



TRAFFIC EVALUATION

**NORTH BROWARD
PREPARATORY SCHOOL –
ARTS & INNOVATION CENTER &
EARLY CHILDHOOD CENTER**

COCONUT CREEK, FL

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COCONUT CREEK, FL

Prepared by:

Kimley»»Horn

477 S Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561 840 0848 TEL

This item has been digitally signed and sealed by Christopher W. Heggen, P.E. on the date adjacent to the seal.

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Christopher W. Heggen, P.E.
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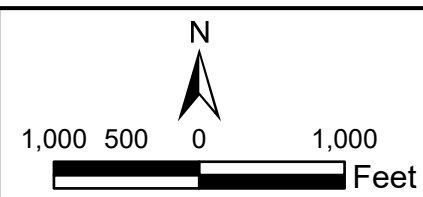
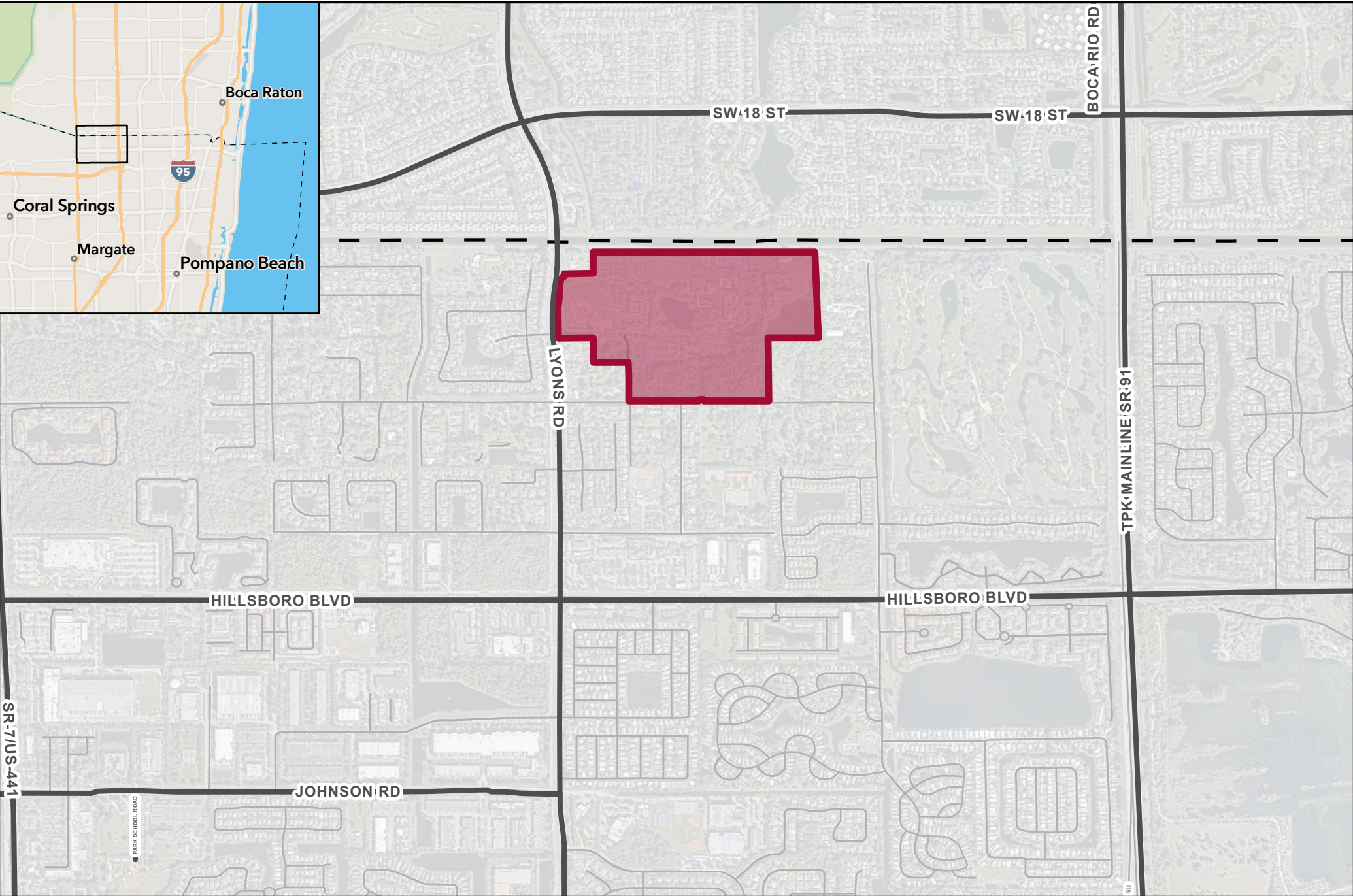
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INTRODUCTION

The existing North Broward Preparatory School is located on the east side of Lyons Road between Yellow Bird Farin and the Hillsboro Canal in Coconut Creek, Florida. This application includes the addition of three new buildings (Arts & Innovation Building; a Science, Technology, Engineering, Arts and Math building; and Early Childhood Center) on the school campus. In conjunction with the addition of this building on campus, total student enrollment is anticipated to reach 2,400 students by 2031. **Figure 1** illustrates the location of the site.

The folio number for the site is 4742-32-11-0010.

Kimley-Horn and Associates, Inc was retained to prepare this traffic analysis to evaluate impacts associated with the proposed new buildings and increase in campus student population. This document outlines the methodology used and the findings of this traffic analysis. For analysis purposes, the buildout year evaluated in the analysis is 2031.



LEGEND

-  Major Roadway
-  Minor Roadway
-  County Boundary
-  Site Location

FIGURE 1:

North Broward Prep School
 Site Location
 KH# 140518015
 Kimley»Horn

PROJECT TRAFFIC

Trip Generation Potential

The trip generation potential for the existing and proposed school enrollment was calculated using rates and equations published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition* for the following land use:

- Private School (K-12) (Land Use 532)

The trip generation calculations are summarized in **Table 1**. As summarized in this table, the proposed plan creates an increased trip generation potential of 861 net new external daily trips, 267 net new external AM peak hour trips (+168 inbound, +99 outbound), and 59 net new external PM peak hour trips (+25 inbound, +34 outbound) added to the trips generated by the site based upon the student population at the time of data collection. During the afternoon carpool period, which does not coincide with the PM peak hour of the surrounding streets, there are 156 net new external trips (+64 inbound, +92 outbound).

Table 1: Weekday Trip Generation Calculation

Source	Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			Afternoon Carpool		
					Total	In	Out	Total	In	Out	Total	In	Out
Existing Scenario													
ITE	Private School (K-12)	532	2,053 student(s)	5,091	1,595	1,005	590	349	150	199	955	391	564
			Subtotal	5,091	1,595	1,005	590	349	150	199	955	391	564
Internal Capture			% Daily	% AM	% PM								
	Private School (K-12)		0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0
			Subtotal	0	0	0	0	0	0	0	0	0	0
Pass-By Capture			Daily	AM	PM								
	Private School (K-12)		0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0
			Subtotal	0	0	0	0	0	0	0	0	0	0
Driveway Volumes				5,091	1,595	1,005	590	349	150	199	955	391	564
Net New External Trips				5,091	1,595	1,005	590	349	150	199	955	391	564
Proposed Scenario													
ITE	Private School (K-12)	532	2,400 student(s)	5,952	1,862	1,173	689	408	175	233	1,111	455	656
			Subtotal	5,952	1,862	1,173	689	408	175	233	1,111	455	656
Internal Capture			% Daily	% AM	% PM								
	Private School (K-12)		0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0
			Subtotal	0	0	0	0	0	0	0	0	0	0
Pass-By Capture			Daily	AM	PM								
	Private School (K-12)		0.0%	0.0%	0.0%	0	0	0	0	0	0	0	0
			Subtotal	0	0	0	0	0	0	0	0	0	0
Driveway Volumes				5,952	1,862	1,173	689	408	175	233	1,111	455	656
Net New External Trips				5,952	1,862	1,173	689	408	175	233	1,111	455	656
Proposed - Existing Net New Traffic				861	267	168	99	59	25	34	156	64	92
Source	Land Use	Daily	AM Peak Hour	PM Peak Hour	Afternoon Carpool	Avg. Pass							
ITE	Private School (K-12)	2.48 trips/student(s)	Trips = 0.77(X) +13.81 (63% in, 37% out)	0.17 trips/student(s) (43% in, 57% out)	Trips = 0.45(X) +30.71 (41% in, 59% out)	By							
						0.0%							

INTERSECTION ANALYSIS

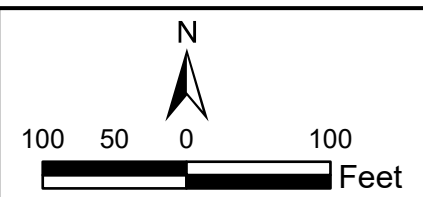
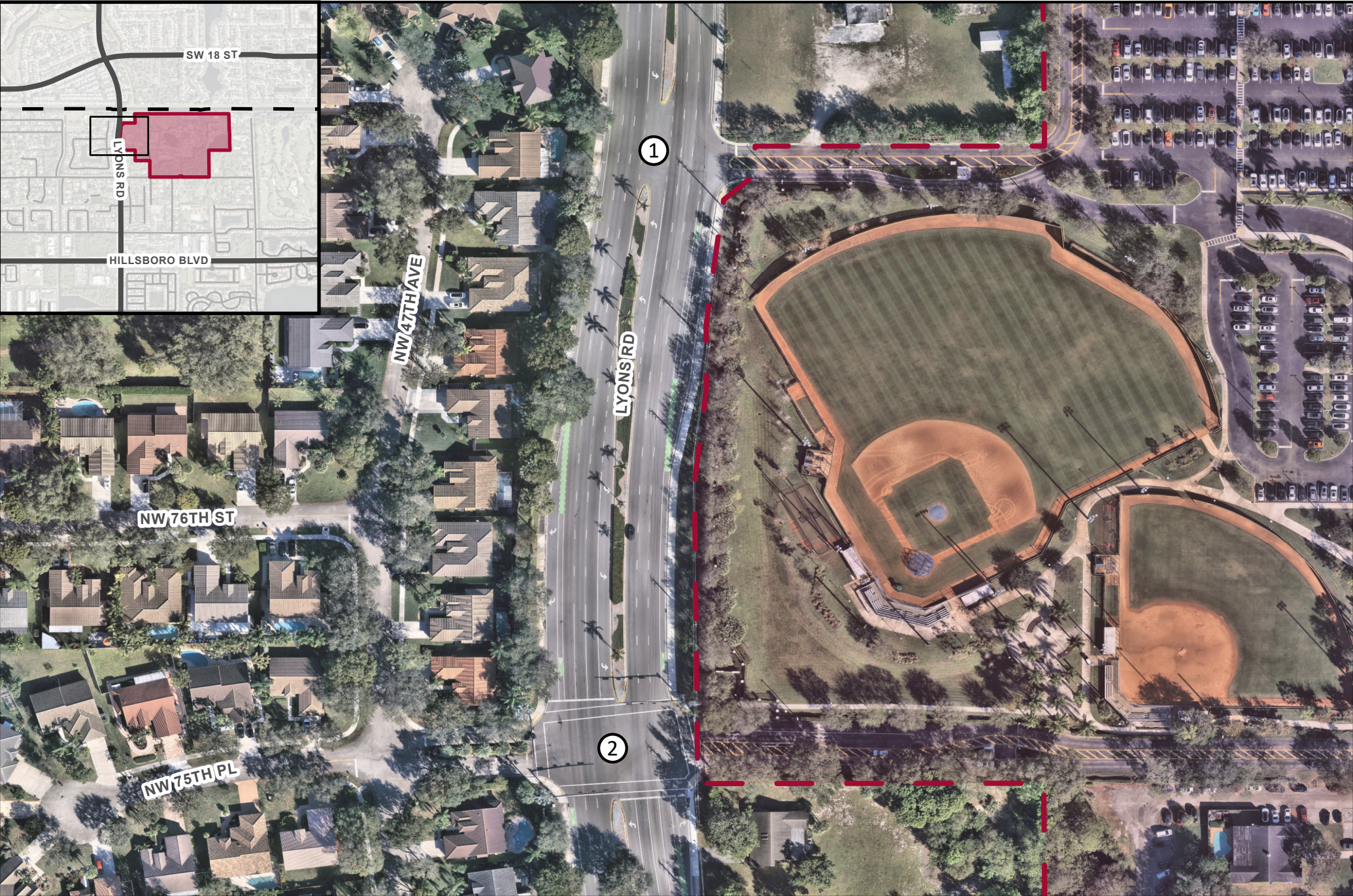
As part of the traffic analysis, traffic volumes at the study intersections were analyzed during three distinct scenarios: Baseline Conditions, Future Background Conditions (2031), Future Total Conditions (2031). The existing year analysis is based on count data collected at the site on January 27 & 28, 2026. Future Background (2031) analyses include background traffic growth. The traffic growth rate was assumed to be 1.0% compounded annually. The relevant FDOT PSCF data is included in Appendix B for reference. The Future Total (2031) analysis uses the Future Background (2031) volumes as a baseline and includes the addition of project traffic for this site.

Data Collection

Baseline traffic count data was collected on Wednesday, January 28, 2026, during the AM peak period (7:45 AM to 8:45 AM, which coincides with student dropoff), the afternoon student pickup time (3:00 PM – 4:00 PM), and the afternoon street peak period (5:00 PM to 6:00 PM) at the two site driveways:

1. Lyons Road & North Broward Preparatory North Driveway
2. Lyons Road & Yellow Bird Farin (South Driveway)

Count data summaries at these intersections are included in Appendix C for reference.



LEGEND

○ Study Driveway

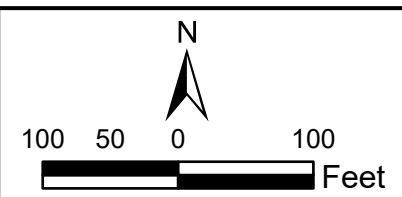
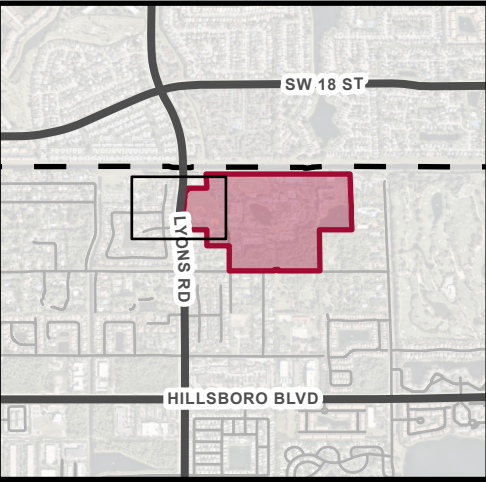
■ Site Location

FIGURE 2:
 North Broward Prep School
 Study Driveways
 KH# 140518015
 Kimley»Horn

TRAFFIC DISTRIBUTION

The site traffic was assigned to the study driveways based upon travel patterns for the current school. As travel patterns differ between the AM peak, PM peak, and PM carpool periods, different distributions were constructed accordingly.

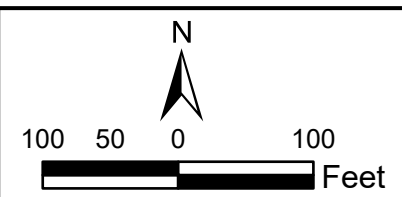
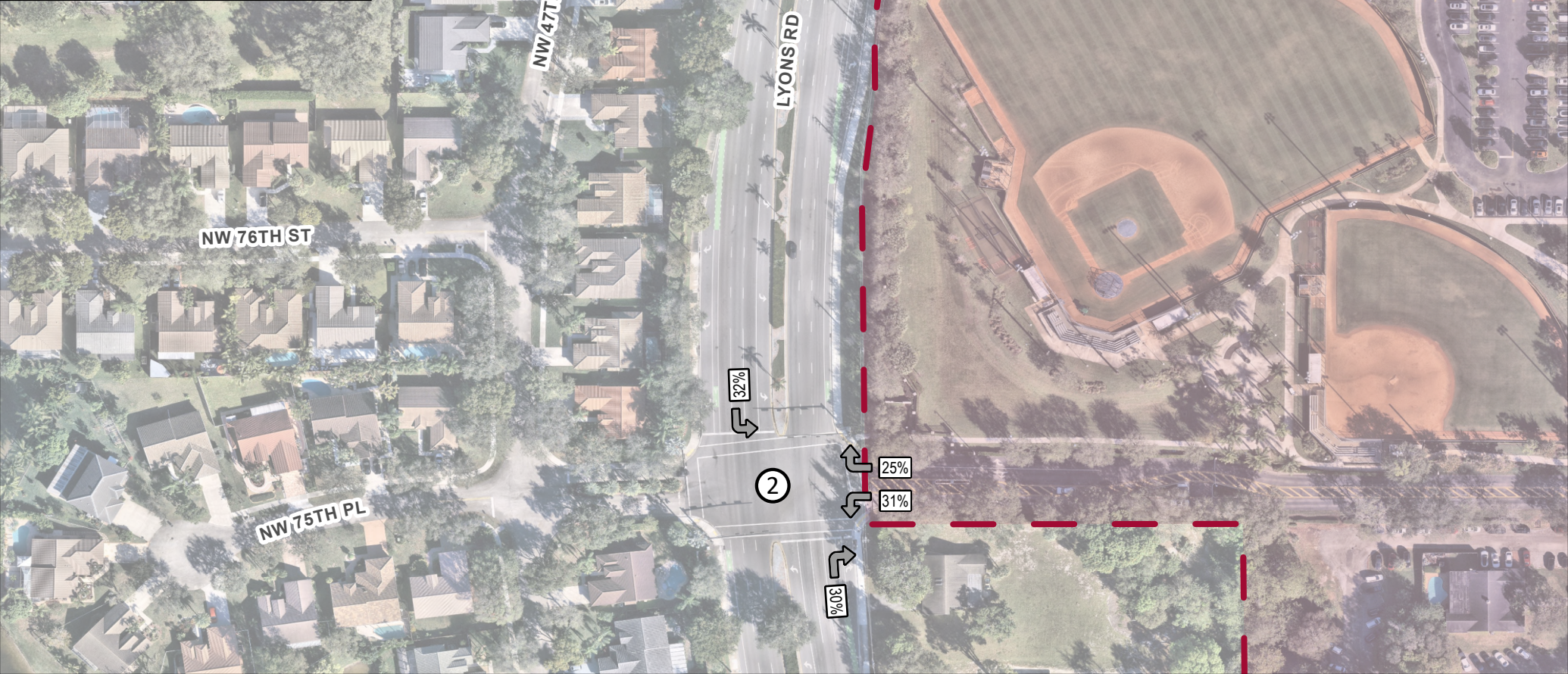
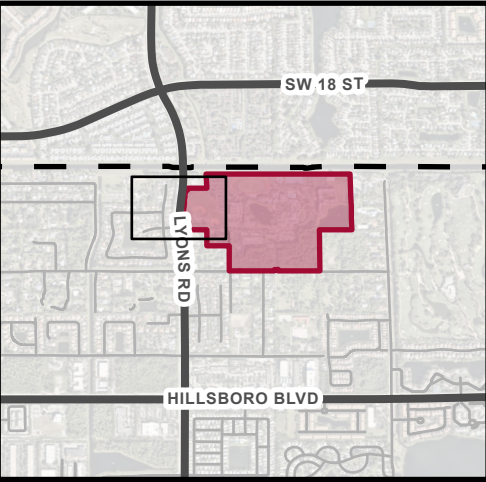
Figure 3 illustrates the project trip distribution during the AM & PM peak hours, and **Figure 4** the project trip distribution during the PM carpool period. Project trips were then assigned to the study intersections based on these percentages.



LEGEND

- Study Driveway
- Site Location
- AM (PM) Trip Distribution

FIGURE 3:
 North Broward Prep School
 AM/PM Driveway Trip Distribution
 KH# 140518015
 Kimley»Horn



LEGEND



	Study Driveway	43% (37%)	PM Carpool Trip Distribution
	Site Location		

FIGURE 4:
 North Broward Prep School
 PM Carpool Driveway Trip Distribution
 KH# 140518015
 Kimley»Horn

BASELINE ANALYSIS

Analyses were conducted at the driveways to evaluate Level of Service (LOS) and delay for drivers during existing conditions. The counts were conducted on January 27 & 28, 2026. **Figure 5** displays the existing volumes for the studied intersections during the AM and PM peak hour, and **Figure 6** displays the existing volumes for the studied intersections during the PM carpool period.

Signal timing data was provided by the county for the signalized intersection with the study area. Signal timing worksheets are included in Appendix D for reference.

