

- G. *Trip Generation, 7th Edition 2003*, an informational report by the Institute of Transportation Engineers (ITE); and
H. *Trip Generation Handbook, 2nd Edition, an ITE recommended practice*.

The latest revision of the MLOU (June 30, 2005) is distributed with this ADA and includes revisions as requested in comments received through the SFRPC for the March 11, 2005 revised MLOU. Additional revisions were incorporated during the preparation of the ADA to list any additional methodology applied to address unanticipated conditions. All the latest revisions after March 11, 2005 are underlined (added) or struck through (~~deleted~~).

4. Traffic Impact Study Area

The traffic impact study area for a DRI is defined by Rule 9J-2.045 F.A.C. to include all regional roadways where traffic generated by the proposed development is equivalent to or greater than 5 percent of the maximum peak hour directional service volume at the adopted Level of Service (LOS) standard of the facility or local jurisdiction. **Map J-1** illustrates the preliminary traffic impact study area for The Commons DRI. The preliminary study area extends to Oakland Park Boulevard on the north, Pines Boulevard on the south, Nob Hill Road to the east and State Road US 27 on the west.

Map J-2 highlights those regional roadway segments where project trips anticipated from the buildout of the DRI are equal to or exceed 5.0 percent of the adopted peak hour directional maximum service volume. By rule, these are the only roadway segments that the Applicant is obligated to evaluate. The calculations performed to determine compliance with this 5.0 percent rule are provided in **Table 21.A2**, where project trip assignments are based on FSUTMS modeling as described in detail in Question 21, Subsection D (Traffic Modeling Approach and Modeling Refinement). **Table 21.A2** also presents the number of lanes and functional classification of the significantly impacted roadways within the study area.

The typical adopted level of service for roadway facilities within the study area is LOS-D.

Refer to **Map J-10A** (page 21-63) for the trip distribution from the FSUTMS model.

A. Broward County Transit Routes:

1. 3 - Sheridan Street and US-1/Century Village, primarily serves Taft Street.
2. 5 - Hallandale Beach Boulevard and NE 14th Avenue/Century Village, primarily serves Pembroke Road.
3. 7 - Young Circle/US-27 via Pembroke Pines Boulevard, primarily serves Hollywood/Pines Boulevard.
4. 22 - Sawgrass Mills Mall/Broward Central Terminal, primarily serves Broward Boulevard.
5. 23 - Pembroke Lakes Mall/Sawgrass Mill Mall via Weston Road.
6. 36 - Sawgrass Mills/Galleria Mall, primarily serves Sunrise Boulevard.
7. 56 - NW 36th Street and NW 43rd Avenue/Welleby Plaza.
8. 72 - Sawgrass Mills/Galt Ocean Mile, primarily serves Oakland Park Boulevard.

B. Community Bus Services:

1. Town of Davie
2. City of Cooper City
3. City of Pembroke Pines
4. City of Sunrise

C. BCT/Western Express

1. Weston/Bonaventure
2. Pembroke Pines

Route maps and itineraries for each of the services/routes are provided in **Appendix 21-3**.

8. Planned Transit Improvements

The Broward County Transit Development Plan (TDP) is a short-range plan that addresses operational capital improvements for Broward County's Mass Transit Division. This plan is a major update (December 2004) covering years 2005 – 2009.

The FY 2005 –2009 Transportation Development Plan (TDP) recommends expanding service to areas not currently served by public transit, modify bus routes to provide more direct service, continue headway improvements, develop new services, implement route extensions, expand community bus service, define and make route modifications, and continue span of service improvements.

The Broward County Transit Development plan identifies the following transit improvements between 2005 and 2010, which would impact services within the Preliminary Study Area:

- A. Routes 36 and 72: Weekday headway improvement to ten (10) minutes;
- B. Route 7: Weekday headway improvement to 20 minutes;
- C. Routes 3 and 5: Weekday headway improvements to 30 minutes;
- D. Route 44: New route that connects Margate to Sawgrass Mills;
- E. Route 202: New route that runs between Intracoastal and Everglades along Griffin Road;
- F. Route 201: New route that runs along Stirling Road;

- G. I-595 transit corridor design;
- H. Transit bridge express service;
- I. Bus replacement; and
- J. Extension of Route 12, west to SW 172nd Avenue and east to SR A1A.

Map J-6 presents the planned transit improvements.

The Broward County Transit Investment Plan identifies the following transit improvements between 2010 and 2015.

- A. Express/limited stop bus service along existing Routes 22 and 36;
- B. I-595 Transit Corridor; and
- C. Broward Boulevard connector to Flamingo Road and NW/SW 136th Avenue.

The Broward County 2030 Long Range Transportation Plan (Broward County Metropolitan Planning Organization, March 2005) identifies, among others, the following transit improvements between 2006 and 2030:

- A. Oakland Park Boulevard Rapid Bus service (2010);
- B. Sunrise Boulevard Express bus (2010);
- C. Central Broward East West Transit Corridor (2015);
- D. Pines / Hollywood Boulevard Rapid Transit (2015); and
- E. I-75 Express bus – Miami Dade to Sawgrass Mills (2020).

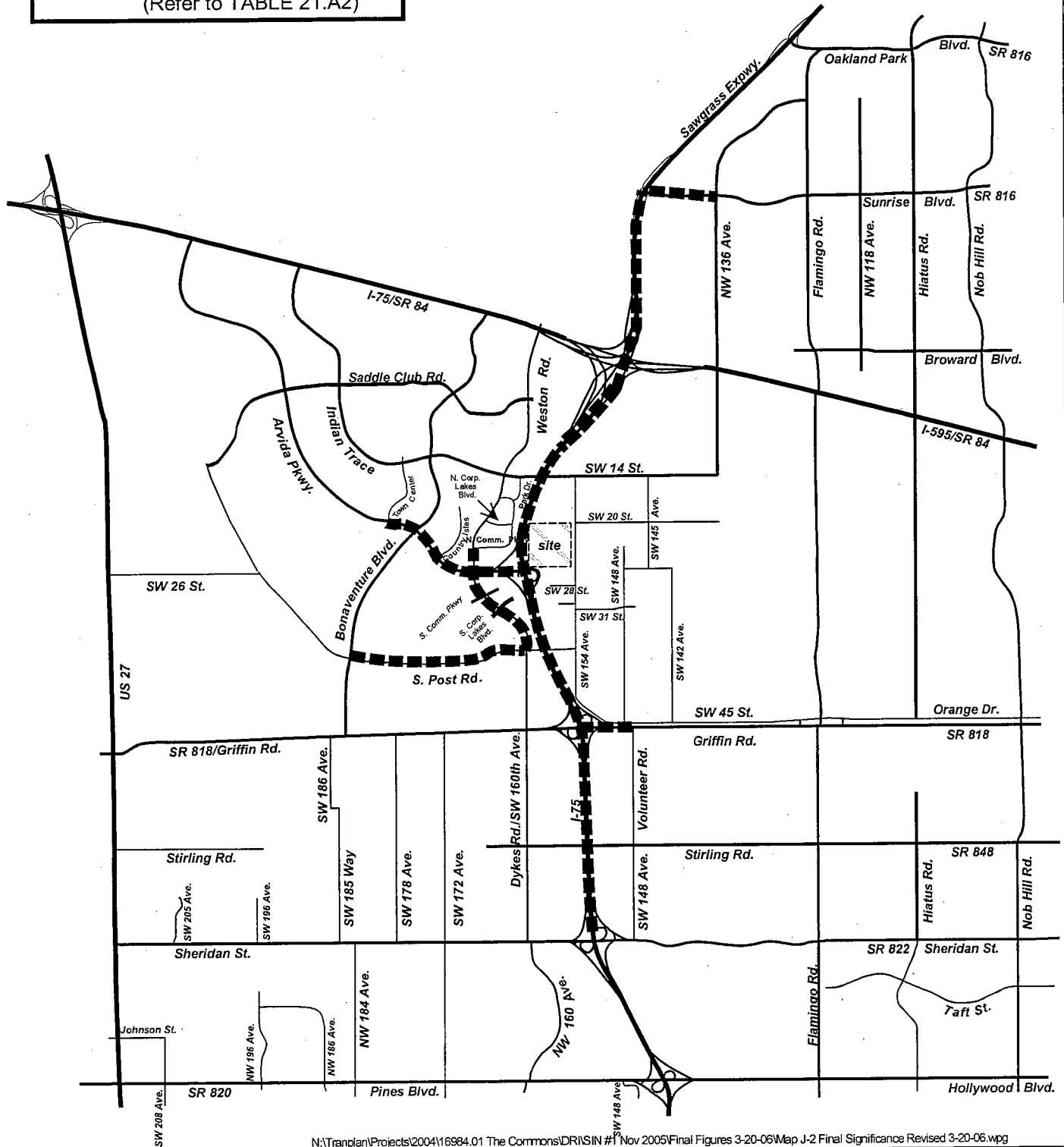
The direct linkage programmed between Tri-Rail Shuttle buses and the Davie college-university campus area has also been identified as a potential future transit linkage to the site, and will be addressed in the transit section.



Miles
0 0.5 1

LEGEND

—■—■— Significant Links as per 5% Maximum Service Volume (Refer to TABLE 21.A2)



N:\Tranplan\Projects\2004\16984.01 The Commons\DR\ISIN#1 Nov 2005\Final Figures 3-20-06\Map J-2 Final Significance Revised 3-20-06.wpg

THE COMMONS DRI

Final Traffic Impact Study Area
(Significantly Impacted Roadway Segments)



KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

MAP
J-2
Revised
3/20/06

TABLE 21.A2 (Revised March 2006)
THE COMMONS DRI
FINAL TRAFFIC IMPACT STUDY AREA BASED UPON 5% RULE

Revised 01/28/2006

ROADWAY FROM	TO	DIR	FACILITY TYPE EXISTING LANES	ADOPTED LOS AND CLASS	Hide Broward County Roadway LOS Analysis 2003-2025	THE COMMONS DRI PROJECT TRIPS (PROJ = 3446)					[1] PEAK HOUR DIR MAX SERVICE VOLUME	PROJECT AS A PERCENT OF MAX SERVICE VOLUME	PROJECT TRIPS GREATER THAN 5% YES / NO	
						DIST	IN / OUT	PM PEAK	[2] DC	OFF. 491				FINAL TOTAL
SUNRISE BLVD SAWGRASS EXPWY	NW 136 AVENUE	EB	6LD	D-C2	632	7.0%	O	147		0	147	2,570	5.72%	YES
		WB					I	95		0	95	2,570	3.70%	NO
NW 136 AVENUE	FLAMINGO RD	EB	6LD	D-C2	632	5.0%	O	105		0	105	2,570	4.09%	NO
		WB					I	68		0	68	2,570	2.65%	NO
SADDLE CLUB ROAD POST RD	ARVIDA PKWY	EB	4LD	D-NS	474	1.0%	I	14	Y	-1	13	1,620	0.80%	NO
		WB					O	21	Y	-4	17	1,620	1.05%	NO
ARVIDA PKWY	INDIAN TRACE	EB	4LD	D-NS	474	1.0%	I	14	Y	-1	13	1,620	0.80%	NO
		WB					O	21	Y	-4	17	1,620	1.05%	NO
INDIAN TRACE	BONAVENTURE BLVD	EB	4LD	D-OT	464	1.0%	I	14	Y	-1	13	1,140	1.14%	NO
		WB					O	21	Y	-4	17	1,140	1.49%	NO
BONAVENTURE BLVD	WESTON RD	EB	4LD	D-OT	464	0.0%	I	0	Y	0	0	1,140	0.00%	NO
		WB					O	0	Y	0	0	1,140	0.00%	NO
INDIAN TRACE/SW 14 STREET I-75/SR 84	SADDLE CLUB RD	EB	4LD	D-C2	432	1.0%	I	14	Y	-1	13	1,710	0.76%	NO
		WB					O	21	Y	-4	17	1,710	0.99%	NO
SADDLE CLUB RD	TOWN CENTER	EB	4LD	D-C2	432	0.0%	I	0	Y	0	0	1,710	0.00%	NO
		WB					O	0	Y	0	0	1,710	0.00%	NO
TOWN CENTER	BONAVENTURE BLVD	EB	4LD	D-C2	432	1.0%	I	14	Y	-1	13	1,710	0.76%	NO
		WB					O	21	Y	-4	17	1,710	0.99%	NO
BONAVENTURE BLVD	WESTON RD	EB	4LD	D-C2	432	1.0%	I	14	Y	-1	13	1,710	0.76%	NO
		WB					O	21	Y	-4	17	1,710	0.99%	NO
WESTON RD	PARK DR	EB	4LD	D-NS	274	1.0%	O	21		0	21	1,620	1.30%	NO
		WB					I	14		0	14	1,620	0.86%	NO
PARK DR	SW 154 AVENUE	EB	2LU	D-OT	264	1.0%	O	21		0	21	530	3.96%	NO
		WB					I	14		0	14	530	2.64%	NO
SW 154 AVENUE	SW 148 AVENUE	EB	2LU	D-OT	264	1.0%	O	21		0	21	530	3.96%	NO
		WB					I	14		0	14	530	2.64%	NO
SW 148 AVENUE	SW 145 AVENUE	EB	2LU	D-OT	264	0.0%	O	0		0	0	530	0.00%	NO
		WB					I	0		0	0	530	0.00%	NO
SW 145 AVENUE	SW 136 AVENUE	EB	2LU	D-OT	264	0.0%	O	0		0	0	530	0.00%	NO
		WB					I	0		0	0	530	0.00%	NO
ARVIDA PARKWAY I-75/SR 84	SADDLE CLUB RD	EB	4LD	D-C1	422	1.0%	I	14	Y	-1	13	1,767	[3] 0.74%	NO
		WB					O	21	Y	-4	17	1,767	[3] 0.96%	NO
SADDLE CLUB RD	TOWN CENTER	EB	4LD	D-C1	422	2.0%	I	27	Y	-1	26	1,767	[3] 1.47%	NO
		WB					O	42	Y	-9	33	1,767	[3] 1.87%	NO
TOWN CENTER	BONAVENTURE BLVD	EB	4LD	D-C1	422	7.0%	I	95	Y	-5	90	1,767	[3] 5.09%	YES
		WB					O	147	Y	-30	117	1,767	[3] 6.62%	YES
BONAVENTURE BLVD	COUNTRY ISLES	EB	4LD	D-C1	422	10.0%	I	135	Y	-7	128	1,767	[3] 7.24%	YES
		WB					O	210	Y	-43	167	1,767	[3] 9.45%	YES
COUNTRY ISLES	WESTON RD	EB	4LD	D-C1	422	11.0%	I	149	Y	-7	142	1,767	[3] 8.04%	YES
		WB					O	230	Y	-47	183	1,767	[3] 10.36%	YES
WESTON RD	I-75	EB	6LD	D-C1	622	31.0%	I	419	Y	-20	399	2,651	[3] 15.05%	YES
		WB					O	649	Y	-132	517	2,651	[3] 19.50%	YES
I-75	THE COMMONS DRI	EB	6LD	D-C1	622	100.0%	I	1,351		0	1,351	2,651	[3] 50.96%	YES
		WB					O	2,095		0	2,095	2,651	[3] 79.03%	YES
SW 26 STREET US 27	SOUTH POST RD	EB	2LU	D-OT	264	0.0%	I	0	Y	0	0	530	0.00%	NO
		WB					O	0	Y	0	0	530	0.00%	NO
POST ROAD SADDLE CLUB RD	SW 26 STREET	EB	2LU	D-NS	274	0.0%	I	0	Y	0	0	760	0.00%	NO
		WB					O	0	Y	0	0	760	0.00%	NO
SW 26 STREET	BONAVENTURE BLVD	EB	2LU	D-NS	274	1.0%	I	14	Y	-1	13	760	1.71%	NO
		WB					O	21	Y	-4	17	760	2.24%	NO
BONAVENTURE BLVD	WESTON RD	EB	2LU	D-NS	274	4.0%	I	54	Y	-3	51	760	6.71%	YES
		WB					O	84	Y	-17	67	760	8.82%	YES
WESTON RD	SW 154 AVENUE	EB	2LU	D-NS	274	1.0%	O	21		0	21	760	2.76%	NO
		WB					I	14		0	14	760	1.84%	NO
GRIFFIN ROAD US 27	BONAVENTURE BLVD	EB	2LU	D-C1	222	1.0%	I	14		0	14	817	[3] 1.71%	NO
		WB					O	21		0	21	817	[3] 2.57%	NO
BONAVENTURE BLVD	DYKES RD	EB	4LD	D-C1	422	2.0%	I	27		0	27	1,767	[3] 1.53%	NO
		WB					O	42		0	42	1,767	[3] 2.38%	NO
DYKES RD	I-75	EB	6LD	D-C1	422	4.0%	O	84		0	84	2,651	[3] 3.17%	NO
		WB					I	54		0	54	2,651	[3] 2.04%	NO
I-75	VOLUNTEER RD	EB	6LD	D-C1	622	7.0%	O	147		0	147	2,651	[3] 5.55%	YES
		WB					I	95		0	95	2,651	[3] 3.58%	NO
VOLUNTEER RD	FLAMINGO RD	EB	4LD	D-C1	222	4.0%	O	84		0	84	1,767	[3] 4.75%	NO
		WB					I	54		0	54	1,767	[3] 3.06%	NO
FLAMINGO RD	HIATUS RD	EB	4LD	D-C1	222	2.0%	O	42		0	42	1,860	2.26%	NO
		WB					I	27		0	27	1,860	1.45%	NO

R21-6 (March 2006)

TABLE 21.A2 (Revised March 2006)
THE COMMONS DRI
FINAL TRAFFIC IMPACT STUDY AREA BASED UPON 5% RULE

Revised 01/28/2006

ROADWAY FROM	TO	DIR	FACILITY TYPE EXISTING LANES	ADOPTED LOS AND CLASS	Hide Broward County Roadway LOS Analysis 2003-2025	THE COMMONS DRI PROJECT TRIPS (PROJ = 3446)						[1] PEAK HOUR DIR MAX SERVICE VOLUME	PROJECT AS A PERCENT OF MAX SERVICE VOLUME	PROJECT TRIPS GREATER THAN 5% YES / NO
						DIST	IN / OUT	PM PEAK	[2] DC	OFF. 491	FINAL TOTAL			
SHERIDAN STREET		EB	6LD	D-C2	632	6.0%	O	126		0	126	2,570	4.90%	NO
DYKES RD	I-75	WB					I	81		0	81	2,570	3.15%	NO
I-75	SW 148 AVENUE	EB	6LD	D-C2	632	4.0%	I	54		0	54	2,570	2.10%	NO
SW 148 AVENUE	NW 136 AVENUE	WB					O	84		0	84	2,570	3.27%	NO
NW 136 AVENUE	FLAMINGO RD	EB	4LD	D-C1	422	4.0%	I	54		0	54	1,860	2.90%	NO
		WB					O	84		0	84	1,860	4.52%	NO
		EB	4LD	D-C1	422	2.0%	I	27		0	27	1,860	1.45%	NO
		WB					O	42		0	42	1,860	2.26%	NO
PINES BLVD/HOLLYWOOD BLVD		EB	6LD	D-C2	632	2.0%	O	42		0	42	2,570	1.63%	NO
NW 160 AVENUE	I-75	WB					I	27		0	27	2,570	1.05%	NO
I-75	FLAMINGO RD	EB	8LD	D-C2	832	7.0%	I	95		0	95	3,330	2.85%	NO
		WB					O	147		0	147	3,330	4.41%	NO
US 27		NB	4LD	D-C1	422	0.0%	O	0		0	0	1,860	0.00%	NO
I-75	SW 26TH STREET	SB					I	0		0	0	1,860	0.00%	NO
SW 26TH STREET	SW 36TH STREET	NB	4LD	D-C1	422	0.0%	O	0		0	0	1,860	0.00%	NO
SW 36TH STREET	GRIFFIN ROAD	SB					I	0		0	0	1,860	0.00%	NO
GRIFFIN ROAD	STIRLING ROAD	NB	4LD	D-C1	422	0.0%	O	0		0	0	1,860	0.00%	NO
STIRLING ROAD	SHERIDAN STREET	SB					I	14		0	14	1,860	0.75%	NO
SHERIDAN STREET	PINES BLVD	NB	4LD	D-C1	422	1.0%	O	21		0	21	1,860	1.13%	NO
		SB					I	14		0	14	1,860	0.75%	NO
		NB	4LD	D-C1	422	1.0%	O	21		0	21	1,860	1.13%	NO
		SB					I	0		0	0	1,860	0.00%	NO
		NB	4LD	D-C1	422	0.0%	O	0		0	0	1,860	0.00%	NO
BONAVENTURE BLVD		SB					I	0		0	0	1,860	0.00%	NO
I-75/SR 84	SADDLE CLUB RD	NB	4LD	D-C1	422	0.0%	O	0	Y	0	0	1,767	[3] 0.00%	NO
SADDLE CLUB RD	INDIAN TRACE BLVD	SB					I	0	Y	0	0	1,767	[3] 0.00%	NO
INDIAN TRACE BLVD	ARVIDA PKWY	NB	4LD	D-C1	422	1.0%	O	21	Y	-4	17	1,767	[3] 0.96%	NO
ARVIDA PKWY	SOUTH POST RD	SB					I	14	Y	-1	13	1,767	[3] 0.74%	NO
SOUTH POST RD	GRIFFIN RD	NB	4LD	D-C1	422	2.0%	O	42	Y	-9	33	1,767	[3] 1.87%	NO
		SB					I	27	Y	-1	26	1,767	[3] 1.47%	NO
		NB	4LD	D-C1	422	1.0%	O	14	Y	-1	13	1,767	[3] 0.74%	NO
		SB					I	0	Y	-4	17	1,767	[3] 0.96%	NO
		NB	4LD	D-C1	422	0.0%	O	0	Y	0	0	1,767	[3] 0.00%	NO
		SB					I	0	Y	0	0	1,767	[3] 0.00%	NO
WESTON RD/DYKES RD		NB	4LD	D-C2	432	1.0%	O	21	Y	-4	17	1,710	0.99%	NO
I-75/SR 84	SADDLE CLUB RD	SB					I	14	Y	-1	13	1,710	0.76%	NO
SADDLE CLUB RD	INDIAN TRACE	NB	4LD	D-C2	432	2.0%	O	42	Y	-9	33	1,710	1.93%	NO
INDIAN TRACE	N. CORPORATE LAKES BLVD	SB					I	27	Y	-1	26	1,710	1.52%	NO
N. CORPORATE LAKES BLVD	N. COMMERCE PKWY	NB	4LD	D-C2	432	5.0%	O	105	Y	-21	84	1,710	4.91%	NO
N. COMMERCE PKWY	ARVIDA PKWY	SB					I	68	Y	-3	65	1,710	3.80%	NO
ARVIDA PKWY	S. COMMERCE PKWY	NB	4LD	D-C2	432	5.0%	O	105	Y	-21	84	1,710	4.91%	NO
S. COMMERCE PKWY	S. CORPORATE LAKES BLVD	SB					I	68	Y	-3	65	1,710	3.80%	NO
S. CORPORATE LAKES BLVD	S. POST RD	NB	6LD	D-C2	432	9.0%	O	189	Y	-38	151	2,570	5.88%	YES
S. POST RD	GRIFFIN RD	SB					I	122	Y	-6	116	2,570	4.51%	NO
GRIFFIN RD	STIRLING RD	NB	6LD	D-C2	432	11.0%	O	149	Y	-7	142	2,570	5.53%	YES
STIRLING RD	SHERIDAN STREET	SB					I	230	Y	-47	183	2,570	7.12%	YES
SHERIDAN STREET	HOLLYWOOD BLVD	NB	4LD	D-C2	432	11.0%	O	149	Y	-7	142	1,710	8.30%	YES
		SB					I	230	Y	-47	183	1,710	10.70%	YES
		NB	4LD	D-C2	432	6.0%	O	81	Y	-4	77	1,710	4.50%	NO
		SB					I	126	Y	-26	100	1,710	5.85%	YES
		NB	4LD	D-C2	432	1.0%	O	14	Y	0	14	1,710	0.82%	NO
		SB					I	21	Y	0	21	1,710	1.23%	NO
		NB	2LU	D-OT	264	1.0%	O	21	Y	0	21	530	2.64%	NO
		SB					I	14	Y	0	14	530	3.96%	NO
		NB	2LU	D-OT	264	0.0%	O	0	Y	0	0	530	0.00%	NO
		SB					I	0	Y	0	0	530	0.00%	NO
		NB	2LU	D-OT	264	0.0%	O	0	Y	0	0	530	0.00%	NO
		SB					I	0	Y	0	0	530	0.00%	NO
		NB	2LU	D-OT	264	0.0%	O	0	Y	0	0	530	0.00%	NO
		WB					O	21	Y	0	21	530	2.64%	NO
		EB	2LU	D-OT	264	1.0%	I	14	Y	0	14	530	3.96%	NO
SW 142 AVENUE	FLAMINGO RD	WB					O	0	Y	0	0	530	0.00%	NO
		EB	2LU	D-OT	264	0.0%	I	0	Y	0	0	530	0.00%	NO
		WB					O	0	Y	0	0	530	0.00%	NO

R21-7 (March 2006)

TABLE 21.A2 (Revised March 2006)
THE COMMONS DRI
FINAL TRAFFIC IMPACT STUDY AREA BASED UPON 5% RULE

Revised 01/28/2006

ROADWAY FROM	TO	DIR	FACILITY TYPE EXISTING LANES	ADOPTED LOS AND CLASS	Hide Broward County Roadway LOS Analysis 2003-2025	THE COMMONS DRI PROJECT TRIPS (PROJ = 3446)						[1] PEAK HOUR DIR MAX SERVICE VOLUME	PROJECT AS A PERCENT OF MAX SERVICE VOLUME	PROJECT TRIPS GREATER THAN 5% YES / NO
						DIST	IN / OUT	PM PEAK	[2] DC	OFF. 491	FINAL TOTAL			
SW 148 AVENUE N. OF SW 14 STREET	SW 14 STREET	NB	2LU	D-OT	264	1.0%	O	21		0	21	530	3.96%	NO
		SB					I	14		0	14	530	2.64%	NO
SW 145 AVENUE N. OF SW 14 STREET	SW 14 STREET	NB	2LU	D-OT	464	0.0%	O	0		0	0	530	0.00%	NO
		SB					I	0		0	0	530	0.00%	NO
SW 14 STREET	SW 20 STREET	NB	2LU	D-OT	464	0.0%	O	0		0	0	530	0.00%	NO
		SB					I	0		0	0	530	0.00%	NO
NW/SW 136 AVENUE NW 8 STREET	I-595/SR 84	NB	4LD	D-C2	632	0.0%	O	0		0	0	1,710	0.00%	NO
		SB					I	0		0	0	1,710	0.00%	NO
I-595/SR 84	SHENNANDOAH PKWY	NB	4LD	D-OT	464	0.0%	O	0		0	0	1,140	0.00%	NO
		SB					I	0		0	0	1,140	0.00%	NO
SHENNANDOAH PKWY	SW 14 STREET	NB	2LU	D-OT	264	0.0%	O	0		0	0	530	0.00%	NO
		SB					I	0		0	0	530	0.00%	NO
I-75/I-595 ARVIDA PKWY	INDIAN TRACE BLVD	EB	FRWY6	D-F2	621	0.0%	I	0		0	0	5,410	0.00%	NO
		WB					O	0		0	0	5,410	0.00%	NO
INDIAN TRACE BLVD	BONAVENTURE BLVD	EB	FRWY6	D-F2	621	0.0%	I	0		0	0	5,410	0.00%	NO
		WB					O	0		0	0	5,410	0.00%	NO
BONAVENTURE BLVD	WESTON RD	EB	FRWY6	D-F2	621	0.0%	I	0		0	0	5,410	0.00%	NO
		WB					O	0		0	0	5,410	0.00%	NO
WESTON RD	I-75	EB	FRWY6	D-F2	621	0.0%	I	0		0	0	5,410	0.00%	NO
		WB					O	0		0	0	5,410	0.00%	NO
I-75	NW 136 AVENUE	EB	FRWY8	D-F2	621	14.0%	O	293		0	293	7,380	3.97%	NO
		WB					I	189		0	189	7,380	2.56%	NO
NW 136 AVENUE	FLAMINGO RD	EB	FRWY8	D-F2	621	14.0%	O	293		0	293	7,380	3.97%	NO
		WB					I	189		0	189	7,380	2.56%	NO
FLAMINGO RD	HIATUS RD	EB	FRWY6	D-F2	621	10.0%	O	210		0	210	5,410	3.88%	NO
		WB					I	135		0	135	5,410	2.50%	NO
I-75/SAWGRASS EXPWY N. FLAMINGO RD	SUNRISE BLVD	NB	FRWY6	D-F2	421	11.0%	O	230		0	230	5,410	4.25%	NO
		SB					I	149		0	149	5,410	2.75%	NO
SUNRISE BLVD	I-75/I-595	NB	FRWY8	D-F2	621	18.0%	O	377		0	377	7,380	5.11%	YES
		SB					I	243		0	243	7,380	3.29%	NO
I-75/I-595	ARVIDA PKWY	NB	FRWY10	D-F2	1021	32.0%	O	670		0	670	9,340	7.17%	YES
		SB					I	432		0	432	9,340	4.63%	NO
ARVIDA PKWY	GRIFFIN RD	NB	FRWY4	D-F2	821	37.0%	I	500		0	500	7,380	6.78%	YES
		SB	FRWY5				O	775		0	775	9,340	8.30%	YES
GRIFFIN RD	SHERIDAN STREET	NB	FRWY8	D-F2	821	26.0%	I	351		0	351	7,380	4.76%	NO
		SB					O	545		0	545	7,380	7.38%	YES
SHERIDAN STREET	PINES BLVD	NB	FRWY8	D-F2	821	16.0%	I	216		0	216	7,380	2.93%	NO
		SB					O	335		0	335	7,380	4.54%	NO

NOTES:

- [1] DAILY AND PEAK HOUR DIRECTIONAL MAXIMUM SERVICE VOLUMES ARE OBTAINED FROM FDOT'S 2000 QUALITY/LEVEL OF SERVICE HANDBOOK OR FROM THE LOCAL GOVERNMENT OF JURISDICTION'S COMPREHENSIVE PLAN.
- [2] HALF OF OFFICE TRIPS ASSIGNED TO WESTON ROADS REMOVED TO ACCOUNT FOR DIVERSION.
- [3] MAXIMUM SERVICE VOLUMES ARE REDUCED BY 5% AS PER BROWARD COUNTY ROADWAY LEVEL OF SERVICE ANALYSIS FOR YEARS 2003 AND 2025 HANDBOOK.

R21-8 (March 2006)

TABLE 21.A3 (Revised March 2006)
THE COMMONS DRI
EXISTING DAILY AND PM PEAK HOUR DIRECTIONAL TRAFFIC CONDITIONS

Revised 01/28/2006

ROADWAY FROM	TO	DIR	FACILITY TYPE EXISTING LANES	COUNT SOURCE	COUNT DATE	2004 AADT	[2] DAILY MAXIMUM SERVICE VOLUME	2004 DAILY LOS	COUNT SOURCE	COUNT DATE	2004 OR 2005 PM PEAK HOUR DIR VOLUME	[1] PSCF	[1] AXLE FACTOR	2004 OR 2005 PEAK HOUR PEAK SEASON DIR VOLUME	[2] PEAK HOUR DIR MAXIMUM SERVICE VOLUME	2004 OR 2005 PM PEAK HOUR LOS
SUNRISE BLVD SAWGRASS EXPWY	NW 136 AVENUE	EB	6LD	BC-9095	2004	40,200	49,200	C	BC-9095 [3]	1/21/2004	1,740	1.03	0.99	1,774	2,570	C
		WB										2,127	1.03	0.99	2,169	2,570
ARVIDA PARKWAY TOWN CENTER	BONAVENTURE BLVD	EB	4LD	BC-9391	2004	15,300	33,915	[5] B	APPLICANT	4/19-21/2005	792	1.02	0.99	800	1,767	B
		WB								3-Day Average	1,246	1.02	0.99	1,258	1,767	B
BONAVENTURE BLVD	COUNTRY ISLES	EB	4LD	BC-9207	2004	36,000	33,915	[5] F	APPLICANT	4/19-21/2005	1,189	1.02	0.99	1,201	1,767	B
		WB								3-Day Average	1,775	1.02	0.99	1,792	1,767	C
COUNTRY ISLES	WESTON RD	EB	4LD	BC-9207	2004	36,000	33,915	[5] F	APPLICANT	1/19/2006	1,427	1.03	0.99	1,455	1,767	B
		WB									1,933	1.03	0.99	1,971	1,767	F
WESTON RD	I-75	EB	6LD	BC-5329	2004	61,500	50,825	[5] F	APPLICANT	5/19/2005	3,076	1.03	0.99	3,137	2,651	F
		WB									2,755	1.03	0.99	2,809	2,651	F
I-75	THE COMMONS DRI	EB	6LD	N/A	—	—	50,825	[5] A	APPLICANT	N/A	0	1.00	1.00	0	—	—
		WB									0	1.00	1.00	0	—	—
POST ROAD BONAVENTURE BLVD	WESTON RD	EB	2LU	BC-9205	2004	8,000	14,600	C	APPLICANT	3/31/2005	551	0.99	0.99	540	760	D
		WB									1,002	0.99	0.99	982	760	F
GRIFFIN ROAD I-75	VOLUNTEER RD	EB	6LD	FDOT-5253	2004	23,000	50,825	[5] B	APPLICANT	4/19-21/2005	1,343	1.02	0.99	1,356	2,651	B
		WB								3-Day Average	1,076	1.02	0.99	1,087	2,651	B
WESTON RD INDIAN TRACE	N. CORPORATE LAKES BLVD	NB	4LD	BC-9190	2004	21,700	32,700	C	APPLICANT	3/30/2005	1,568	1.00	0.99	1,552	1,710	D
		SB									941	1.00	0.99	932	1,710	C
N. CORPORATE LAKES BLVD	N. COMMERCE PKWY	NB	4LD	BC-9190	2004	21,700	32,700	C	APPLICANT	3/30/2005	1,564	1.00	0.99	1,548	1,710	D
		SB									1,048	1.00	0.99	1,038	1,710	C
N. COMMERCE PKWY	ARVIDA PKWY	NB	6LD	BC-9190	2004	21,700	49,200	C	APPLICANT	1/19/2006	2,049	1.02	0.99	2,069	2,570	C
		SB									1,879	1.02	0.99	1,897	2,570	C
ARVIDA PKWY	S. COMMERCE PKWY	NB	6LD	BC-9192	2004	24,300	49,200	C	APPLICANT	1/19/2006	2,368	1.02	0.99	2,391	2,570	D
		SB									1,371	1.02	0.99	1,384	2,570	C
S. COMMERCE PKWY	S. CORPORATE LAKES BLVD	NB	4LD	BC-9192	2004	24,300	32,700	C	APPLICANT	5/12/2005	1,462	1.03	0.99	1,491	1,710	D
		SB									1,119	1.03	0.99	1,141	1,710	C
S. CORPORATE LAKES BLVD	S. POST RD	NB	4LD	BC-9192	2004	24,300	32,700	C	APPLICANT	5/12/2005	1,122	1.03	0.99	1,144	1,710	C
		SB									1,156	1.03	0.99	1,179	1,710	C
S. POST RD	GRIFFIN RD	NB	4LD	BC-9192	2004	24,300	32,700	C	APPLICANT	4/19-21/2005	1,336	1.02	0.99	1,349	1,710	C
		SB								3-Day Average	1,675	1.02	0.99	1,691	1,710	D
GRIFFIN RD	STIRLING RD	NB	2LU	BC-9473	2004	11,100	10,000	E	APPLICANT	4/19-21/2005	462	1.02	0.99	467	530	D
		SB								3-Day Average	670	1.02	0.99	677	530	F
STIRLING RD	SHERIDAN ST	NB	2LU	BC-9490	2004	10,400	10,000	E	APPLICANT	5/12/2005	458	1.03	0.99	467	530	D
		SB									619	1.03	0.99	631	530	E

R21-11 (March 2006)

TABLE 21.A3 (Revised March 2006)
THE COMMONS DRI
EXISTING DAILY AND PM PEAK HOUR DIRECTIONAL TRAFFIC CONDITIONS

Revised 01/28/2006

ROADWAY FROM	TO	DIR	FACILITY TYPE EXISTING LANES	COUNT SOURCE	COUNT DATE	2004 AADT	[2] DAILY MAXIMUM SERVICE VOLUME	2004 DAILY LOS	COUNT SOURCE	COUNT DATE	2004 OR 2005 PM PEAK HOUR VOLUME	[1] PSCF	[1] AXLE FACTOR	2004 OR 2005 PEAK HOUR PEAK SEASON DIR VOLUME	[2] PEAK HOUR DIR MAXIMUM SERVICE VOLUME	2004 OR 2005 PM PEAK HOUR LOS
I-595	NW 136 AVENUE	EB	FRWY8	FDOT-2800	2004	141,500	144,300	D	BC-2800	2/19/2004	5,981	0.99	0.99	5,862	7,380	D
NW 136 AVENUE	FLAMINGO RD	WB	FRWY8	FDOT-2800	2004	141,500	144,300	D	BC-2800	UNADJUSTED	5,831	0.99	0.99	5,715	7,380	D
		EB								2/19/2004	5,981	0.99	0.99	5,862	7,380	D
		WB								UNADJUSTED	5,831	0.99	0.99	5,715	7,380	D
I-75/SAWGRASS EXPWY	I-595	NB	FRWY8	FDOT-3000	2004	82,300	144,300	C	FDOT-3000 [4]	2004	3,592	1.00	1.00	3,592	7,380	B
SUNRISE BLVD		SB									4,391	1.00	1.00	4,391	7,380	C
I-595	ARVIDA PKWY	NB	FRWY10	FDOT-2005	2004	142,000	182,600	D	APPLICANT	3/28-4/03/2005	6,927	1.00	0.97	6,719	9,340	C
		SB								3-Day Average	6,475	1.00	0.97	6,281	9,340	C
ARVIDA PKWY	GRIFFIN RD	NB	FRWY4	FDOT-2004	2004	137,000	163,450	[6] D	FDOT-2004	3/2/2004	6,877	1.00	0.97	6,671	7,380	D
		SB								ADJUSTED 2005	6,089	1.00	0.97	5,906	9,340	C
GRIFFIN RD	SHERIDAN STREET	NB	FRWY8	FDOT-2003	2004	109,000	144,300	C	APPLICANT	4/19-21/2005	7,206	1.00	0.97	6,990	7,380	D
		SB								3-Day Average	5,939	1.00	0.97	5,761	7,380	D

NOTES:

- SF = SEASONAL FACTOR PSCF = PEAK SEASON CONVERSION FACTOR DIR = DIRECTIONAL
- [1] SF, PSCF AND AXLE FACTOR ARE OBTAINED FROM THE 2004 TRAFFIC INFORMATION CD PUBLISHED BY FDOT.
- [2] DAILY AND PEAK HOUR DIRECTIONAL MAXIMUM SERVICE VOLUMES ARE OBTAINED FROM FDOT'S 2000 QUALITY LEVEL OF SERVICE HANDBOOK OR FROM THE LOCAL GOVERNMENT OF JURISDICTION'S COMPREHENSIVE PLAN.
- [3] BROWARD COUNTY STATION PROVIDES THE TWO-WAY PEAK HOUR VOLUME (3,867); THEREFORE, THE DEFAULT D100 OF 55% (2000 QUALITY LEVEL OF SERVICE HANDBOOK, TABLE 4-7 - FREEWAY FACILITY) WAS APPLIED TO OBTAIN THE PEAK DIRECTION.
- [4] FDOT STATION 3000 DOES NOT HAVE A 24-HOUR BI-DIRECTIONAL COUNT; THEREFORE, A K100=9.7% AND D100=55% WERE APPLIED TO OBTAIN PEAK HOUR DIRECTIONAL VOLUME. K100 AND D100 FACTORS ARE CONSISTENT WITH THE 2000 QUALITY LEVEL OF SERVICE HANDBOOK, TABLE 4-7 - FREEWAY FACILITY.
- [5] MAXIMUM SERVICE VOLUMES ARE REDUCED BY 5% AS PER BROWARD COUNTY ROADWAY LEVEL OF SERVICE ANALYSIS FOR YEARS 2003 AND 2025 HANDBOOK.
- [6] MAXIMUM SERVICE VOLUME IS CALCULATED BASED ON NORTHBOUND DIRECTION BEING 4 LANES AND SOUTHBOUND DIRECTION 5 LANES.

