



Lauderhill City Center DRI

City of Lauderdale, Florida

prepared for

New Lauderdale Management, LLC

prepared by



December 2008

June 12, 2007

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**RE: Lauderhill City Center Development of Regional Impact (DRI) - Broward County
Transportation Methodology (Third Version)
McMahon Project No.: L06598.01**

Dear Ms. Sesodia:

Please accept this letter as the third version of the proposed Traffic Methodology to be used in response to "Question 21 – Transportation" of the Application for Development Approval (ADA) for the above-referenced land development project. This letter includes those items discussed and concluded in three successive meetings with relevant agency staff. The proposed project site is currently occupied by the Lauderhill Mall located on the west side of SR-7/US-441 between NW 12th Street and NW 16th Street in the City of Lauderhill.

21. A - Existing Conditions

1. Existing Year (2007) AM and PM peak-hour, turning-movement counts will be collected at major intersections where the proposed project traffic is anticipated to have significant impact, and may be collected at the currently existing driveway connections. Preliminary analysis will be performed to determine the approximate impact area. Seventy-two hour continuous machine counts will also be collected throughout the study area. Collected counts will be adjusted to reflect peak-season, peak-hour traffic counts by applying a peak-season conversion factor obtained from the 2005 *Florida Department of Transportation (FDOT) Peak Season Factor Category Report*.
2. Existing physical and operating characteristics of the roadway network within the development's radius of influence will be inventoried. The study area, for which existing traffic conditions analysis will be performed, is generally bounded by I-595/SR-84 to the south, Commercial Boulevard to the north, SW 100th Avenue to the west and Andrews Avenue to the east. Data to be acquired within the study radius will include the number and type of traffic lanes for each major thoroughfare, intersection geometrics, signal timings and other appropriate physical and operating characteristics. A field visit may be required to obtain additional data necessary for corridor analysis to be performed.

3. Level of Service "D" criteria will be utilized on state and county roadways to determine whether or not the study area links operate at an acceptable level of service. For local roadways, Level of Service criteria will be in compliance with local comprehensive plans.
4. The Level of Service capacities will be based on the generalized tables included in the FDOT *Quality/Level of Service Handbook*, 2002 Edition.
5. Roadway improvements included within the first three years of the FDOT Work Program and the Broward County Metropolitan Planning Organization (BCMPO) Transportation Improvement Program (TIP) will be assumed as committed for the analysis.

21. B - Trip Generation – Gross Trips

1. The site of the proposed Lauderhill City Center is currently occupied by the Lauderhill Mall and an existing office building. The Lauderhill Mall consists of approximately 596,909 square feet of retail space, while the existing office space consists of approximately 82,210 square feet. The Lauderhill City Center is anticipated to be developed in three phases. The completion of the phasing plans are expected as follows:
 - a. Phase 1: Year 2018 – During this phase, it is anticipated that reconstruction will occur on portions of the existing Lauderhill Mall, in addition to new development totaling approximately 175,000 square feet of retail development, 125,000 square feet of office and 665 residential units. Several existing retail developments, or approximately 135,004 square feet, of the existing mall will also be demolished. The existing bus station will be relocated onsite.
 - b. Phase 2: Year 2023 – During this phase of the development, an additional 387,500 square feet of retail will be added, as well as 300,000 square feet of office space and 665 high-rise residential dwelling units. Approximately 125,000 square feet of the existing mall will also be demolished during this phase of development.
 - c. Phase 3: Year 2033 - During this final phase, approximately 1,170 high-rise residential dwelling units are anticipated to be constructed, as well as approximately 87,500 square feet of retail development. In addition, it is projected that the remaining part of the existing mall, approximately 336,905 square feet of retail, will be demolished in this phase.
2. The Institute of Transportation Engineers' (ITE), *Trip Generation*, 7th Edition, rates or equations will be utilized to estimate the daily and peak-hour trips expected to be generated by the proposed project. Vested trips associated with the existing development will be considered and adjustments will be made to account for vacancies in the existing retail component. Trips associated with the current development on the site, approximately 596,909 square feet of Retail and 82,210 square feet of office, will be included in the analysis, and the net new

external trips, based upon the 7th Edition generation rates, will be distributed to the surrounding roadway network to determine the traffic impacts.

3. In addition to the standard trip generation analyses that will be evaluated, equivalency matrices will also be performed for the proposed site. Equivalency matrices will reflect net external trips by land use adjusted to reflect internal and pass-by capture, as well as the effects of transit usage as quantified through Sections 21.C.1, 21.C.2, 21.D.5, and 21.D.6 below. When performing the trip-equivalency matrices, the land-use intensities will be increased or decreased accordingly in 10 percent increments.
4. While it is expected that transit usage will result in a reduction of project-related traffic throughout all phases of development, it is anticipated that the third phase of development will only occur under the condition that net additional traffic generated by this phase is accommodated through transit usage. That is, beneficial effects of the project's transit-oriented development in combination with public agency, public transit initiatives will be used to establish credits in earlier phases. These credits will be applied to net external trips to be generated in phase three.
5. In order to determine the most appropriate multi-modal vehicular-trip reductions/credits that should be applied to the proposed Lauderhill City Center development, McMahon reviewed several research reports/studies prepared by private and public agencies. The findings of this effort are summarized in a document called "**Multi-Modal, Trip-Reduction Justification.**" This document was submitted, on May 30, 2007, to the South Florida Regional Planning Council and was distributed to the other reviewing agencies on June 1, 2007. The findings of this document are briefly summarized below.

Several proposed transit-amenity improvements are anticipated to be included in the redevelopment of the site. These amenities, along with their expected contribution to a ridership increase, include the following:

- Unique/Attractive Shelter: 2% Increase
- Illumination: 2% Increase
- Passenger Amenities: 3% Increase
- Passenger Services: 3% Increase
- High-Frequency Service: 4% Increase
- Off-Vehicle Fare Collection: 3% Increase
- Level Boarding: 5% Increase

Recommended Overall: 15% Increase

Although the above bulleted improvements have an accumulative total of 22 percent, it was agreed at the methodology meeting, held on June 7, 2007, that a 15 percent increase could be applied to the existing transit ridership in order to estimate proposed transit usage. The

resulting, future, transit percentages should then be summed together with existing walking/bicycle percentages to determine total, future, multi-modal trip reductions.

Based on the increase of the 15 percent in transit ridership and the existing walking/bicycle components, a 19 percent and a 14 percent multi-modal reduction is proposed for the AM peak-hour and PM peak-hour, respectively.

21. C – Internal and Pass-By Capture

1. The estimated internal capture rates included in the ITE Trip Generation Handbook are based on data collected at a limited number of multi-use sites in Florida. ITE recognizes the limitation of the data and the potential for higher internal capture rates in mixed-used developments such as the Lauderhill City Center DRI. In an effort to determine the most appropriate internal capture rates for multi-use developments, McMahon reviewed several research studies and prepared a research document called “**Internal Capture Rates Justification.**” This document was also submitted, on May 30, 2007, to the South Florida Regional Planning Council and was distributed to the other reviewing agencies on June 1, 2007. A brief description of the findings is summarized below:

Density, diversity, design, and accessibility highly influence the traveler’s trip making decisions and therefore, higher internal capture rates are expected. The proposed Lauderhill City Center DRI will have the above-mentioned components, making the project suitable for applying higher internal capture rates. The proposed DRI will have **fully integrated land uses**—all uses are combined with shared parking and internal connections that make walking a convenient travel mode. The proposed DRI is designed as a **diverse development** with a good mix of residential, retail, and office land uses that could produce all day activities, capturing most of the trips within the site. The design of the **at-grade** street crossings will provide good and convenient connectivity (short paths/direct paths) among the different land uses.

Results of the research documents revealed the following findings:

- o Based on survey results, approximately **23%** of the trips to a mixed-use development are associated with multiple stops (two or more trip purposes) within the mixed-use site.
- o The split between internal and external trips could be **45% / 55%** in AM peak, **55% / 45%** in PM peak and **51% / 49%** daily.
- o In developments with major commercial components, capture rates could be **30%** or higher.
- o An average of **24.6%** daily internal capture rate was found to occur on a survey of 22 multi-use developments in South Florida.

At the methodology meeting, held on June 7, 2007, it was agreed that ITE trip internal-capture rates would not be utilized for the proposed Lauderhill City Center DRI. Based on the nature of the proposal, it was recommended that an overall internal-capture rate of 30 percent be used for

both the AM and PM peak periods. This overall internal-capture rate will be applied to all phases of the project.

2. Pass-By capture will be determined from information provided in the *ITE Trip Generation Handbook*. The pass-by capture rate was calculated to be approximately 23 percent based on the equation provided in the ITE handbook. McMahon will verify to ensure that the pass-by trips do not exceed 10 percent of the adjacent street background traffic.

21. D – Future Link Analysis

1. Total future link volumes will include background traffic, which will be calculated by applying a compound growth rate to existing traffic, committed development traffic and project traffic. AM and PM peak-hour analyses will be performed.
2. Growth rates will be determined for the study-area roadways and will be applied to existing peak-season, peak-hour traffic to determine background traffic conditions at the phasing years for the project. Growth rates throughout the study area will be determined based on a review of several methodologies:
 - a. Observed growth rates between Year 2000 volumes, from the 2000 Validation Year Broward County Transportation Model, and Year 2030 traffic volumes, from the 2030 Cost Feasible Broward County Transportation Model.
 - b. Observed growth rates between the 2005 two-way daily traffic and the 2030 two-way daily traffic from the Broward County *Roadway Level of Service* tables.
 - c. Observed growth rates between the 2005 two-way peak-hour traffic and the 2030 two-way peak-hour traffic from the Broward County *Roadway Level of Service* tables.
 - d. Observed growth rates from trend analyses, which will include historical traffic volume data and future 2030 traffic from the 2030 Cost Feasible Broward County Transportation Model.
 - e. Observed growth rates for the Florida Turnpike obtained from the Florida Turnpike Enterprise.

McMahon will review the above and coordinate with reviewing agencies to determine the appropriate growth rates that will be utilized for the analyses.

3. The 2030 Cost Feasible Broward County Transportation Model was recently updated to include the most recent Land Use Plan Amendments for Broward County. Additional committed developments not included in the updated model within the study area will be reviewed and included in the analysis accordingly. Approved committed development information will be obtained from the following sources:
 - Broward County Development Management Division

- City of Lauderhill
- City of Lauderdale lakes
- City of Plantation
- City of Fort Lauderdale

A map will be provided showing the location of the committed developments.

4. Project trips will be calculated based on the expected number of trips, from the trip generation analysis, and the trip assignment. Trip assignment will be based on trip distribution from the site using the 2030 Cost Feasible Broward County Transportation Model. A more detailed explanation is included in Section 21.E - Trip Assignment.
5. Several bus routes exist along the SR-7/US-441 corridor in the vicinity of the proposed project. Further, a transit terminal for several bus routes currently exists on the site. It is expected that the existing bus terminal will remain onsite as part of the proposed development (although the location is expected to shift). Existing ridership information will be obtained from Broward County to determine what transit reduction may be applied to the proposed uses for the site. McMahon will coordinate with responsible governmental agencies to determine the projected transit use along roadways within the study area and the application of those projections to the Lauderhill City Center development. In addition, FDOT's *Transit Capacity and Quality of Service Manual* methodology will be employed to assess future multi-modal impacts on levels of service.
6. The Level of Service capacities will be based on the generalized tables included in the *FDOT Quality/Level of Service Handbook*, 2002 Edition.

21. E – Trip Assignment

The distribution of vehicle trips expected to be generated by the Lauderhill City Center will be estimated. The acceptable methodology to be used for projecting trip distribution will involve application of the 2030 Broward County Florida Standard Urban Transportation Model Structure (FSUTMS). McMahon will coordinate with staff from the various reviewing agencies to confirm agreement on the output distribution results from the proposed model.

The general approach to distribution modeling tasks is as follows:

1. Project trip generation will be estimated as indicated above based on the ITE *Trip Generation*, 7th Edition. Vehicular traffic generated by the proposed development will be distributed to the access driveway(s) and to the surrounding roadway network. These volumes will be added to existing, background and committed development traffic as required to develop total future traffic volumes for the agreed upon analyses years.

2. The FSUTMS model zonal structure will be refined to reflect the proposed Lauderhill City Center development and its connections to the regional roadway network. The zonal data (ZDATA) input files for the model ZDATA will be modified. As necessary, adjustments will be made to the project zonal data sets to achieve model generated net external daily project trips, which are within five percent of the external daily project trips calculated utilizing the ITE *Trip Generation*, 7th Edition, capture methodology described in Task 3 – Project Traffic above.
3. The study-area model roadway network will be updated to reflect roadway geometries based on the existing roadway network plus network information included within the first three years of the FDOT Work Program and the BCMPO TIP.
4. The model will be utilized to perform a select zone analysis to isolate the daily project trips in order to determine their distribution and assignment onto the roadway network.
5. The study area for the project is defined by major roadway links where total project traffic is equal to, or exceeds five (5) percent of the adopted peak-hour directional Level of Service volume. Should ramp analyses be required, ramp analyses will be performed where the ramps are impacted by more than 200 total project trips during AM and PM peak hours.

21. F – Roadway Improvements

1. Required link improvements will be summarized in a table should a link fail to operate at an acceptable level of service.
2. Intersections will be analyzed where project traffic has a five (5) percent impact on any approach and the total future link volumes exceed 90 percent of the adopted LOS volumes.
3. The intersection analyses will include the following scenarios:
 - a. Existing traffic with existing roadway geometries
 - b. Background traffic with programmed roadway improvements
 - c. Total traffic with programmed roadway improvements
 - d. Total traffic with recommended roadway improvements
4. Intersections will be evaluated using LOS D criteria.
5. It is recommended that Synchro 6 be utilized for signalized intersection analyses throughout the study area. The analysis will be performed using HCM methodologies, and the HCM output from Synchro will be provided. The latest version of the *Highway Capacity Manual* software, HCS Plus, is proposed to be utilized for all unsignalized intersections as well as for any ramp analyses. All input files will be provided.

21. G – Site Access

The project site currently has six driveway connections to SR-7/US-441, as well as three driveway connections to NW 16th Street and four driveway connections to NW 12th street. The connections to SR-7/US-441 are directional driveway connections. Further, some connections only allow inbound movements, while others only serve outbound movements. All driveway connections to NW 12th Street and two of the driveway connections to NW 16th Street are full-access driveway connections. The existing site plan is planned to reduce the number of driveway connections from the proposed site. The driveway locations will be clearly identified.

21. H – Consistency With Other Approved Documents

The FDOT Work Program, BCMPO TIP, Broward County Long-Range Transportation Plan, Transit Development Plan and other relevant documents will be reviewed for consistency in determining recommended roadway improvements.

21. I – Alternative Transportation

Alternative methods of external transportation to the site will be evaluated. It is anticipated that coordination will occur between the Applicant and the City of Lauderhill, City of Lauderdale Lakes, City of Plantation, City of Fort Lauderdale, Broward County and the FDOT Office of Modal Development (OMD) on these matters. Internal transportation within the site will also be addressed.

We would appreciate your review and approval of this methodology at your earliest opportunity. Should you have any questions, please do not hesitate to contact Natalia McGuckian or myself at (954) 771-0776.

Very truly yours,



Thomas A. Hall
Associate & General Manager – Fort Lauderdale

TAH/nlm/arp

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QUESTION 21 - TRANSPORTATION

- A. **Using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including AADT, peak-hour trips directional, traffic split, levels of service and maximum service volumes for the adopted level of service (LOS). Identify the assumptions used in this analysis, including "K" factor, directional "D" factor, facility type, number of lanes and existing signal locations. (If levels of service are based on some methodology other than the most recent procedures of the Transportation Research Board and FDOT, this should be agreed upon at the preapplication conference stage.) Identify the adopted LOS standards of the FDOT, appropriate regional planning council, and local government for roadways within the identified study area. Identify what improvements or new facilities within this study area are planned, programmed, or committed for improvement. Attach appropriate excerpts from published capital improvements plans, budgets and programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements.**

The purpose of this project is to assess the potential traffic impacts associated with the proposed Lauderhill City Center Development of Regional Impact (DRI) located along SR-7 in the City of Lauderhill, Florida. The project, as proposed, is to convert the existing Lauderhill Mall into the Lauderhill City Center. This City Center is expected to include a variety of land uses, including multi-family residential, office and retail uses. Mixed-use developments of this sort create a synergistic combination of live/work/entertainment venues creating a dynamic urban lifestyle. By creating this type of environment, employees and residents will benefit not only from existing transit services, but also from improved transit facilities, as well as proposed pedestrian and bicycle amenities. The mixed-use nature of the development is also expected to promote significant internal capture amongst the proposed uses on the site.

The evaluation of traffic impacts, for this proposed development, is unique in that it is located within a designated "Transit-Oriented Development (TOD)" corridor. These types of developments offer many benefits including increased transit ridership and, consequently, reduced single-occupancy vehicle (SOV) use and vehicle-miles-traveled (VMT). In order to further promote transit along the SR-7/US-441 corridor, the City of Lauderhill is reducing the parking requirements for the proposed Lauderhill City Center development. With fewer parking spaces available, more residents and employees of the project are likely to rely on alternative modes of transportation. While it is anticipated that transit use will increase due to the proposed parking restrictions, it is also expected that patrons living onsite will favor utilizing onsite establishments since they will be more accessible and convenient.

The mixed-use nature of the development, along with anticipated multi-modal infrastructure and service improvements proposed throughout the study area, are expected to significantly reduce the expected traffic impacts from the proposed Lauderhill City Center DRI.

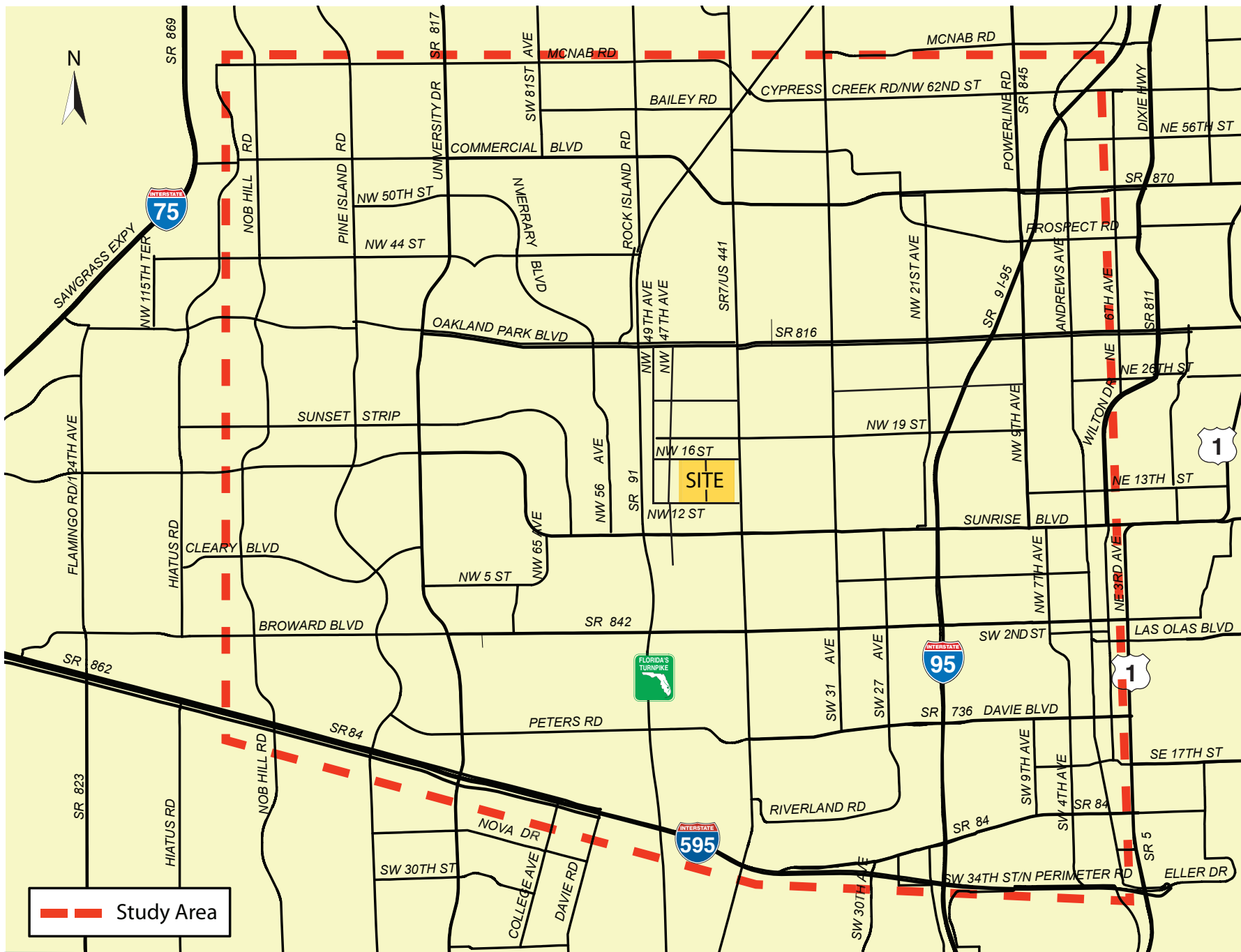
As shown on **Map J-1**, the study area for the project is generally bounded by I-595/SR 84 to the south, Commercial Boulevard to the north, SW 100th Avenue/Nob Hill Road to the west and Andrews Avenue to the east.

Existing traffic counts were collected between February 23, 2005 and July 19, 2007 for critical intersections within the study area. Seventy-two-hour, continuous, automatic-traffic-recorder counts were collected at several critical locations and are included in **Appendix A-1**. In addition, turning-movement counts were collected for morning and afternoon peak periods of operation. The turning-movement-count data is included in **Appendix A-2**.

From the collected, turning-movement-count data, summarized in **Table A-1** and included in Appendix A-2, it was determined that the AM peak hour occurs between 7:30 AM and 8:30 AM, while the PM peak-hour period occurs between 5:00 PM and 6:00 PM. The collected, AM and PM peak-hour, turning-movement counts are summarized in **Table A-2A** and **Table A-2B**, respectively, and are included in Appendix A-2.

Existing, turning-movement counts were also collected at all existing driveway locations on Thursday, May 3, 2007 and are summarized in Appendix A-2. Fifteen (15) driveway connections currently exist at the Lauderhill City Center site. These driveway connections include a mix of full-median, directional and one-way driveway connections. From field reviews, it was observed that trips destined to and from the existing site arrived and exited the site via several travel modes. These included automobile, trucks, buses, taxi-cabs, walking and bicycles. For this reason, count data for all these modes of travel were collected at the site driveways.

A 0.67 percent compound growth rate (CGR) was applied to counts collected in years 2005 and 2006 to simulate Existing Year (2007) volumes. The CGR utilized for each roadway segment was based on trend analyses performed utilizing historical traffic counts obtained from the Florida Department of Transportation (FDOT) and Broward County. Trend analyses are included in **Appendix A-3**. **Table A-3**, included in Appendix A-3, summarizes the trend-analyses information.



Map J-1
Study Area
Lauderhill City Center DRI
City of Lauderdale, Florida

A Peak-Season-Conversion Factor (PSCF) was then applied to Existing Year (2007) turning-movement volumes to simulate Existing Year (2007) peak-season data. The PSCF data was obtained from the 2005 FDOT *Peak Season Factor Category Report*, attached in Appendix A-3.

The Access-Management Plan for SR-7 between NW 12th Street and NW 16th Street, provided by FDOT, included the following median opening modifications as of early 2007:

- The existing, southbound, directional, median opening at the first entrance of the Lauderhill Mall/Strip Shops (MP 11.718) will be closed.
- The full median opening at the second entrance of the Lauderhill Mall/Strip Shop (MP 11.832) will be converted to a directional median opening.
- The full median opening at the public storage entrance (MP 11.914) will be closed.

Since the Access-Management Plan for SR-7 between NW 12th Street and NW 16th Street eliminated two median openings and restricted traffic movements at one of the openings, adjustments to collected, existing (2006) volumes, at the intersection of SR-7 and NW 12th Street and at the intersection of SR-7 and NW 16th Street, were performed in order to account for the median modifications. Existing volumes turning at the existing median openings were redistributed between the immediate signalized intersections (i.e., NW 12th Street, NW 16th Street) and the future, directional, median opening located approximately midpoint between NW 12th Street and NW 16th Street.

The calculations for the AM and PM peak-hour, peak-season, turning-movement counts are summarized in **Table A-4A** and **Table A-4B**, respectively, attached in Appendix A-3. **Figure A-1A** and **Figure A-1B** graphically show the AM and PM peak-hour, peak-season, turning-movement counts for the driveway connections to the site.

Table 21-A-1 summarizes the Existing Year (2007) peak-hour, peak-season, directional link analysis for the significant links within the study area. Roadway link information was obtained from the peak-season, turning-movement counts for all roadway segments. **Map J-2A** and **Map J-2B** graphically depict the Existing Year (2007) AM peak-season volumes and the Existing Year (2007), PM peak-season volumes, respectively.

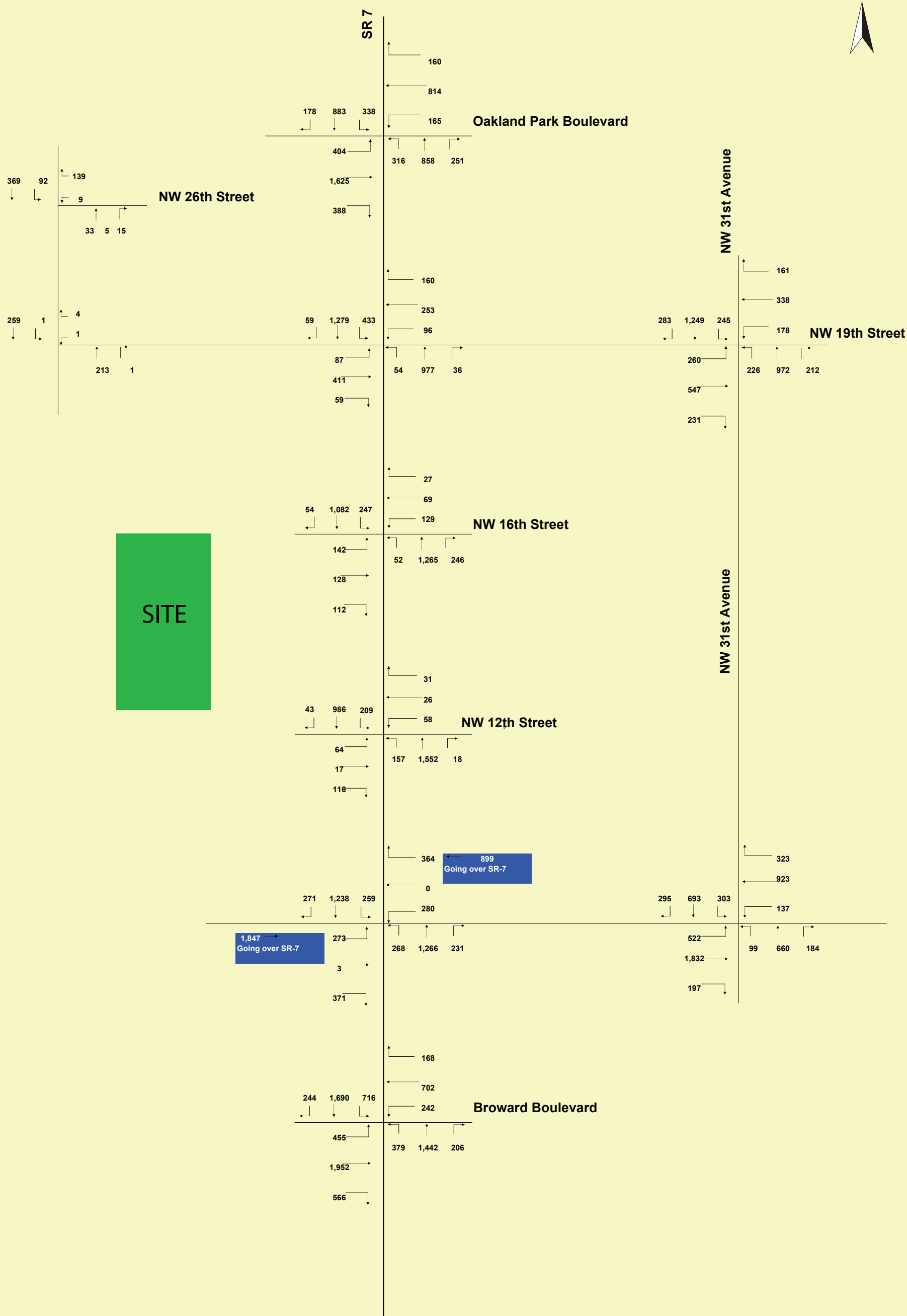
Existing Year (2007) AADT link volumes, summarized in **Table 21-A-2**, were calculated by applying a historical, trend-analyses CGR, included in Appendix A-3, to Year 2005 AADT volumes obtained from Broward County.

**TABLE 21-A-1
EXISTING YEAR (2007) PEAK-HOUR, PEAK-SEASON, DIRECTIONAL LINK ANALYSIS
LAUDERHILL CITY CENTER DRI**

ROADWAY	LINK	DIR.	NUM. LANES	LOS "D" CAPACITY ⁽¹⁾	JURISDICTION	2007 PEAK-SEASON, PEAK HOUR DIRECTIONAL TRAFFIC ⁽²⁾		2007 VOLUME > 90% of LOS D CAPACITY
						AM PEAK HOUR	PM PEAK HOUR	
East/West								
Davie Blvd/Peters Rd	University Dr to SR 7	EB	2LD	1,620	Broward	502	1,107	No
		WB	2LD	1,620	Broward	874	540	No
	SR 7 to SW 31 Ave	EB	2LD	1,860	Broward	873	979	No
		WB	2LD	1,860	Broward	718	630	No
Broward Blvd	University Dr to SR 7	EB	3LD	2,570	Broward	2,973	1,590	Yes
		WB	3LD	2,570	Broward	1,325	2,850	Yes
	SR 7 to SW 31 Ave	EB	3LD	2,570	Broward	2,874	1,555	Yes
		WB	3LD	2,570	Broward	1,112	2,341	Yes
Sunrise Blvvd	NW 65 Ave to FL Turnpike	EB	3LD	2,570	Broward	3,027	2,753	Yes
		WB	3LD	2,570	Broward	2,297	3,245	Yes
	FL Turnpike to NW 47th Avenue	EB	3LD	2,570	Broward	2,932	2,519	Yes
		WB	3LD	2,570	Broward	2,090	2,759	Yes
	NW 47th Avenue to SR 7	EB	3LD	2,570	Broward	2,494	1,956	Yes
		WB	3LD	2,570	Broward	1,438	1,744	No
	SR 7 to SW 31 Ave	EB	3LD	2,570	Broward	2,551	1,914	Yes
		WB	3LD	2,570	Broward	1,543	2,083	No
	SW 31 Ave to SW 27 Ave	EB	3LD	2,570	Broward	2,319	1,703	Yes
		WB	3LD	2,570	Broward	1,383	2,372	Yes
	SW 27 Ave to I-95	EB	3LD	2,570	Broward	2,333	1,615	Yes
		WB	3LD	2,570	Broward	1,307	2,430	Yes
NW 12 St	SR-7 to West SR-7	EB	2LD	1,140	Broward	197	498	No
	WB	2LD	1,140	Broward	226	381	No	
NW 16 St	SR-7 to West SR-7	EB	2LD	1,140	Broward	382	437	No
	WB	2LD	1,140	Broward	175	538	No	
NW 19 St	NW 49 Ave to SR 7/US-441	EB	1L	530	Broward	557	476	Yes
		WB	1L	530	Broward	366	665	Yes
	SR 7 to NW 31 Ave	EB	2LD	1,620	Broward	1,038	881	No
		WB	2LD	1,620	Broward	847	1,349	No
	E of NW 31 Ave	EB	2LD	1,620	Broward	1,004	1,010	No
		WB	2LD	1,620	Broward	677	1,211	No
Oakland Pk Blvd	Inverrary Blvd to SR 7	EB	3LD	2,570	Broward	4,534	2,245	Yes
		WB	3LD	2,570	Broward	2,931	3,334	Yes
	SR 7 to SW 31 Ave	EB	3LD	2,570	Broward	2,214	1,635	No
		WB	3LD	2,570	Broward	1,139	1,942	No
Commercial Blvd	FL Turnpike to SR 7	EB	3LD	2,570	Broward	3,892	1,886	Yes
		WB	3LD	2,570	Broward	2,330	3,322	Yes
	SR 7 SW 31 Ave	EB	3LD	2,570	Broward	3,995	1,585	Yes
		WB	3LD	2,570	Broward	1,969	3,310	Yes
North / South								
NW 49 Ave	NW 19 St to NW 26 St	NB	1L	530	Broward	350	461	No
		SB	1L	530	Broward	378	563	Yes
	N of NW 26 St	NB	1L	530	Broward	1,213	806	Yes
		SB	1L	530	Broward	1,159	842	Yes
SR-7/US 441	SR 84 to Riverland Rd	NB	3LD	2,570	Broward	2,346	3,630	Yes
		SB	3LD	2,570	Broward	3,004	2,169	Yes
	Riverland Rd to Davie Blvd	NB	3LD	2,570	Broward	1,929	2,660	Yes
		SB	3LD	2,570	Broward	2,700	1,861	Yes
	Davie Blvd to Broward Blvd	NB	3LD	2,570	Broward	2,027	2,255	No
		SB	3LD	2,570	Broward	2,498	2,145	Yes
	Broward Blvd to Sunrise Blvd	NB	3LD	2,570	Broward	2,065	2,114	No
		SB	3LD	2,570	Broward	2,650	2,247	Yes
	Sunrise Blvd to NW 12 St	NB	3LD	2,570	Broward	1,903	2,170	No
		SB	3LD	2,570	Broward	1,768	1,825	No
	NW 12 St to Driveway J	NB	3LD	2,570	Broward	1,647	2,046	No
		SB	3LD	2,570	Broward	1,238	1,884	No
	Driveway J to Driveway I	NB	3LD	2,570	Broward	1,647	2,046	No
		SB	3LD	2,570	Broward	1,242	1,895	No
	Driveway I to Driveway H	NB	3LD	2,570	Broward	1,647	2,046	No
		SB	3LD	2,570	Broward	1,277	1,896	No
	Driveway H to Driveway G	NB	3LD	2,570	Broward	1,647	2,046	No
		SB	3LD	2,570	Broward	1,273	1,854	No
	Driveway G to Driveway F	NB	3LD	2,570	Broward	1,647	2,046	No
		SB	3LD	2,570	Broward	1,325	1,854	No
	Driveway F to Driveway E	NB	3LD	2,570	Broward	1,647	2,046	No
		SB	3LD	2,570	Broward	1,325	1,932	No
	Driveway E to NW 16 St	NB	3LD	2,570	Broward	1,647	2,046	No
		SB	3LD	2,570	Broward	1,323	1,936	No
	NW 16 St to NW 19 St	NB	3LD	2,570	Broward	1,434	1,789	No
		SB	3LD	2,570	Broward	1,434	1,954	No
	NW 19 St to Oakland Park Blvd	NB	3LD	2,570	Broward	1,425	1,951	No
		SB	3LD	2,570	Broward	1,771	1,959	No
Oakland Park Blvd to Commercial Blvd	NB	3LD	2,570	Broward	2,108	2,230	No	
	SB	3LD	2,570	Broward	2,210	1,853	No	
Commercial Blvd to Bailey Rd	NB	3LD	2,570	Broward	1,669	2,131	No	
	SB	3LD	2,570	Broward	2,235	1,356	No	

(1) LOS D CAPACITY BASED ON GENERALIZED TABLES FROM THE FDOT 2002 LEVEL OF SERVICE HANDBOOK. ROADWAY CLASS BASED ON BROWARD COUNTY ROADWAY LEVEL OF SERVICE TABLES.

(2) 2007 PEAK-SEASON, PEAK-HOUR DIRECTIONAL TRAFFIC BASED ON COLLECTED TURNING-MOVEMENT COUNTS ADJUSTED FOR PEAK SEASON.



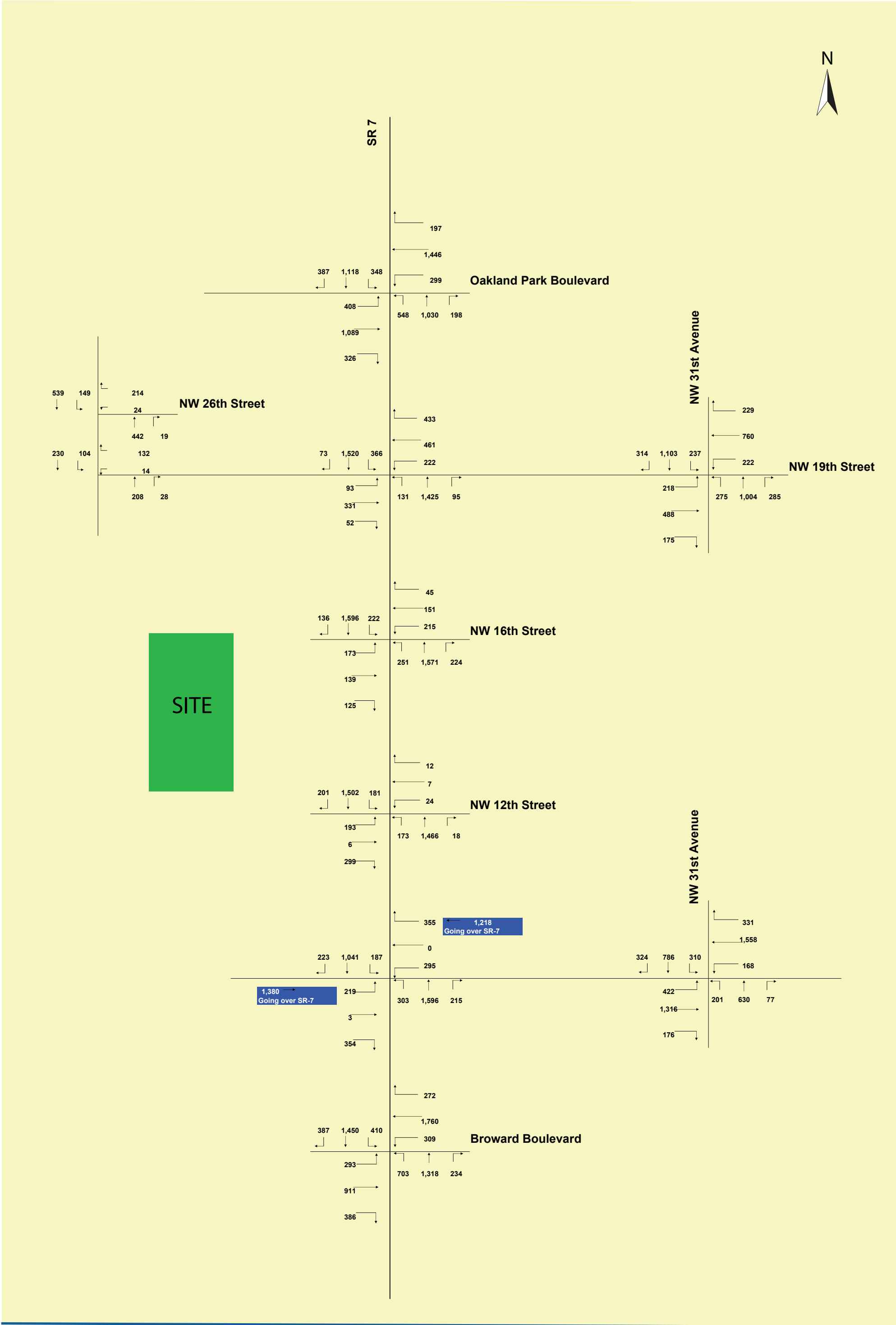


TABLE 21-A-2
EXISTING YEAR (2007) AADT LINK ANALYSIS
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR.	NUM. LANES	LOS "D" CAPACITY - TWO-WAY ⁽¹⁾	JURISDICTION	2005 AADT ⁽²⁾	CGR (%) ⁽³⁾	2007 AADT	2007 VOLUME > 90% of LOS D CAPACITY
Davie Blvd/Peters Rd	University Dr to SR 7	EB WB	2LD 2LD	31,100	Plantation	20,447	0.67%	20,722	NO
	SR 7 to SW 31 Ave	EB WB	2LD 2LD	36,500	FDOT	29,500	0.67%	29,897	NO
Broward Blvd	University Dr to SR 7	EB WB	3LD 3LD	49,200	FDOT	44,500	0.67%	45,098	YES
	SR 7 to SW 31 Ave	EB WB	3LD 3LD	49,200	FDOT	48,000	0.67%	48,645	YES
Sunrise Blvd	NW 65 Ave to FL Turnpike	EB WB	3LD 3LD	49,200	FDOT	72,500	0.67%	73,475	YES
	FL Turnpike to NW 47th Avenue	EB WB	3LD 3LD	49,200	FDOT	58,000	0.67%	58,780	YES
	NW 47th Avenue to SR 7	EB WB	3LD 3LD	49,200	FDOT	58,000	0.67%	58,780	YES
	SR 7 to SW 31 Ave	EB WB	3LD 3LD	49,200	FDOT	56,500	0.67%	57,260	YES
	SW 31 Ave to SW 27 Ave	EB WB	3LD 3LD	49,200	FDOT	57,000	0.67%	57,766	YES
	SW 27 Ave to I-95	EB WB	3LD 3LD	49,200	FDOT	57,000	0.67%	57,766	YES
NW 12 St	SR-7 to West SR 7	EB WB	2LD 2LD	21,700	Fort Lauderdale	16,033	0.67%	16,249	NO
NW 16 St	SR-7 to West SR 7	EB WB	2LD 2LD	21,700	Fort Lauderdale	1,393	0.67%	1,412	NO
NW 19 St	NW 49 Ave to SR-7/US-441	EB WB	1L 1L	10,000	Broward County	12,483	0.67%	12,651	YES
	SR 7 to NW 31 Ave	EB WB	2LD 2LD	31,100	Broward County	23,181	0.67%	23,493	NO
	E of NW 31 Ave	EB WB	2LD 2LD	31,100	Broward County	25,557	0.67%	25,901	NO
Oakland Pk Blvd	Inverrary Blvd to SR 7	EB WB	3LD 3LD	49,200	FDOT	62,000	0.67%	62,834	YES
	SR 7 to SW 31 Ave	EB WB	3LD 3LD	49,200	FDOT	58,500	0.67%	59,287	YES
Commercial Blvd	FL Turnpike to SR 7	EB WB	3LD 3LD	49,200	FDOT	52,081	0.67%	52,781	YES
	SR 7 SW 31 Ave	EB WB	3LD 3LD	49,200	FDOT	57,000	0.67%	57,766	YES
NW 49 Ave	NW 19 St to NW 26 St	NB SB	1L 1L	10,000	Lauderhill	16,174	0.67%	16,391	YES
	N of NW 26 St	NB SB	1L 1L	10,000	Lauderhill	16,174	0.67%	16,391	YES
SR 7/US 441	SR 84 to Riverland Rd	NB SB	3LD 3LD	49,200	FDOT	51,500	0.67%	52,192	YES
	Riverland Rd to Davie Blvd	NB SB	3LD 3LD	49,200	FDOT	51,500	0.67%	52,192	YES
	Davie Blvd to Broward Blvd	NB SB	3LD 3LD	49,200	FDOT	46,000	0.67%	46,618	YES
	Broward Blvd to Sunrise Blvd	NB SB	3LD 3LD	49,200	FDOT	45,000	0.67%	45,605	YES
	Sunrise Blvd to NW 12 St	NB SB	3LD 3LD	49,200	FDOT	52,500	0.67%	53,206	YES
	NW 12 St to Driveway J	NB SB	3LD 3LD	49,200	FDOT	52,500	0.67%	53,206	YES
	Driveway J to Driveway I	NB SB	3LD 3LD	49,200	FDOT	52,500	0.67%	53,206	YES
	Driveway I to Driveway H	NB SB	3LD 3LD	49,200	FDOT	52,500	0.67%	53,206	YES
	Driveway H to Driveway G	NB SB	3LD 3LD	49,200	FDOT	52,500	0.67%	53,206	YES
	Driveway G to Driveway F	NB SB	3LD 3LD	49,200	FDOT	52,500	0.67%	53,206	YES
	Driveway F to Driveway E	NB SB	3LD 3LD	49,200	FDOT	52,500	0.67%	53,206	YES
	Driveway E to NW 16 St	NB SB	3LD 3LD	49,200	FDOT	52,500	0.67%	53,206	YES
	NW 16 St to NW 19 St	NB SB	3LD 3LD	49,200	FDOT	52,500	0.67%	53,206	YES
	NW 19 St to Oakland Park Blvd	NB SB	3LD 3LD	49,200	FDOT	55,000	0.67%	55,739	YES
	Oakland Park Blvd to Commercial Blvd	NB SB	3LD 3LD	49,200	FDOT	51,000	0.67%	51,686	YES
	Commercial Blvd to Bailey Rd	NB SB	3LD 3LD	49,200	FDOT	49,500	0.67%	50,166	YES

(1) LOS D CAPACITY BASED ON GENERALIZED TABLES FROM THE FDOT 2002 LEVEL OF SERVICE HANDBOOK. ROADWAY CLASS BASED ON BROWARD COUNTY ROADWAY LEVEL OF SERVICE TABLES.

(2) 2005 AADT OBTAINED FROM BROWARD COUNTY ROADWAY LEVEL OF SERVICE TABLES.

(3) THE 0.67% CGR IS BASED ON TABLE A-3.

The FDOT Transportation Improvement Program (FY 2007-2011) and the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (FY 2006/07 – 2010/11) were reviewed to determine improvements to roadways within the identified study area. Roadways included in the first three years of the programs, and within the study area of the project, are provided in **Table 21-A-3** and were assumed to be committed improvements for analyses purposes. Appropriate portions of the FDOT TIP and County MPO TIP are included in **Appendix A-4**.