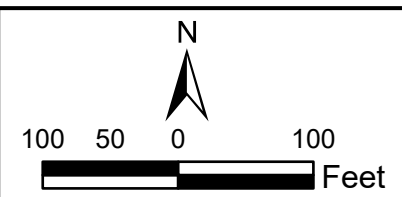
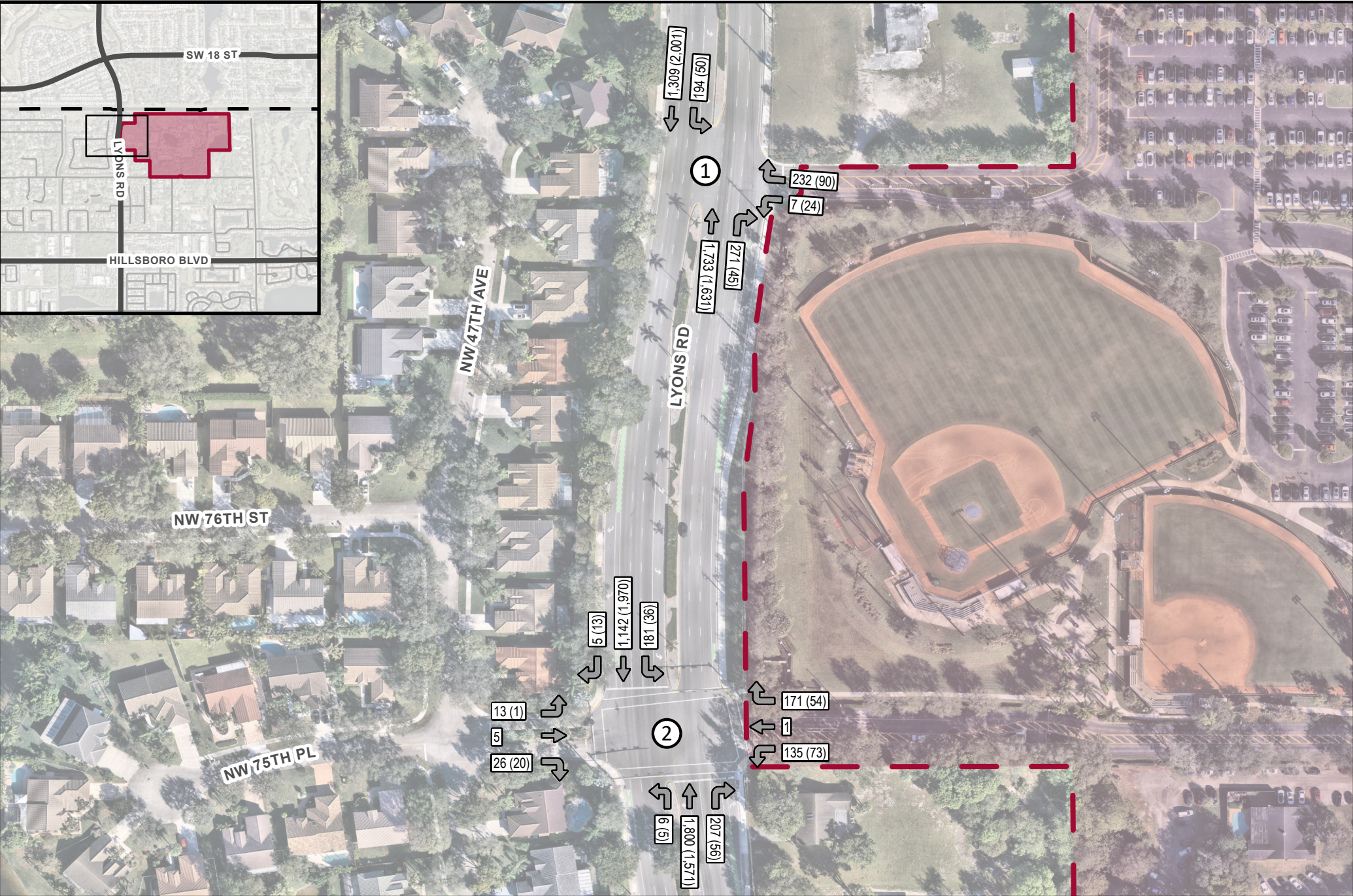
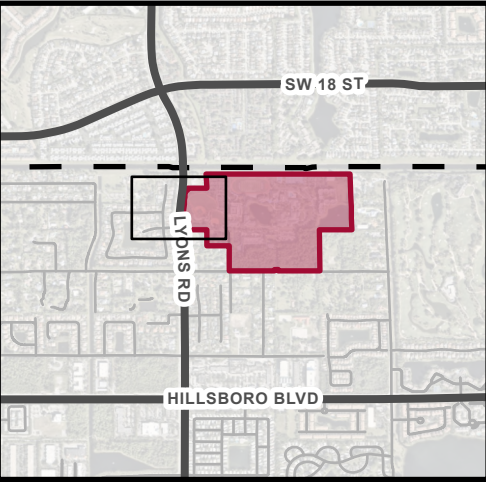
Synchro Results

Synchro 12 software was used to analyze the site driveway operations, utilizing *HCM 7th Edition* methodology to determine the delay and LOS for each of the analyzed movements. The results of the *Synchro* analysis are summarized in **Table 2** for the AM and PM peak hours of operation. The LOS and delay for the unsignalized intersection was based on movements with the highest delay, and therefore no overall delay for the intersection is reported. The LOS and delay for the signalized intersection were analyzed based on the LOS and delay of the overall intersection operations.

Table 2: Existing Year (2026) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour		PM Carpool	
				Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Lyons Rd & NBPS Driveway	TWSC	EB						
			WB	22.9	C	16.4	C	13.3	B
			NB						
			SB	9.0	A	0.4	A	0.5	A
			Overall						
2	Lyons Rd & Yellow Bird Farin	Signalized	EB	34.9	C	37.0	D	32.0	C
			WB	39.5	D	39.7	D	36.3	D
			NB	14.3	B	8.4	A	12.3	B
			SB	12.4	B	8.7	A	11.7	B
			Overall	15.9	B	9.8	A	14.7	B

The overall LOS at the signalized intersection during the AM peak hour is LOS B. During the PM peak hour, the overall LOS is A. Synchro output reports are shown in Appendix E for reference.

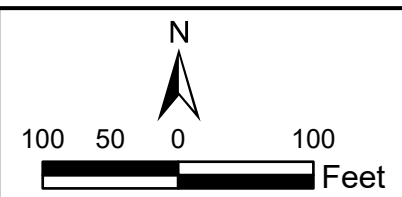
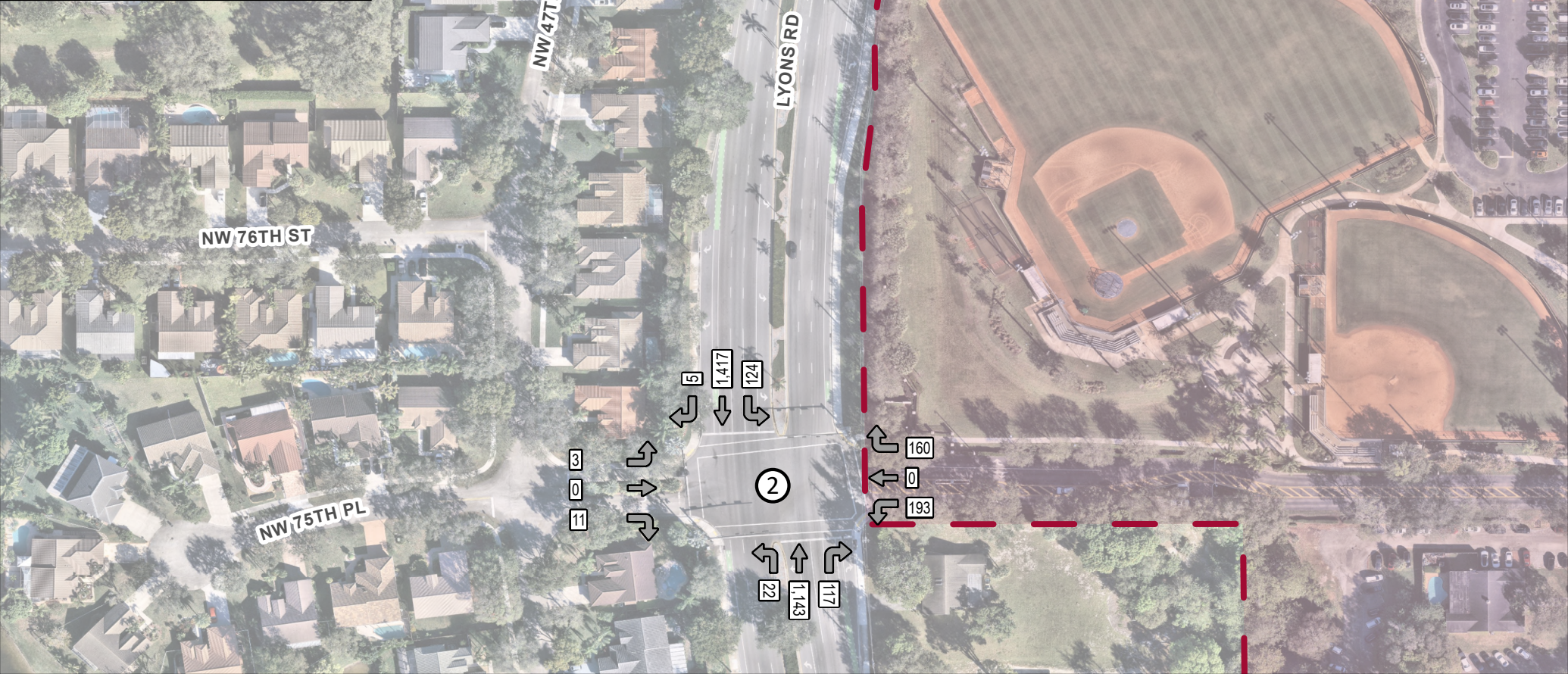
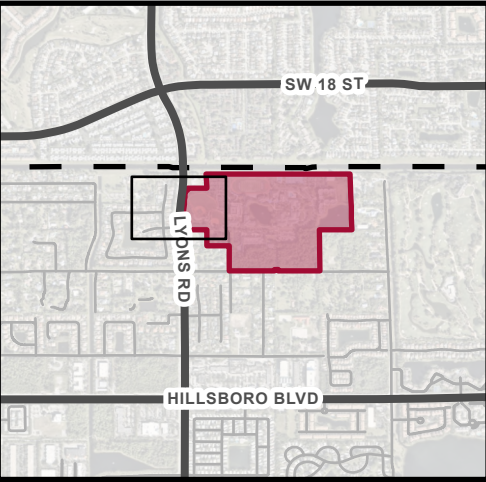


LEGEND

○ Study Driveway 43 (37) AM (PM) Peak Hour Volume

▭ Site Location

FIGURE 5:
 North Broward Prep School
 Existing AM/PM Peak Hour Volume
 KH# 140518015
 Kimley»Horn



LEGEND




-  Study Driveway
-  Site Location
-  43 Carpool Volume

FIGURE 6:

North Broward Prep School
 Existing PM Carpool Volume
 KH# 140518015
 Kimley»Horn

BACKGROUND YEAR (2031) CONDITIONS

Background traffic is calculated from historical annual growth rates on the surrounding transportation network. This reflects anticipated traffic conditions at the site driveways in 2031 if the conditions and enrollment at the school remain the same. A compound annual growth rate of 1% was applied to the existing vehicle count data for the study intersections, based on growth information provided by FDOT. **Figure 7** shows the Background Year (2031) AM Peak Hour & PM Peak Hour Traffic Volumes, and **Figure 8** shows the Background Year (2031) PM Carpool Traffic Volumes.

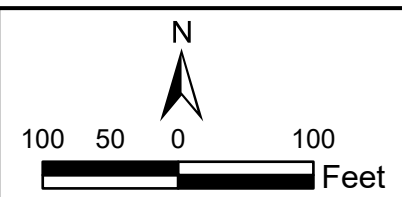
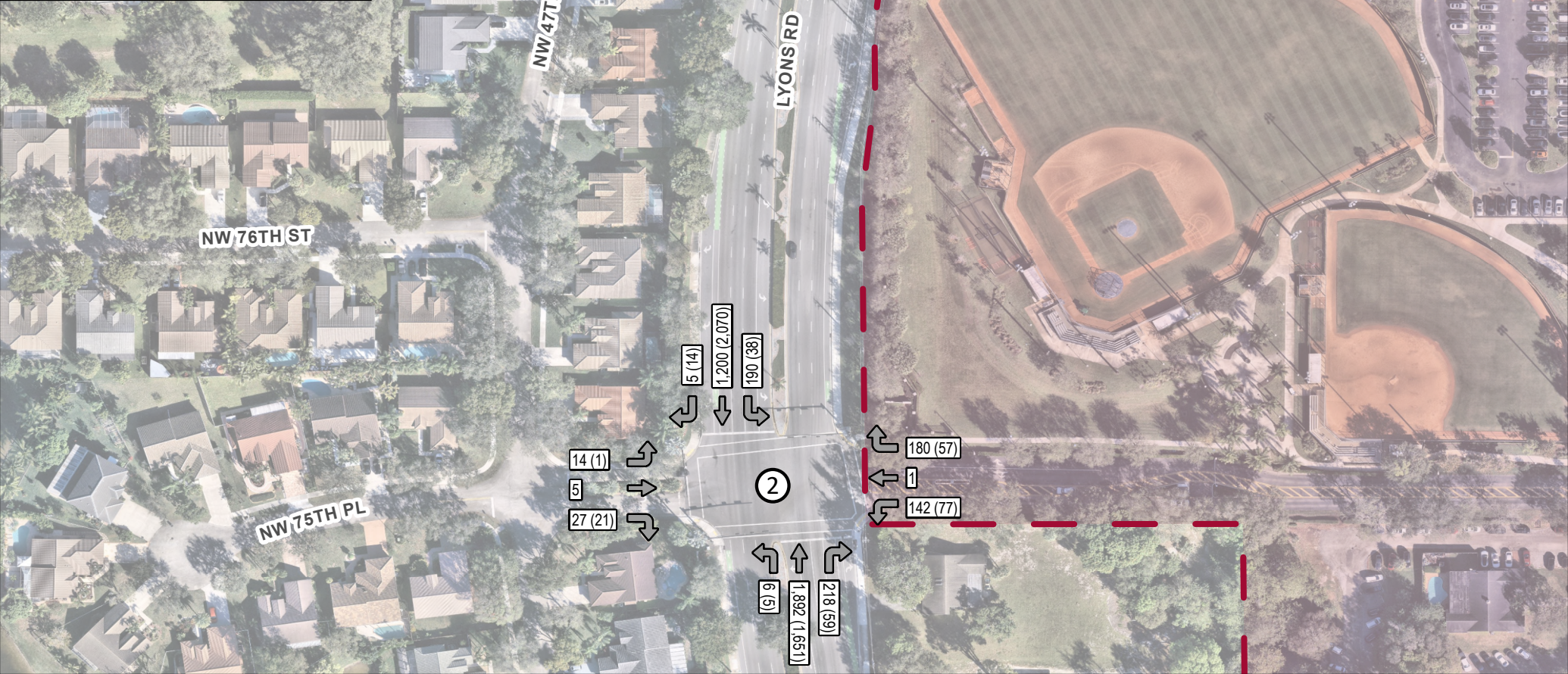
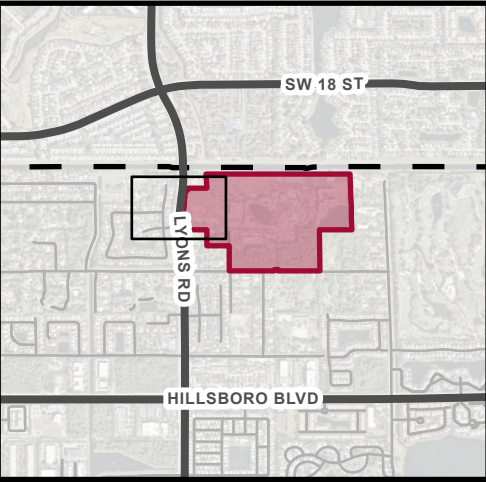
Synchro Results

Synchro 12 software was used to analyze the site driveways, utilizing *HCM 7th Edition* methodology to determine the delay and LOS for each of the analyzed movements. The results of the *Synchro* analysis are summarized in **Table 3** for the AM and PM peak hours of operation. The LOS and delay for the unsignalized intersection was based on movements with the highest delay, and therefore no overall delay for the intersection is reported. The LOS and delay for the signalized intersections were analyzed based on the LOS and delay of the overall intersection operations.

Table 3: Background Year (2031) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour		PM Carpool	
				Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Lyons Rd & NBPS Driveway	TWSC	EB	372.4	F	13.6	B	13.5	B
			WB						
			NB						
			SB						
Overall									
2	Lyons Rd & Yellow Bird Farin	Signalized	EB	34.6	C	33.5	C	31.4	C
			WB	39.7	D	36.8	D	36.3	D
			NB	15.4	B	11.9	B	13.1	B
			SB	14.6	B	11.1	B	12.5	B
			Overall	17.4	B	14.4	B	15.4	B

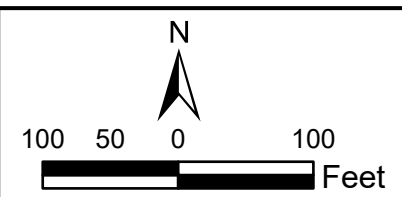
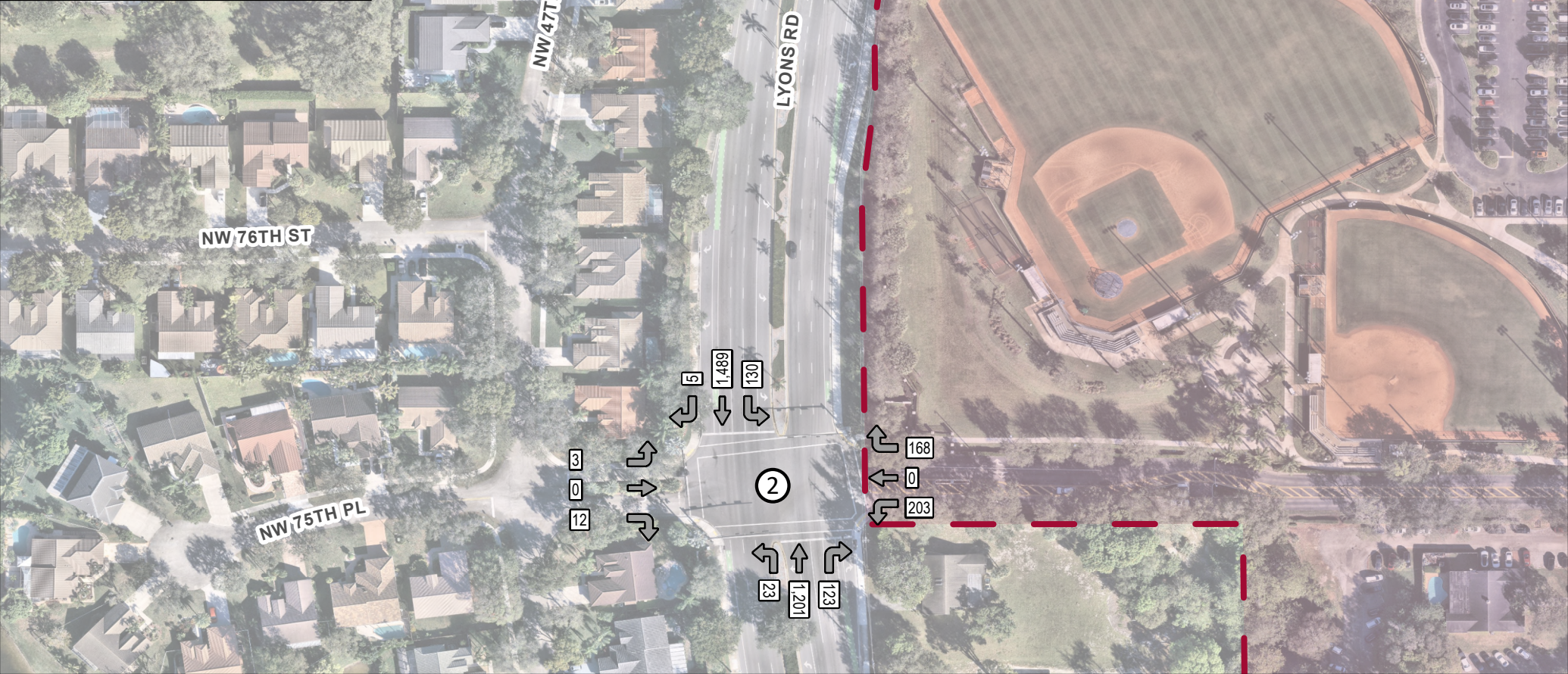
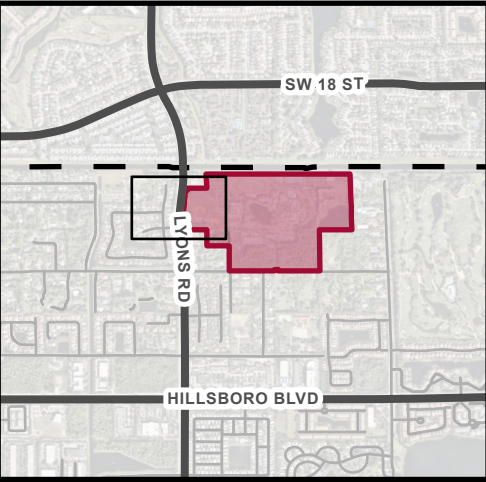
The overall LOS for the signalized intersection during the AM peak hour is LOS B, and during the PM peak hour the overall LOS is B. Synchro output reports are shown in Appendix E for reference.



