

# Traffic Impact Study

## Sereno Residences

*Fort Lauderdale, Florida*

*November, 2025*

Prepared for:

**Sunrise FTL Ventures LLLP**

**Updated February 2026**

# Sereno Residences

NE 9 Court

Fort Lauderdale, Florida

## Traffic Impact Study

November 2025

Updated February 2026

*Prepared for:*

Sunrise FTL Ventures LLLP

*Prepared by:*

Danielsen Consulting Engineers, Inc.  
12743 NW 13th Court  
Coral Springs, Florida



J. Suzanne Danielsen  
Florida Registration Number 42533  
Danielsen Consulting Engineers, Inc.  
12743 NW 13th Court  
Coral Springs, FL 33071  
CA # 32022

# TABLE OF CONTENTS

INTRODUCTION .....	1
INVENTORY .....	3
Existing Land Use and Access .....	3
Proposed Land Use and Access .....	3
EXISTING CONDITIONS .....	4
Roadway System .....	4
Study Intersections.....	4
Transit Service and Facilities .....	6
TRAFFIC COUNTS .....	7
TRIP GENERATION.....	9
TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT .....	12
TRAFFIC ANALYSES.....	15
Future Conditions Traffic Volumes.....	15
Detailed Intersection and Driveway Level of Service (LOS) Analyses.....	18
VALET ANALYSIS.....	19
PARKING ANALYSIS.....	20
CONCLUSIONS AND RECOMMENDATIONS .....	22

## List of Figures

FIGURE 1 – Project Location Map .....	2
FIGURE 2 – Existing Lane Geometry .....	5
FIGURE 3 – Existing (2025) AM and PM Peak Hour Peak Season Traffic Counts .....	8
FIGURE 4 – Project Traffic Distribution.....	13
FIGURE 5 – Project Traffic Assignment .....	14
FIGURE 6 – Future (2029) Background (w/out Project) AM and PM Peak Hour Traffic Volumes .....	16
FIGURE 7 – Future (2029) Total (with Project) AM and PM Peak Hour Traffic Volumes.....	17

## List of Tables

TABLE 1 – Trip Generation Summary Approved Uses .....	11
TABLE 2 – Trip Generation Summary Proposed Uses.....	11
TABLE 3 – Intersection Levels of Service .....	18
TABLE 4 – ULDR Parking Analysis.....	20
TABLE 5 – Parking Analysis with ITE Residential Rate.....	20

---

## Appendices

Appendix A - Methodology Statement  
Appendix B - Site Plan  
Appendix C - Mass Transit  
Appendix D - Traffic Counts\Signal Timing Plans  
Appendix E - Internalization Calculations  
Appendix F - Historic Growth  
Appendix G - Volume Development Worksheets  
Appendix H - Synchro  
Appendix I - Valet Analysis

## INTRODUCTION

---

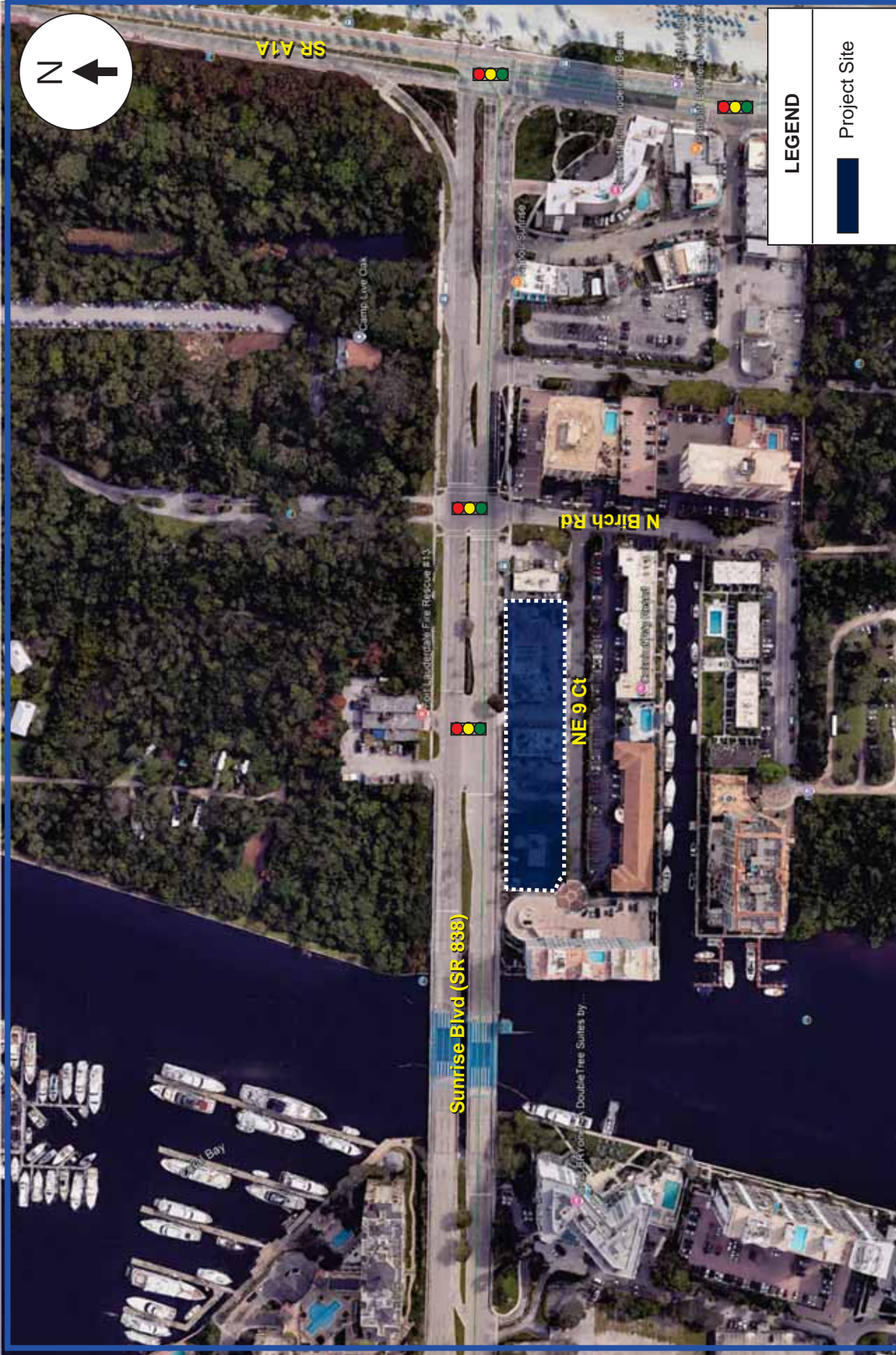
Sunrise FTL Ventures LLLP proposes to construct 88 multifamily dwelling units, 113 hotel rooms, and 1,800 square feet of retail space at 2851 and 2901 NE 9 Court (along the west side of Birch Road between NE 9 Court and Sunrise Boulevard (SR 838)) within municipal limits of the City of Fort Lauderdale. Figure 1 on the following page shows the location of the project site and the transportation network in the immediate vicinity.

Danielsen Consulting Engineers, Inc. has been retained by Sunrise FTL Ventures LLLP to conduct a traffic study in connection with the proposed development<sup>1</sup>. This study addresses trip generation, site access, expected impacts to the adjacent roadway network, and potential improvements intended to mitigate new trips generated by the project if appropriate.

This study is divided into nine (9) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Analysis
7. Valet Analysis
8. Parking Analysis
9. Conclusions

<sup>1</sup> A traffic study methodology meeting was held on Tuesday July 20, 2021 with City staff and the City's traffic engineering consultant. The agreed upon methodology is included as Appendix A.



**LEGEND**

Project Site

**FIGURE 1**  
**Sereno Residences**  
 Fort Lauderdale, Florida

**Project Location Map**

**DC Engineers, Inc.**

## INVENTORY

---

### Existing Land Use and Access

Although now vacant, the subject 1.26-acre site has most recently been occupied by surface parking spaces and a variety of businesses including: two (2) restaurants, a massage center, a car rental agency, a palm reader, and a scooter rental center. Vehicular access to the site is provided at two (2) locations along Sunrise Boulevard (SR 838) and along the NE 9 Court frontage.

### Proposed Land Uses and Access

The project site is proposed to be redeveloped with the following:

- 88 multifamily dwelling units,
- a 113-room all-suites hotel, and
- 1,800 square feet of retail space.

Access to the mixed-use development is proposed as follows:

- **Driveway A** - A one-lane service driveway on NE 9 Court near the west property line,
- **Driveway B** - A two-way, two-lane driveway on NE 9 Court accessing the resident and hotel valet service area, and
- **Driveway C** - A two-way, two-lane service driveway along the east property line.

The project is expected to be built and occupied by the year 2029. A current site plan for the proposed Sereno Residences is included as Appendix B.

## EXISTING CONDITIONS

---

This section addresses the roadway system adjacent to and surrounding the project site.

### Roadway System

The transportation network within the study area includes two (2) state minor arterials (Sunrise Boulevard (SR 838) and North Fort Lauderdale Beach Boulevard (SR A1A)) and local roadways including Birch Road and NE 9 Court.

Sunrise Boulevard (SR 838) is a six (6) lane state-maintained facility adjacent to the project site. This arterial has a posted speed limit of 35 miles per hour (mph) and a current (2024) AADT of 23,500 vehicles per day (vpd).

North Fort Lauderdale Beach Boulevard (SR A1A) is a four (4) lane state-maintained facility south of Sunrise Boulevard (SR 838) transitioning to two (2) lanes with on-street parking north of Sunrise Boulevard (SR 838). This arterial has a posted speed limit of 30 mph and a current (2024) AADT of 28,000 vpd south of Sunrise Boulevard (SR 838) and 22,000 vpd north of Sunrise Boulevard (SR A1A).

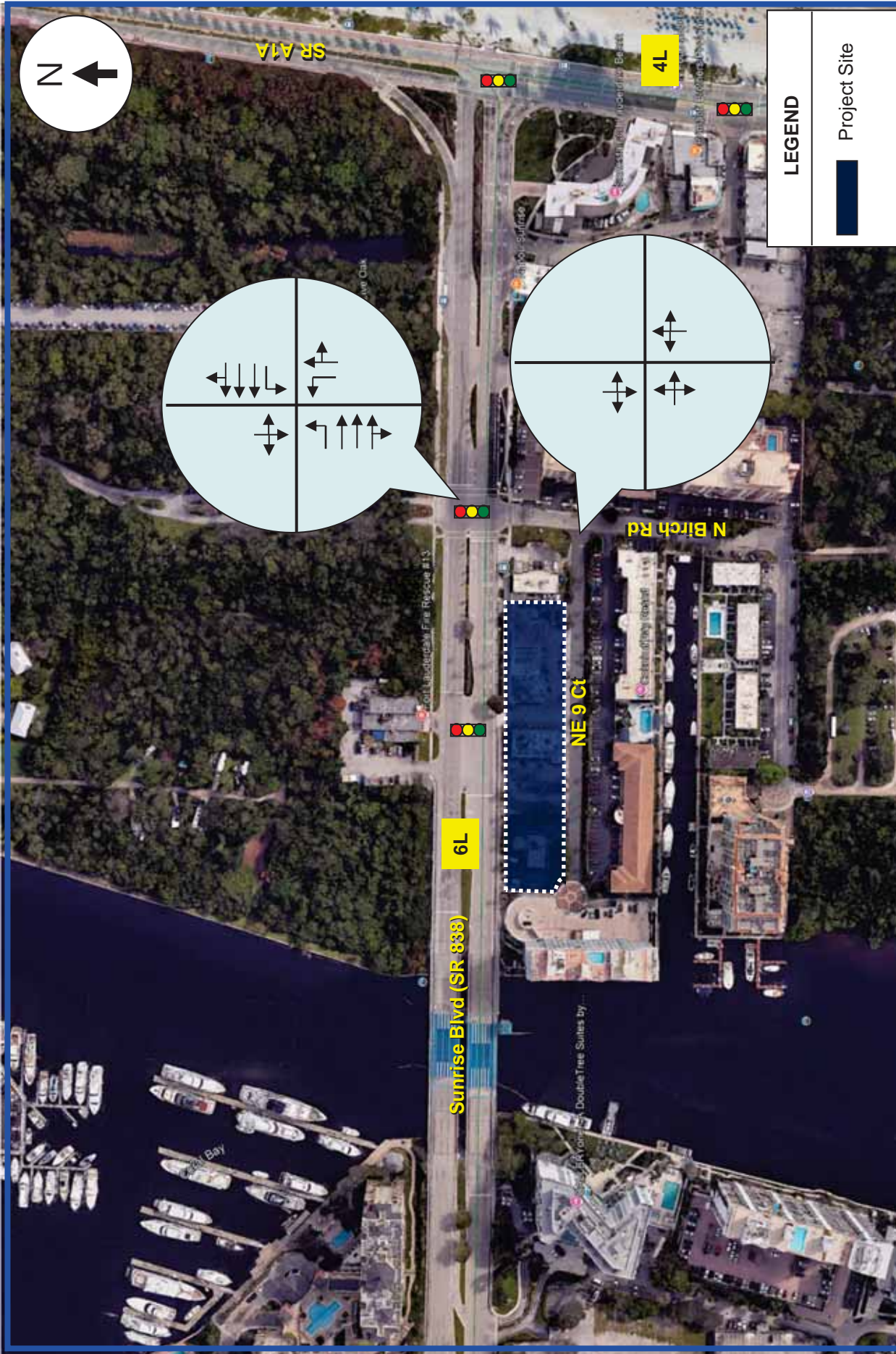
The Florida Department of Transportation (FDOT) is the source of all AADT volumes.

### Study Intersections

For purposes of this study, the following two (2) intersections were selected for detailed analysis.

- Sunrise Boulevard (SR 838) at Birch Road, and
- NE 9 Court at Birch Road.

Figure 2 shows approach lanes at each intersection under study and the number of through lanes on corresponding roadway segments.



**FIGURE 2**  
**Sereno Residences**  
 Fort Lauderdale, Florida

**Existing Lane Geometry**

**DC Engineers, Inc.**

---

## Transit Service and Facilities

Three (3) traditional Broward County Transit routes serve the project site as follows:

- **Route 36** traverses central Broward County primarily along Sunrise Boulevard (SR 838) between NW 136 Avenue (Panther Parkway) and North Fort Lauderdale Beach Boulevard (SR A1A).
- **Route 40** traverses central Broward County from the Lauderhill Mall on SR 441 to Galleria Fort Lauderdale via NW 19 Street, Sistrunk Boulevard, the 17th Street Causeway, SR A1A and Sunrise Boulevard (SR 838) adjacent to the project site.
- **Route 11** covers Broward County from US 441 (SR 7) to the Pompano Citi Centre along Prospect Road, NW 21 Avenue, Sistrunk Boulevard, Las Olas Boulevard and SR A1A near the project site.

Fixed route schedules are included as Appendix C.

The LauderGO Community Shuttle increases the number of destinations accessible to residents and visitors through public transit. The Beach Link trolley traverses the SE 17 Street Causeway, Fort Lauderdale Beach Boulevard (SR A1A), Seabreeze Boulevard, Sunrise Boulevard (SR 838) and the Galleria Fort Lauderdale property on a continuous loop and is active Monday – Friday 9:30 AM to 6:33 PM, Saturday 9:30 AM – 6:29 PM and Sunday 9:30 AM to 6:40 PM. The Beach Link trolley provides convenient connection to the Las Olas Link, the Downtown Link, the Neighborhood Link and the NW Community Link.

## TRAFFIC COUNTS

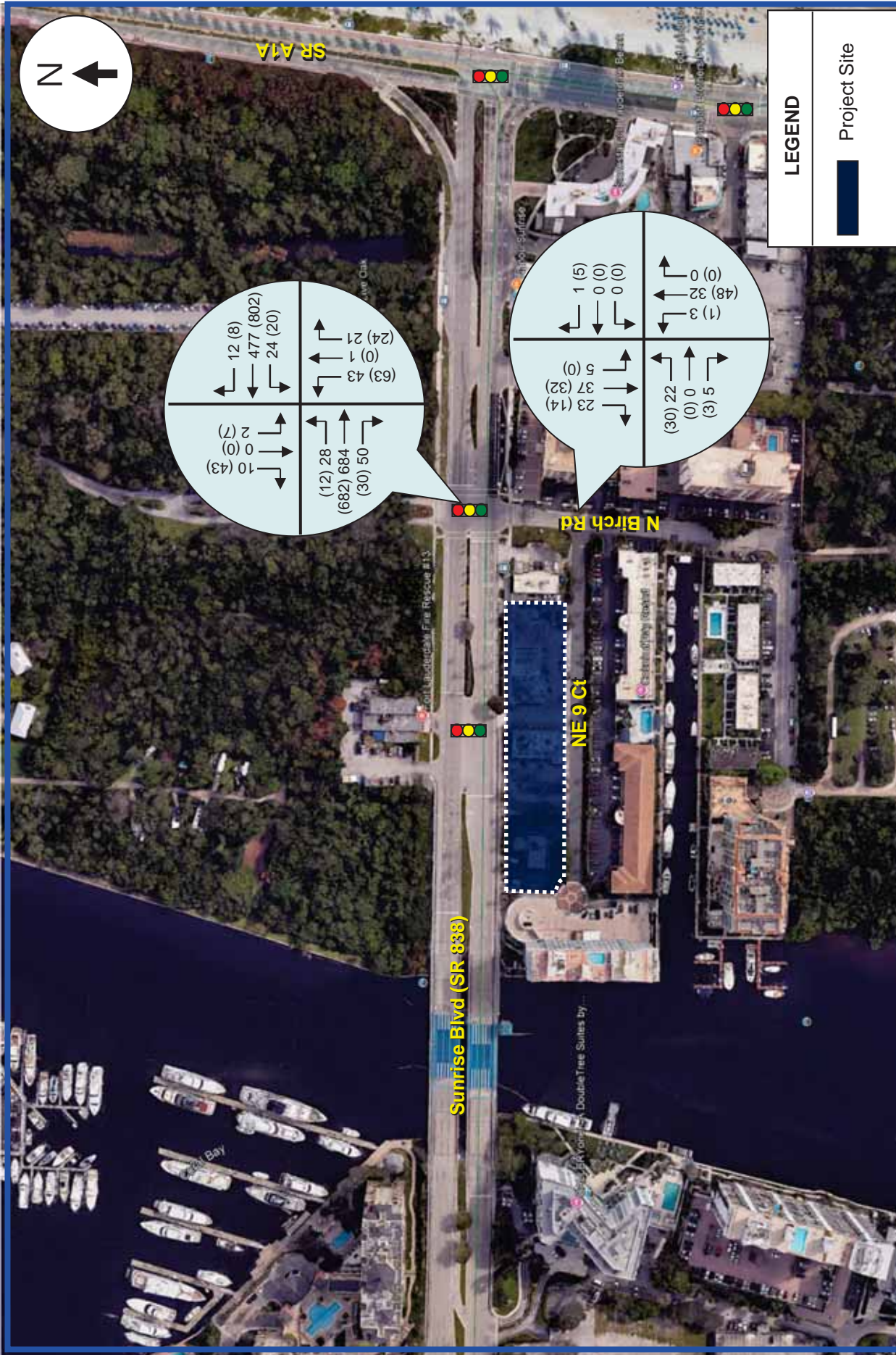
---

Danielsen Consulting Engineers, Inc., in association with All Traffic Data Services, LLC, collected turning movement count data at the following locations:

- Sunrise Boulevard (SR 838) at Birch Road, and
- NE 9 Court at Birch Road.

Intersection turning movements including bicycles and pedestrians were documented on Wednesday October 15, 2025. Data was collected during both AM (7:00 to 9:00) and PM (4:00 to 6:00) peak periods. Traffic data collected on Wednesday October 15, 2025 was reviewed with respect to average peak season conditions. According to the Florida Department of Transportation's (FDOT) Peak Season Factor Category (PSFC) report (reference Appendix D), an adjustment factor of 1.16 is required to convert traffic counts collected during this time period to average peak season conditions.

Existing peak hour traffic volumes adjusted to peak season are shown in Figure 3 and are included within Appendix D as collected. Signal timing plans obtained from Broward County Traffic Engineering Division (BCTED) are also contained within Appendix D.



**FIGURE 3**  
**Sereno Residences**  
 Fort Lauderdale, Florida

**Existing (2025) AM and PM Peak Hour**  
**Peak Season Traffic Counts**

**DC Engineers, Inc.**

## TRIP GENERATION

---

Trip generation for the proposed development is based upon rates and formulae published in the Institute of Transportation Engineer's (ITE) report *Trip Generation* (12<sup>th</sup> Edition). According to ITE, the most appropriate land use categories for the proposed development are Land Use Code (LUC) 222 'Multifamily Housing (High-Rise)', LUC 311 'All Suites Hotel' and LUC 822 'Retail'. Trip generation equations for the proposed land uses as published by ITE, are as follows:

### Multifamily Housing (High-Rise) – ITE Land Use #222

- Weekday:           \*not available. See Tables 1 and 2 for methodology.  
                  *where T = number of trips and X = dwelling units*
- AM Peak Hour:     $T = 0.20(X)$  (29% in / 71% out)
- PM Peak Hour:     $T = 0.26(X)$  (61% in / 39% out)

### All Suites Hotel – ITE Land Use #311

- Weekday:            $T = 5.16(X) - 112.23$   
                  *where T = number of trips and X = rooms*
- AM Peak Hour:     $T = 0.33(X) - 9.86$  (51% in / 49% out)
- PM Peak Hour:     $T = 0.36(X) - 3.70$  (51% in / 49% out)

### Strip Retail Plaza (<40k) – ITE Land Use #822

- Weekday:            $T = 54.45(X)$   
                  *where T = number of trips and X = gross leasable area (GLA)*
- AM Peak Hour:     $T = 3.93(X)$  (55% in / 45% out)
- PM Peak Hour:     $\ln(T) = 0.68\ln(X) + 2.77$  (50% in / 50% out)

Using the above trip generation formulae, a trip generation analysis was undertaken for the proposed development. The results of this effort are documented in report Table 2. As shown in Table 2, the proposed development is expected to produce 778 vehicle trips per day, approximately 52 AM peak hour trips (23 inbound and 29 outbound), and approximately 74 PM peak hour trips (40 inbound and 34 outbound).