TABLE 21-A-3
ASSURED CONSTRUCTION
LAUDERHILL CITY CENTER DRI

TIP NUMBER/IS NUMBER	ROADWAY	LINK	IMPROVEMENT	CONSTRUCTION YEAR
TIP# 357 IS # 4097141	Hiatus Road	Sunrise Boulevard to Oakland Park Boulevard	new 4LD	Underway
TIP# 209 IS # N/A	Sunrise Boulevard	Hiatus Road to Pine Island Road	Add 2L (6LD)	Underway
TIP# 1372 IS#4060944	Florida Turnpike	Griffin Road to Sunrise Boulevard	Signing/Pavement Markings	Underway
TIP# 1373 IS# 4060974	Florida Turnpike	Sunrise Boulevard to Atlantic Boulevard	Add 2L (8LD)	Underway
TIP# 52 IS# 4060941	Florida Turnpike	Griffin Road to Sunrise Boulevard	Add 2L (8LD)	Underway
TIP# 67 IS# 4060971	Florida Turnpike	North of Sunrise Boulevard to North of Atlantic Boulevard	Add 2L (8LD)	Underway
TIP# 863 IS# 4061031	Florida Turnpike	At Sunrise Boulevard	Interchange Modification Access Improvement	2008
TIP# 779 IS# N/A	NW 49th Avenue	Oakland Park Boulevard to NW 26th Street	Add 2L (4LD)	Underway

- B. Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use types, sources of data, modal split, persons per vehicle, etc., as appropriate. The acceptable methodology to be used for projecting trip generation (including the Florida Standard Urban Model Structure or the Institute of Transportation Engineers trip generation rates) shall be determined at the pre-application conference stage.**

The Institute of Transportation Engineers' (ITE), *Trip Generation*, 7th Edition, rates and/or equations were utilized to estimate the daily and peak-hour trips expected to be generated by the proposed Lauderhill City Center DRI for each of the project phases. The existing mall contains 598,469 square feet of Retail and 82,210 square feet of Office space. The proposed uses on the site, at the end of Phase 3 (2033), include 507,210 square feet of General Office, 650,000 square feet of Retail and 2,500 high-rise, residential dwelling units. The Lauderhill City Center DRI will be developed in three phases. The completion of the phasing plans is explained as follows:

- a. Phase 1: Year 2018 – During this phase, it is anticipated that reconstruction will occur on portions of the existing Lauderhill Mall, in addition to the construction of new development totaling approximately 175,000 square feet of retail development, 125,000 square feet of office and 665 residential units. Several existing retail developments, or approximately 200,000 square feet, of the existing mall will also be demolished. The existing bus station will be relocated onsite.
- b. Phase 2: Year 2023 – During this phase of the development, an additional 387,500 square feet of retail development will be added, as well as 300,000 square feet of office space and 665 high-rise residential dwelling units. Approximately 120,000 square feet of the existing mall will also be demolished during this phase of development.
- c. Phase 3: Year 2033 - During this final phase, approximately 1,170 high-rise residential dwelling units are anticipated to be constructed, as well as approximately 87,500 square feet of retail development. In addition, it is projected that the remaining part of the existing mall, approximately 278,469 square feet of retail, will be demolished in this phase.

Table 21-B-1, Table 21-B-2, and Table 21-B-3 summarize the gross, trip-generation analyses for the proposed daily, AM peak-hour and PM peak-hour conditions for Phase 1 (2018), Phase 2 (2023) and Phase 3 (2033), respectively.

TABLE 21-B-1
PHASE 1 (2018) TRIP GENERATION ANALYSIS - GROSS TRIPS
LAUDERHILL CITY CENTER DRI

DAILY PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
EXISTING USES								
Retail	820	598,469 SF	$\text{Ln}(T) = 0.65 \text{ Ln}(X) + 5.83$	50%	50%	10864	10864	21728
General Office	710	82,210 SF	$\text{Ln}(T) = 0.77 \text{ Ln}(X) + 3.65$	50%	50%	574	573	1147
SUBTOTAL						11438	11437	22875
PROPOSED USES								
General Office	710	207,210 SF	$\text{Ln}(T) = 0.77 \text{ Ln}(X) + 3.65$	50%	50%	1169	1169	2338
Retail	820	573,469 SF	$\text{Ln}(T) = 0.65 \text{ Ln}(X) + 5.83$	50%	50%	10567	10566	21133
High-Rise Condominium	232	665 DUs	$T = 3.77 X + 223.66$	50%	50%	1366	1365	2731
SUBTOTAL						13102	13100	26202
NET DIFFERENCE						1664	1663	3327

AM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
EXISTING USES								
Retail	820	598,469 SF	$\text{Ln}(T) = 0.6 \text{ Ln}(X) + 2.29$	61%	39%	279	179	458
General Office	710	82,210 SF	$\text{Ln}(T) = 0.80 \text{ Ln}(X) + 1.55$	88%	12%	141	19	160
SUBTOTAL						420	198	618
PROPOSED USES								
General Office	710	207,210 SF	$\text{Ln}(T) = 0.80 \text{ Ln}(X) + 1.55$	88%	12%	296	40	336
Retail	820	573,469 SF	$\text{Ln}(T) = 0.6 \text{ Ln}(X) + 2.29$	61%	39%	272	174	446
High-Rise Condominium	232	665 DUs	$T = 0.29 X + 28.86$	19%	81%	42	180	222
SUBTOTAL						610	394	1004
NET DIFFERENCE						190	196	386

PM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
EXISTING USES								
Retail	820	598,469 SF	$\text{Ln}(T) = 0.66 \text{ Ln}(X) + 3.4$	48%	52%	979	1060	2039
General Office	710	82,210 SF	$T = 1.12 (X) + 78.81$	17%	83%	29	142	171
SUBTOTAL						1008	1202	2210
PROPOSED USES								
General Office	710	207,210 SF	$T = 1.12 (X) + 78.81$	17%	83%	53	258	311
Retail	820	573,469 SF	$\text{Ln}(T) = 0.66 \text{ Ln}(X) + 3.4$	48%	52%	952	1031	1983
High-Rise Condominium	232	665 DUs	$T = 0.34 X + 15.47$	62%	38%	150	92	242
SUBTOTAL						1155	1381	2536
NET DIFFERENCE						147	179	326

Notes:

(1) Source: ITE Trip Generation Manual, 7th Edition utilized.

TABLE 21-B-2
PHASE 2 (2023) TRIP GENERATION ANALYSIS - GROSS TRIPS
LAUDERHILL CITY CENTER DRI

DAILY PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
EXISTING USES								
Retail	820	598,469 SF	$\text{Ln}(T) = 0.65 \text{ Ln}(X) + 5.83$	50%	50%	10864	10864	21728
General Office	710	82,210 SF	$\text{Ln}(T) = 0.77 \text{ Ln}(X) + 3.65$	50%	50%	574	573	1147
SUBTOTAL						11438	11437	22875
PROPOSED USES								
General Office	710	507,210 SF	$\text{Ln}(T) = 0.77 \text{ Ln}(X) + 3.65$	50%	50%	2329	2329	4658
Retail	820	840,969 SF	$\text{Ln}(T) = 0.65 \text{ Ln}(X) + 5.83$	50%	50%	13553	13552	27105
High-Rise Condominium	232	1,330 DUs	$T = 3.77 X + 223.66$	50%	50%	2619	2619	5238
SUBTOTAL						18501	18500	37001
NET DIFFERENCE						7063	7063	14126

AM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
EXISTING USES								
Retail	820	598,469 SF	$\text{Ln}(T) = 0.6 \text{ Ln}(X) + 2.29$	61%	39%	279	179	458
General Office	710	82,210 SF	$\text{Ln}(T) = 0.80 \text{ Ln}(X) + 1.55$	88%	12%	141	19	160
SUBTOTAL						420	198	618
PROPOSED USES								
General Office	710	507,210 SF	$\text{Ln}(T) = 0.80 \text{ Ln}(X) + 1.55$	88%	12%	605	83	688
Retail	820	840,969 SF	$\text{Ln}(T) = 0.6 \text{ Ln}(X) + 2.29$	61%	39%	343	219	562
High-Rise Condominium	232	1,330 DUs	$T = 0.29 X + 28.86$	19%	81%	79	336	415
SUBTOTAL						1027	638	1665
NET DIFFERENCE						607	440	1047

PM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
EXISTING USES								
Retail	820	598,469 SF	$\text{Ln}(T) = 0.66 \text{ Ln}(X) + 3.4$	48%	52%	979	1060	2039
General Office	710	82,210 SF	$T = 1.12 (X) + 78.81$	17%	83%	29	142	171
SUBTOTAL						1008	1202	2210
PROPOSED USES								
General Office	710	507,210 SF	$T = 1.12 (X) + 78.81$	17%	83%	110	537	647
Retail	820	840,969 SF	$\text{Ln}(T) = 0.66 \text{ Ln}(X) + 3.4$	48%	52%	1225	1327	2552
High-Rise Condominium	232	1,330 DUs	$T = 0.34 X + 15.47$	62%	38%	290	178	468
SUBTOTAL						1625	2042	3667
NET DIFFERENCE						617	840	1457

Notes:

(1) Source: ITE Trip Generation Manual, 7th Edition utilized.

TABLE 21-B-3
PHASE 3 (2033) TRIP GENERATION ANALYSIS - GROSS TRIPS
LAUDERHILL CITY CENTER DRI

DAILY PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE (1)	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
EXISTING USES								
Retail	820	598,469 SF	$\text{Ln}(T) = 0.65 \text{ Ln}(X) + 5.83$	50%	50%	10864	10864	21728
General Office	710	82,210 SF	$\text{Ln}(T) = 0.77 \text{ Ln}(X) + 3.65$	50%	50%	574	573	1147
SUBTOTAL						11438	11437	22875
PROPOSED USES								
General Office	710	507,210 SF	$\text{Ln}(T) = 0.77 \text{ Ln}(X) + 3.65$	50%	50%	2329	2329	4658
Retail	820	650,000 SF	$\text{Ln}(T) = 0.65 \text{ Ln}(X) + 5.83$	50%	50%	11463	11463	22926
High-Rise Condominium	232	2,500 DUs	$T = 3.77 X + 223.66$	50%	50%	4825	4824	9649
SUBTOTAL						18617	18616	37233
NET DIFFERENCE						7179	7179	14358

AM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE (1)	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
EXISTING USES								
Retail	820	598,469 SF	$\text{Ln}(T) = 0.6 \text{ Ln}(X) + 2.29$	61%	39%	279	179	458
General Office	710	82,210 SF	$\text{Ln}(T) = 0.80 \text{ Ln}(X) + 1.55$	88%	12%	141	19	160
SUBTOTAL						420	198	618
PROPOSED USES								
General Office	710	507,210 SF	$\text{Ln}(T) = 0.80 \text{ Ln}(X) + 1.55$	88%	12%	605	83	688
Retail	820	650,000 SF	$\text{Ln}(T) = 0.6 \text{ Ln}(X) + 2.29$	61%	39%	293	188	481
High-Rise Condominium	232	2,500 DUs	$T = 0.29 X + 28.86$	19%	81%	143	611	754
SUBTOTAL						1041	882	1923
NET DIFFERENCE						621	684	1305

PM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE (1)	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
EXISTING USES								
Retail	820	598,469 SF	$\text{Ln}(T) = 0.66 \text{ Ln}(X) + 3.4$	48%	52%	979	1060	2039
General Office	710	82,210 SF	$T = 1.12 (X) + 78.81$	17%	83%	29	142	171
SUBTOTAL						1008	1202	2210
PROPOSED USES								
General Office	710	507,210 SF	$T = 1.12 (X) + 78.81$	17%	83%	110	537	647
Retail	820	650,000 SF	$\text{Ln}(T) = 0.66 \text{ Ln}(X) + 3.4$	48%	52%	1033	1120	2153
High-Rise Condominium	232	2,500 DUs	$T = 0.34 X + 15.47$	62%	38%	536	329	865
SUBTOTAL						1679	1986	3665
NET DIFFERENCE						671	784	1455

Notes:

(1) Source: ITE Trip Generation Manual, 7th Edition utilized.

Results of the Phase 1 (2018), gross, trip generation analyses indicate that the proposed development is anticipated to generate 3,327 daily trips, 386 AM peak-hour trips and 326 PM peak-hour trips above and beyond the trips generated by the approved uses on the site.

During Phase 2 (2023), the proposed development is anticipated to generate 14,126 daily trips, 1,047 AM peak-hour trips and 1,457 PM peak-hour trips above and beyond the trips generated by the approved uses on the site.

Finally, during Phase 3 (2033), the proposed development is anticipated to generate 14,358 daily trips, 1,305 AM peak-hour trips and 1,455 PM peak-hour trips above and beyond the trips generated by the approved uses on the site.

- C. Estimate the internal/external split for the generated trips at the end of each phase of development as identified in (B) above. Use the format below and include a discussion of what aspects of the development (i.e., provision of on-site shopping and recreation facilities, on-site employment opportunities, etc.) will account for this internal/external split. Provide supporting documentation showing how splits were estimated, such as the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) model application. Describe the extent to which the proposed design and land use mix will foster a more cohesive, internally supported project.

The proposed land uses for each of the project's phases include:

- Phase 1 (2018): 207,210 square feet of General Office, 573,469 square feet of Retail, and 665 High-Rise Condominium units.
- Phase 2 (2023): 507,210 square feet of General Office, 840,969 square feet of Retail, and 1,330 High-Rise Condominium units.
- Phase 3 (2033): 507,210 square feet of General Office, 650,00 square feet of Retail, and 2,500 High-Rise Condominium units.

Inbound and outbound peak-hour trips generated by the approved and the proposed uses on the site were estimated using the trip generation rates and/or equations published in the ITE, *Trip Generation Manual*, 7th Edition. Trip generation analyses for Phase 1 (2018), Phase 2 (2023) and Phase 3 (2033) are summarized in **Table 21-C-1**, **Table 21-C-2**, and **Table 21-C-3**, respectively.

Since the proposed development is a Transit-Oriented Development, and since the proposed site is expected to include a centrally-located bus terminal, the benefits of such a development were analyzed in order to obtain the most appropriate multi-modal, vehicular-trip reductions/credits to be applied to the proposed development. Results of this effort were presented to the reviewing agencies at a methodology meeting held on June 7, 2007 and summarized in a document called "**Multi-Modal, Trip-Reduction Justification.**" Multi-modal, vehicular-trip reduction/credits were established based on an agreement between McMahon Associates, Inc. (McMahon) and reviewing agencies' staff, including FDOT, City of Lauderhill, Broward County and the Florida Turnpike Enterprise, as outlined in the approved Methodology Letter of Understanding (MLOU). The Lauderhill City Center DRI is anticipated to have a 19 percent and a 14 percent multi-modal, vehicular-trip reduction for the AM peak hour and PM peak hour, respectively, for each of the project phases.

TABLE 21-C-1
PHASE 1 (2018) TRIP GENERATION ANALYSIS
LAUDERHILL CITY CENTER DRI

AM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE (1)	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS			EXTERNAL TRIPS			MULTIMODAL REDUCTION			EXTERNAL AFTER TRANSIT REDUCTION			PASS-BY TRIPS			NEW TRIPS			
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
EXISTING USES																											
General Office	820	598,469 SF	$\text{Ln}(T) = 0.6 \text{ Ln}(X) + 2.29$	61%	39%	279	179	458	8	9	17	4%	271	170	441	49	30	79	18%	222	140	362	83	23%	181	98	279
Retail	710	82,210 SF	$\text{Ln}(T) = 0.80 \text{ Ln}(X) + 1.55$	88%	12%	141	19	160	9	8	17	11%	132	11	143	24	2	26	18%	108	9	117	0	0%	108	9	117
SUBTOTAL						420	198	618	17	17	34	6%	403	181	584	73	32	105	18%	330	149	479	83		289	107	396
PROPOSED USES																											
General Office	710	207,210 SF	$\text{Ln}(T) = 0.80 \text{ Ln}(X) + 1.55$	88%	12%	296	40	336	48	14	62	19%	248	26	274	47	5	52	19%	201	21	222	0	0%	201	21	222
Retail	820	573,469 SF	$\text{Ln}(T) = 0.6 \text{ Ln}(X) + 2.29$	61%	39%	272	174	446	55	39	94	21%	217	135	352	41	26	67	19%	176	109	285	66	23%	143	76	219
High-Rise Condominium	232	665 DLUs	$T = 0.29 X + 26.86$	19%	81%	42	180	222	13	63	76	34%	29	117	146	6	22	28	19%	23	95	118	0	0%	23	95	118
SUBTOTAL						610	394	1004	116	116	232	23%	494	278	772	94	53	147	19%	400	225	625	66		367	192	559
NET DIFFERENCE						190	196	386	99	99	198		91	97	188	21	21	42		70	76	146	(17)		78	85	163

PM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE (1)	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS			EXTERNAL TRIPS			MULTIMODAL REDUCTION			EXTERNAL AFTER TRANSIT REDUCTION			PASS-BY TRIPS			NEW TRIPS			
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING USES																											
Retail	820	598,469 SF	Ln(T) = 0.66 Ln(X) + 3.4	48%	52%	979	1060	2039	57	16	73	4%	922	1044	1966	120	136	256	13%	802	908	1710	393	23%	606	711	1317
General Office	710	82,210 SF	T = 1.12 (X) + 78.81	17%	83%	29	142	171	16	57	73	43%	13	85	98	2	11	13	13%	11	74	85	0	0%	11	74	85
SUBTOTAL						1008	1202	2210	73	73	146	7%	935	1129	2064	122	147	269	13%	813	982	1795	393		617	785	1402
PROPOSED USES																											
General Office	710	207,210 SF	T = 1.12 (X) + 78.81	17%	83%	53	258	311	29	106	135	43%	24	152	176	3	22	25	14%	21	130	151	0	0%	21	130	151
Retail	820	573,469 SF	Ln(T) = 0.66 Ln(X) + 3.4	48%	52%	952	1031	1983	137	67	204	10%	815	964	1779	114	135	249	14%	701	829	1530	352	23%	525	653	1178
High-Rise Condominium	232	665 DLUs	T = 0.34 X + 15.47	62%	38%	150	92	242	56	49	105	43%	94	43	137	13	6	19	14%	81	37	118	0	0%	81	37	118
SUBTOTAL						1155	1381	2536	222	222	444	15%	933	1159	2092	130	163	293	14%	803	996	1799	352		627	820	1447
NET DIFFERENCE						147	179	326	149	149	298		(2)	30	28	8	16	24		(10)	14	4	(41)		10	35	45

Notes:

(1) Source: ITE Trip Generation Manual, 7th Edition.

TABLE 21-C-2
PHASE 2 (2023) TRIP GENERATION ANALYSIS
LAUDERHILL CITY CENTER DRI

AM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ₍₁₎	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS			EXTERNAL TRIPS			MULTIMODAL REDUCTION			EXTERNAL AFTER TRANSIT REDUCTION			PASS-BY TRIPS		NEW TRIPS					
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL			
EXISTING USES																												
	Retail	820	598,469 SF	$\text{Ln}(T) = 0.6 \text{ Ln}(X) + 2.29$	61%	39%	279	179	458	8	9	17	4%	271	170	441	49	30	79	18%	222	140	362	83	23%	181	98	279
	General Office	710	82,210 SF	$\text{Ln}(T) = 0.80 \text{ Ln}(X) + 1.55$	88%	12%	141	19	160	9	8	17	11%	132	11	143	24	2	26	18%	108	9	117	0	0%	108	9	117
	SUBTOTAL						420	198	618	17	17	34	6%	403	181	584	73	32	105	18%	330	149	479	83		289	107	396
PROPOSED USES																												
	General Office	710	507,210 SF	$\text{Ln}(T) = 0.80 \text{ Ln}(X) + 1.55$	88%	12%	605	83	688	90	28	118	17%	515	55	570	98	10	108	19%	417	45	462	0	0%	417	45	462
	Retail	820	840,969 SF	$\text{Ln}(T) = 0.6 \text{ Ln}(X) + 2.29$	61%	39%	343	219	562	134	74	208	37%	209	145	354	40	27	67	19%	169	118	287	60	21%	139	88	227
	High-Rise Condominium	232	1,330 DLUs	$T = 0.29 X + 26.86$	19%	81%	79	336	415	24	146	170	41%	55	190	245	10	37	47	19%	45	153	198	0	0%	45	153	198
SUBTOTAL						1027	638	1665	248	248	496	30%	779	390	1169	148	74	222	19%	631	316	947	60		601	286	887	
NET DIFFERENCE						607	440	1047	231	231	462		376	209	585	75	42	117		301	167	468	(23)		312	179	491	

PM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS			EXTERNAL TRIPS			MULTIMODAL REDUCTION			EXTERNAL AFTER TRANSIT REDUCTION			PASS-BY TRIPS			NEW TRIPS			
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING USES																											
Retail	820	598,469 SF	Ln(T) = 0.66 Ln(X) + 3.4	48%	52%	979	1060	2039	57	16	73	4%	922	1044	1966	120	136	256	13%	802	908	1710	393	23%	606	711	1317
General Office	710	82,210 SF	T = 1.12 (X) + 78.81	17%	83%	29	142	171	16	57	73	43%	13	85	98	2	11	13	13%	11	74	85	0	0%	11	74	85
SUBTOTAL						1008	1202	2210	73	73	146	7%	935	1129	2064	122	147	269	13%	813	982	1795	393		617	785	1402
PROPOSED USES																											
General Office	710	507,210 SF	T = 1.12 (X) + 78.81	17%	83%	110	537	647	63	280	343	53%	47	257	304	7	36	43	14%	40	221	261	0	0%	40	221	261
Retail	820	840,969 SF	Ln(T) = 0.66 Ln(X) + 3.4	48%	52%	1225	1327	2552	348	179	527	21%	877	1148	2025	123	161	284	14%	754	987	1741	366	21%	571	804	1375
High-Rise Condominium	232	1,330 DLUs	T = 0.34 X + 15.47	62%	38%	290	178	468	151	103	254	54%	139	75	214	19	11	30	14%	120	64	184	0	0%	120	64	184
SUBTOTAL						1625	2042	3667	562	562	1124	31%	1063	1480	2543	149	208	357	14%	914	1272	2186	366		731	1089	1820
NET DIFFERENCE						617	840	1457	489	489	978		128	351	479	27	61	88		101	290	391	(27)		114	304	418

Notes:

(1) Source: ITE Trip Generation Manual, 7th Edition.

TABLE 21-C-3
PHASE 3 (2033) TRIP GENERATION ANALYSIS
LAUDERHILL CITY CENTER DRI

AM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ₍₁₎	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS			EXTERNAL TRIPS			MULTIMODAL REDUCTION			EXTERNAL AFTER TRANSIT REDUCTION			PASS-BY TRIPS		NEW TRIPS				
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL		
EXISTING USES																											
Retail	820	598,469 SF	$\text{Ln}(T) = 0.6 \text{ Ln}(X) + 2.29$	61%	39%	279	179	458	8	9	17	4%	271	170	441	49	30	79	18%	222	140	362	83	23%	181	98	279
General Office	710	82,210 SF	$\text{Ln}(T) = 0.80 \text{ Ln}(X) + 1.55$	88%	12%	141	19	160	9	8	17	11%	132	11	143	24	2	26	18%	108	9	117	0	0%	108	9	117
SUBTOTAL						420	198	618	17	17	34	6%	403	181	584	73	32	105	18%	330	149	479	83		289	107	396
PROPOSED USES																											
General Office	710	507,210 SF	$\text{Ln}(T) = 0.80 \text{ Ln}(X) + 1.55$	88%	12%	605	83	688	116	28	144	21%	489	55	544	93	10	103	19%	396	45	441	0	0%	396	45	441
Retail	820	650,000 SF	$\text{Ln}(T) = 0.6 \text{ Ln}(X) + 2.29$	61%	39%	293	188	481	119	87	206	43%	174	101	275	33	19	52	19%	141	82	223	51	23%	116	56	172
High-Rise Condominium	232	2,500 DLUs	$T = 0.29 X + 26.86$	19%	81%	143	611	754	44	164	208	28%	99	447	546	19	85	104	19%	80	362	442	0	0%	80	362	442
SUBTOTAL						1041	882	1923	279	279	558	30%	762	603	1365	145	114	259	19%	617	489	1106	51		592	463	1055
NET DIFFERENCE						621	684	1305	262	262	524		359	422	781	72	82	154		287	340	627	329		303	356	659

PM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE (1)	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS			EXTERNAL TRIPS			MULTIMODAL REDUCTION				EXTERNAL AFTER TRANSIT REDUCTION			PASS-BY TRIPS		NEW TRIPS			
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL		
EXISTING USES																											
Retail	820	598,469 SF	$\ln(T)$ $T = 0.66 \ln(X) + 3.4$	48%	52%	979	1060	2039	57	16	73	4%	922	1044	1966	120	136	256	13%	802	908	1710	393	23%	606	711	1317
General Office	710	82,210 SF	$T = 1.12 (X) + 78.81$	17%	83%	29	142	171	16	57	73	43%	13	85	98	2	11	13	13%	11	74	85	0	0%	11	74	85
SUBTOTAL						1008	1202	2210	73	73	146	7%	935	1129	2064	122	147	269	13%	813	982	1795	393		617	785	1402
PROPOSED USES																											
General Office	710	507,210 SF	$T = 1.12 (X) + 78.81$	17%	83%	110	537	647	56	271	327	51%	54	266	320	8	37	45	14%	46	229	275	0	0%	46	229	275
Retail	820	650,000 SF	$\ln(T)$ $T = 0.66 \ln(X) + 3.4$	48%	52%	1033	1120	2153	300	190	490	23%	733	930	1663	103	130	233	14%	630	800	1430	329	23%	466	635	1101
High-Rise Condominium	232	2,500 DLUs	$T = 0.34 X + 15.47$	62%	38%	536	329	865	198	93	291	34%	338	236	574	47	33	80	14%	291	203	494	0	0%	291	203	494
SUBTOTAL						1679	1986	3665	554	554	1108	30%	1125	1432	2557	158	200	358	14%	967	1252	2199	329		803	1067	1870
NET DIFFERENCE						671	784	1455	481	481	962		190	303	493	36	53	89		154	255	404	(64)		186	282	468

Notes:

(1) Source: ITE Trip Generation Manual, 7th Edition.

The proposed development is expected to be a mixed-use development. Therefore, a certain amount of internalization is anticipated to occur within the site. In order to estimate the most appropriate, internal-capture rates between the mixtures of uses on the site, a research document called “**Internal Capture Rates Justification.**” was prepared and presented to the reviewing agencies at the methodology meeting held on June 7, 2007. As a result of the meeting, an overall internal capture rate of 30 percent, for both AM and PM peak periods, was established based on an agreement between McMahon and reviewing agencies’ staff, including FDOT, City of Lauderdale, Broward County and the Florida Turnpike Enterprise as also outlined in the approved MLOU. Although an overall internal-capture rate of 30 percent was approved in the MLOU for all of the project phases, the 30 percent internal capture rate was only applied to Phase 2 (2023) and Phase 3 (2033). For Phase 1 (2018), 23 percent and 18 percent internal-capture rates were used for the AM and PM peak periods, respectively.

In addition, pass-by-trip capture is also anticipated. Pass-by capture was determined from information provided in the *ITE Trip Generation Handbook*. The calculated, pass-by-capture rate obtained was approximately 23 percent of the retail component of the project.

The AM peak-hour and PM peak-hour, internal-capture worksheets, for all project phases, are summarized in **Tables 21-C-1A, 21-C-1B, 21-C-1C, 21-C-1D, 21-C-2A, 21-C-2B, 21-C-2C, 21-C-2D, 21-C-3A, 21-C-3B, 21-C-3C, and 21-C-3D.**

Results of the trip generation analyses for Phase 1 (2018) of the project indicate that the proposed development is expected to generate a total of 163 and 45 net new trips during the AM and PM peak-hour periods, respectively.

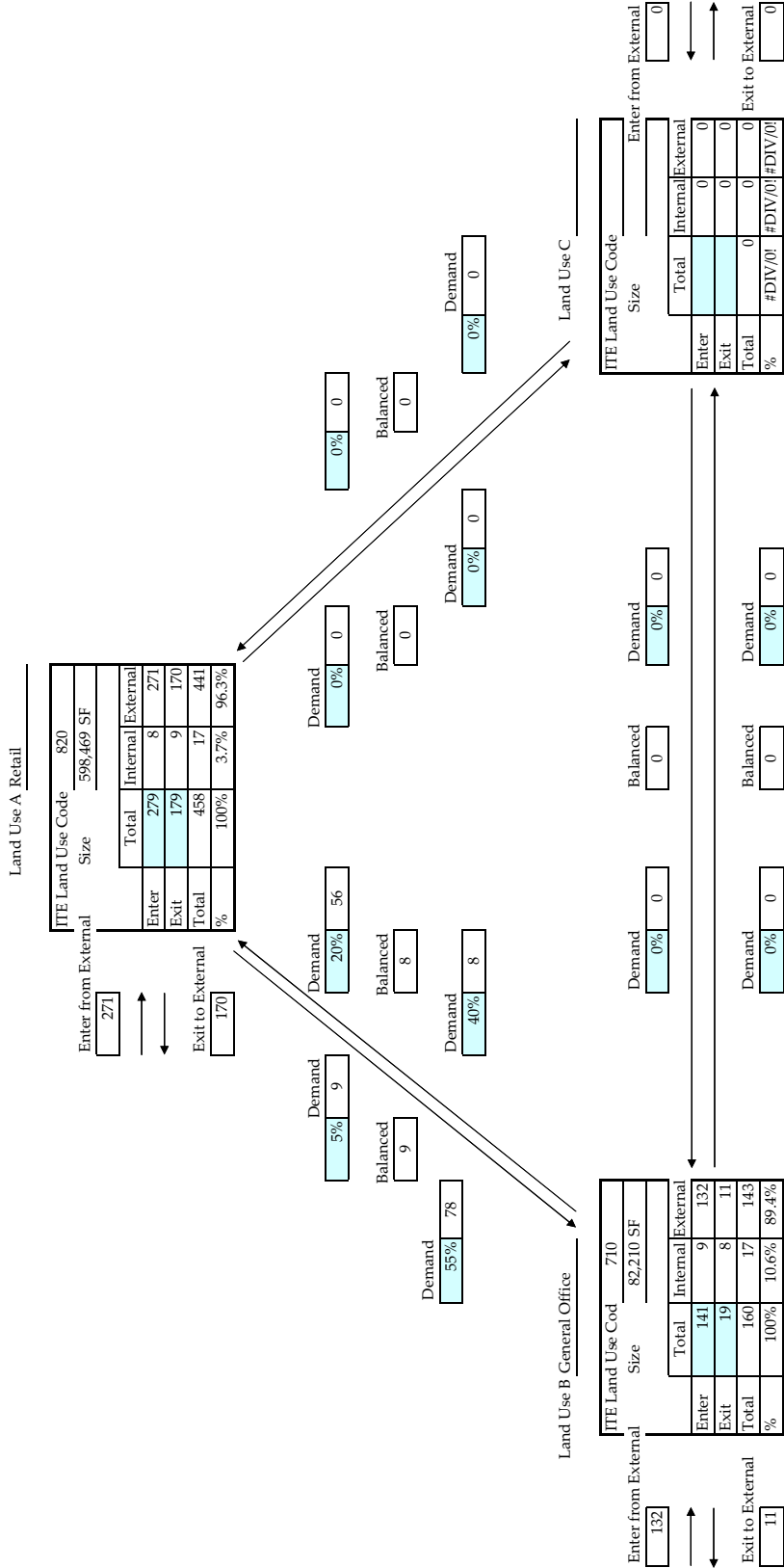
Similarly, trip generation analyses for Phase 2 (2023) indicate that the project is expected to generate a total of 491 and 418 net new trips during the AM and PM peak-hour periods, respectively.

Trip generation analyses for the last phase of the project, Phase 3 (2033), indicate that a total of 659 AM peak-hour and 468 PM peak-hour, net-new trips will be generated by the proposed development.

TABLE 21-C-1A
AM TRIP INTERNAL CAPTURE - PHASE 1 (2018) - EXISTING USES
LAUDERHILL CITY CENTER DRI

Analyst Natalia McCuckian
Date Apr-07

Name of Devlpt
Time Period
Lauderhill City Center DRI
Weekday AM Peak Hour

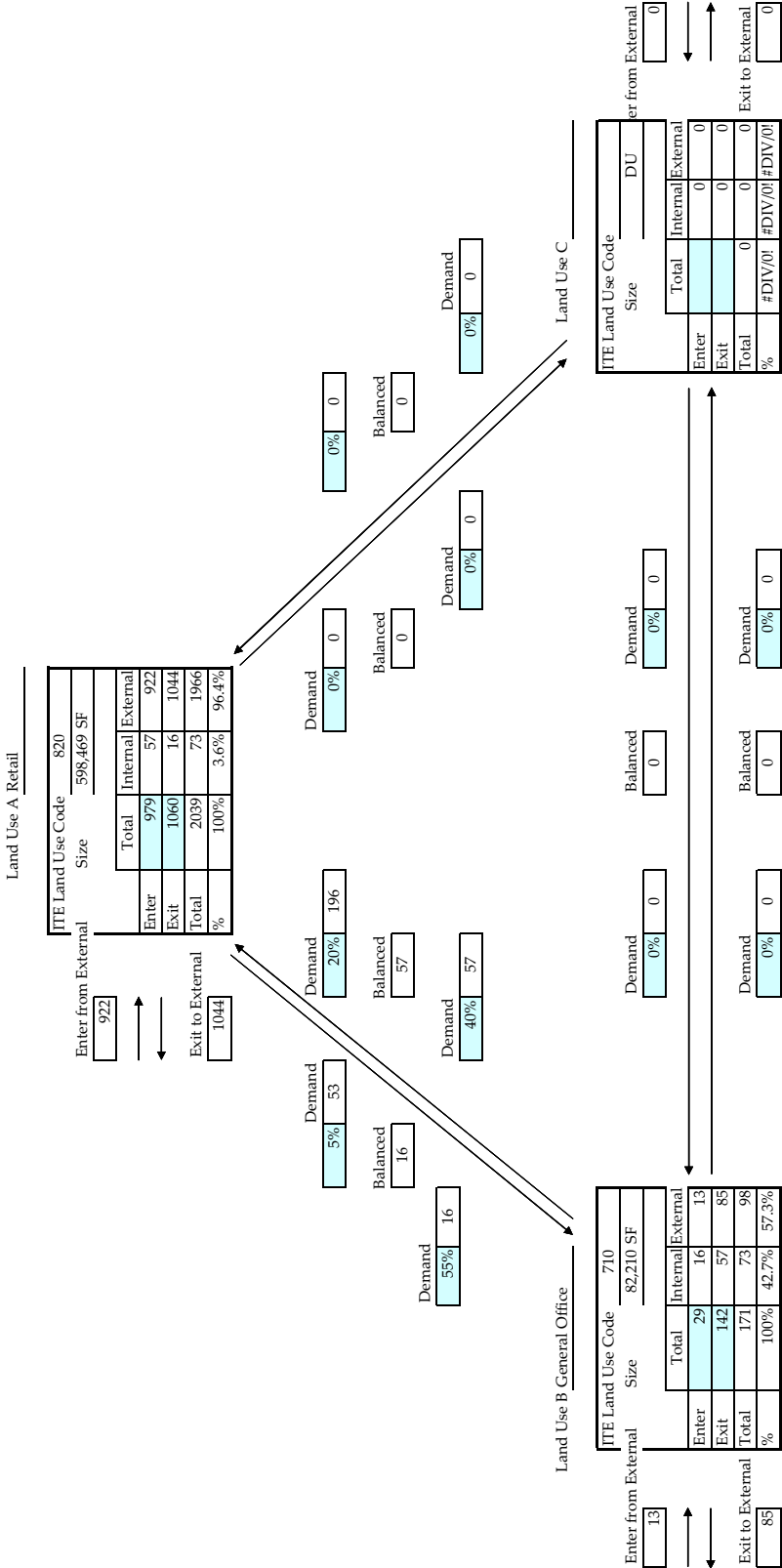


Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	271	132	0	403
Exit	170	11	0	181
Total	441	143	0	584
Single-Use Trip Gen Estimate	458	160	0	618
				Internal Capture 5.5%

Source: McMahon Associates, Inc. based on Templates from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 21-C-1B
PM TRIP INTERNAL CAPTURE - PHASE 1 (2018) - EXISTING USES
LAUDERHILL CITY CENTER DRI

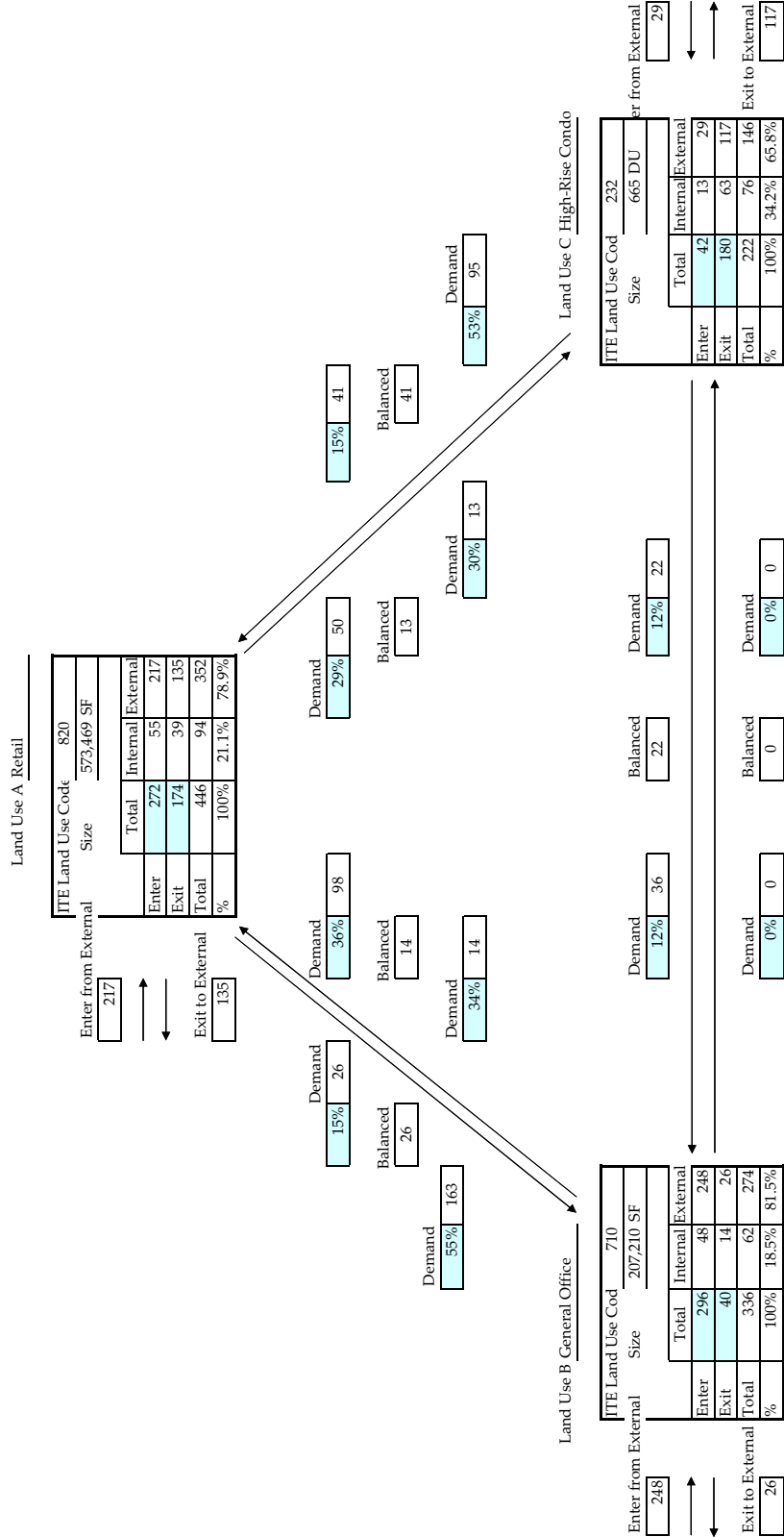


Analyst Natalia McGuckian
Date Apr-07

Name of Devlpt
Time Period

Lauderhill City Center DRI
Weekday AM Peak Hour

TABLE 21-C-1C
AM TRIP INTERNAL CAPTURE - PHASE 1 (2018)-PROPOSED USES
LAUDERHILL CITY CENTER DRI



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	217	248	29	494
Exit	135	26	117	278
Total	352	274	146	772
Single-Use Trip Gen Estimate	446	336	222	1004
				23.1%

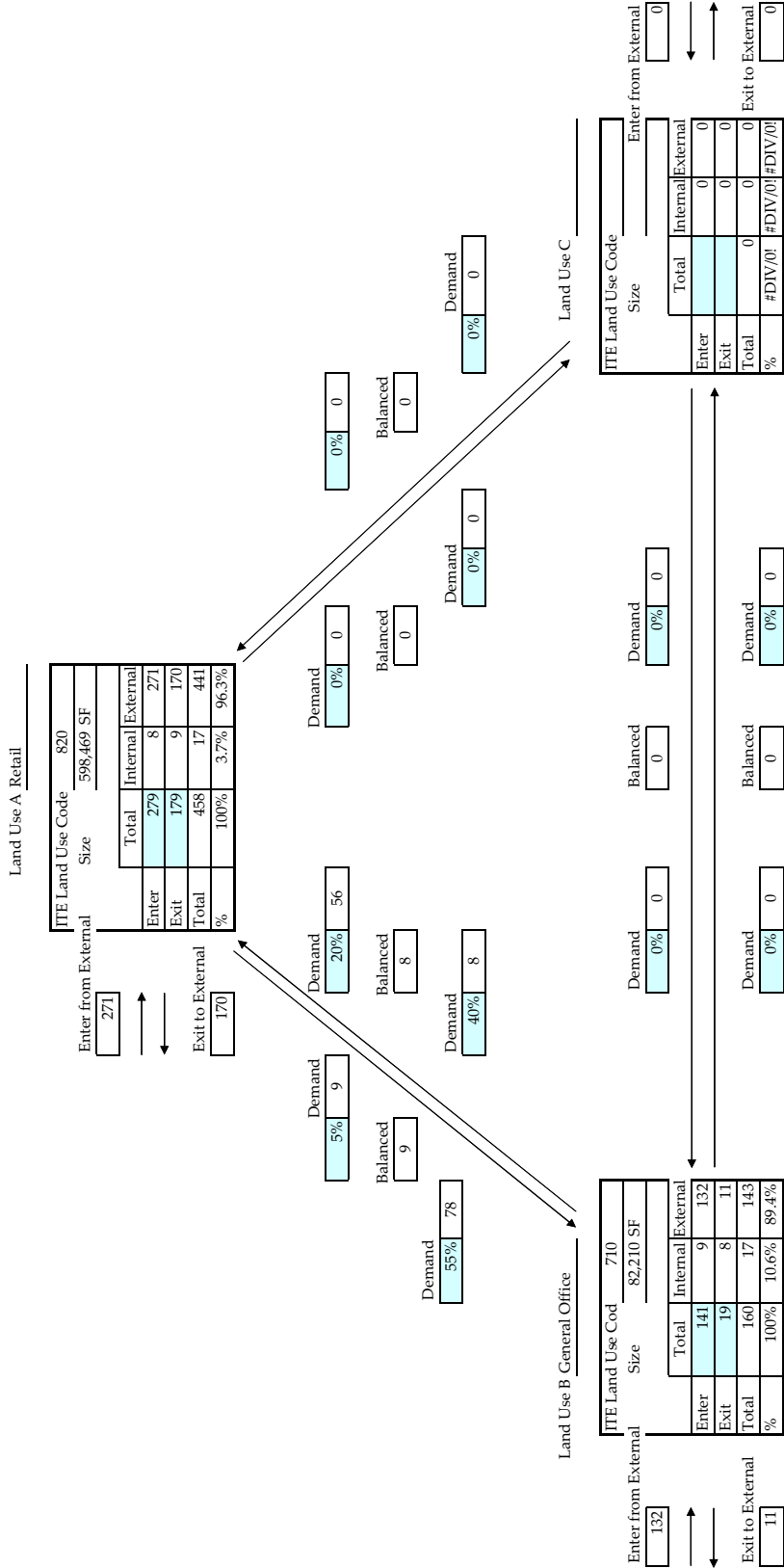
Source: McMahon Associates, Inc. based on Templates from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 21-C-2A
AM TRIP INTERNAL CAPTURE - PHASE 2 (2023) - EXISTING USES
LAUDERHILL CITY CENTER DRI

