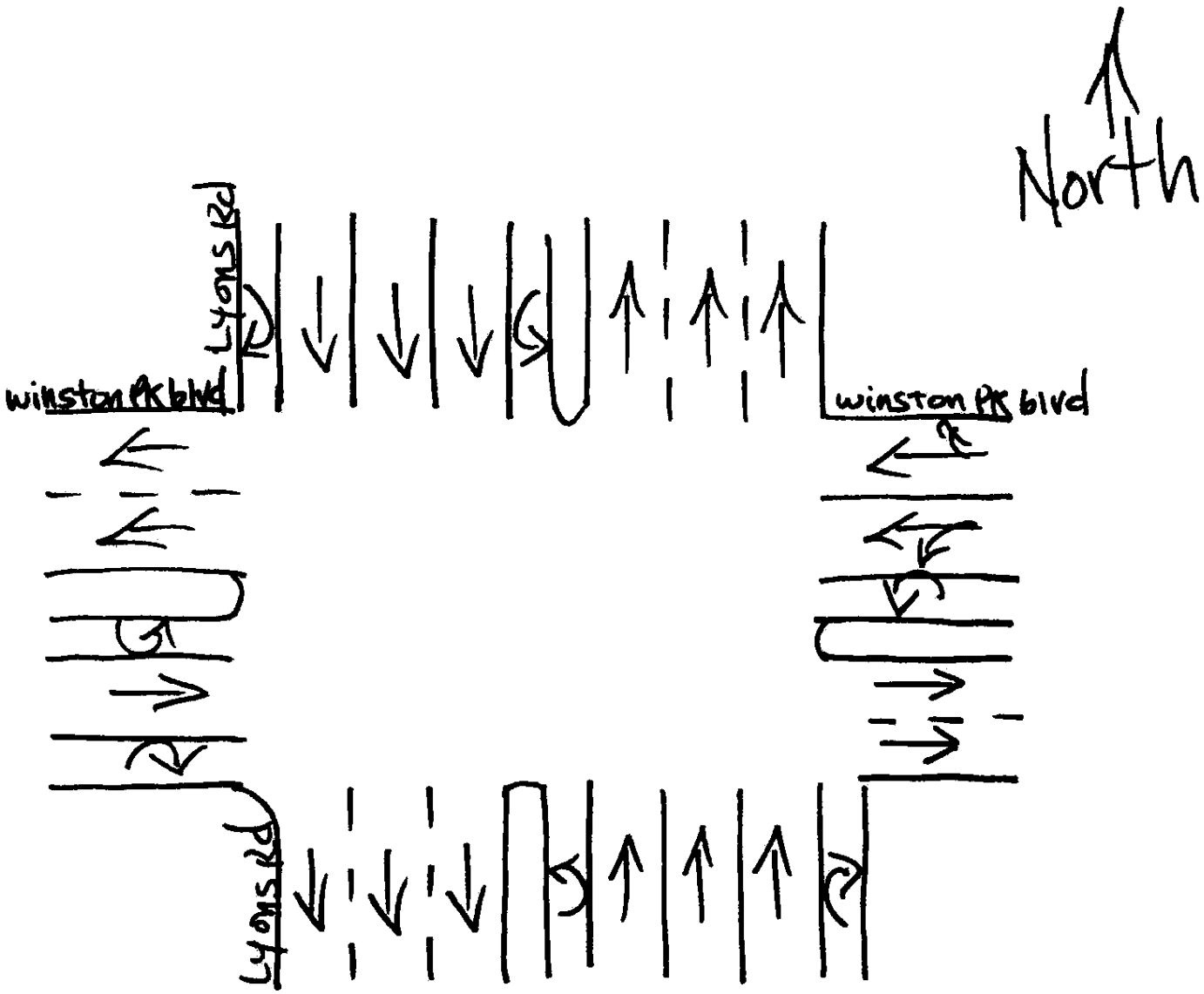
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/18/08
File I.D. : WINSLYON
Page : 2

ALL VEHICLES

	LYONS ROAD From North				WINSTON PARK BOULEVARD From East				LYONS ROAD From South				WINSTON PARK BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/18/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/18/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	3	286	1445	267	0	118	122	121	3	225	1265	139	0	171	123	108	
Percent	0%	14%	72%	13%	0%	33%	34%	34%	0%	14%	78%	9%	0%	43%	31%	27%	
Pk total	2001				361				1632				402				
Highest	17:30				17:45				17:15				17:45				
Volume	1	81	403	76	0	27	32	39	1	48	369	26	0	59	43	35	
Hi total	561				98				444				137				
PHF	.89				.92				.92				.73				





Coconut Creek, Florida
November 20, 2008
drawn by: Luis Palomino
Signalized

EB SAWGRASS EXPRESSWAY RAMPS & LYONS RD.
CORAL SPRINGS, FLORIDA
COUNTED BY: C. WILTZ & M. GOMEZ

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080167
Start Date: 09/24/08
File I.D. : SAWLYOEB
Page : 1

ALL VEHICLES

	LYONS ROAD From North			SAWGRASS ON RAMP From East			LYONS ROAD From South			SAWGRASS OFF RAMP From West			
	Left	Thru	Right	Left	Thru	Right	Thru	THRU TO LT	Right	LEFT NB	Left TO LT	Right	Total
Date 09/24/08													
16:00	63	486	0	0	0	0	269	20	44	34	0	34	950
16:15	62	344	0	0	0	0	238	23	32	34	0	31	764
16:30	50	380	0	0	0	0	314	26	39	35	0	32	876
16:45	48	385	0	0	0	0	284	22	35	56	0	26	856
Hr Total	223	1595	0	0	0	0	1105	91	150	159	0	123	3446
17:00	78	457	0	0	0	0	285	26	36	46	0	33	961
17:15	75	533	0	0	0	0	399	43	34	68	0	46	1198
17:30	45	520	0	0	0	0	353	22	29	63	0	48	1080
17:45	37	427	0	0	0	0	372	34	33	59	0	33	995
Hr Total	235	1937	0	0	0	0	1409	125	132	236	0	160	4234
TOTAL	458	3532	0	0	0	0	2514	216	282	395	0	283	7680

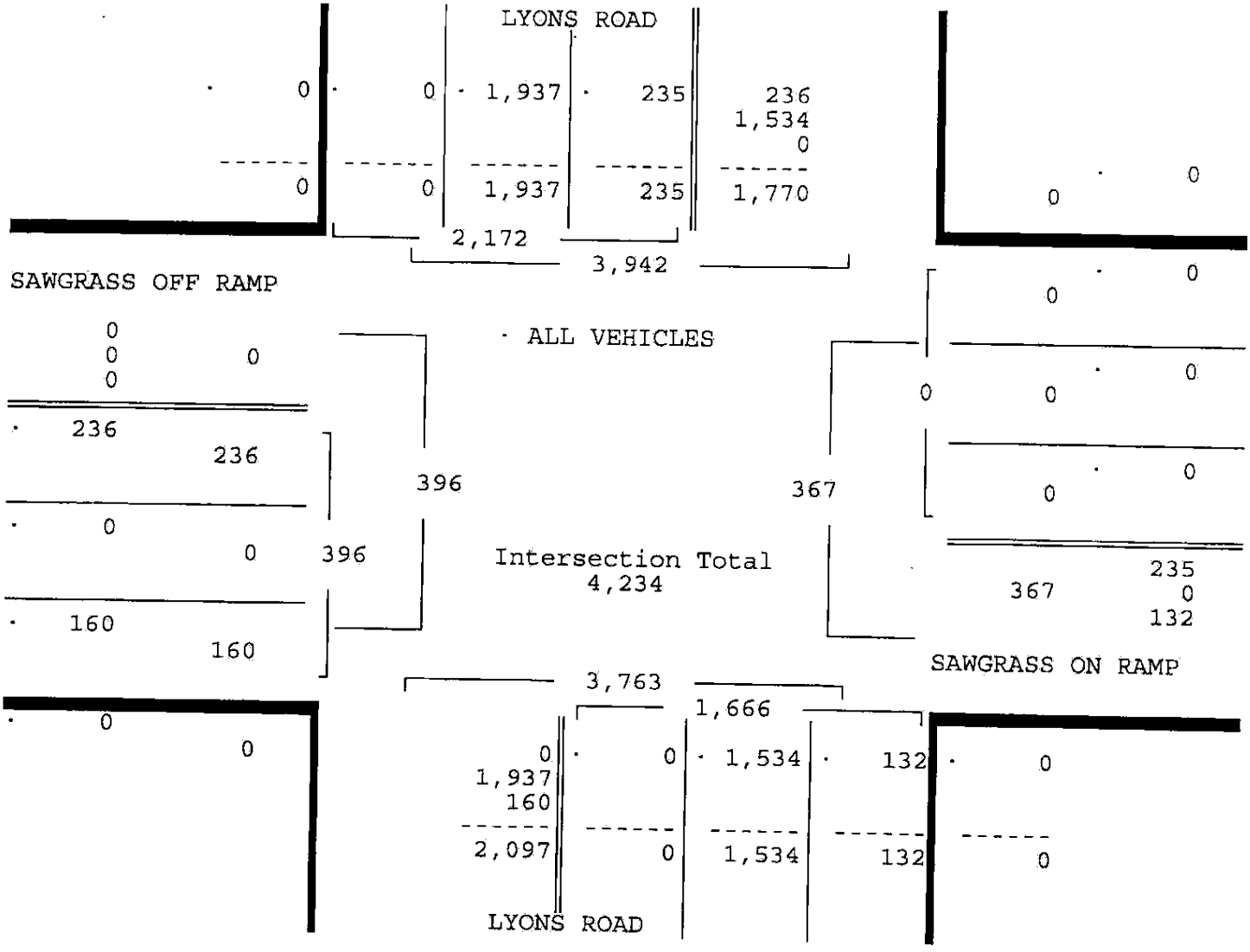
EB SAWGRASS EXPRESSWAY RAMPS & LYONS RD.
CORAL SPRINGS, FLORIDA
COUNTED BY: C. WILTZ & M. GOMEZ

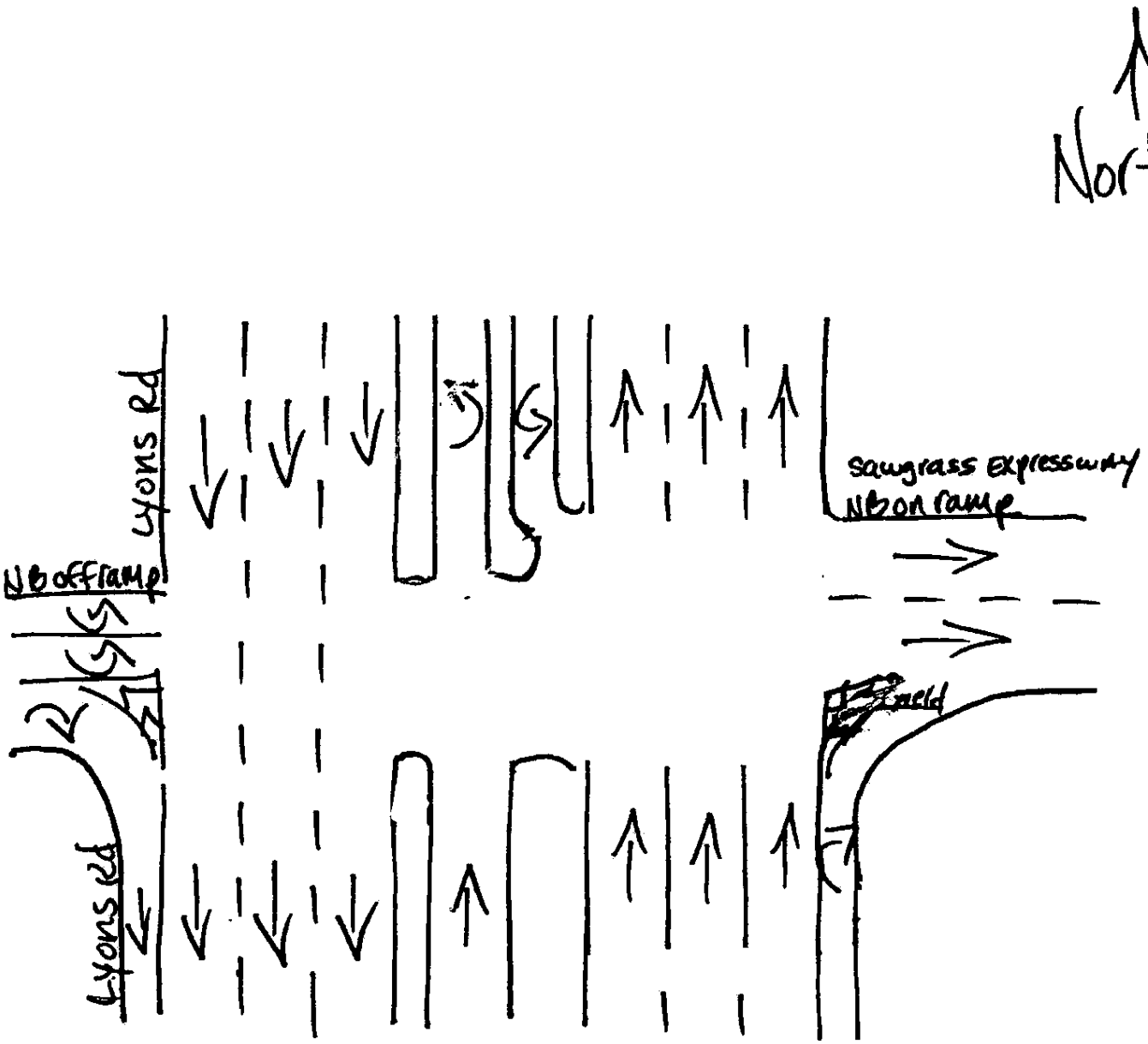
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080167
Start Date: 09/24/08
File I.D. : SAWLYOEB
Page : 2

ALL VEHICLES

	LYONS ROAD From North			SAWGRASS ON RAMP From East			LYONS ROAD From South			SAWGRASS OFF RAMP From West			
								THRU		LEFT	Left		
	Left	Thru	Right	Left	Thru	Right	Thru	TO LT	Right	NB	TO LT	Right	Total
Date 09/24/08													
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/24/08													
Peak start	17:00			17:00			17:00			17:00			
Volume	235	1937	0	0	0	0	1409	125	132	236	0	160	
Percent	11%	89%	0%	0%	0%	0%	85%	8%	8%	60%	0%	40%	
Pk total	2172			0			1666			396			
Highest	17:15			16:00			17:15			17:15			
Volume	75	533	0	0	0	0	399	43	34	68	0	46	
Hi total	608			0			476			114			
PHF	.89			.0			.88			.87			





Coconut Creek, Florida
September 24, 2008
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

WB SAWGRASS EXPRESSWAY RAMPS & LYONS RD.
CORAL SPRINGS, FLORIDA
COUNTED BY: M. ESPINOSA & D. GUTTIEREZ

624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272 3255 FAX (561) 272-4381

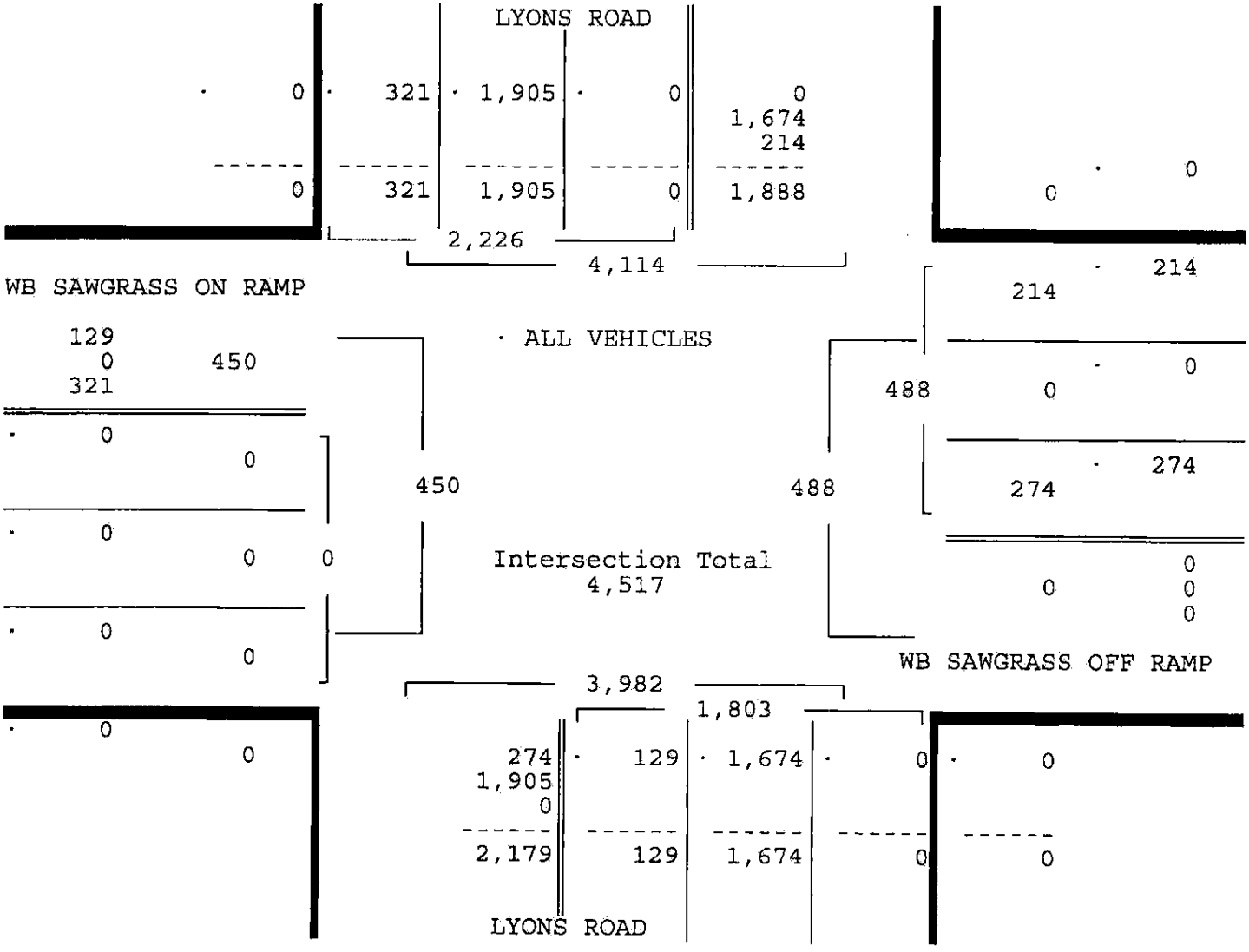
Site Code : 00080167
Start Date: 09/24/08
File I.D. : SAWLYOWB
Page : 1

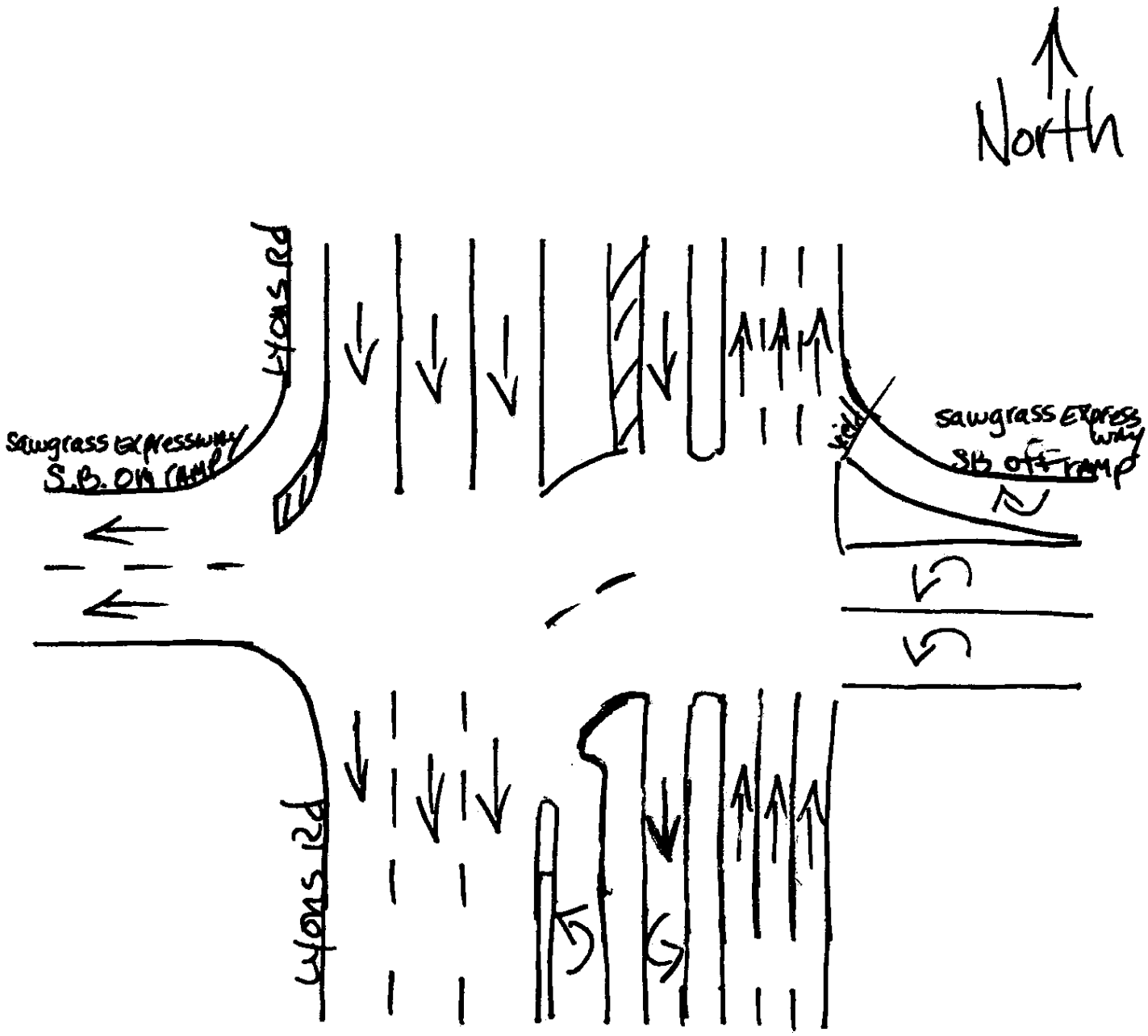
ALL VEHICLES

	LYONS ROAD From North			WB SAWGRASS OFF RAMP From East			LYONS ROAD From South			WB SAWGRASS ON RAMP From West			
	Thru	THRU TO LT	Right	LEFT SB	Left TO LT	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 09/24/08													
16:00	446	56	51	29	7	43	16	305	0	0	0	0	953
16:15	325	51	46	40	12	50	26	272	0	0	0	0	822
16:30	364	39	56	29	14	40	25	360	0	0	0	0	927
16:45	353	48	66	48	6	47	21	337	0	0	0	0	926
Hr Total	1488	194	219	146	39	180	88	1274	0	0	0	0	3628
17:00	406	69	73	62	18	43	27	338	0	0	0	0	1036
17:15	472	62	85	35	14	51	42	478	0	0	0	0	1239
17:30	462	38	80	79	7	61	25	404	0	0	0	0	1156
17:45	361	35	83	53	6	59	35	454	0	0	0	0	1086
Hr Total	1701	204	321	229	45	214	129	1674	0	0	0	0	4517
TOTAL	3189	398	540	375	84	394	217	2948	0	0	0	0	8145

ALL VEHICLES

	LYONS ROAD From North			WB SAWGRASS OFF RAMP From East			LYONS ROAD From South			WB SAWGRASS ON RAMP From West			
	Thru	THRU TO LT	Right	LEFT SB	Left TO LT	Right	Left	Thru	Right	Left	Thru	Right	Total
Date 09/24/08													
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/24/08													
Peak start	17:00			17:00			17:00			17:00			
Volume	1701	204	321	229	45	214	129	1674	0	0	0	0	
Percent	76%	9%	14%	47%	9%	44%	7%	93%	0%	0%	0%	0%	
Pk total	2226			488			1803			0			
Highest	17:15			17:30			17:15			16:00			
Volume	472	62	85	79	7	61	42	478	0	0	0	0	
Hi total	619			147			520			0			
PHF	.90			.83			.87			.0			





COCONUT Creek, Florida

September 24, 2008

drawn by: Luis Palomino

Signalized

SAWGRASS/SERKO BOULEVARD & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: M. MALONE & Y. MARQUEZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/18/08
File I.D. : SAW_LYON
Page : 1

ALL VEHICLES

	LYONS ROAD From North				SERKO BOULEVARD From East				LYONS ROAD From South				SAWGRASS BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/18/08																	
16:00	0	12	427	16	0	43	1	3	6	23	334	47	0	8	1	26	947
16:15	3	7	349	11	0	34	2	9	5	28	314	58	0	8	1	10	839
16:30	0	8	405	12	1	33	1	7	3	39	339	47	0	16	0	19	930
16:45	0	13	438	15	0	24	0	3	5	29	369	39	0	7	0	20	962
Hr Total	3	40	1619	54	1	134	4	22	19	119	1356	191	0	39	2	75	3678
17:00	0	14	523	22	0	30	2	7	4	32	367	58	1	15	0	24	1099
17:15	0	9	606	21	0	40	1	3	5	36	402	60	0	17	3	23	1226
17:30	2	15	589	23	0	40	1	4	5	54	346	58	0	19	1	19	1176
17:45	1	7	496	23	0	41	2	8	1	43	360	87	0	18	0	30	1117
Hr Total	3	45	2214	89	0	151	6	22	15	165	1475	263	1	69	4	96	4618
TOTAL	6	85	3833	143	1	285	10	44	34	284	2831	454	1	108	6	171	8296

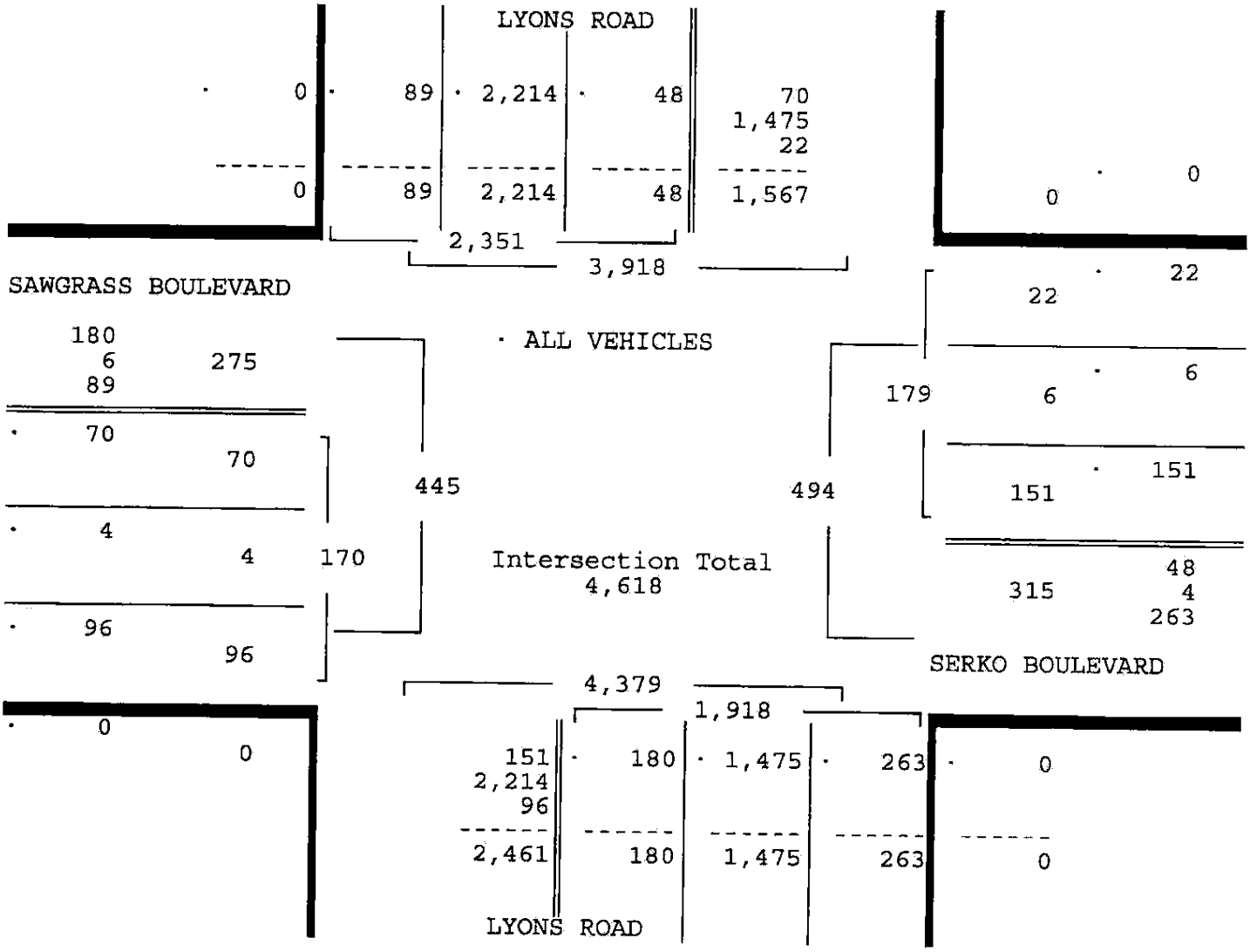
SAWGRASS/SERKO BOULEVARD & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: M. MALONE & Y. MARQUEZ
SIGNALIZED

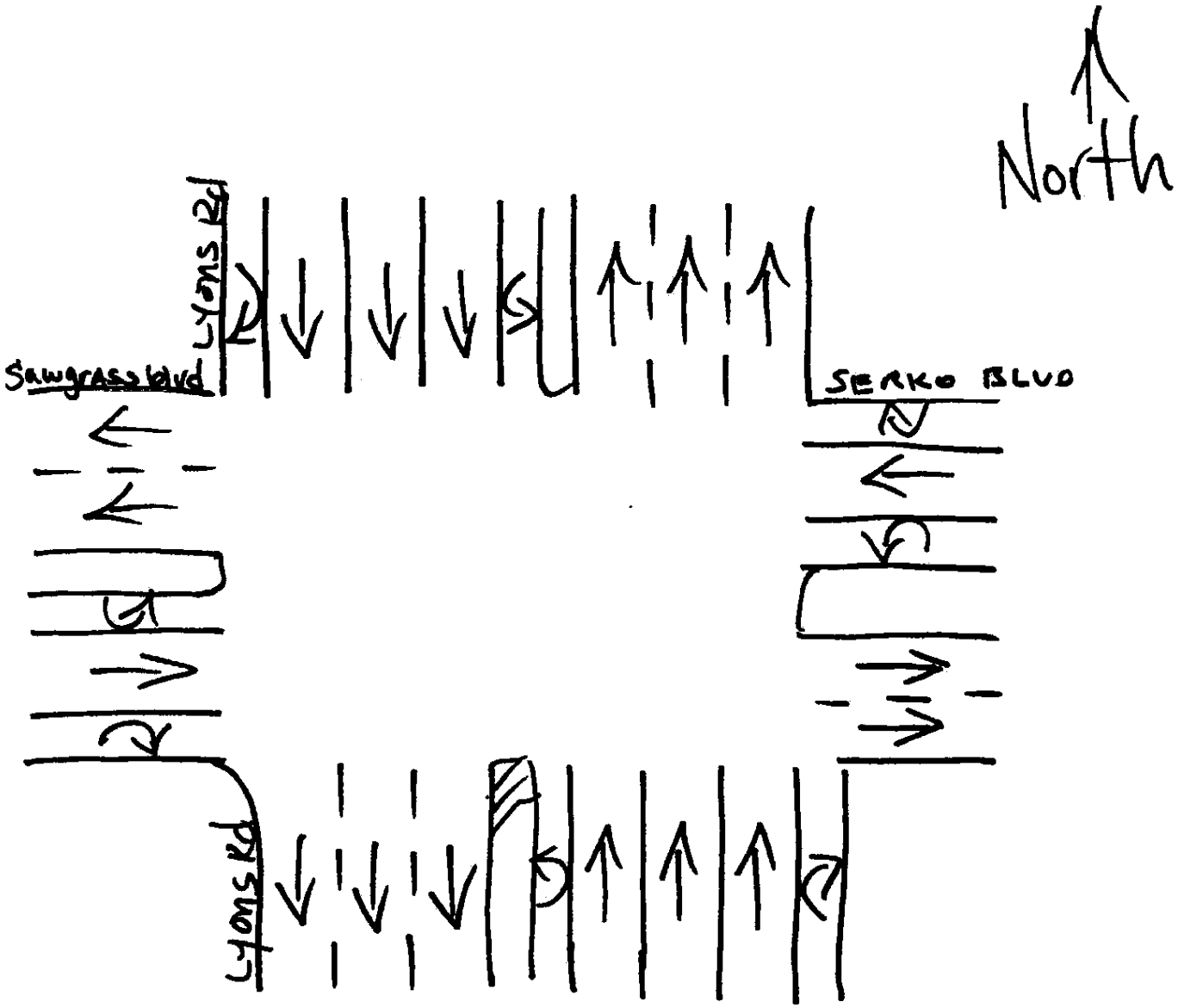
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/18/08
File I.D. : SAW_LYON
Page : 2

ALL VEHICLES

	LYONS ROAD From North				SERKO BOULEVARD From East				LYONS ROAD From South				SAWGRASS BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/18/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/18/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	3	45	2214	89	0	151	6	22	15	165	1475	263	1	69	4	96	
Percent	0%	2%	94%	4%	0%	84%	3%	12%	1%	9%	77%	14%	1%	41%	2%	56%	
Pk total	2351				179				1918				170				
Highest	17:15				17:45				17:15				17:45				
Volume	0	9	606	21	0	41	2	8	5	36	402	60	0	18	0	30	
Hi total	636				51				503				48				
PHF	.92				.88				.95				.89				





Coconut Creek, Florida
November 20, 2008
drawn by: Luis Palomino
Signalized

JOHNSON ROAD (HOLMBERG) & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: G. JOHN & C. RUIZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/18/08
File I.D. : HOLMLYON
Page : 1

ALL VEHICLES

	LYONS ROAD From North				JOHNSON ROAD From East				LYONS ROAD From South				JOHNSON ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/18/08																	
16:00	0	0	328	37	0	33	9	23	1	34	335	1	0	40	6	61	908
16:15	0	3	344	48	0	8	4	6	0	25	291	0	0	43	2	27	801
16:30	0	3	388	46	0	6	4	8	1	33	291	1	1	39	3	53	877
16:45	0	3	397	51	0	9	3	5	0	57	331	2	1	41	5	38	943
Hr Total	0	9	1457	182	0	56	20	42	2	149	1248	4	2	163	16	179	3529
17:00	1	3	441	49	0	12	3	4	1	38	384	5	0	73	3	48	1065
17:15	0	1	542	62	0	6	1	6	0	44	334	2	0	75	0	60	1133
17:30	0	3	535	85	0	5	2	3	1	44	367	0	0	73	0	58	1176
17:45	1	5	490	58	0	6	47	10	1	50	303	2	0	53	3	58	1087
Hr Total	2	12	2008	254	0	29	53	23	3	176	1388	9	0	274	6	224	4461
TOTAL	2	21	3465	436	0	85	73	65	5	325	2636	13	2	437	22	403	7990

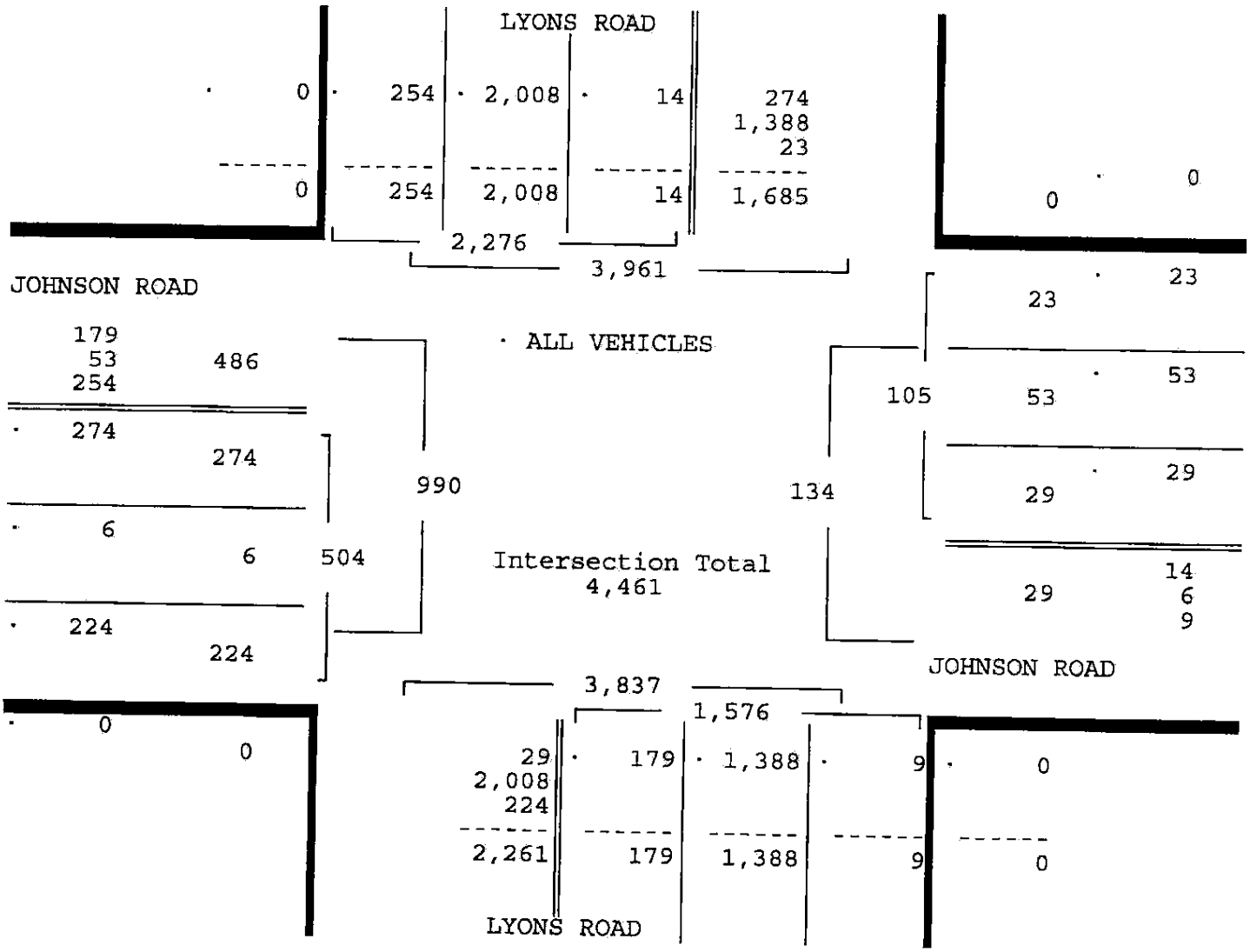
JOHNSON ROAD (HOLMBERG) & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: G. JOHN & C. RUIZ
SIGNALIZED

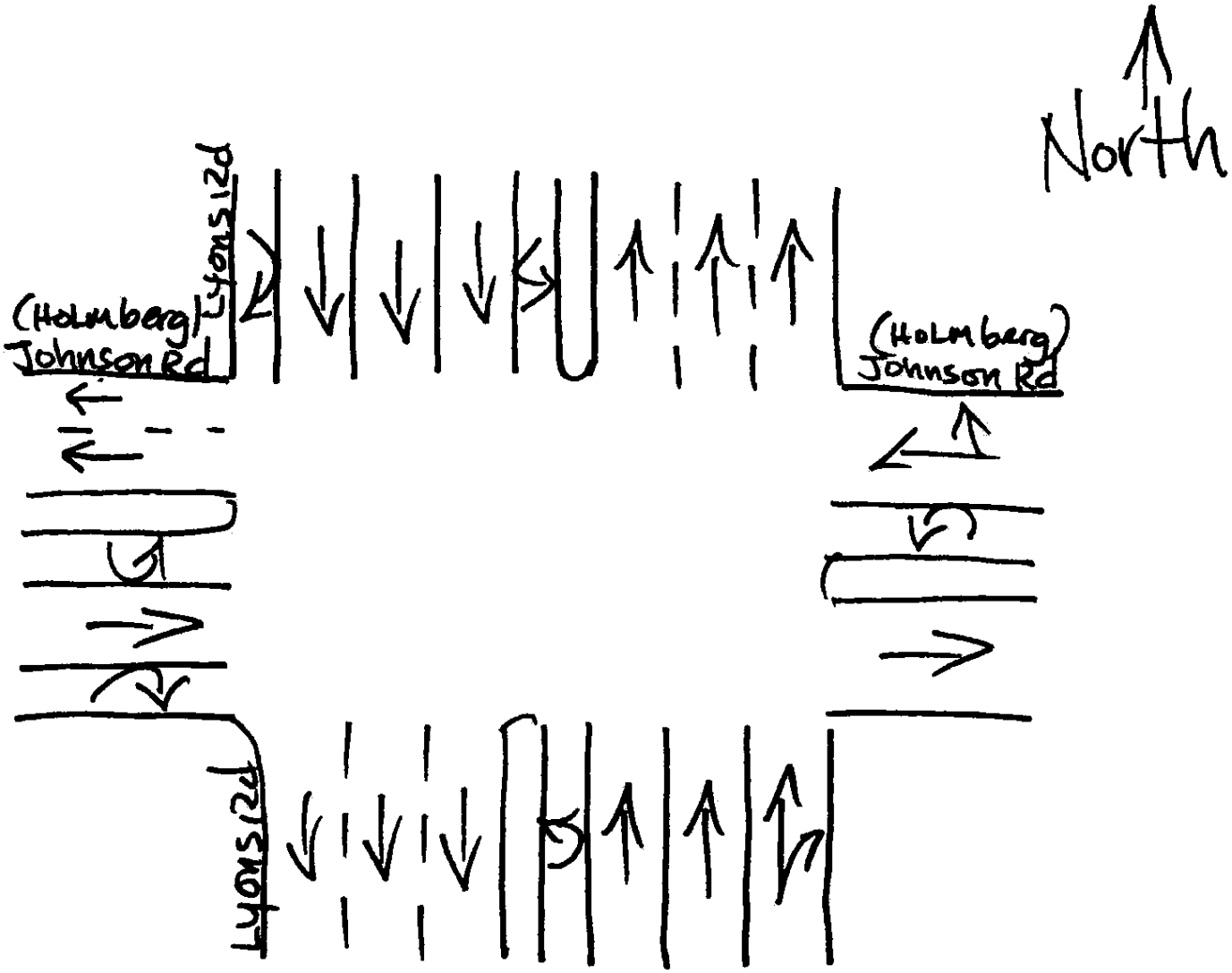
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/18/08
File I.D. : HOLMLYON

ALL VEHICLES

	LYONS ROAD From North				JOHNSON ROAD From East				LYONS ROAD From South				JOHNSON ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/18/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/18/08																	
Peak start	17:00				17:00				17:00				17:00				
Volume	2	12	2008	254	0	29	53	23	3	176	1388	9	0	274	6	224	
Percent	0%	1%	88%	11%	0%	28%	50%	22%	0%	11%	88%	1%	0%	54%	1%	44%	
Pk total	2276				105				1576				504				
Highest	17:30				17:45				17:00				17:15				
Volume	0	3	535	85	0	6	47	10	1	38	384	5	0	75	0	60	
Hi total	623				63				428				135				
PHF	.91				.42				.92				.93				





Coconut Creek, Florida
November 20, 2008
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

HILLSBORO BOULEVARD & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: L. PALOMINO & M. ESPINOSA
SIGNALIZED

624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00090026
Start Date: 03/04/09
File I.D. : HIL_LYON
Page : 1

ALL VEHICLES

	LYONS ROAD From North				HILLSBORO BOULEVARD From East				LYONS ROAD From South				HILLSBORO BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/04/09																	
16:00	3	64	222	46	6	135	173	53	3	40	248	137	5	74	170	39	1418
16:15	1	52	222	40	10	129	232	62	4	34	188	118	6	40	183	35	1356
16:30	0	45	199	39	7	168	210	57	0	36	201	143	5	55	157	25	1347
16:45	4	53	270	36	8	143	186	70	6	39	196	121	5	42	148	39	1366
Hr Total	8	214	913	161	31	575	801	242	13	149	833	519	21	211	658	138	5487
17:00	3	68	255	34	9	176	233	67	5	43	218	132	6	59	187	32	1527
17:15	1	31	355	35	3	193	246	71	6	31	292	155	5	83	120	37	1664
17:30	0	58	415	60	3	169	231	65	5	36	277	121	6	33	154	36	1669
17:45	0	47	315	44	4	188	248	61	3	40	207	90	10	59	189	36	1541
Hr Total	4	204	1340	173	19	726	958	264	19	150	994	498	27	234	650	141	6401
TOTAL	12	418	2253	334	50	1301	1759	506	32	299	1827	1017	48	445	1308	279	11888

TRAFFIC SURVEY SPECIALISTS, INC.

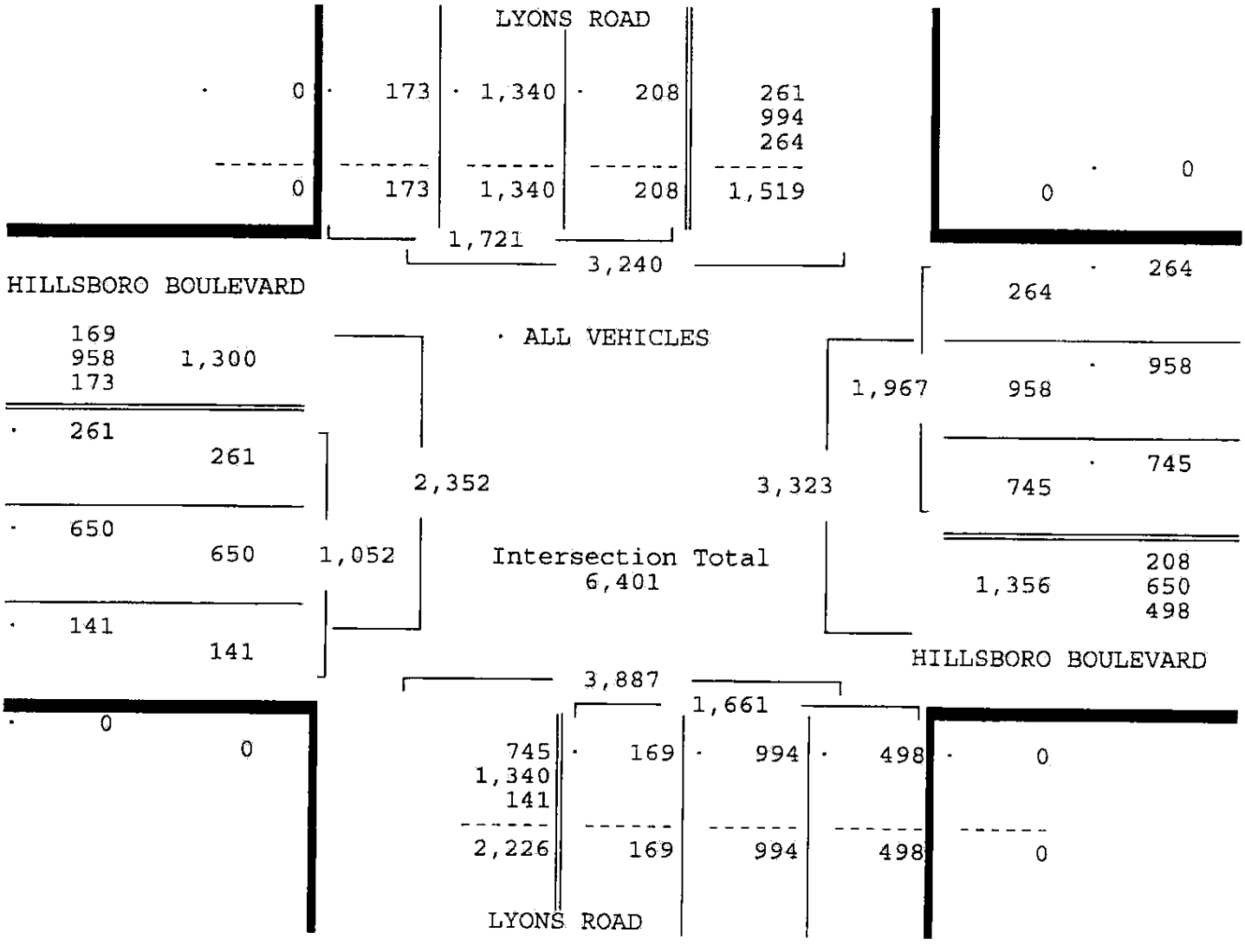
HILLSBORO BOULEVARD & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: L. PALOMINO & M. ESPINOSA
SIGNALIZED

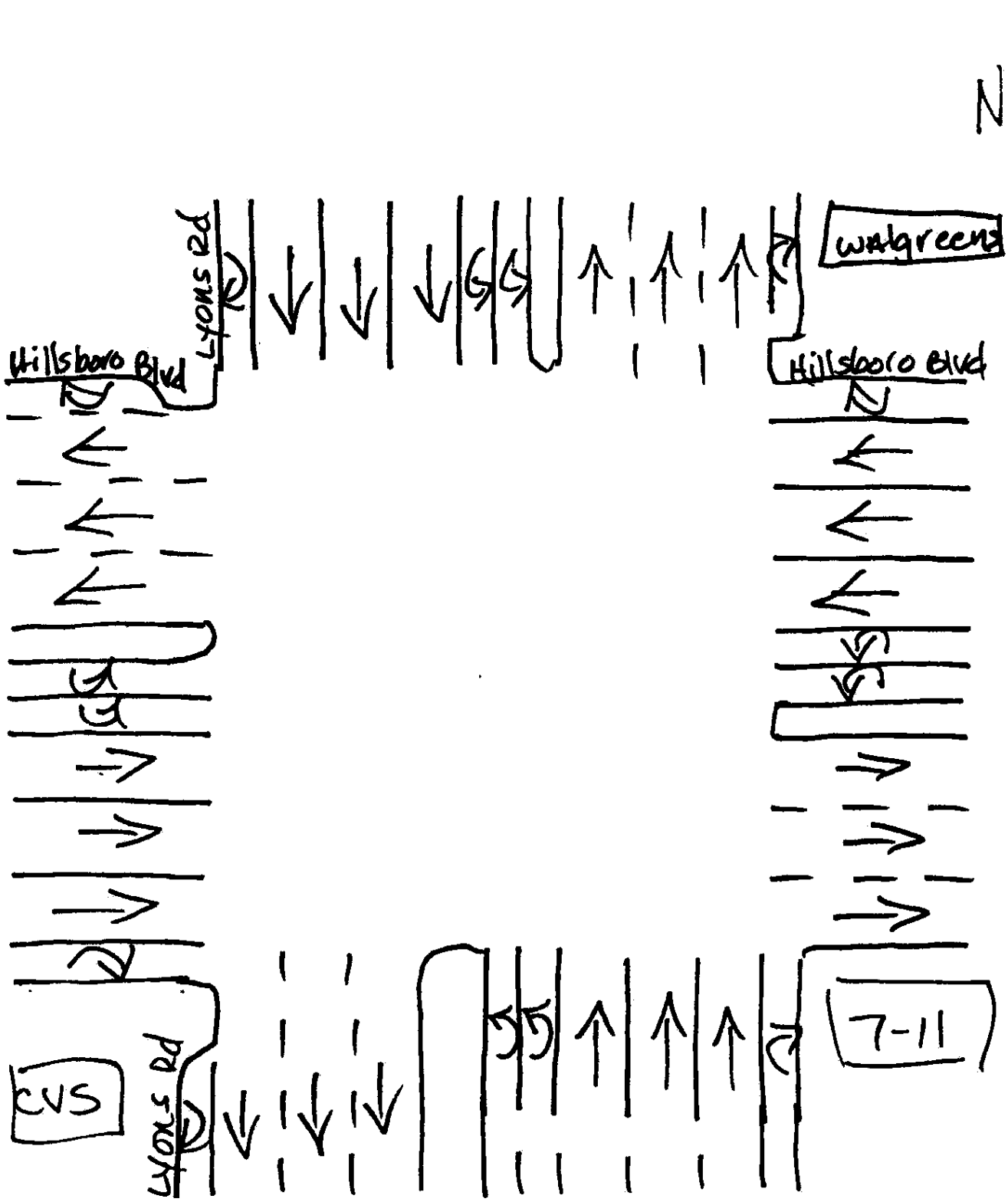
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00090026
Start Date: 03/04/09
File I.D. : HIL_LYON
Page : 2

ALL VEHICLES

	LYONS ROAD From North				HILLSBORO BOULEVARD From East				LYONS ROAD From South				HILLSBORO BOULEVARD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/04/09																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/04/09																	
Peak start	17:00				17:00				17:00				17:00				
Volume	4	204	1340	173	19	726	958	264	19	150	994	498	27	234	650	141	
Percent	0%	12%	78%	10%	1%	37%	49%	13%	1%	9%	60%	30%	3%	22%	62%	13%	
Pk total	1721				1967				1661				1052				
Highest	17:30				17:15				17:15				17:45				
Volume	0	58	415	60	3	193	246	71	6	31	292	155	10	59	189	36	
Hi total	533				513				484				294				
PHP	.81				.96				.86				.89				





Coconut Creek, Florida

March 04, 2009

drawn by: Luis Palomino

Signature

TRAFFIC SURVEY SPECIALISTS, INC.

SAMPLE ROAD & SB SR 7 ON/OFF RAMPS
COCONUT CREEK, FLORIDA
COUNTED BYl M. ESPINOSA & C. WILTZ
SIGNALIZED

624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/13/08
File I.D. : SAM_SR7W
Page : 1

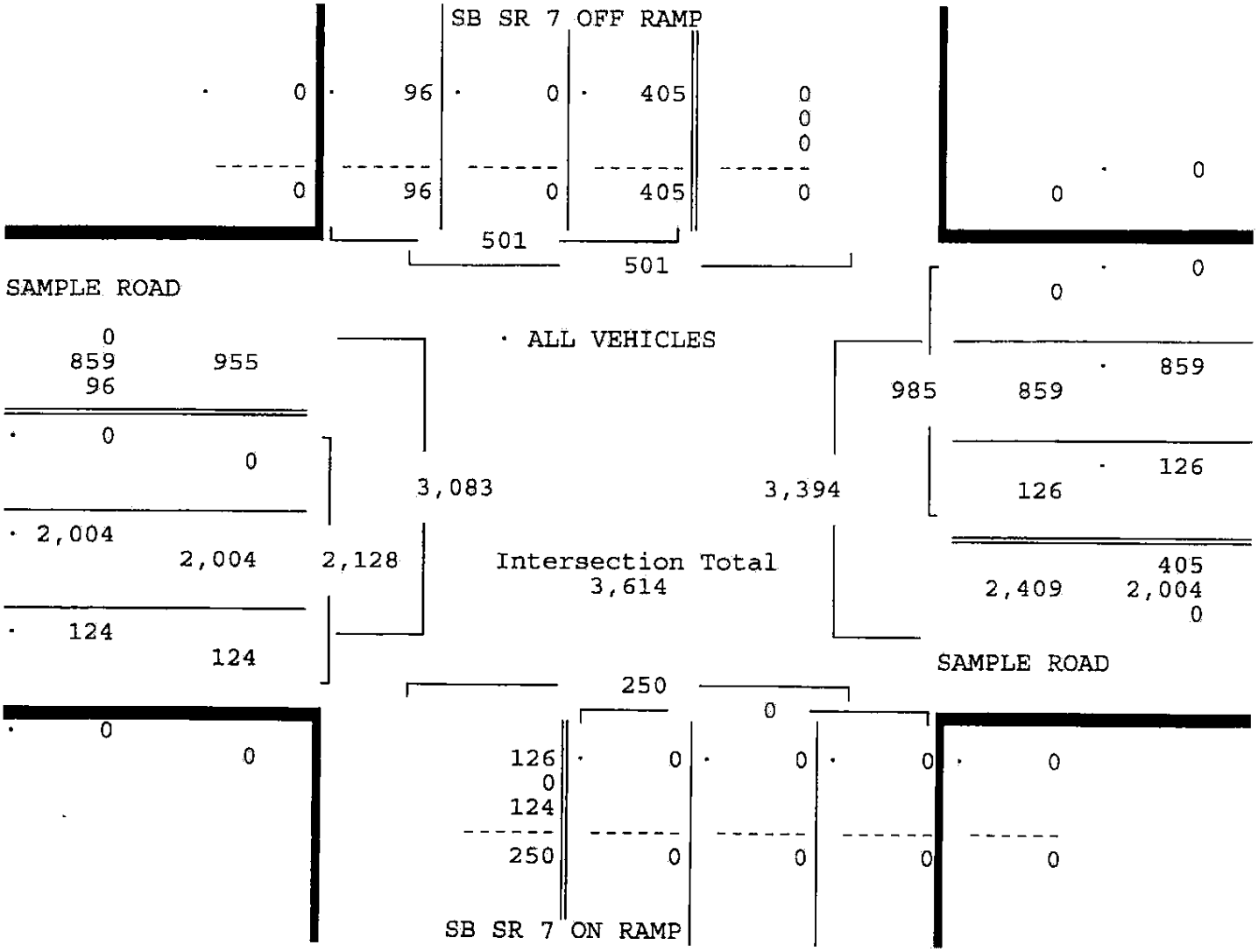
ALL VEHICLES

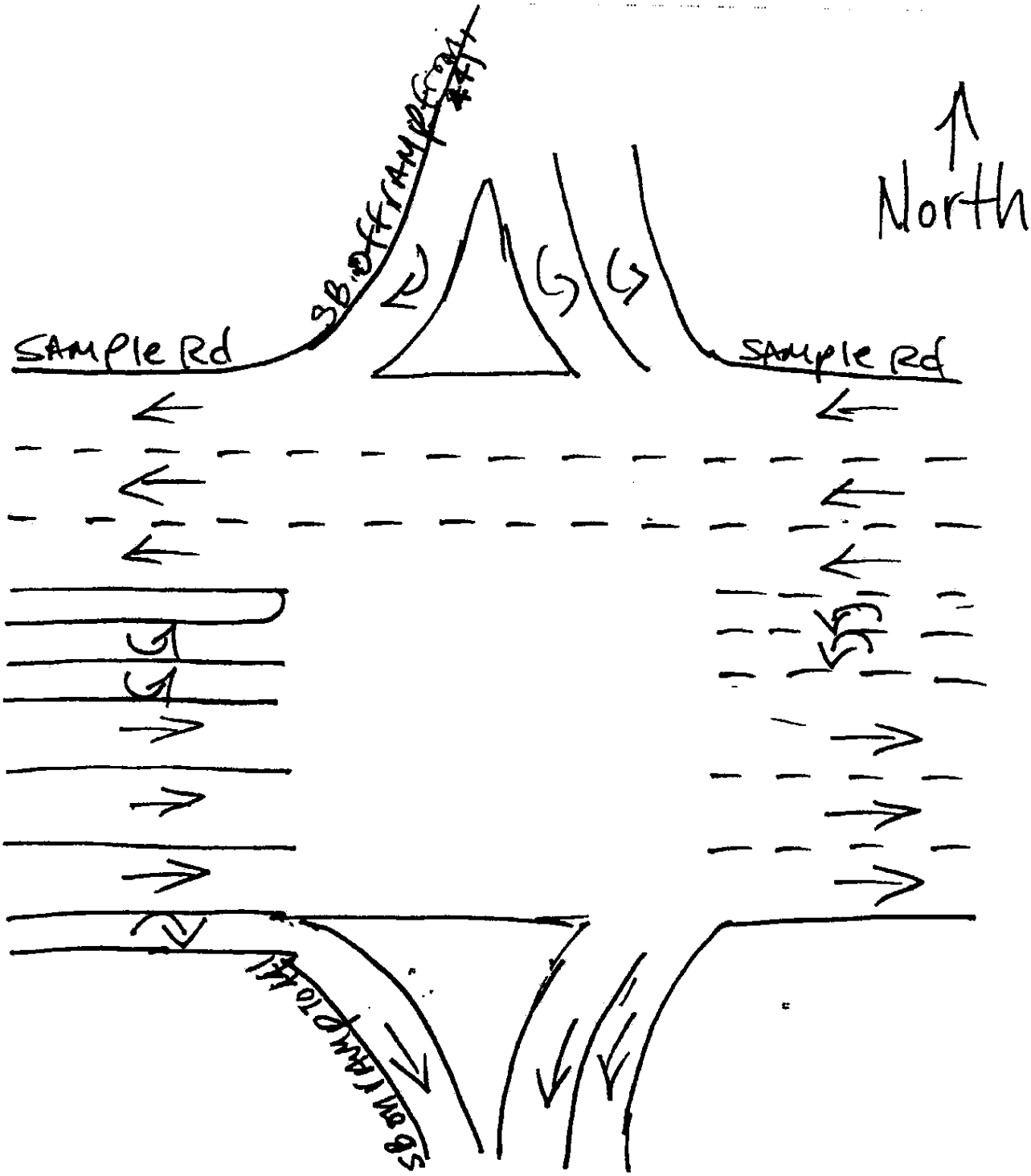
	SB SR 7 OFF RAMP From North				SAMPLE ROAD From East				SB SR 7 ON RAMP From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/13/08																	
07:00	0	83	0	17	0	30	201	0	0	0	0	0	0	0	363	11	705
07:15	0	115	0	31	0	28	208	0	0	0	0	0	0	0	509	21	912
07:30	0	129	0	25	0	30	212	0	0	0	0	0	0	0	496	33	925
07:45	0	92	0	16	0	33	220	0	0	0	0	0	0	0	528	42	931
Hr Total	0	419	0	89	0	121	841	0	0	0	0	0	0	0	1896	107	3473
08:00	0	69	0	24	0	35	219	0	0	0	0	0	0	0	471	28	846
08:15	0	53	0	30	0	32	275	0	0	0	0	0	0	0	471	33	894
08:30	0	57	0	38	0	42	254	0	0	0	0	0	1	0	430	28	850
08:45	0	64	0	49	0	56	287	0	0	0	0	0	0	0	445	30	931
Hr Total	0	243	0	141	0	165	1035	0	0	0	0	0	1	0	1817	119	3521
TOTAL	0	662	0	230	0	286	1876	0	0	0	0	0	1	0	3713	226	6994

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

ALL VEHICLES

	SB SR 7 OFF RAMP From North				SAMPLE ROAD From East				SB SR 7 ON RAMP From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/13/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/13/08																	
Peak start	07:15				07:15				07:15				07:15				
Volume	0	405	0	96	0	126	859	0	0	0	0	0	0	0	2004	124	
Percent	0%	81%	0%	19%	0%	13%	87%	0%	0%	0%	0%	0%	0%	0%	94%	6%	
Pk total	501				985				0				2128				
Highest	07:30				08:00				07:00				07:45				
Volume	0	129	0	25	0	35	219	0	0	0	0	0	0	0	528	42	
Hi total	154				254				0				570				
PHF	.81				.97				.0				.93				





COCONUT CREEK, FLORIDA

September 05, 2008

drawn by: Luis Palomino

Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

SAMPLE ROAD & NB SR 7 ON/OFF RAMPS
COCONUT CREEK, FLORIDA
COUNTED BY: I. GONZALEZ & J. MOLESTINA
SIGNALIZED

624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/13/08
File I.D. : SAM_SR7E
Page : 1

ALL VEHICLES

	NB SR 7 ON RAMP From North				SAMPLE ROAD From East				NB SR 7 OFF RAMP From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/13/08																	
07:00	0	0	0	0	2	0	211	48	0	15	0	42	0	28	416	0	762
07:15	0	0	0	0	0	0	214	57	0	18	0	38	0	38	578	0	943
07:30	0	0	0	0	2	0	229	48	0	11	0	44	0	49	564	0	947
07:45	0	0	0	0	3	0	238	45	0	15	0	44	0	51	568	0	964
Hr Total	0	0	0	0	7	0	892	198	0	59	0	168	0	166	2126	0	3616
08:00	0	0	0	0	1	0	236	48	0	20	0	47	0	54	502	0	908
08:15	0	0	0	0	1	0	278	41	0	20	0	50	0	51	471	0	912
08:30	0	0	0	0	0	0	256	55	0	33	0	36	0	63	429	0	872
08:45	0	0	0	0	1	0	324	50	0	22	0	46	0	47	454	0	944
Hr Total	0	0	0	0	3	0	1094	194	0	95	0	179	0	215	1856	0	3636
TOTAL	0	0	0	0	10	0	1986	392	0	154	0	347	0	381	3982	0	7252

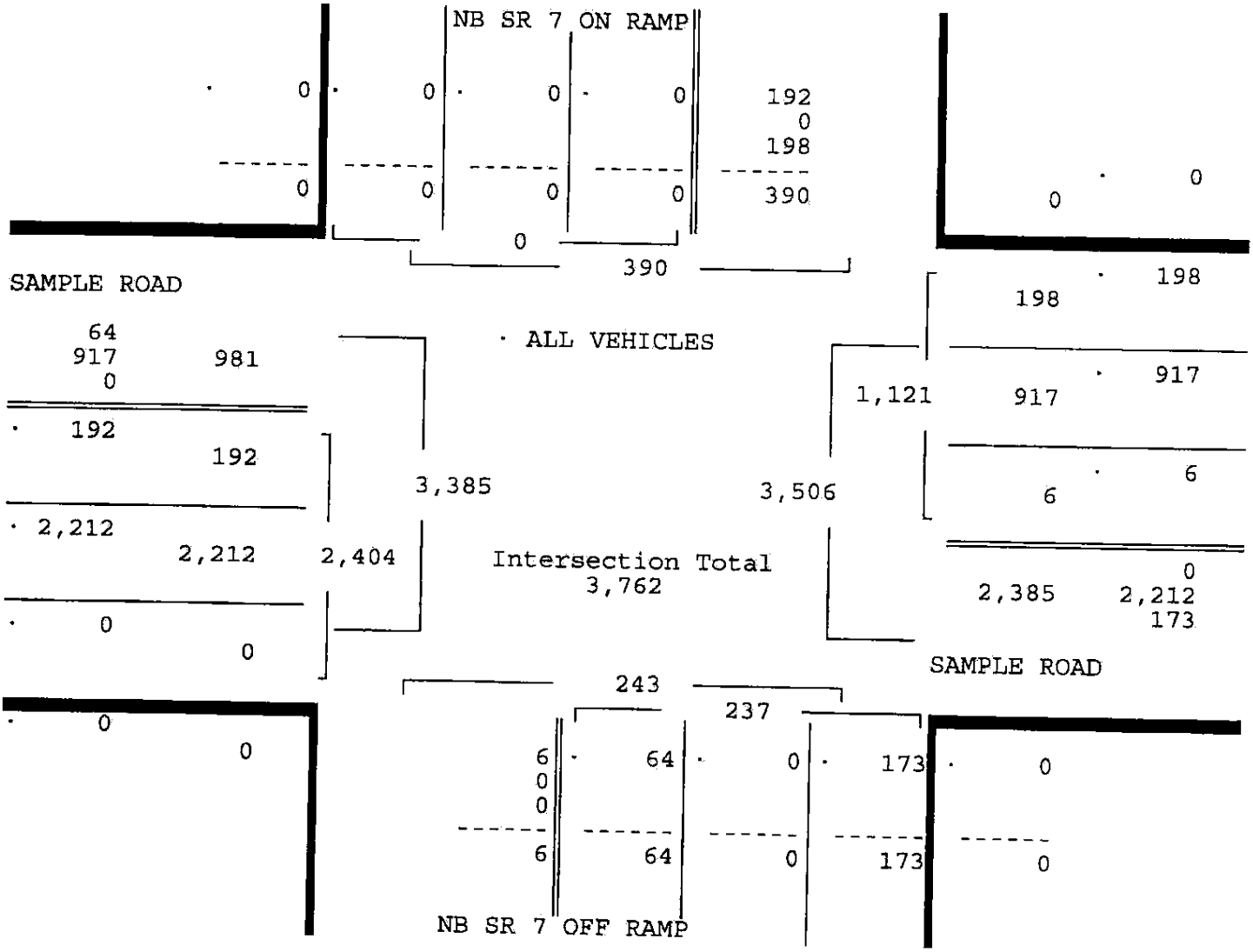
SAMPLE ROAD & NB SR 7 ON/OFF RAMPS
COCONUT CREEK, FLORIDA
COUNTED BY: I. GONZALEZ & J. MOLESTINA
SIGNALIZED

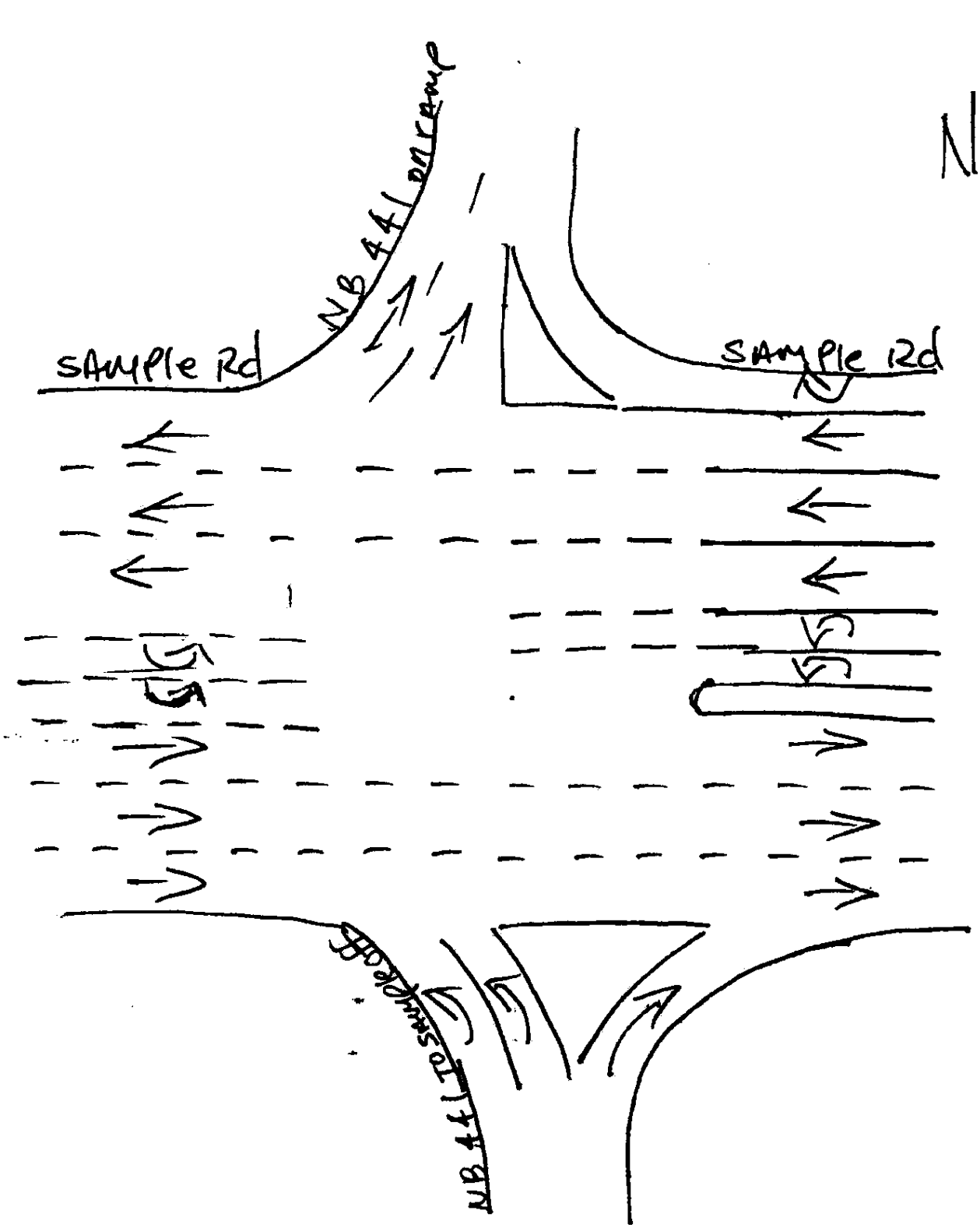
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/13/08
File I.D. : SAM_SR7E
Page : 2

ALL VEHICLES

	NB SR 7 ON RAMP From North				SAMPLE ROAD From East				NB SR 7 OFF RAMP From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/13/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/13/08																	
Peak start 07:15					07:15				07:15				07:15				
Volume	0	0	0	0	6	0	917	198	0	64	0	173	0	192	2212	0	
Percent	0%	0%	0%	0%	1%	0%	82%	18%	0%	27%	0%	73%	0%	8%	92%	0%	
Pk total	0				1121				237				2404				
Highest	07:00				07:45				08:00				07:45				
Volume	0	0	0	0	3	0	238	45	0	20	0	47	0	51	568	0	
Hi total	0				286				67				619				
PHF	.0				.98				.88				.97				





Coconut Creek, Florida
September 05, 2008
drawn by: Luis Palomino
Signalized

SAMPLE ROAD & NW 54TH AVENUE
COCONUT CREEK, FLORIDA
COUNTED BY: MAXIE ESPINOSA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/12/08
File I.D. : SAM54A_E
Page : 1

ALL VEHICLES

	NW 54TH AVENUE From North				SAMPLE ROAD From East				NW 54TH AVENUE From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/12/08																	
07:00	0	13	2	10	3	16	233	10	0	3	2	24	1	12	465	3	797
07:15	0	14	0	6	1	19	261	39	1	5	7	31	6	18	531	4	943
07:30	0	24	1	6	3	20	241	37	0	7	7	26	1	9	527	4	913
07:45	0	14	1	8	0	29	301	40	0	5	8	42	3	12	573	4	1040
Hr Total	0	65	4	30	7	84	1036	126	1	20	24	123	11	51	2096	15	3693
08:00	0	13	9	9	1	29	247	23	0	6	9	29	2	9	502	7	895
08:15	0	24	25	9	2	40	307	31	0	11	22	41	0	19	516	4	1051
08:30	0	17	3	8	1	37	288	25	0	14	14	46	3	14	474	8	952
08:45	0	23	6	11	4	46	322	41	0	9	7	45	4	10	450	8	986
Hr Total	0	77	43	37	8	152	1164	120	0	40	52	161	9	52	1942	27	3884
TOTAL	0	142	47	67	15	236	2200	246	1	60	76	284	20	103	4038	42	7577

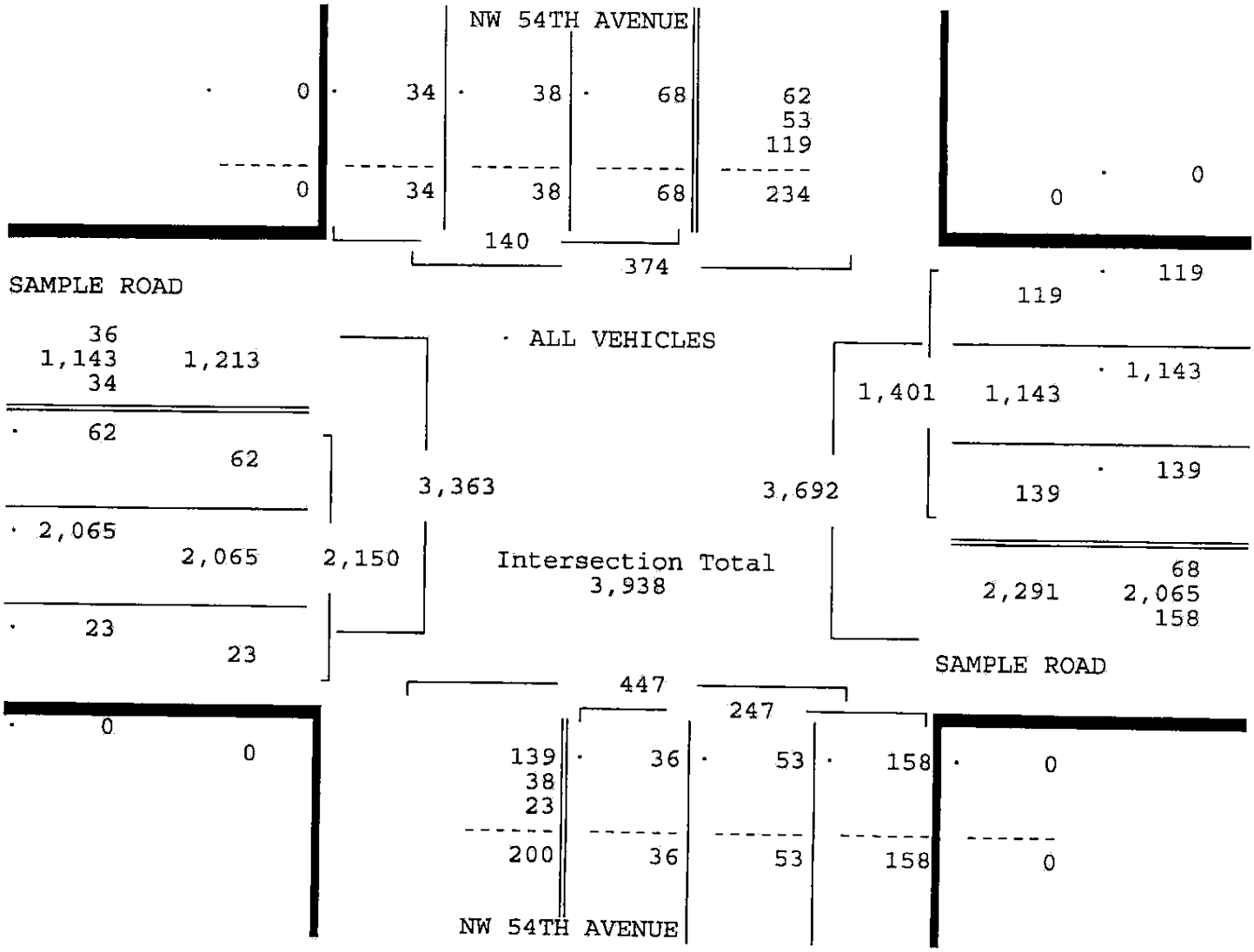
SAMPLE ROAD & NW 54TH AVENUE
COCONUT CREEK, FLORIDA
COUNTED BY: MAXIE ESPINOSA
SIGNALIZED

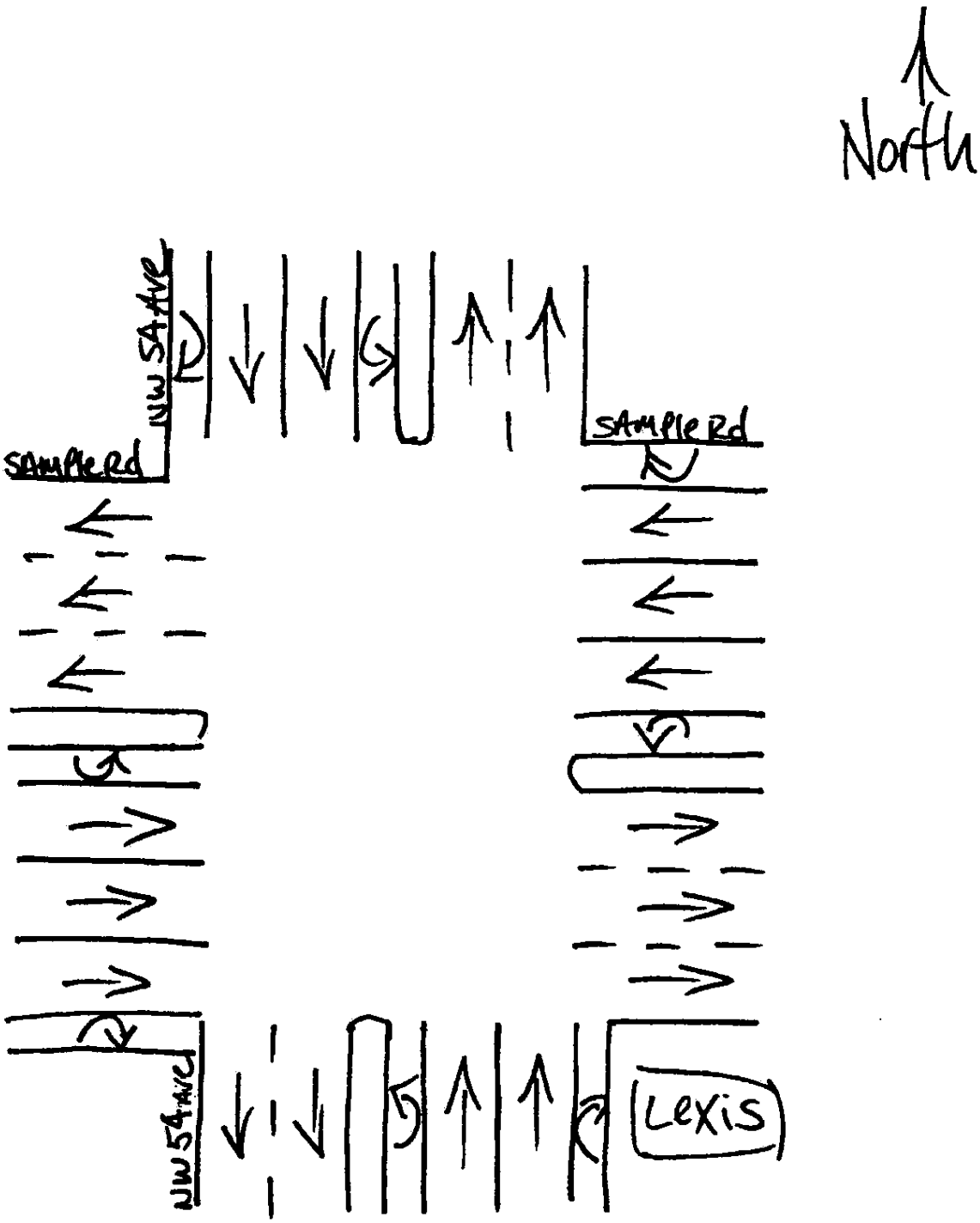
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/12/08
File I.D. : SAM54A_E
Page : 2

ALL VEHICLES

	NW 54TH AVENUE From North				SAMPLE ROAD From East				NW 54TH AVENUE From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/12/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/12/08																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	68	38	34	4	135	1143	119	0	36	53	158	8	54	2065	23	
Percent	0%	49%	27%	24%	0%	10%	82%	8%	0%	15%	21%	64%	0%	3%	96%	1%	
Pk total	140				1401				247				2150				
Highest	08:15				08:15				08:15				07:45				
Volume	0	24	25	9	2	40	307	31	0	11	22	41	3	12	573	4	
Hi total	58				380				74				592				
PHF	.60				.92				.83				.91				





Coconut Creek, Florida
August 28, 2008
drawn by: Luis Palomino
Signalized

SAMPLE ROAD & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: M. GOMEZ & D. CARDONA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/13/08
File I.D. : SAMP_LYO
Page : 1

ALL VEHICLES

	LYONS ROAD From North				SAMPLE ROAD From East				LYONS ROAD From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/13/08																	
07:00	0	123	181	32	0	18	205	65	0	79	156	23	1	38	424	70	1415
07:15	1	108	208	48	2	25	250	84	0	64	160	28	0	47	527	68	1620
07:30	1	144	277	48	0	25	237	69	0	65	185	38	0	47	521	83	1740
07:45	0	138	275	47	0	15	298	82	0	72	140	37	0	51	554	99	1808
Hr Total	2	513	941	175	2	83	990	300	0	280	641	126	1	183	2026	320	6583
08:00	0	127	297	54	4	36	297	69	1	64	180	48	0	73	477	73	1800
08:15	0	138	256	48	5	33	284	77	1	71	192	41	0	58	389	72	1665
08:30	3	139	207	34	5	23	313	66	0	66	182	44	0	68	404	70	1624
08:45	1	104	247	54	0	25	314	62	1	79	151	44	1	42	363	67	1555
Hr Total	4	508	1007	190	14	117	1208	274	3	280	705	177	1	241	1633	282	6644
TOTAL	6	1021	1948	365	16	200	2198	574	3	560	1346	303	2	424	3659	602	13227

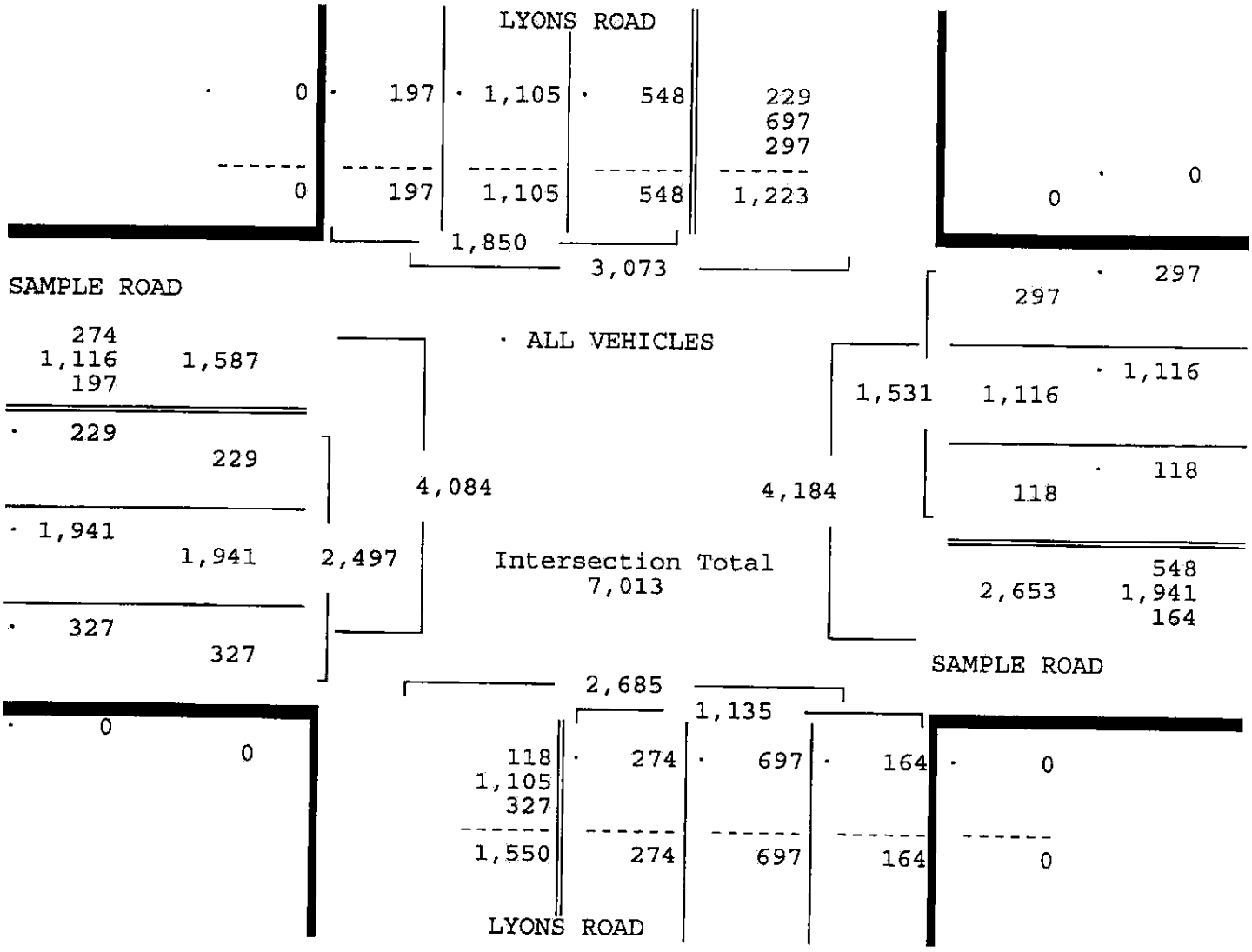
SAMPLE ROAD & LYONS ROAD
COCONUT CREEK, FLORIDA
COUNTED BY: M. GOMEZ & D. CARDONA
SIGNALIZED

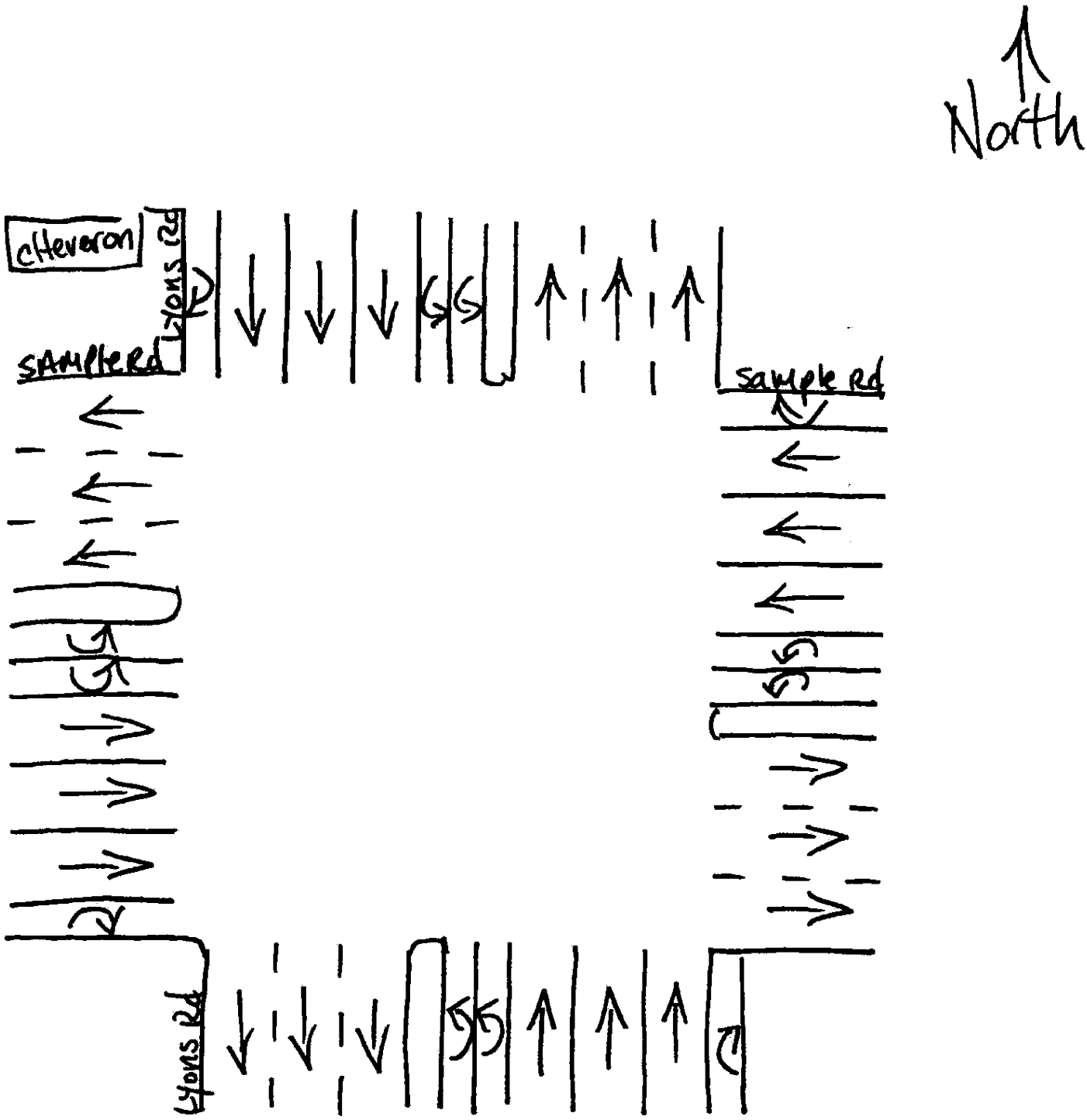
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/13/08
File I.D. : SAMP_LYO
Page : 2

ALL VEHICLES

	LYONS ROAD From North				SAMPLE ROAD From East				LYONS ROAD From South				SAMPLE ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/13/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/13/08																	
Peak start 07:30					07:30				07:30				07:30				
Volume	1	547	1105	197	9	109	1116	297	2	272	697	164	0	229	1941	327	
Percent	0%	30%	60%	11%	1%	7%	73%	19%	0%	24%	61%	14%	0%	9%	78%	13%	
Pk total	1850				1531				1135				2497				
Highest	08:00				08:00				08:15				07:45				
Volume	0	127	297	54	4	36	297	69	1	71	192	41	0	51	554	99	
Hi total	478				406				305				704				
PHF	.97				.94				.93				.89				





Coconut Creek, Florida
August 28, 2008
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

SAMPLE ROAD & FLORIDA'S TURNPIKE
COCONUT CREEK, FLORIDA
COUNTED BY: C. RUIZ & G. JOHN
SIGNALIZED

624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/13/08
File I.D. : SAM__TPK
Page : 1

ALL VEHICLES

	SAMPLE ROAD From East			FLORIDA'S TURNPIKE From South			SAMPLE ROAD From West		
	UTurn	Left	Thru	UTurn	Left	Right	Thru	Right	Total
Date 11/13/08									
07:00	0	89	192	1	73	215	455	164	1189
07:15	0	127	253	1	84	207	523	225	1420
07:30	0	119	233	0	108	239	572	249	1520
07:45	0	133	258	4	128	308	553	185	1569
Hr Total	0	468	936	6	393	969	2103	823	5698
08:00	0	119	259	2	114	264	497	219	1474
08:15	1	109	272	1	108	187	430	181	1289
08:30	0	128	292	2	97	202	480	178	1379
08:45	0	93	281	1	114	209	416	120	1234
Hr Total	1	449	1104	6	433	862	1823	698	5376
TOTAL	1	917	2040	12	826	1831	3926	1521	11074

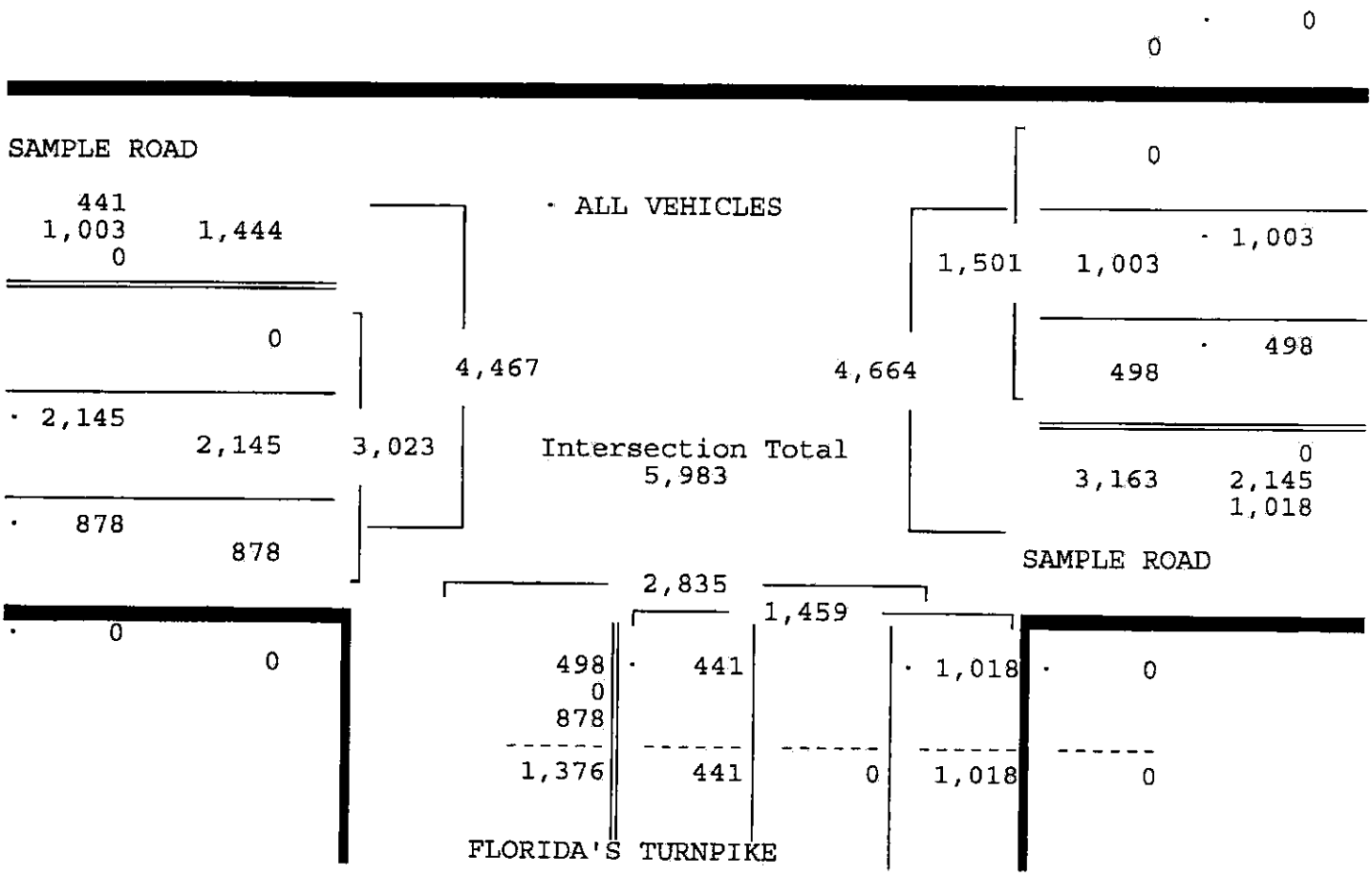
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

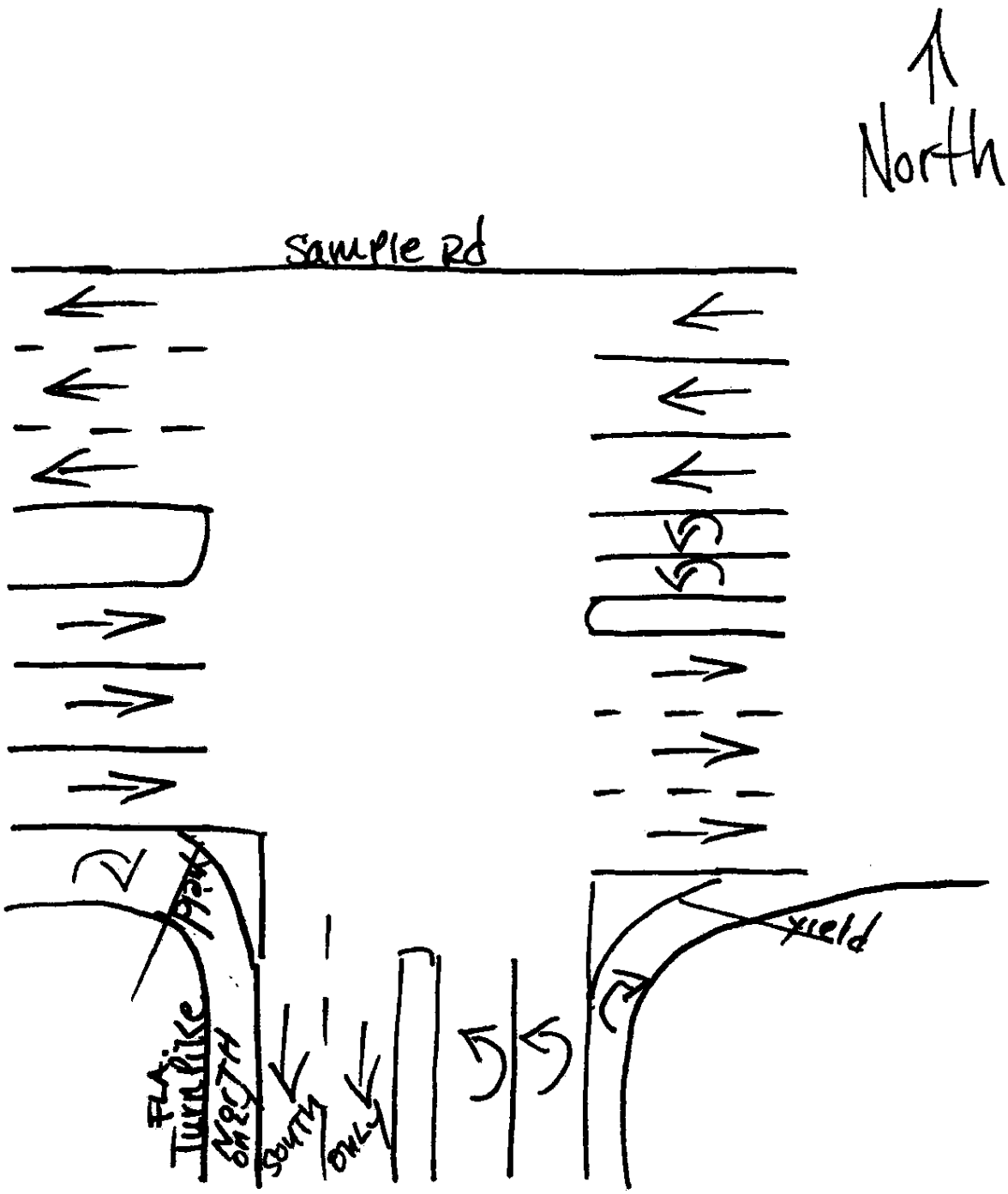
SAMPLE ROAD & FLORIDA'S TURNPIKE
COCONUT CREEK, FLORIDA
COUNTED BY: C. RUIZ & G. JOHN
SIGNALIZED

Site Code : 00080198
Start Date: 11/13/08
File I.D. : SAM__TPK

ALL VEHICLES

	SAMPLE ROAD From East			FLORIDA'S TURNPIKE From South			SAMPLE ROAD From West		
	UTurn	Left	Thru	UTurn	Left	Right	Thru	Right	Total
Date 11/13/08									
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/13/08									
Peak start 07:15				07:15			07:15		
Volume	0	498	1003	7	434	1018	2145	878	
Percent	0%	33%	67%	0%	30%	70%	71%	29%	
Pk total	1501			1459			3023		
Highest	07:45			07:45			07:30		
Volume	0	133	258	4	128	308	572	249	
Hi total	391			440			821		
PHF	.96			.83			.92		





Coconut Creek, Florida
November 16, 2008
drawn by: Luis Palomino
Signalized

CULLUM ROAD & SR 7
COCONUT CREEK, FLORIDA
COUNTED BY: Y. MARQUEZ & M. MALONE
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/13/08
File I.D. : CULL_SR7
Page : 1

ALL VEHICLES

	SR 7 From North				CULLUM ROAD From East				SR 7 From South				CULLUM ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/13/08																	
07:00	1	17	329	13	1	0	0	11	3	8	290	2	0	18	1	2	696
07:15	2	20	440	23	0	4	2	11	1	3	324	1	1	37	6	1	876
07:30	2	29	563	18	0	0	2	16	3	7	388	0	0	46	4	6	1084
07:45	7	41	464	29	0	1	2	7	3	8	336	6	1	39	7	6	957
Hr Total	12	107	1796	83	1	5	6	45	10	26	1338	9	2	140	18	15	3613
08:00	2	22	470	32	0	0	9	13	2	7	387	3	0	39	10	6	1002
08:15	2	47	360	29	0	4	3	12	9	17	327	2	0	51	7	1	871
08:30	6	43	383	32	0	3	3	14	6	16	366	3	0	63	4	3	945
08:45	11	38	419	34	2	2	1	22	10	8	316	7	0	49	4	7	930
Hr Total	21	150	1632	127	2	9	16	61	27	48	1396	15	0	202	25	17	3748
TOTAL	33	257	3428	210	3	14	22	106	37	74	2734	24	2	342	43	32	7361

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
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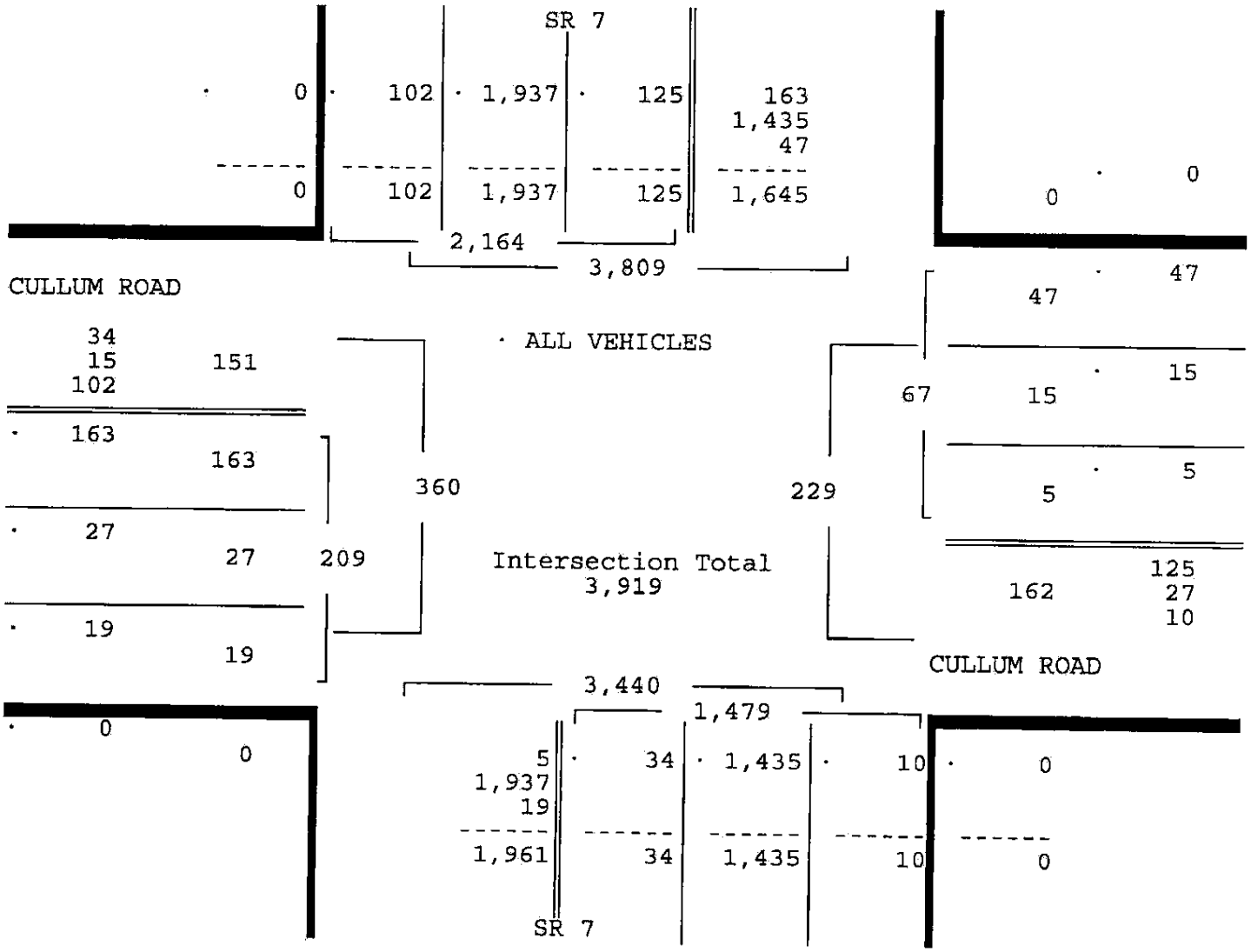
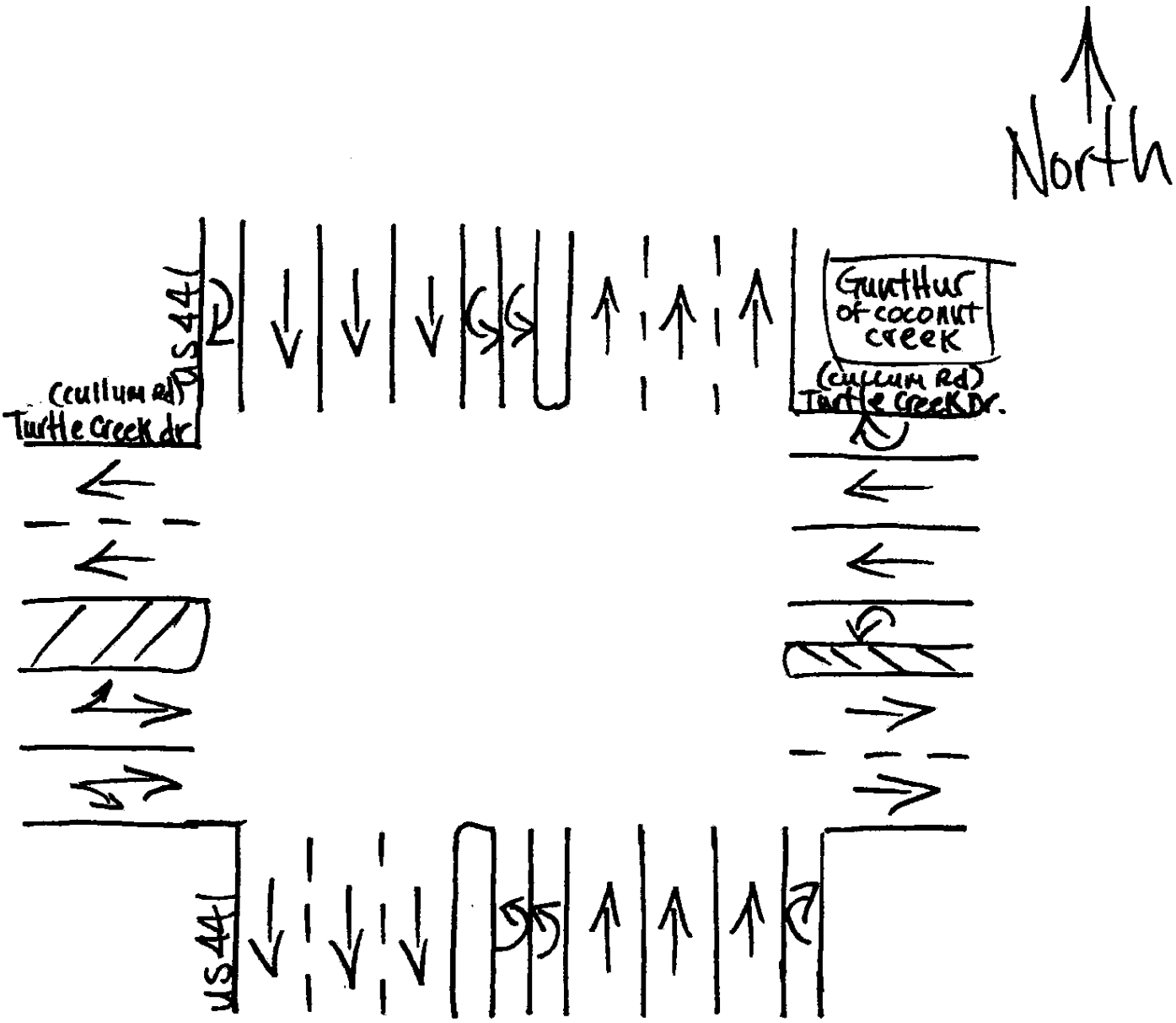
CULLUM ROAD & SR 7
COCONUT CREEK, FLORIDA
COUNTED BY: Y. MARQUEZ & M. MALONE
SIGNALIZED

Site Code : 00080198
Start Date: 11/13/08
File I.D. : CULL_SR7

ALL VEHICLES

	SR 7 From North				CULLUM ROAD From East				SR 7 From South				CULLUM ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/13/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/13/08																	
Peak start 07:15					07:15				07:15				07:15				
Volume	13	112	1937	102	0	5	15	47	9	25	1435	10	2	161	27	19	
Percent	1%	5%	90%	5%	0%	7%	22%	70%	1%	2%	97%	1%	1%	77%	13%	9%	
Pk total	2164				67				1479				209				
Highest	07:30				08:00				08:00				07:30				
Volume	2	29	563	18	0	0	9	13	2	7	387	3	0	46	4	6	
Hi total	612				22				399				56				
PHF	.88				.76				.93				.93				




North
US 441
Cocnut Creek Florida
August 28, 2008
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

WILES ROAD & SR 7
COCONUT CREEK, FLORIDA
COUNTED BY: D. GUTIERREZ & S. PALOMINO
SIGNALIZED

Site Code : 00080198
Start Date: 11/13/08
File I.D. : WILE_SR7
Page : 1

ALL VEHICLES

	SR 7 From North				WILES ROAD From East				SR 7 From South				WILES ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/13/08																	
07:00	10	52	264	80	0	9	41	37	3	36	211	35	0	150	107	97	1132
07:15	4	79	304	99	0	36	68	84	3	40	234	57	1	218	118	125	1470
07:30	6	56	421	113	1	47	77	86	2	52	362	45	0	169	129	168	1734
07:45	6	30	353	125	0	28	90	43	6	57	263	21	0	178	175	130	1505
Hr Total	26	217	1342	417	1	120	276	250	14	185	1070	158	1	715	529	520	5841
08:00	9	24	430	98	1	22	68	36	5	46	372	18	1	166	177	75	1548
08:15	17	35	359	104	0	38	84	41	7	56	289	23	0	128	120	63	1364
08:30	9	38	327	94	0	28	84	28	9	53	340	28	0	140	152	64	1394
08:45	10	41	413	88	0	45	53	26	8	65	298	23	0	108	113	65	1356
Hr Total	45	138	1529	384	1	133	289	131	29	220	1299	92	1	542	562	267	5662
TOTAL	71	355	2871	801	2	253	565	381	43	405	2369	250	2	1257	1091	787	11503

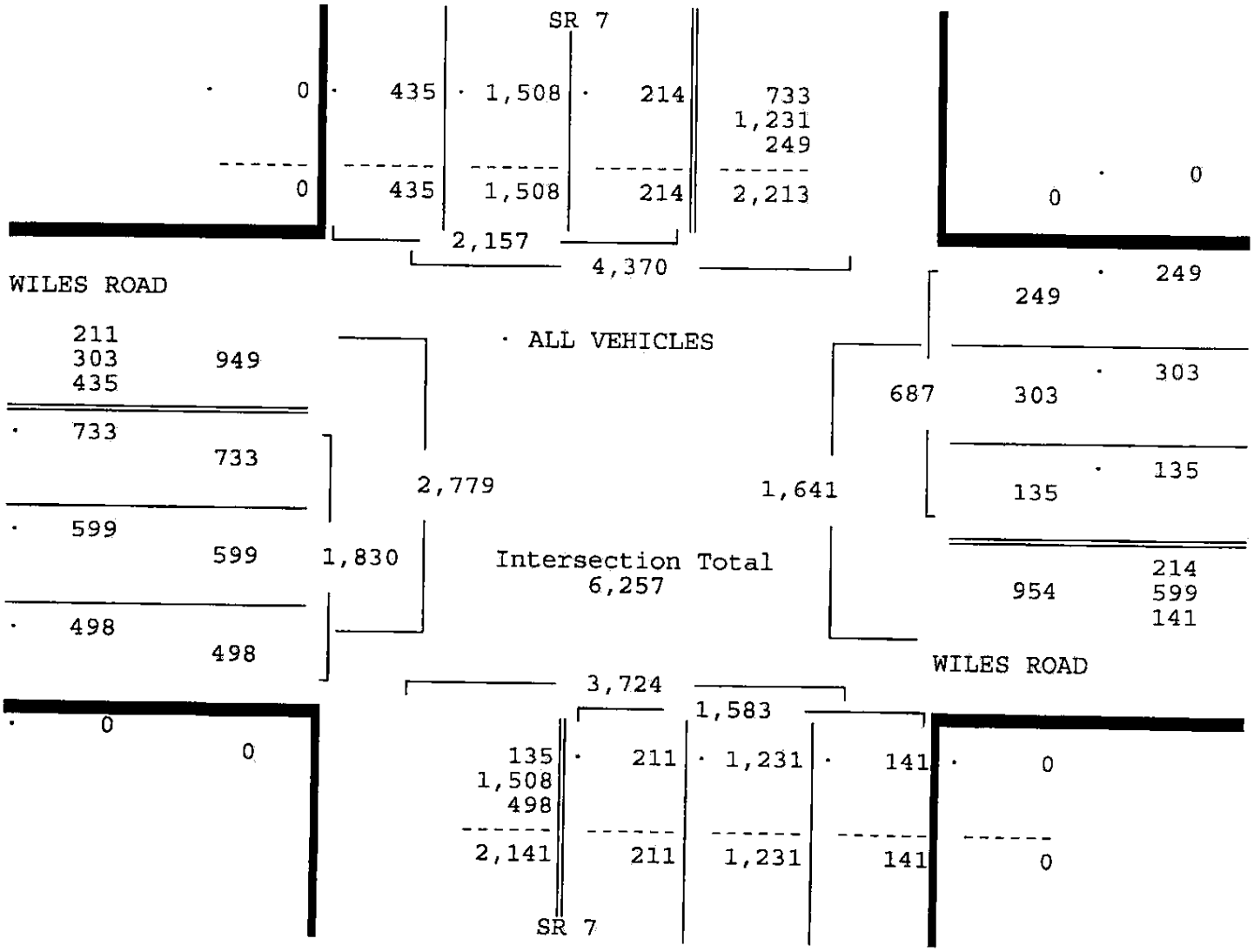
WILES ROAD & SR 7
COCONUT CREEK, FLORIDA
COUNTED BY: D. GUTIERREZ & S. PALOMINO
SIGNALIZED

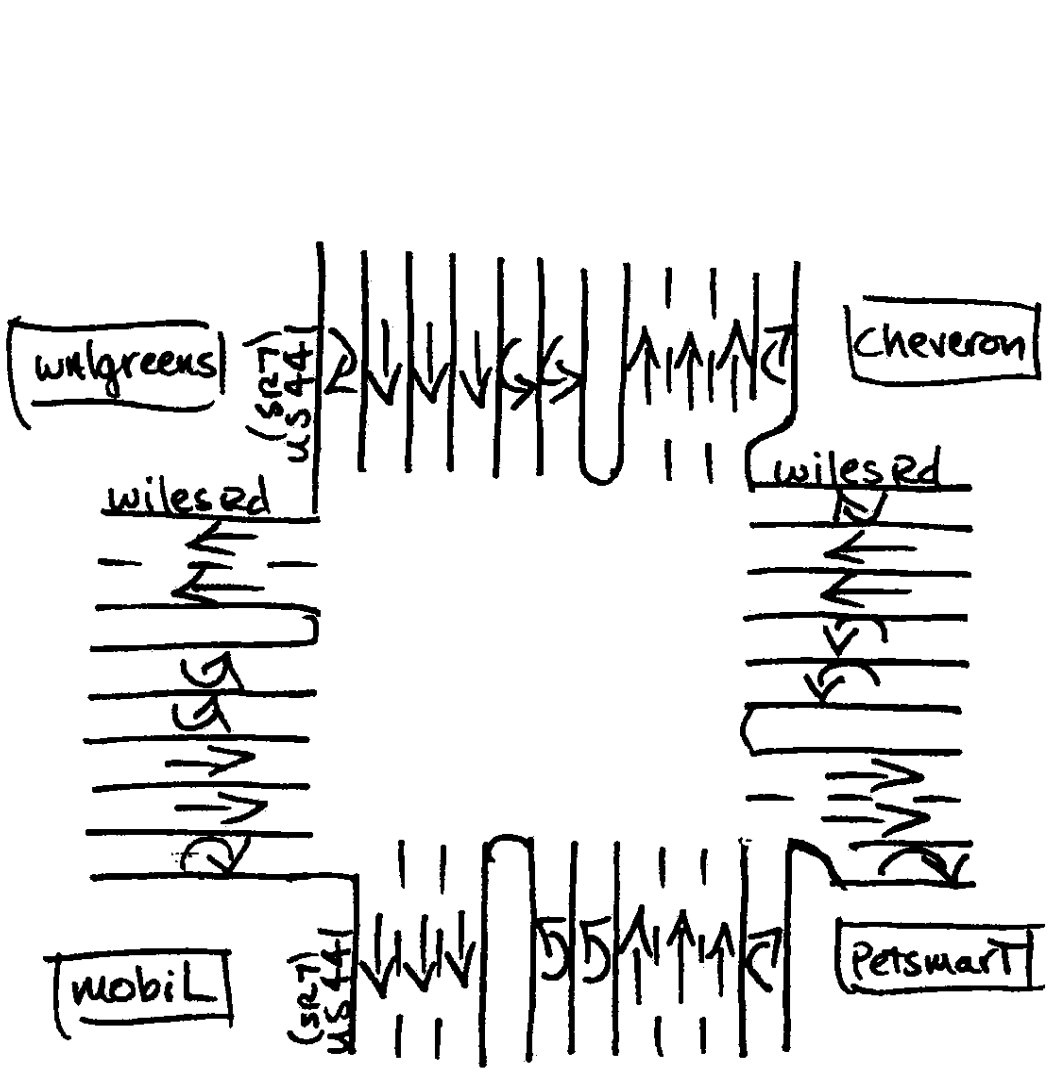
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080198
Start Date: 11/13/08
File I.D. : WILE_SR7
Page : 2

ALL VEHICLES

	SR 7 From North				WILES ROAD From East				SR 7 From South				WILES ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/13/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/13/08																	
Peak start 07:15					07:15				07:15				07:15				
Volume	25	189	1508	435	2	133	303	249	16	195	1231	141	2	731	599	498	
Percent	1%	9%	70%	20%	0%	19%	44%	36%	1%	12%	78%	9%	0%	40%	33%	27%	
Pk total	2157				687				1583				1830				
Highest	07:30				07:30				07:30				07:45				
Volume	6	56	421	113	1	47	77	86	2	52	362	45	0	178	175	130	
Hi total	596				211				461				483				
PHF	.90				.81				.86				.95				





Coconut Creek, Florida
August 28, 2008
drawn by: Luis Palomino
signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NW 31ST STREET & SR 7
MARGATE, FLORIDA
COUNTED BY: Y. MARQUEZ & M. MALONE
SIGNALIZED

624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

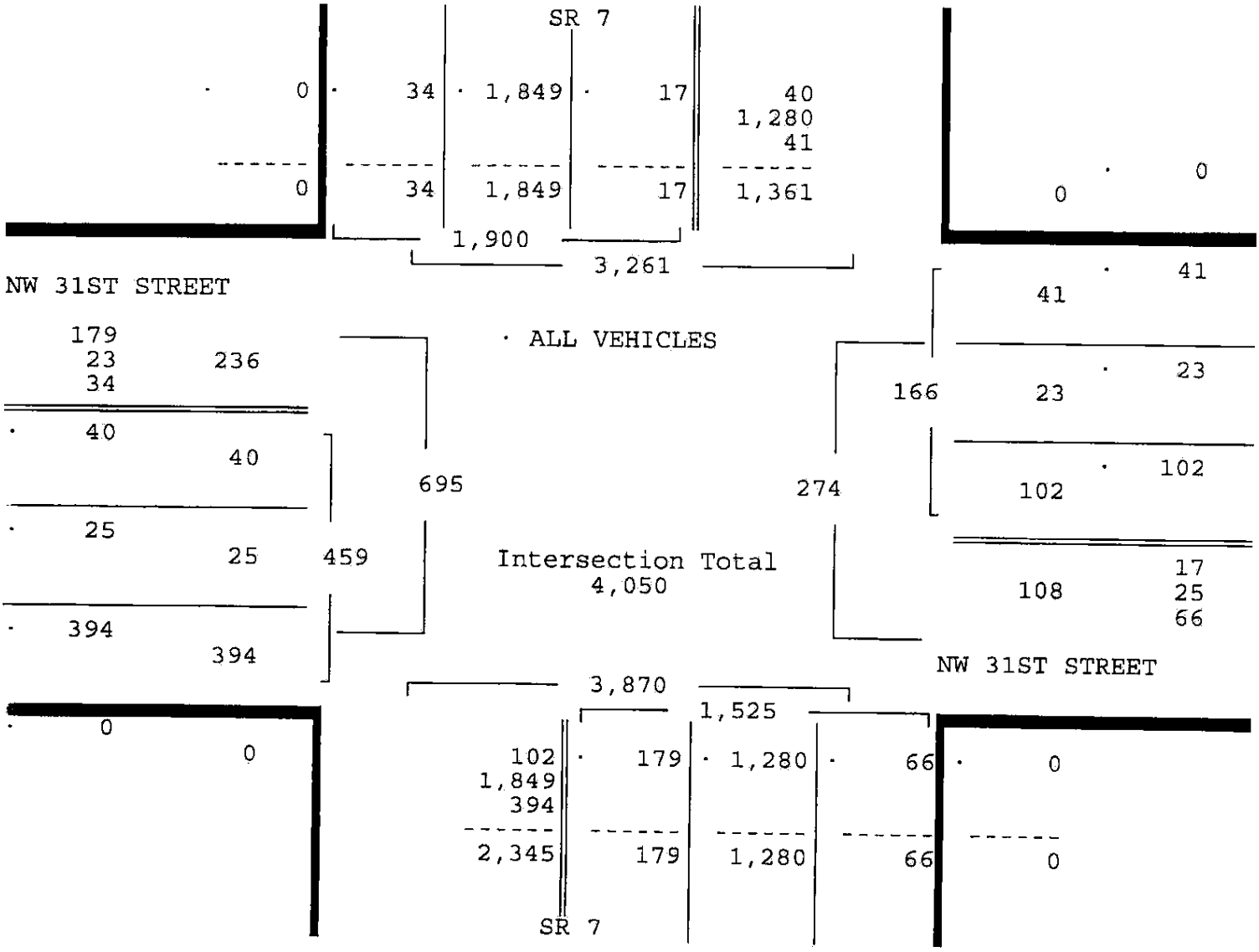
Site Code : 00090034
Start Date: 03/12/09
File I.D. : 31ST_SR7
Page : 1

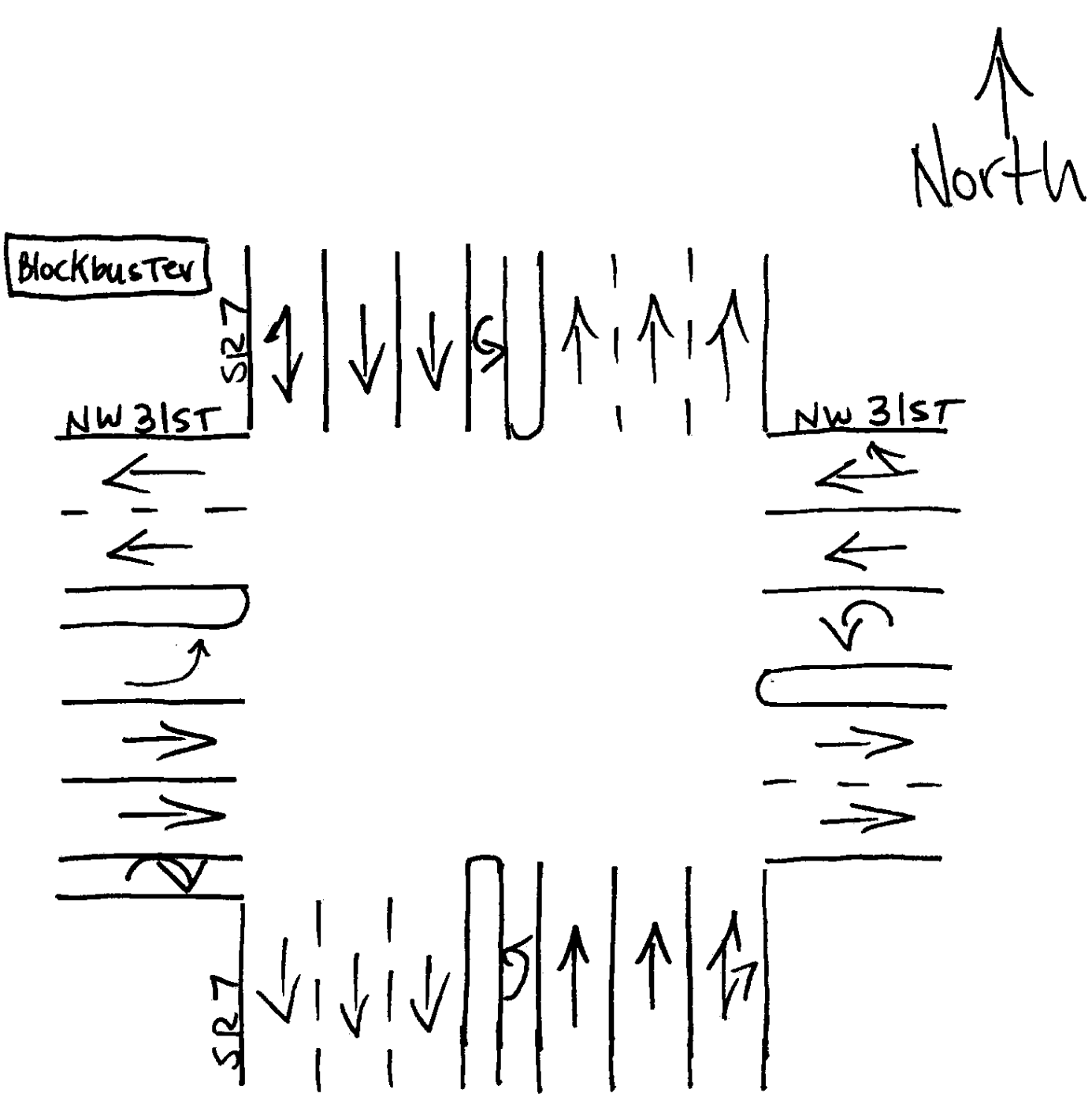
ALL VEHICLES

	SR 7 From North				NW 31ST STREET From East				SR 7 From South				NW 31ST STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/12/09																	
07:00	0	2	263	8	0	21	3	6	0	29	238	6	1	10	1	70	658
07:15	0	6	357	1	0	18	5	10	0	22	281	16	0	5	3	92	816
07:30	1	6	468	6	0	20	2	6	0	26	313	8	0	9	6	114	985
07:45	1	2	462	9	0	24	7	14	2	51	321	9	0	4	6	88	1000
Hr Total	2	16	1550	24	0	83	17	36	2	128	1153	39	1	28	16	364	3459
08:00	2	5	485	7	0	22	5	11	4	45	333	30	0	15	6	93	1063
08:15	0	0	434	12	0	36	9	10	2	49	313	19	0	12	7	99	1002
08:30	1	7	397	8	0	20	12	15	0	57	296	16	0	14	10	90	943
08:45	1	2	383	22	0	15	8	7	1	51	319	14	0	10	5	81	919
Hr Total	4	14	1699	49	0	93	34	43	7	202	1261	79	0	51	28	363	3927
TOTAL	6	30	3249	73	0	176	51	79	9	330	2414	118	1	79	44	727	7386

ALL VEHICLES

	SR 7 From North				NW 31ST STREET From East				SR 7 From South				NW 31ST STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/12/09																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/12/09																	
Peak start	07:30				07:30				07:30				07:30				
Volume	4	13	1849	34	0	102	23	41	8	171	1280	66	0	40	25	394	
Percent	0%	1%	97%	2%	0%	61%	14%	25%	1%	11%	84%	4%	0%	9%	5%	86%	
Pk total	1900				166				1525				459				
Highest	08:00				08:15				08:00				07:30				
Volume	2	5	485	7	0	36	9	10	4	45	333	30	0	9	6	114	
Hi total	499				55				412				129				
PHF	.95				.75				.93				.89				





Margate, Florida
March 12, 2009
drawn by: Luis Palomino
Signalized

BROWARD COUNTY YEAR 2007 PEAK HOUR TRAFFIC COUNTS

L E G E N D

○	STATE STATION
●	COUNTY STATION
8023	STATION COUNTER NUMBER
4300	TRAFFIC COUNT *
N.A.	DATA NOT AVAILABLE
RUC	DATA NOT AVAILABLE DUE TO CONSTRUCTION

* Volumes reflect two-directional peak hour traffic volumes, except otherwise noted.

APRIL 8, 2008

HILLSBORO BLVD
SW 10 ST
I-95
MILITARY TRAIL
POWERLINE RD
SAMPLE RD
NW 15 AV
POMPANO PK FL
TURNPIKE
FLORIDA'S
LYONS RD
COPANS RD
BLOUNT RD
NW 31 AV
COCONUT CREEK PKWY
ATLANTIC BLVD
SAWGRASS EXPRESSWAY
HOLMBERG RD
WILES RD
BANKS RD
SR 7
MARGATE BLVD
HOLIDAY SPRINGS BLVD
RIVERSIDE DR
UNIVERSITY DR
WESTVIEW DR
NW 39 CT
RAMBLEWOOD DR
PALM
CORAL SPRINGS DR
ROYAL PALM BLVD
RIVERSIDE DR
BLVD
CORAL RIDGE

Existing Peak Hour Volumes																
Count Station Info	15 Minute Intervals								15 Minute Totals					Peak Hr Volume	PSF	Pk Hr PS Volumes
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9671 NB/EB	181	193	197	201	191	228	209	229	766	776	811	829	857	857	1.07	917
SB/WB	282	343	334	346	411	491	497	448	1305	1434	1582	1745	1847	1847		1976
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9253 NB/EB	227	218	245	248	242	242	194	229	938	953	977	926	907	926	1.00	926
SB/WB	296	309	346	370	416	391	404	358	1321	1441	1523	1581	1569	1581		1581
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7119 NB/EB	225	225	256	233	234	233	259	255	939	948	956	959	981	981	1.07	1050
SB/WB	268	234	341	345	376	431	377	362	1188	1296	1493	1529	1546	1546		1654
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7466 NB/EB	412	335	395	408	438	530	435	378	1550	1576	1771	1811	1781	1771	1.11	1966
SB/WB	481	445	529	504	524	569	446	562	1959	2002	2126	2043	2101	2126		2360
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
123 NB/EB	405	391	380	415	373	392	376	373	1591	1559	1560	1556	1514	1514	1.00	1514
SB/WB	455	495	482	600	571	550	606	643	2032	2148	2203	2327	2370	2370		2370
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7476 NB/EB	245	239	240	259	306	287	269	249	983	1044	1092	1121	1111	1121	1.10	1233
SB/WB	224	275	260	302	278	290	276	257	1061	1115	1130	1146	1101	1146		1261
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7184 NB/EB	276	320	376	359	339	365	383	336	1331	1394	1439	1446	1423	1446	1.00	1446
SB/WB	356	366	373	392	440	364	349	394	1487	1571	1569	1545	1547	1545		1545
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7473 NB/EB	239	261	251	253	252	258	251	263	1004	1017	1014	1014	1024	1024	1.00	1024
SB/WB	404	340	376	402	435	454	468	458	1522	1553	1687	1759	1815	1815		1815
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
8056 NB/EB	278	270	281	240	267	292	272	278	1069	1058	1060	1071	1109	1109	1.00	1109
SB/WB	361	308	343	379	400	446	461	467	1391	1430	1568	1686	1774	1774		1774
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9131 NB/EB	229	226	245	261	243	277	250	197	981	975	1026	1031	967	1031	1.02	1052
SB/WB	536	489	557	599	748	617	587	533	2181	2393	2521	2551	2485	2551		2602
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7107 NB/EB	294	309	325	301	361	315	246	266	1229	1296	1302	1223	1188	1223	1.07	1309
SB/WB	408	422	451	497	500	499	480	372	1778	1870	1847	1979	1854	1979		2116
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
53 NB/EB	680	667	772	771	802	813	923	798	2890	3012	3156	3309	3338	3338	1.00	3338
SB/WB	480	475	463	451	496	426	380	411	1869	1885	1836	1753	1713	1713		1713
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
12 NB/EB	527	503	515	527	538	615	509	485	2072	2083	2195	2189	2147	2147	1.03	2211
SB/WB	701	631	746	760	844	801	874	768	2838	2981	3151	3279	3287	3287		3386
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
8041 NB/EB	300	275	331	333	374	366	308	328	1239	1313	1404	1381	1376	1376	1.11	1527
SB/WB	374	366	308	328	472	528	560	494	1376	1474	1636	1888	2054	2054		2280
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7116 NB/EB	271	237	272	257	340	306	316	273	1037	1106	1175	1219	1235	1235	1.02	1260
SB/WB	334	361	358	369	530	462	547	513	1422	1518	1719	1908	2052	2052		2093
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9581 NB/EB	172	163	162	202	170	196	151	172	699	697	730	721	691	691	1.00	691
SB/WB	173	173	179	195	244	243	247	274	720	791	861	929	1008	1008		1008
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9694 NB/EB	76	84	94	104	94	94	115	139	358	376	386	407	442	442	1.08	477
SB/WB	73	59	69	59	58	96	56	69	260	245	282	269	279	279		301
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
189 NB/EB	521	477	505	479	567	514	499	562	1982	2028	2065	2059	2142	2142	1.00	2142
SB/WB	461	457	492	480	466	573	495	457	1890	1895	2011	2014	1991	1991		1991
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
5294 NB/EB	448	521	537	528	552	567	523	544	2034	2138	2184	2170	2186	2186	1.00	2186
SB/WB	471	464	499	515	464	529	473	449	1949	1942	2007	1981	1915	1915		1915
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
5112 NB/EB	422	455	452	534	552	514	490	506	1863	1993	2052	2090	2062	2090	1.09	2278
SB/WB	462	398	427	434	503	513	477	467	1721	1762	1877	1927	1960	1927		2100
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
188 NB/EB	460	447	413	514	473	547	514	459	1834	1847	1947	2048	1993	1993	1.02	2033
SB/WB	504	550	529	587	615	665	672	645	2170	2281	2396	2539	2597	2597		2649
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
5 NB/EB	471	548	551	551	507	610	570	544	2121	2157	2219	2238	2231	2231	1.00	2231
SB/WB	569	642	620	579	751	769	742	727	2410	2592	2719	2841	2989	2989		2989
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9789 NB/EB	60	63	67	73	81	103	81	92	263	284	324	338	357	338	1.00	338
SB/WB	111	105	96	105	103	120	102	100	417	409	424	430	425	430		430
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9423 NB/EB	149	161	154	214	206	217	248	204	678	735	791	885	875	885	1.00	885
SB/WB	167	192	183	225	233	207	188	169	767	833	848	853	797	853		853
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9106 NB/EB	50	40	67	38	65	65	59	50	195	210	235	227	239	227	1.00	227
SB/WB	55	64	66	84	86	102	84	67	269	300	336	358	339	358		358
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9592 NB/EB	442	361	428	461	499	638	511	540	1692	1749	2028	2109	2188	2188	1.00	2188
SB/WB	258	239	265	295	295	286	281	259	1057	1094	1141	1157	1121	1121		1121
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7428 NB/EB	356	364	364	412	441	463	460	452	1496	1581	1680	1776	1818	1818	1.07	1943
SB/WB	315	290	313	327	336	350	359	397	1245	1266	1326	1372	1442	1442		1543
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9143 NB/EB	353	297	369	422	427	439	479	374	1441	1515	1657	1767	1719	1767	1.07	1891
SB/WB	284	296	264	295	358	320	359	346	1139	1213	1237	1332	1383	1332		1425

Existing Peak Hour Volumes																
Count Station Info	15 Minute Intervals								15 Minute Totals					Peak Hr Volume	PSF	Pk Hr PS Volumes
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
8054 NB/EB	423	431	492	475	581	558	598	529	1821	1979	2106	2212	2266	2266	1.00	2266
SB/WB	383	350	367	353	436	415	438	417	1453	1506	1571	1642	1706	1706		1706
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9145 NB/EB	374	344	336	381	382	395	429	403	1435	1443	1494	1587	1609	1609	1.02	1641
SB/WB	528	483	433	456	608	602	643	626	1900	1880	2099	2309	2479	2479		2529
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9528 NB/EB	413	333	314	387	416	407	422	434	1447	1450	1524	1632	1679	1679	1.02	1713
SB/WB	475	493	386	461	567	574	600	539	1815	1907	1988	2202	2280	2280		2326
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
8055 NB/EB	432	384	389	395	465	447	470	447	1600	1633	1696	1777	1829	1829	1.02	1866
SB/WB	407	456	427	477	540	611	644	565	1767	1900	2055	2272	2360	2360		2407
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
8117 NB/EB	384	364	382	396	461	458	440	375	1526	1603	1697	1755	1734	1734	1.05	1821
SB/WB	411	424	454	498	532	639	611	553	1787	1908	2123	2280	2335	2335		2452
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7202 NB/EB	281	272	275	271	294	324	324	300	1099	1112	1164	1213	1242	1242	1.10	1366
SB/WB	318	276	296	290	279	325	297	258	1180	1141	1190	1191	1159	1159		1275
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9199 NB/EB	374	343	291	319	347	367	400	396	1327	1300	1324	1433	1510	1510	1.00	1510
SB/WB	411	387	343	396	426	451	495	469	1537	1552	1616	1766	1841	1841		1841
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7621 NB/EB	371	322	316	361	363	365	366	358	1370	1362	1405	1455	1452	1452	1.00	1452
SB/WB	381	444	471	521	576	543	597	618	1819	2014	2113	2239	2334	2334		2334
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9872 NB/EB	488	473	405	473	402	478	484	444	1839	1753	1758	1837	1808	1808	1.08	1953
SB/WB	505	506	497	490	540	629	609	581	1998	2033	2156	2268	2359	2359		2548
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
14 NB/EB	364	310	363	341	354	412	362	391	1378	1368	1470	1469	1519	1519	1.09	1656
SB/WB	532	544	551	583	531	704	685	674	2210	2209	2369	2503	2594	2594		2827
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9200 NB/EB	89	85	80	61	50	73	77	59	315	278	264	261	259	259	1.00	259
SB/WB	115	106	121	97	174	190	201	202	439	498	582	662	767	767		767
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9 NB/EB	337	343	339	348	435	423	388	385	1367	1465	1545	1584	1631	1631	1.00	1631
SB/WB	387	312	342	378	340	381	399	396	1419	1372	1441	1498	1516	1516		1516
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
467 NB/EB	553	613	692	672	780	816	820	779	2530	2757	2960	3088	3195	3195	1.08	3451
SB/WB	448	548	50	463	541	521	536	482	1509	1602	1575	2061	2080	2080		2246
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7460 NB/EB	304	290	257	288	354	299	337	275	1139	1189	1198	1278	1265	1265	1.12	1417
SB/WB	243	268	278	295	355	334	377	313	1084	1196	1262	1361	1379	1379		1544
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9101 NB/EB	92	97	80	85	107	114	96	108	354	369	386	402	425	425	1.08	459
SB/WB	107	114	95	108	166	176	148	167	424	483	545	598	657	657		710
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9138 NB/EB	143	158	150	156	209	214	195	191	607	673	729	774	809	809	1.11	898
SB/WB	221	243	231	241	321	330	301	295	936	1036	1123	1193	1247	1247		1384
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9527 NB/EB	95	131	106	104	142	127	155	114	436	483	479	528	538	538	1.05	565
SB/WB	120	166	133	130	178	161	196	144	549	607	602	665	679	679		713
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9240 NB/EB	139	135	121	124	131	133	152	123	519	511	509	540	539	539	1.11	596
SB/WB	94	86	94	97	141	126	123	129	371	418	458	487	519	519		576
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
4 NB/EB	183	241	241	208	271	247	232	198	873	961	967	958	948	958	1.00	958
SB/WB	287	300	359	339	359	374	382	336	1285	1357	1431	1454	1451	1454		1454
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
5304 NB/EB	290	305	253	280	287	281	331	272	1128	1125	1101	1179	1171	1171	1.09	1278
SB/WB	405	467	489	509	608	658	657	623	1870	2073	2284	2432	2546	2546		2775
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
113 NB/EB	468	437	450	468	508	551	486	550	1823	1863	1977	2013	2095	2095	1.10	2305
SB/WB	428	439	422	514	598	643	571	586	1803	1973	2177	2326	2396	2396		2636
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
57 NB/EB	364	377	353	352	397	394	395	422	1446	1479	1496	1538	1608	1608	1.00	1608
SB/WB	446	444	420	433	488	519	529	496	1743	1785	1860	1969	2032	2032		2032
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7461 NB/EB	344	361	305	367	447	376	395	366	1377	1480	1495	1585	1584	1585	1.00	1585
SB/WB	292	309	300	301	312	326	322	285	1202	1222	1239	1261	1245	1261		1261
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9421 NB/EB	298	283	273	311	342	246	309	264	1165	1209	1172	1208	1161	1208	1.00	1208
SB/WB	296	256	253	311	287	310	317	289	1116	1107	1161	1225	1203	1225		1225
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
8420 NB/EB	302	276	270	280	322	316	296	265	1128	1148	1188	1214	1189	1214	1.00	1214
SB/WB	306	311	291	329	314	326	341	297	1237	1245	1260	1310	1278	1310		1310
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9106 NB/EB	195	206	173	192	203	224	232	263	768	774	792	851	922	922	1.02	940
SB/WB	201	174	152	146	126	160	180	162	673	598	584	612	626	626		641
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7475 NB/EB	257	219	276	287	289	299	300	311	1039	1071	1151	1175	1199	1199	1.00	1199
SB/WB	249	274	275	292	315	324	352	293	1090	1156	1208	1283	1284	1284		1284
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7662 NB/EB	230	224	190	211	229	257	231	239	855	854	887	928	956	956	1.00	956
SB/WB	203	224	251	226	278	253	281	271	904	979	1008	1038	1083	1083		1083

Existing Peak Hour Volumes																
Count Station Info	15 Minute Intervals								15 Minute Totals					Peak Hr Volume	PSF	Pk Hr PS Volumes
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9107 NB/EB	180	170	182	171	206	192	206	163	703	729	751	775	767	767	1.00	767
SB/WB	173	182	219	203	220	219	238	229	777	824	861	880	906	906		906
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9520 NB/EB	125	135	144	136	156	200	189	190	540	571	636	681	735	735	1.00	735
SB/WB	131	152	157	176	171	187	187	206	616	656	691	721	751	751		751
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7605 NB/EB	357	335	445	381	500	514	505	476	1518	1661	1840	1900	1995	1995	1.11	2214
SB/WB	337	324	343	389	429	505	467	415	1393	1485	1666	1790	1816	1816		2016
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7593 NB/EB	221	244	259	284	295	267	322	295	1008	1082	1105	1168	1179	1179	1.00	1179
SB/WB	235	241	271	238	271	298	315	281	985	1021	1078	1122	1165	1165		1165
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9166 NB/EB	190	171	205	204	200	202	201	213	770	780	811	807	816	816	1.00	816
SB/WB	249	232	238	256	285	320	314	311	975	1011	1099	1175	1230	1230		1230
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9184 NB/EB	88	82	91	104	80	98	114	111	365	357	373	396	403	403	1.00	403
SB/WB	116	110	101	100	127	150	156	170	427	436	478	533	603	603		603
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9594 NB/EB	26	28	24	29	31	27	30	37	107	112	111	117	125	125	1.08	135
SB/WB	40	43	36	44	49	42	47	56	163	172	171	182	194	194		210
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9766 NB/EB	162	165	171	149	175	179	171	157	647	660	674	674	682	682	1.00	682
SB/WB	160	185	161	146	176	148	184	169	652	668	631	654	677	677		677
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
118 NB/EB	399	487	506	540	506	528	572	574	1932	2038	2080	2146	2180	2180	1.00	2180
SB/WB	623	676	668	646	562	560	502	404	2613	2552	2436	2270	2028	2613		2613
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9109 NB/EB	117	104	106	114	115	148	117	126	441	439	483	494	506	483	1.00	483
SB/WB	123	115	153	115	182	140	131	136	506	565	590	586	569	590		590
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
60 NB/EB	149	190	192	181	185	202	208	178	712	748	760	778	773	778	1.00	776
SB/WB	138	154	137	169	159	184	176	146	598	618	649	688	665	688		688
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
9770 NB/EB	51	55	67	97	257	116	73	37	270	476	537	543	483	543	1.08	586
SB/WB	42	43	55	102	182	88	41	37	242	382	427	413	348	413		446
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
449 NB/EB	414	363	405	457	449	469	405	353	1639	1674	1780	1780	1676	1676	1.00	1676
SB/WB	396	345	400	410	445	529	518	443	1551	1600	1764	1902	1935	1935		1935
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
7415 NB/EB	383	354	654	471	398	494	398	425	1862	1877	2017	1781	1715	2017	1.08	2178
SB/WB	430	411	422	449	481	422	466	345	1712	1763	1774	1818	1714	1774		1916
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
129 NB/EB	313	338	342	365	396	425	389	373	1358	1441	1528	1575	1583	1583	1.08	1710
SB/WB	356	323	363	353	339	368	303	290	1385	1378	1423	1363	1300	1300		1404
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
128 NB/EB	352	350	420	394	564	574	523	435	1518	1728	1952	2055	2096	2096	1.03	2159
SB/WB	273	282	322	292	339	316	306	289	1169	1235	1269	1253	1250	1250		1288
Count Station	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	4:00	4:15	4:30	4:45	5:00			
167 NB/EB	323	308	363	368	360	337	333	311	1362	1399	1428	1398	1341	1428	1.09	1557
SB/WB	324	283	311	300	376	303	342	296	1218	1270	1290	1321	1317	1290		1406
	647	591	674	668	736	640	675	607	2580	2669	2718	2719	2658			

Sources for volumes: Broward County MPO Year 2007 Traffic Count Report, Broward County counts, and FDOT counts obtained from 2007 Florida Traffic Info DVD.

PM Peak Hr
EB: 1242
WB: 1159
PS: 1366
PS: 1275

867202-20070801.SYN

County: 86
Station: 7202
Desciption: ATLANTIC BLVD E OF UNIVERSITY DR
Start Date: 08/01/2007
Start Time: 0945

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	50	51	43	37	181	68	58	57	38	221	402
0100	16	14	26	20	76	47	26	22	29	124	200
0200	25	8	18	7	58	26	18	13	20	77	135
0300	16	12	11	3	42	11	9	6	17	43	85
0400	7	8	14	11	40	14	16	23	14	67	107
0500	23	21	39	38	121	19	33	42	53	147	268
0600	57	67	93	118	335	72	78	114	179	443	778
0700	157	179	206	262	804	171	187	185	282	825	1629
0800	196	257	223	205	881	238	299	246	248	1031	1912
0900	220	229	173	213	835	295	269	247	238	1049	1884
1000	190	181	212	201	784	260	223	226	210	919	1703
1100	226	203	221	256	906	222	243	268	254	987	1893
1200	205	244	243	238	930	275	284	294	342	1195	2125
1300	240	236	238	234	948	305	295	313	306	1219	2167
1400	235	216	254	218	923	318	276	296	290	1180	2103
1500	232	271	259	259	1021	279	325	297	258	1159	2180
1600	281	272	275	271	1099	331	316	393	356	1396	2495
1700	294	324	324	300	1242	363	424	429	391	1607	2849
1800	279	277	254	278	1088	431	404	382	322	1539	2627
1900	253	231	227	169	880	303	282	274	272	1131	2011
2000	205	204	203	155	767	217	200	207	249	873	1640
2100	153	155	170	122	600	225	209	165	137	736	1336
2200	102	98	103	76	379	160	216	139	90	605	984
2300	63	60	58	46	227	100	87	90	57	334	561

867202-20070801.SYN

24-Hour Totals:	15167	18907	34074

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1145	948	1145	1107	1145	2055
P.M.	1700	1242	1715	1675	1715	2902
Daily	1700	1242	1715	1675	1715	2902

PM Peak Hr
NB: 1510
SB: 1841
PS: 1510
: 1841

869199-20070228.SYN

County: 86
Station: 9199
Desciption: ATLANTIC BLVD E OF RIVERSIDE DR
Start Date: 02/28/2007
Start Time: 0915

Combined Time	Direction: E 1st	2nd	3rd	4th	Total	Direction: W 1st	2nd	3rd	4th	Total
0000	40	40	32	39	151	53	52	46	54	205
356										
0100	34	13	20	14	81	20	19	18	11	68
149										
0200	14	13	16	18	61	13	33	15	17	78
139										
0300	14	13	11	10	48	12	15	15	11	53
101										
0400	10	24	18	26	78	16	20	19	34	89
167										
0500	21	41	70	80	212	29	34	39	59	161
373										
0600	91	177	222	268	758	63	107	140	212	522
1280										
0700	332	374	396	410	1512	221	241	280	320	1062
2574										
0800	410	482	483	446	1821	331	320	322	399	1372
3193										
0900	315	310	263	243	1131	363	254	247	284	1148
2279										
1000	233	297	289	257	1076	304	267	300	284	1155
2231										
1100	277	282	274	299	1132	324	297	308	271	1200
2332										
1200	335	300	317	303	1255	317	323	329	327	1296
2551										
1300	286	321	326	284	1217	339	364	343	320	1366
2583										
1400	265	280	302	327	1174	314	315	326	336	1291
2465										
1500	357	358	435	415	1565	395	301	385	501	1582
3147										
1600	374	343	291	319	1327	411	387	343	396	1537
2864										
1700	347	367	400	396	1510	426	451	495	469	1841
3351										
1800	384	366	368	306	1424	485	462	454	403	1804
3228										
1900	330	258	272	261	1121	401	345	298	289	1333
2454										
2000	241	221	239	215	916	269	246	228	189	932
1848										
2100	205	190	168	160	723	194	168	168	181	711
1434										
2200	129	158	114	94	495	147	126	127	100	500
995										
2300	78	75	63	43	259	82	97	78	55	312
571										

869199-20070228.SYN

24-Hour Totals:			
42665	21047		21618

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0800	1821	0815	1404	0800	3193
P.M.	1515	1582	1730	1911	1730	3457
Daily	0800	1821	1730	1911	1730	3457

PM Peak Hr
EB: 1452
WB: 2334
PS : 1452
2334

867621-20070307.SYN

County: 86
Station: 7621
Desciption: ATLANTIC BLVD W OF ROCK ISLAND RD
Start Date: 03/07/2007
Start Time: 0900

Time	Direction: E 1st	2nd	3rd	4th	Total	Direction: W 1st	2nd	3rd	4th	Total	Combined Total
0000	44	41	19	26	130	82	58	64	50	254	384
0100	23	14	25	21	83	49	20	27	21	117	200
0200	19	16	9	15	59	23	31	32	19	105	164
0300	20	12	16	17	65	16	24	16	17	73	138
0400	15	22	29	24	90	24	23	21	44	112	202
0500	37	58	81	85	261	41	26	55	63	185	446
0600	127	218	291	317	953	73	134	176	227	610	1563
0700	380	414	396	399	1589	213	277	226	295	1011	2600
0800	343	373	349	336	1401	324	266	263	314	1167	2568
0900	260	279	293	263	1095	241	278	262	346	1127	2222
1000	265	248	290	283	1086	343	335	326	308	1312	2398
1100	285	312	263	329	1189	282	298	340	351	1271	2460
1200	310	295	305	303	1213	345	297	382	316	1340	2553
1300	270	282	292	317	1161	364	396	379	368	1507	2668
1400	310	319	320	316	1265	309	383	358	376	1426	2691
1500	303	317	335	327	1282	390	444	346	342	1522	2804
1600	371	322	316	361	1370	381	444	471	523	1819	3189
1700	363	365	366	358	1452	576	543	597	618	2334	3786
1800	346	347	327	328	1348	589	591	596	514	2290	3638
1900	283	312	281	269	1145	462	350	341	293	1446	2591
2000	261	224	196	195	876	328	239	261	241	1069	1945
2100	225	190	173	153	741	184	219	263	156	822	1563
2200	144	137	110	77	468	165	167	164	110	606	1074
2300	89	60	69	43	261	104	108	82	91	385	646

867621-20070307.SYN

24-Hour Totals:	20583	23910	44493

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0700	1589	1145	1375	0715	2674
P.M.	1645	1455	1730	2395	1730	3812
Daily	0700	1589	1730	2395	1730	3812

PM Peak Hr
EB : 1808
WB 2359
PS : 1953
: 2548

869672-20070813.SYN

County: 86
Station: 9672
Desciption: ATLANTIC BLVD W OF US 441
Start Date: 08/13/2007
Start Time: 0945

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	90	72	56	53	271	87	101	80	64	332	603
0100	41	34	35	22	132	48	42	35	29	154	286
0200	23	21	15	25	84	31	47	31	24	133	217
0300	15	22	19	9	65	17	21	14	11	63	128
0400	34	32	35	60	161	12	14	15	21	62	223
0500	50	90	134	176	450	20	22	50	55	147	597
0600	222	290	402	498	1412	54	78	93	157	382	1794
0700	473	595	739	835	2642	165	188	213	257	823	3465
0800	745	654	634	574	2607	279	252	254	307	1092	3699
0900	509	443	402	394	1748	236	284	263	264	1047	2795
1000	363	354	366	354	1437	312	268	273	319	1172	2609
1100	406	428	339	465	1638	299	359	300	336	1294	2932
1200	390	458	331	411	1590	332	366	353	360	1411	3001
1300	387	405	406	396	1594	381	366	368	379	1494	3088
1400	540	446	499	501	1986	356	380	352	415	1503	3489
1500	453	441	468	393	1755	380	436	498	420	1734	3489
1600	488	473	405	473	1839	505	506	497	490	1998	3837
1700	402	478	484	444	1808	540	629	609	581	2359	4167
1800	494	424	363	415	1696	536	578	543	437	2094	3790
1900	366	392	366	363	1487	393	437	491	392	1713	3200
2000	332	315	284	286	1217	446	311	309	222	1288	2505
2100	234	288	233	223	978	234	201	229	189	853	1831
2200	158	174	165	155	652	232	199	172	159	762	1414
2300	124	148	74	100	446	117	124	131	120	492	938

869672-20070813.SYN

24-Hour Totals:	29695	24402	54097

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	2973	1145	1387	0730	3974
P.M.	1400	1986	1700	2359	1715	4255
Daily	0730	2973	1700	2359	1715	4255

PM Peak
EB: 1519
WB: 2594
PS : 1656
: 2827

Synopsis Report: 860014-20070716.syn
Page: 1

County: 86
Station: 0014
Description: SR 814 - ATLANTIC BLVD - E OF SR 7/US 441
Start Date: 07/16/2007
Start Time: 1200

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	90	70	67	50	277	126	99	105	93	423	700
0100	53	38	25	40	156	65	69	56	40	230	386
0200	33	23	21	20	97	45	54	24	25	148	245
0300	28	18	20	25	91	28	28	22	15	93	184
0400	37	40	43	56	176	21	20	27	24	92	268
0500	48	79	130	203	460	26	48	59	77	210	670
0600	217	237	388	512	1354	78	114	173	200	565	1919
0700	469	557	577	674	2277	242	275	303	333	1153	3430
0800	599	540	560	441	2140	330	299	351	361	1341	3481
0900	426	430	401	334	1591	408	361	344	369	1482	3073
1000	351	340	352	308	1351	357	303	329	362	1351	2702
1100	349	313	332	332	1326	334	362	344	387	1427	2753
1200	341	358	377	341	1417	406	374	464	434	1678	3095
1300	331	319	341	328	1319	395	341	393	432	1561	2880
1400	345	338	336	368	1387	413	413	450	438	1714	3101
1500	315	325	325	383	1348	416	420	464	491	1791	3139
1600	364	310	363	341	1378	532	544	551	583	2210	3588
1700	354	412	362	391	1519	531	704	685	674	2594	4113
1800	345	407	334	338	1424	636	517	509	485	2147	3571
1900	291	317	284	284	1176	436	447	397	389	1669	2845
2000	274	245	254	249	1022	369	349	334	351	1403	2425
2100	209	231	212	197	849	332	316	287	274	1209	2058
2200	173	181	139	141	634	226	220	225	197	868	1502
2300	110	107	80	80	377	152	135	146	156	589	966
24-Hour Totals:					25146					27948	53094

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	2407	1145	1631	0745	3686
P.M.	1700	1519	1715	2699	1715	4209
Daily	0715	2407	1715	2699	1715	4209

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: COUNTY

County: 86 BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
7193		ATLANTIC BLVD, W OF FLORIDA TURNPIKE	E 24500E	W 23000E	47500 F	8.63F	9.00	55.75F	3.32F

AADT 47500
K .0863
4099

EB 2285
WB 1814

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K"/"D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: COUNTY

County: 86 BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
0814	T	SR 814/ATLANTIC BLV - 0.1 MI E OF 30 AV,BROWARD CO	E 27011	W 25643	52654 C	8.94A	9.00	59.74A	3.94A

AADT 52654

0894

4707

EB: 2812

WB: 1895

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K/D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Application for Development Approval – April 2009

PM Peak
EB: 259
WB: 767
PS : 259
PS : 767

869200-20070305.SYN

County: 86
Station: 9200
Desciption: MARGATE BLVD W OF SR 7
Start Date: 03/05/2007
Start Time: 0945

Time	Direction: E 1st	2nd	3rd	4th	Total	Direction: W 1st	2nd	3rd	4th	Total	Combined Total
0000	3	4	3	4	14	8	12	10	3	33	47
0100	3	3	3	4	13	2	5	4	5	16	29
0200	1	1	1	2	5	10	4	0	3	17	22
0300	1	1	2	3	7	8	3	1	5	17	24
0400	5	3	6	3	17	6	6	2	2	16	33
0500	16	11	20	22	69	3	2	2	12	19	88
0600	30	49	78	104	261	13	13	9	29	64	325
0700	151	218	218	211	798	21	36	48	36	141	939
0800	179	170	143	151	643	47	44	57	58	206	849
0900	114	88	97	65	364	37	53	50	45	185	549
1000	58	76	69	54	257	60	48	51	69	228	485
1100	65	82	75	66	288	55	63	55	79	252	540
1200	60	61	60	63	244	62	68	59	69	258	502
1300	77	63	81	61	282	67	64	85	71	287	569
1400	90	93	68	80	331	75	80	116	94	365	696
1500	71	61	62	98	292	85	80	99	103	367	659
1600	89	85	80	61	315	115	106	121	97	439	754
1700	50	73	77	59	259	174	190	201	202	767	1026
1800	67	69	73	54	263	172	136	92	114	514	777
1900	41	52	35	38	166	97	56	63	28	244	410
2000	33	24	23	34	114	46	37	48	40	171	285
2100	16	25	17	7	65	34	56	39	23	152	217
2200	9	16	9	9	43	23	32	21	21	97	140
2300	15	9	6	5	35	10	13	11	7	41	76

869200-20070305.SYN

24-Hour Totals:	5145	4896	10041

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	826	1145	268	0715	993
P.M.	1545	352	1700	767	1715	1041
Daily	0715	826	1700	767	1715	1041

PM Peak
EB: 875
WB: 1847
PK: 917
1976

869671-20071031.SYN

County: 86
Station: 9671
Desciption: COCONUT CREEK PKWY E OF US 441
Start Date: 10/31/2007
Start Time: 1030

	Direction: E					Direction: W					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	17	11	13	11	52	35	31	24	22	112	164
0100	10	10	12	6	38	20	9	16	16	61	99
0200	10	10	5	7	32	20	14	14	11	59	91
0300	5	11	6	6	28	10	4	4	11	29	57
0400	9	10	17	15	51	9	13	6	13	41	92
0500	30	32	47	61	170	8	11	20	23	62	232
0600	58	104	159	327	648	29	37	55	77	198	846
0700	256	369	395	346	1366	161	142	212	194	709	2075
0800	332	317	264	336	1249	177	184	179	151	691	1940
0900	283	227	166	169	845	163	176	181	193	713	1558
1000	179	167	212	209	767	210	204	225	242	881	1648
1100	149	151	176	177	653	250	250	177	236	913	1566
1200	239	213	206	218	876	242	244	315	250	1051	1927
1300	187	211	227	211	836	245	274	290	327	1136	1972
1400	160	190	237	176	763	383	330	236	289	1238	2001
1500	209	168	183	209	769	421	324	311	324	1380	2149
1600	181	193	191	201	766	282	343	334	346	1305	2071
1700	191	228	209	229	857	411	491	497	448	1847	2704
1800	272	214	161	140	787	409	342	249	249	1249	2036
1900	113	139	96	109	457	187	206	150	194	737	1194
2000	101	105	79	82	367	178	194	230	169	771	1138
2100	79	76	64	67	286	206	209	180	129	724	1010
2200	57	57	53	37	204	93	107	88	50	338	542
2300	27	30	15	25	97	52	56	38	25	171	268

869671-20071031.SYN

24-Hour Totals:		
29380	12964	16416

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	1442	1145	1037	0715	2167
P.M.	1715	938	1700	1847	1715	2783
Daily	0715	1442	1700	1847	1715	2783

Peak Hr
EB: 926
WB: 1581
PS : 926
: 1581

869253-20070305.SYN

County: 86
Station: 9253
Desciption: COCONUT CK PKWY E OF LYONS RD
Start Date: 03/05/2007
Start Time: 0830

	Direction: E					Direction: W				
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	16	18	8	8	50	19	18	16	7	60	110
0100	11	11	13	8	43	12	10	24	13	59	102
0200	4	2	5	7	18	14	7	8	10	39	57
0300	6	2	3	14	25	6	9	6	3	24	49
0400	6	8	16	18	48	9	7	13	16	45	93
0500	23	36	62	65	186	16	28	44	55	143	329
0600	84	140	221	290	735	57	89	129	200	475	1210
0700	284	329	352	244	1209	215	299	261	328	1103	2312
0800	271	255	217	241	984	216	249	187	197	849	1833
0900	183	161	173	167	684	178	214	177	191	760	1444
1000	174	191	189	157	711	172	191	198	212	773	1484
1100	178	159	188	211	736	177	181	222	203	783	1519
1200	212	195	203	219	829	201	235	218	239	893	1722
1300	207	184	226	225	842	249	251	220	189	909	1751
1400	234	211	234	214	893	287	225	286	317	1115	2008
1500	221	192	223	226	862	296	266	279	291	1132	1994
1600	227	218	245	248	938	296	309	346	370	1321	2259
1700	242	242	194	229	907	416	391	404	358	1569	2476
1800	226	211	193	144	774	348	295	241	209	1093	1867
1900	165	167	119	104	555	163	163	163	131	620	1175
2000	110	82	71	78	341	110	104	114	106	434	775
2100	89	86	53	59	287	97	77	69	83	326	613
2200	56	47	37	40	180	68	62	50	49	229	409
2300	33	23	23	19	98	27	32	25	27	111	209

869253-20070305.SYN

24-Hour Totals:	12935	14865	27800

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0645	1255	0715	1104	0700	2312
P.M.	1630	977	1645	1581	1645	2507
Daily	0645	1255	1645	1581	1645	2507

PM Peak
EB 981
WB 1546
PS 1050
1654

867119-20071105.SYN

County: 86
Station: 7119
Desciption: HAMMONDVILLE RD W OF POWERLINE RD
Start Date: 11/05/2007
Start Time: 0945

	Direction: E					Direction: W					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	23	31	20	33	107	27	30	13	18	88	195
0100	16	24	39	16	95	10	14	17	16	57	152
0200	16	25	6	6	53	17	14	20	4	55	108
0300	18	29	16	16	79	12	13	10	20	55	134
0400	11	24	33	43	111	13	13	29	18	73	184
0500	44	58	86	110	298	36	40	47	52	175	473
0600	147	200	344	337	1028	89	133	130	177	529	1557
0700	398	451	486	466	1801	172	242	251	244	909	2710
0800	433	415	333	356	1537	189	192	188	202	771	2308
0900	280	254	184	194	912	187	200	157	177	721	1633
1000	186	200	223	221	830	131	142	187	163	623	1453
1100	196	216	208	219	839	152	142	169	159	622	1461
1200	216	293	206	223	938	205	191	175	210	781	1719
1300	223	205	220	222	870	181	222	202	220	825	1695
1400	243	232	221	255	951	189	194	183	197	763	1714
1500	238	218	228	196	880	250	232	243	245	970	1850
1600	225	225	256	233	939	268	234	341	345	1188	2127
1700	234	233	259	255	981	376	431	377	362	1546	2527
1800	182	206	167	176	731	338	301	236	185	1060	1791
1900	154	112	130	127	523	148	138	137	90	513	1036
2000	129	92	99	96	416	123	96	71	86	376	792
2100	128	122	102	68	420	98	64	58	55	275	695
2200	73	45	47	38	203	58	58	45	38	199	402
2300	63	52	42	33	190	36	29	39	31	135	325

867119-20071105.SYN

24-Hour Totals:	15732	13309	29041

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	1836	0715	926	0715	2762
P.M.	1700	981	1700	1546	1700	2527
Daily	0715	1836	1700	1546	0715	2762

PM Pk Hr
EB 1121
WB 1146
PS : 1233
1261

867476-20070918.SYN

County: 86
Station: 7476
Desciption: ROYAL PALM BLVD E OF UNIVERSITY DR
Start Date: 09/18/2007
Start Time: 1230

	Direction: E					Direction: W					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	26	12	18	26	82	32	17	21	17	87	169
0100	13	9	11	11	44	30	7	15	11	63	107
0200	14	2	8	6	30	6	13	6	8	33	63
0300	9	6	8	5	28	4	6	6	11	27	55
0400	7	11	14	13	45	9	6	15	23	53	98
0500	18	41	51	53	163	17	33	37	49	136	299
0600	87	126	181	195	589	57	83	148	215	503	1092
0700	270	284	233	294	1081	213	191	238	219	861	1942
0800	248	230	280	238	996	220	220	217	226	883	1879
0900	267	190	154	171	782	206	184	158	158	706	1488
1000	170	178	164	173	685	156	153	193	168	670	1355
1100	156	153	168	200	677	165	163	200	187	715	1392
1200	170	162	173	154	659	187	184	207	171	749	1408
1300	193	200	192	182	767	169	242	201	227	839	1606
1400	225	232	242	250	949	222	206	254	240	922	1871
1500	265	244	251	231	991	250	239	261	277	1027	2018
1600	245	239	240	259	983	224	275	260	302	1061	2044
1700	306	287	269	249	1111	278	290	276	257	1101	2212
1800	278	219	179	203	879	287	238	254	223	1002	1881
1900	199	168	193	179	739	182	202	172	174	730	1469
2000	163	148	125	142	578	178	118	154	109	559	1137
2100	134	118	98	84	434	156	127	121	100	504	938
2200	78	75	72	51	276	114	91	72	56	333	609
2300	57	53	37	21	168	67	46	43	28	184	352

24-Hour Totals:	13736	13748	27484

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0700	1081	0730	897	0700	1942
P.M.	1645	1121	1645	1146	1645	2267
Daily	1645	1121	1645	1146	1645	2267

PM Peak
EB 1446
WB 1545
PS 1446
1545

867164-20070221.SYN

County: 86
Station: 7164
Desciption: ROYAL PALM BLVD E OF RIVERSIDE DR
Start Date: 02/21/2007
Start Time: 1145

	Direction: E					Direction: W					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	27	36	31	17	111	35	23	27	27	112	223
0100	14	14	12	16	56	29	21	13	20	83	139
0200	11	6	13	11	41	14	8	11	3	36	77
0300	8	6	15	12	41	8	8	11	10	37	78
0400	10	18	22	33	83	11	10	10	25	56	139
0500	41	78	97	116	332	32	34	58	41	165	497
0600	143	245	298	355	1041	86	117	222	203	628	1669
0700	413	449	392	353	1607	274	319	315	278	1186	2793
0800	393	352	378	315	1438	274	311	321	246	1152	2590
0900	293	249	211	198	951	246	217	210	187	860	1811
1000	196	214	222	215	847	215	190	212	193	810	1657
1100	210	224	240	235	909	227	231	194	282	934	1843
1200	253	214	218	237	922	215	244	219	227	905	1827
1300	243	271	237	222	973	229	263	274	224	990	1963
1400	269	267	301	321	1158	280	318	313	277	1188	2346
1500	333	267	335	328	1263	296	346	328	334	1304	2567
1600	276	320	376	359	1331	356	366	373	392	1487	2818
1700	339	365	383	336	1423	440	364	349	394	1547	2970
1800	329	293	319	272	1213	386	403	393	329	1511	2724
1900	323	251	271	216	1061	308	264	232	232	1036	2097
2000	210	237	179	196	822	210	200	181	178	769	1591
2100	210	195	148	122	675	174	159	140	127	600	1275
2200	139	111	102	78	430	123	103	103	82	411	841
2300	88	53	42	56	239	74	59	39	42	214	453

867164-20070221.SYN

24-Hour Totals: 18967 18021
36988

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0645	1609	0700	1186	0700	2793
P.M.	1645	1446	1745	1576	1630	3008
Daily	0645	1609	1745	1576	1630	3008

PM Peak
EB : 1024
WB 1815
PS : 1024
1815,

867473-20070305.SYN

County: 86
Station: 7473
Desciption: ROYAL PALM BLVD W OF SR 7
Start Date: 03/05/2007
Start Time: 0930

Time	Direction: E 1st	2nd	3rd	4th	Total	Direction: W 1st	2nd	3rd	4th	Total	Combined Total
0000	26	30	20	11	87	47	43	37	37	164	251
0100	6	12	13	10	41	26	28	14	24	92	133
0200	9	7	8	11	35	18	18	6	12	54	89
0300	17	12	16	13	58	8	15	11	9	43	101
0400	16	25	33	43	117	8	14	16	21	59	176
0500	43	50	110	152	355	18	26	28	44	116	471
0600	176	219	345	496	1236	44	68	123	154	389	1625
0700	380	465	496	487	1828	173	198	261	234	866	2694
0800	484	473	466	445	1868	210	252	240	192	894	2762
0900	318	298	232	255	1103	200	170	182	183	735	1838
1000	236	227	237	227	927	189	203	193	196	781	1708
1100	240	229	252	252	973	209	174	204	243	830	1803
1200	241	234	240	232	947	212	231	223	237	903	1850
1300	210	234	221	212	877	236	281	249	289	1055	1932
1400	230	298	258	290	1076	261	259	285	273	1078	2154
1500	280	267	284	244	1075	298	318	343	323	1282	2357
1600	239	261	251	253	1004	404	340	376	402	1522	2526
1700	252	258	251	263	1024	435	454	468	458	1815	2839
1800	268	244	199	184	895	454	390	367	330	1541	2436
1900	208	191	170	146	715	317	256	253	222	1048	1763
2000	124	160	102	115	501	228	223	174	185	810	1311
2100	93	99	85	79	356	160	140	194	114	608	964
2200	111	72	73	56	312	120	125	116	78	439	751
2300	54	37	22	17	130	93	80	73	69	315	445

867473-20070305.SYN

24-Hour Totals:	17540	17439	34979

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	1940	0730	957	0730	2897
P.M.	1415	1126	1715	1834	1715	2874
Daily	0730	1940	1715	1834	0730	2897

PM :
EB: 1109
WB: 1774
PS : 1109
: 1774

868056-20070305.SYN

County: 86
Station: 8056
Desciption: COPANS RD E OF SR 7
Start Date: 03/05/2007
Start Time: 0915

	Direction: E					Direction: W					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	44	22	24	5	95	34	41	26	23	124	219
0100	16	7	14	15	52	20	20	16	12	68	120
0200	9	8	8	14	39	9	11	2	7	29	68
0300	19	12	16	16	63	7	5	7	2	21	84
0400	17	21	31	43	112	10	11	7	19	47	159
0500	45	51	98	135	329	23	37	37	44	141	470
0600	153	212	273	388	1026	44	78	118	180	420	1446
0700	345	362	434	415	1556	181	179	220	204	784	2340
0800	406	391	332	346	1475	249	253	268	225	995	2470
0900	303	228	221	233	985	196	179	179	190	744	1729
1000	202	234	231	211	878	175	202	201	190	768	1646
1100	195	244	212	220	871	188	186	200	212	786	1657
1200	237	268	235	226	966	190	220	208	206	824	1790
1300	203	243	229	260	935	252	213	222	266	953	1888
1400	225	256	265	274	1020	254	259	245	256	1014	2034
1500	255	234	262	267	1018	299	295	293	317	1204	2222
1600	278	270	281	240	1069	361	308	343	379	1391	2460
1700	267	292	272	278	1109	400	446	461	467	1774	2883
1800	243	202	202	179	826	442	381	301	252	1376	2202
1900	184	185	169	147	685	226	237	194	167	824	1509
2000	125	134	109	117	485	160	137	130	124	551	1036
2100	82	70	70	70	292	117	132	108	89	446	738
2200	91	62	56	51	260	78	99	82	59	318	578
2300	47	38	27	26	138	75	53	43	54	225	363

868056-20070305.SYN

24-Hour Totals:	16284	15827	32111

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Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	1646	0800	995	0730	2572
P.M.	1700	1109	1715	1816	1715	2901
Daily	0730	1646	1715	1816	1715	2901

PM Peak
EB: 1031
WB: 2551
PS: 1052
2602

869131-20070402.SYN

County: 86
Station: 9131
Desciption: COPANS RD E OF LYONS RD
Start Date: 04/02/2007
Start Time: 1015

Time	Direction: E 1st	2nd	3rd	4th	Total	Direction: W 1st	2nd	3rd	4th	Total	Combined Total
0000	59	26	24	18	127	71	69	55	31	226	353
0100	22	21	8	8	59	29	26	28	21	104	163
0200	19	8	8	15	50	27	19	17	12	75	125
0300	23	14	26	26	89	22	12	13	16	63	152
0400	18	24	46	60	148	14	18	30	29	91	239
0500	67	70	113	168	418	28	31	65	60	184	602
0600	172	240	367	389	1168	67	53	166	179	465	1633
0700	419	492	503	532	1946	174	210	215	287	886	2832
0800	414	401	412	352	1579	244	291	298	256	1089	2668
0900	287	287	276	212	1062	250	221	241	259	971	2033
1000	233	258	235	208	934	226	198	234	241	899	1833
1100	205	245	208	232	890	251	252	267	285	1055	1945
1200	218	231	229	240	918	301	315	264	288	1168	2086
1300	255	231	225	246	957	284	284	306	309	1183	2140
1400	249	249	239	228	965	358	317	299	317	1291	2256
1500	236	244	267	204	951	367	405	487	448	1707	2658
1600	229	226	245	261	961	536	489	557	599	2181	3142
1700	243	277	250	197	967	748	617	587	533	2485	3452
1800	187	236	208	190	821	505	467	344	302	1618	2439
1900	170	162	148	133	613	360	280	298	253	1191	1804
2000	114	130	121	112	477	205	268	241	214	928	1405
2100	124	103	104	97	428	202	186	199	161	748	1176
2200	99	106	86	67	358	159	195	140	94	588	946
2300	61	42	41	42	186	127	118	92	70	407	593

24-Hour Totals: 17072 21603
38675

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0700	1946	1130	1168	0715	2897
P.M.	1645	1031	1645	2551	1645	3582
Daily	0700	1946	1645	2551	1645	3582

PM Pk
EB: 1223
WB: 1979
PS 1309
2118

867107-20070730.SYN

County: 86
Station: 7107
Desciption: COPANS RD W OF POWERLINE RD
Start Date: 07/30/2007
Start Time: 0900

Combined	Direction: E					Direction: W				
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	37	23	25	21	106	48	44	35	31	158	264
0100	21	21	17	20	79	20	19	13	22	74	153
0200	14	14	16	14	58	30	26	17	25	98	156
0300	18	9	31	13	71	18	21	13	14	66	137
0400	26	17	48	79	170	24	19	35	35	113	283
0500	92	147	190	183	612	16	49	69	79	213	825
0600	228	310	346	426	1310	93	143	183	232	651	1961
0700	514	527	632	605	2278	219	204	312	263	998	3276
0800	588	533	522	425	2068	231	270	243	278	1022	3090
0900	287	353	289	280	1209	195	238	205	220	858	2067
1000	247	246	297	261	1051	198	221	239	185	843	1894
1100	241	244	291	247	1023	239	220	228	213	900	1923
1200	346	271	261	293	1171	261	273	237	271	1042	2213
1300	259	288	263	242	1052	237	267	253	247	1004	2056
1400	263	227	285	222	997	278	263	274	276	1091	2088
1500	273	277	276	306	1132	287	334	348	323	1292	2424
1600	294	309	325	301	1229	408	422	451	497	1778	3007
1700	361	315	246	266	1188	500	499	483	372	1854	3042
1800	219	209	201	160	789	423	323	254	276	1276	2065
1900	171	120	147	151	589	209	221	179	148	757	1346
2000	110	117	79	102	408	180	168	142	136	626	1034
2100	93	110	74	86	363	138	124	120	92	474	837
2200	93	84	65	57	299	90	75	78	74	317	616
2300	68	41	46	35	190	61	72	56	40	229	419

24-Hour Totals: 19442 17734
37176

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	2358	0730	1076	0730	3434
P.M.	1630	1302	1645	1979	1630	3249
Daily	0730	2358	1645	1979	0730	3434

PM PK
EB: 1631
WB: 1516
PS: 1631
1516

Synopsis Report: 860009CL 20070228.syn
Page: 2

County: 86
Station: 0009
Description: SR 834 / SAMPLE RD E OF SR 817/UNIV DR
Start Date: 02/28/2007
Start Time: 0945

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	59	56	50	36	201	45	38	50	38	171	372
0100	29	35	29	22	115	36	34	29	17	116	231
0200	19	27	13	11	70	27	19	22	13	81	151
0300	17	17	15	25	74	13	9	7	11	40	114
0400	14	25	19	19	77	24	14	14	26	78	155
0500	21	37	44	76	178	22	28	35	71	156	334
0600	83	123	149	187	542	92	112	129	211	544	1086
0700	270	352	370	380	1372	266	312	292	401	1271	2643
0800	351	367	332	339	1389	357	362	383	365	1467	2856
0900	320	337	249	253	1159	318	275	272	270	1135	2294
1000	255	257	239	257	1008	283	286	258	281	1108	2116
1100	294	320	296	272	1182	250	285	244	316	1095	2277
1200	313	282	273	307	1175	248	269	282	281	1080	2255
1300	301	322	266	304	1193	282	275	273	284	1114	2307
1400	332	296	286	375	1289	287	351	318	323	1279	2568
1500	376	348	327	342	1393	314	326	317	321	1278	2671
1600	337	343	339	348	1367	387	312	342	378	1419	2786
1700	435	423	388	385	1631	340	381	399	396	1516	3147
1800	342	325	338	296	1301	367	400	309	327	1403	2704
1900	317	256	243	239	1055	309	285	238	236	1068	2123
2000	271	230	206	220	927	218	220	222	196	856	1783
2100	231	186	186	171	774	160	169	157	177	663	1437
2200	161	166	146	98	571	138	130	93	97	458	1029
2300	91	83	73	55	302	68	77	67	58	270	572
24-Hour Totals:					20345					19666	40011

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	1468	0745	1503	0745	2933
P.M.	1700	1631	1730	1562	1700	3147
Daily	1700	1631	1730	1562	1700	3147

Truck Percentage 2.48 2.45 2.47

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	53	17496	2291	89	295	30	9	50	28	3	0	0	1	0	0	505	20345
W	67	17031	2085	125	238	34	4	35	40	4	0	0	2	0	1	482	19666

PM PK
EB: 1771
WB: 2126
PS: 1966
: 2360

867466-20060725.SYN

County: 86
Station: 7466
Desciption: SAMPLE RD, E OF RIVERSIDE DR
Start Date: 07/25/2006
Start Time: 0900

	Direction: E					Direction: W					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	70	70	46	47	233	88	81	66	45	280	513
0100	45	28	30	23	126	46	39	38	34	157	283
0200	32	33	22	18	105	30	26	27	14	97	202
0300	25	17	29	22	93	24	24	29	19	96	189
0400	20	20	33	32	105	21	18	18	23	80	185
0500	63	57	73	106	299	26	42	44	69	181	480
0600	143	161	278	261	843	74	91	156	176	497	1340
0700	344	366	425	417	1552	187	204	288	360	1039	2591
0800	440	413	412	393	1658	339	365	350	417	1471	3129
0900	357	375	304	345	1381	361	302	310	332	1305	2686
1000	323	342	295	336	1296	323	316	317	310	1266	2562
1100	307	328	326	359	1320	361	306	332	366	1365	2685
1200	392	337	361	323	1413	392	409	353	398	1552	2965
1300	366	293	345	414	1418	394	376	416	361	1547	2965
1400	354	356	351	328	1389	429	341	395	433	1598	2987
1500	357	372	396	347	1472	450	466	436	527	1879	3351
1600	412	335	395	408	1550	481	445	529	504	1959	3509
1700	438	530	435	378	1781	524	569	446	562	2101	3882
1800	427	402	340	371	1540	548	416	460	457	1881	3421
1900	343	349	340	290	1322	412	410	378	352	1552	2874
2000	290	304	302	284	1180	331	344	299	264	1238	2418
2100	260	254	220	180	914	296	260	229	215	1000	1914
2200	215	170	148	142	675	210	200	204	133	747	1422
2300	166	109	102	83	460	151	131	110	102	494	954

867466-20060725.SYN

24-Hour Totals:	24125	25382	49507

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	1695	1145	1520	0800	3129
P.M.	1645	1811	1630	2126	1630	3897
Daily	1645	1811	1630	2126	1630	3897

PM Peak Hr
17:00
EB: 1514
WB: 2370
PS: 1514
2370

Synopsis Report: 860123CL-20070228.syn
Page: 2

County: 86
Station: 0123
Description: SR 834 / SAMPLE RD - W OF SR 7/US 441
Start Date: 02/28/2007
Start Time: 1030

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	58	61	50	35	204	96	84	80	61	321	525
0100	26	28	25	33	112	57	47	64	37	205	317
0200	21	27	22	19	89	41	30	36	18	125	214
0300	19	22	27	24	92	21	15	9	24	69	161
0400	19	28	53	47	147	30	21	23	25	99	246
0500	77	68	103	158	406	36	29	29	73	167	573
0600	207	283	388	424	1302	77	102	149	182	510	1812
0700	456	537	561	671	2225	254	236	260	310	1060	3285
0800	614	575	549	529	2267	303	314	346	340	1303	3570
0900	455	445	370	356	1626	322	316	319	303	1260	2886
1000	322	344	352	373	1391	283	254	320	352	1209	2600
1100	348	380	356	341	1425	328	353	357	352	1390	2815
1200	361	384	392	394	1531	379	361	395	349	1484	3015
1300	382	371	338	332	1423	343	428	350	318	1439	2862
1400	344	331	341	321	1337	270	356	381	384	1391	2728
1500	381	425	355	386	1547	413	431	476	530	1850	3397
1600	405	391	380	415	1591	455	495	482	600	2032	3623
1700	373	392	376	373	1514	571	550	606	643	2370	3884
1800	377	336	355	333	1401	697	613	480	491	2281	3682
1900	312	317	260	266	1155	433	398	405	333	1569	2724
2000	245	263	206	196	910	326	325	292	276	1219	2129
2100	230	199	183	159	771	257	243	250	239	989	1760
2200	195	153	150	138	636	249	203	182	167	801	1437
2300	115	79	94	63	351	152	130	115	115	512	863
24-Hour Totals:					25453					25655	51108

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	2421	1145	1487	0745	3682
P.M.	1600	1591	1730	2559	1730	4021
Daily	0730	2421	1730	2559	1730	4021

Truck Percentage 2.66 3.50 3.08

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	86	22005	2684	129	335	48	40	57	48	13	0	0	6	0	2	676	25453
W	93	21895	2762	244	392	139	15	48	38	12	1	0	10	0	6	899	25655

PM Peak Hr
17:00
EB: 3195
WB: 2080
PS EB: 3451
PS WB: 2246

Synopsis Report: 860467-20070614.syn
Page: 1

County: 86
Station: 0467
Description: SR 834 / SAMPLE RD - E OF SR 7/US 441
Start Date: 06/14/2007
Start Time: 1215

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	142	142	87	82	618	141	125	108	81	685	1303
0100	82	43	68	56	393	86	63	58	80	400	793
0200	53	54	43	35	220	86	69	59	52	287	507
0300	25	34	23	33	157	49	35	40	43	229	386
0400	42	38	37	35	132	35	53	60	62	153	285
0500	43	44	59	83	153	65	89	124	136	240	393
0600	96	138	177	298	282	182	333	427	419	531	813
0700	289	302	373	435	902	477	566	625	561	1656	2558
0800	450	435	417	495	1560	563	582	554	497	2315	3875
0900	388	405	401	385	1735	487	487	481	428	2120	3855
1000	363	394	436	415	1554	435	438	373	389	1831	3385
1100	413	398	474	455	1658	378	412	411	429	1578	3236
1200	515	501	487	522	1842	430	477	473	522	1682	3524
1300	498	438	493	508	2008	482	480	456	483	1954	3962
1400	515	464	488	465	1954	547	539	565	477	1966	3920
1500	484	589	580	600	1901	542	505	489	525	2123	4024
1600	553	613	692	672	2322	448	548	500	463	1967	4289
1700	780	816	820	779	2757	541	521	536	482	2052	4809
1800	721	624	619	542	3136	575	508	415	423	2114	5250
1900	543	415	425	445	2328	430	419	347	302	1776	4104
2000	462	399	383	361	1747	332	286	266	271	1400	3147
2100	344	319	322	283	1487	272	293	278	209	1095	2582
2200	258	250	241	203	1182	212	222	220	210	992	2174
2300	199	166	144	166	893	190	196	187	161	842	1735
24-Hour Totals:					32921					31988	64909

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1145	1958	0730	2331	0730	4024
P.M.	1700	3195	1345	2134	1700	5275
Daily	1700	3195	0730	2331	1700	5275

PM Peak Hour
17:00
EB: 3336
WB: 1713
PS: 3336
1713

Synopsis Report: 860053 20070227.syn
Page: 1

County: 86
Station: 0053
Description: SR 834 / SAMPLE RD W OF SR 91/FLA TPK
Start Date: 02/27/2007
Start Time: 1315

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	102	77	56	70	451	79	66	56	48	323	774
0100	73	45	52	44	276	34	40	28	26	204	480
0200	30	29	29	27	171	41	26	27	24	135	306
0300	19	18	31	36	104	31	28	36	32	108	212
0400	17	22	42	37	102	57	64	78	84	153	255
0500	44	50	99	100	145	113	164	222	293	339	484
0600	137	223	312	312	386	400	510	646	642	1079	1465
0700	416	448	400	397	1263	774	842	822	804	2572	3835
0800	466	435	493	390	1711	776	679	602	631	3244	4955
0900	386	350	412	340	1704	599	536	501	475	2511	4215
1000	385	387	422	427	1487	439	435	473	460	1951	3438
1100	453	418	385	424	1689	494	473	471	482	1862	3551
1200	441	383	417	431	1668	436	486	492	422	1862	3530
1300	474	506	496	469	1705	481	480	485	489	1881	3586
1400	496	532	502	505	1967	464	512	431	485	1918	3885
1500	537	634	655	616	2076	528	433	492	468	1956	4032
1600	680	667	772	771	2585	480	475	463	451	1873	4458
1700	802	813	923	798	3012	496	426	380	411	1885	4897
1800	714	663	599	523	3248	398	379	348	325	1615	4863
1900	515	496	468	359	2300	348	286	302	279	1400	3700
2000	376	356	287	315	1699	242	240	196	234	1109	2808
2100	316	333	271	261	1274	213	195	193	186	883	2157
2200	251	254	212	213	1116	190	134	158	115	764	1880
2300	202	133	124	92	881	124	101	78	65	531	1412
24-Hour Totals:					33020					32158	65178

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	1791	0715	3244	0715	4955
P.M.	1700	3336	1415	1956	1645	5062
Daily	1700	3336	0715	3244	1645	5062

PM PK
EB: 2147
WB: 3287
PS: 2211
3386

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Page: 1

County: 86
Station: 0012
Description: SR 834 / SAMPLE RD E OF SR 91/FLA TPK
Start Date: 01/18/2007
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	64	62	62	54	242	98	108	71	56	333	575
0100	37	44	30	37	148	69	49	63	45	226	374
0200	27	42	23	32	124	43	39	38	27	147	271
0300	28	43	49	35	155	19	39	31	31	120	275
0400	43	69	84	91	287	39	20	46	41	146	433
0500	113	117	185	258	673	53	61	83	137	334	1007
0600	309	400	557	576	1842	166	234	306	361	1067	2909
0700	599	638	655	638	2530	404	449	499	504	1856	4386
0800	673	666	640	613	2592	502	446	452	471	1871	4463
0900	670	539	548	500	2257	418	428	394	398	1638	3895
1000	423	430	449	417	1719	403	466	470	450	1789	3508
1100	437	477	496	505	1915	412	430	546	505	1893	3808
1200	471	503	488	502	1964	542	529	540	534	2145	4109
1300	547	522	552	489	2110	549	536	503	598	2186	4296
1400	543	517	548	549	2157	542	542	583	573	2240	4397
1500	533	504	626	502	2165	540	439	686	717	2382	4547
1600	527	503	515	527	2072	701	631	746	760	2838	4910
1700	538	615	509	485	2147	844	801	874	768	3287	5434
1800	464	486	431	373	1754	717	667	595	543	2522	4276
1900	335	315	336	300	1286	528	470	391	426	1815	3101
2000	293	208	227	194	922	355	330	299	280	1264	2186
2100	217	182	156	165	720	292	279	263	279	1113	1833
2200	176	164	186	141	667	214	214	224	157	809	1476
2300	133	123	103	76	435	177	145	150	117	589	1024
24-Hour Totals:					32883					34610	67493

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	2632	1130	2122	0730	4583
P.M.	1445	2212	1700	3287	1645	5468
Daily	0730	2632	1700	3287	1645	5468

PM Pk Hr
EB · 1265
WB · 1379
PS : 1417
PS : 1544

867460-20070716.SYN

County: 86
Station: 7460
Desciption: WILES RD E OF UNIVERSITY DR
Start Date: 07/16/2007
Start Time: 0945

Time	Direction: E 1st	2nd	3rd	4th	Total	Direction: W 1st	2nd	3rd	4th	Total	Combined Total
0000	57	45	36	23	161	45	54	30	33	162	323
0100	26	22	9	21	78	26	30	11	22	89	167
0200	11	13	11	11	46	9	25	12	16	62	108
0300	8	10	15	13	46	12	7	7	9	35	81
0400	14	10	21	23	68	19	7	22	36	84	152
0500	23	21	57	56	157	29	35	44	86	194	351
0600	63	90	119	145	417	64	105	169	186	524	941
0700	197	222	243	280	942	172	272	264	317	1025	1967
0800	297	251	249	284	1081	299	262	324	320	1205	2286
0900	230	213	185	189	817	269	237	274	210	990	1807
1000	188	184	184	198	754	181	199	214	201	795	1549
1100	198	191	204	217	810	186	212	188	218	804	1614
1200	220	246	222	217	905	237	207	238	244	926	1831
1300	218	217	230	242	907	175	235	238	212	860	1767
1400	233	194	222	255	904	216	188	230	236	870	1774
1500	228	230	279	224	961	229	236	237	252	954	1915
1600	304	290	257	288	1139	243	268	278	295	1084	2223
1700	354	299	337	275	1265	355	334	377	313	1379	2644
1800	310	212	220	186	928	334	302	295	231	1162	2090
1900	223	206	211	166	806	205	219	226	177	827	1633
2000	183	163	144	163	653	165	171	166	173	675	1328
2100	144	155	138	129	566	161	152	128	110	551	1117
2200	133	129	97	90	449	109	103	80	81	373	822
2300	80	63	59	55	257	81	58	57	44	240	497

867460-20070716.SYN

24-Hour Totals: 15117 15870
30987

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0800	1081	0800	1205	0800	2286
P.M.	1645	1278	1700	1379	1700	2644
Daily	1645	1278	1700	1379	1700	2644

PM PK
EB: 1376
WB: 2054
PS: EB: 1527
WB 2280

868041-20070102.SYN

County: 86
Station: 8041
Desciption: WILES RD E OF RIVERSIDE DR
Start Date: 01/02/2007
Start Time: 0945

	Direction: E					Direction: W					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	59	56	35	30	180	55	56	50	34	195	375
0100	29	27	30	15	101	26	26	26	30	108	209
0200	10	19	13	12	54	16	12	12	7	47	101
0300	12	10	15	9	46	21	9	7	13	50	96
0400	16	16	40	30	102	18	15	15	26	74	176
0500	24	40	83	100	247	17	30	44	47	138	385
0600	135	180	207	260	782	66	60	112	118	356	1138
0700	307	345	367	340	1359	181	190	233	243	847	2206
0800	331	322	327	274	1254	249	256	283	267	1055	2309
0900	262	270	273	229	1034	205	207	213	199	824	1858
1000	253	247	255	239	994	231	220	226	216	893	1887
1100	250	229	299	267	1045	186	257	237	220	900	1945
1200	251	260	246	273	1030	244	249	236	251	980	2010
1300	266	275	269	289	1099	250	248	263	266	1027	2126
1400	266	246	284	284	1080	278	269	302	258	1107	2187
1500	324	308	289	307	1228	322	299	319	316	1256	2484
1600	300	275	331	333	1239	347	340	352	428	1467	2706
1700	374	366	308	328	1376	472	528	560	494	2054	3430
1800	309	231	242	218	1000	411	390	294	288	1383	2383
1900	215	204	190	193	802	232	237	213	172	854	1656
2000	174	178	143	143	638	188	188	167	154	697	1335
2100	133	122	134	139	528	153	139	140	119	551	1079
2200	106	98	75	96	375	114	110	93	80	397	772
2300	78	50	48	65	241	88	89	69	67	313	554

868041-20070102.SYN

24-Hour Totals:	17834	17573	35407

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	1383	0800	1055	0745	2351
P.M.	1630	1404	1700	2054	1700	3430
Daily	1630	1404	1700	2054	1700	3430

PM Peak
EB: 1235
WB: 2052
PS: 1260
2093

867116-20070404.SYN

County: 86
Station: 7116
Desciption: WILES RD W OF SR 7
Start Date: 04/04/2007
Start Time: 0900

Time	Direction: E 1st	2nd	3rd	4th	Total	Direction: W 1st	2nd	3rd	4th	Total	Combined Total
0000	44	30	36	28	138	52	48	52	35	187	325
0100	15	20	13	16	64	26	18	18	18	80	144
0200	16	17	14	9	56	12	16	14	15	57	113
0300	10	15	13	17	55	14	9	12	13	48	103
0400	11	13	31	28	83	10	17	5	19	51	134
0500	40	62	73	104	279	24	19	30	41	114	393
0600	127	179	219	277	802	45	69	106	100	320	1122
0700	369	378	433	418	1598	122	174	192	220	708	2306
0800	407	364	333	278	1382	214	217	269	249	949	2331
0900	282	252	246	282	1062	203	209	183	215	810	1872
1000	251	271	238	266	1026	190	179	210	255	834	1860
1100	201	248	249	251	949	194	208	244	233	879	1828
1200	248	249	258	237	992	222	262	236	238	958	1950
1300	270	266	231	221	988	262	238	247	249	996	1984
1400	241	273	253	276	1043	263	260	254	281	1058	2101
1500	259	245	296	254	1054	270	276	316	345	1207	2261
1600	271	237	272	257	1037	334	361	358	369	1422	2459
1700	340	306	316	273	1235	530	462	547	513	2052	3287
1800	297	278	258	247	1080	415	410	315	295	1435	2515
1900	225	193	240	188	846	268	242	251	237	998	1844
2000	229	195	151	153	728	196	206	195	187	784	1512
2100	149	152	131	117	549	193	179	151	154	677	1226
2200	130	100	87	64	381	136	147	102	105	490	871
2300	83	65	58	58	264	94	87	85	69	335	599

867116-20070404.SYN

24-Hour Totals:	17691		17449
35140			

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	1636	1130	961	0730	2465
P.M.	1700	1235	1700	2052	1700	3287
Daily	0715	1636	1700	2052	1700	3287

PM Peak Hr
17:00
EB: 691
WB: 1008

869581-20070212.SYN

County: 86
Station: 9581
Desciption: WILES RD E OF SR 7
Start Date: 02/12/2007
Start Time: 1000

Time	Direction: E 1st	2nd	3rd	4th	Total	Direction: W 1st	2nd	3rd	4th	Total	Combined Total
0000	8	12	12	14	46	21	8	12	10	51	97
0100	7	11	4	7	29	10	3	6	3	22	51
0200	6	6	4	3	19	6	3	1	1	11	30
0300	1	0	6	5	12	5	4	5	9	23	35
0400	5	8	10	17	40	3	6	4	4	17	57
0500	11	13	39	60	123	5	6	9	21	41	164
0600	71	72	106	126	375	26	31	46	45	148	523
0700	177	283	236	263	959	112	196	213	135	656	1615
0800	257	218	216	205	896	134	97	108	130	469	1365
0900	178	179	135	112	604	106	106	100	94	406	1010
1000	104	111	113	100	428	91	80	85	86	342	770
1100	112	113	97	108	430	99	88	78	104	369	799
1200	123	132	132	115	502	117	90	95	106	408	910
1300	129	150	148	108	535	132	90	137	125	484	1019
1400	143	138	182	183	646	134	123	143	227	627	1273
1500	159	163	132	154	608	201	153	136	148	638	1246
1600	172	163	162	202	699	173	173	179	195	720	1419
1700	170	196	153	172	691	244	243	247	274	1008	1699
1800	179	133	163	143	618	256	229	234	135	854	1472
1900	137	138	112	89	476	134	114	150	107	505	981
2000	79	77	90	86	332	78	60	69	65	272	604
2100	62	48	49	54	213	68	75	53	46	242	455
2200	48	41	46	34	169	53	40	34	40	167	336
2300	24	18	9	20	71	38	27	15	14	94	165

869581-20070212.SYN

24-Hour Totals:	9521	8574	18095

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	1039	0715	678	0715	1717
P.M.	1630	730	1715	1020	1715	1720
Daily	0715	1039	1715	1020	1715	1720

PM Peak Hr
17:00
EB: 442
WB: 279
Ps: 477
301

869694-20070917.SYN

County: 86
Station: 9694
Desciption: WILES RD E OF LYONS
Start Date: 09/17/2007
Start Time: 1045

Time	Direction: E 1st	2nd	3rd	4th	Total	Direction: W 1st	2nd	3rd	4th	Total	Combined Total
0000	7	9	12	12	40	2	4	5	9	20	60
0100	4	6	5	7	22	6	1	1	4	12	34
0200	3	3	0	1	7	1	2	0	0	3	10
0300	0	1	0	4	5	1	1	3	3	8	13
0400	4	1	1	1	7	0	5	4	4	13	20
0500	4	1	9	11	25	6	6	8	24	44	69
0600	10	13	27	44	94	18	25	50	68	161	255
0700	61	97	112	125	395	88	145	167	189	589	984
0800	69	53	45	45	212	178	91	81	72	422	634
0900	37	45	36	36	154	58	58	42	40	198	352
1000	36	33	31	39	139	46	42	43	48	179	318
1100	37	33	31	36	137	30	47	42	41	160	297
1200	49	37	27	47	160	36	29	30	49	144	304
1300	31	57	46	77	211	43	40	37	25	145	356
1400	76	55	58	153	342	54	114	50	103	321	663
1500	199	78	76	78	431	101	61	38	56	256	687
1600	76	84	94	104	358	73	59	69	59	260	618
1700	94	94	115	139	442	58	69	56	69	252	694
1800	143	121	85	84	433	68	80	61	45	254	687
1900	81	67	73	62	283	54	51	55	65	225	508
2000	55	63	47	50	215	39	49	64	50	202	417
2100	58	37	27	32	154	36	23	21	26	106	260
2200	29	30	34	28	121	14	23	14	14	65	186
2300	16	16	16	13	61	8	13	5	4	30	91

869694-20070917.SYN

24-Hour Totals:	4448		4069
8517			

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	403	0715	679	0715	1082
P.M.	1730	518	1415	368	1415	833
Daily	1730	518	0715	679	0715	1082

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: ALL

County: 97 FL. TURNPIKE

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
97		SAWGRASS/SR 869, E. OF UNIVERSITY DR	E 33850	W 33850	67700 C	11.31F	11.00	52.96F	8.35D

AADT 67,700
K
D (WB) .5296
(EB) .4704
WB: 3944
EB: 3503

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K/D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Application for Development Approval – April 2009

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: ALL

County: 97 FL. TURNPIKE

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
3008		SAWGRASS/SR 869, E. OF SR 7/US 441	E 32750	W 32750	65500 C	11.31F	11.00	52.96F	8.35D

AADT 65,500
K .11
D (WB) .5296
(EB) .4704

WB: 3816
EB: 3389

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K/D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: ALL

County: 97 FL. TURNPIKE

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
3409		SAWGRASS/SR 869, E. OF LYONS ROAD	E 34300	W 34300	68600 C	11.31F	11.00	52.96F	8.35D

AADT: 68600 (7546)
K : .11
D : (WB) .5296
(EB) .4704

WB : 3996
EB : 3550

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: ALL

County: 97 FL. TURNPIKE

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
3910		SAWGRASS/SR 869, E. OF TURNPIKE TOLL PLAZA	E 17800	W 17800	35600 C	11.31F	11.00	52.96F	7.34S

AADT : 35600
K: .11
D: .5296 (WB)
.4704 (EB)

3916

WB: 2073
EB: 1843

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Application for Development Approval – April 2009

869101-20071029.SYN

County: 86
Station: 9101
Desciption: HOLMBERG RD E OF UNIVERSITY DR
Start Date: 10/29/2007
Start Time: 1100

Direction: B

Time	1st	2nd	3rd	4th	Total
0000	6	8	6	6	26
0100	10	4	1	3	18
0200	2	4	3	3	12
0300	1	0	0	0	1
0400	1	5	2	9	17
0500	4	13	8	22	47
0600	30	23	52	130	235
0700	201	342	266	260	1069
0800	262	212	204	244	922
0900	218	204	136	128	686
1000	135	119	140	140	534
1100	120	130	150	151	551
1200	162	165	143	136	606
1300	135	151	157	174	617
1400	161	178	171	264	774
1500	253	255	241	200	949
1600	234	246	202	215	897
1700	273	290	244	275	1082
1800	262	261	214	234	971
1900	221	191	156	121	689
2000	133	143	98	93	467
2100	57	96	67	52	272
2200	34	33	39	27	133
2300	23	21	15	7	66
24-Hour Totals:					11641

Peak Volume Information

	Hour	Volume
A.M.	0715	1130
P.M.	1700	1082
Daily	0715	1130

6063 D (WB)
3937 (EB)

EB
92 97 80 85
107 114 96 108

WB
142 149 122 130
166 176 148 167

PK Season
EB : 459
WB : 710

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: COUNTY

County: 86 BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
9901		HOLMBERG RD., E OF UNIVERSITY DR.	E 0	W 0	10500 C	10.19F	9.74	60.63F	4.80F

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Application for Development Approval – April 2009

869138-20070103.SYN

County: 86
Station: 9138
Desciption: HOLMBERG RD E OF RIVERSIDE DR
Start Date: 01/03/2007
Start Time: 1045

WB: .6063
EB: .3937

Time	Direction: B 1st	2nd	3rd	4th	Total
0000	43	39	50	33	165
0100	36	33	21	35	125
0200	15	22	16	5	58
0300	8	5	4	2	19
0400	7	5	14	18	44
0500	15	15	32	40	102
0600	59	80	129	200	468
0700	261	350	388	431	1430
0800	390	405	415	337	1547
0900	303	264	246	291	1104
1000	268	250	258	200	976
1100	202	261	260	215	938
1200	266	296	262	258	1082
1300	261	241	277	244	1023
1400	291	298	282	318	1189
1500	344	332	303	341	1320
1600	364	401	381	397	1543
1700	530	544	496	486	2056
1800	503	467	419	382	1771
1900	301	267	185	245	998
2000	368	359	319	341	1387
2100	244	152	166	133	695
2200	113	87	101	105	406
2300	97	83	62	57	299
24-Hour Totals:					20745

EB: 143 158 150 156
209 214 195 191

WB: 221 243 231 241
321 330 301 295

Peak Volume Information

	Hour	Volume
A.M.	0745	1641
P.M.	1700	2056
Daily	1700	2056

EB
PS: 898

WB
1384

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: COUNTY

County: 86 BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
9138		HOLMBERG RD., E OF RIVERSIDE DR.	E 0	W 0	16500 C	10.19F	9.74	60.63F	4.80F

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K"/"D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Application for Development Approval – April 2009

.5575 (WB

869527-20070110.SYN

County: 86
Station: 9527
Desciption: JOHNSON RD E OF SR 7
Start Date: 01/10/2007
Start Time: 1100

WB

Time	Direction: B 1st	2nd	3rd	4th	Total
0000	11	7	7	4	29
0100	4	3	1	1	9
0200	3	3	2	1	9
0300	1	2	2	1	6
0400	0	3	6	13	22
0500	14	10	19	15	58
0600	31	46	65	93	235
0700	104	183	265	366	918
0800	335	192	185	210	922
0900	181	141	136	143	601
1000	127	117	85	102	431
1100	98	115	135	141	489
1200	144	153	160	148	605
1300	176	169	174	189	708
1400	232	223	195	185	835
1500	204	189	189	220	802
1600	215	297	239	234	985
1700	320	288	351	258	1217
1800	201	163	184	154	702
1900	108	104	101	79	392
2000	55	77	69	65	266
2100	73	67	65	33	238
2200	38	27	28	17	110
2300	14	10	13	11	48
24-Hour Totals:					10637