R 21-12 (March 2006)

LEGEND



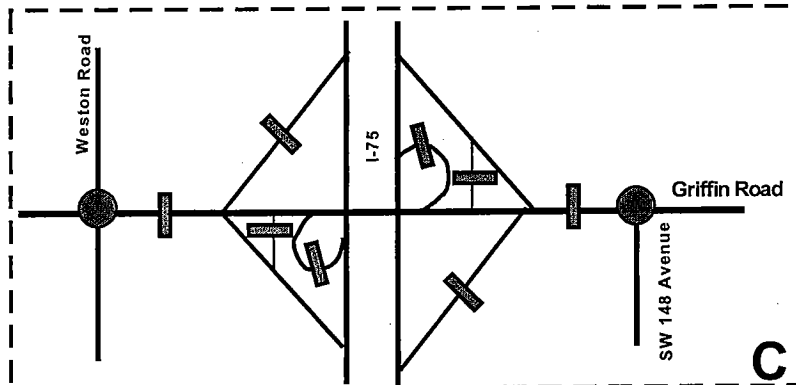
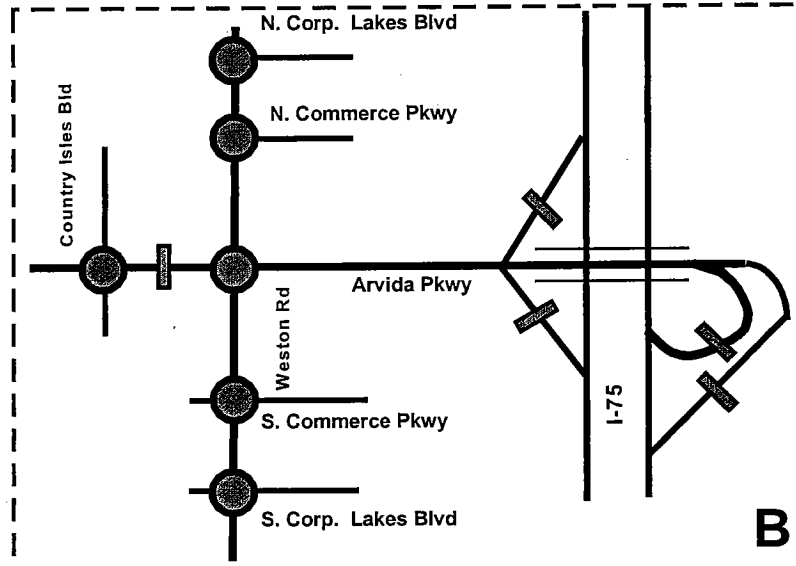
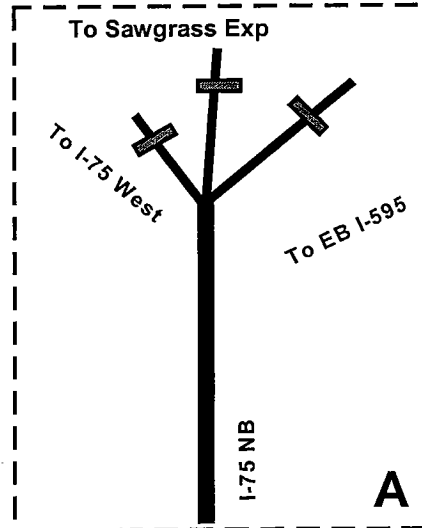
72 Hr Machine Counts



Peak Period Intersection Turning Movement Counts



Miles
0 0.5 1



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THE COMMONS DRI

Traffic Data
Collection Locations



KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

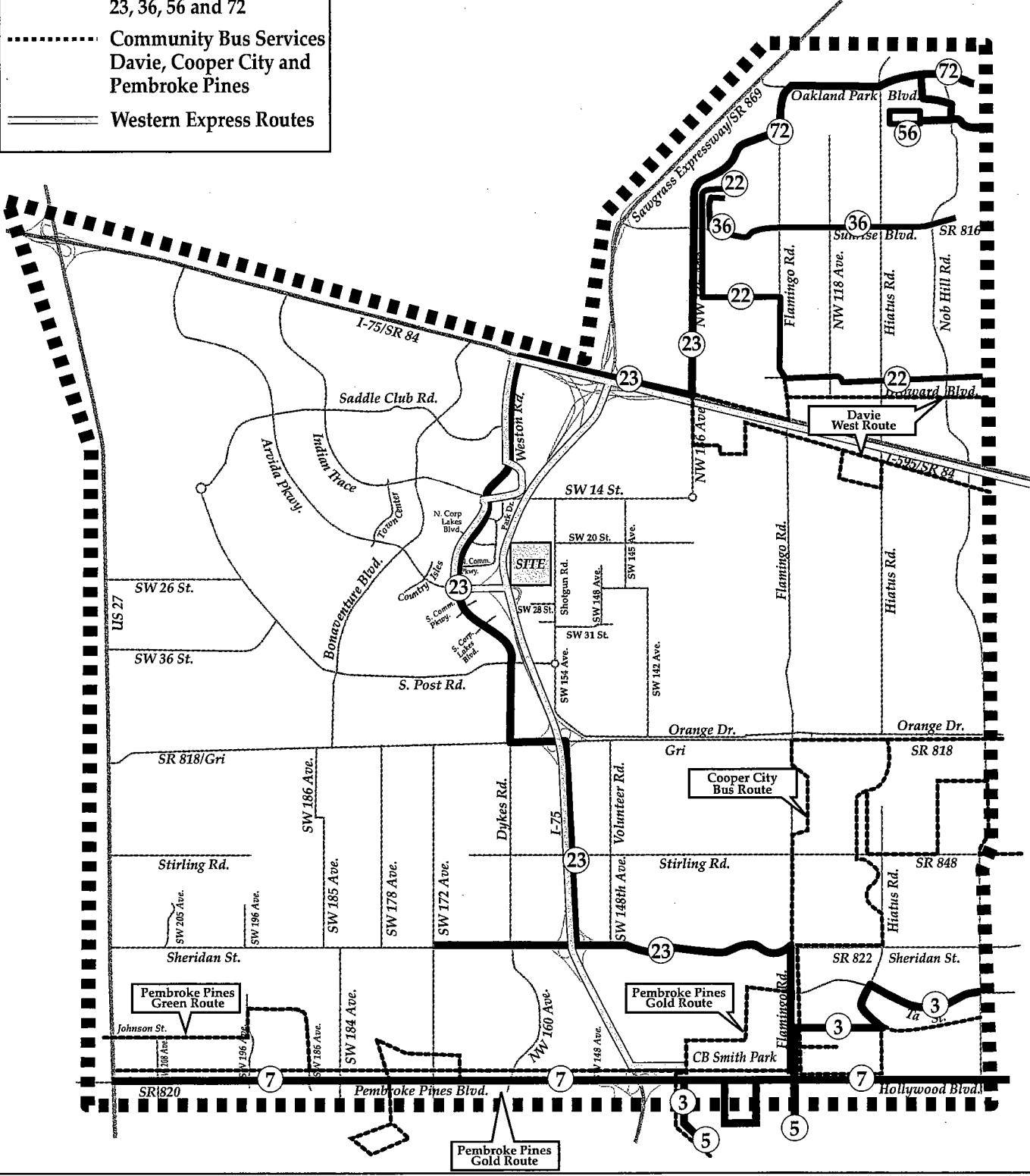
MAP

J-3B

Revised
3/20/06

LEGEND

- ■ ■ ■ Preliminary Study Area
- BCT Routes 3, 5, 7, 22, 23, 36, 56 and 72
- ⋯ Community Bus Services Davie, Cooper City and Pembroke Pines
- Western Express Routes



THE COMMONS DRI

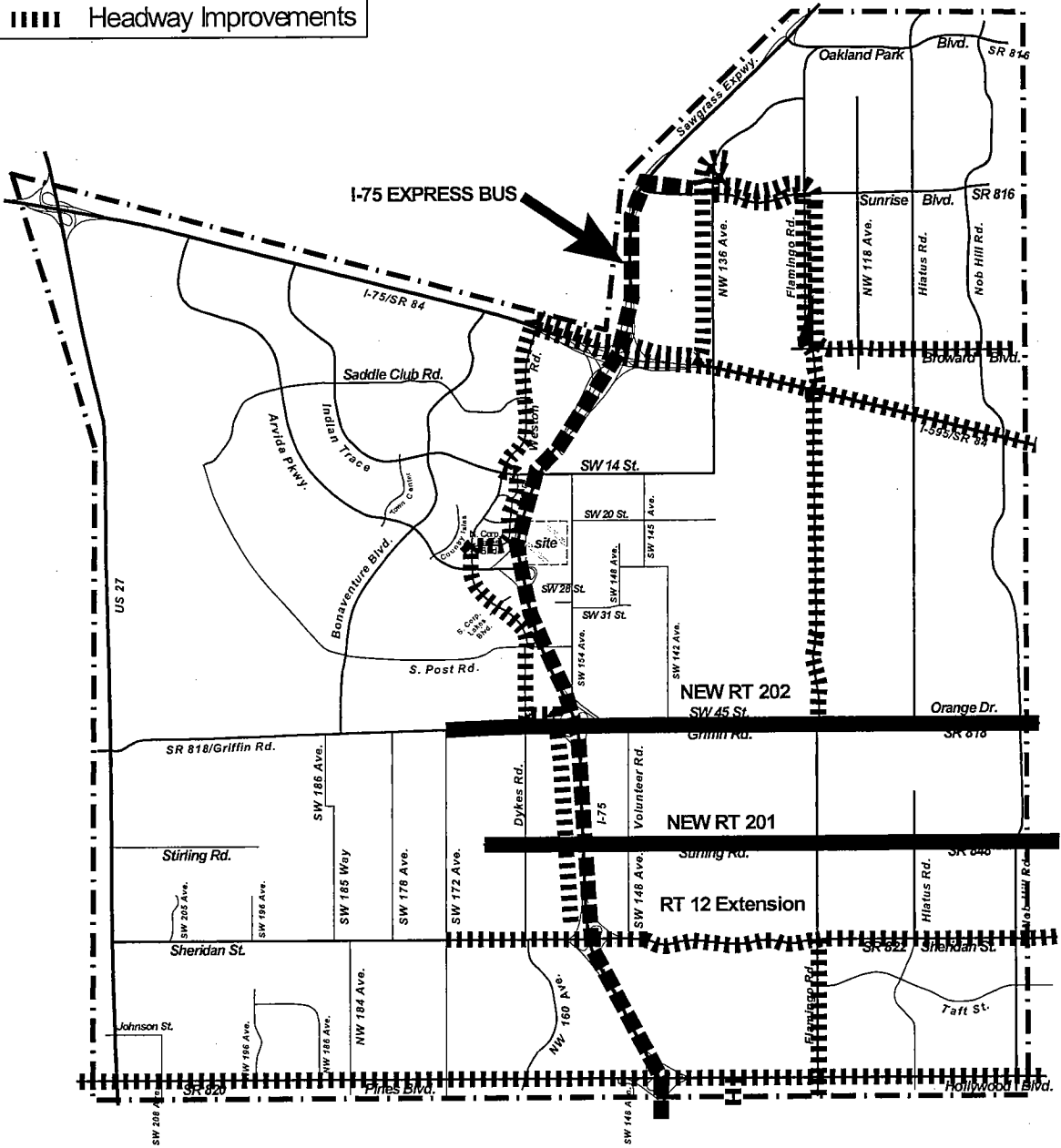
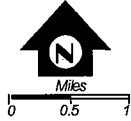
EXISTING PUBLIC
TRANSIT SERVICE

 KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

MAP
J-5

LEGEND

- - - Preliminary Study Area
- █ New Routes
- ||||| Headway Improvements



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THE COMMONS DRI

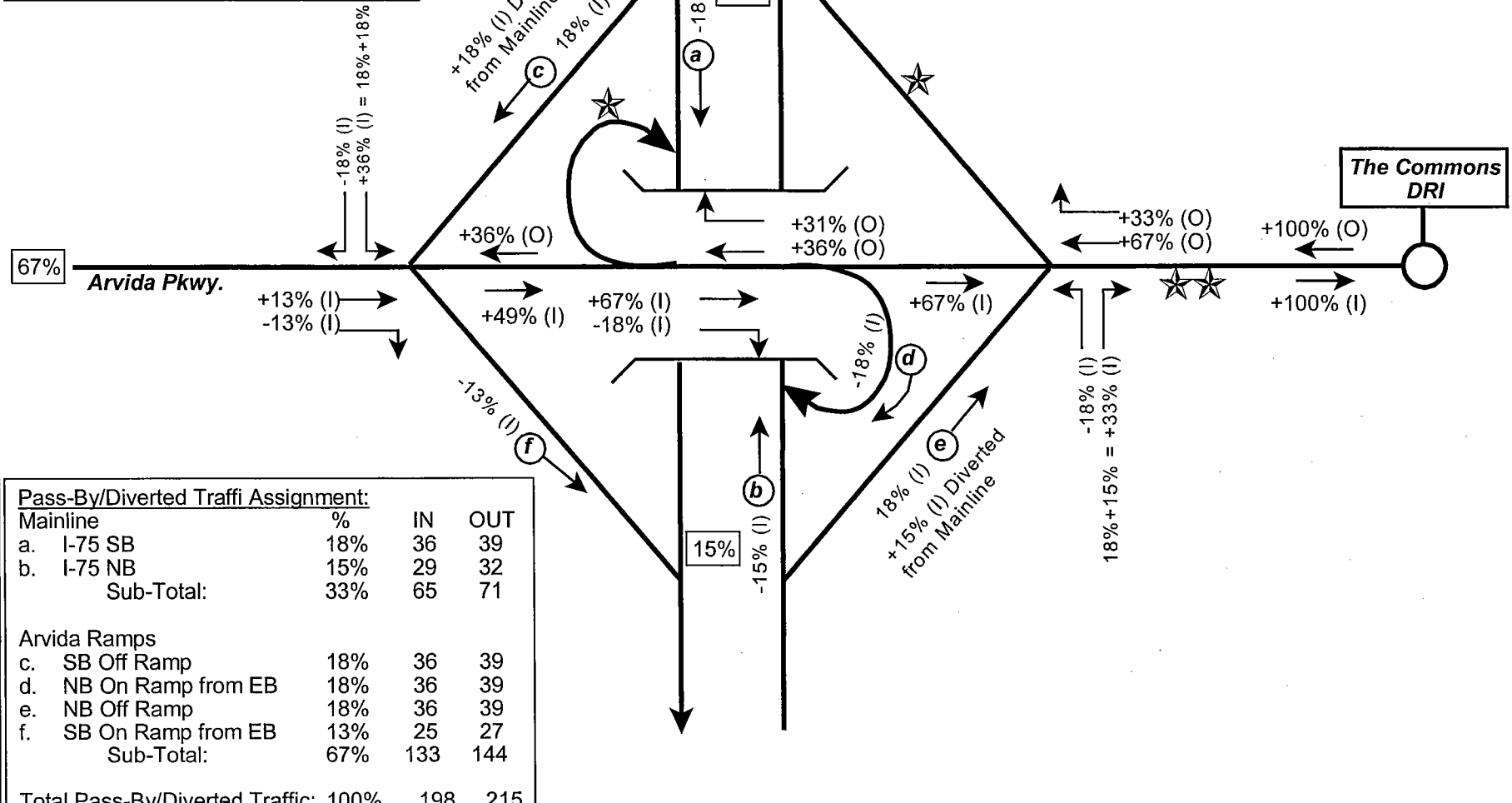
Planned Transit Improvements

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

MAP
J-6
Revised
3/20/06

R21-30 (March 2006)

LEGEND
 (I) Inbound Pass-By/Diverted %
 (O) Outbound Pass-By/Diverted %
 18% Pass-By/ Diverted Percentage added or Subtracted to movements
 [18%] Global Pass-By/Diverted Trips Distribution %
 ★ Proposed New Ramps
 ★★ Proposed Extension of Arvida Parkway



Pass-By/Diverted Traffic Assignment:

Mainline	%	IN	OUT
a. I-75 SB	18%	36	39
b. I-75 NB	15%	29	32
Sub-Total:	33%	65	71
Arvida Ramps			
c. SB Off Ramp	18%	36	39
d. NB On Ramp from EB	18%	36	39
e. NB Off Ramp	18%	36	39
f. SB On Ramp from EB	13%	25	27
Sub-Total:	67%	133	144
Total Pass-By/Diverted Traffic:		100%	198 215

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TABLE 21.D1
THE COMMONS DRI
COMMITTED DEVELOPMENTS DAILY TRIP GENERATION

Revised 1/26/05

PROJECTS [1]	TAZ	USES	UNITS	[9] INCLUDED YES/NO	LAND USE CODE	DAILY TRIP GENERATION		PM PEAK HOUR TRIP GENERATION							
						ITE 7TH EDITION	GROSS TRIPS	ITE 7TH EDITION	TOTAL TRIPS	IN TRIPS		OUT TRIPS			
										%	TRIPS	%	TRIPS		
TOWN OF DAVIE															
1	Charleston Oaks	346	Single-family homes	66	D.U.	YES	210	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.71$	709	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	74	63%	47	37%	27
2	Blackstone Creek	346	Single-family homes	32	D.U.	YES	210	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.71$	364	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	38	63%	24	37%	14
3	Millcreek Ranches	346	Single-family homes	18	D.U.	YES	210	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.71$	215	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	23	63%	14	37%	9
4	Grove Creek Ranches [8]	—	Single-family homes	79	D.U.	YES	210	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.71$	837	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	87	63%	55	37%	32
5	Vista View Park [8]	—	Park	160	Acres	YES	412	$T = 2.28(X)$	365	$T = 0.06(X)$	10	41%	4	59%	6
6	Nob Hill Park of Commerce	149	Offices	393,000	S.F.	NO	710	$\text{Ln}(T) = 0.77 \text{Ln}(X) + 3.65$	3,827	$T = 1.12(X) + 78.81$	519	17%	88	83%	431
	Nob Hill Park of Commerce	149	Retail building	131,000	S.F.	NO	820	$\text{Ln}(T) = 0.65 \text{Ln}(X) + 5.83$	8,094	$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$	748	48%	359	52%	389
7	Warren Henry	—	Automobile Dealership	14	Acres	YES	841								
8	Silverado Ranches [8]	—	Single-family homes	98	D.U.	YES	210	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.71$	1,021	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	105	63%	66	37%	39
9	Indian Ridge Commerce Center [2]	149	Office	8,555	S.F.	NO	710	$\text{Ln}(T) = 0.77 \text{Ln}(X) + 3.65$	201	$T = 1.12(X) + 78.81$	88	17%	15	83%	73
	Indian Ridge Commerce Center [2]	149	Warehouse	34,220	S.F.	NO	150	$T = 3.68(X) + 350.27$	476	$\text{Ln}(T) = 0.79 \text{Ln}(X) + 0.54$	28	25%	7	75%	21
10	Diamond III	149	Office building	39,298	S.F.	NO	710	$\text{Ln}(T) = 0.77 \text{Ln}(X) + 3.65$	650	$T = 1.12(X) + 78.81$	123	17%	21	83%	102
11	Ashley Furniture [8]	—	Retail building	34,137	S.F.	NO	890	$T = 5.06(X)$	173	$T = 0.46(X)$	16	48%	8	52%	8
12	Sheridan House	347	Multi-family (townhomes)	45	D.U.	YES	230	$\text{Ln}(T) = 0.85 \text{Ln}(X) + 2.55$	326	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$	31	67%	21	33%	10
	Sheridan House	347	Office	38,000	S.F.	YES	710	$\text{Ln}(T) = 0.77 \text{Ln}(X) + 3.65$	633	$T = 1.12(X) + 78.81$	121	17%	21	83%	100
	Sheridan House	347	Day care center	5,000	S.F.	YES	565	$T = 79.26(X)$	396	$\text{Ln}(T) = 0.67 \text{Ln}(X) + 3.02$	60	47%	28	53%	32
TOWN OF SOUTHWEST RANCHES															
15	Future Town Hall Complex	863	Offices	35,000	S.F.	YES	710	$\text{Ln}(T) = 0.77 \text{Ln}(X) + 3.65$	594	$T = 1.12(X) + 78.81$	118	17%	20	83%	98
16	Commercial Use	863	Commercial	24,200	S.F.	YES	820	$\text{Ln}(T) = 0.65 \text{Ln}(X) + 5.83$	2,700	$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$	245	48%	118	52%	127
CITY OF PLANTATION															
17	Way of Life Church [8]	—	Church and Daycare	27,660	S.F.	YES	565	$T = 79.26(X)$	2,192	$\text{Ln}(T) = 0.67 \text{Ln}(X) + 3.02$	190	47%	89	53%	101
18	First Presbyterian Church [8]	—	Church Addition	9,300	S.F.	YES	560	$T = 9.11(X)$	85	$T = 0.66(X)$	6	52%	3	48%	3
19	Chabad Synagogue [5] [8]	—	Synagogue	10,902	S.F.	YES	561	N/A		N/A					
CITY OF WESTON															
20	Isles at Weston	675	Single-family homes	655	D.U.	YES	210	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.71$	5,860	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	582	63%	367	37%	215
21	Windmill Reserve	675	Single-family homes	97	D.U.	YES	210	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.71$	1,011	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	104	63%	66	37%	38
22	The Palace at Weston	839	Multi-family (apartments)	708	D.U.	YES	220	$T = 6.01(X) + 150.35$	4,405	$T = 0.55(X) + 17.65$	407	65%	265	35%	142
23	Beacon Point Phase IV	630	Office Building	103,000	S.F.	YES	710	$\text{Ln}(T) = 0.77 \text{Ln}(X) + 3.65$	1,365	$T = 1.12(X) + 78.81$	194	17%	33	83%	161
24	Weston Commons North	641	Commercial /Retail Center	41,000	S.F.	YES	820	$\text{Ln}(T) = 0.65 \text{Ln}(X) + 5.83$	3,804	$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$	348	48%	167	52%	181
25	The Shops on the Green	643	Commercial /Retail Center	70,000	S.F.	YES	820	$\text{Ln}(T) = 0.65 \text{Ln}(X) + 5.83$	5,386	$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$	495	48%	238	52%	257
CITY OF PEMBROKE PINES															
26	Cobblestone Residential	264	Multi-family (townhomes)	425	D.U.	NO	230	$\text{Ln}(T) = 0.85 \text{Ln}(X) + 2.55$	2,196	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$	197	67%	132	33%	65
	Cobblestone Residential	264	Garden Apartments	425	D.U.	NO	220	$T = 6.01(X) + 150.35$	2,705	$T = 0.55(X) + 17.65$	251	65%	163	35%	88
27	Commercial	264	Commercial	43,654	S.F.	NO	820	$\text{Ln}(T) = 0.65 \text{Ln}(X) + 5.83$	3,962	$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$	362	48%	174	52%	188
	Office	264	Office	43,654	S.F.	NO	710	$\text{Ln}(T) = 0.77 \text{Ln}(X) + 3.65$	705	$T = 1.12(X) + 78.81$	128	17%	22	83%	106
28	Pembroke Center DRI [6]	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CITY OF SUNRISE															
29	Amerifirst Tract DRI	148	Office	559,000	S.F.	NO	710	$\text{Ln}(T) = 0.77 \text{Ln}(X) + 3.65$	5,020	$T = 1.12(X) + 78.81$	705	17%	120	83%	585
	Amerifirst Tract DRI	148	Restaurant	15,000	S.F.	NO	932	$T = 127.15(X)$	1,907	$T = 10.92(X)$	164	61%	100	39%	64
	Amerifirst Tract DRI	148	Retail	95,000	S.F.	NO	820	$\text{Ln}(T) = 0.65 \text{Ln}(X) + 5.83$	6,568	$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$	605	48%	290	52%	315
30	Harrison Park DRI	364	Office	517,078	S.F.	YES	710	$\text{Ln}(T) = 0.77 \text{Ln}(X) + 3.65$	4,727	$T = 1.12(X) + 78.81$	658	17%	112	83%	546
	Harrison Park DRI	364	Industrial	128,188	S.F.	YES	130	$T = 4.96(X) + 747.75$	1,384	$T = 0.77(X) + 42.11$	141	21%	30	79%	111
31	ARTESIA	681	Multi-family (apartments)	1,394	D.U.	NO	220	$T = 6.01(X) + 150.35$	8,528	$T = 0.55(X) + 17.65$	784	65%	510	35%	274
	ARTESIA	681	Multi-family (townhomes)	1,395	D.U.	NO	230	$\text{Ln}(T) = 0.85 \text{Ln}(X) + 2.55$	6,030	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$	522	67%	350	33%	172
32	84 South DRI [7]	—	—	—	—	—	—	—	—	—	—	—	—	—	—
33	Sawgrass Corp. Park DRI	363	Office	998,874	S.F.	YES	710	$\text{Ln}(T) = 0.77 \text{Ln}(X) + 3.65$	7,849	$T = 1.12(X) + 78.81$	1,198	17%	204	83%	994
	Sawgrass Corp. Park DRI	363	Industrial	543,639	S.F.	YES	130	$T = 4.96(X) + 747.75$	3,444	$T = 0.77(X) + 42.11$	461	21%	97	79%	364
	Sawgrass Corp. Park DRI	363	Restaurant	15,000	S.F.	YES	932	$T = 127.15(X)$	1,907	$T = 10.92(X)$	164	61%	100	39%	64
	Sawgrass Corp. Park DRI	363	Hotel	250	Rooms	YES	310	$T = 8.95(X) - 373.16$	1,864	$T = 0.59(X)$	148	53%	78	47%	70
CITY OF COOPER CITY															
	No Developments at this time														

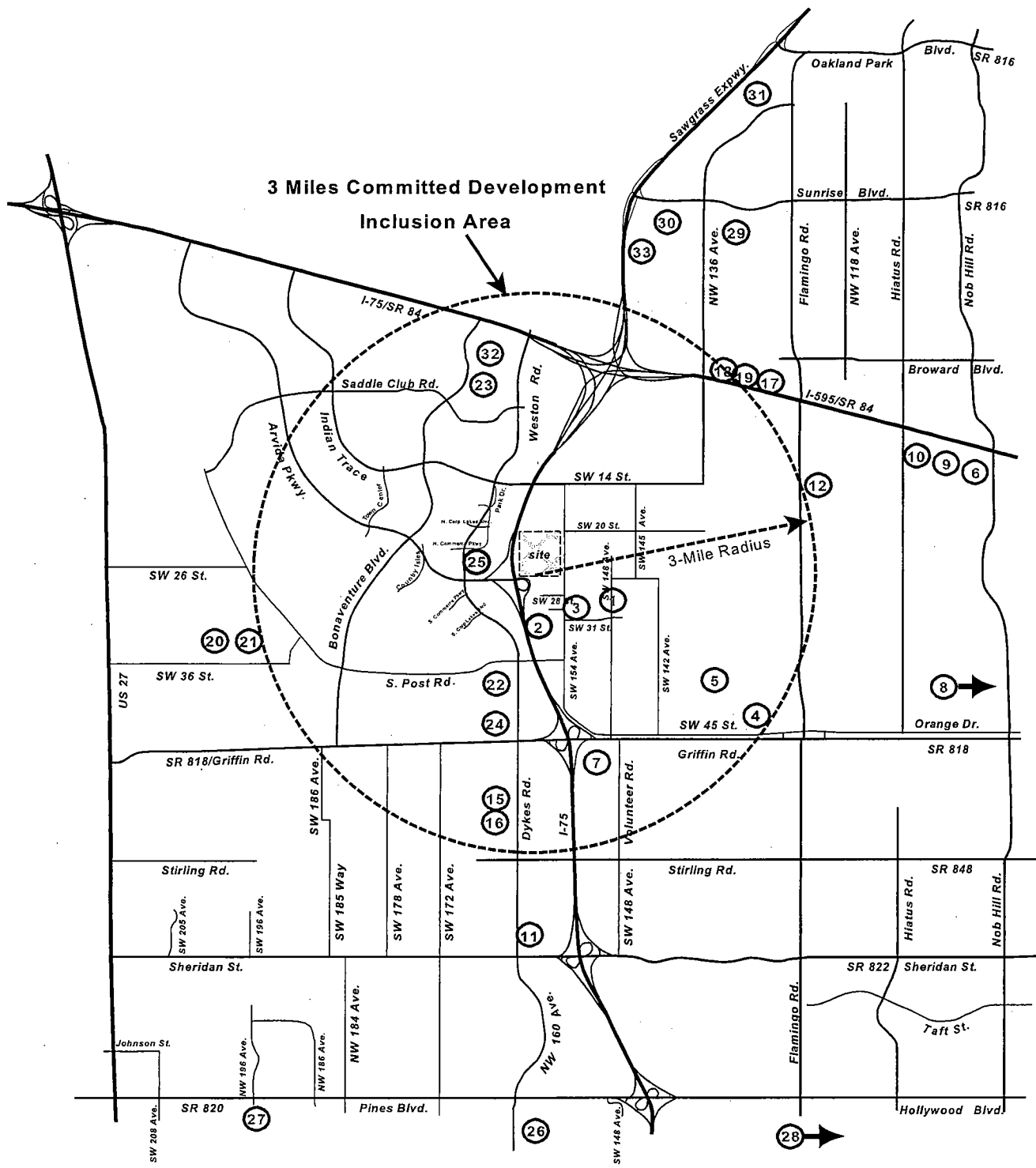
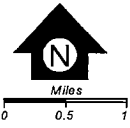
NOTES:

- [1] INFORMATION OBTAINED FROM THE DESIGNATED CITIES AND CITIES CONSULTANTS.
- [2] TOTAL AREA OF 42,775 S.F. IS DIVIDED BASED ON THE ASSUMPTION OF 20% OFFICE TO 80% WAREHOUSE.
- [3] 2000 STUDENTS ENROLLMENT IS ASSUMED.
- [4] NO ITE FORMULA FOR PRISON IS PROVIDED IN WEEKDAYS BASED ON THE SQUARE FOOTAGE. ITE CODE 571 FOR THE PM PEAK HOUR IS APPLIED.
- [5] NO ITE FORMULA FOR SYNAGOGUE IS PROVIDED IN WEEKDAYS.
- [6] ACCORDING TO THE SOUTH FLORIDA REGIONAL PLANNING COUNCIL THIS DRI HAS BEEN INACTIVE SINCE OCTOBER 2000.
- [7] INFORMATION WAS NOT PROVIDED.
- [8] LESS THAN 400 PM PEAK HOUR TRIPS
- [9] ONLY COMMITTED DEVELOPMENTS LOCATED WITHIN A 3-MILE RADIUS ARE INCLUDED IN ANALYSIS AS PER FDOT IV SUFFICIENCY COMMENT DATED NOVEMBER 10, 2005 (SEE REVISED MAP J-8).