Analyst Natalia McCuckian
Date Apr-07

Name of Devlpt
Time Period

Lauderhill City Center DRI
Weekday AM Peak Hour

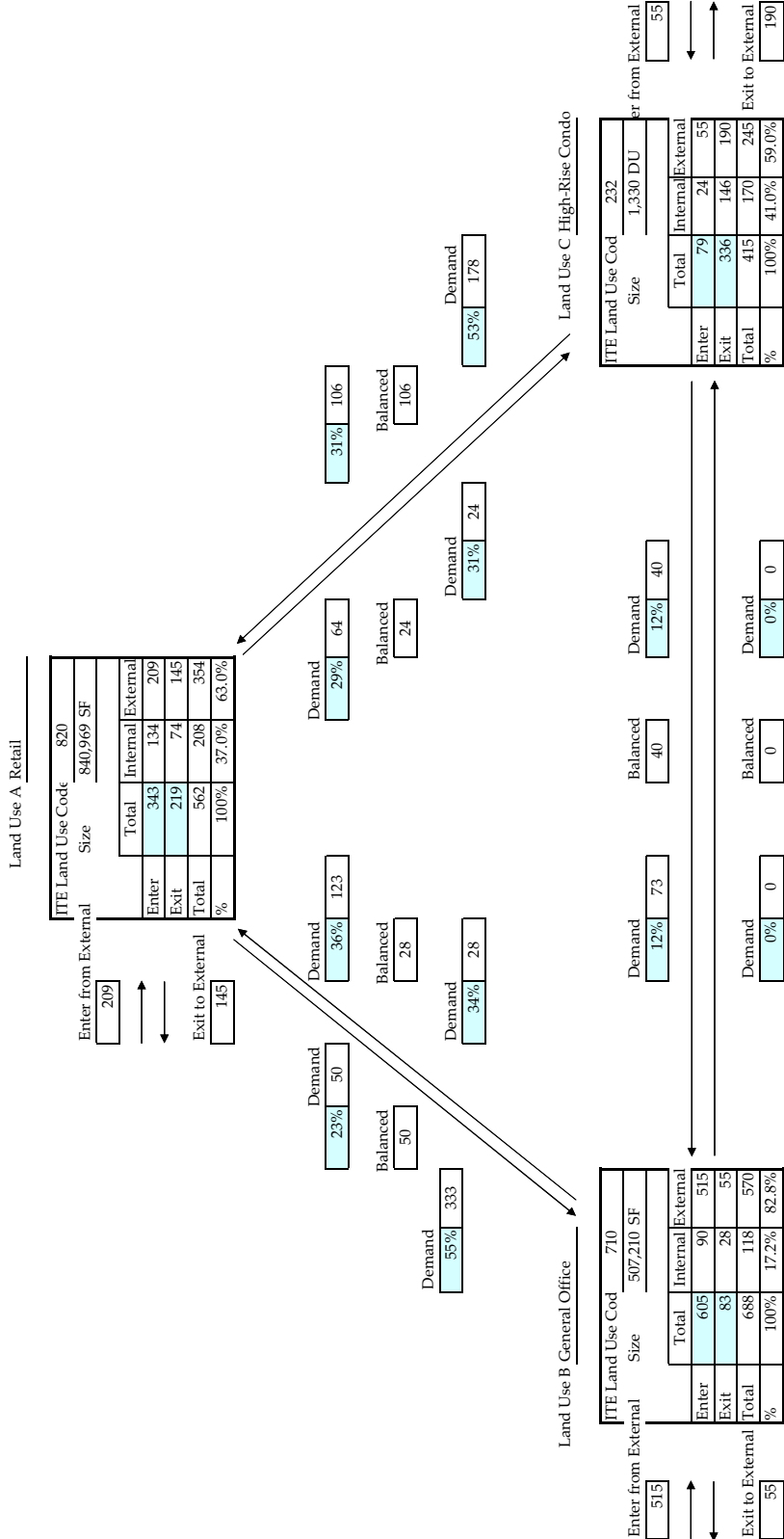


Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	271	132	0	403
Exit	170	11	0	181
Total	441	143	0	584
Single-Use Trip Gen Estimate	458	160	0	618
Internal Capture				5.5%

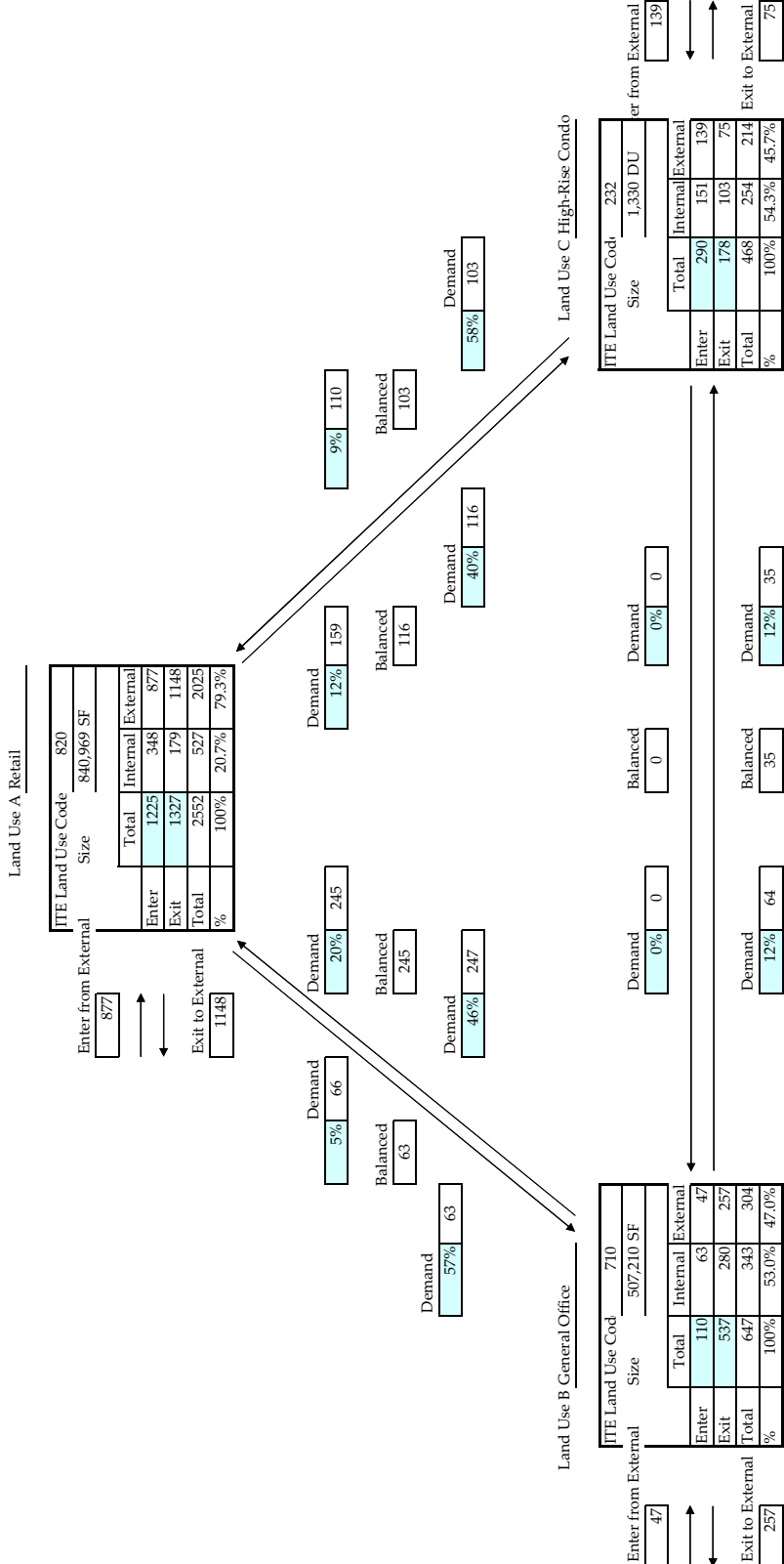
Source: McMahon Associates, Inc. based on Templates from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 21-C-2C
AM TRIP INTERNAL CAPTURE - PHASE 2 (2023)-PROPOSED USES
LAUDERHILL CITY CENTER DRI



Source: McMahon Associates, Inc. based on Templates from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 21-C-2D
PM TRIP INTERNAL CAPTURE - PHASE 2 (2023)-PROPOSED USES
LAUDERHILL CITY CENTER DRI



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	877	47	139	1063
Exit	1148	257	75	1480
Total	2025	304	214	2543
Single-Use Trip Gen Estimate	2552	647	468	3667

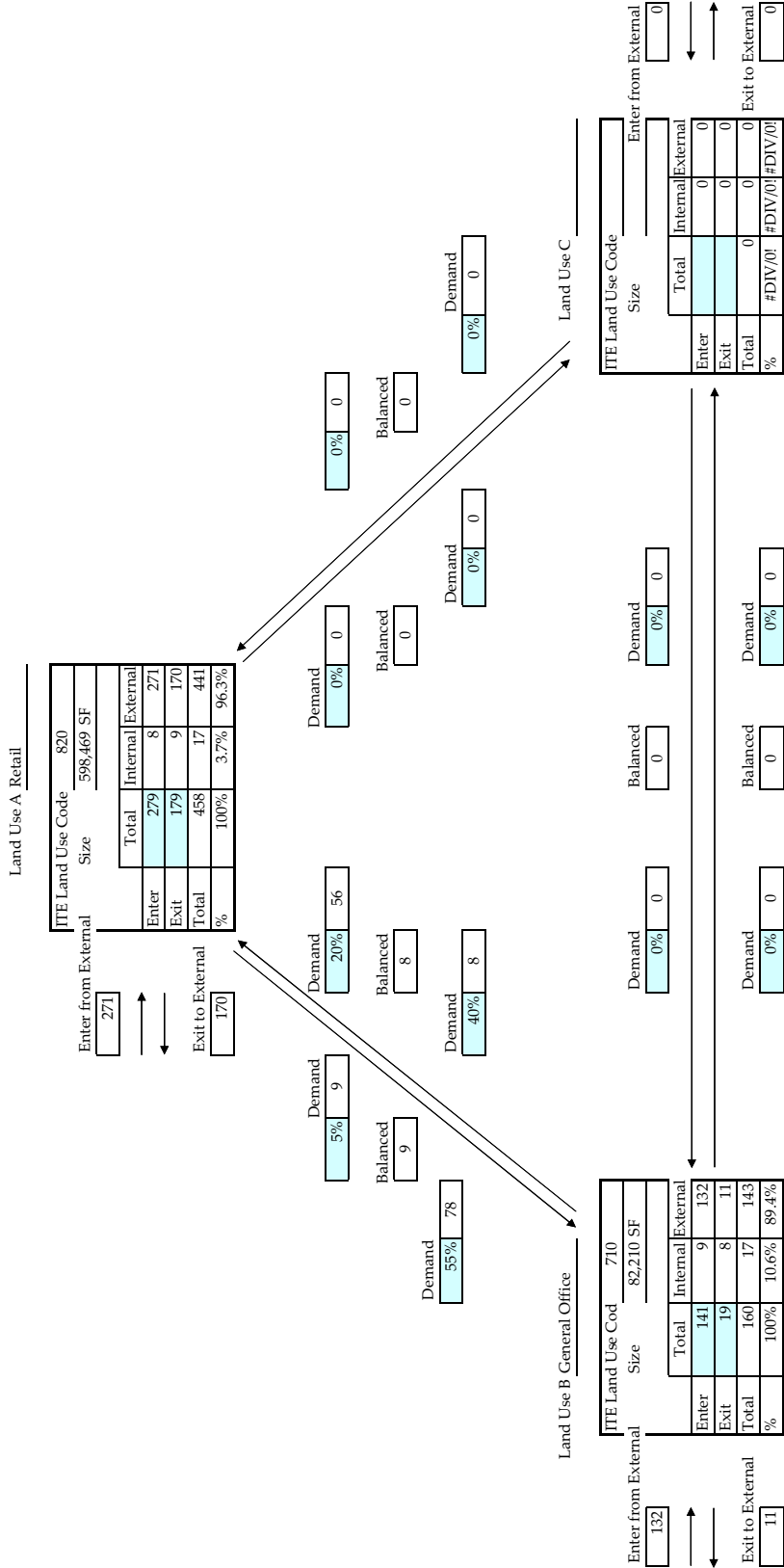
Source: McMahon Associates, Inc. based on Templates from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 21-C-3A
AM TRIP INTERNAL CAPTURE - PHASE 3 (2033) - EXISTING USES
LAUDERHILL CITY CENTER DRI

Analyst Natalia McGuckian
Date Apr-07

Name of Devlpt
Time Period

Lauderhill City Center DRI
Weekday AM Peak Hour

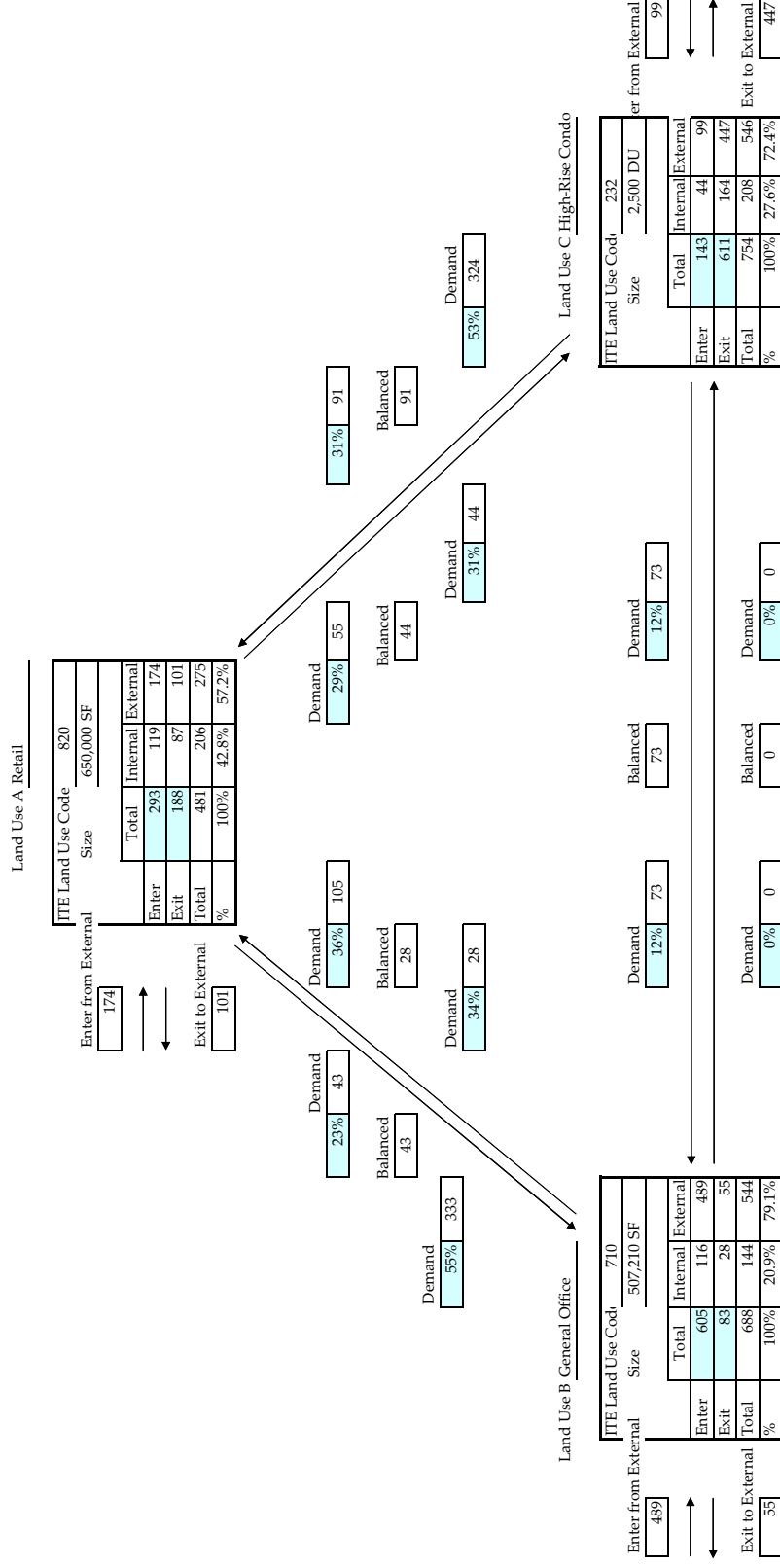


Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	271	132	0	403
Exit	170	11	0	181
Total	441	143	0	584
Single-Use Trip Gen Estimate	458	160	0	618
Internal Capture				5.5%

Source: McMahon Associates, Inc. based on Templates from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 21-C-3C
AM TRIP INTERNAL CAPTURE - PHASE 3 (2033)-PROPOSED USES
LAUDERHILL CITY CENTER DRI

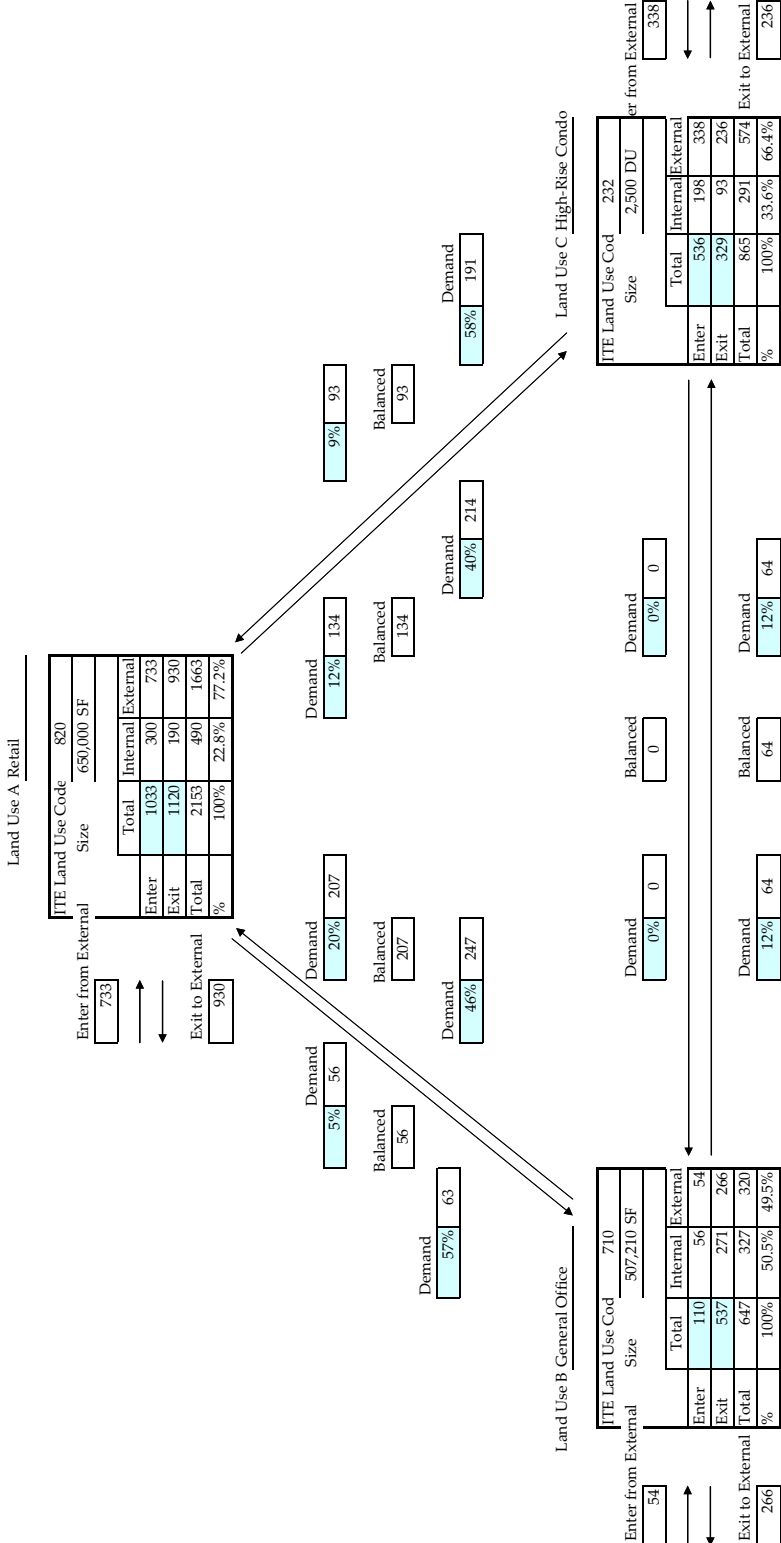


Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	174	489	99	762
Exit	101	55	447	603
Total	275	544	546	1365
Single-Use Trip Gen Estimate	481	688	754	1923
				30.0%

Source: McMahon Associates, Inc. based on Templates from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 21-C-3D
PM TRIP INTERNAL CAPTURE - PHASE 3 (2033)-PROPOSED USES
LAUDERHILL CITY CENTER DRI



Although the proposed development site is currently approved for 598,469 square feet of Retail and 82,210 square feet of General Office (i.e., vested uses), the site is currently occupied by 382,000 square feet of Retail and 82,210 square feet of General Office. Inbound and outbound, peak-hour trips generated by the vested uses and the existing uses on the site were estimated using the trip generation rates and/or equations published in the ITE, *Trip Generation Manual*, 7th Edition. **Table 21-C-4** summarizes the trip generation analysis for the additional, vested trips. The AM peak-hour and PM peak-hour, internal-capture worksheets are summarized in **Table 21-C-4A**, **Table 21-C-4B**, **Table 21-C-4C**, and **Table 21-C-4D**. Results of the trip generation analysis indicate that the vested uses on the site generate a total of 74 AM, peak-hour trips and 388 PM, peak-hour trips above and beyond the trips generated by the occupied uses on the site.

In addition to the standard, trip generation analyses presented above, an equivalency matrix was also performed to determine the mixture of land uses that could potentially be built on the site. Equivalency matrices reflecting net external trips by land use were adjusted to reflect internal and pass-by capture, as well as the effects of transit usage as quantified in this section. It was ensured that the net external trips, from the equivalency analysis, would not exceed the net external trips from the original trip generation table outlined in Table 21-C-1. **Table 21-C-5** summarizes the equivalency-matrix analysis.

TABLE 21-C-4
TRIP GENERATION ANALYSIS - ADDITIONAL VESTED TRIPS
LAUDERHILL CITY CENTER DRI

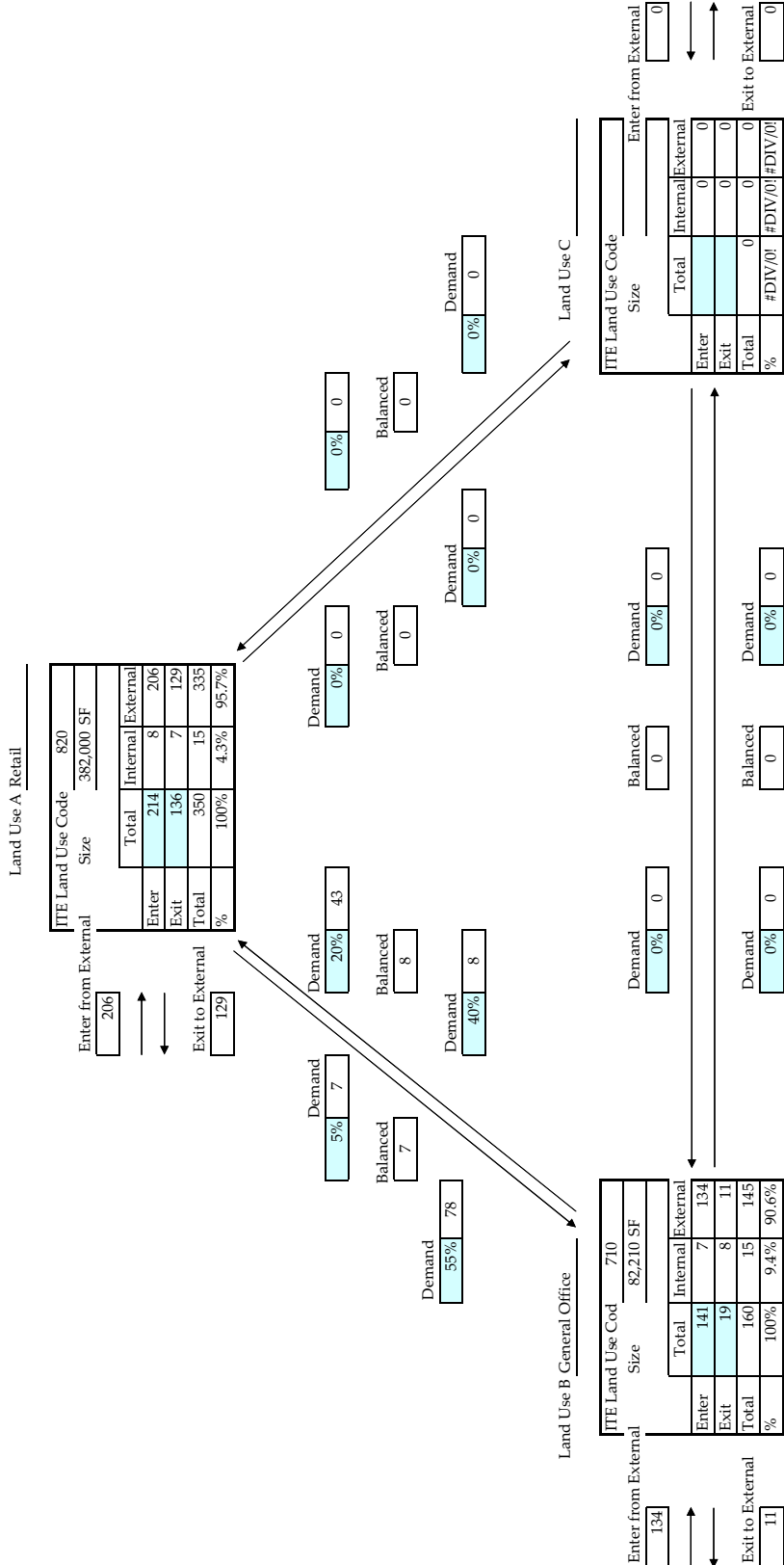
LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE (1)	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS			EXTERNAL TRIPS			MULTIMODAL REDUCTION						EXTERNAL TRIPS AFTER TRANSIT REDUCTION			PASS-BY TRIPS			NEW TRIPS				
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL				IN	OUT	TOTAL
AM PEAK HOUR																															
EXISTING USES																															
Retail	820	382,000 SF	$\ln(T) = 0.6 \ln(X) + 2.29$	61%	39%	214	136	350	8	7	15	4%	206	129	335	37	23	60	18%	169	106	275	72	26%	133	70	203				
General Office	710	82,210 SF	$\ln(T) = 0.80 \ln(X) + 1.55$	88%	12%	141	19	160	7	8	15	9%	134	11	145	24	2	26	18%	110	9	119	0	0%	110	9	119				
SUBTOTAL						355	155	510	15	15	30	6%	340	140	480	61	25	86	19%	279	115	394	72		243	79	322				
VESTED USES																															
General Office	710	82,210 SF	$\ln(T) = 0.80 \ln(X) + 1.55$	88%	12%	141	19	160	9	8	17	11%	132	11	143	24	2	26	18%	108	9	117	0	0%	108	9	117				
Retail	820	598,469 SF	$\ln(T) = 0.6 \ln(X) + 2.29$	61%	39%	279	179	458	8	9	17	4%	271	170	441	49	30	79	18%	222	140	362	83	23%	181	98	279				
SUBTOTAL						420	198	618	17	17	34	6%	403	181	584	73	32	105	19%	330	149	479	83		289	107	396				
NET DIFFERENCE						65	43	108	2	2	4		63	41	104	12	7	19		51	34	85	11		46	28	74				

PM PEAK HOUR																											
LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE (1)	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS			EXTERNAL TRIPS			MULTIMODAL REDUCTION			EXTERNAL TRIPS AFTER TRANSIT REDUCTION			PASS-BY TRIPS	NEW TRIPS					
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN		OUT	TOTAL	IN	OUT	TOTAL	
EXISTING USES																											
Retail	820	382,000 SF	$\ln(T) = 0.66 \ln(X) + 3.4$	48%	52%	728	788	1516	57	16	73	5%	671	772	1443	87	101	188	13%	584	671	1255	326	26%	421	508	929
General Office	710	82,210 SF	$T = 1.12 (X) + 78.81$	17%	83%	29	142	171	16	57	73	43%	13	85	98	2	11	13	13%	11	74	85	0	0%	11	74	85
SUBTOTAL						757	930	1687	73	73	146	9%	684	857	1541	89	112	201	13%	595	745	1340	326		432	582	1014
VESTED																											
General Office	710	82,210 SF	$T = 1.12 (X) + 78.81$	17%	83%	29	142	171	16	57	73	43%	13	85	98	2	11	13	13%	11	74	85	0	0%	11	74	85
Retail	820	598,469 SF	$\ln(T) = 0.66 \ln(X) + 3.4$	48%	52%	979	1060	2039	57	16	73	4%	922	1044	1966	120	136	256	13%	802	908	1710	393	23%	606	711	1317
SUBTOTAL						1008	1202	2210	73	73	146	7%	935	1129	2064	122	147	269	13%	813	982	1795	393		617	785	1402
NET DIFFERENCE						251	272	523	0	0	0		251	272	523	33	35	68	15%	218	237	455	67		185	203	388

Notes:

(1) Source: ITE Trip Generation Manual, 7th Edition.

TABLE 21-C-4A
AM TRIP INTERNAL CAPTURE - ADDITIONAL VESTED TRIPS - EXISTING USES
LAUDERHILL CITY CENTER DRI

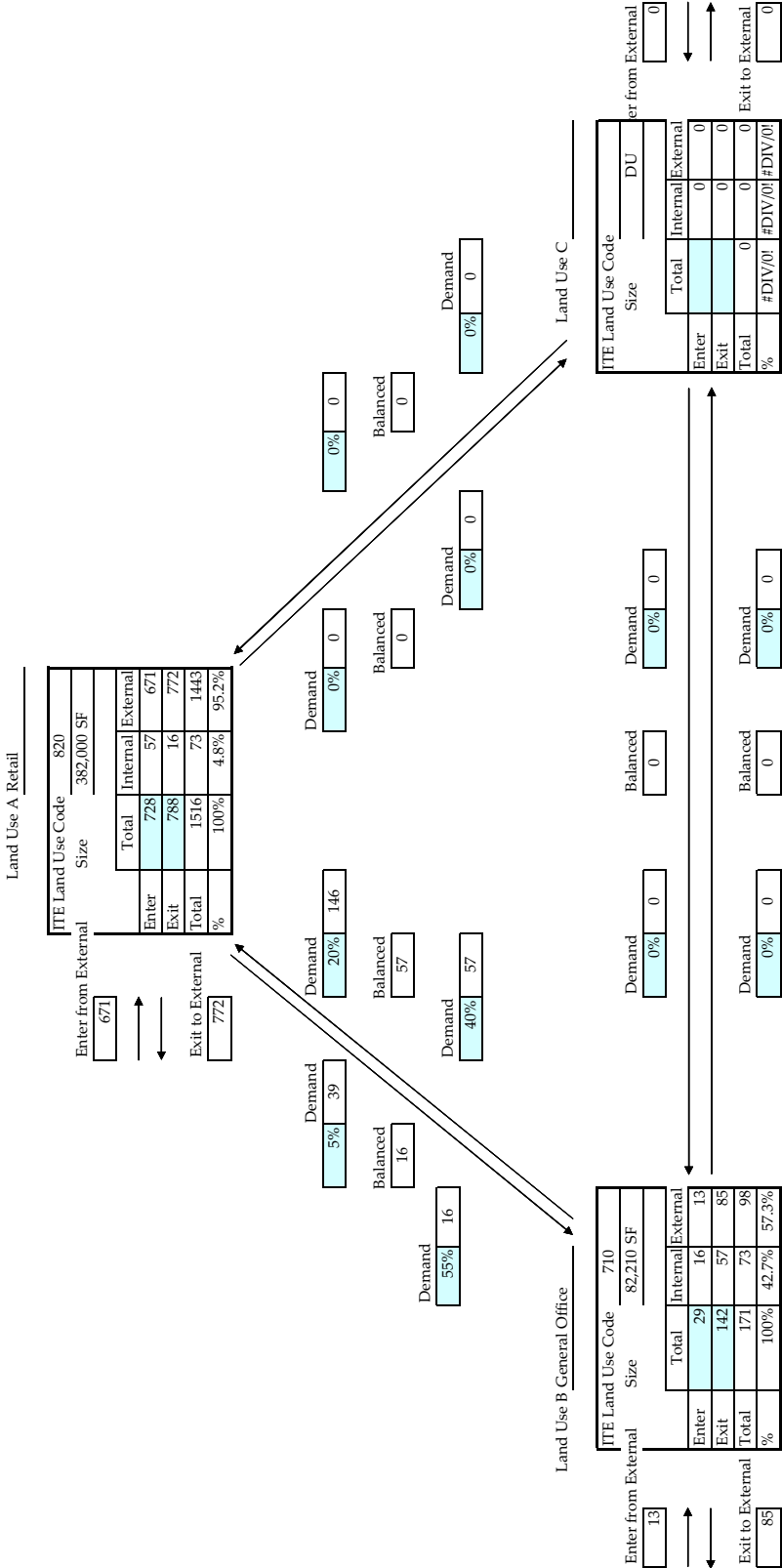


Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	206	134	0	340
Exit	129	11	0	140
Total	335	145	0	480
Single-Use Trip Gen Estimate	350	160	0	510
Internal Capture				5.9%

Source: McMahon Associates, Inc. based on Templates from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 21-C-4B
PM TRIP INTERNAL CAPTURE - ADDITIONAL VESTED TRIPS - EXISTING USES
LAUDERHILL CITY CENTER DRI

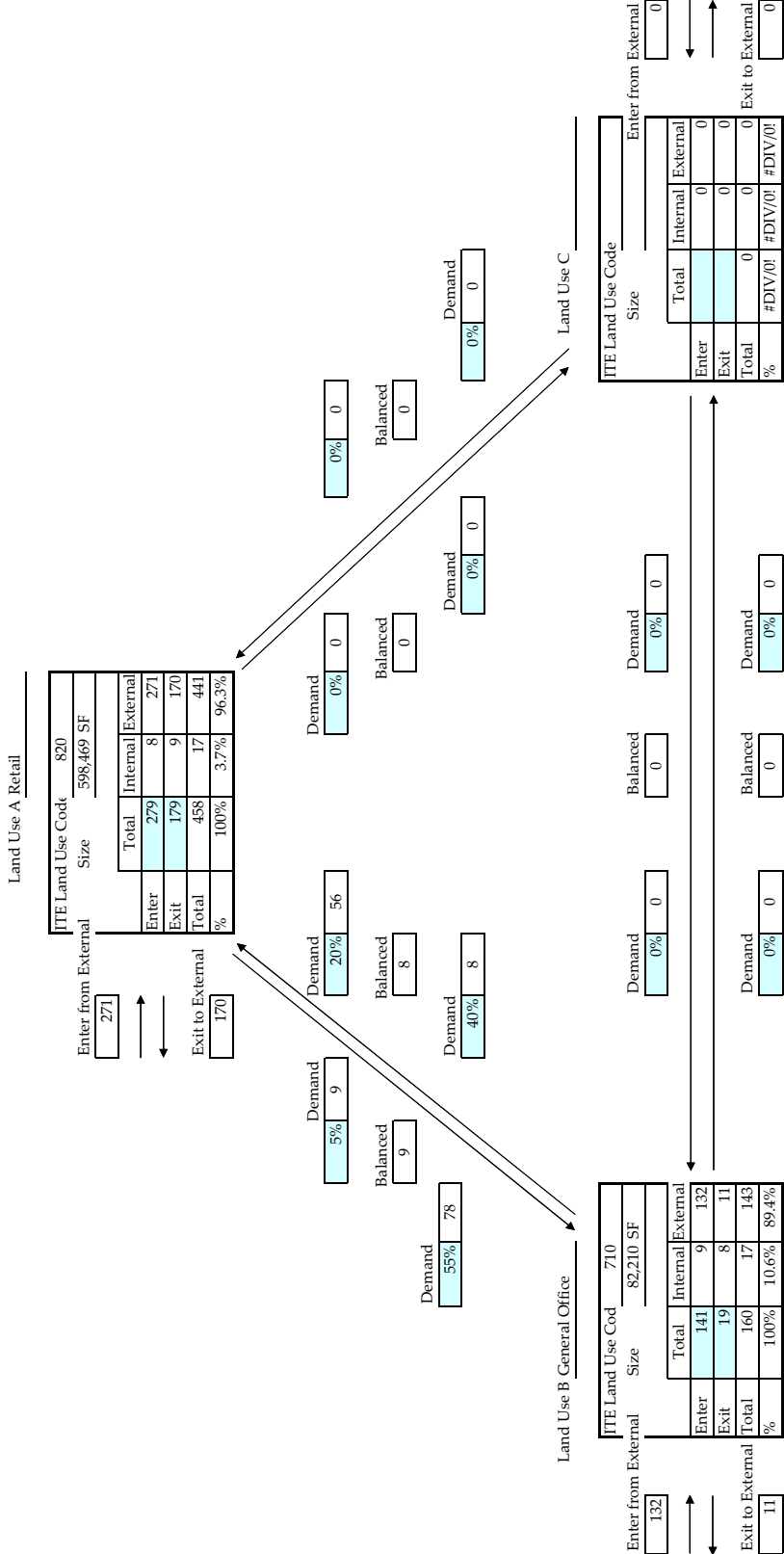


Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	671	13	0	684
Exit	772	85	0	857
Total	1443	98	0	1541
Single-Use Trip Gen Estimate	1516	171	0	1687
				Internal Capture 8.7%

Source: McMahon Associates, Inc. based on Templates from the ITE Trip Generation Handbook, Chapter 7, March 2001

TABLE 21-C-4C
AM TRIP INTERNAL CAPTURE - ADDITIONAL VESTED TRIPS - VESTED USES
LAUDERHILL CITY CENTER DRI



Source: McMahon Associates, Inc. based on Templates from the ITE Trip Generation Handbook, Chapter 7, March 2001

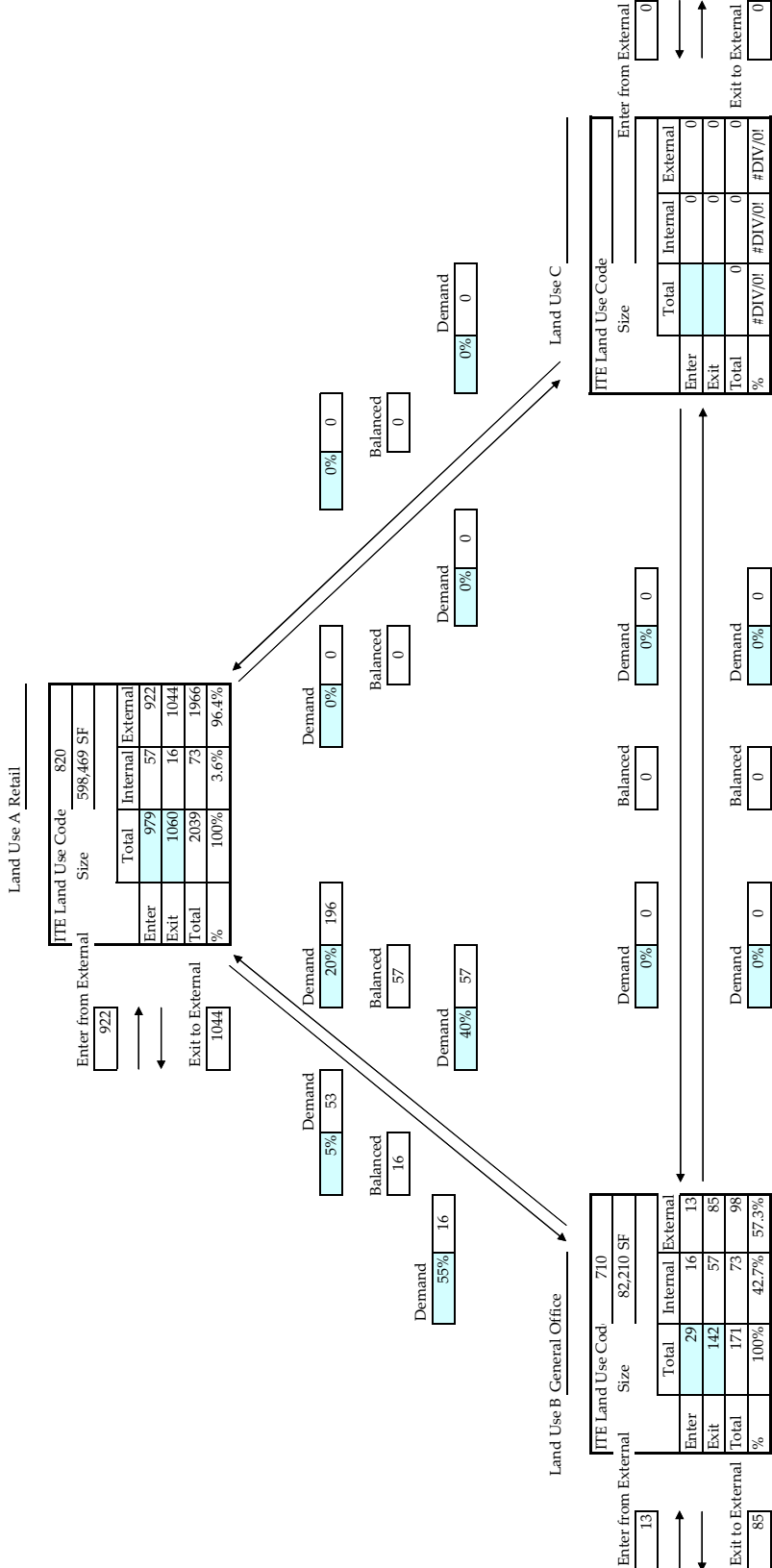


TABLE 21-C-5
EQUIVALENCE MATRIX PHASE 3 (2033) - TRIP GENERATION ANALYSIS
LAUDERHILL CITY CENTER DRI

LAND USE	ITE CODE	SCENARIO I			SCENARIO II			SCENARIO III			SCENARIO IV			SCENARIO V		
		NET NEW TRIPS FOR 15% DECREASE IN GENERAL OFFICE AND 5% INCREASE IN RETAIL			NET NEW TRIPS FOR 30% DECREASE IN RETAIL AND 10% INCREASE IN GENERAL OFFICE			NET NEW TRIPS FOR 20% DECREASE IN RETAIL AND 20% DECREASE IN GENERAL OFFICE			NET NEW TRIPS FOR 10% INCREASE IN GENERAL OFFICE AND 10% DECREASE IN RESIDENTIAL			NET NEW TRIPS FOR 10% INCREASE IN RESIDENTIAL AND 20% DECREASE IN GENERAL OFFICE		
		INTENSITY	IN	OUT	INTENSITY	IN	OUT	INTENSITY	IN	OUT	INTENSITY	IN	OUT	INTENSITY	IN	OUT
PROPOSED USES																
General Office	710	507,210 SF	396	45	441											
Retail	820	650,000 SF	116	56	172	557,931 SF	428	47	475	405,768 SF	323	37	360	405,768 SF	319	33
High-Rise Condominium	232	2,500 DU's	80	362	442	455,000 SF	82	26	108	520,000 SF	105	39	144	650,000 SF	117	46
						2,500 DU's	81	372	453	2,500 DU's	83	384	467	2,750 DU's	87	419
SUBTOTAL			892	463	1085		544	462	1006		511	460	971		523	498

LAND USE	ITE CODE	SCENARIO I			SCENARIO II			SCENARIO III			SCENARIO IV			SCENARIO V		
		NET NEW TRIPS FOR 15% DECREASE IN GENERAL OFFICE AND 5% INCREASE IN RETAIL			NET NEW TRIPS FOR 30% DECREASE IN RETAIL AND 10% INCREASE IN GENERAL OFFICE			NET NEW TRIPS FOR 20% DECREASE IN RETAIL AND 20% DECREASE IN GENERAL OFFICE			NET NEW TRIPS FOR 10% INCREASE IN GENERAL OFFICE AND 10% DECREASE IN RESIDENTIAL			NET NEW TRIPS FOR 10% INCREASE IN RESIDENTIAL AND 20% DECREASE IN GENERAL OFFICE		
		INTENSITY	IN	OUT	INTENSITY	IN	OUT	INTENSITY	IN	OUT	INTENSITY	IN	OUT	INTENSITY	IN	OUT
PROPOSED USES																
General Office	710	507,210 SF	46	229	275	431,129 SF	35	188	223	357	405,768 SF	34	181	215	34	159
Retail	820	650,000 SF	466	635	1101	682,500 SF	507	654	1161	819	650,000 SF	372	529	901	470	629
High-Rise Condominium	232	2,500 DU's	291	203	494	2,500 DU's	284	200	484	511	2,500 DU's	299	183	482	335	231
SUBTOTAL			803	1067	1870		826	1042	1868		772	1084	1856		839	1019

Notes: ITE Trip Generation Manual, 7th Edition utilized.

Red numbers indicate higher net new trips

TABLE 21-C-5
EQUIVALENCE MATRIX PHASE 3 (2033) - TRIP GENERATION ANALYSIS
LAUDERHILL CITY CENTER DRI

LAND USE	ITE CODE	SCENARIO VI				SCENARIO VII				SCENARIO VIII				SCENARIO IX			
		NET NEW TRIPS FOR 20% INCREASE IN RESIDENTIAL AND 40% DECREASE IN GENERAL OFFICE				NET NEW TRIPS FOR 10% INCREASE IN RESIDENTIAL AND 40% DECREASE IN RETAIL				NET NEW TRIPS FOR 10% INCREASE IN RETAIL AND 20% DECREASE IN RESIDENTIAL				NET NEW TRIPS FOR 20% INCREASE IN RESIDENTIAL AND 70% DECREASE IN RETAIL			
		INTENSITY	IN	OUT	TOTAL	INTENSITY	IN	OUT	TOTAL	INTENSITY	IN	OUT	TOTAL	INTENSITY	IN	OUT	TOTAL
PROPOSED USES																	
General Office	710	304,326 SF	245	27	272	507,210 SF	401	40	441	507,210 SF	399	40	439	507,210 SF	405	33	438
Retail	820	650,000 SF	119	42	161	390,000 SF	65	25	90	715,000 SF	123	63	186	195,000 SF	17	4	21
High-Rise Condominium	232	3,000 DUs	93	475	568	2,750 DUs	87	414	501	2,000 DUs	66	277	343	3,000 DUs	100	470	570
SUBTOTAL			457	544	1001		553	479	1032		588	380	968		522	507	1029

LAND USE	ITE CODE	SCENARIO VI				SCENARIO VII				SCENARIO VIII				SCENARIO IX			
		NET NEW TRIPS FOR 20% INCREASE IN RESIDENTIAL AND 40% DECREASE IN GENERAL OFFICE				NET NEW TRIPS FOR 10% INCREASE IN RESIDENTIAL AND 40% DECREASE IN RETAIL				NET NEW TRIPS FOR 10% INCREASE IN RETAIL AND 20% DECREASE IN RESIDENTIAL				NET NEW TRIPS FOR 20% INCREASE IN RESIDENTIAL AND 70% DECREASE IN RETAIL			
		INTENSITY	IN	OUT	TOTAL	INTENSITY	IN	OUT	TOTAL	INTENSITY	IN	OUT	TOTAL	INTENSITY	IN	OUT	TOTAL
PROPOSED USES																	
General Office	710	304,326 SF	27	125	152	507,210 SF	60	280	340	507,210 SF	43	247	290	507,210 SF	73	327	400
Retail	820	650,000 SF	436	659	1095	390,000 SF	299	422	721	715,000 SF	521	690	1211	195,000 SF	155	216	371
High-Rise Condominium	232	3,000 DUs	410	187	597	2,750 DUs	348	228	576	2,000 DUs	213	142	355	3,000 DUs	388	258	646
SUBTOTAL			873	971	1844		707	930	1637		777	1079	1856		616	801	1417

Notes:
(1) Source: ITE Trip Generation Manual, 7th
Red numbers indicate higher net new trips

- D. Provide a projection of total peak hour directional traffic, with the DRI, on the highway network within the study area at the end of each phase of development. If these projections are based on a validated FSUTMS, state the source, date and network of the model and of the TAZ projections. If no standard model is available or some other model or procedure is used, describe it in detail and include documentation showing its validity. Describe the procedure used to estimate and distribute traffic with full DRI development in subzones at buildout and at interim phase-end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvements programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly identified. Show these link projections on maps or tables of the study area network, one map or table for each phase-end year. Describe how these conclusions were reached.

