

# RIVERBEND

An aerial architectural rendering of a large-scale urban development project. The central focus is a complex of modern, multi-story buildings with glass facades and flat roofs. A prominent feature is a large, curved, white, ribbed structure that appears to be a transit station or a public space canopy. The development is situated along a waterfront, with a body of water visible on the right side. The surrounding area includes existing city buildings, parking lots, and a multi-lane highway with several cars. The overall scene is presented in a semi-transparent, light blue-green color scheme, giving it a conceptual and futuristic appearance.

DEVELOPMENT OF REGIONAL IMPACT  
APPLICATION FOR DEVELOPMENT APPROVAL  
SUPPLEMENTAL DATA FILES FOR  
QUESTION 21 - TRANSPORTATION

# RIVERBEND

Development of Regional Impact  
Application for Development Approval

## **Supplemental Data Files for Question 21 - Transportation**

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for  
Broward Barron, Incorporated

Volume II  
October 2008  
DPA Project #06221

**RIVERBEND  
DEVELOPMENT OF REGIONAL IMPACT  
APPLICATION FOR DEVELOPMENT APPROVAL  
OCTOBER 2008  
VOLUME II**

**QUESTION 21 TRANSPORTATION  
DATA, ANALYSIS & SUPPORT DOCUMENTATION**

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**Appendix 21-1  
Traffic Counts  
&  
Adjustment Factors**

**21-1-A**  
**Turning Movement Counts**

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Sunrise Boulevard & US 441 (North Side)  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 7/2/2008  
**Day of Week:** Wednesday

TIME INTERVAL		US 441								Sunrise Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	53	372	0	425	0	297	59	356	0	0	0	0	43	3	90	136	917
04:15 PM	04:30 PM	56	310	0	366	0	341	66	407	0	0	0	0	50	1	106	157	930
04:30 PM	04:45 PM	54	319	0	373	0	323	90	413	0	0	0	0	47	0	98	145	931
04:45 PM	05:00 PM	67	341	0	408	0	309	91	400	0	0	0	0	37	0	103	140	948
05:00 PM	05:15 PM	66	342	0	408	0	405	67	472	0	0	0	0	48	1	99	148	1,028
05:15 PM	05:30 PM	79	293	0	372	0	398	61	459	0	0	0	0	74	0	102	176	1,007
05:30 PM	05:45 PM	82	357	0	439	0	312	60	372	0	0	0	0	71	1	89	161	972
05:45 PM	06:00 PM	53	364	0	417	0	357	66	423	0	0	0	0	63	1	118	182	1,022

#### PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 441								Sunrise Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	294	1424	0	1718	0	1546	267	1,812	0	0	0	0	269	3	428	700	4,230
PEAK HOUR FACTOR		0.93				0.91				N/A				0.92				0.98

Note: 2006 FDOT Seasonal Weekly Volume Factor = 1.05

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Sunrise Boulevard & US 441 (South Side)  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 7/2/2008  
**Day of Week:** Wednesday

TIME INTERVAL		US 441								Sunrise Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	350	53	403	68	270	0	338	47	1	54	102	0	0	0	0	843
04:15 PM	04:30 PM	0	314	52	366	74	321	0	395	42	0	56	98	0	0	0	0	859
04:30 PM	04:45 PM	0	315	47	362	74	263	0	337	45	0	70	115	0	0	0	0	814
04:45 PM	05:00 PM	0	363	62	425	66	300	0	366	48	0	66	114	0	0	0	0	905
05:00 PM	05:15 PM	0	374	62	436	74	355	0	429	41	1	79	121	0	0	0	0	986
05:15 PM	05:30 PM	0	336	55	391	83	374	0	457	40	0	63	103	0	0	0	0	951
05:30 PM	05:45 PM	0	377	57	434	73	298	0	371	61	0	66	127	0	0	0	0	932
05:45 PM	06:00 PM	0	374	46	420	85	325	0	410	32	0	59	91	0	0	0	0	921

#### PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 441								Sunrise Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	0	1534	231	1765	331	1420	0	1,750	183	1	280	464	0	0	0	0	3,980
PEAK HOUR FACTOR		0.96				0.91				0.87				N/A				0.96

Note: 2006 FDOT Seasonal Weekly Volume Factor = 1.05

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Sunrise Boulevard & NW 31 Avenue  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 7/1/2008  
**Day of Week:** Tuesday

TIME INTERVAL		NW 31 Avenue								Sunrise Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	58	133	22	213	44	174	88	306	76	278	32	386	15	305	83	403	1,308
04:15 PM	04:30 PM	43	172	19	234	46	155	86	287	83	291	39	413	30	324	93	447	1,381
04:30 PM	04:45 PM	67	190	15	272	69	183	86	338	82	290	44	416	20	353	106	479	1,505
04:45 PM	05:00 PM	58	185	21	264	47	152	115	314	78	283	42	403	33	357	90	480	1,461
05:00 PM	05:15 PM	75	227	20	322	61	206	115	382	99	276	46	421	25	328	85	438	1,563
05:15 PM	05:30 PM	74	202	27	303	60	207	135	402	106	373	40	519	28	400	75	503	1,727
05:30 PM	05:45 PM	62	222	25	309	57	211	109	377	105	314	47	466	38	391	62	491	1,643
05:45 PM	06:00 PM	62	220	27	309	73	201	91	365	93	255	66	414	19	359	50	428	1,516

#### PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NW 31 Avenue								Sunrise Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	281	897	102	1280	259	850	464	1,572	415	1255	205	1,875	113	1522	280	1,916	6,642
PEAK HOUR FACTOR		0.97				0.95				0.88				0.92				0.93

Note: 2006 FDOT Seasonal Weekly Volume Factor = 1.03



### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Sunrise Boulevard & NW 27 Avenue  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 7/1/2008  
**Day of Week:** Tuesday

TIME INTERVAL		NW 27 Avenue								Sunrise Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	75	42	26	143	32	45	11	88	8	313	13	334	31	360	14	405	970
04:15 PM	04:30 PM	80	41	28	149	25	48	12	85	10	305	28	343	44	415	10	469	1,046
04:30 PM	04:45 PM	88	58	33	179	35	73	7	115	14	310	20	344	30	365	17	412	1,050
04:45 PM	05:00 PM	72	49	38	159	17	52	16	85	17	296	27	340	44	436	11	491	1,075
05:00 PM	05:15 PM	117	71	36	224	22	77	19	118	16	302	24	342	48	374	12	434	1,118
05:15 PM	05:30 PM	127	77	23	227	30	60	16	106	21	361	26	408	45	477	14	536	1,277
05:30 PM	05:45 PM	97	61	33	191	22	61	16	99	19	342	28	389	52	481	24	557	1,236
05:45 PM	06:00 PM	105	65	45	215	27	76	11	114	17	286	28	331	23	391	11	425	1,085

#### PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NW 27 Avenue								Sunrise Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	459	282	141	883	104	282	64	450	75	1330	109	1,514	173	1775	63	2,011	4,857
PEAK HOUR FACTOR		0.94				0.93				0.90				0.88				0.92

Note: 2006 FDOT Seasonal Weekly Volume Factor = 1.03

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard & US 441  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 7/1/2008  
**Day of Week:** Tuesday

TIME INTERVAL		US 441								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	71	266	67	404	67	253	73	393	67	155	56	278	92	260	48	400	1,475
04:15 PM	04:30 PM	107	279	63	449	79	252	56	387	43	144	63	250	74	289	55	418	1,504
04:30 PM	04:45 PM	77	204	45	326	68	220	60	348	55	203	88	346	93	328	68	489	1,509
04:45 PM	05:00 PM	105	268	65	438	84	257	63	404	65	141	65	271	77	322	63	462	1,575
05:00 PM	05:15 PM	135	260	49	444	107	290	101	498	64	206	93	363	72	410	54	536	1,841
05:15 PM	05:30 PM	138	192	63	393	104	218	92	414	59	188	92	339	96	430	59	585	1,731
05:30 PM	05:45 PM	125	320	54	499	108	368	101	577	71	171	82	324	85	417	66	568	1,968
05:45 PM	06:00 PM	119	211	49	379	98	246	85	429	47	187	69	303	99	482	62	643	1,754

#### PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 441								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	533	1012	221	1766	430	1156	390	1,976	248	775	346	1,369	363	1791	248	2,402	7,513
PEAK HOUR FACTOR		0.86				0.83				0.92				0.91				0.93

Note: 2006 FDOT Seasonal Weekly Volume Factor = 1.03

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard & NW/SW 31 Avenue  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 5/7/2008  
**Day of Week:** Wednesday

TIME INTERVAL		NW/SW 31 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	50	58	31	139	40	38	33	111	38	320	21	379	19	180	17	216	845
07:15 AM	07:30 AM	65	65	39	169	54	69	36	159	44	480	46	570	20	174	13	207	1,105
07:30 AM	07:45 AM	40	89	37	166	49	69	36	154	59	480	46	585	24	241	14	279	1,184
07:45 AM	08:00 AM	56	103	28	187	56	93	53	202	51	473	23	547	30	235	10	275	1,211
08:00 AM	08:15 AM	57	67	25	149	40	55	43	138	69	534	20	623	19	278	13	310	1,220
08:15 AM	08:30 AM	34	84	21	139	29	67	55	151	63	501	16	580	25	275	21	321	1,191
08:30 AM	08:45 AM	37	93	20	150	42	39	71	152	55	463	19	537	12	212	9	233	1,072
08:45 AM	09:00 AM	28	63	19	110	30	35	71	136	72	441	16	529	26	297	17	340	1,115

#### AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NW/SW 31 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:30 AM	08:30 AM	187	343	111	641	174	284	187	645	242	1988	105	2,335	98	1029	58	1,185	4,806
PEAK HOUR FACTOR		0.86				0.80				0.94				0.87				0.98

Note: 2006 FDOT Seasonal Weekly Volume Factor = 1.00

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard & NW/SW 31 Avenue  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 5/7/2008  
**Day of Week:** Wednesday

TIME INTERVAL		NW/SW 31 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	44	94	27	165	43	79	77	199	53	216	35	304	47	444	32	523	1,191
04:15 PM	04:30 PM	49	80	19	148	39	65	84	188	53	299	35	387	32	465	41	538	1,261
04:30 PM	04:45 PM	48	93	20	161	33	95	127	255	63	270	35	368	35	401	23	459	1,243
04:45 PM	05:00 PM	64	100	13	177	48	82	109	239	60	220	40	320	36	453	22	511	1,247
05:00 PM	05:15 PM	42	69	19	130	44	75	98	217	62	288	37	387	25	514	28	567	1,301
05:15 PM	05:30 PM	49	97	13	159	54	89	112	255	78	288	37	403	26	474	16	516	1,333
05:30 PM	05:45 PM	52	91	25	168	51	92	118	261	59	291	36	386	29	536	15	580	1,395
05:45 PM	06:00 PM	37	83	18	138	49	95	106	250	65	304	38	407	21	443	14	478	1,273

#### PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NW/SW 31 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	180	340	75	595	198	351	434	983	264	1171	148	1,583	101	1967	73	2,141	5,302
PEAK HOUR FACTOR		0.84				0.94				0.97				0.92				0.95

Note: 2006 FDOT Seasonal Weekly Volume Factor = 1.00

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard & NW/SW 27th Avenue  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 5/6/2008  
**Day of Week:** Tuesday

TIME INTERVAL		NW/SW 27 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	16	54	49	119	47	45	22	114	33	348	30	411	23	179	17	219	863
07:15 AM	07:30 AM	23	45	64	132	30	54	24	108	42	448	49	539	42	172	24	238	1,017
07:30 AM	07:45 AM	31	65	62	158	49	65	21	135	59	421	59	539	45	184	35	264	1,096
07:45 AM	08:00 AM	31	75	47	153	39	86	32	157	50	462	40	552	47	236	28	311	1,173
08:00 AM	08:15 AM	26	75	56	157	22	47	27	96	60	487	20	567	29	203	31	263	1,083
08:15 AM	08:30 AM	26	67	32	125	21	32	26	79	67	464	20	551	26	228	33	287	1,042
08:30 AM	08:45 AM	17	39	36	92	31	30	24	85	62	457	16	535	17	229	28	274	986
08:45 AM	09:00 AM	18	50	38	106	36	45	23	104	48	376	18	442	30	244	21	295	947

#### AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NW/SW 27 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:30 AM	08:30 AM	113	279	195	587	130	228	105	462	234	1816	138	2,187	146	842	126	1,114	4,350
PEAK HOUR FACTOR		0.94				0.74				0.97				0.90				0.94

Note: 2006 FDOT Seasonal Weekly Volume Factor = 0.99

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard & NW/SW 27th Avenue  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 5/6/2008  
**Day of Week:** Tuesday

TIME INTERVAL		NW/SW 27 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	36	41	33	110	48	56	17	121	51	215	34	300	50	396	40	486	1,017
04:15 PM	04:30 PM	42	52	51	145	43	70	17	130	48	225	26	299	56	340	40	436	1,010
04:30 PM	04:45 PM	41	54	41	136	45	67	23	135	39	297	36	372	50	438	32	520	1,163
04:45 PM	05:00 PM	33	52	31	116	36	73	33	142	51	265	22	338	45	421	35	501	1,097
05:00 PM	05:15 PM	36	63	31	130	53	85	35	173	40	246	30	316	48	480	50	578	1,197
05:15 PM	05:30 PM	24	53	45	122	24	88	20	132	36	279	28	343	47	589	46	682	1,279
05:30 PM	05:45 PM	39	70	33	142	41	102	28	171	45	258	20	323	60	466	49	575	1,211
05:45 PM	06:00 PM	32	78	31	141	41	69	32	142	39	231	28	298	44	462	28	534	1,115

#### PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NW/SW 27 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	130	261	139	530	157	341	114	612	158	1004	105	1,267	197	1977	171	2,345	4,754
PEAK HOUR FACTOR		0.92				0.89				0.86				0.87				0.94

Note: 2006 FDOT Seasonal Weekly Volume Factor = 0.99

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard & NW 25th Terrace  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 4/30/2008  
**Day of Week:** Wednesday

TIME INTERVAL		NW 25 Terrace								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	0	11	11	0	0	11	11	0	461	0	461	14	216	11	241	724
07:15 AM	07:30 AM	0	0	18	18	0	0	0	0	0	580	0	580	19	262	25	306	904
07:30 AM	07:45 AM	0	0	28	28	0	0	1	1	0	519	0	519	14	278	19	311	859
07:45 AM	08:00 AM	0	0	14	14	0	0	2	2	0	561	0	561	23	327	20	370	947
08:00 AM	08:15 AM	0	0	13	13	0	0	4	4	1	563	1	565	10	255	23	288	870
08:15 AM	08:30 AM	0	0	13	13	0	0	0	0	0	500	1	501	7	249	28	284	798
08:30 AM	08:45 AM	0	0	8	8	0	0	6	6	0	491	0	491	3	286	14	303	808
08:45 AM	09:00 AM	0	0	7	7	0	0	4	4	0	458	0	458	9	306	13	328	797

#### AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NW 25 Terrace								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:15 AM	08:15 AM	0	0	72	72	0	0	7	7	1	2201	1	2,203	65	1111	86	1,262	3,544
PEAK HOUR FACTOR		0.65				0.16				0.96				0.86				0.95

Note: 2006 FDOT Seasonal Weekly Volume Factor = 0.99

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard & NW 25th Terrace  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 4/30/2008  
**Day of Week:** Wednesday

TIME INTERVAL		NW 25 Terrace								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	0	7	7	0	0	11	11	0	334	0	334	16	438	8	462	814
04:15 PM	04:30 PM	0	0	11	11	0	0	13	13	0	318	1	319	18	458	10	486	829
04:30 PM	04:45 PM	0	0	13	13	0	0	26	26	0	390	2	392	36	487	4	527	958
04:45 PM	05:00 PM	0	0	7	7	0	0	21	21	0	306	2	308	26	498	6	530	866
05:00 PM	05:15 PM	0	0	16	16	0	0	42	42	0	353	3	356	29	546	3	578	992
05:15 PM	05:30 PM	0	0	9	9	0	0	10	10	0	335	1	336	28	614	1	643	998
05:30 PM	05:45 PM	0	0	14	14	0	0	5	5	1	347	0	348	11	612	1	624	991
05:45 PM	06:00 PM	0	0	14	14	0	0	3	3	0	343	2	345	21	586	6	613	975

#### PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NW 25 Terrace								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	0	0	52	52	0	0	59	59	1	1364	6	1,371	88	2334	11	2,433	3,916
PEAK HOUR FACTOR		0.83				0.36				0.88				0.96				0.99

Note: 2006 FDOT Seasonal Weekly Volume Factor = 0.99



### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard & NW 24th Avenue  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 4/30/2008  
**Day of Week:** Wednesday

TIME INTERVAL		NW 24 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	7	0	9	16	0	0	1	1	2	468	7	477	22	239	1	262	756
07:15 AM	07:30 AM	17	0	11	28	0	0	0	0	2	536	10	548	30	280	0	310	886
07:30 AM	07:45 AM	11	0	5	16	1	0	1	2	8	552	8	568	30	315	1	346	932
07:45 AM	08:00 AM	16	0	8	24	0	0	0	0	4	561	11	576	14	355	0	369	969
08:00 AM	08:15 AM	17	1	7	25	0	0	1	1	2	544	14	560	22	273	1	296	882
08:15 AM	08:30 AM	16	0	5	21	0	0	0	0	5	519	5	529	21	264	1	286	836
08:30 AM	08:45 AM	17	1	8	26	0	0	2	2	4	473	12	489	28	285	1	314	831
08:45 AM	09:00 AM	17	1	5	23	0	0	1	1	6	463	7	476	30	298	1	329	829

#### AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NW 24 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:15 AM	08:15 AM	60	1	31	92	1	0	2	3	16	2171	43	2229	95	1211	2	1308	3,632
PEAK HOUR FACTOR		0.83				0.38				0.98				0.89				0.95

Note: 2006 FDOT Seasonal Weekly Volume Factor = 0.99

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard & NW 24th Avenue  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 4/30/2008  
**Day of Week:** Wednesday

TIME INTERVAL		NW 24 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	13	0	3	16	0	0	2	2	3	323	4	330	38	419	4	461	809
04:15 PM	04:30 PM	18	0	2	20	0	1	1	2	4	337	11	352	34	458	1	493	867
04:30 PM	04:45 PM	20	0	2	22	0	1	0	1	4	407	14	425	26	507	0	533	981
04:45 PM	05:00 PM	14	0	7	21	0	0	0	0	3	295	11	309	36	493	0	529	859
05:00 PM	05:15 PM	18	0	10	28	2	0	3	5	4	402	10	416	26	547	1	574	1,023
05:15 PM	05:30 PM	30	0	8	38	1	0	1	2	1	350	11	362	40	628	1	669	1,071
05:30 PM	05:45 PM	26	0	13	39	3	0	1	4	2	335	11	348	33	604	1	638	1,029
05:45 PM	06:00 PM	21	0	5	26	0	0	1	1	1	347	12	360	44	566	1	611	998

#### PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NW 24 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	94	0	36	130	6	0	6	12	8	1420	44	1,471	142	2322	4	2,467	4,080
PEAK HOUR FACTOR		0.84				0.60				0.87				0.93				0.96

Note: 2006 FDOT Seasonal Weekly Volume Factor = 0.99

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard & NW 22nd Avenue  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 4/30/2008  
**Day of Week:** Wednesday

TIME INTERVAL		NW 22 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	0	25	25	1	1	11	13	0	418	40	458	0	254	22	276	772
07:15 AM	07:30 AM	0	0	38	38	0	0	19	19	0	510	32	542	0	290	15	305	904
07:30 AM	07:45 AM	0	0	32	32	0	0	21	21	0	517	39	556	0	337	19	356	965
07:45 AM	08:00 AM	0	0	28	28	0	0	17	17	0	562	38	600	0	341	21	362	1,007
08:00 AM	08:15 AM	0	0	39	39	0	0	15	15	0	529	27	556	0	276	14	290	900
08:15 AM	08:30 AM	0	0	28	28	0	0	19	19	1	500	28	529	0	272	9	281	857
08:30 AM	08:45 AM	0	0	20	20	0	0	18	18	0	478	22	500	0	311	12	323	861
08:45 AM	09:00 AM	0	0	29	29	0	0	10	10	0	453	26	479	0	313	11	324	842

#### AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NW 22 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:15 AM	08:15 AM	0	0	136	136	0	0	71	71	0	2097	135	2,231	0	1232	68	1,300	3,738
PEAK HOUR FACTOR		0.88				0.86				0.94				0.91				0.94

Note: 2006 FDOT Seasonal Weekly Volume Factor = 0.99

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard & NW 22nd Avenue  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 4/30/2008  
**Day of Week:** Wednesday

TIME INTERVAL		NW 22 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	0	17	17	0	0	23	23	0	331	12	343	0	463	9	472	855
04:15 PM	04:30 PM	0	0	21	21	0	0	11	11	0	309	23	332	0	469	8	477	841
04:30 PM	04:45 PM	0	0	31	31	0	0	14	14	0	373	27	400	0	532	15	547	992
04:45 PM	05:00 PM	0	0	36	36	0	0	45	45	0	349	19	368	0	487	12	499	948
05:00 PM	05:15 PM	0	0	33	33	0	0	27	27	0	418	16	434	0	547	14	561	1,055
05:15 PM	05:30 PM	0	0	28	28	0	0	31	31	0	357	23	380	0	646	10	656	1,095
05:30 PM	05:45 PM	0	0	27	27	0	0	34	34	0	359	9	368	0	605	12	617	1,046
05:45 PM	06:00 PM	0	0	25	25	0	0	20	20	1	333	22	356	0	579	12	591	992

#### PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		NW 22 Avenue								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	0	0	112	112	0	0	111	111	0	1453	69	1,523	0	2353	48	2,401	4,146
PEAK HOUR FACTOR		0.78				0.62				0.89				0.92				0.96

Note: 2006 FDOT Seasonal Weekly Volume Factor = 0.99

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard & Powerline Road  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 7/9/2008  
**Day of Week:** Wednesday

TIME INTERVAL		Powerline Road								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	2	0	1	3	3	1	28	32	16	371	0	387	6	621	2	629	1,051
04:15 PM	04:30 PM	1	1	4	6	4	6	23	33	20	383	3	406	5	540	2	547	992
04:30 PM	04:45 PM	2	0	5	7	7	1	35	43	15	408	3	426	4	715	2	721	1,197
04:45 PM	05:00 PM	4	4	1	9	4	2	37	43	15	402	0	417	8	631	9	648	1,117
05:00 PM	05:15 PM	1	0	2	3	5	2	32	39	28	504	3	535	4	648	5	657	1,234
05:15 PM	05:30 PM	3	3	1	7	5	1	19	25	21	447	0	468	2	522	8	532	1,032
05:30 PM	05:45 PM	1	4	4	9	8	5	27	40	11	478	4	493	3	721	8	732	1,274
05:45 PM	06:00 PM	2	0	5	7	8	1	44	53	13	503	2	518	1	593	10	604	1,182

#### PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Powerline Road								Broward Boulevard								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	8	8	13	29	29	10	135	174	81	2145	10	2,236	11	2757	34	2,803	5,241
PEAK HOUR FACTOR		0.72				0.74				0.94				0.86				0.93

Note: 2006 FDOT Seasonal Weekly Volume Factor = 1.11

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** SW 27 Avenue & SW 1 Street  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 7/23/2008  
**Day of Week:** Wednesday

TIME INTERVAL	SW 27 Avenue								SW 1 Street								GRAND TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM - 04:15 PM	1	83	0	84	0	94	5	99	1	0	2	3	0	0	0	0	186
04:15 PM - 04:30 PM	3	108	0	111	0	120	5	125	8	0	1	9	0	0	0	0	245
04:30 PM - 04:45 PM	4	115	0	119	0	139	7	146	2	0	10	12	0	0	0	0	277
04:45 PM - 05:00 PM	3	88	0	91	0	128	11	139	4	0	6	10	0	0	0	0	240
05:00 PM - 05:15 PM	3	116	0	119	0	136	8	144	3	0	5	8	0	0	0	0	271
05:15 PM - 05:30 PM	1	98	0	99	0	129	4	133	3	0	1	4	0	0	0	0	236
05:30 PM - 05:45 PM	2	105	0	107	0	156	7	163	1	0	6	7	0	0	0	0	277
05:45 PM - 06:00 PM	3	106	0	109	0	109	10	119	2	0	3	5	0	0	0	0	233

#### PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL	SW 27 Avenue								SW 1 Street								GRAND TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:15 PM - 05:15 PM	14	448	0	462	0	549	33	582	18	0	23	41	0	0	0	0	1,085
PEAK HOUR FACTOR				0.92				0.85				0.81				N/A	0.93

Note: 2006 FDOT Seasonal Weekly Volume Factor = 1.05

### TURNING MOVEMENT COUNTS

**Project Name:** Riverbend DRI  
**Location:** SW 27 Avenue & SW 2nd Court  
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 06221  
**Count Date:** 7/23/2008  
**Day of Week:** Wednesday

TIME INTERVAL		SW 27 Avenue								SW 2nd Court / Driveway								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	84	3	87	0	98	2	100	1	0	0	1	4	0	2	6	194
04:15 PM	04:30 PM	0	115	1	116	5	114	1	120	1	0	0	1	4	0	0	4	241
04:30 PM	04:45 PM	0	111	1	112	4	141	0	145	1	0	0	1	2	0	3	5	263
04:45 PM	05:00 PM	0	87	3	90	2	122	1	125	1	0	0	1	6	0	1	7	223
05:00 PM	05:15 PM	0	113	3	116	2	131	0	133	0	0	0	0	4	0	0	4	253
05:15 PM	05:30 PM	0	88	6	94	8	129	2	139	1	0	1	2	2	0	3	5	240
05:30 PM	05:45 PM	1	105	2	108	2	140	3	145	0	0	0	0	5	0	4	9	262
05:45 PM	06:00 PM	0	109	4	113	1	108	1	110	0	0	0	0	3	0	0	3	226

#### PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SW 27 Avenue								SW 2nd Court / Driveway								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	1	436	16	453	14	533	6	553	1	0	1	2	15	0	7	22	1,030
PEAK HOUR FACTOR		0.93				0.91				0.25				0.58				0.93

Note: 2006 FDOT Seasonal Weekly Volume Factor = 1.05

**21-1-B**  
**I-95 Ramps**  
**72 - Hour Machine Counts**



## 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** I-95 to Broward Blvd SB Off Ramp  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** 05/06/08

BEGIN TIME	NORTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	0		0		0		0		0
01:00 AM	0		0		0		0		0
02:00 AM	0		0		0		0		0
03:00 AM	0		0		0		0		0
04:00 AM	0		0		0		0		0
05:00 AM	0		0		0		0		0
06:00 AM	0		0		0		0		0
07:00 AM	0		0		0		0		0
08:00 AM	0		0		0		0		0
09:00 AM	0		0		0		0		0
10:00 AM	0		0		0		0		0
11:00 AM	0		0		0		0		0
12:00 PM	0		0		0		0		0
01:00 PM	0		0		0		0		0
02:00 PM	0		0		0		0		0
03:00 PM	0		0		0		0		0
04:00 PM	0		0		0		0		0
05:00 PM	0		0		0		0		0
06:00 PM	0		0		0		0		0
07:00 PM	0		0		0		0		0
08:00 PM	0		0		0		0		0
09:00 PM	0		0		0		0		0
10:00 PM	0		0		0		0		0
11:00 PM	0		0		0		0		0
<b>24-HOUR TOTAL</b>							<b>0</b>		

BEGIN TIME	SOUTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	54		53		53		48		208
01:00 AM	58		30		39		28		155
02:00 AM	25		28		19		18		90
03:00 AM	12		16		9		15		52
04:00 AM	20		16		19		34		89
05:00 AM	29		52		69		100		250
06:00 AM	114		216		256		335		921
07:00 AM	306		390		384		424		1,504
08:00 AM	373		373		357		391		1,494
09:00 AM	331		320		354		335		1,340
10:00 AM	289		267		268		244		1,068
11:00 AM	240		227		239		249		955
12:00 PM	271		231		268		262		1,032
01:00 PM	255		300		284		272		1,111
02:00 PM	274		277		311		262		1,124
03:00 PM	256		279		309		295		1,139
04:00 PM	291		297		286		327		1,201
05:00 PM	286		363		327		338		1,314
06:00 PM	285		309		289		231		1,114
07:00 PM	226		229		198		173		826
08:00 PM	143		141		144		133		561
09:00 PM	124		143		112		116		495
10:00 PM	122		117		96		112		447
11:00 PM	90		91		59		73		313
<b>24-HOUR TOTAL</b>							<b>18,803</b>		

TWO-WAY TOTAL	
208	
155	
90	
52	
89	
250	
921	
1,504	
1,494	
1,340	
1,068	
955	
1,032	
1,111	
1,124	
1,139	
1,201	
1,314	
1,114	
826	
561	
495	
447	
313	
<b>24-HOUR TOTAL</b>	<b>18,803</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

AM Peak Hour: Time: 07:15 AM Volume: 1,571  
 PM Peak Hour: Time: 05:00 PM Volume: 1,314

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour: Time: 07:15 AM Volume: 1,571  
 K-factor: 8.4% PHF: 0.93  
 D-factor: 100.0% SB

PM Peak Hour: Time: 05:00 PM Volume: 1,314  
 K-factor: 7.0% PHF: 0.90  
 D-factor: 100.0% SB

## 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** I-95 to Broward Blvd SB Off Ramp  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** 05/07/08

BEGIN TIME	NORTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	0		0		0		0		0
01:00 AM	0		0		0		0		0
02:00 AM	0		0		0		0		0
03:00 AM	0		0		0		0		0
04:00 AM	0		0		0		0		0
05:00 AM	0		0		0		0		0
06:00 AM	0		0		0		0		0
07:00 AM	0		0		0		0		0
08:00 AM	0		0		0		0		0
09:00 AM	0		0		0		0		0
10:00 AM	0		0		0		0		0
11:00 AM	0		0		0		0		0
12:00 PM	0		0		0		0		0
01:00 PM	0		0		0		0		0
02:00 PM	0		0		0		0		0
03:00 PM	0		0		0		0		0
04:00 PM	0		0		0		0		0
05:00 PM	0		0		0		0		0
06:00 PM	0		0		0		0		0
07:00 PM	0		0		0		0		0
08:00 PM	0		0		0		0		0
09:00 PM	0		0		0		0		0
10:00 PM	0		0		0		0		0
11:00 PM	0		0		0		0		0
<b>24-HOUR TOTAL</b>							<b>0</b>		

BEGIN TIME	SOUTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	50		47		42		41		180
01:00 AM	28		22		30		25		105
02:00 AM	25		36		7		20		88
03:00 AM	17		13		9		12		51
04:00 AM	16		23		21		34		94
05:00 AM	35		54		57		76		222
06:00 AM	110		201		245		305		861
07:00 AM	318		372		401		375		1,466
08:00 AM	386		394		349		326		1,455
09:00 AM	271		357		341		306		1,275
10:00 AM	327		274		280		263		1,144
11:00 AM	248		245		265		279		1,037
12:00 PM	241		256		258		285		1,040
01:00 PM	236		283		278		266		1,063
02:00 PM	265		270		296		319		1,150
03:00 PM	256		303		276		301		1,136
04:00 PM	306		297		287		277		1,167
05:00 PM	322		319		343		344		1,328
06:00 PM	367		300		295		214		1,176
07:00 PM	224		209		179		178		790
08:00 PM	149		160		167		149		625
09:00 PM	154		158		135		139		586
10:00 PM	138		127		119		92		476
11:00 PM	98		91		105		94		388
<b>24-HOUR TOTAL</b>							<b>18,903</b>		

TWO-WAY TOTAL	
180	
105	
88	
51	
94	
222	
861	
1,466	
1,455	
1,275	
1,144	
1,037	
1,040	
1,063	
1,150	
1,136	
1,167	
1,328	
1,176	
790	
625	
586	
476	
388	
<b>24-HOUR TOTAL</b>	<b>18,903</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

AM Peak Hour: Time: 07:30 AM Volume: 1,556  
 PM Peak Hour: Time: 05:15 PM Volume: 1,373

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour: Time: 07:30 AM Volume: 1,556  
 K-factor: 8.2% PHF: 0.97  
 D-factor: 100.0% SB

PM Peak Hour: Time: 05:15 PM Volume: 1,373  
 K-factor: 7.3% PHF: 0.94  
 D-factor: 100.0% SB

## 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** I-95 to Broward Blvd SB Off Ramp  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** 05/08/08

BEGIN TIME	NORTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	0		0		0		0		0
01:00 AM	0		0		0		0		0
02:00 AM	0		0		0		0		0
03:00 AM	0		0		0		0		0
04:00 AM	0		0		0		0		0
05:00 AM	0		0		0		0		0
06:00 AM	0		0		0		0		0
07:00 AM	0		0		0		0		0
08:00 AM	0		0		0		0		0
09:00 AM	0		0		0		0		0
10:00 AM	0		0		0		0		0
11:00 AM	0		0		0		0		0
12:00 PM	0		0		0		0		0
01:00 PM	0		0		0		0		0
02:00 PM	0		0		0		0		0
03:00 PM	0		0		0		0		0
04:00 PM	0		0		0		0		0
05:00 PM	0		0		0		0		0
06:00 PM	0		0		0		0		0
07:00 PM	0		0		0		0		0
08:00 PM	0		0		0		0		0
09:00 PM	0		0		0		0		0
10:00 PM	0		0		0		0		0
11:00 PM	0		0		0		0		0
<b>24-HOUR TOTAL</b>							<b>0</b>		

BEGIN TIME	SOUTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	66		46		58		62		232
01:00 AM	46		27		31		36		140
02:00 AM	27		26		30		25		108
03:00 AM	11		14		9		20		54
04:00 AM	14		19		27		25		85
05:00 AM	36		42		76		88		242
06:00 AM	100		174		274		331		879
07:00 AM	297		370		413		397		1,477
08:00 AM	329		361		376		341		1,407
09:00 AM	312		328		350		348		1,338
10:00 AM	292		306		297		282		1,177
11:00 AM	247		259		294		307		1,107
12:00 PM	282		252		276		250		1,060
01:00 PM	269		282		283		283		1,117
02:00 PM	286		281		318		264		1,149
03:00 PM	282		285		282		299		1,148
04:00 PM	310		342		324		297		1,273
05:00 PM	264		246		305		384		1,199
06:00 PM	370		401		372		280		1,423
07:00 PM	249		252		243		192		936
08:00 PM	182		170		144		150		646
09:00 PM	151		137		150		150		588
10:00 PM	133		150		148		115		546
11:00 PM	133		116		112		104		465
<b>24-HOUR TOTAL</b>							<b>19,796</b>		

TWO-WAY TOTAL	
232	
140	
108	
54	
85	
242	
879	
1,477	
1,407	
1,338	
1,177	
1,107	
1,060	
1,117	
1,149	
1,148	
1,273	
1,199	
1,423	
936	
646	
588	
546	
465	
<b>24-HOUR TOTAL</b>	<b>19,796</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

AM Peak Hour: Time: 07:15 AM Volume: 1,509  
 PM Peak Hour: Time: 05:45 PM Volume: 1,527

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour:	Time: <u>07:15 AM</u>	Volume: <u>1,509</u>	PHF: <u>0.91</u>
	K-factor: <u>7.6%</u>		
	D-factor: <u>100.0% SB</u>		
PM Peak Hour:	Time: <u>05:45 PM</u>	Volume: <u>1,527</u>	PHF: <u>0.95</u>
	K-factor: <u>7.7%</u>		
	D-factor: <u>100.0% SB</u>		

## 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** I-95 to Broward Boulevard SB Off Ramp  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** AVERAGE

BEGIN TIME	NORTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	0		0		0		0		0
01:00 AM	0		0		0		0		0
02:00 AM	0		0		0		0		0
03:00 AM	0		0		0		0		0
04:00 AM	0		0		0		0		0
05:00 AM	0		0		0		0		0
06:00 AM	0		0		0		0		0
07:00 AM	0		0		0		0		0
08:00 AM	0		0		0		0		0
09:00 AM	0		0		0		0		0
10:00 AM	0		0		0		0		0
11:00 AM	0		0		0		0		0
12:00 PM	0		0		0		0		0
01:00 PM	0		0		0		0		0
02:00 PM	0		0		0		0		0
03:00 PM	0		0		0		0		0
04:00 PM	0		0		0		0		0
05:00 PM	0		0		0		0		0
06:00 PM	0		0		0		0		0
07:00 PM	0		0		0		0		0
08:00 PM	0		0		0		0		0
09:00 PM	0		0		0		0		0
10:00 PM	0		0		0		0		0
11:00 PM	0		0		0		0		0
<b>24-HOUR TOTAL</b>							<b>0</b>		

BEGIN TIME	SOUTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	57		49		51		50		207
01:00 AM	44		26		33		30		133
02:00 AM	26		30		19		21		95
03:00 AM	13		14		9		16		52
04:00 AM	17		19		22		31		89
05:00 AM	33		49		67		88		238
06:00 AM	108		197		258		324		887
07:00 AM	307		377		399		399		1482
08:00 AM	363		376		361		353		1452
09:00 AM	305		335		348		330		1318
10:00 AM	303		282		282		263		1130
11:00 AM	245		244		266		278		1033
12:00 PM	265		246		267		266		1044
01:00 PM	253		288		282		274		1097
02:00 PM	275		276		308		282		1141
03:00 PM	265		289		289		298		1141
04:00 PM	302		312		299		300		1214
05:00 PM	291		309		325		355		1280
06:00 PM	341		337		319		242		1238
07:00 PM	233		230		207		181		851
08:00 PM	158		157		152		144		611
09:00 PM	143		146		132		135		556
10:00 PM	131		131		121		106		490
11:00 PM	107		99		92		90		389
<b>24-HOUR TOTAL</b>							<b>19,167</b>		

TWO-WAY TOTAL	
207	
133	
95	
52	
89	
238	
887	
1,482	
1,452	
1,318	
1,130	
1,033	
1,044	
1,097	
1,141	
1,141	
1,214	
1,280	
1,238	
851	
611	
556	
490	
389	
<b>24-HOUR TOTAL</b>	<b>19,167</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

AM Peak Hour: Time: 07:15 AM Volume: 1,538  
 PM Peak Hour: Time: 05:30 PM Volume: 1,358

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour: Time: 07:15 AM Volume: 1,538  
 K-factor: 8.0% PHF: 0.96  
 D-factor: 100.0% SB

PM Peak Hour: Time: 05:30 PM Volume: 1,358  
 K-factor: 7.1% PHF: 0.96  
 D-factor: 100.0% SB

## 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Blvd I95 SB On Ramp  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** 05/06/08

BEGIN TIME	NORTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	0		0		0		0		0
01:00 AM	0		0		0		0		0
02:00 AM	0		0		0		0		0
03:00 AM	0		0		0		0		0
04:00 AM	0		0		0		0		0
05:00 AM	0		0		0		0		0
06:00 AM	0		0		0		0		0
07:00 AM	0		0		0		0		0
08:00 AM	0		0		0		0		0
09:00 AM	0		0		0		0		0
10:00 AM	0		0		0		0		0
11:00 AM	0		0		0		0		0
12:00 PM	0		0		0		0		0
01:00 PM	0		0		0		0		0
02:00 PM	0		0		0		0		0
03:00 PM	0		0		0		0		0
04:00 PM	0		0		0		0		0
05:00 PM	0		0		0		0		0
06:00 PM	0		0		0		0		0
07:00 PM	0		0		0		0		0
08:00 PM	0		0		0		0		0
09:00 PM	0		0		0		0		0
10:00 PM	0		0		0		0		0
11:00 PM	0		0		0		0		0
<b>24-HOUR TOTAL</b>							<b>0</b>		

BEGIN TIME	SOUTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	56		44		32		42		174
01:00 AM	34		29		21		31		115
02:00 AM	25		28		34		25		112
03:00 AM	28		13		25		19		85
04:00 AM	18		25		15		28		86
05:00 AM	25		26		48		57		156
06:00 AM	70		77		88		135		370
07:00 AM	126		158		138		137		559
08:00 AM	135		158		136		155		584
09:00 AM	135		149		134		152		570
10:00 AM	146		143		149		151		589
11:00 AM	165		178		189		170		702
12:00 PM	155		162		176		165		658
01:00 PM	148		167		202		178		695
02:00 PM	144		167		184		189		684
03:00 PM	216		197		201		218		832
04:00 PM	189		178		189		191		747
05:00 PM	205		219		199		186		809
06:00 PM	168		187		137		150		642
07:00 PM	148		138		119		111		516
08:00 PM	115		113		113		100		441
09:00 PM	102		100		69		68		339
10:00 PM	87		94		82		58		321
11:00 PM	81		80		59		44		264
<b>24-HOUR TOTAL</b>							<b>11,050</b>		

TWO-WAY TOTAL	
174	
115	
112	
85	
86	
156	
370	
559	
584	
570	
589	
702	
658	
695	
684	
832	
747	
809	
642	
516	
441	
339	
321	
264	
<b>24-HOUR TOTAL</b>	<b>11,050</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

AM Peak Hour: Time: 11:00 AM Volume: 702  
 PM Peak Hour: Time: 03:00 PM Volume: 832

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour:	Time: <u>11:00 AM</u>	Volume: <u>702</u>
	K-factor: <u>6.4%</u>	PHF: <u>0.93</u>
	D-factor: <u>100.0% SB</u>	
PM Peak Hour:	Time: <u>03:00 PM</u>	Volume: <u>832</u>
	K-factor: <u>7.5%</u>	PHF: <u>0.95</u>
	D-factor: <u>100.0% SB</u>	

## 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Blvd I95 SB On Ramp  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** 05/07/08

BEGIN TIME	NORTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	0		0		0		0		0
01:00 AM	0		0		0		0		0
02:00 AM	0		0		0		0		0
03:00 AM	0		0		0		0		0
04:00 AM	0		0		0		0		0
05:00 AM	0		0		0		0		0
06:00 AM	0		0		0		0		0
07:00 AM	0		0		0		0		0
08:00 AM	0		0		0		0		0
09:00 AM	0		0		0		0		0
10:00 AM	0		0		0		0		0
11:00 AM	0		0		0		0		0
12:00 PM	0		0		0		0		0
01:00 PM	0		0		0		0		0
02:00 PM	0		0		0		0		0
03:00 PM	0		0		0		0		0
04:00 PM	0		0		0		0		0
05:00 PM	0		0		0		0		0
06:00 PM	0		0		0		0		0
07:00 PM	0		0		0		0		0
08:00 PM	0		0		0		0		0
09:00 PM	0		0		0		0		0
10:00 PM	0		0		0		0		0
11:00 PM	0		0		0		0		0
<b>24-HOUR TOTAL</b>							<b>0</b>		

BEGIN TIME	SOUTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	44		37		27		43		151
01:00 AM	23		20		17		14		74
02:00 AM	19		23		19		15		76
03:00 AM	14		14		17		23		68
04:00 AM	14		10		11		23		58
05:00 AM	19		28		38		56		141
06:00 AM	73		93		115		126		407
07:00 AM	111		141		155		145		552
08:00 AM	138		144		146		155		583
09:00 AM	131		143		124		133		531
10:00 AM	144		126		150		148		568
11:00 AM	158		175		180		184		697
12:00 PM	188		185		145		144		662
01:00 PM	159		168		163		195		685
02:00 PM	147		140		170		181		638
03:00 PM	207		192		205		204		808
04:00 PM	212		189		182		182		765
05:00 PM	200		183		187		189		759
06:00 PM	171		176		133		159		639
07:00 PM	137		143		135		102		517
08:00 PM	137		98		123		98		456
09:00 PM	123		96		105		80		404
10:00 PM	102		97		88		81		368
11:00 PM	65		90		59		60		274
<b>24-HOUR TOTAL</b>							<b>10,881</b>		