Peak Volume Information

	Hour	Volume
A.M.	0730	1158
P.M.	1700	1217
Daily	1700	1217

WB
120 166 133 130
178 161 196 144

EB
95 131 106 104
142 127 155 114

EB: 538
WB: 679
PS - 565
713

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: COUNTY

County: 86 BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
9327		JOHNSON ROAD, E OF SR 7	E 0	W 0	9900 C	8.63F	9.00	55.75F	4.80F

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K"/"D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Application for Development Approval - April 2009
21-A-201

PM
PS EB: 598
WB: 576

EB: 539
WB: 519

869240-20070103.SYN

County: 86
Station: 9240
Desciption: HILLSBORO BLVD W OF SR 7
Start Date: 01/03/2007
Start Time: 1015

Time	Direction: E 1st	2nd	3rd	4th	Total	Direction: W 1st	2nd	3rd	4th	Total	Combined Total
0000	7	7	6	6	26	9	6	13	7	35	61
0100	6	4	7	4	21	5	5	6	2	18	39
0200	2	3	4	1	10	3	8	2	6	19	29
0300	3	1	0	1	5	0	4	3	1	8	13
0400	3	5	0	7	15	1	2	0	5	8	23
0500	5	15	15	17	52	1	8	4	8	21	73
0600	19	48	55	55	177	7	8	18	23	56	233
0700	115	113	134	137	499	23	27	39	33	122	621
0800	146	128	115	126	515	43	41	53	54	191	706
0900	113	118	114	80	425	44	53	55	61	213	638
1000	98	97	88	79	362	58	53	56	49	216	578
1100	102	90	103	75	370	57	57	72	72	258	628
1200	90	116	108	113	427	57	68	51	63	239	666
1300	91	125	105	113	434	67	64	81	58	270	704
1400	91	90	92	112	385	58	59	66	91	274	659
1500	83	105	110	136	434	86	62	88	91	327	761
1600	139	135	121	124	519	94	86	94	97	371	890
1700	131	133	152	123	539	141	126	123	129	519	1058
1800	160	122	118	99	499	130	115	94	92	431	930
1900	124	74	98	69	365	95	52	46	55	248	613
2000	60	66	69	52	247	53	50	44	45	192	439
2100	74	68	41	35	218	32	43	29	42	146	364
2200	38	18	16	10	82	19	21	29	17	86	168
2300	14	13	13	11	51	18	23	14	18	73	124

869240-20070103.SYN

24-Hour Totals:	6677	4341	11018

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	545	1130	269	0800	706
P.M.	1715	568	1700	519	1715	1076
Daily	1715	568	1700	519	1715	1076

Peak Hr
EB 958
WB 1454
Pk Season
EB: 958
WB: 1454

Synopsis Report: 860004CL-20070305.syn
Page: 2

County: 86
Station: 0004
Description: SR 810 / HILLSBORO BLVD E OF SR 7/441
Start Date: 03/05/2007
Start Time: 1200

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	30	13	11	7	61	20	29	23	16	88	149
0100	9	15	12	5	41	15	13	16	14	58	99
0200	3	5	10	7	25	6	10	4	5	25	50
0300	8	11	3	11	33	9	7	14	13	43	76
0400	11	10	19	19	59	4	5	9	13	31	90
0500	12	27	30	41	110	13	14	21	33	81	191
0600	57	63	121	180	421	42	51	92	112	297	718
0700	191	299	309	302	1101	112	150	206	189	657	1758
0800	354	332	280	256	1222	210	154	184	198	746	1968
0900	232	205	219	201	857	216	235	166	198	815	1672
1000	177	180	194	190	741	171	167	175	226	739	1480
1100	162	181	201	190	734	173	174	232	217	796	1530
1200	212	227	203	235	877	239	217	251	240	947	1824
1300	191	195	200	200	786	203	263	230	231	927	1713
1400	223	229	242	217	911	254	250	272	245	1021	1932
1500	249	266	206	262	983	295	270	306	274	1145	2128
1600	183	241	241	208	873	287	300	359	339	1285	2158
1700	271	247	232	198	948	359	374	382	336	1451	2399
1800	209	198	184	168	759	387	315	254	254	1210	1969
1900	131	124	113	122	490	207	197	214	171	789	1279
2000	103	111	83	85	382	113	118	79	113	423	805
2100	74	64	54	56	248	81	107	71	77	336	584
2200	62	73	33	44	212	76	64	65	54	259	471
2300	33	31	23	23	110	45	43	26	35	149	259
24-Hour Totals:					12984					14318	27302

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	1297	1145	924	0730	2056
P.M.	1500	983	1715	1479	1645	2412
Daily	0730	1297	1715	1479	1645	2412
Truck Percentage	4.10		3.28		3.67	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	69	11279	1104	21	118	273	28	29	33	2	0	0	28	0	0	532	12984
W	48	12600	1201	90	161	125	15	37	32	3	0	0	6	0	0	469	14318

PM Pk
EB: 1171
WB: 2546
PS : 1276
· 2775

Synopsis Report: 865304 20070709.syn
Page: 2

County: 86
Station: 5304
Description: SR 810 / HILLSBORO BLVD W OF SR 845/POWERLINE RD
Start Date: 07/09/2007
Start Time: 1200

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	55	38	26	18	137	69	57	39	38	203	340
0100	21	12	11	17	61	27	33	34	20	114	175
0200	10	20	8	10	48	24	23	11	17	75	123
0300	15	10	10	16	51	17	10	8	5	40	91
0400	16	32	25	34	107	14	12	15	13	54	161
0500	44	59	77	88	268	12	24	34	28	98	366
0600	119	153	219	270	761	50	80	92	147	369	1130
0700	294	381	424	508	1607	111	178	206	184	679	2286
0800	483	471	510	432	1896	191	203	219	216	829	2725
0900	372	316	283	263	1234	215	214	175	181	785	2019
1000	239	273	256	282	1050	220	230	234	238	922	1972
1100	211	237	271	266	985	247	251	276	249	1023	2008
1200	227	309	231	312	1079	313	300	300	282	1195	2274
1300	246	272	258	237	1013	295	329	317	291	1232	2245
1400	286	237	296	261	1080	291	316	313	356	1276	2356
1500	274	235	270	255	1034	365	364	381	416	1526	2560
1600	290	305	253	280	1128	405	467	489	509	1870	2998
1700	287	281	331	272	1171	608	658	657	623	2546	3717
1800	261	275	247	234	1017	516	530	473	374	1893	2910
1900	217	199	197	192	805	365	319	323	314	1321	2126
2000	158	164	183	127	632	281	299	276	239	1095	1727
2100	146	141	125	116	528	225	221	209	183	838	1366
2200	104	98	89	91	382	196	134	159	123	612	994
2300	72	73	46	35	226	118	85	104	67	374	600
24 Hour Totals:					18300					20969	39269

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	1972	1145	1162	0745	2769
P.M.	1645	1179	1700	2546	1700	3717
Daily	0745	1972	1700	2546	1700	3717

PM Peak
NB: 2095
SB: 2398
PS : 2305
2638

Synopsis Report: 860113-20070702.syn
Page: 1

County: 86
Station: 0113
Description: SR 817 / UNIV DR - N OF ATLANTIC/S OF RAMBLEWOOD
Start Date: 07/02/2007
Start Time: 1200

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	70	62	57	62	251	90	66	52	45	253	504
0100	34	37	26	18	115	41	31	24	18	114	229
0200	28	24	20	28	100	21	38	13	21	93	193
0300	16	19	23	10	68	14	12	22	16	64	132
0400	14	13	21	36	84	11	11	17	25	64	148
0500	26	27	44	62	159	19	31	47	58	155	314
0600	68	81	136	222	507	62	122	118	172	474	981
0700	165	241	290	361	1057	180	296	318	310	1104	2161
0800	386	357	390	400	1533	357	322	352	352	1383	2916
0900	352	379	381	410	1522	319	338	294	324	1275	2797
1000	392	390	414	374	1570	320	379	370	418	1487	3057
1100	405	385	514	473	1777	389	437	425	438	1689	3466
1200	442	454	473	522	1891	426	412	459	423	1720	3611
1300	501	453	477	409	1840	433	427	437	426	1723	3563
1400	501	414	508	476	1899	459	396	446	436	1737	3636
1500	453	444	441	446	1784	428	457	446	458	1789	3573
1600	468	437	450	468	1823	428	439	422	514	1803	3626
1700	508	551	486	550	2095	598	643	571	586	2398	4493
1800	512	487	531	416	1946	506	538	482	413	1939	3885
1900	464	384	310	352	1510	388	324	404	389	1505	3015
2000	253	225	212	226	916	327	290	282	312	1211	2127
2100	268	235	210	189	902	282	277	227	218	1004	1906
2200	185	170	146	112	613	184	201	192	122	699	1312
2300	85	82	73	79	319	141	112	85	85	423	742
24-Hour Totals:					26281					26106	52387

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1130	1883	1145	1735	1130	3584
P.M.	1715	2099	1700	2398	1700	4493
Daily	1715	2099	1700	2398	1700	4493

PM Peak
NB: 1608
SB: 2032
PS : 1608
: 2032

Synopsis Report: 860057CL-20070228.syn
Page: 2

County: 86
Station: 0057
Description: SR 817 / UNIV DR S OF SAMPLE RD
Start Date: 02/28/2007
Start Time: 0900

Time	Direction: N 1st	2nd	3rd	4th	Total	Direction: S 1st	2nd	3rd	4th	Total	Combined Total
0000	58	54	38	34	184	40	43	34	25	142	326
0100	26	22	24	13	85	33	17	17	18	85	170
0200	14	17	12	13	56	23	10	8	19	60	116
0300	15	11	9	8	43	16	5	4	7	32	75
0400	11	17	11	13	52	6	8	10	24	48	100
0500	26	30	47	75	178	29	32	43	56	160	338
0600	111	103	141	187	542	50	72	82	118	322	864
0700	222	276	245	305	1048	169	253	289	295	1006	2054
0800	294	321	337	299	1251	356	331	366	348	1401	2652
0900	309	328	334	313	1284	348	360	311	357	1376	2660
1000	355	294	317	300	1266	370	349	373	339	1431	2697
1100	342	351	338	348	1379	388	389	391	407	1575	2954
1200	324	386	358	357	1425	426	425	400	408	1659	3084
1300	370	386	324	330	1410	432	457	312	302	1503	2913
1400	338	316	374	321	1349	389	375	384	389	1537	2886
1500	355	346	356	398	1455	448	416	434	379	1677	3132
1600	364	377	353	352	1446	446	444	420	433	1743	3189
1700	397	394	395	422	1608	488	519	529	496	2032	3640
1800	358	368	369	364	1459	529	464	475	427	1895	3354
1900	413	318	326	324	1381	372	337	353	279	1341	2722
2000	294	270	275	266	1105	267	242	240	231	980	2085
2100	237	211	182	207	837	169	138	134	120	561	1398
2200	147	153	142	109	551	105	109	80	76	370	921
2300	97	82	73	62	314	66	68	68	48	250	564
24-Hour Totals:					21708					23186	44894

Peak Volume Information

	Direction: N Hour	Volume	Direction: S Hour	Volume	Combined Directions Hour	Volume
A.M.	1145	1416	1145	1658	1145	3074
P.M.	1700	1608	1715	2073	1715	3642
Daily	1700	1608	1715	2073	1715	3642
Truck Percentage	3.94		3.05		3.48	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	31	18162	2009	234	256	26	18	17	32	243	0	0	29	0	651	855	21708
S	57	19488	2932	76	451	127	2	26	21	3	0	0	2	0	1	708	23186

PM Peak
NB: 1585
SB: 1261
PS : 1585
: 1261

867461-20070212.SYN

County: 86
Station: 7461
Desciption: UNIVERSITY DR N OF SAMPLE RD
Start Date: 02/12/2007
Start Time: 1030

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	34	27	29	17	107	28	32	7	23	90	197
0100	24	15	9	16	64	6	13	12	16	47	111
0200	12	7	14	5	38	4	2	4	4	14	52
0300	6	10	9	6	31	7	6	8	7	28	59
0400	10	12	13	15	50	2	8	19	16	45	95
0500	10	22	35	40	107	15	25	31	42	113	220
0600	71	83	140	212	506	66	85	134	235	520	1026
0700	255	313	329	267	1164	294	292	341	319	1246	2410
0800	301	259	282	276	1118	365	289	364	375	1393	2511
0900	258	232	230	220	940	329	270	283	259	1141	2081
1000	229	256	181	274	940	236	267	258	224	985	1925
1100	218	240	273	284	1015	275	245	264	262	1046	2061
1200	275	266	303	297	1141	246	249	266	272	1033	2174
1300	276	307	324	292	1199	271	251	288	250	1060	2259
1400	268	284	336	366	1254	301	298	283	324	1206	2460
1500	318	335	339	370	1362	331	303	289	320	1243	2605
1600	344	361	305	367	1377	292	309	300	301	1202	2579
1700	447	376	395	366	1584	312	326	322	285	1245	2829
1800	276	312	277	271	1136	298	297	269	230	1094	2230
1900	282	260	240	231	1013	248	200	172	145	765	1778
2000	194	221	190	183	788	139	161	128	120	548	1336
2100	190	125	139	153	607	137	97	88	75	397	1004
2200	99	76	73	49	297	68	66	41	38	213	510
2300	57	53	23	29	162	36	32	25	22	115	277

867461-20070212.SYN

24-Hour Totals:	18000	16789	34789

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	1210	0800	1393	0715	2527
P.M.	1645	1585	1645	1261	1645	2846
Daily	1645	1585	0800	1393	1645	2846

PM Peak Hr
NB 1208
SB 1225

869421-20070131.SYN

County: 86
Station: 9421
Desciption: UNIVERSITY DR N OF NW 40 ST (CARDINAL RD)
Start Date: 01/31/2007
Start Time: 1000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	31	33	21	11	96	26	21	20	14	81	177
0100	10	7	8	16	41	6	7	8	8	29	70
0200	9	12	7	4	32	11	7	9	1	28	60
0300	7	7	2	12	28	6	1	4	3	14	42
0400	8	6	11	11	36	7	4	8	13	32	68
0500	15	16	45	44	120	14	16	20	37	87	207
0600	48	92	147	197	484	41	67	112	193	413	897
0700	231	282	303	261	1077	212	223	265	244	944	2021
0800	286	207	247	231	971	287	262	296	274	1119	2090
0900	177	187	220	174	758	278	220	224	201	923	1681
1000	173	205	203	200	781	197	197	230	193	817	1598
1100	211	220	190	259	880	192	237	221	209	859	1739
1200	214	271	214	250	949	245	191	236	246	918	1867
1300	260	223	238	244	965	191	244	247	240	922	1887
1400	282	235	210	304	1031	265	269	249	261	1044	2075
1500	348	251	294	258	1151	270	245	267	290	1072	2223
1600	298	283	273	311	1165	296	256	253	311	1116	2281
1700	342	246	309	264	1161	287	310	317	289	1203	2364
1800	283	239	259	247	1028	279	276	295	271	1121	2149
1900	247	210	243	208	908	209	226	172	163	770	1678
2000	195	214	174	178	761	152	152	139	122	565	1326
2100	170	129	123	112	534	91	88	93	87	359	893
2200	97	78	60	54	289	78	73	43	53	247	536
2300	53	31	48	37	169	39	38	28	31	136	305

869421-20070131.SYN

24-Hour Totals:	15415	14819	30234

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	1132	0800	1119	0715	2151
P.M.	1615	1209	1645	1225	1645	2433
Daily	1615	1209	1645	1225	1645	2433

PM Peak
NB: 1214
SB: 1310

868420-20070131.SYN

County: 86
Station: 8420
Desciption: UNIVERSITY DR N OF WILES RD
Start Date: 01/31/2007
Start Time: 1215

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	33	24	23	18	98	23	32	22	15	92	190
0100	7	6	7	8	28	10	13	7	10	40	68
0200	9	13	4	2	28	5	7	8	4	24	52
0300	7	8	4	10	29	7	3	5	4	19	48
0400	11	9	16	9	45	6	6	9	9	30	75
0500	20	31	33	63	147	14	13	25	36	88	235
0600	65	86	182	199	532	54	63	113	179	409	941
0700	241	301	351	316	1209	236	232	301	361	1130	2339
0800	299	245	260	232	1036	296	298	275	281	1150	2186
0900	219	208	187	202	816	291	226	237	215	969	1785
1000	170	171	186	205	732	180	215	224	199	818	1550
1100	183	187	193	217	780	194	216	212	218	840	1620
1200	202	220	219	220	861	238	219	253	238	948	1809
1300	240	218	220	249	927	235	235	263	271	1004	1931
1400	273	229	249	279	1030	309	287	253	296	1145	2175
1500	307	279	268	275	1129	312	285	303	326	1226	2355
1600	302	276	270	280	1128	306	311	291	329	1237	2365
1700	322	316	296	265	1199	314	326	341	297	1278	2477
1800	338	259	252	234	1083	276	267	270	259	1072	2155
1900	263	206	213	179	861	216	233	192	165	806	1667
2000	183	185	164	140	672	158	148	117	105	528	1200
2100	164	115	92	84	455	84	95	89	83	351	806
2200	87	73	49	47	256	65	76	39	51	231	487
2300	53	29	27	19	128	44	40	35	31	150	278

868420-20070131.SYN

24-Hour Totals:	15209	15585	30794

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	1267	0730	1256	0730	2467
P.M.	1715	1215	1645	1310	1645	2524
Daily	0715	1267	1645	1310	1645	2524

PM PK NB: 922 SB: 628 PS 940 641

869106-20070122.SYN

County: 86
Station: 9106
Desciption: UNIVERSITY DR N OF SAWGRASS EXPYWY
Start Date: 01/22/2007
Start Time: 0945

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	14	14	6	3	37	7	4	1	2	14	51
0100	7	7	7	5	26	7	3	2	3	15	41
0200	2	2	4	2	10	2	0	3	2	7	17
0300	1	0	1	3	5	1	0	1	2	4	9
0400	4	3	5	6	18	2	4	2	9	17	35
0500	4	15	35	23	77	5	13	23	33	74	151
0600	29	53	120	139	341	39	56	110	145	350	691
0700	218	208	330	220	976	208	212	247	281	948	1924
0800	195	209	191	208	803	198	226	193	220	837	1640
0900	167	148	132	98	545	152	127	122	112	513	1058
1000	134	134	118	127	513	111	89	104	104	408	921
1100	123	132	120	133	508	97	94	104	117	412	920
1200	120	129	145	121	515	103	108	118	85	414	929
1300	143	175	165	165	648	93	133	99	124	449	1097
1400	191	223	191	198	803	120	129	173	229	651	1454
1500	223	201	194	228	846	188	151	165	155	659	1505
1600	195	206	173	192	766	201	174	152	146	673	1439
1700	203	224	232	263	922	126	160	180	162	628	1550
1800	187	156	159	146	648	127	87	91	86	391	1039
1900	153	160	100	77	490	74	116	72	39	301	791
2000	90	72	72	86	320	54	39	52	47	192	512
2100	70	33	44	31	178	43	17	28	16	104	282
2200	37	36	37	18	128	21	17	13	13	64	192
2300	13	17	13	18	61	11	8	5	7	31	92

869106-20070122.SYN

24-Hour Totals:	10184	8156	18340

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0700	976	0730	952	0700	1924
P.M.	1700	922	1430	741	1415	1554
Daily	0700	976	0730	952	0700	1924

PM PK
NB: 1199
SB: 1284
PS : 1199
1284

867475-20070220.SYN

County: 86
Station: 7475
Desciption: RIVERSIDE DR S OF ROYAL PALM BLVD
Start Date: 02/20/2007
Start Time: 1215

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	25	18	15	11	69	22	15	10	10	57	126
0100	8	14	13	14	49	12	11	11	9	43	92
0200	10	3	4	6	23	10	12	7	11	40	63
0300	6	5	7	6	24	5	5	5	3	18	42
0400	8	11	18	21	58	8	5	12	19	44	102
0500	16	15	35	42	108	29	17	25	37	108	216
0600	57	70	114	154	395	47	67	119	161	394	789
0700	236	249	274	273	1032	173	218	250	235	876	1908
0800	259	270	226	250	1005	226	240	193	220	879	1884
0900	203	153	151	189	696	194	180	170	183	727	1423
1000	151	139	138	142	570	154	146	143	166	609	1179
1100	146	161	144	200	651	128	175	165	195	663	1314
1200	187	186	169	186	728	186	171	197	176	730	1458
1300	182	203	204	171	760	161	161	167	164	653	1413
1400	186	201	237	196	820	202	186	209	223	820	1640
1500	254	221	247	252	974	250	231	212	233	926	1900
1600	257	219	276	287	1039	249	274	275	292	1090	2129
1700	289	299	300	311	1199	315	324	352	293	1284	2483
1800	311	290	229	251	1081	295	297	242	258	1092	2173
1900	242	219	220	184	865	202	216	170	164	752	1617
2000	176	136	132	160	604	154	132	140	94	520	1124
2100	167	178	129	77	551	123	136	116	88	463	1014
2200	94	103	71	79	347	89	73	67	57	286	633
2300	45	48	47	25	165	61	34	30	35	160	325

867475-20070220.SYN

24-Hour Totals:	13813	13234	27047

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	1076	0730	951	0730	2027
P.M.	1715	1221	1700	1284	1715	2485
Daily	1715	1221	1700	1284	1715	2485

PM Pk
NB: 956
SB: 1083
PS : 956
: 1083

867662-20070214.SYN

County: 86
Station: 7662
Desciption: RIVERSIDE DR S OF SAMPLE RD
Start Date: 02/14/2007
Start Time: 1015

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	27	16	26	8	77	40	28	27	25	120	197
0100	15	10	13	16	54	17	16	8	10	51	105
0200	10	6	8	12	36	10	8	10	6	34	70
0300	6	7	3	10	26	8	5	7	7	27	53
0400	7	11	13	12	43	8	8	13	8	37	80
0500	12	19	38	38	107	10	15	26	30	81	188
0600	51	72	130	181	434	42	46	101	129	318	752
0700	261	268	314	241	1084	170	252	181	216	819	1903
0800	267	198	201	186	852	203	157	185	166	711	1563
0900	170	115	145	127	557	135	137	100	114	486	1043
1000	105	135	135	124	499	159	143	140	133	575	1074
1100	133	136	145	149	563	147	165	147	155	614	1177
1200	123	133	155	139	550	128	124	158	156	566	1116
1300	177	181	202	167	727	134	149	148	162	593	1320
1400	182	187	202	202	773	181	204	208	205	798	1571
1500	275	209	226	196	906	210	221	177	196	804	1710
1600	230	224	190	211	855	203	224	251	226	904	1759
1700	229	257	231	239	956	278	253	281	271	1083	2039
1800	253	205	231	198	887	255	251	257	207	970	1857
1900	204	179	151	173	707	208	188	151	130	677	1384
2000	150	126	129	111	516	136	131	100	88	455	971
2100	143	139	115	90	487	100	103	86	88	377	864
2200	90	82	58	62	292	70	84	64	74	292	584
2300	50	45	39	27	161	63	54	37	36	190	351

867662-20070214.SYN

24-Hour Totals:	12149	11582	23731

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	1090	0715	852	0715	1942
P.M.	1715	980	1700	1083	1715	2040
Daily	0715	1090	1700	1083	1715	2040

PM Pk
NB: 767
SB: 906
PS : 767
906

869107-20070214.SYN

County: 86
Station: 9107
Desciption: RIVERSIDE DR N OF SAMPLE RD
Start Date: 02/14/2007
Start Time: 1000

Time	Direction: N 1st	2nd	3rd	4th	Total	Direction: S 1st	2nd	3rd	4th	Total	Combined Total
0000	30	21	17	19	87	27	25	17	14	83	170
0100	19	7	9	9	44	16	12	8	7	43	87
0200	8	3	2	8	21	9	1	4	5	19	40
0300	7	7	5	7	26	6	5	2	4	17	43
0400	8	12	7	9	36	6	9	12	5	32	68
0500	10	17	15	27	69	14	21	27	28	90	159
0600	34	51	77	91	253	35	53	88	119	295	548
0700	142	183	251	203	779	190	221	220	198	829	1608
0800	161	160	124	120	565	158	160	172	157	647	1212
0900	129	101	77	99	406	130	111	94	93	428	834
1000	94	78	100	101	373	115	101	104	107	427	800
1100	112	92	109	110	423	102	139	111	122	474	897
1200	106	97	97	88	388	94	103	106	111	414	802
1300	132	138	121	128	519	122	127	133	167	549	1068
1400	171	150	159	184	664	142	168	153	168	631	1295
1500	189	198	176	155	718	174	150	154	179	657	1375
1600	180	170	182	171	703	173	182	219	203	777	1480
1700	206	192	206	163	767	220	218	238	229	905	1672
1800	207	157	191	171	726	224	216	210	189	839	1565
1900	164	167	112	104	547	154	146	123	120	543	1090
2000	136	102	114	112	464	109	111	91	96	407	871
2100	122	123	67	89	401	81	80	71	70	302	703
2200	65	57	57	56	235	65	64	38	39	206	441
2300	44	40	34	29	147	46	32	19	22	119	266

24-Hour Totals: 9361 9733
19094

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	798	0700	829	0700	1608
P.M.	1645	775	1715	909	1715	1677
Daily	0715	798	1715	909	1715	1677

PM Pk:
NB: 735
SB: 751

869520-20070131.SYN

County: 86
Station: 9520
Desciption: RIVERSIDE DR N OF WILES RD
Start Date: 01/31/2007
Start Time: 1245

Time	Direction: N 1st	2nd	3rd	4th	Total	Direction: S 1st	2nd	3rd	4th	Total	Combined Total
0000	18	18	8	7	51	14	7	4	2	27	78
0100	5	2	4	7	18	4	8	4	1	17	35
0200	3	5	2	3	13	1	1	1	1	4	17
0300	1	2	4	2	9	2	4	2	3	11	20
0400	3	3	2	4	12	0	2	6	6	14	26
0500	3	11	8	8	30	6	11	14	22	53	83
0600	18	18	27	56	119	20	36	48	64	168	287
0700	67	112	208	179	566	117	174	185	164	640	1206
0800	120	129	112	118	479	248	134	145	193	720	1199
0900	107	80	73	64	324	167	100	97	95	459	783
1000	52	78	46	67	243	100	78	93	92	363	606
1100	77	67	75	80	299	84	73	100	76	333	632
1200	76	67	79	98	320	77	85	88	86	336	656
1300	73	87	86	135	381	92	88	88	90	358	739
1400	124	94	104	159	481	127	153	112	167	559	1040
1500	170	148	136	140	594	173	143	139	158	613	1207
1600	125	135	144	136	540	131	152	157	176	616	1156
1700	156	200	189	190	735	171	187	187	206	751	1486
1800	185	169	151	112	617	167	149	149	115	580	1197
1900	134	113	104	82	433	108	93	100	67	368	801
2000	75	87	86	80	328	70	58	63	44	235	563
2100	63	71	58	47	239	50	45	46	41	182	421
2200	45	33	41	20	139	46	29	21	14	110	249
2300	18	22	19	15	74	17	18	8	18	61	135

24-Hour Totals: 7044 7578
14622

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Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	636	0715	771	0715	1390
P.M.	1715	764	1700	751	1715	1511
Daily	1715	764	0715	771	1715	1511

PM Pk
NB: 1995
SB: 1816
PS: 2214
2016

867605-20070709.SYN

County: 86
Station: 7605
Desciption: ROCK ISLAND RD N OF SOUTHGATE BLVD
Start Date: 07/09/2007
Start Time: 1045

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	68	55	49	33	205	88	47	48	35	218	423
0100	36	25	27	18	106	36	37	20	29	122	228
0200	16	16	14	12	58	19	25	10	20	74	132
0300	17	12	17	16	62	12	6	10	10	38	100
0400	12	26	29	30	97	12	14	20	32	78	175
0500	29	56	75	71	231	24	48	51	84	207	438
0600	100	157	230	208	695	113	159	221	198	691	1386
0700	248	251	321	301	1121	296	289	387	368	1340	2461
0800	294	350	331	315	1290	370	381	389	246	1386	2676
0900	241	232	250	218	941	267	241	242	238	988	1929
1000	188	256	257	189	890	237	225	205	199	866	1756
1100	209	243	260	235	947	196	200	207	190	793	1740
1200	267	273	274	316	1130	255	219	247	235	956	2086
1300	266	300	271	285	1122	226	254	245	223	948	2070
1400	259	254	311	269	1093	215	243	227	215	900	1993
1500	272	339	294	332	1237	300	241	302	268	1111	2348
1600	357	335	445	381	1518	337	324	343	389	1393	2911
1700	500	514	505	476	1995	429	505	467	415	1816	3811
1800	475	434	368	398	1675	392	381	311	309	1393	3068
1900	338	360	317	299	1314	329	270	308	266	1173	2487
2000	316	293	288	252	1149	275	263	265	252	1055	2204
2100	244	206	213	145	808	250	202	207	201	860	1668
2200	180	127	141	102	550	219	162	151	132	664	1214
2300	102	99	70	64	335	115	102	106	75	398	733

867605-20070709.SYN

24-Hour Totals:	20569	19468	40037

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0800	1290	0745	1508	0745	2784
P.M.	1700	1995	1700	1816	1700	3811
Daily	1700	1995	1700	1816	1700	3811

PM PK
EB: 1179
WB: 1165

867593-20070307.SYN

County: 86
Station: 7593
Desciption: ROCK ISLAND RD S OF ROYAL PALM BLVD
Start Date: 03/07/2007
Start Time: 0945

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	39	27	26	25	117	41	36	26	21	124	241
0100	25	15	20	14	74	27	16	15	23	81	155
0200	15	15	11	4	45	8	14	12	13	47	92
0300	14	7	8	10	39	8	9	12	4	33	72
0400	12	16	20	31	79	8	15	15	22	60	139
0500	15	35	58	58	166	32	33	38	54	157	323
0600	55	128	155	201	539	93	133	168	216	610	1149
0700	198	224	209	271	902	258	328	392	330	1308	2210
0800	252	251	244	251	998	367	310	271	263	1211	2209
0900	177	165	164	180	686	241	195	179	171	786	1472
1000	155	151	137	161	604	148	167	158	179	652	1256
1100	163	161	145	171	640	190	160	187	167	704	1344
1200	183	159	179	174	695	159	159	144	143	605	1300
1300	214	192	204	181	791	156	181	174	210	721	1512
1400	218	224	200	226	868	200	221	198	231	850	1718
1500	225	205	247	255	932	248	216	242	217	923	1855
1600	221	244	259	284	1008	235	241	271	238	985	1993
1700	295	267	322	295	1179	271	298	315	281	1165	2344
1800	278	290	262	249	1079	264	269	246	220	999	2078
1900	219	228	199	219	865	205	179	183	146	713	1578
2000	141	152	159	145	597	152	153	157	119	581	1178
2100	159	153	137	118	567	145	133	98	120	496	1063
2200	124	99	122	70	415	89	79	71	59	298	713
2300	83	62	55	48	248	72	65	55	52	244	492

24-Hour Totals:	14133	14353

28486

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Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	1018	0715	1417	0730	2382
P.M.	1730	1185	1700	1165	1700	2344
Daily	1730	1185	0715	1417	0730	2382

PM Pk
NB: 816
SB: 1230

869166-20070214.SYN

County: 86
Station: 9166
Desciption: ROCK ISLAND RD S OF SAMPLE RD
Start Date: 02/14/2007
Start Time: 0915

Time	Direction: N 1st	2nd	3rd	4th	Total	Direction: S 1st	2nd	3rd	4th	Total	Combined Total
0000	27	32	25	29	113	50	29	23	19	121	234
0100	19	16	12	5	52	37	21	10	7	75	127
0200	7	8	4	7	26	12	12	9	10	43	69
0300	13	8	7	9	37	6	12	9	10	37	74
0400	6	15	15	16	52	7	9	14	9	39	91
0500	17	22	35	40	114	11	19	19	42	91	205
0600	55	108	131	179	473	57	66	74	122	319	792
0700	290	346	331	239	1206	176	208	228	214	826	2032
0800	229	210	215	210	864	192	166	180	183	721	1585
0900	165	160	115	121	561	159	121	107	137	524	1085
1000	111	115	124	102	452	104	104	96	128	432	884
1100	137	115	112	128	492	113	119	131	121	484	976
1200	137	132	117	150	536	136	109	123	120	488	1024
1300	129	150	159	148	586	157	110	144	146	557	1143
1400	140	188	182	168	678	163	197	197	244	801	1479
1500	173	196	187	184	740	211	208	186	230	835	1575
1600	190	171	205	204	770	249	232	238	256	975	1745
1700	200	202	201	213	816	285	320	314	311	1230	2046
1800	210	199	222	187	818	306	270	199	222	997	1815
1900	202	166	162	117	647	185	178	167	139	669	1316
2000	128	116	132	107	483	135	136	109	107	487	970
2100	95	112	113	117	437	118	111	121	97	447	884
2200	88	95	76	41	300	87	93	78	74	332	632
2300	47	35	26	30	138	68	47	48	30	193	331

24-Hour Totals: 11391 11723
23114

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0700	1206	0715	842	0700	2032
P.M.	1745	844	1715	1251	1715	2077
Daily	0700	1206	1715	1251	1715	2077

PM PK
NB: 403
SB: 603

869164-20070129.SYN

County: 86
Station: 9164
Desciption: ROCK ISLAND RD S OF WILES RD
Start Date: 01/29/2007
Start Time: 1100

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	9	6	7	5	27	12	7	3	4	26	53
0100	9	4	2	1	16	10	3	3	0	16	32
0200	2	3	1	0	6	6	0	0	3	9	15
0300	2	4	3	6	15	6	1	1	0	8	23
0400	2	3	6	5	16	1	1	0	1	3	19
0500	7	13	14	14	48	1	2	1	5	9	57
0600	22	29	59	78	188	11	12	20	31	74	262
0700	101	165	256	163	685	83	178	174	70	505	1190
0800	95	102	104	115	416	76	91	77	82	326	742
0900	68	75	59	55	257	60	62	54	45	221	478
1000	55	42	46	61	204	37	52	45	45	179	383
1100	46	47	47	42	182	44	36	41	54	175	357
1200	45	61	64	59	229	51	49	51	42	193	422
1300	57	57	67	71	252	46	55	56	38	195	447
1400	69	63	62	244	438	46	91	97	99	333	771
1500	102	97	79	75	353	80	70	92	79	321	674
1600	88	82	91	104	365	116	110	101	100	427	792
1700	80	98	114	111	403	127	150	156	170	603	1006
1800	86	94	73	58	311	111	115	114	97	437	748
1900	77	57	78	59	271	66	65	38	53	222	493
2000	55	50	39	52	196	66	43	55	51	215	411
2100	68	31	33	26	158	39	50	39	37	165	323
2200	22	21	21	17	81	28	25	21	19	93	174
2300	14	10	7	10	41	15	11	8	16	50	91

24-Hour Totals: 5158 4805
9963

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0700	685	0700	505	0700	1190
P.M.	1445	522	1700	603	1700	1006
Daily	0700	685	1700	603	0700	1190

SB: 6063

NB: 125
SB: 194

PSR 135
210

869594-20070815.SYN

County: 86
Station: 9594
Desciption: NW 66TH AV N OF ATLANTIC BLVD
Start Date: 08/15/2007
Start Time: 1000

Direction: B

Time	1st	2nd	3rd	4th	Total
0000	12	19	12	12	55
0100	10	7	8	3	28
0200	11	6	5	2	24
0300	0	2	3	6	11
0400	5	6	6	9	26
0500	10	12	19	24	65
0600	28	29	33	62	152
0700	63	67	77	75	282
0800	67	64	64	50	245
0900	47	48	55	52	202
1000	54	42	55	56	207
1100	58	63	52	67	240
1200	53	55	53	54	215
1300	51	49	66	74	240
1400	49	45	62	52	208
1500	63	62	74	62	261
1600	66	71	60	73	270
1700	80	69	77	93	319
1800	94	76	92	70	332
1900	68	78	83	54	283
2000	74	65	44	55	238
2100	61	43	47	40	191
2200	44	44	44	35	167
2300	24	31	38	27	120
24-Hour Totals:					4381

SB:
40 43 36 44
49 42 47 56

NB:
26 28 24 29
31 27 30 37

Peak Volume Information

	Hour	Volume
A.M.	0715	286
P.M.	1745	355
Daily	1745	355

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: COUNTY

County: 86 BROWARD

Site	Site Type	Description	Direction 1		Direction 2		AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
9694		NW 66 AVE, N OF ATLANTIC BLVD	N	0	S	0	3900 C	10.19F	9.74	60.63F	4.80F

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K/D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Application for Development Approval – April 2009

PM Pk
N: 682
S: 677

869768-20070214.SYN

County: 86
Station: 9768
Desciption: TURTLE CREEK DR N OF SAMPLE RD
Start Date: 02/14/2007
Start Time: 0900

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	16	12	7	12	47	15	14	15	7	51	98
0100	12	7	7	7	33	19	14	10	7	50	83
0200	8	5	3	9	25	8	11	4	7	30	55
0300	4	3	1	4	12	9	4	10	8	31	43
0400	3	8	11	12	34	0	2	8	9	19	53
0500	8	5	10	18	41	4	5	13	16	38	79
0600	21	16	37	45	119	17	25	32	34	108	227
0700	55	69	93	71	288	53	71	74	108	306	594
0800	72	83	93	82	330	104	63	88	97	352	682
0900	86	93	106	95	380	86	83	76	96	341	721
1000	110	106	113	117	446	86	74	85	118	363	809
1100	113	104	128	143	488	112	108	112	128	460	948
1200	156	129	142	135	562	123	112	149	136	520	1082
1300	152	129	132	140	553	151	141	125	126	543	1096
1400	134	133	136	154	557	157	148	128	125	558	1115
1500	147	159	149	166	621	145	139	133	187	604	1225
1600	162	165	171	149	647	160	185	161	146	652	1299
1700	175	179	171	157	682	176	148	184	169	677	1359
1800	179	156	161	122	618	181	156	162	169	668	1286
1900	129	103	123	124	479	140	133	120	129	522	1001
2000	104	104	71	84	363	117	97	129	95	438	801
2100	79	86	71	59	295	85	71	63	55	274	569
2200	34	48	44	35	161	61	56	49	53	219	380
2300	35	25	26	18	104	47	36	28	22	133	237

24-Hour Totals: 7885 7957
15842

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Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1145	570	1145	512	1145	1082
P.M.	1715	686	1545	693	1715	1368
Daily	1715	686	1545	693	1715	1368

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: COUNTY

County: 86 BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
0198	T	SR 7 / US 441 - 0.1 MI S OF COCONUT CREEK PKWY	N 26504	S 25620	52124 C	8.77A	9.00	55.29A	2.42A

AADT 52124
K .09 4691
D .5529

NB: 2594
SB: 2097

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K/D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Application for Development Approval - April 2009

PM Plc
NB. 2142
SB: 1991

Synopsis Report: 860169CL-20070313.syn
Page: 2

County: 86
Station: 0169
Description: SR 7 / US 441 - S OF ROYAL PALM BLVD/COPANS RD
Start Date: 03/13/2007
Start Time: 1000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	75	67	70	44	256	86	80	70	44	280	536
0100	43	28	44	30	145	42	34	33	33	142	287
0200	25	35	23	20	103	26	21	28	15	90	193
0300	27	22	27	24	100	19	18	13	23	73	173
0400	28	23	40	52	143	22	31	39	32	124	267
0500	40	60	70	104	274	39	60	83	131	313	587
0600	130	154	264	332	880	102	198	245	339	884	1764
0700	351	349	509	498	1707	379	423	517	601	1920	3627
0800	464	487	417	412	1780	508	538	485	500	2031	3811
0900	395	352	410	324	1481	485	448	388	414	1735	3216
1000	340	374	359	405	1478	392	361	463	392	1608	3086
1100	397	408	420	411	1636	399	345	398	413	1555	3191
1200	507	475	479	494	1955	354	451	412	404	1621	3576
1300	468	476	485	550	1979	341	370	415	366	1492	3471
1400	481	488	536	471	1976	437	422	423	396	1678	3654
1500	446	479	538	521	1984	437	461	436	450	1784	3768
1600	521	477	505	479	1982	461	457	492	480	1890	3872
1700	567	514	499	562	2142	466	573	495	457	1991	4133
1800	500	479	497	414	1890	502	474	409	362	1747	3637
1900	334	379	389	310	1412	319	374	337	254	1284	2696
2000	345	361	267	277	1250	318	255	262	183	1018	2268
2100	277	290	290	230	1087	194	189	202	175	760	1847
2200	222	215	194	153	784	196	186	157	126	665	1449
2300	124	155	82	92	453	117	143	100	95	455	908
24-Hour Totals:					28877					27140	56017

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	1958	0730	2164	0730	4122
P.M.	1700	2142	1715	2027	1700	4133
Daily	1700	2142	0730	2164	1700	4133

Truck Percentage 2.22 2.19 2.20

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	108	24786	3342	116	344	85	15	59	19	1	0	0	2	0	0	641	28877
S	105	23507	2934	121	327	42	23	45	29	3	1	0	3	0	0	594	27140

PM Pk
N 2186
S 1915

Synopsis Report: 865294CL 20070314.syn
Page: 2

County: 86
Station: 5294
Description: SR 7 / US 441 N OF ROYAL PALM BLVD/COPANS RD
Start Date: 03/14/2007
Start Time: 1245

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	96	71	60	59	286	90	72	56	51	269	555
0100	53	32	36	35	156	49	38	37	30	154	310
0200	33	39	31	12	115	34	22	27	22	105	220
0300	21	23	24	28	96	21	14	21	13	69	165
0400	28	20	46	40	134	19	26	40	44	129	263
0500	62	52	83	140	337	40	75	80	114	309	646
0600	122	164	249	350	885	105	214	248	364	931	1816
0700	330	400	527	483	1740	342	449	472	559	1822	3562
0800	474	454	396	446	1770	527	504	491	481	2003	3773
0900	402	360	376	352	1490	454	390	387	402	1633	3123
1000	370	319	354	386	1429	350	364	419	331	1464	2893
1100	367	417	425	479	1688	376	328	431	359	1494	3182
1200	449	494	483	455	1881	417	420	394	433	1664	3545
1300	446	461	449	507	1863	379	412	413	377	1581	3444
1400	422	418	445	489	1774	393	389	419	429	1630	3404
1500	462	501	441	547	1951	412	432	448	389	1681	3632
1600	448	521	537	528	2034	471	464	499	515	1949	3983
1700	552	567	523	544	2186	464	529	473	449	1915	4101
1800	530	496	462	421	1909	554	458	411	359	1782	3691
1900	389	414	332	333	1468	338	375	366	300	1379	2847
2000	275	315	358	304	1252	305	286	242	224	1057	2309
2100	284	291	268	237	1080	200	205	205	183	793	1873
2200	226	194	155	143	718	192	173	143	118	626	1344
2300	124	115	102	90	431	132	147	114	79	472	903
24-Hour Totals:					28673					26911	55584

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	1938	0745	2081	0730	4000
P.M.	1700	2186	1630	2007	1630	4191
Daily	1700	2186	0745	2081	1630	4191

Truck Percentage 2.47 2.00 2.24

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	142	24642	3180	142	362	103	13	56	27	3	0	0	3	0	0	709	28673
S	114	23790	2469	121	265	41	30	42	31	3	0	0	5	0	0	538	26911

PM Peak Hr
17:00
NB: 2090
SB: 1927
PS: 2278
2100

Synopsis Report: 865112 20070716.syn
Page: 1

County: 86
Station: 5112
Description: SR 7 / US 441 N OF SR 834/SAMPLE RD
Start Date: 07/16/2007
Start Time: 1400

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	78	51	52	49	230	75	69	54	43	241	471
0100	42	39	40	43	164	39	41	25	22	127	291
0200	32	28	25	12	97	30	25	20	19	94	191
0300	20	12	25	21	78	13	12	21	22	68	146
0400	22	31	37	30	120	20	25	38	24	107	227
0500	46	63	83	98	290	40	71	95	101	307	597
0600	161	241	243	282	927	116	175	241	307	839	1766
0700	371	363	448	414	1596	344	431	480	407	1662	3258
0800	352	378	348	301	1379	442	428	487	406	1763	3142
0900	302	294	269	301	1166	366	416	346	328	1456	2622
1000	278	270	289	319	1156	327	338	378	366	1409	2565
1100	336	311	329	296	1272	352	354	374	385	1465	2737
1200	370	342	331	413	1456	351	411	400	409	1571	3027
1300	376	369	382	377	1504	374	429	386	361	1550	3054
1400	409	376	373	361	1519	414	393	446	435	1688	3207
1500	396	405	404	411	1616	409	401	458	367	1635	3251
1600	422	455	452	534	1863	462	398	427	434	1721	3584
1700	552	514	490	506	2062	503	513	477	467	1960	4022
1800	445	378	360	353	1536	459	366	348	322	1495	3031
1900	355	330	288	312	1285	298	358	347	286	1289	2574
2000	271	316	268	286	1141	266	247	276	249	1038	2179
2100	234	258	187	197	876	216	219	165	179	779	1655
2200	170	157	153	138	618	179	172	147	92	590	1208
2300	136	110	92	82	420	138	109	94	94	435	855
24-Hour Totals:					24371					25289	49660

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0700	1596	0745	1764	0730	3349
P.M.	1645	2090	1700	1960	1700	4022
Daily	1645	2090	1700	1960	1700	4022

PM Peak Hr
17:00
NB: 1993
SB: 2597
PS: 2231
2989

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County: 86
Station: 0168
Description: SR 7 / US 441 S OF SAWGRASS EXPWY
Start Date: 01/23/2007
Start Time: 0000

Time	Direction: N 1st	2nd	3rd	4th	Total	Direction: S 1st	2nd	3rd	4th	Total	Combined Total
0000	59	44	33	37	173	73	57	34	47	211	384
0100	20	26	16	14	76	29	25	16	16	86	162
0200	20	14	13	18	65	15	13	18	11	57	122
0300	19	14	12	18	63	25	11	17	13	66	129
0400	22	24	36	43	125	9	23	34	46	112	237
0500	51	77	116	113	357	32	48	81	92	253	610
0600	176	250	380	510	1316	146	172	279	330	927	2243
0700	548	656	826	729	2759	395	433	435	517	1780	4539
0800	682	638	580	538	2438	500	437	447	458	1842	4280
0900	442	370	420	300	1532	370	416	343	370	1499	3031
1000	336	350	341	349	1376	303	324	315	394	1336	2712
1100	308	345	331	359	1343	322	340	374	381	1417	2760
1200	354	363	353	381	1451	339	352	375	354	1420	2871
1300	402	403	442	374	1621	363	414	348	409	1534	3155
1400	405	392	365	435	1597	396	486	413	447	1742	3339
1500	474	430	479	428	1811	452	499	451	484	1886	3697
1600	460	447	413	514	1834	504	550	529	587	2170	4004
1700	473	547	514	459	1993	615	665	672	645	2597	4590
1800	465	431	434	376	1706	611	546	481	409	2047	3753
1900	378	356	287	250	1271	367	323	307	271	1268	2539
2000	237	268	225	203	933	251	233	229	216	929	1862
2100	199	217	188	166	770	210	213	173	175	771	1541
2200	148	172	128	114	562	151	163	131	124	569	1131
2300	102	102	77	73	354	120	101	82	70	373	727
24-Hour Totals:					27526					26892	54418

Peak Volume Information

	Direction: N Hour	Volume	Direction: S Hour	Volume	Combined Directions Hour	Volume
A.M.	0715	2893	0745	1901	0715	4778
P.M.	1645	2048	1700	2597	1700	4590
Daily	0715	2893	1700	2597	0715	4778

PM PK
NB: 2231
SB: 2989

County: 86
Station: 0005
Description: SR 7 / US 441 - S OF SR 810/HILLSBORO BLVD
Start Date: 03/05/2007
Start Time: 1200

Time	Direction: N 1st	2nd	3rd	4th	Total	Direction: S 1st	2nd	3rd	4th	Total	Combined Total
0000	69	53	36	35	193	46	52	39	40	177	370
0100	35	32	34	23	124	35	22	23	24	104	228
0200	20	16	29	23	88	14	16	18	9	57	145
0300	17	15	15	16	63	13	18	24	25	80	143
0400	15	15	30	39	99	20	35	27	44	126	225
0500	31	54	73	114	272	58	72	96	107	333	605
0600	141	180	296	398	1015	172	227	337	386	1122	2137
0700	442	584	696	665	2387	457	551	654	667	2329	4716
0800	727	647	575	523	2472	605	589	600	572	2366	4838
0900	458	400	409	395	1662	491	463	412	418	1784	3446
1000	331	361	361	371	1424	350	389	361	368	1468	2892
1100	322	318	404	418	1462	402	408	378	409	1597	3059
1200	428	406	378	404	1616	443	464	431	460	1798	3414
1300	410	392	394	422	1618	409	463	449	471	1792	3410
1400	414	440	431	479	1764	429	411	485	435	1760	3524
1500	455	489	489	495	1928	565	527	564	583	2239	4167
1600	471	548	551	551	2121	569	642	620	579	2410	4531
1700	507	610	570	544	2231	751	769	742	727	2989	5220
1800	501	494	490	497	1982	570	662	516	458	2206	4188
1900	374	347	356	305	1382	448	412	351	359	1570	2952
2000	283	278	203	264	1028	255	260	228	258	1001	2029
2100	229	201	179	175	784	202	185	198	162	747	1531
2200	142	149	125	151	567	189	157	136	117	599	1166
2300	114	97	72	74	357	107	95	91	68	361	718
24-Hour Totals:					28639					31015	59654

Peak Volume Information

	Direction: N Hour	Volume	Direction: S Hour	Volume	Combined Directions Hour	Volume
A.M.	0730	2735	0730	2515	0730	5250
P.M.	1645	2238	1700	2989	1700	5220
Daily	0730	2735	1700	2989	0730	5250

Truck Percentage 4.17 3.24 3.68

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	215	24972	2211	213	379	296	59	56	100	64	0	1	26	0	47	1194	28639
S	108	26797	3104	138	362	338	22	65	47	15	0	0	17	0	2	1004	31015

PM Pk : NB : 2182
SB : 2613

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County: 86
Station: 0118
Description: SR 7 / US 441 BROWARD/PBC LINE
Start Date: 03/05/2007
Start Time: 1200

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	64	53	35	36	188	59	41	45	46	191	379
0100	41	26	32	26	125	39	20	22	21	102	227
0200	27	21	22	20	90	18	21	20	15	74	164
0300	15	20	15	16	66	14	17	20	18	69	135
0400	13	8	27	24	72	21	35	29	37	122	194
0500	26	32	76	87	221	45	67	99	114	325	546
0600	123	130	256	295	804	173	211	322	344	1050	1854
0700	402	441	604	636	2083	415	459	510	529	1913	3996
0800	607	581	527	480	2195	504	508	499	472	1983	4178
0900	436	368	365	343	1512	407	372	367	356	1502	3014
1000	327	311	313	304	1255	354	352	341	330	1377	2632
1100	312	299	339	386	1336	340	365	360	372	1437	2773
1200	393	383	325	357	1458	363	417	399	435	1614	3072
1300	355	366	390	364	1475	400	392	392	447	1631	3106
1400	418	347	382	429	1576	386	377	363	393	1519	3095
1500	422	415	427	472	1736	437	481	477	500	1895	3631
1600	399	487	506	540	1932	481	504	553	498	2036	3968
1700	506	528	572	574	2180	623	676	668	646	2613	4793
1800	492	488	490	476	1946	562	560	502	404	2028	3974
1900	383	385	350	327	1445	427	359	310	318	1414	2859
2000	284	251	201	232	968	270	256	269	231	1026	1994
2100	222	199	203	147	771	194	193	193	168	748	1519
2200	153	151	123	125	552	173	159	146	98	576	1128
2300	108	97	76	68	349	100	103	84	55	342	691
24-Hour Totals:					26335					27587	53922

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	2428	0730	2051	0730	4479
P.M.	1700	2180	1700	2613	1700	4793
Daily	0730	2428	1700	2613	1700	4793

Truck Percentage 2.67 2.93 2.80

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	110	22786	2735	47	323	115	59	77	54	13	0	0	14	0	2	702	26335
S	113	23959	2689	97	331	215	29	70	40	16	0	0	9	0	19	807	27587

PM Pk
NB: 338
SB 430

869769-20070221.SYN

County: 86
Station: 9769
Desciption: NW 31 ST E OF SR 7
Start Date: 02/21/2007
Start Time: 0930

	Direction: E					Direction: W					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	6	3	4	2	15	12	9	9	3	33	48
0100	3	1	0	4	8	7	11	6	7	31	39
0200	1	1	0	0	2	1	2	1	1	5	7
0300	2	4	3	0	9	2	1	0	1	4	13
0400	3	2	0	0	5	1	3	1	3	8	13
0500	4	4	5	9	22	1	2	6	6	15	37
0600	5	11	13	10	39	11	9	30	27	77	116
0700	15	42	31	50	138	36	39	53	56	184	322
0800	40	30	42	32	144	49	62	52	72	235	379
0900	45	41	30	41	157	50	47	54	55	206	363
1000	48	33	37	39	157	64	47	66	48	225	382
1100	51	57	54	58	220	67	74	81	74	296	516
1200	70	48	60	48	226	77	83	87	89	336	562
1300	63	45	51	49	208	90	83	80	88	341	549
1400	60	56	64	52	232	77	73	100	81	331	563
1500	55	59	59	56	229	83	68	77	90	318	547
1600	60	63	67	73	263	111	105	96	105	417	680
1700	81	103	81	92	357	103	120	102	100	425	782
1800	82	73	57	57	269	142	114	99	108	463	732
1900	53	61	43	35	192	81	100	85	51	317	509
2000	35	44	37	25	141	49	51	68	58	226	367
2100	28	30	20	22	100	51	42	39	40	172	272
2200	20	14	18	17	69	39	37	34	32	142	211
2300	17	5	8	5	35	29	16	13	14	72	107

24-Hour Totals: 3237 4879
8116

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1115	239	1145	321	1145	557
P.M.	1715	358	1715	464	1715	822
Daily	1715	358	1715	464	1715	822

PM PK
NB: 483
SB: 590

869109-20070305.SYN

County: 86
Station: 9109
Desciption: BANKS RD N OF ATLANTIC BLVD
Start Date: 03/05/2007
Start Time: 1015

Time	Direction: N 1st	2nd	3rd	4th	Total	Direction: S 1st	2nd	3rd	4th	Total	Combined Total
0000	9	5	12	2	28	9	11	4	2	26	54
0100	6	2	7	3	18	2	2	6	2	12	30
0200	1	2	3	3	9	1	1	2	1	5	14
0300	2	1	4	5	12	2	2	4	6	14	26
0400	5	4	5	4	18	2	6	9	11	28	46
0500	11	10	15	36	72	6	8	11	27	52	124
0600	28	68	108	149	353	24	56	80	126	286	639
0700	117	116	127	115	475	136	142	172	156	606	1081
0800	108	119	103	104	434	191	151	173	133	648	1082
0900	66	61	65	66	258	84	74	89	89	336	594
1000	62	62	69	71	264	88	66	76	96	326	590
1100	73	72	66	73	284	80	79	95	90	344	628
1200	72	80	67	112	331	115	110	71	123	419	750
1300	83	78	114	104	379	117	110	146	121	494	873
1400	102	107	121	116	446	117	132	99	143	491	937
1500	146	93	112	99	450	108	108	93	114	423	873
1600	117	104	106	114	441	123	115	153	115	506	947
1700	115	148	117	126	506	182	140	131	136	589	1095
1800	143	120	105	91	459	116	97	89	68	370	829
1900	81	86	48	57	272	72	68	65	49	254	526
2000	63	57	48	44	212	46	52	83	40	221	433
2100	40	31	36	28	135	46	46	46	38	176	311
2200	21	21	25	22	89	27	16	24	15	82	171
2300	17	13	12	10	52	21	17	17	5	60	112

24-Hour Totals:	5997	6768
12765		

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0645	509	0745	671	0730	1139
P.M.	1715	534	1630	590	1700	1095
Daily	1715	534	0745	671	0730	1139

PM PIC
NB: 885
SB: 853

869423-20070305.SYN

County: 86
Station: 9423
Desciption: BANKS RD N OF COCONUT CREEK PKWY
Start Date: 03/05/2007
Start Time: 1030

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	7	5	8	4	24	9	9	5	5	28	52
0100	4	4	10	4	22	3	8	6	4	21	43
0200	0	3	2	2	7	5	2	5	4	16	23
0300	9	2	3	8	22	7	8	5	8	28	50
0400	6	5	9	7	27	9	12	10	15	46	73
0500	15	13	47	53	128	9	26	35	49	119	247
0600	41	82	119	272	514	51	96	135	209	491	1005
0700	194	195	243	269	901	183	178	201	256	818	1719
0800	320	340	148	105	913	249	261	212	181	903	1816
0900	91	71	96	80	338	143	102	148	98	491	829
1000	87	96	95	94	372	117	110	96	111	434	806
1100	101	121	97	115	434	107	115	118	125	465	899
1200	127	117	122	153	519	140	153	130	156	579	1098
1300	135	122	121	163	541	140	126	154	136	556	1097
1400	142	137	160	240	679	174	135	141	178	628	1307
1500	260	199	148	179	786	168	141	170	164	643	1429
1600	149	161	154	214	678	167	192	183	225	767	1445
1700	206	217	248	204	875	233	207	188	169	797	1672
1800	166	142	105	101	514	150	128	116	107	501	1015
1900	76	68	67	56	267	82	72	80	69	303	570
2000	71	45	49	56	221	53	43	39	56	191	412
2100	32	32	43	31	138	46	51	42	31	170	308
2200	21	23	18	21	83	22	26	22	16	86	169
2300	18	29	9	10	66	22	22	16	10	70	136

24-Hour Totals:	9069	9151	18220

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	1172	0745	978	0730	2139
P.M.	1645	885	1645	853	1645	1738
Daily	0730	1172	0745	978	0730	2139

PM Pk : NB 227
SB 356

869108-20070220.SYN

County: 86
Station: 9108
Desciption: BANKS RD S OF SAMPLE RD
Start Date: 02/20/2007
Start Time: 1245

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	2	2	2	0	6	7	15	7	8	37	43
0100	2	0	2	1	5	5	2	3	3	13	18
0200	0	2	1	2	5	3	1	4	6	14	19
0300	7	3	1	3	14	2	0	2	1	5	19
0400	1	3	3	2	9	0	1	3	2	6	15
0500	2	7	14	9	32	3	4	8	9	24	56
0600	34	25	39	52	150	9	23	45	41	118	268
0700	49	73	69	88	279	64	71	114	124	373	652
0800	63	54	31	36	184	86	67	65	57	275	459
0900	40	31	34	27	132	51	41	38	32	162	294
1000	27	26	25	23	101	24	30	32	24	110	211
1100	32	32	24	18	106	35	36	39	52	162	268
1200	34	32	25	46	137	41	45	42	60	188	325
1300	30	40	23	41	134	51	50	47	52	200	334
1400	66	57	33	40	196	54	59	41	53	207	403
1500	34	47	37	46	164	54	45	49	64	212	376
1600	50	40	67	38	195	55	64	66	84	269	464
1700	65	65	59	50	239	86	102	84	67	339	578
1800	50	45	39	26	160	79	69	60	59	267	427
1900	39	37	36	18	130	52	48	43	35	178	308
2000	20	14	26	20	80	28	31	36	46	141	221
2100	23	7	28	23	81	34	25	27	32	118	199
2200	19	11	11	7	48	26	22	17	20	85	133
2300	9	3	5	7	24	23	10	15	16	64	88

24-Hour Totals:
2611 3567
6178

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	293	0715	395	0715	688
P.M.	1700	239	1645	356	1645	583
Daily	0715	293	0715	395	0715	688

PM PK
NB: 2188
SB: 1121

869592-20070326.SYN

County: 86
Station: 9592
Desciption: LYONS RD N OF ATLANTIC BLVD
Start Date: 03/26/2007
Start Time: 0845

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	41	38	29	26	134	31	25	22	20	98	232
0100	25	14	18	9	66	19	17	10	5	51	117
0200	14	12	16	14	56	12	9	9	6	36	92
0300	16	3	6	12	37	8	10	9	16	43	80
0400	10	16	18	26	70	14	13	27	25	79	149
0500	26	32	55	61	174	25	42	60	77	204	378
0600	91	112	196	276	675	105	159	226	275	765	1440
0700	267	339	356	361	1323	307	413	468	421	1609	2932
0800	373	292	301	376	1342	492	396	452	359	1699	3041
0900	298	273	282	225	1078	261	257	231	206	955	2033
1000	237	203	218	256	914	154	179	159	201	693	1607
1100	209	225	231	205	870	191	181	189	141	702	1572
1200	281	228	266	268	1043	203	177	189	183	752	1795
1300	250	253	242	284	1029	171	211	189	251	822	1851
1400	245	281	271	263	1060	231	216	230	220	897	1957
1500	306	350	345	345	1346	217	227	222	216	882	2228
1600	442	361	428	461	1692	258	239	265	295	1057	2749
1700	499	638	511	540	2188	295	286	281	259	1121	3309
1800	524	456	383	299	1662	253	265	203	222	943	2605
1900	252	266	218	223	959	178	164	185	186	713	1672
2000	218	204	188	153	763	170	173	158	147	648	1411
2100	172	152	97	133	554	161	108	116	92	477	1031
2200	133	98	106	93	430	96	75	76	69	316	746
2300	70	72	58	38	238	51	45	34	21	151	389

869592-20070326.SYN

24-Hour Totals:	19703	15713	35416

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	1429	0715	1794	0715	3223
P.M.	1715	2213	1645	1157	1700	3309
Daily	1715	2213	0715	1794	1700	3309

PM Peak Hr
17:00
NB: 1816
SB: 1442
PS: 1943
1543

867428-20071107.SYN

County: 86
Station: 7428
Desciption: LYONS RD N OF HAMMONDVILLE RD
Start Date: 11/07/2007
Start Time: 1000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	29	46	14	26	115	33	24	19	15	91	206
0100	16	13	21	12	62	13	12	8	8	41	103
0200	14	9	16	9	48	12	9	16	6	43	91
0300	13	7	5	14	39	11	7	9	11	38	77
0400	5	11	15	19	50	7	17	19	23	66	116
0500	14	15	24	59	112	31	39	61	65	196	308
0600	59	66	119	212	456	94	144	228	280	746	1202
0700	193	226	279	211	909	330	421	473	453	1677	2586
0800	287	227	205	228	947	451	435	361	388	1635	2582
0900	171	182	182	201	736	338	348	274	240	1200	1936
1000	236	236	248	278	998	258	259	259	283	1059	2057
1100	255	260	231	260	1006	224	226	248	246	944	1950
1200	275	281	245	217	1018	255	243	243	239	980	1998
1300	243	242	269	305	1059	256	278	276	298	1108	2167
1400	335	269	284	296	1184	233	263	236	227	959	2143
1500	326	355	310	317	1308	240	261	247	297	1045	2353
1600	356	364	364	412	1496	315	290	313	327	1245	2741
1700	441	463	460	452	1816	336	350	359	397	1442	3258
1800	330	387	300	312	1329	381	344	263	243	1231	2560
1900	256	223	218	196	893	240	199	156	147	742	1635
2000	205	236	236	213	890	151	139	137	98	525	1415
2100	179	158	137	122	596	113	114	90	68	385	981
2200	129	131	97	89	446	65	68	60	55	248	694
2300	67	45	49	33	194	57	41	40	21	159	353

867428-20071107.SYN

24-Hour Totals:		17707		17805	35512

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1145	1061	0730	1812	0730	2816
P.M.	1700	1816	1715	1487	1700	3258
Daily	1700	1816	0730	1812	1700	3258

PM Peak Hr
16:45
NB: 1767
SB: 1332
PS : 1891
1425

869143-20071001.SYN

County: 86
Station: 9143
Desciption: LYONS RD N OF COPANS RD
Start Date: 10/01/2007
Start Time: 0930

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	27	31	16	22	96	37	26	19	14	96	192
0100	12	13	16	10	51	7	13	10	21	51	102
0200	12	9	8	5	34	11	9	11	14	45	79
0300	3	7	10	9	29	9	8	18	10	45	74
0400	5	14	17	14	50	9	5	19	28	61	111
0500	21	40	45	63	169	42	56	85	90	273	442
0600	85	105	170	206	566	136	237	384	341	1098	1664
0700	227	226	217	277	947	462	623	729	696	2510	3457
0800	258	257	247	199	961	557	395	416	361	1729	2690
0900	204	208	164	187	763	433	284	211	222	1150	1913
1000	184	153	178	177	692	205	226	249	191	871	1563
1100	204	191	223	207	825	226	162	219	241	848	1673
1200	242	234	200	217	893	216	215	206	228	865	1758
1300	204	222	232	256	914	218	247	250	206	921	1835
1400	272	240	284	263	1059	286	244	240	273	1043	2102
1500	312	314	343	279	1248	354	281	275	272	1182	2430
1600	353	297	369	422	1441	284	296	264	295	1139	2580
1700	427	439	479	374	1719	358	320	359	346	1383	3102
1800	395	304	253	268	1220	311	240	239	204	994	2214
1900	247	226	212	172	857	197	170	176	145	688	1545
2000	160	181	135	166	642	160	135	119	121	535	1177
2100	142	153	127	96	518	109	99	101	90	399	917
2200	115	96	73	71	355	107	72	61	51	291	646
2300	61	41	49	41	192	59	43	41	39	182	374

869143-20071001.SYN

24-Hour Totals:	16241		18399
34640			

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	1039	0715	2605	0715	3583
P.M.	1645	1767	1700	1383	1700	3102
Daily	1645	1767	0715	2605	0715	3583

PM Peak Hr
17:00
NB: 2266
SB: 1706

868054-20070221.SYN

County: 86
Station: 8054
Desciption: LYONS RD N OF SAMPLE RD
Start Date: 02/21/2007
Start Time: 0900

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	38	36	28	27	129	39	23	16	21	99	228
0100	27	30	14	19	90	18	12	9	9	48	138
0200	20	13	15	12	60	10	8	10	6	34	94
0300	11	8	22	8	49	12	9	9	15	45	94
0400	8	8	27	22	65	19	11	26	41	97	162
0500	33	31	67	66	197	34	59	85	121	299	496
0600	103	158	233	286	780	166	230	324	287	1007	1787
0700	372	446	426	395	1639	403	472	559	506	1940	3579
0800	369	407	381	288	1445	463	427	425	358	1673	3118
0900	278	233	214	233	958	382	332	281	243	1238	2196
1000	177	233	172	226	808	231	266	293	220	1010	1818
1100	193	218	236	239	886	233	228	276	235	972	1858
1200	236	244	239	231	950	273	231	271	250	1025	1975
1300	262	272	348	316	1198	259	273	253	239	1024	2222
1400	294	269	337	310	1210	346	295	302	344	1287	2497
1500	333	373	407	400	1513	285	301	327	296	1209	2722
1600	423	431	492	475	1821	383	350	367	353	1453	3274
1700	581	558	598	529	2266	436	415	438	417	1706	3972
1800	530	436	389	385	1740	420	320	297	273	1310	3050
1900	289	287	298	248	1122	213	267	250	234	964	2086
2000	277	293	228	229	1027	191	167	191	159	708	1735
2100	236	241	185	184	846	181	132	136	132	581	1427
2200	195	142	97	103	537	107	101	84	69	361	898
2300	90	86	77	50	303	60	39	53	37	189	492

868054-20070221.SYN

24-Hour Totals: 21639 20279
41918

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0700	1639	0715	2000	0715	3636
P.M.	1700	2266	1700	1706	1700	3972
Daily	1700	2266	0715	2000	1700	3972

PM Peak Hr
17:00
NB: 1609
SB: 2479
PS: 1641
PS: 2529

869145-20070122.SYN

County: 86
Station: 9145
Desciption: LYONS RD S OF SAWGRASS EXPYWY
Start Date: 01/22/2007
Start Time: 0845

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	27	27	23	12	89	32	27	26	21	106	195
0100	14	15	9	12	50	8	13	13	5	39	89
0200	12	5	5	5	27	10	6	15	5	36	63
0300	4	8	14	9	35	10	7	10	10	37	72
0400	10	5	18	47	80	11	5	7	23	46	126
0500	23	61	78	93	255	30	35	45	66	176	431
0600	101	160	228	291	780	100	123	199	270	692	1472
0700	348	417	519	509	1793	296	380	322	307	1305	3098
0800	579	526	475	384	1964	415	337	321	299	1372	3336
0900	386	312	271	214	1183	358	335	266	237	1196	2379
1000	208	237	224	205	874	204	247	262	230	943	1817
1100	225	213	237	233	908	238	225	278	287	1028	1936
1200	260	233	239	219	951	233	293	244	254	1024	1975
1300	183	256	243	261	943	286	272	298	254	1110	2053
1400	239	255	272	365	1131	242	307	293	324	1166	2297
1500	287	300	388	351	1326	357	371	358	400	1486	2812
1600	374	344	336	381	1435	528	483	433	456	1900	3335
1700	382	395	429	403	1609	608	602	643	626	2479	4088
1800	395	369	374	309	1447	532	497	433	390	1852	3299
1900	260	250	248	191	949	307	314	265	261	1147	2096
2000	177	170	169	164	680	255	226	199	197	877	1557
2100	151	140	125	149	565	218	184	162	137	701	1266
2200	100	94	88	66	348	154	125	100	89	468	816
2300	66	50	38	40	194	99	44	48	33	224	418

869145-20070122.SYN

24-Hour Totals:		19616		21410	41026

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	2133	0715	1424	0730	3514
P.M.	1715	1622	1700	2479	1700	4088
Daily	0730	2133	1700	2479	1700	4088

PM Peak Hr
17:00
NB: 1679
SB: 2280
PS: 1713
: 2326

869528-20070122.SYN

County: 86
Station: 9528
Desciption: LYONS RD S OF JOHNSON RD
Start Date: 01/22/2007
Start Time: 0900

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	20	24	20	12	76	33	25	21	21	100	176
0100	9	7	11	2	29	7	9	12	7	35	64
0200	9	4	13	8	34	4	4	10	4	22	56
0300	5	9	12	13	39	8	5	6	6	25	64
0400	5	9	13	15	42	11	12	12	21	56	98
0500	17	23	80	74	194	28	31	42	48	149	343
0600	80	133	216	280	709	96	118	181	203	598	1307
0700	327	451	545	527	1850	228	293	347	408	1276	3126
0800	559	572	516	475	2122	439	404	307	335	1485	3607
0900	320	339	268	256	1183	285	290	261	220	1056	2239
1000	219	252	218	219	908	203	220	237	212	872	1780
1100	216	232	222	256	926	210	249	249	262	970	1896
1200	261	239	272	220	992	247	279	261	248	1035	2027
1300	221	257	286	266	1030	281	251	243	234	1009	2039
1400	247	274	306	341	1168	220	302	282	323	1127	2295
1500	338	309	329	372	1348	360	367	389	394	1510	2858
1600	413	333	314	387	1447	475	493	386	461	1815	3262
1700	416	407	422	434	1679	567	574	600	539	2280	3959
1800	367	357	317	259	1300	489	394	375	314	1572	2872
1900	248	218	201	159	826	263	264	199	231	957	1783
2000	168	155	130	145	598	182	200	167	154	703	1301
2100	151	115	116	115	497	141	138	138	109	526	1023
2200	91	73	83	60	307	132	109	87	54	382	689
2300	68	48	37	31	184	78	44	45	31	198	382

869528-20070122.SYN

24-Hour Totals:	19488	19758	39246

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	2203	0730	1598	0730	3801
P.M.	1700	1679	1700	2280	1700	3959
Daily	0730	2203	1700	2280	1700	3959

PM Peak Hr
17:00
NB: 1829
SB: 2360
PS: 1866
2407

868055-20070123.SYN

County: 86
Station: 8055
Desciption: LYONS RD S OF HILLSBORO BLVD
Start Date: 01/23/2007
Start Time: 1015

Time	Direction: N 1st	2nd	3rd	4th	Total	Direction: S 1st	2nd	3rd	4th	Total	Combined Total
0000	35	26	30	17	108	30	24	21	22	97	205
0100	16	16	19	5	56	20	13	4	13	50	106
0200	5	5	13	7	30	12	10	3	7	32	62
0300	6	4	12	13	35	8	7	10	11	36	71
0400	6	13	17	23	59	6	7	21	14	48	107
0500	13	22	62	70	167	31	56	39	64	190	357
0600	93	138	214	276	721	89	110	191	222	612	1333
0700	290	442	495	565	1792	286	317	429	505	1537	3329
0800	624	648	520	489	2281	486	436	394	362	1678	3959
0900	423	388	303	258	1372	332	299	251	228	1110	2482
1000	294	238	246	218	996	206	230	232	246	914	1910
1100	248	210	246	251	955	203	211	206	254	874	1829
1200	273	265	270	291	1099	254	238	268	260	1020	2119
1300	252	255	263	232	1002	273	272	258	288	1091	2093
1400	239	306	312	304	1161	286	288	303	298	1175	2336
1500	343	357	346	333	1379	336	372	397	406	1511	2890
1600	432	384	389	395	1600	407	456	427	477	1767	3367
1700	465	447	470	447	1829	540	611	644	565	2360	4189
1800	403	357	331	304	1395	559	537	408	325	1829	3224
1900	271	251	244	217	983	337	273	255	280	1145	2128
2000	201	161	157	163	682	213	190	184	153	740	1422
2100	134	157	142	120	553	187	171	145	136	639	1192
2200	106	102	92	96	396	113	109	73	83	378	774
2300	84	57	49	39	229	57	78	62	36	233	462

24-Hour Totals:	20880	21066
41946		

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	2357	0730	1856	0730	4188
P.M.	1700	1829	1715	2379	1700	4189
Daily	0745	2357	1715	2379	1700	4189

PM PK
NB: 1734
2335
PS: 1821
2452

868117-20070110.SYN

County: 86
Station: 8117
Desciption: LYONS RD S OF PALM BEACH C/L
Start Date: 01/10/2007
Start Time: 1045

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	39	35	22	16	112	48	30	24	15	117	229
0100	20	13	10	15	58	19	10	13	19	61	119
0200	9	10	12	7	38	16	13	8	5	42	80
0300	7	2	9	4	22	7	3	10	8	28	50
0400	4	7	9	19	39	5	9	11	20	45	84
0500	18	21	30	60	129	18	27	47	62	154	283
0600	56	92	150	164	462	85	130	178	191	584	1046
0700	198	356	396	424	1374	251	361	536	563	1711	3085
0800	573	448	456	361	1838	527	383	362	319	1591	3429
0900	288	264	226	235	1013	263	261	208	225	957	1970
1000	182	202	198	189	771	193	207	229	200	829	1600
1100	181	168	212	187	748	188	217	229	189	823	1571
1200	192	201	214	186	793	221	252	247	254	974	1767
1300	153	215	219	201	788	236	264	275	233	1008	1796
1400	202	225	263	292	982	222	281	328	328	1159	2141
1500	396	380	378	367	1521	459	492	474	410	1835	3356
1600	384	364	382	396	1526	411	424	454	498	1787	3313
1700	461	458	440	375	1734	532	639	611	553	2335	4069
1800	394	366	328	327	1415	515	544	455	397	1911	3326
1900	267	206	258	215	946	306	250	266	256	1078	2024
2000	159	161	190	167	677	181	206	148	136	671	1348
2100	159	156	140	140	595	160	188	148	136	632	1227
2200	137	112	108	83	440	149	123	101	68	441	881
2300	86	50	56	32	224	97	58	73	47	275	499

868117-20070110.SYN

24-Hour Totals:	18245	21048	39293

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	1901	0730	2009	0730	3850
P.M.	1645	1755	1700	2335	1700	4069
Daily	0745	1901	1700	2335	1700	4069

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: ALL

County: 97 FL. TURNPIKE

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
9118		SR 91, N. OF ATLANTIC BOULEVARD	N 44650	S 44650	89300 C	9.35F	9.08	52.58F	8.35D

AADT : 89300
K: 9.08 = 8108
D (NB) = 4263
SB 3845

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K"/"D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: ALL

County: 97 FL. TURNPIKE

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
1920		SR 91, S. OF SAMPLE ROAD/SR 834	N 46050	S 46050	92100 C	9.35F	9.08	52.58F	8.35D

AADT: 92100
K: .908 = 8363
NB(:) 4397
SB: 3966

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K"/"D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Application for Development Approval – April 2009

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: ALL

County: 97 FL. TURNPIKE

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
9924		SR 91, S. OF SAWGRASS EXPWY/SR 869	N 41450	S 41450	82900 C	9.35F	9.08	52.58F	8.35D

AADT: 82900
K: .0908 = 7527
NB: = 3958
SB: = 3569

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K/D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Application for Development Approval – April 2009

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: ALL

County: 97 FL. TURNPIKE

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
1930		SR 91, SOUTH OF GLADES ROAD	N 48750	S 48750	97500 C	9.35F	9.08	52.58F	8.35D

AADT : 97500
K : .0908 = 8853
NB: 4655
SB: = 4198

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K/D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Application for Development Approval – April 2009
21-A-270

PM PK
PM: 776 PS NB: 776
688 SB: 688

Synopsis Report: 860060-20070222.syn
Page: 1

County: 86
Station: 0060
Description: SR 849 / NW 31 AVE N OF ATLANTIC BLVD
Start Date: 02/22/2007
Start Time: 0945

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	21	24	17	22	86	25	24	16	12	90	176
0100	17	15	21	14	75	23	22	19	33	76	151
0200	21	14	7	13	56	22	12	30	15	97	153
0300	13	14	9	5	49	8	7	9	19	39	88
0400	11	18	13	31	47	7	9	15	12	50	97
0500	31	40	54	60	156	13	29	47	37	101	257
0600	72	75	127	157	334	48	53	111	142	249	583
0700	136	182	179	196	654	148	159	165	166	614	1268
0800	199	169	168	134	732	169	217	172	158	724	1456
0900	133	115	107	121	489	175	150	130	147	613	1102
1000	127	138	162	154	548	135	123	130	135	535	1083
1100	137	154	165	168	610	136	138	113	130	522	1132
1200	150	155	131	134	604	129	154	117	103	530	1134
1300	167	149	156	134	606	120	142	128	144	493	1099
1400	131	139	120	151	524	140	130	141	118	555	1079
1500	137	204	178	172	670	138	146	154	157	556	1226
1600	149	190	192	181	703	138	154	137	169	586	1289
1700	185	202	208	178	776	159	184	176	146	688	1464
1800	202	164	152	127	696	156	140	109	142	551	1247
1900	98	81	89	73	395	117	101	101	92	461	856
2000	85	73	86	70	317	86	81	85	66	344	661
2100	79	63	67	48	279	72	69	46	60	253	532
2200	72	56	38	49	214	46	47	31	48	184	398
2300	38	31	27	24	145	42	34	29	25	153	298
24-Hour Totals:					9765					9064	18829

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	756	0745	724	0730	1460
P.M.	1715	790	1645	688	1645	1464
Daily	1715	790	0745	724	1645	1464

PM Pk
NB: 543
SB: 413
PS : 586
446

869770-20070725.SYN

County: 86
Station: 9770
Desciption: BLOUNT RD S OF SAMPLE RD
Start Date: 07/25/2007
Start Time: 0900

	Direction: N					Direction: S					
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Combined Total
0000	2	5	3	2	12	6	1	4	1	12	24
0100	3	2	3	1	9	5	2	0	1	8	17
0200	0	1	0	2	3	1	0	2	2	5	8
0300	2	1	0	4	7	9	11	7	1	28	35
0400	4	3	11	13	31	6	18	14	17	55	86
0500	11	13	15	19	58	7	14	16	20	57	115
0600	15	22	34	42	113	18	40	75	83	216	329
0700	62	76	67	65	270	55	72	61	75	263	533
0800	45	61	37	59	202	57	53	29	47	186	388
0900	57	49	43	41	190	57	30	26	44	157	347
1000	46	50	50	50	196	44	31	50	32	157	353
1100	38	39	42	48	167	40	25	51	43	159	326
1200	63	54	49	37	203	42	48	37	39	166	369
1300	57	58	39	46	200	49	48	53	42	192	392
1400	47	58	37	51	193	44	45	37	45	171	364
1500	62	55	60	61	238	42	34	48	52	176	414
1600	51	55	67	97	270	42	43	55	102	242	512
1700	257	116	73	37	483	182	88	41	37	348	831
1800	23	24	17	8	72	40	36	13	17	106	178
1900	24	12	14	11	61	22	19	10	17	68	129
2000	19	12	8	8	47	11	7	6	7	31	78
2100	10	5	18	12	45	10	12	6	11	39	84
2200	6	9	5	8	28	6	8	8	7	29	57
2300	11	4	1	3	19	4	5	12	4	25	44

24-Hour Totals: 3117 2896
6013

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0700	270	0630	285	0700	533
P.M.	1645	543	1630	427	1630	964
Daily	1645	543	1630	427	1630	964

PM Pk
NB: 1676
SB: 1935

Synopsis Report: 860449CL 20070205.syn
Page: 2

County: 86
Station: 0449
Description: SR 845 / POWERLINE RD - S OF HAMMONDVILLE RD
Start Date: 02/05/2007
Start Time: 1200

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	48	41	29	24	142	41	29	32	22	124	266
0100	36	27	20	20	103	21	17	16	20	74	177
0200	19	26	11	12	68	18	13	22	20	73	141
0300	13	13	15	22	63	9	17	18	17	61	124
0400	18	16	25	39	98	14	20	34	50	118	216
0500	22	35	64	91	212	58	78	97	139	372	584
0600	105	154	180	219	658	135	189	241	295	860	1518
0700	235	344	375	423	1377	267	342	418	393	1420	2797
0800	458	456	452	440	1806	324	315	314	293	1246	3052
0900	381	328	347	358	1414	268	290	249	261	1068	2482
1000	326	309	339	394	1368	256	270	287	273	1086	2454
1100	370	438	423	394	1625	260	264	316	297	1137	2762
1200	355	307	316	333	1311	296	326	283	330	1235	2546
1300	351	325	370	346	1392	301	298	349	298	1246	2638
1400	350	331	336	373	1390	318	300	322	325	1265	2655
1500	397	343	365	386	1491	336	324	345	346	1351	2842
1600	414	363	405	457	1639	396	345	400	410	1551	3190
1700	449	469	405	353	1676	455	529	518	443	1945	3621
1800	280	281	201	192	954	458	363	298	210	1329	2283
1900	211	175	150	140	676	185	168	149	124	626	1302
2000	127	157	161	107	552	139	97	101	97	434	986
2100	99	113	112	100	424	123	81	87	93	384	808
2200	106	146	130	101	483	92	118	102	70	382	865
2300	87	63	60	56	266	58	43	58	40	199	465
24-Hour Totals:					21188					19586	40774

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0800	1806	0715	1477	0730	3162
P.M.	1645	1780	1715	1948	1645	3692
Daily	0800	1806	1715	1948	1645	3692
Truck Percentage	6.39		8.79		7.54	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	40	16910	2873	370	517	181	3	139	134	4	3	0	3	0	11	1354	21188
S	109	14485	3260	407	661	238	27	150	221	14	0	2	1	0	11	1721	19586

PM Pk
NB: 2017
1774
2178
1916

867415-20070725.SYN

County: 86
Station: 7415
Desciption: POWERLINE RD S OF COPANS RD
Start Date: 07/25/2007
Start Time: 1000

Time	Direction: N 1st	2nd	3rd	4th	Total	Direction: S 1st	2nd	3rd	4th	Total	Combined Total
0000	41	46	18	8	113	42	41	32	24	139	252
0100	37	25	17	17	96	29	20	21	17	87	183
0200	35	23	30	14	102	16	22	5	11	54	156
0300	26	16	9	19	70	10	8	15	20	53	123
0400	5	5	14	29	53	15	16	29	39	99	152
0500	30	48	81	83	242	45	52	55	95	247	489
0600	87	91	178	191	547	92	149	235	327	803	1350
0700	262	262	296	301	1121	296	358	477	595	1726	2847
0800	286	261	272	278	1097	471	552	452	426	1901	2998
0900	285	288	280	207	1060	355	333	284	304	1276	2336
1000	322	239	279	288	1128	287	285	298	330	1200	2328
1100	270	269	297	312	1148	295	320	334	338	1287	2435
1200	327	294	337	307	1265	339	338	336	365	1378	2643
1300	333	330	342	308	1313	371	332	335	368	1406	2719
1400	289	320	301	300	1210	316	332	348	304	1300	2510
1500	366	370	343	381	1460	376	331	418	393	1518	2978
1600	383	354	654	471	1862	430	411	422	449	1712	3574
1700	398	494	398	425	1715	481	422	466	345	1714	3429
1800	273	290	216	210	989	335	335	251	231	1152	2141
1900	174	137	118	106	535	194	229	194	150	767	1302
2000	88	92	115	94	389	131	133	127	96	487	876
2100	65	110	102	86	363	64	67	71	76	278	641
2200	102	41	52	61	256	78	74	68	55	275	531
2300	63	61	50	41	215	45	51	46	40	182	397

867415-20070725.SYN

24-Hour Totals:	18349	21041	39390

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1145	1270	0730	2095	0730	3239
P.M.	1630	2017	1645	1818	1630	3791
Daily	1630	2017	0730	2095	1630	3791

PM Pk
PS NB 1757
SB: 1443
NB
PM Pk. 1710
SB
1404

Synopsis Report: 860129-20070723.syn
Page: 1

County: 86
Station: 0129
Description: SR 845 / POWERLINE RD - S OF SR 834/SAMPLE RD
Start Date: 07/23/2007
Start Time: 1300

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	34	63	20	31	148	21	28	32	17	98	246
0100	32	36	23	19	110	28	12	10	11	61	171
0200	23	24	20	19	86	10	5	16	9	40	126
0300	15	17	21	11	64	12	14	16	16	58	122
0400	18	9	33	39	99	10	20	10	30	70	169
0500	34	40	53	99	226	28	35	53	98	214	440
0600	123	127	183	238	671	109	132	163	239	643	1314
0700	256	247	297	376	1176	292	329	340	431	1392	2568
0800	321	324	305	284	1234	411	406	390	359	1566	2800
0900	266	253	245	238	1002	300	258	243	272	1073	2075
1000	285	238	212	287	1022	269	269	258	245	1041	2063
1100	235	240	292	308	1075	275	234	270	269	1048	2123
1200	230	268	287	257	1042	235	235	240	245	955	1997
1300	285	268	287	287	1127	335	297	315	291	1238	2365
1400	297	281	250	307	1135	253	251	286	261	1051	2186
1500	264	316	328	327	1235	304	272	301	278	1155	2390
1600	313	338	342	365	1358	356	323	363	353	1395	2753
1700	396	425	389	373	1583	339	368	303	290	1300	2883
1800	335	323	251	246	1155	241	256	190	187	874	2029
1900	214	157	150	115	636	162	143	100	98	503	1139
2000	117	125	93	87	422	87	99	72	69	327	749
2100	98	106	71	85	360	77	62	62	50	251	611
2200	68	72	99	74	313	56	55	50	29	190	503
2300	76	61	42	47	226	37	31	33	33	134	360
24-Hour Totals:					17505					16677	34182

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	1326	0745	1638	0745	2964
P.M.	1700	1583	1630	1423	1630	2951
Daily	1700	1583	0745	1638	0745	2964

PM Pk
NB: 2096
SB: 1250
PS: 2159
1288

County: 86
Station: 0128
Description: SR 845 / POWERLINE RD - S OF SR 810/HILLSBORO BLVD
Start Date: 04/10/2007
Start Time: 0000

Time	Direction: N 1st	2nd	3rd	4th	Total	Direction: S 1st	2nd	3rd	4th	Total	Combined Total
0000	43	21	21	22	107	31	23	24	21	99	206
0100	10	23	12	12	57	18	15	18	10	61	118
0200	15	9	7	6	37	13	14	7	11	45	82
0300	7	7	6	13	33	27	8	13	9	57	90
0400	15	8	17	17	57	19	11	13	31	74	131
0500	21	34	45	61	161	20	36	51	82	189	350
0600	75	74	136	171	456	78	143	186	312	719	1175
0700	219	206	282	304	1011	326	402	481	488	1697	2708
0800	276	291	296	246	1109	420	409	385	385	1599	2708
0900	182	213	217	232	844	286	267	250	246	1049	1893
1000	210	205	257	198	870	260	234	248	225	967	1837
1100	209	218	265	240	932	227	222	247	239	935	1867
1200	298	251	300	247	1096	238	253	282	269	1042	2138
1300	259	290	260	271	1080	269	271	264	298	1102	2182
1400	268	249	300	272	1089	240	250	252	245	987	2076
1500	330	346	312	342	1330	277	267	292	249	1085	2415
1600	352	350	420	394	1516	273	282	322	292	1169	2685
1700	564	574	523	435	2096	339	316	306	289	1250	3346
1800	361	334	319	218	1232	280	263	202	209	954	2186
1900	272	179	183	177	811	198	221	148	148	715	1526
2000	156	150	142	136	584	158	159	94	88	499	1083
2100	126	126	125	124	501	101	83	75	83	342	843
2200	98	116	91	100	405	88	67	59	53	267	672
2300	61	65	50	37	213	54	55	43	32	184	397
24-Hour Totals:					17627					17087	34714

Peak Volume Information

	Direction: N Hour	Volume	Direction: S Hour	Volume	Combined Directions Hour	Volume
A.M.	0745	1167	0730	1798	0730	2951
P.M.	1700	2096	1630	1269	1700	3346
Daily	1700	2096	0730	1798	1700	3346

Truck Percentage 6.59 6.20 6.40

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	90	13274	2913	157	551	158	34	120	100	35	1	0	6	0	188	1162	17627
S	112	13325	2547	170	402	210	47	102	102	23	1	0	3	0	43	1060	17087

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: COUNTY

County: 86 BROWARD

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
105		POWERLINE RD, N OF SAMPLE RD	N 23000E	S 23500E	46500 F	8.63F	9.00	55.75F	5.08F

AADT 46500
K .09
4185

(D) NB: 2333
SB: 1852

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Application for Development Approval – April 2009

NB
PM Pk : 1428
SB: 1290
NB : 11557
SB : 11406

Synopsis Report: 860167-20070716.syn
Page: 1

County: 86
Station: 0167
Description: SR 845 / POWERLINE RD - S OF SW 10 ST/DEERFIELD
Start Date: 07/16/2007
Start Time: 1415

Time	Direction: N 1st	2nd	3rd	4th	Total	Direction: S 1st	2nd	3rd	4th	Total	Combined Total
0000	81	46	33	31	282	45	38	25	26	179	461
0100	33	22	24	13	143	15	8	15	4	104	247
0200	13	20	19	16	72	15	5	8	8	42	114
0300	12	9	11	86	67	13	10	12	12	34	101
0400	97	96	100	105	203	7	14	19	20	41	244
0500	103	46	48	71	404	31	29	53	80	84	488
0600	87	105	114	196	252	112	150	240	278	274	526
0700	202	259	298	263	617	300	342	475	451	968	1585
0800	314	300	298	341	1134	423	466	411	372	1691	2825
0900	292	222	258	252	1231	326	270	232	242	1575	2806
1000	234	240	258	258	966	242	220	246	224	986	1952
1100	236	177	155	149	992	235	217	217	229	925	1917
1200	224	236	208	264	705	252	241	258	232	915	1620
1300	276	253	259	244	984	288	249	277	262	1019	2003
1400	243	197	174	170	999	287	205	270	241	1075	2074
1500	191	234	326	304	732	286	280	288	274	1002	1734
1600	323	308	363	368	1187	324	283	311	300	1166	2353
1700	360	337	333	311	1399	376	303	342	296	1270	2669
1800	359	326	312	279	1340	261	233	220	218	1202	2542
1900	239	249	239	242	1156	187	172	161	140	858	2014
2000	208	199	194	194	938	145	114	107	90	618	1556
2100	181	164	121	170	768	123	96	83	78	434	1202
2200	140	114	110	107	595	82	85	52	46	339	934
2300	93	78	57	66	424	74	41	52	41	257	681
24-Hour Totals:					17590					17058	34648

Peak Volume Information

	Direction: N Hour	Volume	Direction: S Hour	Volume	Combined Directions Hour	Volume
A.M.	0800	1253	0730	1815	0730	2990
P.M.	1630	1428	1645	1321	1645	2719
Daily	1630	1428	0730	1815	0730	2990

FLORIDA DEPARTMENT OF TRANSPORTATION
2007 Annual Average Daily Traffic Report - Report Type: COUNTY

County: 86 BROWARD

Site ID	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	Demand K100	"D" Fctr	"T" Fctr
8621		POWERLINE ROAD, S OF HILLSBORO CANAL	N 17000E	S 17000E	34000 F	8.63F	9.00	55.75F	5.08F

AADT 34000
K .09
3060
(D)NB 1706
SB 1354

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Application for Development Approval – April 2009
21-A-21

2007 Peak Season Factor Category Report - Report Type: ALL
Category: 8601 CEN. W OF US1 TO SR7

MOCF: 0.96

Week	Dates	SF	PSCF
1	01/01/2007 - 01/06/2007	1.01	1.06
2	01/07/2007 - 01/13/2007	1.00	1.05
3	01/14/2007 - 01/20/2007	0.98	1.03
* 4	01/21/2007 - 01/27/2007	0.97	1.02
* 5	01/28/2007 - 02/03/2007	0.96	1.00
* 6	02/04/2007 - 02/10/2007	0.95	0.99
* 7	02/11/2007 - 02/17/2007	0.94	0.98
* 8	02/18/2007 - 02/24/2007	0.94	0.98
* 9	02/25/2007 - 03/03/2007	0.94	0.98
*10	03/04/2007 - 03/10/2007	0.94	0.98
*11	03/11/2007 - 03/17/2007	0.94	0.98
*12	03/18/2007 - 03/24/2007	0.95	0.99
*13	03/25/2007 - 03/31/2007	0.96	1.00
*14	04/01/2007 - 04/07/2007	0.97	1.02
*15	04/08/2007 - 04/14/2007	0.98	1.03
*16	04/15/2007 - 04/21/2007	0.98	1.03
17	04/22/2007 - 04/28/2007	0.99	1.04
18	04/29/2007 - 05/05/2007	1.00	1.05
19	05/06/2007 - 05/12/2007	1.00	1.05
20	05/13/2007 - 05/19/2007	1.01	1.06
21	05/20/2007 - 05/26/2007	1.01	1.06
22	05/27/2007 - 06/02/2007	1.02	1.07
23	06/03/2007 - 06/09/2007	1.02	1.07
24	06/10/2007 - 06/16/2007	1.03	1.08
25	06/17/2007 - 06/23/2007	1.03	1.08
26	06/24/2007 - 06/30/2007	1.03	1.08
27	07/01/2007 - 07/07/2007	1.03	1.08
28	07/08/2007 - 07/14/2007	1.04	1.09
29	07/15/2007 - 07/21/2007	1.04	1.09
30	07/22/2007 - 07/28/2007	1.03	1.08
31	07/29/2007 - 08/04/2007	1.02	1.07
32	08/05/2007 - 08/11/2007	1.01	1.06
33	08/12/2007 - 08/18/2007	1.00	1.05
34	08/19/2007 - 08/25/2007	1.01	1.06
35	08/26/2007 - 09/01/2007	1.02	1.07
36	09/02/2007 - 09/08/2007	1.03	1.08
37	09/09/2007 - 09/15/2007	1.03	1.08
38	09/16/2007 - 09/22/2007	1.03	1.08
39	09/23/2007 - 09/29/2007	1.03	1.08
40	09/30/2007 - 10/06/2007	1.02	1.07
41	10/07/2007 - 10/13/2007	1.02	1.07
42	10/14/2007 - 10/20/2007	1.02	1.07
43	10/21/2007 - 10/27/2007	1.02	1.07
44	10/28/2007 - 11/03/2007	1.02	1.07
45	11/04/2007 - 11/10/2007	1.02	1.07
46	11/11/2007 - 11/17/2007	1.01	1.06
47	11/18/2007 - 11/24/2007	1.01	1.06
48	11/25/2007 - 12/01/2007	1.01	1.06
49	12/02/2007 - 12/08/2007	1.01	1.06
50	12/09/2007 - 12/15/2007	1.01	1.06
51	12/16/2007 - 12/22/2007	1.00	1.05
52	12/23/2007 - 12/29/2007	0.99	1.04
53	12/30/2007 - 12/31/2007	0.98	1.03

* Peak Season

2007 Peak Season Factor Category Report - Report Type: ALL

Category: 8630 WEST-W OF US441

MOCF: 0.95

Week	Dates		SF	PSCF
1	01/01/2007	01/06/2007	1.05	1.11
2	01/07/2007	01/13/2007	1.01	1.07
* 3	01/14/2007	01/20/2007	0.97	1.03
* 4	01/21/2007	01/27/2007	0.96	1.02
* 5	01/28/2007	02/03/2007	0.95	1.00
* 6	02/04/2007	02/10/2007	0.94	0.99
* 7	02/11/2007	02/17/2007	0.93	0.98
* 8	02/18/2007	02/24/2007	0.93	0.98
* 9	02/25/2007	03/03/2007	0.93	0.98
*10	03/04/2007	03/10/2007	0.93	0.98
*11	03/11/2007	03/17/2007	0.93	0.98
*12	03/18/2007	03/24/2007	0.94	0.99
*13	03/25/2007	03/31/2007	0.95	1.00
*14	04/01/2007	04/07/2007	0.96	1.02
*15	04/08/2007	04/14/2007	0.97	1.03
16	04/15/2007	04/21/2007	0.98	1.04
17	04/22/2007	04/28/2007	0.98	1.04
18	04/29/2007	05/05/2007	0.98	1.04
19	05/06/2007	05/12/2007	0.99	1.05
20	05/13/2007	05/19/2007	0.99	1.05
21	05/20/2007	05/26/2007	1.00	1.06
22	05/27/2007	06/02/2007	1.00	1.06
23	06/03/2007	06/09/2007	1.01	1.07
24	06/10/2007	06/16/2007	1.02	1.08
25	06/17/2007	06/23/2007	1.03	1.09
26	06/24/2007	06/30/2007	1.04	1.10
27	07/01/2007	07/07/2007	1.04	1.10
28	07/08/2007	07/14/2007	1.05	1.11
29	07/15/2007	07/21/2007	1.06	1.12
30	07/22/2007	07/28/2007	1.05	1.11
31	07/29/2007	08/04/2007	1.04	1.10
32	08/05/2007	08/11/2007	1.03	1.09
33	08/12/2007	08/18/2007	1.02	1.08
34	08/19/2007	08/25/2007	1.03	1.09
35	08/26/2007	09/01/2007	1.03	1.09
36	09/02/2007	09/08/2007	1.04	1.10
37	09/09/2007	09/15/2007	1.04	1.10
38	09/16/2007	09/22/2007	1.04	1.10
39	09/23/2007	09/29/2007	1.03	1.09
40	09/30/2007	10/06/2007	1.02	1.08
41	10/07/2007	10/13/2007	1.02	1.08
42	10/14/2007	10/20/2007	1.01	1.07
43	10/21/2007	10/27/2007	1.01	1.07
44	10/28/2007	11/03/2007	1.02	1.08
45	11/04/2007	11/10/2007	1.02	1.08
46	11/11/2007	11/17/2007	1.02	1.08
47	11/18/2007	11/24/2007	1.03	1.09
48	11/25/2007	12/01/2007	1.04	1.10
49	12/02/2007	12/08/2007	1.04	1.10
50	12/09/2007	12/15/2007	1.05	1.11
51	12/16/2007	12/22/2007	1.02	1.08
52	12/23/2007	12/29/2007	1.00	1.06
53	12/30/2007	12/31/2007	0.97	1.03

* Peak Season

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-049	**Initial Operation Date**	2/3/76
Controller Type	NEMA 8 PHASE	**System Number**	1049
Modification Number	10	**Modification Date**	08/31/2005
Drawing/Project No	B83-128 DG 3	**FPL Grid Number**	87091290807
Intersection	SAMPLE ROAD (SR 834) and RIVERSIDE DRIVE		
Municipality	CORAL SPRINGS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	7	4	6	5	7	4	6
Vehicle Ext.(GAP)	1.5	0.0	1.5	2.0	1.5	0.0	1.5	2.0
Maximum Green I	18	50	12	30	18	50	12	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MAX	OFF	OFF	OFF	MAX	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7		7		7		7
Pedestrian Clearance		31		31		31		31
Permissive	NO		5-SECT		NO		5-SECT	
Flash Operation	RED	RED		RED	RED	RED		RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop 76 / 2 **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. NO DETECTION EAST/WEST, SIGNAL OPERATES SEMI-ACTUATED.
3. MOD.10 UPDATES PEDESTRIAN CLEARANCES.

Submitted By **Approved By**

[illegible]

UNIT [illegible] CONTROLLER NO [illegible] SECTION [illegible]

SAMPLE ID % RECONCILE NO

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS							
			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

FIXED INTERVALS:

MG	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
PDM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
YEI	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
AR	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
GRN RETURN	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
COMMAND	YLD	[illegible]	P1	P2	P1>	[illegible]	[illegible]	P1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION [illegible]

DAY	TIME	PAT #
SAT	[illegible]	[illegible]
SAT	[illegible]	[illegible]
SAT	[illegible]	[illegible]
SAT	[illegible]	[illegible]
SAT	[illegible]	[illegible]
SAT	[illegible]	[illegible]
SAT	[illegible]	[illegible]
SAT	[illegible]	[illegible]
SAT	[illegible]	[illegible]
SAT	[illegible]	[illegible]
SUN	[illegible]	[illegible]
SUN	[illegible]	[illegible]
SUN	[illegible]	[illegible]
SUN	[illegible]	[illegible]
SUN	[illegible]	[illegible]
SUN	[illegible]	[illegible]
SUN	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]

BROWARD COUNTY
FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-045	**Initial Operation Date**	2/12/76
Controller Type	NEMA 8 PHASE	**System Number**	1045
Modification Number	5	**Modification Date**	12/02/2004
Drawing/Project No	DSN. GRP. 3	**FPL Grid Number**	87091640808
Intersection	SAMPLE ROAD (SR 834) and WOODSIDE DR./HOLIDAY SPR.		
Municipality	CORAL SPRINGS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	7	4	6	4	7	4	6
Vehicle Ext.(GAP)	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0
Maximum Green I	18	50	15	25	12	50	15	25
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MAX	OFF	OFF	OFF	MAX	OFF	OFF
Detector Delay	3.0		3.0		3.0		3.0	
Walk		7		7		7		7
Pedestrian Clearance		20		29		20		27
Permissive	NO		5 SECT		5 SECT		5 SECT	
Flash Operation	RED	YELLOW		RED		YELLOW		RED
Green Return	7	1	3	5	8	2	4	6

Attachment **Special anti-backdown.pdf**

Channel/Drop **76 / 1** **IP Address**

NOTES:

1. NO DETECTION EAST/WEST, SIGNAL OPERATES SEMI-ACTUATED.
2. SPECIAL ANTI-BACKDOWN DIODE EAST WEST. SEE ATTACHMENT.
3. DUAL ENTRY HARDWIRED NORTH/SOUTH.
4. WITH WOIT2004040441 DATED 4/23/04 CONVERTS EBL TO PROTECTED ONLY, FDOT JPA.

Submitted By **Approved By**

D A T A B A S E T I M I N G P L A N D E T A I L

MAR 4,2009 CONTROLLER NO. 1045 SECTION NO. 89

SAMPLE RD & WOODSIDE DR/HOLIDAY

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS EW	NBL	SBL	NBL	NS	EWL	WBL	EBL
1	96	100	47	14	0	0	25	14	0	0
2	9	160	70	28	0	0	42	20	0	0
3	113	140	61	20	0	0	37	22	0	0
4	105	160	71	25	0	0	42	22	0	0
5	21	110	39	17	0	0	17	17	0	0
6	85	100	47	14	0	0	25	14	0	0
FIXED INTERVALS:										
	MG		7	4	4	4	6	4	4	4
	FDW		20	0	0	0	0	0	0	0
	YEL		4	4	4	4	4	4	4	4
	AR		2	2	2	2	2	2	2	2
	GRN RETURN		1,2	3,4	3	4	5,6	7,8	8	7
	COMMAND		YLD	F1&2	F1	F2	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 89

DAY	TIME	PAT. #
SAT	0: 0	6
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	1
SUN	0: 0	6
SUN	6:45	3
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	3
M-F	20: 0	6
M-F	0: 0	6
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	1
M-F	22: 0	6

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-200	**Initial Operation Date**	8/24/79
Controller Type	NEMA 8 PHASE	**System Number**	1200
Modification Number	15	**Modification Date**	05/22/2008
Drawing/Project No	DSN. GRP. 3	**FPL Grid Number**	87191100704
Intersection	SAMPLE ROAD (SR 834) and ROCK ISLAND ROAD		
Municipality	CORAL SPRINGS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	15	5	6	5	15	5	6
Vehicle Ext.(GAP)	1.5	2.5	1.5	2.0	1.5	2.5	1.5	2.0
Maximum Green I	12	50	18	30	20	50	18	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	1.5	1.5	1.5	2.0	1.5	1.5	1.5	2.0
Phase Recall	OFF	MIN.	OFF	OFF	OFF	MIN.	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7		7		7		7
Pedestrian Clearance		33		33		33		27
Permissive	5 SECT		DUAL		DUAL		DUAL	
Flash Operation		YELLOW	RED	RED	RED	YELLOW	RED	RED
Green Return	7	1	3	5	8	2	4	6

Attachment **Special anti-backdown.pdf**

Channel/Drop 76 / 3 **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. SPECIAL ANTI-BACKDOWN DIODE EAST/WEST.
3. MOD. 15 UPDATES PEDESTRIAN CLEARANCES.

Submitted By **Approved By**

[illegible] CONTROLLER NO. 1203 INTERSECTION NO. [illegible]

SAMPLE ID: [illegible] S. MUIR ISLAND I.D.

PATTERN NUMBER	PHASE CYCLE LENGTH	PHASE DURATIONS							
		EW	NSE	SPL	NSI	PT	EW	[illegible]	FTP
1	[illegible]	100	[illegible]	[illegible]	[illegible]	[illegible]	12		[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible] INTERVALS:

WALK	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
MIN	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
YEL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
ARR	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
GRN [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

COMMAND	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible] PATTERN [illegible] IMPLEMENTATION TIMES FOR SECTION [illegible]

DAY	TIME	PAT #
SAT	[illegible]	6
SAT	[illegible]	[illegible]
SAT	[illegible]	3
SAT	[illegible]	[illegible]
SAT	[illegible]	3
SAT	[illegible]	3
SAT	[illegible]	3
SAT	[illegible]	4
SAT	[illegible]	1
SUN	[illegible]	6
SUN	[illegible]	3
SUN	[illegible]	[illegible]
SUN	[illegible]	[illegible]
SUN	[illegible]	3
SUN	[illegible]	3
SUN	[illegible]	3
M-F	[illegible]	6
M-F	[illegible]	6
M-F	[illegible]	2
M-F	[illegible]	[illegible]
M-F	[illegible]	[illegible]
M-F	[illegible]	3
M-F	[illegible]	3
M-F	[illegible]	3
M-F	[illegible]	4
M-F	[illegible]	4
M-F	[illegible]	4
M-F	[illegible]	4
M-F	[illegible]	j
M-F	[illegible]	6

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

ISOLATED NO SYSTEM DATA

Intersection Number	A-588	**Initial Operation Date**	10/21/2003
Controller Type	2070	**System Number**	1588
Modification Number	0	**Modification Date**	
Drawing/Project No	FDOT PERMIT	**FPL Grid Number**	87191792100
Intersection	SAMPLE ROAD (SR 834) and TURTLE RUN BOULEVARD		
Municipality	CORAL SPRINGS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	EBL	WB		NB	WBL	EB		SB
Initial Green(MIN)	4	10		6	4	10		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	60		25	12	60		25
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								20-RT
Walk		7		5		7		5
Pedestrian Clearance		21		26		21		27
Permissive	5-SECT				NO			
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return	7	1		5	8	2		6

Attachment

Channel/Drop 76 / 7 **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. ANTI-BACKDOWN DIODES EAST/WEST.
3. WITH W.O. #23 DATED 05/06/03, INSTALLS TRAFFIC SIGNAL.

Submitted By **Approved By**

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-503	**Initial Operation Date**	10/15/91
Controller Type	NEMA 8 PHASE	**System Number**	1503
Modification Number	5	**Modification Date**	01/17/02
Drawing/Project No		**FPL Grid Number**	87191171707
Intersection	SAMPLE ROAD (SR 834) and NW 62 AVE./TURTLE CK. DR.		
Municipality	CORAL SPRINGS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	7	4	6	5	7	4	6
Vehicle Ext.(GAP)	1.5	0.0	1.5	2.0	1.5	0.0	1.5	2.0
Maximum Green I	20	50	15	30	20	50	15	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.5	1.0	2.0	2.0	2.5	1.0	2.0	2.0
Phase Recall	OFF	MAX	OFF	OFF	OFF	MAX	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7		5		7		5
Pedestrian Clearance		20		19		20		19
Permissive	DUAL		5 SECT		DUAL		5 SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop **76 / 4** **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. NO DETECTION EAST/WEST, SIGNAL OPERATES SEMI-ACTUATED.
3. WITH W.O. # 2 DATED 01/09/02, REMOVES NIGHT FLASH.

Submitted By **Approved By**

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

AUG 21,2008 CONTROLLER NO. 1503 SECTION NO. 89

SAMPLE RD. & NW 62 AV/TURTLE CREE

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS EW	NSL	SEL	NEL	NS	EWL	WBL	EBL
1	0	100	40	12	0	0	33	15	0	0
2	1	140	67	19	0	0	34	20	0	0
3	8	140	61	24	0	0	35	20	0	0
4	9	150	72	24	0	0	34	20	0	0
5	0	110	50	12	0	0	33	15	0	0
6	0	100	40	12	0	0	33	15	0	0
FIXED INTERVALS:										
	MG		7	4	4	4	6	5	5	5
	FDW		20	0	0	0	0	0	0	0
	YEL		4	4	4	4	4	4	4	4
	AR		1	2	2	2	2	3	3	3
	GRN RETURN		1,2	3,4	3	4	5,6	7,8	8	7
	COMMAND		YLD	F1&2	F1	F2	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 89

DAY	TIME	PAT. #
SAT	0: 0	6
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	1
SUN	0: 0	6
SUN	6:45	3
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	3
M-F	20: 0	6
M-F	0: 0	6
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	1
M-F	22: 0	6

BROWARD COUNTY
FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-014	**Initial Operation Date**	5/25/70
Controller Type	NEMA 8 PHASE	**System Number**	1014
Modification Number	26	**Modification Date**	03/07/1996
Drawing/Project No	86100-3531	**FPL Grid Number**	87291521708
Intersection	SAMPLE ROAD (SR 834) and SR 7 (US 441)		
Municipality	CORAL SPRINGS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	EBL	WB		NBL	WBL	EB		SBL
Initial Green(MIN)	6.0	7.0		6.0	6.0	7.0		6.0
Vehicle Ext.(GAP)	1.5	1.0		1.5	1.5	1.0		1.5
Maximum Green I	20.	40.		20.	20.	40.		20.
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	4.0		3.0	2.0	4.0		3.0
Phase Recall	OFF	MAX.		OFF	OFF	MAX.		OFF
Detector Delay								
Walk		7.0				7.0		
Pedestrian Clearance								
Permissive	DUAL			DUAL	DUAL			DUAL
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED
Green Return	7	1		5	8	2		6

Attachment

Channel/Drop **76 / 5** **IP Address**

NOTES:

1. NO LOOPS ON PH's 2 & 6, SIGNAL OPERATES SEMI-ACTUATED.
2. MOD. 26 INSTALLS ALL RED INTERVAL ON PH's 1 & 5.

Submitted By **Approved By**

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

AUG 21,2008 CONTROLLER NO. 1014 SECTION NO. 134

SAMPLE RD & SR 7

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS EW	NSL	EWL	WBL	EBL
1	6	110	62	24	24	0	0
2	116	140	77	34	29	0	0
3	80	140	77	34	29	0	0
4	4	150	85	33	32	0	0
5	49	130	80	25	25	0	0
6	48	130	80	25	25	0	0

FIXED INTERVALS:						
MG	7	6	6	6	6
FDW	0	0	0	0	0
YEL	4	4	4	4	4
AR	4	3	2	2	2
GRN RETURN	1,2	5,6	7,8	8	7
COMMAND	YLD	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 134

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	5
SUN	0: 0	1
SUN	6:45	3
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	3
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	5
M-F	22: 0	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-495	**Initial Operation Date**	3/7/91
Controller Type	NEMA 8 PHASE	**System Number**	1495
Modification Number	4	**Modification Date**	07/12/2005
Drawing/Project No	GROUP 5	**FPL Grid Number**	87291842105
Intersection	SAMPLE ROAD (SR 834) and NW 54 AVE./PERIMETER RD.		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	EBL	WB		NB	WBL	EB		SB
Initial Green(MIN)	4	12		6	4	12		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	60		25	12	60		25
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay				20-RT				20-RT
Walk		7		5		7		5
Pedestrian Clearance		17		21		17		21
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return	7	1		5	8	2		6

Attachment

Channel/Drop **37 / 6** **IP Address**

NOTES:

1. ANTI-BACKDOWN DIODES EAST/WEST AND DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. WITH WOIT2005070034 DATED 7/6/05, REMOVES NIGHT FLASH.

Submitted By _____ **Approved By** _____

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

AUG 21,2008 CONTROLLER NO. 1495 SECTION NO. 134

SAMPLE RD & NW 54 AVE

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS EW	NS	EWL	WBL	EBL
1	61	100	48	34	18	0	0
2	28	160	91	40	29	0	0
3	82	140	66	34	40	0	0
4	15	160	85	35	18	22	0
5	11	120	66	34	20	0	0
6	48	140	65	41	34	0	0

FIXED INTERVALS:

MG	12	6	4	4	4
FDW	17	0	0	0	0
YEL	4	4	4	4	4
AR	2	2	2	2	2
GRN RETURN	1,2	5,6	7,8	8	7
COMMAND	YLD	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 134

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	5
SUN	0: 0	1
SUN	6:45	3
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	3
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	5
M-F	22: 0	1

BROWARD FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-043	**Initial Operation Date**	5/19/81
Controller Type	NEMA 8 PHASE	**System Number**	1043
Modification Number	21	**Modification Date**	12/27/01
Drawing/Project No	86028-3503	**FPL Grid Number**	87391611705
Intersection	SAMPLE ROAD (SR 834) and LYONS ROAD		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8,8R*
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	7	5	6	5	7	5	6
Vehicle Ext.(GAP)	1.5	1.0	2.0	2.5	2.0	1.0	2.0	2.5
Maximum Green I	20	50	20	40	25	50	20	40
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.5	2.0	2.5	1.5	2.5	2.0	2.5	1.5
Phase Recall	OFF	MAX	OFF	OFF	OFF	MAX	OFF	OFF
Detector Delay								20-RT
Walk		7		5		7		5
Pedestrian Clearance		26		24		26		24
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop **137 / 5** **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH
2. NO DETECTION EAST/WEST, SIGNAL OPERATES SEMI-ACTUATED.
3. *HEAD 8R IS 5-SECTION RIGHT TURN SIGNAL. ARROW INDICATIONS (Y-> AND G->) ARE TIED TO PH1 DIRECTLY. OVERLAP IS NOT USED.
4. MOD. 21 UPDATES ALL RED CLEARANCES AND MAXIMUM GREENS.

Submitted By _____ **Approved By** _____

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

AUG 21,2008 CONTROLLER NO. 1043 SECTION NO. 134

SAMPLE RD & LYONS RD

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS EW	NSL	SBL	NBL	NS	EWL	WBL	EBL
1	52	100	48	15	0	0	22	15	0	0
2	34	160	73	32	0	0	37	18	0	0
3	2	140	59	22	0	0	35	24	0	0
4	110	160	81	25	0	7	29	18	0	0
5	76	120	48	18	0	0	36	18	0	0
6	112	140	58	24	0	0	36	22	0	0
FIXED INTERVALS:										
	MG		7	5	5	5	6	5	5	5
	FDW		26	0	0	0	0	0	0	0
	YEL		4	4	4	4	4	4	4	4
	AR		2	3	3	3	2	3	3	3
	GRN RETURN		1,2	3,4	3	4	5,6	7,8	8	7
	COMMAND		YLD	F1&2	F1	F2	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 134

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	5
SUN	0: 0	1
SUN	6:45	3
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	3
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	5
M-F	22: 0	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-523	**Initial Operation Date**	9/20/94
Controller Type	NEMA 8 PHASE	**System Number**	1523
Modification Number	1	**Modification Date**	12/05/01
Drawing/Project No		**FPL Grid Number**	87391801709
Intersection	SAMPLE ROAD (SR 834) and NW 42 AVENUE		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	EBL	WB		NB	WBL	EB		SB
Initial Green(MIN)	4	7		6	4	7		6
Vehicle Ext.(GAP)	1.5	0.0		2.0	1.5	0.0		2.0
Maximum Green I	12	50		25	12	50		25
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	1.5	1.5		2.0	1.5	1.5		2.0
Phase Recall	OFF	MAX		OFF	OFF	MAX		OFF
Detector Delay				20-RT				20-RT
Walk		7		5		7		5
Pedestrian Clearance		18		28		18		28
Permissive	5-SECT				5 SECT			
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return	7	1		5	8	2		6

Attachment

Channel/Drop 137 / 4 **IP Address**

NOTES:

1. NO DETECTION EAST/WEST, SIGNAL OPERATES SEMI-ACTUATED.
2. DUAL ENTRY HARDWIRED NORTH/SOUTH.
3. ANTI-BACKDOWN DIODES EAST/WEST.
4. WITH W.O. #53 DATED 11/30/01, INSTALLS 5-SECTION EB/EBL SIGNAL PER FDOT REQUEST, UPDATES MAXIMUM GREENS AND ALL RED CLEARANCES.

Submitted By **Approved By**

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

NOV 26,2008 CONTROLLER NO. 1523 SECTION NO. 134

SAMPLE RD & NW 42 AVE

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS EW	NS	EWL	WBL	EB
1	26	100	62	25	13	0	0
2	21	160	106	35	19	0	0
3	132	140	88	36	16	0	0
4	116	160	92	46	22	0	0
5	81	120	70	36	14	0	0
6	112	140	88	36	16	0	0

FIXED INTERVALS:

MG	7	6	4	4	4
FDW	18	0	0	0	0
YEL	4	4	4	4	4
AR	2	2	2	2	2
GRN RETURN	1,2	5,6	7,8	8	7
COMMAND	YLD	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 134

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	5
SUN	0: 0	1
SUN	6:45	3
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	3
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	5
M-F	2 :	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-513	**Initial Operation Date**	11/22/93
Controller Type	NEMA 8 PHASE	**System Number**	1513
Modification Number	4	**Modification Date**	09/28/2007
Drawing/Project No	228072-1-52-01	**FPL Grid Number**	87491382208
Intersection	SAMPLE ROAD (SR 834) and TRADEWINDS PARK		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	EBL	WB		NB	WBL	EB		SB
Initial Green(MIN)	4	15		6	4	15		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	60		20	12	60		20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	1.5	1.5		2.0	1.5	1.5		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay				20-RT				5.0
Walk		7		7		7		7
Pedestrian Clearance		22		32		22		32
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return	7	1		5	8	2		6

Attachment

Channel/Drop 137 / 3 **IP Address**

NOTES:

1. ANTI-BACKDOWN DIODES EAST/WEST AND DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. LOCAL TIME CLOCK FOR FLASH OPERATION: 0100-0700, 7DAYS.
3. MOD. 4 UPDATES FLASH OPERATION HOURS.

Submitted By **Approved By**

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

NOV 26,2008 CONTROLLER NO. 1513 SECTION NO. 134

SAMPLE RD & TRADEWINDS PARK

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS EW	NS	EWL	WBL	EBL
1	77	100	65	23	12	0	0
2	74	160	98	46	16	0	0
3	72	140	76	48	16	0	0
4	69	160	98	46	16	0	0
5	29	120	59	47	14	0	0
6	124	140	76	48	16	0	0

FIXED INTERVALS:

MG	7	6	4	4	4
FDW	22	0	0	0	0
YEL	4	4	4	4	4
AR	2	2	2	2	2
GRN RETURN	1,2	5,6	7,8	8	7
COMMAND	YLD	F18,2	F18,2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 134

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	5
SUN	0: 0	1
SUN	6:45	3
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	3
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	5
M-F	22: 0	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-303	**Initial Operation Date**	12/20/84
Controller Type	NEMA 8 PHASE	**System Number**	1303
Modification Number	6	**Modification Date**	02/12/04
Drawing/Project No	228072-1-52-01	**FPL Grid Number**	87491852301
Intersection	SAMPLE ROAD (SR 834) and TURNPIKE (SR 91)		
Municipality	DEERFIELD BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		
Direction		WB		NB	WBL	EB		
Initial Green(MIN)		15		6	5	15		
Vehicle Ext.(GAP)		3.0		2.5	2.0	3.0		
Maximum Green I		50		30	25	50		
Maximum Green II								
Yellow Clearance		4.0		4.0	4.0	4.0		
All Red Clearance		1.0		2.0	2.0	1.0		
Phase Recall		MIN		OFF	OFF	MIN		
Detector Delay								
Walk		7						
Pedestrian Clearance								
Permissive					DUAL			
Flash Operation		YELLOW		RED	RED	YELLOW		
Green Return		1		5	8	2		

Attachment

Channel/Drop 137 / 2 **IP Address**

NOTES:

1. MOD. 6 RESTORES LOOP DETECTION UNDER FDOT CONTRACT.

Submitted By **Approved By**

[illegible]

SAMPLE NO.

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS		
			[illegible]	[illegible]	[illegible]
1	40	100	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3	7[illegible]	[illegible]40	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]01	5[illegible]0	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]51	[illegible]20	[illegible]	[illegible]	[illegible]
6	21	[illegible]40	[illegible]	[illegible]	[illegible]

[illegible] INTERVALS:

MO	[illegible]	[illegible]	[illegible]
[illegible] DW	[illegible]	[illegible]	[illegible]
YEI	[illegible]	[illegible]	[illegible]
AR	[illegible]	[illegible]	[illegible]
GRN RETURN	[illegible]:2	[illegible]	[illegible]
COMMAND	[illegible]LD	[illegible]L	[illegible]

[illegible] [illegible]ATTERN [illegible]MPLEMENTATION [illegible]IMES [illegible]OR SECTION [illegible]4

DAY	TIME	PATTERN #
[illegible]AT	[illegible]:[illegible]	1
SAT	6:[illegible]7	[illegible]OD
SAT	7:[illegible]	[illegible]
SAT	7:[illegible]	[illegible]OD
SAT	[illegible]0:[illegible]	[illegible]
SAT	12:[illegible]	[illegible]
SAT	[illegible]7:[illegible]	[illegible]
SAT	19:[illegible]	[illegible]
SAT	21:[illegible]	5
SUN	[illegible]:[illegible]	1
SUN	[illegible]:45	[illegible]
SUN	6:57	[illegible]OD
SUN	7:[illegible]	[illegible]OD
SUN	12:[illegible]	[illegible]
SUN	16:[illegible]	[illegible]
SUN	18:[illegible]	[illegible]
M-F	[illegible]0:[illegible]	1
M-F	[illegible]:[illegible]	1
M-F	[illegible]5:4[illegible]	[illegible]
M-F	[illegible]:[illegible]	[illegible]OD
M-F	[illegible]:[illegible]	[illegible]OD
M-F	[illegible]:[illegible]	[illegible]
M-F	10:[illegible]	[illegible]
M-F	11:[illegible]	[illegible]
M-F	11:30	[illegible]
M-F	15:[illegible]	4
M-F	16:[illegible]	4
M-F	18:30	[illegible]
M-F	19:[illegible]	4
M-F	[illegible]0:[illegible]	5
M-F	22:[illegible]	1

BROWARD COUNTY

FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-039	**Initial Operation Date**	4/11/79
Controller Type	NEMA 8 PHASE	**System Number**	1039
Modification Number	13	**Modification Date**	05/07/2008
Drawing/Project No		**FPL Grid Number**	87292490903
Intersection	SR 7 (US 441) and WILES ROAD		
Municipality	CORAL SPRINGS		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,2R	4	5,4R	6	7,6R	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	7	5	6	5	7	5	6
Vehicle Ext.(GAP)	1.5	1.0	1.5	2.0	1.5	1.0	1.5	2.0
Maximum Green I	20	45	25	35	25	45	35	35
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MAX.	OFF	OFF	OFF	MAX.	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7		5		7		5
Pedestrian Clearance		29		32		29		29
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop **37 / 1** **IP Address**

NOTES:

1. NO DETECTION NORTH/SOUTH, SIGNAL OPERATES SEMI-ACTUATED.
2. DUAL ENTRY HARDWIRED, EAST/WEST.
3. NBR (HEAD 2R) HARDWIRED TO WBL; SBR (HEAD 6R)HARDWIRED TO EBL; EBR (HEAD 4R)HARDWIRED TO NBL.
4. MOD. 13 RELECTS LANE WIDENING OF EASTBOUND APPROACH.

Submitted By _____ **Approved By** _____

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

AUG 21,2008 CONTROLLER NO. 1039 SECTION NO. 4

SR 7 & WILES RD

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EWL	WBL	EBL	EW	NSL	NBL	SBL
1	1	100	42	20	0	0	20	18	0	0
2	1	160	52	20	0	21	45	14	8	0
3	1	140	47	20	0	11	40	14	8	0
4	1	160	46	20	0	19	46	20	9	0
5	0	120	42	20	0	0	39	19	0	0
6	0	110	42	16	0	0	37	15	0	0

FIXED INTERVALS:

	NS	EWL	WBL	EBL	EW	NSL	NBL	SBL
MG	7	5	5	5	6	5	5	5
FDW	29	0	0	0	0	0	0	0
YEL	4	4	4	4	4	4	4	4
AR	2	2	2	2	2	2	2	2
GRN RETURN	1,2	3,4	3	4	5,6	7,8	8	7
COMMAND	YLD	F1&2	F1	F2	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 4

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	5
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	1
SUN	0: 0	1
SUN	6:45	1
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	3
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	5
M-F	22: 0	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-569	**Initial Operation Date**	08/30/01
Controller Type	NEMA 8 PHASE	**System Number**	1569
Modification Number	5	**Modification Date**	W.O.
Drawing/Project No		**FPL Grid Number**	87392520207
Intersection	LYONS ROAD and WILES ROAD		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	12	5	6	5	12	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	60	18	40	18	60	18	40
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7		7		7		7
Pedestrian Clearance		36		35		36		32
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop **37 / 6** **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. WITH WOIT2006060722 DATED 6/21/06, CHANGES FLASH PATTERN TO ALL RED.

Submitted By **Approved By**

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

AUG 21,2009 CONTROLLER NO. 1569 SECTION NO. 170

LYONS RD & WILES ROAD

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EWL	WBL	EBL	EW	NSL	NBL	SBL
1	2	120	57	20	0	0	23	20	0	0
2	66	160	60	25	0	0	50	25	0	0
3	20	140	57	17	0	0	49	17	0	0
4	132	160	63	26	0	0	51	20	0	0
5	2	120	57	20	0	0	23	20	0	0
6	2	120	57	20	0	0	23	20	0	0
FIXED INTERVALS:										
	MG		12	5	5	5	6	5	5	5
	FDW		36	0	0	0	0	0	0	0
	YEL		4	4	4	4	4	4	4	4
	AR		2	2	2	2	2	2	2	2
	GRN RETURN		1,2	3,4	3	4	5,6	7,8	8	7
	COMMAND		YLD	F1&2	F1	F2	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 170

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	1
SUN	0: 0	1
SUN	6:45	1
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	5
SUN	18: 0	1
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	1
M-F	22: 0	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-289	**Initial Operation Date**	3/19/82
Controller Type	NEMA 8 PHASE	**System Number**	1289
Modification Number	10	**Modification Date**	04/01/2008
Drawing/Project No	GRP 4	**FPL Grid Number**	87592723503
Intersection	POWERLINE ROAD (SR 845) and GREEN ROAD/WILES ROAD		
Municipality	DEERFIELD BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	12	5	6	5	12	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	20	50	20	40	20	50	20	40
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.5	2.5	3.5	3.0	2.5	2.5	3.5	3.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		5		7		5
Pedestrian Clearance		35		31		35		31
Permissive	DUAL		DUAL		NO		NO	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop **36 / 1** **IP Address**

NOTES:

1. VIDEO DETECTION.
2. MOD. 10 REFLECTS MAST ARM INSTALLATION, AND REVERTS BACK TO 8 PHASE OPERATION.

Submitted By **Approved By**

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

V 26.2008 CONTROLLER NO. 1289 SECTION NO. 137

POWERLINE RD & WILES RD/GREEN RD

TTERN MBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EWL	WBL	EBL	EW	N S	NBL	SBL
1	1	120	57	20	0	0	29	1	0	0
2	153	160	74	34	0	0	27	2	0	0
3	109	140	57	30	0	0	30	2	0	0
4	63	160	74	31	0	0	31	2	0	0
5	60	120	57	24	0	0	20	1	0	0
6	0	120	57	24	0	0	20	1	0	0
8	124	160	74	31	0	0	31	2	0	0
3	26	140	57	30	0	0	30	2	0	0
4	138	160	74	31	0	0	31	2	0	0

XED INTERVALS:

MG	12	5	5	5	6	1	5	5
FDW	35	0	0	0	0	0	0	0
YEL	4	4	4	4	4	4	4	4
AR	3	4	4	4	3	3	3	3
GRN RETURN	1,2	3,4	3	4	5,6	7,8	8	7
COMMAND	YLD	F1&2	F1	F2	F1&2	F1&2	F2	F1

D PATTERN IMPLEMENTATION TIMES FOR SECTION 137

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	6
SAT	21: 0	1
SUN	0: 0	1
SUN	6:45	3
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	1
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	3
M-F	20: 0	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-492	**Initial Operation Date**	11/15/89
Controller Type	NEMA 8 PHASE	**System Number**	1492
Modification Number	4	**Modification Date**	04/21/00
Drawing/Project No	DES. GRP 5	**FPL Grid Number**	87290467408
Intersection	SR 7 (US 441) and NW 31 ST/CORAL BAY BLVD		
Municipality	MARGATE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	15	4	6	4	15	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	2.5	3.0	1.5	2.0
Maximum Green I	12	50	17	25	28	50	17	25
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	1.5	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				10-RT				
Walk		7		5		7		5
Pedestrian Clearance		18		18		18		18
Permissive	5 SECT		5 SECT		NO		5 SECT	
Flash Operation		YELLOW		RED	RED	YELLOW		RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop 37 / 5 **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST
2. SPECIAL "ANTI-BACKDOWN" CIRCUITRY INSTALLED. DIAGRAM FOR SAME IS ON THE REVERSE SIDE OF COPIES
3. MOD. 4 INCREASES GAP ON PHASE 5 (NBL).

Submitted By _____ **Approved By** _____

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

AUG 21,2008 CONTROLLER NO. 1492 SECTION NO. 70

STATE RD 7 & NW 31 ST

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EWL	WBL	EBL	EW	NSL	NBL	SBL
1	18	90	42	10	0	0	24	14	0	0
2	32	160	70	21	0	0	35	14	20	0
3	99	140	56	21	0	0	35	15	13	0
4	106	160	58	20	0	0	42	14	26	0
5	133	140	46	15	0	0	41	15	23	0
6	18	90	42	10	0	0	24	14	0	0
FIXED INTERVALS:										
	MG		15	4	4	4	6	4	4	4
	FDW		18	0	0	0	0	0	0	0
	YEL		4	4	4	4	4	4	4	4
	AR		2	2	2	2	2	2	2	2
	GRN RETURN		1,2	3,4	3	4	5,6	7,8	8	7
	COMMAND		YLD	F1&2	F1	F2	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 70

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	5
SAT	7: 1	TOD
SAT	10: 0	5
SAT	12: 0	5
SAT	17: 0	5
SAT	18: 0	5
SAT	21: 0	6
SUN	0: 0	1
SUN	6:45	5
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	5
SUN	16: 0	5
SUN	18: 0	5
M-F	20: 0	6
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	3
M-F	22: 0	1

BROWARD
FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-510	**Initial Operation Date**	4/12/94
Controller Type	NEMA 8 PHASE	**System Number**	1510
Modification Number	4	**Modification Date**	08/13/2008
Drawing/Project No	86100-3531	**FPL Grid Number**	87291486902
Intersection	SR 7 (US 441) and TURTLE CREEK DRIVE		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	5	7		6	5	7		6
Vehicle Ext.(GAP)	1.5	0.0		2.0	1.5	0.0		2.0
Maximum Green I	15	50		20	15	50		20
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MAX		OFF	OFF	MAX		OFF
Detector Delay								10-RT
Walk		7		7		7		7
Pedestrian Clearance		21		25		21		25
Permissive	DUAL				DUAL			
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED
Green Return	7	1		5	8	2		6

Attachment

Channel/Drop 37 / 0 **IP Address**

NOTES:

1. NO DETECTION NORTH/SOUTH, SIGNAL OPERATES SEMI-ACTUATED
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. MOD.4 UPDATES ALL RED CLEARANCES.

Submitted By **Approved By**

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

AUG 21,2008 CONTROLLER NO. 1510 SECTION NO. 4

SR 7 & TURTLE CREEK DR.

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EW	NSL	NBL	SBL
1	0	100	55	30	15	0	0
2	153	160	101	38	21	0	0
3	122	140	71	39	20	0	10
4	138	160	92	38	21	0	10
5	117	120	52	38	21	0	9
6	1	110	52	38	20	0	0

FIXED INTERVALS:

MG	7	8	5	5	5
FDW	21	0	0	0	0
YEL	4	4	4	4	4
AR	2	2	2	2	2
GRN RETURN	1,2	5,6	7,8	6	7
COMMAND	YLD	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 4

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	5
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	1
SUN	0: 0	1
SUN	6:45	1
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	3
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	5
M-F	22: 0	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-524	**Initial Operation Date**	5/9/95
Controller Type	NEMA 8 PHASE	**System Number**	1524
Modification Number	5	**Modification Date**	08/13/2008
Drawing/Project No	TA 93-2116A	**FPL Grid Number**	87292506401
Intersection	SR 7 (US 441) and WINSTON PK BLVD/CREEKSIDE		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	7	4	6	4	7	4	6
Vehicle Ext.(GAP)	1.5	0.0	1.5	2.0	1.5	0.0	1.5	2.0
Maximum Green I	12	50	12	25	12	50	12	25
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MAX	OFF	OFF	OFF	MAX	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7		5		7		5
Pedestrian Clearance		24		28		24		26
Permissive	5 SECT		5-SECT		5 SECT		5-SECT	
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop 37 / 2 **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. NO DETECTION NORTH/SOUTH; SIGNAL OPERATES SEMI-ACTUATED.
3. ANTI-BACKDOWN DIODES, NORTH/SOUTH.
4. MOD. 5 UPDATES ALL RED CLEARANCES.

Submitted By **Approved By**

BROWARD COUNTY
DATA BASE TIMING PLAN DETAIL

NOV 26,2008 CONTROLLER NO. 1524 SECTION NO. 4
SR 7 & WINSTON PRK/CREEKSID

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EWL	WBL	EBL	EW	NSL	NBL	SBL
1	0	100	53	15	0	0	20	12	0	0
2	0	140	68	15	0	0	42	15	0	0
3	1	130	57	15	0	0	43	15	0	0
4	1	150	77	15	0	0	43	15	0	0
5	0	120	47	15	0	0	43	15	0	0
6	0	110	53	15	0	0	30	12	0	0

FIXED INTERVALS:

MG	7	4	4	4	6	4	4	4
FDW	24	0	0	0	0	0	0	0
YEL	4	4	4	4	4	4	4	4
AR	2	2	2	2	2	2	2	2
GRN RETURN	1,2	3,4	3	4	5,6	7,8	8	7
COMMAND	YLD	F1&2	F1	F2	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 4

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	5
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	1
SUN	0: 0	1
SUN	6:45	1
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	3
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	5
M-F	22: 0	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-444	**Initial Operation Date**	01/22/87
Controller Type	2070	**System Number**	0
Modification Number	2	**Modification Date**	03/15/2007
Drawing/Project No	0	**FPL Grid Number**	99999999999
Intersection	SR 7 (US 441) and SAWGRASS EXPRESSWAY (EB RAMP)		
Municipality	COCONUT CREEK		

Controller Phase	1	2
Face Number	1	2
Direction	SBL	NB
Initial Green(MIN)	5	7
Vehicle Ext.(GAP)	2.0	0.0
Maximum Green I	20	60
Maximum Green II		
Yellow Clearance	4.0	5.0
All Red Clearance	1.5	2.0
Phase Recall	OFF	MAX
Detector Delay		
Walk		7
Pedestrian Clearance		10
Permissive	DUAL	
Flash Operation	RED	YELLOW
Green Return		

Attachment

Channel/Drop / **IP Address**

NOTES:

1. ORIGINAL OPERATION AS A FLASHING BEACON.
2. NO DETECTION NORTHBOUND, SIGNAL OPERATES SEMI-ACTUATED.
3. MOD. 2 REFLECTS CABINET REPLACEMENT.

Submitted By _____ **Approved By** _____

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-443	**Initial Operation Date**	01/22/87
Controller Type	2070	**System Number**	0
Modification Number	2	**Modification Date**	03/14/2007
Drawing/Project No	0	**FPL Grid Number**	99999999999
Intersection	SR 7 (US 441) and SAWGRASS EXPRESSWAY (WB RAMP)		
Municipality	COCONUT CREEK		

Controller Phase	1	2
Face Number	5	6
Direction	NBL	SB
Initial Green(MIN)	5	7
Vehicle Ext.(GAP)	2.0	0.0
Maximum Green I	20	60
Maximum Green II		
Yellow Clearance	4.0	5.0
All Red Clearance	1.5	2.0
Phase Recall	OFF	MAX
Detector Delay		
Walk		7
Pedestrian Clearance		
Permissive	DUAL	
Flash Operation	RED	YELLOW
Green Return		

Attachment

Channel/Drop / **IP Address**

NOTES:

1. ORIGINAL OPERATION AS A FLASHING BEACON.
2. NO DETECTION SOUTHBOUND, SIGNAL OPERATES SEMI-ACTUATED.
3. MOD. 2 REFLECTS CABINET REPLACEMENT.

Submitted By

Approved By

BROWARD COUNTY
FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-260	**Initial Operation Date**	6/12/80
Controller Type	NEMA 8 PHASE	**System Number**	1260
Modification Number	15	**Modification Date**	04/20/2006
Drawing/Project No	DES. GRP. 1	**FPL Grid Number**	87389500403
Intersection	COCONUT CK. PKWY.(SR 912) and LYONS ROAD		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	7	5	6	5	7	5	6
Vehicle Ext.(GAP)	2.0	0.0	2.0	2.5	2.0	0.0	2.0	2.5
Maximum Green I	18	50	18	45	18	50	18	45
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MAX	OFF	OFF	OFF	MAX	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		30		25		30		25
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop 30 / 3 **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD 15 UPDATES PEDESTRIAN CLEARANCES.

Submitted By **Approved By**

[illegible]

INT [illegible] CONTROLLER NO. [illegible] SECTION NO. [illegible]

CORONADO CIRCLE PKWY [illegible]

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS							
			LN	NBL	SBL	NB	SB	EWL	[illegible]	EW
1	0	120	45	[illegible]	[illegible]	0	[illegible]	34		0
2	34	[illegible]00	50	[illegible]1	[illegible]	0	45	20		0
3	[illegible]29	140	51	[illegible]3	[illegible]	0	[illegible]	25		0
4	[illegible]36	140	60	[illegible]0	[illegible]	0	[illegible]	20	[illegible]	0
5	0	120	45	[illegible]	[illegible]	0	[illegible]	18	[illegible]	0
6	1	[illegible]00	45	[illegible]	[illegible]	0		12	[illegible]	0

FIXED INTERVALS:

MIN	7	4	[illegible]	[illegible]	[illegible]	3	[illegible]
MAX	[illegible]	0	[illegible]	[illegible]	[illegible]	0	[illegible]
YEL	4	4	4	4	4	4	4
ARS	2	2	[illegible]	2		2	[illegible]
GRN OF PHASE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
COMMAND	YLD	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION [illegible]

DAY	TIME	PAT. #
SAT	0:00	1
SAT	6:00	TOD
SAT	7:00	3
SAT	7:30	TOD
SAT	10:00	3
SAT	12:00	3
SAT	17:00	3
SAT	18:00	3
SAT	21:00	1
SUN	0:00	1
SUN	6:45	1
SUN	6:57	TOD
SUN	7:30	TOD
SUN	12:00	3
SUN	16:00	5
SUN	18:00	1
M-F	20:00	1
M-F	0:00	1
M-F	5:45	[illegible]
M-F	6:[illegible]4	TOD
M-F	6:[illegible]7	TOD
M-F	9:00	[illegible]
M-F	10:00	[illegible]
M-F	11:00	3
M-F	11:30	[illegible]
M-F	15:00	4
M-F	18:00	4
M-F	19:30	4
M-F	19:00	4
M-F	20:00	1
M-F	21:00	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-480	**Initial Operation Date**	1/11/89
Controller Type	NEMA 4 PHASE	**System Number**	1480
Modification Number	11	**Modification Date**	11/08/02
Drawing/Project No	GROUP 5	**FPL Grid Number**	87389492001
Intersection	LYONS ROAD and LYONS PLAZA		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	5	2,6		4				
Direction	NBL	N/S		EB				
Initial Green(MIN)	4	7		6				
Vehicle Ext.(GAP)	1.5	0.0		2.5				
Maximum Green I	12	60		35				
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0				
All Red Clearance	1.0	1.0		1.0				
Phase Recall	OFF	MAX		OFF				
Detector Delay				20-RT				
Walk		7		7				
Pedestrian Clearance		15		26				
Permissive	5 SECT							
Flash Operation		YELLOW		RED				
Green Return	1	3,5		7				

Attachment

Channel/Drop **135 / 5** **IP Address**

NOTES:

1. LOCAL TIME SWITCH FOR FLASH OPERATION: 0000-0700, 7 DAYS.
2. NO DETECTION NORTH/SOUTH, SIGNAL OPERATES SEMI-ACTUATED.
3. MOD. 11 UPDATES PEDESTRIAN CLEARANCES.

Submitted By **Approved By**

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

NOV 24,2008 CONTROLLER NO. 1480 SECTION NO. 170

LYONS RD & LYONS PLAZA

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EB	NBL
1	81	100	54	30	16
2	97	160	95	45	20
3	35	140	74	41	25
4	30	160	95	45	20
5	6	120	66	36	16
6	6	90	48	28	14

FIXED INTERVALS:

MG	7	6	4
FDW	15	0	0
YEL	4	4	4
AR	1	1	1
GRN RETURN	3,5	7	1
COMMAND	YLD	F1	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 170

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	1
SUN	0: 0	1
SUN	6:45	1
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	5
SUN	18: 0	1
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	1
M-F	22: 0	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-271	**Initial Operation Date**	12/9/82
Controller Type	NEMA 8 PHASE	**System Number**	1271
Modification Number	11	**Modification Date**	03/22/2006
Drawing/Project No	DES. GRP. 4	**FPL Grid Number**	87389475409
Intersection	LYONS ROAD and WYNMOOR WAY/HAMMOCKS BLVD		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	5	7		6	4	7		6
Vehicle Ext.(GAP)	1.5	0.0		2.0	1.5	0.0		2.0
Maximum Green I	18	60		35	12	60		35
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	1.0	1.0		2.0	1.0	1.0		2.0
Phase Recall	OFF	MAX		OFF	OFF	MAX		OFF
Detector Delay				20-RT				20-RT
Walk		7		7		7		7
Pedestrian Clearance		27		29		27		29
Permissive	NO				5 SECT			
Flash Operation	RED	YELLOW		RED		YELLOW		RED
Green Return	7	1		5	8	2		6

Attachment

Channel/Drop **135 / 4** **IP Address**

NOTES:

1. SPECIAL "ANTI-BACKDOWN" CIRCUITRY INSTALLED. DIAGRAM FOR SAME IS LOCATED ON THE REVERSE SIDE OF COPIES.
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. NO DETECTION NORTH/SOUTH, SIGNAL OPERATES SEMI-ACTUATED.
4. LOCAL TIME CLOCK FOR FLASH OPERATION: 0000-0530, 7 DAYS.
5. MODIFICATION 11 ACTIVATES NIGHT FLASH OPERATION.

Submitted By **Approved By**

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

NOV 26,2008 CONTROLLER NO. 1271 SECTION NO. 170

LYONS RD & WYNMOOR/HAMMOCK

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EW	NSL	NBL	SBL
1	9	100	45	37	18	0	0
2	96	160	95	45	20	0	0
3	14	140	70	50	20	0	0
4	36	160	90	45	25	0	0
5	36	120	60	44	16	0	0
6	27	90	43	33	14	0	0

FIXED INTERVALS:

MG	7	6	5	4	5
FDW	27	0	0	0	0
YEL	4	4	4	4	4
AR	1	2	1	1	1
GRN RETURN	1,2	5,6	7,8	8	7
COMMAND	YLD	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 170

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	1
SUN	0: 0	1
SUN	6:45	1
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	5
SUN	18: 0	1
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	1
M-F	22: 0	1

BROWARD COUNTY
FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-320	**Initial Operation Date**	4/5/86
Controller Type	NEMA 8 PHASE	**System Number**	1320
Modification Number	4	**Modification Date**	7/25/02
Drawing/Project No	GRP 4	**FPL Grid Number**	87390491609
Intersection	COPANS ROAD and LYONS ROAD		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	5	6	5	12	5	6
Vehicle Ext.(GAP)	1.5	2.5	1.5	2.5	1.5	2.5	1.5	2.5
Maximum Green I	18	50	18	40	18	50	18	40
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		5		7		5
Pedestrian Clearance		22		23		22		23
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop **135 / 2** **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 4 UPDATES INITIAL GREENS, MAXIMUM GREENS AND ALL RED CLEARANCES.

Submitted By **Approved By**

[illegible]

PATTERN NUMBER	ENTITY OFFSET	CYCLE LENGTH	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7
1	15	120	40	10	5	10	15	5	15
2	144	150	70	10	10	10	50	20	10
3	90	140	50	30	10	10	10	20	10
4	50	120	50	20	10	10	50	20	10
5	45	120	40	10	10	10	30	15	15
6	50	120	40	10	10	10	30	10	10

FIXED INTERVALS:

WALK	15	15	15	15	15	15	15
DON'T WALK	0	0	0	0	0	0	0
YELLOW	4	4	4	4	4	4	4
ALL RED	2	2	2	2	2	2	2
GRN NEGATION	1-2,3-4	1-2,3-4	1	1-4	1-3,2-4	1-4	1
COMMAND	YES	YES	YES	YES	YES	YES	YES

[illegible] PATTERN IMPLEMENTATION TIMES FOR SECTION 1:

DAY	TIME	PATT. #
SAT	[illegible]	1
SAT	6:00	TOD
SAT	7:00	5
SAT	7:30	TOD
SAT	10:00	6
SAT	12:00	5
SAT	17:00	6
SAT	18:00	5
SAT	21:00	1
SUN	0:00	1
SUN	6:45	1
SUN	6:55	TOD
SUN	7:30	TOD
SUN	12:00	3
SUN	16:00	5
SUN	18:00	1
M-F	20:00	1
M-F	0:00	1
M-F	6:45	2
M-F	6:55	TOD
M-F	7:30	TOD
M-F	9:00	3
M-F	10:00	3
M-F	11:00	3
M-F	11:30	3
M-F	15:00	4
M-F	16:00	4
M-F	16:30	4
M-F	17:00	3
M-F	20:00	3
M-F	22:00	1

[illegible]

PATTERN NUMBER	ENTRY POINT SET	CYCLE LENGTH	PHASE DURATIONS							
			EW	NS	[illegible]	[illegible]	[illegible]	EW	[illegible]	[illegible]
1	51	[illegible]	40	14	[illegible]	[illegible]	[illegible]	15	[illegible]	0
2	144	120	50	20	[illegible]	[illegible]	[illegible]	20	[illegible]	5
3	90	140	50	21	[illegible]	[illegible]	[illegible]	24	[illegible]	0
4	56	150	50	25	[illegible]	[illegible]	[illegible]	25	[illegible]	0
5	45	120	40	17	[illegible]	[illegible]	[illegible]	18	[illegible]	0
6	57	90	41	14	[illegible]	[illegible]	[illegible]	14	[illegible]	0

FIXED INTERVALS:

MIN	12	5	[illegible]	[illegible]	[illegible]	5	[illegible]
FLASH	22	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]
YELLOW	4	4	[illegible]	4	[illegible]	4	[illegible]
ARTERIAL	4	2	[illegible]	[illegible]	[illegible]	2	[illegible]
GRN RETURN	1.2	1.1	[illegible]	4	[illegible]	[illegible]	[illegible]

COMMAND	YIELD	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible] PATTERN IMPLEMENTATION TIMES FOR SECTION 1 0

DAY	TIME	PAT. #
SAT	[illegible]	1
SAT	6:17	TOD
SAT	[illegible]	5
SAT	[illegible]	TOD
SAT	10:[illegible]	5
SAT	14:[illegible]	5
SAT	17:[illegible]	5
SAT	18:[illegible]	5
SAT	21:[illegible]	1
SUN	[illegible]	1
SUN	6:45	1
SUN	6:57	TOD
SUN	[illegible]	TOD
SUN	12:[illegible]	3
SUN	16:[illegible]	5
SUN	18:[illegible]	1
M-F	20:[illegible]	1
M-F	[illegible]	1
M-F	[illegible]:45	2
M-F	[illegible]	TOD
M-F	[illegible]	TOD
M-F	[illegible]	3
M-F	10:[illegible]	3
M-F	[illegible]	3
M-F	11:30	3
M-F	15:[illegible]	4
M-F	18:[illegible]	4
M-F	18:30	4
M-F	19:[illegible]	3
M-F	20:[illegible]	3
M-F	22:[illegible]	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-498	**Initial Operation Date**	5/10/90
Controller Type	NEMA 8 PHASE	**System Number**	1498
Modification Number	6	**Modification Date**	06/22/2006
Drawing/Project No	GROUP 5	**FPL Grid Number**	87390508501
Intersection	LYONS ROAD and NW 34 STREET		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	4	7		6	4	7		6
Vehicle Ext.(GAP)	1.5	0.0		2.5	1.5	0.0		2.5
Maximum Green I	12	55		25	12	55		25
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	1.0	1.0		1.0	1.0	1.0		1.0
Phase Recall	OFF	MAX		OFF	OFF	MAX		OFF
Detector Delay				20 RT				20 RT
Walk		7		5		7		5
Pedestrian Clearance		20		27		20		24
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return	7	1		5	8	2		6

Attachment

Channel/Drop 137 / 7 **IP Address**

NOTES:

1. LOCAL TIME SWITCH FOR FLASH OPERATION: 0000-0600, 7 DAYS.
2. ANTI-BACKDOWN DIODES NORTH/SOUTH AND DUAL ENTRY HARDWIRED EAST/WEST.
3. NO DETECTION NORTH/SOUTH, SIGNAL OPERATES SEMI-ACTUATED.
4. MOD.6 UPDATES MAXIMUM GREENS AND PEDESTRIAN CLEARANCES.

Submitted By **Approved By**

BROWARD COUNTY

DATA BASE TIMING PLAN DETAIL

NOV 26,2008 CONTROLLER NO. 1498 SECTION NO. 170

LYONS RD & NW 34 ST

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EW	NSL	NBL	SB
1	24	100	43	41	16	0	0
2	140	160	98	42	20	0	0
3	80	140	79	41	20	0	0
4	66	160	92	42	26	0	0
5	17	120	63	41	16	0	0
6	65	90	46	30	14	0	0

FIXED INTERVALS:

MG	7	6	4	4	4
FDW	20	0	0	0	0
YEL	4	4	4	4	4
AR	1	1	1	1	1
GRN RETURN	1,2	5,6	7,8	8	7
COMMAND	YLD	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 170

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	1
SUN	0: 0	1
SUN	6:45	1
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	5
SUN	18: 0	1
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	18: 0	4
M-F	18:30	4
M-F	19: 0	4
M-F	20: 0	1
M-F	22: 0	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-456	**Initial Operation Date**	8/28/89
Controller Type	NEMA 8 PHASE w/ TB	**System Number**	1456
Modification Number	14	**Modification Date**	11/30/99
Drawing/Project No	DES. GRP. 5	**FPL Grid Number**	87392498201
Intersection	LYONS ROAD and WINSTON PARK ROAD		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2			5	6	7	8
Direction	SBL	NB			NBL	SB	EB	WB
Initial Green(MIN)	4	7			4	7	6	6
Vehicle Ext.(GAP)	1.5	1.0			1.5	1.0	2.0	2.0
Maximum Green I	10	60			10	60	28	28
Maximum Green II								
Yellow Clearance	4.0	4.0			4.0	4.0	4.0	4.0
All Red Clearance	1.0	1.0			1.0	1.0	2.0	2.0
Phase Recall	OFF	MAX.			OFF	MAX.	OFF	OFF
Detector Delay								
Walk		7.0				7.0	7.0	7.0
Pedestrian Clearance		15				15	24	24
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW				YELLOW	RED	RED
Green Return	7	1			8	2	4	6

Attachment

Channel/Drop 137 / 6 **IP Address**

NOTES:

1. LOCAL TIME SWITCH FOR FLASH OPERATION: 0000-0600, 7 DAYS
2. ANTI-BACKDOWN DIODES NORTH/SOUTH
3. LOOPS NORTH/SOUTH NOT USED. SIGNAL OPERATES AS SEMI-ACTUATED

Submitted By **Approved By**

BROWARD COUNTY
DATA BASE TIMING PLAN DETAIL

NOV 26,2008 CONTROLLER NO. 1456 SECTION NO. 155

LYONS RD & WINSTON PARK BLVD

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EB	WB	NSL	NBL	SBL
1	2	110	50	22	26	12	0	0
2	8	140	55	26	40	19	0	0
FIXED INTERVALS:								
		MG	7	6	6	4	4	4
		FDW	15	0	0	0	0	0
		YEL	4	4	4	4	4	4
		AR	1	2	2	1	1	1
		GRN RETURN	1,2	4	6	7,8	8	7
		COMMAND	YLD	F2	F2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 155

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	2
SAT	7: 1	TOD
SAT	10: 0	2
SAT	12: 0	2
SAT	17: 0	2
SAT	18: 0	1
SAT	21: 0	2
SUN	0: 0	1
SUN	6:45	1
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	1
SUN	16: 0	1
SUN	18: 0	1
M-F	20: 0	1
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	2
M-F	10: 0	2
M-F	11: 0	2
M-F	11:30	2
M-F	15: 4	2
M-F	18: 0	2
M-F	18:30	2
M-F	19: 0	2
M-F	20: 0	2
M-F	22: 0	1

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-445	**Initial Operation Date**	4/13/95*
Controller Type	NEMA 8 PHASE	**System Number**	0
Modification Number	3	**Modification Date**	03/14/2003
Drawing/Project No		**FPL Grid Number**	87393480900
Intersection	LYONS ROAD and SAWGRASS EXPRESSWAY		
Municipality	COCONUT CREEK		

Controller Phase						
Face Number	1,1A	2,2A	4	5,5A	6,6A	8,8R
Direction	SBL	NB	EB	NBL	SB	WB
Initial Green(MIN)	4	7	6	4	7	6
Vehicle Ext.(GAP)	1.5	1.0	2.0	1.5	1.0	2.0
Maximum Green I	12	50	25	12	50	25
Maximum Green II						
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MAX	OFF	OFF	MAX	OFF
Detector Delay						20-RT
Walk						
Pedestrian Clearance						
Permissive	4 SECT			4 SECT		
Flash Operation		YELLOW	RED		YELLOW	RED
Green Return						

Attachment

Channel/Drop / **IP Address**

NOTES:

1. * DATE INDICATES INITIAL OPERATION AS SPAN BEACON (MOD "0")
2. DUAL ENTRY HARDWIRED EAST/WEST.
3. NO DETECTION NORTH/SOUTH, SIGNAL OPERATES SEMI-ACTUATED.
4. DOUBLE CLEARANCE NORTH/SOUTH, PHASES 2+6: 7 SECONDS.
5. NSL PPM SEQUENCE: GREEN ARROW-->YELLOW ARROW-->ALL RED-->FLASHING YELLOW ARROW-->YELLOW BALL-->RED BALL.
6. WITH W.O. #71 DATED 12/11/02, CONVERTS NSL TO 4 SECTION PROTECTED PLUS PERMISSIVE FLASHING YELLOW OPERATION.

Submitted By _____ **Approved By**

TBC

Sawgrass Expressway (A-445)

Pattern	Cycle	Offset*	Split	Sequence
2	160	75	2	1
3	140	10	3	1
4	160	10	4	1

Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
SBL	NB		EB	NBL	SB		WB
30	100		30	30	100		30
25	90		25	25	90		25
30	100		30	30	100		30

* Begining of MS Green

Pattern 2: 0600-0900 M-F
Pattern 3: 0900-1500, 1900-2230 M-F, 0800-2230 Sa, 0800-2100 Su
Pattern 4: 1500-1900 M-F

IP:

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

ISOLATED NO SYS DATA

Intersection Number	A-566	**Initial Operation Date**	12/24/01
Controller Type	NEMA 8 PHASE	**System Number**	0
Modification Number	2	**Modification Date**	06/22/2006
Drawing/Project No		**FPL Grid Number**	87393498205
Intersection	LYONS ROAD and SERKO/SAWGRASS BOULEVARDS		
Municipality	COCONUT CREEK		

Controller Phase						
Face Number	1	2	4	5	6	8
Direction	SBL	NB	EB	NBL	SB	WB
Initial Green(MIN)	4	7	6	4	7	6
Vehicle Ext.(GAP)	1.5	0.0	2.0	1.5	0.0	2.0
Maximum Green I	12	35	25	12	35	25
Maximum Green II	15	70	30	15	70	30
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	MWAV	MAX	MWAV	MWAV	MAX	MWAV
Detector Delay						
Walk		7	5		7	5
Pedestrian Clearance		21	32		21	34
Permissive	5-SECT			5-SECT		
Flash Operation		YELLOW	RED		YELLOW	RED
Green Return						

Attachment

Channel/Drop / **IP Address**

NOTES:

1. ANTI-BACKDOWN DIODES NORTH/SOUTH AND DUAL ENTRY HARDWIRED EAST/WEST.
2. LOCAL TIME CLOCK FOR MAX II OPERATION: 0700-0900, 1600-1800 M-F.
3. NO DETECTION NORTH/SOUTH, SIGNAL OPERATES SEMI-ACTUATED.
4. MICROWAVE DETECTION PHASES 1,4,5 AND 8. DETECTOR LOCK AND VOLUME DENSITY ENGAGED. SECONDS/ACTUATION = 1.0, TIME TO REDUCE = 0.0 TIME BEFORE REDUCTION = MAXIMUM GREEN II OF RESPECTIVE PHASE, MINIMUM GAP = GAP OF RESPECTIVE PHASE, MAXIMUM INITIAL = RESPECTIVE INITIAL PLUS 5 SECONDS.
5. MOD. 2 UPDATES PEDESTRIAN CLEARANCES.

Submitted By **Approved By**

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

ISOLATED NO SYSTEM DATA

Intersection Number	A-541	**Initial Operation Date**	8/29/99
Controller Type	NEMA 8 PHASE W/FH P	**System Number**	0
Modification Number	5	**Modification Date**	09/19/2005
Drawing/Project No	99030201	**FPL Grid Number**	87393499708
Intersection	LYONS ROAD and JOHNSON ROAD		
Municipality	COCONUT CREEK		

Controller Phase	2	4	5	6	8
Face Number	2	4	5	6	8
Direction	NB	EB	NBL	SB	WB
Initial Green(MIN)	7	6	4	7	6
Vehicle Ext.(GAP)	0.0	2.0	1.5	0.0	2.0
Maximum Green I	50	20	12	50	20
Maximum Green II					
Yellow Clearance	4.0	4.0	4.0	4.0	4.0
All Red Clearance	1.5	2.0	1.5	1.5	2.0
Phase Recall	MAX	OFF	OFF	MAX	OFF
Detector Delay		20-RT			
Walk	7	7		7	
Pedestrian Clearance	22	29		22	
Permissive			5 SECT		
Flash Operation	YELLOW	RED		YELLOW	RED
Green Return					

Attachment

Channel/Drop / **IP Address**

NOTES:

1. NO DETECTION NORTH/SOUTH, SIGNAL OPERATES SEMI-ACTUATED.
2. ANTI-BACKDOWN DIODE NORTHBOUND.
3. LOCAL TIME SWITCH FOR FLASH OPERATION: 2200-0700, 7 DAYS
4. FIREHOUSE PRE-EMPTION: TIME BEFORE PRE-EMPTION 20 SECONDS, REST IN GREEN WESTBOUND 30 SECONDS, RETURN TO NORTH/SOUTH.
5. MOD. 5 UPDATES TIME BEFORE PRE-EMPTION.

Submitted By **Approved By**

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	A-473	**Initial Operation Date**	9/2/88
Controller Type	NEMA 8 PHASE	**System Number**	1473
Modification Number	7	**Modification Date**	W.O.
Drawing/Project No	86120-3508	**FPL Grid Number**	87394514000
Intersection	LYONS ROAD and HILLSBORO BLVD. (SR 810)		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	5	12	5	6	5	12	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.5	1.5	3.0	1.5	2.5
Maximum Green I	18	50	18	35	18	50	18	35
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		5		7		5
Pedestrian Clearance		29		30		29		30
Permissive	DUAL		DUAL		DUAL		DUAL	
Flash Operation	RED	RED	RED	RED	RED	RED	RED	RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop 147 / 4 **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. AUDIBLE PEDESTRIAN SIGNALS: EAST/WEST BEEP, NORTH/SOUTH TONE.
3. WITH WOIT2008060327 DATED 6/6/08, INSTALLS AUDIBLE SIGNALS.

Submitted By **Approved By**

D A T A B A S E T I M I N G P L A N D E T A I L

MAR 4,2009 CONTROLLER NO. 1473 SECTION NO. 68
LYONS RD & HILLSBORO BLVD

PATTERN NUMBER	ENTRY OFFSET	CYCLE LENGTH	PHASE DURATIONS NS	EWL	WBL	EBL	EW	NSL	NBL	SBL
1	33	110	50	20	0	0	22	18	0	0
2	57	160	60	25	0	0	35	20	0	0
3	129	140	50	26	0	0	45	19	0	0
4	21	160	52	18	20	0	45	25	0	0
5	34	110	50	20	0	0	25	15	0	0
6	32	100	50	15	0	0	20	15	0	0
12	58	160	55	25	10	0	30	20	0	0
13	129	140	50	26	0	0	45	19	0	0
14	21	160	52	18	20	0	45	25	0	0
21	84	120	50	15	0	0	40	15	0	0
22	73	140	55	20	0	0	44	21	0	0
23	84	120	50	15	0	0	40	15	0	0
24	73	140	55	20	0	0	44	21	0	0

FIXED INTERVALS:

	NS	EWL	WBL	EBL	EW	NSL	NBL	SBL
MG	7	3	3	3	3	3	3	3
FDW	29	0	0	0	0	0	0	0
YEL	4	4	4	4	4	4	4	4
AR	2	2	2	2	2	2	2	2
GRN RETURN	1,2	3,4	3	4	5,6	7,8	8	7
COMMAND	YLD	F1&2	F1	F2	F1&2	F1&2	F2	F1

TOD PATTERN IMPLEMENTATION TIMES FOR SECTION 68

DAY	TIME	PAT. #
SAT	0: 0	1
SAT	6:57	TOD
SAT	7: 0	3
SAT	7: 1	TOD
SAT	10: 0	3
SAT	12: 0	3
SAT	17: 0	3
SAT	18: 0	3
SAT	21: 0	5
SUN	0: 0	1
SUN	6:45	3
SUN	6:57	TOD
SUN	7: 1	TOD
SUN	12: 0	3
SUN	16: 0	3
SUN	18: 0	3
M-F	20: 0	6
M-F	0: 0	1
M-F	5:45	2
M-F	6: 4	TOD
M-F	6: 9	TOD
M-F	9: 0	3
M-F	10: 0	3
M-F	11: 0	3
M-F	11:30	3
M-F	15: 4	4
M-F	19: 0	4

M-F 22:0 1

B

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and Riverside Drive
COUNT DATE: September 23, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.94

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	20	116	1,244	128		356	1,439	170		119	361	313		127	527	125
Peak Season Correction Factor	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090
EXISTING CONDITIONS	**22**	**126**	**1,356**	**140**		**388**	**1,569**	**185**		**130**	**393**	**341**		**138**	**574**	**136**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI		3	178	2			110			1						2
Seminole Casino/Commerce Center DRI			74			36	107					25				
Cocomar			4				4									
Promenade at Coconut Creek			1			3	1					2				
Lyons Corporate Park DRI							1									
Sawgrass Exchange DRI			7				9									
Pompano Industrial Park DRI			4				7									
Coral Landings III			12			10	13	3				9		3		

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	3	280	2	0	49	252	3	0	1	0	36	0	3	0	2	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	24	139	1,746	153	0	468	1,948	203	0	142	425	405	0	152	620	149	6,574
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)	4	21	227	23		65	263	31		22	66	57		23	96	23	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)	26	147	1,583	163		453	1,832	216		152	459	398		161	670	159	**6,419**
NON-PROJECT TRAFFIC[1]	**24**	**139**	**1,746**	**153**	**0**	**468**	**1,948**	**203**	**0**	**142**	**425**	**405**	**0**	**152**	**620**	**149**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**			3.0%									2.0%		1.0%		
	Exiting						2.0%	3.0%	1.0%								

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New			55			42	63	21				37		18		
TOTAL PROJECT TRAFFIC		**0**	**0**	**55**	**0**	**0**	**42**	**63**	**21**	**0**	**0**	**0**	**37**	**0**	**18**	**0**	**0**
TOTAL TRAFFIC		**24**	**139**	**1,801**	**153**	**0**	**510**	**2,011**	**224**	**0**	**142**	**425**	**442**	**0**	**170**	**620**	**149**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and Holiday Springs Boulevard
COUNT DATE: March 4, 2009
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.95

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	50	124	1,393	81		104	1,667	238		103	41	65		176	58	127
Peak Season Correction Factor	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980
EXISTING CONDITIONS	**49**	**122**	**1,365**	**79**		**102**	**1,634**	**233**		**101**	**40**	**64**		**172**	**57**	**124**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI			178				110									
Seminole Casino/Commerce Center DRI			99				143									
Cocomar			4				4									
Promenade at Coconut Creek			3				4									
Lyons Corporate Park DRI							1									
Sawgrass Exchange DRI			10				12									
Pompano Industrial Park DRI			4				7									
Coral Landings III			24				27									

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	322	0	0	0	308	0	0	0	0	0	0	0	0	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	53	132	1,797	85	0	110	2,074	252	0	109	43	69	0	186	62	134	5,106
Years To Buildout	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)	7	19	208	12		16	249	36		15	6	10		26	9	19	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)	56	141	1,573	91		118	1,883	269		116	46	74		198	66	143	4,774
NON-PROJECT TRAFFIC[1]	**53**	**132**	**1,797**	**85**	**0**	**110**	**2,074**	**252**	**0**	**109**	**43**	**69**	**0**	**186**	**62**	**134**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			6.0%									1.0%		2.0%		
	Exiting						1.0%	6.0%	2.0%								

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			110			21	126	42				18		37		
TOTAL PROJECT TRAFFIC		**0**	**0**	**110**	**0**	**0**	**21**	**126**	**42**	**0**	**0**	**0**	**18**	**0**	**37**	**0**	**0**
TOTAL TRAFFIC		**53**	**132**	**1,907**	**85**	**0**	**131**	**2,200**	**294**	**0**	**109**	**43**	**87**	**0**	**223**	**62**	**134**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and Rock Island Road
COUNT DATE: September 23, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		108	1,271	307		472	1,813	106		208	243	304		77	324	81
Peak Season Correction Factor	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090
EXISTING CONDITIONS		**118**	**1,385**	**335**		**514**	**1,976**	**116**		**227**	**265**	**331**		**84**	**353**	**88**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI		16	122	20			76			12						10
Seminole Casino/Commerce Center DRI			99				143									
Cocomar			4				4									
Promenade at Coconut Creek			5				6									
Lyons Corporate Park DRI							1									
Sawgrass Exchange DRI			10				12									
Pompano Industrial Park DRI			4				7									
Coral Landings III			27				30									

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	16	271	20	0	0	279	0	0	12	0	0	0	0	0	10	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	144	1,768	382	0	556	2,415	125	0	257	286	358	0	91	382	105	6,869
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		20	232	56		86	331	19		38	44	55		14	59	15	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		138	1,617	391		600	2,307	135		265	309	386		98	412	103	6,761
NON-PROJECT TRAFFIC[1]	**0**	**144**	**1,768**	**382**	**0**	**556**	**2,415**	**125**	**0**	**257**	**286**	**358**	**0**	**91**	**382**	**105**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**			9.0%									2.0%				
	Exiting						2.0%	9.0%									

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New			165			42	189					37				
TOTAL PROJECT TRAFFIC		**0**	**0**	**165**	**0**	**0**	**42**	**189**	**0**	**0**	**0**	**0**	**37**	**0**	**0**	**0**	**0**
TOTAL TRAFFIC		**0**	**144**	**1,933**	**382**	**0**	**598**	**2,604**	**125**	**0**	**257**	**286**	**395**	**0**	**91**	**382**	**105**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and Turtle Run Boulevard
COUNT DATE: November 18, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.94

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		94	1,699	33		71	2,362	122		7		25		43	7	107
Peak Season Correction Factor	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090
EXISTING CONDITIONS		**102**	**1,852**	**36**		**77**	**2,575**	**133**		**8**		**27**		**47**	**8**	**117**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI			122				63									
Seminole Casino/Commerce Center DRI			105				152									
Cocomar			4				4									
Promenade at Coconut Creek			5				6									
Lyons Corporate Park DRI							1									
Sawgrass Exchange DRI			12				15									
Pompano Industrial Park DRI			4				7									
Coral Landings III			27				30					6				

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	279	0	0	0	278	0	0	0	0	6	0	0	0	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	110	2,281	39	0	83	3,061	144	0	9	0	35	0	51	9	126	**5,948**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		17	310	6		13	432	22		1		5		8	1	20	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		119	2,162	42		90	3,007	155		9		32		55	9	137	**5,817**
NON-PROJECT TRAFFIC[1]	**0**	**110**	**2,281**	**39**	**0**	**83**	**3,061**	**144**	**0**	**9**	**0**	**35**	**0**	**51**	**9**	**126**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**			11.0%													
	Exiting							11.0%									

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New			202				231									
TOTAL PROJECT TRAFFIC		**0**	**0**	**202**	**0**	**0**	**0**	**231**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL TRAFFIC		**0**	**110**	**2,483**	**39**	**0**	**83**	**3,292**	**144**	**0**	**9**	**0**	**35**	**0**	**51**	**9**	**126**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and NW 62nd Avenue/Turtle Creek Drive
COUNT DATE: August 26, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.95

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		164	1,155	190		146	1,746	272	12	267	157	74		146	201	230
Peak Season Correction Factor	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090	1.090
EXISTING CONDITIONS		**179**	**1,259**	**207**		**159**	**1,903**	**296**	**13**	**291**	**171**	**81**		**159**	**219**	**251**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI			122				63									
Seminole Casino/Commerce Center DRI			105			9	152					6				
Cocomar			4				4									
Promenade at Coconut Creek			5				6									
Lyons Corporate Park DRI							1									
Sawgrass Exchange DRI			12				15									
Pompano Industrial Park DRI			4				7									
Coral Landings III				33		51				37	13	56			12	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	252	33	0	60	248	0	0	37	13	62	0	0	12	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	193	1,613	257	0	232	2,305	320	14	352	198	150	0	172	249	271	6,326
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		30	211	35		27	319	50	2	49	29	14		27	37	42	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		209	1,470	242		186	2,222	346	15	340	200	95		186	256	293	6,060
NON-PROJECT TRAFFIC[1]	**0**	**193**	**1,613**	**257**	**0**	**232**	**2,305**	**320**	**14**	**352**	**198**	**150**	**0**	**172**	**249**	**271**	

"PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**			11.0%													
	Exiting							11.0%									

"PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New			202				231									
TOTAL PROJECT TRAFFIC		**0**	**0**	**202**	**0**	**0**	**0**	**231**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL TRAFFIC		**0**	**193**	**1,815**	**257**	**0**	**232**	**2,536**	**320**	**14**	**352**	**198**	**150**	**0**	**172**	**249**	**271**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and SR 7
COUNT DATE: September 10, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.94

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		165	1,265	80	21	204	2,140	307		203		168		227		206
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080
EXISTING CONDITIONS		**178**	**1,366**	**86**	**23**	**220**	**2,311**	**332**		**219**		**181**		**245**		**222**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI		11	70	10			43			6						7
Seminole Casino/Commerce Center DRI		37	74			63	161									
Cocomar			4				4									
Promenade at Coconut Creek			5			3	6					2				
Lyons Corporate Park DRI																1
Sawgrass Exchange DRI			12				15									
Pompano Industrial Park DRI			4			9	7	3				4		1		
Coral Landings III		22	35				32									20

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	70	204	10	0	75	268	3	0	6	0	6	0	1	0	28	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	263	1,681	103	25	313	2,767	362	0	243	0	202	0	266	0	268	**6,493**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		30	229	14	4	37	387	56		37		30		41		37	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		208	1,595	100	27	257	2,698	388		256		211		286		259	**6,285**
BACKGROUND TRAFFIC[1]	0	263	1,681	103	25	313	2,767	362	0	243	0	202	0	266	0	268	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]		4.90%	-4.90%				-5.70%									5.70%	
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]	0	13	-82	0	0	0	-158	0	0	0	0	0	0	0	0	15	
NON-PROJECT TRAFFIC[3]	**0**	**276**	**1,599**	**103**	**25**	**313**	**2,609**	**362**	**0**	**243**	**0**	**202**	**0**	**266**	**0**	**283**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**		4.0%	7.0%									1.0%	4.0%	1.0%		
	Exiting						3.0%	8.0%	2.0%								3.0%

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New		73	128			63	168	42				18	73	18		63
TOTAL PROJECT TRAFFIC		**0**	**73**	**128**	**0**	**0**	**63**	**168**	**42**	**0**	**0**	**0**	**18**	**73**	**18**	**0**	**63**
TOTAL TRAFFIC		**0**	**349**	**1,727**	**103**	**25**	**376**	**2,777**	**404**	**0**	**243**	**0**	**220**	**73**	**284**	**0**	**346**

[1] Background traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Percentages based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
[3] Non-project traffic is the sum of background traffic and adjustment for Wiles Road extension.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and NW 54th Avenue
COUNT DATE: August 27, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	14	39	1,193	28		310	1,960	212		123	93	279		217	80	129
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS	**15**	**42**	**1,277**	**30**		**332**	**2,097**	**227**		**132**	**100**	**299**		**232**	**86**	**138**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI			70				43									
Seminole Casino/Commerce Center DRI		74						167			25			242	36	224
Cocomar			4							4						
Promenade at Coconut Creek			7				8									
Lyons Corporate Park DRI																
Sawgrass Exchange DRI			12				15									
Pompano Industrial Park DRI			9				19									
Coral Landings III			35				32									

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	74	137	0	0	0	117	167	0	4	25	0	0	242	36	224	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	16	119	1,517	32	0	359	2,384	412	0	147	133	323	0	493	129	373	6,437
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)	3	7	214	5		56	352	38		22	17	50		39	14	23	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)	18	49	1,491	35		388	2,449	265		154	117	349		271	100	161	5,847
BACKGROUND TRAFFIC[1]	16	119	1,517	32	0	359	2,384	412	0	147	133	323	0	493	129	373	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]			-4.90%				-5.70%										
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]	0	0	-74	0	0	0	-136	0	0	0	0	0	0	0	0	0	
NON-PROJECT TRAFFIC[3]	**16**	**119**	**1,443**	**32**	**0**	**359**	**2,248**	**412**	**0**	**147**	**133**	**323**	**0**	**493**	**129**	**373**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**		7.0%	-7.0%				-7.0%	7.0%								
	Exiting														7.0%		7.0%
Net New Distribution	**Entering**		3.0%	6.0%					4.0%								
	Exiting							9.0%							4.0%		4.0%

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**		20	-20				-20	20						22		22
	Net New		55	110				189	73						84		84
TOTAL PROJECT TRAFFIC		**0**	**75**	**90**	**0**	**0**	**0**	**169**	**93**	**0**	**0**	**0**	**0**	**0**	**106**	**0**	**106**
TOTAL TRAFFIC		**16**	**194**	**1,533**	**32**	**0**	**359**	**2,417**	**505**	**0**	**147**	**133**	**323**	**0**	**599**	**129**	**479**

[1] Background traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Percentages based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
[3] Non-project traffic is the sum of background traffic and adjustment for Wiles Road extension.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and Banks Road
COUNT DATE: September 3, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.99

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		9	1,740	143	17	181	2,713	6				171				10
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080
EXISTING CONDITIONS		**10**	**1,879**	**154**	**18**	**195**	**2,930**	**6**				**185**				**11**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI			70				43									
Seminole Casino/Commerce Center DRI			224	18			167									
Cocomar				4												
Promenade at Coconut Creek			7			4	8					3				
Lyons Corporate Park DRI																
Sawgrass Exchange DRI			12				15									
Pompano Industrial Park DRI			9				19									
Coral Landings III			35				32									

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	357	22	0	4	284	0	0	0	0	3	0	0	0	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	11	2,388	188	19	215	3,451	6	0	0	0	203	0	0	0	12	6,493
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (13% GROWTH RATE)		2	315	26	3	33	491	1				31				2	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		12	2,194	180	21	228	3,421	7				216				13	6,292
BACKGROUND TRAFFIC[1]	0	11	2,388	188	19	215	3,451	6	0	0	0	203	0	0	0	12	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]			-4.90%				-5.70%										
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]	0	0	-117	0	0	0	-197	0	0	0	0	0	0	0	0	0	
NON-PROJECT TRAFFIC[3]	**0**	**11**	**2,271**	**188**	**19**	**215**	**3,254**	**6**	**0**	**0**	**0**	**203**	**0**	**0**	**0**	**12**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**		8.0%	-8.0%				-12.0%	12.0%								
	Exiting														8.0%		12.0%
Net New Distribution	**Entering**		4.0%	2.0%				4.0%	7.0%			3.0%					
	Exiting			4.0%				4.0%							7.0%	3.0%	5.0%

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**		23	-23				-35	35						25		37
	Net New		73	121				157	128			55			147	63	105
TOTAL PROJECT TRAFFIC		**0**	**96**	**98**	**0**	**0**	**0**	**122**	**163**	**0**	**0**	**55**	**0**	**0**	**172**	**63**	**142**
TOTAL TRAFFIC		**0**	**107**	**2,369**	**188**	**19**	**215**	**3,376**	**169**	**0**	**0**	**55**	**203**	**0**	**172**	**63**	**154**

[1] Background traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Percentages based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
[3] Non-project traffic is the sum of background traffic and adjustment for Wiles Road extension.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and Lyons Road
COUNT DATE: August 27, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.95

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		246	1,065	320	10	189	1,862	525		484	1,183	97	15	276	865	277
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS		**263**	**1,140**	**342**	**11**	**202**	**1,992**	**562**		**518**	**1,266**	**104**	**16**	**295**	**926**	**296**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI		10	39	21			24			13						6
Seminole Casino/Commerce Center DRI			170	54			136	12		37	12			18	18	
Cocomar											20				19	
Promenade at Coconut Creek		10						15			26			18	32	12
Lyons Corporate Park DRI														1	1	
Sawgrass Exchange DRI		12						12			20			15	24	15
Pompano Industrial Park DRI			9			6	19	7				3		4		
Coral Landings III		5	25	5			23			5						5

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	37	243	80	0	6	202	46	0	55	78	3	0	56	94	38	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	321	1,475	450	12	224	2,355	653	0	615	1,446	115	17	375	1,095	358	**9,511**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		44	191	57	2	34	334	94		87	212	17	3	49	155	50	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		307	1,331	399	13	236	2,326	656		605	1,478	121	19	344	1,081	346	**9,262**
BACKGROUND TRAFFIC[1]	0	321	1,475	450	12	224	2,355	653	0	615	1,446	115	17	375	1,095	358	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]			-4.90%			-0.70%	-5.70%	0.70%				-0.60%		-0.60%			
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]	0	0	-72	0	0	-2	-134	5	0	0	0	-1	0	-2	0	0	
NON-PROJECT TRAFFIC[3]	**0**	**321**	**1,403**	**450**	**12**	**222**	**2,221**	**658**	**0**	**615**	**1,446**	**114**	**17**	**373**	**1,095**	**358**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**							9.0%	6.0%		6.0%	5.0%					
	Exiting		4.0%	10.0%	4.0%										5.0%	7.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New		84	210	84			165	110		110	92			105	147	
TOTAL PROJECT TRAFFIC		**0**	**84**	**210**	**84**	**0**	**0**	**165**	**110**	**0**	**110**	**92**	**0**	**0**	**105**	**147**	**0**
TOTAL TRAFFIC		**0**	**405**	**1,613**	**534**	**12**	**222**	**2,386**	**768**	**0**	**725**	**1,538**	**114**	**17**	**478**	**1,242**	**358**

[1] Background traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Percentages based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
[3] Non-project traffic is the sum of background traffic and adjustment for Wiles Road extension.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and NW 42nd Avenue
COUNT DATE: November 12, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	12	49	1,555	104		183	2,911	146		79	26	89		86	37	61
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
EXISTING CONDITIONS	**13**	**52**	**1,648**	**110**		**194**	**3,086**	**155**		**84**	**28**	**94**		**91**	**39**	**65**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI			39				24									
Seminole Casino/Commerce Center DRI			215				149									
Cocomar																
Promenade at Coconut Creek			18				15									
Lyons Corporate Park DRI			1													
Sawgrass Exchange DRI			15				12									
Pompano Industrial Park DRI			14				29									
Coral Landings III			25				23									

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	327	0	0	0	252	0	0	0	0	0	0	0	0	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	14	56	2,108	119	0	210	3,588	168	0	91	30	102	0	98	42	70	6,696
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)	2	9	276	18		33	517	26		14	5	16		15	7	11	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)	15	61	1,924	128		227	3,603	181		98	33	110		106	46	76	6,608
BACKGROUND TRAFFIC[1]	14	56	2,108	119	0	210	3,588	168	0	91	30	102	0	98	42	70	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]			-6.20%				-7.20%										
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]	0	0	-131	0	0	0	-258	0	0	0	0	0	0	0	0	0	
NON-PROJECT TRAFFIC[3]	**14**	**56**	**1,977**	**119**	**0**	**210**	**3,330**	**168**	**0**	**91**	**30**	**102**	**0**	**98**	**42**	**70**	

"PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**							15.0%									
	Exiting			15.0%													

"PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New			314				275									
TOTAL PROJECT TRAFFIC		**0**	**0**	**314**	**0**	**0**	**0**	**275**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL TRAFFIC		**14**	**56**	**2,291**	**119**	**0**	**210**	**3,605**	**168**	**0**	**91**	**30**	**102**	**0**	**98**	**42**	**70**

[1] Background traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Percentages based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
[3] Non-project traffic is the sum of background traffic and adjustment for Wiles Road extension.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and Tradewinds Park Road
COUNT DATE: November 12, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.93

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		11	1,730	8	12	12	3,287	3		29	1	31		6	2	10
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
EXISTING CONDITIONS		**12**	**1,834**	**8**	**13**	**13**	**3,484**	**3**		**31**	**1**	**33**		**6**	**2**	**11**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI			39				24									
Seminole Casino/Commerce Center DRI			215				149									
Cocomar																
Promenade at Coconut Creek			18				15									
Lyons Corporate Park DRI			1													
Sawgrass Exchange DRI			15				12									
Pompano Industrial Park DRI			14				29									
Coral Landings III			25				23									

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	Σ Vol
COMMITTED TRAFFIC (SUBTOTAL)	0	0	327	0	0	0	252	0	0	0	0	0	0	0	0	0	
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	13	2,309	9	14	14	4,018	3	0	34	1	36	0	6	2	12	**6,471**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		2	307	1	2	2	584	1		5	0	6		1	0	2	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		14	2,141	9	15	15	4,068	4		36	1	39		7	2	13	**6,364**
BACKGROUND TRAFFIC[1]	0	13	2,309	9	14	14	4,018	3	0	34	1	36	0	6	2	12	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]			-6.20%				-7.20%										
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]	0	0	-143	0	0	0	-289	0	0	0	0	0	0	0	0	0	
NON-PROJECT TRAFFIC[3]	**0**	**13**	**2,166**	**9**	**14**	**14**	**3,729**	**3**	**0**	**34**	**1**	**36**	**0**	**6**	**2**	**12**	

"PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**							15.0%									
	Exiting			15.0%													

"PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New			314				275									
TOTAL PROJECT TRAFFIC		**0**	**0**	**314**	**0**	**0**	**0**	**275**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL TRAFFIC		**0**	**13**	**2,480**	**9**	**14**	**14**	**4,004**	**3**	**0**	**34**	**1**	**36**	**0**	**6**	**2**	**12**

[1] Background traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Percentages based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
[3] Non-project traffic is the sum of background traffic and adjustment for Wiles Road extension.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and Florida's Turnpike
COUNT DATE: October 1, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.91

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			1,260	508		1,031	2,534			596		463				
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS			**1,348**	**544**		**1,103**	**2,711**			**638**		**495**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI			36	3			22			2						
Seminole Casino/Commerce Center DRI			72	143			50			99						
Cocomar																
Promenade at Coconut Creek			15	3			12			2						
Lyons Corporate Park DRI			1													
Sawgrass Exchange DRI			15				12									
Pompano Industrial Park DRI			14			22	29					11				
Coral Landings III			12	12			11			11						

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	165	161	0	22	136	0	0	114	0	11	0	0	0	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	0	1,622	749	0	1,214	3,066	0	0	804	0	546	0	0	0	0	8,001
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)			226	91		185	455			107		83					
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)			1,574	635		1,288	3,166			745		578					7,986
BACKGROUND TRAFFIC[1]	0	0	1,622	749	0	1,214	3,066	0	0	804	0	546	0	0	0	0	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]			-6.20%				-7.20%										
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]	0	0	-101	0	0	0	-221	0	0	0	0	0	0	0	0	0	
NON-PROJECT TRAFFIC[3]	**0**	**0**	**1,521**	**749**	**0**	**1,214**	**2,845**	**0**	**0**	**804**	**0**	**546**	**0**	**0**	**0**	**0**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**							6.0%			9.0%						
	Exiting			6.0%	9.0%												

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New			126	189			110			165						
TOTAL PROJECT TRAFFIC		**0**	**0**	**126**	**189**	**0**	**0**	**110**	**0**	**0**	**165**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL TRAFFIC		**0**	**0**	**1,647**	**938**	**0**	**1,214**	**2,955**	**0**	**0**	**969**	**0**	**546**	**0**	**0**	**0**	**0**

[1] Background traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Percentages based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
[3] Non-project traffic is the sum of background traffic and adjustment for Wiles Road extension.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 40th Street and NW 54th Avenue
COUNT DATE: August 26, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.93

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		12	1	99		1	4	11		202	111	4	12	7	195	26
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS		**13**	**1**	**106**		**1**	**4**	**12**		**216**	**119**	**4**	**13**	**7**	**209**	**28**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI																
Seminole Casino/Commerce Center DRI		116		304						267						
Cocomar																
Promenade at Coconut Creek																
Lyons Corporate Park DRI																
Sawgrass Exchange DRI																
Pompano Industrial Park DRI																
Coral Landings III																

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	116	0	304	0	0	0	0	0	267	0	0	0	0	0	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	130	1	419	0	1	4	13	0	500	129	4	14	8	226	30	1,479
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		2	0	18		0	1	2		36	20	1	2	1	35	5	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		15	1	124		1	5	14		252	139	5	15	8	244	33	856
NON-PROJECT TRAFFIC[1]	**0**	**130**	**1**	**419**	**0**	**1**	**4**	**13**	**0**	**500**	**129**	**4**	**14**	**8**	**226**	**30**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Inter-DRI Distribution[2]	Entering							50.0%			20.0%						20.0%
	Exiting		20.0%	50.0%	20.0%												
Net New Distribution	Entering		1.0%	4.0%	2.0%										2.0%	1.0%	
	Exiting							3.0%	2.0%			2.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Inter - DRI Trips		54	135	54			133			53						53
	Net New		21	85	42			72	48			48			42	21	
TOTAL PROJECT TRAFFIC		**0**	**75**	**220**	**96**	**0**	**0**	**205**	**48**	**0**	**53**	**48**	**0**	**0**	**42**	**21**	**53**
TOTAL TRAFFIC		**0**	**205**	**221**	**515**	**0**	**1**	**209**	**61**	**0**	**553**	**177**	**4**	**14**	**50**	**247**	**83**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Inter-DRI Traffic between project and Commerce Center of Coconut Creek DRI (10% of net new volumes)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Cullum Road/Turtle Creek Drive and NW 54th Avenue
COUNT DATE: August 26, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.8

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements											148				204	
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS											**158**				**218**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI																
Seminole Casino/Commerce Center DRI				248		105				161		152				
Cocomar																
Promenade at Coconut Creek																
Lyons Corporate Park DRI																
Sawgrass Exchange DRI																
Pompano Industrial Park DRI																
Coral Landings III																

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	248	0	105	0	0	0	161	0	152	0	0	0	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	0	0	248	0	105	0	0	0	161	171	152	0	0	236	0	1,073
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)											26				37		
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)											184				255		**439**
NON-PROJECT TRAFFIC[1]	**0**	**0**	**0**	**248**	**0**	**105**	**0**	**0**	**0**	**161**	**171**	**152**	**0**	**0**	**236**	**0**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Inter-DRI Distribution[2]	**Entering**						20.0%	10.0%									
	Exiting			10.0%									20.0%				
Net New Distribution	**Entering**			2.0%									1.0%		3.0%	5.0%	
	Exiting								3.0%			6.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Inter - DRI Trips**			26			53	26					54				
	Net New			42					72			144	21		64	106	
TOTAL PROJECT TRAFFIC		**0**	**0**	**68**	**0**	**0**	**53**	**26**	**72**	**0**	**0**	**144**	**75**	**0**	**64**	**106**	**0**
TOTAL TRAFFIC		**0**	**0**	**68**	**248**	**0**	**158**	**26**	**72**	**0**	**161**	**315**	**227**	**0**	**64**	**342**	**0**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Inter-DRI Traffic between project and Commerce Center of Coconut Creek DRI (10% of net new volumes)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Wiles Road and SR 7
COUNT DATE: August 26, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		540	427	222		251	614	186	73	462	1,410	166	22	163	1,263	639
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS		**578**	**457**	**238**		**269**	**657**	**199**	**78**	**494**	**1,509**	**178**	**24**	**174**	**1,351**	**684**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI		18		11						7						11
Seminole Casino/Commerce Center DRI				31						45	125				87	
Cocomar				4						4						
Promenade at Coconut Creek			12			6	15	17				5		14		
Lyons Corporate Park DRI															2	1
Sawgrass Exchange DRI						6					10	5			12	
Pompano Industrial Park DRI											3				1	
Coral Landings III				9						10	10				9	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	18	12	55	0	12	15	17	0	66	148	10	0	14	111	12	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	643	506	312	0	303	725	232	84	600	1,779	202	26	202	1,571	751	7,936
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		97	77	40		45	110	33	13	83	253	30	4	29	226	115	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		675	534	278		314	767	232	91	577	1,762	208	28	203	1,577	799	8,045
BACKGROUND TRAFFIC[1]	0	675	534	278	0	314	767	232	91	577	1,762	208	28	203	1,577	799	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]						5.70%						4.90%					
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]	0	0	0	0	0	18	0	0	0	0	0	10	0	0	0	0	
NON-PROJECT TRAFFIC[3]	**0**	**675**	**534**	**278**	**0**	**332**	**767**	**232**	**91**	**577**	**1,762**	**218**	**28**	**203**	**1,577**	**799**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**			3.0%	2.0%										3.0%	8.0%	
	Exiting							2.0%	5.0%		3.0%	6.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New			55	37			42	105		63	126			55	147	
TOTAL PROJECT TRAFFIC		**0**	**0**	**55**	**37**	**0**	**0**	**42**	**105**	**0**	**63**	**126**	**0**	**0**	**55**	**147**	**0**
TOTAL TRAFFIC		**0**	**675**	**589**	**315**	**0**	**332**	**809**	**337**	**91**	**640**	**1,888**	**218**	**28**	**258**	**1,724**	**799**

[1] Background traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Percentages based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
[3] Non-project traffic is the sum of background traffic and adjustment for Wiles Road extension.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Wiles Road and Banks Road
COUNT DATE: October 2, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.88

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			720	20		28	749			11		32				
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS			**770**	**21**		**30**	**801**			**12**		**34**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI																
Seminole Casino/Commerce Center DRI																
Cocomar																
Promenade at Coconut Creek			31				37									
Lyons Corporate Park DRI																
Sawgrass Exchange DRI			5				6									
Pompano Industrial Park DRI																
Coral Landings III																

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	Σ Vol
COMMITTED TRAFFIC (SUBTOTAL)	0	0	36	0	0	0	43	0	0	0	0	0	0	0	0	0	
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	0	868	23	0	32	909	0	0	13	0	37	0	0	0	0	1,882
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)			129	4		5	134			2		6					
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)			899	25		35	935			14		40					1,948
BACKGROUND TRAFFIC[1]	0	0	899	25	0	35	935	0	0	14	0	40	0	0	0	0	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]			4.90%				5.70%										
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]	0	0	44	0	0	0	53	0	0	0	0	0	0	0	0	0	
NON-PROJECT TRAFFIC[3]	**0**	**0**	**943**	**25**	**0**	**35**	**988**	**0**	**0**	**14**	**0**	**40**	**0**	**0**	**0**	**0**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering			-5.0%	5.0%		5.0%	-5.0%									
	Exiting										5.0%		5.0%				
Net New Distribution	Entering				6.0%		13.0%										
	Exiting										7.0%		6.0%				

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By			-14	14		14	-14			16		16				
	Net New				110		238				147		126				
TOTAL PROJECT TRAFFIC		**0**	**0**	**-14**	**124**	**0**	**252**	**-14**	**0**	**0**	**163**	**0**	**142**	**0**	**0**	**0**	**0**
TOTAL TRAFFIC		**0**	**0**	**929**	**149**	**0**	**287**	**974**	**0**	**0**	**177**	**0**	**182**	**0**	**0**	**0**	**0**

[1] Background traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Percentages based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
[3] Non-project traffic is the sum of background traffic and adjustment for Wiles Road extension.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Wiles Road and Lyons Road
COUNT DATE: August 26, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		296	115	203		123	90	41		395	1,424	212		37	1,135	326
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS		**317**	**123**	**217**		**132**	**96**	**44**		**423**	**1,524**	**227**		**40**	**1,214**	**349**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI											10				6	
Seminole Casino/Commerce Center DRI						43					54	63			37	
Cocomar											16				15	
Promenade at Coconut Creek						6					15	7			12	
Lyons Corporate Park DRI											1				3	
Sawgrass Exchange DRI		5									45				53	6
Pompano Industrial Park DRI											7				4	
Coral Landings III											5				5	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	5		0	0				0	0	153		0		135	6	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	348		235	0				0	457	1,800		0		1,447	383	**4,670**
Years To Buildout	12	12		12	12				12	12	12		12		12	12	
Yearly Growth Rate	1.3%	1.3%		1.3%	1.3%				1.3%	1.3%	1.3%		1.3%		1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		53		36						71	256				204	59	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		**370**		**253**						**494**	**1,780**				**1,418**	**408**	**4,723**
NON-PROJECT TRAFFIC[1][2]		**370**	***1,042***	**253**		***164***	***1,313***	***164***		**494**	**1,780**	***130***		***130***	**1,418**	**408**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**						3.0%	6.0%								12.0%	7.0%
	Exiting		3.0%	2.0%	1.0%							16.0%	7.0%				

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New		63	42	21		55	110				335	147			220	128
TOTAL PROJECT TRAFFIC			**63**	**42**	**21**		**55**	**110**	**0**		**0**	**335**	**147**		**0**	**220**	**128**
TOTAL TRAFFIC			**433**	**1,084**	**274**		**219**	**1,423**	**164**		**494**	**2,115**	**277**		**130**	**1,638**	**536**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Percentages based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
[3] Non-project traffic is the sum of background traffic and adjustment for Wiles Road extension.
Italicized numbers reflect adjusted turning movement volumes based upon 2020 SERPM forecast volumes. Numbers adjusted by appropriate factors. (See Appendix 21-G)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Wiles Road and Powerline Road
COUNT DATE: November 20, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.94

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		58	40	128	16	398	20	312		33	1,338	377	20	282	983	16
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
EXISTING CONDITIONS		**61**	**42**	**136**	**17**	**422**	**21**	**331**		**35**	**1,418**	**400**	**21**	**299**	**1,042**	**17**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI																
Seminole Casino/Commerce Center DRI		18	27	18			19			12						12
Cocomar											4				4	
Promenade at Coconut Creek		3	4				3									2
Lyons Corporate Park DRI																
Sawgrass Exchange DRI											7				9	
Pompano Industrial Park DRI											10				5	
Coral Landings III																

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0				0	0		0	0		21	0	0	0	18		Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0				18	898		358	0		1,554	432	23	323	1,144		**4,750**
Years To Buildout	12				12	12		12	12		12	12	12	12	12		
Yearly Growth Rate	1.3%				1.3%	1.3%		1.3%	1.3%		1.3%	1.3%	1.3%	1.3%	1.3%		
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)					3	71		55			238	67	4	50	175		
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)					**20**	**493**		**386**			**1,656**	**467**	**25**	**349**	**1,217**		**4,613**
NON-PROJECT TRAFFIC[1][2]	**0**	***129***	***1,032***	***129***	**18**	**898**	***1,300***	**358**	**0**	***163***	**1,554**	**432**	**23**	**323**	**1,144**	***163***	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**							3.0%									2.0%
	Exiting		2.0%	3.0%													

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New		42	63				55									37
TOTAL PROJECT TRAFFIC		**0**	**42**	**63**	**0**	**0**	**0**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
TOTAL TRAFFIC		**0**	**171**	**1,095**	**129**	**18**	**898**	**1,355**	**358**	**0**	**163**	**1,554**	**432**	**23**	**323**	**1,144**	**200**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Percentages based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
[3] Non-project traffic is the sum of background traffic and adjustment for Wiles Road extension.
Italicized numbers reflect adjusted turning movement volumes based upon 2020 SERPM forecast volumes. Numbers adjusted by appropriate factors. (See Appendix 21-G)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 31st Street and SR 7
COUNT DATE: August 27, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		76	43	382		168	91	30		392	1,683	118	14	29	1,192	111
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS		**81**	**46**	**409**		**180**	**97**	**32**		**419**	**1,801**	**126**	**15**	**31**	**1,275**	**119**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI											6				10	
Seminole Casino/Commerce Center DRI		6				27	9				74	19			107	
Cocomar											31					
Promenade at Coconut Creek											2				3	
Lyons Corporate Park DRI															1	
Sawgrass Exchange DRI											12				15	
Pompano Industrial Park DRI											4				9	
Coral Landings III			5	28			5			26						

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	6	5	28	0	27	14	0	0	26	129	19	0	0	145	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	94	55	470	0	222	119	35	0	479	2,076	155	16	34	1,523	129	**5,407**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		14	8	69		30	16	5		70	302	21	3	5	214	20	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		95	54	478		210	113	37		489	2,103	147	18	36	1,489	139	**5,408**
NON-PROJECT TRAFFIC[1]		**95**	**54**	**478**		**210**	**113**	**37**		**489**	**2,103**	**147**	**18**	**36**	**1,489**	**139**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**											4.0%					
	Exiting															4.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New											73				84	
TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**73**	**0**	**0**	**0**	**84**	**0**
TOTAL TRAFFIC			**95**	**54**	**478**		**210**	**113**	**37**		**489**	**2,176**	**147**	**18**	**36**	**1,573**	**139**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 40th Street and SR 7
COUNT DATE: September 3, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements								105			1,781	47			1,510	
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080
EXISTING CONDITIONS								**113**			**1,923**	**51**			**1,631**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI											11				7	
Seminole Casino/Commerce Center DRI								72				74				
Cocomar											8					
Promenade at Coconut Creek											5				6	
Lyons Corporate Park DRI															2	
Sawgrass Exchange DRI											15				18	
Pompano Industrial Park DRI											3				1	
Coral Landings III											22				20	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	0	0	0	0	72	0	0	64	74	0	0	54	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	0	0	0	0	0	0	194	0	0	2,142	129	0	0	1,817	0	**4,282**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)								19			322	9			273		
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)								132			2,245	60			1,904		**4,341**
BACKGROUND TRAFFIC[1]	0	0	0	0	0	0	0	132	0	0	2,245	60	0	0	1,904	0	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]											4.90%				5.70%		
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]	0	0	0	0	0	0	0	0	0	0	110	0	0	0	109	0	
NON-PROJECT TRAFFIC[3]	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**132**	**0**	**0**	**2,355**	**60**	**0**	**0**	**2,013**	**0**	

"PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**											-2.0%	2.0%				
	Exiting								2.0%								
Net New Distribution	**Entering**											2.0%	9.0%				
	Exiting								3.0%			2.0%					

"PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**								6			-6	6				
	Net New								63			79	165				
TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**0**	**0**	**73**	**171**	**0**	**0**	**0**	**0**
TOTAL TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**201**	**0**	**0**	**2,428**	**231**	**0**	**0**	**2,013**	**0**

(1) Background traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
(2) Percentages based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
(3) Non-project traffic is the sum of background traffic and adjustment for Wiles Road extension.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Cullum Road/Turtle Creek Drive and SR 7
COUNT DATE: August 27, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.98

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		216	12	24		29	25	142	36	94	1,749	22	37	102	1,386	258
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS		**231**	**13**	**26**		**31**	**27**	**152**	**39**	**101**	**1,871**	**24**	**40**	**109**	**1,483**	**276**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI											11				7	
Seminole Casino/Commerce Center DRI		45	37	98						9	72	161		118		
Cocomar											8					
Promenade at Coconut Creek											5				6	
Lyons Corporate Park DRI															2	
Sawgrass Exchange DRI											15				18	
Pompano Industrial Park DRI											3				1	
Coral Landings III											22				20	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	45	37	98	0	0	0	0	0	9	136	161	0	118	54	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	295	51	126	0	34	29	164	42	118	2,158	187	43	236	1,657	298	**5,438**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		39	2	4		5	5	25	7	17	314	4	7	18	249	46	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		270	15	30		36	32	177	46	118	2,185	28	47	127	1,732	322	**5,165**
BACKGROUND TRAFFIC[1]	0	295	51	126	0	34	29	164	42	118	2,158	187	43	236	1,657	298	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]											4.90%				5.70%		
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]	0	0	0	0	0	0	0	0	0	0	106	0	0	0	94	0	
NON-PROJECT TRAFFIC[3]	**0**	**295**	**51**	**126**	**0**	**34**	**29**	**164**	**42**	**118**	**2,264**	**187**	**43**	**236**	**1,751**	**298**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-9.0%	9.0%		5.0%	-5.0%	
	Exiting						5.0%		9.0%								
Net New Distribution	Entering			1.0%									2.0%		5.0%	5.0%	
	Exiting						4.0%	1.0%	4.0%			5.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By						16		28			-26	26		14	-14	
	Net New			18			84	21	84			105	37		92	92	
TOTAL PROJECT TRAFFIC		**0**	**0**	**18**	**0**	**0**	**100**	**21**	**112**	**0**	**0**	**79**	**63**	**0**	**106**	**78**	**0**
TOTAL TRAFFIC		**0**	**295**	**69**	**126**	**0**	**134**	**50**	**276**	**42**	**118**	**2,343**	**250**	**43**	**342**	**1,829**	**298**

[1] Background traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Percentages based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
[3] Non-project traffic is the sum of background traffic and adjustment for Wiles Road extension.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Winston Park Boulevard and SR 7
COUNT DATE: November 19, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		107	44	33		202	125	135	64	42	1,823	211	29	136	1,996	282
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
EXISTING CONDITIONS		**113**	**47**	**35**		**214**	**133**	**143**	**68**	**45**	**1,932**	**224**	**31**	**144**	**2,116**	**299**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI											18				11	
Seminole Casino/Commerce Center DRI											125				87	
Cocomar																
Promenade at Coconut Creek											17				14	
Lyons Corporate Park DRI											1				3	
Sawgrass Exchange DRI											10				12	
Pompano Industrial Park DRI											3				1	
Coral Landings III											10				9	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	0	0	0	0	0	0	0	184	0	0	0	137	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	122	51	38	0	231	144	155	73	49	2,272	242	34	156	2,424	323	**6,314**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		19	8	6		36	22	24	11	8	324	38	5	24	355	50	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		132	55	41		250	155	167	79	53	2,256	262	36	168	2,471	349	**6,474**
NON-PROJECT TRAFFIC[1]		**132**	**55**	**41**		**250**	**155**	**167**	**79**	**53**	**2,256**	**262**	**36**	**168**	**2,471**	**349**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering						1.0%									10.0%	
	Exiting											10.0%	1.0%				

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New						18					210	21			183	
TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**18**	**0**	**0**	**0**	**0**	**210**	**21**	**0**	**0**	**183**	**0**
TOTAL TRAFFIC			**132**	**55**	**41**		**268**	**155**	**167**	**79**	**53**	**2,466**	**283**	**36**	**168**	**2,654**	**349**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sawgrass Expressway (NB) and SR 7
COUNT DATE: September 24, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.91

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Raw Turning Movements				156				545			1,739	187		143	1,935		
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	
EXISTING CONDITIONS				**168**				**589**			**1,878**	**202**		**154**	**2,090**		

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Downtown Coral Springs DRI											16	2			11		
Seminole Casino/Commerce Center DRI				37							125				50		
Cocomar																	
Promenade at Coconut Creek											14				10		
Lyons Corporate Park DRI											1				3		
Sawgrass Exchange DRI												10		7	12		
Pompano Industrial Park DRI											3				1		
Coral Landings III				3							7	3			6		

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	40	0	0	0	0	0	0	166	15	0	7	93	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	0	0	222	0	0	0	637	0	0	2,196	233	0	173	2,352	0	5,813
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)				28				99			315	34		26	350		
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)				196				688			2,193	236		180	2,440		5,933
NON-PROJECT TRAFFIC[1]				**196**				**688**			**2,193**	**236**		**180**	**2,440**		

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**				2.0%											8.0%	
	Exiting											8.0%	2.0%				

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New				37							168	42			147	
TOTAL PROJECT TRAFFIC					**37**				**0**			**168**	**42**		**0**	**147**	
TOTAL TRAFFIC					**233**				**688**			**2,361**	**278**		**180**	**2,587**	

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sawgrass Expressway (SB) and SR 7
COUNT DATE: September 24, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.93

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				285				263	11	182	2,125				1,835	443
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080
EXISTING CONDITIONS				**308**				**284**	**12**	**197**	**2,295**				**1,982**	**478**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI						1					16				10	
Seminole Casino/Commerce Center DRI										54	72				50	
Cocomar																
Promenade at Coconut Creek											14				10	
Lyons Corporate Park DRI											1				3	
Sawgrass Exchange DRI						12		9							7	
Pompano Industrial Park DRI											3				1	
Coral Landings III						3				3	3				3	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	0	0	16	0	9	0	57	109	0	0	0	84	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	0	0	333	0	16	0	316	13	270	2,590	0	0	0	2,226	517	6,281
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)				52				48	2	33	385				332	80	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)				360				332	14	230	2,680				2,314	558	6,488
NON-PROJECT TRAFFIC[1]				**360**				**332**	**14**	**230**	**2,680**				**2,314**	**558**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**				2.0%											6.0%	
	Exiting										2.0%	6.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New				37						42	126				110	
TOTAL PROJECT TRAFFIC					**37**				**0**	**0**	**42**	**126**				**110**	**0**
TOTAL TRAFFIC					**397**				**332**	**14**	**272**	**2,806**				**2,424**	**558**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Coconut Creek Parkway and Lyons Road
COUNT DATE: September 24, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.94