LEGEND



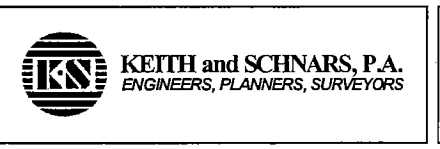
Committed Development Number
Refer to Table 21.D1



N:\tranplan\projects\2004\16984.01 The Commons\DR\ISIN #1 Nov 2005\Updated-New Figures\Final Figures 3-20-06\Map J-8 Committed Developments Location Revised 3-20-06.wpg

THE COMMONS DRI

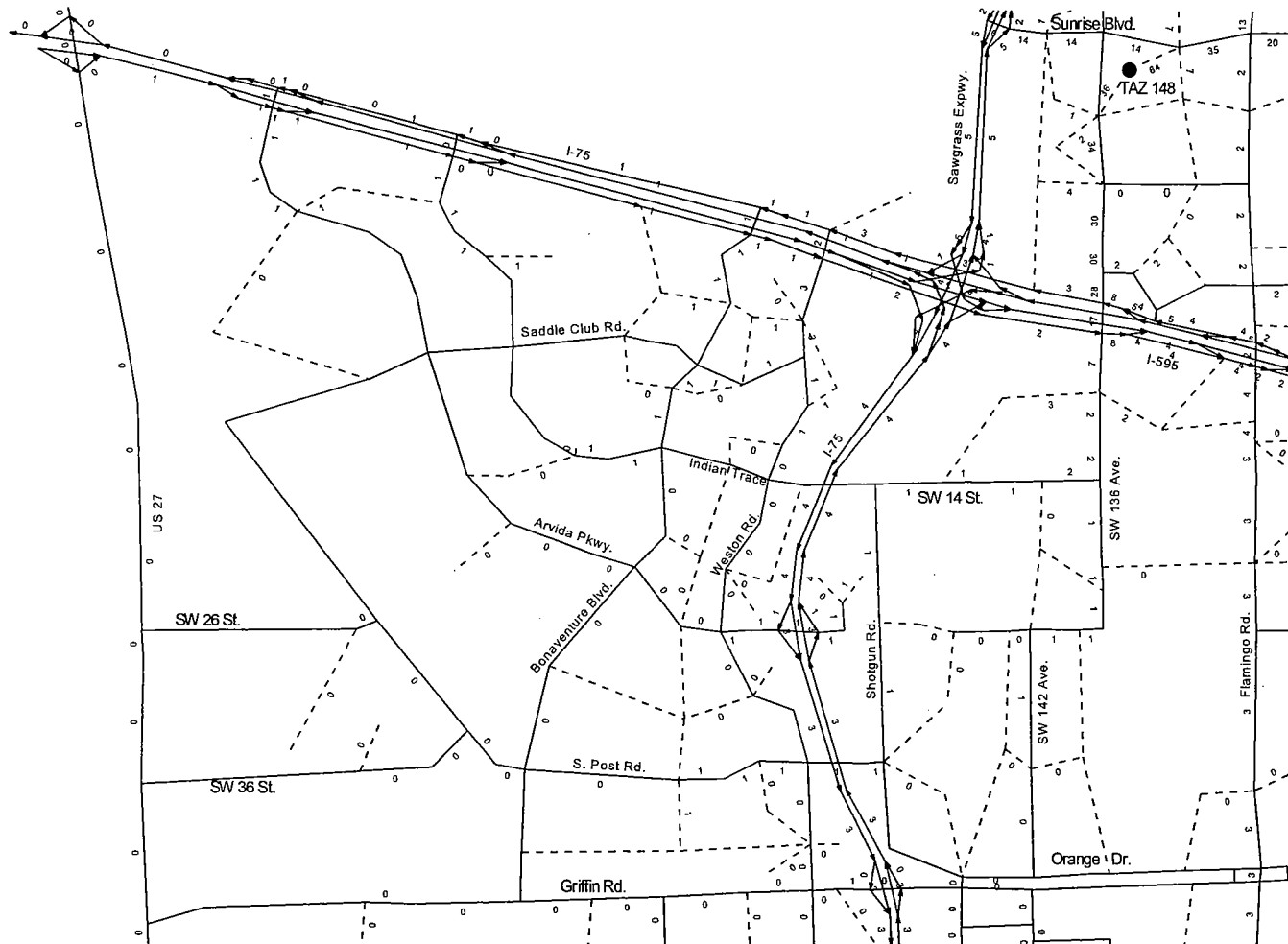
COMMITTED DEVELOPMENTS LOCATION



MAP
J-8
Revised
3/20/06



BRUNARD BROWARD STRICKLAND COMMONS W/PROJ. K-TORRES
SUNSHINE DISTRIBUTION PERCENTAGES - TAZ 148
TAMARA TRINISI



Note:
TAZ 148 Outside 3-mile Radius
Removed from analysis as per
FDOT IV sufficiency comment
No. 15, dated Nov 10, 2005

Legend:
10 Percent Distribution

N:\tranplan\projects\2004\16984.01 The Commons\DR\IN\#1 Nov 2005\Updated-New Figures\Final Figures 3-20-06\Map J-9A Committed Development TAZ 148 Rev3-20-06.wpg

THE COMMONS DRI

Committed Developments Distribution Percentages - FSUTMS
TAZ 148

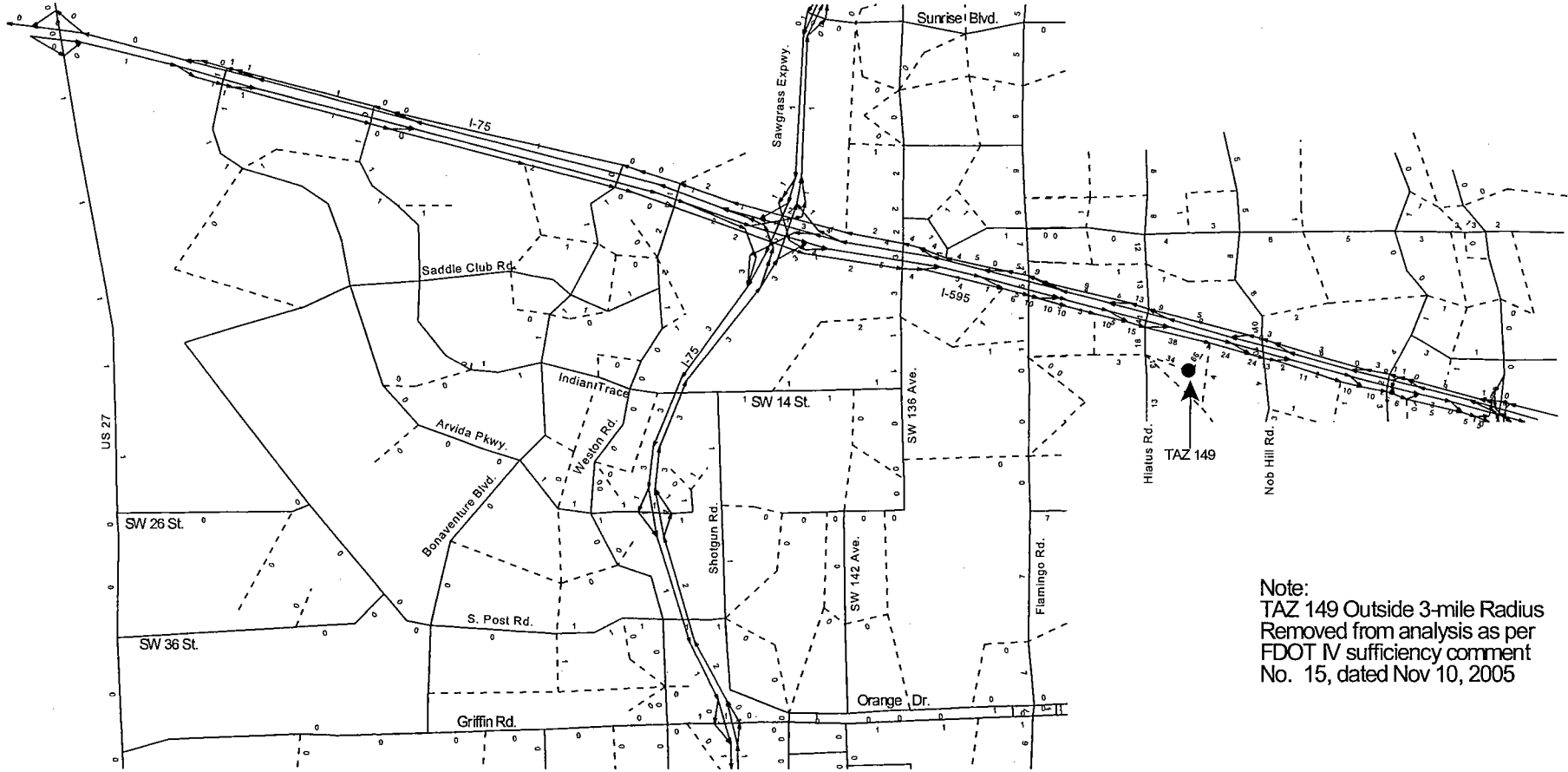


MAP
J-9A
Revised
3/20/06

R21-37 (March 2006)



BROWARD COUNTY
BROWARD 2013 - COMMONS - W/PROJ. K. TCARD
OR TRIP DISTRIBUTION PERCENTAGES - TAZ 149
JULY 2005 12:55:4



Note:
TAZ 149 Outside 3-mile Radius
Removed from analysis as per
FDOT IV sufficiency comment
No. 15, dated Nov 10, 2005

Legend:
10 Percent Distribution

N:\tranplan\projects\2004\16984.01 The Commons\DR\ISIN #1 Nov 2005\Updated-New Figures\Final Figures 3-20-06\Map J-9B Committed Development TAZ 149 Rev 1 3-20-06.wpg

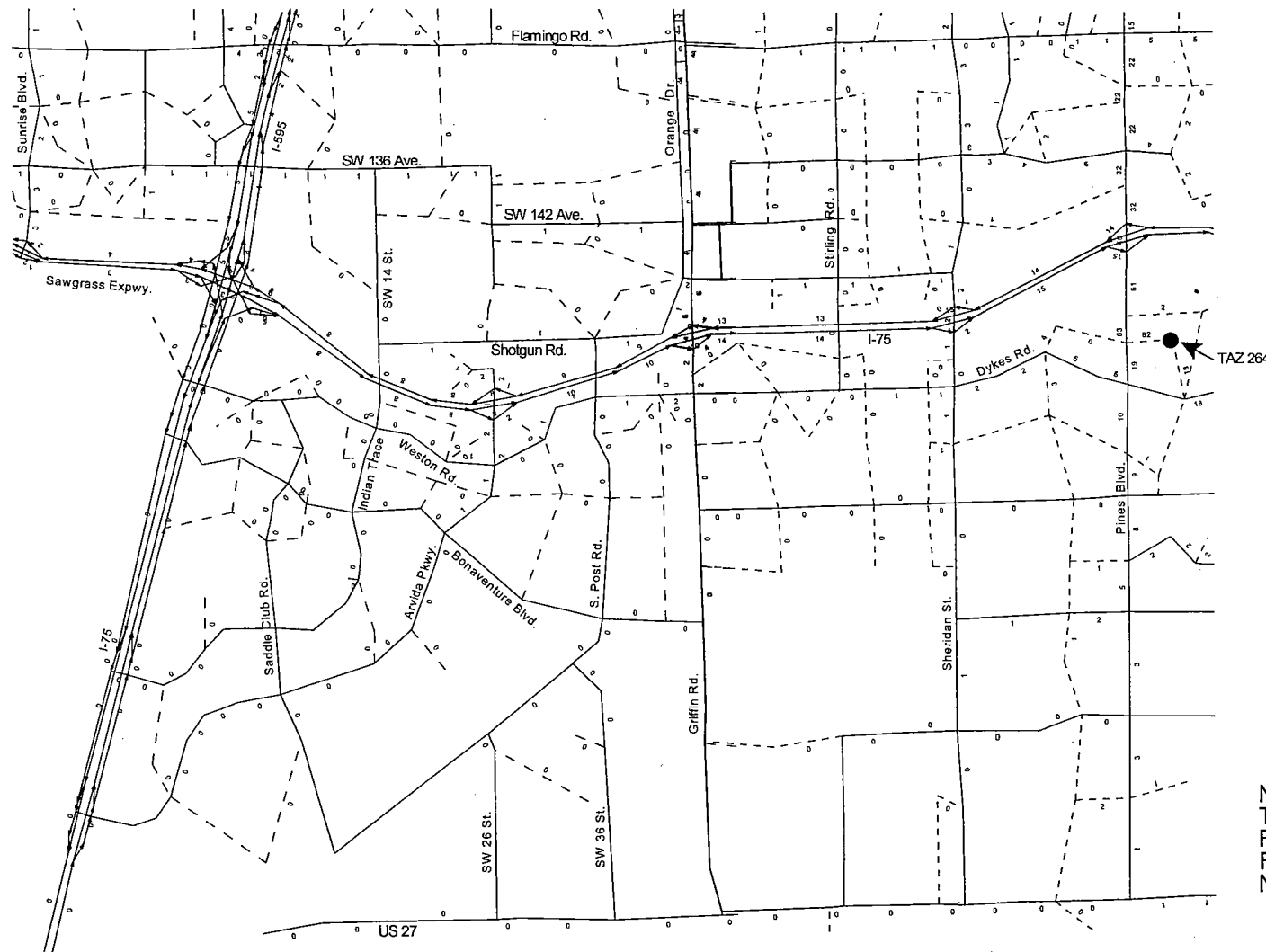
THE COMMONS DRI

Committed Developments Distribution Percentages - FSUTMS
TAZ 149

 KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

MAP
J-9B
Revised
3/20/06

R21-38 (March 2006)



Note:
 TAZ 264 Outside 3-mile Radius
 Removed from analysis as per
 FDOT IV sufficiency comment
 No. 15, dated Nov 10, 2005

Legend:
 10 Percent Distribution

BROWARD BROWARD 2013-B - COMMONS - HW PROJ - K - TCARDS
 CPU TRIP DISTRIBUTION PERCENTAGES - TAZ 264

24 JUN 05 17:56:56

N:\tranplan\projects\2004\16984.01 The Commons\DRISIN\#1 Nov 2005\Updated-New Figures\Final Figures 3-20-06\Map J-9C Committed Development TAZ 264 Rev 3-20-06.wpg

THE COMMONS DRI

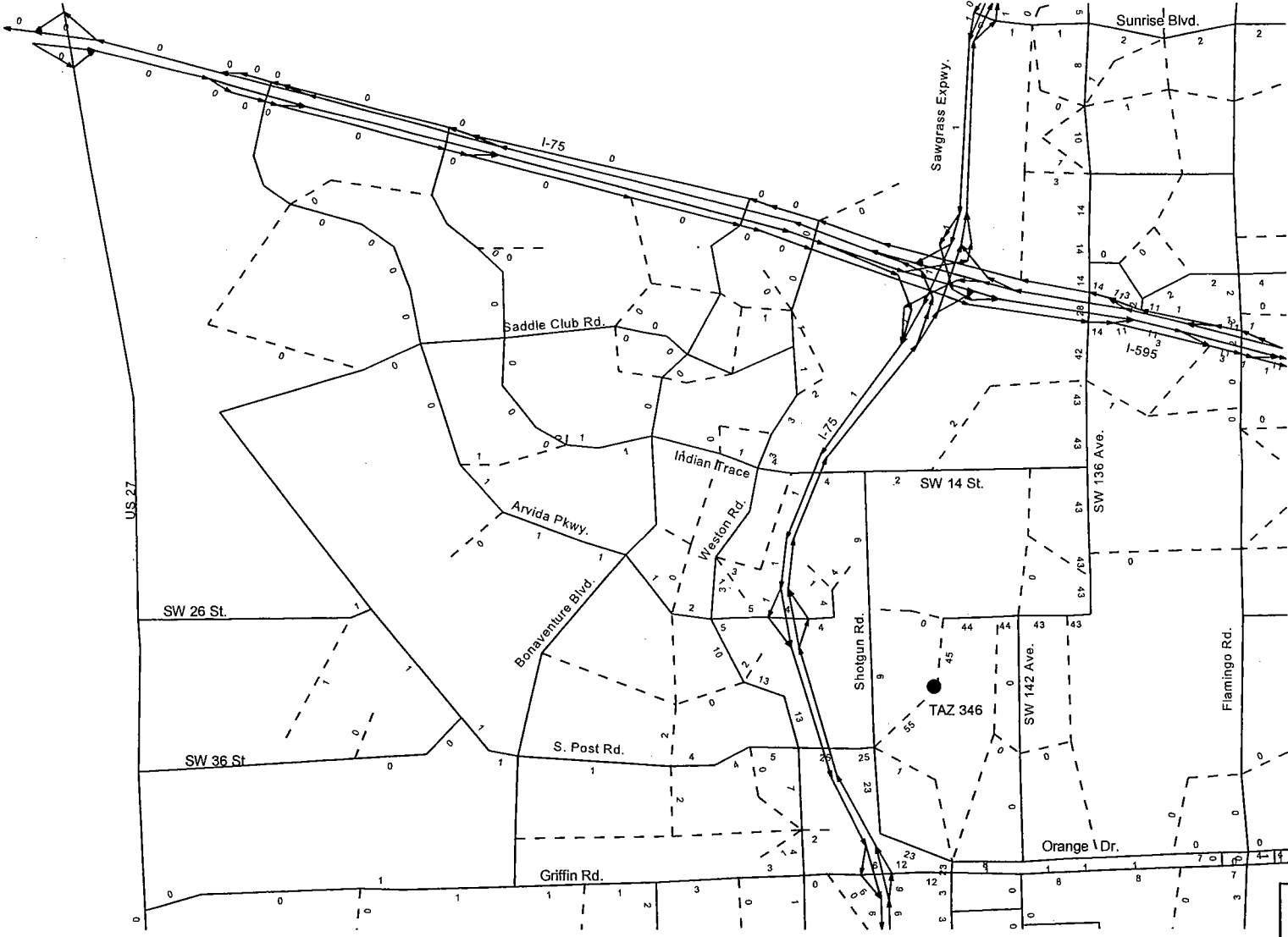
Committed Developments Distribution Percentages - FSUTMS
 TAZ 264



MAP
 J-9C
 Revised
 3/20/06

R21-39 (March 2006)

BROWARD BROWARD 2013-B - COMMONS - W/ PROJ - K - TCARDIS
 DRI TRIP DISTRIBUTION PERCENTAGES - TAZ 346
 24 JUN 05 17:55:57



Legend:
 10 Percent Distribution

N:\tranplan\projects\2004\16984.01 The Commons\DR\ISIN #1 Nov 2005\Updated-New Figures\Final Figures 3-20-06\Map J-9D Committed Development TAZ 346 Revised 3-20-06.wpg

THE COMMONS DRI

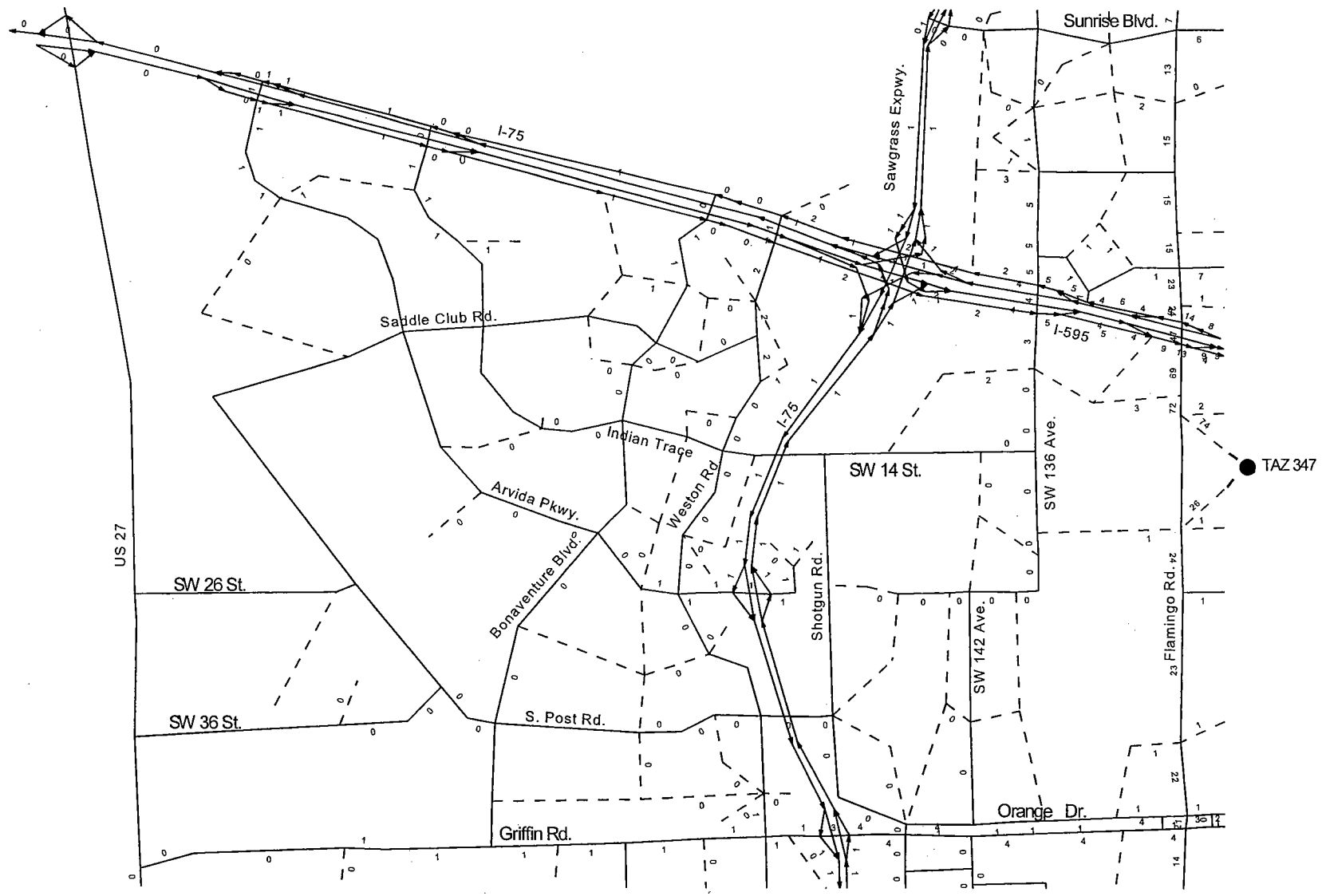
Committed Developments Distribution Percentages - FSUTMS
 TAZ 346



MAP
 J-9D
 Revised
 3/20/06

R21-40 (March 2006)

APPROVED - BROWARD COUNTY - COMMONS - W/PROJ. K - TCRS05
DISTRIBUTION PERCENTAGES - TAZ 347
24 JULY 2006 17:55:58



Legend:
10 Percent Distribution

N:\tranplan\projects\2004\16984.01 The Commons\DR\ISIN #1 Nov 2005\Updated-New Figures\Final Figures 3-20-06\Map J-9E Committed Development TAZ 347 Revised-20-06.wpg

THE COMMONS DRI

Committed Developments Distribution Percentages - FSUTMS
TAZ 347

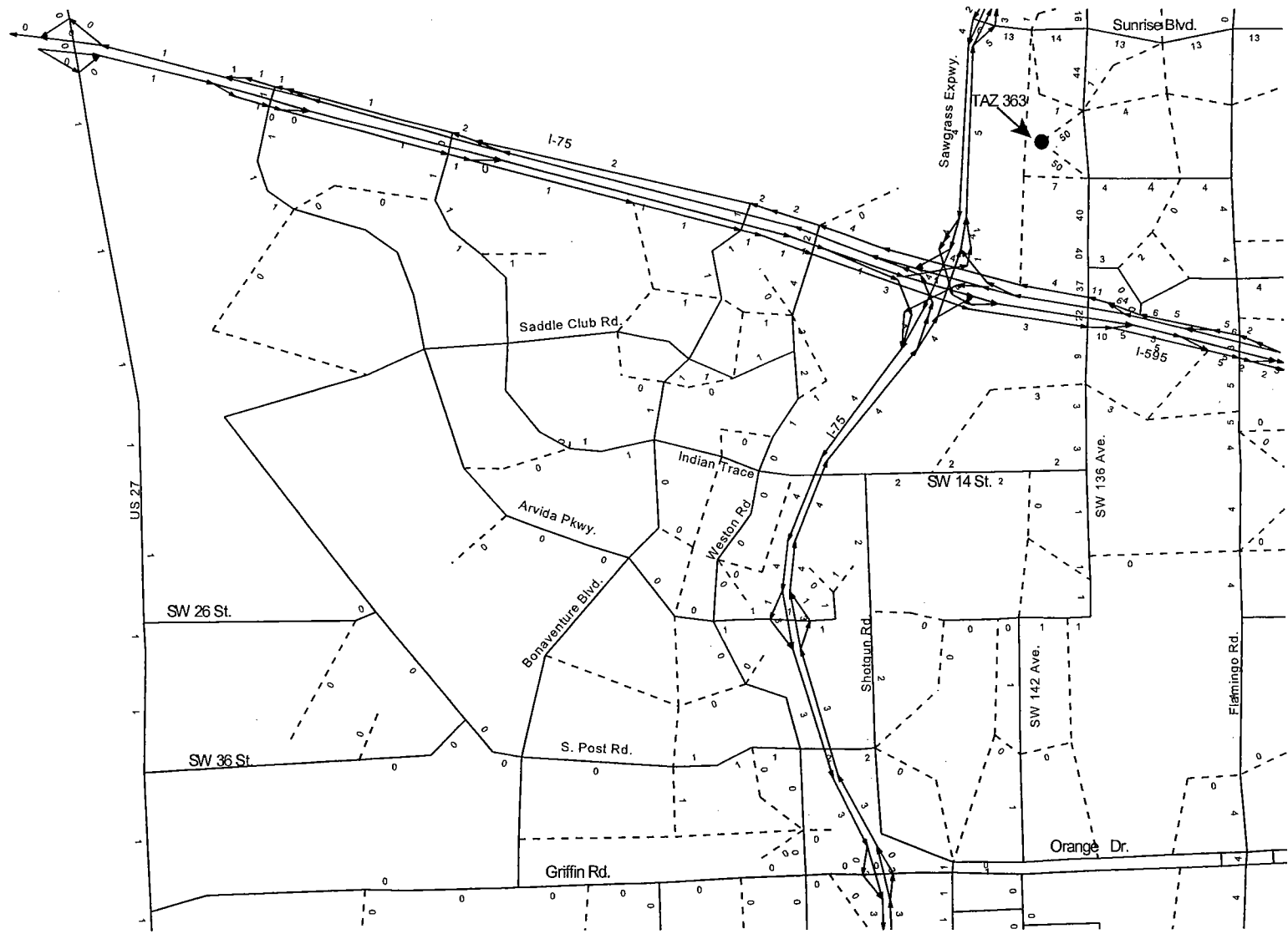


MAP
J-9E
Revised
3/2006

R21-41 (March 2006)



BROWARD COUNTY - COMMONS - W/ PROJ. K - TCARDS
DRI TRIP DISTRIBUTION PERCENTAGES - TAZ 363
24JUN05 17:55:59



Legend:
10 Percent Distribution

N:\trn\proj\2004\16994\01 The Commons\DRIS\N #1 Nov 2005\Updated\New Figures\Final Figures\3-20-06\Map J-9F\Committed Development TAZ 363 Revised 3-20-06.wpg

THE COMMONS DRI

Committed Developments Distribution Percentages - FSUTMS
TAZ 363

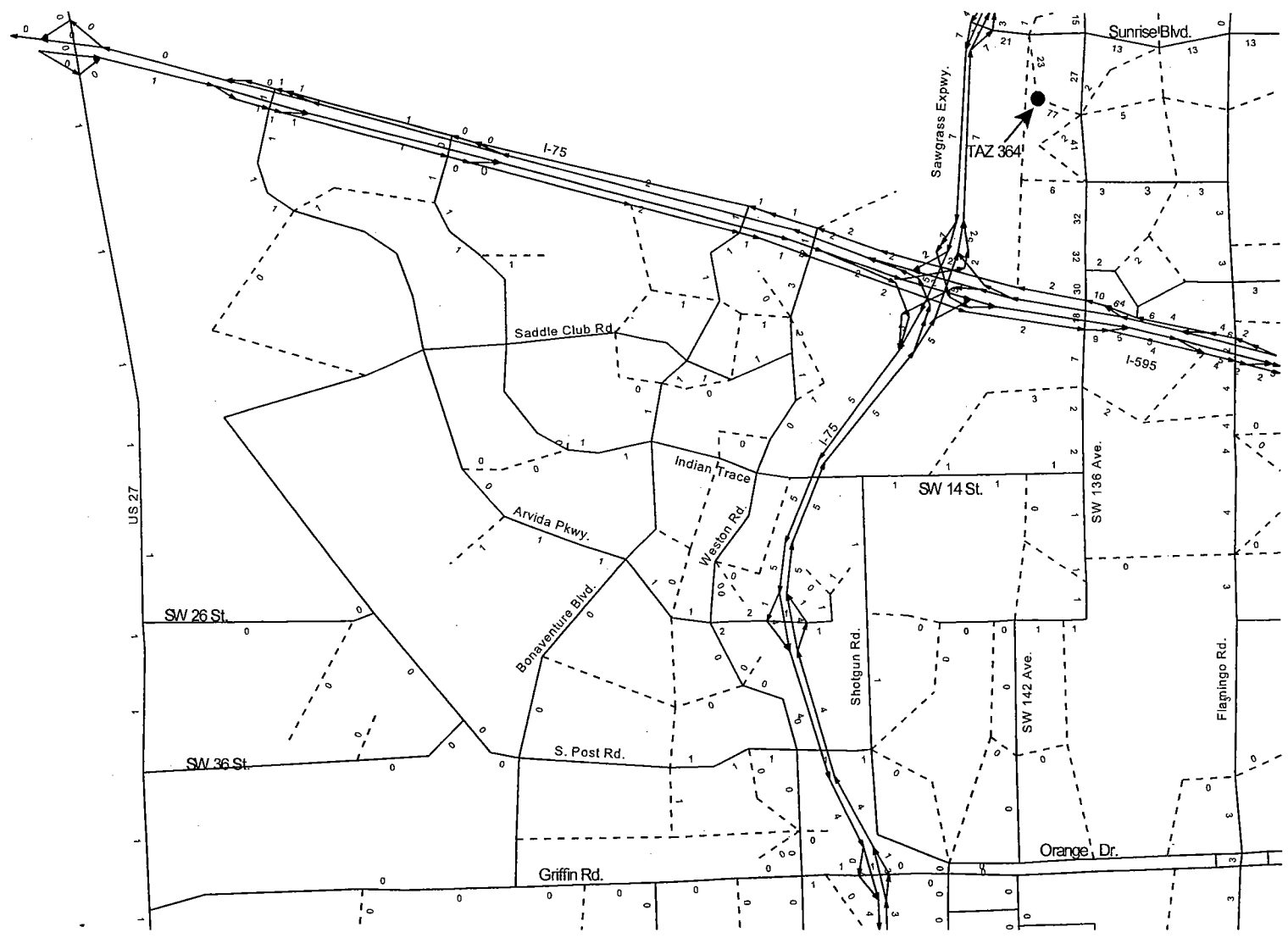


MAP
J-9F
Revised
3/20/06

R21-42 (March 2006)



BROWARD 2013.B - COMMONS - W/PROJ - K - TCARDS
DRI TRIP DISTRIBUTION PERCENTAGES - TAZ 364
24 JUN 05 17:56:00



Legend:
10 Percent Distribution

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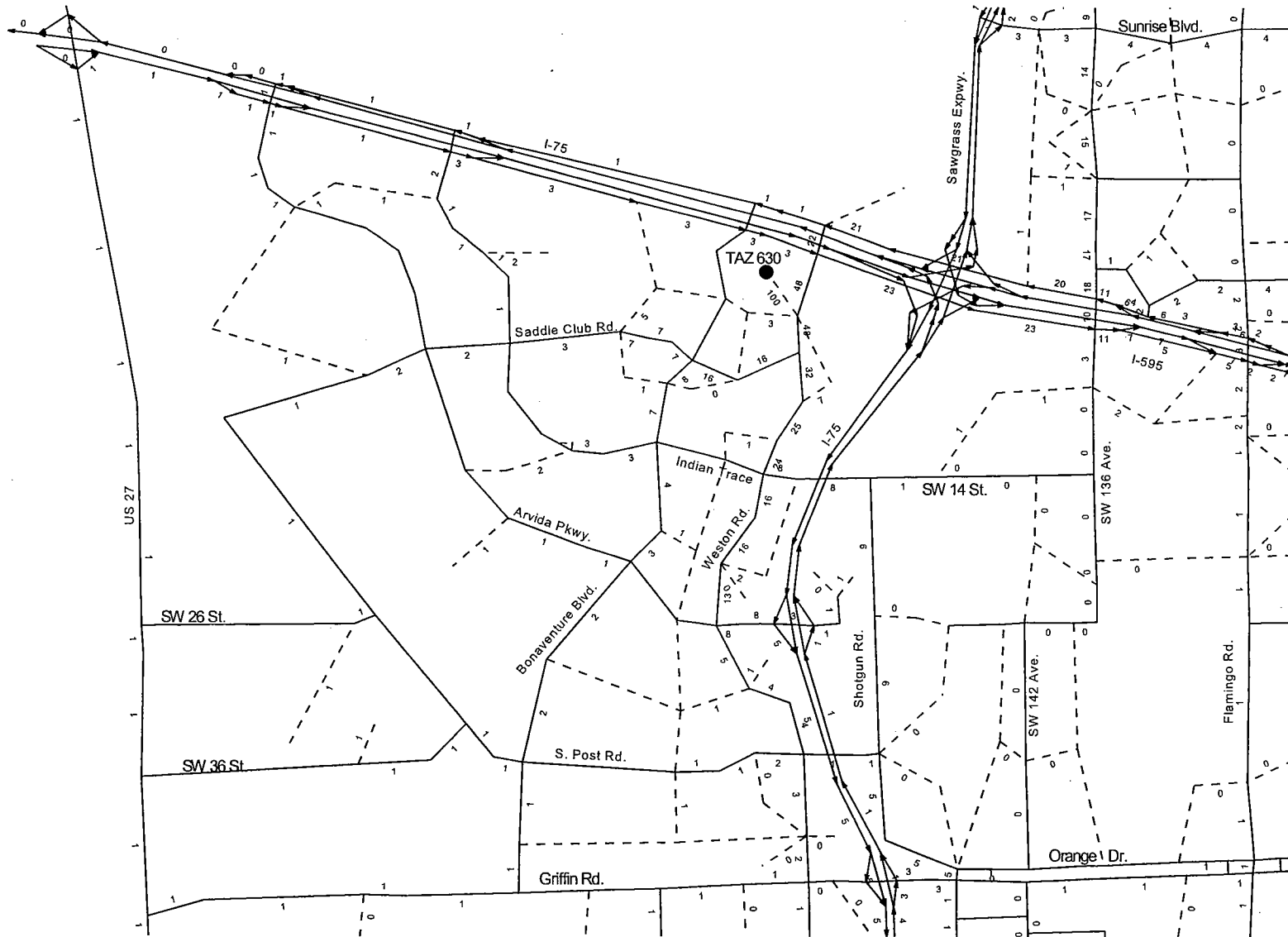
THE COMMONS DRI

Committed Developments Distribution Percentages
TAZ 364



MAP
J-9G
Revised
3/20/06

R21-43 (March 2006)



Legend:
10 Percent Distribution

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BROWARD BROWARD 2013-8 - COMMONS - w/PROJ. - K - TCARDS
DRI TRIP DISTRIBUTION PERCENTAGES - TAZ 630
24JUN05 17:56:02

THE COMMONS DRI

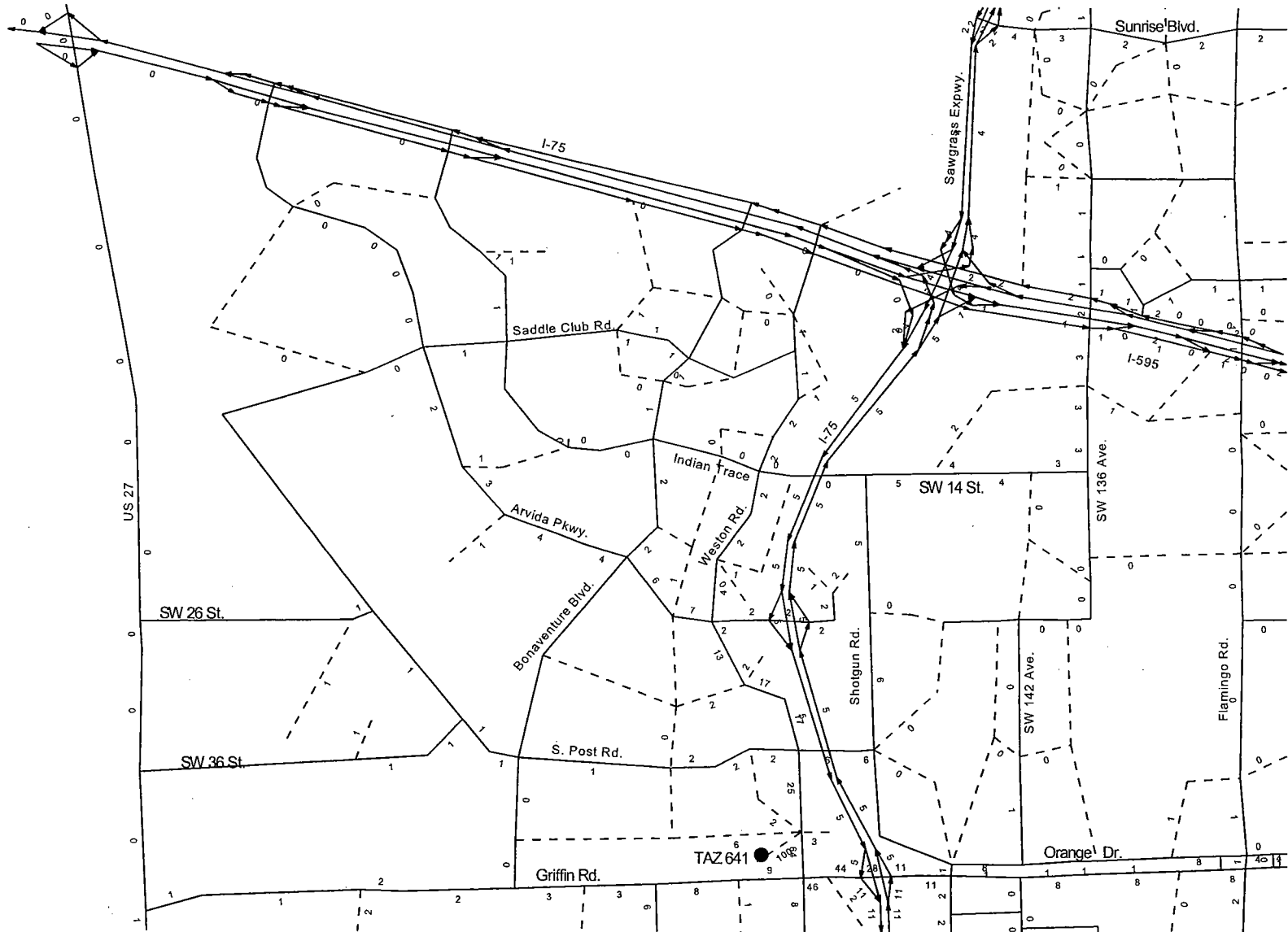
Committed Developments Distribution Percentages - FSUTMS
TAZ 630



MAP
J-9H
Revised
3/20/06

R21-44 (March 2006)

BROWARD BROWARD 2013-B - COMMONS - W/PROJ - K - TCARDS
 DRI TRIP DISTRIBUTION PERCENTAGES - TAZ 641
 24JUN05 17:58:03



Legend:
 10 Percent Distribution

N:\trnplan\projects\2004\16984.01 The Commons\DRISIN#1 Nov 2005\Updated-New Figures\Final Figures 3-20-06\Map J-91 Committed Development TAZ 641 Revised 3-20-06.wpg

THE COMMONS DRI

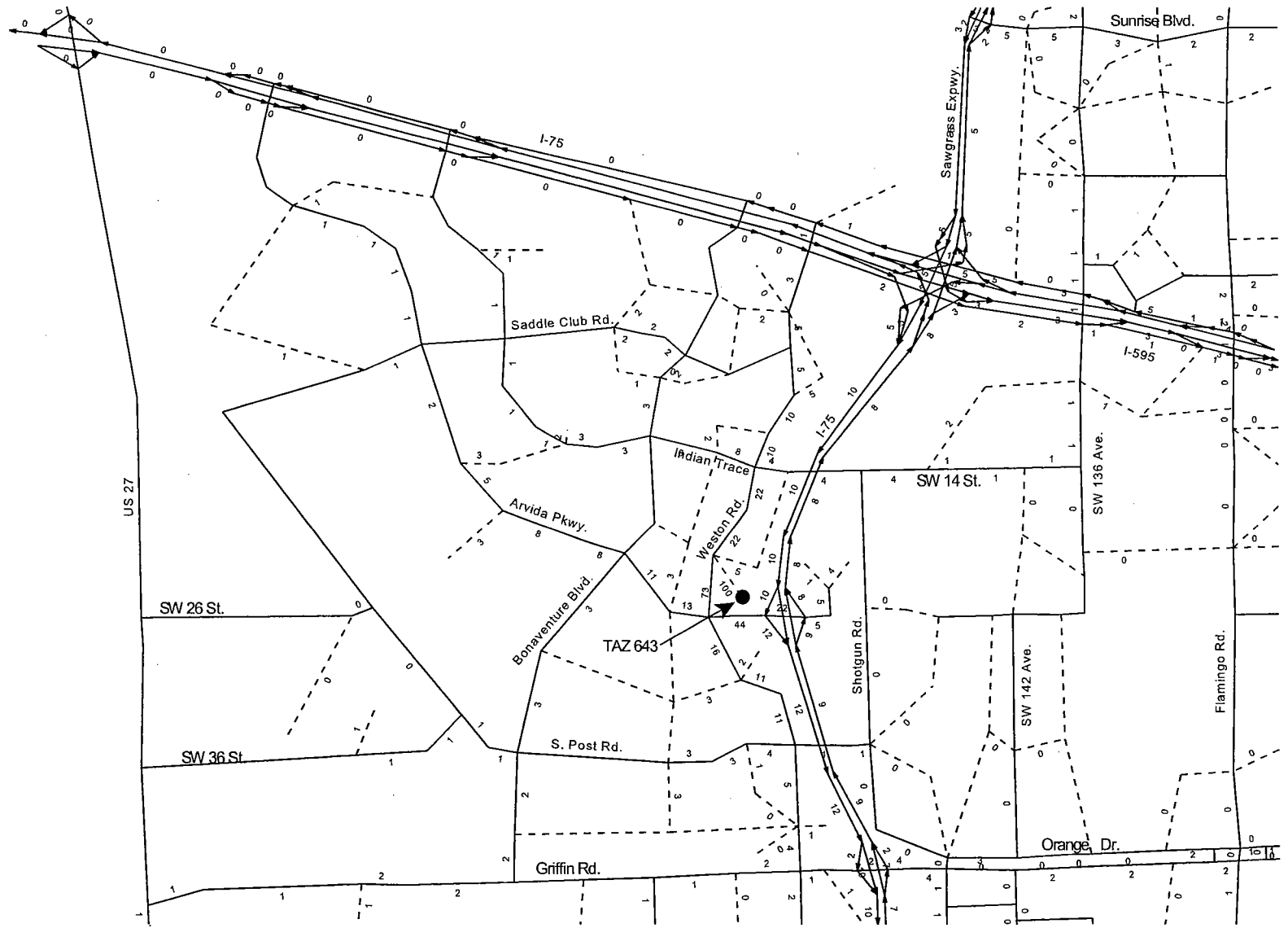
Committed Developments Distribution Percentages - FSUTMS
 TAZ 641



