FLORIDA TURNPIKE ENTERPRISE

General Comments

1. **COMMENT: Methodology relating to the incorporation/interpretation of HB 7203 in the project's DRI analysis was not discussed and a methodology was not approved related to this. A meeting with all reviewing agencies to discuss the appropriate incorporation/interpretation of HB 7203 in the DRI analysis methodology , is necessary to revise and finalize the DRI analysis.**

   A meeting was held by the applicant. The proposed methodology for development of any proposed project mitigation has not been reviewed and finalized.

   RESPONSE: During the Second Sufficiency review of the Beacon Countyline DRI, several agencies requested that proportionate share calculations be included as part of the response. Although a meeting was held and an agreement was reached on the impact of HB 7203 (2006) on the analysis of **Question 21 – Transportation**, further discussions of its impact on proportionate share are needed. The impact of this bill will be further discussed once the analysis and data are generally found to be sufficient to justify the next level of analysis to provide mitigation and proportionate share calculations. At that time the Applicant and review agencies meet to discuss the Development Order. Also, review comments during the second sufficiency resulted in a significant revision of **Question 21 – Transportation**. Proportionate share calculations will be prepared and provided once the agency review of **Question 21 – Transportation** is finalized.

2. **COMMENT: The documentation should include and existing lane geometry figure.**

   Detailed geometry for freeway ramps and ramp junctions was not provided.

   RESPONSE: The requested information is included as **FTE Attachment 1 – Ramps Lane Configuration**.

3. **COMMENT: The development and use of K, D and T factors for Turnpike facilities was not reviewed with the FTE prior to their use in the application, as requested in the methodology comments. Since the analysis presented for DRI approval is a planning level analysis, K & D for the 100th hour are recommended.**

   The table heading in Appendix 21-2 should be revised to identify K_{100}. Revisions to incorporate a revised K_{100} and D_{100} into the existing conditions do not appear consistent with out calculations based on provided AADT, K_{100}, and D_{100} for the HEFT. Please provide additional documentation related to the development of the peak hour volumes on the HEFT corridor.

   Detailed analysis by FTE in the subject HEFT corridor, using HCS freeway Analysis module and specific corridor traffic characteristics, does not identify existing deficiencies.

   RESPONSE: The peak hour directional volume was obtained by multiplying the daily volume with the K_{100} factor (for the peak direction), and dividing this by the Heavy vehicle

factor. The counts were then updated to 2007 conditions by applying the yearly growth rate for 1 year. The excerpt from the table showing the links on HEFT are provided below.

HEFT Segments		Direction	Source of Count	Year of Count	AADT	K 100	D	T	Default % Truck	Heavy Veh Factor (HCM eq 21-3)	Yearly Growth Rate	Volume (2007)
From	To											
NW 57 Ave (Red Road)	I-75	NB	DOT	2006	49,600	10.05	59.22	8.14	6	0.989	6.0%	3,163 (4)
		SB	2285									2,178 (4)
I-75	NW 170 Street	NB	DOT	2006	89,600	10.05	59.22	8.14	6	0.989	6.0%	5,713 (4)
		SB	2248									3,934 (4)
NW 170 Street	Okeechobee Rd/ US 27	NB	DOT	2006	89,600	10.05	59.22	8.14	6	0.989	6.0%	5,713 (4)
		SB	2248									3,934 (4)
Okeechobee Rd/ US 27	NW 106 Street	NB	DOT	2006	95,100	10.05	59.22	8.14	6	0.989	6.0%	6,064 (4)
		SB	2272									4,176 (4)
NW 106 Street	NW 74Street	NB	DOT	2006	102,800	10.05	59.22	8.14	6	0.989	6.0%	6,555 (4)
		SB	2268									4,514 (4)
(4) AADT * Yearly Growth Rate to 2007 * K 100 * D / T factor.												

4. **<u>COMMENT</u>: An interchange at NW 170th Street is not in the Turnpike's Cost Feasible Plan and as such, there is no approved Joint Participation Agreement (JPA). Therefore, the design of a potential interchange has not been developed. Selection of interchange configuration is determined considering many factors as part of a PD&E and design process. Interchange funding, the availability of right-of-way and access impacts would also be considered. For the purposes of this analysis, it is recommended that the applicant conservatively present and analyze a standard diamond configuration.**

   The current document identifies a configuration different than the standard diamond recommended, (i.e. loop ramp in the southwest quadrant). Revision of the analysis is not necessary, further refinement of the interchange design requirements will be conducted as port of future project development phases.

   <u>RESPONSE</u>: This comment is acknowledged by the Applicant. The Applicant commits to working closely with the FTE to address all issues and concerns related to the proposed HEFT Interchange.

5. **<u>COMMENT</u>: The Turnpike version of the Miami-Dade Model was project validated by using time penalties at the US 27 ramps to obtain more accurate volume/count ratios in the validation year. It is customary for all future year models to have the same validation adjustments as the base year, therefore, all future year models incorporate time penalties at US 27. Since NW 170th Street will serve the same local area as US 27, a new interchange at NW 170th Street should have the same time penalties as US 27. Not using time penalties at NW 170th Street will overestimate traffic volumes using the interchange as it would appear to be more desirable the US 27. Please modify the TCARDS file as follows to include the following time penalties at NW 170th Street:**

T 2645 2706 2306 300
T 2716 2805 2866 350
T 2403 2406 2407 150
T 2310 2387 2400 50

Preliminary review of the model files provided today, show that the TCARDS modification has not been incorporated in all model runs with the new interchange.

RESPONSE: The model run used to determine project trip distribution and assignment was revised as requested in the first sufficiency responses. The model run for the sensitivity analysis did not require such adjustment since an interchange is not in place on HEFT at NW 170 Street for this scenario. The model run for Future Traffic Conditions without the Project with the interchange (**Appendix 21-5 (R) – Diversions Documentation**), used to establish diversions cause by the proposed interchange, was revised to include these penalties. The changes resulted in revised diversions in the study area. Link and intersection capacity analysis reflect these revisions. **Appendix 21-5 (R) – Diversions Documentation** was revised to include the revised model runs and documentation of the diversions. Documentation of the traffic volume components for both roadway segments and intersections previously requested in the first sufficiency was updated in **FTE Attachment 2 – Traffic Volume Projections** and **FTE Attachment 3 – Intersection Assignment** to reflect the revised diversions.

6. **COMMENT: The applicant presents truck data for a comparable development. However, the analysis has utilized standard defaults. Additionally, the applicant has not provided and used specific truck information for the HEFT.**

The adjustments proposed by the applicant to the traffic volumes to account for differences in truck percentages are related to assumptions used in the QLOS Handbook generalized tables with respect to determination of freeway level of service. The HCS Ramp analysis should incorporate the correct inputs including volumes and appropriate truck percentages (not standard 2% defaults) for the HEFT ramps.