The Broward County 2030 Transportation Model was modified, within the study area, to include only those roadway geometries that are either existing or within the first three years of the Broward County MPO TIP. The following roadway modifications were made:

- Sawgrass Expressway from SR 84 to Sunrise Boulevard: 10LX to 6LX
- Hiatus Road just south of I-595: 4LD to 2LD
- Pine Island Road just south of I-595: 6LD to 4LD
- Pine Island Road from NW 44th Street to Oakland Park Blvd: 6LD to 4LD
- Florida Turnpike from Griffin Road to Atlantic Boulevard: 6LD to 8LD
- Remove interchange at Florida Turnpike and Oakland Park Boulevard
- NW 49th Avenue from Oakland Park Boulevard to NW 26th Street: 2L to 4LD
- Add NW 12th Street west of SR-7/US-441
- Add NW 16th Street west of SR-7/US-441

Total traffic for each of the project phases was determined by adding together a) future background-growth traffic, b) committed-development trips and c) project trips. The methodology for determining each of these components is described below.

Background-Growth Analysis

Background-growth traffic was computed by applying growth rates to 2007 vested traffic. Growth rates throughout the study area were determined based on a review of four methodologies:

1. Observed growth rates between Year 2000 volumes, from the 2000 Validation Year Broward County Transportation Model, and Year

2030 traffic volumes, from the 2030 Cost Feasible Broward County Transportation Model.

2. Observed growth rates between the 2005 two-way, daily traffic and the 2030 two-way, daily traffic from the Broward County *Roadway Level of Service* tables.
3. Observed growth rates between the 2005 two-way, peak-hour traffic and the 2030 two-way, peak-hour traffic from the Broward County *Roadway Level of Service* tables.
4. Observed growth rates from trend analyses, which include historical traffic volume data and future 2030 traffic from the 2030 Cost Feasible Broward County Transportation Model.

While all four methodologies mentioned above were reviewed to determine the reliability of the calculated growth rates, only methodologies 1 and 4 were utilized in the estimation of the growth rate. The reviewing agencies determined that these two methodologies utilize the most accurate and reliable data sources for comparing traffic volumes. Therefore, methodologies 2 and 3 were not used for the determination of the growth rate. Based on the calculated, weighted-average, growth-rate information obtained from methods 1 and 4, it was determined that a 0.85 percent average growth rate would be utilized for future volume projections of roadways within the study area. It is worth noting that, had all four methodologies been utilized in determining the growth rate, the result would have been very similar.

Year 2000 and Year 2030 Broward County Transportation Model outputs, as well as the trend analyses, are included in **Appendix D-1. Table D-1**, included in Appendix D-1, summarizes the calculated growth rates for study-area roadways, based on information obtained from the 2005 FDOT traffic Data CD and the transportation models.

Committed-Development Analysis

The 2030 Cost Feasible Broward County Transportation Model was recently updated to include the most recent Land Use Plan Amendments for Broward County. Additional committed developments within the study area, not included in the updated model, were reviewed and included in the analysis accordingly. Approved, committed-development information was obtained from Broward County Development Management Division, City of Lauderhill, City of Lauderdale Lakes, City of Plantation and City of Fort Lauderdale. In addition, the SR-7 Collaborative project information was also reviewed.

Committed-development information was reviewed to determine which committed developments would impact the significant links. Based on the reviewed developments, several committed developments were included in the analysis and

assumed to be fully completed by 2018. The committed developments include the following:

- Dimar Plat
- Oakland Commercial
- Sartori Commercial Lake
- Yatch Haven Plat
- Baytree of Inverrary
- Headway Office Park
- Central Broward Regional Park
- Riverland Corporate Park
- Northwest Fort Lauderdale
- DJP Airport West Plat
- Bella Vista
- Centerline Townhomes

Figure D-1, attached in **Appendix D-2**, graphically depicts the locations of the committed developments. Information for the Central Broward Regional Park was based on the latest information provided by City of Lauderhill staff. Information obtained from the approved committed developments is included in Appendix D-2. **Table D-2**, included in Appendix D-2, summarizes the trip generation analyses for each of the approved committed developments. Committed development traffic assignments were determined by utilizing the 2030 Cost Feasible Broward County Transportation Model. The output maps are also included in Appendix D-2. **Table D-3A** and **Table D-3B** summarize the committed-development volumes at the critical intersections for the AM and PM peak hours, respectively.

Project-Traffic Analysis

Project trips, for the roadway segments throughout the study area, were calculated based on the expected number of net-new trips, from the trip generation analysis, and the trip assignment. Trip assignment was based on trip distribution from the site using the modified 2030 Cost Feasible Broward County Transportation Model. A more detailed explanation is included in Section 21.E - Trip Assignment.

Total-Traffic Analysis

Background-growth traffic was summed together with committed-development traffic and project traffic to determine total, future, traffic conditions. **Table 21-D-1A**, **Table 21-D-1B**, **Table 21-D-2A**, **Table 21-D-2B**, **Table 21-D-3A**, **Table 21-D-3B** summarize the AM peak-hour and PM peak-hour link analyses for each of the project phases.

TABLE 21-D-1A
PHASE 1 (2018) AM PEAK-HOUR, DIRECTIONAL LINK ANALYSIS
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR.	NUM. LANES	LOS "D" CAPACITY ⁽¹⁾	EXISTING (2007) AM VESTED TRAFFIC	CCR (%) ⁽²⁾	EXIST + BACK GROWTH TRAFFIC	COMM. DEV. TRAFFIC	BACKGROUND TRAFFIC (EXIST+BACK GROWTH+COMM)	PROJECT TRAFFIC	TOTAL FUTURE TRAFFIC	TOTAL TRAFFIC > 90% LOS "D"
East / West												
Sunrise Blvd	SR 7 to SW 31 Ave	EB	3LD	2,570	2,556	0.85%	2,805	41	2,846	15	2,861	Yes
		WB	3LD	2,570	1,324	0.85%	1,453	39	1,492	14	1,506	No
NW 12 St	SR 7 to West SR 7	EB	2LD	1,140	204	0.85%	224	5	229	14	243	No
		WB	2LD	1,140	237	0.85%	260	1	260	12	273	No
NW 16 St	SR 7 to West SR 7	EB	2LD	1,140	391	0.85%	429	11	440	9	449	No
		WB	2LD	1,140	191	0.85%	210	7	217	9	226	No
NW 19 St	SR 7 to NW 31 Ave	EB	2LD	1,620	1,041	0.85%	1,143	35	1,178	10	1,188	No
		WB	2LD	1,620	853	0.85%	936	94	1,030	9	1,039	No
North / South												
NW 49 Ave	NW 19 St to NW 26 St	NB	1L	530	351	0.85%	385	27	412	3	415	No
		SB	1L	530	379	0.85%	416	21	437	3	440	No
	Broward Blvd to Sunrise Blvd	NB	3LD	2,570	2,077	0.85%	2,280	81	2,361	20	2,381	Yes
		SB	3LD	2,570	2,658	0.85%	2,917	92	3,009	22	3,031	Yes
	Sunrise Blvd to NW 12 St	NB	3LD	2,570	1,926	0.85%	2,114	125	2,239	39	2,278	No
		SB	3LD	2,570	1,787	0.85%	1,961	137	2,098	43	2,141	No
	NW 12 St to Driveway 1	NB	3LD	2,570	1,659	0.85%	1,821	125	1,946	33	1,979	No
		SB	3LD	2,570	1,335	0.85%	1,465	148	1,613	36	1,649	No
	Driveway 1 to Driveway 2	NB	3LD	2,570	1,659	0.85%	1,821	125	1,946	33	1,979	No
		SB	3LD	2,570	1,335	0.85%	1,465	148	1,613	36	1,649	No
SR-7/US-441	Driveway 2 to NW 16 St	NB	3LD	2,570	1,659	0.85%	1,821	125	1,946	22	1,968	No
		SB	3LD	2,570	1,335	0.85%	1,465	148	1,613	24	1,637	No
	NW 16 St to NW 19 St	NB	3LD	2,570	1,443	0.85%	1,584	117	1,701	29	1,730	No
		SB	3LD	2,570	1,450	0.85%	1,591	137	1,728	27	1,755	No
	NW 19 St to Oakland Park Blvd	NB	3LD	2,570	1,431	0.85%	1,571	156	1,727	18	1,745	No
		SB	3LD	2,570	1,781	0.85%	1,955	81	2,036	16	2,052	No

(1) LOS D CAPACITY BASED ON GENERALIZED TABLES FROM THE FDOT 2002 LEVEL OF SERVICE HANDBOOK. ROADWAY CLASS BASED ON BROWARD COUNTY ROADWAY LEVEL OF SERVICE TABLES.

(2) ROADWAY LINK COMPOUND GROWTH RATES BASED ON TABLE D-1

(3) ASSURED CONSTRUCTION BASED ON TABLE 21-A-3

TABLE 21-D-1B
PHASE 1 (2018) PM PEAK-HOUR, DIRECTIONAL LINK ANALYSIS
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR.	NUM. LANES	LOS "D" CAPACITY ⁽¹⁾	EXISTING (2007) PM VESTED TRAFFIC	CGR (%) ⁽²⁾	EXIST + BACK GROWTH TRAFFIC	COMM. DEV. TRAFFIC	BACKGROUND TRAFFIC (EXIST+BACK GROWTH+COMM)	PROJECT TRAFFIC	TOTAL FUTURE TRAFFIC	TOTAL TRAFFIC >90% LOS "D"
East / West												
Sunrise Blvd	SR 7 to SW 31 Ave	EB	3LD	2,570	1,944	0.85%	2,134	129	2,263	6	2,269	No
		WB	3LD	2,570	2,112	0.85%	2,318	144	2,462	2	2,464	Yes
NW 12 St	SR-7 to West SR 7	EB	2LD	1,140	549	0.85%	603	7	610	6	616	No
		WB	2LD	1,140	427	0.85%	469	10	479	2	481	No
NW 16 St	SR-7 to West SR 7	EB	2LD	1,140	506	0.85%	555	30	585	4	589	No
		WB	2LD	1,140	601	0.85%	660	31	691	1	692	No
NW 19 St	SR 7 to NW 31 Ave	EB	2LD	1,620	905	0.85%	993	168	1,161	4	1,165	No
		WB	2LD	1,620	1,371	0.85%	1,505	132	1,637	1	1,638	Yes
North / South												
NW 49 Ave	NW 19 St to NW 26 St	NB	1L	530	469	0.85%	515	64	579	1	580	Yes
		SB	1L	530	571	0.85%	627	72	699	0	699	Yes
	Broward Blvd to Sunrise Blvd	NB	3LD	2,570	2,162	0.85%	2,373	199	2,572	3	2,575	Yes
		SB	3LD	2,570	2,299	0.85%	2,523	200	2,723	9	2,732	Yes
	Sunrise Blvd to NW 12 St	NB	3LD	2,570	2,262	0.85%	2,483	315	2,798	5	2,803	Yes
SR-7/US-441	NW 12 St to Driveway 1	SB	3LD	2,570	1,927	0.85%	2,115	281	2,396	18	2,414	Yes
		NB	3LD	2,570	2,097	0.85%	2,302	323	2,625	4	2,629	Yes
	Driveway 1 to Driveway 2	SB	3LD	2,570	1,987	0.85%	2,181	297	2,478	15	2,493	Yes
		NB	3LD	2,570	2,097	0.85%	2,302	323	2,625	4	2,629	Yes
	Driveway 2 to NW 16 St	SB	3LD	2,570	1,987	0.85%	2,181	297	2,478	15	2,493	Yes
		NB	3LD	2,570	2,097	0.85%	2,302	323	2,625	3	2,628	Yes
	NW 16 St to NW 19 St	SB	3LD	2,570	1,987	0.85%	2,181	297	2,478	10	2,488	Yes
		NB	3LD	2,570	1,858	0.85%	2,039	298	2,337	12	2,349	Yes
	NW 19 St to Oakland Park Blvd	SB	3LD	2,570	2,017	0.85%	2,214	267	2,481	3	2,484	Yes
		NB	3LD	2,570	1,994	0.85%	2,189	244	2,433	7	2,440	Yes
		SB	3LD	2,570	1,998	0.85%	2,193	258	2,451	2	2,453	Yes

(1) LOS D CAPACITY BASED ON GENERALIZED TABLES FROM THE FDOT 2002 LEVEL OF SERVICE HANDBOOK. ROADWAY CLASS BASED ON BROWARD COUNTY ROADWAY LEVEL OF SERVICE TABLES.

(2) ROADWAY LINK COMPOUND GROWTH RATES BASED ON TABLE D-1.

(3) ASSURED CONSTRUCTION BASED ON TABLE 21-A-3

TABLE 21-D-2A
PHASE 2 (2023) AM PEAK-HOUR, DIRECTIONAL LINK ANALYSIS
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR.	NUM. LANES	LOS "D" CAPACITY ⁽¹⁾	EXISTING (2007) AM VESTED TRAFFIC	CGR (%) ⁽²⁾	EXIST + BACK GROWTH TRAFFIC	COMM. DEV. TRAFFIC	BACKGROUND TRAFFIC (EXIST+BACK GROWTH+COMM)	PROJECT TRAFFIC	TOTAL FUTURE TRAFFIC	TOTAL TRAFFIC > 90% LOS "D"
East / West												
Sunrise Blvd	SR 7 to SW 31 Ave	EB	3LD	2,570	2,556	0.85%	2,927	41	2,968	32	3,000	Yes
		WB	3LD	2,570	1,324	0.85%	1,516	39	1,555	56	1,611	No
	SR-7 to West SR 7	EB	2LD	1,140	204	0.85%	234	5	239	29	268	No
	NW 12 St	WB	2LD	1,140	237	0.85%	271	1	272	50	322	No
	SR-7 to West SR 7	EB	2LD	1,140	391	0.85%	448	11	459	20	479	No
NW 16 St		WB	2LD	1,140	191	0.85%	219	7	226	34	260	No
NW 19 St	SR 7 to NW 31 Ave	EB	2LD	1,620	1,041	0.85%	1,192	35	1,227	21	1,248	No
		WB	2LD	1,620	853	0.85%	977	94	1,071	37	1,108	No
North / South												
NW 49 Ave	NW 19 St to NW 26 St	NB	1L	530	351	0.85%	402	27	429	7	436	No
		SB	1L	530	379	0.85%	434	21	455	12	467	No
	Broward Blvd to Sunrise Blvd	NB	3LD	2,570	2,077	0.85%	2,378	81	2,459	81	2,540	Yes
		SB	3LD	2,570	2,658	0.85%	3,043	92	3,135	47	3,182	Yes
	Sunrise Blvd to NW 12 St	NB	3LD	2,570	1,926	0.85%	2,205	125	2,330	156	2,486	Yes
SR-7/US-441	NW 12 St to Driveway 1	SB	3LD	2,570	1,787	0.85%	2,046	137	2,183	90	2,273	No
		NB	3LD	2,570	1,659	0.85%	1,900	125	2,025	131	2,156	No
		SB	3LD	2,570	1,335	0.85%	1,529	148	1,677	75	1,752	No
	Driveway 1 to Driveway 2	NB	3LD	2,570	1,659	0.85%	1,900	125	2,025	131	2,156	No
		SB	3LD	2,570	1,335	0.85%	1,529	148	1,677	75	1,752	No
NW 16 St to NW 19 St	Driveway 2 to NW 16 St	NB	3LD	2,570	1,659	0.85%	1,900	125	2,025	87	2,112	No
		SB	3LD	2,570	1,335	0.85%	1,529	148	1,677	50	1,727	No
		NB	3LD	2,570	1,443	0.85%	1,652	117	1,769	61	1,830	No
		SB	3LD	2,570	1,450	0.85%	1,660	137	1,797	106	1,903	No
	NW 19 St to Oakland Park Blvd	NB	3LD	2,570	1,431	0.85%	1,639	156	1,795	38	1,833	No
		SB	3LD	2,570	1,781	0.85%	2,039	81	2,120	66	2,186	No

(1) LOS D CAPACITY BASED ON GENERALIZED TABLES FROM THE FDOT 2002 LEVEL OF SERVICE HANDBOOK. ROADWAY CLASS BASED ON BROWARD COUNTY ROADWAY LEVEL OF SERVICE TABLES.

(2) ROADWAY LINK COMPOUND GROWTH RATES BASED ON TABLE D-1

(3) ASSURED CONSTRUCTION BASED ON TABLE 21-A-3

TABLE 21-D-2B
PHASE 2 (2023) PM PEAK-HOUR, DIRECTIONAL LINK ANALYSIS
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR.	NUM. LANES	LOS "D" CAPACITY ⁽¹⁾	EXISTING (2007) PM VESTED TRAFFIC	CGR (%) ⁽²⁾	EXIST + BACK GROWTH TRAFFIC	COMM. DEV. TRAFFIC	BACKGROUND TRAFFIC (EXIST+BACK GROWTH+COMM)	PROJECT TRAFFIC	TOTAL FUTURE TRAFFIC	TOTAL TRAFFIC > 90% LOS "D"
East / West												
Sunrise Blvd	SR 7 to SW 31 Ave	EB	3LD	2,570	1,944	0.85%	2,226	129	2,355	55	2,410	Yes
		WB	3LD	2,570	2,112	0.85%	2,418	144	2,562	21	2,583	Yes
NW 12 St	SR-7 to West SR 7	EB	2LD	1,140	549	0.85%	629	7	636	49	685	No
		WB	2LD	1,140	427	0.85%	489	10	499	18	517	No
NW 16 St	SR-7 to West SR 7	EB	2LD	1,140	506	0.85%	579	30	609	33	642	No
		WB	2LD	1,140	601	0.85%	688	31	719	13	732	No
NW 19 St	SR 7 to NW 31 Ave	EB	2LD	1,620	905	0.85%	1,036	168	1,204	36	1,240	No
		WB	2LD	1,620	1,371	0.85%	1,570	132	1,702	14	1,716	Yes
North / South												
NW 49 Ave	NW 19 St to NW 26 St	NB	1L	530	469	0.85%	537	64	601	12	613	Yes
	Broward Blvd to Sunrise Blvd	SB	1L	530	571	0.85%	654	72	726	5	731	Yes
		NB	3LD	2,570	2,162	0.85%	2,476	199	2,675	30	2,705	Yes
		SB	3LD	2,570	2,299	0.85%	2,632	200	2,832	79	2,911	Yes
SR-7/US-441	Sunrise Blvd to NW 12 St	NB	3LD	2,570	2,262	0.85%	2,590	315	2,905	57	2,962	Yes
		SB	3LD	2,570	1,927	0.85%	2,206	281	2,487	152	2,639	Yes
	NW 12 St to Driveway 1	NB	3LD	2,570	2,097	0.85%	2,401	323	2,724	48	2,772	Yes
		SB	3LD	2,570	1,987	0.85%	2,275	297	2,572	128	2,700	Yes
	Driveway 1 to Driveway 2	NB	3LD	2,570	2,097	0.85%	2,401	323	2,724	48	2,772	Yes
		SB	3LD	2,570	1,987	0.85%	2,275	297	2,572	128	2,700	Yes
	Driveway 2 to NW 16 St	NB	3LD	2,570	2,097	0.85%	2,401	323	2,724	32	2,756	Yes
		SB	3LD	2,570	1,987	0.85%	2,275	297	2,572	85	2,657	Yes
NW 16 St to NW 19 St	NW 16 St to NW 19 St	NB	3LD	2,570	1,858	0.85%	2,127	298	2,425	103	2,528	Yes
		SB	3LD	2,570	2,017	0.85%	2,310	267	2,577	39	2,616	Yes
	NW 19 St to Oakland Park Blvd	NB	3LD	2,570	1,994	0.85%	2,283	244	2,527	64	2,591	Yes
		SB	3LD	2,570	1,998	0.85%	2,288	258	2,546	24	2,570	Yes

(1) LOS D CAPACITY BASED ON GENERALIZED TABLES FROM THE FDOT 2002 LEVEL OF SERVICE HANDBOOK. ROADWAY CLASS BASED ON BROWARD COUNTY ROADWAY LEVEL OF SERVICE TABLES.

(2) ROADWAY LINK COMPOUND GROWTH RATES BASED ON TABLE D-1.

(3) ASSURED CONSTRUCTION BASED ON TABLE 21-A-3

TABLE 21-D-3A
PHASE 3 (2033) AM PEAK-HOUR, DIRECTIONAL LINK ANALYSIS
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR.	NUM. LANES	LOS "D" CAPACITY ⁽¹⁾	EXISTING (2007) AM VESTED TRAFFIC	CGR (%) ⁽²⁾	EXIST + BACK GROWTH TRAFFIC	COMM. DEV. TRAFFIC	BACKGROUND TRAFFIC (EXIST+BACK GROWTH+COMM)	PROJECT TRAFFIC	TOTAL FUTURE TRAFFIC	TOTAL TRAFFIC > 90% LOS "D"
East / West												
Sunrise Blvd	SR 7 to SW 31 Ave	EB	3LD	2,570	2,556	0.85%	3,185	41	3,226	64	3,290	Yes
		WB	3LD	2,570	1,324	0.85%	1,650	39	1,689	55	1,744	No
	SR-7 to West SR 7	EB	2LD	1,140	204	0.85%	254	5	259	57	316	No
		WB	2LD	1,140	237	0.85%	295	1	296	48	344	No
NW 12 St	SR-7 to West SR 7	EB	2LD	1,140	391	0.85%	487	11	498	39	537	No
		WB	2LD	1,140	191	0.85%	238	7	245	33	278	No
NW 16 St	SR 7 to NW 31 Ave	EB	2LD	1,620	1,041	0.85%	1,297	35	1,332	43	1,375	No
		WB	2LD	1,620	853	0.85%	1,063	94	1,157	36	1,193	No
North / South												
NW 49 Ave	NW 19 St to NW 26 St	NB	1L	530	351	0.85%	437	27	464	14	478	Yes
		SB	1L	530	379	0.85%	472	21	493	12	505	Yes
	Broward Blvd to Sunrise Blvd	NB	3LD	2,570	2,077	0.85%	2,588	81	2,669	79	2,748	Yes
		SB	3LD	2,570	2,658	0.85%	3,312	92	3,404	93	3,497	Yes
SR-7/US-441	Sunrise Blvd to NW 12 St	NB	3LD	2,570	1,926	0.85%	2,400	125	2,525	152	2,677	Yes
		SB	3LD	2,570	1,787	0.85%	2,227	137	2,364	178	2,542	Yes
	NW 12 St to Driveway 1	NB	3LD	2,570	1,659	0.85%	2,067	125	2,192	127	2,319	Yes
		SB	3LD	2,570	1,335	0.85%	1,664	148	1,812	150	1,962	No
SR-7/US-441	Driveway 1 to Driveway 2	NB	3LD	2,570	1,659	0.85%	2,067	125	2,192	127	2,319	Yes
		SB	3LD	2,570	1,335	0.85%	1,664	148	1,812	150	1,962	No
	Driveway 2 to NW 16 St	NB	3LD	2,570	1,659	0.85%	2,067	125	2,192	85	2,277	No
		SB	3LD	2,570	1,335	0.85%	1,664	148	1,812	100	1,912	No
NW 19 St to Oakland Park Blvd	NW 16 St to NW 19 St	NB	3LD	2,570	1,443	0.85%	1,798	117	1,915	121	2,036	No
		SB	3LD	2,570	1,450	0.85%	1,807	137	1,944	103	2,047	No
	NW 19 St to Oakland Park Blvd	NB	3LD	2,570	1,431	0.85%	1,783	156	1,939	75	2,014	No
		SB	3LD	2,570	1,781	0.85%	2,219	81	2,300	64	2,364	Yes

(1) LOS D CAPACITY BASED ON GENERALIZED TABLES FROM THE FDOT 2002 LEVEL OF SERVICE HANDBOOK. ROADWAY CLASS BASED ON BROWARD COUNTY ROADWAY LEVEL OF SERVICE TABLES.

(2) ROADWAY LINK COMPOUND GROWTH RATES BASED ON TABLE D-1.

(3) ASSURED CONSTRUCTION BASED ON TABLE 21-A-3

TABLE 21-D-3B
PHASE 3 (2033) PM PEAK-HOUR, DIRECTIONAL LINK ANALYSIS
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR.	NUM. LANES	LOS "D" CAPACITY ⁽¹⁾	EXISTING (2007) PM VESTED TRAFFIC	CGR (%) ⁽²⁾	EXIST + BACK GROWTH TRAFFIC	COMM. DEV. TRAFFIC	BACKGROUND TRAFFIC (EXIST+BACK GROWTH+COMM)	PROJECT TRAFFIC	TOTAL FUTURE TRAFFIC	TOTAL TRAFFIC > 90% LOS "D"
East / West												
Sunrise Blvd	SR 7 to SW 31 Ave	EB	3LD	2,570	1,944	0.85%	2,423	129	2,552	51	2,603	Yes
		WB	3LD	2,570	2,112	0.85%	2,632	144	2,776	33	2,809	Yes
NW 12 St	SR-7 to West SR 7	EB	2LD	1,140	549	0.85%	684	7	691	45	736	No
		WB	2LD	1,140	427	0.85%	532	10	542	30	572	No
NW 16 St	SR-7 to West SR 7	EB	2LD	1,140	506	0.85%	631	30	661	31	692	No
		WB	2LD	1,140	601	0.85%	749	31	780	20	800	No
NW 19 St	SR 7 to NW 31 Ave	EB	2LD	1,620	905	0.85%	1,128	168	1,296	34	1,330	No
		WB	2LD	1,620	1,371	0.85%	1,708	132	1,840	22	1,862	Yes
North / South												
NW 49 Ave	NW 19 St to NW 26 St	NB	1L	530	469	0.85%	584	64	648	11	659	Yes
		SB	1L	530	571	0.85%	712	72	784	7	791	Yes
	Broward Blvd to Sunrise Blvd	NB	3LD	2,570	2,162	0.85%	2,694	199	2,893	48	2,941	Yes
		SB	3LD	2,570	2,299	0.85%	2,865	200	3,065	73	3,138	Yes
SR-7/US-441	Sunrise Blvd to NW 12 St	NB	3LD	2,570	2,262	0.85%	2,819	315	3,134	93	3,227	Yes
		SB	3LD	2,570	1,927	0.85%	2,401	281	2,682	141	2,823	Yes
	NW 12 St to Driveway 1	NB	3LD	2,570	2,097	0.85%	2,613	323	2,936	78	3,014	Yes
		SB	3LD	2,570	1,987	0.85%	2,476	297	2,773	118	2,891	Yes
SR-7/US-441	Driveway 1 to Driveway 2	NB	3LD	2,570	2,097	0.85%	2,613	323	2,936	78	3,014	Yes
		SB	3LD	2,570	1,987	0.85%	2,476	297	2,773	118	2,891	Yes
	Driveway 2 to NW 16 St	NB	3LD	2,570	2,097	0.85%	2,613	323	2,988	52	2,988	Yes
		SB	3LD	2,570	1,987	0.85%	2,476	297	2,773	79	2,852	Yes
NW 16 St to NW 19 St	NW 16 St to NW 19 St	NB	3LD	2,570	1,858	0.85%	2,315	298	2,613	96	2,709	Yes
		SB	3LD	2,570	2,017	0.85%	2,514	267	2,781	63	2,844	Yes
	NW 19 St to Oakland Park Blvd	NB	3LD	2,570	1,994	0.85%	2,485	244	2,729	59	2,788	Yes
		SB	3LD	2,570	1,998	0.85%	2,490	258	2,748	39	2,787	Yes

(1) LOS D CAPACITY BASED ON GENERALIZED TABLES FROM THE FDOT 2002 LEVEL OF SERVICE HANDBOOK. ROADWAY CLASS BASED ON BROWARD COUNTY ROADWAY LEVEL OF SERVICE TABLES.

(2) ROADWAY LINK COMPOUND GROWTH RATES BASED ON TABLE D-1.

(3) ASSURED CONSTRUCTION BASED ON TABLE 21-A-3

- E. Assign the trips generated by this development as shown in (B) and (C) 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 buildout 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.

The distribution of vehicle trips expected to be generated by the Lauderhill City Center DRI was estimated through the application of the modified 2030 Broward County model. The FSUTMS model zonal structure was refined to reflect the proposed Lauderhill City Center development and its connections to the regional roadway network. The zonal data (ZDATA) input files for the model ZDATA were modified to reflect the addition of the proposed development in the existing Traffic Analysis Zone (TAZ), TAZ 505. As necessary, adjustments were made to the project zonal data sets to achieve model generated net external daily project trips, which are within five percent of the external daily project trips calculated utilizing trip generation characteristics obtained from the ITE *Trip Generation*, 7th Edition.

The model was then utilized to perform a select-zone analysis to determine the project distribution and assignment onto the surrounding roadway network. The model-output, distribution map is attached for your review in **Appendix E-1**. Model-output, distribution percentages were slightly adjusted based on recommendations from the reviewing agencies during a traffic distribution meeting held on July 3, 2007. The resulting project distribution, utilized for the critical intersections, is graphically depicted on **Map J-3A**. Since the project driveways include a mix of directional and full median openings, a hand re-assignment of the project distribution at the driveways and intersections near the site was required and is graphically depicted on **Map J-3B**. It was agreed upon, between McMahon and reviewing agencies' staff, that the same project distribution would be utilized for all of the project phases.

The significant, study-area roadways are defined by major roadway links where total project traffic is equal to, or exceeds, five (5) percent of the adopted peak-hour, directional, Level-of-Service volume. **Table 21-E-1**, **Table 21-E-2** and **Table 21-E-3** summarize the peak-hour, project-traffic assignment for Phase 1 (2018), Phase 2 (2023) and Phase 3 (2033), respectively. **Map J-4** graphically depicts the significant links within the study area, which are the same for all phases of the project.



LEGEND	
XX	Inbound Distribution
(XX)	Outbound Distribution

Map J-3B

Project Distribution - All Phases - Driveways

Lauderhill City Center DRI

City of Lauderhill, Florida



**TABLE 21 E-1
PHASE 1 (2018) PEAK-HOUR, PROJECT ASSIGNMENT
LAUDERHILL CITY CENTER DRI**

ROADWAY	LINK	DIR.	INBOUND OR OUTBOUND	NUM. LANES	LOS 'D' CAPACITY ⁽¹⁾	PROJECT DIST.	AM IN 367 AM OUT 192	AM PROJECT TRAFFIC TO CAPACITY	AM PROJECT TRAFFIC SIGNIFICANT ⁽⁵⁾ %	PM IN 627 PM OUT 820	PM PROJECT TRAFFIC TO CAPACITY	PM PROJECT TRAFFIC SIGNIFICANT ⁽⁵⁾ %	LINK SIGNIFICANT ⁽⁵⁾ %
East / West													
SR 84	SW 100 Ave to Pine Island Rd	EB	IN	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
	University Dr to Davie Rd	EB	IN	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
	Davie Rd to SR 7	EB	IN	2LO	2,232	1%	4	0.18%	No	6	0.27%	No	No
		WB	OUT	2LO	2,232	1%	2	0.09%	No	8	0.36%	No	No
I-95	SR 7 to SW 26 Terr	EB	OUT	2LD	1,860	1%	2	0.11%	No	8	0.43%	No	No
		WB	IN	2LD	1,860	1%	4	0.22%	No	6	0.32%	No	No
	SW 26 Terr to I-95	EB	OUT	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
	I-95 to SW 9 Ave	EB	OUT	4LD	3,330	1%	2	0.06%	No	8	0.24%	No	No
		WB	IN	4LD	3,330	1%	4	0.12%	No	6	0.18%	No	No
	SW 9 Ave to US 1	EB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
SW 17 St	SW 100 Ave to Pine Island Rd	EB	IN	3LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	3LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	3LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	3LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
	University Dr to Davie Rd	EB	IN	4LX	7,380	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	4LX	7,380	0%	0	0.00%	No	0	0.00%	No	No
	Davie Rd to FL Turnpike	EB	IN	4LX	7,380	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	4LX	7,380	0%	0	0.00%	No	0	0.00%	No	No
Davie Blvd/Peters Rd	FL Turnpike to SR 7	EB	IN	4LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	4LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
	SR 7 to I-95	EB	OUT	4LX	7,380	1%	2	0.03%	No	8	0.11%	No	No
		WB	IN	4LX	7,380	1%	4	0.05%	No	6	0.08%	No	No
	I-95 to US 1	EB	OUT	4LX	7,380	1%	2	0.03%	No	8	0.11%	No	No
		WB	IN	4LX	7,380	1%	4	0.05%	No	6	0.08%	No	No
	SW 9 Ave to SW 4 Ave	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
Broward Blvd	E of SW 4 Ave	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
	University Dr to SR 7	EB	IN	2LD	1,620	1%	4	0.25%	No	6	0.37%	No	No
		WB	OUT	2LD	1,620	1%	2	0.12%	No	8	0.49%	No	No
	SR 7 to SW 31 Ave	EB	OUT	2LD	1,860	1%	2	0.11%	No	8	0.43%	No	No
		WB	IN	2LD	1,860	1%	4	0.22%	No	6	0.32%	No	No
NW 2 St	SW 31 Ave to I-95	EB	OUT	2LD	1,860	1%	2	0.11%	No	8	0.43%	No	No
		WB	IN	2LD	1,860	1%	4	0.22%	No	6	0.32%	No	No
	I-95 to Andrews Ave	EB	OUT	2LD	1,710	1%	2	0.12%	No	8	0.47%	No	No
		WB	IN	2LD	1,710	1%	4	0.23%	No	6	0.35%	No	No
	Nob Hill Rd to Pine Island Rd	EB	IN	3LD	2,570	5%	18	0.70%	No	31	1.21%	No	No
		WB	OUT	3LD	2,570	5%	10	0.39%	No	41	1.60%	No	No
	Pine Island Rd to University Dr	EB	IN	3LD	2,570	5%	18	0.70%	No	31	1.21%	No	No
		WB	OUT	3LD	2,570	5%	10	0.39%	No	41	1.60%	No	No
NE/NW 4 St	University Dr to SR 7	EB	IN	3LD	2,570	9%	33	1.28%	No	56	2.18%	No	No
		WB	OUT	3LD	2,570	9%	17	0.66%	No	74	2.88%	No	No
	SR 7 to SW 31 Ave	EB	OUT	3LD	2,570	7%	13	0.51%	No	57	2.22%	No	No
		WB	IN	3LD	2,570	7%	26	1.01%	No	44	1.71%	No	No
	SW 31 Ave to I-95	EB	OUT	3LD	2,570	2%	4	0.16%	No	16	0.62%	No	No
		WB	IN	3LD	2,570	2%	7	0.27%	No	13	0.51%	No	No
	I-95 to SW 11 Ave	EB	OUT	3LD	2,330	1%	2	0.09%	No	8	0.34%	No	No
		WB	IN	3LD	2,330	1%	4	0.17%	No	6	0.26%	No	No
NW 6 St/Sistrunk Blvd	SW 11 Ave to SW 7 Ave	EB	OUT	3LD	2,330	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	3LD	2,330	0%	0	0.00%	No	0	0.00%	No	No
	SW 7 Ave to FEC RR/ing-CBD	EB	OUT	3LD	2,390	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	3LD	2,390	0%	0	0.00%	No	0	0.00%	No	No
	NW 9 Ave to Andrews Ave	EB	OUT	1L	530	1%	2	0.38%	No	8	1.51%	No	No
		WB	IN	1L	530	1%	4	0.75%	No	6	1.13%	No	No
	E of NW 9 Ave	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
NW 5 St	NW 31 Ave to SW 27 Ave	EB	OUT	2LD	1,620	1%	2	0.12%	No	8	0.49%	No	No
		WB	IN	2LD	1,620	1%	4	0.25%	No	6	0.37%	No	No
	NW 27 Ave to Andrews Ave	EB	OUT	2LD	1,620	2%	4	0.25%	No	16	0.99%	No	No
		WB	IN	2LD	1,620	2%	7	0.43%	No	13	0.80%	No	No
	E of University Dr	EB	IN	1L	530	1%	4	0.75%	No	6	1.13%	No	No
		WB	OUT	1L	530	1%	2	0.38%	No	8	1.51%	No	No
	Nob Hill Rd to Pine Island Rd	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
Clearly Blvd	E of Pine Island Rd	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
	Nob Hill Rd to Pine Island Rd ²	EB	IN	3LD	2,790	1%	4	0.14%	No	6	0.22%	No	No
		WB	OUT	3LD	2,790	1%	2	0.07%	No	8	0.29%	No	No
	Pine Island Rd to University Dr	EB	IN	3LD	2,790	1%	4	0.14%	No	6	0.22%	No	No
		WB	OUT	3LD	2,790	1%	2	0.07%	No	8	0.29%	No	No
	University Dr to NW 65 Ave	EB	IN	3LD	2,570	1%	4	0.16%	No	6	0.23%	No	No
		WB	OUT	3LD	2,570	1%	2	0.08%	No	8	0.31%	No	No
Sunrise Blvd	NW 65 Ave to FL Turnpike	EB	IN	3LD	2,570	4%	15	0.58%	No	25	0.97%	No	No
		WB	OUT	3LD	2,570	4%	8	0.31%	No	33	1.28%	No	No
	FL Turnpike to NW 47th Avenue	EB	IN	3LD	2,570	9%	33	1.28%	No	56	2.18%	No	No
		WB	OUT	3LD	2,570	9%	17	0.66%	No	74	2.88%	No	No
	NW 47th Avenue to SR 7	EB	IN	3LD	2,570	6%	22	0.86%	No	38	1.48%	No	No
		WB	OUT	3LD	2,570	6%	12	0.47%	No	49	1.91%	No	No
	SR 7 to SW 31 Ave	EB	OUT	3LD	2,570	18%	35	1.36%	No	148	5.76%	Yes	Yes
		WB	IN	3LD	2,570	18%	66	2.57%	No	113	4.40%	No	No
NW 12 St	SW 31 Ave to SW 27 Ave	EB	OUT	3LD	2,570	10%	19	0.74%	No	82	3.19%	No	No
		WB	IN	3LD	2,570	10%	37	1.44%	No	63	2.45%	No	No
	SW 27 Ave to I-95	EB	OUT	3LD	2,570	6%	12	0.47%	No	49	1.91%	No	No
		WB	IN	3LD	2,570	6%	22	0.86%	No	38	1.48%	No	No
	I-95 to NW 9 Ave	EB	OUT	3LD	2,570	3%	6	0.23%	No	25	0.97%	No	No
		WB	IN	3LD	2,570	3%	11	0.43%	No	19	0.74%	No	No
	NW 9 Ave to NW 7 Ave	EB	OUT	3LD	2,570	2%	4	0.16%	No	16	0.62%	No	No
		WB	IN	3LD	2,570	2%	7	0.27%	No	13	0.51%	No	No
NW 16 St	NW 7 Ave to Andrews Ave	EB	OUT	3LD	2,570	2%	4	0.16%	No	16	0.62%	No	No
		WB	IN	3LD	2,570	2%	7	0.27%	No	13	0.51%	No	No
SR-7 to West SR 7	SR-7 to West SR 7	EB	OUT	2LD	1,140	16%	31	2.72%	No	131	11.49%	Yes	Yes
		WB	IN	2LD	1,140	16%	59	5.18%	Yes	100	8.77%	Yes	Yes
SR-7 to West SR 7	SR-7 to West SR 7	EB	OUT	2LD	1,140	11%	21	1.84%	No	90	7.89%	Yes	Yes
		WB	IN	2LD	1,140	11%	40	3.51%	No	69	6.05%	Yes	Yes

**TABLE 21 E-1
PHASE 1 (2018) PEAK-HOUR, PROJECT ASSIGNMENT
LAUDERHILL CITY CENTER DRI**

ROADWAY	LINK	DIR.	INBOUND OR OUTBOUND	NUM. LANES	LOS 'D' CAPACITY ⁽¹⁾	PROJECT DIST.	AM IN 367 AM OUT 192	AM PROJECT TRAFFIC TO CAPACITY	AM PROJECT TRAFFIC SIGNIFICANT ⁽²⁾ %	PM IN 627 PM OUT 620	PM PROJECT TRAFFIC TO CAPACITY	PM PROJECT TRAFFIC SIGNIFICANT ⁽²⁾ %	LINK SIGNIFICANT ⁽²⁾ %
Sunset Strip	Nob Hill Rd to Pine Island Rd	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	2LD	1,140	1%	4	0.35%	No	6	0.53%	No	No
		WB	OUT	2LD	1,140	1%	2	0.18%	No	8	0.70%	No	No
	University Dr to NW 64 Ave	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
NW 19 St		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	E of NW 64 Ave	EB	IN	2LD	1,140	1%	4	0.35%	No	6	0.53%	No	No
		WB	OUT	2LD	1,140	1%	2	0.18%	No	8	0.70%	No	No
	E of NW 64 Ave	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
NW 26 St	NW 49 Ave to SR-7/US-441	EB	IN	1L	530	1%	4	0.75%	No	6	1.13%	No	No
		WB	OUT	1L	530	1%	2	0.38%	No	8	1.51%	No	No
	SR 7 to NW 31 Ave	EB	OUT	2LD	1,620	12%	23	1.42%	No	98	6.05%	Yes	Yes
		WB	IN	2LD	1,620	12%	44	2.72%	No	75	4.63%	No	No
	E of NW 31 Ave	EB	OUT	2LD	1,620	4%	8	0.49%	No	33	2.04%	No	No
Sunrise Lks Blvd		WB	IN	2LD	1,620	4%	15	0.93%	No	25	1.54%	No	No
	E of NW 47 Ave	EB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
	NW 31 Ave to Andrews Ave	EB	OUT	1L	530	2%	4	0.75%	No	16	3.02%	No	No
		WB	IN	1L	530	2%	7	1.32%	No	13	2.45%	No	No
Oakland Pk Blvd	Nob Hill Rd to Pine Island Rd	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	E of Pine Island Rd	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	Nob Hill Rd to Pine Island Rd	EB	IN	3LD	2,570	1%	4	0.16%	No	6	0.23%	No	No
		WB	OUT	3LD	2,570	1%	2	0.08%	No	8	0.31%	No	No
	Pine Island Rd to Inverrary Blvd	EB	IN	3LD	2,570	8%	29	1.13%	No	50	1.95%	No	No
		WB	OUT	3LD	2,570	8%	15	0.58%	No	66	2.57%	No	No
	Inverrary Blvd to SR 7	EB	IN	3LD	2,570	10%	37	1.44%	No	63	2.45%	No	No
		WB	OUT	3LD	2,570	10%	19	0.74%	No	82	3.19%	No	No
NW 38 St	SR 7 to SW 31 Ave	EB	OUT	3LD	2,570	4%	8	0.31%	No	33	1.28%	No	No
		WB	IN	3LD	2,570	4%	15	0.58%	No	25	0.97%	No	No
	SW 31 Ave to I-95	EB	OUT	3LD	2,570	4%	8	0.31%	No	33	1.28%	No	No
		WB	IN	3LD	2,570	4%	15	0.58%	No	25	0.97%	No	No
	I-95 to Andrews Ave	EB	OUT	3LD	2,570	2%	4	0.16%	No	16	0.62%	No	No
NW 44 St		WB	IN	3LD	2,570	2%	7	0.27%	No	13	0.51%	No	No
	NW 31 Ave to NW 21 Ave	EB	OUT	1L	530	1%	2	0.38%	No	8	1.51%	No	No
		WB	IN	1L	530	1%	4	0.75%	No	6	1.13%	No	No
	NW 21 Ave to Powerline Rd	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
Springtree Lk Dr	E of Powerline Rd	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
	Nob Hill Rd to Pine Island Rd	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to West Inverrary Blvd	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
Prospect Rd		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
	E of Inverrary Blvd	EB	IN	1L	810	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	1L	810	0%	0	0.00%	No	0	0.00%	No	No
	E of NW 31 Ave	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
Commercial Blvd	Nob Hill Rd to Pine Island Rd	EB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	University Dr to SW 81 Ave	EB	IN	3LD	2,570	1%	4	0.16%	No	6	0.23%	No	No
		WB	OUT	3LD	2,570	1%	2	0.08%	No	8	0.31%	No	No
	SW 81 Ave to Rock Island Rd	EB	IN	3LD	2,570	1%	4	0.16%	No	6	0.23%	No	No
		WB	OUT	3LD	2,570	1%	2	0.08%	No	8	0.31%	No	No
	Rock Island Rd to FL Turnpike	EB	IN	3LD	2,570	1%	4	0.16%	No	6	0.23%	No	No
		WB	OUT	3LD	2,570	1%	2	0.08%	No	8	0.31%	No	No
	FL Turnpike to SR 7	EB	IN	3LD	2,570	1%	4	0.16%	No	6	0.23%	No	No
		WB	OUT	3LD	2,570	1%	2	0.08%	No	8	0.31%	No	No
	SR 7 SW 31 Ave	EB	OUT	3LD	2,570	1%	2	0.08%	No	8	0.31%	No	No
		WB	IN	3LD	2,570	1%	4	0.16%	No	6	0.23%	No	No
	SW 31 Ave to NW 21 Ave	EB	OUT	3LD	2,570	1%	2	0.08%	No	8	0.31%	No	No
North / South		WB	IN	3LD	2,570	1%	4	0.16%	No	6	0.23%	No	No
	NW 21 Ave to I-95	EB	OUT	3LD	2,570	1%	2	0.08%	No	8	0.31%	No	No
		WB	IN	3LD	2,570	1%	4	0.16%	No	6	0.23%	No	No
	I-95 to Dixie Hwy	EB	OUT	3LD	2,570	1%	2	0.08%	No	8	0.31%	No	No
		WB	IN	3LD	2,570	1%	4	0.16%	No	6	0.23%	No	No
	SR-84 to Broward Blvd	NB	IN	2LD	1,710	1%	4	0.23%	No	6	0.35%	No	No
		SB	OUT	2LD	1,710	1%	2	0.12%	No	8	0.47%	No	No
	Broward Blvd to Cleary Rd	NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Cleary Rd to Sunrise Blvd	NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Sunrise Blvd to Oakland Park Blvd	NB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Oakland Park Blvd to NW 44 St	NB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
Pine Island Rd	NW 44 St to Commercial Blvd	NB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
	Oakland Park Blvd to Commercial Blvd	NB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	SR-84 to N Peters Rd/Davie Blvd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	N Peters Rd/Davie Blvd to Broward Blvd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Broward Blvd to Cleary Rd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Cleary Rd to Sunrise Blvd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Sunrise Blvd to Sunrise Lakes Blvd	NB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Sunrise Lakes to Oakland Park Blvd	NB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Oakland Park Blvd to NW 44 St ⁽³⁾	NB	OUT	3LD	2,651	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,651	0%	0	0.00%	No	0	0.00%	No	No
	NW 44 St to Commercial Blvd ⁽³⁾	NB	OUT	3LD	2,651	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,651	0%	0	0.00%	No	0	0.00%	No	No