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		140	708	165		222	1,053	209		295	1,145	233		302	733	198
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080
EXISTING CONDITIONS		**151**	**765**	**178**		**240**	**1,137**	**226**		**319**	**1,237**	**252**		**326**	**792**	**214**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI																
Seminole Casino/Commerce Center DRI		12						6			12			9	18	18
Cocomar				4		11				4	36	12			34	
Promenade at Coconut Creek								2			7			3	8	
Lyons Corporate Park DRI															1	
Sawgrass Exchange DRI											10				12	
Pompano Industrial Park DRI																
Coral Landings III											3				3	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	12	0	4	0	11	0	8	0	4	68	12	0	12	76	18	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	175	827	196	0	270	1,229	252	0	349	1,405	284	0	364	932	249	**6,532**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		25	128	30		40	191	38		53	207	42		55	133	36	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		176	893	208		280	1,328	264		372	1,444	294		381	925	250	**6,815**
NON-PROJECT TRAFFIC[1]		**176**	**893**	**208**		**280**	**1,328**	**264**		**372**	**1,444**	**294**		**381**	**925**	**250**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**								2.0%			4.0%					
	Exiting														2.0%	4.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New								37			73			42	84	
TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**37**		**0**	**73**	**0**		**42**	**84**	**0**
TOTAL TRAFFIC			**176**	**893**	**208**		**280**	**1,328**	**301**		**372**	**1,517**	**294**		**423**	**1,009**	**250**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Lyons Plaza and Lyons Road
COUNT DATE: November 18, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.95

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Raw Turning Movements		204		16						52	1,416				1,251	91	
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	
EXISTING CONDITIONS		**216**		**17**						**55**	**1,501**				**1,326**	**96**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI																
Seminole Casino/Commerce Center DRI											31				45	
Cocomar											36				34	
Promenade at Coconut Creek											9				11	
Lyons Corporate Park DRI															1	
Sawgrass Exchange DRI											10				12	
Pompano Industrial Park DRI																
Coral Landings III											3				3	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	0	0	0	0	0	0	0	89	0	0	0	106	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	233	0	18	0	0	0	0	0	59	1,711	0	0	0	1,539	104	**3,664**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		36		3						9	252				222	16	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		252		20						64	1,753				1,548	112	**3,749**
NON-PROJECT TRAFFIC[1]		**252**		**20**						**64**	**1,753**				**1,548**	**112**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**											6.0%					
	Exiting															6.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New											110				126	
TOTAL PROJECT TRAFFIC			**0**		**0**						**0**	**110**				**126**	**0**
TOTAL TRAFFIC			**252**		**20**						**64**	**1,863**				**1,674**	**112**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Wynmoor Way and Lyons Road
COUNT DATE: November 18, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.93

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Raw Turning Movements		11		52		94		107		98	1,489	122		93	1,277	50	
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	
EXISTING CONDITIONS		**12**		**55**		**100**		**113**		**104**	**1,578**	**129**		**99**	**1,354**	**53**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI																
Seminole Casino/Commerce Center DRI											31				45	
Cocomar											24				23	
Promenade at Coconut Creek											9				11	
Lyons Corporate Park DRI															1	
Sawgrass Exchange DRI											10				12	
Pompano Industrial Park DRI																
Coral Landings III											3				3	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	0	0	0	0	0	0	0	77	0	0	0	95	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	13	0	59	0	108	0	122	0	112	1,783	139	0	107	1,558	57	**4,058**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		2		9		17		19		17	265	22		17	227	9	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		14		64		117		132		121	1,843	151		116	1,581	62	**4,201**
NON-PROJECT TRAFFIC[1]		**14**		**64**		**117**		**132**		**121**	**1,843**	**151**		**116**	**1,581**	**62**	

"PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**								1.0%			6.0%					
	Exiting														1.0%	6.0%	

"PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New								18			110			21	126	
TOTAL PROJECT TRAFFIC			**0**		**0**		**0**		**18**		**0**	**110**	**0**		**21**	**126**	**0**
TOTAL TRAFFIC			**14**		**64**		**117**		**150**		**121**	**1,953**	**151**		**137**	**1,707**	**62**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Copans Road and Lyons Road
COUNT DATE: October 1, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		226	599	201		296	1,116	338		188	1,128	80		218	886	227
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS		**242**	**641**	**215**		**317**	**1,194**	**362**		**201**	**1,207**	**86**		**233**	**948**	**243**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI			26	2			17	13						21		
Seminole Casino/Commerce Center DRI		6						12			31			18	45	9
Cocomar											24				23	
Promenade at Coconut Creek		8						8			9			10	11	10
Lyons Corporate Park DRI															1	
Sawgrass Exchange DRI											20				24	
Pompano Industrial Park DRI																
Coral Landings III											5				5	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	14	26	2	0	0	17	33	0	0	89	0	0	49	109	19	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	276	719	234	0	343	1,308	424	0	217	1,394	93	0	301	1,134	282	**6,725**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		41	107	36		53	200	61		34	202	14		39	159	41	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		283	748	251		370	1,394	423		235	1,409	100		272	1,107	284	**6,876**
NON-PROJECT TRAFFIC[1]		**283**	**748**	**251**		**370**	**1,394**	**423**		**235**	**1,409**	**100**		**272**	**1,107**	**284**	

"PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**								3.0%			7.0%					
	Exiting														3.0%	7.0%	

"PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New								55			128			63	147	
TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**55**		**0**	**128**	**0**		**63**	**147**	**0**
TOTAL TRAFFIC			**283**	**748**	**251**		**370**	**1,394**	**478**		**235**	**1,537**	**100**		**335**	**1,254**	**284**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 34th Street and Lyons Road
COUNT DATE: November 18, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		29	4	31		41	8	53		51	1,557	64		77	1,227	41
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
EXISTING CONDITIONS		**31**	**4**	**33**		**43**	**8**	**56**		**54**	**1,650**	**68**		**82**	**1,301**	**43**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI							13								21	
Seminole Casino/Commerce Center DRI											50				72	
Cocomar											20				19	
Promenade at Coconut Creek											26				32	
Lyons Corporate Park DRI															1	
Sawgrass Exchange DRI											20				24	
Pompano Industrial Park DRI											3				6	
Coral Landings III											5				5	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	0	0	0	13	0	0	0	124	0	0	0	180	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	34	4	36	0	46	22	61	0	58	1,907	73	0	89	1,586	46	**3,962**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		5	1	6		7	1	9		9	277	11		14	218	7	
NON-PROJECT TRAFFIC (13% GROWTH RATE)		36	5	39		50	9	65		63	1,927	79		96	1,519	50	**3,938**
NON-PROJECT TRAFFIC[1]	**0**	**34**	**4**	**36**	**0**	**46**	**22**	**61**	**0**	**58**	**1,907**	**73**	**0**	**89**	**1,586**	**46**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**								1.0%			10.0%					
	Exiting														1.0%	10.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New								18			183			21	210	
TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**183**	**0**	**0**	**21**	**210**	**0**
TOTAL TRAFFIC		**0**	**34**	**4**	**36**	**0**	**46**	**22**	**79**	**0**	**58**	**2,090**	**73**	**0**	**110**	**1,796**	**46**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Winston Park Boulevard and Lyons Road
COUNT DATE: November 18, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Raw Turning Movements		171	123	108		118	122	121		228	1,265	139		289	1,445	267	
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	
EXISTING CONDITIONS		**181**	**130**	**114**		**125**	**129**	**128**		**242**	**1,341**	**147**		**306**	**1,532**	**283**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI											10				6	
Seminole Casino/Commerce Center DRI											54				37	
Cocomar											16				15	
Promenade at Coconut Creek															27	
Lyons Corporate Park DRI											1				3	
Sawgrass Exchange DRI											62				74	
Pompano Industrial Park DRI											7				4	
Coral Landings III											3				3	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	0	0	0	0	0	0	0	153	0	0	0	169	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	196	141	123	0	135	139	138	0	262	1,602	159	0	331	1,825	306	**5,357**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		30	22	19		21	22	21		41	225	25		51	257	47	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		211	152	133		146	151	149		283	1,566	172		357	1,789	330	**5,439**
NON-PROJECT TRAFFIC[1]		**211**	**152**	**133**		**146**	**151**	**149**		**283**	**1,566**	**172**		**357**	**1,789**	**330**	

"PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**						2.0%									17.0%	
	Exiting											17.0%	2.0%				

"PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New						37					356	42			312	
TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**37**	**0**	**0**		**0**	**356**	**42**		**0**	**312**	**0**
TOTAL TRAFFIC			**211**	**152**	**133**		**183**	**151**	**149**		**283**	**1,922**	**214**		**357**	**2,101**	**330**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sawgrass Expressway (NB) and Lyons Road
COUNT DATE: September 24, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.88

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		236		160							1,409	132		235	1,937	
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080
EXISTING CONDITIONS		**255**		**173**							**1,522**	**143**		**254**	**2,092**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI											5				3	
Seminole Casino/Commerce Center DRI											27	27			37	
Cocomar											12				11	
Promenade at Coconut Creek											8	3			7	
Lyons Corporate Park DRI											1				3	
Sawgrass Exchange DRI		50									62			97	74	
Pompano Industrial Park DRI											7				4	
Coral Landings III											3				3	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	50	0	0	0	0	0	0	0	0	125	30	0	97	142	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	326	0	187	0	0	0	0	0	0	1,770	185	0	372	2,403	0	**5,243**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		43		29							255	24		43	351		
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		298		202							1,777	167		297	2,443		**5,184**
NON-PROJECT TRAFFIC[1]	**0**	**326**	**0**	**187**	**0**	**0**	**0**	**0**	**0**	**0**	**1,770**	**185**	**0**	**372**	**2,403**	**0**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**															17.0%	
	Exiting											11.0%	6.0%				

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New											231	126			312	
TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**231**	**126**	**0**	**0**	**312**	**0**
TOTAL TRAFFIC		**0**	**326**	**0**	**187**	**0**	**0**	**0**	**0**	**0**	**0**	**2,001**	**311**	**0**	**372**	**2,715**	**0**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sawgrass Expressway (SB) and Lyons Road
COUNT DATE: September 24, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.91

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						274		214		129	1,674				1,701	321
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080
EXISTING CONDITIONS						**296**		**231**		**139**	**1,808**				**1,837**	**347**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI											5				3	
Seminole Casino/Commerce Center DRI						19					27				19	
Cocomar											12				11	
Promenade at Coconut Creek						2					6				5	
Lyons Corporate Park DRI											1				3	
Sawgrass Exchange DRI								82			112				162	59
Pompano Industrial Park DRI											7				4	
Coral Landings III											3				3	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	0	0	21	0	82	0	0	173	0	0	0	210	59	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	0	0	0	0	341	0	332	0	150	2,127	0	0	0	2,196	434	**5,580**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)						50		39		23	303				308	58	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)						346		270		162	2,111				2,145	405	**5,439**
NON-PROJECT TRAFFIC[1]	**0**	**0**	**0**	**0**	**0**	**341**	**0**	**332**	**0**	**150**	**2,127**	**0**	**0**	**0**	**2,196**	**434**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**						6.0%									11.0%	
	Exiting											11.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New						110					231				202	
TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**110**	**0**	**0**	**0**	**0**	**231**	**0**	**0**	**0**	**202**	**0**
TOTAL TRAFFIC		**0**	**0**	**0**	**0**	**0**	**451**	**0**	**332**	**0**	**150**	**2,358**	**0**	**0**	**0**	**2,398**	**434**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sawgrass Boulevard and Lyons Road
COUNT DATE: November 18, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.94

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		70	4	96		151	6	22	15	165	1,475	263		48	2,214	89
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
EXISTING CONDITIONS		**74**	**4**	**102**		**160**	**6**	**23**	**16**	**175**	**1,564**	**279**		**51**	**2,347**	**94**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI											5				3	
Seminole Casino/Commerce Center DRI											27				19	
Cocomar											12				11	
Promenade at Coconut Creek											6				5	
Lyons Corporate Park DRI											1				3	
Sawgrass Exchange DRI											65				55	
Pompano Industrial Park DRI											6				3	
Coral Landings III											2				2	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	0	0	0	0	0	0	0	124	0	0	0	101	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	80	4	110	0	173	6	25	17	189	1,814	302	0	55	2,638	102	**5,515**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		12	1	17		27	1	4	3	29	262	47		9	393	16	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		86	5	119		187	7	27	19	204	1,826	326		60	2,740	110	**5,716**
NON-PROJECT TRAFFIC[1]		**86**	**5**	**119**		**187**	**7**	**27**	**19**	**204**	**1,826**	**326**		**60**	**2,740**	**110**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**															11.0%	
	Exiting											11.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New											231				202	
TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**231**	**0**		**0**	**202**	**0**
TOTAL TRAFFIC			**86**	**5**	**119**		**187**	**7**	**27**	**19**	**204**	**2,057**	**326**		**60**	**2,942**	**110**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Holmberg Road and Lyons Road
COUNT DATE: November 18, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.95

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		274	6	224		29	53	23		179	1,388	9		14	2,008	254
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
EXISTING CONDITIONS		**290**	**6**	**237**		**31**	**56**	**24**		**190**	**1,471**	**10**		**15**	**2,128**	**269**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI											5				3	
Seminole Casino/Commerce Center DRI											27				19	
Cocomar											12				11	
Promenade at Coconut Creek											6				5	
Lyons Corporate Park DRI				3						1						
Sawgrass Exchange DRI											65				55	
Pompano Industrial Park DRI											4				2	
Coral Landings III											2				2	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	3	0	0	0	0	0	1	121	0	0	0	97	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	313	6	259	0	34	61	26	0	206	1,711	11	0	16	2,397	291	**5,331**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)		49	1	40		5	9	4		32	247	2		3	357	45	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)		339	7	277		36	65	28		222	1,718	12		18	2,485	314	**5,521**
NON-PROJECT TRAFFIC[1]		**339**	**7**	**277**		**36**	**65**	**28**		**222**	**1,718**	**12**		**18**	**2,485**	**314**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**																
	Exiting																
Net New Distribution	**Entering**				2.0%											7.0%	
	Exiting										2.0%	7.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**																
	Net New				37						42	147				128	
TOTAL PROJECT TRAFFIC			**0**	**0**	**37**		**0**	**0**	**0**		**42**	**147**	**0**		**0**	**128**	**0**
TOTAL TRAFFIC			**339**	**7**	**314**		**36**	**65**	**28**		**264**	**1,865**	**12**		**18**	**2,613**	**314**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Hillsboro Boulevard and Lyons Road
COUNT DATE: March 4, 2009
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	27	234	650	141	19	726	958	264	19	150	994	498		208	1,340	173
Peak Season Correction Factor	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980
EXISTING CONDITIONS	**26**	**229**	**637**	**138**	**19**	**711**	**939**	**259**	**19**	**147**	**974**	**488**		**204**	**1,313**	**170**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI											5				3	
Seminole Casino/Commerce Center DRI						6					18	9			12	
Cocomar				4						4	4				4	
Promenade at Coconut Creek						1					4	1			3	
Lyons Corporate Park DRI						1					3	2			1	
Sawgrass Exchange DRI				7		15				9	24	18			20	
Pompano Industrial Park DRI											3				1	
Coral Landings III											2				2	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	11	0	23	0	0	0	13	63	30	0	0	46	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	28	248	689	160	21	791	1,015	280	21	172	1,116	557	0	220	1,465	184	6,967
Years To Buildout	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)	4	35	97	21	3	109	143	40	3	22	149	75		31	200	26	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)	30	264	734	159	22	820	1,082	299	22	169	1,123	563		235	1,513	196	7,231
NON-PROJECT TRAFFIC[1]	**30**	**264**	**734**	**159**	**22**	**820**	**1,082**	**299**	**22**	**169**	**1,123**	**563**		**235**	**1,513**	**196**	

"PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering				1.0%		1.0%									5.0%	
	Exiting										1.0%	5.0%	1.0%				

"PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New				18		18				21	105	21			92	
TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**18**	**0**	**18**	**0**	**0**	**0**	**21**	**105**	**21**		**0**	**92**	**0**
TOTAL TRAFFIC		**30**	**264**	**734**	**177**	**22**	**838**	**1,082**	**299**	**22**	**190**	**1,228**	**584**		**235**	**1,605**	**196**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Cullum Road and Lyons Road
COUNT DATE: August 26, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements											2,031				1,433	
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS											**2,173**				**1,533**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI											98				6	
Seminole Casino/Commerce Center DRI		116		36						25						81
Cocomar											20				19	
Promenade at Coconut Creek											51				62	
Lyons Corporate Park DRI											1				3	
Sawgrass Exchange DRI											45				53	
Pompano Industrial Park DRI											7				4	
Coral Landings III											5				5	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	116	0	36	0	0	0	0	0	25	227	0	0	0	152	81	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	116	0	36	0	0	0	0	0	25	2,576	0	0	0	1,809	81	**4,643**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)											364				257		
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)											2,537				1,790		**4,327**
NON-PROJECT TRAFFIC[1]	**0**	**116**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**25**	**2,576**	**0**	**0**	**0**	**1,809**	**81**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**										1.0%	-1.0%				-2.0%	2.0%
	Exiting		1.0%		2.0%												
Net New Distribution	**Entering**							1.0%			1.0%					13.0%	2.0%
	Exiting		3.0%	1.0%	1.0%							20.0%				1.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**		3		6						3	-3				-6	6
	Net New		63	21	21			18			18	419				259	37
TOTAL PROJECT TRAFFIC		**0**	**66**	**21**	**27**	**0**	**0**	**18**	**0**	**0**	**21**	**416**	**0**	**0**	**0**	**253**	**43**
TOTAL TRAFFIC		**0**	**182**	**21**	**63**	**0**	**0**	**18**	**0**	**0**	**46**	**2,992**	**0**	**0**	**0**	**2,062**	**124**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Jardin Driveway and Lyons Road
COUNT DATE: August 26, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements											2,031				1,433	
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS											**2,173**				**1,533**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI																
Seminole Casino/Commerce Center DRI																
Cocomar																
Promenade at Coconut Creek																
Lyons Corporate Park DRI																
Sawgrass Exchange DRI																
Pompano Industrial Park DRI																
Coral Landings III																

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	0	0	0	0	0	0	0	0	0	2,349	0	0	0	1,657	0	**4,006**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)											364				257		
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)											2,537				1,790		**4,327**
NON-PROJECT TRAFFIC[1]											**2,537**				**1,790**		

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering										3.0%	-3.0%				-2.0%	2.0%
	Exiting		3.0%		2.0%												
Net New Distribution	Entering										3.0%	1.0%				11.0%	2.0%
	Exiting		4.0%		2.0%							16.0%				2.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By		9		6						9	-9				-6	6
	Net New		84		42						55	353				244	37
TOTAL PROJECT TRAFFIC			**93**		**48**						**64**	**344**				**238**	**43**
TOTAL TRAFFIC			**93**		**48**						**64**	**2,881**				**2,028**	**43**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Uptown Driveway and Lyons Road
COUNT DATE: August 26, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements											2,031				1,433	
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS											**2,173**				**1,533**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI											98				6	
Seminole Casino/Commerce Center DRI		116		36						25						81
Cocomar											20				19	
Promenade at Coconut Creek											51				62	
Lyons Corporate Park DRI											1				3	
Sawgrass Exchange DRI											45				53	
Pompano Industrial Park DRI											7				4	
Coral Landings III											5				5	

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	116	0	36	0	0	0	0	0	25	227	0	0	0	152	81	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	116	0	36	0	0	0	0	0	25	2,576	0	0	0	1,809	81	**4,643**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (13% GROWTH RATE)											364				257		
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)											2,537				1,790		**4,327**
NON-PROJECT TRAFFIC[1]	**0**	**116**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**25**	**2,576**	**0**	**0**	**0**	**1,809**	**81**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**										7.0%	-7.0%				-11.0%	11.0%
	Exiting		7.0%		11.0%												
Net New Distribution	**Entering**										7.0%	4.0%					11.0%
	Exiting		12.0%		8.0%							4.0%				4.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**		22		34						20	-20				-32	32
	Net New		252		168						128	157				84	202
TOTAL PROJECT TRAFFIC		**0**	**274**	**0**	**202**	**0**	**0**	**0**	**0**	**0**	**148**	**137**	**0**	**0**	**0**	**52**	**234**
TOTAL TRAFFIC		**0**	**390**	**0**	**238**	**0**	**0**	**0**	**0**	**0**	**173**	**2,713**	**0**	**0**	**0**	**1,861**	**315**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and Fisherman's Landing Driveway
COUNT DATE: September 3, 2008
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.99

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Raw Turning Movements			1,911				2,917										
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	
EXISTING CONDITIONS			**2,064**				**3,150**										

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI																
Seminole Casino/Commerce Center DRI																
Cocomar																
Promenade at Coconut Creek																
Lyons Corporate Park DRI																
Sawgrass Exchange DRI																
Pompano Industrial Park DRI																
Coral Landings III																

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Σ Vol
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	0	2,231	0	0	0	3,405	0	0	0	0	0	0	0	0	0	**5,636**
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)			346				528										
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)			2,410				3,678										**6,088**
BACKGROUND TRAFFIC[1]	0	0	2,410	0	0	0	3,678	0	0	0	0	0	0	0	0	0	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]			-4.90%				-5.70%										
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]	0	0	-118	0	0	0	-210	0	0	0	0	0	0	0	0	0	
NON-PROJECT TRAFFIC[3]	**0**	**0**	**2,292**	**0**	**0**	**0**	**3,468**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	**Entering**		7.0%	-7.0%				-7.0%	7.0%								
	Exiting														7.0%		7.0%
Net New Distribution	**Entering**		2.0%					11.0%	4.0%								
	Exiting			11.0%											7.0%		4.0%

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	**Pass - By**		20	-20				-20	20						22		22
	Net New		37	231				202	73						147		84
TOTAL PROJECT TRAFFIC		**0**	**57**	**211**	**0**	**0**	**0**	**182**	**93**	**0**	**0**	**0**	**0**	**0**	**169**	**0**	**106**
TOTAL TRAFFIC		**0**	**57**	**2,503**	**0**	**0**	**0**	**3,650**	**93**	**0**	**0**	**0**	**0**	**0**	**169**	**0**	**106**

(1) Background traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
(2) Based on comparison of 2020 SERPM Model with/without Wiles Road between Lyons Road and Powerline Road.
(3) Non-project traffic is the sume of background traffic and adjustment for Wiles Road extension.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Cullum Road and Banks Road
COUNT DATE:
TIME PERIOD: PM Period
PEAK HOUR FACTOR:

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements																
Peak Season Correction Factor																
EXISTING CONDITIONS																

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Downtown Coral Springs DRI																
Seminole Casino/Commerce Center DRI																
Cocomar																
Promenade at Coconut Creek																
Lyons Corporate Park DRI																
Sawgrass Exchange DRI																
Pompano Industrial Park DRI																
Coral Landings III																

"NON-PROJECT TRAFFIC CALCULATIONS"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	Σ Vol
COMMITTED TRAFFIC (SUBTOTAL)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NON-PROJECT TRAFFIC (COMMITTED DEVELOPMENT + 0.65% GROWTH RATE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout																	
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	
NON-PROJECT TRAFFIC GROWTH (1.3% GROWTH RATE)																	
NON-PROJECT TRAFFIC (1.3% GROWTH RATE)																	0
NON-PROJECT TRAFFIC[1]																	

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Inter-DRI Distribution[2]	Entering																
	Exiting																
Net New Distribution	Entering						3.0%	1.0%							4.0%	10.0%	5.0%
	Exiting		3.0%	2.0%					3.0%			7.0%	3.0%				

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Inter - DRI Trips																
	Net New		72	48			64	21	72			169	72		85	212	106
TOTAL PROJECT TRAFFIC			**72**	**48**			**64**	**21**	**72**			**169**	**72**		**85**	**212**	**106**
TOTAL TRAFFIC			**72**	**48**			**64**	**21**	**72**			**169**	**72**		**85**	**212**	**106**

[1] Non-Project Traffic is the sum of existing and the higher of (Committed Development + 0.65% growth rate (half of growth rate)) or (1.3% growth rate)
[2] Inter-DRI Traffic between project and Commerce Center of Coconut Creek DRI (10% of net new volumes)

C

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95
Frt		1.00	0.99		1.00	0.98		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	5014		1770	5005		1770	3539	1583	1770	3539
Flt Permitted		0.95	1.00		0.95	1.00		0.12	1.00	1.00	0.30	1.00
Satd. Flow (perm)		1770	5014		1770	5005		231	3539	1583	560	3539
Volume (vph)	22	126	1356	140	388	1569	185	130	393	341	138	574
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	23	134	1443	149	413	1669	197	138	418	363	147	611
RTOR Reduction (vph)	0	0	8	0	0	8	0	0	0	241	0	0
Lane Group Flow (vph)	0	157	1584	0	413	1858	0	138	418	122	147	611
Turn Type	Prot	Prot			Prot			pm+pt		Perm	pm+pt	
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases								4		4	8	
Actuated Green, G (s)		17.7	54.9		36.5	73.7		44.6	31.4	31.4	44.6	31.4
Effective Green, g (s)		19.7	56.9		38.5	75.7		48.6	33.4	33.4	48.6	33.4
Actuated g/C Ratio		0.12	0.36		0.24	0.47		0.30	0.21	0.21	0.30	0.21
Clearance Time (s)		6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	0.2		1.5	0.2		1.5	2.0	2.0	1.5	2.0
Lane Grp Cap (vph)		218	1783		426	2368		216	739	330	285	739
v/s Ratio Prot		0.09	c0.32		c0.23	0.37		c0.06	0.12		0.05	c0.17
v/s Ratio Perm								0.13		0.08	0.11	
v/c Ratio		0.72	0.89		0.97	0.78		0.64	0.57	0.37	0.52	0.83
Uniform Delay, d1		67.5	48.6		60.2	35.3		44.2	56.8	54.3	43.0	60.5
Progression Factor		1.00	1.00		0.78	1.35		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		9.5	7.1		30.6	2.1		4.5	0.6	0.3	0.7	7.2
Delay (s)		77.0	55.6		77.3	49.8		48.7	57.4	54.5	43.6	67.7
Level of Service		E	E		E	D		D	E	D	D	E
Approach Delay (s)			57.5			54.8			55.0			61.2
Approach LOS			E			D			D			E

Intersection Summary			
HCM Average Control Delay	56.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	136
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	145
RTOR Reduction (vph)	99
Lane Group Flow (vph)	46
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	31.4
Effective Green, g (s)	33.4
Actuated g/C Ratio	0.21
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	330
v/s Ratio Prot	
v/s Ratio Perm	0.03
v/c Ratio	0.14
Uniform Delay, d1	51.6
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	51.7
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	136
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	145
RTOR Reduction (vph)	99
Lane Group Flow (vph)	46
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	31.4
Effective Green, g (s)	33.4
Actuated g/C Ratio	0.21
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	330
v/s Ratio Prot	
v/s Ratio Perm	0.03
v/c Ratio	0.14
Uniform Delay, d1	51.6
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	51.7
Level of Service	D
Approach Delay (s)	
Approach LOS	

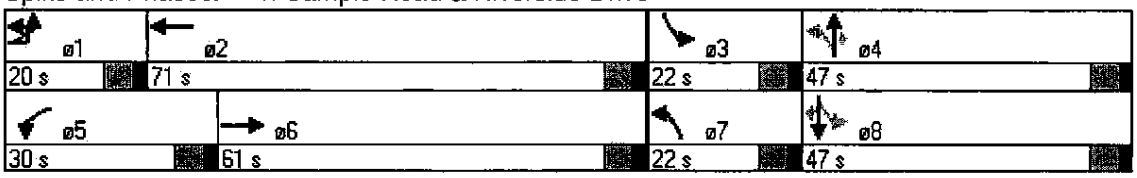
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	126	1356	388	1569	130	393	341	138	574	136
Turn Type	Prot		Prot		pm+pt		Perm	pm+pt		Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases					4		4	8		8
Detector Phases	1	6	5	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	7.0	5.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	44.0	24.0	44.0	10.0	44.0	44.0	10.0	44.0	44.0
Total Split (s)	20.0	61.0	30.0	71.0	22.0	47.0	47.0	22.0	47.0	47.0
Total Split (%)	12.5%	38.1%	18.8%	44.4%	13.8%	29.4%	29.4%	13.8%	29.4%	29.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 34 (21%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 1: Sample Road & Riverside Drive



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.91		1.00	0.91		1.00	1.00		1.00	0.95
Frt		1.00	0.99		1.00	0.98		1.00	0.91		1.00	0.90
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5044		1770	4990		1770	1691		1770	3175
Flt Permitted		0.95	1.00		0.14	1.00		0.63	1.00		0.29	1.00
Satd. Flow (perm)		1770	5044		266	4990		1176	1691		532	3175
Volume (vph)	49	122	1365	79	102	1634	233	101	40	64	172	57
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	52	128	1437	83	107	1720	245	106	42	67	181	60
RTOR Reduction (vph)	0	0	3	0	0	9	0	0	43	0	0	117
Lane Group Flow (vph)	0	180	1517	0	107	1956	0	106	66	0	181	74
Turn Type	Prot	Prot			pm+pt			pm+pt			pm+pt	
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases					2			4			8	
Actuated Green, G (s)		24.4	98.2		94.6	84.2		22.6	10.3		32.2	15.1
Effective Green, g (s)		26.4	100.2		98.6	86.2		26.6	12.3		35.4	17.1
Actuated g/C Ratio		0.16	0.63		0.62	0.54		0.17	0.08		0.22	0.11
Clearance Time (s)		6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Vehicle Extension (s)		2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		292	3159		280	2688		249	130		265	339
v/s Ratio Prot		c0.10	0.30		0.03	c0.39		0.04	0.04		c0.08	0.02
v/s Ratio Perm					0.21			0.03			c0.07	
v/c Ratio		0.62	0.48		0.38	0.73		0.43	0.50		0.68	0.22
Uniform Delay, d1		62.1	16.0		12.9	28.0		59.2	70.9		54.4	65.3
Progression Factor		1.06	0.62		0.89	1.70		1.00	1.00		1.00	1.00
Incremental Delay, d2		1.5	0.3		0.2	1.3		0.4	1.1		5.7	0.1
Delay (s)		67.2	10.2		11.7	49.0		59.6	72.0		60.1	65.5
Level of Service		E	B		B	D		E	E		E	E
Approach Delay (s)			16.3			47.1			65.9			62.8
Approach LOS			B			D			E			E

Intersection Summary			
HCM Average Control Delay	37.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

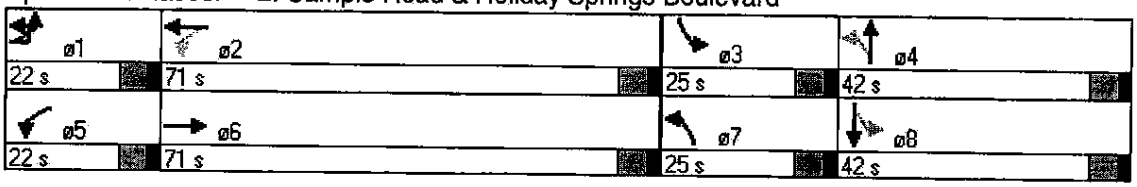
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	124
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	131
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	122	1365	102	1634	101	40	172	57
Turn Type	Prot		pm+pt		pm+pt		pm+pt	
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases			2		4		8	
Detector Phases	1	6	5	2	7	4	3	8
Minimum Initial (s)	5.0	7.0	4.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	11.0	33.0	10.0	33.0	10.0	42.0	10.0	40.0
Total Split (s)	22.0	71.0	22.0	71.0	25.0	42.0	25.0	42.0
Total Split (%)	13.8%	44.4%	13.8%	44.4%	15.6%	26.3%	15.6%	26.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 105 (66%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 2: Sample Road & Holiday Springs Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4937		3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.06	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	119	4937		3433	5085	1583	3433	3539	1583	3433	3539	1583
Volume (vph)	118	1385	335	514	1976	116	227	265	331	84	353	88
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	123	1443	349	535	2058	121	236	276	345	88	368	92
RTOR Reduction (vph)	0	22	0	0	0	23	0	0	242	0	0	79
Lane Group Flow (vph)	123	1770	0	535	2058	98	236	276	103	88	368	13
Turn Type	pm+pt			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6					2			4			8
Actuated Green, G (s)	84.0	73.9		30.9	94.7	94.7	12.8	24.8	24.8	7.9	19.9	19.9
Effective Green, g (s)	87.0	75.4		32.4	96.2	96.2	14.3	26.8	26.8	9.4	21.9	21.9
Actuated g/C Ratio	0.54	0.47		0.20	0.60	0.60	0.09	0.17	0.17	0.06	0.14	0.14
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Vehicle Extension (s)	1.5	2.5		1.5	2.5	2.5	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	184	2327		695	3057	952	307	593	265	202	484	217
v/s Ratio Prot	0.05	c0.36		c0.16	0.40		c0.07	0.08		0.03	c0.10	
v/s Ratio Perm	0.31					0.06			0.06			0.01
v/c Ratio	0.67	0.76		0.77	0.67	0.10	0.77	0.47	0.39	0.44	0.76	0.06
Uniform Delay, d1	24.4	34.9		60.3	21.4	13.6	71.2	60.1	59.3	72.7	66.5	60.1
Progression Factor	1.33	1.08		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.4	2.2		4.6	1.2	0.2	10.0	0.2	0.3	0.5	6.2	0.0
Delay (s)	38.9	39.7		64.9	22.6	13.8	81.2	60.3	59.6	73.3	72.8	60.1
Level of Service	D	D		E	C	B	F	E	E	E	E	E
Approach Delay (s)		39.7			30.5			65.8			70.7	
Approach LOS		D			C			E			E	

Intersection Summary

HCM Average Control Delay	42.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		

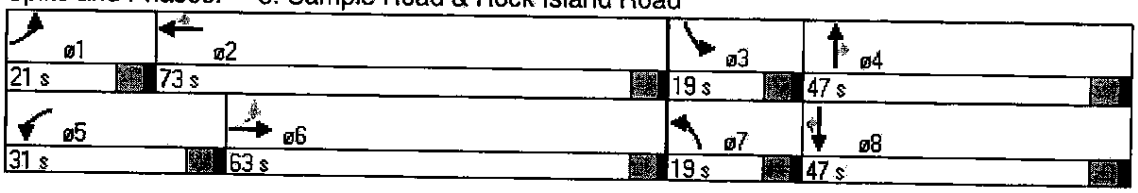
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	118	1385	514	1976	116	227	265	331	84	353	88
Turn Type	pm+pt		Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6	5	2		7	4		3	8	
Permitted Phases	6				2			4			8
Detector Phases	1	6	5	2	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.5	45.5	10.5	45.5	45.5	10.5	46.0	46.0	10.5	40.0	40.0
Total Split (s)	21.0	63.0	31.0	73.0	73.0	19.0	47.0	47.0	19.0	47.0	47.0
Total Split (%)	13.1%	39.4%	19.4%	45.6%	45.6%	11.9%	29.4%	29.4%	11.9%	29.4%	29.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0	1.5	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 4 (3%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 3: Sample Road & Rock Island Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1583		1770	1863	1583
Flt Permitted	0.09	1.00	1.00	0.95	1.00	1.00	0.75	1.00		0.74	1.00	1.00
Satd. Flow (perm)	164	5085	1583	1770	5085	1583	1400	1583		1375	1863	1583
Volume (vph)	102	1852	36	77	2575	133	8	0	27	47	8	117
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	109	1970	38	82	2739	141	9	0	29	50	9	124
RTOR Reduction (vph)	0	0	14	0	0	26	0	25	0	0	0	109
Lane Group Flow (vph)	109	1970	24	82	2739	115	9	4	0	50	9	15
Turn Type	pm+pt		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6			2	4			8		8
Actuated Green, G (s)	48.7	43.4	43.4	5.7	43.8	43.8	7.2	7.2		7.2	7.2	7.2
Effective Green, g (s)	52.7	45.4	45.4	7.7	45.8	45.8	9.2	9.2		9.2	9.2	9.2
Actuated g/C Ratio	0.71	0.61	0.61	0.10	0.62	0.62	0.12	0.12		0.12	0.12	0.12
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	274	3107	967	183	3134	976	173	196		170	231	196
v/s Ratio Prot	0.04	0.39		c0.05	c0.54			0.00			0.00	
v/s Ratio Perm	0.24		0.02			0.07	0.01			c0.04		0.01
v/c Ratio	0.40	0.63	0.03	0.45	0.87	0.12	0.05	0.02		0.29	0.04	0.08
Uniform Delay, d1	11.7	9.2	5.7	31.3	11.8	5.9	28.7	28.6		29.6	28.7	28.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	0.4	0.0	0.6	3.0	0.1	0.0	0.0		0.4	0.0	0.1
Delay (s)	12.1	9.6	5.7	31.9	14.8	5.9	28.8	28.6		30.0	28.7	28.9
Level of Service	B	A	A	C	B	A	C	C		C	C	C
Approach Delay (s)		9.7			14.9			28.6			29.2	
Approach LOS		A			B			C			C	

Intersection Summary

HCM Average Control Delay	13.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	74.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

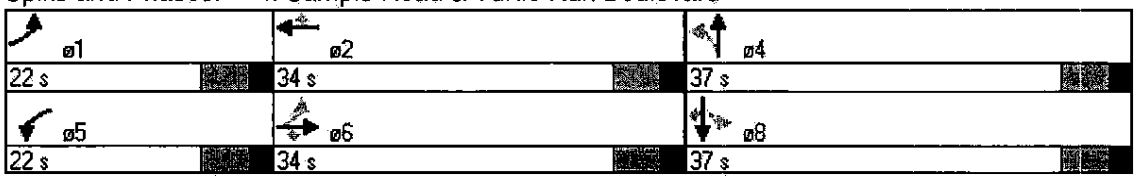
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	102	1852	36	77	2575	133	8	0	47	8	117
Turn Type	pm+pt		Perm	Prot		Perm	Perm		Perm		Perm
Protected Phases	1	6		5	2			4		8	
Permitted Phases	6		6			2	4		8		8
Detector Phases	1	6	6	5	2	2	4	4	8	8	8
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	22.0	34.0	34.0	22.0	34.0	34.0	37.0	37.0	37.0	37.0	37.0
Total Split (s)	22.0	34.0	34.0	22.0	34.0	34.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	23.7%	36.6%	36.6%	23.7%	36.6%	36.6%	39.8%	39.8%	39.8%	39.8%	39.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 93
Actuated Cycle Length: 72.7
Natural Cycle: 135
Control Type: Semi Act-Uncoord

Splits and Phases: 4: Sample Road & Turtle Run Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00		1.00	0.95		1.00	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.95		1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583		1770	3369		1770	3539
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.34	1.00		0.46	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583		637	3369		857	3539
Volume (vph)	179	1259	207	159	1903	296	13	291	171	81	159	219
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	188	1325	218	167	2003	312	14	306	180	85	167	231
RTOR Reduction (vph)	0	0	97	0	0	74	0	0	41	0	0	0
Lane Group Flow (vph)	188	1325	121	167	2003	238	0	320	224	0	167	231
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt			pm+pt	
Protected Phases	1	6		5	2		7	7	4		3	8
Permitted Phases			6			2	4	4			8	
Actuated Green, G (s)	12.1	82.3	82.3	11.2	81.4	81.4		36.2	18.2		29.8	15.0
Effective Green, g (s)	14.6	83.3	83.3	13.7	82.4	82.4		40.2	20.2		33.8	17.0
Actuated g/C Ratio	0.10	0.56	0.56	0.09	0.55	0.55		0.27	0.13		0.23	0.11
Clearance Time (s)	6.5	5.0	5.0	6.5	5.0	5.0		6.0	6.0		6.0	6.0
Vehicle Extension (s)	1.5	0.2	0.2	1.5	0.2	0.2		1.5	2.0		1.5	2.0
Lane Grp Cap (vph)	334	2824	879	314	2793	870		322	454		295	401
v/s Ratio Prot	c0.05	0.26		0.05	c0.39			c0.13	0.07		0.06	0.07
v/s Ratio Perm			0.08			0.15		c0.13			0.06	
v/c Ratio	0.56	0.47	0.14	0.53	0.72	0.27		0.99	0.49		0.57	0.58
Uniform Delay, d1	64.7	20.1	16.1	65.1	25.1	17.9		51.2	60.2		49.8	63.1
Progression Factor	1.00	1.00	1.00	1.20	0.67	0.51		1.00	1.00		1.00	1.00
Incremental Delay, d2	1.3	0.6	0.3	0.7	1.3	0.6		48.2	0.3		1.5	1.2
Delay (s)	65.9	20.6	16.4	78.9	18.2	9.8		99.4	60.5		51.2	64.3
Level of Service	E	C	B	E	B	A		F	E		D	E
Approach Delay (s)		25.0			21.2				81.8			61.0
Approach LOS		C			C				F			E

Intersection Summary

HCM Average Control Delay	33.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	251
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	264
RTOR Reduction (vph)	168
Lane Group Flow (vph)	96
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	15.0
Effective Green, g (s)	17.0
Actuated g/C Ratio	0.11
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	179
v/s Ratio Prot	
v/s Ratio Perm	0.06
v/c Ratio	0.54
Uniform Delay, d1	62.8
Progression Factor	1.00
Incremental Delay, d2	1.6
Delay (s)	64.4
Level of Service	E
Approach Delay (s)	
Approach LOS	

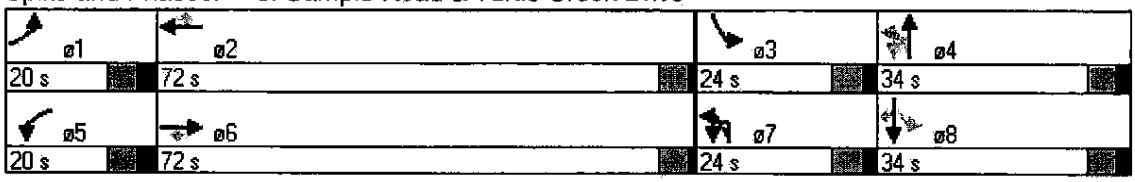
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	179	1259	207	159	1903	296	13	291	171	159	219	251
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt		pm+pt		Perm
Protected Phases	1	6		5	2		7	7	4	3	8	
Permitted Phases			6			2	4	4		8		8
Detector Phases	1	6	6	5	2	2	7	7	4	3	8	8
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	4.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.5	32.0	32.0	11.5	32.0	32.0	10.0	10.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	72.0	72.0	20.0	72.0	72.0	24.0	24.0	34.0	24.0	34.0	34.0
Total Split (%)	13.3%	48.0%	48.0%	13.3%	48.0%	48.0%	16.0%	16.0%	22.7%	16.0%	22.7%	22.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 9 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 5: Sample Road & Turtle Creek Drive



Movement	EBL	EBT	EBR2	WBU	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00		0.97	0.91	1.00	0.97	1.00	0.97	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	1583		3433	5085	1583	3433	1583	3433	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	1583		3433	5085	1583	3433	1583	3433	1583
Volume (vph)	178	1366	86	23	220	2311	332	219	181	245	222
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	189	1453	91	24	234	2459	353	233	193	261	236
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	189	1453	91	0	258	2459	353	233	193	261	236
Turn Type	Prot		Free	Prot	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	5	2		4		8	
Permitted Phases			Free				Free		Free		Free
Actuated Green, G (s)	11.8	99.4	150.0		14.7	102.3	150.0	14.9	150.0	14.9	150.0
Effective Green, g (s)	13.8	103.4	150.0		16.7	106.3	150.0	17.9	150.0	17.9	150.0
Actuated g/C Ratio	0.09	0.69	1.00		0.11	0.71	1.00	0.12	1.00	0.12	1.00
Clearance Time (s)	6.0	8.0			6.0	8.0		7.0		7.0	
Vehicle Extension (s)	1.5	1.0			1.5	1.0		1.5		1.5	
Lane Grp Cap (vph)	316	3505	1583		382	3604	1583	410	1583	410	1583
v/s Ratio Prot	0.06	0.29			c0.08	c0.48		0.07		c0.08	
v/s Ratio Perm			0.06				c0.22		0.12		0.15
v/c Ratio	0.60	0.41	0.06		0.68	0.68	0.22	0.57	0.12	0.64	0.15
Uniform Delay, d1	65.4	10.1	0.0		64.0	12.3	0.0	62.4	0.0	63.0	0.0
Progression Factor	1.03	0.64	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	0.3	0.1		3.7	1.1	0.3	1.1	0.2	2.4	0.2
Delay (s)	69.1	6.8	0.1		67.7	13.4	0.3	63.5	0.2	65.3	0.2
Level of Service	E	A	A		E	B	A	E	A	E	A
Approach Delay (s)		13.2				16.5					
Approach LOS		B				B					

Intersection Summary

HCM Average Control Delay	18.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

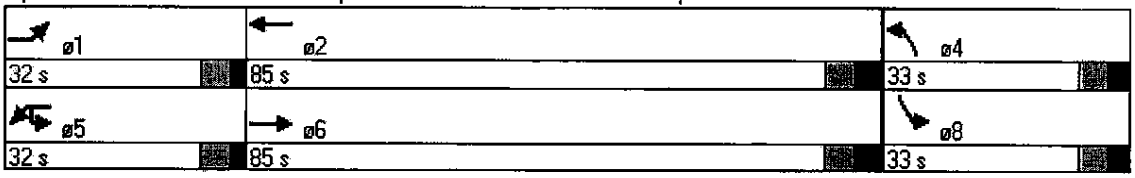
c Critical Lane Group

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations										
Volume (vph)	178	1366	86	220	2311	332	219	181	245	222
Turn Type	Prot		Free	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		4		8	
Permitted Phases			Free			Free		Free		Free
Detector Phases	1	6		5	2		4		8	
Minimum Initial (s)	6.0	7.0		6.0	7.0		6.0		6.0	
Minimum Split (s)	12.0	15.0		12.0	15.0		13.0		13.0	
Total Split (s)	32.0	85.0	0.0	32.0	85.0	0.0	33.0	0.0	33.0	0.0
Total Split (%)	21.3%	56.7%	0.0%	21.3%	56.7%	0.0%	22.0%	0.0%	22.0%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0		4.0	
All-Red Time (s)	2.0	4.0		2.0	4.0		3.0		3.0	
Lead/Lag	Lead	Lag		Lead	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Recall Mode	None	C-Max		None	C-Max		None		None	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 4 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 6: Sample Road & NB SR 7 On Ramp



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5085	1583	1770	3539	1583	1770	3539
Flt Permitted		0.05	1.00	1.00	0.13	1.00	1.00	0.70	1.00	1.00	0.69	1.00
Satd. Flow (perm)		100	5085	1583	240	5085	1583	1296	3539	1583	1279	3539
Volume (vph)	15	42	1277	30	332	2097	227	132	100	299	232	86
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	16	44	1330	31	346	2184	236	138	104	311	242	90
RTOR Reduction (vph)	0	0	0	15	0	0	88	0	0	231	0	0
Lane Group Flow (vph)	0	60	1330	16	346	2184	148	138	104	80	242	90
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	6	6		6	2		2	4		4	8	
Actuated Green, G (s)		85.3	80.0	80.0	109.6	98.3	98.3	38.4	38.4	38.4	38.4	38.4
Effective Green, g (s)		89.3	82.0	82.0	111.6	100.3	100.3	40.4	40.4	40.4	40.4	40.4
Actuated g/C Ratio		0.56	0.51	0.51	0.70	0.63	0.63	0.25	0.25	0.25	0.25	0.25
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0	1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		132	2606	811	412	3188	992	327	894	400	323	894
v/s Ratio Prot		0.02	0.26		c0.13	0.43			0.03			0.03
v/s Ratio Perm		0.23		0.01	c0.45		0.09	0.11		0.05	c0.19	
v/c Ratio		0.45	0.51	0.02	0.84	0.69	0.15	0.42	0.12	0.20	0.75	0.10
Uniform Delay, d1		19.6	25.7	19.2	32.0	19.5	12.3	50.0	46.1	47.1	55.1	45.9
Progression Factor		1.00	1.00	1.00	1.50	0.74	0.35	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.9	0.7	0.0	11.0	1.0	0.3	0.3	0.0	0.1	8.1	0.0
Delay (s)		20.5	26.5	19.2	59.1	15.4	4.6	50.4	46.1	47.2	63.2	45.9
Level of Service		C	C	B	E	B	A	D	D	D	E	D
Approach Delay (s)			26.1			19.9			47.8			54.9
Approach LOS			C			B			D			D

Intersection Summary

HCM Average Control Delay	27.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	138
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	144
RTOR Reduction (vph)	84
Lane Group Flow (vph)	60
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	38.4
Effective Green, g (s)	40.4
Actuated g/C Ratio	0.25
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	400
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.15
Uniform Delay, d1	46.5
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	46.5
Level of Service	D
Approach Delay (s)	
Approach LOS	

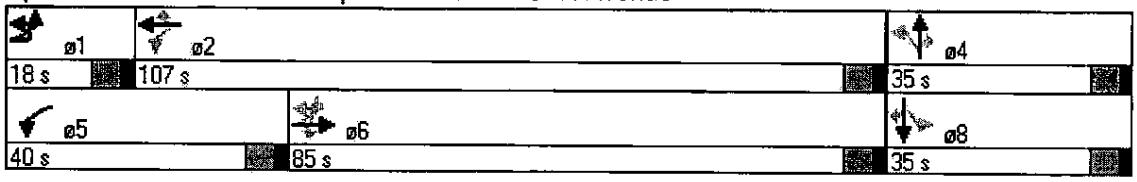
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	15	42	1277	30	332	2097	227	132	100	299	232	86
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	6	6		6	2		2	4		4	8	
Detector Phases	1	1	6	6	5	2	2	4	4	4	8	8
Minimum Initial (s)	4.0	4.0	12.0	12.0	4.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	10.0	30.0	30.0	10.0	30.0	30.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	18.0	18.0	85.0	85.0	40.0	107.0	107.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	11.3%	11.3%	53.1%	53.1%	25.0%	66.9%	66.9%	21.9%	21.9%	21.9%	21.9%	21.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 15 (9%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 7: Sample Road & NW 54th Avenue



Lane Group	SBR
Lane Configurations	↱
Volume (vph)	138
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phases	8
Minimum Initial (s)	6.0
Minimum Split (s)	32.0
Total Split (s)	35.0
Total Split (%)	21.9%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Sign Control		Free				Free			Stop			Stop
Grade		0%				0%			0%			0%
Volume (veh/h)	10	1252	154	18	195	1954	6	0	0	185	0	0
Peak Hour Factor	0.99	0.99	0.99	0.92	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	10	1265	156	0	197	1974	6	0	0	187	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									None			None
Median storage veh)												
Upstream signal (ft)		677										
pX, platoon unblocked				0.00	0.83			0.83	0.83	0.83	0.83	0.83
vC, conflicting volume	1980			0	1420			2677	3659	632	3210	3811
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1980			0	1300			2817	4001	350	3460	4185
tC, single (s)	4.1			0.0	4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	2.2			0.0	2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	96			0	55			100	100	65	100	100
cM capacity (veh/h)	288			0	438			4	1	536	1	1

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	10	632	632	156	197	1316	664	187	11
Volume Left	10	0	0	0	197	0	0	0	0
Volume Right	0	0	0	156	0	0	6	187	11
cSH	288	1700	1700	1700	438	1700	1700	536	245
Volume to Capacity	0.04	0.37	0.37	0.09	0.45	0.77	0.39	0.35	0.05
Queue Length 95th (ft)	3	0	0	0	57	0	0	39	4
Control Delay (s)	17.9	0.0	0.0	0.0	19.8	0.0	0.0	15.3	20.4
Lane LOS	C				C			C	C
Approach Delay (s)	0.1				1.8			15.3	20.4
Approach LOS								C	C

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Sign Control	
Grade	
Volume (veh/h)	11
Peak Hour Factor	0.99
Hourly flow rate (vph)	11
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	990
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	990
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	95
cM capacity (veh/h)	245
Direction, Lane #	

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	0.97	0.91	1.00		0.97	0.91	1.00	0.97	0.91	1.00		0.97
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (prot)	3433	5085	1583		3433	5085	1583	3433	5085	1583		3433
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (perm)	3433	5085	1583		3433	5085	1583	3433	5085	1583		3433
Volume (vph)	263	1140	342	11	202	1992	562	518	1266	104	16	295
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	277	1200	360	12	213	2097	592	545	1333	109	17	311
RTOR Reduction (vph)	0	0	147	0	0	0	156	0	0	70	0	0
Lane Group Flow (vph)	277	1200	213	0	225	2097	436	545	1333	39	0	328
Turn Type	Prot		Perm	Prot	Prot		Perm	Prot		Perm	Prot	Prot
Protected Phases	1	6		5	5	2		7	4		3	3
Permitted Phases			6				2			4		
Actuated Green, G (s)	11.5	75.1	75.1		11.4	75.0	75.0	25.2	31.9	31.9		17.1
Effective Green, g (s)	14.0	77.1	77.1		13.9	77.0	77.0	27.7	33.4	33.4		19.6
Actuated g/C Ratio	0.09	0.48	0.48		0.09	0.48	0.48	0.17	0.21	0.21		0.12
Clearance Time (s)	6.5	6.0	6.0		6.5	6.0	6.0	6.5	5.5	5.5		6.5
Vehicle Extension (s)	1.5	1.0	1.0		2.0	1.0	1.0	2.0	2.5	2.5		2.0
Lane Grp Cap (vph)	300	2450	763		298	2447	762	594	1061	330		421
v/s Ratio Prot	c0.08	0.24			0.07	c0.41		c0.16	c0.26			0.10
v/s Ratio Perm			0.13				0.28			0.02		
v/c Ratio	0.92	0.49	0.28		0.76	0.86	0.57	0.92	1.26	0.12		0.78
Uniform Delay, d1	72.5	28.1	24.8		71.4	36.6	29.7	65.0	63.3	51.4		68.1
Progression Factor	0.86	1.30	2.45		1.14	0.81	0.93	1.42	1.04	1.63		0.85
Incremental Delay, d2	30.8	0.7	0.9		2.5	1.1	0.8	16.6	122.0	0.1		6.2
Delay (s)	93.5	37.2	61.5		84.2	30.8	28.3	109.2	187.9	84.0		64.1
Level of Service	F	D	E		F	C	C	F	F	F		E
Approach Delay (s)		50.5				34.4			160.6			
Approach LOS		D				C			F			

Intersection Summary

HCM Average Control Delay	83.4	HCM Level of Service	F
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	926	296
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	975	312
RTOR Reduction (vph)	0	4
Lane Group Flow (vph)	975	308
Turn Type		pm+ov
Protected Phases	8	1
Permitted Phases		8
Actuated Green, G (s)	23.8	35.3
Effective Green, g (s)	25.3	39.3
Actuated g/C Ratio	0.16	0.25
Clearance Time (s)	5.5	6.5
Vehicle Extension (s)	2.5	1.5
Lane Grp Cap (vph)	804	428
v/s Ratio Prot	0.19	0.06
v/s Ratio Perm		0.13
v/c Ratio	1.21	0.72
Uniform Delay, d1	67.3	55.3
Progression Factor	0.75	0.65
Incremental Delay, d2	104.5	3.8
Delay (s)	155.0	39.7
Level of Service	F	D
Approach Delay (s)	114.3	
Approach LOS	F	

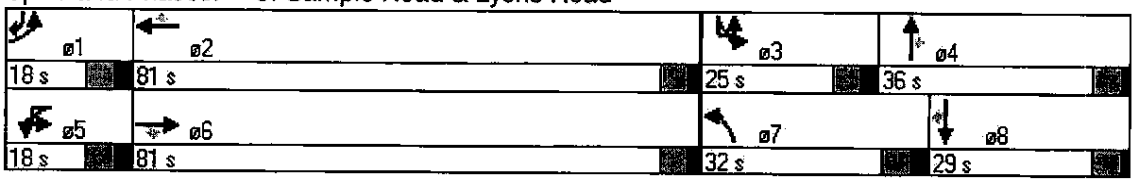
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	263	1140	342	202	1992	562	518	1266	104	295	926	296
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	1
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	6.0	6.0	5.0	6.0	5.0
Minimum Split (s)	11.5	39.0	39.0	11.5	39.0	39.0	11.5	34.5	34.5	11.5	34.5	11.5
Total Split (s)	18.0	81.0	81.0	18.0	81.0	81.0	32.0	36.0	36.0	25.0	29.0	18.0
Total Split (%)	11.3%	50.6%	50.6%	11.3%	50.6%	50.6%	20.0%	22.5%	22.5%	15.6%	18.1%	11.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	1.5	1.5	2.5	1.5	2.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 110 (69%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 9: Sample Road & Lyons Road



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.91
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5085	1583	1770	1648		1770	1688
Flt Permitted		0.04	1.00	1.00	0.08	1.00	1.00	0.63	1.00		0.60	1.00
Satd. Flow (perm)		81	5085	1583	152	5085	1583	1176	1648		1113	1688
Volume (vph)	13	52	1648	110	194	3086	155	84	28	94	91	39
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	13	54	1699	113	200	3181	160	87	29	97	94	40
RTOR Reduction (vph)	0	0	0	24	0	0	22	0	72	0	0	38
Lane Group Flow (vph)	0	67	1699	89	200	3181	138	87	54	0	94	69
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm			Perm	
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	6	6		6	2		2	4			8	
Actuated Green, G (s)		96.4	90.0	90.0	108.5	96.6	96.6	40.0	40.0		40.0	40.0
Effective Green, g (s)		99.4	91.5	91.5	110.0	98.1	98.1	42.0	42.0		42.0	42.0
Actuated g/C Ratio		0.62	0.57	0.57	0.69	0.61	0.61	0.26	0.26		0.26	0.26
Clearance Time (s)		5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0		6.0	6.0
Vehicle Extension (s)		1.5	0.2	0.2	1.5	0.2	0.2	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		134	2908	905	251	3118	971	309	433		292	443
v/s Ratio Prot		0.02	0.33		c0.07	c0.63			0.03			0.04
v/s Ratio Perm		0.29		0.06	0.48		0.09	0.07			c0.08	
v/c Ratio		0.50	0.58	0.10	0.80	1.02	0.14	0.28	0.13		0.32	0.16
Uniform Delay, d1		38.1	22.0	15.5	32.2	31.0	13.1	47.0	45.0		47.5	45.4
Progression Factor		1.74	0.67	0.70	1.28	0.79	0.55	1.00	1.00		1.00	1.00
Incremental Delay, d2		1.0	0.8	0.2	8.4	17.2	0.2	2.3	0.6		2.9	0.8
Delay (s)		67.1	15.5	11.0	49.9	41.6	7.4	49.3	45.6		50.4	46.1
Level of Service		E	B	B	D	D	A	D	D		D	D
Approach Delay (s)			17.0			40.5			47.1			48.1
Approach LOS			B			D			D			D

Intersection Summary

HCM Average Control Delay	33.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

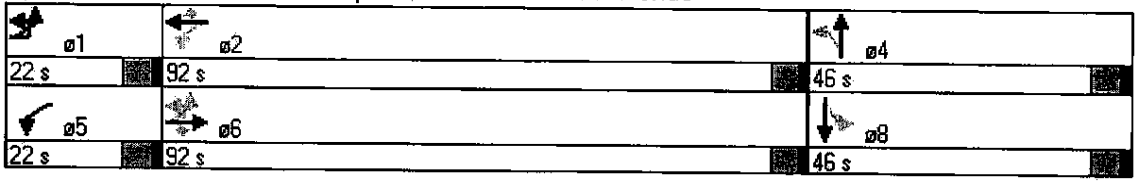
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	65
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	67
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations											
Volume (vph)	13	52	1648	110	194	3086	155	84	28	91	39
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm		Perm	
Protected Phases	1	1	6		5	2			4		8
Permitted Phases	6	6		6	2		2	4		8	
Detector Phases	1	1	6	6	5	2	2	4	4	8	8
Minimum Initial (s)	4.0	4.0	7.0	7.0	4.0	7.0	7.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	30.5	30.5	9.5	30.5	30.5	39.0	39.0	39.0	39.0
Total Split (s)	22.0	22.0	92.0	92.0	22.0	92.0	92.0	46.0	46.0	46.0	46.0
Total Split (%)	13.8%	13.8%	57.5%	57.5%	13.8%	57.5%	57.5%	28.8%	28.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 116 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 10: Sample Road & NW 42nd Avenue



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00		1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.85		0.92
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00		0.99
Satd. Flow (prot)	1770	5085	1583		1770	5085	1583		1777	1583		1687
Flt Permitted	0.03	1.00	1.00		0.09	1.00	1.00		0.86	1.00		0.90
Satd. Flow (perm)	55	5085	1583		164	5085	1583		1607	1583		1534
Volume (vph)	12	1834	8	13	13	3484	3	31	1	33	6	2
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	13	1972	9	14	14	3746	3	33	1	35	6	2
RTOR Reduction (vph)	0	0	1	0	0	0	0	0	0	33	0	11
Lane Group Flow (vph)	13	1972	8	0	28	3746	3	0	34	2	0	9
Turn Type	pm+pt		Perm	pm+pt	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	6		5	5	2			4			8
Permitted Phases	6		6	2	2		2	4		4	8	
Actuated Green, G (s)	135.3	133.4	133.4		136.9	134.2	134.2		6.9	6.9		6.9
Effective Green, g (s)	138.3	134.9	134.9		139.9	135.7	135.7		8.9	8.9		8.9
Actuated g/C Ratio	0.86	0.84	0.84		0.87	0.85	0.85		0.06	0.06		0.06
Clearance Time (s)	5.5	5.5	5.5		5.5	5.5	5.5		6.0	6.0		6.0
Vehicle Extension (s)	1.5	3.0	3.0		1.5	3.0	3.0		2.0	2.0		2.0
Lane Grp Cap (vph)	84	4287	1335		186	4313	1343		89	88		85
v/s Ratio Prot	0.00	0.39			c0.00	c0.74						
v/s Ratio Perm	0.13		0.01		0.13		0.00		c0.02	0.00		0.01
v/c Ratio	0.15	0.46	0.01		0.15	0.87	0.00		0.38	0.02		0.10
Uniform Delay, d1	20.2	3.2	2.0		2.0	7.0	1.8		72.9	71.4		71.8
Progression Factor	2.77	4.52	2.98		0.97	0.52	0.98		1.00	1.00		1.00
Incremental Delay, d2	0.3	0.3	0.0		0.1	1.5	0.0		1.0	0.0		0.2
Delay (s)	56.3	14.8	5.9		2.0	5.1	1.8		73.9	71.5		71.9
Level of Service	E	B	A		A	A	A		E	E		E
Approach Delay (s)		15.1				5.1			72.7			71.9
Approach LOS		B				A			E			E

Intersection Summary

HCM Average Control Delay	9.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

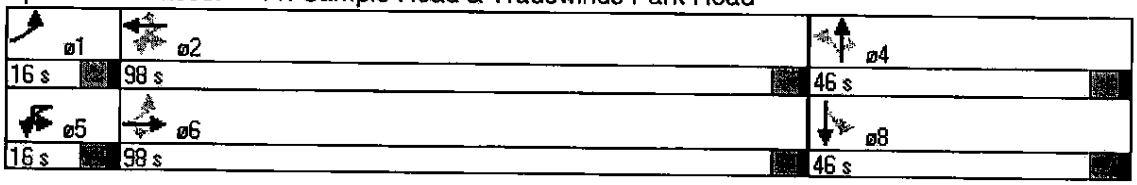
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	11
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	12
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	12	1834	8	13	13	3484	3	31	1	33	6	2
Turn Type	pm+pt		Perm	pm+pt	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	6		5	5	2			4			8
Permitted Phases	6		6	2	2		2	4		4	8	
Detector Phases	1	6	6	5	5	2	2	4	4	4	8	8
Minimum Initial (s)	4.0	15.0	15.0	4.0	4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.5	34.5	34.5	9.5	9.5	34.5	34.5	45.0	45.0	45.0	45.0	45.0
Total Split (s)	16.0	98.0	98.0	16.0	16.0	98.0	98.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	10.0%	61.3%	61.3%	10.0%	10.0%	61.3%	61.3%	28.8%	28.8%	28.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 69 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Sample Road & Tradewinds Park Road



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Volume (vph)	1348	544	1103	2711	638	495
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1481	598	1212	2979	701	544
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1481	598	1212	2979	701	544
Turn Type		Free	Prot			Free
Protected Phases	6		5	2	4	
Permitted Phases		Free				Free
Actuated Green, G (s)	46.6	160.0	59.8	112.4	36.6	160.0
Effective Green, g (s)	47.6	160.0	61.8	113.4	38.6	160.0
Actuated g/C Ratio	0.30	1.00	0.39	0.71	0.24	1.00
Clearance Time (s)	5.0		6.0	5.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	2.5	
Lane Grp Cap (vph)	1513	1583	1326	3604	828	1583
v/s Ratio Prot	c0.29		c0.35	0.59	c0.20	
v/s Ratio Perm		0.38				0.34
v/c Ratio	0.98	0.38	0.91	0.83	0.85	0.34
Uniform Delay, d1	55.7	0.0	46.6	16.4	57.9	0.0
Progression Factor	0.72	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.7	0.6	9.7	2.3	7.9	0.6
Delay (s)	57.7	0.6	56.3	18.7	65.8	0.6
Level of Service	E	A	E	B	E	A
Approach Delay (s)	41.3			29.6	37.3	
Approach LOS	D			C	D	

Intersection Summary

HCM Average Control Delay	34.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

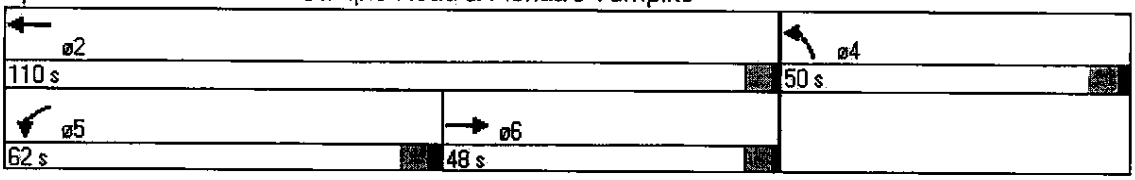
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1348	544	1103	2711	638	495
Turn Type		Free	Prot			Free
Protected Phases	6		5	2	4	
Permitted Phases		Free				Free
Detector Phases	6		5	2	4	
Minimum Initial (s)	15.0		5.0	15.0	6.0	
Minimum Split (s)	21.0		11.0	23.0	22.0	
Total Split (s)	48.0	0.0	62.0	110.0	50.0	0.0
Total Split (%)	30.0%	0.0%	38.8%	68.8%	31.3%	0.0%
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		2.0	1.0	2.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 101 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 12: Sample Road & Florida's Turnpike



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Sign Control		Stop			Stop			Free				Free
Grade		0%			0%			0%				0%
Volume (veh/h)	13	1	106	1	4	12	216	119	4	13	7	209
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	14	1	114	1	4	13	232	128	4	0	8	225
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			6			7						
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked										0.00		
vC, conflicting volume	777	837	112	720	862	64	255			0	132	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	777	837	112	720	862	64	255			0	132	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			0.0	4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			0.0	2.2	
p0 queue free %	94	100	88	100	98	99	82			0	99	
cM capacity (veh/h)	240	247	919	237	238	987	1307			0	1450	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	129	18	232	64	64	4	8	112	112	30
Volume Left	14	1	232	0	0	0	8	0	0	0
Volume Right	114	13	0	0	0	4	0	0	0	30
cSH	1041	809	1307	1700	1700	1700	1450	1700	1700	1700
Volume to Capacity	0.12	0.02	0.18	0.04	0.04	0.00	0.01	0.07	0.07	0.02
Queue Length 95th (ft)	11	2	16	0	0	0	0	0	0	0
Control Delay (s)	10.8	12.2	8.3	0.0	0.0	0.0	7.5	0.0	0.0	0.0
Lane LOS	B	B	A				A			
Approach Delay (s)	10.8	12.2	5.3				0.2			
Approach LOS	B	B								

Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	↱
Sign Control	
Grade	
Volume (veh/h)	28
Peak Hour Factor	0.93
Hourly flow rate (vph)	30
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00		0.97	0.91	1.00		0.97
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583		3433	5085	1583		3433
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583		3433	5085	1583		3433
Volume (vph)	578	457	238	269	657	199	78	494	1509	178	24	174
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	602	476	248	280	684	207	81	515	1572	185	25	181
RTOR Reduction (vph)	0	0	3	0	0	109	0	0	0	75	0	0
Lane Group Flow (vph)	602	476	245	280	684	98	0	596	1572	110	0	206
Turn Type	Prot		pm+ov	Prot		Perm	Prot	Prot		pm+ov	Prot	Prot
Protected Phases	7	4	5!	3	8		5!	5	2	3	1	1
Permitted Phases			4			8				2		
Actuated Green, G (s)	30.5	51.4	82.3	13.7	34.6	34.6		30.9	58.2	71.9		12.7
Effective Green, g (s)	32.5	53.4	86.3	15.7	36.6	36.6		32.9	60.2	75.9		14.7
Actuated g/C Ratio	0.20	0.33	0.54	0.10	0.23	0.23		0.21	0.38	0.47		0.09
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0	2.0		1.5	1.0	1.5		1.5
Lane Grp Cap (vph)	697	1181	893	337	810	362		706	1913	791		315
v/s Ratio Prot	0.18	0.13	0.06	0.08	c0.19			c0.17	0.31	0.01		0.06
v/s Ratio Perm			0.10			0.06				0.06		
v/c Ratio	0.86	0.40	0.27	0.83	0.84	0.27		0.84	0.82	0.14		0.65
Uniform Delay, d1	61.6	41.0	19.9	70.8	59.0	50.7		61.1	45.1	23.7		70.2
Progression Factor	1.00	1.00	1.00	0.84	1.27	2.06		1.14	0.76	0.16		1.00
Incremental Delay, d2	10.5	0.1	0.1	14.0	7.1	0.1		7.2	3.4	0.0		3.7
Delay (s)	72.1	41.1	20.0	73.6	82.0	104.4		77.1	37.5	3.7		73.9
Level of Service	E	D	B	E	F	F		E	D	A		E
Approach Delay (s)		51.2			83.9				44.9			
Approach LOS		D			F				D			

Intersection Summary

HCM Average Control Delay	64.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.4%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1351	684
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1407	712
RTOR Reduction (vph)	0	14
Lane Group Flow (vph)	1407	698
Turn Type		pm+ov
Protected Phases	6	7
Permitted Phases		6
Actuated Green, G (s)	40.0	70.5
Effective Green, g (s)	42.0	74.5
Actuated g/C Ratio	0.26	0.47
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	1.0	1.5
Lane Grp Cap (vph)	1335	777
v/s Ratio Prot	c0.28	c0.18
v/s Ratio Perm		0.26
v/c Ratio	1.05	0.90
Uniform Delay, d1	59.0	39.3
Progression Factor	1.00	1.00
Incremental Delay, d2	40.2	12.8
Delay (s)	99.2	52.1
Level of Service	F	D
Approach Delay (s)	82.5	
Approach LOS	F	

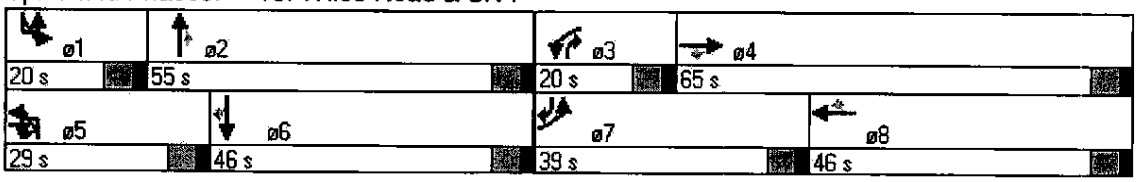
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	578	457	238	269	657	199	494	1509	178	174	1351	684
Turn Type	Prot		pm+ov	Prot		Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5!	3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	8	5	2	3	1	6	7
Minimum Initial (s)	5.0	6.0	5.0	5.0	6.0	6.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.0	43.0	11.0	11.0	40.0	40.0	11.0	42.0	11.0	11.0	42.0	11.0
Total Split (s)	39.0	65.0	29.0	20.0	46.0	46.0	29.0	55.0	20.0	20.0	46.0	39.0
Total Split (%)	24.4%	40.6%	18.1%	12.5%	28.8%	28.8%	18.1%	34.4%	12.5%	12.5%	28.8%	24.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 15: Wiles Road & SR 7



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Volume (veh/h)	0	770	21	30	801	12	34
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	875	24	34	910	14	39
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type						None	
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0			899		1410	449
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			899		1410	449
tC, single (s)	0.0			4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)	0.0			2.2		3.5	3.3
p0 queue free %	0			95		89	93
cM capacity (veh/h)	0			751		123	557

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2
Volume Total	583	316	0	34	455	455	14	39
Volume Left	0	0	0	34	0	0	14	0
Volume Right	0	24	0	0	0	0	0	39
cSH	1700	1700	1700	751	1700	1700	123	557
Volume to Capacity	0.34	0.19	0.00	0.05	0.27	0.27	0.11	0.07
Queue Length 95th (ft)	0	0	0	4	0	0	9	6
Control Delay (s)	0.0	0.0	0.0	10.0	0.0	0.0	37.8	11.9
Lane LOS				B			E	B
Approach Delay (s)	0.0			0.4			18.7	
Approach LOS							C	

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	4915	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	4915	
Volume (vph)	317	123	217	132	96	44	423	1524	227	40	1214	349
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	330	128	226	138	100	46	441	1588	236	42	1265	364
RTOR Reduction (vph)	0	0	199	0	0	43	0	0	69	0	26	0
Lane Group Flow (vph)	330	128	27	138	100	3	441	1588	167	42	1603	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	18.2	17.1	17.1	10.1	9.0	9.0	33.9	103.8	103.8	5.0	74.9	
Effective Green, g (s)	20.2	19.1	19.1	12.1	11.0	11.0	35.9	105.8	105.8	7.0	76.9	
Actuated g/C Ratio	0.13	0.12	0.12	0.08	0.07	0.07	0.22	0.66	0.66	0.04	0.48	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	433	422	189	260	243	109	770	3362	1047	150	2362	
v/s Ratio Prot	c0.10	0.04		0.04	c0.03		c0.13	0.31		0.01	c0.33	
v/s Ratio Perm			0.02			0.00			0.11			
v/c Ratio	0.76	0.30	0.14	0.53	0.41	0.03	0.57	0.47	0.16	0.28	0.68	
Uniform Delay, d1	67.6	64.4	63.1	71.2	71.4	69.5	55.2	13.3	10.3	74.1	32.0	
Progression Factor	0.74	0.82	2.69	1.00	1.00	1.00	1.56	0.36	0.00	1.00	1.00	
Incremental Delay, d2	6.6	0.1	0.1	1.0	0.4	0.0	0.1	0.0	0.0	0.4	1.6	
Delay (s)	56.5	52.7	169.7	72.3	71.8	69.6	86.3	4.8	0.0	74.4	33.6	
Level of Service	E	D	F	E	E	E	F	A	A	E	C	
Approach Delay (s)		93.2			71.7			20.2			34.6	
Approach LOS		F			E			C			C	

Intersection Summary

HCM Average Control Delay	38.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

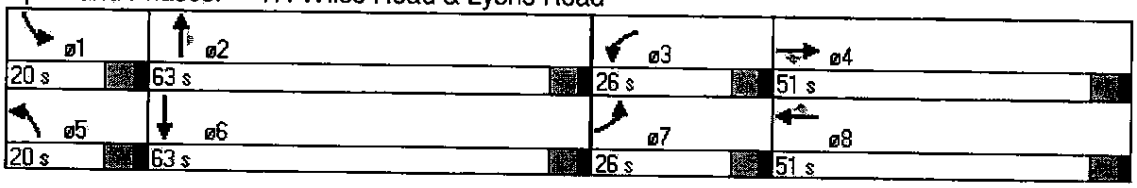
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	317	123	217	132	96	44	423	1524	227	40	1214
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot	
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	12.0	12.0	5.0	12.0
Minimum Split (s)	11.0	48.0	48.0	11.0	45.0	45.0	11.0	49.0	49.0	11.0	49.0
Total Split (s)	26.0	51.0	51.0	26.0	51.0	51.0	20.0	63.0	63.0	20.0	63.0
Total Split (%)	16.3%	31.9%	31.9%	16.3%	31.9%	31.9%	12.5%	39.4%	39.4%	12.5%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 132 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 17: Wiles Road & Lyons Road



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.95	1.00		0.97	1.00	1.00	1.00	0.91	1.00		0.97
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	3539	1583		3433	1863	1583	1770	5085	1583		3433
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (perm)	1770	3539	1583		3433	1863	1583	1770	5085	1583		3433
Volume (vph)	61	42	136	17	422	21	331	35	1418	400	21	299
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	65	45	145	18	449	22	352	37	1509	426	22	318
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	199	0	0
Lane Group Flow (vph)	65	45	145	0	467	22	352	37	1509	227	0	340
Turn Type	Prot		Free	Prot	Prot		Free	Prot		Perm	Prot	Prot
Protected Phases	7	4		3	3			5	2		1	1
Permitted Phases			Free			8	Free			2		
Actuated Green, G (s)	14.2	5.5	160.0		24.3	15.6	160.0	6.4	82.8	82.8		19.9
Effective Green, g (s)	17.7	8.5	160.0		27.8	18.6	160.0	8.9	85.3	85.3		22.4
Actuated g/C Ratio	0.11	0.05	1.00		0.17	0.12	1.00	0.06	0.53	0.53		0.14
Clearance Time (s)	7.5	7.0			7.5	7.0		6.5	6.5	6.5		6.5
Vehicle Extension (s)	1.5	2.0			1.5	2.0		1.5	3.0	3.0		1.5
Lane Grp Cap (vph)	196	188	1583		596	217	1583	98	2711	844		481
v/s Ratio Prot	0.04	0.01			c0.14			0.02	c0.30			c0.10
v/s Ratio Perm			0.09			0.01	c0.22			0.14		
v/c Ratio	0.33	0.24	0.09		0.78	0.10	0.22	0.38	0.56	0.27		0.71
Uniform Delay, d1	65.7	72.6	0.0		63.2	63.2	0.0	72.9	24.8	20.4		65.7
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.4	0.2	0.1		6.2	0.1	0.3	0.9	0.8	0.8		3.9
Delay (s)	66.1	72.9	0.1		69.4	63.3	0.3	73.8	25.6	21.1		69.5
Level of Service	E	E	A		E	E	A	E	C	C		E
Approach Delay (s)		29.8				40.3			25.6			
Approach LOS		C				D			C			

Intersection Summary

HCM Average Control Delay	29.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1042	17
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	1109	18
RTOR Reduction (vph)	0	7
Lane Group Flow (vph)	1109	11
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	96.3	96.3
Effective Green, g (s)	98.8	98.8
Actuated g/C Ratio	0.62	0.62
Clearance Time (s)	6.5	6.5
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	3140	978
v/s Ratio Prot	0.22	
v/s Ratio Perm		0.01
v/c Ratio	0.35	0.01
Uniform Delay, d1	15.0	11.8
Progression Factor	1.00	1.00
Incremental Delay, d2	0.3	0.0
Delay (s)	15.3	11.8
Level of Service	B	B
Approach Delay (s)	27.8	
Approach LOS	C	

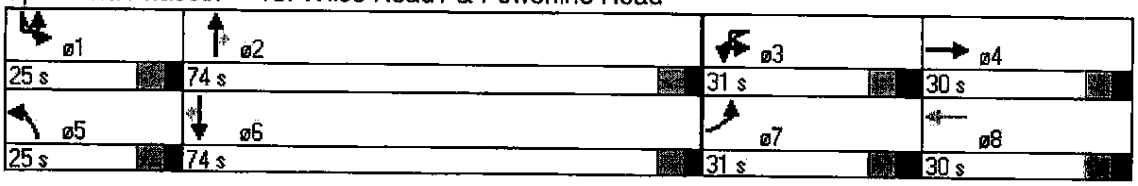
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	42	136	422	21	331	35	1418	400	299	1042	17
Turn Type	Prot		Free	Prot		Free	Prot		Perm	Prot		Perm
Protected Phases	7	4		3			5	2		1	6	
Permitted Phases			Free		8	Free			2			6
Detector Phases	7	4		3	8		5	2	2	1	6	6
Minimum Initial (s)	5.0	6.0		5.0	6.0		5.0	12.0	12.0	5.0	12.0	12.0
Minimum Split (s)	12.5	43.0		12.5	43.0		11.5	48.5	48.5	11.5	48.5	48.5
Total Split (s)	31.0	30.0	0.0	31.0	30.0	0.0	25.0	74.0	74.0	25.0	74.0	74.0
Total Split (%)	19.4%	18.8%	0.0%	19.4%	18.8%	0.0%	15.6%	46.3%	46.3%	15.6%	46.3%	46.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.5	3.0		3.5	3.0		2.5	2.5	2.5	2.5	2.5	2.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 18: Wiles Road1 & Powerline Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.91			1.00	0.91
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.99			1.00	0.99
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3407		1770	5035			1770	5020
Flt Permitted	0.67	1.00	1.00	0.56	1.00		0.95	1.00			0.10	1.00
Satd. Flow (perm)	1244	3539	1583	1041	3407		1770	5035			179	5020
Volume (vph)	81	46	409	180	97	32	419	1801	126	15	31	1275
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	84	47	422	186	100	33	432	1857	130	15	32	1314
RTOR Reduction (vph)	0	0	364	0	23	0	0	3	0	0	0	6
Lane Group Flow (vph)	84	47	58	186	110	0	432	1984	0	0	47	1431
Turn Type	pm+pt		Perm	pm+pt			Prot			pm+pt	pm+pt	
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases	4		4	8						6	6	
Actuated Green, G (s)	21.7	11.5	11.5	30.1	15.7		55.0	106.1			59.6	55.1
Effective Green, g (s)	25.7	13.5	13.5	33.9	17.7		57.0	107.6			63.6	57.1
Actuated g/C Ratio	0.16	0.08	0.08	0.21	0.11		0.36	0.67			0.40	0.36
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	5.5			6.0	6.0
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		2.5	3.0			1.5	3.0
Lane Grp Cap (vph)	240	299	134	295	377		631	3386			136	1792
v/s Ratio Prot	0.03	0.01		c0.06	0.03		c0.24	0.39			0.01	c0.28
v/s Ratio Perm	0.03		0.04	c0.07							0.12	
v/c Ratio	0.35	0.16	0.44	0.63	0.29		0.68	0.59			0.35	0.80
Uniform Delay, d1	59.2	68.0	69.6	55.6	65.4		43.8	14.2			39.4	46.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			0.95	0.77
Incremental Delay, d2	0.3	0.1	0.8	3.2	0.2		2.8	0.7			0.5	3.7
Delay (s)	59.5	68.1	70.5	58.8	65.5		46.7	14.9			38.0	39.3
Level of Service	E	E	E	E	E		D	B			D	D
Approach Delay (s)		68.6			61.6			20.6				39.2
Approach LOS		E			E			C				D

Intersection Summary

HCM Average Control Delay	34.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

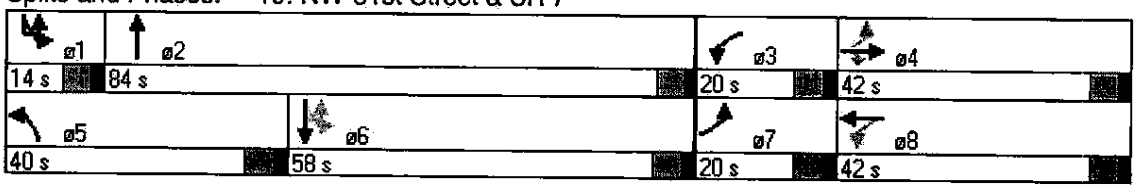
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	119
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	123
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations										
Volume (vph)	81	46	409	180	97	419	1801	15	31	1275
Turn Type	pm+pt		Perm	pm+pt		Prot		pm+pt	pm+pt	
Protected Phases	7	4		3	8	5	2	1	1	6
Permitted Phases	4		4	8				6	6	
Detector Phases	7	4	4	3	8	5	2	1	1	6
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	15.0	4.0	4.0	15.0
Minimum Split (s)	10.0	29.0	29.0	10.0	29.0	10.0	30.5	10.0	10.0	31.0
Total Split (s)	20.0	42.0	42.0	20.0	42.0	40.0	84.0	14.0	14.0	58.0
Total Split (%)	12.5%	26.3%	26.3%	12.5%	26.3%	25.0%	52.5%	8.8%	8.8%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 106 (66%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 19: NW 31st Street & SR 7



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			↑↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	113	1923	51	0	1631
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	116	1982	53	0	1681
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						734
pX, platoon unblocked	0.85					
vC, conflicting volume	2543	661			2035	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2464	661			2035	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	71			100	
cM capacity (veh/h)	21	405			274	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	116	661	661	661	53	560	560	560
Volume Left	0	0	0	0	0	0	0	0
Volume Right	116	0	0	0	53	0	0	0
cSH	405	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.29	0.39	0.39	0.39	0.03	0.33	0.33	0.33
Queue Length 95th (ft)	29	0	0	0	0	0	0	0
Control Delay (s)	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C							
Approach Delay (s)	17.4	0.0				0.0		
Approach LOS	C							

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	0.95	1.00		0.97	0.91	1.00		0.97
Frt	1.00	0.90		1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	1674		1770	3539	1583		3433	5085	1583		3433
Flt Permitted	0.74	1.00		0.73	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1375	1674		1362	3539	1583		3433	5085	1583		3433
Volume (vph)	231	13	26	31	27	152	39	101	1871	24	40	109
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	236	13	27	32	28	155	40	103	1909	24	41	111
RTOR Reduction (vph)	0	22	0	0	0	117	0	0	0	7	0	0
Lane Group Flow (vph)	236	18	0	32	28	38	0	143	1909	17	0	152
Turn Type	Perm			Perm		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8		8				2		
Actuated Green, G (s)	29.1	29.1		29.1	29.1	29.1		10.5	102.0	102.0		10.9
Effective Green, g (s)	31.1	31.1		31.1	31.1	31.1		12.5	104.0	104.0		12.9
Actuated g/C Ratio	0.19	0.19		0.19	0.19	0.19		0.08	0.65	0.65		0.08
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0		6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0		1.5	0.2	0.2		1.5
Lane Grp Cap (vph)	267	325		265	688	308		268	3305	1029		277
v/s Ratio Prot		0.01			0.01			0.04	c0.38			c0.04
v/s Ratio Perm	c0.17			0.02		0.02				0.01		
v/c Ratio	0.88	0.06		0.12	0.04	0.12		0.53	0.58	0.02		0.55
Uniform Delay, d1	62.7	52.5		53.2	52.3	53.2		70.9	15.7	9.9		70.8
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.24	0.57	0.25		0.92
Incremental Delay, d2	26.6	0.0		0.1	0.0	0.1		1.0	0.7	0.0		0.5
Delay (s)	89.3	52.5		53.2	52.3	53.3		89.2	9.6	2.5		65.7
Level of Service	F	D		D	D	D		F	A	A		E
Approach Delay (s)		84.0			53.1				15.0			
Approach LOS		F			D				B			

Intersection Summary

HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1483	276
Peak-hour factor, PHF	0.98	0.98
Adj. Flow (vph)	1513	282
RTOR Reduction (vph)	0	83
Lane Group Flow (vph)	1513	199
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	102.4	102.4
Effective Green, g (s)	104.4	104.4
Actuated g/C Ratio	0.65	0.65
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	0.2	0.2
Lane Grp Cap (vph)	3318	1033
v/s Ratio Prot	0.30	
v/s Ratio Perm		0.13
v/c Ratio	0.46	0.19
Uniform Delay, d1	13.8	11.0
Progression Factor	0.70	0.63
Incremental Delay, d2	0.2	0.2
Delay (s)	9.9	7.1
Level of Service	A	A
Approach Delay (s)	13.8	
Approach LOS	B	

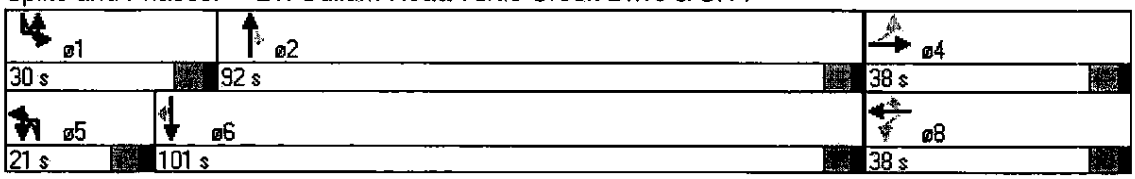
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	231	13	31	27	152	101	1871	24	109	1483	276
Turn Type	Perm		Perm		Perm	Prot		Perm	Prot		Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8			2			6
Detector Phases	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	38.0	38.0	38.0	38.0	38.0	11.0	34.0	34.0	11.0	34.0	34.0
Total Split (s)	38.0	38.0	38.0	38.0	38.0	21.0	92.0	92.0	30.0	101.0	101.0
Total Split (%)	23.8%	23.8%	23.8%	23.8%	23.8%	13.1%	57.5%	57.5%	18.8%	63.1%	63.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 21: Cullum Road/Turtle Creek Drive & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	0.91	1.00		1.00
Frt	1.00	0.94		1.00	0.92			1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	3312		1770	3264			1770	5085	1583		1770
Flt Permitted	0.31	1.00		0.68	1.00			0.05	1.00	1.00		0.05
Satd. Flow (perm)	573	3312		1274	3264			101	5085	1583		97
Volume (vph)	113	47	35	214	133	143	68	45	1932	224	31	144
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	116	48	36	221	137	147	70	46	1992	231	32	148
RTOR Reduction (vph)	0	33	0	0	118	0	0	0	0	66	0	0
Lane Group Flow (vph)	116	51	0	221	166	0	0	116	1992	165	0	180
Turn Type	pm+pt			pm+pt			pm+pt	pm+pt		Perm	pm+pt	pm+pt
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Actuated Green, G (s)	19.7	11.0		20.3	11.3			95.7	86.4	86.4		112.0
Effective Green, g (s)	23.7	13.0		24.3	13.3			99.7	88.4	88.4		114.0
Actuated g/C Ratio	0.16	0.09		0.16	0.09			0.66	0.59	0.59		0.76
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0		6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0			1.5	0.2	0.2		1.5
Lane Grp Cap (vph)	176	287		243	289			193	2997	933		315
v/s Ratio Prot	0.05	0.02		c0.07	0.05			0.05	0.39			c0.08
v/s Ratio Perm	0.06			c0.08				0.35		0.10		0.35
v/c Ratio	0.66	0.18		0.91	0.57			0.60	0.66	0.18		0.57
Uniform Delay, d1	57.1	63.5		60.8	65.6			23.3	20.8	14.1		36.9
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	6.6	0.1		33.5	1.7			3.6	1.2	0.4		1.6
Delay (s)	63.8	63.7		94.3	67.3			26.8	22.0	14.5		38.5
Level of Service	E	E		F	E			C	C	B		D
Approach Delay (s)		63.7			79.1				21.5			
Approach LOS		E			E				C			

Intersection Summary

HCM Average Control Delay	26.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	2116	299
Peak-hour factor, PHF	0.97	0.97
Adj. Flow (vph)	2181	308
RTOR Reduction (vph)	0	62
Lane Group Flow (vph)	2181	246
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	96.7	96.7
Effective Green, g (s)	98.7	98.7
Actuated g/C Ratio	0.66	0.66
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	0.2	0.2
Lane Grp Cap (vph)	3346	1042
v/s Ratio Prot	c0.43	
v/s Ratio Perm		0.16
v/c Ratio	0.65	0.24
Uniform Delay, d1	15.4	10.4
Progression Factor	1.00	1.00
Incremental Delay, d2	1.0	0.5
Delay (s)	16.4	10.9
Level of Service	B	B
Approach Delay (s)	17.2	
Approach LOS	B	

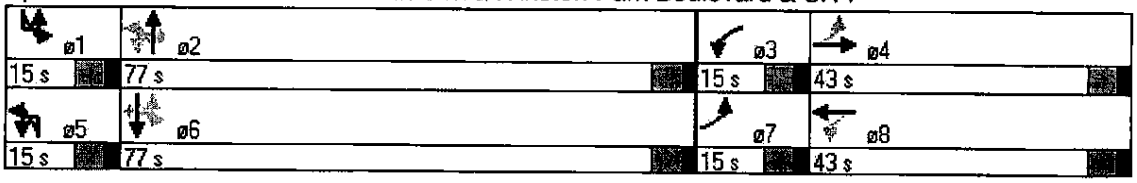
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	113	47	214	133	68	45	1932	224	31	144	2116	299
Turn Type	pm+pt		pm+pt		pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	7	4	3	8	5	5	2		1	1	6	
Permitted Phases	4		8		2	2		2	6	6		6
Detector Phases	7	4	3	8	5	5	2	2	1	1	6	6
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	7.0	7.0	4.0	4.0	7.0	7.0
Minimum Split (s)	10.0	39.0	10.0	37.0	10.0	10.0	37.0	37.0	10.0	10.0	37.0	37.0
Total Split (s)	15.0	43.0	15.0	43.0	15.0	15.0	77.0	77.0	15.0	15.0	77.0	77.0
Total Split (%)	10.0%	28.7%	10.0%	28.7%	10.0%	10.0%	51.3%	51.3%	10.0%	10.0%	51.3%	51.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 22: Creekside Drive/Winston Park Boulevard & SR 7



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0	4.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1583	3433	6408
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1583	3433	6408
Volume (vph)	0	0	1878	202	154	2076
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	2064	222	169	2281
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2064	222	169	2281
Turn Type				Free	Prot	
Protected Phases			2		1	
Permitted Phases				Free		Free
Actuated Green, G (s)			66.3	87.4	8.6	87.4
Effective Green, g (s)			69.3	87.4	10.1	87.4
Actuated g/C Ratio			0.79	1.00	0.12	1.00
Clearance Time (s)			7.0		5.5	
Vehicle Extension (s)			0.2		2.0	
Lane Grp Cap (vph)			4032	1583	397	6408
v/s Ratio Prot			c0.41		0.05	
v/s Ratio Perm				0.14		c0.36
v/c Ratio			0.51	0.14	0.43	0.36
Uniform Delay, d1			3.2	0.0	36.0	0.0
Progression Factor			1.00	1.00	1.00	1.00
Incremental Delay, d2			0.5	0.2	0.3	0.2
Delay (s)			3.6	0.2	36.2	0.2
Level of Service			A	A	D	A
Approach Delay (s)	0.0		3.3			2.6
Approach LOS	A		A			A

Intersection Summary

HCM Average Control Delay	3.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	87.4	Sum of lost time (s)	4.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

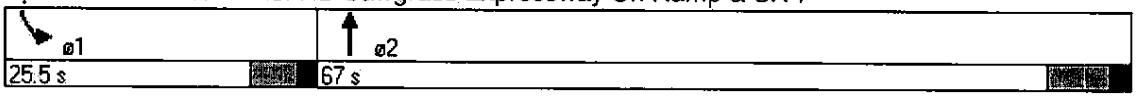
c Critical Lane Group

Lane Group	NBT	NBR	SBL	SBT
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑↑
Volume (vph)	1878	202	154	2076
Turn Type		Free	Prot	
Protected Phases	2		1	
Permitted Phases		Free		Free
Detector Phases	2		1	
Minimum Initial (s)	7.0		5.0	
Minimum Split (s)	25.0		10.5	
Total Split (s)	67.0	0.0	25.5	0.0
Total Split (%)	72.4%	0.0%	27.6%	0.0%
Yellow Time (s)	5.0		4.0	
All-Red Time (s)	2.0		1.5	
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	Max		None	

Intersection Summary

Cycle Length: 92.5
Actuated Cycle Length: 87.6
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 23: NB Sawgrass Expressway On Ramp & SR 7



Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0
Lane Util. Factor				0.97	0.86	0.91	1.00
Frt				1.00	1.00	1.00	0.85
Flt Protected				0.95	1.00	1.00	1.00
Satd. Flow (prot)				3433	6408	5085	1583
Flt Permitted				0.95	1.00	1.00	1.00
Satd. Flow (perm)				3433	6408	5085	1583
Volume (vph)	0	0	12	197	2295	1982	478
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	13	212	2468	2131	514
RTOR Reduction (vph)	0	0	0	0	0	0	77
Lane Group Flow (vph)	0	0	0	225	2468	2131	437
Turn Type			Prot	Prot			Perm
Protected Phases			5	5		6	
Permitted Phases					Free		6
Actuated Green, G (s)				9.9	84.7	62.3	62.3
Effective Green, g (s)				11.4	84.7	65.3	65.3
Actuated g/C Ratio				0.13	1.00	0.77	0.77
Clearance Time (s)				5.5		7.0	7.0
Vehicle Extension (s)				2.0		0.2	0.2
Lane Grp Cap (vph)				462	6408	3920	1220
v/s Ratio Prot				0.07		c0.42	
v/s Ratio Perm					c0.39		0.28
v/c Ratio				0.49	0.39	0.54	0.36
Uniform Delay, d1				33.9	0.0	3.8	3.1
Progression Factor				1.00	1.00	1.00	1.00
Incremental Delay, d2				0.3	0.2	0.5	0.8
Delay (s)				34.2	0.2	4.4	3.9
Level of Service				C	A	A	A
Approach Delay (s)	0.0				3.0	4.3	
Approach LOS	A				A	A	

Intersection Summary

HCM Average Control Delay	3.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	84.7	Sum of lost time (s)	4.0
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

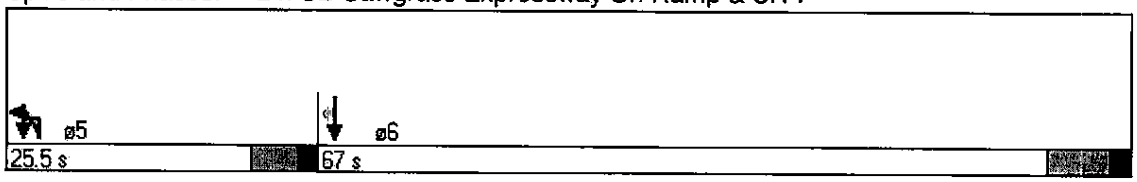
c Critical Lane Group

Lane Group	NBL	NBT	SBT	SBR
Lane Configurations				
Volume (vph)	197	2295	1982	478
Turn Type	Prot			Perm
Protected Phases	5		6	
Permitted Phases		Free		6
Detector Phases	5		6	6
Minimum Initial (s)	5.0		7.0	7.0
Minimum Split (s)	10.5		25.0	25.0
Total Split (s)	25.5	0.0	67.0	67.0
Total Split (%)	27.6%	0.0%	72.4%	72.4%
Yellow Time (s)	4.0		5.0	5.0
All-Red Time (s)	1.5		2.0	2.0
Lead/Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes
Recall Mode	None		Max	Max

Intersection Summary

Cycle Length: 92.5
Actuated Cycle Length: 84.8
Natural Cycle: 40
Control Type: Semi Act-Uncoord

Splits and Phases: 24: SB Sawgrass Expressway On Ramp & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Volume (vph)	151	765	178	240	1137	226	319	1237	252	326	792	214
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	161	814	189	255	1210	240	339	1316	268	347	843	228
RTOR Reduction (vph)	0	0	120	0	0	66	0	0	78	0	0	86
Lane Group Flow (vph)	161	814	69	255	1210	174	339	1316	190	347	843	142
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	11.5	54.5	54.5	13.5	56.5	56.5	14.0	54.0	54.0	14.0	54.0	54.0
Effective Green, g (s)	13.5	56.5	56.5	15.5	58.5	58.5	16.0	56.0	56.0	16.0	56.0	56.0
Actuated g/C Ratio	0.08	0.35	0.35	0.10	0.37	0.37	0.10	0.35	0.35	0.10	0.35	0.35
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	2.0	2.5	2.5	2.0	2.5	2.5
Lane Grp Cap (vph)	290	1250	559	333	1294	579	343	1239	554	343	1239	554
v/s Ratio Prot	0.05	0.23		c0.07	c0.34		0.10	c0.37		c0.10	0.24	
v/s Ratio Perm			0.04			0.11			0.12			0.09
v/c Ratio	0.56	0.65	0.12	0.77	0.94	0.30	0.99	1.06	0.34	1.01	0.68	0.26
Uniform Delay, d1	70.4	43.5	35.0	70.5	48.9	36.2	71.9	52.0	38.4	72.0	44.4	37.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.28	0.69	0.46
Incremental Delay, d2	1.3	2.6	0.5	9.1	13.7	1.3	44.9	43.8	0.3	48.6	1.3	0.2
Delay (s)	71.7	46.1	35.4	79.6	62.6	37.5	116.8	95.8	38.7	140.7	31.8	17.4
Level of Service	E	D	D	E	E	D	F	F	D	F	C	B
Approach Delay (s)		47.9			61.6			91.5			56.2	
Approach LOS		D			E			F			E	

Intersection Summary

HCM Average Control Delay	67.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

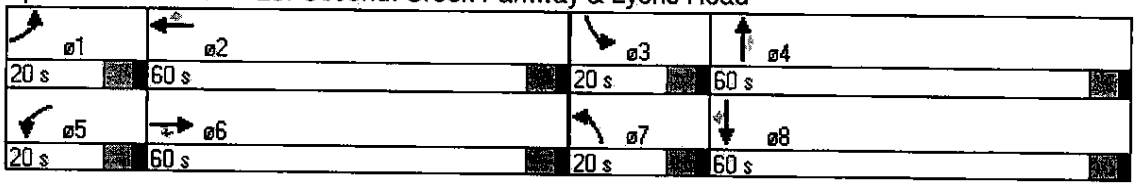
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	765	178	240	1137	226	319	1237	252	326	792	214
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	43.0	43.0	11.0	43.0	43.0	11.0	38.0	38.0	11.0	38.0	38.0
Total Split (s)	20.0	60.0	60.0	20.0	60.0	60.0	20.0	60.0	60.0	20.0	60.0	60.0
Total Split (%)	12.5%	37.5%	37.5%	12.5%	37.5%	37.5%	12.5%	37.5%	37.5%	12.5%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 25: Coconut Creek Parkway & Lyons Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		1.00	0.95	0.95	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3416		1770	3539	3539	1583
Flt Permitted	0.96		0.16	1.00	1.00	1.00
Satd. Flow (perm)	3416		296	3539	3539	1583
Volume (vph)	216	17	55	1501	1326	96
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	227	18	58	1580	1396	101
RTOR Reduction (vph)	4	0	0	0	0	12
Lane Group Flow (vph)	241	0	58	1580	1396	89
Turn Type			pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Actuated Green, G (s)	15.2		134.8	134.8	125.6	125.6
Effective Green, g (s)	16.2		135.8	135.8	126.6	126.6
Actuated g/C Ratio	0.10		0.85	0.85	0.79	0.79
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.5		1.5	0.2	0.2	0.2
Lane Grp Cap (vph)	346		299	3004	2800	1253
v/s Ratio Prot	c0.07		0.01	c0.45	0.39	
v/s Ratio Perm			0.16			0.06
v/c Ratio	0.70		0.19	0.53	0.50	0.07
Uniform Delay, d1	69.5		3.9	3.3	5.8	3.7
Progression Factor	1.00		2.67	1.53	0.48	0.54
Incremental Delay, d2	5.5		0.0	0.3	0.5	0.1
Delay (s)	75.0		10.4	5.3	3.3	2.1
Level of Service	E		B	A	A	A
Approach Delay (s)	75.0			5.5	3.2	
Approach LOS	E			A	A	

Intersection Summary

HCM Average Control Delay	9.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		

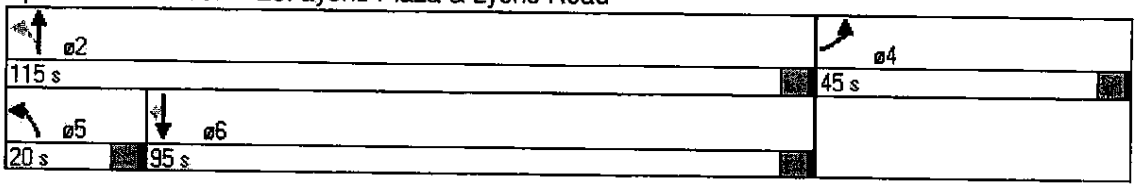
c Critical Lane Group

Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Configurations					
Volume (vph)	216	55	1501	1326	96
Turn Type		pm+pt			Perm
Protected Phases	4	5	2	6	
Permitted Phases		2			6
Detector Phases	4	5	2	6	6
Minimum Initial (s)	6.0	4.0	7.0	7.0	7.0
Minimum Split (s)	38.0	9.0	27.0	27.0	27.0
Total Split (s)	45.0	20.0	115.0	95.0	95.0
Total Split (%)	28.1%	12.5%	71.9%	59.4%	59.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 30 (19%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 26: Lyons Plaza & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00		0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770		1583		1770	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.49		1.00		0.76	1.00	0.15	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	915		1583		1410	1583	279	3539	1583	1770	3539	1583
Volume (vph)	12	0	55	100	0	113	104	1578	129	99	1354	53
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	13	0	59	108	0	122	112	1697	139	106	1456	57
RTOR Reduction (vph)	0	0	52	0	0	108	0	0	18	0	0	8
Lane Group Flow (vph)	13	0	7	0	108	14	112	1697	121	106	1456	49
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2			6
Actuated Green, G (s)	15.8		15.8		15.8	15.8	123.1	114.7	114.7	13.5	119.8	119.8
Effective Green, g (s)	17.8		17.8		17.8	17.8	125.1	115.7	115.7	14.5	120.8	120.8
Actuated g/C Ratio	0.11		0.11		0.11	0.11	0.78	0.72	0.72	0.09	0.75	0.75
Clearance Time (s)	6.0		6.0		6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0		2.0		2.0	2.0	1.5	0.2	0.2	1.5	0.2	0.2
Lane Grp Cap (vph)	102		176		157	176	306	2559	1145	160	2672	1195
v/s Ratio Prot							0.02	c0.48		c0.06	0.41	
v/s Ratio Perm	0.01		0.00		c0.08	0.01	0.26		0.08			0.03
v/c Ratio	0.13		0.04		0.69	0.08	0.37	0.66	0.11	0.66	0.54	0.04
Uniform Delay, d1	64.1		63.5		68.4	63.7	5.9	11.8	6.6	70.4	8.2	5.0
Progression Factor	1.00		1.00		1.00	1.00	1.10	1.68	1.97	1.29	0.12	0.00
Incremental Delay, d2	0.2		0.0		9.6	0.1	0.2	1.2	0.2	5.6	0.6	0.0
Delay (s)	64.3		63.5		78.0	63.8	6.8	21.0	13.2	96.1	1.5	0.0
Level of Service	E		E		E	E	A	C	B	F	A	A
Approach Delay (s)		63.6			70.5			19.6			7.7	
Approach LOS		E			E			B			A	

Intersection Summary

HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

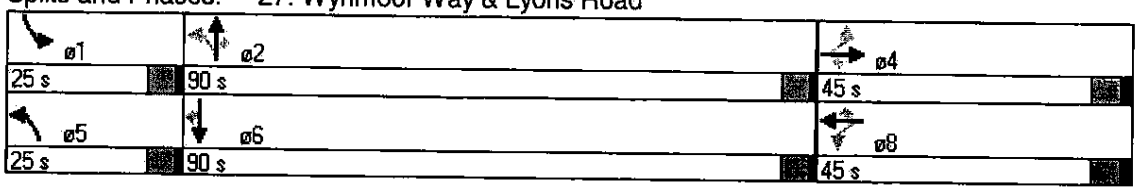
c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	12	55	100	0	113	104	1578	129	99	1354	53
Turn Type	Perm	Perm	Perm		Perm	pm+pt		Perm	Prot		Perm
Protected Phases				8		5	2		1	6	
Permitted Phases	4	4	8		8	2		2			6
Detector Phases	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	42.0	42.0	42.0	42.0	42.0	9.0	39.0	39.0	10.0	39.0	39.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	25.0	90.0	90.0	25.0	90.0	90.0
Total Split (%)	28.1%	28.1%	28.1%	28.1%	28.1%	15.6%	56.3%	56.3%	15.6%	56.3%	56.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 36 (23%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 27: Wynmoor Way & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Volume (vph)	242	641	215	317	1194	362	201	1207	86	233	948	243
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	252	668	224	330	1244	377	209	1257	90	243	988	253
RTOR Reduction (vph)	0	0	151	0	0	168	0	0	44	0	0	139
Lane Group Flow (vph)	252	668	73	330	1244	209	209	1257	46	243	988	114
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	15.2	50.4	50.4	17.6	52.8	52.8	13.3	52.9	52.9	15.1	54.7	54.7
Effective Green, g (s)	17.2	52.4	52.4	19.6	54.8	54.8	15.3	54.9	54.9	17.1	56.7	56.7
Actuated g/C Ratio	0.11	0.33	0.33	0.12	0.34	0.34	0.10	0.34	0.34	0.11	0.35	0.35
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	369	1159	518	421	1212	542	328	1214	543	367	1254	561
v/s Ratio Prot	0.07	0.19		c0.10	c0.35		0.06	c0.36		c0.07	0.28	
v/s Ratio Perm			0.05			0.13			0.03			0.07
v/c Ratio	0.68	0.58	0.14	0.78	1.03	0.39	0.64	1.04	0.08	0.66	0.79	0.20
Uniform Delay, d1	68.8	44.6	37.9	68.1	52.6	39.9	69.7	52.6	35.6	68.7	46.3	35.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.90	1.30	1.35	0.71	1.03
Incremental Delay, d2	4.1	2.1	0.6	8.6	32.8	2.1	2.3	32.3	0.0	3.2	3.0	0.1
Delay (s)	72.9	46.7	38.5	76.7	85.4	41.9	64.3	79.7	46.1	95.5	36.0	37.2
Level of Service	E	D	D	E	F	D	E	E	D	F	D	D
Approach Delay (s)		50.9			75.5			75.7			45.9	
Approach LOS		D			E			E			D	

Intersection Summary

HCM Average Control Delay	63.8	HCM Level of Service	E
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		

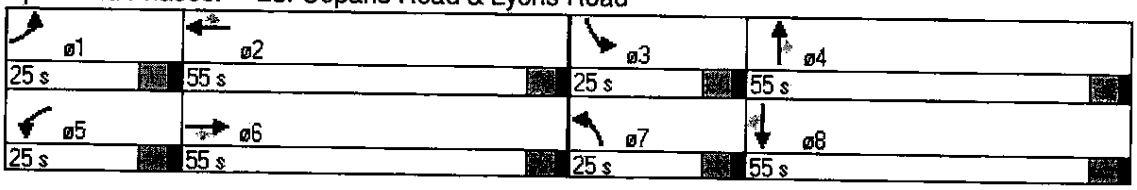
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	242	641	215	317	1194	362	201	1207	86	233	948	243
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	35.0	11.0	34.0	34.0	11.0	34.0	34.0
Total Split (s)	25.0	55.0	55.0	25.0	55.0	55.0	25.0	55.0	55.0	25.0	55.0	55.0
Total Split (%)	15.6%	34.4%	34.4%	15.6%	34.4%	34.4%	15.6%	34.4%	34.4%	15.6%	34.4%	34.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 56 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 28: Copans Road & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1783	1583		1787	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.68	1.00		0.73	1.00	0.19	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)		1266	1583		1365	1583	347	3539	1583	194	3539	1583
Volume (vph)	31	4	33	43	8	56	54	1650	68	82	1301	43
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	32	4	34	45	8	58	56	1719	71	85	1355	45
RTOR Reduction (vph)	0	0	32	0	0	54	0	0	7	0	0	6
Lane Group Flow (vph)	0	36	2	0	53	4	56	1719	65	85	1355	39
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		10.3	10.3		10.3	10.3	129.8	126.5	126.5	139.6	131.4	131.4
Effective Green, g (s)		11.3	11.3		11.3	11.3	131.8	127.5	127.5	140.7	132.4	132.4
Actuated g/C Ratio		0.07	0.07		0.07	0.07	0.82	0.80	0.80	0.88	0.83	0.83
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)		2.5	2.5		2.5	2.5	1.5	0.2	0.2	1.5	0.2	0.2
Lane Grp Cap (vph)		89	112		96	112	324	2820	1261	261	2929	1310
v/s Ratio Prot							0.00	c0.49		c0.02	0.38	
v/s Ratio Perm		0.03	0.00		c0.04	0.00	0.14		0.04	0.27		0.02
v/c Ratio		0.40	0.02		0.55	0.04	0.17	0.61	0.05	0.33	0.46	0.03
Uniform Delay, d1		71.1	69.2		71.9	69.3	2.9	6.4	3.4	6.2	3.9	2.4
Progression Factor		1.00	1.00		1.00	1.00	1.56	0.61	0.02	2.67	2.01	0.07
Incremental Delay, d2		2.2	0.1		5.4	0.1	0.0	0.4	0.0	0.1	0.2	0.0
Delay (s)		73.3	69.3		77.3	69.4	4.5	4.3	0.1	16.7	7.9	0.2
Level of Service		E	E		E	E	A	A	A	B	A	A
Approach Delay (s)		71.3			73.2			4.2			8.2	
Approach LOS		E			E			A			A	

Intersection Summary

HCM Average Control Delay	9.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

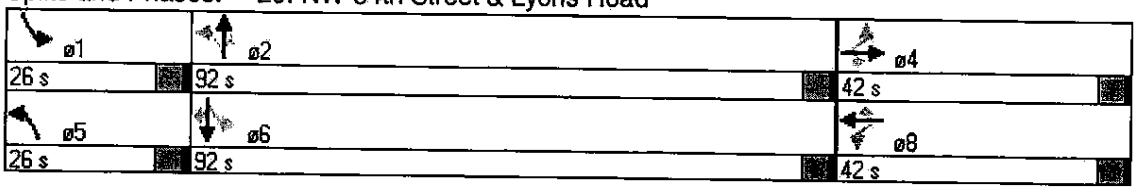
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	4	33	43	8	56	54	1650	68	82	1301	43
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phases	4	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	37.0	37.0	37.0	34.0	34.0	34.0	9.0	32.0	32.0	9.0	32.0	32.0
Total Split (s)	42.0	42.0	42.0	42.0	42.0	42.0	26.0	92.0	92.0	26.0	92.0	92.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	57.5%	57.5%	16.3%	57.5%	57.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 66 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 29: NW 34th Street & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		0.91	0.91		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3291		1610	3139		1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.08	1.00	1.00	0.07	1.00	1.00
Satd. Flow (perm)	1770	3291		1610	3139		146	5085	1583	135	5085	1583
Volume (vph)	181	130	114	125	129	128	242	1341	147	306	1532	283
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	197	141	124	136	140	139	263	1458	160	333	1665	308
RTOR Reduction (vph)	0	106	0	0	122	0	0	0	88	0	0	107
Lane Group Flow (vph)	197	159	0	130	163	0	263	1458	72	333	1665	201
Turn Type	Split			Split			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases							2		2	6		6
Actuated Green, G (s)	17.9	17.9		14.9	14.9		77.7	50.0	50.0	90.2	57.5	57.5
Effective Green, g (s)	19.9	19.9		16.9	16.9		79.7	51.0	51.0	91.2	58.5	58.5
Actuated g/C Ratio	0.14	0.14		0.12	0.12		0.57	0.36	0.36	0.65	0.42	0.42
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	1.0	1.0	1.5	1.0	1.0
Lane Grp Cap (vph)	252	468		194	379		416	1852	577	511	2125	661
v/s Ratio Prot	c0.11	0.05		c0.08	0.05		0.13	0.29		c0.17	c0.33	
v/s Ratio Perm							0.23		0.05	0.26		0.13
v/c Ratio	0.78	0.34		0.67	0.43		0.63	0.79	0.13	0.65	0.78	0.30
Uniform Delay, d1	58.0	54.1		58.9	57.1		34.2	39.7	29.6	34.8	35.3	27.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.5	0.2		6.9	0.3		2.3	3.5	0.4	2.3	3.0	1.2
Delay (s)	71.5	54.3		65.8	57.4		36.5	43.1	30.1	37.0	38.2	28.4
Level of Service	E	D		E	E		D	D	C	D	D	C
Approach Delay (s)		61.6			60.0			41.1			36.8	
Approach LOS		E			E			D			D	

Intersection Summary

HCM Average Control Delay	42.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)	15		

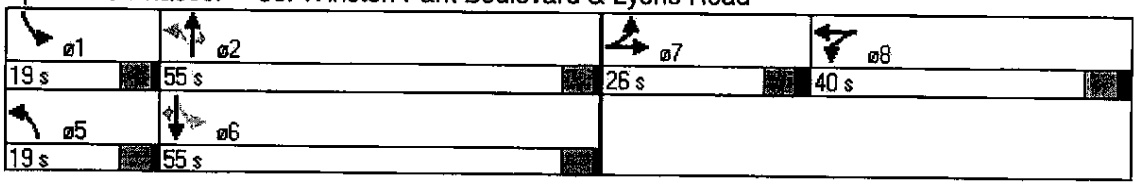
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	181	130	125	129	242	1341	147	306	1532	283
Turn Type	Split		Split		pm+pt		Perm	pm+pt		Perm
Protected Phases	7	7	8	8	5	2		1	6	
Permitted Phases					2		2	6		6
Detector Phases	7	7	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	37.0	37.0	37.0	37.0	9.0	27.0	27.0	9.0	27.0	27.0
Total Split (s)	26.0	26.0	40.0	40.0	19.0	55.0	55.0	19.0	55.0	55.0
Total Split (%)	18.6%	18.6%	28.6%	28.6%	13.6%	39.3%	39.3%	13.6%	39.3%	39.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 8 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 30: Winston Park Boulevard & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.91	1.00	1.00	0.91
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583		1770	5085	1583	1770	5085
Flt Permitted	0.75	1.00	1.00	0.76	1.00	1.00		0.10	1.00	1.00	0.11	1.00
Satd. Flow (perm)	1404	1863	1583	1407	1863	1583		195	5085	1583	204	5085
Volume (vph)	74	4	102	160	6	23	16	175	1564	279	51	2347
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	79	4	109	170	6	24	17	186	1664	297	54	2497
RTOR Reduction (vph)	0	0	89	0	0	20	0	0	0	69	0	0
Lane Group Flow (vph)	79	4	20	170	6	4	0	203	1664	228	54	2497
Turn Type	Perm		Perm	Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Actuated Green, G (s)	10.4	10.4	10.4	10.4	10.4	10.4		40.2	36.2	36.2	36.8	34.5
Effective Green, g (s)	12.4	12.4	12.4	12.4	12.4	12.4		44.2	38.2	38.2	40.8	36.5
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19	0.19		0.66	0.57	0.57	0.61	0.55
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0		1.5	0.2	0.2	1.5	0.2
Lane Grp Cap (vph)	260	345	293	261	345	293		270	2904	904	225	2774
v/s Ratio Prot		0.00			0.00			c0.07	0.33		0.02	c0.49
v/s Ratio Perm	0.06		0.01	c0.12		0.00		0.43		0.14	0.13	
v/c Ratio	0.30	0.01	0.07	0.65	0.02	0.02		0.75	0.57	0.25	0.24	0.90
Uniform Delay, d1	23.5	22.2	22.5	25.2	22.3	22.3		13.3	9.1	7.2	6.0	13.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.0	0.0	4.4	0.0	0.0		10.0	0.8	0.7	0.2	5.2
Delay (s)	23.8	22.3	22.5	29.6	22.3	22.3		23.3	10.0	7.9	6.2	18.8
Level of Service	C	C	C	C	C	C		C	A	A	A	B
Approach Delay (s)		23.0			28.5				10.9			18.1
Approach LOS		C			C				B			B

Intersection Summary

HCM Average Control Delay	15.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	66.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	94
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	100
RTOR Reduction (vph)	31
Lane Group Flow (vph)	69
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	34.5
Effective Green, g (s)	36.5
Actuated g/C Ratio	0.55
Clearance Time (s)	6.0
Vehicle Extension (s)	0.2
Lane Grp Cap (vph)	864
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.08
Uniform Delay, d1	7.2
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	7.4
Level of Service	A
Approach Delay (s)	
Approach LOS	

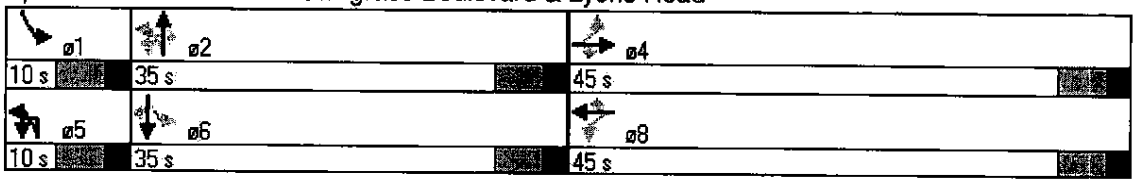
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	74	4	102	160	6	23	16	175	1564	279	51	2347
Turn Type	Perm		Perm	Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Detector Phases	4	4	4	8	8	8	5	5	2	2	1	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	7.0	7.0	4.0	7.0
Minimum Split (s)	43.0	43.0	43.0	45.0	45.0	45.0	10.0	10.0	34.0	34.0	10.0	34.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	10.0	10.0	35.0	35.0	10.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	11.1%	11.1%	38.9%	38.9%	11.1%	38.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 63.1
Natural Cycle: 120
Control Type: Semi Act-Uncoord

Splits and Phases: 33: Sawgrass Boulevard & Lyons Road



Lane Group	SBR
Lane Configurations	
Volume (vph)	94
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phases	6
Minimum Initial (s)	7.0
Minimum Split (s)	34.0
Total Split (s)	35.0
Total Split (%)	38.9%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max

Intersection Summary

Movement	EBT	EBR2	SBT	NWR
Lane Configurations	↑↑	↱	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.91	1.00
Frt	1.00	0.85	1.00	0.86
Flt Protected	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3539	1583	5085	1611
Flt Permitted	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3539	1583	5085	1611
Volume (vph)	255	173	2133	139
Peak-hour factor, PHF	0.88	0.88	0.88	0.88
Adj. Flow (vph)	290	197	2424	158
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	290	197	2424	158
Turn Type		Free		custom
Protected Phases	4		6	
Permitted Phases		Free		11
Actuated Green, G (s)	23.3	160.0	101.6	124.7
Effective Green, g (s)	25.3	160.0	103.6	126.7
Actuated g/C Ratio	0.16	1.00	0.65	0.79
Clearance Time (s)	6.0		6.0	6.0
Vehicle Extension (s)	2.0		1.0	1.5
Lane Grp Cap (vph)	560	1583	3293	1276
v/s Ratio Prot	c0.08		c0.48	
v/s Ratio Perm		c0.12		0.10
v/c Ratio	0.52	0.12	0.74	0.12
Uniform Delay, d1	61.8	0.0	19.0	3.8
Progression Factor	1.00	1.00	0.62	1.00
Incremental Delay, d2	0.3	0.2	1.2	0.0
Delay (s)	62.1	0.2	13.1	3.9
Level of Service	E	A	B	A
Approach Delay (s)	37.0		13.1	
Approach LOS	D		B	

Intersection Summary

HCM Average Control Delay	16.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

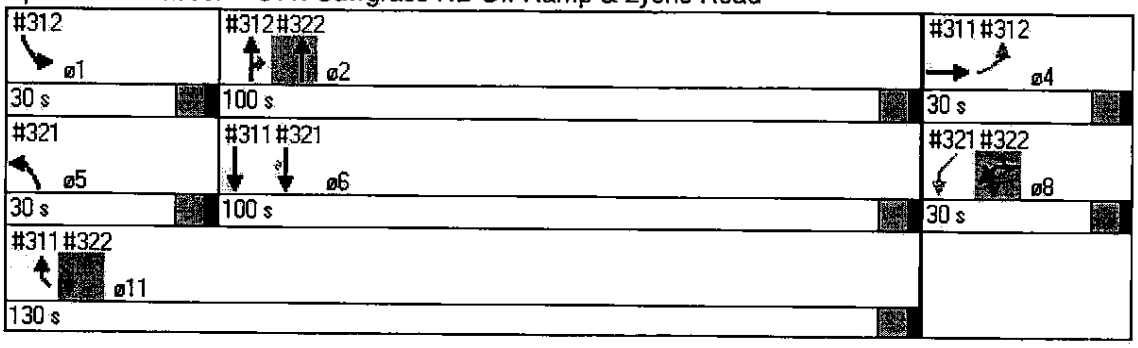
c Critical Lane Group

Lane Group	EBT	EBR2	SBT	NWR	ø1	ø2	ø5	ø8
Lane Configurations	↑↑	↱	↑↑↑	↱				
Volume (vph)	255	173	2133	139				
Turn Type		Free		custom				
Protected Phases	4		6		1	2	5	8
Permitted Phases		Free		11				
Detector Phases	4		6	11				
Minimum Initial (s)	6.0		7.0	4.0	4.0	7.0	4.0	6.0
Minimum Split (s)	22.0		22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	0.0	100.0	130.0	30.0	100.0	30.0	30.0
Total Split (%)	18.8%	0.0%	62.5%	81.3%	19%	63%	19%	19%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag		Lead	Lag	Lead	
Lead-Lag Optimize?			Yes		Yes	Yes	Yes	
Recall Mode	None		C-Max	None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 311: Sawgrass NB Off Ramp & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0							4.0	4.0	4.0		
Lane Util. Factor	0.97							0.91	1.00	1.00		
Frt	1.00							1.00	0.85	1.00		
Flt Protected	0.95							1.00	1.00	0.95		
Satd. Flow (prot)	3433							5085	1583	1770		
Flt Permitted	0.95							1.00	1.00	0.95		
Satd. Flow (perm)	3433							5085	1583	1770		
Volume (vph)	255	0	0	0	0	0	0	1522	143	254	0	0
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	290	0	0	0	0	0	0	1730	162	289	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	40	0	0	0
Lane Group Flow (vph)	290	0	0	0	0	0	0	1730	122	289	0	0
Turn Type	custom								Perm	Prot		
Protected Phases								2		1		
Permitted Phases	4								2			
Actuated Green, G (s)	23.3							94.0	94.0	24.7		
Effective Green, g (s)	25.3							96.0	96.0	26.7		
Actuated g/C Ratio	0.16							0.60	0.60	0.17		
Clearance Time (s)	6.0							6.0	6.0	6.0		
Vehicle Extension (s)	2.0							1.0	1.0	1.5		
Lane Grp Cap (vph)	543							3051	950	295		
v/s Ratio Prot								c0.34		c0.16		
v/s Ratio Perm	c0.08								0.08			
v/c Ratio	0.53							0.57	0.13	0.98		
Uniform Delay, d1	61.9							19.4	13.9	66.4		
Progression Factor	0.04							1.00	1.00	0.94		
Incremental Delay, d2	0.4							0.8	0.3	45.8		
Delay (s)	3.1							20.2	14.1	108.1		
Level of Service	A							C	B	F		
Approach Delay (s)		3.1			0.0			19.7			108.1	
Approach LOS		A			A			B			F	

Intersection Summary

HCM Average Control Delay	28.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

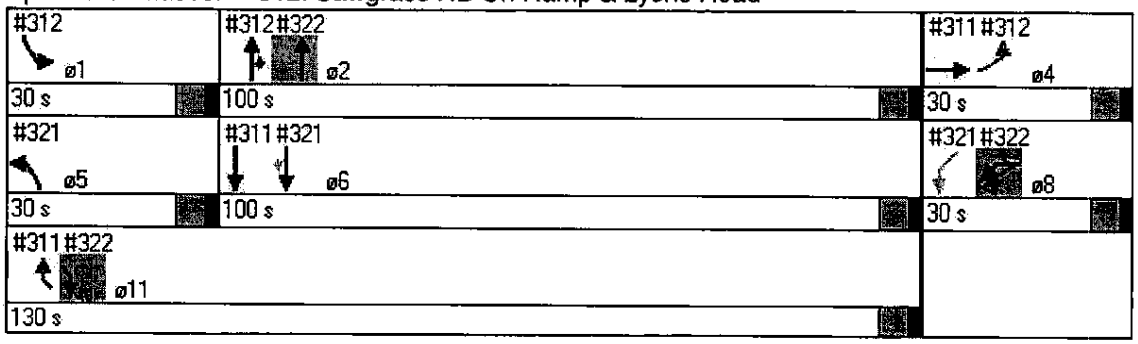
c Critical Lane Group

Lane Group	EBL	NBT	NBR	SBL	ø5	ø6	ø8	ø11
Lane Configurations								
Volume (vph)	255	1522	143	254				
Turn Type	custom		Perm	Prot				
Protected Phases		2		1	5	6	8	11
Permitted Phases	4		2					
Detector Phases	4	2	2	1				
Minimum Initial (s)	6.0	7.0	7.0	4.0	4.0	7.0	6.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	100.0	100.0	30.0	30.0	100.0	30.0	130.0
Total Split (%)	18.8%	62.5%	62.5%	18.8%	19%	63%	19%	81%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag		Lag	Lag	Lead	Lead	Lag		
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 312: Sawgrass NB On Ramp & Lyons Road



Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0				4.0	4.0	4.0	
Lane Util. Factor			1.00				0.91	1.00	0.97	
Frt			1.00				1.00	0.85	1.00	
Flt Protected			0.95				1.00	1.00	0.95	
Satd. Flow (prot)			1770				5085	1583	3433	
Flt Permitted			0.95				1.00	1.00	0.95	
Satd. Flow (perm)			1770				5085	1583	3433	
Volume (vph)	0	0	139	0	0	0	1837	347	296	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	153	0	0	0	2019	381	325	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	63	0	0
Lane Group Flow (vph)	0	0	153	0	0	0	2019	318	325	0
Turn Type			Prot					Perm	custom	
Protected Phases			5				6			
Permitted Phases								6	8	
Actuated Green, G (s)			17.1				101.6	101.6	23.3	
Effective Green, g (s)			19.1				103.6	103.6	25.3	
Actuated g/C Ratio			0.12				0.65	0.65	0.16	
Clearance Time (s)			6.0				6.0	6.0	6.0	
Vehicle Extension (s)			1.5				1.0	1.0	2.0	
Lane Grp Cap (vph)			211				3293	1025	543	
v/s Ratio Prot			c0.09				c0.40			
v/s Ratio Perm								0.20	c0.09	
v/c Ratio			0.73				0.61	0.31	0.60	
Uniform Delay, d1			67.9				16.5	12.4	62.6	
Progression Factor			0.94				1.00	1.00	0.05	
Incremental Delay, d2			10.0				0.9	0.8	1.0	
Delay (s)			74.1				17.3	13.2	4.0	
Level of Service			E				B	B	A	
Approach Delay (s)	0.0			74.1			16.7		4.0	
Approach LOS	A			E			B		A	

Intersection Summary

HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

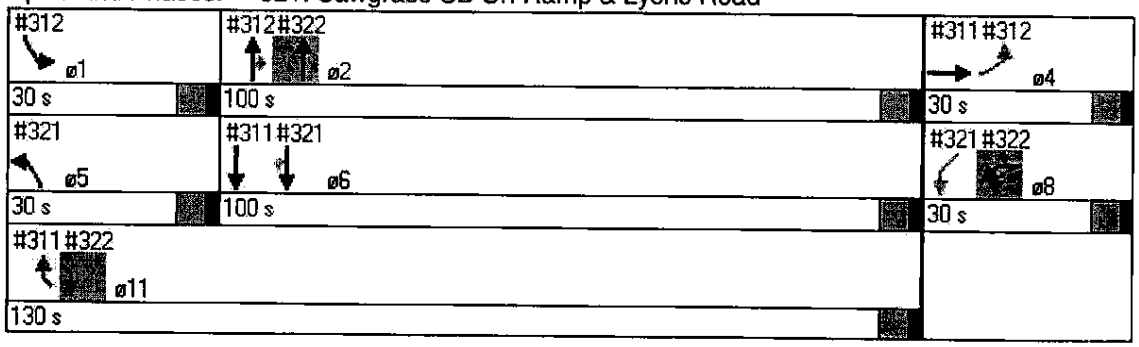
c Critical Lane Group

Lane Group	NBL	SBT	SBR	SWL	ø1	ø2	ø4	ø11
Lane Configurations								
Volume (vph)	139	1837	347	296				
Turn Type	Prot		Perm	custom				
Protected Phases	5	6			1	2	4	11
Permitted Phases			6	8				
Detector Phases	5	6	6	8				
Minimum Initial (s)	4.0	7.0	7.0	6.0	4.0	7.0	6.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	100.0	100.0	30.0	30.0	100.0	30.0	130.0
Total Split (%)	18.8%	62.5%	62.5%	18.8%	19%	63%	19%	81%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 321: Sawgrass SB On Ramp & Lyons Road



Movement	WBL	WBR2	NBT	SER
Lane Configurations				
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00
Frt	1.00	0.85	1.00	0.86
Flt Protected	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	5085	1611
Flt Permitted	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	5085	1611
Volume (vph)	296	231	1777	254
Peak-hour factor, PHF	0.91	0.91	0.91	0.91
Adj. Flow (vph)	325	254	1953	279
RTOR Reduction (vph)	0	195	0	0
Lane Group Flow (vph)	325	59	1953	279
Turn Type		Perm		custom
Protected Phases	8		2	
Permitted Phases		8		11
Actuated Green, G (s)	23.3	23.3	94.0	124.7
Effective Green, g (s)	25.3	25.3	96.0	126.7
Actuated g/C Ratio	0.16	0.16	0.60	0.79
Clearance Time (s)	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	1.0	1.5
Lane Grp Cap (vph)	543	250	3051	1276
v/s Ratio Prot	c0.09		c0.38	
v/s Ratio Perm		0.04		c0.17
v/c Ratio	0.60	0.23	0.64	0.22
Uniform Delay, d1	62.6	58.9	20.8	4.2
Progression Factor	1.00	1.00	0.55	1.00
Incremental Delay, d2	1.2	0.2	0.9	0.0
Delay (s)	63.8	59.1	12.3	4.2
Level of Service	E	E	B	A
Approach Delay (s)	61.7		12.3	
Approach LOS	E		B	

Intersection Summary

HCM Average Control Delay	21.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

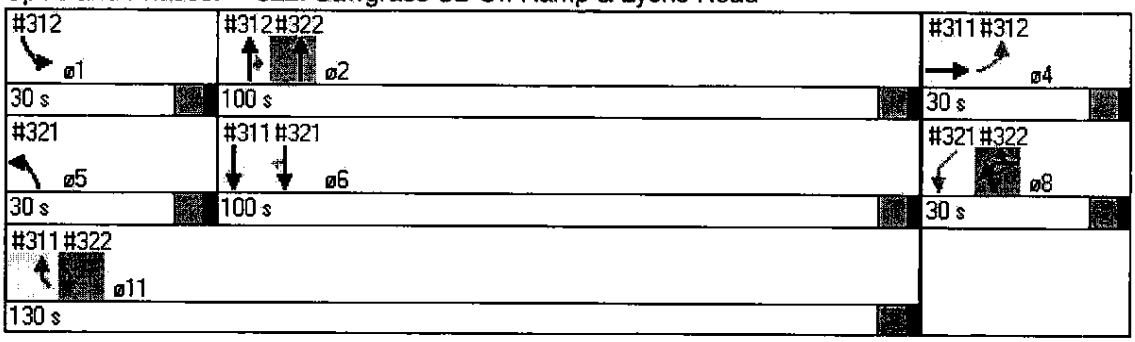
c Critical Lane Group

Lane Group	WBL	WBR2	NBT	SER	ø1	ø4	ø5	ø6
Lane Configurations								
Volume (vph)	296	231	1777	254				
Turn Type		Perm		custom				
Protected Phases	8		2		1	4	5	6
Permitted Phases		8		11				
Detector Phases	8	8	2	11				
Minimum Initial (s)	6.0	6.0	7.0	4.0	4.0	6.0	4.0	7.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	100.0	130.0	30.0	30.0	30.0	100.0
Total Split (%)	18.8%	18.8%	62.5%	81.3%	19%	19%	19%	63%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag		Lead		Lead	Lag
Lead-Lag Optimize?			Yes		Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	None	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 322: Sawgrass SB Off Ramp & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1780		1770	5080		1770	5085	1583
Flt Permitted	0.70	1.00	1.00	0.75	1.00		0.09	1.00		0.15	1.00	1.00
Satd. Flow (perm)	1308	1863	1583	1404	1780		162	5080		280	5085	1583
Volume (vph)	290	6	237	31	56	24	190	1471	10	15	2128	269
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	305	6	249	33	59	25	200	1548	11	16	2240	283
RTOR Reduction (vph)	0	0	97	0	15	0	0	1	0	0	0	110
Lane Group Flow (vph)	305	6	152	33	69	0	200	1558	0	16	2240	173
Turn Type	Perm		Perm	Perm			pm+pt			Perm		Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	24.0	24.0	24.0	24.0	24.0		51.9	51.9		40.6	40.6	40.6
Effective Green, g (s)	26.0	26.0	26.0	26.0	26.0		53.4	53.4		42.1	42.1	42.1
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30		0.61	0.61		0.48	0.48	0.48
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		5.5	5.5		5.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	389	554	471	418	530		233	3104		135	2449	763
v/s Ratio Prot		0.00			0.04		c0.07	0.31			c0.44	
v/s Ratio Perm	c0.23		0.10	0.02			0.45			0.06		0.11
v/c Ratio	0.78	0.01	0.32	0.08	0.13		0.86	0.50		0.12	0.91	0.23
Uniform Delay, d1	28.1	21.6	23.9	22.1	22.4		21.8	9.5		12.5	21.0	13.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	9.2	0.0	0.1	0.0	0.0		24.6	0.6		1.8	6.7	0.7
Delay (s)	37.3	21.6	24.0	22.1	22.5		46.5	10.1		14.2	27.7	13.9
Level of Service	D	C	C	C	C		D	B		B	C	B
Approach Delay (s)		31.2			22.4			14.3			26.1	
Approach LOS		C			C			B			C	

Intersection Summary

HCM Average Control Delay	22.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	87.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		

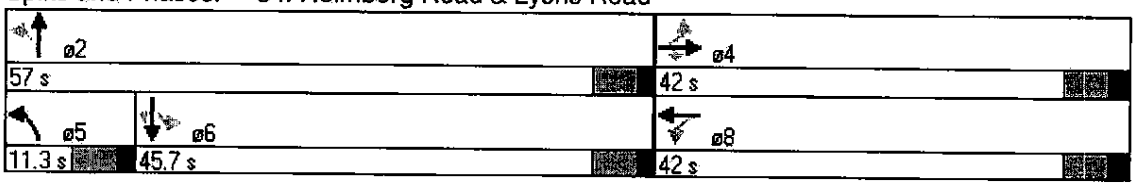
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	290	6	237	31	56	190	1471	15	2128	269
Turn Type	Perm		Perm	Perm		pm+pt		Perm		Perm
Protected Phases		4			8	5	2		6	
Permitted Phases	4		4	8		2		6		6
Detector Phases	4	4	4	8	8	5	2	6	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	7.0	7.0
Minimum Split (s)	42.0	42.0	42.0	22.0	22.0	9.5	34.5	34.5	34.5	34.5
Total Split (s)	42.0	42.0	42.0	42.0	42.0	11.3	57.0	45.7	45.7	45.7
Total Split (%)	42.4%	42.4%	42.4%	42.4%	42.4%	11.4%	57.6%	46.2%	46.2%	46.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.5	1.5	1.5	1.5
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?						Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max

Intersection Summary

Cycle Length: 99
Actuated Cycle Length: 87.5
Natural Cycle: 100
Control Type: Semi Act-Uncoord

Splits and Phases: 34: Holmberg Road & Lyons Road



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		0.97	0.91	1.00		0.97	0.91	1.00		0.97	0.91	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3433	5085	1583		3433	5085	1583		3433	5085	1583
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3433	5085	1583		3433	5085	1583		3433	5085	1583
Volume (vph)	26	229	637	138	19	711	939	259	19	147	974	488
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	27	239	664	144	20	741	978	270	20	153	1015	508
RTOR Reduction (vph)	0	0	0	119	0	0	0	189	0	0	0	202
Lane Group Flow (vph)	0	266	664	25	0	761	978	81	0	173	1015	306
Turn Type	Prot	Prot		Perm	Prot	Prot		Perm	Prot	Prot		Perm
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases				4				8				2
Actuated Green, G (s)		12.2	25.7	25.7		32.6	46.1	46.1		11.8	64.1	64.1
Effective Green, g (s)		14.2	27.7	27.7		34.6	48.1	48.1		13.8	66.1	66.1
Actuated g/C Ratio		0.09	0.17	0.17		0.22	0.30	0.30		0.09	0.41	0.41
Clearance Time (s)		6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)		1.5	2.5	2.5		1.5	2.5	2.5		1.5	3.0	3.0
Lane Grp Cap (vph)		305	880	274		742	1529	476		296	2101	654
v/s Ratio Prot		0.08	c0.13			c0.22	0.19			0.05	0.20	
v/s Ratio Perm				0.02				0.05				0.19
v/c Ratio		0.87	0.75	0.09		1.03	0.64	0.17		0.58	0.48	0.47
Uniform Delay, d1		72.0	62.9	55.6		62.7	48.4	41.2		70.3	34.4	34.2
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		22.2	3.5	0.1		39.7	0.8	0.1		1.9	0.8	2.4
Delay (s)		94.2	66.5	55.7		102.4	49.2	41.4		72.2	35.2	36.6
Level of Service		F	E	E		F	D	D		E	D	D
Approach Delay (s)			71.9				68.3				39.4	
Approach LOS			E				E				D	

Intersection Summary

HCM Average Control Delay	54.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR
Lane Configurations			
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583
Volume (vph)	204	1313	170
Peak-hour factor, PHF	0.96	0.96	0.96
Adj. Flow (vph)	212	1368	177
RTOR Reduction (vph)	0	0	102
Lane Group Flow (vph)	212	1368	75
Turn Type	Prot		Perm
Protected Phases	1	6	
Permitted Phases			6
Actuated Green, G (s)	13.6	65.9	65.9
Effective Green, g (s)	15.6	67.9	67.9
Actuated g/C Ratio	0.10	0.42	0.42
Clearance Time (s)	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0
Lane Grp Cap (vph)	335	2158	672
v/s Ratio Prot	c0.06	c0.27	
v/s Ratio Perm			0.05
v/c Ratio	0.63	0.63	0.11
Uniform Delay, d1	69.4	36.3	27.8
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	2.9	1.4	0.3
Delay (s)	72.3	37.7	28.2
Level of Service	E	D	C
Approach Delay (s)		40.9	
Approach LOS		D	

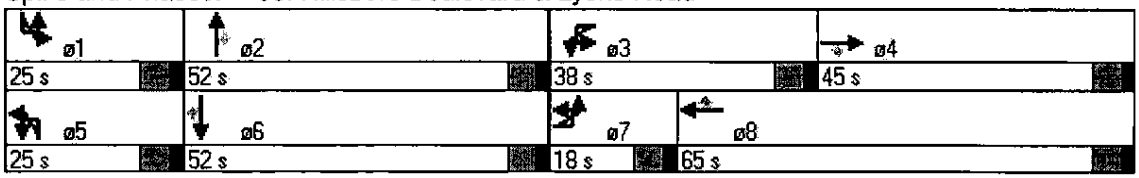
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	229	637	138	711	939	259	147	974	488	204	1313	170
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	12.0	12.0	5.0	12.0	12.0
Minimum Split (s)	11.0	41.0	41.0	11.0	41.0	41.0	11.0	42.0	42.0	11.0	42.0	42.0
Total Split (s)	18.0	45.0	45.0	38.0	65.0	65.0	25.0	52.0	52.0	25.0	52.0	52.0
Total Split (%)	11.3%	28.1%	28.1%	23.8%	40.6%	40.6%	15.6%	32.5%	32.5%	15.6%	32.5%	32.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 21 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 35: Hillsboro Boulevard & Lyons Road

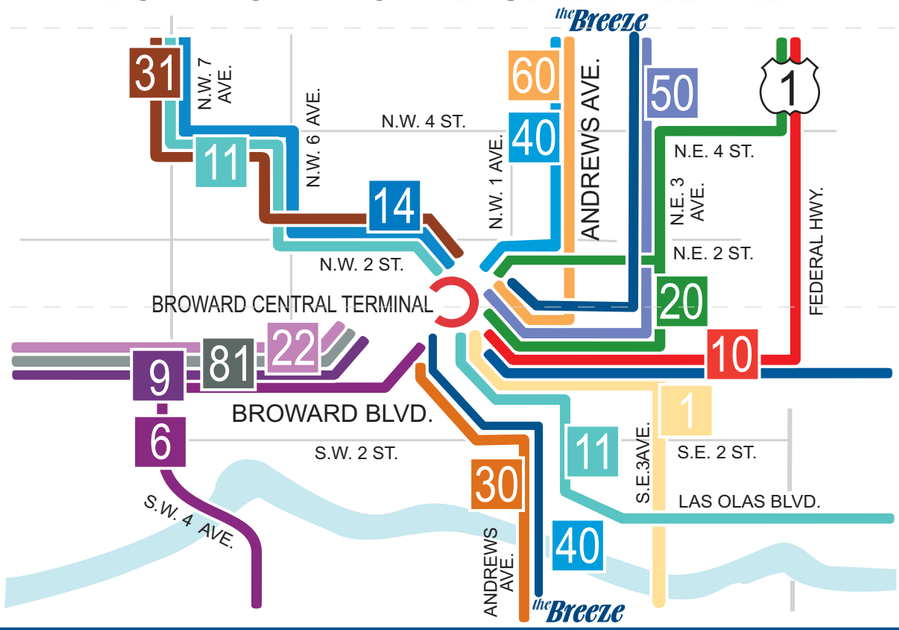


D

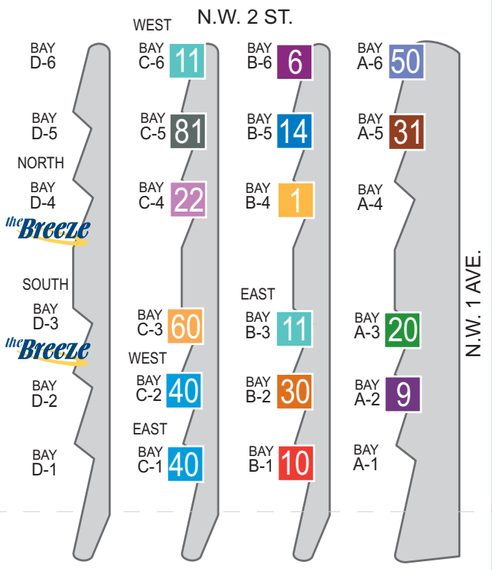
BROWARD COUNTY Transit

System Map and Guide

DOWNTOWN FORT LAUDERDALE AREA



BROWARD CENTRAL TERMINAL

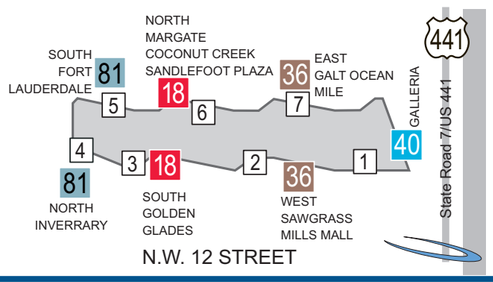


PLANTATION WEST REGIONAL TERMINAL

This symbol indicates a stop on the Breeze

LIMITED STOP service.

LAUDERHILL MALL TRANSFER FACILITY



PALM BEACH COUNTY

Palm Tran Connections

TOWN CENTER MALL

N.E. 19 ST.

TOWN CENTER RD.

GLADES RD.

PALMETTO PARK RD.

CAMINO REAL

S.W. 18 ST.

N.E. 2ST.

Palm Tran Connections

DIXIE HWY.

S.E. MIZNER BLVD.

10

A1A

S.E. 15 ST.

N.E. 1 ST.

I-95

MILITARY TRAIL

Palm Tran Connections

SANDALFOOT BLVD.

18

MARINA BLVD.

441

EDGEWOOD PKWY.

ALBERTSONS

N.W.6 ST.

LAKES DR.

HILLSBORO BLVD.

48

TRI-RAIL

DEERFIELD MALL

HOLMBERG RD.

JOHNSON RD.

LYONS RD.

48

48

N.E.4 ST.

S.W. 4 ST.

S.W. 3 AVE.

DIXIE HWY.

1

S.E. 21 AVE.

88

SAWGRASS EXPWY.

TOLL 869

S.W. 10 ST.

14

SAWGRASS PROMENADE SHOPPING CENTER

POWERLINE RD.

31

RONALD REAGAN TURNPIKE

N.E.48 ST.

50

N.E. 15 AVE.

WESTVIEW DR.

2

WILES RD.

62

GREEN RD.

N.E. 45 ST.

18

LYONS RD.

31

Weekday & Saturday Only

TURTLE CREEK DR.

N.W. 124 AVE.

N.W. 39 ST.

N.W. 35 ST.

SAMPLE RD.

34

NORTH BROWARD MEDICAL CENTER

N.W. 33 ST.

TRI-RAIL

N.W. 8 AVE.

N.E. 3 AVE.

DIXIE HWY.

34

N.E. 33 ST.

A1A

CORAL RIDGE DR.

88

UNIVERSITY DR.

N.W. 99 AVE.

CORAL SPRINGS MEDICAL CENTER

ST. ANDREWS TOWERS

2

RIVERSIDE DR.

BANKS RD.

BLOUNT RD.

83

83

441

COPANS RD.

83

COPANS RD.

20

N.W. 16 ST.

N.W. 3 AVE.

CITI CENTRE

COPANS RD. & U S 1

10 11 83

the Breeze

14 ST. CAUSEWAY

ROYAL PALM BLVD.

83

CORAL SQUARE MALL

RAMBLEWOOD DR.

MARGATE BLVD.

60

BANKS RD.

LYONS RD.

31

COCONUT CREEK PKWY.

BC NORTH CAMPUS

N.W. 31 AVE.

N.W. 27 AVE.

60

MARTIN LUTHER KING JR. BLVD.

I-95

N.W. 6 AVE.

N.W. 3 AVE.

10

11

SAWGRASS EXPRESSWAY

42

ATLANTIC BLVD.

42

ATLANTIC BLVD.

42

HIBISCUS AVE.

S.E. 1 ST.

RIVERSIDE DR.

2

SOUTHGATE BLVD.

ROCK ISLAND RD.

18

62

N.W 100 AVE.

N.W 81 ST.

N.W. 77 ST.

HIATUS RD.

UNIVERSITY DR.

S.W. 81 AVE.

JOHN KNOX VILLAGE PKWY.

S.W. 3 ST.

50

DIXIE HWY.

CYPRESS RD.

20

1

WESTWOOD DR.

PINE ISLAND RD.

57

N.W. 76 ST.

N.W. 70 AVE.

62

KIMBERLY BLVD.

62

MCNAB RD.

POWERLINE RD.

LYONS RD.

31

57

LAGOS DE CAMPO BLVD.

N.W.61 ST.

N.W. 57 ST.

N.W. 64 AVE.

57

BAILEY RD.

MCNAB RD.

62

N.W 21 AVE.

ANDREWS AVE.

TRI-RAIL

CYPRESS CREEK RD.

N.E. 62 ST.

62

55

COMMERCIAL BLVD.

55

PROSPECT RD.

57

N.W. 31 AVE.

11

14

I-95

55

COMMERCIAL BLVD.

N.E. 45 ST.

HIBISCUS

N.E. 41 ST.

N.E. 18 AVE.

10

A1A

NOB HILL RD.

88

SUNSHINE PLAZA

N.W. 50 ST.

N.W. 44 ST.

81

N.W. 44 ST.

INVERRARY BLVD.

INTERRARY DR.

N.W. 36 ST.

35 ST.

N.W.52AVE.

50AVE.

N.W.43AVE.

56

81

N.W. 21 AVE.

11

PROSPECT RD.

60

50

N.E. 36 ST.

GALT OCEAN MILE

11 36 72 55

HIATUS RD.

WELLEBY PLAZA

OAKLAND PARK

72

OAKLAND PARK BLVD.

72

N.E. 26 ST.

JOSHLEE BLVD.

N.W. 30 PL.

56

SUNRISE LAKES BLVD.

N.W.109AVE.

N.W.105AVE.

88

56

Florida Medical Center

N.W. 26 ST.

N.W. 49 AVE.

N.W. 47 AVE.

18

SUNSET S TRIP

N.W. 19 ST.

N.W. 61 AVE.

N.W. 55 AVE.

56

N.W. 95 AVE.

CORAL RIDGE MALL

10 20 72

WILTON DR.

DIXIE HWY.

10

1

SAWGRASS MILLS MALL

22 23 36 72

BANNAT-LANTIC CENTER

SUNRISE BLVD.

36

N.W. 16 CT.

N.W. 15 CT.

N.W. 23 AVE.

N.W. 24 AVE.

40

N.W. 38 AVE.

N.W. 16 ST.

81

N.W. 19 ST.

31

14

N.W. 15 AVE.

N.W. 7 AVE.

ANDREWS AVE.

N.E. 4 AVE.

N.E. 15 AVE.

20

N.E. 13 ST.

36

60

50

N.W. 8 ST.

22

N.W. 8 ST.

23

N.W. 136 AVE.

WESTBOUND

EASTBOUND

23

FLAMINGO RD.

HIATUS RD.

PINE ISLAND RD.

LAUDERDALE WEST DR.

UNIVERSITY DR.

N.W. 70 AVE.

N.W. 5 ST.

N.W. 4 ST.

N.W. 69 AVE.

CLEARY BLVD.

WEST REGIONAL TERMINAL

2 12 22 30 56 88

N.W. 84 AVE.

CYPRESS RD.

BROWARD BLVD.

22

LAUDERHILL MALL

18 40 36 81

N.W. 16 ST.

N.W. 12 ST.

SUNRISE BLVD

N.W. 8 PL.

N.W. 38 TER

N.W. 8 ST.

81

N.W. 4 ST.

N.W. 27 AVE.

N.W. 22 AVE.

SISTRUNK BLVD.

40

11

N.W.4 ST.

N.W.2 ST.

N.E. 3 AVE.

N.E.6 ST.

N.E.4 ST.

N.E.7 ST.

N.E. 20 AVE.

GALLERIA MALL

40

NOB HILL RD.

BROWARD MALL

30

12

PETERS RD.

84

NOVA DR.

2

12

9

SFEC DAVIE CAMPUSES

9 12

DAVIE RD.

12

GRIFFIN RD.

2

16

DAVIE RD. EXTENSION

SHERIDAN ST.

NOB HILL RD.

PASADENA BLVD.

N.W. 85 WAY

N. 72 AVE.

9

3

TAFT ST.

3

HIATUS RD.

3

TAFT ST.

JOHNSON ST.

7

PINES BLVD.

7

PINES BLVD.

PEMBROKE LAKES MALL

3 5 7 23 16

MEMORIAL HOSPITAL WEST

S.W. 10 ST.

CENTURY VILLAGE

5

S.W. 129 AVE.

5

PEMBROKE RD.

PALM AVE.

DOUGLAS RD.

MEMORIAL WALK-IN CLINIC

BCC SOUTH CAMPUS AND REGIONAL LIBRARY

7

5

PEMBROKE RD.

UNIVERSITY DR.

MIRAMAR BLVD.

RONALD REAGAN TURNPIKE

MEMORIAL HOSPITAL - MIRAMAR

28

MIRAMAR PKWY.

Southbound

NORTHBOUND

SOUTHBOUND

28

441

2

207 ST.

199 ST.

Northbound

DOLPHIN STADIUM

MIAMI GARDEN DR.

Southbound

N.W. 37 AVE.

N.W. 27 AVE.

817

S.W. 56 AVE.

S.W. 52 AVE.

S.W. 40 AVE.

91

15

COUNTYLINE RD.

I-95

MIAMI-DADE COUNTY

IVES DAIRY RD.

183 ST.

Miami-Dade Connections

3 9 95 99 E S

AVENTURA MALL

1

the Breeze

AVENTURA BLVD.

29 PL.

W. COUNTRY CLUB DR.

192 ST. CAUSEWAY

A1A

N.W. 56 AVE.

N.W. 2 AVE.

18

75 77 83 95 183

SHERIDAN ST.

12

PARK RD.

N. 29 AVE.

N. 23 AVE.

DIXIE HWY.

PHIPPEN RD.

3

N.14 AVE.

ANNE KOLB NATURE CENTER

NORTH BEACH PARK

12

A1A

TRI-RAIL

TAFT ST.

LONGFELLOW CIRCLE

N. 35 AVE.

17

TRI-RAIL

JOHNSON ST.

N. 26 AVE.

N. 24 AVE.

9

JOHNSON ST.

YOUNG CIRCLE

1 4 7 9

the Breeze

4

TYLER ST.

7

HOLLYWOOD BLVD.

S. LUNA CT.

17

WASHINGTON ST.

BROWARD S. REGIONAL HEALTH CENTER

5

S.W. 19 ST.

S.W. 44 AVE.

S.W. 40 AVE.

MIAMI DR.

HALLANDALE BEACH BLVD.

28

S.W. 56 AVE.

S.W. 52 AVE.

S.W. 40 AVE.

91

15

COUNTYLINE RD.

I-95

S.W. 26 AVE.

HARRISON ST.

6

FOSTER RD.

5

S.W. 26 ST.

S.W. 26 CT.

S.W. 28 ST.

S.W. 30 ST.

S.W. 15 AVE.

S.W. 9 AVE.

S.W. 8 AVE.

NW 9 AVE.

NW 8 AVE.

NW 4 AVE.

N.W. 2 AVE.

N.W.1ST.

DIXIE HWY.

N.E. 14 AVE.

THREE ISLANDS BLVD.

ATLANTIC SHORES

4

S.W. 3 ST.

S.W. 11 AVE.

6

OLD FEDERAL HWY.

1

S.W. 30 AVE.

RAVENSWOOD RD.

6

FT. LAUDERDALE/ HOLLYWOOD INTERNATIONAL AIRPORT

1

EISENHOWER BLVD.

S.W. 9 AVE.

84

S.E. 20 ST.

OCEAN LN.

MAYAN DR.

POINT OF AMERICAS

PORT EVERGLADES

40

17 STREET CAUSEWAY

40

40

BROWARD GENERAL MEDICAL CENTER

ANDREWS AVE.

S.E. 3 AVE.

1

LAS OLAS BLVD.

11

BROWARD BLVD.

22

BROWARD CENTRAL TERMINAL

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

the Breeze

DAVIE BLVD.

TRI-RAIL

Route 22 Weekday Only

BROWARD BLVD.

EVANSTON CIRCLE

GLENDALE BLVD

9

30

441

RIVERLAND RD.

I-95

RONALD REAGAN TURNPIKE

ROYAL PALM BLVD.

83

CORAL SQUARE MALL

RAMBLEWOOD DR.

MARGATE BLVD.

60

BANKS RD.

LYONS RD.

31

COCONUT CREEK PKWY.

BC NORTH CAMPUS

N.W. 31 AVE.

N.W. 27 AVE.

60

MARTIN LUTHER KING JR. BLVD.

I-95

N.W. 6 AVE.

N.W. 3 AVE.

10

11

SAWGRASS EXPRESSWAY

42

ATLANTIC BLVD.

42

ATLANTIC BLVD.

42

HIBISCUS AVE.

S.E. 1 ST.

RIVERSIDE DR.

2

SOUTHGATE BLVD.

ROCK ISLAND RD.

18

62

N.W 100 AVE.

N.W 81 ST.

N.W. 77 ST.

HIATUS RD.

UNIVERSITY DR.

S.W. 81 AVE.

JOHN KNOX VILLAGE PKWY.

S.W. 3 ST.

50

DIXIE HWY.

CYPRESS RD.

20

1

WESTWOOD DR.

PINE ISLAND RD.

57

N.W. 76 ST.

N.W. 70 AVE.

62

KIMBERLY BLVD.

62

MCNAB RD.

POWERLINE RD.

LYONS RD.

31

57

LAGOS DE CAMPO BLVD.

N.W.61 ST.

N.W. 57 ST.

N.W. 64 AVE.

57

BAILEY RD.

MCNAB RD.

62

N.W 21 AVE.

ANDREWS AVE.

TRI-RAIL

CYPRESS CREEK RD.

N.E. 62 ST.

62

55

COMMERCIAL BLVD.

55

PROSPECT RD.

57

N.W. 31 AVE.

11

14

I-95

55

COMMERCIAL BLVD.

N.E. 45 ST.

HIBISCUS

N.E. 41 ST.

N.E. 18 AVE.

10

A1A

NOB HILL RD.

88

SUNSHINE PLAZA

N.W. 50 ST.

N.W. 44 ST.

81

N.W. 44 ST.

INVERRARY BLVD.

INTERRARY DR.

N.W. 36 ST.

35 ST.

N.W.52AVE.

50AVE.

N.W.43AVE.

56

81

N.W. 21 AVE.

11

PROSPECT RD.

60

50

N.E. 36 ST.

GALT OCEAN MILE

11 36 72 55

HIATUS RD.

WELLEBY PLAZA

OAKLAND PARK

72

OAKLAND PARK BLVD.

72

N.E. 26 ST.

JOSHLEE BLVD.

N.W. 30 PL.

56

SUNRISE LAKES BLVD.

N.W.109AVE.

N.W.105AVE.

88

56

Florida Medical Center

N.W. 26 ST.

N.W. 49 AVE.

N.W. 47 AVE.

18

SUNSET S TRIP

N.W. 19 ST.

N.W. 61 AVE.

N.W. 55 AVE.

56

N.W. 95 AVE.

CORAL RIDGE MALL

10 20 72

WILTON DR.

DIXIE HWY.

10

1

SAWGRASS MILLS MALL

22 23 36 72

BANNAT-LANTIC CENTER

SUNRISE BLVD.

36

N.W. 16 CT.

N.W. 15 CT.

N.W. 23 AVE.

N.W. 24 AVE.

40

N.W. 38 AVE.

N.W. 16 ST.

81

N.W. 19 ST.

31

14

N.W. 15 AVE.

N.W. 7 AVE.

ANDREWS AVE.

N.E. 4 AVE.

N.E. 15 AVE.

20

N.E. 13 ST.

36

60

50

N.W. 8 ST.

22

N.W. 8 ST.

23

N.W. 136 AVE.

WESTBOUND

EASTBOUND

23

FLAMINGO RD.

HIATUS RD.

PINE ISLAND RD.

LAUDERDALE WEST DR.

UNIVERSITY DR.

N.W. 70 AVE.

N.W. 5 ST.

N.W. 4 ST.

N.W. 69 AVE.

CLEARY BLVD.

WEST REGIONAL TERMINAL

2 12 22 30 56 88

N.W. 84 AVE.

CYPRESS RD.

BROWARD BLVD.

22

LAUDERHILL MALL

18 40 36 81

N.W. 16 ST.

N.W. 12 ST.

SUNRISE BLVD

N.W. 8 PL.

N.W. 38 TER

N.W. 8 ST.

81

N.W. 4 ST.

N.W. 27 AVE.

N.W. 22 AVE.

SISTRUNK BLVD.

40

11

N.W.4 ST.

N.W.2 ST.

N.E. 3 AVE.

N.E.6 ST.

N.E.4 ST.

N.E.7 ST.

N.E. 20 AVE.

GALLERIA MALL

40

NOB HILL RD.

BROWARD MALL

30

12

PETERS RD.

84

NOVA DR.

2

12

9

SFEC DAVIE CAMPUSES

9 12

DAVIE RD.

12

GRIFFIN RD.

2

16

DAVIE RD. EXTENSION

SHERIDAN ST.

NOB HILL RD.

PASADENA BLVD.

N.W. 85 WAY

N. 72 AVE.

9

3

TAFT ST.

3

HIATUS RD.

3

TAFT ST.

JOHNSON ST.

7

PINES BLVD.

7

PINES BLVD.

PEMBROKE LAKES MALL

3 5 7 23 16

MEMORIAL HOSPITAL WEST

S.W. 10 ST.

CENTURY VILLAGE

5

S.W. 129 AVE.

5

PEMBROKE RD.

PALM AVE.

DOUGLAS RD.

MEMORIAL WALK-IN CLINIC

BCC SOUTH CAMPUS AND REGIONAL LIBRARY

7

5

PEMBROKE RD.

UNIVERSITY DR.

MIRAMAR BLVD.

RONALD REAGAN TURNPIKE

MEMORIAL HOSPITAL - MIRAMAR

28

MIRAMAR PKWY.

Southbound

NORTHBOUND

SOUTHBOUND

28

441

2

207 ST.

199 ST.

Northbound

DOLPHIN STADIUM

MIAMI GARDEN DR.

Southbound

N.W. 37 AVE.

N.W. 27 AVE.

817

S.W. 56 AVE.

S.W. 52 AVE.

S.W. 40 AVE.

91

15

COUNTYLINE RD.

I-95

S.W. 26 AVE.

HARRISON ST.

6

FOSTER RD.

5

S.W. 26 ST.

S.W. 26 CT.

S.W. 28 ST.

S.W. 30 ST.

S.W. 15 AVE.

S.W. 9 AVE.

S.W. 8 AVE.

NW 9 AVE.

NW 8 AVE.

NW 4 AVE.

N.W. 2 AVE.

N.W.1ST.

DIXIE HWY.

N.E. 14 AVE.

THREE ISLANDS BLVD.

ATLANTIC SHORES

4

S.W. 3 ST.

S.W. 11 AVE.

6

OLD FEDERAL HWY.

1

S.W. 30 AVE.

RAVENSWOOD RD.

6

FT. LAUDERDALE/ HOLLYWOOD INTERNATIONAL AIRPORT

1

EISENHOWER BLVD.

S.W. 9 AVE.

84

S.E. 20 ST.

OCEAN LN.

MAYAN DR.

POINT OF AMERICAS

PORT EVERGLADES

40

17 STREET CAUSEWAY

40

40

BROWARD GENERAL MEDICAL CENTER

ANDREWS AVE.

S.E. 3 AVE.

1

LAS OLAS BLVD.

11

BROWARD BLVD.

22

BROWARD CENTRAL TERMINAL

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

the Breeze

DAVIE BLVD.

TRI-RAIL

Route 22 Weekday Only

BROWARD BLVD.

EVANSTON CIRCLE

GLENDALE BLVD

9

30

441

RIVERLAND RD.

I-95

RONALD REAGAN TURNPIKE

27

27

N.W. 210 AVE.

N.W. 208 AVE.

N.W. 196 AVE.

N.W. 184 AVE.

S.W. 172 AVE.

S.W. 160 AVE.

S.W. 148 AVE.

S.W. 136 AVE.

S.W. 172 AVE.

DYKES RD.

LAKESIDE DR.

ROYAL PALM AVE.

DYKES RD.

ACADEMIC VILLAGE

BC PINES CENTER

INDIAN TRACE

BONAVENTURE BLVD.

WESTON RD.

Weston Park of Commerce

N. COMMERCE PKWY.

N. PARK DR.

ARVIDA PKWY.

75

75

23

GRIFFIN RD.

STIRLING RD.

16

7

PINES BLVD.

7

PINES BLVD.

7

HOLLYWOOD BLVD.

7

HOLLYWOOD BLVD.

YOUNG CIRCLE

MEMORIAL HOSPITAL - MIRAMAR

RONALD REAGAN TURNPIKE

MIAMI-DADE COUNTY TRANSIT

MIAMI-DADE BUSES THAT SERVICE 163 STREET SHOPPING CENTER FROM GOLDEN GLADES PARK & RIDE

E 24 27 EOWL 22 95X

GOLDEN GLADES PARK & RIDE LOT

18 the Breeze University and 441 Breeze

TRI-RAIL

441

I-95

N W E S

BROWARD COUNTY Transit

Community Bus System

COMMUNITY BUS STOP

CITY OF FORT LAUDERDALE COMMUNITY BUS ROUTES

- NORTHWEST CIRCULATOR
- DOWNTOWN COURTHOUSE LOOP
- PARK & RIDE
- TRI-RAIL WEEKEND ROUTE
- LAS OLAS BEACH ROUTE
- GALT NORTH BEACH
- LAUDERDALE MANORS/LAUDERDALE VILLAS/ HILLMONT HEIGHTS
- CONVENTION CONNECTION

Community Bus Legend

Coconut Creek
- "N" Route
- "S" Route

Cooper City

Coral Springs
- Green Route
- Blue Route

Dania Beach
- West Route
- East Route

Town of Davie
- Green Route
- Blue Route

Town of Davie (continued)
- SFEC Express
- Tri-Rail

Deerfield Beach
- Express I
- Express II
- Express III
- (Beach Connection)

Fort Lauderdale
See detail map, upper left corner

Hillsboro Beach

Lauderhill
- Routes 1 & 5
- Route 2
- Route 3
- Route 4
- Route 6

Lauderdale-by-the-Sea
- Pelican Hopper

Lauderdale Lakes
- East/West
- North/South

Lighthouse Point

Margate
- Route A
- Route B
- Route C
- Route D
- Route E

Miramar
- Green
- Orange
- Red
- Yellow

North Lauderdale
- East Route
- West Route

Oakland Park
- East Route
- West Route

Pembroke Pines
- Green Route
- Gold Route

Plantation
- A & B Routes

Pompano Beach
- Blue Route
- Green Route

Tamarac
- Green Route
- Red Route
- Yellow Route

Western Express
- Pembroke Pines
- Weston/ Bonaventure

BEWE (Broward East/ West Express)

BCT Routes RT 00

Tri-Rail Stations

Community Bus Service provided by Broward County Commission in partnership with Partner Cities.

Broward County
Board of County Commissioners
An equal opportunity employer and provider of services.

Effective: September 2006

TIMETABLE

ROUTE 18

Weekday

Effective 10/07/07

Golden Glades Park & Ride

Hollywood Blvd. & U.S. 441

Coconut Creek Pkwy. & U.S. 441

Sandalfoot Cove Blvd. & U.S. 441

BROWARD COUNTY Transit

A service of the Broward County Commission

Wheelchair Accessible Bike Racks

www.broward.org/bct

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays .....8:30 am - 5 pm
Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414,
Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.
NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass
10 Rides any time, any day.
Expires after the tenth ride is taken.

7 Day Pass
Unlimited rides for seven consecutive days.
Starts on the first day card is used.
Expires after the seventh day.

31 Day Adult Pass
Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass
Youth*, Seniors*, Disabled*, Medicare*, College Student*.
Unlimited rides for 31 consecutive days.
Starts on the first day card is used.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student fare, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

NORTHBOUND

To Sandalfoot Cove, Palm Beach County

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

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

GOLDEN GLADES PARK & RIDE 1	HALLANDALE BCH. BLVD. & U.S. 441 2	HOLLYWOOD BLVD. & U.S. 441. 3	STIRLING RD. & U.S. 441 4	DAVIE BLVD. & U.S. 441 5	LAUDERHILL MALL ARRIVES 6	LAUDERHILL MALL DEPARTS 6	OAKLAND PARK BLVD. & U.S. 441 7	KIMBERLY BLVD. & U.S. 441. 8	COCONUT CREEK PKWY. & U.S. 441 9	SAMPLE RD. & TURTLE CREEK DR. 10	SANDALFOOT COVE BLVD. & U.S. 441. 11
		4:48a	4:59a	5:08a	5:16a	4:50a	5:02a	5:13a	5:20a	5:26a	5:41a
	5:12a	5:23a	5:32a	5:41a	5:50a	5:20a	5:32a	5:44a	5:52a	5:59a	6:14a
	5:22a	5:30a	5:42a	5:52a	6:01a	6:03a	6:15a	6:23a	6:30a	6:46a	
5:25a	5:41a	5:50a	6:02a	6:12a	6:21a	6:10a	6:23a	6:35a	6:44a	6:52a	
5:45a	6:01a	6:10a	6:22a	6:32a	6:42a	6:30a	6:44a	6:57a	7:06a	7:16a	
6:00a	6:16a	6:25a	6:38a	6:49a	6:59a	6:50a	7:04a	7:17a	7:26a	7:34a	7:51a
6:15a	6:31a	6:41a	6:54a	7:05a	7:15a	7:05a	7:19a	7:32a	7:42a	7:53a	
6:30a	6:47a	6:57a	7:10a	7:21a	7:31a	7:20a	7:34a	7:48a	7:58a	8:07a	8:24a
6:45a	7:02a	7:12a	7:25a	7:37a	7:48a	7:35a	7:50a	8:04a	8:14a	8:25a	
7:00a	7:17a	7:27a	7:41a	7:53a	8:04a	7:50a	8:05a	8:19a	8:29a	8:37a	8:53a
7:15a	7:32a	7:43a	7:57a	8:09a	8:20a	8:05a	8:20a	8:34a	8:43a	8:53a	
7:30a	7:48a	7:59a	8:13a	8:25a	8:35a	8:20a	8:34a	8:47a	8:56a	9:04a	9:20a
7:45a	8:03a	8:14a	8:28a	8:39a	8:49a	8:35a	8:49a	9:02a	9:11a	9:21a	
8:00a	8:18a	8:29a	8:42a	8:53a	9:03a	8:50a	9:04a	9:17a	9:26a	9:33a	9:48a
8:15a	8:33a	8:43a	8:56a	9:07a	9:17a	9:05a	9:19a	9:32a	9:40a	9:49a	
8:30a	8:47a	8:57a	9:10a	9:21a	9:31a	9:20a	9:34a	9:46a	9:54a	10:01a	10:16a
8:45a	9:02a	9:12a	9:25a	9:35a	9:44a	9:35a	9:48a	10:00a	10:08a	10:17a	
9:00a	9:17a	9:27a	9:39a	9:49a	9:58a	9:50a	10:03a	10:15a	10:23a	10:30a	10:45a
9:15a	9:32a	9:41a	9:53a	10:03a	10:12a	10:05a	10:18a	10:30a	10:38a	10:47a	
9:30a	9:46a	9:55a	10:07a	10:17a	10:26a	10:20a	10:33a	10:45a	10:53a	11:00a	11:15a
9:45a	10:01a	10:10a	10:22a	10:32a	10:41a	10:35a	10:48a	11:00a	11:08a	11:17a	
10:00a	10:16a	10:25a	10:37a	10:47a	10:56a	10:50a	11:03a	11:15a	11:23a	11:30a	11:45a
10:15a	10:31a	10:40a	10:52a	11:02a	11:11a	11:05a	11:18a	11:30a	11:38a	11:47a	
10:30a	10:46a	10:55a	11:07a	11:17a	11:26a	11:20a	11:33a	11:45a	11:53a	12:00p	12:15p
10:45a	11:01a	11:10a	11:22a	11:32a	11:41a	11:35a	11:48a	12:00p	12:08p	12:17p	
11:00a	11:16a	11:25a	11:37a	11:47a	11:56a	11:50a	12:03p	12:15p	12:23p	12:30p	12:45p
11:15a	11:31a	11:40a	11:52a	12:02p	12:11p	12:05p	12:18p	12:30p	12:38p	12:47p	
11:30a	11:46a	11:55a	12:07p	12:17p	12:26p	12:20p	12:33p	12:45p	12:53p	1:00p	1:15p
11:45a	12:01p	12:10p	12:22p	12:32p	12:41p	12:35p	12:48p	1:00p	1:08p	1:17p	
12:00p	12:16p	12:25p	12:37p	12:47p	12:56p	12:50p	1:03p	1:15p	1:23p	1:30p	1:45p
12:15p	12:31p	12:40p	12:52p	1:02p	1:11p	1:05p	1:18p	1:30p	1:38p	1:47p	
12:30p	12:46p	12:55p	1:07p	1:17p	1:26p	1:20p	1:33p	1:45p	1:53p	2:00p	2:15p
12:45p	1:01p	1:10p	1:22p	1:32p	1:41p	1:35p	1:48p	2:00p	2:08p	2:17p	
1:00p	1:16p	1:25p	1:37p	1:47p	1:56p	1:50p	2:03p	2:15p	2:23p	2:30p	2:45p
1:15p	1:31p	1:40p	1:52p	2:02p	2:11p	2:05p	2:18p	2:30p	2:38p	2:47p	
1:30p	1:46p	1:55p	2:07p	2:17p	2:26p	2:20p	2:33p	2:45p	2:53p	3:00p	3:15p
1:45p	2:01p	2:10p	2:22p	2:32p	2:41p	2:35p	2:48p	3:00p	3:08p	3:17p	
2:00p	2:16p	2:25p	2:37p	2:47p	2:56p	2:50p	3:03p	3:15p	3:23p	3:30p	3:46p
2:15p	2:31p	2:40p	2:52p	3:02p	3:11p	3:05p	3:18p	3:30p	3:39p	3:49p	
2:30p	2:46p	2:55p	3:07p	3:17p	3:26p	3:20p	3:33p	3:46p	3:55p	4:03p	4:19p
2:45p	3:01p	3:10p	3:22p	3:32p	3:42p	3:35p	3:49p	4:02p	4:11p	4:21p	
3:00p	3:16p	3:25p	3:38p	3:49p	3:59p	3:50p	4:04p	4:17p	4:26p	4:34p	4:51p
3:15p	3:31p	3:41p	3:54p	4:05p	4:15p	4:05p	4:19p	4:32p	4:42p	4:53p	
3:30p	3:47p	3:57p	4:10p	4:21p	4:31p	4:20p	4:34p	4:48p	4:58p	5:07p	5:24p
3:45p	4:02p	4:12p	4:25p	4:37p	4:48p	4:35p	4:50p	5:04p	5:14p	5:25p	
4:00p	4:17p	4:27p	4:41p	4:53p	5:04p	4:50p	5:05p	5:19p	5:29p	5:37p	5:53p
4:15p	4:32p	4:43p	4:57p	5:09p	5:20p	5:05p	5:20p	5:34p	5:43p	5:53p	
4:30p	4:48p	4:59p	5:13p	5:25p	5:35p	5:20p	5:34p	5:47p	5:56p	6:04p	6:20p
4:45p	5:03p	5:14p	5:28p	5:39p	5:49p	5:35p	5:49p	6:02p	6:11p	6:21p	
5:00p	5:18p	5:29p	5:42p	5:53p	6:03p	5:50p	6:04p	6:17p	6:26p	6:33p	6:48p
5:15p	5:33p	5:43p	5:56p	6:07p	6:17p	6:05p	6:19p	6:32p	6:40p	G6:49p	
5:30p	5:47p	5:57p	6:10p	6:21p	6:31p	6:20p	6:34p	6:46p	6:54p	7:01p	7:16p
5:45p	6:02p	6:12p	6:25p	6:35p	6:44p	6:35p	6:48p	7:00p	7:08p	G7:17p	
6:00p	6:17p	6:27p	6:39p	6:49p	6:58p	6:50p	7:03p	7:15p	7:23p	7:30p	7:45p
6:15p	6:32p	6:41p	6:53p	7:03p	7:12p	7:05p	7:18p	7:30p	7:38p	G7:47p	
6:30p	6:46p	6:55p	7:07p	7:17p	7:26p	7:20p	7:33p	7:45p	7:53p	8:00p	8:15p
6:45p	7:01p	7:10p	7:22p	7:32p	7:41p	7:35p	7:48p	8:00p	8:08p	G8:17p	
7:15p	7:31p	7:40p	7:52p	8:02p	8:11p	7:50p	8:03p	8:15p	8:23p	8:30p	8:45p
7:45p	8:01p	8:10p	8:22p	8:32p	8:41p	8:20p	8:33p	8:45p	8:53p	G9:02p	
8:15p	8:31p	8:40p	8:52p	9:02p	9:11p	8:50p	9:03p	9:15p	9:23p	9:32p	
8:45p	9:01p	9:10p	9:22p	9:32p	9:40p	9:20p	9:33p	9:44p	9:51p	9:59p	
9:15p	9:31p	9:39p	9:50p	9:59p	10:07p	9:50p	10:02p	10:13p	10:20p	G10:28p	
9:45p	10:00p	10:08p	10:19p	10:28p	10:36p	10:15p	10:27p	10:38p	10:45p	10:53p	
10:15p	10:30p	10:38p	10:49p	10:58p	11:06p	10:45p	10:57p	11:08p	11:15p	G11:23p	
11:00p	11:14p	11:22p	11:33p	11:42p	11:50p	11:15p	11:27p	11:38p	11:45p	G11:53p	
						12:00a	12:12a	12:23a	12:30a	G12:38a	

SOUTHBOUND

To Golden Glades Park/Tri-Rail Park & Ride

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

SANDALFOOT COVE BLVD. & U.S. 441	SAMPLE RD. & TURTLE CREEK DR.	COCONUT CREEK PKWY. & U.S. 441	KIMBERLY BLVD. & U.S. 441.	OAKLAND PARK BLVD. & U.S. 441	LAUDERHILL MALL ARRIVES	LAUDERHILL MALL DEPARTS	DAVIE BLVD. & U.S. 441	STIRLING RD. & U.S. 441	HOLLYWOOD BLVD. & U.S. 441.	HALLANDALE BCH BLVD. & U.S. 441	GOLDEN GLADES PARK & RIDE
11	10	9	8	7	6	6	5	4	3	2	1
						4:50a	4:58a	5:07a	5:18a	5:26a	5:41a
	4:40a	4:46a	4:53a	5:04a	5:16a	5:20a	5:28a	5:38a	5:50a	5:59a	6:14a
	5:10a	5:16a	5:23a	5:34a	5:47a	5:50a	5:59a	6:09a	6:21a	6:30a	6:46a
						6:05a	6:14a	6:24a	6:37a	6:47a	7:03a
	5:40a	5:47a	5:55a	6:07a	6:20a	6:20a	6:29a	6:35a	6:48a	7:03a	7:19a
						6:35a	6:45a	6:56a	7:09a	7:19a	7:35a
	6:00a	6:07a	6:15a	6:27a	6:41a	6:50a	7:00a	7:08a	7:21a	7:34a	7:51a
6:00a	6:15a	6:22a	6:30a	6:43a	6:57a	7:05a	7:15a	7:24a	7:38a	7:51a	8:08a
	6:30a	6:38a	6:47a	7:00a	7:14a	7:20a	7:30a	7:42a	7:56a	8:07a	8:24a
6:30a	6:45a	6:53a	7:02a	7:15a	7:29a	7:35a	7:46a	7:55a	8:09a	8:23a	8:40a
	7:00a	7:08a	7:17a	7:30a	7:45a	7:50a	8:01a	8:10a	8:24a	8:38a	8:54a
7:00a	7:15a	7:23a	7:32a	7:46a	8:01a	8:05a	8:16a	8:26a	8:39a	8:51a	9:07a
	7:30a	7:39a	7:49a	8:03a	8:18a	8:20a	8:31a	8:42a	8:55a	9:05a	9:21a
7:30a	7:45a	7:54a	8:04a	8:18a	8:33a	8:35a	8:45a	9:00a	9:13a	9:19a	9:34a
	8:00a	8:09a	8:19a	8:33a	8:47a	8:50a	9:00a	9:14a	9:27a	9:33a	9:48a
8:00a	8:15a	8:24a	8:34a	8:47a	9:01a	9:05a	9:15a	9:28a	9:40a	9:47a	10:02a
	8:30a	8:38a	8:47a	9:00a	9:14a	9:20a	9:30a	9:40a	9:52a	10:01a	10:16a
8:30a	8:45a	8:53a	9:02a	9:15a	9:29a	9:35a	9:44a	9:57a	10:09a	10:15a	10:30a
	9:00a	9:08a	9:17a	9:30a	9:43a	9:50a	9:59a	10:12a	10:24a	10:30a	10:45a
9:00a	9:15a	9:23a	9:32a	9:44a	9:57a	10:05a	10:14a	10:26a	10:38a	10:45a	11:00a
	9:30a	9:37a	9:45a	9:57a	10:10a	10:20a	10:29a	10:39a	10:51a	11:00a	11:15a
9:30a	9:45a	9:52a	10:00a	10:12a	10:25a	10:35a	10:44a	10:54a	11:06a	11:15a	11:30a
	10:00a	10:07a	10:15a	10:27a	10:40a	10:50a	10:59a	11:08a	11:21a	11:30a	11:45a
10:00a	10:15a	10:22a	10:30a	10:42a	10:55a	11:05a	11:14a	11:24a	11:36a	11:45a	12:00p
	10:30a	10:37a	10:45a	10:57a	11:10a	11:20a	11:29a	11:39a	11:51a	12:00p	12:15p
10:30a	10:45a	10:52a	11:00a	11:12a	11:25a	11:35a	11:44a	11:54a	12:06p	12:15p	12:30p
	11:00a	11:07a	11:15a	11:27a	11:40a	11:50a	11:59a	12:09p	12:21p	12:30p	12:45p
11:00a	11:15a	11:22a	11:30a	11:42a	11:55a	12:05p	12:14p	12:24p	12:36p	12:45p	1:00p
	11:30a	11:37a	11:45a	11:57a	12:10p	12:20p	12:29p	12:39p	12:51p	1:00p	1:15p
11:30a	11:45a	11:52a	12:00p	12:12p	12:25p	12:35p	12:44p	12:54p	1:06p	1:15p	1:30p
	12:00p	12:07p	12:15p	12:27p	12:40p	12:50p	12:59p	1:09p	1:21p	1:30p	1:45p
12:00p	12:15p	12:22p	12:30p	12:42p	12:55p	1:05p	1:14p	1:24p	1:36p	1:45p	2:00p
	12:30p	12:37p	12:45p	12:57p	1:10p	1:20p	1:29p	1:39p	1:51p	2:00p	2:15p
12:30p	12:45p	12:52p	1:00p	1:12p	1:25p	1:35p	1:44p	1:54p	2:06p	2:15p	2:30p
	1:00p	1:07p	1:15p	1:27p	1:40p	1:50p	1:59p	2:09p	2:21p	2:30p	2:45p
1:00p	1:15p	1:22p	1:30p	1:42p	1:55p	2:05p	2:14p	2:24p	2:36p	2:45p	3:00p
	1:30p	1:37p	1:45p	1:57p	2:10p	2:20p	2:29p	2:39p	2:51p	3:00p	3:15p
1:30p	1:45p	1:52p	2:00p	2:12p	2:25p	2:35p	2:44p	2:54p	3:06p	3:15p	3:30p
	2:00p	2:07p	2:15p	2:27p	2:40p	2:50p	2:59p	3:09p	3:21p	3:30p	3:46p
2:00p	2:15p	2:22p	2:30p	2:42p	2:55p	3:05p	3:14p	3:24p	3:37p	3:47p	4:03p
	2:30p	2:37p	2:45p	2:57p	3:10p	3:20p	3:29p	3:40p	3:53p	4:03p	4:19p
2:30p	2:45p	2:52p	3:00p	3:12p	3:25p	3:35p	3:45p	3:54p	4:07p	4:19p	4:35p
	3:00p	3:07p	3:15p	3:27p	3:41p	3:50p	4:00p	4:08p	4:21p	4:34p	4:51p
3:00p	3:15p	3:22p	3:30p	3:43p	3:57p	4:05p	4:15p	4:24p	4:38p	4:51p	5:08p
	3:30p	3:38p	3:47p	4:00p	4:14p	4:20p	4:30p	4:42p	4:56p	5:07p	5:24p
3:30p	3:45p	3:53p	4:02p	4:15p	4:29p	4:35p	4:46p	4:55p	5:09p	5:23p	5:40p
	4:00p	4:08p	4:17p	4:30p	4:45p	4:50p	5:01p	5:10p	5:24p	5:38p	5:54p
4:00p	4:15p	4:23p	4:32p	4:46p	5:01p	5:05p	5:16p	5:26p	5:39p	5:51p	6:07p
	4:30p	4:39p	4:49p	5:03p	5:18p	5:20p	5:31p	5:42p	5:55p	6:05p	6:21p
4:30p	4:45p	4:54p	5:04p	5:18p	5:33p	5:35p	5:45p	6:00p	6:13p	6:19p	6:34p
	5:00p	5:09p	5:19p	5:33p	5:47p	5:50p	6:00p	6:14p	6:27p	6:33p	G6:48p
5:00p	5:15p	5:24p	5:34p	5:47p	6:01p	6:05p	6:15p	6:28p	6:40p	6:47p	7:02p
	5:30p	5:38p	5:47p	6:00p	6:14p	6:20p	6:30p	6:40p	6:52p	7:01p	G7:16p
5:30p	5:45p	5:53p	6:02p	6:15p	6:29p	6:35p	6:44p	6:57p	7:09p	7:15p	7:30p
	6:00p	6:08p	6:17p	6:30p	6:43p	6:50p	6:59p	7:12p	7:24p	7:30p	G7:45p
6:00p	6:15p	6:23p	6:32p	6:44p	6:57p	7:05p	7:14p	7:25p	7:37p	7:45p	8:00p
	6:30p	6:37p	6:45p	6:57p	7:10p	7:20p	7:29p	7:39p	7:51p	8:00p	8:15p
6:30p	6:45p	6:52p	7:00p	7:12p	7:25p	7:35p	7:44p	7:54p	8:06p	8:15p	8:30p
7:00p	7:15p	7:22p	7:30p	7:42p	7:55p	8:05p	8:14p	8:24p	8:36p	8:45p	9:00p
7:30p	7:45p	7:52p	8:00p	8:12p	8:25p	8:35p	8:44p	8:54p	9:06p	9:15p	9:30p
8:00p	8:15p	8:22p	8:30p	8:42p	8:55p	9:05p	9:14p	9:24p	9:36p	9:44p	9:58p
8:30p	8:45p	8:52p	9:00p	9:12p	9:25p	9:35p	9:43p	9:52p	10:03p	10:11p	G10:25p
9:00p	9:15p	9:22p	9:30p	9:41p	9:53p	10:00p	10:08p	10:17p	10:28p	10:36p	10:50p
	9:45p	9:51p	9:58p	10:09p	10:21p	10:30p	10:38p	10:47p	10:58p	11:06p	G11:20p
	10:15p	10:20p	10:27p	10:38p	10:50p	11:00p	11:08p	11:17p	11:28p	11:36p	G11:50p
	11:00p	11:05p	11:12p	11:23p	11:35p	11:45p	11:53p	12:02a	12:13a	G12:21a	

Route 18

Weekday

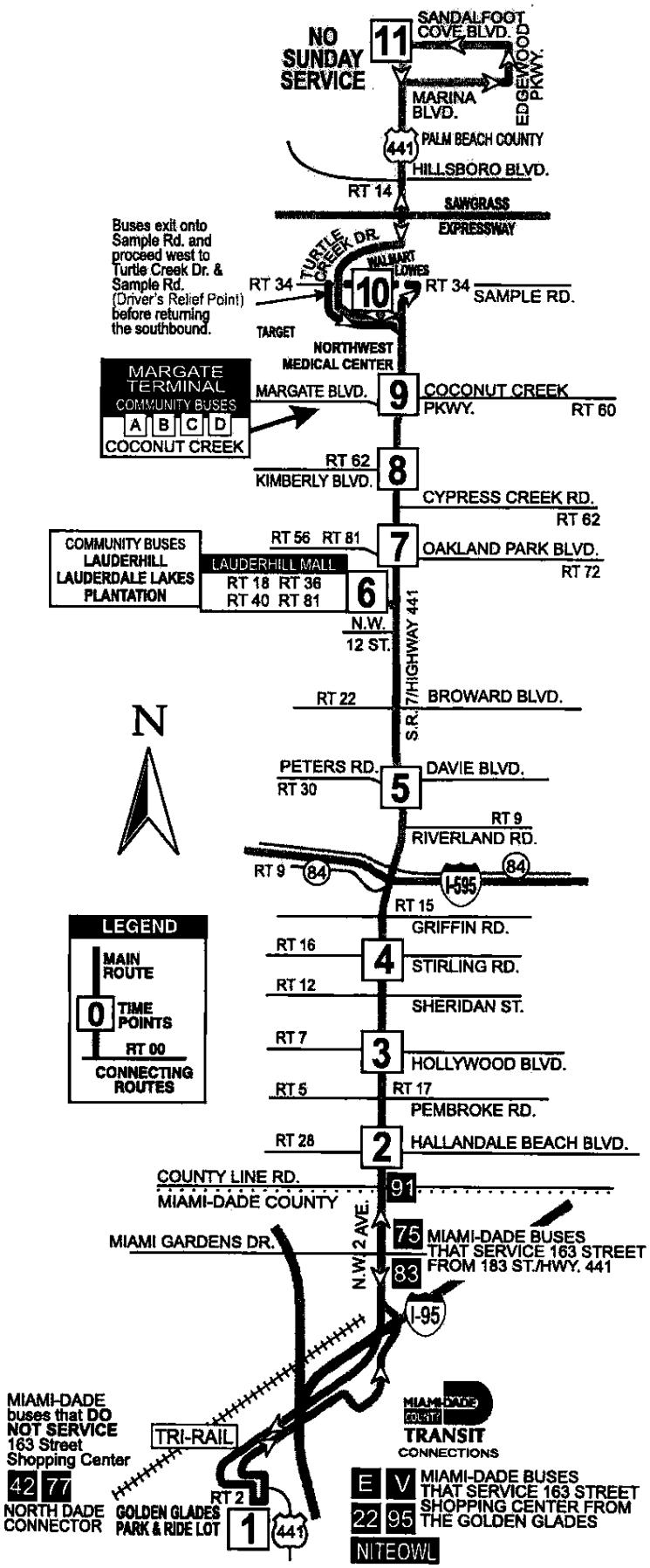
Effective 10/07/07

Golden Glades Park & Ride

Hollywood Blvd. & U.S. 441

Coconut Creek Pkwy. & U.S. 441

Sandalfoot Cove Blvd. & U.S. 441



TIMETABLE

ROUTE 18

Saturday & Sunday

Effective 10/07/07

Sandalfoot Cove Blvd. & Hwy. 441

Coconut Creek Pkwy. & Hwy. 441

Hollywood Blvd. & Hwy. 441

Golden Glades Park & Ride

BROWARD COUNTY Transit

A service of the Broward County Commission

Wheelchair Accessible Bike Racks

www.broward.org/bct

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays .....8:30 am - 5 pm
Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414,
Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.
NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass
10 Rides any time, any day.
Expires after the tenth ride is taken.

7 Day Pass
Unlimited rides for seven consecutive days.
Starts on the first day card is used.
Expires after the seventh day.

31 Day Adult Pass
Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass
Youth*, Seniors*, Disabled*, Medicare*, College Student*.
Unlimited rides for 31 consecutive days.
Starts on the first day card is used.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student fare, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

NORTHBOUND

To Sandalfoot Cove, Palm Beach County

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

GOLDEN GLADES PARK & RIDE	HALLANDALE BCH. BLVD. & HWY. 441	HOLLYWOOD BLVD. & HWY. 441	STIRLING RD. & HWY. 441	DAVIE BLVD. & HWY. 441	LAUDERHILL MALL ARRIVES	LAUDERHILL MALL DEPARTS	OAKLAND PARK BLVD. & HWY. 441	KIMBERLY BLVD. & HWY. 441	COCONUT CREEK PKWY. & HWY. 441	SAMPLE RD. & TURTLE CREEK DR.	SANDALFOOT COVE BLVD. & HWY. 441
1	2	3	4	5	6	6	7	8	9	10	11
			5:03a	5:12a	5:20a	5:30a	5:42a	5:52a	5:59a	6:05a	
			5:33a	5:42a	5:50a	6:00a	6:12a	6:22a	6:29a	6:35a	
5:30a	5:44a	5:52a	6:03a	6:12a	6:20a	6:30a	6:42a	6:52a	6:59a	7:05a	7:20a
6:00a	6:14a	6:22a	6:33a	6:42a	6:50a	7:00a	7:13a	7:25a	7:33a	7:40a	7:55a
6:30a	6:44a	6:52a	7:03a	7:12a	7:20a	7:20a	7:33a	7:45a	7:53a	8:00a	
						7:40a	7:53a	8:05a	8:13a	8:20a	8:35a
7:00a	7:15a	7:24a	7:36a	7:46a	7:55a	8:00a	8:13a	8:25a	8:33a	8:40a	
7:20a	7:35a	7:44a	7:56a	8:06a	8:15a	8:20a	8:33a	8:45a	8:53a	9:00a	9:15a
7:40a	7:55a	8:04a	8:16a	8:26a	8:35a	8:40a	8:53a	9:05a	9:13a	9:20a	
8:00a	8:15a	8:24a	8:36a	8:46a	8:55a	9:00a	9:13a	9:25a	9:33a	9:40a	9:55a
8:20a	8:35a	8:44a	8:56a	9:06a	9:15a	9:20a	9:33a	9:45a	9:53a	10:00a	
8:40a	8:55a	9:04a	9:16a	9:26a	9:35a	9:40a	9:53a	10:05a	10:13a	10:20a	10:35a
9:00a	9:15a	9:24a	9:36a	9:46a	9:55a	10:00a	10:13a	10:25a	10:33a	10:40a	
9:20a	9:35a	9:44a	9:56a	10:06a	10:15a	10:20a	10:33a	10:45a	10:53a	11:00a	11:15a
9:40a	9:55a	10:04a	10:16a	10:26a	10:35a	10:40a	10:53a	11:05a	11:13a	11:20a	
10:00a	10:15a	10:24a	10:36a	10:46a	10:55a	11:00a	11:13a	11:25a	11:33a	11:40a	11:55a
10:20a	10:35a	10:44a	10:56a	11:06a	11:15a	11:20a	11:33a	11:45a	11:53a	12:00p	
10:40a	10:55a	11:04a	11:16a	11:26a	11:35a	11:40a	11:53a	12:05p	12:13p	12:20p	12:35p
11:00a	11:15a	11:24a	11:36a	11:46a	11:55a	12:00p	12:13p	12:25p	12:33p	12:40p	
11:20a	11:35a	11:44a	11:56a	12:06p	12:15p	12:20p	12:33p	12:45p	12:53p	1:00p	1:15p
11:40a	11:55a	12:04p	12:16p	12:26p	12:35p	12:40p	12:53p	1:05p	1:13p	1:20p	
12:00p	12:15p	12:24p	12:36p	12:46p	12:55p	1:00p	1:13p	1:25p	1:33p	1:40p	1:55p
12:20p	12:35p	12:44p	12:56p	1:06p	1:15p	1:20p	1:33p	1:45p	1:53p	2:00p	
12:40p	12:55p	1:04p	1:16p	1:26p	1:35p	1:40p	1:53p	2:05p	2:13p	2:20p	2:35p
1:00p	1:15p	1:24p	1:36p	1:46p	1:55p	2:00p	2:13p	2:25p	2:33p	2:40p	
1:20p	1:35p	1:44p	1:56p	2:06p	2:15p	2:20p	2:33p	2:45p	2:53p	3:00p	3:15p
1:40p	1:55p	2:04p	2:16p	2:26p	2:35p	2:40p	2:53p	3:05p	3:13p	3:20p	
2:00p	2:15p	2:24p	2:36p	2:46p	2:55p	3:00p	3:13p	3:25p	3:33p	3:40p	3:55p
2:20p	2:35p	2:44p	2:56p	3:06p	3:15p	3:20p	3:33p	3:45p	3:53p	4:00p	
2:40p	2:55p	3:04p	3:16p	3:26p	3:35p	3:40p	3:53p	4:05p	4:13p	4:20p	4:35p
3:00p	3:15p	3:24p	3:36p	3:46p	3:55p	4:00p	4:13p	4:25p	4:33p	4:40p	
3:20p	3:35p	3:44p	3:56p	4:06p	4:15p	4:20p	4:33p	4:45p	4:53p	5:00p	5:15p
3:40p	3:55p	4:04p	4:16p	4:26p	4:35p	4:40p	4:53p	5:05p	5:13p	5:20p	
4:00p	4:15p	4:24p	4:36p	4:46p	4:55p	5:00p	5:13p	5:25p	5:33p	5:40p	5:55p
4:20p	4:35p	4:44p	4:56p	5:06p	5:15p	5:20p	5:33p	5:45p	5:53p	G 6:00p	
4:40p	4:55p	5:04p	5:16p	5:26p	5:35p	5:40p	5:53p	6:05p	6:13p	6:20p	6:35p
5:00p	5:15p	5:24p	5:36p	5:46p	5:55p	6:00p	6:13p	6:25p	6:33p	G6:40p	
5:20p	5:35p	5:44p	5:56p	6:06p	6:15p	6:20p	6:33p	6:45p	6:53p	7:00p	7:15p
5:40p	5:55p	6:04p	6:16p	6:26p	6:35p	6:40p	6:53p	7:05p	7:13p	G7:20p	
6:00p	6:15p	6:24p	6:36p	6:46p	6:55p	7:00p	7:13p	7:25p	7:33p	G7:40p	
6:30p	6:45p	6:54p	7:06p	7:16p	7:25p	7:30p	7:43p	7:55p	8:03p	8:10p	
7:00p	7:15p	7:24p	7:36p	7:46p	7:55p	8:00p	8:13p	8:25p	8:33p	8:40p	
7:40p	7:55p	8:04p	8:16p	8:26p	8:35p	8:40p	8:53p	9:05p	9:13p	9:20p	
8:20p	8:35p	8:44p	8:56p	9:06p	9:15p	9:20p	9:33p	9:45p	9:53p	10:00p	
9:00p	9:15p	9:24p	9:36p	9:46p	9:55p	10:00p	10:12p	10:22p	10:29p	10:35p	
9:40p	9:55p	10:04p	10:15p	10:24p	10:32p	10:40p	10:52p	11:02p	11:09p	G11:15p	
10:15p	10:29p	10:37p	10:48p	10:57p	11:05p	11:10p	11:22p	11:32p	11:39p	G11:45p	
10:50p	11:04p	11:12p	11:23p	11:32p	11:40p	11:45p	11:57p	12:07a	12:14a	G12:20a	

SOUTHBOUND

To Golden Glades Park/Tri-Rail Park & Ride

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

SANDALFOOT COVE BLVD. & HWY.441 [11]	SAMPLE RD. & TURTLE CREEK DR. [10]	COCONUT CREEK PKWY. & HWY. 441 [9]	KIMBERLY BLVD. & HWY. 441 [8]	OAKLAND PARK BLVD. & HWY. 441 [7]	LAUDERHILL MALL ARRIVES [6]	LAUDERHILL MALL DEPARTS [6]	DAVIE BLVD. & HWY. 441 [5]	STIRLING RD. & HWY. 441 [4]	HOLLYWOOD BLVD. & HWY. 441 [3]	HALLANDALE BCH. BLVD. & HWY. 441 [2]	GOLDEN GLADES PARK & RIDE [1]
						5:00a	5:08a	5:17a	5:28a	5:36a	5:50a
	4:45a	4:51a	4:58a	5:08a	5:20a	5:30a	5:38a	5:47a	5:58a	6:06a	6:20a
	5:15a	5:21a	5:28a	5:38a	5:50a	5:55a	6:03a	6:12a	6:23a	6:31a	6:45a
	5:40a	5:46a	5:53a	6:03a	6:15a	6:15a	6:23a	6:32a	6:43a	6:51a	7:06a
						6:35a	6:43a	6:52a	7:03a	7:12a	7:27a
	6:10a	6:16a	6:23a	6:33a	6:45a	6:55a	7:03a	7:13a	7:25a	7:34a	7:49a
	6:30a	6:36a	6:43a	6:53a	7:05a	7:15a	7:24a	7:34a	7:46a	7:55a	8:10a
	6:50a	6:56a	7:03a	7:15a	7:28a	7:35a	7:44a	7:54a	8:06a	8:15a	8:30a
7:00a	7:10a	7:17a	7:25a	7:37a	7:50a	7:55a	8:04a	8:14a	8:26a	8:35a	8:50a
	7:30a	7:37a	7:45a	7:57a	8:10a	8:15a	8:24a	8:34a	8:46a	8:55a	9:10a
7:35a	7:50a	7:57a	8:05a	8:17a	8:30a	8:35a	8:44a	8:54a	9:06a	9:15a	9:30a
	8:10a	8:17a	8:25a	8:37a	8:50a	8:55a	9:04a	9:14a	9:26a	9:35a	9:50a
8:15a	8:30a	8:37a	8:45a	8:57a	9:10a	9:15a	9:24a	9:34a	9:46a	9:55a	10:10a
	8:50a	8:57a	9:05a	9:17a	9:30a	9:35a	9:44a	9:54a	10:06a	10:15a	10:30a
8:55a	9:10a	9:17a	9:25a	9:37a	9:50a	9:55a	10:04a	10:14a	10:26a	10:35a	10:50a
	9:30a	9:37a	9:45a	9:57a	10:10a	10:15a	10:24a	10:34a	10:46a	10:55a	11:10a
9:35a	9:50a	9:57a	10:05a	10:17a	10:30a	10:35a	10:44a	10:54a	11:06a	11:15a	11:30a
	10:10a	10:17a	10:25a	10:37a	10:50a	10:55a	11:04a	11:14a	11:26a	11:35a	11:50a
10:15a	10:30a	10:37a	10:45a	10:57a	11:10a	11:15a	11:24a	11:34a	11:46a	11:55a	12:10p
	10:50a	10:57a	11:05a	11:17a	11:30a	11:35a	11:44a	11:54a	12:06p	12:15p	12:30p
10:55a	11:10a	11:17a	11:25a	11:37a	11:50a	11:55a	12:04p	12:14p	12:26p	12:35p	12:50p
	11:30a	11:37a	11:45a	11:57a	12:10p	12:15p	12:24p	12:34p	12:46p	12:55p	1:10p
11:35a	11:50a	11:57a	12:05p	12:17p	12:30p	12:35p	12:44p	12:54p	1:06p	1:15p	1:30p
	12:10p	12:17p	12:25p	12:37p	12:50p	12:55p	1:04p	1:14p	1:26p	1:35p	1:50p
12:15p	12:30p	12:37p	12:45p	12:57p	1:10p	1:15p	1:24p	1:34p	1:46p	1:55p	2:10p
	12:50p	12:57p	1:05p	1:17p	1:30p	1:35p	1:44p	1:54p	2:06p	2:15p	2:30p
12:55p	1:10p	1:17p	1:25p	1:37p	1:50p	1:55p	2:04p	2:14p	2:26p	2:35p	2:50p
	1:30p	1:37p	1:45p	1:57p	2:10p	2:15p	2:24p	2:34p	2:46p	2:55p	3:10p
1:35p	1:50p	1:57p	2:05p	2:17p	2:30p	2:35p	2:44p	2:54p	3:06p	3:15p	3:30p
	2:10p	2:17p	2:25p	2:37p	2:50p	2:55p	3:04p	3:14p	3:26p	3:35p	3:50p
2:15p	2:30p	2:37p	2:45p	2:57p	3:10p	3:15p	3:24p	3:34p	3:46p	3:55p	4:10p
	2:50p	2:57p	3:05p	3:17p	3:30p	3:35p	3:44p	3:54p	4:06p	4:15p	4:30p
2:55p	3:10p	3:17p	3:25p	3:37p	3:50p	3:55p	4:04p	4:14p	4:26p	4:35p	4:50p
	3:30p	3:37p	3:45p	3:57p	4:10p	4:15p	4:24p	4:34p	4:46p	4:55p	5:10p
3:35p	3:50p	3:57p	4:05p	4:17p	4:30p	4:35p	4:44p	4:54p	5:06p	5:15p	5:30p
	4:10p	4:17p	4:25p	4:37p	4:50p	4:55p	5:04p	5:14p	5:26p	5:35p	5:50p
4:15p	4:30p	4:37p	4:45p	4:57p	5:10p	5:15p	5:24p	5:34p	5:46p	5:55p	G6:10p
	4:50p	4:57p	5:05p	5:17p	5:30p	5:35p	5:44p	5:54p	6:06p	6:15p	6:30p
4:55p	5:10p	5:17p	5:25p	5:37p	5:50p	5:55p	6:04p	6:14p	6:26p	6:35p	6:50p
	5:30p	5:37p	5:45p	5:57p	6:10p	6:15p	6:24p	6:34p	6:46p	6:55p	G7:10p
5:35p	5:50p	5:57p	6:05p	6:17p	6:30p	6:35p	6:44p	6:54p	7:06p	7:15p	7:30p
6:05p	6:20p	6:27p	6:35p	6:47p	7:00p	7:05p	7:14p	7:24p	7:36p	7:45p	8:00p
6:45p	7:00p	7:07p	7:15p	7:27p	7:40p	7:45p	7:54p	8:04p	8:16p	8:25p	8:40p
7:25p	7:40p	7:47p	7:55p	8:07p	8:20p	8:25p	8:34p	8:44p	8:56p	9:05p	9:20p
	8:20p	8:27p	8:35p	8:47p	9:00p	9:10p	9:19p	9:29p	9:41p	9:50p	10:05p
	9:00p	9:07p	9:15p	9:27p	9:40p	9:50p	9:59p	10:09p	10:21p	10:30p	10:45p
	9:40p	9:47p	9:55p	10:06p	10:18p	10:25p	10:33p	10:42p	10:53p	11:01p	G11:15p
	10:20p	10:26p	10:33p	10:43p	10:55p	11:00p	11:08p	11:17p	11:28p	11:36p	G11:50p
	10:55p	11:01p	11:08p	11:18p	11:30p	11:40p	11:48p	11:57p	12:08a	G12:16a	

NORTHBOUND

To Sample Rd. & Turtle Creek Dr.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

GOLDEN GLADES PARK & RIDE	HALLANDALE BCH. BLVD. & HWY. 441	HOLLYWOOD BLVD. & HWY. 441	STIRLING RD. & HWY. 441	DAVIE BLVD. & HWY. 441	LAUDERHILL MALL ARRIVES	LAUDERHILL MALL DEPARTS	OAKLAND PARK BLVD. & HWY. 441	KIMBERLY BLVD. & HWY. 441	COCONUT CREEK PKWY. & HWY. 441	SAMPLE RD. & TURTLE CREEK DR.
1	2	3	4	5	6	6	7	8	9	10
		7:07a	7:18a	7:27a	7:35a	7:45a	7:57a	8:07a	8:14a	8:21a
		7:37a	7:48a	7:57a	8:05a	8:15a	8:27a	8:37a	8:44a	8:51a
7:45a	7:59a	8:07a	8:18a	8:27a	8:35a	8:45a	8:57a	9:07a	9:14a	9:21a
8:15a	8:29a	8:37a	8:48a	8:57a	9:05a	9:15a	9:27a	9:37a	9:44a	9:51a
8:45a	8:59a	9:07a	9:18a	9:27a	9:35a	9:45a	9:57a	10:07a	10:14a	10:21a
9:15a	9:29a	9:37a	9:48a	9:57a	10:05a	10:15a	10:27a	10:37a	10:44a	10:51a
9:45a	9:59a	10:07a	10:18a	10:27a	10:35a	10:45a	10:57a	11:07a	11:14a	11:21a
10:15a	10:29a	10:37a	10:48a	10:57a	11:05a	11:15a	11:27a	11:37a	11:44a	11:51a
10:45a	10:59a	11:07a	11:18a	11:27a	11:35a	11:45a	11:57a	12:07p	12:14p	12:21p
11:15a	11:29a	11:37a	11:48a	11:57a	12:05p	12:15p	12:27p	12:37p	12:44p	12:51p
11:45a	11:59a	12:07p	12:18p	12:27p	12:35p	12:45p	12:57p	1:07p	1:14p	1:21p
12:15p	12:29p	12:37p	12:48p	12:57p	1:05p	1:15p	1:27p	1:37p	1:44p	1:51p
12:45p	12:59p	1:07p	1:18p	1:27p	1:35p	1:45p	1:57p	2:07p	2:14p	2:21p
1:15p	1:29p	1:37p	1:48p	1:57p	2:05p	2:15p	2:27p	2:37p	2:44p	2:51p
1:45p	1:59p	2:07p	2:18p	2:27p	2:35p	2:45p	2:57p	3:07p	3:14p	3:21p
2:15p	2:29p	2:37p	2:48p	2:57p	3:05p	3:15p	3:27p	3:37p	3:44p	3:51p
2:45p	2:59p	3:07p	3:18p	3:27p	3:35p	3:45p	3:57p	4:07p	4:14p	4:21p
3:15p	3:29p	3:37p	3:48p	3:57p	4:05p	4:15p	4:27p	4:37p	4:44p	4:51p
3:45p	3:59p	4:07p	4:18p	4:27p	4:35p	4:45p	4:57p	5:07p	5:14p	5:21p
4:15p	4:29p	4:37p	4:48p	4:57p	5:05p	5:15p	5:27p	5:37p	5:44p	5:51p
4:45p	4:59p	5:07p	5:18p	5:27p	5:35p	5:45p	5:57p	6:07p	6:14p	6:21p
5:15p	5:29p	5:37p	5:48p	5:57p	6:05p	6:15p	6:27p	6:37p	6:44p	6:51p
5:45p	5:59p	6:07p	6:18p	6:27p	6:35p	6:45p	6:57p	7:07p	7:14p	7:21p
6:15p	6:29p	6:37p	6:48p	6:57p	7:05p	7:15p	7:27p	7:37p	7:44p	7:51p
6:45p	6:59p	7:07p	7:18p	7:27p	7:35p	7:45p	7:57p	8:07p	8:14p	8:21p
7:15p	7:29p	7:37p	7:48p	7:57p	8:05p	8:15p	8:27p	8:37p	8:44p	8:51p
7:45p	7:59p	8:07p	8:18p	8:27p	8:35p	8:45p	8:57p	9:07p	9:14p	G9:21p
8:15p	8:29p	8:37p	8:48p	8:57p	9:05p	9:15p	9:27p	9:37p	9:44p	G9:51p
8:45p	8:59p	9:07p	9:18p	9:27p	9:35p	9:45p	9:57p	10:07p	10:14p	G10:21p
9:15p	9:29p	9:37p	9:48p	9:57p	G10:05p					

SOUTHBOUND

To Golden Glades Park & Ride

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

SAMPLE RD. & TURTLE CREEK DR. 10	COCONUT CREEK PKWY. & HWY. 441 9	KIMBERLY BLVD. & HWY. 441 8	OAKLAND PARK BLVD. & HWY. 441 7	LAUDERHILL MALL ARRIVES 6	LAUDERHILL MALL DEPARTS 6	DAVIE BLVD. & HWY. 441 5	STIRLING RD. & HWY. 441 4	HOLLYWOOD BLVD. & HWY. 441 3	HALLANDALE BCH. BLVD. & HWY. 441 2	GOLDEN GLADES PARK & RIDE 1
					6:45a	6:53a	7:02a	7:13a	7:21a	7:35a
					7:15a	7:23a	7:32a	7:43a	7:51a	8:05a
7:00a	7:06a	7:13a	7:23a	7:35a	7:45a	7:53a	8:02a	8:13a	8:21a	8:35a
7:30a	7:36a	7:43a	7:53a	8:05a	8:15a	8:23a	8:32a	8:43a	8:51a	9:05a
8:00a	8:06a	8:13a	8:23a	8:35a	8:45a	8:53a	9:02a	9:13a	9:21a	9:35a
8:30a	8:36a	8:43a	8:53a	9:05a	9:15a	9:23a	9:32a	9:43a	9:51a	10:05a
9:00a	9:06a	9:13a	9:23a	9:35a	9:45a	9:53a	10:02a	10:13a	10:21a	10:35a
9:30a	9:36a	9:43a	9:53a	10:05a	10:15a	10:23a	10:32a	10:43a	10:51a	11:05a
10:00a	10:06a	10:13a	10:23a	10:35a	10:45a	10:53a	11:02a	11:13a	11:21a	11:35a
10:30a	10:36a	10:43a	10:53a	11:05a	11:15a	11:23a	11:32a	11:43a	11:51a	12:05p
11:00a	11:06a	11:13a	11:23a	11:35a	11:45a	11:53a	12:02p	12:13p	12:21p	12:35p
11:30a	11:36a	11:43a	11:53a	12:05p	12:15p	12:23p	12:32p	12:43p	12:51p	1:05p
12:00p	12:06p	12:13p	12:23p	12:35p	12:45p	12:53p	1:02p	1:13p	1:21p	1:35p
12:30p	12:36p	12:43p	12:53p	1:05p	1:15p	1:23p	1:32p	1:43p	1:51p	2:05p
1:00p	1:06p	1:13p	1:23p	1:35p	1:45p	1:53p	2:02p	2:13p	2:21p	2:35p
1:30p	1:36p	1:43p	1:53p	2:05p	2:15p	2:23p	2:32p	2:43p	2:51p	3:05p
2:00p	2:06p	2:13p	2:23p	2:35p	2:45p	2:53p	3:02p	3:13p	3:21p	3:35p
2:30p	2:36p	2:43p	2:53p	3:05p	3:15p	3:23p	3:32p	3:43p	3:51p	4:05p
3:00p	3:06p	3:13p	3:23p	3:35p	3:45p	3:53p	4:02p	4:13p	4:21p	4:35p
3:30p	3:36p	3:43p	3:53p	4:05p	4:15p	4:23p	4:32p	4:43p	4:51p	5:05p
4:00p	4:06p	4:13p	4:23p	4:35p	4:45p	4:53p	5:02p	5:13p	5:21p	5:35p
4:30p	4:36p	4:43p	4:53p	5:05p	5:15p	5:23p	5:32p	5:43p	5:51p	6:05p
5:00p	5:06p	5:13p	5:23p	5:35p	5:45p	5:53p	6:02p	6:13p	6:21p	6:35p
5:30p	5:36p	5:43p	5:53p	6:05p	6:15p	6:23p	6:32p	6:43p	6:51p	7:05p
6:00p	6:06p	6:13p	6:23p	6:35p	6:45p	6:53p	7:02p	7:13p	7:21p	7:35p
6:30p	6:36p	6:43p	6:53p	7:05p	7:15p	7:23p	7:32p	7:43p	7:51p	8:05p
7:00p	7:06p	7:13p	7:23p	7:35p	7:45p	7:53p	8:02p	8:13p	8:21p	8:35p
7:30p	7:36p	7:43p	7:53p	8:05p	8:15p	8:23p	8:32p	8:43p	8:51p	9:05p
8:00p	8:06p	8:13p	8:23p	8:35p	8:45p	8:53p	9:02p	9:13p	9:21p	G9:35p
8:30p	8:36p	8:43p	8:53p	9:05p	9:15p	9:23p	9:32p	9:43p	9:51p	G10:05p
9:00p	9:06p	9:13p	9:23p	9:35p	9:45p	9:53p	10:02p	10:13p	G10:21p	

ROUTE 18

Saturday & Sunday

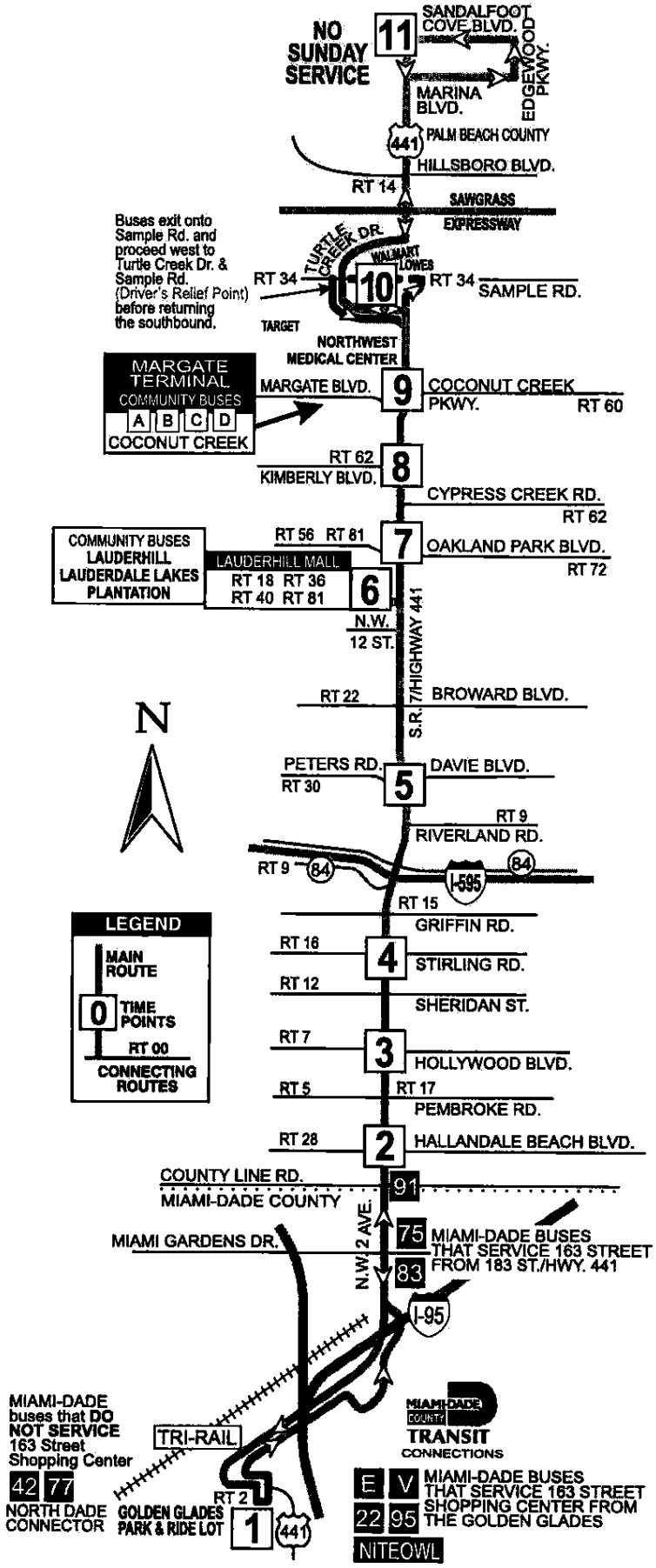
Effective 10/07/07

Sandalfoot Cove Blvd. & Hwy. 441

Coconut Creek Pkwy. & Hwy. 441

Hollywood Blvd. & Hwy. 441

Golden Glades Park & Ride



TIMETABLE

ROUTE 31

Weekday, Saturday & Sunday

Effective 10/07/07

Broward Central Terminal

BCC North Campus

Hillsboro Blvd. & Lyons Rd.