LEGEND

○ Study Driveway
 [] AM (PM) Peak Hour Volume
 - - - Site Location

FIGURE 7:
 North Broward Prep School
 Background AM/PM Peak Hour Volume
 KH# 140518015
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LEGEND

- Study Driveway
- Site Location
- Carpool Volume

FIGURE 8:

North Broward Prep School
 Background PM Carpool Volume
 KH# 140518015
 Kimley»Horn

FUTURE TOTAL (2031) CONDITIONS

The Future Total conditions represents the future traffic volumes that include a combination of background traffic growth on the transportation network plus traffic generated by the proposed increase in student enrollment. The net change in trip generation potential that was calculated from the site was distributed across the transportation network using the trip distribution illustrated in **Figure 3**. Future driveway volumes were determined applying the same distribution to the site driveway as illustrated in the trip generation table. The project traffic volumes were then added to the Background Year intersection volumes to determine the Future Total intersection volumes. **Figure 9** shows the Future Total AM & PM Peak Hour volumes, and **Figure 10** shows the Future Total PM Carpool volumes.

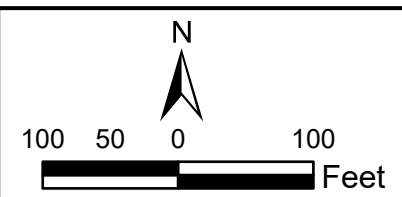
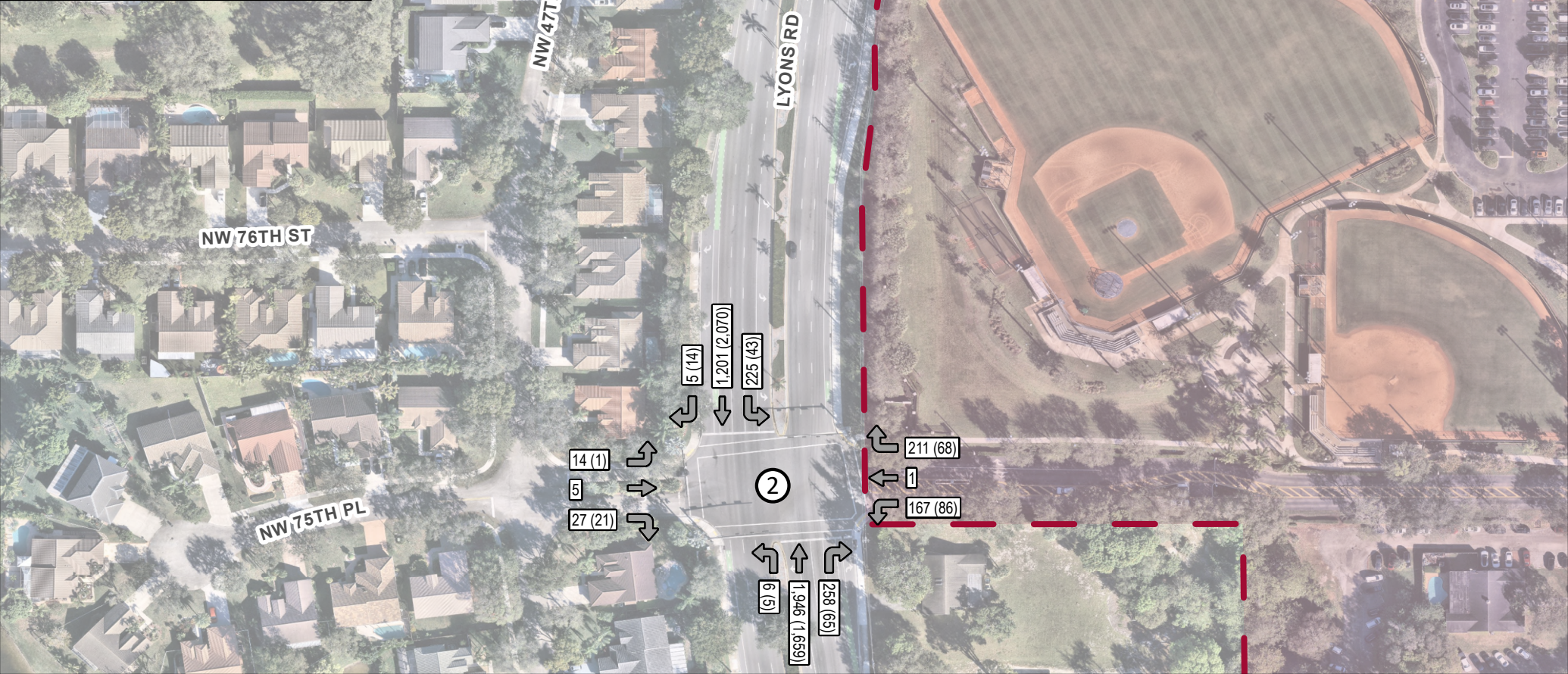
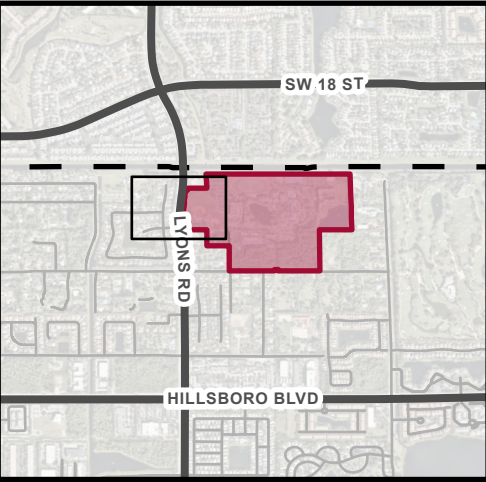
Synchro Results

Synchro 12 software was used to analyze the site driveways, utilizing *HCM 7th Edition* methodology to determine the delay and LOS for each of the analyzed movements. The results of the Synchro analysis are summarized in **Table 4** for the AM and PM peak hours of operation. The LOS and delay for unsignalized intersections were based on the movement with the highest delay, and therefore no overall delay for the intersection is reported. The LOS and delay for signalized intersections were analyzed based on the LOS and delay of the overall intersection operations.

Table 4: Future Total (2031) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour		PM Carpool	
				Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Lyons Rd & NBPS Driveway	TWSC	EB	999.0	F	17.6	C	15.0	C
			WB						
			NB						
			SB						
Overall									
2	Lyons Rd & Yellow Bird Farin	Signalized	EB	33.7	C	36.1	D	30.4	C
			WB	40.9	D	39.3	D	36.8	D
			NB	16.9	B	9.3	A	14.3	B
			SB	24.6	C	9.6	A	13.6	B
			Overall	22.1	C	10.7	B	16.8	B

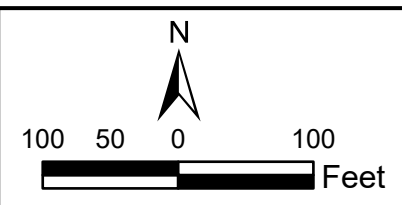
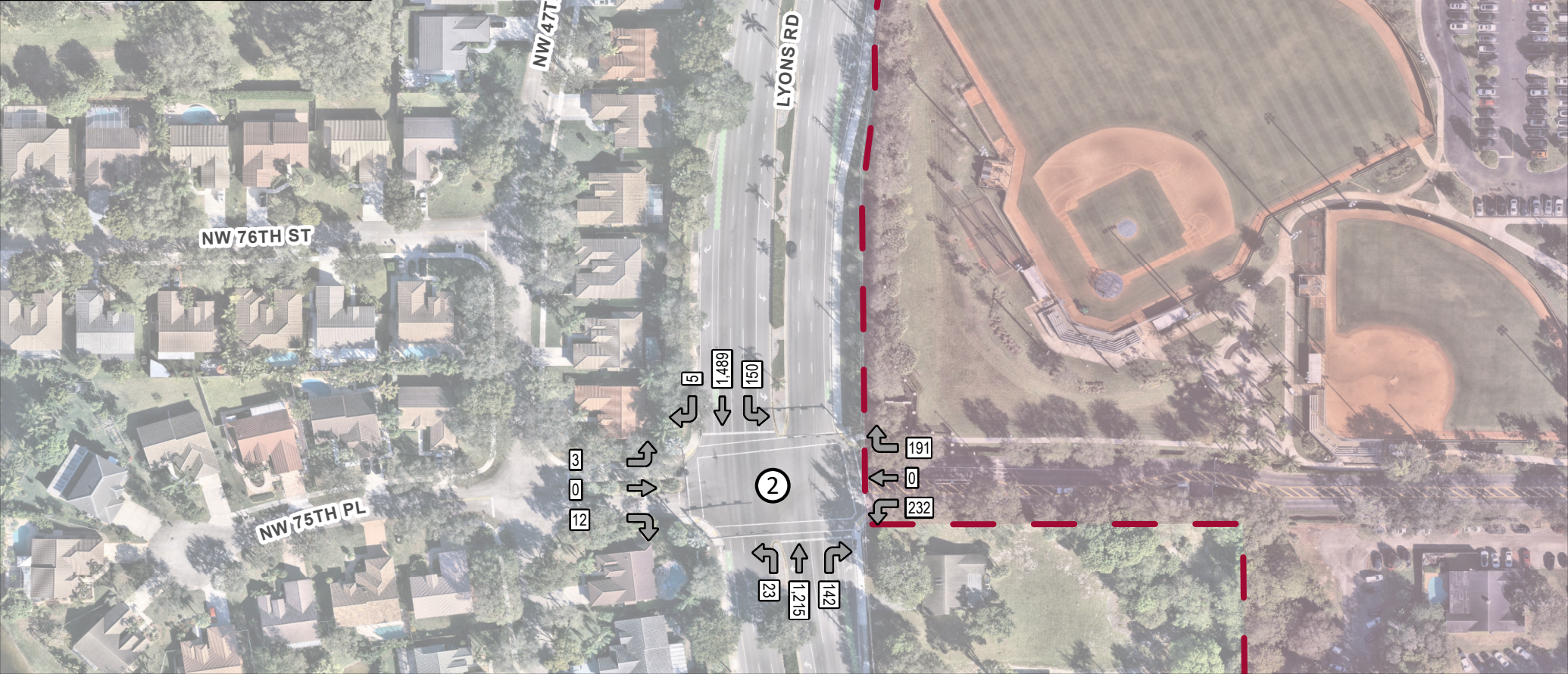
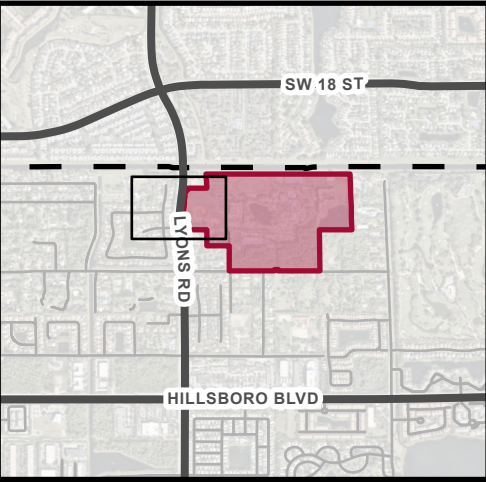
The overall LOS for the signalized intersection is LOS C for the AM peak hour, and LOS B for the PM peak hour. Synchro output reports are shown in Appendix E for reference. No new LOS deficiencies are projected to be caused by project traffic.



LEGEND

○ Study Driveway 43 (37) AM (PM) Peak Hour Volume
 - - - Site Location

FIGURE 9:
 North Broward Prep School
 Future AM/PM Peak Hour Volume
 KH# 140518015
 Kimley»Horn



LEGEND

- Study Driveway
- Site Location
- 43 Carpool Volume

FIGURE 10:

North Broward Prep School
 Future PM Carpool Volume
 KH# 140518015

DRIVEWAY ACCESS

Driveway Access

Access to the site is currently provided via two driveways on Lyons Road. The northern driveway is an unsignalized intersection that is located at a full-access median opening on Lyons Road. The southern driveway is a signalized intersection that provides full access to Lyons Road.

95th Percentile Queue

Kimley-Horn and Associates, Inc performed a 95th percentile queue analysis to evaluate the southbound left-turn storage at both driveways (Lyons Road & North Broward Prep North Driveway and Lyons Road & Yellow Bird Farin) during the AM and afternoon peak hours with the addition of traffic associated with the addition to student enrollment. Using *Synchro 12* and *HCM 7th Edition* methodology, a 95th percentile vehicle queue length was determined. Table 5 summarizes the total future queue lengths at the study intersections in the AM and PM peak hours as well as during the PM carpool period.

Table 5: Southbound Left Turn - Future Total 95th Percentile Queue

Intersection	Storage (feet)	95th Percentile Queue (AM) (feet)	95th Percentile Queue (PM) (feet)	95th Percentile Queue (PM Carpool) (feet)
Lyons Road & North Broward Prep	130	308	13	13
Yellow Bird Farin & Lyons Road	260	279	18	67

As shown in the table, the 95th percentile queue for the southbound left turn is projected to exceed the provided storage length at both driveways during the AM peak hour. It is important to note that, when police officers work a detail at these locations on Lyons Road during arrival and dismissal, they manually control the intersections and can adaptively clear the queue at these approaches, which cannot be reflected in the software analysis. Further mitigation for the southbound left turn queuing is discussed in the Mitigation section of this report.

ARRIVAL / DISMISSAL QUEUING

At school facilities, most of the daily traffic volume occurs during the arrival and dismissal periods for the campus. Based on this characteristic, the queuing operations for parent/guardian vehicles during the arrival and dismissal periods has been evaluated to determine if the queue storage available can accommodate the demand. Following is a summary of existing and proposed operations.

Data Collection

On-site observations of vehicle queuing was conducted on Wednesday, September 24, 2025 from 7:30 AM to 8:30 AM and from 2:30 PM to 3:30 PM. For this evaluation, a drone was used to collect video observations of queuing conditions on site and on Lyons Road during the arrival and dismissal periods.

Existing Arrival / Dismissal Operations

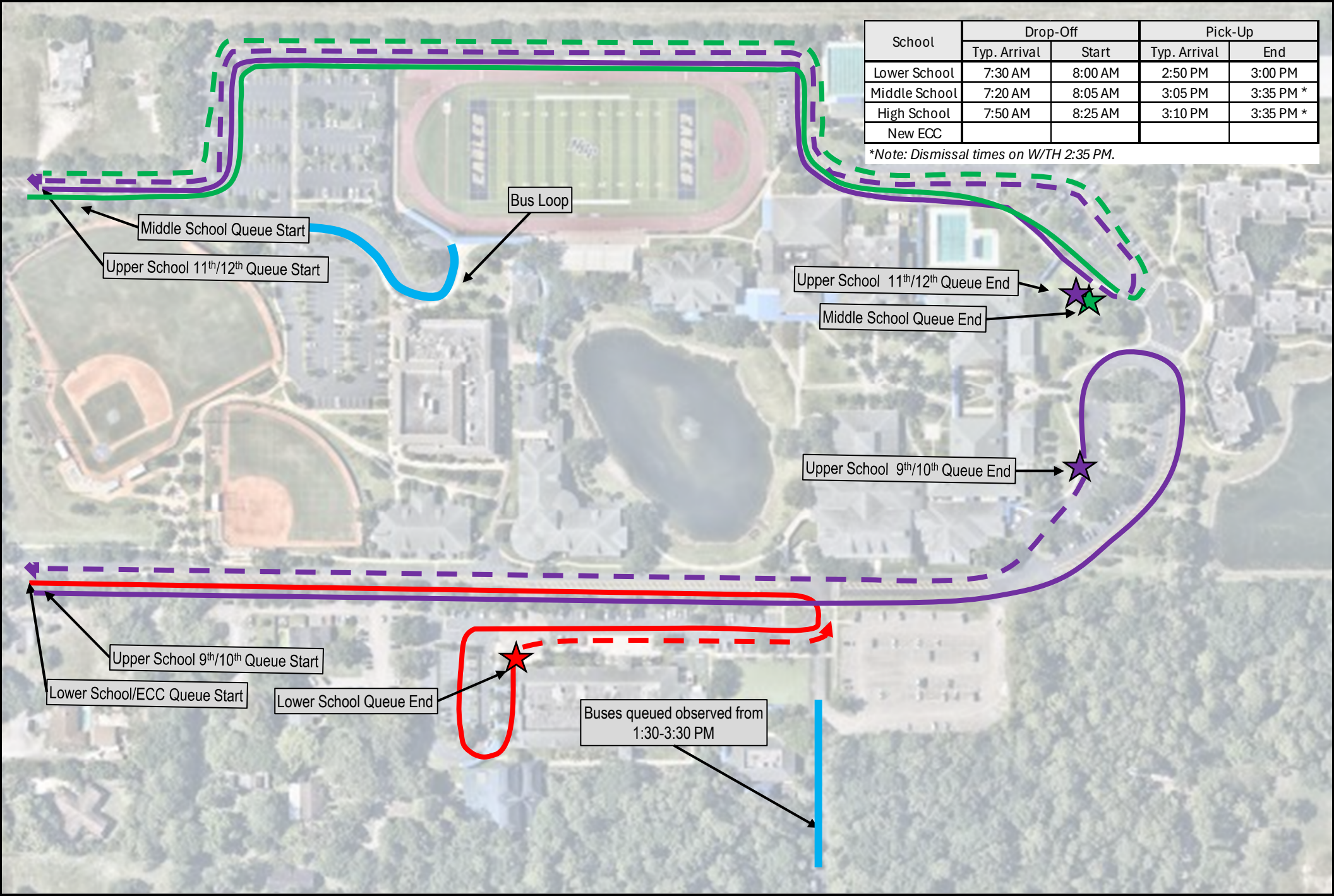
The school's drop-off/pick-up operations occur in shifts. The lower school and middle school arrival/departures are currently separate from the upper school arrival/departure periods. The paths of the queues during morning arrival are shown in **Figure 11**. The paths of the queues during afternoon dismissal are shown in **Figure 12**.

Proposed Arrival / Dismissal Operations

To ensure optimal functionality of the site and surrounding roadways during arrival/dismissal, it is proposed to change the traffic flow pattern so that the main internal roadway operates as a two-lane one-way roadway, allowing for double-stacking of cars during arrival and dismissal. In the proposed condition, all traffic will enter through the northern driveway and proceed in a clockwise direction, exiting from the southern driveway. As the southern driveway is signalized, this will allow for exiting vehicles to turn left as well as right. All vehicles will complete the entire loop of the campus, exiting from the main roadway to their designated arrival/dismissal location and then re-entering it once pickup/dropoff has been completed and proceeding to exit the campus. Arrival and dismissal will continue to occur in shifts. Schematic plans outlining the traffic flow on campus are shown in Appendix F.

School	Drop-Off		Pick-Up	
	Typ. Arrival	Start	Typ. Arrival	End
Lower School	7:30 AM	8:00 AM	2:50 PM	3:00 PM
Middle School	7:20 AM	8:05 AM	3:05 PM	3:35 PM *
High School	7:50 AM	8:25 AM	3:10 PM	3:35 PM *
New ECC				

*Note: Dismissal times on W/TH 2:35 PM.