TWO-WAY TOTAL	
151	
74	
76	
68	
58	
141	
407	
552	
583	
531	
568	
697	
662	
685	
638	
808	
765	
759	
639	
517	
456	
404	
368	
274	
<b>24-HOUR TOTAL</b>	<b>10,881</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

AM Peak Hour: Time: 11:30 AM Volume: 737  
 PM Peak Hour: Time: 03:15 PM Volume: 813

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour: Time: 11:30 AM Volume: 737  
                   K-factor: 6.8% PHF: 0.98  
                   D-factor: 100.0% SB  
 PM Peak Hour: Time: 03:15 PM Volume: 813  
                   K-factor: 7.5% PHF: 0.96  
                   D-factor: 100.0% SB

## 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Blvd I95 SB On Ramp  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** 05/08/08

BEGIN TIME	NORTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	0		0		0		0		0
01:00 AM	0		0		0		0		0
02:00 AM	0		0		0		0		0
03:00 AM	0		0		0		0		0
04:00 AM	0		0		0		0		0
05:00 AM	0		0		0		0		0
06:00 AM	0		0		0		0		0
07:00 AM	0		0		0		0		0
08:00 AM	0		0		0		0		0
09:00 AM	0		0		0		0		0
10:00 AM	0		0		0		0		0
11:00 AM	0		0		0		0		0
12:00 PM	0		0		0		0		0
01:00 PM	0		0		0		0		0
02:00 PM	0		0		0		0		0
03:00 PM	0		0		0		0		0
04:00 PM	0		0		0		0		0
05:00 PM	0		0		0		0		0
06:00 PM	0		0		0		0		0
07:00 PM	0		0		0		0		0
08:00 PM	0		0		0		0		0
09:00 PM	0		0		0		0		0
10:00 PM	0		0		0		0		0
11:00 PM	0		0		0		0		0
<b>24-HOUR TOTAL</b>							<b>0</b>		

BEGIN TIME	SOUTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	66		63		52		44		225
01:00 AM	40		24		34		32		130
02:00 AM	35		46		26		19		126
03:00 AM	29		30		27		26		112
04:00 AM	43		67		42		25		177
05:00 AM	27		20		44		63		154
06:00 AM	69		96		96		124		385
07:00 AM	107		143		162		146		558
08:00 AM	139		119		133		144		535
09:00 AM	148		151		129		162		590
10:00 AM	146		159		144		157		606
11:00 AM	143		158		163		185		649
12:00 PM	166		194		158		181		699
01:00 PM	160		172		188		172		692
02:00 PM	161		142		210		185		698
03:00 PM	200		219		220		232		871
04:00 PM	194		161		194		186		735
05:00 PM	198		220		201		191		810
06:00 PM	156		157		167		141		621
07:00 PM	157		121		136		118		532
08:00 PM	138		125		109		105		477
09:00 PM	111		117		110		122		460
10:00 PM	120		108		91		124		443
11:00 PM	209		167		117		76		569
<b>24-HOUR TOTAL</b>							<b>11,854</b>		

TWO-WAY TOTAL	
225	
130	
126	
112	
177	
154	
385	
558	
535	
590	
606	
649	
699	
692	
698	
871	
735	
810	
621	
532	
477	
460	
443	
569	
<b>24-HOUR TOTAL</b>	<b>11,854</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

AM Peak Hour: Time: 11:30 AM Volume: 708  
 PM Peak Hour: Time: 03:00 PM Volume: 871

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour: Time: 11:30 AM Volume: 708  
 K-factor: 6.0% PHF: 0.91  
 D-factor: 100.0% SB

PM Peak Hour: Time: 03:00 PM Volume: 871  
 K-factor: 7.3% PHF: 0.94  
 D-factor: 100.0% SB

### 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard I-95 SB On Ramp  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** AVERAGE

BEGIN TIME	NORTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	0		0		0		0		0
01:00 AM	0		0		0		0		0
02:00 AM	0		0		0		0		0
03:00 AM	0		0		0		0		0
04:00 AM	0		0		0		0		0
05:00 AM	0		0		0		0		0
06:00 AM	0		0		0		0		0
07:00 AM	0		0		0		0		0
08:00 AM	0		0		0		0		0
09:00 AM	0		0		0		0		0
10:00 AM	0		0		0		0		0
11:00 AM	0		0		0		0		0
12:00 PM	0		0		0		0		0
01:00 PM	0		0		0		0		0
02:00 PM	0		0		0		0		0
03:00 PM	0		0		0		0		0
04:00 PM	0		0		0		0		0
05:00 PM	0		0		0		0		0
06:00 PM	0		0		0		0		0
07:00 PM	0		0		0		0		0
08:00 PM	0		0		0		0		0
09:00 PM	0		0		0		0		0
10:00 PM	0		0		0		0		0
11:00 PM	0		0		0		0		0
<b>24-HOUR TOTAL</b>							<b>0</b>		

BEGIN TIME	SOUTHBOUND						TOTAL		
	1st	1/4	2nd	1/4	3rd	1/4		4th	1/4
12:00 AM	55		48		37		43		183
01:00 AM	32		24		24		26		106
02:00 AM	26		32		26		20		105
03:00 AM	24		19		23		23		88
04:00 AM	25		34		23		25		107
05:00 AM	24		25		43		59		150
06:00 AM	71		89		100		128		387
07:00 AM	115		147		152		143		556
08:00 AM	137		140		138		151		567
09:00 AM	138		148		129		149		564
10:00 AM	145		143		148		152		588
11:00 AM	155		170		177		180		683
12:00 PM	170		180		160		163		673
01:00 PM	156		169		184		182		691
02:00 PM	151		150		188		185		673
03:00 PM	208		203		209		218		837
04:00 PM	198		176		188		186		749
05:00 PM	201		207		196		189		793
06:00 PM	165		173		146		150		634
07:00 PM	147		134		130		110		522
08:00 PM	130		112		115		101		458
09:00 PM	112		104		95		90		401
10:00 PM	103		100		87		88		377
11:00 PM	118		112		78		60		369
<b>24-HOUR TOTAL</b>							<b>11,262</b>		

TWO-WAY TOTAL	
183	
106	
105	
88	
107	
150	
387	
556	
567	
564	
588	
683	
673	
691	
673	
837	
749	
793	
634	
522	
458	
401	
377	
369	
<b>24-HOUR TOTAL</b>	<b>11,262</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

AM Peak Hour: Time: 11:30 AM Volume: 707  
 PM Peak Hour: Time: 03:00 PM Volume: 837

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour: Time: 11:30 AM Volume: 707  
 K-factor: 6.3% PHF: 0.98  
 D-factor: 100.0% SB

PM Peak Hour: Time: 03:00 PM Volume: 837  
 K-factor: 7.4% PHF: 0.96  
 D-factor: 100.0% SB



## 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Blvd to NB I-95 from East  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** 05/06/08

BEGIN TIME	NORTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	60	59	39	61		219
01:00 AM	44	39	23	26		132
02:00 AM	19	24	34	28		105
03:00 AM	22	24	32	22		100
04:00 AM	19	25	39	38		121
05:00 AM	46	61	73	87		267
06:00 AM	115	173	219	230		737
07:00 AM	264	320	366	299		1,249
08:00 AM	303	330	285	305		1,223
09:00 AM	234	260	262	227		983
10:00 AM	265	264	284	278		1,091
11:00 AM	268	282	277	275		1,102
12:00 PM	281	263	323	226		1,093
01:00 PM	248	261	272	293		1,074
02:00 PM	272	287	369	371		1,299
03:00 PM	321	378	382	358		1,439
04:00 PM	359	370	392	361		1,482
05:00 PM	387	346	402	331		1,466
06:00 PM	325	278	287	267		1,157
07:00 PM	239	209	157	195		800
08:00 PM	178	157	154	161		650
09:00 PM	182	166	149	142		639
10:00 PM	142	148	119	110		519
11:00 PM	115	97	90	66		368
<b>24-HOUR TOTAL</b>						<b>19,315</b>

BEGIN TIME	SOUTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	0	0	0	0		0
01:00 AM	0	0	0	0		0
02:00 AM	0	0	0	0		0
03:00 AM	0	0	0	0		0
04:00 AM	0	0	0	0		0
05:00 AM	0	0	0	0		0
06:00 AM	0	0	0	0		0
07:00 AM	0	0	0	0		0
08:00 AM	0	0	0	0		0
09:00 AM	0	0	0	0		0
10:00 AM	0	0	0	0		0
11:00 AM	0	0	0	0		0
12:00 PM	0	0	0	0		0
01:00 PM	0	0	0	0		0
02:00 PM	0	0	0	0		0
03:00 PM	0	0	0	0		0
04:00 PM	0	0	0	0		0
05:00 PM	0	0	0	0		0
06:00 PM	0	0	0	0		0
07:00 PM	0	0	0	0		0
08:00 PM	0	0	0	0		0
09:00 PM	0	0	0	0		0
10:00 PM	0	0	0	0		0
11:00 PM	0	0	0	0		0
<b>24-HOUR TOTAL</b>						<b>0</b>

TWO-WAY TOTAL	
219	
132	
105	
100	
121	
267	
737	
1,249	
1,223	
983	
1,091	
1,102	
1,093	
1,074	
1,299	
1,439	
1,482	
1,466	
1,157	
800	
650	
639	
519	
368	
<b>24-HOUR TOTAL</b>	<b>19,315</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 07:30 AM Volume: 1,298  
 PM Peak Hour: Time: 04:15 PM Volume: 1,510

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour:	Time: <u>07:30 AM</u>	Volume: <u>1,298</u>
	K-factor: <u>6.7%</u>	PHF: <u>0.89</u>
	D-factor: <u>100.0% NB</u>	
PM Peak Hour:	Time: <u>04:15 PM</u>	Volume: <u>1,510</u>
	K-factor: <u>7.8%</u>	PHF: <u>0.96</u>
	D-factor: <u>100.0% NB</u>	

### 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Blvd to NB I-95 from East  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** 05/07/08

BEGIN TIME	NORTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	70	58	53	36	217	
01:00 AM	35	38	32	26	131	
02:00 AM	25	27	19	26	97	
03:00 AM	14	22	25	23	84	
04:00 AM	28	24	42	47	141	
05:00 AM	46	55	75	81	257	
06:00 AM	104	153	210	238	705	
07:00 AM	249	316	363	309	1,237	
08:00 AM	312	327	312	303	1,254	
09:00 AM	277	269	301	232	1,079	
10:00 AM	215	265	272	253	1,005	
11:00 AM	260	269	302	299	1,130	
12:00 PM	258	304	249	280	1,091	
01:00 PM	247	281	240	239	1,007	
02:00 PM	279	317	366	372	1,334	
03:00 PM	386	329	374	402	1,491	
04:00 PM	344	379	388	351	1,462	
05:00 PM	389	368	389	362	1,508	
06:00 PM	272	298	286	237	1,093	
07:00 PM	258	202	195	203	858	
08:00 PM	215	172	164	203	754	
09:00 PM	176	206	136	123	641	
10:00 PM	150	137	114	124	525	
11:00 PM	139	97	87	102	425	
<b>24-HOUR TOTAL</b>					<b>19,526</b>	

BEGIN TIME	SOUTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	0	0	0	0	0	
01:00 AM	0	0	0	0	0	
02:00 AM	0	0	0	0	0	
03:00 AM	0	0	0	0	0	
04:00 AM	0	0	0	0	0	
05:00 AM	0	0	0	0	0	
06:00 AM	0	0	0	0	0	
07:00 AM	0	0	0	0	0	
08:00 AM	0	0	0	0	0	
09:00 AM	0	0	0	0	0	
10:00 AM	0	0	0	0	0	
11:00 AM	0	0	0	0	0	
12:00 PM	0	0	0	0	0	
01:00 PM	0	0	0	0	0	
02:00 PM	0	0	0	0	0	
03:00 PM	0	0	0	0	0	
04:00 PM	0	0	0	0	0	
05:00 PM	0	0	0	0	0	
06:00 PM	0	0	0	0	0	
07:00 PM	0	0	0	0	0	
08:00 PM	0	0	0	0	0	
09:00 PM	0	0	0	0	0	
10:00 PM	0	0	0	0	0	
11:00 PM	0	0	0	0	0	
<b>24-HOUR TOTAL</b>					<b>0</b>	

TWO-WAY TOTAL	
217	
131	
97	
84	
141	
257	
705	
1,237	
1,254	
1,079	
1,005	
1,130	
1,091	
1,007	
1,334	
1,491	
1,462	
1,508	
1,093	
858	
754	
641	
525	
425	
<b>24-HOUR TOTAL</b>	<b>19,526</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 07:30 AM Volume: 1,311  
 PM Peak Hour: Time: 03:45 PM Volume: 1,513

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour: Time: 07:30 AM Volume: 1,311  
 K-factor: 6.7% PHF: 0.90  
 D-factor: 100.0% NB  
 PM Peak Hour: Time: 03:45 PM Volume: 1,513  
 K-factor: 7.7% PHF: 0.94  
 D-factor: 100.0% NB

## 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Blvd to NB I-95 from East  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** 05/08/08

BEGIN TIME	NORTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	80	63	54	58		255
01:00 AM	36	46	55	33		170
02:00 AM	27	37	40	35		139
03:00 AM	40	55	46	36		177
04:00 AM	47	65	51	49		212
05:00 AM	42	69	85	91		287
06:00 AM	98	157	227	252		734
07:00 AM	252	340	360	295		1,247
08:00 AM	343	329	308	250		1,230
09:00 AM	246	288	260	257		1,051
10:00 AM	262	276	270	272		1,080
11:00 AM	250	289	266	264		1,069
12:00 PM	311	281	276	287		1,155
01:00 PM	268	254	254	301		1,077
02:00 PM	275	265	328	326		1,194
03:00 PM	376	382	376	338		1,472
04:00 PM	365	347	374	327		1,413
05:00 PM	361	400	427	327		1,515
06:00 PM	322	297	303	243		1,165
07:00 PM	221	253	196	208		878
08:00 PM	204	164	160	165		693
09:00 PM	158	186	166	139		649
10:00 PM	154	165	137	174		630
11:00 PM	294	265	136	102		797
<b>24-HOUR TOTAL</b>						<b>20,289</b>

BEGIN TIME	SOUTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	0	0	0	0		0
01:00 AM	0	0	0	0		0
02:00 AM	0	0	0	0		0
03:00 AM	0	0	0	0		0
04:00 AM	0	0	0	0		0
05:00 AM	0	0	0	0		0
06:00 AM	0	0	0	0		0
07:00 AM	0	0	0	0		0
08:00 AM	0	0	0	0		0
09:00 AM	0	0	0	0		0
10:00 AM	0	0	0	0		0
11:00 AM	0	0	0	0		0
12:00 PM	0	0	0	0		0
01:00 PM	0	0	0	0		0
02:00 PM	0	0	0	0		0
03:00 PM	0	0	0	0		0
04:00 PM	0	0	0	0		0
05:00 PM	0	0	0	0		0
06:00 PM	0	0	0	0		0
07:00 PM	0	0	0	0		0
08:00 PM	0	0	0	0		0
09:00 PM	0	0	0	0		0
10:00 PM	0	0	0	0		0
11:00 PM	0	0	0	0		0
<b>24-HOUR TOTAL</b>						<b>0</b>

TWO-WAY TOTAL	
255	
170	
139	
177	
212	
287	
734	
1,247	
1,230	
1,051	
1,080	
1,069	
1,155	
1,077	
1,194	
1,472	
1,413	
1,515	
1,165	
878	
693	
649	
630	
797	
<b>24-HOUR TOTAL</b>	<b>20,289</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour:      Time: 07:15 AM    Volume: 1,338  
 PM Peak Hour:      Time: 04:45 PM    Volume: 1,515

AM Peak Hour:      Time: 12:00 AM    Volume: 0  
 PM Peak Hour:      Time: 12:00 PM    Volume: 0

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour:	Time: <u>07:15 AM</u>	Volume: <u>1,338</u>
	K-factor: <u>6.6%</u>	PHF: <u>0.93</u>
	D-factor: <u>100.0% NB</u>	
PM Peak Hour:	Time: <u>04:45 PM</u>	Volume: <u>1,515</u>
	K-factor: <u>7.5%</u>	PHF: <u>0.89</u>
	D-factor: <u>100.0% NB</u>	

## 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** Broward Boulevard to NB I-95 From East  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** AVERAGE

BEGIN TIME	NORTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	70	60	49	52	230	
01:00 AM	38	41	37	28	144	
02:00 AM	24	29	31	30	114	
03:00 AM	25	34	34	27	120	
04:00 AM	31	38	44	45	158	
05:00 AM	45	62	78	86	270	
06:00 AM	106	161	219	240	725	
07:00 AM	255	325	363	301	1244	
08:00 AM	319	329	302	286	1236	
09:00 AM	252	272	274	239	1038	
10:00 AM	247	268	275	268	1059	
11:00 AM	259	280	282	279	1100	
12:00 PM	283	283	283	264	1113	
01:00 PM	254	265	255	278	1053	
02:00 PM	275	290	354	356	1276	
03:00 PM	361	363	377	366	1467	
04:00 PM	356	365	385	346	1452	
05:00 PM	379	371	406	340	1496	
06:00 PM	306	291	292	249	1138	
07:00 PM	239	221	183	202	845	
08:00 PM	199	164	159	176	699	
09:00 PM	172	186	150	135	643	
10:00 PM	149	150	123	136	558	
11:00 PM	183	153	104	90	530	
<b>24-HOUR TOTAL</b>					<b>19,710</b>	

BEGIN TIME	SOUTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	0	0	0	0	0	
01:00 AM	0	0	0	0	0	
02:00 AM	0	0	0	0	0	
03:00 AM	0	0	0	0	0	
04:00 AM	0	0	0	0	0	
05:00 AM	0	0	0	0	0	
06:00 AM	0	0	0	0	0	
07:00 AM	0	0	0	0	0	
08:00 AM	0	0	0	0	0	
09:00 AM	0	0	0	0	0	
10:00 AM	0	0	0	0	0	
11:00 AM	0	0	0	0	0	
12:00 PM	0	0	0	0	0	
01:00 PM	0	0	0	0	0	
02:00 PM	0	0	0	0	0	
03:00 PM	0	0	0	0	0	
04:00 PM	0	0	0	0	0	
05:00 PM	0	0	0	0	0	
06:00 PM	0	0	0	0	0	
07:00 PM	0	0	0	0	0	
08:00 PM	0	0	0	0	0	
09:00 PM	0	0	0	0	0	
10:00 PM	0	0	0	0	0	
11:00 PM	0	0	0	0	0	
<b>24-HOUR TOTAL</b>					<b>0</b>	

TWO-WAY TOTAL	
230	
144	
114	
120	
158	
270	
725	
1,244	
1,236	
1,038	
1,059	
1,100	
1,113	
1,053	
1,276	
1,467	
1,452	
1,496	
1,138	
845	
699	
643	
558	
530	
<b>24-HOUR TOTAL</b>	<b>19,710</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 07:30 AM Volume: 1,312  
 PM Peak Hour: Time: 04:45 PM Volume: 1,503

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour: Time: 07:30 AM Volume: 1,312  
 K-factor: 6.7% PHF: 0.90  
 D-factor: 100.0% NB

PM Peak Hour: Time: 04:45 PM Volume: 1,503  
 K-factor: 7.6% PHF: 0.93  
 D-factor: 100.0% NB

## 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** NB I-95 Off Ramp to Broward Blvd  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** 05/06/08

BEGIN TIME	NORTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	70	61	71	55		257
01:00 AM	43	27	35	19		124
02:00 AM	28	15	29	20		92
03:00 AM	23	19	25	24		91
04:00 AM	13	19	22	26		80
05:00 AM	24	32	55	82		193
06:00 AM	91	132	215	236		674
07:00 AM	258	263	226	257		1,004
08:00 AM	243	269	298	274		1,084
09:00 AM	285	270	238	313		1,106
10:00 AM	303	232	268	234		1,037
11:00 AM	235	240	252	246		973
12:00 PM	244	250	231	283		1,008
01:00 PM	240	281	296	272		1,089
02:00 PM	253	281	279	275		1,088
03:00 PM	273	287	301	293		1,154
04:00 PM	273	270	284	252		1,079
05:00 PM	312	311	271	274		1,168
06:00 PM	289	278	256	229		1,052
07:00 PM	203	220	180	168		771
08:00 PM	139	150	130	135		554
09:00 PM	143	126	162	125		556
10:00 PM	144	127	105	105		481
11:00 PM	93	99	83	72		347
<b>24-HOUR TOTAL</b>						<b>17,062</b>

BEGIN TIME	SOUTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	0	0	0	0		0
01:00 AM	0	0	0	0		0
02:00 AM	0	0	0	0		0
03:00 AM	0	0	0	0		0
04:00 AM	0	0	0	0		0
05:00 AM	0	0	0	0		0
06:00 AM	0	0	0	0		0
07:00 AM	0	0	0	0		0
08:00 AM	0	0	0	0		0
09:00 AM	0	0	0	0		0
10:00 AM	0	0	0	0		0
11:00 AM	0	0	0	0		0
12:00 PM	0	0	0	0		0
01:00 PM	0	0	0	0		0
02:00 PM	0	0	0	0		0
03:00 PM	0	0	0	0		0
04:00 PM	0	0	0	0		0
05:00 PM	0	0	0	0		0
06:00 PM	0	0	0	0		0
07:00 PM	0	0	0	0		0
08:00 PM	0	0	0	0		0
09:00 PM	0	0	0	0		0
10:00 PM	0	0	0	0		0
11:00 PM	0	0	0	0		0
<b>24-HOUR TOTAL</b>						<b>0</b>

TWO-WAY TOTAL	
257	
124	
92	
91	
80	
193	
674	
1,004	
1,084	
1,106	
1,037	
973	
1,008	
1,089	
1,088	
1,154	
1,079	
1,168	
1,052	
771	
554	
556	
481	
347	
<b>24-HOUR TOTAL</b>	<b>17,062</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 08:30 AM Volume: 1,127  
 PM Peak Hour: Time: 05:00 PM Volume: 1,168

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour:	Time: <u>08:30 AM</u>	Volume: <u>1,127</u>	PHF: <u>0.95</u>
	K-factor: <u>6.6%</u>		
	D-factor: <u>100.0% NB</u>		
PM Peak Hour:	Time: <u>05:00 PM</u>	Volume: <u>1,168</u>	PHF: <u>0.94</u>
	K-factor: <u>6.8%</u>		
	D-factor: <u>100.0% NB</u>		

## 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** NB I-95 Off Ramp to Broward Boulevard  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** 05/07/08

BEGIN TIME	NORTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	67	64	57	52		240
01:00 AM	34	28	38	20		120
02:00 AM	20	20	22	13		75
03:00 AM	16	14	22	15		67
04:00 AM	19	13	15	18		65
05:00 AM	19	38	41	98		196
06:00 AM	85	135	195	258		673
07:00 AM	245	247	252	256		1,000
08:00 AM	211	309	255	332		1,107
09:00 AM	285	318	319	261		1,183
10:00 AM	253	269	267	296		1,085
11:00 AM	243	225	233	259		960
12:00 PM	245	241	265	268		1,019
01:00 PM	269	263	283	296		1,111
02:00 PM	282	257	266	304		1,109
03:00 PM	302	302	284	304		1,192
04:00 PM	263	291	248	306		1,108
05:00 PM	287	324	302	298		1,211
06:00 PM	304	293	267	257		1,121
07:00 PM	222	211	180	189		802
08:00 PM	170	170	155	148		643
09:00 PM	190	165	159	140		654
10:00 PM	135	130	134	137		536
11:00 PM	130	125	116	107		478
<b>24-HOUR TOTAL</b>						<b>17,755</b>

BEGIN TIME	SOUTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	0	0	0	0		0
01:00 AM	0	0	0	0		0
02:00 AM	0	0	0	0		0
03:00 AM	0	0	0	0		0
04:00 AM	0	0	0	0		0
05:00 AM	0	0	0	0		0
06:00 AM	0	0	0	0		0
07:00 AM	0	0	0	0		0
08:00 AM	0	0	0	0		0
09:00 AM	0	0	0	0		0
10:00 AM	0	0	0	0		0
11:00 AM	0	0	0	0		0
12:00 PM	0	0	0	0		0
01:00 PM	0	0	0	0		0
02:00 PM	0	0	0	0		0
03:00 PM	0	0	0	0		0
04:00 PM	0	0	0	0		0
05:00 PM	0	0	0	0		0
06:00 PM	0	0	0	0		0
07:00 PM	0	0	0	0		0
08:00 PM	0	0	0	0		0
09:00 PM	0	0	0	0		0
10:00 PM	0	0	0	0		0
11:00 PM	0	0	0	0		0
<b>24-HOUR TOTAL</b>						<b>0</b>

TWO-WAY TOTAL	
240	
120	
75	
67	
65	
196	
673	
1,000	
1,107	
1,183	
1,085	
960	
1,019	
1,111	
1,109	
1,192	
1,108	
1,211	
1,121	
802	
643	
654	
536	
478	
<b>24-HOUR TOTAL</b>	<b>17,755</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 08:45 AM Volume: 1,254  
 PM Peak Hour: Time: 05:15 PM Volume: 1,228

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour:	Time: <u>08:45 AM</u>	Volume: <u>1,254</u>
	K-factor: <u>7.1%</u>	PHF: <u>0.94</u>
	D-factor: <u>100.0% NB</u>	
PM Peak Hour:	Time: <u>05:15 PM</u>	Volume: <u>1,228</u>
	K-factor: <u>6.9%</u>	PHF: <u>0.95</u>
	D-factor: <u>100.0% NB</u>	

## 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** NB I-95 Off Ramp to Broward Boulevard  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** 05/08/08

BEGIN TIME	NORTHBOUND				TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	
12:00 AM	92	100	81	65	338
01:00 AM	46	41	38	37	162
02:00 AM	37	28	37	28	130
03:00 AM	22	13	17	17	69
04:00 AM	24	15	15	25	79
05:00 AM	26	39	63	105	233
06:00 AM	99	124	187	240	650
07:00 AM	244	242	259	234	979
08:00 AM	255	297	296	275	1,123
09:00 AM	265	296	297	317	1,175
10:00 AM	240	257	251	268	1,016
11:00 AM	290	273	258	264	1,085
12:00 PM	266	222	258	274	1,020
01:00 PM	238	260	262	286	1,046
02:00 PM	261	272	296	278	1,107
03:00 PM	301	277	291	293	1,162
04:00 PM	315	283	282	300	1,180
05:00 PM	302	330	355	352	1,339
06:00 PM	286	315	308	313	1,222
07:00 PM	280	275	266	240	1,061
08:00 PM	209	164	168	143	684
09:00 PM	159	181	153	159	652
10:00 PM	154	160	165	158	637
11:00 PM	150	140	139	130	559
<b>24-HOUR TOTAL</b>					<b>18,708</b>

BEGIN TIME	SOUTHBOUND				TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	
12:00 AM	0	0	0	0	0
01:00 AM	0	0	0	0	0
02:00 AM	0	0	0	0	0
03:00 AM	0	0	0	0	0
04:00 AM	0	0	0	0	0
05:00 AM	0	0	0	0	0
06:00 AM	0	0	0	0	0
07:00 AM	0	0	0	0	0
08:00 AM	0	0	0	0	0
09:00 AM	0	0	0	0	0
10:00 AM	0	0	0	0	0
11:00 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
01:00 PM	0	0	0	0	0
02:00 PM	0	0	0	0	0
03:00 PM	0	0	0	0	0
04:00 PM	0	0	0	0	0
05:00 PM	0	0	0	0	0
06:00 PM	0	0	0	0	0
07:00 PM	0	0	0	0	0
08:00 PM	0	0	0	0	0
09:00 PM	0	0	0	0	0
10:00 PM	0	0	0	0	0
11:00 PM	0	0	0	0	0
<b>24-HOUR TOTAL</b>					<b>0</b>

TWO-WAY TOTAL	
338	
162	
130	
69	
79	
233	
650	
979	
1,123	
1,175	
1,016	
1,085	
1,020	
1,046	
1,107	
1,162	
1,180	
1,339	
1,222	
1,061	
684	
652	
637	
559	
<b>24-HOUR TOTAL</b>	<b>18,708</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 09:00 AM Volume: 1,175  
 PM Peak Hour: Time: 05:00 PM Volume: 1,339

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour:	Time: <u>09:00 AM</u>	Volume: <u>1,175</u>	
	K-factor: <u>6.3%</u>	PHF: <u>0.93</u>	
	D-factor: <u>100.0% NB</u>		
PM Peak Hour:	Time: <u>05:00 PM</u>	Volume: <u>1,339</u>	
	K-factor: <u>7.2%</u>	PHF: <u>0.94</u>	
	D-factor: <u>100.0% NB</u>		

### 24-HOUR COUNTS

**Project Name:** Riverbend DRI  
**Location:** NB I-95 Off Ramp to Broward Boulevard  
**Observer:** Traffic Survey Specialists, Inc.

**Project No.:** 06221  
**Count Date:** AVERAGE

BEGIN TIME	NORTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	76	75	70	57		278
01:00 AM	41	32	37	25		135
02:00 AM	28	21	29	20		99
03:00 AM	20	15	21	19		76
04:00 AM	19	16	17	23		75
05:00 AM	23	36	53	95		207
06:00 AM	92	130	199	245		666
07:00 AM	249	251	246	249		994
08:00 AM	236	292	283	294		1105
09:00 AM	278	295	285	297		1155
10:00 AM	265	253	262	266		1046
11:00 AM	256	246	248	256		1006
12:00 PM	252	238	251	275		1016
01:00 PM	249	268	280	285		1082
02:00 PM	265	270	280	286		1101
03:00 PM	292	289	292	297		1169
04:00 PM	284	281	271	286		1122
05:00 PM	300	322	309	308		1239
06:00 PM	293	295	277	266		1132
07:00 PM	235	235	209	199		878
08:00 PM	173	161	151	142		627
09:00 PM	164	157	158	141		621
10:00 PM	144	139	135	133		551
11:00 PM	124	121	113	103		461
<b>24-HOUR TOTAL</b>						<b>17,842</b>

BEGIN TIME	SOUTHBOUND					TOTAL
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4		
12:00 AM	0	0	0	0		0
01:00 AM	0	0	0	0		0
02:00 AM	0	0	0	0		0
03:00 AM	0	0	0	0		0
04:00 AM	0	0	0	0		0
05:00 AM	0	0	0	0		0
06:00 AM	0	0	0	0		0
07:00 AM	0	0	0	0		0
08:00 AM	0	0	0	0		0
09:00 AM	0	0	0	0		0
10:00 AM	0	0	0	0		0
11:00 AM	0	0	0	0		0
12:00 PM	0	0	0	0		0
01:00 PM	0	0	0	0		0
02:00 PM	0	0	0	0		0
03:00 PM	0	0	0	0		0
04:00 PM	0	0	0	0		0
05:00 PM	0	0	0	0		0
06:00 PM	0	0	0	0		0
07:00 PM	0	0	0	0		0
08:00 PM	0	0	0	0		0
09:00 PM	0	0	0	0		0
10:00 PM	0	0	0	0		0
11:00 PM	0	0	0	0		0
<b>24-HOUR TOTAL</b>						<b>0</b>

TWO-WAY TOTAL	
278	
135	
99	
76	
75	
207	
666	
994	
1,105	
1,155	
1,046	
1,006	
1,016	
1,082	
1,101	
1,169	
1,122	
1,239	
1,132	
878	
627	
621	
551	
461	
<b>24-HOUR TOTAL</b>	<b>17,842</b>

### DAILY TRAFFIC COUNT SUMMARY

#### NORTHBOUND

AM Peak Hour: Time: 09:00 AM Volume: 1,155  
 PM Peak Hour: Time: 05:00 PM Volume: 1,239

AM Peak Hour: Time: 12:00 AM Volume: 0  
 PM Peak Hour: Time: 12:00 PM Volume: 0

#### NORTHBOUND AND SOUTHBOUND

AM Peak Hour: Time: 09:00 AM Volume: 1,155  
 K-factor: 6.5% PHF: 0.97  
 D-factor: 100.0% NB

PM Peak Hour: Time: 05:00 PM Volume: 1,239  
 K-factor: 6.9% PHF: 0.96  
 D-factor: 100.0% NB



**21-1-C**  
**FDOT & Broward County**  
**Traffic Count Stations**

County: 86  
 Station: 7607  
 Description: MCNAB RD E OF ROCK ISLAND RD  
 Start Date: 09/05/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	51	52	52	24	179	105	107	69	53	334	513
100	31	22	18	18	89	50	37	34	28	149	238
200	19	10	16	14	59	28	37	25	21	111	170
300	14	18	26	36	94	22	25	19	18	84	178
400	16	28	54	92	190	22	21	24	21	88	278
500	64	91	159	231	545	24	38	60	60	182	727
600	265	465	622	726	2078	86	108	148	177	519	2597
700	798	889	949	888	3524	192	250	332	323	1097	4621
800	808	871	782	765	3226	321	267	294	281	1163	4389
900	614	461	383	368	1826	223	193	204	202	822	2648
1000	357	254	283	250	1144	204	214	215	181	814	1958
1100	233	257	219	273	982	215	202	241	236	894	1876
1200	229	264	248	263	1004	249	239	255	248	991	1995
1300	249	236	217	239	941	245	283	269	285	1082	2023
1400	241	306	276	327	1150	306	328	312	375	1321	2471
1500	266	301	278	248	1093	406	505	436	525	1872	2965
1600	265	265	271	336	1137	489	535	546	612	2182	3319
1700	262	369	323	359	1313	618	660	664	636	2578	3891
1800	349	348	285	255	1237	534	519	481	359	1893	3130
1900	220	239	202	175	836	399	382	338	300	1419	2255
2000	188	176	190	154	708	416	425	334	296	1471	2179
2100	126	143	115	122	506	280	313	287	251	1131	1637
2200	138	115	131	87	471	303	242	165	152	862	1333
2300	72	70	58	52	252	166	137	131	130	564	816

24-Hour Totals: 24584 23623 48207

**PK SEASON PSCF 1.10 EB 1,540 WB 2,743**

County: 86  
 Station: 7607  
 Description: MCNAB RD E OF ROCK ISLAND RD  
 Start Date: 03/28/2007  
 Start Time: 0915

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	48	42	30	31	151	106	91	82	63	342	493
100	26	32	19	19	96	51	43	42	24	160	256
200	19	15	25	16	75	25	34	36	25	120	195
300	14	17	36	27	94	16	10	15	17	58	152
400	27	34	60	62	183	17	15	22	25	79	262
500	84	144	240	249	717	36	42	43	68	189	906
600	377	542	740	664	2323	91	139	163	167	560	2883
700	864	861	907	748	3380	234	244	337	352	1167	4547
800	795	713	744	672	2924	303	288	292	239	1122	4046
900	485	396	349	297	1527	240	224	236	216	916	2443
1000	288	294	284	217	1083	201	183	220	207	811	1894
1100	223	268	255	269	1015	238	243	237	274	992	2007
1200	211	272	253	325	1061	264	234	247	264	1009	2070
1300	256	258	268	256	1038	303	270	332	336	1241	2279
1400	296	302	334	274	1206	308	329	353	399	1389	2595
1500	286	301	292	277	1156	467	468	522	442	1899	3055
1600	321	300	321	305	1247	554	598	618	657	2427	3674
1700	332	362	365	380	1439	602	666	630	587	2485	3924
1800	442	333	277	288	1340	618	579	519	381	2097	3437
1900	278	233	232	200	943	346	357	309	312	1324	2267
2000	217	202	199	174	792	413	383	282	236	1314	2106
2100	174	194	149	148	665	338	287	273	261	1159	1824
2200	166	149	134	103	552	275	217	175	160	827	1379
2300	89	77	72	54	292	147	141	124	100	512	804

24-Hour Totals: 25299 24199 49498

**PK SEASON**      **PSCF**      **1.00**      **EB**      **1,549**      **WB**      **2,501**

County: 86  
 Station: 7606  
 Description: CYPRESS CRK RD E OF SR 7  
 Start Date: 04/11/2007  
 Start Time: 1030

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	66	50	46	32	194	86	72	48	45	251	445
100	23	30	25	26	104	31	43	31	29	134	238
200	25	16	16	23	80	19	27	27	19	92	172
300	14	22	23	33	92	18	14	12	13	57	149
400	29	37	55	72	193	17	19	11	14	61	254
500	94	118	167	272	651	20	23	37	40	120	771
600	300	378	621	813	2112	42	57	90	101	290	2402
700	738	845	921	867	3371	104	155	161	171	591	3962
800	839	903	902	899	3543	166	169	140	139	614	4157
900	720	520	449	423	2112	127	118	137	109	491	2603
1000	373	348	337	299	1357	139	167	186	208	700	2057
1100	240	262	257	238	997	219	246	240	240	945	1942
1200	258	267	293	288	1106	275	268	284	268	1095	2201
1300	274	275	287	277	1113	288	266	281	295	1130	2243
1400	261	316	286	340	1203	323	330	285	340	1278	2481
1500	282	280	258	302	1122	414	416	468	524	1822	2944
1600	291	309	300	304	1204	455	556	554	604	2169	3373
1700	319	331	337	388	1375	597	609	603	584	2393	3768
1800	341	437	332	282	1392	485	464	338	344	1631	3023
1900	294	258	207	221	980	275	257	237	221	990	1970
2000	188	204	190	146	728	271	318	231	175	995	1723
2100	152	155	118	140	565	183	209	174	187	753	1318
2200	131	133	118	123	505	198	193	158	106	655	1160
2300	101	76	71	74	322	106	97	81	86	370	692
24-Hour Totals:	26421					19627					46048

**PK SEASON      PSCF      1.01      EB      1,389      WB      2,417**

County: 86  
 Station: 7606  
 Description: CYPRESS CRK RD E OF SR 7  
 Start Date: 09/12/2007  
 Start Time: 1045

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	66	46	33	33	178	135	78	75	62	350	528
100	27	22	18	22	89	58	47	43	36	184	273
200	7	20	15	20	62	38	34	29	24	125	187
300	20	25	35	30	110	24	21	15	24	84	194
400	25	47	67	51	190	29	32	29	30	120	310
500	91	125	220	229	665	33	44	48	54	179	844
600	353	475	594	635	2057	82	101	129	141	453	2510
700	741	810	766	849	3166	179	230	314	279	1002	4168
800	815	702	698	619	2834	230	263	257	227	977	3811
900	461	477	393	336	1667	215	196	221	189	821	2488
1000	321	284	287	264	1156	199	187	194	186	766	1922
1100	248	290	289	259	1086	179	251	200	237	867	1953
1200	256	282	295	241	1074	265	264	284	248	1061	2135
1300	230	276	237	259	1002	331	267	301	311	1210	2212
1400	297	289	357	284	1227	315	369	384	471	1539	2766
1500	299	275	308	252	1134	527	449	589	471	2036	3170
1600	262	263	324	307	1156	607	602	699	717	2625	3781
1700	333	338	351	335	1357	795	812	755	702	3064	4421
1800	397	361	284	265	1307	642	517	465	360	1984	3291
1900	217	223	213	189	842	381	341	320	384	1426	2268
2000	194	193	147	147	681	489	400	289	275	1453	2134
2100	157	147	150	140	594	316	273	284	303	1176	1770
2200	132	123	112	110	477	250	243	195	161	849	1326
2300	80	78	54	42	254	203	146	132	141	622	876

24-Hour Totals: 24365 24973 49338

PK SEASON PSCF 1.10 EB 1,493 WB 3,370

**AVERAGE: EB 1,441 WB 2,894**

County: 86  
 Station: 7675  
 Description: CYPRESS CRK RD E OF NW 31 AVE  
 Start Date: 04/11/2007  
 Start Time: 1045

Time	Direction: E					Direction: W				Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	58	40	29	26	153	125	93	77	53	348	501	
100	19	18	15	20	72	59	92	64	30	245	317	
200	21	15	12	19	67	20	40	31	30	121	188	
300	18	19	23	35	95	26	14	20	13	73	168	
400	33	27	54	55	169	21	29	20	28	98	267	
500	81	101	126	231	539	23	28	39	54	144	683	
600	264	310	476	625	1675	66	94	117	154	431	2106	
700	620	638	683	694	2635	171	218	233	260	882	3517	
800	725	743	719	723	2910	276	247	248	249	1020	3930	
900	697	441	397	413	1948	248	253	206	207	914	2862	
1000	314	276	296	259	1145	203	215	247	202	867	2012	
1100	258	279	253	319	1109	197	252	225	251	925	2034	
1200	259	296	290	290	1135	310	270	291	279	1150	2285	
1300	291	284	324	268	1167	321	259	319	286	1185	2352	
1400	309	263	311	307	1190	310	331	332	335	1308	2498	
1500	258	289	253	276	1076	393	433	435	470	1731	2807	
1600	255	283	301	301	1140	512	492	543	573	2120	3260	
1700	278	337	323	334	1272	687	607	655	631	2580	3852	
1800	379	401	357	269	1406	457	479	348	348	1632	3038	
1900	210	196	162	174	742	299	293	281	243	1116	1858	
2000	172	177	183	114	646	468	456	320	227	1471	2117	
2100	127	107	104	90	428	277	294	264	287	1122	1550	
2200	119	96	109	104	428	314	261	181	143	899	1327	
2300	82	71	53	65	271	138	137	107	108	490	761	
24-Hour Totals:						23418					22872	46290

**PK SEASON      PSCF      1.01      EB      1,285      WB      2,606**

County: 86  
 Station: 7675  
 Description: CYPRESS CRK RD E OF NW 31 AVE  
 Start Date: 09/12/2007  
 Start Time: 1030

Time	Direction: E					Direction: W				Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0	44	47	31	28	150	115	84	60	56	315	465
100	23	23	15	22	83	48	41	37	33	159	242
200	8	16	24	17	65	30	33	25	23	111	176
300	18	23	32	28	101	23	27	11	22	83	184
400	27	44	69	35	175	25	21	32	28	106	281
500	85	113	190	236	624	29	40	42	56	167	791
600	309	425	586	547	1867	79	91	116	144	430	2297
700	650	808	883	796	3137	166	228	337	293	1024	4161
800	787	711	759	665	2922	195	249	244	219	907	3829
900	501	399	407	319	1626	224	193	237	197	851	2477
1000	316	308	286	287	1197	192	223	219	195	829	2026
1100	264	286	344	292	1186	204	248	268	289	1009	2195
1200	294	286	318	276	1174	287	292	325	281	1185	2359
1300	275	286	272	279	1112	376	284	287	323	1270	2382
1400	281	315	368	316	1280	329	317	350	395	1391	2671
1500	303	296	286	239	1124	527	446	495	434	1902	3026
1600	263	287	317	343	1210	498	505	575	645	2223	3433
1700	353	357	415	396	1521	770	702	677	560	2709	4230
1800	444	404	285	219	1352	481	443	343	295	1562	2914
1900	171	174	149	187	681	332	246	244	457	1279	1960
2000	183	159	129	127	598	524	375	256	236	1391	1989
2100	126	112	125	110	473	285	246	223	309	1063	1536
2200	99	118	81	104	402	235	200	168	134	737	1139
2300	60	68	42	34	204	141	134	120	104	499	703