BROWARD COUNTY Transit

A service of the
Broward County Commission

Wheelchair Accessible Bike Racks

www.broward.org/bct

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays .....8:30 am - 5 pm
Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414,
Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.
NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass
10 Rides any time, any day.
Expires after the tenth ride is taken.

7 Day Pass
Unlimited rides for seven consecutive days.
Starts on the first day card is used.
Expires after the seventh day.

31 Day Adult Pass
Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass
Youth*, Seniors*, Disabled*, Medicare*, College Student*.
Unlimited rides for 31 consecutive days.
Starts on the first day card is used.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student fare, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND

To Hillsboro Blvd.

BROWARD CENTRAL TERMINAL 1	N.W. 19 ST. & N.W. 15 ST. 2	N.W. 31 AVE. & OAKLAND PARK BLVD. 3	CYPRESS CREEK RD. & N.W. 31 AVE. 4	BCC NORTH CAMPUS 5	LYONS RD. & COPANS RD. 6	HILLSBORO BLVD. & LYONS RD. 7
5:30a	5:42a	5:50a	5:58a		6:10a	6:24a
6:00a	6:12a	6:20a	6:28a		6:40a	6:54a
6:20a	6:33a	6:42a	6:50a	7:05a	7:13a	7:29a
6:40a	6:53a	7:02a	7:12a	7:27a	7:35a	7:51a
7:00a	7:15a	7:26a	7:36a	7:51a	7:59a	8:15a
7:20a	7:35a	7:46a	7:56a	8:11a	8:19a	8:35a
7:40a	7:55a	8:06a	8:16a	8:31a	8:39a	8:55a
8:00a	8:15a	8:26a	8:36a	8:51a	8:59a	9:13a
8:20a	8:35a	8:46a	8:56a	9:11a	9:17a	9:31a
8:40a	8:53a	9:02a	9:10a	9:25a	9:31a	G 9:45a
9:00a	9:13a	9:22a	9:30a	9:45a	9:51a	10:05a
9:20a	9:33a	9:42a	9:50a	10:05a	10:11a	10:25a
9:40a	9:53a	10:02a	10:10a	10:25a	10:31a	G10:45a
10:00a	10:13a	10:22a	10:30a	10:45a	10:51a	11:05a
10:30a	10:43a	10:52a	11:00a	11:15a	11:21a	11:35a
11:00a	11:13a	11:22a	11:30a	11:45a	11:51a	12:05p
11:30a	11:43a	11:52a	12:00p	12:15p	12:21p	12:35p
12:00p	12:13p	12:22p	12:30p	12:45p	12:51p	1:05p
12:30p	12:43p	12:52p	1:00p	1:15p	1:21p	1:35p
1:00p	1:13p	1:22p	1:30p	1:45p	1:51p	2:05p
1:30p	1:43p	1:52p	2:00p	2:15p	2:21p	2:35p
2:00p	2:13p	2:22p	2:30p	2:45p	2:51p	3:05p
2:20p	2:33p	2:42p	2:50p	3:05p	3:11p	3:25p
2:40p	2:53p	3:02p	3:10p	3:25p	3:31p	3:45p
3:00p	3:13p	3:22p	3:30p	3:45p	3:51p	4:06p
3:20p	3:33p	3:42p	3:50p	4:05p	4:13p	4:29p
3:40p	3:53p	4:02p	4:12p	4:27p	4:35p	4:51p
4:00p	4:15p	4:26p	4:36p	4:51p	4:59p	5:15p
4:20p	4:35p	4:46p	4:56p	5:11p	5:19p	5:35p
4:40p	4:55p	5:06p	5:16p	5:31p	5:39p	5:55p
5:00p	5:15p	5:26p	5:36p	5:51p	5:59p	6:13p
5:20p	5:35p	5:46p	5:56p	6:11p	6:19p	6:33p
5:40p	5:55p	6:06p	6:15p	6:30p	6:36p	G 6:50p
6:00p	6:13p	6:22p	6:30p	6:45p	6:51p	G 7:05p
6:20p	6:33p	6:42p	6:50p	7:05p	7:11p	7:25p
6:40p	6:53p	7:02p	7:10p	7:25p	7:31p	G 7:45p
7:00p	7:12p	7:20p	7:28p	7:40p	7:46p	8:00p
7:30p	7:42p	7:50p	7:58p	8:10p	8:16p	G 8:30p
8:00p	8:12p	8:20p	8:28p	8:40p	8:46p	9:00p
8:45p	8:57p	9:05p	9:13p	9:25p	9:31p	9:45p
9:30p	9:42p	9:50p	9:58p		G10:10p	
10:15p	10:27p	10:35p	10:43p		G10:55p	
11:00p	11:12p	11:20p	11:28p		G11:40p	

SOUTHBOUND

To Broward Central Terminal

HILLSBORO BLVD. & LYONS RD. 7	LYONS RD. & COPANS RD. 6	BCC NORTH CAMPUS 5	CYPRESS CREEK RD. & N.W. 31 AVE. 4	N.W. 31 AVE. & OAKLAND PARK BLVD. 3	N.W. 19 ST. & N.W. 15 ST. 2	BROWARD CENTRAL TERMINAL 1
	5:05a		5:17a	5:25a	5:33a	5:45a
	5:25a		5:37a	5:45a	5:53a	6:05a
	5:45a		5:57a	6:05a	6:13a	6:25a
	6:05a		6:17a	6:25a	6:33a	6:45a
6:15a	6:27a		6:39a	6:47a	6:55a	7:07a
	6:45a		6:57a	7:05a	7:13a	7:25a
6:40a	6:52a	7:00a	7:14a	7:24a	7:35a	7:50a
7:00a	7:14a	7:25a	7:39a	7:49a	8:00a	8:15a
7:20a	7:34a	7:45a	7:59a	8:09a	8:20a	8:35a
7:40a	7:54a	8:05a	8:19a	8:29a	8:40a	8:55a
8:00a	8:14a	8:25a	8:39a	8:49a	9:00a	9:13a
8:20a	8:34a	8:45a	8:59a	9:07a	9:16a	9:29a
8:40a	8:54a	9:05a	9:17a	9:25a	9:34a	9:47a
9:00a	9:12a	9:20a	9:32a	9:40a	9:49a	G10:05a
9:20a	9:32a	9:40a	9:52a	10:00a	10:09a	10:22a
9:45a	9:57a	10:05a	10:17a	10:25a	10:34a	10:47a
10:15a	10:27a	10:35a	10:47a	10:55a	11:04a	11:17a
10:45a	10:57a	11:05a	11:17a	11:25a	11:34a	11:47a
11:15a	11:27a	11:35a	11:47a	11:55a	12:04p	12:17p
11:45a	11:57a	12:05p	12:17p	12:25p	12:34p	12:47p
12:15p	12:27p	12:35p	12:47p	12:55p	1:04p	1:17p
12:45p	12:57p	1:05p	1:17p	1:25p	1:34p	1:47p
1:15p	1:27p	1:35p	1:47p	1:55p	2:04p	2:17p
1:45p	1:57p	2:05p	2:17p	2:25p	2:34p	2:47p
		2:25p	2:37p	2:45p	2:54p	3:07p
2:20p	2:32p	2:40p	2:52p	3:00p	3:09p	3:22p
2:40p	2:52p	3:00p	3:12p	3:20p	3:29p	3:42p
3:00p	3:12p	3:20p	3:32p	3:40p	3:49p	4:02p
3:20p	3:32p	3:40p	3:52p	4:00p	4:11p	4:26p
3:40p	3:52p	4:00p	4:14p	4:24p	4:35p	4:50p
4:00p	4:14p	4:25p	4:39p	4:49p	5:00p	5:15p
4:20p	4:34p	4:45p	4:59p	5:09p	5:20p	5:35p
4:40p	4:54p	5:05p	5:19p	5:29p	5:40p	5:55p
5:00p	5:14p	5:25p	5:39p	5:49p	6:00p	6:13p
5:20p	5:34p	5:45p	5:59p	6:07p	6:16p	6:29p
5:40p	5:54p	6:05p	6:16p	6:24p	6:33p	6:46p
6:00p	6:12p	6:20p	6:30p	6:38p	6:47p	G 7:00p
6:20p	6:32p	6:40p	6:50p	6:58p	7:06p	7:18p
6:50p	7:02p	7:10p	7:20p	7:28p	7:36p	7:48p
7:35p	7:47p	7:55p	8:05p	8:13p	8:21p	8:33p
8:20p	8:32p	8:40p	8:50p	8:58p	9:06p	9:18p
9:05p	9:17p	9:25p	9:35p	9:43p	9:51p	10:03p
9:50p	10:02p	10:10p	10:20p	10:28p	10:36p	10:48p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND

To Hillsboro Blvd.

BROWARDCENTRAL TERMINAL 1	N.W. 19 ST. & N.W. 15 ST. 2	N.W. 31 AVE. & OAKLAND PARK BLVD. 3	CYPRESS CREEK RD. & N.W. 31 AVE. 4	BCC NORTH CAMPUS 5	LYONS RD. & COPANS RD. 6	HILLSBORO BLVD. & LYONS RD. 7
5:45a	5:57a	6:05a	6:13a		6:25a	6:39a
6:30a	6:42a	6:50a	6:58a		7:10a	7:24a
7:15a	7:27a	7:35a	7:43a	7:55a	8:01a	8:15a
8:00a	8:12a	8:20a	8:28a	8:40a	8:46a	9:00a
8:45a	8:57a	9:05a	9:13a	9:25a	9:31a	9:45a
9:15a	9:27a	9:35a	9:43a	9:55a	10:01a	10:15a
9:45a	9:57a	10:05a	10:13a	10:25a	10:31a	10:45a
10:15a	10:27a	10:35a	10:43a	10:55a	11:01a	11:15a
10:45a	10:57a	11:05a	11:13a	11:25a	11:31a	11:45a
11:15a	11:27a	11:35a	11:43a	11:55a	12:01p	12:15p
11:45a	11:57a	12:05p	12:13p	12:25p	12:31p	12:45p
12:15p	12:27p	12:35p	12:43p	12:55p	1:01p	1:15p
12:45p	12:57p	1:05p	1:13p	1:25p	1:31p	1:45p
1:15p	1:27p	1:35p	1:43p	1:55p	2:01p	2:15p
1:45p	1:57p	2:05p	2:13p	2:25p	2:31p	2:45p
2:15p	2:27p	2:35p	2:43p	2:55p	3:01p	3:15p
2:45p	2:57p	3:05p	3:13p	3:25p	3:31p	3:45p
3:15p	3:27p	3:35p	3:43p	3:55p	4:01p	4:15p
3:45p	3:57p	4:05p	4:13p	4:25p	4:31p	4:45p
4:15p	4:27p	4:35p	4:43p	4:55p	5:01p	5:15p
4:45p	4:57p	5:05p	5:13p	5:25p	5:31p	G 5:45p
5:15p	5:27p	5:35p	5:43p	5:55p	6:01p	6:15p
5:45p	5:57p	6:05p	6:13p		6:26p	6:40p
6:15p	6:27p	6:35p	6:43p		6:56p	G 7:10p
6:45p	6:57p	7:05p	7:13p		7:26p	7:40p
7:15p	7:27p	7:35p	7:43p		7:55p	8:09p
8:00p	8:12p	8:20p	8:28p		8:40p	8:54p
8:45p	8:57p	9:05p	9:13p		9:25p	9:39p
9:30p	9:42p	9:50p	9:58p		G10:10p	
10:15p	10:27p	10:35p	10:43p		G10:55p	
11:00p	11:12p	11:20p	11:28p		G11:40p	

SOUTHBOUND

To Broward Central Terminal

HILLSBORO BLVD. & LYONS RD. 7	LYONS RD. & COPANS RD. 6	BCC NORTH CAMPUS 5	CYPRESS CREEK RD. & N.W. 31 AVE. 4	N.W. 31 AVE. & OAKLAND PARK BLVD. 3	N.W. 19 ST. & N.W. 15 ST. 2	BROWARD CENTRAL TERMINAL 1
	5:35a		5:47a	5:55a	6:03a	6:15a
	6:20a		6:32a	6:40a	6:48a	7:00a
6:55a	7:07a		7:19a	7:27a	7:35a	7:47a
7:40a	7:52a	8:00a	8:10a	8:18a	8:26a	8:38a
8:25a	8:37a	8:45a	8:55a	9:03a	9:11a	9:23a
9:10a	9:22a	9:30a	9:40a	9:48a	9:56a	10:08a
10:00a	10:12a	10:20a	10:30a	10:38a	10:46a	10:58a
10:30a	10:42a	10:50a	11:00a	11:08a	11:16a	11:28a
11:00a	11:12a	11:20a	11:30a	11:38a	11:46a	11:58a
11:30a	11:42a	11:50a	12:00p	12:08p	12:16p	12:28p
12:00p	12:12p	12:20p	12:30p	12:38p	12:46p	12:58p
12:30p	12:42p	12:50p	1:00p	1:08p	1:16p	1:28p
1:00p	1:12p	1:20p	1:30p	1:38p	1:46p	1:58p
1:30p	1:42p	1:50p	2:00p	2:08p	2:16p	2:28p
2:00p	2:12p	2:20p	2:30p	2:38p	2:46p	2:58p
2:30p	2:42p	2:50p	3:00p	3:08p	3:16p	3:28p
3:00p	3:12p	3:20p	3:30p	3:38p	3:46p	3:58p
3:30p	3:42p	3:50p	4:00p	4:08p	4:16p	4:28p
4:00p	4:12p	4:20p	4:30p	4:38p	4:46p	4:58p
4:30p	4:42p	4:50p	5:00p	5:08p	5:16p	5:28p
5:00p	5:12p	5:20p	5:30p	5:38p	5:46p	5:58p
5:30p	5:42p	5:50p	6:00p	6:08p	6:16p	6:28p
6:15p	6:27p		6:39p	6:47p	6:55p	7:07p
6:55p	7:07p		7:19p	7:27p	7:35p	7:47p
7:40p	7:52p		8:04p	8:12p	8:20p	8:32p
8:25p	8:37p		8:49p	8:57p	9:05p	9:17p
9:10p	9:22p		9:34p	9:42p	9:50p	10:02p
9:55p	10:07p		10:19p	10:27p	10:35p	10:47p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND
To Hillsboro Blvd.

BROWARDCENTRAL TERMINAL 1	N.W. 19 ST. & N.W. 15 ST. 2	N.W. 31 AVE. & OAKLAND PARK BLVD. 3	CYPRESS CREEK RD. & N.W. 31 AVE. 4	BCC NORTH CAMPUS 5	LYONS RD. & COPANS RD. 6	HILLSBORO BLVD. & LYONS RD. 7
9:10a	9:22a	9:30a	9:38a		9:50a	10:04a
9:55a	10:07a	10:15a	10:23a		10:35a	10:49a
10:40a	10:52a	11:00a	11:08a		11:20a	11:34a
11:25a	11:37a	11:45a	11:53a	12:05p	12:11p	12:25p
12:10p	12:22p	12:30p	12:38p	12:50p	12:56p	1:10p
12:55p	1:07p	1:15p	1:23p	1:35p	1:41p	1:55p
1:40p	1:52p	2:00p	2:08p	2:20p	2:26p	2:40p
2:25p	2:37p	2:45p	2:53p	3:05p	3:11p	3:25p
3:10p	3:22p	3:30p	3:38p	3:50p	3:56p	4:10p
3:55p	4:07p	4:15p	4:23p	4:35p	4:41p	4:55p
4:40p	4:52p	5:00p	5:08p	5:20p	5:26p	5:40p
5:25p	5:37p	5:45p	5:53p	6:05p	6:11p	6:25p
6:10p	6:22p	6:30p	6:38p		6:50p	7:04p
6:55p	7:07p	7:15p	7:23p		7:35p	7:49p
7:40p	7:52p	8:00p	8:08p		G 8:20p	
8:15p	8:27p	8:35p	8:43p		G 8:55p	

SOUTHBOUND
To Broward Central Terminal

HILLSBORO BLVD. & LYONS RD. 7	LYONS RD. & COPANS RD. 6	BCC NORTH CAMPUS 5	CYPRESS CREEK RD. & N.W. 31 AVE. 4	N.W. 31 AVE. & OAKLAND PARK BLVD. 3	N.W. 19 ST. & N.W. 15 ST. 2	BROWARD CENTRAL TERMINAL 1
	9:00a		9:12a	9:20a	9:28a	9:40a
	9:45a		9:57a	10:05a	10:13a	10:25a
10:15a	10:27a		10:39a	10:47a	10:55a	11:07a
11:00a	11:12a		11:24a	11:32a	11:40a	11:52a
11:45a	11:57a	12:05p	12:15p	12:23p	12:31p	12:43p
12:30p	12:42p	12:50p	1:00p	1:08p	1:16p	1:28p
1:15p	1:27p	1:35p	1:45p	1:53p	2:01p	2:13p
2:00p	2:12p	2:20p	2:30p	2:38p	2:46p	2:58p
2:45p	2:57p	3:05p	3:15p	3:23p	3:31p	3:43p
3:30p	3:42p	3:50p	4:00p	4:08p	4:16p	4:28p
4:15p	4:27p	4:35p	4:45p	4:53p	5:01p	5:13p
5:00p	5:12p	5:20p	5:30p	5:38p	5:46p	5:58p
5:45p	5:57p	6:05p	6:15p	6:23p	6:31p	6:43p
6:30p	6:42p		6:54p	7:02p	7:10p	7:22p
7:10p	7:22p		7:34p	7:42p	7:50p	8:02p
7:55p	8:05p		8:17p	8:25p	8:33p	G 8:45p

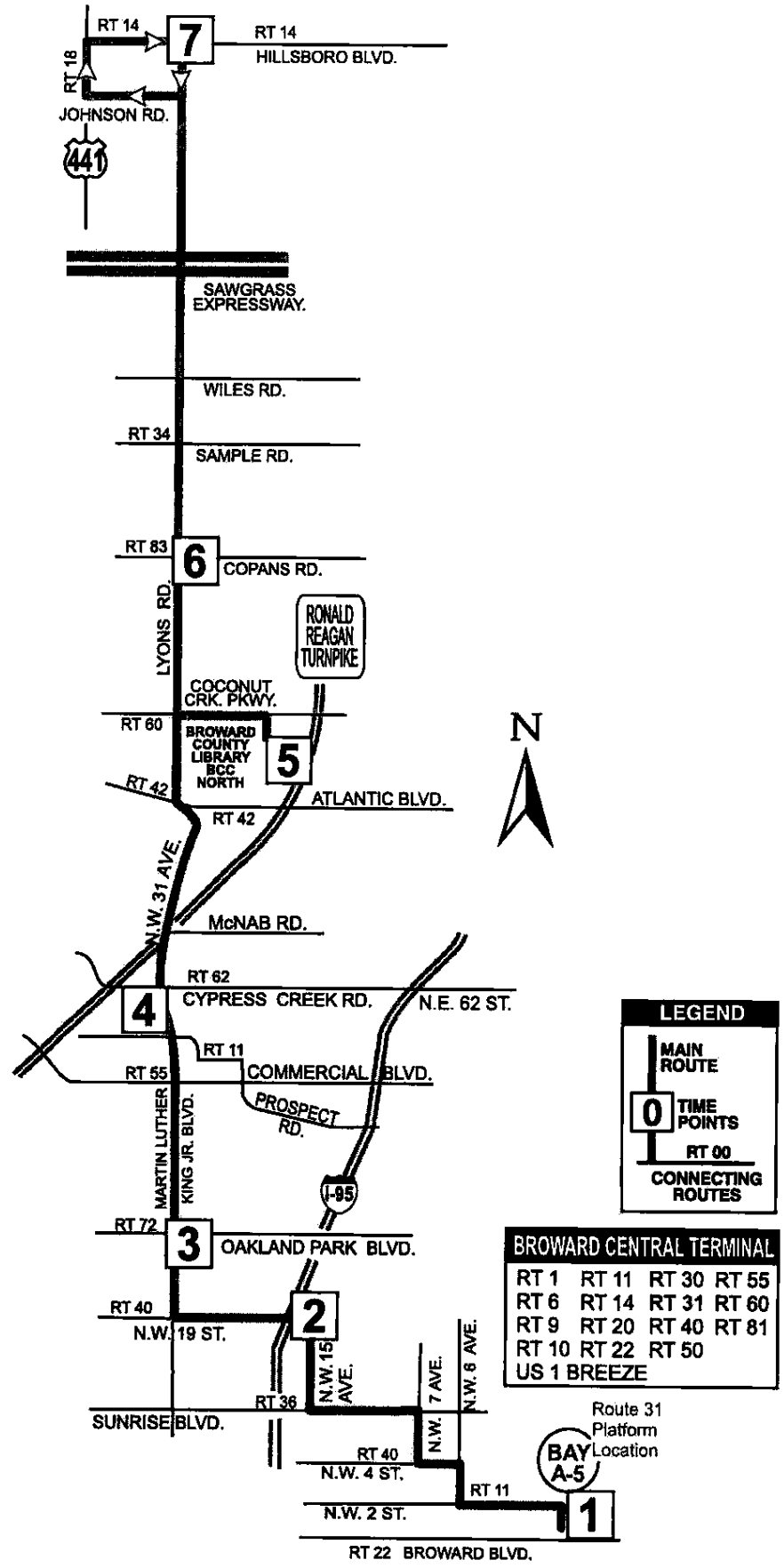
Route 31

Weekday, Saturday & Sunday

Broward Central Terminal

BCC North Campus

Hillsboro Blvd. & Lyons Rd.



TIMETABLE

ROUTE 34

Weekday, Saturday & Sunday

Effective 10/07/07

Coral Springs
Corporate Park
Tradewinds Park
Festival Flea Market
Sample Rd. Tri-Rail
Federal Hwy.

BROWARD COUNTY Transit

A service of the
Broward County Commission

Wheelchair Accessible Bike Racks

www.broward.org/bct

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays .....8:30 am - 5 pm
Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414,
Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.
NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass
10 Rides any time, any day.
Expires after the tenth ride is taken.

7 Day Pass
Unlimited rides for seven consecutive days.
Starts on the first day card is used.
Expires after the seventh day.

31 Day Adult Pass
Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass
Youth*, Seniors*, Disabled*, Medicare*, College Student*.
Unlimited rides for 31 consecutive days.
Starts on the first day card is used.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student fare, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

EASTBOUND

To Federal Highway

SAMPLE RD. & CORAL RIDGE DR. 1	SAMPLE RD. & UNIVERSITY DR. 2	SAMPLE RD.& TURTLE CREEK RD. 3	SAMPLE RD. & POWERLINE RD. 4	SAMPLE RD. & TRI-RAIL 5	SAMPLE RD. & FEDERAL HWY. 6
	5:15a	5:24a	5:35a	5:40a	5:50a
5:35a	5:45a	5:54a	6:05a	6:10a	6:20a
6:05a	6:15a	6:24a	6:35a	6:40a	6:50a
6:30a	6:40a	6:49a	7:00a	7:07a	7:19a
7:00a	7:12a	7:23a	7:36a	7:43a	7:55a
7:30a	7:42a	7:53a	8:06a	8:13a	8:25a
8:00a	8:12a	8:23a	8:36a	8:43a	8:55a
8:30a	8:42a	8:53a	9:05a	9:10a	9:20a
9:05a	9:15a	9:24a	9:35a	9:40a	9:50a
9:35a	9:45a	9:54a	10:05a	10:10a	10:20a
10:00a	10:10a	10:19a	10:30a	10:35a	10:45a
10:30a	10:40a	10:49a	11:00a	11:05a	11:15a
11:00a	11:10a	11:19a	11:30a	11:35a	11:45a
11:30a	11:40a	11:49a	12:00p	12:05p	12:15p
12:00p	12:10p	12:19p	12:30p	12:35p	12:45p
12:30p	12:40p	12:49p	1:00p	1:05p	1:15p
1:00p	1:10p	1:19p	1:30p	1:35p	1:45p
1:30p	1:40p	1:49p	2:00p	2:05p	2:15p
2:00p	2:10p	2:19p	2:30p	2:35p	2:45p
2:30p	2:40p	2:49p	3:00p	3:05p	3:15p
3:00p	3:10p	3:19p	3:30p	3:35p	3:45p
3:30p	3:40p	3:49p	4:00p	4:06p	4:17p
4:00p	4:11p	4:21p	4:33p	4:39p	4:50p
4:30p	4:41p	4:51p	5:03p	5:09p	5:20p
5:05p	5:16p	5:26p	5:38p	5:44p	5:55p
5:35p	5:46p	5:56p	6:07p	6:12p	6:22p
6:05p	6:15p	6:24p	6:35p	6:40p	6:50p
6:30p	6:40p	6:49p	7:00p	7:05p	7:15p
7:00p	7:10p	7:19p	7:30p	7:35p	G 7:45p
7:30p	7:40p	7:49p	8:00p	8:05p	8:15p
8:30p	8:40p	8:49p	9:00p	9:05p	9:15p
9:30p	9:40p	9:49p	10:00p	10:05p	G10:15p

WESTBOUND

To Coral Ridge Drive

SAMPLE RD. & FEDERAL HWY. 6	SAMPLE RD. & TRI-RAIL 5	SAMPLE RD. & POWERLINE RD. 4	SAMPLE RD.& TURTLE CREEK RD.. 3	SAMPLE RD. & UNIVERSITY DR. 2	SAMPLE RD. & CORAL RIDGE DR. 1
5:30a	5:41a	5:47a	5:58a	6:07a	6:20a
6:00a	6:11a	6:17a	6:28a	6:37a	6:50a
6:30a	6:41a	6:47a	6:58a	7:08a	7:22a
7:00a	7:12a	7:19a	7:31a	7:41a	7:55a
7:30a	7:42a	7:49a	8:01a	8:11a	8:25a
8:00a	8:12a	8:19a	8:31a	8:41a	8:55a
8:30a	8:42a	8:49a	9:01a	9:10a	9:23a
9:00a	9:11a	9:17a	9:28a	9:37a	9:50a
9:30a	9:41a	9:47a	9:58a	10:07a	10:20a
10:00a	10:11a	10:17a	10:28a	10:37a	10:50a
10:30a	10:41a	10:47a	10:58a	11:07a	11:20a
11:00a	11:11a	11:17a	11:28a	11:37a	11:50a
11:30a	11:41a	11:47a	11:58a	12:07p	12:20p
12:00p	12:11p	12:17p	12:28p	12:37p	12:50p
12:30p	12:41p	12:47p	12:58p	1:07p	1:20p
1:00p	1:11p	1:17p	1:28p	1:37p	1:50p
1:30p	1:41p	1:47p	1:58p	2:07p	2:20p
2:00p	2:11p	2:17p	2:28p	2:37p	2:50p
2:30p	2:41p	2:47p	2:58p	3:07p	3:20p
3:00p	3:11p	3:17p	3:28p	3:37p	3:50p
3:30p	3:41p	3:47p	3:58p	4:09p	4:24p
4:00p	4:13p	4:21p	4:34p	4:45p	5:00p
4:30p	4:43p	4:51p	5:04p	5:15p	5:30p
5:00p	5:13p	5:21p	5:34p	5:45p	6:00p
5:30p	5:43p	5:51p	6:03p	6:12p	6:25p
6:00p	6:11p	6:17p	6:28p	6:37p	6:50p
6:30p	6:41p	6:47p	6:58p	7:07p	7:20p
7:00p	7:11p	7:17p	7:28p	7:37p	G 7:50p
7:30p	7:41p	7:47p	7:58p	8:07p	8:20p
8:30p	8:41p	8:47p	8:58p	9:07p	9:20p
9:30p	9:41p	9:47p	9:58p	10:07p	G10:20p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

EASTBOUND

To Federal Highway

SAMPLE RD. & CORAL RIDGE DR.	SAMPLE RD. & UNIVERSITY DR.	SAMPLE RD. & TURTLE CREEK RD.	SAMPLE RD. & POWERLINE RD.	SAMPLE RD. TRI-RAIL	SAMPLE RD. & FEDERAL HWY.
1	2	3	4	5	6
5:40a	5:50a	5:59a	6:10a	6:15a	6:25a
6:20a	6:30a	6:39a	6:50a	6:55a	7:05a
7:00a	7:10a	7:19a	7:30a	7:35a	7:45a
7:40a	7:50a	7:59a	8:10a	8:15a	8:25a
8:20a	8:30a	8:39a	8:50a	8:55a	9:05a
9:00a	9:10a	9:19a	9:30a	9:35a	9:45a
9:40a	9:50a	9:59a	10:10a	10:15a	10:25a
10:20a	10:30a	10:39a	10:50a	10:55a	11:05a
11:00a	11:10a	11:19a	11:30a	11:35a	11:45a
11:40a	11:50a	11:59a	12:10p	12:15p	12:25p
12:20p	12:30p	12:39p	12:50p	12:55p	1:05p
1:00p	1:10p	1:19p	1:30p	1:35p	1:45p
1:40p	1:50p	1:59p	2:10p	2:15p	2:25p
2:20p	2:30p	2:39p	2:50p	2:55p	3:05p
3:00p	3:10p	3:19p	3:30p	3:35p	3:45p
3:40p	3:50p	3:59p	4:10p	4:15p	4:25p
4:20p	4:30p	4:39p	4:50p	4:55p	5:05p
5:00p	5:10p	5:19p	5:30p	5:35p	5:45p
5:40p	5:50p	5:59p	6:10p	6:15p	6:25p
6:20p	6:30p	6:39p	6:50p	6:55p	7:05p
7:00p	7:10p	7:19p	7:30p	7:35p	7:45p
7:40p	7:50p	7:59p	8:10p	8:15p	G 8:25p
8:20p	8:30p	8:39p	8:50p	8:55p	G 9:05p

WESTBOUND

To Coral Ridge Drive

SAMPLE RD. & FEDERAL HWY.	SAMPLE RD. & TRI-RAIL	SAMPLE RD. & POWERLINE RD.	SAMPLE RD. & TURTLE CREEK RD.	SAMPLE RD. & UNIVERSITY DR.	SAMPLE RD. & CORAL RIDGE DR.
6	5	4	3	2	1
	5:30a	5:36a	5:47a	5:56a	6:09a
6:00a	6:11a	6:17a	6:28a	6:37a	6:50a
6:40a	6:51a	6:57a	7:08a	7:17a	7:30a
7:20a	7:31a	7:37a	7:48a	7:57a	8:10a
8:00a	8:11a	8:17a	8:28a	8:37a	8:50a
8:40a	8:51a	8:57a	9:08a	9:17a	9:30a
9:20a	9:31a	9:37a	9:48a	9:57a	10:10a
10:00a	10:11a	10:17a	10:28a	10:37a	10:50a
10:40a	10:51a	10:57a	11:08a	11:17a	11:30a
11:20a	11:31a	11:37a	11:48a	11:57a	12:10p
12:00p	12:11p	12:17p	12:28p	12:37p	12:50p
12:40p	12:51p	12:57p	1:08p	1:17p	1:30p
1:20p	1:31p	1:37p	1:48p	1:57p	2:10p
2:00p	2:11p	2:17p	2:28p	2:37p	2:50p
2:40p	2:51p	2:57p	3:08p	3:17p	3:30p
3:20p	3:31p	3:37p	3:48p	3:57p	4:10p
4:00p	4:11p	4:17p	4:28p	4:37p	4:50p
4:40p	4:51p	4:57p	5:08p	5:17p	5:30p
5:20p	5:31p	5:37p	5:48p	5:57p	6:10p
6:00p	6:11p	6:17p	6:28p	6:37p	6:50p
6:40p	6:51p	6:57p	7:08p	7:17p	7:30p
7:20p	7:31p	7:37p	7:48p	7:57p	8:10p
8:00p	8:11p	8:17p	8:28p	8:35p	G 8:50p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
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EASTBOUND

To Federal Highway

SAMPLE RD. & CORAL RIDGE DR. 1	SAMPLE RD. & UNIVERSITY DR. 2	SAMPLE RD. & TURTLE CREEK RD. 3	SAMPLE RD. & POWERLINE RD. 4	SAMPLE RD. TRI-RAIL 5	SAMPLE RD. & FEDERAL HWY. 6
			8:35a	8:40a	8:50a
9:00a	9:10a	9:19a	9:30a	9:35a	9:45a
10:00a	10:10a	10:19a	10:30a	10:35a	10:45a
11:00a	11:10a	11:19a	11:30a	11:35a	11:45a
12:00p	12:10p	12:19p	12:30p	12:35p	12:45p
1:00p	1:10p	1:19p	1:30p	1:35p	1:45p
2:00p	2:10p	2:19p	2:30p	2:35p	2:45p
3:00p	3:10p	3:19p	3:30p	3:35p	3:45p
4:00p	4:10p	4:19p	4:30p	4:35p	4:45p
5:00p	5:10p	5:19p	5:30p	5:35p	5:45p
6:00p	6:10p	6:19p	6:30p	6:35p	G 6:45p

WESTBOUND

To Coral Ridge Drive

SAMPLE RD. & FEDERAL HWY. 6	SAMPLE RD. & TRI-RAIL 5	SAMPLE RD. & POWERLINE RD. 4	SAMPLE RD. & TURTLE CREEK RD. 3	SAMPLE RD. & UNIVERSITY DR. 2	SAMPLE RD. & CORAL RIDGE DR. 1
		8:20a	8:31a	8:40a	8:53a
9:00a	9:11a	9:17a	9:28a	9:37a	9:50a
10:00a	10:11a	10:17a	10:28a	10:37a	10:50a
11:00a	11:11a	11:17a	11:28a	11:37a	11:50a
12:00p	12:11p	12:17p	12:28p	12:37p	12:50p
1:00p	1:11p	1:17p	1:28p	1:37p	1:50p
2:00p	2:11p	2:17p	2:28p	2:37p	2:50p
3:00p	3:11p	3:17p	3:28p	3:37p	3:50p
4:00p	4:11p	4:17p	4:28p	4:37p	4:50p
5:00p	5:11p	5:17p	5:28p	5:37p	5:50p
6:00p	6:11p	6:17p	6:28p	6:37p	6:50p

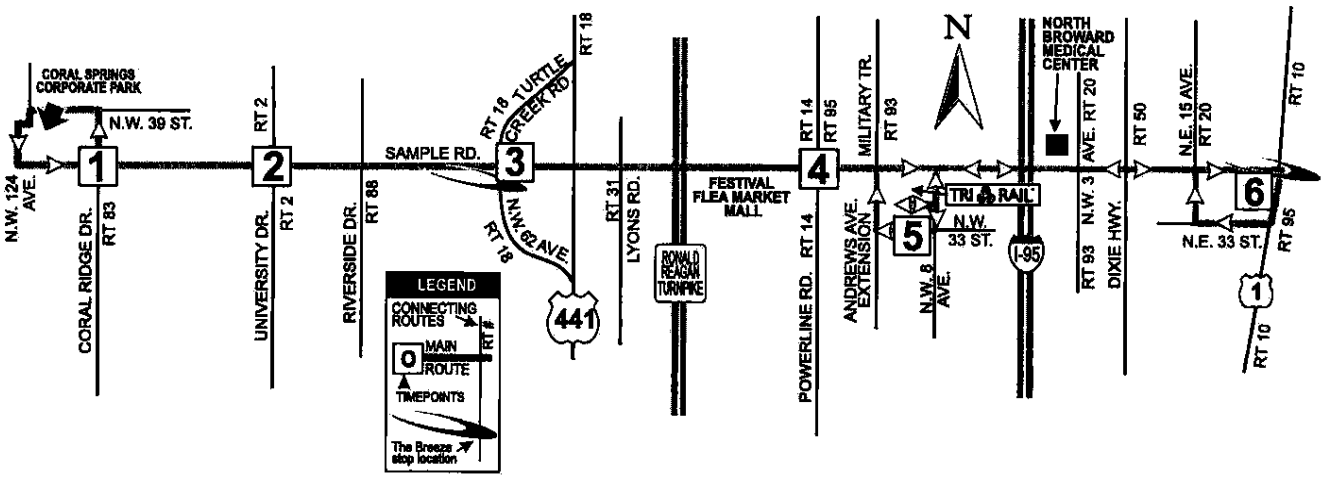
Route 34

Weekday, Saturday & Sunday

BROWARD COUNTY TRANSIT

www.broward.org/bct

Coral Springs
Corporate Park
Tradewinds Park
Festival Flea Market
Sample Rd. Tri-Rail
Federal Hwy.



TIMETABLE

ROUTE 441 Breeze

Weekday
Limited Service

Effective 10/07/07

- SAMPLE RD.
- COPANS RD.
- COCONUT CREEK PKWY.
- ATLANTIC BLVD.
- KIMBERLY BLVD.
- COMMERCIAL BLVD.
- OAKLAND PARK BLVD.
- LAUDERHILL MALL STOP ON U.S. 441 AT N.W.12 ST.
- BROWARD BLVD.
- DAVIE BLVD.
- RIVERLAND RD.
- GRIFFIN RD.
- STIRLING RD.
- SHERIDAN ST.
- HOLLYWOOD/PINES BLVD.
- PEMBROKE RD.
- HALLANDALE BEACH BLVD. Eastbound MIRAMAR PKWY. Westbound
- 215 ST./ COUNTY LINE ROAD
- 199 ST./IVES DAIRY RD.
- 183 ST./MIAMI GARDENS DR.
- GOLDEN GLADES PARK & RIDE/TRI-RAIL

BROWARD COUNTY Transit

A service of the Broward County Commission

Wheelchair Accessible Bike Racks

www.broward.org/bct

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays .....8:30 am - 5 pm
Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414,
Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.
NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass
10 Rides any time, any day.
Expires after the tenth ride is taken.

7 Day Pass
Unlimited rides for seven consecutive days.
Starts on the first day card is used.
Expires after the seventh day.

31 Day Adult Pass
Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass
Youth*, Seniors*, Disabled*, Medicare*, College Student*.
Unlimited rides for 31 consecutive days.
Starts on the first day card is used.

Reading A Timetable - It's Easy

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3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

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NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND

To Lauderhill Mall/Sample Rd.

AM

GOLDEN GLADES TRI-RAIL/ PARK & RIDE	183 ST./MIAMI GARDENS DR.	199 ST./IVES DAIRY RD.	COUNTY LINE RD.	HALLANDALE BCH. BLVD.	PEMBROKE RD.	HOLLYWOOD BLVD.	SHERIDAN ST.	STIRLING RD.	GRIFFIN RD.	RIVERLAND RD.	DAVIE BLVD.	BROWARD BLVD.	N.W. 12 ST. & U. S. 441 (LAUDERHILL MALL)	OAKLAND PARK BLVD.	COMMERCIAL BLVD.	KIMBERLY BLVD.	ATLANTIC BLVD.	COCONUT CREEK PKWY.	COPANS RD.	SAMPLE RD.
5:37a	5:43a	5:46a	5:48a	5:52a	5:55a	5:58a	6:03a	6:06a	6:09a	6:14a	6:15a	6:17a	6:21a	6:27a	6:34a	6:39a	6:45a	6:47a	6:50a	6:55a
6:07a	6:13a	6:16a	6:18a	6:22a	6:25a	6:28a	6:34a	6:37a	6:41a	6:46a	6:48a	6:50a	6:55a	7:01a	7:08a	7:13a	7:19a	7:21a	7:24a	7:29a
6:37a	6:44a	6:47a	6:50a	6:54a	6:58a	7:01a	7:07a	7:10a	7:14a	7:19a	7:21a	7:23a	7:28a	7:34a	7:42a	7:47a	7:53a	7:55a	7:58a	8:04a
7:07a	7:14a	7:17a	7:20a	7:24a	7:28a	7:31a	7:37a	7:40a	7:44a	7:50a	7:52a	7:54a	7:59a	8:05a	8:13a	8:18a	8:24a	8:26a	8:29a	8:34a
7:37a	7:45a	7:48a	7:51a	7:55a	8:00a	8:03a	8:09a	8:12a	8:16a	8:22a	8:24a	8:26a	8:31a	8:37a	8:44a	8:49a	8:55a	8:57a	9:00a	9:05a
8:12a	8:20a	8:23a	8:26a	8:30a	8:34a	8:37a	8:43a	8:46a	8:50a	8:55a	8:57a	8:59a	9:04a	9:10a	9:17a	9:22a	9:28a	9:30a	9:33a	G9:38a
8:42a	8:49a	8:52a	8:55a	8:59a	9:03a	9:06a	9:12a	9:15a	9:19a	9:24a	9:26a	9:28a	9:33a	9:39a	9:46a	9:51a	9:57a	9:59a	10:02a	G10:07a
9:12a	9:19a	9:22a	9:25a	9:29a	9:33a	9:36a	9:42a	9:45a	9:49a	9:54a	9:56a	9:58a	10:03a	10:09a	10:16a	10:21a	10:27a	10:29a	10:32a	G10:37a
9:42a	9:49a	9:52a	9:55a	9:59a	10:03a	10:06a	10:12a	10:15a	10:19a	10:24a	10:26a	10:28a	10:33a	10:39a	10:46a	10:51a	10:57a	10:59a	11:02a	G11:07a

PM

GOLDEN GLADES TRI-RAIL/ PARK & RIDE	183 ST./MIAMI GARDENS DR.	199 ST./IVES DAIRY RD.	COUNTY LINE RD.	HALLANDALE BCH. BLVD.	PEMBROKE RD.	HOLLYWOOD BLVD.	SHERIDAN ST.	STIRLING RD.	GRIFFIN RD.	RIVERLAND RD.	DAVIE BLVD.	BROWARD BLVD.	N.W. 12 ST. & U. S. 441 (LAUDERHILL MALL)	OAKLAND PARK BLVD.	COMMERCIAL BLVD.	KIMBERLY BLVD.	ATLANTIC BLVD.	COCONUT CREEK PKWY.	COPANS RD.	SAMPLE RD.
2:52p	2:59p	3:02p	3:05p	3:09p	3:13p	3:16p	3:22p	3:25p	3:29p	3:35p	3:37p	3:39p	3:44p	3:50p	3:58p	4:03p	4:09p	4:11p	4:14p	4:20p
3:22p	3:29p	3:32p	3:35p	3:39p	3:44p	3:47p	3:53p	3:56p	4:00p	4:06p	4:08p	4:10p	4:15p	4:21p	4:29p	4:35p	4:41p	4:43p	4:46p	4:52p
3:52p	4:00p	4:03p	4:06p	4:10p	4:15p	4:18p	4:24p	4:27p	4:31p	4:38p	4:40p	4:42p	4:48p	4:54p	5:02p	5:08p	5:14p	5:16p	5:19p	5:25p
4:22p	4:30p	4:33p	4:37p	4:41p	4:46p	4:50p	4:56p	4:59p	5:03p	5:10p	5:12p	5:14p	5:20p	5:26p	5:34p	5:39p	5:45p	5:47p	5:50p	5:56p
4:52p	5:00p	5:03p	5:07p	5:11p	5:16p	5:20p	5:26p	5:29p	5:33p	5:39p	5:41p	5:43p	5:48p	5:54p	6:02p	6:07p	6:13p	6:15p	6:18p	G6:24p
5:22p	5:30p	5:33p	5:36p	5:40p	5:45p	5:48p	5:54p	5:57p	6:01p	6:07p	6:09p	6:11p	6:16p	6:22p	6:30p	6:35p	6:41p	6:43p	6:46p	G6:52p
5:52p	6:00p	6:03p	6:06p	6:10p	6:15p	6:18p	6:24p	6:27p	6:31p	6:37p	6:39p	6:41p	6:46p	6:52p	7:00p	7:05p	7:11p	7:13p	7:16p	G7:22p
6:22p	6:30p	6:33p	6:36p	6:40p	6:45p	6:48p	6:54p	6:57p	7:01p	7:07p	7:09p	7:11p	7:16p	7:22p	7:30p	7:35p	7:41p	7:43p	7:46p	G7:52p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

SOUTHBOUND

To Lauderhill Mall/Golden Glades Park & Ride

AM

SAMPLE RD.	COPANS RD.	COCONUT CREEK PKWY.	ATLANTIC BLVD.	KIMBERLY BLVD.	COMMERCIAL BLVD.	OAKLAND PARK BLVD.	N.W. 12 ST. & U. S. 441 (LAUDERHILL MALL)	BROWARD BLVD.	DAVIE BLVD.	RIVERLAND RD.	GRIFFIN RD.	STIRLING RD.	SHERIDAN ST.	HOLLYWOOD BLVD.	PEMBROKE RD.	HALLANDALE BCH. BLVD.	COUNTY LINE RD.	199 ST./IVES DAIRY RD.	183 ST./MIAMI GARDENS DR.	GOLDEN GLADES TRI-RAIL/ PARK & RIDE
5:07a	5:11a	5:13a	5:15a	5:20a	5:25a	5:31a	5:37a	5:41a	5:43a	5:44a	5:49a	5:52a	5:55a	6:00a	6:03a	6:06a	6:10a	6:12a	6:15a	6:20a
5:37a	5:41a	5:43a	5:45a	5:50a	5:55a	6:01a	6:07a	6:11a	6:13a	6:14a	6:19a	6:22a	6:25a	6:30a	6:33a	6:37a	6:41a	6:44a	6:47a	6:53a
6:07a	6:11a	6:13a	6:15a	6:20a	6:25a	6:31a	6:37a	6:42a	6:44a	6:46a	6:51a	6:55a	6:58a	7:04a	7:07a	7:11a	7:15a	7:18a	7:21a	7:27a
6:37a	6:41a	6:44a	6:46a	6:52a	6:57a	7:04a	7:10a	7:15a	7:17a	7:19a	7:24a	7:28a	7:31a	7:37a	7:40a	7:45a	7:49a	7:52a	7:55a	8:02a
7:07a	7:11a	7:14a	7:16a	7:22a	7:27a	7:35a	7:41a	7:46a	7:48a	7:50a	7:56a	8:00a	8:03a	8:09a	8:12a	8:17a	8:21a	8:24a	8:27a	8:33a
7:37a	7:42a	7:45a	7:47a	7:53a	7:58a	8:06a	8:12a	8:17a	8:19a	8:21a	8:27a	8:31a	8:34a	8:40a	8:43a	8:47a	8:51a	8:54a	8:57a	9:03a
8:12a	8:17a	8:20a	8:22a	8:28a	8:33a	8:40a	8:46a	8:51a	8:53a	8:55a	9:00a	9:04a	9:07a	9:13a	9:16a	9:20a	9:24a	9:27a	9:30a	9:36a
8:42a	8:46a	8:49a	8:51a	8:57a	9:02a	9:09a	9:15a	9:20a	9:22a	9:24a	9:29a	9:33a	9:36a	9:42a	9:45a	9:49a	9:53a	9:56a	9:59a	G10:05a
9:12a	9:16a	9:19a	9:21a	9:27a	9:32a	9:39a	9:45a	9:50a	9:52a	9:54a	9:59a	10:03a	10:06a	10:12a	10:15a	10:19a	10:23a	10:26a	10:29a	G10:35a

PM

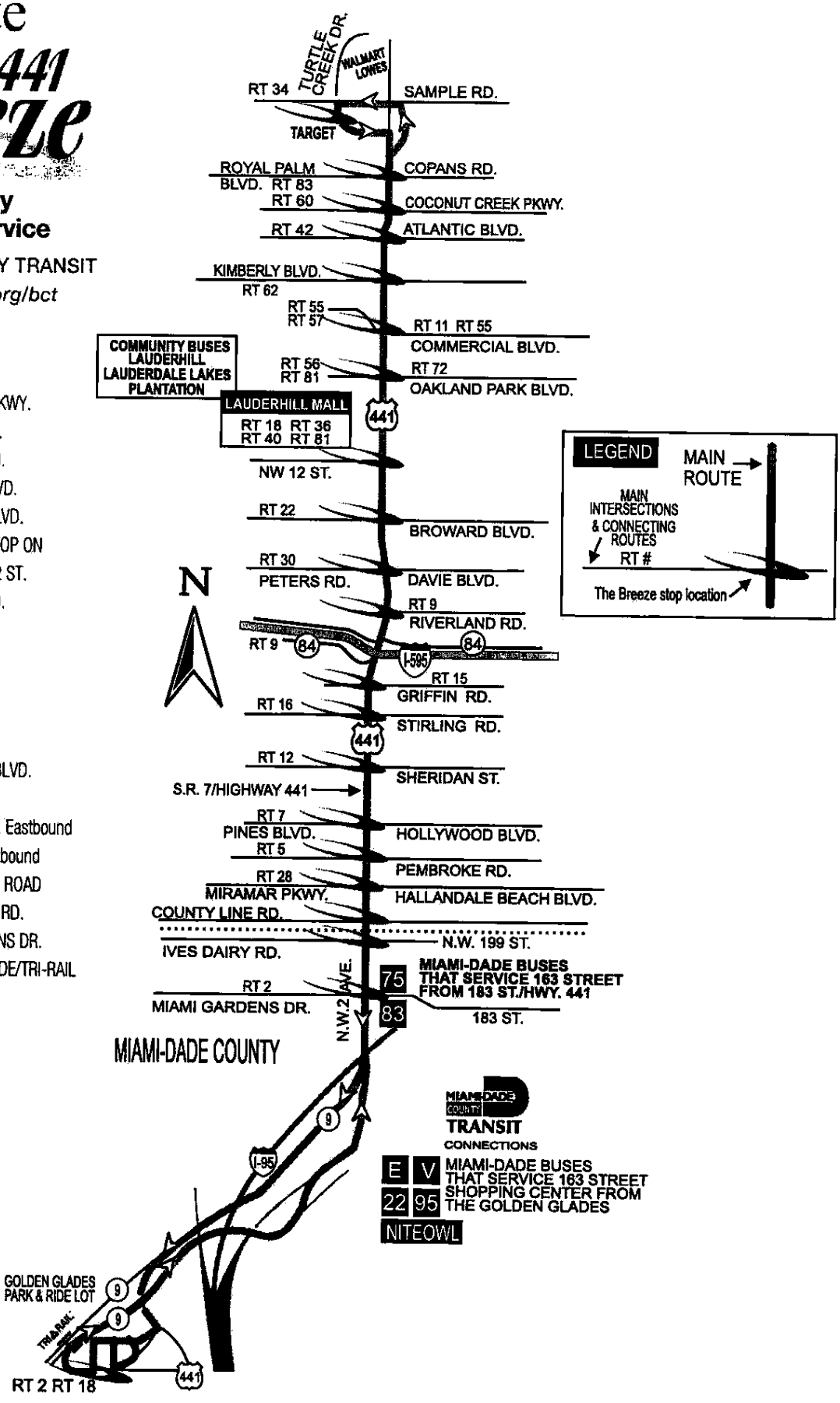
SAMPLE RD.	COPANS RD.	COCONUT CREEK PKWY.	ATLANTIC BLVD.	KIMBERLY BLVD.	COMMERCIAL BLVD.	OAKLAND PARK BLVD.	N.W. 12 ST. & U. S. 441 (LAUDERHILL MALL)	BROWARD BLVD.	DAVIE BLVD.	RIVERLAND RD.	GRIFFIN RD.	STIRLING RD.	SHERIDAN ST.	HOLLYWOOD BLVD.	PEMBROKE RD.	HALLANDALE BCH. BLVD.	COUNTY LINE RD.	199 ST./IVES DAIRY RD.	183 ST./MIAMI GARDENS DR.	GOLDEN GLADES TRI-RAIL/ PARK & RIDE
2:42p	2:46p	2:49p	2:51p	2:57p	3:02p	3:09p	3:15p	3:20p	3:22p	3:24p	3:29p	3:33p	3:36p	3:42p	3:45p	3:50p	3:54p	3:57p	4:00p	4:07p
3:12p	3:16p	3:19p	3:21p	3:27p	3:32p	3:40p	3:46p	3:51p	3:53p	3:55p	4:01p	4:05p	4:08p	4:14p	4:17p	4:22p	4:26p	4:29p	4:32p	4:39p
3:37p	3:42p	3:45p	3:47p	3:53p	3:58p	4:06p	4:12p	4:17p	4:19p	4:21p	4:27p	4:31p	4:34p	4:40p	4:44p	4:49p	4:53p	4:57p	5:00p	5:07p
4:07p	4:12p	4:15p	4:17p	4:23p	4:28p	4:36p	4:42p	4:48p	4:50p	4:52p	4:59p	5:03p	5:06p	5:12p	5:16p	5:21p	5:25p	5:29p	5:32p	5:39p
4:37p	4:42p	4:45p	4:47p	4:53p	4:59p	5:07p	5:13p	5:19p	5:21p	5:23p	5:30p	5:34p	5:37p	5:43p	5:46p	5:51p	5:55p	5:58p	6:01p	6:08p
5:07p	5:12p	5:15p	5:17p	5:23p	5:29p	5:37p	5:43p	5:48p	5:50p	5:52p	5:58p	6:02p	6:05p	6:11p	6:14p	6:19p	6:23p	6:26p	6:29p	G6:36p
5:37p	5:42p	5:45p	5:47p	5:53p	5:58p	6:06p	6:12p	6:17p	6:19p	6:21p	6:27p	6:31p	6:34p	6:40p	6:43p	6:48p	6:52p	6:55p	6:58p	G7:05p
6:07p	6:12p	6:15p	6:17p	6:23p	6:28p	6:36p	6:42p	6:47p	6:49p	6:51p	6:57p	7:01p	7:04p	7:10p	7:13p	7:18p	7:22p	7:25p	7:28p	G7:35p

Route 441 Breeze

Weekday
Limited Service

BROWARD COUNTY TRANSIT
www.broward.org/bct

- SAMPLE RD.
- COPANS RD.
- COCONUT CREEK PKWY.
- ATLANTIC BLVD.
- KIMBERLY BLVD.
- COMMERCIAL BLVD.
- OAKLAND PARK BLVD.
- LAUDERHILL MALL STOP ON U.S. 441 AT N.W.12 ST.
- BROWARD BLVD.
- DAVIE BLVD.
- RIVERLAND RD.
- GRIFFIN RD.
- STIRLING RD.
- SHERIDAN ST.
- HOLLYWOOD/PINES BLVD.
- PEMBROKE RD.
- HALLANDALE BEACH BLVD. Eastbound
  MIRAMAR PKWY. Westbound
- 215 ST./ COUNTY LINE ROAD
- 199 ST./IVES DAIRY RD.
- 183 ST./MIAMI GARDENS DR.
- GOLDEN GLADES PARK & RIDE/TRI-RAIL



TIMETABLE

ROUTE 81

Weekday, Saturday & Sunday

Effective 10/7/07

Broward Central Terminal

Lauderhill Mall

N.W. 36 St. & N.W. 43 Ave.

BROWARD COUNTY Transit

A service of the Broward County Commission

Wheelchair Accessible Bike Racks

www.broward.org/bct

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays .....8:30 am - 5 pm
Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414,
Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.
NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass
10 Rides any time, any day.
Expires after the tenth ride is taken.

7 Day Pass
Unlimited rides for seven consecutive days.
Starts on the first day card is used.
Expires after the seventh day.

31 Day Adult Pass
Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass
Youth*, Seniors*, Disabled*, Medicare*, College Student*.
Unlimited rides for 31 consecutive days.
Starts on the first day card is used.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student fare, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND

To Lauderhill Mall & Inverrary Blvd.

BROWARD CENTRAL TERMINAL [1]	N.W. 31 AVE. & BROWARD BLVD. [2]	LAUDERHILL MALL [3]	N.W. 49 AVE. & OAKLAND PARK BLVD. [4]	N.W. 44 ST. & INVERRARY BLVD. [5]	N.W. 36 ST. & N.W. 43 AVE. [6]
6:00a	6:12a	6:30a	6:42a	6:50a	7:00a
6:30a	6:42a	7:00a	7:12a		7:20a
7:00a	7:12a	7:30a	7:42a	7:50a	8:00a
7:30a	7:42a	8:00a	8:12a		8:20a
8:00a	8:12a	8:30a	8:42a	8:50a	9:00a
8:30a	8:42a	9:00a	9:12a		9:20a
9:00a	9:12a	9:30a	9:42a	9:50a	10:00a
9:30a	9:42a	10:00a	10:12a		10:20a
10:00a	10:12a	10:30a	10:42a	10:50a	11:00a
10:30a	10:42a	11:00a	11:12a		11:20a
11:00a	11:12a	11:30a	11:42a	11:50a	12:00p
11:30a	11:42a	12:00p	12:12p		12:20p
12:00p	12:12p	12:30p	12:42p	12:50p	1:00p
12:30p	12:42p	1:00p	1:12p		1:20p
1:00p	1:12p	1:30p	1:42p	1:50p	2:00p
1:30p	1:42p	2:00p	2:12p		2:20p
2:00p	2:12p	2:30p	2:42p	2:50p	3:00p
2:30p	2:42p	3:00p	3:12p		3:20p
3:00p	3:12p	3:30p	3:42p	3:50p	4:00p
3:30p	3:42p	4:00p	4:12p		4:20p
4:00p	4:12p	4:30p	4:42p	4:50p	5:00p
4:30p	4:42p	5:00p	5:12p		5:20p
5:00p	5:12p	5:30p	5:42p	5:50p	6:00p
5:30p	5:42p	6:00p	6:12p		6:20p
6:00p	6:12p	6:30p	6:42p	6:50p	7:00p
6:30p	6:42p	7:00p	7:12p		7:20p
7:00p	7:12p	7:30p	7:42p	7:50p	8:00p
7:30p	7:42p	8:00p	8:12p		8:20p
8:00p	8:12p	8:30p	8:42p	8:50p	9:00p
9:00p	9:12p	9:30p	9:42p		9:50p
10:00p	10:12p	10:30p	10:42p	10:50p	11:00p
11:00p	11:12p	11:30p	11:42p		G11:50p

SOUTHBOUND

To Lauderhill Mall & Broward Central Terminal

N.W. 36 ST. & N.W. 43 AVE. [6]	N.W. 44 ST. & INVERRARY BLVD. [5]	N.W. 49 AVE. & OAKLAND PARK BLVD. [4]	LAUDERHILL MALL [3]	N.W. 31 AVE. & BROWARD BLVD. [2]	BROWARD CENTRAL TERMINAL [1]
			6:30a	6:42a	6:55a
6:35a		6:43a	7:00a	7:12a	7:25a
7:05a		7:13a	7:30a	7:42a	7:55a
7:25a	7:35a	7:43a	8:00a	8:12a	8:25a
8:05a		8:13a	8:30a	8:42a	8:55a
8:25a	8:35a	8:43a	9:00a	9:12a	9:25a
9:05a		9:13a	9:30a	9:42a	9:55a
9:25a	9:35a	9:43a	10:00a	10:12a	10:25a
10:05a		10:13a	10:30a	10:42a	10:55a
10:25a	10:35a	10:43a	11:00a	11:12a	11:25a
11:05a		11:13a	11:30a	11:42a	11:55a
11:25a	11:35a	11:43a	12:00p	12:12p	12:25p
12:05p		12:13p	12:30p	12:42p	12:55p
12:25p	12:35p	12:43p	1:00p	1:12p	1:25p
1:05p		1:13p	1:30p	1:42p	1:55p
1:25p	1:35p	1:43p	2:00p	2:12p	2:25p
2:05p		2:13p	2:30p	2:42p	2:55p
2:25p	2:35p	2:43p	3:00p	3:12p	3:25p
3:05p		3:13p	3:30p	3:42p	3:55p
3:25p	3:35p	3:43p	4:00p	4:12p	4:25p
4:05p		4:13p	4:30p	4:42p	4:55p
4:25p	4:35p	4:43p	5:00p	5:12p	5:25p
5:05p		5:13p	5:30p	5:42p	5:55p
5:25p	5:35p	5:43p	6:00p	6:12p	6:25p
6:05p		6:13p	6:30p	6:42p	6:55p
6:25p	6:35p	6:43p	7:00p	7:12p	7:25p
7:05p		7:13p	7:30p	7:42p	7:55p
7:25p	7:35p	7:43p	8:00p	8:12p	G 8:25p
8:05p		8:13p	8:30p	8:42p	8:55p
8:25p	8:35p	8:43p	9:00p	9:12p	G 9:25p
9:05p		9:13p	9:30p	9:42p	9:55p
9:55p	10:05p	10:13p	10:30p	10:42p	10:55p
11:05p		11:13p	11:30p	11:42p	G11:55p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND

To Lauderhill Mall & Inverrary Blvd.

BROWARD CENTRAL TERMINAL 1	N.W. 31 AVE. & BROWARD BLVD. 2	LAUDERHILL MALL 3	N.W. 49 AVE. & OAKLAND PARK BLVD. 4	N.W. 44 ST. & INVERRARY BLVD. 5	N.W. 36 ST. & N.W. 43 AVE. 6
6:00a	6:12a	6:30a	6:42a	6:50a	7:00a
6:30a	6:42a	7:00a	7:12a		7:20a
7:00a	7:12a	7:30a	7:42a	7:50a	8:00a
7:30a	7:42a	8:00a	8:12a		8:20a
8:00a	8:12a	8:30a	8:42a	8:50a	9:00a
8:30a	8:42a	9:00a	9:12a		9:20a
9:00a	9:12a	9:30a	9:42a	9:50a	10:00a
9:30a	9:42a	10:00a	10:12a		10:20a
10:00a	10:12a	10:30a	10:42a	10:50a	11:00a
10:30a	10:42a	11:00a	11:12a		11:20a
11:00a	11:12a	11:30a	11:42a	11:50a	12:00p
11:30a	11:42a	12:00p	12:12p		12:20p
12:00p	12:12p	12:30p	12:42p	12:50p	1:00p
12:30p	12:42p	1:00p	1:12p		1:20p
1:00p	1:12p	1:30p	1:42p	1:50p	2:00p
1:30p	1:42p	2:00p	2:12p		2:20p
2:00p	2:12p	2:30p	2:42p	2:50p	3:00p
2:30p	2:42p	3:00p	3:12p		3:20p
3:00p	3:12p	3:30p	3:42p	3:50p	4:00p
3:30p	3:42p	4:00p	4:12p		4:20p
4:00p	4:12p	4:30p	4:42p	4:50p	5:00p
4:30p	4:42p	5:00p	5:12p		5:20p
5:00p	5:12p	5:30p	5:42p	5:50p	6:00p
5:30p	5:42p	6:00p	6:12p		6:20p
6:00p	6:12p	6:30p	6:42p	6:50p	7:00p
6:30p	6:42p	7:00p	7:12p		7:20p
7:00p	7:12p	7:30p	7:42p	7:50p	8:00p
7:30p	7:42p	8:00p	8:12p		8:20p
8:00p	8:12p	8:30p	8:42p	8:50p	9:00p
9:00p	9:12p	9:30p	9:42p		9:50p
10:00p	10:12p	10:30p	10:42p	10:50p	11:00p
11:00p	11:12p	11:30p	11:42p		G11:50p

SOUTHBOUND

To Lauderhill Mall & Broward Central Terminal

N.W. 36 ST. & N.W. 43 AVE. 6	N.W. 44 ST. & INVERRARY BLVD. 5	N.W. 49 AVE. & OAKLAND PARK BLVD. 4	LAUDERHILL MALL 3	N.W. 31 AVE. & BROWARD BLVD. 2	BROWARD CENTRAL TERMINAL 1
			5:30a	5:42a	5:55a
			6:30a	6:42a	6:55a
			7:00a	7:12a	7:25a
7:05a		7:13a	7:30a	7:42a	7:55a
7:25a	7:35a	7:43a	8:00a	8:12a	8:25a
8:05a		8:13a	8:30a	8:42a	8:55a
8:25a	8:35a	8:43a	9:00a	9:12a	9:25a
9:05a		9:13a	9:30a	9:42a	9:55a
9:25a	9:35a	9:43a	10:00a	10:12a	10:25a
10:05a		10:13a	10:30a	10:42a	10:55a
10:25a	10:35a	10:43a	11:00a	11:12a	11:25a
11:05a		11:13a	11:30a	11:42a	11:55a
11:25a	11:35a	11:43a	12:00p	12:12p	12:25p
12:05p		12:13p	12:30p	12:42p	12:55p
12:25p	12:35p	12:43p	1:00p	1:12p	1:25p
1:05p		1:13p	1:30p	1:42p	1:55p
1:25p	1:35p	1:43p	2:00p	2:12p	2:25p
2:05p		2:13p	2:30p	2:42p	2:55p
2:25p	2:35p	2:43p	3:00p	3:12p	3:25p
3:05p		3:13p	3:30p	3:42p	3:55p
3:25p	3:35p	3:43p	4:00p	4:12p	4:25p
4:05p		4:13p	4:30p	4:42p	4:55p
4:25p	4:35p	4:43p	5:00p	5:12p	5:25p
5:05p		5:13p	5:30p	5:42p	5:55p
5:25p	5:35p	5:43p	6:00p	6:12p	6:25p
6:05p		6:13p	6:30p	6:42p	6:55p
6:25p	6:35p	6:43p	7:00p	7:12p	7:25p
7:05p		7:13p	7:30p	7:42p	7:55p
7:25p	7:35p	7:43p	8:00p	8:12p	G 8:25p
8:05p		8:13p	8:30p	8:42p	8:55p
8:25p	8:35p	8:43p	9:00p	9:12p	G 9:25p
9:05p		9:13p	9:30p	9:42p	9:55p
9:55p	10:05p	10:13p	10:30p	10:42p	10:55p
11:05p		11:13p	11:30p	11:42p	G11:55p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND
To Lauderhill Mall & Inverrary Blvd.

1 BROWARD CENTRAL TERMINAL	2 N.W. 31 AVE. & BROWARD BLVD.	3 LAUDERHILL MALL	4 N.W. 49 AVE. & OAKLAND PARK BLVD.	5 N.W. 44 ST. & INVERRARY BLVD.	6 N.W. 36 ST. & N.W. 43 AVE.
8:30a	8:40a	8:55a	9:05a	9:13a	9:25a
9:30a	9:40a	9:55a	10:05a	10:13a	10:25a
10:30a	10:40a	10:55a	11:05a	11:13a	11:25a
11:30a	11:40a	11:55a	12:05p	12:13p	12:25p
12:30p	12:40p	12:55p	1:05p	1:13p	1:25p
1:30p	1:40p	1:55p	2:05p	2:13p	2:25p
2:30p	2:40p	2:55p	3:05p	3:13p	3:25p
3:30p	3:40p	3:55p	4:05p	4:13p	4:25p
4:30p	4:40p	4:55p	5:05p	5:13p	5:25p
5:30p	5:40p	5:55p	6:05p	6:13p	G 6:25p

SOUTHBOUND
To Lauderhill Mall & Broward Central Terminal

6 N.W. 36 ST. & N.W. 43 AVE.	5 N.W. 44 ST. & INVERRARY BLVD.	4 N.W. 49 AVE. & OAKLAND PARK BLVD.	3 LAUDERHILL MALL	2 N.W. 31 AVE. & BROWARD BLVD.	1 BROWARD CENTRAL TERMINAL
			9:05a	9:15a	9:25a
9:30a	9:42a	9:50a	10:05a	10:15a	10:25a
10:30a	10:42a	10:50a	11:05a	11:15a	11:25a
11:30a	11:42a	11:50a	12:05p	12:15p	12:25p
12:30p	12:42p	12:50p	1:05p	1:15p	1:25p
1:30p	1:42p	1:50p	2:05p	2:15p	2:25p
2:30p	2:42p	2:50p	3:05p	3:15p	3:25p
3:30p	3:42p	3:50p	4:05p	4:15p	4:25p
4:30p	4:42p	4:50p	5:05p	5:15p	5:25p
5:30p	5:42p	5:50p	6:05p	6:15p	G 6:25p

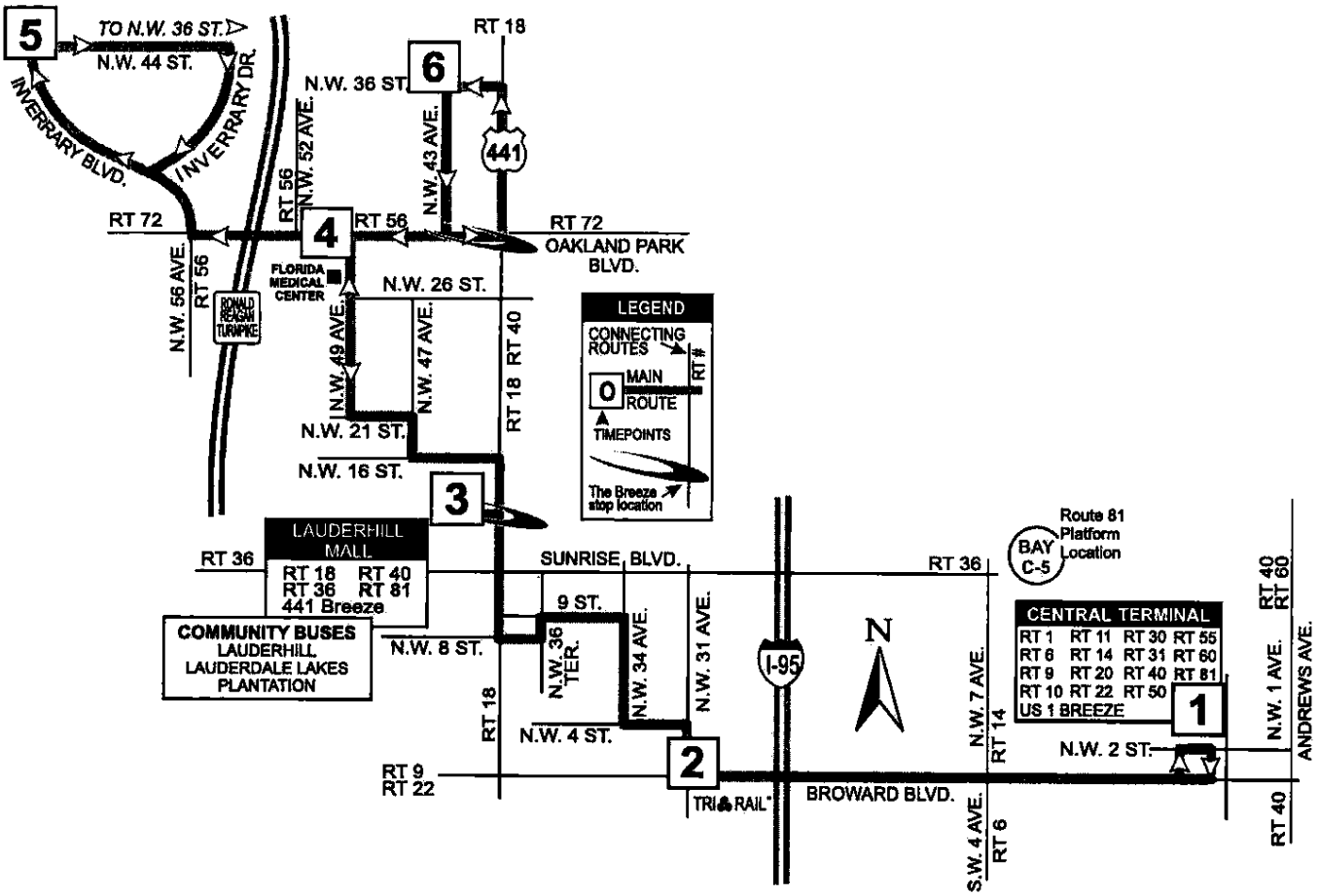
Route 81

Weekday,
Saturday & Sunday

Broward Central Terminal

Lauderhill Mall

N.W. 36 St. & N.W. 43 Ave.



TIMETABLE

ROUTE 83

Monday - Sunday

Effective 05/04/08

Coral Ridge Drive and Sample Road to Pompano Citi Centre

via Royal Palm Boulevard/ Copans Road

BROWARD COUNTY Transit

A service of the Broward County Commission

Download & Print at www.broward.org/bct

Wheelchair Accessible Bike Racks

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays .....8:30 am - 5 pm
Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414,
Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.
NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass
10 Rides any time, any day.
Expires after the tenth ride is taken.

7 Day Pass
Unlimited rides for seven consecutive days.
Starts on the first day card is used.
Expires after the seventh day.

31 Day Adult Pass
Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass
Youth*, Seniors*, Disabled*, Medicare*, College Student*.
Unlimited rides for 31 consecutive days.
Starts on the first day card is used.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student fare, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

MONDAY - FRIDAY

EASTBOUND

To Pompano Citi Centre

CORAL RIDGE DR. & SAMPLE RD. 1	ST. ANDREWS TOWERS 2	ROYAL PALM BLVD. & UNIVERSITY DR. 3	COPANS RD. & HWY. 441 4	COPANS RD. & POWERLINE RD. 5	POMPANO CITI CENTRE 6
5:40a		5:50a	6:00a	6:08a	6:20a
6:10a		6:20a	6:30a	6:38a	6:50a
6:35a		6:45a	6:55a	7:03a	7:15a
7:00a	7:11a	7:15a	7:26a	7:36a	7:50a
7:30a	7:42a	7:47a	7:59a	8:09a	8:23a
8:00a	8:12a	8:17a	8:29a	8:38a	8:51a
8:35a	8:46a	8:50a	9:01a	9:10a	9:23a
9:00a	9:10a	9:14a	9:25a	9:33a	G 9:45a
9:30a	9:40a	9:43a	9:53a	10:01a	10:13a
10:05a	10:15a	10:18a	10:28a	10:36a	10:48a
10:45a	10:55a	10:58a	11:08a	11:16a	11:28a
11:25a	11:35a	11:38a	11:48a	11:56a	12:08p
12:05p	12:15p	12:18p	12:28p	12:36p	12:48p
12:45p	12:55p	12:58p	1:08p	1:16p	1:28p
1:25p	1:35p	1:38p	1:48p	1:56p	2:08p
2:05p	2:15p	2:18p	2:28p	2:36p	2:48p
2:35p	2:45p	2:48p	2:58p	3:06p	3:18p
3:05p	3:15p	3:18p	3:28p	3:37p	3:50p
3:30p	3:41p	3:45p	3:56p	4:05p	4:18p
4:00p	4:11p	4:15p	4:26p	4:36p	4:50p
4:30p	4:42p	4:47p	4:59p	5:09p	5:23p
5:00p	5:12p	5:17p	5:29p	5:38p	5:51p
5:35p	5:46p	5:50p	6:01p	6:10p	6:23p
6:05p	6:16p	6:20p	6:31p	6:39p	6:51p
6:35p	6:45p	6:48p	6:58p	7:06p	7:18p
7:05p	7:15p	7:18p	7:28p	7:36p	7:48p
7:48p	7:58p	8:01p	8:11p	8:19p	8:31p
8:25p		8:35p	8:45p	8:53p	9:05p
9:00p		9:10p	9:20p	9:28p	G 9:40p

WESTBOUND

To Coral Ridge Drive & Sample Road

POMPANO CITI CENTRE 6	COPANS RD. & POWERLINE RD. 5	COPANS RD. & HWY. 441 4	ROYAL PALM BLVD. & UNIVERSITY DR. 3	ST. ANDREWS TOWERS 2	CORAL RIDGE DR. & SAMPLE RD. 1
5:40a	5:52a	6:00a	6:10a		6:25a
6:05a	6:17a	6:25a	6:35a		6:50a
6:30a	6:43a	6:52a	7:03a	7:07a	7:23a
7:00a	7:13a	7:22a	7:33a	7:38a	7:55a
7:30a	7:44a	7:54a	8:06a	8:11a	8:28a
8:00a	8:13a	8:23a	8:35a	8:39a	8:55a
8:30a	8:43a	8:52a	9:03a	9:07a	9:23a
9:00a	9:13a	9:22a	9:33a	9:36a	9:51a
9:40a	9:52a	10:00a	10:10a	10:13a	10:28a
10:20a	10:32a	10:40a	10:50a	10:53a	11:08a
11:00a	11:12a	11:20a	11:30a	11:33a	11:48a
11:40a	11:52a	12:00p	12:10p	12:13p	12:28p
12:20p	12:32p	12:40p	12:50p	12:53p	1:08p
1:00p	1:12p	1:20p	1:30p	1:33p	1:48p
1:40p	1:52p	2:00p	2:10p	2:13p	2:28p
2:25p	2:37p	2:45p	2:55p	2:58p	3:13p
3:00p	3:12p	3:20p	3:30p	3:34p	3:50p
3:30p	3:43p	3:52p	4:03p	4:07p	4:23p
4:00p	4:13p	4:22p	4:33p	4:38p	4:55p
4:30p	4:44p	4:54p	5:06p	5:11p	5:28p
5:00p	5:14p	5:24p	5:36p	5:40p	5:56p
5:30p	5:43p	5:52p	6:03p	6:07p	6:23p
6:00p	6:13p	6:22p	6:33p	6:36p	6:51p
6:30p	6:42p	6:50p	7:00p	7:03p	G 7:20p
7:00p	7:12p	7:20p	7:30p	7:33p	7:48p
7:30p	7:42p	7:50p	8:00p	8:03p	8:18p
8:00p	8:12p	8:20p	8:30p		8:45p
8:40p	8:52p	9:00p	9:10p		G 9:25p
9:20p	9:32p	9:40p	9:50p		G10:05p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

SATURDAY

EASTBOUND

To Pompano Citi Centre

CORAL RIDGE DR. & SAMPLE RD. 1	ST. ANDREWS TOWERS 2	ROYAL PALM BLVD. & UNIVERSITY DR. 3	COPANS RD. & HWY. 441 4	COPANS RD. & POWERLINE RD. 5	POMPANO CITI CENTRE 6
6:25a		6:35a	6:45a	6:53a	7:05a
7:05a	7:15a	7:18a	7:28a	7:36a	7:48a
7:45a	7:55a	7:58a	8:08a	8:16a	8:28a
8:25a	8:35a	8:38a	8:48a	8:56a	9:08a
9:05a	9:15a	9:18a	9:28a	9:36a	9:48a
9:45a	9:55a	9:58a	10:08a	10:16a	10:28a
10:25a	10:35a	10:38a	10:48a	10:56a	11:08a
11:05a	11:15a	11:18a	11:28a	11:36a	11:48a
11:45a	11:55a	11:58a	12:08p	12:16p	12:28p
12:25p	12:35p	12:38p	12:48p	12:56p	1:08p
1:05p	1:15p	1:18p	1:28p	1:36p	1:48p
1:45p	1:55p	1:58p	2:08p	2:16p	2:28p
2:25p	2:35p	2:38p	2:48p	2:56p	3:08p
3:05p	3:15p	3:18p	3:28p	3:36p	3:48p
3:45p	3:55p	3:58p	4:08p	4:16p	4:28p
4:25p	4:35p	4:38p	4:48p	4:56p	5:08p
5:05p	5:15p	5:18p	5:28p	5:36p	5:48p
5:45p	5:55p	5:58p	6:08p	6:16p	6:28p
6:25p	6:35p	6:38p	6:48p	6:56p	7:08p
7:05p	7:15p	7:18p	7:28p	7:36p	7:48p
7:45p	7:55p	7:58p	8:08p	8:16p	8:28p
8:25p		8:35p	8:45p	8:53p	9:05p
9:00p		9:10p	9:20p	9:28p	G 9:40p

WESTBOUND

To Coral Ridge Drive & Sample Road

POMPANO CITI CENTRE 6	COPANS RD. & POWERLINE RD. 5	COPANS RD. & HWY. 441 4	ROYAL PALM BLVD. & UNIVERSITY DR. 3	ST. ANDREWS TOWERS 2	CORAL RIDGE DR. & SAMPLE RD. 1
6:10a	6:22a	6:30a	6:40a		6:55a
6:40a	6:52a	7:00a	7:10a	7:13a	7:28a
7:20a	7:32a	7:40a	7:50a	7:53a	8:08a
8:00a	8:12a	8:20a	8:30a	8:33a	8:48a
8:40a	8:52a	9:00a	9:10a	9:13a	9:28a
9:20a	9:32a	9:40a	9:50a	9:53a	10:08a
10:00a	10:12a	10:20a	10:30a	10:33a	10:48a
10:40a	10:52a	11:00a	11:10a	11:13a	11:28a
11:20a	11:32a	11:40a	11:50a	11:53a	12:08p
12:00p	12:12p	12:20p	12:30p	12:33p	12:48p
12:40p	12:52p	1:00p	1:10p	1:13p	1:28p
1:20p	1:32p	1:40p	1:50p	1:53p	2:08p
2:00p	2:12p	2:20p	2:30p	2:33p	2:48p
2:40p	2:52p	3:00p	3:10p	3:13p	3:28p
3:20p	3:32p	3:40p	3:50p	3:53p	4:08p
4:00p	4:12p	4:20p	4:30p	4:33p	4:48p
4:40p	4:52p	5:00p	5:10p	5:13p	5:28p
5:20p	5:32p	5:40p	5:50p	5:53p	6:08p
6:00p	6:12p	6:20p	6:30p	6:33p	6:48p
6:40p	6:52p	7:00p	7:10p	7:13p	7:28p
7:20p	7:32p	7:40p	7:50p	7:53p	8:08p
8:00p	8:12p	8:20p	8:30p		8:45p
8:40p	8:52p	9:00p	9:10p		G 9:25p
9:20p	9:32p	9:40p	9:50p		G10:05p

SUNDAY

EASTBOUND

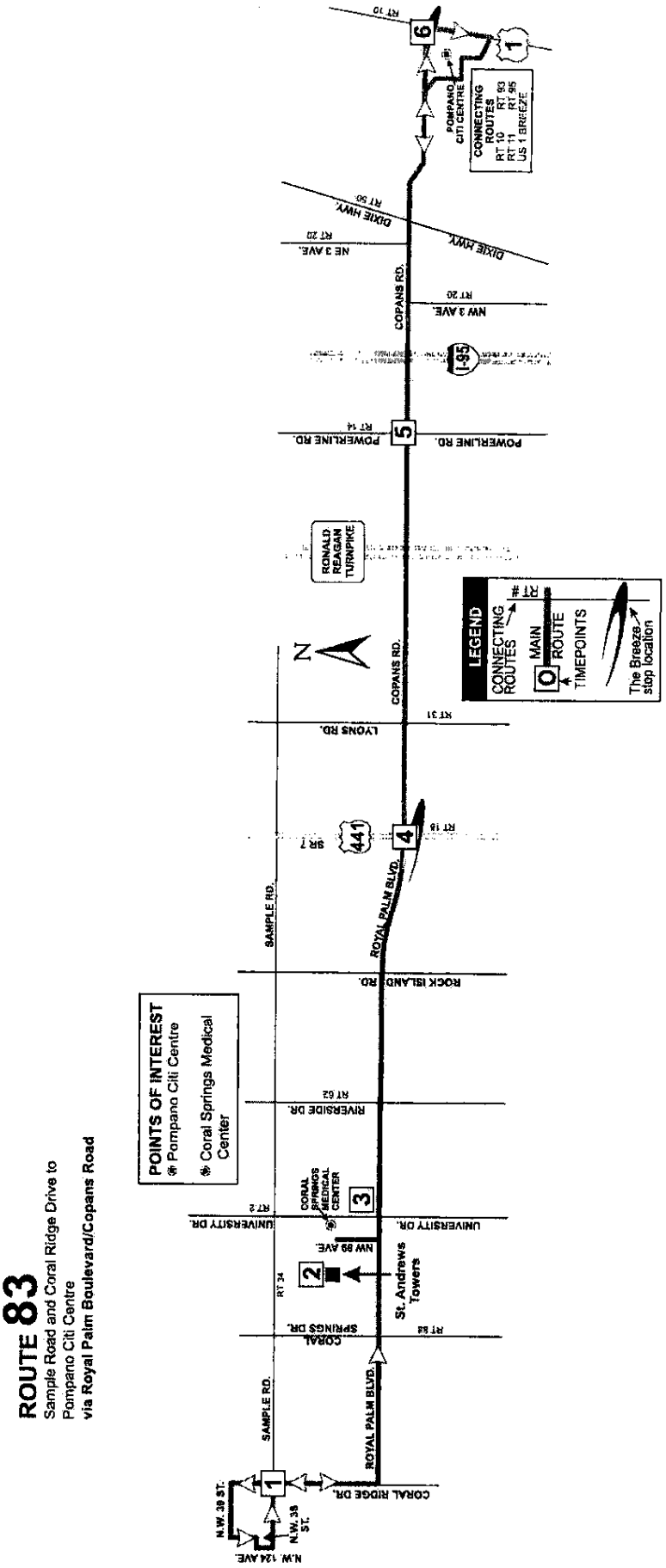
To Pompano Citi Centre

CORAL RIDGE DR. & SAMPLE RD. 1	ST. ANDREWS TOWERS 2	ROYAL PALM BLVD. & UNIVERSITY DR. 3	COPANS RD. & HWY. 441 4	COPANS RD. & POWERLINE RD. 5	POMPANO CITI CENTRE 6
9:05a	9:15a	9:18a	9:26a	9:34a	9:45a
9:55a	10:05a	10:08a	10:16a	10:24a	10:35a
10:45a	10:55a	10:58a	11:06a	11:14a	11:25a
11:35a	11:45a	11:48a	11:56a	12:04p	12:15p
12:25p	12:35p	12:38p	12:46p	12:54p	1:05p
1:15p	1:25p	1:28p	1:36p	1:44p	1:55p
2:05p	2:15p	2:18p	2:26p	2:34p	2:45p
2:55p	3:05p	3:08p	3:16p	3:24p	3:35p
3:45p	3:55p	3:58p	4:06p	4:14p	4:25p
4:35p	4:45p	4:48p	4:56p	5:04p	5:15p
5:25p	5:35p	5:38p	5:46p	5:54p	6:05p
6:15p	6:25p	6:28p	6:36p	6:44p	6:55p
7:05p	7:15p	7:18p	7:26p	7:34p	G 7:45p

WESTBOUND

To Coral Ridge Drive & Sample Road

POMPANO CITI CENTRE 6	COPANS RD. & POWERLINE RD. 5	COPANS RD. & HWY. 441 4	ROYAL PALM BLVD. & UNIVERSITY DR. 3	ST. ANDREWS TOWERS 2	CORAL RIDGE DR. & SAMPLE RD. 1
9:00a	9:11a	9:19a	9:27a	9:30a	9:45a
9:50a	10:01a	10:09a	10:17a	10:20a	10:35a
10:40a	10:51a	10:59a	11:07a	11:10a	11:25a
11:30a	11:41a	11:49a	11:57a	12:00p	12:15p
12:20p	12:31p	12:39p	12:47p	12:50p	1:05p
1:10p	1:21p	1:29p	1:37p	1:40p	1:55p
2:00p	2:11p	2:19p	2:27p	2:30p	2:45p
2:50p	3:01p	3:09p	3:17p	3:20p	3:35p
3:40p	3:51p	3:59p	4:07p	4:10p	4:25p
4:30p	4:41p	4:49p	4:57p	5:00p	5:15p
5:20p	5:31p	5:39p	5:47p	5:50p	6:05p
6:10p	6:21p	6:29p	6:37p	6:40p	6:55p
7:00p	7:11p	7:19p	7:27p	7:30p	G 7:45p


ROUTE 83
Sample Road and Coral Ridge Drive to
Pompano Citi Centre
via Royal Palm Boulevard/Copans Road
POINTS OF INTEREST
Pompano Citi Centre
Coral Springs Medical Center
LEGEND
CONNECTING ROUTES
MAIN ROUTE
TIMEPOINTS
RT #
The Breeze stop location
N
POMPANO CITI CENTRE
CONNECTING ROUTES
RT 10
RT 11
US 1 BREEZE
RT 83
RT 95
DIXIE HWY.
NE 3 AVE.
NW 3 AVE.
COPANS RD.
I-95
POWERLINE RD.
RONALD REAGAN TURNPIKE
LYONS RD.
SR 7
441
SAMPLE RD.
ROYAL PALM BLVD.
ROCK ISLAND RD.
RIVERSIDE DR.
CORAL SPRINGS MEDICAL CENTER
UNIVERSITY DR.
NW 99 AVE.
St. Andrews Towers
CORAL SPRINGS DR.
CORAL RIDGE DR.
N.W. 39 ST.
N.W. 38 ST.
N.W. 124 AVE.

TIMETABLE

ROUTE 48

Weekday, Saturday & Sunday

Effective 1/11/09

US 441 to A1A
via Hillsboro Blvd.

BROWARD COUNTY Transit

A service of the
Broward County Commission

Wheelchair Accessible Bike Racks

www.broward.org/bct

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays .....8:30 am - 5 pm
Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414,
Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.*
Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.
NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass
10 Rides any time, any day.
Expires after the tenth ride is taken.

7 Day Pass
Unlimited rides for seven consecutive days.
Starts on the first day card is used.
Expires after the seventh day.

31 Day Adult Pass
Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass
Youth*, Seniors*, Disabled*, Medicare*, College Student*.
Unlimited rides for 31 consecutive days.
Starts on the first day card is used.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

EASTBOUND
To Deerfield Beach

JOHNSON RD. & US 441	HILLSBORO BLVD. & POWERLINE RD.	CENTURY VILLAGE DEERFIELD BEACH	HILLSBORO BLVD. & SW 3 AVE.	DEERFIELD BEACH
1	2	3	4	5
6:00a	6:09a		6:16a	6:25a
6:40a	6:49a		6:56a	7:05a
7:10a	7:21a	7:30a	7:39a	7:50a
7:55a	8:07a	8:15a	8:24a	8:35a
8:40a	8:51a	9:00a	9:08a	9:17a
9:25a	9:35a	9:45a	9:53a	10:02a
10:10a	10:20a	10:30a	10:38a	10:47a
10:55a	11:05a	11:15a	11:23a	11:32a
11:40a	11:50a	12:00p	12:08p	12:17p
12:25p	12:35p	12:45p	12:53p	1:02p
1:10p	1:20p	1:30p	1:38p	1:47p
1:55p	2:05p	2:15p	2:23p	2:32p
2:40p	2:50p	3:00p	3:08p	3:17p
3:25p	3:35p	3:45p	3:53p	4:02p
4:10p	4:21p	4:30p	4:39p	4:49p
4:55p	5:06p	5:15p	5:24p	5:34p
5:40p	5:51p	6:00p	6:08p	6:17p
6:25p	6:35p	6:45p	6:53p	7:02p
7:10p	7:20p	7:30p	7:38p	7:47p
7:55p	8:05p	8:15p	8:23p	8:32p
8:40p	8:50p	9:00p	9:08p	9:17p
9:25p	9:34p		9:41p	9:50p
10:00p	10:09p		10:16p	G10:25p

WESTBOUND
To US 441 and Johnson Rd.

DEERFIELD BEACH	HILLSBORO BLVD. & SW 3 AVE.	CENTURY VILLAGE DEERFIELD BEACH	HILLSBORO BLVD. & POWERLINE RD.	JOHNSON RD. & US 441
5	4	3	2	1
6:00a	6:09a		6:16a	6:25a
6:40a	6:49a		6:56a	7:05a
7:10a	7:20a	7:30a	7:38a	7:49a
7:55a	8:05a	8:15a	8:23a	8:34a
8:40a	8:50a	9:00a	9:07a	9:17a
9:25a	9:34a	9:45a	9:52a	10:02a
10:10a	10:19a	10:30a	10:37a	10:47a
10:55a	11:04a	11:15a	11:22a	11:32a
11:40a	11:49a	12:00p	12:07p	12:17p
12:25p	12:34p	12:45p	12:52p	1:02p
1:10p	1:19p	1:30p	1:37p	1:47p
1:55p	2:04p	2:15p	2:22p	2:32p
2:40p	2:49p	3:00p	3:07p	3:17p
3:25p	3:34p	3:45p	3:52p	4:02p
4:10p	4:20p	4:30p	4:38p	4:50p
4:55p	5:06p	5:15p	5:23p	5:35p
5:40p	5:50p	6:00p	6:07p	6:17p
6:25p	6:34p	6:45p	6:52p	7:02p
7:10p	7:19p	7:30p	7:37p	7:47p
7:55p	8:04p	8:15p	8:22p	8:32p
8:40p	8:49p	9:00p	9:07p	9:17p
9:25p	9:34p		9:41p	9:50p
10:00p	10:09p		10:16p	G10:25p

EASTBOUND
To Deerfield Beach

JOHNSON RD. & US 441	HILLSBORO BLVD. & POWERLINE RD.	CENTURY VILLAGE DEERFIELD BEACH	HILLSBORO BLVD. & SW 3 AVE.	DEERFIELD BEACH
1	2	3	4	5
6:40a	6:49a		6:56a	7:05a
7:10a	7:20a	7:30a	7:38a	7:47a
7:55a	8:05a	8:15a	8:23a	8:32a
8:40a	8:50a	9:00a	9:08a	9:17a
9:25a	9:35a	9:45a	9:53a	10:02a
10:10a	10:20a	10:30a	10:38a	10:47a
10:55a	11:05a	11:15a	11:23a	11:32a
11:40a	11:50a	12:00p	12:08p	12:17p
12:25p	12:35p	12:45p	12:53p	1:02p
1:10p	1:20p	1:30p	1:38p	1:47p
1:55p	2:05p	2:15p	2:23p	2:32p
2:40p	2:50p	3:00p	3:08p	3:17p
3:25p	3:35p	3:45p	3:53p	4:02p
4:10p	4:20p	4:30p	4:38p	4:47p
4:55p	5:05p	5:15p	5:23p	5:32p
5:40p	5:50p	6:00p	6:08p	6:17p
6:25p	6:35p	6:45p	6:53p	7:02p
7:10p	7:20p	7:30p	7:38p	7:47p
7:55p	8:05p	8:15p	8:23p	8:32p
8:40p	8:50p	9:00p	9:08p	9:17p
9:25p	9:34p		9:41p	G9:50p

WESTBOUND
To US 441 and Johnson Rd.

DEERFIELD BEACH	HILLSBORO BLVD. & SW 3 AVE.	CENTURY VILLAGE DEERFIELD BEACH	HILLSBORO BLVD. & POWERLINE RD.	JOHNSON RD. & US 441
5	4	3	2	1
6:40a	6:49a		6:56a	7:05a
7:10a	7:19a	7:30a	7:37a	7:47a
7:55a	8:04a	8:15a	8:22a	8:32a
8:40a	8:49a	9:00a	9:07a	9:17a
9:25a	9:34a	9:45a	9:52a	10:02a
10:10a	10:19a	10:30a	10:37a	10:47a
10:55a	11:04a	11:15a	11:22a	11:32a
11:40a	11:49a	12:00p	12:07p	12:17p
12:25p	12:34p	12:45p	12:52p	1:02p
1:10p	1:19p	1:30p	1:37p	1:47p
1:55p	2:04p	2:15p	2:22p	2:32p
2:40p	2:49p	3:00p	3:07p	3:17p
3:25p	3:34p	3:45p	3:52p	4:02p
4:10p	4:19p	4:30p	4:37p	4:47p
4:55p	5:04p	5:15p	5:22p	5:32p
5:40p	5:49p	6:00p	6:07p	6:17p
6:25p	6:34p	6:45p	6:52p	7:02p
7:10p	7:19p	7:30p	7:37p	7:47p
7:55p	8:04p	8:15p	8:22p	8:32p
8:40p	8:49p	9:00p	9:07p	9:17p
9:25p	9:34p		9:41p	G9:50p

EASTBOUND
To Deerfield Beach

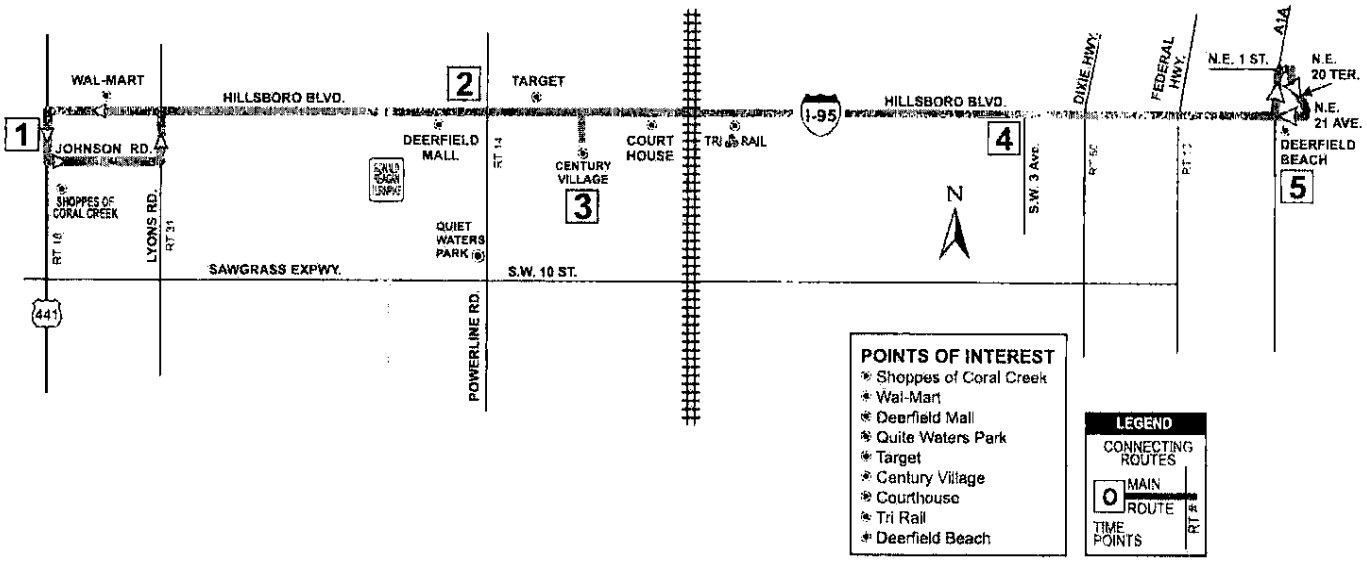
JOHNSON RD. & US 441	HILLSBORO BLVD. & POWERLINE RD.	CENTURY VILLAGE DEERFIELD BEACH	HILLSBORO BLVD. & SW 3 AVE.	DEERFIELD BEACH
1	2	3	4	5
9:25a	9:34a	9:45a	9:52a	10:00a
10:10a	10:19a	10:30a	10:37a	10:45a
10:55a	11:04a	11:15a	11:22a	11:30a
11:40a	11:49a	12:00p	12:07p	12:15p
12:25p	12:34p	12:45p	12:52p	1:00p
1:10p	1:19p	1:30p	1:37p	1:45p
1:55p	2:04p	2:15p	2:22p	2:30p
2:40p	2:49p	3:00p	3:07p	3:15p
3:25p	3:34p	3:45p	3:52p	4:00p
4:10p	4:19p	4:30p	4:37p	4:45p
4:55p	5:04p	5:15p	5:22p	5:30p
5:40p	5:49p	6:00p	6:07p	6:15p
6:25p	6:34p	6:45p	6:52p	7:00p
7:10p	7:19p	7:30p	7:37p	G7:45p

WESTBOUND
To US 441 and Johnson Rd.

DEERFIELD BEACH	HILLSBORO BLVD. & SW 3 AVE.	CENTURY VILLAGE DEERFIELD BEACH	HILLSBORO BLVD. & POWERLINE RD.	JOHNSON RD. & US 441
5	4	3	2	1
9:25a	9:33a	9:45a	9:51a	10:00a
10:10a	10:18a	10:30a	10:36a	10:45a
10:55a	11:03a	11:15a	11:21a	11:30a
11:40a	11:48a	12:00p	12:06p	12:15p
12:25p	12:33p	12:45p	12:51p	1:00p
1:10p	1:18p	1:30p	1:36p	1:45p
1:55p	2:03p	2:15p	2:21p	2:30p
2:40p	2:48p	3:00p	3:06p	3:15p
3:25p	3:33p	3:45p	3:51p	4:00p
4:10p	4:18p	4:30p	4:36p	4:45p
4:55p	5:03p	5:15p	5:21p	5:30p
5:40p	5:48p	6:00p	6:06p	6:15p
6:25p	6:33p	6:45p	6:51p	7:00p
7:10p	7:18p	7:30p	7:36p	G7:45p

ROUTE 48

US 441 and Johnson Rd. to
Deerfield Beach/A1A
via Hillsboro Boulevard



TIMETABLE

ROUTE 88

Weekday, Saturday & Sunday

Effective 06/27/08

West Regional Terminal

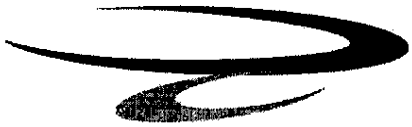
Oakland Park Blvd. & Pine Island Rd.

McNab Rd. & Pine Island Rd.

Atlantic Blvd. & Coral Springs Dr.

Sample Rd. & Coral Springs Dr.

Holmberg Rd. & Coral Ridge Dr.



BROWARD COUNTY Transit

A service of the Broward County Commission

Wheelchair Accessible Bike Racks

www.broward.org/bct

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays .....8:30 am - 5 pm
Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414,
Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

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Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.*
Children (under 40 inches ride FREE)

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All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.
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Expires after the seventh day.

31 Day Adult Pass
Unlimited rides for 31 consecutive days. Starts on the first day card is used.

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Youth*, Seniors*, Disabled*, Medicare*, College Student*.
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1. The map shows the exact bus route.
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6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

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WEEKDAY

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND
To Holmberg Rd. & Coral Ridge Dr.

WEST REGIONAL TERMINAL [1]	OAKLAND PARK BLVD & PINE ISLAND RD. [2]	McNAB RD.& PINE ISLAND RD. [3]	ATLANTIC BLVD. & CORAL SPRINGS DR. [4]	SAMPLE RD. & CORAL SPRINGS DR. [5]	HOLMBERG RD. & CORAL RIDGE DR. [6]
6:00a	6:12a	6:20a	6:28a	6:36a	6:47a
6:30a	6:43a	6:52a	7:01a	7:09a	7:20a
7:00a	7:13a	7:22a	7:31a	7:40a	7:52a
7:30a	7:44a	7:54a	8:04a	8:13a	8:25a
8:00a	8:14a	8:24a	8:34a	8:42a	8:53a
8:30a	8:43a	8:52a	9:01a	9:09a	9:20a
9:00a	9:13a	9:22a	9:31a	9:39a	G9:50a
9:30a	9:42a	9:50a	9:58a	10:05a	10:15a
10:30a	10:42a	10:50a	10:58a	11:05a	11:15a
11:30a	11:42a	11:50a	11:58a	12:05p	12:15p
12:30p	12:42p	12:50p	12:58p	1:05p	1:15p
1:30p	1:42p	1:50p	1:58p	2:05p	2:15p
2:30p	2:42p	2:50p	2:58p	3:05p	3:15p
3:00p	3:12p	3:20p	3:28p	3:36p	3:47p
3:30p	3:43p	3:52p	4:01p	4:09p	4:20p
4:00p	4:13p	4:22p	4:31p	4:40p	4:52p
4:30p	4:44p	4:54p	5:04p	5:13p	5:25p
5:00p	5:14p	5:24p	5:34p	5:42p	5:53p
5:30p	5:43p	5:52p	6:01p	6:09p	G6:20p
6:00p	6:13p	6:22p	6:31p	6:38p	6:48p
7:00p	7:12p	7:20p	7:28p	7:35p	7:45p
8:00p	8:12p	8:20p	8:28p	G8:35p	

SOUTHBOUND
To West Regional Terminal

HOLMBERG RD. & CORAL RIDGE DR. [6]	SAMPLE RD. & CORAL SPRINGS DR. [5]	ATLANTIC BLVD. & CORAL SPRINGS DR. [4]	McNAB RD.& PINE ISLAND RD. [3]	OAKLAND PARK BLVD & PINE ISLAND RD. [2]	WEST REGIONAL TERMINAL [1]
6:00a	6:10a	6:17a	6:25a	6:33a	6:46a
6:30a	6:41a	6:49a	6:58a	7:07a	7:20a
7:00a	7:11a	7:19a	7:28a	7:38a	7:52a
7:30a	7:42a	7:51a	8:01a	8:11a	8:25a
8:00a	8:12a	8:21a	8:31a	8:40a	8:53a
8:30a	8:41a	8:49a	8:58a	9:07a	9:20a
9:00a	9:11a	9:19a	9:28a	9:37a	G9:50a
9:30a	9:40a	9:47a	9:55a	10:03a	10:15a
10:30a	10:40a	10:47a	10:55a	11:03a	11:15a
11:30a	11:40a	11:47a	11:55a	12:03p	12:15p
12:30p	12:40p	12:47p	12:55p	1:03p	1:15p
1:30p	1:40p	1:47p	1:55p	2:03p	2:15p
2:30p	2:40p	2:47p	2:55p	3:03p	3:15p
3:00p	3:10p	3:17p	3:25p	3:33p	3:46p
3:30p	3:41p	3:49p	3:58p	4:07p	4:20p
4:00p	4:11p	4:19p	4:28p	4:38p	4:52p
4:30p	4:42p	4:51p	5:01p	5:11p	5:25p
5:00p	5:12p	5:21p	5:31p	5:40p	5:53p
5:30p	5:41p	5:49p	5:58p	6:07p	G6:20p
6:00p	6:11p	6:19p	6:28p	6:36p	6:48p
7:00p	7:10p	7:17p	7:25p	7:33p	7:45p
8:00p	8:10p	8:17p	8:25p	8:33p	G8:45p

SATURDAY

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND
To Holmberg Rd. & Coral Ridge Dr.

WEST REGIONAL TERMINAL	OAKLAND PARK BLVD & PINE ISLAND RD.	McNAB RD.& PINE ISLAND RD.	ATLANTIC BLVD. & CORAL SPRINGS DR.	SAMPLE RD. & CORAL SPRINGS DR.	HOLMBERG RD. & CORAL RIDGE DR.
1	2	3	4	5	6
6:30a	6:42a	6:50a	6:58a	7:05a	7:15a
7:30a	7:42a	7:50a	7:58a	8:05a	8:15a
8:30a	8:42a	8:50a	8:58a	9:05a	9:15a
9:30a	9:42a	9:50a	9:58a	10:05a	10:15a
10:30a	10:42a	10:50a	10:58a	11:05a	11:15a
11:30a	11:42a	11:50a	11:58a	12:05p	12:15p
12:30p	12:42p	12:50p	12:58p	1:05p	1:15p
1:30p	1:42p	1:50p	1:58p	2:05p	2:15p
2:30p	2:42p	2:50p	2:58p	3:05p	3:15p
3:30p	3:42p	3:50p	3:58p	4:05p	4:15p
4:30p	4:42p	4:50p	4:58p	5:05p	5:15p
5:30p	5:42p	5:50p	5:58p	6:05p	6:15p
6:30p	6:42p	6:50p	6:58p	7:05p	7:15p
7:30p	7:42p	7:50p	7:58p	G8:05p	

SOUTHBOUND
To West Regional Terminal

HOLMBERG RD. & CORAL RIDGE DR.	SAMPLE RD. & CORAL SPRINGS DR.	ATLANTIC BLVD. & CORAL SPRINGS DR.	McNAB RD.& PINE ISLAND RD.	OAKLAND PARK BLVD & PINE ISLAND RD.	WEST REGIONAL TERMINAL
6	5	4	3	2	1
6:30a	6:40a	6:47a	6:55a	7:03a	7:15a
7:30a	7:40a	7:47a	7:55a	8:03a	8:15a
8:30a	8:40a	8:47a	8:55a	9:03a	9:15a
9:30a	9:40a	9:47a	9:55a	10:03a	10:15a
10:30a	10:40a	10:47a	10:55a	11:03a	11:15a
11:30a	11:40a	11:47a	11:55a	12:03p	12:15p
12:30p	12:40p	12:47p	12:55p	1:03p	1:15p
1:30p	1:40p	1:47p	1:55p	2:03p	2:15p
2:30p	2:40p	2:47p	2:55p	3:03p	3:15p
3:30p	3:40p	3:47p	3:55p	4:03p	4:15p
4:30p	4:40p	4:47p	4:55p	5:03p	5:15p
5:30p	5:40p	5:47p	5:55p	6:03p	6:15p
6:30p	6:40p	6:47p	6:55p	7:03p	7:15p
7:30p	7:40p	7:47p	7:55p	8:03p	G8:15p

SUNDAY

NORTHBOUND
To Holmberg Rd. & Coral Ridge Dr.

WEST REGIONAL TERMINAL	OAKLAND PARK BLVD & PINE ISLAND RD.	McNAB RD.& PINE ISLAND RD.	ATLANTIC BLVD. & CORAL SPRINGS DR.	SAMPLE RD. & CORAL SPRINGS DR.	HOLMBERG RD. & CORAL RIDGE DR.
1	2	3	4	5	6
8:30a	8:42a	8:50a	8:58a	9:05a	9:15a
9:30a	9:42a	9:50a	9:58a	10:05a	10:15a
10:30a	10:42a	10:50a	10:58a	11:05a	11:15a
11:30a	11:42a	11:50a	11:58a	12:05p	12:15p
12:30p	12:42p	12:50p	12:58p	1:05p	1:15p
1:30p	1:42p	1:50p	1:58p	2:05p	2:15p
2:30p	2:42p	2:50p	2:58p	3:05p	3:15p
3:30p	3:42p	3:50p	3:58p	4:05p	4:15p
4:30p	4:42p	4:50p	4:58p	5:05p	5:15p
5:30p	5:42p	5:50p	5:58p	6:05p	6:15p
6:30p	6:42p	6:50p	6:58p	G7:05p	

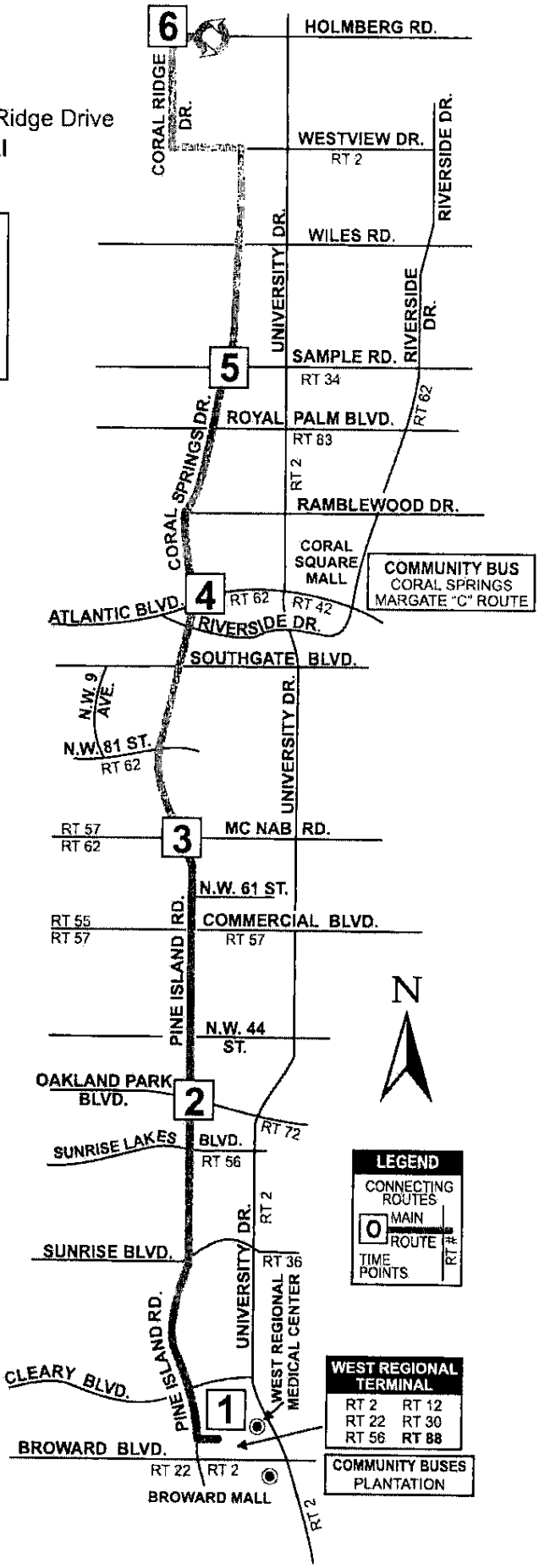
SOUTHBOUND
To West Regional Terminal

HOLMBERG RD. & CORAL RIDGE DR.	SAMPLE RD. & CORAL SPRINGS DR.	ATLANTIC BLVD. & CORAL SPRINGS DR.	McNAB RD.& PINE ISLAND RD.	OAKLAND PARK BLVD & PINE ISLAND RD.	WEST REGIONAL TERMINAL
6	5	4	3	2	1
8:30a	8:40a	8:47a	8:55a	9:03a	9:15a
9:30a	9:40a	9:47a	9:55a	10:03a	10:15a
10:30a	10:40a	10:47a	10:55a	11:03a	11:15a
11:30a	11:40a	11:47a	11:55a	12:03p	12:15p
12:30p	12:40p	12:47p	12:55p	1:03p	1:15p
1:30p	1:40p	1:47p	1:55p	2:03p	2:15p
2:30p	2:40p	2:47p	2:55p	3:03p	3:15p
3:30p	3:40p	3:47p	3:55p	4:03p	4:15p
4:30p	4:40p	4:47p	4:55p	5:03p	5:15p
5:30p	5:40p	5:47p	5:55p	6:03p	6:15p
6:30p	6:40p	6:47p	6:55p	7:03p	G7:15p

ROUTE 88

West Regional Terminal to
Holmberg Road and Coral Ridge Drive
via Pine Island Road/Coral Springs Drive

POINTS OF INTEREST
- Broward Mall
- West Regional Medical Center



TIMETABLE

ROUTE 2

Monday - Friday

Effective 1/11/09

207th Street to
Westview Drive

via University Drive

BROWARD COUNTY Transit

A service of the
Broward County Commission

Download & Print at
www.broward.org/bct

Wheelchair Accessible
Bike Racks

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays.....8:30 am - 5 pm

Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414, Monday - Friday,
8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass

10 Rides any time, any day.
Expires after the tenth ride is taken.

7 Day Pass

Unlimited rides for seven consecutive days.
Starts on the first day card is used.
Expires after the seventh day.

31 Day Adult Pass

Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass

Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days.
Starts on the first day card is used.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

***NOTICE:** Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student fare, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

TRANSFER POLICY

NO TRANSFERS ARE ISSUED BETWEEN BCT BUSES.

TO OTHER TRANSIT SYSTEMS:
When transferring from BCT to Miami-Dade Transit (MDT), Palm-Tran or Tri-Rail you get a free transfer and must pay the appropriate fare on the other transit system.

FROM OTHER TRANSIT SYSTEMS:
When transferring to BCT from Miami-Dade Transit (MDT), Palm Tran or Tri-Rail, passengers pay $.50 with a transfer issued by MDT, Palm Tran, or with a Tri-Rail pass.

MONDAY-FRIDAY

NORTHBOUND

To Westview Drive & University Drive

1 NW 207 ST. & UNIVERSITY DR.	2 PINES BLVD. & UNIVERSITY DR.	3 STIRLING RD. & UNIVERSITY DR.	4 SW 30 ST. & UNIVERSITY DR.	5 PETERS RD. & UNIVERSITY DR.	6 WEST REGIONAL TERMINAL - ARRIVE	6 WEST REGIONAL TERMINAL - DEPART	7 OAKLAND PARK BLVD. & UNIVERSITY DR.	8 MCNAB RD. & UNIVERSITY DR.	9 ATLANTIC BLVD. & UNIVERSITY DR.	10 SAMPLE RD. & UNIVERSITY DR.	11 WESTVIEW DR. & UNIVERSITY DR.
						5:00a	5:16a	5:27a	5:34a	5:43a	5:50a
						5:30a	5:46a	5:57a	6:04a	6:13a	6:20a
						6:00a	6:16a	6:27a	6:34a	6:43a	6:50a
5:20a	5:37a	5:47a	5:54a	6:01a	6:10a	6:20a	6:36a	6:47a	6:54a	7:03a	7:11a
5:40a	5:57a	6:07a	6:14a	6:21a	6:30a	6:40a	6:56a	7:08a	7:16a	7:26a	7:35a
6:00a	6:17a	6:27a	6:34a	6:41a	6:50a	7:00a	7:18a	7:31a	7:40a	7:51a	8:00a
6:20a	6:37a	6:47a	6:54a	7:01a	7:11a	7:20a	7:38a	7:51a	8:00a	8:11a	8:20a
6:40a	6:57a	7:08a	7:16a	7:24a	7:34a	7:40a	7:58a	8:11a	8:20a	8:31a	8:40a
7:00a	7:18a	7:29a	7:38a	7:47a	7:58a	8:00a	8:18a	8:31a	8:40a	8:51a	9:00a
7:20a	7:38a	7:50a	7:59a	8:08a	8:19a	8:20a	8:38a	8:50a	8:58a	9:07a	9:14a
7:40a	7:59a	8:11a	8:20a	8:29a	8:39a	8:40a	8:56a	9:07a	9:14a	9:23a	G9:30a
8:00a	8:19a	8:31a	8:39a	8:47a	8:57a	9:00a	9:16a	9:27a	9:34a	9:43a	9:50a
8:20a	8:39a	8:50a	8:58a	9:05a	9:14a	9:20a	9:36a	9:47a	9:54a	10:03a	G10:10a
8:40a	8:58a	9:08a	9:15a	9:22a	9:31a	9:40a	9:56a	10:07a	10:14a	10:23a	10:30a
9:00a	9:17a	9:27a	9:34a	9:41a	9:50a	10:00a	10:16a	10:27a	10:34a	10:43a	10:50a
9:30a	9:47a	9:57a	10:04a	10:11a	10:20a	10:30a	10:46a	10:57a	11:04a	11:13a	11:20a
10:00a	10:17a	10:27a	10:34a	10:41a	10:50a	11:00a	11:16a	11:27a	11:34a	11:43a	11:50a
10:30a	10:47a	10:57a	11:04a	11:11a	11:20a	11:30a	11:46a	11:57a	12:04p	12:13p	12:20p
11:00a	11:17a	11:27a	11:34a	11:41a	11:50a	12:00p	12:16p	12:27p	12:34p	12:43p	12:50p
11:30a	11:47a	11:57a	12:04p	12:11p	12:20p	12:30p	12:46p	12:57p	1:04p	1:13p	1:20p
12:00p	12:17p	12:27p	12:34p	12:41p	12:50p	1:00p	1:16p	1:27p	1:34p	1:43p	1:50p
12:30p	12:47p	12:57p	1:04p	1:11p	1:20p	1:30p	1:46p	1:57p	2:04p	2:13p	2:20p
1:00p	1:17p	1:27p	1:34p	1:41p	1:50p	2:00p	2:16p	2:27p	2:34p	2:43p	2:50p
1:30p	1:47p	1:57p	2:04p	2:11p	2:20p	2:30p	2:46p	2:57p	3:04p	3:13p	3:20p
2:00p	2:17p	2:27p	2:34p	2:41p	2:50p	3:00p	3:16p	3:27p	3:34p	3:43p	3:50p
2:20p	2:37p	2:47p	2:54p	3:01p	3:10p	3:20p	3:36p	3:47p	3:54p	4:03p	4:11p
2:40p	2:57p	3:07p	3:14p	3:21p	3:30p	3:40p	3:56p	4:08p	4:16p	4:26p	4:35p
3:00p	3:17p	3:27p	3:34p	3:41p	3:50p	4:00p	4:18p	4:31p	4:40p	4:51p	5:00p
3:20p	3:37p	3:47p	3:54p	4:01p	4:11p	4:20p	4:38p	4:51p	5:00p	5:11p	5:20p
3:40p	3:57p	4:08p	4:16p	4:24p	4:34p	4:40p	4:58p	5:11p	5:20p	5:31p	5:40p
4:00p	4:18p	4:29p	4:38p	4:47p	4:58p	5:00p	5:18p	5:31p	5:40p	5:51p	6:00p
4:20p	4:38p	4:50p	4:59p	5:08p	5:19p	5:20p	5:38p	5:50p	5:58p	6:07p	6:14p
4:40p	4:59p	5:11p	5:20p	5:29p	5:39p	5:40p	5:56p	6:07p	6:14p	6:23p	G6:30p
5:00p	5:19p	5:31p	5:39p	5:47p	5:57p	6:00p	6:16p	6:27p	6:34p	6:43p	6:50p
5:20p	5:39p	5:50p	5:58p	6:05p	6:14p	6:20p	6:36p	6:47p	6:54p	7:03p	7:10p
5:40p	5:58p	6:08p	6:15p	6:22p	6:31p	6:40p	6:56p	7:07p	7:14p	7:23p	G7:30p
6:00p	6:17p	6:27p	6:34p	6:41p	6:50p	7:00p	7:16p	7:27p	7:34p	7:43p	7:50p
6:30p	6:47p	6:57p	7:04p	7:11p	7:20p	7:30p	7:46p	7:57p	8:04p	8:13p	8:20p
7:00p	7:17p	7:27p	7:34p	7:41p	7:50p	8:00p	8:16p	8:27p	8:34p	8:43p	8:50p
7:30p	7:47p	7:57p	8:04p	8:11p	8:20p	8:30p	8:46p	8:57p	9:04p	9:13p	G 9:20p
8:00p	8:17p	8:27p	8:34p	8:41p	8:50p	9:00p	9:15p	9:25p	9:31p	9:39p	9:45p
8:30p	8:47p	8:57p	9:03p	9:09p	9:17p	9:30p	9:45p	9:55p	10:01p	10:09p	G10:15p
9:00p	9:16p	9:25p	9:31p	9:37p	9:45p	10:00p	10:15p	10:25p	10:31p	10:39p	10:45p
10:00p	10:16p	10:25p	10:31p	10:37p	10:45p	10:45p	11:00p	11:10p	11:16p	G11:25p	
11:00p	11:16p	11:25p	11:31p	11:37p	11:45p	11:45p	12:00a	12:10a	12:16a	G12:25a	

MONDAY-FRIDAY

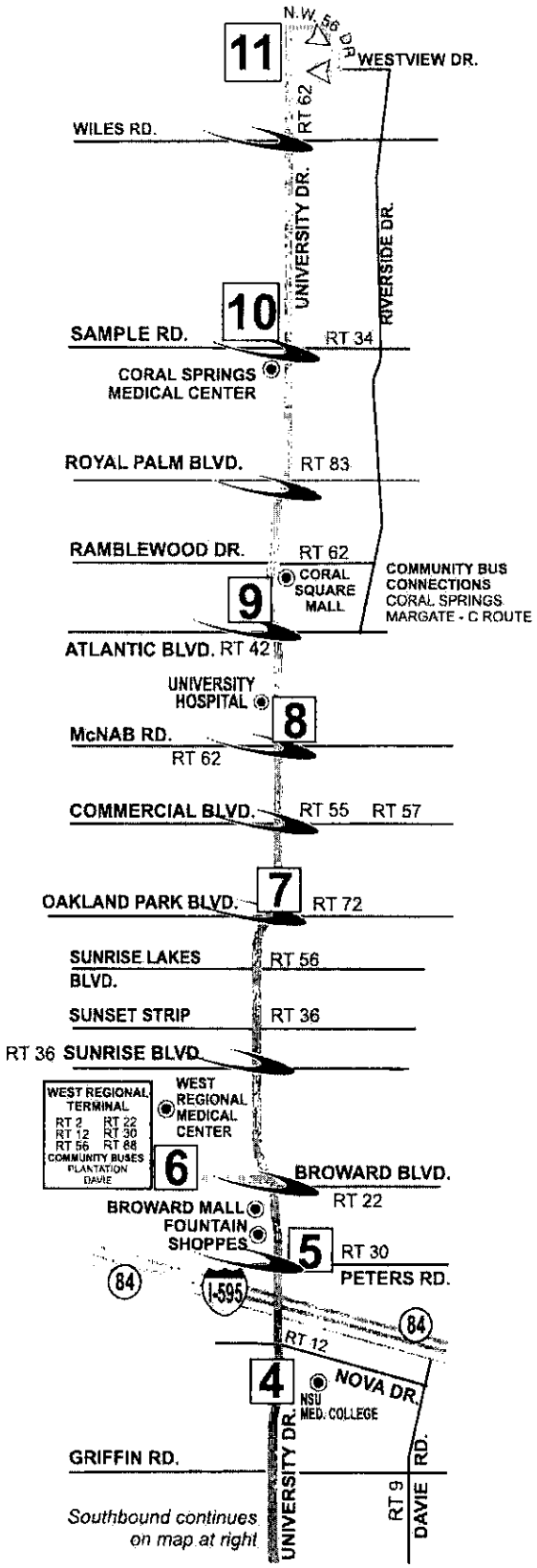
SOUTHBOUND

To NW 207 Street in Miami-Dade County

WESTVIEW DR. & UNIVERSITY DR. 11	SAMPLE RD. & UNIVERSITY DR. 10	ATLANTIC BLVD. & UNIVERSITY DR. 9	MCNAB RD.& UNIVERSITY DR. 8	OAKLAND PARK BLVD. & UNIVERSITY DR. 7	WEST REGIONAL TERMINAL - ARRIVE 6	WEST REGIONAL TERMINAL - DEPART 6	PETERS RD. & UNIVERSITY DR. 5	SW 30 ST. & UNIVERSITY DR. 4	STIRLING RD. & UNIVERSITY DR. 3	PINES BLVD. & UNIVERSITY DR. 2	NW 207 ST. & UNIVERSITY DR. 1
						5:00a	5:08a	5:15a	5:22a	5:33a	5:45a
						5:30a	5:38a	5:45a	5:52a	6:03a	6:15a
	5:10a	5:19a	5:26a	5:37a	5:52a	6:00a	6:08a	6:15a	6:22a	6:33a	6:45a
	5:30a	5:39a	5:46a	5:57a	6:12a	6:20a	6:28a	6:35a	6:42a	6:53a	7:06a
5:40a	5:48a	5:57a	6:04a	6:15a	6:30a	6:40a	6:48a	6:55a	7:02a	7:14a	7:27a
6:00a	6:08a	6:17a	6:24a	6:35a	6:50a	7:00a	7:09a	7:17a	7:25a	7:38a	7:52a
6:20a	6:28a	6:37a	6:44a	6:55a	7:11a	7:20a	7:29a	7:37a	7:46a	7:59a	8:13a
6:40a	6:48a	6:57a	7:05a	7:17a	7:33a	7:40a	7:50a	7:59a	8:08a	8:21a	8:35a
7:00a	7:09a	7:19a	7:27a	7:40a	7:57a	8:00a	8:10a	8:19a	8:28a	8:40a	8:53a
7:20a	7:29a	7:40a	7:49a	8:02a	8:19a	8:20a	8:30a	8:38a	8:46a	8:58a	9:10a
7:40a	7:50a	8:01a	8:10a	8:23a	8:39a	8:40a	8:50a	8:58a	9:06a	9:18a	G 9:30a
8:00a	8:10a	8:21a	8:30a	8:42a	8:58a	9:00a	9:08a	9:15a	9:22a	9:33a	9:45a
8:20a	8:30a	8:40a	8:48a	9:00a	9:15a	9:20a	9:28a	9:35a	9:42a	9:53a	10:05a
8:40a	8:49a	8:59a	9:06a	9:17a	9:32a	9:40a	9:48a	9:55a	10:02a	10:13a	G10:25a
9:00a	9:08a	9:17a	9:24a	9:35a	9:50a	10:00a	10:08a	10:15a	10:22a	10:33a	10:45a
9:30a	9:38a	9:47a	9:54a	10:05a	10:20a	10:30a	10:38a	10:45a	10:52a	11:03a	11:15a
10:00a	10:08a	10:17a	10:24a	10:35a	10:50a	11:00a	11:08a	11:15a	11:22a	11:33a	11:45a
10:30a	10:38a	10:47a	10:54a	11:05a	11:20a	11:30a	11:38a	11:45a	11:52a	12:03p	12:15p
11:00a	11:08a	11:17a	11:24a	11:35a	11:50a	12:00p	12:08p	12:15p	12:22p	12:33p	12:45p
11:30a	11:38a	11:47a	11:54a	12:05p	12:20p	12:30p	12:38p	12:45p	12:52p	1:03p	1:15p
12:00p	12:08p	12:17p	12:24p	12:35p	12:50p	1:00p	1:08p	1:15p	1:22p	1:33p	1:45p
12:30p	12:38p	12:47p	12:54p	1:05p	1:20p	1:30p	1:38p	1:45p	1:52p	2:03p	2:15p
1:00p	1:08p	1:17p	1:24p	1:35p	1:50p	2:00p	2:08p	2:15p	2:22p	2:33p	2:45p
1:30p	1:38p	1:47p	1:54p	2:05p	2:20p	2:30p	2:38p	2:45p	2:52p	3:03p	3:15p
2:00p	2:08p	2:17p	2:24p	2:35p	2:50p	3:00p	3:08p	3:15p	3:22p	3:33p	3:45p
2:20p	2:28p	2:37p	2:44p	2:55p	3:10p	3:20p	3:28p	3:35p	3:42p	3:53p	4:05p
2:40p	2:48p	2:57p	3:04p	3:15p	3:30p	3:40p	3:48p	3:55p	4:02p	4:14p	4:27p
3:00p	3:08p	3:17p	3:24p	3:35p	3:50p	4:00p	4:09p	4:17p	4:25p	4:38p	4:52p
3:20p	3:28p	3:37p	3:44p	3:55p	4:11p	4:20p	4:29p	4:37p	4:46p	4:59p	5:13p
3:40p	3:48p	3:57p	4:05p	4:17p	4:33p	4:40p	4:50p	4:59p	5:08p	5:21p	5:35p
4:00p	4:09p	4:19p	4:27p	4:40p	4:57p	5:00p	5:10p	5:19p	5:28p	5:40p	5:53p
4:20p	4:29p	4:40p	4:49p	5:02p	5:19p	5:20p	5:30p	5:38p	5:46p	5:58p	6:10p
4:40p	4:50p	5:01p	5:10p	5:23p	5:39p	5:40p	5:50p	5:58p	6:06p	6:18p	G6:30p
5:00p	5:10p	5:21p	5:30p	5:42p	5:58p	6:00p	6:08p	6:15p	6:22p	6:33p	6:45p
5:20p	5:30p	5:40p	5:48p	6:00p	6:15p	6:20p	6:28p	6:35p	6:42p	6:53p	7:05p
5:40p	5:49p	5:59p	6:06p	6:17p	6:32p	6:40p	6:48p	6:55p	7:02p	7:13p	G7:25p
6:00p	6:08p	6:17p	6:24p	6:35p	6:50p	7:00p	7:08p	7:15p	7:22p	7:33p	7:45p
6:30p	6:38p	6:47p	6:54p	7:05p	7:20p	7:30p	7:38p	7:45p	7:52p	8:03p	8:15p
7:00p	7:08p	7:17p	7:24p	7:35p	7:50p	8:00p	8:08p	8:15p	8:22p	8:33p	8:45p
7:30p	7:38p	7:47p	7:54p	8:05p	8:20p	8:30p	8:38p	8:45p	8:52p	9:03p	G9:15p
8:00p	8:08p	8:17p	8:24p	8:35p	8:50p	9:00p	9:07p	9:13p	9:19p	9:29p	9:40p
8:30p	8:38p	8:47p	8:54p	9:05p	9:19p	9:30p	9:37p	9:43p	9:49p	9:59p	G10:10p
9:00p	9:07p	9:15p	9:21p	9:31p	9:45p	10:00p	10:07p	10:13p	10:19p	10:29p	10:40p
10:00p	10:07p	10:15p	10:21p	10:31p	10:45p	10:45p	10:52p	10:58p	11:04p	G11:15p	
11:00p	11:07p	11:15p	11:21p	11:31p	G11:45p						

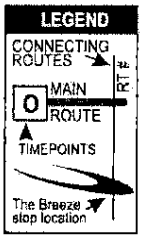
ROUTE 2

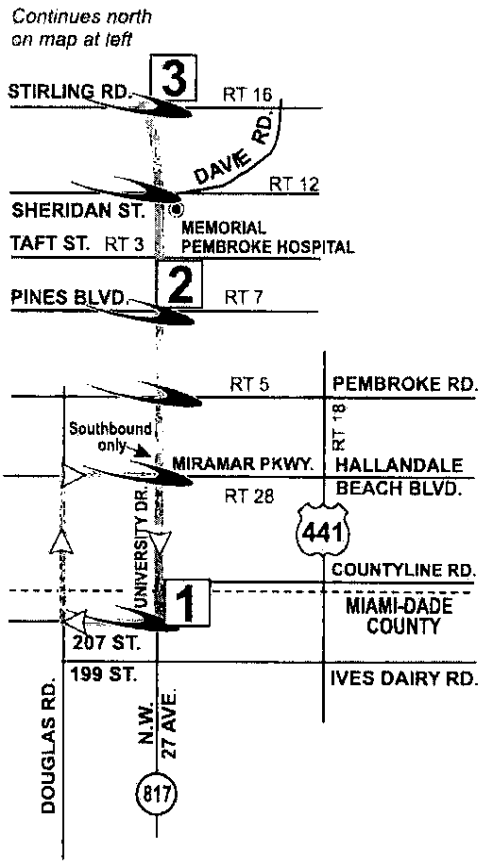
NW 207 Street to
Westview Drive
via University Drive



POINTS OF INTEREST

- Memorial Hospital Pembroke Pines
- Nova Southeastern University Medical Center
- Broward Mall
- Fountain Shoppes
- West Regional Medical Center
- University Hospital Medical Center
- Coral Square Mall
- Coral Springs Medical Center





TIMETABLE

ROUTE 2

Saturday - Sunday

Effective 1/11/09

207th Street to
Westview Drive

via University Drive

BROWARD COUNTY Transit

A service of the
Broward County Commission

Download & Print at
www.broward.org/bct

Wheelchair Accessible
Bike Racks

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays.....8:30 am - 5 pm

Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414, Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass

10 Rides any time, any day.
Expires after the tenth ride is taken.

7 Day Pass

Unlimited rides for seven consecutive days.
Starts on the first day card is used.
Expires after the seventh day.

31 Day Adult Pass

Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass

Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days.
Starts on the first day card is used.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

***NOTICE:** Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student fare, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

TRANSFER POLICY

NO TRANSFERS ARE ISSUED BETWEEN BCT BUSES.

TO OTHER TRANSIT SYSTEMS:
When transferring from BCT to Miami-Dade Transit (MDT), Palm-Tran or Tri-Rail you get a free transfer and must pay the appropriate fare on the other transit system.

FROM OTHER TRANSIT SYSTEMS:
When transferring to BCT from Miami-Dade Transit (MDT), Palm Tran or Tri-Rail, passengers pay $.50 with a transfer issued by MDT, Palm Tran, or with a Tri-Rail pass.

SATURDAY

To Westview Drive & University Drive

NORTHBOUND

To Westview Drive & University Drive

1 NW 207 ST. & UNIVERSITY DR.	2 PINES BLVD. & UNIVERSITY DR.	3 STIRLING RD. & UNIVERSITY DR.	4 SW 30 ST. & UNIVERSITY DR.	5 PETERS RD. & UNIVERSITY DR.	6 WEST REGIONAL TERMINAL - ARRIVE	6 WEST REGIONAL TERMINAL - DEPART	7 OAKLAND PARK BLVD. & UNIVERSITY DR.	8 MCNAB RD. & UNIVERSITY DR.	9 ATLANTIC BLVD. & UNIVERSITY DR.	10 SAMPLE RD. & UNIVERSITY DR.	11 WESTVIEW DR. & UNIVERSITY DR.
	6:00a	6:09a	6:15a	6:21a	6:29a	6:00a 6:40a	6:16a 6:56a	6:26a 7:06a	6:33a 7:13a	6:41a 7:21a	6:48a 7:28a
6:30a	6:46a	6:55a	7:01a	7:07a	7:15a	7:20a	7:36a	7:46a	7:53a	8:01a	8:08a
7:00a	7:16a	7:25a	7:31a	7:37a	7:45a	7:55a	8:11a	8:21a	8:28a	8:36a	8:43a
7:30a	7:46a	7:55a	8:01a	8:07a	8:15a	8:25a	8:41a	8:51a	8:58a	9:06a	9:13a
8:00a	8:16a	8:25a	8:31a	8:37a	8:45a	8:55a	9:11a	9:21a	9:28a	9:36a	9:43a
8:30a	8:46a	8:55a	9:01a	9:07a	9:15a	9:25a	9:41a	9:51a	9:58a	10:06a	10:13a
9:00a	9:16a	9:25a	9:31a	9:37a	9:45a	9:55a	10:11a	10:21a	10:28a	10:36a	10:43a
9:30a	9:46a	9:55a	10:01a	10:07a	10:15a	10:25a	10:41a	10:51a	10:58a	11:06a	11:13a
10:00a	10:16a	10:25a	10:31a	10:37a	10:45a	10:55a	11:11a	11:21a	11:28a	11:36a	11:43a
10:30a	10:46a	10:55a	11:01a	11:07a	11:15a	11:25a	11:41a	11:51a	11:58a	12:06p	12:13p
11:00a	11:16a	11:25a	11:31a	11:37a	11:45a	11:55a	12:11p	12:21p	12:28p	12:36p	12:43p
11:30a	11:46a	11:55a	12:01p	12:07p	12:15p	12:25p	12:41p	12:51p	12:58p	1:06p	1:13p
12:00p	12:16p	12:25p	12:31p	12:37p	12:45p	12:55p	1:11p	1:21p	1:28p	1:36p	1:43p
12:30p	12:46p	12:55p	1:01p	1:07p	1:15p	1:25p	1:41p	1:51p	1:58p	2:06p	2:13p
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2:00p	2:16p	2:25p	2:31p	2:37p	2:45p	2:55p	3:11p	3:21p	3:28p	3:36p	3:43p
2:30p	2:46p	2:55p	3:01p	3:07p	3:15p	3:25p	3:41p	3:51p	3:58p	4:06p	4:13p
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3:30p	3:46p	3:55p	4:01p	4:07p	4:15p	4:25p	4:41p	4:51p	4:58p	5:06p	5:13p
4:00p	4:16p	4:25p	4:31p	4:37p	4:45p	4:55p	5:11p	5:21p	5:28p	5:36p	5:43p
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5:00p	5:16p	5:25p	5:31p	5:37p	5:45p	5:55p	6:11p	6:21p	6:28p	6:36p	6:43p
5:30p	5:46p	5:55p	6:01p	6:07p	6:15p	6:25p	6:41p	6:51p	6:58p	7:06p	7:13p
6:00p	6:16p	6:25p	6:31p	6:37p	6:45p	6:55p	7:11p	7:21p	7:28p	7:36p	7:43p
6:30p	6:46p	6:55p	7:01p	7:07p	7:15p	7:25p	7:41p	7:51p	7:58p	8:06p	8:13p
7:00p	7:16p	7:25p	7:31p	7:37p	7:45p	7:55p	8:11p	8:21p	8:28p	8:36p	8:43p
7:30p	7:46p	7:55p	8:01p	8:07p	8:15p	8:25p	8:40p	8:50p	8:57p	9:04p	G 9:10p
8:00p	8:16p	8:25p	8:31p	8:37p	8:45p	8:55p	9:10p	9:19p	9:25p	9:32p	9:38p
8:30p	8:46p	8:55p	9:01p	9:06p	9:13p	9:25p	9:40p	9:50p	9:57p	10:04p	G10:10p
9:00p	9:15p	9:23p	9:28p	9:33p	9:40p	9:55p	10:10p	10:19p	10:25p	10:32p	10:38p
10:00p	10:15p	10:23p	10:28p	10:33p	10:40p	10:45p	11:00p	11:10p	11:17p	G11:25p	
11:00p	11:15p	11:23p	11:28p	11:33p	11:40p	11:45p	11:59p	12:08a	12:14a	G12:20a	

SUNDAY

						8:15a	8:31a	8:41a	8:48a	8:56a	9:03a
	8:15a	8:24a	8:30a	8:36a	8:44a	8:55a	9:11a	9:21a	9:28a	9:36a	9:43a
8:40a	8:56a	9:05a	9:11a	9:17a	9:25a	9:35a	9:51a	10:01a	10:08a	10:16a	10:23a
9:20a	9:36a	9:45a	9:51a	9:57a	10:05a	10:15a	10:31a	10:41a	10:48a	10:56a	11:03a
10:00a	10:16a	10:25a	10:31a	10:37a	10:45a	10:55a	11:11a	11:21a	11:28a	11:36a	11:43a
10:40a	10:56a	11:05a	11:11a	11:17a	11:25a	11:35a	11:51a	12:01p	12:08p	12:16p	12:23p
11:20a	11:36a	11:45a	11:51a	11:57a	12:05p	12:15p	12:31p	12:41p	12:48p	12:56p	1:03p
12:00p	12:16p	12:25p	12:31p	12:37p	12:45p	12:55p	1:11p	1:21p	1:28p	1:36p	1:43p
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1:20p	1:36p	1:45p	1:51p	1:57p	2:05p	2:15p	2:31p	2:41p	2:48p	2:56p	3:03p
2:00p	2:16p	2:25p	2:31p	2:37p	2:45p	2:55p	3:11p	3:21p	3:28p	3:36p	3:43p
2:40p	2:56p	3:05p	3:11p	3:17p	3:25p	3:35p	3:51p	4:01p	4:08p	4:16p	4:23p
3:20p	3:36p	3:45p	3:51p	3:57p	4:05p	4:15p	4:31p	4:41p	4:48p	4:56p	5:03p
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4:40p	4:56p	5:05p	5:11p	5:17p	5:25p	5:35p	5:51p	6:01p	6:08p	6:16p	6:23p
5:20p	5:36p	5:45p	5:51p	5:57p	6:05p	6:15p	6:31p	6:41p	6:48p	6:56p	7:03p
6:00p	6:16p	6:25p	6:31p	6:37p	6:45p	6:55p	7:11p	7:21p	7:28p	7:36p	7:43p
6:40p	6:56p	7:05p	7:11p	7:17p	7:25p	7:35p	7:51p	8:01p	8:08p	G8:15p	
7:20p	7:36p	7:45p	7:51p	7:57p	8:05p	8:15p	8:31p	8:41p	8:48p	G8:55p	
8:00p	8:16p	8:25p	8:31p	8:37p	G8:45p						

SATURDAY

SOUTHBOUND
To NW 207 Street in
Miami-Dade County

WESTVIEW DR. & UNIVERSITY DR.	SAMPLE RD. & UNIVERSITY DR.	ATLANTIC BLVD. & UNIVERSITY DR.	MCNAB RD.& UNIVERSITY DR.	OAKLAND PARK BLVD. & UNIVERSITY DR.	WEST REGIONAL TERMINAL - ARRIVE	WEST REGIONAL TERMINAL - DEPART	PETERS RD. & UNIVERSITY DR.	SW 30 ST. & UNIVERSITY DR.	STIRLING RD. & UNIVERSITY DR.	PINES BLVD. & UNIVERSITY DR.	NW 207 ST. & UNIVERSITY DR.
11	10	9	8	7	6	6	5	4	3	2	1
	5:20a	5:28a	5:35a	5:45a	6:01a	5:30a	5:37a	5:43a	5:49a	5:59a	6:10a
5:50a	5:59a	6:07a	6:14a	6:24a	6:40a	6:10a	6:17a	6:23a	6:29a	6:39a	6:50a
6:30a	6:39a	6:47a	6:54a	7:04a	7:20a	6:50a	6:57a	7:03a	7:09a	7:19a	7:30a
7:00a	7:09a	7:17a	7:24a	7:34a	7:50a	7:30a	7:37a	7:43a	7:49a	7:59a	8:10a
7:30a	7:39a	7:47a	7:54a	8:04a	8:20a	8:00a	8:07a	8:13a	8:19a	8:29a	8:40a
8:00a	8:09a	8:17a	8:24a	8:34a	8:50a	8:30a	8:37a	8:43a	8:49a	8:59a	9:10a
8:30a	8:39a	8:47a	8:54a	9:04a	9:20a	9:00a	9:07a	9:13a	9:19a	9:29a	9:40a
9:00a	9:09a	9:17a	9:24a	9:34a	9:50a	9:30a	9:37a	9:43a	9:49a	9:59a	10:10a
9:30a	9:39a	9:47a	9:54a	10:04a	10:20a	10:00a	10:07a	10:13a	10:19a	10:29a	10:40a
10:00a	10:09a	10:17a	10:24a	10:34a	10:50a	10:30a	10:37a	10:43a	10:49a	10:59a	11:10a
10:30a	10:39a	10:47a	10:54a	11:04a	11:20a	11:00a	11:07a	11:13a	11:19a	11:29a	11:40a
11:00a	11:09a	11:17a	11:24a	11:34a	11:50a	11:30a	11:37a	11:43a	11:49a	11:59a	12:10p
11:30a	11:39a	11:47a	11:54a	12:04p	12:20p	12:00p	12:07p	12:13p	12:19p	12:29p	12:40p
12:00p	12:09p	12:17p	12:24p	12:34p	12:50p	12:30p	12:37p	12:43p	12:49p	12:59p	1:10p
12:30p	12:39p	12:47p	12:54p	1:04p	1:20p	1:00p	1:07p	1:13p	1:19p	1:29p	1:40p
1:00p	1:09p	1:17p	1:24p	1:34p	1:50p	1:30p	1:37p	1:43p	1:49p	1:59p	2:10p
1:30p	1:39p	1:47p	1:54p	2:04p	2:20p	2:00p	2:07p	2:13p	2:19p	2:29p	2:40p
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2:30p	2:39p	2:47p	2:54p	3:04p	3:20p	3:00p	3:07p	3:13p	3:19p	3:29p	3:40p
3:00p	3:09p	3:17p	3:24p	3:34p	3:50p	3:30p	3:37p	3:43p	3:49p	3:59p	4:10p
3:30p	3:39p	3:47p	3:54p	4:04p	4:20p	4:00p	4:07p	4:13p	4:19p	4:29p	4:40p
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4:30p	4:39p	4:47p	4:54p	5:04p	5:20p	5:00p	5:07p	5:13p	5:19p	5:29p	5:40p
5:00p	5:09p	5:17p	5:24p	5:34p	5:50p	5:30p	5:37p	5:43p	5:49p	5:59p	6:10p
5:30p	5:39p	5:47p	5:54p	6:04p	6:20p	6:00p	6:07p	6:13p	6:19p	6:29p	6:40p
6:00p	6:09p	6:17p	6:24p	6:34p	6:50p	6:30p	6:37p	6:43p	6:49p	6:59p	7:10p
6:30p	6:39p	6:47p	6:54p	7:04p	7:20p	7:00p	7:07p	7:13p	7:19p	7:29p	7:40p
7:00p	7:09p	7:17p	7:24p	7:34p	7:50p	7:30p	7:37p	7:43p	7:49p	7:59p	8:10p
7:30p	7:39p	7:47p	7:54p	8:04p	8:20p	8:00p	8:07p	8:13p	8:19p	8:29p	8:40p
8:00p	8:09p	8:17p	8:24p	8:34p	8:50p	8:30p	8:37p	8:43p	8:49p	8:59p	G9:10p
8:30p	8:39p	8:47p	8:54p	9:04p	9:19p	9:00p	9:06p	9:11p	9:16p	9:25p	9:35p
9:00p	9:08p	9:15p	9:21p	9:30p	9:45p	9:30p	9:36p	9:41p	9:46p	9:55p	G10:05p
10:00p	10:08p	10:15p	10:21p	10:30p	10:45p	10:00p	10:06p	10:11p	10:16p	10:25p	10:35p
11:00p	11:08p	11:15p	11:21p	11:30p	11:45p	10:45p	10:51p	10:56p	11:01p	G11:10p	
						11:45p	11:50p	11:55p	G12:00a		

SUNDAY

						8:20a	8:27a	8:33a	8:39a	8:49a	9:00a
	8:10a	8:18a	8:25a	8:35a	8:51a	9:00a	9:07a	9:14a	9:20a	9:29a	9:40a
8:40a	8:49a	8:57a	9:04a	9:14a	9:30a	9:40a	9:47a	9:53a	9:59a	10:09a	10:20a
9:20a	9:29a	9:37a	9:44a	9:54a	10:10a	10:20a	10:27a	10:33a	10:39a	10:49a	11:00a
10:00a	10:09a	10:17a	10:24a	10:34a	10:50a	11:00a	11:07a	11:13a	11:19a	11:29a	11:40a
10:40a	10:49a	10:57a	11:04a	11:14a	11:30a	11:40a	11:47a	11:53a	11:59a	12:09p	12:20p
11:20a	11:29a	11:37a	11:44a	11:54a	12:10p	12:20p	12:27p	12:33p	12:39p	12:49p	1:00p
12:00p	12:09p	12:17p	12:24p	12:34p	12:50p	1:00p	1:07p	1:13p	1:19p	1:29p	1:40p
12:40p	12:49p	12:57p	1:04p	1:14p	1:30p	1:40p	1:47p	1:53p	1:59p	2:09p	2:20p
1:20p	1:29p	1:37p	1:44p	1:54p	2:10p	2:20p	2:27p	2:33p	2:39p	2:49p	3:00p
2:00p	2:09p	2:17p	2:24p	2:34p	2:50p	3:00p	3:07p	3:13p	3:19p	3:29p	3:40p
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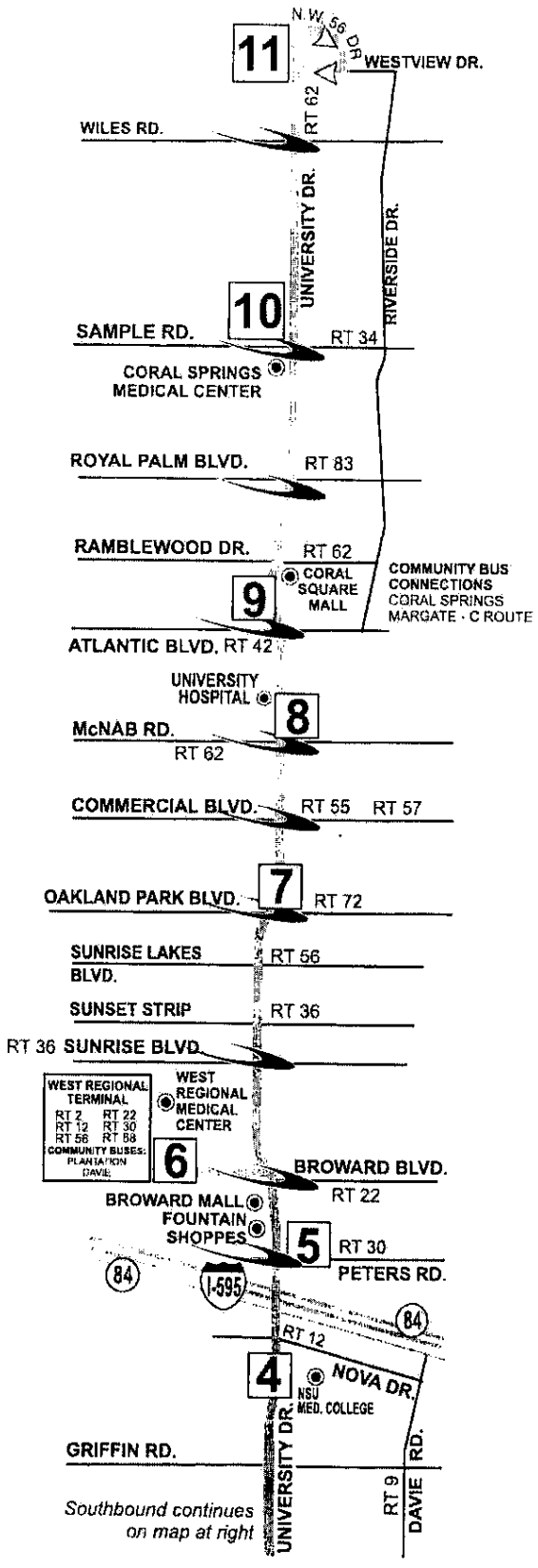
3:20p	3:29p	3:37p	3:44p	3:54p	4:10p	4:20p	4:27p	4:33p	4:39p	4:49p	5:00p
4:00p	4:09p	4:17p	4:24p	4:34p	4:50p	5:00p	5:07p	5:13p	5:19p	5:29p	5:40p
4:40p	4:49p	4:57p	5:04p	5:14p	5:30p	5:40p	5:47p	5:53p	5:59p	6:09p	6:20p
5:20p	5:29p	5:37p	5:44p	5:54p	6:10p	6:20p	6:27p	6:33p	6:39p	6:49p	7:00p
6:00p	6:09p	6:17p	6:24p	6:34p	6:50p	7:00p	7:07p	7:13p	7:19p	7:29p	7:40p
6:40p	6:49p	6:57p	7:04p	7:14p	7:30p	7:40p	7:47p	7:53p	7:59p	G 8:10p	
7:20p	7:29p	7:37p	7:44p	7:54p	8:10p	8:20p	8:27p	8:33p	8:39p	G8:50p	
8:00p	8:09p	8:17p	8:24p	8:34p	G8:50p						

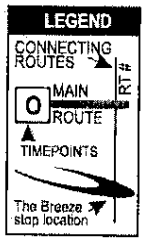
ROUTE 2

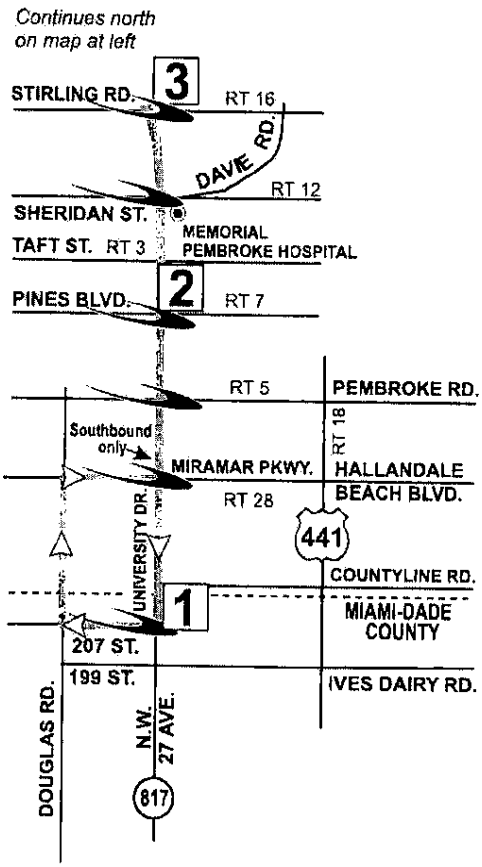
NW 207 Street to
Westview Drive
via University Drive



POINTS OF INTEREST

- Memorial Hospital Pembroke Pines
- Nova Southeastern University Medical Center
- Broward Mall
- Fountain Shoppes
- West Regional Medical Center
- University Hospital Medical Center
- Coral Square Mall
- Coral Springs Medical Center





TIMETABLE

ROUTE

55

Weekday, Saturday & Sunday

Effective 11/2/08

Hiatus Road to A1A

via Commercial Boulevard

BROWARD COUNTY Transit

A service of the
Broward County Commission

Wheelchair Accessible Bike Racks

www.broward.org/bct

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays .....8:30 am - 5 pm
Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414,
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Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.*
Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.
NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass
10 Rides any time, any day.
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Starts on the first day card is used.
Expires after the seventh day.

31 Day Adult Pass
Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass
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Starts on the first day card is used.

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1. The map shows the exact bus route.
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4. Reading from left to right, indicates the time for each bus trip.
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6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

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MONDAY - FRIDAY

EASTBOUND

To Broward Central Terminal

COMMERCIAL BLVD. & N.W. 94 AVE. [1]	COMMERCIAL BLVD. & UNIVERSITY DR. [3]	COMMERCIAL BLVD. & HWY. 441 [4]	COMMERCIAL BLVD. & POWERLINE RD. [5]	COMMERCIAL BLVD. & US1 [6]	N.E. 41 ST & A1A [7]
		5:15a	5:25a	5:35a	5:45a
5:40a	5:47a	5:57a	6:07a	6:17a	6:27a
6:25a	6:32a	6:42a	6:52a	7:02a	7:13a
7:10a	7:18a	7:29a	7:41a	7:53a	8:05a
7:55a	8:04a	8:16a	8:28a	8:39a	8:50a
8:40a	8:48a	8:59a	9:09a	9:19a	9:29a
9:25a	9:32a	9:42a	9:52a	10:02a	10:12a
10:10a	10:17a	10:27a	10:37a	10:47a	10:57a
10:55a	11:02a	11:12a	11:22a	11:32a	11:42a
11:40a	11:47a	11:57a	12:07p	12:17p	12:27p
12:25p	12:32p	12:42p	12:52p	1:02p	1:12p
1:10p	1:17p	1:27p	1:37p	1:47p	1:57p
1:55p	2:02p	2:12p	2:22p	2:32p	2:42p
2:40p	2:47p	2:57p	3:07p	3:17p	3:27p
3:25p	3:32p	3:42p	3:52p	4:02p	4:13p
4:10p	4:18p	4:29p	4:41p	4:53p	5:05p
4:55p	5:04p	5:16p	5:28p	5:39p	5:50p
5:40p	5:48p	5:59p	6:09p	6:19p	6:29p
6:25p	6:32p	6:42p	6:52p	7:02p	7:12p
7:10p	7:17p	7:27p	7:37p	7:47p	7:57p
7:55p	8:02p	8:12p	8:21p	G8:30p	

WESTBOUND

To Commercial Boulevard and N.W. 94 Avenue

N.E. 41 ST & A1A [7]	COMMERCIAL BLVD. & US1 [6]	COMMERCIAL BLVD. & POWERLINE RD. [5]	COMMERCIAL BLVD. & HWY. 441 [4]	COMMERCIAL BLVD. & UNIVERSITY DR. [3]	OAKLAND PARK & HIATUS RD. BLVD. [2]	COMMERCIAL BLVD. & N.W. 94 AVE. [1]
	5:15a	5:25a	5:35a	5:45a	6:02a	6:12a
5:50a	5:58a	6:08a	6:18a	6:28a	6:45a	6:55a
6:35a	6:43a	6:53a	7:03a	7:14a	7:32a	7:44a
7:20a	7:29a	7:41a	7:53a	8:05a	8:24a	8:36a
8:05a	8:15a	8:27a	8:38a	8:49a	9:07a	9:17a
8:50a	8:59a	9:09a	9:19a	9:29a	9:46a	9:56a
9:35a	9:43a	9:53a	10:03a	10:13a	10:30a	10:40a
10:20a	10:28a	10:38a	10:48a	10:58a	11:15a	11:25a
11:05a	11:13a	11:23a	11:33a	11:43a	12:00p	12:10p
11:50a	11:58a	12:08p	12:18p	12:28p	12:45p	12:55p
12:35p	12:43p	12:53p	1:03p	1:13p	1:30p	1:40p
1:20p	1:28p	1:38p	1:48p	1:58p	2:15p	2:25p
2:05p	2:13p	2:23p	2:33p	2:43p	3:00p	3:10p
2:50p	2:58p	3:08p	3:18p	3:28p	3:45p	3:55p
3:35p	3:43p	3:53p	4:03p	4:14p	4:32p	4:44p
4:20p	4:29p	4:41p	4:53p	5:05p	5:24p	5:36p
5:05p	5:15p	5:27p	5:38p	5:49p	6:07p	6:17p
5:50p	5:59p	6:09p	6:19p	6:29p	6:46p	6:56p
6:35p	6:43p	6:53p	7:03p	7:13p	7:30p	7:40p
7:20p	7:28p	7:38p	7:48p	7:58p	8:15p	G8:25p
8:05p	8:12p	8:21p	8:31p	G8:40p		

SATURDAY

EASTBOUND

To Broward Central Terminal

COMMERCIAL BLVD. & N.W. 94 AVE.	COMMERCIAL BLVD. & UNIVERSITY DR.	COMMERCIAL BLVD. & HWY. 441	COMMERCIAL BLVD. & POWERLINE RD.	COMMERCIAL BLVD. & US1	N.E. 41 ST & A1A
1	3	4	5	6	7
		6:00a	6:09a	6:18a	6:27a
6:45a	6:51a	7:00a	7:09a	7:18a	7:27a
7:45a	7:51a	8:00a	8:09a	8:18a	8:27a
8:45a	8:51a	9:00a	9:09a	9:18a	9:27a
9:45a	9:51a	10:00a	10:09a	10:18a	10:27a
10:45a	10:51a	11:00a	11:09a	11:18a	11:27a
11:45a	11:51a	12:00p	12:09p	12:18p	12:27p
12:45p	12:51p	1:00p	1:09p	1:18p	1:27p
1:45p	1:51p	2:00p	2:09p	2:18p	2:27p
2:45p	2:51p	3:00p	3:09p	3:18p	3:27p
3:45p	3:51p	4:00p	4:09p	4:18p	4:27p
4:45p	4:51p	5:00p	5:09p	5:18p	5:27p
5:45p	5:51p	6:00p	6:09p	6:18p	6:27p
6:45p	6:51p	7:00p	7:09p	7:18p	7:27p
7:45p	7:51p	8:00p	8:09p	8:18p	8:27p

WESTBOUND

To Commercial Boulevard and N.W. 94 Avenue

N.E. 41 ST & A1A	COMMERCIAL BLVD. & US1	COMMERCIAL BLVD. & POWERLINE RD.	COMMERCIAL BLVD. & HWY. 441	COMMERCIAL BLVD. & UNIVERSITY DR.	OAKLAND PARK & HIATUS RD. BLVD.	COMMERCIAL BLVD. & N.W. 94 AVE.
7	6	5	4	3	2	1
	5:45a	5:54a	6:03a	6:12a	6:28a	6:38a
6:35a	6:42a	6:51a	7:00a	7:09a	7:25a	7:35a
7:35a	7:42a	7:51a	8:00a	8:09a	8:25a	8:35a
8:35a	8:42a	8:51a	9:00a	9:09a	9:25a	9:35a
9:35a	9:42a	9:51a	10:00a	10:09a	10:25a	10:35a
10:35a	10:42a	10:51a	11:00a	11:09a	11:25a	11:35a
11:35a	11:42a	11:51a	12:00p	12:09p	12:25p	12:35p
12:35p	12:42p	12:51p	1:00p	1:09p	1:25p	1:35p
1:35p	1:42p	1:51p	2:00p	2:09p	2:25p	2:35p
2:35p	2:42p	2:51p	3:00p	3:09p	3:25p	3:35p
3:35p	3:42p	3:51p	4:00p	4:09p	4:25p	4:35p
4:35p	4:42p	4:51p	5:00p	5:09p	5:25p	5:35p
5:35p	5:42p	5:51p	6:00p	6:09p	6:25p	6:35p
6:35p	6:42p	6:51p	7:00p	7:09p	7:25p	7:35p
7:35p	7:42p	7:51p	8:00p	G8:10p		
8:35p	8:42p	8:51p	9:00p	G9:10p		

SUNDAY

EASTBOUND

To Broward Central Terminal

		9:00a	9:09a	9:18a	9:27a
9:45a	9:51a	10:00a	10:09a	10:18a	10:27a
10:45a	10:51a	11:00a	11:09a	11:18a	11:27a
11:45a	11:51a	12:00p	12:09p	12:18p	12:27p
12:45p	12:51p	1:00p	1:09p	1:18p	1:27p
1:45p	1:51p	2:00p	2:09p	2:18p	2:27p
2:45p	2:51p	3:00p	3:09p	3:18p	3:27p
3:45p	3:51p	4:00p	4:09p	4:18p	4:27p
4:45p	4:51p	5:00p	5:09p	5:18p	5:27p
5:45p	5:51p	6:00p	6:09p	6:18p	6:27p
6:45p	6:51p	7:00p	7:09p	G7:20p	

WESTBOUND

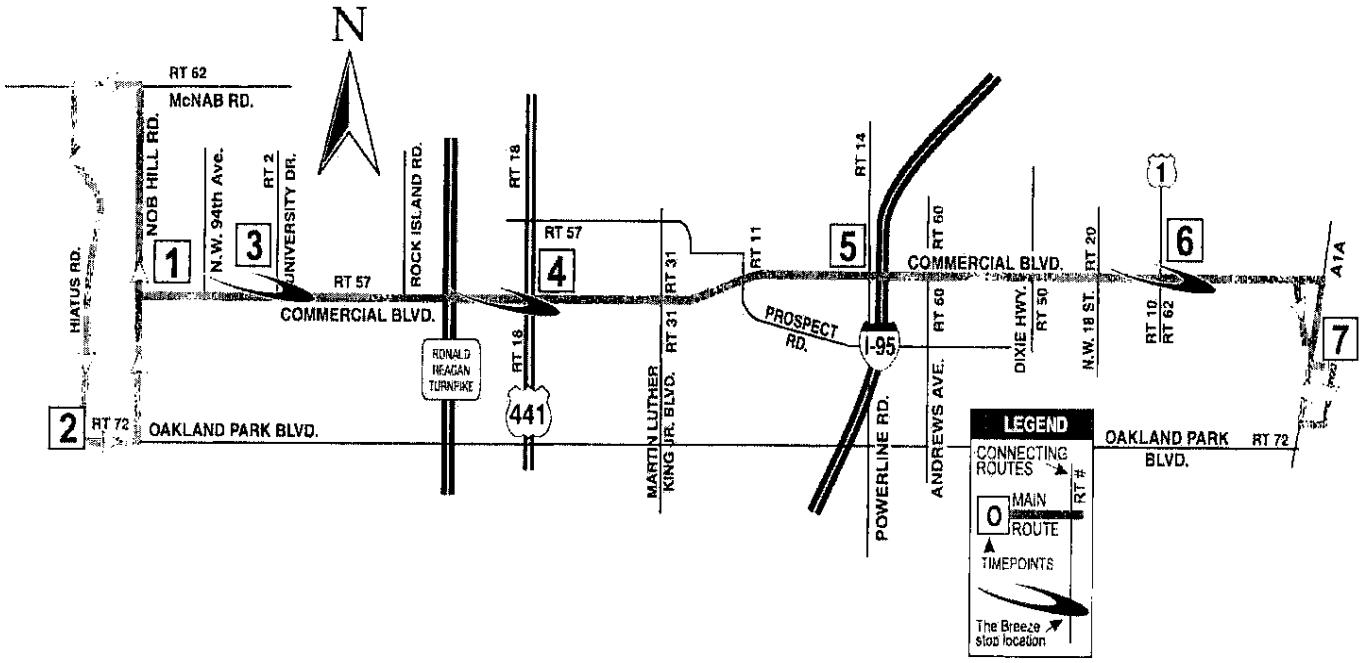
To Commercial Boulevard and N.W. 94 Avenue

9:35a	9:42a	9:51a	10:00a	10:09a	10:25a	10:35a
10:35a	10:42a	10:51a	11:00a	11:09a	11:25a	11:35a
11:35a	11:42a	11:51a	12:00p	12:09p	12:25p	12:35p
12:35p	12:42p	12:51p	1:00p	1:09p	1:25p	1:35p
1:35p	1:42p	1:51p	2:00p	2:09p	2:25p	2:35p
2:35p	2:42p	2:51p	3:00p	3:09p	3:25p	3:35p
3:35p	3:42p	3:51p	4:00p	4:09p	4:25p	4:35p
4:35p	4:42p	4:51p	5:00p	5:09p	5:25p	5:35p
5:35p	5:42p	5:51p	6:00p	6:09p	6:25p	6:35p
6:35p	6:42p	6:51p	7:00p	7:09p	7:25p	G7:35p

ROUTE 55

Hiatus Road to A1A

via Commercial Boulevard



TIMETABLE

ROUTE 57

Weekday & Saturday

Effective 10/07/07

Commercial Blvd. & Nob Hill Rd.

Commercial Blvd. & University Dr.

Bailey Rd. & Rock Island Rd.

Commercial Blvd. & Hwy. 441

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A service of the Broward County Commission

Wheelchair Accessible Bike Racks

www.broward.org/bct

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NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

EASTBOUND

To Hwy. 441 & Commercial Blvd.

COMMERCIAL BLVD & NOB HILL RD.	COMMERCIAL BLVD & UNIVERSITY DR.	BAILEY RD. & ROCK ISLAND RD.	COMMERCIAL BLVD & HWY. 441
1	2	3	4
	7:00a	7:10a	7:20a
8:10a	8:15a	8:25a	8:35a
9:30a	9:35a	9:45a	9:55a
10:50a	10:55a	11:05a	11:15a
12:10p	12:15p	12:25p	12:35p
1:30p	1:35p	1:45p	1:55p
2:50p	2:55p	3:05p	3:15p
4:10p	4:15p	4:25p	4:35p
5:30p	5:35p	5:45p	5:55p
6:50p	6:55p	7:05p	7:15p

WESTBOUND

To Nob Hill Rd. & Commercial Blvd.

COMMERCIAL BLVD & HWY. 441	BAILEY RD. & ROCK ISLAND RD.	N.W. 57 ST. & N.W. 79 AVE.	N.W. 76 ST. & N.W. 70 AVE.	COMMERCIAL BLVD & NOB HILL RD.
4	3	5	6	1
7:25a	7:38a	7:48a	8:00a	8:10a
8:45a	8:58a	9:08a	9:20a	9:30a
10:05a	10:18a	10:28a	10:40a	10:50a
11:25a	11:38a	11:48a	12:00p	12:10p
12:45p	12:58p	1:08p	1:20p	1:30p
2:05p	2:18p	2:28p	2:40p	2:50p
3:25p	3:38p	3:48p	4:00p	4:10p
4:45p	4:58p	5:08p	5:20p	5:30p
6:05p	6:18p	6:28p	6:40p	6:50p
7:20p	7:30p	G 7:40p		

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
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EASTBOUND

To Hwy. 441 & Commercial Blvd.

COMMERCIAL BLVD & NOB HILL RD.	COMMERCIAL BLVD & UNIVERSITY DR.	BAILEY RD. & ROCK ISLAND RD.	COMMERCIAL BLVD & HWY. 441
1	2	3	4
9:10a	9:15a	9:25a	9:40a
10:15a	10:20a	10:30a	10:45a
11:25a	11:30a	11:40a	11:55a
12:35p	12:40p	12:50p	1:05p
1:45p	1:50p	2:00p	2:15p
2:55p	3:00p	3:10p	3:25p
4:05p	4:10p	4:20p	4:35p
5:15p	5:20p	5:30p	5:45p
6:30p	6:35p	6:45p	G 6:50p

WESTBOUND

To Nob Hill Rd. & Commercial Blvd.

COMMERCIAL BLVD & HWY. 441	BAILEY RD. & ROCK ISLAND RD.	N.W. 57 ST. & N.W. 79 AVE.	N.W. 76 ST. & N.W. 70 AVE.	COMMERCIAL BLVD & NOB HILL RD.
4	3	5	6	1
8:35a	8:40a	8:50a	9:00a	9:10a
9:40a	9:45a	9:55a	10:05a	10:15a
10:50a	10:55a	11:05a	11:15a	11:25a
12:00p	12:05p	12:15p	12:25p	12:35p
1:10p	1:15p	1:25p	1:35p	1:45p
2:20p	2:25p	2:35p	2:45p	2:55p
3:30p	3:35p	3:45p	3:55p	4:05p
4:40p	4:45p	4:55p	5:05p	5:15p
5:55p	6:00p	6:10p	6:20p	6:30p

BUSES DO NOT OPERATE ON SUNDAY

Route 57

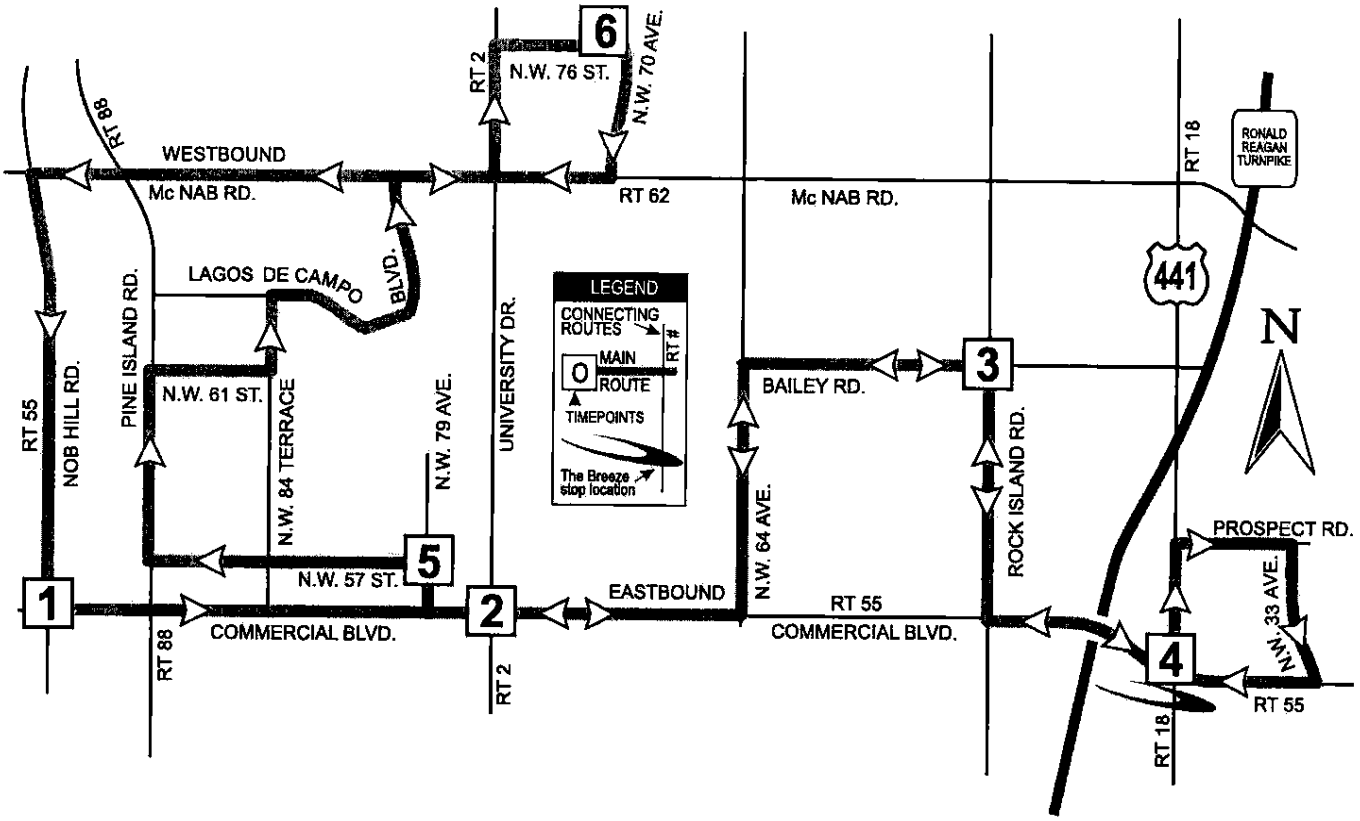
Weekday & Saturday

Commercial Blvd. & Nob Hill Rd.

Commercial Blvd. & University Dr.

Bailey Rd. & Rock Island Rd.

Commercial Blvd. & Hwy. 441



TIMETABLE

ROUTE 60

Weekday, Saturday & Sunday

Effective 10/07/07

BCC North Campus

Martin Luther King, Jr. Blvd. & Dixie Hwy.

Cypress Creek Tri-Rail Station

Broward Central Terminal

BROWARD COUNTY Transit

A service of the Broward County Commission

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NORTHBOUND

To N.W. 15 St. & Hwy. 441

BROWARD CENTRAL TERMINAL 1	OAKLAND PARK BLVD. & ANDREWS AVE. 2	CYPRESS CRK. RD. & ANDREWS AVE. TRI-RAIL 3	DIXIE HWY. & MARTIN LUTHER KING, JR. BLVD. 4	N.W. 27 AVE. & MARTIN LUTHER KING, JR. BLVD. 5	BCC NORTH CAMPUS 6	N.W. 15 ST. & HWY. 441 7
			5:40a	5:46a		6:03a
5:25a	5:37a	5:48a	6:00a	6:06a		6:23a
5:45a	5:57a	6:08a	6:20a	6:26a		6:43a
6:05a	6:17a	6:29a	6:42a	6:49a	7:00a	7:10a
6:20a	6:32a	6:44a	6:57a	7:04a	7:15a	7:25a
6:40a	6:53a	7:05a	7:18a	7:25a	7:37a	7:48a
7:00a	7:13a	7:25a	7:39a	7:47a	7:59a	8:10a
7:20a	7:33a	7:46a	8:00a	8:08a	8:20a	8:31a
7:40a	7:54a	8:07a	8:21a	8:29a	8:40a	8:50a
8:00a	8:14a	8:27a	8:40a	8:47a	8:58a	9:08a
8:20a	8:34a	8:46a	8:59a	9:06a	9:17a	9:27a
8:40a	8:53a	9:05a	9:18a	9:25a	9:35a	G9:44a
9:00a	9:13a	9:25a	9:37a	9:43a	9:53a	10:02a
9:30a	9:42a	9:53a	10:05a	10:11a	10:21a	10:30a
10:00a	10:12a	10:23a	10:35a	10:41a	10:51a	11:00a
10:30a	10:42a	10:53a	11:05a	11:11a	11:21a	11:30a
11:00a	11:12a	11:23a	11:35a	11:41a	11:51a	12:00p
11:30a	11:42a	11:53a	12:05p	12:11p	12:21p	12:30p
12:00p	12:12p	12:23p	12:35p	12:41p	12:51p	1:00p
12:30p	12:42p	12:53p	1:05p	1:11p	1:21p	1:30p
1:00p	1:12p	1:23p	1:35p	1:41p	1:51p	2:00p
1:30p	1:42p	1:53p	2:05p	2:11p	2:21p	2:30p
2:00p	2:12p	2:23p	2:35p	2:41p	2:51p	3:00p
2:30p	2:42p	2:53p	3:05p	3:11p	3:21p	3:30p
3:00p	3:12p	3:23p	3:35p	3:42p	3:53p	4:03p
3:20p	3:32p	3:44p	3:57p	4:04p	4:15p	4:25p
3:40p	3:53p	4:05p	4:18p	4:25p	4:37p	4:48p
4:00p	4:13p	4:25p	4:39p	4:47p	4:59p	5:10p
4:20p	4:33p	4:46p	5:00p	5:08p	5:20p	5:31p
4:40p	4:54p	5:07p	5:21p	5:29p	5:40p	5:50p
5:00p	5:14p	5:27p	5:40p	5:47p	5:58p	6:08p
5:20p	5:34p	5:46p	5:59p	6:06p	6:17p	G6:27p
5:40p	5:53p	6:05p	6:18p	6:25p	6:35p	6:44p
6:00p	6:13p	6:25p	6:37p	6:43p	6:53p	G7:02p
6:30p	6:42p	6:53p	7:05p	7:11p	7:21p	7:30p
7:00p	7:12p	7:23p	7:35p	7:41p	7:51p	8:00p
7:30p	7:42p	7:53p	8:05p	8:11p	8:21p	G8:30p
8:00p	8:12p	8:23p	8:35p	8:41p	8:51p	9:00p
8:45p	8:57p	9:08p	9:20p	9:26p	9:35p	9:43p
9:30p	9:41p	9:51p	10:02p	10:07p	10:16p	G10:24p
10:15p	10:27p	10:38p	10:50p	G10:56p		
11:00p	11:12p	11:23p	11:35p	G11:41p		

SOUTHBOUND

To Broward Central Terminal

N.W. 15 ST. & HWY. 441 7	BCC NORTH CAMPUS 6	N.W. 27 AVE. & MARTIN LUTHER KING, JR. BLVD. 5	DIXIE HWY. & MARTIN LUTHER KING, JR. BLVD. 4	CYPRESS CRK. RD. & ANDREWS AVE. TRI-RAIL 3	OAKLAND PARK BLVD. & ANDREWS AVE. 2	BROWARD CENTRAL TERMINAL 1
		5:26a	5:33a	5:45a	5:56a	6:08a
5:30a		5:46a	5:53a	6:05a	6:16a	6:28a
5:50a		6:06a	6:13a	6:25a	6:36a	6:48a
6:10a		6:26a	6:33a	6:45a	6:56a	7:08a
6:30a		6:46a	6:53a	7:05a	7:16a	7:28a
6:50a		7:06a	7:13a	7:25a	7:36a	7:48a
7:00a	7:09a	7:20a	7:28a	7:42a	7:55a	8:09a
7:20a	7:29a	7:41a	7:50a	8:04a	8:17a	8:31a
7:40a	7:50a	8:02a	8:11a	8:25a	8:37a	8:50a
8:00a	8:10a	8:22a	8:31a	8:44a	8:57a	9:10a
8:20a	8:30a	8:41a	8:49a	9:02a	9:14a	G9:27a
8:40a	8:49a	9:00a	9:08a	9:21a	9:33a	9:45a
9:00a	9:09a	9:20a	9:28a	9:40a	9:51a	G10:03a
9:20a	9:29a	9:39a	9:46a	9:58a	10:09a	10:21a
9:45a	9:53a	10:03a	10:10a	10:22a	10:33a	10:45a
10:15a	10:23a	10:33a	10:40a	10:52a	11:03a	11:15a
10:45a	10:53a	11:03a	11:10a	11:22a	11:33a	11:45a
11:15a	11:23a	11:33a	11:40a	11:52a	12:03p	12:15p
11:45a	11:53a	12:03p	12:10p	12:22p	12:33p	12:45p
12:15p	12:23p	12:33p	12:40p	12:52p	1:03p	1:15p
12:45p	12:53p	1:03p	1:10p	1:22p	1:33p	1:45p
1:15p	1:23p	1:33p	1:40p	1:52p	2:03p	2:15p
1:45p	1:53p	2:03p	2:10p	2:22p	2:33p	2:45p
2:15p	2:23p	2:33p	2:40p	2:52p	3:03p	3:15p
2:40p	2:48p	2:58p	3:05p	3:17p	3:28p	3:40p
3:00p	3:08p	3:18p	3:25p	3:38p	3:50p	4:03p
3:20p	3:28p	3:39p	3:47p	4:00p	4:12p	4:25p
3:40p	3:49p	4:00p	4:08p	4:21p	4:33p	4:47p
4:00p	4:09p	4:20p	4:28p	4:42p	4:55p	5:09p
4:20p	4:29p	4:41p	4:50p	5:04p	5:17p	5:31p
4:40p	4:50p	5:02p	5:11p	5:25p	5:37p	5:50p
5:00p	5:10p	5:22p	5:31p	5:44p	5:57p	6:10p
5:20p	5:30p	5:41p	5:49p	6:02p	6:14p	G6:27p
5:40p	5:49p	6:00p	6:08p	6:21p	6:33p	6:45p
6:00p	6:09p	6:20p	6:28p	6:40p	6:51p	G7:03p
6:20p	6:29p	6:39p	6:46p	6:58p	7:09p	7:21p
6:50p	6:58p	7:08p	7:15p	7:27p	7:38p	7:50p
7:35p	7:43p	7:53p	8:00p	8:12p	8:23p	8:35p
8:20p	8:28p	8:38p	8:45p	8:57p	9:08p	9:20p
9:05p	9:13p	9:23p	9:30p	9:41p	9:51p	10:02p
9:50p	9:57p	10:06p	10:12p	10:23p	10:33p	10:44p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND

To N.W. 15 St. & HWY. 441

BROWARD CENTRAL TERMINAL [1]	OAKLAND PARK BLVD. & ANDREWS AVE. [2]	CYPRESS CRK. RD. & ANDREWS AVE. TRI-RAIL [3]	DIXIE HWY. & MARTIN LUTHER KING, JR. BLVD. [4]	N.W. 27 AVE. & MARTIN LUTHER KING, JR. BLVD. [5]	BCC NORTH CAMPUS [6]	N.W. 15 ST. & HWY. 441 [7]
5:30a	5:42a	5:53a	6:05a	6:11a		6:28a
6:00a	6:12a	6:23a	6:35a	6:41a		6:58a
6:30a	6:42a	6:53a	7:05a	7:11a		7:28a
7:00a	7:12a	7:23a	7:35a	7:41a	7:51a	8:00a
7:30a	7:42a	7:53a	8:05a	8:11a	8:21a	8:30a
8:00a	8:12a	8:23a	8:35a	8:41a	8:51a	9:00a
8:30a	8:42a	8:53a	9:05a	9:11a	9:21a	9:30a
9:00a	9:12a	9:23a	9:35a	9:41a	9:51a	10:00a
9:30a	9:42a	9:53a	10:05a	10:11a	10:21a	10:30a
10:00a	10:12a	10:23a	10:35a	10:41a	10:51a	11:00a
10:30a	10:42a	10:53a	11:05a	11:11a	11:21a	11:30a
11:00a	11:12a	11:23a	11:35a	11:41a	11:51a	12:00p
11:30a	11:42a	11:53a	12:05p	12:11p	12:21p	12:30p
12:00p	12:12p	12:23p	12:35p	12:41p	12:51p	1:00p
12:30p	12:42p	12:53p	1:05p	1:11p	1:21p	1:30p
1:00p	1:12p	1:23p	1:35p	1:41p	1:51p	2:00p
1:30p	1:42p	1:53p	2:05p	2:11p	2:21p	2:30p
2:00p	2:12p	2:23p	2:35p	2:41p	2:51p	3:00p
2:30p	2:42p	2:53p	3:05p	3:11p	3:21p	3:30p
3:00p	3:12p	3:23p	3:35p	3:41p	3:51p	4:00p
3:30p	3:42p	3:53p	4:05p	4:11p	4:21p	4:30p
4:00p	4:12p	4:23p	4:35p	4:41p	4:51p	5:00p
4:30p	4:42p	4:53p	5:05p	5:11p	5:21p	5:30p
5:00p	5:12p	5:23p	5:35p	5:41p	5:51p	6:00p
5:30p	5:42p	5:53p	6:05p	6:11p		G6:28p
6:00p	6:12p	6:23p	6:35p	6:41p		6:58p
6:45p	6:57p	7:08p	7:20p	7:26p		7:43p
7:30p	7:42p	7:53p	8:05p	8:11p		8:28p
8:15p	8:27p	8:38p	8:50p	8:56p		9:13p
9:00p	9:12p	9:23p	9:35p	9:41p		G9:58p
9:45p	9:57p	10:08p	10:20p	G10:26p		
10:30p	10:42p	10:53p	11:05p	G11:11p		

SOUTHBOUND

To Broward Central Terminal

N.W. 15 ST. & HWY. 441 [7]	BCC NORTH CAMPUS [6]	N.W. 27 AVE. & MARTIN LUTHER KING, JR. BLVD. [5]	DIXIE HWY. & MARTIN LUTHER KING, JR. BLVD. [4]	CYPRESS CRK. RD. & ANDREWS AVE. TRI-RAIL [3]	OAKLAND PARK BLVD. & ANDREWS AVE. [2]	BROWARD CENTRAL TERMINAL [1]
		5:35a	5:42a	5:54a	6:05a	6:17a
5:45a		6:01a	6:08a	6:20a	6:31a	6:43a
6:15a		6:31a	6:38a	6:50a	7:01a	7:13a
6:45a		7:01a	7:08a	7:20a	7:31a	7:43a
7:15a		7:31a	7:38a	7:50a	8:01a	8:13a
7:45a	7:53a	8:03a	8:10a	8:22a	8:33a	8:45a
8:15a	8:23a	8:33a	8:40a	8:52a	9:03a	9:15a
8:45a	8:53a	9:03a	9:10a	9:22a	9:33a	9:45a
9:15a	9:23a	9:33a	9:40a	9:52a	10:03a	10:15a
9:45a	9:53a	10:03a	10:10a	10:22a	10:33a	10:45a
10:15a	10:23a	10:33a	10:40a	10:52a	11:03a	11:15a
10:45a	10:53a	11:03a	11:10a	11:22a	11:33a	11:45a
11:15a	11:23a	11:33a	11:40a	11:52a	12:03p	12:15p
11:45a	11:53a	12:03p	12:10p	12:22p	12:33p	12:45p
12:15p	12:23p	12:33p	12:40p	12:52p	1:03p	1:15p
12:45p	12:53p	1:03p	1:10p	1:22p	1:33p	1:45p
1:15p	1:23p	1:33p	1:40p	1:52p	2:03p	2:15p
1:45p	1:53p	2:03p	2:10p	2:22p	2:33p	2:45p
2:15p	2:23p	2:33p	2:40p	2:52p	3:03p	3:15p
2:45p	2:53p	3:03p	3:10p	3:22p	3:33p	3:45p
3:15p	3:23p	3:33p	3:40p	3:52p	4:03p	4:15p
3:45p	3:53p	4:03p	4:10p	4:22p	4:33p	4:45p
4:15p	4:23p	4:33p	4:40p	4:52p	5:03p	5:15p
4:45p	4:53p	5:03p	5:10p	5:22p	5:33p	5:45p
5:15p	5:23p	5:33p	5:40p	5:52p	6:03p	G6:15p
5:45p	5:53p	6:03p	6:10p	6:22p	6:33p	6:45p
6:15p		6:31p	6:38p	6:50p	7:01p	7:13p
7:05p		7:21p	7:28p	7:40p	7:51p	8:03p
7:50p		8:06p	8:13p	8:25p	8:36p	8:48p
8:35p		8:51p	8:58p	9:10p	9:21p	9:33p
9:20p		9:36p	9:43p	9:55p	10:06p	10:18p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

NORTHBOUND

To N.W. 15 St. & HWY. 441

BROWARD CENTRAL TERMINAL [1]	OAKLAND PARK BLVD. & ANDREWS AVE. [2]	CYPRESS CRK. RD. & ANDREWS AVE. TRI-RAIL [3]	DIXIE HWY. & MARTIN LUTHER KING, JR. BLVD. [4]	N.W. 27 AVE. & MARTIN LUTHER KING, JR. BLVD. [5]	BCC NORTH CAMPUS [6]	N.W. 15 ST. & HWY. 441 [7]
9:30a	9:42a	9:53a	10:05a	10:11a		10:28a
10:15a	10:27a	10:38a	10:50a	10:56a		11:13a
11:00a	11:12a	11:23a	11:35a	11:41a	11:51a	12:00p
11:45a	11:57a	12:08p	12:20p	12:26p	12:36p	12:45p
12:30p	12:42p	12:53p	1:05p	1:11p	1:21p	1:30p
1:15p	1:27p	1:38p	1:50p	1:56p	2:06p	2:15p
2:00p	2:12p	2:23p	2:35p	2:41p	2:51p	3:00p
2:45p	2:57p	3:08p	3:20p	3:26p	3:36p	3:45p
3:30p	3:42p	3:53p	4:05p	4:11p	4:21p	4:30p
4:15p	4:27p	4:38p	4:50p	4:56p	5:06p	5:15p
5:00p	5:12p	5:23p	5:35p	5:41p	5:51p	6:00p
5:45p	5:57p	6:08p	6:20p	6:26p		6:43p
6:30p	6:42p	6:53p	7:05p	7:11p		7:28p
7:15p	7:27p	7:38p	7:50p	G7:56p		

SOUTHBOUND

To Broward Central Terminal

N.W. 15 ST. & HWY. 441 [7]	BCC NORTH CAMPUS [6]	N.W. 27 AVE. & MARTIN LUTHER KING, JR. BLVD. [5]	DIXIE HWY. & MARTIN LUTHER KING, JR. BLVD. [4]	CYPRESS CRK. RD. & ANDREWS AVE. TRI-RAIL [3]	OAKLAND PARK BLVD. & ANDREWS AVE. [2]	BROWARD CENTRAL TERMINAL [1]
9:05a		9:21a	9:28a	9:40a	9:51a	10:03a
9:50a		10:06a	10:13a	10:25a	10:36a	10:48a
10:35a		10:51a	10:58a	11:10a	11:21a	11:33a
11:20a		11:36a	11:43a	11:55a	12:06p	12:18p
12:05p	12:13p	12:23p	12:30p	12:42p	12:53p	1:05p
12:50p	12:58p	1:08p	1:15p	1:27p	1:38p	1:50p
1:35p	1:43p	1:53p	2:00p	2:12p	2:23p	2:35p
2:20p	2:28p	2:38p	2:45p	2:57p	3:08p	3:20p
3:05p	3:13p	3:23p	3:30p	3:42p	3:53p	4:05p
3:50p	3:58p	4:08p	4:15p	4:27p	4:38p	4:50p
4:35p	4:43p	4:53p	5:00p	5:12p	5:23p	5:35p
5:20p	5:28p	5:38p	5:45p	5:57p	6:08p	6:20p
6:05p	6:13p	6:23p	6:30p	6:42p	6:53p	7:05p
6:50p		7:06p	7:13p	7:25p	7:36p	G7:48p
7:35p		7:51p	G7:58p			

Route 60

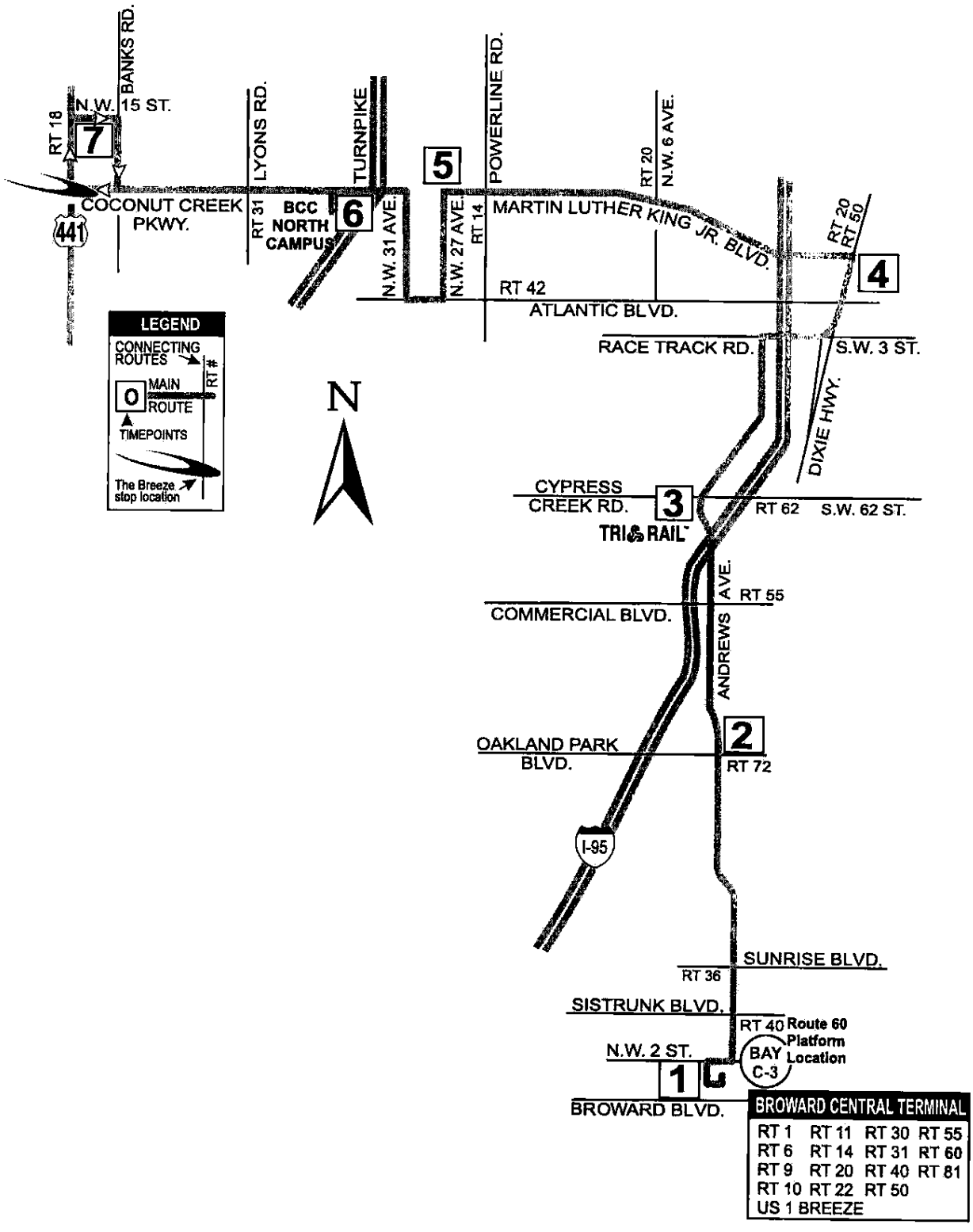
Weekday, Saturday & Sunday

BCC North Campus

Martin Luther King, Jr. Blvd. & Dixie Hwy.

Cypress Creek Tri-Rail Station

Broward Central Terminal



TIMETABLE

ROUTE 42

Weekday, Saturday & Sunday

Effective 01/13/08

Atlantic Blvd. & Coral Ridge Dr.

Atlantic Blvd. & Hwy. 441

Atlantic Blvd. & Powerline Rd.

Atlantic Blvd. & Dixie Hwy.

Atlantic Blvd. & A1A

BROWARD COUNTY Transit

A service of the Broward County Commission

Wheelchair Accessible Bike Racks

www.broward.org/bct

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays .....8:30 am - 5 pm
Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414,
Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.
NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass
10 Rides any time, any day.
Expires after the tenth ride is taken.

7 Day Pass
Unlimited rides for seven consecutive days.
Starts on the first day card is used.
Expires after the seventh day.