Kimley»Horn

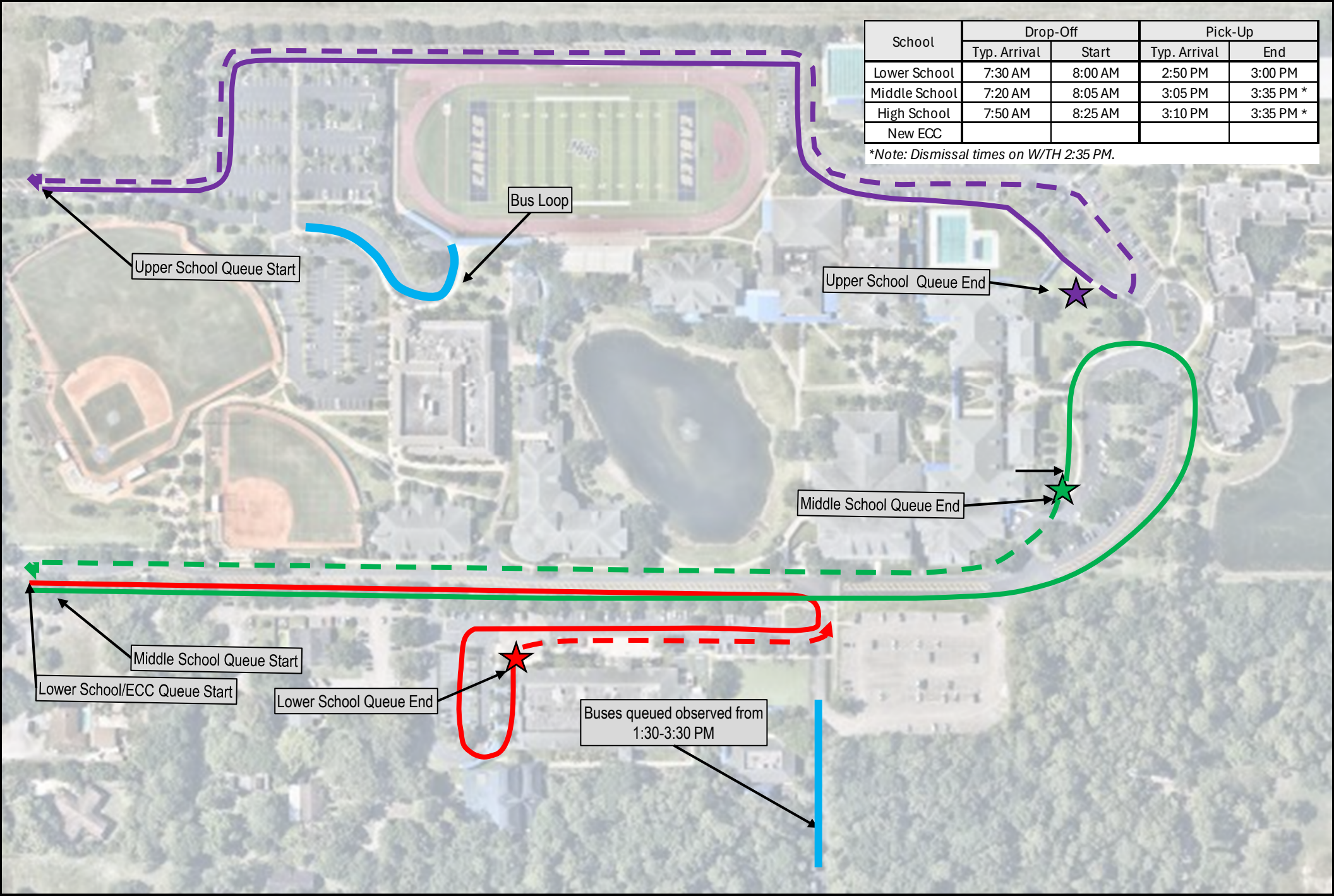
LEGEND

- Lower School Route
- Middle School Route
- Upper School Route
- ★ Point of Pick-up/Drop-Off

Figure 11
North Broward Preparatory School
Existing Queuing Routes - Arrival
KH# 140518015

School	Drop-Off		Pick-Up	
	Typ. Arrival	Start	Typ. Arrival	End
Lower School	7:30 AM	8:00 AM	2:50 PM	3:00 PM
Middle School	7:20 AM	8:05 AM	3:05 PM	3:35 PM *
High School	7:50 AM	8:25 AM	3:10 PM	3:35 PM *
New ECC				

*Note: Dismissal times on W/TH 2:35 PM.



Kimley»Horn

LEGEND

- Lower School Route
- Middle School Route
- Upper School Route
- ★ Point of Pick-up/Drop-Off

Figure 12
 North Broward Preparatory School
 Existing Queuing Routes - Dismissal
 KH# 140518015

MITIGATION

Based upon the analysis performed, the following measures have been identified as mitigation for traffic impacts associated with the school.

Do Not Block The Box Striping

“Do Not Block The Box” striping will be implemented at the following intersections to supplement existing signage, or to be accompanied by new signage where it does not already exist:

- Lyons Rd & NW 75th Pl
- Lyons Rd & NW 74th St
- Lyons Rd & NW 71st St

Schematic diagrams demonstrating how this striping may be implemented can be found in Appendix F.

Southbound Left Turn Lane Extensions

At the north driveway to the school, the Applicant would construct a turn lane extension of approximately 350 feet to the southbound left turn lane on Lyons Road. This would be subject to the ability to construct this improvement on the existing bridge structure without requiring replacement of significant structural reinforcement of the existing bridge structure over the Hillsboro Canal.

At the south driveway to the school, the Applicant would construct a turn lane extension of approximately 200 feet to the southbound left turn lane on Lyons Road. Included in this construction is the elimination of the northbound-to-southbound U-turn lane aligned with the school’s north driveway and channelization of the median to prohibit westbound-to-southbound left turns out of the school’s north driveway.

All improvements above would be subject to permit approval from all relevant permitting/approval agencies.

Schematic diagrams of these proposed mitigation measures can be found in Appendix F.

Additionally, the School will agree to work with the City to meet on an annual basis to review enrollment, traffic patterns, school shift schedules and traffic operational measures prior to the start of the school year.

CONCLUSION

The North Broward Preparatory School is proposing to add buildings to the campus, including an Early Childhood Center with a separate pick-up/drop-off route and location. At the completion of these additions, overall student population is anticipated to increase to 2,400 students. Kimley-Horn and Associates, Inc completed a traffic analysis for this proposed school expansion, including a queue analysis during the arrival and dismissal periods to accommodate for the increase in students. As shown in the evaluation, the queue route for all components of the campus are provided for within the campus, and staggered shifts are utilized to separate the operations and improve internal traffic circulation within the campus.

As noted, during peak pick-up and drop-off periods, the southbound queue at the turn lanes on Lyons Road may exceed the storage capacity provided. This occurs often at school facilities during peak pick-up and drop-off periods, and the duration of time during which those queues occur is limited. In conjunction with this application, the school proposes to implement the following mitigation measures, subject to permitting approval:

- Implementation of ‘Do Not Block The Box’ striping and signage on Lyons Road at the intersections of NW 75th Place, NW 74th Street, and NW 71st Street.
- Extending the southbound left turn lane on Lyons Road at the north site driveway by approximately 350 feet.
- Extending the southbound left turn lane on Lyons Road at the south site driveway by approximately 200 feet, including elimination of the northbound U-turn movement at the north site driveway and modification of the median to prohibit westbound left turns from the north driveway.

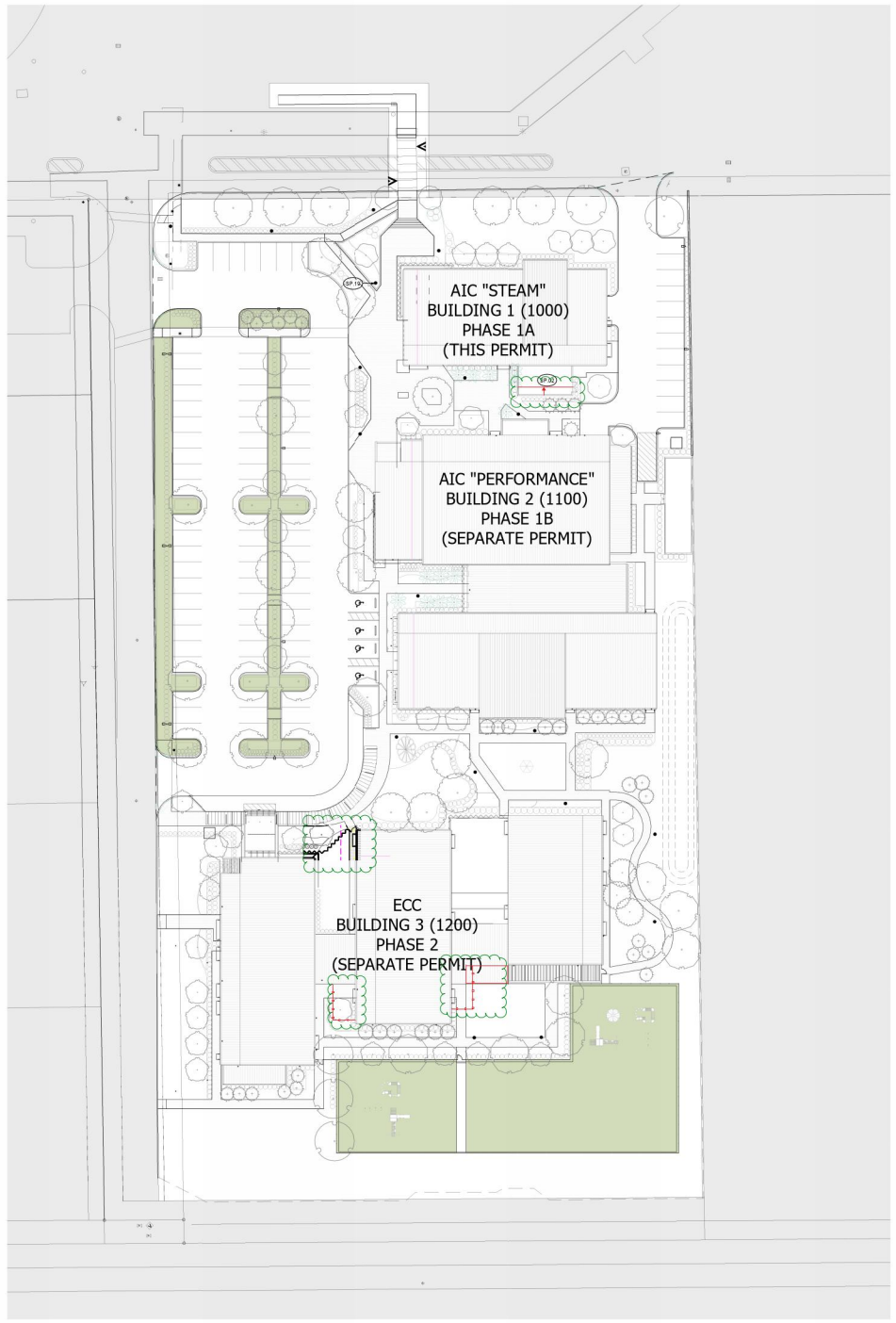
All improvements above would be subject to permit approval from all relevant permitting/approval agencies.

Additionally, the School would work with the City to meet on an annual basis to review enrollment, traffic patterns, school shift schedules and traffic operational measures prior to the start of the school year.

APPENDIX A: SITE PLAN

SUSTAINABILITY CHECKLIST

- THE PROJECT SHALL DESIGNATE ERIC T. WILSON, AIA, LEED AP BD+C, ASSOCIATE PRINCIPAL WITH DIMAN ARCHITECTS AS THE LEED ACCREDITED PROFESSIONAL FOR THIS PROJECT.
- 1. SUSTAINABLE SITE DEVELOPMENT**
 - a. CONSTRUCTION POLLUTION PREVENTION**
 - MSR IS IN THE PROCESS OF INTERVIEWING GENERAL CONTRACTORS FOR THIS PROJECT. WHEN AWARDED, THE SCHOOL WILL REQUIRE THE GC TO PROVIDE A CONSTRUCTION POLLUTION PREVENTION PLAN PRIOR TO BEGINNING WORK ON THE PROJECT.
 - b. CONSTRUCTION SITE MATERIALS RECYCLING**
 - MSR IS IN THE PROCESS OF INTERVIEWING GENERAL CONTRACTORS FOR THIS PROJECT. WHEN AWARDED, THE SCHOOL WILL REQUIRE THE GC TO PROVIDE A CONSTRUCTION SITE MATERIALS RECYCLING PLAN PRIOR TO BEGINNING WORK ON THE PROJECT.
 - c. STORMWATER MANAGEMENT**
 - THE CAMPUS CURRENTLY HAS TWO LARGE EXISTING STORMWATER PONDS, AND THE DESIGN OF THIS PROJECT WILL INTERCONNECT TO THE EXISTING UNDERGROUND PIPING TO MEET THE REQUIREMENTS OF BROWARD COUNTY SURFACE WATER.
 - d. ALTERNATIVE TRANSPORTATION**
 - THE CAMPUS CURRENTLY HAS APPROXIMATELY 5 STUDENT BUSES IN CIRCULATION AND PROVIDES AN AVENUE OF A SIMILAR PROXIMITY OF THE SCHOOL.
 - 2. MINIMAL WASTE IMPACT**
 1. THE PROPOSED PROJECT WILL SEEK TO INTEGRATE THE FOLLOWING BUILDING ROOFING MATERIALS BASED ON THE ROOF SLOPE:
 1. LOW SLOPED ROOF (LESS THAN 2:12): METAL SRI 30 OR 3H AG85 SRI 32
 2. STEEP SLOPED ROOF GREATER THAN 2:12: METAL SRI 30 OR 3H AG85 SRI 32
 - 3. WATER EFFICIENCY**
 - 1. INNOVATIVE WATER TECHNOLOGIES**
 - THE PROPOSED PROJECT WILL UTILIZE PLUMBING AND FITTING EFFICIENCY WITH LOW FLOW FIXTURES ALONG WITH AUTO SHUTOFF'S WHERE POSSIBLE. THE PROJECT WILL ALSO INTEGRATE EFFICIENT DOMESTIC HOT WATER EQUIPMENT AS WELL AS ENERGY STAR OR EQUIVALENT WHERE POSSIBLE (E.G. WASHING MACHINES).
 - 2. WATER EFFICIENT LANDSCAPING**
 - THE PLANT PALETTE PROPOSED FOR THIS PROJECT WILL UTILIZE BOTH NATIVE AND DROUGHT-TOLERANT PLANTS THAT WILL ONLY BE IRRIGATED AS NEEDED TO MAINTAIN THE OVERALL HEALTH OF THE ON-SITE LANDSCAPING.
 - 4. ENERGY EFFICIENCY**
 - 1. MINIMUM ENERGY PERFORMANCE**
 - THE OWNER HAS A GOAL OF EXCEEDING CODE STANDARDS SPECIFIC TO ENERGY BILLS WHEN COMPARED TO ASHRAE 91.1. USING THE BUILDING PERFORMANCE RATING METHOD, ENERGY SAVINGS SHOULD BE ACHIEVED BY OPTIMIZING KEY FACTORS SUCH AS HIGH-REFLECTIVE BUILDING ENVELOPE, HIGH EFFICIENCY HVAC SYSTEMS, HVAC ENERGY RECOVERY UNITS, ENERGY EFFICIENT LIGHTING SYSTEMS AND HIGH-PERFORMANCE GLAZING.
 - THE BUILDING SYSTEMS SHOULD BE DESIGNED AND INSTALLED TO ALLOW PART-LOAD OPERATION WITHOUT SACRIFICING OPERATING EFFICIENCY.
 - 2. ON-SITE RENEWABLE ENERGY**
 - MSR HAS SELECTED TO INSTALL TWO SOLAR HARVESTING METHODS. THE FIRST METHOD IS (1) HAVEN SOLAR SHUTTER, MANUFACTURED BY SPOTLIGHT SOLAR. THESE SHUTTERS PROVIDE SEATING AND STANDING TABLE POWER OUTLETS AND WIRELESS CHARGING AS A COMPLIMENT TO THE OUTDOOR TEACHING AND GATHERING SPACES ON THE SOUTH SIDE OF THE SITE AND INNOVATION CENTER. PLEASE REFER TO SITE PLAN KEYNOTE SP33 ON SHEET A1.10 INDICATING THE LOCATION OF THE SOLAR SHUTTER. PLEASE REFER TO DETAIL A1.1 FOR FEATURES OF THE SOLAR SHUTTER. THE SECOND METHOD IS (2) SOLAR FLOWER SCULPTURE TO TEACH CHILDREN THE BASICS OF SOLAR ENERGY IN A HANDS-ON AND ENGAGING MANNER BY INVITING THEM TO INTERACT WITH THE SOLAR TRACKING MECHANISMS OF THE FLOWER. PLEASE REFER TO SITE PLAN KEYNOTE SP33 ON SHEET A1.10 INDICATING THE LOCATION OF THE SOLAR SHUTTER. PLEASE REFER TO DETAIL A1.11 FOR FEATURES OF THE SHAWT FLOWER.
 - 5. INDOOR ENVIRONMENTAL QUALITY**
 - 1. INDOOR AIR QUALITY**
 - THE TEMPERATURE AND HUMIDITY REQUIREMENTS WILL BE GUIDED FOR HUMAN COMFORT ONLY. PROJECT WILL PROVIDE LOW VOC PAINTS, COATINGS, ADHESIVES AND SEALANTS FOR INTERIOR SPACES. PROVIDE SUSTAINABLE CARPET FLOORING WHERE POSSIBLE.
 - LIGHTING LEVELS ARE NECESSARY TO PROVIDE AN ACCEPTABLE LEVEL OF LIGHTING FOR ITS OCCUPANTS AND SHALL BE MAINTAINED AT A DESIGN MINIMUM.
 - 6. MATERIALS AND RECYCLING**
 - 1. RECYCLING OF DEMOLITION WASTE**
 - MSR IS IN THE PROCESS OF INTERVIEWING GENERAL CONTRACTORS FOR THIS PROJECT. WHEN AWARDED, THE SCHOOL WILL REQUIRE THE GC PROVIDE A CONSTRUCTION SITE RECYCLING PLAN PRIOR TO BEGINNING WORK ON THE PROJECT.
 - 2. STORAGE AND COLLECTION OF RECYCLABLES POST-OCCUPANCY**
 - MSR HAS A CURRENT EXISTING WASTE MANAGEMENT PLAN IN PLACE WITH REPLICAS FOR THEIR 30-ACRE CAMPUS. THE SCHOOL CURRENTLY HAS 4 COMPACTORS, 3 FLUP TOP CONTAINERS, AND ONE 30-YD DUMPER.
 - (1) 10-YD RECYCLE - SERVICED TUESDAY/FRIDAY
 - (1) 10-YD RECYCLE COMPACTOR - ON-CAMPUS
 - (2) 10-YD TRASH - SERVICED TUESDAY/FRIDAY
 - (2) 10-YD TRASH COMPACTOR - SERVICED TUESDAY/FRIDAY
 - AS PART OF THE PROPOSED PROJECT, THERE IS NO NEW DEDICATED TRASH OR COMPOST AREA. INSTEAD, THE SCHOOL WILL UTILIZE THEIR MASTER CAMPUS WASTE MANAGEMENT APPROACH, COLLECT INDIVIDUALLY FROM THE THREE NEW BUILDINGS. ADDING THIS TO THE CENTRAL AREA AS THE NORTH-EAST CORNER OF THEIR CAMPUS FOR RECYCLING AND TRASH. SPECIFIC TO RECYCLING, AS THEY DO WITH ALL EXISTING BUILDINGS ON CAMPUS, MAINTENANCE AND JANITORS, STAFF WILL COLLECT RECYCLABLE MATERIALS FROM EACH SPACE STORED IN BLUE CONTAINERS, AND THEY WILL BE BROUGHT TO THE CENTRAL RECYCLING AREA IN THE REAR OF THE MAINTENANCE BUILDING IN THE NORTH-EAST CORNER OF CAMPUS. THE CONTAINERS HAVE CARBOARD, PAPER, PLASTIC AND METAL.
 - 3. SOLAR REUSE**
 - THIS PROJECT IS A NEW DEVELOPMENT AND AS SUCH OPPORTUNITIES FOR BUILDING REUSE IS NOT POSSIBLE. HOWEVER, A DISCUSSION ON CONSTRUCTION MATERIAL REUSE WILL BE HAD WITH THE SELECTED GENERAL CONTRACTOR.
 - 4. REGIONAL MATERIALS**
 - THE DESIGN TEAM WILL SEEK TO INTEGRATE MATERIALS FOR THE PROJECT THAT HAVE BEEN EXTRACTED, HARVESTED OR RECOVERED, AS WELL AS MANUFACTURED WITHIN 500 MILES OF THE PROJECT SITE.
- THE PROJECT OWNER ACKNOWLEDGES THAT THEY MUST MAINTAIN ALL GREEN COMPONENTS FOR THE LIFE OF THE BUILDING.