24-Hour Totals: 24264 23202 47466

PK SEASON PSCF 1.10 EB 1,615 WB 3,073

<b>AVERAGE:</b>	<b>EB</b>	<b>1,450</b>	<b>WB</b>	<b>2,840</b>
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County: 86  
 Station: 7091  
 Description: NW 62 ST (CYPRESS CRK RD) W OF POWERLINE RD  
 Start Date: 05/01/2007  
 Start Time: 0845

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	42	47	43	26	158	89	76	60	57	282	440	
100	28	21	19	15	83	54	46	30	22	152	235	
200	11	14	21	13	59	29	28	9	27	93	152	
300	9	11	24	27	71	17	11	27	15	70	141	
400	22	34	36	54	146	11	22	17	23	73	219	
500	56	86	97	166	405	35	44	53	80	212	617	
600	189	305	451	516	1461	115	104	163	236	618	2079	
700	535	566	585	589	2275	283	353	428	527	1591	3866	
800	634	600	571	591	2396	462	445	438	413	1758	4154	
900	498	421	387	368	1674	374	327	344	303	1348	3022	
1000	329	331	301	309	1270	308	259	277	313	1157	2427	
1100	287	283	324	369	1263	242	245	329	341	1157	2420	
1200	379	369	359	335	1442	403	341	417	421	1582	3024	
1300	330	342	311	319	1302	423	393	431	413	1660	2962	
1400	324	323	350	357	1354	433	416	416	455	1720	3074	
1500	373	382	375	324	1454	494	461	495	551	2001	3455	
1600	346	379	323	354	1402	506	546	543	586	2181	3583	
1700	465	489	437	391	1782	709	607	543	591	2450	4232	
1800	414	358	358	271	1401	486	476	444	401	1807	3208	
1900	267	207	214	186	874	335	341	325	285	1286	2160	
2000	177	185	166	138	666	277	286	252	228	1043	1709	
2100	165	174	143	148	630	258	228	290	232	1008	1638	
2200	150	124	128	96	498	256	226	143	146	771	1269	
2300	78	78	61	58	275	162	157	143	101	563	838	

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 24-Hour Totals: 24341 26583 50924  
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**PK SEASON PSCF 1.04 EB 1,853 WB 2,548**



County: 86  
 Station: 7091  
 Description: NW 62 ST (CYPRESS CRK RD) W OF POWERLINE RD  
 Start Date: 10/15/2007  
 Start Time: 1215

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	53	37	24	21	135	59	54	56	39	208	343	
100	16	9	8	16	49	51	32	35	32	150	199	
200	12	23	15	12	62	16	14	21	29	80	142	
300	14	30	11	29	84	16	23	17	16	72	156	
400	28	30	49	51	158	14	12	11	14	51	209	
500	57	79	118	179	433	27	46	50	113	236	669	
600	230	317	453	534	1534	71	90	178	198	537	2071	
700	536	666	696	680	2578	269	296	410	387	1362	3940	
800	710	677	684	553	2624	436	395	465	442	1738	4362	
900	574	426	355	366	1721	418	364	296	297	1375	3096	
1000	316	333	308	276	1233	250	286	289	288	1113	2346	
1100	305	285	343	334	1267	302	289	294	393	1278	2545	
1200	419	346	324	346	1435	354	335	398	379	1466	2901	
1300	308	331	333	338	1310	439	414	455	394	1702	3012	
1400	325	346	359	328	1358	429	415	407	416	1667	3025	
1500	401	348	352	384	1485	428	475	479	504	1886	3371	
1600	304	317	344	415	1380	518	462	561	517	2058	3438	
1700	510	425	470	379	1784	728	597	560	593	2478	4262	
1800	383	420	341	284	1428	565	468	420	394	1847	3275	
1900	252	220	218	197	887	318	341	258	256	1173	2060	
2000	162	172	114	124	572	232	198	209	187	826	1398	
2100	161	162	142	104	569	198	199	178	146	721	1290	
2200	102	111	88	96	397	163	168	115	137	583	980	
2300	72	50	61	38	221	92	119	106	111	428	649	

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 24-Hour Totals: 49739 24704 25035

<b>PK SEASON</b>	<b>PSCF</b>	<b>1.06</b>	<b>EB</b>	<b>1,891</b>	<b>WB</b>	<b>2,627</b>
<b>AVERAGE:</b>			<b>EB</b>	<b>1,872</b>	<b>WB</b>	<b>2,587</b>

County: 86  
 Station: 0300  
 Description: CYPRESS CREEK RD - W OF SR 9/I-95 W OF ANDREWS  
 Start Date: 03/06/2007  
 Start Time: 1500

Time	Direction: E					Direction: W					Total	Combined				
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total						
0		81		48	48	48		48		225	86	71	70	64	291	516
100		41		34	26	32		133		133	57	30	27	40	154	287
200		24		8	20	22		74		74	43	36	25	21	125	199
300		21		29	12	29		91		91	25	14	16	37	92	183
400		30		31	36	40		137		137	27	38	34	40	139	276
500		56		83	108	165		412		412	40	71	101	119	331	743
600		210		259	370	453		1292		1292	128	211	253	406	998	2290
700		401		471	482	494		1848		1848	372	445	433	472	1722	3570
800		457		482	410	457		1806		1806	399	432	411	406	1648	3454
900		448		385	398	373		1604		1604	443	405	427	417	1692	3296
1000		394		359	349	386		1488		1488	364	355	346	395	1460	2948
1100		309		355	370	431		1465		1465	394	364	375	454	1587	3052
1200		435		403	420	444		1702		1702	426	461	454	475	1816	3518
1300		402		443	432	380		1657		1657	428	447	480	424	1779	3436
1400		432		400	447	402		1681		1681	397	376	478	514	1765	3446
1500		448		426	450	436		1760		1760	399	438	416	388	1641	3401
1600		461		453	418	487		1819		1819	423	416	322	397	1558	3377
1700		503		553	513	466		2035		2035	429	448	462	424	1763	3798
1800		472		429	386	405		1692		1692	469	442	427	401	1739	3431
1900		310		310	257	319		1196		1196	358	313	328	326	1325	2521
2000		273		208	270	199		950		950	348	195	307	251	1101	2051
2100		225		221	199	249		894		894	258	229	254	230	971	1865
2200		217		177	150	130		674		674	188	210	152	135	685	1359
2300		92		105	82	71		350		350	103	115	140	105	463	813
24-Hour Totals:						26985						26845	53830			
<b>PK SEASON</b>	<b>PSCF</b>	<b>0.98</b>	<b>EB</b>	<b>1,964</b>	<b>WB</b>	<b>1,767</b>										

County: 86  
 Station: 0300  
 Description: CYPRESS CREEK RD - W OF SR 9/I-95 W OF ANDREWS  
 Start Date: 07/10/2007  
 Start Time: 1030

Time	Direction: E					Direction: W					Combined					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total						
0		127			106	91			60	384	217	195	245	165	822	1206
100		71			76	45			23	215	115	50	39	29	233	448
200		26			37	22			26	111	31	25	35	34	125	236
300		30			37	30			38	135	33	31	22	23	109	244
400		26			39	50			73	188	33	23	40	38	134	322
500		72			87	132			134	425	44	44	78	105	271	696
600		167			240	253			310	970	126	142	193	332	793	1763
700		314			392	388			441	1535	283	306	384	486	1459	2994
800		390			474	459			455	1778	476	418	453	419	1766	3544
900		456			408	445			386	1695	480	439	446	418	1783	3478
1000		416			408	329			304	1457	514	412	308	291	1525	2982
1100		299			300	355			326	1280	310	340	335	370	1355	2635
1200		363			355	366			307	1391	387	411	358	443	1599	2990
1300		310			326	305			329	1270	453	437	452	429	1771	3041
1400		340			331	371			328	1370	416	391	364	352	1523	2893
1500		343			310	329			311	1293	331	367	391	335	1424	2717
1600		347			362	346			372	1427	382	375	349	333	1439	2866
1700		441			473	458			472	1844	491	424	500	373	1788	3632
1800		465			488	428			395	1776	479	429	353	404	1665	3441
1900		410			344	288			282	1324	255	289	305	269	1118	2442
2000		303			326	217			269	1115	225	259	229	276	989	2104
2100		230			228	239			238	935	215	204	234	254	907	1842
2200		234			283	184			209	910	248	232	217	199	896	1806
2300		186			130	111			112	539	218	225	230	245	918	1457
24-Hour Totals:										25367					26412	51779
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.09</b>	<b>EB</b>	<b>2,052</b>	<b>WB</b>	<b>1,941</b>										
<b>AVERAGE:</b>			<b>EB</b>	<b>2,008</b>	<b>WB</b>	<b>1,854</b>										

County: 86  
 Station: 0301  
 Description: CYPRESS CREEK RD - 0.5 MI E OF SR 9/I-95  
 Start Date: 03/06/2007  
 Start Time: 1545

Time	Direction: E					Direction: W				Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0	48	48	40	37	173	41	43	40	32	156	329
100	22	20	20	19	81	27	16	29	16	88	169
200	29	19	23	12	83	19	20	14	12	65	148
300	9	20	11	20	60	9	17	12	27	65	125
400	17	15	23	26	81	19	21	31	22	93	174
500	12	36	43	72	163	34	43	49	91	217	380
600	98	122	201	306	727	100	162	190	211	663	1390
700	290	382	460	442	1574	244	365	395	363	1367	2941
800	361	375	315	360	1411	421	432	352	384	1589	3000
900	334	293	274	286	1187	323	280	311	284	1198	2385
1000	315	259	246	277	1097	218	265	229	242	954	2051
1100	252	253	277	290	1072	255	291	291	274	1111	2183
1200	320	291	319	330	1260	285	282	291	304	1162	2422
1300	305	270	270	295	1140	302	315	316	314	1247	2387
1400	289	283	300	336	1208	316	316	360	325	1317	2525
1500	362	327	337	344	1370	346	358	335	418	1457	2827
1600	382	316	362	400	1460	431	366	358	418	1573	3033
1700	398	417	475	379	1669	385	381	397	372	1535	3204
1800	421	356	347	330	1454	370	387	313	310	1380	2834
1900	283	229	261	218	991	294	297	222	218	1031	2022
2000	176	165	155	154	650	200	185	135	143	663	1313
2100	142	164	121	141	568	184	153	146	134	617	1185
2200	136	130	99	85	450	120	87	90	89	386	836
2300	75	76	79	51	281	74	98	75	50	297	578
24-Hour Totals:	20210									20231	40441
<b>PK SEASON</b>	<b>PSCF</b>	<b>0.98</b>	<b>EB</b>	<b>1,656</b>	<b>WB</b>	<b>1,549</b>					

County: 86  
 Station: 0301  
 Description: CYPRESS CREEK RD - 0.5 MI E OF SR 9/I-95  
 Start Date: 07/16/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	58	47	45	53	203	60	52	52	42	206	409	
100	57	28	38	21	144	36	29	27	26	118	262	
200	20	20	24	19	83	19	21	17	15	72	155	
300	12	10	6	14	42	16	15	17	26	74	116	
400	16	8	19	31	74	22	27	33	33	115	189	
500	25	28	38	68	159	43	41	59	123	266	425	
600	77	129	171	272	649	140	137	207	289	773	1422	
700	215	262	277	336	1090	276	347	403	414	1440	2530	
800	375	349	383	422	1529	437	407	480	406	1730	3259	
900	428	360	313	267	1368	294	277	360	327	1258	2626	
1000	250	261	255	227	993	213	270	236	299	1018	2011	
1100	242	247	267	302	1058	281	268	297	288	1134	2192	
1200	277	307	288	289	1161	276	234	294	334	1138	2299	
1300	264	277	274	285	1100	314	328	317	288	1247	2347	
1400	277	269	291	310	1147	319	274	277	269	1139	2286	
1500	264	284	257	307	1112	288	349	391	309	1337	2449	
1600	297	300	335	348	1280	346	328	368	378	1420	2700	
1700	347	428	390	368	1533	449	414	465	360	1688	3221	
1800	337	288	316	268	1209	330	365	313	280	1288	2497	
1900	216	200	217	173	806	259	287	247	223	1016	1822	
2000	164	185	151	139	639	210	192	176	155	733	1372	
2100	104	151	120	128	503	168	138	122	111	539	1042	
2200	102	119	92	105	418	108	126	94	71	399	817	
2300	82	64	65	66	277	88	102	57	64	311	588	

24-Hour Totals: 18577 20459 39036

PK SEASON PSCF 1.10 EB 1,686 WB 1,857

**AVERAGE: EB 1,671 WB 1,703**

County: 86  
 Station: 9079  
 Description: NE 62 ST (CYPRESS CREEK RD) E OF DIXIE HWY  
 Start Date: 04/09/2007  
 Start Time: 1000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	22	21	21	21	85	19	25	18	22	84	169	
100	17	16	15	16	64	16	7	8	10	41	105	
200	6	8	8	5	27	10	6	10	10	36	63	
300	6	5	4	8	23	10	4	10	4	28	51	
400	5	6	6	14	31	9	11	13	21	54	85	
500	5	11	14	38	68	16	34	42	55	147	215	
600	47	60	64	94	265	76	88	148	168	480	745	
700	88	117	189	211	605	184	211	282	277	954	1559	
800	197	140	193	247	777	281	264	228	310	1083	1860	
900	169	232	152	173	726	278	241	208	185	912	1638	
1000	157	131	135	167	590	175	148	154	156	633	1223	
1100	130	153	161	171	615	181	180	189	159	709	1324	
1200	186	173	177	195	731	174	167	162	238	741	1472	
1300	187	163	137	153	640	198	227	201	229	855	1495	
1400	175	162	160	188	685	184	217	201	236	838	1523	
1500	167	169	180	179	695	181	217	179	214	791	1486	
1600	180	179	201	180	740	188	207	260	236	891	1631	
1700	215	263	219	264	961	235	294	238	278	1045	2006	
1800	227	177	208	179	791	222	207	197	191	817	1608	
1900	157	135	148	112	552	187	179	171	142	679	1231	
2000	137	102	123	89	451	131	99	126	100	456	907	
2100	91	111	88	86	376	78	76	56	67	277	653	
2200	83	83	62	57	285	67	70	71	61	269	554	
2300	41	54	54	40	189	38	44	52	44	178	367	
24-Hour Totals:	10972										12998	23970
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.01</b>	<b>EB</b>	<b>971</b>	<b>WB</b>	<b>1,055</b>						

County: 86  
 Station: 9079  
 Description: NE 62 ST (CYPRESS CREEK RD) E OF DIXIE HWY  
 Start Date: 01/10/2007  
 Start Time: 0930

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	20	23	32	28	103	38	14	25	18	95	198	
100	20	16	13	25	74	10	13	10	15	48	122	
200	16	7	11	4	38	16	19	16	13	64	102	
300	9	6	13	8	36	3	5	11	8	27	63	
400	11	6	7	22	46	4	12	14	17	47	93	
500	16	15	19	47	97	21	18	40	52	131	228	
600	39	38	69	108	254	69	77	136	147	429	683	
700	109	176	176	184	645	189	209	333	309	1040	1685	
800	234	166	189	173	762	320	318	229	246	1113	1875	
900	170	162	174	172	678	245	184	178	179	786	1464	
1000	175	145	156	185	661	173	167	186	155	681	1342	
1100	156	163	127	182	628	143	180	205	137	665	1293	
1200	172	194	162	193	721	164	164	170	160	658	1379	
1300	184	159	165	142	650	194	190	210	182	776	1426	
1400	164	174	170	218	726	178	172	204	186	740	1466	
1500	215	217	209	228	869	209	220	196	276	901	1770	
1600	259	229	245	260	993	251	248	224	224	947	1940	
1700	263	231	266	274	1034	247	281	247	239	1014	2048	
1800	217	230	228	246	921	222	216	183	195	816	1737	
1900	218	173	135	120	646	159	188	129	121	597	1243	
2000	145	137	121	103	506	97	100	95	77	369	875	
2100	97	85	102	83	367	79	66	66	62	273	640	
2200	87	87	79	78	331	68	53	45	51	217	548	
2300	62	60	42	28	192	45	49	51	25	170	362	
24-Hour Totals:	11978										12604	24582
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.04</b>	<b>EB</b>	<b>1,075</b>	<b>WB</b>	<b>1,055</b>						

County: 86  
 Station: 9079  
 Description: NE 62 ST (CYPRESS CREEK RD) E OF DIXIE HWY  
 Start Date: 11/05/2007  
 Start Time: 1030

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	23	19	17	18	77	17	17	21	8	63	140	
100	9	14	16	11	50	10	12	11	7	40	90	
200	4	11	8	7	30	6	10	9	6	31	61	
300	5	7	5	8	25	4	7	5	14	30	55	
400	9	11	12	13	45	7	15	14	21	57	102	
500	17	19	25	57	118	33	33	65	72	203	321	
600	44	77	113	120	354	95	119	154	212	580	934	
700	143	160	130	160	593	256	322	300	289	1167	1760	
800	210	163	193	176	742	433	266	270	223	1192	1934	
900	217	182	207	205	811	212	181	184	170	747	1558	
1000	185	154	136	180	655	167	179	129	156	631	1286	
1100	132	146	162	167	607	153	159	160	167	639	1246	
1200	188	174	193	163	718	169	171	169	156	665	1383	
1300	173	181	169	168	691	170	189	168	163	690	1381	
1400	179	152	179	212	722	181	165	173	192	711	1433	
1500	201	203	203	205	812	203	173	223	275	874	1686	
1600	208	196	219	237	860	241	227	221	202	891	1751	
1700	236	267	274	243	1020	304	224	227	192	947	1967	
1800	222	194	189	197	802	209	180	147	130	666	1468	
1900	152	127	107	102	488	185	110	110	82	487	975	
2000	120	70	93	61	344	93	78	68	49	288	632	
2100	71	75	64	66	276	59	57	55	64	235	511	
2200	62	63	60	41	226	59	47	29	32	167	393	
2300	34	34	35	28	131	32	31	27	28	118	249	
24-Hour Totals:	11197										12119	23316
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.06</b>	<b>EB</b>	<b>1,075</b>	<b>WB</b>	<b>1,014</b>						



County: 86  
 Station: 9079  
 Description: NE 62 ST (CYPRESS CREEK RD) E OF DIXIE HWY  
 Start Date: 07/10/2007  
 Start Time: 1100

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	99	79	79	58	315	27	24	34	29	114	429	
100	43	22	14	23	102	27	19	11	18	75	177	
200	17	10	17	15	59	11	8	14	17	50	109	
300	40	14	16	10	80	10	9	8	13	40	120	
400	5	8	6	19	38	16	7	7	23	53	91	
500	17	20	36	37	110	14	33	40	60	147	257	
600	40	64	67	151	322	85	99	135	134	453	775	
700	128	120	180	227	655	168	220	256	281	925	1580	
800	252	240	298	236	1026	276	269	272	280	1097	2123	
900	221	198	196	214	829	265	243	245	193	946	1775	
1000	192	196	168	174	730	180	198	161	148	687	1417	
1100	173	198	202	194	767	171	186	167	170	694	1461	
1200	198	224	223	245	890	217	190	201	199	807	1697	
1300	213	204	210	206	833	213	194	197	190	794	1627	
1400	207	191	205	253	856	195	190	191	200	776	1632	
1500	199	204	183	238	824	216	289	262	201	968	1792	
1600	239	224	233	254	950	241	215	239	262	957	1907	
1700	297	260	298	277	1132	262	264	244	255	1025	2157	
1800	278	312	297	262	1149	255	258	208	181	902	2051	
1900	197	178	178	135	688	191	206	153	158	708	1396	
2000	139	119	153	139	550	109	126	112	96	443	993	
2100	126	146	119	129	520	112	77	81	71	341	861	
2200	126	128	122	98	474	88	66	63	49	266	740	
2300	88	97	92	96	373	54	59	60	41	214	587	
24-Hour Totals:					14272						13482	27754
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.09</b>	<b>EB</b>	<b>1,270</b>	<b>WB</b>	<b>1,103</b>						
<b>AVERAGE:</b>			<b>EB</b>	<b>1,098</b>	<b>WB</b>	<b>1,057</b>						

County: 86  
 Station: 9076  
 Description: BAYVIEW DR E OF US 1  
 Start Date: 05/07/2007  
 Start Time: 0930

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	3	6	4	6	19	10	4	9	9	32	51	
100	6	3	1	5	15	1	4	0	5	10	25	
200	1	3	2	0	6	0	0	1	3	4	10	
300	1	2	0	1	4	0	0	1	4	5	9	
400	0	1	0	3	4	1	0	1	2	4	8	
500	2	0	3	3	8	1	1	6	11	19	27	
600	3	11	7	9	30	12	23	30	24	89	119	
700	18	40	45	85	188	41	82	110	125	358	546	
800	89	65	76	72	302	94	95	73	94	356	658	
900	54	62	54	81	251	86	72	79	64	301	552	
1000	41	52	60	78	231	81	76	86	82	325	556	
1100	50	53	65	70	238	62	73	94	81	310	548	
1200	64	88	60	75	287	77	106	78	106	367	654	
1300	70	78	66	58	272	110	74	93	107	384	656	
1400	91	86	83	78	338	98	120	124	149	491	829	
1500	107	99	65	83	354	145	144	114	126	529	883	
1600	85	82	72	74	313	102	125	145	104	476	789	
1700	86	95	87	71	339	151	109	87	79	426	765	
1800	76	69	71	60	276	93	62	70	65	290	566	
1900	46	42	49	52	189	63	55	64	60	242	431	
2000	47	54	28	44	173	40	50	35	35	160	333	
2100	39	32	27	16	114	33	22	13	22	90	204	
2200	21	18	17	17	73	23	25	12	11	71	144	
2300	7	16	7	10	40	16	15	16	3	50	90	
24-Hour Totals:	4064										5389	9453
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.11</b>	<b>EB</b>	<b>363</b>	<b>WB</b>	<b>565</b>						

County: 86  
 Station: 9076  
 Description: BAYVIEW DR E OF US 1  
 Start Date: 11/26/2007  
 Start Time: 1130

Time	Direction: E					Direction: W					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	1	1	1	1	4	2	1	4	4	11	15		
100	3	1	0	0	4	2	1	1	0	4	8		
200	1	1	1	1	4	0	1	1	1	3	7		
300	0	0	1	0	1	0	0	1	0	1	2		
400	0	1	2	0	3	0	0	2	1	3	6		
500	1	3	4	3	11	3	4	2	8	17	28		
600	5	6	8	12	31	9	12	17	25	63	94		
700	23	27	84	79	213	30	58	82	73	243	456		
800	71	69	69	59	268	51	30	60	54	195	463		
900	48	53	62	59	222	55	46	47	51	199	421		
1000	49	41	54	39	183	52	57	63	51	223	406		
1100	56	51	66	46	219	61	64	62	57	244	463		
1200	50	63	57	58	228	70	59	68	69	266	494		
1300	53	38	45	55	191	67	56	61	72	256	447		
1400	65	58	50	59	232	61	63	81	71	276	508		
1500	55	50	46	69	220	88	65	67	61	281	501		
1600	57	40	72	47	216	61	84	100	72	317	533		
1700	50	79	64	35	228	83	71	63	80	297	525		
1800	50	56	40	46	192	52	43	42	39	176	368		
1900	42	19	34	12	107	33	29	28	18	108	215		
2000	21	16	15	12	64	17	19	23	21	80	144		
2100	18	11	13	5	47	10	12	17	14	53	100		
2200	17	5	9	6	37	19	9	16	5	49	86		
2300	4	2	3	3	12	10	3	6	5	24	36		
24-Hour Totals:						2937						3389	6326
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.21</b>	<b>EB</b>	<b>300</b>	<b>WB</b>	<b>394</b>							
<b>AVERAGE:</b>			<b>EB</b>	<b>332</b>	<b>WB</b>	<b>480</b>							

County: 86  
 Station: 7596  
 Description: COMMERCIAL BLVD W OF UNIVERSITY DR  
 Start Date: 09/10/2007  
 Start Time: 1245

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	67	40	35	27	169	66	62	41	32	201	370	
100	25	19	19	21	84	37	28	20	26	111	195	
200	13	16	15	14	58	14	18	17	17	66	124	
300	10	16	19	16	61	17	15	14	14	60	121	
400	21	31	24	40	116	21	25	30	25	101	217	
500	43	86	96	125	350	33	52	81	98	264	614	
600	198	231	343	354	1126	121	169	236	216	742	1868	
700	518	538	523	505	2084	265	267	353	320	1205	3289	
800	484	531	535	465	2015	367	373	314	302	1356	3371	
900	347	354	299	275	1275	271	267	213	245	996	2271	
1000	236	266	246	317	1065	245	212	283	234	974	2039	
1100	271	249	279	300	1099	265	269	254	269	1057	2156	
1200	349	314	325	292	1280	254	365	331	334	1284	2564	
1300	306	284	271	284	1145	329	358	369	314	1370	2515	
1400	291	285	296	292	1164	320	315	384	319	1338	2502	
1500	348	311	313	350	1322	327	395	400	376	1498	2820	
1600	337	334	441	357	1469	414	419	461	463	1757	3226	
1700	477	419	436	366	1698	539	535	551	505	2130	3828	
1800	341	298	345	280	1264	488	415	460	425	1788	3052	
1900	275	249	220	225	969	369	324	274	250	1217	2186	
2000	181	204	177	176	738	251	223	243	194	911	1649	
2100	173	140	140	136	589	229	208	176	161	774	1363	
2200	136	114	76	83	409	168	134	125	113	540	949	
2300	80	94	61	55	290	93	77	96	59	325	615	
24-Hour Totals:	43904										21839	22065
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.09</b>	<b>EB</b>	<b>1,851</b>	<b>WB</b>	<b>2,322</b>						

County: 86  
 Station: 7596  
 Description: COMMERCIAL BLVD W OF UNIVERSITY DR  
 Start Date: 03/28/2007  
 Start Time: 1030

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	75	73	45	42	235	84	80	70	66	300	535	
100	39	37	25	19	120	51	42	46	46	185	305	
200	16	15	10	14	55	25	20	26	21	92	147	
300	14	19	18	23	74	18	20	27	27	92	166	
400	22	26	35	43	126	26	29	43	35	133	259	
500	31	57	81	110	279	37	46	95	114	292	571	
600	170	186	276	312	944	133	163	242	310	848	1792	
700	420	520	494	510	1944	337	387	454	508	1686	3630	
800	467	466	517	471	1921	443	458	496	449	1846	3767	
900	399	359	353	310	1421	421	326	364	373	1484	2905	
1000	310	270	282	307	1169	350	316	298	345	1309	2478	
1100	299	284	305	333	1221	353	327	366	346	1392	2613	
1200	367	323	334	350	1374	413	413	412	478	1716	3090	
1300	340	306	288	286	1220	406	465	385	431	1687	2907	
1400	326	331	330	397	1384	422	443	451	409	1725	3109	
1500	367	348	375	350	1440	470	410	477	488	1845	3285	
1600	366	391	427	395	1579	522	529	534	544	2129	3708	
1700	468	436	419	473	1796	540	601	657	653	2451	4247	
1800	428	379	366	321	1494	615	595	545	530	2285	3779	
1900	286	321	331	323	1261	449	487	457	406	1799	3060	
2000	263	227	232	232	954	381	304	360	342	1387	2341	
2100	206	214	255	244	919	301	303	254	248	1106	2025	
2200	213	167	119	132	631	249	230	166	156	801	1432	
2300	127	99	87	75	388	163	155	117	105	540	928	
24-Hour Totals:					23949						29130	53079
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.00</b>	<b>EB</b>	<b>1,756</b>	<b>WB</b>	<b>2,526</b>						
<b>AVERAGE:</b>			<b>EB</b>	<b>1,803</b>	<b>WB</b>	<b>2,424</b>						

County: 86  
 Station: 0015  
 Description: SR 870 / COMMERCIAL BLVD - E OF SR 817/UNIV DR  
 Start Date: 03/28/2007  
 Start Time: 0900

Time	Direction: E					Direction: W				Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0	69	89	56	60	274	71	69	49	53	242	516
100	35	42	29	25	131	46	41	34	43	164	295
200	35	28	25	9	97	31	29	22	32	114	211
300	28	25	26	31	110	16	16	23	21	76	186
400	32	25	39	43	139	15	27	36	35	113	252
500	40	56	98	137	331	35	46	78	93	252	583
600	198	239	305	376	1118	108	127	226	266	727	1845
700	508	604	631	572	2315	300	298	356	432	1386	3701
800	585	517	519	565	2186	385	421	427	424	1657	3843
900	469	453	375	450	1747	366	383	400	350	1499	3246
1000	341	353	367	332	1393	340	344	317	361	1362	2755
1100	387	388	407	377	1559	326	400	357	365	1448	3007
1200	372	387	400	441	1600	383	400	425	420	1628	3228
1300	379	408	411	369	1567	438	399	401	412	1650	3217
1400	397	376	447	432	1652	399	440	399	419	1657	3309
1500	485	422	504	439	1850	447	431	547	542	1967	3817
1600	445	469	495	511	1920	520	491	533	570	2114	4034
1700	506	556	471	512	2045	556	618	618	567	2359	4404
1800	466	457	432	350	1705	594	609	554	493	2250	3955
1900	384	364	369	371	1488	421	462	421	366	1670	3158
2000	311	327	318	280	1236	317	311	349	293	1270	2506
2100	314	279	296	281	1170	247	268	223	229	967	2137
2200	291	207	154	150	802	210	193	160	138	701	1503
2300	153	120	126	98	497	150	145	118	104	517	1014
24-Hour Totals:	28932									27790	56722
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.00</b>	<b>EB</b>	<b>2,044</b>	<b>WB</b>	<b>2,362</b>					

County: 86  
 Station: 0015  
 Description: SR 870 / COMMERCIAL BLVD - E OF SR 817/UNIV DR  
 Start Date: 07/02/2007  
 Start Time: 1315

Time	Direction: E					Direction: W					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	73	50	51	36	360	64	48	49	39	344	704		
100	46	38	35	19	183	32	46	34	17	168	351		
200	35	19	26	23	127	23	19	23	17	120	247		
300	27	26	30	17	95	20	16	20	22	79	174		
400	31	30	36	39	104	19	18	36	24	77	181		
500	40	81	124	134	145	39	67	101	94	117	262		
600	162	264	336	329	501	115	203	239	206	377	878		
700	408	478	518	521	1337	226	277	395	311	874	2211		
800	526	454	494	429	2043	373	386	350	342	1356	3399		
900	405	359	343	362	1782	364	355	354	390	1442	3224		
1000	288	366	291	336	1352	313	330	329	344	1412	2764		
1100	351	336	405	324	1344	343	302	429	426	1346	2690		
1200	389	381	378	432	1454	423	399	431	411	1580	3034		
1300	369	428	349	354	1560	381	369	414	395	1622	3182		
1400	410	358	403	351	1541	391	380	426	366	1569	3110		
1500	345	363	399	376	1457	424	421	456	464	1596	3053		
1600	435	431	425	438	1573	459	453	537	597	1800	3373		
1700	452	493	480	417	1746	614	575	649	636	2201	3947		
1800	430	421	372	322	1820	597	525	449	408	2457	4277		
1900	292	289	298	280	1407	374	351	341	279	1756	3163		
2000	236	233	236	239	1103	216	202	218	231	1187	2290		
2100	193	185	202	208	901	183	181	176	171	834	1735		
2200	203	148	110	114	798	168	111	127	128	696	1494		
2300	114	109	105	73	486	119	123	85	72	485	971		
24-Hour Totals:						25219						25495	50714
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.10</b>	<b>EB</b>	<b>2,026</b>	<b>WB</b>	<b>2,721</b>							
<b>AVERAGE:</b>			<b>EB</b>	<b>2,035</b>	<b>WB</b>	<b>2,542</b>							

County: 86  
 Station: 0201  
 Description: SR 870 / COMMERCIAL BLVD - E OF NW 64 AVE  
 Start Date: 03/28/2007  
 Start Time: 1000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	78	90	49	62	279	92	76	64	65	297	576	
100	46	41	29	34	150	55	48	41	54	198	348	
200	28	22	38	21	109	36	36	43	33	148	257	
300	28	27	24	44	123	23	20	26	26	95	218	
400	34	28	46	59	167	14	28	34	34	110	277	
500	39	74	136	156	405	28	39	58	80	205	610	
600	231	308	414	489	1442	97	134	184	232	647	2089	
700	579	685	747	611	2622	252	279	336	418	1285	3907	
800	582	612	568	543	2305	336	395	385	381	1497	3802	
900	530	463	376	390	1759	329	342	311	360	1342	3101	
1000	358	351	389	332	1430	325	328	343	366	1362	2792	
1100	372	392	372	398	1534	354	357	363	345	1419	2953	
1200	376	360	377	409	1522	387	395	394	439	1615	3137	
1300	446	361	409	372	1588	367	412	365	417	1561	3149	
1400	411	405	452	414	1682	360	474	407	440	1681	3363	
1500	426	434	400	428	1688	481	427	519	561	1988	3676	
1600	437	439	437	418	1731	532	552	563	634	2281	4012	
1700	478	488	480	433	1879	576	666	700	676	2618	4497	
1800	449	404	395	354	1602	691	612	595	491	2389	3991	
1900	358	354	351	335	1398	449	477	428	365	1719	3117	
2000	299	322	312	244	1177	306	340	300	304	1250	2427	
2100	257	286	239	276	1058	282	312	265	221	1080	2138	
2200	246	213	141	154	754	237	229	185	164	815	1569	
2300	140	122	113	92	467	149	164	135	120	568	1035	
24-Hour Totals:	28871										28170	57041
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.00</b>	<b>EB</b>	<b>1,850</b>	<b>WB</b>	<b>2,733</b>						



County: 86  
 Station: 0201  
 Description: SR 870 / COMMERCIAL BLVD - E OF NW 64 AVE  
 Start Date: 07/02/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	68	70	54	42	234	65	88	66	58	277	511		
100	34	44	38	39	155	36	47	41	42	166	321		
200	24	32	21	24	101	30	33	21	27	111	212		
300	24	32	24	35	115	19	17	21	18	75	190		
400	24	27	40	56	147	24	19	14	34	91	238		
500	48	59	118	181	406	24	31	71	89	215	621		
600	160	234	343	402	1139	86	88	171	208	553	1692		
700	414	496	593	565	2068	188	241	269	366	1064	3132		
800	581	548	484	549	2162	312	346	345	329	1332	3494		
900	481	422	357	402	1662	361	322	335	345	1363	3025		
1000	368	285	388	300	1341	301	313	300	329	1243	2584		
1100	352	382	317	362	1413	358	294	362	373	1387	2800		
1200	340	359	352	404	1455	392	378	348	403	1521	2976		
1300	408	378	398	361	1545	392	390	358	412	1552	3097		
1400	343	385	355	358	1441	383	402	389	366	1540	2981		
1500	373	335	388	382	1478	387	435	425	547	1794	3272		
1600	388	411	392	380	1571	462	486	518	576	2042	3613		
1700	437	452	442	426	1757	657	748	741	722	2868	4625		
1800	426	414	400	354	1594	756	607	514	440	2317	3911		
1900	276	283	262	247	1068	419	386	356	312	1473	2541		
2000	237	207	188	234	866	293	233	219	223	968	1834		
2100	199	181	192	184	756	210	234	198	196	838	1594		
2200	186	166	148	125	625	181	169	127	141	618	1243		
2300	92	119	102	98	411	142	128	115	102	487	898		
24-Hour Totals:						25510						25895	51405
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.10</b>	<b>EB</b>	<b>1,921</b>	<b>WB</b>	<b>3,264</b>							
<b>AVERAGE:</b>			<b>EB</b>	<b>1,885</b>	<b>WB</b>	<b>2,998</b>							

County: 86  
 Station: 5214  
 Description: SR 870/COMMERCIAL BLVD - E OF ROCKISLAND RD  
 Start Date: 03/28/2007  
 Start Time: 1000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	108	62	73	55	298	136	94	99	75	404	702
100	49	55	40	32	176	89	67	72	68	296	472
200	43	36	27	37	143	50	51	49	23	173	316
300	35	36	41	56	168	31	32	40	30	133	301
400	44	66	78	76	264	33	35	33	31	132	396
500	90	177	246	293	806	58	66	92	125	341	1147
600	460	598	785	762	2605	147	241	306	332	1026	3631
700	947	969	993	923	3832	363	411	455	453	1682	5514
800	929	739	845	708	3221	514	452	456	489	1911	5132
900	508	553	484	496	2041	449	403	403	419	1674	3715
1000	469	474	488	393	1824	406	400	488	438	1732	3556
1100	474	425	478	452	1829	447	416	421	484	1768	3597
1200	435	495	460	541	1931	497	523	468	496	1984	3915
1300	474	436	469	421	1800	456	435	475	503	1869	3669
1400	559	506	536	430	2031	522	483	604	567	2176	4207
1500	580	498	500	479	2057	572	675	723	697	2667	4724
1600	520	519	479	504	2022	722	639	725	538	2624	4646
1700	555	538	477	474	2044	804	697	712	629	2842	4886
1800	467	489	461	381	1798	651	659	627	527	2464	4262
1900	424	372	376	354	1526	620	585	493	453	2151	3677
2000	375	289	305	285	1254	522	455	429	392	1798	3052
2100	286	250	279	270	1085	417	437	353	333	1540	2625
2200	245	211	176	160	792	372	297	272	225	1166	1958
2300	162	143	111	94	510	228	187	191	146	752	1262
24-Hour Totals:	36057					35305					71362
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.00</b>	<b>EB</b>	<b>2,044</b>	<b>WB</b>	<b>2,842</b>					

County: 86  
 Station: 5214  
 Description: SR 870/COMMERCIAL BLVD - E OF ROCKISLAND RD  
 Start Date: 07/03/2007  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	86	87	62	61	296	132	115	111	82	440	736
100	53	46	50	42	191	56	67	69	49	241	432
200	36	38	33	40	147	49	45	22	32	148	295
300	33	39	36	51	159	23	31	36	29	119	278
400	44	63	72	82	261	24	23	38	33	118	379
500	84	121	216	289	710	37	62	93	105	297	1007
600	307	399	548	574	1828	110	152	205	218	685	2513
700	642	723	849	783	2997	244	290	348	352	1234	4231
800	804	746	703	705	2958	356	350	375	390	1471	4429
900	588	549	489	503	2129	362	354	369	350	1435	3564
1000	500	369	468	422	1759	346	363	366	420	1495	3254
1100	420	445	392	443	1700	392	342	432	408	1574	3274
1200	449	475	483	440	1847	492	439	438	478	1847	3694
1300	493	466	456	437	1852	447	443	492	438	1820	3672
1400	489	465	430	448	1832	453	495	486	521	1955	3787
1500	440	418	462	428	1748	527	563	588	597	2275	4023
1600	440	438	402	416	1696	575	654	704	710	2643	4339
1700	462	472	456	466	1856	792	703	805	774	3074	4930
1800	433	471	474	342	1720	737	650	642	450	2479	4199
1900	250	297	307	306	1160	448	466	488	391	1793	2953
2000	301	298	295	287	1181	423	388	356	344	1511	2692
2100	271	258	258	230	1017	308	366	297	273	1244	2261
2200	223	229	216	201	869	258	248	222	203	931	1800
2300	189	186	187	151	713	231	215	185	167	798	1511

24-Hour Totals: 32626 31627 64253

**PK SEASON PSCF 1.10 EB 2,042 WB 3,381**

**AVERAGE: EB 2,043 WB 3,112**

County: 86  
 Station: 0016  
 Description: SR 870 / COMMERCIAL BLVD - E OF SR 7/US 441  
 Start Date: 02/22/2007  
 Start Time: 0900

Time	Direction: E					Direction: W				Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0	137	101	76	56	370	65	64	46	40	215	585
100	53	62	38	44	197	37	25	25	26	113	310
200	45	39	26	22	132	18	30	11	16	75	207
300	22	11	16	20	69	26	14	35	30	105	174
400	24	18	21	33	96	33	55	66	68	222	318
500	38	60	76	95	269	87	107	209	213	616	885
600	127	157	237	238	759	260	389	495	559	1703	2462
700	295	351	390	427	1463	620	703	750	745	2818	4281
800	433	432	426	412	1703	727	721	692	624	2764	4467
900	341	407	331	436	1515	582	413	501	426	1922	3437
1000	365	325	356	325	1371	456	433	377	406	1672	3043
1100	418	407	419	455	1699	403	429	404	484	1720	3419
1200	493	518	457	493	1961	476	421	486	458	1841	3802
1300	484	477	475	466	1902	483	425	439	445	1792	3694
1400	478	430	541	491	1940	400	437	421	430	1688	3628
1500	556	519	643	617	2335	430	412	434	355	1631	3966
1600	645	650	684	714	2693	447	422	446	450	1765	4458
1700	823	715	741	721	3000	517	497	492	448	1954	4954
1800	753	594	604	521	2472	435	472	414	372	1693	4165
1900	426	416	435	381	1658	349	283	250	256	1138	2796
2000	377	328	324	339	1368	234	225	191	180	830	2198
2100	310	274	357	323	1264	193	216	156	160	725	1989
2200	260	265	244	228	997	161	139	157	126	583	1580
2300	220	206	175	167	768	96	96	54	70	316	1084
24-Hour Totals:	32001									29901	61902
<b>PK SEASON</b>	<b>PSCF</b>	<b>0.99</b>	<b>EB</b>	<b>2,970</b>	<b>WB</b>	<b>1,934</b>					

County: 86  
 Station: 0016  
 Description: SR 870 / COMMERCIAL BLVD - E OF SR 7/US 441  
 Start Date: 07/02/2007  
 Start Time: 1345

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	57	64	49	51	256	89	84	58	43	330	586	
100	33	28	30	34	142	47	34	43	25	167	309	
200	24	35	21	24	114	29	29	19	26	102	216	
300	19	25	21	19	89	19	16	23	21	84	173	
400	25	37	42	40	123	21	16	27	23	85	208	
500	70	81	150	203	341	29	44	52	57	148	489	
600	190	328	499	557	1220	84	116	134	161	391	1611	
700	511	690	736	763	2494	177	247	279	277	864	3358	
800	732	715	687	697	2897	283	309	312	323	1181	4078	
900	590	493	420	427	2200	300	290	323	298	1236	3436	
1000	410	352	437	374	1626	315	340	319	354	1272	2898	
1100	430	401	438	403	1643	335	345	365	450	1399	3042	
1200	409	441	490	472	1743	517	445	549	478	1961	3704	
1300	437	443	413	396	1765	481	427	456	440	1842	3607	
1400	452	424	456	403	1728	433	436	418	432	1727	3455	
1500	378	413	412	433	1606	470	466	520	552	1888	3494	
1600	402	341	388	410	1564	568	565	655	610	2340	3904	
1700	458	421	389	419	1678	803	683	720	628	2816	4494	
1800	341	385	372	310	1517	601	531	456	401	2216	3733	
1900	296	284	240	237	1130	430	357	319	299	1507	2637	
2000	201	153	161	184	752	302	252	224	214	1077	1829	
2100	146	178	165	174	673	219	208	203	231	844	1517	
2200	130	139	130	114	573	213	160	151	142	755	1328	
2300	98	98	84	86	394	134	145	107	99	528	922	
24-Hour Totals:	28268										26760	55028
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.09</b>	<b>EB</b>	<b>1,839</b>	<b>WB</b>	<b>3,089</b>						
<b>AVERAGE:</b>			<b>EB</b>	<b>2,404</b>	<b>WB</b>	<b>2,512</b>						