MAP
 J-91
 Revised
 3/20/06

R21-45 (March 2006)

BROWARD COUNTY COMMUNITY DEVELOPMENT DEPARTMENT
DRI TRIP DISTRIBUTION PERCENTAGES - TAZ 643
24JUN05 17:56:04



Legend:
10 Percent Distribution

N:\tranplan\projects\2004\16984.01 The Commons\DRISIN #1 Nov 2005\Updated-New Figures\Final Figures 3-20-06\Map J-9J Committed Development TAZ 643 Revised 3-20-06.wpg

THE COMMONS DRI

Committed Developments Distribution Percentages - FSUTMS
TAZ 643

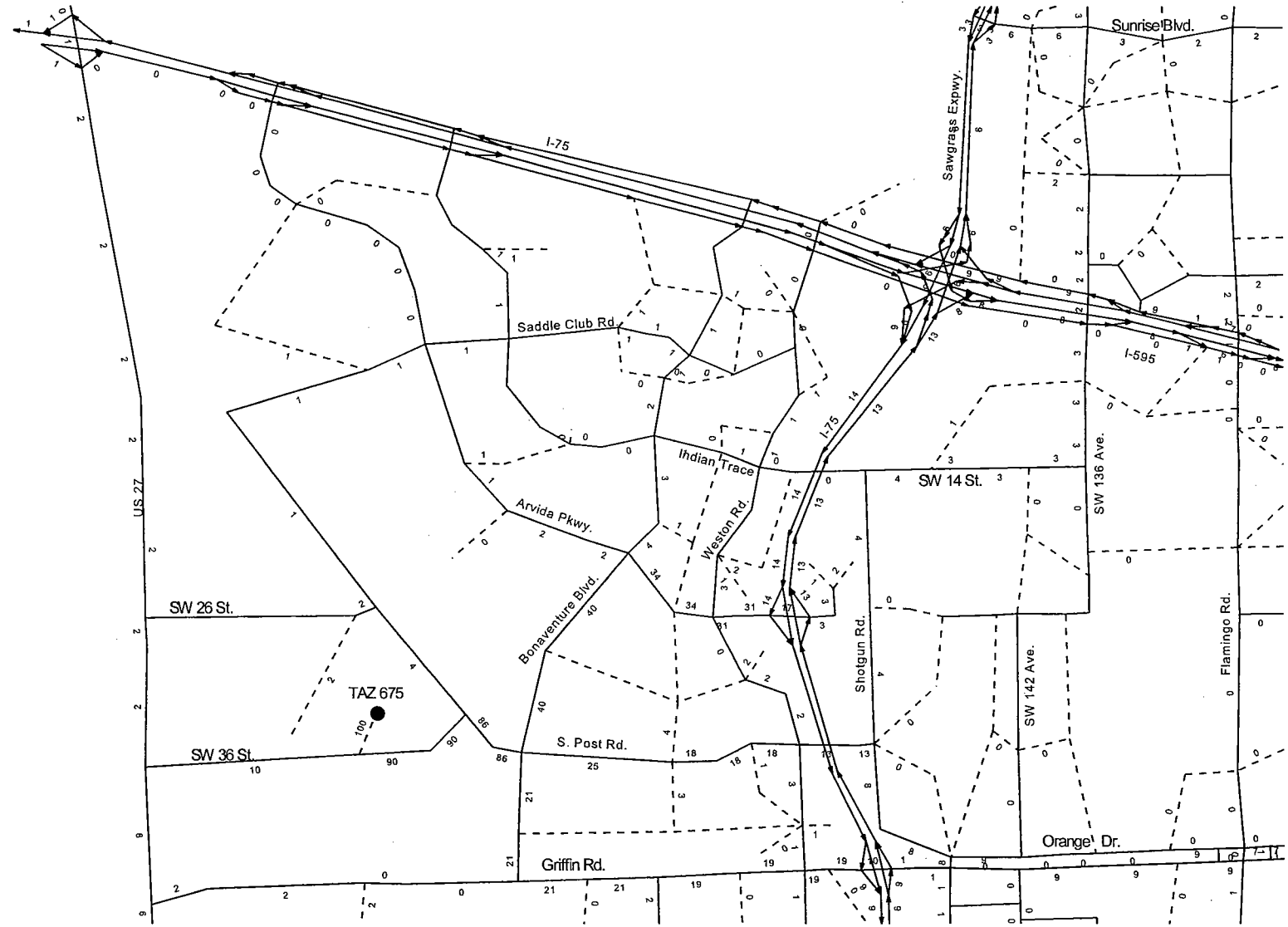


MAP
J-9J
Revised
3/20/06

R21-46 (March 2006)



BROWARD COUNTY COMMISSIONERS - W/PROJ. K. TCARDS
DRI TRIP DISTRIBUTION PERCENTAGES - TAZ 675
24JUN05 17:56:03



Legend:
10 Percent Distribution

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THE COMMONS DRI

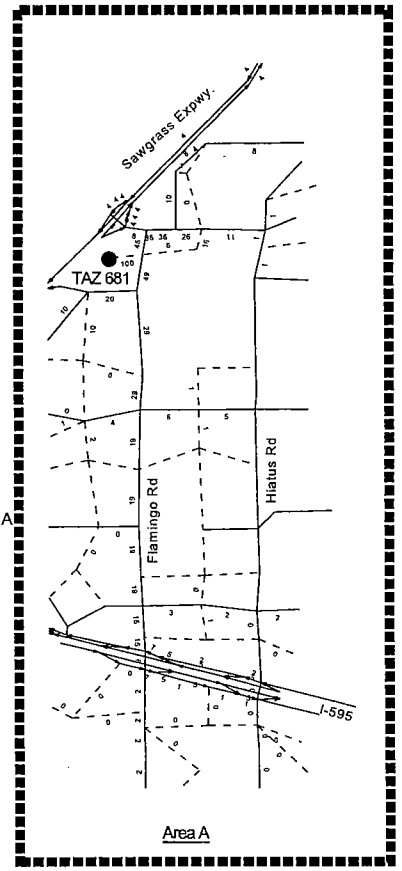
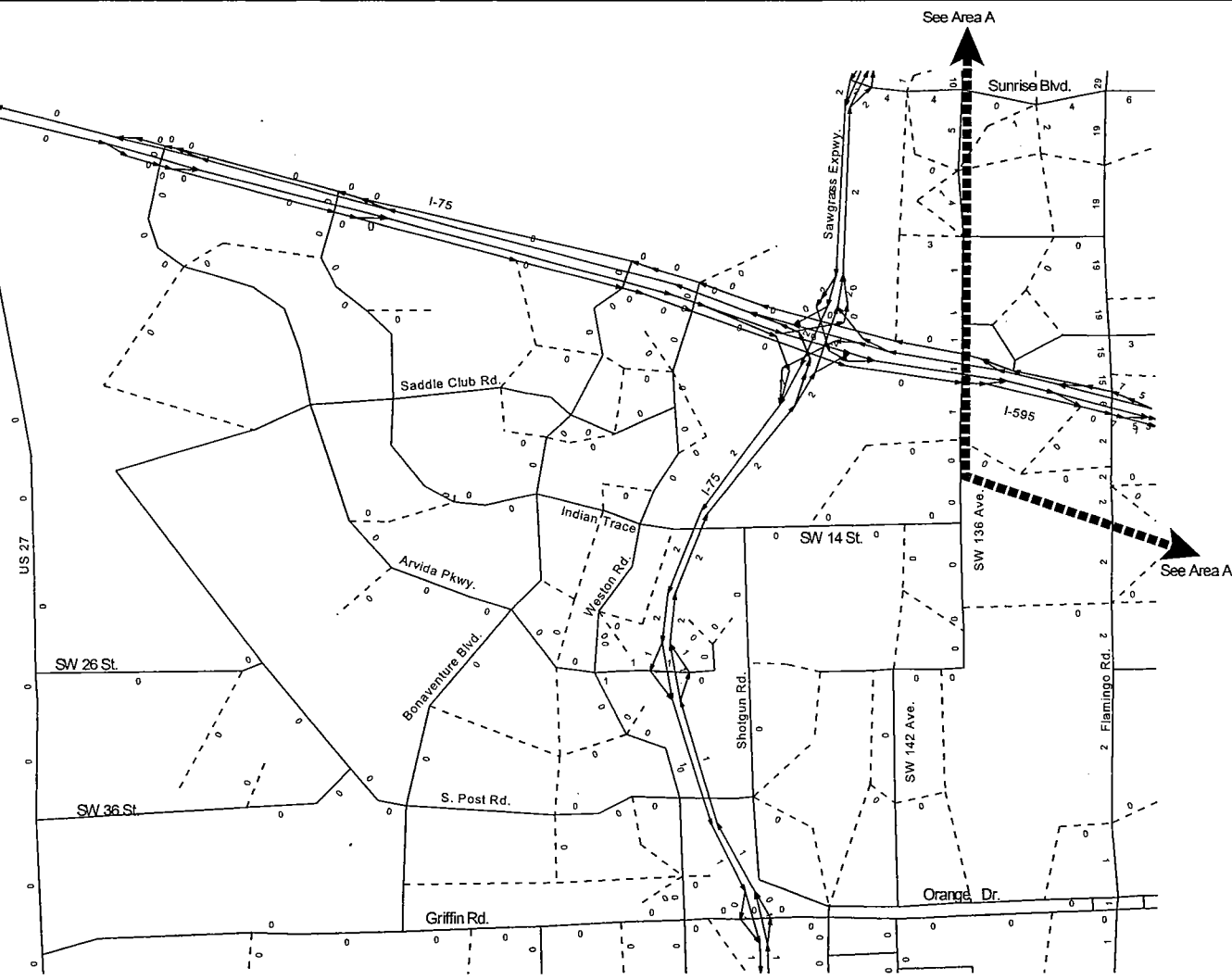
Committed Developments Distribution Percentages - FSUTMS
TAZ 675



MAP
J-9K
Revised
3/20/06

R21-47 (March 2006)

SHOWARD BROWARD 2013.5 - COMMONS - W/ FINCL. K. - TOWARDS
DRAUGHTSMAN PENCHELADES - 742.891
ZLUNDS 178828



Legend:
10 Percent Distribution

N:\tranplan\projects\2004\16984.01 The Commons\DR\ISIN#1 Nov 2005\Updated-New Figures\Final Figures 3-20-06\Map J-9L Committed Development TAZ 681 Revised 3-20-06.wpg

THE COMMONS DRI

Committed Developments Distribution Percentages - FSUTMS
TAZ 681

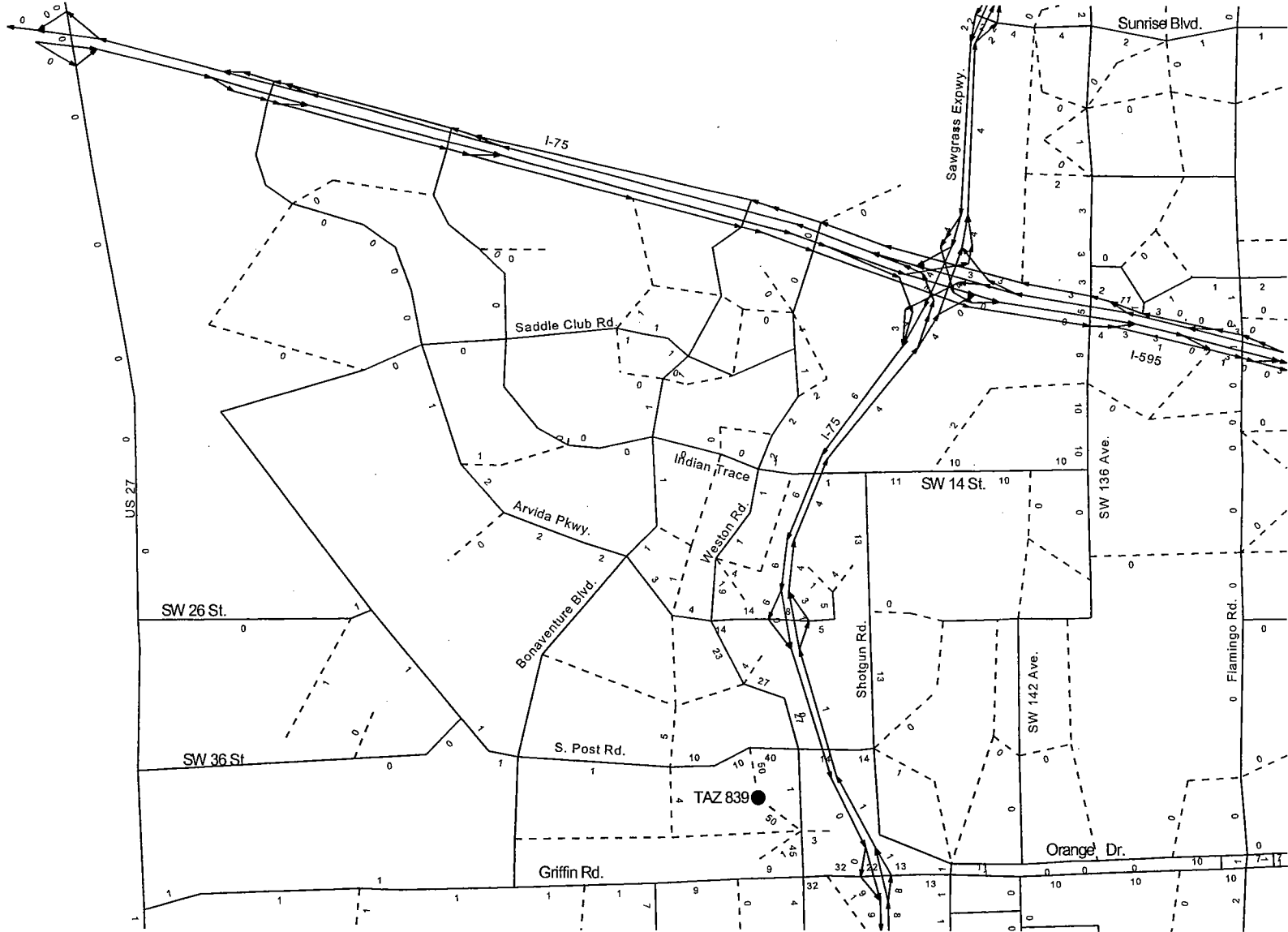


MAP
J-9L
Revised
3/20/06

R21-48 (March 2006)



BROWARD COUNTY
BROWARD 2013-B - COMMONS - W/ PROJ. K - TIGARDS
DRI TRIP DISTRIBUTION PERCENTAGES - TAZ 839
24JUN05 17:56:08



Legend:
10 Percent Distribution

N:\tranplan\projects\2004\116984.01 The Commons\DR\ASIN #1 Nov 2005\Updated-New Figures\Final Figures 3-20-06\Map J-9M Committed Development TAZ 839 Revised 3-20-06.wpg

THE COMMONS DRI

Committed Developments Distribution Percentages - FSUTMS
TAZ 839

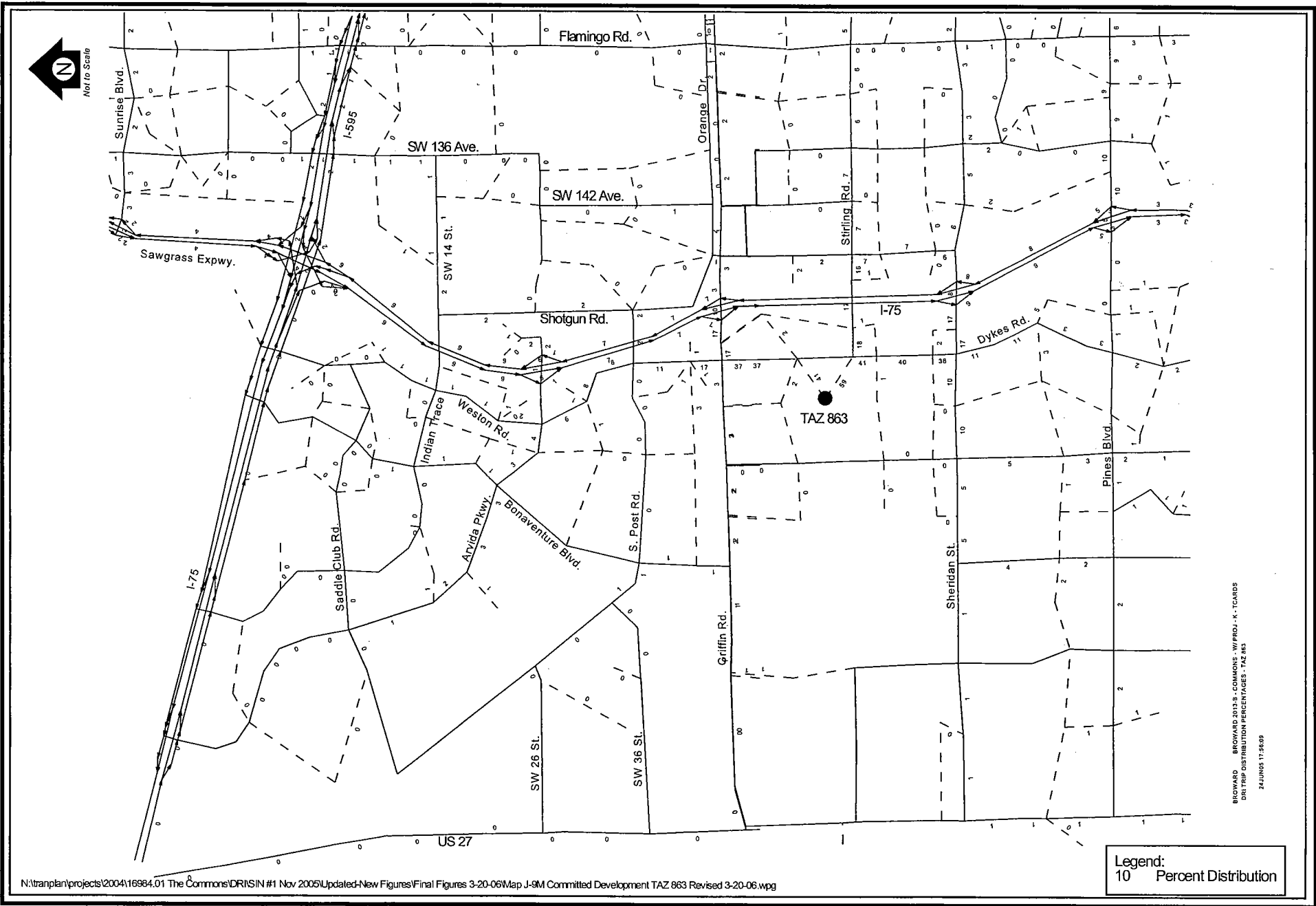


KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

MAP
J-9M

Revised
3/20/06

R21-49 (March 2006)



N:\tranplan\projects\2004\16984.01 The Commons\DRIS\IN #1 Nov 2005\Updated-New Figures\Final Figures 3-20-06\Map J-9M Committed Development TAZ 863 Revised 3-20-06.wpg

Legend:
10 Percent Distribution

BROWARD BROWARD 2013.8 - COMMONS - W\PROJ - K - TCARDS
DRI TRIP DISTRIBUTION PERCENTAGES - TAZ 863
24 JUN 05 11:56:09

THE COMMONS DRI

Committed Developments Distribution Percentages - FSUTMS
TAZ 863

KS KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

MAP
J-9N
Revised
3/20/06

R21-50 (March 2006)

**TABLE 21.D2
THE COMMONS DRI
MAJOR DEVELOPMENTS ADJUSTED ZDATA 1, ZDATA 2 AND TRIP RATE COMPARISON**

Revised 1-27-06

ZDATA 1										
TAZ	DEVELOPMENT NUMBER	NUMBER OF HOUSEHOLD		NUMBER OF VEH. IN HOUSEHOLD		NUMBER OF WORKERS IN HOUSEHOLD		NUMBER OF PERSONS IN HOUSEHOLD		NUMBER OF HOTEL ROOMS
		W/O CHILDREN	W/ CHILDREN	W/O CHILDREN	W/ CHILDREN	W/O CHILDREN	W/ CHILDREN	W/O CHILDREN	W/ CHILDREN	
148 [3]	29	0	0	0	0	0	0	0	0	0
149 [3]	6,9,10	0	0	0	0	0	0	0	0	0
264 [3]	26,27	0	850	0	1,400	0	928	0	3,400	0
346	1,2,3	180	0	960	0	640	0	960	0	0
347	12	0	45	0	96	0	76	0	161	0
363	33	0	0	0	0	0	0	0	0	200
364	30	0	0	0	0	0	0	0	0	0
581	THE COMMONS DRI	0	0	0	0	0	0	0	0	0
582	THE COMMONS DRI	0	0	0	0	0	0	0	0	0
630	23	0	0	0	0	0	0	0	0	300
641	24	0	0	0	0	0	0	0	0	9
643	25	0	0	0	0	0	0	0	0	0
675	20,21	752	0	2,195	0	1,860	0	2,455	0	0
681 [3]	31	0	2,808	0	2,536	0	3,469	0	6,570	0
839	22	0	1,288	0	1,771	0	1,401	0	2,702	0
863	15,16	0	0	0	0	0	0	0	0	0

ZDATA 2						TRIP GENERATION			
TAZ	DEVELOPMENT NUMBER	EMPLOYMENT				FSUTMS TRIPS [1]	ITE TRIPS [2]	FSUTMS/ITE RATIO	
		IND	COMM	SERV	TOTAL				
148 [3]	29	0	261	2,110	2,371	13,561	13,495	0.49%	
149 [3]	6,9,10	77	349	1,879	2,305	13,195	13,248	-0.40%	
264 [3]	26,27	0	79	125	204	9,440	9,568	-1.34%	
346	1,2,3	0	0	0	0	1,282	1,288	-0.47%	
347	12	0	0	113	113	1,346	1,355	-0.66%	
363	33	660	21	2,277	2,958	15,036	15,064	-0.19%	
364	30	226	0	981	1,207	6,073	6,111	-0.62%	
581	THE COMMONS DRI	0	3,166	0	3,166	24,130	24,195	-0.27%	
582	THE COMMONS DRI	0	0	1,480	1,480	9,000	8,934	0.74%	
630	23	0	0	238	238	1,380	1,365	1.10%	
641	24	0	489	0	489	3,841	3,804	0.97%	
643	25	0	681	0	681	5,398	5,386	0.22%	
675	20,21	0	0	0	0	6,660	6,871	-3.07%	
681 [3]	31	0	0	0	0	14,520	14,558	-0.26%	
839	22	0	0	0	0	7,696	4,406	74.67%	
863	15,16	0	158	367	525	3,324	3,294	0.91%	

NOTES:

TAZ = TRAFFIC ANALYSIS ZONE

[1] BASED UPON AN INTERPOLATED 2013 BROWARD FSUTMS MODEL.

[2] REFER TO TABLE 21.D1 FOR THE TRIP GENERATION ESTIMATION.

[3] ONLY COMMITTED DEVELOPMENTS LOCATED WITHIN A 3-MILE RADIUS ARE INCLUDED IN THE ANALYSIS AS PER FDOT IV SUFFICIENCY COMMENTS DATED NOVEMBER 10, 2005.

R 21-51 (March 2006)

TABLE 21.D3A
THE COMMONS DRI
COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

Revised 1/28/06

ROADWAY FROM	TO	FACILITY TYPE	DIR	FUTURE LANES	TAZ 346 PROJECT TRIPS (PROJ = 135)					TAZ 347 PROJECT TRIPS (PROJ = 212)					TAZ 363 PROJECT TRIPS (PROJ = 1971)					TAZ 364 PROJECT TRIPS (PROJ = 799)				
					(1)	IN /	PM	DC %	DC	(1)	IN /	PM	DC %	DC	(1)	IN /	PM	DC %	DC	(1)	IN /	PM	DC %	DC
					DIST	OUT	PEAK	4%	TRIPS	DIST	OUT	PEAK	1%	TRIPS	DIST	OUT	PEAK	1%	TRIPS	DIST	OUT	PEAK	1%	TRIPS
SUNRISE BLVD	SAWGRASS EXPWY	NW 136 AVENUE	EB WB	6LD	1%	I O	1 1			0%	I O	0 0			14%	I O	67 209	Y Y	-5 -15	21%	I O	30 138	Y Y	-1 -7
ARVIDA PARKWAY	TOWN CENTER	BONAVENTURE BLVD	EB	4LD	1%	I	1			0%	I	0			0%	I	0			1%	I	1		
	BONAVENTURE BLVD	COUNTRY ISLES	EB	4LD	1%	I	1			0%	I	0			0%	I	0			1%	I	0		
	COUNTRY ISLES	WESTON RD	EB	4LD	2%	I	2			1%	I	1			0%	I	0			1%	I	0		
	WESTON RD	I-75	EB	6LD	5%	O	3	Y	-2	1%	I	1			1%	I	5			2%	I	7		
	I-75	THE COMMONS DRI	WB	6LD	0%	I	4	Y	-3	0%	O	1			0%	O	15			0%	O	13		
			EB	6LD	0%	O	0			0%	O	0			0%	O	0			0%	O	0		
			WB	6LD	0%	I	0			0%	I	0			0%	I	0			0%	I	0		
POST ROAD	BONAVENTURE BLVD	WESTON RD	EB	2LU	5%	I	4			0%	I	0			1%	I	5			1%	I	1		
			WB	2LU	5%	O	3			0%	O	0			1%	O	15			1%	O	7		
GRIFFIN ROAD	I-75	VOLUNTEER RD	EB	6LD	12%	I	10			4%	I	3			0%	O	0			0%	O	0		
			WB	6LD	12%	O	6			4%	O	6			0%	I	0			0%	I	0		
WESTON RD	INDIAN TRACE	N. CORPORATE LAKES BLVD	NB	4LD	0%	O	0			0%	O	0			0%	I	0			0%	I	0		
			SB	4LD	0%	I	0			0%	I	0			0%	O	0			0%	O	0		
	N. CORPORATE LAKES BLVD	N. COMMERCE PKWY	NB	4LD	3%	O	2			0%	O	0			0%	I	0			0%	I	0		
			SB	4LD	3%	I	3			0%	I	0			0%	O	0			0%	O	0		
	N. COMMERCE PKWY	ARVIDA PKWY	NB	6LD	3%	O	2			0%	O	0			0%	I	0			0%	I	0		
			SB	6LD	3%	I	3			0%	I	0			0%	O	0			0%	O	0		
	ARVIDA PKWY	S. COMMERCE PKWY	NB	6LD	10%	O	5	Y	-2	0%	I	0			0%	I	0			0%	I	0		
			SB	6LD	10%	I	9	Y	-3	0%	O	0			0%	O	0			0%	O	0		
	S. COMMERCE PKWY	S. CORPORATE LAKES BLVD	NB	4LD	10%	O	5	Y	-2	0%	I	0			0%	I	0			0%	I	0		
			SB	4LD	10%	I	9	Y	-3	0%	O	0			0%	O	0			0%	O	0		
	S. CORPORATE LAKES BLVD	S. POST RD	NB	4LD	13%	O	7	Y	-2	0%	I	0			0%	I	0			0%	I	0		
			SB	4LD	13%	I	11	Y	-3	0%	O	0			0%	O	0			0%	O	0		
	S. POST RD	GRIFFIN RD	NB	4LD	7%	O	4			0%	I	0			0%	I	0			0%	I	0		
			SB	4LD	7%	I	6			0%	O	0			0%	O	0			0%	O	0		
	GRIFFIN RD	STIRLING RD	NB	2LU	1%	O	1			0%	I	0			0%	I	0			0%	I	0		
			SB	2LU	1%	I	1			0%	O	0			0%	O	0			0%	O	0		
	STIRLING RD	SHERIDAN ST	NB	2LU	0%	O	0			1%	I	1			1%	I	5			1%	I	1		
			SB	2LU	0%	I	0			1%	O	1			1%	O	15			1%	O	7		
I-595	I-75	NW 136 AVENUE	EB	FRWY8	0%	I	0			10%	I	7	Y	-1	7%	I	34			4%	I	6		
			WB	FRWY8	0%	O	0			10%	O	14	Y	-1	7%	O	104			4%	O	26		
	NW 136 AVENUE	FLAMINGO RD	EB	FRWY8	28%	O	14			19%	I	13	Y	-1	21%	O	313			19%	O	125		
			WB	FRWY8	28%	I	24			19%	O	27	Y	-1	21%	I	101			19%	I	27		
I-75	SUNRISE BLVD	I-595	NB	FRWY8	6%	O	3	Y	-2	2%	O	3			9%	I	43	Y	-5	14%	I	20	Y	-1
			SB	FRWY8	6%	I	5	Y	-3	2%	I	1			9%	O	134	Y	-15	14%	O	92	Y	-7
	I-595	ARVIDA PKWY	NB	FRWY10	6%	O	3	Y	-2	2%	I	1	Y	-1	8%	I	38	Y	-5	10%	I	14	Y	-1
			SB	FRWY10	6%	I	5	Y	-3	2%	O	3	Y	-1	8%	O	119	Y	-15	10%	O	66	Y	-7
	ARVIDA PKWY	GRIFFIN RD	NB	FRWY4	0%	O	0			0%	I	0			6%	I	29			8%	I	11		
			SB	FRWY4	0%	I	0			0%	O	0			6%	O	90			8%	O	53		
	GRIFFIN RD	SHERIDAN STREET	NB	FRWY8	9%	I	8			2%	I	1			6%	I	29			7%	I	10		
			SB	FRWY8	9%	O	5			2%	O	3			6%	O	90			7%	O	46		

NOTES:

- DIST = DISTRIBUTION DC = DOUBLE COUNTING
- (1) TRIP DISTRIBUTION FOR EACH COMMITTED DEVELOPMENT IS DERIVED FROM FSUTMS SELECT ZONE ANALYSIS (SEE MAP J-6A THROUGH J-6N). NET EXTERNAL PROJECT TRIPS WERE CALCULATED USING ITE 7TH EDITION (SEE TABLE 21.D1).
- (2) TABLE 21.D1 DEFINES THE COMMITTED DEVELOPMENTS PER TAZ.
- (3) COMMITTED DEVELOPMENT TRIPS TO THE DAVIE COMMONS DRI ARE CONSIDERED PROJECT TRIPS; THEREFORE, REMOVED FROM THE NETWORK TO ACCOUNT FOR DOUBLE COUNTING.

TABLE 21.D3A
THE COMMONS DRI
COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

Revised 1/26/06

ROADWAY FROM	TO	FACILITY TYPE	FUTURE LANES	TAZ 630 PROJECT TRIPS (PROJ = 194)					TAZ 641 PROJECT TRIPS (PROJ = 348)					TAZ 643 PROJECT TRIPS (PROJ = 495)					TAZ 675 PROJECT TRIPS (PROJ = 686)							
				[1]	IN /	PM	DC %	DC	[1]	IN /	PM	DC %	DC	[1]	IN /	PM	DC %	DC	[1]	IN /	PM	DC %	DC			
				DIST	OUT	PEAK	2%	TRIPS	DIST	OUT	PEAK	2%	TRIPS	DIST	OUT	PEAK	5%	TRIPS	DIST	OUT	PEAK	3%	TRIPS			
SUNRISE BLVD	NW 136 AVENUE	EB	6LD	3%	I	1				4%	O	7				5%	O	13			6%	O	15			
SAWGRASS EXPWY		WB			O	5					I	7					I	12				I	26			
ARVIDA PARKWAY	BONAVENTURE BLVD	EB	4LD	1%	I	0				4%	I	7				8%	I	19			2%	I	9			
TOWN CENTER		WB			O	2					O	7					O	21				O	5			
BONAVENTURE BLVD	COUNTRY ISLES	EB	4LD	0%	I	0				6%	I	10				11%	I	26			34%	O	86	Y		-8
		WB			O	0					O	11					O	28				O	147	Y		-13
COUNTRY ISLES	WESTON RD	EB	4LD	0%	I	0				7%	I	12				13%	I	31			34%	O	86	Y		-8
		WB			O	0					O	13					O	33				O	147	Y		-13
WESTON RD	I-75	EB	6LD	8%	I	13	Y	-3		2%	O	4		Y	-4	44%	O	113	Y	-13	31%	O	79	Y		-8
		WB			I	3					I	3		Y	-3		I	105	Y	-12		I	134	Y		-13
I-75	THE COMMONS DRI	EB	6LD	0%	O	0				0%	O	0				0%	O	0			0%	O	0			
		WB			I	0					I	0					I	0				I	0			
POST ROAD	BONAVENTURE BLVD	EB	2LU	2%	I	1				2%	I	3				4%	I	10			18%	O	46			
		WB			O	3					O	4					O	10				I	78			
GRIFFIN ROAD	VOLUNTEER RD	EB	6LD	3%	I	0				11%	O	20				4%	O	10			1%	O	3			
		WB			O	0					I	18					I	10				I	4			
WESTON RD	N. CORPORATE LAKES BLVD	NB	4LD	16%	I	5	Y	-1		2%	O	4				22%	O	57			0%	O	0			
		SB			O	26		-3			I	3					I	52				I	0			
N. CORPORATE LAKES BLVD	N. COMMERCE PKWY	NB	4LD	13%	O	4	Y	-1		4%	O	7				73%	I	174	Y	-12	3%	O	8			
		SB			I	21		-3			I	7					O	188	Y	-13		I	13			
N. COMMERCE PKWY	ARVIDA PKWY	NB	6LD	13%	O	4	Y	-1		4%	O	7				73%	I	174	Y	-12	3%	O	8			
		SB			I	21		-3			I	7					O	188	Y	-13		I	8			
ARVIDA PKWY	S. COMMERCE PKWY	NB	6LD	5%	I	2	Y			13%	O	7	Y	-4		16%	I	38	Y	-13	0%	O	0			
		SB			O	8					I	22	Y	-3			O	41				I	0			
S. COMMERCE PKWY	S. CORPORATE LAKES BLVD	NB	4LD	4%	I	1				17%	O	31	Y	-4		11%	O	26			2%	O	5			
		SB			O	6					I	28	Y	-3			O	28				I	9			
S. CORPORATE LAKES BLVD	S. POST RD	NB	4LD	4%	I	1				17%	O	31	Y	-4		11%	O	26			2%	O	5			
		SB			O	6					I	28	Y	-3			O	28				I	9			
S. POST RD	GRIFFIN RD	NB	4LD	3%	I	1				25%	O	45	Y	-4		5%	O	12			3%	O	8			
		SB			O	5					I	42	Y	-3			I	13				I	13			
GRIFFIN RD	STIRLING RD	NB	2LU	1%	I	0				8%	O	14				2%	O	5			1%	O	3			
		SB			O	2					I	13					I	5				I	4			
STIRLING RD	SHERIDAN ST	NB	2LU	1%	I	0				4%	O	7				2%	O	5			0%	O	0			
		SB			O	2					I	7					O	5				I	0			
I-595	NW 136 AVENUE	EB	FRWY8	43%	O	69				3%	O	5				10%	O	26			17%	O	43			
		WB			I	14					I	5					I	24				I	73			
I-75	FLAMINGO RD	EB	FRWY8	21%	O	34				5%	O	9				9%	O	23				O	0			
		WB			I	7					I	8					I	21			17%	I	73			
I-75	SUNRISE BLVD	NB	FRWY8	0%	O	0				8%	O	14				10%	O	26			16%	O	41	Y		-8
		SB			I	0					I	13					O	24				O	89	Y		-13
I-595	ARVIDA PKWY	NB	FRWY10	0%	O	0				10%	O	18				18%	O	46			31%	O	79	Y		-8
		SB			I	0					I	17					I	43				I	134	Y		-13
ARVIDA PKWY	GRIFFIN RD	NB	FRWY4	8%	I	3	Y	-1		12%	O	22	Y	-4		26%	I	62	Y	-12	0%	O	0			
		SB			O	13	Y	-3			I	20	Y	-3			O	67	Y	-13		O	0			
GRIFFIN RD	SHERIDAN STREET	NB	FRWY5	11%	O	4	Y	-1		24%	I	40	Y	-3		22%	I	52	Y	-12	18%	O	78			
		SB			I	18	Y	-3			O	43	Y	-4			O	57	Y	-13		O	46			

NOTES:

- DIST = DISTRIBUTION DC = DOUBLE COUNTING
- [1] TRIP DISTRIBUTION FOR EACH COMMITTED DEVELOPMENT IS DERIVED FROM FSUTMS SELECT ZONE ANALYSIS (SEE MAP J-6A THROUGH J-6N). NET EXTERNAL PROJECT TRIPS WERE CALCULATED USING ITE 7TH EDITION (SEE TABLE 21.D1).
- [2] TABLE 21.D1 DEFINES THE COMMITTED DEVELOPMENTS PER TAZ.