Please provide geometric information/assumptions related to the proposed ramp improvements for verification of analysis results.

RESPONSE: The text report is provided in the updated HCS analysis of the ramps which shows the number of lanes analyzed. In addition, sketches of the ramps analyzed are provided as **FTE Attachment 1 – Ramps Lane Configuration**.

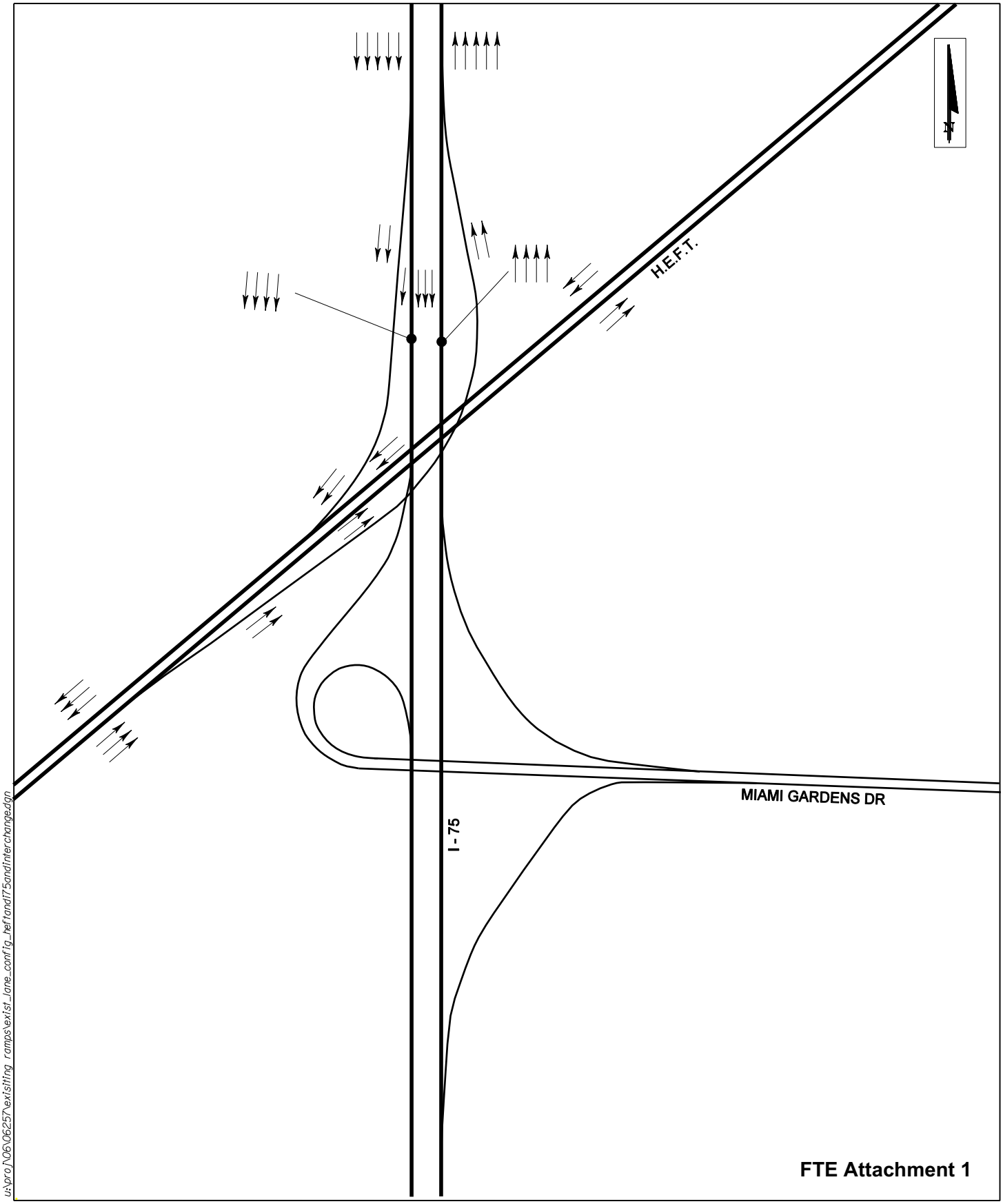
7. **COMMENT: The applicant has not included proportionate share calculations in the application.**

Proportionate share is not currently included in the document for comment.

RESPONSE: Proportionate share calculations will be provided at a later date as described above.

FTE Attachment 1

Ramps Lane Configuration



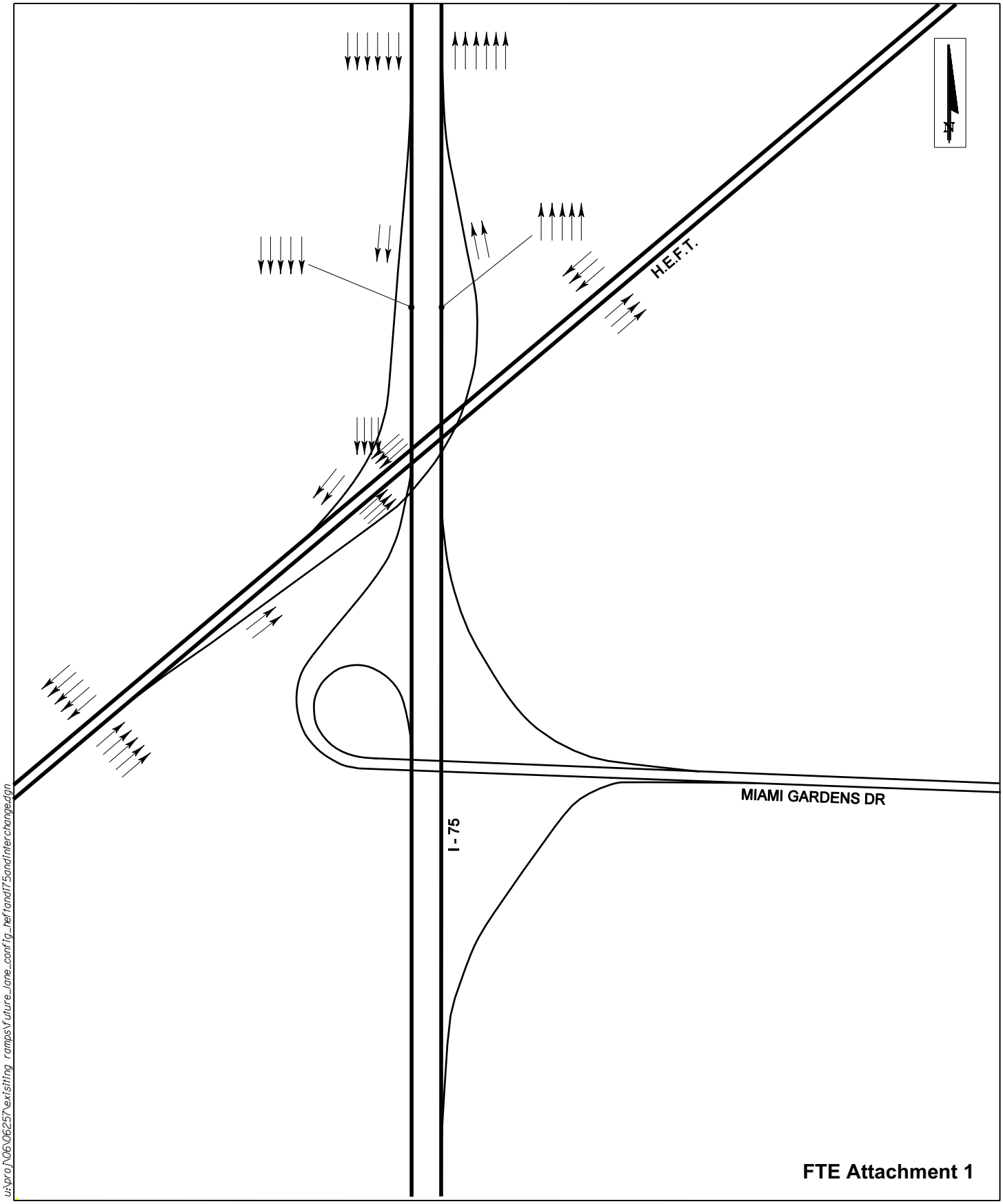
u:\proj\06\06257\existing ramps\exist_lane_config_heftandI75andInterchange.dgn