County: 86  
 Station: 7440  
 Description: COMMERCIAL BLVD E OF NW 31 AVE  
 Start Date: 07/23/2007  
 Start Time: 1100

Time	Direction: E					Direction: W				Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0	93	108	107	80	388	125	125	100	83	433	821
100	69	42	45	49	205	77	70	54	44	245	450
200	39	43	35	37	154	51	39	41	41	172	326
300	26	30	33	45	134	18	25	30	26	99	233
400	31	45	64	79	219	18	30	39	37	124	343
500	74	115	189	251	629	43	55	61	84	243	872
600	253	366	555	608	1782	108	143	192	223	666	2448
700	614	747	820	870	3051	232	314	339	362	1247	4298
800	867	859	842	707	3275	350	388	412	372	1522	4797
900	560	596	510	476	2142	375	360	333	308	1376	3518
1000	466	388	429	427	1710	295	334	318	327	1274	2984
1100	421	405	459	398	1683	343	340	415	447	1545	3228
1200	441	468	476	534	1919	433	482	505	517	1937	3856
1300	447	398	473	427	1745	466	436	401	426	1729	3474
1400	463	450	445	426	1784	389	407	435	374	1605	3389
1500	455	443	455	401	1754	471	471	526	512	1980	3734
1600	402	410	530	457	1799	554	578	635	606	2373	4172
1700	536	524	538	485	2083	687	748	736	681	2852	4935
1800	556	410	409	363	1738	671	585	627	547	2430	4168
1900	322	316	272	307	1217	434	375	397	298	1504	2721
2000	261	224	181	182	848	313	279	234	288	1114	1962
2100	183	166	167	178	694	221	224	225	240	910	1604
2200	163	146	132	109	550	234	268	213	192	907	1457
2300	133	145	105	118	501	156	207	159	135	657	1158
24-Hour Totals:	32004									28944	60948
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.10</b>	<b>EB</b>	<b>2,313</b>	<b>WB</b>	<b>3,120</b>					

County: 86  
 Station: 7440  
 Description: COMMERCIAL BLVD E OF NW 31 AVE  
 Start Date: 02/27/2007  
 Start Time: 1315

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	48	57	32	30	167	96	96	85	71	348	515	
100	30	36	34	27	127	44	48	37	38	167	294	
200	24	25	20	20	89	34	27	25	25	111	200	
300	17	21	30	34	102	19	25	18	20	82	184	
400	23	37	52	81	193	22	22	15	29	88	281	
500	74	110	206	199	589	30	36	74	106	246	835	
600	211	368	469	525	1573	105	160	212	254	731	2304	
700	590	649	721	676	2636	252	361	363	386	1362	3998	
800	633	666	669	612	2580	386	369	402	371	1528	4108	
900	483	422	455	399	1759	359	355	342	366	1422	3181	
1000	354	426	387	384	1551	354	329	302	387	1372	2923	
1100	382	362	459	403	1606	365	397	397	448	1607	3213	
1200	433	451	416	481	1781	506	441	473	438	1858	3639	
1300	445	373	402	424	1644	522	408	405	445	1780	3424	
1400	378	385	465	387	1615	442	410	449	465	1766	3381	
1500	423	367	393	376	1559	446	489	584	560	2079	3638	
1600	393	388	391	408	1580	581	583	635	622	2421	4001	
1700	486	401	421	391	1699	706	684	665	652	2707	4406	
1800	404	396	340	322	1462	630	567	500	455	2152	3614	
1900	280	262	255	227	1024	458	353	337	313	1461	2485	
2000	201	190	166	172	729	307	297	244	302	1150	1879	
2100	198	140	160	149	647	259	288	225	257	1029	1676	
2200	146	124	122	102	494	220	178	157	150	705	1199	
2300	83	86	67	52	288	154	152	128	120	554	842	

24-Hour Totals: 27494 28726 56220

PK SEASON PSCF 0.99 EB 1,682 WB 2,680

**AVERAGE: EB 1,998 WB 2,900**

County: 86  
 Station: 5293  
 Description: SR 870 /COMMERCIAL BLVD - W OF I-95/E OF POWERLINE  
 Start Date: 02/13/2007  
 Start Time: 1645

Time	Direction: E					Direction: W				Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0	133	119	84	51	457	120	101	79	66	413	870
100	87	73	74	64	285	69	64	48	54	247	532
200	63	54	57	57	238	53	47	67	39	221	459
300	52	42	53	56	204	51	34	52	59	176	380
400	56	92	119	136	323	40	56	57	85	212	535
500	144	216	283	392	779	120	147	208	291	560	1339
600	430	537	670	739	2029	312	442	563	573	1608	3637
700	668	792	791	831	2990	475	583	756	780	2387	5377
800	777	688	689	569	2985	692	756	666	630	2894	5879
900	582	592	529	547	2272	615	635	549	534	2429	4701
1000	541	526	638	642	2252	587	543	618	591	2282	4534
1100	565	678	650	621	2535	568	524	584	606	2267	4802
1200	616	624	691	655	2552	590	615	640	584	2451	5003
1300	675	698	677	660	2705	586	632	623	590	2425	5130
1400	604	675	632	621	2571	670	595	691	617	2546	5117
1500	662	619	720	680	2622	601	648	617	687	2483	5105
1600	666	652	575	631	2573	660	665	599	646	2611	5184
1700	779	767	719	643	2896	721	726	665	662	2758	5654
1800	637	633	640	578	2553	635	647	582	511	2526	5079
1900	511	587	503	483	2179	486	481	435	377	1913	4092
2000	470	387	387	357	1727	360	365	319	271	1421	3148
2100	416	349	327	337	1449	286	323	225	244	1105	2554
2200	343	280	187	213	1147	246	217	197	183	904	2051
2300	192	172	146	121	723	185	155	134	113	657	1380
24-Hour Totals:	43046		39496		82542						
<b>PK SEASON</b>	<b>PSCF</b>	<b>0.99</b>	<b>EB</b>	<b>2,879</b>	<b>WB</b>	<b>2,746</b>					



County: 86  
 Station: 5293  
 Description: SR 870 /COMMERCIAL BLVD - W OF I-95/E OF POWERLINE  
 Start Date: 07/24/2007  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	86	117	86	71	360	133	135	95	101	464	824	
100	52	48	48	50	198	77	75	49	63	264	462	
200	44	48	34	38	164	46	52	34	32	164	328	
300	22	39	34	44	139	24	28	42	33	127	266	
400	29	40	54	61	184	27	42	37	44	150	334	
500	66	92	127	186	471	58	71	71	133	333	804	
600	187	292	413	429	1321	129	173	213	254	769	2090	
700	440	502	583	550	2075	335	419	412	405	1571	3646	
800	491	535	483	496	2005	464	547	501	540	2052	4057	
900	393	371	413	397	1574	479	498	378	381	1736	3310	
1000	424	409	366	403	1602	341	315	350	322	1328	2930	
1100	391	455	450	445	1741	338	352	369	361	1420	3161	
1200	479	443	460	480	1862	399	381	408	412	1600	3462	
1300	493	435	485	459	1872	437	433	411	410	1691	3563	
1400	394	456	405	442	1697	431	412	419	413	1675	3372	
1500	405	394	436	414	1649	464	467	466	444	1841	3490	
1600	385	413	478	482	1758	473	470	521	479	1943	3701	
1700	583	540	565	507	2195	523	531	539	459	2052	4247	
1800	506	477	422	365	1770	438	432	338	293	1501	3271	
1900	320	300	277	255	1152	283	236	236	222	977	2129	
2000	276	259	205	213	953	206	213	200	177	796	1749	
2100	220	193	208	226	847	186	200	162	173	721	1568	
2200	224	176	141	126	667	176	142	159	137	614	1281	
2300	118	131	140	107	496	146	163	118	95	522	1018	
24-Hour Totals:					28752						26311	55063
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.10</b>	<b>EB</b>	<b>2,415</b>	<b>WB</b>	<b>2,257</b>						
<b>AVERAGE:</b>			<b>EB</b>	<b>2,647</b>	<b>WB</b>	<b>2,502</b>						

County: 86  
 Station: 0017  
 Description: SR 870 / COMMERCIAL BLVD - W OF ANDREWS AVE  
 Start Date: 02/13/2007  
 Start Time: 1700

Time	Direction: E					Direction: W				Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0	79	68	75	44	266	125	119	118	81	443	709
100	51	42	45	26	164	85	92	83	79	339	503
200	32	26	29	28	115	61	61	53	24	199	314
300	34	17	25	21	97	15	23	22	50	110	207
400	31	30	34	59	154	68	66	65	64	263	417
500	52	71	88	163	374	80	99	192	195	566	940
600	194	214	301	481	1190	330	342	505	591	1768	2958
700	474	543	672	738	2427	533	541	580	648	2302	4729
800	626	634	605	609	2474	608	528	514	583	2233	4707
900	611	499	501	512	2123	528	506	577	579	2190	4313
1000	462	496	454	517	1929	521	574	663	523	2281	4210
1100	495	497	495	502	1989	580	497	403	432	1912	3901
1200	525	532	554	555	2166	499	520	535	540	2094	4260
1300	537	512	493	533	2075	602	540	528	569	2239	4314
1400	503	513	571	556	2143	552	543	510	460	2065	4208
1500	533	520	560	541	2154	645	568	506	491	2210	4364
1600	549	559	422	577	2107	545	596	760	731	2632	4739
1700	504	589	571	519	2183	722	768	754	641	2885	5068
1800	508	513	498	500	2019	672	588	495	513	2268	4287
1900	483	427	453	329	1692	472	462	446	456	1836	3528
2000	312	291	279	239	1121	407	434	389	310	1540	2661
2100	238	250	238	192	918	381	395	383	322	1481	2399
2200	191	200	174	184	749	350	340	243	217	1150	1899
2300	156	122	103	89	470	126	118	125	129	498	968
24-Hour Totals:	33099									37504	70603
<b>PK SEASON</b>	<b>PSCF</b>	<b>0.99</b>	<b>EB</b>	<b>2,219</b>	<b>WB</b>	<b>2,945</b>					

County: 86  
 Station: 0017  
 Description: SR 870 / COMMERCIAL BLVD - W OF ANDREWS AVE  
 Start Date: 07/24/2007  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	65	84	73	51	273	73	70	46	58	247	520	
100	31	39	30	17	117	68	38	34	45	185	302	
200	19	34	26	30	109	30	23	38	24	115	224	
300	21	22	19	31	93	25	22	22	22	91	184	
400	28	24	45	68	165	27	35	28	53	143	308	
500	41	65	88	139	333	57	73	137	147	414	747	
600	154	154	224	393	925	142	218	287	297	944	1869	
700	380	421	418	497	1716	388	395	439	582	1804	3520	
800	499	505	445	429	1878	471	538	542	452	2003	3881	
900	452	446	436	460	1794	455	447	424	441	1767	3561	
1000	359	428	356	397	1540	412	459	415	444	1730	3270	
1100	497	502	513	479	1991	446	459	491	516	1912	3903	
1200	577	489	575	546	2187	485	426	526	493	1930	4117	
1300	532	551	541	537	2161	492	473	435	530	1930	4091	
1400	495	509	604	510	2118	426	521	457	467	1871	3989	
1500	595	531	628	578	2332	505	570	546	635	2256	4588	
1600	570	607	610	718	2505	572	542	618	591	2323	4828	
1700	617	627	667	699	2610	596	624	569	611	2400	5010	
1800	644	619	547	503	2313	541	458	523	381	1903	4216	
1900	418	368	353	300	1439	349	385	357	293	1384	2823	
2000	314	282	277	290	1163	341	301	241	247	1130	2293	
2100	254	279	227	255	1015	220	239	200	201	860	1875	
2200	253	280	225	235	993	164	217	169	174	724	1717	
2300	226	196	175	127	724	170	172	128	112	582	1306	
24-Hour Totals:					32494						30648	63142
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.10</b>	<b>EB</b>	<b>2,871</b>	<b>WB</b>	<b>2,640</b>						
<b>AVERAGE:</b>			<b>EB</b>	<b>2,545</b>	<b>WB</b>	<b>2,793</b>						

County: 86  
 Station: 7076  
 Description: COMMERCIAL BLVD W OF DIXIE HWY  
 Start Date: 05/07/2007  
 Start Time: 0845

Time	Direction: E					Direction: W				Combined						
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total					
0		93			67	53		57		270	83	87	68	57	295	565
100		47			52	39		31		169	29	28	47	25	129	298
200		34			27	22		42		125	18	28	20	23	89	214
300		29			41	24		30		124	16	15	28	22	81	205
400		29			35	30		78		172	23	26	33	33	115	287
500		51			66	92		171		380	37	65	87	107	296	676
600		181			258	330		643		1412	158	192	263	289	902	2314
700		559			665	795		774		2793	409	507	568	740	2224	5017
800		748			739	651		639		2777	533	533	577	401	2044	4821
900		485			528	463		451		1927	319	389	364	387	1459	3386
1000		513			456	488		414		1871	344	367	402	401	1514	3385
1100		467			424	465		480		1836	414	431	435	434	1714	3550
1200		483			489	424		488		1884	408	485	473	492	1858	3742
1300		447			461	468		440		1816	458	472	472	492	1894	3710
1400		508			433	521		535		1997	471	523	450	557	2001	3998
1500		493			506	549		560		2108	620	538	538	646	2342	4450
1600		446			488	426		536		1896	608	634	667	672	2581	4477
1700		512			515	570		605		2202	648	611	592	549	2400	4602
1800		431			542	492		461		1926	467	467	449	325	1708	3634
1900		397			406	346		356		1505	398	405	324	429	1556	3061
2000		296			322	225		284		1127	348	386	381	386	1501	2628
2100		240			241	220		221		922	312	331	296	255	1194	2116
2200		209			204	153		147		713	223	239	181	186	829	1542
2300		109			115	108		68		400	214	145	160	111	630	1030
24-Hour Totals:										32352					31356	63708

**PK SEASON      PSCF      1.05      EB      2,240      WB      2,649**

County: 86  
 Station: 7076  
 Description: COMMERCIAL BLVD W OF DIXIE HWY  
 Start Date: 11/14/2007  
 Start Time: 0900

Time	Direction: E					Direction: W				Combined		Total	Total			
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total						
0		50			42	39			50	181	100	61	54	44	259	440
100		28			37	33			35	133	35	42	42	21	140	273
200		27			29	18			20	94	37	29	31	22	119	213
300		25			17	19			28	89	14	15	20	20	69	158
400		50			44	58			64	216	21	28	30	49	128	344
500		69			106	154			153	482	47	81	100	151	379	861
600		193			303	422			540	1458	166	214	270	273	923	2381
700		588			809	737			699	2833	399	392	589	539	1919	4752
800		754			630	626			655	2665	447	572	433	375	1827	4492
900		478			488	512			492	1970	379	425	347	356	1507	3477
1000		468			418	467			427	1780	380	405	366	397	1548	3328
1100		492			416	476			516	1900	424	415	470	455	1764	3664
1200		421			525	478			486	1910	495	440	418	446	1799	3709
1300		491			463	496			445	1895	490	459	452	478	1879	3774
1400		440			457	512			511	1920	476	426	537	525	1964	3884
1500		441			495	571			426	1933	553	494	534	565	2146	4079
1600		436			423	420			461	1740	653	706	583	617	2559	4299
1700		477			473	526			419	1895	511	606	606	607	2330	4225
1800		529			524	477			468	1998	541	436	376	367	1720	3718
1900		372			325	309			311	1317	372	340	325	290	1327	2644
2000		267			233	231			197	928	290	323	264	230	1107	2035
2100		156			147	140			140	583	268	193	207	179	847	1430
2200		131			110	105			101	447	220	184	162	183	749	1196
2300		94			85	56			45	280	173	118	112	106	509	789

24-Hour Totals: 30647 29518 60165

**PK SEASON**      **PSCF**      **1.06**      **EB**      **1,967**      **WB**      **2,605**

**AVERAGE:**      **EB**      **2,104**      **WB**      **2,627**

County: 86  
 Station: 0134  
 Description: SR 870 / COMMERCIAL BLVD - E OF SR 811  
 Start Date: 03/21/2007  
 Start Time: 1300

Time	Direction: E					Direction: W				Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	63	75	48	42	228	114	61	72	34	281	509	
100	34	23	29	25	111	51	37	34	30	152	263	
200	29	34	19	20	102	35	31	24	30	120	222	
300	18	13	23	19	73	22	18	18	18	76	149	
400	16	36	19	41	112	12	14	24	22	72	184	
500	30	43	45	90	208	48	43	44	80	215	423	
600	98	152	220	354	824	95	113	178	225	611	1435	
700	334	352	507	594	1787	263	329	375	453	1420	3207	
800	602	508	489	575	2174	451	418	408	398	1675	3849	
900	500	425	437	492	1854	361	395	353	400	1509	3363	
1000	487	450	453	430	1820	337	408	342	392	1479	3299	
1100	401	440	408	439	1688	428	443	423	482	1776	3464	
1200	394	579	502	514	1989	431	510	439	469	1849	3838	
1300	544	499	465	522	2030	424	523	394	465	1806	3836	
1400	517	520	471	543	2051	429	504	489	510	1932	3983	
1500	507	477	454	480	1918	566	542	519	530	2157	4075	
1600	491	394	399	458	1742	535	486	497	544	2062	3804	
1700	460	524	500	453	1937	556	541	440	430	1967	3904	
1800	542	499	535	505	2081	444	482	423	354	1703	3784	
1900	447	364	362	335	1508	344	366	340	358	1408	2916	
2000	357	253	272	249	1131	326	320	283	298	1227	2358	
2100	228	221	229	210	888	246	209	242	235	932	1820	
2200	200	193	169	133	695	249	197	194	165	805	1500	
2300	138	86	81	85	390	183	154	139	130	606	996	
24-Hour Totals:	29341										27840	57181
<b>PK SEASON</b>	<b>PSCF</b>	<b>0.96</b>	<b>EB</b>	<b>1,902</b>	<b>WB</b>	<b>2,052</b>						

County: 86  
 Station: 0134  
 Description: SR 870 / COMMERCIAL BLVD - E OF SR 811  
 Start Date: 07/02/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	75	46	39	36	196	78	62	56	34	230	426	
100	44	28	33	29	134	31	33	29	23	116	250	
200	23	22	18	21	84	26	17	17	16	76	160	
300	10	12	16	25	63	7	19	15	10	51	114	
400	22	24	20	34	100	12	23	19	32	86	186	
500	33	55	56	69	213	30	43	57	71	201	414	
600	106	181	214	395	896	93	122	145	190	550	1446	
700	332	388	426	482	1628	260	263	333	386	1242	2870	
800	553	516	533	570	2172	369	438	413	432	1652	3824	
900	495	463	439	420	1817	457	405	378	482	1722	3539	
1000	562	448	426	528	1964	481	433	451	454	1819	3783	
1100	456	460	476	521	1913	489	463	458	468	1878	3791	
1200	506	498	597	504	2105	429	480	432	483	1824	3929	
1300	533	506	544	496	2079	459	514	530	406	1909	3988	
1400	460	566	524	550	2100	523	444	454	509	1930	4030	
1500	496	423	457	465	1841	560	519	563	575	2217	4058	
1600	456	441	516	470	1883	573	687	696	633	2589	4472	
1700	460	506	495	538	1999	616	679	622	601	2518	4517	
1800	403	463	428	520	1814	540	574	506	423	2043	3857	
1900	386	366	336	262	1350	453	405	323	313	1494	2844	
2000	285	287	223	189	984	227	293	209	173	902	1886	
2100	193	151	211	156	711	177	214	227	169	787	1498	
2200	142	147	132	116	537	143	171	146	131	591	1128	
2300	99	91	96	68	354	153	149	134	91	527	881	
24-Hour Totals:					28937						28954	57891
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.28</b>	<b>EB</b>	<b>2,499</b>	<b>WB</b>	<b>3,359</b>						
<b>AVERAGE:</b>			<b>EB</b>	<b>2,200</b>	<b>WB</b>	<b>2,705</b>						

County: 86  
 Station: 5296  
 Description: SR 870 / COMMERCIAL BLVD - 0.9 MI W OF US 1  
 Start Date: 02/27/2007  
 Start Time: 1230

Time	Direction: E					Direction: W				Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0	50	53	31	29	224	43	45	40	36	235	459
100	21	34	15	10	115	24	30	14	27	130	245
200	16	21	17	6	62	22	13	16	15	76	138
300	20	12	9	13	55	13	11	11	6	55	110
400	8	20	14	16	50	11	17	22	36	45	95
500	28	34	47	52	92	32	41	51	63	131	223
600	77	109	142	228	285	94	112	169	175	320	605
700	258	323	390	386	951	241	284	272	366	869	1820
800	398	430	394	434	1604	309	343	322	336	1290	2894
900	402	377	405	442	1607	304	324	330	312	1286	2893
1000	424	338	365	374	1609	310	321	278	350	1273	2882
1100	357	373	363	391	1469	358	355	357	386	1341	2810
1200	422	401	403	439	1577	310	386	367	370	1439	3016
1300	427	397	387	404	1666	333	329	401	385	1399	3065
1400	345	357	400	431	1493	402	350	363	435	1538	3031
1500	432	441	415	390	1704	402	419	409	409	1619	3323
1600	431	363	344	440	1599	424	428	395	390	1670	3269
1700	390	381	396	332	1555	407	379	405	330	1571	3126
1800	323	422	414	356	1473	326	377	276	294	1438	2911
1900	322	302	268	239	1394	274	258	252	215	1102	2496
2000	199	232	194	175	938	211	237	208	165	915	1853
2100	163	138	150	120	670	198	159	188	164	730	1400
2200	115	109	97	97	494	172	150	147	122	674	1168
2300	85	60	67	54	339	127	92	86	61	488	827
24-Hour Totals:	23025									21634	44659
<b>PK SEASON</b>	<b>PSCF</b>	<b>0.99</b>	<b>EB</b>	<b>1,702</b>	<b>WB</b>	<b>1,648</b>					



County: 86  
 Station: 5296  
 Description: SR 870 / COMMERCIAL BLVD - 0.9 MI W OF US 1  
 Start Date: 07/10/2007  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	54	55	50	46	205	45	59	39	34	177	382		
100	39	19	21	23	102	28	40	29	28	125	227		
200	26	19	23	15	83	32	23	19	17	91	174		
300	15	19	17	14	65	10	12	21	7	50	115		
400	13	19	22	31	85	10	13	19	29	71	156		
500	29	25	37	61	152	36	36	60	60	192	344		
600	56	86	97	192	431	81	86	111	117	395	826		
700	173	224	318	310	1025	164	193	244	278	879	1904		
800	347	342	418	405	1512	278	339	268	289	1174	2686		
900	386	361	336	360	1443	304	263	289	281	1137	2580		
1000	354	343	364	364	1425	250	287	296	258	1091	2516		
1100	350	350	352	343	1395	265	295	373	315	1248	2643		
1200	409	326	388	390	1513	310	325	315	312	1262	2775		
1300	359	363	339	381	1442	274	356	275	333	1238	2680		
1400	346	334	365	377	1422	362	329	307	350	1348	2770		
1500	364	349	385	327	1425	398	379	331	410	1518	2943		
1600	323	345	379	341	1388	352	427	405	369	1553	2941		
1700	338	361	405	352	1456	419	373	356	370	1518	2974		
1800	335	308	314	349	1306	273	322	251	251	1097	2403		
1900	294	299	294	236	1123	265	235	239	236	975	2098		
2000	201	208	204	193	806	170	248	186	201	805	1611		
2100	173	163	169	166	671	217	195	149	148	709	1380		
2200	121	126	112	121	480	174	168	142	135	619	1099		
2300	107	88	67	61	323	126	106	85	86	403	726		
24-Hour Totals:						21278						19675	40953
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.09</b>	<b>EB</b>	<b>1,529</b>	<b>WB</b>	<b>1,766</b>							
<b>AVERAGE:</b>			<b>EB</b>	<b>1,616</b>	<b>WB</b>	<b>1,707</b>							

County: 86  
 Station: 0466  
 Description: SR 870 / COMMERCIAL BLVD - W OF ICWW BRIDGE  
 Start Date: 03/21/2007  
 Start Time: 1330

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	41	46	34	28	149	77	52	43	32	204	353	
100	23	20	21	16	80	25	26	25	18	94	174	
200	21	13	17	17	68	26	25	13	17	81	149	
300	16	5	18	16	55	11	9	16	6	42	97	
400	13	7	11	12	43	8	8	9	15	40	83	
500	11	20	20	30	81	24	28	28	46	126	207	
600	40	46	77	114	277	61	63	101	147	372	649	
700	130	135	178	241	684	147	210	296	337	990	1674	
800	221	228	204	209	862	273	272	281	258	1084	1946	
900	249	206	232	230	917	307	254	309	277	1147	2064	
1000	265	244	252	251	1012	257	257	312	301	1127	2139	
1100	241	244	302	227	1014	309	295	339	282	1225	2239	
1200	311	312	265	295	1183	345	261	305	290	1201	2384	
1300	262	272	304	283	1121	321	278	403	320	1322	2443	
1400	304	310	290	289	1193	350	327	345	356	1378	2571	
1500	300	319	311	340	1270	313	348	363	331	1355	2625	
1600	313	276	350	304	1243	337	291	371	291	1290	2533	
1700	332	310	341	330	1313	342	271	311	282	1206	2519	
1800	317	308	303	289	1217	282	273	270	217	1042	2259	
1900	313	250	261	247	1071	256	231	231	193	911	1982	
2000	256	239	219	180	894	195	146	168	147	656	1550	
2100	184	195	140	154	673	137	142	119	129	527	1200	
2200	131	163	128	98	520	147	135	127	99	508	1028	
2300	84	56	53	56	249	117	92	75	75	359	608	
24-Hour Totals:	17189										18287	35476
<b>PK SEASON</b>	<b>PSCF</b>	<b>0.96</b>	<b>EB</b>	<b>1,232</b>	<b>WB</b>	<b>1,324</b>						

County: 86  
 Station: 0466  
 Description: SR 870 / COMMERCIAL BLVD - W OF ICWW BRIDGE  
 Start Date: 06/28/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	39	43	47	29	158	52	38	38	32	160	318		
100	33	35	18	14	100	47	25	21	25	118	218		
200	13	15	14	19	61	10	19	14	6	49	110		
300	13	18	12	12	55	9	13	5	8	35	90		
400	10	12	12	10	44	8	9	13	13	43	87		
500	11	15	20	29	75	17	18	17	33	85	160		
600	31	51	53	107	242	39	54	93	101	287	529		
700	89	123	150	167	529	112	126	170	205	613	1142		
800	204	227	227	232	890	241	220	226	308	995	1885		
900	221	239	207	220	887	251	237	215	247	950	1837		
1000	206	197	285	215	903	287	289	215	227	1018	1921		
1100	258	212	251	243	964	226	225	229	257	937	1901		
1200	223	256	185	288	952	284	210	218	292	1004	1956		
1300	246	217	199	207	869	213	233	238	291	975	1844		
1400	225	220	235	227	907	243	248	212	258	961	1868		
1500	236	233	228	241	938	239	255	266	250	1010	1948		
1600	257	247	237	257	998	274	236	255	230	995	1993		
1700	273	247	255	288	1063	238	239	240	213	930	1993		
1800	299	255	226	274	1054	222	199	220	185	826	1880		
1900	224	226	210	194	854	187	171	174	152	684	1538		
2000	190	202	201	187	780	172	155	140	156	623	1403		
2100	162	162	156	119	599	165	124	140	119	548	1147		
2200	114	95	104	88	401	122	118	106	110	456	857		
2300	75	61	50	54	240	99	81	86	61	327	567		
24-Hour Totals:						14563						14629	29192
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.28</b>	<b>EB</b>	<b>1,228</b>	<b>WB</b>	<b>1,338</b>							
<b>AVERAGE:</b>			<b>EB</b>	<b>1,230</b>	<b>WB</b>	<b>1,331</b>							

County: 86  
 Station: 7812  
 Description: BROWARD BLVD E OF PINE ISLAND RD  
 Start Date: 12/05/2007  
 Start Time: 0945

Time	Direction: E					Direction: W				Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0	21	21	21	18	81	27	37	14	16	94	175
100	14	8	7	13	42	19	14	13	5	51	93
200	12	9	7	6	34	11	8	4	7	30	64
300	9	3	6	8	26	9	2	9	11	31	57
400	3	11	10	13	37	3	10	8	21	42	79
500	21	27	44	66	158	15	21	31	47	114	272
600	80	120	180	277	657	33	71	92	142	338	995
700	319	561	621	567	2068	122	199	282	245	848	2916
800	564	518	498	458	2038	292	232	202	261	987	3025
900	378	337	315	341	1371	209	218	218	225	870	2241
1000	386	301	293	314	1294	221	193	213	252	879	2173
1100	308	306	282	309	1205	257	264	310	282	1113	2318
1200	308	383	339	327	1357	327	326	278	328	1259	2616
1300	313	304	346	319	1282	327	368	293	337	1325	2607
1400	319	368	339	387	1413	362	329	370	365	1426	2839
1500	353	343	306	301	1303	394	460	450	441	1745	3048
1600	278	340	326	348	1292	413	449	474	494	1830	3122
1700	289	409	382	372	1452	562	532	593	582	2269	3721
1800	329	376	308	239	1252	543	438	516	397	1894	3146
1900	277	266	212	175	930	336	310	261	207	1114	2044
2000	151	137	172	100	560	209	206	168	176	759	1319
2100	127	111	108	105	451	169	174	150	114	607	1058
2200	103	101	66	58	328	136	102	122	79	439	767
2300	57	38	36	48	179	61	66	50	36	213	392
24-Hour Totals:	20810									20277	41087
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.06</b>	<b>EB</b>	<b>1,582</b>	<b>WB</b>	<b>2,385</b>					

County: 86  
 Station: 7812  
 Description: BROWARD BLVD E OF PINE ISLAND RD  
 Start Date: 06/06/2007  
 Start Time: 1000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	35	16	18	28	97	24	35	35	20	114	211	
100	14	15	8	17	54	12	23	14	12	61	115	
200	10	6	9	22	47	12	20	9	14	55	102	
300	7	6	3	9	25	13	15	9	20	57	82	
400	6	9	6	17	38	10	12	12	15	49	87	
500	13	14	30	54	111	8	20	35	36	99	210	
600	54	85	144	224	507	47	66	113	108	334	841	
700	254	333	382	413	1382	111	135	207	251	704	2086	
800	424	437	445	392	1698	250	229	237	277	993	2691	
900	356	331	302	323	1312	222	201	199	255	877	2189	
1000	306	302	277	300	1185	269	235	257	285	1046	2231	
1100	252	248	238	264	1002	273	347	349	343	1312	2314	
1200	286	290	334	326	1236	411	299	306	321	1337	2573	
1300	298	297	262	303	1160	326	337	324	404	1391	2551	
1400	284	246	312	283	1125	356	366	389	410	1521	2646	
1500	256	267	263	290	1076	392	427	451	420	1690	2766	
1600	257	284	233	270	1044	475	486	480	538	1979	3023	
1700	275	255	302	275	1107	740	673	651	599	2663	3770	
1800	239	288	230	213	970	563	476	388	291	1718	2688	
1900	223	177	169	165	734	303	289	246	219	1057	1791	
2000	128	167	141	102	538	199	233	194	188	814	1352	
2100	111	117	88	80	396	210	163	140	113	626	1022	
2200	74	59	81	63	277	130	106	91	80	407	684	
2300	36	43	46	30	155	76	64	47	37	224	379	
24-Hour Totals:					17276						21128	38404
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.06</b>	<b>EB</b>	<b>1,173</b>	<b>WB</b>	<b>2,823</b>						
<b>AVERAGE:</b>			<b>EB</b>	<b>1,377</b>	<b>WB</b>	<b>2,604</b>						

County: 86  
 Station: 7064  
 Description: BROWARD BLVD W OF UNIVERSITY DR  
 Start Date: 10/29/2007  
 Start Time: 0945

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	44	18	19	14	95	24	17	17	18	76	171	
100	15	11	8	9	43	13	17	8	6	44	87	
200	11	11	3	14	39	6	7	9	9	31	70	
300	7	5	9	5	26	6	7	12	10	35	61	
400	4	6	11	15	36	6	17	13	25	61	97	
500	13	22	41	49	125	16	41	49	62	168	293	
600	74	99	182	224	579	77	114	161	223	575	1154	
700	306	421	511	436	1674	200	272	317	485	1274	2948	
800	457	405	385	368	1615	403	389	407	407	1606	3221	
900	250	309	274	253	1086	343	352	293	273	1261	2347	
1000	232	232	306	290	1060	276	265	285	280	1106	2166	
1100	272	280	275	309	1136	265	317	290	306	1178	2314	
1200	314	345	331	315	1305	328	326	344	356	1354	2659	
1300	343	293	309	298	1243	352	322	370	362	1406	2649	
1400	339	330	347	366	1382	320	329	358	392	1399	2781	
1500	327	330	355	336	1348	444	422	379	374	1619	2967	
1600	348	351	380	393	1472	408	368	415	439	1630	3102	
1700	410	374	389	342	1515	492	478	481	473	1924	3439	
1800	303	306	262	238	1109	434	367	360	309	1470	2579	
1900	264	225	244	205	938	248	253	229	183	913	1851	
2000	212	161	184	178	735	191	158	178	124	651	1386	
2100	188	163	147	117	615	130	102	119	74	425	1040	
2200	103	61	58	51	273	95	56	59	54	264	537	
2300	54	57	39	34	184	52	48	39	32	171	355	
24-Hour Totals:	19633										20641	40274
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.05</b>	<b>EB</b>	<b>1,644</b>	<b>WB</b>	<b>1,985</b>						

County: 86  
 Station: 7064  
 Description: BROWARD BLVD W OF UNIVERSITY DR  
 Start Date: 04/30/2007  
 Start Time: 0930

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	21	34	18	23	96	21	21	16	18	76	172	
100	28	16	21	12	77	10	12	17	9	48	125	
200	8	6	5	15	34	6	14	3	5	28	62	
300	8	1	5	5	19	6	4	9	15	34	53	
400	10	1	8	9	28	7	6	12	21	46	74	
500	20	14	32	45	111	19	30	36	58	143	254	
600	63	83	136	201	483	59	83	149	160	451	934	
700	268	426	460	415	1569	182	217	293	374	1066	2635	
800	384	381	355	329	1449	369	309	358	319	1355	2804	
900	275	257	235	258	1025	327	271	278	272	1148	2173	
1000	296	249	286	242	1073	266	290	253	279	1088	2161	
1100	271	308	285	277	1141	264	293	271	293	1121	2262	
1200	285	286	301	322	1194	268	290	349	296	1203	2397	
1300	346	256	305	266	1173	321	291	307	322	1241	2414	
1400	275	299	272	315	1161	275	326	346	393	1340	2501	
1500	287	346	349	327	1309	404	380	362	400	1546	2855	
1600	355	313	335	305	1308	323	361	373	414	1471	2779	
1700	339	296	296	297	1228	428	452	427	483	1790	3018	
1800	297	242	210	231	980	464	338	310	286	1398	2378	
1900	195	201	199	174	769	211	189	220	160	780	1549	
2000	196	199	159	136	690	186	128	185	125	624	1314	
2100	153	149	124	113	539	110	108	96	103	417	956	
2200	83	68	57	47	255	75	81	52	66	274	529	
2300	73	50	56	25	204	59	45	44	32	180	384	

24-Hour Totals: 17915 18868 36783

PK SEASON PSCF 1.03 EB 1,265 WB 1,844

**AVERAGE: EB 1,455 WB 1,914**

County: 86  
 Station: 0020  
 Description: SR 842 / BROWARD BLVD - E OF SR 817/UNIV DR  
 Start Date: 06/07/2007  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	56	31	31	38	156	32	34	26	63	155	311
100	27	18	21	15	81	59	44	15	20	138	219
200	12	11	11	14	48	22	37	42	81	182	230
300	12	7	9	14	42	78	68	46	23	215	257
400	12	15	9	20	56	8	13	18	25	64	120
500	22	25	37	50	134	16	27	62	67	172	306
600	64	106	160	242	572	74	121	179	233	607	1179
700	264	366	448	432	1510	198	203	318	361	1080	2590
800	457	390	452	360	1659	367	365	397	397	1526	3185
900	312	340	304	293	1249	309	303	290	326	1228	2477
1000	265	263	342	294	1164	311	317	278	356	1262	2426
1100	292	315	359	333	1299	350	330	364	336	1380	2679
1200	398	359	347	352	1456	397	349	377	378	1501	2957
1300	373	342	383	340	1438	398	359	331	423	1511	2949
1400	348	313	358	363	1382	348	400	384	421	1553	2935
1500	358	376	368	350	1452	371	373	393	409	1546	2998
1600	382	404	360	372	1518	442	423	457	477	1799	3317
1700	452	388	382	374	1596	536	576	570	515	2197	3793
1800	364	299	318	315	1296	565	444	398	358	1765	3061
1900	315	280	279	238	1112	333	278	257	235	1103	2215
2000	242	237	212	207	898	264	200	187	184	835	1733
2100	252	198	208	162	820	196	154	151	154	655	1475
2200	161	136	115	97	509	160	112	101	82	455	964
2300	87	107	80	75	349	78	61	76	49	264	613

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 24-Hour Totals: 21796 23193 44989  
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**PK SEASON PSCF 1.06 EB 1,692 WB 2,329**



County: 86  
 Station: 0020  
 Description: SR 842 / BROWARD BLVD - E OF SR 817/UNIV DR  
 Start Date: 03/19/2007  
 Start Time: 1200

Direction: E						Direction: W					Combined	
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	40	41	18	22	121	31	23	23	18	95	216	
100	19	20	9	6	54	17	12	15	15	59	113	
200	11	11	11	11	44	12	10	10	10	42	86	
300	15	9	10	18	52	13	8	15	12	48	100	
400	11	10	12	19	52	16	12	15	22	65	117	
500	19	28	45	75	167	39	38	54	73	204	371	
600	82	134	167	241	624	77	107	176	232	592	1216	
700	338	480	576	452	1846	204	279	319	439	1241	3087	
800	492	421	411	435	1759	368	397	321	351	1437	3196	
900	350	304	339	280	1273	400	298	314	280	1292	2565	
1000	287	260	259	313	1119	287	286	272	315	1160	2279	
1100	286	273	325	281	1165	303	309	321	339	1272	2437	
1200	349	356	382	342	1429	363	309	344	358	1374	2803	
1300	394	362	331	348	1435	350	342	330	392	1414	2849	
1400	317	343	349	361	1370	326	371	365	393	1455	2825	
1500	377	347	409	339	1472	447	417	456	457	1777	3249	
1600	383	388	409	368	1548	455	455	506	503	1919	3467	
1700	467	389	447	360	1663	554	550	570	576	2250	3913	
1800	371	372	301	297	1341	611	519	418	361	1909	3250	
1900	267	257	284	222	1030	354	307	261	242	1164	2194	
2000	256	229	198	217	900	201	201	187	184	773	1673	
2100	227	190	178	130	725	156	126	124	105	511	1236	
2200	136	123	75	77	411	111	85	90	74	360	771	
2300	67	78	64	47	256	53	53	51	37	194	450	

24-Hour Totals: 21856 22607 44463

PK SEASON PSCF 1.00 EB 1,663 WB 2,250

**AVERAGE: EB 1,677 WB 2,289**

County: 86  
 Station: 0485  
 Description: SR 842 / BROWARD BLVD - W OF E ACRE DR  
 Start Date: 06/07/2007  
 Start Time: 0000

Direction: E						Direction: W					Combined		
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total	
0	46	29	26	30	131	39	32	37	26	134	265	265	
100	17	14	14	9	54	19	24	23	12	78	132	132	
200	8	13	8	10	39	16	18	13	17	64	103	103	
300	12	5	5	6	28	16	14	20	16	66	94	94	
400	10	13	12	10	45	11	12	6	17	46	91	91	
500	22	31	40	49	142	17	19	50	57	143	285	285	
600	84	102	184	217	587	58	76	173	197	504	1091	1091	
700	291	327	407	441	1466	160	191	274	307	932	2398	2398	
800	409	348	363	301	1421	318	339	318	281	1256	2677	2677	
900	293	249	282	253	1077	274	239	234	250	997	2074	2074	
1000	207	214	249	225	895	255	262	250	265	1032	1927	1927	
1100	207	235	255	232	929	276	294	299	281	1150	2079	2079	
1200	261	258	242	258	1019	297	313	259	319	1188	2207	2207	
1300	246	258	267	245	1016	310	292	335	364	1301	2317	2317	
1400	293	252	302	253	1100	325	288	361	352	1326	2426	2426	
1500	256	245	263	270	1034	300	345	367	351	1363	2397	2397	
1600	299	285	253	257	1094	411	391	442	487	1731	2825	2825	
1700	327	316	298	265	1206	520	635	607	546	2308	3514	3514	
1800	277	252	249	205	983	499	421	340	337	1597	2580	2580	
1900	232	212	197	187	828	279	239	247	190	955	1783	1783	
2000	166	180	141	167	654	215	151	161	167	694	1348	1348	
2100	166	165	146	133	610	165	132	147	123	567	1177	1177	
2200	123	109	95	89	416	113	128	90	69	400	816	816	
2300	65	75	48	66	254	74	55	62	50	241	495	495	
24-Hour Totals:					17028					20073	37101		
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.07</b>	<b>EB</b>	<b>1,290</b>	<b>WB</b>	<b>2,470</b>							

County: 86  
 Station: 0485  
 Description: SR 842 / BROWARD BLVD - W OF E ACRE DR  
 Start Date: 03/19/2007  
 Start Time: 1200

Time	Direction: E						Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total		1st	2nd	3rd	4th	Total		
0	32	17	16	15	80		14	23	14	20	71	151	
100	23	15	4	6	48		15	13	15	10	53	101	
200	6	5	8	9	28		8	9	11	11	39	67	
300	6	9	9	10	34		13	5	8	11	37	71	
400	7	10	16	22	55		13	11	21	20	65	120	
500	19	31	64	76	190		23	30	71	50	174	364	
600	120	188	209	347	864		91	133	187	172	583	1447	
700	484	539	622	528	2173		220	277	338	360	1195	3368	
800	465	459	382	350	1656		334	286	307	326	1253	2909	
900	291	286	241	211	1029		268	222	269	226	985	2014	
1000	258	211	257	223	949		237	212	273	206	928	1877	
1100	244	228	235	255	962		224	274	254	270	1022	1984	
1200	231	288	241	287	1047		218	265	273	287	1043	2090	
1300	279	241	274	264	1058		265	292	290	261	1108	2166	
1400	285	271	275	269	1100		273	317	291	385	1266	2366	
1500	294	250	325	308	1177		380	372	429	370	1551	2728	
1600	280	324	343	342	1289		457	476	438	544	1915	3204	
1700	379	303	327	281	1290		592	543	604	559	2298	3588	
1800	290	241	200	219	950		551	426	298	305	1580	2530	
1900	217	196	235	171	819		291	202	211	150	854	1673	
2000	152	158	156	155	621		220	149	154	135	658	1279	
2100	150	122	120	107	499		150	110	107	91	458	957	
2200	107	77	50	54	288		89	90	76	60	315	603	
2300	51	60	51	25	187		56	57	37	34	184	371	
24-Hour Totals:					18393							19635	38028