TABLE 21.D3A
THE COMMONS DRI
COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

Revised 1/29/06

ROADWAY FROM	TO	DIR	FACILITY TYPE FUTURE LANES	TAZ 839 PROJECT TRIPS (PROJ = 407)					TAZ 863 PROJECT TRIPS (PROJ = 383)					TOTAL PM PK HOUR COMM. DEV. TRIPS W/O THE COMMONS	TOTAL PM PK HOUR COMM. DEV. TRIPS WITH THE COMMONS	
				DIST	IN/OUT	PM PEAK	DC % 5%	DC TRIPS	DIST	IN/OUT	PM PEAK	DC % 2%	DC TRIPS			
																(1)
SUNRISE BLVD																
SAWGRASS EXPWY	NW 136 AVENUE	EB WB	6LD	4%	O I	6 11				3%	O I	7 4			147 413	141 391
ARVIDA PARKWAY	BONAVENTURE BLVD	EB WB	4LD	2%	I O	5 3				3%	I O	4 7			46 53	46 53
BONAVENTURE BLVD	COUNTRY ISLES	EB WB	4LD	3%	I O	8 4				3%	I O	4 7			136 205	128 192
COUNTRY ISLES	WESTON RD	EB WB	4LD	4%	I O	11 6				4%	I O	6 9			150 217	142 204
WESTON RD	I-75	EB WB	6LD	14%	O I	20 37	Y	-7	0%	O I	0 0				241 315	204 270
I-75	THE COMMONS DRI	EB WB	6LD	0%	O I	0 0	Y	-13	0%	O I	0 0				0 0	0 0
POST ROAD																
BONAVENTURE BLVD	WESTON RD	EB WB	2LU	40%	O I	57 106	Y	-7	0%	I O	0 0				127 226	120 213
GRIFFIN ROAD																
I-75	VOLUNTEER RD	EB WB	6LD	13%	O I	18 34			3%	O I	0 0				64 78	64 78
WESTON RD																
INDIAN TRACE	N. CORPORATE LAKES BLVD	NB SB	4LD	1%	O I	1 3			1%	O I	2 1				69 85	68 82
N. CORPORATE LAKES BLVD	N. COMMERCE PKWY	NB SB	4LD	6%	O I	9 16			2%	O I	5 3				209 251	196 235
N. COMMERCE PKWY	ARVIDA PKWY	NB SB	6LD	6%	O I	9 16			2%	O I	5 3				209 251	196 235
ARVIDA PKWY	S. COMMERCE PKWY	NB SB	6LD	23%	O I	33 61	Y	-7	6%	O I	14 8				116 149	103 130
S. COMMERCE PKWY	S. CORPORATE LAKES BLVD	NB SB	4LD	27%	O I	38 72	Y	-13	8%	O I	18 11				124 163	111 144
S. CORPORATE LAKES BLVD	S. POST RD	NB SB	4LD	27%	O I	38 72	Y	-7	8%	O I	18 11				126 165	113 146
S. POST RD	GRIFFIN RD	NB SB	4LD	45%	O I	64 119	Y	-13	17%	O I	38 23				172 221	168 218
GRIFFIN RD	STIRLING RD	NB SB	2LU	4%	O I	6 11			40%	O I	90 55				119 91	119 91
STIRLING RD	SHERIDAN ST	NB SB	2LU	2%	O I	3 5			11%	O I	25 15				47 57	47 57
I-595																
I-75	NW 136 AVENUE	EB WB	FRWY8	3%	O I	4 8			4%	O I	9 6				203 274	202 273
NW 136 AVENUE	FLAMINGO RD	EB WB	FRWY8	9%	O I	13 24			4%	O I	9 6				553 318	552 317
I-75																
SUNRISE BLVD	I-595	NB SB	FRWY8	13%	O I	18 34	Y	-7	8%	O I	18 11				186 383	163 332
I-595	ARVIDA PKWY	NB SB	FRWY10	15%	O I	21 40	Y	-13	12%	O I	27 17				247 444	223 392
ARVIDA PKWY	GRIFFIN RD	NB SB	FRWY4	1%	O I	1 3	Y	-13	14%	O I	32 19	Y	-5		160 265	136 243
GRIFFIN RD	SHERIDAN STREET	NB SB	FRWY8	18%	O I	48 26			0%	O I	0 0	Y	-3		270 334	254 314

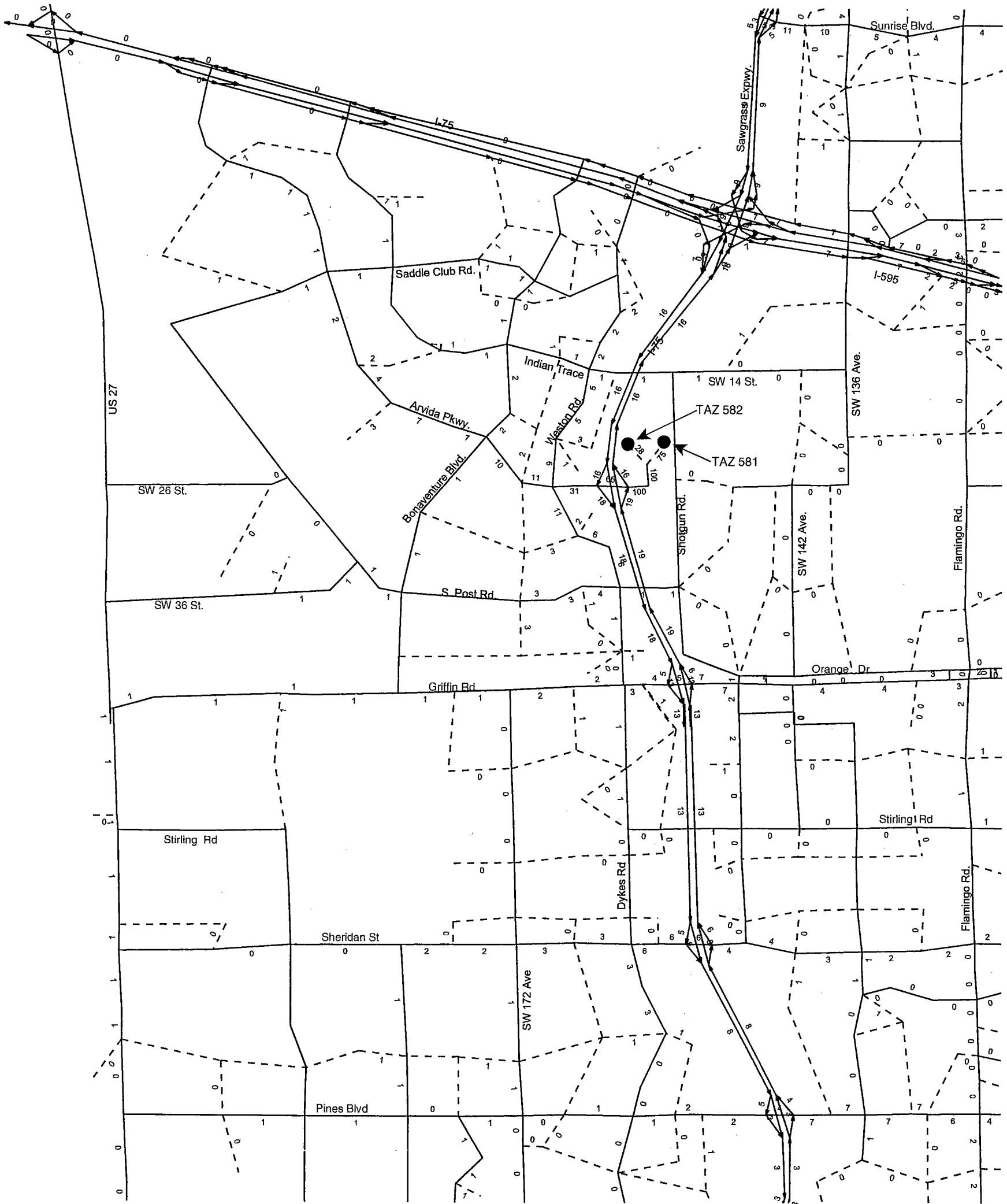
NOTES:

DIST = DISTRIBUTION DC = DOUBLE COUNTING

(1) TRIP DISTRIBUTION FOR EACH COMMITTED DEVELOPMENT IS DERIVED FROM FSUTMS SELECT ZONE ANALYSIS (SEE MAP J-6A THROUGH J-6N). NET EXTERNAL PROJECT TRIPS WERE CALCULATED USING ITE 7TH EDITION (SEE TABLE 21.D1).

(2) TABLE 21.D1 DEFINES THE COMMITTED DEVELOPMENTS PER TAZ.

R 21-54 (March 2006)



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Legend:
10 Percent Distribution

THE COMMONS DRI

The Commons Distribution Percentages - FSUTMS
TAZ 581 - 582

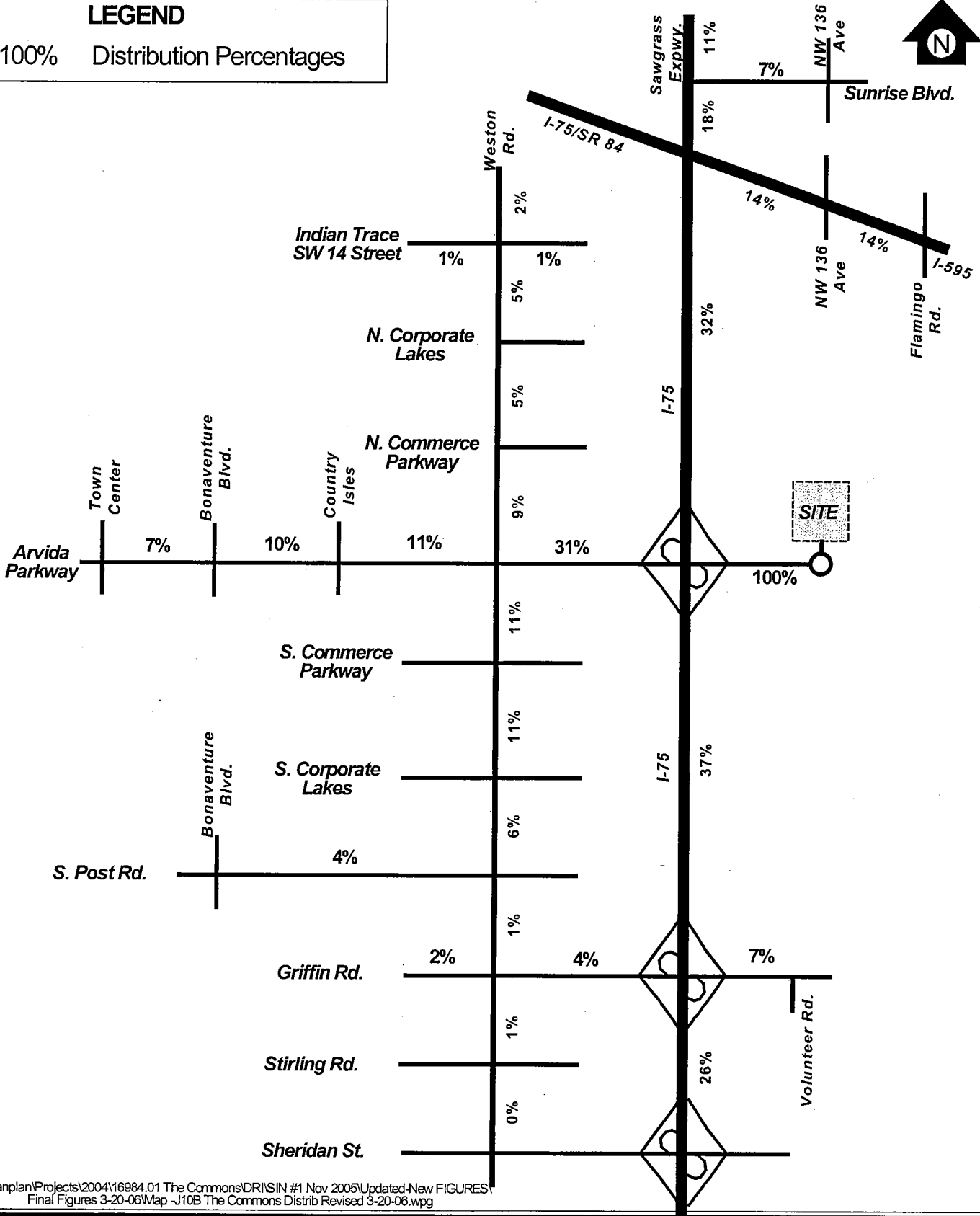


KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

Map
J-10A
Revised
3/20/06

LEGEND

100% Distribution Percentages



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THE COMMONS DRI

The Commons
Distribution Percentages



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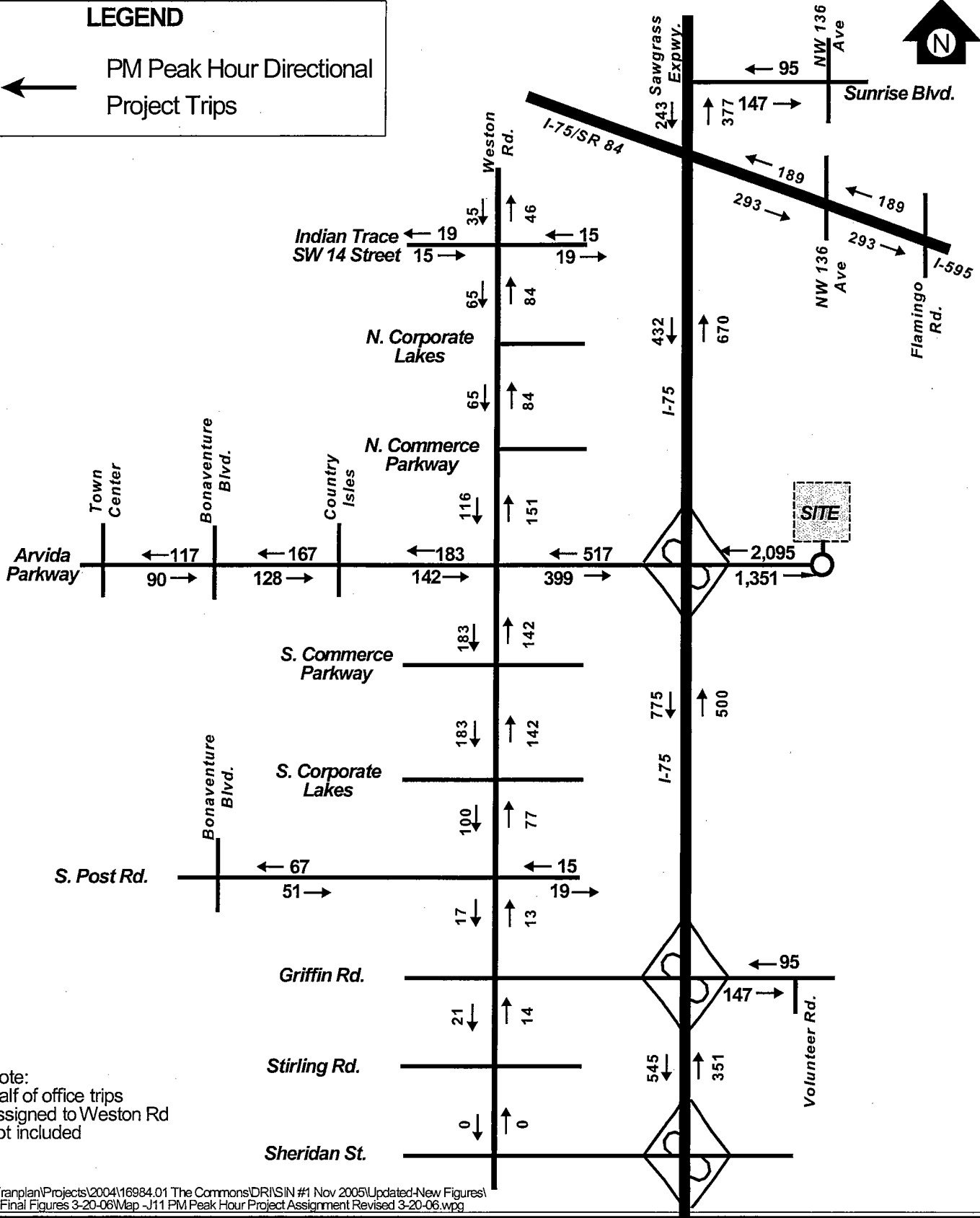
MAP

J-10B

Revised
3/20/06

LEGEND

← PM Peak Hour Directional Project Trips



Note:
Half of office trips
assigned to Weston Rd
not included

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THE COMMONS DRI

PM Peak Hour Project
Assignment



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ENGINEERS, PLANNERS, SURVEYORS

MAP

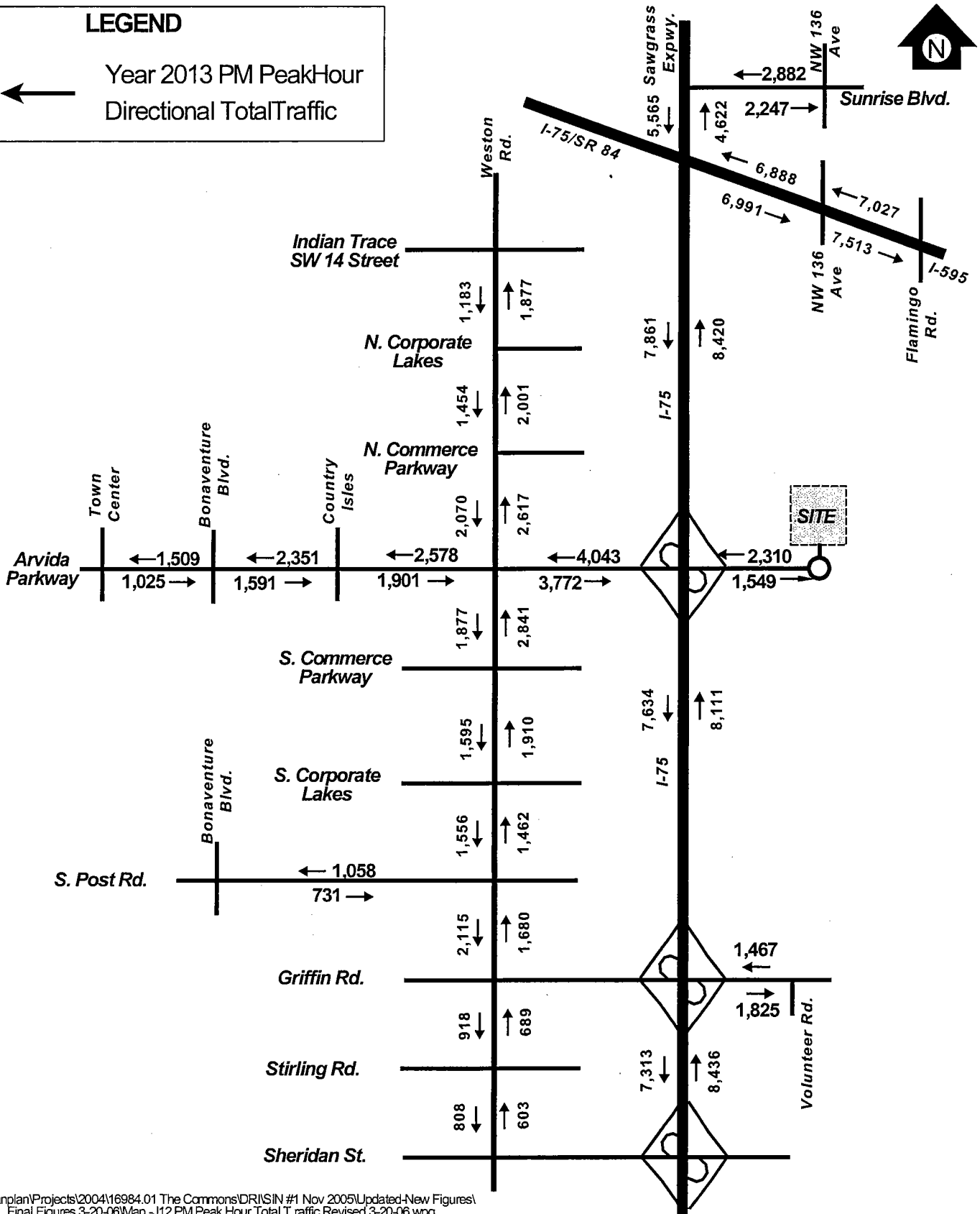
J-11

Revised
3/20/06

LEGEND



Year 2013 PM Peak Hour
Directional Total Traffic



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THE COMMONS DRI

Year 2013
PM Peak Hour Total
Traffic Conditions



KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

MAP
J-12
Revised
3/20/06

E. Assign the trips generated by this development as shown in (B) above and show, on separate maps or tables for each phase-end year, the DRI traffic on each link of the then-existing network within the study area. Include peak-hour directional trips. If local data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of build out and at the end of each phase estimate the percent impact, in terms of peak hour directional DRI trips/total peak hour directional trips and in terms of peak hour directional DRI trips/existing peak hour service volume for desired LOS, on each regionally significant roadway in the study area. Identify facility type, number of lanes and projected signal locations for the regionally significant roads.

1. Project Assignment

Based upon the traffic assignment developed in response to Section D, **Table 21.E1** was prepared to detail critical peak hour directional impacts, level of service, and identify if the roadway segment is significantly impacted by project traffic. **Table 21.E1** also illustrates the year 2013 background traffic level of service, the year 2013 total traffic level of service, and the corresponding project traffic percentage of the adopted maximum service volume.

2. Project Impacts on Regionally Significant Roadways

The information provided in **Table 21.E1** assists in determining whether or not the project traffic significantly impacts roadway segments within the final traffic impact study area. Based on the results indicated in **Table 21.E1**, the following roadway segments were determined to be both significant and failing with project traffic equal to or exceeding 5.0 percent of the adopted maximum service volume on roadway segments operating below the acceptable level of service standard. **Map J-13** illustrates the location of these impacted segments. The significantly impacted roadway segments (significant and failing) are listed below:

TABLE 21.E1
THE COMMONS DRI
YEAR 2013 PM PEAK HOUR DIRECTIONAL TOTAL TRAFFIC AND DETERMINATION OF SIGNIFICANT ROADWAY IMPACT



Revised 1/28/06

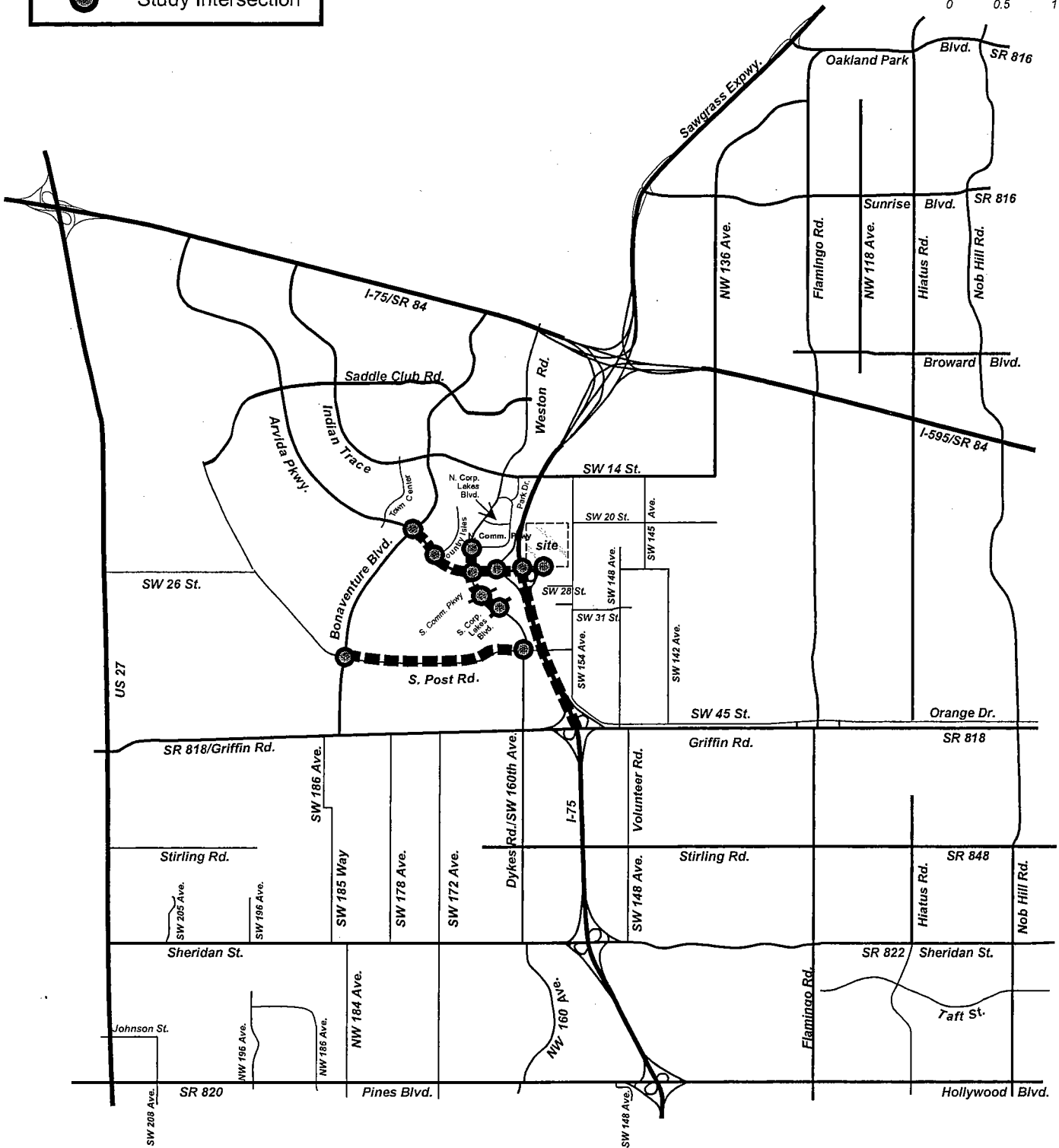
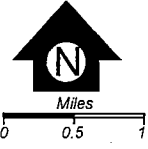
ROADWAY FROM	TO	DIR	FACILITY TYPE YEAR 2013 LANES	THE COMMONS DRI (TRIPS: 3446)							PASS-BY/ DIVERTED TRIPS	[1] FINAL TOTAL PM PK HR DIR VOLUME	[2] PEAK HOUR DIR MAX SERVICE VOLUME	2013 TOTAL LOS	PROJECT TRIPS AS A PERCENT OF TOTAL VOLUME	PROJECT TRIPS AS A PERCENT OF MAX SERVICE VOLUME	PROJECT TRIPS GREATER THAN 5% AND ROADWAY FAILING YES / NO
				DIST	IN / OUT	PM PK TRIPS	[3] DC	OFF. 491	FINAL TOTAL								
SUNRISE BLVD	SAWGRASS EXPWY	EB	6LD	7%	O	147				147	0	2,247	2,570	D	6.54%	5.72%	NO
	NW 136 AVENUE	WB			I	95				95	0	2,882	2,570	F	3.30%	3.70%	NO
ARVIDA PARKWAY	TOWN CENTER	EB	4LD	7%	I	95	Y	-5	90	0	1,025	1,767	B	8.78%	5.09%	NO	
	BONAVENTURE BLVD	WB			O	147	Y	-30	117	0	1,568	1,767	C	7.46%	6.62%	NO	
	COUNTRY ISLES	EB	4LD	10%	I	135	Y	-7	128	0	1,591	1,767	C	8.05%	7.24%	NO	
		WB			O	210	Y	-43	167	0	2,351	1,767	F	7.10%	9.45%	YES + F	
	WESTON RD	EB	4LD	11%	I	149	Y	-7	142	0	1,901	1,767	F	7.47%	8.04%	YES + F	
		WB			O	230	Y	-47	183	0	2,578	1,767	F	7.10%	10.36%	YES + F	
	I-75	EB	6LD	31%	I	419	Y	-20	399	0	4,090	2,651	F	9.76%	15.05%	YES + F	
		WB			O	649	Y	-132	517	0	3,909	2,651	F	13.23%	19.50%	YES + F	
	THE COMMONS DRI	EB	6LD	100%	I	1,351			1,351	198	1,549	2,651	B	87.22%	50.96%	NO	
		WB			O	2,095			2,095	215	2,310	2,651	B	90.69%	79.03%	NO	
POST ROAD	BONAVENTURE BLVD	EB	2LU	4%	I	54	Y	-3	51	0	779	760	E	6.55%	6.71%	YES + E	
	WESTON RD	WB			O	84	Y	-17	67	0	1,386	760	F	4.83%	8.82%	YES + F	
GRIFFIN ROAD	I-75	EB	6LD	7%	O	147			147	0	1,825	2,651	B	8.05%	5.55%	NO	
	VOLUNTEER RD	WB			I	95			95	0	1,467	2,651	B	6.48%	3.58%	NO	
WESTON RD	INDIAN TRACE	NB	4LD	5%	O	105	Y	-21	84	0	1,877	1,710	F	4.48%	4.91%	NO	
	N. CORPORATE LAKES	SB			I	68	Y	-3	65	0	1,183	1,710	C	5.49%	3.80%	NO	
	N. CORPORATE LAKE/ N. COMMERCE PKWY	NB	4LD	5%	O	105	Y	-21	84	0	2,001	1,710	F	4.20%	4.91%	NO	
		SB			I	68	Y	-3	65	0	1,454	1,710	D	4.47%	3.80%	NO	
	N. COMMERCE PKWY	NB	6LD	9%	O	189	Y	-38	151	0	2,647	2,570	E	5.70%	5.88%	YES + E	
	ARVIDA PKWY	SB			I	122	Y	-6	116	0	2,459	2,570	D	4.72%	4.51%	NO	
	S. COMMERCE PKWY	NB	6LD	11%	I	149	Y	-7	142	0	2,903	2,570	F	4.89%	5.53%	YES + F	
		SB			O	230	Y	-47	183	0	1,851	2,570	C	9.89%	7.12%	NO	
	S. COMMERCE PKWY	NB	4LD	11%	I	149	Y	-7	142	0	1,910	1,710	F	7.43%	8.30%	YES + F	
	S. CORPORATE LAKES	SB			O	230	Y	-47	183	0	1,595	1,710	D	11.47%	10.70%	NO	
	S. CORPORATE LAKE/ S. POST RD	NB	4LD	6%	I	81	Y	-4	77	0	1,462	1,710	D	5.27%	4.50%	NO	
		SB			O	126	Y	-26	100	0	1,556	1,710	D	6.43%	5.85%	NO	
	S. POST RD	NB	4LD	1%	I	14	Y	-1	13	0	1,680	1,710	D	0.77%	0.76%	NO	
	GRIFFIN RD	SB			O	21	Y	-4	17	0	2,115	1,710	F	0.80%	0.99%	NO	
	GRIFFIN RD	NB	2LU	1%	I	14			14	0	689	530	F	2.03%	2.64%	NO	
	STIRLING RD	SB			O	21			21	0	918	530	F	2.29%	3.96%	NO	
	SHERIDAN STREET	NB	2LU	0%	I	0			0	0	603	530	E	0.00%	0.00%	NO	
		SB			O	0			0	0	808	530	F	0.00%	0.00%	NO	
I-595	I-75	EB	FRWY8	14%	O	293			293	0	6,866	7,380	D	4.27%	3.97%	NO	
		WB			I	189			189	0	6,674	7,380	D	2.83%	2.56%	NO	
	NW 136 AVENUE	EB	FRWY8	14%	O	293			293	0	7,216	7,380	D	4.06%	3.97%	NO	
	FLAMINGO RD	WB			I	189			189	0	6,718	7,380	D	2.81%	2.56%	NO	
I-75	SUNRISE BLVD	NB	FRWY8	18%	O	377			377	0	4,622	7,380	C	8.16%	5.11%	NO	
	I-595	SB			I	243			243	0	5,565	7,380	C	4.37%	3.29%	NO	
	ARVIDA PKWY	NB	FRWY10	32%	O	670			670	0	8,420	9,340	D	7.96%	7.17%	NO	
		SB			I	432			432	0	7,861	9,340	D	5.50%	4.63%	NO	
	GRIFFIN RD	NB	FRWY4	37%	I	500			500	0	8,111	7,380	E	6.16%	6.78%	YES + E	
		SB	FRWY5		O	775			775	0	7,634	9,340	D	10.15%	8.30%	NO	
	SHERIDAN STREET	NB	FRWY8	26%	I	351			351	0	8,436	7,380	F	4.16%	4.76%	NO	
		SB			O	545			545	0	7,313	7,380	D	7.45%	7.38%	NO	

NOTES:

- PK = PEAK DIR = DIRECTION MAX = MAXIMUM VOL = VOLUME
- [1] FINAL TOTAL TRAFFIC VOLUMES ARE OBTAINED FROM TABLE 21.D5.
- [2] PEAK HOUR DIRECTIONAL MAXIMUM SERVICE VOLUMES ARE OBTAINED FROM FDOT'S 2000 QUALITY/LEVEL OF SERVICE HANDBOOK OR FROM THE LOCAL GOVERNMENT OF JURISDICTION'S COMPREHENSIVE PLAN.
- [3] HALF OF OFFICE TRIPS ASSIGNED TO WESTON ROADS REMOVED TO ACCOUNT FOR DIVERSION.

LEGEND


-  Significant Links
-  Study Intersection



N:\Tranplan\Projects\2004\16984.01 The Commons\DRISIN #1 Nov 2005\Updated-New Figures\Final Figures 3-20-06\Map -J13 Significant and above msv segments Traffic Revised 3-20-06.wpg

THE COMMONS DRI

Significant and Above
Maximum Service Volume
Segments



KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

Map
J-13
Revised
3/20/06

- A. Arvida Parkway
Bonaventure Boulevard to I-75
- B. SW 36th Street (South Post Road)
Bonaventure Boulevard to Weston Road
- C. Weston Road (SW 160th Avenue)
North Corporate Parkway to South Corporate Lakes Boulevard
- D. Interstate Highway I-75
Arvida Parkway to Griffin Road

3. Project Impacts on Regionally Significant Intersections

Intersection capacity and levels of service have been determined through the use of the 2000 *Highway Capacity Manual* (HCM) and the latest version of SYNCHRO (including HCS module) and Highway Capacity Software (HCS+). The Arvida Parkway and I-75 interchange ramps and the intersection of Arvida Parkway and Weston Road will be evaluated together using the CORSIM microscopic simulation traffic operations software as part of the DRI as it will for the IMR application that will be initiated during the review of the ADA. Although the IMR process has different procedural milestones and the evaluation criteria are not identical, any 2013 CORSIM runs completed for the IMR during any stage of the DRI review will be provided.

Intersections critical to the traffic impact study area have been identified as those intersections providing direct access to the Project and those intersections located at both ends of a significantly impacted roadway link that operates below the acceptable level of service standard for each respective local government. Additionally, intersections at the ends of a significant segment that at buildout is within 90 percent of the adopted MSV will also be evaluated if the project trips contribute 75 or more vehicles per hour per through lane (VPHPL) during the peak period at the approach to an intersection. Intersection turning movement data has been collected during the PM peak hour for those intersections identified as being critical to the Project. The intersection turning movement data used in this analysis is included in **Appendix 21-2**.

The intersection capacity and level of service analyses have been performed using the recorded intersection peak hour factor (PHF) for existing conditions except the interchange intersections. The adopted LOS for the intersection has been assigned based on the adopted LOS of the significant link or as provided in the local government Comprehensive Plan. A listing of the study intersections is provided below:

1. Arvida Parkway and Bonaventure Boulevard;
2. Arvida Parkway and Country Isles Boulevard;
3. Arvida Parkway and Weston Road (SW 160th Avenue);
4. Arvida Parkway and I-75 West Ramps;
5. Arvida Parkway and I-75 Southbound Loop Ramp off Westbound Arvida Pkwy; (Proposed);
6. Arvida Parkway and I-75 Northbound Loop Ramp off Eastbound Arvida Pkwy
7. Arvida Parkway and I-75 East Ramps (Proposed);
8. Arvida Parkway and The Commons Access (Proposed Roundabout);
9. Weston Road and SW 14th Street/Indian Trace;
10. Weston Road and North Corporate Lakes Boulevard;
11. Weston Road and North Commerce Parkway;
12. Weston Road and South Commerce Parkway;
13. Weston Road and South Corporate Lakes Boulevard;
14. Weston Road and SW 36th Street (South Post Road);
15. Bonaventure Boulevard and SW 36th Street (South Post Road); and
16. Arvida Parkway and Town Center Boulevard;

The intersections that were significant were analyzed in conformance with the methodology set forth in the revised Traffic Methodology Statement last revised on June 30, 2005. **Table 21.E2-A, 21.E2-B, and 21.E3-C** provide, respectively, the existing, year 2013 background and year 2013 total traffic turning movements, including project turning movements. **Table 21.E3A** and **Table 21.E3B** detail the assignments of committed development trips to intersection approaches and turning movements. **Table 21.E4** details the existing, year 2013 background and year 2013 total traffic levels of service for each intersection analyzed. The intersection analysis worksheets and signal timings corresponding to the existing, background and total traffic scenarios are provided in **Appendix 21-4** of the DRI. **Map J-14** shows the existing intersection geometry and **Map J-15** presents the existing intersection volumes adjusted for peak season. **Map J-16** presents the year 2013 background intersection volumes. **Map J-17** shows year 2013 intersection geometry with improvements and **Maps J-18** and **J-19** present year 2013 total intersection volumes. The intersections operating below the adopted level of service with year 2013 background conditions (without project) that are significant for this DRI consist of the following:

- Arvida Parkway and Weston Road;
- Weston Road and South Post Road.

Intersections that operate below the adopted level of service during Year 2013 with total traffic conditions (project trips added) but without improvements and that are significant for this DRI consist of the following:

- Arvida Parkway and Weston Road;
- Arvida Parkway and I-75 west ramps; and
- Weston Road and South Post Road.

Intersections that operate below the adopted level of service during year 2013 with total traffic conditions (project trips added) and with proposed improvements (see Map J-17) that are significant for this DRI consists of the following:

- Weston Road and South Post Road – The DRI mitigation includes widening of South Post between Weston Road and Bonaventure Boulevard.