TABLE 21 E-1
PHASE 1 (2018) PEAK-HOUR, PROJECT ASSIGNMENT
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR.	INBOUND OR OUTBOUND	NUM. LANES	LOS 'D' CAPACITY ⁽¹⁾	PROJECT DIST.	AM IN 367 AM OUT 192	AM PROJECT TRAFFIC TO CAPACITY	AM PROJECT TRAFFIC SIGNIFICANT ⁽⁵⁾ %	PM IN 627 PM OUT 620	PM PROJECT TRAFFIC TO CAPACITY	PM PROJECT TRAFFIC SIGNIFICANT ⁽⁵⁾ %	LINK SIGNIFICANT ⁽⁵⁾ %
NW 82 Ave/78 Ave/10 St	University Dr to Broward Blvd	NB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
University Dr	SR-84 to N Peters Rd/Davie Blvd	NB	IN	3LD	2,570	1%	4	0.16%	No	6	0.23%	No	No
		SB	OUT	3LD	2,570	1%	2	0.08%	No	8	0.31%	No	No
	N Peters Rd/Davie Blvd to Broward Blvd	NB	IN	3LD	2,570	1%	4	0.16%	No	6	0.23%	No	No
		SB	OUT	3LD	2,570	1%	2	0.08%	No	8	0.31%	No	No
	Broward Blvd to Cleary Rd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Cleary Rd to Sunrise Blvd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
University Dr	Sunrise Blvd to Oakland Park Blvd	NB	OUT	3LD	2,570	2%	4	0.16%	No	16	0.62%	No	No
		SB	IN	3LD	2,570	2%	7	0.27%	No	13	0.51%	No	No
	Oakland Park Blvd to NW 44 St	NB	OUT	3LD	2,570	2%	4	0.16%	No	16	0.62%	No	No
		SB	IN	3LD	2,570	2%	7	0.27%	No	13	0.51%	No	No
University Dr	NW 44 St to Commercial Blvd	NB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
W Inverrary Blvd	N of Oakland Park Blvd	NB	OUT	1L	530	2%	4	0.75%	No	16	3.02%	No	No
		SB	IN	1L	530	2%	7	1.32%	No	13	2.45%	No	No
NW 64 Ave	N of NW 19 St	NB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
NW 56 Ave	N of Sunrise Blvd	NB	OUT	1L	760	2%	4	0.53%	No	16	2.11%	No	No
		SB	IN	1L	760	2%	7	0.92%	No	13	1.71%	No	No
Inverrary Blvd	Oakland Park Blvd to NW 44 St	NB	OUT	2LD	1,620	2%	4	0.25%	No	16	0.99%	No	No
		SB	IN	2LD	1,620	2%	7	0.43%	No	13	0.80%	No	No
	NW 44 St to Commercial Blvd	NB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
NW 55 Ave	N of Sunrise Blvd	NB	IN	1L	530	1%	4	0.75%	No	6	1.13%	No	No
		SB	OUT	1L	530	1%	2	0.38%	No	8	1.51%	No	No
Rock Island Rd	Oakland Park Blvd to NW 44 St	NB	OUT	2L	1,767	1%	2	0.11%	No	8	0.45%	No	No
		SB	IN	2L	1,767	1%	4	0.23%	No	6	0.34%	No	No
	NW 44 St to Commercial Blvd	NB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
FL Turnpike	SR-84 to Sunrise Blvd ⁽²⁾	NB	IN	SLX	9,440	2%	7	0.07%	No	13	0.14%	No	No
		SB	OUT	SLX	9,440	1%	2	0.02%	No	8	0.08%	No	No
	Sunrise Blvd to Commercial Blvd ⁽²⁾	NB	OUT	4LX	7,480	1%	2	0.03%	No	8	0.11%	No	No
		SB	IN	4LX	7,480	1%	4	0.05%	No	6	0.08%	No	No
NW 49 Ave	NW 19 St to NW 26 St	NB	OUT	1L	530	4%	8	1.51%	No	33	6.23%	Yes	Yes
		SB	IN	1L	530	4%	15	2.83%	No	25	4.72%	No	No
	N of NW 26 St ⁽³⁾	NB	OUT	2LD	1,140	3%	6	0.53%	No	25	2.19%	No	No
		SB	IN	2LD	1,140	3%	11	0.96%	No	19	1.67%	No	No
SR 7/US 441	SR 84 to Riverland Rd	NB	IN	3LD	2,570	7%	26	1.01%	No	44	1.71%	No	No
		SB	OUT	3LD	2,570	7%	13	0.51%	No	57	2.22%	No	No
	Riverland Rd to Davie Blvd	NB	IN	3LD	2,570	8%	29	1.13%	No	50	1.95%	No	No
		SB	OUT	3LD	2,570	8%	15	0.58%	No	66	2.57%	No	No
	Davie Blvd to Broward Blvd	NB	IN	3LD	2,570	10%	37	1.44%	No	63	2.45%	No	No
		SB	OUT	3LD	2,570	10%	19	0.74%	No	82	3.19%	No	No
	Broward Blvd to Sunrise Blvd	NB	IN	3LD	2,570	26%	95	3.70%	No	163	6.34%	Yes	Yes
		SB	OUT	3LD	2,570	26%	50	1.95%	No	213	8.29%	Yes	Yes
	Sunrise Blvd to NW 12 St	NB	IN	3LD	2,570	50%	184	7.16%	Yes	314	12.22%	Yes	Yes
		SB	OUT	3LD	2,570	50%	96	3.74%	No	410	15.95%	Yes	Yes
	NW 12 St to Driveway 1	NB	IN	3LD	2,570	42%	154	5.99%	Yes	263	10.23%	Yes	Yes
		SB	OUT	3LD	2,570	42%	81	3.15%	No	344	13.39%	Yes	Yes
	Driveway 1 to Driveway 2	NB	IN	3LD	2,570	42%	154	5.99%	Yes	263	10.23%	Yes	Yes
		SB	OUT	3LD	2,570	42%	81	3.15%	No	344	13.39%	Yes	Yes
	Driveway 2 to NW 16 St	NB	OUT	3LD	2,570	28%	54	2.10%	No	230	8.95%	Yes	Yes
		SB	IN	3LD	2,570	28%	103	4.01%	No	176	6.85%	Yes	Yes
SR 7/US 441	NW 16 St to NW 19 St	NB	OUT	3LD	2,570	34%	65	2.53%	No	279	10.86%	Yes	Yes
		SB	IN	3LD	2,570	34%	125	4.86%	No	213	8.29%	Yes	Yes
	NW 19 St to Oakland Park Blvd	NB	OUT	3LD	2,570	21%	40	1.56%	No	172	6.69%	Yes	Yes
		SB	IN	3LD	2,570	21%	77	3.00%	No	132	5.14%	Yes	Yes
	Oakland Park Blvd to Commercial Blvd	NB	OUT	3LD	2,570	9%	17	0.66%	No	74	2.88%	No	No
		SB	IN	3LD	2,570	9%	33	1.28%	No	56	2.18%	No	No
	Commercial Blvd to Bailey Rd	NB	OUT	3LD	2,570	3%	6	0.23%	No	25	0.97%	No	No
		SB	IN	3LD	2,570	3%	11	0.43%	No	19	0.74%	No	No
	Riverland Rd to Davie Blvd	NB	IN	1L	760	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	1L	760	0%	0	0.00%	No	0	0.00%	No	No
SW 31 St	Davie Blvd to Broward Blvd	NB	IN	1L	760	2%	7	0.92%	No	13	1.71%	No	No
		SB	OUT	1L	760	2%	4	0.53%	No	16	2.11%	No	No
	Broward Blvd to NW 6 St	NB	IN	2L	1,767	2%	7	0.40%	No	13	0.74%	No	No
		SB	OUT	2L	1,767	2%	4	0.23%	No	16	0.91%	No	No
	NW 6 St to Sunrise Blvd	NB	IN	3L	2,651	3%	11	0.41%	No	19	0.72%	No	No
		SB	OUT	3L	2,651	3%	6	0.23%	No	25	0.94%	No	No
	Sunrise Blvd to NW 19 St	NB	OUT	3L	2,651	2%	4	0.15%	No	16	0.60%	No	No
		SB	IN	3L	2,651	2%	7	0.26%	No	13	0.49%	No	No
Powerline Rd	NW 19 St to Oakland Park Blvd	NB	OUT	3L	2,651	8%	15	0.57%	No	66	2.49%	No	No
		SB	IN	3L	2,651	8%	29	1.09%	No	50	1.89%	No	No
	Oakland Blvd to Commercial Blvd	NB	OUT	3LD	2,570	4%	8	0.31%	No	33	1.28%	No	No
		SB	IN	3LD	2,570	4%	15	0.58%	No	25	0.97%	No	No
Powerline Rd	Sunrise Blvd to NW 19 St	NB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	NW 19 St to Oakland Park Blvd	NB	OUT	3LD	2,570	1%	2	0.08%	No	8	0.31%	No	No
		SB	IN	3LD	2,570	1%	4	0.16%	No	6	0.23%	No	No
Powerline Rd	Oakland Park Blvd to Prospect Rd	NB	OUT	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
	Prospect Rd to Commercial Blvd	NB	OUT	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
I-95	SR 84 to Davie Blvd	NB	IN	SLX	9,340	2%	7	0.07%	No	13	0.14%	No	No
		SB	OUT	SLX	9,340	1%	2	0.02%	No	8	0.09%	No	No
	Davie Blvd to Broward Blvd	NB	IN	SLX	9,340	2%	7	0.07%	No	13	0.14%	No	No
		SB	OUT	SLX	9,340	1%	2	0.02%	No	8	0.09%	No	No
	Broward Blvd to Sunrise Blvd	NB	IN	SLX	9,340	1%	4	0.04%	No	6	0.06%	No	No
		SB	OUT	SLX	9,340	1%	2	0.02%	No	8	0.09%	No	No
I-95	Sunrise Blvd to Oakland Park Blvd	NB	OUT	SLX	9,340	2%	4	0.04%	No	16	0.17%	No	No
		SB	IN	SLX	9,340	2%	7	0.07%	No	13	0.14%	No	No
	Oakland Park Blvd to Commercial Blvd	NB	OUT	SLX	9,340	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	SLX	9,340	0%	0	0.00%	No	0	0.00%	No	No
	SR 84 to Davie Blvd	NB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
SW 4 Ave/NW 7 Ave	Davie Blvd to SW 7 St	NB	IN	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
	SW 7 St to Las Olas Blvd	NB	IN	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
	Las Olas Blvd to Broward Blvd	NB	IN	2LD	1,580	1%	4	0.25%	No	6	0.38%	No	No
		SB	OUT	2LD	1,580	1%	2	0.13%	No	8	0.51%	No	No
	Broward Blvd to NW 6 St	NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	NW 6 St to Sunrise Blvd	NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
SW 4 Ave/NW 7 Ave	N of Sunrise Blvd	NB	OUT	1LU	530	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	1LU	530	0%	0	0.00%	No	0	0.00%	No	No

**TABLE 21 E-1
PHASE 1 (2018) PEAK-HOUR, PROJECT ASSIGNMENT
LAUDERHILL CITY CENTER DRI**

ROADWAY	LINK	DIR.	INBOUND OR OUTBOUND	NUM. LANES	LOS "D" CAPACITY ⁽¹⁾	PROJECT DIST.	AM IN	AM PROJECT	AM PROJECT	PM IN	PM PROJECT	PM PROJECT	LINK SIGNIFICANT ⁽²⁾ %
							367 AM OUT	TRAFFIC TO CAPACITY	TRAFFIC SIGNIFICANT ⁽²⁾ %	627 PM OUT	TRAFFIC TO CAPACITY	TRAFFIC SIGNIFICANT ⁽²⁾ %	
Andrews Ave	SR-84 to SE 17 St	NB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
	SE 17 St to Davie Blvd	NB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
	Davie Blvd to SW 7 St	NB	IN	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
	SW 7 St to Broward Blvd	NB	IN	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
	Broward Blvd to NE 6 St/Sistrunk Blvd	NB	IN	2LD	1,710	1%	4	0.23%	No	6	0.35%	No	No
		SB	OUT	2LD	1,710	1%	2	0.12%	No	8	0.47%	No	No
	NE 6 St/Sistrunk Blvd to Sunrise Blvd	NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Sunrise Blvd to Oakland Park Blvd	NB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Oakland Park Blvd to Prospect Rd	NB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Prospect Rd to Commercial Blvd	NB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No

(1) LOS D CAPACITY BASED ON GENERALIZED TABLES FROM THE FDOT 2002 LEVEL OF SERVICE HANDBOOK. ROADWAY CLASS BASED ON BROWARD COUNTY ROADWAY LEVEL OF SERVICE TABLES.

(2) ASSURED CONSTRUCTION BASED ON TABLE 21-A-3

TABLE 21 E-2
PHASE 2 (2023) PEAK-HOUR, PROJECT ASSIGNMENT
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR	INBOUND OR OUTBOUND	NUM. LANES	LOS "D" CAPACITY ⁽¹⁾	PROJECT DIST.	AM IN 401 AM OUT 206	AM PROJECT TRAFFIC TO CAPACITY	AM PROJECT TRAFFIC SIGNIFICANT ⁽²⁾ 5%	PM IN 731 PM OUT 1009	PM PROJECT TRAFFIC TO CAPACITY	PM PROJECT TRAFFIC SIGNIFICANT ⁽²⁾ 5%	LINK SIGNIFICANT ⁽²⁾ 5%
East / West													
SR 84	SW 100 Ave to Pine Island Rd	EB	IN	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
	University Dr to Davie Rd	EB	IN	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
	Davie Rd to SR 7	EB	IN	2LO	2,232	1%	6	0.22%	No	7	0.31%	No	No
		WB	OUT	2LO	2,232	1%	3	0.13%	No	11	0.49%	No	No
	SR 7 to SW 26 Terr	EB	OUT	2LD	1,860	1%	3	0.16%	No	11	0.59%	No	No
		WB	IN	2LD	1,860	1%	6	0.32%	No	7	0.38%	No	No
I-95	SW 26 Terr to I-95	EB	OUT	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
	I-95 to SW 9 Ave	EB	OUT	4LD	3,330	1%	3	0.09%	No	11	0.33%	No	No
		WB	IN	4LD	3,330	1%	6	0.18%	No	7	0.21%	No	No
	SW 9 Ave to US 1	EB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	SW 100 Ave to Pine Island Rd	EB	IN	3LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	3LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	3LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	3LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
SW 17 St	University Dr to Davie Rd	EB	IN	4LX	7,380	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	4LX	7,380	0%	0	0.00%	No	0	0.00%	No	No
	Davie Rd to FL Turnpike	EB	IN	4LX	7,380	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	4LX	7,380	0%	0	0.00%	No	0	0.00%	No	No
	FL Turnpike to SR 7	EB	IN	4LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	4LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
	SR 7 to I-95	EB	OUT	4LX	7,380	1%	3	0.04%	No	11	0.15%	No	No
		WB	IN	4LX	7,380	1%	6	0.08%	No	7	0.09%	No	No
	I-95 to US 1	EB	OUT	4LX	7,380	1%	3	0.04%	No	11	0.15%	No	No
		WB	IN	4LX	7,380	1%	6	0.08%	No	7	0.09%	No	No
Davie Blvd/Peters Rd	SW 9 Ave to SW 4 Ave	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
	E of SW 4 Ave	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
	University Dr to SR 7	EB	IN	2LD	1,620	1%	6	0.37%	No	7	0.43%	No	No
		WB	OUT	2LD	1,620	1%	3	0.19%	No	11	0.68%	No	No
	SR 7 to SW 31 Ave	EB	OUT	2LD	1,860	1%	3	0.16%	No	11	0.59%	No	No
		WB	IN	2LD	1,860	1%	6	0.32%	No	7	0.38%	No	No
Broward Blvd	SW 31 Ave to I-95	EB	OUT	2LD	1,860	1%	3	0.16%	No	11	0.59%	No	No
		WB	IN	2LD	1,860	1%	6	0.32%	No	7	0.38%	No	No
	I-95 to Andrews Ave	EB	OUT	2LD	1,710	1%	3	0.18%	No	11	0.64%	No	No
		WB	IN	2LD	1,710	1%	6	0.35%	No	7	0.41%	No	No
	Nob Hill Rd to Pine Island Rd	EB	IN	3LD	2,570	5%	30	1.17%	No	37	1.44%	No	No
		WB	OUT	3LD	2,570	5%	14	0.54%	No	54	2.10%	No	No
	Pine Island Rd to University Dr	EB	IN	3LD	2,570	5%	30	1.17%	No	37	1.44%	No	No
		WB	OUT	3LD	2,570	5%	14	0.54%	No	54	2.10%	No	No
	University Dr to SR 7	EB	IN	3LD	2,570	9%	54	2.10%	No	66	2.57%	No	No
		WB	OUT	3LD	2,570	9%	26	1.01%	No	98	3.81%	No	No
NW 2 St	SR 7 to SW 31 Ave	EB	OUT	3LD	2,570	7%	20	0.78%	No	76	2.96%	No	No
		WB	IN	3LD	2,570	7%	42	1.63%	No	51	1.98%	No	No
	SW 31 Ave to I-95	EB	OUT	3LD	2,570	2%	6	0.23%	No	22	0.86%	No	No
		WB	IN	3LD	2,570	2%	12	0.47%	No	15	0.58%	No	No
	I-95 to SW 11 Ave	EB	OUT	3LD	2,330	1%	3	0.13%	No	11	0.47%	No	No
		WB	IN	3LD	2,330	1%	6	0.26%	No	7	0.30%	No	No
	SW 11 Ave to SW 7 Ave	EB	OUT	3LD	2,330	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	3LD	2,330	0%	0	0.00%	No	0	0.00%	No	No
	SW 7 Ave to FEC RRRing-CBD	EB	OUT	3LD	2,390	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	3LD	2,390	0%	0	0.00%	No	0	0.00%	No	No
NE/NW 4 St	NW 9 Ave to Andrews Ave	EB	OUT	1L	530	1%	3	0.57%	No	11	2.08%	No	No
		WB	IN	1L	530	1%	6	1.13%	No	7	1.32%	No	No
	E of NW 9 Ave	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
	NW 31 Ave to SW 27 Ave	EB	OUT	2LD	1,620	1%	3	0.19%	No	11	0.68%	No	No
		WB	IN	2LD	1,620	1%	6	0.37%	No	7	0.43%	No	No
	NW 27 Ave to Andrews Ave	EB	OUT	2LD	1,620	2%	6	0.37%	No	22	1.36%	No	No
		WB	IN	2LD	1,620	2%	12	0.74%	No	15	0.93%	No	No
	E of University Dr	EB	IN	1L	530	1%	6	1.13%	No	7	1.32%	No	No
		WB	OUT	1L	530	1%	3	0.57%	No	11	2.08%	No	No
Cleary Blvd	Nob Hill Rd to Pine Island Rd	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
	E of Pine Island Rd	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
	Nob Hill Rd to Pine Island Rd ⁽³⁾	EB	IN	3LD	2,790	1%	6	0.22%	No	7	0.25%	No	No
		WB	OUT	3LD	2,790	1%	3	0.11%	No	11	0.39%	No	No
	Pine Island Rd to University Dr	EB	IN	3LD	2,790	1%	6	0.22%	No	7	0.25%	No	No
		WB	OUT	3LD	2,790	1%	3	0.11%	No	11	0.39%	No	No
	University Dr to NW 65 Ave	EB	IN	3LD	2,570	1%	6	0.23%	No	7	0.27%	No	No
		WB	OUT	3LD	2,570	1%	3	0.12%	No	11	0.43%	No	No
Sunrise Blvd	NW 65 Ave to FL Turnpike	EB	IN	3LD	2,570	4%	24	0.93%	No	29	1.13%	No	No
		WB	OUT	3LD	2,570	4%	11	0.43%	No	44	1.71%	No	No
	FL Turnpike to NW 47th Avenue	EB	IN	3LD	2,570	9%	54	2.10%	No	66	2.57%	No	No
		WB	OUT	3LD	2,570	9%	26	1.01%	No	98	3.81%	No	No
	NW 47th Avenue to SR 7	EB	IN	3LD	2,570	6%	36	1.40%	No	44	1.71%	No	No
		WB	OUT	3LD	2,570	6%	17	0.66%	No	65	2.53%	No	No
	SR 7 to SW 31 Ave	EB	OUT	3LD	2,570	18%	51	1.98%	No	196	7.63%	Yes	Yes
		WB	IN	3LD	2,570	18%	108	4.20%	No	132	5.14%	Yes	Yes
	SW 31 Ave to SW 27 Ave	EB	OUT	3LD	2,570	10%	29	1.13%	No	109	4.24%	No	No
		WB	IN	3LD	2,570	10%	60	2.33%	No	73	2.84%	No	No
NW 12 St	SW 27 Ave to I-95	EB	OUT	3LD	2,570	6%	17	0.66%	No	65	2.53%	No	No
		WB	IN	3LD	2,570	6%	36	1.40%	No	44	1.71%	No	No
	I-95 to NW 9 Ave	EB	OUT	3LD	2,570	3%	9	0.35%	No	33	1.28%	No	No
		WB	IN	3LD	2,570	3%	18	0.70%	No	22	0.86%	No	No
	NW 9 Ave to NW 7 Ave	EB	OUT	3LD	2,570	2%	6	0.23%	No	22	0.86%	No	No
		WB	IN	3LD	2,570	2%	12	0.47%	No	15	0.58%	No	No
	NW 7 Ave to Andrews Ave	EB	OUT	3LD	2,570	2%	6	0.23%	No	22	0.86%	No	No
		WB	IN	3LD	2,570	2%	12	0.47%	No	15	0.58%	No	No
	SR-7 to West SR 7	EB	OUT	2LD	1,140	16%	46	4.04%	No	174	15.26%	Yes	Yes
		WB	IN	2LD	1,140	16%	96	8.42%	Yes	117	10.26%	Yes	Yes
NW 16 St	SR-7 to West SR 7	EB	OUT	2LD	1,140	11%	31	2.72%	No	120	10.53%	Yes	Yes
		WB	IN	2LD	1,140	11%	66	5.79%	Yes	80	7.02%	Yes	Yes

TABLE 21 E-2
PHASE 2 (2023) PEAK-HOUR, PROJECT ASSIGNMENT
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR	INBOUND OR OUTBOUND	NUM. LANES	LOS "D" CAPACITY ⁽¹⁾	PROJECT DIST.	AM IN 401 AM OUT 286	AM PROJECT TRAFFIC TO CAPACITY	AM PROJECT TRAFFIC SIGNIFICANT ⁽²⁾ 5%	PM IN 731 PM OUT 1089	PM PROJECT TRAFFIC TO CAPACITY	PM PROJECT TRAFFIC SIGNIFICANT ⁽²⁾ 5%	LINK SIGNIFICANT ⁽²⁾ 5%
Sunset Strip	Nob Hill Rd to Pine Island Rd	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	2LD	1,140	1%	6	0.53%	No	7	0.61%	No	No
		WB	OUT	2LD	1,140	1%	3	0.26%	No	11	0.96%	No	No
NW 19 St	University Dr to NW 64 Ave	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	E of NW 64 Ave	EB	IN	2LD	1,140	1%	6	0.53%	No	7	0.61%	No	No
		WB	OUT	2LD	1,140	1%	3	0.26%	No	11	0.96%	No	No
NW 19 St	E of NW 64 Ave	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	NW 49 Ave to SR-7/US-441	EB	IN	1L	530	1%	6	1.13%	No	7	1.32%	No	No
		WB	OUT	1L	530	1%	3	0.57%	No	11	2.08%	No	No
NW 19 St	SR 7 to NW 31 Ave	EB	OUT	2LD	1,620	12%	34	2.10%	No	131	8.09%	Yes	Yes
		WB	IN	2LD	1,620	12%	72	4.44%	No	88	5.43%	Yes	Yes
	E of NW 31 Ave	EB	OUT	2LD	1,620	4%	11	0.68%	No	44	2.72%	No	No
		WB	IN	2LD	1,620	4%	24	1.48%	No	29	1.79%	No	No
NW 26 St	E of NW 47 Ave	EB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
	NW 31 Ave to Andrews Ave	EB	OUT	1L	530	2%	6	1.13%	No	22	4.15%	No	No
		WB	IN	1L	530	2%	12	2.26%	No	15	2.83%	No	No
Sunrise Lks Blvd	Nob Hill Rd to Pine Island Rd	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	E of Pine Island Rd	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
Oakland Pk Blvd	Nob Hill Rd to Pine Island Rd	EB	IN	3LD	2,570	1%	6	0.23%	No	7	0.27%	No	No
		WB	OUT	3LD	2,570	1%	3	0.12%	No	11	0.43%	No	No
	Pine Island Rd to Inventory Blvd	EB	IN	3LD	2,570	8%	48	1.87%	No	58	2.26%	No	No
		WB	OUT	3LD	2,570	8%	23	0.89%	No	87	3.39%	No	No
	Inventory Blvd to SR 7	EB	IN	3LD	2,570	10%	60	2.33%	No	73	2.84%	No	No
		WB	OUT	3LD	2,570	10%	29	1.13%	No	109	4.24%	No	No
	SR 7 to SW 31 Ave	EB	OUT	3LD	2,570	4%	11	0.43%	No	44	1.71%	No	No
		WB	IN	3LD	2,570	4%	24	0.93%	No	29	1.13%	No	No
NW 38 St	SW 31 Ave to I-95	EB	OUT	3LD	2,570	4%	11	0.43%	No	44	1.71%	No	No
		WB	IN	3LD	2,570	4%	24	0.93%	No	29	1.13%	No	No
	I-95 to Andrews Ave	EB	OUT	3LD	2,570	2%	6	0.23%	No	22	0.86%	No	No
		WB	IN	3LD	2,570	2%	12	0.47%	No	15	0.58%	No	No
NW 44 St	NW 31 Ave to NW 21 Ave	EB	OUT	1L	530	1%	3	0.57%	No	11	2.08%	No	No
		WB	IN	1L	530	1%	6	1.13%	No	7	1.32%	No	No
	NW 21 Ave to Powerline Rd	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
NW 44 St	E of Powerline Rd	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
	Nob Hill Rd to Pine Island Rd	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
Springtree Lk Dr	Pine Island Rd to West Inventory Blvd	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
	E of Inventory Blvd	EB	IN	1L	810	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	1L	810	0%	0	0.00%	No	0	0.00%	No	No
Prospect Rd	E of NW 31 Ave	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
	SR 7 to SW 31 Ave	EB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
Commercial Blvd	SW 31 Ave to Commercial Blvd	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
	Commercial Blvd to Powerline Rd	EB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Powerline Rd to Andrews Ave	EB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Nob Hill Rd to Pine Island Rd	EB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
North / South	Pine Island Rd to University Dr	EB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	University Dr to SW 81 Ave	EB	IN	3LD	2,570	1%	6	0.23%	No	7	0.27%	No	No
		WB	OUT	3LD	2,570	1%	3	0.12%	No	11	0.43%	No	No
	SW 81 Ave to Rock Island Rd	EB	IN	3LD	2,570	1%	6	0.23%	No	7	0.27%	No	No
		WB	OUT	3LD	2,570	1%	3	0.12%	No	11	0.43%	No	No
	Rock Island Rd to FL Turnpike	EB	IN	3LD	2,570	1%	6	0.23%	No	7	0.27%	No	No
		WB	OUT	3LD	2,570	1%	3	0.12%	No	11	0.43%	No	No
	FL Turnpike to SR 7	EB	IN	3LD	2,570	1%	6	0.23%	No	7	0.27%	No	No
		WB	OUT	3LD	2,570	1%	3	0.12%	No	11	0.43%	No	No
	SR 7 SW 31 Ave	EB	OUT	3LD	2,570	1%	3	0.12%	No	11	0.43%	No	No
		WB	IN	3LD	2,570	1%	6	0.23%	No	7	0.27%	No	No
Nob Hill Rd	SW 31 Ave to NW 21 Ave	EB	OUT	3LD	2,570	1%	3	0.12%	No	7	0.43%	No	No
		WB	IN	3LD	2,570	1%	6	0.23%	No	11	0.43%	No	No
	NW 21 Ave to I-95	EB	OUT	3LD	2,570	1%	3	0.12%	No	11	0.43%	No	No
		WB	IN	3LD	2,570	1%	6	0.23%	No	7	0.27%	No	No
	I-95 to Dixie Hwy	EB	OUT	3LD	2,570	1%	3	0.12%	No	11	0.43%	No	No
		WB	IN	3LD	2,570	1%	6	0.23%	No	7	0.27%	No	No
	SR-84 to Broward Blvd	NB	IN	2LD	1,710	1%	6	0.35%	No	7	0.41%	No	No
		SB	OUT	2LD	1,710	1%	3	0.18%	No	11	0.64%	No	No
NW 94 Ave	Broward Blvd to Cleary Rd	NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Cleary Rd to Sunrise Blvd	NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
Pine Island Rd	Sunrise Blvd to Oakland Park Blvd	NB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Oakland Park Blvd to NW 44 St	NB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
	NW 44 St to Commercial Blvd	NB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
	Oakland Park Blvd to Commercial Blvd	NB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
Pine Island Rd	SR-84 to N Peters Rd/Davie Blvd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	N Peters Rd/Davie Blvd to Broward Blvd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Broward Blvd to Cleary Rd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Cleary Rd to Sunrise Blvd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Sunrise Blvd to Sunrise Lakes Blvd	NB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Sunrise Lakes to Oakland Park Blvd	NB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
Pine Island Rd	Oakland Park Blvd to NW 44 St ⁽²⁾	NB	OUT	3LD	2,651	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,651	0%	0	0.00%	No	0	0.00%	No	No
	NW 44 St to Commercial Blvd ⁽²⁾	NB	OUT	3LD	2,651	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,651	0%	0	0.00%	No	0	0.00%	No	No

TABLE 21 E-2
PHASE 2 (2023) PEAK-HOUR, PROJECT ASSIGNMENT
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR	INBOUND OR OUTBOUND	NUM. LANES	LOS 'D' CAPACITY ⁽¹⁾	PROJECT DIST.	AM IN 401 AM OUT 286	AM PROJECT TRAFFIC TO CAPACITY	AM PROJECT TRAFFIC SIGNIFICANT ⁽²⁾ 5%	PM IN 731 PM OUT 1089	PM PROJECT TRAFFIC TO CAPACITY	PM PROJECT TRAFFIC SIGNIFICANT ⁽²⁾ 5%	LINK SIGNIFICANT ⁽²⁾ 5%
NW 82 Ave/78 Ave/10 St	University Dr to Broward Blvd	NB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
University Dr	SR-84 to N Peters Rd/Davie Blvd	NB	IN	3LD	2,570	1%	6	0.23%	No	7	0.27%	No	No
		SB	OUT	3LD	2,570	1%	3	0.12%	No	11	0.43%	No	No
	N Peters Rd/Davie Blvd to Broward Blvd	NB	IN	3LD	2,570	1%	6	0.23%	No	7	0.27%	No	No
		SB	OUT	3LD	2,570	1%	3	0.12%	No	11	0.43%	No	No
	Broward Blvd to Cleary Rd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Cleary Rd to Sunrise Blvd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
Sunrise Blvd to Oakland Park Blvd		NB	OUT	3LD	2,570	2%	6	0.23%	No	22	0.86%	No	No
		SB	IN	3LD	2,570	2%	12	0.47%	No	15	0.58%	No	No
	Oakland Park Blvd to NW 44 St	NB	OUT	3LD	2,570	2%	6	0.23%	No	22	0.86%	No	No
		SB	IN	3LD	2,570	2%	12	0.47%	No	15	0.58%	No	No
NW 44 St to Commercial Blvd		NB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
W Inverrary Blvd	N of Oakland Park Blvd	NB	OUT	1L	530	2%	6	1.13%	No	22	4.15%	No	No
		SB	IN	1L	530	2%	12	2.26%	No	15	2.83%	No	No
NW 64 Ave	N of NW 19 St	NB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
NW 56 Ave	N of Sunrise Blvd	NB	OUT	1L	760	2%	6	0.79%	No	22	2.89%	No	No
		SB	IN	1L	760	2%	12	1.58%	No	15	1.97%	No	No
Inverrary Blvd	Oakland Park Blvd to NW 44 St	NB	OUT	2LD	1,620	2%	6	0.37%	No	22	1.36%	No	No
		SB	IN	2LD	1,620	2%	12	0.74%	No	15	0.93%	No	No
NW 44 St to Commercial Blvd		NB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
NW 55 Ave	N of Sunrise Blvd	NB	IN	1L	530	1%	6	1.13%	No	7	1.32%	No	No
		SB	OUT	1L	530	1%	3	0.57%	No	11	2.08%	No	No
Oakland Park Blvd to NW 44 St		NB	OUT	2L	1,767	1%	3	0.17%	No	11	0.62%	No	No
		SB	IN	2L	1,767	1%	6	0.34%	No	7	0.40%	No	No
NW 44 St to Commercial Blvd		NB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
FL Turnpike	SR-84 to Sunrise Blvd ⁽³⁾	NB	IN	5LX	9,440	2%	12	0.13%	No	15	0.16%	No	No
		SB	OUT	5LX	9,440	1%	3	0.03%	No	11	0.12%	No	No
	Sunrise Blvd to Commercial Blvd ⁽³⁾	NB	OUT	4LX	7,480	1%	3	0.04%	No	11	0.15%	No	No
		SB	IN	4LX	7,480	1%	6	0.08%	No	7	0.09%	No	No
NW 49 Ave	NW 19 St to NW 26 St	NB	OUT	1L	530	4%	11	2.08%	No	44	8.30%	Yes	Yes
		SB	IN	1L	530	4%	24	4.53%	No	29	5.47%	Yes	Yes
	N of NW 26 St ⁽³⁾	NB	OUT	2LD	1,140	3%	9	0.79%	No	33	2.89%	No	No
		SB	IN	2LD	1,140	3%	18	1.58%	No	22	1.93%	No	No
SR 7/US 441	SR 84 to Riverland Rd	NB	IN	3LD	2,570	7%	42	1.63%	No	51	1.98%	No	No
		SB	OUT	3LD	2,570	7%	20	0.78%	No	76	2.96%	No	No
	Riverland Rd to Davie Blvd	NB	IN	3LD	2,570	8%	48	1.87%	No	58	2.26%	No	No
		SB	OUT	3LD	2,570	8%	23	0.89%	No	87	3.39%	No	No
	Davie Blvd to Broward Blvd	NB	IN	3LD	2,570	10%	60	2.33%	No	73	2.84%	No	No
		SB	OUT	3LD	2,570	10%	29	1.13%	No	109	4.24%	No	No
	Broward Blvd to Sunrise Blvd	NB	IN	3LD	2,570	26%	156	6.07%	Yes	190	7.39%	Yes	Yes
		SB	OUT	3LD	2,570	26%	74	2.88%	No	283	11.01%	Yes	Yes
	Sunrise Blvd to NW 12 St	NB	IN	3LD	2,570	50%	301	11.71%	Yes	366	14.24%	Yes	Yes
		SB	OUT	3LD	2,570	50%	143	5.56%	Yes	545	21.21%	Yes	Yes
	NW 12 St to Driveway 1	NB	IN	3LD	2,570	42%	252	9.81%	Yes	307	11.95%	Yes	Yes
		SB	OUT	3LD	2,570	42%	120	4.67%	No	457	17.78%	Yes	Yes
	Driveway 1 to Driveway 2	NB	IN	3LD	2,570	42%	252	9.81%	Yes	307	11.95%	Yes	Yes
		SB	OUT	3LD	2,570	42%	120	4.67%	No	457	17.78%	Yes	Yes
	Driveway 2 to NW 16 St	NB	OUT	3LD	2,570	28%	80	3.11%	No	305	11.87%	Yes	Yes
		SB	IN	3LD	2,570	28%	168	6.54%	Yes	205	7.98%	Yes	Yes
SW 31 St	NW 16 St to NW 19 St	NB	OUT	3LD	2,570	34%	32	1.25%	No	370	14.40%	Yes	Yes
		SB	IN	3LD	2,570	34%	204	7.94%	Yes	249	9.69%	Yes	Yes
	NW 19 St to Oakland Park Blvd	NB	OUT	3LD	2,570	21%	60	2.33%	No	229	8.91%	Yes	Yes
		SB	IN	3LD	2,570	21%	126	4.90%	No	154	5.99%	Yes	Yes
	Oakland Blvd to Commercial Blvd	NB	OUT	3LD	2,570	9%	26	1.01%	No	98	3.81%	No	No
		SB	IN	3LD	2,570	9%	54	2.10%	No	66	2.52%	No	No
	Commercial Blvd to Bailey Rd	NB	OUT	3LD	2,570	3%	9	0.35%	No	33	1.28%	No	No
		SB	IN	3LD	2,570	3%	18	0.70%	No	22	0.86%	No	No
	Riverland Rd to Davie Blvd	NB	IN	1L	760	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	1L	760	0%	0	0.00%	No	0	0.00%	No	No
Powerline Rd	Davie Blvd to Broward Blvd	NB	IN	1L	760	2%	12	1.58%	No	15	1.97%	No	No
		SB	OUT	1L	760	2%	6	0.79%	No	22	2.89%	No	No
	Broward Blvd to NW 6 St	NB	IN	2L	1,767	2%	12	0.68%	No	15	0.85%	No	No
		SB	OUT	2L	1,767	2%	6	0.34%	No	22	1.25%	No	No
	NW 6 St to Sunrise Blvd	NB	IN	3L	2,651	3%	18	0.68%	No	22	0.83%	No	No
		SB	OUT	3L	2,651	3%	9	0.34%	No	33	1.24%	No	No
	Sunrise Blvd to NW 19 St	NB	OUT	3L	2,651	2%	6	0.23%	No	22	0.83%	No	No
		SB	IN	3L	2,651	2%	12	0.45%	No	15	0.57%	No	No
I-95	NW 19 St to Oakland Park Blvd	NB	OUT	3L	2,651	8%	23	0.87%	No	87	3.28%	No	No
		SB	IN	3L	2,651	8%	48	1.81%	No	58	2.19%	No	No
	Oakland Blvd to Commercial Blvd	NB	OUT	3LD	2,570	4%	11	0.43%	No	44	1.71%	No	No
		SB	IN	3LD	2,570	4%	24	0.93%	No	29	1.13%	No	No
	Sunrise Blvd to NW 19 St	NB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
Powerline Rd	NW 19 St to Oakland Park Blvd	NB	OUT	3LD	2,570	1%	3	0.12%	No	11	0.43%	No	No
		SB	IN	3LD	2,570	1%	6	0.23%	No	7	0.27%	No	No
	Oakland Park Blvd to Prospect Rd	NB	OUT	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
	Prospect Rd to Commercial Blvd	NB	OUT	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
SR 84 to Davie Blvd		SB	IN	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
	SR 84 to Davie Blvd	NB	IN	5LX	9,340	2%	12	0.13%	No	15	0.16%	No	No
		SB	OUT	5LX	9,340	1%	3	0.03%	No	11	0.12%	No	No
	Davie Blvd to Broward Blvd	NB	IN	5LX	9,340	2%	12	0.13%	No	15	0.16%	No	No
		SB	OUT	5LX	9,340	1%	3	0.03%	No	11	0.12%	No	No
	Broward Blvd to Sunrise Blvd	NB	IN	5LX	9,340	1%	6	0.06%	No	7	0.07%	No	No
Sunrise Blvd to Oakland Park Blvd		SB	OUT	5LX	9,340	1%	3	0.03%	No	11	0.12%	No	No
	Sunrise Blvd to Oakland Park Blvd	NB	OUT	5LX	9,340	2%	6	0.06%	No	22	0.24%	No	No
		SB	IN	5LX	9,340	2%	12	0.13%	No	15	0.16%	No	No
	Oakland Park Blvd to Commercial Blvd	NB	OUT	5LX	9,340	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	5LX	9,340	0%	0	0.00%	No	0	0.00%	No	No
SW 4 Ave/NW 7 Ave	SR 84 to Davie Blvd	NB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
	Davie Blvd to SW 7 St	NB	IN	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
	SW 7 St to Las Olas Blvd	NB	IN	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
	Las Olas Blvd to Broward Blvd	NB	IN	2LD	1,580	1%	6	0.38%	No	7	0.44%	No	No
		SB	OUT	2LD	1,580	1%	3	0.19%	No	11	0.70%	No	No
	Broward Blvd to NW 6 St	NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
NW 6 St to Sunrise Blvd		NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	N of Sunrise Blvd	NB	OUT	1LU	530	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	1LU	530	0%	0	0.00%	No	0	0.00%	No	No

TABLE 21 E-2
PHASE 2 (2023) PEAK-HOUR, PROJECT ASSIGNMENT
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR.	INBOUND OR OUTBOUND	NUM. LANES	LOS "D" CAPACITY ⁽¹⁾	PROJECT DIST.	AM IN 401 AM OUT 286	AM PROJECT TRAFFIC TO CAPACITY	AM PROJECT TRAFFIC SIGNIFICANT ⁽²⁾ 5%	PM IN 731 PM OUT 1089	PM PROJECT TRAFFIC TO CAPACITY	PM PROJECT TRAFFIC SIGNIFICANT ⁽²⁾ 5%	LINK SIGNIFICANT ⁽²⁾ 5%
Andrews Ave	SR-84 to SE 17 St	NB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
	SE 17 St to Davie Blvd	NB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
	Davie Blvd to SW 7 St	NB	IN	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
	SW 7 St to Broward Blvd	NB	IN	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
	Broward Blvd to NE 6 St/Sistrunk Blvd	NB	IN	2LD	1,710	1%	6	0.35%	No	7	0.41%	No	No
		SB	OUT	2LD	1,710	1%	3	0.18%	No	11	0.64%	No	No
	NE 6 St/Sistrunk Blvd to Sunrise Blvd	NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Sunrise Blvd to Oakland Park Blvd	NB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Oakland Park Blvd to Prospect Rd	NB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Prospect Rd to Commercial Blvd	NB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No

(1) LOS D CAPACITY BASED ON GENERALIZED TABLES FROM THE FDOT 2002 LEVEL OF SERVICE HANDBOOK. ROADWAY CLASS BASED ON BROWARD COUNTY ROADWAY LEVEL OF SERVICE TABLES.