31 Day Adult Pass
Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass
Youth*, Seniors*, Disabled*, Medicare*, College Student*.
Unlimited rides for 31 consecutive days.
Starts on the first day card is used.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student fare, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

EASTBOUND

To Atlantic Boulevard & A1A

ATLANTIC BLVD. & CORAL RIDGE DR.	ATLANTIC BLVD. & UNIVERSITY DR.	ATLANTIC BLVD. & HWY. 441	ATLANTIC BLVD. & POWERLINE RD.	MARTIN LUTHER KING JR. BLVD. & DIXIE HWY.	ATLANTIC BLVD. & A1A
1	2	3	4	5	6
5:20a	5:26a	5:36a	5:45a	5:52a	6:05a
5:50a	5:56a	6:06a	6:15a	6:22a	6:35a
6:15a	6:21a	6:31a	6:41a	6:49a	7:03a
6:45a	6:52a	7:03a	7:13a	7:21a	7:35a
7:15a	7:22a	7:33a	7:44a	7:53a	8:08a
7:45a	7:53a	8:05a	8:16a	8:25a	8:39a
8:15a	8:23a	8:35a	8:45a	8:53a	9:07a
8:45a	8:52a	9:03a	9:13a	9:21a	9:35a
9:15a	9:22a	9:33a	9:42a	9:49a	10:02a
9:45a	9:51a	10:01a	10:10a	10:17a	10:30a
10:15a	10:21a	10:31a	10:40a	10:47a	11:00a
10:45a	10:51a	11:01a	11:10a	11:17a	11:30a
11:15a	11:21a	11:31a	11:40a	11:47a	12:00p
11:45a	11:51a	12:01p	12:10p	12:17p	12:30p
12:15p	12:21p	12:31p	12:40p	12:47p	1:00p
12:45p	12:51p	1:01p	1:10p	1:17p	1:30p
1:15p	1:21p	1:31p	1:40p	1:47p	2:00p
1:45p	1:51p	2:01p	2:10p	2:17p	2:30p
2:15p	2:21p	2:31p	2:40p	2:47p	3:00p
2:45p	2:51p	3:01p	3:10p	3:17p	3:30p
3:15p	3:21p	3:31p	3:41p	3:49p	4:03p
3:45p	3:52p	4:03p	4:13p	4:21p	4:35p
4:15p	4:22p	4:33p	4:44p	4:53p	5:08p
4:45p	4:53p	5:05p	5:16p	5:25p	5:39p
5:15p	5:23p	5:35p	5:45p	5:53p	6:07p
5:45p	5:52p	6:03p	6:13p	6:21p	6:35p
6:15p	6:22p	6:33p	6:42p	6:49p	7:02p
6:45p	6:51p	7:01p	7:10p	7:17p	7:30p
7:15p	7:20p	7:29p	7:37p	7:43p	G7:55p
7:45p	7:50p	7:59p	8:07p	8:13p	8:25p
8:35p	8:40p	8:49p	8:57p	9:03p	9:15p
9:25p	9:30p	9:39p	9:47p	9:53p	10:05p
10:25p	10:30p	10:39p	10:47p	G10:55p	

WESTBOUND

To Atlantic Boulevard &Coral Ridge Drive

ATLANTIC BLVD. & A1A	MARTIN LUTHER KING JR. BLVD. & DIXIE HWY.	ATLANTIC BLVD. & POWERLINE RD.	ATLANTIC BLVD. & HWY. 441	ATLANTIC BLVD. & UNIVERSITY DR.	ATLANTIC BLVD. & CORAL RIDGE DR.
6	5	4	3	2	1
5:20a	5:33a	5:40a	5:49a	5:59a	6:05a
5:50a	6:03a	6:10a	6:19a	6:29a	6:36a
6:15a	6:28a	6:36a	6:46a	6:57a	7:04a
6:45a	6:59a	7:07a	7:17a	7:28a	7:36a
7:15a	7:29a	7:38a	7:49a	8:01a	8:09a
7:45a	8:00a	8:09a	8:20a	8:32a	8:39a
8:15a	8:30a	8:38a	8:48a	8:59a	9:06a
8:45a	8:59a	9:07a	9:17a	9:28a	9:34a
9:15a	9:29a	9:36a	9:45a	9:55a	10:01a
9:45a	9:58a	10:05a	10:14a	10:24a	10:30a
10:15a	10:28a	10:35a	10:44a	10:54a	11:00a
10:45a	10:58a	11:05a	11:14a	11:24a	11:30a
11:15a	11:28a	11:35a	11:44a	11:54a	12:00p
11:45a	11:58a	12:05p	12:14p	12:24p	12:30p
12:15p	12:28p	12:35p	12:44p	12:54p	1:00p
12:45p	12:58p	1:05p	1:14p	1:24p	1:30p
1:15p	1:28p	1:35p	1:44p	1:54p	2:00p
1:45p	1:58p	2:05p	2:14p	2:24p	2:30p
2:15p	2:28p	2:35p	2:44p	2:54p	3:00p
2:45p	2:58p	3:05p	3:14p	3:24p	3:30p
3:15p	3:28p	3:36p	3:46p	3:57p	4:04p
3:45p	3:59p	4:07p	4:17p	4:28p	4:36p
4:15p	4:29p	4:38p	4:49p	5:01p	5:09p
4:45p	5:00p	5:09p	5:20p	5:32p	5:39p
5:15p	5:30p	5:38p	5:48p	5:59p	6:06p
5:45p	5:59p	6:07p	6:17p	6:28p	6:34p
6:15p	6:29p	6:36p	6:45p	6:55p	7:01p
6:45p	6:58p	7:05p	7:14p	7:24p	7:30p
7:15p	7:27p	7:33p	7:41p	7:50p	G7:55p
7:45p	7:57p	8:03p	8:11p	8:20p	8:25p
8:35p	8:47p	8:53p	9:01p	9:10p	9:15p
9:25p	9:37p	9:43p	9:51p	10:00p	10:05p
10:25p	10:37p	10:43p	10:51p	G11:00p	

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

EASTBOUND

To Atlantic Boulevard & A1A

ATLANTIC BLVD. & CORAL RIDGE DR.	ATLANTIC BLVD. & UNIVERSITY DR.	ATLANTIC BLVD. & HWY. 441	ATLANTIC BLVD. & POWERLINE RD.	MARTIN LUTHER KING JR. BLVD. & DIXIE HWY.	ATLANTIC BLVD. & A1A
1	2	3	4	5	6
6:00a	6:08a	6:18a	6:27a	6:34a	6:45a
6:40a	6:48a	6:58a	7:07a	7:14a	7:25a
7:20a	7:28a	7:38a	7:47a	7:54a	8:05a
8:00a	8:08a	8:18a	8:27a	8:34a	8:45a
8:40a	8:48a	8:58a	9:07a	9:14a	9:25a
9:20a	9:28a	9:38a	9:47a	9:54a	10:05a
10:00a	10:08a	10:18a	10:27a	10:34a	10:45a
10:40a	10:48a	10:58a	11:07a	11:14a	11:25a
11:20a	11:28a	11:38a	11:47a	11:54a	12:05p
12:00p	12:08p	12:18p	12:27p	12:34p	12:45p
12:40p	12:48p	12:58p	1:07p	1:14p	1:25p
1:20p	1:28p	1:38p	1:47p	1:54p	2:05p
2:00p	2:08p	2:18p	2:27p	2:34p	2:45p
2:40p	2:48p	2:58p	3:07p	3:14p	3:25p
3:20p	3:28p	3:38p	3:47p	3:54p	4:05p
4:00p	4:08p	4:18p	4:27p	4:34p	4:45p
4:40p	4:48p	4:58p	5:07p	5:14p	5:25p
5:20p	5:28p	5:38p	5:47p	5:54p	6:05p
6:00p	6:08p	6:18p	6:27p	6:34p	6:45p
6:40p	6:48p	6:58p	7:07p	7:14p	G7:25p
7:20p	7:27p	7:36p	7:44p	7:50p	8:00p
8:00p	8:07p	8:16p	8:24p	8:30p	8:40p
9:00p	9:07p	9:16p	9:24p	9:30p	9:40p
10:00p	10:07p	10:16p	10:24p	G10:30p	

WESTBOUND

To Atlantic Boulevard &Coral Ridge Drive

ATLANTIC BLVD. & A1A	MARTIN LUTHER KING JR. BLVD. & DIXIE HWY.	ATLANTIC BLVD. & POWERLINE RD.	ATLANTIC BLVD. & HWY. 441	ATLANTIC BLVD. & UNIVERSITY DR.	ATLANTIC BLVD. & CORAL RIDGE DR.
6	5	4	3	2	1
5:40a	5:53a	6:00a	6:09a	6:19a	6:25a
6:20a	6:33a	6:40a	6:49a	6:59a	7:05a
7:00a	7:13a	7:20a	7:29a	7:39a	7:45a
7:40a	7:53a	8:00a	8:09a	8:19a	8:25a
8:20a	8:33a	8:40a	8:49a	8:59a	9:05a
9:00a	9:13a	9:20a	9:29a	9:39a	9:45a
9:40a	9:53a	10:00a	10:09a	10:19a	10:25a
10:20a	10:33a	10:40a	10:49a	10:59a	11:05a
11:00a	11:13a	11:20a	11:29a	11:39a	11:45a
11:40a	11:53a	12:00p	12:09p	12:19p	12:25p
12:20p	12:33p	12:40p	12:49p	12:59p	1:05p
1:00p	1:13p	1:20p	1:29p	1:39p	1:45p
1:40p	1:53p	2:00p	2:09p	2:19p	2:25p
2:20p	2:33p	2:40p	2:49p	2:59p	3:05p
3:00p	3:13p	3:20p	3:29p	3:39p	3:45p
3:40p	3:53p	4:00p	4:09p	4:19p	4:25p
4:20p	4:33p	4:40p	4:49p	4:59p	5:05p
5:00p	5:13p	5:20p	5:29p	5:39p	5:45p
5:40p	5:53p	6:00p	6:09p	6:19p	6:25p
6:20p	6:33p	6:40p	6:49p	6:59p	7:04p
7:00p	7:12p	7:18p	7:26p	7:35p	7:40p
8:00p	8:12p	8:18p	8:26p	8:35p	8:40p
9:00p	9:12p	9:18p	9:26p	9:35p	9:40p
10:00p	10:12p	10:18p	10:26p	G10:35p	

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" before them indicate bus returns to garage.

EASTBOUND

To Atlantic Boulevard & A1A

ATLANTIC BLVD. & CORAL RIDGE DR.	ATLANTIC BLVD. & UNIVERSITY DR.	ATLANTIC BLVD. & HWY. 441	ATLANTIC BLVD. & POWERLINE RD.	MARTIN LUTHER KING JR. BLVD. & DIXIE HWY.	ATLANTIC BLVD. & A1A
1	2	3	4	5	6
8:45a	8:53a	9:03a	9:12a	9:19a	9:30a
9:45a	9:53a	10:03a	10:12a	10:19a	10:30a
10:45a	10:53a	11:03a	11:12a	11:19a	11:30a
11:45a	11:53a	12:03p	12:12p	12:19p	12:30p
12:45p	12:53p	1:03p	1:12p	1:19p	1:30p
1:45p	1:53p	2:03p	2:12p	2:19p	2:30p
2:45p	2:53p	3:03p	3:12p	3:19p	3:30p
3:45p	3:53p	4:03p	4:12p	4:19p	4:30p
4:45p	4:53p	5:03p	5:12p	5:19p	5:30p
5:45p	5:53p	6:03p	6:12p	6:19p	6:30p
6:45p	6:53p	7:03p	7:12p	7:19p	7:30p
7:45p	7:52p	8:01p	8:09p	G8:15p	

WESTBOUND

To Atlantic Boulevard &Coral Ridge Drive

ATLANTIC BLVD. & A1A	MARTIN LUTHER KING JR. BLVD. & DIXIE HWY.	ATLANTIC BLVD. & POWERLINE RD.	ATLANTIC BLVD. & HWY. 441	ATLANTIC BLVD. & UNIVERSITY DR.	ATLANTIC BLVD. & CORAL RIDGE DR.
6	5	4	3	2	1
8:45a	8:58a	9:05a	9:14a	9:24a	9:30a
9:45a	9:58a	10:05a	10:14a	10:24a	10:30a
10:45a	10:58a	11:05a	11:14a	11:24a	11:30a
11:45a	11:58a	12:05p	12:14p	12:24p	12:30p
12:45p	12:58p	1:05p	1:14p	1:24p	1:30p
1:45p	1:58p	2:05p	2:14p	2:24p	2:30p
2:45p	2:58p	3:05p	3:14p	3:24p	3:30p
3:45p	3:58p	4:05p	4:14p	4:24p	4:30p
4:45p	4:58p	5:05p	5:14p	5:24p	5:30p
5:45p	5:58p	6:05p	6:14p	6:24p	6:30p
6:45p	6:58p	7:04p	7:12p	7:21p	7:26p
7:45p	7:57p	8:03p	8:11p	G8:20p	

Route 42

Weekday,
Saturday & Sunday

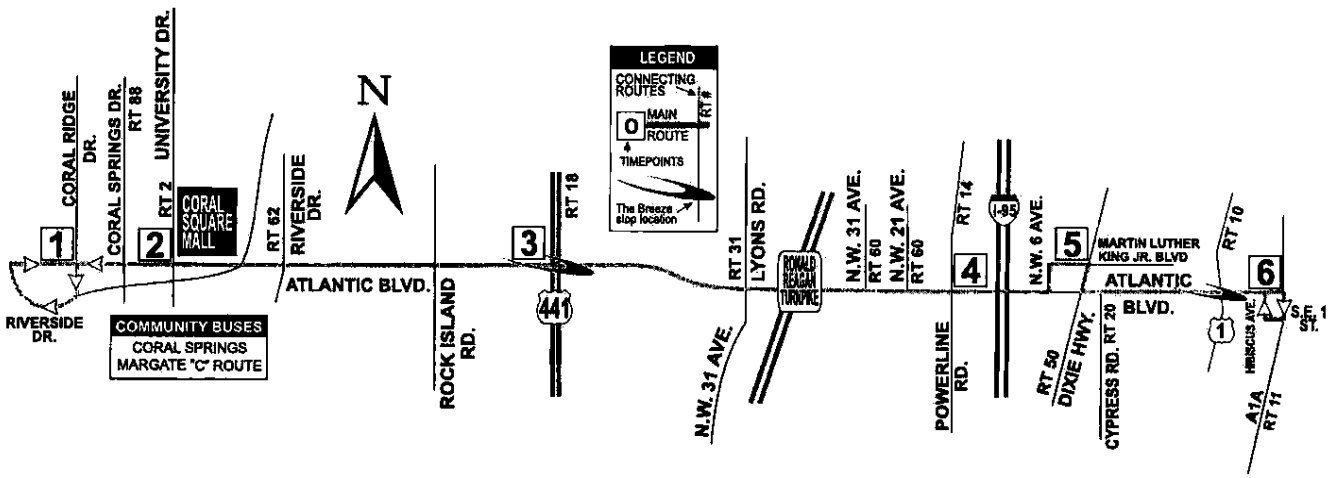
Atlantic Blvd. & Coral Ridge Dr.

Atlantic Blvd. & Hwy. 441

Atlantic Blvd. & Powerline Rd.

Atlantic Blvd. & Dixie Hwy.

Atlantic Blvd. & A1A



TIMETABLE

ROUTE 62

Monday - Sunday
Effective 1/11/09

Westview Drive &
University Drive to
N.E. 62 Street and US 1

BROWARD COUNTY Transit
A service of the
Broward County Commission

Download & Print at
www.broward.org/bct

Wheelchair Accessible
Bike Racks

Customer Service

Monday - Friday ..... 7 am - 8 pm
Saturday, Sunday and Holidays .....8:30 am - 5 pm
Transit Operations Agents help with:

- Trip planning
- Identifying Bus Pass
- Routes, times and sales locations transfer information
- Special event information

Lost and Found: 954-357-6414,
Monday - Friday, 8:30 am - 4:30 pm

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day
Memorial Day	Thanksgiving Day
Independence Day	Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Senior/Youth/Disabled/Medicare/Student.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.
NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass
10 Rides any time, any day.
Expires after the tenth ride is taken.

7 Day Pass
Unlimited rides for seven consecutive days.
Starts on the first day card is used.
Expires after the seventh day.

31 Day Adult Pass
Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass
Youth*, Seniors*, Disabled*, Medicare*, College Student*.
Unlimited rides for 31 consecutive days.
Starts on the first day card is used.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol □.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Bus Passes are not redeemable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo ID is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

MONDAY - FRIDAY

EASTBOUND

To N.E. 62 Street & US 1

1 WESTVIEW DR. & UNIVERSITY DR.	2 ATLANTIC BLVD. & UNIVERSITY DR.	3 MCNAB RD. & UNIVERSITY DR.	4 KIMBERLY BLVD. & HWY. 441	5 CYPRESS CREEK TRI-RAIL STATION	6 N.E. 62 ST. & US 1
	5:00a	5:18a	5:35a	5:55a	6:05a
	5:40a	5:58a	6:15a	6:35a	6:45a
6:00a	6:20a	6:38a	6:55a	7:16a	7:27a
6:40a	7:00a	7:19a	7:37a	7:59a	8:11a
7:20a	7:42a	8:02a	8:21a	8:42a	8:53a
8:00a	8:22a	8:41a	8:59a	9:19a	9:29a
8:40a	9:01a	9:19a	9:36a	9:56a	10:06a
9:20a	9:40a	9:58a	10:15a	10:35a	10:45a
10:00a	10:20a	10:38a	10:55a	11:15a	11:25a
10:40a	11:00a	11:18a	11:35a	11:55a	12:05p
11:20a	11:40a	11:58a	12:15p	12:35p	12:45p
12:00p	12:20p	12:38p	12:55p	1:15p	1:25p
12:40p	1:00p	1:18p	1:35p	1:55p	2:05p
1:20p	1:40p	1:58p	2:15p	2:35p	2:45p
2:00p	2:20p	2:38p	2:55p	3:15p	3:25p
2:40p	3:00p	3:18p	3:35p	3:55p	4:06p
3:20p	3:40p	3:58p	4:16p	4:37p	4:49p
4:00p	4:21p	4:41p	5:00p	5:22p	5:34p
4:40p	5:02p	5:22p	5:40p	6:01p	6:11p
5:20p	5:41p	6:00p	6:17p	6:37p	6:47p
6:00p	6:20p	6:38p	6:55p	7:15p	7:25p
6:40p	7:00p	7:18p	7:35p	7:55p	8:05p
7:20p	7:40p	7:58p	8:15p	8:35p	G8:45p
8:00p	8:20p	8:38p	G8:55p		

WESTBOUND

To University Drive & Westview Drive

6 N.E. 62 ST. & US 1	5 CYPRESS CREEK TRI-RAIL STATION	4 KIMBERLY BLVD. & HWY. 441	3 MCNAB RD. & UNIVERSITY DR.	2 ATLANTIC BLVD. & UNIVERSITY DR.	1 WESTVIEW DR. & UNIVERSITY DR.
		5:30a	5:47a	6:05a	6:25a
5:40a	5:50a	6:10a	6:27a	6:45a	7:05a
6:20a	6:30a	6:50a	7:07a	7:26a	7:48a
7:00a	7:11a	7:32a	7:51a	8:11a	8:33a
7:40a	7:52a	8:14a	8:33a	8:52a	9:12a
8:20a	8:32a	8:53a	9:10a	9:28a	9:48a
9:00a	9:10a	9:30a	9:47a	10:05a	10:25a
9:40a	9:50a	10:10a	10:27a	10:45a	11:05a
10:20a	10:30a	10:50a	11:07a	11:25a	11:45a
11:00a	11:10a	11:30a	11:47a	12:05p	12:25p
11:40a	11:50a	12:10p	12:27p	12:45p	1:05p
12:20p	12:30p	12:50p	1:07p	1:25p	1:45p
1:00p	1:10p	1:30p	1:47p	2:05p	2:25p
1:40p	1:50p	2:10p	2:27p	2:45p	3:05p
2:20p	2:30p	2:50p	3:07p	3:25p	3:45p
3:00p	3:10p	3:30p	3:47p	4:05p	4:26p
3:40p	3:50p	4:11p	4:29p	4:49p	5:11p
4:20p	4:31p	4:53p	5:12p	5:32p	5:53p
5:00p	5:12p	5:34p	5:52p	6:10p	6:30p
5:40p	5:51p	6:11p	6:28p	6:46p	7:06p
6:20p	6:30p	6:50p	7:07p	7:25p	7:45p
7:00p	7:10p	7:30p	7:47p	8:05p	G8:25p
7:40p	7:50p	8:10p	8:27p	8:45p	G9:05p
8:20p	8:30p	8:50p	9:07p	9:25p	G9:45p

SATURDAY

EASTBOUND

To N.E. 62 Street & US 1

1 WESTVIEW DR. & UNIVERSITY DR.	2 ATLANTIC BLVD. & UNIVERSITY DR.	3 MCNAB RD. & UNIVERSITY DR.	4 KIMBERLY BLVD. & HWY. 441	5 CYPRESS CREEK TRI-RAIL STATION	6 N.E. 62 ST. & US 1
6:20a	6:39a	6:56a	7:12a	7:30a	7:40a
7:20a	7:39a	7:56a	8:12a	8:30a	8:40a
8:20a	8:39a	8:56a	9:12a	9:30a	9:40a
9:20a	9:39a	9:56a	10:12a	10:30a	10:40a
10:20a	10:39a	10:56a	11:12a	11:30a	11:40a
11:20a	11:39a	11:56a	12:12p	12:30p	12:40p
12:20p	12:39p	12:56p	1:12p	1:30p	1:40p
1:20p	1:39p	1:56p	2:12p	2:30p	2:40p
2:20p	2:39p	2:56p	3:12p	3:30p	3:40p
3:20p	3:39p	3:56p	4:12p	4:30p	4:40p
4:20p	4:39p	4:56p	5:12p	5:30p	5:40p
5:20p	5:39p	5:56p	6:12p	6:30p	6:40p
6:20p	6:39p	6:55p	G7:10p		
7:20p	7:39p	7:55p	G8:10p		

WESTBOUND

To Westview Drive & University Drive

6 N.E. 62 ST. & US 1	5 CYPRESS CREEK TRI-RAIL STATION	4 KIMBERLY BLVD. & HWY. 441	3 MCNAB RD. & UNIVERSITY DR.	2 ATLANTIC BLVD. & UNIVERSITY DR.	1 WESTVIEW DR. & UNIVERSITY DR.
		6:20a	6:36a	6:53a	7:12a
		7:20a	7:36a	7:53a	8:12a
7:50a	8:00a	8:18a	8:34a	8:51a	9:10a
8:50a	9:00a	9:18a	9:34a	9:51a	10:10a
9:50a	10:00a	10:18a	10:34a	10:51a	11:10a
10:50a	11:00a	11:18a	11:34a	11:51a	12:10p
11:50a	12:00p	12:18p	12:34p	12:51p	1:10p
12:50p	1:00p	1:18p	1:34p	1:51p	2:10p
1:50p	2:00p	2:18p	2:34p	2:51p	3:10p
2:50p	3:00p	3:18p	3:34p	3:51p	4:10p
3:50p	4:00p	4:18p	4:34p	4:51p	5:10p
4:50p	5:00p	5:18p	5:34p	5:51p	6:10p
5:50p	6:00p	6:18p	6:34p	6:51p	7:10p
6:50p	7:00p	7:18p	7:34p	7:51p	G8:10p

SUNDAY

EASTBOUND

To N.E. 62 Street & US 1

1 WESTVIEW DR. & UNIVERSITY DR.	2 ATLANTIC BLVD. & UNIVERSITY DR.	3 MCNAB RD. & UNIVERSITY DR.	4 KIMBERLY BLVD. & HWY. 441	5 CYPRESS CREEK TRI-RAIL STATION	6 N.E. 62 ST. & US 1
8:20a	8:39a	8:56a	9:12a	9:30a	9:40a
9:20a	9:39a	9:56a	10:12a	10:30a	10:40a
10:20a	10:39a	10:56a	11:12a	11:30a	11:40a
11:20a	11:39a	11:56a	12:12p	12:30p	12:40p
12:20p	12:39p	12:56p	1:12p	1:30p	1:40p
1:20p	1:39p	1:56p	2:12p	2:30p	2:40p
2:20p	2:39p	2:56p	3:12p	3:30p	3:40p
3:20p	3:39p	3:56p	4:12p	4:30p	4:40p
4:20p	4:39p	4:56p	5:12p	5:30p	5:40p
5:20p	5:39p	5:56p	6:12p	6:30p	6:40p
6:20p	6:39p	6:55p	G7:10p		

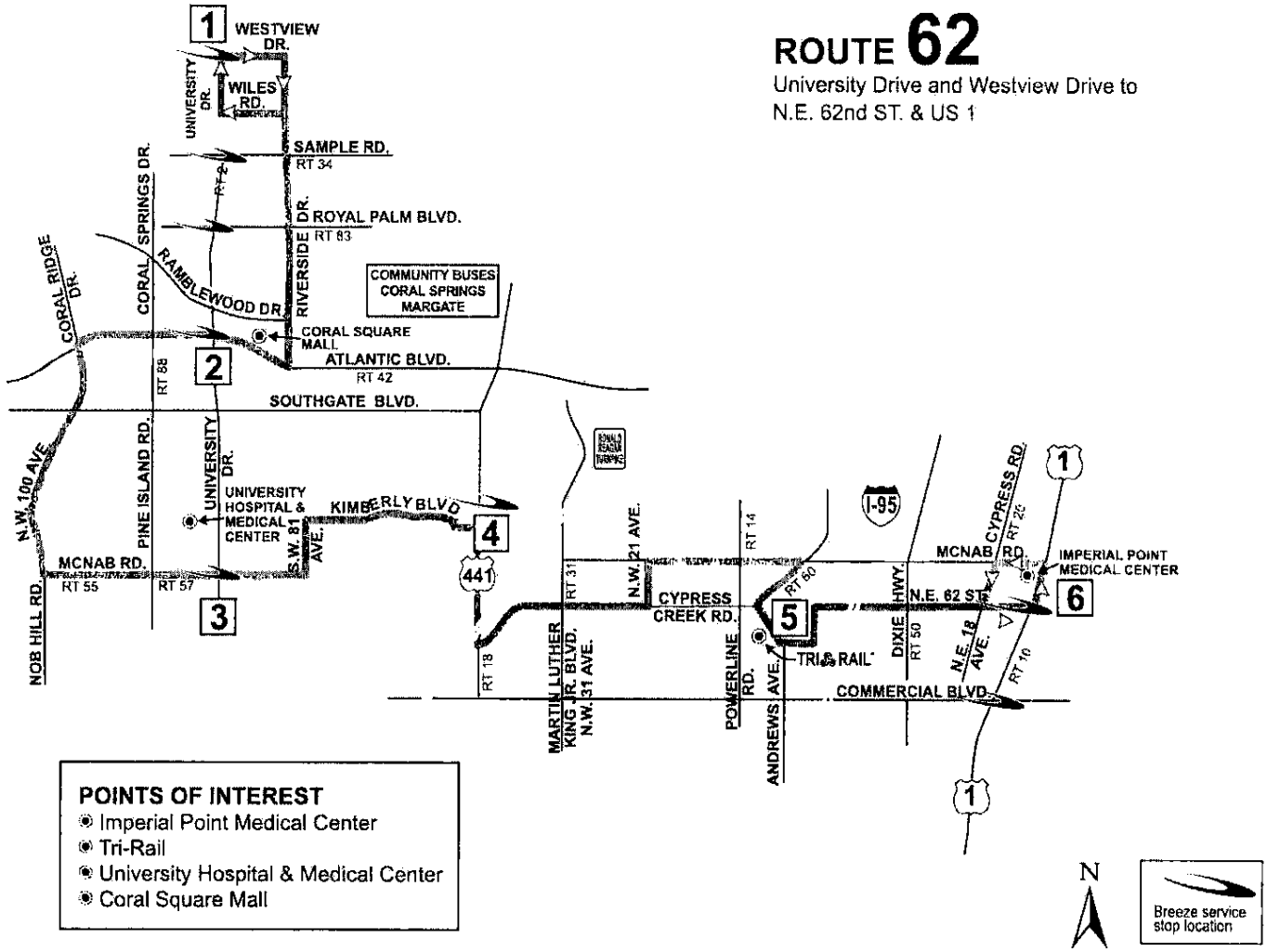
WESTBOUND

To Westview Drive & University Drive

6 N.E. 62 ST. & US 1	5 CYPRESS CREEK TRI-RAIL STATION	4 KIMBERLY BLVD. & HWY. 441	3 MCNAB RD. & UNIVERSITY DR.	2 ATLANTIC BLVD & UNIVERSITY DR.	1 WESTVIEW DR. & UNIVERSITY DR.
		8:20a	8:36a	8:53a	9:12a
		9:20a	9:36a	9:53a	10:12a
9:50a	10:00a	10:18a	10:34a	10:51a	11:10a
10:50a	11:00a	11:18a	11:34a	11:51a	12:10p
11:50a	12:00p	12:18p	12:34p	12:51p	1:10p
12:50p	1:00p	1:18p	1:34p	1:51p	2:10p
1:50p	2:00p	2:18p	2:34p	2:51p	3:10p
2:50p	3:00p	3:18p	3:34p	3:51p	4:10p
3:50p	4:00p	4:18p	4:34p	4:51p	5:10p
4:50p	5:00p	5:18p	5:34p	5:51p	6:10p
5:50p	6:00p	6:18p	6:34p	6:51p	G7:10p
6:50p	7:00p	7:18p	7:34p	7:51p	G8:10p

ROUTE 62

University Drive and Westview Drive to
N.E. 62nd ST. & US 1



POINTS OF INTEREST

- Imperial Point Medical Center
- Tri-Rail
- University Hospital & Medical Center
- Coral Square Mall

N

Breeze service stop location

Application for Development Approval – April 2009

21-D-76

Margate

Inner-City Transit

The City of Margate and Broward County Transit (BCT) are providing this service to increase the number of destinations within the city limits that can be reached through public transit.

Margate Inner-City Transit (MIT) is designed to operate in conjunction with connections to BCT routes 18, 441 Breeze, 34, 60, 83 and connects to Coconut Creek and Coral Springs Community Bus.

There is a 50¢ per trip charge for using MIT. Riders making the connection to BCT buses must pay the appropriate fares. No transfers from BCT buses will be accepted on MIT.

Holidays

There is no service on the following holidays observed by Margate Inner-City Transit: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Regular service is in effect on the following days: Martin Luther King, Jr. Day, Veterans Day, the day after Thanksgiving and Christmas Eve.

Route A

Hours of Operation

Monday through Saturday
7:30 am - 6:30 pm

Service operates as close to schedule as possible, although traffic conditions may cause MIT to arrive slightly early or late. Please allow yourself enough time when traveling.

These routes will not operate when a hurricane warning has been issued.

BROWARD COUNTY
FLORIDA

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
OFFICE OF TRANSPORTATION
An equal opportunity employer and provider of services.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may file a Title VI discrimination complaint with the Broward County Office of Transportation, Compliance Manager, 3201 West Copans Road, Bldg. 1, Pompano Beach, Florida 33069; telephone number 954-357-8481.

This public document was promulgated at a cost of $587.50, or $.078 per copy, to inform the public about community bus service between Mass Transit and the City of Margate.

10/08

Information

For more information about Margate Inner-City Transit (MIT) routes and connections, call:

Public Works Department
Transit Division
954.972.5497

Hearing-speech impaired/TTY
954.956.9268

Office Hours
Monday through Thursday
6 am - 4 pm

Visit the City of Margate's web site at:
www.margatefl.com

For additional information about BCT routes, fares or connections, call:

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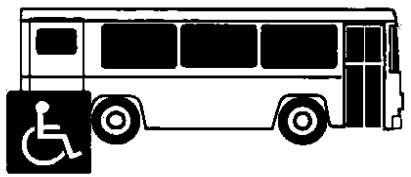
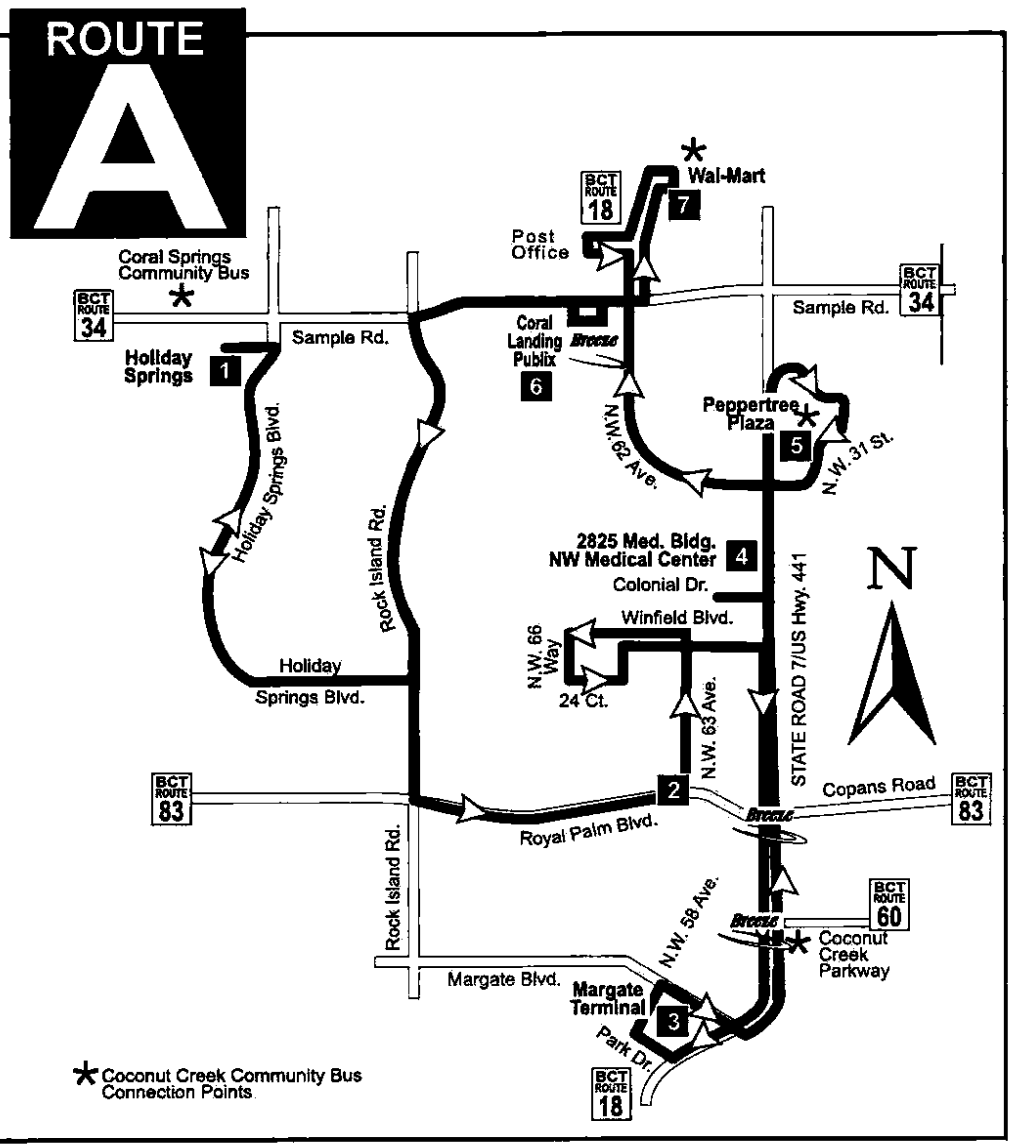
MARGATE
Route **A**

Margate Inner-City Transit



Effective: October 2008



HOLIDAY SPRINGS • MARGATE TERMNAL
N.W. MEDICAL CENTER • PEPPERTREE PLAZA
CORAL LANDING • WAL-MART

MONDAY THROUGH SATURDAY

ROUTE A

EASTBOUND To Hwy. 441						WESTBOUND	
To Margate Term, NW Medical, Coral Landing, Wal-Mart						To Holiday Springs	
Holiday Springs Blvd. Sample Road	Royal Palm Blvd & NW 63 Ave	Margate Terminal	NW Medical Center	Peppertree Plaza Sample Rd & US 441	Publix Coral Landing	Wal-Mart Turtle Creek Dr & Turtle Run Plaza	Holiday Springs Blvd. Sample Road
1	2	3	4	5	6	7	1
7:30	7:40	7:50	7:57	8:03	8:13	8:20	8:30
8:30	8:40	8:50	8:57	9:03	9:13	9:20	9:30
9:30	9:40	9:50	9:57	10:03	10:13	10:20	10:30
10:30	10:40	10:50	10:57	11:03	11:13	11:20	11:30
11:30	11:40	11:50	11:57	12:03	12:13	12:20	12:30
12:30	12:40	12:50	12:57	1:03	1:13	1:20	1:30
1:30	1:40	1:50	1:57	2:03	2:13	2:20	2:30
2:30	2:40	2:50	2:57	3:03	3:13	3:20	3:30
3:30	3:40	3:50	3:57	4:03	4:13	4:20	4:30
4:30	4:40	4:50	4:57	5:03	5:13	5:20	5:30
5:30	5:40	5:50	5:57	6:03	6:13	6:20	6:30

NUMBERS INDICATES TIME POINTS ON THE MAP.
G DESIGNATES BUS RETURNS TO GARAGE AND IS NOT IN SERVICE.

Regular fare for each ONE WAY trip is .50¢. The exact fare is required on all buses at all times. Please have fare ready when boarding.
Operators do not carry cash.

When it comes to our safety, we can always use an extra pair of eyes.
Look around. Be aware.
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Application for Development Approval – April 2009

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Holidays

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Regular service is in effect on the following days: Martin Luther King, Jr. Day, Veterans Day, the day after Thanksgiving and Christmas Eve.

21-D-78

Route B

Hours of Operation

Monday through Saturday
6:10 am - 6:00 pm

Service operates as close to schedule as possible, although traffic conditions may cause MIT to arrive slightly early or late. Please allow yourself enough time when traveling.

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BROWARD COUNTY
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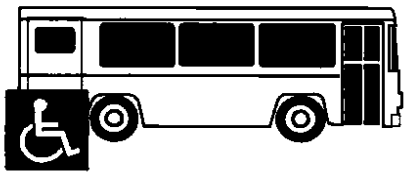
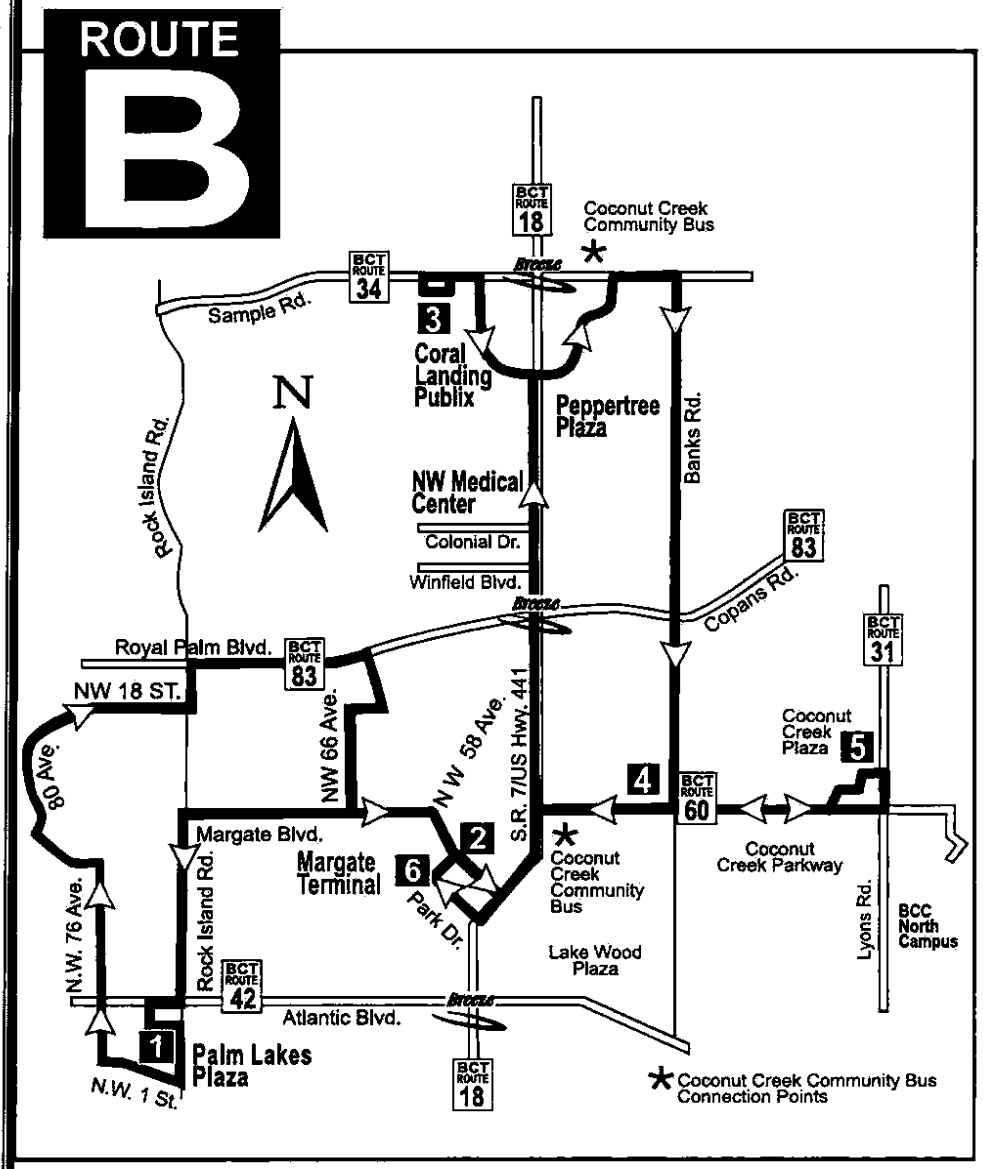
MARGATE Route B

Margate Inner-City Transit



Effective: October 2008



Palm Lakes Plaza • Margate Terminal • Coral Landing Peppertree Plaza • Coconut Creek Plaza

MONDAY THROUGH SATURDAY

ROUTE B						
NORTHBOUND			SOUTH/EAST		WESTBOUND	
To Coral Landing, Banks Rd			To Coconut Creek Plaza		To Margate Terminal	
Palm Lakes Plaza 1	Margate Blvd & NW 58 Ave 2	Publix Coral Landing 3	Coconut Creek Pkwy & Banks Rd 4	Coconut Creek Plaza 5	Margate Terminal 6	Palm Lakes Plaza 1
6:10	6:23	6:33	6:44	6:48	6:55	7:05
7:05	7:18	7:28	7:39	7:43	7:50	8:00
8:05	8:18	8:28	8:39	8:43	8:50	9:00
9:05	9:18	9:28	9:39	9:43	9:50	10:00
10:05	10:18	10:28	10:39	10:43	10:50	11:00
11:05	11:18	11:28	11:39	11:43	11:50	**12:00**
12:05	**12:18**	**12:28**	**12:39**	**12:43**	**12:50**	**1:00**
1:05	**1:18**	**1:28**	**1:39**	**1:43**	**1:50**	**2:00**
2:05	**2:18**	**2:28**	**2:39**	**2:43**	**2:50**	**3:00**
3:05	**3:18**	**3:28**	**3:39**	**3:43**	**3:50**	**4:00**
4:05	**4:18**	**4:28**	**4:39**	**4:43**	**4:50**	**5:00**
5:05	**5:18**	**5:28**	**5:39**	**5:43**	**5:50**	**6:00**

NUMBERS INDICATE TIME POINTS ON THE MAP

Regular fare for each ONE WAY trip is .50¢. The exact fare is required on all buses at all times. Please have fare ready when boarding. Operators do not carry cash.

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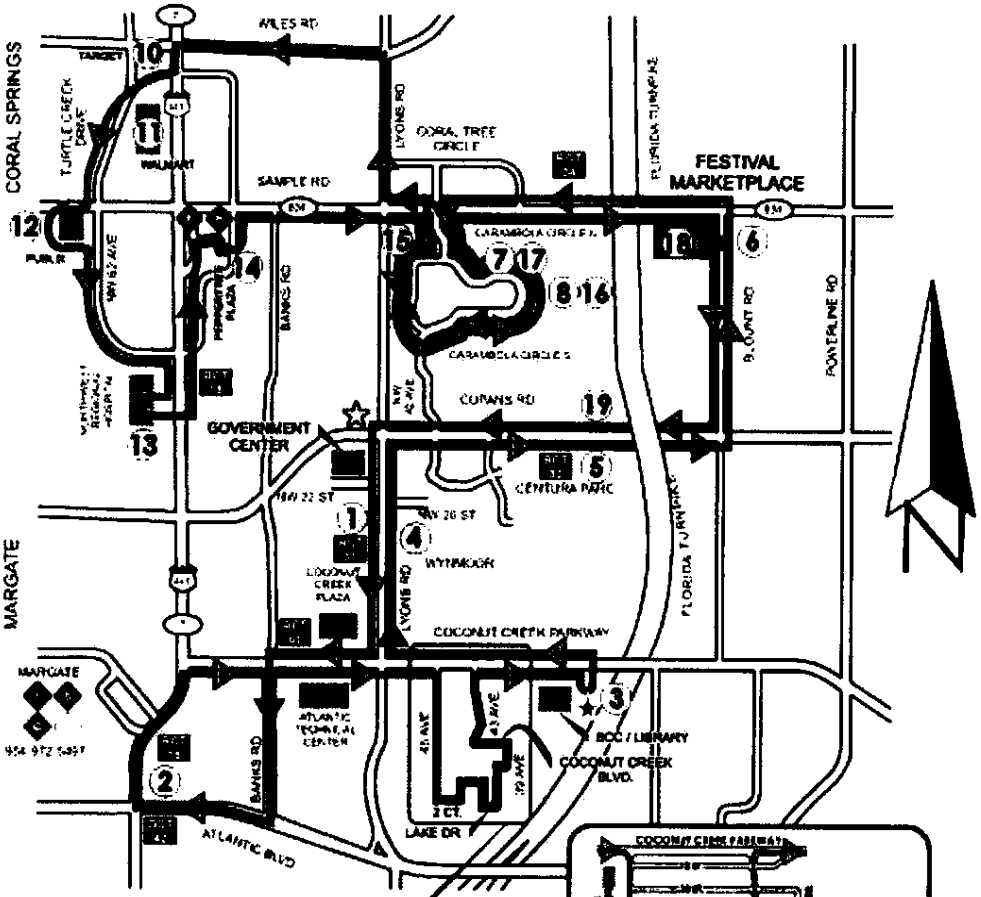
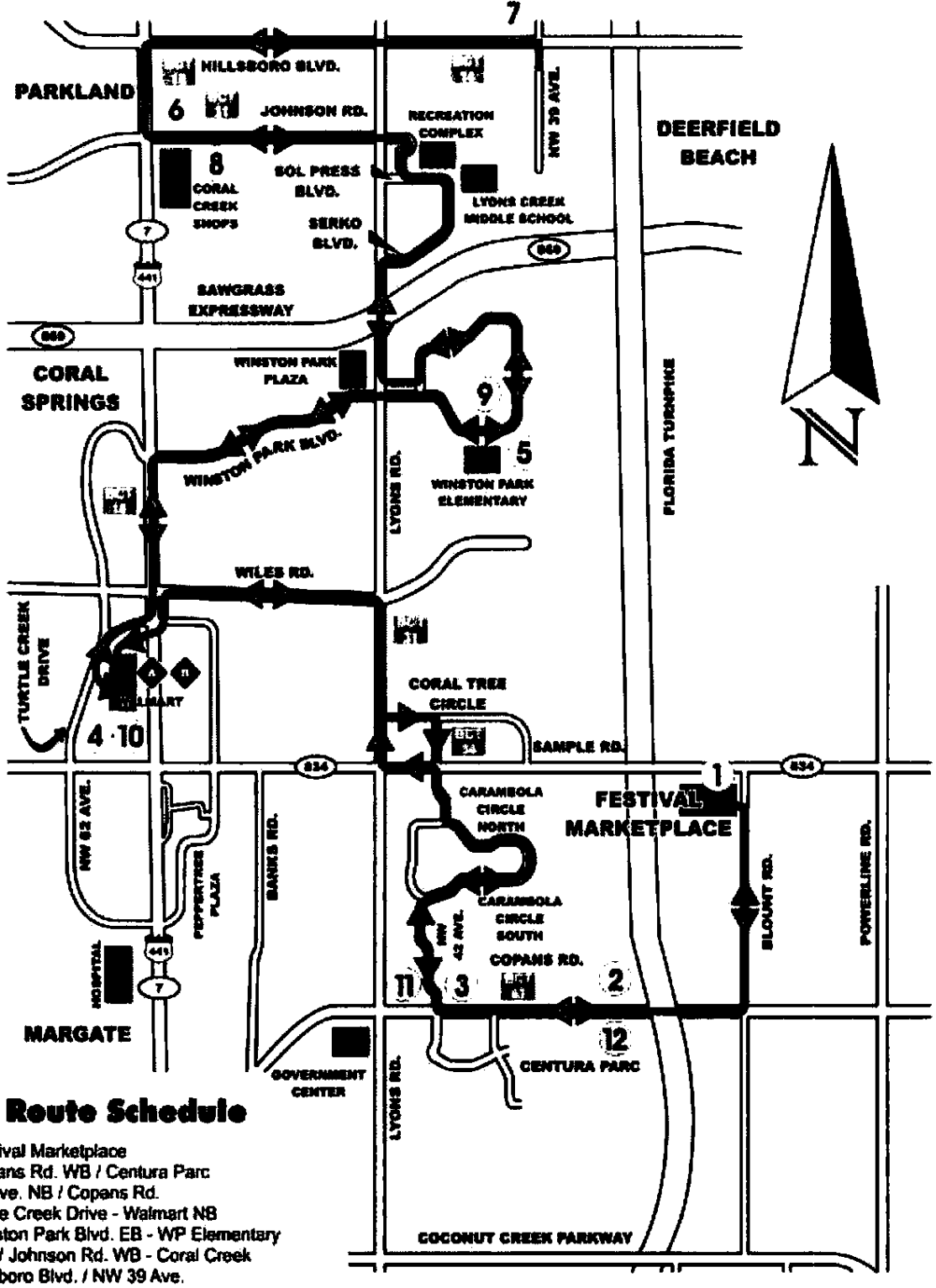
"S" Route



"S" Route Schedule

1 Lyons SB / NW 22 St.
2 Atlantic / 441 - Walmart NB
3 BCC Library
4 Wynmoor West Gate / Lyons Rd. NB
5 Copans Rd. EB / Centura Parc
6 Festival Marketplace NB
7 Applewood II / Carambola Circle NB
8 Ginger Tree I NB
9 Lyons / Wiles
10 SuperTarget
11 Walmart - Turtle Creek Dr
12 Publix - Sample Rd
13 Northwest Hospital
14 Peppertree Plaza
15 McDonalds - 42 Ave. SB
16 Ginger Tree I SB
17 Applewood II - Carambola Circle SB
18 Festival Marketplace SB
19 Copans Rd. WB / Centura Parc

	BUS 1	BUS 2	BUS 1	BUS 2	BUS 1	BUS 2	BUS 1	BUS 2	BUS 1	BUS 2	BUS 1	BUS 2
1	6:30 AM	7:30 AM	8:30 AM	9:30 AM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM
2	6:41 AM	7:41 AM	8:41 AM	9:41 AM	10:41 AM	11:41 AM	12:41 PM	1:41 PM	2:41 PM	3:41 PM	4:41 PM	5:41 PM
3	6:55 AM	7:55 AM	8:55 AM	9:55 AM	10:55 AM	11:55 AM	12:55 PM	1:55 PM	2:55 PM	3:55 PM	4:55 PM	5:55 PM
4	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
5	7:05 AM	8:05 AM	9:05 AM	10:05 AM	11:05 AM	12:05 PM	1:05 PM	2:05 PM	3:05 PM	4:05 PM		
6	7:21 AM	8:21 AM	9:21 AM	10:21 AM	11:21 AM	12:21 PM	1:21 PM	2:21 PM	3:21 PM	4:21 PM		
7	7:29 AM	8:29 AM	9:29 AM	10:29 AM	11:29 AM	12:29 PM	1:29 PM	2:29 PM	3:29 PM	4:29 PM		
8	7:30 AM	8:30 AM	9:30 AM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM		
9	7:38 AM	8:38 AM	9:38 AM	10:38 AM	11:38 AM	12:38 PM	1:38 PM	2:38 PM	3:38 PM	4:38 PM		
10	7:46 AM	8:46 AM	9:46 AM	10:46 AM	11:46 AM	12:46 PM	1:46 PM	2:46 PM	3:46 PM	4:46 PM		
11	7:50 AM	8:50 AM	9:50 AM	10:50 AM	11:50 AM	12:50 PM	1:50 PM	2:50 PM	3:50 PM	4:50 PM		
12	7:54 AM	8:54 AM	9:54 AM	10:54 AM	11:54 AM	12:54 PM	1:54 PM	2:54 PM	3:54 PM	4:54 PM		
13	7:59 AM	8:59 AM	9:59 AM	10:59 AM	11:59 AM	12:59 PM	1:59 PM	2:59 PM	3:59 PM	4:59 PM		
14	8:03 AM	9:03 AM	10:03 AM	11:03 AM	12:03 PM	1:03 PM	2:03 PM	3:03 PM	4:03 PM	5:03 PM		
15	8:08 AM	9:08 AM	10:08 AM	11:08 AM	12:08 PM	1:08 PM	2:08 PM	3:08 PM	4:08 PM	5:08 PM		
16	8:10 AM	9:10 AM	10:10 AM	11:10 AM	12:10 PM	1:10 PM	2:10 PM	3:10 PM	4:10 PM	5:10 PM		
17	8:12 AM	9:12 AM	10:12 AM	11:12 AM	12:12 PM	1:12 PM	2:12 PM	3:12 PM	4:12 PM	5:12 PM		
18	8:21 AM	9:21 AM	10:21 AM	11:21 AM	12:21 PM	1:21 PM	2:21 PM	3:21 PM	4:21 PM	5:21 PM		



Route Schedule

1 Festival Marketplace
2 Copans Rd. WB / Centura Parc
3 42 Ave. NB / Copans Rd.
4 Turtle Creek Drive - Walmart NB
5 Winston Park Blvd. EB - WP Elementary
6 441 / Johnson Rd. WB - Coral Creek
7 Hillsboro Blvd. / NW 39 Ave.
8 441 / Johnson Rd. EB - Coral Creek
9 Winston Park Blvd. WB - WP Elementary
10 Turtle Creek Drive - Walmart SB
11 42 Ave. SB / Copans Rd.
12 Copans Rd. EB / Centura Parc
1 Festival Marketplace

MARGATE CONNECTIONS
954-972-6497

	BUS 2	BUS 2	BUS 2	BUS 2	BUS 2	BUS 2	BUS 2
1		9:54 AM	11:54 AM	1:54 PM	3:54 PM	5:54 PM
2		9:58 AM	11:58 AM	1:58 PM	3:58 PM	6:00 PM
3	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	
4	8:16 AM	10:16 AM	12:16 PM	2:16 PM	4:16 PM	
5	8:24 AM	10:24 AM	12:24 PM	2:24 PM	4:24 PM	
6	8:33 AM	10:33 AM	12:33 PM	2:33 PM	4:33 PM	
7	8:54 AM	10:54 AM	12:54 PM	2:54 PM	4:54 PM	
8	8:59 AM	10:59 AM	12:59 PM	2:59 PM	4:59 PM	
9	9:09 AM	11:09 AM	1:09 PM	3:09 PM	5:09 PM	
10	9:16 AM	11:16 AM	1:16 PM	3:16 PM	5:16 PM	
11	9:29 AM	11:29 AM	1:29 PM	3:29 PM	5:29 PM	
12	9:30 AM	11:30 AM	1:30 PM	3:30 PM	5:30 PM	
1	9:54 AM	11:54 AM	1:54 PM	3:54 PM	5:54 PM	

Application for Development Approval – April 2009

Table 2-1
Existing Services

Route Number	Days of Service	Frequency			Span of Service			Major Corridor(s) Served	FY 2007 Ridership
		Wkdy	Sat	Sun	Wkdy	Sat	Sun		
Route 1	Mon-Sun	15/30-60	30/30	30/30	5:05a - 11:59p	5:05a - 12:09a	8:20a - 9:34p	US 1/Federal Highway	2,523,651
Route 2	Mon-Sun	20/30	30/30	45/45	5:35a - 12:35a	5:40a - 11:45p	8:10a - 9:35p	University Drive	2,305,380
Route 3	Mon-Sat	60/60	60/60	N/S	6:25a - 8:05p	6:25a - 8:05p	n/a	Taft Street	310,407
Route 4	Mon-Sun	40/40	40/40	50/50	5:35a - 11:35p	5:35a - 10:25p	9:00a - 8:55p	A1A-Hollywood	582,691
Route 5	Mon-Sun	60/60	60/60	60/60	6:05a - 9:45p	8:35a - 9:25p	9:40a - 8:30p	Pembroke Road	518,384
Route 6	Mon-Sun	30/30	40/40	60/60	5:50a - 9:55p	5:20a - 9:50p	9:05a - 8:45p	N/A	710,963
Route 7	Mon-Sun	30/30	30/30	40/40	5:15a -11:40p	5:30a - 11:45p	9:35a - 7:05p	Hollywood/Pines Boulevard	1,351,283
Route 9	Mon-Sun	45/45	60/60	60/60	5:30a - 10:55p	6:35a - 10:45p	8:30a - 8:10p	Johnson Street/Davie Road	651,782
Route 10	Mon-Sun	30/40	30/40	40/40	5:20a - 11:53	5:20a - 11:41p	8:50a - 8:36p	US 1/Federal Highway	1,245,881
Route 11	Mon-Sun	30/60	30/30	45/45	5:00a - 11:55p	5:00a - 11:55p	7:25a - 9:15p	Las Olas Boulevard/A1A	1,267,213
Route 12	Mon-Sun	45/45	60/60	60/60	6:00a - 8:00p	6:00a - 8:15p	10:00a -7:45p	Sheridan Street/Davie Road	549,748
Route 14	Mon-Sun	20/30	45/45	45/45	5:05a - 11:50p	5:30a - 11:23p	9:15a -8:20p	Powerline Road	1,401,153
Route 15	Mon-Sun	45/45	45/45	90/90	5:40a - 10:05p	5:40a -10:05p	10:55a - 7:05p	North 56th Avenue	201,008
Route 16	Mon-Sun	30/60	60/60	60/60	6:00a - 9:45p	6:00a - 9:45p	10:00a - 6:45p	Stirling Road	*86,376
Route 17	Mon-Sun	60/60	60/60	60/60	6:00a - 8:23p	6:00a - 8:23p	10:00a - 6:50p	N/A	121,384
Route 18	Mon-Sun	15/30	20/40	30/30	4:40a - 12:38a	4:45a -12:20p	6:45a - 10:21p	S.R. 7/Highway 441	4,597,692
Route 20	Mon-Sun	40/60	40/60	60/60	5:40a - 9:45p	5:40a - 9:45p	10:00a - 6:50p	N/A	518,750
Route 22	Mon-Sun	15/25-40	30/50	30/45	5:20a - 9:45p	5:25a - 12:10p	8:20a - 9:35p	Broward Boulevard	1,471,285
Route 23	Mon-Sun	40/60	60/60	60/60	6:30a - 7:40p	8:00a - 7:50p	8:00a - 7:50p	N/A	185,420
Route 28	Mon-Sun	30/30	30/30	45/45	5:25a - 11:55p	5:25a - 11:40p	9:30a - 7:05p	Miramar Parkway	970,066
Route 30	Mon-Sun	30/30	30/30	45/45	5:30a - 11:20p	6:00a - 11:23p	9:30a - 7:50p	Davie Boulevard/Peters Road	711,884
Route 31	Mon-Sun	20/45	30/45	45/45	5:05a - 11:40p	5:35a - 11:40p	9:00a - 8:55p	ML King/Lyons Road	1,148,488
Route 34	Mon-Sun	30/30	40/40	60/60	5:15a - 10:20p	5:30a - 9:05p	8:20a - 6:45p	Sample Road	831,667
Route 36	Mon-Sun	15/20-30	30/30	30/30	5:00a - 2:25p	5:15a - 12:10a	8:05a - 9:30p	Sunrise Boulevard	2,591,567
Route 40	Mon-Sun	20/30	30/30	40/40	5:30a - 11:25p	5:30a - 11:25p	7:40a - 8:05p	N/A	1,514,591
Route 42	Mon-Sun	30/30	40/40	60/60	5:20a - 11:00p	5:40a - 10:35p	8:45a - 8:20p	Atlantic Boulevard	700,838
Route 50	Mon-Sun	20/30-60	45/45	40/40	5:15a - 11:45p	5:30a - 11:45p	8:25a - 8:55p	Dixie Highway	1,623,007
Route 55	Mon-Sun	40/40	60/60	60/60	5:15a - 9:20p	5:35a – 9:05p	8:55a - 7:25p	Commercial Blvd./Bayview Dr.	652,814
Route 56	Mon-Sun	30/30	45/45	45/45	6:30a - 9:55p	7:10a - 7:50p	8:15a— 7:35p	N/A	644,648

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Table 2-1
Existing Services (cont)

Route Number	Days of Service	Frequency			Span of Service			Major Corridor(s) Served	FY 2007 Ridership
		Wkdy	Sat	Sun	Wkdy	Sat	Sun		
Route 57	Mon-Sat	80/80	70/70	n/a	7:00a - 7:45p	8:35a - 6:50p	n/a	N/A	59,134
Route 60	Mon-Sun	20/30	30/45	45/45	5:26a - 11:41p	5:30a - 11:10p	9:05a - 8:00p	Andrews Avenue	1,507,144
Route 62	Mon-Sun	30/30	60/60	60/60	5:10a - 9:40p	6:40a - 8:10p	8:20a - 7:45p	N/A	646,393
Route 72	Mon-Sun	15/20-30	30/30	30/30	5:00a - 12:15a	5:30a - 12:15a	8:15a - 9:35p	Oakland Park Boulevard	2,513,383
Route 81	Mon-Sun	30/30-60	30/30 -60	60/60	6:00a - 11:55p	5:30a - 11:55p	8:30a - 6:25p	N/A	816,623
Route 83	Mon-Sun	25/30-40	45/45	60/60	5:40a - 10:05p	6:10a - 10:05p	9:00a - 7:45p	Copans Road	504,809
Route 88	Mon-Sun	30/60	60/60	60/60	6:00a - 8:45p	6:30a - 8:15p	8:30a - 7:15p	Pine Island Drive/Riverside Drive	361,437
Route 92	Mon-Sun	45/45	45/45	60/60	7:50a - 9:00p	8:45a – 9:00p	12:25p - 7:00p	Hillsboro Boulevard	115,809
Route 93	Mon-Sun	90/90	90/90	60/60	9:30a - 9:50p	9:30a - 9:50p	11:00a - 6:00p	Sample Road/Copans Road	44,682
Route 94	Mon-Sun	45/45	45/45	60/60	9:00a - 3:25p	9:45a - 3:25p	12:00p - 6:18p	Hillsboro Boulevard	*
Route 95	Mon-Sat	90/90	90/90	n/a	8:20a - 5:05p	8:20a - 5:05p	N/A	Sample Road	38,896
Route 97	Mon-Sat	60/60	60/60	n/a	10:00a - 4:55p	10:00a - 4:55p	N/A	Military Trail	18,629
U.S. 1 (Breeze)	Mon-Fri	30/30	n/a	n/a	6:05a - 7:13p	N/A	N/A	US 1/Federal Highway	162,724
Hwy 441 (Breeze)	Mon-Fri	30/30	n/a	n/a	5:07a - 7:52p	N/A	N/A	S.R. 7/Highway 441	446,012

*Route 16 started service on March 25, 2007
** 1 Breeze started service on March 26, 2007

Table 2-2
Community Bus Operating Characteristics

Municipality	Route Name	Days	Hours (Weekdays)	Hours (Saturday)	Hours (Sunday)	Connecting BCT Routes	Connecting Community Bus and/or Tri-Rail	Fare	Frequency	Number of Buses
Coconut Creek	N	Mon - Fri	7:00a - 5:56p	7:00a - 5:56p	N/A	14, 16, 31, 34, 83, 441 Breeze	Margate, Coconut Creek S	Free	60 min	2
Coconut Creek	S	Mon - Fri	6:30a - 6:00p	6:30a - 6:00p	N/A	16, 31, 34, 42, 60, 83, 441 Breeze	Margate, Coconut Creek N	Free	60 min	2
Cooper City	Cooper City	Mon - Fri	8:00a - 4:25p	8:00a - 4:25p	N/A	2, 23	Davie Green, Pembroke Pines Gold	Free	60 min	1
Coral Springs	BLUE	Mon - Fri	6:00a - 5:55p	12:00p - 4:55p	12:00p - 4:55p	2, 34, 42, 62, 83, 88	Margate A & C, Coral Springs Green	Free	60 min	1
Coral Springs	GREEN	Mon - Fri	8:00a - 5:54p	12:00p - 4:54p	12:00p - 4:54p	2, 34, 62, 83, 88	Coral Springs Blue	Free	60 min	1
Dania Beach	EAST	Mon - Fri	9:00a - 5:30p	9:00a - 5:30p	N/A	1, 4, 12, 16, 17	Dania Beach West	Free	30 min	1
Dania Beach	WEST	Mon - Fri	9:00a - 5:47p	9:00a - 5:47p	N/A	1, 4, 6, 12, 15, 16, 17	Tri-Rail/ SFEC Express, Tri-Rail, Dania Beach East	Free	60 min	1
Davie	BLUE	Mon - Fri	5:50a - 8:15p	8:00a - 6:05p	N/A	2, 12, 22, 23, 30, 56, 88	Plantation, Davie Green	Free	45 min	2
Davie	GREEN	Mon - Fri	7:00a - 7:39p	8:00a - 4:54p	N/A	2, 9, 12, 16	Tri-Rail/ SFEC Express, Cooper City, Davie Blue	Free	45 min	2
Davie SFEC	Tri-Rail/ SFEC Express	Mon - Fri	6:28a - 8:12p	N/A	N/A	2, 4, 6, 9, 12, 15, 16	Davie Green & Blue, Dania Beach West, Tri-Rail	Free	30 min	2
Deerfield Beach	Express I	Mon - Fri	8:00a - 3:50p	N/A	N/A	14, 50, 92, 93, 94, 95, 97	Palm Tran, Tri-Rail, Deerfield Beach 2 & 3	Free	60 min	1
Deerfield Beach	Express II	Mon - Fri	8:00a - 3:50p	N/A	N/A	10, 20, 34, 50, 92, 93, 94, 95	Pompano Beach, Palm Tran, Hillsboro Beach, Lighthouse Point, Deerfield Beach 1 & 3	Free	60 min	1
Deerfield Beach	Express III (Beach Connection)	Mon - Fri	9:00a - 5:55p	9:00a - 5:55p	9:00a - 5:55p	10, 50, 92, 93, 95, 97	Palm Tran, Hillsboro Beach, Deerfield Beach 1 & 2	Free	60 min	1
Ft. Lauderdale TMA	Convention Connection	Thur+Fri	10:00a - 10:00p	10:00a - 10:00p	10:00a - 10:00p	11, 40	Las Olas/Beaches, Tri-Rail Weekend Connector	$0.50	15 min	TMA 3
Ft. Lauderdale TMA	Courthouse Loop	Mon - Fri	7:30a - 6:00p	N/A	N/A	BT,1,6,9,10,11,14,20,22,30,31,40, 50,55,60,81	Lauderdale Manors, Ft Laud Park & Ride, Ft Laud N-W Circulator	Free	20 min	1
Ft. Lauderdale TMA	Galt Ocean Mile / North Beach	Mon - Fri	8:30a - 4:30p	N/A	N/A	10, 11, 20, 36, 55, 62, 72	Lauderdale By The Sea, Oakland Park	Free	55 min	1
Ft. Lauderdale TMA	Galt Ocean Mile / Galleria Mall	N/A	N/A	12:00p - 6:00p	12:00p - 6:00p	11, 36, 40, 62, 72	Ft Laud Las Olas/Beaches, Tri-Rail Wkend Connector, Lauderdale-By-The-Sea	Free	45 min	1
Ft. Lauderdale TMA	Las Olas/Beaches	Thur+Fri	6:00p evening to 12:45a	10:00a - 1:30a	10:00a - 12:30a	BT,1,6,9,10,11,14,20,22,30,31,40, 50,55,60,81	Ft Laud N-W & N-S Circulators, Tri-Rail Wkend Connection, Convention Connection	$0.50	10 min	Shared TMA 4
Ft. Lauderdale TMA	Lauderdale Manors	Mon - Fri	7:00a - 6:30p	N/A	N/A	14, 31, 36	Ft Laud NW Circulator	Free	60 min	1
Ft. Lauderdale TMA	North-South Circulator	Thur+Fri	6:00p-11:00p evenings	11:00a-12:00a	11:00a-11:00p	BT,1,6,9,10,11,14,20,22,30,31,36, 40,50,55,60,81	Ft Laud Courthouse Loop, N-S Circulator, Tri-Rail Wkend Connection Park & Ride	Free	20 min	1
Ft. Lauderdale TMA	Northwest Circulator	Mon - Fri	8:00a - 4:30p	N/A	N/A	BT,1,6,9,10,11,14,20,22,30,31,36, 40,50,55,60,81	Ft Laud. Courthouse Loop, Lauderdale Manors, Park & Ride, Ft Laud N-S Circulator	Free	60 min	1
Ft. Lauderdale TMA	Park & Ride	Mon - Fri	2 AM trips 6:55a & 7:20a 2 PM trips 4:35p & 5:05p	N/A	N/A	BT,1, 6, 9,10,11,14, 20, 22, 30, 31,36, 40, 50, 55, 60, 72, 81	Ft Laud Courthouse Loop, Lauderdale Lakes, Ft Laud N-W & N-S Circulators	$0.50	25 min	shared 2
Ft. Lauderdale TMA	Tri-Rail Weekend Connector	N/A	N/A	7:30a - 10:54p	7:30a - 8:54p	BT,1,6,9,10,11,14,20,22,30,31,36, 40,50,55,60,62,72,81	Las Olas/Beaches, Convention Connection, Ft Laud N-W Circulator	Free	60 min	shared 1
Ft. Lauderdale URC	United Residents Council	Mon - Fri	8:00a - 5:00p	N/A	N/A	BT,1,6,9,10,11,14,20,22,30,31,36, 40,50,55,60,81	Ft. Laud. Courthouse Loop, Northwest Circulator, Lauderdale Manors , Tri-Rail	Free	On Demand	2
Hallandale	Route 3	Mon - Fri	7:00a - 7:00p	7:00a - 7:00p	N/A	1, 5, 6, 28, US1 Breeze	Metro-Dade Service, Hallandale 2	Free	40 min	1
Hillsboro Beach	Hillsboro Beach	Mon - Fri	9:00a - 4:50p	9:00a - 4:50p	N/A	10, 11, 20, 34, 50, 83, 92, 93, 95, US1 Breeze	Lighthouse Point, Deerfield Beach 2 & 3, Pompano Beach, Palm Tram	Free	60 min	1
Lauderdale Lakes	East / West	Mon - Fri	6:30a - 6:23p	6:30a - 6:23p	N/A	18, 31, 56, 72, 81, 441 Breeze	Ft. Laud-Park & Ride, Lauderdale Lakes North/South, Lauderhill, Oakland Park	Free	60 min	1
Lauderdale Lakes	North/South	Mon - Fri	9:00a -7:25p	9:00a -7:25p	N/A	11,18,31,36,40,55, 56, 57, 72, 81, 441 Breeze	Plantation, Lauderhill 1 & 5, Tamarac Red, North Lauderdale East, Ft Laud P&R, Oakland Park West, Lauderdale Lakes East/West	Free	60/90 min	2
Lauderdale-By-The-Sea	Pelican Hopper	Mon - Fri	9:00a - 5:25p	10:00a - 7:55p	8:00a - 6:00p	11, 62 (Sat & Sun) 11, 36, 62, 72 (Wkday)	Ft. Laud. Galt/North Beach (Wkday), Ft. Laud. Tri-Rail Weekend Connector	Free	Wk-45min Sat-30min Sun-30/10	1

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Table 2-2
Community Bus Operating Characteristics Cont'd

Municipality	Route Name	Days	Hours (Weekdays)	Hours (Saturday)	Hours (Sunday)	Connecting BCT Routes	Connecting Community Bus and/or Tri-Rail	Fare	Frequency	Number of Buses
Lauderhill	Route 1	Mon - Fri	6:30a - 6:30p	N/A	N/A	18, 36, 40, 56, 72, 81, 441 Breeze	Lauderdale Lakes, Lauderhill, Plantation	Free	55 min	1
Lauderhill	Route 2	Mon - Fri	6:30a - 6:30p	N/A	N/A	36, 56, 72, 81	Lauderhill, Sunrise 5A & 5B	Free	30 min	1
Lauderhill	Route 3	Mon - Fri	6:25a - 6:25p	N/A	N/A	56, 72, 81	Lauderhill, Lauderdale Lakes East/West, (Sunrise 1, 2, 3, 4B, 5A, 5B, 7)	Free	45 min	1
Lauderhill	Route 4	Mon - Fri	6:30a - 6:30p	N/A	N/A	2, 55, 56, 57, 72, 81, 88	Lauderhill, Lauderdale Lakes East/West, Tamarac	Free	55 min	1
Lauderhill	Route 5	Mon - Fri	8:25a - 8:25p	N/A	N/A	18, 36, 40, 56, 72, 81, 441 Breeze	Lauderdale Lakes, Lauderhill, Plantation	Free	55 min	1
Lighthouse Point	Lighthouse Point	Mon - Fri	8:00a - 4:23p	N/A	N/A	10, 11, 20, 34,83, 93, 95	Hillsboro Beach, Deerfield Beach II	Free	60 min	1
Margate	Route A	Mon - Fri	7:30a - 6:30p	7:30a - 6:30p	N/A	18, 34, 60, 83, 441 Breeze	Coconut Creek, Coral Springs Blue, Margate	$0.25	60 min	1
Margate	Route B	Mon - Fri	6:30a - 6:00p	6:30a - 6:00p	N/A	18, 31, 34, 42, 60, 83, 441 Breeze	Coconut Creek, Margate, Coconut Creek S,	$0.25	60 min	1
Margate	Route C	Mon - Fri	8:30a - 6:50p	8:30a - 6:50p	N/A	2, 18, 34, 42, 60,62, 83, 88, 441 LS	Coconut Creek S, Coral Springs Blue, Margate	$0.25	60 min	1
Margate	Route D	Mon - Fri	7:30a - 6:30p	7:30a - 6:30p	N/A	18, 42, 60, 62, 441 Breeze	Coconut Creek S, North Lauderdale, Margate	$0.25	60 min	1
Margate	Route E	Mon - Fri	7:15a - 6:40p	7:15a - 6:40p	N/A	18, 42, 83, 441 Breeze	Coconut Creek S, North Lauderdale, Margate	$0.25	60 min	1
Miramar	GREEN	Mon - Fri	6:30a - 7:30p	N/A	N/A	2, 3, 5, 7, 23, 28	Pembroke Pines, Miramar	Free	61 min	2
Miramar	ORANGE	Mon - Fri	6:45a - 6:43p	N/A	N/A	5, 28	Miramar	Free	60 min	1
Miramar	RED	Mon - Fri	6:30a - 6:29p	N/A	N/A	2, 3, 5, 7, 23, 28	Pembroke Pines, Miramar	Free	60 min	1
Miramar	YELLOW	Mon - Fri	7:00a - 7:00p	N/A	N/A	2, 5, 17, 18, 28, 441 Breeze	Miramar	Free	60 min	1
North Lauderdale	EAST	Tue - Fri	7:30a - 11:20a & 1:00p - 5:50p	7:30a - 11:20a & 1:00p -	N/A	11, 18, 56, 57, 62, 441 Breeze	Lauderdale Lakes N/S, North Lauderdale West, Margate D & E, Tamarac Red	$0.25	60 min	1
North Lauderdale	WEST	Tue - Fri	7:30a - 11:51a & 1:30p - 5:51p	7:30a - 11:51a & 1:30p -	N/A	57, 62	Margate D & E, North Lauderdale East, Tamarac Red	$0.25	45 min	1
Oakland Park	EAST	Mon - Fri	8:00a - 5:40p	N/A	N/A	10, 14, 20, 50, 55, 60, 72,	Ft Laud Galt/North Beach, Oakland Park West	Free	45 min	1
Oakland Park	WEST	Mon - Fri	8:05a - 5:45p	N/A	N/A	11, 14, 31, 55, 72	Lauderdale Lakes N/S, Oakland Park East	Free	45 min	1
Pembroke Pines	GOLD	Mon - Fri	7:00a - 7:28p	7:00a - 7:28p	N/A	3, 5, 7, 23	Miramar Red, Cooper City, Pembroke Pines Green	Free	30/60 min	3
Pembroke Pines	GREEN	Mon - Fri	7:38a - 7:37p	7:38a - 7:37p	N/A	3, 5, 7, 23	Miramar Red, Pembroke Pines Gold, Pembroke Pines	Free	60 min	2
Plantation	Route A	Mon - Fri	7:10a - 7:45p	8:10a - 5:00p	N/A	2, 12, 18, 22, 30,36, 40, 56, 81, 88, 441 Breeze	Davie Blue, Lauderdale Lakes N/S, Lauderhill 1& 5	Free	Wk-45min Sat-90min	2
Plantation	Route B	Mon - Fri	7:00a - 7:35p	8:00a - 4:50p	N/A	2,12,18,22,30,36,40,56,81,88, 441 Breeze	Davie Blue, Lauderdale Lakes N/S, Lauderhill 1& 5	Free	Wk-45min Sat-90min	2
Pompano Beach	BLUE	Mon - Fri	9:00a - 4:55p	N/A	N/A	10, 11, 20, 34, 42, 50, 60, 83, 93, 95	Deerfield Beach 2, Hillsboro Beach, Pompano Beach	Free	60 min	1
Pompano Beach	GREEN	Mon - Fri	9:00a - 5:00p	N/A	N/A	10, 11, 42, 83, 93, 95	Hillsboro Beach, Pompano Beach	Free	60 min	1
Pompano Beach	GREEN WEST	Mon - Fri	9:00a - 4:55p	N/A	N/A	14, 20, 42, 60	Hillsboro Beach, Pompano Beach	Free	60 min	1
Tamarac	RED	Mon-Wed-Fri	9:00a - 4:45p	N/A	N/A	2, 11, 18, 55, 57, 88, 441 Breeze	Lauderhill 4, North Lauderdale, Lauderdale Lakes N/S, Tamarac	$0.50	60 min	1
Tamarac	YELLOW	Tue & Thr	9:00a - 4:55p	N/A	N/A	2, 55, 57, 62, 88	Lauderhill 4, Sunrise 5A & 5B, Tamarac	$0.50	60 min	1
Wilton Manors	Wilton Manors Daytime	Tue - Fri	8:30a - 4:25p	8:30a - 4:25p	N/A	10, 14, 20, 50, 60, 72,	Oakland Park, Ft Laud Galt	Free	60 min	1
Wilton Manors	Wilton Manors Evening	Thr & Fri	8:00p -11:55p	8:00p -11:55p	N/A	10, 50		Free	30 min	1

Table 7- 5
BCT 2013 Ridership Projections

	Weekday		Saturday		Sunday	
Route No.	2013 Projected Daily Ridership	% Change from 2008	2013 Projected Daily Ridership	% Change from 2008	2013 Projected Daily Ridership	% Change from 2008
1	9597	19.9%	5982	8.5%	3592	18.1%
2	9312	23.0%	5383	14.9%	2272	21.5%
3	1193	18.2%	857	9.3%	n/a	n/a
4	2139	21.0%	1604	8.2%	866	8.7%
5	1945	21.5%	1256	14.4%	769	8.6%
6	2945	19.7%	1499	11.7%	522	7.6%
7	5356	21.5%	3434	20.1%	1457	33.9%
9	2705	23.6%	1408	19.3%	811	39.3%
10	4493	15.2%	3109	9.8%	1628	20.9%
11	4812	19.1%	3190	12.1%	1753	16.5%
12	2149	16.2%	1007	14.3%	528	17.4%
14	5620	17.7%	2605	9.8%	1083	6.4%
15	780	18.7%	451	14.7%	96	6.7%
17	420	19.5%	276	21.2%	124	27.6%
18	18728	29.0%	12555	19.2%	6279	24.7%
20	1939	15.8%	1244	9.0%	320	11.9%
22	5669	16.5%	3071	3.5%	2225	43.4%
23	690	17.7%	419	22.8%	269	11.3%
28	3886	23.7%	2309	15.4%	707	8.7%
30	2780	18.1%	1841	14.3%	737	23.3%
31	4614	20.2%	2154	7.7%	877	9.5%
34	3393	17.4%	1627	22.4%	666	20.9%
36	9899	21.8%	7252	15.1%	3714	11.8%
40	5688	19.6%	3938	12.3%	2285	21.5%
42	2619	12.2%	1675	8.2%	720	16.0%
50	6373	17.3%	3048	8.9%	1490	8.2%
55	2600	14.1%	1126	11.2%	483	12.6%
56	2475	18.9%	1389	23.0%	574	13.3%
57	232	18.0%	180	9.1%	n/a	n/a
60	5803	19.9%	3044	7.8%	1114	3.6%
62	2697	20.6%	1159	18.0%	645	19.1%
72	10485	24.8%	6070	16.0%	2714	11.3%
81	3093	22.3%	2385	11.3%	563	3.5%
83	1929	17.2%	1090	7.6%	454	8.1%
88	1477	20.1%	612	13.3%	320	13.0%
92	135	19.3%	238	9.0%	79	7.9%
93	117	16.6%	202	8.7%	182	10.3%
94	130	14.9%	228	4.4%	78	7.0%
95	139	18.6%	101	7.8%	n/a	n/a
97	61	13.3%	84	5.4%	n/a	n/a
441	2175	24.4%	n/a	n/a	n/a	n/a
Total	**153,289**	**20.9%**	**91,106**	**13.3%**	**42,995**	**17.6%**

Table 7- 6
BCT 2018 Ridership Projections

	Weekday		Saturday		Sunday	
Route No.	2018 Projected Daily Ridership	% Change from 2008	2018 Projected Daily Ridership	% Change from 2008	2018 Projected Daily Ridership	% Change from 2008
1	11075	38.4%	6461	17.2%	4078	34.0%
2	11269	48.8%	6077	29.7%	2816	50.6%
3	1388	37.6%	937	19.5%	n/a	n/a
4	2495	41.1%	1730	16.7%	940	18.1%
5	2304	43.9%	1423	29.6%	826	16.7%
6	3461	40.7%	1651	23.1%	560	15.4%
7	6296	42.8%	4069	42.3%	1987	82.6%
9	3189	45.7%	1567	32.7%	996	71.1%
10	5104	30.8%	3358	18.6%	1931	43.3%
11	5626	39.3%	3542	24.5%	2024	34.5%
12	2438	31.9%	1127	27.9%	638	41.8%
14	6499	36.1%	2832	19.4%	1151	13.0%
15	902	37.2%	509	29.5%	102	12.9%
17	496	41.2%	342	49.8%	163	68.2%
18	23465	61.7%	14730	39.8%	8040	59.6%
20	2232	33.3%	1364	19.5%	366	27.9%
22	6341	30.4%	3136	5.7%	2630	69.6%
23	812	38.5%	501	47.0%	309	27.7%
28	4717	50.2%	2633	31.6%	765	17.7%
30	3188	35.4%	2038	26.5%	915	53.0%
31	5305	38.3%	2289	14.4%	958	19.6%
34	3899	34.9%	1787	34.5%	828	50.3%
36	11845	45.8%	8213	30.3%	4191	26.2%
40	6579	38.4%	4343	23.8%	2476	31.6%
42	2938	25.9%	1809	16.8%	847	36.4%
50	7241	33.3%	3285	17.3%	1614	17.2%
55	2984	31.0%	1242	22.7%	548	27.7%
56	2810	35.0%	1671	48.0%	663	31.0%
57	269	36.5%	195	18.4%	n/a	n/a
60	6850	41.5%	3240	14.8%	1148	6.8%
62	3184	42.3%	1391	41.7%	795	46.7%
72	12576	49.7%	6886	31.6%	3001	23.0%
81	3650	44.3%	2596	21.1%	575	5.8%
83	2236	35.8%	1168	15.3%	489	16.4%
88	1740	41.4%	701	29.7%	363	28.4%
92	160	41.5%	260	19.3%	85	16.3%
93	135	34.7%	220	18.0%	200	21.7%
94	147	30.1%	237	8.6%	83	13.7%
95	164	39.8%	109	16.1%	n/a	n/a
97	69	27.6%	89	11.0%	n/a	n/a
441	2579	47.5%	6461	17.2%	n/a	n/a
Total	**180,652**	**42.5%**	**101,755**	**26.5%**	**50,101**	**37.1%**

Table **7-10**

Inputs for Top 50% of Best Performing Routes

Route	Total Annual Passenger Boardings	Total Annual Revenue Hours	Total Annual Revenue Miles	Fare Revenue By Route	Fully Allocated Cost
18	4,597,692	83,797.30	1,146,201.46	$2,337,566.03	$7,122,770.50
72	2,513,383	45,222.25	564,301.32	$1,277,858.27	$3,843,891.25
1	2,523,651	47,549.55	575,846.05	$1,283,078.74	$4,041,711.75
60	1,507,144	31,298.28	428,415.77	$766,264.60	$2,660,353.80
40	1,514,591	32,372.00	361,447.16	$770,050.82	$2,751,620.00
34	831,667	19,277.00	258,274.29	$422,837.49	$1,638,545.00
30	711,884	16,317.75	220,119.38	$361,937.22	$1,387,008.75
7	1,351,283	31,598.17	403,605.63	$687,021.50	$2,685,844.45
50	1,623,007	36,821.05	429,555.19	$825,171.86	$3,129,789.25
14	1,401,153	31,643.60	456,354.61	$712,376.48	$2,689,706.00
36	2,591,567	60,209.67	788,728.87	$1,317,608.70	$5,117,821.95
22	1,471,285	36,440.33	493,303.40	$748,033.11	$3,097,428.05
81	816,623	20,768.92	254,633.59	$415,188.79	$1,765,358.20
10	1,245,881	31,900.83	423,284.08	$633,432.84	$2,711,570.55
28	970,066	26,671.17	370,197.41	$493,202.53	$2,267,049.45
5	518,348	14,268.00	165,419.68	$263,539.33	$1,212,780.00
42	700,838	19,826.17	228,166.10	$356,321.19	$1,685,224.45
2	2,305,380	61,399.83	887,870.66	$1,172,105.04	$5,218,985.55
31	1,148,488	32,060.33	496,636.11	$583,916.13	$2,725,128.05
11	1,267,213	37,813.17	525,628.13	$644,278.49	$3,214,119.45
12	549,748	17,239.42	238,953.82	$279,503.77	$1,465,350.70

Table 7-11

Inputs for Lower Performing 50% of System Routes

Route #	Total Annual Passenger Boardings	Total Annual Revenue Hours	Total Annual Revenue Miles	Fare Revenue By Route	Fully Allocated Cost
441	464,675	13,457.77	219,462.35	$236,250.82	$1,143,910.45
9	651,782	21,410.08	304,618.54	$331,380.06	$1,819,856.80
62	646,393	20,676.75	316,667.08	$328,640.18	$1,757,523.75
55	652,814	22,922.03	318,645.06	$331,904.75	$1,948,372.55
20	518,750	19,205.58	255,468.21	$263,743.72	$1,632,474.30
6	710,963	27,808.92	348,984.61	$361,468.96	$2,363,758.20
83	504,809	18,779.18	300,769.15	$256,655.81	$1,596,230.30
4	582,691	22,363.33	331,550.95	$296,252.70	$1,900,883.05
88	361,437	13,797.40	221,477.88	$183,762.39	$1,172,779.00
3	310,407	12,356.75	162,908.02	$157,817.63	$1,050,323.75
17	121,384	5,084.65	63,089.23	$61,714.25	$432,195.25
56	644,648	28,877.08	390,586.79	$327,752.98	$2,454,551.80
92/94	115,809	5,830.42	58,457.18	$58,879.80	$495,585.70
15	201,008	10,336.33	173,249.39	$102,196.81	$878,588.05
57	59,134	3,760.58	60,851.53	$30,065.00	$319,649.30
23	185,420	10,586.00	215,734.25	$94,271.54	$899,810.00
101	121,234	9,381.07	63,844.93	$61,637.99	$797,390.95
93	44,682	3,314.25	46,200.82	$22,717.30	$281,711.25
95	38,896	2,916.50	44,494.43	$19,775.57	$247,902.50
97	18,269	2,123.42	20,084.55	$9,288.35	$180,490.70
16	86,376	14,952.33	209,179.93	$43,915.43	$1,270,948.05
Totals	**39,202,473**	**1,024,435.21**	**13,843,267.59**	**$19,931,385.00**	**$87,076,992.85**

Table 7-12
Performance Measures and Percent of System Average
Top 50% of Best Performing Routes

Route #	Productivity Ranking	Percent of System Average	Total Passengers per Revenue Hour	Percent of System Average	Total Passengers per Revenue Mile	Percent of System Average	AM Passengers per Revenue Hour (2008)	Percent of System Average	PM Passengers per Revenue Hour (2008)	Percent of System Average	Cost per Passenger	Percent of System Average	Subsidy per Passenger	Percent of System Average
18	32.8%	143.4%	54.87	143.4%	4.01	141.6%	58.8	154.2%	68.0	169.3%	$1.55	143.4%	$1.04	164.6%
72	33.2%	145.2%	55.58	145.2%	4.45	157.3%	51.4	134.8%	65.0	161.9%	$1.53	145.2%	$1.02	167.8%
1	31.7%	138.7%	53.07	138.7%	4.38	154.8%	51.8	135.8%	62.7	156.1%	$1.60	138.7%	$1.09	156.7%
60	28.8%	125.8%	48.15	125.8%	3.52	124.2%	47.1	123.5%	52.2	130.0%	$1.77	125.8%	$1.26	136.3%
40	28.0%	122.3%	46.79	122.3%	4.19	148.0%	42.9	112.5%	49.0	122.0%	$1.82	122.3%	$1.31	130.9%
34	25.8%	112.7%	43.14	112.7%	3.22	113.7%	61.4	161.0%	59.2	147.4%	$1.97	112.7%	$1.46	117.2%
30	26.1%	114.0%	43.63	114.0%	3.23	114.2%	55.6	145.8%	59.0	146.9%	$1.95	114.0%	$1.44	118.9%
7	25.6%	111.8%	42.76	111.8%	3.35	118.2%	47.9	125.6%	66.6	165.8%	$1.99	111.8%	$1.48	115.8%
50	26.4%	115.2%	44.08	115.2%	3.78	133.4%	51.8	135.8%	49.7	123.8%	$1.93	115.2%	$1.42	120.6%
14	26.5%	115.7%	44.28	115.7%	3.07	108.4%	42.9	112.5%	48.8	121.5%	$1.92	115.7%	$1.41	121.4%
36	25.7%	112.5%	43.04	112.5%	3.29	116.0%	39.4	103.3%	49.8	124.0%	$1.97	112.5%	$1.47	116.8%
22	24.2%	105.5%	40.38	105.5%	2.98	105.3%	37.3	97.8%	51.1	127.2%	$2.11	105.5%	$1.60	107.3%
81	23.5%	102.7%	39.32	102.7%	3.21	113.2%	41.9	109.9%	47.6	118.5%	$2.16	102.7%	$1.65	103.6%
10	23.4%	102.1%	39.05	102.1%	2.94	103.9%	38.8	101.8%	45.7	113.8%	$2.18	102.1%	$1.67	102.7%
28	21.8%	95.0%	36.37	95.0%	2.62	92.5%	45.9	120.4%	51.0	127.0%	$2.34	95.0%	$1.83	93.7%
5	21.7%	94.9%	36.33	94.9%	3.13	110.7%	47.3	124.0%	37.8	94.1%	$2.34	94.9%	$1.83	93.5%
42	21.1%	92.4%	35.35	92.4%	3.07	108.5%	39.6	103.9%	49.0	122.0%	$2.40	92.4%	$1.90	90.3%
2	22.5%	98.1%	37.55	98.1%	2.60	91.7%	38.0	99.7%	46.8	116.5%	$2.26	98.1%	$1.76	97.6%
31	21.4%	93.6%	35.82	93.6%	2.31	81.7%	41.0	107.5%	36.3	90.4%	$2.37	93.6%	$1.86	91.9%
11	20.0%	87.6%	33.51	87.6%	2.41	85.1%	40.8	107.0%	44.2	110.1%	$2.54	87.6%	$2.03	84.5%
12	19.1%	83.3%	31.89	83.3%	2.30	81.2%	37.9	99.4%	37.0	92.1%	$2.67	83.3%	$2.16	79.4%

Table 7-13
Performance Measures and Percent of System Average
Lower Performing 50% of System Routes

Route #	Productivity Ranking	Percent of System Average	Total Passengers per Revenue Hour	Percent of System Average	Total Passengers per Revenue Mile	Percent of System Average	AM Passengers per Revenue Hour (2008)	Percent of System Average	PM Passengers per Revenue Hour (2008)	Percent of System Average	Cost per Passenger	Percent of System Average	Subsidy per Passenger	Percent of System Average
441	20.7%	90.2%	34.53	90.2%	2.12	74.8%	34.9	91.5%	30.3	75.4%	$2.46	90.2%	$1.95	87.7%
9	18.2%	79.6%	30.44	79.6%	2.14	75.6%	42.0	110.1%	38.7	96.4%	$2.79	79.6%	$2.28	75.0%
62	18.7%	81.7%	31.26	81.7%	2.04	72.1%	35.3	92.6%	33.3	82.9%	$2.72	81.7%	$2.21	77.5%
55	17.0%	74.4%	28.48	74.4%	2.05	72.3%	38.8	101.8%	34.6	86.2%	$2.98	74.4%	$2.48	69.2%
20	16.2%	70.6%	27.01	70.6%	2.03	71.7%	32.2	84.4%	32.9	81.9%	$3.15	70.6%	$2.64	64.9%
6	15.3%	66.8%	25.57	66.8%	2.04	71.9%	34.3	90.0%	31.3	77.9%	$3.32	66.8%	$2.82	60.8%
83	16.1%	70.2%	26.88	70.2%	1.68	59.3%	27.6	72.4%	26.6	66.2%	$3.16	70.2%	$2.65	64.5%
4	15.6%	68.1%	26.06	68.1%	1.76	62.1%	24.9	65.3%	30.7	76.4%	$3.26	68.1%	$2.75	62.2%
88	15.7%	68.5%	26.20	68.5%	1.63	57.6%	28.4	74.5%	28.0	69.7%	$3.24	68.5%	$2.74	62.6%
3	15.0%	65.6%	25.12	65.6%	1.91	67.3%	22.1	58.0%	24.0	59.8%	$3.38	65.6%	$2.88	59.6%
17	14.3%	62.4%	23.87	62.4%	1.92	67.9%	20.3	53.2%	23.4	58.3%	$3.56	62.4%	$3.05	56.1%
56	13.4%	58.3%	22.32	58.3%	1.65	58.3%	30.6	80.2%	22.9	57.0%	$3.81	58.3%	$3.30	51.9%
92/94	11.9%	51.9%	19.86	51.9%	1.98	70.0%	N/A		N/A	0.0%	$4.28	51.9%	$3.77	45.4%
15	11.6%	50.8%	19.45	50.8%	1.16	41.0%	26.0	68.2%	24.6	61.3%	$4.37	50.8%	$3.86	44.3%
57	9.4%	41.1%	15.72	41.1%	0.97	34.3%	31.6	82.9%	19.6	48.8%	$5.41	41.1%	$4.90	35.0%
23	10.5%	45.8%	17.52	45.8%	0.86	30.4%	27.9	73.2%	15.9	39.6%	$4.85	45.8%	$4.34	39.4%
101	7.7%	33.8%	12.92	33.8%	1.90	67.1%	17.0	44.6%	16.1	40.1%	$6.58	33.8%	$6.07	28.2%
93	8.1%	35.2%	13.48	35.2%	0.97	34.2%	N/A		N/A	0.0%	$6.30	35.2%	$5.80	29.5%
95	8.0%	34.9%	13.34	34.9%	0.87	30.9%	N/A		N/A	0.0%	$6.37	34.9%	$5.87	29.2%
97	5.1%	22.5%	8.60	22.5%	0.91	32.1%	N/A		N/A	0.0%	$9.88	22.5%	$9.37	18.3%
16	3.5%	15.1%	5.78	15.1%	0.41	14.6%	15.6	40.9%	16.7	41.6%	$14.71	15.1%	$14.21	12.1%
Totals	**22.9%**		**38.27**		**2.83**		**38.13**		**40.16**		**$2.22**		**$1.71**	

Table 7-14
Overall Composite Score and Route Ranking
Top 50% of Best Performing Routes

Route #	Composite	Rank
18	151.4%	1
72	151.1%	2
1	145.6%	3
60	127.4%	4
40	125.7%	5
34	125.4%	6
30	124.0%	7
7	123.0%	8
50	122.7%	9
14	115.8%	10
36	113.9%	11
22	107.7%	12
81	107.6%	13
10	104.0%	14
28	102.7%	15
5	101.0%	16
42	100.3%	17
2	100.0%	18
31	93.2%	19
11	92.8%	20
12	86.0%	21

Table 7-15
Overall Composite Score and Route Ranking
Lower Performing 50% of System Routes

Route #	Composite	Rank
441	85.7%	22
9	85.1%	23
62	81.4%	24
55	79.0%	25
20	73.5%	26
6	71.6%	27
83	67.6%	28
4	67.2%	29
88	67.1%	30
3	63.1%	31
17	60.4%	32
56	60.4%	33
92/94	54.2%	34
15	52.5%	35
57	46.3%	36
23	45.7%	37
101	40.2%	38
93	33.9%	39
95	32.9%	40
97	23.6%	41
16	22.1%	42

8.3 Greenway and Waterborne Plans

The unfunded Greenway projects were identified in the Needs Assessment in Section 5. The Greenway network provides support for and linkages to the pedestrian and bicycle networks in Broward County. Thus, all of the unfunded projects were included in the Cost-Feasible Plan because they support a multi-modal transportation network and because they provide off-roadway corridors that enhance safety for non-motorized travel. The Cost-Feasible Greenways projects are illustrated in Table 8-3.

The Waterborne projects serve a similar role, as do the Greenway projects – because they support a multi-modal transportation network and because they provide off-roadway corridors that enhance safety for non-motorized travel. All of the Waterborne transportation projects contained in the Needs Assessment were included in the Cost-Feasible Plan except for the two inter-regional catamaran services that serve the areas of the Boca Raton (Palm Beach County) and Aventura (Miami-Dade County). To maintain a balance for funding commitments among the modes, further discussions will be held with the neighboring counties to determine if joint financial participation can be provided to support these regional projects. The Cost-Feasible Waterborne Transportation projects are illustrated on Table 8-4.

Table 8-3: Cost Feasible Greenway Projects

Project Name	Limits	Length (mi)	Cost ($000)
Dixie Hwy (north)	From north Perimeter Rd to Broward Palm Beach County Line	14.6	10,000
Dixie Hwy (South)	From north Perimeter Rd to Broward Miami-Dade County Line	14.0	10,000
SR A1A	Miami-Dade County Line to Palm Beach County Line	25.7	28,000
C-11	From Flamingo Rd to US 27	13.6	5,200
TOTAL	**4 projects**	**67.9**	**53,200**

Table 8-4: Waterborne Cost-Feasible Plan

Project ID	Project Name	Project Description	Estimated Operating Subsidy [1] ($000)	Capital Cost ($000)
1	Base Service	Hourly Service to 22 stops on New River & Intracoastal Waterway	$31,500	$370
2	Increase Frequency	Thirty-minute headways commencing December 2003	$2,709	$0
3	Downtown Commuters	6:30am to 9:30am service from S.W. 7th Street to Marina Bay	$2,625	$0
4	I-95 Extension	West on New River from S.W. 7th Street to Marina Bay	$6,636	$2,500
5	New Terminal	Optional locations being considered	$0	$2,500
			$43,470	**$5,370**
TOTAL		**5 projects**		**$48,840**

[1] Annual Operating Subsidy multiplied by 21 years. Expressed in 2004 dollars.

8.4 Transit Cost-Feasible Plan

Because of the emphasis that Broward County has placed on a multi-modal transportation system with connectivity to an enhanced transit system, most of the transit projects contained in the

Needs Assessment were retained in the Cost-Feasible Plan. All of the Regular Bus service improvements were retained in the Cost-Feasible Plan because these improvements are consistent with the Transit Development Plan that has previously been approved by Broward County Transit. The Regular Bus service provides the foundation for local bus service that is essential to serving the public and to supporting access to a Premium Transit system.

The Premium Transit projects that were contained in the Needs Assessment were reduced to a relatively small degree to create the Cost-Feasible Plan in recognition of financial constraints and due to concern for community impacts. The following reductions were made to the Needs Assessment projects to create the Cost-Feasible Plan:

- Light Rail service on US 441 throughout Broward County is a desired goal for future implementation. However, within the financial constraints of this plan, Bus Rapid Transit (BRT) service was judged to be a reasonable next step. Thus, the provision of exclusive lanes for peak-period transit service will build on the local bus and limited stop services that are already being provided in the US 441 corridor. As ridership builds and as new funding sources become available, this BRT service can evolve into LRT service.
- Express Bus services on Broward Boulevard and Sheridan Street were judged to be in conflict with the I-595 Light Rail Transit service and the Hollywood/Pines Boulevard Rapid Bus Service, respectively, due to the proximity of these parallel corridors. Thus, these services were deleted from the plan.
- Four Bus Rapid Transit corridors were identified in the Needs Assessment: Oakland Park Boulevard, Pines/Hollywood Boulevard, University Drive, and Sample Road. If exclusive transit lanes were to be provided along these arterial corridors in addition to the six-lane divided section for automobile traffic, the right-of-way cost and community disruption would be significant. Thus, the Cost-Feasible Plan includes the provision for Rapid Bus service instead of BRT service. Rapid Bus service provides for all of the amenities associated with BRT service in terms of station amenities, ITS and Bus Priority signal treatments, state-of-the-art vehicles, and limited stops. The only difference is that Rapid Bus service travel in mixed-flow lanes. This enhanced service will provide for an opportunity for transit ridership to increase. In the future, the option remains for implementing BRT service.

Figure 8-3 illustrates the Premium Transit portion of the Cost-Feasible Plan. Table 8-5 lists all of the Regular and Premium Transit projects in the Cost-Feasible Plan.

8.5 Highway Cost-Feasible Plan

The five goals for this long-range plan study are Multi-Modalism, Economic Development, Safety, Preservation, and Environmental Sensitivity. These goals were used as a basis for selecting those projects that most closely met with community values and desires. Toward this end, eight measurable criteria were selected to evaluate each project that was contained on the Highway Needs Assessment list. The eight criteria are directly related to the five goals as described below:

- Goal #1 - Multi-Modalism
  Criterion – Access to Multi-Modal Facility
- Goal #2 – Economic Development

Table 8-5: Cost Feasible Transit Projects

Project Type	Service Improvement	Route Numbers	Total Operating Subsidy (2004$ - $000)	Total Capital Cost (1) ($000)
Regular Transit Service				
Local Operations	Transportation trust funds used to subsidize local transit operations, 2010 to 2030		$753,690	$0
Regular Bus	Weekday 10 minute headways	1, 18, 36, and 72	$5,171	$7,800
Regular Bus	Weekday 15 minute headways	2, 14, 31, 40, 50, and 60	$4,575	$6,900
Regular Bus	Weekday 20 minute headways	7, 10, 11, 28, and 83	$3,381	$5,100
Regular Bus	Weekday 30 minute headways	3, 5, 9, 15, 20, 55, and 62	$3,035	$4,500
Regular Bus	Weekday 40 minute headways	57	$184	$300
Regular Bus	Saturday Headway Improvements	2, 9, 14, 15, 31, 50, and 55	$624	$0
Regular Bus	Sunday/Holiday Headway Improvements	6, 7, 9, 10, 11, 14, 15, 30, 40, 50, 55, 81, and 83	$893	$0
Regular Bus	Service Expansion	12 and 88	$2,042	$1,800
Regular Bus	Six New Routes	Galleria to Aventura (4), Atlantic (42), Margate to Sawgrass Mills (44), Hillsboro (89), Stirling (201), and Griffin (202)	$6,545	$7,200
			$780,140	$33,600
	TOTAL			$813,740

Project ID	Project Type	Project Name	Project Alignment Limits	Length (mi)	Total Operating Subsidy (2004$ - in $000)	Total Capital Cost (in $000)
Premium Transit Service						
3	LRT (1)	FEC RR Transit Corridor and Crossing Improvements	From Miami-Dade County to Palm Beach County	24.15	$50,802	$402,895
4	LRT	Central Broward East-West Transit Corridor	From Sawgrass Mills to Int'l Airport via Downtown	21.00	$30,826	$600,000
5	BRT/Rapid Bus (2)	SR 7 Transit "Bridge"	Phase 1: Miami-Dade Co. to I-595; Phase 2: I-595 to Palm Beach Co.	25.50	$10,852	$51,000
7	Rapid Bus	Oakland Park Blvd	From Sawgrass Mills to Downtown via US 1	18.03	$49,153	$40,030
8	Rapid Bus	Pines/Hollywood Blvd	From SW 160th Ave to Young Circle	13.56	$70,600	$31,560
9	Rapid Bus	Sample Road	From Sawgrass Expwy. to Pompano Square Mall via Dixie Hwy	13.61	$36,529	$30,270
10	Rapid Bus	University Drive	From Miami-Dade County to Sample Road	21.02	$56,427	$34,010
11	Express Bus	Atlantic Blvd.	From Sawgrass Expwy. to Pompano TC at Dixie	10.94	$10,755	$1,890
13	Express Bus	Cypress Creek / McNab Road	Sawgrass Mills - Tri-Rail - Downtown TC	18.74	$16,196	$3,150
14	Express Bus	I-75	From Miami-Dade County to Sawgrass Mills	20.67	$32,863	$3,150

Project ID	Project Type	Project Name	Project Alignment Limits	Length (mi)	Total Operating Subsidy (2004$ - in $000)	Total Capital Cost (in $000)
15	Express Bus	Powerline Road	From Downtown Ft. Laud. to Palm Beach Co.	15.05	$26,556	$4,410
16	Express Bus	Sawgrass Expressway	Sawgrass Mills to Boca Raton Tri-Rail Station	20.33	$16,196	$0
18	Express Bus	Sunrise Blvd	Sawgrass Mills to downtown Ft Lauderdale	12.91	$43,220	$4,410
20	Paratransit	Operations and Capital			$285,500	$0
21	Tri-Rail Operations	Contribution to Tri-Rail operations	Miami-Dade to Palm Beach County Lines		$84,000	$0
22	Construction	Build Neighborhood and Regional Transit Centers	At the Cities of Lauderhill, Coral Springs, Miramar, Hollywood, Pompano Beach and Davie (Educational Center)		$0	$8,150
Project Funded by Broward County Aviation Department						
1	Automated People Mover (APM)	Automated People Mover	From FLL Airport to Port Everglades		0	1,150,000
Project Funded by Fort Lauderdale Downtown Development Authority						
2	Light Rail Transit (LRT)	Downtown Light Rail	Downtown Ft. Lauderdale: Andrews and 3rd Ave		$30,986	$51,042
					$851,462	$2,415,967
	TOTAL				**$3,267,429**	
	GRAND TOTAL		**72 Projects**		**$4,081,169**	

[1] Total capital cost is $775 million, only 52% is funded. As an interim step toward implementation, express limited-stop transit service will be provided on US 1.

[2] The LRTP contains sufficient funds for this project to evolve from a Rapid Bus service in mixed-traffic to a BRT service with exclusive transit lanes

Transit Unit Costs

LRT capital cost per vehicle is $2.6 million.

Rapid bus development cost is $2.0 million per centerline mile. This includes right-of-way acquisition for stations, signing, traffic signal priority, and ITS station enhancements.

Express and Local Bus capital cost per vehicle is $315,000.

Year of Implementation for Premium Transit Services

2006: State Road 7 Rapid Bus

2010: Oakland Park Rapid Bus and Sunrise Express Bus

2015: Central Broward East-West Transit Corridor, Pines/Hollywood Rapid Bus, and Powerline Express Bus

2020: FEC LRT, University Drive Rapid Bus, Cypress Creek/McNab Express Bus, and I-75 Express Bus

2025: Downtown FTL LRT, Atlantic Express Bus, Sample Road Rapid Bus, and Sawgrass Express Bus

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Table 7-19
Summary of Service Improvements by Year by Improvement Type

Year	Weekday Frequency	Weekday Span	Saturday Frequency	Saturday Span	Sunday Frequency	Sunday Span	Route Extensions	New Routes	Net New Total Service Hours	Annual Percent Change	Net New Busses	Total Annual Service Hours	Cost per Service Hour	Total Annual Cost
FY 2008												1,024,345	$85.00	$87,069,325
FY 2009	Routes 5, 9, 12, 55							Route 2 Limited, I-95 Express to DT Miami (University, Hollywood and 441), New Route 48	77,726	7.6%	32	1,102,071	$89.25	$98,359,831
FY 2010	Routes 30, 34, 40	Routes 40, 34	Routes 72, 1, 34	Routes 34, 40	Route 40	Routes 72, 1, 60, 40, 34	Route 18	Route 7 Limited, Route 72 Limited	57,558	5.2%	19	1,159,629	$93.71	$108,671,741
FY 2011	Routes 7, 50	Route 7	Routes 50, 14		Routes 7, 50	Routes 30, 7, 50, 14			26,897	2.3%	8	1,186,526	$98.40	$116,751,942
FY 2012	Route 81	Route 81	Route 36			Routes 36, 22, 81		Route 36 Limited, 22 Limited, Route 34 Limited	46,594	3.9%	15	1,233,120	$103.32	$127,403,573
FY 2013	Routes 28, 2, 11	Routes 5, 12		Routes 5, 12	Routes 2, 11	Routes 28, 2, 11, 12			47,919	3.9%	13	1,281,040	$108.48	$138,972,244
FY 2014	Routes 10, 441 Breeze	Routes 42, 55, 62	Route 42	Routes 42, 55, 62	Route 10, 42	Routes 10, 31, 42, 55	Routes 10, 42, 441 Breeze, 62		39,436	3.1%	10	1,320,476	$113.91	$150,412,894
FY 2015	Route 20	Routes 20, 6, 88, 3	Route 4	Routes 20, 6, 4, 3, 88		Routes 20, 6, 4	Routes 88, 48	Route 3 SUN	29,752	2.3%	3	1,350,228	$119.60	$161,492,017
FY 2016	Routes 1 Breeze, 23	Routes 23, 48, 10		Routes 10, 48, 23	Route 15	Routes 10, 48	Routes 1 Breeze, 23		26,230	1.9%	5	1,376,458	$125.58	$172,860,737
FY 2017	Route 48	Routes 14, 48	Route 48	Routes 14, 48		Route 48		Route 14 SUN, Route 23X	29,274	2.1%	7	1,405,732	$131.86	$185,363,868
FY 2018								Douglas Road, McNabb, Nob Hill, Rock Island, Griffin Road, Wiles Road, Palm, Flamingo	187,729	13.4%	37	1,593,461	$138.46	$220,624,258

Table 7-17
Breakdown of Frequency, Proposed Frequency Standard and Passengers per Revenue Hour
2007 Weekday A.M. Peak, Base, P.M. Peak, Overall Weekday, Saturday and Sunday
Top 50% of Best Performing Routes

Route Number		Wkdy Freq	Sat Freq	Sun Freq	Proposed Frequency Standard (subject to COA)	Overall 2007 Passengers per revenue hour	2007 Weekday AM Peak Passengers per revenue hour	2007 Weekday Midday Peak Passengers per revenue hour	2007 Weekday PM Peak Passengers per revenue hour	Overall 2007 Weekday Passengers per revenue hour	Overall 2007 Saturday Passengers per revenue hour	Overall 2007 Sunday Passengers per revenue hour
Route 18	Mon-Sun	15/30	20/40	30/30	15	54.87	58.8	55.7	68.0	54.6	58.0	49.2
Route 72	Mon-Sun	15/20-30	30/30	30/30	15	55.58	51.4	54.8	65.0	56.7	62.9	42.1
Route 1	Mon-Sun	15/30-60	30/30	30/30	15	53.07	51.8	53.3	62.7	53.1	66.1	48.7
Route 60	Mon-Sun	20/30	30/45	45/45	20	48.15	47.1	50.9	52.2	46.4	37.5	34.4
Route 40	Mon-Sun	20/30	30/30	40/40	20	46.79	42.9	54.0	49.0	46.9	46.8	41.0
Route 34	Mon-Sun	30/30	40/40	60/60	20	43.14	61.4	42.6	59.2	46.8	29.4	26.7
Route 30	Mon-Sun	30/30	30/30	45/45	20	43.63	55.6	47.0	59.0	47.3	33.5	31.2
Route 7	Mon-Sun	30/30	30/30	40/40	20	42.76	47.9	44.3	66.6	45.3	30.2	33.7
Route 50	Mon-Sun	20/30-60	45/45	40/40	20	44.08	51.8	45.3	49.7	45.2	41.6	29.3
Route 14	Mon-Sun	20/30	45/45	45/45	20	44.28	42.9	48.8	48.8	43.8	45.6	32.3
Route 36	Mon-Sun	15/20-30	30/30	30/30	20	43.04	39.4	42.2	49.8	41.8	54.7	41.0
Route 22	Mon-Sun	15/25-40	30/50	30/45	30	40.38	37.3	51.3	51.1	42.7	36.5	28.2
Route 81	Mon-Sun	30/30-60	30/30-60	60/60	30	39.32	41.9	42.0	47.6	39.5	33.4	28.2
Route 10	Mon-Sun	30/40	30/40	40/40	30	39.05	38.8	38.8	45.7	40.0	39.7	29.8
Route 28	Mon-Sun	30/30	30/30	45/45	30	36.37	45.9	34.9	51.0	37.9	25.7	25.3
Route 5	Mon-Sun	60/60	60/60	60/60	30	36.33	47.3	40.4	37.8	39.1	29.4	21.9
Route 42	Mon-Sun	30/30	40/40	60/60	30	35.35	39.6	34.3	49.0	36.8	34.0	28.0
Route 2	Mon-Sun	20/30	30/30	45/45	30	37.55	38.0	40.6	46.8	38.8	33.0	25.6
Route 31	Mon-Sun	20/45	30/45	45/45	30	35.82	41.0	39.9	36.3	36.8	29.4	23.5
Route 11	Mon-Sun	30/60	30/30	45/45	30	33.51	40.8	35.1	42.2	36.4	25.9	22.8
Route 12	Mon-Sun	45/45	60/60	60/60	30	31.89	37.9	35.2	37.0	34.5	22.3	17.1

Table 8-5: Cost Feasible Transit Projects

Project Type	Service Improvement	Route Numbers	Total Operating Subsidy (2004$ - $000)	Total Capital Cost (1) ($000)
Regular Transit Service				
Local Operations	Transportation trust funds used to subsidize local transit operations, 2010 to 2030		$753,690	$0
Regular Bus	Weekday 10 minute headways	1, 18, 36, and 72	$5,171	$7,800
Regular Bus	Weekday 15 minute headways	2, 14, 31, 40, 50, and 60	$4,575	$6,900
Regular Bus	Weekday 20 minute headways	7, 10, 11, 28, and 83	$3,381	$5,100
Regular Bus	Weekday 30 minute headways	3, 5, 9, 15, 20, 55, and 62	$3,035	$4,500
Regular Bus	Weekday 40 minute headways	57	$184	$300
Regular Bus	Saturday Headway Improvements	2, 9, 14, 15, 31, 50, and 55	$624	$0
Regular Bus	Sunday/Holiday Headway Improvements	6, 7, 9, 10, 11, 14, 15, 30, 40, 50, 55, 81, and 83	$893	$0
Regular Bus	Service Expansion	12 and 88	$2,042	$1,800
Regular Bus	Six New Routes	Galleria to Aventura (4), Atlantic (42), Margate to Sawgrass Mills (44), Hillsboro (89), Stirling (201), and Griffin (202)	$6,545	$7,200
			$780,140	$33,600
	TOTAL			$813,740

Project ID	Project Type	Project Name	Project Alignment Limits	Length (mi)	Total Operating Subsidy (2004$ - in $000)	Total Capital Cost (in $000)
Premium Transit Service						
3	LRT (1)	FEC RR Transit Corridor and Crossing Improvements	From Miami-Dade County to Palm Beach County	24.15	$50,802	$402,895
4	LRT	Central Broward East-West Transit Corridor	From Sawgrass Mills to Int'l Airport via Downtown	21.00	$30,826	$600,000
5	BRT/Rapid Bus (2)	SR 7 Transit "Bridge"	Phase 1: Miami-Dade Co. to I-595; Phase 2: I-595 to Palm Beach Co.	25.50	$10,852	$51,000
7	Rapid Bus	Oakland Park Blvd	From Sawgrass Mills to Downtown via US 1	18.03	$49,153	$40,030
8	Rapid Bus	Pines/Hollywood Blvd	From SW 160th Ave to Young Circle	13.56	$70,600	$31,560
9	Rapid Bus	Sample Road	From Sawgrass Expwy. to Pompano Square Mall via Dixie Hwy	13.61	$36,529	$30,270
10	Rapid Bus	University Drive	From Miami-Dade County to Sample Road	21.02	$56,427	$34,010
11	Express Bus	Atlantic Blvd.	From Sawgrass Expwy. to Pompano TC at Dixie	10.94	$10,755	$1,890
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16	Express Bus	Sawgrass Expressway	Sawgrass Mills to Boca Raton Tri-Rail Station	20.33	$16,196	$0
18	Express Bus	Sunrise Blvd	Sawgrass Mills to downtown Ft Lauderdale	12.91	$43,220	$4,410
20	Paratransit	Operations and Capital			$285,500	$0
21	Tri-Rail Operations	Contribution to Tri-Rail operations	Miami-Dade to Palm Beach County Lines		$84,000	$0
22	Construction	Build Neighborhood and Regional Transit Centers	At the Cities of Lauderhill, Coral Springs, Miramar, Hollywood, Pompano Beach and Davie (Educational Center)		$0	$8,150
Project Funded by Broward County Aviation Department						
1	Automated People Mover (APM)	Automated People Mover	From FLL Airport to Port Everglades		0	1,150,000
Project Funded by Fort Lauderdale Downtown Development Authority						
2	Light Rail Transit (LRT)	Downtown Light Rail	Downtown Ft. Lauderdale: Andrews and 3rd Ave		$30,986	$51,042
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	TOTAL				**$3,267,429**	
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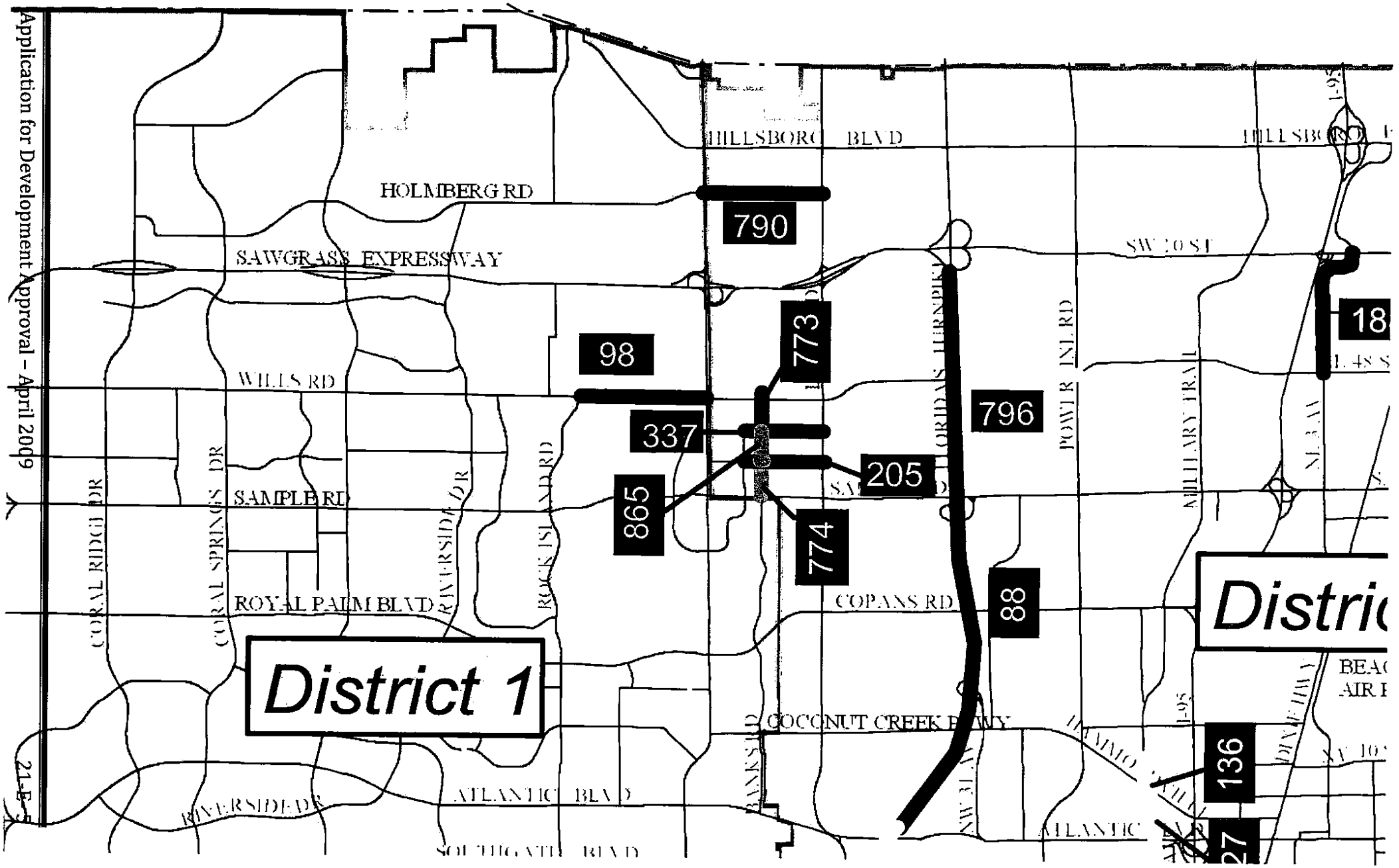
HILLSBORO BLVD
HOLMBERG RD
790
SAWGRASS EXPRESSWAY
SW 10 ST
773
98
WILES RD
796
337
205
865
774
SAMPLE RD
CORAL RIDGE DR
CORAL SPRINGS DR
RIVERSIDE DR
ROCK ISLAND RD
POWER LINE RD
MILITARY TRAIL
ROYAL PALM BLVD
COPANS RD
88
District 1
COCONUT CREEK PKWY
ATLANTIC BLVD
SOUTHGATE BLVD
136
I-95

BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM

5-Year Listing of Federal, State, County and Local Roadway

TIP # / IS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST ($000)	FUND SRC	PHASE	FISCAL YEAR USE BY FUND TYPE ($000) Prior	08-09	09-10	10-11	11-12	12-13	COMMENTS
55 4060951	FTPK MPO District 5	HEFT TO N OF JOHNSON STREET ADD 2L (8LD)		$54,436	FTPK FTPK	CST ENV				$51,964 $2,472			LRTP #30 - CITY OF MIRAMAR, PEMBROKE PINES, HOLLYWOOD, AND DAVIE
1090 4060954	FTPK MPO District 4	N OF JOHNSON STREET TO GRIFFIN ROAD ADD 2L (8LD)		$75,000	PKYI PKYI	CST RRU					$74,000 $1,000		TOWN OF DAVIE, SEMINOLE INDIAN RESERVATION, & CITY OF HOLLYWOOD
67 4060971	FTPK	N OF SUNRISE BLVD TO N OF ATLANTIC BLVD (SB) ADD 2L (8LD)		$2,000	FTPK	INC			$2,000				
1373 4060974	FTPK	SUNRISE BLVD TO ATLANTIC BLVD ADD 2L(8LD)		$52,401	FTPK FTPK	CST INC	$51,236	$1,165					
72 4060991	FTPK MPO District 4	AT HOLLYWOOD BLVD MAJOR INTERCHANGE MODIFICATION		$74,672	FTPK FTPK	ADM CST				$250 $73,422	$500	$500	LRTP#173 - CITY OF HOLLYWOOD
863 4061031	FTPK MPO District 3	@ SUNRISE BLVD INTERCHANGE MODIFICATION - ACCESS IMPROVEMENT		$49,867	FTPK FTPK FTPK	CST PE ROW		$3,939		$11,511		$34,417	CITY OF LAUDERHILL LRTP #183
88 4061501	FTPK MPO District 2	ATLANTIC BLVD TO SAWGRASS EXPRESSWAY ADD 2L 8LD)		$137,063	FTPK FTPK FTPK	CST ENV RRU					$133,472 $1,591 $2,000		LRTP#30 - CITY OF POMPANO BEACH & COCONUT CREEK

BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM

5-Year Listing of Federal, State, County and Local Roadway

TIP # / IS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST ($000)	FUND SRC	PHASE	FISCAL YEAR USE BY FUND TYPE ($000) Prior	08-09	09-10	10-11	11-12	12-13	COMMENTS
98	WILES ROAD MPO District 1	SR 7 TO ROCK ISLAND ROAD ADD 2L (6LD)	3	$13,732	BC BC	CST PE				$2,941	$10,791		CITY OF CORAL SPRINGS
1430	WILTON MANORS, CITY OF MPO District 3	CITYWIDE SIDEWALK CURB AND GUTTER REPLACEMENT		$100	MUN	CST	$20	$20	$20	$20	$20		
1442	WILTON MANORS, CITY OF MPO District 3	CITYWIDE RESURFACING		$183	MUN	CST	$23	$40	$40	$40	$40		

BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM

5-Year Listing of Federal, State, County and Local Roadway

TIP # / iS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST ($000)	FUND SRC	PHASE	FISCAL YEAR USE BY FUND TYPE ($000) Prior	08-09	09-10	10-11	11-12	12-13	COMMENTS
1565 4230021	ATLANTIC BLVD RESURFACING	E OF SR 7 TO SR 849 (NW 31 AVENUE)	2.48	$3,894	DDR DIH DIH	CST CST PE		$170		$3,376 $348			CITY OF MARGATE, COCONUT CREEK AND POMPANO BEACH
773 MPO District 2	BANKS ROAD NEW (4LD)	WILES ROAD TO CULLUM ROAD	0.2	$250	DEV	CST			$250				CITY OF COCONUT CREEK - B.C. SCHOOL BOARD - 2 LANES COMPLETED
774 MPO District 2	BANKS ROAD ADD 2L (4LD)	NW 40 STREET TO SAMPLE ROAD	0.2	$300	DEV	CST				$300			CITY OF COCONUT CREEK TO COORDINATE WITH DEVELOPERS & CREEK COMMONS
865 MPO District 2	BANKS ROAD NEW (4LD)	CULLUM ROAD TO NW 40 STREET	0.2	$500	DEV	CST				$500			CITY OF COCONUT CREEK TO COORDINATE WITH DEVELOPER & CREEK COMMONS
1475 4222671 MPO District 1	BANKS ROAD CONSTRUCT SIDEWALK	MARGATE SPORTS COMPLEX TO COCONUT CREEK PKWY		$390	SE	CST			$390				CITY OF MARGATE - 2006 MPO ENHANCEMENT #9 BC0706
1561 4228711 MPO District 2	BLOUNT ROAD CONSTRUCT SIDEWALK	COPANS ROAD TO HAMMONDVILLE ROAD		$489	CM DDRF LFF XU	CST CST CST CST			$100 $49 $49 $291				CITY OF POMPANO BEACH
1336 4203831 MPO District 5	BONAVENTURE BLVD SAFETY PROJECT	@ SADDLE CLUB ROAD		$133	HSP	CST			$133				CITY OF WESTON

BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM

5-Year Listing of Federal, State, County and Local Roadway

TIP # / IS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST ($000)	FUND SRC	PHASE	FISCAL YEAR USE BY FUND TYPE ($000) Prior	08-09	09-10	10-11	11-12	12-13	COMMENTS
1527 4192401	US 1	@ NE 2 STREET SAFETY PROJECT		$442	HSP	CST	$442						CITY OF FORT LAUDERDALE-EXTEND SBLT, MEDIAN AND TRAFFIC SIGNAL IMPROVEMENTS UNDERWAY
1075 4158181	US 27 MPO District 5	GRIFFIN ROAD TO I-75 MISCELLANEOUS CONSTRUCTION		$182	DDR DIH	CST CST	$155 $27						CITY OF WESTON UNDERWAY
796	WILES ROAD MPO District 2	LYONS ROAD TO POWERLINE ROAD NEW (4LD)	2	$18,543	BC	CST	$18,543						CITY OF COCONUT CREEK - PHASE 1- LYONS TO FTPK COMPLETED, PHASE 2- FTPK TO POWERLINE; UNDERWAY
956 4140741	WILTON DRIVE MPO District 3	STREETSCAPE ENHANCEMENTS LANDSCAPING		$500	SE	CST	$500						CITY OF WILTON MANORS - 2002 MPO ENHANCEMENT #5 BC1102 UNDERWAY
1441	WILTON MANORS, CITY OF MPO District 3	CITYWIDE TRAFFIC CALMING		$60	MUN	CST	$60						UNDERWAY

BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM

5-Year Listing of Federal, State, County and Local Roadway

TIP # / IS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST ($000)	FUND SRC	PHASE	FISCAL YEAR USE BY FUND TYPE ($000)						COMMENTS
							Prior	08-09	09-10	10-11	11-12	12-13	
1055 4093594	I-95 MPO District 2	SOUTH OF SAMPLE ROAD TO PALM BEACH/BROWARD C/L ADD 2L (10LD)	4.1	$620	NHAC	PE					$620		CITY OF DEERFIELD BEACH AND UNINCORPORATED
1453 4190161	I-95 DRAINAGE IMPROVEMENTS	DRAINAGE SYSTEM BR #860128 & 860129	0.34	$508	BRRP DIH	CST CST		$467 $41					
1329 4203311	I-95 MPO District 3	@ OAKLAND PARK BLVD LANDSCAPING AND SHELTERS	0.01	$500	ACSE	LAR		$500					CITY OF OAKLAND PARK - 2005 MPO ENHANCEMENT #1 BC1005
1478 4223321	I-95/I-595/I-75 OTHER ITS	SEVERE INCIDENT RESPONSE VEHICLE		$4,125	DDR	OPS	$638	$657	$676	$697	$718	$739	SPECIAL VEHICLE FOR RESPONDING TO MAJOR FREEWAY INCIDENTS
1639	INVERRARY BLVD WEST MPO District 3	OAKLAND PARK BLVD TO NW 44 ST ROADWAY IMPROVEMENTS		$2,000	MUN	PE		$1,000	$1,000				CITY OF LAUDERHILL
1531 2307182	ISLE OF VENICE MPO District 3	BRIDGE #865734 OVER LAS OLAS CANAL BRIDGE REPLACEMENT	0.08	$2,249	BRTZ BRTZ BRTZ	DSB PDE PE	$200				$105	$1,899 $45	CITY OF FORT LAUDERDALE
790	JOHNSON ROAD MPO District 2	SR 7 TO LYONS ROAD ADD 2L (4LD)	1	$1,100	DEV	CST					$1,100		CITY OF COCONUT CREEK - PHASE II DEVELOPMENT IS UNDER DESIGN, PHASE I IS COMPLETED

BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM

5-Year Listing of Federal, State, County and Local Roadway

TIP # / IS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST ($000)	FUND SRC	PHASE	FISCAL YEAR USE BY FUND TYPE ($000)						COMMENTS
							Prior	08-09	09-10	10-11	11-12	12-13	
233	COCONUT CREEK, CITY OF MPO District 2	CITYWIDE CONSTRUCT BIKE PATHS	6	$200	MUN	CST			$200				CITY OF COCONUT CREEK AND BC SCHOOL BOARD
1446 4124932	COMMERCIAL BLVD/BRIDGE #860144 MPO District 3	STEEL BRIDGE PAINTING IN LAUDERDALE BY THE SEA BRIDGE REPAIR/REHABILITATION	0.067	$1,088	BRRP DIH DIH	CST CST PE			 $28		$948 $112		
1399	CORAL SPRINGS, CITY OF MPO District 1	CITYWIDE RESURFACING		$5,684	MUN	CST	$894	$922	$951	$979	$969	$969	
1401	CORAL SPRINGS, CITY OF MPO District 1	INSTALL BUS SHELTERS		$418	MUN	CST	$118	$60	$60	$60	$60	$60	
1326 4203281	COUNTRY CLUB ESTATES MPO District 3	MULTI-USE PATH TO CONNECT PETERS ROAD W/ BROWARD BLVD CONSTRUCT BIKE PATH/TRAIL		$500	SE	CST			$500				CITY OF PLANTATION - 2005 MPO ENHANCEMENT #8 BC0105
877	CRA DRAINAGE MPO District 4	NE SECTION ROADWAY DRAINAGE		$1,200	CRA	CST	$300	$300	$300	$300			CITY OF HALLANDALE BEACH - COMMUNITY REDEVELOPMENT FUNDS
337	CULLUM ROAD MPO District 2	NW 54 AVENUE TO LYONS ROAD - MAINSTREET PROJECT NEW (4LD)	0.7	$1,100	DEV	CST			$1,100				CITY OF COCONUT CREEK - 4L COMPLETE, SR 7 TO NW 54 AVE. CITY OF COCONUT CREEK TO COORDINATE

BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM

5-Year Listing of Federal, State, County and Local Roadway

TIP # / IS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST ($000)	FUND SRC	PHASE	FISCAL YEAR USE BY FUND TYPE ($000)						COMMENTS
							Prior	08-09	09-10	10-11	11-12	12-13	
205	NW 40 STREET MPO District 2	NW 54 AVENUE TO LYONS ROAD ADD 2L (4LD), NEW (4LD)	0.7	$450	DEV	CST			$450				CITY OF COCONUT CREEK TO COORDINATE WITH BERBER PLAT DEVELOPER & CREEK COMMONS
1640	NW 47 AVE MPO District 3	NW 11 STREET TO NW 26 ST ROADWAY & DRAINAGE IMPROVEMENTS		$1,500	MUN	PE		$300	$1,200				CITY OF LAUDERHILL
1499	NW 50 AVENUE MPO District 3	@ NW 50 STREET CONSTRUCT SIDEWALK		$35	MUN	CST			$35				CITY OF TAMARAC
207	NW 51 TERRACE MPO District 2	LYONS TECH PARKWAY TO NW 69 STREET NEW (2L)	0.1	$100	DEV	CST			$100				CITY OF COCONUT CREEK TO COORDINATE WITH DEVELOPERS
210	NW 51 TERRACE MPO District 2	NW 69 STREET TO HILLSBORO BLVD NEW (2L)	0.3	$300	DEV	CST			$300				CITY OF COCONUT CREEK TO COORDINATE WITH SURROUNDING DEVELOPERS
1108	NW 55 AVENUE MPO District 3	NW 19 STREET TO OAKLAND PARK BLVD (RENAISSANCE PARK) DESIGN AND CONSTRUCT GREENWAY		$1,400	MUN	CST	$600	$300	$500				CITY OF LAUDERHILL
1636	NW 55TH AVE MPO District 3	NW 11 ST TO OAKLAND PARK BLVD ROADWAY & DRAINAGE IMPROVEMENTS		$1,000	MUN	PE		$500	$500				CITY OF LAUDERHILL

F

TABLE 1
MAIN STREET @ COCONUT CREEK
TRIP GENERATION (FOR SIGNIFICANCE DETERMINATION)

Land Use	Intensity	Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Gross Trip Generation								
Residential Condominium/Townhouse	100 units	642	52	9	43	80	40	20
High-Rise Condominium	3,650 units	13,984	1,087	207	880	1,256	779	477
Retail/Restaurant	1,625,000 sq. ft.	41,590	834	509	325	3,942	1,892	2,050
General Office	525,000 sq. ft.	4,783	707	622	85	667	113	554
Subtotal		*60,999*	*2,680*	*1,347*	*1,333*	*5,925*	*2,824*	*3,101*
Intra DRI Internal Capture	Daily / AM / PM							
Residential	28.76% / 4.21% / 32.45%	4,207	48	9	39	427	266	161
Retail/Restaurant	12.13% / 8.99% / 12.40%	5,044	75	46	29	489	235	254
General Office	19.50% / 3.82% / 12.59%	933	27	24	3	84	14	70
Subtotal	*16.70% / 5.60% / 16.88%*	*10,184*	*150*	*79*	*71*	*1,000*	*515*	*485*
Transit/Non-Vehicular Capture								
Residential Condominium/Townhouse	10%	64	5	1	4	6	4	2
High-Rise Condominium	10%	1,398	109	21	88	126	78	48
Retail/Restaurant	5%	2,080	42	25	17	197	95	102
General Office	10%	478	71	62	9	67	11	56
Subtotal		4,020	227	109	118	396	188	208
Pass-By Capture								
Retail/Restaurant	17.39%	6,355	132	81	51	600	288	312
Subtotal		6,355	132	81	51	600	288	312
Net New Volumes								
Residential		8,957	977	185	792	757	471	286
Retail/Restaurant		28,111	585	357	228	2,656	1,274	1,382
General Office		3,372	609	536	73	516	88	428
Net New Volume		*40,440*	*2,171*	*1,078*	*1,093*	*3,929*	*1,833*	*2,096*

Note: Trip generation was calculated using the following data from ITE *Trip Generation*, Seventh Edition:

Daily Traffic Generation

Residential Condominium/Townhouse	[ITE 230]	=	Ln(T) = 0.85Ln(X) + 2.55 / unit
High-Rise Residential Condominium	[ITE 232]	=	T = 3.77 (X) + 223.66 trips / unit
Retail	[ITE 820]	=	Ln(T) = 0.65Ln(X)+5.83 trips / 1,000 sq. ft.
General Office	[ITE 710]	=	Ln(T) = 0.77Ln(X)+3.65 trips / 1,000 sq. ft.

AM Peak Hour Traffic Generation

Residential Condominium/Townhouse	[ITE 230]	=	Ln(T) = 0.80Ln(X) + 0.26 / unit
High-Rise Residential Condominium	[ITE 232]	=	T = 0.29 (X) + 28.86 trips / unit
Retail	[ITE 820]	=	Ln(T) = 0.60Ln(X)+2.29 trips / 1,000 sq. ft.
Hotel	[ITE 310]	=	T = 0.67 trips / room
General Office	[ITE 710]	=	Ln(T) = 0.80Ln(X)+1.55 trips / 1,000 sq. ft.

PM Peak Hour Traffic Generation

Residential Condominium/Townhouse	[ITE 230]	=	Ln(T) = 0.82Ln(X) + 0.32 trips / unit
High-Rise Residential Condominium	[ITE 232]	=	T = 0.34 (X) + 15.47 trips / unit
Retail	[ITE 820]	=	Ln(T) = 0.66Ln(X)+3.40 / 1,000 sq. ft.
General Office	[ITE 710]	=	T = 1.12(X) + 78.81 / 1,000 sq. ft.

Pass-By Capture

Retail	[ITE 820]	=	Ln(T) = -0.29Ln(X) + 5.00

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Kimley-Horn and Associates, Inc.

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TABLE 2
MAIN STREET @ COCONUT CREEK
TRIP GENERATION (FOR TRIP ASSIGNMENT)

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Gross Trip Generation								
Residential Condominium/Townhouse	100 units	642	52	9	43	60	40	20
High-Rise Condominium	3,650 units	13,984	1,087	207	880	1,256	779	477
Retail/Restaurant	1,625,000 sq. ft.	41,590	834	509	325	3,942	1,892	2,050
General Office	525,000 sq. ft.	4,783	707	622	85	667	113	554
Subtotal		*60,999*	*2,680*	*1,347*	*1,333*	*5,925*	*2,824*	*3,101*
Intra DRI Internal Capture	Daily AM PM							
Residential	28.76% 4.21% 32.45%	4,207	48	9	39	427	266	161
Retail/Restaurant	12.13% 8.99% 12.40%	5,044	75	46	29	489	235	254
General Office	19.50% 3.82% 12.59%	933	27	24	3	84	14	70
Subtotal	*16.70% 5.60% 16.88%*	*10,184*	*150*	*79*	*71*	*1,000*	*515*	*485*
Transit/Non-Vehicular Capture								
Residential Condominium/Townhouse	10%	64	5	1	4	6	4	2
High-Rise Condominium	10%	1,398	109	21	88	126	78	48
Retail/Restaurant	5%	2,080	42	25	17	197	95	102
General Office	10%	478	71	62	9	67	11	56
Subtotal		4,020	227	109	118	396	188	208
Pass-By Capture								
Retail/Restaurant	17.39%	6,355	132	81	51	600	288	312
Subtotal		6,355	132	81	51	600	288	312
Net New Volumes								
Residential		8,957	977	185	792	757	471	286
Retail/Restaurant		28,111	585	357	228	2,656	1,274	1,382
General Office		3,372	609	536	73	516	88	428
Subtotal		*40,440*	*2,171*	*1,078*	*1,093*	*3,929*	*1,833*	*2,096*
Inter DRI Internal Capture								
Residential	10%	896	98	19	79	76	47	29
Vehicular Mode (9%)		806	88	17	71	68	42	26
Transit/Non-Vehicular Mode (1%)		90	10	2	8	8	5	3
Retail/Restaurant	10%	2,811	59	36	23	266	127	139
Vehicular Mode (9.5%)		2,670	56	34	22	253	121	132
Transit/Non-Vehicular Mode (0.5%)		141	3	2	1	13	6	7
General Office	10%	337	61	54	7	52	9	43
Vehicular Mode (9%)		303	55	49	6	47	8	39
Transit/Non-Vehicular Mode (1%)		34	6	5	1	5	1	4
Subtotal Vehicular Mode		3,779	199	100	99	368	171	197
External Volumes		*36,661*	*1,972*	*978*	*994*	*3,561*	*1,662*	*1,899*

Note: Trip generation was calculated using the following data from ITE *Trip Generation*, Seventh Edition:

Daily Traffic Generation

Residential Condominium/Townhouse	[ITE 230]	=	Ln(T) = 0.85Ln(X) + 2.55 / unit
High-Rise Residential Condominium	[ITE 232]	=	T = 3.77 (X) + 223.66 trips / unit
Retail	[ITE 820]	=	Ln(T) = 0.65Ln(X) + 5.83 trips / 1,000 sq. ft.
General Office	[ITE 710]	=	Ln(T) = 0.77Ln(X) + 3.65 trips / 1,000 sq. ft.

AM Peak Hour Traffic Generation

Residential Condominium/Townhouse	[ITE 230]	=	Ln(T) = 0.80Ln(X) + 0.26 / unit
High-Rise Residential Condominium	[ITE 232]	=	T = 0.29 (X) + 28.86 trips / unit
Retail	[ITE 820]	=	Ln(T) = 0.60Ln(X) + 2.29 trips / 1,000 sq. ft.
Hotel	[ITE 310]	=	T = 0.67 trips / room
General Office	[ITE 710]	=	Ln(T) = 0.80Ln(X) + 1.55 trips / 1,000 sq. ft.

PM Peak Hour Traffic Generation

Residential Condominium/Townhouse	[ITE 230]	=	Ln(T) = 0.82Ln(X) + 0.32 trips / unit
High-Rise Residential Condominium	[ITE 232]	=	T = 0.34 (X) + 15.47 trips / unit
Retail	[ITE 820]	=	Ln(T) = 0.66Ln(X) + 3.40 / 1,000 sq. ft.
General Office	[ITE 710]	=	T = 1.12(X) + 78.81 / 1,000 sq. ft.

Pass-By Capture

Retail	[ITE 820]	=	Ln(T) = -0.29Ln(X) + 5.00

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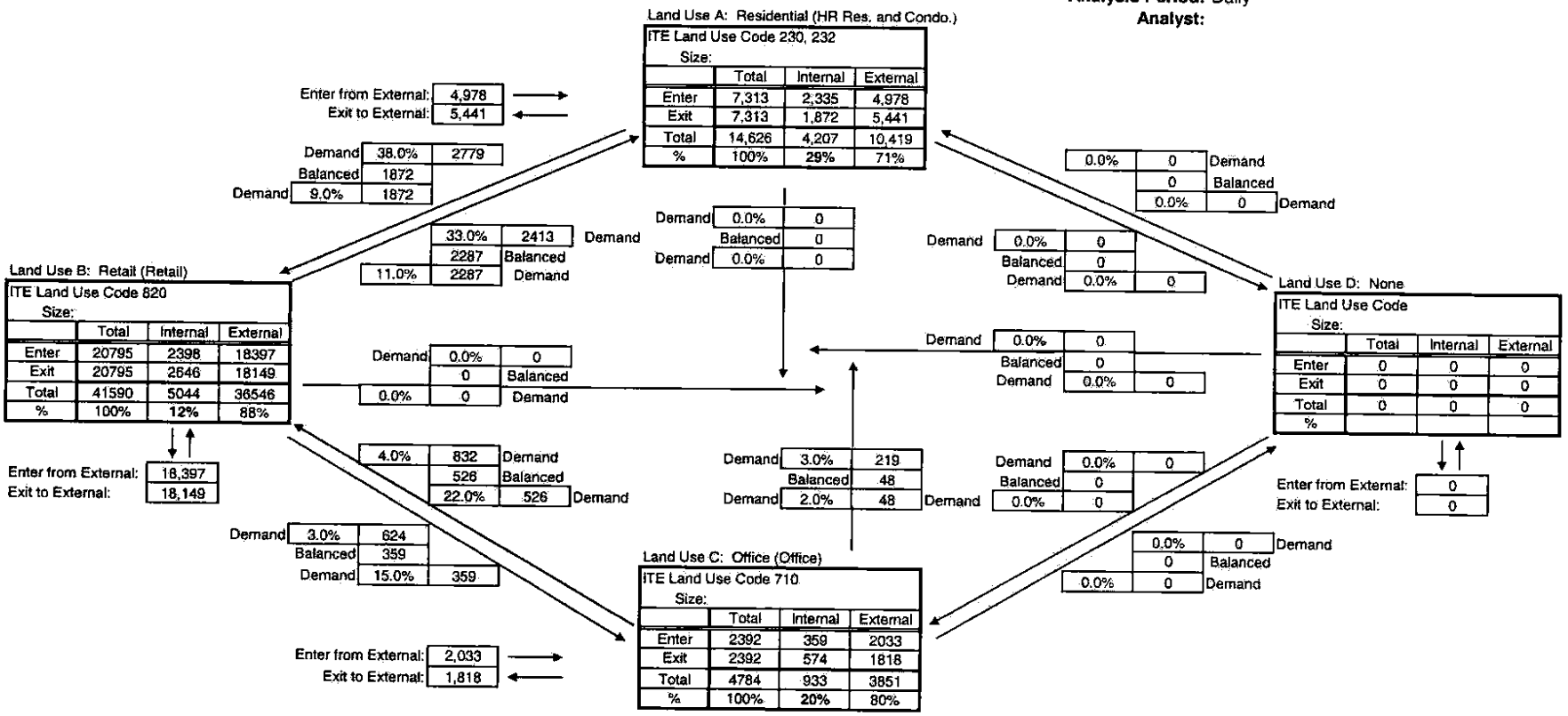
ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE Trip Generation Handbook, June 2004)

Project Number: 043271000
Project Name: Main Street @ Coconut Creek DRI
Scenario: Daily
Analysis Period: Daily
Analyst:



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	Total
Enter	4,978	18,397	2,033	0	25,408
Exit	5,441	18,149	1,818	0	25,408
Total	10,419	36,546	3,851	0	50,816
Single Use Trip Gen Estimate	14,626	41,590	4,784	0	61,000
	28.76%	12.13%	19.50%	0.00%	

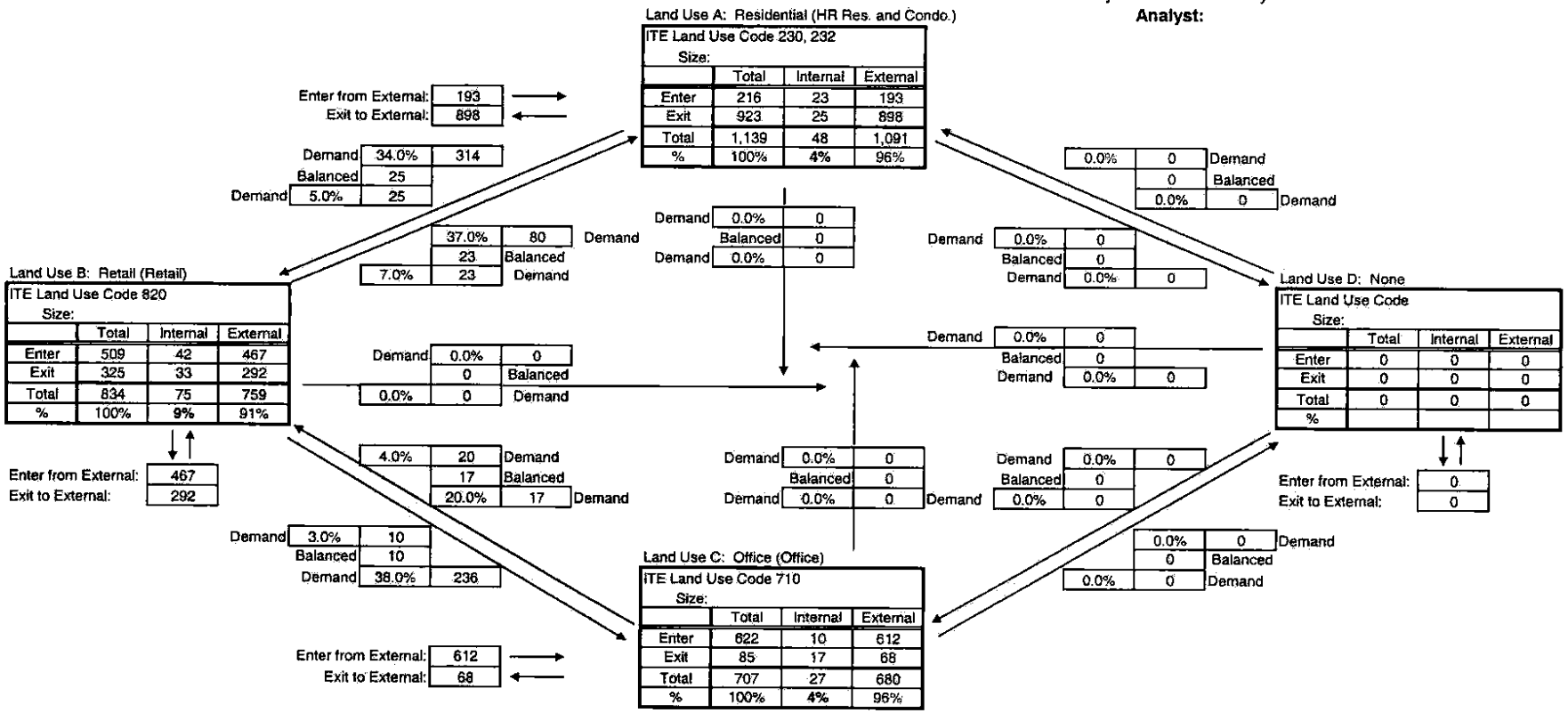
Overall Internal Capture = 16.70%

21.E.3

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE Trip Generation Handbook, June 2004)

Project Number: 043271000
Project Name: Main Street @ Coconut Creek DRI
Scenario: AM Peak Hour
Analysis Period: Midday Peak
Analyst:



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

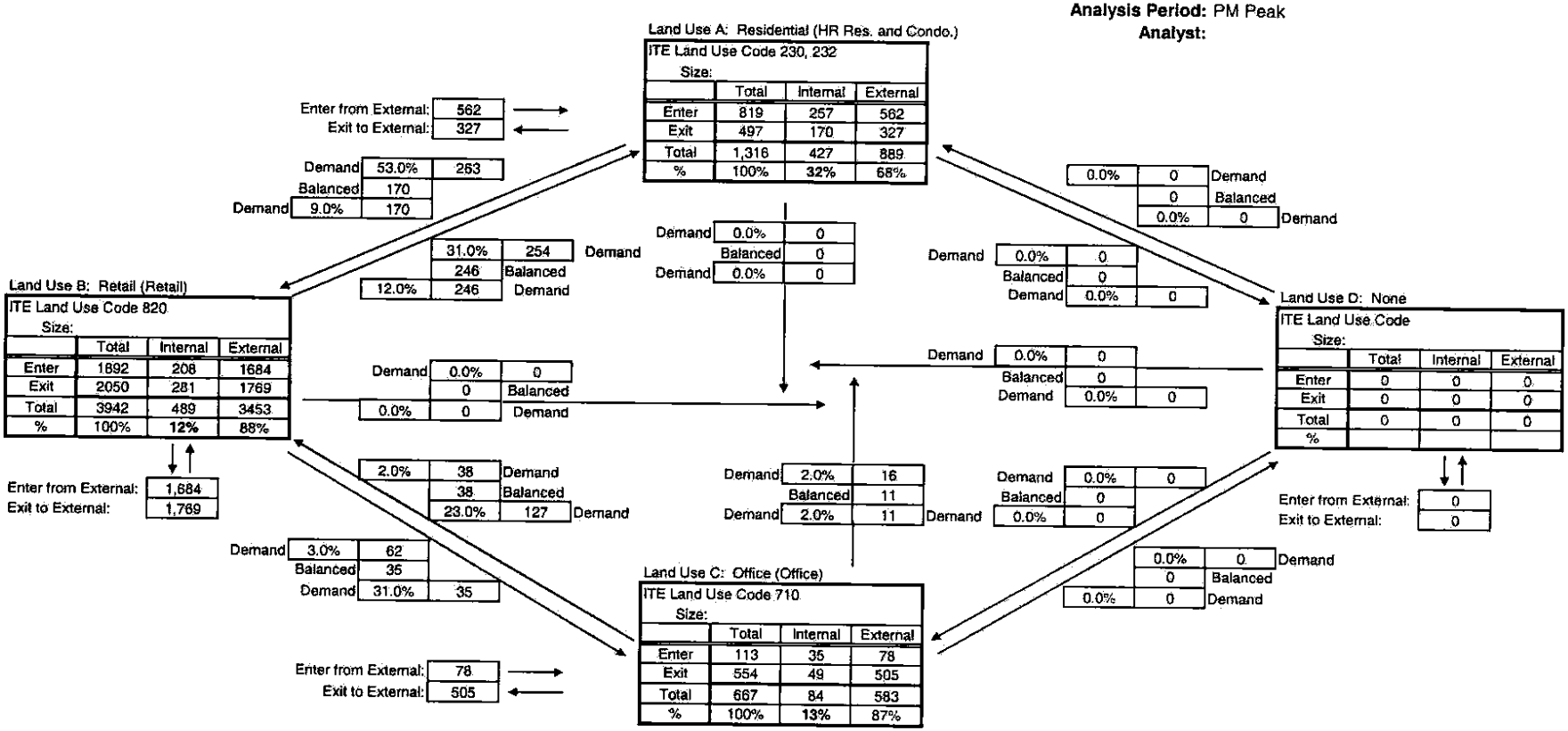
Category	Land Use A	B	C	D	Total
Enter	193	467	612	0	1,272
Exit	898	292	68	0	1,258
Total	1,091	759	680	0	2,530
Single Use Trip Gen Estimate	1,139	834	707	0	2,680
	4.21%	8.99%	3.82%	0.00%	

Overall Internal Capture = 5.60%

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE Trip Generation Handbook, June 2004)

Project Number: 043271000
Project Name: Main Street @ Coconut Creek DRI
Scenario: PM Peak Hour
Analysis Period: PM Peak
Analyst:



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	Total
Enter	562	1,684	78	0	2,324
Exit	327	1,769	505	0	2,601
Total	889	3,453	583	0	4,925
Single Use Trip Gen Estimate	1,316	3,942	667	0	5,925
	32.45%	12.40%	12.59%	0.00%	

Overall Internal Capture = 16.88%

McWilliams, John

From: Nguyen, Thuha [Thuha.Nguyen@dot.state.fl.us]
Sent: Thursday, March 12, 2009 5:40 PM
To: McWilliams, John
Cc: Wong, Chon
Subject: RE: Mainstreet @ Coconut Creek DRI - Commerce Center DRI - Trip Generation

John,

We reviewed and accepted the supporting materials. Thanks! We look forward to reviewing the table showing the driveways' volume calculations as part of the ADA. Please just be very clear with your calculations; it would make our review a lot easier.

We trust that you've coordinated with MJ on this issue.

Thuha

From: John.McWilliams@kimley-horn.com [mailto:John.McWilliams@kimley-horn.com]
Sent: Tuesday, March 10, 2009 4:00 PM
To: Nguyen, Thuha
Cc: Wong, Chon
Subject: RE: Mainstreet @ Coconut Creek DRI - Commerce Center DRI - Trip Generation

Thuha:

Attached is the trip calculations (Commerce Center Trip Generation) your requested in bullet #1. According to SFRPC, the Commerce Center DRI's built-out date is 2011. The City confirmed this. According to the K+S traffic study, the current build out date for the Casino is 2010. Note that the 10% interaction trips between each DRI is not going to occur solely in personal vehicles. Some of this interaction will occur in other modes. We plan to follow mode splits similar to what is in the Mainstreet DRI trip generation calculations. We have provided the raw interaction trips as an attachment (Interaction Trips (NW 54th Avenue).pdf). However, since driveways along NW 54th Avenue will also serve a portion of pass-by trips and net new trips (to access the regional roadway network) for both projects, the calculation of driveway volumes along NW 54th Avenue is slightly more complicated. If acceptable, we would prefer to supply this information in the ADA as we have not completed that level of trip assignment at this time. Let me know if you are agreeable. Thanks again for your assistance and patience in this process.

Thanks,

John

****

John J. McWilliams, P.E. (FL)
Kimley-Horn and Associates, Inc.
5200 NW 33rd Avenue, Suite 109
Fort Lauderdale, FL 33309
P: 954-535-5100
F: 954-739-2247

From: Nguyen, Thuha [mailto:Thuha.Nguyen@dot.state.fl.us]
Sent: Friday, March 06, 2009 4:49 PM
To: McWilliams, John
Cc: Wong, Chon
Subject: RE: Mainstreet @ Coconut Creek DRI - Commerce Center DRI - Trip Generation

John,

We agreed with the 10% internalization between Coconut Creek Commerce DRI/Casino and MainStreet @ Coconut Creek DRI with the following conditions:

- Please provide trip gen/internalization/pass-by/net new trip calculations for Coconut Creek Commerce DRI so the number of enter/exit numbers for Land uses D, E, and F can be confirmed.
- Please confirm that the build out dates for both Coconut Creek Commerce DRI and Casino is before that of MainStreet
- Please provide the revised trip generation table showing the "driveway trips" which will be used for intersection/driveway analysis along NW 54th Avenue.

We look forward to receiving the additional information and reviewing the ADA!

Have a good weekend,

Thuha

From: John.McWilliams@kimley-horn.com [mailto:John.McWilliams@kimley-horn.com]
Sent: Thursday, March 05, 2009 8:44 AM
To: Nguyen, Thuha
Cc: Wong, Chon
Subject: RE: Mainstreet @ Coconut Creek DRI - Commerce Center DRI - Trip Generation

Thuha:

The most recent study that the City has provided to us was performed by Keith and Schnars. I misspoke when I mentioned PBS&J in my previous email. According to the K+S study, the peak hour of generator trips for the ultimate casino development is approximately 3,705 trips (attached). Our interaction calculation is based upon peak hour of adjacent street traffic. K+S did not include that trip generation in their study. Therefore, we went to alternative sources to estimate the trip generation for the casino during the peak hour of adjacent street traffic. Since the K+S study only provide s.f. information for the proposed casino development, we had to use the F+P rate as all other rates needed additional variable information. This resulted in a trip generation of 880 trips for the casino development during the peak hour of adjacent street. As far as studies performed on casinos in the area, I know for a fact they have been performed by other consultants. However, my understanding is that they are confidential and have never been submitted to review agencies.

As far as our trip gen's consistency with the Commerce Center DRI, we actually used development intensities within the RAC rather than the DRI, which would explain the discrepancies. My apologies for the confusion We have revised the analysis to include only the DRI development intensities. I have attached some back-up information as well. Below are the revised internalization percentages:

1. Assuming ITE's internalized percentages for the Casino land use and assuming the Casino is a retail use – 11.30 percent.

2. Assuming ITE's internalized percentages for non-casino uses and excluding the Casino land use. – 10.20 percent.
3. Assuming ½ ITE's internalized percentages for the casino land use (per your recommendation), ITE's internalized percentages for non-casino uses, and assuming the casino is a retail use. – 7.60 percent.

As a result, we still feel that 10% interaction rate between the two DRI's is appropriate. We look forward to your response and thanks again for your responsiveness.

Regards,

John

****

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Kimley-Horn and Associates, Inc.
5200 NW 33rd Avenue, Suite 109
Fort Lauderdale, FL 33309
P: 954-535-5100
F: 954-739-2247

From: Nguyen, Thuha [mailto:Thuha.Nguyen@dot.state.fl.us]
Sent: Wednesday, March 04, 2009 10:21 AM
To: McWilliams, John
Cc: Wong, Chon
Subject: RE: Mainstreet @ Coconut Creek DRI - Commerce Center DRI - Trip Generation

John,

Sorry it's taking us some time to iron out all the details. We wanted to be comfortable with the trip gen by Casino, Coconut Creek Commerce DRI as well as their interactions with MainStreet DRI. As I mentioned before, my "boss" would just ask me for a final number at the end of the day. At this time, I'm not convinced of the percent internalized between the two sites, and it has a lot to do with what the Coconut Creek Casino and Commerce are generating...

According to the McMahon study, there are 184 PM trips generated by the casino at the buildout of Phase I. I understand that the Casino has been expanded. Our suggestion is for you look into the current land uses & intensities and see if you could estimate the potential trip gen. Not to discredit Fehr and Peer's white page, but we wanted to make sure of the compatibility of the two sites (mix of services, size, location, ...). Is that something you can show us? Otherwise, I figure there are quite a few casinos in south FL, there must have been some studies that would give us a better rate than the F&P report.

As for Coconut Creek Commerce, the McMahon study also found that the only 57.7 of the approved trips will be realized. I found that the trip generation you sent to us (for the non-casino component, 3rd page) is inconsistent with the approved DRI. Is there a reason for that?

I'm at 954-777-4653 today if you need to talk to me,

Thuha

From: John.McWilliams@kimley-horn.com [mailto:John.McWilliams@kimley-horn.com]
Sent: Tuesday, March 03, 2009 11:25 AM
To: Nguyen, Thuha
Subject: Mainstreet @ Coconut Creek DRI - Commerce Center DRI - Trip Generation

Thuha:

Attached are the trip gen estimates for the casino and non-casino uses. The casino trip generation was developed by reviewing applicable rates from various research reports. The rates presented the PBS&J report that I mentioned were for peak hour of the generator (casino) rather than the weekday PM peak hour of the adjacent street. The peak hour of the generator was on a Friday/Saturday night and would not be applicable to this analysis. Let me know if you have any questions. Thanks again for jumping on this issue.

Regards,

John

****

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Fort Lauderdale, FL 33309
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F: 954-739-2247

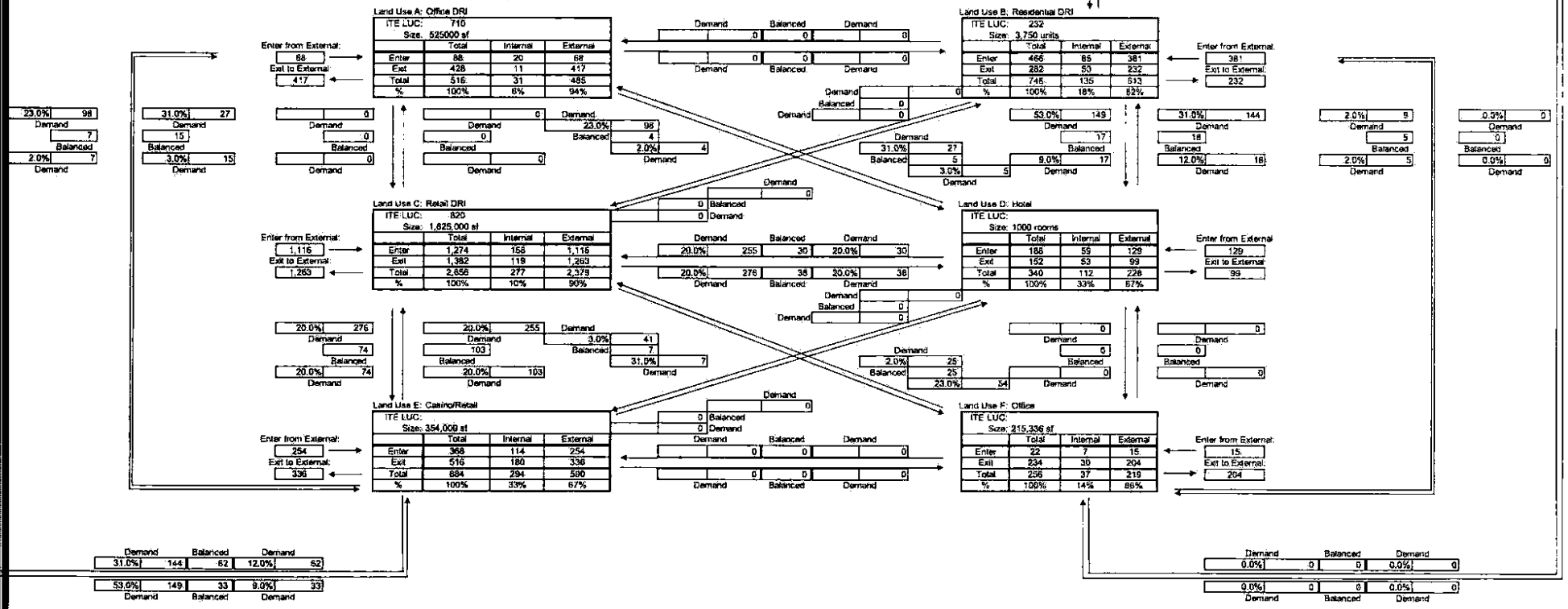
ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(ITE, Chapter 7, *Trip Generation Handbook*, 2nd Edition, June 2004)

Analysis Period: PM X, Daily ___, AM ___ **Project Number:** 043271000 **Task Number:** ___

Analyst: ___ **Project Name:** Main Street DRI

Date: ___ **Scenario:** Commerce Center and Main Street Trip Generation



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A: Office DRI	B: Residential DRI	C: Retail DRI	D: Hotel	E: Casino/Retail	F: Office	Total	Main Street DRI
Enter	68	381	1,116	129	254	15	1,963	1,585
Exit	417	232	1,263	99	336	204	2,551	1,912
Total	485	613	2,379	228	590	219	4,514	3,477
Single Use Trip Gen Estimate	515	746	2,656	340	884	256	5,400	3,920
	6.01%	18.05%	10.43%	32.94%	33.26%	14.45%		
Total Site Internal Capture =							16.41%	11.30%

File Name = k:\ftl_tplot\043271000-main street cc dri\calcs\internal capture w casino\[internal capture ite_ed]5 lu
Print Date = 03/05/09
Print Time = 7:48 AM

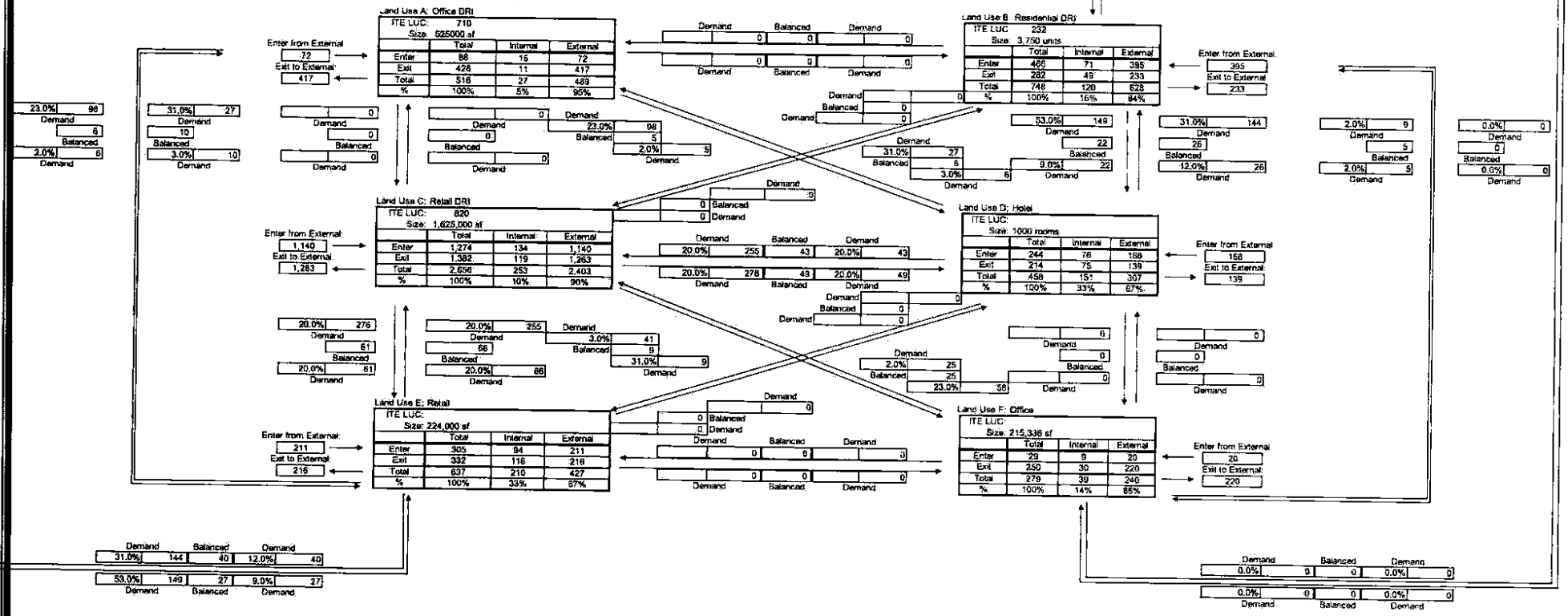
Application for Development Approval – April 2009

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(ITE, Chapter 7, *Trip Generation Handbook*, 2nd Edition, June 2004)

Analysis Period: PM X, Daily ____, AM ____
Analyst: ____
Date: ____

Project Number: 043271000 **Task Number:** ____
Project Name: Main Street DRI
Scenario: Commerce Center and Main Street Trip Generation



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use: A Office DRI	B Residential DRI	C Retail DRI	D Hotel	E Retail	F Office	Total	Main Street DRI
Enter	72	395	1,140	168	211	20	2,006	1,607
Exit	417	233	1,263	139	216	220	2,488	1,913
Total	489	628	2,403	307	427	240	4,494	3,520
Single Use Trip Gen Estimate	516	748	2,656	458	637	279	5,294	3,920
	5.23%	16.04%	9.53%	32.97%	32.97%	13.98%		
Total Site Internal Capture = 15.11%								10.20%

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Print Time = 7:48 AM

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

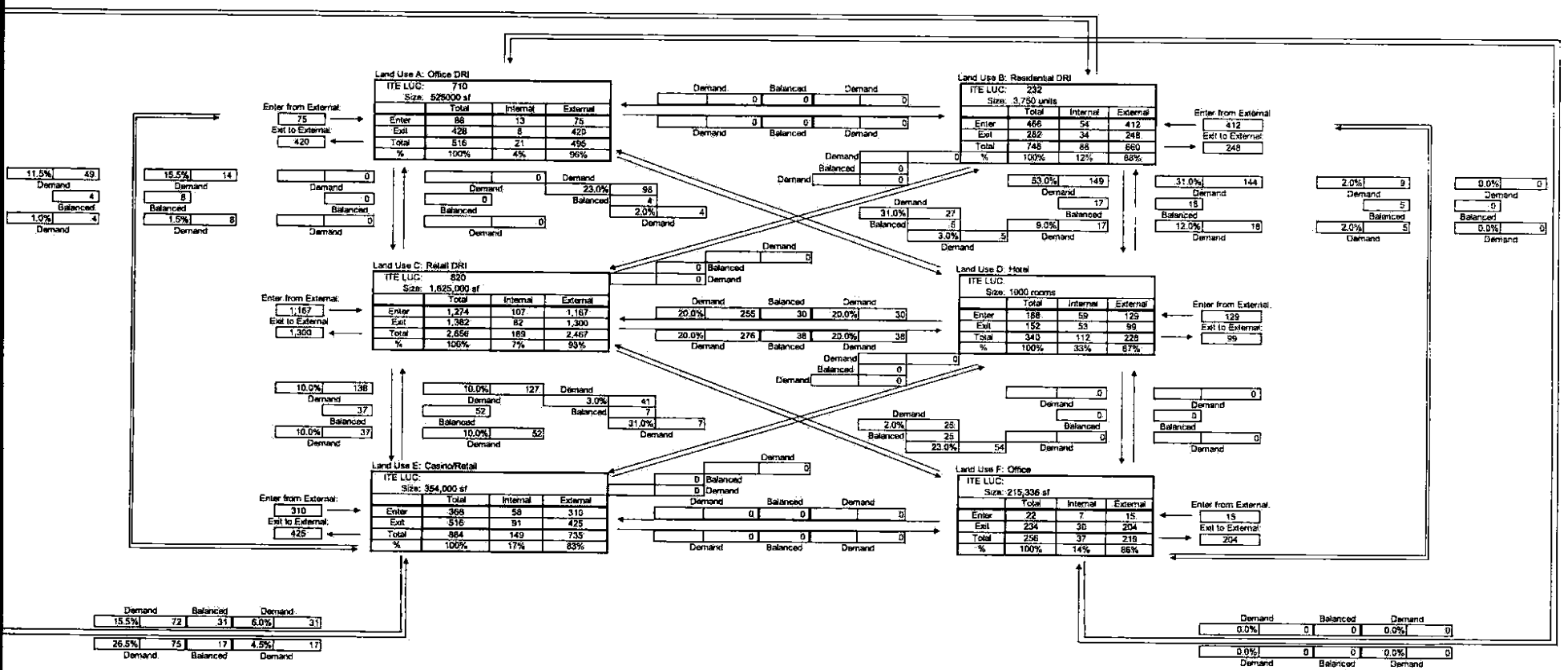
(ITE, Chapter 7, *Trip Generation Handbook*, 2nd Edition, June 2004)

(1/2 demand to Casino based on FDOT comments)

Analysis Period: PM__X__, Daily____, AM____. **Project Number:** 043271000 **Task Number:** ____

Analyst: ____ **Project Name:** Main Street DRI

Date: ____ **Scenario:** Commerce Center and Main Street Trip Generation



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A: Office DRI	B: Residential DRI	C: Retail DRI	D: Hotel	E: Casino/Retail	F: Office	Total	Main Street DRI
Enter	75	412	1,167	129	310	15	2,108	1,654
Exit	420	248	1,300	99	425	204	2,696	1,968
Total	495	660	2,467	228	735	219	4,804	3,622
Single Use Trip Gen Estimate	516	748	2,656	340	884	256	5,400	3,820
	4.07%	11.76%	7.2%	32.94%	16.86%	14.45%		
Total Site Internal Capture =								7.60%

Site Name = k:\tti_tpto\043271000-main street cc dri\tri\calcs\internal capture w casino\[internal capture rev.xls]6 to 0.5 demand to casino
Print Date = 03/05/09
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PEAK HOUR TRIP GENERATION COMPARISON

PROPOSED PM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
						Percent														
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
1	General Office Building	7	710	215.336	ksf	17%	83%	54	266	320	20.0%	64	22	234	256	0.0%	0	22	234	256
2	Casino	7	473	180	ksf	44%	56%	387	493	880	36.0%	316	229	335	564	0.0%	0	131	237	368
3	Shopping Center	7	820	224	ksf	48%	52%	512	554	1,066	30.1%	320	352	394	746	30.8%	230	237	279	516
4	Hotel	7	310	1000	room	53%	47%	313	277	590	42.4%	250	188	152	340	0.0%	0	188	152	340
5																				
6																				
7																				
8																				
9																				
10																				
11																				
12																				
13																				
14																				
15																				
					Total:			1,266	1,590	2,856	33.3%	950	791	1,115	1,906	22.4%	426	578	902	1,480

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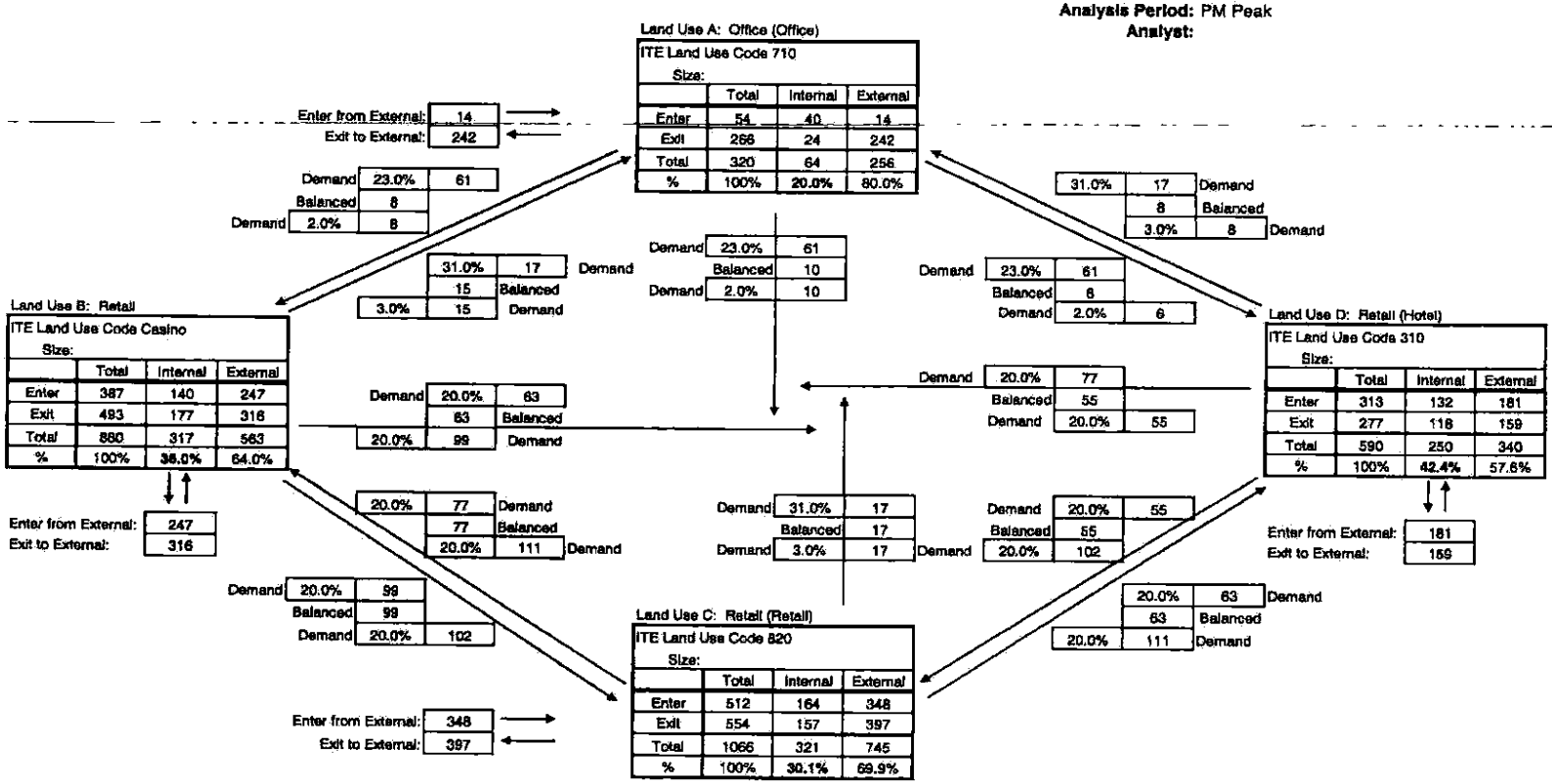
21-F- 13

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, June 2004)

Project Number:
Project Name:
Scenario:
Analysis Period: PM Peak
Analyst:



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	Land Use B	Land Use C	Land Use D	Total
Enter	14	247	397	181	839
Exit	242	316	348	159	1,065
Total	256	563	745	340	1,904
Single Use Trip Gen Estimate	320	880	1,066	590	2,856

Overall Internal Capture = **33.33%**

PEAK HOUR TRIP GENERATION COMPARISON

PROPOSED PM PEAK HOUR TRIP GENERATION

	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
						Percent														
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
1	General Office Building	7	710	215.336	ksf	17%	83%	54	266	320	12.8%	41	29	250	279	0.0%	0	29	250	279
2																0.0%	0			
3	Shopping Center	7	820	224	ksf	48%	52%	512	554	1,066	13.6%	145	447	474	921	30.8%	284	305	332	637
4	Hotel	7	310	1.000	room	53%	47%	313	277	590	22.4%	132	244	214	458	0.0%	0	244	214	458
5																				
6																				
7																				
8																				
9																				
10																				
11																				
12																				
13																				
14																				
15																				
						Total:		879	1,097	1,976	16.1%	318	720	938	1,658	17.1%	284	578	796	1,374

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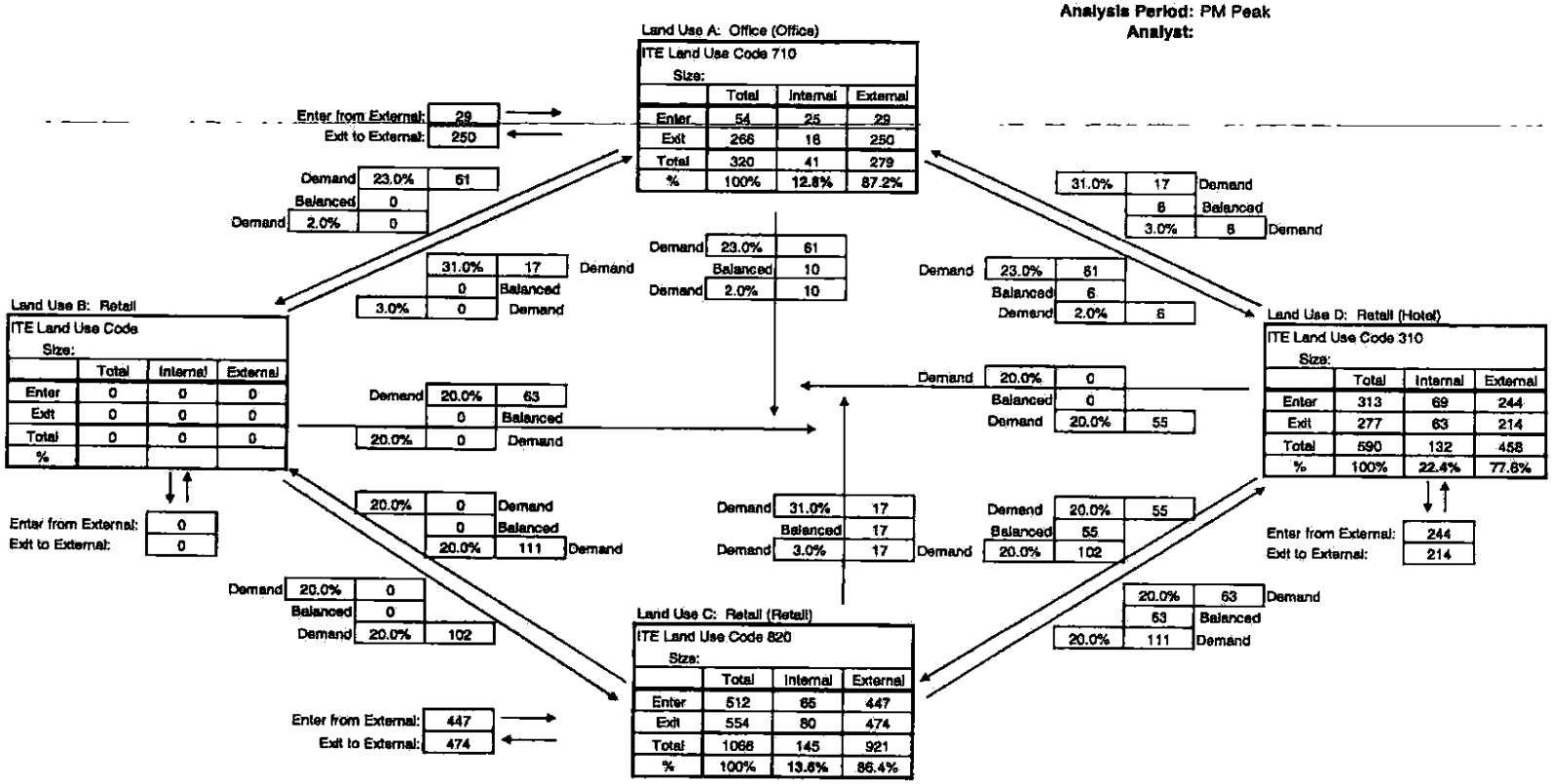
ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, June 2004)

Project Number:
Project Name:
Scenario:
Analysis Period: PM Peak
Analyst:



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	Total
Enter	29	0	474	244	747
Exit	250	0	447	214	911
Total	279	0	921	458	1,658
Single Use Trip Gen Estimate	320	0	1,066	590	1,976

Overall Internal Capture = 16.09%

2. Phase II

The Phase II development includes the construction of the major facilities: casino expansion to 130, 000 square feet, 1,000-room hotel, a 68,870 square feet convention center, 2,500 seat theatre, and 150,000 square feet commercial space plus supporting facilities.

This development is practically identical in scale to the Hollywood Casino, except that there will be 500 more hotel rooms. This Phase is expected to be completed by Year 2010.

An extensive directional signing program to direct the proposed development traffic and help minimize traffic on the local city and Coconut Creek MainStreet areas will be coordinated with the pertinent state, county and city agencies.

D. Objective of the Traffic Report

This traffic report has been prepared to complement the City of Coconut Creek PMDD report for the proposed Seminole Casino Coconut Creek development. The objectives of this study are:

1. Determine and assess the proposed development's traffic impact on the arterial and local roadway system;
2. Identify potential access locations;
3. Evaluate internal site circulation considering the expected types of operations, parking, and transit accessibility; and
4. Determine the probable impacts on the adjacent public roadway system and appropriate mitigation where warranted.

The study consisted of several basic tasks to identify traffic generation, trip distribution, traffic data collection, and roadway and intersection analyses. Detailed access designs, alternative structural concepts and grade separated proposals are not included in the proposals. Those concepts, if warranted, will be evaluated under a separate study.

The immediate study area was limited to Lyons Road on the east, NW 31st Street on the south, NW 62nd Avenue on the west, and Wiles Road on the north (see **Figure 5**). However, the general study area was expanded to include an area encompassing most of the City of Coconut Creek, specifically, the Broward-Palm Beach County Line on the north, Powerline Road on the east, Coconut Creek Parkway on the south, and Riverside Drive on the west (see **Figure 6**). Within this larger area a review of the existing and projected two-way peak hour link volumes with respect to generalized capacities was made. Growth factors as developed as part of this report were applied to determine link volumes for years 2008 (Phase I Master Plan development) and 2010 (Phase II).

Phase I trips. The peak hour facility trip rate (0.645 trips/slot) was the current 2006 casino traffic counts. The Phase I development is expected to generate approximately 345 new trips during the peak hour (195 inbound and 150 outbound).

Phase II

The Phase II development trips are assumed to be similar to those of the Hollywood Hard Rock Casino. The peak hour volume (11 p.m. – 12 midnight) derived from the aforementioned counts is estimated at approximately 3,181 vehicles (56.7% inbound and 43.3% outbound). For analysis purposes, the 2010 Phase II peak hour volume for the Seminole Casino Coconut Creek was derived as follows:

		Total	Inbound	Outbound
Current Hollywood Trips	=	3,181	1,804	1,377
Assume 10% Surge	=	318	180	138
Add Room (resort hotel) 5000	=	206	89	117
Total 2010 Casino Peak Hour Trips	=	3,705	2,073	1,632

D. Trip Distribution and Assignment

1. Phase I, 2008

The Seminole Casino Coconut Creek trip distribution for the Phase I (2008) buildout was determined based upon the actual traffic distribution at the access points during the PM peak hour (see **Figure 12**). **Figure 13** presents the estimated trip distribution at all of the subject intersections. This existing distribution was modified to adhere to the Phase I plan distribution was applied to the projected year 2008 built-out scenario to include the following changes from existing conditions:

a. NW 40th Street between U.S. 441 and NW 54th Avenue is one-way eastbound;
b. A new intersection on NW 54th Avenue north of NW 40th Street is provided as a new access to the site and garage; and
c. The new 40th Street connector at U.S. 441 is converted to one-way outbound ony..

2. Phase II, 2010

Figure 14 illustrates the modified distribution pattern based upon the access and circulation changes related to the Phase II of the Master Plan. This distribution was applied to the projected built-out year 2010. This distribution was applied in the traffic analyses as Alternate B.

Figure 15 presents the modified distribution based on the 2010 access Alternate B, ramp connections off Sample Road at U.S. 441.

G

Areawide Average Growth Rate Calculations
Roadway Segment Historical Growth Rates

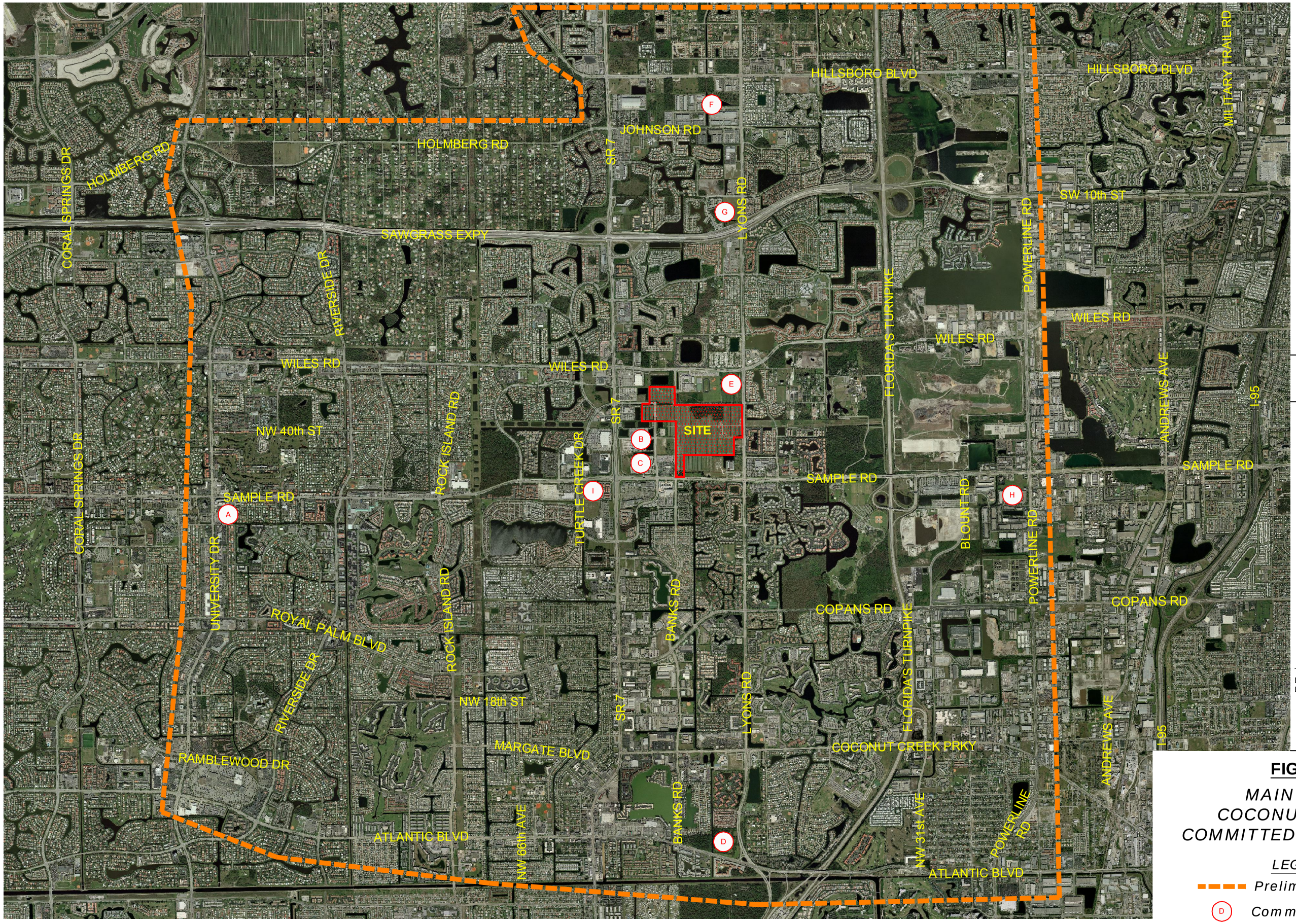
Roadway		Count Station	AADT	Growth Rate Calculation		
From	To			2000 Pk Hr 2-Way	2007 PK Hr 2-Way	Growth Rate
Atlantic Boulevard						
University Drive	Riverside Drive	7202	31,774	2,306	3,090	4.3%
Riverside Drive	Ramblewood Drive	9199	39,371	3,166	3,830	2.8%
Ramblewood Drive	Rock Island Road	7621	42,111	3,525	4,100	2.2%
Rock Island Road	NW 66th Avenue	9672	49,086	3,718	4,780	3.7%
NW 66th Avenue	SR 7	9672	49,086	3,718	4,780	3.7%
SR 7	Banks Road	14	52,000	4,346	4,680	1.1%
Banks Road	Lyons Road	14	52,000	4,346	4,680	1.1%
Lyons Road	Florida's Turnpike	7493	47,500	4,082	4,280	0.7%
Florida's Turnpike	NW 31st Avenue	214	52,654	4,872	4,740	-0.4%
NW 31st Avenue	Powerline Road	214	52,654	4,872	4,740	-0.4%
Margate Boulevard						
Rock Island Road	NW 66th Avenue	9200	8,917	714	937	4.0%
NW 66th Avenue	SR 7	9200	8,917	714	937	4.0%
Coconut Creek Parkway/Hammondville Road						
SR 7	Banks Road	9671	27,442	2,312	2,630	1.9%
Banks Road	Lyons Road	9671	27,442	2,312	2,630	1.9%
Lyons Road	NW 31st Avenue-FTPK	9253	25,417	2,301	2,405	0.6%
NW 31st Avenue-FTPK	Powerline Road	7119	28,499	2,555	2,560	0.0%
Royal Palm Boulevard/Copans Road						
University Drive	Riverside Drive	7476	26,224	2,385	2,550	1.0%
Riverside Drive	Rock Island Road	7164	34,366	2,989	3,350	1.6%
Rock Island Road	SR 7	7473	31,992	2,952	3,120	0.8%
SR 7	Banks Road	8056	29,603	2,898	2,773	-0.6%
Banks Road	Lyons Road	9131	33,220	3,048	3,154	0.5%
Lyons Road	Blount Road	9131	33,220	3,048	3,154	0.5%
Blount Road	Powerline Road	7107	34,682	3,172	3,146	-0.1%
Sample Road						
University Drive	Riverside Drive	9	38,000	3,468	3,700	0.9%
Riverside Drive	Rock Island Road	7466	53,000	4,056	5,160	3.5%
Rock Island Road	SR 7	123	47,500	(1)	4,280	(2)
SR 7	Banks Road	467	66,000	5,376	5,940	1.4%
Banks Road	Lyons Road	467	66,000	5,376	5,940	1.4%
Lyons Road	Florida's Turnpike	53	61,500	4,211	5,540	4.0%
Florida's Turnpike	Blount Road	12	65,500	5,421	5,900	1.2%
Blount Road	Powerline Road	12	65,500	5,421	5,900	1.2%
Wiles Road						
University Drive	Riverside Drive	7460	31,142	2,762	3,030	1.3%
Riverside Drive	Rock Island Road	8041	35,817	3,311	3,490	0.8%
Rock Island Road	SR 7	7116	34,970	3,248	3,410	0.7%
SR 7	Lyons Road	9581	16,863	1,515	1,710	1.7%
Lyons Road	Powerline Road	9694	7,875	(1)	710	(3)
Sawgrass Expressway						
University Drive	SR 7	3007	67,700	5,657	7,450	4.0%
SR 7	Lyons Road	3008	65,500	5,428	7,210	4.1%
Lyons Road	Florida's Turnpike	3009	68,600	5,330	7,550	5.1%
SW 10th Street						
Florida's Turnpike	Powerline Road	3010	35,600	2,921	3,920	4.3%
Holmberg Road/Johnson Road						
University Drive	Riverside Drive	9101	10,588	830	1,030	3.1%
Riverside Drive	SR 7	9138	16,391	1,509	1,600	0.8%
SR 7	Lyons Road	9527	9,932	632	1,062	7.7%
Hillsboro Boulevard						
Loxahatchee Road	SR 7	9240	10,674	576	1,040	8.8%
SR 7	Lyons Road	4	24,000	1,926	2,160	1.7%
Lyons Road	Powerline Road	5304	39,500	3,360	3,560	0.8%
University Drive						
Atlantic Boulevard	Royal Palm Boulevard	113	49,000	(1)	4,770	(2)
Royal Palm Boulevard	Sample Road	57	43,000	3,644	4,190	2.0%
Sample Road	NW 40th Street	7461	32,669	2,764	3,180	2.0%
NW 40th Street	Wiles Road	9421	29,641	2,570	2,890	1.7%
Wiles Road	Sawgrass Expressway	8420	28,966	2,318	2,820	2.8%
Sawgrass Expressway	Holmberg Road	9106	14,922	1,463	1,450	-0.1%
Riverside Drive						
Atlantic Boulevard	Royal Palm Boulevard	7475	26,189	2,738	2,550	-1.0%
Royal Palm Boulevard	Sample Road	7662	21,124	2,088	2,060	-0.2%
Sample Road	Wiles Road	9107	16,839	1,622	1,659	0.3%
Wiles Road	Holmberg Road	9520	13,200	1,314	1,312	0.0%
Rock Island Road						
Atlantic Boulevard	Margate Boulevard	7605	37,068	3,069	3,610	2.3%
Margate Boulevard	Royal Palm Boulevard	7593	26,893	2,404	2,620	1.2%
Royal Palm Boulevard	Sample Road	9166	20,718	1,981	2,020	0.3%
Sample Road	Wiles Road	9164	9,034	930	948	0.3%
NW 66th Avenue						
Atlantic Boulevard	NW 18th Streeet	9594	3,902	393	380	-0.5%
Turtle Creek Drive/Cullum Road						
Sample Road	SR 7	9768	14,992	(1)	1,460	(2)
SR 7	Lyons Road	(3)	(3)	(3)	(3)	(3)
SR 7						
Atlantic Boulevard	Margate Boulevard	298	52,124	5,220	4,690	-1.5%
Margate Boulevard	Coconut Creek Parkway	298	52,124	5,220	4,690	-1.5%
Coconut Creek Parkway	NW 18th Streeet	298	52,124	5,220	4,690	-1.5%
NW 18th Street	Copans Road	169	50,500	4,614	4,550	-0.2%
Copans Road	Sample Road	5294	50,000	4,659	4,500	-0.5%
Sample Road	Wiles Road	5112	47,500	4,390	4,280	-0.4%
Wiles Road	Sawgrass Expressway	168	45,000	4,390	4,050	-1.1%
Sawgrass Expressway	Holmberg Road	5	55,500	4,794	5,000	0.6%
Holmberg Road	Hillsboro Boulevard	5	55,500	4,794	5,000	0.6%
Hillsboro Boulevard	Palm Beach County Line	118	50,000	4,435	4,500	0.2%
NW 54th Avenue						
SR 7	Sample Road	9769	7,375	(1)	770	(2)
Banks Road						
Atlantic Boulevard	Coconut Creek Parkway	9109	11,793	1,106	1,081	-0.3%
Coconut Creek Parkway	Copans Road	9423	16,281	1,592	1,586	-0.1%
Copans Road	Sample Road	9108	5,735	542	562	0.5%
Sample Road	Wiles Road	(3)	(3)	(3)	(3)	(3)
Lyons Road						
Atlantic Boulevard	NW 6th Manor	9592	33,385	2,801	3,193	1.9%
NW 6th Manor	Coconut Creek Parkway	9592	33,385	2,801	3,193	1.9%
Coconut Creek Parkway	Copans Road	7428	31,533	2,814	2,980	0.8%
Copans Road	Sample Road	9143	31,843	3,212	2,935	-1.3%
Sample Road	Wiles Road	8054	41,383	3,786	3,908	0.5%
Wiles Road	Sawgrass Expressway	9145	37,306	3,657	3,716	0.2%
Sawgrass Expressway	Johnson Road	9528	37,526	3,710	3,757	0.2%
Johnson Road	Hillsboro Boulevard	8055	39,100	3,758	3,977	0.8%
Hillsboro Boulevard	Palm Beach County Line	8117	36,311	2,972	3,829	3.7%
Florida's Turnpike						
Atlantic Boulevard	Coconut Creek Parkway	1918	89,300	(1)	8,110	(2)
Coconut Creek Parkway	Sample Road	1920	92,100	7,379	8,360	1.8%
Sample Road	Sawgrass Expressway	1924	82,900	6,344	7,530	2.5%
Sawgrass Expressway	Palm Beach County Line	1930	97,500	(1)	8,850	(2)
NW 31st Ave-FTPK						
Atlantic Boulevard	Coconut Creek Parkway	60	16,500	1,362	1,490	1.3%
Blount Road						
Copans Road	Sample Road	9770	5,375	(1)	925	(2)
Powerline Road						
Atlantic Boulevard	Coconut Creek Parkway	449	39,500	3,584	3,560	-0.1%
Coconut Creek Parkway	Copans Road	7415	39,359	3,034	3,663	2.7%
Copans Road	Sample Road	129	34,500	(1)	3,110	(2)
Sample Road	Wiles Road	7105	46,500	2,564	4,190	7.3%
Wiles Road	SW 10th Street	167	28,500	2,643	2,570	-0.4%
SW 10th Street	Hillsboro Boulevard	128	35,500	(1)	3,200	(2)
Hillsboro Boulevard	Palm Beach County Line	7922	34,000	3,413	3,060	-1.5%

Areawide Average Growth Rate: 1.3%
Toll Road Growth Rate: 3.5%

Notes:

(1) No count station present in 2000.
(2) 2000 counts not available for historical growth rate calculations.
(3) Roadway segment does not currently exist in entirety.