---

Table 1 shows vehicle trips attributable to the project as previously approved (76 multifamily residential dwelling units) with trips updated to the 12<sup>th</sup> Edition of ITE's report *Trip Generation*. As approved, the project likely would have produced 222 vehicle trips per day, 15 AM peak hour trips and 20 PM peak hour trips. *The approved development analysis is provided for informational purposes only.*

Table 1: Trip Generation Summary Amendment

Land Use	Scale	Units	AM Peak Hour			PM Peak Hour			Daily Total
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	
Multi-Family Housing, High Rise (LUC 222)	76	du	15	4	11	20	12	8	222
<b>Subtotal</b>			15	4	11	20	12	8	222
Internal (0%)			0	0	0	0	0	0	0
<b>Subtotal</b>			15	4	11	20	12	8	222
Multi-Modal Reduction (0%)			0	0	0	0	0	0	0
<b>Total</b>			15	4	11	20	12	8	222

Source: ITE Trip Generation Manual (12th Edition)

Table 2: Trip Generation Summary Current Site Plan

Land Use	Scale	Units	AM Peak Hour			PM Peak Hour			Daily Total Trips
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	
Multi-Family Housing, High Rise (LUC 222)	88	du	18	5	13	23	14	9	258
All Suites Hotel (LUC 311)	113	rms	27	14	13	37	19	18	471
Retail (LUC 822)	1,800	ksf	7	4	3	24	12	12	98
<b>Subtotal</b>			52	23	29	84	45	39	827
Internal (0%, 12%)			0	0	0	(10)	(5)	(5)	(49)
<b>Subtotal</b>			52	23	29	74	40	34	778
Multi-Modal Reduction (0%)*			0	0	0	0	0	0	0
<b>Total</b>			52	23	29	74	40	34	778

Source: ITE Trip Generation Manual (12th Edition)

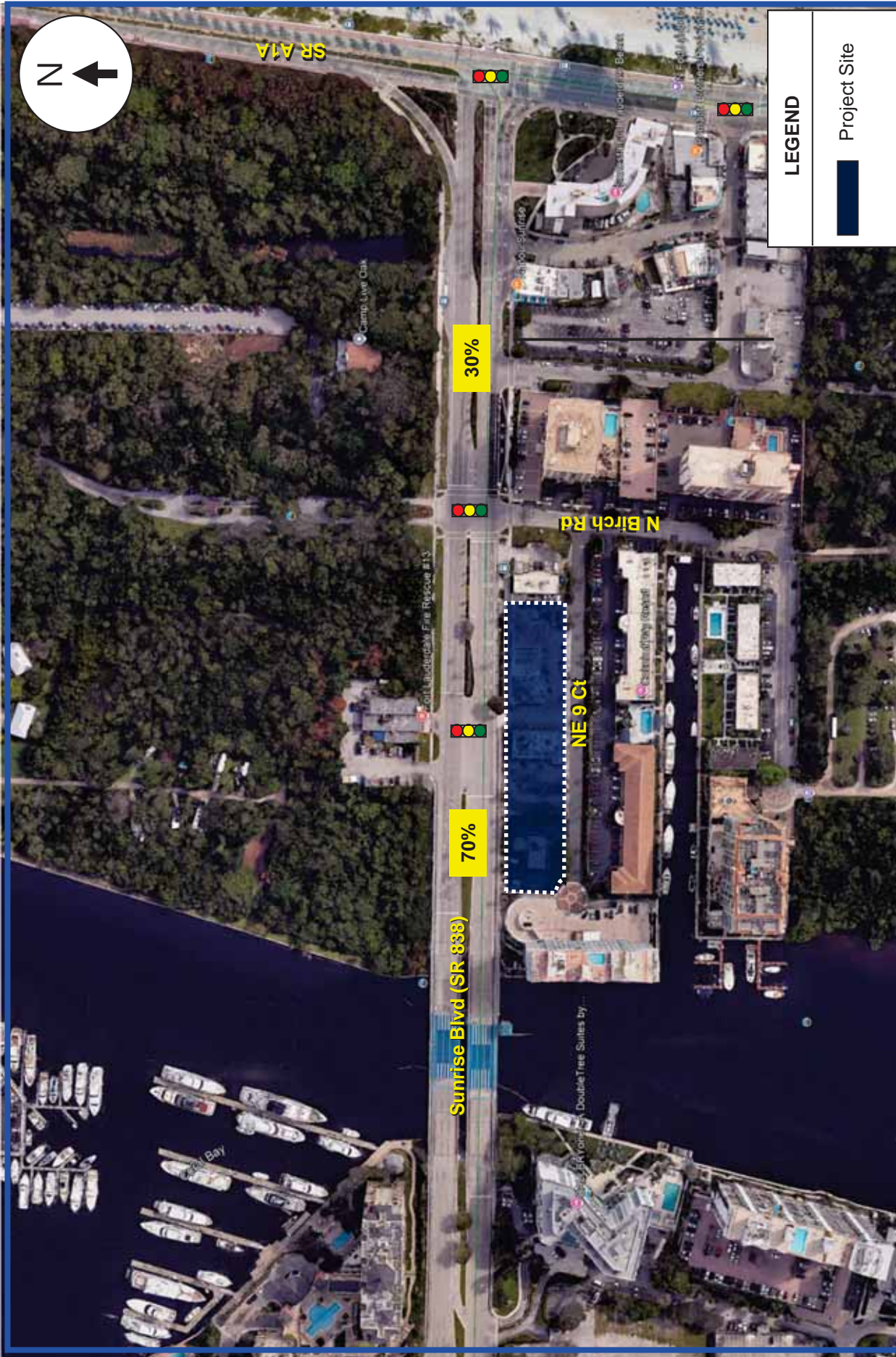
<b>Net New Trips</b>	37	19	18	54	28	26	556
----------------------	----	----	----	----	----	----	-----

## TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

---

For purposes of this study, the distribution and assignment of project-related vehicle trips are based on current travel patterns documented at the intersection of Sunrise Boulevard (SR 838) and Birch Road. A distribution of 70 percent to and from the west and 30 percent to and from the east was utilized as shown in Figure 4.

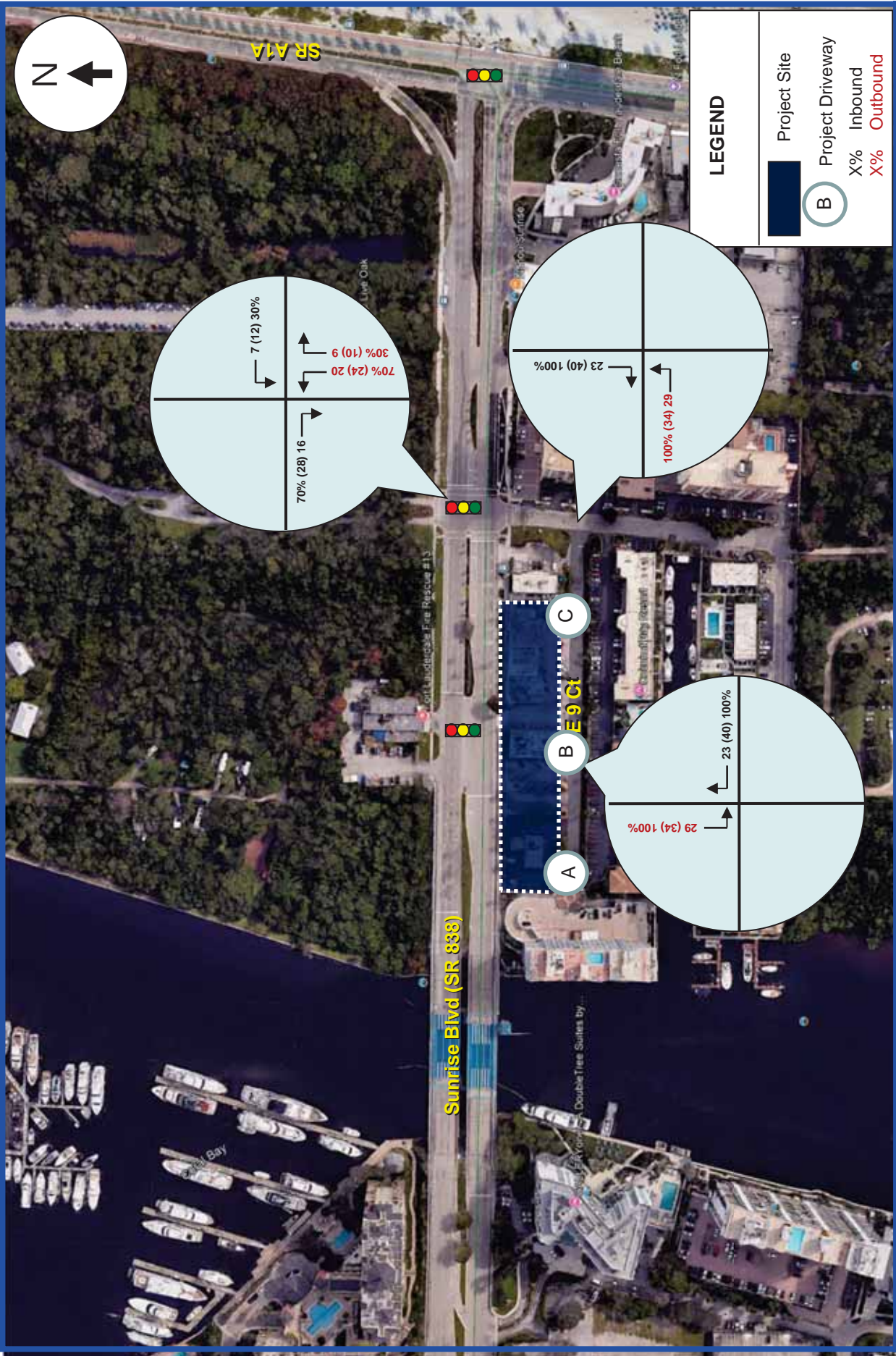
Peak hour trips generated by the proposed development were assigned to area roadways and intersections using the traffic assignment detailed above and project trips shown in Table 2. Project traffic assignment is summarized in Figure 5.



**FIGURE 4**  
**Sereno Residences**  
 Fort Lauderdale, Florida

**Project Traffic Distribution**

**DC Engineers, Inc.**



**FIGURE 5**  
**Sereno Residences**  
 Fort Lauderdale, Florida

**Project Traffic Assignment**

**DC Engineers, Inc.**

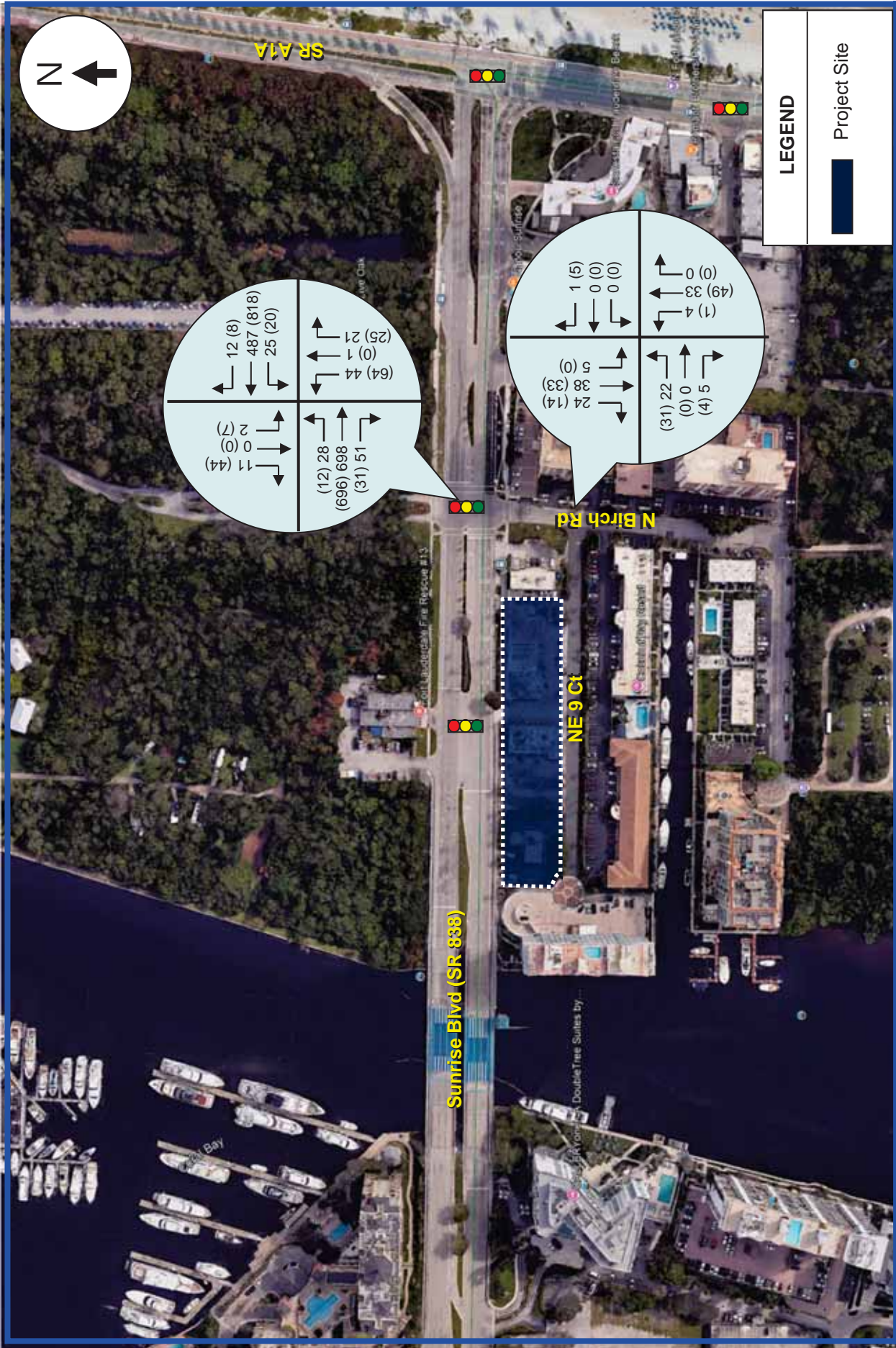
This section of the study is divided into two (2) distinct parts. The first part involves development of future (2029) traffic volumes for the study area. The second part includes level-of-service analyses for both existing and future year conditions.

### Future Conditions Traffic Volumes

Future, build-out year (2029) traffic volumes were developed for the project study area in the following manner:

- **Average Peak Season Conversion Factor:** Traffic data collected on Wednesday October 15, 2025, was reviewed with respect to average peak season conditions. According to the FDOT Peak Season Factor Category (PSFC) report (Appendix D), an adjustment factor of 1.16 is required to convert traffic counts collected during this time period to average peak season conditions.
- **Historic Growth:** FDOT maintains three (3) traffic count stations on roadways within the identified study area. Annual Average Daily Traffic Volumes at these count stations for the past six (6) years (2019-2024) yield an annual average growth of 0.51 percent per year. The data from FDOT and the growth rate analysis are included as Appendix F.
- **Committed Development:** Vehicle trips associated with approved but unbuilt projects within the immediate area are typically added to peak season volumes to produce 2029 background traffic conditions for the study area. At this time no approved but unbuilt projects have been identified.

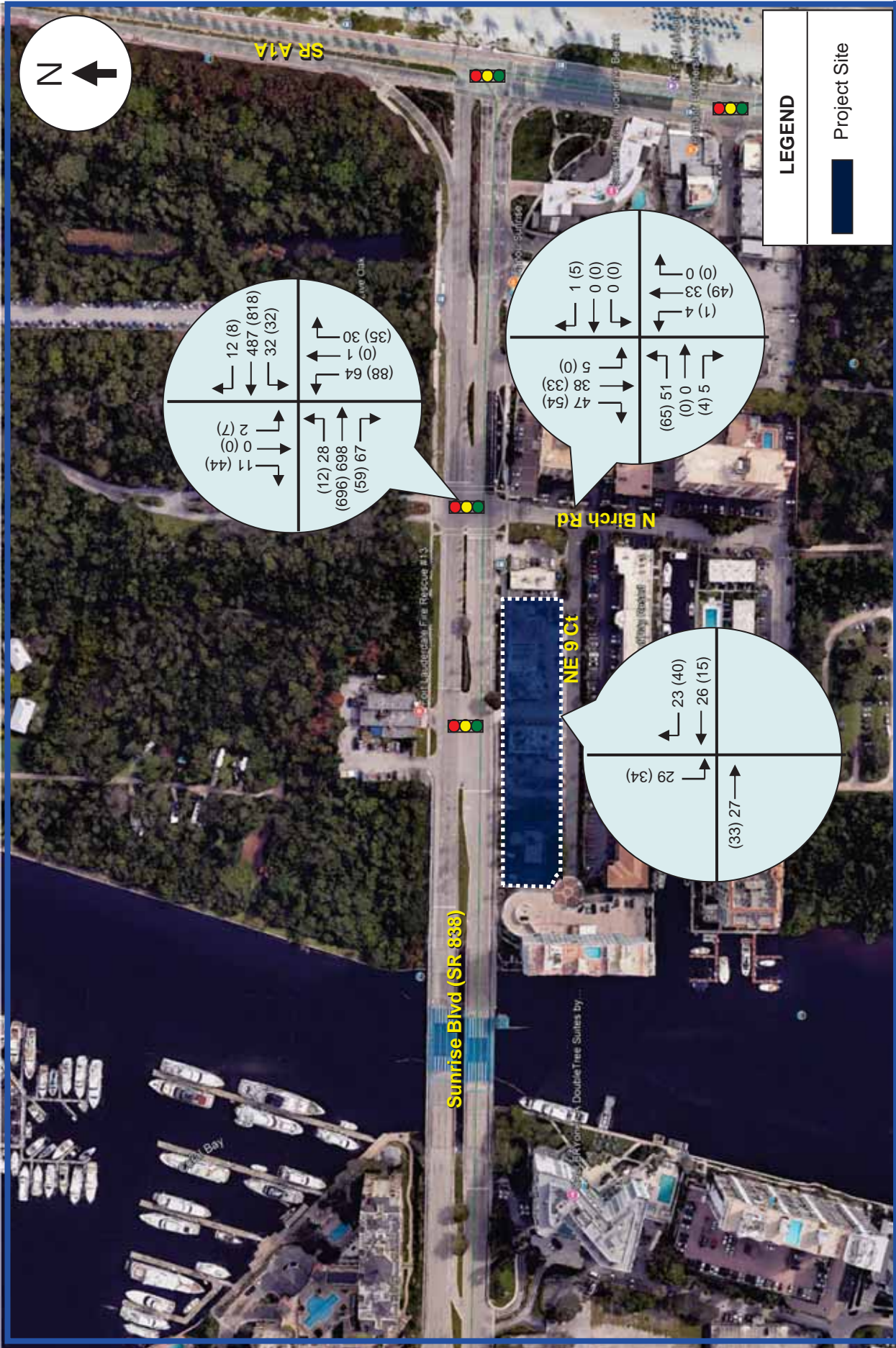
Volume development worksheets (detailing peak season adjustments, traffic growth and traffic associated with the proposed project) are included as Appendix G. Figures 6 and 7 include future traffic volumes for the study area. Figure 6 provides projected background traffic (without the proposed project) and Figure 7 includes the additional traffic anticipated to be generated by the proposed Sereno Residences.



**FIGURE 6**  
**Sereno Residences**  
 Fort Lauderdale, Florida

**Future (2029) Background Traffic (w/out Project)**  
**AM and PM Peak Hour Traffic Volumes**

**DC Engineers, Inc.**



**FIGURE 7**  
**Sereno Residences**  
 Fort Lauderdale, Florida

**Future (2029) Total Traffic (with Project)**  
**AM and PM Peak Hour Traffic Volumes**

**DC Engineers, Inc.**

## Detailed Intersection and Driveway Level of Service Analyses

Intersection capacity analyses were performed for both study intersections and the primary project driveway (Driveway B). The analyses were undertaken following the capacity/level of service procedures outlined in the current edition of the Highway Capacity Manual using the SYNCHRO 12 software. The results of the intersection analyses are summarized in report Table 3.

According to the City of Fort Lauderdale Comprehensive Plan (Transportation Element), LOS 'D' is acceptable within the project study area and is thus applicable to the analysis contained herein. As shown in Table 3 both study intersections and the primary project driveway are expected to operate within this acceptable level of service in future year 2029 with traffic from the project as proposed. Appendix H includes Synchro summary sheets and a detailed review of each intersection through each development horizon. A review of storage length availability for those lanes designated for turning movements only, show that all have unused capacity across all three development scenarios.

**Table 3: Intersection Levels of Service**

Intersection/Approaches	Existing (2025)	Future Traffic Conditions		
		Year 2029 Without Project	Year 2029 With Project	Year 2029 With Imp.
<i>Sunrise Blvd at Birch Rd</i>	A\6.3 (A\7.0)	A\6.4 (A\7.1)	A\7.1 (A\7.9)	
- <i>NB Approach</i>	C\34.0 (C\33.2)	C\33.9 (C\33.2)	C\34.2 (C\33.1)	
- <i>SB Approach</i>	C\33.2 (C\33.2)	C\33.2 (C\33.3)	C\32.9 (C\32.5)	
- <i>EB Approach</i>	A\5.8 (A\6.1)	A\5.9 (A\6.1)	A\6.3 (A\6.8)	
- <i>WB Approach</i>	A\2.8 (A\3.5)	A\2.9 (A\3.5)	A\3.0 (A\3.8)	
<i>NE 9 Ct at Birch Rd</i>				
- <i>EB Approach</i>	A\8.5 (A\8.7)	A\8.5 (A\8.7)	A\8.7 (A\9.0)	
- <i>WB Approach</i>	A\8.2 (A\8.3)	A\8.2 (A\8.3)	A\8.2 (A\8.3)	
<i>NE 9 Ct at Project Driveway B</i>				
- <i>SB Approach</i>	NA	NA	A\8.3 (A\8.3)	

Source: HCM 7. LEGEND: AM Peak Hour (PM Peak Hour):vehicular delay (sec\veh)

## VALET ANALYSIS

---

As most vehicles will be processed through the valet service and will enter and exit the project site through the central porte-cochere area (using Driveway B), the ability of the access driveway to accommodate the resulting vehicle queue has been examined. According to Section 47-20.17 of Unified Land Development Regulations (ULDR's) specific to the City of Fort Lauderdale, a minimum vehicle storage of six (6) vehicles is required for the proposed development. A queue diagram showing the proposed location of the valet stand and the six (6) vehicle reservoir spaces (VRS) is provided within Appendix B.

In addition, a valet analysis was conducted for the one (1) valet location proposed to serve both the residential units and the 100 hotel rooms. The length of queue anticipated was determined using information contained in ITE's *Transportation and Land Development*, Chapter 8. For this analysis, the following input variables were used:

- **Demand Rate:** Based on ITE's *Trip Generation* (12th Edition), the maximum inbound vehicular traffic flow anticipated at the porte-cochere is approximately 36 vehicles representing external residential and hotel trips during the PM peak hour. Ten percent of vehicles entering are estimated to self-park.
- **Service Rate:** It is assumed that the average time to park/unpark a vehicle by a valet runner is approximately 88 seconds per vehicle. Drop off/retrieval periods are dependent upon several factors including ticket processing time, vehicle travel time to parking space and attendant return speed. Assumptions are shown in the queuing analysis contained in Appendix I.

With a 99% confidence level, it is projected that three (3) parking attendants are required to limit the maximum queue to three (3) vehicles during a typical PM peak hour. Appendix I includes the queue analysis worksheet.

## PARKING ANALYSIS

According to ULDR's specific to the City of Fort Lauderdale, the proposed project should provide 258 parking spaces as shown in Table 4. As the current site plan provides 200 parking spaces, a 58-space (22.5%) deficit is realized.

**Table 4: ULDR Parking Analysis**

Proposed Development		Rate	Parking Spaces
Residential	88 du	2.0/2.1/2.2*	176.4
Hotel	113 keys	0.67/room	75.7
Retail	1,800 sf	1 sp/333 sf	5.4
<b>Total</b>			<b>257.5</b>

\*a more detailed analysis is provided within the DRC plan set.

A parking reduction is, therefore, requested in accordance with **Section 47-20-3.5.b** of the City's ULDR's. This section acknowledges 'the use, site, structure or any combination of same, evidences characteristics which support a determination that the need for parking for the development is less than that required by the ULDR for similar uses'.

### Parking Analysis with ITE Residential Rate

A parking analysis has been conducted using procedures and data included in the ITE report *Parking Generation* (6th Edition). This publication contains parking data, rates, and equations for various land uses based upon research and analysis conducted by transportation professionals throughout the country. Table 5 below shows the ITE residential rate yields a total parking demand of 194 spaces. This analysis assumes all units have two (2) plus bedrooms as sufficient data is not available to calculate the demand for one (1) bedroom high-rise units.

**Table 5: Parking Analysis with ITE Residential Rate**

Proposed Development		Rate	Parking Spaces
Residential – 2+ bedrooms (LUC 222)	88 du	P=1.28(X)*	112.6
Hotel	113 keys	0.67 sp/room	75.7
Retail	1,800 sf	1 sp/333 sf	5.4
<b>Total</b>			<b>193.7</b>

\*Reflects 100<sup>th</sup> percentile. 85<sup>th</sup> percentile = 1.19(X)

---

With 200 parking spaces provided, it can be concluded the proposed project will provide an adequate number of spaces for the uses proposed.

## CONCLUSIONS AND RECOMMENDATIONS

---

Sunrise FTL Ventures LLLP proposes to construct 88 multifamily dwelling units, a 113-room hotel and 1,800 square feet of retail space at 2851 and 2901 NE 9 Court (along the west side of Birch Road between NE 9 Court and Sunrise Boulevard (SR 838)) within municipal limits of the City of Fort Lauderdale. The proposed project is expected to be built and occupied by 2029.

Access to the mixed-use development is proposed as follows:

- **Driveway A** - A one-lane service driveway on NE 9 Court near the west property line,
- **Driveway B** - A two-way, two-lane driveway on NE 9 Court accessing the resident and hotel valet service area, and
- **Driveway C** - A two-way, two-lane service driveway along the east property line.

Conclusions and recommendations of this traffic study are as follows:

- As shown in Table 2, the proposed Sereno Residences are expected to produce 778 vehicle trips per day, approximately 52 AM peak hour trips (23 inbound and 29 outbound), and approximately 74 PM peak hour trips (40 inbound and 34 outbound).
- Provided for comparison purposes only are vehicle trips expected to be produced by the approved site plan. As approved, the project likely would have produced 222 vehicle trips per day, 15 AM peak hour trips and 20 PM peak hour trips.
- Signalized and unsignalized intersections within the study area currently operate within acceptable levels overall and are expected to continue operating within acceptable levels upon buildout of the project as proposed.

- 
- The unsignalized primary project driveway (Driveway B) is expected to operate within acceptable levels of service upon buildout of the project as proposed.
  - According to Section 47-20.17 of the ULDR's specific to the City of Fort Lauderdale, a minimum vehicle storage of six (6) vehicles is required for the proposed development. With a 99% confidence level, it is projected that provision of three (3) parking attendants will limit the maximum queue to three (3) vehicles during a typical PM peak hour.
  - A parking analysis has been conducted using procedures and data included in the ITE report *Parking Generation* (6th Edition). Incorporating the ITE formula for high-rise residential multifamily dwelling units yields a parking demand of 194 spaces. With 200 parking spaces provided, the supply is expected to meet the expected parking demand.
  - It is recommended that after the project is built and occupied, the development team contact BCTED to request the signal timing of area wide traffic signals be reviewed and optimized.