GENERAL SITE PLAN NOTES

1. FEE OF 2.0' IN THESE PLANS REF TO CIVIL ELEV XX.XX NAVD OR XX.XX NGD.
2. CONTRACTOR SHALL VERIFY ALL EXIST CONDITIONS PRIOR TO COMMENCING WORK.
3. CONTRACTOR SHALL NOTIFY ARCHITECT OF ANY DISCREPANCIES, INACCURACY OR CONFLICTING INFO BEFORE EXECUTION OF WORK.
4. DO NOT SCALE DIMENSIONS FROM DRAWING. ANY UNKNOWN DIMENSION SHALL BE OBTAINED FROM DESIGN PROFESSIONALS VIA REQUEST FOR INFORMATION.
5. REFER TO CIVIL AND LANDSCAPE DIGGS FOR ALL INFORMATION REGARDING SITE ELEVATIONS INCLUDING BUT NOT LIMITED TO PAVING, GRADING, SITE DRAINAGE, PLANTINGS ETC.
6. REFER TO STRUCTURE AND ARCHITECTURAL DIGGS FOR FLOOR SLABS & LEVEL OF FINISHED FLOORS WITHIN THE BLDG FOOTPRINT. REFER TO CIVIL FOR SLABS AND LEVELS OUTSIDE THE BLDG FOOTPRINT.
7. REFER TO ARCHITECTURAL, CIVIL & LANDSCAPE DIGGS FOR ALL WORK OUTSIDE THE BLDG ELEVATION.
8. ALL EXIST COORDS, LOWERS, WINDOWS & FRAMES SHALL HAVE PRODUCE APPROVALS. COVERS SHALL BE PROVIDED FOR ALL WATER LEADERS, DRAINS & HOSE BIBS CONNECTIONS.
9. REFER TO LUMING DIGGS FOR ALL UTILITIES & RAIN WATER LEADERS, DRAINS & HOSE BIBS CONNECTIONS.
10. REFER TO LANDSCAPE AND HARDSCAPE DIGGS FOR PLANTINGS AND IRRIGATION.
11. REFER TO SURVEY FOR THE IDENTIFICATION OF EXIST STRUCTURES NOT NOTED ON ANY SITE PLANS PROVIDED IN THE CONSTRUCTION DOCUMENTS. ALL DIMENSIONS, GRADE ELEVATIONS AND EXIST COORD INFO IS BASED ON THE SURVEY. INFO SHALL BE VERIFIED IN FIELD BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION OR ORDERING MATERIALS. REPORT ANY DISCREPANCY TO THE ARCHITECT AND ENGINEER PRIOR TO CONSTRUCTION.
12. ALL EXIST STRUCTURES SUCH AS BUT NOT LIMITED TO, EQUIPMENT UTILITY PAVEMENT AND LANDSCAPE TO REMAIN THAT ARE DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN A MANNER THAT MATCHES OR IMPROVES EXISTING CONDITIONS.
13. REFER TO PARKING FUNCTIONALITY DIGGS FOR PAVEMENT MARKINGS AND SIGNAGE WITHIN THE GARAGE.
14. REFER TO CIVIL FOR PAVEMENT MARKINGS AND SIGNAGE OUTSIDE THE BLDG FOOTPRINT.
15. TERMINATE SOIL TREATMENT BENEATH THE BLDG SHALL EXTEND 5 FEET WITH BEYOND THE STRUCTURAL FOOTPRINT.
16. HORIZ CONTROL DMS PROJ FOR REF ONLY. COORD ALL DMS TO LOCATE AND OBTAIN THE BLDG WITH THE SURVEY. NOTIFY THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO COMMENCING CONSTRUCTION.

PROJECT KEYNOTES

NOTE: KEYNOTE NUMBERING IS FOR ORGANIZATIONAL PURPOSES ONLY AND NOT INTENDED TO REPRESENT A SPECIFIC DISCIPLINE.

No.	DESCRIPTION
SP02	MEDIAWALL VARIO ENVELOPE. REFER TO DETAIL 22A1.51
SP19	SITE LIGHTING. REFER TO ELECTRICAL.

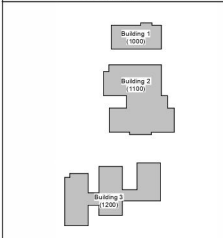
PROJECT TITLE
NEPS AIC + ECC BUILDING 1 (1000)

PROJECT LOCATION
7500 LYONS ROAD
COCONUT CREEK, FL 33073

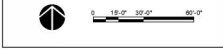


SUBMITTAL HISTORY
A 80% DESIGN DEVELOPMENT 02/02/20
B 75% DESIGN DEVELOPMENT 02/02/20
C 50% DESIGN DEVELOPMENT 02/02/20

KEY PLAN



GRAPHIC LEGEND



CONSULTANT

PROJECT TITLE
NEPS AIC + ECC BUILDING 1 (1000)

PROJECT LOCATION
7500 LYONS ROAD
COCONUT CREEK, FL 33073



SUBMITTAL HISTORY
A 80% DESIGN DEVELOPMENT 02/02/20
B 75% DESIGN DEVELOPMENT 02/02/20
C 50% DESIGN DEVELOPMENT 02/02/20

DESIGN DEVELOPMENT PACKAGE
NOT FOR CONSTRUCTION

PROJECT NUMBER
251390

SHEET NAME
ARCHITECTURAL SITE PLAN

SHEET NUMBER
A1.10

APPENDIX B: PSCF REPORT

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9301 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2025 - 01/04/2025	1.01	1.06
2	01/05/2025 - 01/11/2025	1.00	1.05
3	01/12/2025 - 01/18/2025	0.99	1.04
4	01/19/2025 - 01/25/2025	0.98	1.03
5	01/26/2025 - 02/01/2025	0.97	1.02
* 6	02/02/2025 - 02/08/2025	0.95	1.00
* 7	02/09/2025 - 02/15/2025	0.94	0.99
* 8	02/16/2025 - 02/22/2025	0.94	0.99
* 9	02/23/2025 - 03/01/2025	0.94	0.99
*10	03/02/2025 - 03/08/2025	0.94	0.99
*11	03/09/2025 - 03/15/2025	0.94	0.99
*12	03/16/2025 - 03/22/2025	0.94	0.99
*13	03/23/2025 - 03/29/2025	0.94	0.99
*14	03/30/2025 - 04/05/2025	0.95	1.00
*15	04/06/2025 - 04/12/2025	0.95	1.00
*16	04/13/2025 - 04/19/2025	0.95	1.00
*17	04/20/2025 - 04/26/2025	0.96	1.01
*18	04/27/2025 - 05/03/2025	0.97	1.02
19	05/04/2025 - 05/10/2025	0.98	1.03
20	05/11/2025 - 05/17/2025	0.99	1.04
21	05/18/2025 - 05/24/2025	1.00	1.05
22	05/25/2025 - 05/31/2025	1.01	1.06
23	06/01/2025 - 06/07/2025	1.03	1.08
24	06/08/2025 - 06/14/2025	1.04	1.09
25	06/15/2025 - 06/21/2025	1.05	1.11
26	06/22/2025 - 06/28/2025	1.06	1.12
27	06/29/2025 - 07/05/2025	1.07	1.13
28	07/06/2025 - 07/12/2025	1.08	1.14
29	07/13/2025 - 07/19/2025	1.09	1.15
30	07/20/2025 - 07/26/2025	1.08	1.14
31	07/27/2025 - 08/02/2025	1.06	1.12
32	08/03/2025 - 08/09/2025	1.05	1.11
33	08/10/2025 - 08/16/2025	1.03	1.08
34	08/17/2025 - 08/23/2025	1.03	1.08
35	08/24/2025 - 08/30/2025	1.04	1.09
36	08/31/2025 - 09/06/2025	1.04	1.09
37	09/07/2025 - 09/13/2025	1.05	1.11
38	09/14/2025 - 09/20/2025	1.05	1.11
39	09/21/2025 - 09/27/2025	1.04	1.09
40	09/28/2025 - 10/04/2025	1.03	1.08
41	10/05/2025 - 10/11/2025	1.02	1.07
42	10/12/2025 - 10/18/2025	1.01	1.06
43	10/19/2025 - 10/25/2025	1.01	1.06
44	10/26/2025 - 11/01/2025	1.01	1.06
45	11/02/2025 - 11/08/2025	1.01	1.06
46	11/09/2025 - 11/15/2025	1.01	1.06
47	11/16/2025 - 11/22/2025	1.01	1.06
48	11/23/2025 - 11/29/2025	1.01	1.06
49	11/30/2025 - 12/06/2025	1.01	1.06
50	12/07/2025 - 12/13/2025	1.01	1.06
51	12/14/2025 - 12/20/2025	1.01	1.06
52	12/21/2025 - 12/27/2025	1.00	1.05
53	12/28/2025 - 12/31/2025	0.99	1.04

* PEAK SEASON

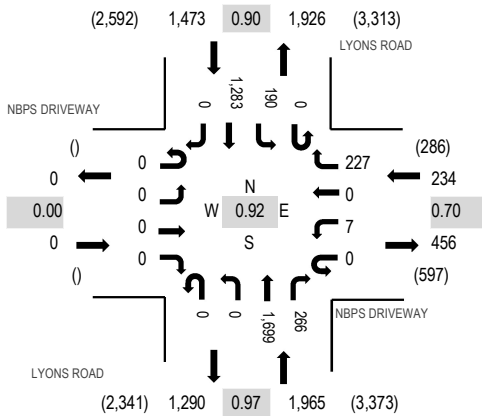
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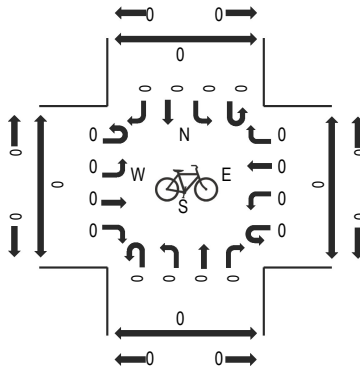
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APPENDIX C: INTERSECTION COUNT DATA

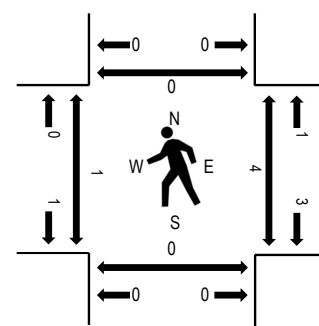
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NBPS DRIVEWAY Eastbound				NBPS DRIVEWAY Westbound				LYONS ROAD Northbound				LYONS ROAD 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	1	0	0	287	5	0	3	214	0	510	2,839	1	0	0	0
7:15 AM	0	0	0	0	0	0	0	6	0	0	334	25	0	16	234	0	615	3,322	0	0	0	0
7:30 AM	0	0	0	0	0	2	0	39	0	0	309	38	0	51	327	0	766	3,636	0	1	0	0
7:45 AM	0	0	0	0	0	0	0	92	0	0	380	95	0	41	340	0	948	3,672	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	71	0	0	379	107	0	73	363	0	993	3,412	1	1	0	0
8:15 AM	0	0	0	0	0	6	0	47	0	0	449	59	0	65	303	0	929		0	3	0	0
8:30 AM	0	0	0	0	0	1	0	17	0	0	491	5	0	11	277	0	802		0	0	0	0
8:45 AM	0	0	0	0	0	1	0	3	0	0	408	2	0	1	273	0	688		0	0	0	1

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	7	2	0	0	3	0	12
Lights	0	0	0	0	0	7	0	227	0	0	1,669	264	0	190	1,276	0	3,633
Mediums	0	0	0	0	0	0	0	0	0	0	23	0	0	0	4	0	27
Total	0	0	0	0	0	7	0	227	0	0	1,699	266	0	190	1,283	0	3,672

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 %	0.0%				0.0%				1.6%				0.5%				1.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.8%	0.0%	0.0%	0.5%	0.0%	1.1%
Peak Hour Factor	0.00				0.70				0.97				0.90				0.92
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.68	0.00	0.00	0.88	0.70	0.00	0.79	0.92	0.00	0.92

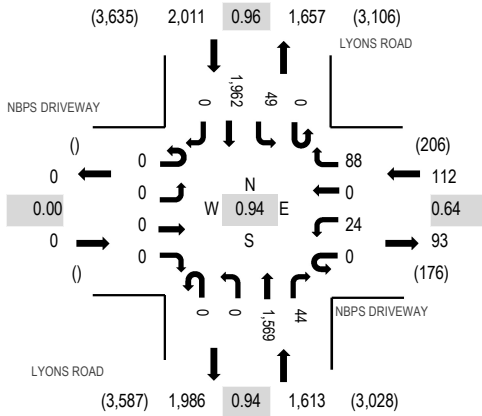
Location: 1 LYONS ROAD & NBPS DRIVEWAY PM

Date: Wednesday, January 28, 2026

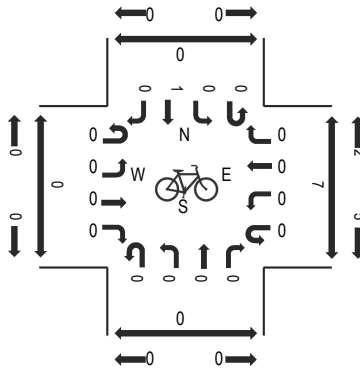
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

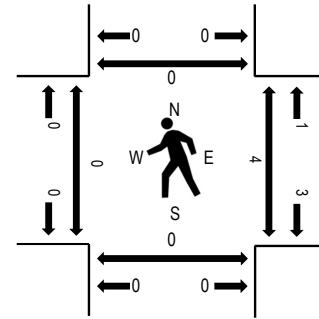
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NBPS DRIVEWAY Eastbound				NBPS DRIVEWAY Westbound				LYONS ROAD Northbound				LYONS ROAD 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	0	0	0	0	5	0	40	0	0	291	8	0	7	396	0	747	3,133	0	0	0	0
4:15 PM	0	0	0	0	0	5	0	9	0	0	289	9	0	11	389	0	712	3,278	1	1	0	0
4:30 PM	0	0	0	0	0	4	0	15	0	0	403	9	0	14	378	0	823	3,560	0	0	0	0
4:45 PM	0	0	0	0	0	4	0	12	0	0	390	16	0	9	420	0	851	3,633	0	0	0	0
5:00 PM	0	0	0	0	0	6	0	20	0	0	338	14	0	17	497	0	892	3,736	0	0	0	0
5:15 PM	0	0	0	0	0	9	0	35	0	0	425	4	0	10	511	0	994		0	4	0	0
5:30 PM	0	0	0	0	0	1	0	14	0	0	395	12	0	8	466	0	896		0	0	0	0
5:45 PM	0	0	0	0	0	8	0	19	0	0	411	14	0	14	488	0	954		0	0	0	0

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	0	0	0	0	24	0	88	0	0	1,564	44	0	46	1,953	0	3,719
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	3	9	0	17
Total	0	0	0	0	0	24	0	88	0	0	1,569	44	0	49	1,962	0	3,736

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 %	0.0%				0.0%				0.3%				0.6%				0.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	6.1%	0.5%	0.0%	0.5%
Peak Hour Factor	0.00				0.64				0.94				0.96				0.94
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.63	0.00	0.00	0.92	0.75	0.00	0.75	0.96	0.00	0.94



ALL TRAFFIC DATA SERVICES

(303) 216-2439

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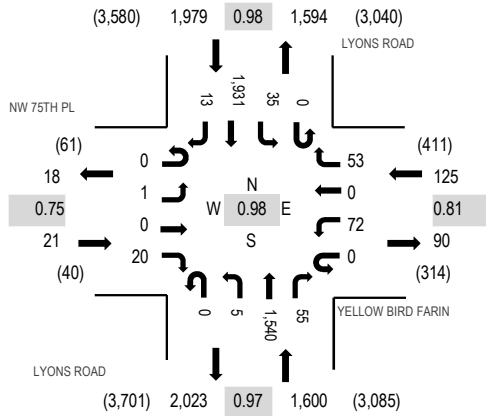
Location: 2 LYONS ROAD & YELLOW BIRD FARIN PM

Date: Wednesday, January 28, 2026

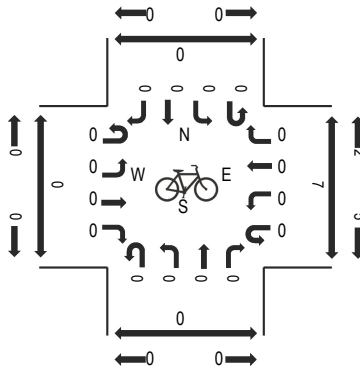
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

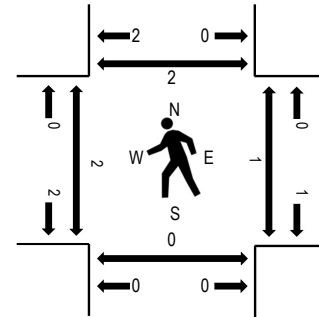
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NW 75TH PL Eastbound				YELLOW BIRD FARIN Westbound				LYONS ROAD Northbound				LYONS ROAD 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	3	0	2	0	45	0	25	0	5	283	47	0	40	377	3	830	3,391	0	0	0	0
4:15 PM	0	0	0	5	0	32	0	16	0	6	279	32	0	24	351	3	748	3,479	0	1	0	0
4:30 PM	0	1	0	4	0	42	0	46	0	9	377	30	0	13	372	7	901	3,677	0	0	0	0
4:45 PM	0	1	0	3	0	49	0	31	0	8	384	25	0	13	396	2	912	3,707	0	2	0	0
5:00 PM	0	1	0	3	0	32	0	17	0	1	343	19	0	14	485	3	918	3,725	2	0	0	2
5:15 PM	0	0	0	3	0	12	0	9	0	0	406	12	0	7	491	6	946		0	1	0	0
5:30 PM	0	0	0	7	0	13	0	18	0	0	393	14	0	2	482	2	931		0	0	0	0
5:45 PM	0	0	0	7	0	15	0	9	0	4	398	10	0	12	473	2	930		0	0	0	0

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	1	0	20	0	72	0	53	0	5	1,535	55	0	33	1,925	13	3,712
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	2	6	0	13
Total	0	1	0	20	0	72	0	53	0	5	1,540	55	0	35	1,931	13	3,725

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 %	0.0%				0.0%				0.3%				0.4%				0.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	5.7%	0.3%	0.0%	0.3%
Peak Hour Factor	0.75				0.81				0.97				0.98				0.98
Peak Hour Factor	0.00	0.42	0.00	0.71	0.00	0.86	0.00	0.64	0.00	0.78	0.95	0.71	0.00	0.56	0.98	0.64	0.98

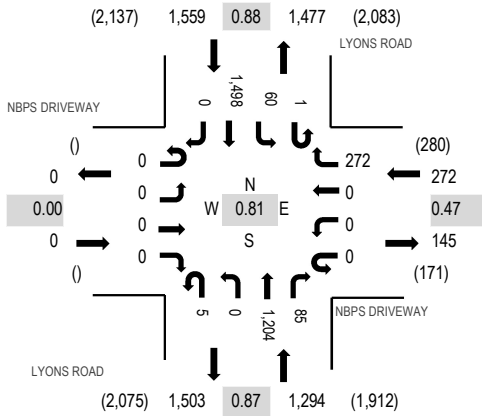
Location: 1 LYONS ROAD & NBPS DRIVEWAY PM

Date: Tuesday, January 27, 2026

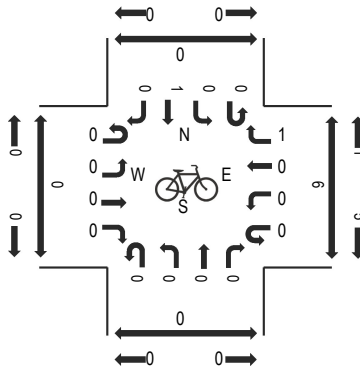
Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

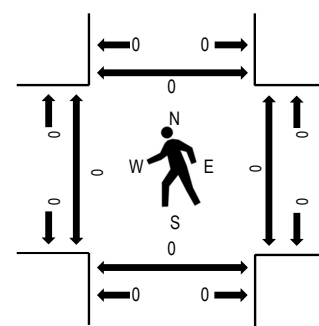
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NBPS DRIVEWAY Eastbound				NBPS DRIVEWAY Westbound				LYONS ROAD Northbound				LYONS ROAD 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	
2:30 PM	0	0	0	0	0	0	0	0	5	1	0	300	2	1	2	277	0	588	2,545	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	3	1	0	297	17	0	5	293	0	616	2,782	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	3	0	0	264	20	0	19	320	0	626	3,125	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	7	1	0	314	15	0	17	361	0	715	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	118	1	0	290	17	1	3	395	0	825	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	144	3	0	336	33	0	21	422	0	959	0	0	0	0	