Source: David Plummer & Associates

H.E.F.T./I-75/Interchange

Existing Lane Configuration

Beacon County Line DRI



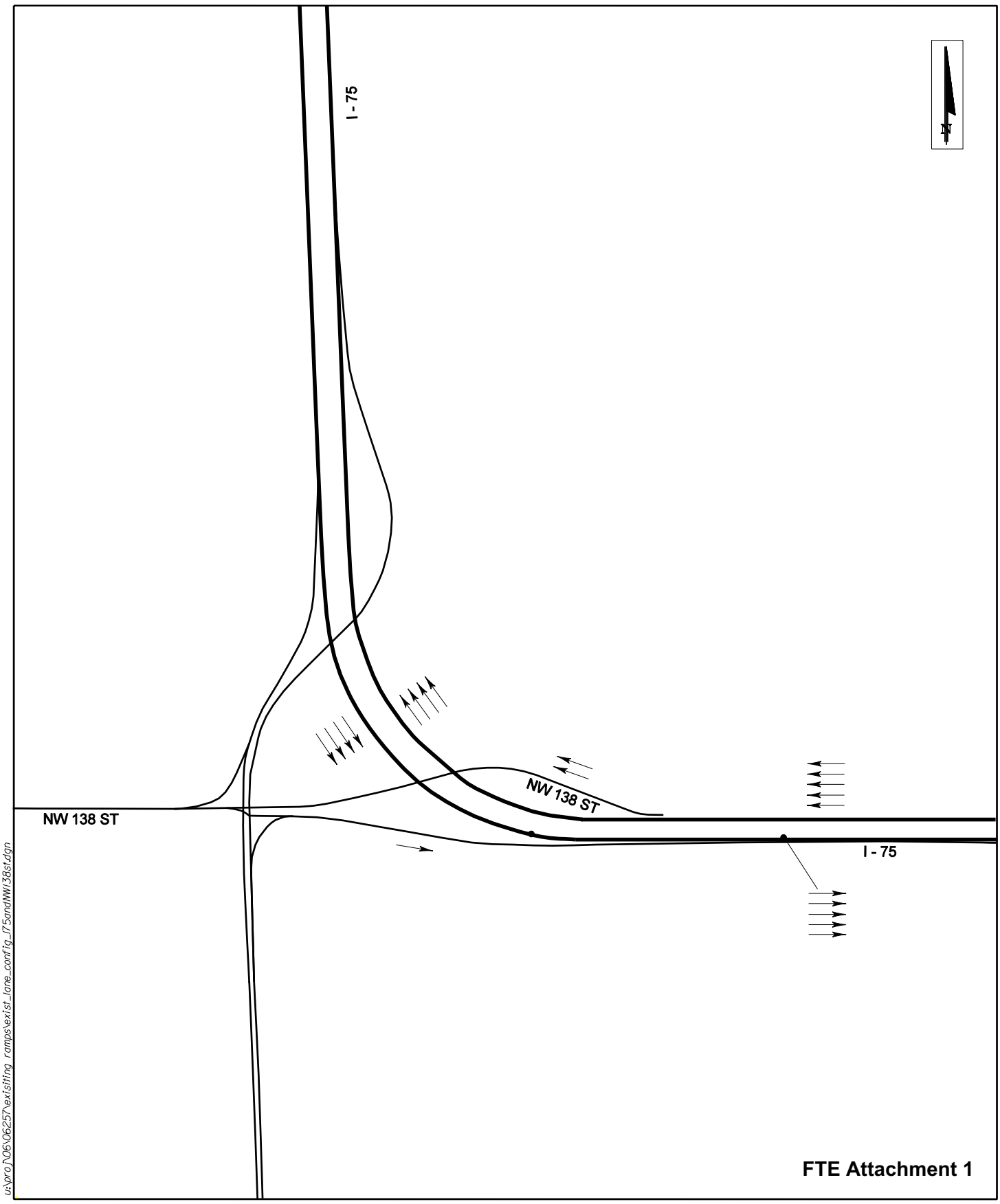
u:\proj\06\06257\existing ramps\future_lane_config_heftandi75andinterchange.dgn