Source: Broward County MPO Roadway Capacity and Level of Service Analysis for 2007 and 2030



NOT TO SCALE

COMMITTED DEVELOPMENTS

- (A) DOWNTOWN CORAL SPRINGS DRI
- (B) COMMERCE CENTER OF COCONUT CREEK DRI
- (C) SEMINMOLE COCONUT CREEK CASINO
- (D) COCOMAR PLAZA
- (E) PROMENADE AT COCONUT CREEK
- (F) LYONS CORPORATE PARK DRI
- (G) SAWGRASS EXCHANGE DRI
- (H) POMPANO INDUSTRIAL PARK DRI
- (I) CORAL LANDINGS III

THE FOLLOWING DEVELOPMENTS WERE DETERMINED TO BE BUILT-OUT OR NO LONGER VESTED FOR DEVELOPMENT:

- TARTAN PUD/TOWNSHIP DRI
- BERBER PLAT
- PLAZA AT DEERFIELD BEACH DRI
- SAWGRASS PARK OF COMMERCE DRI
- BATES DRI

FIGURE G-1

MAIN STREET @ COCONUT CREEK DRI COMMITTED DEVELOPMENTS

LEGEND

Preliminary Study Area

(D) *Committed Development*

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Drawing name: K:\FTL_TPTO\043271000-Main Street CC DRI\CADD\Committed Developments.dwg Mitigation Mar 31, 2009 11:30am by: john.mcwilliams

Wiles Road Extension Volume Development Adjustments

Sample Road (between Lyons Road and Powerline Road)

Volumes Extracted from SERPM 2020 Model

	2020 Scenario Without Wiles Road		2020 Scenario With Wiles Road	
	EB	WB	EB	WB
	27,778	30,005	25,563	26,187
	29,054	29,054	26,508	27,565
	37,622	36,305	35,394	33,703
	34,022	33,720	32,154	31,215
	33,498	32,624	32,386	31,362
Sum	161,974	161,708	152,005	150,032

				Distribution		
Sample Road Volume	**EB**	**-6.2%**		LT	TH	RT
Reduction with Wiles Road Extension	**WB**	**-7.2%**		10%	80%	10%

Wiles Road Extension Volume Development Adjustments

PSWADT (from model)	35,523
MOCF	0.96
K	0.0863
D	0.5575
EB	1,302
WB	1,641

Wiles Road at Lyons Road

Direction		Proposed Turning Movement Distribution	Existing Turning Movement Distribution
WB			
RT	27,980	10%	41%
THRU	15,385	80%	22%
LT	25,597	10%	37%
SB			
LT	26,050	10%	38%
EB			
THRU	15,983	80%	23%
NB			
RT	26,695	10%	39%

Adjusted Volumes

SBR	SBT	SBL	
		130	
	EBL	WBR	164
1,042	EBT	WBT	1,313
	EBR	WBL	164
		130	
	NBL	NBT	NBR

PSWADT (from model)	35194
MOCF	0.96
K	0.0863
D	0.5575
EB	1290
WB	1626

Wiles Road at Powerline Road

Direction		Proposed Turning Movement Distribution	Existing Turning Movement Distribution
EB			
RT	24,108	10%	37%
THRU	15,647	80%	24%
LT	25,671	10%	39%
SB			
RT	25,062	10%	38%
WB			
THRU	15,762	80%	24%
NB			
LT	24,780	10%	38%

Adjusted Volumes

SBR	SBT	SBL	
	163		
129	EBL	WBR	
1,032	EBT	WBT	1,300
129	EBR	WBL	
	163		
	NBL	NBT	NBR

Main Street @ Coconut Creek
Committed Development Traffic
Downtown Coral Springs DRI

Roadway		Dowtown Coral Springs DRI Assigned Trips (from ADA)		Dowtown Coral Springs DRI (5.69% Built) (from Quarterly Report 12/31/08)	
From	To	NB/EB	SB/WB	NB/EB	SB/WB
Sample Road					
Riverside Drive	Rock Island Road	325	205	307	193
Rock Island Road	SR 7	217	133	205	125
SR 7	Banks Road	127	78	120	74
Banks Road	Lyons Road	122	75	115	71
Lyons Road	Florida's Turnpike	77	46	73	43
Wiles Road					
SR 7	Lyons Road	0	0	0	0
Lyons Road	Powerline Road	0	0	0	0
Turtle Creek Drive/Cullum Road					
SR 7	Lyons Road	0	0		
SR 7					
Sample Road	Wiles Road	24	15	23	14
Wiles Road	Sawgrass Expressway	39	23	37	22
NW 54th Avenue					
Sample Road	Cullum Road	0	0	0	0
Banks Road					
Sample Road	Wiles Road	0	0	0	0
Lyons Road					
Coconut Creek Parkway	Copans Road	1	2	1	2
Copans Road	Sample Road	15	27	14	25
Sample Road	Wiles Road	18	10	17	9
Wiles Road	Sawgrass Expressway	18	10	17	9
Sawgrass Expressway	Johnson Road	0	0	0	0
Johnson Road	Hillsboro Boulevard	0	0	0	0

Main Street @ Coconut Creek
Committed Development Traffic
Seminole Casino/Commerce Center of Coconut Creek DRI

Roadway		% Assignment	Direction (In/Out) (28% Built) (620 In Trips/895 Out Trips) (From RAC Entitlements)		Seminole Coconut Creek Casino (28% Built) (From RAC Entitlements)	
From	To		NB/EB	SB/WB	NB/EB	SB/WB
Sample Road						
Riverside Drive	Rock Island Road	16%	I	O	99	143
Rock Island Road	SR 7	18%	I	O	112	161
SR 7	Banks Road	27%	I	O	167	242
Banks Road	Lyons Road	25%	I	O	155	224
Lyons Road	Florida's Turnpike	24%	O	I	215	149
Wiles Road						
SR 7	Lyons Road	0%	I	O	0	0
Lyons Road	Powerline Road	7%	O	I	63	43
Turtle Creek Drive/Cullum Road						
SR 7	Lyons Road	40%	I	O	248	358
SR 7						
Sample Road	Wiles Road	19%	I	O	118	170
Wiles Road	Sawgrass Expressway	14%	O	I	125	87
NW 54th Avenue						
Sample Road	Cullum Road	57%	O	I	510	353
Banks Road						
Sample Road	Wiles Road	2%	I	O	12	18
Lyons Road						
Coconut Creek Parkway	Copans Road	5%	I	O	31	45
Copans Road	Sample Road	8%	I	O	50	72
Sample Road	Wiles Road	13%	O	I	116	81
Wiles Road	Sawgrass Expressway	6%	O	I	54	37
Sawgrass Expressway	Johnson Road	3%	O	I	27	19
Johnson Road	Hillsboro Boulevard	3%	O	I	27	19

Main Street @ Coconut Creek
Committed Development Traffic
Cocomar Plaza

Roadway		% Assignment	Direction (In/Out) (375 In Trips/401 Out Trips)		Cocomar Plaza (0% Built)	
From	To		NB/EB	SB/WB	NB/EB	SB/WB
Sample Road						
Riverside Drive	Rock Island Road	1%	I	O	4	4
Rock Island Road	SR 7	1%	I	O	4	4
SR 7	Banks Road	1%	I	O	4	4
Banks Road	Lyons Road	0%	I	O	0	0
Lyons Road	Florida's Turnpike	0%	O	I	0	0
Wiles Road						
SR 7	Lyons Road	0%	I	O	0	0
Lyons Road	Powerline Road	0%	O	I	0	0
Turtle Creek Drive/Cullum Road						
SR 7	Lyons Road	0%	I	O		
SR 7						
Sample Road	Wiles Road	1%	O	I	4	4
Wiles Road	Sawgrass Expressway	0%	O	I	0	0
NW 54th Avenue						
Sample Road	Cullum Road	0%	I	O	0	0
Banks Road						
Sample Road	Wiles Road	0%	I	O	8	8
Lyons Road						
Coconut Creek Parkway	Copans Road	9%	O	I	36	34
Copans Road	Sample Road	6%	O	I	24	23
Sample Road	Wiles Road	5%	O	I	20	19
Wiles Road	Sawgrass Expressway	5%	O	I	16	15
Sawgrass Expressway	Johnson Road	4%	O	I	12	11
Johnson Road	Hillsboro Boulevard	3%	O	I	4	4

Main Street @ Coconut Creek
Committed Development Traffic
Promenade at Coconut Creek

Roadway		% Assignment	Direction (In/Out) (251 In Trips/113 Out Trips)		Promenade at Coconut Creek (77% Built) (Based on Info Provided by Coconut Creek)	
From	To		NB/EB	SB/WB	NB/EB	SB/WB
Sample Road						
Riverside Drive	Rock Island Road	4%	I	O	5	6
Rock Island Road	SR 7	4%	I	O	5	6
SR 7	Banks Road	6%	I	O	7	8
Banks Road	Lyons Road	9%	I	O	10	12
Lyons Road	Florida's Turnpike	13%	O	I	18	15
Wiles Road						
SR 7	Lyons Road	37%	I	O	42	51
Lyons Road	Powerline Road	5%	O	I	7	6
Turtle Creek Drive/Cullum Road						
SR 7	Lyons Road	0%	I	O	0	0
SR 7						
Sample Road	Wiles Road	4%	I	O	5	6
Wiles Road	Sawgrass Expressway	12%	O	I	17	14
NW 54th Avenue						
Sample Road	Cullum Road	0%	I	O	0	0
Banks Road						
Sample Road	Wiles Road	10%	I	O	11	0
Lyons Road						
Coconut Creek Parkway	Copans Road	8%	I	O	9	11
Copans Road	Sample Road	23%	I	O	26	32
Sample Road	Wiles Road	61%	I	O	69	84
Wiles Road	Sawgrass Expressway	11%	O	I	15	12
Sawgrass Expressway	Johnson Road	4%	O	I	6	5
Johnson Road	Hillsboro Boulevard	3%	O	I	4	3

Main Street @ Coconut Creek
Committed Development Traffic
Lyons Corporate Park DRI

Roadway		% Assignment	Direction (In/Out) (4 In Trips/16 Out Trips)		Lyons Corporate Park (97% Built) (Based on 2008 NOPC)	
From	To		NB/EB	SB/WB	NB/EB	SB/WB
Sample Road						
Riverside Drive	Rock Island Road	4%	I	O	0	1
Rock Island Road	SR 7	4%	I	O	0	1
SR 7	Banks Road	0%	I	O	0	0
Banks Road	Lyons Road	0%	I	O	0	0
Lyons Road	Florida's Turnpike	6%	O	I	1	0
Wiles Road						
SR 7	Lyons Road	0%	I	O	0	0
Lyons Road	Powerline Road	0%	O	I	0	0
Turtle Creek Drive/Cullum Road						
SR 7	Lyons Road	0%	I	O	0	0
SR 7						
Sample Road	Wiles Road	10%	I	O	0	2
Wiles Road	Sawgrass Expressway	16%	I	O	1	3
NW 54th Avenue						
Sample Road	Cullum Road	0%	I	O	0	0
Banks Road						
Sample Road	Wiles Road	0%	I	O	0	0
Lyons Road						
Coconut Creek Parkway	Copans Road	5%	I	O	0	1
Copans Road	Sample Road	7%	I	O	0	1
Sample Road	Wiles Road	16%	I	O	1	3
Wiles Road	Sawgrass Expressway	16%	I	O	1	3
Sawgrass Expressway	Johnson Road	17%	I	O	1	3
Johnson Road	Hillsboro Boulevard	37%	O	I	6	1

Main Street @ Coconut Creek
Committed Development Traffic
Sawgrass Exchange DRI

Roadway		% Assignment	Direction (In/Out) (248 In Trips/295 Out Trips)		Sawgrass Exchange DRI (53% Built) (Based on Information Provided by Coconut Creek)	
From	To		NB/EB	SB/WB	NB/EB	SB/WB
Sample Road						
Riverside Drive	Rock Island Road	4%	I	O	10	12
Rock Island Road	SR 7	4%	I	O	12	15
SR 7	Banks Road	5%	I	O	12	15
Banks Road	Lyons Road	5%	I	O	12	15
Lyons Road	Florida's Turnpike	5%	O	I	15	12
Wiles Road						
SR 7	Lyons Road	0%	I	O	0	0
Lyons Road	Powerline Road	0%	O	I	0	0
Turtle Creek Drive/Cullum Road						
SR 7	Lyons Road	0%	I	O	0	0
SR 7						
Sample Road	Wiles Road	6%	I	O	15	18
Wiles Road	Sawgrass Expressway	4%	I	O	10	12
NW 54th Avenue						
Sample Road	Cullum Road	0%	I	O	0	0
Banks Road						
Sample Road	Wiles Road	0%	I	O	0	0
Lyons Road						
Coconut Creek Parkway	Copans Road	4%	I	O	10	12
Copans Road	Sample Road	8%	I	O	20	24
Sample Road	Wiles Road	18%	I	O	45	53
Wiles Road	Sawgrass Expressway	25%	I	O	62	74
Sawgrass Expressway	Johnson Road	22%	I	O	55	65
Johnson Road	Hillsboro Boulevard	22%	O	I	65	55

Main Street @ Coconut Creek
Committed Development Traffic
Pompano Industrial Park DRI

Roadway		% Assignment	Direction (In/Out) (70 In Trips/144 Out Trips)		Pompano Industrial Park DRI (80% Built) (Based on Info Provided by Pompano Beach)	
From	To		NB/EB	SB/WB	NB/EB	SB/WB
Sample Road						
Riverside Drive	Rock Island Road	5%	I	O	4	7
Rock Island Road	SR 7	5%	I	O	4	7
SR 7	Banks Road	17%	I	O	12	24
Banks Road	Lyons Road	17%	I	O	12	24
Lyons Road	Florida's Turnpike	20%	I	O	14	29
Wiles Road						
SR 7	Lyons Road	0%	I	O	0	0
Lyons Road	Powerline Road	0%	O	I	0	0
Turtle Creek Drive/Cullum Road						
SR 7	Lyons Road	0%	I	O	0	0
SR 7						
Sample Road	Wiles Road	2%	O	I	3	1
Wiles Road	Sawgrass Expressway	2%	O	I	3	1
NW 54th Avenue						
Sample Road	Cullum Road	0%	I	O	0	0
Banks Road						
Sample Road	Wiles Road	0%	I	O	0	0
Lyons Road						
Coconut Creek Parkway	Copans Road	0%	I	O	0	0
Copans Road	Sample Road	4%	I	O	3	6
Sample Road	Wiles Road	5%	O	I	7	4
Wiles Road	Sawgrass Expressway	5%	O	I	7	4
Sawgrass Expressway	Johnson Road	5%	O	I	7	4
Johnson Road	Hillsboro Boulevard	5%	O	I	7	4

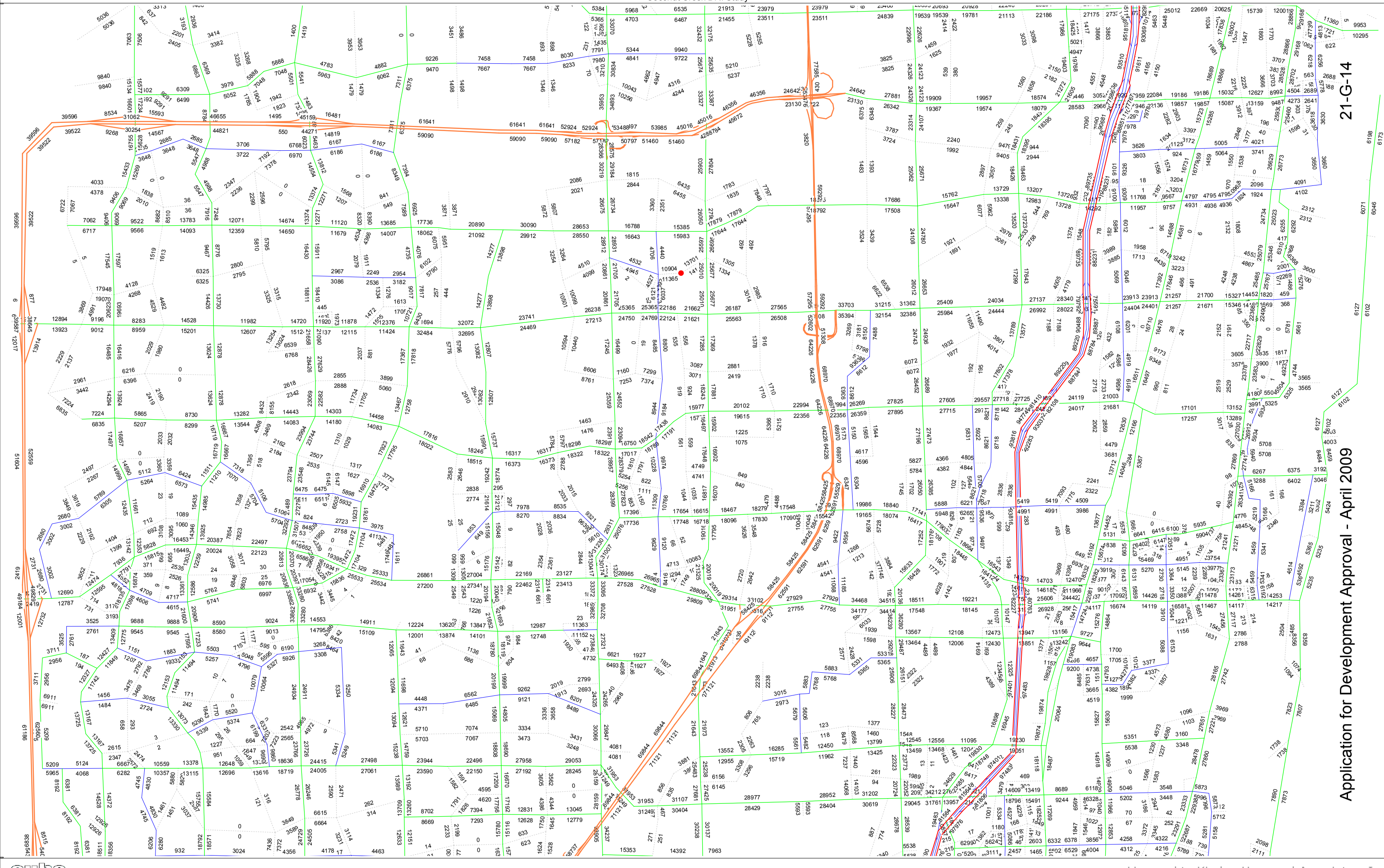
Main Street @ Coconut Creek
Committed Development Traffic
Coral Landings III

Roadway		% Assignment	Direction (In/Out) (150 In Trips/166 Out Trips)		Coral Landings III (0% Built) (Based on Info Provided by Coral Springs)	
From	To		NB/EB	SB/WB	NB/EB	SB/WB
Sample Road						
Riverside Drive	Rock Island Road	18%	I	O	27	30
Rock Island Road	SR 7	22%	I	O	33	37
SR 7	Banks Road	21%	O	I	35	32
Banks Road	Lyons Road	21%	O	I	35	32
Lyons Road	Florida's Turnpike	15%	O	I	25	23
Wiles Road						
SR 7	Lyons Road	0%	I	O	0	0
Lyons Road	Powerline Road	0%	O	I	0	0
Turtle Creek Drive/Cullum Road						
SR 7	Lyons Road	0%	I	O	0	0
SR 7						
Sample Road	Wiles Road	13%	O	I	22	20
Wiles Road	Sawgrass Expressway	6%	O	I	10	9
NW 54th Avenue						
Sample Road	Cullum Road	0%	I	O	0	0
Banks Road						
Sample Road	Wiles Road	0%	I	O	0	0
Lyons Road						
Coconut Creek Parkway	Copans Road	2%	I	O	3	3
Copans Road	Sample Road	3%	I	O	5	5
Sample Road	Wiles Road	3%	I	O	5	5
Wiles Road	Sawgrass Expressway	2%	O	I	3	3
Sawgrass Expressway	Johnson Road	1%	O	I	2	2
Johnson Road	Hillsboro Boulevard	0%	O	I	0	0

Main Street @ Coconut Creek
Total Committed Development Traffic

Roadway		Dowtown Coral Springs DRI (5% Built)		Seminole Coconut Creek Casino (28% Built)		Cocomar Plaza (0% Built)		Promenade at Coconut Creek (77% Built)		Lyons Corporate Park (97% Built)		Sawgrass Exchange DRI (53% Built)		Pompano Industrial Park DRI (80% Built)		Coral Landings III (0% Built)		Total Committed Development	
From	To	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Sample Road																			
Riverside Drive	Rock Island Road	307	193	99	143	4	4	5	6	0	1	10	12	4	7	27	30	**455**	**395**
Rock Island Road	SR 7	205	125	112	161	4	4	5	6	0	1	12	15	4	7	33	37	**374**	**355**
SR 7	Banks Road	120	74	167	242	4	4	7	8	0	0	12	15	12	24	35	32	**357**	**399**
Banks Road	Lyons Road	115	71	155	224	0	0	10	12	0	0	12	15	12	24	35	32	**339**	**378**
Lyons Road	Florida's Turnpike	73	43	215	149	0	0	18	15	1	0	15	12	14	29	25	23	**360**	**270**
Wiles Road																			
SR 7	Lyons Road	0	0	0	0	0	0	42	51	0	0	0	0	0	0	0	0	**42**	**51**
Lyons Road	Powerline Road	0	0	63	43	0	0	7	6	0	0	0	0	0	0	0	0	**70**	**49**
Turtle Creek Drive/Cullum Road																			
SR 7	Lyons Road	0	0	248	358	0	0	0	0	0	0	0	0	0	0	0	0	**248**	**358**
SR 7																			
Sample Road	Wiles Road	23	14	118	170	4	4	5	6	0	2	15	18	3	1	22	20	**189**	**234**
Wiles Road	Sawgrass Expressway	37	22	125	87	0	0	17	14	1	3	10	12	3	1	10	9	**202**	**147**
NW 54th Avenue																			
Sample Road	Cullum Road	0	0	510	353	0	0	0	0	0	0	0	0	0	0	0	0	**510**	**353**
Banks Road																			
Sample Road	Wiles Road	0	0	12	18	8	8	11	0	0	0	0	0	0	0	0	0	**32**	**25**
Lyons Road																			
Coconut Creek Parkway	Copans Road	1	2	31	45	36	34	9	11	0	1	10	12	0	0	3	3	**90**	**107**
Copans Road	Sample Road	14	25	50	72	24	23	26	32	0	1	20	24	3	6	5	5	**141**	**186**
Sample Road	Wiles Road	17	9	116	81	20	19	69	84	1	3	45	53	7	4	5	5	**279**	**257**
Wiles Road	Sawgrass Expressway	17	9	54	37	16	15	15	12	1	3	62	74	7	4	3	3	**175**	**156**
Sawgrass Expressway	Johnson Road	0	0	27	19	12	11	6	5	1	3	55	65	7	4	2	2	**109**	**107**
Johnson Road	Hillsboro Boulevard	0	0	27	19	4	4	4	3	6	1	65	55	7	4	0	0	**113**	**85**

2020 SERPM Run with 2013 E+C Network
Coconut Creek DRI Study



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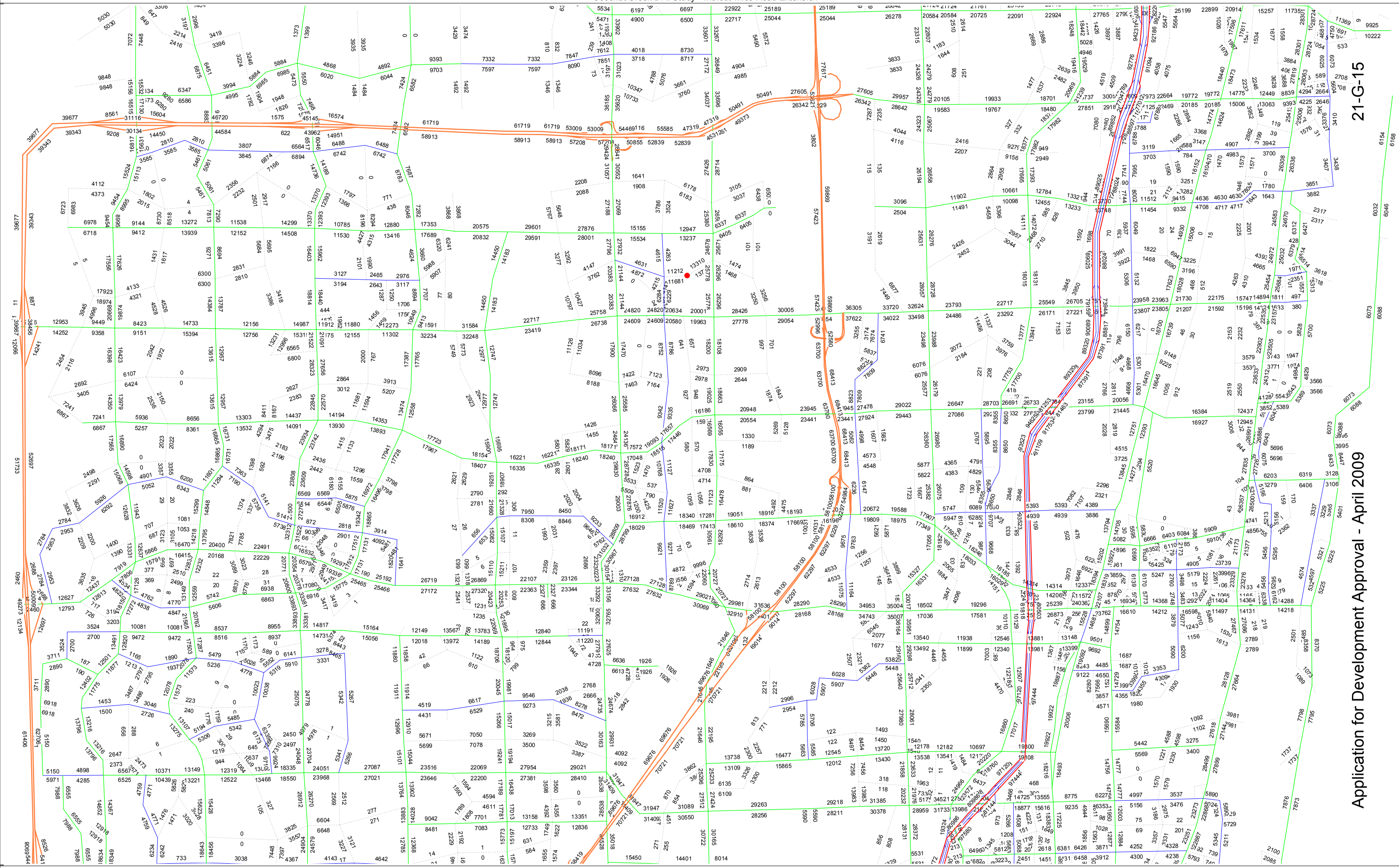
2020 SERPM Select Zone Run

Coconut Creek DRI Study - without wiles Road Extension



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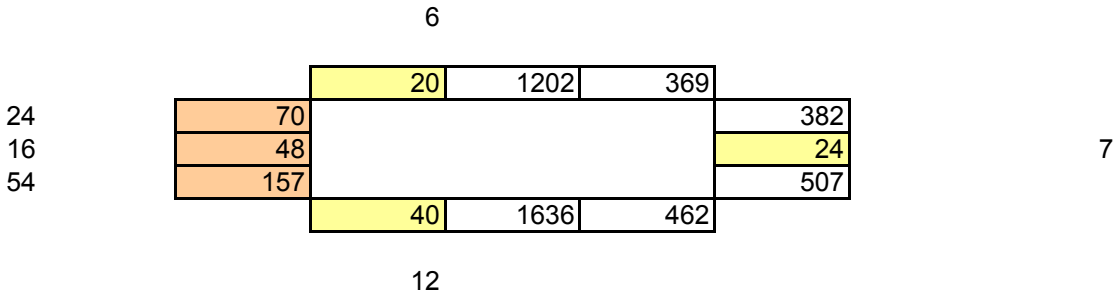
Wiles west of Powerline

	2020 without Wiles		2020 with Wiles	
	EB	WB	EB	WB
	11,491	11,902	15,647	15,762
	10,098	10,661	13,338	13,729
Sum	21,589	22,563	28,985	29,491
Difference			7,396	6,928
Peak Hour			638	598

EB	**34.3%**
WB	**30.7%**



Wiles Road Extension Volume Development Adjustments

Wiles Road at Lyons Road

		Model Int.	Actual Int.
WB			
RT	27980	10%	41%
THRU	15385	80%	22%
LT	25597	10%	37%
SB			
LT	26050	10%	38%
EB			
THRU	15983	80%	23%
NB			
RT	26695	10%	39%

PSWADT (from model)	35523
MOCF	0.96
K	0.0863
D	0.5575
EB	1302
WB	1641

Adjusted Volumes

	SBR	SBT	SBL	
			130	
	EBL		WBR	164
1042	EBT		WBT	1313
	EBR		WBL	164
			130	
	NBL	NBT	NBR	

Wiles Road at Powerline Road

		Model Int.	Actual Int.
EB			
RT	24108	10%	37%
THRU	15647	80%	24%
LT	25671	10%	39%
SB			
RT	25062	10%	38%
WB			
THRU	15762	80%	24%
NB			
LT	24780	10%	38%

PSWADT (from model)	35194
MOCF	0.96
K	0.0863
D	0.5575
EB	1290
WB	1626

Adjusted Volumes

	SBR	SBT	SBL	
	163			
129	EBL		WBR	
1032	EBT		WBT	1300
129	EBR		WBL	
	163			
	NBL	NBT	NBR	

H

Kimley-Horn
and Associates, Inc.
~~October 31, 2008~~
March 26, 2009

Ms. MJ Matthews, JD
Principal Planner and DRI Coordinator
South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021

Suite 109
5200 NW 33rd Avenue
Fort Lauderdale, Florida
33309-6343

Re: Main Street @ Coconut Creek DRI
Proposed Trip Distribution

Dear Ms. Matthews:

Based upon agreed methodology at the pre-application meeting held on October 13th for the above-mentioned DRI and subsequent correspondence with the review agencies, project traffic distribution based upon a select zone analysis performed using an interim Year 2020 FSUTMS (Florida Standard Urban Transportation Model Structure) model. Attachment A presents the proposed trip distribution.

As requested, the Southeast Regional Planning Model (SERPM) was utilized. In order to develop an interim (Year 2020) model, z-data from both the Year 2005 (validation) and Year 2030 (long range transportation plan) models were examined. Year 2020 z-data was developed by interpolating between z-data from Year 2005 and Year 2030 models. The roadway network for the interim year model was based upon the Year ~~2030 model.~~2013/2014 Existing + Committed network. Attachment B includes the interim model select zone analysis output ~~along with an itemized list of the model modifications made in order to perform the select zone analysis.~~

Please note that the proposed distribution is initially based upon the results of the interim SERPM model select zone analysis. Per the proposed methodology, the model results were adjusted to more accurately reflect expected travel patterns, address specific agency issues, and account for the ~~as well as the expected~~ 10% interaction between the proposed development and the adjacent Seminole property as agreed to by FDOT.

Please feel free to contact me if you have any questions.

Very Truly Yours,

KIMLEY-HORN AND ASSOCIATES, INC.

John J. McWilliams, P.E.

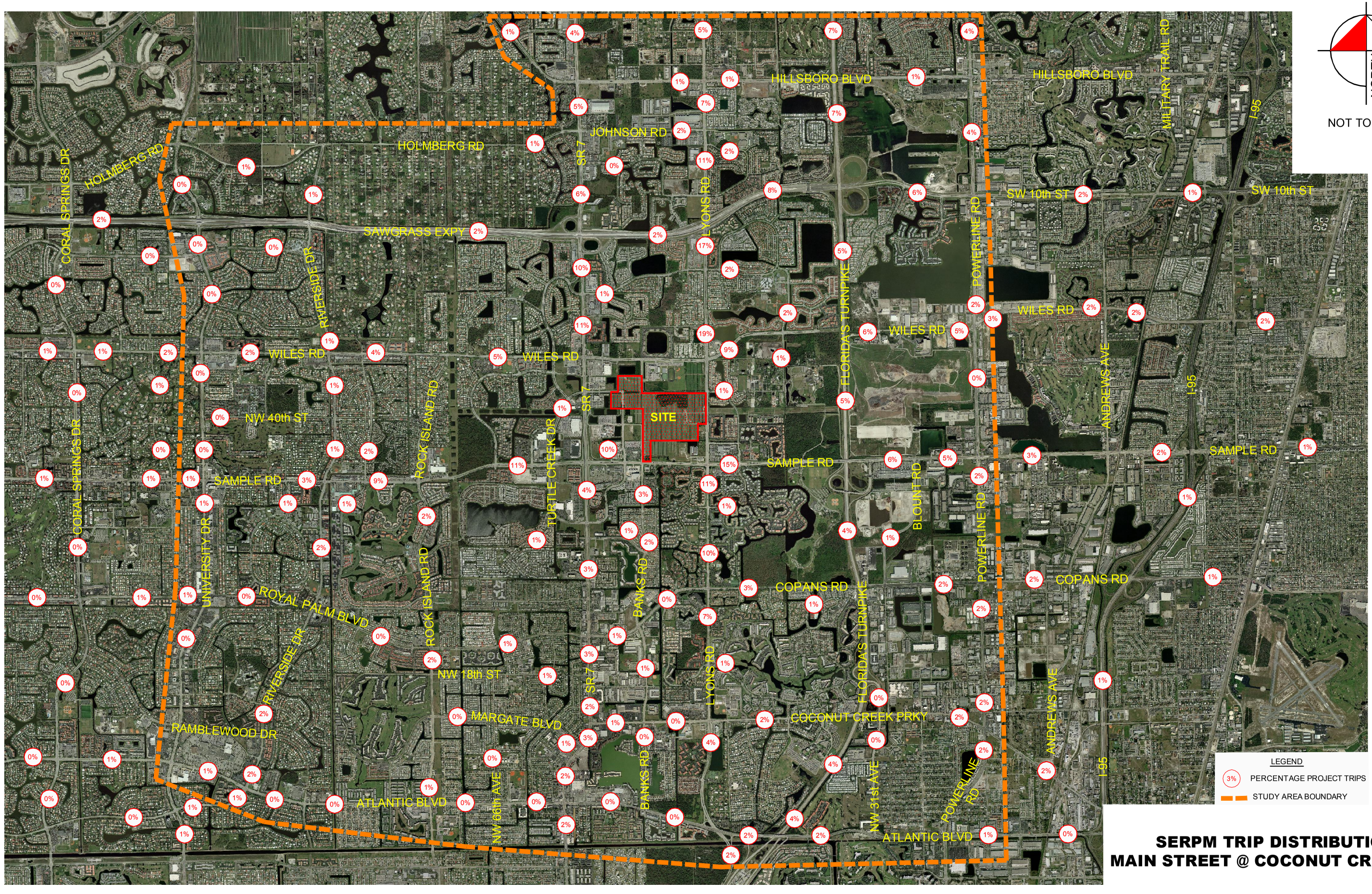
Attachments

Cc: Mr. Dennis Mele, Esq., Ruden McClosky
Mr. Robert Gorlow, RMGA, JPGP LLC
Mr. Leigh Kerr, AICP, Leigh Robinson Kerr and Associates, Inc.

~~K:\FTL_TPTO\043271000-Main Street CC DRI\Correspondence\letter\10 29 08-2 matthews ltr.doc~~K:\FTL_TPTO\043271000-Main Street CC DRI\Correspondence\letter\03 26 09 matthews ltr.doc

TEL 954 535 5100
FAX 954 739 2247

ATTACHMENT A



21-H-3

SERPM TRIP DISTRIBUTION
MAIN STREET @ COCONUT CREEK DRI

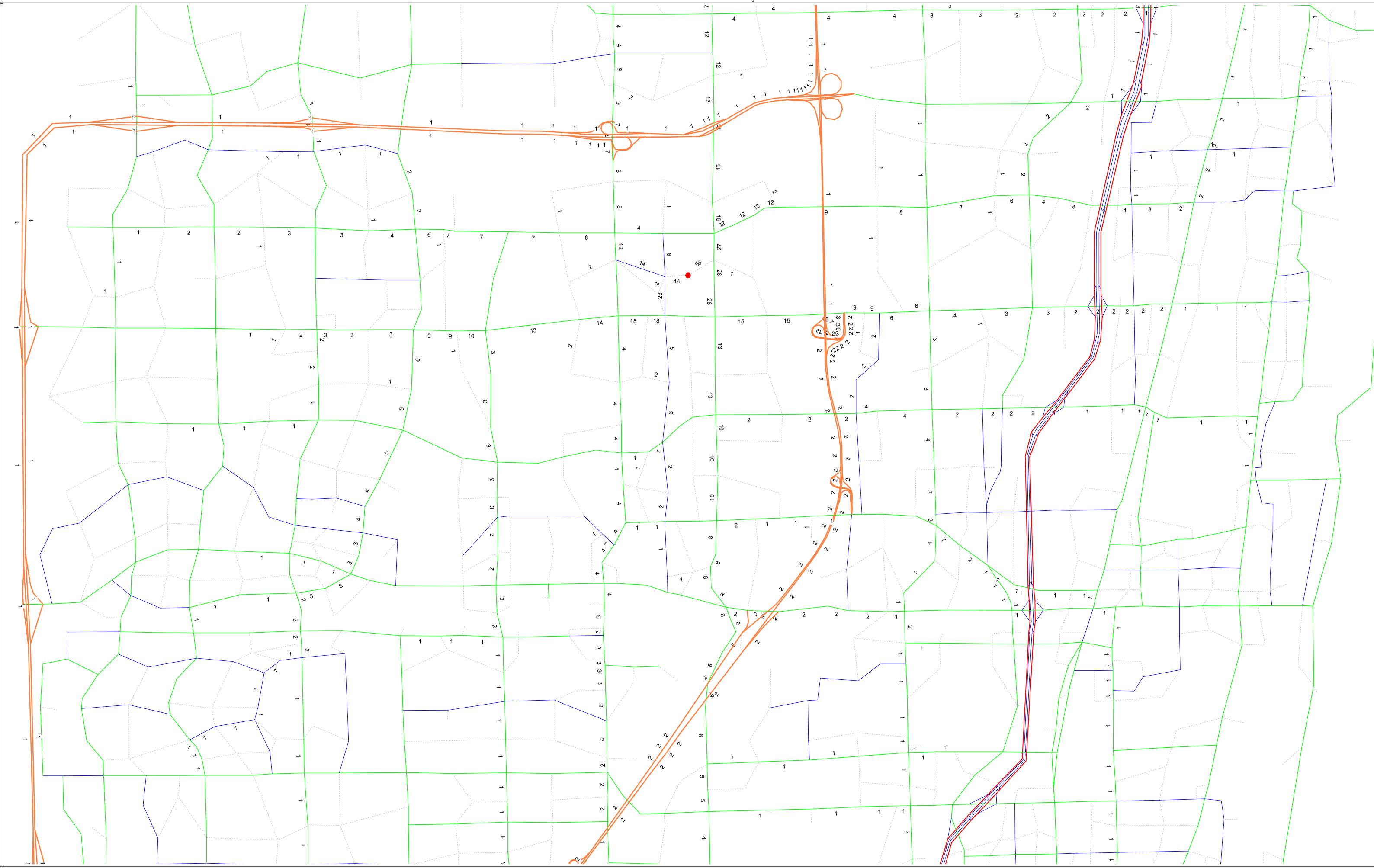
Kimley-Horn and Associates, Inc.

Drawing name: K:\FTL_TPTO\043271000-Main Street CC DRI\CADD\SERPM Trip Distribution 10 percent to Casino 03 09 09.dwg 11 x 17 Mar 19, 2009 10:55am by: adrian.dabkowski

Application for Development Approval - April 2009

ATTACHMENT B

2020 SERPM Select Zone Run with 2013 E+C Network
Coconut Creek DRI Study



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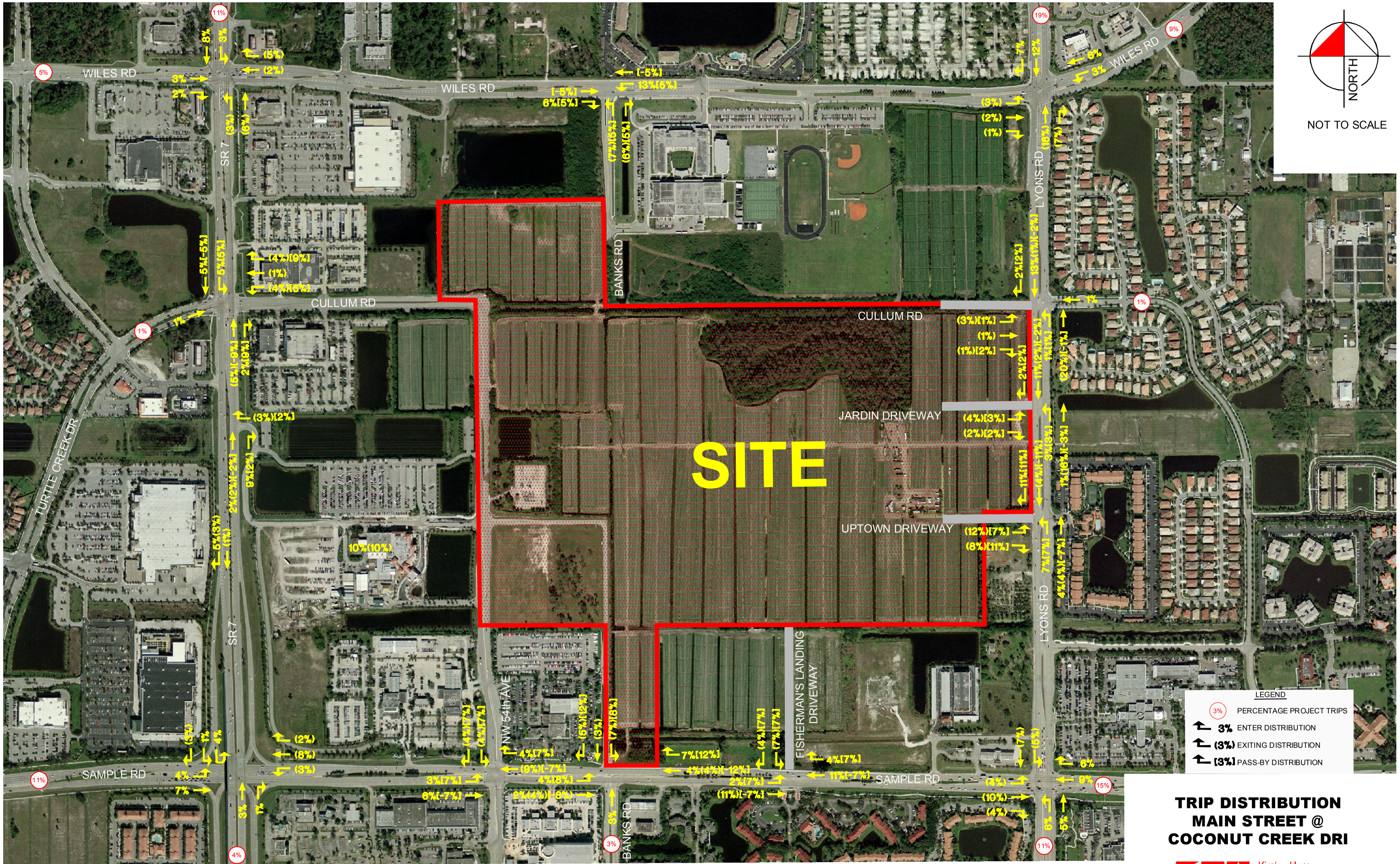

TRIP DISTRIBUTION MAIN STREET @ COCONUT CREEK DRI

Kimley-Horn and Associates, Inc.

Drawing name: K:\FTL_TPTO\043271000-Main Street CC DRI\CADD\Trip Distribution 20 Percent to Casino ZOOM.dwg 11 x 17 ZOOM Mar 31, 2009 4:00pm by: adrian.dabkowski

21-H-6

Application for Development Approval - April 2009

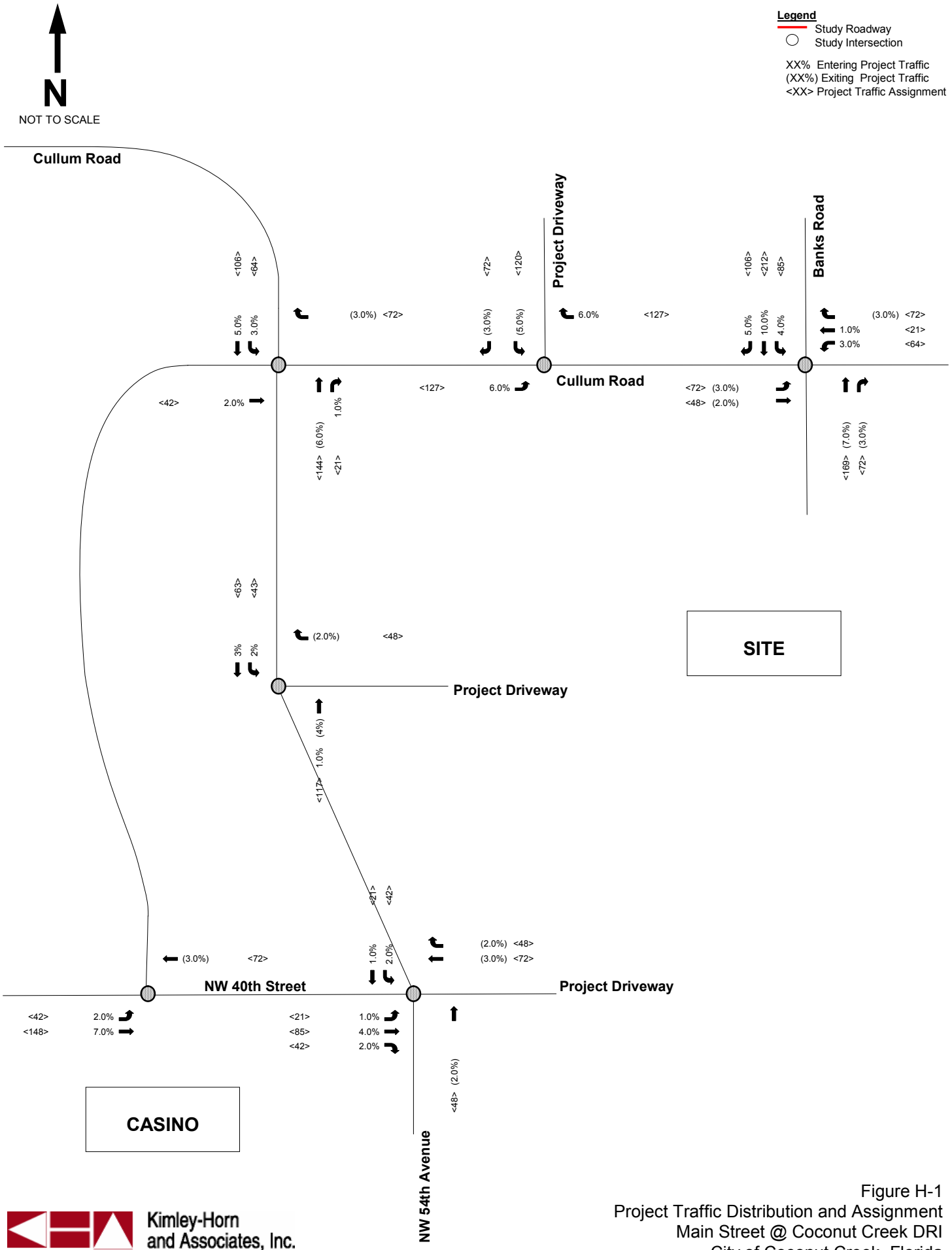

Figure H-1
Project Traffic Distribution and Assignment
Main Street @ Coconut Creek DRI
City of Coconut Creek, Florida

Kimley-Horn and Associates, Inc.

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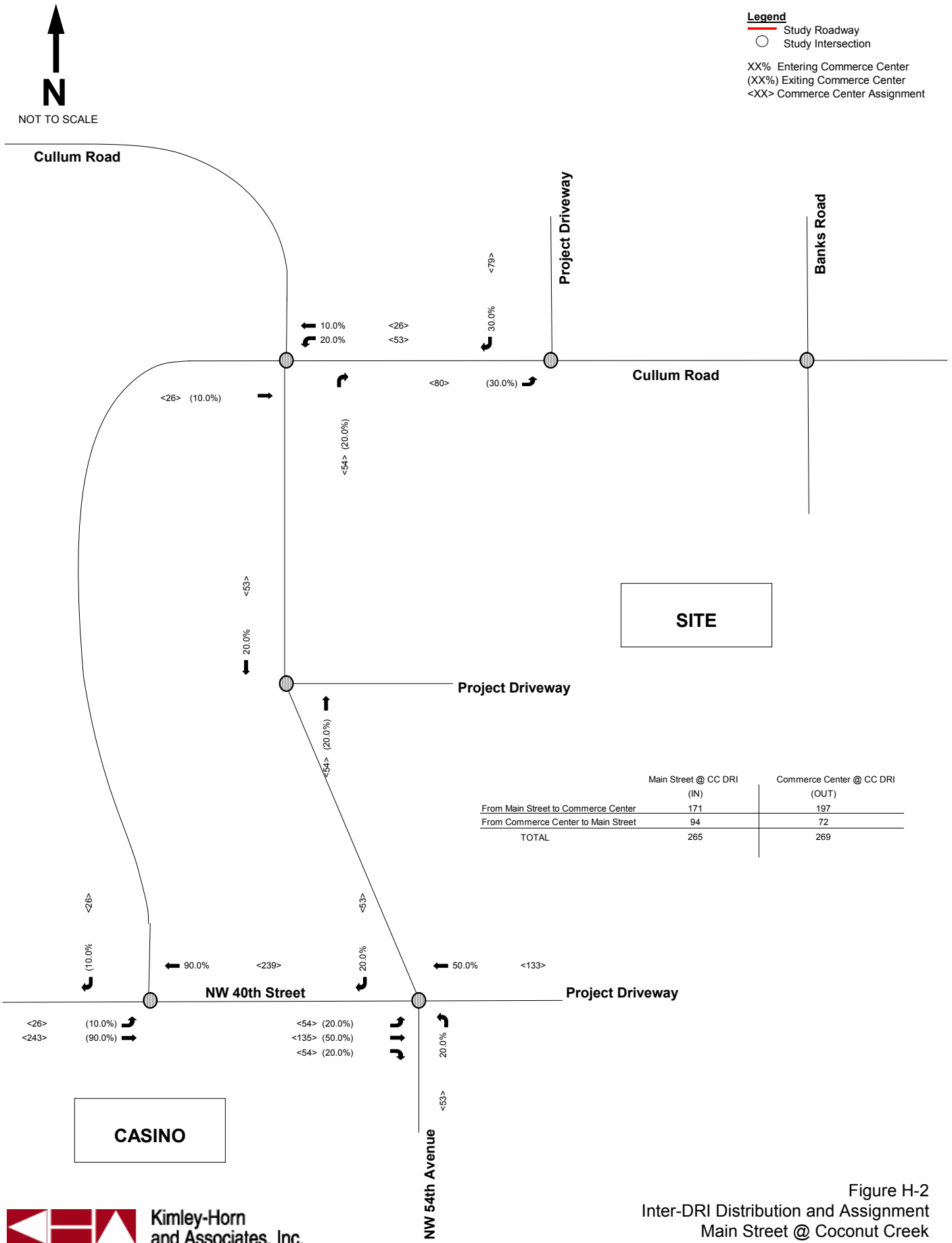

Figure H-2
Inter-DRI Distribution and Assignment
Main Street @ Coconut Creek
City of Coconut Creek, Florida

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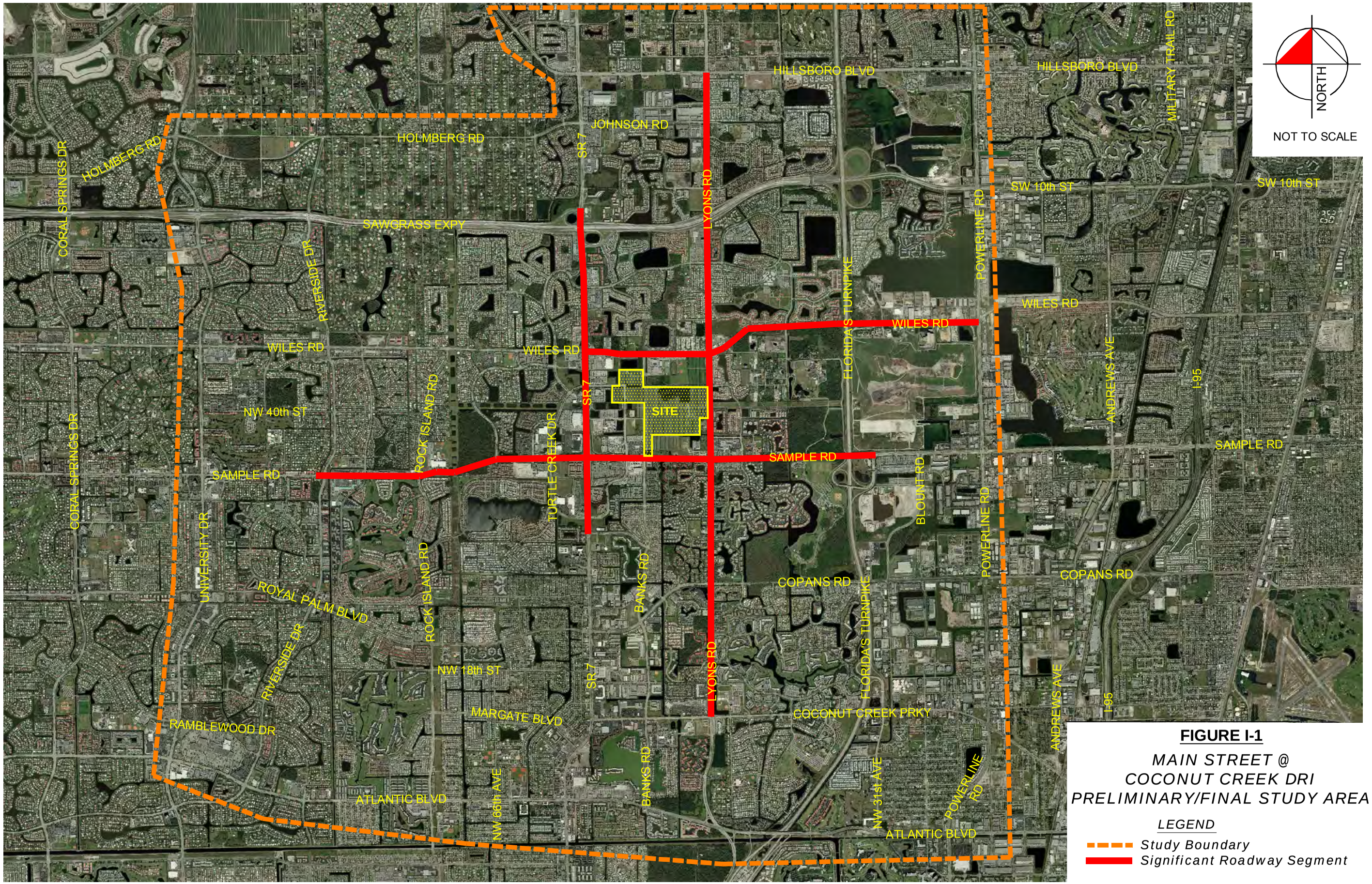


FIGURE I-1

MAIN STREET @ COCONUT CREEK DRI PRELIMINARY/FINAL STUDY AREA

LEGEND

Study Boundary

Significant Roadway Segment

Drawing name: K:\FTL_TPTO\043271000-Main Street CC DRI\CADD\Prelim Final study area.dwg Mitigation Mar 31, 2009 5:43pm by: john.mcwilliams

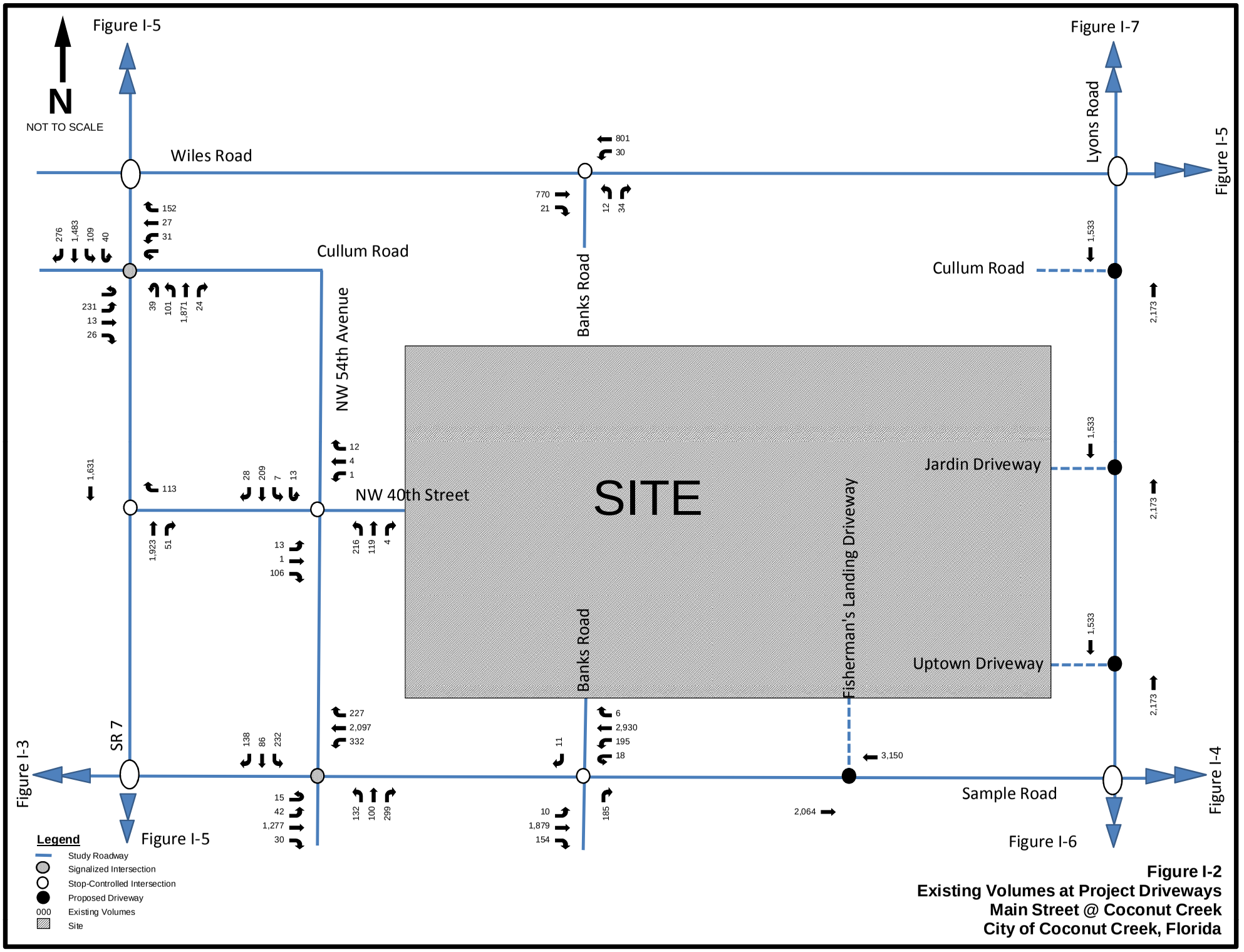
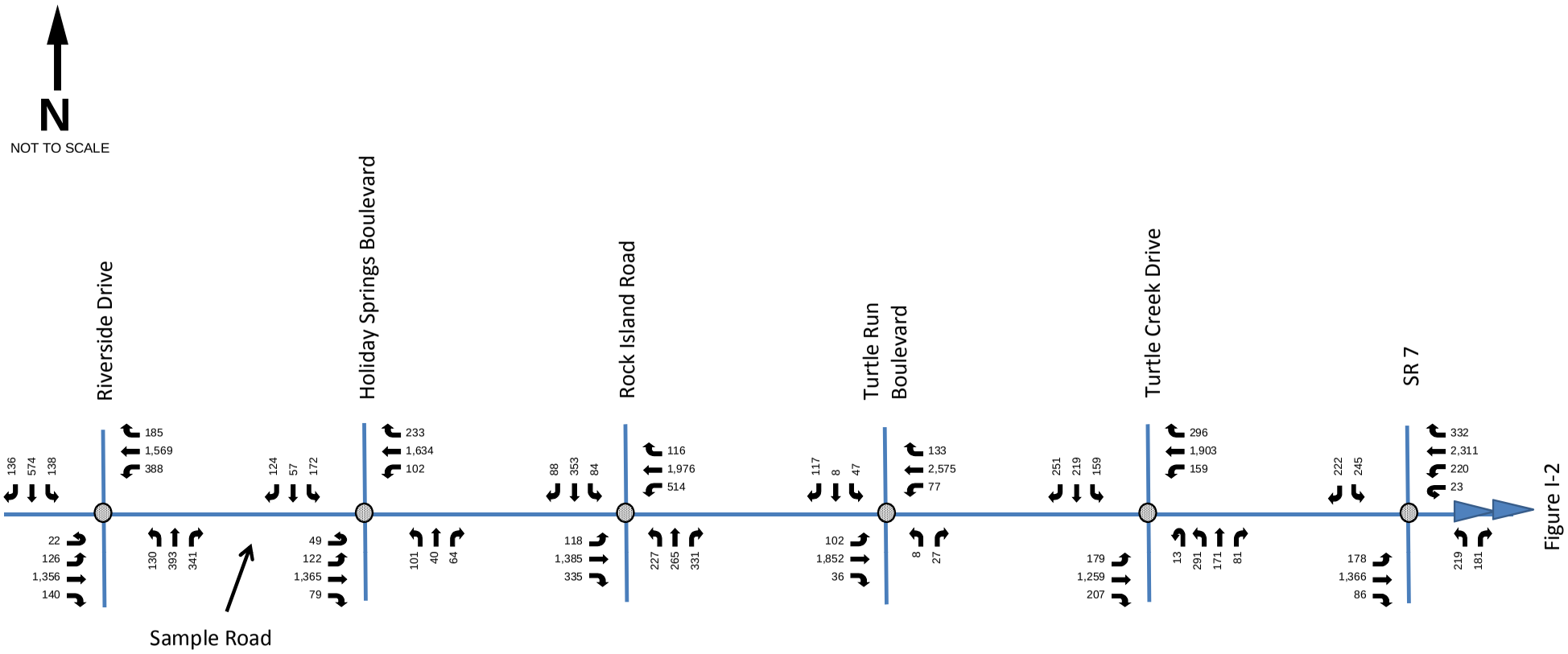


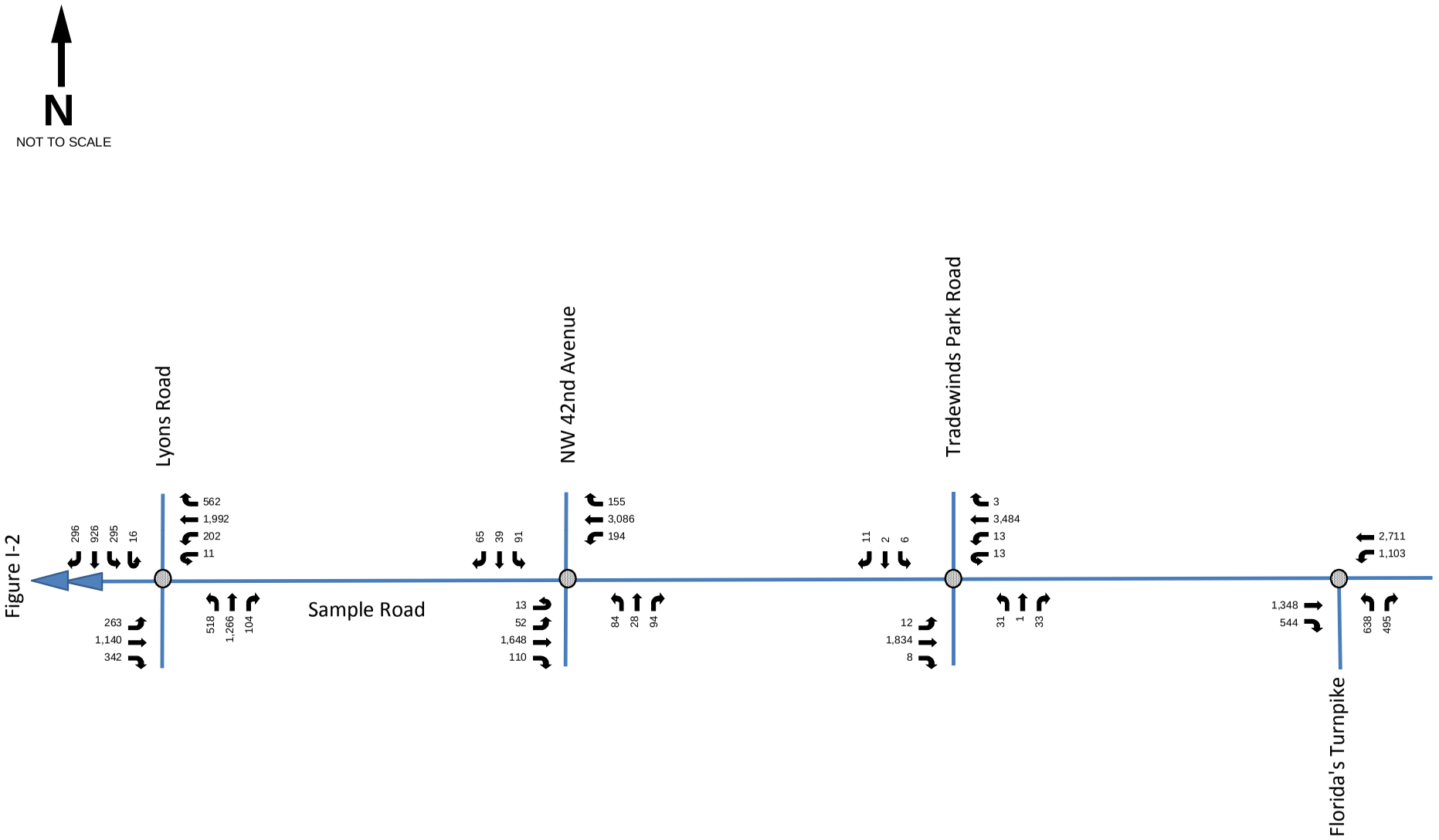
Figure I-2
Existing Volumes at Project Driveways
Main Street @ Coconut Creek
City of Coconut Creek, Florida



Legend

- Study Roadway
- Signalized Intersection
- 000 Existing Volumes

Figure I-3
Existing Volumes (Sample Road Corridor)
Main Street @ Coconut Creek
City of Coconut Creek, Florida



Legend

- Study Roadway
- Signalized Intersection
- 000 Existing Volumes

Figure I-4
Existing Volumes (Sample Road Corridor)
Main Street @ Coconut Creek
City of Coconut Creek, Florida

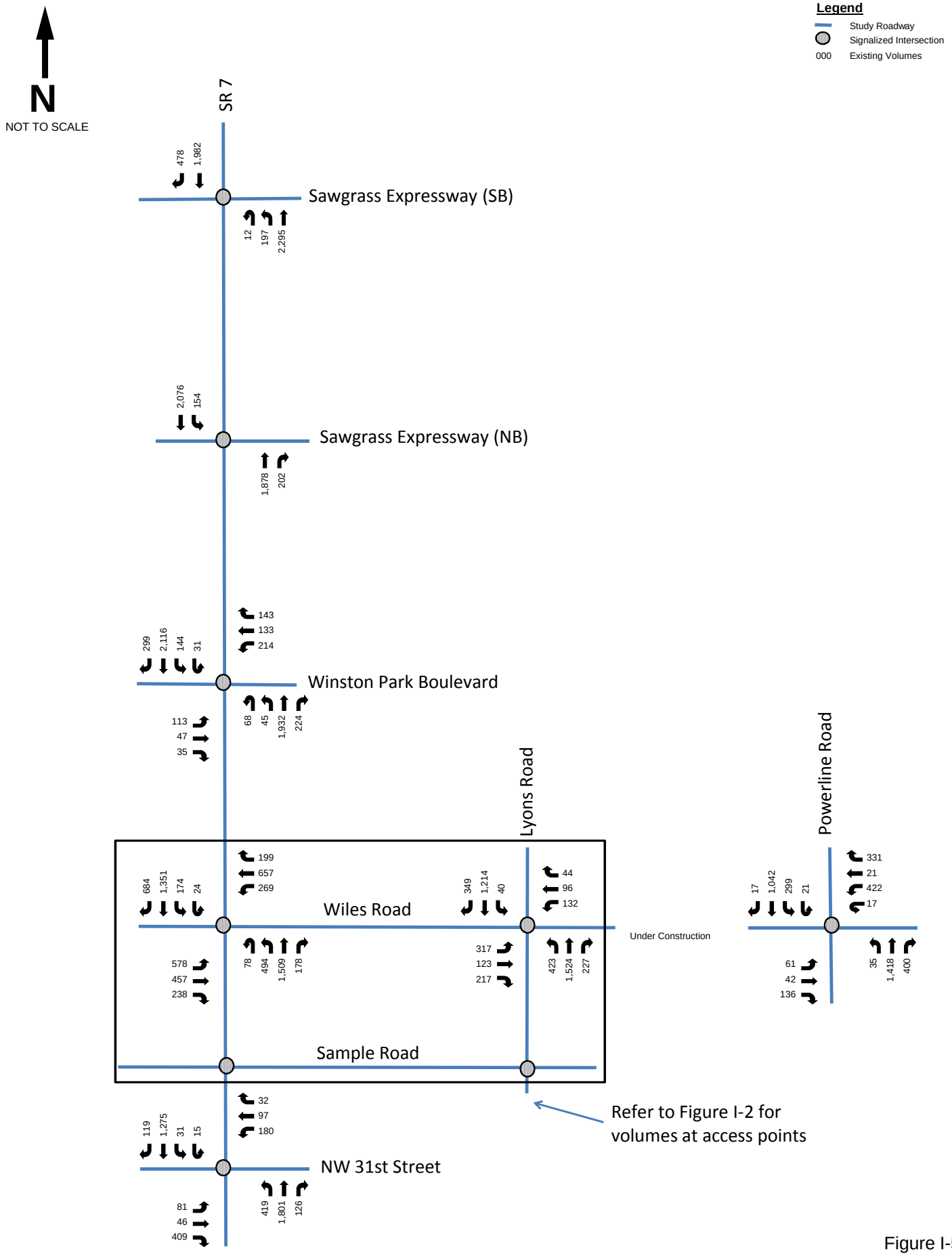


Figure I-5
Existing Volumes (SR 7 and Wiles Road Corridors)
Main Street @ Coconut Creek
City of Coconut Creek, Florida

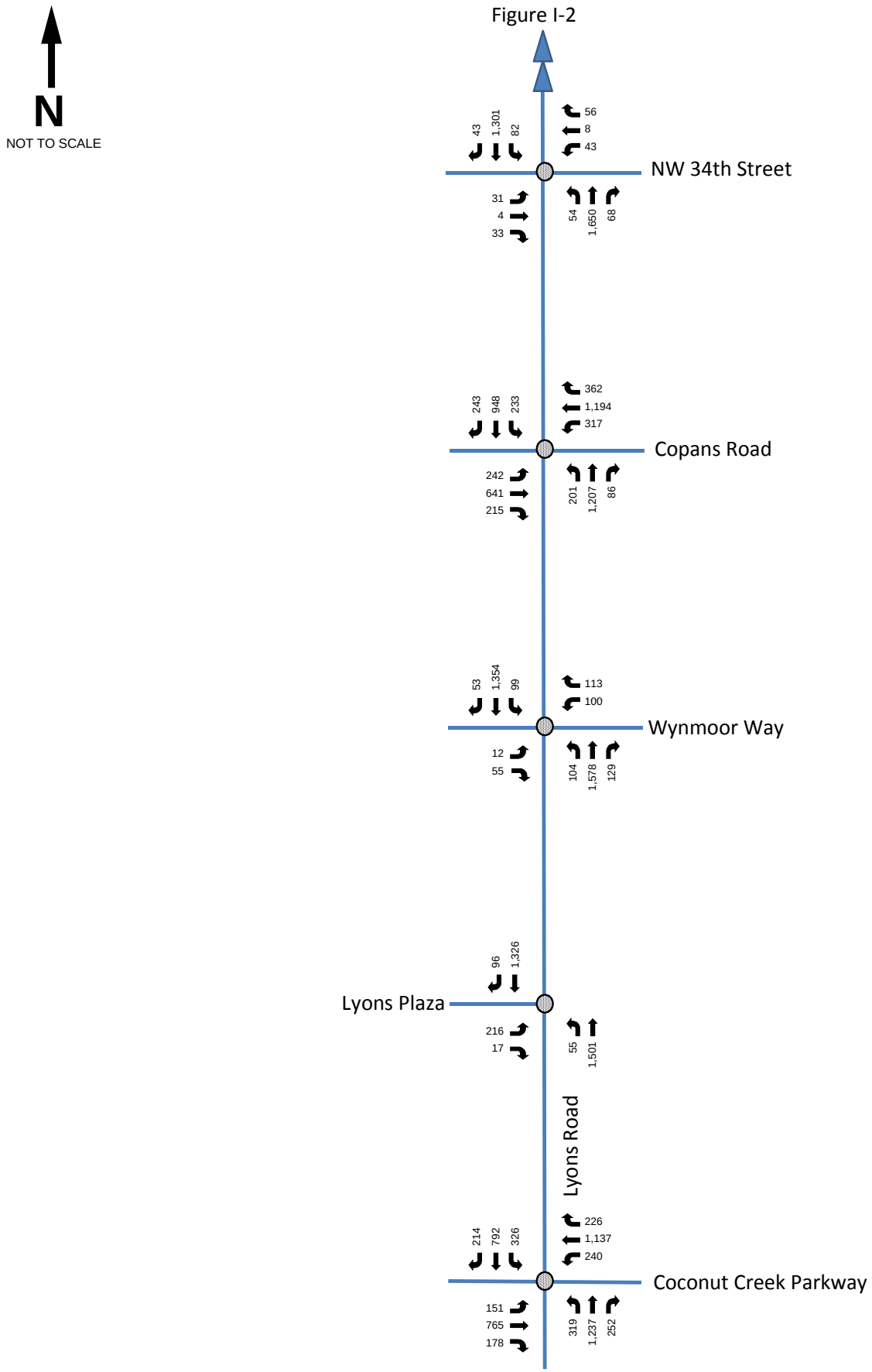


Figure I-6
Existing Volumes (Lyons Road Corridor)
Main Street @ Coconut Creek
City of Coconut Creek, Florida

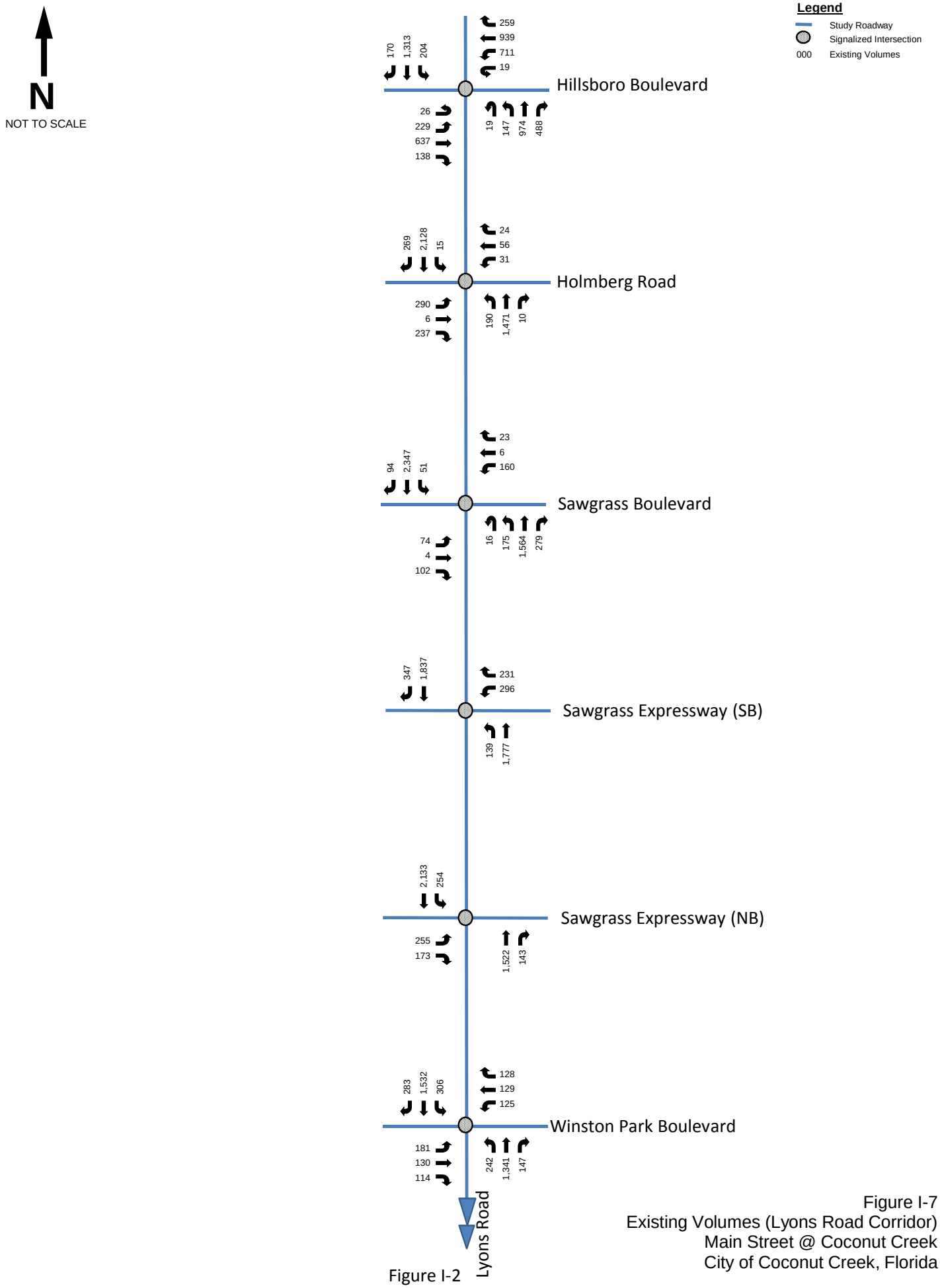


Figure I-2

Figure I-7
Existing Volumes (Lyons Road Corridor)
Main Street @ Coconut Creek
City of Coconut Creek, Florida

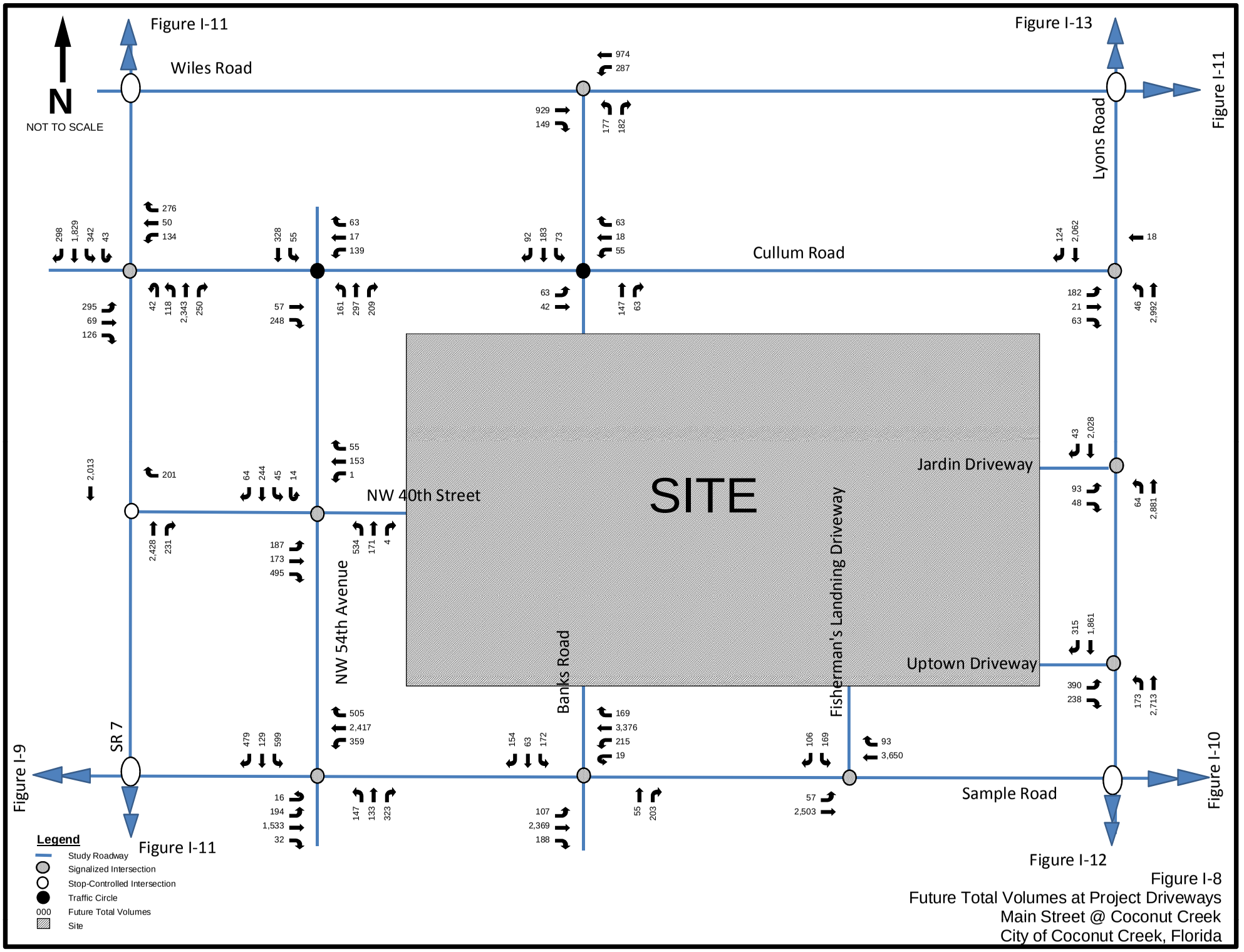
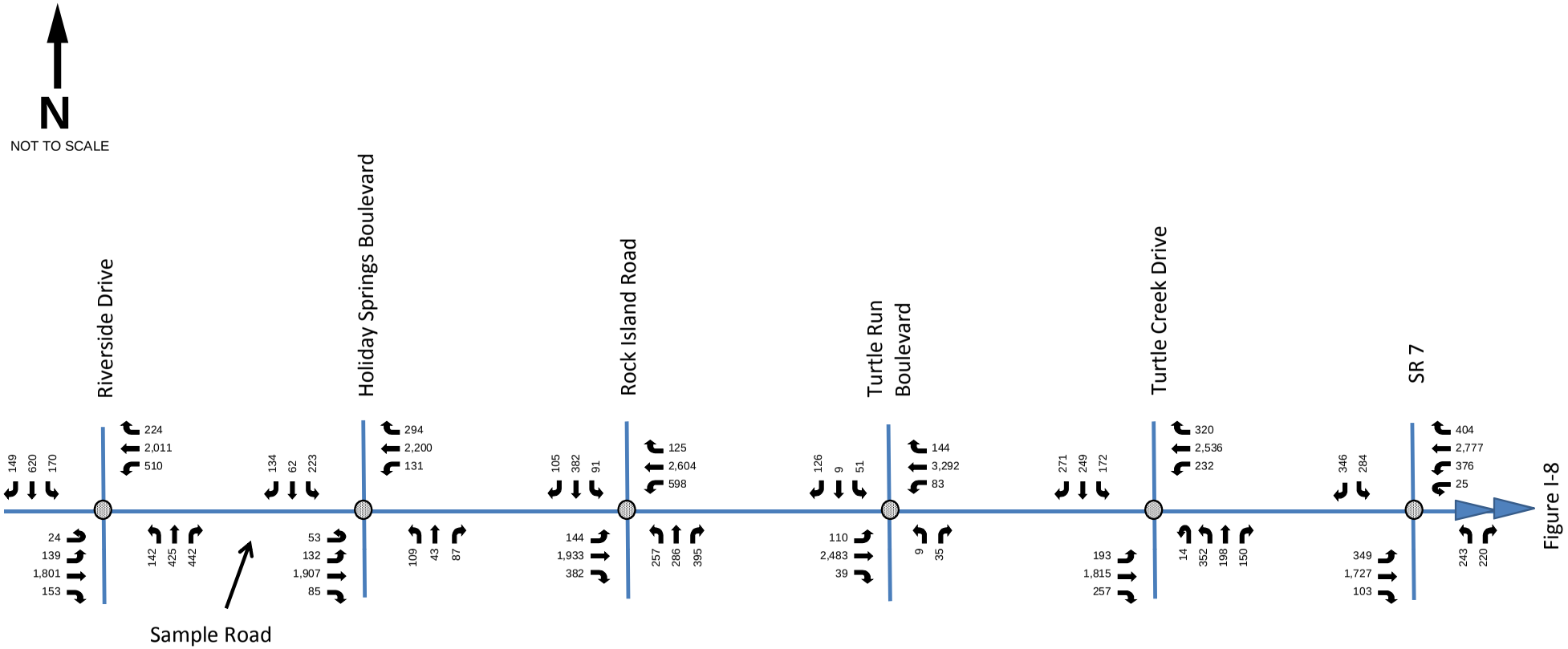


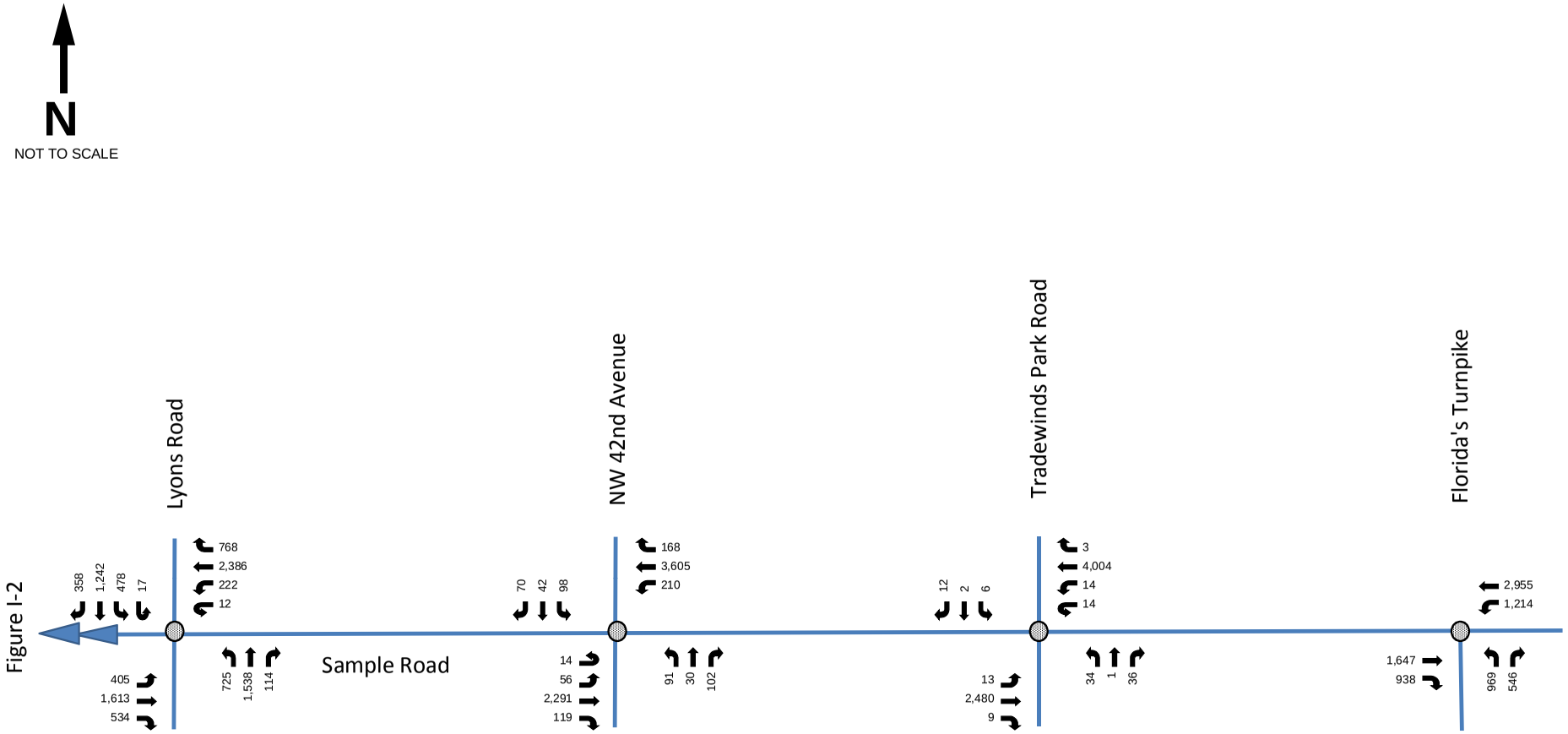
Figure I-8
Future Total Volumes at Project Driveways
Main Street @ Coconut Creek
City of Coconut Creek, Florida



Legend

- Study Roadway
- Signalized Intersection
- 000 Future Total Volumes

Figure I-9
Future Total Volumes (Sample Road Corridor)
Main Street @ Coconut Creek
City of Coconut Creek, Florida



Legend

- Study Roadway
- Signalized Intersection
- 000 Future Total Volumes

Figure I-10
Future Total Volumes (Sample Corridor)
Main Street @ Coconut Creek
City of Coconut Creek, Florida

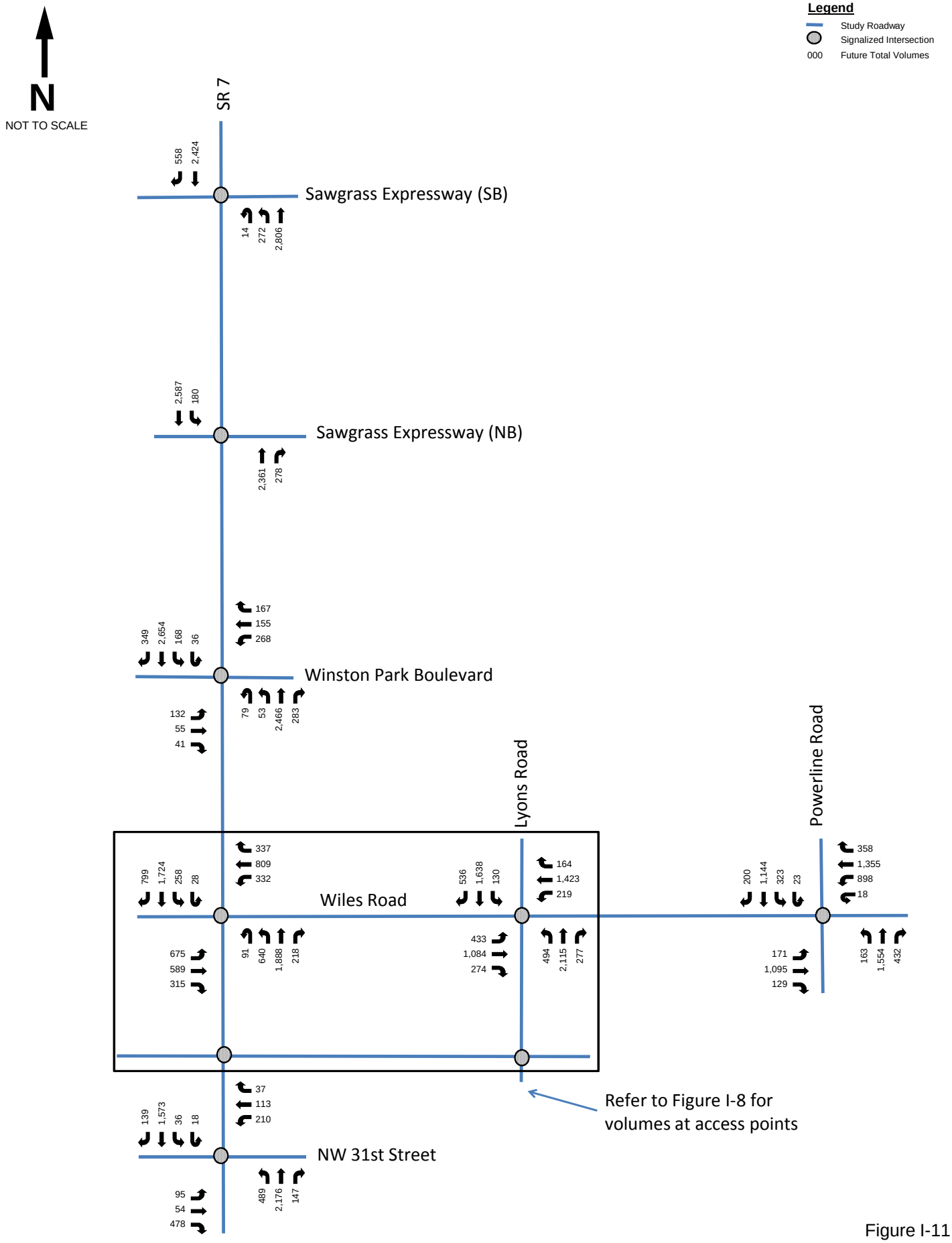


Figure I-11
Future Total Volumes (SR 7 and Wiles Road Corridors)
Main Street @ Coconut Creek
City of Coconut Creek, Florida

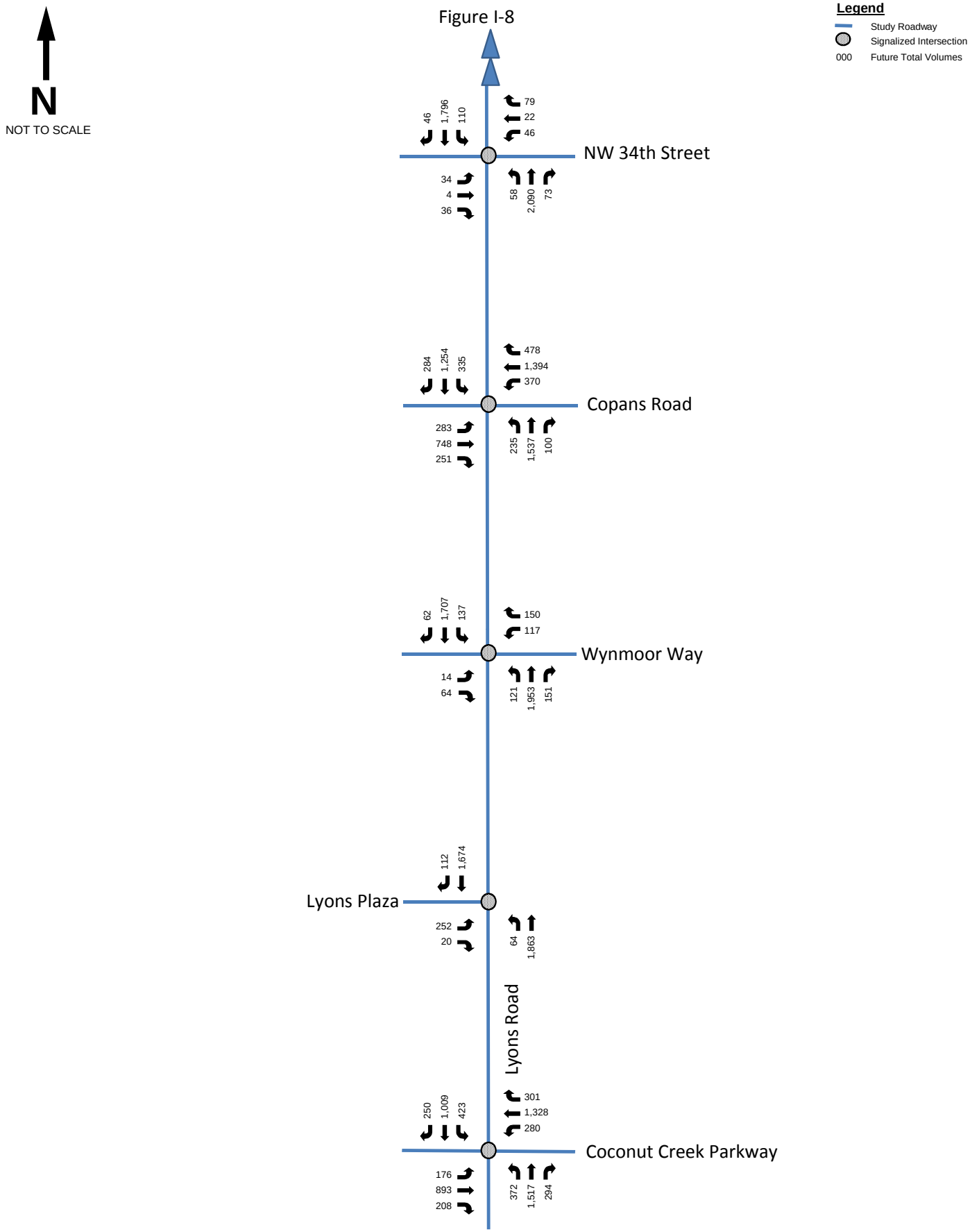


Figure I-12
Future Total Volumes (Lyons Road Corridor)
Main Street @ Coconut Creek
City of Coconut Creek, Florida

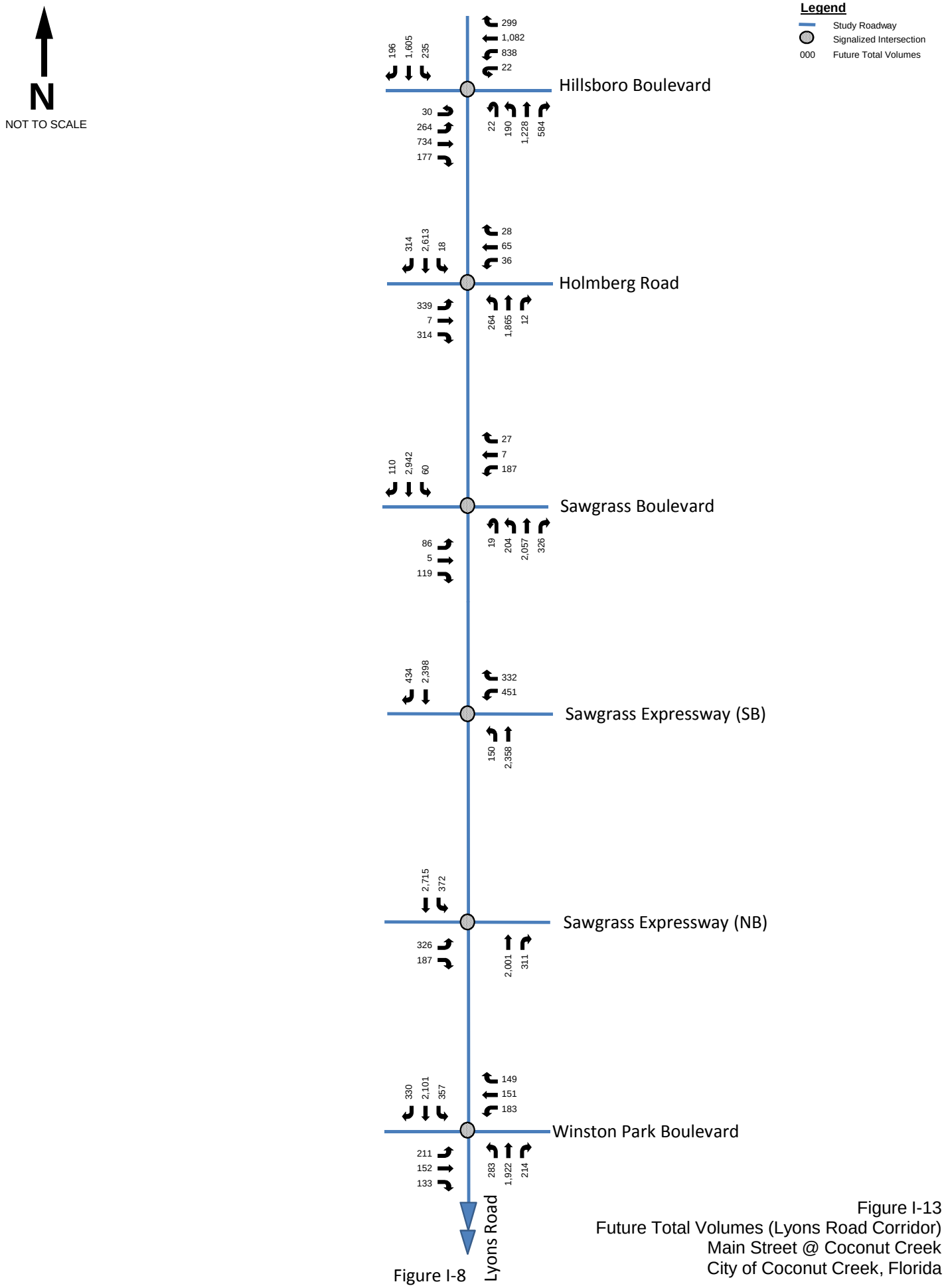


Figure I-8

Figure I-13
Future Total Volumes (Lyons Road Corridor)
Main Street @ Coconut Creek
City of Coconut Creek, Florida

J

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95
Frt		1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	5024		1770	5013		1770	3539	1583	1770	3539
Flt Permitted		0.95	1.00		0.95	1.00		0.11	1.00	1.00	0.29	1.00
Satd. Flow (perm)		1770	5024		1770	5013		211	3539	1583	534	3539
Volume (vph)	24	139	1746	153	468	1948	203	142	425	405	152	620
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	26	148	1857	163	498	2072	216	151	452	431	162	660
RTOR Reduction (vph)	0	0	6	0	0	7	0	0	0	227	0	0
Lane Group Flow (vph)	0	174	2014	0	498	2281	0	151	452	204	162	660
Turn Type	Prot	Prot			Prot			pm+pt		Perm	pm+pt	
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases								4		4	8	
Actuated Green, G (s)		18.9	55.0		33.5	69.6		47.5	33.8	33.8	47.5	33.8
Effective Green, g (s)		20.9	57.0		35.5	71.6		51.5	35.8	35.8	51.5	35.8
Actuated g/C Ratio		0.13	0.36		0.22	0.45		0.32	0.22	0.22	0.32	0.22
Clearance Time (s)		6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	0.2		1.5	0.2		1.5	2.0	2.0	1.5	2.0
Lane Grp Cap (vph)		231	1790		393	2243		221	792	354	293	792
v/s Ratio Prot		0.10	c0.40		c0.28	0.45		c0.07	0.13		0.05	c0.19
v/s Ratio Perm								0.15		0.13	0.12	
v/c Ratio		0.75	1.12		1.27	1.02		0.68	0.57	0.58	0.55	0.83
Uniform Delay, d1		67.1	51.5		62.2	44.2		42.8	55.3	55.4	41.3	59.3
Progression Factor		1.00	1.00		0.68	1.27		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		11.6	64.1		131.5	18.7		6.8	0.6	1.4	1.3	7.2
Delay (s)		78.7	115.6		173.9	74.8		49.6	55.9	56.8	42.6	66.4
Level of Service		E	F		F	E		D	E	E	D	E
Approach Delay (s)			112.7			92.5			55.3			59.9
Approach LOS			F			F			E			E

Intersection Summary

HCM Average Control Delay	88.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	101.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	149
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	159
RTOR Reduction (vph)	99
Lane Group Flow (vph)	60
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	33.8
Effective Green, g (s)	35.8
Actuated g/C Ratio	0.22
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	354
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.17
Uniform Delay, d1	50.1
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	50.2
Level of Service	D
Approach Delay (s)	
Approach LOS	

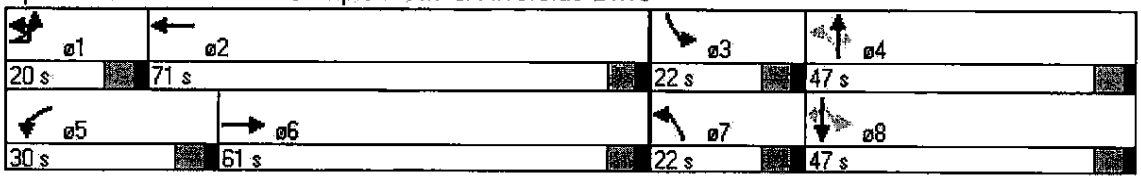
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	139	1746	468	1948	142	425	405	152	620	149
Turn Type	Prot		Prot		pm+pt		Perm	pm+pt		Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases					4		4	8		8
Detector Phases	1	6	5	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	7.0	5.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	44.0	24.0	44.0	10.0	44.0	44.0	10.0	44.0	44.0
Total Split (s)	20.0	61.0	30.0	71.0	22.0	47.0	47.0	22.0	47.0	47.0
Total Split (%)	12.5%	38.1%	18.8%	44.4%	13.8%	29.4%	29.4%	13.8%	29.4%	29.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 34 (21%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Sample Road & Riverside Drive



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.91		1.00	0.91		1.00	1.00		1.00	0.95
Frt		1.00	0.99		1.00	0.98		1.00	0.91		1.00	0.90
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5051		1770	5003		1770	1690		1770	3176
Flt Permitted		0.95	1.00		0.07	1.00		0.60	1.00		0.27	1.00
Satd. Flow (perm)		1770	5051		135	5003		1113	1690		499	3176
Volume (vph)	53	132	1797	85	110	2074	252	109	43	69	186	62
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	56	139	1892	89	116	2183	265	115	45	73	196	65
RTOR Reduction (vph)	0	0	2	0	0	8	0	0	44	0	0	125
Lane Group Flow (vph)	0	195	1979	0	116	2440	0	115	74	0	196	81
Turn Type	Prot	Prot			pm+pt			pm+pt			pm+pt	
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases					2			4			8	
Actuated Green, G (s)		28.1	96.4		90.3	79.3		24.0	11.0		33.2	15.6
Effective Green, g (s)		30.1	98.4		94.3	81.3		28.0	13.0		36.6	17.6
Actuated g/C Ratio		0.19	0.62		0.59	0.51		0.18	0.08		0.23	0.11
Clearance Time (s)		6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Vehicle Extension (s)		2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		333	3106		212	2542		256	137		270	349
v/s Ratio Prot		c0.11	c0.39		0.04	c0.49		0.04	0.04		c0.09	0.03
v/s Ratio Perm					0.28			0.04			c0.08	
v/c Ratio		0.59	0.64		0.55	0.96		0.45	0.54		0.73	0.23
Uniform Delay, d1		59.3	19.5		18.1	37.8		58.2	70.6		53.9	65.0
Progression Factor		1.01	0.71		0.75	1.68		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.2	0.1		0.8	6.4		0.5	2.0		8.0	0.1
Delay (s)		59.7	14.0		14.3	69.7		58.7	72.7		61.9	65.1
Level of Service		E	B		B	E		E	E		E	E
Approach Delay (s)			18.1			67.2			65.8			63.5
Approach LOS			B			E			E			E

Intersection Summary			
HCM Average Control Delay	47.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

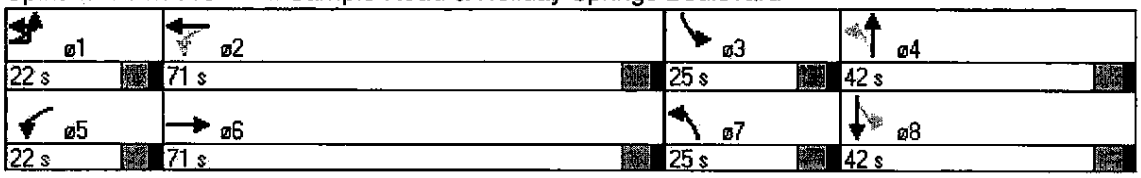
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	134
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	141
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	132	1797	110	2074	109	43	186	62
Turn Type	Prot		pm+pt		pm+pt		pm+pt	
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases			2		4		8	
Detector Phases	1	6	5	2	7	4	3	8
Minimum Initial (s)	5.0	7.0	4.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	11.0	33.0	10.0	33.0	10.0	42.0	10.0	40.0
Total Split (s)	22.0	71.0	22.0	71.0	25.0	42.0	25.0	42.0
Total Split (%)	13.8%	44.4%	13.8%	44.4%	15.6%	26.3%	15.6%	26.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 105 (66%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 2: Sample Road & Holiday Springs Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Volume (vph)	144	1768	382	556	2415	125	257	286	358	91	382	105
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	150	1842	398	579	2516	130	268	298	373	95	398	109
RTOR Reduction (vph)	0	0	108	0	0	21	0	0	234	0	0	93
Lane Group Flow (vph)	150	1842	290	579	2516	109	268	298	139	95	398	16
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	10.4	67.3	67.3	35.6	92.5	92.5	13.2	26.3	26.3	8.3	21.4	21.4
Effective Green, g (s)	11.9	68.8	68.8	37.1	94.0	94.0	14.7	28.3	28.3	9.8	23.4	23.4
Actuated g/C Ratio	0.07	0.43	0.43	0.23	0.59	0.59	0.09	0.18	0.18	0.06	0.15	0.15
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	255	2187	681	796	2987	930	315	626	280	210	518	232
v/s Ratio Prot	0.04	0.36		c0.17	c0.49		c0.08	0.08		0.03	c0.11	
v/s Ratio Perm			0.18			0.07			0.09			0.01
v/c Ratio	0.59	0.84	0.43	0.73	0.84	0.12	0.85	0.48	0.50	0.45	0.77	0.07
Uniform Delay, d1	71.7	40.8	31.8	56.8	26.9	14.6	71.6	59.2	59.4	72.5	65.7	58.9
Progression Factor	1.22	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	3.5	1.6	2.8	3.1	0.3	18.6	0.2	0.5	0.6	6.1	0.0
Delay (s)	89.2	42.9	33.4	59.6	30.0	14.9	90.2	59.4	59.9	73.1	71.8	58.9
Level of Service	F	D	C	E	C	B	F	E	E	E	E	E
Approach Delay (s)		44.2			34.7			68.4			69.7	
Approach LOS		D			C			E			E	

Intersection Summary

HCM Average Control Delay	45.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		

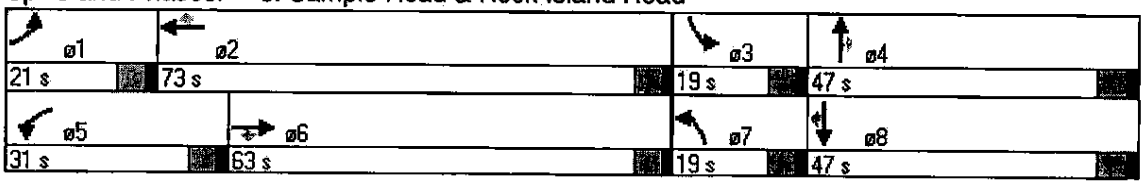
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	144	1768	382	556	2415	125	257	286	358	91	382	105
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.5	45.5	45.5	10.5	45.5	45.5	10.5	46.0	46.0	10.5	40.0	40.0
Total Split (s)	21.0	63.0	63.0	31.0	73.0	73.0	19.0	47.0	47.0	19.0	47.0	47.0
Total Split (%)	13.1%	39.4%	39.4%	19.4%	45.6%	45.6%	11.9%	29.4%	29.4%	11.9%	29.4%	29.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0	1.5	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 4 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 3: Sample Road & Rock Island Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1583		1770	1863	1583
Flt Permitted	0.10	1.00	1.00	0.95	1.00	1.00	0.75	1.00		0.73	1.00	1.00
Satd. Flow (perm)	182	5085	1583	1770	5085	1583	1399	1583		1365	1863	1583
Volume (vph)	110	2281	39	83	3061	144	9	0	35	51	9	126
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	117	2427	41	88	3256	153	10	0	37	54	10	134
RTOR Reduction (vph)	0	0	13	0	0	25	0	32	0	0	0	117
Lane Group Flow (vph)	117	2427	28	88	3256	128	10	5	0	54	10	17
Turn Type	pm+pt		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6			2	4			8		8
Actuated Green, G (s)	44.3	39.0	39.0	7.0	40.7	40.7	7.1	7.1		7.1	7.1	7.1
Effective Green, g (s)	48.3	41.0	41.0	9.0	42.7	42.7	9.1	9.1		9.1	9.1	9.1
Actuated g/C Ratio	0.68	0.58	0.58	0.13	0.60	0.60	0.13	0.13		0.13	0.13	0.13
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	287	2932	913	224	3054	951	179	203		175	238	203
v/s Ratio Prot	0.04	0.48		c0.05	c0.64			0.00			0.01	
v/s Ratio Perm	0.24		0.02			0.08	0.01			c0.04		0.01
v/c Ratio	0.41	0.83	0.03	0.39	1.07	0.13	0.06	0.02		0.31	0.04	0.08
Uniform Delay, d1	15.7	12.2	6.5	28.5	14.2	6.2	27.2	27.1		28.1	27.2	27.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	2.0	0.0	0.4	37.3	0.1	0.0	0.0		0.4	0.0	0.1
Delay (s)	16.1	14.2	6.5	29.0	51.5	6.2	27.3	27.1		28.5	27.2	27.4
Level of Service	B	B	A	C	D	A	C	C		C	C	C
Approach Delay (s)		14.2			49.0			27.2			27.7	
Approach LOS		B			D			C			C	

Intersection Summary

HCM Average Control Delay	33.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	71.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

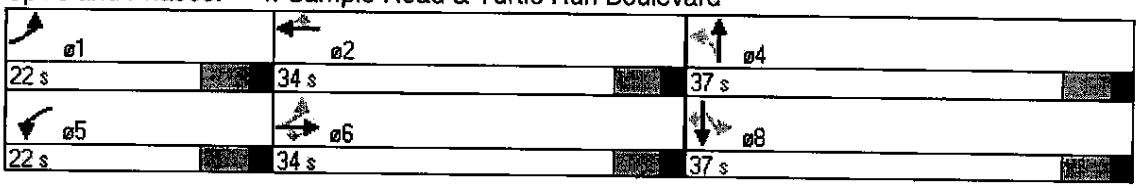
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	110	2281	39	83	3061	144	9	0	51	9	126
Turn Type	pm+pt		Perm	Prot		Perm	Perm		Perm		Perm
Protected Phases	1	6		5	2			4		8	
Permitted Phases	6		6			2	4		8		8
Detector Phases	1	6	6	5	2	2	4	4	8	8	8
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	22.0	34.0	34.0	22.0	34.0	34.0	37.0	37.0	37.0	37.0	37.0
Total Split (s)	22.0	34.0	34.0	22.0	34.0	34.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	23.7%	36.6%	36.6%	23.7%	36.6%	36.6%	39.8%	39.8%	39.8%	39.8%	39.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 93
Actuated Cycle Length: 70.4
Natural Cycle: 145
Control Type: Semi Act-Uncoord

Splits and Phases: 4: Sample Road & Turtle Run Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00		1.00	0.95		1.00	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.94		1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583		1770	3310		1770	3539
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.34	1.00		0.30	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583		625	3310		552	3539
Volume (vph)	193	1613	257	232	2305	320	14	352	198	150	172	249
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	203	1698	271	244	2426	337	15	371	208	158	181	262
RTOR Reduction (vph)	0	0	128	0	0	68	0	0	99	0	0	0
Lane Group Flow (vph)	203	1698	143	244	2426	269	0	386	267	0	181	262
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt			pm+pt	
Protected Phases	1	6		5	2		7	7	4		3	8
Permitted Phases			6			2	4	4			8	
Actuated Green, G (s)	12.3	77.4	77.4	13.7	78.8	78.8		38.1	20.1		32.7	17.4
Effective Green, g (s)	14.8	78.4	78.4	16.2	79.8	79.8		42.1	22.1		36.7	19.4
Actuated g/C Ratio	0.10	0.52	0.52	0.11	0.53	0.53		0.28	0.15		0.24	0.13
Clearance Time (s)	6.5	5.0	5.0	6.5	5.0	5.0		6.0	6.0		6.0	6.0
Vehicle Extension (s)	1.5	0.2	0.2	1.5	0.2	0.2		1.5	2.0		1.5	2.0
Lane Grp Cap (vph)	339	2658	827	371	2705	842		328	488		276	458
v/s Ratio Prot	0.06	0.33		c0.07	c0.48			c0.16	0.08		0.08	0.07
v/s Ratio Perm			0.09			0.17		c0.17			0.08	
v/c Ratio	0.60	0.64	0.17	0.66	0.90	0.32		1.18	0.55		0.66	0.57
Uniform Delay, d1	64.8	25.7	18.8	64.2	31.4	19.8		50.1	59.3		48.0	61.4
Progression Factor	1.00	1.00	1.00	1.19	0.70	0.73		1.00	1.00		1.00	1.00
Incremental Delay, d2	1.9	1.2	0.5	2.1	3.5	0.7		106.8	0.7		4.2	1.1
Delay (s)	66.7	26.8	19.2	78.4	25.6	15.1		156.9	60.0		52.2	62.5
Level of Service	E	C	B	E	C	B		F	E		D	E
Approach Delay (s)		29.6			28.7				109.7			61.9
Approach LOS		C			C				F			E

Intersection Summary

HCM Average Control Delay	41.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	271
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	285
RTOR Reduction (vph)	151
Lane Group Flow (vph)	134
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	17.4
Effective Green, g (s)	19.4
Actuated g/C Ratio	0.13
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	205
v/s Ratio Prot	
v/s Ratio Perm	0.08
v/c Ratio	0.65
Uniform Delay, d1	62.1
Progression Factor	1.00
Incremental Delay, d2	5.5
Delay (s)	67.6
Level of Service	E
Approach Delay (s)	
Approach LOS	

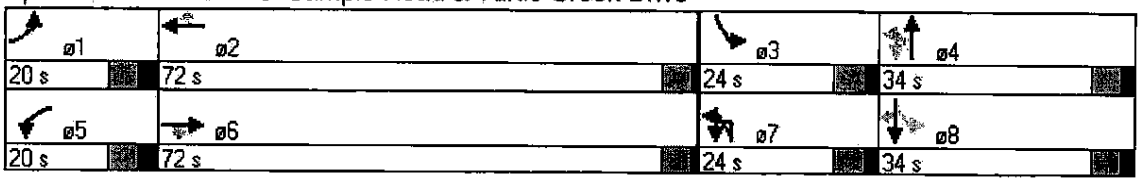
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	193	1613	257	232	2305	320	14	352	198	172	249	271
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt		pm+pt		Perm
Protected Phases	1	6		5	2		7	7	4	3	8	
Permitted Phases			6			2	4	4		8		8
Detector Phases	1	6	6	5	2	2	7	7	4	3	8	8
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	4.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.5	32.0	32.0	11.5	32.0	32.0	10.0	10.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	72.0	72.0	20.0	72.0	72.0	24.0	24.0	34.0	24.0	34.0	34.0
Total Split (%)	13.3%	48.0%	48.0%	13.3%	48.0%	48.0%	16.0%	16.0%	22.7%	16.0%	22.7%	22.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 9 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 5: Sample Road & Turtle Creek Drive



Movement	EBL	EBT	EBR2	WBU	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00		0.97	0.91	1.00	0.97	1.00	0.97	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	1583		3433	5085	1583	3433	1583	3433	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	1583		3433	5085	1583	3433	1583	3433	1583
Volume (vph)	276	1599	103	25	313	2609	362	243	202	266	283
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	294	1701	110	27	333	2776	385	259	215	283	301
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	294	1701	110	0	360	2776	385	259	215	283	301
Turn Type	Prot		Free	Prot	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	5	2		4		8	
Permitted Phases			Free				Free		Free		Free
Actuated Green, G (s)	16.2	94.0	150.0		19.2	97.0	150.0	15.8	150.0	15.8	150.0
Effective Green, g (s)	18.2	98.0	150.0		21.2	101.0	150.0	18.8	150.0	18.8	150.0
Actuated g/C Ratio	0.12	0.65	1.00		0.14	0.67	1.00	0.13	1.00	0.13	1.00
Clearance Time (s)	6.0	8.0			6.0	8.0		7.0		7.0	
Vehicle Extension (s)	1.5	1.0			1.5	1.0		1.5		1.5	
Lane Grp Cap (vph)	417	3322	1583		485	3424	1583	430	1583	430	1583
v/s Ratio Prot	0.09	0.33			c0.10	c0.55		0.08		c0.08	
v/s Ratio Perm			0.07				c0.24		0.14		0.19
v/c Ratio	0.71	0.51	0.07		0.74	0.81	0.24	0.60	0.14	0.66	0.19
Uniform Delay, d1	63.3	13.5	0.0		61.8	17.6	0.0	62.1	0.0	62.5	0.0
Progression Factor	1.01	0.54	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5	0.4	0.1		5.3	2.2	0.4	1.6	0.2	2.8	0.3
Delay (s)	67.2	7.7	0.1		67.1	19.8	0.4	63.7	0.2	65.3	0.3
Level of Service	E	A	A		E	B	A	E	A	E	A
Approach Delay (s)		15.6				22.5					
Approach LOS		B				C					

Intersection Summary

HCM Average Control Delay	22.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

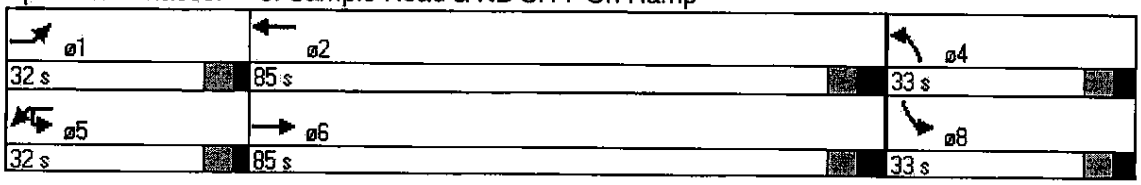
c Critical Lane Group

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations										
Volume (vph)	276	1599	103	313	2609	362	243	202	266	283
Turn Type	Prot		Free	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		4		8	
Permitted Phases			Free			Free		Free		Free
Detector Phases	1	6		5	2		4		8	
Minimum Initial (s)	6.0	7.0		6.0	7.0		6.0		6.0	
Minimum Split (s)	12.0	15.0		12.0	15.0		13.0		13.0	
Total Split (s)	32.0	85.0	0.0	32.0	85.0	0.0	33.0	0.0	33.0	0.0
Total Split (%)	21.3%	56.7%	0.0%	21.3%	56.7%	0.0%	22.0%	0.0%	22.0%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0		4.0	
All-Red Time (s)	2.0	4.0		2.0	4.0		3.0		3.0	
Lead/Lag	Lead	Lag		Lead	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Recall Mode	None	C-Max		None	C-Max		None		None	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 4 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 6: Sample Road & NB SR 7 On Ramp



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5085	1583	1770	3539	1583	1770	3539
Flt Permitted		0.05	1.00	1.00	0.09	1.00	1.00	0.66	1.00	1.00	0.65	1.00
Satd. Flow (perm)		99	5085	1583	159	5085	1583	1221	3539	1583	1210	3539
Volume (vph)	16	119	1443	32	359	2248	412	147	133	323	493	129
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	17	124	1503	33	374	2342	429	153	139	336	514	134
RTOR Reduction (vph)	0	0	0	16	0	0	163	0	0	219	0	0
Lane Group Flow (vph)	0	141	1503	17	374	2342	266	153	139	117	514	134
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	6	6		6	2		2	4		4	8	
Actuated Green, G (s)		84.0	73.1	73.1	106.7	89.8	89.8	41.3	41.3	41.3	41.3	41.3
Effective Green, g (s)		88.0	75.1	75.1	108.7	91.8	91.8	43.3	43.3	43.3	43.3	43.3
Actuated g/C Ratio		0.55	0.47	0.47	0.68	0.57	0.57	0.27	0.27	0.27	0.27	0.27
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0	1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		189	2387	743	406	2918	908	330	958	428	327	958
v/s Ratio Prot		0.06	0.30		c0.17	0.46			0.04			0.04
v/s Ratio Perm		0.35		0.01	c0.46		0.17	0.13		0.07	c0.42	
v/c Ratio		0.75	0.63	0.02	0.92	0.80	0.29	0.46	0.15	0.27	1.57	0.14
Uniform Delay, d1		40.7	32.0	22.8	45.9	26.9	17.5	48.7	44.3	46.0	58.4	44.2
Progression Factor		1.00	1.00	1.00	1.33	0.74	0.23	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		13.1	1.3	0.1	20.5	1.8	0.6	0.4	0.0	0.1	271.7	0.0
Delay (s)		53.7	33.2	22.8	81.3	21.8	4.7	49.0	44.3	46.1	330.0	44.3
Level of Service		D	C	C	F	C	A	D	D	D	F	D
Approach Delay (s)			34.8			26.5			46.4			191.1
Approach LOS			C			C			D			F

Intersection Summary

HCM Average Control Delay	56.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	96.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	373
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	389
RTOR Reduction (vph)	78
Lane Group Flow (vph)	311
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	41.3
Effective Green, g (s)	43.3
Actuated g/C Ratio	0.27
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	428
v/s Ratio Prot	
v/s Ratio Perm	0.20
v/c Ratio	0.73
Uniform Delay, d1	53.0
Progression Factor	1.00
Incremental Delay, d2	5.1
Delay (s)	58.1
Level of Service	E
Approach Delay (s)	
Approach LOS	

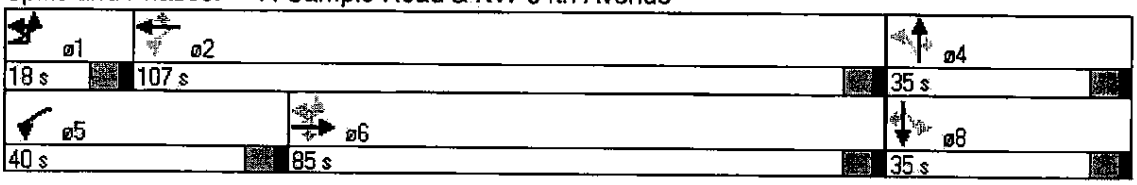
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	16	119	1443	32	359	2248	412	147	133	323	493	129
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	6	6		6	2		2	4		4	8	
Detector Phases	1	1	6	6	5	2	2	4	4	4	8	8
Minimum Initial (s)	4.0	4.0	12.0	12.0	4.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	10.0	30.0	30.0	10.0	30.0	30.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	18.0	18.0	85.0	85.0	40.0	107.0	107.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	11.3%	11.3%	53.1%	53.1%	25.0%	66.9%	66.9%	21.9%	21.9%	21.9%	21.9%	21.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 15 (9%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 7: Sample Road & NW 54th Avenue



Lane Group	SBR
Lane Configurations	
Volume (vph)	373
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phases	8
Minimum Initial (s)	6.0
Minimum Split (s)	32.0
Total Split (s)	35.0
Total Split (%)	21.9%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Sign Control		Free				Free			Stop			Stop
Grade		0%				0%			0%			0%
Volume (veh/h)	11	1514	188	19	215	2169	6	0	0	203	0	0
Peak Hour Factor	0.99	0.99	0.99	0.92	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	11	1529	190	0	217	2191	6	0	0	205	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									None			None
Median storage veh)												
Upstream signal (ft)		677										
pX, platoon unblocked				0.00	0.78			0.78	0.78	0.78	0.78	0.78
vC, conflicting volume	2197			0	1719			3093	4183	765	3620	4370
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2197			0	1640			3402	4799	416	4077	5038
tC, single (s)	4.1			0.0	4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	2.2			0.0	2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	95			0	29			100	100	55	100	100
cM capacity (veh/h)	237			0	305			1	0	457	0	0

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	11	765	765	190	217	1461	736	205	12
Volume Left	11	0	0	0	217	0	0	0	0
Volume Right	0	0	0	190	0	0	6	205	12
cSH	237	1700	1700	1700	305	1700	1700	457	208
Volume to Capacity	0.05	0.45	0.45	0.11	0.71	0.86	0.43	0.45	0.06
Queue Length 95th (ft)	4	0	0	0	127	0	0	57	5
Control Delay (s)	21.0	0.0	0.0	0.0	41.4	0.0	0.0	19.2	23.4
Lane LOS	C				E			C	C
Approach Delay (s)	0.1				3.7			19.2	23.4
Approach LOS								C	C

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Sign Control	
Grade	
Volume (veh/h)	12
Peak Hour Factor	0.99
Hourly flow rate (vph)	12
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	1098
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	1098
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	94
cM capacity (veh/h)	208
Direction, Lane #	

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	0.97	0.91	1.00		0.97	0.91	1.00	0.97	0.91	1.00		0.97
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (prot)	3433	5085	1583		3433	5085	1583	3433	5085	1583		3433
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (perm)	3433	5085	1583		3433	5085	1583	3433	5085	1583		3433
Volume (vph)	321	1403	450	12	222	2221	658	615	1446	114	17	373
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	338	1477	474	13	234	2338	693	647	1522	120	18	393
RTOR Reduction (vph)	0	0	158	0	0	0	163	0	0	68	0	0
Lane Group Flow (vph)	338	1477	316	0	247	2338	530	647	1522	52	0	411
Turn Type	Prot		Perm	Prot	Prot		Perm	Prot		Perm	Prot	Prot
Protected Phases	1	6		5	5	2		7	4		3	3
Permitted Phases			6				2			4		
Actuated Green, G (s)	11.5	75.0	75.0		11.5	75.0	75.0	25.5	30.5	30.5		18.5
Effective Green, g (s)	14.0	77.0	77.0		14.0	77.0	77.0	28.0	32.0	32.0		21.0
Actuated g/C Ratio	0.09	0.48	0.48		0.09	0.48	0.48	0.18	0.20	0.20		0.13
Clearance Time (s)	6.5	6.0	6.0		6.5	6.0	6.0	6.5	5.5	5.5		6.5
Vehicle Extension (s)	1.5	1.0	1.0		2.0	1.0	1.0	2.0	2.5	2.5		2.0
Lane Grp Cap (vph)	300	2447	762		300	2447	762	601	1017	317		451
v/s Ratio Prot	c0.10	0.29			0.07	c0.46		c0.19	c0.30			0.12
v/s Ratio Perm			0.20				0.33			0.03		
v/c Ratio	1.13	0.60	0.42		0.82	0.96	0.70	1.08	1.50	0.16		0.91
Uniform Delay, d1	73.0	30.3	26.9		71.8	39.9	32.3	66.0	64.0	52.9		68.6
Progression Factor	0.87	0.98	1.22		1.13	0.83	0.89	1.36	1.12	1.62		1.28
Incremental Delay, d2	86.4	0.9	1.4		1.7	1.3	0.5	54.8	227.5	0.1		11.5
Delay (s)	150.0	30.8	34.3		82.8	34.6	29.2	144.8	299.4	85.7		99.0
Level of Service	F	C	C		F	C	C	F	F	F		F
Approach Delay (s)		49.1				37.1			244.5			
Approach LOS		D				D			F			

Intersection Summary

HCM Average Control Delay	115.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	104.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1095	358
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1153	377
RTOR Reduction (vph)	0	2
Lane Group Flow (vph)	1153	375
Turn Type		pm+ov
Protected Phases	8	1
Permitted Phases		8
Actuated Green, G (s)	23.5	35.0
Effective Green, g (s)	25.0	39.0
Actuated g/C Ratio	0.16	0.24
Clearance Time (s)	5.5	6.5
Vehicle Extension (s)	2.5	1.5
Lane Grp Cap (vph)	795	425
v/s Ratio Prot	0.23	0.08
v/s Ratio Perm		0.16
v/c Ratio	1.45	0.88
Uniform Delay, d1	67.5	58.3
Progression Factor	0.64	0.45
Incremental Delay, d2	205.7	9.3
Delay (s)	249.1	35.3
Level of Service	F	D
Approach Delay (s)	175.8	
Approach LOS	F	

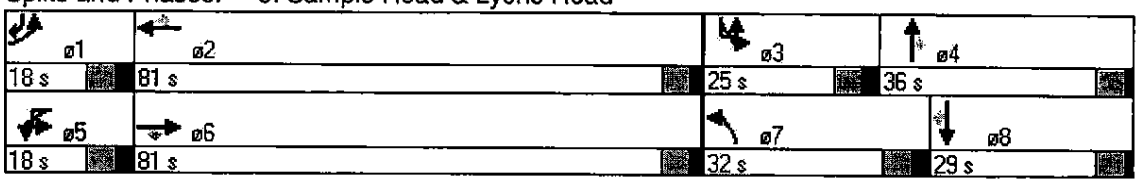
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	321	1403	450	222	2221	658	615	1446	114	373	1095	358
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	1
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	6.0	6.0	5.0	6.0	5.0
Minimum Split (s)	11.5	39.0	39.0	11.5	39.0	39.0	11.5	34.5	34.5	11.5	34.5	11.5
Total Split (s)	18.0	81.0	81.0	18.0	81.0	81.0	32.0	36.0	36.0	25.0	29.0	18.0
Total Split (%)	11.3%	50.6%	50.6%	11.3%	50.6%	50.6%	20.0%	22.5%	22.5%	15.6%	18.1%	11.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	1.5	1.5	2.5	1.5	2.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 110 (69%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 9: Sample Road & Lyons Road



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.91
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5085	1583	1770	1647		1770	1688
Flt Permitted		0.05	1.00	1.00	0.04	1.00	1.00	0.62	1.00		0.58	1.00
Satd. Flow (perm)		84	5085	1583	80	5085	1583	1149	1647		1080	1688
Volume (vph)	14	56	1977	119	210	3330	168	91	30	102	98	42
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	14	58	2038	123	216	3433	173	94	31	105	101	43
RTOR Reduction (vph)	0	0	0	22	0	0	22	0	76	0	0	38
Lane Group Flow (vph)	0	72	2038	101	216	3433	151	94	60	0	101	77
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm			Perm	
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	6	6		6	2		2	4			8	
Actuated Green, G (s)		94.3	87.2	87.2	108.5	95.9	95.9	40.0	40.0		40.0	40.0
Effective Green, g (s)		97.3	88.7	88.7	110.0	97.4	97.4	42.0	42.0		42.0	42.0
Actuated g/C Ratio		0.61	0.55	0.55	0.69	0.61	0.61	0.26	0.26		0.26	0.26
Clearance Time (s)		5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0		6.0	6.0
Vehicle Extension (s)		1.5	0.2	0.2	1.5	0.2	0.2	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		142	2819	878	238	3095	964	302	432		284	443
v/s Ratio Prot		0.03	0.40		c0.10	c0.68			0.04			0.05
v/s Ratio Perm		0.28		0.06	0.52		0.10	0.08			c0.09	
v/c Ratio		0.51	0.72	0.12	0.91	1.11	0.16	0.31	0.14		0.36	0.17
Uniform Delay, d1		37.4	26.5	17.0	53.4	31.3	13.5	47.4	45.2		48.0	45.6
Progression Factor		1.61	0.64	0.69	1.15	0.71	0.53	1.00	1.00		1.00	1.00
Incremental Delay, d2		0.9	1.3	0.2	18.2	51.6	0.1	2.7	0.7		3.5	0.9
Delay (s)		61.2	18.4	11.9	79.9	73.9	7.3	50.1	45.8		51.4	46.5
Level of Service		E	B	B	E	E	A	D	D		D	D
Approach Delay (s)			19.5			71.3			47.6			48.8
Approach LOS			B			E			D			D

Intersection Summary

HCM Average Control Delay	51.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

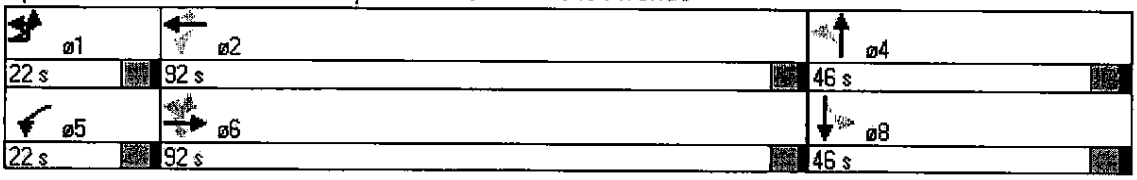
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	70
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	72
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations											
Volume (vph)	14	56	1977	119	210	3330	168	91	30	98	42
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm		Perm	
Protected Phases	1	1	6		5	2			4		8
Permitted Phases	6	6		6	2		2	4		8	
Detector Phases	1	1	6	6	5	2	2	4	4	8	8
Minimum Initial (s)	4.0	4.0	7.0	7.0	4.0	7.0	7.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	30.5	30.5	9.5	30.5	30.5	39.0	39.0	39.0	39.0
Total Split (s)	22.0	22.0	92.0	92.0	22.0	92.0	92.0	46.0	46.0	46.0	46.0
Total Split (%)	13.8%	13.8%	57.5%	57.5%	13.8%	57.5%	57.5%	28.8%	28.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 116 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 10: Sample Road & NW 42nd Avenue



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00		1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.85		0.92
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00		0.99
Satd. Flow (prot)	1770	5085	1583		1770	5085	1583		1776	1583		1683
Flt Permitted	0.03	1.00	1.00		0.06	1.00	1.00		0.86	1.00		0.90
Satd. Flow (perm)	55	5085	1583		105	5085	1583		1600	1583		1540
Volume (vph)	13	2166	9	14	14	3729	3	34	1	36	6	2
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	14	2329	10	15	15	4010	3	37	1	39	6	2
RTOR Reduction (vph)	0	0	1	0	0	0	0	0	0	37	0	12
Lane Group Flow (vph)	14	2329	9	0	30	4010	3	0	38	2	0	9
Turn Type	pm+pt		Perm	pm+pt	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	6		5	5	2			4			8
Permitted Phases	6		6	2	2		2	4		4	8	
Actuated Green, G (s)	134.9	133.0	133.0		136.5	133.8	133.8		7.3	7.3		7.3
Effective Green, g (s)	137.9	134.5	134.5		139.5	135.3	135.3		9.3	9.3		9.3
Actuated g/C Ratio	0.86	0.84	0.84		0.87	0.85	0.85		0.06	0.06		0.06
Clearance Time (s)	5.5	5.5	5.5		5.5	5.5	5.5		6.0	6.0		6.0
Vehicle Extension (s)	1.5	3.0	3.0		1.5	3.0	3.0		2.0	2.0		2.0
Lane Grp Cap (vph)	84	4275	1331		135	4300	1339		93	92		90
v/s Ratio Prot	0.00	0.46			c0.01	c0.79						
v/s Ratio Perm	0.14		0.01		0.19		0.00		c0.02	0.00		0.01
v/c Ratio	0.17	0.54	0.01		0.22	0.93	0.00		0.41	0.02		0.10
Uniform Delay, d1	37.9	3.7	2.0		3.0	9.0	1.9		72.7	71.1		71.4
Progression Factor	2.43	4.58	2.45		1.03	0.57	1.04		1.00	1.00		1.00
Incremental Delay, d2	0.3	0.4	0.0		0.1	2.1	0.0		1.1	0.0		0.2
Delay (s)	92.4	17.5	5.0		3.2	7.3	2.0		73.8	71.1		71.5
Level of Service	F	B	A		A	A	A		E	E		E
Approach Delay (s)		17.9				7.2			72.4			71.5
Approach LOS		B				A			E			E

Intersection Summary

HCM Average Control Delay	12.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

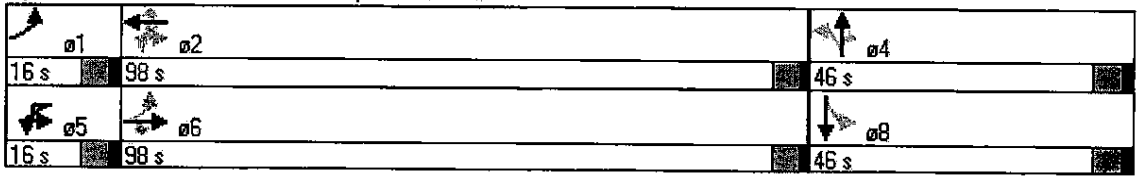
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	12
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	13
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	13	2166	9	14	14	3729	3	34	1	36	6	2
Turn Type	pm+pt		Perm	pm+pt	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	6		5	5	2			4			8
Permitted Phases	6		6	2	2		2	4		4	8	
Detector Phases	1	6	6	5	5	2	2	4	4	4	8	8
Minimum Initial (s)	4.0	15.0	15.0	4.0	4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.5	34.5	34.5	9.5	9.5	34.5	34.5	45.0	45.0	45.0	45.0	45.0
Total Split (s)	16.0	98.0	98.0	16.0	16.0	98.0	98.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	10.0%	61.3%	61.3%	10.0%	10.0%	61.3%	61.3%	28.8%	28.8%	28.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 69 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Sample Road & Tradewinds Park Road



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Volume (vph)	1521	749	1214	2845	804	546
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1671	823	1334	3126	884	600
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1671	823	1334	3126	884	600
Turn Type		Free	Prot			Free
Protected Phases	6		5	2	4	
Permitted Phases		Free				Free
Actuated Green, G (s)	43.0	160.0	57.2	106.2	42.8	160.0
Effective Green, g (s)	44.0	160.0	59.2	107.2	44.8	160.0
Actuated g/C Ratio	0.28	1.00	0.37	0.67	0.28	1.00
Clearance Time (s)	5.0		6.0	5.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	2.5	
Lane Grp Cap (vph)	1398	1583	1270	3407	961	1583
v/s Ratio Prot	c0.33		c0.39	0.61	c0.26	
v/s Ratio Perm		0.52				0.38
v/c Ratio	1.20	0.52	1.05	0.92	0.92	0.38
Uniform Delay, d1	58.0	0.0	50.4	22.6	55.9	0.0
Progression Factor	0.66	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	94.3	1.1	39.6	5.2	13.4	0.7
Delay (s)	132.3	1.1	90.0	27.8	69.3	0.7
Level of Service	F	A	F	C	E	A
Approach Delay (s)	89.0			46.4	41.5	
Approach LOS	F			D	D	

Intersection Summary

HCM Average Control Delay	58.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

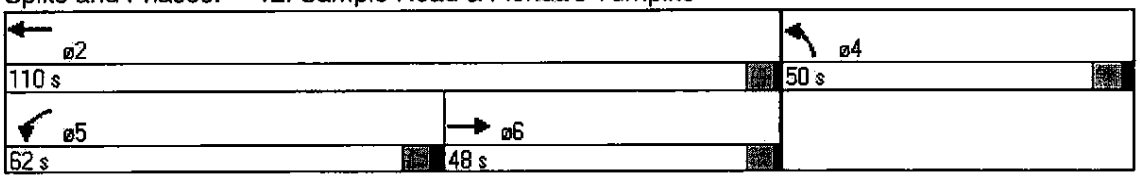
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Volume (vph)	1521	749	1214	2845	804	546
Turn Type		Free	Prot			Free
Protected Phases	6		5	2	4	
Permitted Phases		Free				Free
Detector Phases	6		5	2	4	
Minimum Initial (s)	15.0		5.0	15.0	6.0	
Minimum Split (s)	21.0		11.0	23.0	22.0	
Total Split (s)	48.0	0.0	62.0	110.0	50.0	0.0
Total Split (%)	30.0%	0.0%	38.8%	68.8%	31.3%	0.0%
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		2.0	1.0	2.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 101 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 12: Sample Road & Florida's Turnpike



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Sign Control		Stop			Stop			Free				Free
Grade		0%			0%			0%				0%
Volume (veh/h)	130	1	419	1	4	13	500	129	4	14	8	226
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	140	1	451	1	4	14	538	139	4	0	9	243
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			6			7						
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked										0.00		
vC, conflicting volume	1414	1478	122	1353	1506	69	275			0	143	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1414	1478	122	1353	1506	69	275			0	143	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			0.0	4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			0.0	2.2	
p0 queue free %	0	99	50	97	94	99	58			0	99	
cM capacity (veh/h)	62	72	907	36	69	979	1285			0	1437	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	591	19	538	69	69	4	9	122	122	32
Volume Left	140	1	538	0	0	0	9	0	0	0
Volume Right	451	14	0	0	0	4	0	0	0	32
cSH	222	226	1285	1700	1700	1700	1437	1700	1700	1700
Volume to Capacity	2.66	0.09	0.42	0.04	0.04	0.00	0.01	0.07	0.07	0.02
Queue Length 95th (ft)	1263	7	53	0	0	0	0	0	0	0
Control Delay (s)	793.4	25.1	9.8	0.0	0.0	0.0	7.5	0.0	0.0	0.0
Lane LOS	F	D	A				A			
Approach Delay (s)	793.4	25.1	7.7				0.2			
Approach LOS	F	D								

Intersection Summary			
Average Delay	301.6		
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Sign Control	
Grade	
Volume (veh/h)	30
Peak Hour Factor	0.93
Hourly flow rate (vph)	32
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00		0.97	0.91	1.00		0.97
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583		3433	5085	1583		3433
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583		3433	5085	1583		3433
Volume (vph)	675	534	278	332	767	232	91	577	1762	218	28	203
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	703	556	290	346	799	242	95	601	1835	227	29	211
RTOR Reduction (vph)	0	0	1	0	0	97	0	0	0	79	0	0
Lane Group Flow (vph)	703	556	289	346	799	145	0	696	1835	148	0	240
Turn Type	Prot		pm+ov	Prot		Perm	Prot	Prot		pm+ov	Prot	Prot
Protected Phases	7	4	5!	3	8		5!	5	2	3	1	1
Permitted Phases			4			8				2		
Actuated Green, G (s)	33.0	57.1	82.0	14.0	38.1	38.1		24.9	51.8	65.8		13.1
Effective Green, g (s)	35.0	59.1	86.0	16.0	40.1	40.1		26.9	53.8	69.8		15.1
Actuated g/C Ratio	0.22	0.37	0.54	0.10	0.25	0.25		0.17	0.34	0.44		0.09
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0	2.0		1.5	1.0	1.5		1.5
Lane Grp Cap (vph)	751	1878	890	343	887	397		577	1710	730		324
v/s Ratio Prot	0.20	0.11	0.05	0.10	c0.23			c0.20	0.36	0.02		0.07
v/s Ratio Perm			0.13			0.09				0.07		
v/c Ratio	0.94	0.30	0.32	1.01	0.90	0.36		1.21	1.07	0.20		0.74
Uniform Delay, d1	61.4	35.7	20.7	72.0	58.0	49.4		66.5	53.1	27.9		70.5
Progression Factor	1.00	1.00	1.00	0.81	1.36	1.95		1.33	0.76	0.36		1.00
Incremental Delay, d2	18.6	0.0	0.1	16.7	1.3	0.0		102.9	40.6	0.0		7.7
Delay (s)	80.0	35.8	20.8	74.9	80.2	96.6		191.3	80.8	10.1		78.3
Level of Service	F	D	C	E	F	F		F	F	B		E
Approach Delay (s)		53.0			81.7				102.8			
Approach LOS		D			F				F			

Intersection Summary

HCM Average Control Delay	100.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1577	799
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1643	832
RTOR Reduction (vph)	0	7
Lane Group Flow (vph)	1643	825
Turn Type		pm+ov
Protected Phases	6	7
Permitted Phases		6
Actuated Green, G (s)	40.0	73.0
Effective Green, g (s)	42.0	77.0
Actuated g/C Ratio	0.26	0.48
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	1.0	1.5
Lane Grp Cap (vph)	1335	801
v/s Ratio Prot	c0.32	c0.23
v/s Ratio Perm		0.30
v/c Ratio	1.23	1.03
Uniform Delay, d1	59.0	41.5
Progression Factor	1.00	1.00
Incremental Delay, d2	110.6	39.6
Delay (s)	169.6	81.1
Level of Service	F	F
Approach Delay (s)	134.4	
Approach LOS	F	

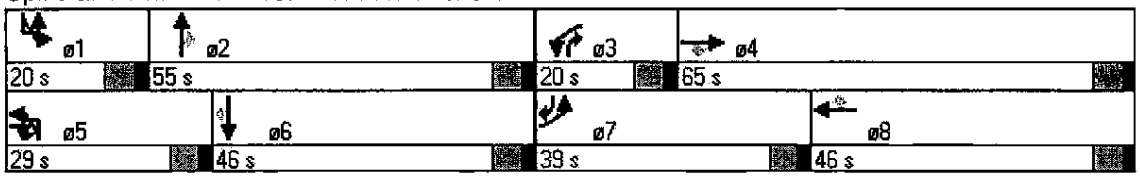
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	675	534	278	332	767	232	577	1762	218	203	1577	799
Turn Type	Prot		pm+ov	Prot		Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5!	3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	8	5	2	3	1	6	7
Minimum Initial (s)	5.0	6.0	5.0	5.0	6.0	6.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.0	43.0	11.0	11.0	40.0	40.0	11.0	42.0	11.0	11.0	42.0	11.0
Total Split (s)	39.0	65.0	29.0	20.0	46.0	46.0	29.0	55.0	20.0	20.0	46.0	39.0
Total Split (%)	24.4%	40.6%	18.1%	12.5%	28.8%	28.8%	18.1%	34.4%	12.5%	12.5%	28.8%	24.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 15: Wiles Road & SR 7



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Volume (veh/h)	0	943	25	35	988	14	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	1072	28	40	1123	16	45
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type						None	
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0			1100		1727	550
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			1100		1727	550
tC, single (s)	0.0			4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)	0.0			2.2		3.5	3.3
p0 queue free %	0			94		79	91
cM capacity (veh/h)	0			630		75	479

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2
Volume Total	714	386	0	40	561	561	16	45
Volume Left	0	0	0	40	0	0	16	0
Volume Right	0	28	0	0	0	0	0	45
cSH	1700	1700	1700	630	1700	1700	75	479
Volume to Capacity	0.42	0.23	0.00	0.06	0.33	0.33	0.21	0.09
Queue Length 95th (ft)	0	0	0	5	0	0	18	8
Control Delay (s)	0.0	0.0	0.0	11.1	0.0	0.0	65.9	13.3
Lane LOS				B			F	B
Approach Delay (s)	0.0			0.4			26.9	
Approach LOS							D	

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	4915	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	4915	
Volume (vph)	370	1042	253	164	1313	164	494	1780	130	130	1418	408
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	385	1085	264	171	1368	171	515	1854	135	135	1477	425
RTOR Reduction (vph)	0	0	142	0	0	50	0	0	61	0	32	0
Lane Group Flow (vph)	385	1085	122	171	1368	121	515	1854	74	135	1870	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	19.2	53.6	53.6	11.4	45.8	45.8	14.0	60.9	60.9	10.1	57.0	
Effective Green, g (s)	21.2	55.6	55.6	13.4	47.8	47.8	16.0	62.9	62.9	12.1	59.0	
Actuated g/C Ratio	0.13	0.35	0.35	0.08	0.30	0.30	0.10	0.39	0.39	0.08	0.37	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	455	1230	550	288	1057	473	343	1999	622	260	1812	
v/s Ratio Prot	c0.11	0.31		0.05	c0.39		c0.15	c0.36		0.04	c0.38	
v/s Ratio Perm			0.08			0.08			0.05			
v/c Ratio	0.85	0.88	0.22	0.59	1.29	0.26	1.50	0.93	0.12	0.52	1.03	
Uniform Delay, d1	67.8	49.1	36.9	70.7	56.1	42.6	72.0	46.4	30.9	71.2	50.5	
Progression Factor	0.86	1.11	1.77	0.45	1.09	1.40	1.30	0.62	0.11	1.00	1.00	
Incremental Delay, d2	12.9	7.4	0.1	0.2	133.1	0.0	227.1	1.0	0.0	0.7	29.8	
Delay (s)	71.0	62.1	65.6	31.7	194.4	59.5	320.6	29.6	3.5	71.9	80.3	
Level of Service	E	E	E	C	F	E	F	C	A	E	F	
Approach Delay (s)		64.6			164.7			88.1			79.8	
Approach LOS		E			F			F			E	

Intersection Summary

HCM Average Control Delay	97.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	110.8%	ICU Level of Service	H
Analysis Period (min)	15		

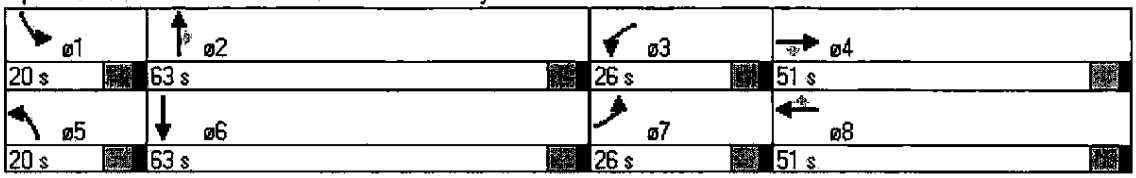
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	370	1042	253	164	1313	164	494	1780	130	130	1418
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot	
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	12.0	12.0	5.0	12.0
Minimum Split (s)	11.0	48.0	48.0	11.0	45.0	45.0	11.0	49.0	49.0	11.0	49.0
Total Split (s)	26.0	51.0	51.0	26.0	51.0	51.0	20.0	63.0	63.0	20.0	63.0
Total Split (%)	16.3%	31.9%	31.9%	16.3%	31.9%	31.9%	12.5%	39.4%	39.4%	12.5%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 132 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 17: Wiles Road & Lyons Road



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.95	1.00		0.97	1.00	1.00	1.00	0.91	1.00		0.97
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	3539	1583		3433	1863	1583	1770	5085	1583		3433
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (perm)	1770	3539	1583		3433	1863	1583	1770	5085	1583		3433
Volume (vph)	129	1032	129	18	898	1300	358	163	1554	432	23	323
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	137	1098	137	19	955	1383	381	173	1653	460	24	344
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	208	0	0
Lane Group Flow (vph)	137	1098	137	0	974	1383	381	173	1653	252	0	368
Turn Type	Prot		Free	Prot	Prot		Free	Prot		Perm	Prot	Prot
Protected Phases	7	4		3	3			5	2		1	1
Permitted Phases			Free			8	Free			2		
Actuated Green, G (s)	16.2	23.0	160.0		29.1	35.9	160.0	17.0	62.5	62.5		17.9
Effective Green, g (s)	19.7	26.0	160.0		32.6	38.9	160.0	19.5	65.0	65.0		20.4
Actuated g/C Ratio	0.12	0.16	1.00		0.20	0.24	1.00	0.12	0.41	0.41		0.13
Clearance Time (s)	7.5	7.0			7.5	7.0		6.5	6.5	6.5		6.5
Vehicle Extension (s)	1.5	2.0			1.5	2.0		1.5	3.0	3.0		1.5
Lane Grp Cap (vph)	218	575	1583		699	453	1583	216	2066	643		438
v/s Ratio Prot	0.08	0.31			c0.28			0.10	c0.33			c0.11
v/s Ratio Perm			0.09			c0.74	c0.24			0.16		
v/c Ratio	0.63	1.91	0.09		1.39	3.05	0.24	0.80	0.80	0.39		0.84
Uniform Delay, d1	66.7	67.0	0.0		63.7	60.5	0.0	68.4	41.8	33.5		68.2
Progression Factor	0.81	1.36	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	2.5	413.3	0.1		185.7	929.7	0.4	17.9	3.4	1.8		13.0
Delay (s)	56.8	504.4	0.1		249.4	990.3	0.4	86.2	45.1	35.3		81.2
Level of Service	E	F	A		F	F	A	F	D	D		F
Approach Delay (s)		409.3				589.0			46.3			
Approach LOS		F				F			D			

Intersection Summary

HCM Average Control Delay	289.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.51		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	128.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1144	163
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	1217	173
RTOR Reduction (vph)	0	102
Lane Group Flow (vph)	1217	71
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	63.4	63.4
Effective Green, g (s)	65.9	65.9
Actuated g/C Ratio	0.41	0.41
Clearance Time (s)	6.5	6.5
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2094	652
v/s Ratio Prot	0.24	
v/s Ratio Perm		0.05
v/c Ratio	0.58	0.11
Uniform Delay, d1	36.4	29.0
Progression Factor	1.00	1.00
Incremental Delay, d2	1.2	0.3
Delay (s)	37.6	29.3
Level of Service	D	C
Approach Delay (s)	45.9	
Approach LOS	D	

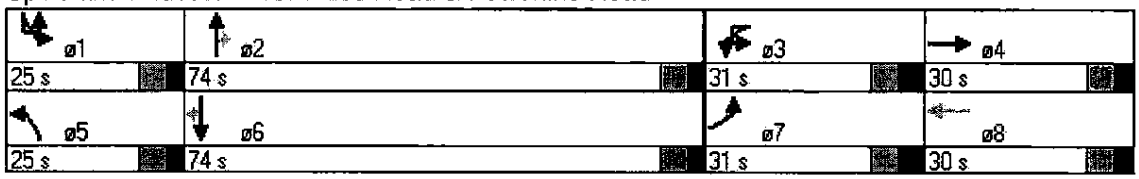
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	129	1032	129	898	1300	358	163	1554	432	323	1144	163
Turn Type	Prot		Free	Prot		Free	Prot		Perm	Prot		Perm
Protected Phases	7	4		3			5	2		1	6	
Permitted Phases			Free		8	Free			2			6
Detector Phases	7	4		3	8		5	2	2	1	6	6
Minimum Initial (s)	5.0	6.0		5.0	6.0		5.0	12.0	12.0	5.0	12.0	12.0
Minimum Split (s)	12.5	43.0		12.5	43.0		11.5	48.5	48.5	11.5	48.5	48.5
Total Split (s)	31.0	30.0	0.0	31.0	30.0	0.0	25.0	74.0	74.0	25.0	74.0	74.0
Total Split (%)	19.4%	18.8%	0.0%	19.4%	18.8%	0.0%	15.6%	46.3%	46.3%	15.6%	46.3%	46.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.5	3.0		3.5	3.0		2.5	2.5	2.5	2.5	2.5	2.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 18: Wiles Road & Powerline Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.91			1.00	0.91
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.99			1.00	0.99
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3408		1770	5035			1770	5020
Flt Permitted	0.65	1.00	1.00	0.62	1.00		0.95	1.00			0.07	1.00
Satd. Flow (perm)	1219	3539	1583	1158	3408		1770	5035			138	5020
Volume (vph)	95	54	478	210	113	37	489	2103	147	18	36	1489
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	98	56	493	216	116	38	504	2168	152	19	37	1535
RTOR Reduction (vph)	0	0	335	0	22	0	0	4	0	0	0	7
Lane Group Flow (vph)	98	56	158	216	132	0	504	2316	0	0	56	1671
Turn Type	pm+pt		Perm	pm+pt			Prot			pm+pt	pm+pt	
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases	4		4	8						6	6	
Actuated Green, G (s)	29.9	19.2	19.2	36.5	22.5		50.8	98.4			56.9	52.0
Effective Green, g (s)	33.9	21.2	21.2	40.5	24.5		52.8	99.9			60.9	54.0
Actuated g/C Ratio	0.21	0.13	0.13	0.25	0.15		0.33	0.62			0.38	0.34
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	5.5			6.0	6.0
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		2.5	3.0			1.5	3.0
Lane Grp Cap (vph)	302	469	210	354	522		584	3144			123	1694
v/s Ratio Prot	0.03	0.02		c0.06	0.04		c0.28	0.46			0.02	c0.33
v/s Ratio Perm	0.04		c0.10	0.09							0.15	
v/c Ratio	0.32	0.12	0.75	0.61	0.25		0.86	0.74			0.46	0.99
Uniform Delay, d1	52.6	61.2	66.9	51.0	59.7		50.2	20.9			49.5	52.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.11	0.81
Incremental Delay, d2	0.2	0.0	12.7	2.2	0.1		12.4	1.6			0.9	18.3
Delay (s)	52.8	61.2	79.5	53.2	59.8		62.6	22.5			56.0	60.6
Level of Service	D	E	E	D	E		E	C			E	E
Approach Delay (s)		73.9			55.9			29.6				60.5
Approach LOS		E			E			C				E

Intersection Summary

HCM Average Control Delay	46.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

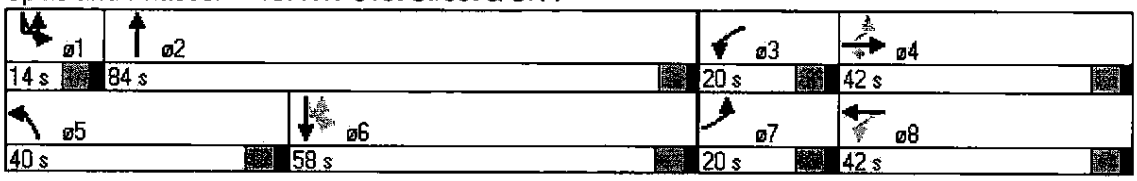
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	139
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	143
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations										
Volume (vph)	95	54	478	210	113	489	2103	18	36	1489
Turn Type	pm+pt		Perm	pm+pt		Prot		pm+pt	pm+pt	
Protected Phases	7	4		3	8	5	2	1	1	6
Permitted Phases	4		4	8				6	6	
Detector Phases	7	4	4	3	8	5	2	1	1	6
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	15.0	4.0	4.0	15.0
Minimum Split (s)	10.0	29.0	29.0	10.0	29.0	10.0	30.5	10.0	10.0	31.0
Total Split (s)	20.0	42.0	42.0	20.0	42.0	40.0	84.0	14.0	14.0	58.0
Total Split (%)	12.5%	26.3%	26.3%	12.5%	26.3%	25.0%	52.5%	8.8%	8.8%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 106 (66%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 19: NW 31st Street & SR 7



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			↑↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	132	2355	60	0	2013
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	136	2428	62	0	2075
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						734
pX, platoon unblocked	0.80					
vC, conflicting volume	3120	809			2490	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3150	809			2490	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	58			100	
cM capacity (veh/h)	7	323			181	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	136	809	809	809	62	692	692	692
Volume Left	0	0	0	0	0	0	0	0
Volume Right	136	0	0	0	62	0	0	0
cSH	323	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.42	0.48	0.48	0.48	0.04	0.41	0.41	0.41
Queue Length 95th (ft)	50	0	0	0	0	0	0	0
Control Delay (s)	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C							
Approach Delay (s)	24.0	0.0				0.0		
Approach LOS	C							

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	0.95	1.00		0.97	0.91	1.00		0.97
Frt	1.00	0.89		1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	1664		1770	3539	1583		3433	5085	1583		3433
Flt Permitted	0.74	1.00		0.45	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1372	1664		843	3539	1583		3433	5085	1583		3433
Volume (vph)	295	51	126	34	29	164	42	118	2264	187	43	236
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	301	52	129	35	30	167	43	120	2310	191	44	241
RTOR Reduction (vph)	0	56	0	0	0	107	0	0	0	50	0	0
Lane Group Flow (vph)	301	125	0	35	30	60	0	163	2310	141	0	285
Turn Type	Perm			Perm		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8		8				2		
Actuated Green, G (s)	32.0	32.0		32.0	32.0	32.0		11.3	92.9	92.9		17.1
Effective Green, g (s)	34.0	34.0		34.0	34.0	34.0		13.3	94.9	94.9		19.1
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.21		0.08	0.59	0.59		0.12
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0		6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0		1.5	0.2	0.2		1.5
Lane Grp Cap (vph)	292	354		179	752	336		285	3016	939		410
v/s Ratio Prot		0.08			0.01			0.05	c0.45			c0.08
v/s Ratio Perm	c0.22			0.04		0.04				0.09		
v/c Ratio	1.03	0.35		0.20	0.04	0.18		0.57	0.77	0.15		0.70
Uniform Delay, d1	63.0	53.6		51.8	50.0	51.6		70.6	24.3	14.5		67.7
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.17	0.57	0.21		1.01
Incremental Delay, d2	60.9	0.2		0.2	0.0	0.1		1.6	1.7	0.3		0.4
Delay (s)	123.9	53.9		52.0	50.0	51.7		84.0	15.6	3.4		68.6
Level of Service	F	D		D	D	D		F	B	A		E
Approach Delay (s)		97.6			51.5				18.9			
Approach LOS		F			D				B			

Intersection Summary

HCM Average Control Delay	26.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1751	298
Peak-hour factor, PHF	0.98	0.98
Adj. Flow (vph)	1787	304
RTOR Reduction (vph)	0	80
Lane Group Flow (vph)	1787	224
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	98.7	98.7
Effective Green, g (s)	100.7	100.7
Actuated g/C Ratio	0.63	0.63
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	0.2	0.2
Lane Grp Cap (vph)	3200	996
v/s Ratio Prot	0.35	
v/s Ratio Perm		0.14
v/c Ratio	0.56	0.22
Uniform Delay, d1	16.9	12.8
Progression Factor	0.67	0.62
Incremental Delay, d2	0.1	0.0
Delay (s)	11.4	8.0
Level of Service	B	A
Approach Delay (s)	17.8	
Approach LOS	B	

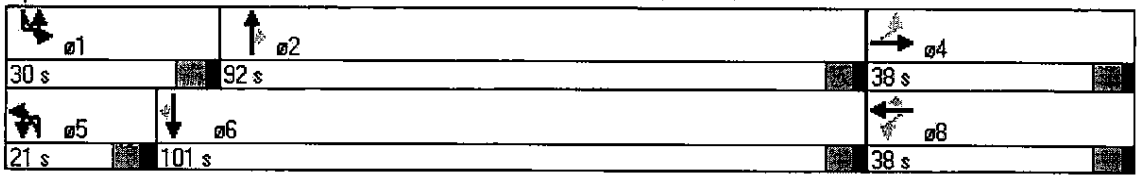
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	295	51	34	29	164	118	2264	187	236	1751	298
Turn Type	Perm		Perm		Perm	Prot		Perm	Prot		Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8			2			6
Detector Phases	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	38.0	38.0	38.0	38.0	38.0	11.0	34.0	34.0	11.0	34.0	34.0
Total Split (s)	38.0	38.0	38.0	38.0	38.0	21.0	92.0	92.0	30.0	101.0	101.0
Total Split (%)	23.8%	23.8%	23.8%	23.8%	23.8%	13.1%	57.5%	57.5%	18.8%	63.1%	63.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 21: Cullum Road/Turtle Creek Drive & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	0.91	1.00		1.00
Frt	1.00	0.94		1.00	0.92			1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	3314		1770	3264			1770	5085	1583		1770
Flt Permitted	0.25	1.00		0.69	1.00			0.05	1.00	1.00		0.05
Satd. Flow (perm)	472	3314		1277	3264			94	5085	1583		90
Volume (vph)	132	55	41	250	155	167	79	53	2256	262	36	168
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	136	57	42	258	160	172	81	55	2326	270	37	173
RTOR Reduction (vph)	0	38	0	0	103	0	0	0	0	76	0	0
Lane Group Flow (vph)	136	61	0	258	229	0	0	136	2326	194	0	210
Turn Type	pm+pt			pm+pt			pm+pt	pm+pt		Perm	pm+pt	pm+pt
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Actuated Green, G (s)	22.7	13.8		22.9	13.9			88.7	76.9	76.9		109.2
Effective Green, g (s)	26.7	15.8		26.9	15.9			92.7	78.9	78.9		111.2
Actuated g/C Ratio	0.18	0.11		0.18	0.11			0.62	0.53	0.53		0.74
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0		6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0			1.5	0.2	0.2		1.5
Lane Grp Cap (vph)	178	349		265	346			212	2675	833		384
v/s Ratio Prot	0.06	0.02		c0.07	0.07			c0.06	c0.46			0.10
v/s Ratio Perm	0.08			c0.10				0.34		0.12		0.30
v/c Ratio	0.76	0.18		0.97	0.66			0.64	0.87	0.23		0.55
Uniform Delay, d1	55.3	61.2		60.1	64.5			36.1	31.1	19.2		41.3
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	15.9	0.1		47.4	3.7			4.9	4.2	0.7		0.9
Delay (s)	71.2	61.3		107.6	68.1			41.0	35.2	19.9		42.1
Level of Service	E	E		F	E			D	D	B		D
Approach Delay (s)		67.0			85.4				34.0			
Approach LOS		E			F				C			

Intersection Summary

HCM Average Control Delay	34.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	2471	349
Peak-hour factor, PHF	0.97	0.97
Adj. Flow (vph)	2547	360
RTOR Reduction (vph)	0	68
Lane Group Flow (vph)	2547	292
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	91.4	91.4
Effective Green, g (s)	93.4	93.4
Actuated g/C Ratio	0.62	0.62
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	0.2	0.2
Lane Grp Cap (vph)	3166	986
v/s Ratio Prot	c0.50	
v/s Ratio Perm		0.18
v/c Ratio	0.80	0.30
Uniform Delay, d1	21.4	13.1
Progression Factor	1.00	1.00
Incremental Delay, d2	2.3	0.8
Delay (s)	23.7	13.9
Level of Service	C	B
Approach Delay (s)	23.8	
Approach LOS	C	

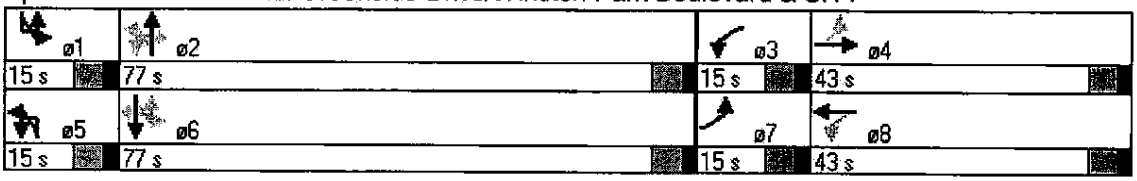
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	132	55	250	155	79	53	2256	262	36	168	2471	349
Turn Type	pm+pt		pm+pt		pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	7	4	3	8	5	5	2		1	1	6	
Permitted Phases	4		8		2	2		2	6	6		6
Detector Phases	7	4	3	8	5	5	2	2	1	1	6	6
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	7.0	7.0	4.0	4.0	7.0	7.0
Minimum Split (s)	10.0	39.0	10.0	37.0	10.0	10.0	37.0	37.0	10.0	10.0	37.0	37.0
Total Split (s)	15.0	43.0	15.0	43.0	15.0	15.0	77.0	77.0	15.0	15.0	77.0	77.0
Total Split (%)	10.0%	28.7%	10.0%	28.7%	10.0%	10.0%	51.3%	51.3%	10.0%	10.0%	51.3%	51.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 22: Creekside Drive/Winston Park Boulevard & SR 7



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0	4.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1583	3433	6408
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1583	3433	6408
Volume (vph)	0	0	2193	236	180	2440
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	2410	259	198	2681
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2410	259	198	2681
Turn Type				Free	Prot	
Protected Phases			2		1	
Permitted Phases				Free		Free
Actuated Green, G (s)			63.8	85.5	9.2	85.5
Effective Green, g (s)			66.8	85.5	10.7	85.5
Actuated g/C Ratio			0.78	1.00	0.13	1.00
Clearance Time (s)			7.0		5.5	
Vehicle Extension (s)			0.2		2.0	
Lane Grp Cap (vph)			3973	1583	430	6408
v/s Ratio Prot			c0.47		0.06	
v/s Ratio Perm				0.16		c0.42
v/c Ratio			0.61	0.16	0.46	0.42
Uniform Delay, d1			3.9	0.0	34.7	0.0
Progression Factor			1.00	1.00	1.00	1.00
Incremental Delay, d2			0.7	0.2	0.3	0.2
Delay (s)			4.6	0.2	35.0	0.2
Level of Service			A	A	D	A
Approach Delay (s)	0.0		4.2			2.6
Approach LOS	A		A			A

Intersection Summary

HCM Average Control Delay	3.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	85.5	Sum of lost time (s)	4.0
Intersection Capacity Utilization	91.6%	ICU Level of Service	F
Analysis Period (min)	15		

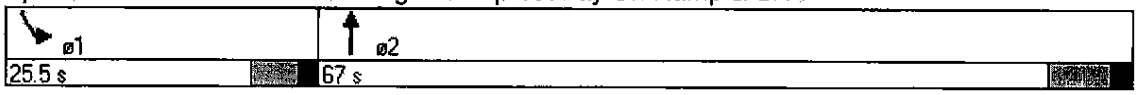
c Critical Lane Group

Lane Group	NBT	NBR	SBL	SBT
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑↑
Volume (vph)	2193	236	180	2440
Turn Type		Free	Prot	
Protected Phases	2		1	
Permitted Phases		Free		Free
Detector Phases	2		1	
Minimum Initial (s)	7.0		5.0	
Minimum Split (s)	25.0		10.5	
Total Split (s)	67.0	0.0	25.5	0.0
Total Split (%)	72.4%	0.0%	27.6%	0.0%
Yellow Time (s)	5.0		4.0	
All-Red Time (s)	2.0		1.5	
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	Max		None	

Intersection Summary

Cycle Length: 92.5
Actuated Cycle Length: 85.5
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 23: NB Sawgrass Expressway On Ramp & SR 7



Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0
Lane Util. Factor				0.97	0.86	0.91	1.00
Frt				1.00	1.00	1.00	0.85
Flt Protected				0.95	1.00	1.00	1.00
Satd. Flow (prot)				3433	6408	5085	1583
Flt Permitted				0.95	1.00	1.00	1.00
Satd. Flow (perm)				3433	6408	5085	1583
Volume (vph)	0	0	14	230	2680	2314	558
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	15	247	2882	2488	600
RTOR Reduction (vph)	0	0	0	0	0	0	66
Lane Group Flow (vph)	0	0	0	262	2882	2488	534
Turn Type			Prot	Prot			Perm
Protected Phases			5	5		6	
Permitted Phases					Free		6
Actuated Green, G (s)				10.7	84.5	61.3	61.3
Effective Green, g (s)				12.2	84.5	64.3	64.3
Actuated g/C Ratio				0.14	1.00	0.76	0.76
Clearance Time (s)				5.5		7.0	7.0
Vehicle Extension (s)				2.0		0.2	0.2
Lane Grp Cap (vph)				496	6408	3869	1205
v/s Ratio Prot				0.08		c0.49	
v/s Ratio Perm					c0.45		0.34
v/c Ratio				0.53	0.45	0.64	0.44
Uniform Delay, d1				33.5	0.0	4.7	3.6
Progression Factor				1.00	1.00	1.00	1.00
Incremental Delay, d2				0.5	0.2	0.8	1.2
Delay (s)				34.0	0.2	5.6	4.8
Level of Service				C	A	A	A
Approach Delay (s)	0.0				3.0	5.4	
Approach LOS	A				A	A	

Intersection Summary

HCM Average Control Delay	4.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	84.5	Sum of lost time (s)	4.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

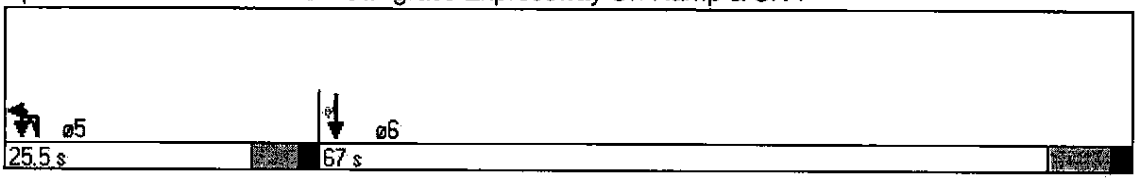
c Critical Lane Group

Lane Group	NBL	NBT	SBT	SBR
Lane Configurations				
Volume (vph)	230	2680	2314	558
Turn Type	Prot			Perm
Protected Phases	5		6	
Permitted Phases		Free		6
Detector Phases	5		6	6
Minimum Initial (s)	5.0		7.0	7.0
Minimum Split (s)	10.5		25.0	25.0
Total Split (s)	25.5	0.0	67.0	67.0
Total Split (%)	27.6%	0.0%	72.4%	72.4%
Yellow Time (s)	4.0		5.0	5.0
All-Red Time (s)	1.5		2.0	2.0
Lead/Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes
Recall Mode	None		Max	Max

Intersection Summary

Cycle Length: 92.5
Actuated Cycle Length: 84.5
Natural Cycle: 40
Control Type: Semi Act-Uncoord

Splits and Phases: 24: SB Sawgrass Expressway On Ramp & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Volume (vph)	176	893	208	280	1328	264	372	1444	294	381	925	250
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	187	950	221	298	1413	281	396	1536	313	405	984	266
RTOR Reduction (vph)	0	0	122	0	0	67	0	0	79	0	0	86
Lane Group Flow (vph)	187	950	99	298	1413	214	396	1536	234	405	984	180
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	12.3	54.0	54.0	14.0	55.7	55.7	14.0	54.0	54.0	14.0	54.0	54.0
Effective Green, g (s)	14.3	56.0	56.0	16.0	57.7	57.7	16.0	56.0	56.0	16.0	56.0	56.0
Actuated g/C Ratio	0.09	0.35	0.35	0.10	0.36	0.36	0.10	0.35	0.35	0.10	0.35	0.35
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	2.0	2.5	2.5	2.0	2.5	2.5
Lane Grp Cap (vph)	307	1239	554	343	1276	571	343	1239	554	343	1239	554
v/s Ratio Prot	0.05	0.27		c0.09	c0.40		0.12	c0.43		c0.12	0.28	
v/s Ratio Perm			0.06			0.14			0.15			0.11
v/c Ratio	0.61	0.77	0.18	0.87	1.11	0.37	1.15	1.24	0.42	1.18	0.79	0.33
Uniform Delay, d1	70.2	46.2	36.1	71.0	51.1	37.8	72.0	52.0	39.7	72.0	46.8	38.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.23	0.70	0.54
Incremental Delay, d2	2.3	4.6	0.7	19.5	60.0	1.9	97.5	114.9	0.4	103.0	2.8	0.2
Delay (s)	72.5	50.8	36.8	90.5	111.2	39.7	169.5	166.9	40.1	191.7	35.7	20.9
Level of Service	E	D	D	F	F	D	F	F	D	F	D	C
Approach Delay (s)		51.5			98.0			149.7			71.5	
Approach LOS		D			F			F			E	

Intersection Summary

HCM Average Control Delay	99.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	105.8%	ICU Level of Service	G
Analysis Period (min)	15		

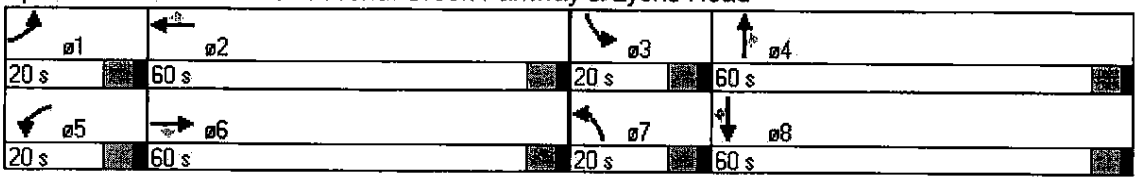
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	176	893	208	280	1328	264	372	1444	294	381	925	250
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	43.0	43.0	11.0	43.0	43.0	11.0	38.0	38.0	11.0	38.0	38.0
Total Split (s)	20.0	60.0	60.0	20.0	60.0	60.0	20.0	60.0	60.0	20.0	60.0	60.0
Total Split (%)	12.5%	37.5%	37.5%	12.5%	37.5%	37.5%	12.5%	37.5%	37.5%	12.5%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 25: Coconut Creek Parkway & Lyons Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		1.00	0.95	0.95	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3416		1770	3539	3539	1583
Flt Permitted	0.96		0.11	1.00	1.00	1.00
Satd. Flow (perm)	3416		206	3539	3539	1583
Volume (vph)	252	20	64	1753	1548	112
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	265	21	67	1845	1629	118
RTOR Reduction (vph)	4	0	0	0	0	14
Lane Group Flow (vph)	282	0	67	1845	1629	104
Turn Type			pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Actuated Green, G (s)	17.0		133.0	133.0	121.1	121.1
Effective Green, g (s)	18.0		134.0	134.0	122.1	122.1
Actuated g/C Ratio	0.11		0.84	0.84	0.76	0.76
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.5		1.5	0.2	0.2	0.2
Lane Grp Cap (vph)	384		250	2964	2701	1208
v/s Ratio Prot	c0.08		0.01	c0.52	0.46	
v/s Ratio Perm			0.21			0.07
v/c Ratio	0.73		0.27	0.62	0.60	0.09
Uniform Delay, d1	68.7		7.1	4.4	8.3	4.8
Progression Factor	1.00		3.30	2.57	0.53	0.70
Incremental Delay, d2	6.7		0.0	0.1	0.8	0.1
Delay (s)	75.4		23.3	11.4	5.1	3.4
Level of Service	E		C	B	A	A
Approach Delay (s)	75.4			11.9	5.0	
Approach LOS	E			B	A	

Intersection Summary

HCM Average Control Delay	13.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

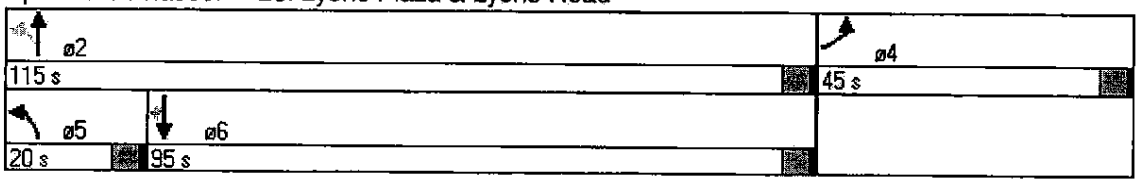
c Critical Lane Group

Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Configurations					
Volume (vph)	252	64	1753	1548	112
Turn Type		pm+pt			Perm
Protected Phases	4	5	2	6	
Permitted Phases		2			6
Detector Phases	4	5	2	6	6
Minimum Initial (s)	6.0	4.0	7.0	7.0	7.0
Minimum Split (s)	38.0	9.0	27.0	27.0	27.0
Total Split (s)	45.0	20.0	115.0	95.0	95.0
Total Split (%)	28.1%	12.5%	71.9%	59.4%	59.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 30 (19%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 26: Lyons Plaza & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00		0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770		1583		1770	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.45		1.00		0.76	1.00	0.10	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	843		1583		1410	1583	183	3539	1583	1770	3539	1583
Volume (vph)	14	0	64	117	0	132	121	1843	151	116	1581	62
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	0	69	126	0	142	130	1982	162	125	1700	67
RTOR Reduction (vph)	0	0	60	0	0	124	0	0	20	0	0	9
Lane Group Flow (vph)	15	0	9	0	126	18	130	1982	143	125	1700	58
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2			6
Actuated Green, G (s)	17.8		17.8		17.8	17.8	121.5	111.0	111.0	15.2	115.7	115.7
Effective Green, g (s)	19.8		19.8		19.8	19.8	123.5	112.0	112.0	16.2	116.7	116.7
Actuated g/C Ratio	0.12		0.12		0.12	0.12	0.77	0.70	0.70	0.10	0.73	0.73
Clearance Time (s)	6.0		6.0		6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0		2.0		2.0	2.0	1.5	0.2	0.2	1.5	0.2	0.2
Lane Grp Cap (vph)	104		196		174	196	255	2477	1108	179	2581	1155
v/s Ratio Prot							0.04	c0.56		c0.07	0.48	
v/s Ratio Perm	0.02		0.01		c0.09	0.01	0.36		0.09			0.04
v/c Ratio	0.14		0.04		0.72	0.09	0.51	0.80	0.13	0.70	0.66	0.05
Uniform Delay, d1	62.5		61.8		67.5	62.1	11.7	16.4	7.9	69.5	11.3	6.1
Progression Factor	1.00		1.00		1.00	1.00	0.89	1.43	1.54	1.32	0.16	0.00
Incremental Delay, d2	0.2		0.0		11.9	0.1	0.5	2.3	0.2	5.3	0.8	0.0
Delay (s)	62.8		61.8		79.4	62.2	10.8	25.8	12.4	97.1	2.5	0.0
Level of Service	E		E		E	E	B	C	B	F	A	A
Approach Delay (s)		62.0			70.3			24.0			8.7	
Approach LOS		E			E			C			A	

Intersection Summary

HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

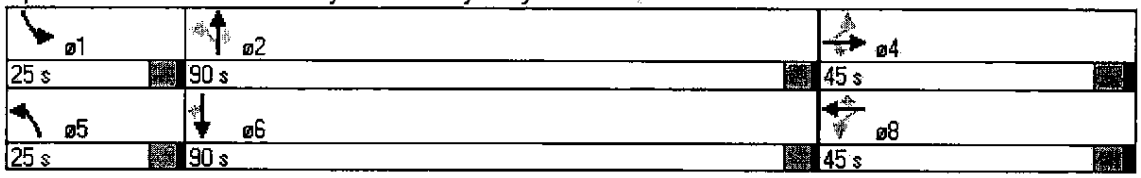
c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	14	64	117	0	132	121	1843	151	116	1581	62
Turn Type	Perm	Perm	Perm		Perm	pm+pt		Perm	Prot		Perm
Protected Phases				8		5	2		1	6	
Permitted Phases	4	4	8		8	2		2			6
Detector Phases	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	42.0	42.0	42.0	42.0	42.0	9.0	39.0	39.0	10.0	39.0	39.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	25.0	90.0	90.0	25.0	90.0	90.0
Total Split (%)	28.1%	28.1%	28.1%	28.1%	28.1%	15.6%	56.3%	56.3%	15.6%	56.3%	56.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 36 (23%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 27: Wynmoor Way & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Volume (vph)	283	748	251	370	1394	423	235	1409	100	272	1107	284
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	295	779	261	385	1452	441	245	1468	104	283	1153	296
RTOR Reduction (vph)	0	0	167	0	0	167	0	0	45	0	0	141
Lane Group Flow (vph)	295	779	94	385	1452	274	245	1468	59	283	1153	155
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	16.7	49.5	49.5	18.5	51.3	51.3	14.8	51.5	51.5	16.5	53.2	53.2
Effective Green, g (s)	18.7	51.5	51.5	20.5	53.3	53.3	16.8	53.5	53.5	18.5	55.2	55.2
Actuated g/C Ratio	0.12	0.32	0.32	0.13	0.33	0.33	0.11	0.33	0.33	0.12	0.35	0.35
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	401	1139	510	440	1179	527	360	1183	529	397	1221	546
v/s Ratio Prot	0.09	0.22		c0.11	c0.41		0.07	c0.41		c0.08	0.33	
v/s Ratio Perm			0.06			0.17			0.04			0.10
v/c Ratio	0.74	0.68	0.18	0.88	1.23	0.52	0.68	1.24	0.11	0.71	0.94	0.28
Uniform Delay, d1	68.3	47.2	39.1	68.5	53.4	43.0	69.0	53.2	36.8	68.2	50.9	38.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.86	0.97	1.25	0.86	1.05
Incremental Delay, d2	5.9	3.3	0.8	16.9	111.8	3.6	2.6	113.0	0.0	4.2	12.5	0.2
Delay (s)	74.2	50.5	39.9	85.4	165.1	46.6	63.3	159.0	35.9	89.3	56.5	40.2
Level of Service	E	D	D	F	F	D	E	F	D	F	E	D
Approach Delay (s)		53.7			128.7			139.1			59.1	
Approach LOS		D			F			F			E	

Intersection Summary

HCM Average Control Delay	100.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	106.6%	ICU Level of Service	G
Analysis Period (min)	15		

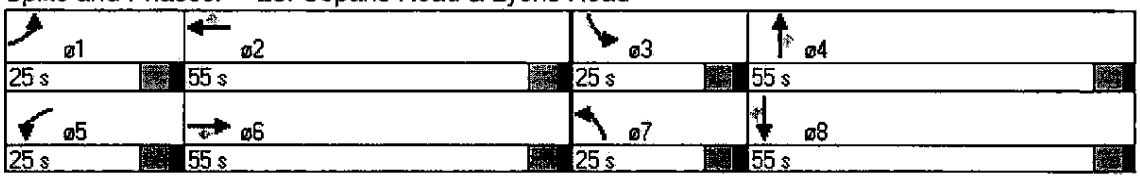
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	283	748	251	370	1394	423	235	1409	100	272	1107	284
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	35.0	11.0	34.0	34.0	11.0	34.0	34.0
Total Split (s)	25.0	55.0	55.0	25.0	55.0	55.0	25.0	55.0	55.0	25.0	55.0	55.0
Total Split (%)	15.6%	34.4%	34.4%	15.6%	34.4%	34.4%	15.6%	34.4%	34.4%	15.6%	34.4%	34.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 56 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 28: Copans Road & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1783	1583		1802	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.59	1.00		0.77	1.00	0.13	1.00	1.00	0.07	1.00	1.00
Satd. Flow (perm)		1094	1583		1440	1583	234	3539	1583	123	3539	1583
Volume (vph)	34	4	36	46	22	61	58	1907	73	89	1586	46
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	35	4	38	48	23	64	60	1986	76	93	1652	48
RTOR Reduction (vph)	0	0	35	0	0	59	0	0	7	0	0	6
Lane Group Flow (vph)	0	39	3	0	71	5	60	1986	69	93	1652	42
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		11.9	11.9		11.9	11.9	128.4	124.3	124.3	137.8	129.0	129.0
Effective Green, g (s)		12.9	12.9		12.9	12.9	130.4	125.3	125.3	139.1	130.0	130.0
Actuated g/C Ratio		0.08	0.08		0.08	0.08	0.82	0.78	0.78	0.87	0.81	0.81
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)		2.5	2.5		2.5	2.5	1.5	0.2	0.2	1.5	0.2	0.2
Lane Grp Cap (vph)		88	128		116	128	240	2771	1240	208	2875	1286
v/s Ratio Prot							0.01	c0.56		c0.03	0.47	
v/s Ratio Perm		0.04	0.00		c0.05	0.00	0.20		0.04	0.36		0.03
v/c Ratio		0.44	0.02		0.61	0.04	0.25	0.72	0.06	0.45	0.57	0.03
Uniform Delay, d1		70.1	67.8		71.1	67.8	4.3	8.6	3.9	15.2	5.3	2.9
Progression Factor		1.00	1.00		1.00	1.00	2.90	0.88	0.04	2.24	2.60	0.14
Incremental Delay, d2		2.6	0.1		7.9	0.1	0.0	0.1	0.0	0.1	0.1	0.0
Delay (s)		72.7	67.8		79.0	67.9	12.5	7.7	0.2	34.0	13.8	0.4
Level of Service		E	E		E	E	B	A	A	C	B	A
Approach Delay (s)		70.3			73.8			7.6			14.5	
Approach LOS		E			E			A			B	

Intersection Summary			
HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		

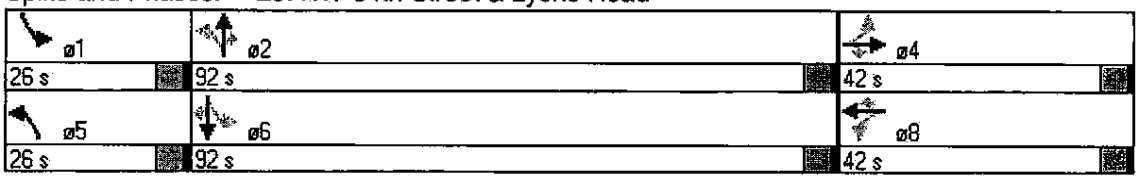
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	4	36	46	22	61	58	1907	73	89	1586	46
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phases	4	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	37.0	37.0	37.0	34.0	34.0	34.0	9.0	32.0	32.0	9.0	32.0	32.0
Total Split (s)	42.0	42.0	42.0	42.0	42.0	42.0	26.0	92.0	92.0	26.0	92.0	92.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	57.5%	57.5%	16.3%	57.5%	57.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 66 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 29: NW 34th Street & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		0.91	0.91		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3291		1610	3140		1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.08	1.00	1.00	0.08	1.00	1.00
Satd. Flow (perm)	1770	3291		1610	3140		146	5085	1583	146	5085	1583
Volume (vph)	211	152	133	146	151	149	283	1566	172	357	1789	330
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	229	165	145	159	164	162	308	1702	187	388	1945	359
RTOR Reduction (vph)	0	114	0	0	140	0	0	0	88	0	0	117
Lane Group Flow (vph)	229	196	0	150	195	0	308	1702	99	388	1945	242
Turn Type	Split			Split			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases							2		2	6		6
Actuated Green, G (s)	19.1	19.1		16.6	16.6		82.3	50.0	50.0	82.3	50.0	50.0
Effective Green, g (s)	21.1	21.1		18.6	18.6		84.3	51.0	51.0	84.3	51.0	51.0
Actuated g/C Ratio	0.15	0.15		0.13	0.13		0.60	0.36	0.36	0.60	0.36	0.36
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	1.0	1.0	1.5	1.0	1.0
Lane Grp Cap (vph)	267	496		214	417		474	1852	577	474	1852	577
v/s Ratio Prot	c0.13	0.06		c0.09	0.06		0.15	0.33		c0.19	c0.38	
v/s Ratio Perm							0.24		0.06	0.30		0.15
v/c Ratio	0.86	0.40		0.70	0.47		0.65	0.92	0.17	0.82	1.05	0.42
Uniform Delay, d1	58.0	53.7		58.0	56.1		49.2	42.5	30.2	40.2	44.5	33.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	22.1	0.2		8.2	0.3		2.3	8.9	0.6	10.0	35.5	2.2
Delay (s)	80.0	53.9		66.2	56.4		51.5	51.4	30.8	50.2	80.0	35.6
Level of Service	F	D		E	E		D	D	C	D	F	D
Approach Delay (s)		65.0			59.4			49.7			69.8	
Approach LOS		E			E			D			E	

Intersection Summary

HCM Average Control Delay	61.0	HCM Level of Service	E
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

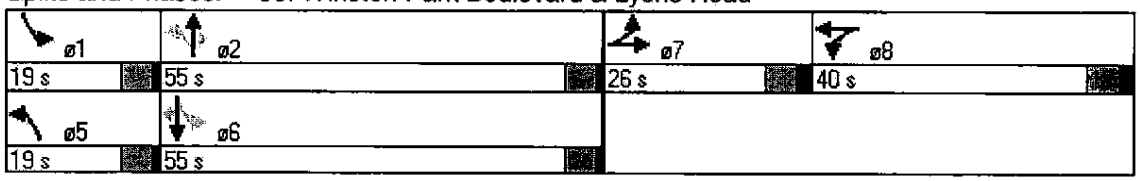
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	211	152	146	151	283	1566	172	357	1789	330
Turn Type	Split		Split		pm+pt		Perm	pm+pt		Perm
Protected Phases	7	7	8	8	5	2		1	6	
Permitted Phases					2		2	6		6
Detector Phases	7	7	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	37.0	37.0	37.0	37.0	9.0	27.0	27.0	9.0	27.0	27.0
Total Split (s)	26.0	26.0	40.0	40.0	19.0	55.0	55.0	19.0	55.0	55.0
Total Split (%)	18.6%	18.6%	28.6%	28.6%	13.6%	39.3%	39.3%	13.6%	39.3%	39.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 8 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 30: Winston Park Boulevard & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.91	1.00	1.00	0.91
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583		1770	5085	1583	1770	5085
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00		0.11	1.00	1.00	0.12	1.00
Satd. Flow (perm)	1403	1863	1583	1405	1863	1583		210	5085	1583	220	5085
Volume (vph)	86	5	119	187	7	27	19	204	1826	326	60	2740
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	91	5	127	199	7	29	20	217	1943	347	64	2915
RTOR Reduction (vph)	0	0	82	0	0	22	0	0	0	76	0	0
Lane Group Flow (vph)	91	5	45	199	7	7	0	237	1943	271	64	2915
Turn Type	Perm		Perm	Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Actuated Green, G (s)	13.2	13.2	13.2	13.2	13.2	13.2		37.5	33.5	33.5	34.1	31.8
Effective Green, g (s)	15.2	15.2	15.2	15.2	15.2	15.2		41.5	35.5	35.5	38.1	33.8
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.23		0.62	0.53	0.53	0.57	0.50
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0		1.5	0.2	0.2	1.5	0.2
Lane Grp Cap (vph)	318	423	359	319	423	359		270	2694	839	225	2565
v/s Ratio Prot		0.00			0.00			c0.08	0.38		0.02	c0.57
v/s Ratio Perm	0.06		0.03	c0.14		0.00		0.47		0.17	0.14	
v/c Ratio	0.29	0.01	0.13	0.62	0.02	0.02		0.88	0.72	0.32	0.28	1.14
Uniform Delay, d1	21.4	20.1	20.6	23.3	20.1	20.1		32.1	12.0	8.9	8.4	16.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.0	0.1	2.7	0.0	0.0		25.2	1.7	1.0	0.3	66.8
Delay (s)	21.6	20.1	20.7	26.1	20.1	20.1		57.2	13.7	10.0	8.7	83.4
Level of Service	C	C	C	C	C	C		E	B	A	A	F
Approach Delay (s)		21.0			25.1				17.3			79.0
Approach LOS		C			C				B			E

Intersection Summary

HCM Average Control Delay	49.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	67.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	110
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	117
RTOR Reduction (vph)	34
Lane Group Flow (vph)	83
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	31.8
Effective Green, g (s)	33.8
Actuated g/C Ratio	0.50
Clearance Time (s)	6.0
Vehicle Extension (s)	0.2
Lane Grp Cap (vph)	799
v/s Ratio Prot	
v/s Ratio Perm	0.05
v/c Ratio	0.10
Uniform Delay, d1	8.7
Progression Factor	1.00
Incremental Delay, d2	0.3
Delay (s)	8.9
Level of Service	A
Approach Delay (s)	
Approach LOS	

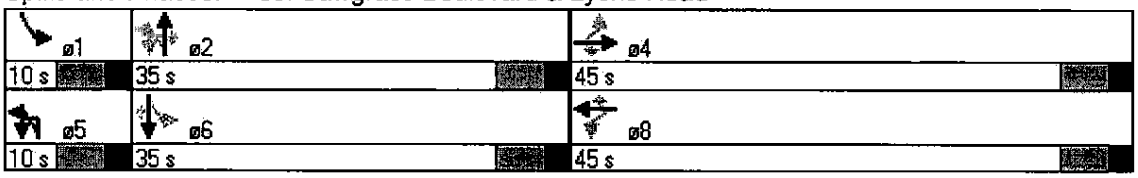
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	86	5	119	187	7	27	19	204	1826	326	60	2740
Turn Type	Perm		Perm	Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Detector Phases	4	4	4	8	8	8	5	5	2	2	1	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	7.0	7.0	4.0	7.0
Minimum Split (s)	43.0	43.0	43.0	45.0	45.0	45.0	10.0	10.0	34.0	34.0	10.0	34.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	10.0	10.0	35.0	35.0	10.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	11.1%	11.1%	38.9%	38.9%	11.1%	38.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 64.5
Natural Cycle: 150
Control Type: Semi Act-Uncoord

Splits and Phases: 33: Sawgrass Boulevard & Lyons Road



Lane Group	SBR
Lane Configurations	
Volume (vph)	110
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phases	6
Minimum Initial (s)	7.0
Minimum Split (s)	34.0
Total Split (s)	35.0
Total Split (%)	38.9%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max

Movement	EBT	EBR2	SBT	NWR
Lane Configurations	↑↑	↱	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.91	1.00
Frt	1.00	0.85	1.00	0.86
Flt Protected	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3539	1583	5085	1611
Flt Permitted	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3539	1583	5085	1611
Volume (vph)	326	187	2403	150
Peak-hour factor, PHF	0.88	0.88	0.88	0.88
Adj. Flow (vph)	370	212	2731	170
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	370	212	2731	170
Turn Type		Free		custom
Protected Phases	4		6	
Permitted Phases		Free		11
Actuated Green, G (s)	23.7	160.0	100.3	124.3
Effective Green, g (s)	25.7	160.0	102.3	126.3
Actuated g/C Ratio	0.16	1.00	0.64	0.79
Clearance Time (s)	6.0		6.0	6.0
Vehicle Extension (s)	2.0		1.0	1.5
Lane Grp Cap (vph)	568	1583	3251	1272
v/s Ratio Prot	c0.10		c0.54	
v/s Ratio Perm		c0.13		0.11
v/c Ratio	0.65	0.13	0.84	0.13
Uniform Delay, d1	63.0	0.0	22.5	4.0
Progression Factor	1.00	1.00	0.55	1.00
Incremental Delay, d2	2.0	0.2	1.9	0.0
Delay (s)	65.0	0.2	14.2	4.0
Level of Service	E	A	B	A
Approach Delay (s)	41.4		14.2	
Approach LOS	D		B	

Intersection Summary

HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

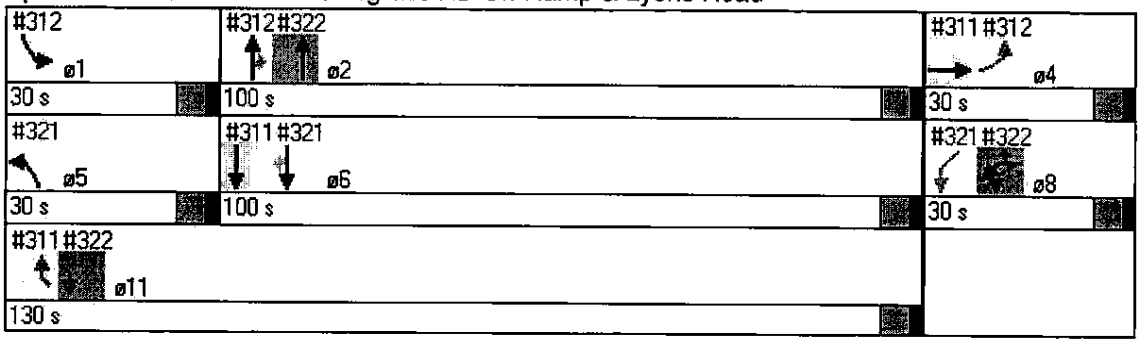
c Critical Lane Group

Lane Group	EBT	EBR2	SBT	NWR	ø1	ø2	ø5	ø8
Lane Configurations	↑↑	↱	↑↑↑	↱				
Volume (vph)	326	187	2403	150				
Turn Type		Free		custom				
Protected Phases	4		6		1	2	5	8
Permitted Phases		Free		11				
Detector Phases	4		6	11				
Minimum Initial (s)	6.0		7.0	4.0	4.0	7.0	4.0	6.0
Minimum Split (s)	22.0		22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	0.0	100.0	130.0	30.0	100.0	30.0	30.0
Total Split (%)	18.8%	0.0%	62.5%	81.3%	19%	63%	19%	19%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag		Lead	Lag	Lead	
Lead-Lag Optimize?			Yes		Yes	Yes	Yes	
Recall Mode	None		C-Max	None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 311: Sawgrass NB Off Ramp & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0							4.0	4.0	4.0		
Lane Util. Factor	0.97							0.91	1.00	1.00		
Frt	1.00							1.00	0.85	1.00		
Flt Protected	0.95							1.00	1.00	0.95		
Satd. Flow (prot)	3433							5085	1583	1770		
Flt Permitted	0.95							1.00	1.00	0.95		
Satd. Flow (perm)	3433							5085	1583	1770		
Volume (vph)	326	0	0	0	0	0	0	1770	185	372	0	0
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	370	0	0	0	0	0	0	2011	210	423	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	45	0	0	0
Lane Group Flow (vph)	370	0	0	0	0	0	0	2011	165	423	0	0
Turn Type	custom								Perm	Prot		
Protected Phases								2		1		
Permitted Phases	4								2			
Actuated Green, G (s)	23.7							94.0	94.0	24.3		
Effective Green, g (s)	25.7							96.0	96.0	26.3		
Actuated g/C Ratio	0.16							0.60	0.60	0.16		
Clearance Time (s)	6.0							6.0	6.0	6.0		
Vehicle Extension (s)	2.0							1.0	1.0	1.5		
Lane Grp Cap (vph)	551							3051	950	291		
v/s Ratio Prot								c0.40		c0.24		
v/s Ratio Perm	c0.11								0.10			
v/c Ratio	0.67							0.66	0.17	1.45		
Uniform Delay, d1	63.2							21.2	14.3	66.8		
Progression Factor	0.04							1.00	1.00	0.93		
Incremental Delay, d2	1.9							1.1	0.4	221.8		
Delay (s)	4.6							22.3	14.7	284.0		
Level of Service	A							C	B	F		
Approach Delay (s)		4.6			0.0			21.6			284.0	
Approach LOS		A			A			C			F	

Intersection Summary

HCM Average Control Delay	56.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

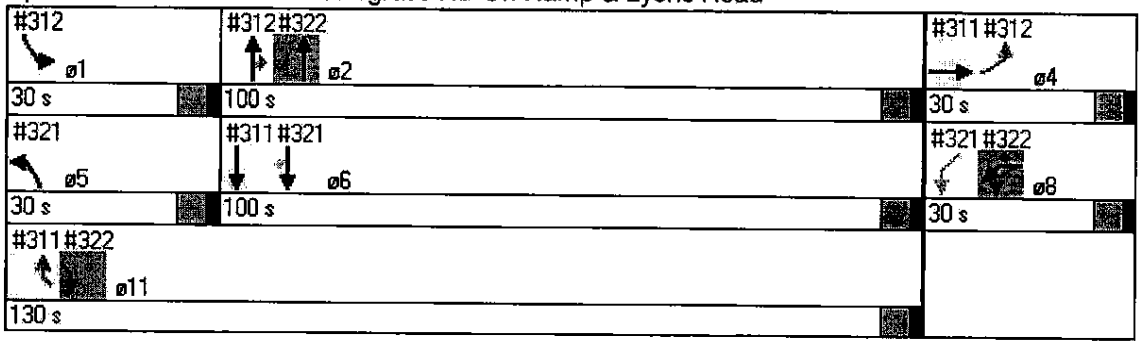
c Critical Lane Group

Lane Group	EBL	NBT	NBR	SBL	ø5	ø6	ø8	ø11
Lane Configurations								
Volume (vph)	326	1770	185	372				
Turn Type	custom		Perm	Prot				
Protected Phases		2		1	5	6	8	11
Permitted Phases	4		2					
Detector Phases	4	2	2	1				
Minimum Initial (s)	6.0	7.0	7.0	4.0	4.0	7.0	6.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	100.0	100.0	30.0	30.0	100.0	30.0	130.0
Total Split (%)	18.8%	62.5%	62.5%	18.8%	19%	63%	19%	81%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag		Lag	Lag	Lead	Lead	Lag		
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 312: Sawgrass NB On Ramp & Lyons Road



Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0				4.0	4.0	4.0	
Lane Util. Factor			1.00				0.91	1.00	0.97	
Frt			1.00				1.00	0.85	1.00	
Flt Protected			0.95				1.00	1.00	0.95	
Satd. Flow (prot)			1770				5085	1583	3433	
Flt Permitted			0.95				1.00	1.00	0.95	
Satd. Flow (perm)			1770				5085	1583	3433	
Volume (vph)	0	0	150	0	0	0	2196	434	341	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	165	0	0	0	2413	477	375	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	68	0	0
Lane Group Flow (vph)	0	0	165	0	0	0	2413	409	375	0
Turn Type			Prot					Perm	custom	
Protected Phases			5				6			
Permitted Phases								6	8	
Actuated Green, G (s)			18.0				100.3	100.3	23.7	
Effective Green, g (s)			20.0				102.3	102.3	25.7	
Actuated g/C Ratio			0.12				0.64	0.64	0.16	
Clearance Time (s)			6.0				6.0	6.0	6.0	
Vehicle Extension (s)			1.5				1.0	1.0	2.0	
Lane Grp Cap (vph)			221				3251	1012	551	
v/s Ratio Prot			c0.09				c0.47			
v/s Ratio Perm								0.26	c0.11	
v/c Ratio			0.75				0.74	0.40	0.68	
Uniform Delay, d1			67.6				19.8	14.0	63.3	
Progression Factor			0.94				1.00	1.00	0.05	
Incremental Delay, d2			11.3				1.6	1.2	2.0	
Delay (s)			75.0				21.4	15.2	5.1	
Level of Service			E				C	B	A	
Approach Delay (s)	0.0			75.0			20.4		5.1	
Approach LOS	A			E			C		A	

Intersection Summary

HCM Average Control Delay	21.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

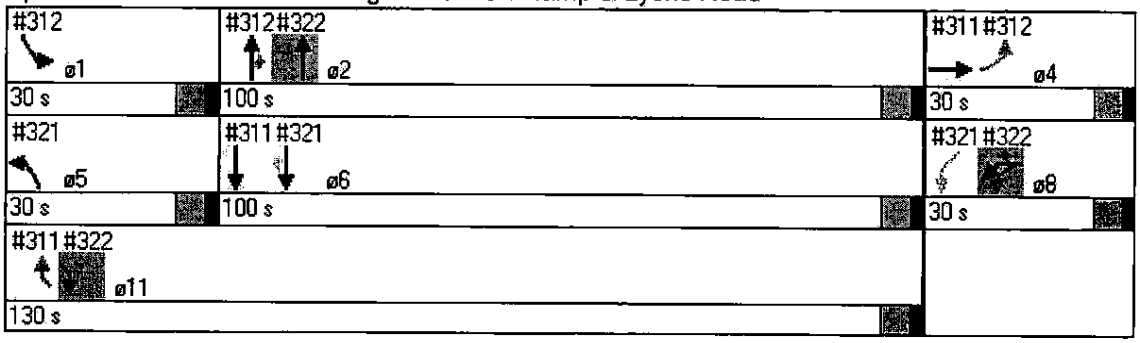
c Critical Lane Group

Lane Group	NBL	SBT	SBR	SWL	ø1	ø2	ø4	ø11
Lane Configurations								
Volume (vph)	150	2196	434	341				
Turn Type	Prot		Perm	custom				
Protected Phases	5	6			1	2	4	11
Permitted Phases			6	8				
Detector Phases	5	6	6	8				
Minimum Initial (s)	4.0	7.0	7.0	6.0	4.0	7.0	6.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	100.0	100.0	30.0	30.0	100.0	30.0	130.0
Total Split (%)	18.8%	62.5%	62.5%	18.8%	19%	63%	19%	81%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 321: Sawgrass SB On Ramp & Lyons Road



Movement	WBL	WBR2	NBT	SER
Lane Configurations				
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00
Frt	1.00	0.85	1.00	0.86
Flt Protected	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	5085	1611
Flt Permitted	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	5085	1611
Volume (vph)	341	332	2127	372
Peak-hour factor, PHF	0.91	0.91	0.91	0.91
Adj. Flow (vph)	375	365	2337	409
RTOR Reduction (vph)	0	190	0	0
Lane Group Flow (vph)	375	175	2337	409
Turn Type		Perm		custom
Protected Phases	8		2	
Permitted Phases		8		11
Actuated Green, G (s)	23.7	23.7	94.0	124.3
Effective Green, g (s)	25.7	25.7	96.0	126.3
Actuated g/C Ratio	0.16	0.16	0.60	0.79
Clearance Time (s)	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	1.0	1.5
Lane Grp Cap (vph)	551	254	3051	1272
v/s Ratio Prot	0.11		c0.46	
v/s Ratio Perm		c0.11		c0.25
v/c Ratio	0.68	0.69	0.77	0.32
Uniform Delay, d1	63.3	63.4	23.7	4.8
Progression Factor	1.00	1.00	0.59	1.00
Incremental Delay, d2	2.8	6.4	1.4	0.1
Delay (s)	66.0	69.8	15.5	4.8
Level of Service	E	E	B	A
Approach Delay (s)	67.9		15.5	
Approach LOS	E		B	

Intersection Summary

HCM Average Control Delay	25.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

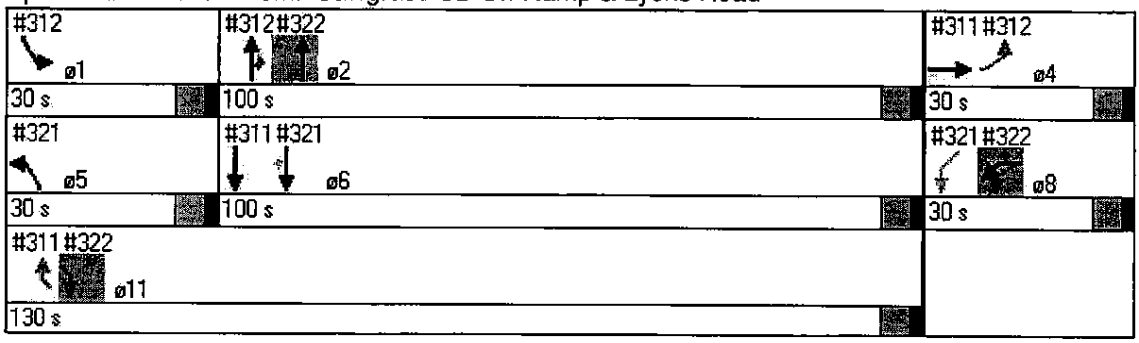
c Critical Lane Group

Lane Group	WBL	WBR2	NBT	SER	ø1	ø4	ø5	ø6
Lane Configurations								
Volume (vph)	341	332	2127	372				
Turn Type		Perm		custom				
Protected Phases	8		2		1	4	5	6
Permitted Phases		8		11				
Detector Phases	8	8	2	11				
Minimum Initial (s)	6.0	6.0	7.0	4.0	4.0	6.0	4.0	7.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	100.0	130.0	30.0	30.0	30.0	100.0
Total Split (%)	18.8%	18.8%	62.5%	81.3%	19%	19%	19%	63%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag		Lead		Lead	Lag
Lead-Lag Optimize?			Yes		Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	None	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 322: Sawgrass SB Off Ramp & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	1779		1770	5080		1770	5085	1583
Flt Permitted	0.69	1.00	1.00	0.75	1.00		0.09	1.00		0.10	1.00	1.00
Satd. Flow (perm)	1293	3539	1583	1402	1779		162	5080		179	5085	1583
Volume (vph)	339	7	277	36	65	28	222	1718	12	18	2485	314
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	357	7	292	38	68	29	234	1808	13	19	2616	331
RTOR Reduction (vph)	0	0	93	0	7	0	0	1	0	0	0	115
Lane Group Flow (vph)	357	7	199	38	90	0	234	1820	0	19	2616	216
Turn Type	Perm		Perm	Perm			pm+pt			Perm		Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	27.8	27.8	27.8	27.8	27.8		51.9	51.9		40.6	40.6	40.6
Effective Green, g (s)	29.8	29.8	29.8	29.8	29.8		53.4	53.4		42.1	42.1	42.1
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.33		0.59	0.59		0.46	0.46	0.46
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		5.5	5.5		5.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	422	1156	517	458	581		224	2974		83	2347	731
v/s Ratio Prot		0.00			0.05		c0.08	0.36			c0.51	
v/s Ratio Perm	c0.28		0.13	0.03			0.53			0.11		0.14
v/c Ratio	0.85	0.01	0.39	0.08	0.15		1.04	0.61		0.23	1.11	0.30
Uniform Delay, d1	28.6	20.7	23.6	21.2	21.8		26.8	12.2		14.8	24.6	15.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.9	0.0	0.2	0.0	0.0		72.3	0.9		6.3	58.2	1.0
Delay (s)	42.5	20.7	23.8	21.3	21.8		99.2	13.2		21.1	82.7	16.3
Level of Service	D	C	C	C	C		F	B		C	F	B
Approach Delay (s)		33.9			21.7			23.0			74.9	
Approach LOS		C			C			C			E	