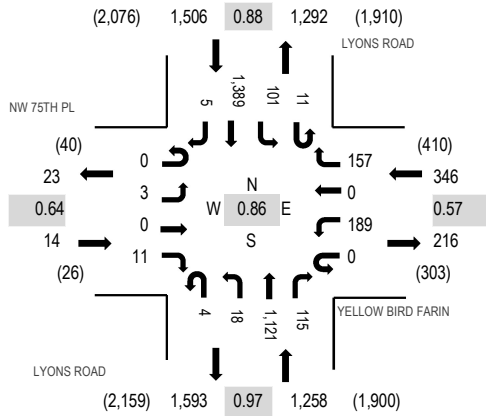
Peak Rolling Hour Flow Rates

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	3	0	0	0	9	0	12
Lights	0	0	0	0	0	0	0	268	5	0	1,195	84	1	59	1,466	0	3,078
Mediums	0	0	0	0	0	0	0	4	0	0	6	1	0	1	23	0	35
Total	0	0	0	0	0	0	0	272	5	0	1,204	85	1	60	1,498	0	3,125

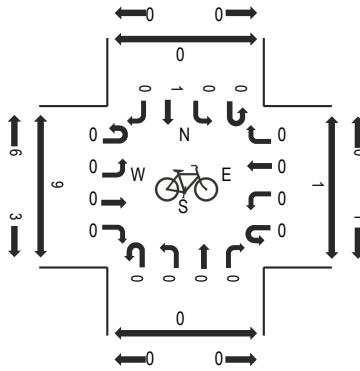
Heavy Vehicle Percentage and Peak Hour Factor

	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 %	0.0%				1.5%				0.8%				2.1%				1.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.7%	1.2%	0.0%	1.7%	2.1%	0.0%	1.5%
Peak Hour Factor	0.00				0.47				0.87				0.88				0.81
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.42	0.00	0.90	0.64	0.25	0.71	0.89	0.00	0.81

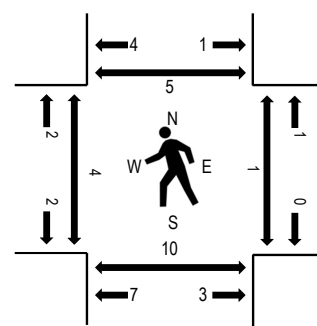
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NW 75TH PL Eastbound				YELLOW BIRD FARIN Westbound				LYONS ROAD Northbound				LYONS ROAD 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
2:30 PM	0	1	0	6	0	12	0	11	0	8	289	32	2	27	258	2	648	2,728	0	0	0	0
2:45 PM	0	1	0	4	0	19	0	22	1	6	292	14	0	14	266	1	640	2,856	0	0	1	0
3:00 PM	0	0	0	5	0	38	0	27	1	3	260	45	0	41	280	2	702	3,124	0	0	0	0
3:15 PM	0	1	0	0	0	27	0	33	0	3	291	27	3	21	332	0	738		1	0	3	0
3:30 PM	0	1	0	4	0	34	0	36	1	5	276	21	6	24	368	0	776		3	1	5	4
3:45 PM	0	1	0	2	0	90	0	61	2	7	294	22	2	15	409	3	908		0	0	2	1

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	3	0	0	0	9	0	12
Lights	0	3	0	9	0	187	0	156	3	18	1,113	115	11	101	1,357	5	3,078
Mediums	0	0	0	2	0	2	0	1	1	0	5	0	0	0	23	0	34
Total	0	3	0	11	0	189	0	157	4	18	1,121	115	11	101	1,389	5	3,124

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 %		14.3%				0.9%				0.7%				2.1%			1.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	18.2%	0.0%	1.1%	0.0%	0.6%	25.0%	0.0%	0.7%	0.0%	0.0%	0.0%	2.3%	0.0%	1.5%
Peak Hour Factor		0.64				0.57				0.97				0.88			0.86
Peak Hour Factor	0.00	0.75	0.00	0.63	0.00	0.53	0.00	0.64	0.50	0.63	0.97	0.66	0.46	0.63	0.85	0.42	0.86

APPENDIX D: SIGNAL TIMING PLANS & VOLUME DEVELOPMENT SHEETS

13895 : 1590 - Lyons Rd & NW 75 Pl (Standard File)

Phase [1.1.1]

	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk	0	7	0	5	0	7	0	5	0	0	0	0	0	0	0	0
Ped Clearance	0	19	0	35	0	16	0	35	0	0	0	0	0	0	0	0
Min Green	4	12	0	6	4	12	0	6	0	0	0	0	0	0	0	0
Gap Ext	1.5	3	0	2	1.5	3	0	2	0	0	0	0	0	0	0	0
Max1	12	50	0	25	12	50	0	25	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	5	5	4	4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	0	2	2	2	0	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON		ON								
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Rest In Walk		ON				ON										

Detector, Vehicle Parameters 1-16 [5.1]

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

Detector, Vehicle Parameters 17-32 [5.1]

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

Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase	0	2	0	4	0	6	0	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Approved By: osamuels

Date: _____

TB Coor, Day Plan[4.4]

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

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

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

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Coordination, Splits [2.7.1]

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

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

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

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

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

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

Approved By: osamuels

Date: _____

13895 : 1590 - Lyons Rd & NW 75 Pl (Standard File)

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

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

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

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

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases												Modifier Phases				Type	Green	Yellow	Red	
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4					
Overlap 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5

Approved By: osamuels

Date: _____

13895 : 1590 - Lyons Rd & NW 75 Pl (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

Alternate Phase Program 3, Interval Times [1.1.6.1]

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

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
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Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
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TB Coor, Day Plan [4.4]

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

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

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

Approved By: osamuels

Date: _____

13895 : 1590 - Lyons Rd & NW 75 Pl (Standard File)

Coordination, Splits [2.7.1]

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

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

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

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

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

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

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

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

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

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

Approved By: osamuels

Date: _____



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1590	Initial Operation Date	10/24/2007
Controller Type	2070 LN	System Number	
Modification Number	2	Modification Date	04/17/2019
Drawing/Project No	4908	FPL Grid Number	
Intersection	LYONS ROAD and NW 75 PLACE		
Municipality	COCONUT CREEK		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	SBL	NB		EB	NBL	SB		WB
Initial Green(MIN)	4	12		6	4	12		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	50		25	12	50		25
Maximum Green II								
Yellow Clearance	5.0	5.0		4.0	5.0	5.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								20-RT
Walk		7		5		7		5
Pedestrian Clearance		19		35		16		35
Permissive	5-SECT			5-SECT				
Flash Operation		YELLOW		RED		YELLOW		RED

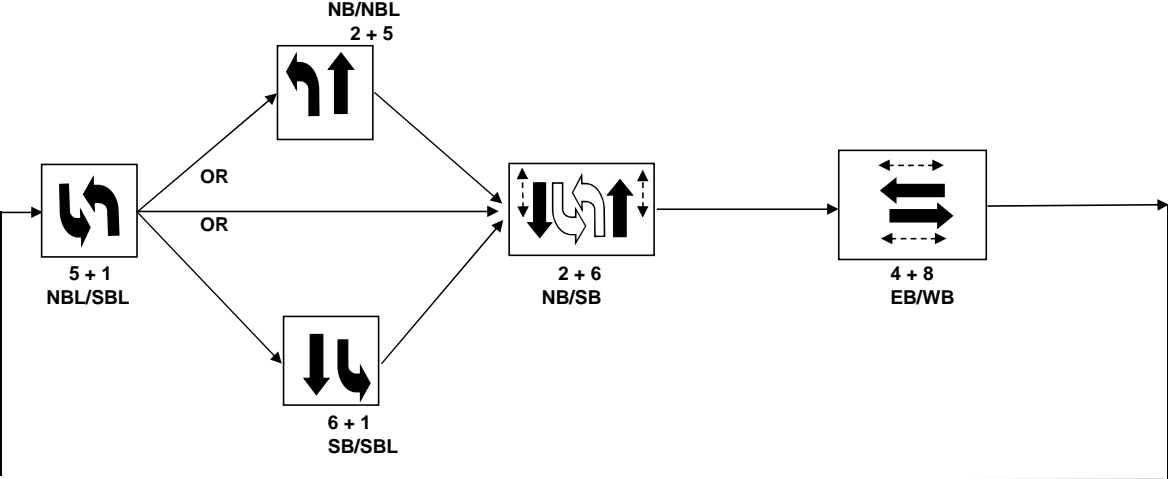
Attachment

NOTES:

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

Submitted By _____ Approved By _____

Lyons Road and NW 75 Place (1590), Coconut Creek



VOLUME DEVELOPMENT SHEET

North Broward Prep School

Lyons Rd & NBPS Driveway

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/28/2026
 PM PEAK HOUR FACTOR: 0.92

PM Peak Hour																
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts						24		88			1,599	44		49	1,962	
Peak Season Correction Factor						1.02		1.02			1.02	1.02		1.02	1.02	
PM PEAK SEASON VOLUMES						24		90			1,631	45		50	2,001	
Committed Projects																
PM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1% Background Traffic Growth						1		5			83	2		3	102	
Committed + 1% Growth						1		5			83	2		3	102	
Areawide Growth Rate Calculations																
Years To Buildout						5		5			5	5		5	5	
Yearly Growth Rate						1.00%		1.00%			1.00%	1.00%		1.00%	1.00%	
Areawide Background Traffic Growth						1		5			83	2		3	102	
Maximum Background Growth Used						1		5			83	2		3	102	
PM BACKGROUND TRAFFIC VOLUMES						25		95			1,714	47		53	2,103	
Project Traffic																
TYPE																
Residential	Entering											24.0%		27.0%		
	Exiting					10.0%		37.0%				0		0		
PM Residential Project Traffic						0		0				0		0		
Non-Residential	Entering											32.0%		23.0%	21.0%	
	Exiting					1.0%		43.0%			31.0%	8		6	5	
PM Non-Residential Project Traffic						0		15			11	8		6	5	
PM TOTAL PROJECT TRAFFIC						0		15			11	8		6	5	
PM FUTURE TOTAL VOLUMES						25		110			1,725	55		59	2,108	
Critical Volume Analysis																
No. of Lanes																
Approach Volume				0				135				1780				2167
Per Lane Volume																
Overlap Reduction			0	0	0			0	0	0		0	0	0		0
Net Per Lane Volume																
North-South Critical	NB LT + SB TH =								SB LT + NB TH =							
East-West Critical	EB LT + WB TH =								WB LT + EB TH =							
Maximum Critical Sum	0				+				0				= 0			
Status?	UNDER															

APPENDIX E: SYNCHRO OUTPUT

Intersection							
Int Delay, s/veh	5.1						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↘	↑↑↑	↗	↘	↑↑↑
Traffic Vol, veh/h	7	234	0	1750	274	196	1321
Future Vol, veh/h	7	234	0	1750	274	196	1321
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	140	-	200	130	-
Veh in Median Storage, #	2	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	7	246	0	1842	288	206	1391

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2811	921	1015	0	0	2131
Stage 1	1842	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12
Pot Cap-1 Maneuver	59	*642	431	-	-	242
Stage 1	257	-	-	-	-	-
Stage 2	297	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	9	*642	431	-	-	242
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	43	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	22.93	0	8.98
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	431	-	-	449	242
HCM Lane V/C Ratio	-	-	-	0.565	0.854
HCM Ctrl Dly (s/v)	0	-	-	22.9	69.5
HCM Lane LOS	A	-	-	C	F
HCM 95th %tile Q(veh)	0	-	-	3.4	6.9

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

Queues
2: Lyons Road & Yellow Bird Farin

EX AM
04/07/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	14	32	144	182	6	1914	220	192	1215	5
v/c Ratio	0.07	0.11	0.67	0.49	0.02	0.75	0.26	0.71	0.36	0.00
Control Delay (s/veh)	29.0	13.7	48.6	13.9	6.0	20.0	6.3	34.9	8.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.0	13.7	48.6	13.9	6.0	20.0	6.3	34.9	8.3	0.0
Queue Length 50th (ft)	7	2	76	21	1	301	26	51	90	0
Queue Length 95th (ft)	22	25	131	76	5	363	65	#214	194	0
Internal Link Dist (ft)		324	1050			689			538	
Turn Bay Length (ft)					260		100	260		215
Base Capacity (vph)	264	376	286	453	314	2541	855	270	3348	1085
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.09	0.50	0.40	0.02	0.75	0.26	0.71	0.36	0.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary
 2: Lyons Road & Yellow Bird Farin

EX AM
 04/07/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↘			↙	↙	↘	↑↑↑	↙	↘	↑↑↑	↙
Traffic Volume (veh/h)	13	5	26	136	1	173	6	1818	209	182	1154	5
Future Volume (veh/h)	13	5	26	136	1	173	6	1818	209	182	1154	5
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)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	14	5	27	143	1	182	6	1914	220	192	1215	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	39	209	268	1	242	318	2859	888	241	3121	969
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.01	0.56	0.56	0.06	0.61	0.61
Sat Flow, veh/h	1201	254	1370	1218	9	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	14	0	32	144	0	182	6	1914	220	192	1215	5
Grp Sat Flow(s),veh/h/ln	1201	0	1624	1226	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.0	0.0	1.5	8.8	0.0	9.6	0.1	23.0	6.2	4.0	10.6	0.1
Cycle Q Clear(g_c), s	11.2	0.0	1.5	10.2	0.0	9.6	0.1	23.0	6.2	4.0	10.6	0.1
Prop In Lane	1.00		0.84	0.99		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	0	248	270	0	242	318	2859	888	241	3121	969
V/C Ratio(X)	0.11	0.00	0.13	0.53	0.00	0.75	0.02	0.67	0.25	0.80	0.39	0.01
Avail Cap(c_a), veh/h	204	0	355	360	0	346	409	2859	888	241	3121	969
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	0.0	31.9	36.3	0.0	35.3	8.4	13.5	9.8	17.0	8.6	6.6
Incr Delay (d2), s/veh	0.4	0.0	0.2	1.6	0.0	5.5	0.0	1.3	0.7	16.8	0.4	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	0.3	0.0	0.6	3.0	0.0	4.0	0.0	8.2	2.1	3.2	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.4	0.0	32.1	37.9	0.0	40.8	8.5	14.7	10.4	33.9	9.0	6.6
LnGrp LOS	D		C	D		D	A	B	B	C	A	A
Approach Vol, veh/h		46			326			2140			1412	
Approach Delay, s/veh		34.9			39.5			14.3			12.4	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	55.7		19.3	7.5	60.2		19.3				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	5.0	43.0		19.0	5.0	43.0		19.0				
Max Q Clear Time (g_c+I1), s	6.0	25.0		13.2	2.1	12.6		12.2				
Green Ext Time (p_c), s	0.0	13.7		0.1	0.0	10.7		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			15.9									
HCM 7th LOS			B									

Intersection							
Int Delay, s/veh	0.7						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y	↑↑↑	Y	Y	↑↑↑
Traffic Vol, veh/h	25	91	0	1616	45	50	2021
Future Vol, veh/h	25	91	0	1616	45	50	2021
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	140	-	200	130	-
Veh in Median Storage, #	2	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	26	96	0	1701	47	53	2127

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2657	851	1553	0	0	1748
Stage 1	1701	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12
Pot Cap-1 Maneuver	72	*663	216	-	-	398
Stage 1	295	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	63	*663	216	-	-	398
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	262	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.41	0	0.37
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	216	-	-	437	398
HCM Lane V/C Ratio	-	-	-	0.28	0.132
HCM Ctrl Dly (s/v)	0	-	-	16.4	15.4
HCM Lane LOS	A	-	-	C	C
HCM 95th %tile Q(veh)	0	-	-	1.1	0.5

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

Queues
2: Lyons Road & Yellow Bird Farin

EX PM
04/07/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1	22	78	58	5	1669	60	38	2094	14
v/c Ratio	0.01	0.07	0.48	0.19	0.02	0.48	0.05	0.15	0.55	0.01
Control Delay (s/veh)	31.0	0.4	44.6	1.3	4.6	10.2	0.1	5.3	8.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	0.4	44.6	1.3	4.6	10.2	0.1	5.3	8.1	0.0
Queue Length 50th (ft)	1	0	41	0	1	193	0	5	158	0
Queue Length 95th (ft)	5	0	81	0	4	277	1	15	380	0
Internal Link Dist (ft)		324	1050			689			538	
Turn Bay Length (ft)					260		100	260		215
Base Capacity (vph)	287	453	302	453	202	3476	1121	256	3796	1213
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.05	0.26	0.13	0.02	0.48	0.05	0.15	0.55	0.01

Intersection Summary

HCM 7th Signalized Intersection Summary
2: Lyons Road & Yellow Bird Farin

EX PM
04/07/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	1	0	21	74	0	55	5	1586	57	36	1989	13
Future Volume (veh/h)	1	0	21	74	0	55	5	1586	57	36	1989	13
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)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	1	0	22	78	0	58	5	1669	60	38	2094	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	0	147	194	0	147	178	3318	1030	267	3432	1065
Arrive On Green	0.09	0.00	0.09	0.09	0.00	0.09	0.01	0.65	0.65	0.03	0.67	0.67
Sat Flow, veh/h	1345	0	1585	1198	0	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	1	0	22	78	0	58	5	1669	60	38	2094	14
Grp Sat Flow(s),veh/h/ln	1345	0	1585	1198	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.1	0.0	1.1	4.8	0.0	3.0	0.1	14.8	1.2	0.6	19.8	0.3
Cycle Q Clear(g_c), s	5.9	0.0	1.1	5.9	0.0	3.0	0.1	14.8	1.2	0.6	19.8	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	0	147	194	0	147	178	3318	1030	267	3432	1065
V/C Ratio(X)	0.01	0.00	0.15	0.40	0.00	0.39	0.03	0.50	0.06	0.14	0.61	0.01
Avail Cap(c_a), veh/h	286	0	346	368	0	346	271	3318	1030	320	3432	1065
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	0.0	36.3	39.0	0.0	37.2	7.1	7.9	5.5	6.1	7.9	4.7
Incr Delay (d2), s/veh	0.0	0.0	0.5	1.3	0.0	1.7	0.1	0.5	0.1	0.2	0.8	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	0.0	0.0	0.4	1.7	0.0	1.2	0.0	4.8	0.4	0.2	6.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.4	0.0	36.8	40.4	0.0	38.9	7.1	8.5	5.7	6.3	8.7	4.7
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		23			136			1734			2146	
Approach Delay, s/veh		37.0			39.7			8.4			8.7	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	63.5		14.1	7.5	65.5		14.1				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	5.0	43.0		19.0	5.0	43.0		19.0				
Max Q Clear Time (g_c+I1), s	2.6	16.8		7.9	2.1	21.8		7.9				
Green Ext Time (p_c), s	0.0	15.1		0.0	0.0	16.1		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.8									
HCM 7th LOS			A									

Intersection							
Int Delay, s/veh	1.4						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↘	↑↑↑	↗	↘	↑↑↑
Traffic Vol, veh/h	0	277	0	1228	87	62	1528
Future Vol, veh/h	0	277	0	1228	87	62	1528
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	140	-	200	130	-
Veh in Median Storage, #	2	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	292	0	1293	92	65	1608

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2067	646	1174	0	0	1384
Stage 1	1293	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12
Pot Cap-1 Maneuver	150	*725	352	-	-	504
Stage 1	414	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	130	*725	352	-	-	504
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	328	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.26	0	0.51
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	352	-	-	725	504
HCM Lane V/C Ratio	-	-	-	0.402	0.13
HCM Ctrl Dly (s/v)	0	-	-	13.3	13.2
HCM Lane LOS	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	1.9	0.4

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

Queues
4: Lyons Road & Yellow Bird Farin

EX Carpool
04/07/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	3	12	203	168	23	1203	123	131	1492	5
v/c Ratio	0.02	0.03	0.77	0.40	0.09	0.46	0.14	0.44	0.48	0.00
Control Delay (s/veh)	27.3	0.1	53.1	9.7	7.0	14.5	2.7	11.1	11.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	0.1	53.1	9.7	7.0	14.5	2.7	11.1	11.6	0.0
Queue Length 50th (ft)	1	0	106	8	4	154	0	25	135	0
Queue Length 95th (ft)	9	0	#195	59	13	192	26	48	253	0
Internal Link Dist (ft)		324	1050			689			538	
Turn Bay Length (ft)					260		100	260		215
Base Capacity (vph)	209	453	305	463	246	2618	875	300	3087	1010
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.67	0.36	0.09	0.46	0.14	0.44	0.48	0.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary
4: Lyons Road & Yellow Bird Farin