**PK SEASON PSCF 0.99 EB 1,337 WB 2,260**

**AVERAGE: EB 1,314 WB 2,365**

County: 86  
 Station: 0493  
 Description: SR 842 / BROWARD BLVD - W OF NW 31 AVE  
 Start Date: 01/24/2007  
 Start Time: 0000

Time	Direction: E					Direction: W				Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0	78	70	67	58	273	91	74	61	48	274	547
100	63	32	35	30	160	60	45	34	39	178	338
200	27	23	25	27	102	43	36	40	29	148	250
300	46	36	14	23	119	37	18	31	41	127	246
400	32	12	26	39	109	37	26	31	29	123	232
500	39	43	71	90	243	31	35	64	55	185	428
600	103	136	193	211	643	69	111	164	190	534	1177
700	254	237	405	363	1259	153	166	226	294	839	2098
800	356	419	390	373	1538	246	272	308	347	1173	2711
900	306	292	300	252	1150	282	280	286	322	1170	2320
1000	269	242	277	263	1051	280	263	326	333	1202	2253
1100	268	289	267	297	1121	294	342	312	358	1306	2427
1200	302	302	315	313	1232	354	351	351	340	1396	2628
1300	305	314	286	315	1220	372	319	354	353	1398	2618
1400	305	331	320	325	1281	404	343	344	381	1472	2753
1500	305	310	336	316	1267	405	423	437	423	1688	2955
1600	322	313	333	323	1291	484	491	548	597	2120	3411
1700	333	390	329	309	1361	544	629	668	624	2465	3826
1800	301	315	297	271	1184	651	520	436	386	1993	3177
1900	255	289	222	265	1031	355	327	302	290	1274	2305
2000	205	227	187	201	820	257	242	226	195	920	1740
2100	190	190	202	167	749	188	200	190	172	750	1499
2200	181	174	144	157	656	187	208	171	182	748	1404
2300	113	156	140	101	510	167	148	132	140	587	1097
24-Hour Totals:	20370									24070	44440
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.01</b>	<b>EB</b>	<b>1,342</b>	<b>WB</b>	<b>2,598</b>					

County: 86  
 Station: 0493  
 Description: SR 842 / BROWARD BLVD - W OF NW 31 AVE  
 Start Date: 07/24/2007  
 Start Time: 1030

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	66	80	50	52	354	64	79	52	48	325	679	
100	33	43	35	35	178	50	42	42	38	192	370	
200	34	29	21	18	133	19	34	19	24	133	266	
300	20	21	22	18	80	25	24	19	15	92	172	
400	25	17	30	33	82	17	18	29	25	69	151	
500	34	60	92	105	157	48	47	80	84	149	306	
600	137	223	284	318	557	87	132	178	212	383	940	
700	396	420	512	559	1418	222	218	262	325	830	2248	
800	582	568	477	496	2221	327	340	349	333	1254	3475	
900	404	402	365	360	1779	333	300	297	311	1315	3094	
1000	332	328	312	294	1385	328	285	296	337	1221	2606	
1100	345	335	322	360	1286	313	315	317	348	1261	2547	
1200	371	379	415	402	1432	386	381	384	339	1432	2864	
1300	374	365	413	323	1556	328	351	353	373	1402	2958	
1400	348	372	361	415	1456	390	365	383	369	1481	2937	
1500	350	361	373	367	1487	397	406	452	451	1555	3042	
1600	361	423	389	382	1524	503	532	554	552	1938	3462	
1700	466	420	385	368	1657	599	660	617	650	2365	4022	
1800	354	389	320	256	1496	624	559	481	361	2450	3946	
1900	281	276	225	219	1133	278	275	256	255	1395	2528	
2000	198	230	212	198	872	233	214	217	223	958	1830	
2100	240	188	191	190	838	245	224	188	196	909	1747	
2200	195	152	136	130	728	196	185	127	124	765	1493	
2300	120	85	107	101	471	129	129	105	77	509	980	
24-Hour Totals:	24280										24383	48663
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.28</b>	<b>EB</b>	<b>2,121</b>	<b>WB</b>	<b>3,027</b>						
<b>AVERAGE:</b>			<b>EB</b>	<b>1,732</b>	<b>WB</b>	<b>2,812</b>						

County: 86  
 Station: 0461  
 Description: SR 842 / BROWARD BLVD - W OF SR 7/US 441  
 Start Date: 04/11/2007  
 Start Time: 1115

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0	39	25	30	24	118	49	49	49	38	185	303		
100	29	22	18	11	80	31	21	29	24	105	185		
200	16	10	6	8	40	25	20	17	9	71	111		
300	11	7	14	5	37	18	11	17	22	68	105		
400	17	18	24	19	78	17	18	16	19	70	148		
500	33	48	61	75	217	16	23	48	63	150	367		
600	130	185	296	301	912	53	95	163	181	492	1404		
700	426	495	548	516	1985	199	239	302	303	1043	3028		
800	513	561	454	406	1934	308	309	302	305	1224	3158		
900	403	320	301	304	1328	252	277	237	236	1002	2330		
1000	277	251	273	40	841	247	235	241	144	867	1708		
1100	0	287	294	292	873	0	282	276	274	832	1705		
1200	287	294	334	303	1218	295	287	320	280	1182	2400		
1300	309	279	302	268	1158	323	280	313	299	1215	2373		
1400	325	304	331	285	1245	293	339	331	407	1370	2615		
1500	298	292	347	282	1219	416	371	424	483	1694	2913		
1600	327	323	373	316	1339	438	488	517	634	2077	3416		
1700	374	351	322	319	1366	578	597	693	618	2486	3852		
1800	322	314	294	254	1184	590	505	388	388	1871	3055		
1900	261	228	218	197	904	321	277	292	287	1177	2081		
2000	169	162	169	174	674	229	236	214	243	922	1596		
2100	163	163	130	117	573	189	207	197	194	787	1360		
2200	131	108	90	66	395	161	148	99	104	512	907		
2300	77	59	66	44	246	89	94	79	63	325	571		
24-Hour Totals:						19964						21727	41691
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.01</b>	<b>EB</b>	<b>1,377</b>	<b>WB</b>	<b>2,527</b>							

County: 86  
 Station: 0461  
 Description: SR 842 / BROWARD BLVD - W OF SR 7/US 441  
 Start Date: 06/07/2007  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	55	31	27	33	146	65	43	56	35	199	345
100	23	15	13	12	63	32	23	26	16	97	160
200	9	15	7	9	40	20	21	14	17	72	112
300	10	8	13	8	39	18	16	26	9	69	108
400	17	21	26	37	101	17	13	12	11	53	154
500	22	33	52	64	171	14	27	48	47	136	307
600	132	157	207	302	798	68	90	176	180	514	1312
700	349	436	579	533	1897	153	188	268	322	931	2828
800	519	484	447	434	1884	279	289	299	266	1133	3017
900	330	286	306	237	1159	267	223	267	260	1017	2176
1000	185	210	237	252	884	236	273	258	289	1056	1940
1100	285	234	250	223	992	298	305	331	333	1267	2259
1200	309	292	243	319	1163	321	323	318	334	1296	2459
1300	257	277	313	260	1107	316	333	357	388	1394	2501
1400	319	279	326	288	1212	335	324	393	380	1432	2644
1500	367	274	333	315	1289	343	379	407	385	1514	2803
1600	337	317	298	305	1257	444	448	450	607	1949	3206
1700	366	350	362	275	1353	614	702	664	593	2573	3926
1800	288	270	258	233	1049	543	473	348	378	1742	2791
1900	232	219	201	195	847	301	301	248	230	1080	1927
2000	178	164	167	154	663	201	175	163	200	739	1402
2100	163	154	133	122	572	178	176	165	151	670	1242
2200	125	120	94	90	429	151	145	92	88	476	905
2300	67	74	54	72	267	82	63	76	57	278	545

24-Hour Totals: 19382 21687 41069

**PK SEASON PSCF 1.06 EB 1,466 WB 2,742**

**AVERAGE: EB 1,421 WB 2,635**

County: 86  
 Station: 5136  
 Description: SR 842 / BROWARD BLVD - W OF SR 9/I-95  
 Start Date: 01/18/2007  
 Start Time: 0945

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	60	62	46	55	223	91	73	60	61	285	508
100	40	41	36	26	143	58	55	50	44	207	350
200	36	27	20	25	108	56	64	41	29	190	298
300	38	36	38	36	148	31	40	33	33	137	285
400	48	25	54	58	185	45	26	35	34	140	325
500	76	96	133	159	464	36	35	69	71	211	675
600	194	305	397	385	1281	92	126	159	223	600	1881
700	452	512	579	592	2135	230	263	302	273	1068	3203
800	573	525	477	406	1981	314	321	317	323	1275	3256
900	358	305	363	345	1371	319	237	245	274	1075	2446
1000	328	362	296	258	1244	287	303	310	299	1199	2443
1100	327	284	316	334	1261	280	308	380	354	1322	2583
1200	306	321	341	339	1307	346	347	335	338	1366	2673
1300	329	328	334	353	1344	357	386	337	332	1412	2756
1400	276	366	336	359	1337	319	387	359	349	1414	2751
1500	366	348	355	361	1430	467	421	426	441	1755	3185
1600	318	343	354	316	1331	465	545	555	553	2118	3449
1700	350	385	343	362	1440	622	681	681	639	2623	4063
1800	347	337	315	330	1329	564	488	433	342	1827	3156
1900	252	273	220	209	954	357	282	318	283	1240	2194
2000	211	175	149	148	683	225	217	212	197	851	1534
2100	158	170	161	176	665	211	200	149	198	758	1423
2200	163	145	133	128	569	189	179	176	175	719	1288
2300	109	95	104	67	375	153	161	128	89	531	906

24-Hour Totals: 23308 24323 47631

**PK SEASON**      **PSCF**      **1.01**      **EB**      **1,454**      **WB**      **2,649**



County: 86  
 Station: 5136  
 Description: SR 842 / BROWARD BLVD - W OF SR 9/I-95  
 Start Date: 06/06/2007  
 Start Time: 1515

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0	70	58	57	44	328	111	97	75	73	464	792		
100	39	37	28	26	198	53	65	39	40	298	496		
200	22	25	24	21	113	52	40	41	41	196	309		
300	15	18	34	24	85	29	27	30	19	151	236		
400	24	33	57	48	100	26	11	13	26	102	202		
500	59	88	139	157	197	24	39	32	57	74	271		
600	182	290	423	417	566	87	102	148	185	215	781		
700	395	519	542	599	1525	227	261	307	328	662	2187		
800	551	514	491	452	2211	278	274	299	284	1174	3385		
900	346	355	391	335	1803	297	280	279	270	1154	2957		
1000	341	321	327	306	1422	305	275	284	317	1134	2556		
1100	322	300	382	300	1276	359	333	349	334	1235	2511		
1200	324	348	346	371	1306	405	373	335	351	1421	2727		
1300	312	351	356	390	1377	355	377	332	355	1414	2791		
1400	323	338	355	350	1420	339	363	386	368	1403	2823		
1500	405	288	317	277	1448	413	365	481	421	1530	2978		
1600	293	275	304	324	1175	478	550	547	546	1745	2920		
1700	359	374	315	264	1262	601	663	583	529	2244	3506		
1800	292	302	268	259	1245	481	401	343	301	2256	3501		
1900	246	219	245	228	1075	258	276	244	261	1303	2378		
2000	212	210	184	202	904	258	220	259	205	1039	1943		
2100	174	164	166	142	770	227	210	201	154	911	1681		
2200	151	153	150	112	623	172	189	141	147	737	1360		
2300	105	93	78	87	520	150	131	104	118	627	1147		
24-Hour Totals:						22949						23489	46438

**PK SEASON**      **PSCF**      **1.07**      **EB**      **1,468**      **WB**      **2,561**

<b>AVERAGE:</b>	<b>EB</b>	<b>1,461</b>	<b>WB</b>	<b>2,605</b>
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County: 86  
 Station: 0021  
 Description: SR 842 / BROWARD BLVD - E OF SR 9/I-95  
 Start Date: 07/24/2007  
 Start Time: 0945

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	132	86	124	83	425	122	105	98	110	435	860
100	73	64	55	59	251	93	75	54	54	276	527
200	34	43	31	29	137	63	69	47	56	235	372
300	34	26	34	33	127	54	53	50	41	198	325
400	27	36	52	32	147	49	38	52	64	203	350
500	58	86	163	198	505	54	87	95	122	358	863
600	254	356	438	496	1544	139	168	192	204	703	2247
700	500	547	615	602	2264	225	286	294	304	1109	3373
800	655	588	523	533	2299	325	300	286	360	1271	3570
900	664	630	627	615	2536	296	295	339	368	1298	3834
1000	567	540	514	512	2133	316	460	441	531	1748	3881
1100	542	509	569	486	2106	512	558	525	562	2157	4263
1200	544	553	528	571	2196	562	536	550	493	2141	4337
1300	520	572	540	559	2191	543	524	526	537	2130	4321
1400	519	500	522	513	2054	546	576	546	513	2181	4235
1500	489	507	526	442	1964	640	635	730	605	2610	4574
1600	516	498	467	459	1940	749	712	722	737	2920	4860
1700	538	431	442	410	1821	717	717	757	670	2861	4682
1800	437	394	372	337	1540	621	539	492	389	2041	3581
1900	330	298	265	268	1161	310	260	249	247	1066	2227
2000	234	234	228	234	930	233	248	236	222	939	1869
2100	217	216	213	199	845	225	212	196	228	861	1706
2200	215	187	186	160	748	219	211	174	178	782	1530
2300	145	138	142	126	551	197	155	143	135	630	1181

24-Hour Totals: 32415 31153 63568

**PK SEASON**      **PSCF**      **1.10**      **EB**      **2,134**      **WB**      **3,212**

County: 86  
 Station: 0021  
 Description: SR 842 / BROWARD BLVD - E OF SR 9/I-95  
 Start Date: 01/18/2007  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	176	167	128	138	609	207	169	155	120	651	1260
100	105	90	57	79	331	111	95	117	83	406	737
200	76	69	43	41	229	133	119	102	98	452	681
300	58	34	47	50	189	112	101	85	125	423	612
400	41	34	28	51	154	146	144	79	50	419	573
500	72	82	143	183	480	75	92	94	91	352	832
600	202	360	482	593	1637	133	159	261	251	804	2441
700	581	699	712	836	2828	268	322	400	393	1383	4211
800	824	826	770	809	3229	447	441	464	397	1749	4978
900	672	670	676	685	2703	426	449	458	476	1809	4512
1000	640	599	611	601	2451	482	472	495	502	1951	4402
1100	604	567	573	615	2359	506	532	556	551	2145	4504
1200	577	550	617	568	2312	582	542	545	535	2204	4516
1300	598	563	587	619	2367	544	561	548	579	2232	4599
1400	551	584	529	582	2246	580	600	637	601	2418	4664
1500	517	512	465	539	2033	737	685	821	733	2976	5009
1600	503	462	476	506	1947	721	777	802	897	3197	5144
1700	500	532	554	604	2190	955	942	910	861	3668	5858
1800	550	553	573	463	2139	788	698	607	567	2660	4799
1900	420	389	379	334	1522	504	422	447	377	1750	3272
2000	318	279	309	260	1166	345	338	314	284	1281	2447
2100	253	269	272	249	1043	351	315	268	322	1256	2299
2200	236	253	220	242	951	293	257	277	246	1073	2024
2300	206	254	235	237	932	278	270	208	223	979	1911

24-Hour Totals: 38047 38238 76285

PK SEASON PSCF 1.01 EB 2,212 WB 3,705

**AVERAGE: EB 2,173 WB 3,458**

County: 86  
 Station: 0200  
 Description: SR 842 / BROWARD BLVD - W OF SW 7 AVE  
 Start Date: 03/26/2007  
 Start Time: 1100

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	83	79	71	72	305	143	103	78	89	413	718
100	53	52	35	36	176	62	82	61	57	262	438
200	31	28	21	23	103	81	52	29	30	192	295
300	18	20	29	32	99	39	42	39	36	156	255
400	18	30	43	41	132	27	24	23	32	106	238
500	37	43	93	147	320	24	60	51	76	211	531
600	157	238	387	574	1356	104	139	186	213	642	1998
700	538	548	592	614	2292	255	262	319	327	1163	3455
800	674	703	377	592	2346	343	365	364	398	1470	3816
900	541	589	640	607	2377	328	340	429	399	1496	3873
1000	585	597	547	525	2254	373	421	443	441	1678	3932
1100	480	559	477	517	2033	422	512	482	511	1927	3960
1200	526	487	551	581	2145	369	571	522	499	1961	4106
1300	510	461	517	507	1995	539	508	553	550	2150	4145
1400	481	507	538	571	2097	546	590	513	617	2266	4363
1500	514	497	480	484	1975	556	637	667	643	2503	4478
1600	476	456	493	437	1862	710	640	661	685	2696	4558
1700	461	409	457	499	1826	546	600	607	666	2419	4245
1800	397	421	448	431	1697	619	695	440	480	2234	3931
1900	358	338	343	318	1357	431	360	402	331	1524	2881
2000	274	276	257	262	1069	393	309	363	264	1329	2398
2100	234	203	210	183	830	311	314	248	274	1147	1977
2200	167	166	170	142	645	240	309	214	234	997	1642
2300	133	105	98	111	447	247	210	146	131	734	1181

24-Hour Totals: 31738 31676 63414

**PK SEASON**      **PSCF**      **1.00**      **EB**      **1,937**      **WB**      **2,657**

County: 86  
 Station: 0200  
 Description: SR 842 / BROWARD BLVD - W OF SW 7 AVE  
 Start Date: 06/25/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	80	49	74	57	260	126	87	73	94	380	640
100	45	36	35	26	142	62	63	46	68	239	381
200	29	23	25	20	97	47	41	26	25	139	236
300	14	16	21	29	80	19	31	16	22	88	168
400	18	31	28	36	113	31	19	20	21	91	204
500	28	58	89	143	318	32	44	50	69	195	513
600	151	194	374	455	1174	86	133	134	166	519	1693
700	529	548	632	670	2379	183	227	260	232	902	3281
800	715	783	787	718	3003	384	345	359	367	1455	4458
900	625	693	564	568	2450	377	376	388	375	1516	3966
1000	450	440	418	415	1723	323	472	451	435	1681	3404
1100	413	484	424	451	1772	419	475	434	479	1807	3579
1200	484	402	554	471	1911	488	471	447	442	1848	3759
1300	561	555	514	514	2144	493	439	452	473	1857	4001
1400	407	466	445	429	1747	437	499	501	522	1959	3706
1500	462	471	464	510	1907	565	648	559	635	2407	4314
1600	365	468	432	386	1651	625	697	651	695	2668	4319
1700	422	479	436	431	1768	790	729	664	626	2809	4577
1800	429	447	355	384	1615	581	685	400	388	2054	3669
1900	295	259	264	233	1051	394	348	318	292	1352	2403
2000	224	222	218	202	866	256	272	260	222	1010	1876
2100	163	157	165	173	658	222	256	207	246	931	1589
2200	148	166	142	148	604	195	199	138	130	662	1266
2300	101	116	90	97	404	204	152	147	116	619	1023

24-Hour Totals: 29837 29188 59025

PK SEASON PSCF 1.28 EB 2,205 WB 3,684

**AVERAGE: EB 2,071 WB 3,170**

County: 86  
 Station: 0024  
 Description: SR 842 / BROWARD BLVD - W OF SR 5/E OF NE 3 AVE  
 Start Date: 06/26/2007  
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	46	36	42	39	163	67	42	44	35	188	351
100	30	20	20	17	87	29	28	30	43	130	217
200	22	9	19	12	62	18	25	16	15	74	136
300	14	13	7	14	48	11	12	4	14	41	89
400	12	16	14	30	72	14	11	9	8	42	114
500	16	23	34	47	120	16	22	24	34	96	216
600	44	62	86	160	352	40	92	86	110	328	680
700	189	186	178	182	735	113	191	228	250	782	1517
800	253	218	286	267	1024	321	307	345	346	1319	2343
900	270	309	298	308	1185	284	314	259	254	1111	2296
1000	298	316	272	295	1181	252	250	291	237	1030	2211
1100	283	284	290	358	1215	242	267	253	255	1017	2232
1200	349	350	360	356	1415	286	273	322	296	1177	2592
1300	320	361	314	245	1240	363	325	373	323	1384	2624
1400	320	268	329	322	1239	352	305	282	281	1220	2459
1500	298	299	322	295	1214	297	318	299	318	1232	2446
1600	278	292	362	318	1250	308	282	325	296	1211	2461
1700	415	443	374	397	1629	323	288	286	279	1176	2805
1800	327	341	395	313	1376	249	279	245	230	1003	2379
1900	277	223	238	191	929	225	181	170	183	759	1688
2000	190	201	203	176	770	167	193	162	132	654	1424
2100	152	144	134	133	563	153	159	131	144	587	1150
2200	116	108	117	107	448	138	121	120	102	481	929
2300	84	78	67	51	280	103	102	113	72	390	670

24-Hour Totals: 18597 17432 36029

**PK SEASON**      **PSCF**      **1.08**      **EB**      **1,759**      **WB**      **1,270**

County: 86  
 Station: 0024  
 Description: SR 842 / BROWARD BLVD - W OF SR 5/E OF NE 3 AVE  
 Start Date: 01/18/2007  
 Start Time: 0915

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	100	63	45	32	240	64	50	50	46	210	450
100	48	29	33	46	156	48	42	30	24	144	300
200	35	32	32	21	120	26	37	25	31	119	239
300	21	24	24	32	101	32	29	25	23	109	210
400	33	35	26	23	117	24	34	26	22	106	223
500	39	31	55	51	176	22	26	49	64	161	337
600	54	84	128	141	407	56	105	137	167	465	872
700	166	194	231	240	831	193	216	198	205	812	1643
800	243	252	277	298	1070	235	248	292	274	1049	2119
900	256	263	283	283	1085	261	279	280	270	1090	2175
1000	255	245	247	282	1029	267	284	228	221	1000	2029
1100	307	306	318	336	1267	225	233	230	240	928	2195
1200	315	332	313	326	1286	248	256	260	297	1061	2347
1300	291	295	294	293	1173	339	334	342	326	1341	2514
1400	318	247	288	281	1134	288	318	260	212	1078	2212
1500	263	253	301	275	1092	285	218	217	244	964	2056
1600	293	277	260	338	1168	311	341	268	242	1162	2330
1700	358	357	374	334	1423	387	366	363	277	1393	2816
1800	318	319	319	314	1270	270	271	319	274	1134	2404
1900	270	231	208	219	928	263	240	281	218	1002	1930
2000	171	178	143	135	627	190	216	190	172	768	1395
2100	140	144	123	121	528	172	162	190	176	700	1228
2200	121	94	87	114	416	139	201	190	142	672	1088
2300	94	93	80	66	333	107	98	56	82	343	676

24-Hour Totals: 17977 17811 35788

PK SEASON PSCF 1.01 EB 1,437 WB 1,407

**AVERAGE: EB 1,598 WB 1,339**

County: 86  
 Station: 7368  
 Description: BROWARD BLVD W OF SE 3 AVE  
 Start Date: 02/07/2007  
 Start Time: 0945

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	51	43	40	47	181	138	86	90	58	372	553
100	41	49	34	38	162	66	49	43	40	198	360
200	28	45	26	36	135	54	39	37	31	161	296
300	33	24	34	31	122	36	23	34	22	115	237
400	36	35	33	29	133	27	16	11	24	78	211
500	18	42	44	69	173	22	28	43	54	147	320
600	87	134	179	256	656	64	90	133	148	435	1091
700	244	264	312	330	1150	170	201	334	289	994	2144
800	389	298	428	424	1539	291	319	339	361	1310	2849
900	360	350	331	343	1384	327	300	323	336	1286	2670
1000	329	290	304	348	1271	288	339	373	308	1308	2579
1100	243	265	290	279	1077	358	331	329	377	1395	2472
1200	357	301	290	370	1318	342	317	317	355	1331	2649
1300	326	300	266	296	1188	377	361	324	326	1388	2576
1400	240	315	297	345	1197	334	421	351	390	1496	2693
1500	298	284	297	336	1215	434	490	497	501	1922	3137
1600	262	286	290	270	1108	458	476	449	479	1862	2970
1700	308	281	364	279	1232	535	425	469	458	1887	3119
1800	377	379	349	313	1418	459	409	342	299	1509	2927
1900	258	202	184	194	838	305	295	249	243	1092	1930
2000	166	151	153	115	585	229	225	226	265	945	1530
2100	178	124	142	133	577	213	183	160	168	724	1301
2200	111	120	100	103	434	185	169	145	162	661	1095
2300	75	82	72	87	316	149	141	119	118	527	843
24-Hour Totals:					19409					23143	42552
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.00</b>	<b>EB</b>	<b>1,399</b>	<b>WB</b>	<b>1,795</b>					



County: 86  
 Station: 7368  
 Description: BROWARD BLVD W OF SE 3 AVE  
 Start Date: 07/18/2007  
 Start Time: 1045

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	86	32	106	67	291	94	88	93	83	358	649
100	57	33	36	40	166	82	80	44	46	252	418
200	51	24	35	40	150	48	48	35	28	159	309
300	22	29	31	34	116	37	26	25	18	106	222
400	22	39	34	39	134	17	28	20	14	79	213
500	13	38	47	73	171	27	36	35	53	151	322
600	92	105	134	256	587	56	77	101	94	328	915
700	242	266	343	346	1197	136	154	203	238	731	1928
800	379	315	332	441	1467	268	282	261	288	1099	2566
900	382	291	413	292	1378	280	261	269	266	1076	2454
1000	358	290	285	269	1202	271	239	279	247	1036	2238
1100	289	247	302	357	1195	253	257	306	313	1129	2324
1200	282	332	336	350	1300	331	316	323	314	1284	2584
1300	342	366	351	275	1334	389	292	354	315	1350	2684
1400	307	284	229	330	1150	358	326	248	381	1313	2463
1500	279	319	279	312	1189	359	351	415	330	1455	2644
1600	266	272	282	268	1088	390	382	420	425	1617	2705
1700	324	324	345	334	1327	446	355	430	366	1597	2924
1800	273	342	342	236	1193	325	357	304	266	1252	2445
1900	269	260	196	187	912	269	241	208	235	953	1865
2000	187	196	178	136	697	232	201	181	206	820	1517
2100	141	147	167	153	608	169	191	199	165	724	1332
2200	130	134	114	116	494	199	131	149	155	634	1128
2300	106	76	85	81	348	170	114	145	107	536	884

24-Hour Totals: 19694 20039 39733

**PK SEASON PSCF 1.10 EB 1,460 WB 1,757**

**AVERAGE: EB 1,429 WB 1,776**

County: 86  
 Station: 9673  
 Description: BROWARD BLVD W OF NE/SE 12 AVE  
 Start Date: 03/21/2007  
 Start Time: 1215

Time	Direction: E					Total	Direction: W				Combined	
	1st	1st	2nd	3rd	4th		1st	2nd	3rd	4th	Total	Total
0		39	32	29	24	124	34	15	22	14	85	209
100		22	13	16	13	64	14	10	6	5	35	99
200		16	10	10	18	54	11	3	9	3	26	80
300		12	8	7	9	36	17	10	2	5	34	70
400		13	17	7	12	49	11	14	11	11	47	96
500		6	11	14	25	56	10	16	29	30	85	141
600		19	31	57	76	183	54	64	88	69	275	458
700		62	80	103	113	358	88	111	161	163	523	881
800		100	127	151	169	547	173	152	188	210	723	1270
900		146	152	138	167	603	200	145	162	139	646	1249
1000		116	145	137	136	534	161	135	149	150	595	1129
1100		133	141	130	183	587	152	131	173	165	621	1208
1200		165	157	177	179	678	151	158	141	167	617	1295
1300		199	170	153	153	675	162	183	157	189	691	1366
1400		183	154	159	173	669	168	153	180	195	696	1365
1500		172	161	152	193	678	190	166	205	211	772	1450
1600		173	173	188	195	729	177	174	157	193	701	1430
1700		229	252	229	219	929	249	185	188	187	809	1738
1800		171	190	183	174	718	188	139	113	142	582	1300
1900		180	169	119	140	608	118	129	105	101	453	1061
2000		112	125	155	113	505	93	78	86	73	330	835
2100		84	98	70	71	323	65	67	62	57	251	574
2200		95	66	64	61	286	56	57	48	39	200	486
2300		49	53	45	41	188	47	52	49	17	165	353
24-Hour Totals:						10181					9962	20143
<b>PK SEASON</b>		<b>PSCF</b>	<b>0.96</b>	<b>EB</b>	<b>892</b>	<b>WB</b>	<b>777</b>					

County: 86  
 Station: 9673  
 Description: BROWARD BLVD W OF NE/SE 12 AVE  
 Start Date: 09/17/2007  
 Start Time: 0930

Time	Direction: E					Direction: W					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	12	8	11	9	40	7	14	3	6	30	70		
100	8	4	4	7	23	7	5	6	5	23	46		
200	5	3	7	3	18	3	4	1	8	16	34		
300	8	5	5	9	27	3	4	6	10	23	50		
400	5	10	12	15	42	4	14	19	22	59	101		
500	24	16	41	66	147	34	38	74	105	251	398		
600	73	68	90	117	348	121	101	167	211	600	948		
700	102	51	133	151	437	165	248	216	211	840	1277		
800	137	135	107	159	538	189	139	158	169	655	1193		
900	143	137	109	117	506	133	128	127	139	527	1033		
1000	133	108	136	130	507	130	134	149	157	570	1077		
1100	171	157	154	157	639	182	172	156	139	649	1288		
1200	148	125	137	136	546	150	126	169	140	585	1131		
1300	123	128	110	158	519	134	150	166	149	599	1118		
1400	149	145	146	159	599	168	204	167	159	698	1297		
1500	146	149	161	171	627	180	189	173	170	712	1339		
1600	174	207	228	214	823	212	186	174	147	719	1542		
1700	190	198	193	190	771	171	130	140	132	573	1344		
1800	114	110	118	91	433	158	102	103	74	437	870		
1900	86	99	95	74	354	94	98	60	43	295	649		
2000	66	66	45	61	238	72	66	59	47	244	482		
2100	55	44	34	56	189	34	50	35	36	155	344		
2200	24	21	35	13	93	39	29	20	19	107	200		
2300	20	22	16	16	74	17	18	15	19	69	143		
24-Hour Totals:						8538						9436	17974
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.34</b>	<b>EB</b>	<b>1,103</b>	<b>WB</b>	<b>963</b>							
<b>AVERAGE:</b>			<b>EB</b>	<b>997</b>	<b>WB</b>	<b>870</b>							

County: 86  
 Station: 7364  
 Description: BROWARD BLVD W OF NE 17 AVE  
 Start Date: 09/17/2007  
 Start Time: 1015

Time	Direction: E					Direction: W				Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0	7	7	9	6	29	1	5	1	3	10	39
100	3	1	1	1	6	0	3	2	1	6	12
200	3	0	1	1	5	4	2	0	0	6	11
300	4	0	0	1	5	1	0	0	0	1	6
400	2	1	1	2	6	1	1	0	0	2	8
500	1	2	3	1	7	0	1	4	5	10	17
600	8	1	6	10	25	6	5	5	14	30	55
700	13	30	26	40	109	20	15	31	43	109	218
800	40	39	50	54	183	35	28	43	34	140	323
900	58	53	61	57	229	35	29	30	47	141	370
1000	62	49	59	48	218	23	46	41	40	150	368
1100	50	51	39	57	197	27	30	35	30	122	319
1200	83	73	60	65	281	50	41	53	48	192	473
1300	73	77	74	58	282	45	32	52	51	180	462
1400	51	52	57	74	234	40	43	49	41	173	407
1500	61	69	68	69	267	47	53	40	33	173	440
1600	66	58	72	65	261	46	49	45	54	194	455
1700	81	101	109	118	409	53	62	53	52	220	629
1800	92	83	61	51	287	47	53	43	41	184	471
1900	56	42	37	40	175	41	19	31	12	103	278
2000	40	34	36	27	137	15	14	15	11	55	192
2100	21	32	14	20	87	13	16	6	10	45	132
2200	18	16	10	15	59	9	11	7	5	32	91
2300	10	6	7	4	27	7	6	2	1	16	43

24-Hour Totals: 3525 2294 5819

**PK SEASON**      **PSCF**      **1.34**      **EB**      **563**      **WB**      **287**

County: 86  
 Station: 7364  
 Description: BROWARD BLVD W OF NE 17 AVE  
 Start Date: 03/21/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	8	14	11	7	40	3	6	6	5	20	60	
100	7	7	5	6	25	4	2	1	3	10	35	
200	7	3	4	6	20	7	2	5	1	15	35	
300	2	0	2	2	6	2	1	2	1	6	12	
400	6	7	1	1	15	3	2	2	1	8	23	
500	1	2	3	2	8	4	4	6	6	20	28	
600	5	3	5	9	22	5	9	15	11	40	62	
700	21	36	27	40	124	20	19	26	44	109	233	
800	34	34	42	51	161	50	67	74	68	259	420	
900	57	51	70	58	236	63	46	35	36	180	416	
1000	62	70	66	61	259	43	30	51	46	170	429	
1100	55	55	63	84	257	32	44	41	43	160	417	
1200	92	86	88	80	346	49	65	53	63	230	576	
1300	87	71	73	82	313	66	55	52	77	250	563	
1400	73	86	64	85	308	73	49	55	70	247	555	
1500	79	70	79	82	310	66	56	53	67	242	552	
1600	95	87	96	84	362	56	58	60	73	247	609	
1700	105	128	117	128	478	81	75	62	63	281	759	
1800	108	81	83	65	337	62	51	42	52	207	544	
1900	67	77	50	68	262	38	44	25	38	145	407	
2000	46	42	45	39	172	30	30	31	22	113	285	
2100	19	31	24	25	99	22	21	29	20	92	191	
2200	45	21	33	15	114	26	17	11	16	70	184	
2300	29	17	12	11	69	16	19	9	6	50	119	
24-Hour Totals:	4343										3171	7514
<b>PK SEASON</b>	<b>PSCF</b>	<b>0.96</b>	<b>EB</b>	<b>459</b>	<b>WB</b>	<b>270</b>						
<b>AVERAGE:</b>			<b>EB</b>	<b>511</b>	<b>WB</b>	<b>278</b>						

County: 86  
 Station: 0453  
 Description: SR 736 / DAVIE BLVD - E OF SR 7/441  
 Start Date: 01/29/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	24	27	16	23	90	26	24	20	14	84	174
100	23	13	8	8	52	10	4	14	16	44	96
200	9	3	7	5	24	5	11	4	6	26	50
300	5	9	8	6	28	4	6	6	5	21	49
400	13	9	18	16	56	10	3	15	30	58	114
500	22	34	50	61	167	54	77	106	106	343	510
600	100	98	166	232	596	132	129	210	220	691	1287
700	229	291	389	346	1255	264	278	314	312	1168	2423
800	259	224	178	203	864	232	220	217	191	860	1724
900	173	189	172	160	694	168	151	169	151	639	1333
1000	150	148	147	190	635	157	147	157	140	601	1236
1100	133	140	162	151	586	181	182	189	177	729	1315
1200	186	187	221	188	782	218	229	238	190	875	1657
1300	168	204	194	174	740	226	212	291	303	1032	1772
1400	235	236	249	231	951	288	265	272	348	1173	2124
1500	231	234	254	231	950	289	290	258	258	1095	2045
1600	259	264	218	245	986	297	266	296	262	1121	2107
1700	263	275	275	238	1051	280	260	265	286	1091	2142
1800	228	243	212	220	903	295	248	274	272	1089	1992
1900	226	178	155	150	709	271	190	158	123	742	1451
2000	147	126	125	124	522	164	134	118	118	534	1056
2100	123	122	79	76	400	117	118	129	94	458	858
2200	107	134	123	86	450	76	78	71	60	285	735
2300	46	43	43	30	162	46	35	38	41	160	322

24-Hour Totals: 13653 14919 28572

**PK SEASON PSCF 1.00 EB 945 WB 1,199**

County: 86  
 Station: 0453  
 Description: SR 736 / DAVIE BLVD - E OF SR 7/441  
 Start Date: 06/18/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	41	44	52	17	154	36	39	27	21	123	277
100	17	19	22	18	76	19	24	16	12	71	147
200	12	19	13	9	53	12	19	8	22	61	114
300	11	8	12	14	45	11	11	4	11	37	82
400	14	10	12	17	53	12	16	16	19	63	116
500	14	27	57	66	164	44	30	63	70	207	371
600	102	133	189	176	600	75	122	127	114	438	1038
700	174	248	322	209	953	128	196	278	209	811	1764
800	234	194	249	215	892	264	235	238	200	937	1829
900	208	184	220	198	810	178	213	201	220	812	1622
1000	265	197	208	222	892	204	201	201	208	814	1706
1100	173	205	179	188	745	229	201	186	196	812	1557
1200	213	252	251	244	960	285	280	248	226	1039	1999
1300	230	245	210	228	913	282	271	268	297	1118	2031
1400	256	238	236	226	956	289	212	228	260	989	1945
1500	233	239	239	226	937	239	281	248	223	991	1928
1600	239	230	222	220	911	288	252	220	262	1022	1933
1700	218	230	221	220	889	245	271	303	276	1095	1984
1800	235	238	232	223	928	256	236	220	232	944	1872
1900	232	177	207	200	816	221	174	200	213	808	1624
2000	167	176	147	129	619	190	156	132	191	669	1288
2100	131	129	152	88	500	123	101	123	108	455	955
2200	135	115	115	84	449	136	117	112	73	438	887
2300	61	70	56	53	240	67	65	83	43	258	498

24-Hour Totals: 14555 15012 29567

PK SEASON PSCF 1.08 EB 1,014 WB 1,215

**AVERAGE: EB 980 WB 1,207**

County: 86  
 Station: 5134  
 Description: SR 736 / DAVIE BLVD - W OF RIVERLAND RD  
 Start Date: 06/18/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	28	36	25	20	109	34	34	28	25	121	230
100	9	11	10	8	38	16	9	10	11	46	84
200	17	11	10	12	50	17	11	11	16	55	105
300	10	13	13	8	44	13	11	3	9	36	80
400	15	11	20	28	74	8	14	10	11	43	117
500	19	33	48	69	169	15	9	16	24	64	233
600	88	122	177	161	548	35	50	64	103	252	800
700	151	189	235	231	806	71	88	122	157	438	1244
800	187	201	201	171	760	133	111	125	123	492	1252
900	143	173	162	176	654	103	118	118	158	497	1151
1000	172	152	154	172	650	127	136	115	110	488	1138
1100	145	163	153	147	608	130	126	150	141	547	1155
1200	180	200	170	175	725	131	173	151	148	603	1328
1300	210	183	231	235	859	142	148	219	326	835	1694
1400	191	170	181	156	698	264	216	137	165	782	1480
1500	152	191	177	155	675	167	166	157	186	676	1351
1600	168	177	167	161	673	186	175	201	151	713	1386
1700	181	173	167	179	700	201	208	197	221	827	1527
1800	176	165	146	161	648	187	168	164	143	662	1310
1900	134	108	123	139	504	132	118	110	123	483	987
2000	119	100	96	90	405	116	90	81	91	378	783
2100	99	72	87	77	335	95	97	85	77	354	689
2200	84	84	60	43	271	74	96	58	60	288	559
2300	53	35	38	30	156	38	52	55	34	179	335

24-Hour Totals: 11159 9859 21018

**PK SEASON PSCF 1.08 EB 893 WB 1,107**



County: 86  
 Station: 5134  
 Description: SR 736 / DAVIE BLVD - W OF RIVERLAND RD  
 Start Date: 02/26/2007  
 Start Time: 1530

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	26	24	22	19	118	31	38	26	20	157	275
100	19	16	8	15	76	14	16	12	12	76	152
200	6	6	9	11	35	13	10	11	2	47	82
300	4	8	12	15	32	13	7	9	6	33	65
400	14	23	44	29	64	9	10	11	25	34	98
500	42	45	97	126	160	13	19	17	45	68	228
600	137	191	246	253	551	43	72	81	130	177	728
700	271	279	264	263	1049	144	192	237	244	547	1596
800	282	280	281	264	1089	238	182	165	207	901	1990
900	248	275	236	234	1068	196	138	173	170	706	1774
1000	207	233	202	247	910	148	191	165	174	682	1592
1100	179	227	191	237	855	167	186	220	162	692	1547
1200	215	238	230	240	881	187	230	196	211	799	1680
1300	237	220	192	256	927	185	182	176	229	774	1701
1400	225	246	209	245	919	207	207	263	198	819	1738
1500	243	245	240	259	942	205	243	268	223	909	1851
1600	230	229	258	235	958	267	267	283	249	1025	1983
1700	204	213	254	242	910	338	279	269	287	1149	2059
1800	244	202	219	236	942	316	266	207	190	1138	2080
1900	203	185	174	146	843	218	218	141	180	833	1676
2000	171	116	136	120	607	148	120	135	120	589	1196
2100	136	111	123	104	503	111	113	105	90	479	982
2200	85	85	78	63	397	96	106	61	75	397	794
2300	48	47	37	31	236	59	53	38	50	248	484

24-Hour Totals: 15072 13279 28351

PK SEASON PSCF 0.99 EB 943 WB 1,139

**AVERAGE: EB 918 WB 1,123**

County: 86  
 Station: 5135  
 Description: SR 736 / DAVIE BLVD - W OF SR 9/I-95  
 Start Date: 01/29/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	46	25	17	22	110	41	41	21	35	138	248
100	13	17	17	12	59	22	13	20	19	74	133
200	9	6	8	5	28	6	8	6	11	31	59
300	10	14	19	13	56	5	9	15	5	34	90
400	11	17	31	29	88	6	15	17	12	50	138
500	47	55	118	142	362	16	25	33	44	118	480
600	156	190	306	384	1036	53	82	113	156	404	1440
700	411	448	488	476	1823	178	229	348	449	1204	3027
800	492	346	336	317	1491	341	310	322	309	1282	2773
900	309	284	282	284	1159	263	276	268	288	1095	2254
1000	241	209	241	201	892	258	275	266	255	1054	1946
1100	234	226	232	243	935	296	275	282	274	1127	2062
1200	231	289	247	246	1013	346	340	328	341	1355	2368
1300	236	240	226	270	972	316	346	338	344	1344	2316
1400	289	230	362	420	1301	364	361	338	379	1442	2743
1500	324	296	309	301	1230	419	375	397	446	1637	2867
1600	303	310	284	309	1206	427	453	393	419	1692	2898
1700	273	257	229	268	1027	427	469	484	460	1840	2867
1800	281	256	253	255	1045	438	403	400	342	1583	2628
1900	217	174	178	173	742	377	309	240	255	1181	1923
2000	153	165	150	169	637	207	193	133	124	657	1294
2100	135	151	123	104	513	112	153	133	114	512	1025
2200	82	138	132	79	431	130	83	88	66	367	798
2300	52	50	44	33	179	65	79	62	49	255	434
										20476	38811