(2) ASSURED CONSTRUCTION BASED ON TABLE 21-A-3

TABLE 21 E-3
PHASE 3 (2033) PEAK-HOUR, PROJECT ASSIGNMENT
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR.	INBOUND OR OUTBOUND	NUM. LANES	LOS 'D' CAPACITY ⁽¹⁾	PROJECT DIST.	AM IN 592 AM OUT 463	AM PROJECT TRAFFIC TO CAPACITY	AM PROJECT TRAFFIC SIGNIFICANT ⁽⁵⁾ %	PM IN 803 PM OUT 1067	PM PROJECT TRAFFIC TO CAPACITY	PM PROJECT TRAFFIC SIGNIFICANT ⁽⁵⁾ %	LINK SIGNIFICANT ⁽⁵⁾ %
East / West													
SR 84	SW 100 Ave to Pine Island Rd	EB	IN	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
	University Dr to Davie Rd	EB	IN	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LO	2,232	0%	0	0.00%	No	0	0.00%	No	No
	Davie Rd to SR 7	EB	IN	2LO	2,232	1%	6	0.27%	No	8	0.36%	No	No
		WB	OUT	2LO	2,232	1%	5	0.22%	No	11	0.49%	No	No
I-95	SR 7 to SW 26 Terr	EB	OUT	2LD	1,860	1%	5	0.27%	No	11	0.59%	No	No
		WB	IN	2LD	1,860	1%	6	0.32%	No	8	0.43%	No	No
	SW 26 Terr to I-95	EB	OUT	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
	I-95 to SW 9 Ave	EB	OUT	4LD	3,330	1%	5	0.15%	No	11	0.33%	No	No
		WB	IN	4LD	3,330	1%	6	0.18%	No	8	0.24%	No	No
	SW 9 Ave to US 1	EB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
SW 17 St	SW 100 Ave to Pine Island Rd	EB	IN	3LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	3LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	3LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	3LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
	University Dr to Davie Rd	EB	IN	4LX	7,380	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	4LX	7,380	0%	0	0.00%	No	0	0.00%	No	No
	Davie Rd to FL Turnpike	EB	IN	4LX	7,380	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	4LX	7,380	0%	0	0.00%	No	0	0.00%	No	No
Davie Blvd/Peters Rd	FL Turnpike to SR 7	EB	IN	4LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	4LX	5,410	0%	0	0.00%	No	0	0.00%	No	No
	SR 7 to I-95	EB	OUT	4LX	7,380	1%	5	0.07%	No	11	0.15%	No	No
		WB	IN	4LX	7,380	1%	6	0.08%	No	8	0.11%	No	No
	I-95 to US 1	EB	OUT	4LX	7,380	1%	5	0.07%	No	11	0.15%	No	No
		WB	IN	4LX	7,380	1%	6	0.08%	No	8	0.11%	No	No
	SW 9 Ave to SW 4 Ave	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
Broward Blvd	E of SW 4 Ave	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
	University Dr to SR 7	EB	IN	2LD	1,620	1%	6	0.37%	No	8	0.49%	No	No
		WB	OUT	2LD	1,620	1%	5	0.31%	No	11	0.68%	No	No
	SR 7 to SW 31 Ave	EB	OUT	2LD	1,860	1%	5	0.27%	No	11	0.59%	No	No
		WB	IN	2LD	1,860	1%	6	0.32%	No	8	0.43%	No	No
NW 2 St	SW 31 Ave to I-95	EB	OUT	2LD	1,860	1%	5	0.27%	No	11	0.59%	No	No
		WB	IN	2LD	1,860	1%	6	0.32%	No	8	0.43%	No	No
	I-95 to Andrews Ave	EB	OUT	2LD	1,710	1%	5	0.29%	No	11	0.64%	No	No
		WB	IN	2LD	1,710	1%	6	0.35%	No	8	0.47%	No	No
	Nob Hill Rd to Pine Island Rd	EB	IN	3LD	2,570	5%	30	1.17%	No	40	1.56%	No	No
		WB	OUT	3LD	2,570	5%	23	0.89%	No	53	2.06%	No	No
	Pine Island Rd to University Dr	EB	IN	3LD	2,570	5%	30	1.17%	No	40	1.56%	No	No
		WB	OUT	3LD	2,570	5%	23	0.89%	No	53	2.06%	No	No
NE/NW 4 St	University Dr to SR 7	EB	IN	3LD	2,570	9%	53	2.06%	No	72	2.80%	No	No
		WB	OUT	3LD	2,570	9%	42	1.63%	No	96	3.74%	No	No
	SR 7 to SW 31 Ave	EB	OUT	3LD	2,570	7%	32	1.25%	No	75	2.92%	No	No
		WB	IN	3LD	2,570	7%	41	1.60%	No	56	2.18%	No	No
	SW 31 Ave to I-95	EB	OUT	3LD	2,570	2%	9	0.35%	No	21	0.82%	No	No
		WB	IN	3LD	2,570	2%	12	0.47%	No	16	0.62%	No	No
	I-95 to SW 11 Ave	EB	OUT	3LD	2,330	1%	5	0.21%	No	11	0.47%	No	No
		WB	IN	3LD	2,330	1%	6	0.26%	No	8	0.34%	No	No
NW 6 St/Sistrunk Blvd	SW 11 Ave to SW 7 Ave	EB	OUT	3LD	2,330	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	3LD	2,330	0%	0	0.00%	No	0	0.00%	No	No
	SW 7 Ave to FEC R/Ring-CBD	EB	OUT	3LD	2,390	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	3LD	2,390	0%	0	0.00%	No	0	0.00%	No	No
	NW 9 Ave to Andrews Ave	EB	OUT	1L	530	1%	5	0.94%	No	11	2.08%	No	No
		WB	IN	1L	530	1%	6	1.13%	No	8	1.51%	No	No
	E of NW 9 Ave	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
NW 5 St	NW 31 Ave to SW 27 Ave	EB	OUT	2LD	1,620	1%	5	0.31%	No	11	0.68%	No	No
		WB	IN	2LD	1,620	1%	6	0.37%	No	8	0.49%	No	No
	NW 27 Ave to Andrews Ave	EB	OUT	2LD	1,620	2%	9	0.56%	No	21	1.30%	No	No
		WB	IN	2LD	1,620	2%	12	0.74%	No	16	0.99%	No	No
	E of University Dr	EB	IN	1L	530	1%	6	1.13%	No	8	1.51%	No	No
		WB	OUT	1L	530	1%	5	0.94%	No	11	2.08%	No	No
	Nob Hill Rd to Pine Island Rd	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
Clearly Blvd	E of Pine Island Rd	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
	Nob Hill Rd to Pine Island Rd ²	EB	IN	3LD	2,790	1%	6	0.22%	No	8	0.29%	No	No
		WB	OUT	3LD	2,790	1%	5	0.18%	No	11	0.39%	No	No
	Pine Island Rd to University Dr	EB	IN	3LD	2,790	1%	6	0.22%	No	8	0.29%	No	No
		WB	OUT	3LD	2,790	1%	5	0.18%	No	11	0.39%	No	No
	University Dr to NW 65 Ave	EB	IN	3LD	2,570	1%	6	0.23%	No	8	0.31%	No	No
		WB	OUT	3LD	2,570	1%	5	0.19%	No	11	0.43%	No	No
Sunrise Blvd	NW 65 Ave to FL Turnpike	EB	IN	3LD	2,570	4%	24	0.93%	No	32	1.25%	No	No
		WB	OUT	3LD	2,570	4%	19	0.74%	No	43	1.67%	No	No
	FL Turnpike to NW 47th Avenue	EB	IN	3LD	2,570	9%	53	2.06%	No	72	2.80%	No	No
		WB	OUT	3LD	2,570	9%	42	1.63%	No	96	3.74%	No	No
	NW 47th Avenue to SR 7	EB	IN	3LD	2,570	6%	36	1.40%	No	48	1.87%	No	No
		WB	OUT	3LD	2,570	6%	28	1.09%	No	64	2.49%	No	No
	SR 7 to SW 31 Ave	EB	OUT	3LD	2,570	18%	83	3.23%	No	192	7.47%	Yes	Yes
		WB	IN	3LD	2,570	18%	107	4.16%	No	145	5.64%	Yes	Yes
NW 12 St	SW 31 Ave to SW 27 Ave	EB	OUT	3LD	2,570	10%	46	1.79%	No	107	4.16%	No	No
		WB	IN	3LD	2,570	10%	59	2.30%	No	80	3.11%	No	No
	SW 27 Ave to I-95	EB	OUT	3LD	2,570	6%	28	1.09%	No	64	2.49%	No	No
		WB	IN	3LD	2,570	6%	36	1.40%	No	48	1.87%	No	No
	I-95 to NW 9 Ave	EB	OUT	3LD	2,570	3%	14	0.54%	No	32	1.25%	No	No
		WB	IN	3LD	2,570	3%	18	0.70%	No	24	0.93%	No	No
	NW 9 Ave to NW 7 Ave	EB	OUT	3LD	2,570	2%	9	0.35%	No	21	0.82%	No	No
		WB	IN	3LD	2,570	2%	12	0.47%	No	16	0.62%	No	No
NW 16 St	NW 7 Ave to Andrews Ave	EB	OUT	3LD	2,570	2%	9	0.35%	No	21	0.82%	No	No
		WB	IN	3LD	2,570	2%	12	0.47%	No	16	0.62%	No	No
SR-7 to West SR 7	SR-7 to West SR 7	EB	OUT	2LD	1,140	16%	74	6.49%	Yes	171	15.00%	Yes	Yes
		WB	IN	2LD	1,140	16%	95	8.33%	Yes	128	11.23%	Yes	Yes
SR-7 to West SR 7	SR-7 to West SR 7	EB	OUT	2LD	1,140	11%	51	4.47%	Yes	117	10.26%	Yes	Yes
		WB	IN	2LD	1,140	11%	65	5.70%	Yes	88	7.72%	Yes	Yes

**TABLE 21 E-3
PHASE 3 (2033) PEAK-HOUR, PROJECT ASSIGNMENT
LAUDERHILL CITY CENTER DRI**

ROADWAY	LINK	DIR.	INBOUND OR OUTBOUND	NUM. LANES	LOS 'D' CAPACITY ⁽¹⁾	PROJECT DIST.	AM IN 592 AM OUT 463	AM PROJECT TRAFFIC TO CAPACITY	AM PROJECT TRAFFIC SIGNIFICANT ⁽⁵⁾ %	PM IN 803 PM OUT 1067	PM PROJECT TRAFFIC TO CAPACITY	PM PROJECT TRAFFIC SIGNIFICANT ⁽⁵⁾ %	LINK SIGNIFICANT ⁽⁵⁾ %
Sunset Strip	Nob Hill Rd to Pine Island Rd	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	2LD	1,140	1%	6	0.53%	No	8	0.70%	No	No
		WB	OUT	2LD	1,140	1%	5	0.44%	No	11	0.96%	No	No
	University Dr to NW 64 Ave	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
NW 19 St		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	E of NW 64 Ave	EB	IN	2LD	1,140	1%	6	0.53%	No	8	0.70%	No	No
		WB	OUT	2LD	1,140	1%	5	0.44%	No	11	0.96%	No	No
	E of NW 64 Ave	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
NW 26 St	NW 49 Ave to SR-7/US-441	EB	IN	1L	530	1%	6	1.13%	No	8	1.51%	No	No
		WB	OUT	1L	530	1%	5	0.94%	No	11	2.08%	No	No
	SR 7 to NW 31 Ave	EB	OUT	2LD	1,620	12%	56	3.46%	No	128	7.90%	Yes	Yes
		WB	IN	2LD	1,620	12%	71	4.38%	No	96	5.93%	Yes	Yes
	E of NW 31 Ave	EB	OUT	2LD	1,620	4%	19	1.17%	No	43	2.65%	No	No
Sunrise Lks Blvd		WB	IN	2LD	1,620	4%	24	1.48%	No	32	1.98%	No	No
	E of NW 47 Ave	EB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
	NW 31 Ave to Andrews Ave	EB	OUT	1L	530	2%	9	1.70%	No	21	3.96%	No	No
		WB	IN	1L	530	2%	12	2.26%	No	16	3.02%	No	No
Oakland Pk Blvd	Nob Hill Rd to Pine Island Rd	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	E of Pine Island Rd	EB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	Nob Hill Rd to Pine Island Rd	EB	IN	3LD	2,570	1%	6	0.23%	No	8	0.31%	No	No
		WB	OUT	3LD	2,570	1%	5	0.19%	No	11	0.43%	No	No
	Pine Island Rd to Inverrary Blvd	EB	IN	3LD	2,570	8%	47	1.83%	No	64	2.49%	No	No
		WB	OUT	3LD	2,570	8%	37	1.44%	No	85	3.31%	No	No
	Inverrary Blvd to SR 7	EB	IN	3LD	2,570	10%	59	2.30%	No	80	3.11%	No	No
		WB	OUT	3LD	2,570	10%	46	1.79%	No	107	4.16%	No	No
NW 38 St	SR 7 to SW 31 Ave	EB	OUT	3LD	2,570	4%	19	0.74%	No	43	1.67%	No	No
		WB	IN	3LD	2,570	4%	24	0.93%	No	32	1.25%	No	No
	SW 31 Ave to I-95	EB	OUT	3LD	2,570	4%	19	0.74%	No	43	1.67%	No	No
		WB	IN	3LD	2,570	4%	24	0.93%	No	32	1.25%	No	No
	I-95 to Andrews Ave	EB	OUT	3LD	2,570	2%	9	0.35%	No	21	0.82%	No	No
NW 44 St		WB	IN	3LD	2,570	2%	12	0.47%	No	16	0.62%	No	No
	NW 31 Ave to NW 21 Ave	EB	OUT	1L	530	1%	5	0.94%	No	11	2.08%	No	No
		WB	IN	1L	530	1%	6	1.13%	No	8	1.51%	No	No
	NW 21 Ave to Powerline Rd	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
Springtree Lk Dr	E of Powerline Rd	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
	Nob Hill Rd to Pine Island Rd	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to West Inverrary Blvd	EB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
Prospect Rd		WB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
	E of Inverrary Blvd	EB	IN	1L	810	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	1L	810	0%	0	0.00%	No	0	0.00%	No	No
	E of NW 31 Ave	EB	OUT	1L	530	0%	0	0.00%	No	0	0.00%	No	No
		WB	IN	1L	530	0%	0	0.00%	No	0	0.00%	No	No
Commercial Blvd	Nob Hill Rd to Pine Island Rd	EB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Pine Island Rd to University Dr	EB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		WB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	University Dr to SW 81 Ave	EB	IN	3LD	2,570	1%	6	0.23%	No	8	0.31%	No	No
		WB	OUT	3LD	2,570	1%	5	0.19%	No	11	0.43%	No	No
	SW 81 Ave to Rock Island Rd	EB	IN	3LD	2,570	1%	6	0.23%	No	8	0.31%	No	No
		WB	OUT	3LD	2,570	1%	5	0.19%	No	11	0.43%	No	No
	Rock Island Rd to FL Turnpike	EB	IN	3LD	2,570	1%	6	0.23%	No	8	0.31%	No	No
		WB	OUT	3LD	2,570	1%	5	0.19%	No	11	0.43%	No	No
	FL Turnpike to SR 7	EB	IN	3LD	2,570	1%	6	0.23%	No	8	0.31%	No	No
		WB	OUT	3LD	2,570	1%	5	0.19%	No	11	0.43%	No	No
	SR 7 SW 31 Ave	EB	OUT	3LD	2,570	1%	5	0.19%	No	11	0.43%	No	No
		WB	IN	3LD	2,570	1%	6	0.23%	No	8	0.31%	No	No
	SW 31 Ave to NW 21 Ave	EB	OUT	3LD	2,570	1%	5	0.19%	No	11	0.43%	No	No
North / South		WB	IN	3LD	2,570	1%	6	0.23%	No	8	0.31%	No	No
	NW 21 Ave to I-95	EB	OUT	3LD	2,570	1%	5	0.19%	No	11	0.43%	No	No
		WB	IN	3LD	2,570	1%	6	0.23%	No	8	0.31%	No	No
	I-95 to Dixie Hwy	EB	OUT	3LD	2,570	1%	5	0.19%	No	11	0.43%	No	No
		WB	IN	3LD	2,570	1%	6	0.23%	No	8	0.31%	No	No
Nob Hill Rd	SR-84 to Broward Blvd	NB	IN	2LD	1,710	1%	6	0.35%	No	8	0.47%	No	No
		SB	OUT	2LD	1,710	1%	5	0.29%	No	11	0.64%	No	No
	Broward Blvd to Cleary Rd	NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Cleary Rd to Sunrise Blvd	NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Sunrise Blvd to Oakland Park Blvd	NB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
Pine Island Rd	Oakland Park Blvd to NW 44 St	NB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
	NW 44 St to Commercial Blvd	NB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
	Oakland Park Blvd to Commercial Blvd	NB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
	SR-84 to N Peters Rd/Davie Blvd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
NW 94 Ave	N Peters Rd/Davie Blvd to Broward Blvd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Broward Blvd to Cleary Rd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Cleary Rd to Sunrise Blvd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Sunrise Blvd to Sunrise Lakes Blvd	NB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Sunrise Lakes to Oakland Park Blvd	NB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
NW 44 St to Commercial Blvd ⁽²⁾	Oakland Park Blvd to NW 44 St ⁽²⁾	NB	OUT	3LD	2,651	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,651	0%	0	0.00%	No	0	0.00%	No	No
	NW 44 St to Commercial Blvd ⁽²⁾	NB	OUT	3LD	2,651	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,651	0%	0	0.00%	No	0	0.00%	No	No

TABLE 21 E-3
PHASE 3 (2033) PEAK-HOUR, PROJECT ASSIGNMENT
LAUDERHILL CITY CENTER DRI

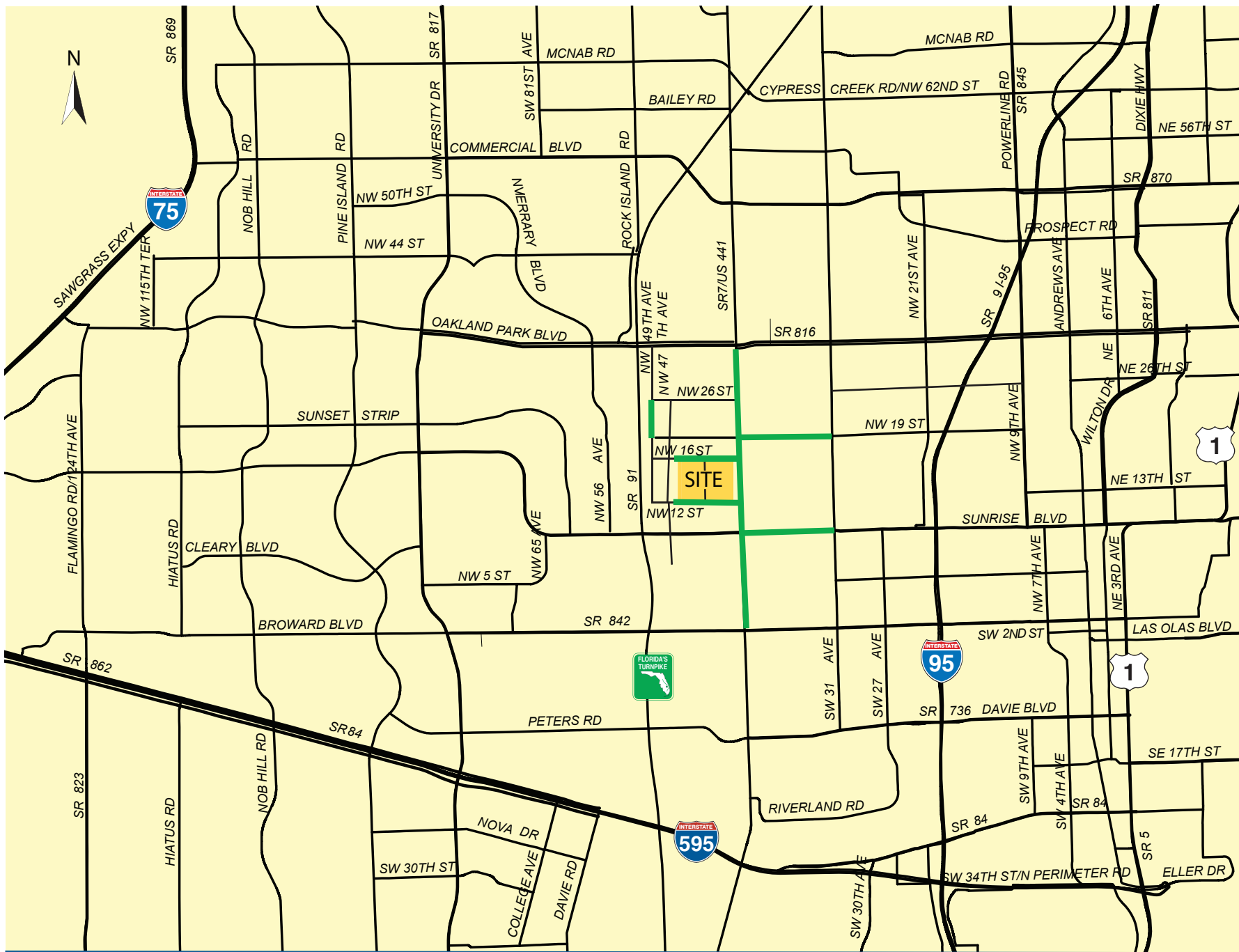
ROADWAY	LINK	DIR.	INBOUND OR OUTBOUND	NUM. LANES	LOS 'D' CAPACITY ⁽¹⁾	PROJECT DIST.	AM IN 592 AM OUT 463	AM PROJECT TRAFFIC TO CAPACITY	AM PROJECT TRAFFIC SIGNIFICANT ⁽⁵⁾ %	PM IN 803 PM OUT 1067	PM PROJECT TRAFFIC TO CAPACITY	PM PROJECT TRAFFIC SIGNIFICANT ⁽⁵⁾ %	LINK SIGNIFICANT ⁽⁵⁾ %
NW 82 Ave/78 Ave/10 St	University Dr to Broward Blvd	NB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
University Dr	SR-84 to N Peters Rd/Davie Blvd	NB	IN	3LD	2,570	1%	6	0.23%	No	8	0.31%	No	No
		SB	OUT	3LD	2,570	1%	5	0.19%	No	11	0.43%	No	No
	N Peters Rd/Davie Blvd to Broward Blvd	NB	IN	3LD	2,570	1%	6	0.23%	No	8	0.31%	No	No
		SB	OUT	3LD	2,570	1%	5	0.19%	No	11	0.43%	No	No
	Broward Blvd to Cleary Rd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Cleary Rd to Sunrise Blvd	NB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	Sunrise Blvd to Oakland Park Blvd	NB	OUT	3LD	2,570	2%	9	0.35%	No	21	0.82%	No	No
		SB	IN	3LD	2,570	2%	12	0.47%	No	16	0.62%	No	No
Oakland Park Blvd to NW 44 St		NB	OUT	3LD	2,570	2%	9	0.35%	No	21	0.82%	No	No
		SB	IN	3LD	2,570	2%	12	0.47%	No	16	0.62%	No	No
	NW 44 St to Commercial Blvd	NB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
W Inverrary Blvd	N of Oakland Park Blvd	NB	OUT	1L	530	2%	9	1.70%	No	21	3.96%	No	No
		SB	IN	1L	530	2%	12	2.26%	No	16	3.02%	No	No
NW 64 Ave	N of NW 19 St	NB	OUT	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,140	0%	0	0.00%	No	0	0.00%	No	No
NW 56 Ave	N of Sunrise Blvd	NB	OUT	1L	760	2%	9	1.18%	No	21	2.76%	No	No
		SB	IN	1L	760	2%	12	1.58%	No	16	2.11%	No	No
Inverrary Blvd	Oakland Park Blvd to NW 44 St	NB	OUT	2LD	1,620	2%	9	0.56%	No	21	1.30%	No	No
		SB	IN	2LD	1,620	2%	12	0.74%	No	16	0.99%	No	No
	NW 44 St to Commercial Blvd	NB	OUT	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,620	0%	0	0.00%	No	0	0.00%	No	No
NW 55 Ave	N of Sunrise Blvd	NB	IN	1L	530	1%	6	1.13%	No	8	1.51%	No	No
		SB	OUT	1L	530	1%	5	0.94%	No	11	2.08%	No	No
Rock Island Rd	Oakland Park Blvd to NW 44 St	NB	OUT	2L	1,767	1%	5	0.28%	No	11	0.62%	No	No
		SB	IN	2L	1,767	1%	6	0.34%	No	8	0.45%	No	No
	NW 44 St to Commercial Blvd	NB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
FL Turnpike	SR-84 to Sunrise Blvd ⁽²⁾	NB	IN	SLX	9,440	2%	12	0.13%	No	16	0.17%	No	No
		SB	OUT	SLX	9,440	1%	5	0.05%	No	11	0.12%	No	No
	Sunrise Blvd to Commercial Blvd ⁽²⁾	NB	OUT	4LX	7,480	1%	5	0.07%	No	11	0.15%	No	No
		SB	IN	4LX	7,480	1%	6	0.08%	No	8	0.11%	No	No
NW 49 Ave	NW 19 St to NW 26 St	NB	OUT	1L	530	4%	19	3.58%	No	43	8.11%	Yes	Yes
		SB	IN	1L	530	4%	24	4.53%	No	32	6.04%	Yes	Yes
	N of NW 26 St ⁽³⁾	NB	OUT	2LD	1,140	3%	14	1.25%	No	32	2.81%	No	No
		SB	IN	2LD	1,140	3%	18	1.58%	No	24	2.11%	No	No
SR 84 to Riverland Rd		NB	IN	3LD	2,570	7%	41	1.60%	No	56	2.18%	No	No
		SB	OUT	3LD	2,570	7%	32	1.25%	No	75	2.92%	No	No
	Riverland Rd to Davie Blvd	NB	IN	3LD	2,570	8%	47	1.83%	No	64	2.49%	No	No
		SB	OUT	3LD	2,570	8%	37	1.44%	No	85	3.31%	No	No
	Davie Blvd to Broward Blvd	NB	IN	3LD	2,570	10%	59	2.30%	No	80	3.11%	No	No
		SB	OUT	3LD	2,570	10%	46	1.79%	No	107	4.16%	No	No
	Broward Blvd to Sunrise Blvd	NB	IN	3LD	2,570	26%	154	5.99%	Yes	209	8.13%	Yes	Yes
		SB	OUT	3LD	2,570	26%	120	4.67%	No	277	10.78%	Yes	Yes
	Sunrise Blvd to NW 12 St	NB	IN	3LD	2,570	50%	296	11.52%	Yes	402	15.64%	Yes	Yes
		SB	OUT	3LD	2,570	50%	232	9.03%	Yes	534	20.78%	Yes	Yes
SR 7/US 441	NW 12 St to Driveway 1	NB	IN	3LD	2,570	42%	249	9.69%	Yes	337	13.11%	Yes	Yes
		SB	OUT	3LD	2,570	42%	194	7.55%	Yes	448	17.43%	Yes	Yes
	Driveway 1 to Driveway 2	NB	IN	3LD	2,570	42%	249	9.69%	Yes	337	13.11%	Yes	Yes
		SB	OUT	3LD	2,570	42%	194	7.55%	Yes	448	17.43%	Yes	Yes
	Driveway 2 to NW 16 St	NB	OUT	3LD	2,570	28%	130	5.06%	Yes	299	11.63%	Yes	Yes
		SB	IN	3LD	2,570	28%	166	6.46%	Yes	225	8.75%	Yes	Yes
	NW 16 St to NW 19 St	NB	OUT	3LD	2,570	34%	157	6.11%	Yes	363	14.12%	Yes	Yes
		SB	IN	3LD	2,570	34%	201	7.82%	Yes	273	10.62%	Yes	Yes
	NW 19 St to Oakland Park Blvd	NB	OUT	3LD	2,570	21%	97	3.77%	No	224	8.72%	Yes	Yes
		SB	IN	3LD	2,570	21%	124	4.82%	No	169	6.58%	Yes	Yes
Oakland Park Blvd to Commercial Blvd		NB	OUT	3LD	2,570	9%	42	1.63%	No	96	3.74%	No	No
		SB	IN	3LD	2,570	9%	53	2.06%	No	72	2.80%	No	No
	Commercial Blvd to Bailey Rd	NB	OUT	3LD	2,570	3%	14	0.54%	No	32	1.25%	No	No
		SB	IN	3LD	2,570	3%	18	0.70%	No	24	0.93%	No	No
Riverland Rd to Davie Blvd		NB	IN	1L	760	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	1L	760	0%	0	0.00%	No	0	0.00%	No	No
	Davie Blvd to Broward Blvd	NB	IN	1L	760	2%	12	1.58%	No	16	2.11%	No	No
		SB	OUT	1L	760	2%	9	1.18%	No	21	2.76%	No	No
	Broward Blvd to NW 6 St	NB	IN	2L	1,767	2%	12	0.68%	No	16	0.91%	No	No
		SB	OUT	2L	1,767	2%	9	0.51%	No	21	1.19%	No	No
	NW 6 St to Sunrise Blvd	NB	IN	3L	2,651	3%	18	0.68%	No	24	0.91%	No	No
		SB	OUT	3L	2,651	3%	14	0.53%	No	32	1.21%	No	No
	Sunrise Blvd to NW 19 St	NB	OUT	3L	2,651	2%	9	0.34%	No	21	0.79%	No	No
		SB	IN	3L	2,651	2%	12	0.45%	No	16	0.60%	No	No
NW 19 St to Oakland Park Blvd		NB	IN	3L	2,651	8%	27	1.04%	No	85	3.21%	No	No
		SB	OUT	3L	2,651	8%	47	1.77%	No	64	2.41%	No	No
	Oakland Blvd to Commercial Blvd	NB	OUT	3LD	2,570	4%	19	0.74%	No	43	1.67%	No	No
		SB	IN	3LD	2,570	4%	24	0.93%	No	32	1.25%	No	No
Powerline Rd	Sunrise Blvd to NW 19 St	NB	OUT	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,570	0%	0	0.00%	No	0	0.00%	No	No
	NW 19 St to Oakland Park Blvd	NB	OUT	3LD	2,570	1%	5	0.19%	No	11	0.43%	No	No
		SB	IN	3LD	2,570	1%	6	0.23%	No	8	0.31%	No	No
	Oakland Park Blvd to Prospect Rd	NB	OUT	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
Prospect Rd to Commercial Blvd		NB	OUT	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	3LD	2,790	0%	0	0.00%	No	0	0.00%	No	No
SR 84 to Davie Blvd		NB	IN	SLX	9,340	2%	12	0.13%	No	16	0.17%	No	No
		SB	OUT	SLX	9,340	1%	5	0.05%	No	11	0.12%	No	No
	Davie Blvd to Broward Blvd	NB	IN	SLX	9,340	2%	12	0.13%	No	16	0.17%	No	No
		SB	OUT	SLX	9,340	1%	5	0.05%	No	11	0.12%	No	No
	Broward Blvd to Sunrise Blvd	NB	IN	SLX	9,340	1%	6	0.06%	No	8	0.09%	No	No
		SB	OUT	SLX	9,340	1%	5	0.05%	No	11	0.12%	No	No
Sunrise Blvd to Oakland Park Blvd		NB	OUT	SLX	9,340	2%	9	0.10%	No	21	0.22%	No	No
		SB	IN	SLX	9,340	2%	12	0.13%	No	16	0.17%	No	No
	Oakland Park Blvd to Commercial Blvd	NB	OUT	SLX	9,340	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	SLX	9,340	0%	0	0.00%	No	0	0.00%	No	No
SR 84 to Davie Blvd		NB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
	Davie Blvd to SW 7 St	NB	IN	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
	SW 7 St to Las Olas Blvd	NB	IN	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
	Las Olas Blvd to Broward Blvd	NB	IN	2LD	1,580	1%	6	0.38%	No	8	0.51%	No	No
		SB	OUT	2LD	1,580	1%	5	0.32%	No	11	0.70%	No	No
	Broward Blvd to NW 6 St	NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
NW 6 St to Sunrise Blvd		NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	N of Sunrise Blvd	NB	OUT	1LU	530	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	1LU	530	0%	0	0.00%	No	0	0.00%	No	No

TABLE 21 E-3
PHASE 3 (2033) PEAK-HOUR, PROJECT ASSIGNMENT
LAUDERHILL CITY CENTER DRI

ROADWAY	LINK	DIR.	INBOUND OR OUTBOUND	NUM. LANES	LOS "D" CAPACITY ⁽¹⁾	PROJECT DIST.	AM IN 592 AM OUT 463	AM PROJECT TRAFFIC TO CAPACITY	AM PROJECT TRAFFIC SIGNIFICANT ⁽²⁾ %	PM IN 803 PM OUT 1067	PM PROJECT TRAFFIC TO CAPACITY	PM PROJECT TRAFFIC SIGNIFICANT ⁽²⁾ %	LINK SIGNIFICANT ⁽²⁾ %
Andrews Ave	SR-84 to SE 17 St	NB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
	SE 17 St to Davie Blvd	NB	IN	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2L	1,767	0%	0	0.00%	No	0	0.00%	No	No
	Davie Blvd to SW 7 St	NB	IN	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
	SW 7 St to Broward Blvd	NB	IN	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,580	0%	0	0.00%	No	0	0.00%	No	No
	Broward Blvd to NE 6 St/Sistrunk Blvd	NB	IN	2LD	1,710	1%	6	0.35%	No	8	0.47%	No	No
		SB	OUT	2LD	1,710	1%	5	0.29%	No	11	0.64%	No	No
	NE 6 St/Sistrunk Blvd to Sunrise Blvd	NB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Sunrise Blvd to Oakland Park Blvd	NB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Oakland Park Blvd to Prospect Rd	NB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
	Prospect Rd to Commercial Blvd	NB	OUT	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No
		SB	IN	2LD	1,710	0%	0	0.00%	No	0	0.00%	No	No

(1) LOS D CAPACITY BASED ON GENERALIZED TABLES FROM THE FDOT 2002 LEVEL OF SERVICE HANDBOOK. ROADWAY CLASS BASED ON BROWARD COUNTY ROADWAY LEVEL OF SERVICE TABLES.

(2) ASSURED CONSTRUCTION BASED ON TABLE 21-A-3



Map J-4
 Significant Roadway Segments - All Phases
Lauderhill City Center DRI
 City of Lauderhill, Florida

- F. **Based on the assignment of trips as shown in (D) and (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.**

Roadway segments that were determined to be significant, in each of the project phases, and that exceeded 90 percent of the roadway capacity, were determined to be failing roadway links. Intersections at either end of failing, significant, roadway segments were evaluated for intersection capacity. In addition, proposed project driveway connections were also evaluated for intersection capacity. Synchro 6 was utilized for the intersection capacity analyses at signalized intersections. The analyses were performed using HCM methodologies, and the HCM outputs from Synchro were provided. The latest version of the *Highway Capacity Manual* software, HCS+, was utilized for all unsignalized intersections and driveways. State Road 7, at the driveway connections to the site, is a six-lane, divided roadway. However, HCS does not allow three lanes to be input in each direction when doing unsignalized intersection capacity analyses. Therefore, for simplicity's sake, it was assumed that, since only two lanes could be input for analyses purposes, that two-thirds of the traffic would be present. This assumes an equal number of vehicles on all travel lanes. It is understood that, in reality, this may not occur.

The critical intersections are listed below:

- Oakland Park Boulevard and SR-7
- NW 19th Street and SR-7
- NW 19th Street and NW 31st Avenue
- NW 16th Street and Driveway 4
- NW 16th Street and Driveway 3
- SR-7 and NW 16th Street
- SR-7 and Driveway 2
- SR-7 and Driveway 1
- SR-7 and NW 12th Street
- NW 12th Street and Driveway 6
- NW 12th Street and Driveway 5
- SR-7 and NW 11th Street
- SR-7 and Sunrise Boulevard
- Sunrise Boulevard and NW 31st Avenue

- SR-7 and Broward Boulevard
- NW 49th Avenue and NW 19th Street
- NW 49th Avenue and NW 26th Street

The signalized intersection of SR-7 and NW 11th Street, which is anticipated to provide main access to the future Central Broward Regional Park, is included in the critical intersections list due to its proximity to the project site.

Future traffic volumes at the critical intersections were determined by a) adding additional vested traffic to Existing (2007) peak-season traffic, b) applying the previously-mentioned growth factor to the 2007 vested conditions, c) adding committed-development traffic, and d) adding project traffic. Existing (2007) additional, vested traffic was distributed to the surrounding roadway network using the determined project distribution.

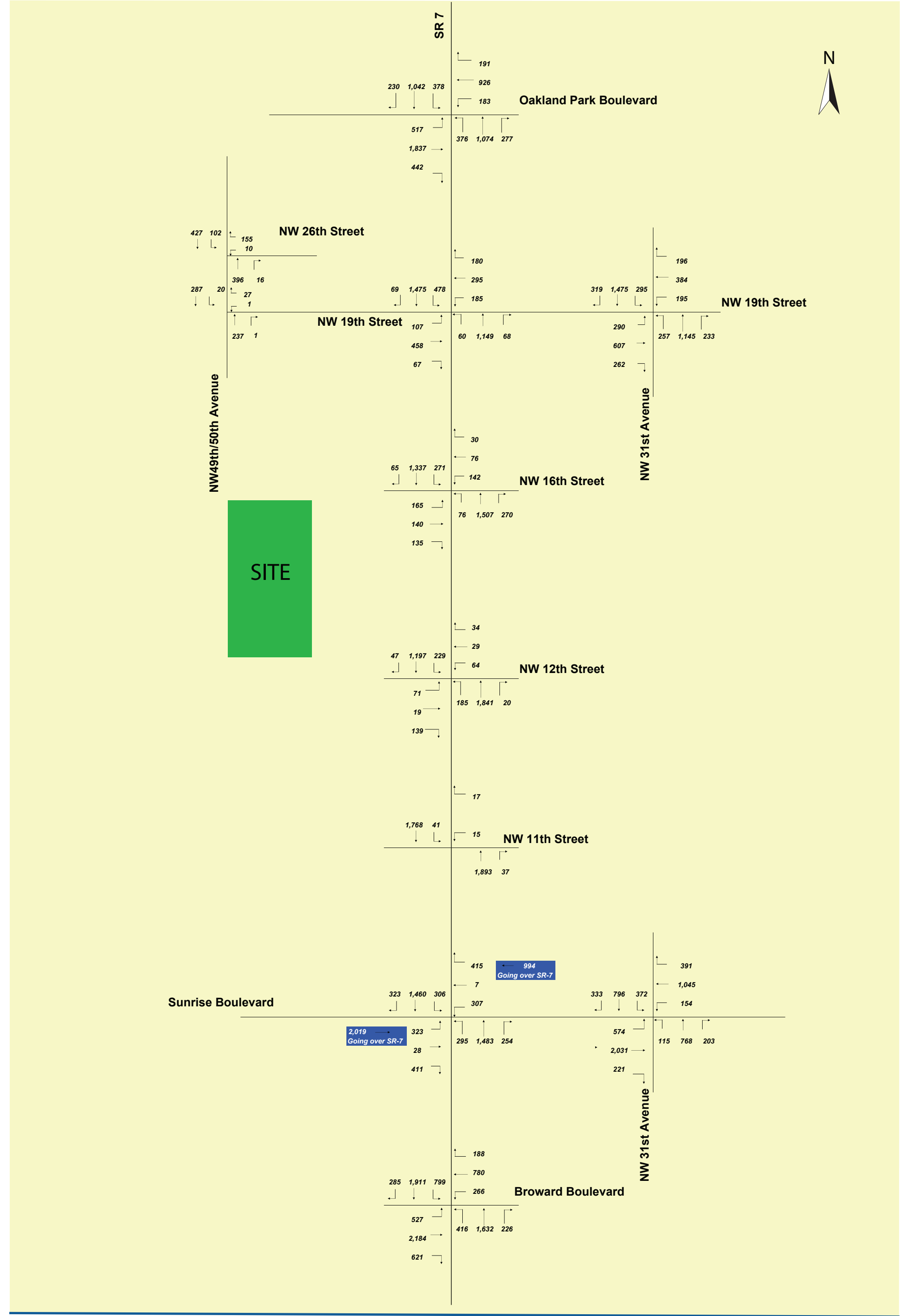
Future traffic entering and exiting the proposed Lauderdale City Center DRI, at Driveways 1 through 6, was based on traffic obtained from the trip generation analyses.

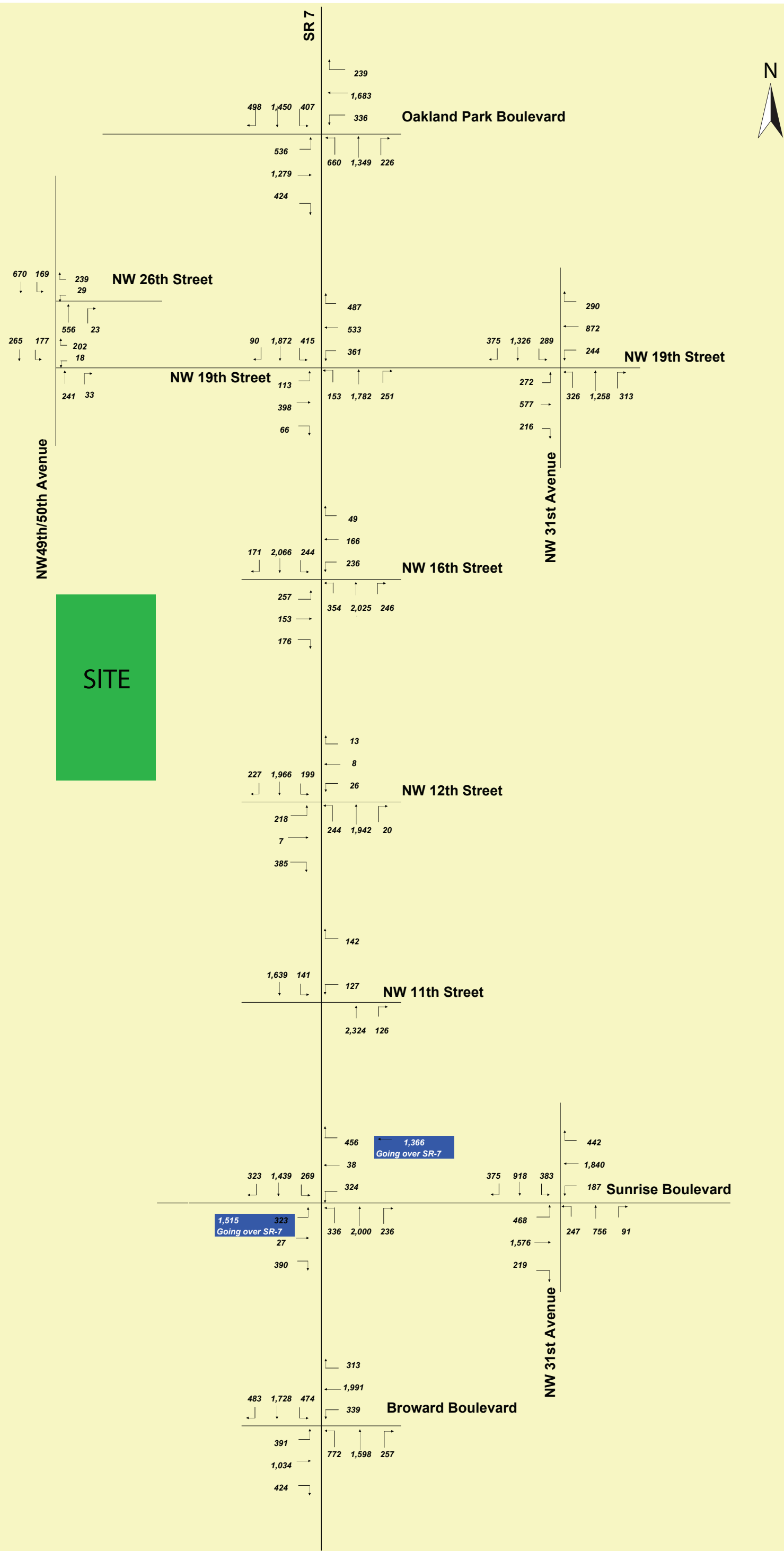
Table F-1A, Table F-1B, Table F-2A, Table F-2B, Table F-3A and Table F-3B summarize the AM and PM peak-hour, future volume calculations for Phase 1 (2018), Phase 2 (2023) and Phase 3 (2033), respectively, for the intersections and are included in **Appendix F-1**. **Figure F-1A, Figure F-1B, Figure F-2A, Figure F-2B, Figure F-3A and Figure F-3B** summarize the AM and PM peak-hour, future volume calculations for Phase 1 (2018), Phase 2 (2023) and Phase 3 (2033), respectively, for the driveways and are also included in Appendix F-1.

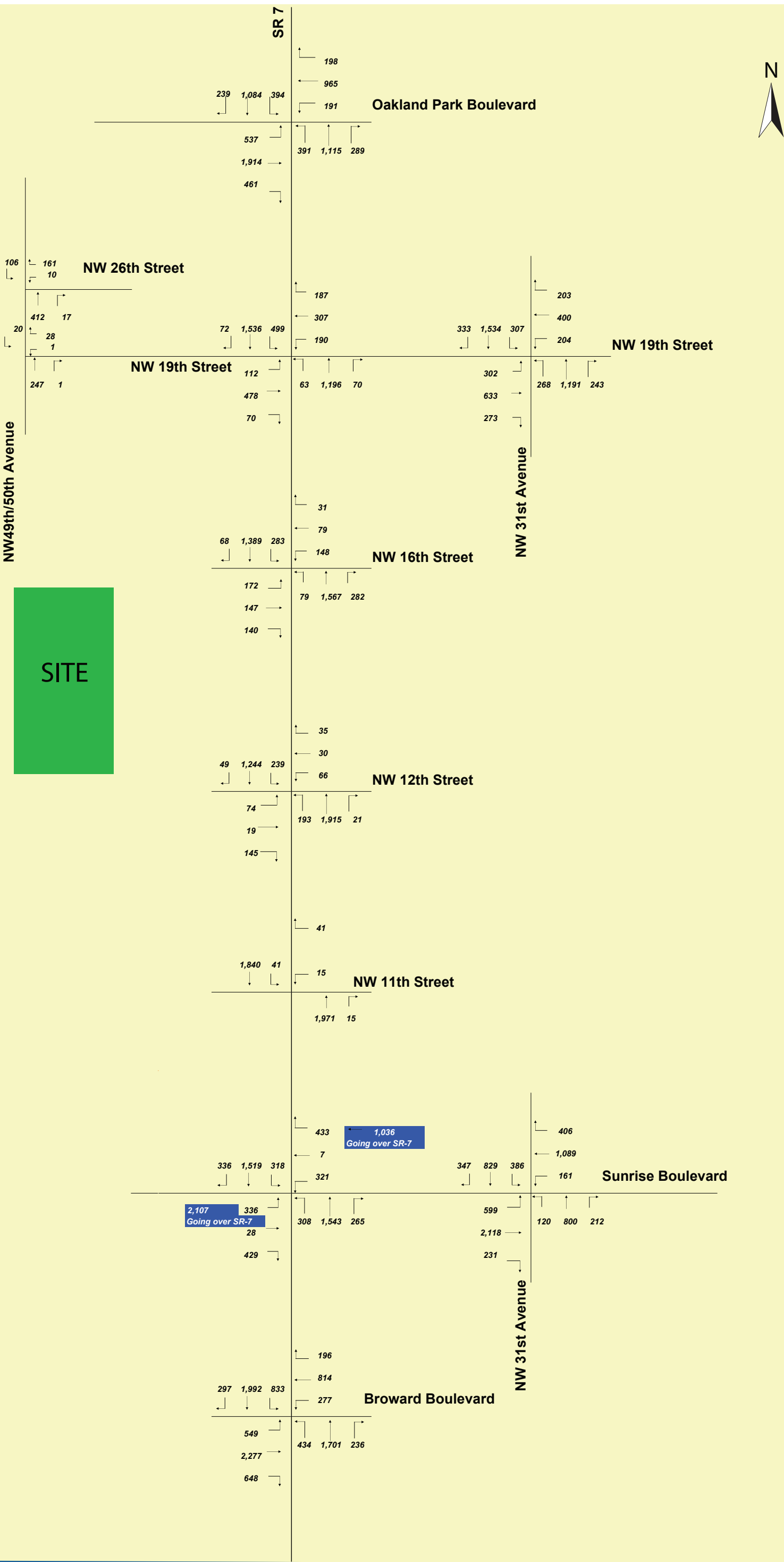
Maps J-5A, Maps J-5B, Map J-6A, Map J-6B, Map J-7A, and Map J-7B graphically depict background, AM and PM peak-hour, peak-season volumes for Phase 1 (2018), Phase 2 (2023) and Phase 3 (2033), respectively, while **Maps J-8A, Map J-8B, Map J-9A, Map J-9B, Map J-10A, and Map J-10B** graphically depict total, AM and PM peak-hour, peak-season volumes for Phase 1 (2018), Phase 2 (2023) and Phase 3 (2033), respectively.