Source: David Plummer & Associates

H.E.F.T./I-75/Interchange

Future Lane Configuration

Beacon County Line DRI



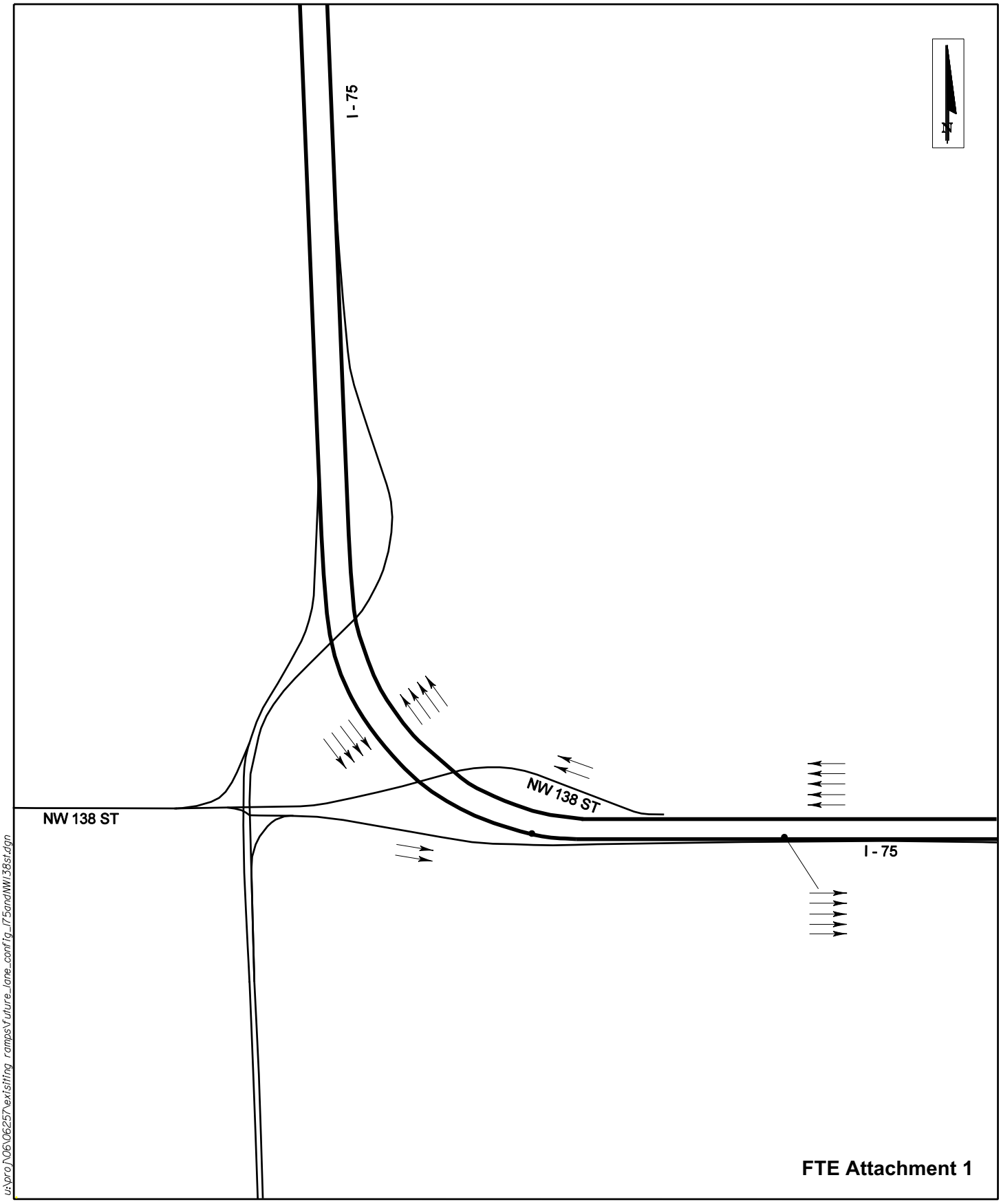
u:\pro\06\06257\existing ramps\exist_lane_config_I75andNW138st.dgn