24-Hour Totals: 18335

**PK SEASON**      **PSCF**      **1.00**      **EB**      **1,223**      **WB**      **1,723**

County: 86  
 Station: 5135  
 Description: SR 736 / DAVIE BLVD - W OF SR 9/I-95  
 Start Date: 06/18/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	35	41	29	24	129	49	38	47	35	169	298
100	13	15	16	6	50	30	22	22	24	98	148
200	20	11	17	13	61	25	18	23	20	86	147
300	17	12	19	14	62	14	14	7	14	49	111
400	17	24	25	49	115	13	18	12	17	60	175
500	25	46	72	107	250	19	14	17	43	93	343
600	122	195	234	278	829	52	69	79	131	331	1160
700	265	293	382	421	1361	122	171	209	246	748	2109
800	392	318	267	275	1252	216	182	144	174	716	1968
900	255	213	228	248	944	178	167	164	159	668	1612
1000	207	182	201	204	794	181	172	147	170	670	1464
1100	182	177	174	173	706	195	176	205	197	773	1479
1200	229	222	217	197	865	190	214	200	178	782	1647
1300	228	191	254	290	963	256	243	234	206	939	1902
1400	252	270	218	219	959	192	210	220	218	840	1799
1500	154	227	191	215	787	250	242	223	225	940	1727
1600	207	190	208	212	817	279	271	283	318	1151	1968
1700	190	202	196	193	781	329	426	593	569	1917	2698
1800	187	204	170	182	743	290	242	184	217	933	1676
1900	150	142	125	119	536	171	169	162	153	655	1191
2000	137	103	98	85	423	123	118	107	133	481	904
2100	98	95	68	81	342	115	118	100	96	429	771
2200	84	92	82	68	326	92	107	76	76	351	677
2300	61	30	45	31	167	54	77	58	64	253	420

24-Hour Totals: 14262 14132 28394

**PK SEASON PSCF 1.08 EB 843 WB 2,070**

**AVERAGE: EB 1,033 WB 1,897**

County: 86  
 Station: 0202  
 Description: SR 736 / DAVIE BLVD - W OF ANDREWS AVE  
 Start Date: 06/18/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0	16	19	26	14	75	32	47	24	24	127	202		
100	18	6	9	6	39	18	18	16	13	65	104		
200	11	5	10	3	29	18	12	13	9	52	81		
300	4	8	4	12	28	9	10	15	6	40	68		
400	11	5	5	9	30	2	6	7	6	21	51		
500	10	24	30	54	118	10	12	13	24	59	177		
600	56	74	138	202	470	22	15	39	49	125	595		
700	174	204	242	240	860	78	75	89	120	362	1222		
800	273	290	293	267	1123	105	92	95	86	378	1501		
900	260	187	217	238	902	100	106	132	147	485	1387		
1000	178	157	172	193	700	113	135	158	150	556	1256		
1100	135	158	171	142	606	170	139	170	184	663	1269		
1200	133	178	172	158	641	182	165	157	172	676	1317		
1300	189	150	159	215	713	184	164	167	156	671	1384		
1400	157	186	170	161	674	152	189	182	223	746	1420		
1500	133	121	148	153	555	196	183	175	193	747	1302		
1600	124	134	100	109	467	191	212	215	197	815	1282		
1700	116	136	123	128	503	269	277	216	184	946	1449		
1800	102	132	131	109	474	121	198	153	144	616	1090		
1900	105	89	76	75	345	123	144	127	108	502	847		
2000	70	63	85	53	271	119	114	97	98	428	699		
2100	61	59	57	45	222	112	82	86	72	352	574		
2200	60	39	65	58	222	69	62	64	68	263	485		
2300	53	35	37	19	144	69	61	51	47	228	372		
24-Hour Totals:						10211						9923	20134

**PK SEASON      PSCF      1.07      EB      538      WB      1,012**

County: 86  
 Station: 0202  
 Description: SR 736 / DAVIE BLVD - W OF ANDREWS AVE  
 Start Date: 01/29/2007  
 Start Time: 1200

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	15	17	10	12	54	50	46	21	18	135	189
100	12	1	10	11	34	16	11	16	11	54	88
200	4	6	11	6	27	9	13	14	8	44	71
300	3	7	2	6	18	4	10	3	3	20	38
400	7	6	12	15	40	6	5	3	5	19	59
500	15	20	31	52	118	3	11	10	30	54	172
600	50	105	130	205	490	24	31	36	78	169	659
700	134	191	190	233	748	109	93	111	124	437	1185
800	235	247	265	227	974	121	128	127	120	496	1470
900	172	201	186	188	747	102	123	115	159	499	1246
1000	200	91	165	146	602	131	82	104	154	471	1073
1100	180	154	143	184	661	153	149	169	156	627	1288
1200	163	199	183	202	747	211	196	163	218	788	1535
1300	179	199	172	173	723	151	161	165	161	638	1361
1400	214	156	202	206	778	191	207	197	212	807	1585
1500	224	173	170	220	787	220	213	186	230	849	1636
1600	146	145	143	145	579	205	196	229	206	836	1415
1700	146	149	184	136	615	262	235	221	192	910	1525
1800	141	138	154	89	522	165	178	155	122	620	1142
1900	151	114	91	95	451	150	145	154	146	595	1046
2000	98	93	75	74	340	140	118	110	125	493	833
2100	58	59	58	43	218	137	78	90	83	388	606
2200	68	48	66	43	225	61	72	73	55	261	486
2300	36	27	26	21	110	79	61	80	37	257	367

24-Hour Totals: 10608 10467 21075

**PK SEASON PSCF 1.01 EB 813 WB 850**

<b>AVERAGE:</b>	<b>EB</b>	<b>450</b>	<b>WB</b>	<b>931</b>
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County: 86  
 Station: 7577  
 Description: ANDREWS AVE N OF NW 62 ST  
 Start Date: 05/01/2007  
 Start Time: 0930

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	13	10	6	14	43	18	21	31	5	75	118	
100	10	13	7	11	41	17	30	12	12	71	112	
200	7	7	7	12	33	7	13	4	7	31	64	
300	7	5	17	19	48	8	13	7	20	48	96	
400	10	19	22	53	104	10	12	10	37	69	173	
500	56	55	77	100	288	46	37	45	50	178	466	
600	92	151	253	253	749	42	83	104	103	332	1081	
700	225	241	247	253	966	119	174	147	184	624	1590	
800	201	162	164	178	705	169	144	151	152	616	1321	
900	122	136	144	151	553	112	143	156	143	554	1107	
1000	130	132	167	136	565	111	125	146	127	509	1074	
1100	146	147	142	144	579	124	159	164	176	623	1202	
1200	184	166	160	178	688	209	160	150	141	660	1348	
1300	165	152	142	148	607	170	163	120	171	624	1231	
1400	151	152	179	161	643	163	154	186	174	677	1320	
1500	167	141	168	158	634	170	220	235	242	867	1501	
1600	153	148	178	187	666	259	392	285	357	1293	1959	
1700	197	171	172	164	704	294	260	195	198	947	1651	
1800	138	108	84	85	415	168	136	121	133	558	973	
1900	58	95	75	58	286	89	54	95	68	306	592	
2000	63	50	61	41	215	64	52	55	57	228	443	
2100	42	23	37	37	139	59	43	37	38	177	316	
2200	39	33	30	35	137	39	39	63	38	179	316	
2300	18	25	17	15	75	25	38	23	23	109	184	
24-Hour Totals:	9883										10355	20238
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.04</b>	<b>NB</b>	<b>738</b>	<b>SB</b>	<b>1,381</b>						

County: 86  
 Station: 7577  
 Description: ANDREWS AVE N OF NW 62 ST  
 Start Date: 10/15/2007  
 Start Time: 1230

Time	Direction: N					Direction: S					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	15	17	10	14	56	13	11	17	16	57	113		
100	6	6	7	3	22	13	4	21	6	44	66		
200	5	6	1	7	19	7	4	11	7	29	48		
300	15	9	10	8	42	8	7	11	7	33	75		
400	11	22	20	47	100	7	10	16	12	45	145		
500	38	54	58	100	250	19	37	40	30	126	376		
600	95	117	198	248	658	59	62	93	86	300	958		
700	236	226	265	266	993	107	135	155	149	546	1539		
800	216	199	171	159	745	180	158	132	146	616	1361		
900	155	151	130	114	550	147	152	119	128	546	1096		
1000	114	128	127	128	497	125	108	114	122	469	966		
1100	96	137	125	126	484	132	127	140	165	564	1048		
1200	140	162	163	185	650	216	182	152	158	708	1358		
1300	182	159	178	154	673	169	177	142	149	637	1310		
1400	128	136	171	173	608	145	178	157	143	623	1231		
1500	137	149	158	126	570	173	149	233	183	738	1308		
1600	143	132	152	160	587	238	236	374	211	1059	1646		
1700	173	170	165	143	651	316	198	189	153	856	1507		
1800	148	105	94	71	418	206	122	103	80	511	929		
1900	83	71	64	41	259	75	71	67	57	270	529		
2000	49	48	38	40	175	74	44	55	46	219	394		
2100	36	24	26	26	112	45	41	46	41	173	285		
2200	33	27	18	43	121	40	24	16	27	107	228		
2300	25	18	16	9	68	29	17	17	19	82	150		
24-Hour Totals:						9308						9358	18666
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.06</b>	<b>NB</b>	<b>654</b>	<b>SB</b>	<b>1,205</b>							
<b>AVERAGE:</b>			<b>NB</b>	<b>696</b>	<b>SB</b>	<b>1,293</b>							

County: 86  
 Station: 7079  
 Description: ANDREWS AVE N OF COMMERCIAL BLVD  
 Start Date: 05/01/2007  
 Start Time: 0900

Time	Direction: N					Direction: S				Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0	22	19	9	10	60	25	10	19	15	69	129
100	14	12	4	5	35	12	7	13	10	42	77
200	7	4	3	7	21	9	0	3	9	21	42
300	7	2	6	6	21	1	5	1	4	11	32
400	2	10	11	25	48	7	3	8	5	23	71
500	25	20	32	41	118	15	20	28	31	94	212
600	43	64	112	123	342	56	74	74	114	318	660
700	160	194	263	241	858	115	166	152	173	606	1464
800	193	210	171	176	750	153	157	128	126	564	1314
900	149	119	117	103	488	128	112	91	92	423	911
1000	82	99	91	115	387	111	105	89	83	388	775
1100	98	90	123	106	417	109	79	96	122	406	823
1200	99	132	114	148	493	119	115	83	112	429	922
1300	108	105	124	131	468	103	102	100	85	390	858
1400	126	129	129	134	518	111	127	115	100	453	971
1500	156	143	154	125	578	110	122	149	171	552	1130
1600	157	166	233	180	736	175	213	196	202	786	1522
1700	181	184	203	167	735	285	251	253	204	993	1728
1800	164	147	108	110	529	189	147	140	117	593	1122
1900	82	86	99	75	342	131	96	89	92	408	750
2000	87	76	69	78	310	86	80	68	69	303	613
2100	65	62	39	47	213	80	58	68	54	260	473
2200	63	62	34	29	188	62	46	37	37	182	370
2300	25	26	28	15	94	43	36	34	21	134	228
24-Hour Totals:	8749									8448	17197
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.04</b>	<b>NB</b>	<b>778</b>	<b>SB</b>	<b>1,031</b>					



County: 86  
 Station: 7079  
 Description: ANDREWS AVE N OF COMMERCIAL BLVD  
 Start Date: 10/17/2007  
 Start Time: 1300

Time	Direction: N					Direction: S					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	19	20	16	10	65	13	10	15	11	49	114		
100	11	9	5	5	30	5	6	4	5	20	50		
200	6	5	3	2	16	2	2	5	4	13	29		
300	6	1	2	5	14	5	5	4	3	17	31		
400	4	2	9	19	34	5	4	4	12	25	59		
500	12	13	21	35	81	8	10	24	25	67	148		
600	36	45	47	102	230	44	32	49	75	200	430		
700	89	137	196	209	631	81	101	115	157	454	1085		
800	177	148	170	169	664	151	137	113	96	497	1161		
900	152	113	83	89	437	79	88	92	83	342	779		
1000	52	88	86	88	314	78	90	76	66	310	624		
1100	85	69	72	81	307	75	78	80	95	328	635		
1200	90	97	92	109	388	98	92	93	86	369	757		
1300	87	106	106	109	408	82	109	80	86	357	765		
1400	100	110	110	142	462	78	94	101	53	326	788		
1500	119	106	108	128	461	102	161	104	125	492	953		
1600	110	160	143	153	566	158	133	156	182	629	1195		
1700	156	140	161	182	639	176	248	241	162	827	1466		
1800	136	151	111	99	497	159	136	111	99	505	1002		
1900	83	81	78	67	309	93	77	69	63	302	611		
2000	55	63	60	50	228	65	84	65	56	270	498		
2100	53	41	56	45	195	55	52	59	46	212	407		
2200	43	37	29	29	138	36	44	31	15	126	264		
2300	15	22	19	20	76	22	30	15	30	97	173		
24-Hour Totals:						7190						6834	14024
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.06</b>	<b>NB</b>	<b>677</b>	<b>SB</b>	<b>877</b>							
<b>AVERAGE:</b>			<b>NB</b>	<b>728</b>	<b>SB</b>	<b>954</b>							

County: 86  
 Station: 7072  
 Description: ANDREWS AVE N OF PROSPECT RD  
 Start Date: 01/17/2007  
 Start Time: 1200

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	33	28	23	17	101	41	28	24	15	108	209	
100	18	22	21	9	70	18	19	18	11	66	136	
200	15	9	7	13	44	10	10	8	11	39	83	
300	13	10	7	7	37	8	5	9	8	30	67	
400	5	8	14	20	47	6	6	16	22	50	97	
500	35	34	66	80	215	21	33	59	62	175	390	
600	79	96	148	162	485	62	77	95	159	393	878	
700	182	236	276	268	962	162	207	233	239	841	1803	
800	281	265	229	226	1001	259	226	194	208	887	1888	
900	195	171	185	191	742	186	179	176	203	744	1486	
1000	157	163	190	182	692	154	156	192	173	675	1367	
1100	176	181	200	227	784	163	160	197	210	730	1514	
1200	215	225	209	191	840	216	211	183	203	813	1653	
1300	208	244	187	214	853	207	215	187	196	805	1658	
1400	230	236	245	266	977	204	219	206	220	849	1826	
1500	263	253	253	276	1045	245	229	251	283	1008	2053	
1600	284	303	302	275	1164	269	255	272	275	1071	2235	
1700	345	333	342	283	1303	305	270	280	272	1127	2430	
1800	268	299	208	206	981	259	282	216	199	956	1937	
1900	199	171	158	121	649	172	144	157	109	582	1231	
2000	113	123	125	89	450	107	117	88	84	396	846	
2100	98	80	93	81	352	93	85	88	67	333	685	
2200	82	74	69	65	290	78	73	64	53	268	558	
2300	66	48	33	41	188	54	49	35	38	176	364	
24-Hour Totals:	14272										13122	27394
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.01</b>	<b>NB</b>	<b>1,316</b>	<b>SB</b>	<b>1,138</b>						

County: 86  
 Station: 7072  
 Description: ANDREWS AVE N OF PROSPECT RD  
 Start Date: 06/20/2007  
 Start Time: 1115

Time	Direction: N					Direction: S					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	25	10	21	19	75	33	25	16	12	86	161		
100	16	8	10	14	48	13	16	13	14	56	104		
200	12	4	4	6	26	11	10	9	4	34	60		
300	15	3	5	9	32	9	9	10	5	33	65		
400	2	7	11	13	33	0	7	12	18	37	70		
500	24	30	51	43	148	10	16	31	48	105	253		
600	55	87	117	130	389	34	56	73	122	285	674		
700	161	171	220	198	750	143	164	159	179	645	1395		
800	159	196	175	157	687	177	172	168	133	650	1337		
900	162	124	123	129	538	137	123	137	126	523	1061		
1000	115	141	112	130	498	125	144	141	100	510	1008		
1100	135	126	118	130	509	125	103	166	125	519	1028		
1200	126	134	153	150	563	149	134	153	130	566	1129		
1300	150	153	179	150	632	130	175	140	151	596	1228		
1400	143	151	153	154	601	134	122	146	136	538	1139		
1500	168	149	169	173	659	139	130	183	180	632	1291		
1600	200	216	218	235	869	181	184	185	192	742	1611		
1700	238	247	226	246	957	220	204	248	192	864	1821		
1800	236	214	167	164	781	186	180	127	141	634	1415		
1900	136	115	95	132	478	123	95	93	92	403	881		
2000	95	95	96	86	372	88	78	81	92	339	711		
2100	80	90	73	64	307	81	72	58	59	270	577		
2200	55	52	55	52	214	64	58	47	45	214	428		
2300	35	35	35	25	130	46	42	39	25	152	282		
24-Hour Totals:						10296						9433	19729
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.08</b>	<b>NB</b>	<b>1,034</b>	<b>SB</b>	<b>933</b>							
<b>AVERAGE:</b>			<b>NB</b>	<b>1,175</b>	<b>SB</b>	<b>1,036</b>							

County: 86  
 Station: 9573  
 Description: ANDREWS AV N OF NE 38 ST  
 Start Date: 02/26/2007  
 Start Time: 1015

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	29	24	22	25	100	27	25	23	23	98	198	
100	17	19	10	15	61	19	13	14	17	63	124	
200	10	12	6	9	37	15	9	5	6	35	72	
300	9	2	7	5	23	9	9	5	4	27	50	
400	8	5	13	10	36	10	6	12	13	41	77	
500	17	26	44	56	143	19	30	42	59	150	293	
600	57	83	93	140	373	61	90	116	166	433	806	
700	145	200	222	246	813	178	264	276	257	975	1788	
800	212	248	201	194	855	239	249	231	224	943	1798	
900	176	187	203	162	728	211	178	184	165	738	1466	
1000	182	167	161	179	689	165	143	182	173	663	1352	
1100	160	176	213	190	739	157	179	196	187	719	1458	
1200	199	187	192	258	836	182	176	191	196	745	1581	
1300	242	219	229	216	906	191	197	214	164	766	1672	
1400	226	221	237	203	887	210	206	247	223	886	1773	
1500	243	259	290	273	1065	247	246	279	285	1057	2122	
1600	261	251	286	304	1102	273	243	265	302	1083	2185	
1700	296	292	299	332	1219	293	319	301	309	1222	2441	
1800	278	275	224	233	1010	292	240	217	198	947	1957	
1900	192	176	161	151	680	217	195	175	166	753	1433	
2000	155	165	155	145	620	128	133	128	96	485	1105	
2100	139	108	93	79	419	119	106	91	88	404	823	
2200	90	86	57	38	271	91	98	63	53	305	576	
2300	70	50	34	29	183	52	45	42	30	169	352	
24-Hour Totals:	13795										13707	27502
<b>PK SEASON</b>	<b>PSCF</b>	<b>0.99</b>	<b>NB</b>	<b>1,207</b>	<b>SB</b>	<b>1,210</b>						

County: 86  
 Station: 9573  
 Description: ANDREWS AV N OF NE 38 ST  
 Start Date: 07/23/2007  
 Start Time: 1115

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	41	31	17	24	113	39	25	29	18	111	224	
100	14	14	13	13	54	36	10	10	17	73	127	
200	5	13	8	8	34	10	16	11	9	46	80	
300	7	8	9	11	35	10	5	13	8	36	71	
400	3	7	12	11	33	3	8	16	19	46	79	
500	21	28	30	54	133	21	24	43	56	144	277	
600	54	69	73	108	304	62	64	95	114	335	639	
700	141	172	209	214	736	162	189	234	216	801	1537	
800	175	230	229	211	845	252	240	187	233	912	1757	
900	164	176	161	152	653	184	153	158	165	660	1313	
1000	158	189	154	171	672	144	177	151	164	636	1308	
1100	162	167	192	166	687	145	176	199	156	676	1363	
1200	219	205	226	207	857	198	192	195	175	760	1617	
1300	181	218	222	200	821	162	173	171	176	682	1503	
1400	201	198	177	199	775	172	176	161	191	700	1475	
1500	211	217	226	231	885	168	196	209	208	781	1666	
1600	282	241	270	295	1088	205	230	217	262	914	2002	
1700	279	296	321	301	1197	301	293	282	239	1115	2312	
1800	297	263	231	200	991	226	249	220	178	873	1864	
1900	173	153	129	128	583	152	138	125	122	537	1120	
2000	130	122	121	118	491	129	113	104	101	447	938	
2100	101	90	99	80	370	98	88	90	67	343	713	
2200	84	78	57	64	283	89	80	85	66	320	603	
2300	59	48	56	39	202	52	53	59	42	206	408	
24-Hour Totals:					12842						12154	24996
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.10</b>	<b>NB</b>	<b>1,310</b>	<b>SB</b>	<b>1,252</b>						
<b>AVERAGE:</b>			<b>NB</b>	<b>1,258</b>	<b>SB</b>	<b>1,231</b>						

County: 86  
 Station: 7446  
 Description: ANDREWS AVE N OF OAKLAND PK BLVD  
 Start Date: 07/11/2007  
 Start Time: 1015

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	46	41	32	25	144	32	32	28	17	109	253	
100	26	20	15	24	85	16	14	18	12	60	145	
200	15	11	16	15	57	14	5	7	6	32	89	
300	9	10	12	7	38	8	6	8	6	28	66	
400	9	6	15	14	44	9	9	14	8	40	84	
500	20	19	38	32	109	19	26	40	42	127	236	
600	42	47	99	97	285	52	91	105	129	377	662	
700	97	147	155	189	588	120	170	195	256	741	1329	
800	205	206	200	211	822	240	208	220	213	881	1703	
900	150	161	144	157	612	179	176	179	177	711	1323	
1000	163	115	192	169	639	146	156	177	166	645	1284	
1100	172	167	173	171	683	170	180	173	195	718	1401	
1200	209	182	186	211	788	177	188	171	182	718	1506	
1300	189	188	198	184	759	184	158	189	182	713	1472	
1400	187	197	219	203	806	158	167	187	170	682	1488	
1500	185	237	224	242	888	179	180	203	177	739	1627	
1600	239	282	261	290	1072	180	181	223	238	822	1894	
1700	273	290	293	248	1104	222	226	236	226	910	2014	
1800	262	214	221	208	905	211	228	177	157	773	1678	
1900	172	176	179	164	691	153	148	161	127	589	1280	
2000	157	144	156	145	602	135	156	125	90	506	1108	
2100	114	119	109	99	441	111	80	85	94	370	811	
2200	104	121	94	70	389	102	68	83	72	325	714	
2300	77	84	63	48	272	72	69	47	37	225	497	
24-Hour Totals:	12823										11841	24664
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.09</b>	<b>NB</b>	<b>1,249</b>	<b>SB</b>	<b>1,005</b>						

County: 86  
 Station: 7446  
 Description: ANDREWS AVE N OF OAKLAND PK BLVD  
 Start Date: 02/21/2007  
 Start Time: 1100

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	35	27	29	30	121	41	26	32	39	138	259	
100	20	26	12	16	74	22	26	22	20	90	164	
200	12	11	11	7	41	19	18	9	9	55	96	
300	17	7	4	11	39	14	11	8	9	42	81	
400	11	11	7	14	43	13	13	11	23	60	103	
500	17	31	30	33	111	23	31	46	56	156	267	
600	51	69	79	106	305	84	106	137	172	499	804	
700	113	147	189	199	648	182	238	280	298	998	1646	
800	221	204	213	199	837	316	277	263	247	1103	1940	
900	137	185	153	160	635	210	203	195	211	819	1454	
1000	132	154	159	171	616	191	165	176	180	712	1328	
1100	216	224	239	238	917	185	187	207	229	808	1725	
1200	215	192	218	209	834	206	236	252	249	943	1777	
1300	195	172	201	224	792	234	223	236	225	918	1710	
1400	202	195	244	212	853	232	240	267	249	988	1841	
1500	243	247	221	285	996	303	265	273	251	1092	2088	
1600	262	285	289	257	1093	288	261	288	313	1150	2243	
1700	322	293	302	317	1234	313	333	326	350	1322	2556	
1800	270	294	260	238	1062	307	366	360	315	1348	2410	
1900	227	203	165	158	753	315	274	241	219	1049	1802	
2000	153	151	167	152	623	206	191	178	140	715	1338	
2100	129	114	99	111	453	138	111	112	109	470	923	
2200	109	77	84	62	332	123	103	113	85	424	756	
2300	48	88	55	44	235	70	72	72	52	266	501	
24-Hour Totals:					13647						16165	29812
<b>PK SEASON</b>	<b>PSCF</b>	<b>0.99</b>	<b>NB</b>	<b>1,222</b>	<b>SB</b>	<b>1,309</b>						
<b>AVERAGE:</b>			<b>NB</b>	<b>1,235</b>	<b>SB</b>	<b>1,157</b>						

County: 86  
 Station: 7448  
 Description: ANDREWS AVE S OF OAKLAND PK BLVD  
 Start Date: 07/11/2007  
 Start Time: 1030

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	39	29	33	25	126	31	35	31	21	118	244	
100	31	23	23	27	104	19	24	24	14	81	185	
200	16	12	17	14	59	15	7	9	8	39	98	
300	14	16	10	12	52	11	10	11	5	37	89	
400	18	8	15	18	59	12	4	13	12	41	100	
500	27	22	44	40	133	18	20	29	46	113	246	
600	38	76	96	88	298	46	53	122	118	339	637	
700	125	171	196	198	690	140	194	241	262	837	1527	
800	210	219	211	216	856	251	241	253	256	1001	1857	
900	162	161	194	183	700	193	189	206	189	777	1477	
1000	176	162	142	165	645	164	167	193	176	700	1345	
1100	173	159	197	201	730	193	204	181	197	775	1505	
1200	227	204	201	220	852	209	226	184	211	830	1682	
1300	208	210	191	176	785	232	202	201	198	833	1618	
1400	191	199	222	203	815	186	206	178	178	748	1563	
1500	191	229	242	206	868	202	201	218	212	833	1701	
1600	275	260	287	272	1094	210	224	272	267	973	2067	
1700	279	308	284	249	1120	250	286	281	291	1108	2228	
1800	230	219	201	143	793	273	272	226	204	975	1768	
1900	174	148	158	170	650	219	189	190	156	754	1404	
2000	150	174	151	147	622	175	181	163	114	633	1255	
2100	133	112	111	123	479	124	114	104	117	459	938	
2200	147	110	86	80	423	97	96	102	59	354	777	
2300	89	71	71	38	269	75	75	69	49	268	537	
24-Hour Totals:	13222										13626	26848
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.09</b>	<b>NB</b>	<b>1,221</b>	<b>SB</b>	<b>1,208</b>						



County: 86  
 Station: 7448  
 Description: ANDREWS AVE S OF OAKLAND PK BLVD  
 Start Date: 02/21/2007  
 Start Time: 1045

Time	Direction: N					Direction: S					Combined						
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total					
0		36			35	36		26		133	41	28	27	21	117	250	
100		13			30	15		17		75	22	19	17	15	73	148	
200		12			14	13		11		50	14	16	15	9	54	104	
300		15			9	10		9		43	6	7	5	12	30	73	
400		20			9	11		16		56	12	9	15	20	56	112	
500		29			33	34		52		148	19	16	27	37	99	247	
600		52			78	126		113		369	42	81	110	156	389	758	
700		153			184	258		281		876	157	214	285	261	917	1793	
800		248			200	275		209		932	279	266	234	230	1009	1941	
900		176			195	189		170		730	207	200	202	190	799	1529	
1000		148			163	196		265		772	209	176	192	175	752	1524	
1100		258			308	331		266		1163	180	163	202	233	778	1941	
1200		215			207	242		215		879	189	232	207	219	847	1726	
1300		236			196	214		193		839	230	194	197	229	850	1689	
1400		205			208	294		253		960	195	242	233	203	873	1833	
1500		292			290	263		264		1109	232	218	245	244	939	2048	
1600		291			348	326		344		1309	246	220	237	239	942	2251	
1700		448			368	431		428		1675	220	270	240	288	1018	2693	
1800		390			455	294		347		1486	233	237	263	257	990	2476	
1900		230			188	159		183		760	258	256	205	189	908	1668	
2000		158			158	261		162		739	149	167	154	120	590	1329	
2100		120			115	94		137		466	127	97	94	91	409	875	
2200		107			93	70		71		341	88	85	88	66	327	668	
2300		90			85	51		52		278	77	50	55	38	220	498	
24-Hour Totals:											16188					13986	30174
<b>PK SEASON</b>		<b>PSCF</b>	<b>0.99</b>	<b>NB</b>	<b>1,687</b>	<b>SB</b>	<b>988</b>										
<b>AVERAGE:</b>				<b>NB</b>	<b>1,454</b>	<b>SB</b>	<b>1,098</b>										

County: 86  
 Station: 9065  
 Description: ANDREWS AVE N OF NE 16 ST  
 Start Date: 01/31/2007  
 Start Time: 0930

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	38	34	34	17	123	51	30	24	10	115	238	
100	33	20	22	15	90	19	21	28	31	99	189	
200	12	12	13	14	51	35	13	15	11	74	125	
300	9	8	7	5	29	14	10	8	8	40	69	
400	13	10	12	14	49	7	9	16	22	54	103	
500	17	21	22	27	87	14	28	34	53	129	216	
600	25	49	74	76	224	42	81	136	118	377	601	
700	115	132	170	151	568	180	235	239	287	941	1509	
800	198	119	158	150	625	279	248	267	221	1015	1640	
900	146	125	119	119	509	191	160	162	139	652	1161	
1000	107	138	120	106	471	133	126	124	132	515	986	
1100	150	140	172	130	592	117	157	137	132	543	1135	
1200	150	151	149	155	605	159	128	165	186	638	1243	
1300	171	147	156	173	647	170	177	169	175	691	1338	
1400	152	169	201	185	707	169	180	183	182	714	1421	
1500	193	194	188	228	803	193	200	186	182	761	1564	
1600	258	230	255	248	991	226	196	214	226	862	1853	
1700	326	302	264	255	1147	233	251	261	215	960	2107	
1800	253	192	166	176	787	217	230	192	194	833	1620	
1900	136	123	124	103	486	174	145	127	132	578	1064	
2000	103	113	97	109	422	120	106	101	98	425	847	
2100	100	83	82	98	363	103	92	95	70	360	723	
2200	99	68	55	50	272	89	78	64	54	285	557	
2300	57	48	42	36	183	68	57	46	51	222	405	
24-Hour Totals:	10831										11883	22714
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.00</b>	<b>NB</b>	<b>1,147</b>	<b>SB</b>	<b>960</b>						

County: 86  
 Station: 9065  
 Description: ANDREWS AVE N OF NE 16 ST  
 Start Date: 06/26/2007  
 Start Time: 1030

Time	Direction: N					Direction: S					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	38	26	26	22	112	22	25	17	24	88	200		
100	21	12	16	13	62	25	12	17	20	74	136		
200	10	10	9	4	33	42	8	13	7	70	103		
300	11	7	7	8	33	8	8	8	4	28	61		
400	13	10	10	16	49	6	10	15	14	45	94		
500	9	17	23	31	80	9	20	32	39	100	180		
600	33	47	67	82	229	49	69	101	139	358	587		
700	82	106	128	127	443	152	183	210	245	790	1233		
800	156	175	182	139	652	247	241	248	194	930	1582		
900	166	141	148	117	572	140	186	148	168	642	1214		
1000	132	128	135	126	521	159	125	133	133	550	1071		
1100	135	138	123	170	566	127	113	145	141	526	1092		
1200	141	171	185	155	652	121	137	152	161	571	1223		
1300	148	157	157	155	617	158	136	152	127	573	1190		
1400	158	182	143	178	661	161	146	147	159	613	1274		
1500	196	184	223	212	815	150	147	173	156	626	1441		
1600	213	200	265	267	945	183	183	176	181	723	1668		
1700	284	314	270	251	1119	185	199	220	200	804	1923		
1800	188	215	177	130	710	170	156	151	143	620	1330		
1900	156	124	130	124	534	132	124	95	98	449	983		
2000	107	126	108	102	443	123	111	91	97	422	865		
2100	80	87	70	82	319	90	94	69	82	335	654		
2200	73	88	66	64	291	77	58	68	69	272	563		
2300	54	48	55	43	200	51	45	40	36	172	372		
24-Hour Totals:						10658						10381	21039
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.08</b>	<b>NB</b>	<b>1,226</b>	<b>SB</b>	<b>848</b>							
<b>AVERAGE:</b>			<b>NB</b>	<b>1,186</b>	<b>SB</b>	<b>904</b>							

County: 86  
 Station: 9049  
 Description: ANDREWS AVE N OF SUNRISE BLVD  
 Start Date: 01/31/2007  
 Start Time: 0930

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	23	24	33	19	99	18	12	12	14	56	155	
100	20	15	11	12	58	21	17	40	6	84	142	
200	11	14	9	9	43	8	7	9	7	31	74	
300	8	6	3	10	27	5	7	7	5	24	51	
400	11	8	8	13	40	9	16	16	26	67	107	
500	19	16	20	28	83	30	39	51	56	176	259	
600	34	42	71	86	233	88	125	132	145	490	723	
700	106	110	128	142	486	218	225	240	233	916	1402	
800	116	134	138	121	509	234	209	164	156	763	1272	
900	116	121	92	123	452	137	144	118	98	497	949	
1000	111	104	127	122	464	119	119	95	115	448	912	
1100	143	124	141	131	539	123	118	126	117	484	1023	
1200	151	109	158	136	554	128	125	150	121	524	1078	
1300	120	146	144	147	557	139	142	145	145	571	1128	
1400	183	144	186	162	675	147	153	140	132	572	1247	
1500	169	203	238	215	825	138	128	151	144	561	1386	
1600	227	244	310	341	1122	128	150	163	170	611	1733	
1700	318	266	262	194	1040	173	180	155	143	651	1691	
1800	155	163	113	135	566	130	119	116	91	456	1022	
1900	119	93	88	101	401	93	85	80	68	326	727	
2000	88	99	80	76	343	70	67	57	67	261	604	
2100	64	82	84	72	302	68	47	55	49	219	521	
2200	55	37	56	45	193	42	38	49	43	172	365	
2300	52	30	30	28	140	29	26	34	32	121	261	
24-Hour Totals:	9751										9081	18832
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.00</b>	<b>NB</b>	<b>927</b>	<b>SB</b>	<b>576</b>						

County: 86  
 Station: 9049  
 Description: ANDREWS AVE N OF SUNRISE BLVD  
 Start Date: 06/26/2007  
 Start Time: 1000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	38	25	26	19	108	25	15	14	17	71	179	
100	25	13	19	10	67	17	14	9	17	57	124	
200	10	10	9	7	36	32	10	16	6	64	100	
300	11	9	6	9	35	9	8	10	3	30	65	
400	8	10	7	9	34	8	6	16	14	44	78	
500	9	14	12	24	59	14	17	40	32	103	162	
600	20	28	46	70	164	60	68	107	130	365	529	
700	66	79	105	106	356	150	162	223	240	775	1131	
800	130	139	144	137	550	262	247	237	222	968	1518	
900	138	127	119	116	500	177	166	134	140	617	1117	
1000	123	100	111	142	476	140	128	124	112	504	980	
1100	139	157	140	169	605	116	89	131	113	449	1054	
1200	149	170	170	146	635	106	127	128	156	517	1152	
1300	141	137	151	146	575	122	126	125	133	506	1081	
1400	157	161	138	162	618	110	124	139	133	506	1124	
1500	191	199	212	223	825	116	124	147	124	511	1336	
1600	225	198	280	291	994	158	139	140	142	579	1573	
1700	316	372	281	279	1248	147	154	154	139	594	1842	
1800	190	206	181	142	719	136	137	119	105	497	1216	
1900	147	128	112	115	502	90	97	82	66	335	837	
2000	99	117	111	86	413	63	81	68	60	272	685	
2100	80	89	66	83	318	65	64	50	50	229	547	
2200	58	70	67	44	239	51	40	59	50	200	439	
2300	52	48	51	34	185	44	21	38	27	130	315	
24-Hour Totals:					10261						8923	19184
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.08</b>	<b>NB</b>	<b>1,361</b>	<b>SB</b>	<b>645</b>						
<b>AVERAGE:</b>			<b>NB</b>	<b>1,144</b>	<b>SB</b>	<b>610</b>						

County: 86  
 Station: 9040  
 Description: ANDREWS AVE N OF NE 6 ST  
 Start Date: 06/13/2007  
 Start Time: 1000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	42	28	7	24	101	23	29	27	14	93	194	
100	20	20	23	9	72	28	17	17	11	73	145	
200	13	18	13	9	53	17	17	7	8	49	102	
300	7	11	6	6	30	8	2	4	10	24	54	
400	13	4	12	8	37	7	4	10	4	25	62	
500	8	12	9	16	45	11	11	24	36	82	127	
600	20	18	34	51	123	34	56	83	139	312	435	
700	49	56	93	128	326	102	161	254	259	776	1102	
800	148	151	161	139	599	336	338	293	248	1215	1814	
900	168	130	184	116	598	255	211	185	167	818	1416	
1000	132	120	108	140	500	126	171	161	152	610	1110	
1100	114	126	108	141	489	139	127	152	149	567	1056	
1200	176	139	150	148	613	161	142	175	182	660	1273	
1300	135	136	127	152	550	136	156	157	160	609	1159	
1400	144	148	167	154	613	143	154	163	128	588	1201	
1500	189	161	176	206	732	153	126	159	166	604	1336	
1600	202	183	219	230	834	128	132	158	153	571	1405	
1700	296	320	240	212	1068	166	164	130	177	637	1705	
1800	211	171	128	116	626	169	171	130	125	595	1221	
1900	86	89	94	85	354	108	95	76	92	371	725	
2000	84	63	70	56	273	103	83	73	72	331	604	
2100	51	52	68	77	248	83	64	70	48	265	513	
2200	72	57	64	56	249	68	64	56	57	245	494	
2300	59	51	37	26	173	41	56	28	38	163	336	
24-Hour Totals:	9306										10283	19589
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.07</b>	<b>NB</b>	<b>1,140</b>	<b>SB</b>	<b>686</b>						

County: 86  
 Station: 7746  
 Description: ANDREWS AVE S OF BROWARD BLVD  
 Start Date: 02/07/2007  
 Start Time: 0900

Time	Direction: N					Direction: S				Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0	60	33	34	17	144	9	12	14	8	43	187
100	22	23	21	18	84	6	6	2	12	26	110
200	20	22	11	13	66	4	2	4	4	14	80
300	19	18	16	13	66	7	5	6	7	25	91
400	20	16	15	14	65	12	7	4	6	29	94
500	14	9	13	20	56	17	16	24	23	80	136
600	19	35	32	58	144	29	61	121	109	320	464
700	74	77	112	117	380	98	137	187	238	660	1040
800	143	146	145	138	572	236	233	295	241	1005	1577
900	143	151	194	188	676	169	164	177	183	693	1369
1000	179	199	179	233	790	152	155	170	165	642	1432
1100	197	193	177	186	753	172	177	171	126	646	1399
1200	240	212	234	195	881	178	152	159	146	635	1516
1300	201	232	204	205	842	153	174	159	145	631	1473
1400	226	181	223	244	874	114	134	153	156	557	1431
1500	264	248	247	269	1028	120	157	129	118	524	1552
1600	304	248	280	305	1137	109	127	98	148	482	1619
1700	334	324	282	265	1205	136	135	150	107	528	1733
1800	275	227	172	183	857	142	132	140	72	486	1343
1900	195	146	118	147	606	85	73	69	47	274	880
2000	187	107	117	110	521	42	44	43	28	157	678
2100	127	109	98	99	433	34	25	46	31	136	569
2200	116	111	72	67	366	38	39	32	23	132	498
2300	95	49	65	48	257	13	13	22	17	65	322
24-Hour Totals:					12803					8790	21593
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.00</b>	<b>NB</b>	<b>1,245</b>	<b>SB</b>	<b>569</b>					

County: 86  
 Station: 7746  
 Description: ANDREWS AVE S OF BROWARD BLVD  
 Start Date: 07/18/2007  
 Start Time: 1000

Time	Direction: N					Direction: S					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	71	47	48	30	196	12	16	29	14	71	267		
100	30	27	42	29	128	12	17	14	14	57	185		
200	29	20	43	14	106	7	6	9	10	32	138		
300	26	17	23	25	91	7	6	12	11	36	127		
400	22	17	9	17	65	11	11	10	15	47	112		
500	23	9	15	24	71	17	22	33	30	102	173		
600	25	36	47	62	170	39	51	105	138	333	503		
700	75	75	95	120	365	113	137	185	241	676	1041		
800	133	126	131	128	518	259	219	294	281	1053	1571		
900	158	146	240	248	792	194	187	198	196	775	1567		
1000	287	190	219	207	903	179	154	185	142	660	1563		
1100	245	259	202	211	917	137	132	154	124	547	1464		
1200	332	255	209	259	1055	167	147	148	182	644	1699		
1300	228	255	214	260	957	187	166	135	118	606	1563		
1400	170	245	217	274	906	134	130	113	167	544	1450		
1500	234	290	295	259	1078	140	135	134	137	546	1624		
1600	279	281	315	371	1246	133	121	136	139	529	1775		
1700	331	412	348	285	1376	132	127	150	136	545	1921		
1800	257	193	185	202	837	144	153	137	115	549	1386		
1900	175	123	155	130	583	117	93	97	81	388	971		
2000	158	166	121	114	559	85	74	69	72	300	859		
2100	120	129	109	97	455	47	37	47	43	174	629		
2200	138	98	84	75	395	59	46	44	38	187	582		
2300	105	99	75	62	341	40	33	30	29	132	473		
24-Hour Totals:						14110						9533	23643
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.10</b>	<b>NB</b>	<b>1,608</b>	<b>SB</b>	<b>603</b>							
<b>AVERAGE:</b>			<b>NB</b>	<b>1,427</b>	<b>SB</b>	<b>586</b>							



County: 86  
 Station: 7643  
 Description: ANDREWS AVE S OF DAVIE BLVD  
 Start Date: 01/24/2007  
 Start Time: 1245

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	27	15	14	5	61	10	12	15	15	52	113	
100	11	14	14	7	46	11	6	9	7	33	79	
200	10	7	2	4	23	6	10	8	5	29	52	
300	3	6	11	7	27	15	7	6	6	34	61	
400	5	3	3	5	16	3	14	3	16	36	52	
500	11	16	17	27	71	6	26	24	43	99	170	
600	33	35	57	89	214	49	73	152	156	430	644	
700	92	162	187	254	695	117	126	139	191	573	1268	
800	312	345	347	313	1317	145	166	130	128	569	1886	
900	302	196	147	169	814	169	132	176	160	637	1451	
1000	143	168	151	163	625	149	164	165	137	615	1240	
1100	164	163	159	222	708	154	139	164	163	620	1328	
1200	203	203	186	185	777	187	175	216	160	738	1515	
1300	191	174	190	183	738	172	152	144	161	629	1367	
1400	174	180	216	183	753	171	161	162	199	693	1446	
1500	169	184	248	183	784	198	197	188	184	767	1551	
1600	205	184	279	193	861	199	204	251	279	933	1794	
1700	271	261	235	179	946	325	337	273	247	1182	2128	
1800	163	162	139	130	594	200	198	208	146	752	1346	
1900	114	76	109	104	403	128	80	78	91	377	780	
2000	120	75	83	68	346	69	70	55	65	259	605	
2100	62	72	53	60	247	46	48	47	45	186	433	
2200	47	62	58	38	205	37	49	24	36	146	351	
2300	48	31	43	27	149	51	21	28	13	113	262	
24-Hour Totals:	11420										10502	21922
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.01</b>	<b>NB</b>	<b>1,014</b>	<b>SB</b>	<b>1,204</b>						

County: 86  
 Station: 7643  
 Description: ANDREWS AVE S OF DAVIE BLVD  
 Start Date: 06/20/2007  
 Start Time: 1245