# APPENDIX A

## Methodology Statement

# DC ENGINEERS, INC.

## *Memorandum*

To: Istvan Virag  
City of Fort Lauderdale, Transportation and Mobility

From: J. Suzanne Danielsen, P.E.

xc: Paul Drummond  
Nectaria M. Chakas Esq.

Date: July 14, 2021

Re: **2851\1901 NE 9 Court - Fort Lauderdale  
Traffic Study Methodology**

Sunrise Ft. Lauderdale Ventures, LLLP is proposing to construct 55 multifamily dwelling units and 100 hotel rooms including 2,611 square feet of restaurant space and a 687 square foot pool bar at 2851\1901 NE 9 Court (between NE 9 Court and Sunrise Boulevard (SR 838) west of N. Birch Road) within municipal limits of the City of Fort Lauderdale. Vehicular access to and from the site will be provided at two (2) locations along NE 9 Court. The following is our proposed methodology specific to both the traffic study and the parking reduction analysis for the 2851\1901 NE 9 Court development.

### Traffic Study Methodology

- The trip generation analysis will be based upon the Institute of Transportation Engineers (ITE) report *Trip Generation*, 10th Edition. Trip Generation rates and formulae will be provided within the report text. A preliminary estimate of project traffic is shown in attached Table 1.
- As shown in Table 1, the internalization of vehicle trips between proposed uses will be considered as will the effect of a multi-modal reduction factor. These adjustments to the raw trip generation estimates will be further explained within the report.
- The trip distribution will be based upon current travel patterns, existing nearby land uses and available transportation network in the vicinity of the project site (ie. no travel demand modeling will be performed).
- In addition to the primary project driveway, the subject traffic study will evaluate the following intersections during typical AM and PM peak periods:
  - NE 9 Court at N. Birch Road, and
  - Sunrise Boulevard (SR 838) at N. Birch Road.
- Turning movement count data will be collected on one (1) typical weekday during AM (7-9 AM) and PM (4-6 PM) peak periods at the intersections listed above. The counts will include bicyclists and pedestrians.

12743 NW 13th Court, Coral Springs, Florida 33071

Tel: (954) 798-0926

# DC ENGINEERS, INC.

- The traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available adjustment factors published by the Florida Department of Transportation (FDOT). A minimum peak season adjustment factor of 1.0% will be applied.
- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historic traffic data available for the area near the project site. A minimum annual growth rate of 0.5% will be applied.
- Traffic from approved but unbuilt development as provided by the City will be included within the traffic impact analysis. *To be provided during the methodology meeting.*
- Existing traffic signal timing data for the study intersections will be obtained from Broward County Traffic Engineering and will be included within the Appendix of the traffic study.
- Traffic analysis figures will be prepared for the following trip scenarios for each of the intersections analyzed:  
  
Existing traffic,  
Proposed project traffic distribution and assignment,  
Background traffic at buildout, and  
Future conditions with project traffic.
- Intersection analyses will be conducted using the Synchro software for existing conditions, future conditions without the project, and future conditions with the proposed project in place.
- All traffic data obtained for this project will be included within the Appendix of the traffic study.
- The project buildout year is projected to be 2024.
- A Traffic Study summarizing the effect of vehicle trips expected from the proposed development during Daily, AM Peak Hour and PM Peak Hour scenarios will be prepared and submitted for review.

## Parking Analysis Methodology

- The development, as proposed, is required by the City's Unified Land Development Regulations (ULDR's) to provide 196 parking spaces (including five (5) spaces from an old off-site parking agreement requirement per ORB 12283 page 418).
- According to the DRC plan set, 190 parking spaces are to be provided within an onsite garage resulting in a 6-space (3.1%) deficit.
- A parking reduction will be requested in accordance with **Section 47-20.3.5.d and e** of the City's ULDR's. These sections are applicable 'If the application is based on two (2) or more different users sharing the same parking spaces at different hours, that the peak hour(s) for each use will be at different hours; or If the application is based on two (2) or more different users sharing

12743 NW 13th Court, Coral Springs, Florida 33071  
Tel: (954) 798-0926

## DC ENGINEERS, INC.

the same parking spaces at the same time because one use derives a portion of its customers as walk-in traffic from the other use, that the two (2) or more uses will share the same users.'

- We will prepare an analysis for the proposed development program in accordance with shared parking methodologies detailed within the Urban Land Institute's document, *Shared Parking*.
- A Parking Analysis summarizing the ULDR parking requirement and the expected parking demand pursuant to the ULI analysis completed will be prepared and submitted for review.

12743 NW 13th Court, Coral Springs, Florida 33071

Tel: (954) 798-0926

Table 1: Trip Generation Summary Existing Uses

Land Use	Scale	Units	AM Peak Hour		PM Peak Hour		Daily		
			Total Trips	Inbound	Outbound	Total Trips		Inbound	Outbound
Shopping Center (LUC 820)	15,841	ksf	160	99	61	139	67	72	1,717
<b>Total</b>			<b>160</b>	<b>99</b>	<b>61</b>	<b>139</b>	<b>67</b>	<b>72</b>	<b>1,717</b>
Pass-by Shopping Center (LUC 820)			54	34	20	47	23	24	584
<b>Subtotal</b>			<b>106</b>	<b>65</b>	<b>41</b>	<b>92</b>	<b>44</b>	<b>48</b>	<b>1,133</b>

Source: ITE Trip Generation Manual (10th Edition)

Table 2: Trip Generation Summary Proposed Uses

Land Use	Scale	Units	AM Peak Hour		PM Peak Hour		Daily		
			Total Trips	Inbound	Outbound	Total Trips		Inbound	Outbound
Multifamily Housing (High-Rise) (LUC 222)	55	du	28	7	21	27	16	11	429
Drinking Place (LUC 925)	0.687	ksf	0	0	0	8	5	3	89
High-Turnover (Sit-Down) Restaurant (LUC 932)	2.611	ksf	26	14	12	26	16	10	293
Hotel (LUC 310)	100	rooms	45	27	18	49	25	24	702
<b>Subtotal</b>			<b>99</b>	<b>48</b>	<b>51</b>	<b>110</b>	<b>62</b>	<b>48</b>	<b>1,513</b>
Internalization (9%, 29%)			9	4	5	32	16	16	287
<b>Subtotal</b>			<b>90</b>	<b>44</b>	<b>46</b>	<b>78</b>	<b>46</b>	<b>32</b>	<b>1,226</b>
Pass-by Capture (High-Turnover (Sit Down) Restaurant 43%)						9	6	3	103
<b>Subtotal</b>			<b>90</b>	<b>44</b>	<b>46</b>	<b>69</b>	<b>40</b>	<b>29</b>	<b>1,123</b>
Multimodal Reduction (10%)			9	4	5	7	4	3	112
<b>Total</b>			<b>81</b>	<b>40</b>	<b>41</b>	<b>62</b>	<b>36</b>	<b>26</b>	<b>1,011</b>

Source: ITE report Trip Generation (10th Edition)

<b>Net New Vehicle Trips</b>	<b>-25</b>	<b>-25</b>	<b>0</b>	<b>-8</b>	<b>-30</b>	<b>-22</b>	<b>-122</b>
------------------------------	------------	------------	----------	-----------	------------	------------	-------------

12-Jul-21

# APPENDIX B

## Site Plan





# APPENDIX C

## Mass Transit

For more details on our fares please visit our web site at [Broward.org/BCT](http://Broward.org/BCT) or call customer service: 954-357-8400.

### 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.

**Not paying your fare is a crime per Florida Statute 812.015.**

**Violation constitutes a misdemeanor, punishable by jail time and/or a fine.**

Information: 954-357-8400

Hearing-impaired/TTY:  
954-357-8302

This publication can be made available in alternative formats upon request by contacting 954-357-8400 or TTY 954-357-8302.



This symbol is used on bus stop signs to indicate accessible bus stops.



BOARD OF COUNTY COMMISSIONERS  
*An equal opportunity employer and provider of services.*

5,000 copies of this public document were promulgated at a gross cost of \$260, or \$.052 per copy to inform the public about the Transit Division's schedule and route information. Printed 8/21

Broward County Transit

# ROUTE 11 ALL WEEK SCHEDULE

EASTBOUND: Broward Central Terminal to Copans Rd. and U.S.1 via *Las Olas Blvd. and Galt Mile*

WESTBOUND: Broward Central Terminal to Commercial Blvd. and US 441/S.R. 7

Effective 8/8/21



**New Schedules Monday – Saturday  
Regular Sunday Schedule**

- Face Covering Required • Maintain Social Distancing

Real Time Bus Information  
[MyRide.Broward.org](http://MyRide.Broward.org)



[Broward.org/BCT](http://Broward.org/BCT)  
954-357-8400

# Route 11

BROWARD COUNTY TRANSIT

Commercial Boulevard & U.S 441/S.R. 7

to Copans Road and U.S. 1

**MONDAY - FRIDAY** There are additional bus stops in between those listed.

## EASTBOUND To Copans Rd. & US 1

US 441 & COMMERCIAL BLVD	OAKLAND PARK BLVD & 21 AVE	SUNRISE BLVD & 27 AVE	BROWARD TERMINAL ARRIVAL	BROWARD TERMINAL DEPARTURE	ATA & LAS OLAS BLVD	GALT MILE	ATLANTIC BLVD & ATA	US 1 & COPANS RD
1	2	3	4	4	5	6	7	8
5:00a	5:11a	5:19a	5:29a	5:34a	5:42a	5:54a	6:02a	6:14a
5:48a	5:59a	6:09a	6:20a	6:25a	6:34a	6:44a	6:54a	7:06a
6:35a	6:49a	7:00a	7:10a	7:15a	7:26a	7:39a	7:48a	7:59a
7:20a	7:35a	7:45a	7:57a	8:02a	8:12a	8:27a	8:38a	8:53a
8:05a	8:23a	8:34a	8:46a	8:51a	9:05a	9:18a	9:30a	9:45a
8:50a	9:04a	9:14a	9:26a	9:31a	9:46a	10:01a	10:11a	10:27a
9:33a	9:52a	10:03a	10:14a	10:19a	10:33a	10:48a	11:00a	11:15a
10:20a	10:33a	10:43a	10:56a	11:01a	11:12a	11:27a	11:39a	11:56a
11:05a	11:19a	11:30a	11:41a	11:46a	12:01p	12:16p	12:28p	12:44p
11:49a	12:03p	12:13p	12:25p	12:30p	12:48p	1:04p	1:15p	1:30p
12:36p	12:48p	12:59p	1:11p	1:16p	1:32p	1:50p	2:02p	2:18p
1:20p	1:35p	1:45p	1:57p	2:02p	2:20p	2:37p	2:49p	3:03p
2:09p	2:24p	2:34p	2:47p	2:52p	3:08p	3:28p	3:41p	3:57p
2:54p	3:08p	3:18p	3:31p	3:36p	3:54p	4:13p	4:28p	4:42p
3:42p	3:57p	4:08p	4:19p	4:24p	4:40p	4:59p	5:11p	5:29p
4:31p	4:45p	4:55p	5:07p	5:12p	5:30p	5:47p	6:02p	6:15p
5:23p	5:38p	5:48p	6:00p	6:05p	6:21p	6:39p	6:50p	7:04p
6:15p	6:28p	6:39p	6:51p	6:56p	7:11p	7:25p	7:36p	7:49p
7:03p	7:16p	7:26p	7:38p	7:43p	7:59p	8:13p	8:24p	8:38p
7:51p	8:04p	8:14p	8:25p	8:30p	8:44p	8:57p	9:06p	9:17p
8:33p	8:46p	8:55p	9:06p	9:11p	9:26p	9:40p	9:50p	10:00p
9:18p	9:31p	9:40p	9:51p	9:56p	10:09p	10:22p	10:30p	10:41p
10:00p	10:13p	10:21p	10:32p	10:34p	10:46p	10:58p	11:07p	11:18p G
10:30p	10:43p	10:52p	11:03p	11:05p	11:17p	11:29p	11:38p	11:49p G

## WESTBOUND To Commercial Blvd. & SR 7/Hwy. 441

US 1 & COPANS RD	ATLANTIC BLVD & ATA	GALT MILE	ATA & LAS OLAS BLVD	BROWARD TERMINAL ARRIVAL	BROWARD TERMINAL DEPARTURE	SUNRISE BLVD & 27 AVE	OAKLAND PARK BLVD & 21 AVE	US 441 & COMMERCIAL BLVD
8	7	6	5	4	4	3	2	1
5:00a	5:06a	5:14a	5:22a	5:32a	5:37a	5:45a	5:55a	6:07a
5:45a	5:52a	6:01a	6:12a	6:22a	6:27a	6:39a	6:49a	7:03a
6:30a	6:39a	6:49a	6:59a	7:10a	7:15a	7:26a	7:37a	7:50a
7:05a	7:15a	7:27a	7:41a	7:54a	7:59a	8:11a	8:22a	8:35a
7:40a	7:54a	8:08a	8:22a	8:33a	8:38a	8:50a	9:01a	9:14a
8:27a	8:37a	8:50a	9:03a	9:14a	9:19a	9:30a	9:39a	9:53a
9:15a	9:26a	9:38a	9:52a	10:03a	10:08a	10:20a	10:30a	10:42a
10:00a	10:10a	10:25a	10:39a	10:50a	10:55a	11:07a	11:17a	11:31a
10:44a	10:58a	11:12a	11:28a	11:40a	11:45a	11:58a	12:08p	12:21p
11:30a	11:41a	11:55a	12:11p	12:25p	12:30p	12:42p	12:52p	1:05p
12:15p	12:28p	12:41p	12:57p	1:08p	1:13p	1:27p	1:37p	1:51p
1:00p	1:11p	1:25p	1:41p	1:54p	1:59p	2:11p	2:21p	2:34p
1:45p	1:59p	2:13p	2:31p	2:43p	2:48p	3:01p	3:12p	3:26p
2:34p	2:45p	2:59p	3:17p	3:30p	3:35p	3:47p	3:58p	4:10p
3:21p	3:33p	3:48p	4:06p	4:22p	4:27p	4:42p	4:54p	5:09p
4:10p	4:21p	4:37p	4:54p	5:11p	5:16p	5:31p	5:42p	5:56p
5:01p	5:11p	5:26p	5:45p	6:03p	6:08p	6:21p	6:32p	6:45p
5:50p	6:00p	6:13p	6:29p	6:42p	6:47p	7:00p	7:10p	7:22p
6:37p	6:47p	7:00p	7:15p	7:28p	7:33p	7:46p	7:57p	8:09p
7:26p	7:36p	7:48p	8:01p	8:15p	8:20p	8:33p	8:43p	8:55p
8:13p	8:22p	8:34p	8:47p	9:01p	9:06p	9:18p	9:27p	9:39p
8:58p	9:07p	9:18p	9:31p	9:45p	9:50p	10:02p	10:11p	10:23p
9:43p	9:51p	10:01p	10:13p	10:23p	10:28p	10:40p	10:49p	11:01p G
10:15p	10:22p	10:33p	10:45p	10:55p	11:00p	11:11p	11:20p	11:31p G
11:05p	11:12p	11:22p	11:34p	11:44p G				

**NUMBERS IN BOXES REFER TO TIME POINTS ON MAP**  
Times with the letter "G" before them indicate bus returns to garage.



# Route 11

BROWARD COUNTY TRANSIT

Commercial Boulevard & U.S 441/S.R. 7

to Copans Road and U.S. 1

**SATURDAY**

**There are additional bus stops in between those listed.**

**EASTBOUND**

To Copans Road & U.S. 1

US 441 & COMMERCIAL BLVD	OAKLAND PARK BLVD & 21 AVE	SUNRISE BLVD & 27 AVE	BROWARD TERMINAL	BROWARD TERMINAL	A1A & LAS OLAS BLVD	GALT MILE	ATLANTIC BLVD & A1A	US 1 & COPANS RD
ARRIVAL	ARRIVAL	ARRIVAL	DEPARTURE	DEPARTURE	ARRIVAL	ARRIVAL	ARRIVAL	ARRIVAL
1	2	3	4	4	5	6	7	8
5:20a	5:31a	5:38a	5:49a	5:54a	6:02a	6:14a	6:22a	6:31a
6:05a	6:18a	6:26a	6:40a	6:42a	6:50a	7:02a	7:10a	7:21a
6:40a	6:55a	7:04a	7:20a	7:22a	7:31a	7:44a	7:52a	8:04a
7:18a	7:32a	7:41a	7:57a	7:59a	8:14a	8:29a	8:39a	8:51a
8:03a	8:17a	8:27a	8:43a	8:45a	8:56a	9:11a	9:21a	9:34a
8:48a	9:02a	9:11a	9:28a	9:30a	9:40a	9:57a	10:07a	10:20a
9:33a	9:45a	9:55a	10:11a	10:13a	10:25a	10:40a	10:51a	11:05a
10:18a	10:31a	10:40a	10:56a	10:58a	11:14a	11:30a	11:42a	11:58a
11:03a	11:16a	11:26a	11:42a	11:44a	11:59a	12:18p	12:30p	12:45p
11:48a	12:01p	12:10p	12:26p	12:28p	12:45p	1:02p	1:16p	1:32p
12:38p	12:55p	1:05p	1:21p	1:23p	1:41p	2:00p	2:13p	2:31p
1:26p	1:40p	1:50p	2:06p	2:08p	2:32p	2:53p	3:07p	3:20p
2:15p	2:28p	2:37p	2:53p	2:55p	3:14p	3:37p	3:51p	4:06p
3:05p	3:19p	3:27p	3:43p	3:45p	4:07p	4:29p	4:43p	5:01p
3:54p	4:06p	4:15p	4:31p	4:33p	4:53p	5:14p	5:27p	5:42p
4:46p	4:58p	5:08p	5:24p	5:26p	5:44p	6:01p	6:13p	6:26p
5:38p	5:50p	6:00p	6:16p	6:18p	6:36p	6:52p	7:04p	7:16p
6:31p	6:43p	6:51p	7:07p	7:09p	7:26p	7:43p	7:55p	8:09p
7:22p	7:35p	7:43p	7:59p	8:01p	8:18p	8:31p	8:41p	8:57p
8:07p	8:19p	8:28p	8:41p	8:43p	9:03p	9:15p	9:26p	9:38p
8:56p	9:09p	9:17p	9:32p	9:34p	9:47p	10:00p	10:09p	10:19p
9:41p	9:54p	10:02p	10:16p	10:18p	10:33p	10:45p	10:54p	11:04p G
10:26p	10:38p	10:46p	11:00p G					
11:16p	11:28p	11:35p	11:47p G					

**WESTBOUND**

To Commercial Boulevard & Highway 441/S.R. 7

US 1 & COPANS RD	ATLANTIC BLVD & A1A	GALT MILE	A1A & LAS OLAS BLVD	BROWARD TERMINAL	BROWARD TERMINAL	SUNRISE BLVD & 27 AVE	OAKLAND PARK BLVD & 21 AVE	US 441 & COMMERCIAL BLVD
ARRIVAL	ARRIVAL	ARRIVAL	ARRIVAL	DEPARTURE	DEPARTURE	ARRIVAL	ARRIVAL	ARRIVAL
8	7	6	5	4	4	3	2	1
5:00a	5:06a	5:14a	5:24a	5:38a	5:41a	5:51a	5:58a	6:08a
5:45a	5:52a	6:02a	6:13a	6:27a	6:30a	6:41a	6:50a	7:00a
6:30a	6:39a	6:50a	7:01a	7:15a	7:18a	7:28a	7:36a	7:48a
7:05a	7:16a	7:25a	7:37a	7:51a	7:54a	8:06a	8:15a	8:27a
7:43a	7:56a	8:08a	8:20a	8:34a	8:37a	8:48a	8:58a	9:11a
8:28a	8:37a	8:49a	9:02a	9:16a	9:19a	9:30a	9:37a	9:51a
9:12a	9:26a	9:39a	9:52a	10:06a	10:09a	10:25a	10:34a	10:47a
9:58a	10:08a	10:24a	10:38a	10:52a	10:55a	11:08a	11:18a	11:30a
10:43a	10:54a	11:09a	11:25a	11:39a	11:42a	11:55a	12:05p	12:18p
11:30a	11:41a	12:01p	12:18p	12:32p	12:35p	12:47p	12:57p	1:09p
12:16p	12:29p	12:46p	1:05p	1:19p	1:22p	1:35p	1:42p	1:56p
1:03p	1:15p	1:33p	1:50p	2:04p	2:07p	2:19p	2:28p	2:41p
1:51p	2:02p	2:18p	2:41p	2:56p	2:59p	3:12p	3:20p	3:33p
2:43p	2:56p	3:12p	3:37p	3:52p	3:55p	4:07p	4:16p	4:29p
3:33p	3:43p	3:59p	4:21p	4:36p	4:39p	4:52p	5:01p	5:14p
4:24p	4:36p	4:53p	5:15p	5:30p	5:33p	5:47p	5:56p	6:10p
5:16p	5:29p	5:48p	6:08p	6:23p	6:26p	6:38p	6:47p	7:00p
6:03p	6:13p	6:28p	6:50p	7:05p	7:08p	7:19p	7:28p	7:39p
6:55p	7:05p	7:22p	7:37p	7:52p	7:55p	8:07p	8:15p	8:26p
7:47p	7:56p	8:09p	8:25p	8:40p	8:43p	8:56p	9:05p	9:18p
8:36p	8:45p	8:57p	9:10p	9:25p	9:28p	9:39p	9:48p	9:59p
9:26p	9:35p	9:45p	9:58p	10:13p	10:16p	10:26p	10:34p	10:45p
10:06p	10:14p	10:25p	10:37p	10:52p G				
10:56p	11:04p	11:13p	11:24p	11:39p G				

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP  
Times with the letter "G" after them indicate bus returns to garage.