**TABLE 21.E2-A
THE COMMONS DRI
YEAR 2005 EXISTING INTERSECTION VOLUMES - PM PEAK HOUR**

Revised 1/26/05

INTERSECTION	YEAR 2005 EXISTING TURNING MOVEMENTS							
	APPROACH	APPR VOLUME	MVMT	MVMT%	VOLUME	[1] PSCF	[1] AXLE FACTOR	PEAK SEASON VOLUME
1 ARVIDA PKWY AND BONAVENTURE BLVD SIGNALIZED 4/19 /05 - 4/21/05 Average of 3-days PM Peak Hour	WEST LEG EB:	792	EB L	10.5%	83	1.02		85
	WB:	1,246	T	79.0%	626	1.02		639
			R	10.5%	83	1.02		85
	EAST LEG EB:	1,126	WB L	9.0%	160	1.02		163
	WB:	1,775	T	60.3%	1,070	1.02		1,091
			R	30.7%	545	1.02		556
	SOUTH LEG NB:	478	NB L	23.6%	113	1.02		115
	SB:	521	T	56.5%	270	1.02		275
			R	19.9%	95	1.02		97
	NORTH LEG NB:	898	SB L	54.3%	405	1.02		413
	SB:	746	T	37.3%	278	1.02		284
			R	8.4%	63	1.02		64
R								
2 ARVIDA PKWY AND COUNTRY ISLES SIGNALIZED 4/19 /05 - 4/21/05 Average of 3-days PM Peak Hour	WEST LEG EB:	1,189	EB L	2.0%	24	1.02		24
	WB:	1,468	T	94.4%	1,123	1.02		1,145
			R	3.5%	42	1.02		43
	EAST LEG EB:	1,320	WB L	5.4%	87	1.02		89
	WB:	1,615	T	84.9%	1,371	1.02		1,398
			R	9.7%	157	1.02		160
	SOUTH LEG NB:	212	NB L	40.6%	86	1.02		88
	SB:	133	T	3.3%	7	1.02		7
			R	56.1%	119	1.02		121
	NORTH LEG NB:	188	SB L	83.9%	78	1.02		80
	SB:	93	T	4.3%	4	1.02		4
			R	11.8%	11	1.02		11
R								
3 ARVIDA PKWY AND WESTON RD SIGNALIZED 01/19/06 5-6 PM	WEST LEG EB:	1,427	EB L	17.5%	250	1.03		258
	WB:	1,933	T	62.5%	892	1.03		919
			R	20.0%	285	1.03		294
	EAST LEG EB:	3,076	WB L	15.8%	435	1.03		448
	WB:	2,755	T	41.4%	1,141	1.03		1,175
			R	42.8%	1,179	1.03		1,214
	SOUTH LEG NB:	2,368	NB L	20.1%	476	1.03		490
	SB:	1,371	T	26.2%	620	1.03		639
			R	53.7%	1,272	1.03		1,310
	NORTH LEG NB:	2,049	SB L	48.5%	912	1.03		939
	SB:	1,879	T	34.6%	651	1.03		671
			R	16.8%	316	1.03		325
R								
4 ARVIDA PKWY AND I-75 WEST RAMPS UNSIGNALIZED 3/29/2005 - 3/31/2005 (Machine Counts) Average of 3-days PM Peak Hour	WEST LEG EB:	2,753	EB L	0.0%	0	0.99	0.97	0
	WB:	3,093	T	60.8%	1,674	0.99	0.97	1,608
			R	39.2%	1,079	0.99	0.97	1,036
	EAST LEG EB:	1,674	WB L	0.0%	0	0.99	0.97	0
	WB:	1,625	T	100.0%	1,625	0.99	0.97	1,560
			R	0.0%	0	0.99	0.97	0
	SOUTH LEG NB:	0	NB L	0.0%	0	0.99	0.97	0
	SB:	1,079	T	0.0%	0	0.99	0.97	0
			R	0.0%	0	0.99	0.97	0
	NORTH LEG NB:	0	SB L	0.0%	0	0.99	0.97	0
	SB:	1,468	T	0.0%	0	0.99	0.97	0
			R	100.0%	1,468	0.99	0.97	1,410
R								
5 ARVIDA PKWY AND I-75 SB LOOP RAMP FROM WB UNSIGNALIZED 3/28/2005 - 4/3/2005 (Machine Counts) Average of 3-days PM Peak Hour	WEST LEG EB:	1,674	EB L	0.0%	0	0.99	0.97	0
	WB:	1,625	T	100.0%	1,674	0.99	0.97	1,608
			R	0.0%	0	0.99	0.97	0
	EAST LEG EB:	1,674	WB L	0.0%	0	0.99	0.97	0
	WB:	1,625	T	100.0%	1,625	0.99	0.97	1,560
			R	0.0%	0	0.99	0.97	0
	SOUTH LEG NB:	0	NB L	0.0%	0	0.99	0.97	0
	SB:	0	T	0.0%	0	0.99	0.97	0
			R	0.0%	0	0.99	0.97	0
	NORTH LEG NB:	0	SB L	0.0%	0	0.99	0.97	0
	SB:	0	T	0.0%	0	0.99	0.97	0
			R	0.0%	0	0.99	0.97	0
R								

R 21-74 (March 2006)

**TABLE 21.E2-A
THE COMMONS DRI
YEAR 2005 EXISTING INTERSECTION VOLUMES - PM PEAK HOUR**

Revised 1/26/05

INTERSECTION	YEAR 2005 EXISTING TURNING MOVEMENTS							
	APPROACH	APPR VOLUME	MVMT	MVMT%	VOLUME	[1] PSCF	[1] AXLE FACTOR	PEAK SEASON VOLUME
6 ARVIDA PKWY AND I-75 NB LOOP RAMP FROM EB UNSIGNALIZED 3/29/2005 - 3/31/2005 (Machine Counts)	WEST LEG EB:	1,674	EB L	0.0%	0	0.99	0.97	0
	WB:	1,625	T	0.0%	0	0.99	0.97	0
			R	100.0%	1,674	0.99	0.97	1,608
	EAST LEG EB:	0	WB L	0.0%	0	0.99	0.97	0
	WB:	1,625	T	100.0%	1,625	0.99	0.97	1,560
			R	0.0%	0	0.99	0.97	0
	SOUTH LEG NB:	0	NB L	0.0%	0	0.99	0.97	0
	SB:	1,674	T	0.0%	0	0.99	0.97	0
			R	0.0%	0	0.99	0.97	0
	NORTH LEG NB:	0	SB L	0.0%	0	0.99	0.97	0
	SB:	0	T	0.0%	0	0.99	0.97	0
			R	0.0%	0	0.99	0.97	0
7 ARVIDA PKWY AND I-75 EAST RAMPS UNSIGNALIZED 3/29/2005 - 3/31/2005 (Machine Counts)	WEST LEG EB:	0	EB L	0.0%	0	0.99	0.97	0
	WB:	1,625	T	0.0%	0	0.99	0.97	0
			R	0.0%	0	0.99	0.97	0
	EAST LEG EB:	0	WB L	0.0%	0	0.99	0.97	0
	WB:	0	T	0.0%	0	0.99	0.97	0
			R	0.0%	0	0.99	0.97	0
	SOUTH LEG NB:	1,625	NB L	100.0%	1,625	0.99	0.97	1,560
	SB:	0	T	0.0%	0	0.99	0.97	0
			R	0.0%	0	0.99	0.97	0
	NORTH LEG NB:	0	SB L	0.0%	0	0.99	0.97	0
	SB:	0	T	0.0%	0	0.99	0.97	0
			R	0.0%	0	0.99	0.97	0
8 ARVIDA PKWY AND THE COMMONS DRI (PROJECT DRIVEWAY) ROUNDABOUT	WEST LEG EB:	0	EB L	0.0%	0	0.00		0
	WB:	0	T	0.0%	0	0.00		0
			R	0.0%	0	0.00		0
	EAST LEG EB:	0	WB L	0.0%	0	0.00		0
	WB:	0	T	0.0%	0	0.00		0
			R	0.0%	0	0.00		0
	SOUTH LEG NB:	0	NB L	0.0%	0	0.00		0
	SB:	0	T	0.0%	0	0.00		0
			R	0.0%	0	0.00		0
	NORTH LEG NB:	0	SB L	0.0%	0	0.00		0
	SB:	0	T	0.0%	0	0.00		0
			R	0.0%	0	0.00		0
9 WESTON ROAD AND INDIAN TRACE/SW 14 ST SIGNALIZED 03/30/05 5:00 - 6:00 PM	WEST LEG EB:	0	EB L	28.9%	264	0.99		261
	WB:	0	T	46.9%	428	0.99		424
			R	24.2%	221	0.99		219
	EAST LEG EB:	302	WB L	33.5%	266	0.99		263
	WB:	413	T	57.1%	453	0.99		448
			R	9.4%	75	0.99		74
	SOUTH LEG NB:	1,564	NB L	26.6%	395	0.99		391
	SB:	1,048	T	46.4%	689	0.99		682
			R	27.1%	402	0.99		398
	NORTH LEG NB:	1,568	SB L	9.9%	74	0.99		73
	SB:	941	T	61.3%	458	0.99		453
			R	28.8%	215	0.99		213
10 WESTON ROAD AND N. CORP. LAKES BLVD SIGNALIZED 03/30/05 5:00 - 6:00 PM	WEST LEG EB:	0	EB L	0.0%	0	0.99		0
	WB:	0	T	0.0%	0	0.99		0
			R	0.0%	0	0.99		0
	EAST LEG EB:	302	WB L	54.2%	224	0.99		222
	WB:	413	T	0.0%	0	0.99		0
			R	45.8%	189	0.99		187
	SOUTH LEG NB:	1,564	NB L	0.0%	0	0.99		0
	SB:	1,048	T	88.2%	1,379	0.99		1,365
			R	11.8%	185	0.99		183
	NORTH LEG NB:	1,568	SB L	12.4%	117	0.99		116
	SB:	941	T	87.6%	824	0.99		816
			R	0.0%	0	0.99		0

R 21-75 (March 2006)

**TABLE 21.E2-A
THE COMMONS DRI
YEAR 2005 EXISTING INTERSECTION VOLUMES - PM PEAK HOUR**

Revised 1/26/05

INTERSECTION	YEAR 2005 EXISTING TURNING MOVEMENTS							
	APPROACH	APPR VOLUME	MVMT	MVMT%	VOLUME	[1] PSCF	[1] AXLE FACTOR	PEAK SEASON VOLUME
11 WESTON ROAD AND N. COMMERCE PKWY SIGNALIZED 03/31/05 5:00 - 6:00 PM	WEST LEG EB:	0	EB L	0.0%	0	0.99		0
	WB:	0	T	0.0%	0	0.99		0
			R	0.0%	0	0.99		0
	EAST LEG EB:	543	WB L	88.6%	674	0.99		667
	WB:	761	T	0.0%	0	0.99		0
			R	11.4%	87	0.99		86
	SOUTH LEG NB:	1,648	NB L	0.0%	0	0.99		0
	SB:	1,505	T	72.8%	1,200	0.99		1,188
			R	27.2%	448	0.99		444
	NORTH LEG NB:	1,287	SB L	10.3%	95	0.99		94
	SB:	926	T	89.7%	831	0.99		823
			R	0.0%	0	0.99		0
12 WESTON ROAD AND S. COMMERCE PKWY SIGNALIZED 03/31/05 5:00 - 6:00 PM	WEST LEG EB:	421	EB L	76.5%	322	0.99		319
	WB:	122	T	2.4%	10	0.99		10
			R	21.1%	89	0.99		88
	EAST LEG EB:	237	WB L	16.1%	59	0.99		58
	WB:	367	T	4.4%	16	0.99		16
			R	79.6%	292	0.99		289
	SOUTH LEG NB:	1,421	NB L	3.0%	43	0.99		43
	SB:	1,046	T	95.3%	1,354	0.99		1,340
			R	1.7%	24	0.99		24
	NORTH LEG NB:	1,968	SB L	17.4%	203	0.99		201
	SB:	1,164	T	77.1%	898	0.99		889
			R	5.4%	63	0.99		62
13 WESTON ROAD AND S. CORP. LAKES BLVD (CLEVELAND CLINIC) SIGNALIZED 5/12/2005 5:00 - 6:00 PM	WEST LEG EB:	274	EB L	67.2%	184	1.04		191
	WB:	52	T	0.7%	2	1.04		2
			R	32.1%	88	1.04		92
	EAST LEG EB:	62	WB L	15.7%	34	1.04		35
	WB:	217	T	0.9%	2	1.04		2
			R	83.4%	181	1.04		188
	SOUTH LEG NB:	1,122	NB L	1.2%	14	1.04		15
	SB:	1,156	T	97.8%	1,097	1.04		1,141
			R	1.0%	11	1.04		11
	NORTH LEG NB:	1,462	SB L	4.4%	49	1.04		51
	SB:	1,119	T	92.4%	1,034	1.04		1,075
			R	3.2%	36	1.04		37
14 WESTON ROAD AND SOUTH POST ROAD SIGNALIZED 3/31/2005 5:00 - 6:00 PM Average of 3-days PM Peak Hour	WEST LEG EB:	551	EB L	29.9%	165	0.99		163
	WB:	1,002	T	14.9%	82	0.99		81
			R	55.2%	304	0.99		301
	EAST LEG EB:	427	WB L	58.8%	224	0.99		222
	WB:	381	T	34.9%	133	0.99		132
			R	6.3%	24	0.99		24
	SOUTH LEG NB:	1,188	NB L	33.3%	396	0.99		392
	SB:	2,035	T	53.5%	635	0.99		629
			R	13.2%	157	0.99		155
	NORTH LEG NB:	824	SB L	8.7%	188	0.99		186
	SB:	2,168	T	69.5%	1,507	0.99		1,492
			R	21.8%	473	0.99		468
15 BONAVENTURE BLVD AND SOUTH POST ROAD SIGNALIZED 03/30/05 5:00 - 6:00 PM	WEST LEG EB:	361	EB L	26.0%	94	0.99		93
	WB:	378	T	41.0%	148	0.99		147
			R	33.0%	119	0.99		118
	EAST LEG EB:	326	WB L	21.8%	77	0.99		76
	WB:	354	T	50.0%	177	0.99		175
			R	28.2%	100	0.99		99
	SOUTH LEG NB:	465	NB L	25.2%	117	0.99		116
	SB:	554	T	64.5%	300	0.99		297
			R	10.3%	48	0.99		48
	NORTH LEG NB:	494	SB L	22.7%	130	0.99		129
	SB:	572	T	62.6%	358	0.99		354
			R	14.7%	84	0.99		83

R 21-76 (March 2006)

**TABLE 21.E2-A
THE COMMONS DRI
YEAR 2005 EXISTING INTERSECTION VOLUMES - PM PEAK HOUR**

Revised 1/26/05

INTERSECTION	YEAR 2005 EXISTING TURNING MOVEMENTS							
	APPROACH	APPR VOLUME	MVMT	MVMT%	VOLUME	[1] PSCF	[1] AXLE FACTOR	PEAK SEASON VOLUME
16 ARVIDA PKWY AND TOWN CENTER BLVD SIGNALIZED 5/24/2005 5 - 6 PM	WEST LEG	EB:	1,196	EB L	33.5%	401	1.03	413
		WB:	1,121	T	53.7%	642	1.03	661
				R	12.8%	153	1.03	158
	EAST LEG	EB:	822	WB L	12.4%	84	1.03	87
		WB:	676	T	79.9%	540	1.03	556
				R	7.7%	52	1.03	54
	SOUTH LEG	NB:	494	NB L	42.3%	209	1.03	215
		SB:	361	T	33.0%	163	1.03	168
				R	24.7%	122	1.03	126
	NORTH LEG	NB:	616	SB L	10.5%	58	1.03	60
		SB:	554	T	22.4%	124	1.03	128
				R	67.1%	372	1.03	383

NOTES:

[1] PEAK SEASON CONVERSION FACTOR (PSCF) AND AXLE FACTOR OBTAINED FROM THE 2004 TRAFFIC INFORMATION CD PUBLISHED BY FDOT.

**TABLE 21.E2-B
THE COMMONS DRI
YEAR 2013 BACKGROUND INTERSECTION VOLUMES - PM PEAK HOUR**

Revised 1/26/05

INTERSECTION	YEAR 2013 BACKGROUND PLUS COMMITTED TURNING MOVEMENTS							
	MVMT	[1] GROWTH RATE	GROWTH BKGRD VOLUME	COMMITTED TRIPS		TOTAL BACKGROUND		
				WITHOUT THE COMMONS	WITH THE COMMONS	WITHOUT THE COMMONS	WITH THE COMMONS	
1 ARVIDA PKWY AND BONAVENTURE BLVD SIGNALIZED 4/19 /05 - 4/21/05 Average of 3-days PM Peak Hour	EB	L	1.33%	94	0	0	94	94
		T	1.33%	710	34	34	744	744
		R	1.33%	94	10	10	104	104
	WB	L	1.33%	181	155	142	336	323
		T	1.33%	1,213	46	46	1,259	1,259
		R	1.33%	618	6	6	624	624
	NB	L	1.33%	128	5	5	133	133
		T	1.33%	306	11	11	317	317
		R	1.33%	108	93	85	201	193
	SB	L	1.33%	459	7	7	466	466
		T	1.33%	316	20	20	336	336
		R	1.33%	71	2	2	73	73
2 ARVIDA PKWY AND COUNTRY ISLES SIGNALIZED 4/19 /05 - 4/21/05 Average of 3-days PM Peak Hour	EB	L	1.33%	27	0	0	27	27
		T	1.33%	1,273	136	128	1,409	1,401
		R	1.33%	48	0	0	48	48
	WB	L	1.33%	99	0	0	99	99
		T	1.33%	1,554	205	192	1,759	1,746
		R	1.33%	178	33	33	211	211
	NB	L	1.33%	98	0	0	98	98
		T	1.33%	8	0	0	8	8
		R	1.33%	134	0	0	134	134
	SB	L	1.33%	89	16	16	105	105
		T	1.33%	4	0	0	4	4
		R	1.33%	12	0	0	12	12
3 ARVIDA PKWY AND WESTON RD SIGNALIZED 01/19/06 5-6 PM	EB	L	1.33%	287	39	39	326	326
		T	1.33%	1,021	88	80	1,109	1,101
		R	1.33%	327	28	28	355	355
	WB	L	1.33%	498	44	25	542	523
		T	1.33%	1,306	163	150	1,469	1,456
		R	1.33%	1,349	108	95	1,457	1,444
	NB	L	1.33%	545	27	27	572	572
		T	1.33%	710	63	63	773	773
		R	1.33%	1,456	27	14	1,483	1,470
	SB	L	1.33%	1,044	126	110	1,170	1,154
		T	1.33%	746	78	78	824	824
		R	1.33%	361	46	46	407	407
4 ARVIDA PKWY AND I-75 WEST RAMPS SIGNALIZED 3/29/2005 - 3/31/2005 (Machine Counts)	EB	L	1.43%	0	0	0	0	0
		T	1.43%	1,801	161	127	1,962	1,928
		R	1.43%	1,161	80	77	1,241	1,238
	WB	L	1.43%	0	0	0	0	0
		T	1.43%	1,748	65	52	1,813	1,800
		R	1.43%	0	0	0	0	0
	NB	L	1.43%	0	0	0	0	0
		T	1.43%	0	0	0	0	0
		R	1.43%	0	0	0	0	0
	SB	L	1.43%	0	0	0	0	0
		T	1.43%	0	0	0	0	0
		R	1.43%	1,580	207	175	1,787	1,755
5 ARVIDA PKWY AND I-75 SB LOOP RAMP FROM WB UNSIGNALIZED 3/29/2005 - 3/31/2005 (Machine Counts)	EB	L	1.43%	0	0	0	0	0
		T	1.43%	1,801	161	127	1,962	1,928
		R	1.43%	0	0	0	0	0
	WB	L	1.43%	0	0	0	0	0
		T	1.43%	1,748	65	52	1,813	1,800
		R	1.43%	0	0	0	0	0
	NB	L	1.43%	0	0	0	0	0
		T	1.43%	0	0	0	0	0
		R	1.43%	0	0	0	0	0
	SB	L	1.43%	0	0	0	0	0
		T	1.43%	0	0	0	0	0
		R	1.43%	0	0	0	0	0

R 21-78 (March 2006)

TABLE 21.E2-B
THE COMMONS DRI

TOWN OF DAVIE ROADWAYS YEAR 2013 BACKGROUND INTERSECTION VOLUMES - PM PEAK HOUR

Revised 1/26/05

INTERSECTION	YEAR 2013 BACKGROUND PLUS COMMITTED TURNING MOVEMENTS							
	MVMT	[1] GROWTH RATE	GROWTH BKGRD VOLUME	COMMITTED TRIPS		TOTAL BACKGROUND		
				WITHOUT THE COMMONS	WITH THE COMMONS	WITHOUT THE COMMONS	WITH THE COMMONS	
6 ARVIDA PKWY AND I-75 NB LOOP RAMP FROM EB UNSIGNALIZED 3/29/2005 - 3/31/2005 (Machine Counts)	EB	L	1.43%	0	0	0	0	
		T	1.43%	0	0	0	0	
		R	1.43%	1,801	161	127	1,962	1,928
	WB	L	1.43%	0	0	0	0	0
		T	1.43%	1,748	65	52	1,813	1,800
		R	1.43%	0	0	0	0	0
	NB	L	1.43%	0	0	0	0	0
		T	1.43%	0	0	0	0	0
		R	1.43%	0	0	0	0	0
	SB	L	1.43%	0	0	0	0	0
		T	1.43%	0	0	0	0	0
		R	1.43%	0	0	0	0	0
7 ARVIDA PKWY AND I-75 EAST RAMPS UNSIGNALIZED 3/29/2005 - 3/31/2005 (Machine Counts)	EB	L	1.43%	0	0	0	0	
		T	1.43%	0	0	0	0	
		R	1.43%	0	0	0	0	
	WB	L	1.43%	0	0	0	0	0
		T	1.43%	0	0	0	0	0
		R	1.43%	0	0	0	0	0
	NB	L	1.43%	1,748	65	52	1,813	1,800
		T	1.43%	0	0	0	0	0
		R	1.43%	0	0	0	0	0
	SB	L	1.43%	0	0	0	0	0
		T	1.43%	0	0	0	0	0
		R	1.43%	0	0	0	0	0
8 ARVIDA PKWY AND THE COMMONS DRI (PROJECT DRIVEWAY) ROUNDBOUT	EB	L	1.33%	0	0	0	0	
		T	1.33%	0	0	0	0	
		R	1.33%	0	0	0	0	
	WB	L	1.33%	0	0	0	0	0
		T	1.33%	0	0	0	0	0
		R	1.33%	0	0	0	0	0
	NB	L	1.33%	0	0	0	0	0
		T	1.33%	0	0	0	0	0
		R	1.33%	0	0	0	0	0
	SB	L	1.33%	0	0	0	0	0
		T	1.33%	0	0	0	0	0
		R	1.33%	0	0	0	0	0
9 WESTON ROAD AND INDIAN TRACE/SW 14 ST SIGNALIZED 03/30/05 5:00 - 6:00 PM	EB	L	1.33%	290	3	3	293	293
		T	1.33%	471	1	1	472	472
		R	1.33%	243	0	0	243	243
	WB	L	1.33%	292	12	12	304	304
		T	1.33%	498	1	1	499	499
		R	1.33%	82	6	6	88	88
	NB	L	1.33%	435	0	0	435	435
		T	1.33%	758	69	68	827	826
		R	1.33%	442	13	13	455	455
	SB	L	1.33%	81	19	19	100	100
		T	1.33%	504	85	82	589	586
		R	1.33%	237	4	4	241	241
10 WESTON ROAD AND N. CORP. LAKES BLVD SIGNALIZED 03/30/05 5:00 - 6:00 PM	EB	L	1.33%	0	0	0	0	0
		T	1.33%	0	0	0	0	0
		R	1.33%	0	0	0	0	0
	WB	L	1.33%	247	28	28	275	275
		T	1.33%	0	0	0	0	0
		R	1.33%	208	0	0	208	208
	NB	L	1.33%	0	0	0	0	0
		T	1.33%	1,517	69	68	1,586	1,585
		R	1.33%	203	22	22	225	225
	SB	L	1.33%	129	2	2	131	131
		T	1.33%	907	83	80	990	987
		R	1.33%	0	0	0	0	0

R 21-79 (March 2006)

**TABLE 21.E2-B
THE COMMONS DRI
YEAR 2013 BACKGROUND INTERSECTION VOLUMES - PM PEAK HOUR**

Revised 1/26/05

INTERSECTION	YEAR 2013 BACKGROUND PLUS COMMITTED TURNING MOVEMENTS							
	MVT	[1] GROWTH RATE	GROWTH BKGRD VOLUME	COMMITTED TRIPS		TOTAL BACKGROUND		
				WITHOUT THE COMMONS	WITH THE COMMONS	WITHOUT THE COMMONS	WITH THE COMMONS	
11 WESTON ROAD AND N. COMMERCE PKWY SIGNALIZED 03/31/05 5:00 - 6:00 PM	EB	L	1.33%	0	0	0	0	0
		T	1.33%	0	0	0	0	0
		R	1.33%	0	0	0	0	0
	WB	L	1.33%	741	207	194	948	935
		T	1.33%	0	0	0	0	0
		R	1.33%	96	70	70	166	166
	NB	L	1.33%	0	0	0	0	0
		T	1.33%	1,320	20	19	1,340	1,339
		R	1.33%	494	188	176	682	670
	SB	L	1.33%	104	67	67	171	171
		T	1.33%	915	41	38	956	953
		R	1.33%	0	0	0	0	0
12 WESTON ROAD AND S. COMMERCE PKWY SIGNALIZED 03/31/05 5:00 - 6:00 PM	EB	L	1.33%	355	2	2	357	357
		T	1.33%	11	0	0	11	11
		R	1.33%	98	3	3	101	101
	WB	L	1.33%	64	13	13	77	77
		T	1.33%	18	0	0	18	18
		R	1.33%	321	2	2	323	323
	NB	L	1.33%	48	4	4	52	52
		T	1.33%	1,489	110	97	1,599	1,586
		R	1.33%	27	9	9	36	36
	SB	L	1.33%	223	5	5	228	228
		T	1.33%	988	142	123	1,130	1,111
		R	1.33%	69	3	3	72	72
13 WESTON ROAD AND S. CORP. LAKES BLVD (CLEVELAND CLINIC) SIGNALIZED 5/12/2005 5:00 - 6:00 PM	EB	L	1.33%	212	5	5	217	217
		T	1.33%	2	0	0	2	2
		R	1.33%	102	2	2	104	104
	WB	L	1.33%	39	13	13	52	52
		T	1.33%	2	0	0	2	2
		R	1.33%	209	2	2	211	211
	NB	L	1.33%	17	2	2	19	19
		T	1.33%	1,268	115	102	1,383	1,370
		R	1.33%	12	11	11	23	23
	SB	L	1.33%	57	3	3	60	60
		T	1.33%	1,195	149	130	1,344	1,325
		R	1.33%	41	5	5	46	46
14 WESTON ROAD AND SOUTH POST ROAD SIGNALIZED 3/31/2005 5:00 - 6:00 PM Average of 3-days PM Peak Hour	EB	L	1.33%	181	53	46	234	227
		T	1.33%	90	66	66	156	156
		R	1.33%	335	11	11	346	346
	WB	L	1.33%	247	21	21	268	268
		T	1.33%	147	138	138	285	285
		R	1.33%	27	9	7	36	34
	NB	L	1.33%	436	17	17	453	453
		T	1.33%	699	64	60	763	759
		R	1.33%	172	25	25	197	197
	SB	L	1.33%	207	14	11	221	218
		T	1.33%	1,658	59	56	1,717	1,714
		R	1.33%	520	93	80	613	600
15 BONAVENTURE BLVD AND SOUTH POST ROAD SIGNALIZED 03/30/05 5:00 - 6:00 PM	EB	L	1.33%	103	104	96	207	199
		T	1.33%	163	70	70	233	233
		R	1.33%	131	54	54	185	185
	WB	L	1.33%	84	0	0	84	84
		T	1.33%	195	112	112	307	307
		R	1.33%	110	0	0	110	110
	NB	L	1.33%	129	93	93	222	222
		T	1.33%	330	5	5	335	335
		R	1.33%	53	0	0	53	53
	SB	L	1.33%	143	0	0	143	143
		T	1.33%	393	7	7	400	400
		R	1.33%	92	178	165	270	257

R 21-80 (March 2006)

TABLE 21.E2-B
THE COMMONS DRI
YEAR 2013 BACKGROUND INTERSECTION VOLUMES - PM PEAK HOUR

Revised 1/26/05

INTERSECTION	YEAR 2013 BACKGROUND PLUS COMMITTED TURNING MOVEMENTS							
	MVMT	[1] GROWTH RATE	GROWTH BKGRD VOLUME	COMMITTED TRIPS		TOTAL BACKGROUND		
				WITHOUT THE COMMONS	WITH THE COMMONS	WITHOUT THE COMMONS	WITH THE COMMONS	
16 ARVIDA PKWY AND TOWN CENTER BLVD SIGNALIZED 5/24/2005 5 - 6 PM	EB	L	1.33%	459	0	0	459	459
		T	1.33%	735	46	46	781	781
		R	1.33%	176	0	0	176	176
	WB	L	1.33%	97	0	0	97	97
		T	1.33%	618	53	53	671	671
		R	1.33%	60	0	0	60	60
	NB	L	1.33%	239	0	0	239	239
		T	1.33%	187	0	0	187	187
		R	1.33%	140	0	0	140	140
	SB	L	1.33%	67	0	0	67	67
		T	1.33%	142	0	0	142	142
		R	1.33%	426	0	0	426	426

NOTES:

BKGRD = BACKGROUND

[1] MODEL DERIVED SECTOR GROWTH RATE - SEE TABLE 21.D4B

**TABLE 21.E2-C
THE COMMONS DRI
YEAR 2013 TOTAL INTERSECTION VOLUMES - PM PEAK HOUR**

Revised 1/26/05

INTERSECTION	THE COMMONS DRI PROJECT TRIPS (PROJ = 3446)								PASS-BY/ DIVERTED TRIPS = 413			2013 TOTAL VOLUME	
	MVMT	[3] DIST	IN / OUT	PM PEAK	[4] DC	OFF. 491	FINAL TOTAL	%	IN/ OUT	TRIPS			
1 ARVIDA PKWY AND BONAVENTURE BLVD SIGNALIZED 4/19 /05 - 4/21/05 Average of 3-days PM Peak Hour	EB	L	7%	I	0	Y	-5	0				94	
		T			95			90				834	
	R	0			104								
	WB	L	7%	O	0	Y	-30	0					323
		T			147			117					1,376
	R	0			657								
	NB	L	2%	I	0	Y	-1	0					133
		T			0			0					317
	R	0			193								
	SB	L	2%	I	27	Y	-1	26					492
		T			0			0					336
	R	0			73								
2 ARVIDA PKWY AND COUNTRY ISLES SIGNALIZED 4/19 /05 - 4/21/05 Average of 3-days PM Peak Hour	EB	L	10%	I	0	Y	-7	0				27	
		T			135			128				1,529	
	R	0			48								
	WB	L	10%	O	0	Y	-43	0					99
		T			210			167					1,913
	R	0			228								
	NB	L	1%	I	0	Y	-1	0					98
		T			0			0					8
	R	0			134								
	SB	L	1%	I	14	Y	-1	13					118
		T			0			0					4
	R	0			12								
3 ARVIDA PKWY AND WESTON RD SIGNALIZED 01/19/06 5-6 PM	EB	L	11%	I	0	Y	-7	0				326	
		T			149			142				1,243	
	R	0			355								
	WB	L	11%	O	230	Y	-47	183					706
		T	11%		230			183					1,639
	R	9%			151	1,595							
	NB	L	11%	I	0	Y	-7	0					572
		T			0			0					773
	R	0			1,612								
	SB	L	9%	I	122	Y	-6	116					1,270
		T			0			0					824
	R	0			407								
4 ARVIDA PKWY AND I-75 WEST RAMPS SIGNALIZED 3/29/2005 - 3/31/2005 (Machine Counts)	EB	L	31%	I	0			0	13%	I	0	0	
		T			419			419				2,373	
	R	0			0	-13%	I	-26	1,212				
	WB	L	31%	O	0			0	36%	O	0	0	0
		T			649			649					2,526
	R	0			0			0	0				
	NB	L			0			0					0
		T			0			0					0
	R	0			0			0	0				
	SB	L	32%	I	432			432	36%	I	71	0	503
		T			0			0					0
	R	0			0			-18%	I	-36	1,719		
5 ARVIDA PKWY AND I-75 SB LOOP RAMP FROM WB UNSIGNALIZED 3/29/2005 - 3/31/2005 (Machine Counts)	EB	L	63%	I	0			0	49%	I	97	0	
		T			851			851				2,876	
	R	0			0			0	0				
	WB	L	31%	O	0			0	36%	O	77	0	0
		T			649			649					2,526
	R	37%	O	775	775	31%	O	67	842				
	NB	L			0			0					0
		T			0			0					0
	R	0			0			0	0				
	SB	L			0			0					0
		T			0			0					0
	R	0			0			0	0				

R 21-82 (March 2006)

TABLE 21.E2-C
THE COMMONS DRI
YEAR 2013 TOTAL INTERSECTION VOLUMES - PM PEAK HOUR

Revised 1/26/05

INTERSECTION	THE COMMONS DRI PROJECT TRIPS (PROJ = 3446)							PASS-BY/ DIVERTED TRIPS = 413			2013 TOTAL VOLUME		
	MVMT	[3] DIST	IN / OUT	PM PEAK	[4] DC	OFF. 491	FINAL TOTAL	%	IN/ OUT	TRIPS			
6 ARVIDA PKWY AND I-75 NB LOOP RAMP FROM EB UNSIGNALIZED 3/29/2005 - 3/31/2005 (Machine Counts)	EB	L	63%	I	0		851	0	67%	I	0	984	
		T			851						133		
	R	0	68%	O	0		1,425	0	67%	O	0	3,369	
	L	0			144								
	T	0			0		0	0			0	0	
	R	0			0								
	NB	L			0		0	0			0	0	
		T			0								
R	0			0		0	0			0	0		
L	0												
T	0			0		0	0			0	0		
R	0												
SB	L			0		0	0			0	0		
	T			0									
R	0			0		0	0			0	0		
L	0												
T	0			0		0	0			0	0		
R	0												
7 ARVIDA PKWY AND I-75 EAST RAMPS UNSIGNALIZED 3/29/2005 - 3/31/2005 (Machine Counts)	EB	L	63%	I	0		851	851	67%	I	0	984	
		T			851						133		
	R	0	68%	O	0		1,425	0	67%	O	0	1,569	
	L	0			144								
	T	0	32%	O	0		670	0	33%	O	0	741	
	R	0			71								
	NB	L			0		0	0	-18%	I	0	1,764	
		T			0								
R	0	37%	I	0		500	500	33%	I	0	565		
L	0			65									
T	0			0		0	0			0	0		
R	0												
SB	L			0		0	0			0	0		
	T			0									
R	0			0		0	0			0	0		
L	0												
T	0			0		0	0			0	0		
R	0												
8 ARVIDA PKWY AND THE COMMONS DRI (PROJECT DRIVEWAY) ROUNDBABOUT	EB	L	67%	I	905		905	67%	I	133	1,038		
		T	33%	I	446		446	33%	I	65	511		
	R	0	33%	O	0		0	0	33%	O	0	0	
	L	0			71								
	T	0	10%	[5]	691		25	25			0	25	
	R	0			25								
	NB	L			0		0	0			0	0	
		T			0								
R	0			0		0	0			0	0		
L	0												
T	0	10%	[5]	25		25	25	67%	O	0	1,548		
R	0			144									
SB	L			0		1,404	1,404	67%	O	0	0		
	T			0									
R	0			0		0	0			0	0		
L	0												
T	0			0		0	0			0	0		
R	0												
9 WESTON ROAD AND INDIAN TRACE/SW 14 ST SIGNALIZED 03/30/05 5:00 - 6:00 PM	EB	L	2%	I	0		27	26			0	293	
		T			27						Y		-1
	R	0	1%	I	14		0	14			0	269	
	L	0			0								
	T	0	2%	O	42		Y	-9	33		0	318	
	R	0			0								
	NB	L		2%	O	42		Y	-9	33		0	468
		T				42							
R	0	1%	O	21		Y	-1	26		0	859		
L	0			21									
T	0	2%	I	27		Y	-1	26		0	476		
R	0			0									
SB	L			0		0	0			0	100		
	T			0									
R	0	5%	O	105		Y	-21	84		0	612		
L	0			63									
T	0	3%	O	63		Y	-3	65		0	241		
R	0			0									
SB	L			0		0	0			0	0		
	T			0									
R	0	5%	I	68		Y	-3	65		0	131		
L	0			68									
T	0			0		0	0			0	1,052		
R	0												
SB	L			0		0	0			0	0		
	T			0									
R	0			0		0	0			0	0		
L	0												
T	0			0		0	0			0	0		
R	0												

R 21-83 (March 2006)

TABLE 21.E2-C
THE COMMONS DRI
YEAR 2013 TOTAL INTERSECTION VOLUMES - PM PEAK HOUR

Revised 1/26/05

INTERSECTION	THE COMMONS DRI PROJECT TRIPS (PROJ = 3446)							PASS-BY/ DIVERTED TRIPS = 413			2013 TOTAL VOLUME	
	MVMT	[3] DIST	IN / OUT	PM PEAK	[4] DC	OFF. 491	FINAL TOTAL	%	IN/ OUT	TRIPS		
11 WESTON ROAD AND N. COMMERCE PKWY SIGNALIZED 03/31/05 5:00 - 6:00 PM	EB	L			0		0				0	
		T			0		0				0	
		R			0		0				0	
	WB	L	1%	I	14			14				949
		R			0			0				0
	NB	L			0			0				0
		R	8% 1%	O O	168 21	Y	-34	134 21				1,473 691
	SB	L			0			0				171
R		8%	I	108	Y	-5	103				1,056	
12 WESTON ROAD AND S. COMMERCE PKWY SIGNALIZED 03/31/05 5:00 - 6:00 PM	EB	L	2%	I	27			27			384	
		T			0			0			11	
		R			0			0			101	
	WB	L			0			0				77
		R	1%	I	14			14				18
	NB	L			0			0				52
		R	8%	I	108	Y	-5	103				1,689
	SB	L	1%	O	21			21				36
T		8%	O	168	Y	-34	134				249	
R		2%	O	42			42				1,245	
13 WESTON ROAD AND S. CORP. LAKES BLVD (CLEVELAND CLINIC) SIGNALIZED 5/12/2005 5:00 - 6:00 PM	EB	L	1%	I	14			14				231
		T			0			0				2
		R			0			0				104
	WB	L			0			0				52
		R	1%	I	14			14				2
	NB	L			0			0				19
		R	6%	I	81	Y	-4	77				1,447
	SB	L	1%	O	21			21				23
T		6%	O	126	Y	-26	100				81	
R		1%	O	21			21				1,425	
14 WESTON ROAD AND SOUTH POST ROAD SIGNALIZED 3/31/2005 5:00 - 6:00 PM Average of 3-days PM Peak Hour	EB	L	4%	I	54	Y	-3	51				278
		T			0			0				156
		R			0			0				346
	WB	L			0			0				268
		R	1%	I	14			14				285
	NB	L			0			0				48
		R	1%	I	14			14				453
	SB	L			0			0				773
T		1%	O	21			21				197	
R		1% 1% 4%	O O O	21 21 84	Y	-17	21 21 67				239 1,735 667	
15 BONAVENTURE BLVD AND SOUTH POST ROAD SIGNALIZED 03/30/05 5:00 - 6:00 PM	EB	L	1%	I	14	Y	-1	13				212
		T			0			0				233
		R			0			0				185
	WB	L			0			0				84
		R			0			0				307
	NB	L			0			0				110
		R			0			0				222
	SB	L			0			0				335
T				0			0				53	
R		1%	O	21	Y	-4	17				143 400 274	

R 21-84 (March 2006)

TABLE 21.E2-C
THE COMMONS DRI
YEAR 2013 TOTAL INTERSECTION VOLUMES - PM PEAK HOUR

Revised 1/26/05

INTERSECTION	THE COMMONS DRI PROJECT TRIPS (PROJ = 3446)							PASS-BY/ DIVERTED TRIPS = 413			2013 TOTAL VOLUME	
	MVMT		[3] DIST	IN / OUT	PM PEAK	[4] DC	OFF. 491	FINAL TOTAL	%	IN/ OUT		TRIPS
16 ARVIDA PKWY AND TOWN CENTER BLVD SIGNALIZED 5/24/2005 5 - 6 PM	EB	L	7%	I	0	Y	-5	0				459
		T			95			90				871
		R			0			0				176
	WB	L	7%	O	0	Y	-30	0				97
		T			147			117				788
		R			0			0				60
	NB	L			0			0				239
		T			0			0				187
		R			0			0				140
	SB	L			0			0				67
		T			0			0				142
		R			0			0				426

NOTES:

DIST = DISTRIBUTION

- [1] PROJECT TRIP DISTRIBUTION IS DERIVED FROM FSUTMS SELECT ZONE ANALYSIS (SEE MAP J-10A).
NET EXTERNAL PROJECT TRIPS WERE CALCULATED USING ITE 7TH EDITION (SEE TABLE 21.B1).
- [2] HALF OF OFFICE TRIPS ASSIGNED TO WESTON ROADS REMOVED TO ACCOUNT FOR DIVERSION.
- [3] 10% OF TOTAL INTERNAL TRIPS WITHIN THE COMMONS DRI.