Time	Direction: N					Direction: S					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	35	28	15	12	90	34	12	23	10	79	169		
100	9	8	19	14	50	16	16	15	23	70	120		
200	6	11	5	4	26	9	14	9	10	42	68		
300	3	2	9	9	23	13	6	3	14	36	59		
400	4	5	8	12	29	5	12	13	18	48	77		
500	9	15	24	32	80	15	33	39	39	126	206		
600	26	40	84	91	241	41	82	156	183	462	703		
700	111	154	214	240	719	145	175	208	197	725	1444		
800	224	278	241	248	991	136	164	140	137	577	1568		
900	222	168	175	167	732	142	147	190	156	635	1367		
1000	167	139	147	145	598	158	198	157	158	671	1269		
1100	133	126	164	155	578	159	146	164	150	619	1197		
1200	185	146	180	170	681	196	143	163	144	646	1327		
1300	170	151	168	148	637	150	162	163	140	615	1252		
1400	173	186	170	148	677	145	143	172	169	629	1306		
1500	173	158	200	177	708	198	165	147	158	668	1376		
1600	188	132	191	201	712	196	186	209	241	832	1544		
1700	231	169	185	147	732	302	342	275	256	1175	1907		
1800	123	132	129	132	516	216	232	169	141	758	1274		
1900	73	82	123	132	410	160	126	93	93	472	882		
2000	115	87	67	69	338	92	90	77	95	354	692		
2100	69	67	63	41	240	79	54	65	57	255	495		
2200	53	46	38	49	186	63	41	48	63	215	401		
2300	51	37	52	32	172	66	38	42	16	162	334		
24-Hour Totals:						10166						10871	21037
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.08</b>	<b>NB</b>	<b>855</b>	<b>SB</b>	<b>1,182</b>							
<b>AVERAGE:</b>			<b>NB</b>	<b>935</b>	<b>SB</b>	<b>1,193</b>							

County: 86  
 Station: 9008  
 Description: ANDREWS AVE N OF SR 84  
 Start Date: 03/05/2007  
 Start Time: 1300

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	13	11	5	6	35	15	11	11	7	44	79	
100	7	5	4	1	17	4	9	10	5	28	45	
200	6	2	1	2	11	12	10	3	4	29	40	
300	4	0	8	6	18	4	5	3	2	14	32	
400	5	2	8	11	26	6	4	6	5	21	47	
500	6	18	26	31	81	11	11	17	16	55	136	
600	52	104	157	191	504	21	48	55	71	195	699	
700	183	226	319	377	1105	82	97	163	138	480	1585	
800	374	376	412	280	1442	139	138	109	131	517	1959	
900	237	233	202	148	820	114	130	124	125	493	1313	
1000	161	140	139	130	570	147	127	121	139	534	1104	
1100	132	137	172	170	611	152	148	133	160	593	1204	
1200	198	157	158	160	673	169	170	177	181	697	1370	
1300	162	162	142	160	626	180	152	198	183	713	1339	
1400	156	167	155	157	635	171	183	198	192	744	1379	
1500	148	112	145	137	542	272	252	268	265	1057	1599	
1600	149	137	170	193	649	305	333	430	411	1479	2128	
1700	221	124	142	118	605	676	579	387	350	1992	2597	
1800	112	132	115	106	465	318	234	169	134	855	1320	
1900	73	63	67	51	254	131	102	123	89	445	699	
2000	53	38	24	33	148	82	57	69	54	262	410	
2100	33	29	27	21	110	66	52	46	38	202	312	
2200	26	33	28	25	112	55	30	42	32	159	271	
2300	16	15	9	9	49	36	40	33	14	123	172	
24-Hour Totals:	10108										11731	21839
<b>PK SEASON</b>	<b>PSCF</b>	<b>0.98</b>	<b>NB</b>	<b>707</b>	<b>SB</b>	<b>1,813</b>						

County: 86  
 Station: 9008  
 Description: ANDREWS AVE N OF SR 84  
 Start Date: 07/30/2007  
 Start Time: 1045

Time	Direction: N					Direction: S					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	9	6	10	7	32	15	14	12	8	49	81		
100	7	3	7	3	20	8	7	7	7	29	49		
200	5	4	8	8	25	6	6	8	4	24	49		
300	3	4	4	5	16	7	4	2	2	15	31		
400	7	3	11	13	34	4	6	9	5	24	58		
500	10	19	21	37	87	10	5	14	15	44	131		
600	45	85	112	208	450	22	31	50	47	150	600		
700	119	247	220	301	887	66	87	126	115	394	1281		
800	281	308	321	212	1122	92	115	94	67	368	1490		
900	249	200	183	131	763	86	108	101	108	403	1166		
1000	121	141	153	117	532	126	133	143	106	508	1040		
1100	122	128	151	141	542	130	123	156	143	552	1094		
1200	166	183	158	157	664	156	156	165	165	642	1306		
1300	150	151	117	133	551	184	173	176	182	715	1266		
1400	145	139	137	126	547	174	194	207	173	748	1295		
1500	118	113	121	101	453	183	160	227	202	772	1225		
1600	117	115	138	137	507	254	229	296	305	1084	1591		
1700	150	112	111	100	473	382	337	291	242	1252	1725		
1800	76	98	121	108	403	246	179	137	117	679	1082		
1900	61	42	43	34	180	114	84	95	84	377	557		
2000	49	48	40	30	167	75	53	68	57	253	420		
2100	31	23	23	28	105	55	43	39	32	169	274		
2200	34	25	26	23	108	41	26	25	27	119	227		
2300	25	17	7	10	59	27	27	31	9	94	153		
24-Hour Totals:						8727						9464	18191
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.10</b>	<b>NB</b>	<b>591</b>	<b>SB</b>	<b>1,452</b>							
<b>AVERAGE:</b>			<b>NB</b>	<b>649</b>	<b>SB</b>	<b>1,633</b>							

County: 86  
 Station: 7919  
 Description: ANDREWS AVE S OF SR 84  
 Start Date: 03/05/2007  
 Start Time: 1315

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0	1	2	4	2	9	2	1	4	3	10	19	
100	4	0	0	1	5	0	7	3	1	11	16	
200	1	7	0	1	9	3	4	0	0	7	16	
300	1	0	0	2	3	0	2	2	1	5	8	
400	9	6	3	8	26	11	1	3	5	20	46	
500	2	10	10	19	41	7	12	20	21	60	101	
600	16	19	41	61	137	28	35	50	58	171	308	
700	72	69	145	195	481	66	81	112	90	349	830	
800	229	273	291	232	1025	89	83	82	80	334	1359	
900	214	133	137	127	611	68	101	106	62	337	948	
1000	120	118	108	118	464	81	91	83	82	337	801	
1100	85	110	129	129	453	95	94	83	92	364	817	
1200	188	147	115	122	572	96	107	106	119	428	1000	
1300	129	127	113	128	497	124	121	107	105	457	954	
1400	123	116	130	120	489	112	113	112	120	457	946	
1500	97	97	116	111	421	103	114	134	114	465	886	
1600	124	125	128	140	517	140	120	203	176	639	1156	
1700	151	121	132	106	510	192	203	238	188	821	1331	
1800	92	70	70	48	280	113	128	96	61	398	678	
1900	43	37	30	30	140	67	32	39	28	166	306	
2000	20	19	14	7	60	18	29	32	13	92	152	
2100	13	13	5	9	40	9	11	20	10	50	90	
2200	11	9	6	11	37	14	8	1	6	29	66	
2300	4	9	5	6	24	11	12	7	5	35	59	
24-Hour Totals:	6851										6042	12893
<b>PK SEASON</b>	<b>PSCF</b>	<b>0.98</b>	<b>NB</b>	<b>533</b>	<b>SB</b>	<b>793</b>						

County: 86  
 Station: 7919  
 Description: ANDREWS AVE S OF SR 84  
 Start Date: 07/30/2007  
 Start Time: 1100

Time	Direction: N					Direction: S					Combined		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total		
0	3	1	4	9	17	1	2	2	0	5	22		
100	0	4	1	0	5	0	4	3	1	8	13		
200	1	2	2	2	7	1	4	5	0	10	17		
300	4	2	1	1	8	2	2	2	5	11	19		
400	1	5	4	2	12	3	6	2	4	15	27		
500	2	5	6	8	21	6	10	10	17	43	64		
600	12	14	36	47	109	16	30	46	49	141	250		
700	63	85	102	154	404	39	46	71	73	229	633		
800	152	173	184	161	670	68	81	76	54	279	949		
900	121	131	93	73	418	73	74	85	65	297	715		
1000	80	101	124	120	425	81	96	85	81	343	768		
1100	93	86	109	113	401	70	61	83	108	322	723		
1200	123	117	110	100	450	96	77	110	87	370	820		
1300	111	102	107	79	399	96	91	85	92	364	763		
1400	95	99	100	93	387	93	108	103	84	388	775		
1500	97	85	100	88	370	82	81	92	94	349	719		
1600	116	95	116	100	427	134	113	154	135	536	963		
1700	119	87	85	61	352	183	178	114	119	594	946		
1800	58	45	46	32	181	99	90	51	48	288	469		
1900	32	22	18	18	90	44	35	18	15	112	202		
2000	23	14	11	12	60	12	28	19	14	73	133		
2100	11	10	7	9	37	14	7	8	5	34	71		
2200	2	9	6	10	27	4	5	8	5	22	49		
2300	7	2	2	5	16	3	11	6	1	21	37		
24-Hour Totals:						5293						4854	10147
<b>PK SEASON</b>	<b>PSCF</b>	<b>1.10</b>	<b>NB</b>	<b>464</b>	<b>SB</b>	<b>715</b>							
<b>AVERAGE:</b>			<b>NB</b>	<b>499</b>	<b>SB</b>	<b>754</b>							

County: 86  
 Station: 7202  
 Description: ATLANTIC BLVD E OF UNIVERSITY DR  
 Start Date: 02/28/2007  
 Start Time: 0945

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	30	32	30	31	123	31	34	40	29	134	257
100	17	16	17	8	58	13	16	11	8	48	106
200	17	10	14	10	51	23	12	21	11	67	118
300	7	13	2	7	29	15	8	5	12	40	69
400	16	9	20	19	64	19	12	18	29	78	142
500	20	45	44	56	165	28	31	45	57	161	326
600	74	152	155	210	591	68	108	162	171	509	1100
700	275	253	256	259	1043	159	206	219	255	839	1882
800	251	296	249	211	1007	203	248	257	296	1004	2011
900	207	200	190	186	783	198	229	215	217	859	1642
1000	211	221	213	186	831	204	199	223	229	855	1686
1100	220	208	219	237	884	221	258	211	236	926	1810
1200	232	252	196	251	931	241	249	252	245	987	1918
1300	233	251	252	211	947	264	282	286	269	1101	2048
1400	241	213	234	293	981	229	262	231	302	1024	2005
1500	283	279	245	248	1055	239	262	319	312	1132	2187
1600	271	277	253	270	1071	291	257	336	276	1160	2231
1700	272	324	334	297	1227	344	343	330	333	1350	2577
1800	270	288	239	250	1047	334	334	334	333	1335	2382
1900	224	190	222	204	840	269	252	224	215	960	1800
2000	181	171	158	154	664	192	172	147	155	666	1330
2100	149	121	119	105	494	141	139	135	113	528	1022
2200	113	89	76	56	334	96	91	81	59	327	661
2300	71	45	37	32	185	61	46	40	45	192	377
24-Hour Totals:	15405					16282					31687

**PK SEASON      PSCF      0.0      EB      1,178      WB      1,20**

County: 86  
 Station: 7202  
 Description: ATLANTIC BLVD E OF UNIVERSITY DR  
 Start Date: 08/01/2007  
 Start Time: 0945

Direction: E						Direction: W					Combined Total
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0	50	51	43	37	181	68	58	57	38	221	402
100	16	14	26	20	76	47	26	22	29	124	200
200	25	8	18	7	58	26	18	13	20	77	135
300	16	12	11	3	42	11	9	6	17	43	85
400	7	8	14	11	40	14	16	23	14	67	107
500	23	21	39	38	121	19	33	42	53	147	268
600	57	67	93	118	335	72	78	114	179	443	778
700	157	179	206	262	804	171	187	185	282	825	1629
800	196	257	223	205	881	238	299	246	248	1031	1912
900	220	229	173	213	835	295	269	247	238	1049	1884
1000	190	181	212	201	784	260	223	226	210	919	1703
1100	226	203	221	256	906	222	243	268	254	987	1893
1200	205	244	243	238	930	275	284	294	342	1195	2125
1300	240	236	238	234	948	305	295	313	306	1219	2167
1400	235	216	254	218	923	318	276	296	290	1180	2103
1500	232	271	259	259	1021	279	325	297	258	1159	2180
1600	281	272	275	271	1099	331	316	393	356	1396	2495
1700	294	324	324	300	1242	363	424	429	391	1607	2849
1800	279	277	254	278	1088	431	404	382	322	1539	2627
1900	253	231	227	169	880	303	282	274	272	1131	2011
2000	205	204	203	155	767	217	200	207	249	873	1640
2100	153	155	170	122	600	225	209	165	137	736	1336
2200	102	98	103	76	379	160	216	139	90	605	984
2300	63	60	58	46	227	100	87	90	57	334	561
24-Hour Totals:					15167					18907	34074

<b>PK SEASON</b>	<b>PSCF</b>	<b>1.31</b>	<b>EB</b>	<b>1,627</b>	<b>WB</b>	<b>2,105</b>
<b>AVERAGE:</b>			<b>EB</b>	<b>1,402</b>	<b>WB</b>	<b>1,701</b>



**Appendix 21-1-D**  
**Gas Price, Economy and Traffic Decline**  
**Documentation**

Several articles (included in this Appendix) presented in different publications mention a national 3.7% decline in vehicular traffic when comparing 2007 to 2008 data specifically in May, June and July. This decline is attributed to a combination of factors primarily the cost of fuel and the economy. The trend has been occurring for approximately nine months and half of this decline is due to the increase in fuel prices.

Since one half of this decline is due to the increase in fuel prices, only half of the observed 3.7% decline in vehicular travel has been taken into account. This results in 1.85%.

The historic count data for the regionally significant roadways in the study area were reviewed and a trend analysis shows negative growth on all facilities except for the Florida Turnpike. This is also reflected in the *Broward County Year 2007 Traffic Count Report Summary* published annually by the Broward County MPO. Two Traffic Growth / History Trend graphs are also included in this Appendix. Table 21-1-D summarizes historic traffic counts within the study area and shows growth trends. Typically when negative growth factors are determined a default 0.5% annual growth factor is applied (this was established prior to the current trends for declining traffic). The 0.5% increase will be established for population and work force increase.

Based on the aforementioned, counts taken in 2007 were adjusted to 2008 conditions by applying the estimated factor of 1.35% which reflects the current trend of declining vehicular traffic. This factor is a composite of a 1.85% decline in traffic with the 0.5% established for population and work force increase.

**Table 21-1-D**  
**RIVERBEND DRI**  
**GROWTH TREND SUMMARY BY AREA & FACILITY**

ROADWAY GROUP	ADT2001	ADT2002	ADT2003	ADT2004	ADT2005	ADT2006	AVERAGE
OVERALL STUDY AREA GROWTH	8,077,325	8,162,362	8,057,064	8,125,697	8,127,606	8,070,636	-0.01%
		1.05%	-1.29%	0.85%	0.02%	-0.70%	
SURFACE STREETS GROWTH	5,397,422	5,490,597	5,365,704	5,444,809	5,370,945	5,369,936	-0.09%
		1.73%	-2.27%	1.47%	-1.36%	-0.02%	
FL TURNPIKE GROWTH	175,500	176,500	192,900	211,200	224,100	231,200	5.72%
		0.57%	9.29%	9.49%	6.11%	3.17%	
I-595 GROWTH	315,000	310,500	315,000	325,500	343,500	305,500	-0.44%
		-1.43%	1.45%	3.33%	5.53%	-11.06%	
I-95 GROWTH	2,189,403	2,184,765	2,183,460	2,144,188	2,189,061	2,164,000	-0.22%
		-0.21%	-0.06%	-1.80%	2.09%	-1.14%	
BROWARD BOULEVARD GROWTH	459,642	468,972	447,970	457,814	468,893	457,686	-0.04%
		2.03%	-4.48%	2.20%	2.42%	-2.39%	

Source: FDOT & Broward County Traffic Count Station Data

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AP

**Oil hits 7-week low on demand worries, dollar gain**

Tuesday July 29, 2:21 pm ET

By4 Stevenson Jacobs, AP Business Writer

**Oil prices tumble to 7-week low as demand worries grow, US dollar strengthens**

NEW YORK (AP) -- Oil prices tumbled to their lowest level in seven weeks Tuesday as a stronger dollar and beliefs that record prices are eroding the world's thirst for energy sparked another dramatic sell-off.

The drop -- as much as \$4 a barrel during the day -- was a throwback to oil's nosedive over the past two weeks and outweighed supply concerns touched off by a militant attack Monday on two Nigerian crude pipelines. It was oil's seventh decline in the last 10 sessions.

Light, sweet crude for September delivery fell \$1.89, or 1.52 percent, to \$122.84 a barrel in early afternoon trading on the New York Mercantile Exchange. Earlier, prices fell to \$120.42, the lowest level for a front-month contract since June 10; they have now fallen more than \$25 from their trading high of \$147.27, reached July 11.

More concerns that crude's run-up over the past year has pushed prices to unsustainable levels fed Monday's decline. The U.S. Transportation Department said Monday that U.S. drivers logged 9.6 billion fewer vehicle miles in May -- or 3.7 percent -- compared to the same period last year, the biggest drop ever for the historically busy summer driving month.

And demand for oil in the U.S. -- the world's thirstiest consumer -- continues to fall, dropping by 891,000 barrels per day in May compared the same month a year ago, the Energy Department's Energy Information Administration said Monday.

"We're seeing both statistical and anecdotal evidence of very rapidly weakening demand picture," said Jim Ritterbusch, president of energy consultancy Ritterbusch and Associates in Galena, Ill.

The declines accelerated after oil briefly dipped below \$122, a key resistance level that triggered technical selling by computers programmed to dump oil contracts once prices fall below a certain threshold. The next technical level traders are watching is \$117.

"I think we could see \$117 a barrel in a one-week time frame, and this market could eventually get to \$100," Ritterbusch said.

Also weighing on prices was a sharply stronger dollar compared to the euro, which made commodities less attractive to investors who have bought oil futures as a hedge against inflation and weakness in the U.S. currency.

The euro bought \$1.5557 compared with \$1.5752 late Monday in New York.

"It looks like oil is selling off today with the very, very strong dollar and nothing to drive it higher. Quiet seems to be bearish these days," said Tom Kloza, publisher and chief oil analyst at Oil Price Information Service in Wall, N.J.

In a further sign high prices are curbing Americans' consumption for fuel, retail gas prices fell further below the \$4-a-gallon mark. The average price of a regular gas fell 1.7 cents to \$3.941, according to auto club AAA, the Oil Prices Information Service and Wright Express.

Monday's attack in Nigeria targeted two pipelines believed to be owned by a unit of Royal Dutch Shell PLC and was the latest in a two-year campaign of attacks on the country's oil industry. Shell said a pipeline had been damaged in attacks and that some crude production had been shut down to prevent the oil from spilling into the environment.

Appendix 21-1-D

3

The oil company said Tuesday it may not be able to fulfill some oil-export contracts because of the damage. Shell didn't specify how much oil production was cut by the attack or how long repairs would take.

The Movement for the Emancipation of the Niger Delta says it is acting to force the Nigerian federal government to send more oil industry funds to the southern region, which produces all of Nigeria's crude oil but remains impoverished after decades of corrupt and wasteful governance.

Analysts at JBC Energy in Vienna, Austria, estimated the repeated attacks on country's oil installations, Nigeria's output had fallen to just below 1.9 million barrels a day from more than 2.4 million barrels a day in 2005.

Oil market analysts are awaiting U.S. data later in the week for indications of how the world's largest economy could be expected to perform in coming months. Figures for gross domestic product for the second quarter will be released Thursday, while July auto sales and the July employment report are both due Friday.

In other Nymex trading, heating oil futures fell 9.69 cents to \$3.4651 a gallon while gasoline prices fell 7.3 cents to \$2.997 a gallon. Natural gas futures rose 6.3 cents to \$9.226 per 1,000 cubic feet after trading lower most of the day.

In London, September Brent crude lost \$3.56 to \$122.29 a barrel on the ICE Futures exchange.

Associated Press Writers Pablo Gorondi in Budapest, Hungary and Gillian Wong in Singapore contributed to this report.

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# South Florida Sun-Sentinel.com

## Gas prices caused Americans to drive 9.6 billion fewer miles in May

Associated Press

11:31 AM EDT, July 28, 2008

NEW YORK

The soaring price of fuel and other strains on the U.S. economy have caused Americans to cut back sharply on driving, which jeopardizes the federal fund for building and repairing the country's highways.

The federal highway trust fund -- which relies on per-gallon taxes that don't rise with price -- faces a multibillion dollar shortfall next year, down from a surplus of more than \$10 billion just three years ago.

According to Federal Highway Administration data released Monday, Americans drove 9.6 billion fewer miles in May 2008 than in May 2007, the third-largest monthly drop in the 66 years the data has been collected.

The May decline continues a seven-month decrease in driving that has amounted to 40.5 billion fewer miles traveled since November 2007 compared with the same period a year earlier.

May's drop comes during a month that traffic usually rises due to the Memorial Day holiday and the start of the summer vacation season.

Not only are Americans cutting back on their own driving. They are increasingly using fuel-efficient vehicles, carpooling and taking mass transportation.

Transportation Secretary Mary E. Peters said in a statement Monday that the drop in driving miles demonstrates that the federal gas tax is no longer sufficient to finance the nation's transportation infrastructure.

The highway trust fund gets 18.4 cents per gallon from gasoline sales and 24.4 cents per gallon for diesel sales.

"We must embrace more sustainable funding sources for highways and bridges through more sustainable and effective ways such as congestion pricing and private activity bonds," Peters said.

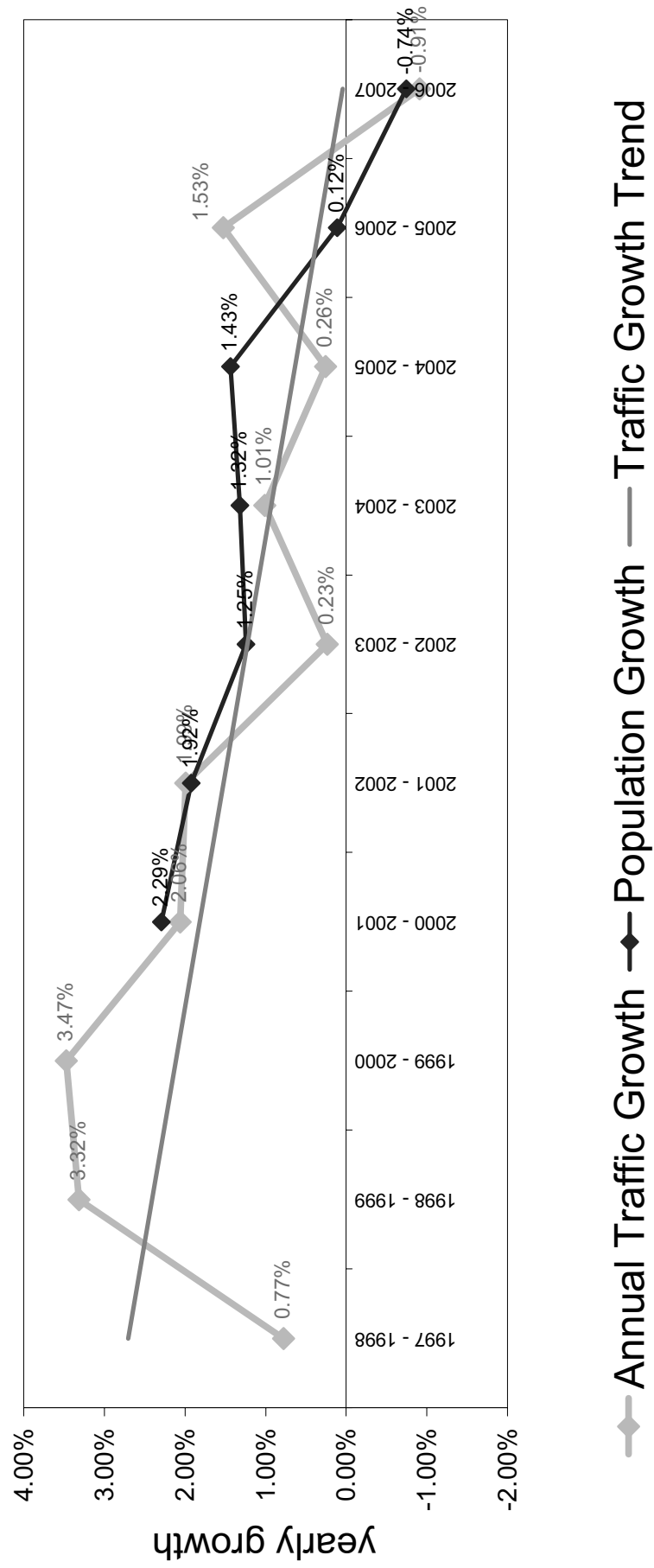
Last week, the House approved by a veto-proof margin an \$8 billion infusion into the highway trust fund for the fiscal year beginning in October.

Reps. Jerry Lewis of California and Paul Ryan of Wisconsin, top Republicans on the appropriations and budget committees, have criticized the bill for redirecting funds from the general Treasury that should be used for other priorities.

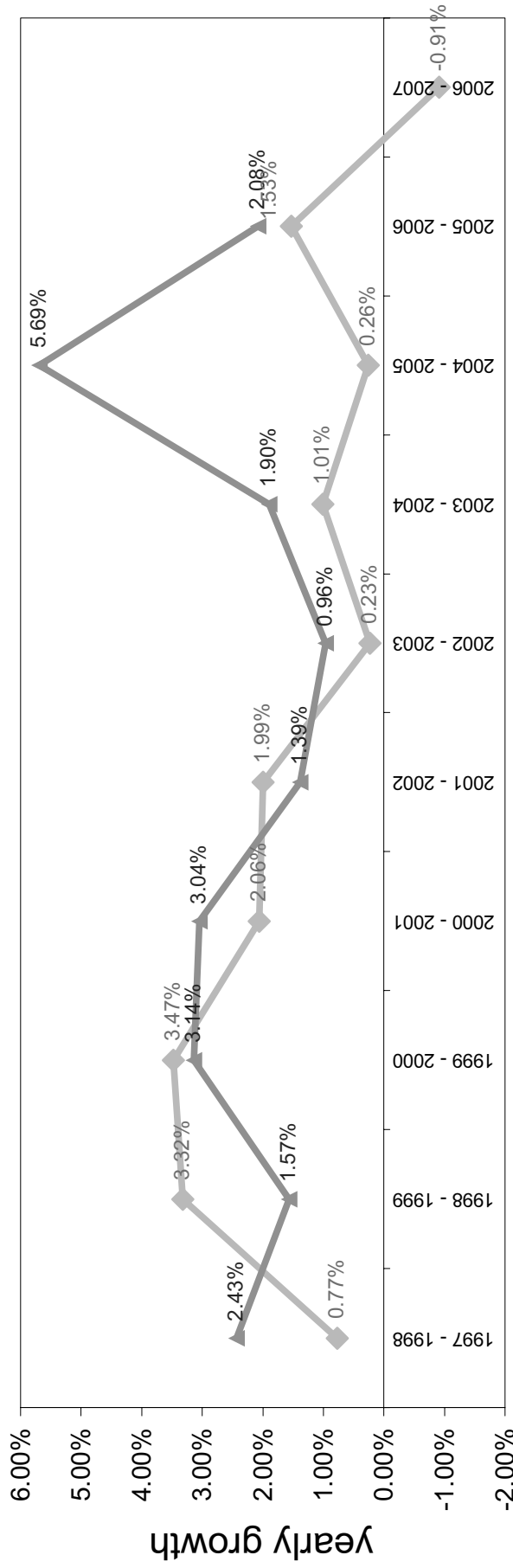
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# Broward County Traffic Growth History / Trend 1997 - 2007



# Broward County Traffic Growth History / Trend 1997 - 2007



◆ Annual Traffic Growth    ▲ Job Growth

**21-1-E**  
**FDOT Seasonal Adjustment Factors**



MOCF: 0.87

Week	Dates	SF	PSCF
1	01/01/2006 - 01/07/2006	1.02	1.18
2	01/08/2006 - 01/14/2006	0.97	1.12
* 3	01/15/2006 - 01/21/2006	0.91	1.05
* 4	01/22/2006 - 01/28/2006	0.90	1.04
* 5	01/29/2006 - 02/04/2006	0.89	1.03
* 6	02/05/2006 - 02/11/2006	0.88	1.02
* 7	02/12/2006 - 02/18/2006	0.86	0.99
* 8	02/19/2006 - 02/25/2006	0.85	0.98
* 9	02/26/2006 - 03/04/2006	0.83	0.96
*10	03/05/2006 - 03/11/2006	0.82	0.95
*11	03/12/2006 - 03/18/2006	0.80	0.92
*12	03/19/2006 - 03/25/2006	0.83	0.96
*13	03/26/2006 - 04/01/2006	0.87	1.00
*14	04/02/2006 - 04/08/2006	0.90	1.04
*15	04/09/2006 - 04/15/2006	0.93	1.07
16	04/16/2006 - 04/22/2006	0.93	1.07
17	04/23/2006 - 04/29/2006	0.94	1.08
18	04/30/2006 - 05/06/2006	0.95	1.10
19	05/07/2006 - 05/13/2006	0.96	1.11
20	05/14/2006 - 05/20/2006	0.97	1.12
21	05/21/2006 - 05/27/2006	1.00	1.15
22	05/28/2006 - 06/03/2006	1.03	1.19
23	06/04/2006 - 06/10/2006	1.07	1.23
24	06/11/2006 - 06/17/2006	1.10	1.27
25	06/18/2006 - 06/24/2006	1.10	1.27
26	06/25/2006 - 07/01/2006	1.11	1.28
27	07/02/2006 - 07/08/2006	1.11	1.28
28	07/09/2006 - 07/15/2006	1.11	1.28
29	07/16/2006 - 07/22/2006	1.12	1.29
30	07/23/2006 - 07/29/2006	1.13	1.30
31	07/30/2006 - 08/05/2006	1.14	1.31
32	08/06/2006 - 08/12/2006	1.15	1.33
33	08/13/2006 - 08/19/2006	1.15	1.33
34	08/20/2006 - 08/26/2006	1.16	1.34
35	08/27/2006 - 09/02/2006	1.16	1.34
36	09/03/2006 - 09/09/2006	1.17	1.35
37	09/10/2006 - 09/16/2006	1.17	1.35
38	09/17/2006 - 09/23/2006	1.16	1.34
39	09/24/2006 - 09/30/2006	1.14	1.31
40	10/01/2006 - 10/07/2006	1.13	1.30
41	10/08/2006 - 10/14/2006	1.12	1.29
42	10/15/2006 - 10/21/2006	1.11	1.28
43	10/22/2006 - 10/28/2006	1.10	1.27
44	10/29/2006 - 11/04/2006	1.09	1.26
45	11/05/2006 - 11/11/2006	1.08	1.25
46	11/12/2006 - 11/18/2006	1.08	1.25
47	11/19/2006 - 11/25/2006	1.06	1.22
48	11/26/2006 - 12/02/2006	1.05	1.21
49	12/03/2006 - 12/09/2006	1.04	1.20
50	12/10/2006 - 12/16/2006	1.02	1.18
51	12/17/2006 - 12/23/2006	0.99	1.14
52	12/24/2006 - 12/30/2006	0.95	1.10
53	12/31/2006 - 12/31/2006	0.91	1.05

\* Peak Season

MOCF: 0.96

Week	Dates	SF	PSCF
1	01/01/2006 - 01/07/2006	1.00	1.05
2	01/08/2006 - 01/14/2006	0.99	1.04
* 3	01/15/2006 - 01/21/2006	0.97	1.01
* 4	01/22/2006 - 01/28/2006	0.97	1.01
* 5	01/29/2006 - 02/04/2006	0.96	1.00
* 6	02/05/2006 - 02/11/2006	0.96	1.00
* 7	02/12/2006 - 02/18/2006	0.95	0.99
* 8	02/19/2006 - 02/25/2006	0.95	0.99
* 9	02/26/2006 - 03/04/2006	0.95	0.99
*10	03/05/2006 - 03/11/2006	0.94	0.98
*11	03/12/2006 - 03/18/2006	0.94	0.98
*12	03/19/2006 - 03/25/2006	0.95	0.99
*13	03/26/2006 - 04/01/2006	0.96	1.00
*14	04/02/2006 - 04/08/2006	0.96	1.00
*15	04/09/2006 - 04/15/2006	0.97	1.01
16	04/16/2006 - 04/22/2006	0.98	1.02
17	04/23/2006 - 04/29/2006	0.98	1.02
18	04/30/2006 - 05/06/2006	0.99	1.04
19	05/07/2006 - 05/13/2006	1.00	1.05
20	05/14/2006 - 05/20/2006	1.00	1.05
21	05/21/2006 - 05/27/2006	1.01	1.06
22	05/28/2006 - 06/03/2006	1.01	1.06
23	06/04/2006 - 06/10/2006	1.02	1.07
24	06/11/2006 - 06/17/2006	1.02	1.07
25	06/18/2006 - 06/24/2006	1.03	1.08
26	06/25/2006 - 07/01/2006	1.03	1.08
27	07/02/2006 - 07/08/2006	1.04	1.09
28	07/09/2006 - 07/15/2006	1.04	1.09
29	07/16/2006 - 07/22/2006	1.05	1.10
30	07/23/2006 - 07/29/2006	1.05	1.10
31	07/30/2006 - 08/05/2006	1.05	1.10
32	08/06/2006 - 08/12/2006	1.05	1.10
33	08/13/2006 - 08/19/2006	1.05	1.10
34	08/20/2006 - 08/26/2006	1.05	1.10
35	08/27/2006 - 09/02/2006	1.05	1.10
36	09/03/2006 - 09/09/2006	1.05	1.10
37	09/10/2006 - 09/16/2006	1.05	1.10
38	09/17/2006 - 09/23/2006	1.04	1.09
39	09/24/2006 - 09/30/2006	1.03	1.08
40	10/01/2006 - 10/07/2006	1.03	1.08
41	10/08/2006 - 10/14/2006	1.02	1.07
42	10/15/2006 - 10/21/2006	1.01	1.06
43	10/22/2006 - 10/28/2006	1.01	1.06
44	10/29/2006 - 11/04/2006	1.01	1.06
45	11/05/2006 - 11/11/2006	1.01	1.06
46	11/12/2006 - 11/18/2006	1.01	1.06
47	11/19/2006 - 11/25/2006	1.01	1.06
48	11/26/2006 - 12/02/2006	1.00	1.05
49	12/03/2006 - 12/09/2006	1.00	1.05
50	12/10/2006 - 12/16/2006	1.00	1.05
51	12/17/2006 - 12/23/2006	0.99	1.04
52	12/24/2006 - 12/30/2006	0.98	1.02
53	12/31/2006 - 12/31/2006	0.97	1.01

\* Peak Season

MOCF: 0.95

Week	Dates	SF	PSCF
1	01/01/2006 - 01/07/2006	1.01	1.06
2	01/08/2006 - 01/14/2006	1.00	1.05
3	01/15/2006 - 01/21/2006	0.98	1.03
4	01/22/2006 - 01/28/2006	0.98	1.03
* 5	01/29/2006 - 02/04/2006	0.97	1.02
* 6	02/05/2006 - 02/11/2006	0.96	1.01
* 7	02/12/2006 - 02/18/2006	0.95	1.00
* 8	02/19/2006 - 02/25/2006	0.95	1.00
* 9	02/26/2006 - 03/04/2006	0.94	0.98
*10	03/05/2006 - 03/11/2006	0.94	0.98
*11	03/12/2006 - 03/18/2006	0.94	0.98
*12	03/19/2006 - 03/25/2006	0.95	1.00
*13	03/26/2006 - 04/01/2006	0.95	1.00
*14	04/02/2006 - 04/08/2006	0.96	1.01
*15	04/09/2006 - 04/15/2006	0.96	1.01
*16	04/16/2006 - 04/22/2006	0.97	1.02
*17	04/23/2006 - 04/29/2006	0.97	1.02
18	04/30/2006 - 05/06/2006	0.98	1.03
19	05/07/2006 - 05/13/2006	0.98	1.03
20	05/14/2006 - 05/20/2006	0.99	1.04
21	05/21/2006 - 05/27/2006	1.00	1.05
22	05/28/2006 - 06/03/2006	1.00	1.05
23	06/04/2006 - 06/10/2006	1.01	1.06
24	06/11/2006 - 06/17/2006	1.02	1.07
25	06/18/2006 - 06/24/2006	1.03	1.08
26	06/25/2006 - 07/01/2006	1.04	1.09
27	07/02/2006 - 07/08/2006	1.05	1.10
28	07/09/2006 - 07/15/2006	1.06	1.11
29	07/16/2006 - 07/22/2006	1.06	1.11
30	07/23/2006 - 07/29/2006	1.06	1.11
31	07/30/2006 - 08/05/2006	1.06	1.11
32	08/06/2006 - 08/12/2006	1.06	1.11
33	08/13/2006 - 08/19/2006	1.06	1.11
34	08/20/2006 - 08/26/2006	1.06	1.11
35	08/27/2006 - 09/02/2006	1.05	1.10
36	09/03/2006 - 09/09/2006	1.05	1.10
37	09/10/2006 - 09/16/2006	1.04	1.09
38	09/17/2006 - 09/23/2006	1.04	1.09
39	09/24/2006 - 09/30/2006	1.03	1.08
40	10/01/2006 - 10/07/2006	1.02	1.07
41	10/08/2006 - 10/14/2006	1.01	1.06
42	10/15/2006 - 10/21/2006	1.00	1.05
43	10/22/2006 - 10/28/2006	1.00	1.05
44	10/29/2006 - 11/04/2006	1.00	1.05
45	11/05/2006 - 11/11/2006	1.01	1.06
46	11/12/2006 - 11/18/2006	1.01	1.06
47	11/19/2006 - 11/25/2006	1.01	1.06
48	11/26/2006 - 12/02/2006	1.01	1.06
49	12/03/2006 - 12/09/2006	1.01	1.06
50	12/10/2006 - 12/16/2006	1.01	1.06
51	12/17/2006 - 12/23/2006	1.00	1.05
52	12/24/2006 - 12/30/2006	0.99	1.04
53	12/31/2006 - 12/31/2006	0.98	1.03

\* Peak Season

MOCF: 0.97

Week	Dates	SF	PSCF
1	01/01/2006 - 01/07/2006	0.98	1.01
2	01/08/2006 - 01/14/2006	0.99	1.02
3	01/15/2006 - 01/21/2006	0.99	1.02
4	01/22/2006 - 01/28/2006	0.99	1.02
* 5	01/29/2006 - 02/04/2006	0.98	1.01
* 6	02/05/2006 - 02/11/2006	0.98	1.01
* 7	02/12/2006 - 02/18/2006	0.97	1.00
* 8	02/19/2006 - 02/25/2006	0.96	0.99
* 9	02/26/2006 - 03/04/2006	0.96	0.99
*10	03/05/2006 - 03/11/2006	0.95	0.98
*11	03/12/2006 - 03/18/2006	0.94	0.97
*12	03/19/2006 - 03/25/2006	0.95	0.98
*13	03/26/2006 - 04/01/2006	0.96	0.99
*14	04/02/2006 - 04/08/2006	0.97	1.00
*15	04/09/2006 - 04/15/2006	0.98	1.01
*16	04/16/2006 - 04/22/2006	0.98	1.01
*17	04/23/2006 - 04/29/2006	0.98	1.01
18	04/30/2006 - 05/06/2006	0.99	1.02
19	05/07/2006 - 05/13/2006	0.99	1.02
20	05/14/2006 - 05/20/2006	0.99	1.02
21	05/21/2006 - 05/27/2006	1.00	1.04
22	05/28/2006 - 06/03/2006	1.01	1.05
23	06/04/2006 - 06/10/2006	1.02	1.06
24	06/11/2006 - 06/17/2006	1.03	1.07
25	06/18/2006 - 06/24/2006	1.03	1.07
26	06/25/2006 - 07/01/2006	1.03	1.07
27	07/02/2006 - 07/08/2006	1.04	1.08
28	07/09/2006 - 07/15/2006	1.04	1.08
29	07/16/2006 - 07/22/2006	1.04	1.08
30	07/23/2006 - 07/29/2006	1.04	1.08
31	07/30/2006 - 08/05/2006	1.04	1.08
32	08/06/2006 - 08/12/2006	1.04	1.08
33	08/13/2006 - 08/19/2006	1.04	1.08
34	08/20/2006 - 08/26/2006	1.04	1.08
35	08/27/2006 - 09/02/2006	1.03	1.07
36	09/03/2006 - 09/09/2006	1.03	1.07
37	09/10/2006 - 09/16/2006	1.03	1.07
38	09/17/2006 - 09/23/2006	1.04	1.08
39	09/24/2006 - 09/30/2006	1.06	1.10
40	10/01/2006 - 10/07/2006	1.07	1.11
41	10/08/2006 - 10/14/2006	1.09	1.13
42	10/15/2006 - 10/21/2006	1.10	1.14
43	10/22/2006 - 10/28/2006	1.08	1.12
44	10/29/2006 - 11/04/2006	1.05	1.09
45	11/05/2006 - 11/11/2006	1.02	1.06
46	11/12/2006 - 11/18/2006	1.00	1.04
47	11/19/2006 - 11/25/2006	1.00	1.04
48	11/26/2006 - 12/02/2006	0.99	1.02
49	12/03/2006 - 12/09/2006	0.99	1.02
50	12/10/2006 - 12/16/2006	0.98	1.01
51	12/17/2006 - 12/23/2006	0.98	1.01
52	12/24/2006 - 12/30/2006	0.99	1.02
53	12/31/2006 - 12/31/2006	0.99	1.02