# Route 10

BROWARD COUNTY TRANSIT

Broward Central Terminal to Camino Real and Dixie Highway

via Federal Highway/U.S. 1

## SUNDAY

### EASTBOUND

To Copans Road & U.S. 1

US 441 & COMMERCIAL BLVD	OAKLAND PARK BLVD & 21 AVE	SUNRISE BLVD & 27 AVE	BROWARD TERMINAL ARRIVAL	BROWARD TERMINAL DEPARTURE	A1A & LAS OLAS BLVD	GALT MILE	ATLANTIC BLVD & A1A	US 1 & COPANS RD
1	2	3	4	4	5	6	7	8
				7:25a	7:36a	7:49a	8:02a	8:13a
7:20a	7:34a	7:44a	7:58a	8:08a	8:21a	8:36a	8:50a	9:01a
8:10a	8:24a	8:36a	8:50a	9:00a	9:14a	9:28a	9:40a	9:54a
9:00a	9:14a	9:24a	9:37a	9:47a	10:01a	10:16a	10:27a	10:39a
9:50a	10:04a	10:15a	10:27a	10:37a	10:50a	11:06a	11:18a	11:30a
10:37a	10:51a	11:02a	11:14a	11:24a	11:42a	12:00p	12:14p	12:32p
11:26a	11:40a	11:50a	12:02p	12:12p	12:29p	12:47p	1:01p	1:17p
12:18p	12:32p	12:43p	12:55p	1:05p	1:25p	1:46p	1:59p	2:12p
1:10p	1:24p	1:34p	1:46p	1:56p	2:17p	2:38p	2:52p	3:05p
2:05p	2:19p	2:30p	2:42p	2:52p	3:12p	3:36p	3:52p	4:05p
3:01p	3:16p	3:26p	3:39p	3:49p	4:11p	4:35p	4:49p	5:01p
3:57p	4:12p	4:22p	4:33p	4:43p	5:05p	5:29p	5:45p	6:00p
4:54p	5:08p	5:19p	5:30p	5:40p	5:58p	6:20p	6:33p	6:45p
5:48p	6:02p	6:15p	6:26p	6:36p	6:54p	7:12p	7:25p	7:37p
6:42p	6:55p	7:09p	7:20p	7:30p	7:49p	8:05p	8:17p	8:32p G
7:41p	7:55p	8:07p	8:18p	8:28p	8:44p	8:59p	9:09p	9:20p G
8:35p	8:48p	8:58p	9:09p					

### WESTBOUND

To Commercial Boulevard & Highway 441/S.R. 7

US 1 & COPANS RD	ATLANTIC BLVD & A1A	GALT MILE	A1A & LAS OLAS BLVD	BROWARD TERMINAL ARRIVAL	BROWARD TERMINAL DEPARTURE	SUNRISE BLVD & 27 AVE	OAKLAND PARK BLVD & 21 AVE	US 441 & COMMERCIAL BLVD
8	7	6	5	4	4	3	2	1
7:00a	7:09a	7:20a	7:34a	7:46a	7:56a	8:06a	8:15a	8:27a
7:50a	7:59a	8:10a	8:24a	8:37a	8:47a	8:59a	9:09a	9:22a
8:40a	8:50a	9:01a	9:15a	9:28a	9:38a	9:51a	10:01a	10:13a
9:30a	9:39a	9:51a	10:05a	10:17a	10:27a	10:39a	10:48a	11:00a
10:20a	10:29a	10:44a	10:58a	11:11a	11:21a	11:33a	11:42a	11:54a
11:10a	11:21a	11:37a	11:54a	12:07p	12:17p	12:29p	12:38p	12:50p
12:00p	12:10p	12:26p	12:46p	12:59p	1:09p	1:21p	1:31p	1:45p
12:50p	1:00p	1:17p	1:41p	1:58p	2:08p	2:22p	2:33p	2:45p
1:40p	1:51p	2:08p	2:33p	2:49p	2:59p	3:11p	3:21p	3:35p
2:32p	2:43p	3:01p	3:25p	3:40p	3:50p	4:02p	4:12p	4:24p
3:26p	3:36p	3:54p	4:18p	4:35p	4:45p	4:57p	5:07p	5:19p
4:22p	4:32p	4:50p	5:15p	5:32p	5:42p	5:55p	6:06p	6:20p
5:18p	5:30p	5:48p	6:14p	6:33p	6:43p	6:54p	7:05p	7:19p
6:14p	6:24p	6:41p	7:05p	7:22p	7:32p	7:45p	7:57p	8:10p
7:05p	7:15p	7:29p	7:47p	8:03p	8:13p	8:25p	8:35p	8:48p G
7:55p	8:04p	8:17p	8:33p	8:46p	8:56p	9:09p	9:18p	9:31p G

#### NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

#### PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

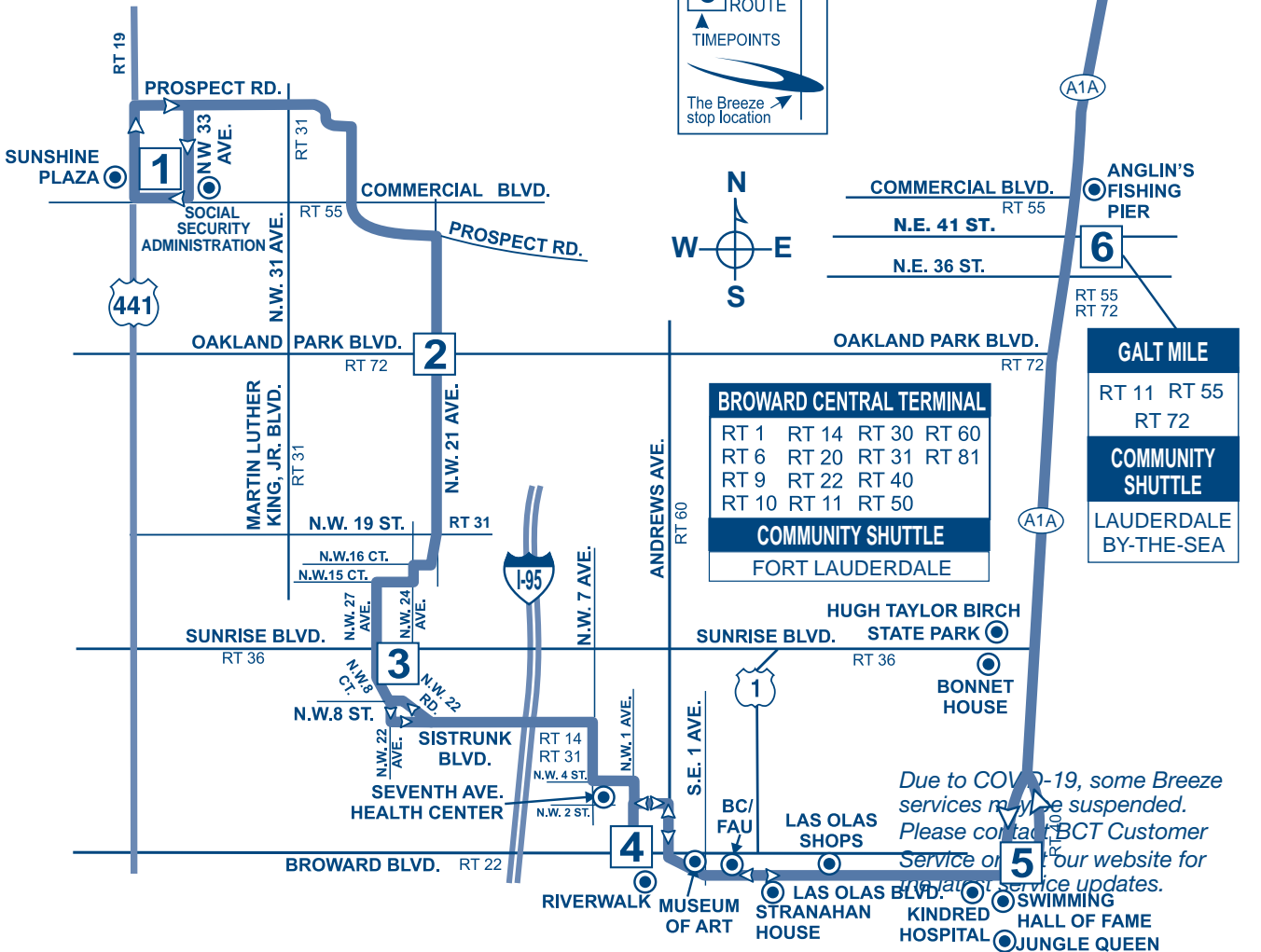
Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

# ROUTE 11

Commercial Boulevard & U.S 441/S.R.7 to Copans Road and U.S. 1

## POINTS OF INTEREST

- Pompano Citi Centre
- Shops of Las Olas
- Sunshine Plaza
- Kindred Hospital
- Seventh Avenue Family Health Center
- Broward College/FAU
- Hugh Taylor Birch State Park
- Anglin's Fishing Pier
- Bonnet House
- International Swimming Hall of Fame
- Jungle Queen
- Museum of Art
- Pompano Beach Fishing Pier
- Riverwalk
- Stranahan House
- Social Security Administration



## Customer Service

Monday - Friday.....7 am - 7:45 pm  
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

## Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

## Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.\* 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.

**\*\*Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

**\*\*Premium Express 31 Day Pass:** 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 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.

\*\* Premium Bus Pass can be purchased online at [Broward.org/BCT](http://Broward.org/BCT) and at select Broward County library locations.

## PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) 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 call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.



**WHEN IT COMES TO OUR SAFETY,  
WE CAN ALWAYS USE AN EXTRA PAIR OF EYES  
AND EARS.  
BE ALERT.**

**CALL 954-357-LOOK (5665). TELL US.**

## TRANSFER POLICY - EFFECTIVE 7/10/11

### TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a \$1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the \$1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the \$1.00 upgrade fee when boarding Express buses.

### PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

### TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

### TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

### TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

For more details on our fares please  
visit our web site at  
[Broward.org/BCTor](http://Broward.org/BCTor) call  
customer service: 954-357-8400.

### 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.

**Not paying your fare is a crime per  
Florida Statute 812.015.  
Violation constitutes a misdemeanor,  
punishable by jail time and/or a fine.**

Information: 954-357-8400

Hearing-speech impaired/TTY:  
954-357-8302

This publication can be made available in  
alternative formats upon request by contacting  
954-357-8400 or TTY 954-357-8302.



This symbol is used on bus stop signs  
to indicate accessible bus stops.



BROWARD COUNTY  
BOARD OF COUNTY COMMISSIONERS  
*An equal opportunity employer and provider of services.*

5,000 copies of this public document were promulgated at a gross cost of \$260,  
or \$.052 per copy to inform the public about the Transit Division's  
schedule and route information. Printed 8/21

Broward County Transit

# ROUTE 36 ALL WEEK SCHEDULE

Sawgrass Mills Mall to A1A  
via Sunrise Boulevard

Effective 8/8/21



**New Schedules Monday – Saturday  
Regular Sunday Schedule**

- Face Covering Required • Maintain Social Distancing

Real Time Bus Information  
[MyRide.Broward.org](http://MyRide.Broward.org)



[Broward.org/BCT](http://Broward.org/BCT)  
954-357-8400

# Route 36

Sawgrass Mills Mall to A1A

BROWARD COUNTY TRANSIT

Sunrise Boulevard

## MONDAY - FRIDAY

There are additional bus stops in between those listed.

### EASTBOUND

To A1A

SAWGRASS MILLS MALL	SUNRISE BLVD & UNIVERSITY DR	LAUDERHILL TRANSIT CENTER ARRIVAL	LAUDERHILL TRANSIT CENTER DEPARTURE	SUNRISE BLVD & POWERLINE RD	SUNRISE BLVD & A1A
1	2	3	3	4	5
	5:00a	5:19a	5:24a	5:38a	5:58a
	5:20a	5:39a	5:44a	5:58a	6:23a
	5:40a	5:59a	6:04a	6:22a	6:47a
5:45a	6:05a	6:25a	6:30a	6:48a	7:13a
6:09a	6:29a	6:49a	6:54a	7:12a	7:37a
6:30a	6:50a	7:10a	7:15a	7:33a	7:58a
6:50a	7:10a	7:30a	7:35a	7:53a	8:18a
7:08a	7:28a	7:48a	7:53a	8:11a	8:36a
7:25a	7:45a	8:05a	8:10a	8:28a	8:53a
7:48a	8:08a	8:28a	8:33a	8:51a	9:15a
8:11a	8:31a	8:51a	8:56a	9:13a	9:36a
8:29a	8:49a	9:10a	9:15a	9:32a	9:55a
8:45a	9:06a	9:29a	9:34a	9:51a	10:14a
9:08a	9:30a	9:53a	9:58a	10:15a	10:38a
9:28a	9:50a	10:13a	10:18a	10:35a	10:58a
9:51a	10:13a	10:36a	10:41a	10:58a	11:21a
10:16a	10:38a	11:01a	11:06a	11:23a	11:46a
10:44a	11:06a	11:29a	11:34a	11:51a	12:15p
11:18a	11:40a	12:03p	12:08p	12:25p	12:50p
11:49a	12:13p	12:37p	12:42p	12:59p	1:24p
12:07p	12:32p	12:56p	1:01p	1:18p	1:43p
12:32p	12:57p	1:21p	1:26p	1:43p	2:08p
12:49p	1:14p	1:38p	1:43p	2:00p	2:25p
1:06p	1:31p	1:55p	2:00p	2:17p	2:42p
1:26p	1:51p	2:15p	2:20p	2:37p	3:02p
1:46p	2:11p	2:35p	2:40p	2:57p	3:22p
2:03p	2:28p	2:52p	2:57p	3:15p	3:40p
2:23p	2:48p	3:13p	3:18p	3:36p	4:01p
2:45p	3:11p	3:36p	3:41p	3:59p	4:24p
3:00p	3:27p	3:52p	3:57p	4:15p	4:40p
3:14p	3:41p	4:06p	4:11p	4:29p	4:54p
3:27p	3:54p	4:19p	4:24p	4:42p	5:07p
3:43p	4:10p	4:35p	4:40p	4:58p	5:23p
4:00p	4:27p	4:52p	4:57p	5:15p	5:40p
4:15p	4:42p	5:07p	5:12p	5:30p	5:55p
4:32p	4:59p	5:24p	5:29p	5:47p	6:11p
4:48p	5:15p	5:40p	5:45p	6:03p	6:25p G
5:05p	5:32p	5:57p	6:02p	6:19p	6:41p
5:22p	5:49p	6:13p	6:18p	6:35p	6:57p G
5:42p	6:08p	6:31p	6:36p	6:53p	7:15p
6:06p	6:29p	6:52p	6:57p	7:14p	7:36p
6:33p	6:56p	7:19p	7:24p	7:41p	8:03p
7:06p	7:29p	7:52p	7:57p	8:12p	8:35p
7:39p	8:02p	8:21p	8:26p	8:41p	9:04p
8:08p	8:28p	8:47p	8:52p	9:07p	9:30p
8:38p	8:58p	9:17p	9:22p	9:37p	10:00p
9:09p	9:29p	9:48p	9:53p	10:07p	10:27p
9:39p	9:59p	10:19p	10:24p	10:37p	10:57p G
10:09p	10:27p	10:47p	10:52p	11:05p	11:25p G
10:39p	10:57p	11:17p	11:22p	11:35p	11:55p G
11:16p	11:34p	11:54p	11:59p	12:12a	12:32a G

### WESTBOUND

To Sawgrass Mills Mall

SUNRISE BLVD & A1A	SUNRISE BLVD & POWERLINE RD	LAUDERHILL TRANSIT CENTER ARRIVAL	LAUDERHILL TRANSIT CENTER DEPARTURE	SUNRISE BLVD & UNIVERSITY DR	SAWGRASS MILLS MALL
5	4	3	3	2	1
5:00a	5:14a	5:37a	5:42a	6:01a	6:16a
5:20a	5:34a	5:57a	6:02a	6:24a	6:39a
5:45a	5:59a	6:22a	6:27a	6:49a	7:04a
6:11a	6:28a	6:51a	6:56a	7:18a	7:33a
6:36a	6:53a	7:16a	7:21a	7:43a	7:58a
7:02a	7:19a	7:42a	7:47a	8:10a	8:25a
7:26a	7:43a	8:06a	8:11a	8:34a	8:50a
7:51a	8:08a	8:31a	8:36a	8:58a	9:15a
8:14a	8:31a	8:55a	9:00a	9:22a	9:39a
8:34a	8:52a	9:16a	9:21a	9:43a	10:00a
8:52a	9:10a	9:34a	9:39a	10:01a	10:18a
9:13a	9:31a	9:55a	10:00a	10:21a	10:38a G
9:33a	9:51a	10:16a	10:21a	10:42a	10:59a
9:53a	10:11a	10:37a	10:42a	11:03a	11:21a G
10:08a	10:26a	10:52a	10:57a	11:18a	11:36a
10:26a	10:44a	11:10a	11:15a	11:36a	11:54a
10:50a	11:08a	11:34a	11:39a	12:00p	12:18p
11:15a	11:34a	12:00p	12:05p	12:26p	12:44p
11:38a	11:57a	12:23p	12:28p	12:50p	1:08p
12:02p	12:21p	12:47p	12:52p	1:14p	1:32p
12:35p	12:55p	1:21p	1:26p	1:49p	2:07p
1:08p	1:28p	1:54p	1:59p	2:22p	2:40p
1:39p	1:59p	2:25p	2:30p	2:53p	3:11p
1:58p	2:18p	2:44p	2:49p	3:11p	3:29p
2:23p	2:43p	3:09p	3:14p	3:36p	3:54p
2:41p	3:01p	3:28p	3:33p	3:55p	4:13p
3:00p	3:22p	3:49p	3:54p	4:16p	4:34p
3:15p	3:37p	4:04p	4:09p	4:31p	4:49p
3:35p	3:57p	4:24p	4:29p	4:51p	5:08p
3:55p	4:17p	4:44p	4:49p	5:11p	5:27p
4:17p	4:39p	5:06p	5:11p	5:33p	5:49p
4:37p	4:59p	5:25p	5:30p	5:52p	6:08p
4:55p	5:19p	5:45p	5:50p	6:12p	6:28p G
5:12p	5:36p	6:02p	6:07p	6:28p	6:44p
5:26p	5:50p	6:16p	6:21p	6:41p	6:57p G
5:40p	6:04p	6:31p	6:36p	6:56p	7:12p G
5:55p	6:19p	6:46p	6:51p	7:11p	7:27p
6:10p	6:32p	6:59p	7:04p	7:24p	7:40p G
6:26p	6:48p	7:15p	7:20p	7:40p	7:56p
6:56p	7:18p	7:45p	7:50p	8:10p	8:25p
7:28p	7:50p	8:16p	8:21p	8:40p	8:55p
7:58p	8:16p	8:41p	8:46p	9:05p	9:20p
8:28p	8:46p	9:11p	9:16p	9:35p	9:50p
8:58p	9:16p	9:41p	9:46p	10:04p	10:18p
9:28p	9:46p	10:09p	10:14p	10:31p	10:45p G
9:48p	10:06p	10:26p	10:31p	10:48p	11:02p
10:18p	10:35p	10:55p	11:00p	11:16p	11:30p G
10:50p	11:07p	11:26p	11:31p	11:47p	12:01a G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP  
Times with the letter "G" after them indicate bus returns to garage.

# SATURDAY

## EASTBOUND

To A1A

SAWGRASS MILLS MALL	SUNRISE BLVD & UNIVERSITY DR	LAUDERHILL TRANSIT CENTER ARRIVAL	LAUDERHILL TRANSIT CENTER DEPARTURE	SUNRISE BLVD & POWERLINE RD	SUNRISE BLVD & A1A
1	2	3	3	4	5
	5:29a	5:52a	5:57a	6:09a	6:32a
6:07a	6:23a	6:46a	6:51a	7:03a	7:23a
6:37a	6:53a	7:14a	7:20a	7:33a	7:53a
7:07a	7:25a	7:45a	7:51a	8:04a	8:24a
7:39a	7:57a	8:17a	8:23a	8:36a	8:56a
8:09a	8:27a	8:47a	8:53a	9:06a	9:27a
8:40a	8:58a	9:18a	9:24a	9:41a	10:03a
9:11a	9:30a	9:50a	9:56a	10:13a	10:35a
9:41a	10:00a	10:20a	10:26a	10:43a	11:05a
10:11a	10:30a	10:51a	10:58a	11:15a	11:37a
10:44a	11:04a	11:25a	11:32a	11:49a	12:12p
11:19a	11:39a	12:00p	12:07p	12:27p	12:51p
11:53a	12:14p	12:37p	12:44p	1:04p	1:28p
12:27p	12:49p	1:12p	1:19p	1:39p	2:03p
1:02p	1:24p	1:47p	1:54p	2:14p	2:38p
1:36p	1:58p	2:21p	2:28p	2:48p	3:12p
2:10p	2:32p	2:55p	3:02p	3:22p	3:46p
2:45p	3:07p	3:30p	3:37p	3:57p	4:21p
3:20p	3:42p	4:05p	4:12p	4:32p	4:56p
3:55p	4:17p	4:39p	4:46p	5:06p	5:32p
4:29p	4:51p	5:12p	5:19p	5:38p	6:04p
5:04p	5:26p	5:47p	5:54p	6:13p	6:39p
5:38p	6:00p	6:21p	6:28p	6:47p	7:13p
6:13p	6:35p	6:56p	7:03p	7:21p	7:46p
6:46p	7:08p	7:29p	7:35p	7:47p	8:12p
7:20p	7:39p	7:59p	8:05p	8:17p	8:42p
7:51p	8:10p	8:30p	8:36p	8:48p	9:13p
8:22p	8:41p	9:01p	9:07p	9:19p	9:44p
8:52p	9:11p	9:31p	9:37p	9:49p	10:11p
9:22p	9:41p	10:01p	10:07p	10:19p	10:38p
9:52p	10:10p	10:29p	10:35p	10:47p	11:05p G
10:22p	10:39p	10:58p	11:04p	11:16p	11:34p G
10:52p	11:09p	11:28p	11:34p	11:46p	12:04p G
11:18p	11:35p	11:54p	12:00a	12:12a	12:30a G

## WESTBOUND

To Sawgrass Mills Mall

SUNRISE BLVD & A1A	SUNRISE BLVD & POWERLINE RD	LAUDERHILL TRANSIT CENTER ARRIVAL	LAUDERHILL TRANSIT CENTER DEPARTURE	SUNRISE BLVD & UNIVERSITY DR	SAWGRASS MILLS MALL
5	4	3	3	2	1
5:42a	5:55a	6:14a	6:20a	6:38a	6:54a
6:12a	6:27a	6:46a	6:52a	7:10a	7:26a
6:42a	6:58a	7:17a	7:23a	7:41a	7:57a
7:12a	7:28a	7:47a	7:53a	8:11a	8:27a
7:42a	7:59a	8:19a	8:25a	8:43a	9:00a
8:12a	8:29a	8:49a	8:55a	9:13a	9:30a
8:42a	8:59a	9:19a	9:25a	9:43a	10:00a
9:12a	9:29a	9:49a	9:55a	10:14a	10:31a
9:42a	9:59a	10:23a	10:29a	10:49a	11:06a
10:14a	10:34a	10:58a	11:05a	11:25a	11:43a
10:47a	11:07a	11:31a	11:38a	11:58a	12:16p
11:20a	11:40a	12:04p	12:11p	12:31p	12:51p
11:53a	12:13p	12:38p	12:45p	1:05p	1:25p
12:27p	12:47p	1:12p	1:19p	1:40p	2:00p
1:02p	1:22p	1:47p	1:54p	2:15p	2:35p
1:38p	1:58p	2:23p	2:30p	2:51p	3:10p
2:13p	2:33p	2:58p	3:05p	3:26p	3:45p
2:48p	3:09p	3:32p	3:39p	4:00p	4:19p
3:22p	3:44p	4:07p	4:14p	4:35p	4:54p
3:56p	4:18p	4:41p	4:48p	5:09p	5:28p
4:31p	4:53p	5:16p	5:23p	5:44p	6:03p
5:06p	5:28p	5:51p	5:58p	6:19p	6:36p
5:42p	6:04p	6:25p	6:32p	6:53p	7:10p
6:15p	6:37p	6:58p	7:04p	7:24p	7:41p
6:49p	7:10p	7:30p	7:36p	7:56p	8:11p
7:23p	7:42p	8:02p	8:08p	8:25p	8:40p
7:56p	8:13p	8:31p	8:37p	8:54p	9:09p
8:26p	8:42p	9:00p	9:06p	9:23p	9:38p
8:56p	9:12p	9:30p	9:36p	9:53p	10:08p
9:26p	9:42p	10:00p	10:06p	10:22p	10:37p
9:56p	10:13p	10:31p	10:37p	10:53p	11:08p
10:26p	10:43p	11:01p	11:07p	11:23p	11:38p G
10:50p	11:07p	11:25p	11:31p	11:47p	12:02a G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP  
Times with the letter "G" after them indicate bus returns to garage.

# SUNDAY

## EASTBOUND

To A1A

SAWGRASS MILLS MALL	SUNRISE BLVD & UNIVERSITY DR	LAUDERHILL TRANSIT CENTER ARRIVAL	LAUDERHILL TRANSIT CENTER DEPARTURE	SUNRISE BLVD & POWERLINE RD	SUNRISE BLVD & A1A
1	2	3	3	4	5
	7:15a	7:36a	7:43a	8:01a	8:21a
	7:45a	8:06a	8:13a	8:31a	8:51a
7:50a	8:10a	8:31a	8:38a	8:56a	9:16a
8:20a	8:40a	9:01a	9:08a	9:26a	9:46a
8:50a	9:10a	9:31a	9:38a	9:56a	10:16a
9:20a	9:40a	10:01a	10:08a	10:26a	10:48a
9:50a	10:10a	10:31a	10:40a	10:59a	11:22a
10:20a	10:40a	11:01a	11:10a	11:29a	11:52a
10:50a	11:10a	11:31a	11:40a	11:59a	12:22p
11:20a	11:40a	12:01p	12:10p	12:29p	12:52p
11:50a	12:10p	12:31p	12:40p	12:59p	1:22p
12:20p	12:40p	1:01p	1:10p	1:29p	1:52p
12:50p	1:10p	1:31p	1:40p	1:59p	2:22p
1:20p	1:40p	2:01p	2:10p	2:29p	2:52p
1:50p	2:10p	2:31p	2:40p	2:59p	3:22p
2:20p	2:40p	3:01p	3:10p	3:29p	3:52p
2:50p	3:10p	3:31p	3:40p	3:59p	4:24p
3:20p	3:40p	4:01p	4:10p	4:29p	4:54p
3:50p	4:11p	4:32p	4:41p	5:00p	5:25p
4:20p	4:41p	5:02p	5:11p	5:30p	5:55p
4:50p	5:11p	5:32p	5:41p	6:00p	6:25p
5:20p	5:41p	6:02p	6:11p	6:30p	6:55p
5:50p	6:11p	6:32p	6:41p	7:00p	7:25p
6:20p	6:41p	7:02p	7:11p	7:30p	7:54p
6:50p	7:11p	7:32p	7:41p	7:59p	8:19p G
7:20p	7:41p	8:02p	8:10p	8:27p	8:47p G
7:50p	8:09p	8:30p	8:38p	8:55p	9:15p G
8:20p	8:39p	9:00p	9:08p	9:25p	9:45p G
8:50p	9:09p	9:30p	9:38p	9:55p	10:15p G

## WESTBOUND

To Sawgrass Mills Mall

SUNRISE BLVD & A1A	SUNRISE BLVD & POWERLINE RD	LAUDERHILL TRANSIT CENTER ARRIVAL	LAUDERHILL TRANSIT CENTER DEPARTURE	SUNRISE BLVD & UNIVERSITY DR	SAWGRASS MILLS MALL
5	4	3	3	2	1
7:10a	7:26a	7:42a	7:50a	8:12a	8:27a
7:40a	7:56a	8:12a	8:20a	8:42a	8:57a
8:10a	8:26a	8:42a	8:50a	9:12a	9:27a
8:40a	8:56a	9:12a	9:20a	9:42a	9:57a
9:10a	9:26a	9:42a	9:50a	10:11a	10:28a
9:40a	9:56a	10:14a	10:23a	10:44a	11:01a
10:10a	10:29a	10:47a	10:56a	11:17a	11:34a
10:40a	10:59a	11:17a	11:26a	11:47a	12:04p
11:10a	11:29a	11:47a	11:56a	12:17p	12:34p
11:40a	11:59a	12:17p	12:26p	12:47p	1:04p
12:10p	12:29p	12:48p	12:57p	1:18p	1:35p
12:40p	12:59p	1:18p	1:27p	1:48p	2:05p
1:10p	1:29p	1:48p	1:57p	2:18p	2:35p
1:40p	1:59p	2:18p	2:27p	2:48p	3:05p
2:10p	2:29p	2:48p	2:57p	3:18p	3:35p
2:40p	2:59p	3:18p	3:27p	3:48p	4:05p
3:10p	3:29p	3:48p	3:57p	4:19p	4:36p
3:40p	3:59p	4:18p	4:27p	4:49p	5:06p
4:10p	4:31p	4:50p	4:59p	5:21p	5:38p
4:40p	5:01p	5:20p	5:29p	5:51p	6:08p
5:10p	5:31p	5:50p	5:59p	6:21p	6:38p
5:40p	6:01p	6:20p	6:29p	6:51p	7:08p
6:10p	6:31p	6:50p	6:59p	7:20p	7:36p
6:40p	7:01p	7:16p	7:23p	7:44p	8:00p
7:10p	7:28p	7:43p	7:50p	8:11p	8:27p
7:40p	7:58p	8:13p	8:20p	8:41p G	
8:10p	8:28p	8:43p	8:50p	9:11p G	

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.