Intersection Summary

HCM Average Control Delay	50.7	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	91.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.8%	ICU Level of Service	F
Analysis Period (min)	15		

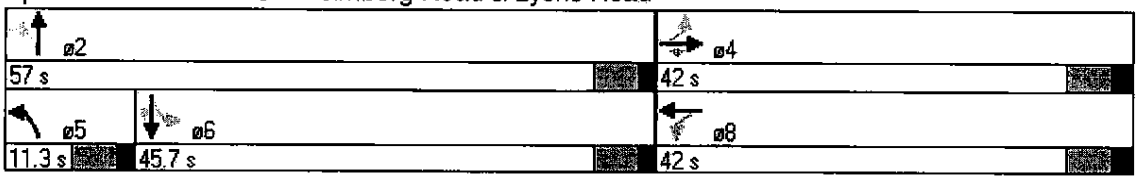
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	339	7	277	36	65	222	1718	18	2485	314
Turn Type	Perm		Perm	Perm		pm+pt		Perm		Perm
Protected Phases		4			8	5	2		6	
Permitted Phases	4		4	8		2		6		6
Detector Phases	4	4	4	8	8	5	2	6	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	7.0	7.0
Minimum Split (s)	42.0	42.0	42.0	22.0	22.0	9.5	34.5	34.5	34.5	34.5
Total Split (s)	42.0	42.0	42.0	42.0	42.0	11.3	57.0	45.7	45.7	45.7
Total Split (%)	42.4%	42.4%	42.4%	42.4%	42.4%	11.4%	57.6%	46.2%	46.2%	46.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.5	1.5	1.5	1.5
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?						Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max

Intersection Summary

Cycle Length: 99
Actuated Cycle Length: 91.3
Natural Cycle: 140
Control Type: Semi Act-Uncoord

Splits and Phases: 34: Holmberg Road & Lyons Road



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		0.97	0.91	1.00		0.97	0.91	1.00		0.97	0.91	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3433	5085	1583		3433	5085	1583		3433	5085	1583
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3433	5085	1583		3433	5085	1583		3433	5085	1583
Volume (vph)	30	264	734	159	22	820	1082	299	22	169	1123	563
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	31	275	765	166	23	854	1127	311	23	176	1170	586
RTOR Reduction (vph)	0	0	0	134	0	0	0	186	0	0	0	199
Lane Group Flow (vph)	0	306	765	32	0	877	1127	125	0	199	1170	387
Turn Type	Prot	Prot		Perm	Prot	Prot		Perm	Prot	Prot		Perm
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases				4				8				2
Actuated Green, G (s)		12.0	29.1	29.1		32.0	49.1	49.1		13.0	59.8	59.8
Effective Green, g (s)		14.0	31.1	31.1		34.0	51.1	51.1		15.0	61.8	61.8
Actuated g/C Ratio		0.09	0.19	0.19		0.21	0.32	0.32		0.09	0.39	0.39
Clearance Time (s)		6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)		1.5	2.5	2.5		1.5	2.5	2.5		1.5	3.0	3.0
Lane Grp Cap (vph)		300	988	308		730	1624	506		322	1964	611
v/s Ratio Prot		0.09	c0.15			c0.26	0.22			0.06	0.23	
v/s Ratio Perm				0.02				0.08				0.24
v/c Ratio		1.02	0.77	0.10		1.20	0.69	0.25		0.62	0.60	0.63
Uniform Delay, d1		73.0	61.1	53.0		63.0	47.6	40.2		69.7	39.1	39.9
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		57.2	3.7	0.1		103.5	1.2	0.2		2.5	1.3	4.9
Delay (s)		130.2	64.8	53.1		166.5	48.8	40.4		72.2	40.5	44.8
Level of Service		F	E	D		F	D	D		E	D	D
Approach Delay (s)			79.4				92.3				45.0	
Approach LOS			E				F				D	

Intersection Summary

HCM Average Control Delay	65.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR
Lane Configurations			
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583
Volume (vph)	235	1513	196
Peak-hour factor, PHF	0.96	0.96	0.96
Adj. Flow (vph)	245	1576	204
RTOR Reduction (vph)	0	0	92
Lane Group Flow (vph)	245	1576	112
Turn Type	Prot		Perm
Protected Phases	1	6	
Permitted Phases			6
Actuated Green, G (s)	15.1	61.9	61.9
Effective Green, g (s)	17.1	63.9	63.9
Actuated g/C Ratio	0.11	0.40	0.40
Clearance Time (s)	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0
Lane Grp Cap (vph)	367	2031	632
v/s Ratio Prot	c0.07	c0.31	
v/s Ratio Perm			0.07
v/c Ratio	0.67	0.78	0.18
Uniform Delay, d1	68.7	41.8	31.0
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	3.5	3.0	0.6
Delay (s)	72.3	44.8	31.7
Level of Service	E	D	C
Approach Delay (s)		46.8	
Approach LOS		D	

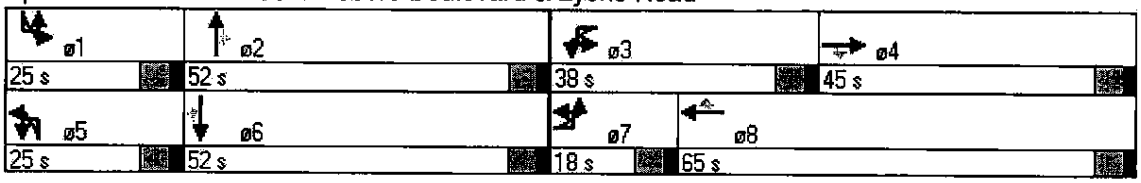
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	264	734	159	820	1082	299	169	1123	563	235	1513	196
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	12.0	12.0	5.0	12.0	12.0
Minimum Split (s)	11.0	41.0	41.0	11.0	41.0	41.0	11.0	42.0	42.0	11.0	42.0	42.0
Total Split (s)	18.0	45.0	45.0	38.0	65.0	65.0	25.0	52.0	52.0	25.0	52.0	52.0
Total Split (%)	11.3%	28.1%	28.1%	23.8%	40.6%	40.6%	15.6%	32.5%	32.5%	15.6%	32.5%	32.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 21 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 35: Hillsboro Boulevard & Lyons Road



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Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95
Frt		1.00	0.99		1.00	0.98		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	5025		1770	5009		1770	3539	1583	1770	3539
Flt Permitted		0.95	1.00		0.95	1.00		0.12	1.00	1.00	0.27	1.00
Satd. Flow (perm)		1770	5025		1770	5009		217	3539	1583	504	3539
Volume (vph)	24	139	1801	153	510	2011	224	142	425	442	170	620
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	26	148	1916	163	543	2139	238	151	452	470	181	660
RTOR Reduction (vph)	0	0	6	0	0	8	0	0	0	222	0	0
Lane Group Flow (vph)	0	174	2073	0	543	2369	0	151	452	248	181	660
Turn Type	Prot	Prot			Prot			pm+pt		Perm	pm+pt	
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases								4		4	8	
Actuated Green, G (s)		19.1	55.0		33.7	69.6		46.3	32.8	32.8	48.3	33.8
Effective Green, g (s)		21.1	57.0		35.7	71.6		50.3	34.8	34.8	52.3	35.8
Actuated g/C Ratio		0.13	0.36		0.22	0.45		0.31	0.22	0.22	0.33	0.22
Clearance Time (s)		6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	0.2		1.5	0.2		1.5	2.0	2.0	1.5	2.0
Lane Grp Cap (vph)		233	1790		395	2242		219	770	344	295	792
v/s Ratio Prot		0.10	c0.41		c0.31	0.47		c0.07	0.13		0.06	c0.19
v/s Ratio Perm								0.15		0.16	0.14	
v/c Ratio		0.75	1.16		1.37	1.06		0.69	0.59	0.72	0.61	0.83
Uniform Delay, d1		66.9	51.5		62.1	44.2		43.5	56.2	58.1	41.4	59.3
Progression Factor		1.00	1.00		0.65	1.25		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		10.8	77.8		175.8	31.0		7.0	0.7	6.2	2.7	7.2
Delay (s)		77.7	129.3		216.3	86.2		50.5	56.9	64.2	44.0	66.4
Level of Service		E	F		F	F		D	E	E	D	E
Approach Delay (s)			125.3			110.4			59.2			59.8
Approach LOS			F			F			E			E

Intersection Summary

HCM Average Control Delay	100.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	104.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	149
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	159
RTOR Reduction (vph)	99
Lane Group Flow (vph)	60
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	33.8
Effective Green, g (s)	35.8
Actuated g/C Ratio	0.22
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	354
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.17
Uniform Delay, d1	50.1
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	50.2
Level of Service	D
Approach Delay (s)	
Approach LOS	

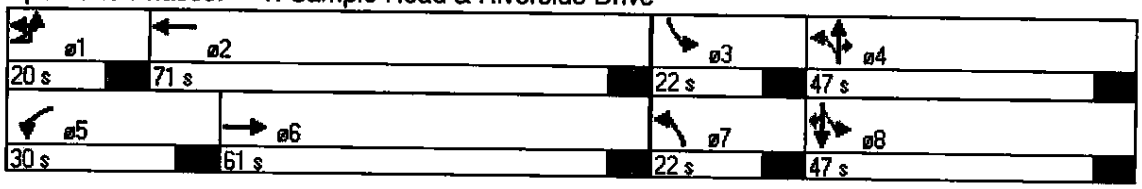
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	139	1801	510	2011	142	425	442	170	620	149
Turn Type	Prot		Prot		pm+pt		Perm	pm+pt		Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases					4		4	8		8
Detector Phases	1	6	5	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	7.0	5.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	44.0	24.0	44.0	10.0	44.0	44.0	10.0	44.0	44.0
Total Split (s)	20.0	61.0	30.0	71.0	22.0	47.0	47.0	22.0	47.0	47.0
Total Split (%)	12.5%	38.1%	18.8%	44.4%	13.8%	29.4%	29.4%	13.8%	29.4%	29.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 34 (21%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Sample Road & Riverside Drive



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.91		1.00	0.91		1.00	1.00		1.00	0.95
Frt		1.00	0.99		1.00	0.98		1.00	0.90		1.00	0.90
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5053		1770	4996		1770	1675		1770	3176
Flt Permitted		0.95	1.00		0.05	1.00		0.62	1.00		0.23	1.00
Satd. Flow (perm)		1770	5053		101	4996		1160	1675		421	3176
Volume (vph)	53	132	1907	85	131	2200	294	109	43	87	223	62
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	56	139	2007	89	138	2316	309	115	45	92	235	65
RTOR Reduction (vph)	0	0	2	0	0	9	0	0	55	0	0	124
Lane Group Flow (vph)	0	195	2094	0	138	2616	0	115	82	0	235	82
Turn Type	Prot	Prot			pm+pt			pm+pt			pm+pt	
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases					2			4			8	
Actuated Green, G (s)		27.7	93.3		90.8	78.2		24.5	11.7		35.7	17.3
Effective Green, g (s)		29.7	95.3		94.8	80.2		28.5	13.7		38.1	19.3
Actuated g/C Ratio		0.19	0.60		0.59	0.50		0.18	0.09		0.24	0.12
Clearance Time (s)		6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Vehicle Extension (s)		2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		329	3010		212	2504		263	143		272	383
v/s Ratio Prot		c0.11	c0.41		0.06	c0.52		0.04	0.05		c0.11	0.03
v/s Ratio Perm					0.32			0.04			c0.10	
v/c Ratio		0.59	0.70		0.65	1.04		0.44	0.57		0.86	0.21
Uniform Delay, d1		59.6	22.3		34.6	39.9		57.8	70.3		54.1	63.5
Progression Factor		0.99	0.77		0.67	1.63		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.2	0.1		2.1	25.3		0.4	3.4		22.9	0.1
Delay (s)		59.1	17.3		25.3	90.5		58.2	73.8		77.0	63.6
Level of Service		E	B		C	F		E	E		E	E
Approach Delay (s)			20.9			87.2			66.7			70.7
Approach LOS			C			F			E			E

Intersection Summary

HCM Average Control Delay	58.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	134
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	141
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Volume (vph)	144	1933	382	598	2604	125	257	286	395	91	382	105
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	150	2014	398	623	2712	130	268	298	411	95	398	109
RTOR Reduction (vph)	0	0	104	0	0	20	0	0	231	0	0	92
Lane Group Flow (vph)	150	2014	294	623	2712	110	268	298	180	95	398	17
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	10.4	62.1	62.1	39.7	91.4	91.4	13.2	27.4	27.4	8.3	22.5	22.5
Effective Green, g (s)	11.9	63.6	63.6	41.2	92.9	92.9	14.7	29.4	29.4	9.8	24.5	24.5
Actuated g/C Ratio	0.07	0.40	0.40	0.26	0.58	0.58	0.09	0.18	0.18	0.06	0.15	0.15
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	255	2021	629	884	2952	919	315	650	291	210	542	242
v/s Ratio Prot	0.04	c0.40		c0.18	c0.53		c0.08	0.08		0.03	c0.11	
v/s Ratio Perm			0.19			0.07			0.11			0.01
v/c Ratio	0.59	1.00	0.47	0.70	0.92	0.12	0.85	0.46	0.62	0.45	0.73	0.07
Uniform Delay, d1	71.7	48.1	35.7	53.9	30.2	15.1	71.6	58.2	60.1	72.5	64.6	58.0
Progression Factor	1.25	0.93	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7	16.8	1.9	2.1	5.9	0.3	18.6	0.2	2.7	0.6	4.4	0.0
Delay (s)	91.2	61.6	32.4	56.0	36.1	15.4	90.2	58.4	62.9	73.1	69.1	58.0
Level of Service	F	E	C	E	D	B	F	E	E	E	E	E
Approach Delay (s)		58.8			38.9			69.0			67.7	
Approach LOS		E			D			E			E	

Intersection Summary

HCM Average Control Delay	51.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	132	1907	131	2200	109	43	223	62
Turn Type	Prot		pm+pt		pm+pt		pm+pt	
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases			2		4		8	
Detector Phases	1	6	5	2	7	4	3	8
Minimum Initial (s)	5.0	7.0	4.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	11.0	33.0	10.0	33.0	10.0	42.0	10.0	40.0
Total Split (s)	22.0	71.0	22.0	71.0	25.0	42.0	25.0	42.0
Total Split (%)	13.8%	44.4%	13.8%	44.4%	15.6%	26.3%	15.6%	26.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 105 (66%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

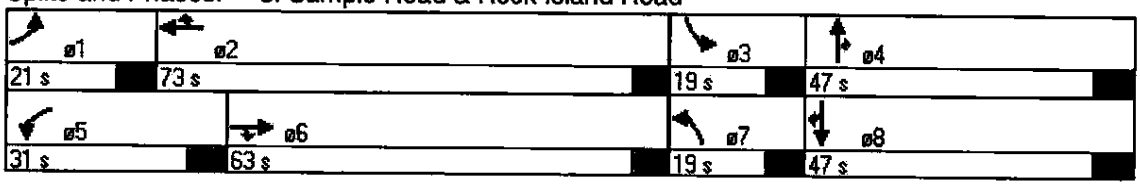
Splits and Phases: 2: Sample Road & Holiday Springs Boulevard

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	144	1933	382	598	2604	125	257	286	395	91	382	105
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.5	45.5	45.5	10.5	45.5	45.5	10.5	46.0	46.0	10.5	40.0	40.0
Total Split (s)	21.0	63.0	63.0	31.0	73.0	73.0	19.0	47.0	47.0	19.0	47.0	47.0
Total Split (%)	13.1%	39.4%	39.4%	19.4%	45.6%	45.6%	11.9%	29.4%	29.4%	11.9%	29.4%	29.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0	1.5	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 4 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 3: Sample Road & Rock Island Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1583		1770	1863	1583
Flt Permitted	0.10	1.00	1.00	0.95	1.00	1.00	0.75	1.00		0.73	1.00	1.00
Satd. Flow (perm)	182	5085	1583	1770	5085	1583	1399	1583		1365	1863	1583
Volume (vph)	110	2483	39	83	3292	144	9	0	35	51	9	126
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	117	2641	41	88	3502	153	10	0	37	54	10	134
RTOR Reduction (vph)	0	0	12	0	0	24	0	32	0	0	0	117
Lane Group Flow (vph)	117	2641	29	88	3502	129	10	5	0	54	10	17
Turn Type	pm+pt		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6			2	4			8		8
Actuated Green, G (s)	44.3	39.0	39.0	7.0	40.7	40.7	7.1	7.1		7.1	7.1	7.1
Effective Green, g (s)	48.3	41.0	41.0	9.0	42.7	42.7	9.1	9.1		9.1	9.1	9.1
Actuated g/C Ratio	0.68	0.58	0.58	0.13	0.60	0.60	0.13	0.13		0.13	0.13	0.13
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	287	2932	913	224	3054	951	179	203		175	238	203
v/s Ratio Prot	0.04	0.52		c0.05	c0.69			0.00			0.01	
v/s Ratio Perm	0.24		0.02			0.08	0.01			c0.04		0.01
v/c Ratio	0.41	0.90	0.03	0.39	1.15	0.14	0.06	0.02		0.31	0.04	0.08
Uniform Delay, d1	15.7	13.3	6.5	28.5	14.2	6.2	27.2	27.1		28.1	27.2	27.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	4.3	0.0	0.4	70.3	0.1	0.0	0.0		0.4	0.0	0.1
Delay (s)	16.1	17.5	6.5	29.0	84.5	6.2	27.3	27.1		28.5	27.2	27.4
Level of Service	B	B	A	C	F	A	C	C		C	C	C
Approach Delay (s)		17.3			80.0			27.2			27.7	
Approach LOS		B			F			C			C	

Intersection Summary

HCM Average Control Delay	52.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	71.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		

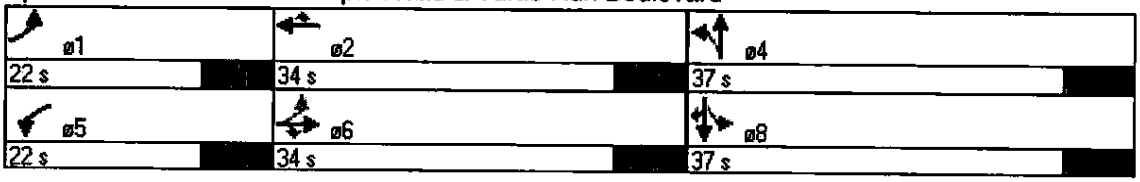
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	110	2483	39	83	3292	144	9	0	51	9	126
Turn Type	pm+pt		Perm	Prot		Perm	Perm		Perm		Perm
Protected Phases	1	6		5	2			4		8	
Permitted Phases	6		6			2	4		8		8
Detector Phases	1	6	6	5	2	2	4	4	8	8	8
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	22.0	34.0	34.0	22.0	34.0	34.0	37.0	37.0	37.0	37.0	37.0
Total Split (s)	22.0	34.0	34.0	22.0	34.0	34.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	23.7%	36.6%	36.6%	23.7%	36.6%	36.6%	39.8%	39.8%	39.8%	39.8%	39.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 93
Actuated Cycle Length: 70.4
Natural Cycle: 145
Control Type: Semi Act-Uncoord

Splits and Phases: 4: Sample Road & Turtle Run Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00		1.00	0.95		1.00	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.94		1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583		1770	3310		1770	3539
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.34	1.00		0.30	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583		625	3310		552	3539
Volume (vph)	193	1815	257	232	2536	320	14	352	198	150	172	249
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	203	1911	271	244	2669	337	15	371	208	158	181	262
RTOR Reduction (vph)	0	0	114	0	0	62	0	0	99	0	0	0
Lane Group Flow (vph)	203	1911	157	244	2669	275	0	386	267	0	181	262
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt			pm+pt	
Protected Phases	1	6		5	2		7	7	4		3	8
Permitted Phases			6			2	4	4			8	
Actuated Green, G (s)	12.3	77.4	77.4	13.7	78.8	78.8		38.1	20.1		32.7	17.4
Effective Green, g (s)	14.8	78.4	78.4	16.2	79.8	79.8		42.1	22.1		36.7	19.4
Actuated g/C Ratio	0.10	0.52	0.52	0.11	0.53	0.53		0.28	0.15		0.24	0.13
Clearance Time (s)	6.5	5.0	5.0	6.5	5.0	5.0		6.0	6.0		6.0	6.0
Vehicle Extension (s)	1.5	0.2	0.2	1.5	0.2	0.2		1.5	2.0		1.5	2.0
Lane Grp Cap (vph)	339	2658	827	371	2705	842		328	488		276	458
v/s Ratio Prot	0.06	0.38		c0.07	c0.52			c0.16	0.08		0.08	0.07
v/s Ratio Perm			0.10			0.17		c0.17			0.08	
v/c Ratio	0.60	0.72	0.19	0.66	0.99	0.33		1.18	0.55		0.66	0.57
Uniform Delay, d1	64.8	27.4	19.0	64.2	34.6	19.9		50.1	59.3		48.0	61.4
Progression Factor	1.00	1.00	1.00	1.14	0.73	0.87		1.00	1.00		1.00	1.00
Incremental Delay, d2	1.9	1.7	0.5	1.8	10.2	0.6		106.8	0.7		4.2	1.1
Delay (s)	66.7	29.1	19.5	74.7	35.4	18.0		156.9	60.0		52.2	62.5
Level of Service	E	C	B	E	D	B		F	E		D	E
Approach Delay (s)		31.2			36.6				109.7			61.9
Approach LOS		C			D				F			E

Intersection Summary

HCM Average Control Delay	45.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	271
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	285
RTOR Reduction (vph)	151
Lane Group Flow (vph)	134
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	17.4
Effective Green, g (s)	19.4
Actuated g/C Ratio	0.13
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	205
v/s Ratio Prot	
v/s Ratio Perm	0.08
v/c Ratio	0.65
Uniform Delay, d1	62.1
Progression Factor	1.00
Incremental Delay, d2	5.5
Delay (s)	67.6
Level of Service	E
Approach Delay (s)	
Approach LOS	

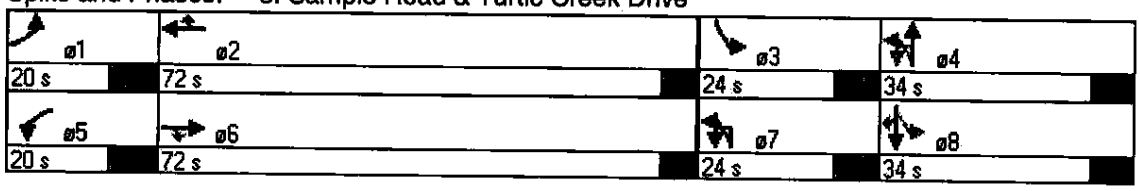
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	193	1815	257	232	2536	320	14	352	198	172	249	271
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt		pm+pt		Perm
Protected Phases	1	6		5	2		7	7	4	3	8	
Permitted Phases			6			2	4	4		8		8
Detector Phases	1	6	6	5	2	2	7	7	4	3	8	8
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	4.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.5	32.0	32.0	11.5	32.0	32.0	10.0	10.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	72.0	72.0	20.0	72.0	72.0	24.0	24.0	34.0	24.0	34.0	34.0
Total Split (%)	13.3%	48.0%	48.0%	13.3%	48.0%	48.0%	16.0%	16.0%	22.7%	16.0%	22.7%	22.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 9 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 5: Sample Road & Turtle Creek Drive



Movement	EBL	EBT	EBR2	WBU	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00		0.97	0.91	1.00	0.97	1.00	0.97	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	1583		3433	5085	1583	3433	1583	3433	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	1583		3433	5085	1583	3433	1583	3433	1583
Volume (vph)	349	1727	103	25	376	2777	404	243	220	284	346
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	371	1837	110	27	400	2954	430	259	234	302	368
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	371	1837	110	0	427	2954	430	259	234	302	368
Turn Type	Prot		Free	Prot	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	5	2		4		8	
Permitted Phases			Free				Free		Free		Free
Actuated Green, G (s)	19.7	90.0	150.0		22.3	92.6	150.0	16.7	150.0	16.7	150.0
Effective Green, g (s)	21.7	94.0	150.0		24.3	96.6	150.0	19.7	150.0	19.7	150.0
Actuated g/C Ratio	0.14	0.63	1.00		0.16	0.64	1.00	0.13	1.00	0.13	1.00
Clearance Time (s)	6.0	8.0			6.0	8.0		7.0		7.0	
Vehicle Extension (s)	1.5	1.0			1.5	1.0		1.5		1.5	
Lane Grp Cap (vph)	497	3187	1583		556	3275	1583	451	1583	451	1583
v/s Ratio Prot	0.11	0.36			c0.12	c0.58		0.08		c0.09	
v/s Ratio Perm			0.07				c0.27		0.15		0.23
v/c Ratio	0.75	0.58	0.07		0.77	0.90	0.27	0.57	0.15	0.67	0.23
Uniform Delay, d1	61.5	16.4	0.0		60.2	22.7	0.0	61.2	0.0	62.1	0.0
Progression Factor	1.01	0.55	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.9	0.6	0.1		5.7	4.6	0.4	1.1	0.2	2.9	0.3
Delay (s)	65.9	9.5	0.1		65.8	27.3	0.4	62.3	0.2	65.0	0.3
Level of Service	E	A	A		E	C	A	E	A	E	A
Approach Delay (s)		18.1				28.6					
Approach LOS		B				C					

Intersection Summary

HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

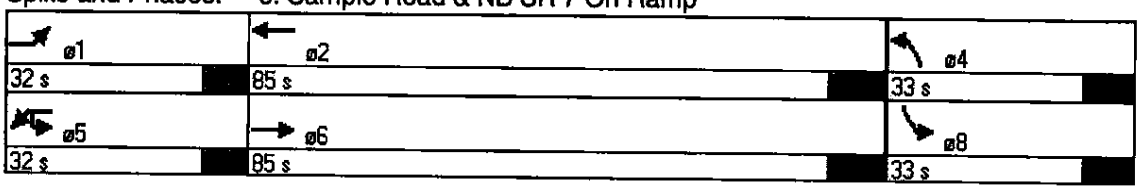
c Critical Lane Group

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations										
Volume (vph)	349	1727	103	376	2777	404	243	220	284	346
Turn Type	Prot		Free	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		4		8	
Permitted Phases			Free			Free		Free		Free
Detector Phases	1	6		5	2		4		8	
Minimum Initial (s)	6.0	7.0		6.0	7.0		6.0		6.0	
Minimum Split (s)	12.0	15.0		12.0	15.0		13.0		13.0	
Total Split (s)	32.0	85.0	0.0	32.0	85.0	0.0	33.0	0.0	33.0	0.0
Total Split (%)	21.3%	56.7%	0.0%	21.3%	56.7%	0.0%	22.0%	0.0%	22.0%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0		4.0	
All-Red Time (s)	2.0	4.0		2.0	4.0		3.0		3.0	
Lead/Lag	Lead	Lag		Lead	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Recall Mode	None	C-Max		None	C-Max		None		None	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 4 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 6: Sample Road & NB SR 7 On Ramp



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5085	1583	1770	3539	1583	1770	3539
Flt Permitted		0.05	1.00	1.00	0.09	1.00	1.00	0.64	1.00	1.00	0.63	1.00
Satd. Flow (perm)		88	5085	1583	162	5085	1583	1192	3539	1583	1178	3539
Volume (vph)	16	194	1533	32	359	2417	505	147	133	323	599	129
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	17	202	1597	33	374	2518	526	153	139	336	624	134
RTOR Reduction (vph)	0	0	0	13	0	0	120	0	0	239	0	0
Lane Group Flow (vph)	0	219	1597	20	374	2518	406	153	139	97	624	134
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	6	6		6	2		2	4		4	8	
Actuated Green, G (s)		94.9	82.9	82.9	119.0	101.0	101.0	29.0	29.0	29.0	29.0	29.0
Effective Green, g (s)		98.9	84.9	84.9	121.0	103.0	103.0	31.0	31.0	31.0	31.0	31.0
Actuated g/C Ratio		0.62	0.53	0.53	0.76	0.64	0.64	0.19	0.19	0.19	0.19	0.19
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0	1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)		202	2698	840	445	3273	1019	231	686	307	228	686
v/s Ratio Prot		c0.10	0.31		c0.17	0.50			0.04			0.04
v/s Ratio Perm		c0.58		0.01	0.47		0.26	0.13		0.06	c0.53	
v/c Ratio		1.08	0.59	0.02	0.84	0.77	0.40	0.66	0.20	0.32	2.74	0.20
Uniform Delay, d1		51.9	25.7	17.8	42.1	20.1	13.7	59.7	54.1	55.4	64.5	54.0
Progression Factor		1.00	1.00	1.00	0.93	1.34	2.51	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		87.5	1.0	0.1	5.0	0.6	0.4	5.4	0.1	0.2	793.8	0.1
Delay (s)		139.4	26.7	17.9	44.3	27.7	34.8	65.1	54.2	55.6	858.3	54.1
Level of Service		F	C	B	D	C	C	E	D	E	F	D
Approach Delay (s)			39.9			30.6			57.6			527.9
Approach LOS			D			C			E			F

Intersection Summary

HCM Average Control Delay	122.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	109.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	479
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	499
RTOR Reduction (vph)	85
Lane Group Flow (vph)	414
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	29.0
Effective Green, g (s)	31.0
Actuated g/C Ratio	0.19
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	307
v/s Ratio Prot	
v/s Ratio Perm	0.26
v/c Ratio	1.35
Uniform Delay, d1	64.5
Progression Factor	1.00
Incremental Delay, d2	177.4
Delay (s)	241.9
Level of Service	F
Approach Delay (s)	
Approach LOS	

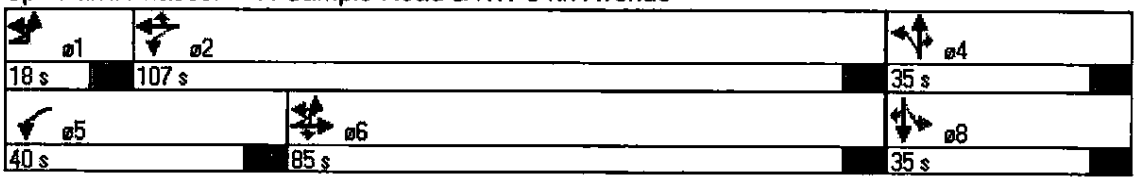
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	16	194	1533	32	359	2417	505	147	133	323	599	129
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	6	6		6	2		2	4		4	8	
Detector Phases	1	1	6	6	5	2	2	4	4	4	8	8
Minimum Initial (s)	4.0	4.0	12.0	12.0	4.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	10.0	30.0	30.0	10.0	30.0	30.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	18.0	18.0	85.0	85.0	40.0	107.0	107.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	11.3%	11.3%	53.1%	53.1%	25.0%	66.9%	66.9%	21.9%	21.9%	21.9%	21.9%	21.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 15 (9%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 7: Sample Road & NW 54th Avenue



Lane Group	SBR
Lane Configurations	↱
Volume (vph)	479
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phases	8
Minimum Initial (s)	6.0
Minimum Split (s)	32.0
Total Split (s)	35.0
Total Split (%)	21.9%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None

Intersection Summary

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00		1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1583		1770	5085	1583		1863	1583	1770	1863
Flt Permitted	0.04	1.00	1.00		0.04	1.00	1.00		1.00	1.00	0.50	1.00
Satd. Flow (perm)	74	5085	1583		71	5085	1583		1863	1583	941	1863
Volume (vph)	107	2369	188	19	215	3376	169	0	55	203	172	63
Peak-hour factor, PHF	0.99	0.99	0.99	0.92	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	108	2393	190	21	217	3410	171	0	56	205	174	64
RTOR Reduction (vph)	0	0	46	0	0	0	27	0	0	186	0	0
Lane Group Flow (vph)	108	2393	144	0	238	3410	144	0	56	19	174	64
Turn Type	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt		Perm	pm+pt	
Protected Phases	7	4		3	3	8		5	2		1	6
Permitted Phases	4		4	8	8		8	2		2	6	
Actuated Green, G (s)	109.3	99.5	99.5		126.1	111.3	111.3		10.9	10.9	23.9	23.9
Effective Green, g (s)	111.3	100.5	100.5		127.1	112.3	112.3		11.9	11.9	24.9	24.9
Actuated g/C Ratio	0.70	0.63	0.63		0.79	0.70	0.70		0.07	0.07	0.16	0.16
Clearance Time (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	166	3194	994		296	3569	1111		139	118	193	290
v/s Ratio Prot	0.04	0.47			c0.11	c0.67			0.03		c0.05	0.03
v/s Ratio Perm	0.41		0.09		0.52		0.09			0.01	c0.09	
v/c Ratio	0.65	0.75	0.14		0.80	0.96	0.13		0.40	0.16	0.90	0.22
Uniform Delay, d1	48.1	20.9	12.2		53.3	21.6	7.8		70.7	69.4	65.5	59.1
Progression Factor	1.31	0.89	1.03		1.35	0.58	0.66		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.1	0.0		5.3	2.9	0.0		8.5	2.9	38.4	1.7
Delay (s)	64.1	18.7	12.6		77.3	15.5	5.2		79.1	72.3	103.9	60.8
Level of Service	E	B	B		E	B	A		E	E	F	E
Approach Delay (s)		20.1				18.8			73.7			80.2
Approach LOS		C				B			E			F

Intersection Summary

HCM Average Control Delay	24.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	154
Peak-hour factor, PHF	0.99
Adj. Flow (vph)	156
RTOR Reduction (vph)	96
Lane Group Flow (vph)	60
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	23.9
Effective Green, g (s)	24.9
Actuated g/C Ratio	0.16
Clearance Time (s)	5.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	246
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.24
Uniform Delay, d1	59.3
Progression Factor	1.00
Incremental Delay, d2	2.3
Delay (s)	61.6
Level of Service	E
Approach Delay (s)	
Approach LOS	

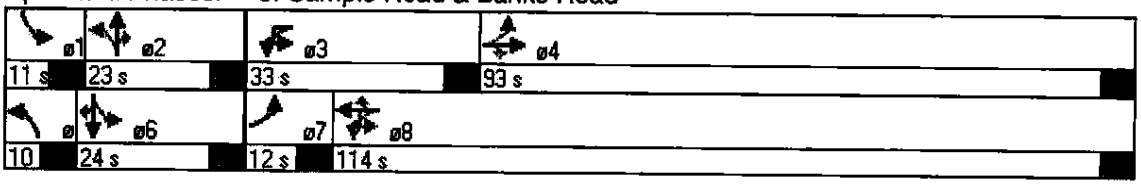
Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	2369	188	19	215	3376	169	55	203	172	63	154
Turn Type	pm+pt		Perm	pm+pt	pm+pt		Perm		Perm	pm+pt		Perm
Protected Phases	7	4		3	3	8		2		1	6	
Permitted Phases	4		4	8	8		8		2	6		6
Detector Phases	7	4	4	3	3	8	8	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	9.0	21.0	21.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	12.0	93.0	93.0	33.0	33.0	114.0	114.0	23.0	23.0	11.0	24.0	24.0
Total Split (%)	7.5%	58.1%	58.1%	20.6%	20.6%	71.3%	71.3%	14.4%	14.4%	6.9%	15.0%	15.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 9 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 8: Sample Road & Banks Road



Lane Group	ø5
Lane Configurations	
Volume (vph)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	9.0
Total Split (s)	10.0
Total Split (%)	6%
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None

Intersection Summary

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	0.97	0.91	1.00		0.97	0.91	1.00	0.97	0.91	1.00		0.97
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (prot)	3433	5085	1583		3433	5085	1583	3433	5085	1583		3433
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (perm)	3433	5085	1583		3433	5085	1583	3433	5085	1583		3433
Volume (vph)	405	1613	534	12	222	2386	768	725	1538	114	17	478
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	426	1698	562	13	234	2512	808	763	1619	120	18	503
RTOR Reduction (vph)	0	0	163	0	0	0	163	0	0	64	0	0
Lane Group Flow (vph)	426	1698	399	0	247	2512	645	763	1619	56	0	521
Turn Type	Prot		Perm	Prot	Prot		Perm	Prot		Perm	Prot	Prot
Protected Phases	1	6		5	5	2		7	4		3	3
Permitted Phases			6				2			4		
Actuated Green, G (s)	11.5	75.0	75.0		11.5	75.0	75.0	25.5	30.5	30.5		18.5
Effective Green, g (s)	14.0	77.0	77.0		14.0	77.0	77.0	28.0	32.0	32.0		21.0
Actuated g/C Ratio	0.09	0.48	0.48		0.09	0.48	0.48	0.18	0.20	0.20		0.13
Clearance Time (s)	6.5	6.0	6.0		6.5	6.0	6.0	6.5	5.5	5.5		6.5
Vehicle Extension (s)	1.5	1.0	1.0		2.0	1.0	1.0	2.0	2.5	2.5		2.0
Lane Grp Cap (vph)	300	2447	762		300	2447	762	601	1017	317		451
v/s Ratio Prot	c0.12	0.33			0.07	c0.49		c0.22	c0.32			0.15
v/s Ratio Perm			0.25				0.41			0.04		
v/c Ratio	1.42	0.69	0.52		0.82	1.03	0.85	1.27	1.59	0.18		1.16
Uniform Delay, d1	73.0	32.3	28.8		71.8	41.5	36.3	66.0	64.0	53.1		69.5
Progression Factor	1.18	0.66	0.38		1.13	0.84	0.81	1.32	1.16	1.59		1.07
Incremental Delay, d2	203.5	1.3	2.0		1.7	14.1	1.2	130.3	269.6	0.1		87.6
Delay (s)	290.0	22.7	12.9		82.7	48.9	30.5	217.3	343.8	84.3		162.1
Level of Service	F	C	B		F	D	C	F	F	F		F
Approach Delay (s)		63.0				47.1			292.8			
Approach LOS		E				D			F			

Intersection Summary

HCM Average Control Delay	146.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	116.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1242	358
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1307	377
RTOR Reduction (vph)	0	1
Lane Group Flow (vph)	1307	376
Turn Type		pm+ov
Protected Phases	8	1
Permitted Phases		8
Actuated Green, G (s)	23.5	35.0
Effective Green, g (s)	25.0	39.0
Actuated g/C Ratio	0.16	0.24
Clearance Time (s)	5.5	6.5
Vehicle Extension (s)	2.5	1.5
Lane Grp Cap (vph)	795	425
v/s Ratio Prot	0.26	0.08
v/s Ratio Perm		0.16
v/c Ratio	1.64	0.89
Uniform Delay, d1	67.5	58.3
Progression Factor	0.60	0.57
Incremental Delay, d2	294.1	14.9
Delay (s)	334.4	48.2
Level of Service	F	D
Approach Delay (s)	244.8	
Approach LOS	F	

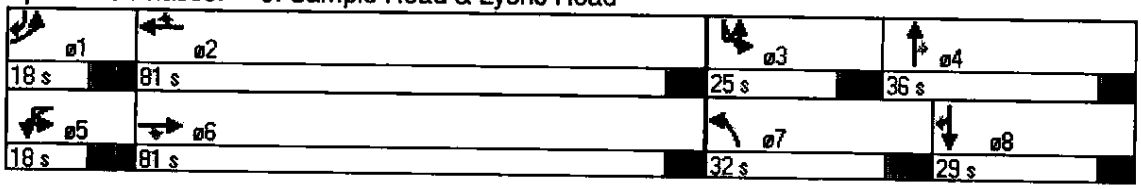
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	405	1613	534	222	2386	768	725	1538	114	478	1242	358
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	1
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	6.0	6.0	5.0	6.0	5.0
Minimum Split (s)	11.5	39.0	39.0	11.5	39.0	39.0	11.5	34.5	34.5	11.5	34.5	11.5
Total Split (s)	18.0	81.0	81.0	18.0	81.0	81.0	32.0	36.0	36.0	25.0	29.0	18.0
Total Split (%)	11.3%	50.6%	50.6%	11.3%	50.6%	50.6%	20.0%	22.5%	22.5%	15.6%	18.1%	11.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	1.5	1.5	2.5	1.5	2.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 110 (69%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 9: Sample Road & Lyons Road



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.91
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5085	1583	1770	1647		1770	1688
Flt Permitted		0.05	1.00	1.00	0.04	1.00	1.00	0.62	1.00		0.58	1.00
Satd. Flow (perm)		84	5085	1583	80	5085	1583	1149	1647		1080	1688
Volume (vph)	14	56	2291	119	210	3605	168	91	30	102	98	42
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	14	58	2362	123	216	3716	173	94	31	105	101	43
RTOR Reduction (vph)	0	0	0	19	0	0	20	0	76	0	0	38
Lane Group Flow (vph)	0	72	2362	104	216	3716	153	94	60	0	101	77
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm			Perm	
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	6	6		6	2		2	4			8	
Actuated Green, G (s)		94.3	87.2	87.2	108.5	95.9	95.9	40.0	40.0		40.0	40.0
Effective Green, g (s)		97.3	88.7	88.7	110.0	97.4	97.4	42.0	42.0		42.0	42.0
Actuated g/C Ratio		0.61	0.55	0.55	0.69	0.61	0.61	0.26	0.26		0.26	0.26
Clearance Time (s)		5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0		6.0	6.0
Vehicle Extension (s)		1.5	0.2	0.2	1.5	0.2	0.2	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		142	2819	878	238	3095	964	302	432		284	443
v/s Ratio Prot		0.03	0.46		c0.10	c0.73			0.04			0.05
v/s Ratio Perm		0.28		0.07	0.52		0.10	0.08			c0.09	
v/c Ratio		0.51	0.84	0.12	0.91	1.20	0.16	0.31	0.14		0.36	0.17
Uniform Delay, d1		37.4	29.7	17.0	55.1	31.3	13.6	47.4	45.2		48.0	45.6
Progression Factor		1.54	0.70	0.76	1.11	0.71	0.52	1.00	1.00		1.00	1.00
Incremental Delay, d2		0.7	2.2	0.2	14.2	91.4	0.1	2.7	0.7		3.5	0.9
Delay (s)		58.5	22.9	13.0	75.1	113.6	7.1	50.1	45.8		51.4	46.5
Level of Service		E	C	B	E	F	A	D	D		D	D
Approach Delay (s)			23.4			107.1			47.6			48.8
Approach LOS			C			F			D			D

Intersection Summary

HCM Average Control Delay	73.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

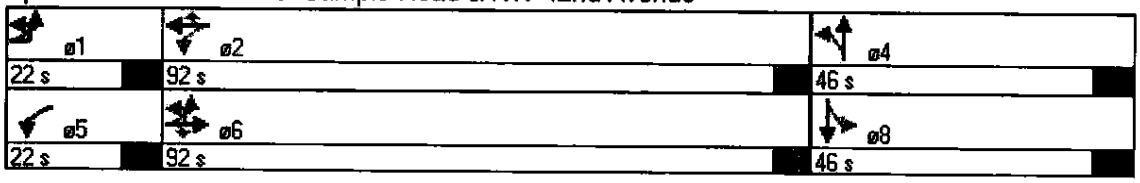
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	70
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	72
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations											
Volume (vph)	14	56	2291	119	210	3605	168	91	30	98	42
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm		Perm	
Protected Phases	1	1	6		5	2			4		8
Permitted Phases	6	6		6	2		2	4		8	
Detector Phases	1	1	6	6	5	2	2	4	4	8	8
Minimum Initial (s)	4.0	4.0	7.0	7.0	4.0	7.0	7.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	30.5	30.5	9.5	30.5	30.5	39.0	39.0	39.0	39.0
Total Split (s)	22.0	22.0	92.0	92.0	22.0	92.0	92.0	46.0	46.0	46.0	46.0
Total Split (%)	13.8%	13.8%	57.5%	57.5%	13.8%	57.5%	57.5%	28.8%	28.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 116 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 10: Sample Road & NW 42nd Avenue



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00		1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.85		0.92
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00		0.99
Satd. Flow (prot)	1770	5085	1583		1770	5085	1583		1776	1583		1683
Flt Permitted	0.03	1.00	1.00		0.04	1.00	1.00		0.86	1.00		0.90
Satd. Flow (perm)	56	5085	1583		67	5085	1583		1600	1583		1540
Volume (vph)	13	2480	9	14	14	4004	3	34	1	36	6	2
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	14	2667	10	15	15	4305	3	37	1	39	6	2
RTOR Reduction (vph)	0	0	1	0	0	0	0	0	0	37	0	12
Lane Group Flow (vph)	14	2667	9	0	30	4305	3	0	38	2	0	9
Turn Type	pm+pt		Perm	pm+pt	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	6		5	5	2			4			8
Permitted Phases	6		6	2	2		2	4		4	8	
Actuated Green, G (s)	133.9	132.1	132.1		137.5	133.9	133.9		7.3	7.3		7.3
Effective Green, g (s)	136.9	133.6	133.6		140.5	135.4	135.4		9.3	9.3		9.3
Actuated g/C Ratio	0.86	0.83	0.83		0.88	0.85	0.85		0.06	0.06		0.06
Clearance Time (s)	5.5	5.5	5.5		5.5	5.5	5.5		6.0	6.0		6.0
Vehicle Extension (s)	1.5	3.0	3.0		1.5	3.0	3.0		2.0	2.0		2.0
Lane Grp Cap (vph)	83	4246	1322		113	4303	1340		93	92		90
v/s Ratio Prot	0.00	0.52			c0.01	c0.85						
v/s Ratio Perm	0.14		0.01		0.23		0.00		c0.02	0.00		0.01
v/c Ratio	0.17	0.63	0.01		0.27	1.00	0.00		0.41	0.02		0.10
Uniform Delay, d1	57.5	4.6	2.2		5.3	12.3	1.9		72.7	71.1		71.4
Progression Factor	1.95	4.31	2.05		1.06	0.66	1.10		1.00	1.00		1.00
Incremental Delay, d2	0.2	0.4	0.0		0.1	7.0	0.0		1.1	0.0		0.2
Delay (s)	112.6	20.2	4.5		5.7	15.2	2.1		73.8	71.1		71.5
Level of Service	F	C	A		A	B	A		E	E		E
Approach Delay (s)		20.6				15.1			72.4			71.5
Approach LOS		C				B			E			E

Intersection Summary			
HCM Average Control Delay	18.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

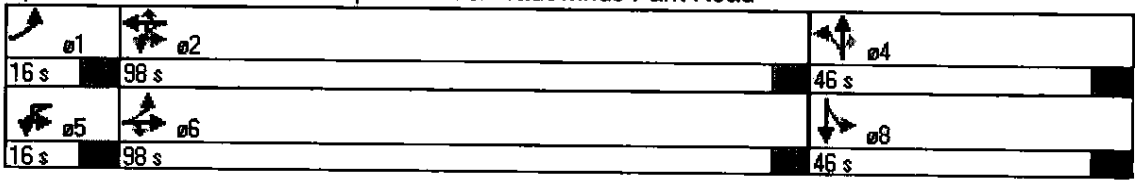
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	12
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	13
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	13	2480	9	14	14	4004	3	34	1	36	6	2
Turn Type	pm+pt		Perm	pm+pt	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	6		5	5	2			4			8
Permitted Phases	6		6	2	2		2	4		4	8	
Detector Phases	1	6	6	5	5	2	2	4	4	4	8	8
Minimum Initial (s)	4.0	15.0	15.0	4.0	4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.5	34.5	34.5	9.5	9.5	34.5	34.5	45.0	45.0	45.0	45.0	45.0
Total Split (s)	16.0	98.0	98.0	16.0	16.0	98.0	98.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	10.0%	61.3%	61.3%	10.0%	10.0%	61.3%	61.3%	28.8%	28.8%	28.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 69 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Sample Road & Tradewinds Park Road



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Volume (vph)	1647	938	1214	2955	969	546
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1810	1031	1334	3247	1065	600
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1810	1031	1334	3247	1065	600
Turn Type		Free	Prot			Free
Protected Phases	6		5	2	4	
Permitted Phases		Free				Free
Actuated Green, G (s)	43.0	160.0	56.0	105.0	44.0	160.0
Effective Green, g (s)	44.0	160.0	58.0	106.0	46.0	160.0
Actuated g/C Ratio	0.28	1.00	0.36	0.66	0.29	1.00
Clearance Time (s)	5.0		6.0	5.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	2.5	
Lane Grp Cap (vph)	1398	1583	1244	3369	987	1583
v/s Ratio Prot	c0.36		c0.39	0.64	c0.31	
v/s Ratio Perm		0.65				0.38
v/c Ratio	1.29	0.65	1.07	0.96	1.08	0.38
Uniform Delay, d1	58.0	0.0	51.0	25.2	57.0	0.0
Progression Factor	0.64	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	137.1	1.7	47.3	9.1	52.4	0.7
Delay (s)	174.1	1.7	98.3	34.3	109.4	0.7
Level of Service	F	A	F	C	F	A
Approach Delay (s)	111.5			53.0	70.3	
Approach LOS	F			D	E	

Intersection Summary

HCM Average Control Delay	74.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	104.1%	ICU Level of Service	G
Analysis Period (min)	15		

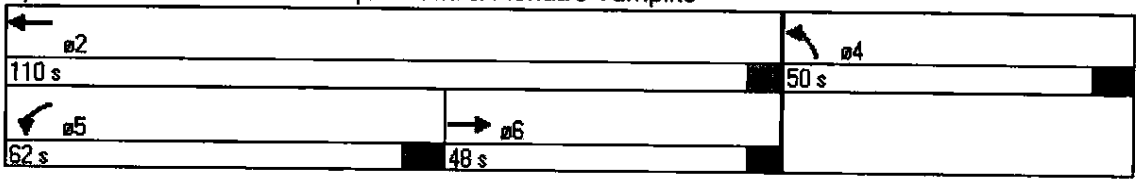
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Volume (vph)	1647	938	1214	2955	969	546
Turn Type		Free	Prot			Free
Protected Phases	6		5	2	4	
Permitted Phases		Free				Free
Detector Phases	6		5	2	4	
Minimum Initial (s)	15.0		5.0	15.0	6.0	
Minimum Split (s)	21.0		11.0	23.0	22.0	
Total Split (s)	48.0	0.0	62.0	110.0	50.0	0.0
Total Split (%)	30.0%	0.0%	38.8%	68.8%	31.3%	0.0%
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		2.0	1.0	2.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 101 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 12: Sample Road & Florida's Turnpike



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00		1.00	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583		1770	3539
Flt Permitted	0.29	1.00	1.00	0.61	1.00	1.00	0.48	1.00	1.00		0.63	1.00
Satd. Flow (perm)	546	1863	1583	1138	1863	1583	890	3539	1583		1178	3539
Volume (vph)	205	221	515	1	209	61	553	177	4	14	50	247
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	220	238	554	1	225	66	595	190	4	15	54	266
RTOR Reduction (vph)	0	0	380	0	0	53	0	0	2	0	0	0
Lane Group Flow (vph)	220	238	174	1	225	13	595	190	2	0	69	266
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	Perm	pm+pt	
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases	4		4	8		8	2		2	6	6	
Actuated Green, G (s)	53.0	45.9	45.9	28.6	27.5	27.5	87.8	75.9	75.9		48.7	42.8
Effective Green, g (s)	55.0	47.9	47.9	32.6	29.5	29.5	89.8	77.9	77.9		52.7	44.8
Actuated g/C Ratio	0.36	0.31	0.31	0.21	0.19	0.19	0.59	0.51	0.51		0.34	0.29
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	369	584	496	256	360	306	759	1804	807		437	1038
v/s Ratio Prot	c0.08	0.13		0.00	0.12		c0.21	0.05			0.01	0.08
v/s Ratio Perm	c0.13		0.11	0.00		0.01	c0.25		0.00		0.05	
v/c Ratio	0.60	0.41	0.35	0.00	0.62	0.04	0.78	0.11	0.00		0.16	0.26
Uniform Delay, d1	37.0	41.3	40.4	47.3	56.6	50.2	20.2	19.4	18.4		34.1	41.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.6	0.5	0.4	0.0	3.4	0.1	5.3	0.1	0.0		0.2	0.6
Delay (s)	39.6	41.7	40.9	47.3	59.9	50.2	25.5	19.5	18.4		34.3	41.9
Level of Service	D	D	D	D	E	D	C	B	B		C	D
Approach Delay (s)		40.8			57.7			24.0				40.0
Approach LOS		D			E			C				D

Intersection Summary

HCM Average Control Delay	37.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	152.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	83
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	89
RTOR Reduction (vph)	63
Lane Group Flow (vph)	26
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	42.8
Effective Green, g (s)	44.8
Actuated g/C Ratio	0.29
Clearance Time (s)	6.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	464
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.06
Uniform Delay, d1	38.8
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	39.0
Level of Service	D
Approach Delay (s)	
Approach LOS	

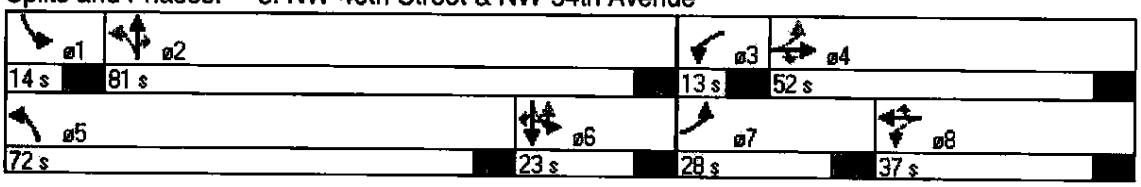
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	205	221	515	1	209	61	553	177	4	14	50	247
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	Perm	pm+pt	
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases	4		4	8		8	2		2	6	6	
Detector Phases	7	4	4	3	8	8	5	2	2	6	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	10.0	23.0	23.0	10.0	22.0	22.0	22.0	10.0	22.0
Total Split (s)	28.0	52.0	52.0	13.0	37.0	37.0	72.0	81.0	81.0	23.0	14.0	23.0
Total Split (%)	17.5%	32.5%	32.5%	8.1%	23.1%	23.1%	45.0%	50.6%	50.6%	14.4%	8.8%	14.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	Max	None	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 146.5
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: NW 40th Street & NW 54th Avenue



Lane Group	SBR
Lane Configurations	
Volume (vph)	83
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phases	6
Minimum Initial (s)	4.0
Minimum Split (s)	22.0
Total Split (s)	23.0
Total Split (%)	14.4%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00		0.97	0.91	1.00		0.97
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583		3433	5085	1583		3433
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583		3433	5085	1583		3433
Volume (vph)	675	589	315	332	809	337	91	640	1888	218	28	258
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	703	614	328	346	843	351	95	667	1967	227	29	269
RTOR Reduction (vph)	0	0	1	0	0	97	0	0	0	63	0	0
Lane Group Flow (vph)	703	614	327	346	843	254	0	762	1967	164	0	298
Turn Type	Prot		pm+ov	Prot		Perm	Prot	Prot		pm+ov	Prot	Prot
Protected Phases	7	4	5!	3	8		5!	5	2	3	1	1
Permitted Phases			4			8				2		
Actuated Green, G (s)	33.0	58.1	82.0	14.0	39.1	39.1		23.9	49.9	63.9		14.0
Effective Green, g (s)	35.0	60.1	86.0	16.0	41.1	41.1		25.9	51.9	67.9		16.0
Actuated g/C Ratio	0.22	0.38	0.54	0.10	0.26	0.26		0.16	0.32	0.42		0.10
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0	2.0		1.5	1.0	1.5		1.5
Lane Grp Cap (vph)	751	1910	890	343	909	407		556	1649	711		343
v/s Ratio Prot	0.20	0.12	0.06	0.10	c0.24			c0.22	0.39	0.02		0.09
v/s Ratio Perm			0.15			0.16				0.08		
v/c Ratio	0.94	0.32	0.37	1.01	0.93	0.63		1.37	1.19	0.23		0.87
Uniform Delay, d1	61.4	35.5	21.3	72.0	58.0	52.6		67.0	54.0	29.4		71.0
Progression Factor	1.00	1.00	1.00	0.99	1.22	1.41		1.37	0.85	0.53		1.00
Incremental Delay, d2	18.6	0.0	0.1	49.4	14.2	2.0		172.8	90.2	0.0		19.5
Delay (s)	80.0	35.5	21.4	120.7	85.2	76.5		264.6	136.2	15.5		90.5
Level of Service	F	D	C	F	F	E		F	F	B		F
Approach Delay (s)		51.7			91.2				160.0			
Approach LOS		D			F				F			

Intersection Summary

HCM Average Control Delay	131.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	109.1%	ICU Level of Service	H
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1724	799
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1796	832
RTOR Reduction (vph)	0	5
Lane Group Flow (vph)	1796	827
Turn Type		pm+ov
Protected Phases	6	7
Permitted Phases		6
Actuated Green, G (s)	40.0	73.0
Effective Green, g (s)	42.0	77.0
Actuated g/C Ratio	0.26	0.48
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	1.0	1.5
Lane Grp Cap (vph)	1335	801
v/s Ratio Prot	c0.35	c0.23
v/s Ratio Perm		0.30
v/c Ratio	1.35	1.03
Uniform Delay, d1	59.0	41.5
Progression Factor	1.00	1.00
Incremental Delay, d2	160.5	40.4
Delay (s)	219.5	81.9
Level of Service	F	F
Approach Delay (s)	167.2	
Approach LOS	F	

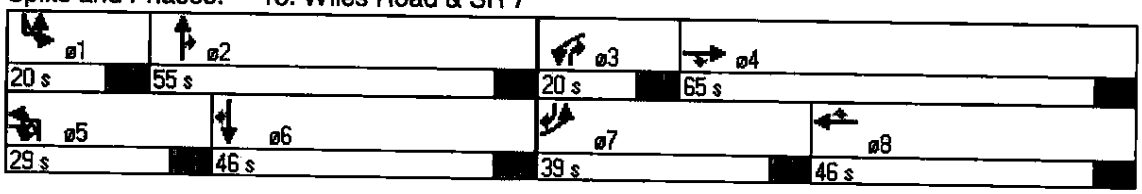
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	675	589	315	332	809	337	640	1888	218	258	1724	799
Turn Type	Prot		pm+ov	Prot		Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5!	3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	8	5	2	3	1	6	7
Minimum Initial (s)	5.0	6.0	5.0	5.0	6.0	6.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.0	43.0	11.0	11.0	40.0	40.0	11.0	42.0	11.0	11.0	42.0	11.0
Total Split (s)	39.0	65.0	29.0	20.0	46.0	46.0	29.0	55.0	20.0	20.0	46.0	39.0
Total Split (%)	24.4%	40.6%	18.1%	12.5%	28.8%	28.8%	18.1%	34.4%	12.5%	12.5%	28.8%	24.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 15: Wiles Road & SR 7



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		0.95		1.00	0.95	1.00	1.00
Frt		0.98		1.00	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)		3466		1770	3539	1770	1583
Flt Permitted		1.00		0.20	1.00	0.95	1.00
Satd. Flow (perm)		3466		368	3539	1770	1583
Volume (vph)	0	929	149	287	974	177	182
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	1056	169	326	1107	201	207
RTOR Reduction (vph)	0	5	0	0	0	0	96
Lane Group Flow (vph)	0	1220	0	326	1107	201	111
Turn Type	Perm			Perm			Perm
Protected Phases		4			8	2	
Permitted Phases	4			8			2
Actuated Green, G (s)		121.9		121.9	121.9	28.1	28.1
Effective Green, g (s)		122.9		122.9	122.9	29.1	29.1
Actuated g/C Ratio		0.77		0.77	0.77	0.18	0.18
Clearance Time (s)		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		2662		283	2718	322	288
v/s Ratio Prot		0.35			0.31	c0.11	
v/s Ratio Perm				c0.88			0.07
v/c Ratio		0.46		1.15	0.41	0.62	0.39
Uniform Delay, d1		6.6		18.5	6.3	60.4	57.6
Progression Factor		1.46		1.98	1.26	1.00	1.00
Incremental Delay, d2		0.1		72.5	0.0	8.8	3.9
Delay (s)		9.8		109.2	7.9	69.2	61.5
Level of Service		A		F	A	E	E
Approach Delay (s)		9.8			30.9	65.3	
Approach LOS		A			C	E	

Intersection Summary

HCM Average Control Delay	27.1	HCM Level of Service	C
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

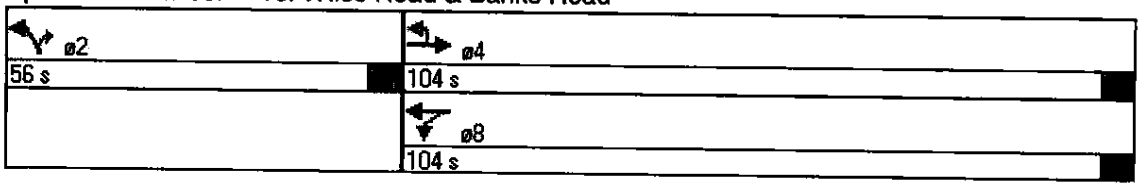
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Volume (vph)	929	287	974	177	182
Turn Type		Perm			Perm
Protected Phases	4		8	2	
Permitted Phases		8			2
Detector Phases	4	8	8	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0
Total Split (s)	104.0	104.0	104.0	56.0	56.0
Total Split (%)	65.0%	65.0%	65.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 16: Wiles Road & Banks Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	4897	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	4897	
Volume (vph)	433	1084	274	219	1423	164	494	2115	277	130	1638	536
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	451	1129	285	228	1482	171	515	2203	289	135	1706	558
RTOR Reduction (vph)	0	0	131	0	0	47	0	0	110	0	37	0
Lane Group Flow (vph)	451	1129	154	228	1482	124	515	2203	179	135	2227	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	20.0	50.9	50.9	14.1	45.0	45.0	14.0	60.9	60.9	10.1	57.0	
Effective Green, g (s)	22.0	52.9	52.9	16.1	47.0	47.0	16.0	62.9	62.9	12.1	59.0	
Actuated g/C Ratio	0.14	0.33	0.33	0.10	0.29	0.29	0.10	0.39	0.39	0.08	0.37	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0	2.0	1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	472	1170	523	345	1040	465	343	1999	622	260	1806	
v/s Ratio Prot	c0.13	0.32		0.07	c0.42		c0.15	c0.43		0.04	c0.45	
v/s Ratio Perm			0.10			0.08			0.11			
v/c Ratio	0.96	0.96	0.29	0.66	1.43	0.27	1.50	1.10	0.29	0.52	1.23	
Uniform Delay, d1	68.5	52.6	39.7	69.3	56.5	43.3	72.0	48.5	33.2	71.2	50.5	
Progression Factor	1.07	0.97	1.03	0.44	1.07	1.27	1.09	1.05	1.59	1.00	1.00	
Incremental Delay, d2	29.2	17.8	0.1	0.3	191.8	0.0	234.6	51.1	0.7	0.7	110.0	
Delay (s)	102.4	69.0	41.0	30.9	252.0	55.0	313.2	102.3	53.5	71.9	160.5	
Level of Service	F	E	D	C	F	E	F	F	D	E	F	
Approach Delay (s)		72.8			207.3			133.7			155.5	
Approach LOS		E			F			F			F	

Intersection Summary

HCM Average Control Delay	142.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	122.7%	ICU Level of Service	H
Analysis Period (min)	15		

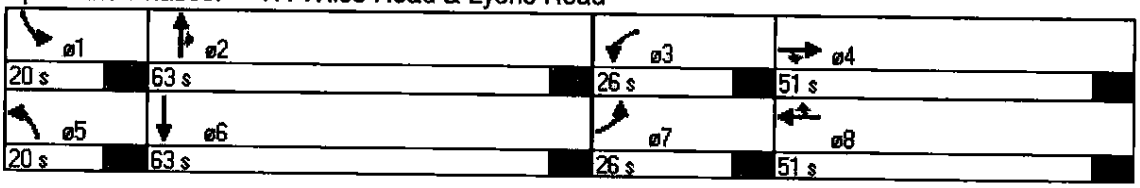
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	433	1084	274	219	1423	164	494	2115	277	130	1638
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot	
Protected Phases	7	4		3	8		5	2		1	6
Permitted Phases			4			8			2		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	12.0	12.0	5.0	12.0
Minimum Split (s)	11.0	48.0	48.0	11.0	45.0	45.0	11.0	49.0	49.0	11.0	49.0
Total Split (s)	26.0	51.0	51.0	26.0	51.0	51.0	20.0	63.0	63.0	20.0	63.0
Total Split (%)	16.3%	31.9%	31.9%	16.3%	31.9%	31.9%	12.5%	39.4%	39.4%	12.5%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 132 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 17: Wiles Road & Lyons Road



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.95	1.00		0.97	1.00	1.00	1.00	0.91	1.00		0.97
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	3539	1583		3433	1863	1583	1770	5085	1583		3433
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (perm)	1770	3539	1583		3433	1863	1583	1770	5085	1583		3433
Volume (vph)	171	1095	129	18	898	1355	358	163	1554	432	23	323
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	182	1165	137	19	955	1441	381	173	1653	460	24	344
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	208	0	0
Lane Group Flow (vph)	182	1165	137	0	974	1441	381	173	1653	252	0	368
Turn Type	Prot		Free	Prot	Prot		Free	Prot		Perm	Prot	Prot
Protected Phases	7	4		3	3			5	2		1	1
Permitted Phases			Free			8	Free			2		
Actuated Green, G (s)	19.5	23.0	160.0		29.1	32.6	160.0	17.0	62.5	62.5		17.9
Effective Green, g (s)	23.0	26.0	160.0		32.6	35.6	160.0	19.5	65.0	65.0		20.4
Actuated g/C Ratio	0.14	0.16	1.00		0.20	0.22	1.00	0.12	0.41	0.41		0.13
Clearance Time (s)	7.5	7.0			7.5	7.0		6.5	6.5	6.5		6.5
Vehicle Extension (s)	1.5	2.0			1.5	2.0		1.5	3.0	3.0		1.5
Lane Grp Cap (vph)	254	575	1583		699	415	1583	216	2066	643		438
v/s Ratio Prot	0.10	0.33			c0.28			0.10	c0.33			c0.11
v/s Ratio Perm			0.09			c0.77	c0.24			0.16		
v/c Ratio	0.72	2.03	0.09		1.39	3.47	0.24	0.80	0.80	0.39		0.84
Uniform Delay, d1	65.4	67.0	0.0		63.7	62.2	0.0	68.4	41.8	33.5		68.2
Progression Factor	0.86	1.28	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	4.3	465.1	0.1		185.7	1118.6	0.4	17.9	3.4	1.8		13.0
Delay (s)	60.7	551.1	0.1		249.4	1180.8	0.4	86.2	45.1	35.3		81.2
Level of Service	E	F	A		F	F	A	F	D	D		F
Approach Delay (s)		440.1				695.5			46.3			
Approach LOS		F				F			D			

Intersection Summary

HCM Average Control Delay	333.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	134.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1144	200
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	1217	213
RTOR Reduction (vph)	0	125
Lane Group Flow (vph)	1217	88
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	63.4	63.4
Effective Green, g (s)	65.9	65.9
Actuated g/C Ratio	0.41	0.41
Clearance Time (s)	6.5	6.5
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2094	652
v/s Ratio Prot	0.24	
v/s Ratio Perm		0.06
v/c Ratio	0.58	0.13
Uniform Delay, d1	36.4	29.3
Progression Factor	1.00	1.00
Incremental Delay, d2	1.2	0.4
Delay (s)	37.6	29.7
Level of Service	D	C
Approach Delay (s)	45.6	
Approach LOS	D	

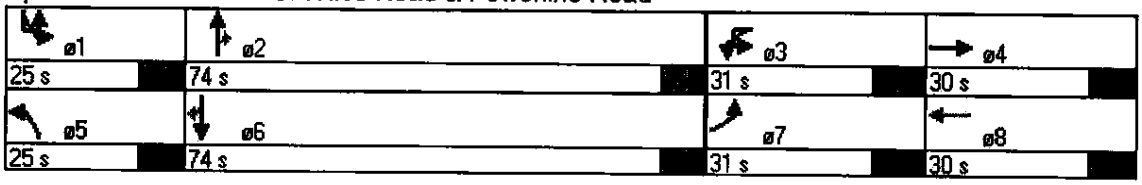
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	1095	129	898	1355	358	163	1554	432	323	1144	200
Turn Type	Prot		Free	Prot		Free	Prot		Perm	Prot		Perm
Protected Phases	7	4		3			5	2		1	6	
Permitted Phases			Free		8	Free			2			6
Detector Phases	7	4		3	8		5	2	2	1	6	6
Minimum Initial (s)	5.0	6.0		5.0	6.0		5.0	12.0	12.0	5.0	12.0	12.0
Minimum Split (s)	12.5	43.0		12.5	43.0		11.5	48.5	48.5	11.5	48.5	48.5
Total Split (s)	31.0	30.0	0.0	31.0	30.0	0.0	25.0	74.0	74.0	25.0	74.0	74.0
Total Split (%)	19.4%	18.8%	0.0%	19.4%	18.8%	0.0%	15.6%	46.3%	46.3%	15.6%	46.3%	46.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.5	3.0		3.5	3.0		2.5	2.5	2.5	2.5	2.5	2.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 18: Wiles Road & Powerline Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.91			1.00	0.91
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.99			1.00	0.99
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3408		1770	5037			1770	5023
Flt Permitted	0.65	1.00	1.00	0.62	1.00		0.95	1.00			0.07	1.00
Satd. Flow (perm)	1219	3539	1583	1158	3408		1770	5037			138	5023
Volume (vph)	95	54	478	210	113	37	489	2176	147	18	36	1573
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	98	56	493	216	116	38	504	2243	152	19	37	1622
RTOR Reduction (vph)	0	0	335	0	22	0	0	3	0	0	0	7
Lane Group Flow (vph)	98	56	158	216	132	0	504	2392	0	0	56	1758
Turn Type	pm+pt		Perm	pm+pt			Prot			pm+pt	pm+pt	
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases	4		4	8						6	6	
Actuated Green, G (s)	29.9	19.2	19.2	36.5	22.5		50.8	98.4			56.9	52.0
Effective Green, g (s)	33.9	21.2	21.2	40.5	24.5		52.8	99.9			60.9	54.0
Actuated g/C Ratio	0.21	0.13	0.13	0.25	0.15		0.33	0.62			0.38	0.34
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	5.5			6.0	6.0
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		2.5	3.0			1.5	3.0
Lane Grp Cap (vph)	302	469	210	354	522		584	3145			123	1695
v/s Ratio Prot	0.03	0.02		c0.06	0.04		c0.28	0.47			0.02	c0.35
v/s Ratio Perm	0.04		c0.10	0.09							0.15	
v/c Ratio	0.32	0.12	0.75	0.61	0.25		0.86	0.76			0.46	1.04
Uniform Delay, d1	52.6	61.2	66.9	51.0	59.7		50.2	21.5			51.1	53.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.08	0.80
Incremental Delay, d2	0.2	0.0	12.7	2.2	0.1		12.4	1.8			0.9	31.4
Delay (s)	52.8	61.2	79.5	53.2	59.8		62.6	23.3			55.8	73.6
Level of Service	D	E	E	D	E		E	C			E	E
Approach Delay (s)		73.9			55.9			30.1				73.1
Approach LOS		E			E			C				E

Intersection Summary

HCM Average Control Delay	50.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

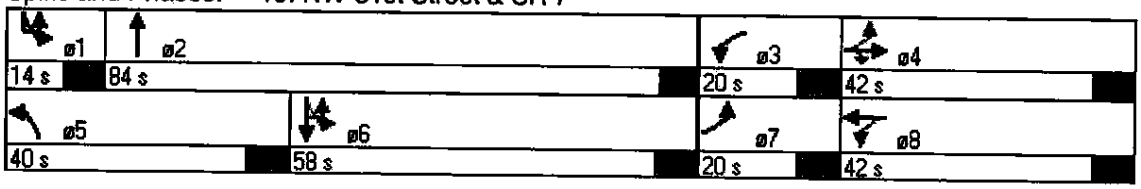
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	139
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	143
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations										
Volume (vph)	95	54	478	210	113	489	2176	18	36	1573
Turn Type	pm+pt		Perm	pm+pt		Prot		pm+pt	pm+pt	
Protected Phases	7	4		3	8	5	2	1	1	6
Permitted Phases	4		4	8				6	6	
Detector Phases	7	4	4	3	8	5	2	1	1	6
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	15.0	4.0	4.0	15.0
Minimum Split (s)	10.0	29.0	29.0	10.0	29.0	10.0	30.5	10.0	10.0	31.0
Total Split (s)	20.0	42.0	42.0	20.0	42.0	40.0	84.0	14.0	14.0	58.0
Total Split (%)	12.5%	26.3%	26.3%	12.5%	26.3%	25.0%	52.5%	8.8%	8.8%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 106 (66%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 19: NW 31st Street & SR 7



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			↑↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	201	2428	231	0	2013
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	207	2503	238	0	2075
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						734
pX, platoon unblocked	0.79					
vC, conflicting volume	3195	834			2741	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3248	834			2741	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	33			100	
cM capacity (veh/h)	6	311			144	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	207	834	834	834	238	692	692	692
Volume Left	0	0	0	0	0	0	0	0
Volume Right	207	0	0	0	238	0	0	0
cSH	311	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.67	0.49	0.49	0.49	0.14	0.41	0.41	0.41
Queue Length 95th (ft)	111	0	0	0	0	0	0	0
Control Delay (s)	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	E							
Approach Delay (s)	36.9	0.0				0.0		
Approach LOS	E							

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	0.95	1.00		0.97	0.91	1.00		0.97
Frt	1.00	0.90		1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	1682		1770	3539	1583		3433	5085	1583		3433
Flt Permitted	0.72	1.00		0.42	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1345	1682		774	3539	1583		3433	5085	1583		3433
Volume (vph)	295	69	126	134	50	276	42	118	2343	250	43	342
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	301	70	129	137	51	282	43	120	2391	255	44	349
RTOR Reduction (vph)	0	42	0	0	0	107	0	0	0	69	0	0
Lane Group Flow (vph)	301	157	0	137	51	175	0	163	2391	186	0	393
Turn Type	Perm			Perm		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8		8				2		
Actuated Green, G (s)	32.0	32.0		32.0	32.0	32.0		11.4	88.7	88.7		21.3
Effective Green, g (s)	34.0	34.0		34.0	34.0	34.0		13.4	90.7	90.7		23.3
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.21		0.08	0.57	0.57		0.15
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0		6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0		1.5	0.2	0.2		1.5
Lane Grp Cap (vph)	286	357		164	752	336		288	2883	897		500
v/s Ratio Prot		0.09			0.01			0.05	c0.47			c0.11
v/s Ratio Perm	c0.22			0.18		0.11				0.12		
v/c Ratio	1.05	0.44		0.84	0.07	0.52		0.57	0.83	0.21		0.79
Uniform Delay, d1	63.0	54.7		60.3	50.3	55.8		70.5	28.3	17.0		65.9
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.15	0.64	0.23		1.06
Incremental Delay, d2	67.7	0.3		28.0	0.0	0.7		1.4	2.7	0.5		0.7
Delay (s)	130.7	55.1		88.4	50.4	56.5		82.8	20.8	4.3		70.7
Level of Service	F	E		F	D	E		F	C	A		E
Approach Delay (s)		100.6			65.1				22.9			
Approach LOS		F			E				C			

Intersection Summary

HCM Average Control Delay	30.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	103.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1829	298
Peak-hour factor, PHF	0.98	0.98
Adj. Flow (vph)	1866	304
RTOR Reduction (vph)	0	77
Lane Group Flow (vph)	1866	227
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	98.6	98.6
Effective Green, g (s)	100.6	100.6
Actuated g/C Ratio	0.63	0.63
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	0.2	0.2
Lane Grp Cap (vph)	3197	995
v/s Ratio Prot	0.37	
v/s Ratio Perm		0.14
v/c Ratio	0.58	0.23
Uniform Delay, d1	17.4	12.9
Progression Factor	0.65	0.52
Incremental Delay, d2	0.1	0.0
Delay (s)	11.4	6.7
Level of Service	B	A
Approach Delay (s)	19.9	
Approach LOS	B	

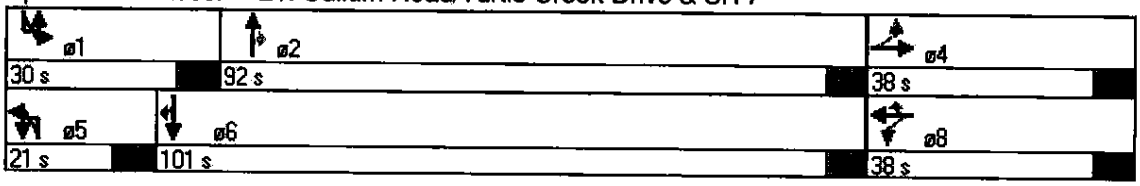
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	295	69	134	50	276	118	2343	250	342	1829	298
Turn Type	Perm		Perm		Perm	Prot		Perm	Prot		Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8			2			6
Detector Phases	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	38.0	38.0	38.0	38.0	38.0	11.0	34.0	34.0	11.0	34.0	34.0
Total Split (s)	38.0	38.0	38.0	38.0	38.0	21.0	92.0	92.0	30.0	101.0	101.0
Total Split (%)	23.8%	23.8%	23.8%	23.8%	23.8%	13.1%	57.5%	57.5%	18.8%	63.1%	63.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 21: Cullum Road/Turtle Creek Drive & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	0.91	1.00		1.00
Frt	1.00	0.94		1.00	0.92			1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	3314		1770	3264			1770	5085	1583		1770
Flt Permitted	0.25	1.00		0.69	1.00			0.05	1.00	1.00		0.05
Satd. Flow (perm)	469	3314		1277	3264			94	5085	1583		90
Volume (vph)	132	55	41	268	155	167	79	53	2466	283	36	168
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	136	57	42	276	160	172	81	55	2542	292	37	173
RTOR Reduction (vph)	0	38	0	0	102	0	0	0	0	75	0	0
Lane Group Flow (vph)	136	61	0	276	230	0	0	136	2542	217	0	210
Turn Type	pm+pt			pm+pt			pm+pt	pm+pt		Perm	pm+pt	pm+pt
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Actuated Green, G (s)	22.8	13.9		23.0	14.0			88.7	76.9	76.9		109.1
Effective Green, g (s)	26.8	15.9		27.0	16.0			92.7	78.9	78.9		111.1
Actuated g/C Ratio	0.18	0.11		0.18	0.11			0.62	0.53	0.53		0.74
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0		6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0			1.5	0.2	0.2		1.5
Lane Grp Cap (vph)	178	351		266	348			212	2675	833		383
v/s Ratio Prot	0.06	0.02		c0.08	0.07			c0.06	c0.50			0.10
v/s Ratio Perm	0.08			c0.11				0.34		0.14		0.30
v/c Ratio	0.76	0.18		1.04	0.66			0.64	0.95	0.26		0.55
Uniform Delay, d1	55.2	61.1		60.4	64.4			38.0	33.7	19.5		42.8
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	15.9	0.1		65.3	3.6			4.9	9.1	0.8		0.9
Delay (s)	71.1	61.2		125.7	68.0			42.9	42.8	20.3		43.7
Level of Service	E	E		F	E			D	D	C		D
Approach Delay (s)		66.9			94.2				40.6			
Approach LOS		E			F				D			

Intersection Summary

HCM Average Control Delay	39.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	2654	349
Peak-hour factor, PHF	0.97	0.97
Adj. Flow (vph)	2736	360
RTOR Reduction (vph)	0	64
Lane Group Flow (vph)	2736	296
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	91.3	91.3
Effective Green, g (s)	93.3	93.3
Actuated g/C Ratio	0.62	0.62
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	0.2	0.2
Lane Grp Cap (vph)	3163	985
v/s Ratio Prot	c0.54	
v/s Ratio Perm		0.19
v/c Ratio	0.87	0.30
Uniform Delay, d1	23.2	13.2
Progression Factor	1.00	1.00
Incremental Delay, d2	3.5	0.8
Delay (s)	26.6	14.0
Level of Service	C	B
Approach Delay (s)	26.3	
Approach LOS	C	

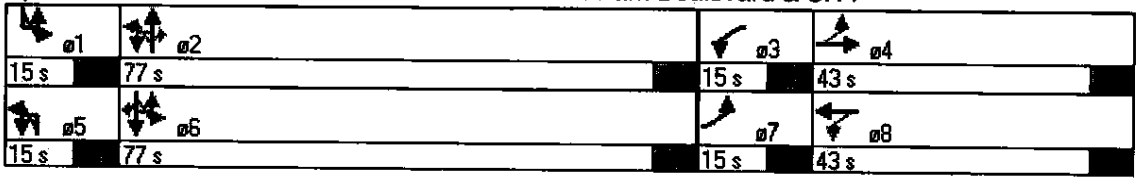
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	132	55	268	155	79	53	2466	283	36	168	2654	349
Turn Type	pm+pt		pm+pt		pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	7	4	3	8	5	5	2		1	1	6	
Permitted Phases	4		8		2	2		2	6	6		6
Detector Phases	7	4	3	8	5	5	2	2	1	1	6	6
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	7.0	7.0	4.0	4.0	7.0	7.0
Minimum Split (s)	10.0	39.0	10.0	37.0	10.0	10.0	37.0	37.0	10.0	10.0	37.0	37.0
Total Split (s)	15.0	43.0	15.0	43.0	15.0	15.0	77.0	77.0	15.0	15.0	77.0	77.0
Total Split (%)	10.0%	28.7%	10.0%	28.7%	10.0%	10.0%	51.3%	51.3%	10.0%	10.0%	51.3%	51.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 22: Creekside Drive/Winston Park Boulevard & SR 7



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0	4.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1583	3433	6408
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1583	3433	6408
Volume (vph)	0	0	2361	278	180	2587
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	2595	305	198	2843
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2595	305	198	2843
Turn Type				Free	Prot	
Protected Phases			2		1	
Permitted Phases				Free		Free
Actuated Green, G (s)			63.8	85.5	9.2	85.5
Effective Green, g (s)			66.8	85.5	10.7	85.5
Actuated g/C Ratio			0.78	1.00	0.13	1.00
Clearance Time (s)			7.0		5.5	
Vehicle Extension (s)			0.2		2.0	
Lane Grp Cap (vph)			3973	1583	430	6408
v/s Ratio Prot			c0.51		0.06	
v/s Ratio Perm				0.19		c0.44
v/c Ratio			0.65	0.19	0.46	0.44
Uniform Delay, d1			4.2	0.0	34.7	0.0
Progression Factor			1.00	1.00	1.00	1.00
Incremental Delay, d2			0.8	0.3	0.3	0.2
Delay (s)			5.0	0.3	35.0	0.2
Level of Service			A	A	D	A
Approach Delay (s)	0.0		4.5			2.5
Approach LOS	A		A			A

Intersection Summary

HCM Average Control Delay	3.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	85.5	Sum of lost time (s)	4.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

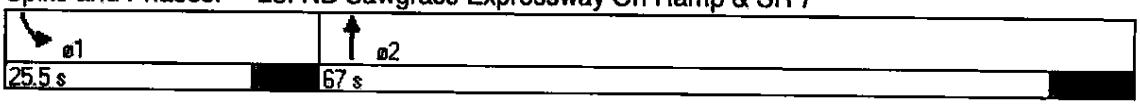
c Critical Lane Group

Lane Group	NBT	NBR	SBL	SBT
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑↑
Volume (vph)	2361	278	180	2587
Turn Type		Free	Prot	
Protected Phases	2		1	
Permitted Phases		Free		Free
Detector Phases	2		1	
Minimum Initial (s)	7.0		5.0	
Minimum Split (s)	25.0		10.5	
Total Split (s)	67.0	0.0	25.5	0.0
Total Split (%)	72.4%	0.0%	27.6%	0.0%
Yellow Time (s)	5.0		4.0	
All-Red Time (s)	2.0		1.5	
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	Max		None	

Intersection Summary

Cycle Length: 92.5
Actuated Cycle Length: 85.5
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 23: NB Sawgrass Expressway On Ramp & SR 7



Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0
Lane Util. Factor				0.97	0.86	0.91	1.00
Frt				1.00	1.00	1.00	0.85
Flt Protected				0.95	1.00	1.00	1.00
Satd. Flow (prot)				3433	6408	5085	1583
Flt Permitted				0.95	1.00	1.00	1.00
Satd. Flow (perm)				3433	6408	5085	1583
Volume (vph)	0	0	14	272	2806	2424	558
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	15	292	3017	2606	600
RTOR Reduction (vph)	0	0	0	0	0	0	53
Lane Group Flow (vph)	0	0	0	307	3017	2606	547
Turn Type			Prot	Prot			Perm
Protected Phases			5	5		6	
Permitted Phases					Free		6
Actuated Green, G (s)				11.8	84.8	60.5	60.5
Effective Green, g (s)				13.3	84.8	63.5	63.5
Actuated g/C Ratio				0.16	1.00	0.75	0.75
Clearance Time (s)				5.5		7.0	7.0
Vehicle Extension (s)				2.0		0.2	0.2
Lane Grp Cap (vph)				538	6408	3808	1185
v/s Ratio Prot				0.09		c0.51	
v/s Ratio Perm					c0.47		0.35
v/c Ratio				0.57	0.47	0.68	0.46
Uniform Delay, d1				33.1	0.0	5.5	4.1
Progression Factor				1.00	1.00	1.00	1.00
Incremental Delay, d2				0.9	0.2	1.0	1.3
Delay (s)				34.0	0.2	6.5	5.4
Level of Service				C	A	A	A
Approach Delay (s)	0.0				3.4	6.3	
Approach LOS	A				A	A	

Intersection Summary

HCM Average Control Delay	4.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	84.8	Sum of lost time (s)	4.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

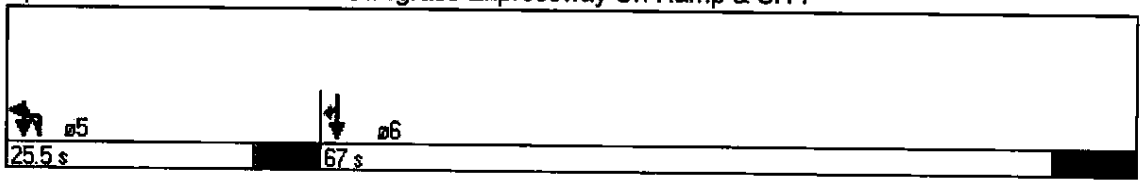
c Critical Lane Group

Lane Group	NBL	NBT	SBT	SBR
Lane Configurations				
Volume (vph)	272	2806	2424	558
Turn Type	Prot			Perm
Protected Phases	5		6	
Permitted Phases		Free		6
Detector Phases	5		6	6
Minimum Initial (s)	5.0		7.0	7.0
Minimum Split (s)	10.5		25.0	25.0
Total Split (s)	25.5	0.0	67.0	67.0
Total Split (%)	27.6%	0.0%	72.4%	72.4%
Yellow Time (s)	4.0		5.0	5.0
All-Red Time (s)	1.5		2.0	2.0
Lead/Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes
Recall Mode	None		Max	Max

Intersection Summary

Cycle Length: 92.5
Actuated Cycle Length: 84.9
Natural Cycle: 45
Control Type: Semi Act-Uncoord

Splits and Phases: 24: SB Sawgrass Expressway On Ramp & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Volume (vph)	176	893	208	280	1328	301	372	1517	294	423	1009	250
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	187	950	221	298	1413	320	396	1614	313	450	1073	266
RTOR Reduction (vph)	0	0	122	0	0	76	0	0	75	0	0	79
Lane Group Flow (vph)	187	950	99	298	1413	244	396	1614	238	450	1073	187
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	12.3	54.0	54.0	14.0	55.7	55.7	14.0	54.0	54.0	14.0	54.0	54.0
Effective Green, g (s)	14.3	56.0	56.0	16.0	57.7	57.7	16.0	56.0	56.0	16.0	56.0	56.0
Actuated g/C Ratio	0.09	0.35	0.35	0.10	0.36	0.36	0.10	0.35	0.35	0.10	0.35	0.35
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	2.0	2.5	2.5	2.0	2.5	2.5
Lane Grp Cap (vph)	307	1239	554	343	1276	571	343	1239	554	343	1239	554
v/s Ratio Prot	0.05	0.27		c0.09	c0.40		0.12	c0.46		c0.13	0.30	
v/s Ratio Perm			0.06			0.15			0.15			0.12
v/c Ratio	0.61	0.77	0.18	0.87	1.11	0.43	1.15	1.30	0.43	1.31	0.87	0.34
Uniform Delay, d1	70.2	46.2	36.1	71.0	51.1	38.7	72.0	52.0	39.8	72.0	48.5	38.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.21	0.74	0.63
Incremental Delay, d2	2.3	4.6	0.7	19.5	60.0	2.3	97.5	142.2	0.4	155.4	5.0	0.2
Delay (s)	72.5	50.8	36.8	90.5	111.2	41.0	169.5	194.2	40.2	242.7	40.9	24.3
Level of Service	E	D	D	F	F	D	F	F	D	F	D	C
Approach Delay (s)		51.5			97.1			169.2			89.2	
Approach LOS		D			F			F			F	

Intersection Summary

HCM Average Control Delay	109.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	109.1%	ICU Level of Service	H
Analysis Period (min)	15		

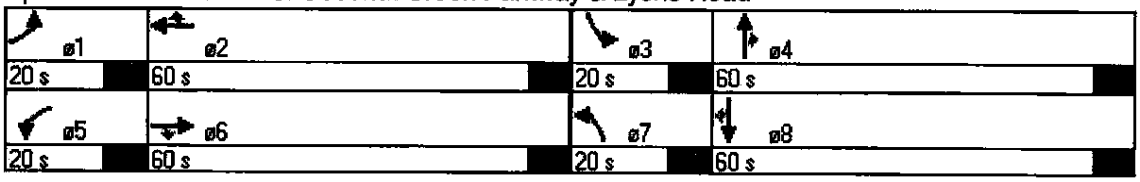
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	176	893	208	280	1328	301	372	1517	294	423	1009	250
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	43.0	43.0	11.0	43.0	43.0	11.0	38.0	38.0	11.0	38.0	38.0
Total Split (s)	20.0	60.0	60.0	20.0	60.0	60.0	20.0	60.0	60.0	20.0	60.0	60.0
Total Split (%)	12.5%	37.5%	37.5%	12.5%	37.5%	37.5%	12.5%	37.5%	37.5%	12.5%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 25: Coconut Creek Parkway & Lyons Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		1.00	0.95	0.95	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3416		1770	3539	3539	1583
Flt Permitted	0.96		0.09	1.00	1.00	1.00
Satd. Flow (perm)	3416		167	3539	3539	1583
Volume (vph)	252	20	64	1863	1674	112
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	265	21	67	1961	1762	118
RTOR Reduction (vph)	4	0	0	0	0	13
Lane Group Flow (vph)	282	0	67	1961	1762	105
Turn Type			pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Actuated Green, G (s)	17.0		133.0	133.0	120.7	120.7
Effective Green, g (s)	18.0		134.0	134.0	121.7	121.7
Actuated g/C Ratio	0.11		0.84	0.84	0.76	0.76
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.5		1.5	0.2	0.2	0.2
Lane Grp Cap (vph)	384		223	2964	2692	1204
v/s Ratio Prot	c0.08		0.02	c0.55	0.50	
v/s Ratio Perm			0.24			0.07
v/c Ratio	0.73		0.30	0.66	0.65	0.09
Uniform Delay, d1	68.7		9.3	4.7	9.1	4.9
Progression Factor	1.00		2.09	2.95	0.55	0.88
Incremental Delay, d2	6.7		0.0	0.1	0.9	0.1
Delay (s)	75.4		19.5	14.1	6.0	4.4
Level of Service	E		B	B	A	A
Approach Delay (s)	75.4			14.3	5.9	
Approach LOS	E			B	A	

Intersection Summary

HCM Average Control Delay	14.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

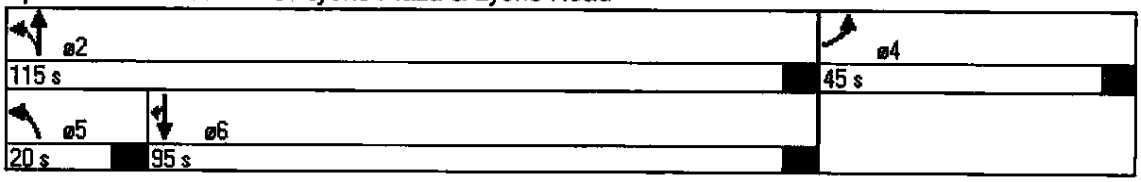
c Critical Lane Group

Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Configurations					
Volume (vph)	252	64	1863	1674	112
Turn Type		pm+pt			Perm
Protected Phases	4	5	2	6	
Permitted Phases		2			6
Detector Phases	4	5	2	6	6
Minimum Initial (s)	6.0	4.0	7.0	7.0	7.0
Minimum Split (s)	38.0	9.0	27.0	27.0	27.0
Total Split (s)	45.0	20.0	115.0	95.0	95.0
Total Split (%)	28.1%	12.5%	71.9%	59.4%	59.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 30 (19%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 26: Lyons Plaza & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00		0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770		1583		1770	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.45		1.00		0.76	1.00	0.08	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	843		1583		1410	1583	148	3539	1583	1770	3539	1583
Volume (vph)	14	0	64	117	0	150	121	1953	151	137	1707	62
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	0	69	126	0	161	130	2100	162	147	1835	67
RTOR Reduction (vph)	0	0	60	0	0	141	0	0	19	0	0	9
Lane Group Flow (vph)	15	0	9	0	126	20	130	2100	143	147	1835	58
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2			6
Actuated Green, G (s)	17.8		17.8		17.8	17.8	119.4	109.0	109.0	17.2	115.8	115.8
Effective Green, g (s)	19.8		19.8		19.8	19.8	121.4	110.0	110.0	18.2	116.8	116.8
Actuated g/C Ratio	0.12		0.12		0.12	0.12	0.76	0.69	0.69	0.11	0.73	0.73
Clearance Time (s)	6.0		6.0		6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0		2.0		2.0	2.0	1.5	0.2	0.2	1.5	0.2	0.2
Lane Grp Cap (vph)	104		196		174	196	228	2433	1088	201	2583	1156
v/s Ratio Prot							0.04	c0.59		c0.08	0.52	
v/s Ratio Perm	0.02		0.01		c0.09	0.01	0.39		0.09			0.04
v/c Ratio	0.14		0.04		0.72	0.10	0.57	0.86	0.13	0.73	0.71	0.05
Uniform Delay, d1	62.5		61.8		67.5	62.2	16.1	19.2	8.6	68.5	12.1	6.1
Progression Factor	1.00		1.00		1.00	1.00	0.94	1.35	1.40	1.36	0.25	0.00
Incremental Delay, d2	0.2		0.0		11.9	0.1	1.7	3.4	0.2	5.0	0.7	0.0
Delay (s)	62.8		61.8		79.4	62.3	16.7	29.3	12.2	98.2	3.8	0.0
Level of Service	E		E		E	E	B	C	B	F	A	A
Approach Delay (s)		62.0			69.8			27.5			10.4	
Approach LOS		E			E			C			B	

Intersection Summary

HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

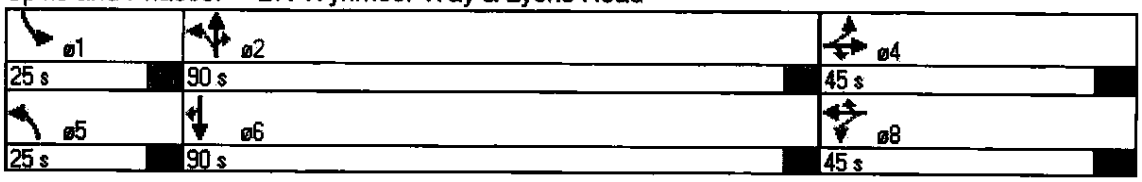
c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	14	64	117	0	150	121	1953	151	137	1707	62
Turn Type	Perm	Perm	Perm		Perm	pm+pt		Perm	Prot		Perm
Protected Phases				8		5	2		1	6	
Permitted Phases	4	4	8		8	2		2			6
Detector Phases	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	42.0	42.0	42.0	42.0	42.0	9.0	39.0	39.0	10.0	39.0	39.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	25.0	90.0	90.0	25.0	90.0	90.0
Total Split (%)	28.1%	28.1%	28.1%	28.1%	28.1%	15.6%	56.3%	56.3%	15.6%	56.3%	56.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 36 (23%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 27: Wynmoor Way & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Volume (vph)	283	748	251	370	1394	478	235	1537	100	335	1254	284
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	295	779	261	385	1452	498	245	1601	104	349	1306	296
RTOR Reduction (vph)	0	0	166	0	0	167	0	0	41	0	0	125
Lane Group Flow (vph)	295	779	95	385	1452	331	245	1601	63	349	1306	171
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	16.7	49.5	49.5	18.5	51.3	51.3	14.8	50.0	50.0	18.0	53.2	53.2
Effective Green, g (s)	18.7	51.5	51.5	20.5	53.3	53.3	16.8	52.0	52.0	20.0	55.2	55.2
Actuated g/C Ratio	0.12	0.32	0.32	0.13	0.33	0.33	0.11	0.32	0.32	0.12	0.35	0.35
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	401	1139	510	440	1179	527	360	1150	514	429	1221	546
v/s Ratio Prot	0.09	0.22		c0.11	c0.41		0.07	c0.45		c0.10	c0.37	
v/s Ratio Perm			0.06			0.21			0.04			0.11
v/c Ratio	0.74	0.68	0.19	0.88	1.23	0.63	0.68	1.39	0.12	0.81	1.07	0.31
Uniform Delay, d1	68.3	47.2	39.1	68.5	53.4	45.0	69.0	54.0	38.0	68.2	52.4	38.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.84	0.85	1.17	0.90	1.02
Incremental Delay, d2	5.9	3.3	0.8	16.9	111.8	5.6	2.2	179.4	0.0	8.4	43.8	0.2
Delay (s)	74.2	50.5	39.9	85.4	165.1	50.6	63.6	224.5	32.4	88.1	91.0	39.3
Level of Service	E	D	D	F	F	D	E	F	C	F	F	D
Approach Delay (s)		53.7			127.5			194.1			82.6	
Approach LOS		D			F			F			F	

Intersection Summary

HCM Average Control Delay	120.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	112.0%	ICU Level of Service	H
Analysis Period (min)	15		

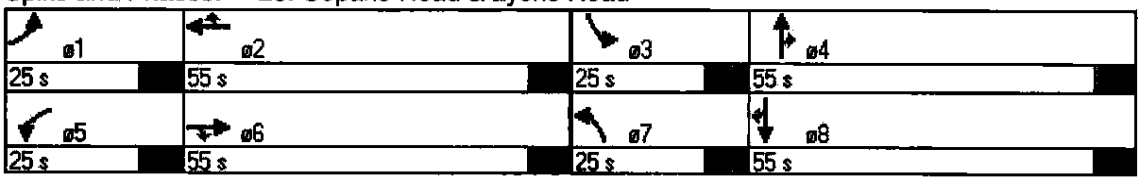
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	283	748	251	370	1394	478	235	1537	100	335	1254	284
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	35.0	11.0	34.0	34.0	11.0	34.0	34.0
Total Split (s)	25.0	55.0	55.0	25.0	55.0	55.0	25.0	55.0	55.0	25.0	55.0	55.0
Total Split (%)	15.6%	34.4%	34.4%	15.6%	34.4%	34.4%	15.6%	34.4%	34.4%	15.6%	34.4%	34.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 56 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 28: Copans Road & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1783	1583		1802	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.59	1.00		0.77	1.00	0.09	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)		1094	1583		1440	1583	175	3539	1583	81	3539	1583
Volume (vph)	34	4	36	46	22	79	58	2090	73	110	1796	46
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	35	4	38	48	23	82	60	2177	76	115	1871	48
RTOR Reduction (vph)	0	0	35	0	0	75	0	0	6	0	0	5
Lane Group Flow (vph)	0	39	3	0	71	7	60	2177	70	115	1871	43
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		11.9	11.9		11.9	11.9	126.8	122.7	122.7	138.1	129.0	129.0
Effective Green, g (s)		12.9	12.9		12.9	12.9	128.8	123.7	123.7	139.1	130.0	130.0
Actuated g/C Ratio		0.08	0.08		0.08	0.08	0.81	0.77	0.77	0.87	0.81	0.81
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)		2.5	2.5		2.5	2.5	1.5	0.2	0.2	1.5	0.2	0.2
Lane Grp Cap (vph)		88	128		116	128	192	2736	1224	191	2875	1286
v/s Ratio Prot							0.01	c0.62		c0.04	0.53	
v/s Ratio Perm		0.04	0.00		c0.05	0.00	0.24		0.04	0.48		0.03
v/c Ratio		0.44	0.02		0.61	0.05	0.31	0.80	0.06	0.60	0.65	0.03
Uniform Delay, d1		70.1	67.8		71.1	67.9	6.0	10.7	4.3	40.1	6.0	2.9
Progression Factor		1.00	1.00		1.00	1.00	2.71	1.05	0.07	1.78	3.12	0.18
Incremental Delay, d2		2.6	0.1		7.9	0.1	0.0	0.2	0.0	0.3	0.1	0.0
Delay (s)		72.7	67.8		79.0	68.0	16.4	11.4	0.3	71.5	18.7	0.5
Level of Service		E	E		E	E	B	B	A	E	B	A
Approach Delay (s)		70.3			73.1			11.2			21.3	
Approach LOS		E			E			B			C	

Intersection Summary

HCM Average Control Delay	18.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

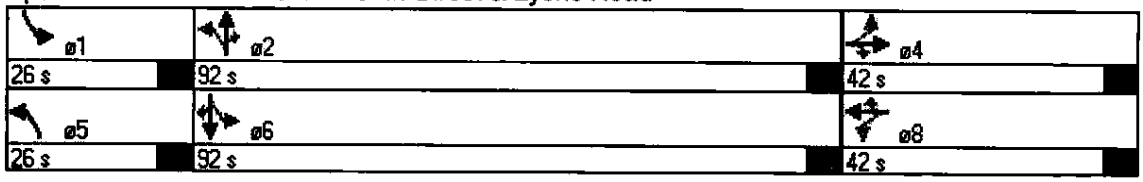
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	4	36	46	22	79	58	2090	73	110	1796	46
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phases	4	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	37.0	37.0	37.0	34.0	34.0	34.0	9.0	32.0	32.0	9.0	32.0	32.0
Total Split (s)	42.0	42.0	42.0	42.0	42.0	42.0	26.0	92.0	92.0	26.0	92.0	92.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	57.5%	57.5%	16.3%	57.5%	57.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 66 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 29: NW 34th Street & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		0.91	0.91		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3291		1610	3147		1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.08	1.00	1.00	0.08	1.00	1.00
Satd. Flow (perm)	1770	3291		1610	3147		146	5085	1583	146	5085	1583
Volume (vph)	211	152	133	183	151	149	283	1922	214	357	2101	330
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	229	165	145	199	164	162	308	2089	233	388	2284	359
RTOR Reduction (vph)	0	114	0	0	124	0	0	0	89	0	0	99
Lane Group Flow (vph)	229	196	0	164	237	0	308	2089	144	388	2284	260
Turn Type	Split			Split			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases							2		2	6		6
Actuated Green, G (s)	19.1	19.1		17.8	17.8		81.1	50.0	50.0	81.1	50.0	50.0
Effective Green, g (s)	21.1	21.1		19.8	19.8		83.1	51.0	51.0	83.1	51.0	51.0
Actuated g/C Ratio	0.15	0.15		0.14	0.14		0.59	0.36	0.36	0.59	0.36	0.36
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.5	1.0	1.0	1.5	1.0	1.0
Lane Grp Cap (vph)	267	496		228	445		459	1852	577	459	1852	577
v/s Ratio Prot	c0.13	0.06		c0.10	0.08		0.15	0.41		c0.19	c0.45	
v/s Ratio Perm							0.24		0.09	0.31		0.16
v/c Ratio	0.86	0.40		0.72	0.53		0.67	1.13	0.25	0.85	1.23	0.45
Uniform Delay, d1	58.0	53.7		57.4	55.8		37.0	44.5	31.1	41.7	44.5	33.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	22.1	0.2		8.7	0.6		3.0	65.2	1.0	12.9	109.9	2.5
Delay (s)	80.0	53.9		66.1	56.4		40.0	109.7	32.2	54.5	154.4	36.4
Level of Service	F	D		E	E		D	F	C	D	F	D
Approach Delay (s)		65.0			59.5			94.6			127.6	
Approach LOS		E			E			F			F	

Intersection Summary

HCM Average Control Delay	104.4	HCM Level of Service	F
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		

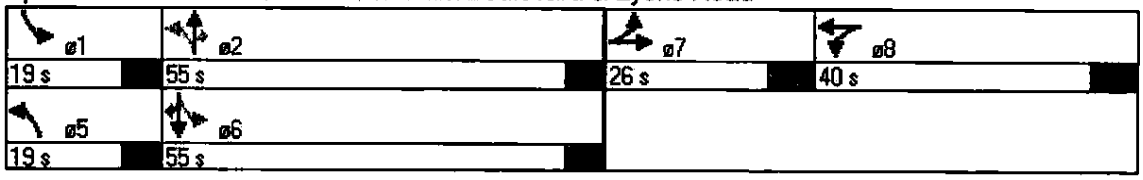
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	211	152	183	151	283	1922	214	357	2101	330
Turn Type	Split		Split		pm+pt		Perm	pm+pt		Perm
Protected Phases	7	7	8	8	5	2		1	6	
Permitted Phases					2		2	6		6
Detector Phases	7	7	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	37.0	37.0	37.0	37.0	9.0	27.0	27.0	9.0	27.0	27.0
Total Split (s)	26.0	26.0	40.0	40.0	19.0	55.0	55.0	19.0	55.0	55.0
Total Split (%)	18.6%	18.6%	28.6%	28.6%	13.6%	39.3%	39.3%	13.6%	39.3%	39.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 8 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 30: Winston Park Boulevard & Lyons Road



Movement	EBT	EBR2	SBT	NWR
Lane Configurations	↑↑	↱	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.91	1.00
Frt	1.00	0.85	1.00	0.86
Flt Protected	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3539	1583	5085	1611
Flt Permitted	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3539	1583	5085	1611
Volume (vph)	326	187	2715	150
Peak-hour factor, PHF	0.88	0.88	0.88	0.88
Adj. Flow (vph)	370	212	3085	170
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	370	212	3085	170
Turn Type		Free		custom
Protected Phases	4		6	
Permitted Phases		Free		11
Actuated Green, G (s)	24.0	160.0	100.0	124.0
Effective Green, g (s)	26.0	160.0	102.0	126.0
Actuated g/C Ratio	0.16	1.00	0.64	0.79
Clearance Time (s)	6.0		6.0	6.0
Vehicle Extension (s)	2.0		1.0	1.5
Lane Grp Cap (vph)	575	1583	3242	1269
v/s Ratio Prot	c0.10		c0.61	
v/s Ratio Perm		c0.13		0.11
v/c Ratio	0.64	0.13	0.95	0.13
Uniform Delay, d1	62.7	0.0	26.7	4.0
Progression Factor	1.00	1.00	0.61	1.00
Incremental Delay, d2	1.9	0.2	4.8	0.0
Delay (s)	64.5	0.2	21.1	4.1
Level of Service	E	A	C	A
Approach Delay (s)	41.1		21.1	
Approach LOS	D		C	

Intersection Summary

HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

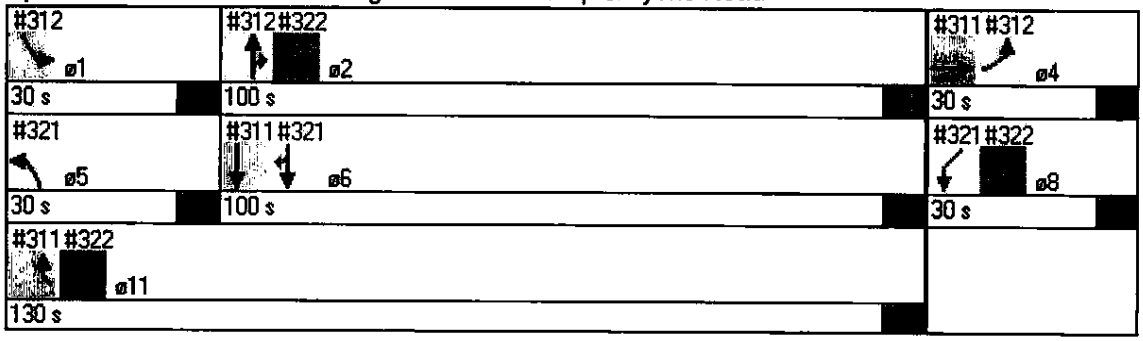
c Critical Lane Group

Lane Group	EBT	EBR2	SBT	NWR	ø1	ø2	ø5	ø8
Lane Configurations	↑↑	↱	↑↑↑	↱				
Volume (vph)	326	187	2715	150				
Turn Type		Free		custom				
Protected Phases	4		6		1	2	5	8
Permitted Phases		Free		11				
Detector Phases	4		6	11				
Minimum Initial (s)	6.0		7.0	4.0	4.0	7.0	4.0	6.0
Minimum Split (s)	22.0		22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	0.0	100.0	130.0	30.0	100.0	30.0	30.0
Total Split (%)	18.8%	0.0%	62.5%	81.3%	19%	63%	19%	19%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag		Lead	Lag	Lead	
Lead-Lag Optimize?			Yes		Yes	Yes	Yes	
Recall Mode	None		C-Max	None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 311: Sawgrass NB Off Ramp & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0							4.0	4.0	4.0		
Lane Util. Factor	0.97							0.91	1.00	1.00		
Frt	1.00							1.00	0.85	1.00		
Flt Protected	0.95							1.00	1.00	0.95		
Satd. Flow (prot)	3433							5085	1583	1770		
Flt Permitted	0.95							1.00	1.00	0.95		
Satd. Flow (perm)	3433							5085	1583	1770		
Volume (vph)	326	0	0	0	0	0	0	2001	311	372	0	0
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	370	0	0	0	0	0	0	2274	353	423	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	67	0	0	0
Lane Group Flow (vph)	370	0	0	0	0	0	0	2274	286	423	0	0
Turn Type	custom								Perm	Prot		
Protected Phases								2		1		
Permitted Phases	4								2			
Actuated Green, G (s)	24.0							94.0	94.0	24.0		
Effective Green, g (s)	26.0							96.0	96.0	26.0		
Actuated g/C Ratio	0.16							0.60	0.60	0.16		
Clearance Time (s)	6.0							6.0	6.0	6.0		
Vehicle Extension (s)	2.0							1.0	1.0	1.5		
Lane Grp Cap (vph)	558							3051	950	288		
v/s Ratio Prot								c0.45		c0.24		
v/s Ratio Perm	c0.11								0.18			
v/c Ratio	0.66							0.75	0.30	1.47		
Uniform Delay, d1	62.9							23.2	15.6	67.0		
Progression Factor	0.04							1.00	1.00	0.93		
Incremental Delay, d2	1.8							1.7	0.8	228.4		
Delay (s)	4.4							24.9	16.4	290.7		
Level of Service	A							C	B	F		
Approach Delay (s)		4.4			0.0			23.7			290.7	
Approach LOS		A			A			C			F	

Intersection Summary

HCM Average Control Delay	54.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		

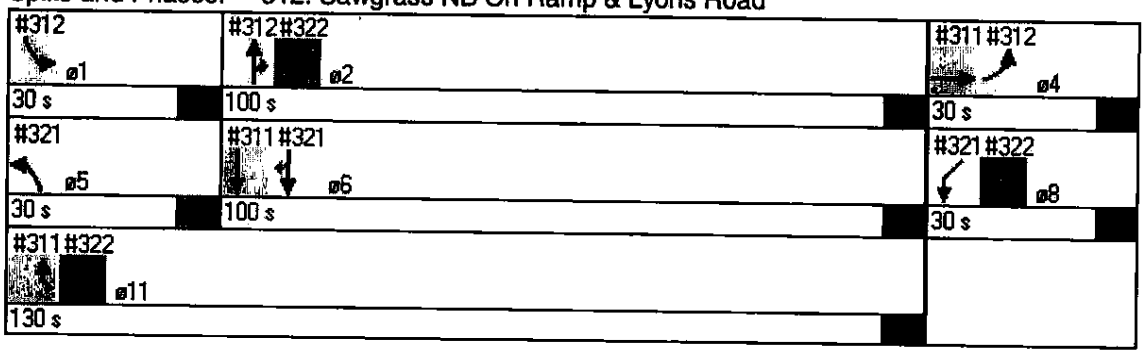
c Critical Lane Group

Lane Group	EBL	NBT	NBR	SBL	ø5	ø6	ø8	ø11
Lane Configurations								
Volume (vph)	326	2001	311	372				
Turn Type	custom		Perm	Prot				
Protected Phases		2		1	5	6	8	11
Permitted Phases	4		2					
Detector Phases	4	2	2	1				
Minimum Initial (s)	6.0	7.0	7.0	4.0	4.0	7.0	6.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	100.0	100.0	30.0	30.0	100.0	30.0	130.0
Total Split (%)	18.8%	62.5%	62.5%	18.8%	19%	63%	19%	81%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag		Lag	Lag	Lead	Lead	Lag		
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 312: Sawgrass NB On Ramp & Lyons Road



Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0				4.0	4.0	4.0	
Lane Util. Factor			1.00				0.91	1.00	0.97	
Frt			1.00				1.00	0.85	1.00	
Flt Protected			0.95				1.00	1.00	0.95	
Satd. Flow (prot)			1770				5085	1583	3433	
Flt Permitted			0.95				1.00	1.00	0.95	
Satd. Flow (perm)			1770				5085	1583	3433	
Volume (vph)	0	0	150	0	0	0	2398	434	451	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	165	0	0	0	2635	477	496	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	62	0	0
Lane Group Flow (vph)	0	0	165	0	0	0	2635	415	496	0
Turn Type			Prot					Perm	custom	
Protected Phases			5				6			
Permitted Phases								6	8	
Actuated Green, G (s)			18.0				100.0	100.0	24.0	
Effective Green, g (s)			20.0				102.0	102.0	26.0	
Actuated g/C Ratio			0.12				0.64	0.64	0.16	
Clearance Time (s)			6.0				6.0	6.0	6.0	
Vehicle Extension (s)			1.5				1.0	1.0	2.0	
Lane Grp Cap (vph)			221				3242	1009	558	
v/s Ratio Prot			c0.09				c0.52			
v/s Ratio Perm								0.26	c0.14	
v/c Ratio			0.75				0.81	0.41	0.89	
Uniform Delay, d1			67.6				21.8	14.2	65.6	
Progression Factor			0.94				1.00	1.00	0.15	
Incremental Delay, d2			11.3				2.3	1.2	7.6	
Delay (s)			74.9				24.2	15.5	17.7	
Level of Service			E				C	B	B	
Approach Delay (s)	0.0			74.9			22.8		17.7	
Approach LOS	A			E			C		B	

Intersection Summary

HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

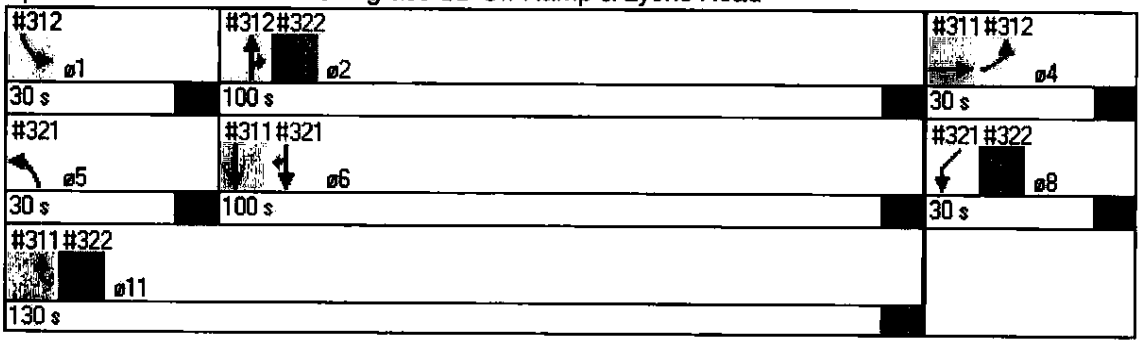
c Critical Lane Group

Lane Group	NBL	SBT	SBR	SWL	ø1	ø2	ø4	ø11
Lane Configurations								
Volume (vph)	150	2398	434	451				
Turn Type	Prot		Perm	custom				
Protected Phases	5	6			1	2	4	11
Permitted Phases			6	8				
Detector Phases	5	6	6	8				
Minimum Initial (s)	4.0	7.0	7.0	6.0	4.0	7.0	6.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	100.0	100.0	30.0	30.0	100.0	30.0	130.0
Total Split (%)	18.8%	62.5%	62.5%	18.8%	19%	63%	19%	81%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 321: Sawgrass SB Off Ramp & Lyons Road



Movement	WBL	WBR2	NBT	SER
Lane Configurations				
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00
Frt	1.00	0.85	1.00	0.86
Flt Protected	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	5085	1611
Flt Permitted	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	5085	1611
Volume (vph)	451	332	2358	372
Peak-hour factor, PHF	0.91	0.91	0.91	0.91
Adj. Flow (vph)	496	365	2591	409
RTOR Reduction (vph)	0	188	0	0
Lane Group Flow (vph)	496	177	2591	409
Turn Type		Perm		custom
Protected Phases	8		2	
Permitted Phases		8		11
Actuated Green, G (s)	24.0	24.0	94.0	124.0
Effective Green, g (s)	26.0	26.0	96.0	126.0
Actuated g/C Ratio	0.16	0.16	0.60	0.79
Clearance Time (s)	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	1.0	1.5
Lane Grp Cap (vph)	558	257	3051	1269
v/s Ratio Prot	c0.14		c0.51	
v/s Ratio Perm		0.11		c0.25
v/c Ratio	0.89	0.69	0.85	0.32
Uniform Delay, d1	65.6	63.2	26.1	4.8
Progression Factor	1.00	1.00	0.53	1.00
Incremental Delay, d2	15.5	6.3	2.1	0.1
Delay (s)	81.0	69.5	16.1	4.9
Level of Service	F	E	B	A
Approach Delay (s)	76.2		16.1	
Approach LOS	E		B	

Intersection Summary

HCM Average Control Delay	28.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

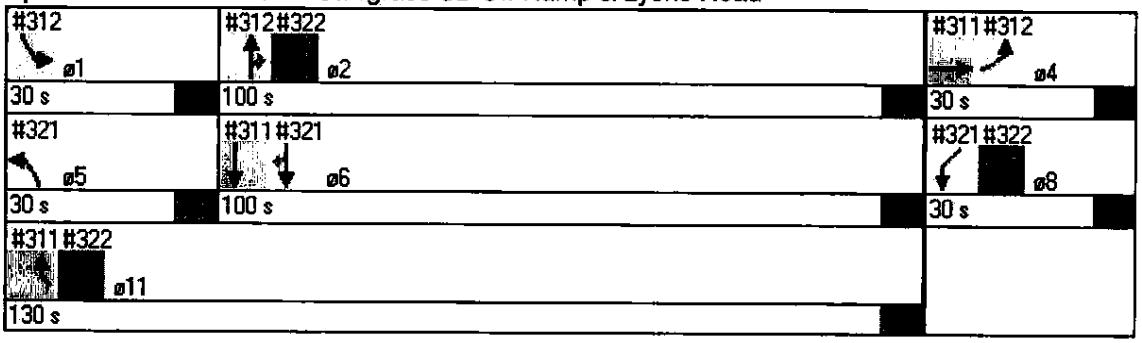
c Critical Lane Group

Lane Group	WBL	WBR2	NBT	SER	ø1	ø4	ø5	ø6
Lane Configurations								
Volume (vph)	451	332	2358	372				
Turn Type		Perm		custom				
Protected Phases	8		2		1	4	5	6
Permitted Phases		8		11				
Detector Phases	8	8	2	11				
Minimum Initial (s)	6.0	6.0	7.0	4.0	4.0	6.0	4.0	7.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	100.0	130.0	30.0	30.0	30.0	100.0
Total Split (%)	18.8%	18.8%	62.5%	81.3%	19%	19%	19%	63%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag		Lead		Lead	Lag
Lead-Lag Optimize?			Yes		Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	None	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 322: Sawgrass SB Off Ramp & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.91	1.00	1.00	0.91
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583		1770	5085	1583	1770	5085
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00		0.11	1.00	1.00	0.12	1.00
Satd. Flow (perm)	1403	1863	1583	1405	1863	1583		210	5085	1583	220	5085
Volume (vph)	86	5	119	187	7	27	19	204	2057	326	60	2942
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	91	5	127	199	7	29	20	217	2188	347	64	3130
RTOR Reduction (vph)	0	0	82	0	0	22	0	0	0	67	0	0
Lane Group Flow (vph)	91	5	45	199	7	7	0	237	2188	280	64	3130
Turn Type	Perm		Perm	Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Actuated Green, G (s)	13.2	13.2	13.2	13.2	13.2	13.2		37.5	33.5	33.5	34.1	31.8
Effective Green, g (s)	15.2	15.2	15.2	15.2	15.2	15.2		41.5	35.5	35.5	38.1	33.8
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.23		0.62	0.53	0.53	0.57	0.50
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0		1.5	0.2	0.2	1.5	0.2
Lane Grp Cap (vph)	318	423	359	319	423	359		270	2694	839	225	2565
v/s Ratio Prot		0.00			0.00			c0.08	0.43		0.02	c0.62
v/s Ratio Perm	0.06		0.03	c0.14		0.00		0.47		0.18	0.14	
v/c Ratio	0.29	0.01	0.13	0.62	0.02	0.02		0.88	0.81	0.33	0.28	1.22
Uniform Delay, d1	21.4	20.1	20.6	23.3	20.1	20.1		32.1	13.0	9.0	9.7	16.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.0	0.1	2.7	0.0	0.0		25.2	2.8	1.1	0.3	102.9
Delay (s)	21.6	20.1	20.7	26.1	20.1	20.1		57.2	15.8	10.1	10.0	119.5
Level of Service	C	C	C	C	C	C		E	B	B	A	F
Approach Delay (s)		21.0			25.1				18.6			113.4
Approach LOS		C			C				B			F

Intersection Summary

HCM Average Control Delay	66.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	67.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	110
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	117
RTOR Reduction (vph)	31
Lane Group Flow (vph)	86
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	31.8
Effective Green, g (s)	33.8
Actuated g/C Ratio	0.50
Clearance Time (s)	6.0
Vehicle Extension (s)	0.2
Lane Grp Cap (vph)	799
v/s Ratio Prot	
v/s Ratio Perm	0.05
v/c Ratio	0.11
Uniform Delay, d1	8.7
Progression Factor	1.00
Incremental Delay, d2	0.3
Delay (s)	9.0
Level of Service	A
Approach Delay (s)	
Approach LOS	

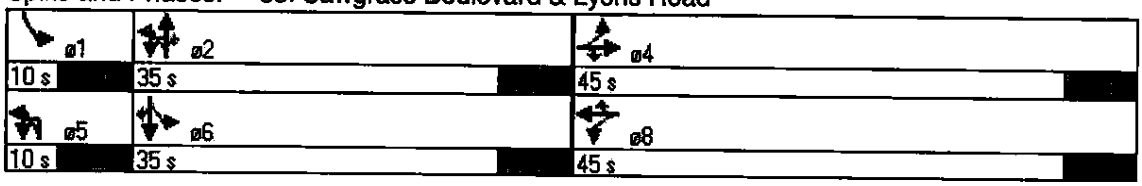
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	86	5	119	187	7	27	19	204	2057	326	60	2942
Turn Type	Perm		Perm	Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Detector Phases	4	4	4	8	8	8	5	5	2	2	1	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	7.0	7.0	4.0	7.0
Minimum Split (s)	43.0	43.0	43.0	45.0	45.0	45.0	10.0	10.0	34.0	34.0	10.0	34.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	10.0	10.0	35.0	35.0	10.0	35.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	11.1%	11.1%	38.9%	38.9%	11.1%	38.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 64.5
Natural Cycle: 150
Control Type: Semi Act-Uncoord

Splits and Phases: 33: Sawgrass Boulevard & Lyons Road



Lane Group	SBR
Lane Configurations	
Volume (vph)	110
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phases	6
Minimum Initial (s)	7.0
Minimum Split (s)	34.0
Total Split (s)	35.0
Total Split (%)	38.9%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	1779		1770	5080		1770	5085	1583
Flt Permitted	0.69	1.00	1.00	0.75	1.00		0.09	1.00		0.10	1.00	1.00
Satd. Flow (perm)	1293	3539	1583	1402	1779		162	5080		177	5085	1583
Volume (vph)	339	7	314	36	65	28	264	1865	12	18	2613	314
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	357	7	331	38	68	29	278	1963	13	19	2751	331
RTOR Reduction (vph)	0	0	93	0	5	0	0	0	0	0	0	109
Lane Group Flow (vph)	357	7	238	38	92	0	278	1976	0	19	2751	222
Turn Type	Perm		Perm	Perm			pm+pt			Perm		Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	27.9	27.9	27.9	27.9	27.9		51.9	51.9		40.6	40.6	40.6
Effective Green, g (s)	29.9	29.9	29.9	29.9	29.9		53.4	53.4		42.1	42.1	42.1
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.33		0.58	0.58		0.46	0.46	0.46
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		5.5	5.5		5.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	423	1159	518	459	583		223	2971		82	2345	730
v/s Ratio Prot		0.00			0.05		c0.10	0.39			0.54	
v/s Ratio Perm	c0.28		0.15	0.03			c0.63			0.11		0.14
v/c Ratio	0.84	0.01	0.46	0.08	0.16		1.25	0.66		0.23	1.17	0.30
Uniform Delay, d1	28.5	20.7	24.3	21.2	21.8		26.8	12.9		14.8	24.6	15.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.7	0.0	0.2	0.0	0.0		142.7	1.2		6.5	82.8	1.1
Delay (s)	42.2	20.7	24.5	21.2	21.8		169.5	14.1		21.3	107.4	16.5
Level of Service	D	C	C	C	C		F	B		C	F	B
Approach Delay (s)		33.6			21.7			33.2			97.2	
Approach LOS		C			C			C			F	

Intersection Summary

HCM Average Control Delay	65.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	91.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	100.6%	ICU Level of Service	G
Analysis Period (min)	15		

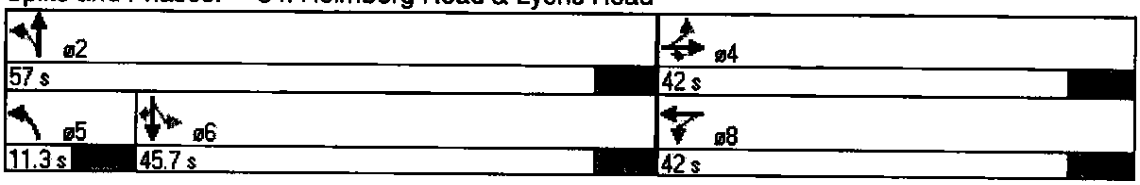
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	339	7	314	36	65	264	1865	18	2613	314
Turn Type	Perm		Perm	Perm		pm+pt		Perm		Perm
Protected Phases		4			8	5	2		6	
Permitted Phases	4		4	8		2		6		6
Detector Phases	4	4	4	8	8	5	2	6	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	7.0	7.0
Minimum Split (s)	42.0	42.0	42.0	22.0	22.0	9.5	34.5	34.5	34.5	34.5
Total Split (s)	42.0	42.0	42.0	42.0	42.0	11.3	57.0	45.7	45.7	45.7
Total Split (%)	42.4%	42.4%	42.4%	42.4%	42.4%	11.4%	57.6%	46.2%	46.2%	46.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.5	1.5	1.5	1.5
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?						Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max

Intersection Summary

Cycle Length: 99
Actuated Cycle Length: 91.3
Natural Cycle: 140
Control Type: Semi Act-Uncoord

Splits and Phases: 34: Holmberg Road & Lyons Road



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		0.97	0.91	1.00		0.97	0.91	1.00		0.97	0.91	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3433	5085	1583		3433	5085	1583		3433	5085	1583
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3433	5085	1583		3433	5085	1583		3433	5085	1583
Volume (vph)	30	264	734	177	22	838	1082	299	22	190	1228	584
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	31	275	765	184	23	873	1127	311	23	198	1279	608
RTOR Reduction (vph)	0	0	0	148	0	0	0	185	0	0	0	199
Lane Group Flow (vph)	0	306	765	36	0	896	1127	126	0	221	1279	409
Turn Type	Prot	Prot		Perm	Prot	Prot		Perm	Prot	Prot		Perm
Protected Phases	7	7	4		3	3	8		5	5	2	
Permitted Phases				4				8				2
Actuated Green, G (s)		12.0	29.3	29.3		32.0	49.3	49.3		14.0	59.6	59.6
Effective Green, g (s)		14.0	31.3	31.3		34.0	51.3	51.3		16.0	61.6	61.6
Actuated g/C Ratio		0.09	0.20	0.20		0.21	0.32	0.32		0.10	0.39	0.39
Clearance Time (s)		6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)		1.5	2.5	2.5		1.5	2.5	2.5		1.5	3.0	3.0
Lane Grp Cap (vph)		300	995	310		730	1630	508		343	1958	609
v/s Ratio Prot		0.09	c0.15			c0.26	0.22			0.06	0.25	
v/s Ratio Perm				0.02				0.08				0.26
v/c Ratio		1.02	0.77	0.12		1.23	0.69	0.25		0.64	0.65	0.67
Uniform Delay, d1		73.0	60.9	53.0		63.0	47.4	40.1		69.3	40.4	40.8
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		57.2	3.5	0.1		114.2	1.2	0.2		3.1	1.7	5.8
Delay (s)		130.2	64.4	53.1		177.2	48.6	40.3		72.4	42.1	46.6
Level of Service		F	E	D		F	D	D		E	D	D
Approach Delay (s)			78.8				96.9				46.6	
Approach LOS			E				F				D	

Intersection Summary

HCM Average Control Delay	67.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR
Lane Configurations			
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583
Volume (vph)	235	1605	196
Peak-hour factor, PHF	0.96	0.96	0.96
Adj. Flow (vph)	245	1672	204
RTOR Reduction (vph)	0	0	88
Lane Group Flow (vph)	245	1672	116
Turn Type	Prot		Perm
Protected Phases	1	6	
Permitted Phases			6
Actuated Green, G (s)	15.1	60.7	60.7
Effective Green, g (s)	17.1	62.7	62.7
Actuated g/C Ratio	0.11	0.39	0.39
Clearance Time (s)	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0
Lane Grp Cap (vph)	367	1993	620
v/s Ratio Prot	c0.07	c0.33	
v/s Ratio Perm			0.07
v/c Ratio	0.67	0.84	0.19
Uniform Delay, d1	68.7	44.1	31.9
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	3.5	4.4	0.7
Delay (s)	72.3	48.5	32.6
Level of Service	E	D	C
Approach Delay (s)		49.7	
Approach LOS		D	

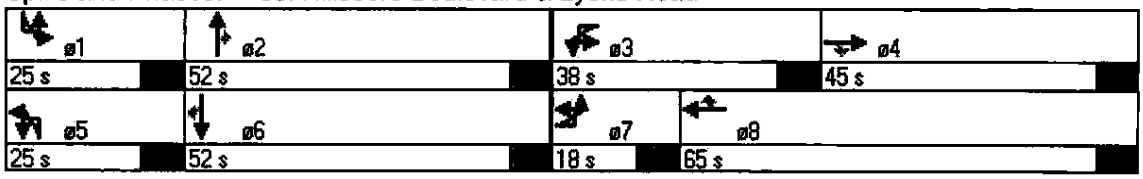
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	264	734	177	838	1082	299	190	1228	584	235	1605	196
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	6
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	12.0	12.0	5.0	12.0	12.0
Minimum Split (s)	11.0	41.0	41.0	11.0	41.0	41.0	11.0	42.0	42.0	11.0	42.0	42.0
Total Split (s)	18.0	45.0	45.0	38.0	65.0	65.0	25.0	52.0	52.0	25.0	52.0	52.0
Total Split (%)	11.3%	28.1%	28.1%	23.8%	40.6%	40.6%	15.6%	32.5%	32.5%	15.6%	32.5%	32.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actual Cycle Length: 160
Offset: 21 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 35: Hillsboro Boulevard & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	0.91			0.91	1.00
Frt	1.00	0.89			1.00		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1653			1863		1770	5085			5085	1583
Flt Permitted	0.75	1.00			1.00		0.06	1.00			1.00	1.00
Satd. Flow (perm)	1388	1653			1863		105	5085			5085	1583
Volume (vph)	182	21	63	0	18	0	46	2992	0	0	2062	124
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	190	22	66	0	19	0	48	3117	0	0	2148	129
RTOR Reduction (vph)	0	44	0	0	0	0	0	0	0	0	0	30
Lane Group Flow (vph)	190	44	0	0	19	0	48	3117	0	0	2148	99
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	25.2	25.2			26.2		122.8	122.8			112.5	112.5
Effective Green, g (s)	27.2	27.2			27.2		124.8	124.8			114.5	114.5
Actuated g/C Ratio	0.17	0.17			0.17		0.78	0.78			0.72	0.72
Clearance Time (s)	6.0	6.0			5.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	236	281			317		147	3966			3639	1133
v/s Ratio Prot		0.03			0.01		0.01	c0.61			0.42	
v/s Ratio Perm	c0.14						0.24					0.06
v/c Ratio	0.81	0.16			0.06		0.33	0.79			0.59	0.09
Uniform Delay, d1	63.9	56.6			55.7		9.7	10.0			11.2	6.9
Progression Factor	1.00	1.00			1.00		1.59	0.26			0.11	0.00
Incremental Delay, d2	17.8	0.3			0.1		1.0	1.2			0.4	0.1
Delay (s)	81.7	56.9			55.8		16.4	3.8			1.7	0.1
Level of Service	F	E			E		B	A			A	A
Approach Delay (s)		73.8			55.8			4.0			1.6	
Approach LOS		E			E			A			A	

Intersection Summary

HCM Average Control Delay	6.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

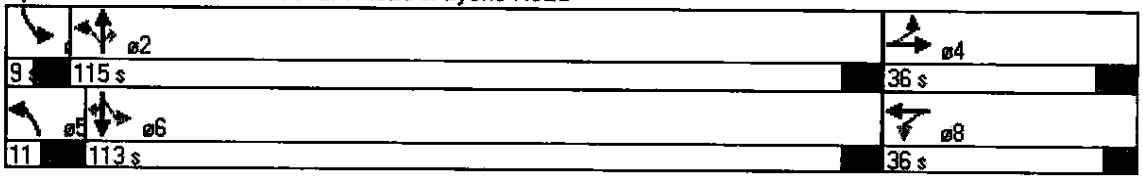
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT	SBR	ø1
Lane Configurations								
Volume (vph)	182	21	18	46	2992	2062	124	
Turn Type	Perm			pm+pt			Perm	
Protected Phases		4	8	5	2	6		1
Permitted Phases	4			2			6	
Detector Phases	4	4	8	5	2	6	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	21.0	11.0	22.0	22.0	22.0	9.0
Total Split (s)	36.0	36.0	36.0	11.0	115.0	113.0	113.0	9.0
Total Split (%)	22.5%	22.5%	22.5%	6.9%	71.9%	70.6%	70.6%	6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0	2.0	1.0
Lead/Lag				Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 144 (90%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 36: Cullum Road & Lyons Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	5085	5085	1583
Flt Permitted	0.95	1.00	0.07	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	126	5085	5085	1583
Volume (vph)	93	48	64	2881	2028	43
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	97	50	67	3001	2112	45
RTOR Reduction (vph)	0	45	0	0	0	7
Lane Group Flow (vph)	97	5	67	3001	2112	38
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	13.8	13.8	136.2	136.2	125.5	125.5
Effective Green, g (s)	14.8	14.8	137.2	137.2	126.5	126.5
Actuated g/C Ratio	0.09	0.09	0.86	0.86	0.79	0.79
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	164	146	177	4360	4020	1252
v/s Ratio Prot	c0.05		0.02	c0.59	0.42	
v/s Ratio Perm		0.00	0.31			0.02
v/c Ratio	0.59	0.03	0.38	0.69	0.53	0.03
Uniform Delay, d1	69.7	66.1	5.2	4.0	6.0	3.6
Progression Factor	1.00	1.00	2.72	0.28	0.10	0.00
Incremental Delay, d2	5.6	0.1	0.8	0.5	0.4	0.0
Delay (s)	75.3	66.2	14.8	1.6	1.0	0.0
Level of Service	E	E	B	A	A	A
Approach Delay (s)	72.2			1.9	1.0	
Approach LOS	E			A	A	

Intersection Summary

HCM Average Control Delay	3.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

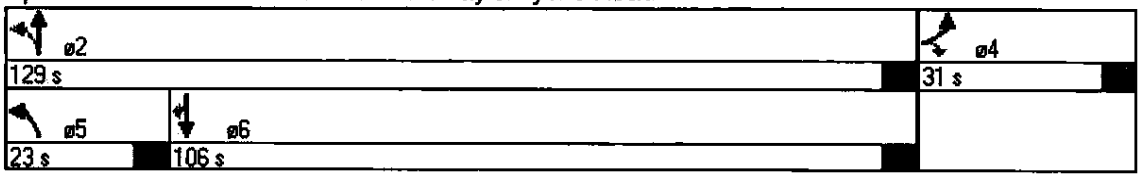
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	93	48	64	2881	2028	43
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	21.0
Total Split (s)	31.0	31.0	23.0	129.0	106.0	106.0
Total Split (%)	19.4%	19.4%	14.4%	80.6%	66.3%	66.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actual Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 37: Jardin Driveway & Lyons Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	5085	5085	1583
Flt Permitted	0.95	1.00	0.05	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	94	5085	5085	1583
Volume (vph)	390	238	173	2713	1861	315
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	406	248	180	2826	1939	328
RTOR Reduction (vph)	0	134	0	0	0	79
Lane Group Flow (vph)	406	114	180	2826	1939	249
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	40.3	40.3	109.7	109.7	87.5	87.5
Effective Green, g (s)	41.3	41.3	110.7	110.7	88.5	88.5
Actuated g/C Ratio	0.26	0.26	0.69	0.69	0.55	0.55
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	457	409	256	3518	2813	876
v/s Ratio Prot	c0.23		0.08	c0.56	0.38	
v/s Ratio Perm		0.07	0.41			0.16
v/c Ratio	0.89	0.28	0.70	0.80	0.69	0.28
Uniform Delay, d1	57.1	47.5	44.2	17.1	25.8	19.0
Progression Factor	1.00	1.00	0.69	2.66	0.40	0.20
Incremental Delay, d2	18.5	0.4	0.8	0.2	1.2	0.7
Delay (s)	75.6	47.8	31.2	45.6	11.7	4.5
Level of Service	E	D	C	D	B	A
Approach Delay (s)	65.1			44.8	10.6	
Approach LOS	E			D	B	

Intersection Summary

HCM Average Control Delay	34.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

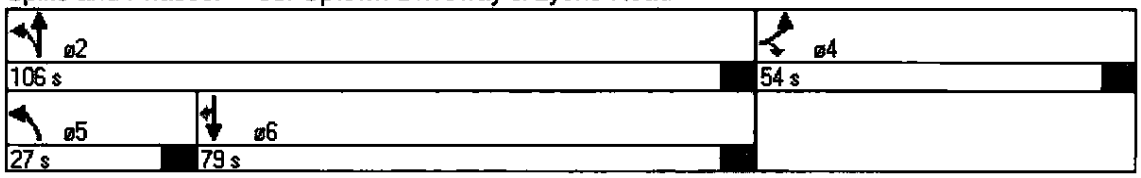
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	390	238	173	2713	1861	315
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	21.0
Total Split (s)	54.0	54.0	27.0	106.0	79.0	79.0
Total Split (%)	33.8%	33.8%	16.9%	66.3%	49.4%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 38: Uptown Driveway & Lyons Road



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.03	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	58	5085	5085	1583	1770	1583
Volume (vph)	57	2503	3650	93	169	106
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	59	2607	3802	97	176	110
RTOR Reduction (vph)	0	0	0	13	0	32
Lane Group Flow (vph)	59	2607	3802	84	176	78
Turn Type	pm+pt			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Actuated Green, G (s)	132.0	132.0	123.8	123.8	18.0	18.0
Effective Green, g (s)	133.0	133.0	124.8	124.8	19.0	19.0
Actuated g/C Ratio	0.83	0.83	0.78	0.78	0.12	0.12
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	93	4227	3966	1235	210	188
v/s Ratio Prot	0.02	c0.51	c0.75		c0.10	
v/s Ratio Perm	0.51			0.05		0.05
v/c Ratio	0.63	0.62	0.96	0.07	0.84	0.42
Uniform Delay, d1	51.3	4.7	15.3	4.1	69.0	65.4
Progression Factor	1.69	0.32	1.76	1.96	1.00	1.00
Incremental Delay, d2	8.8	0.2	2.0	0.0	31.1	6.7
Delay (s)	95.8	1.7	29.1	8.0	100.1	72.0
Level of Service	F	A	C	A	F	E
Approach Delay (s)		3.8	28.6		89.3	
Approach LOS		A	C		F	

Intersection Summary

HCM Average Control Delay	21.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		

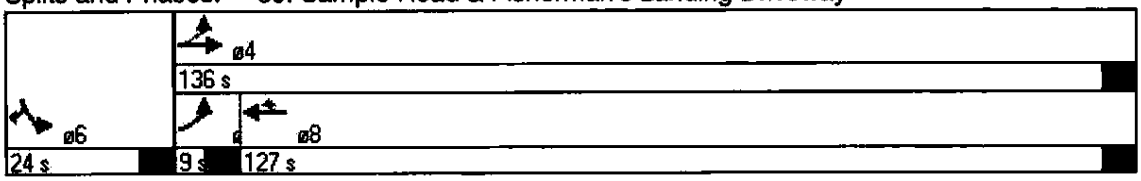
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	57	2503	3650	93	169	106
Turn Type	pm+pt			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	9.0	136.0	127.0	127.0	24.0	24.0
Total Split (%)	5.6%	85.0%	79.4%	79.4%	15.0%	15.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 39: Sample Road & Fisherman's Landing Driveway



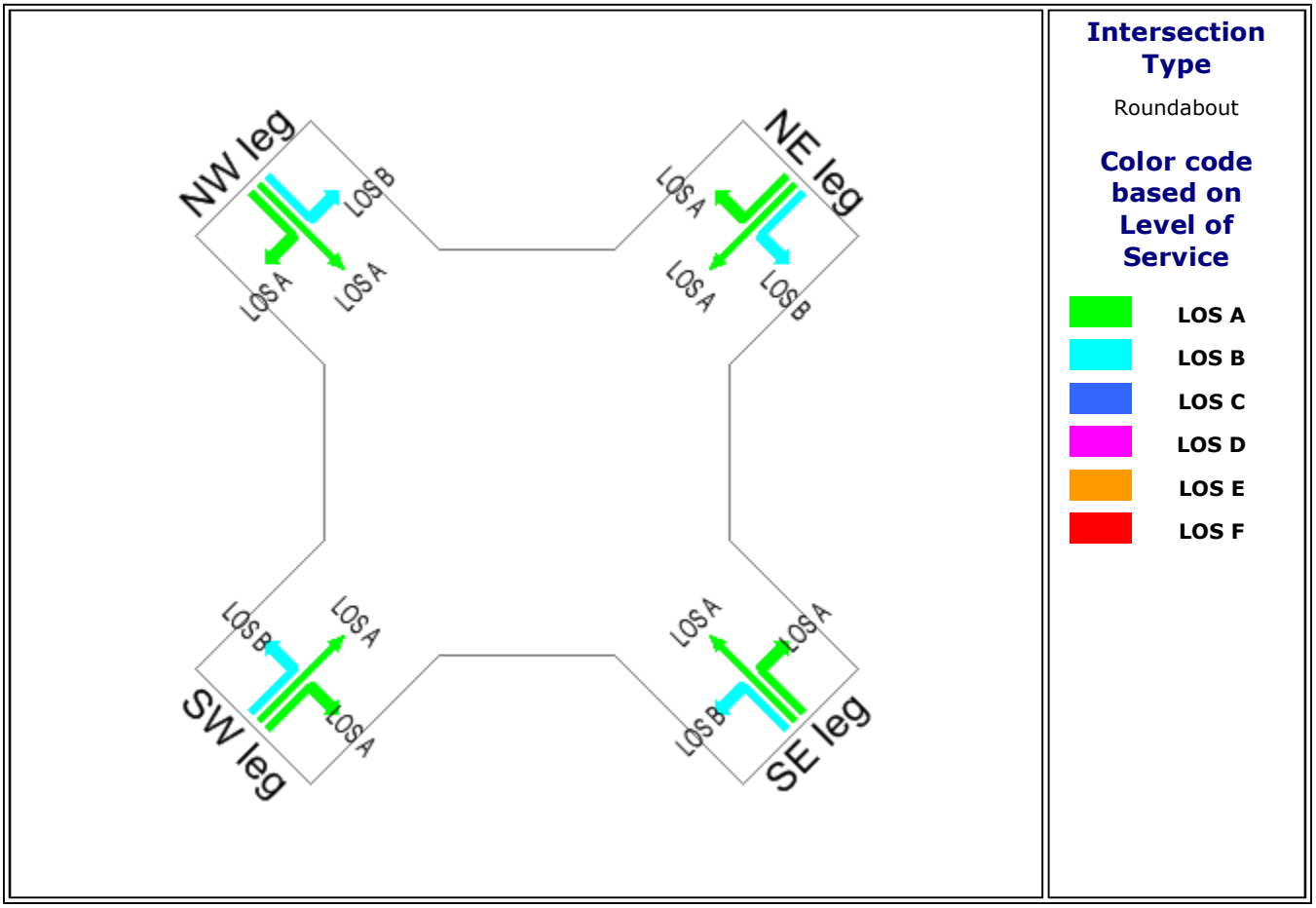
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

Cullum Road and NW 54th Avenue

Enter subtitle



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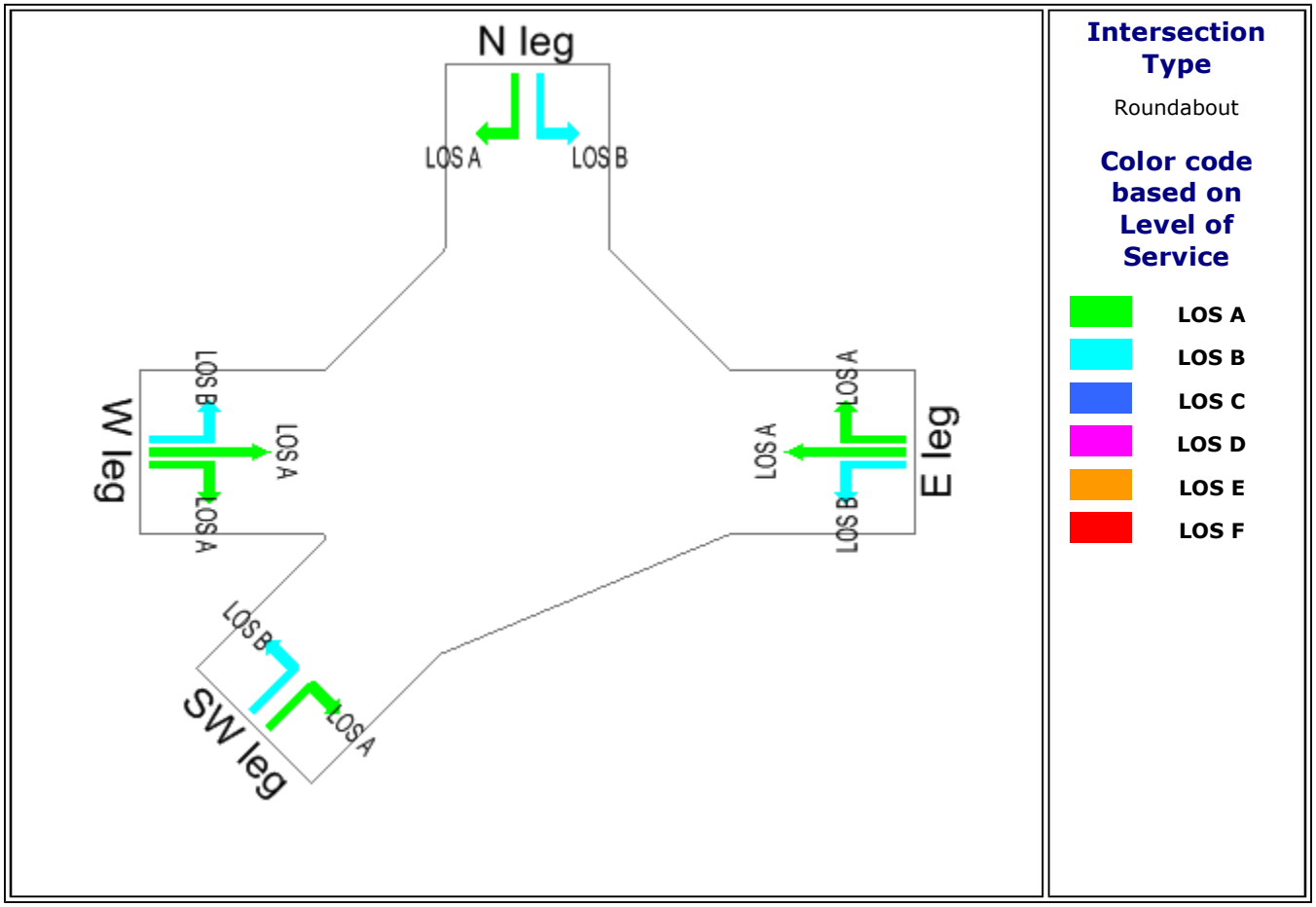
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

Cullum Road and Banks Road

Enter subtitle



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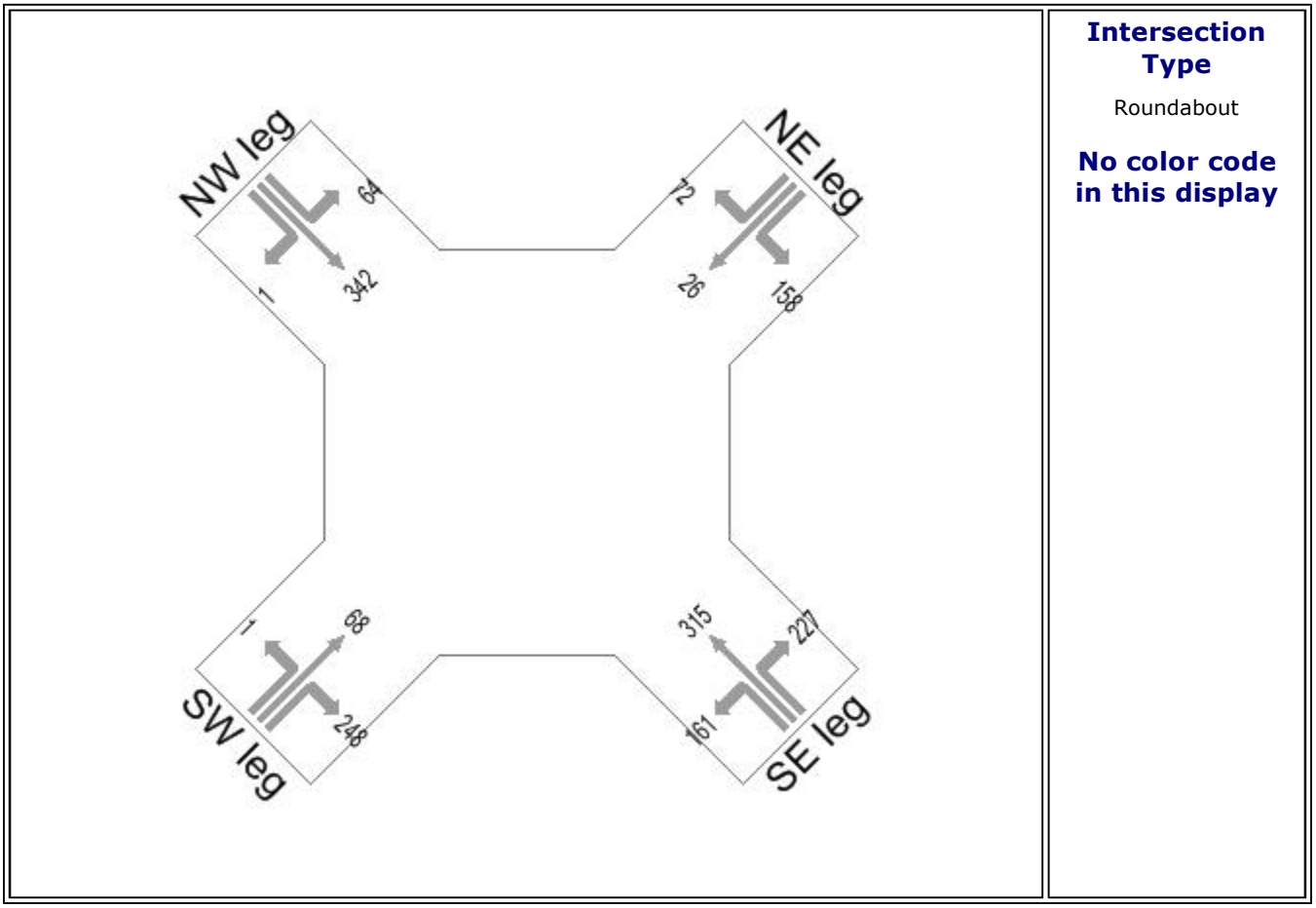
SIDRA INTERSECTION

Input Volumes

Total flow rates as given by the user (veh/60 min)

Cullum Road and NW 54th Avenue

Enter subtitle



Intersection Type

Roundabout

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SIDRA SOLUTIONS

Site: Cullum Road and NW 54th Avenue
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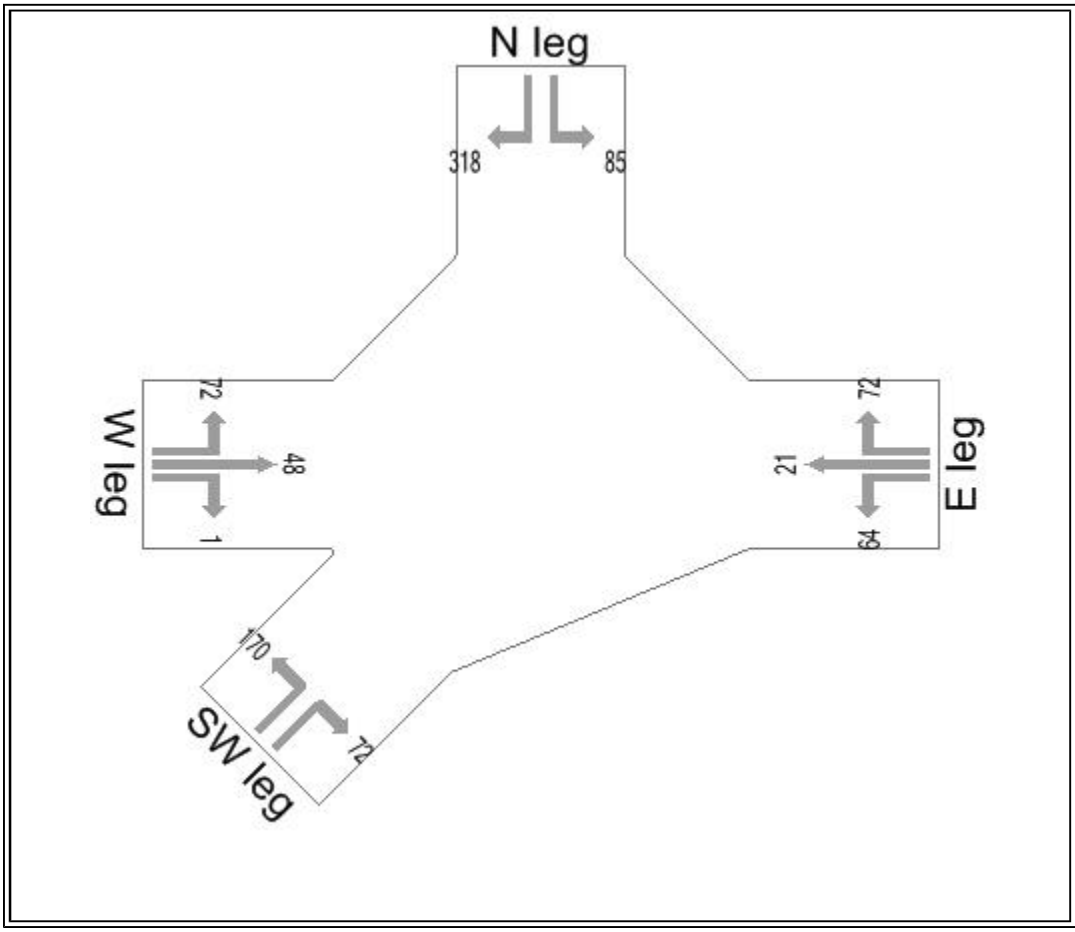
SIDRA INTERSECTION

Input Volumes

Total flow rates as given by the user (veh/60 min)

Cullum Road and Banks Road

Enter subtitle



Intersection Type

Roundabout

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SIDRA SOLUTIONS

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L

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	5085	1583	3433	5085	1583	1770	3539	1583	1770	3539
Flt Permitted		0.95	1.00	1.00	0.95	1.00	1.00	0.11	1.00	1.00	0.28	1.00
Satd. Flow (perm)		1770	5085	1583	3433	5085	1583	212	3539	1583	525	3539
Volume (vph)	24	139	1801	153	510	2011	224	142	425	442	170	620
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	26	148	1916	163	543	2139	238	151	452	470	181	660
RTOR Reduction (vph)	0	0	0	45	0	0	57	0	0	15	0	0
Lane Group Flow (vph)	0	174	1916	118	543	2139	181	151	452	455	181	660
Turn Type	Prot	Prot		Perm	Prot		Perm	pm+pt		pm+ov	pm+pt	
Protected Phases	1	1	6		5	2		7	4	5	3	8
Permitted Phases				6			2	4		4	8	
Actuated Green, G (s)		17.5	67.7	67.7	27.1	77.3	77.3	41.2	33.2	60.3	41.2	33.2
Effective Green, g (s)		19.5	69.7	69.7	29.1	79.3	79.3	45.2	35.2	64.3	45.2	35.2
Actuated g/C Ratio		0.12	0.44	0.44	0.18	0.50	0.50	0.28	0.22	0.40	0.28	0.22
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	0.2	0.2	1.5	0.2	0.2	1.5	2.0	1.5	1.5	2.0
Lane Grp Cap (vph)		216	2215	690	624	2520	785	157	779	676	226	779
v/s Ratio Prot		0.10	0.38		c0.16	c0.42		c0.06	0.13	0.12	0.05	0.19
v/s Ratio Perm				0.07			0.11	c0.21		0.16	0.18	
v/c Ratio		0.81	0.87	0.17	0.87	0.85	0.23	0.96	0.58	0.67	0.80	0.85
Uniform Delay, d1		68.4	40.9	27.5	63.6	35.1	23.0	49.1	55.8	39.2	50.2	59.8
Progression Factor		1.00	1.00	1.00	0.65	1.46	1.73	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		18.3	4.8	0.5	6.7	2.0	0.3	59.8	0.7	2.1	17.2	8.2
Delay (s)		86.7	45.7	28.1	48.0	53.2	40.1	108.9	56.5	41.3	67.4	68.0
Level of Service		F	D	C	D	D	D	F	E	D	E	E
Approach Delay (s)			47.6			51.1			57.2			65.1
Approach LOS			D			D			E			E

Intersection Summary			
HCM Average Control Delay	52.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	149
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	159
RTOR Reduction (vph)	97
Lane Group Flow (vph)	62
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	33.2
Effective Green, g (s)	35.2
Actuated g/C Ratio	0.22
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	348
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.18
Uniform Delay, d1	50.7
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	50.8
Level of Service	D
Approach Delay (s)	
Approach LOS	

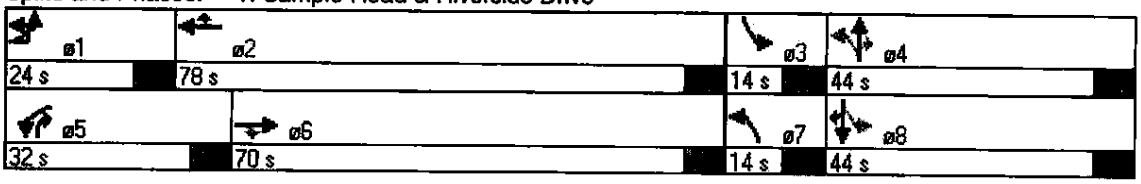
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	139	1801	153	510	2011	224	142	425	442	170	620	149
Turn Type	Prot		Perm	Prot		Perm	pm+pt		pm+ov	pm+pt		Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phases	1	6	6	5	2	2	7	4	5	3	8	8
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	5.0	4.0	6.0	6.0
Minimum Split (s)	11.0	44.0	44.0	24.0	44.0	44.0	10.0	44.0	24.0	10.0	44.0	44.0
Total Split (s)	24.0	70.0	70.0	32.0	78.0	78.0	14.0	44.0	32.0	14.0	44.0	44.0
Total Split (%)	15.0%	43.8%	43.8%	20.0%	48.8%	48.8%	8.8%	27.5%	20.0%	8.8%	27.5%	27.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 34 (21%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 1: Sample Road & Riverside Drive



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.91		1.00	0.91		1.00	1.00		1.00	0.95
Frt		1.00	0.99		1.00	0.98		1.00	0.90		1.00	0.90
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5053		1770	4996		1770	1675		1770	3176
Flt Permitted		0.95	1.00		0.06	1.00		0.50	1.00		0.25	1.00
Satd. Flow (perm)		1770	5053		110	4996		927	1675		463	3176
Volume (vph)	53	132	1907	85	131	2200	294	109	43	87	223	62
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	56	139	2007	89	138	2316	309	115	45	92	235	65
RTOR Reduction (vph)	0	0	2	0	0	9	0	0	56	0	0	127
Lane Group Flow (vph)	0	195	2094	0	138	2616	0	115	81	0	235	79
Turn Type	Prot	Prot			pm+pt			pm+pt			pm+pt	
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases					2			4			8	
Actuated Green, G (s)		27.6	97.2		94.0	81.8		24.1	11.6		29.1	14.1
Effective Green, g (s)		29.6	99.2		98.0	83.8		28.1	13.6		33.1	16.1
Actuated g/C Ratio		0.19	0.62		0.61	0.52		0.18	0.08		0.21	0.10
Clearance Time (s)		6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Vehicle Extension (s)		2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		327	3133		215	2617		239	142		235	320
v/s Ratio Prot		c0.11	c0.41		0.06	c0.52		0.04	0.05		c0.11	0.02
v/s Ratio Perm					0.34			0.04			c0.10	
v/c Ratio		0.60	0.67		0.64	1.00		0.48	0.57		1.00	0.25
Uniform Delay, d1		59.7	19.7		30.1	38.1		58.2	70.4		59.8	66.4
Progression Factor		0.99	0.84		0.82	1.75		1.00	1.00		1.00	1.00
Incremental Delay, d2		1.1	0.6		1.8	10.7		0.6	3.4		58.7	0.1
Delay (s)		60.2	17.1		26.6	77.4		58.7	73.8		118.5	66.5
Level of Service		E	B		C	E		E	E		F	E
Approach Delay (s)			20.8			74.9			66.9			94.2
Approach LOS			C			E			E			F

Intersection Summary			
HCM Average Control Delay	54.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

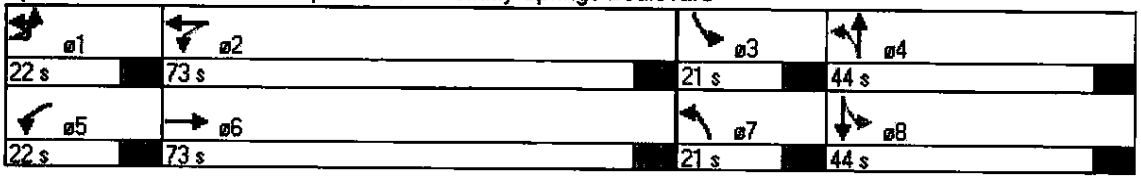
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	134
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	141
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	132	1907	131	2200	109	43	223	62
Turn Type	Prot		pm+pt		pm+pt		pm+pt	
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases			2		4		8	
Detector Phases	1	6	5	2	7	4	3	8
Minimum Initial (s)	5.0	7.0	4.0	7.0	4.0	6.0	4.0	6.0
Minimum Split (s)	11.0	33.0	10.0	33.0	10.0	42.0	10.0	40.0
Total Split (s)	22.0	73.0	22.0	73.0	21.0	44.0	21.0	44.0
Total Split (%)	13.8%	45.6%	13.8%	45.6%	13.1%	27.5%	13.1%	27.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 105 (66%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 2: Sample Road & Holiday Springs Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Volume (vph)	144	1933	382	598	2604	125	257	286	395	91	382	105
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	150	2014	398	623	2712	130	268	298	411	95	398	109
RTOR Reduction (vph)	0	0	94	0	0	23	0	0	214	0	0	87
Lane Group Flow (vph)	150	2014	304	623	2712	107	268	298	197	95	398	22
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	10.6	68.3	68.3	35.4	93.1	93.1	11.5	28.6	28.6	5.2	22.3	22.3
Effective Green, g (s)	12.1	69.8	69.8	36.9	94.6	94.6	13.0	30.6	30.6	6.7	24.3	24.3
Actuated g/C Ratio	0.08	0.44	0.44	0.23	0.59	0.59	0.08	0.19	0.19	0.04	0.15	0.15
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	260	2218	691	792	3007	936	279	677	303	144	537	240
v/s Ratio Prot	0.04	0.40		c0.18	c0.53		c0.08	0.08		0.03	c0.11	
v/s Ratio Perm			0.19			0.07			0.12			0.01
v/c Ratio	0.58	0.91	0.44	0.79	0.90	0.11	0.96	0.44	0.65	0.66	0.74	0.09
Uniform Delay, d1	71.5	42.1	31.5	57.8	28.6	14.3	73.2	57.1	59.7	75.5	64.8	58.4
Progression Factor	1.13	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	5.5	1.6	4.8	4.9	0.2	42.8	0.2	3.6	8.1	4.8	0.1
Delay (s)	82.1	47.4	33.1	62.6	33.6	14.6	116.0	57.3	63.3	83.6	69.6	58.4
Level of Service	F	D	C	E	C	B	F	E	E	F	E	E
Approach Delay (s)		47.2			38.1			75.9			69.8	
Approach LOS		D			D			E			E	

Intersection Summary

HCM Average Control Delay	48.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

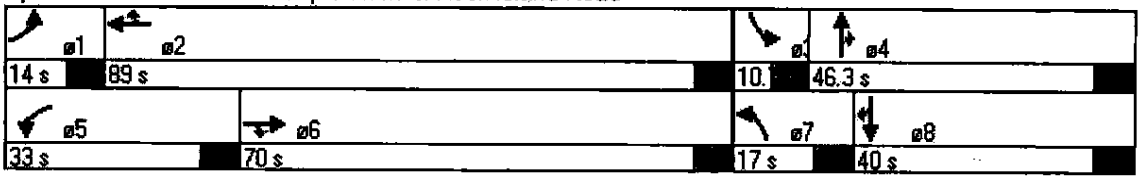
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	144	1933	382	598	2604	125	257	286	395	91	382	105
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	10.5	45.5	45.5	10.5	45.5	45.5	10.5	46.0	46.0	10.5	40.0	40.0
Total Split (s)	14.0	70.0	70.0	33.0	89.0	89.0	17.0	46.3	46.3	10.7	40.0	40.0
Total Split (%)	8.8%	43.8%	43.8%	20.6%	55.6%	55.6%	10.6%	28.9%	28.9%	6.7%	25.0%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0	1.5	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 4 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 3: Sample Road & Rock Island Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1583		1770	1863	1583
Flt Permitted	0.10	1.00	1.00	0.95	1.00	1.00	0.75	1.00		0.73	1.00	1.00
Satd. Flow (perm)	182	5085	1583	1770	5085	1583	1399	1583		1365	1863	1583
Volume (vph)	110	2483	39	83	3292	144	9	0	35	51	9	126
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	117	2641	41	88	3502	153	10	0	37	54	10	134
RTOR Reduction (vph)	0	0	12	0	0	24	0	32	0	0	0	117
Lane Group Flow (vph)	117	2641	29	88	3502	129	10	5	0	54	10	17
Turn Type	pm+pt		Perm	Prot		Perm	Perm			Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6			2	4			8		8
Actuated Green, G (s)	44.3	39.0	39.0	7.0	40.7	40.7	7.1	7.1		7.1	7.1	7.1
Effective Green, g (s)	48.3	41.0	41.0	9.0	42.7	42.7	9.1	9.1		9.1	9.1	9.1
Actuated g/C Ratio	0.68	0.58	0.58	0.13	0.60	0.60	0.13	0.13		0.13	0.13	0.13
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	287	2932	913	224	3054	951	179	203		175	238	203
v/s Ratio Prot	0.04	0.52		c0.05	c0.69			0.00			0.01	
v/s Ratio Perm	0.24		0.02			0.08	0.01			c0.04		0.01
v/c Ratio	0.41	0.90	0.03	0.39	1.15	0.14	0.06	0.02		0.31	0.04	0.08
Uniform Delay, d1	15.7	13.3	6.5	28.5	14.2	6.2	27.2	27.1		28.1	27.2	27.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	4.3	0.0	0.4	70.3	0.1	0.0	0.0		0.4	0.0	0.1
Delay (s)	16.1	17.5	6.5	29.0	84.5	6.2	27.3	27.1		28.5	27.2	27.4
Level of Service	B	B	A	C	F	A	C	C		C	C	C
Approach Delay (s)		17.3			80.0			27.2			27.7	
Approach LOS		B			F			C			C	

Intersection Summary

HCM Average Control Delay	52.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	71.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		

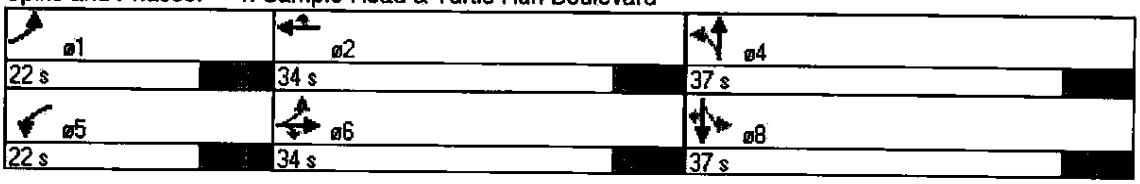
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	110	2483	39	83	3292	144	9	0	51	9	126
Turn Type	pm+pt		Perm	Prot		Perm	Perm		Perm		Perm
Protected Phases	1	6		5	2			4		8	
Permitted Phases	6		6			2	4		8		8
Detector Phases	1	6	6	5	2	2	4	4	8	8	8
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	22.0	34.0	34.0	22.0	34.0	34.0	37.0	37.0	37.0	37.0	37.0
Total Split (s)	22.0	34.0	34.0	22.0	34.0	34.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	23.7%	36.6%	36.6%	23.7%	36.6%	36.6%	39.8%	39.8%	39.8%	39.8%	39.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 93
Actuated Cycle Length: 70.4
Natural Cycle: 145
Control Type: Semi Act-Uncoord

Splits and Phases: 4: Sample Road & Turtle Run Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00		1.00	0.95		1.00	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.94		1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583		1770	3310		1770	3539
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.34	1.00		0.30	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583		625	3310		552	3539
Volume (vph)	193	1815	257	232	2536	320	14	352	198	150	172	249
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	203	1911	271	244	2669	337	15	371	208	158	181	262
RTOR Reduction (vph)	0	0	114	0	0	62	0	0	99	0	0	0
Lane Group Flow (vph)	203	1911	157	244	2669	275	0	386	267	0	181	262
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt			pm+pt	
Protected Phases	1	6		5	2		7	7	4		3	8
Permitted Phases			6			2	4	4			8	
Actuated Green, G (s)	12.3	77.4	77.4	13.7	78.8	78.8		38.1	20.1		32.7	17.4
Effective Green, g (s)	14.8	78.4	78.4	16.2	79.8	79.8		42.1	22.1		36.7	19.4
Actuated g/C Ratio	0.10	0.52	0.52	0.11	0.53	0.53		0.28	0.15		0.24	0.13
Clearance Time (s)	6.5	5.0	5.0	6.5	5.0	5.0		6.0	6.0		6.0	6.0
Vehicle Extension (s)	1.5	0.2	0.2	1.5	0.2	0.2		1.5	2.0		1.5	2.0
Lane Grp Cap (vph)	339	2658	827	371	2705	842		328	488		276	458
v/s Ratio Prot	0.06	0.38		c0.07	c0.52			c0.16	0.08		0.08	0.07
v/s Ratio Perm			0.10			0.17		c0.17			0.08	
v/c Ratio	0.60	0.72	0.19	0.66	0.99	0.33		1.18	0.55		0.66	0.57
Uniform Delay, d1	64.8	27.4	19.0	64.2	34.6	19.9		50.1	59.3		48.0	61.4
Progression Factor	1.00	1.00	1.00	1.14	0.73	0.87		1.00	1.00		1.00	1.00
Incremental Delay, d2	1.9	1.7	0.5	1.8	10.2	0.6		106.8	0.7		4.2	1.1
Delay (s)	66.7	29.1	19.5	74.7	35.4	18.0		156.9	60.0		52.2	62.5
Level of Service	E	C	B	E	D	B		F	E		D	E
Approach Delay (s)		31.2			36.6				109.7			61.9
Approach LOS		C			D				F			E

Intersection Summary			
HCM Average Control Delay	45.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	271
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	285
RTOR Reduction (vph)	151
Lane Group Flow (vph)	134
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	17.4
Effective Green, g (s)	19.4
Actuated g/C Ratio	0.13
Clearance Time (s)	6.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	205
v/s Ratio Prot	
v/s Ratio Perm	0.08
v/c Ratio	0.65
Uniform Delay, d1	62.1
Progression Factor	1.00
Incremental Delay, d2	5.5
Delay (s)	67.6
Level of Service	E
Approach Delay (s)	
Approach LOS	

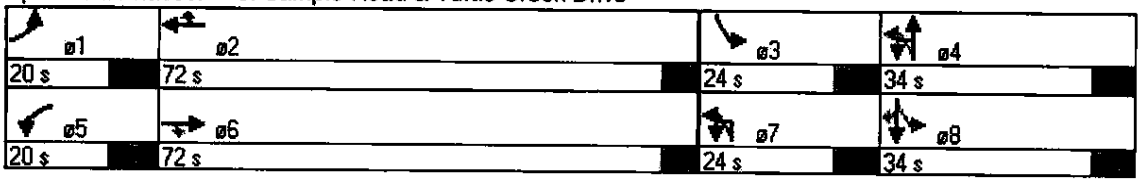
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	193	1815	257	232	2536	320	14	352	198	172	249	271
Turn Type	Prot		Perm	Prot		Perm	pm+pt	pm+pt		pm+pt		Perm
Protected Phases	1	6		5	2		7	7	4	3	8	
Permitted Phases			6			2	4	4		8		8
Detector Phases	1	6	6	5	2	2	7	7	4	3	8	8
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	4.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.5	32.0	32.0	11.5	32.0	32.0	10.0	10.0	30.0	10.0	30.0	30.0
Total Split (s)	20.0	72.0	72.0	20.0	72.0	72.0	24.0	24.0	34.0	24.0	34.0	34.0
Total Split (%)	13.3%	48.0%	48.0%	13.3%	48.0%	48.0%	16.0%	16.0%	22.7%	16.0%	22.7%	22.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 9 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 5: Sample Road & Turtle Creek Drive



Movement	EBL	EBT	EBR2	WBU	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00		0.97	0.91	1.00	0.97	1.00	0.97	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	1583		3433	5085	1583	3433	1583	3433	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	1583		3433	5085	1583	3433	1583	3433	1583
Volume (vph)	349	1727	103	25	376	2777	404	243	220	284	346
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	371	1837	110	27	400	2954	430	259	234	302	368
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	371	1837	110	0	427	2954	430	259	234	302	368
Turn Type	Prot		Free	Prot	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	5	2		4		8	
Permitted Phases			Free				Free		Free		Free
Actuated Green, G (s)	19.7	90.0	150.0		22.3	92.6	150.0	16.7	150.0	16.7	150.0
Effective Green, g (s)	21.7	94.0	150.0		24.3	96.6	150.0	19.7	150.0	19.7	150.0
Actuated g/C Ratio	0.14	0.63	1.00		0.16	0.64	1.00	0.13	1.00	0.13	1.00
Clearance Time (s)	6.0	8.0			6.0	8.0		7.0		7.0	
Vehicle Extension (s)	1.5	1.0			1.5	1.0		1.5		1.5	
Lane Grp Cap (vph)	497	3187	1583		556	3275	1583	451	1583	451	1583
v/s Ratio Prot	0.11	0.36			c0.12	c0.58		0.08		c0.09	
v/s Ratio Perm			0.07				c0.27		0.15		0.23
v/c Ratio	0.75	0.58	0.07		0.77	0.90	0.27	0.57	0.15	0.67	0.23
Uniform Delay, d1	61.5	16.4	0.0		60.2	22.7	0.0	61.2	0.0	62.1	0.0
Progression Factor	1.01	0.55	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.9	0.6	0.1		5.7	4.6	0.4	1.1	0.2	2.9	0.3
Delay (s)	65.9	9.5	0.1		65.8	27.3	0.4	62.3	0.2	65.0	0.3
Level of Service	E	A	A		E	C	A	E	A	E	A
Approach Delay (s)		18.1				28.6					
Approach LOS		B				C					

Intersection Summary

HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

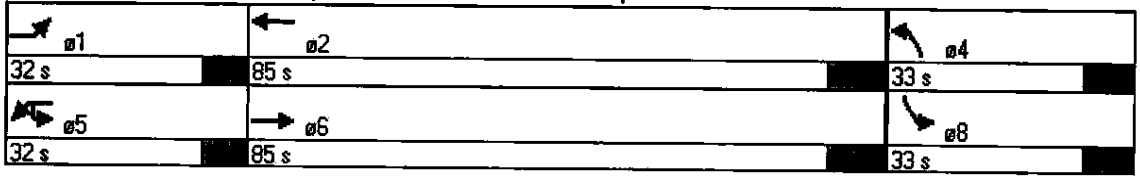
c Critical Lane Group

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations										
Volume (vph)	349	1727	103	376	2777	404	243	220	284	346
Turn Type	Prot		Free	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		4		8	
Permitted Phases			Free			Free		Free		Free
Detector Phases	1	6		5	2		4		8	
Minimum Initial (s)	6.0	7.0		6.0	7.0		6.0		6.0	
Minimum Split (s)	12.0	15.0		12.0	15.0		13.0		13.0	
Total Split (s)	32.0	85.0	0.0	32.0	85.0	0.0	33.0	0.0	33.0	0.0
Total Split (%)	21.3%	56.7%	0.0%	21.3%	56.7%	0.0%	22.0%	0.0%	22.0%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0		4.0	
All-Red Time (s)	2.0	4.0		2.0	4.0		3.0		3.0	
Lead/Lag	Lead	Lag		Lead	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Recall Mode	None	C-Max		None	C-Max		None		None	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 4 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 6: Sample Road & NB SR 7 On Ramp



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	0.97	0.95
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	5085	1583	1770	5085	1583	1770	3539	1583	3433	3539
Flt Permitted		0.06	1.00	1.00	0.06	1.00	1.00	0.67	1.00	1.00	0.95	1.00
Satd. Flow (perm)		112	5085	1583	106	5085	1583	1242	3539	1583	3433	3539
Volume (vph)	16	194	1533	32	359	2417	505	147	133	323	599	129
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	17	202	1597	33	374	2518	526	153	139	336	624	134
RTOR Reduction (vph)	0	0	0	13	0	0	165	0	0	6	0	0
Lane Group Flow (vph)	0	219	1597	20	374	2518	361	153	139	330	624	134
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	pm+pt		pm+ov	Prot	
Protected Phases	1!	1	6		5	2		7	4	5	3	8
Permitted Phases	6!	6		6	2		2	4		4		
Actuated Green, G (s)		79.6	64.5	64.5	101.7	80.6	80.6	16.3	9.3	40.5	31.0	33.3
Effective Green, g (s)		83.6	66.5	66.5	103.7	82.6	82.6	20.3	11.3	44.5	33.0	35.3
Actuated g/C Ratio		0.52	0.42	0.42	0.65	0.52	0.52	0.13	0.07	0.28	0.21	0.22
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		1.5	3.0	3.0	1.5	3.0	3.0	3.0	2.0	1.5	3.0	2.0
Lane Grp Cap (vph)		236	2113	658	414	2625	817	187	250	480	708	781
v/s Ratio Prot		0.10	0.31		c0.19	c0.50		0.05	0.04	0.14	c0.18	0.04
v/s Ratio Perm		0.39		0.01	0.40		0.23	0.06		0.07		
v/c Ratio		0.93	0.76	0.03	0.90	0.96	0.44	0.82	0.56	0.69	0.88	0.17
Uniform Delay, d1		52.2	39.8	27.7	51.2	37.1	24.2	67.0	71.9	51.5	61.6	50.5
Progression Factor		1.00	1.00	1.00	0.99	1.22	2.24	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		38.5	2.6	0.1	9.4	4.5	0.6	23.4	1.5	3.2	12.4	0.0
Delay (s)		90.7	42.4	27.7	60.1	49.7	54.8	90.5	73.4	54.8	74.0	50.5
Level of Service		F	D	C	E	D	D	F	E	D	E	D
Approach Delay (s)			47.9			51.6			67.6			67.8
Approach LOS			D			D			E			E

Intersection Summary

HCM Average Control Delay	54.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	109.5%	ICU Level of Service	H
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	479
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	499
RTOR Reduction (vph)	11
Lane Group Flow (vph)	488
Turn Type	pm+ov
Protected Phases	1
Permitted Phases	8
Actuated Green, G (s)	48.4
Effective Green, g (s)	52.4
Actuated g/C Ratio	0.33
Clearance Time (s)	6.0
Vehicle Extension (s)	1.5
Lane Grp Cap (vph)	558
v/s Ratio Prot	c0.09
v/s Ratio Perm	0.21
v/c Ratio	0.87
Uniform Delay, d1	50.7
Progression Factor	1.00
Incremental Delay, d2	13.9
Delay (s)	64.6
Level of Service	E
Approach Delay (s)	
Approach LOS	

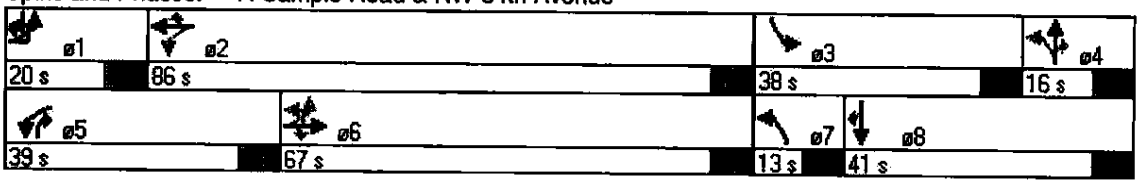
Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	16	194	1533	32	359	2417	505	147	133	323	599	129
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	pm+pt		pm+ov	Prot	
Protected Phases	1!	1	6		5	2		7	4	5	3	8
Permitted Phases	6!	6		6	2		2	4		4		
Detector Phases	1	1	6	6	5	2	2	7	4	5	3	8
Minimum Initial (s)	4.0	4.0	12.0	12.0	4.0	12.0	12.0	4.0	6.0	4.0	4.0	6.0
Minimum Split (s)	10.0	10.0	30.0	30.0	10.0	30.0	30.0	10.0	32.0	10.0	10.0	32.0
Total Split (s)	20.0	20.0	67.0	67.0	39.0	86.0	86.0	13.0	16.0	39.0	38.0	41.0
Total Split (%)	12.5%	12.5%	41.9%	41.9%	24.4%	53.8%	53.8%	8.1%	10.0%	24.4%	23.8%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 15 (9%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 7: Sample Road & NW 54th Avenue



Lane Group	SBR
Lane Configurations	
Volume (vph)	479
Turn Type	pm+ov
Protected Phases	1!
Permitted Phases	8
Detector Phases	1
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	20.0
Total Split (%)	12.5%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None

Intersection Summary

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00		1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1583		1770	5085	1583		1863	1583	1770	1863
Flt Permitted	0.04	1.00	1.00		0.04	1.00	1.00		1.00	1.00	0.52	1.00
Satd. Flow (perm)	75	5085	1583		72	5085	1583		1863	1583	977	1863
Volume (vph)	107	2369	188	19	215	3376	169	0	55	203	172	63
Peak-hour factor, PHF	0.99	0.99	0.99	0.92	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	108	2393	190	21	217	3410	171	0	56	205	174	64
RTOR Reduction (vph)	0	0	48	0	0	0	27	0	0	173	0	0
Lane Group Flow (vph)	108	2393	142	0	238	3410	144	0	56	32	174	64
Turn Type	pm+pt		Perm	pm+pt	pm+pt		Perm	pm+pt		Perm	pm+pt	
Protected Phases	7	4		3	3	8		5	2		1	6
Permitted Phases	4		4	8	8		8	2		2	6	
Actuated Green, G (s)	105.7	96.8	96.8		124.5	109.6	109.6		11.3	11.3	23.5	23.5
Effective Green, g (s)	109.7	98.8	98.8		126.5	111.6	111.6		13.3	13.3	25.5	25.5
Actuated g/C Ratio	0.69	0.62	0.62		0.79	0.70	0.70		0.08	0.08	0.16	0.16
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	167	3140	978		308	3547	1104		155	132	196	297
v/s Ratio Prot	0.04	0.47			c0.11	c0.67			0.03		c0.05	0.03
v/s Ratio Perm	0.40		0.09		0.49		0.09			0.02	c0.10	
v/c Ratio	0.65	0.76	0.15		0.77	0.96	0.13		0.36	0.24	0.89	0.22
Uniform Delay, d1	47.8	22.1	12.9		52.5	22.2	8.1		69.3	68.6	65.2	58.5
Progression Factor	1.61	0.92	0.55		1.33	0.55	0.95		1.00	1.00	1.00	1.00
Incremental Delay, d2	5.5	0.7	0.0		4.1	3.3	0.0		6.4	4.3	34.8	1.7
Delay (s)	82.3	21.1	7.2		73.7	15.6	7.7		75.8	72.9	100.0	60.2
Level of Service	F	C	A		E	B	A		E	E	F	E
Approach Delay (s)		22.6				18.9			73.5			78.6
Approach LOS		C				B			E			E

Intersection Summary

HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	154
Peak-hour factor, PHF	0.99
Adj. Flow (vph)	156
RTOR Reduction (vph)	82
Lane Group Flow (vph)	74
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	23.5
Effective Green, g (s)	25.5
Actuated g/C Ratio	0.16
Clearance Time (s)	6.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	252
v/s Ratio Prot	
v/s Ratio Perm	0.05
v/c Ratio	0.29
Uniform Delay, d1	59.3
Progression Factor	1.00
Incremental Delay, d2	2.9
Delay (s)	62.2
Level of Service	E
Approach Delay (s)	
Approach LOS	

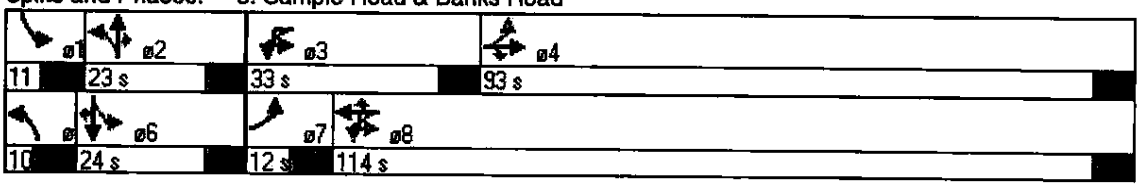
Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	2369	188	19	215	3376	169	55	203	172	63	154
Turn Type	pm+pt		Perm	pm+pt	pm+pt		Perm		Perm	pm+pt		Perm
Protected Phases	7	4		3	3	8		2		1	6	
Permitted Phases	4		4	8	8		8		2	6		6
Detector Phases	7	4	4	3	3	8	8	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	10.0	10.0	22.0	22.0	22.0	22.0	10.0	22.0	22.0
Total Split (s)	12.0	93.0	93.0	33.0	33.0	114.0	114.0	23.0	23.0	11.0	24.0	24.0
Total Split (%)	7.5%	58.1%	58.1%	20.6%	20.6%	71.3%	71.3%	14.4%	14.4%	6.9%	15.0%	15.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 8: Sample Road & Banks Road



Lane Group	ø5
Lane Configurations	
Volume (vph)	
Turn Type	
Protected Phases	5
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	10.0
Total Split (s)	10.0
Total Split (%)	6%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None

Intersection Summary

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	0.94	0.91	0.88		0.97	0.86	0.76	0.91	0.86	1.00		0.94
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (prot)	4990	5085	2787		3433	6408	3610	6441	6408	1583		4990
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (perm)	4990	5085	2787		3433	6408	3610	6441	6408	1583		4990
Volume (vph)	405	1613	534	12	222	2386	768	725	1538	114	17	478
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	426	1698	562	13	234	2512	808	763	1619	120	18	503
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	3	0	0
Lane Group Flow (vph)	426	1698	562	0	247	2512	808	763	1619	117	0	521
Turn Type	Prot		pt+ov	Prot	Prot		pt+ov	Prot		pm+ov	Prot	Prot
Protected Phases	1	6	6 7	5!	5	2	2 3!	7	4	5!	3!	3
Permitted Phases										4		
Actuated Green, G (s)	12.5	65.5	90.9		12.0	65.0	87.5	19.4	41.5	53.5		16.5
Effective Green, g (s)	15.0	67.5	93.4		14.5	67.0	90.0	21.9	43.0	57.5		19.0
Actuated g/C Ratio	0.09	0.42	0.58		0.09	0.42	0.56	0.14	0.27	0.36		0.12
Clearance Time (s)	6.5	6.0			6.5	6.0		6.5	5.5	6.5		6.5
Vehicle Extension (s)	1.5	1.0			2.0	1.0		2.0	2.5	2.0		2.0
Lane Grp Cap (vph)	468	2145	1627		311	2683	2031	882	1722	608		593
v/s Ratio Prot	c0.09	0.33	0.20		0.07	c0.39	0.22	c0.12	c0.25	0.02		0.10
v/s Ratio Perm										0.06		
v/c Ratio	0.91	0.79	0.35		0.79	0.94	0.40	0.87	0.94	0.19		0.88
Uniform Delay, d1	71.8	40.1	17.4		71.3	44.5	19.7	67.6	57.2	35.3		69.4
Progression Factor	1.14	0.67	0.73		1.21	0.83	0.58	1.13	1.17	1.19		1.22
Incremental Delay, d2	17.6	2.4	0.0		6.6	4.4	0.0	6.1	7.9	0.0		10.4
Delay (s)	99.3	29.4	12.7		92.7	41.3	11.6	82.6	75.1	41.9		94.9
Level of Service	F	C	B		F	D	B	F	E	D		F
Approach Delay (s)		37.0				38.1			75.8			
Approach LOS		D				D			E			

Intersection Summary

HCM Average Control Delay	47.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↱↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.86	0.88
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	6408	2787
Flt Permitted	1.00	1.00
Satd. Flow (perm)	6408	2787
Volume (vph)	1242	358
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1307	377
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	1307	377
Turn Type		pm+ov
Protected Phases	8	1
Permitted Phases		8
Actuated Green, G (s)	38.6	51.1
Effective Green, g (s)	40.1	55.1
Actuated g/C Ratio	0.25	0.34
Clearance Time (s)	5.5	6.5
Vehicle Extension (s)	2.5	1.5
Lane Grp Cap (vph)	1606	1029
v/s Ratio Prot	0.20	0.03
v/s Ratio Perm		0.10
v/c Ratio	0.81	0.37
Uniform Delay, d1	56.4	39.4
Progression Factor	0.50	0.39
Incremental Delay, d2	2.4	0.1
Delay (s)	30.5	15.3
Level of Service	C	B
Approach Delay (s)	43.1	
Approach LOS	D	

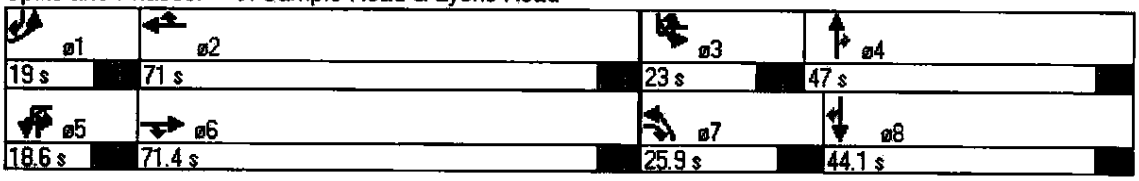
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	405	1613	534	222	2386	768	725	1538	114	478	1242	358
Turn Type	Prot		pt+ov	Prot		pt+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6	6 7	5	2	2 3!	7	4	5!	3	8	1
Permitted Phases									4			8
Detector Phases	1	6	6 7	5	2	2 3	7	4	5	3	8	1
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	11.5	39.0		11.5	39.0		11.5	34.5	11.5	11.5	34.5	11.5
Total Split (s)	19.0	71.4	97.3	18.6	71.0	94.0	25.9	47.0	18.6	23.0	44.1	19.0
Total Split (%)	11.9%	44.6%	60.8%	11.6%	44.4%	58.8%	16.2%	29.4%	11.6%	14.4%	27.6%	11.9%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.0		2.5	2.0		2.5	1.5	2.5	2.5	1.5	2.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 110 (69%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 9: Sample Road & Lyons Road



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor		1.00	0.86	1.00	1.00	0.86	1.00	1.00	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.91
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	6408	1583	1770	6408	1583	1770	1647		1770	1688
Flt Permitted		0.04	1.00	1.00	0.04	1.00	1.00	0.59	1.00		0.55	1.00
Satd. Flow (perm)		79	6408	1583	76	6408	1583	1108	1647		1026	1688
Volume (vph)	14	56	2291	119	210	3605	168	91	30	102	98	42
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	14	58	2362	123	216	3716	173	94	31	105	101	43
RTOR Reduction (vph)	0	0	0	23	0	0	30	0	77	0	0	24
Lane Group Flow (vph)	0	72	2362	100	216	3716	143	94	59	0	101	91
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm			Perm	
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	6	6		6	2		2	4			8	
Actuated Green, G (s)		97.1	93.1	93.1	115.5	106.0	106.0	33.0	33.0		33.0	33.0
Effective Green, g (s)		100.1	94.6	94.6	117.0	107.5	107.5	35.0	35.0		35.0	35.0
Actuated g/C Ratio		0.63	0.59	0.59	0.73	0.67	0.67	0.22	0.22		0.22	0.22
Clearance Time (s)		5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0		6.0	6.0
Vehicle Extension (s)		1.5	0.2	0.2	1.5	0.2	0.2	2.0	2.0		2.0	2.0
Lane Grp Cap (vph)		108	3789	936	250	4305	1064	242	360		224	369
v/s Ratio Prot		0.02	0.37		c0.10	c0.58			0.04			0.05
v/s Ratio Perm		0.40		0.06	0.53		0.09	0.08			c0.10	
v/c Ratio		0.67	0.62	0.11	0.86	0.86	0.13	0.39	0.17		0.45	0.25
Uniform Delay, d1		29.2	21.2	14.3	52.1	20.5	9.5	53.4	50.7		54.2	51.6
Progression Factor		1.35	0.44	0.43	1.06	0.72	0.57	1.00	1.00		1.00	1.00
Incremental Delay, d2		8.0	0.5	0.2	9.3	0.8	0.1	4.6	1.0		6.4	1.6
Delay (s)		47.4	9.9	6.2	64.5	15.5	5.5	58.0	51.6		60.6	53.2
Level of Service		D	A	A	E	B	A	E	D		E	D
Approach Delay (s)			10.8			17.7			54.2			56.7
Approach LOS			B			B			D			E

Intersection Summary			
HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

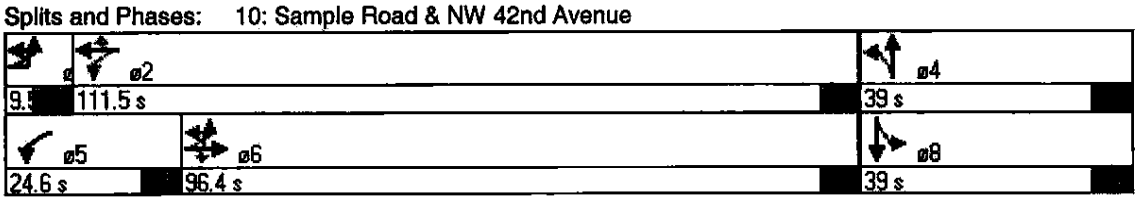
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	70
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	72
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations											
Volume (vph)	14	56	2291	119	210	3605	168	91	30	98	42
Turn Type	pm+pt	pm+pt		Perm	pm+pt		Perm	Perm		Perm	
Protected Phases	1	1	6		5	2			4		8
Permitted Phases	6	6		6	2		2	4		8	
Detector Phases	1	1	6	6	5	2	2	4	4	8	8
Minimum Initial (s)	4.0	4.0	7.0	7.0	4.0	7.0	7.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.5	9.5	30.5	30.5	9.5	30.5	30.5	39.0	39.0	39.0	39.0
Total Split (s)	9.5	9.5	96.4	96.4	24.6	111.5	111.5	39.0	39.0	39.0	39.0
Total Split (%)	5.9%	5.9%	60.3%	60.3%	15.4%	69.7%	69.7%	24.4%	24.4%	24.4%	24.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 116 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 10: Sample Road & NW 42nd Avenue



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00		1.00	1.00		1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85		1.00	0.85		0.92
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00		0.99
Satd. Flow (prot)	1770	5085	1583		1770	5085	1583		1776	1583		1683
Flt Permitted	0.03	1.00	1.00		0.04	1.00	1.00		0.86	1.00		0.90
Satd. Flow (perm)	55	5085	1583		68	5085	1583		1600	1583		1540
Volume (vph)	13	2480	9	14	14	4004	3	34	1	36	6	2
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	14	2667	10	15	15	4305	3	37	1	39	6	2
RTOR Reduction (vph)	0	0	1	0	0	0	0	0	0	37	0	12
Lane Group Flow (vph)	14	2667	9	0	30	4305	3	0	38	2	0	9
Turn Type	pm+pt		Perm	pm+pt	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	6		5	5	2			4			8
Permitted Phases	6		6	2	2		2	4		4	8	
Actuated Green, G (s)	134.9	133.0	133.0		136.5	133.8	133.8		7.3	7.3		7.3
Effective Green, g (s)	137.9	134.5	134.5		139.5	135.3	135.3		9.3	9.3		9.3
Actuated g/C Ratio	0.86	0.84	0.84		0.87	0.85	0.85		0.06	0.06		0.06
Clearance Time (s)	5.5	5.5	5.5		5.5	5.5	5.5		6.0	6.0		6.0
Vehicle Extension (s)	1.5	3.0	3.0		1.5	3.0	3.0		2.0	2.0		2.0
Lane Grp Cap (vph)	84	4275	1331		104	4300	1339		93	92		90
v/s Ratio Prot	0.00	0.52			c0.01	c0.85						
v/s Ratio Perm	0.14		0.01		0.24		0.00		c0.02	0.00		0.01
v/c Ratio	0.17	0.62	0.01		0.29	1.00	0.00		0.41	0.02		0.10
Uniform Delay, d1	58.1	4.3	2.0		4.9	12.3	1.9		72.7	71.1		71.4
Progression Factor	2.07	4.22	2.15		1.02	0.76	1.10		1.00	1.00		1.00
Incremental Delay, d2	0.3	0.6	0.0		0.2	9.3	0.0		1.1	0.0		0.2
Delay (s)	120.7	18.6	4.4		5.2	18.6	2.1		73.8	71.1		71.5
Level of Service	F	B	A		A	B	A		E	E		E
Approach Delay (s)		19.1				18.5			72.4			71.5
Approach LOS		B				B			E			E

Intersection Summary

HCM Average Control Delay	19.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

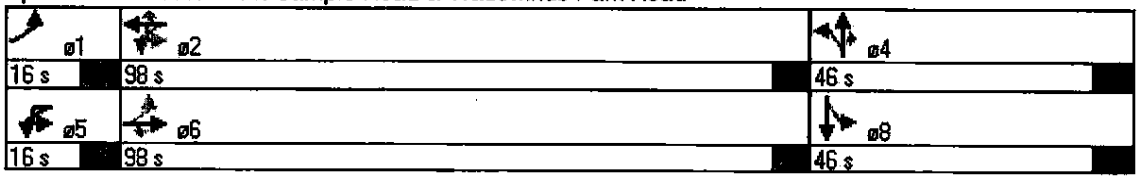
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	12
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	13
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	13	2480	9	14	14	4004	3	34	1	36	6	2
Turn Type	pm+pt		Perm	pm+pt	pm+pt		Perm	Perm		Perm	Perm	
Protected Phases	1	6		5	5	2			4			8
Permitted Phases	6		6	2	2		2	4		4	8	
Detector Phases	1	6	6	5	5	2	2	4	4	4	8	8
Minimum Initial (s)	4.0	15.0	15.0	4.0	4.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	9.5	34.5	34.5	9.5	9.5	34.5	34.5	45.0	45.0	45.0	45.0	45.0
Total Split (s)	16.0	98.0	98.0	16.0	16.0	98.0	98.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	10.0%	61.3%	61.3%	10.0%	10.0%	61.3%	61.3%	28.8%	28.8%	28.8%	28.8%	28.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Min	C-Min	None	None	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 69 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Sample Road & Tradewinds Park Road



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.94	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	4990	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	4990	1583
Volume (vph)	1647	938	1214	2955	969	546
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1810	1031	1334	3247	1065	600
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1810	1031	1334	3247	1065	600
Turn Type		Free	Prot			Free
Protected Phases	6		5	2	4	
Permitted Phases		Free				Free
Actuated Green, G (s)	54.0	160.0	51.6	111.6	37.4	160.0
Effective Green, g (s)	55.0	160.0	53.6	112.6	39.4	160.0
Actuated g/C Ratio	0.34	1.00	0.34	0.70	0.25	1.00
Clearance Time (s)	5.0		6.0	5.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	2.5	
Lane Grp Cap (vph)	1748	1583	1150	3579	1229	1583
v/s Ratio Prot	c0.36		c0.39	0.64	c0.21	
v/s Ratio Perm		0.65				0.38
v/c Ratio	1.04	0.65	1.16	0.91	0.87	0.38
Uniform Delay, d1	52.5	0.0	53.2	19.4	57.8	0.0
Progression Factor	0.68	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	29.4	1.7	82.0	4.4	6.6	0.7
Delay (s)	65.0	1.7	135.2	23.9	64.4	0.7
Level of Service	E	A	F	C	E	A
Approach Delay (s)	42.0			56.3	41.4	
Approach LOS	D			E	D	

Intersection Summary

HCM Average Control Delay	49.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

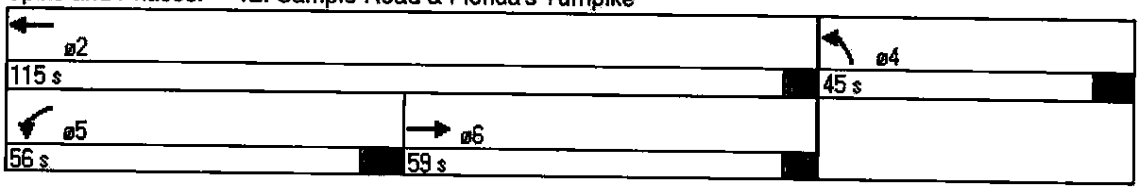
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1647	938	1214	2955	969	546
Turn Type		Free	Prot			Free
Protected Phases	6		5	2	4	
Permitted Phases		Free				Free
Detector Phases	6		5	2	4	
Minimum Initial (s)	15.0		5.0	15.0	6.0	
Minimum Split (s)	21.0		11.0	23.0	22.0	
Total Split (s)	59.0	0.0	56.0	115.0	45.0	0.0
Total Split (%)	36.9%	0.0%	35.0%	71.9%	28.1%	0.0%
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		2.0	1.0	2.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min		None	C-Min	None	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 101 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 12: Sample Road & Florida's Turnpike



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00		1.00	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583		1770	3539
Flt Permitted	0.29	1.00	1.00	0.61	1.00	1.00	0.48	1.00	1.00		0.63	1.00
Satd. Flow (perm)	546	1863	1583	1138	1863	1583	890	3539	1583		1178	3539
Volume (vph)	205	221	515	1	209	61	553	177	4	14	50	247
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	220	238	554	1	225	66	595	190	4	15	54	266
RTOR Reduction (vph)	0	0	380	0	0	53	0	0	2	0	0	0
Lane Group Flow (vph)	220	238	174	1	225	13	595	190	2	0	69	266
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	Perm	pm+pt	
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases	4		4	8		8	2		2	6	6	
Actuated Green, G (s)	53.0	45.9	45.9	28.6	27.5	27.5	87.8	75.9	75.9		48.7	42.8
Effective Green, g (s)	55.0	47.9	47.9	32.6	29.5	29.5	89.8	77.9	77.9		52.7	44.8
Actuated g/C Ratio	0.36	0.31	0.31	0.21	0.19	0.19	0.59	0.51	0.51		0.34	0.29
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	369	584	496	256	360	306	759	1804	807		437	1038
v/s Ratio Prot	c0.08	0.13		0.00	0.12		c0.21	0.05			0.01	0.08
v/s Ratio Perm	c0.13		0.11	0.00		0.01	c0.25		0.00		0.05	
v/c Ratio	0.60	0.41	0.35	0.00	0.62	0.04	0.78	0.11	0.00		0.16	0.26
Uniform Delay, d1	37.0	41.3	40.4	47.3	56.6	50.2	20.2	19.4	18.4		34.1	41.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.6	0.5	0.4	0.0	3.4	0.1	5.3	0.1	0.0		0.2	0.6
Delay (s)	39.6	41.7	40.9	47.3	59.9	50.2	25.5	19.5	18.4		34.3	41.9
Level of Service	D	D	D	D	E	D	C	B	B		C	D
Approach Delay (s)		40.8			57.7			24.0				40.0
Approach LOS		D			E			C				D

Intersection Summary

HCM Average Control Delay	37.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	152.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

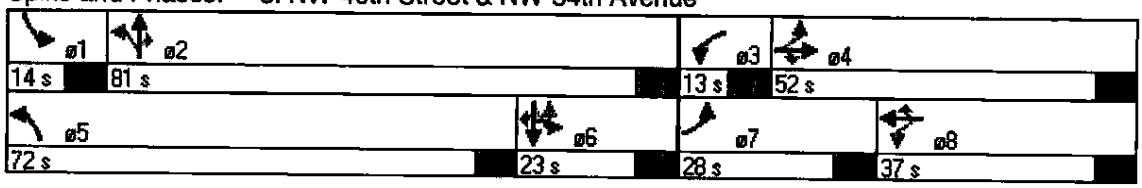
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	83
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	89
RTOR Reduction (vph)	63
Lane Group Flow (vph)	26
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	42.8
Effective Green, g (s)	44.8
Actuated g/C Ratio	0.29
Clearance Time (s)	6.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	464
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.06
Uniform Delay, d1	38.8
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	39.0
Level of Service	D
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	205	221	515	1	209	61	553	177	4	14	50	247
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	Perm	pm+pt	
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases	4		4	8		8	2		2	6	6	
Detector Phases	7	4	4	3	8	8	5	2	2	6	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	10.0	23.0	23.0	10.0	22.0	22.0	22.0	10.0	22.0
Total Split (s)	28.0	52.0	52.0	13.0	37.0	37.0	72.0	81.0	81.0	23.0	14.0	23.0
Total Split (%)	17.5%	32.5%	32.5%	8.1%	23.1%	23.1%	45.0%	50.6%	50.6%	14.4%	8.8%	14.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	Max	None	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 146.5
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: NW 40th Street & NW 54th Avenue