EX Carpool
04/07/2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	11	193	0	160	22	1143	117	124	1417	5
Future Volume (veh/h)	3	0	11	193	0	160	22	1143	117	124	1417	5
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)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	3	0	12	203	0	168	23	1203	123	131	1492	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	0	281	323	0	281	257	2755	855	342	2926	908
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.18	0.02	0.54	0.54	0.05	0.57	0.57
Sat Flow, veh/h	1217	0	1585	1353	0	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	3	0	12	203	0	168	23	1203	123	131	1492	5
Grp Sat Flow(s),veh/h/ln	1217	0	1585	1353	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.2	0.0	0.5	12.2	0.0	8.5	0.5	12.3	3.4	2.8	15.3	0.1
Cycle Q Clear(g_c), s	13.0	0.0	0.5	12.8	0.0	8.5	0.5	12.3	3.4	2.8	15.3	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	0	281	323	0	281	257	2755	855	342	2926	908
V/C Ratio(X)	0.02	0.00	0.04	0.63	0.00	0.60	0.09	0.44	0.14	0.38	0.51	0.01
Avail Cap(c_a), veh/h	170	0	346	380	0	346	324	2755	855	350	2926	908
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	0.0	29.7	34.9	0.0	32.9	9.5	12.1	10.0	9.1	11.2	8.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	2.5	0.0	2.0	0.1	0.5	0.4	0.7	0.6	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	0.0	0.2	4.3	0.0	3.3	0.2	4.5	1.2	1.0	5.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.0	0.0	29.7	37.4	0.0	35.0	9.7	12.6	10.3	9.8	11.8	8.0
LnGrp LOS	D		C	D		C	A	B	B	A	B	A
Approach Vol, veh/h		15			371			1349			1628	
Approach Delay, s/veh		32.0			36.3			12.3			11.7	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	53.9		21.4	8.7	56.9		21.4				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	5.0	43.0		19.0	5.0	43.0		19.0				
Max Q Clear Time (g_c+I1), s	4.8	14.3		15.0	2.5	17.3		14.8				
Green Ext Time (p_c), s	0.0	10.9		0.0	0.0	12.9		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			14.7									
HCM 7th LOS			B									

Intersection							
Int Delay, s/veh	28.9						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↘	↑↑↑	↗	↘	↑↑↑
Traffic Vol, veh/h	7	246	0	1839	288	206	1388
Future Vol, veh/h	7	246	0	1839	288	206	1388
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	140	-	200	130	-
Veh in Median Storage, #	2	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	7	259	0	1936	303	217	1461

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2954	968	1067	0	0	2239
Stage 1	1936	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12
Pot Cap-1 Maneuver	48	*622	404	-	-	222
Stage 1	245	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	~ 1	*622	404	-	-	222
Mov Cap-2 Maneuver	~ 6	-	-	-	-	-
Stage 1	245	-	-	-	-	-
Stage 2	~ 6	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 372.37	0	13.03
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	404	-	-	161	222
HCM Lane V/C Ratio	-	-	-	1.659	0.978
HCM Ctrl Dly (s/v)	0	-	-	\$ 372.4	100.8
HCM Lane LOS	A	-	-	F	F
HCM 95th %tile Q(veh)	0	-	-	18.6	8.7

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

Queues
2: Lyons Road & Yellow Bird Farin

BY AM
04/07/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	15	33	152	192	6	2012	232	201	1277	5
v/c Ratio	0.08	0.11	0.69	0.50	0.02	0.80	0.27	0.74	0.38	0.00
Control Delay (s/veh)	29.0	13.3	49.5	15.0	6.2	21.5	6.6	37.6	8.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.0	13.3	49.5	15.0	6.2	21.5	6.6	37.6	8.6	0.0
Queue Length 50th (ft)	7	2	80	26	1	327	30	56	98	0
Queue Length 95th (ft)	23	26	138	83	5	392	71	#226	207	0
Internal Link Dist (ft)		324	1050			689			538	
Turn Bay Length (ft)					260		100	260		215
Base Capacity (vph)	256	376	286	453	299	2513	847	272	3325	1078
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.09	0.53	0.42	0.02	0.80	0.27	0.74	0.38	0.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary
2: Lyons Road & Yellow Bird Farin

BY AM
04/07/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔			↔	↔	↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Volume (veh/h)	14	5	27	143	1	182	6	1911	220	191	1213	5
Future Volume (veh/h)	14	5	27	143	1	182	6	1911	220	191	1213	5
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)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	15	5	28	151	1	192	6	2012	232	201	1277	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	39	220	277	1	253	297	2824	877	230	3086	958
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.01	0.55	0.55	0.06	0.60	0.60
Sat Flow, veh/h	1190	246	1377	1220	8	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	15	0	33	152	0	192	6	2012	232	201	1277	5
Grp Sat Flow(s),veh/h/ln	1190	0	1623	1228	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.1	0.0	1.5	9.3	0.0	10.1	0.1	25.3	6.7	4.3	11.5	0.1
Cycle Q Clear(g_c), s	11.8	0.0	1.5	10.8	0.0	10.1	0.1	25.3	6.7	4.3	11.5	0.1
Prop In Lane	1.00		0.85	0.99		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	0	259	278	0	253	297	2824	877	230	3086	958
V/C Ratio(X)	0.12	0.00	0.13	0.55	0.00	0.76	0.02	0.71	0.26	0.88	0.41	0.01
Avail Cap(c_a), veh/h	196	0	354	360	0	346	389	2824	877	230	3086	958
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	0.0	31.4	36.0	0.0	35.0	8.8	14.3	10.2	18.2	9.1	6.8
Incr Delay (d2), s/veh	0.4	0.0	0.2	1.7	0.0	6.4	0.0	1.6	0.7	29.2	0.4	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	0.3	0.0	0.6	3.2	0.0	4.3	0.0	9.2	2.3	4.0	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.4	0.0	31.6	37.6	0.0	41.4	8.8	15.9	10.9	47.4	9.5	6.8
LnGrp LOS	D		C	D		D	A	B	B	D	A	A
Approach Vol, veh/h		48			344			2250			1483	
Approach Delay, s/veh		34.6			39.7			15.4			14.6	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	55.1		19.9	7.5	59.6		19.9				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	5.0	43.0		19.0	5.0	43.0		19.0				
Max Q Clear Time (g_c+I1), s	6.3	27.3		13.8	2.1	13.5		12.8				
Green Ext Time (p_c), s	0.0	12.7		0.0	0.0	11.3		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			17.4									
HCM 7th LOS			B									

Intersection							
Int Delay, s/veh	1.5						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↘	↑↑↑	↗	↘	↑↑↑
Traffic Vol, veh/h	0	293	0	1223	123	57	1454
Future Vol, veh/h	0	293	0	1223	123	57	1454
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	140	-	200	130	-
Veh in Median Storage, #	2	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	308	0	1287	129	60	1531

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2020	644	1117	0	0	1417
Stage 1	1287	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12
Pot Cap-1 Maneuver	161	*725	378	-	-	482
Stage 1	418	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	141	*725	378	-	-	482
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	347	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.58	0	0.51
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	378	-	-	725	482
HCM Lane V/C Ratio	-	-	-	0.425	0.125
HCM Ctrl Dly (s/v)	0	-	-	13.6	13.5
HCM Lane LOS	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	2.1	0.4

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

Queues
2: Lyons Road & Yellow Bird Farin

BY PM
04/07/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	40	161	165	33	1201	94	141	1400	9
v/c Ratio	0.06	0.13	0.69	0.42	0.12	0.45	0.11	0.44	0.46	0.01
Control Delay (s/veh)	28.6	10.8	49.0	9.9	6.9	13.9	1.5	10.6	12.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.6	10.8	49.0	9.9	6.9	13.9	1.5	10.6	12.3	0.0
Queue Length 50th (ft)	6	1	84	7	5	152	0	24	177	0
Queue Length 95th (ft)	20	26	145	57	16	191	14	51	232	0
Internal Link Dist (ft)		324	1050			689			538	
Turn Bay Length (ft)					260		100	260		215
Base Capacity (vph)	247	377	297	463	271	2675	892	317	3013	988
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.11	0.54	0.36	0.12	0.45	0.11	0.44	0.46	0.01

Intersection Summary

HCM 7th Signalized Intersection Summary
 2: Lyons Road & Yellow Bird Farin

BY PM
 04/07/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	11	1	37	153	0	157	31	1141	89	134	1330	9
Future Volume (veh/h)	11	1	37	153	0	157	31	1141	89	134	1330	9
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)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	12	1	39	161	0	165	33	1201	94	141	1400	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	7	261	284	0	267	287	2790	866	355	2944	914
Arrive On Green	0.17	0.17	0.17	0.17	0.00	0.17	0.03	0.55	0.55	0.06	0.58	0.58
Sat Flow, veh/h	1221	40	1551	1193	0	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	12	0	40	161	0	165	33	1201	94	141	1400	9
Grp Sat Flow(s),veh/h/ln	1221	0	1591	1193	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.8	0.0	1.9	9.9	0.0	8.4	0.7	12.1	2.5	3.0	13.9	0.2
Cycle Q Clear(g_c), s	12.6	0.0	1.9	11.8	0.0	8.4	0.7	12.1	2.5	3.0	13.9	0.2
Prop In Lane	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	0	268	284	0	267	287	2790	866	355	2944	914
V/C Ratio(X)	0.10	0.00	0.15	0.57	0.00	0.62	0.12	0.43	0.11	0.40	0.48	0.01
Avail Cap(c_a), veh/h	184	0	347	352	0	346	344	2790	866	358	2944	914
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	0.0	30.9	35.9	0.0	33.6	8.9	11.7	9.5	8.8	10.7	7.8
Incr Delay (d2), s/veh	0.3	0.0	0.3	1.8	0.0	2.3	0.2	0.5	0.3	0.7	0.6	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	0.3	0.0	0.7	3.4	0.0	3.3	0.3	4.4	0.9	1.1	4.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.4	0.0	31.1	37.7	0.0	35.9	9.1	12.2	9.8	9.5	11.3	7.9
LnGrp LOS	D		C	D		D	A	B	A	A	B	A
Approach Vol, veh/h	52		326				1328			1550		
Approach Delay, s/veh	33.5		36.8				11.9			11.1		
Approach LOS	C		D				B			B		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	11.8	54.5	20.6		9.2	57.2	20.6					
Change Period (Y+Rc), s	7.0	7.0	6.0		7.0	7.0	6.0					
Max Green Setting (Gmax), s	5.0	43.0	19.0		5.0	43.0	19.0					
Max Q Clear Time (g_c+I1), s	5.0	14.1	14.6		2.7	15.9	13.8					
Green Ext Time (p_c), s	0.0	10.8	0.1		0.0	12.3	0.7					
Intersection Summary												
HCM 7th Control Delay, s/veh			14.4									
HCM 7th LOS			B									

Intersection							
Int Delay, s/veh	1.5						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↘	↑↑↑	↗	↘	↑↑↑
Traffic Vol, veh/h	0	291	0	1291	91	65	1606
Future Vol, veh/h	0	291	0	1291	91	65	1606
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	140	-	200	130	-
Veh in Median Storage, #	2	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	306	0	1359	96	68	1691

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2172	679	1234	0	0	1455
Stage 1	1359	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12
Pot Cap-1 Maneuver	128	*725	325	-	-	457
Stage 1	370	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	109	*725	325	-	-	457
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	306	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.54	0	0.55
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	325	-	-	725	457
HCM Lane V/C Ratio	-	-	-	0.422	0.15
HCM Ctrl Dly (s/v)	0	-	-	13.5	14.3
HCM Lane LOS	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	2.1	0.5

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

Queues
4: Lyons Road & Yellow Bird Farin

BY Carpool
04/07/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	3	13	214	177	24	1264	129	137	1567	5
v/c Ratio	0.02	0.03	0.79	0.42	0.11	0.49	0.15	0.49	0.51	0.00
Control Delay (s/veh)	27.0	0.2	54.7	11.2	7.3	14.9	3.0	12.8	12.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.0	0.2	54.7	11.2	7.3	14.9	3.0	12.8	12.1	0.0
Queue Length 50th (ft)	1	0	111	14	4	165	1	27	151	0
Queue Length 95th (ft)	9	0	#211	68	13	204	28	50	270	0
Internal Link Dist (ft)		324	1050			689			538	
Turn Bay Length (ft)					260		100	260		215
Base Capacity (vph)	201	453	304	459	225	2599	870	280	3059	1002
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.70	0.39	0.11	0.49	0.15	0.49	0.51	0.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary
 4: Lyons Road & Yellow Bird Farin

BY Carpool
 04/07/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	3	0	12	203	0	168	23	1201	123	130	1489	5
Future Volume (veh/h)	3	0	12	203	0	168	23	1201	123	130	1489	5
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)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	3	0	13	214	0	177	24	1264	129	137	1567	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	0	293	333	0	293	240	2704	839	327	2884	895
Arrive On Green	0.19	0.00	0.19	0.19	0.00	0.19	0.02	0.53	0.53	0.06	0.56	0.56
Sat Flow, veh/h	1207	0	1585	1350	0	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	3	0	13	214	0	177	24	1264	129	137	1567	5
Grp Sat Flow(s),veh/h/ln	1207	0	1585	1350	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.2	0.0	0.6	12.9	0.0	8.9	0.5	13.5	3.6	3.0	16.8	0.1
Cycle Q Clear(g_c), s	13.7	0.0	0.6	13.5	0.0	8.9	0.5	13.5	3.6	3.0	16.8	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	119	0	293	333	0	293	240	2704	839	327	2884	895
V/C Ratio(X)	0.03	0.00	0.04	0.64	0.00	0.60	0.10	0.47	0.15	0.42	0.54	0.01
Avail Cap(c_a), veh/h	159	0	346	379	0	346	307	2704	839	330	2884	895
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	0.0	29.1	34.7	0.0	32.5	10.1	12.8	10.5	9.7	11.9	8.3
Incr Delay (d2), s/veh	0.1	0.0	0.1	3.0	0.0	2.2	0.2	0.6	0.4	0.9	0.7	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	0.0	0.2	4.6	0.0	3.5	0.2	4.9	1.3	1.1	5.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.1	0.0	29.2	37.7	0.0	34.7	10.3	13.4	10.9	10.6	12.6	8.3
LnGrp LOS	D		C	D		C	B	B	B	B	B	A
Approach Vol, veh/h		16			391			1417			1709	
Approach Delay, s/veh		31.4			36.3			13.1			12.5	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	53.1		22.1	8.8	56.1		22.1				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	5.0	43.0		19.0	5.0	43.0		19.0				
Max Q Clear Time (g_c+I1), s	5.0	15.5		15.7	2.5	18.8		15.5				
Green Ext Time (p_c), s	0.0	11.4		0.0	0.0	13.2		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			15.4									
HCM 7th LOS			B									

Intersection							
Int Delay, s/veh	12.3						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↘	↑↑↑	↗	↘	↑↑↑
Traffic Vol, veh/h	8	287	0	1852	339	243	1411
Future Vol, veh/h	8	287	0	1852	339	243	1411
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	140	-	200	130	-
Veh in Median Storage, #	2	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	8	302	0	1949	357	256	1485

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	3055	975	1084	0	0	2306
Stage 1	1949	-	-	-	-	-
Stage 2	1106	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12
Pot Cap-1 Maneuver	40	*622	394	-	-	~ 198
Stage 1	238	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	0	*622	394	-	-	~ 198
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v		0	30.85
HCM LOS	-		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	394	-	-	~ 198	-
HCM Lane V/C Ratio	-	-	-	1.29	-
HCM Ctrl Dly (s/v)	0	-	-	210	-
HCM Lane LOS	A	-	-	F	-
HCM 95th %tile Q(veh)	0	-	-	14	-

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

Queues
2: Lyons Road & Yellow Bird Farin

FY AM
04/07/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	15	33	177	222	6	2048	272	237	1264	5
v/c Ratio	0.08	0.10	0.75	0.56	0.02	0.81	0.32	0.94	0.39	0.00
Control Delay (s/veh)	28.6	13.0	52.7	18.1	6.3	22.0	6.9	69.4	9.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.6	13.0	52.7	18.1	6.3	22.0	6.9	69.4	9.0	0.0
Queue Length 50th (ft)	7	2	93	40	1	336	36	~91	103	0
Queue Length 95th (ft)	23	26	160	106	5	404	83	#279	204	0
Internal Link Dist (ft)		324	1050			689			538	
Turn Bay Length (ft)					260		100	260		215
Base Capacity (vph)	233	376	286	453	299	2513	857	251	3264	1060
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.09	0.62	0.49	0.02	0.81	0.32	0.94	0.39	0.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary
 2: Lyons Road & Yellow Bird Farin

FY AM
 04/07/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↘			↘	↘	↘	↑↑↑	↘	↘	↑↑↑	↘
Traffic Volume (veh/h)	14	5	27	167	1	211	6	1946	258	225	1201	5
Future Volume (veh/h)	14	5	27	167	1	211	6	1946	258	225	1201	5
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)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	15	5	28	176	1	222	6	2048	272	237	1264	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	43	243	302	1	280	291	2736	849	220	2998	931
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.01	0.54	0.54	0.06	0.59	0.59
Sat Flow, veh/h	1158	246	1377	1238	7	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	15	0	33	177	0	222	6	2048	272	237	1264	5
Grp Sat Flow(s),veh/h/ln	1158	0	1623	1245	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.1	0.0	1.5	10.8	0.0	11.7	0.1	27.0	8.4	5.0	11.8	0.1
Cycle Q Clear(g_c), s	13.3	0.0	1.5	12.3	0.0	11.7	0.1	27.0	8.4	5.0	11.8	0.1
Prop In Lane	1.00		0.85	0.99		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	0	287	303	0	280	291	2736	849	220	2998	931
V/C Ratio(X)	0.12	0.00	0.12	0.58	0.00	0.79	0.02	0.75	0.32	1.08	0.42	0.01
Avail Cap(c_a), veh/h	173	0	354	360	0	346	382	2736	849	220	2998	931
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	0.0	30.1	35.2	0.0	34.3	9.5	15.7	11.3	19.1	9.9	7.4
Incr Delay (d2), s/veh	0.4	0.0	0.2	1.8	0.0	9.7	0.0	1.9	1.0	82.0	0.4	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	0.3	0.0	0.6	3.7	0.0	5.1	0.1	10.0	3.0	7.2	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.4	0.0	30.3	37.0	0.0	44.0	9.5	17.6	12.3	101.2	10.3	7.5
LnGrp LOS	D		C	D		D	A	B	B	F	B	A
Approach Vol, veh/h		48			399			2326			1506	
Approach Delay, s/veh		33.7			40.9			16.9			24.6	
Approach LOS		C			D			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	53.6		21.4	7.5	58.1		21.4				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	5.0	43.0		19.0	5.0	43.0		19.0				
Max Q Clear Time (g_c+I1), s	7.0	29.0		15.3	2.1	13.8		14.3				
Green Ext Time (p_c), s	0.0	11.6		0.0	0.0	11.1		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			22.1									
HCM 7th LOS			C									

Intersection							
Int Delay, s/veh	0.8						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	Y		U	↑↑↑	↑	Y	↑↑↑
Traffic Vol, veh/h	25	110	0	1725	55	59	2108
Future Vol, veh/h	25	110	0	1725	55	59	2108
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	140	-	200	130	-
Veh in Median Storage, #	2	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	26	116	0	1816	58	62	2219

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2828	908	1620	0	0	1874
Stage 1	1816	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12
Pot Cap-1 Maneuver	57	*642	198	-	-	363
Stage 1	271	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Platoon blocked, %	0	0	-	-	0	-
Mov Cap-1 Maneuver	47	*642	198	-	-	363
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	271	-	-	-	-	-
Stage 2	233	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.56	0	0.46
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	198	-	-	428	363
HCM Lane V/C Ratio	-	-	-	0.332	0.171
HCM Ctrl Dly (s/v)	0	-	-	17.6	17
HCM Lane LOS	A	-	-	C	C
HCM 95th %tile Q(veh)	0	-	-	1.4	0.6

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

Queues
2: Lyons Road & Yellow Bird Farin

FY PM
04/07/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1	22	91	72	5	1746	68	45	2179	15
v/c Ratio	0.01	0.07	0.52	0.23	0.02	0.51	0.06	0.19	0.58	0.01
Control Delay (s/veh)	30.0	0.4	45.2	1.9	5.0	11.1	0.4	6.1	8.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.0	0.4	45.2	1.9	5.0	11.1	0.4	6.1	8.9	0.0
Queue Length 50th (ft)	1	0	48	0	1	213	0	6	177	0
Queue Length 95th (ft)	5	0	91	4	4	307	4	18	420	0
Internal Link Dist (ft)		324	1050			689			538	
Turn Bay Length (ft)					260		100	260		215
Base Capacity (vph)	283	453	302	453	202	3428	1108	241	3756	1201
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.05	0.30	0.16	0.02	0.51	0.06	0.19	0.58	0.01