TABLE 21.E3A
THE COMMONS DRI
PM PEAK HOUR COMMITTED DEVELOPMENTS INTERSECTION TURNING MOVEMENT VOLUMES

30-Jun-05

INTERSECTION	MVNT	TAZ 346 PROJECT TRIPS (PROJ = 135)					TAZ 347 PROJECT TRIPS (PROJ = 212)					TAZ 363 PROJECT TRIPS (PROJ = 1971)					TAZ 364 PROJECT TRIPS (PROJ = 799)					TAZ 630 PROJECT TRIPS (PROJ = 194)				
		[1]	IN /	PM	DC %	DC	[1]	IN /	PM	DC %	DC	[1]	IN /	PM	DC %	DC	[1]	IN /	PM	DC %	DC	[1]	IN /	PM	DC %	DC
		DIST	OUT	PEAK	4%	TRIPS	DIST	OUT	PEAK	1%	TRIPS	DIST	OUT	PEAK	1%	TRIPS	DIST	OUT	PEAK	1%	TRIPS	DIST	OUT	PEAK	2%	TRIPS
6 ARVIDA PKWY AND I-75 NB LOOP RAMP FROM EB UNSIGNALIZED	EB L			0				0					0					0						0		0
	T R			0				0					0					0						0		0
	R	5%	O	3	Y	-2	1%	I	1		0		5		0	2%	I	3		0			0		0	0
	WB L			0				0					0					0						0		0
	T R			0				0					0					0						0		0
7 ARVIDA PKWY AND I-75 EAST RAMPS UNSIGNALIZED	EB L			0				0					0					0						0		0
	T R			0				0					0					0						0		0
	R			0				0					0					0						0		0
	WB L			0				0					0					0						0		0
	T R			0				0					0					0						0		0
8 ARVIDA PKWY AND THE COMMONS ROUNDBOUT	EB L			0				0					0					0						0		0
	T R			0				0					0					0						0		0
	R			0				0					0					0						0		0
	WB L			0				0					0					0						0		0
	T R			0				0					0					0						0		0
9 WESTON ROAD AND INDIAN TRACE/SW 14 ST SIGNALIZED	EB L			0				0					0					0						0		0
	T R	1%	I	1				0					0					0						0		0
	R			0				0					0					0						0		0
	WB L			0				0					0					0						0		0
	T R	1%	O	1				0					0					0						0		0
10 WESTON ROAD AND N. CORP. LAKES BLVD SIGNALIZED	EB L			0				0					0					0						0		0
	T R			0				0					0					0						0		0
	R			0				0					0					0						0		0
	WB L	2%	I	2				0					0					0						0		0
	T R			0				0					0					0						0		0

R 21-87 (March 2006)

TABLE 21.E3A
THE COMMONS DRI
PM PEAK HOUR COMMITTED DEVELOPMENTS INTERSECTION TURNING MOVEMENT VOLUMES

30-Jun-05

INTERSECTION	MVNT	TAZ 346 PROJECT TRIPS (PROJ = 135)					TAZ 347 PROJECT TRIPS (PROJ = 212)					TAZ 363 PROJECT TRIPS (PROJ = 1971)					TAZ 364 PROJECT TRIPS (PROJ = 799)					TAZ 630 PROJECT TRIPS (PROJ = 194)				
		[1]	IN/	PM	DC %	DC	[1]	IN/	PM	DC %	DC	[1]	IN/	PM	DC %	DC	[1]	IN/	PM	DC %	DC	[1]	IN/	PM	DC %	DC
		DIST	OUT	PEAK	4%	TRIPS	DIST	OUT	PEAK	1%	TRIPS	DIST	OUT	PEAK	1%	TRIPS	DIST	OUT	PEAK	1%	TRIPS	DIST	OUT	PEAK	2%	TRIPS
11 WESTON ROAD AND N. COMMERCE PKWY SIGNALIZED	EB L			0		0			0		0			0		0			0		0			0		0
	T R			0		0			0		0			0		0			0		0			0		0
	R			0		0			0		0			0		0			0		0			0		0
	WB L	1%	I	1		0			0		0			0		0			0		0			0		0
	T R			0		0			0		0			0		0			0		0			0		0
12 WESTON ROAD AND S. COMMERCE PKWY SIGNALIZED	EB L			0		0			0		0			0		0			0		0			0		0
	T R			0		0			0		0			0		0			0		0			0		0
	R			0		0			0		0			0		0			0		0			0		0
	WB L	2%	I	2		0			0		0			0		0			0		0			0		0
	T R			0		0			0		0			0		0			0		0			0		0
13 WESTON ROAD AND S. CORP. LAKES BLVD (CLEVELAND CLINIC) SIGNALIZED	EB L			0		0			0		0			0		0			0		0			0		0
	T R			0		0			0		0			0		0			0		0			0		0
	R			0		0			0		0			0		0			0		0			0		0
	WB L	1%	I	1		0			0		0			0		0			0		0			0		0
	T R			0		0			0		0			0		0			0		0			0		0
14 WESTON ROAD AND SOUTH POST ROAD SIGNALIZED	EB L			0		0			0		0			0		0			0		0			0		0
	T R			0		0			0		0			0		0			0		0			0		0
	R			0		0			0		0			0		0			0		0			0		0
	WB L	7%	O	4		0			0		0			0		0			0		0			0		0
	T R	5%	O	3		0			0		0			0		0			0		0			0		0
15 BONAVENTURE BLVD AND SOUTH POST ROAD SIGNALIZED	EB L			0		0			0		0			0		0			0		0			0		0
	T R			0		0			0		0			0		0			0		0			0		0
	R			0		0			0		0			0		0			0		0			0		0
	WB L	1%	O	1		0			0		0			0		0			0		0			0		0
	T R			0		0			0		0			0		0			0		0			0		0

R 21-88 (March 2006)

TABLE 21.E3A
THE COMMONS DRI
PM PEAK HOUR COMMITTED DEVELOPMENTS INTERSECTION TURNING MOVEMENT VOLUMES

30-Jun-05

INTERSECTION	MVNT	TAZ 346 PROJECT TRIPS (PROJ = 135)					TAZ 347 PROJECT TRIPS (PROJ = 212)					TAZ 363 PROJECT TRIPS (PROJ = 1971)					TAZ 364 PROJECT TRIPS (PROJ = 799)					TAZ 630 PROJECT TRIPS (PROJ = 194)					
		[1] DIST	IN/ OUT	PM PEAK	DC % 4%	DC TRIPS	[1] DIST	IN/ OUT	PM PEAK	DC % 1%	DC TRIPS	[1] DIST	IN/ OUT	PM PEAK	DC % 1%	DC TRIPS	[1] DIST	IN/ OUT	PM PEAK	DC % 1%	DC TRIPS	[1] DIST	IN/ OUT	PM PEAK	DC % 2%	DC TRIPS	
		16 ARVIDA PKWY AND TOWN CENTER BLVD SIGNALIZED	EB L T R	1%	I	1		0		0		0		0		0		0	1%	I	1		0		1%	I	0
	WB L T R	1%	O	1		0		0		0		0		0		0	1%	O	7		0		1%	O	2		0
	NB L T R			0		0		0		0		0		0		0			0		0				0		0
	SB L T R			0		0		0		0		0		0		0			0		0				0		0
--- I-75 NB OFF RAMP TO I-595 EB	NBR	0%		0		0	2%	I	1	Y	-1	0%		0		0	0%		0		0		0%		0		0
--- I-75 NB ON RAMP AT GRIFFIN RD	NBR	0%		0		0	0%		0		0	0%		0		0	1%	I	1		0		0%		0		0
--- I-75 SB OFF RAMP AT GRIFFIN RD	NBR	0%		0		0	0%		0		0	0%		0		0	1%	O	7		0		0%		0		0

NOTES:

DIST = DISTRIBUTION DC = DOUBLE COUNTING

[1] TRIP DISTRIBUTION FOR EACH COMMITTED DEVELOPMENT IS DERIVED FROM FSUTMS SELECT ZONE ANALYSIS (SEE MAP J-6A TO J-6N).
NET EXTERNAL PROJECT TRIPS WERE CALCULATED USING ITE 7TH EDITION (SEE TABLE 21.D1).

[2] TABLE 21.D1 DEFINES THE COMMITTED DEVELOPMENTS PER TAZ.

[3] COMMITTED DEVELOPMENT TRIPS TO THE DAVIE COMMONS DRI ARE CONSIDERED PROJECT TRIPS; THEREFORE, REMOVED FROM THE NETWORK TO ACCOUNT FOR DOUBLE COUNTING.

R 21-89 (March 2006)

TABLE 21.E3B
THE COMMONS DRI
PM PEAK HOUR COMMITTED DEVELOPMENTS INTERSECTION TURNING MOVEMENT VOLUMES

30-Jun-05

INTERSECTION	MVNT	TAZ 641 PROJECT TRIPS (PROJ = 348)					TAZ 643 PROJECT TRIPS (PROJ = 495)					TAZ 675 PROJECT TRIPS (PROJ = 686)					TAZ 839 PROJECT TRIPS (PROJ = 407)					TAZ 863 PROJECT TRIPS (PROJ = 363)					TOTAL PM PK HR COMM. PROJECT TRIPS W/O THE COMMONS	TOTAL PM PK HR COMM. PROJECT TRIPS WITH THE COMMONS	
		[1] DIST	IN / OUT	PM PEAK	DC % 2%	DC TRIPS	[1] DIST	IN / OUT	PM PEAK	DC % 5%	DC TRIPS	[1] DIST	IN / OUT	PM PEAK	DC % 3%	DC TRIPS	[1] DIST	IN / OUT	PM PEAK	DC % 5%	DC TRIPS	[1] DIST	IN / OUT	PM PEAK	DC % 2%	DC TRIPS			
		16 ARVIDA PKWY AND TOWN CENTER BLVD SIGNALIZED	EB L T R	4%	I	7		0	8%	I	19		0	2%	I	9		0	2%	I	5		0	3%	I	4			
	WB L T R	4%	O	7		0	8%	O	21		0	2%	O	5		0	2%	O	3		0	3%	O	7		0	53	53	
	NB L T R			0		0			0		0			0		0			0		0			0		0	0	0	
	SB L T R			0		0			0		0			0		0			0		0			0		0	0	0	
-- I-75 NB OFF RAMP TO I-595 EB	NBR	3%	O	5		0	8%	O	21		0	16%	O	41		0	0%		0		0	4%	O	9		0	77	76	
-- I-75 NB OFF RAMP TO I-595 EB	NBR	10%	O	18		0	4%	I	10		0	0%		0		0	1%	O	1		0	14%	O	32		0	62	62	
-- I-75 NB OFF RAMP TO I-595 EB	NBR	10%	I	17		0	4%	O	10		0	0%		0		0	1%	I	3		0	14%	I	19		0	56	56	

NOTES:

DIST = DISTRIBUTION DC = DOUBLE COUNTING

[1] TRIP DISTRIBUTION FOR EACH COMMITTED DEVELOPMENT IS DERIVED FROM FSUTMS SELECT ZONE ANALYSIS (SEE MAP J-6A TO J-6N).

NET EXTERNAL PROJECT TRIPS WERE CALCULATED USING ITE 7TH EDITION (SEE TABLE 21.D1).

[2] TABLE 21.D1 DEFINES THE COMMITTED DEVELOPMENTS PER TAZ.

[3] COMMITTED DEVELOPMENT TRIPS TO THE DAVIE COMMONS DRI ARE CONSIDERED PROJECT TRIPS; THEREFORE, REMOVED FROM THE NETWORK TO ACCOUNT FOR DOUBLE COUNTING.

R 21-93 (March 2006)

**TABLE 21.E4
THE COMMONS DRI
INTERSECTION LEVEL OF SERVICE SUMMARY FOR EXISTING, BACKGROUND AND TOTAL TRAFFIC CONDITIONS
BASED ON HCS 2000 AND CORSIM**

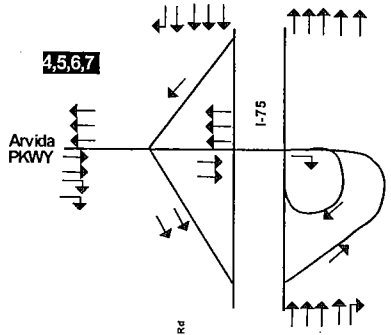
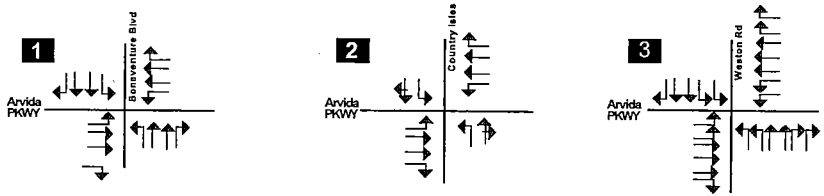
Revised 3/27/06

INTERSECTION	EXISTING CONDITIONS		YEAR 2013 BKGRD CONDITIONS		YEAR 2013 TOTAL W/O IMPROVEMENTS			YEAR 2013 TOTAL WITH IMPROVEMENTS	
	TOTAL DELAY (sec/veh)	LOS	TOTAL DELAY (sec/veh)	LOS	TOTAL DELAY (sec/veh)	LOS	[1] % PROJECT TRIPS	TOTAL DELAY (sec/veh)	LOS
1 ARVIDA PKWY AND BONAVENTURE BLVD	33.3	C	43.3	D	49.1	D	5.4%	41.5	D
2 ARVIDA PKWY AND COUNTRY ISLES	47.1	D	18.0	B	17.1	B	7.7%	15.7	B
3 ARVIDA PKWY AND WESTON RD	93.4	F	151.4	F	127.7	F	8.1%	[2] 50.1	D
4 ARVIDA PKWY AND I-75 WEST RAMPS	N/A	N/A	49.6	D	294.2	F	18.0%	23.9	C
5 ARVIDA PKWY AND I-75 SB LOOP RAMP FROM WB	N/A	N/A	N/A	N/A	N/A	N/A	36.4%	N/A	N/A
6 ARVIDA PKWY AND I-75 NB LOOP RAMP FROM EB	N/A	N/A	N/A	N/A	N/A	N/A	36.4%	N/A	N/A
7 ARVIDA PKWY AND I-75 EAST RAMPS	N/A	N/A	N/A	N/A	25.5	C	61.3%	25.5	C
8 ARVIDA PKWY AND THE COMMONS DRI	N/A	N/A	N/A	N/A	N/A	N/A	89.4%	N/A	N/A
9 WESTON ROAD AND INDIAN TRACE/SW 14 ST	26.9	C	44.8	D	44.2	D	3.3%	36.3	D
10 WESTON ROAD AND N. CORP. LAKES BLVD	14.7	B	12.4	B	15.6	B	6.9%	12.4	B
11 WESTON ROAD AND N. COMMERCE PKWY	16.5	B	24.5	C	26.6	C	6.0%	31.0	C
12 WESTON ROAD AND S. COMMERCE PKWY	30.1	C	38.4	D	38.8	D	7.9%	40.5	D
13 WESTON ROAD AND S. CORP. LAKES BLVD	20.5	C	24.8	C	22.1	C	6.7%	15.2	B
14 WESTON ROAD AND SOUTH POST ROAD	54.0	D	99.1	F	115.0	F	3.5%	108.9	F
15 BONAVENTURE BLVD AND SOUTH POST ROAD	11.4	B	15.2	B	17.3	B	1.2%	17.3	B
16 ARVIDA PKWY AND TOWN CENTER BLVD	22.0	C	26.9	C	32.0	C	5.7%	30.8	C

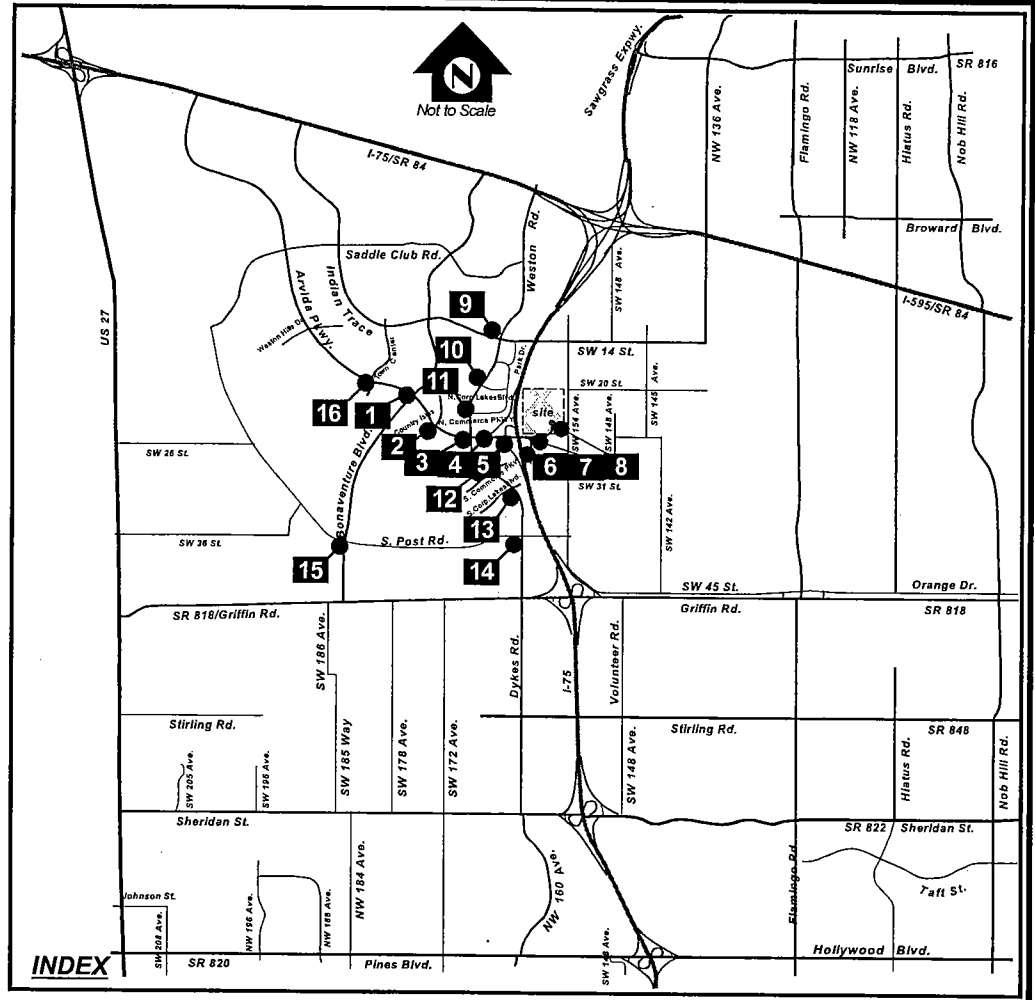
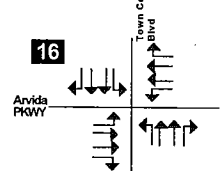
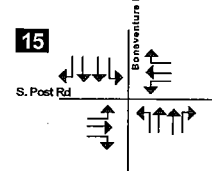
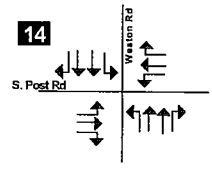
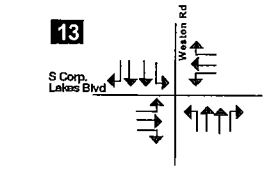
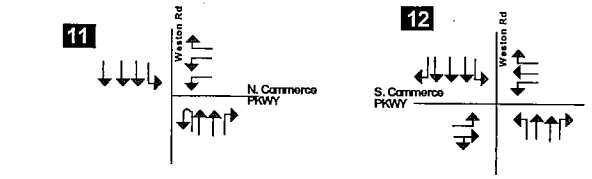
NOTES:

[1] PROJECT TRIPS AS A PERCENT OF TOTAL INTERSECTION VOLUME

[2] DELAY AND LOS BASED ON CORSIM



8 Not applicable for 2005



LEGEND

XX Intersection Number

→ Intersection/Ramp Lane(s)

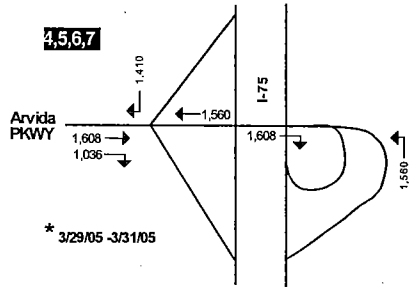
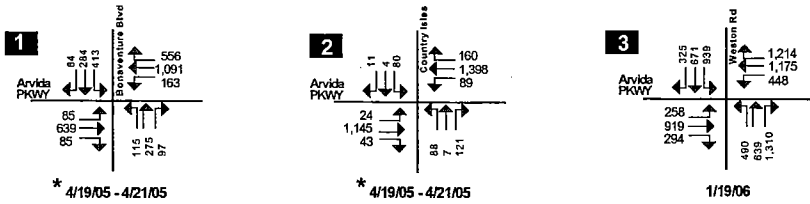
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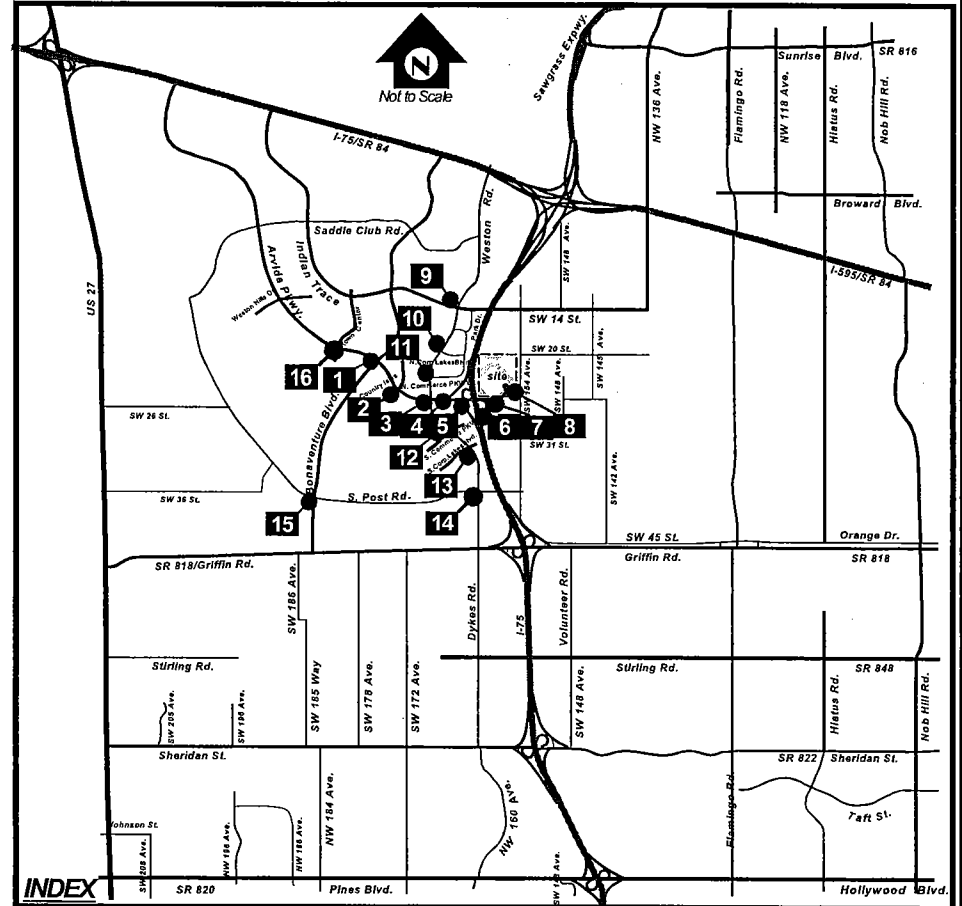
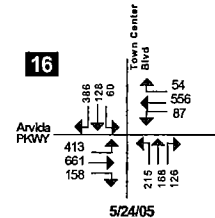
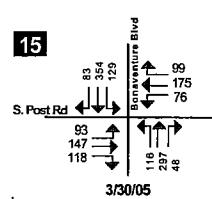
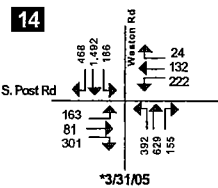
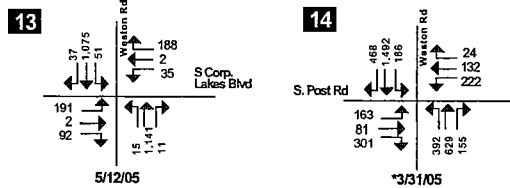
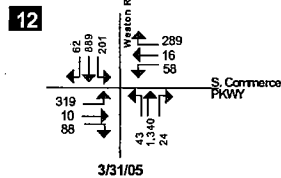
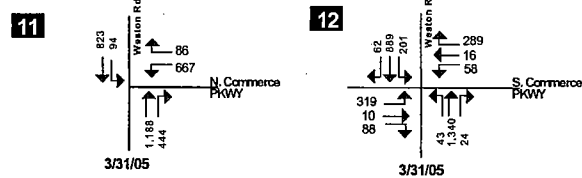
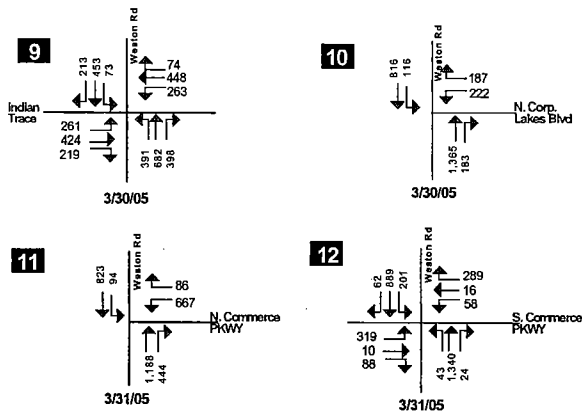
Existing Roadway Geometry

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MAP
J-14
Revised
3/20/06



8 Not applicable for 2005



VOLUMES ARE ADJUSTED BY THE APPLICATION OF FDOT PEAK SEASON CONVERSION FACTOR.

LEGEND

- XXX PM Peak Hour Turning Movement Counts
- XX Intersection Number
- 1/19/2006 Count Dates
- * Turning Movement Counts are The Average of Three Days Counts

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Final Figures 3-20-06\Map -J15 Existing Intersection PHV Revised 3-20-06.wpg

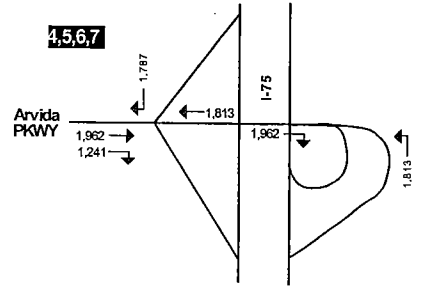
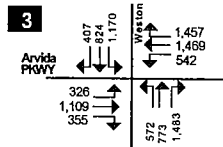
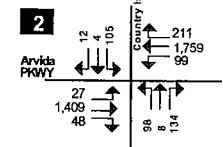
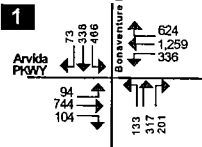
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2005 Existing Intersection PM Peak Hour Volumes

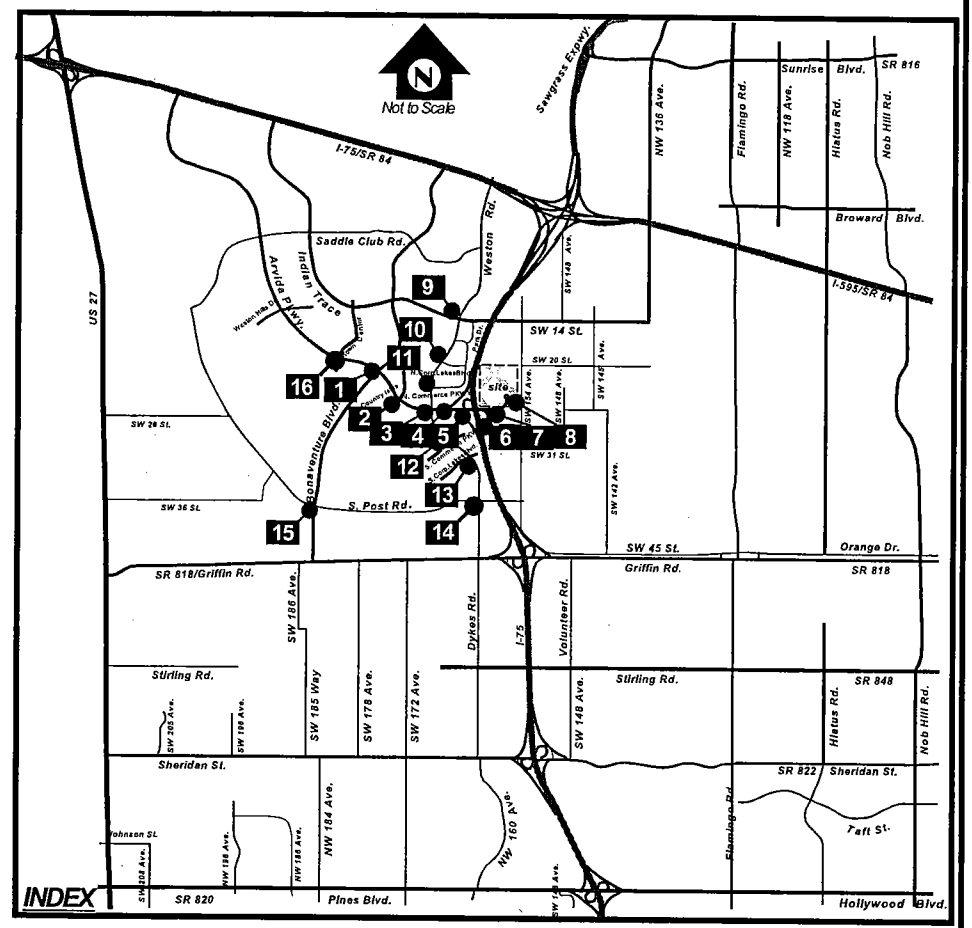
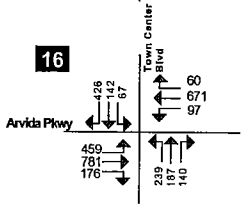
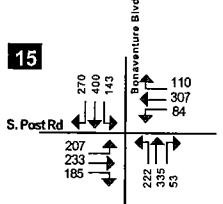
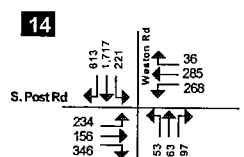
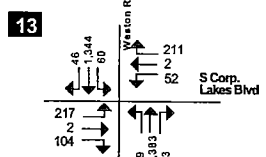
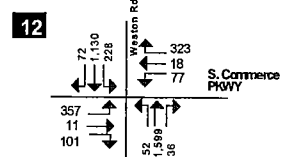
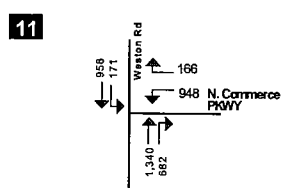
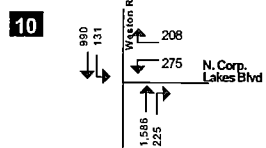
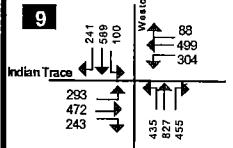


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MAP
J-15
Revised
3/20/06



8 Not applicable for 2013 BACKGROUND



LEGEND

XXX PM Peak Hour Turning Movement Counts
 XX Intersection Number

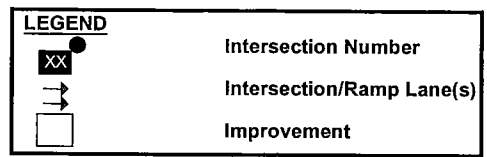
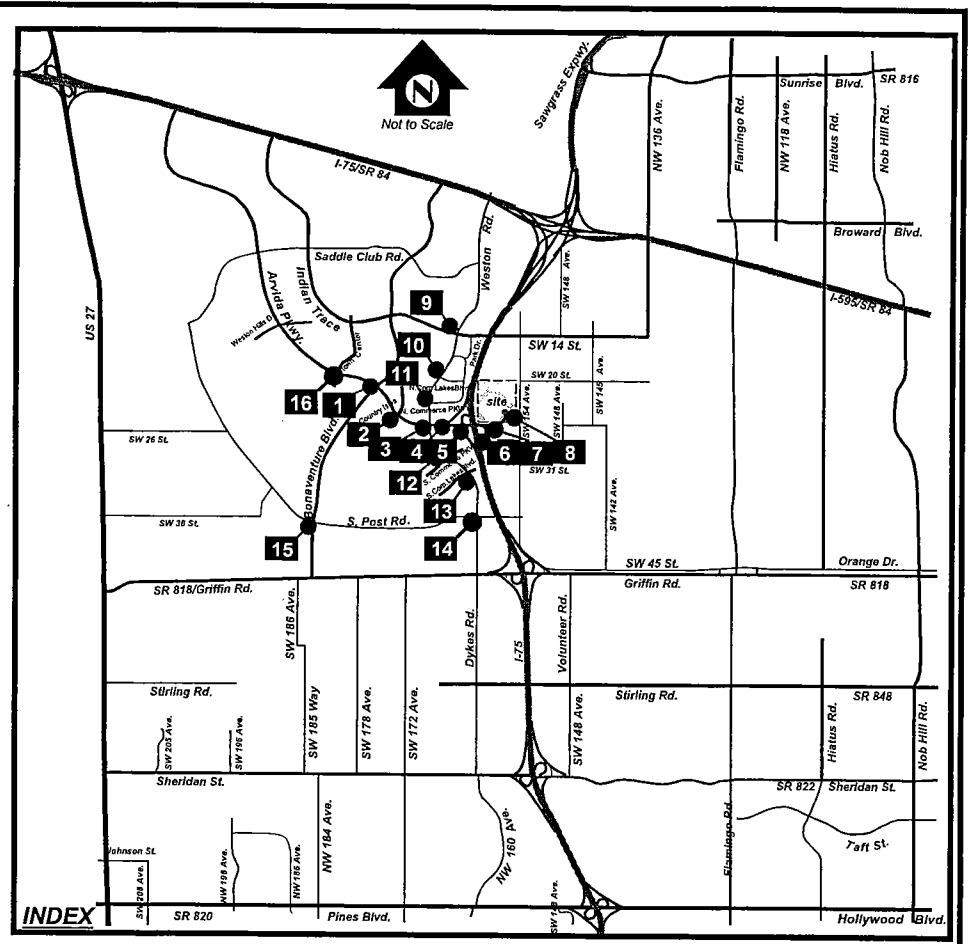
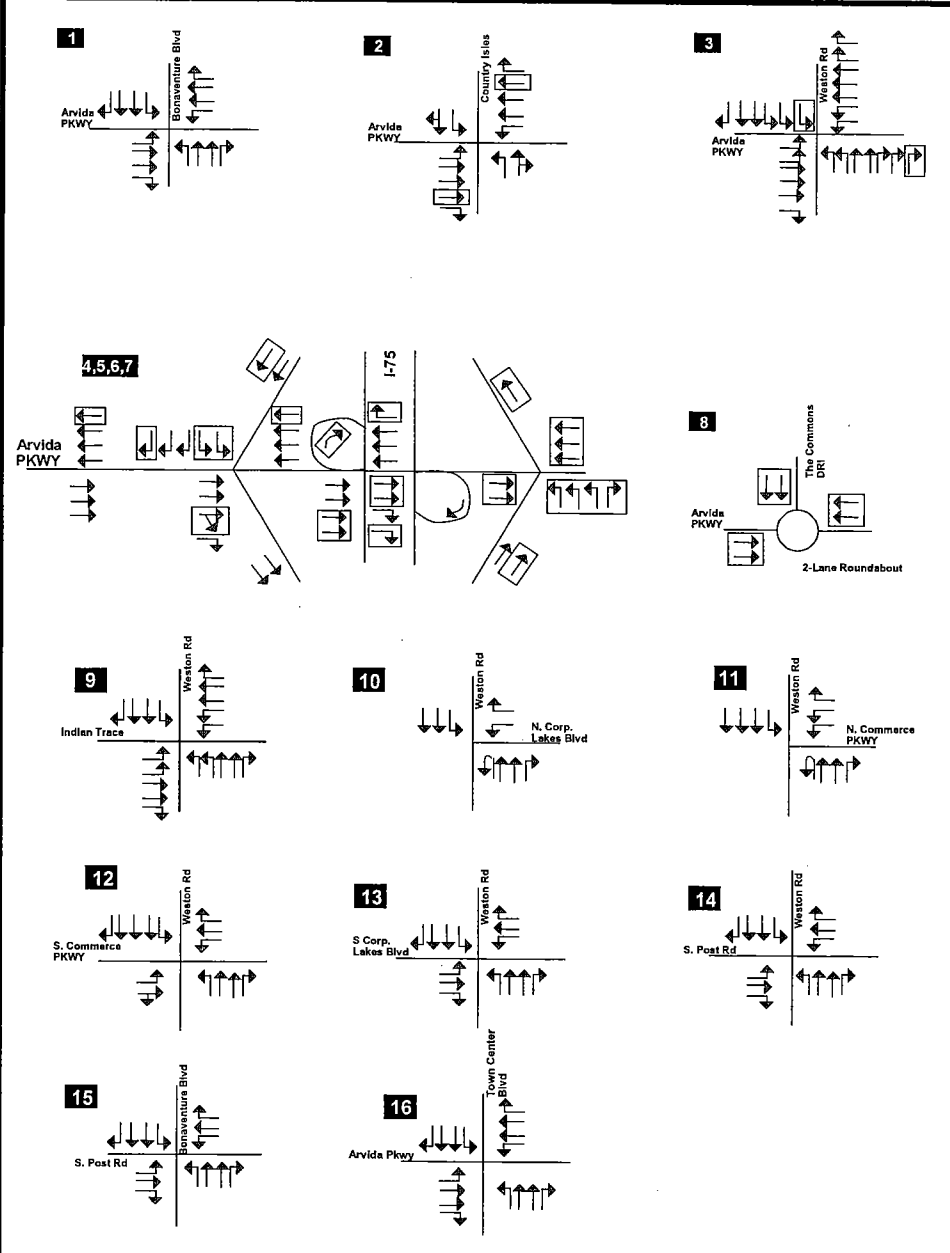
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2013 Background Intersection Peak Hour Volumes