## Customer Service

Monday - Friday.....7 am - 7:45 pm  
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

## Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

## Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.\* 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.

**\*\*Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

**\*\*Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, 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.

\*\* Premium Bus Pass can be purchased online at [Broward.org/BCT](http://Broward.org/BCT) and at select Broward County library locations.

## PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) 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 call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

CASE: UDP-S25049  
PZB Exhibit 5  
Page 49 of 122



**TRANSIT WATCH**

**WHEN IT COMES TO OUR SAFETY,  
WE CAN ALWAYS USE AN EXTRA PAIR OF  
EYES AND EARS. BE ALERT.  
CALL 954-357-LOOK (5665). TELL US.**

## TRANSFER POLICY - EFFECTIVE 7/10/11

### TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a \$1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the \$1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the \$1.00 upgrade fee when boarding Express buses.

### PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

### TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

### TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

### TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

For more details on our fares please  
visit our web site at  
[Broward.org/BCT](http://Broward.org/BCT) or call  
customer service: 954-357-8400.

### 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.

**Not paying your fare is a crime per  
Florida Statute 812.015.  
Violation constitutes a misdemeanor,  
punishable by jail time and/or a fine.**

Information: 954-357-8400

Hearing-speech impaired:  
Florida Relay Service- 711 or 1-800-955-8771  
TTY- 954-357-8302

This publication can be made available in  
alternative formats upon request.



This symbol is used on bus stop signs  
to indicate accessible bus stops.



BOARD OF COUNTY COMMISSIONERS  
*An equal opportunity employer and provider of services.*

5,000 copies of this public document were promulgated at a gross cost of \$260,  
or \$.052 per copy to inform the public about the Transit Division's  
schedule and route information. Printed 8/21

Broward County Transit

# ROUTE 40 ALL WEEK SCHEDULE

Lauderhill Transit Center to Galleria Mall  
via Sistrunk Blvd./17th Street Causeway/A1A

Effective 8/8/21



**New Schedules Monday – Saturday  
Regular Sunday Schedule**

- Face Covering Required • Maintain Social Distancing

Real Time Bus Information  
[MyRide.Broward.org](http://MyRide.Broward.org)



[Broward.org/BCT](http://Broward.org/BCT)  
954-357-8400

# Route 40

Lauderhill Transit Center to Galleria Mall

via Sistrunk Boulevard/  
17 Street Causeway/A1A

BROWARD COUNTY TRANSIT

## MONDAY - FRIDAY

### EASTBOUND

To Galleria Mall

LAUDERHILL TRANSIT CENTER	SUNRISE BLVD & 31 AVE	BROWARD CENTRAL TERMINAL ARRIVAL	BROWARD CENTRAL TERMINAL DEPARTURE	SE 17 ST & EISENHOWER BLVD	SE 20 ST & S OCEAN LN (POINTS OF AMERICA)	GALLERIA MALL
<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>7</b>
5:30a	5:39a	5:52a	5:57a	6:10a		6:35a
5:45a	5:54a	6:08a	6:13a	6:26a		6:51a
6:00a	6:10a	6:25a	6:30a	6:43a		7:08a
6:30a	6:40a	6:55a	7:00a	7:13a	7:21a	7:46a
7:00a	7:10a	7:25a	7:30a	7:43a	7:52a	8:17a
7:23a	7:33a	7:48a	7:53a	8:06a	8:15a	8:40a G
7:40a	7:50a	8:05a	8:10a	8:23a	8:31a	8:56a
8:05a	8:15a	8:32a	8:37a	8:50a	8:58a	9:23a
8:28a	8:38a	8:55a	9:00a	9:13a		9:38a G
8:45a	8:55a	9:12a	9:17a	9:30a		9:54a
9:20a	9:30a	9:47a	9:52a	10:06a		10:29a
9:55a	10:05a	10:22a	10:27a	10:41a		11:04a
10:30a	10:40a	10:57a	11:02a	11:16a		11:39a
11:05a	11:15a	11:32a	11:37a	11:51a		12:13p
11:40a	11:50a	12:07p	12:12p	12:27p		12:49p
12:20p	12:30p	12:47p	12:52p	1:07p		1:29p
12:55p	1:05p	1:22p	1:27p	1:42p		2:04p
1:09p	1:19p	1:36p	1:41p	1:56p		2:18p
1:30p	1:40p	1:57p	2:02p	2:17p		2:40p
2:05p	2:15p	2:32p	2:37p	2:53p	3:01p	3:24p
2:40p	2:50p	3:08p	3:13p	3:29p		3:52p
2:58p	3:08p	3:27p	3:32p	3:48p		4:11p
3:20p	3:30p	3:49p	3:54p	4:10p	4:19p	4:42p
4:00p	4:10p	4:29p	4:34p	4:50p		5:13p
4:20p	4:30p	4:49p	4:54p	5:10p		5:30p
4:40p	4:50p	5:09p	5:14p	5:28p		5:47p
5:20p	5:30p	5:49p	5:54p	6:08p		6:27p
6:00p	6:10p	6:29p	6:34p	6:48p		7:07p
6:40p	6:50p	7:06p	7:11p	7:25p		7:42p
7:20p	7:30p	7:46p	7:51p	8:03p		8:19p
8:00p	8:10p	8:26p	8:31p	8:43p		8:59p
8:40p	8:50p	9:06p	9:11p	9:23p		9:39p
9:20p	9:29p	9:44p	9:49p	10:01p		10:17p G
10:00p	10:09p	10:24p	10:29p	10:41p		10:57p G
10:40p	10:49p	11:04p				

### WESTBOUND

To Lauderhill Transit Center

GALLERIA MALL	SE 20 ST & S OCEAN LN (POINTS OF AMERICA)	SE 17 ST & 15TH AVE	BROWARD CENTRAL TERMINAL ARRIVAL	BROWARD CENTRAL TERMINAL DEPARTURE	SUNRISE BLVD & 31 AVE	LAUDERHILL TRANSIT CENTER
<b>7</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>
				5:55a	6:08a	6:20a
				6:25a	6:38a	6:50a
6:20a		6:36a	6:50a	6:55a	7:08a	7:20a
6:50a		7:06a	7:20a	7:25a	7:39a	7:53a
7:05a		7:21a	7:35a	7:40a	7:54a	8:08a
7:22a		7:38a	7:52a	7:57a	8:11a	8:25a
7:56a		8:12a	8:26a	8:31a	8:45a	8:59a
8:30a		8:46a	9:00a	9:05a	9:19a	9:33a
9:05a		9:21a	9:35a	9:40a	9:54a	10:08a
9:40a		9:56a	10:14a	10:19a	10:33a	10:48a
10:15a		10:33a	10:52a	10:57a	11:12a	11:27a
10:50a		11:08a	11:27a	11:32a	11:47a	12:02p
11:25a		11:43a	12:02p	12:07p	12:22p	12:37p
12:00p		12:18p	12:37p	12:42p	12:57p	1:12p
12:35p		12:54p	1:16p	1:21p	1:36p	1:51p
1:10p		1:29p	1:51p	1:56p	2:11p	2:26p
1:45p		2:04p	2:26p	2:31p	2:46p	3:01p
2:20p		2:39p	3:01p	3:06p	3:21p	3:36p
2:40p		2:59p	3:21p	3:26p	3:41p	3:56p
3:00p	3:20p	3:27p	3:44p	3:49p	4:08p	4:25p
3:40p		4:09p	4:29p	4:34p	4:49p	5:04p
4:20p	4:42p	4:49p	5:07p	5:12p	5:32p	5:49p
4:40p		5:09p	5:29p	5:34p	5:49p	6:04p G
5:00p		5:29p	5:49p	5:54p	6:09p	6:24p
5:25p		5:54p	6:09p	6:14p	6:29p	6:44p G
5:45p		6:09p	6:24p	6:29p	6:44p	6:59p G
6:00p		6:18p	6:33p	6:38p	6:53p	7:08p
6:40p		6:58p	7:13p	7:18p	7:31p	7:44p
7:20p		7:38p	7:53p	7:58p	8:11p	8:24p
8:00p		8:18p	8:33p	8:38p	8:51p	9:04p
8:35p		8:53p	9:08p	9:13p	9:26p	9:39p
9:20p		9:34p	9:48p	9:53p	10:06p	10:18p
9:50p		10:04p	10:18p	10:23p	10:35p	10:47p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

To ensure reliable and safe connections for our customers, all trips with the "W" note will NOT depart terminal until directed by either the terminal supervisor or radio.

# SATURDAY There are additional bus stops in between those listed.

## EASTBOUND To Galleria Mall

LAUDERHILL TRANSIT CENTER	SUNRISE BLVD & 31 AVE	BROWARD CENTRAL TERMINAL ARRIVAL	BROWARD CENTRAL TERMINAL DEPARTURE	SE 17 ST & EISENHOWER BLVD	SE 20 ST & S OCEAN LN (POINTS OF AMERICA)	GALLERIA MALL
1	2	3	3	5	6	7
5:30a	5:38a	5:52a	5:57a	6:08a		6:21a
6:00a	6:09a	6:22a	6:27a	6:39a		6:52a
6:30a	6:39a	6:54a	6:59a	7:11a	7:15a	7:28a
7:00a	7:09a	7:24a	7:29a	7:41a	7:46a	7:58a
7:30a	7:40a	7:55a	8:00a	8:12a	8:17a	8:29a
8:00a	8:10a	8:25a	8:30a	8:42a	8:47a	8:59a
8:30a	8:40a	8:56a	9:01a	9:15a		9:29a
9:00a	9:10a	9:26a	9:31a	9:45a		9:59a
9:30a	9:40a	9:56a	10:01a	10:14a		10:31a
10:00a	10:10a	10:27a	10:32a	10:45a		11:02a
10:30a	10:40a	10:57a	11:02a	11:15a		11:32a
11:00a	11:10a	11:26a	11:31a	11:45a		12:02p
11:35a	11:47a	12:03p	12:08p	12:22p		12:39p
12:10p	12:22p	12:39p	12:44p	12:58p		1:15p
12:40p	12:51p	1:08p	1:13p	1:27p		1:45p
1:10p	1:21p	1:38p	1:43p	1:59p		2:20p
1:40p	1:51p	2:08p	2:13p	2:29p		2:50p
2:15p	2:27p	2:46p	2:51p	3:06p	3:10p	3:28p
2:50p	3:02p	3:19p	3:24p	3:39p		3:59p
3:25p	3:37p	3:54p	3:59p	4:12p	4:18p	4:36p
4:00p	4:12p	4:29p	4:34p	4:47p		5:06p
4:35p	4:47p	5:04p	5:09p	5:22p		5:37p
5:10p	5:22p	5:41p	5:46p	6:02p		6:17p
5:45p	5:56p	6:15p	6:20p	6:36p		6:51p
6:15p	6:26p	6:44p	6:49p	7:01p		7:16p
6:45p	6:55p	7:12p	7:17p	7:29p		7:44p
7:15p	7:25p	7:42p	7:47p	7:58p		8:11p
7:50p	8:00p	8:15p	8:20p	8:31p		8:44p
8:25p	8:35p	8:50p	8:55p	9:06p		9:19p
8:55p	9:05p	9:20p	9:25p	9:36p		9:49p G
9:40p	9:50p	10:04p	10:09p	10:20p		10:33p G
10:40p	10:50p	11:04p G				

## WESTBOUND To Lauderhill Transit Center

GALLERIA MALL	SE 20 ST & S OCEAN LN (POINTS OF AMERICA)	SE 17 ST & 15TH AVE	BROWARD CENTRAL TERMINAL ARRIVAL	BROWARD CENTRAL TERMINAL DEPARTURE	SUNRISE BLVD & 31 AVE	LAUDERHILL TRANSIT CENTER
7	6	4	3	3	2	1
6:05a		6:19a	6:30a	6:00a	6:12a	6:19a
6:40a		6:54a	7:06a	6:35a	6:47a	6:56a
7:10a		7:25a	7:36a	7:11a	7:26a	7:36a
7:45a		8:01a	8:12a	7:41a	7:56a	8:06a
8:15a		8:31a	8:43a	8:17a	8:32a	8:42a
8:45a		8:59a	9:11a	8:48a	9:03a	9:13a
9:15a		9:29a	9:41a	9:16a	9:31a	9:41a
9:45a		10:02a	10:14a	9:46a	10:03a	10:13a
10:15a		10:34a	10:46a	10:19a	10:37a	10:49a
10:45a		11:04a	11:16a	10:51a	11:09a	11:21a
11:15a		11:34a	11:46a	11:21a	11:39a	11:51a
11:45a		12:03p	12:15p	11:51a	12:08p	12:20p
12:20p		12:38p	12:50p	12:20p	12:37p	12:49p
12:55p		1:16p	1:29p	1:34p	1:51p	2:03p
1:30p		1:51p	2:04p	2:09p	2:25p	2:36p
2:00p		2:20p	2:34p	2:39p	2:55p	3:06p
2:35p		2:55p	3:09p	3:14p	3:30p	3:41p
3:10p		3:30p	3:44p	3:49p	4:06p	4:17p
3:45p	4:07p	4:15p	4:28p	4:33p	4:49p	5:00p
4:20p		4:47p	5:01p	5:06p	5:22p	5:32p
4:50p	5:08p	5:16p	5:28p	5:33p	5:49p	6:00p
5:20p		5:40p	5:55p	6:00p	6:16p	6:26p
5:55p		6:15p	6:28p	6:33p	6:49p	7:00p
6:30p		6:50p	7:01p	7:06p	7:22p	7:33p
7:05p		7:25p	7:36p	7:41p	7:58p	8:07p
7:35p		7:54p	8:05p	8:10p	8:27p	8:36p
8:00p		8:19p	8:30p	8:35p	8:52p	9:00p G
8:30p		8:49p	9:00p	9:05p	9:19p	9:27p
9:00p		9:19p	9:30p	9:35p	9:49p	9:57p G
9:30p		9:49p	10:00p	10:05p	10:19p	10:27p

# SUNDAY

## EASTBOUND To Galleria Mall

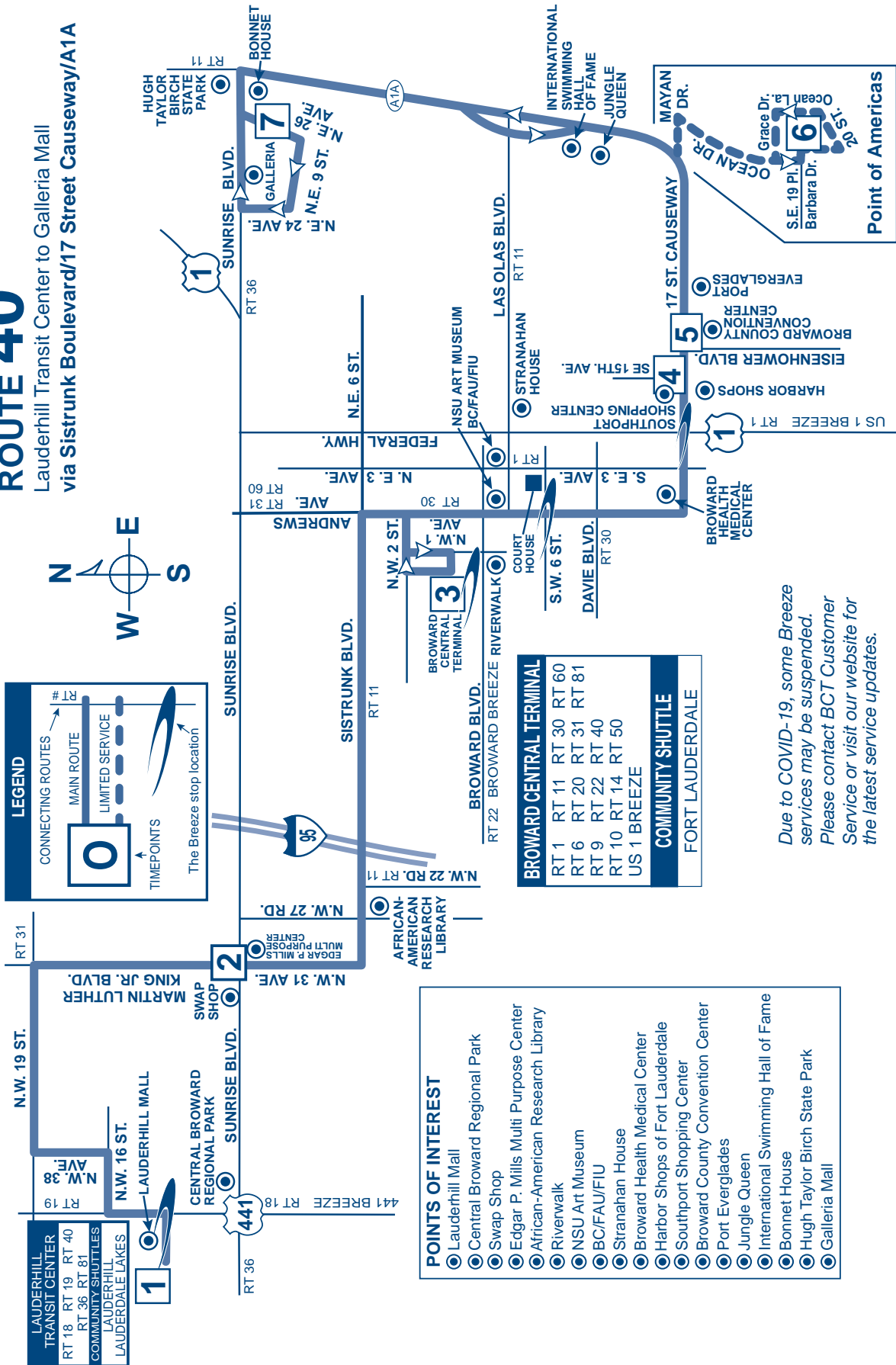
1	2	3	3	5	7
6:40a	6:50a	7:05a	7:10a	7:23a	7:37a
7:20a	7:30a	7:45a	7:50a	8:03a	8:17a
8:00a	8:09a	8:24a	8:29a	8:46a	9:00a
8:40a	8:49a	9:05a	9:10a	9:26a	9:40a
9:20a	9:31a	9:48a	9:53a	10:09a	10:23a
10:00a	10:11a	10:28a	10:33a	10:49a	11:03a
10:40a	10:51a	11:08a	11:13a	11:29a	11:46a
11:20a	11:31a	11:48a	11:53a	12:09p	12:26p
12:00p	12:11p	12:28p	12:33p	12:49p	1:06p
12:40p	12:51p	1:08p	1:13p	1:29p	1:50p
1:20p	1:31p	1:47p	1:52p	2:08p	2:29p
2:00p	2:11p	2:27p	2:32p	2:48p	3:09p
2:40p	2:51p	3:08p	3:13p	3:29p	3:51p
3:20p	3:31p	3:49p	3:54p	4:09p	4:31p
4:00p	4:11p	4:28p	4:33p	4:48p	5:10p
4:40p	4:51p	5:08p	5:13p	5:27p	5:46p
5:25p	5:36p	5:53p	5:58p	6:12p	6:31p
6:05p	6:16p	6:33p	6:38p	6:52p	7:11p
6:45p	6:56p	7:12p	7:17p	7:31p	7:50p G
7:15p	7:25p	7:41p	7:46p	8:00p	8:19p G

## WESTBOUND To Lauderhill Transit Center

7	4	3	3	2	1
			8:00a	8:14a	8:22a
8:00a	8:18a	8:34a	8:39a	8:53a	9:01a
8:40a	8:58a	9:13a	9:18a	9:34a	9:43a
9:20a	9:38a	9:53a	9:58a	10:14a	10:24a
10:00a	10:19a	10:32a	10:37a	10:52a	11:01a
10:40a	10:58a	11:12a	11:17a	11:34a	11:43a
11:20a	11:38a	11:54a	11:59a	12:15p	12:24p
12:00p	12:19p	12:35p	12:40p	12:56p	1:05p
12:40p	1:00p	1:16p	1:21p	1:37p	1:46p
1:20p	1:39p	1:54p	1:59p	2:17p	2:26p
2:00p	2:17p	2:32p	2:37p	2:55p	3:04p
2:40p	2:57p	3:12p	3:17p	3:32p	3:41p
3:20p	3:39p	3:55p	4:00p	4:16p	4:25p
4:05p	4:29p	4:44p	4:49p	5:06p	5:17p
4:45p	5:07p	5:22p	5:27p	5:44p	5:53p
5:25p	5:50p	6:03p	6:08p	6:23p	6:32p
6:00p	6:21p	6:33p	6:38p	6:53p	7:02p
6:45p	7:05p	7:22p	7:27p	7:42p	7:51p G
7:25p	7:45p	8:02p	8:07p	8:22p	8:31p G

# ROUTE 40

Lauderhill Transit Center to Galleria Mall  
via Sistrunk Boulevard/17 Street Causeway/A1A



## Customer Service

Monday - Friday.....7 am - 7:45 pm  
Saturday, Sunday and Holidays.....8:30 am - 4:45 pm

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9:00 am - 4:00 pm

## Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day	Labor Day	Memorial Day
Independence Day	Thanksgiving Day	Christmas Day

## Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.\* 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.

**\*\*Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

**\*\*Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, 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.

\*\* Premium Bus Pass can be purchased online at [Broward.org/BCT](http://Broward.org/BCT) and at select Broward County library locations.

## PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) 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 call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

CASE: UDP-S25049  
PZB Exhibit 5  
Page 54 of 122



**TRANSIT WATCH**

**WHEN IT COMES TO OUR SAFETY,  
WE CAN ALWAYS USE AN EXTRA PAIR OF  
EYES AND EARS. BE ALERT.  
CALL 954-357-LOOK (5665). TELL US.**

## TRANSFER POLICY - EFFECTIVE 7/10/11

### TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a \$1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the \$1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the \$1.00 upgrade fee when boarding Express buses.

### PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

### TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

### TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays \$.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

### TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.

Transfer from MDT or Tri-Rail to Premium Express Service, a \$.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

# APPENDIX D

## Traffic Counts Signal Plans

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8600 EAST-A1A TO US1

WEEK	DATES	SF	MOCF: 0.92 PSCF
1	01/01/2024 - 01/06/2024	0.99	1.08
2	01/07/2024 - 01/13/2024	0.99	1.08
3	01/14/2024 - 01/20/2024	1.00	1.09
4	01/21/2024 - 01/27/2024	0.98	1.07
5	01/28/2024 - 02/03/2024	0.97	1.05
6	02/04/2024 - 02/10/2024	0.95	1.03
7	02/11/2024 - 02/17/2024	0.94	1.02
* 8	02/18/2024 - 02/24/2024	0.92	1.00
* 9	02/25/2024 - 03/02/2024	0.91	0.99
*10	03/03/2024 - 03/09/2024	0.89	0.97
*11	03/10/2024 - 03/16/2024	0.88	0.96
*12	03/17/2024 - 03/23/2024	0.89	0.97
*13	03/24/2024 - 03/30/2024	0.90	0.98
*14	03/31/2024 - 04/06/2024	0.91	0.99
*15	04/07/2024 - 04/13/2024	0.92	1.00
*16	04/14/2024 - 04/20/2024	0.93	1.01
*17	04/21/2024 - 04/27/2024	0.93	1.01
*18	04/28/2024 - 05/04/2024	0.94	1.02
*19	05/05/2024 - 05/11/2024	0.94	1.02
*20	05/12/2024 - 05/18/2024	0.94	1.02
21	05/19/2024 - 05/25/2024	0.98	1.07
22	05/26/2024 - 06/01/2024	1.01	1.10
23	06/02/2024 - 06/08/2024	1.05	1.14
24	06/09/2024 - 06/15/2024	1.08	1.17
25	06/16/2024 - 06/22/2024	1.07	1.16
26	06/23/2024 - 06/29/2024	1.06	1.15
27	06/30/2024 - 07/06/2024	1.05	1.14
28	07/07/2024 - 07/13/2024	1.04	1.13
29	07/14/2024 - 07/20/2024	1.04	1.13
30	07/21/2024 - 07/27/2024	1.05	1.14
31	07/28/2024 - 08/03/2024	1.06	1.15
32	08/04/2024 - 08/10/2024	1.08	1.17
33	08/11/2024 - 08/17/2024	1.09	1.18
34	08/18/2024 - 08/24/2024	1.09	1.18
35	08/25/2024 - 08/31/2024	1.08	1.17
36	09/01/2024 - 09/07/2024	1.08	1.17
37	09/08/2024 - 09/14/2024	1.08	1.17
38	09/15/2024 - 09/21/2024	1.08	1.17
39	09/22/2024 - 09/28/2024	1.07	1.16
40	09/29/2024 - 10/05/2024	1.07	1.16
41	10/06/2024 - 10/12/2024	1.07	1.16
42	10/13/2024 - 10/19/2024	1.07	1.16
43	10/20/2024 - 10/26/2024	1.05	1.14
44	10/27/2024 - 11/02/2024	1.03	1.12
45	11/03/2024 - 11/09/2024	1.02	1.11
46	11/10/2024 - 11/16/2024	1.00	1.09
47	11/17/2024 - 11/23/2024	1.00	1.09
48	11/24/2024 - 11/30/2024	1.00	1.09
49	12/01/2024 - 12/07/2024	0.99	1.08
50	12/08/2024 - 12/14/2024	0.99	1.08
51	12/15/2024 - 12/21/2024	0.99	1.08
52	12/22/2024 - 12/28/2024	0.99	1.08
53	12/29/2024 - 12/31/2024	1.00	1.09

\* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

4\_8600\_PKSEASON.TXT

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

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

\* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

4\_8601\_PKSEASON.TXT

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

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

\* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

4\_8630\_PKSEASON.TXT

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8659 BROWARD I595

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2024 - 01/06/2024	0.99	1.02
2	01/07/2024 - 01/13/2024	1.00	1.03
3	01/14/2024 - 01/20/2024	1.01	1.04
4	01/21/2024 - 01/27/2024	1.00	1.03
5	01/28/2024 - 02/03/2024	0.99	1.02
6	02/04/2024 - 02/10/2024	0.98	1.01
* 7	02/11/2024 - 02/17/2024	0.97	1.00
* 8	02/18/2024 - 02/24/2024	0.97	1.00
* 9	02/25/2024 - 03/02/2024	0.97	1.00
*10	03/03/2024 - 03/09/2024	0.96	0.99
*11	03/10/2024 - 03/16/2024	0.96	0.99
*12	03/17/2024 - 03/23/2024	0.96	0.99
*13	03/24/2024 - 03/30/2024	0.96	0.99
*14	03/31/2024 - 04/06/2024	0.97	1.00
*15	04/07/2024 - 04/13/2024	0.97	1.00
*16	04/14/2024 - 04/20/2024	0.97	1.00
*17	04/21/2024 - 04/27/2024	0.97	1.00
*18	04/28/2024 - 05/04/2024	0.98	1.01
*19	05/05/2024 - 05/11/2024	0.98	1.01
20	05/12/2024 - 05/18/2024	0.98	1.01
21	05/19/2024 - 05/25/2024	0.99	1.02
22	05/26/2024 - 06/01/2024	1.00	1.03
23	06/02/2024 - 06/08/2024	1.01	1.04
24	06/09/2024 - 06/15/2024	1.02	1.05
25	06/16/2024 - 06/22/2024	1.03	1.06
26	06/23/2024 - 06/29/2024	1.03	1.06
27	06/30/2024 - 07/06/2024	1.04	1.07
28	07/07/2024 - 07/13/2024	1.04	1.07
29	07/14/2024 - 07/20/2024	1.05	1.08
30	07/21/2024 - 07/27/2024	1.05	1.08
31	07/28/2024 - 08/03/2024	1.04	1.07
32	08/04/2024 - 08/10/2024	1.04	1.07
33	08/11/2024 - 08/17/2024	1.03	1.06
34	08/18/2024 - 08/24/2024	1.03	1.06
35	08/25/2024 - 08/31/2024	1.03	1.06
36	09/01/2024 - 09/07/2024	1.03	1.06
37	09/08/2024 - 09/14/2024	1.03	1.06
38	09/15/2024 - 09/21/2024	1.03	1.06
39	09/22/2024 - 09/28/2024	1.03	1.06
40	09/29/2024 - 10/05/2024	1.03	1.06
41	10/06/2024 - 10/12/2024	1.02	1.05
42	10/13/2024 - 10/19/2024	1.02	1.05
43	10/20/2024 - 10/26/2024	1.02	1.05
44	10/27/2024 - 11/02/2024	1.01	1.04
45	11/03/2024 - 11/09/2024	1.01	1.04
46	11/10/2024 - 11/16/2024	1.01	1.04
47	11/17/2024 - 11/23/2024	1.00	1.03
48	11/24/2024 - 11/30/2024	1.00	1.03
49	12/01/2024 - 12/07/2024	1.00	1.03
50	12/08/2024 - 12/14/2024	0.99	1.02
51	12/15/2024 - 12/21/2024	0.99	1.02
52	12/22/2024 - 12/28/2024	1.00	1.03
53	12/29/2024 - 12/31/2024	1.01	1.04

\* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

4\_8659\_PKSEASON.TXT

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8675 BROWARD I75 URBAN

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2024 - 01/06/2024	0.98	1.01
2	01/07/2024 - 01/13/2024	1.00	1.03
3	01/14/2024 - 01/20/2024	1.03	1.06
4	01/21/2024 - 01/27/2024	1.01	1.04
5	01/28/2024 - 02/03/2024	1.00	1.03
6	02/04/2024 - 02/10/2024	0.99	1.02
* 7	02/11/2024 - 02/17/2024	0.98	1.01
* 8	02/18/2024 - 02/24/2024	0.98	1.01
* 9	02/25/2024 - 03/02/2024	0.97	1.00
*10	03/03/2024 - 03/09/2024	0.97	1.00
*11	03/10/2024 - 03/16/2024	0.97	1.00
*12	03/17/2024 - 03/23/2024	0.97	1.00
*13	03/24/2024 - 03/30/2024	0.97	1.00
*14	03/31/2024 - 04/06/2024	0.97	1.00
*15	04/07/2024 - 04/13/2024	0.97	1.00
*16	04/14/2024 - 04/20/2024	0.97	1.00
*17	04/21/2024 - 04/27/2024	0.98	1.01
*18	04/28/2024 - 05/04/2024	0.98	1.01
*19	05/05/2024 - 05/11/2024	0.98	1.01
20	05/12/2024 - 05/18/2024	0.99	1.02
21	05/19/2024 - 05/25/2024	1.00	1.03
22	05/26/2024 - 06/01/2024	1.01	1.04
23	06/02/2024 - 06/08/2024	1.02	1.05
24	06/09/2024 - 06/15/2024	1.03	1.06
25	06/16/2024 - 06/22/2024	1.03	1.06
26	06/23/2024 - 06/29/2024	1.04	1.07
27	06/30/2024 - 07/06/2024	1.04	1.07
28	07/07/2024 - 07/13/2024	1.05	1.08
29	07/14/2024 - 07/20/2024	1.06	1.09
30	07/21/2024 - 07/27/2024	1.05	1.08
31	07/28/2024 - 08/03/2024	1.04	1.07
32	08/04/2024 - 08/10/2024	1.03	1.06
33	08/11/2024 - 08/17/2024	1.02	1.05
34	08/18/2024 - 08/24/2024	1.02	1.05
35	08/25/2024 - 08/31/2024	1.02	1.05
36	09/01/2024 - 09/07/2024	1.02	1.05
37	09/08/2024 - 09/14/2024	1.02	1.05
38	09/15/2024 - 09/21/2024	1.02	1.05
39	09/22/2024 - 09/28/2024	1.02	1.05
40	09/29/2024 - 10/05/2024	1.02	1.05
41	10/06/2024 - 10/12/2024	1.02	1.05
42	10/13/2024 - 10/19/2024	1.01	1.04
43	10/20/2024 - 10/26/2024	1.01	1.04
44	10/27/2024 - 11/02/2024	1.00	1.03
45	11/03/2024 - 11/09/2024	1.00	1.03
46	11/10/2024 - 11/16/2024	0.99	1.02
47	11/17/2024 - 11/23/2024	0.99	1.02
48	11/24/2024 - 11/30/2024	0.99	1.02
49	12/01/2024 - 12/07/2024	0.98	1.01
50	12/08/2024 - 12/14/2024	0.98	1.01
51	12/15/2024 - 12/21/2024	0.98	1.01
52	12/22/2024 - 12/28/2024	1.00	1.03
53	12/29/2024 - 12/31/2024	1.03	1.06

\* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

4\_8675\_PKSEASON.TXT

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8676 BROWARD I75 RURAL

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2024 - 01/06/2024	0.00	0.00
2	01/07/2024 - 01/13/2024	0.00	0.00
3	01/14/2024 - 01/20/2024	1.01	1.05
4	01/21/2024 - 01/27/2024	0.99	1.03
* 5	01/28/2024 - 02/03/2024	0.98	1.02
* 6	02/04/2024 - 02/10/2024	0.97	1.01
* 7	02/11/2024 - 02/17/2024	0.96	1.00
* 8	02/18/2024 - 02/24/2024	0.95	0.99
* 9	02/25/2024 - 03/02/2024	0.95	0.99
*10	03/03/2024 - 03/09/2024	0.94	0.98
*11	03/10/2024 - 03/16/2024	0.93	0.97
*12	03/17/2024 - 03/23/2024	0.94	0.98
*13	03/24/2024 - 03/30/2024	0.95	0.99
*14	03/31/2024 - 04/06/2024	0.96	1.00
*15	04/07/2024 - 04/13/2024	0.97	1.01
*16	04/14/2024 - 04/20/2024	0.99	1.03
*17	04/21/2024 - 04/27/2024	0.99	1.03
18	04/28/2024 - 05/04/2024	1.00	1.04
19	05/05/2024 - 05/11/2024	1.01	1.05
20	05/12/2024 - 05/18/2024	1.02	1.06
21	05/19/2024 - 05/25/2024	1.03	1.07
22	05/26/2024 - 06/01/2024	1.04	1.08
23	06/02/2024 - 06/08/2024	1.05	1.09
24	06/09/2024 - 06/15/2024	1.07	1.11
25	06/16/2024 - 06/22/2024	1.06	1.10
26	06/23/2024 - 06/29/2024	1.06	1.10
27	06/30/2024 - 07/06/2024	1.06	1.10
28	07/07/2024 - 07/13/2024	1.06	1.10
29	07/14/2024 - 07/20/2024	1.06	1.10
30	07/21/2024 - 07/27/2024	1.06	1.10
31	07/28/2024 - 08/03/2024	1.06	1.10
32	08/04/2024 - 08/10/2024	1.06	1.10
33	08/11/2024 - 08/17/2024	1.06	1.10
34	08/18/2024 - 08/24/2024	1.07	1.11
35	08/25/2024 - 08/31/2024	1.08	1.13
36	09/01/2024 - 09/07/2024	1.08	1.13
37	09/08/2024 - 09/14/2024	1.09	1.14
38	09/15/2024 - 09/21/2024	1.10	1.15
39	09/22/2024 - 09/28/2024	1.07	1.11
40	09/29/2024 - 10/05/2024	1.04	1.08
41	10/06/2024 - 10/12/2024	1.01	1.05
42	10/13/2024 - 10/19/2024	0.98	1.02
43	10/20/2024 - 10/26/2024	0.99	1.03
44	10/27/2024 - 11/02/2024	0.99	1.03
45	11/03/2024 - 11/09/2024	1.00	1.04
46	11/10/2024 - 11/16/2024	1.00	1.04
47	11/17/2024 - 11/23/2024	1.00	1.04
48	11/24/2024 - 11/30/2024	1.00	1.04
49	12/01/2024 - 12/07/2024	1.00	1.04
50	12/08/2024 - 12/14/2024	1.00	1.04
51	12/15/2024 - 12/21/2024	1.00	1.04
52	12/22/2024 - 12/28/2024	1.00	1.04
53	12/29/2024 - 12/31/2024	1.01	1.05

\* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

4\_8676\_PKSEASON.TXT

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8695 BROWARD I95

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

\* PEAK SEASON

04-MAR-2025 16:32:53

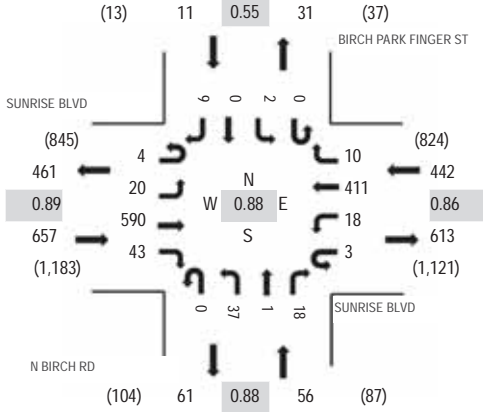
830UPD

4\_8695\_PKSEASON.TXT

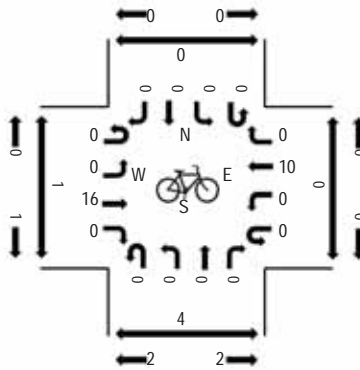
# Traffic Counts

Location: 1 N BIRCH RD & SUNRISE BLVD AM  
Date: Wednesday, October 15, 2025  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:15 AM - 08:30 AM

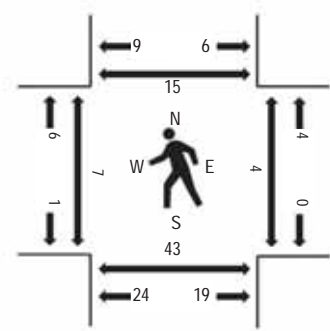
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE BLVD Eastbound				SUNRISE BLVD Westbound				N BIRCH RD Northbound				BIRCH PARK FINGER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	99	10	0	3	73	0	0	1	0	2	0	0	0	1	189	941	1	0	6	5
7:15 AM	0	0	119	3	0	2	87	4	0	3	0	4	0	0	0	0	222	1,019	3	0	20	6
7:30 AM	0	1	124	8	0	5	92	0	0	7	0	4	0	0	0	1	242	1,127	2	2	16	5
7:45 AM	2	0	151	9	0	3	112	1	0	5	0	5	0	0	0	0	288	1,148	2	1	10	5
8:00 AM	0	8	145	8	0	1	87	1	0	13	0	3	0	1	0	0	267	1,166	4	3	16	3
8:15 AM	1	7	165	11	0	5	122	3	0	8	0	7	0	0	0	1	330		0	0	3	1
8:30 AM	1	2	119	12	1	5	102	3	0	10	0	4	0	1	0	3	263		0	0	8	8
8:45 AM	2	3	161	12	2	7	100	3	0	6	1	4	0	0	0	5	306		3	1	16	3

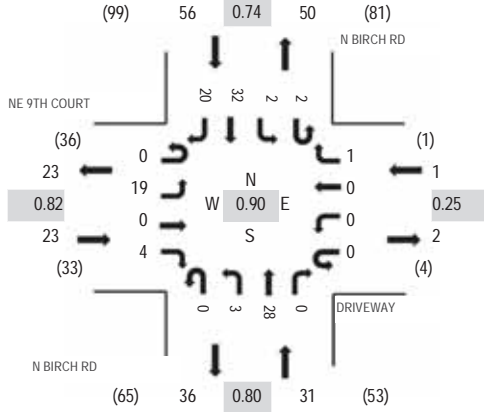
### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6
Lights	4	20	572	43	3	18	397	10	0	36	1	18	0	2	0	9	1,133
Mediums	0	0	15	0	0	0	11	0	0	1	0	0	0	0	0	0	27
Total	4	20	590	43	3	18	411	10	0	37	1	18	0	2	0	9	1,166

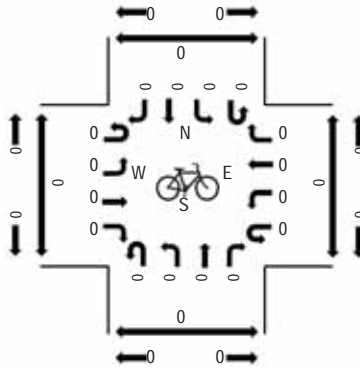
### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	2.7%				3.2%				1.8%				0.0%				2.8%
Heavy Vehicle %	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	3.4%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%
Peak Hour Factor	0.89				0.86				0.88				0.55				0.88
Peak Hour Factor	0.50	0.63	0.89	0.90	0.38	0.64	0.87	0.83	0.00	0.71	0.25	0.68	0.00	0.50	0.00	0.45	0.88

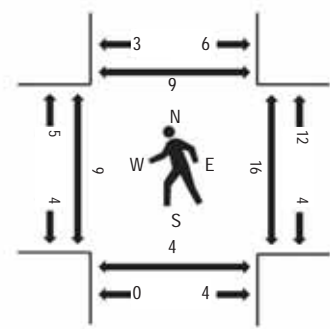
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	NE 9TH COURT Eastbound				DRIVEWAY Westbound				N BIRCH RD Northbound				N BIRCH RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	9	3	15	75	0	4	3	1
7:15 AM	0	3	0	0	0	0	0	0	0	0	6	0	0	1	3	2	15	81	2	2	1	0
7:30 AM	0	3	0	1	0	0	0	0	0	1	5	0	1	1	7	2	21	97	5	4	1	4
7:45 AM	0	2	0	1	0	0	0	0	0	0	7	0	1	0	8	5	24	106	2	12	3	2
8:00 AM	0	6	0	1	0	0	0	0	0	2	5	0	0	0	6	1	21	111	3	6	2	3
8:15 AM	0	6	0	0	0	0	0	1	0	1	7	0	1	0	10	5	31		1	1	1	1
8:30 AM	0	4	0	2	0	0	0	0	0	0	10	0	1	0	6	7	30		2	3	1	2
8:45 AM	0	3	0	1	0	0	0	0	0	0	6	0	0	2	10	7	29		3	6	0	3

### Peak Rolling Hour Flow Rates

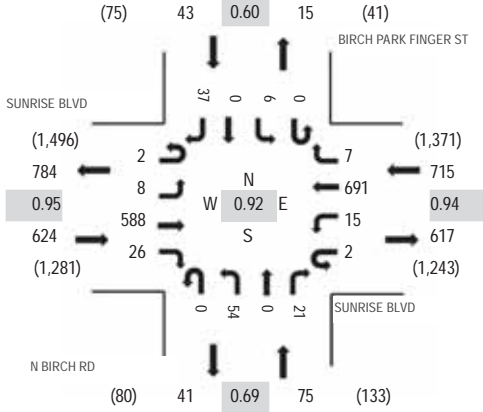
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	18	0	4	0	0	0	1	0	3	28	0	2	2	32	20	110
Mediums	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	19	0	4	0	0	0	1	0	3	28	0	2	2	32	20	111

### Heavy Vehicle Percentage and Peak Hour Factor

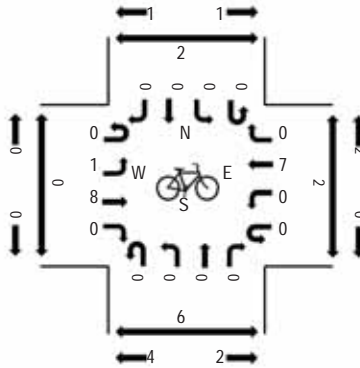
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.3%				0.0%				0.0%				0.0%			0.9%
Heavy Vehicle %	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
Peak Hour Factor		0.82				0.25				0.80				0.74			0.90
Peak Hour Factor	0.00	0.79	0.00	0.50	0.00	0.00	0.00	0.25	0.00	0.50	0.73	0.00	0.75	0.25	0.80	0.71	0.90

**Location:** 1 N BIRCH RD & SUNRISE BLVD PM  
**Date:** Wednesday, October 15, 2025  
**Peak Hour:** 04:00 PM - 05:00 PM  
**Peak 15-Minutes:** 04:15 PM - 04:30 PM

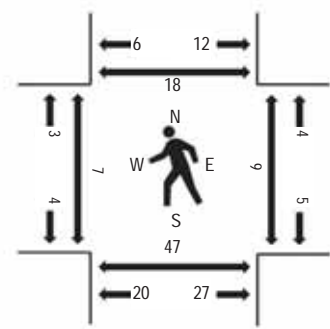
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	SUNRISE BLVD Eastbound				SUNRISE BLVD Westbound				N BIRCH RD Northbound				BIRCH PARK FINGER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	153	4	1	4	178	4	0	17	0	7	0	0	0	8	377	1,457	1	3	8	4
4:15 PM	1	4	148	7	0	6	183	1	0	20	0	7	0	4	0	14	395	1,439	3	1	7	6
4:30 PM	1	2	152	10	1	2	185	0	0	12	0	4	0	2	0	10	381	1,413	1	3	14	4
4:45 PM	0	1	135	5	0	3	145	2	0	5	0	3	0	0	0	5	304	1,374	2	2	18	4
5:00 PM	0	7	157	8	0	4	169	1	0	5	0	4	0	0	0	4	359	1,403	2	1	12	2
5:15 PM	0	8	149	6	0	0	172	2	0	18	0	2	0	0	0	12	369		1	1	13	3
5:30 PM	1	2	145	4	0	4	157	0	0	14	0	5	1	0	0	9	342		1	2	11	4
5:45 PM	0	3	158	9	1	4	140	2	0	5	0	5	0	0	0	6	333		3	1	13	5

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4
Lights	2	8	578	26	2	14	670	7	0	53	0	21	0	6	0	37	1,424
Mediums	0	0	8	0	0	1	19	0	0	1	0	0	0	0	0	0	29
Total	2	8	588	26	2	15	691	7	0	54	0	21	0	6	0	37	1,457

### Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	1.6%				3.1%				1.3%				0.0%				2.3%
Heavy Vehicle %	0.0%	0.0%	1.7%	0.0%	0.0%	6.7%	3.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%
Peak Hour Factor	0.95				0.94				0.69				0.60				0.92
Peak Hour Factor	0.50	0.63	0.96	0.75	0.50	0.63	0.93	0.44	0.00	0.68	0.00	0.75	0.25	0.38	0.00	0.66	0.92



# Signal Plans

Station : 2319 - Sunrise Blvd & Birch Rd ( Standard File )

Phase	1	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		13		26		13		28								
Min Green		10		6	4	10		6								
Gap Ext		3		2	1.5	3		2								
Max1		55		20	10	55		20								
Max2																
Yellow Clr	4	5	4	4	4	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON						ON								
Non-Actuated 1								ON								
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON						ON								
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON					ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