Source: David Plummer & Associates

I-75/NW 138 St Ramps

Existing Lane Configuration

Beacon County Line DRI

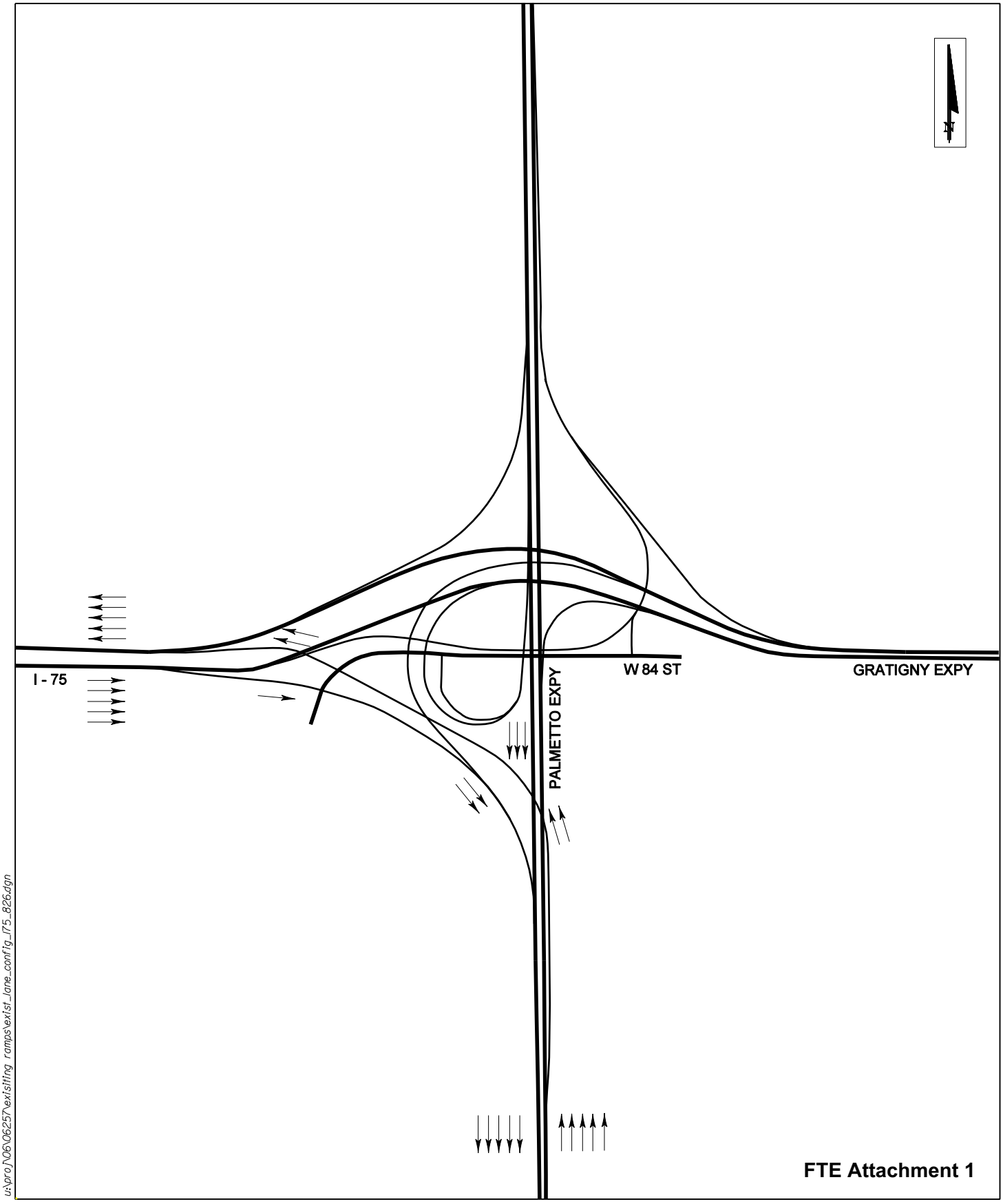


Source: David Plummer & Associates

I-75/NW 138 St Ramps

Future Lane Configuration

Beacon County Line DRI



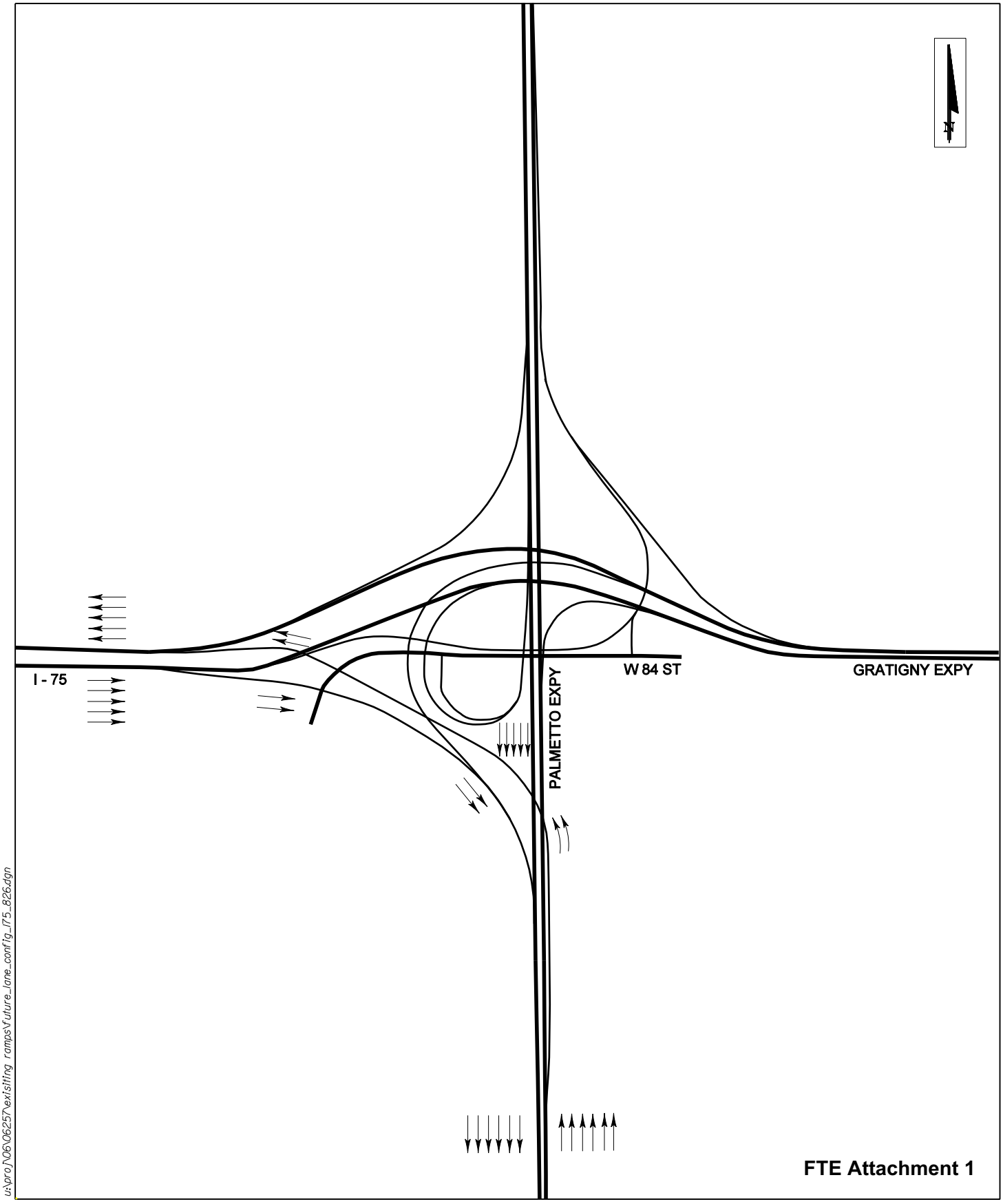
u:\proj\06\0625\existing ramps\exist_lane_config_I75_826.dgn