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MAP J-16
 Revised 3/20/06



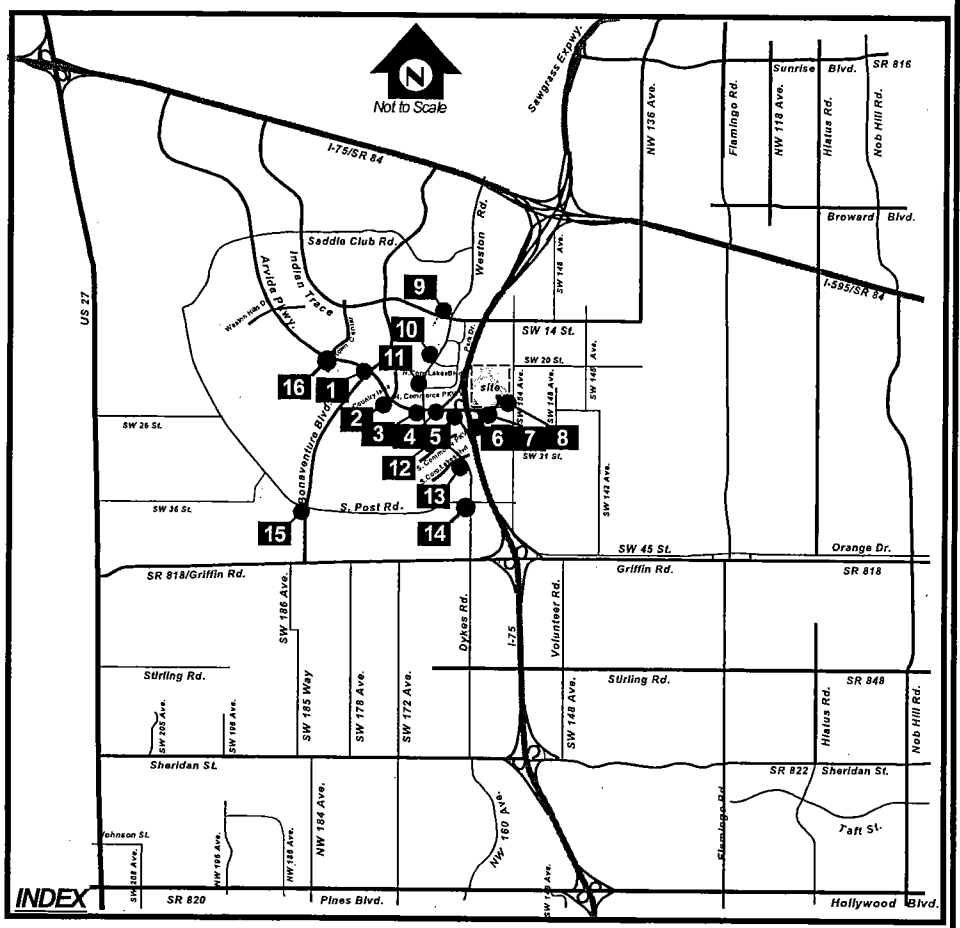
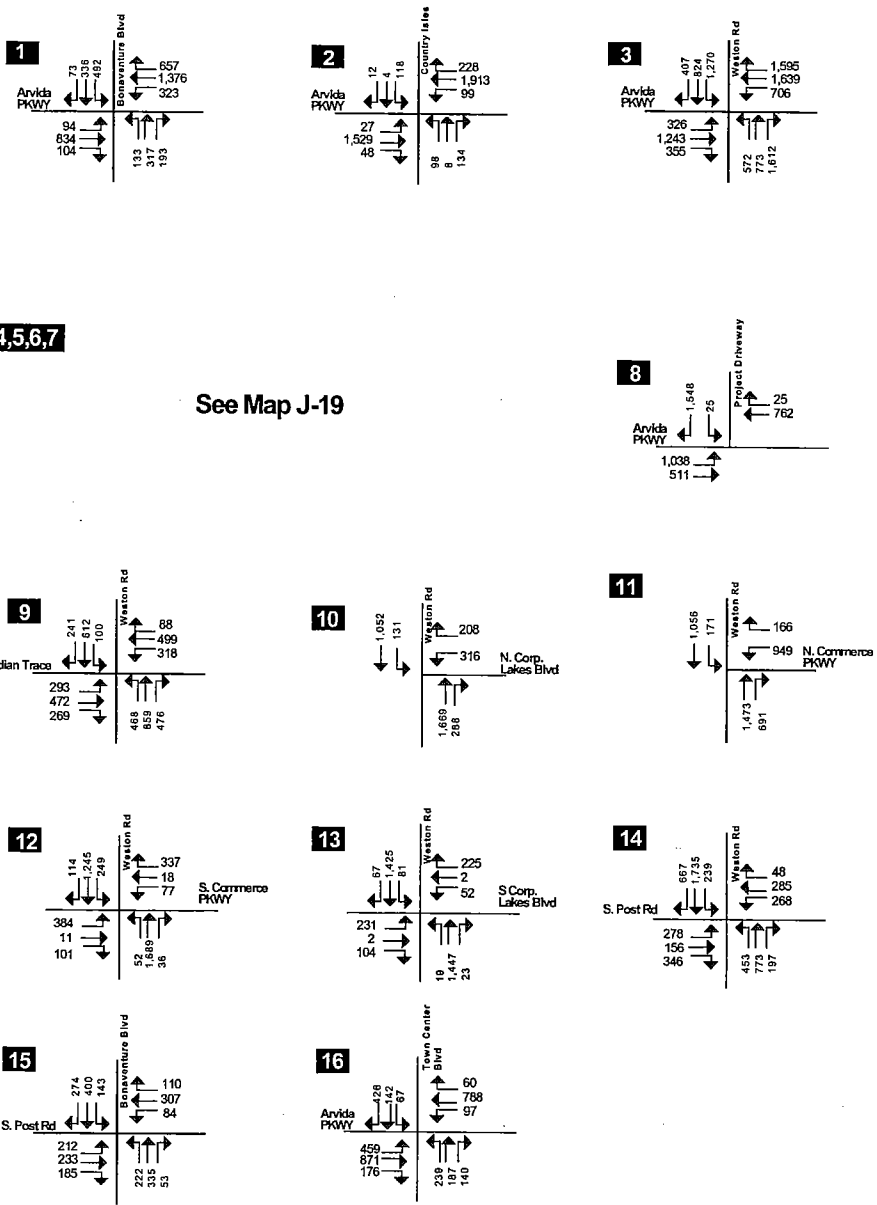
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THE COMMONS DRI

Year 2013 Roadway Geometry with Improvements

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MAP
J-17
 Revised
 3/27/06



LEGEND

XXX PM Peak Hour Turning Movement Counts

XX Intersection Number

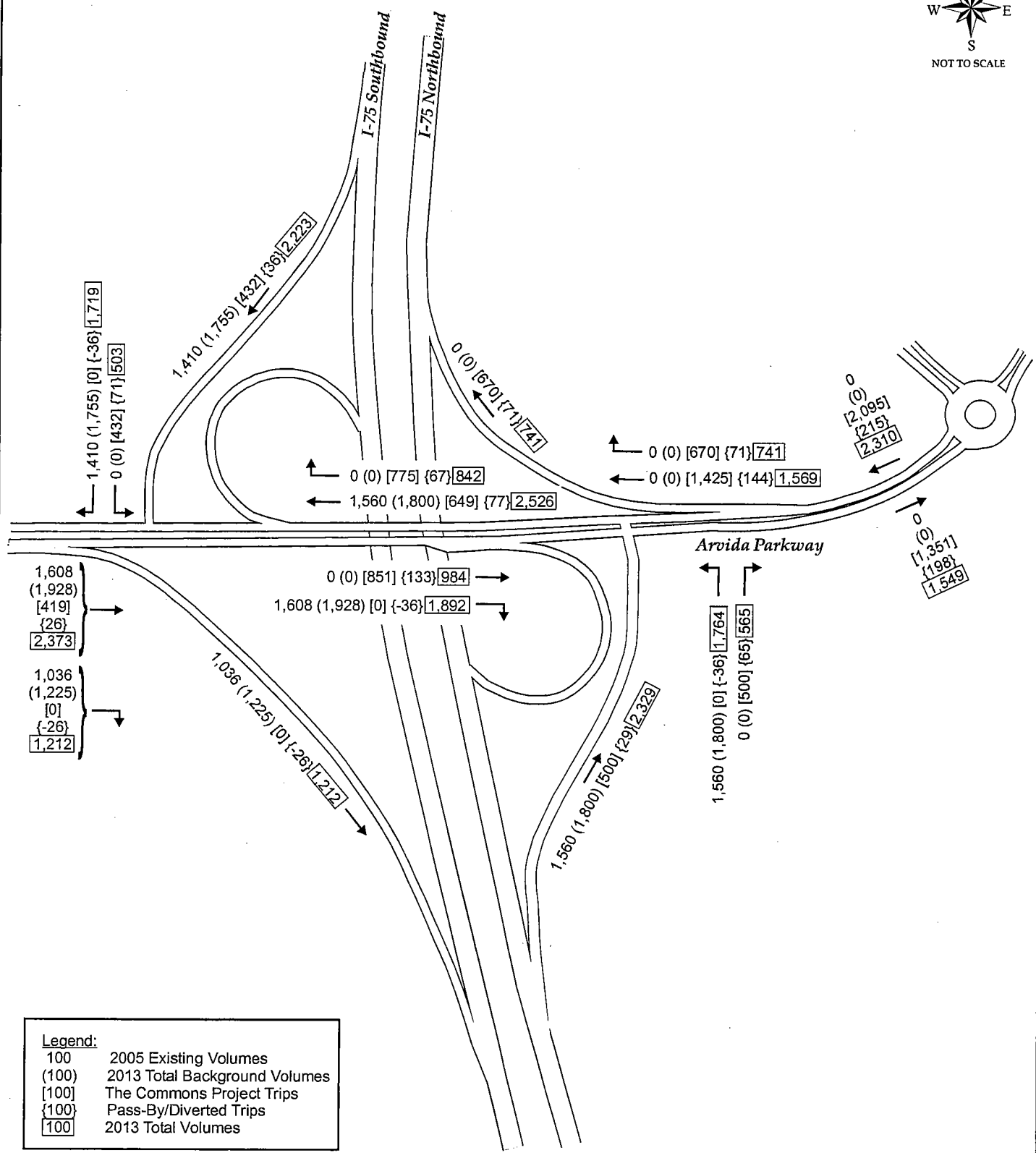
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THE COMMONS DRI

2013 Total Intersection Peak Hour Volumes

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MAP J-18
Revised 3/20/06



Legend:

100	2005 Existing Volumes
(100)	2013 Total Background Volumes
[100]	The Commons Project Trips
{100}	Pass-By/Diverted Trips
[100]	2013 Total Volumes

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<p>THE COMMONS DRI</p>	<p>ARVIDA PARKWAY/I-75 INTERCHANGE TOTAL PEAK HOUR VOLUMES</p>		<p>MAP J-19 Revised 3/20/06</p>
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4. Arterial Analysis

The Applicant has performed arterial analyses to examine in more detail the operating capacities of roadway segments and intersections surrounding the Project site. The HCS Arterial Analysis has been used to simulate the PM peak hour operating conditions and to fully analyze the potential for recommended intersection improvements. **Table 21.E5** presents the results of the arterial analyses for each scenario. Arterial analyses have been performed for the following:

SW 160th Avenue (Weston Road) from Indian Trace to South Corporate Lakes Boulevard:

This length of Weston Road initially exceeded the default MSV values set forth in the FDOT's 2002 *Quality/Level of Service Handbook*. The 2013 background conditions yielded a LOS D for the northbound direction and a LOS E in the southbound direction. With the intersection improvements at Arvida Parkway the arterial analysis resulted in an acceptable overall level of service "D" for the northbound direction and LOS E for the southbound direction.

It should be noted that the arterial analysis is based on the effective green time provided to the through movements and ignores the left and right turn volumes if they have exclusive turn bays. The assumption is that there is no spill over from the turn lanes blocking the through movement. This is clearly not the case at the intersection of Arvida Parkway and Weston Road for the alternative with no improvements since the excessive southbound left and northbound right turning volumes will spill over and block the through lanes thereby greatly reducing their effective green time and impacting traffic progression along the corridor. Therefore the HCS arterial analysis for the alternative without improvement does not provide a valid assessment of traffic operation throughout the corridor and is only provided to comply with the MLOU requirement.

Arvida Parkway from I-75 to Bonaventure Boulevard: This roadway also exceeded the default MSV values. The arterial analysis produced an acceptable level of service between Country Isles and Bonaventure Boulevard but continued to exceed the MSV east of this point. The section west of Weston Road up to Country Isles Boulevard will need to be widened to six lanes and transition/taper back to four lanes after the intersection. **Table 21.E5** documents the arterial level of service after incorporating the improvements recommended from the intersection analyses. The resulting levels of service are D in each direction. The section between Country Isles Boulevard and Weston Road should be widened to improve the abrupt drop-lane just west of Weston Road. The arterial analysis worksheets corresponding to the year 2013 total traffic conditions are provided in **Appendix 21-5** of the DRI.

South Post Road from Weston Road to Bonaventure Boulevard: Although no detailed arterial analysis was performed on the segment of South Post Road between Weston Road and Bonaventure Boulevard, it is assumed that the mitigation will be widening from the existing two lanes to a four lane divided segment. This helps to increase the peak hour directional maximum level of service volume from 760 vehicles per hour to at least 1,620 vehicles per hour. The estimated 2013 total peak directional volume is 1,386, below the maximum

service volume and total LOS D or better.

5. Project Impacts on Regionally Significant Interchanges

Freeway ramps and freeway weaving areas critical to the traffic impact study area are identified as those which are projected to carry project traffic greater than 200 vehicles per hour per lane (VPHPL), pursuant to the 1997 FDOT *Site Impact Handbook* criteria. This analysis complies with the FDOT-4 request that the analysis for The Commons include all ramps and weaving areas that have a total of 200 or more project trips, irrespective of the number of lanes in the section. **Table 21.E6** has been prepared to identify which ramps require detailed analysis. There are four ramps or weaving sections that meet this criteria. They are:

- I-75 Northbound off-ramp to Arvida Parkway;
- Southbound I-75 on-ramp from westbound Arvida Parkway;
- Northbound I-75 on-ramp from westbound Arvida Parkway; and
- Southbound I-75 off-ramp to Arvida Parkway.

As required per MLOU, the Applicant performed the ramp analysis for those locations. **Table 21.E7** was prepared to identify the year 2013 freeway and ramp volumes used in the ramp analyses, and the ramp levels of service resulting from the analyses. Only the northbound I-75 off ramps requires mitigation by 2013 with or without the construction of The Commons and will be improved with the interchange modification. The I-595 ramp operates at acceptable level of service. The HCS outputs from the ramp analyses are provided in **Appendix 21-6** of the DRI.

The I-75 northbound off- ramp will operate at LOS – F without the improvements, and LOS – C with the improvements. The improvements will consist of increasing the exit lane to a dual exit lane configuration. The same is true of the I-75 southbound where the 2013 LOS with the project but without improvements will be F. Providing dual exit lane improvements will improve the operations to LOS – C. The exit lane improvements will include elongation of the deceleration lanes.

TABLE 21.E5
THE COMMONS DRI
ARTERIAL LEVEL OF SERVICE SUMMARY FOR EXISTING, BACKGROUND AND TOTAL TRAFFIC CONDITIONS
BASED ON HCS+

Revised 3/23/06

ROADWAY FROM	TO	YEAR 2005 EXISTING CONDITIONS				YEAR 2013 BACKGROUND				YEAR 2013 TOTAL W/O IMPROVEMENTS				YEAR 2013 TOTAL W IMPROVEMENTS			
		SPEED		LOS		SPEED		LOS		SPEED		LOS		SPEED		LOS	
		(mph)		(mph)		(mph)		(mph)		(mph)		(mph)		(mph)		(mph)	
WESTON RD		NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND				
INDIAN TRACE	N. CORPORATE LAKES BLVD	26.7	D	36.8	B	27.2	C	31.8	C	20.7	E	31.9	C	31.1	C	39.8	B
N. CORPORATE LAKES BLVD	N. COMMERCE PKWY	25.7	D	31.7	C	36.1	B	25.9	D	36.2	B	31.8	C	36.2	B	28.0	C
N. COMMERCE PKWY	ARVIDA PKWY	21.2	D	11.2	F	16.5	E	12.5	F	18.6	E	8.5	F	16.0	F	9.2	F
ARVIDA PKWY	S. COMMERCE PKWY	11.9	F	20.1	E	14.0	F	19.2	E	4.7	F	25.7	D	12.1	F	19.6	E
S. COMMERCE PKWY	S. CORPORATE LAKES BLVD	19.3	E	19.1	E	14.5	F	26.4	D	11.4	F	24.5	D	12.8	F	24.5	D
S. CORPORATE LAKES BLVD	S. POST RD	35.1	B	22.0	D	26.0	D	11.5	F	29.3	C	10.1	F	36.4	B	10.6	F
ARTERIAL SPEED AND LEVEL OF SERVICE		23.3	D	22.1	D	22.0	D	17.5	E	15.6	F	16.1	E	22.9	D	16.4	E
ARVIDA PARKWAY		EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND				
TOWN CENTER BLVD	BONAVENTURE BLVD	23.6	C	30.8	B	16.6	E	35.6	A	15.7	E	18.5	D	16.4	E	19.1	D
BONAVENTURE BLVD	COUNTRY ISLES	20.4	D	21.7	D	29.6	B	17.5	D	20.4	D	17.9	D	20.4	D	21.0	D
COUNTRY ISLES	WESTON RD	15.2	E	14.5	E	13.6	E	24.5	C	13.1	E	34.1	B	12.7	F	31.0	B
WESTON RD	I-75 WEST RAMPS	[1]	---	[1]	---	34.6	B	4.3	F	18.9	D	9.9	F	19.8	D	9.7	F
I-75 WEST RAMPS	I-75 EAST RAMPS	[1]	---	[1]	---	[1]	---	[1]	---	24.2	C	20.1	D	24.1	C	22.0	C
ARTERIAL SPEED AND LEVEL OF SERVICE		18.8	D	19.8	D	19.2	D	13.2	E	17.5	D	18.6	D	17.6	D	19.2	D

NOTES:

- BASED UPON HCS 2000
- [1] INTERSECTIONS NOT SIGNALIZED.

**TABLE 21.E6
THE COMMONS DRI
RAMPS TO BE ANALYZED FOR YEAR 2013 TOTAL TRAFFIC CONDITIONS**

24-Mar-06

FREEWAY	[1] PROJECT TRIP DISTRIBUTION PERCENTAGE	I/O	[2] TOTAL PROJECT TRIPS ON RAMP (IN: 1351 OUT: 2095)	NUMBER OF RAMP LANES	TOTAL PROJECT TRIPS ON RAMP PER LANE	[3] RAMP VOLUME > 200 VPHPL (YES/NO)
SAWGRASS EXPWY @ SUNRISE BLVD						
NB OFF RAMP	7.0%	O	147	2	74	NO
NB ON RAMP	0.0%		0	1	0	NO
SB ON RAMP	7.0%	I	95	1	95	NO
SB OFF RAMP	0.0%		0	1	0	NO
I-75/I-595/SAWGRASS EXPWY						
FROM I-75 NB TO I-595 EB [4]	14.0%	O	293	2	147	NO
FROM I-75 NB TO I-75 WB	0.0%		0	2	0	NO
FROM I-595 WB TO I-75 SB	14.0%	I	189	2	95	NO
FROM I-595 WB TO SAWGRASS EXP NB	0.0%		0	2	0	NO
FROM I-595 WB TO I-75 WB	0.0%		0	2	0	NO
FROM SAWGRASS EXP SB TO I-595 EB	0.0%		0	2	0	NO
FROM SAWGRASS EXP SB TO I-75 WB	0.0%		0	2	0	NO
FROM I-75 EB TO I-595 EB	0.0%		0	2	0	NO
FROM I-75 EB TO SAWGRASS EXP NB	0.0%		0	2	0	NO
FROM I-75 EB TO I-75 SB	0.0%		0	2	0	NO
I-75 @ ARVIDA PKWY [5]						
NB OFF RAMP	37.0%	I	500	1	500	YES
NB ON RAMP FROM EB ARVIDA (LOOP)	0.0%		0	1	0	NO
NB ON RAMP FROM WB ARVIDA	32.0%	O	670	1	670	YES
SB OFF RAMP	32.0%	I	432	1	432	YES
SB ON RAMP FROM WB ARVIDA (LOOP)	37.0%	O	775	1	775	YES
SB ON RAMP FROM EB ARVIDA	0.0%		0	2	0	NO
I-75 @ GRIFFIN RD						
NB OFF RAMP TO EB	0.0%		0	1	0	NO
NB OFF RAMP TO WB (LOOP)	0.0%		0	1	0	NO
NB ON RAMP	11.0%	I	149	1	149	NO
SB ON RAMP	0.0%		0	1	0	NO
SF OFF RAMP TO EB (LOOP)	7.0%	O	147	1	147	NO
SB OFF RAMP TO WB	4.0%	O	84	1	84	NO
I-75 @ SHERIDAN STREET						
NB OFF RAMP TO EB	0.0%		0	1	0	NO
NB OFF RAMP TO WB (LOOP)	0.0%		0	1	0	NO
NB ON RAMP	11.0%	I	149	1	149	NO
SB ON RAMP	0.0%		0	1	0	NO
SF OFF RAMP TO EB (LOOP)	5.0%	O	105	1	105	NO
SB OFF RAMP TO WB	6.0%	O	126	1	126	NO
I-75 AT PINES BLVD						
NB OFF RAMP TO EB	0.0%		0	1	0	NO
NB OFF RAMP TO WB (LOOP)	0.0%		0	1	0	NO
NB ON RAMP	9.0%	I	122	1	122	NO
SB ON RAMP	0.0%		0	1	0	NO
SF OFF RAMP TO EB (LOOP)	7.0%	O	147	1	147	NO
SB OFF RAMP TO WB	2.0%	O	42	1	42	NO

NOTES:

- [1] SEE MAP J-7B FOR PROJECT'S PERCENT DISTRIBUTION
- [2] SEE TABLE 21.B1 FOR PROJECT'S TRIP GENERATION ANALYSIS
- [3] RAMP SIGNIFICANCY TEST (GREATER THAN 200 VPHPL) IS BASED UPON THE 1997 FDOT SITE IMPACT HANDBOOK.
- [4] RAMP ANALYZED AS PER FDOT DISTRICT 4 REQUEST ALTHOUGH RAMP DOES NOT EXCEED 200 VPHPL STANDARD.
- [5] ALL RAMPS AT I-75 / ARVIDA PARKWAY INTERCHANGE ANALYZED AS PER APPROVED MLOU.

R 21-104 (MARCH 2006)

TABLE 21.E7
THE COMMONS DRI
RAMP JUNCTION ANALYSES

Revised 3/23/06

RAMPS	COUNT DATE	YEAR 2005 PK HR VOL.	PSCF	AXLE FACTOR	YR 2005 PKS VOL.	GROWTH RATE	YEAR 2013 BKGD VOL.	YEAR 2013 COMMITTED TRIPS		YR 2013 TOTAL BKGD W/O THE COMMONS	THE COMMONS PROJECT TRIPS	PASS-BY/DIVERTED TRIPS = 413			YEAR 2013 TOTAL VOLUME
								W/O THE COMMONS	WITH THE COMMONS			%	IN/OUT	TRIPS	
I-75 @ ARVIDA PARKWAY															
NB OFF RAMP	3/29-31/2005	1,625	0.99	0.97	1,560	1.43%	1,748	65	52	1,813	500	15%	I	30	2,330
NB ON RAMP FROM EB ARVIDA (LOOP)	3/29-31/2005	1,674	0.99	0.97	1,608	1.43%	1,801	161	127	1,962	0	-18%	I	-36	1,892
NB ON RAMP FROM WB ARVIDA		0	0.99	0.97	0	1.43%	0	0	0	670	33%	O	71	741	
SB OFF RAMP	3/29-31/2005	1,468	0.99	0.97	1,410	1.43%	1,580	207	175	1,787	432	18%	I	36	2,223
SB ON RAMP FROM WB ARVIDA (LOOP)		0	0.99	0.97	0	1.43%	0	0	0	775	31%	O	67	842	
SB ON RAMP FROM EB ARVIDA	3/29-31/2005	1,079	0.99	0.97	1,036	1.43%	1,161	80	77	1,241	0	-13%	I	-26	1,212
I-75 @ I-595															
NB OFF RAMP TO I-595 EB	4/18-20/2005	3,124	1.01	0.97	3,061	1.43%	3,429	77	76	3,506	293				3,798
I-75 @ GRIFFIN RD															
NB ON RAMP	4/19-21/2005	806	1.01	0.97	790	1.43%	885	62	62	947	149				1,096
SB OFF RAMP TO WB	4/19-21/2005	735	1.01	0.97	720	1.43%	807	56	56	863	84				947

RAMP JUNCTION ANALYSIS [1]	YR 2005 EXISTING		YR 2013 BACKGROUND		YR 2013 TOTAL W/O IMPROV.		YR 2013 TOTAL W/ IMPROV.		NOTES		
	DENSITY (pc/mi/ln)	RAMP LOS	DENSITY (pc/mi/ln)	RAMP LOS	DENSITY (pc/mi/ln)	RAMP LOS	DENSITY (pc/mi/ln)	RAMP LOS			
I-75 @ ARVIDA PARKWAY											
NB OFF RAMP	34.7	D	39.9	F	44.3	F	26.0	C	[2]		
NB ON RAMP FROM EB ARVIDA (LOOP)	---	---	---	---	---	---	---	---			
NB ON RAMP FROM WB ARVIDA	---	---	---	---	27.5	C	---	---			
SB OFF RAMP	24.4	C	28.9	D	36.5	F	20.9	C	[2]		
SB ON RAMP FROM WB ARVIDA (LOOP)	---	---	---	---	20.3	C	---	---			
SB ON RAMP FROM EB ARVIDA	22.8	C	25.6	C	27.8	C	---	---			
SPECIAL CASE RAMP ANALYSIS [3]											
I-75 @ I-595											
NB OFF RAMP TO I-595 EB	I-75 DIVERGE	DENSITY (pc/mi/ln)	RAMP LOS	DENSITY (pc/mi/ln)	RAMP LOS	DENSITY (pc/mi/ln)	RAMP LOS	DENSITY (pc/mi/ln)	RAMP LOS	[4]	
		12.9	B	14.5	B	15.1	B	---	---		
I-75 @ I-595											
NB OFF RAMP TO I-595 EB	I-595 MERGE	FREEWAY FLOW PC/H	RAMP FLOW PC/H	OK YES/NO	FREEWAY FLOW PC/H	RAMP FLOW PC/H	OK YES/NO	FREEWAY FLOW PC/H	RAMP FLOW PC/H	OK YES/NO	[5]
		5,862	3,061	YES	6,574	3,429	YES	6,866	3,798	YES	
I-75 @ ARVIDA PARKWAY											
NB ON RAMP FROM EB ARVIDA (LOOP)		DEMAND PC/H	CAPACITY PC/H	V/C Ratio	DEMAND PC/H	CAPACITY PC/H	V/C Ratio	DEMAND PC/H	CAPACITY PC/H	V/C Ratio	[6]
		6,719	12,000	0.56	7,774	12,000	0.65	8,420	12,000	0.70	

NOTE:

- [1] RAMP JUNCTION ANALYSIS BASED ON HCS 5.2 (HCS+).
- [2] IMPROVEMENT CONSISTS OF ADDING A SECOND LANE.
- [3] BASED ON HCM 2000 SPECIAL CASE PROCEDURES.
- [4] HCM SPECIAL CASE - MAJOR DIVERGE AREA
- [5] HCM SPECIAL CASE - MAJOR MERGE AREA. FREEWAY FLOW IS COMPARED TO MAX DOWNSTREAM FREEWAY FLOW OF 9,200 PC/HR. RAMP FLOW IS COMPARED TO MAX DESIRABLE FLOW AT RAMP INFLUENCE AREA OF 4,600 PC/HR (HCM EXHIBIT 25-9).
- [6] HCM SPECIAL CASE - LANE ADDITION.

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- F. Based on the assignment of trips as shown in (E) above, what modifications in the highway network (including intersections) will be necessary at the end of each phase of development, to attain and maintain local and regional level of service standards? Identify which of the above improvements are required by traffic not associated with the DRI at the end of each phase. For those improvements which will be needed earlier as a result of the DRI, indicate how much earlier. Where applicable, identify Transportation System Management (TSM) alternatives (e.g., signalization, one-way pairs, ridesharing, etc.) that will be used and any other measures necessary to mitigate other impacts such as increased maintenance due to a large number of truck movements.**

Significantly impacted transportation facilities which are anticipated to exceed the adopted maximum service volume through the buildout year of the DRI have been addressed pursuant to the State of Florida Department of Community Affairs (DCA) Rule 9J-2.045, Florida Administrative Code (F.A.C.), *Transportation Uniform Standard Rule*. Those improvements required to maintain acceptable levels of service on significantly impacted roadways are identified in **Table 21.F1**. Proportionate share calculations and costs for the significantly impacted roadways are also provided in **Table 21.F1**. Those improvements required to maintain acceptable levels of service on significantly impacted intersections are identified in **Table 21.F2**. Proportionate share calculations and costs for the significantly impacted intersections are also provided in **Table 21.F2**.

The most significant intersection or roadway improvements needed to accommodate future background as well as this Project is the interchange modification at I-75 and Arvida Parkway as well as the section of Arvida Parkway from I-75 up to Country Isle Boulevard and including the intersection of SW 160th Avenue (Weston Road). Since these improvements will involve an interchange on an interstate highway, they will be coordinated, reviewed and approved through the FDOT and FHWA as an Interchange Modification Report (IMR).

**TABLE 21.F1
THE COMMONS DRI
ROADWAY IMPROVEMENTS COSTS**

NO	ROADWAY SEGMENT	TYPE OF ROADWAY IMPROVEMENT	[1] UNIT COST PER MILE	ROAD SEGMENT LENGTH (Miles)	ESTIMATED CONSTRUCTION COSTS	ESTIMATED DESIGN & PERMITTING COSTS @10%	TOTAL ESTIMATED COSTS	PEAK HOUR DIRECTIONAL CAPACITY WITHOUT IMPROVEMENT	PEAK HOUR DIRECTIONAL CAPACITY WITH IMPROVEMENT	PEAK HOUR DIRECTIONAL PROJECT TRIPS	PEAK HOUR DIRECTIONAL CAPACITY INCREASE WITH IMPROVEMENT	[2], [3] APPLICANT'S PROPORTIONATE SHARE	APPLICANT'S CONTRIBUTION
1	ARVIDA PARKWAY COUNTRY ISLE BLVD TO WESTON ROAD	ADD 2L TO CREATE 6 LD	3,490,300	0.45	\$1,570,635	\$157,064	\$1,727,699	1,620	2,450	230	830	27.71%	\$478,760
2	ARVIDA PARKWAY [4] WESTON ROAD TO I-75 EAST RAMPS	INTERCHANGE IMPROVEMENT											
3	POST ROAD BONAVENTURE BLVD TO WESTON ROAD	ADD 2L TO CREATE 4 LD	3,087,400	1.90	\$5,866,060	\$586,606	\$6,452,666	760	1,620	84	860	9.77%	\$630,260
4	I-75 [5] ARVIDA PKWY TO GRIFFIN ROAD	REVERSIBLE LANES OR TRANSIT IMPROVEMENT		1.80									
	ROADWAY COST:												\$1,109,020

**TABLE 21.F2
THE COMMONS DRI
INTERSECTION IMPROVEMENT COSTS**

INTERSECTION	IMPROVEMENTS	CON-STRUCTION COSTS	% OF PROJECT TRIPS TO TOTAL INT. VOL.	[2] APPLICANT'S PROPORTIONATE SHARE	APPLICANT'S CONTRIBUTION
1 WESTON ROAD AND ARVIDA PARKWAY	SIGNAL/ SIGNS AND RECONSTRUCTION	\$1,000,000	8.4%	8.4%	\$84,000
INTERSECTION COSTS:					\$84,000

NOTES:

- [1] BASED ON THE 2004 FDOT TRANSPORTATION COSTS DATED MARCH 2005.
- [2] APPLICANT'S FINAL PROPORTIONATE SHARE TO BE DETERMINED DURING DEVELOPMENT ORDER NEGOTIATIONS.
- [3] PROPORTIONATE SHARE BASED ON RATIO OF PROJECT TRIPS TO INCREASED INTERSECTION OR ROADWAY CAPACITY.
- [4] OVERALL INTERCHANGE IMPROVEMENTS AND RELATED COSTS TO BE DETERMINED DURING IMR.
- [5] PROJECT SHARE OF I-75 MASTER PLAN IMPROVEMENT TO BE DETERMINED BY FDOT.

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Current ramp volumes from I-75 feeding this interchange system will grow, even at the modest near buildout rate to levels that will not be capable of operating at acceptable levels of service. Two of these ramps, I-75 southbound entrance from Weston, and I-75 northbound entrance from Weston will not be impacted by any traffic generated by The Commons. As such, this interchange will warrant improvements irrespective of the impacts generated by The Commons. Some of these are fairly straightforward such as providing a two-lane exit ramp from both the northbound and southbound mainline of I-75, while others are more complex such as the reconstruction, modification and signalization of the ramp terminals at Arvida Parkway. **Map J-20** illustrates the existing (2005) configuration of the interchange. **Map J-21** illustrates the configuration that is currently being considered. The Arvida Parkway bridge, an FDOT facility, will not need to be widened since it can accommodate eight lanes within its current configuration.

The intersection of Weston Road and Arvida Parkway will also need to be upgraded to accommodate future traffic forecasts with or without the impact of The Commons. The 2013 background volumes without the Commons or associated improvements produce a PM peak hour LOS - F with 151.4 seconds of total delay per vehicle. The 2013 total traffic volumes including The Commons and including the associated improvements produce LOS-D and reduce the total delay per vehicle to 50.1 seconds or a 67.0% improvement in delay (based on CORSIM analyses). The two ramp intersections at I-75 and Arvida Parkway will operate at very acceptable levels of service. The Arvida Parkway and I-75 southbound intersection as configured through current improvements by the City of Weston (presently under construction) will be at LOS-D with 49.6 seconds of total delay per vehicle by 2013. With The Commons added and with the proposed improvements, the LOS will be C and the delay will be reduced to 23.9 seconds per vehicle or a 52% reduction in delay. The I-75 northbound exit ramp to Arvida Parkway with The Commons by the year 2013 will have a PM peak hour LOS-C with only 25.5 seconds of delay per vehicle.

The improvements needed to the intersection of Weston Road and Arvida Parkway consist of triple southbound to eastbound left turn lanes and triple northbound right turn lanes to eastbound on Arvida Parkway. These lanes can operate efficiently and safely considering the specific proposed geometric conditions of the receiving roadways, interchange characteristics and with overhead signing for pre-segregation of vehicles based on destinations to prevent weaving. Given the high volumes of traffic using the Arvida and Weston Road intersection and the urbanized nature of the area it will be impractical to continue to achieve LOS-D indefinitely throughout the regional system during the PM peak hour, a reality already accepted in many parts of South Florida and Broward County.