Intersection Summary

HCM 7th Signalized Intersection Summary
 2: Lyons Road & Yellow Bird Farin

FY PM
 04/07/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	1	0	21	86	0	68	5	1659	65	43	2070	14
Future Volume (veh/h)	1	0	21	86	0	68	5	1659	65	43	2070	14
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)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	1	0	22	91	0	72	5	1746	68	45	2179	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	0	164	209	0	164	165	3249	1009	253	3378	1049
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.01	0.64	0.64	0.03	0.66	0.66
Sat Flow, veh/h	1328	0	1585	1220	0	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	1	0	22	91	0	72	5	1746	68	45	2179	15
Grp Sat Flow(s),veh/h/ln	1328	0	1585	1220	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.1	0.0	1.1	5.5	0.0	3.7	0.1	16.4	1.4	0.8	21.9	0.3
Cycle Q Clear(g_c), s	6.7	0.0	1.1	6.6	0.0	3.7	0.1	16.4	1.4	0.8	21.9	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	119	0	164	209	0	164	165	3249	1009	253	3378	1049
V/C Ratio(X)	0.01	0.00	0.13	0.44	0.00	0.44	0.03	0.54	0.07	0.18	0.65	0.01
Avail Cap(c_a), veh/h	271	0	346	369	0	346	258	3249	1009	301	3378	1049
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	35.5	38.5	0.0	36.6	7.9	8.7	6.0	6.8	8.7	5.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	1.4	0.0	1.9	0.1	0.6	0.1	0.3	1.0	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	0.0	0.0	0.4	1.9	0.0	1.5	0.0	5.4	0.5	0.3	7.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.2	0.0	35.8	39.9	0.0	38.5	8.0	9.4	6.1	7.2	9.7	5.1
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		23			163			1819			2239	
Approach Delay, s/veh		36.1			39.3			9.3			9.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	62.4		15.0	7.5	64.6		15.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	5.0	43.0		19.0	5.0	43.0		19.0				
Max Q Clear Time (g_c+I1), s	2.8	18.4		8.7	2.1	23.9		8.6				
Green Ext Time (p_c), s	0.0	15.3		0.0	0.0	15.3		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			10.7									
HCM 7th LOS			B									

Intersection							
Int Delay, s/veh	1.7						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y	↑↑↑	Y	Y	↑↑↑
Traffic Vol, veh/h	0	331	0	1314	105	75	1626
Future Vol, veh/h	0	331	0	1314	105	75	1626
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	140	-	200	130	-
Veh in Median Storage, #	2	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	348	0	1383	111	79	1712

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2226	692	1249	0	0	1494
Stage 1	1383	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12
Pot Cap-1 Maneuver	127	*705	319	-	-	476
Stage 1	403	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Platoon blocked, %	0	0		-	-	0
Mov Cap-1 Maneuver	106	*705	319	-	-	476
Mov Cap-2 Maneuver	241	-	-	-	-	-
Stage 1	403	-	-	-	-	-
Stage 2	289	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15	0	0.62
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	319	-	-	705	476
HCM Lane V/C Ratio	-	-	-	0.494	0.166
HCM Ctrl Dly (s/v)	0	-	-	15	14.1
HCM Lane LOS	A	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	2.8	0.6

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

Queues
4: Lyons Road & Yellow Bird Farin

FY Carpool
04/07/2026

























Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	3	13	244	201	24	1279	149	158	1567	5
v/c Ratio	0.02	0.03	0.86	0.46	0.11	0.50	0.17	0.59	0.52	0.01
Control Delay (s/veh)	27.3	0.2	61.3	13.6	7.4	15.4	3.6	17.6	12.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	0.2	61.3	13.6	7.4	15.4	3.6	17.6	12.5	0.0
Queue Length 50th (ft)	1	0	129	26	4	167	5	32	152	0
Queue Length 95th (ft)	9	0	#253	87	13	207	35	#67	270	0
Internal Link Dist (ft)		324	1050			689			538	
Turn Bay Length (ft)					260		100	260		215
Base Capacity (vph)	179	453	304	457	221	2559	861	269	3004	986
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.03	0.80	0.44	0.11	0.50	0.17	0.59	0.52	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary
4: Lyons Road & Yellow Bird Farin

FY Carpool
04/07/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	12	232	0	191	23	1215	142	150	1489	5
Future Volume (veh/h)	3	0	12	232	0	191	23	1215	142	150	1489	5
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)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	3	0	13	244	0	201	24	1279	149	158	1567	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	0	322	359	0	322	232	2600	807	315	2790	866
Arrive On Green	0.20	0.00	0.20	0.20	0.00	0.20	0.02	0.51	0.51	0.06	0.55	0.55
Sat Flow, veh/h	1181	0	1585	1356	0	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	3	0	13	244	0	201	24	1279	149	158	1567	5
Grp Sat Flow(s),veh/h/ln	1181	0	1585	1356	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.2	0.0	0.6	14.7	0.0	10.1	0.6	14.3	4.4	3.7	17.5	0.1
Cycle Q Clear(g_c), s	15.5	0.0	0.6	15.3	0.0	10.1	0.6	14.3	4.4	3.7	17.5	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	0	322	359	0	322	232	2600	807	315	2790	866
V/C Ratio(X)	0.03	0.00	0.04	0.68	0.00	0.62	0.10	0.49	0.18	0.50	0.56	0.01
Avail Cap(c_a), veh/h	133	0	346	379	0	346	298	2600	807	315	2790	866
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	27.8	34.0	0.0	31.6	11.0	14.0	11.6	11.0	12.9	9.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	4.6	0.0	3.1	0.2	0.7	0.5	1.3	0.8	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	0.0	0.2	5.3	0.0	4.0	0.2	5.3	1.6	1.4	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.3	0.0	27.9	38.5	0.0	34.7	11.2	14.6	12.1	12.2	13.7	9.0
LnGrp LOS	D		C	D		C	B	B	B	B	B	A
Approach Vol, veh/h	16		445				1452			1730		
Approach Delay, s/veh	30.4		36.8				14.3			13.6		
Approach LOS	C		D				B			B		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	12.0	51.3	23.7		8.8	54.5	23.7					
Change Period (Y+Rc), s	7.0	7.0	6.0		7.0	7.0	6.0					
Max Green Setting (Gmax), s	5.0	43.0	19.0		5.0	43.0	19.0					
Max Q Clear Time (g_c+I1), s	5.7	16.3	17.5		2.6	19.5	17.3					
Green Ext Time (p_c), s	0.0	11.6	0.0		0.0	13.0	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh			16.8									
HCM 7th LOS			B									

APPENDIX F: SCHEMATIC TRAFFIC ARRANGEMENTS



MEDIAN MODIFICATION TO ALLOW FOR EXTENSION OF SOUTHBOUND LEFT

ELIMINATION OF NORTHBOUND U-TURN LANE

NW 75th Pl

NW 75th Pl

Lyon

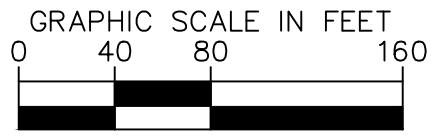
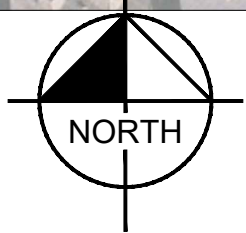


EXHIBIT 1:
SOUTHBOUND LEFT TURN LANE –
SOUTH DRIVEWAY
ANTICIPATED RANGE OF COST:
\$80,000–\$150,000





MEDIAN MODIFICATION TO ALLOW FOR
EXTENSION OF SOUTHBOUND LEFT TURN
LANE

MEDIAN EXTENSION FOR PROHIBITION OF
LEFT-OUT MOVEMENTS FROM SCHOOL

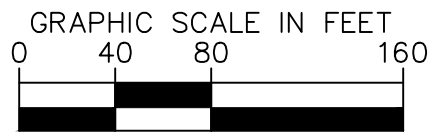
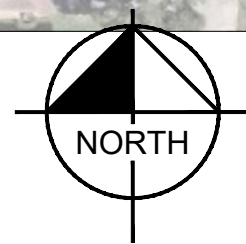


EXHIBIT 2:
SOUTHBOUND LEFT TURN LANE –
NORTH DRIVEWAY
ANTICIPATED RANGE OF COST:
\$200,000–\$400,000

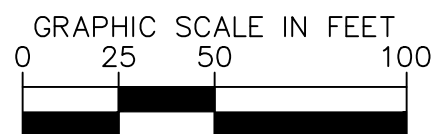
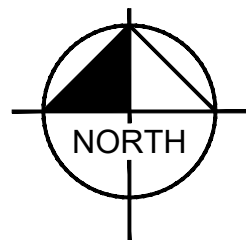
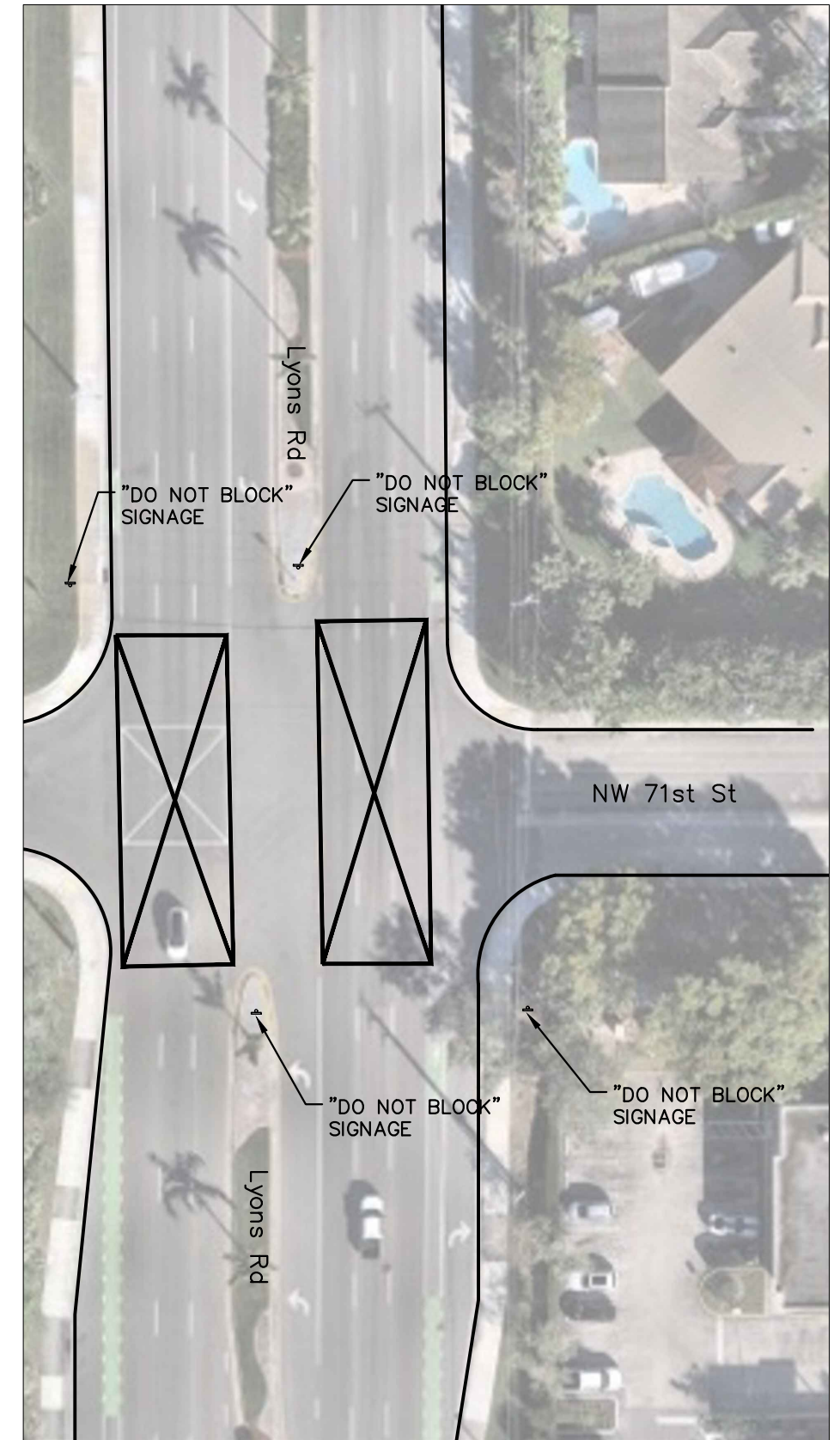
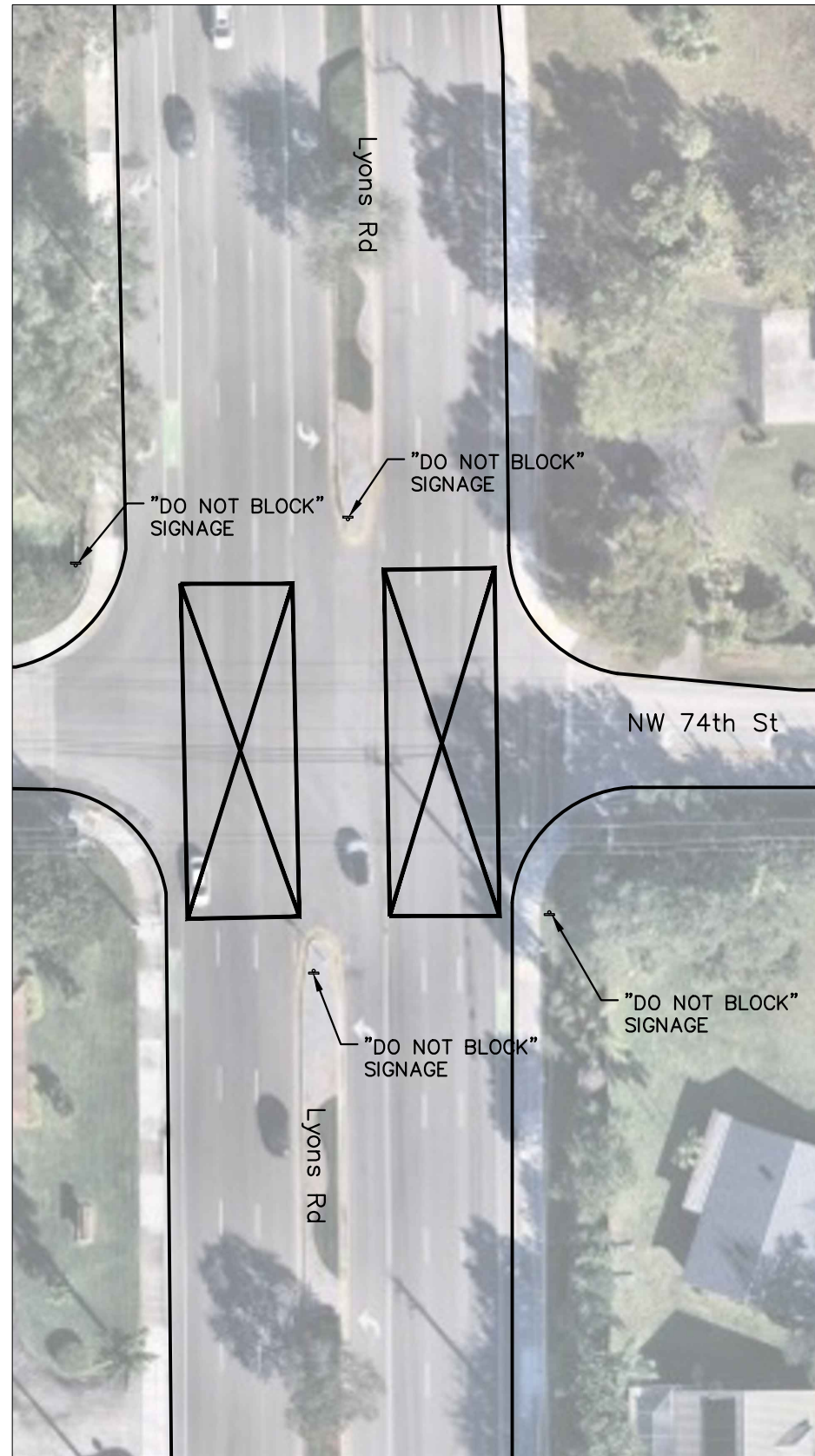
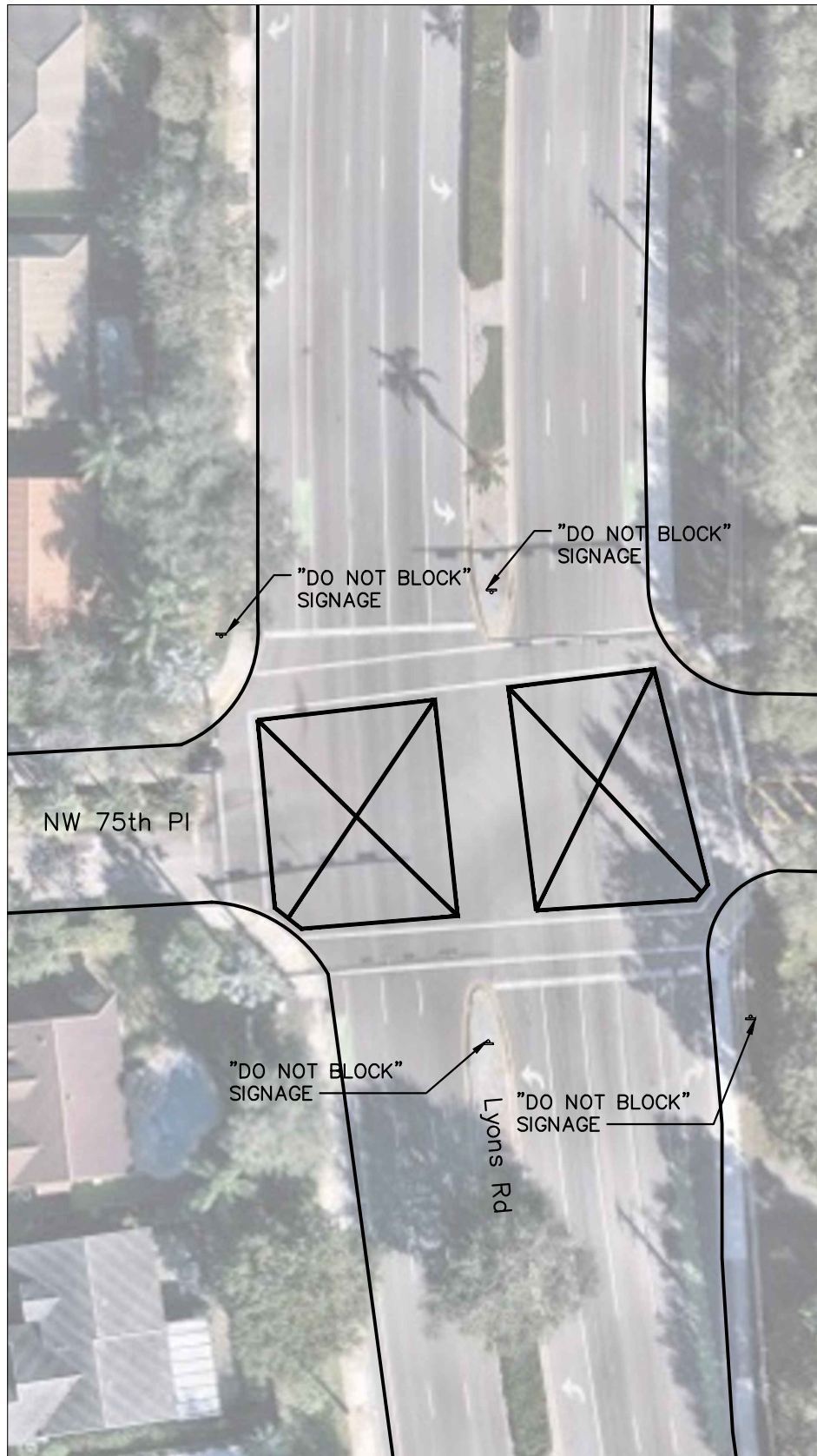


EXHIBIT 4:
IMPLEMENTATION OF "DO NOT
BLOCK" PAVEMENT MARKINGS
ANTICIPATED RANGE OF COST:
\$25,000-\$50,000