Source: David Plummer & Associates

I-75 / S.R. 826 Ramps

Existing Lane Configuration

Beacon County Line DRI



u:\proj\06\0625\existing ramps\future_lane_config_I75_826.dgn

Source: David Plummer & Associates

I-75 / S.R. 826 Ramps

Future Lane Configuration

Beacon County Line DRI

FTE Attachment 2

Traffic Volume Projections

FTE Attachment 2 TRAFFIC VOLUME PROJECTIONS

Beacon Countyline DRI

Roadway	Limits		Direction	Source of Count	Year of Count	AADT Count	K 100	D	T	Default % Truck	Heavy Veh Factor (HCM eq 21-3)	Yearly Growth Rate	Volume (2007)	Future Background (2018)	Diversions	Committed Developments	Total (2018) Traffic without Project	Project	Total (2018) Traffic with Project
	From	To																	
Palmetto Expressway (SR 826)	Red Road/NW 57 Av	NW 67 Av/Ludlam Rd	EB	FDOT	2006	122,500	10.06	56.25	4.69	4	0.997	1.4%	7,053 (4)	7,616	0	557	8,172	157	8,329
			WB	554									5,486 (4)	5,923	0	772	6,695	70	6,765
	NW 67 Av/Ludlam Rd	Miami Lakes Drive	NEB	FDOT	2006	135,313	10.06	56.25	4.69	4	0.997	1.4%	7,791 (4)	8,412	-39	478	8,852	92	8,944
			SWB	137									6,060 (4)	6,543	-31	644	7,156	41	7,197
	Miami Lakes Drive	I-75	NB	FDOT	2006	135,313	10.06	56.25	4.69	4	0.997	1.4%	7,791 (4)	8,412	-39	701	9,074	92	9,166
			SB	576									6,060 (4)	6,543	-31	590	7,103	92	7,195
	I-75	W 68 St/NW 122 Street	NB	FDOT	2006	157,000	10.06	56.25	4.69	4	0.997	1.4%	9,040 (4)	9,761	-39	809	10,530	123	10,653
			SB	575									7,031 (4)	7,592	-31	818	8,379	275	8,654
	W 68 St/NW 122 Street	W 49 Street/NW 103 St	NB	FDOT	2006	164,000	10.06	56.25	4.69	4	0.997	1.4%	9,443 (4)	10,196	-39	760	10,916	103	11,019
			SB	574									7,344 (4)	7,930	-31	787	8,686	229	8,915
	W 49 Street/NW 103 St	Okeechobee Rd/US 27	NB	FDOT	2006	170,500	10.06	56.25	4.69	4	0.997	1.4%	9,817 (4)	10,600	-39	714	11,274	86	11,360
			SB	553									7,635 (4)	8,244	-31	757	8,971	191	9,162
	Okeechobee Rd/US 27	NW 74 Street	NB	FDOT	2006	178,500	10.06	56.25	4.69	4	0.997	1.4%	10,278 (4)	11,097	-39	724	11,782	92	11,874
			SB	573									7,994 (4)	8,631	-31	857	9,458	205	9,663
NW 87 Avenue / West 28 Avenue	Miami Gardens Drive	NW 170 Street	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	288 (3)	297	17	169	483	72	555
			SB	TM									448 (3)	463	7	288	759	32	791
	NW 170 Street	Miami Lakes Drive	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	0	53	53	0	53
			SB	TM									0 (3)	0	0	108	108	0	108
	Miami Lakes Drive	I-75	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	1,108 (3)	1,145	0	58	1,203	3	1,206
			SB	24 HR									848 (3)	876	0	29	905	7	912
I-75	Miramar Parkway	HEFT	NB	FDOT	2006	163,000	9.21	54.53	5.6	4	0.992	2.3%	8,441 (4)	9,573	0	610	10,183	329	10,512
			SB	2000									7,039 (4)	7,982	0	1,414	9,397	148	9,545
	HEFT	NW 186 Street	NB	FDOT	2006	146,500	9.21	54.53	5.6	4	0.992	2.3%	7,587 (4)	8,604	0	495	9,098	0	9,098
			SB	2503									6,326 (4)	7,174	0	1,264	8,439	0	8,439
	NW 186 Street	NW 138 Street	NB	FDOT	2006	146,500	9.21	54.53	5.6	4	0.992	2.3%	7,587 (4)	8,604	-28	263	8,839	3	8,842
			SB	2501									6,326 (4)	7,174	-12	664	7,826	6	7,832
	NW 138 Street	SR 826	EB	FDOT	2006	117,000	9.21	54.53	5.6	4	0.992	2.3%	5,053 (4)	5,730	0	1,165	6,894	775	7,669
			WB	2500									6,059 (4)	6,871	0	520	7,391	348	7,739
NW 97 Avenue	NW 170 Street	NW 154 Street	NB	)T EXISTIN	NA	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	89	0	89	224	313
			SB										0 (3)	0	106	0	106	321	427
	NW 154 Street	NW 138 Street	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	89	0	89	404	493
			SB	TM									0 (3)	0	106	0	106	899	1,005
	NW 138 Street	W 68 Street	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	232 (3)	240	19	0	259	13	272
			SB	TM									136 (3)	141	16	0	157	30	187
NW 107 Avenue	NW 166 Street	NW 162 Street	NB	NOT	NA	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	0	0	0	79	79
			SB	EXISTIN									0 (3)	0	0	0	0	176	176
	NW 162 Street	NW 154 Street	NB	NOT	NA	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	0	0	0	236	236
			SB	EXISTIN									0 (3)	0	0	0	0	527	527
	NW 154 Street	NW 138 Street	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	120 (3)	124	0	0	124	236	360
			SB	TM									117 (3)	121	0	0	121	527	648
	NW 138 Street	Okeechobee Rd/US 27	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	456 (3)	471	0	0	471	181	652
			SB	TM									337 (3)	348	0	0	348	404	752
HEFT	NW 57 Av (Red Road)	I-75	NB	DOT	2006	49,600	10.05	59.22	8.14	6	0.989	6.0%	3,163 (4)	4,378	0	339	4,717	137	4,854
			SB	2285									2,178 (4)	3,015	0	460	3,475	61	3,536
	I-75	NW 170 Street	NB	DOT	2006	89,600	10.05	59.22	8.14	6	0.989	6.0%	5,713 (4)	7,908	0	485	8,393	466	8,859
			SB	2248									3,934 (4)	5,446	0	627	6,073	209	6,282
	NW 170 Street	Okeechobee Rd/US 27	NB	DOT	2006	89,600	10.05	59.22	8.14	6	0.989	6.0%	5,713 (4)	7,908	-38	517	8,387	144	8,531
			SB	2248									3,934 (4)	5,446	-48	617	6,014	320	6,334
	Okeechobee Rd/US 27	NW 106 Street	NB	DOT	2006	95,100	10.05	59.22	8.14	6	0.989	6.0%	6,064 (4)	8,394	51	609	9,054	144	9,198
			SB	2272									4,176 (4)	5,780	59	648	6,486	320	6,806
	NW 106 Street	NW 74 Street	NB	DOT	2006	102,800	10.05	59.22	8.14	6	0.989	6.0%	6,555 (4)	9,073	39	553	9,665	144	9,809
			SB	2268									4,514 (4)	6,248	31	822	7,100	320	7,420

2,007

Notes:

(1) Hourly count * D * Yearly Growth Rate to 2007.

(2) AADT * Yearly Growth Rate to 2007 * K 100 * D.

(3) Actual Count.

(4) AADT * Yearly Growth Rate to 2007 * K 100 * D / T factor.

Revised July 2008

Source: David Plummer and Associates, Inc.