Lane Group	SBR
Lane Configurations	
Volume (vph)	83
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phases	6
Minimum Initial (s)	4.0
Minimum Split (s)	22.0
Total Split (s)	23.0
Total Split (%)	14.4%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	0.94	0.91	1.00	0.94	0.91	1.00		0.94	0.91	1.00		0.97
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	4990	5085	1583	4990	5085	1583		4990	5085	1583		3433
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	4990	5085	1583	4990	5085	1583		4990	5085	1583		3433
Volume (vph)	675	589	315	332	809	337	91	640	1888	218	28	258
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	703	614	328	346	843	351	95	667	1967	227	29	269
RTOR Reduction (vph)	0	0	2	0	0	1	0	0	0	23	0	0
Lane Group Flow (vph)	703	614	326	346	843	350	0	762	1967	204	0	298
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot	Prot		pm+ov	Prot	Prot
Protected Phases	7	4	5!	3	8	1!	5!	5	2	3	1!	1
Permitted Phases			4			8				2		
Actuated Green, G (s)	22.0	38.9	64.5	13.3	30.2	45.9		25.6	68.1	81.4		15.7
Effective Green, g (s)	24.0	40.9	68.5	15.3	32.2	49.9		27.6	70.1	85.4		17.7
Actuated g/C Ratio	0.15	0.26	0.43	0.10	0.20	0.31		0.17	0.44	0.53		0.11
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0	1.5		1.5	1.0	1.5		1.5
Lane Grp Cap (vph)	749	1300	717	477	1023	533		861	2228	885		380
v/s Ratio Prot	c0.14	0.12	0.08	0.07	c0.17	0.07		c0.15	0.39	0.02		0.09
v/s Ratio Perm			0.13			0.15				0.11		
v/c Ratio	0.94	0.47	0.46	0.73	0.82	0.66		0.89	0.88	0.23		0.78
Uniform Delay, d1	67.3	50.4	32.5	70.3	61.2	47.6		64.7	41.2	19.8		69.3
Progression Factor	1.00	1.00	1.00	0.81	1.23	1.22		1.40	0.67	0.47		1.00
Incremental Delay, d2	19.0	0.1	0.2	4.4	5.0	2.1		5.9	3.0	0.0		9.4
Delay (s)	86.3	50.5	32.7	61.5	80.0	60.1		96.5	30.6	9.4		78.7
Level of Service	F	D	C	E	E	E		F	C	A		E
Approach Delay (s)		62.2			71.3				46.0			
Approach LOS		E			E				D			

Intersection Summary

HCM Average Control Delay	54.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	0.88
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	2787
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	2787
Volume (vph)	1724	799
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1796	832
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	1796	832
Turn Type		pt+ov
Protected Phases	6	6 7
Permitted Phases		
Actuated Green, G (s)	58.2	86.2
Effective Green, g (s)	60.2	88.2
Actuated g/C Ratio	0.38	0.55
Clearance Time (s)	6.0	
Vehicle Extension (s)	1.0	
Lane Grp Cap (vph)	1913	1536
v/s Ratio Prot	c0.35	0.30
v/s Ratio Perm		
v/c Ratio	0.94	0.54
Uniform Delay, d1	48.1	23.0
Progression Factor	1.00	1.00
Incremental Delay, d2	10.5	0.2
Delay (s)	58.6	23.2
Level of Service	E	C
Approach Delay (s)	50.6	
Approach LOS	D	

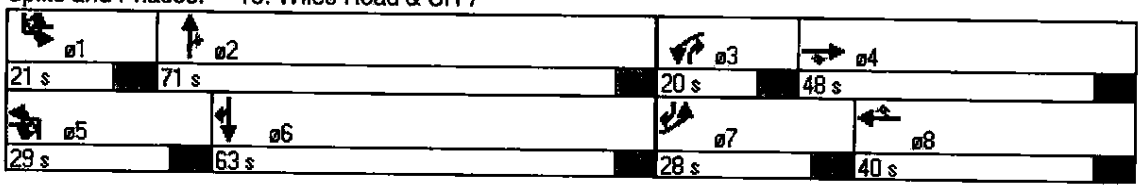
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	675	589	315	332	809	337	640	1888	218	258	1724	799
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pt+ov
Protected Phases	7	4	5!	3	8	1!	5	2	3	1	6	6 7
Permitted Phases			4			8			2			
Detector Phases	7	4	5	3	8	1	5	2	3	1	6	6 7
Minimum Initial (s)	5.0	6.0	5.0	5.0	6.0	5.0	5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.0	43.0	11.0	11.0	40.0	11.0	11.0	42.0	11.0	11.0	42.0	
Total Split (s)	28.0	48.0	29.0	20.0	40.0	21.0	29.0	71.0	20.0	21.0	63.0	91.0
Total Split (%)	17.5%	30.0%	18.1%	12.5%	25.0%	13.1%	18.1%	44.4%	12.5%	13.1%	39.4%	56.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 15: Wiles Road & SR 7



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		0.95		1.00	0.95	1.00	1.00
Frt		0.98		1.00	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)		3466		1770	3539	1770	1583
Flt Permitted		1.00		0.20	1.00	0.95	1.00
Satd. Flow (perm)		3466		367	3539	1770	1583
Volume (vph)	0	929	149	287	974	177	182
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	1056	169	326	1107	201	207
RTOR Reduction (vph)	0	5	0	0	0	0	95
Lane Group Flow (vph)	0	1220	0	326	1107	201	112
Turn Type	Perm			Perm			Perm
Protected Phases		4			8	2	
Permitted Phases	4			8			2
Actuated Green, G (s)		121.2		121.2	121.2	28.8	28.8
Effective Green, g (s)		122.2		122.2	122.2	29.8	29.8
Actuated g/C Ratio		0.76		0.76	0.76	0.19	0.19
Clearance Time (s)		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		2647		280	2703	330	295
v/s Ratio Prot		0.35			0.31	c0.11	
v/s Ratio Perm				c0.89			0.07
v/c Ratio		0.46		1.16	0.41	0.61	0.38
Uniform Delay, d1		6.9		18.9	6.5	59.8	57.0
Progression Factor		1.50		1.84	1.30	1.00	1.00
Incremental Delay, d2		0.1		93.6	0.1	8.1	3.7
Delay (s)		10.4		128.4	8.5	67.9	60.7
Level of Service		B		F	A	E	E
Approach Delay (s)		10.4			35.8	64.2	
Approach LOS		B			D	E	

Intersection Summary

HCM Average Control Delay	29.4	HCM Level of Service	C
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

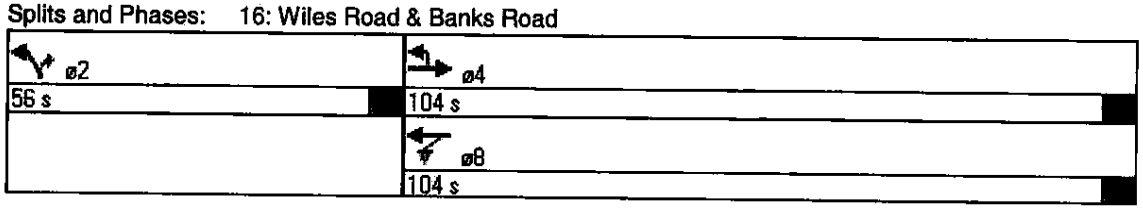
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Volume (vph)	929	287	974	177	182
Turn Type		Perm			Perm
Protected Phases	4		8	2	
Permitted Phases		8			2
Detector Phases	4	8	8	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0
Total Split (s)	104.0	104.0	104.0	56.0	56.0
Total Split (%)	65.0%	65.0%	65.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 16: Wiles Road & Banks Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.94	0.91	0.88	0.94	0.91	0.88	0.94	0.86	0.88	0.94	0.91	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	4990	5085	2787	4990	5085	2787	4990	6408	2787	4990	5085	2787
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	4990	5085	2787	4990	5085	2787	4990	6408	2787	4990	5085	2787
Volume (vph)	433	1084	274	219	1423	164	494	2115	277	130	1638	536
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	451	1129	285	228	1482	171	515	2203	289	135	1706	558
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	451	1129	285	228	1482	171	515	2203	289	135	1706	558
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	14.2	52.0	68.2	9.6	47.4	53.4	16.2	68.4	78.0	6.0	58.2	72.4
Effective Green, g (s)	16.2	54.0	72.2	11.6	49.4	57.4	18.2	70.4	82.0	8.0	60.2	76.4
Actuated g/C Ratio	0.10	0.34	0.45	0.07	0.31	0.36	0.11	0.44	0.51	0.05	0.38	0.48
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0	1.5	1.5	3.0	1.5	1.5	3.0	1.5
Lane Grp Cap (vph)	505	1716	1327	362	1570	1070	568	2820	1498	250	1913	1400
v/s Ratio Prot	c0.09	0.22	0.02	0.05	c0.29	0.01	c0.10	0.34	0.01	0.03	c0.34	0.04
v/s Ratio Perm			0.08			0.05			0.09			0.16
v/c Ratio	0.89	0.66	0.21	0.63	0.94	0.16	0.91	0.78	0.19	0.54	0.89	0.40
Uniform Delay, d1	71.0	45.1	26.7	72.1	53.9	34.9	70.1	38.2	21.1	74.2	46.8	27.0
Progression Factor	0.98	0.86	1.01	0.74	1.24	1.47	1.07	1.04	1.08	1.00	1.00	1.00
Incremental Delay, d2	17.0	0.7	0.0	1.9	9.6	0.0	11.7	1.3	0.0	1.3	6.8	0.1
Delay (s)	86.3	39.5	26.9	55.6	76.2	51.4	86.8	41.1	22.8	75.5	53.6	27.0
Level of Service	F	D	C	E	E	D	F	D	C	E	D	C
Approach Delay (s)		48.9			71.5			47.2			48.7	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM Average Control Delay	52.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		

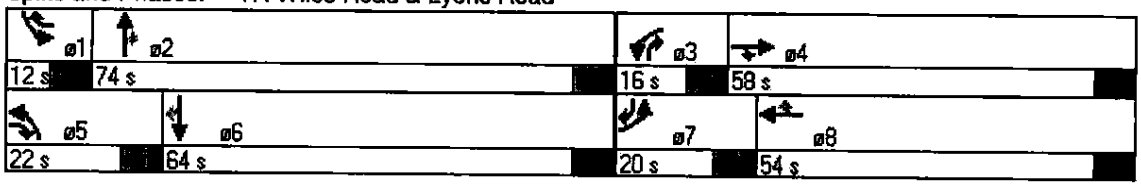
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	433	1084	274	219	1423	164	494	2115	277	130	1638	536
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	1	5	2	3	1	6	7
Minimum Initial (s)	5.0	6.0	5.0	5.0	6.0	5.0	5.0	12.0	5.0	5.0	12.0	5.0
Minimum Split (s)	11.0	48.0	11.0	11.0	45.0	11.0	11.0	49.0	11.0	11.0	49.0	11.0
Total Split (s)	20.0	58.0	22.0	16.0	54.0	12.0	22.0	74.0	16.0	12.0	64.0	20.0
Total Split (%)	12.5%	36.3%	13.8%	10.0%	33.8%	7.5%	13.8%	46.3%	10.0%	7.5%	40.0%	12.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 132 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 17: Wiles Road & Lyons Road



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	0.97	0.91	1.00		0.94	0.91	0.88	0.97	0.86	0.88		0.94
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (prot)	3433	5085	1583		4990	5085	2787	3433	6408	2787		4990
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95
Satd. Flow (perm)	3433	5085	1583		4990	5085	2787	3433	6408	2787		4990
Volume (vph)	171	1095	129	18	898	1355	358	163	1554	432	23	323
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	182	1165	137	19	955	1441	381	173	1653	460	24	344
RTOR Reduction (vph)	0	0	3	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	182	1165	134	0	974	1441	381	173	1653	460	0	368
Turn Type	Prot		pm+ov	Prot	Prot		pm+ov	Prot		pt+ov	Prot	Prot
Protected Phases	7	4	5	3!	3	8	1!	5	2	2 3!	1!	1
Permitted Phases			4				8					
Actuated Green, G (s)	10.2	38.1	48.6		32.7	60.6	73.9	10.5	48.4	87.6		13.3
Effective Green, g (s)	13.7	41.1	54.1		36.2	63.6	79.4	13.0	50.9	91.1		15.8
Actuated g/C Ratio	0.09	0.26	0.34		0.23	0.40	0.50	0.08	0.32	0.57		0.10
Clearance Time (s)	7.5	7.0	6.5		7.5	7.0	6.5	6.5	6.5			6.5
Vehicle Extension (s)	1.5	2.0	1.5		1.5	2.0	1.5	1.5	3.0			1.5
Lane Grp Cap (vph)	294	1306	575		1129	2021	1453	279	2039	1587		493
v/s Ratio Prot	0.05	c0.23	0.02		c0.20	0.28	0.03	0.05	c0.26	0.17		c0.07
v/s Ratio Perm			0.07				0.11					
v/c Ratio	0.62	0.89	0.23		0.86	0.71	0.26	0.62	0.81	0.29		0.75
Uniform Delay, d1	70.6	57.3	38.0		59.5	40.5	23.3	71.1	50.1	17.8		70.2
Progression Factor	0.70	1.48	2.04		1.00	1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	2.3	6.7	0.1		6.8	1.0	0.0	3.1	3.6	0.0		5.3
Delay (s)	51.7	91.6	77.5		66.3	41.5	23.4	74.2	53.7	17.8		75.5
Level of Service	D	F	E		E	D	C	E	D	B		E
Approach Delay (s)		85.4				47.7			48.1			
Approach LOS		F				D			D			

Intersection Summary

HCM Average Control Delay	54.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.86	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	6408	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	6408	1583
Volume (vph)	1144	200
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	1217	213
RTOR Reduction (vph)	0	12
Lane Group Flow (vph)	1217	201
Turn Type		pm+ov
Protected Phases	6	7
Permitted Phases		6
Actuated Green, G (s)	51.2	61.4
Effective Green, g (s)	53.7	67.4
Actuated g/C Ratio	0.34	0.42
Clearance Time (s)	6.5	7.5
Vehicle Extension (s)	3.0	1.5
Lane Grp Cap (vph)	2151	706
v/s Ratio Prot	c0.19	0.02
v/s Ratio Perm		0.10
v/c Ratio	0.57	0.29
Uniform Delay, d1	43.6	30.5
Progression Factor	1.00	1.00
Incremental Delay, d2	1.1	0.1
Delay (s)	44.7	30.5
Level of Service	D	C
Approach Delay (s)	49.3	
Approach LOS	D	

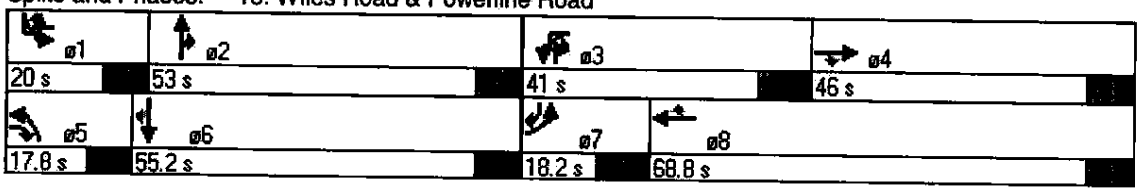
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	1095	129	898	1355	358	163	1554	432	323	1144	200
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pt+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1!	5	2	2 3!	1	6	7
Permitted Phases			4			8						6
Detector Phases	7	4	5	3	8	1	5	2	2 3	1	6	7
Minimum Initial (s)	5.0	6.0	5.0	5.0	6.0	5.0	5.0	12.0		5.0	12.0	5.0
Minimum Split (s)	12.5	43.0	11.5	12.5	43.0	11.5	11.5	48.5		11.5	48.5	12.5
Total Split (s)	18.2	46.0	17.8	41.0	68.8	20.0	17.8	53.0	94.0	20.0	55.2	18.2
Total Split (%)	11.4%	28.8%	11.1%	25.6%	43.0%	12.5%	11.1%	33.1%	58.8%	12.5%	34.5%	11.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.5	3.0	2.5	3.5	3.0	2.5	2.5	2.5		2.5	2.5	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 18: Wiles Road & Powerline Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.91			1.00	0.91
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.99			1.00	0.99
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3408		1770	5037			1770	5023
Flt Permitted	0.65	1.00	1.00	0.62	1.00		0.95	1.00			0.07	1.00
Satd. Flow (perm)	1219	3539	1583	1158	3408		1770	5037			138	5023
Volume (vph)	95	54	478	210	113	37	489	2176	147	18	36	1573
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	98	56	493	216	116	38	504	2243	152	19	37	1622
RTOR Reduction (vph)	0	0	335	0	22	0	0	3	0	0	0	7
Lane Group Flow (vph)	98	56	158	216	132	0	504	2392	0	0	56	1758
Turn Type	pm+pt		Perm	pm+pt			Prot			pm+pt	pm+pt	
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases	4		4	8						6	6	
Actuated Green, G (s)	29.9	19.2	19.2	36.5	22.5		50.8	98.4			56.9	52.0
Effective Green, g (s)	33.9	21.2	21.2	40.5	24.5		52.8	99.9			60.9	54.0
Actuated g/C Ratio	0.21	0.13	0.13	0.25	0.15		0.33	0.62			0.38	0.34
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	5.5			6.0	6.0
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		2.5	3.0			1.5	3.0
Lane Grp Cap (vph)	302	469	210	354	522		584	3145			123	1695
v/s Ratio Prot	0.03	0.02		c0.06	0.04		c0.28	0.47			0.02	c0.35
v/s Ratio Perm	0.04		c0.10	0.09							0.15	
v/c Ratio	0.32	0.12	0.75	0.61	0.25		0.86	0.76			0.46	1.04
Uniform Delay, d1	52.6	61.2	66.9	51.0	59.7		50.2	21.5			51.1	53.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			0.85	0.87
Incremental Delay, d2	0.2	0.0	12.7	2.2	0.1		12.4	1.8			0.9	31.4
Delay (s)	52.8	61.2	79.5	53.2	59.8		62.6	23.3			44.5	77.8
Level of Service	D	E	E	D	E		E	C			D	E
Approach Delay (s)		73.9			55.9			30.1				76.7
Approach LOS		E			E			C				E

Intersection Summary

HCM Average Control Delay	51.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

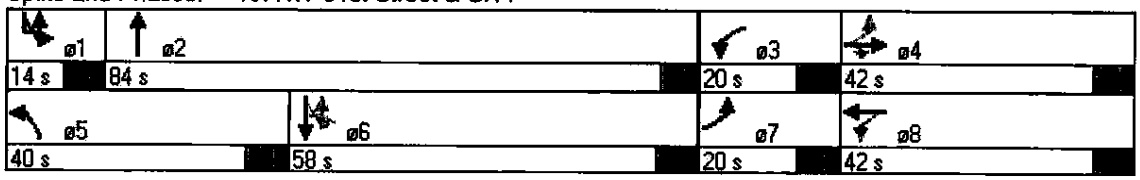
Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	139
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	143
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations										
Volume (vph)	95	54	478	210	113	489	2176	18	36	1573
Turn Type	pm+pt		Perm	pm+pt		Prot		pm+pt	pm+pt	
Protected Phases	7	4		3	8	5	2	1	1	6
Permitted Phases	4		4	8				6	6	
Detector Phases	7	4	4	3	8	5	2	1	1	6
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	15.0	4.0	4.0	15.0
Minimum Split (s)	10.0	29.0	29.0	10.0	29.0	10.0	30.5	10.0	10.0	31.0
Total Split (s)	20.0	42.0	42.0	20.0	42.0	40.0	84.0	14.0	14.0	58.0
Total Split (%)	12.5%	26.3%	26.3%	12.5%	26.3%	25.0%	52.5%	8.8%	8.8%	36.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 106 (66%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 19: NW 31st Street & SR 7



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			↑↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	201	2428	231	0	2013
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	207	2503	238	0	2075
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						734
pX, platoon unblocked	0.79					
vC, conflicting volume	3195	834			2741	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3248	834			2741	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	33			100	
cM capacity (veh/h)	6	311			144	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	207	834	834	834	238	692	692	692
Volume Left	0	0	0	0	0	0	0	0
Volume Right	207	0	0	0	238	0	0	0
cSH	311	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.67	0.49	0.49	0.49	0.14	0.41	0.41	0.41
Queue Length 95th (ft)	111	0	0	0	0	0	0	0
Control Delay (s)	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	E							
Approach Delay (s)	36.9	0.0				0.0		
Approach LOS	E							

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	1.00		1.00	0.95	1.00		0.97	0.91	1.00		0.97
Frt	1.00	0.90		1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	1682		1770	3539	1583		3433	5085	1583		3433
Flt Permitted	0.72	1.00		0.42	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1345	1682		774	3539	1583		3433	5085	1583		3433
Volume (vph)	295	69	126	134	50	276	42	118	2343	250	43	342
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	301	70	129	137	51	282	43	120	2391	255	44	349
RTOR Reduction (vph)	0	42	0	0	0	107	0	0	0	69	0	0
Lane Group Flow (vph)	301	157	0	137	51	175	0	163	2391	186	0	393
Turn Type	Perm			Perm		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8		8				2		
Actuated Green, G (s)	32.0	32.0		32.0	32.0	32.0		11.4	88.7	88.7		21.3
Effective Green, g (s)	34.0	34.0		34.0	34.0	34.0		13.4	90.7	90.7		23.3
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.21		0.08	0.57	0.57		0.15
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0		6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0		1.5	0.2	0.2		1.5
Lane Grp Cap (vph)	286	357		164	752	336		288	2883	897		500
v/s Ratio Prot		0.09			0.01			0.05	c0.47			c0.11
v/s Ratio Perm	c0.22			0.18		0.11				0.12		
v/c Ratio	1.05	0.44		0.84	0.07	0.52		0.57	0.83	0.21		0.79
Uniform Delay, d1	63.0	54.7		60.3	50.3	55.8		70.5	28.3	17.0		65.9
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.16	0.64	0.23		0.95
Incremental Delay, d2	67.7	0.3		28.0	0.0	0.7		1.4	2.7	0.5		3.8
Delay (s)	130.7	55.1		88.4	50.4	56.5		82.8	20.8	4.3		66.2
Level of Service	F	E		F	D	E		F	C	A		E
Approach Delay (s)		100.6			65.1				22.9			
Approach LOS		F			E				C			

Intersection Summary

HCM Average Control Delay	32.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	103.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1829	298
Peak-hour factor, PHF	0.98	0.98
Adj. Flow (vph)	1866	304
RTOR Reduction (vph)	0	77
Lane Group Flow (vph)	1866	227
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	98.6	98.6
Effective Green, g (s)	100.6	100.6
Actuated g/C Ratio	0.63	0.63
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	0.2	0.2
Lane Grp Cap (vph)	3197	995
v/s Ratio Prot	0.37	
v/s Ratio Perm		0.14
v/c Ratio	0.58	0.23
Uniform Delay, d1	17.4	12.9
Progression Factor	0.92	1.40
Incremental Delay, d2	0.4	0.3
Delay (s)	16.4	18.3
Level of Service	B	B
Approach Delay (s)	24.2	
Approach LOS	C	

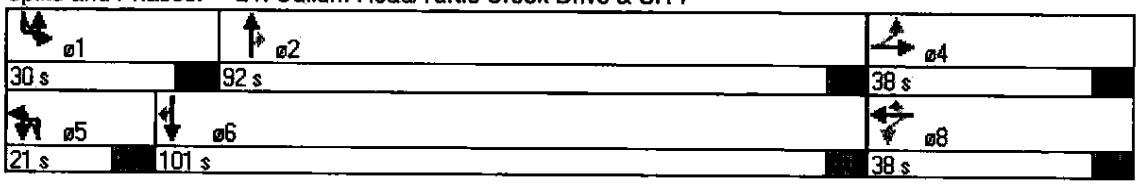
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	295	69	134	50	276	118	2343	250	342	1829	298
Turn Type	Perm		Perm		Perm	Prot		Perm	Prot		Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8			2			6
Detector Phases	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	38.0	38.0	38.0	38.0	38.0	11.0	34.0	34.0	11.0	34.0	34.0
Total Split (s)	38.0	38.0	38.0	38.0	38.0	21.0	92.0	92.0	30.0	101.0	101.0
Total Split (%)	23.8%	23.8%	23.8%	23.8%	23.8%	13.1%	57.5%	57.5%	18.8%	63.1%	63.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 21: Cullum Road/Turtle Creek Drive & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	0.91	1.00		1.00
Frt	1.00	0.94		1.00	0.92			1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (prot)	1770	3314		1770	3264			1770	5085	1583		1770
Flt Permitted	0.25	1.00		0.69	1.00			0.05	1.00	1.00		0.05
Satd. Flow (perm)	469	3314		1277	3264			94	5085	1583		90
Volume (vph)	132	55	41	268	155	167	79	53	2466	283	36	168
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	136	57	42	276	160	172	81	55	2542	292	37	173
RTOR Reduction (vph)	0	38	0	0	102	0	0	0	0	75	0	0
Lane Group Flow (vph)	136	61	0	276	230	0	0	136	2542	217	0	210
Turn Type	pm+pt			pm+pt			pm+pt	pm+pt		Perm	pm+pt	pm+pt
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Actuated Green, G (s)	22.8	13.9		23.0	14.0			88.7	76.9	76.9		109.1
Effective Green, g (s)	26.8	15.9		27.0	16.0			92.7	78.9	78.9		111.1
Actuated g/C Ratio	0.18	0.11		0.18	0.11			0.62	0.53	0.53		0.74
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0		6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0			1.5	0.2	0.2		1.5
Lane Grp Cap (vph)	178	351		266	348			212	2675	833		383
v/s Ratio Prot	0.06	0.02		c0.08	0.07			c0.06	c0.50			0.10
v/s Ratio Perm	0.08			c0.11				0.34		0.14		0.30
v/c Ratio	0.76	0.18		1.04	0.66			0.64	0.95	0.26		0.55
Uniform Delay, d1	55.2	61.1		60.4	64.4			38.0	33.7	19.5		42.8
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2	15.9	0.1		65.3	3.6			4.9	9.1	0.8		0.9
Delay (s)	71.1	61.2		125.7	68.0			42.9	42.8	20.3		43.7
Level of Service	E	E		F	E			D	D	C		D
Approach Delay (s)		66.9			94.2				40.6			
Approach LOS		E			F				D			

Intersection Summary

HCM Average Control Delay	39.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	2654	349
Peak-hour factor, PHF	0.97	0.97
Adj. Flow (vph)	2736	360
RTOR Reduction (vph)	0	64
Lane Group Flow (vph)	2736	296
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	91.3	91.3
Effective Green, g (s)	93.3	93.3
Actuated g/C Ratio	0.62	0.62
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	0.2	0.2
Lane Grp Cap (vph)	3163	985
v/s Ratio Prot	c0.54	
v/s Ratio Perm		0.19
v/c Ratio	0.87	0.30
Uniform Delay, d1	23.2	13.2
Progression Factor	1.00	1.00
Incremental Delay, d2	3.5	0.8
Delay (s)	26.6	14.0
Level of Service	C	B
Approach Delay (s)	26.3	
Approach LOS	C	

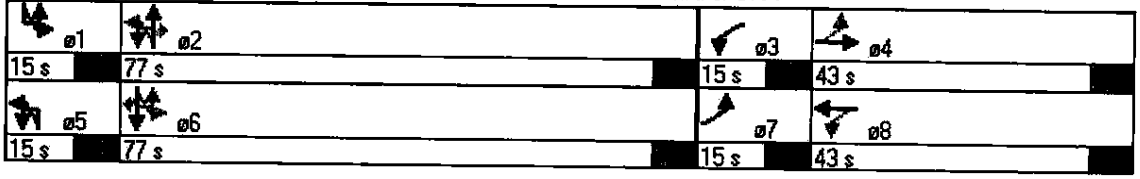
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	132	55	268	155	79	53	2466	283	36	168	2654	349
Turn Type	pm+pt		pm+pt		pm+pt	pm+pt		Perm	pm+pt	pm+pt		Perm
Protected Phases	7	4	3	8	5	5	2		1	1	6	
Permitted Phases	4		8		2	2		2	6	6		6
Detector Phases	7	4	3	8	5	5	2	2	1	1	6	6
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	7.0	7.0	4.0	4.0	7.0	7.0
Minimum Split (s)	10.0	39.0	10.0	37.0	10.0	10.0	37.0	37.0	10.0	10.0	37.0	37.0
Total Split (s)	15.0	43.0	15.0	43.0	15.0	15.0	77.0	77.0	15.0	15.0	77.0	77.0
Total Split (%)	10.0%	28.7%	10.0%	28.7%	10.0%	10.0%	51.3%	51.3%	10.0%	10.0%	51.3%	51.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 22: Creekside Drive/Winston Park Boulevard & SR 7



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0	4.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1583	3433	6408
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1583	3433	6408
Volume (vph)	0	0	2361	278	180	2587
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	2595	305	198	2843
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2595	305	198	2843
Turn Type				Free	Prot	
Protected Phases			2		1	
Permitted Phases				Free		Free
Actuated Green, G (s)			63.8	85.5	9.2	85.5
Effective Green, g (s)			66.8	85.5	10.7	85.5
Actuated g/C Ratio			0.78	1.00	0.13	1.00
Clearance Time (s)			7.0		5.5	
Vehicle Extension (s)			0.2		2.0	
Lane Grp Cap (vph)			3973	1583	430	6408
v/s Ratio Prot			c0.51		0.06	
v/s Ratio Perm				0.19		c0.44
v/c Ratio			0.65	0.19	0.46	0.44
Uniform Delay, d1			4.2	0.0	34.7	0.0
Progression Factor			1.00	1.00	1.00	1.00
Incremental Delay, d2			0.8	0.3	0.3	0.2
Delay (s)			5.0	0.3	35.0	0.2
Level of Service			A	A	D	A
Approach Delay (s)	0.0		4.5			2.5
Approach LOS	A		A			A

Intersection Summary			
HCM Average Control Delay	3.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	85.5	Sum of lost time (s)	4.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

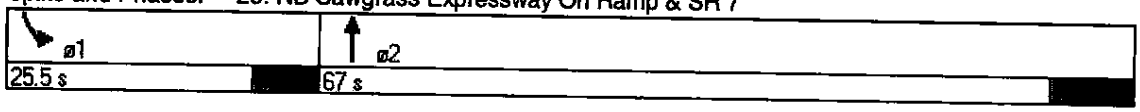
c Critical Lane Group

Lane Group	NBT	NBR	SBL	SBT
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑↑
Volume (vph)	2361	278	180	2587
Turn Type		Free	Prot	
Protected Phases	2		1	
Permitted Phases		Free		Free
Detector Phases	2		1	
Minimum Initial (s)	7.0		5.0	
Minimum Split (s)	25.0		10.5	
Total Split (s)	67.0	0.0	25.5	0.0
Total Split (%)	72.4%	0.0%	27.6%	0.0%
Yellow Time (s)	5.0		4.0	
All-Red Time (s)	2.0		1.5	
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	Max		None	

Intersection Summary

Cycle Length: 92.5
Actuated Cycle Length: 85.5
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 23: NB Sawgrass Expressway On Ramp & SR 7



Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0
Lane Util. Factor				0.97	0.86	0.91	1.00
Frt				1.00	1.00	1.00	0.85
Flt Protected				0.95	1.00	1.00	1.00
Satd. Flow (prot)				3433	6408	5085	1583
Flt Permitted				0.95	1.00	1.00	1.00
Satd. Flow (perm)				3433	6408	5085	1583
Volume (vph)	0	0	14	272	2806	2424	558
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	15	292	3017	2606	600
RTOR Reduction (vph)	0	0	0	0	0	0	53
Lane Group Flow (vph)	0	0	0	307	3017	2606	547
Turn Type			Prot	Prot			Perm
Protected Phases			5	5		6	
Permitted Phases					Free		6
Actuated Green, G (s)				11.8	84.8	60.5	60.5
Effective Green, g (s)				13.3	84.8	63.5	63.5
Actuated g/C Ratio				0.16	1.00	0.75	0.75
Clearance Time (s)				5.5		7.0	7.0
Vehicle Extension (s)				2.0		0.2	0.2
Lane Grp Cap (vph)				538	6408	3808	1185
v/s Ratio Prot				0.09		c0.51	
v/s Ratio Perm					c0.47		0.35
v/c Ratio				0.57	0.47	0.68	0.46
Uniform Delay, d1				33.1	0.0	5.5	4.1
Progression Factor				1.00	1.00	1.00	1.00
Incremental Delay, d2				0.9	0.2	1.0	1.3
Delay (s)				34.0	0.2	6.5	5.4
Level of Service				C	A	A	A
Approach Delay (s)	0.0				3.4	6.3	
Approach LOS	A				A	A	

Intersection Summary			
HCM Average Control Delay	4.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	84.8	Sum of lost time (s)	4.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

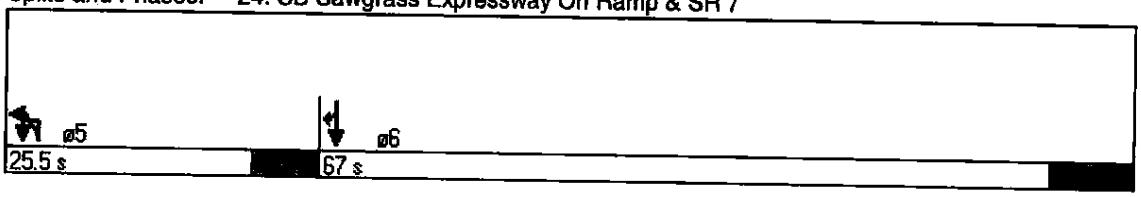
c Critical Lane Group

Lane Group	NBL	NBT	SBT	SBR
Lane Configurations				
Volume (vph)	272	2806	2424	558
Turn Type	Prot			Perm
Protected Phases	5		6	
Permitted Phases		Free		6
Detector Phases	5		6	6
Minimum Initial (s)	5.0		7.0	7.0
Minimum Split (s)	10.5		25.0	25.0
Total Split (s)	25.5	0.0	67.0	67.0
Total Split (%)	27.6%	0.0%	72.4%	72.4%
Yellow Time (s)	4.0		5.0	5.0
All-Red Time (s)	1.5		2.0	2.0
Lead/Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes
Recall Mode	None		Max	Max

Intersection Summary

Cycle Length: 92.5
Actuated Cycle Length: 84.9
Natural Cycle: 45
Control Type: Semi Act-Uncoord

Splits and Phases: 24: SB Sawgrass Expressway On Ramp & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Volume (vph)	176	893	208	280	1328	301	372	1517	294	423	1009	250
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	187	950	221	298	1413	320	396	1614	313	450	1073	266
RTOR Reduction (vph)	0	0	120	0	0	3	0	0	9	0	0	93
Lane Group Flow (vph)	187	950	101	298	1413	317	396	1614	304	450	1073	173
Turn Type	Prot		Perm	Prot		pm+ov	Prot		pm+ov	Prot		Perm
Protected Phases	1	6		5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	9.1	47.3	47.3	14.7	52.9	74.6	21.5	52.3	67.0	21.7	52.5	52.5
Effective Green, g (s)	11.1	49.3	49.3	16.7	54.9	78.6	23.5	54.3	71.0	23.7	54.5	54.5
Actuated g/C Ratio	0.07	0.31	0.31	0.10	0.34	0.49	0.15	0.34	0.44	0.15	0.34	0.34
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	2.0	2.0	2.5	2.0	2.0	2.5	2.5
Lane Grp Cap (vph)	238	1090	488	358	1745	817	504	1726	742	509	1732	539
v/s Ratio Prot	0.05	c0.27		c0.09	0.28	0.06	0.12	c0.32	0.04	c0.13	0.21	
v/s Ratio Perm			0.06			0.14			0.15			0.11
v/c Ratio	0.79	0.87	0.21	0.83	0.81	0.39	0.79	0.94	0.41	0.88	0.62	0.32
Uniform Delay, d1	73.3	52.4	40.9	70.3	47.8	25.6	65.8	51.1	30.3	66.8	44.1	39.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.26	0.71	0.55
Incremental Delay, d2	14.5	9.6	1.0	14.5	4.2	0.1	7.3	10.0	0.1	12.8	0.4	0.2
Delay (s)	87.7	62.0	41.9	84.8	52.0	25.7	73.1	61.1	30.4	97.2	31.8	21.6
Level of Service	F	E	D	F	D	C	E	E	C	F	C	C
Approach Delay (s)		62.2			52.7			59.0			46.7	
Approach LOS		E			D			E			D	

Intersection Summary

HCM Average Control Delay	54.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.4%	ICU Level of Service	E
Analysis Period (min)	15		

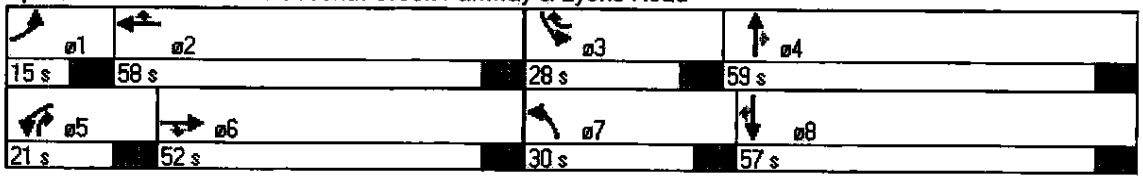
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	176	893	208	280	1328	301	372	1517	294	423	1009	250
Turn Type	Prot		Perm	Prot		pm+ov	Prot		pm+ov	Prot		Perm
Protected Phases	1	6		5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	3	7	4	5	3	8	8
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	5.0	6.0	5.0	5.0	6.0	6.0
Minimum Split (s)	11.0	43.0	43.0	11.0	43.0	11.0	11.0	38.0	11.0	11.0	38.0	38.0
Total Split (s)	15.0	52.0	52.0	21.0	58.0	28.0	30.0	59.0	21.0	28.0	57.0	57.0
Total Split (%)	9.4%	32.5%	32.5%	13.1%	36.3%	17.5%	18.8%	36.9%	13.1%	17.5%	35.6%	35.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 25: Coconut Creek Parkway & Lyons Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		1.00	0.95	0.95	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3416		1770	3539	3539	1583
Flt Permitted	0.96		0.09	1.00	1.00	1.00
Satd. Flow (perm)	3416		167	3539	3539	1583
Volume (vph)	252	20	64	1863	1674	112
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	265	21	67	1961	1762	118
RTOR Reduction (vph)	4	0	0	0	0	13
Lane Group Flow (vph)	282	0	67	1961	1762	105
Turn Type			pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Actuated Green, G (s)	17.0		133.0	133.0	120.7	120.7
Effective Green, g (s)	18.0		134.0	134.0	121.7	121.7
Actuated g/C Ratio	0.11		0.84	0.84	0.76	0.76
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.5		1.5	0.2	0.2	0.2
Lane Grp Cap (vph)	384		223	2964	2692	1204
v/s Ratio Prot	c0.08		0.02	c0.55	0.50	
v/s Ratio Perm			0.24			0.07
v/c Ratio	0.73		0.30	0.66	0.65	0.09
Uniform Delay, d1	68.7		9.3	4.7	9.1	4.9
Progression Factor	1.00		2.13	3.12	0.49	0.75
Incremental Delay, d2	6.7		0.1	0.6	0.9	0.1
Delay (s)	75.4		20.0	15.4	5.4	3.8
Level of Service	E		B	B	A	A
Approach Delay (s)	75.4			15.5	5.3	
Approach LOS	E			B	A	

Intersection Summary

HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

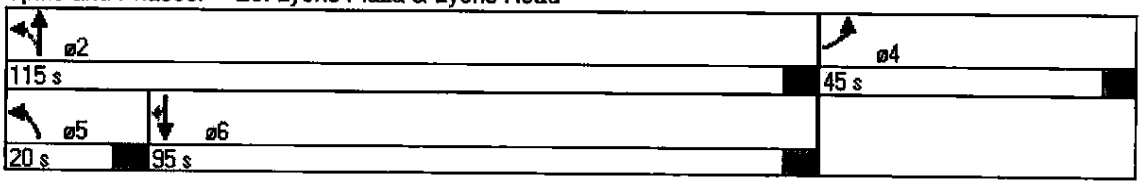
c Critical Lane Group

Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Configurations					
Volume (vph)	252	64	1863	1674	112
Turn Type		pm+pt			Perm
Protected Phases	4	5	2	6	
Permitted Phases		2			6
Detector Phases	4	5	2	6	6
Minimum Initial (s)	6.0	4.0	7.0	7.0	7.0
Minimum Split (s)	38.0	9.0	27.0	27.0	27.0
Total Split (s)	45.0	20.0	115.0	95.0	95.0
Total Split (%)	28.1%	12.5%	71.9%	59.4%	59.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 30 (19%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 26: Lyons Plaza & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00		0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770		1583		1770	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.45		1.00		0.76	1.00	0.08	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	843		1583		1410	1583	147	3539	1583	1770	3539	1583
Volume (vph)	14	0	64	117	0	150	121	1953	151	137	1707	62
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	0	69	126	0	161	130	2100	162	147	1835	67
RTOR Reduction (vph)	0	0	60	0	0	141	0	0	19	0	0	9
Lane Group Flow (vph)	15	0	9	0	126	20	130	2100	143	147	1835	58
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2			6
Actuated Green, G (s)	17.8		17.8		17.8	17.8	119.5	109.0	109.0	17.2	115.7	115.7
Effective Green, g (s)	19.8		19.8		19.8	19.8	121.5	110.0	110.0	18.2	116.7	116.7
Actuated g/C Ratio	0.12		0.12		0.12	0.12	0.76	0.69	0.69	0.11	0.73	0.73
Clearance Time (s)	6.0		6.0		6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0		2.0		2.0	2.0	1.5	0.2	0.2	1.5	0.2	0.2
Lane Grp Cap (vph)	104		196		174	196	228	2433	1088	201	2581	1155
v/s Ratio Prot							0.04	c0.59		c0.08	0.52	
v/s Ratio Perm	0.02		0.01		c0.09	0.01	0.39		0.09			0.04
v/c Ratio	0.14		0.04		0.72	0.10	0.57	0.86	0.13	0.73	0.71	0.05
Uniform Delay, d1	62.5		61.8		67.5	62.2	16.2	19.2	8.6	68.5	12.2	6.1
Progression Factor	1.00		1.00		1.00	1.00	0.93	1.33	1.40	1.42	0.37	0.00
Incremental Delay, d2	0.2		0.0		11.9	0.1	1.7	3.4	0.2	8.4	1.2	0.1
Delay (s)	62.8		61.8		79.4	62.3	16.8	29.1	12.2	106.0	5.8	0.1
Level of Service	E		E		E	E	B	C	B	F	A	A
Approach Delay (s)		62.0			69.8			27.3			12.8	
Approach LOS		E			E			C			B	

Intersection Summary

HCM Average Control Delay	24.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

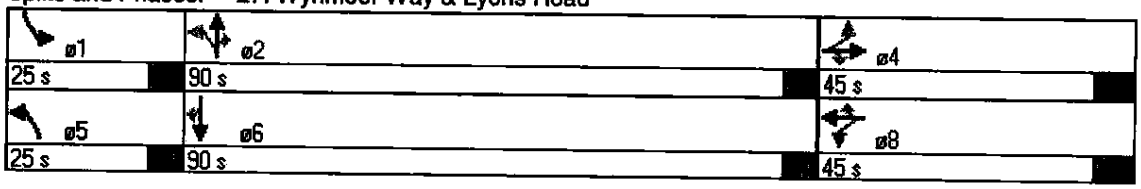
c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	14	64	117	0	150	121	1953	151	137	1707	62
Turn Type	Perm	Perm	Perm		Perm	pm+pt		Perm	Prot		Perm
Protected Phases				8		5	2		1	6	
Permitted Phases	4	4	8		8	2		2			6
Detector Phases	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	42.0	42.0	42.0	42.0	42.0	9.0	39.0	39.0	10.0	39.0	39.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	25.0	90.0	90.0	25.0	90.0	90.0
Total Split (%)	28.1%	28.1%	28.1%	28.1%	28.1%	15.6%	56.3%	56.3%	15.6%	56.3%	56.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 36 (23%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 27: Wynmoor Way & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Volume (vph)	283	748	251	370	1394	478	235	1537	100	335	1254	284
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	295	779	261	385	1452	498	245	1601	104	349	1306	296
RTOR Reduction (vph)	0	0	149	0	0	142	0	0	60	0	0	145
Lane Group Flow (vph)	295	779	112	385	1452	356	245	1601	44	349	1306	151
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	14.7	47.7	47.7	18.6	51.6	51.6	14.2	52.3	52.3	17.4	55.5	55.5
Effective Green, g (s)	16.7	49.7	49.7	20.6	53.6	53.6	16.2	54.3	54.3	19.4	57.5	57.5
Actuated g/C Ratio	0.10	0.31	0.31	0.13	0.34	0.34	0.10	0.34	0.34	0.12	0.36	0.36
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	2.5	2.5	1.5	2.5	2.5	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	358	1099	492	442	1703	530	348	1726	537	416	1827	569
v/s Ratio Prot	0.09	0.22		c0.11	c0.29		0.07	c0.31		c0.10	c0.26	
v/s Ratio Perm			0.07			0.23			0.03			0.10
v/c Ratio	0.82	0.71	0.23	0.87	0.85	0.67	0.70	0.93	0.08	0.84	0.71	0.27
Uniform Delay, d1	70.2	48.8	40.9	68.4	49.5	45.7	69.6	51.0	35.9	68.8	44.2	36.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.77	1.11	1.35	0.73	0.56
Incremental Delay, d2	13.6	3.9	1.1	16.4	5.6	6.7	2.8	5.3	0.0	10.5	1.0	0.1
Delay (s)	83.8	52.6	42.0	84.8	55.2	52.3	65.9	44.6	39.7	103.4	33.2	20.5
Level of Service	F	D	D	F	E	D	E	D	D	F	C	C
Approach Delay (s)		57.4			59.4			47.0			43.8	
Approach LOS		E			E			D			D	

Intersection Summary

HCM Average Control Delay	51.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		

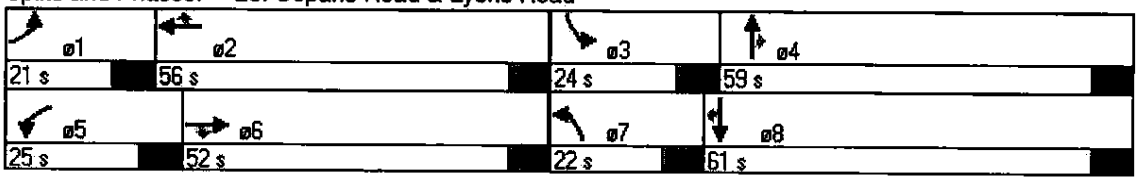
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	283	748	251	370	1394	478	235	1537	100	335	1254	284
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	8
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	35.0	11.0	34.0	34.0	11.0	34.0	34.0
Total Split (s)	21.0	52.0	52.0	25.0	56.0	56.0	22.0	59.0	59.0	24.0	61.0	61.0
Total Split (%)	13.1%	32.5%	32.5%	15.6%	35.0%	35.0%	13.8%	36.9%	36.9%	15.0%	38.1%	38.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 56 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 28: Copans Road & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1783	1583		1802	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.59	1.00		0.77	1.00	0.09	1.00	1.00	0.04	1.00	1.00
Satd. Flow (perm)		1094	1583		1440	1583	175	3539	1583	82	3539	1583
Volume (vph)	34	4	36	46	22	79	58	2090	73	110	1796	46
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	35	4	38	48	23	82	60	2177	76	115	1871	48
RTOR Reduction (vph)	0	0	35	0	0	75	0	0	6	0	0	5
Lane Group Flow (vph)	0	39	3	0	71	7	60	2177	70	115	1871	43
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		11.9	11.9		11.9	11.9	126.9	123.0	123.0	138.1	129.2	129.2
Effective Green, g (s)		12.9	12.9		12.9	12.9	128.9	124.0	124.0	139.1	130.2	130.2
Actuated g/C Ratio		0.08	0.08		0.08	0.08	0.81	0.78	0.78	0.87	0.81	0.81
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)		2.5	2.5		2.5	2.5	1.5	0.2	0.2	1.5	0.2	0.2
Lane Grp Cap (vph)		88	128		116	128	190	2743	1227	188	2880	1288
v/s Ratio Prot							0.01	c0.62		c0.04	0.53	
v/s Ratio Perm		0.04	0.00		c0.05	0.00	0.24		0.04	0.49		0.03
v/c Ratio		0.44	0.02		0.61	0.05	0.32	0.79	0.06	0.61	0.65	0.03
Uniform Delay, d1		70.1	67.8		71.1	67.9	6.0	10.5	4.2	39.7	5.9	2.9
Progression Factor		1.00	1.00		1.00	1.00	2.77	1.20	0.14	1.76	1.47	0.29
Incremental Delay, d2		2.6	0.1		7.9	0.1	0.2	1.1	0.0	3.0	0.8	0.0
Delay (s)		72.7	67.8		79.0	68.0	16.7	13.7	0.6	72.9	9.5	0.9
Level of Service		E	E		E	E	B	B	A	E	A	A
Approach Delay (s)		70.3			73.1			13.4			12.9	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

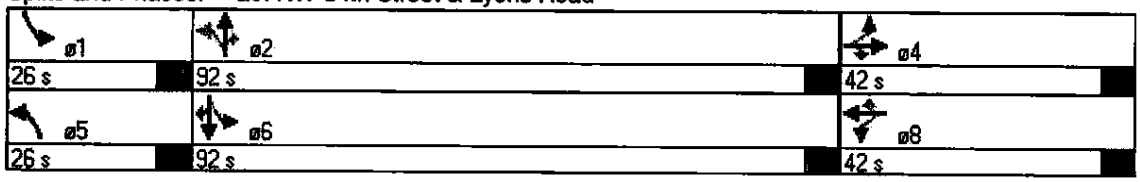
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	4	36	46	22	79	58	2090	73	110	1796	46
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phases	4	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	37.0	37.0	37.0	34.0	34.0	34.0	9.0	32.0	32.0	9.0	32.0	32.0
Total Split (s)	42.0	42.0	42.0	42.0	42.0	42.0	26.0	92.0	92.0	26.0	92.0	92.0
Total Split (%)	26.3%	26.3%	26.3%	26.3%	26.3%	26.3%	16.3%	57.5%	57.5%	16.3%	57.5%	57.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 66 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 29: NW 34th Street & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3291		1770	3275		1770	5085	1583	1770	5085	1583
Flt Permitted	0.30	1.00		0.30	1.00		0.06	1.00	1.00	0.06	1.00	1.00
Satd. Flow (perm)	560	3291		560	3275		116	5085	1583	109	5085	1583
Volume (vph)	211	152	133	183	151	149	283	1922	214	357	2101	330
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	229	165	145	199	164	162	308	2089	233	388	2284	359
RTOR Reduction (vph)	0	131	0	0	147	0	0	0	82	0	0	90
Lane Group Flow (vph)	229	179	0	199	179	0	308	2089	151	388	2284	269
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4	4		8			2		2	6		6
Actuated Green, G (s)	18.3	12.3		17.3	11.3		94.2	63.4	63.4	105.7	69.9	69.9
Effective Green, g (s)	21.3	13.3		21.3	13.3		96.2	64.4	64.4	106.7	70.9	70.9
Actuated g/C Ratio	0.15	0.10		0.15	0.10		0.69	0.46	0.46	0.76	0.51	0.51
Clearance Time (s)	6.0	5.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	3.0		2.0	2.0		1.5	1.0	1.0	1.5	1.0	1.0
Lane Grp Cap (vph)	154	313		154	311		455	2339	728	537	2575	802
v/s Ratio Prot	c0.08	0.05		0.07	0.05		0.15	0.41		c0.20	c0.45	
v/s Ratio Perm	c0.14			0.12			0.31		0.10	0.35		0.17
v/c Ratio	1.49	0.57		1.29	0.58		0.68	0.89	0.21	0.72	0.89	0.34
Uniform Delay, d1	58.0	60.6		57.8	60.7		38.3	34.6	22.6	38.3	31.0	20.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	250.4	2.5		171.2	1.6		3.1	5.7	0.6	4.1	5.0	1.1
Delay (s)	308.3	63.1		229.0	62.3		41.4	40.4	23.2	42.4	36.0	21.7
Level of Service	F	E		F	E		D	D	C	D	D	C
Approach Delay (s)		167.3			125.5			39.0			35.1	
Approach LOS		F			F			D			D	

Intersection Summary

HCM Average Control Delay	54.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

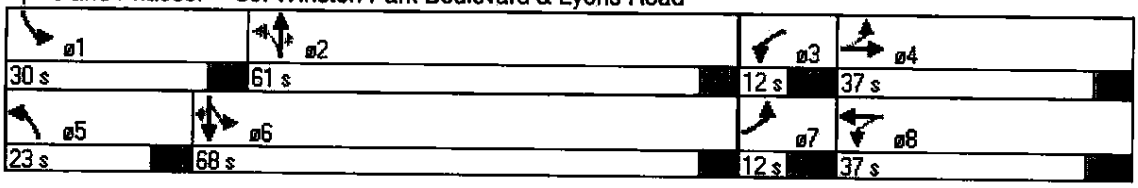
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	211	152	183	151	283	1922	214	357	2101	330
Turn Type	pm+pt		pm+pt		pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4	4	8		2		2	6		6
Detector Phases	7	4	3	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	4.0	6.0	6.0	4.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	12.0	36.0	12.0	37.0	9.0	27.0	27.0	9.0	27.0	27.0
Total Split (s)	12.0	37.0	12.0	37.0	23.0	61.0	61.0	30.0	68.0	68.0
Total Split (%)	8.6%	26.4%	8.6%	26.4%	16.4%	43.6%	43.6%	21.4%	48.6%	48.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 8 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 30: Winston Park Boulevard & Lyons Road



Movement	EBT	EBR2	SBT	NWR
Lane Configurations	↑↑	↱	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.91	1.00
Frt	1.00	0.85	1.00	0.86
Flt Protected	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3539	1583	5085	1611
Flt Permitted	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3539	1583	5085	1611
Volume (vph)	326	187	2715	150
Peak-hour factor, PHF	0.88	0.88	0.88	0.88
Adj. Flow (vph)	370	212	3085	170
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	370	212	3085	170
Turn Type		Free		custom
Protected Phases	4		6	
Permitted Phases		Free		11
Actuated Green, G (s)	22.0	160.0	104.0	126.0
Effective Green, g (s)	24.0	160.0	106.0	128.0
Actuated g/C Ratio	0.15	1.00	0.66	0.80
Clearance Time (s)	6.0		6.0	6.0
Vehicle Extension (s)	2.0		1.0	1.5
Lane Grp Cap (vph)	531	1583	3369	1289
v/s Ratio Prot	c0.10		c0.61	
v/s Ratio Perm		c0.13		0.11
v/c Ratio	0.70	0.13	0.92	0.13
Uniform Delay, d1	64.5	0.0	23.2	3.6
Progression Factor	1.00	1.00	0.69	1.00
Incremental Delay, d2	3.2	0.2	3.0	0.0
Delay (s)	67.8	0.2	18.9	3.6
Level of Service	E	A	B	A
Approach Delay (s)	43.1		18.9	
Approach LOS	D		B	

Intersection Summary			
HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

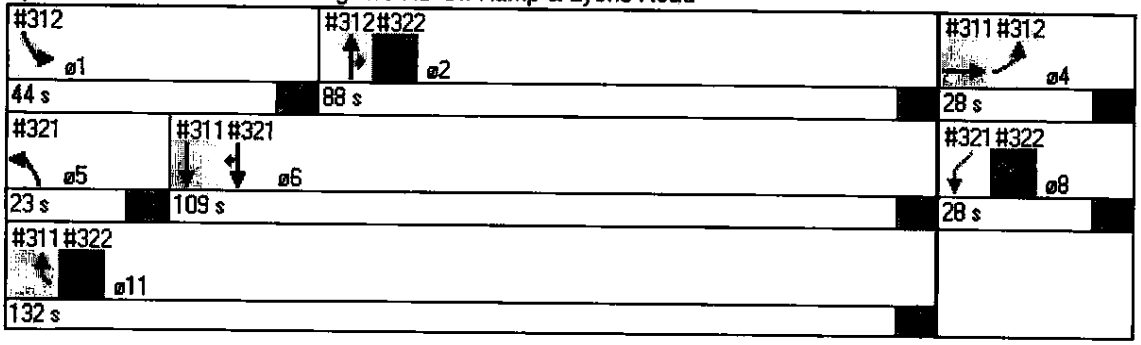
c Critical Lane Group

Lane Group	EBT	EBR2	SBT	NWR	ø1	ø2	ø5	ø8
Lane Configurations	↑↑	↱	↑↑↑	↱				
Volume (vph)	326	187	2715	150				
Turn Type		Free		custom				
Protected Phases	4		6		1	2	5	8
Permitted Phases		Free		11				
Detector Phases	4		6	11				
Minimum Initial (s)	6.0		7.0	4.0	4.0	7.0	4.0	6.0
Minimum Split (s)	22.0		22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	28.0	0.0	109.0	132.0	44.0	88.0	23.0	28.0
Total Split (%)	17.5%	0.0%	68.1%	82.5%	28%	55%	14%	18%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag		Lead	Lag	Lead	
Lead-Lag Optimize?			Yes		Yes	Yes	Yes	
Recall Mode	None		C-Max	None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 311: Sawgrass NB Off Ramp & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0							4.0	4.0	4.0		
Lane Util. Factor	0.97							0.91	1.00	1.00		
Frt	1.00							1.00	0.85	1.00		
Flt Protected	0.95							1.00	1.00	0.95		
Satd. Flow (prot)	3433							5085	1583	1770		
Flt Permitted	0.95							1.00	1.00	0.95		
Satd. Flow (perm)	3433							5085	1583	1770		
Volume (vph)	326	0	0	0	0	0	0	2001	311	372	0	0
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	370	0	0	0	0	0	0	2274	353	423	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	67	0	0	0
Lane Group Flow (vph)	370	0	0	0	0	0	0	2274	286	423	0	0
Turn Type	custom								Perm	Prot		
Protected Phases								2		1		
Permitted Phases	4								2			
Actuated Green, G (s)	22.0							82.5	82.5	37.5		
Effective Green, g (s)	24.0							84.5	84.5	39.5		
Actuated g/C Ratio	0.15							0.53	0.53	0.25		
Clearance Time (s)	6.0							6.0	6.0	6.0		
Vehicle Extension (s)	2.0							1.0	1.0	1.5		
Lane Grp Cap (vph)	515							2686	836	437		
v/s Ratio Prot								c0.45		c0.24		
v/s Ratio Perm	c0.11								0.18			
v/c Ratio	0.72							0.85	0.34	0.97		
Uniform Delay, d1	64.8							32.2	21.7	59.6		
Progression Factor	0.07							1.00	1.00	0.93		
Incremental Delay, d2	2.8							3.5	1.1	33.6		
Delay (s)	7.4							35.7	22.9	89.0		
Level of Service	A							D	C	F		
Approach Delay (s)		7.4			0.0			34.0			89.0	
Approach LOS		A			A			C			F	

Intersection Summary

HCM Average Control Delay	37.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		

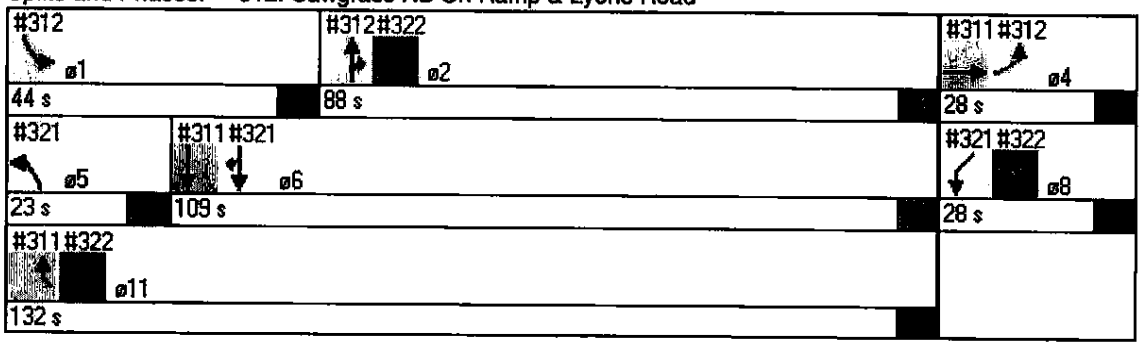
c Critical Lane Group

Lane Group	EBL	NBT	NBR	SBL	ø5	ø6	ø8	ø11
Lane Configurations								
Volume (vph)	326	2001	311	372				
Turn Type	custom		Perm	Prot				
Protected Phases		2		1	5	6	8	11
Permitted Phases	4		2					
Detector Phases	4	2	2	1				
Minimum Initial (s)	6.0	7.0	7.0	4.0	4.0	7.0	6.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	28.0	88.0	88.0	44.0	23.0	109.0	28.0	132.0
Total Split (%)	17.5%	55.0%	55.0%	27.5%	14%	68%	18%	83%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag		Lag	Lag	Lead	Lead	Lag		
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actual Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 312: Sawgrass NB On Ramp & Lyons Road



Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0				4.0	4.0	4.0	
Lane Util. Factor			1.00				0.91	1.00	0.97	
Frt			1.00				1.00	0.85	1.00	
Flt Protected			0.95				1.00	1.00	0.95	
Satd. Flow (prot)			1770				5085	1583	3433	
Flt Permitted			0.95				1.00	1.00	0.95	
Satd. Flow (perm)			1770				5085	1583	3433	
Volume (vph)	0	0	150	0	0	0	2398	434	451	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	165	0	0	0	2635	477	496	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	68	0	0
Lane Group Flow (vph)	0	0	165	0	0	0	2635	409	496	0
Turn Type			Prot					Perm	custom	
Protected Phases			5				6			
Permitted Phases								6	8	
Actuated Green, G (s)			16.0				104.0	104.0	22.0	
Effective Green, g (s)			18.0				106.0	106.0	24.0	
Actuated g/C Ratio			0.11				0.66	0.66	0.15	
Clearance Time (s)			6.0				6.0	6.0	6.0	
Vehicle Extension (s)			1.5				1.0	1.0	2.0	
Lane Grp Cap (vph)			199				3369	1049	515	
v/s Ratio Prot			c0.09				c0.52			
v/s Ratio Perm								0.26	c0.14	
v/c Ratio			0.83				0.78	0.39	0.96	
Uniform Delay, d1			69.5				18.9	12.3	67.6	
Progression Factor			0.95				1.00	1.00	0.20	
Incremental Delay, d2			22.8				1.9	1.1	13.8	
Delay (s)			89.0				20.8	13.4	27.4	
Level of Service			F				C	B	C	
Approach Delay (s)	0.0			89.0			19.7		27.4	
Approach LOS	A			F			B		C	

Intersection Summary			
HCM Average Control Delay	23.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

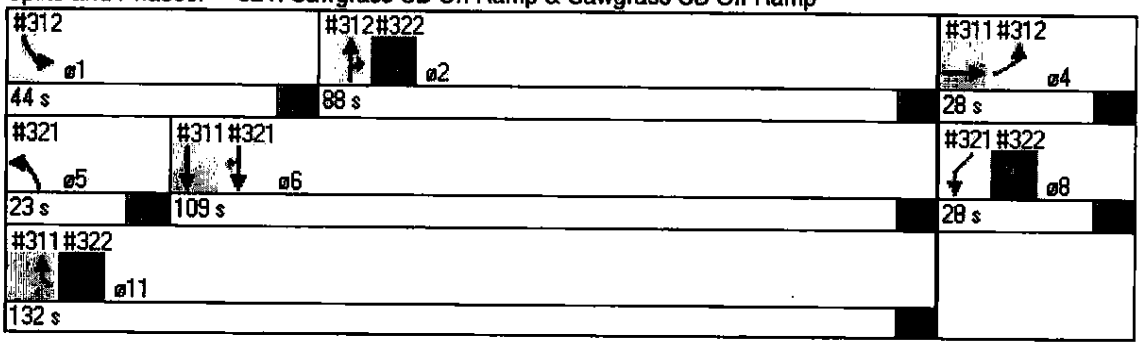
c Critical Lane Group

Lane Group	NBL	SBT	SBR	SWL	ø1	ø2	ø4	ø11
Lane Configurations								
Volume (vph)	150	2398	434	451				
Turn Type	Prot		Perm	custom				
Protected Phases	5	6			1	2	4	11
Permitted Phases			6	8				
Detector Phases	5	6	6	8				
Minimum Initial (s)	4.0	7.0	7.0	6.0	4.0	7.0	6.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	23.0	109.0	109.0	28.0	44.0	88.0	28.0	132.0
Total Split (%)	14.4%	68.1%	68.1%	17.5%	28%	55%	18%	83%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	None	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 321: Sawgrass SB On Ramp & Sawgrass SB Off Ramp



Movement	WBL	WBR2	NBT	SER
Lane Configurations				
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00
Frt	1.00	0.85	1.00	0.86
Flt Protected	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	5085	1611
Flt Permitted	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	5085	1611
Volume (vph)	451	332	2358	372
Peak-hour factor, PHF	0.91	0.91	0.91	0.91
Adj. Flow (vph)	496	365	2591	409
RTOR Reduction (vph)	0	261	0	0
Lane Group Flow (vph)	496	104	2591	409
Turn Type		Perm		custom
Protected Phases	8			
Permitted Phases		8	2	11
Actuated Green, G (s)	22.0	22.0	82.5	126.0
Effective Green, g (s)	24.0	24.0	84.5	128.0
Actuated g/C Ratio	0.15	0.15	0.53	0.80
Clearance Time (s)	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	1.0	1.5
Lane Grp Cap (vph)	515	237	2686	1289
v/s Ratio Prot	c0.14			
v/s Ratio Perm		0.07	c0.51	c0.25
v/c Ratio	0.96	0.44	0.96	0.32
Uniform Delay, d1	67.6	61.9	36.3	4.3
Progression Factor	1.00	1.00	0.44	1.00
Incremental Delay, d2	30.1	0.5	6.8	0.1
Delay (s)	97.7	62.3	22.9	4.3
Level of Service	F	E	C	A
Approach Delay (s)	82.7		22.9	
Approach LOS	F		C	

Intersection Summary			
HCM Average Control Delay	34.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

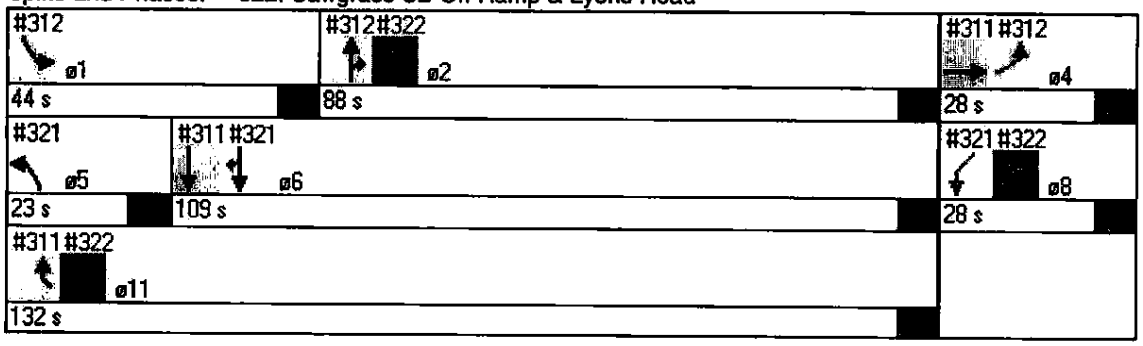
c Critical Lane Group

Lane Group	WBL	WBR2	NBT	SER	ø1	ø4	ø5	ø6
Lane Configurations								
Volume (vph)	451	332	2358	372				
Turn Type		Perm		custom				
Protected Phases	8				1	4	5	6
Permitted Phases		8	2	11				
Detector Phases	8	8	2	11				
Minimum Initial (s)	6.0	6.0	7.0	4.0	4.0	6.0	4.0	7.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	28.0	28.0	88.0	132.0	44.0	28.0	23.0	109.0
Total Split (%)	17.5%	17.5%	55.0%	82.5%	28%	18%	14%	68%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lag		Lead		Lead	Lag
Lead-Lag Optimize?			Yes		Yes		Yes	Yes
Recall Mode	None	None	C-Max	None	None	None	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 10 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 322: Sawgrass SB Off Ramp & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.91	1.00	1.00	0.91
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583		1770	5085	1583	1770	5085
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00		0.10	1.00	1.00	0.10	1.00
Satd. Flow (perm)	1403	1863	1583	1405	1863	1583		184	5085	1583	192	5085
Volume (vph)	86	5	119	187	7	27	19	204	2057	326	60	2942
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	91	5	127	199	7	29	20	217	2188	347	64	3130
RTOR Reduction (vph)	0	0	72	0	0	23	0	0	0	69	0	0
Lane Group Flow (vph)	91	5	55	199	7	6	0	237	2188	278	64	3130
Turn Type	Perm		Perm	Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Actuated Green, G (s)	14.0	14.0	14.0	14.0	14.0	14.0		42.5	38.5	38.5	39.1	36.8
Effective Green, g (s)	16.0	16.0	16.0	16.0	16.0	16.0		46.5	40.5	40.5	43.1	38.8
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.22		0.64	0.56	0.56	0.59	0.53
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0		1.5	0.2	0.2	1.5	0.2
Lane Grp Cap (vph)	308	409	348	309	409	348		248	2829	881	207	2710
v/s Ratio Prot		0.00			0.00			c0.08	0.43		0.02	c0.62
v/s Ratio Perm	0.06		0.03	c0.14		0.00		0.53		0.18	0.16	
v/c Ratio	0.30	0.01	0.16	0.64	0.02	0.02		0.96	0.77	0.32	0.31	1.15
Uniform Delay, d1	23.7	22.2	23.0	25.8	22.2	22.2		35.4	12.6	8.7	9.6	17.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.0	0.1	3.4	0.0	0.0		44.2	2.1	0.9	0.3	74.4
Delay (s)	23.9	22.2	23.0	29.2	22.2	22.3		79.6	14.7	9.6	9.9	91.4
Level of Service	C	C	C	C	C	C		E	B	A	A	F
Approach Delay (s)		23.4			28.2				19.6			86.9
Approach LOS		C			C				B			F

Intersection Summary			
HCM Average Control Delay	54.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	72.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	110
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	117
RTOR Reduction (vph)	32
Lane Group Flow (vph)	85
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	36.8
Effective Green, g (s)	38.8
Actuated g/C Ratio	0.53
Clearance Time (s)	6.0
Vehicle Extension (s)	0.2
Lane Grp Cap (vph)	844
v/s Ratio Prot	
v/s Ratio Perm	0.05
v/c Ratio	0.10
Uniform Delay, d1	8.4
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	8.6
Level of Service	A
Approach Delay (s)	
Approach LOS	

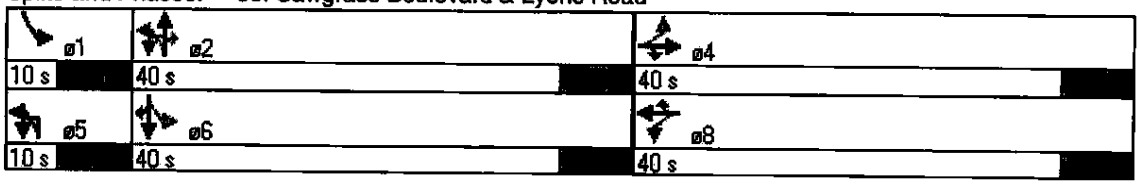
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	86	5	119	187	7	27	19	204	2057	326	60	2942
Turn Type	Perm		Perm	Perm		Perm	pm+pt	pm+pt		Perm	pm+pt	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Detector Phases	4	4	4	8	8	8	5	5	2	2	1	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	7.0	7.0	4.0	7.0
Minimum Split (s)	43.0	43.0	43.0	45.0	45.0	45.0	10.0	10.0	34.0	34.0	10.0	34.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	10.0	10.0	40.0	40.0	10.0	40.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	44.4%	44.4%	11.1%	11.1%	44.4%	44.4%	11.1%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 70.3
Natural Cycle: 150
Control Type: Semi Act-Uncoord

Splits and Phases: 33: Sawgrass Boulevard & Lyons Road



Lane Group	SBR
Lane Configurations	
Volume (vph)	110
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phases	6
Minimum Initial (s)	7.0
Minimum Split (s)	34.0
Total Split (s)	40.0
Total Split (%)	44.4%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	1779		1770	5080		1770	5085	1583
Flt Permitted	0.69	1.00	1.00	0.75	1.00		0.08	1.00		0.08	1.00	1.00
Satd. Flow (perm)	1293	3539	1583	1402	1779		143	5080		155	5085	1583
Volume (vph)	339	7	314	36	65	28	264	1865	12	18	2613	314
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	357	7	331	38	68	29	278	1963	13	19	2751	331
RTOR Reduction (vph)	0	0	80	0	8	0	0	1	0	0	0	114
Lane Group Flow (vph)	357	7	251	38	89	0	278	1975	0	19	2751	217
Turn Type	Perm		Perm	Perm			pm+pt			Perm		Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	27.7	27.7	27.7	27.7	27.7		57.6	57.6		46.6	46.6	46.6
Effective Green, g (s)	29.7	29.7	29.7	29.7	29.7		59.1	59.1		48.1	48.1	48.1
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31		0.61	0.61		0.50	0.50	0.50
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		5.5	5.5		5.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.5	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	397	1086	486	430	546		205	3102		77	2527	787
v/s Ratio Prot		0.00			0.05		c0.10	0.39			0.54	
v/s Ratio Perm	c0.28		0.16	0.03			c0.73			0.12		0.14
v/c Ratio	0.90	0.01	0.52	0.09	0.16		1.36	0.64		0.25	1.09	0.28
Uniform Delay, d1	32.1	23.3	27.6	23.9	24.5		47.1	12.0		14.0	24.3	14.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	21.9	0.0	0.4	0.0	0.1		188.6	1.0		7.5	47.3	0.9
Delay (s)	54.0	23.3	28.0	23.9	24.5		235.8	13.0		21.5	71.6	15.1
Level of Service	D	C	C	C	C		F	B		C	E	B
Approach Delay (s)		41.3			24.4			40.5			65.3	
Approach LOS		D			C			D			E	

Intersection Summary

HCM Average Control Delay	52.7	HCM Level of Service	D
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	96.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	100.6%	ICU Level of Service	G
Analysis Period (min)	15		

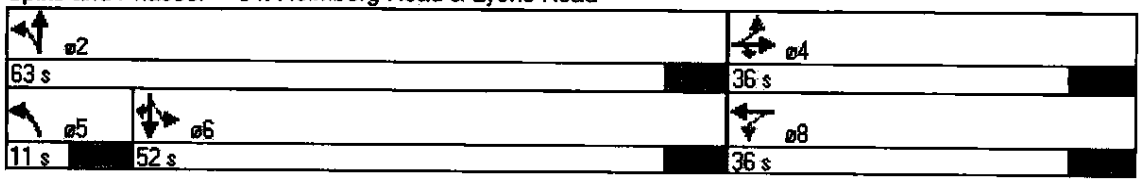
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	339	7	314	36	65	264	1865	18	2613	314
Turn Type	Perm		Perm	Perm		pm+pt		Perm		Perm
Protected Phases		4			8	5	2		6	
Permitted Phases	4		4	8		2		6		6
Detector Phases	4	4	4	8	8	5	2	6	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	7.0	7.0
Minimum Split (s)	42.0	42.0	42.0	22.0	22.0	9.5	34.5	34.5	34.5	34.5
Total Split (s)	36.0	36.0	36.0	36.0	36.0	11.0	63.0	52.0	52.0	52.0
Total Split (%)	36.4%	36.4%	36.4%	36.4%	36.4%	11.1%	63.6%	52.5%	52.5%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.5	1.5	1.5	1.5	1.5
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?						Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max

Intersection Summary

Cycle Length: 99
Actuated Cycle Length: 96.8
Natural Cycle: 140
Control Type: Semi Act-Uncoord

Splits and Phases: 34: Holmberg Road & Lyons Road



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		0.97	0.91	1.00		0.97	0.91	1.00		0.97	0.91	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3433	5085	1583		3433	5085	1583		3433	5085	1583
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3433	5085	1583		3433	5085	1583		3433	5085	1583
Volume (vph)	30	264	734	177	22	838	1082	299	22	190	1228	584
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	31	275	765	184	23	873	1127	311	23	198	1279	608
RTOR Reduction (vph)	0	0	0	45	0	0	0	12	0	0	0	1
Lane Group Flow (vph)	0	306	765	139	0	896	1127	299	0	221	1279	607
Turn Type	Prot	Prot		Perm	Prot	Prot		pm+ov	Prot	Prot		pm+ov
Protected Phases	7	7	4		3!	3	8	1!	5	5	2	3!
Permitted Phases				4				8				2
Actuated Green, G (s)		17.0	26.8	26.8		44.5	54.3	65.9		10.5	53.1	97.6
Effective Green, g (s)		19.0	28.8	28.8		46.5	56.3	69.9		12.5	55.1	101.6
Actuated g/C Ratio		0.12	0.18	0.18		0.29	0.35	0.44		0.08	0.34	0.63
Clearance Time (s)		6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)		1.5	2.5	2.5		1.5	2.5	1.5		1.5	3.0	1.5
Lane Grp Cap (vph)		408	915	285		998	1789	731		268	1751	1045
v/s Ratio Prot		0.09	c0.15			c0.26	0.22	0.03		0.06	0.25	0.17
v/s Ratio Perm				0.09				0.15				0.21
v/c Ratio		0.75	0.84	0.49		0.90	0.63	0.41		0.82	0.73	0.58
Uniform Delay, d1		68.2	63.3	59.0		54.5	43.2	30.9		72.7	45.9	16.9
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		6.7	6.6	1.0		10.4	0.6	0.1		17.5	2.7	0.5
Delay (s)		74.9	69.9	59.9		64.8	43.8	31.0		90.1	48.7	17.4
Level of Service		E	E	E		E	D	C		F	D	B
Approach Delay (s)			69.7				50.2				44.0	
Approach LOS			E				D				D	

Intersection Summary

HCM Average Control Delay	54.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBL	SBT	SBR
Lane Configurations			
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583
Volume (vph)	235	1605	196
Peak-hour factor, PHF	0.96	0.96	0.96
Adj. Flow (vph)	245	1672	204
RTOR Reduction (vph)	0	0	132
Lane Group Flow (vph)	245	1672	72
Turn Type	Prot		Perm
Protected Phases	1	6	
Permitted Phases			6
Actuated Green, G (s)	11.6	54.2	54.2
Effective Green, g (s)	13.6	56.2	56.2
Actuated g/C Ratio	0.08	0.35	0.35
Clearance Time (s)	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0
Lane Grp Cap (vph)	292	1786	556
v/s Ratio Prot	c0.07	c0.33	
v/s Ratio Perm			0.05
v/c Ratio	0.84	0.94	0.13
Uniform Delay, d1	72.1	50.2	35.3
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	17.9	10.8	0.5
Delay (s)	90.0	60.9	35.7
Level of Service	F	E	D
Approach Delay (s)		61.9	
Approach LOS		E	

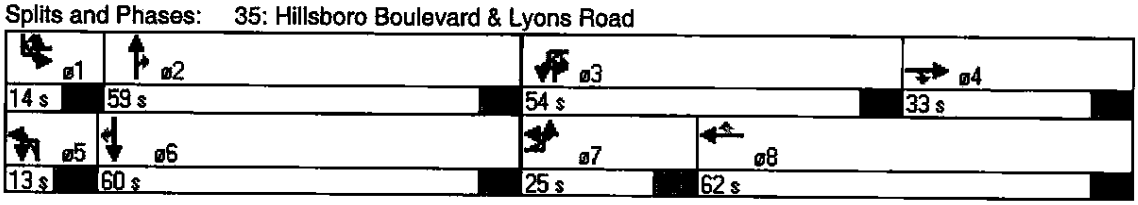
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	264	734	177	838	1082	299	190	1228	584	235	1605	196
Turn Type	Prot		Perm	Prot		pm+ov	Prot		pm+ov	Prot		Perm
Protected Phases	7	4		3	8	1!	5	2	3!	1	6	
Permitted Phases			4			8			2			6
Detector Phases	7	4	4	3	8	1	5	2	3	1	6	6
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	5.0	5.0	12.0	5.0	5.0	12.0	12.0
Minimum Split (s)	11.0	41.0	41.0	11.0	41.0	11.0	11.0	42.0	11.0	11.0	42.0	42.0
Total Split (s)	25.0	33.0	33.0	54.0	62.0	14.0	13.0	59.0	54.0	14.0	60.0	60.0
Total Split (%)	15.6%	20.6%	20.6%	33.8%	38.8%	8.8%	8.1%	36.9%	33.8%	8.8%	37.5%	37.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 21 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 35: Hillsboro Boulevard & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	0.91			0.91	1.00
Frt	1.00	0.89			1.00		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1653			1863		1770	5085			5085	1583
Flt Permitted	0.75	1.00			1.00		0.06	1.00			1.00	1.00
Satd. Flow (perm)	1388	1653			1863		105	5085			5085	1583
Volume (vph)	182	21	63	0	18	0	46	2992	0	0	2062	124
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	190	22	66	0	19	0	48	3117	0	0	2148	129
RTOR Reduction (vph)	0	44	0	0	0	0	0	0	0	0	0	30
Lane Group Flow (vph)	190	44	0	0	19	0	48	3117	0	0	2148	99
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	25.2	25.2			26.2		122.8	122.8			112.5	112.5
Effective Green, g (s)	27.2	27.2			27.2		124.8	124.8			114.5	114.5
Actuated g/C Ratio	0.17	0.17			0.17		0.78	0.78			0.72	0.72
Clearance Time (s)	6.0	6.0			5.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	236	281			317		147	3966			3639	1133
v/s Ratio Prot		0.03			0.01		0.01	c0.61			0.42	
v/s Ratio Perm	c0.14						0.24					0.06
v/c Ratio	0.81	0.16			0.06		0.33	0.79			0.59	0.09
Uniform Delay, d1	63.9	56.6			55.7		9.7	10.0			11.2	6.9
Progression Factor	1.00	1.00			1.00		1.59	0.26			0.11	0.00
Incremental Delay, d2	17.8	0.3			0.1		1.0	1.2			0.4	0.1
Delay (s)	81.7	56.9			55.8		16.4	3.8			1.7	0.1
Level of Service	F	E			E		B	A			A	A
Approach Delay (s)		73.8			55.8			4.0			1.6	
Approach LOS		E			E			A			A	

Intersection Summary

HCM Average Control Delay	6.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

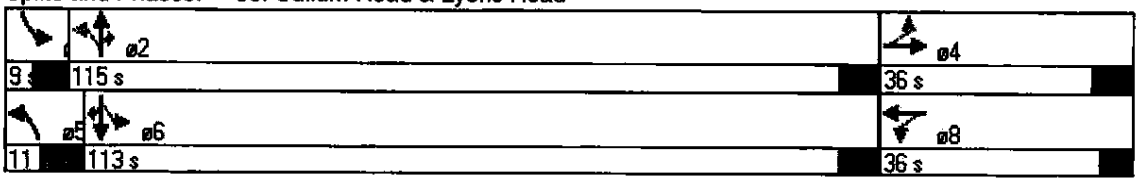
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT	SBR	ø1
Lane Configurations								
Volume (vph)	182	21	18	46	2992	2062	124	
Turn Type	Perm			pm+pt			Perm	
Protected Phases		4	8	5	2	6		1
Permitted Phases	4			2			6	
Detector Phases	4	4	8	5	2	6	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	21.0	11.0	22.0	22.0	22.0	9.0
Total Split (s)	36.0	36.0	36.0	11.0	115.0	113.0	113.0	9.0
Total Split (%)	22.5%	22.5%	22.5%	6.9%	71.9%	70.6%	70.6%	6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0	2.0	1.0
Lead/Lag				Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None

Intersection Summary

Cycle Length: 160
Actual Cycle Length: 160
Offset: 144 (90%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 36: Cullum Road & Lyons Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	5085	5085	1583
Flt Permitted	0.95	1.00	0.07	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	124	5085	5085	1583
Volume (vph)	93	48	64	2881	2028	43
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	97	50	67	3001	2112	45
RTOR Reduction (vph)	0	45	0	0	0	7
Lane Group Flow (vph)	97	5	67	3001	2112	38
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	13.8	13.8	134.2	134.2	122.5	122.5
Effective Green, g (s)	15.8	15.8	136.2	136.2	124.5	124.5
Actuated g/C Ratio	0.10	0.10	0.85	0.85	0.78	0.78
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	175	156	185	4329	3957	1232
v/s Ratio Prot	c0.05		0.02	c0.59	0.42	
v/s Ratio Perm		0.00	0.29			0.02
v/c Ratio	0.55	0.03	0.36	0.69	0.53	0.03
Uniform Delay, d1	68.7	65.2	5.8	4.3	6.7	4.0
Progression Factor	1.00	1.00	2.65	0.27	0.06	0.00
Incremental Delay, d2	3.8	0.1	0.7	0.5	0.4	0.0
Delay (s)	72.5	65.3	15.9	1.7	0.8	0.0
Level of Service	E	E	B	A	A	A
Approach Delay (s)	70.0			2.0	0.8	
Approach LOS	E			A	A	

Intersection Summary

HCM Average Control Delay	3.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

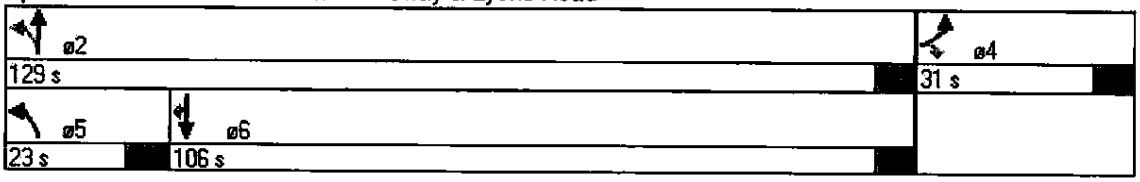
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	93	48	64	2881	2028	43
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	31.0	31.0	23.0	129.0	106.0	106.0
Total Split (%)	19.4%	19.4%	14.4%	80.6%	66.3%	66.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 37: Jardin Driveway & Lyons Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	5085	5085	1583
Flt Permitted	0.95	1.00	0.05	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	90	5085	5085	1583
Volume (vph)	390	238	173	2713	1861	315
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	406	248	180	2826	1939	328
RTOR Reduction (vph)	0	133	0	0	0	80
Lane Group Flow (vph)	406	115	180	2826	1939	248
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	40.2	40.2	107.8	107.8	85.2	85.2
Effective Green, g (s)	42.2	42.2	109.8	109.8	87.2	87.2
Actuated g/C Ratio	0.26	0.26	0.69	0.69	0.55	0.55
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	467	418	257	3490	2771	863
v/s Ratio Prot	c0.23		0.08	c0.56	0.38	
v/s Ratio Perm		0.07	0.40			0.16
v/c Ratio	0.87	0.28	0.70	0.81	0.70	0.29
Uniform Delay, d1	56.3	46.8	45.1	17.7	26.8	19.6
Progression Factor	1.00	1.00	0.75	2.10	0.45	0.26
Incremental Delay, d2	15.7	0.4	5.5	1.4	1.3	0.7
Delay (s)	72.0	47.1	39.5	38.6	13.3	5.8
Level of Service	E	D	D	D	B	A
Approach Delay (s)	62.6			38.7	12.2	
Approach LOS	E			D	B	

Intersection Summary

HCM Average Control Delay	31.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

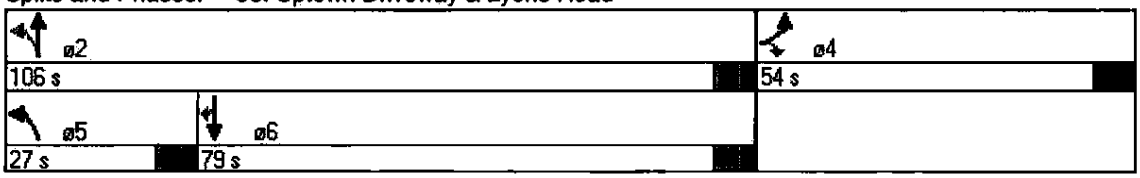
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	390	238	173	2713	1861	315
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	54.0	54.0	27.0	106.0	79.0	79.0
Total Split (%)	33.8%	33.8%	16.9%	66.3%	49.4%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 38: Uptown Driveway & Lyons Road



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.03	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	58	5085	5085	1583	1770	1583
Volume (vph)	57	2503	3650	93	169	106
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	59	2607	3802	97	176	110
RTOR Reduction (vph)	0	0	0	14	0	32
Lane Group Flow (vph)	59	2607	3802	83	176	79
Turn Type	pm+pt			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Actuated Green, G (s)	130.0	130.0	121.8	121.8	18.0	18.0
Effective Green, g (s)	132.0	132.0	123.8	123.8	20.0	20.0
Actuated g/C Ratio	0.82	0.82	0.77	0.77	0.12	0.12
Clearance Time (s)	5.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	93	4195	3935	1225	221	198
v/s Ratio Prot	0.02	c0.51	c0.75		c0.10	
v/s Ratio Perm	0.51			0.05		0.05
v/c Ratio	0.63	0.62	0.97	0.07	0.80	0.40
Uniform Delay, d1	52.3	5.0	16.2	4.3	68.0	64.4
Progression Factor	1.83	0.31	2.32	2.56	1.00	1.00
Incremental Delay, d2	8.6	0.4	5.4	0.1	25.0	5.8
Delay (s)	104.4	2.0	43.0	11.1	93.0	70.3
Level of Service	F	A	D	B	F	E
Approach Delay (s)		4.3	42.2		84.3	
Approach LOS		A	D		F	

Intersection Summary			
HCM Average Control Delay	29.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		

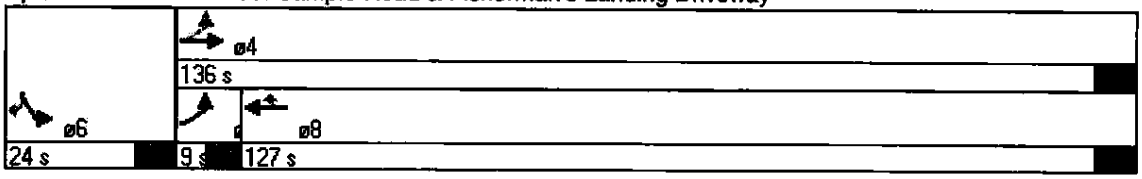
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	57	2503	3650	93	169	106
Turn Type	pm+pt			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	9.0	136.0	127.0	127.0	24.0	24.0
Total Split (%)	5.6%	85.0%	79.4%	79.4%	15.0%	15.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 33 (21%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 39: Sample Road & Fisherman's Landing Driveway



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Arterial Level of Service: NB Lyons Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Coconut Creek Parkwa	II	40	43.1	62.0	105.1	0.45	15.5	E
Lyons Plaza	II	40	15.3	16.8	32.1	0.13	14.9	E
Wynmoor Way	II	40	29.0	31.3	60.3	0.28	17.0	E
Copans Road	II	40	52.4	45.5	97.9	0.58	21.4	D
NW 34th Street	II	40	55.3	16.0	71.3	0.61	31.0	B
Sample Road	II	40	32.7	75.4	108.1	0.33	11.0	F
Uptown Driveway	II	45	28.2	41.7	69.9	0.29	14.7	E
Jardin Driveway	II	45	15.1	1.8	16.9	0.14	29.5	B
Cullum Road	II	45	13.2	4.1	17.3	0.12	25.2	C
Wiles Road	II	45	25.1	41.4	66.5	0.24	13.1	E
Winston Park Bouleva	II	45	54.7	41.3	96.0	0.68	25.7	C
Sawgrass NB On Ramp	II	45	9.7	36.2	45.9	0.09	7.0	F
Sawgrass SB Off Ramp	II	45	9.0	23.7	32.7	0.08	9.1	F
Sawgrass Boulevard	II	45	20.5	16.0	36.5	0.19	18.5	D
Holmberg Road	II	45	45.0	13.6	58.6	0.51	31.4	B
Hillsboro Boulevard	II	45	36.5	48.9	85.4	0.39	16.4	E
Total	II		484.8	515.7	1000.5	5.13	18.5	D

Arterial Level of Service: SB Lyons Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Hillsboro Boulevard	II	45	45.7	60.8	106.5	0.57	19.3	D
Holmberg Road	II	45	36.5	73.1	109.6	0.39	12.8	F
Sawgrass Boulevard	II	45	45.0	112.7	157.7	0.51	11.7	F
Sawgrass SB Off Ramp	II	45	7.5	5.0	12.5	0.07	19.9	D
Sawgrass NB On Ramp	II	45	9.0	89.8	98.8	0.08	3.0	F
Winston Park Bouleva	II	45	29.5	36.9	66.4	0.30	16.1	E
Wiles Road	II	45	54.7	53.9	108.6	0.68	22.7	C
Cullum Road	II	45	25.1	1.7	26.8	0.24	32.4	B
Jardin Driveway	II	45	13.2	0.9	14.1	0.12	30.9	B
Uptown Driveway	II	45	15.1	14.2	29.3	0.14	17.0	E
Sample Road	II	45	28.2	31.7	59.9	0.29	17.1	D
NW 34th Street	II	40	32.7	10.4	43.1	0.33	27.6	C
Copans Road	II	40	55.3	34.2	89.5	0.61	24.7	C
Wynmoor Way	II	40	52.4	6.5	58.9	0.58	35.6	A
Lyons Plaza	II	40	29.0	5.8	34.8	0.28	29.4	B
Coconut Creek Parkwa	II	40	15.3	32.9	48.2	0.13	9.9	F
Total	II		494.2	570.5	1064.7	5.33	18.0	D

Arterial Level of Service: EB Sample Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Riverside Drive	II	45	37.6	46.6	84.2	0.40	17.1	D
Holiday Springs Boul	II	45	29.9	18.3	48.2	0.30	22.6	C
Rock Island Road	II	45	39.5	47.8	87.3	0.43	17.9	D
Turtle Run Blvd	II	45	47.7	21.3	69.0	0.60	31.1	B
NW 62nd Avenue	II	45	38.3	30.5	68.8	0.41	21.3	D
SB SR 7 On Ramp	II	45	27.5	10.1	37.6	0.28	26.6	C
NW 54th Avenue	II	45	29.5	43.4	72.9	0.30	14.7	E
Banks Road	II	45	14.0	22.8	36.8	0.13	12.5	F
Fisherman's Landing	II	45	20.6	2.0	22.6	0.19	30.1	B
Lyons Road	II	45	30.8	29.6	60.4	0.31	18.5	D
NW 42nd Avenue	II	45	24.8	10.1	34.9	0.24	24.6	C
Tradewinds Park Road	II	45	42.5	19.0	61.5	0.48	28.3	B
Florida's Turnpike	II	45	44.6	64.8	109.4	0.51	16.7	E
Total	II		427.3	366.3	793.6	4.57	20.7	D

Arterial Level of Service: WB Sample Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Florida's Turnpike	II	45	38.4	24.7	63.1	0.41	23.3	C
Tradewinds Park Road	II	45	44.6	12.6	57.2	0.51	31.9	B
NW 42nd Avenue	II	45	42.5	15.7	58.2	0.48	29.9	B
Lyons Road	II	45	24.8	41.5	66.3	0.24	13.0	F
Fisherman's Landing	II	45	30.8	41.0	71.8	0.31	15.6	E
Banks Road	II	45	20.6	16.5	37.1	0.19	18.4	D
NW 54th Avenue	II	45	14.0	49.5	63.5	0.13	7.3	F
NB SR 7 On Ramp	II	45	29.5	28.4	57.9	0.30	18.5	D
Turtle Creek Drive	II	45	27.5	36.3	63.8	0.28	15.7	E
Turtle Run Boulevard	II	45	38.3	78.0	116.3	0.41	12.6	F
Rock Island Road	II	45	47.7	34.5	82.2	0.60	26.1	C
Holiday Springs Boul	II	45	39.5	72.6	112.1	0.43	13.9	E
Riverside Drive	II	45	29.9	54.5	84.4	0.30	12.9	F
Total	II		428.1	505.8	933.9	4.58	17.7	D

Arterial Level of Service: NB SR 7

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 31st Street	I	45	19.8	25.1	44.9	0.19	15.2	F
Cullum Road/Turtle C	I	49	72.0	21.3	93.3	0.99	38.1	B
Wiles Road	I	50	26.2	31.3	57.5	0.26	16.4	E
Creekside Drive/Wins	I	50	37.4	43.1	80.5	0.48	21.4	D
NB Sawgrass Expressw	I	50	29.4	5.4	34.8	0.31	32.1	C
SB Sawgrass Expressw	I	50	27.2	0.2	27.4	0.27	35.7	B
Total	I		212.0	126.4	338.4	2.50	26.6	D

Arterial Level of Service: SB SR 7

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SB Sawgrass Expressw	I	50	16.3	7.0	23.3	0.16	25.2	D
NB Sawgrass Expressw	I	50	27.2	0.2	27.4	0.27	35.7	B
Creekside Drive/Wins	I	50	29.4	28.2	57.6	0.31	19.4	E
Wiles Road	I	50	37.4	58.7	96.1	0.48	18.0	E
Cullum Road/Turtle C	I	50	26.2	16.7	42.9	0.26	22.0	D
NW 31st Street	I	49	72.0	76.0	148.0	0.99	24.0	D
Total	I		208.5	186.8	395.3	2.47	22.5	D

Arterial Level of Service: EB Wiles Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 7	II	45	12.6	51.5	64.1	0.12	6.5	F
Banks Road	II	45	40.0	10.8	50.8	0.44	31.1	B
Lyons Road	II	45	43.4	40.9	84.3	0.49	21.1	D
Powerline Road	II	45	164.1	92.9	257.0	2.05	28.7	B
Total	II		260.1	196.1	456.2	3.10	24.4	C

Arterial Level of Service: WB Wiles Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Powerline Road	II	40	22.3	42.9	65.2	0.19	10.7	F
Lyons Road	II	45	164.1	76.9	241.0	2.05	30.6	B
Banks Road	II	45	43.4	8.8	52.2	0.49	34.0	B
SR 7	II	45	40.0	81.9	121.9	0.44	13.0	F
Total	II		269.8	210.5	480.3	3.18	23.8	C

Arterial Level of Service: NB Lyons Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Coconut Creek Parkwa	I	40	30.0	183.5	213.5	0.27	4.6	F
Lyons Plaza	II	40	15.3	15.4	30.7	0.13	15.6	E
Wynmoor Way	II	40	29.0	31.6	60.6	0.28	16.9	E
Copans Road	II	40	52.4	214.9	267.3	0.58	7.8	F
NW 34th Street	II	40	55.3	13.4	68.7	0.61	32.2	B
Sample Road	II	40	32.7	312.9	345.6	0.33	3.4	F
Uptown Driveway	II	45	28.2	49.5	77.7	0.29	13.2	E
Jardin Driveway	II	45	15.1	1.7	16.8	0.14	29.6	B
Cullum Road	II	45	13.2	4.0	17.2	0.12	25.4	C
Wiles Road	II	45	25.1	97.8	122.9	0.24	7.1	F
Winston Park Bouleva	II	45	54.7	106.1	160.8	0.68	15.3	E
Sawgrass NB On Ramp	II	45	9.7	25.1	34.8	0.09	9.2	F
Sawgrass SB Off Ramp	II	45	9.0	16.2	25.2	0.08	11.8	F
Sawgrass Boulevard	II	45	20.5	17.3	37.8	0.19	17.9	D
Holmberg Road	II	45	45.0	15.5	60.5	0.51	30.4	B
Hillsboro Boulevard	II	45	36.5	43.5	80.0	0.39	17.5	D
Total	II		471.7	1148.4	1620.1	4.95	11.0	F

Arterial Level of Service: SB Lyons Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Hillsboro Boulevard	II	45	13.8	49.2	63.0	0.13	7.2	F
Holmberg Road	II	45	36.5	110.0	146.5	0.39	9.5	F
Sawgrass Boulevard	II	45	45.0	146.7	191.7	0.51	9.6	F
Sawgrass SB Off Ramp	II	45	7.5	5.6	13.1	0.07	19.0	D
Sawgrass NB On Ramp	II	45	9.0	270.3	279.3	0.08	1.1	F
Winston Park Bouleva	II	45	29.5	148.3	177.8	0.30	6.0	F
Wiles Road	II	45	54.7	149.5	204.2	0.68	12.1	F
Cullum Road	II	45	25.1	1.4	26.5	0.24	32.8	B
Jardin Driveway	II	45	13.2	1.0	14.2	0.12	30.7	B
Uptown Driveway	II	45	15.1	12.5	27.6	0.14	18.0	D
Sample Road	II	45	28.2	323.3	351.5	0.29	2.9	F
NW 34th Street	II	40	32.7	20.6	53.3	0.33	22.3	C
Copans Road	II	40	55.3	88.5	143.8	0.61	15.4	E
Wynmoor Way	II	40	52.4	4.2	56.6	0.58	37.0	A
Lyons Plaza	II	40	29.0	6.5	35.5	0.28	28.9	B
Coconut Creek Parkwa	I	40	15.3	42.6	57.9	0.13	8.3	F
Total	II		462.3	1380.2	1842.5	4.89	9.6	F

Arterial Level of Service: EB Sample Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Riverside Drive	II	45	37.6	122.9	160.5	0.40	9.0	F
Holiday Springs Boul	II	45	29.9	18.6	48.5	0.30	22.4	C
Rock Island Road	II	45	39.5	61.2	100.7	0.43	15.5	E
Turtle Run Blvd	II	45	47.7	21.3	69.0	0.60	31.1	B
NW 62nd Avenue	II	45	38.3	30.5	68.8	0.41	21.3	D
SB SR 7 On Ramp	II	45	27.5	10.1	37.6	0.28	26.6	C
NW 54th Avenue	II	45	29.5	27.4	56.9	0.30	18.8	D
Banks Road	II	45	14.0	19.9	33.9	0.13	13.6	E
Fisherman's Landing	II	45	20.6	2.1	22.7	0.19	30.0	B
Lyons Road	II	45	30.8	22.8	53.6	0.31	20.9	D
NW 42nd Avenue	II	45	24.8	23.2	48.0	0.24	17.9	D
Tradewinds Park Road	II	45	42.5	21.5	64.0	0.48	27.2	C
Florida's Turnpike	II	45	44.6	169.7	214.3	0.51	8.5	F
Total	II		427.3	551.2	978.5	4.57	16.8	E

Arterial Level of Service: WB Sample Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Florida's Turnpike	II	45	38.4	34.5	72.9	0.41	20.2	D
Tradewinds Park Road	II	45	44.6	10.4	55.0	0.51	33.2	B
NW 42nd Avenue	II	45	42.5	115.0	157.5	0.48	11.0	F
Lyons Road	II	45	24.8	48.6	73.4	0.24	11.7	F
Fisherman's Landing	II	45	30.8	30.1	60.9	0.31	18.4	D
Banks Road	II	45	20.6	16.5	37.1	0.19	18.4	D
NW 54th Avenue	II	45	14.0	28.0	42.0	0.13	11.0	F
NB SR 7 On Ramp	II	45	29.5	28.4	57.9	0.30	18.5	D
Turtle Creek Drive	II	45	27.5	36.3	63.8	0.28	15.7	E
Turtle Run Boulevard	II	45	38.3	78.0	116.3	0.41	12.6	F
Rock Island Road	II	45	47.7	36.8	84.5	0.60	25.4	C
Holiday Springs Boul	II	45	39.5	84.4	123.9	0.43	12.6	F
Riverside Drive	II	45	29.9	81.7	111.6	0.30	9.8	F
Total	II		428.1	628.7	1056.8	4.58	15.6	E

Arterial Level of Service: NB SR 7

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 31st Street	I	45	19.8	25.1	44.9	0.19	15.2	F
Cullum Road/Turtle C	I	49	72.0	21.2	93.2	0.99	38.1	B
Wiles Road	I	50	26.2	130.0	156.2	0.26	6.0	F
Creekside Drive/Wins	I	50	37.4	43.1	80.5	0.48	21.4	D
NB Sawgrass Expressw		50	29.4	5.4	34.8	0.31	32.1	C
SB Sawgrass Expressw		50	27.2	0.2	27.4	0.27	35.7	B
Total	I		212.0	225.0	437.0	2.50	20.6	E

Arterial Level of Service: SB SR 7

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SB Sawgrass Expressw		50	16.3	7.0	23.3	0.16	25.2	D
NB Sawgrass Expressw		50	27.2	0.2	27.4	0.27	35.7	B
Creekside Drive/Wins	I	50	29.4	28.2	57.6	0.31	19.4	E
Wiles Road	I	50	37.4	204.5	241.9	0.48	7.1	F
Cullum Road/Turtle C	I	50	26.2	11.6	37.8	0.26	24.9	D
NW 31st Street	I	49	72.0	72.3	144.3	0.99	24.6	D
Total	I		208.5	323.8	532.3	2.47	16.7	E

Arterial Level of Service: EB Wiles Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 7	II	45	12.6	35.9	48.5	0.12	8.6	F
Banks Road	II	45	40.0	10.1	50.1	0.44	31.6	B
Lyons Road	II	45	43.4	69.3	112.7	0.49	15.8	E
Powerline Road	II	45	164.0	501.0	665.0	2.05	11.1	F
Total	II		260.0	616.3	876.3	3.10	12.7	F

Arterial Level of Service: WB Wiles Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Powerline Road	II	40	22.3	1139.7	1162.0	0.19	0.6	F
Lyons Road	II	45	164.0	234.0	398.0	2.05	18.5	D
Banks Road	II	45	43.4	7.9	51.3	0.49	34.6	B
SR 7	II	45	40.0	86.3	126.3	0.44	12.5	F
Total	II		269.7	1467.9	1737.6	3.18	6.6	F

N

Significant Impacts
A.M. Peak Hour

Roadway		Jurisdiction	Roadway Type	Roadway Class	Existing Laneage	Adopted LOS	Maximum Directional Volume	Project Traffic						Significance		Significant Impact?	
From	To							% Assignment	Net New Proposed Traffic	Direction (In/Out) NB / EB	SB / WB	NB / EB	SB / WB	NB/EB	SB/WB	NB / EB	SB / WB
Sample Road																	
SR 7	Banks Road	FDOT	Arterial	II	3LD(EB)	D	2,570	5%	106	I/O	-	106	-	4.1%	-	No	-
SR 7	Banks Road	FDOT	Arterial	II	3LD(WB)	D	2,570	7%	150	-	I/O	-	150	-	5.8%	-	Yes
Banks Road	Lyons Road	FDOT	Arterial	II	3LD(EB)	D	2,570	10%	217	I/O	-	217	-	8.4%	-	Yes	-
Banks Road	Lyons Road	FDOT	Arterial	II	3LD(WB)	D	2,570	7%	152	-	I/O	-	152	-	5.9%	-	Yes
Lyons Road	Florida's Turnpike	FDOT	Arterial	II	6LD	D	2,570	7%	152	O	I	77	75	3.0%	2.9%	No	No
SR 7																	
Sample Road	Wiles Road	FDOT	Arterial	II	3LD(EB)	D	2,570	6%	130	I/O	-	130	-	5.1%	-	Yes	-
Sample Road	Wiles Road	FDOT	Arterial	II	3LD(WB)	D	2,570	5%	109	-	I/O	-	109	-	4.2%	-	No

Notes:

Source: Broward County MPO Roadway Capacity and Level of Service Analysis for 2007 and 2030

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AM Peak Hour Link Analysis

Roadway		Committed Number of Lanes	Adopted LOS	Maximum Directional Volume	Project Traffic			Existing		Area-Wide Average Growth Rate	Background Growth (Area Growth Rate)		2020 Background Traffic		Adjusted Background Volume[1]		2020 Total Peak Hour Volume		2020 V/C Ratio		2020 Level of Service	
					% Assignment	NB/EB Project Trips	SB/WB Project Trips	PM Peak Volumes														
From	To							NB/EB	SB/WB		NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
Sample Road																						
SR 7	Banks Road	3LD (EB)	D	2,570	5%	106	-	1,828	-	1.3%	343	-	2,171	-	2,047	-	2,153	-	0.84	-	D	-
SR 7	Banks Road	3 LD (WB)	D	2,570	7%	-	150	-	2,517	1.3%	-	472	-	2,989	-	2,843	-	2,993	-	1.16	-	F
Banks Road	Lyons Road	3LD (EB)	D	2,570	10%	217	-	1,828	-	1.3%	343	-	2,171	-	2,047	-	2,264	-	0.88	-	D	-
Banks Road	Lyons Road	3LD (WB)	D	2,570	7%	-	152	-	2,517	1.3%	-	472	-	2,989	-	2,843	-	2,995	-	1.17	-	F
SR 7																						
Sample Road	Wiles Road	3LD (NB)	D	2,570	6%	130	-	1,707	-	1.3%	320	-	2,027	-	2,143	-	2,273	-	0.88	-	D	-
Sample Road	Wiles Road	3LD (SB)	D	2,570	5%	-	109	-	2,123	1.3%	-	398	-	2,521	-	2,645	-	2,754	-	1.07	-	F

Notes:

[1] Background volumes include adjustment for extension of Wiles Road.

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Existing AM Peak Hour
Intersection Level of Service

Intersection	Type of Signal Control	Intersection LOS	Intersection Delay (sec.)	Approach LOS			
				EB	WB	NB	SB
Sample Rd and SR 7	Signalized	C	20.6	B	B	N/A	N/A
Sample Rd and NW 54th Ave	Signalized	B	16.1	B	B	E	E
Sample Rd and Lyons Rd	Signalized	E	56.3	D	D	E	E
Wiles Rd and SR 7	Signalized	E	57.4	E	E	D	D
NW 31st St and SR 7	Signalized	C	34.9	E	D	B	D
Cullum Rd/Turtle Creek Dr and SR 7	Signalized	B	18.1	E	E	B	B

Buildout AM Peak Hour
Intersection and Approach Level of Service

Intersection	Non-Project						With Project					
	Intersection LOS	Intersection Delay (sec.)	Approach LOS				Intersection LOS	Intersection Delay (sec.)	Approach LOS			
			EB	WB	NB	SB			EB	WB	NB	SB
Sample Rd and SR 7	C	23.7	C	B	N/A	N/A	C	25.2	C	B	N/A	N/A
Sample Rd and NW 54th Ave	B	19.3	B	B	E	E	C	23.6	C	B	E	E
Sample Rd and Lyons Rd	F	85.8	F	D	E	F	F	112.1	F	D	E	F
Wiles Rd and SR 7	F	91.5	F	E	D	F	F	117.3	F	E	E	F
NW 31st St and SR 7	D	44.3	E	D	C	D	D	46.1	E	D	C	E
Cullum Rd/Turtle Creek Dr and SR 7	C	22.7	E	D	C	B	C	25.5	E	D	C	B

Project Access Locations

Intersection	With Project					
	Intersection LOS	Intersection Delay (sec.)	Approach LOS			
			EB	WB	NB	SB
Sample Road and Banks Road	B	13.5	B	A	E	D
Cullum Road and Lyons Road	A	6.7	F	F	A	A
Jardin Driveway and Lyons Road	A	5.5	E	N/A	A	A
Uptown Driveway and Lyons Road	A	8.5	E	N/A	A	A
Wiles Road and Banks Road	C	26.9	D	A	D	N/A
Fisherman's Landing Driveway and Lyons Road	A	5.8	A	A	N/A	E

Notes:
(1) Overall LOS at two-way stop controlled intersections, one way stop-controlled intersections, or traffic circles is not defined.
(2) Approach reflects the left-turn movement only, the through movement operates under free-flow conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.
(4) Proposed signalization with project.

A.M. Peak Hour Arterial Level of Service
Future Total Traffic Conditions

Arterial Segment	Direction	Arterial Speed (mph)	Level of Service
Sample Road from SR 7 to Lyons Road	EB	F	13.0
	WB	D	20.7
SR 7 from Sample Road to Lyons Road	NB	D	23.0
	SB	E	17.3

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and SR 7
COUNT DATE: November 13, 2008
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		192	2,004	124		132	917	198		64		173		405		96
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
EXISTING CONDITIONS		**204**	**2,124**	**131**		**140**	**972**	**210**		**68**		**183**		**429**		**102**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0		0		0		0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
BACKGROUND TRAFFIC GROWTH		34	356	22		23	163	35		11		31		72		17
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[*/]		5.70%	-5.70%				-4.90%									4.90%
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[*/]		2	-20	0		0	-8	0		0		0		0		1
NON-PROJECT TRAFFIC	**0**	**240**	**2,460**	**153**	**0**	**163**	**1,127**	**245**	**0**	**79**	**0**	**214**	**0**	**501**	**0**	**120**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		4.0%	7.0%									1.0%	4.0%	1.0%		
	Exiting						3.0%	8.0%	2.0%								3.0%

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		43	75			33	87	22				11	43	11		33
TOTAL PROJECT TRAFFIC		**0**	**43**	**75**	**0**	**0**	**33**	**87**	**22**	**0**	**0**	**0**	**11**	**43**	**11**	**0**	**33**
TOTAL TRAFFIC		**0**	**283**	**2,535**	**153**	**0**	**196**	**1,214**	**267**	**0**	**79**	**0**	**225**	**43**	**512**	**0**	**153**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and NW 54th Avenue
COUNT DATE: November 12, 2008
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.94

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		62	2,065	23		139	1,143	119		36	53	158		68	38	34
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
EXISTING CONDITIONS		**66**	**2,189**	**24**		**147**	**1,212**	**126**		**38**	**56**	**167**		**72**	**40**	**36**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
BACKGROUND TRAFFIC GROWTH		11	367	4		25	203	21		6	9	28		12	7	6
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]			-5.70%				-4.90%									
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]		0	-21	0		0	-10	0		0	0	0		0	0	0
NON-PROJECT TRAFFIC	**0**	**77**	**2,535**	**28**	**0**	**172**	**1,405**	**147**	**0**	**44**	**65**	**195**	**0**	**84**	**47**	**42**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering		7.0%	-7.0%				-7.0%	7.0%								
	Exiting														7.0%		7.0%
Net New Distribution	Entering		3.0%	6.0%					4.0%								
	Exiting							9.0%							4.0%		4.0%

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By		6	-6				-6	6						3		3
	Net New		32	65				98	43						44		44
TOTAL PROJECT TRAFFIC		**0**	**38**	**59**	**0**	**0**	**0**	**92**	**49**	**0**	**0**	**0**	**0**	**0**	**47**	**0**	**47**
TOTAL TRAFFIC		**0**	**115**	**2,594**	**28**	**0**	**172**	**1,497**	**196**	**0**	**44**	**65**	**195**	**0**	**131**	**47**	**89**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and Lyons Road
COUNT DATE: November 13, 2008
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		229	1,941	327		118	1,116	297		274	697	164		548	1,105	197
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
EXISTING CONDITIONS		**243**	**2,057**	**347**		**125**	**1,183**	**315**		**290**	**739**	**174**		**581**	**1,171**	**209**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
BACKGROUND TRAFFIC GROWTH		41	345	58		21	198	53		49	124	29		97	196	35
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2]			-5.70%			-0.49%	-4.90%	-0.49%				-0.57%				-0.57%
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2]		0	-20	0		0	-10	0		0	0	0		0	0	0
NON-PROJECT TRAFFIC	**0**	**284**	**2,382**	**405**	**0**	**146**	**1,371**	**368**	**0**	**339**	**863**	**203**	**0**	**678**	**1,367**	**244**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering							9.0%	6.0%		6.0%	5.0%					
	Exiting		4.0%	10.0%	4.0%										5.0%	7.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		44	109	44			97	65		65	54			55	77	
TOTAL PROJECT TRAFFIC		**0**	**44**	**109**	**44**	**0**	**0**	**97**	**65**	**0**	**65**	**54**	**0**	**0**	**55**	**77**	**0**
TOTAL TRAFFIC		**0**	**328**	**2,491**	**449**	**0**	**146**	**1,468**	**433**	**0**	**404**	**917**	**203**	**0**	**733**	**1,444**	**244**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Cullum Road and SR 7
COUNT DATE: November 13, 2008
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		163	27	19		5	15	47		34	1,435	10	13	112	1,937	102
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
EXISTING CONDITIONS		**173**	**29**	**20**		**5**	**16**	**50**		**36**	**1,521**	**11**	**14**	**119**	**2,053**	**108**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0	0	0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
BACKGROUND TRAFFIC GROWTH		29	5	3		1	3	8		6	255	2	2	20	344	18
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2/]											5.70%				4.90%	
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2/]		0	0	0		0	0	0		0	15	0	0	0	17	0
NON-PROJECT TRAFFIC	**0**	**202**	**34**	**23**	**0**	**6**	**19**	**58**	**0**	**42**	**1,791**	**13**	**16**	**139**	**2,414**	**126**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering												9.0%		5.0%		
	Exiting						5.0%		9.0%								
Net New Distribution	Entering			1.0%									2.0%		5.0%	5.0%	
	Exiting						4.0%	1.0%	4.0%			5.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By						3		5				6		4		
	Net New			11			44	11	44			55	22		54	54	
TOTAL PROJECT TRAFFIC		**0**	**0**	**11**	**0**	**0**	**47**	**11**	**49**	**0**	**0**	**55**	**28**	**0**	**58**	**54**	**0**
TOTAL TRAFFIC		**0**	**202**	**45**	**23**	**0**	**53**	**30**	**107**	**0**	**42**	**1,846**	**41**	**16**	**197**	**2,468**	**126**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Wiles Road and SR 7
COUNT DATE: November 13, 2008
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		733	599	498		135	303	249	16	195	1,231	141	25	189	1,508	435
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
EXISTING CONDITIONS		**777**	**635**	**528**		**143**	**321**	**264**	**17**	**207**	**1,305**	**149**	**27**	**200**	**1,598**	**461**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0	0	0	0	0

Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
BACKGROUND TRAFFIC GROWTH		130	106	89		24	54	44	3	35	219	25	5	34	268	77
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[2/]							4.90%					5.70%				
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[2/]		0	0	0		0	3	0	0	0	0	1	0	0	0	0
NON-PROJECT TRAFFIC	**0**	**907**	**741**	**617**	**0**	**167**	**378**	**308**	**20**	**242**	**1,524**	**175**	**32**	**234**	**1,866**	**538**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			3.0%	2.0%										3.0%	8.0%	
	Exiting							2.0%	5.0%		3.0%	6.0%					

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			32	22			22	55		33	66			32	86	
TOTAL PROJECT TRAFFIC		**0**	**0**	**32**	**22**	**0**	**0**	**22**	**55**	**0**	**33**	**66**	**0**	**0**	**32**	**86**	**0**
TOTAL TRAFFIC		**0**	**907**	**773**	**639**	**0**	**167**	**400**	**363**	**20**	**275**	**1,590**	**175**	**32**	**266**	**1,952**	**538**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 31st Street and SR 7
COUNT DATE: March 12, 2009
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.95

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		40	25	394		102	23	41		179	1,280	66		17	1,849	34
Peak Season Correction Factor	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980
EXISTING CONDITIONS		**39**	**25**	**386**		**100**	**23**	**40**		**175**	**1,254**	**65**		**17**	**1,812**	**33**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
BACKGROUND TRAFFIC GROWTH		6	4	59		15	4	6		27	191	10		3	277	5
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[*/]																
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[*/]		0	0	0		0	0	0		0	0	0		0	0	0
NON-PROJECT TRAFFIC	**0**	**45**	**29**	**445**	**0**	**115**	**27**	**46**	**0**	**202**	**1,445**	**75**	**0**	**20**	**2,089**	**38**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering											4.0%					
	Exiting															4.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											43				44	
TOTAL PROJECT TRAFFIC		0	0	0	0	0	0	0	0	0	0	43	0	0	0	44	0
TOTAL TRAFFIC	**0**	**45**	**29**	**445**	**0**	**115**	**27**	**46**	**0**	**202**	**1,488**	**75**	**0**	**20**	**2,133**	**38**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and Banks Road
COUNT DATE: November 13, 2008
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			*2,647*				*1,682*									
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			***2,647***				***1,682***									

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
BACKGROUND TRAFFIC GROWTH			444				282									
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[7]			-5.70%				-4.90%									
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[7]		0	-25	0		0	-14	0		0	0	0		0	0	0
NON-PROJECT TRAFFIC	**0**	**0**	**3,066**	**0**	**0**	**0**	**1,950**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering		8.0%	-8.0%				-12.0%	12.0%								
	Exiting														8.0%		12.0%
Net New Distribution	Entering		4.0%	2.0%				4.0%	7.0%			3.0%					
	Exiting														8.0%	3.0%	12.0%

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By		6	-6				-10	10						4		6
	Net New		43	22				43	75			32			87	33	131
TOTAL PROJECT TRAFFIC		**0**	**49**	**16**	**0**	**0**	**0**	**33**	**85**	**0**	**0**	**32**	**0**	**0**	**91**	**33**	**137**
TOTAL TRAFFIC		**0**	**49**	**3,082**	**0**	**0**	**0**	**1,983**	**85**	**0**	**0**	**32**	**0**	**0**	**91**	**33**	**137**

Based on volumes at Lyons Road and Sample Road

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sample Road and Fisherman's Landing Driveway
COUNT DATE: November 13, 2008
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			*2,647*				*1,682*									
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			***2,647***				***1,682***									

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
BACKGROUND TRAFFIC GROWTH			444				282									
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[*/]			-5.70%				-4.90%									
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[*/]		0	-25	0		0	-14	0		0	0	0		0	0	0
NON-PROJECT TRAFFIC	**0**	**0**	**3,066**	**0**	**0**	**0**	**1,950**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering		7.0%	-7.0%				-7.0%	7.0%								
	Exiting														7.0%		7.0%
Net New Distribution	Entering		2.0%					11.0%	4.0%								
	Exiting			11.0%											7.0%		4.0%

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By		6	-6				-6	6						3		3
	Net New		22	120				119	43						77		44
TOTAL PROJECT TRAFFIC		**0**	**28**	**114**	**0**	**0**	**0**	**113**	**49**	**0**	**0**	**0**	**0**	**0**	**80**	**0**	**47**
TOTAL TRAFFIC		**0**	**28**	**3,180**	**0**	**0**	**0**	**2,063**	**49**	**0**	**0**	**0**	**0**	**0**	**80**	**0**	**47**

Based on volumes at Lyons Road and Sample Road

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Cullum Road and Lyons Road
COUNT DATE: November 13, 2008
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements											*1,297*				*1,961*	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS											***1,297***				***1,961***	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
BACKGROUND TRAFFIC GROWTH											217				329	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[c7]																
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[c7]		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON-PROJECT TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,514**	**0**	**0**	**0**	**2,290**	**0**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering										1.0%	-1.0%				-2.0%	2.0%
Distribution	Exiting		1.0%		2.0%												
Net New	Entering							1.0%			1.0%					13.0%	2.0%
Distribution	Exiting		3.0%	1.0%	1.0%							20.0%				1.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		1		1						2	-2				-2	2
Trips	Net New		33	11	11			11			11	219				151	22
TOTAL PROJECT TRAFFIC		**0**	**34**	**11**	**12**	**0**	**0**	**11**	**0**	**0**	**13**	**217**	**0**	**0**	**0**	**149**	**24**
TOTAL TRAFFIC		**0**	**34**	**11**	**12**	**0**	**0**	**11**	**0**	**0**	**13**	**1,731**	**0**	**0**	**0**	**2,439**	**24**

Based on volumes at Lyons Road and Sample Road

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Jardin Driveway and Lyons Road
COUNT DATE: November 13, 2008
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements											*1,297*				*1,961*	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS											***1,297***				***1,961***	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
BACKGROUND TRAFFIC GROWTH											217				329	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[c7]																
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[c7]		0	0	0		0	0	0	0	0	0	0	0	0	0	0
NON-PROJECT TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,514**	**0**	**0**	**0**	**2,290**	**0**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering										3.0%	-3.0%				-2.0%	2.0%
Distribution	Exiting		3.0%		2.0%												
Net New	Entering										3.0%	1.0%				11.0%	2.0%
Distribution	Exiting		4.0%		2.0%							16.0%				2.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		1		1						2	-2				-2	2
Trips	Net New		44		22						32	186				141	22
TOTAL PROJECT TRAFFIC		**0**	**45**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**34**	**184**	**0**	**0**	**0**	**139**	**24**
TOTAL TRAFFIC		**0**	**45**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**34**	**1,698**	**0**	**0**	**0**	**2,429**	**24**

Based on volumes at Lyons Road and Sample Road

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Uptown Driveway and Lyons Road
COUNT DATE: November 13, 2008
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements											*1,297*				*1,961*	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS											***1,297***				***1,961***	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
BACKGROUND TRAFFIC GROWTH											217				329	
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[c7]																
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[c7]		0	0	0		0	0	0		0	0	0		0	0	0
NON-PROJECT TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,514**	**0**	**0**	**0**	**2,290**	**0**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering										7.0%	-7.0%				-11.0%	11.0%
Distribution	Exiting		7.0%		11.0%												
Net New	Entering										7.0%	4.0%					11.0%
Distribution	Exiting		12.0%		8.0%							4.0%				4.0%	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		4		6						6	-6				-9	9
Trips	Net New		131		87						75	87				44	119
TOTAL PROJECT TRAFFIC		**0**	**135**	**0**	**93**	**0**	**0**	**0**	**0**	**0**	**81**	**81**	**0**	**0**	**0**	**35**	**128**
TOTAL TRAFFIC		**0**	**135**	**0**	**93**	**0**	**0**	**0**	**0**	**0**	**81**	**1,595**	**0**	**0**	**0**	**2,325**	**128**

Based on volumes at Lyons Road and Sample Road

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Wiles Road and Banks Road
COUNT DATE: November 13, 2008
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			*984*				*728*									
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			***984***				***728***									

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
BACKGROUND TRAFFIC GROWTH			165				122									
ADJUSTMENT FOR WILES ROAD EXTENSION (%)[c7]			5.70%				4.90%									
ADJUSTMENT FOR WILES ROAD EXTENSION (VOLUME)[c7]		0	9	0		0	6	0		0	0	0		0	0	0
NON-PROJECT TRAFFIC	**0**	**0**	**1,158**	**0**	**0**	**0**	**856**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering			-5.0%	5.0%		5.0%	-5.0%									
	Exiting										5.0%		5.0%				
Net New Distribution	Entering				6.0%		13.0%										
	Exiting										7.0%		6.0%				

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By			-4	4		4	-4			3		3				
	Net New				65		140				77		66				
TOTAL PROJECT TRAFFIC		**0**	**0**	**-4**	**69**	**0**	**144**	**-4**	**0**	**0**	**80**	**0**	**69**	**0**	**0**	**0**	**0**
TOTAL TRAFFIC		**0**	**0**	**1,154**	**69**	**0**	**144**	**852**	**0**	**0**	**80**	**0**	**69**	**0**	**0**	**0**	**0**

Based on volumes at SR 7 and Wiles Road

Movement	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	1583	3433	1583
Volume (vph)	204	2124	131	140	972	210	68	183	429	102
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	210	2190	135	144	1002	216	70	189	442	105
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	210	2190	135	144	1002	216	70	189	442	105
Turn Type	Prot		Free	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		4		8	
Permitted Phases			Free			Free		Free		Free
Actuated Green, G (s)	12.1	88.1	140.0	9.5	85.5	140.0	21.4	140.0	21.4	140.0
Effective Green, g (s)	14.1	92.1	140.0	11.5	89.5	140.0	24.4	140.0	24.4	140.0
Actuated g/C Ratio	0.10	0.66	1.00	0.08	0.64	1.00	0.17	1.00	0.17	1.00
Clearance Time (s)	6.0	8.0		6.0	8.0		7.0		7.0	
Vehicle Extension (s)	1.5	1.0		1.5	1.0		1.5		1.5	
Lane Grp Cap (vph)	346	3345	1583	282	3251	1583	598	1583	598	1583
v/s Ratio Prot	c0.06	c0.43		0.04	0.20		0.02		c0.13	
v/s Ratio Perm			0.09			c0.14		0.12		0.07
v/c Ratio	0.61	0.65	0.09	0.51	0.31	0.14	0.12	0.12	0.74	0.07
Uniform Delay, d1	60.3	14.4	0.0	61.6	11.3	0.0	48.7	0.0	54.8	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	1.0	0.1	0.7	0.2	0.2	0.0	0.2	4.1	0.1
Delay (s)	62.4	15.4	0.1	62.2	11.6	0.2	48.8	0.2	58.9	0.1
Level of Service	E	B	A	E	B	A	D	A	E	A
Approach Delay (s)		18.5			15.1					
Approach LOS		B			B					

Intersection Summary

HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

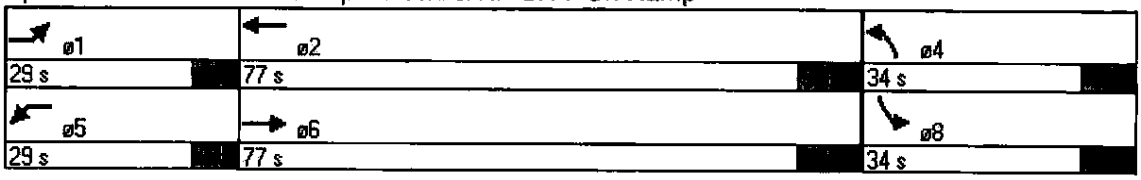
c Critical Lane Group

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations										
Volume (vph)	204	2124	131	140	972	210	68	183	429	102
Turn Type	Prot		Free	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		4		8	
Permitted Phases			Free			Free		Free		Free
Detector Phases	1	6		5	2		4		8	
Minimum Initial (s)	6.0	7.0		6.0	7.0		6.0		6.0	
Minimum Split (s)	12.0	15.0		12.0	15.0		13.0		13.0	
Total Split (s)	29.0	77.0	0.0	29.0	77.0	0.0	34.0	0.0	34.0	0.0
Total Split (%)	20.7%	55.0%	0.0%	20.7%	55.0%	0.0%	24.3%	0.0%	24.3%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0		4.0	
All-Red Time (s)	2.0	4.0		2.0	4.0		3.0		3.0	
Lead/Lag	Lead	Lag		Lead	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Recall Mode	None	C-Max		None	C-Max		None		None	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 116 (83%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 1: Sample Road & NB SR 7 On Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.20	1.00	1.00	0.05	1.00	1.00	0.73	1.00	1.00	0.72	1.00	1.00
Satd. Flow (perm)	375	5085	1583	86	5085	1583	1355	3539	1583	1333	3539	1583
Volume (vph)	66	2189	24	147	1212	126	38	56	167	72	40	36
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	70	2329	26	156	1289	134	40	60	178	77	43	38
RTOR Reduction (vph)	0	0	4	0	0	29	0	0	161	0	0	34
Lane Group Flow (vph)	70	2329	22	156	1289	105	40	60	17	77	43	4
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		8
Actuated Green, G (s)	121.5	116.5	116.5	134.9	123.9	123.9	13.1	13.1	13.1	13.1	13.1	13.1
Effective Green, g (s)	125.5	118.5	118.5	136.9	125.9	125.9	15.1	15.1	15.1	15.1	15.1	15.1
Actuated g/C Ratio	0.78	0.74	0.74	0.86	0.79	0.79	0.09	0.09	0.09	0.09	0.09	0.09
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	355	3766	1172	225	4001	1246	128	334	149	126	334	149
v/s Ratio Prot	0.01	0.46		c0.06	0.25			0.02			0.01	
v/s Ratio Perm	0.15		0.01	c0.53		0.07	0.03		0.01	c0.06		0.00
v/c Ratio	0.20	0.62	0.02	0.69	0.32	0.08	0.31	0.18	0.11	0.61	0.13	0.02
Uniform Delay, d1	3.9	9.9	5.5	40.5	4.9	3.9	67.6	66.7	66.3	69.6	66.4	65.8
Progression Factor	1.00	1.00	1.00	0.91	1.27	2.84	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.8	0.0	6.2	0.2	0.1	0.5	0.1	0.1	6.0	0.1	0.0
Delay (s)	4.0	10.7	5.5	43.2	6.3	11.2	68.1	66.8	66.4	75.7	66.5	65.8
Level of Service	A	B	A	D	A	B	E	E	E	E	E	E
Approach Delay (s)		10.5			10.4			66.8			70.8	
Approach LOS		B			B			E			E	

Intersection Summary

HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

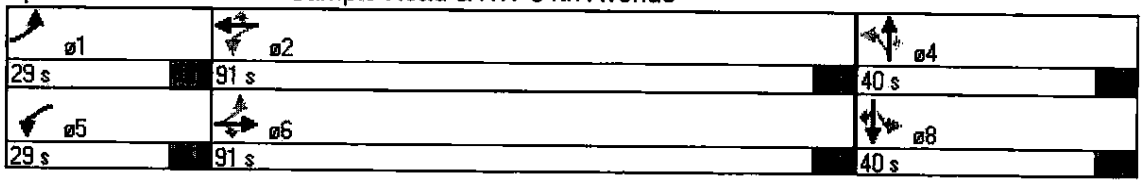
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	2189	24	147	1212	126	38	56	167	72	40	36
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phases	1	6	6	5	2	2	4	4	4	8	8	8
Minimum Initial (s)	4.0	12.0	12.0	4.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	30.0	30.0	10.0	30.0	30.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	29.0	91.0	91.0	29.0	91.0	91.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	18.1%	56.9%	56.9%	18.1%	56.9%	56.9%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 28 (18%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 2: Sample Road & NW 54th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Volume (vph)	243	2057	347	125	1183	315	290	739	174	581	1171	209
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	251	2121	358	129	1220	325	299	762	179	599	1207	215
RTOR Reduction (vph)	0	0	82	0	0	147	0	0	98	0	0	32
Lane Group Flow (vph)	251	2121	276	129	1220	178	299	762	81	599	1207	183
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	12.3	68.6	68.6	9.9	67.2	67.2	17.9	31.5	31.5	25.5	39.1	51.4
Effective Green, g (s)	13.8	70.6	70.6	12.4	69.2	69.2	20.4	33.0	33.0	28.0	40.6	54.4
Actuated g/C Ratio	0.09	0.44	0.44	0.08	0.43	0.43	0.13	0.21	0.21	0.18	0.25	0.34
Clearance Time (s)	5.5	6.0	6.0	6.5	6.0	6.0	6.5	5.5	5.5	6.5	5.5	5.5
Vehicle Extension (s)	1.5	1.0	1.0	2.0	1.0	1.0	2.0	2.5	2.5	2.0	2.5	1.5
Lane Grp Cap (vph)	296	2244	698	266	2199	685	438	1049	326	601	1290	578
v/s Ratio Prot	c0.07	c0.42		0.04	0.24		0.09	0.15		c0.17	c0.24	0.03
v/s Ratio Perm			0.17			0.11			0.05			0.09
v/c Ratio	0.85	0.95	0.40	0.48	0.55	0.26	0.68	0.73	0.25	1.00	0.94	0.32
Uniform Delay, d1	72.1	42.8	30.3	70.7	33.9	29.0	66.7	59.3	53.1	66.0	58.4	39.1
Progression Factor	1.13	0.84	0.83	1.33	1.02	1.57	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.0	8.4	1.4	0.5	0.9	0.8	3.5	2.4	0.3	35.6	12.6	0.1
Delay (s)	97.5	44.5	26.5	94.5	35.3	46.3	70.2	61.7	53.4	101.5	71.0	39.2
Level of Service	F	D	C	F	D	D	E	E	D	F	E	D
Approach Delay (s)		47.0			42.0			62.5			76.7	
Approach LOS		D			D			E			E	

Intersection Summary

HCM Average Control Delay	56.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		

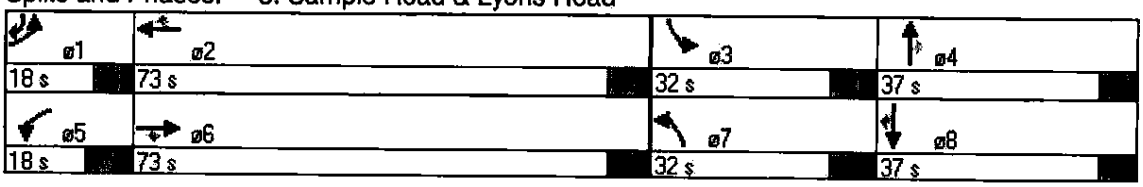
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	243	2057	347	125	1183	315	290	739	174	581	1171	209
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	1
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	6.0	6.0	5.0	6.0	5.0
Minimum Split (s)	11.5	39.0	39.0	11.5	39.0	39.0	11.5	34.5	34.5	11.5	34.5	11.5
Total Split (s)	18.0	73.0	73.0	18.0	73.0	73.0	32.0	37.0	37.0	32.0	37.0	18.0
Total Split (%)	11.3%	45.6%	45.6%	11.3%	45.6%	45.6%	20.0%	23.1%	23.1%	20.0%	23.1%	11.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	2.0	2.0	2.5	2.0	2.0	2.5	1.5	1.5	2.5	1.5	1.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 34 (21%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 3: Sample Road & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00		0.97	0.91	1.00		0.97
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583		3433	5085	1583		3433
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583		3433	5085	1583		3433
Volume (vph)	777	635	528	143	321	264	17	207	1305	149	27	200
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.92	0.90
Adj. Flow (vph)	863	706	587	159	357	293	19	230	1450	166	29	222
RTOR Reduction (vph)	0	0	17	0	0	50	0	0	0	48	0	0
Lane Group Flow (vph)	863	706	570	159	357	243	0	249	1450	118	0	251
Turn Type	Prot		pm+ov	Prot		Perm	Prot	Prot		pm+ov	Prot	Prot
Protected Phases	7	4	5!	3	8		5!	5	2	3	1	1
Permitted Phases			4			8				2		
Actuated Green, G (s)	35.0	51.9	66.6	11.0	27.9	27.9		14.7	56.1	67.1		17.0
Effective Green, g (s)	37.0	53.9	70.6	13.0	29.9	29.9		16.7	58.1	71.1		19.0
Actuated g/C Ratio	0.23	0.34	0.44	0.08	0.19	0.19		0.10	0.36	0.44		0.12
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0	2.0		1.5	1.0	1.5		1.5
Lane Grp Cap (vph)	794	1192	738	279	661	296		358	1846	743		408
v/s Ratio Prot	c0.25	0.20	c0.08	0.05	0.10			0.07	0.29	0.01		0.07
v/s Ratio Perm			0.28			0.15				0.06		
v/c Ratio	1.09	0.59	0.77	0.57	0.54	0.82		0.70	0.79	0.16		0.62
Uniform Delay, d1	61.5	43.9	37.9	70.8	58.8	62.5		69.2	45.4	26.6		67.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.19	0.79	0.67		1.00
Incremental Delay, d2	58.2	0.5	4.6	1.6	0.5	15.9		4.1	3.0	0.0		1.9
Delay (s)	119.7	44.5	42.5	72.4	59.3	78.4		86.7	38.7	17.9		69.0
Level of Service	F	D	D	E	E	E		F	D	B		E
Approach Delay (s)		74.0			68.8				43.2			
Approach LOS		E			E				D			

Intersection Summary

HCM Average Control Delay	57.4	HCM Level of Service	E
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1598	461
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	1776	512
RTOR Reduction (vph)	0	60
Lane Group Flow (vph)	1776	452
Turn Type		pm+ov
Protected Phases	6	7
Permitted Phases		6
Actuated Green, G (s)	58.4	93.4
Effective Green, g (s)	60.4	97.4
Actuated g/C Ratio	0.38	0.61
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	1.0	1.5
Lane Grp Cap (vph)	1920	1003
v/s Ratio Prot	c0.35	0.10
v/s Ratio Perm		0.18
v/c Ratio	0.93	0.45
Uniform Delay, d1	47.6	16.9
Progression Factor	1.00	1.00
Incremental Delay, d2	9.1	0.1
Delay (s)	56.7	17.0
Level of Service	E	B
Approach Delay (s)	49.9	
Approach LOS	D	

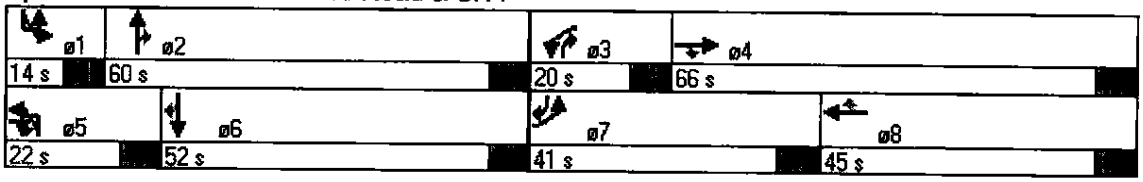
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	777	635	528	143	321	264	207	1305	149	200	1598	461
Turn Type	Prot		pm+ov	Prot		Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5!	3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	8	5	2	3	1	6	7
Minimum Initial (s)	5.0	6.0	5.0	5.0	6.0	6.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.0	43.0	11.0	11.0	40.0	40.0	11.0	42.0	11.0	11.0	42.0	11.0
Total Split (s)	41.0	66.0	22.0	20.0	45.0	45.0	22.0	60.0	20.0	14.0	52.0	41.0
Total Split (%)	25.6%	41.3%	13.8%	12.5%	28.1%	28.1%	13.8%	37.5%	12.5%	8.8%	32.5%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 8: Wiles Road & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3201		1770	5048		1770	5072	
Flt Permitted	0.71	1.00	1.00	0.61	1.00		0.95	1.00		0.18	1.00	
Satd. Flow (perm)	1326	3539	1583	1128	3201		1770	5048		340	5072	
Volume (vph)	39	25	386	100	23	40	175	1254	65	17	1812	33
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	41	26	406	105	24	42	184	1320	68	18	1907	35
RTOR Reduction (vph)	0	0	297	0	36	0	0	3	0	0	1	0
Lane Group Flow (vph)	41	26	109	105	30	0	184	1385	0	18	1941	0
Turn Type	pm+pt		Perm	pm+pt			Prot			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)	22.1	16.1	16.1	33.3	21.7		20.9	105.5		90.7	87.4	
Effective Green, g (s)	26.1	18.1	18.1	35.7	23.7		22.9	107.0		94.7	89.4	
Actuated g/C Ratio	0.16	0.11	0.11	0.22	0.15		0.14	0.67		0.59	0.56	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	5.5		6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		2.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	239	400	179	306	474		253	3376		249	2834	
v/s Ratio Prot	0.01	0.01		c0.03	0.01		c0.10	0.27		0.00	c0.38	
v/s Ratio Perm	0.02		c0.07	0.05						0.04		
v/c Ratio	0.17	0.07	0.61	0.34	0.06		0.73	0.41		0.07	0.68	
Uniform Delay, d1	57.4	63.4	67.6	51.4	58.6		65.6	12.1		13.5	25.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.60	1.42	
Incremental Delay, d2	0.1	0.0	4.0	0.2	0.0		9.4	0.4		0.0	1.2	
Delay (s)	57.5	63.4	71.5	51.6	58.6		74.9	12.5		21.6	36.9	
Level of Service	E	E	E	D	E		E	B		C	D	
Approach Delay (s)		69.9			54.3			19.8			36.8	
Approach LOS		E			D			B			D	

Intersection Summary

HCM Average Control Delay	34.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

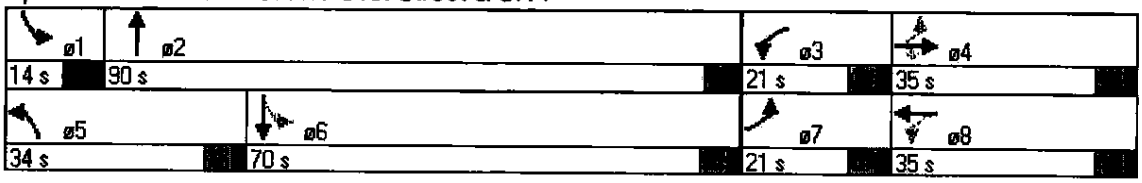
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	39	25	386	100	23	175	1254	17	1812
Turn Type	pm+pt		Perm	pm+pt		Prot		pm+pt	
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases	4		4	8				6	
Detector Phases	7	4	4	3	8	5	2	1	6
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	15.0	4.0	15.0
Minimum Split (s)	10.0	29.0	29.0	10.0	29.0	10.0	30.5	10.0	31.0
Total Split (s)	21.0	35.0	35.0	21.0	35.0	34.0	90.0	14.0	70.0
Total Split (%)	13.1%	21.9%	21.9%	13.1%	21.9%	21.3%	56.3%	8.8%	43.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 32 (20%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 9: NW 31st Street & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	0.95	1.00	0.97	0.91	1.00		0.97	0.91
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1749		1770	3539	1583	3433	5085	1583		3433	5085
Flt Permitted	0.75	1.00		0.72	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1388	1749		1339	3539	1583	3433	5085	1583		3433	5085
Volume (vph)	173	29	20	5	16	50	36	1521	11	14	119	2053
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.92	0.90	0.90
Adj. Flow (vph)	192	32	22	6	18	56	40	1690	12	15	132	2281
RTOR Reduction (vph)	0	17	0	0	0	46	0	0	4	0	0	0
Lane Group Flow (vph)	192	37	0	6	18	10	40	1690	8	0	147	2281
Turn Type	Perm			Perm		Perm	Prot		Perm	Prot	Prot	
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	25.2	25.2		25.2	25.2	25.2	4.9	106.1	106.1		10.7	111.9
Effective Green, g (s)	27.2	27.2		27.2	27.2	27.2	6.9	108.1	108.1		12.7	113.9
Actuated g/C Ratio	0.17	0.17		0.17	0.17	0.17	0.04	0.68	0.68		0.08	0.71
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	0.2	0.2		1.5	0.2
Lane Grp Cap (vph)	236	297		228	602	269	148	3436	1070		272	3620
v/s Ratio Prot		0.02			0.01		0.01	0.33			c0.04	c0.45
v/s Ratio Perm	c0.14			0.00		0.01			0.01			
v/c Ratio	0.81	0.13		0.03	0.03	0.04	0.27	0.49	0.01		0.54	0.63
Uniform Delay, d1	64.0	56.3		55.4	55.4	55.4	74.1	12.6	8.5		70.8	12.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.87	1.46	2.42		1.13	0.46
Incremental Delay, d2	18.0	0.1		0.0	0.0	0.0	0.4	0.5	0.0		0.6	0.4
Delay (s)	82.0	56.4		55.4	55.4	55.5	64.9	18.9	20.5		80.3	6.0
Level of Service	F	E		E	E	E	E	B	C		F	A
Approach Delay (s)		76.4			55.4			19.9				10.0
Approach LOS		E			E			B				B

Intersection Summary

HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	108
Peak-hour factor, PHF	0.90
Adj. Flow (vph)	120
RTOR Reduction (vph)	19
Lane Group Flow (vph)	101
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	111.9
Effective Green, g (s)	113.9
Actuated g/C Ratio	0.71
Clearance Time (s)	6.0
Vehicle Extension (s)	0.2
Lane Grp Cap (vph)	1127
v/s Ratio Prot	
v/s Ratio Perm	0.06
v/c Ratio	0.09
Uniform Delay, d1	7.1
Progression Factor	0.17
Incremental Delay, d2	0.1
Delay (s)	1.3
Level of Service	A
Approach Delay (s)	
Approach LOS	

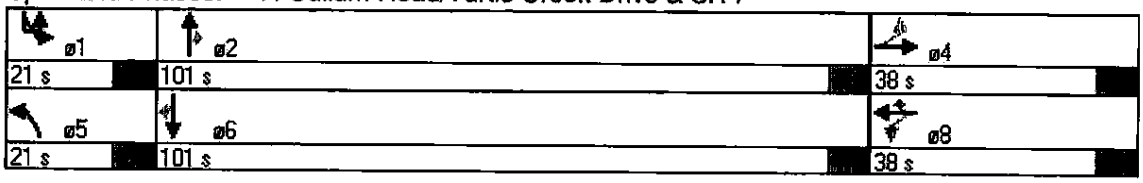
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	173	29	5	16	50	36	1521	11	119	2053	108
Turn Type	Perm		Perm		Perm	Prot		Perm	Prot		Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8			2			6
Detector Phases	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	38.0	38.0	38.0	38.0	38.0	11.0	34.0	34.0	11.0	34.0	34.0
Total Split (s)	38.0	38.0	38.0	38.0	38.0	21.0	101.0	101.0	21.0	101.0	101.0
Total Split (%)	23.8%	23.8%	23.8%	23.8%	23.8%	13.1%	63.1%	63.1%	13.1%	63.1%	63.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 7: Cullum Road/Turtle Creek Drive & SR 7



Movement	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	1583	3433	1583
Volume (vph)	240	2460	153	163	1127	245	79	214	501	120
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	247	2536	158	168	1162	253	81	221	516	124
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	247	2536	158	168	1162	253	81	221	516	124
Turn Type	Prot		Free	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		4		8	
Permitted Phases			Free			Free		Free		Free
Actuated Green, G (s)	13.6	84.7	140.0	10.5	81.6	140.0	23.8	140.0	23.8	140.0
Effective Green, g (s)	15.6	88.7	140.0	12.5	85.6	140.0	26.8	140.0	26.8	140.0
Actuated g/C Ratio	0.11	0.63	1.00	0.09	0.61	1.00	0.19	1.00	0.19	1.00
Clearance Time (s)	6.0	8.0		6.0	8.0		7.0		7.0	
Vehicle Extension (s)	1.5	1.0		1.5	1.0		1.5		1.5	
Lane Grp Cap (vph)	383	3222	1583	307	3109	1583	657	1583	657	1583
v/s Ratio Prot	c0.07	c0.50		0.05	0.23		0.02		c0.15	
v/s Ratio Perm			0.10			c0.16		0.14		0.08
v/c Ratio	0.64	0.79	0.10	0.55	0.37	0.16	0.12	0.14	0.79	0.08
Uniform Delay, d1	59.5	18.7	0.0	61.0	13.7	0.0	46.9	0.0	53.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8	2.0	0.1	1.1	0.3	0.2	0.0	0.2	5.7	0.1
Delay (s)	62.3	20.8	0.1	62.1	14.0	0.2	46.9	0.2	59.5	0.1
Level of Service	E	C	A	E	B	A	D	A	E	A
Approach Delay (s)		23.2			16.9					
Approach LOS		C			B					

Intersection Summary

HCM Average Control Delay	23.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

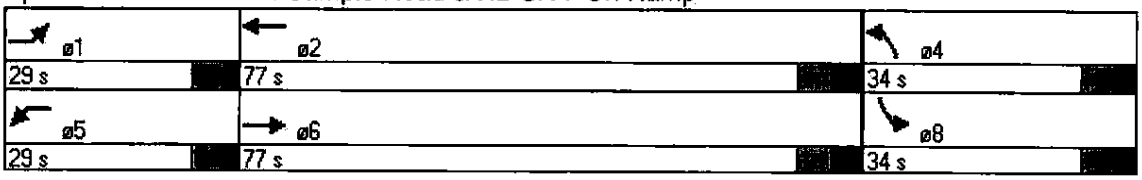
c Critical Lane Group

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations										
Volume (vph)	240	2460	153	163	1127	245	79	214	501	120
Turn Type	Prot		Free	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		4		8	
Permitted Phases			Free			Free		Free		Free
Detector Phases	1	6		5	2		4		8	
Minimum Initial (s)	6.0	7.0		6.0	7.0		6.0		6.0	
Minimum Split (s)	12.0	15.0		12.0	15.0		13.0		13.0	
Total Split (s)	29.0	77.0	0.0	29.0	77.0	0.0	34.0	0.0	34.0	0.0
Total Split (%)	20.7%	55.0%	0.0%	20.7%	55.0%	0.0%	24.3%	0.0%	24.3%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0		4.0	
All-Red Time (s)	2.0	4.0		2.0	4.0		3.0		3.0	
Lead/Lag	Lead	Lag		Lead	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Recall Mode	None	C-Max		None	C-Max		None		None	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 116 (83%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: Sample Road & NB SR 7 On Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.16	1.00	1.00	0.03	1.00	1.00	0.72	1.00	1.00	0.71	1.00	1.00
Satd. Flow (perm)	298	5085	1583	63	5085	1583	1346	3539	1583	1322	3539	1583
Volume (vph)	77	2535	28	172	1405	147	44	65	195	84	47	42
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	82	2697	30	183	1495	156	47	69	207	89	50	45
RTOR Reduction (vph)	0	0	5	0	0	35	0	0	186	0	0	40
Lane Group Flow (vph)	82	2697	25	183	1495	121	47	69	21	89	50	5
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		8
Actuated Green, G (s)	118.1	112.8	112.8	133.5	122.2	122.2	14.5	14.5	14.5	14.5	14.5	14.5
Effective Green, g (s)	122.1	114.8	114.8	135.5	124.2	124.2	16.5	16.5	16.5	16.5	16.5	16.5
Actuated g/C Ratio	0.76	0.72	0.72	0.85	0.78	0.78	0.10	0.10	0.10	0.10	0.10	0.10
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	295	3648	1136	232	3947	1229	139	365	163	136	365	163
v/s Ratio Prot	0.01	0.53		c0.08	0.29			0.02			0.01	
v/s Ratio Perm	0.20		0.02	c0.59		0.08	0.03		0.01	c0.07		0.00
v/c Ratio	0.28	0.74	0.02	0.79	0.38	0.10	0.34	0.19	0.13	0.65	0.14	0.03
Uniform Delay, d1	4.7	13.6	6.5	53.6	5.7	4.3	66.7	65.6	65.2	69.0	65.3	64.5
Progression Factor	1.00	1.00	1.00	0.84	1.32	3.51	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	1.4	0.0	12.0	0.2	0.1	0.5	0.1	0.1	8.3	0.1	0.0
Delay (s)	4.9	15.0	6.5	56.7	7.7	15.3	67.2	65.7	65.4	77.3	65.3	64.6
Level of Service	A	B	A	E	A	B	E	E	E	E	E	E
Approach Delay (s)		14.6			13.2			65.7			71.0	
Approach LOS		B			B			E			E	

Intersection Summary

HCM Average Control Delay	19.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	2535	28	172	1405	147	44	65	195	84	47	42
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phases	1	6	6	5	2	2	4	4	4	8	8	8
Minimum Initial (s)	4.0	12.0	12.0	4.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	30.0	30.0	10.0	30.0	30.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	29.0	91.0	91.0	29.0	91.0	91.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	18.1%	56.9%	56.9%	18.1%	56.9%	56.9%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 28 (18%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 2: Sample Road & NW 54th Avenue

ø1	ø2	ø4
29 s	91 s	40 s
ø5	ø6	ø8
29 s	91 s	40 s

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Volume (vph)	284	2382	405	146	1371	368	339	863	203	678	1367	244
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	293	2456	418	151	1413	379	349	890	209	699	1409	252
RTOR Reduction (vph)	0	0	83	0	0	148	0	0	97	0	0	20
Lane Group Flow (vph)	293	2456	335	151	1413	231	349	890	112	699	1409	232
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	12.5	68.0	68.0	10.5	67.0	67.0	20.2	31.5	31.5	25.5	36.8	49.3
Effective Green, g (s)	14.0	70.0	70.0	13.0	69.0	69.0	22.7	33.0	33.0	28.0	38.3	52.3
Actuated g/C Ratio	0.09	0.44	0.44	0.08	0.43	0.43	0.14	0.21	0.21	0.18	0.24	0.33
Clearance Time (s)	5.5	6.0	6.0	6.5	6.0	6.0	6.5	5.5	5.5	6.5	5.5	5.5
Vehicle Extension (s)	1.5	1.0	1.0	2.0	1.0	1.0	2.0	2.5	2.5	2.0	2.5	1.5
Lane Grp Cap (vph)	300	2225	693	279	2193	683	487	1049	326	601	1217	557
v/s Ratio Prot	c0.09	c0.48		0.04	0.28		0.10	0.18		c0.20	c0.28	0.04
v/s Ratio Perm			0.21			0.15			0.07			0.11
v/c Ratio	0.98	1.10	0.48	0.54	0.64	0.34	0.72	0.85	0.34	1.16	1.16	0.42
Uniform Delay, d1	72.8	45.0	32.1	70.6	35.8	30.3	65.6	61.1	54.3	66.0	60.9	42.0
Progression Factor	1.08	0.90	1.00	1.32	0.89	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	37.4	52.2	1.7	1.0	1.2	1.1	4.2	6.4	0.5	90.7	80.6	0.2
Delay (s)	115.8	92.6	33.8	93.9	33.3	34.0	69.7	67.5	54.7	156.7	141.4	42.1
Level of Service	F	F	C	F	C	C	E	E	D	F	F	D
Approach Delay (s)		87.0			38.1			66.2			135.3	
Approach LOS		F			D			E			F	

Intersection Summary

HCM Average Control Delay	85.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		

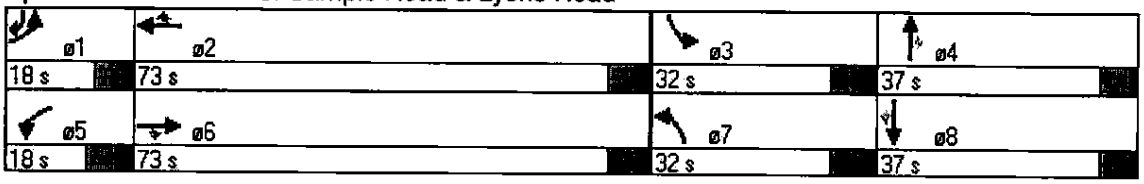
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	284	2382	405	146	1371	368	339	863	203	678	1367	244
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	1
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	6.0	6.0	5.0	6.0	5.0
Minimum Split (s)	11.5	39.0	39.0	11.5	39.0	39.0	11.5	34.5	34.5	11.5	34.5	11.5
Total Split (s)	18.0	73.0	73.0	18.0	73.0	73.0	32.0	37.0	37.0	32.0	37.0	18.0
Total Split (%)	11.3%	45.6%	45.6%	11.3%	45.6%	45.6%	20.0%	23.1%	23.1%	20.0%	23.1%	11.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	2.0	2.0	2.5	2.0	2.0	2.5	1.5	1.5	2.5	1.5	1.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 34 (21%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 3: Sample Road & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00		0.97	0.91	1.00		0.97
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583		3433	5085	1583		3433
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583		3433	5085	1583		3433
Volume (vph)	907	741	617	167	378	308	20	242	1524	174	32	234
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.92	0.90
Adj. Flow (vph)	1008	823	686	186	420	342	22	269	1693	193	35	260
RTOR Reduction (vph)	0	0	12	0	0	41	0	0	0	32	0	0
Lane Group Flow (vph)	1008	823	674	186	420	301	0	291	1693	161	0	295
Turn Type	Prot		pm+ov	Prot		Perm	Prot	Prot		pm+ov	Prot	Prot
Protected Phases	7	4	5!	3	8		5!	5	2	3	1	1
Permitted Phases			4			8				2		
Actuated Green, G (s)	35.0	55.8	71.4	12.0	32.8	32.8		15.6	53.9	65.9		14.3
Effective Green, g (s)	37.0	57.8	75.4	14.0	34.8	34.8		17.6	55.9	69.9		16.3
Actuated g/C Ratio	0.23	0.36	0.47	0.09	0.22	0.22		0.11	0.35	0.44		0.10
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0	2.0		1.5	1.0	1.5		1.5
Lane Grp Cap (vph)	794	1278	786	300	770	344		378	1777	731		350
v/s Ratio Prot	c0.29	0.23	c0.09	0.05	0.12			0.08	0.33	0.02		0.09
v/s Ratio Perm			0.33			0.19				0.08		
v/c Ratio	1.27	0.64	0.86	0.62	0.55	0.88		0.77	0.95	0.22		0.84
Uniform Delay, d1	61.5	42.5	37.5	70.4	55.6	60.5		69.2	50.8	28.1		70.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.23	0.82	0.60		1.00
Incremental Delay, d2	131.2	0.8	8.9	2.7	0.4	20.7		6.6	10.7	0.0		16.0
Delay (s)	192.7	43.4	46.4	73.1	56.0	81.2		92.1	52.3	16.8		86.6
Level of Service	F	D	D	E	E	F		F	D	B		F
Approach Delay (s)		104.0			68.4				54.5			
Approach LOS		F			E				D			

Intersection Summary

HCM Average Control Delay	91.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	99.8%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1866	538
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	2073	598
RTOR Reduction (vph)	0	47
Lane Group Flow (vph)	2073	551
Turn Type		pm+ov
Protected Phases	6	7
Permitted Phases		6
Actuated Green, G (s)	52.6	87.6
Effective Green, g (s)	54.6	91.6
Actuated g/C Ratio	0.34	0.57
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	1.0	1.5
Lane Grp Cap (vph)	1735	946
v/s Ratio Prot	c0.41	0.13
v/s Ratio Perm		0.21
v/c Ratio	1.19	0.58
Uniform Delay, d1	52.7	21.9
Progression Factor	1.00	1.00
Incremental Delay, d2	93.6	0.6
Delay (s)	146.3	22.5
Level of Service	F	C
Approach Delay (s)	115.4	
Approach LOS	F	

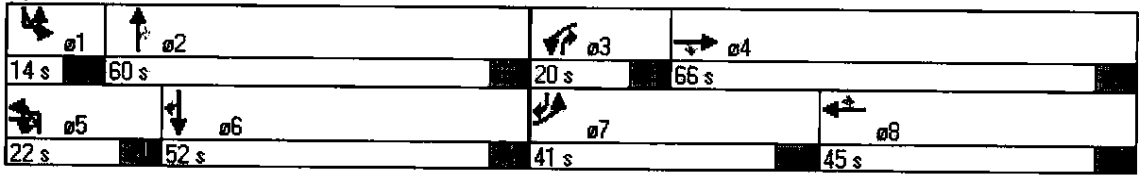
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	907	741	617	167	378	308	242	1524	174	234	1866	538
Turn Type	Prot		pm+ov	Prot		Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5!	3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	8	5	2	3	1	6	7
Minimum Initial (s)	5.0	6.0	5.0	5.0	6.0	6.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.0	43.0	11.0	11.0	40.0	40.0	11.0	42.0	11.0	11.0	42.0	11.0
Total Split (s)	41.0	66.0	22.0	20.0	45.0	45.0	22.0	60.0	20.0	14.0	52.0	41.0
Total Split (%)	25.6%	41.3%	13.8%	12.5%	28.1%	28.1%	13.8%	37.5%	12.5%	8.8%	32.5%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 8: Wiles Road & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.91		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3204		1770	5048		1770	5072	
Flt Permitted	0.70	1.00	1.00	0.63	1.00		0.95	1.00		0.13	1.00	
Satd. Flow (perm)	1313	3539	1583	1176	3204		1770	5048		249	5072	
Volume (vph)	45	29	445	115	27	46	202	1455	75	20	2089	38
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	47	31	468	121	28	48	213	1532	79	21	2199	40
RTOR Reduction (vph)	0	0	278	0	39	0	0	3	0	0	1	0
Lane Group Flow (vph)	47	31	190	121	37	0	213	1608	0	21	2238	0
Turn Type	pm+pt		Perm	pm+pt			Prot			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)	28.3	22.1	22.1	40.1	28.0		22.9	98.8		82.4	78.9	
Effective Green, g (s)	32.3	24.1	24.1	42.2	30.0		24.9	100.3		86.4	80.9	
Actuated g/C Ratio	0.20	0.15	0.15	0.26	0.19		0.16	0.63		0.54	0.51	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	5.5		6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		2.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	288	533	238	363	601		275	3164		187	2565	
v/s Ratio Prot	0.01	0.01		c0.03	0.01		c0.12	0.32		0.00	c0.44	
v/s Ratio Perm	0.02		c0.12	0.06						0.06		
v/c Ratio	0.16	0.06	0.80	0.33	0.06		0.77	0.51		0.11	0.87	
Uniform Delay, d1	52.4	58.2	65.6	46.6	53.4		64.9	16.3		17.2	35.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.42	1.40	
Incremental Delay, d2	0.1	0.0	15.9	0.2	0.0		12.3	0.6		0.1	3.4	
Delay (s)	52.4	58.2	81.5	46.8	53.4		77.1	16.9		24.5	52.5	
Level of Service	D	E	F	D	D		E	B		C	D	
Approach Delay (s)		77.7			49.4			24.0			52.3	
Approach LOS		E			D			C			D	

Intersection Summary

HCM Average Control Delay	44.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

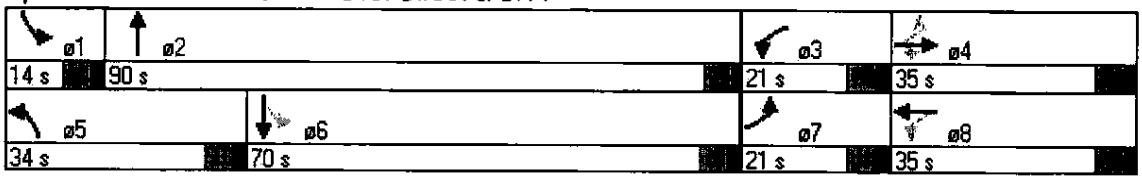
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	45	29	445	115	27	202	1455	20	2089
Turn Type	pm+pt		Perm	pm+pt		Prot		pm+pt	
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases	4		4	8				6	
Detector Phases	7	4	4	3	8	5	2	1	6
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	15.0	4.0	15.0
Minimum Split (s)	10.0	29.0	29.0	10.0	29.0	10.0	30.5	10.0	31.0
Total Split (s)	21.0	35.0	35.0	21.0	35.0	34.0	90.0	14.0	70.0
Total Split (%)	13.1%	21.9%	21.9%	13.1%	21.9%	21.3%	56.3%	8.8%	43.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 32 (20%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 9: NW 31st Street & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	0.95	1.00	0.97	0.91	1.00		0.97	0.91
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1749		1770	3539	1583	3433	5085	1583		3433	5085
Flt Permitted	0.74	1.00		0.70	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1384	1749		1297	3539	1583	3433	5085	1583		3433	5085
Volume (vph)	202	34	23	6	19	58	42	1791	13	16	139	2414
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.92	0.90	0.90
Adj. Flow (vph)	224	38	26	7	21	64	47	1990	14	17	154	2682
RTOR Reduction (vph)	0	16	0	0	0	52	0	0	4	0	0	0
Lane Group Flow (vph)	224	48	0	7	21	12	47	1990	10	0	171	2682
Turn Type	Perm			Perm		Perm	Prot		Perm	Prot	Prot	
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	28.0	28.0		28.0	28.0	28.0	5.2	102.3	102.3		11.7	108.8
Effective Green, g (s)	30.0	30.0		30.0	30.0	30.0	7.2	104.3	104.3		13.7	110.8
Actuated g/C Ratio	0.19	0.19		0.19	0.19	0.19	0.05	0.65	0.65		0.09	0.69
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	0.2	0.2		1.5	0.2
Lane Grp Cap (vph)	260	328		243	664	297	154	3315	1032		294	3521
v/s Ratio Prot		0.03			0.01		0.01	0.39			c0.05	c0.53
v/s Ratio Perm	c0.16			0.01		0.01			0.01			
v/c Ratio	0.86	0.15		0.03	0.03	0.04	0.31	0.60	0.01		0.58	0.76
Uniform Delay, d1	63.0	54.3		53.1	53.1	53.2	74.0	15.9	9.8		70.4	16.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.83	1.70	2.65		1.14	0.52
Incremental Delay, d2	23.4	0.1		0.0	0.0	0.0	0.4	0.8	0.0		0.2	0.1
Delay (s)	86.4	54.4		53.1	53.1	53.2	61.9	27.9	25.8		80.7	8.4
Level of Service	F	D		D	D	D	E	C	C		F	A
Approach Delay (s)		79.3			53.2			28.7				12.2
Approach LOS		E			D			C				B

Intersection Summary

HCM Average Control Delay	22.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	126
Peak-hour factor, PHF	0.90
Adj. Flow (vph)	140
RTOR Reduction (vph)	21
Lane Group Flow (vph)	119
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	108.8
Effective Green, g (s)	110.8
Actuated g/C Ratio	0.69
Clearance Time (s)	6.0
Vehicle Extension (s)	0.2
Lane Grp Cap (vph)	1096
v/s Ratio Prot	
v/s Ratio Perm	0.08
v/c Ratio	0.11
Uniform Delay, d1	8.2
Progression Factor	0.13
Incremental Delay, d2	0.0
Delay (s)	1.0
Level of Service	A
Approach Delay (s)	
Approach LOS	

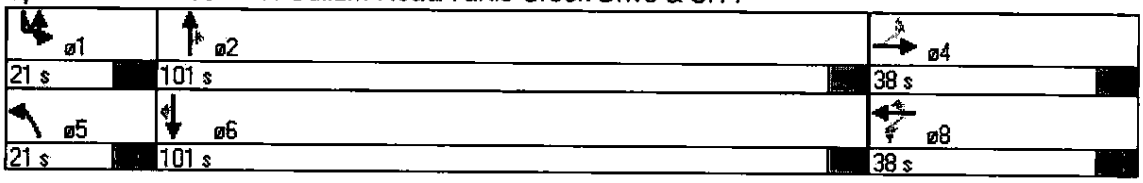
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	202	34	6	19	58	42	1791	13	139	2414	126
Turn Type	Perm		Perm		Perm	Prot		Perm	Prot		Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8			2			6
Detector Phases	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	38.0	38.0	38.0	38.0	38.0	11.0	34.0	34.0	11.0	34.0	34.0
Total Split (s)	38.0	38.0	38.0	38.0	38.0	21.0	101.0	101.0	21.0	101.0	101.0
Total Split (%)	23.8%	23.8%	23.8%	23.8%	23.8%	13.1%	63.1%	63.1%	13.1%	63.1%	63.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 7: Cullum Road/Turtle Creek Drive & SR 7



Movement	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	1583	3433	1583
Volume (vph)	283	2535	153	196	1214	267	79	225	512	153
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	292	2613	158	202	1252	275	81	232	528	158
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	292	2613	158	202	1252	275	81	232	528	158
Turn Type	Prot		Free	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		4		8	
Permitted Phases			Free			Free		Free		Free
Actuated Green, G (s)	15.4	83.2	140.0	11.8	79.6	140.0	24.0	140.0	24.0	140.0
Effective Green, g (s)	17.4	87.2	140.0	13.8	83.6	140.0	27.0	140.0	27.0	140.0
Actuated g/C Ratio	0.12	0.62	1.00	0.10	0.60	1.00	0.19	1.00	0.19	1.00
Clearance Time (s)	6.0	8.0		6.0	8.0		7.0		7.0	
Vehicle Extension (s)	1.5	1.0		1.5	1.0		1.5		1.5	
Lane Grp Cap (vph)	427	3167	1583	338	3036	1583	662	1583	662	1583
v/s Ratio Prot	c0.09	c0.51		0.06	0.25		0.02		c0.15	
v/s Ratio Perm			0.10			0.17		0.15		0.10
v/c Ratio	0.68	0.83	0.10	0.60	0.41	0.17	0.12	0.15	0.80	0.10
Uniform Delay, d1	58.7	20.5	0.0	60.4	15.1	0.0	46.7	0.0	53.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6	2.6	0.1	1.9	0.4	0.2	0.0	0.2	6.2	0.1
Delay (s)	62.3	23.1	0.1	62.3	15.5	0.2	46.7	0.2	60.1	0.1
Level of Service	E	C	A	E	B	A	D	A	E	A
Approach Delay (s)		25.6			18.5					
Approach LOS		C			B					

Intersection Summary

HCM Average Control Delay	25.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

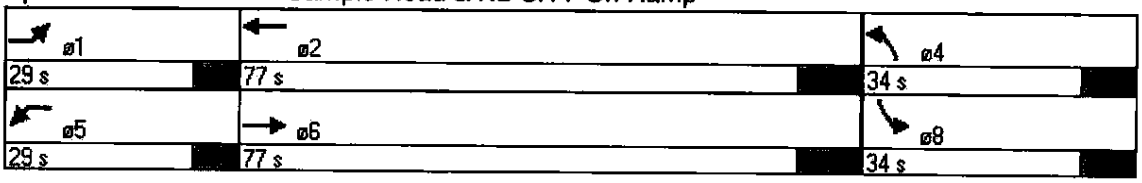
c Critical Lane Group

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	NBL	NBR2	SBL	SBR2
Lane Configurations										
Volume (vph)	283	2535	153	196	1214	267	79	225	512	153
Turn Type	Prot		Free	Prot		Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		4		8	
Permitted Phases			Free			Free		Free		Free
Detector Phases	1	6		5	2		4		8	
Minimum Initial (s)	6.0	7.0		6.0	7.0		6.0		6.0	
Minimum Split (s)	12.0	15.0		12.0	15.0		13.0		13.0	
Total Split (s)	29.0	77.0	0.0	29.0	77.0	0.0	34.0	0.0	34.0	0.0
Total Split (%)	20.7%	55.0%	0.0%	20.7%	55.0%	0.0%	24.3%	0.0%	24.3%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0		4.0	
All-Red Time (s)	2.0	4.0		2.0	4.0		3.0		3.0	
Lead/Lag	Lead	Lag		Lead	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Recall Mode	None	C-Max		None	C-Max		None		None	

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 116 (83%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: Sample Road & NB SR 7 On Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.14	1.00	1.00	0.04	1.00	1.00	0.72	1.00	1.00	0.71	1.00	1.00
Satd. Flow (perm)	254	5085	1583	67	5085	1583	1346	3539	1583	1322	3539	1583
Volume (vph)	115	2594	28	172	1497	196	44	65	195	131	47	89
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	122	2760	30	183	1593	209	47	69	207	139	50	95
RTOR Reduction (vph)	0	0	5	0	0	57	0	0	178	0	0	82
Lane Group Flow (vph)	122	2760	25	183	1593	152	47	69	29	139	50	13
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		8
Actuated Green, G (s)	112.0	104.7	104.7	127.5	114.2	114.2	20.5	20.5	20.5	20.5	20.5	20.5
Effective Green, g (s)	116.0	106.7	106.7	129.5	116.2	116.2	22.5	22.5	22.5	22.5	22.5	22.5
Actuated g/C Ratio	0.72	0.67	0.67	0.81	0.73	0.73	0.14	0.14	0.14	0.14	0.14	0.14
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	272	3391	1056	254	3693	1150	189	498	223	186	498	223
v/s Ratio Prot	0.03	c0.54		c0.08	0.31			0.02			0.01	
v/s Ratio Perm	0.30		0.02	0.50		0.10	0.03		0.02	c0.11		0.01
v/c Ratio	0.45	0.81	0.02	0.72	0.43	0.13	0.25	0.14	0.13	0.75	0.10	0.06
Uniform Delay, d1	6.8	19.4	9.0	52.8	8.7	6.6	61.2	60.3	60.2	66.0	59.9	59.6
Progression Factor	1.00	1.00	1.00	1.19	0.98	2.18	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	2.3	0.0	6.7	0.3	0.2	0.3	0.0	0.1	13.3	0.0	0.0
Delay (s)	7.2	21.7	9.1	69.4	8.9	14.6	61.5	60.3	60.3	79.3	60.0	59.6
Level of Service	A	C	A	E	A	B	E	E	E	E	E	E
Approach Delay (s)		20.9			15.1			60.5			69.3	
Approach LOS		C			B			E			E	

Intersection Summary

HCM Average Control Delay	23.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		

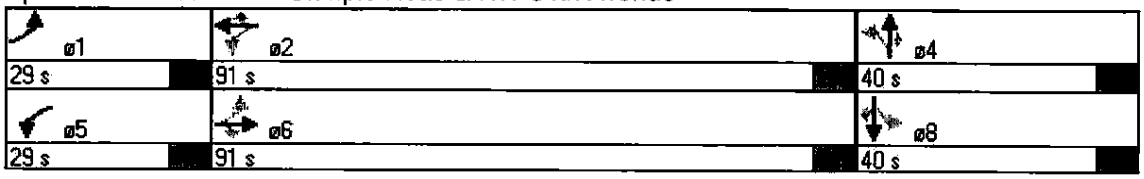
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	2594	28	172	1497	196	44	65	195	131	47	89
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phases	1	6	6	5	2	2	4	4	4	8	8	8
Minimum Initial (s)	4.0	12.0	12.0	4.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	10.0	30.0	30.0	10.0	30.0	30.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (s)	29.0	91.0	91.0	29.0	91.0	91.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	18.1%	56.9%	56.9%	18.1%	56.9%	56.9%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 28 (18%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 2: Sample Road & NW 54th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Volume (vph)	328	2491	449	146	1468	433	404	917	203	733	1444	244
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	338	2568	463	151	1513	446	416	945	209	756	1489	252
RTOR Reduction (vph)	0	0	88	0	0	163	0	0	96	0	0	13
Lane Group Flow (vph)	338	2568	375	151	1513	283	416	945	113	756	1489	239
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	12.5	68.0	68.0	10.5	67.0	67.0	22.6	31.5	31.5	25.5	34.4	46.9
Effective Green, g (s)	14.0	70.0	70.0	13.0	69.0	69.0	25.1	33.0	33.0	28.0	35.9	49.9
Actuated g/C Ratio	0.09	0.44	0.44	0.08	0.43	0.43	0.16	0.21	0.21	0.18	0.22	0.31
Clearance Time (s)	5.5	6.0	6.0	6.5	6.0	6.0	6.5	5.5	5.5	6.5	5.5	5.5
Vehicle Extension (s)	1.5	1.0	1.0	2.0	1.0	1.0	2.0	2.5	2.5	2.0	2.5	1.5
Lane Grp Cap (vph)	300	2225	693	279	2193	683	539	1049	326	601	1141	533
v/s Ratio Prot	c0.10	c0.50		0.04	0.30		0.12	0.19		c0.22	c0.29	0.04
v/s Ratio Perm			0.24			0.18			0.07			0.11
v/c Ratio	1.13	1.15	0.54	0.54	0.69	0.41	0.77	0.90	0.35	1.26	1.30	0.45
Uniform Delay, d1	73.0	45.0	33.2	70.6	36.8	31.5	64.7	61.9	54.3	66.0	62.0	44.0
Progression Factor	1.00	1.14	1.38	1.31	0.81	0.86	1.00	1.00	1.00	1.00	1.33	1.30
Incremental Delay, d2	79.4	72.7	1.8	0.9	1.4	1.5	6.2	10.6	0.5	126.4	142.3	0.2
Delay (s)	152.6	124.0	47.6	93.7	31.2	28.6	70.9	72.5	54.8	192.1	224.6	57.4
Level of Service	F	F	D	F	C	C	E	E	D	F	F	E
Approach Delay (s)		116.4			35.1			69.7			197.9	
Approach LOS		F			D			E			F	

Intersection Summary

HCM Average Control Delay	112.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	105.1%	ICU Level of Service	G
Analysis Period (min)	15		

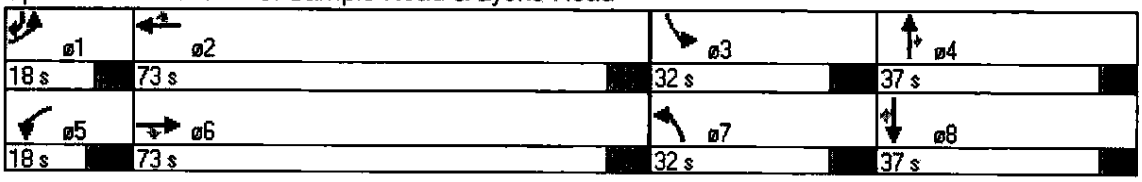
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	328	2491	449	146	1468	433	404	917	203	733	1444	244
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	1
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	6.0	6.0	5.0	6.0	5.0
Minimum Split (s)	11.5	39.0	39.0	11.5	39.0	39.0	11.5	34.5	34.5	11.5	34.5	11.5
Total Split (s)	18.0	73.0	73.0	18.0	73.0	73.0	32.0	37.0	37.0	32.0	37.0	18.0
Total Split (%)	11.3%	45.6%	45.6%	11.3%	45.6%	45.6%	20.0%	23.1%	23.1%	20.0%	23.1%	11.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	2.0	2.0	2.5	2.0	2.0	2.5	1.5	1.5	2.5	1.5	1.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 34 (21%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 3: Sample Road & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00		0.97	0.91	1.00		0.97
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583		3433	5085	1583		3433
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583		3433	5085	1583		3433
Volume (vph)	907	773	639	167	400	363	20	275	1590	175	32	266
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1008	859	710	186	444	403	22	306	1767	194	36	296
RTOR Reduction (vph)	0	0	11	0	0	38	0	0	0	28	0	0
Lane Group Flow (vph)	1008	859	699	186	444	365	0	328	1767	166	0	332
Turn Type	Prot		pm+ov	Prot		Perm	Prot	Prot		pm+ov	Prot	Prot
Protected Phases	7	4	5!	3	8		5!	5	2	3	1	1
Permitted Phases			4			8				2		
Actuated Green, G (s)	35.0	60.3	76.0	12.0	37.3	37.3		15.7	54.0	66.0		9.7
Effective Green, g (s)	37.0	62.3	80.0	14.0	39.3	39.3		17.7	56.0	70.0		11.7
Actuated g/C Ratio	0.23	0.39	0.50	0.09	0.25	0.25		0.11	0.35	0.44		0.07
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0	2.0		1.5	1.0	1.5		1.5
Lane Grp Cap (vph)	794	1378	831	300	869	389		380	1780	732		251
v/s Ratio Prot	c0.29	0.24	0.09	0.05	0.13			c0.10	0.35	0.02		c0.10
v/s Ratio Perm			0.35			c0.23				0.09		
v/c Ratio	1.27	0.62	0.84	0.62	0.51	0.94		0.86	0.99	0.23		1.32
Uniform Delay, d1	61.5	39.4	34.5	70.4	52.1	59.2		70.0	51.8	28.1		74.2
Progression Factor	1.00	1.00	1.00	0.90	0.98	0.98		1.26	0.86	0.66		1.00
Incremental Delay, d2	131.2	0.6	7.4	2.6	0.2	28.9		14.0	17.0	0.0		170.3
Delay (s)	192.7	40.0	41.9	66.1	51.0	86.9		101.9	61.8	18.6		244.4
Level of Service	F	D	D	E	D	F		F	E	B		F
Approach Delay (s)		100.3			67.7				63.9			
Approach LOS		F			E				E			

Intersection Summary

HCM Average Control Delay	117.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5085	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5085	1583
Volume (vph)	1952	538
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	2169	598
RTOR Reduction (vph)	0	42
Lane Group Flow (vph)	2169	556
Turn Type		pm+ov
Protected Phases	6	7
Permitted Phases		6
Actuated Green, G (s)	48.0	83.0
Effective Green, g (s)	50.0	87.0
Actuated g/C Ratio	0.31	0.54
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	1.0	1.5
Lane Grp Cap (vph)	1589	900
v/s Ratio Prot	c0.43	0.14
v/s Ratio Perm		0.21
v/c Ratio	1.37	0.62
Uniform Delay, d1	55.0	25.1
Progression Factor	1.00	1.00
Incremental Delay, d2	168.4	0.9
Delay (s)	223.4	26.0
Level of Service	F	C
Approach Delay (s)	187.5	
Approach LOS	F	

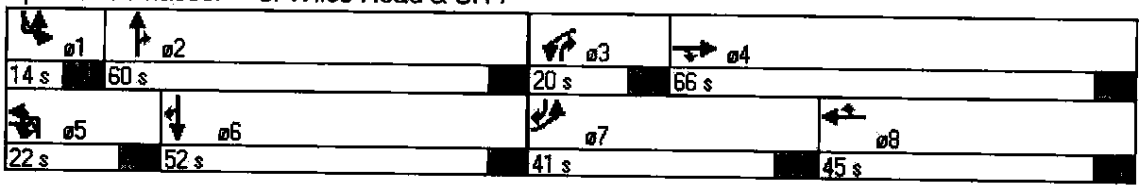
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	907	773	639	167	400	363	275	1590	175	266	1952	538
Turn Type	Prot		pm+ov	Prot		Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5!	3	8		5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	8	5	2	3	1	6	7
Minimum Initial (s)	5.0	6.0	5.0	5.0	6.0	6.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.0	43.0	11.0	11.0	40.0	40.0	11.0	42.0	11.0	11.0	42.0	11.0
Total Split (s)	41.0	66.0	22.0	20.0	45.0	45.0	22.0	60.0	20.0	14.0	52.0	41.0
Total Split (%)	25.6%	41.3%	13.8%	12.5%	28.1%	28.1%	13.8%	37.5%	12.5%	8.8%	32.5%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 8: Wiles Road & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.91		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3204		1770	5049		1770	5072	
Flt Permitted	0.70	1.00	1.00	0.63	1.00		0.95	1.00		0.13	1.00	
Satd. Flow (perm)	1313	3539	1583	1176	3204		1770	5049		237	5072	
Volume (vph)	45	29	445	115	27	46	202	1488	75	20	2133	38
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	47	31	468	121	28	48	213	1566	79	21	2245	40
RTOR Reduction (vph)	0	0	277	0	39	0	0	3	0	0	1	0
Lane Group Flow (vph)	47	31	191	121	37	0	213	1642	0	21	2284	0
Turn Type	pm+pt		Perm	pm+pt			Prot			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)	28.4	22.2	22.2	40.2	28.1		22.9	98.7		82.3	78.8	
Effective Green, g (s)	32.4	24.2	24.2	42.3	30.1		24.9	100.2		86.3	80.8	
Actuated g/C Ratio	0.20	0.15	0.15	0.26	0.19		0.16	0.63		0.54	0.50	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	5.5		6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		2.5	3.0		1.5	3.0	
Lane Grp Cap (vph)	289	535	239	363	603		275	3162		181	2561	
v/s Ratio Prot	0.01	0.01		c0.03	0.01		c0.12	0.33		0.00	c0.45	
v/s Ratio Perm	0.02		c0.12	0.06						0.06		
v/c Ratio	0.16	0.06	0.80	0.33	0.06		0.77	0.52		0.12	0.89	
Uniform Delay, d1	52.3	58.1	65.6	46.5	53.3		64.9	16.6		17.3	35.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.40	1.47	
Incremental Delay, d2	0.1	0.0	16.4	0.2	0.0		12.3	0.6		0.1	4.0	
Delay (s)	52.4	58.2	81.9	46.7	53.4		77.1	17.2		24.4	56.3	
Level of Service	D	E	F	D	D		E	B		C	E	
Approach Delay (s)		78.0			49.3			24.0			56.0	
Approach LOS		E			D			C			E	

Intersection Summary

HCM Average Control Delay	46.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

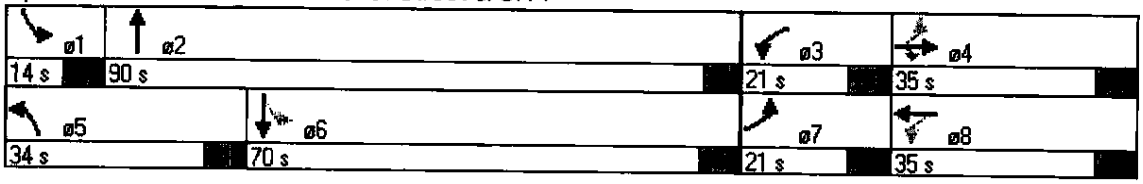
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	45	29	445	115	27	202	1488	20	2133
Turn Type	pm+pt		Perm	pm+pt		Prot		pm+pt	
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases	4		4	8				6	
Detector Phases	7	4	4	3	8	5	2	1	6
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	4.0	15.0	4.0	15.0
Minimum Split (s)	10.0	29.0	29.0	10.0	29.0	10.0	30.5	10.0	31.0
Total Split (s)	21.0	35.0	35.0	21.0	35.0	34.0	90.0	14.0	70.0
Total Split (%)	13.1%	21.9%	21.9%	13.1%	21.9%	21.3%	56.3%	8.8%	43.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 32 (20%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 9: NW 31st Street & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	0.95	1.00	0.97	0.91	1.00		0.97	0.91
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1767		1770	3539	1583	3433	5085	1583		3433	5085
Flt Permitted	0.73	1.00		0.67	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1368	1767		1243	3539	1583	3433	5085	1583		3433	5085
Volume (vph)	202	45	23	53	30	107	42	1846	41	16	197	2468
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.92	0.90	0.90
Adj. Flow (vph)	224	50	26	59	33	119	47	2051	46	17	219	2742
RTOR Reduction (vph)	0	12	0	0	0	96	0	0	14	0	0	0
Lane Group Flow (vph)	224	64	0	59	33	23	47	2051	32	0	236	2742
Turn Type	Perm			Perm		Perm	Prot		Perm	Prot	Prot	
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	28.3	28.3		28.3	28.3	28.3	5.2	100.0	100.0		13.7	108.5
Effective Green, g (s)	30.3	30.3		30.3	30.3	30.3	7.2	102.0	102.0		15.7	110.5
Actuated g/C Ratio	0.19	0.19		0.19	0.19	0.19	0.05	0.64	0.64		0.10	0.69
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	0.2	0.2		1.5	0.2
Lane Grp Cap (vph)	259	335		235	670	300	154	3242	1009		337	3512
v/s Ratio Prot		0.04			0.01		0.01	0.40			c0.07	c0.54
v/s Ratio Perm	c0.16			0.05		0.01			0.02			
v/c Ratio	0.86	0.19		0.25	0.05	0.08	0.31	0.63	0.03		0.70	0.78
Uniform Delay, d1	62.9	54.5		55.2	53.1	53.3	74.0	17.6	10.7		69.9	16.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.83	1.65	3.02		1.15	0.59
Incremental Delay, d2	23.9	0.1		0.2	0.0	0.0	0.4	0.9	0.1		0.5	0.2
Delay (s)	86.8	54.6		55.4	53.1	53.4	61.8	29.9	32.5		80.6	9.9
Level of Service	F	D		E	D	D	E	C	C		F	A
Approach Delay (s)		78.6			53.9			30.7				14.9
Approach LOS		E			D			C				B

Intersection Summary

HCM Average Control Delay	25.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	↱
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Volume (vph)	126
Peak-hour factor, PHF	0.90
Adj. Flow (vph)	140
RTOR Reduction (vph)	20
Lane Group Flow (vph)	120
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	108.5
Effective Green, g (s)	110.5
Actuated g/C Ratio	0.69
Clearance Time (s)	6.0
Vehicle Extension (s)	0.2
Lane Grp Cap (vph)	1093
v/s Ratio Prot	
v/s Ratio Perm	0.08
v/c Ratio	0.11
Uniform Delay, d1	8.3
Progression Factor	0.12
Incremental Delay, d2	0.0
Delay (s)	1.0
Level of Service	A
Approach Delay (s)	
Approach LOS	

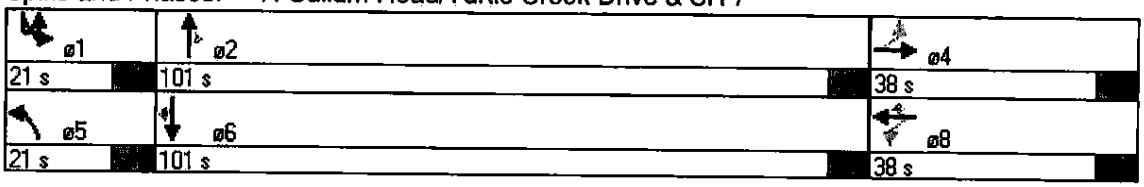
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	202	45	53	30	107	42	1846	41	197	2468	126
Turn Type	Perm		Perm		Perm	Prot		Perm	Prot		Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8			2			6
Detector Phases	4	4	8	8	8	5	2	2	1	6	6
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	38.0	38.0	38.0	38.0	38.0	11.0	34.0	34.0	11.0	34.0	34.0
Total Split (s)	38.0	38.0	38.0	38.0	38.0	21.0	101.0	101.0	21.0	101.0	101.0
Total Split (%)	23.8%	23.8%	23.8%	23.8%	23.8%	13.1%	63.1%	63.1%	13.1%	63.1%	63.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 7: Cullum Road/Turtle Creek Drive & SR 7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91			0.91	1.00		1.00		1.00	1.00	1.00
Frt	1.00	1.00			1.00	0.85		1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00		1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5085			5085	1583		1863		1770	1863	1583
Flt Permitted	0.06	1.00			1.00	1.00		1.00		0.62	1.00	1.00
Satd. Flow (perm)	105	5085			5085	1583		1863		1154	1863	1583
Volume (vph)	49	3082	0	0	1983	85	0	32	0	91	33	137
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	51	3177	0	0	2044	88	0	33	0	94	34	141
RTOR Reduction (vph)	0	0	0	0	0	23	0	0	0	0	0	70
Lane Group Flow (vph)	51	3177	0	0	2044	65	0	33	0	94	34	71
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	110.6	110.6			101.4	101.4		19.3		37.4	37.4	37.4
Effective Green, g (s)	112.6	112.6			103.4	103.4		21.3		39.4	39.4	39.4
Actuated g/C Ratio	0.70	0.70			0.65	0.65		0.13		0.25	0.25	0.25
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	128	3579			3286	1023		248		338	459	390
v/s Ratio Prot	0.01	c0.62			0.40			0.02		c0.02	0.02	
v/s Ratio Perm	0.27					0.04				c0.04		0.04
v/c Ratio	0.40	0.89			0.62	0.06		0.13		0.28	0.07	0.18
Uniform Delay, d1	14.5	18.7			16.7	10.4		61.2		48.1	46.3	47.6
Progression Factor	1.53	0.66			0.40	0.17		1.00		1.00	1.00	1.00
Incremental Delay, d2	1.3	1.9			0.3	0.0		1.1		0.5	0.3	1.0
Delay (s)	23.5	14.3			7.0	1.8		62.3		48.5	46.6	48.6
Level of Service	C	B			A	A		E		D	D	D
Approach Delay (s)		14.5			6.8			62.3			48.3	
Approach LOS		B			A			E			D	

Intersection Summary

HCM Average Control Delay	13.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

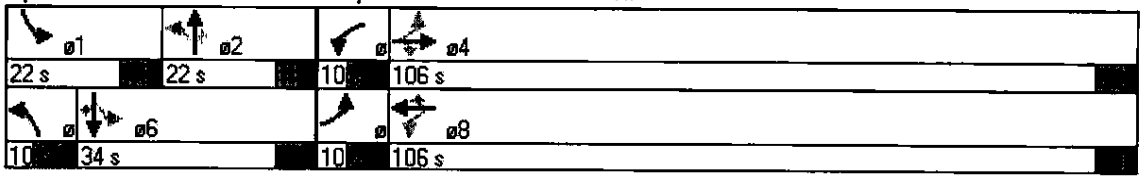
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT	SBR	ø3	ø5
Lane Configurations										
Volume (vph)	49	3082	1983	85	32	91	33	137		
Turn Type	pm+pt			Perm		pm+pt		Perm		
Protected Phases	7	4	8		2	1	6		3	5
Permitted Phases	4			8		6		6		
Detector Phases	7	4	8	8	2	1	6	6		
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	22.0	22.0	10.0	22.0	22.0	10.0	10.0
Total Split (s)	10.0	106.0	106.0	106.0	22.0	22.0	34.0	34.0	10.0	10.0
Total Split (%)	6.3%	66.3%	66.3%	66.3%	13.8%	13.8%	21.3%	21.3%	6%	6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 9 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 22: Sample Road & Banks Road



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	5085	1583	1770	1583
Flt Permitted	0.06	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	112	5085	5085	1583	1770	1583
Volume (vph)	28	3180	2063	49	80	47
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	29	3278	2127	51	82	48
RTOR Reduction (vph)	0	0	0	12	0	41
Lane Group Flow (vph)	29	3278	2127	39	82	7
Turn Type	pm+pt			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Actuated Green, G (s)	126.0	126.0	115.3	115.3	22.0	22.0
Effective Green, g (s)	128.0	128.0	117.3	117.3	24.0	24.0
Actuated g/C Ratio	0.80	0.80	0.73	0.73	0.15	0.15
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	159	4068	3728	1161	266	237
v/s Ratio Prot	0.01	c0.64	0.42		c0.05	
v/s Ratio Perm	0.14			0.02		0.00
v/c Ratio	0.18	0.81	0.57	0.03	0.31	0.03
Uniform Delay, d1	7.3	9.0	9.8	5.8	60.6	58.1
Progression Factor	0.80	0.30	0.55	0.57	1.00	1.00
Incremental Delay, d2	0.3	0.8	0.5	0.0	3.0	0.2
Delay (s)	6.2	3.6	5.9	3.4	63.6	58.3
Level of Service	A	A	A	A	E	E
Approach Delay (s)		3.6	5.8		61.6	
Approach LOS		A	A		E	

Intersection Summary

HCM Average Control Delay	5.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

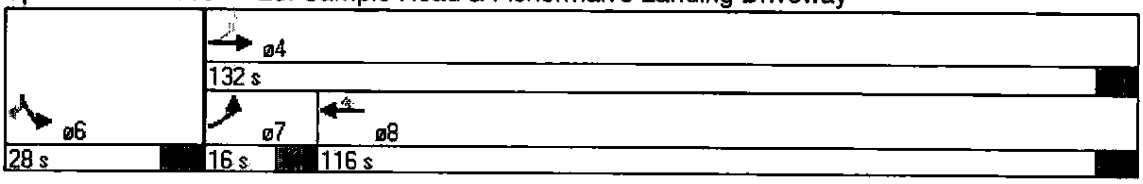
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	28	3180	2063	49	80	47
Turn Type	pm+pt			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	16.0	132.0	116.0	116.0	28.0	28.0
Total Split (%)	10.0%	82.5%	72.5%	72.5%	17.5%	17.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 29 (18%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 25: Sample Road & Fisherman's Landing Driveway



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	5085	5085	1583
Flt Permitted	0.95	1.00	0.04	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	76	5085	5085	1583
Volume (vph)	135	93	81	1595	2325	128
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	139	96	84	1644	2397	132
RTOR Reduction (vph)	0	84	0	0	0	21
Lane Group Flow (vph)	139	12	84	1644	2397	111
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	17.5	17.5	130.5	130.5	115.3	115.3
Effective Green, g (s)	19.5	19.5	132.5	132.5	117.3	117.3
Actuated g/C Ratio	0.12	0.12	0.83	0.83	0.73	0.73
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	216	193	182	4211	3728	1161
v/s Ratio Prot	c0.08		c0.03	0.32	c0.47	
v/s Ratio Perm		0.01	0.35			0.07
v/c Ratio	0.64	0.06	0.46	0.39	0.64	0.10
Uniform Delay, d1	66.9	62.1	22.9	3.5	10.8	6.1
Progression Factor	1.00	1.00	2.61	0.30	0.50	0.30
Incremental Delay, d2	6.4	0.1	0.9	0.1	0.7	0.1
Delay (s)	73.4	62.3	60.7	1.2	6.1	2.0
Level of Service	E	E	E	A	A	A
Approach Delay (s)	68.8			4.1	5.9	
Approach LOS	E			A	A	

Intersection Summary

HCM Average Control Delay	8.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

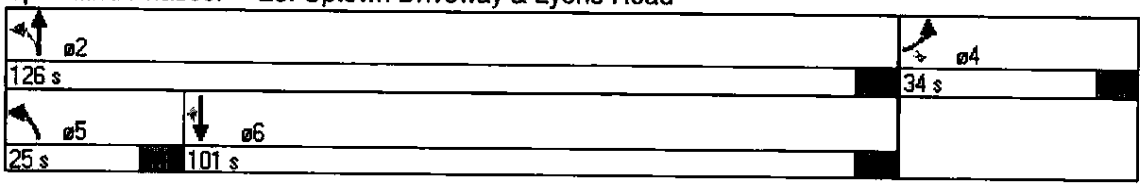
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	135	93	81	1595	2325	128
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	34.0	34.0	25.0	126.0	101.0	101.0
Total Split (%)	21.3%	21.3%	15.6%	78.8%	63.1%	63.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 28: Uptown Driveway & Lyons Road



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	5085	5085	1583
Flt Permitted	0.95	1.00	0.04	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	79	5085	5085	1583
Volume (vph)	45	23	34	1698	2429	24
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	46	24	35	1751	2504	25
RTOR Reduction (vph)	0	22	0	0	0	3
Lane Group Flow (vph)	46	2	35	1751	2504	22
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	8.2	8.2	139.8	139.8	128.7	128.7
Effective Green, g (s)	10.2	10.2	141.8	141.8	130.7	130.7
Actuated g/C Ratio	0.06	0.06	0.89	0.89	0.82	0.82
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	113	101	145	4507	4154	1293
v/s Ratio Prot	c0.03		0.01	c0.34	c0.49	
v/s Ratio Perm		0.00	0.20			0.01
v/c Ratio	0.41	0.02	0.24	0.39	0.60	0.02
Uniform Delay, d1	72.0	70.2	5.5	1.6	5.3	2.7
Progression Factor	1.00	1.00	12.53	0.39	1.00	1.00
Incremental Delay, d2	2.4	0.1	0.8	0.2	0.7	0.0
Delay (s)	74.4	70.3	69.4	0.8	5.9	2.7
Level of Service	E	E	E	A	A	A
Approach Delay (s)	73.0			2.2	5.9	
Approach LOS	E			A	A	

Intersection Summary

HCM Average Control Delay	5.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

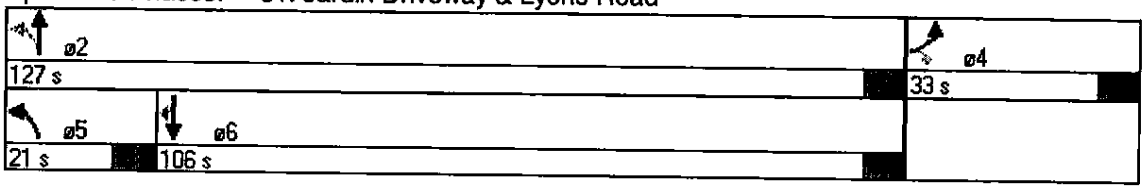
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	45	23	34	1698	2429	24
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	33.0	33.0	21.0	127.0	106.0	106.0
Total Split (%)	20.6%	20.6%	13.1%	79.4%	66.3%	66.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 31: Jardin Driveway & Lyons Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	0.91			0.91	1.00
Frt	1.00	0.92			1.00		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1717			1863		1770	5085			5085	1583
Flt Permitted	0.95	1.00			1.00		0.04	1.00			1.00	1.00
Satd. Flow (perm)	1770	1717			1863		77	5085			5085	1583
Volume (vph)	34	11	12	0	11	0	13	1731	0	0	2439	24
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	35	11	12	0	11	0	13	1785	0	0	2514	25
RTOR Reduction (vph)	0	11	0	0	0	0	0	0	0	0	0	2
Lane Group Flow (vph)	35	12	0	0	11	0	13	1785	0	0	2514	23
Turn Type	Split			Perm			pm+pt		Perm	Perm		Perm
Protected Phases	4	4			8		5	2			6	
Permitted Phases				8			2		2	6		6
Actuated Green, G (s)	7.7	7.7			3.1		153.2	153.2			144.8	144.8
Effective Green, g (s)	9.7	9.7			4.1		155.2	155.2			146.8	146.8
Actuated g/C Ratio	0.05	0.05			0.02		0.86	0.86			0.81	0.81
Clearance Time (s)	6.0	6.0			5.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	95	92			42		107	4360			4124	1284
v/s Ratio Prot	c0.02	0.01			c0.01		0.00	c0.35			c0.49	
v/s Ratio Perm							0.10					0.01
v/c Ratio	0.37	0.13			0.26		0.12	0.41			0.61	0.02
Uniform Delay, d1	82.7	81.6			87.0		5.9	2.8			6.4	3.3
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	2.4	0.6			3.3		0.5	0.3			0.7	0.0
Delay (s)	85.1	82.2			90.3		6.4	3.1			7.1	3.3
Level of Service	F	F			F		A	A			A	A
Approach Delay (s)		84.0			90.3			3.1			7.0	
Approach LOS		F			F			A			A	

Intersection Summary

HCM Average Control Delay	6.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	181.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

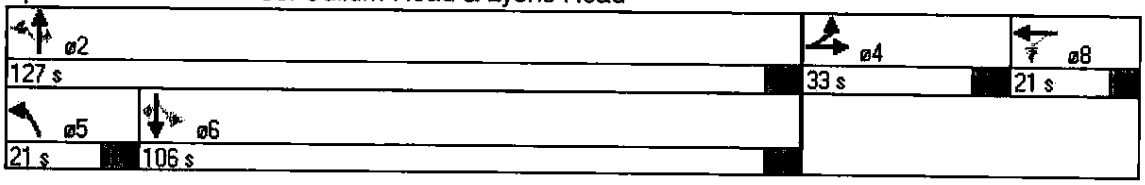
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (vph)	34	11	11	13	1731	2439	24
Turn Type	Split			pm+pt			Perm
Protected Phases	4	4	8	5	2	6	
Permitted Phases				2			6
Detector Phases	4	4	8	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	21.0	10.0	22.0	22.0	22.0
Total Split (s)	33.0	33.0	21.0	21.0	127.0	106.0	106.0
Total Split (%)	18.2%	18.2%	11.6%	11.6%	70.2%	58.6%	58.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0	2.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 181
Actuated Cycle Length: 181
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 33: Cullum Road & Lyons Road



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0
Lane Util. Factor		0.95		1.00	0.95	1.00	1.00
Frt		0.99		1.00	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)		3509		1770	3539	1770	1583
Flt Permitted		1.00		0.13	1.00	0.95	1.00
Satd. Flow (perm)		3509		242	3539	1770	1583
Volume (vph)	0	1154	69	144	852	80	69
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1282	77	160	947	89	77
RTOR Reduction (vph)	0	2	0	0	0	0	62
Lane Group Flow (vph)	0	1357	0	160	947	89	15
Turn Type	Perm			pm+pt			Perm
Protected Phases		4		3	8	2	
Permitted Phases	4			8			2
Actuated Green, G (s)		101.1		118.0	118.0	30.0	30.0
Effective Green, g (s)		103.1		120.0	120.0	32.0	32.0
Actuated g/C Ratio		0.64		0.75	0.75	0.20	0.20
Clearance Time (s)		6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		2261		305	2654	354	317
v/s Ratio Prot		c0.39		c0.04	0.27	c0.05	
v/s Ratio Perm				0.35			0.01
v/c Ratio		0.60		0.52	0.36	0.25	0.05
Uniform Delay, d1		16.5		13.2	6.8	53.9	51.7
Progression Factor		2.29		1.00	1.00	1.00	1.00
Incremental Delay, d2		0.8		1.6	0.4	1.7	0.3
Delay (s)		38.7		14.8	7.2	55.6	52.0
Level of Service		D		B	A	E	D
Approach Delay (s)		38.7			8.3	53.9	
Approach LOS		D			A	D	

Intersection Summary

HCM Average Control Delay	26.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

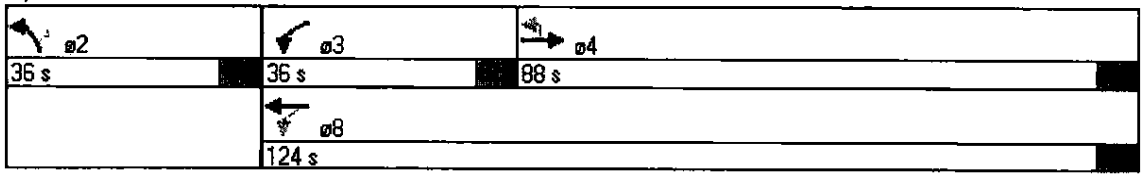
c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations					
Volume (vph)	1154	144	852	80	69
Turn Type		pm+pt			Perm
Protected Phases	4	3	8	2	
Permitted Phases		8			2
Detector Phases	4	3	8	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	10.0	22.0	22.0	22.0
Total Split (s)	88.0	36.0	124.0	36.0	36.0
Total Split (%)	55.0%	22.5%	77.5%	22.5%	22.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 26 (16%), Referenced to phase 4:EBTU and 8:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 35: Wiles Road & Banks Road



Arterial Level of Service: EB Sample Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SB SR 7 On Ramp	II	45	15.2	24.4	39.6	0.14	12.6	F
NW 54th Avenue	II	45	29.5	23.9	53.4	0.30	20.1	D
Banks Road	II	45	15.0	15.9	30.9	0.14	16.0	E
Fisherman's Landing	II	45	21.1	3.7	24.8	0.19	28.0	B
Lyons Road	II	45	29.4	117.7	147.1	0.30	7.3	F
Total	II		110.2	185.6	295.8	1.06	13.0	F

Arterial Level of Service: WB Sample Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lyons Road	II	45	21.5	38.9	60.4	0.20	11.7	F
Fisherman's Landing	II	45	29.4	5.8	35.2	0.30	30.4	B
Banks Road	II	45	21.1	7.7	28.8	0.19	24.1	C
NW 54th Avenue	II	45	15.0	9.7	24.7	0.14	20.0	D
NB SR 7 On Ramp	II	45	29.5	16.3	45.8	0.30	23.4	C
Total	II		116.5	78.4	194.9	1.12	20.7	D

Arterial Level of Service: NB SR 7

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cullum Road/Turtle C	I	47	76.4	31.3	107.7	0.99	33.0	C
Wiles Road	I	50	26.2	61.7	87.9	0.26	10.7	F
Total	I		102.6	93.0	195.6	1.25	23.0	D

Arterial Level of Service: SB SR 7

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Wiles Road	I	50	61.6	209.7	271.3	0.86	11.4	F
Cullum Road/Turtle C	I	50	26.2	10.4	36.6	0.26	25.8	D
NW 31st Street	I	47	76.4	54.7	131.1	0.99	27.1	C
Total	I		164.2	274.8	439.0	2.11	17.3	E