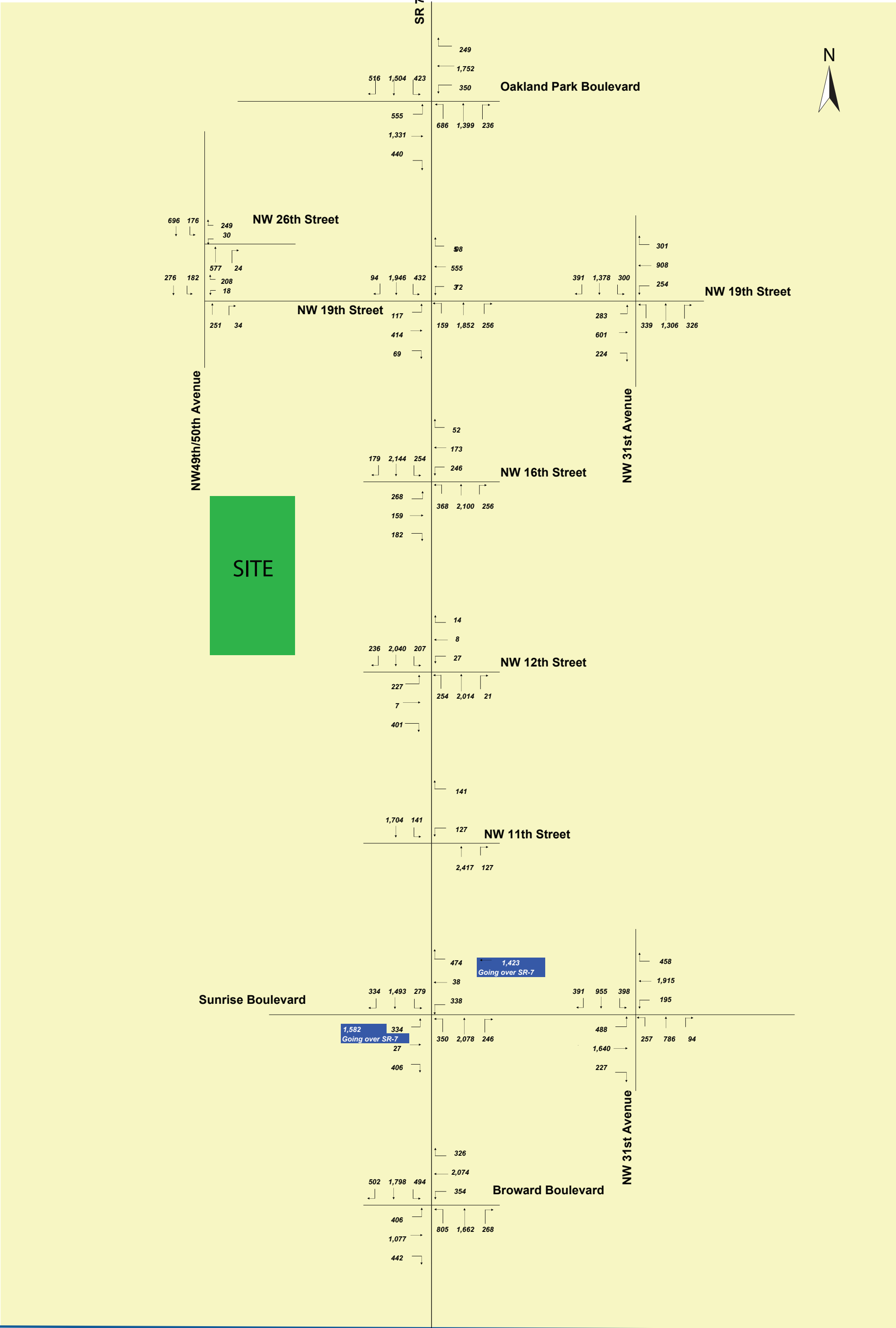
Capacity analyses were performed for the following four scenarios:

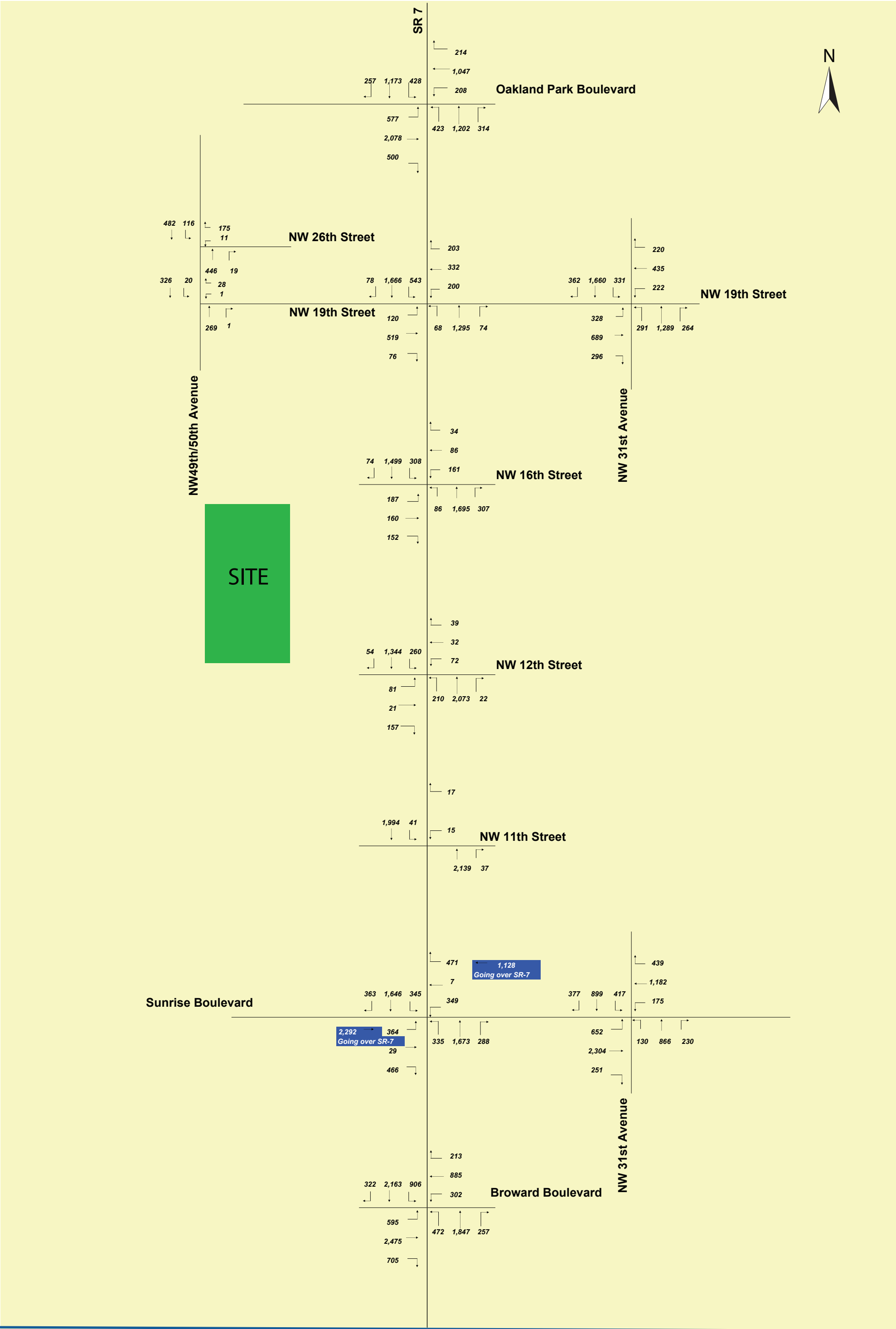
- A. Existing traffic with existing roadway geometries
- B. Background traffic with programmed roadway improvements
- C. Total traffic with programmed roadway improvements
- D. Total traffic with recommended roadway improvements

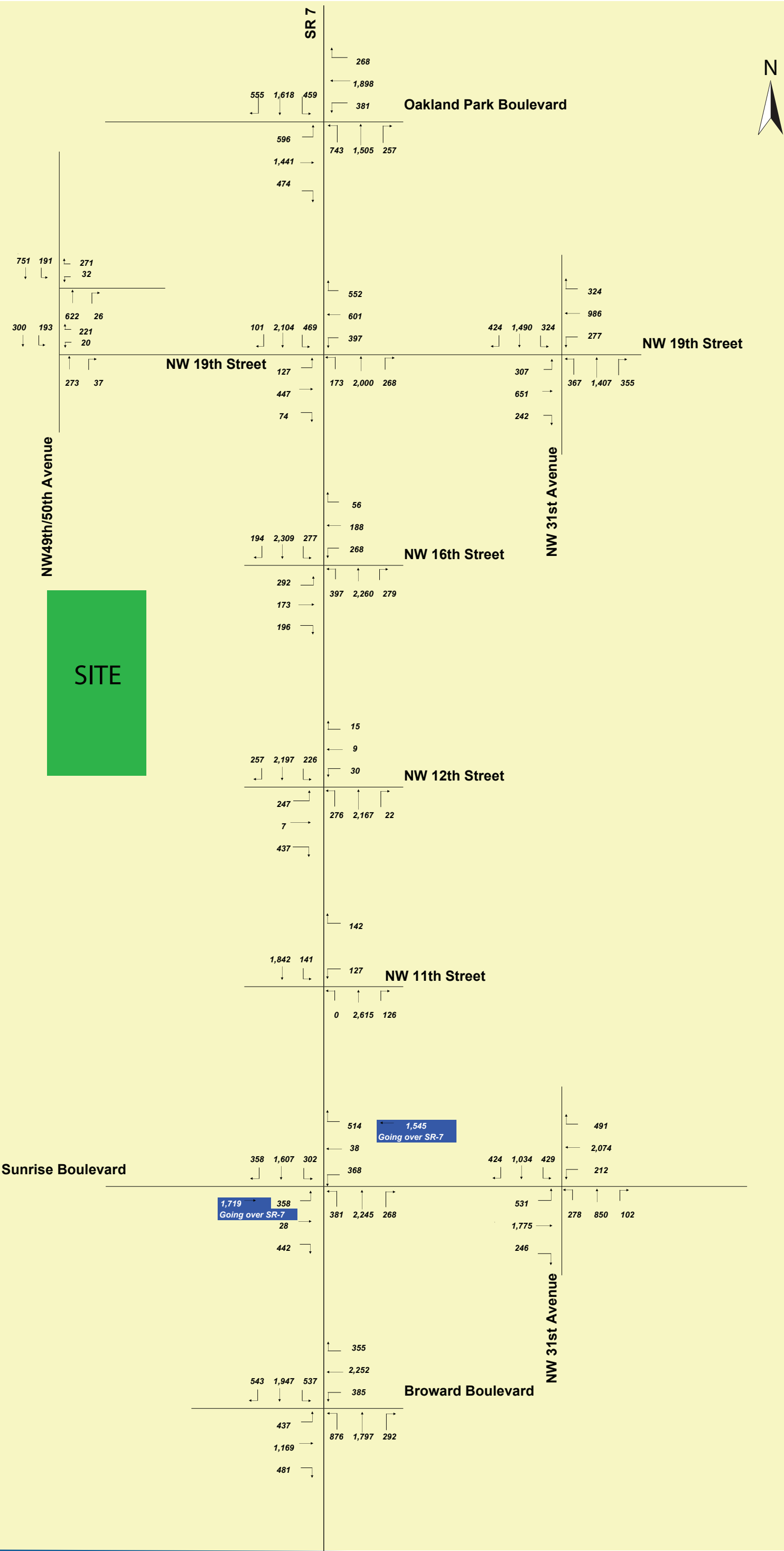


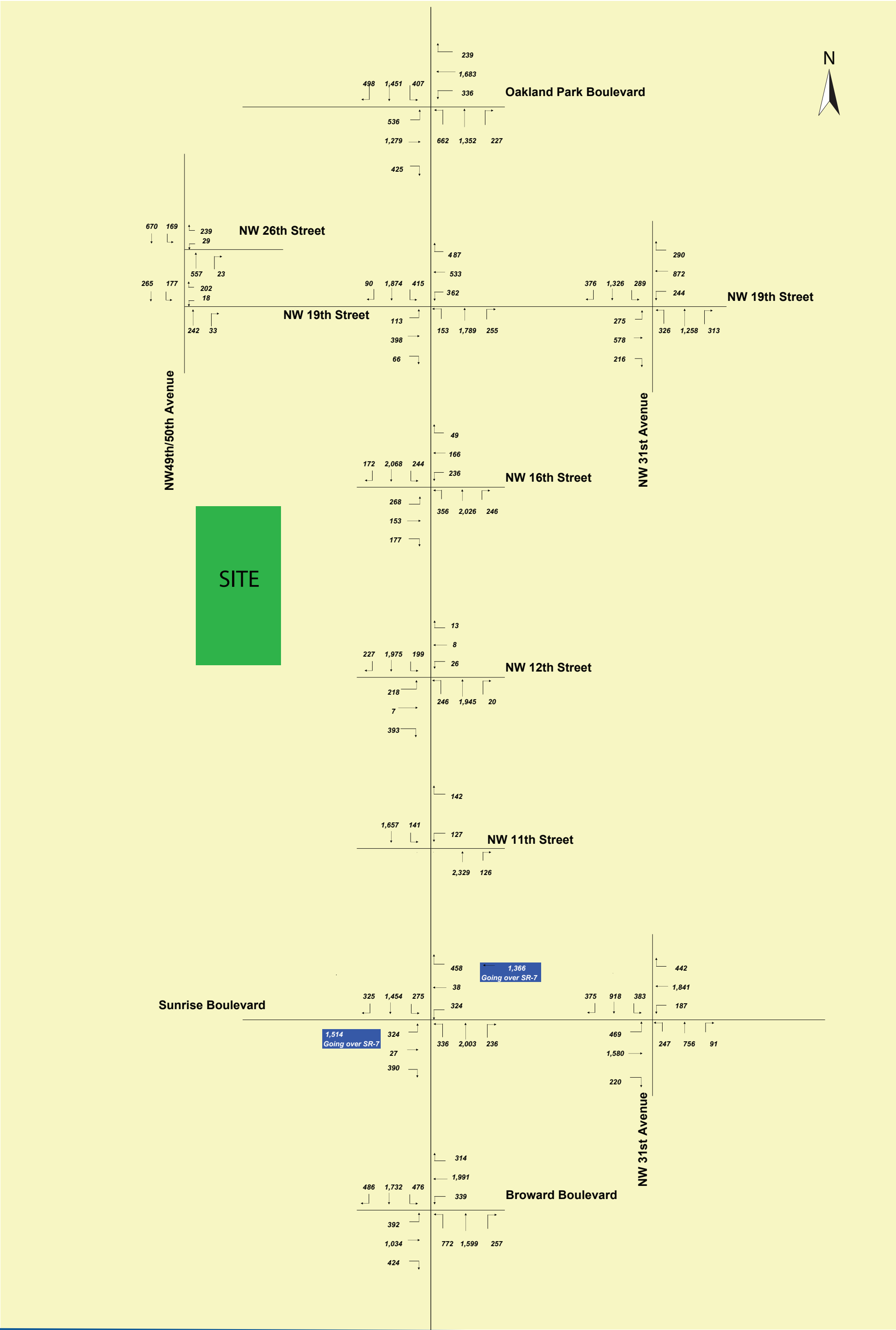


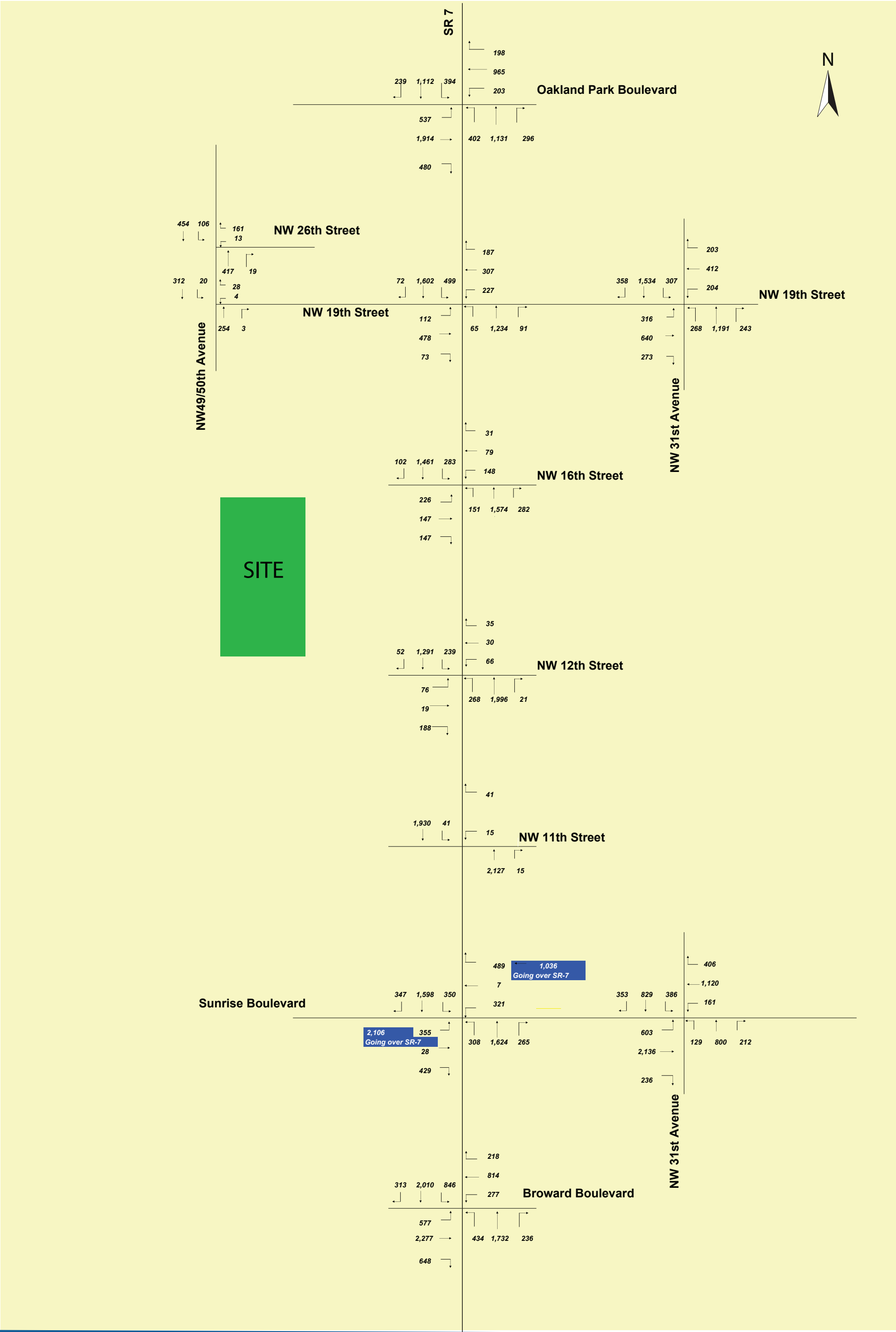


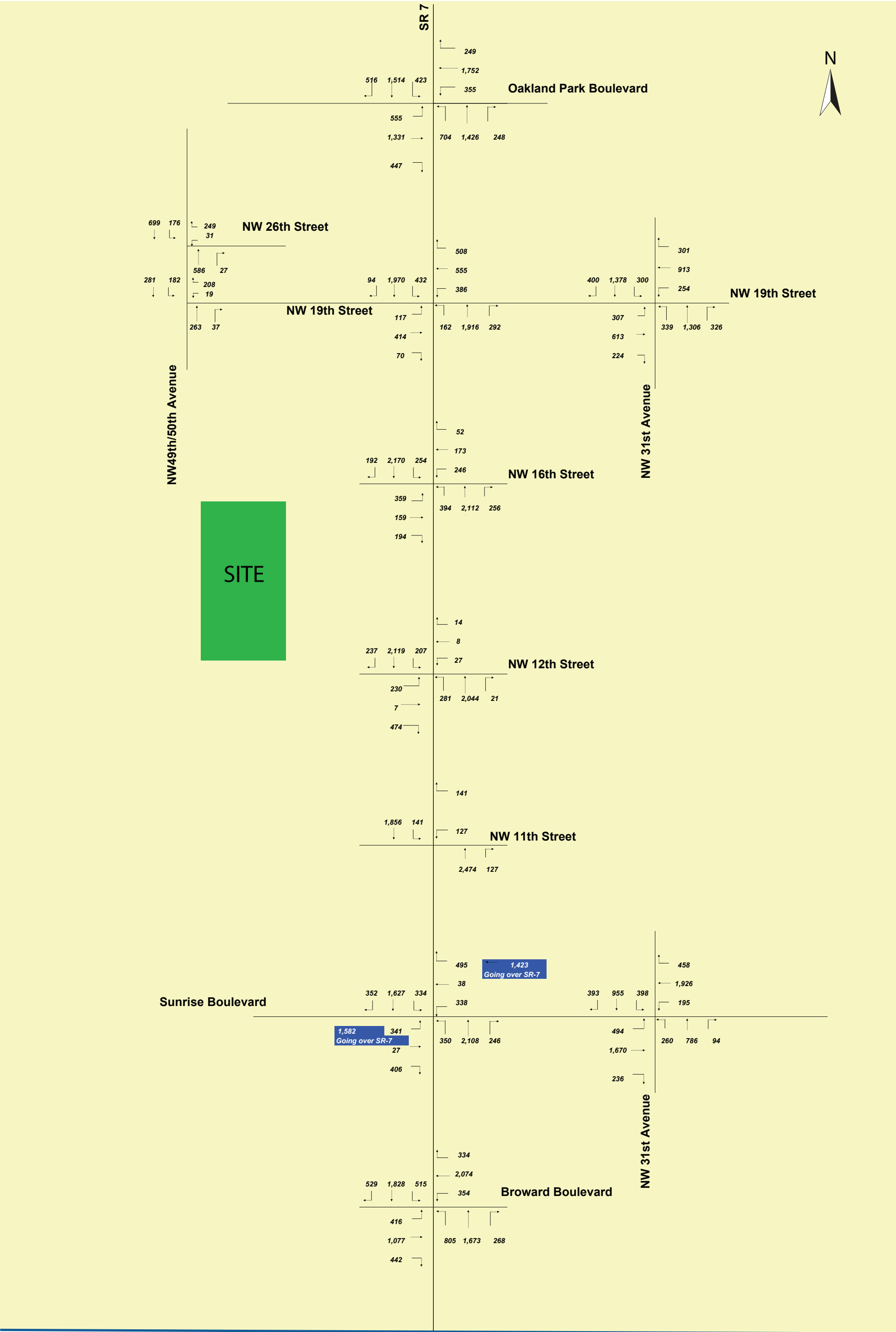












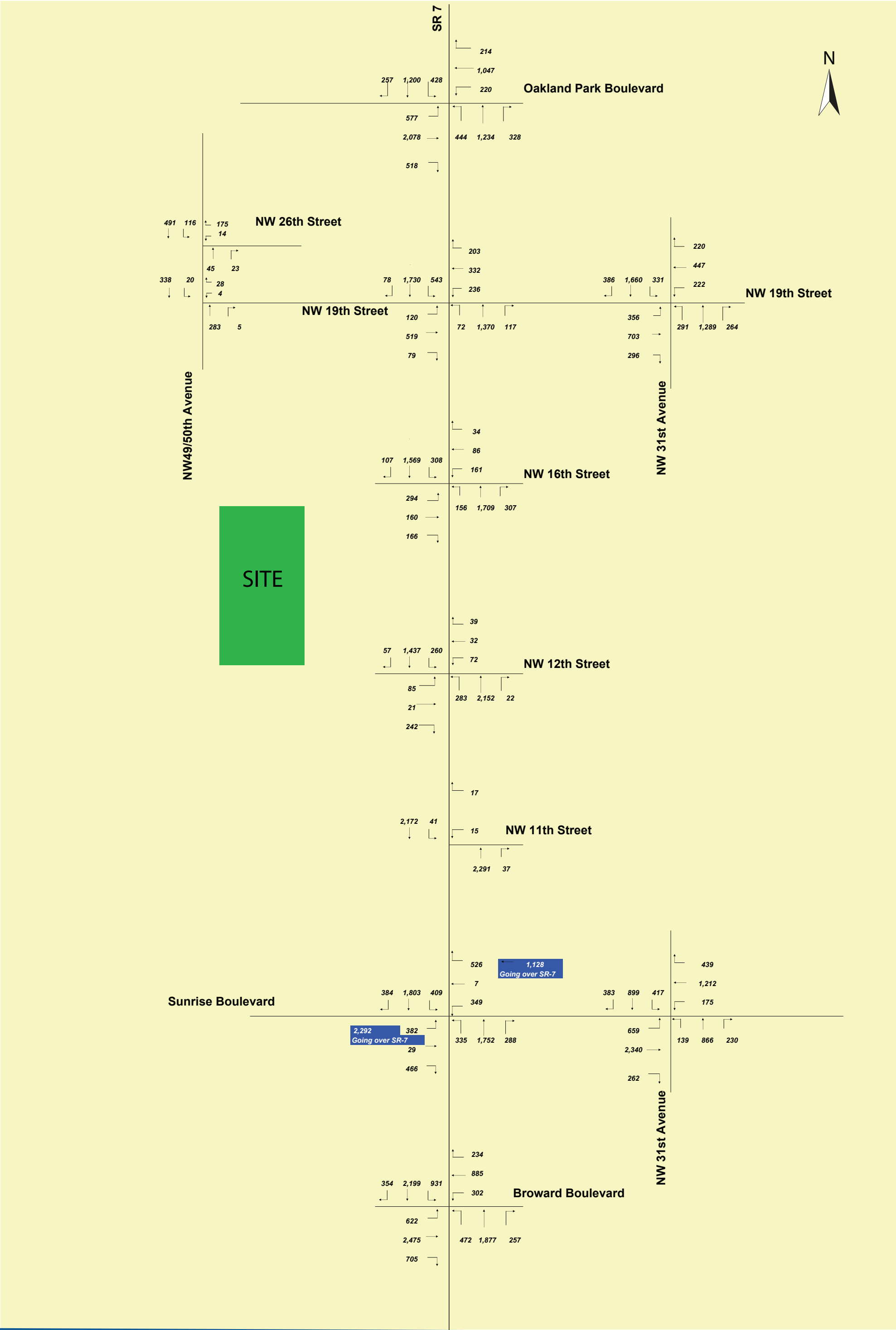
Map J-9B

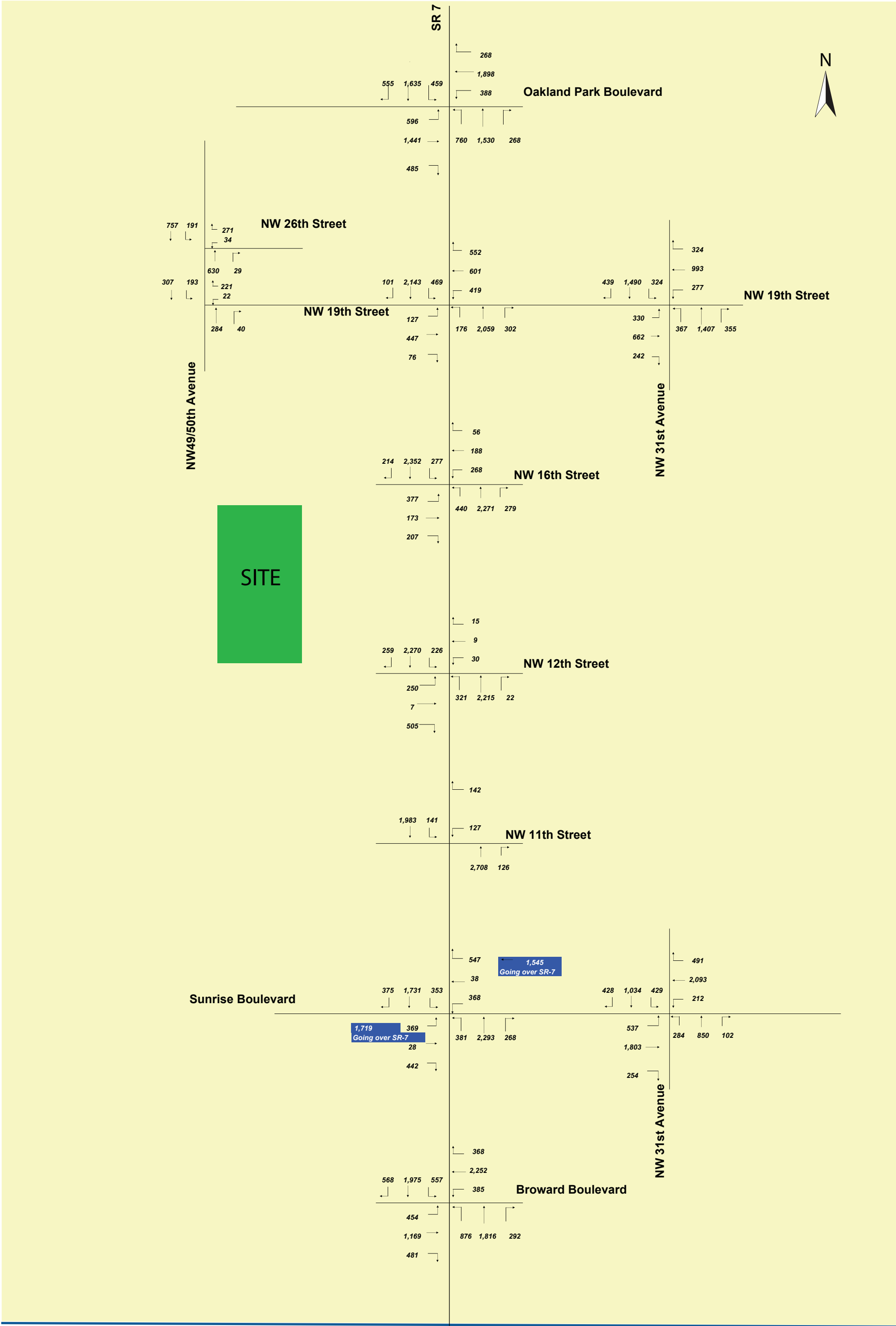
Phase 2 (2023) Total, PM Peak-Season Volumes

Lauderhill City Center DRI

City of Lauderhill, Florida







Map J-10B

Phase 3 (2033) Total, PM Peak-Season Volumes

Lauderhill City Center DRI

City of Lauderhill, Florida



Scenario A: Existing Traffic with Existing Roadway Geometries

Capacity analyses were performed for Existing Year (2007) AM and PM peak-hour, peak-season conditions. Existing roadway characteristics were obtained from several field visits. The existing roadway geometry is graphically shown on **Map J-11**. Truck factors and peak-hour factors utilized for this analysis were based on field data collected in conjunction with the turning-movement counts. Existing signal-timing and system-timing sheets were obtained from Broward County Traffic Engineering Division and are included in **Appendix F-2**.

Capacity analysis worksheets are included in **Appendix F-3**. Results of the intersection capacity analyses, summarized in **Table 21-F-2**, indicate that four (4) signalized intersections currently operate below the acceptable Level of Service D standard. These intersections include Oakland Park Boulevard at SR 7, NW 19th Street at SR 7, NW 16th Street at SR 7 and Broward Boulevard at SR 7. In contrast, the access driveways to the proposed Lauderhill City Center site are operating at or above Level of Service C.

Scenario B: Background Traffic with Programmed Roadway Improvements

Capacity analyses were performed for the AM and PM peak-hour, peak-season, background-traffic conditions for Phase 1 (2018), Phase 2 (2023) and Phase 3 (2033). Programmed intersection and median improvements approved by Broward County and the FDOT include the following:

- A full, signalized intersection at SR-7 and NW 11th Street that will provide access to the future Central Broward Regional Park. This signalized intersection is located approximately midpoint between NW 12th Street and Sunrise Boulevard. A study, conducted by McMahon, recommended the signalization of this intersection, as well as dual westbound left-turn lanes and an exclusive, westbound right-turn lane. Detailed information about the study can be found in the Broward County/City of Lauderhill Regional Park Traffic Impact Study, dated March 2004.
- Improvements at the intersection of SR-7 and NW 19th Street. These improvements are based on the recommendations provided by McMahon in the Congestion Improvement Analysis Report dated August 2006. The following lane configurations were recommended:
 - Add 1 exclusive, northbound, right-turn lane
 - Add 1 exclusive, southbound, left-turn lane
 - Add 1 exclusive, westbound, left-turn lane
 - Re-stripe currently shared eastbound through/right lane to exclusive eastbound through lane
 - Add 1 exclusive, eastbound, right-turn lane

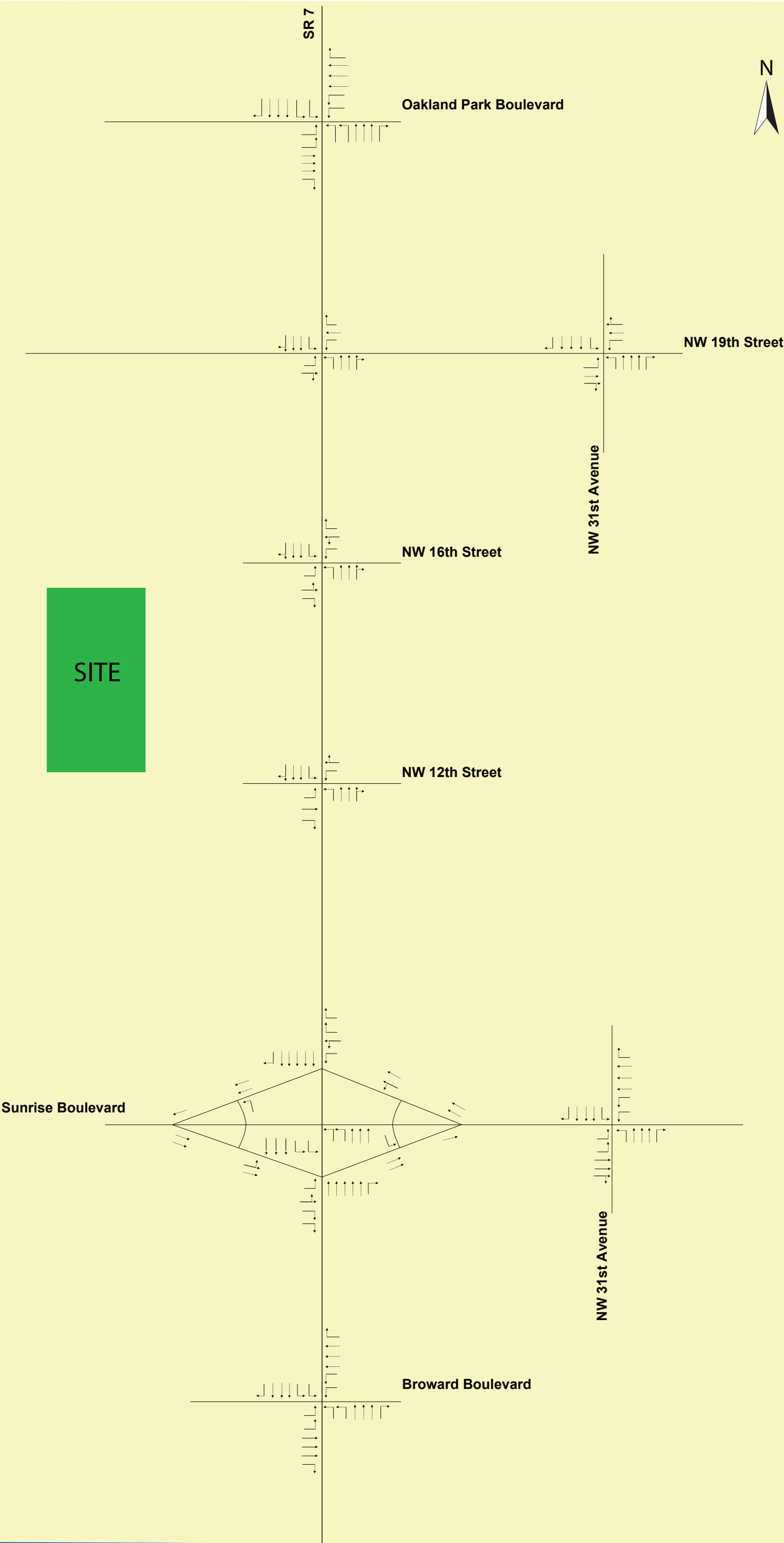


TABLE 21-F-2
EXISTING YEAR (2007) INTERSECTION CAPACITY ANALYSES SUMMARY
LAUDERHILL CITY CENTER DRI

INTERSECTION	EXISTING TRAFFIC WITH EXISTING ROADWAY GEOMETRIES											
	OVERALL			EB			WB			NB		
	Delay	LOS	V/C	Delay	LOS	Delay	Delay	LOS	Delay	Delay	LOS	Delay
UN SIGNALIZED INTERSECTIONS												
NW 16th St at Driveway A	AM 10.5	B	--	--	--	--	--	--	--	10.5	B	--
	PM 11.1	B	--	--	--	--	--	--	--	11.1	B	--
NW 16th St at Driveway B	AM 10.4	B	--	--	--	8.2	8.2	A	11.6(NBL)	B(NBL)	--	--
	PM 10.3	B	--	--	--	8.0	8.0	A	12.6(NBL)	B(NBL)	--	--
NW 16th St at Driveway C	AM 10.6	B	--	--	--	8.4	8.4	A	10.6	B	--	--
	PM 15.1	C	--	--	--	8.3	8.3	A	15.1	C	--	--
NW 16th St at Driveway D	AM 9.4	A	--	--	--	--	--	--	9.4	A	--	--
	PM 9.7	A	--	--	--	--	--	--	9.7	A	--	--
SR 7 at Driveway E	AM 9.3	A	--	9.3	A	--	--	--	--	--	--	--
	PM 10.7	B	--	10.7	B	--	--	--	--	--	--	--
SR 7 at Driveway F	AM 9.3	A	--	9.3	A	--	--	--	--	--	--	--
	PM 10.8	B	--	10.8	B	--	--	--	--	--	--	--
SR 7 at Driveway G	AM --	--	--	--	--	--	--	--	8.8(NBL)	A(NBL)	--	--
	PM --	--	--	--	--	--	--	--	10.1(NBL)	B(NBL)	--	--
SR 7 at Driveway H	AM 9.3	A	--	9.3	A	--	--	--	--	--	--	--
	PM 10.7	B	--	10.7	B	--	--	--	--	--	--	--
SR 7 at Driveway I	AM 9.3	A	--	9.3	A	--	--	--	--	--	--	--
	PM 10.5	B	--	10.5	B	--	--	--	--	--	--	--
SR 7 at Driveway J	AM 9.3	B	--	9.3	B	--	--	--	--	--	--	--
	PM 9.9	B	--	9.9	B	--	--	--	--	--	--	--
NW 12th St at Driveway K	AM 8.5	A	--	7.6 (EBL)	A (EBL)	--	--	--	--	--	8.5	A
	PM 10.1	B	--	7.9 (EBL)	A (EBL)	--	--	--	--	--	10.1	B
NW 12th St at Driveway L	AM 10.7	B	--	7.6 (EBL)	A (EBL)	--	--	--	--	--	10.7	B
	PM 9.8	A	--	7.9 (EBL)	A (EBL)	--	--	--	--	--	9.8	A
NW 12th St at Driveway M	AM 9.8	A	--	7.7 (EBL)	A (EBL)	--	--	--	--	--	9.8	A
	PM 11.6	B	--	8.1 (EBL)	A (EBL)	--	--	--	--	--	11.6	B
NW 12th St at Driveway N	AM 10.9	B	--	7.7 (EBL)	A (EBL)	--	--	--	--	--	10.9	B
	PM 12.0	B	--	8.3 (EBL)	A (EBL)	--	--	--	--	--	12.0	B
NW 12th St at Driveway O	AM 10.3	B	--	7.9 (EBL)	A (EBL)	--	--	--	--	--	10.3	B
	PM 11.7	B	--	8.0 (EBL)	A (EBL)	--	--	--	--	--	11.7	B
NW 49th Ave at NW 26th St	AM 13.4	B	--	--	--	13.4	--	B	--	--	8.4	A
	PM 28.1	D	--	--	--	28.1	--	D	--	--	9.1	A
NW 49th Ave at NW 19th St	AM 10.4	B	--	--	--	10.4	--	B	--	--	7.8	A
	PM 12.3	B	--	--	--	12.3	--	B	--	--	8.1	A
SIGNALIZED INTERSECTIONS												
Oakland Park Blvd at SR 7	AM 54.2	D	0.79	49.1	D	48.6	61.5	D	61.5	E	60.1	E
	PM 67.3	E	0.93	57.0	E	64.5	82.5	E	82.5	F	66.1	E
NW 19th St at SR 7	AM 74.9	E	0.93	132.5	F	57.8	56.0	E	56.0	E	72.8	E
	PM 63.8	E	0.97	78.1	E	64.2	21.8	E	21.8	C	93.1	F
NW 19th St at NW 31st Ave	AM 37.8	D	0.85	42.4	D	24.5	37.1	C	37.1	D	40.5	D
	PM 41.2	D	0.91	32.9	C	41.9	44.5	D	44.5	D	42.0	D
NW 16th St at SR 7	AM 63.8	E	1.01	46.6	D	58.3	39.3	D	39.3	D	102.1	F
	PM 115.1	F	1.08	45.8	D	70.0	145.9	E	145.9	F	109.5	F
NW 12th St at SR 7	AM 34.2	C	0.63	59.9	E	64.7	34.3	C	34.3	C	25.2	C
	PM 32.9	C	0.68	61.3	E	53.8	17.4	D	17.4	B	38.2	D
NW 11th St at SR 7	AM --	--	--	--	--	--	--	--	--	--	--	--
	PM --	--	--	--	--	--	--	--	--	--	--	--
Sunrise Blvd EB Ramp at SR 7	AM 17.1	B	0.54	57.7	E	0.0	7.1	A	7.1	A	8.7	A
	PM 36.4	D	0.54	52.7	D	0.0	55.1	A	55.1	E	6.8	A
Sunrise Blvd WB Ramp at SR 7	AM 20.3	C	0.54	0.0	A	53.6	4.3	D	4.3	A	21.0	C
	PM 20.4	C	0.56	0.0	A	30.9	6.0	C	6.0	A	34.7	C
Sunrise Blvd at NW 31st Ave	AM 52.3	D	0.93	47.3	D	43.9	61.8	D	61.8	E	64.3	E
	PM 54.3	D	0.90	44.9	D	50.1	60.6	D	60.6	E	67.9	E
Broward Blvd at SR 7	AM 157.8	F	1.26	144.2	F	47.7	152.9	D	152.9	F	215.7	F
	PM 96.0	F	1.09	50.4	D	60.8	155.4	E	155.4	F	102.8	F

For signalized intersections, signal timings were optimized as part of the background-conditions analyses. Truck factors utilized for this analysis were based on collected field data. A peak-hour factor of 0.95 was utilized throughout the study area.

Capacity-analysis worksheets are included in **Appendix F-4**. Results of the Phase 1 (2018), Phase 2 (2023) and Phase 3 (2033) background-conditions, intersection capacity analyses are summarized in **Table 21-F-3**, **Table 21-F-4**, and **Table 21-F-5**, respectively. Results of the analyses indicate that the following six (6) intersections are not expected to operate at an acceptable level of service during Phase 1 (2018) conditions: NW 49th Avenue at NW 26th Street, Oakland Park Boulevard at SR-7, NW 19th Street at NW 31st Avenue, NW 16th Street at SR-7, Sunrise Boulevard at NW 31st Avenue and Broward Boulevard at SR-7. During Phase 2 (2023) and Phase 3 (2033) conditions, NW 19th Street at SR-7 is also expected to fail to operate at an acceptable level of service.

Scenario C: Total Traffic with Programmed Roadway Improvements

Capacity analyses were performed for AM and PM peak-hour, peak-season, total traffic conditions for Phase 1 (2018), Phase 2 (2023), and Phase 3 (2033). Proposed roadway improvements assumed for background-conditions analyses were also utilized for this analysis. For signalized intersections, signal timings were again optimized. Truck factors utilized for this analysis were based on collected field data. A peak-hour factor of 0.95 was utilized throughout the study area. Capacity-analysis worksheets are included in **Appendix F-5**.

Results of the intersection capacity analyses are summarized in **Table 21-F-6**, **Table 21-F-7**, and **Table 21-F-8** for Phase 1 (2018), Phase 2 (2023) and Phase 3 (2033), respectively. Results of the analyses indicate that the same intersections that fail to operate at an acceptable level of service in background-traffic conditions are expected to continue to fail to operate at an acceptable level of service. It is worth noting that no additional intersections fail to operate at an acceptable level of service, above and beyond the intersections that fail in the background-traffic conditions. Further, the site driveways are anticipated to operate at an acceptable level of service during all project phases.