FTE Attachment 2 TRAFFIC VOLUME PROJECTIONS

Beacon Countyline DRI

Roadway	Limits		Direction	Source of Count	Year of Count	AADT Count	K 100	D	T	Default % Truck	Heavy Veh Factor (HCM eq 21-3)	Yearly Growth Rate	Volume (2007)	Future Background (2018)	Diversions	Committed Developments	Future (2018) Traffic wo Project	Project	Future (2018) Traffic with Project
	From	To																	
Miami Gardens Drive (NW 186 Street)	I-75	NW 87 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	1,890 (3)	1,953	-28	620	2,545	0	2,545
			WB	TM									812 (3)	839	-12	261	1,088	0	1,088
	NW 87 Avenue	NW 77 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	1,103 (3)	1,140	0	400	1,540	34	1,574
			WB	TM									713 (3)	737	0	190	926	15	941
	NW 77 Avenue	NW 67 Avenue	EB	FDOT	2006	40,500	7.97	54.22	NA	NA	NA	0.6%	1,761 (2)	1,820	0	339	2,159	45	2,204
			WB	2517									1,487 (2)	1,536	0	171	1,707	20	1,727
	NW 67 Avenue	NW 57 Avenue (Red Rd)	EB	FDOT	2006	39,000	7.97	54.22	NA	NA	NA	0.6%	1,695 (2)	1,752	0	193	1,945	27	1,972
			WB	2516									1,432 (2)	1,479	0	76	1,556	12	1,568
NW 170 Street	HEFT	NW 97 Avenue	EB	NOT	NA	NA	NA	NA	NA	NA	NA	0.6%	0	0	174	141	315	386	701
			WB	EXISTIN									0	0	131	99	231	820	1,051
	NW 97 Avenue	I-75	EB	NOT	NA	NA	NA	NA	NA	NA	NA	0.6%	0	0	67	145	212	296	508
			WB	EXISTIN									0	0	43	97	140	133	273
	I-75	NW 87 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	60 (3)	62	67	138	267	296	563
			WB	TM									90 (3)	93	43	93	228	133	361
	NW 87 Avenue	NW 77 Avenue	EB	DPA	2007	NA	7.39	58.66	NA	NA	NA	0.6%	310 (3)	320	50	250	621	157	778
			WB	TM									376 (3)	389	35	130	554	70	624
	NW 77 Avenue	NW 67 Avenue	EB	DPA	2007	NA	7.39	58.66	NA	NA	NA	0.6%	310 (3)	320	39	90	450	129	579
			WB	TM									376 (3)	389	31	50	469	58	527
NW 138 Street	Okeechobee Rd/US 27	NW 107 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	578 (3)	597	-90	127	633	36	669
			WB	TM									444 (3)	458	-70	64	452	80	532
	NW 107 Avenue	NW 97 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	541 (3)	559	-90	128	597	35	632
			WB	TM									413 (3)	427	-70	65	422	17	439
	NW 97 Avenue	Beacon Station Blvd	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	654 (3)	676	-90	139	724	819	1,543
			WB	TM									667 (3)	689	-70	70	690	368	1,058
NW 130 Street (W 76 Street)	NW 97 Av	Beacon Station Blvd	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	366 (3)	378	16	0	394	76	470
			WB	TM									530 (3)	548	19	0	567	34	601
	Beacon Station Blvd	NW 87 Av	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	565 (3)	584	0	0	584	64	648
			WB	TM									625 (3)	645	0	0	645	29	674
	NW 87 Av	W of SR 826	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	411 (3)	425	0	0	425	14	439
			WB	TM									487 (3)	503	0	0	503	6	509
Okeechobee Rd/US 27	West	HEFT	NWB	FDOT	2006	25,500	9	54.22	12.81	2	0.949	0.6%	1,319 (4)	1,364	0	29	1,393	25	1,418
			SEB	7									1,114 (4)	1,151	0	18	1,169	56	1,225
	HEFT	NW 138 Street	NWB	FDOT	2006	24,500	9	54.22	15.34	2	0.937	0.6%	1,283 (4)	1,326	-16	56	1,366	25	1,391
			SEB	2536									1,083 (4)	1,120	-13	102	1,209	56	1,265
	NW 138 Street	Beacon Station Blvd	NWB	FDOT	2006	24,500	9	54.22	15.34	2	0.937	0.6%	1,283 (4)	1,326	-16	6	1,316	217	1,533
			SEB	2536									1,083 (4)	1,120	-13	3	1,110	98	1,208
	Beacon Station Blvd	NW 87 Avenue	NWB	FDOT	2006	39,500	9	54.22	15.34	2	0.937	0.6%	2,068 (4)	2,138	0	103	2,241	174	2,415
			SEB	109									1,746 (4)	1,805	0	191	1,996	78	2,074
	NW 87 Avenue	SR 826	NWB	FDOT	2006	45,000	9	54.22	7.36	2	0.974	0.6%	2,268 (4)	2,344	0	104	2,449	132	2,581
			SEB	2537									1,915 (4)	1,979	0	205	2,184	59	2,243
	SR 826	NW 74 St	NWB	FDOT	2006	55,500	9	58.66	6.44	2	0.978	0.6%	3,013 (4)	3,114	0	19	3,133	64	3,197
			SEB	528									2,123 (4)	2,195	0	45	2,239	29	2,268
West Okeechobee Rd / Frontage Road	US 27/NW 138 Street	NW 107 Avenue	NWB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	382 (3)	395	0	2	396	0	396
			SEB	TM									513 (3)	530	0	1	531	0	531
	NW 107 Avenue	Hialeah Gardens Blvd	NWB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	476 (3)	492	-3	0	489	29	518
			SEB	TM									240 (3)	248	-3	0	245	13	258
	Hialeah Gardens Blvd	NW 87 Avenue	NWB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	264 (3)	272	0	0	272	31	303
			SEB	TM									282 (3)	291	0	0	291	14	305
	NW 87 Avenue	NW 77 Avenue	NWB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	741 (3)	766	0	0	766	16	782
			SEB	TM									338 (3)	349	0	0	349	7	356
Gratigny Expressway	SR 826	Red Road/W 4 Av	EB	FDOT	2006	52,500	8.79	53.81	4.69	4	0.997	0.6%	2,507 (4)	2,591	0	697	3,287	375	3,662
			WB	2511									2,152 (4)	2,224	0	747	2,970	168	3,138
W 68 Street/NW 122 Street	Okeechobee Road	NW 97 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	315 (3)	326	0	2	327	39	366
			WB	TM									228 (3)	236	0	1	237	17	254
	NW 97 Avenue	NW 87 Av / W 28 Av	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	501 (3)	517	0	49	566	46	612
			WB	TM									566 (3)	584	0	26	611	21	632
	NW 87 Av / W 28 Av	SR 826	EB	MDC	2004	NA	NA	55	NA	NA	NA	0.6%	1,295 (1)	1,339	0	47	1,385	13	1,398
			WB	9522									1,583 (1)	1,636	0	30	1,666	6	1,672

Notes:

(1) Hourly count * D * Yearly Growth Rate to 2007.

(2) AADT * Yearly Growth Rate to 2007 * K 100 * D.

(3) Actual Count.

(4) AADT * Yearly Growth Rate to 2007 * K 100 * D / T factor.

Revised July 2008

Source: David Plummer and Associates, Inc.