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

Preempt LP

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



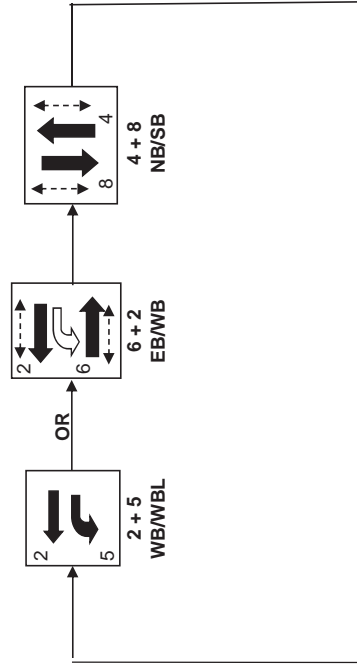




# Sequence of Operation for Sunrise Blvd (SR 838) and Birch Road (2319)

## Fort Lauderdale

Modification #12



CASE: UDP-S25049  
PZB Exhibit 5  
Page 73 of 122



**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

<b>Intersection Number</b>	2319	<b>Initial Operation Date</b>	7/29/85
<b>Controller Type</b>	2070 LN	<b>System Number</b>	
<b>Modification Number</b>	12	<b>Modification Date</b>	05/16/2017
<b>Drawing/Project No</b>	665	<b>FPL Grid Number</b>	87881772901
<b>Intersection</b>	SUNRISE BLVD. (SR 838) and BIRCH ROAD		
<b>Municipality</b>	FORT LAUDERDALE		

<b>Controller Phase</b>	1	2	3	4	5	6	7	8
<b>Face Number</b>		2		4	5	6		8
<b>Direction</b>		WB		NB	WBL	EB		SB
<b>Initial Green(MIN)</b>		10		6	4	10		6
<b>Vehicle Ext.(GAP)</b>		3.0		2.0	1.5	3.0		2.0
<b>Maximum Green I</b>		55		20	10	55		20
<b>Maximum Green II</b>								
<b>Yellow Clearance</b>		5.0		4.0	4.0	5.0		4.0
<b>All Red Clearance</b>		2.0		2.0	2.0	2.0		2.0
<b>Phase Recall</b>		MIN		OFF	OFF	MIN		OFF
<b>Detector Delay</b>								
<b>Walk</b>		7		7		7		7
<b>Pedestrian Clearance</b>		13		26		13		28
<b>Permissive</b>					5 SECT			
<b>Flash Operation</b>		YELLOW		RED		YELLOW		RED

**Attachment**

---

**NOTES:**

1. FLASH OPERATION: 0000 TO 0600, 7 DAYS.
2. ANTI-BACKDOWN WESTBOUND: PHASE 6 ON--> OMIT PHASE 5.
3. DUAL ENTRY HARDWIRED NORTH/SOUTH.
4. MOD. 12 REFLECTS INSTALLATION OF PEDESTRIAN FEATURES ON PHASES 2 & 6

**Submitted By** \_\_\_\_\_

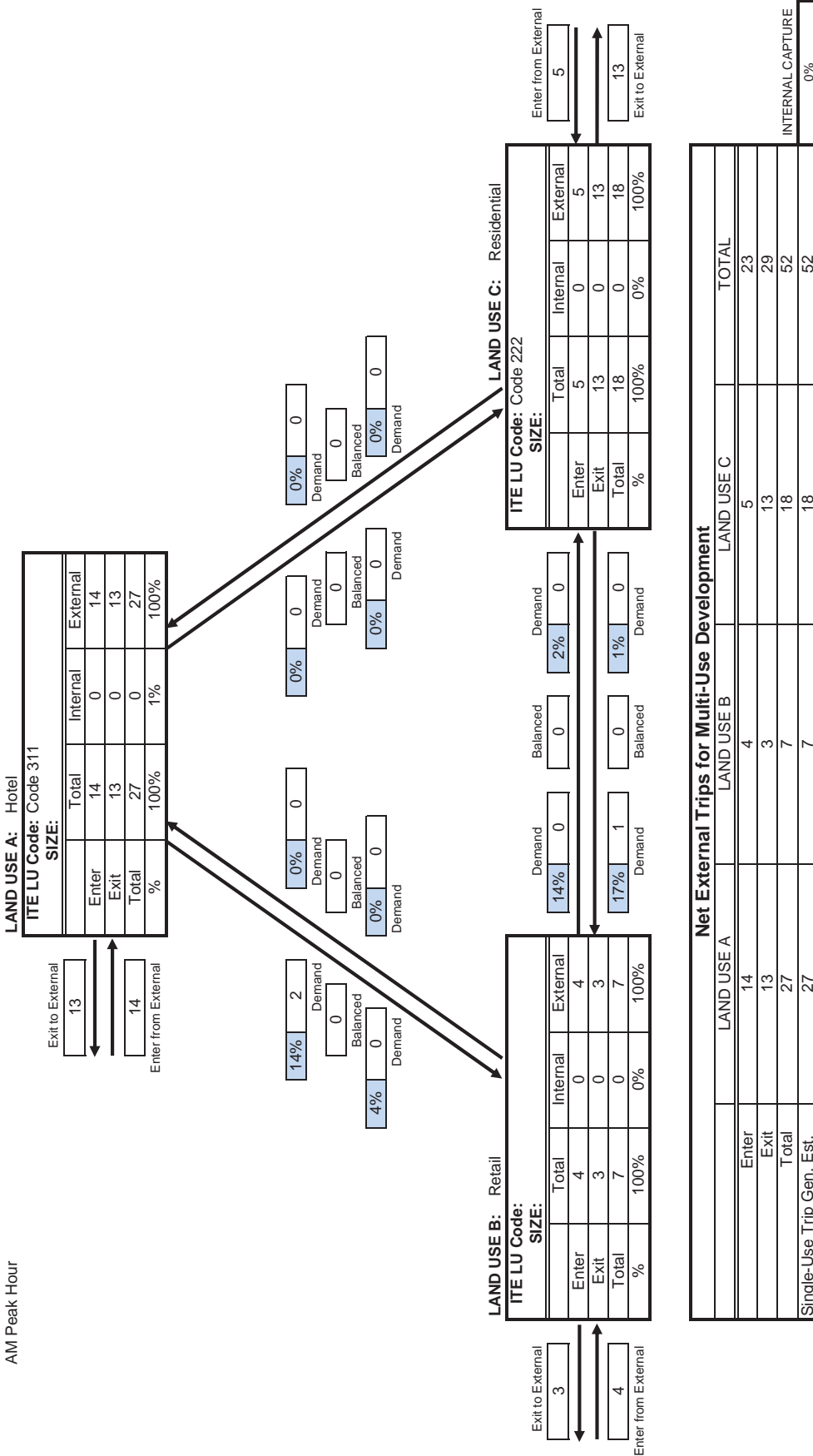
**Approved By** \_\_\_\_\_

# APPENDIX E

## Internalization

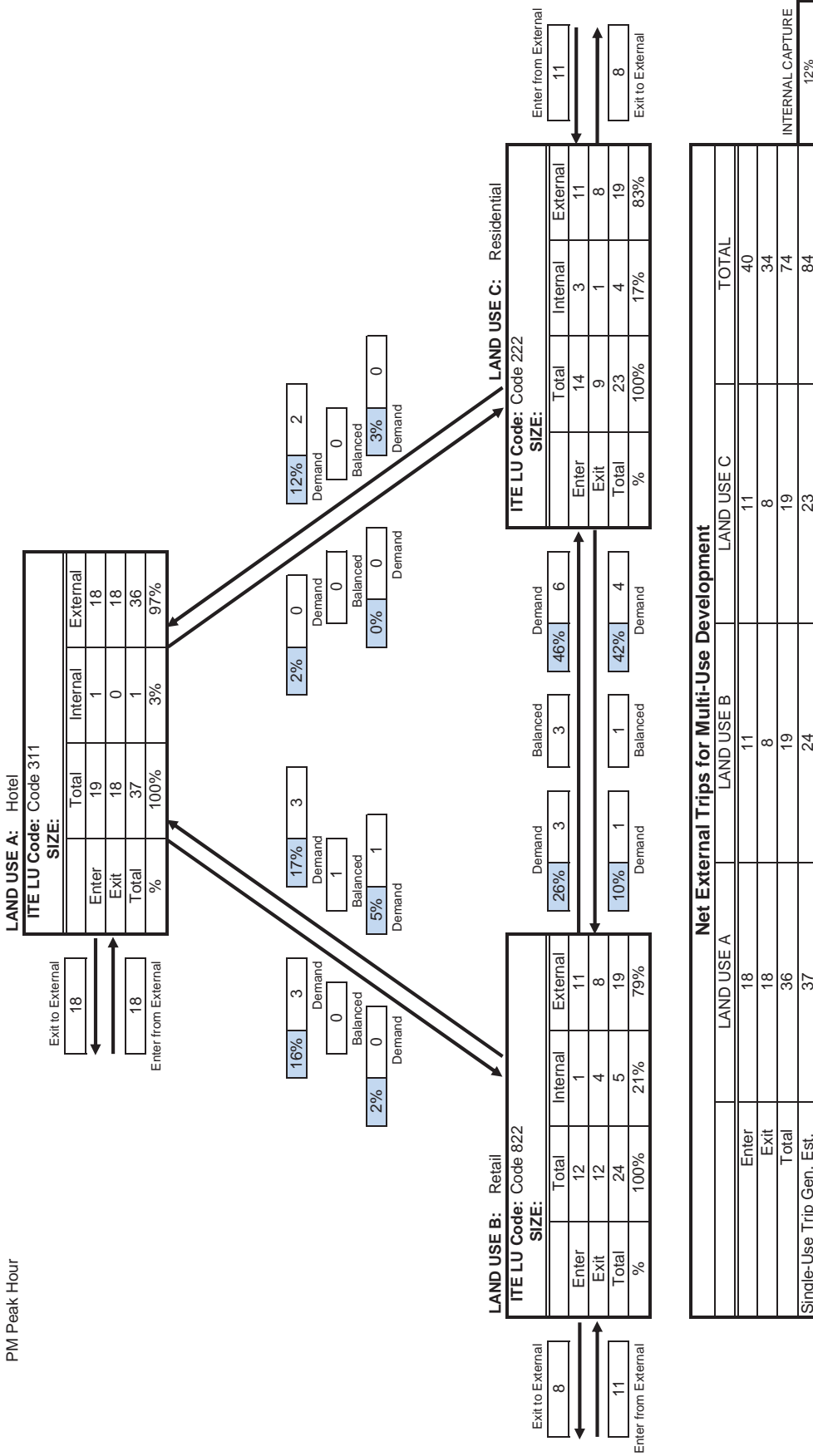
**PROPOSED LAND USES  
Trip Generation  
and Internal Capture Summary**

Analyst: Danielsen  
Date: 7-Oct-25  
AM Peak Hour



**PROPOSED LAND USES  
Trip Generation  
and Internal Capture Summary**

**Analyst:** Danielsen  
**Date:** 7-Oct-25  
PM Peak Hour



# APPENDIX F

## Historic Growth

**Sereno Residences  
Fort Lauderdale**

**Growth Rate Analysis**

**Site #0106 - SR A1A north of Sunrise Blvd (SR 838)**

Year	Volume	Growth Rate
2019	18800	
2024	22000	2.65%

**Site #0359 - Sunrise Blvd east of ICWW**

Year	Volume	Growth Rate
2019	25000	
2024	23500	-1.03%

**Site #0451 - SR A1A south of Sunrise Blvd (SR 838)**

Year	Volume	Growth Rate
2019	27500	
2024	28000	0.30%

**Total - All Count Stations**

Year	Volume	Growth Rate
1029	71300	
2024	73500	0.51%

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0106 - SR A1A - N OF SR 838/SUNRISE BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	22000	C	S	9.00	55.80	3.80
2023	18800	C	S	9.00	54.20	3.80
2022	24000	C	S	9.00	53.50	3.40
2021	21500	C	S	9.00	54.50	3.60
2020	17300	C	S	9.00	53.50	2.90
2019	18800	C	S	9.00	54.70	2.60
2018	17800	C	S	9.00	54.10	2.60
2017	17300	C	S	9.00	53.80	2.60
2016	16100	C	S	9.00	55.20	4.10
2015	22000	C	S	9.00	54.90	4.10
2014	18900	C	S	9.00	54.50	4.10
2013	19100	C	S	9.00	54.60	3.70
2012	27500	C	S	9.00	55.00	2.60
2011	26000	C	S	9.00	54.50	2.60
2010	25500	C	S	9.37	54.06	2.60
2009	32000	C	S	9.31	53.74	4.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0359 - SR 838/SUNRISE BLVD - E OF ICWW BR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	23500 C	E 12500	W 11000	9.00	55.80	6.20
2023	23000 C	E 12000	W 11000	9.00	54.20	6.20
2022	24000 C	E 11000	W 13000	9.00	53.50	6.20
2021	21500 C	E 10500	W 11000	9.00	54.50	4.40
2020	24000 F	E 12000	W 12000	9.00	53.50	4.40
2019	25000 C	E 12500	W 12500	9.00	54.70	4.40
2018	20900 C	E 9900	W 11000	9.00	54.10	10.00
2017	22500 C	E 12000	W 10500	9.00	53.80	10.00
2016	22000 C	E 11000	W 11000	9.00	55.20	10.00
2015	24500 C	E 13500	W 11000	9.00	54.90	3.70
2014	21500 C	E 11500	W 10000	9.00	54.50	3.70
2013	25500 C	E 13000	W 12500	9.00	54.60	3.70
2012	23500 C	E 12500	W 11000	9.00	55.00	8.10
2011	25000 C	E 13000	W 12000	9.00	54.50	8.10
2010	22500 C	E 12000	W 10500	9.37	54.06	8.10
2009	23000 C	E 11500	W 11500	9.31	53.74	3.90

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0451 - SR A1A - S OF SR 838/SUNRISE BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2024	28000	C	N 15000	S 13000	9.00	55.80	4.10
2023	33500	C	N 18000	S 15500	9.00	54.20	4.10
2022	25500	C	N 13500	S 12000	9.00	53.50	4.10
2021	26500	C	N 13000	S 13500	9.00	54.50	5.90
2020	26500	F	N 12500	S 14000	9.00	53.50	5.90
2019	27500	C	N 13000	S 14500	9.00	54.70	5.90
2018	32000	C	N 16000	S 16000	9.00	54.10	2.00
2017	25500	C	N 12500	S 13000	9.00	53.80	2.00
2016	37500	C	N 18000	S 19500	9.00	55.20	2.00
2015	30500	C	N 15500	S 15000	9.00	54.90	3.60
2014	28000	C	N 14000	S 14000	9.00	54.50	2.50
2013	31000	C	N 15500	S 15500	9.00	54.60	2.50
2012	29500	C	N 14000	S 15500	9.00	55.00	2.50
2011	27500	C	N 14500	S 13000	9.00	54.50	2.20
2010	28500	C	N 14500	S 14000	9.37	54.06	2.20
2009	30500	C	N 15000	S 15500	9.31	53.74	2.20

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

# APPENDIX G

## Volume Development Worksheets

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 9 Court at Birch Road  
AM Peak Hour

WEEKDAY

Description	Birch Road Northbound			Birch Road Southbound			NE 9 Court Eastbound			Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/15/2025)	3	28	0	4	32	20	19	0	4	0	0	1
Season Adjustment Factor	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
2025 Peak Season Traffic	3	32	0	5	37	23	22	0	5	0	0	1
Annual Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
<b>Committed Developments:</b>												
2029 Background Traffic	4	33	0	5	38	24	22	0	5	0	0	1
Existing Development <b>Sereno Residences</b> Primary Trip Pass-by Capture						23						
<b>2029 Total Traffic</b>	<b>4</b>	<b>33</b>	<b>0</b>	<b>5</b>	<b>38</b>	<b>47</b>	<b>51</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 9 Court at Birch Road  
PM Peak Hour

WEEKDAY

Description	Birch Road Northbound			Birch Road Southbound			NE 9 Court Eastbound			Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/15/2025)	1	41	0	0	28	12	26	0	3	0	0	4
Season Adjustment Factor	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
2025 Peak Season Traffic	1	48	0	0	32	14	30	0	3	0	0	5
Annual Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
<b>Committed Developments:</b>												
2029 Background Traffic	1	49	0	0	33	14	31	0	4	0	0	5
Existing Development <b>Sereno Residences</b> Primary Trip Pass-by Capture						40						
<b>2029 Total Traffic</b>	<b>1</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>54</b>	<b>65</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Sunrise Boulevard (SR 838) at Birch Road  
AM Peak Hour

WEEKDAY

Description	Birch Road Northbound			Birch Road Southbound			Sunrise Boulevard Eastbound			Sunrise Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/15/2025)	37	1	18	2	0	9	24	590	43	21	411	10
Season Adjustment Factor	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
2025 Peak Season Traffic	43	1	21	2	0	10	28	684	50	24	477	12
Annual Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
<b>Committed Developments:</b>												
2029 Background Traffic	44	1	21	2	0	11	28	698	51	25	487	12
Existing Development												
<b>Sereno Residences</b>												
Primary Trip	20											
Pass-by Capture												7
<b>2029 Total Traffic</b>	<b>64</b>	<b>1</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>28</b>	<b>698</b>	<b>67</b>	<b>32</b>	<b>487</b>	<b>12</b>

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Sunrise Boulevard (SR 838) at Birch Road  
PM Peak Hour

WEEKDAY

Description	Birch Road Northbound			Birch Road Southbound			Sunrise Boulevard Eastbound			Sunrise Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/15/2025)	54	0	21	6	0	37	10	588	26	17	691	7
Season Adjustment Factor	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
2025 Peak Season Traffic	63	0	24	7	0	43	12	682	30	20	802	8
Annual Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
<b>Committed Developments:</b>												
2029 Background Traffic	64	0	25	7	0	44	12	696	31	20	818	8
Existing Development												
<b>Sereno Residences</b>												
Primary Trip	24											28
Pass-by Capture												
<b>2029 Total Traffic</b>	<b>88</b>	<b>0</b>	<b>35</b>	<b>7</b>	<b>0</b>	<b>44</b>	<b>12</b>	<b>696</b>	<b>59</b>	<b>32</b>	<b>818</b>	<b>8</b>

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 9 Court at Driveway  
AM Peak Hour

WEEKDAY

Description	Northbound			Driveway Southbound			NE 9 Court Eastbound			NE 9 Court Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/15/2025)	0	0	0	0	0	0	0	23	0	0	23	0
Season Adjustment Factor	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
2025 Peak Season Traffic	0	0	0	0	0	0	0	27	0	0	26	0
Annual Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
<b>Committed Developments:</b>												
2029 Background Traffic	0	0	0	0	0	0	0	27	0	0	26	0
Existing Development												
<b>Sereno Residences</b>												
Primary Trip							29					23
Pass-by Capture												
<b>2029 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>23</b>

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

NE 9 Court at Driveway  
PM Peak Hour

WEEKDAY

Description	Northbound			Driveway Southbound			NE 9 Court Eastbound			NE 9 Court Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (10/15/2025)	0	0	0	0	0	0	0	29	0	0	13	0
Season Adjustment Factor	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
2025 Peak Season Traffic	0	0	0	0	0	0	0	33	0	0	15	0
Annual Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
<b>Committed Developments:</b>												
2029 Background Traffic	0	0	0	0	0	0	0	33	0	0	15	0
Existing Development <b>Sereno Residences</b> Primary Trip Pass-by Capture				34								40
<b>2029 Total Traffic</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>40</b>

# APPENDIX H

## Synchro

**Intersection**

Int Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	0	5	0	0	1	3	32	0	5	37	23
Future Vol, veh/h	22	0	5	0	0	1	3	32	0	5	37	23
Conflicting Peds, #/hr	9	0	4	4	0	9	9	0	16	16	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	6	0	0	1	3	36	0	6	41	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	125	132	67	114	145	61	76	0	0	52	0	0
Stage 1	74	74	-	58	58	-	-	-	-	-	-	-
Stage 2	51	58	-	56	87	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1062	1055	1135	1073	1042	1141	1523	-	-	1555	-	-
Stage 1	1117	1117	-	1134	1134	-	-	-	-	-	-	-
Stage 2	1142	1134	-	1136	1103	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1037	1024	1121	1041	1011	1114	1510	-	-	1531	-	-
Mov Cap-2 Maneuver	1037	1024	-	1041	1011	-	-	-	-	-	-	-
Stage 1	1103	1103	-	1114	1114	-	-	-	-	-	-	-
Stage 2	1128	1114	-	1122	1089	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.53	8.24	0.63	0.57
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	154	-	-	1051	1114	129	-	-
HCM Lane V/C Ratio	0.002	-	-	0.029	0.001	0.004	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	8.5	8.2	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-



Queues

102: Birch Road & Sunrise Blvd

11/03/2025























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	32	834	27	556	49	25	13
v/c Ratio	0.05	0.21	0.05	0.13	0.37	0.15	0.05
Control Delay (s/veh)	6.0	4.6	3.0	2.3	41.0	15.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.0	4.6	3.0	2.3	41.0	15.8	0.4
Queue Length 50th (ft)	3	32	3	20	24	0	0
Queue Length 95th (ft)	18	87	9	34	53	21	0
Internal Link Dist (ft)		243		314		140	91
Turn Bay Length (ft)	150		65		90		
Base Capacity (vph)	630	3954	528	4271	367	430	491
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.21	0.05	0.13	0.13	0.06	0.03

Intersection Summary

HCM 7th Signalized Intersection Summary  
102: Birch Road & Sunrise Blvd

11/03/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	684	50	24	477	12	43	1	21	2	0	10
Future Volume (veh/h)	28	684	50	24	477	12	43	1	21	2	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.95	0.99		0.97	0.98		0.98	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	777	57	27	542	14	49	1	24	2	0	11
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	644	3187	232	519	3870	100	221	6	140	60	14	122
Arrive On Green	0.66	0.66	0.66	0.02	0.76	0.76	0.09	0.09	0.09	0.09	0.00	0.09
Sat Flow, veh/h	840	4835	353	1781	5115	132	1374	62	1498	88	149	1306
Grp Volume(v), veh/h	32	546	288	27	360	196	49	0	25	13	0	0
Grp Sat Flow(s),veh/h/ln	840	1702	1783	1781	1702	1842	1374	0	1560	1544	0	0
Q Serve(g_s), s	1.1	5.2	5.3	0.4	2.3	2.3	1.9	0.0	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	5.2	5.3	0.4	2.3	2.3	2.5	0.0	1.2	0.6	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.07	1.00		0.96	0.15		0.85
Lane Grp Cap(c), veh/h	644	2244	1175	519	2576	1394	221	0	145	196	0	0
V/C Ratio(X)	0.05	0.24	0.25	0.05	0.14	0.14	0.22	0.00	0.17	0.07	0.00	0.00
Avail Cap(c_a), veh/h	644	2244	1175	612	2576	1394	453	0	410	450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.8	5.5	5.5	3.8	2.6	2.6	34.0	0.0	33.4	33.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.5	0.0	0.1	0.2	0.2	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.6	1.8	0.1	0.5	0.6	0.9	0.0	0.4	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.0	5.8	6.0	3.9	2.8	2.9	34.2	0.0	33.6	33.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		866			583			74				13
Approach Delay, s/veh		5.8			2.8			34.0				33.2
Approach LOS		A			A			C				C
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		66.5		13.5	7.8	58.7		13.5				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		47.0		21.0	6.0	35.0		21.0				
Max Q Clear Time (g_c+I1), s		4.3		4.5	2.4	7.3		2.6				
Green Ext Time (p_c), s		4.0		0.1	0.0	6.4		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				6.3								
HCM 7th LOS				A								
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												

Existing AM Peak Hour

Synchro 12 Light Report

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	0	27	26	0	0	0
Future Vol, veh/h	0	27	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	28	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	28	0	58
Stage 1	-	-	28
Stage 2	-	-	29
Critical Hdwy	4.12	-	5
Critical Hdwy Stg 1	-	-	5
Critical Hdwy Stg 2	-	-	5
Follow-up Hdwy	2.218	-	3
Pot Cap-1 Maneuver	1585	-	1135
Stage 1	-	-	1167
Stage 2	-	-	1166
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1585	-	1135
Mov Cap-2 Maneuver	-	-	1135
Stage 1	-	-	1167
Stage 2	-	-	1166

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

**Intersection**

Int Delay, s/veh 2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	3	0	0	5	1	48	0	0	32	14
Future Vol, veh/h	30	0	3	0	0	5	1	48	0	0	32	14
Conflicting Peds, #/hr	3	0	16	16	0	3	16	0	15	15	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	0	4	0	0	7	1	63	0	0	42	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	136	148	83	139	157	81	77	0	0	78	0	0
Stage 1	67	67	-	81	81	-	-	-	-	-	-	-
Stage 2	69	81	-	58	77	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1051	1038	1119	1048	1029	1121	1522	-	-	1520	-	-
Stage 1	1124	1124	-	1109	1109	-	-	-	-	-	-	-
Stage 2	1122	1109	-	1134	1114	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1025	1007	1085	1013	998	1102	1499	-	-	1499	-	-
Mov Cap-2 Maneuver	1025	1007	-	1013	998	-	-	-	-	-	-	-
Stage 1	1107	1107	-	1092	1092	-	-	-	-	-	-	-
Stage 2	1111	1092	-	1113	1097	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.65	8.29	0.15	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	37	-	-	1030	1102	1499	-	-
HCM Lane V/C Ratio	0.001	-	-	0.042	0.006	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	8.6	8.3	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-