TABLE 21-F-3
PHASE 1 (2018) BACKGROUND-CONDITIONS, INTERSECTION CAPACITY ANALYSES SUMMARY
LAUDERHILL CITY CENTER DRI

INTERSECTION	BACKGROUND TRAFFIC WITH COMMITTED ROADWAY IMPROVEMENTS									
	OVERALL			EB		WB		NB		SB
	Delay	LOS	V/C	Delay	LOS	Delay	LOS	Delay	LOS	Delay
UNSIGNALIZED INTERSECTIONS										
NW 49th Ave at NW 19th St	AM 9.9	A	0.04	--	--	9.9	A	--	--	7.8
	PM 13.2	B	0.35	--	--	13.2	B	--	--	8.3
NW 49th Ave at NW 26th St	AM 14.1	B	0.31	--	--	14.4	B	--	--	8.5
	PM 52.8	F	0.84	--	--	52.8	F	--	--	9.5
SIGNALIZED INTERSECTIONS										
Oakland Park Blvd at SR 7	AM 53.5	D	0.86	52.1	D	53.7	D	47.6	D	62.1
	PM 93.1	F	1.13	80.7	F	109.8	F	85.2	F	96.4
NW 19th St at SR 7	AM 42.5	D	0.76	71.6	E	56.9	E	26.5	C	38.9
	PM 50.4	D	0.95	80.9	F	82.8	F	27.6	C	45.2
NW 19th St at NW 31st Ave	AM 42.3	D	0.99	49.9	D	41.3	D	37.4	D	42.3
	PM 63.9	E	1.03	54.6	D	80.0	F	55.6	E	65.5
NW 16th St at SR 7	AM 50.3	D	0.75	63.6	E	61.1	E	49.5	D	46.0
	PM 114.6	F	1.00	70.7	E	72.9	E	104.7	F	143.0
NW 12th St at SR 7	AM 19.8	B	0.63	60.5	E	68.5	E	15.1	B	15.9
	PM 22.5	C	0.85	59.4	E	53.1	D	22.5	C	12.6
NW 11th St at SR 7	AM 4.1	A	0.45	0.0	A	70.3	E	2.5	A	4.6
	PM 9.0	A	0.63	0.0	A	64.7	E	4.6	A	6.7
Sunrise Blvd EB Ramp at SR 7	AM 19.1	B	0.58	55.1	E	0.0	A	13.0	B	9.6
	PM 17.9	B	0.64	59.3	E	0.0	A	11.1	B	9.1
Sunrise Blvd WB Ramp at SR 7	AM 18.2	B	0.56	0.0	A	28.3	C	4.3	A	28.1
	PM 16.5	B	0.66	0.0	A	35.7	D	6.4	A	20.8
Sunrise Blvd at NW 31st Ave	AM 64.5	E	1.03	73.9	E	52.6	D	63.0	E	60.4
	PM 68.0	E	1.05	55.8	E	74.2	E	65.0	E	77.5
Broward Blvd at SR 7	AM 131.1	F	1.24	113.0	F	90.0	F	162.3	F	144.7
	PM 120.7	F	1.28	94.3	F	119.2	F	140.2	F	121.2

TABLE 21-F-4
PHASE 2 (2023) BACKGROUND-CONDITIONS, INTERSECTION CAPACITY ANALYSES SUMMARY
LAUDERHILL CITY CENTER DRI

BACKGROUND TRAFFIC WITH COMMITTED ROADWAY IMPROVEMENTS												
INTERSECTION	OVERALL			EB		WB		NB		SB		
	Delay	LOS	V/C	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
UNSIGNALIZED INTERSECTIONS												
NW 49th Ave at NW 19th St	AM	9.9	A	0.04	--	--	9.9	--	--	7.8	A	
	PM	13.6	B	0.36	--	--	13.6	--	--	8.4	A	
NW 49th Ave at NW 26th St	AM	14.6	B	0.32	--	--	14.6	--	--	8.6	A	
	PM	67.9	F	0.92	--	--	67.9	--	--	9.7	A	
SIGNALIZED INTERSECTIONS												
Oakland Park Blvd at SR 7	AM	55.6	E	0.89	51.9	D	53.6	D	52.6	D	66.5	E
	PM	102.2	F	1.18	85.7	F	116.1	F	101.3	F	105.5	F
NW 19th St at SR 7	AM	55.2	E	0.81	71.4	E	57.9	E	69.5	E	40.3	D
	PM	68.0	E	0.98	90.8	F	88.0	F	70.8	E	48.4	D
NW 19th St at NW 31st Ave	AM	47.3	D	1.04	53.7	D	44.0	D	40.7	D	50.1	D
	PM	70.3	E	1.11	67.1	E	99.0	F	58.5	E	63.1	E
NW 16th St at SR 7	AM	37.2	D	0.78	64.3	E	61.5	E	41.6	D	21.6	C
	PM	112.8	F	1.07	72.4	E	74.7	E	118.7	F	123.1	F
NW 12th St at SR 7	AM	22.3	C	0.66	60.0	E	68.0	E	15.4	B	22.2	C
	PM	30.6	C	0.88	61.1	E	52.7	D	26.7	C	25.9	C
NW 11th St at SR 7	AM	3.8	A	0.48	0.0	A	70.7	E	2.7	A	3.1	A
	PM	9.6	A	0.66	0.0	A	64.6	E	5.9	A	6.7	A
Sunrise Blvd EB Ramp at SR 7	AM	20.0	B	0.60	55.3	E	0.0	A	14.2	B	10.4	B
	PM	18.7	B	0.66	60.1	E	0.0	A	11.9	B	10.1	B
Sunrise Blvd WB Ramp at SR 7	AM	17.8	B	0.58	0.0	A	28.3	C	4.7	A	26.8	C
	PM	16.2	B	0.67	0.0	A	32.2	C	6.8	A	21.3	C
Sunrise Blvd at NW 31st Ave	AM	72.5	E	1.08	90.3	F	55.9	E	62.9	E	63.4	E
	PM	75.2	E	1.10	62.9	E	85.5	F	65.5	E	83.1	F
Broward Blvd at SR 7	AM	148.7	F	1.29	134.6	F	84.9	F	173.6	F	171.8	F
	PM	135.7	F	1.33	98.8	F	127.9	F	165.1	F	140.2	F

TABLE 21-F-5
PHASE 3 (2033) BACKGROUND-CONDITIONS, INTERSECTION CAPACITY ANALYSES SUMMARY
LAUDERHILL CITY CENTER DRI

BACKGROUND TRAFFIC WITH COMMITTED ROADWAY IMPROVEMENTS												
INTERSECTION	OVERALL			EB		WB		NB		SB		
	Delay	LOS	V/C	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
UNSIGNALIZED INTERSECTIONS												
NW 49th Ave at NW 19th St	AM	10.1	B	--	--	10.1	B	--	--	7.9	A	
	PM	14.9	B	--	--	14.9	B	--	--	8.5	A	
NW 49th Ave at NW 26th St	AM	16.1	C	--	--	16.1	C	--	--	8.8	A	
	PM	139.7	F	--	--	139.7	F	--	--	10.1	B	
SIGNALIZED INTERSECTIONS												
Oakland Park Blvd at SR 7	AM	63.8	E	61.6	E	59.4	E	61.8	E	73.1	E	
	PM	124.8	F	105.2	F	150.0	F	132.6	F	111.7	F	
NW 19th St at SR 7	AM	47.8	D	72.7	E	60.4	E	35.5	D	43.8	D	
	PM	88.2	F	108.2	F	108.8	F	86.6	F	72.9	E	
NW 19th St at NW 31st Ave	AM	62.5	E	69.2	E	43.7	D	58.5	E	69.0	E	
	PM	93.4	F	79.3	E	106.0	F	80.9	F	104.0	F	
NW 16th St at SR 7	AM	65.4	E	65.8	E	62.4	E	80.3	F	56.1	D	
	PM	150.8	F	77.5	E	79.8	E	163.8	F	168.2	F	
NW 12th St at SR 7	AM	21.4	C	58.9	E	67.2	E	20.0	B	16.7	B	
	PM	27.9	C	65.3	E	52.0	D	30.5	C	17.0	B	
NW 11th St at SR 7	AM	3.4	A	0.0	A	70.1	E	2.1	A	4.0	A	
	PM	15.6	B	0.0	A	64.1	E	21.3	C	6.8	A	
Sunrise Blvd EB Ramp at SR 7	AM	21.2	C	56.3	E	0.0	A	15.7	B	11.6	B	
	PM	22.3	C	66.7	E	0.0	A	15.3	B	12.4	B	
Sunrise Blvd WB Ramp at SR 7	AM	18.4	B	0.0	A	33.4	C	4.9	A	25.4	C	
	PM	15.5	B	0.0	A	34.0	C	7.6	A	17.0	B	
Sunrise Blvd at NW 31st Ave	AM	85.3	F	104.7	F	68.9	E	64.9	E	80.6	F	
	PM	92.4	F	80.6	F	108.1	F	72.7	E	98.1	F	
Broward Blvd at SR 7	AM	188.1	F	167.3	F	94.6	F	225.5	F	221.4	F	
	PM	170.0	F	113.1	F	162.0	F	182.8	F	204.7	F	

TABLE 21-F-6
PHASE 1 (2018) TOTAL-CONDITIONS, INTERSECTION CAPACITY ANALYSES SUMMARY
LAUDERHILL CITY CENTER DRI

INTERSECTION	TOTAL TRAFFIC WITH COMMITTED ROADWAY IMPROVEMENTS							TOTAL TRAFFIC WITH RECOMMENDED ROADWAY IMPROVEMENTS						
	OVERALL			EB		WB		OVERALL			EB		WB	
	Delay	LOS	V/C	Delay	LOS	Delay	LOS	Delay	LOS	V/C	Delay	LOS	Delay	LOS
UNSIGNALIZED INTERSECTIONS														
SR 7 at Driveway 2	AM	9.7	A	0.05	9.7	A	--	--	--	--	--	--	--	--
	PM	13.7	B	0.31	13.7	B	--	--	--	--	--	--	--	--
SR 7 at Driveway 1	AM	9.7	A	0.05	9.7	A	--	--	--	--	--	--	--	--
	PM	12.9	B	0.27	12.9	B	--	--	--	--	--	--	--	--
NW 12th St at Driveway 6	AM	11.5	B	0.06	7.9	A	--	--	--	--	11.5	B	--	--
	PM	17.5	C	0.35	8.7	A	--	--	--	--	17.5	C	--	--
NW 12th St at Driveway 5	AM	10.8	B	0.06	7.9	A	--	--	--	--	10.8	B	--	--
	PM	19.3	C	0.40	8.9	A	--	--	--	--	19.3	C	--	--
NW 16th at Driveway 4	AM	10.5	B	0.05	--	--	--	8.5	A	10.5	B	--	--	--
	PM	14.4	B	0.29	--	--	--	9.4	A	14.4	B	--	--	--
NW 16th at Driveway 3	AM	10.6	B	0.07	--	--	--	8.7	A	10.6	B	--	--	--
	PM	17.0	C	0.42	--	--	--	10.2	B	17.0	C	--	--	--
NW 49th Ave at NW 19th St	AM	10.0	A	0.04	--	--	--	10.0	A	--	7.8	A	--	--
	PM	13.3	B	0.35	--	--	--	13.3	B	--	8.3	A	--	--
NW 49th Ave at NW 26th St	AM	14.3	B	0.31	--	--	--	14.3	B	--	8.5	A	13.4	B
	PM	78.9	F	0.96	--	--	--	53.3	F	--	9.5	A	24.1	C
SIGNALIZED INTERSECTIONS														
Oakland Park Blvd at SR 7	AM	53.0	D	0.86	52.1	D	--	53.2	D	44.6	D	63.0	E	--
	PM	92.4	F	1.14	80.5	F	--	109.8	F	86.7	F	92.5	F	--
NW 19th St at SR 7	AM	53.9	D	0.76	71.5	E	--	57.3	E	63.8	E	41.1	D	--
	PM	50.6	D	0.95	80.9	F	--	83.0	F	28.2	C	45.2	D	--
NW 19th St at NW 31st Ave	AM	42.9	D	1.00	52.1	D	--	41.2	D	37.5	D	42.5	D	--
	PM	62.7	E	1.06	55.6	E	--	80.0	F	55.8	E	60.9	E	--
NW 16th St at SR 7	AM	36.2	D	0.76	65.1	E	--	61.1	E	38.4	D	22.1	C	--
	PM	113.5	F	1.01	71.9	E	--	72.9	E	94.2	F	151.4	F	--
NW 12th St at SR 7	AM	25.7	C	0.64	58.4	E	--	68.3	E	25.2	C	17.2	B	--
	PM	22.6	C	0.85	59.6	E	--	53.1	D	19.4	B	15.4	B	--
NW 11th St at SR 7	AM	2.1	A	0.46	0.0	A	--	70.3	E	1.3	A	1.7	A	--
	PM	8.7	A	0.63	0.0	A	--	64.7	E	4.3	A	6.4	A	--
Sunrise Blvd EB Ramp at SR 7	AM	20.3	C	0.59	54.5	D	--	0.0	A	14.3	B	11.7	B	--
	PM	18.1	B	0.64	59.4	E	--	0.0	A	11.5	B	9.2	A	--
Sunrise Blvd WB Ramp at SR 7	AM	16.1	B	0.58	0.0	A	--	28.7	C	4.2	A	22.8	C	--
	PM	18.5	B	0.66	0.0	A	--	37.3	D	6.3	A	25.8	C	--
Sunrise Blvd at NW 31st Ave	AM	63.6	E	1.04	70.3	E	--	52.3	D	62.9	E	63.6	E	--
	PM	67.2	F	1.05	64.8	E	--	62.3	E	70.2	E	75.8	E	--
Broward Blvd at SR 7	AM	130.2	F	1.21	118.0	F	--	120.5	F	147.3	F	134.8	F	--
	PM	120.0	F	1.24	116.8	F	--	121.1	F	129.3	F	112.2	F	--

TABLE 21-F-7
PHASE 2 (2023) TOTAL-CONDITIONS, INTERSECTION CAPACITY ANALYSES SUMMARY
LAUDERHILL CITY CENTER DRI

Intersection	Total Traffic with Committed Roadway Improvements										Total Traffic with Recommended Roadway Improvements																			
	Overall			EB			WB			NB			SB			Overall			EB			WB			NB			SB		
	Delay	LOS	V/C	Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS	V/C	Delay	LOS		Delay	LOS		Delay	LOS				
UNsignalized Intersections																														
SR 7 at Driveway 2	AM	10.1	B	0.07	B		10.1	B																						
	PM	14.9	B	0.39	B		14.9	B																						
SR 7 at Driveway 1	AM	10.0	B	0.07	B		10.0	B																						
	PM	14.2	B	0.35	B		14.2	B																						
NW 12th St at Driveway 6	AM	10.9	B	0.08	7.9	A					10.9	B																		
	PM	23.1	C	0.51	8.2	A					23.1	C																		
NW 12th St at Driveway 5	AM	12.2	B	0.10	8.1	A					12.2	B																		
	PM	29.6	D	0.60	8.2	A					29.6	D																		
NW 16th at Driveway 4	AM	11.6	B	0.28			8.8	A	11.6	B																				
	PM	18.9	C	0.45			9.6	A	18.9	C																				
NW 16th at Driveway 3	AM	11.2	B	0.11			9.0	A	11.2	B																				
	PM	20.6	C	0.55			10.7	B	20.6	C																				
NW 49th Ave at NW 19th St	AM	10.4	B	0.05			10.4	B			7.8	A																		
	PM	13.1	B	0.35			13.1	B			8.4	A																		
NW 49th Ave at NW 26th St	AM	15.2	C	0.34			15.2	C			8.6	A	13.9	B												8.6	A			
	PM	78.9	F	0.96			78.9	F			9.8	A	27.6	D											27.6	D		9.8	A	
Signalized Intersections																														
Oakland Park Blvd at SR 7	AM	56.2	E	0.92	D		55.1	E	52.1	D	66.3	E	54.5	D	0.92	53.4	D		55.2	E	51.0	D		59.4	E					
	PM	104.2	F	1.19	94.1	F	124.0	F	104.6	F	94.3	F	92.4	F	1.14	71.8	E		101.9	F	92.0	F		103.4	F					
	AM	56.6	E	0.81	72.0	E	57.8	E	71.0	E	42.3	D	51.8	D	0.71	68.1	E		68.3	E	62.9	E		34.2	C					
NW 19th St at SR 7	PM	69.1	E	0.99	90.7	F	90.5	F	70.7	E	50.0	D	65.4	E	1.00	77.0	E		79.8	E	69.6	E		50.3	D					
	AM	48.5	D	1.07	58.8	E	43.9	D	41.2	D	50.2	D	44.8	D	1.02	42.7	D		41.3	D	41.2	D		50.2	D					
	PM	73.8	E	1.14	69.0	E	99.2	F	61.6	E	70.0	E	58.0	E	1.09	54.9	D		43.1	D	63.2	E		65.3	E					
NW 16th St at SR 7	AM	41.3	D	0.80	68.0	E	61.5	E	45.9	D	26.0	C	40.6	D	0.78	52.4	D		47.2	D	46.2	D		30.3	C					
	PM	121.7	F	1.13	88.9	F	74.7	E	117.3	F	143.8	F	109.9	F	1.21	62.6	E		54.3	D	111.3	F		131.2	F					
	AM	22.4	C	0.69	55.6	E	67.8	E	18.6	B	18.1	B	22.7	C	0.69	55.6	E		67.8	E	18.8	B		18.7	B					
NW 12th St at SR 7	PM	33.8	C	0.90	63.4	E	52.8	D	27.7	C	30.7	C	34.5	C	0.90	63.4	E		52.8	D	28.1	C		32.0	C					
	AM	5.5	A	0.51	0.0	A	70.7	E	8.1	A	0.8	A	5.5	A	0.51	0.0	A		70.7	E	8.1	A		0.8	A					
	PM	9.5	A	0.67	0.0	A	64.7	E	6.2	A	6.5	A	9.5	A	0.67	0.0	A		64.7	E	6.2	A		6.4	A					
Sunrise Blvd EB Ramp at SR 7	AM	20.4	C	0.63	55.0	E	0.0	A	16.0	B	10.0	A	20.5	C	0.63	55.0	E		0.0	A	16.5	B		10.0	A					
	PM	19.4	B	0.68	60.6	E	0.0	A	12.2	B	11.8	B	21.2	C	0.68	60.6	E		0.0	A	16.0	B		11.8	B					
	AM	15.1	B	0.61	0.0	A	31.0	C	4.7	A	19.0	B	15.4	B	0.61	0.0	A		31.0	C	4.7	A		19.7	B					
Sunrise Blvd WB Ramp at SR 7	PM	17.2	B	0.69	0.0	A	34.6	C	6.9	A	22.3	C	17.5	B	0.69	0.0	A		34.6	C	7.3	A		22.5	C					
	AM	74.0	E	1.08	93.4	F	57.1	E	62.9	E	63.4	E	60.3	E	1.02	59.6	E		57.1	E	62.9	E		63.4	E					
	PM	76.4	F	1.10	63.8	E	88.2	F	65.5	F	83.4	F	74.3	F	1.10	57.9	E		87.3	F	65.5	F		83.4	F					
Sunrise Blvd at NW 31st Ave	AM	152.8	F	1.30	139.0	F	83.6	F	180.3	F	175.7	F	146.8	F	1.30	137.4	F		127.8	F	155.4	F		158.5	F					
	PM	138.5	F	1.31	103.9	F	135.2	F	166.5	F	138.0	F	134.8	F	1.31	113.3	F		133.6	F	144.2	F		141.6	F					

TABLE 21-F-8
PHASE 3 (2033) TOTAL-CONDITIONS, INTERSECTION CAPACITY ANALYSES SUMMARY
LAUDERHILL CITY CENTER DRI

INTERSECTION	TOTAL TRAFFIC WITH COMMITTED ROADWAY IMPROVEMENTS										TOTAL TRAFFIC WITH RECOMMENDED ROADWAY IMPROVEMENTS									
	OVERALL					EB					OVERALL					EB				
	Delay	LOS	V/C	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Delay	LOS	V/C	Delay	LOS	Delay	LOS	Delay	LOS	Delay
UNSIGNALIZED INTERSECTIONS																				
SR 7 at Driveway 2	AM	10.7	B	0.11	10.7	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	PM	14.7	B	0.37	14.7	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR 7 at Driveway 1	AM	10.7	B	0.11	10.7	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	PM	14.1	B	0.34	14.1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW 12th St at Driveway 6	AM	11.4	B	0.13	8.0	A	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	PM	16.6	C	0.39	8.2	A	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW 12th St at Driveway 5	AM	11.8	B	0.14	8.1	A	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	PM	19.0	C	0.45	8.3	A	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW 16th at Driveway 4	AM	11.5	B	0.13	--	--	--	8.9	A	11.5	B	--	--	--	--	--	--	--	--	--
	PM	15.8	C	0.38	--	--	--	10.0	A	15.8	C	--	--	--	--	--	--	--	--	--
NW 16th at Driveway 3	AM	12.2	B	0.18	--	--	--	9.3	A	12.2	B	--	--	--	--	--	--	--	--	--
	PM	21.6	C	0.56	--	--	--	11.2	B	21.6	C	--	--	--	--	--	--	--	--	--
NW 49th Ave at NW 19th St	AM	10.6	B	0.05	--	--	--	10.6	B	--	--	7.9	A	--	--	--	--	--	--	--
	PM	15.6	C	0.43	--	--	--	15.6	C	--	--	8.5	A	--	--	--	--	--	--	--
NW 49th Ave at NW 26th St	AM	17.2	C	0.40	--	--	--	17.2	C	--	--	8.8	A	15.2	C	--	--	15.2	C	8.8
	PM	161.0	F	1.20	--	--	--	161.0	F	--	--	10.1	B	36.4	E	--	--	36.4	E	10.1
SIGNALIZED INTERSECTIONS																				
Oakland Park Blvd at SR 7	AM	65.4	E	0.97	64.70	E	--	63.30	E	58.60	E	75.40	E	63.40	E	64.70	E	63.30	E	73.00
	PM	127.5	F	1.31	105.10	F	--	150.50	F	132.40	F	121.90	F	112.30	F	114.60	F	140.40	F	121.90
NW 19th St at SR 7	AM	60.0	E	0.88	73.70	F	--	63.90	E	71.40	E	46.90	D	53.90	D	68.90	E	69.80	E	38.10
	PM	92.5	F	1.07	113.40	F	--	107.60	F	86.90	F	83.90	F	84.50	F	133.30	F	135.10	F	63.90
NW 19th St at NW 31st Ave	AM	64.4	E	1.13	73.40	E	--	44.00	D	62.70	E	68.20	E	57.00	E	66.40	E	46.60	D	60.10
	PM	95.9	F	1.41	91.80	F	--	107.70	F	80.90	F	103.90	F	80.70	F	79.10	E	40.70	D	109.70
NW 16th St at SR 7	AM	59.0	E	0.89	76.30	E	--	62.40	E	78.00	E	32.30	C	56.90	E	54.10	D	47.80	D	35.90
	PM	169.1	F	1.22	98.10	F	--	79.80	E	164.70	F	208.60	F	149.40	F	70.00	E	56.40	E	162.40
NW 12th St at SR 7	AM	27.7	C	0.73	54.60	D	--	66.60	E	25.20	C	22.80	C	27.80	C	54.60	D	66.60	E	23.10
	PM	30.6	C	0.99	71.90	E	--	52.90	D	31.00	C	18.50	B	30.30	C	71.90	E	52.90	D	17.80
NW 11th St at SR 7	AM	2.4	A	0.55	0.00	A	--	70.00	E	1.80	A	2.10	A	2.40	A	0.55	0.00	70.00	E	2.10
	PM	16.0	B	0.72	0.00	A	--	65.00	E	18.80	B	6.10	A	16.00	B	0.72	0.00	65.00	E	6.10
Sunrise Blvd EB Ramp at SR 7	AM	19.1	B	0.68	57.20	E	--	0.00	A	10.60	B	11.70	B	22.10	B	0.68	57.20	0.00	A	11.70
	PM	22.4	C	0.76	65.60	E	--	0.00	A	15.60	B	13.40	B	21.60	C	0.76	65.60	0.00	A	13.90
Sunrise Blvd WB Ramp at SR 7	AM	22.3	C	0.66	0.00	A	--	59.00	E	4.80	A	24.50	C	22.60	C	0.66	0.00	59.00	E	5.40
	PM	17.0	B	0.74	0.00	A	--	36.10	D	7.90	A	20.00	B	17.00	B	0.74	0.00	36.10	D	7.80
Sunrise Blvd at NW 31st Ave	AM	88.9	F	1.19	113.90	F	--	67.70	E	64.90	E	81.10	F	70.90	E	69.80	E	67.70	E	81.10
	PM	95.4	F	1.21	85.30	F	--	112.00	F	71.00	E	100.40	F	91.40	F	74.50	E	110.10	F	100.40
Broward Blvd at SR 7	AM	205.2	F	1.45	218.20	F	--	88.30	F	222.50	F	225.60	F	187.30	F	151.50	F	124.70	F	225.30
	PM	176.8	F	1.43	119.60	F	--	153.80	F	199.80	F	216.00	F	167.40	F	116.90	F	178.20	F	169.60

Scenario D: Total Traffic with Recommended Roadway Improvements

For intersections that incurred higher delays and, therefore, operated at a worse level of service than background-traffic conditions, roadway improvements were recommended and are summarized in **Table 21-F-9**. Capacity analyses were then performed for all of the project phases based on AM and PM peak-hour, peak-season, total-traffic conditions. Truck factors utilized for this analysis were based on collected field data. A peak-hour factor of 0.95 was utilized throughout the study area.

Results of the intersection capacity analyses are summarized in Table 21-F-6, Table 21-F-7, and Table 21-F-8 for Phase 1 (2018), Phase 2 (2023) and Phase 3 (2033), respectively. Capacity-analysis worksheets are included in **Appendix F-6**. Results of the intersection capacity analyses indicate that, with the recommended improvements, future volumes are anticipated to incur less delay, and consequently, operate at a better level of service than background-traffic conditions.

Most volume-to-capacity ratios are very similar between background-traffic conditions and total-traffic conditions with recommended improvements. The only exception is the intersection of SR-7 and NW 16th Street, where the V/C ratio is 0.14 and 0.30 higher in the total traffic with recommended improvements scenario, for Phase 2 (2023) and Phase 3 (2033), respectively, when compared to background-traffic conditions. However, the expected delays at this intersection are reduced for the total traffic with recommended improvements scenario. Therefore, the traffic impacts from the proposed DRI are considered mitigated.

In addition, potential storage-lane extensions were identified for the northbound left-turn lane at the intersection of Sunrise Boulevard and NW 31st Avenue and for the southbound left-turn lane at the intersection of NW 19th Street and NW 31st Avenue. However, these storage-length improvements are anticipated to impact adjacent properties. Therefore, McMahon will only consider the implementation of these improvements at the request of Broward County Traffic Engineering Division.

TABLE 21-F-9
SUMMARY OF INTERSECTION IMPROVEMENTS
LAUDERHILL CITY CENTER DRI

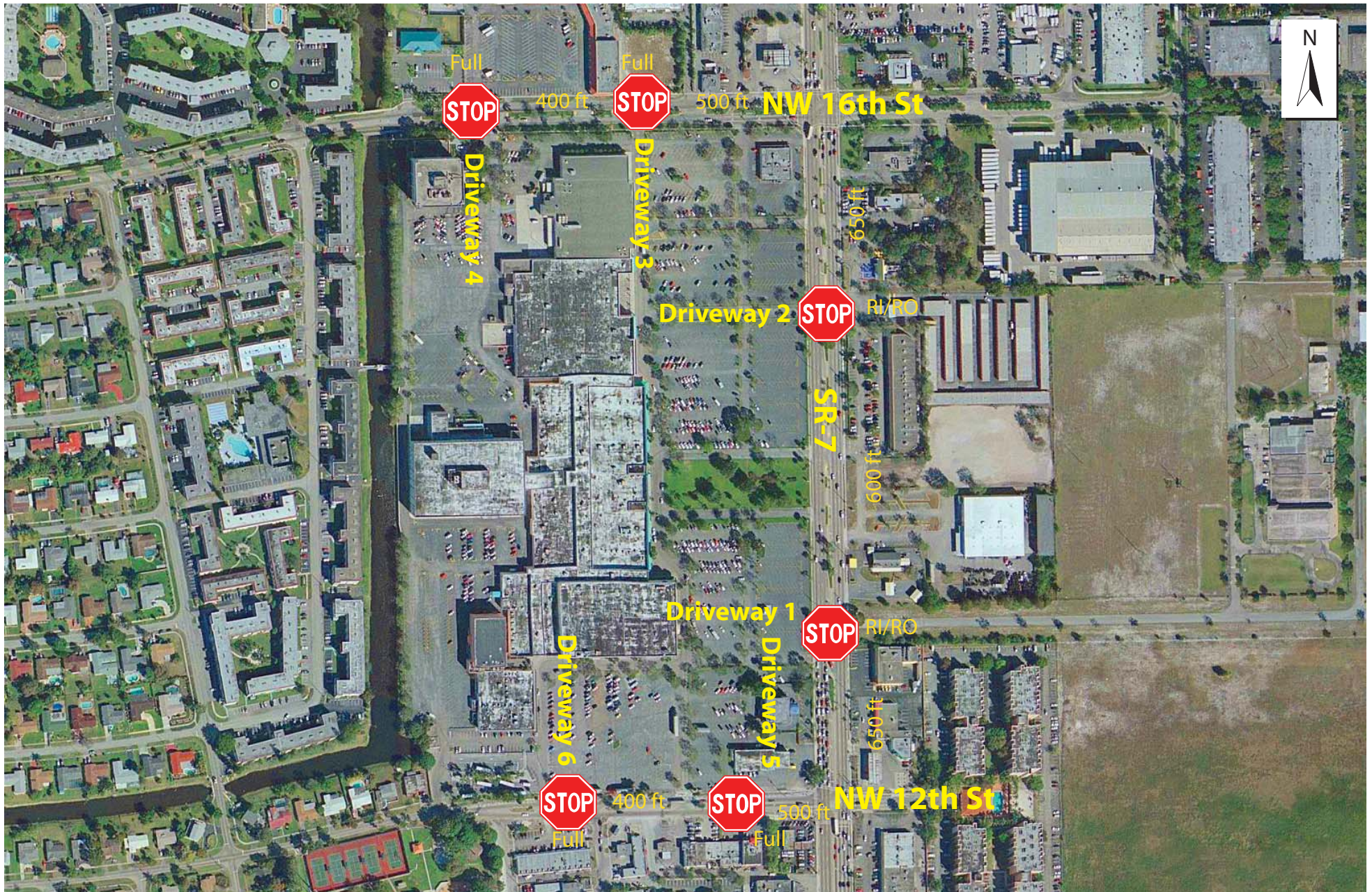
INTERSECTION	ANALYSIS YEARS	PROGRAMMED IMPROVEMENTS ⁽¹⁾	RECOMMENDED IMPROVEMENTS
NW 49th Avenue at NW 19th Street	Phase 1 (2018)	--	--
	Phase 2 (2023)	--	--
	Phase 3 (2033)	--	--
NW 49th Avenue at NW 26th Street	Phase 1 (2018)	--	--
	Phase 2 (2023)	--	Re-stripe WB shared LT/RT to WBLT, 1WBRT
	Phase 3 (2033)	--	Re-stripe WB shared LT/RT to WBLT, 1WBRT
Oakland Park Boulevard at SR-7	Phase 1 (2018)	--	--
	Phase 2 (2023)	--	INBLT
	Phase 3 (2033)	--	INBLT
NW 19th Street at SR-7 ⁽¹⁾	Phase 1 (2018)	1NBRT, 1SBLT, 1WBLT, 1EBRT, re-stripe EB shared TH/RT lane to EBTH	--
	Phase 2 (2023)	1NBRT, 1SBLT, 1WBLT, 1EBRT, re-stripe EB shared TH/RT lane to EBTH	Re-stripe EBRT to shared EB TH/RT
	Phase 3 (2033)	1NBRT, 1SBLT, 1WBLT, 1EBRT, re-stripe EB shared TH/RT lane to EBTH	Re-stripe EBRT to shared EB TH/RT
NW 19th Street at NW 31st Avenue	Phase 1 (2018)	--	--
	Phase 2 (2023)	--	1WBRT, Extend SBLT storage length 150 ft ⁽³⁾
	Phase 3 (2033)	--	1WBRT, Extend SBLT storage length 150 ft ⁽³⁾
NW 16th Street at SR-7	Phase 1 (2018)	--	--
	Phase 2 (2023)	--	Re-stripe EB shared TH/LT to EBTH
	Phase 3 (2033)	--	Re-stripe EB shared TH/LT to EBTH
NW 12th Street at SR-7	Phase 1 (2018)	--	--
	Phase 2 (2023)	--	--
	Phase 3 (2033)	--	--
NW 11h Street at SR-7 ⁽²⁾	Phase 1 (2018)	Signalize, 2WBLT, 1WBRT	--
	Phase 2 (2023)	Signalize, 2WBLT, 1WBRT	--
	Phase 3 (2033)	Signalize, 2WBLT, 1WBRT	--
Sunrise Boulevard EB Ramp at SR-7	Phase 1 (2018)	--	--
	Phase 2 (2023)	--	--
	Phase 3 (2033)	--	--
Sunrise Boulevard WB Ramp at SR-7	Phase 1 (2018)	--	--
	Phase 2 (2023)	--	--
	Phase 3 (2033)	--	--
Sunrise Boulevard at NW 31st Avenue	Phase 1 (2018)	--	--
	Phase 2 (2023)	--	1EBRT, Extend NBLT storage length 150 ft ⁽³⁾
	Phase 3 (2033)	--	1EBRT, Extend NBLT storage length 150 ft ⁽³⁾
Broward Boulevard at SR-7	Phase 1 (2018)	--	--
	Phase 2 (2023)	--	--
	Phase 3 (2033)	--	--

(1) Programmed improvement based on information obtained from the Congestion Management Analysis Report prepared by McMahon for the City of Lauderhill, dated August 2006.
(2) Programmed improvement based on information obtained from the Broward County/City of Lauderhill Regional Park Traffic Study, dated March 2004.
(3) The storage-lane improvements will impact adjacent properties. Therefore, McMahon will only consider them at the request of Broward County Traffic Engineering Division.

- G. **Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development. Describe how the applicant's access plan will minimize the impacts of the proposed development and preserve or enhance traffic flow on the existing and proposed transportation system. This information will assist the applicant and governmental agencies in reaching conceptual agreement regarding the anticipated access points. While the ADA may constitute a conceptual review for access points, it is not a permit application and, therefore, the applicant is not required to include specific design requirements (geometry) until the time of permit application.**

The project site currently has six driveway connections to SR-7/US-441, three driveway connections to NW 16th Street, and five driveway connections to NW 12th Street. The access points to SR-7/US-441 are directional driveway connections. Furthermore, some connections only allow inbound movements, while others only allow outbound movements. All of the access connections to NW 12th Street and two of the access connections to NW 16th Street are full-access driveway connections.

The proposed site plan for the Lauderhill City Center DRI shows a reduction in the number of driveway connections from the site. The site is anticipated to be served by six entering/exiting driveway connections. Two driveways will connect to SR-7 and will provide right-in/right-out traffic movements only. Two driveways will connect to NW 16th Street and will provide full-access. Similarly, two driveways will connect to NW 12th Street and will provide full-access. **Map J-12** graphically depicts the proposed driveway locations.



Map J-12
 Driveway Locations
Lauderhill City Center DRI
 City of Lauderdale, FL

H. If applicable, describe how the project will complement the protection of existing, or development of proposed, transportation corridors designated by local governments in their comprehensive plans. In addition, identify what commitments will be made to protect the designated corridors such as interlocal agreements, right-of-way dedication, building set-backs, etc.

The FDOT Work Program, Broward County MPO Transportation Improvement Program (TIP), Broward County Long-Range Transportation Plan, Transit Development Plan and other relevant documents were reviewed for consistency in determining recommended roadway improvements.

Information obtained from the Broward County MPO TIP included the widening of the following roadway facilities:

- Sunrise Boulevard from Hiatus Road to Pine Island Road (6LD).
- Florida Turnpike from Griffin Road to north of Atlantic Boulevard (8LD).
- NW 49th Avenue from Oakland Park Boulevard to NW 26th Street (4LD).

The Broward County MPO Year 2030 Cost Feasible Highway Plan, updated July 2007, indicates several pedestrian, bicycle, transit, and highway-improvement projects. **Table 21-H-1** summarizes the 2030 cost-feasible, planned, transportation-improvement projects that will facilitate the movement of traffic throughout the study area.

As previously mentioned, a signalized intersection at SR-7 and NW 11th Street was included in the analysis. This is consistent with findings from the Broward County/City of Lauderhill Regional Park Traffic Impact Study, dated March 2004. In addition, improvements at the intersection of SR-7 and NW 19th Street were also included in the analysis to remain consistent with findings from the Congestion Improvement Analysis Report, dated August 2006, prepared by McMahon for the City of Lauderhill.

Median modifications obtained from the FDOT, Access Management Plan for SR-7 between NW 12th Street and NW 16th Street were also addressed in the analysis.

TABLE 21-H-1
BROWARD COUNTY 2030 LONG RANGE TRANSPORTATION PLAN IMPROVEMENTS
LAUDERHILL CITY CENTER DRI

PROJECT ID	STREET NAME	LIMITS	DESCRIPTION
106	Sunrise Boulevard	SR 7 to West of NW 33 rd Avenue	Pedestrian Project
72	SR 7	Broward Boulevard to Commercial Blvd	Add bike lane
83	Sunrise Boulevard	NW 45 th Avenue to SR 7	Add bike lane
5	BRT/Rapid Bus	SR 7 Transit "Bridge"	Transit Project
18	Express Bus	Sunrise Boulevard	Transit Project
138	Florida Turnpike	At Sunrise Boulevard	Interchange Modification

I. What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, will be made for the movement of people by means other than private automobile? Refer to internal design, site planning, parking provisions, location, etc.

Alternative methods of transportation to and from the site were evaluated. Broward County transit routes 18, 40, 36, and 81 currently serve this site. Additionally, the City of Lauderdale operates a local, community, transit service in the vicinity of this site.

Broward County Transit:

Route 18 – Runs north/south along US-441 and offers service between the Golden Glades Park & Ride lot in North Miami-Dade County to Sandlefoot Cove Boulevard in Boca Raton from Monday through Saturday and from the Golden Glades Park & Ride lot to Sample Road and Turtle Creek Drive in Coral Springs on Sundays. The route operates seven days a week with 15-minute headways during the week and with 30-minute headways during the weekend. The service runs from 4:45 AM to 12:30 AM on weekdays, 4:50 AM to 12:20 AM on Saturdays, and 7:05 AM to 10:10 PM on Sundays.

Route 40 – Runs east/west and provides service between the Lauderdale City Center site and Galleria Mall via Broward Central Terminal. The route operates seven days a week with 20-minute headways during the week, 30-minute headways on Saturdays and 40-minute headways on Sundays. The service runs from 5:30 AM to 11:30 PM Monday through Saturday and 7:40 AM to 6:45 PM on Sundays.

Route 36 – Runs east/west along Sunrise Boulevard and provides service between Sawgrass Mills Mall and Galt Ocean Mile and NE 41 St. The route operates seven days a week with 20-minute headways during the week and 30-minute headways during the weekend. The service runs from 5:00 AM to 12:08 AM on weekdays, 5:15 AM to 12:00 PM on Saturdays, and 8:05 AM to 9:18 PM on Sundays.

Route 81 – Generally runs east/west and provides service between Broward Central Terminal and NW 36th Street and NW 43rd Avenue via Broward Boulevard and Inverrary Boulevard. The route operates seven days a week with 30-minute headways Monday through Saturday and hourly headways on Sundays. The service runs from 6:00 AM to 11:00 PM on weekdays, 5:30 AM to 11:00 PM on Saturdays, and from 8:30 AM to 6:15 PM on Sundays.

Lauderdale Community Bus Service:

Route 1 – Generally runs north/south and makes a loop between the Lauderdale City Center site and Inverrary Falls Publix, ending at the Lauderdale City Center site. The

route operates Monday through Friday with 55-minute headways. The service runs from 6:30 AM to 6:30 PM.

Route 2 – Generally runs north/south and makes a loop between Shops of Inverrary and NW 11th Street & NW 55 Ave, ending at Shops of Inverrary. The route operates Monday through Friday with 30-minute headways. The service runs from 6:30 AM to 6:30 PM.

Route 3 – Generally runs east/west and makes a loop between Shops of Inverrary and the Walmart on Oakland Park Boulevard and Lauderhill Sports Park, ending at Shops of Inverrary. The route operates Monday through Friday with 45-minute headways. The service runs from 6:25 AM to 6:25 PM.

Route 4 – Generally runs east/west between Tamarac Community Center and Inverrary Falls Publix. The route operates Monday through Friday with 55-minute headways. The service runs from 6:30 AM to 6:30 PM.

Route 5 – Generally runs north/south and makes a loop between the Lauderhill City Center site and Oakland Park & NW 55 Ave, ending at the Lauderhill City Center site. The route operates Monday through Friday with 45-minute headways. The service runs from 8:25 AM to 8:25 PM.

Tri-Rail

The closest Tri-Rail station is on Broward Boulevard west of I-95.

Broward County Transit Development Plan FY 2005-2009

Routes 18 & 36 are scheduled to have weekday headway improvements to 10 minutes.

Route 40 is scheduled to have a weekday headway improvement to 15 minutes.

The existing Lauderhill Mall Transfer Facility is scheduled to be renovated, including additional bus bays and updated passenger facilities. However, as a consequence of the proposed Lauderhill City Center project, the facility will be completely reconstructed at a new location on site.

Broward County MPO 2030 Long Range Transportation Plan

Routes 18 & 36 are scheduled to have weekday, headway improvements to 10 minutes. In addition, a limited-stop service on Route 18 (SR-7 Fast Bus Project) is proposed. This fast-bus service will connect Boca Raton Town Center, through Broward County, to the Golden Glades Intermodal Center. The proposed route will serve 21 stations with 15-minute headways during the peak hours and 30-minute

headways during the off-peak hours. The SR-7 Fast-bus Project is planned to provide station improvements, state of the art vehicles, queue jumper operations and signal-timing priority at some intersections in Broward County.

Route 40 is scheduled to have weekday headway improvements to 15 minutes.

Route 81 is scheduled to have Sunday/holiday headway improvements.

As part of the Broward County 2030 Long Range Transportation Plan, additional bike lanes are expected to be added on SR-7 between Broward Boulevard and Commercial Boulevard and along Sunrise Boulevard from NW 45th Avenue to SR-7. In addition, pedestrian improvements are planned for the intersection of SR-7 and Sunrise Boulevard. The improvements include street lights, sidewalks benches, landscape and irrigation.

The proposed project is anticipated to convert the existing Lauderhill Mall into the Lauderhill City Center. This City Center is expected to include a variety of land uses, including multi-family residential, office and retail uses. The mixed-use nature of the development is expected to promote significant internal capture amongst the proposed uses on the site. This concept is further enhanced by the transit component expected for the site. Considerable internal trip capture is anticipated within the site for the following reasons:

- The site includes a mixed-use development, including retail, office and residential land uses. Mixed-use developments make it convenient for patrons to have multiple trip purposes within the site.
- Pedestrian connectivity throughout the site will be encouraged through the implementation of pedestrian design elements. Canopies are anticipated to be provided along walkway paths, where appropriate, to provide continuous pedestrian shelter from weather.
- Short walking distances are expected throughout the site.
- The significant retail component onsite is expected to reduce the need to travel to external retail establishments. For example, grocery stores, restaurants, hair salons and spas are expected to be included onsite to serve residents.
- Lack of office space along the SR-7/US-441 corridor in the vicinity of the site would make the proposed onsite office development very appealing. A portion of the residents may, therefore, be able to avoid traveling on the Broward County roadways for work purposes.
- In order to promote transit along the SR-7/US-441 corridor, the City of Lauderhill is reducing the parking requirements for the proposed Lauderhill City Center development. While it is anticipated that transit use will increase due to the proposed parking restrictions, it is also expected that

patrons living onsite may favor utilizing onsite establishments since they will be more accessible and convenient. For example, a resident of the site, without an automobile, may prefer to utilize retail and other establishments onsite instead of using transit to shop offsite.

- Onsite office buildings are expected to utilize the retail component onsite for shopping and dining.
- Substantial internal circulation is anticipated to be provided onsite to promote internalization. Pedestrian and bicycle facilities are expected to be provided throughout the site.
- Significant workforce-income housing is projected for the site. Therefore, retail-establishment workers will have the opportunity to afford to live onsite. An additional benefit for workforce-income residents includes the existence of onsite amenities for employment, shopping and the transit connections to the site, which permit them to avoid auto costs currently estimated at \$8,410 per year per vehicle, based on an average of 15,000 miles traveled per year, per a recent AAA auto club study.

The mixed-use nature of the development, along with anticipated multi-modal infrastructure and service improvements proposed throughout the study area are expected to significantly increase the level of multi-modal travel options currently serving the development. Since the proposed development is located within a TOD, considerable multi-modal travel to and from the site is anticipated for the following reasons:

- A centrally-located bus terminal will be provided onsite, allowing convenient access to the terminal from the entire, proposed development.
- Broward County bus routes currently serving the site travel along major arterials and to important and popular destinations. These include, but are not limited to, the Golden Glades area, SR-7 corridor, Galleria Mall, SR-A1A, NE 62nd Street Tri-Rail Terminal, Sawgrass Mills Mall and the Broward Central Terminal.
- Short-term and long-term transit improvements are expected for the area.
- Higher-density, mixed-use developments, such as the proposed Lauderhill City Center, bring together the concentration of population required to support and/or increase public-transit use.
- Several Transportation Demand Management (TDM) strategies will be proposed onsite to encourage transit/multi-modal use and discourage single-occupancy-vehicle trips. These include, but are not limited to, reduced parking availability, increased pedestrian and bicycle amenities and increased transit amenities.
- Transit use is expected to significantly increase due to the added residential component projected for the proposed development.

Several TDM strategies are also expected to be employed for the proposed development. Mixed-use developments promote interaction between the various uses on the site, where alternative travel modes, such as walking and bicycling, are considered vital. In addition, TDM programs for the site may also include alternatives which influence the times of day when travel occurs, or if it occurs at all on certain days. These efforts, which usually are referred to as "alternative work hours," may include compressed work weeks, in which employees work a full-time, 40-hour week in less than five working days. It may also include flexible work schedules, which encourage employees to shift their starting and ending times for the work day, which in turn shifts their commuting times to less-congested hours of the day. The Applicant will coordinate with all appropriate agencies to discuss the various elements of available TDM programs and services. Other TDM alternatives to single-occupant vehicles may include the promotion of carpools and vanpools.

While it is extremely early in the development process, it is expected that weekly or monthly transit passes may be provided by employers on site as incentives for commuters to utilize alternative transportation modes. Other incentives may also be provided. It is anticipated that coordination will occur between the Applicant and the City of Lauderhill, City of Lauderdale Lakes, City of Plantation, City of Fort Lauderdale, Broward County, FDOT Office of Modal Development (OMD) and other relevant agencies on these matters.

Although transit credit was taken as part of this analysis, the credit was only slightly increased from what is currently experienced at the existing Lauderhill Mall. In actuality, it is expected that, with the many potential improvements noted above, the transit usage for the proposed development will be much greater.