FTE Attachment 3

Intersection Assignment

FTE Attachment 3 - Intersection Assignment

Beacon Countyline DRI

Intersection	Direction	Existing Counts	Back ground	Diversions					FEC Park of Commerce DRI	E Miramar Areawide DRI	Country Lakes DRI	Blue Grass Lakes	Dunwoody Estates	Graham East	Graham West	Doral Place	Islands of Doral	Total Committed Developments	Future wo Project 2018	Project	Pass-by Trips	Diverted Linked Trips	Future w Project 2018
		2007	2018	4	3	2	1	Total															
NW 170 STREET / HEFT WEST RAMP	NBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	85	16			**101**	0	0	0	0	16	12	46	0	0	74	175	209	0	13	397
Growth Rate:	SBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBR	0	0			28	26	**54**	17	0	0	21	0	0	0	0	25	63	117	320	0	13	450
TOTAL		**0**	**0**	**85**	**16**	**28**	**26**	**155**										**137**	**292**	**529**			**848**
NW 170 STREET / HEFT EAST RAMP	NBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	0	0			12	34	**46**	32	0	0	24	0	0	0	0	12	68	114	144	0	20	278
	SBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rate:	SBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	85	16			**101**	0	0	0	0	16	12	46	0	0	74	175	209	0	13	397
	EBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	0	0			28	26	**54**	17	0	0	21	0	0	0	0	25	63	117	320	0	13	450
	WBR	0	0	65	19			**84**	0	0	0	0	8	6	23	0	0	36	120	466	0	20	607
TOTAL		**0**	**0**	**150**	**35**	**40**	**60**											**241**	**526**	**1,140**			**1,732**
NW 170 STREET / NW 102 AVENUE	NBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	626	18	33	677
	NBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	271	22	0	293
	SBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rate:	SBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	90	16	12	39	**157**	31	0	0	24	16	12	46	0	12	141	298	72	-22	0	348
	EBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	281	22	33	336
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	122	18	0	140
	WBT	0	0	70	19	28	31	**148**	17	0	0	21	8	6	23	0	25	99	247	161	-18	0	390
	WBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**160**	**35**													**240**	**545**	**1,533**			**2,184**

FTE Attachment 3 - Intersection Assignment

Beacon Countyline DRI

Intersection	Direction	Existing Counts	Background	Diversions					FEC Park of Commerce DRI	E Miramar Areawide DRI	Country Lakes DRI	Blue Grass Lakes	Dunwoody Estates	Graham East	Graham West	Doral Place	Islands of Doral	Total Committed Developments	Future wo Project 2018	Project	Pass-by Trips	Diverted Linked Trips	Future w Project 2018
		2007	2018	4	3	2	1	Total															
NW 170 STREET / NW 97 AVENUE	NBL	0	0	70	19			**89**	0	0	0	0	0	0	0	0	0	0	89	194	0	0	283
	NBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100
	SBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rate:	SBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0			12	39	**51**	29	0	0	26	17	14	49	0	11	146	197	196	0	0	393
	EBR	0	0	90	16			**106**	0	0	0	0	0	0	0	0	0	0	106	147	0	0	253
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	45	0	0	45
	WBT	0	0			28	31	**59**	16	0	0	24	8	7	24	0	22	101	160	88	0	0	248
	WBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**160**	**35**		**70**											**246**	**551**	**771**			**1,322**
NW 162 STREET / NW 107 AVENUE	NBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	79	0	0	79
	NBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	158	0	0	158
	SBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rate:	SBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	176	0	0	176
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	351	0	0	351
	WBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**		**0**											**0**	**0**	**763**			**763**
NW 162 STREET / NW 97 AVENUE	NBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	90	2	0	92
	NBT	0	0	70	19			**89**	0	0	0	0	0	0	0	0	0	0	89	134	-2	0	221
	NBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rate:	SBT	0	0	90	0			**90**	0	0	0	0	0	0	0	0	0	0	90	120	-2	0	208
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	72	2	0	74
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	160	2	0	162
	EBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	201	2	0	203
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**160**	**19**		**0**											**0**	**179**	**777**			**960**

FTE Attachment 3 - Intersection Assignment

Beacon Countyline DRI

Intersection	Direction	Existing Counts	Back ground	Diversions					FEC Park of Commerce DRI	E Miramar Areawide DRI	Country Lakes DRI	Blue Grass Lakes	Dunwoody Estates	Graham East	Graham West	Doral Place	Islands of Doral	Total Committed Developments	Future wo Project 2018	Project	Pass-by Trips	Diverted Linked Trips	Future w Project 2018
		2007	2018	4	3	2	1	Total															
NW 156 STREET / NW 97 AVENUE	NBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	280	5	0	285
	NBT	0	0	70	19			**89**	0	0	0	0	0	0	0	0	0	0	89	124	-5	0	208
	NBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rate:	SBT	0	0	90	0			**90**	0	0	0	0	0	0	0	0	0	0	90	276	-6	0	360
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	45	6	0	51
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	100	5	0	105
	EBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	623	6	0	629
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**160**	**19**		**0**											**0**	**179**	**1,448**			**1,638**
NW 122 STREET / NW 97 AVENUE	NBL	1	1					**0**	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	1	1					**0**	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	SBL	93	96					**0**	0	0	0	0	0	0	0	0	0	0	96	1	0	0	97
Growth Rate:	SBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.6%	SBR	42	43					**0**	0	0	0	0	0	0	0	0	0	0	43	0	0	0	43
50.0%	EBL	75	78					**0**	0	0	0	0	0	0	0	0	0	0	78	0	0	0	78
	EBT	239	247					**0**	0	0	0	0	0	2	0	0	0	2	249	39	0	0	287
	EBR	1	1		19			**19**	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20
	WBL	2	2		0			**0**	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
	WBT	185	191					**0**	0	0	0	0	0	1	0	0	0	1	192	17	0	0	209
	WBR	157	162					**0**	0	0	0	0	0	0	0	0	0	0	162	0	0	0	163
TOTAL		**796**	**823**	**0**	**19**		**0**											**3**	**844**	**57**			**902**
NW 122 STREET / NW 87 Avenue	NBL	236	244					**0**	0	0	0	0	0	0	0	0	0	0	244	4	0	0	248
	NBT	858	887					**0**	0	0	5	6	13	0	13	0	0	37	924	1	0	0	925
	NBR	116	120					**0**	0	0	0	0	0	0	0	0	0	0	120	0	0	0	120
	SBL	246	254					**0**	0	0	0	0	3	0	0	0	0	3	258	15	0	0	273
Growth Rate:	SBT	626	647					**0**	0	0	14	5	7	0	7	0	0	32	679	3	0	0	682
0.6%	SBR	125	129					**0**	0	0	0	0	0	0	0	0	0	0	129	6	0	0	135
50.0%	EBL	156	161					**0**	0	0	0	0	0	0	0	0	0	0	161	13	0	0	174
	EBT	394	407					**0**	49	0	0	0	0	5	0	0	0	54	461	10	0	0	471
	EBR	117	121					**0**	0	0	0	0	0	0	0	0	0	0	121	8	0	0	129
	WBL	201	208					**0**	0	0	0	0	0	0	0	0	0	0	208	0	0	0	208
	WBT	426	440					**0**	27	0	0	0	0	2	0	0	0	29	469	4	0	0	474
	WBR	333	344					**0**	0	0	0	0	7	0	0	0	0	7	351	7	0	0	358
TOTAL		**3,834**	**3,962**	**0**	**0**		**0**											**162**	**4,124**	**70**			**4,194**