Queues

102: Birch Road & Sunrise Blvd

11/03/2025



























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	13	774	22	881	68	26	55
v/c Ratio	0.03	0.21	0.04	0.22	0.47	0.07	0.20
Control Delay (s/veh)	7.2	5.4	3.5	3.3	43.5	0.4	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.2	5.4	3.5	3.3	43.5	0.4	1.6
Queue Length 50th (ft)	1	32	2	38	33	0	0
Queue Length 95th (ft)	11	88	9	64	68	0	0
Internal Link Dist (ft)		243		314		140	91
Turn Bay Length (ft)	150		65		90		
Base Capacity (vph)	416	3692	526	3989	350	579	492
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.21	0.04	0.22	0.19	0.04	0.11

Intersection Summary

HCM 7th Signalized Intersection Summary  
102: Birch Road & Sunrise Blvd

11/03/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	12	682	30	20	802	8	63	0	24	7	0	43
Future Volume (veh/h)	12	682	30	20	802	8	63	0	24	7	0	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.94	0.99		0.95	0.98		0.96	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	741	33	22	872	9	68	0	26	8	0	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	494	3239	144	530	3867	40	246	0	163	63	13	142
Arrive On Green	0.65	0.65	0.65	0.02	0.74	0.74	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	623	4997	222	1781	5208	54	1331	0	1521	107	119	1325
Grp Volume(v), veh/h	13	504	270	22	570	311	68	0	26	55	0	0
Grp Sat Flow(s),veh/h/ln	623	1702	1814	1781	1702	1857	1331	0	1521	1551	0	0
Q Serve(g_s), s	0.6	4.9	4.9	0.3	4.1	4.1	0.4	0.0	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	4.9	4.9	0.3	4.1	4.1	3.0	0.0	1.2	2.6	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.03	1.00		1.00	0.15		0.85
Lane Grp Cap(c), veh/h	494	2207	1176	530	2528	1379	246	0	163	218	0	0
V/C Ratio(X)	0.03	0.23	0.23	0.04	0.23	0.23	0.28	0.00	0.16	0.25	0.00	0.00
Avail Cap(c_a), veh/h	494	2207	1176	629	2528	1379	453	0	399	453	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	5.8	5.8	4.1	3.2	3.2	33.2	0.0	32.4	33.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.5	0.0	0.2	0.4	0.2	0.0	0.2	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.5	1.7	0.1	1.0	1.2	1.2	0.0	0.5	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.2	6.0	6.3	4.1	3.4	3.6	33.4	0.0	32.6	33.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		787			903			94				55
Approach Delay, s/veh		6.1			3.5			33.2				33.2
Approach LOS		A			A			C				C
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.4		14.6	7.5	57.9		14.6				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		47.0		21.0	6.0	35.0		21.0				
Max Q Clear Time (g_c+1), s		6.1		5.0	2.3	6.9		4.6				
Green Ext Time (p_c), s		7.0		0.1	0.0	5.7		0.1				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				7.0								
HCM 7th LOS				A								
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												

Existing PM Peak Hour

Synchro 12 Light Report

**Intersection**

Int Delay, s/veh 0

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations		4	1		4	
Traffic Vol, veh/h	0	33	15	0	0	0
Future Vol, veh/h	0	33	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	16	0	0	0

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	16	0	-	0	52	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	4.12	-	-	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	2.218	-	-	-	3	3
Pot Cap-1 Maneuver	1601	-	-	-	1141	1184
Stage 1	-	-	-	-	1181	-
Stage 2	-	-	-	-	1159	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1601	-	-	-	1141	1184
Mov Cap-2 Maneuver	-	-	-	-	1141	-
Stage 1	-	-	-	-	1181	-
Stage 2	-	-	-	-	1159	-

**Approach** EB WB SB

HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1601	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	0	5	0	0	1	4	33	0	5	38	24
Future Vol, veh/h	22	0	5	0	0	1	4	33	0	5	38	24
Conflicting Peds, #/hr	9	0	4	4	0	9	9	0	16	16	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	0	6	0	0	1	4	37	0	6	42	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	130	137	69	119	151	62	78	0	0	53	0	0
Stage 1	76	76	-	62	62	-	-	-	-	-	-	-
Stage 2	55	62	-	57	89	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1057	1050	1133	1069	1036	1140	1521	-	-	1553	-	-
Stage 1	1115	1115	-	1130	1130	-	-	-	-	-	-	-
Stage 2	1138	1130	-	1135	1100	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1031	1018	1119	1036	1005	1113	1508	-	-	1529	-	-
Mov Cap-2 Maneuver	1031	1018	-	1036	1005	-	-	-	-	-	-	-
Stage 1	1101	1101	-	1110	1110	-	-	-	-	-	-	-
Stage 2	1124	1110	-	1121	1087	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.54	8.24	0.8	0.55
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	195	-	-	1046	1113	125	-	-
HCM Lane V/C Ratio	0.003	-	-	0.029	0.001	0.004	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	8.5	8.2	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-



Queues

102: Birch Road & Sunrise Blvd

11/03/2025























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	32	851	28	567	50	25	15
v/c Ratio	0.05	0.22	0.06	0.13	0.37	0.14	0.06
Control Delay (s/veh)	6.1	4.6	3.0	2.3	41.1	15.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.1	4.6	3.0	2.3	41.1	15.7	0.5
Queue Length 50th (ft)	3	33	3	21	24	0	0
Queue Length 95th (ft)	18	90	9	36	54	21	0
Internal Link Dist (ft)		243		314		140	91
Turn Bay Length (ft)	150		65		90		
Base Capacity (vph)	620	3949	521	4266	364	430	493
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.22	0.05	0.13	0.14	0.06	0.03

Intersection Summary

HCM 7th Signalized Intersection Summary  
102: Birch Road & Sunrise Blvd

11/03/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	698	51	25	487	12	44	1	21	2	0	11
Future Volume (veh/h)	28	698	51	25	487	12	44	1	21	2	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.95	0.99		0.97	0.98		0.98	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	793	58	28	553	14	50	1	24	2	0	13
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	637	3182	231	512	3870	98	222	6	141	58	12	125
Arrive On Green	0.66	0.66	0.66	0.02	0.76	0.76	0.09	0.09	0.09	0.09	0.00	0.09
Sat Flow, veh/h	832	4836	352	1781	5118	129	1372	62	1498	76	129	1336
Grp Volume(v), veh/h	32	557	294	28	367	200	50	0	25	15	0	0
Grp Sat Flow(s),veh/h/ln	832	1702	1783	1781	1702	1843	1372	0	1560	1542	0	0
Q Serve(g_s), s	1.1	5.4	5.4	0.4	2.4	2.4	1.8	0.0	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	5.4	5.4	0.4	2.4	2.4	2.5	0.0	1.2	0.7	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.07	1.00		0.96	0.13		0.87
Lane Grp Cap(c), veh/h	637	2240	1173	512	2574	1393	222	0	146	196	0	0
V/C Ratio(X)	0.05	0.25	0.25	0.05	0.14	0.14	0.23	0.00	0.17	0.08	0.00	0.00
Avail Cap(c_a), veh/h	637	2240	1173	604	2574	1393	453	0	410	449	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.9	5.6	5.6	3.9	2.7	2.7	33.9	0.0	33.4	33.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.5	0.0	0.1	0.2	0.2	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.7	1.8	0.1	0.6	0.7	0.9	0.0	0.4	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.0	5.9	6.1	3.9	2.8	2.9	34.1	0.0	33.6	33.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		883			595			75			15	
Approach Delay, s/veh		5.9			2.9			33.9			33.2	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		66.5		13.5	7.9	58.6		13.5				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		47.0		21.0	6.0	35.0		21.0				
Max Q Clear Time (g_c+I1), s		4.4		4.5	2.4	7.4		2.7				
Green Ext Time (p_c), s		4.1		0.1	0.0	6.5		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			6.4									
HCM 7th LOS			A									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												

Background AM Peak Hour

Synchro 12 Light Report

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	0	27	26	0	0	0
Future Vol, veh/h	0	27	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	28	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	28	0	58
Stage 1	-	-	28
Stage 2	-	-	29
Critical Hdwy	4.12	-	5
Critical Hdwy Stg 1	-	-	5
Critical Hdwy Stg 2	-	-	5
Follow-up Hdwy	2.218	-	3
Pot Cap-1 Maneuver	1585	-	1135
Stage 1	-	-	1167
Stage 2	-	-	1166
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1585	-	1135
Mov Cap-2 Maneuver	-	-	1135
Stage 1	-	-	1167
Stage 2	-	-	1166

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

**Intersection**

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	0	4	0	0	5	1	49	0	0	33	14
Future Vol, veh/h	31	0	4	0	0	5	1	49	0	0	33	14
Conflicting Peds, #/hr	3	0	16	16	0	3	16	0	15	15	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	0	5	0	0	7	1	64	0	0	43	18

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	139	151	85	142	160	82	78	0	0	79	0	0
Stage 1	69	69	-	82	82	-	-	-	-	-	-	-
Stage 2	70	82	-	59	78	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1048	1036	1118	1045	1026	1120	1521	-	-	1519	-	-
Stage 1	1122	1122	-	1108	1108	-	-	-	-	-	-	-
Stage 2	1121	1108	-	1133	1112	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1022	1004	1084	1009	995	1101	1497	-	-	1497	-	-
Mov Cap-2 Maneuver	1022	1004	-	1009	995	-	-	-	-	-	-	-
Stage 1	1105	1105	-	1091	1091	-	-	-	-	-	-	-
Stage 2	1110	1091	-	1110	1095	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.66	8.29	0.15	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	1029	1101	1497	-	-
HCM Lane V/C Ratio	0.001	-	-	0.045	0.006	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	8.7	8.3	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-



Queues

102: Birch Road & Sunrise Blvd

11/03/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	13	791	22	898	70	27	56
v/c Ratio	0.03	0.22	0.04	0.23	0.47	0.07	0.20
Control Delay (s/veh)	7.3	5.6	3.7	3.4	42.9	0.4	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.3	5.6	3.7	3.4	42.9	0.4	1.6
Queue Length 50th (ft)	1	34	2	40	34	0	0
Queue Length 95th (ft)	11	92	9	67	70	0	1
Internal Link Dist (ft)		243		314		140	91
Turn Bay Length (ft)	150		65		90		
Base Capacity (vph)	410	3672	518	3973	350	577	492
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.22	0.04	0.23	0.20	0.05	0.11

Intersection Summary

HCM 7th Signalized Intersection Summary  
102: Birch Road & Sunrise Blvd

11/03/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	696	31	20	818	8	64	0	25	7	0	44
Future Volume (veh/h)	12	696	31	20	818	8	64	0	25	7	0	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.94	0.99		0.95	0.98		0.96	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	757	34	22	889	9	70	0	27	8	0	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	488	3237	145	522	3867	39	247	0	164	63	13	143
Arrive On Green	0.65	0.65	0.65	0.02	0.74	0.74	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	614	4994	223	1781	5209	53	1330	0	1521	105	117	1329
Grp Volume(v), veh/h	13	515	276	22	581	317	70	0	27	56	0	0
Grp Sat Flow(s),veh/h/ln	614	1702	1814	1781	1702	1857	1330	0	1521	1551	0	0
Q Serve(g_s), s	0.6	5.0	5.1	0.3	4.2	4.2	0.5	0.0	1.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	5.0	5.1	0.3	4.2	4.2	3.1	0.0	1.3	2.6	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.03	1.00		1.00	0.14		0.86
Lane Grp Cap(c), veh/h	488	2206	1175	522	2527	1379	247	0	164	218	0	0
V/C Ratio(X)	0.03	0.23	0.23	0.04	0.23	0.23	0.28	0.00	0.17	0.26	0.00	0.00
Avail Cap(c_a), veh/h	488	2206	1175	622	2527	1379	453	0	399	453	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	5.8	5.8	4.2	3.2	3.2	33.2	0.0	32.4	33.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.5	0.0	0.2	0.4	0.2	0.0	0.2	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.6	1.8	0.1	1.1	1.2	1.3	0.0	0.5	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.2	6.1	6.3	4.2	3.4	3.6	33.4	0.0	32.6	33.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		804			920			97				56
Approach Delay, s/veh		6.1			3.5			33.2				33.3
Approach LOS		A			A			C				C
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.4		14.6	7.5	57.8		14.6				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		47.0		21.0	6.0	35.0		21.0				
Max Q Clear Time (g_c+1), s		6.2		5.1	2.3	7.1		4.6				
Green Ext Time (p_c), s		7.1		0.1	0.0	5.9		0.1				

Intersection Summary

HCM 7th Control Delay, s/veh	7.1
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Background PM Peak Hour

Synchro 12 Light Report

**Intersection**

Int Delay, s/veh 0

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations		4	4		4	
Traffic Vol, veh/h	0	33	15	0	0	0
Future Vol, veh/h	0	33	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	16	0	0	0

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	16	0	-	0	52	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	4.12	-	-	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	2.218	-	-	-	3	3
Pot Cap-1 Maneuver	1601	-	-	-	1141	1184
Stage 1	-	-	-	-	1181	-
Stage 2	-	-	-	-	1159	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1601	-	-	-	1141	1184
Mov Cap-2 Maneuver	-	-	-	-	1141	-
Stage 1	-	-	-	-	1181	-
Stage 2	-	-	-	-	1159	-

**Approach** EB WB SB

HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1601	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	51	0	5	0	0	1	4	33	0	5	38	47
Future Vol, veh/h	51	0	5	0	0	1	4	33	0	5	38	47
Conflicting Peds, #/hr	9	0	4	4	0	9	9	0	16	16	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	0	6	0	0	1	4	37	0	6	42	52

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	143	150	81	119	176	62	103	0	0	53	0	0
Stage 1	88	88	-	62	62	-	-	-	-	-	-	-
Stage 2	55	62	-	57	115	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1044	1036	1121	1069	1010	1140	1488	-	-	1553	-	-
Stage 1	1101	1101	-	1130	1130	-	-	-	-	-	-	-
Stage 2	1138	1130	-	1135	1073	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1018	1005	1107	1036	980	1113	1476	-	-	1529	-	-
Mov Cap-2 Maneuver	1018	1005	-	1036	980	-	-	-	-	-	-	-
Stage 1	1087	1087	-	1110	1110	-	-	-	-	-	-	-
Stage 2	1124	1110	-	1120	1060	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Ctrl Dly, s/v	8.74		8.24			0.81			0.41		
HCM LOS	A		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	195	-	-	1025	1113	90	-	-
HCM Lane V/C Ratio	0.003	-	-	0.061	0.001	0.004	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	8.7	8.2	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-



Queues

102: Birch Road & Sunrise Blvd

11/03/2025




























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	32	869	36	567	73	35	15
v/c Ratio	0.06	0.25	0.08	0.14	0.47	0.17	0.05
Control Delay (s/veh)	7.8	6.5	3.8	3.1	42.7	13.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.8	6.5	3.8	3.1	42.7	13.5	0.4
Queue Length 50th (ft)	6	64	4	23	35	0	0
Queue Length 95th (ft)	19	98	12	40	70	24	0
Internal Link Dist (ft)		243		314		140	91
Turn Bay Length (ft)	150		65		90		
Base Capacity (vph)	552	3501	488	3965	364	436	495
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.25	0.07	0.14	0.20	0.08	0.03

Intersection Summary

HCM 7th Signalized Intersection Summary  
102: Birch Road & Sunrise Blvd

11/03/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				 
Traffic Volume (veh/h)	28	698	67	32	487	12	64	1	30	2	0	11
Future Volume (veh/h)	28	698	67	32	487	12	64	1	30	2	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.95	0.99		0.97	0.98		0.98	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	793	76	36	553	14	73	1	34	2	0	13
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	630	3060	291	505	3846	97	228	4	149	58	13	132
Arrive On Green	0.65	0.65	0.65	0.03	0.75	0.75	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	831	4714	449	1781	5118	129	1373	45	1514	74	132	1338
Grp Volume(v), veh/h	32	571	298	36	367	200	73	0	35	15	0	0
Grp Sat Flow(s),veh/h/ln	831	1702	1759	1781	1702	1843	1373	0	1559	1544	0	0
Q Serve(g_s), s	1.1	5.7	5.7	0.5	2.4	2.4	3.2	0.0	1.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	5.7	5.7	0.5	2.4	2.4	3.9	0.0	1.7	0.7	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.07	1.00		0.97	0.13		0.87
Lane Grp Cap(c), veh/h	630	2209	1142	505	2558	1385	228	0	154	203	0	0
V/C Ratio(X)	0.05	0.26	0.26	0.07	0.14	0.14	0.32	0.00	0.23	0.07	0.00	0.00
Avail Cap(c_a), veh/h	630	2209	1142	589	2558	1385	454	0	409	449	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	5.9	5.9	4.0	2.8	2.8	34.2	0.0	33.3	32.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.6	0.0	0.1	0.2	0.3	0.0	0.3	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.8	1.9	0.1	0.6	0.7	1.3	0.0	0.6	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.3	6.2	6.5	4.1	2.9	3.0	34.5	0.0	33.5	32.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		901			603			108				15
Approach Delay, s/veh		6.3			3.0			34.2				32.9
Approach LOS		A			A			C				C
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		66.1		13.9	8.2	57.9		13.9				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		47.0		21.0	6.0	35.0		21.0				
Max Q Clear Time (g_c+I1), s		4.4		5.9	2.5	7.7		2.7				
Green Ext Time (p_c), s		4.1		0.2	0.0	6.7		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				7.1								
HCM 7th LOS				A								
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												

Future AM Peak Hour

Synchro 12 Light Report

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	0	27	26	23	29	0
Future Vol, veh/h	0	27	26	23	29	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	28	25	32	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	53	0	70
Stage 1	-	-	41
Stage 2	-	-	29
Critical Hdwy	4.12	-	5
Critical Hdwy Stg 1	-	-	5
Critical Hdwy Stg 2	-	-	5
Follow-up Hdwy	2.218	-	3
Pot Cap-1 Maneuver	1552	-	1121
Stage 1	-	-	1153
Stage 2	-	-	1166
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1552	-	1121
Mov Cap-2 Maneuver	-	-	1121
Stage 1	-	-	1153
Stage 2	-	-	1166

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.31
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1552	-	-	-	1121
HCM Lane V/C Ratio	-	-	-	-	0.028
HCM Ctrl Dly (s/v)	0	-	-	-	8.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	0	4	0	0	5	1	49	0	0	33	54
Future Vol, veh/h	65	0	4	0	0	5	1	49	0	0	33	54
Conflicting Peds, #/hr	3	0	16	16	0	3	16	0	15	15	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	0	5	0	0	7	1	64	0	0	43	71

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	165	177	111	142	213	82	130	0	0	79	0	0
Stage 1	95	95	-	82	82	-	-	-	-	-	-	-
Stage 2	70	82	-	59	130	-	-	-	-	-	-	-
Critical Hdwy	5	5	4.5	5	5	4.5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5	5	-	5	5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5	-	5	5	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1021	1009	1094	1045	975	1120	1455	-	-	1519	-	-
Stage 1	1094	1094	-	1108	1108	-	-	-	-	-	-	-
Stage 2	1121	1108	-	1133	1057	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	996	979	1061	1009	945	1101	1433	-	-	1497	-	-
Mov Cap-2 Maneuver	996	979	-	1009	945	-	-	-	-	-	-	-
Stage 1	1077	1077	-	1091	1091	-	-	-	-	-	-	-
Stage 2	1110	1091	-	1110	1040	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.96	8.29	0.15	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	999	1101	1497	-	-
HCM Lane V/C Ratio	0.001	-	-	0.091	0.006	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9	8.3	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-



Queues

102: Birch Road & Sunrise Blvd

11/03/2025



























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	13	821	35	898	96	38	56
v/c Ratio	0.03	0.24	0.07	0.23	0.56	0.10	0.18
Control Delay (s/veh)	9.0	7.2	4.3	3.9	44.5	0.5	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.0	7.2	4.3	3.9	44.5	0.5	1.3
Queue Length 50th (ft)	3	64	4	44	46	0	0
Queue Length 95th (ft)	12	103	14	75	87	0	1
Internal Link Dist (ft)		243		314		140	91
Turn Bay Length (ft)	150		65		90		
Base Capacity (vph)	385	3420	496	3888	350	577	493
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.24	0.07	0.23	0.27	0.07	0.11

Intersection Summary

HCM 7th Signalized Intersection Summary  
102: Birch Road & Sunrise Blvd

11/03/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	12	696	59	32	818	8	88	0	35	7	0	44
Future Volume (veh/h)	12	696	59	32	818	8	88	0	35	7	0	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.94	0.99		0.95	0.98		0.96	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	757	64	35	889	9	96	0	38	8	0	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	477	3011	253	509	3818	39	259	0	178	63	14	156
Arrive On Green	0.63	0.63	0.63	0.03	0.73	0.73	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	613	4772	400	1781	5209	53	1332	0	1524	101	121	1332
Grp Volume(v), veh/h	13	538	283	35	581	317	96	0	38	56	0	0
Grp Sat Flow(s),veh/h/ln	613	1702	1768	1781	1702	1857	1332	0	1524	1554	0	0
Q Serve(g_s), s	0.6	5.5	5.6	0.5	4.4	4.4	2.0	0.0	1.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	5.5	5.6	0.5	4.4	4.4	4.6	0.0	1.8	2.6	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.03	1.00		1.00	0.14		0.86
Lane Grp Cap(c), veh/h	477	2148	1116	509	2495	1361	259	0	178	233	0	0
V/C Ratio(X)	0.03	0.25	0.25	0.07	0.23	0.23	0.37	0.00	0.21	0.24	0.00	0.00
Avail Cap(c_a), veh/h	477	2148	1116	595	2495	1361	453	0	400	454	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.6	6.5	6.5	4.5	3.4	3.4	33.1	0.0	32.0	32.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.5	0.0	0.2	0.4	0.3	0.0	0.2	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.8	2.0	0.1	1.1	1.3	1.7	0.0	0.7	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.7	6.8	7.0	4.5	3.7	3.8	33.4	0.0	32.2	32.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		834			933			134			56	
Approach Delay, s/veh		6.8			3.8			33.1			32.5	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		64.6		15.4	8.2	56.5		15.4				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		47.0		21.0	6.0	35.0		21.0				
Max Q Clear Time (g_c+I1), s		6.4		6.6	2.5	7.6		4.6				
Green Ext Time (p_c), s		7.1		0.2	0.0	6.2		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		7.9
HCM 7th LOS		A

Notes  
User approved pedestrian interval to be less than phase max green.

Future PM Peak Hour

Synchro 12 Light Report

**Intersection**

Int Delay, s/veh 2.3

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations		4	1		4	
Traffic Vol, veh/h	0	33	15	40	34	0
Future Vol, veh/h	0	33	15	40	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	16	43	37	0

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	60	0	-	0	74	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	4.12	-	-	-	5	4.5
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	2.218	-	-	-	3	3
Pot Cap-1 Maneuver	1544	-	-	-	1117	1163
Stage 1	-	-	-	-	1156	-
Stage 2	-	-	-	-	1159	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1544	-	-	-	1117	1163
Mov Cap-2 Maneuver	-	-	-	-	1117	-
Stage 1	-	-	-	-	1156	-
Stage 2	-	-	-	-	1159	-

**Approach** EB WB SB

HCM Ctrl Dly, s/v	0	0	8.33
HCM LOS			A

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1544	-	-	-	1117
HCM Lane V/C Ratio	-	-	-	-	0.033
HCM Ctrl Dly (s/v)	0	-	-	-	8.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

# APPENDIX I

## Valet Analysis

**Sereno Residences – Valet Operations**  
**Queuing Analysis based on ITE Procedures**

$$q = 36 \text{ veh/hr (demand rate)}$$

$$Q = 41.0 \text{ veh/hr (service rate @ 88 sec/veh)}$$

$$p = \frac{q}{NQ} = 0.4390 \text{ (N = 2 elevators)}$$

$$Q_M = 0.2694 \text{ (for N = 2)}$$

Using Acceptable Probability of 1% (99% Confidence Level)

$$M = \left[ \frac{\text{Ln}(x > M) - \text{Ln}(Q_M)}{\text{Ln}(p)} \right] - 1$$

$$M = \left[ \frac{\text{Ln}(0.01) - \text{Ln}(0.2694)}{\text{Ln}(0.4390)} \right] - 1$$

$$M = \left[ \frac{-4.6052 - (-1.3116)}{-0.8233} \right] - 1$$

$$M = 4.0009 - 1 = 3.0009 \text{ vehicles}$$

or 3 vehicles

- (1) Vehicle drop-off = **30 sec.** + vehicle travel time to elevator = **14 sec.** + elevator time = **15 sec.** + vehicle travel time to furthest space = **14 sec.** + attendant return = **15 sec.** for a total of **88 seconds.**

**DC Engineers, Inc.**