\* Peak Season

MOCF: 0.97

Week	Dates	SF	PSCF
1	01/01/2006 - 01/07/2006	0.99	1.03
2	01/08/2006 - 01/14/2006	0.99	1.03
3	01/15/2006 - 01/21/2006	0.99	1.03
4	01/22/2006 - 01/28/2006	0.98	1.02
* 5	01/29/2006 - 02/04/2006	0.98	1.02
* 6	02/05/2006 - 02/11/2006	0.97	1.00
* 7	02/12/2006 - 02/18/2006	0.97	1.00
* 8	02/19/2006 - 02/25/2006	0.96	0.99
* 9	02/26/2006 - 03/04/2006	0.96	0.99
*10	03/05/2006 - 03/11/2006	0.95	0.98
*11	03/12/2006 - 03/18/2006	0.94	0.97
*12	03/19/2006 - 03/25/2006	0.95	0.98
*13	03/26/2006 - 04/01/2006	0.96	0.99
*14	04/02/2006 - 04/08/2006	0.97	1.00
*15	04/09/2006 - 04/15/2006	0.98	1.02
*16	04/16/2006 - 04/22/2006	0.98	1.02
*17	04/23/2006 - 04/29/2006	0.98	1.02
18	04/30/2006 - 05/06/2006	0.99	1.03
19	05/07/2006 - 05/13/2006	0.99	1.03
20	05/14/2006 - 05/20/2006	1.00	1.04
21	05/21/2006 - 05/27/2006	1.00	1.04
22	05/28/2006 - 06/03/2006	1.01	1.05
23	06/04/2006 - 06/10/2006	1.02	1.06
24	06/11/2006 - 06/17/2006	1.02	1.06
25	06/18/2006 - 06/24/2006	1.03	1.07
26	06/25/2006 - 07/01/2006	1.03	1.07
27	07/02/2006 - 07/08/2006	1.03	1.07
28	07/09/2006 - 07/15/2006	1.03	1.07
29	07/16/2006 - 07/22/2006	1.04	1.08
30	07/23/2006 - 07/29/2006	1.04	1.08
31	07/30/2006 - 08/05/2006	1.04	1.08
32	08/06/2006 - 08/12/2006	1.04	1.08
33	08/13/2006 - 08/19/2006	1.04	1.08
34	08/20/2006 - 08/26/2006	1.04	1.08
35	08/27/2006 - 09/02/2006	1.04	1.08
36	09/03/2006 - 09/09/2006	1.04	1.08
37	09/10/2006 - 09/16/2006	1.04	1.08
38	09/17/2006 - 09/23/2006	1.04	1.08
39	09/24/2006 - 09/30/2006	1.04	1.08
40	10/01/2006 - 10/07/2006	1.05	1.09
41	10/08/2006 - 10/14/2006	1.05	1.09
42	10/15/2006 - 10/21/2006	1.05	1.09
43	10/22/2006 - 10/28/2006	1.04	1.08
44	10/29/2006 - 11/04/2006	1.02	1.06
45	11/05/2006 - 11/11/2006	1.01	1.05
46	11/12/2006 - 11/18/2006	1.00	1.04
47	11/19/2006 - 11/25/2006	1.00	1.04
48	11/26/2006 - 12/02/2006	1.00	1.04
49	12/03/2006 - 12/09/2006	0.99	1.03
50	12/10/2006 - 12/16/2006	0.99	1.03
51	12/17/2006 - 12/23/2006	0.99	1.03
52	12/24/2006 - 12/30/2006	0.99	1.03
53	12/31/2006 - 12/31/2006	0.99	1.03

\* Peak Season

MOCF: 0.91

Week	Dates	SF	PSCF
1	01/01/2006 - 01/07/2006	0.94	1.03
2	01/08/2006 - 01/14/2006	0.96	1.05
3	01/15/2006 - 01/21/2006	0.97	1.06
* 4	01/22/2006 - 01/28/2006	0.95	1.04
* 5	01/29/2006 - 02/04/2006	0.94	1.03
* 6	02/05/2006 - 02/11/2006	0.92	1.01
* 7	02/12/2006 - 02/18/2006	0.90	0.98
* 8	02/19/2006 - 02/25/2006	0.90	0.98
* 9	02/26/2006 - 03/04/2006	0.89	0.97
*10	03/05/2006 - 03/11/2006	0.89	0.97
*11	03/12/2006 - 03/18/2006	0.88	0.96
*12	03/19/2006 - 03/25/2006	0.89	0.97
*13	03/26/2006 - 04/01/2006	0.91	0.99
*14	04/02/2006 - 04/08/2006	0.93	1.02
*15	04/09/2006 - 04/15/2006	0.94	1.03
*16	04/16/2006 - 04/22/2006	0.95	1.04
17	04/23/2006 - 04/29/2006	0.97	1.06
18	04/30/2006 - 05/06/2006	0.98	1.07
19	05/07/2006 - 05/13/2006	0.99	1.08
20	05/14/2006 - 05/20/2006	1.00	1.09
21	05/21/2006 - 05/27/2006	1.02	1.12
22	05/28/2006 - 06/03/2006	1.03	1.13
23	06/04/2006 - 06/10/2006	1.05	1.15
24	06/11/2006 - 06/17/2006	1.06	1.16
25	06/18/2006 - 06/24/2006	1.06	1.16
26	06/25/2006 - 07/01/2006	1.05	1.15
27	07/02/2006 - 07/08/2006	1.05	1.15
28	07/09/2006 - 07/15/2006	1.05	1.15
29	07/16/2006 - 07/22/2006	1.07	1.17
30	07/23/2006 - 07/29/2006	1.08	1.18
31	07/30/2006 - 08/05/2006	1.10	1.20
32	08/06/2006 - 08/12/2006	1.11	1.21
33	08/13/2006 - 08/19/2006	1.13	1.24
34	08/20/2006 - 08/26/2006	1.13	1.24
35	08/27/2006 - 09/02/2006	1.13	1.24
36	09/03/2006 - 09/09/2006	1.13	1.24
37	09/10/2006 - 09/16/2006	1.13	1.24
38	09/17/2006 - 09/23/2006	1.12	1.22
39	09/24/2006 - 09/30/2006	1.12	1.22
40	10/01/2006 - 10/07/2006	1.11	1.21
41	10/08/2006 - 10/14/2006	1.10	1.20
42	10/15/2006 - 10/21/2006	1.10	1.20
43	10/22/2006 - 10/28/2006	1.08	1.18
44	10/29/2006 - 11/04/2006	1.06	1.16
45	11/05/2006 - 11/11/2006	1.05	1.15
46	11/12/2006 - 11/18/2006	1.03	1.13
47	11/19/2006 - 11/25/2006	1.01	1.10
48	11/26/2006 - 12/02/2006	0.99	1.08
49	12/03/2006 - 12/09/2006	0.96	1.05
50	12/10/2006 - 12/16/2006	0.94	1.03
51	12/17/2006 - 12/23/2006	0.95	1.04
52	12/24/2006 - 12/30/2006	0.96	1.05
53	12/31/2006 - 12/31/2006	0.97	1.06

\* Peak Season

MOCF: 0.96

Week	Dates	SF	PSCF
1	01/01/2006 - 01/07/2006	1.00	1.04
2	01/08/2006 - 01/14/2006	0.99	1.03
3	01/15/2006 - 01/21/2006	0.98	1.02
4	01/22/2006 - 01/28/2006	0.98	1.02
* 5	01/29/2006 - 02/04/2006	0.98	1.02
* 6	02/05/2006 - 02/11/2006	0.97	1.01
* 7	02/12/2006 - 02/18/2006	0.97	1.01
* 8	02/19/2006 - 02/25/2006	0.96	1.00
* 9	02/26/2006 - 03/04/2006	0.96	1.00
*10	03/05/2006 - 03/11/2006	0.95	0.99
*11	03/12/2006 - 03/18/2006	0.94	0.98
*12	03/19/2006 - 03/25/2006	0.95	0.99
*13	03/26/2006 - 04/01/2006	0.96	1.00
*14	04/02/2006 - 04/08/2006	0.96	1.00
*15	04/09/2006 - 04/15/2006	0.97	1.01
*16	04/16/2006 - 04/22/2006	0.98	1.02
*17	04/23/2006 - 04/29/2006	0.98	1.02
18	04/30/2006 - 05/06/2006	0.99	1.03
19	05/07/2006 - 05/13/2006	0.99	1.03
20	05/14/2006 - 05/20/2006	1.00	1.04
21	05/21/2006 - 05/27/2006	1.00	1.04
22	05/28/2006 - 06/03/2006	1.01	1.05
23	06/04/2006 - 06/10/2006	1.01	1.05
24	06/11/2006 - 06/17/2006	1.02	1.06
25	06/18/2006 - 06/24/2006	1.02	1.06
26	06/25/2006 - 07/01/2006	1.02	1.06
27	07/02/2006 - 07/08/2006	1.03	1.07
28	07/09/2006 - 07/15/2006	1.03	1.07
29	07/16/2006 - 07/22/2006	1.03	1.07
30	07/23/2006 - 07/29/2006	1.04	1.08
31	07/30/2006 - 08/05/2006	1.04	1.08
32	08/06/2006 - 08/12/2006	1.05	1.09
33	08/13/2006 - 08/19/2006	1.05	1.09
34	08/20/2006 - 08/26/2006	1.05	1.09
35	08/27/2006 - 09/02/2006	1.05	1.09
36	09/03/2006 - 09/09/2006	1.05	1.09
37	09/10/2006 - 09/16/2006	1.05	1.09
38	09/17/2006 - 09/23/2006	1.04	1.08
39	09/24/2006 - 09/30/2006	1.03	1.07
40	10/01/2006 - 10/07/2006	1.02	1.06
41	10/08/2006 - 10/14/2006	1.01	1.05
42	10/15/2006 - 10/21/2006	1.00	1.04
43	10/22/2006 - 10/28/2006	1.00	1.04
44	10/29/2006 - 11/04/2006	1.00	1.04
45	11/05/2006 - 11/11/2006	1.00	1.04
46	11/12/2006 - 11/18/2006	1.00	1.04
47	11/19/2006 - 11/25/2006	1.00	1.04
48	11/26/2006 - 12/02/2006	1.00	1.04
49	12/03/2006 - 12/09/2006	1.00	1.04
50	12/10/2006 - 12/16/2006	1.00	1.04
51	12/17/2006 - 12/23/2006	0.99	1.03
52	12/24/2006 - 12/30/2006	0.99	1.03
53	12/31/2006 - 12/31/2006	0.98	1.02

\* Peak Season

**Appendix 21-2**  
**Intersection Analysis, Ramp Analysis**  
**&**  
**AM Peak Hour Link Analysis**



# **21-2-A**

## **Intersection Analysis**

### **PM Peak Hour**

- Sunrise Boulevard & US 441
- Sunrise Boulevard & NW 31 Avenue
- Sunrise Boulevard & NW 27 Avenue
- Broward Boulevard & US 441
- Broward Boulevard & NW 31 Avenue

### **AM & PM Peak Hour**

- Broward Boulevard & NW 27 Avenue
- Broward Boulevard & NW 25 Terrace
- Broward Boulevard & NW 24 Avenue
- Broward Boulevard & NW 22 Avenue
- Broward Boulevard & I-95 SB Ramps
- Broward Boulevard & I-95 NB Ramps
- Broward Boulevard & Powerline Road
- SW 27 Avenue & SW 1 Street
- SW 27 Avenue & SW 2 Court

## **Sunrise Boulevard and US 441**

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Existing PM Peak Hour			Analysis Year	2008		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	1	2	1	1	2	2	3	1	2	3	1
Lane Group	L	LT	R	L	LT	R	L	T	R	L	T	R
Volume, V (vph)	183	1	280	269	3	428	294	1424	231	331	1420	267
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	28	0	0	43	0	0	23	0	0	27
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EB Only	WB Only	03	04	NB Only	NS Perm	SB Only	08				
Timing	G = 35.0	G = 25.0	G =	G =	G = 14.0	G = 32.0	G = 24.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	191	1	263	280	3	401	306	1483	217	345	1479	250
Lane Group Capacity, c	387	408	858	277	291	858	797	1649	821	1059	1966	1019
v/c Ratio, X	0.49	0.00	0.31	1.01	0.01	0.47	0.38	0.90	0.26	0.33	0.75	0.25
Total Green Ratio, g/C	0.22	0.22	0.31	0.16	0.16	0.31	0.32	0.32	0.52	0.41	0.39	0.64
Uniform Delay, d <sub>1</sub>	54.7	48.9	42.5	67.5	57.0	44.9	43.7	51.5	21.5	44.5	42.4	12.1
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.11	0.11	0.50	0.11	0.11	0.11	0.42	0.11	0.11	0.31	0.11
Incremental Delay, d <sub>2</sub>	1.0	0.0	0.2	56.9	0.0	0.4	0.3	7.1	0.2	0.2	1.7	0.1
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	55.7	48.9	42.7	124.4	57.1	45.3	44.0	58.6	21.6	44.6	44.0	12.2
Lane Group LOS	E	D	D	F	E	D	D	E	C	D	D	B
Approach Delay	48.2			77.7			52.4			40.3		
Approach LOS	D			E			D			D		
Intersection Delay	50.5			X <sub>c</sub> = 0.76			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	1	2	1	1	2	2	3	1	2	3	1
Lane Group	L	LT	R	L	LT	R	L	T	R	L	T	R
Volume, V (vph)	170	74	267	265	136	414	293	1448	226	318	1400	248
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	27	0	0	41	0	0	23	0	0	25
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EB Only	WB Only	03	04	NB Only	NS Perm	SB Only	08				
Timing	G = 35.0	G = 25.0	G =	G =	G = 14.0	G = 32.0	G = 24.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	177	77	250	276	142	389	305	1508	211	331	1458	232
Lane Group Capacity, c	387	408	858	277	291	858	797	1649	821	1068	1966	1019
v/c Ratio, X	0.46	0.19	0.29	1.00	0.49	0.45	0.38	0.91	0.26	0.31	0.74	0.23
Total Green Ratio, g/C	0.22	0.22	0.31	0.16	0.16	0.31	0.32	0.32	0.52	0.41	0.39	0.64
Uniform Delay, d <sub>1</sub>	54.3	50.9	42.3	67.5	61.7	44.7	43.7	51.9	21.4	44.8	42.1	11.9
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.11	0.11	0.50	0.11	0.11	0.11	0.43	0.11	0.11	0.30	0.11
Incremental Delay, d <sub>2</sub>	0.9	0.2	0.2	53.0	1.3	0.4	0.3	8.3	0.2	0.2	1.5	0.1
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	55.1	51.2	42.5	120.5	62.9	45.1	44.0	60.2	21.5	44.9	43.7	12.0
Lane Group LOS	E	D	D	F	E	D	D	E	C	D	D	B
Approach Delay	48.2			74.0			53.7			40.2		
Approach LOS	D			E			D			D		
Intersection Delay	51.2			X <sub>c</sub> = 0.74			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	1	2	1	1	2	2	3	1	2	3	1
Lane Group	L	LT	R	L	LT	R	L	T	R	L	T	R
Volume, V (vph)	170	116	267	266	222	425	293	1448	227	324	1400	248
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	27	0	0	43	0	0	23	0	0	25
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EB Only	WB Only	03	04	NB Only	NS Perm	SB Only	08				
Timing	G = 35.0	G = 25.0	G =	G =	G = 14.0	G = 32.0	G = 24.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	177	121	250	277	231	398	305	1508	213	338	1458	232
Lane Group Capacity, c	387	408	858	277	291	858	797	1649	821	1068	1966	1019
v/c Ratio, X	0.46	0.30	0.29	1.00	0.79	0.46	0.38	0.91	0.26	0.32	0.74	0.23
Total Green Ratio, g/C	0.22	0.22	0.31	0.16	0.16	0.31	0.32	0.32	0.52	0.41	0.39	0.64
Uniform Delay, d <sub>1</sub>	54.3	52.2	42.3	67.5	65.0	44.9	43.7	51.9	21.4	44.8	42.1	11.9
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.11	0.11	0.50	0.34	0.11	0.11	0.43	0.11	0.11	0.30	0.11
Incremental Delay, d <sub>2</sub>	0.9	0.4	0.2	54.1	14.0	0.4	0.3	8.3	0.2	0.2	1.5	0.1
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	55.1	52.6	42.5	121.6	79.0	45.3	44.0	60.2	21.6	45.0	43.7	12.0
Lane Group LOS	E	D	D	F	E	D	D	E	C	D	D	B
Approach Delay	48.8			77.2			53.7			40.3		
Approach LOS	D			E			D			D		
Intersection Delay	52.1			X <sub>c</sub> = 0.74			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	1	2	1	1	2	2	3	1	2	3	1
Lane Group	L	LT	R	L	LT	R	L	T	R	L	T	R
Volume, V (vph)	171	74	268	266	136	416	294	1454	227	320	1406	249
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	27	0	0	42	0	0	23	0	0	25
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EB Only	WB Only	03	04	NB Only	NS Perm	SB Only	08				
Timing	G = 35.0	G = 25.0	G =	G =	G = 14.0	G = 32.0	G = 24.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	178	77	251	277	142	390	306	1515	213	333	1465	233
Lane Group Capacity, c	387	408	858	277	291	858	797	1649	821	1071	1966	1019
v/c Ratio, X	0.46	0.19	0.29	1.00	0.49	0.45	0.38	0.92	0.26	0.31	0.75	0.23
Total Green Ratio, g/C	0.22	0.22	0.31	0.16	0.16	0.31	0.32	0.32	0.52	0.41	0.39	0.64
Uniform Delay, d <sub>1</sub>	54.3	50.9	42.3	67.5	61.7	44.7	43.7	52.0	21.4	44.9	42.2	11.9
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.11	0.11	0.50	0.11	0.11	0.11	0.44	0.11	0.11	0.30	0.11
Incremental Delay, d <sub>2</sub>	0.9	0.2	0.2	54.1	1.3	0.4	0.3	8.7	0.2	0.2	1.6	0.1
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	55.2	51.2	42.5	121.6	62.9	45.1	44.0	60.7	21.6	45.1	43.8	12.0
Lane Group LOS	E	D	D	F	E	D	D	E	C	D	D	B
Approach Delay	48.3			74.4			54.1			40.4		
Approach LOS	D			E			D			D		
Intersection Delay	51.4			X <sub>c</sub> = 0.75			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	1	2	1	1	2	2	3	1	2	3	1
Lane Group	L	LT	R	L	LT	R	L	T	R	L	T	R
Volume, V (vph)	171	122	268	275	260	425	294	1454	232	322	1406	249
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	27	0	0	43	0	0	23	0	0	25
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EB Only	WB Only	03	04	NB Only	NS Perm	SB Only	08				
Timing	G = 35.0	G = 25.0	G =	G =	G = 14.0	G = 32.0	G = 24.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	178	127	251	286	271	398	306	1515	218	335	1465	233
Lane Group Capacity, c	387	408	858	277	291	858	797	1649	821	1071	1966	1019
v/c Ratio, X	0.46	0.31	0.29	1.03	0.93	0.46	0.38	0.92	0.27	0.31	0.75	0.23
Total Green Ratio, g/C	0.22	0.22	0.31	0.16	0.16	0.31	0.32	0.32	0.52	0.41	0.39	0.64
Uniform Delay, d <sub>1</sub>	54.3	52.4	42.3	67.5	66.7	44.9	43.7	52.0	21.5	44.9	42.2	11.9
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.11	0.11	0.50	0.45	0.11	0.11	0.44	0.11	0.11	0.30	0.11
Incremental Delay, d <sub>2</sub>	0.9	0.4	0.2	62.7	35.1	0.4	0.3	8.7	0.2	0.2	1.6	0.1
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	55.2	52.8	42.5	130.2	101.7	45.3	44.0	60.7	21.7	45.1	43.8	12.0
Lane Group LOS	E	D	D	F	F	D	D	E	C	D	D	B
Approach Delay	48.9			86.7			54.0			40.4		
Approach LOS	D			F			D			D		
Intersection Delay	54.1			X <sub>c</sub> = 0.75			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	1	2	1	1	2	2	3	1	2	3	1
Lane Group	L	LT	R	L	LT	R	L	T	R	L	T	R
Volume, V (vph)	171	122	268	275	260	425	294	1454	232	322	1406	249
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	27	0	0	43	0	0	23	0	0	25
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EB Only	WB Only	03	04	NB Only	NS Perm	SB Only	08				
Timing	G = 35.0	G = 27.0	G =	G =	G = 14.0	G = 32.0	G = 22.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	178	127	251	286	271	398	306	1515	218	335	1465	233
Lane Group Capacity, c	387	408	858	299	314	858	797	1649	841	1028	1903	999
v/c Ratio, X	0.46	0.31	0.29	0.96	0.86	0.46	0.38	0.92	0.26	0.33	0.77	0.23
Total Green Ratio, g/C	0.22	0.22	0.31	0.17	0.17	0.31	0.32	0.32	0.53	0.40	0.38	0.63
Uniform Delay, d <sub>1</sub>	54.3	52.4	42.3	65.9	64.7	44.9	43.7	52.0	20.4	46.5	43.9	12.8
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.11	0.11	0.47	0.39	0.11	0.11	0.44	0.11	0.11	0.32	0.11
Incremental Delay, d <sub>2</sub>	0.9	0.4	0.2	40.3	21.2	0.4	0.3	8.7	0.2	0.2	2.0	0.1
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	55.2	52.8	42.5	106.2	85.9	45.3	44.0	60.7	20.6	46.7	45.9	12.9
Lane Group LOS	E	D	D	F	F	D	D	E	C	D	D	B
Approach Delay	48.9			75.1			53.9			42.3		
Approach LOS	D			E			D			D		
Intersection Delay	52.8			X <sub>c</sub> = 0.75			Intersection LOS			D		



## **Sunrise Boulevard and NW 31 Avenue**

## HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 31 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Existing PM Peak Hour			Analysis Year	2008		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	3	0	2	3	1	1	3	1	1	3	1
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Volume, V (vph)	415	1255	205	113	1522	280	281	897	102	259	850	464
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	28	0	0	10	0	0	46
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	WB Only	Thru & RT	04			Excl. Left	NS Perm	07		08	
Timing	G = 14.0	G = 5.0	G = 51.0	G =			G = 24.0	G = 36.0	G =		G =	
	Y = 6	Y = 6	Y = 6	Y =			Y = 6	Y = 6	Y =		Y =	
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	446	1569		122	1637	271	302	965	99	278	914	449
Lane Group Capacity, c	301	1583		537	1966	613	313	1142	356	312	1142	356
v/c Ratio, X	1.48	0.99		0.23	0.83	0.44	0.96	0.85	0.28	0.89	0.80	1.26
Total Green Ratio, g/C	0.09	0.32		0.16	0.39	0.39	0.41	0.22	0.22	0.41	0.22	0.22
Uniform Delay, d <sub>1</sub>	73.0	54.3		59.0	44.3	36.2	49.9	59.3	51.3	48.1	58.6	62.0
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.50	0.49		0.11	0.37	0.11	0.47	0.38	0.11	0.42	0.34	0.50
Incremental Delay, d <sub>2</sub>	233.8	20.5		0.2	3.2	0.5	41.3	6.0	0.4	25.7	4.2	138.3
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	306.8	74.7		59.3	47.5	36.7	91.3	65.3	51.7	73.8	62.8	200.3
Lane Group LOS	F	E		E	D	D	F	E	D	E	E	F
Approach Delay	126.1			46.8			70.1			102.3		
Approach LOS	F			D			E			F		
Intersection Delay	86.9			X <sub>c</sub> = 1.04			Intersection LOS			F		

### HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 31 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future wo Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	3	0	2	3	1	1	3	1	1	3	1
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Volume, V (vph)	386	1281	196	112	1631	346	266	846	98	317	802	432
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	35	0	0	10	0	0	43
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	WB Only	Thru & RT	04			Excl. Left	NS Perm	07		08	
Timing	G = 14.0	G = 5.0	G = 51.0	G =			G = 24.0	G = 36.0	G =		G =	
	Y = 6	Y = 6	Y = 6	Y =			Y = 6	Y = 6	Y =		Y =	
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	406	1554		118	1717	327	280	891	93	334	844	409
Lane Group Capacity, c	301	1585		537	1966	613	327	1142	356	318	1142	356
v/c Ratio, X	1.35	0.98		0.22	0.87	0.53	0.86	0.78	0.26	1.05	0.74	1.15
Total Green Ratio, g/C	0.09	0.32		0.16	0.39	0.39	0.41	0.22	0.22	0.41	0.22	0.22
Uniform Delay, d <sub>1</sub>	73.0	54.0		59.0	45.4	37.8	41.7	58.3	51.1	49.6	57.6	62.0
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.50	0.48		0.11	0.40	0.14	0.39	0.33	0.11	0.50	0.30	0.50
Incremental Delay, d <sub>2</sub>	177.4	18.1		0.2	4.7	0.9	19.5	3.5	0.4	64.3	2.6	94.6
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	250.4	72.1		59.2	50.0	38.7	61.3	61.8	51.4	113.9	60.2	156.6
Lane Group LOS	F	E		E	D	D	E	E	D	F	E	F
Approach Delay	109.0			48.8			60.9			96.4		
Approach LOS	F			D			E			F		
Intersection Delay	78.8			X <sub>c</sub> = 1.07			Intersection LOS			E		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 31 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future wo Project w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	5	1	2	5	1	2	4	1	2	4	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	386	1281	196	112	1631	346	266	846	98	317	802	432
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	20	0	0	35	0	0	10	0	0	43
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	WB Only	Thru & RT	04			Excl. Left	Thru & RT	07			08
Timing	G = 25.0	G = 4.0	G = 44.0	G =			G = 22.0	G = 35.0	G =			G =
	Y = 6	Y = 6	Y = 6	Y =			Y = 6	Y = 6	Y =			Y =
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	406	1348	185	118	1717	327	280	891	93	334	844	409
Lane Group Capacity, c	537	2326	712	752	2854	811	473	1480	752	473	1480	653
v/c Ratio, X	0.76	0.58	0.26	0.16	0.60	0.40	0.59	0.60	0.12	0.71	0.57	0.63
Total Green Ratio, g/C	0.16	0.28	0.45	0.22	0.34	0.51	0.14	0.22	0.47	0.14	0.22	0.41
Uniform Delay, d <sub>1</sub>	64.6	50.0	27.4	50.6	44.1	24.0	64.8	56.2	23.4	65.9	55.8	37.2
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.31	0.17	0.11	0.11	0.19	0.11	0.18	0.19	0.11	0.27	0.16	0.21
Incremental Delay, d <sub>2</sub>	6.1	0.4	0.2	0.1	0.4	0.3	2.0	0.7	0.1	4.8	0.5	1.9
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	70.7	50.4	27.6	50.7	44.4	24.3	66.8	56.9	23.5	70.7	56.3	39.1
Lane Group LOS	E	D	C	D	D	C	E	E	C	E	E	D
Approach Delay	52.5			41.7			56.6			54.9		
Approach LOS	D			D			E			D		
Intersection Delay	50.4			X <sub>c</sub> = 0.63			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 31 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future w Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	3	0	2	3	1	1	3	1	1	3	1
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Volume, V (vph)	386	1307	196	112	1705	404	266	855	98	354	812	432
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	40	0	0	10	0	0	43
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	WB Only	Thru & RT	04			Excl. Left	NS Perm	07			08
Timing	G = 14.0	G = 5.0	G = 51.0	G =			G = 24.0	G = 36.0	G =			G =
	Y = 6	Y = 6	Y = 6	Y =			Y = 6	Y = 6	Y =			Y =
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	406	1582		118	1795	383	280	900	93	373	855	409
Lane Group Capacity, c	301	1586		537	1966	613	325	1142	356	316	1142	356
v/c Ratio, X	1.35	1.00		0.22	0.91	0.62	0.86	0.79	0.26	1.18	0.75	1.15
Total Green Ratio, g/C	0.09	0.32		0.16	0.39	0.39	0.41	0.22	0.22	0.41	0.22	0.22
Uniform Delay, d <sub>1</sub>	73.0	54.4		59.0	46.4	39.6	42.7	58.4	51.1	50.2	57.8	62.0
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.50	0.50		0.11	0.43	0.21	0.39	0.33	0.11	0.50	0.30	0.50
Incremental Delay, d <sub>2</sub>	177.4	22.0		0.2	7.0	2.0	20.4	3.8	0.4	108.9	2.8	94.6
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	250.4	76.4		59.2	53.5	41.6	63.0	62.2	51.4	159.1	60.6	156.6
Lane Group LOS	F	E		E	D	D	E	E	D	F	E	F
Approach Delay	111.9			51.8			61.6			107.0		
Approach LOS	F			D			E			F		
Intersection Delay	82.7			X <sub>c</sub> = 1.34			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 31 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future w Project w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	5	1	2	5	1	2	4	1	2	4	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	386	1307	196	112	1705	404	266	855	98	354	812	432
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	20	0	0	40	0	0	10	0	0	43
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	WB Only	Thru & RT	04			Excl. Left	Thru & RT	07			08
Timing	G = 25.0	G = 4.0	G = 44.0	G =			G = 22.0	G = 35.0	G =			G =
	Y = 6	Y = 6	Y = 6	Y =			Y = 6	Y = 6	Y =			Y =
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	406	1376	185	118	1795	383	280	900	93	373	855	409
Lane Group Capacity, c	537	2326	712	752	2854	811	473	1480	752	473	1480	653
v/c Ratio, X	0.76	0.59	0.26	0.16	0.63	0.47	0.59	0.61	0.12	0.79	0.58	0.63
Total Green Ratio, g/C	0.16	0.28	0.45	0.22	0.34	0.51	0.14	0.22	0.47	0.14	0.22	0.41
Uniform Delay, d <sub>1</sub>	64.6	50.2	27.4	50.6	44.6	25.1	64.8	56.3	23.4	66.8	55.9	37.2
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.31	0.18	0.11	0.11	0.21	0.11	0.18	0.19	0.11	0.34	0.17	0.21
Incremental Delay, d <sub>2</sub>	6.1	0.4	0.2	0.1	0.4	0.4	2.0	0.7	0.1	8.7	0.6	1.9
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	70.7	50.6	27.6	50.7	45.0	25.5	66.8	57.1	23.5	75.5	56.5	39.1
Lane Group LOS	E	D	C	D	D	C	E	E	C	E	E	D
Approach Delay	52.6			42.1			56.7			56.5		
Approach LOS	D			D			E			E		
Intersection Delay	50.8			X <sub>c</sub> = 0.65			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 31 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future wo Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	3	0	2	3	1	1	3	1	1	3	1
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Volume, V (vph)	388	1287	197	113	1638	347	268	850	99	318	806	434
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	35	0	0	10	0	0	43
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	WB Only	Thru & RT	04			Excl. Left	NS Perm	07			08
Timing	G = 14.0	G = 5.0	G = 51.0	G =			G = 24.0	G = 36.0	G =			G =
	Y = 6	Y = 6	Y = 6	Y =			Y = 6	Y = 6	Y =			Y =
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	408	1562		119	1724	328	282	895	94	335	848	412
Lane Group Capacity, c	301	1585		537	1966	613	326	1142	356	317	1142	356
v/c Ratio, X	1.36	0.99		0.22	0.88	0.54	0.87	0.78	0.26	1.06	0.74	1.16
Total Green Ratio, g/C	0.09	0.32		0.16	0.39	0.39	0.41	0.22	0.22	0.41	0.22	0.22
Uniform Delay, d <sub>1</sub>	73.0	54.1		59.0	45.5	37.9	42.3	58.3	51.1	49.8	57.7	62.0
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.50	0.49		0.11	0.40	0.14	0.39	0.33	0.11	0.50	0.30	0.50
Incremental Delay, d <sub>2</sub>	180.2	19.2		0.2	4.8	0.9	20.8	3.6	0.4	66.3	2.7	97.7
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	253.2	73.3		59.2	50.3	38.8	63.1	62.0	51.5	116.1	60.3	159.7
Lane Group LOS	F	E		E	D	D	E	E	D	F	E	F
Approach Delay	110.6			49.1			61.5			97.7		
Approach LOS	F			D			E			F		
Intersection Delay	79.7			X <sub>c</sub> = 1.09			Intersection LOS			E		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 31 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future wo Project w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	5	1	2	5	1	2	4	1	2	4	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	388	1287	197	113	1638	347	268	850	99	318	806	434
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	20	0	0	35	0	0	10	0	0	43
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	WB Only	Thru & RT	04	Excl. Left	Thru & RT	07	08
Timing	G = 25.0	G = 4.0	G = 44.0	G =	G = 22.0	G = 35.0	G =	G =
	Y = 6	Y = 6	Y = 6	Y =	Y = 6	Y = 6	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	408	1355	186	119	1724	328	282	895	94	335	848	412
Lane Group Capacity, c	537	2326	712	752	2854	811	473	1480	752	473	1480	653
v/c Ratio, X	0.76	0.58	0.26	0.16	0.60	0.40	0.60	0.60	0.13	0.71	0.57	0.63
Total Green Ratio, g/C	0.16	0.28	0.45	0.22	0.34	0.51	0.14	0.22	0.47	0.14	0.22	0.41
Uniform Delay, d <sub>1</sub>	64.6	50.1	27.4	50.6	44.1	24.0	64.8	56.3	23.4	65.9	55.8	37.3
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.31	0.17	0.11	0.11	0.19	0.11	0.19	0.19	0.11	0.27	0.17	0.21
Incremental Delay, d <sub>2</sub>	6.3	0.4	0.2	0.1	0.4	0.3	2.1	0.7	0.1	4.9	0.5	2.0
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	70.9	50.4	27.6	50.7	44.5	24.3	66.9	57.0	23.5	70.8	56.4	39.3
Lane Group LOS	E	D	C	D	D	C	E	E	C	E	E	D
Approach Delay	52.5			41.8			56.7			55.0		
Approach LOS	D			D			E			D		
Intersection Delay	50.5			X <sub>c</sub> = 0.63			Intersection LOS			D		



**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 31 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future w Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	3	0	2	3	1	1	3	1	1	3	1
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Volume, V (vph)	388	1292	210	113	2004	352	324	887	99	339	944	434
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	35	0	0	10	0	0	43
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	WB Only	Thru & RT	04			Excl. Left	NS Perm	07		08	
Timing	G = 14.0	G = 5.0	G = 51.0	G =			G = 24.0	G = 36.0	G =		G =	
	Y = 6	Y = 6	Y = 6	Y =			Y = 6	Y = 6	Y =		Y =	
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	408	1581		119	2109	334	341	934	94	357	994	412
Lane Group Capacity, c	301	1584		537	1966	613	312	1142	356	312	1142	356
v/c Ratio, X	1.36	1.00		0.22	1.07	0.54	1.09	0.82	0.26	1.14	0.87	1.16
Total Green Ratio, g/C	0.09	0.32		0.16	0.39	0.39	0.41	0.22	0.22	0.41	0.22	0.22
Uniform Delay, d <sub>1</sub>	73.0	54.5		59.0	49.0	38.0	51.4	58.9	51.1	51.3	59.8	62.0
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.50	0.50		0.11	0.50	0.14	0.50	0.36	0.11	0.50	0.40	0.50
Incremental Delay, d <sub>2</sub>	180.2	22.1		0.2	43.0	1.0	78.1	4.8	0.4	95.9	7.5	97.7
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	253.2	76.6		59.2	92.0	39.1	129.6	63.7	51.5	147.1	67.2	159.7
Lane Group LOS	F	E		E	F	D	F	E	D	F	E	F
Approach Delay	112.8			83.6			79.3			105.0		
Approach LOS	F			F			E			F		
Intersection Delay	95.3			X <sub>c</sub> = 1.35			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 31 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future w Project w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	5	1	2	5	1	2	4	1	2	4	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	388	1292	210	113	2004	352	324	887	99	339	944	434
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	21	0	0	35	0	0	10	0	0	43
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	WB Only	Thru & RT	04	Excl. Left	Thru & RT	07	08
Timing	G = 25.0	G = 4.0	G = 44.0	G =	G = 22.0	G = 35.0	G =	G =
	Y = 6	Y = 6	Y = 6	Y =	Y = 6	Y = 6	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	408	1360	199	119	2109	334	341	934	94	357	994	412
Lane Group Capacity, c	537	2326	712	752	2854	811	473	1480	752	473	1480	653
v/c Ratio, X	0.76	0.58	0.28	0.16	0.74	0.41	0.72	0.63	0.13	0.75	0.67	0.63
Total Green Ratio, g/C	0.16	0.28	0.45	0.22	0.34	0.51	0.14	0.22	0.47	0.14	0.22	0.41
Uniform Delay, d <sub>1</sub>	64.6	50.1	27.7	50.6	46.8	24.1	66.1	56.6	23.4	66.4	57.2	37.3
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.31	0.18	0.11	0.11	0.30	0.11	0.28	0.21	0.11	0.31	0.24	0.21
Incremental Delay, d <sub>2</sub>	6.3	0.4	0.2	0.1	1.0	0.3	5.3	0.9	0.1	6.8	1.2	2.0
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	70.9	50.5	27.9	50.7	47.8	24.4	71.4	57.5	23.5	73.2	58.4	39.3
Lane Group LOS	E	D	C	D	D	C	E	E	C	E	E	D
Approach Delay	52.4			44.9			58.6			57.0		
Approach LOS	D			D			E			E		
Intersection Delay	52.1			X <sub>c</sub> = 0.73			Intersection LOS			D		

## **Sunrise Boulevard and NW 27 Avenue**

## HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 27 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Existing PM Peak Hour			Analysis Year	2008		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	2	1	1	2	2	0
Lane Group	L	TR		L	TR		L	T	R	L	TR	
Volume, V (vph)	75	1330	109	173	1775	63	459	282	141	104	282	64
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	14	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03	04	Excl. Left	NB Only	Thru & RT	08				
Timing	G = 56.0	G = 18.0	G =	G =	G = 14.0	G = 4.0	G = 38.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	82	1564		188	1997		499	307	138	113	377	
Lane Group Capacity, c	357	1756		357	1767		516	559	475	301	819	
v/c Ratio, X	0.23	0.89		0.53	1.13		0.97	0.55	0.29	0.38	0.46	
Total Green Ratio, g/C	0.52	0.35		0.52	0.35		0.15	0.30	0.30	0.09	0.24	
Uniform Delay, d <sub>1</sub>	53.6	49.1		56.0	52.0		67.6	46.9	42.9	68.9	52.2	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.41		0.13	0.50		0.47	0.15	0.11	0.11	0.11	
Incremental Delay, d <sub>2</sub>	0.3	6.2		1.5	66.4		31.3	1.2	0.3	0.8	0.4	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	53.9	55.3		57.4	118.4		98.9	48.1	43.3	69.7	52.6	
Lane Group LOS	D	E		E	F		F	D	D	E	D	
Approach Delay	55.2			113.1			74.2			56.6		
Approach LOS	E			F			E			E		
Intersection Delay	82.8			X <sub>c</sub> = 0.82			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 27 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	2	1	1	2	2	0
Lane Group	L	TR		L	TR		L	T	R	L	TR	
Volume, V (vph)	74	1405	183	173	1827	59	510	262	138	97	262	61
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	14	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03	04	Excl. Left	NB Only	Thru & RT	08				
Timing	G = 56.0	G = 18.0	G =	G =	G = 14.0	G = 4.0	G = 38.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	78	1672		182	1985		537	276	131	102	340	
Lane Group Capacity, c	357	1745		357	1767		516	559	475	301	819	
v/c Ratio, X	0.22	0.96		0.51	1.12		1.04	0.49	0.28	0.34	0.42	
Total Green Ratio, g/C	0.52	0.35		0.52	0.35		0.15	0.30	0.30	0.09	0.24	
Uniform Delay, d <sub>1</sub>	53.4	50.9		56.4	52.0		68.0	46.0	42.7	68.6	51.6	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.47		0.12	0.50		0.50	0.11	0.11	0.11	0.11	
Incremental Delay, d <sub>2</sub>	0.3	13.0		1.2	63.6		50.6	0.7	0.3	0.7	0.3	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	53.8	63.9		57.6	115.6		118.6	46.7	43.1	69.3	51.9	
Lane Group LOS	D	E		E	F		F	D	D	E	D	
Approach Delay	63.4			110.7			87.1			56.0		
Approach LOS	E			F			F			E		
Intersection Delay	86.4			X <sub>c</sub> = 0.82			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 27 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	4	1	1	4	0	2	1	1	2	2	0
Lane Group	L	T	R	L	TR		L	T	R	L	TR	
Volume, V (vph)	74	1405	183	173	1827	59	510	262	138	97	262	61
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l1	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Qb	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	18	0	0	0	0	0	14	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, Nm												
Buses Stopping, Nb	0	0	0	0	0		0	0	0	0	0	
Min. Time for Pedestrians, Gp	3.2			3.2			3.2			3.2		

Phasing	EW Perm	Excl. Left	03	04	Excl. Left	NB Only	NS Perm	08
Timing	G = 60.0	G = 10.0	G =	G =	G = 17.0	G = 16.0	G = 27.0	G =
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	78	1479	174	182	1985		537	276	131	102	340	
Lane Group Capacity, c	268	2537	979	292	2525		1033	571	485	597	582	
v/c Ratio, X	0.29	0.58	0.18	0.62	0.79		0.52	0.48	0.27	0.17	0.58	
Total Green Ratio, g/C	0.50	0.38	0.62	0.50	0.38		0.45	0.31	0.31	0.28	0.17	
Uniform Delay, d1	54.9	40.0	13.1	56.3	44.3		29.7	45.2	42.0	43.3	61.3	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.17	0.11	0.21	0.33		0.13	0.11	0.11	0.11	0.18	
Incremental Delay, d2	0.6	0.3	0.1	4.1	1.7		0.5	0.6	0.3	0.1	1.5	
Initial Queue Delay, d3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	55.5	40.3	13.2	60.4	46.0		30.1	45.8	42.3	43.5	62.8	
Lane Group LOS	E	D	B	E	D		C	D	D	D	E	
Approach Delay	38.3			47.2			36.4			58.4		
Approach LOS	D			D			D			E		
Intersection Delay	43.3			Xc = 0.78			Intersection LOS			D		

## HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 27 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	2	1	1	2	2	0
Lane Group	L	TR		L	TR		L	T	R	L	TR	
Volume, V (vph)	74	1405	325	175	1835	59	816	262	156	97	262	61
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	16	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm		Excl. Left	03		04		Excl. Left	NB Only		Thru & RT	08
Timing	G = 56.0		G = 18.0	G =		G =		G = 14.0	G = 4.0		G = 38.0	G =
	Y = 6		Y = 6	Y =		Y =		Y = 6	Y = 6		Y = 6	Y =
Duration of Analysis, T = 0.25								Cycle Length, C = 160.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	78	1821		184	1994		859	276	147	102	340	
Lane Group Capacity, c	357	1726		357	1767		516	559	475	301	819	
v/c Ratio, X	0.22	1.06		0.52	1.13		1.66	0.49	0.31	0.34	0.42	
Total Green Ratio, g/C	0.52	0.35		0.52	0.35		0.15	0.30	0.30	0.09	0.24	
Uniform Delay, d <sub>1</sub>	53.4	52.0		52.0	52.0		68.0	46.0	43.2	68.6	51.6	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.50		0.12	0.50		0.50	0.11	0.11	0.11	0.11	
Incremental Delay, d <sub>2</sub>	0.3	37.8		1.3	65.7		307.6	0.7	0.4	0.7	0.3	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	53.8	89.8		53.3	117.7		375.6	46.7	43.6	69.3	51.9	
Lane Group LOS	D	F		D	F		F	D	D	E	D	
Approach Delay	88.4			112.2			266.7			56.0		
Approach LOS	F			F			F			E		
Intersection Delay	134.3			X <sub>c</sub> = 0.92			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 27 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	4	1	1	4	0	2	1	1	2	2	0
Lane Group	L	T	R	L	TR		L	T	R	L	TR	
Volume, V (vph)	74	1405	325	175	1835	59	816	262	156	97	262	61
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	33	0	0	0	0	0	16	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0		0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03		04		Excl. Left	NB Only		NS Perm	08	
Timing	G = 60.0	G = 10.0	G =	G =	G = 17.0	G = 16.0	G = 27.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	78	1479	307	184	1994		859	276	147	102	340	
Lane Group Capacity, c	268	2537	979	292	2525		1033	571	485	597	582	
v/c Ratio, X	0.29	0.58	0.31	0.63	0.79		0.83	0.48	0.30	0.17	0.58	
Total Green Ratio, g/C	0.50	0.38	0.62	0.50	0.38		0.45	0.31	0.31	0.28	0.17	
Uniform Delay, d <sub>1</sub>	54.9	40.0	14.4	56.4	44.4		33.6	45.2	42.4	43.3	61.3	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.17	0.11	0.21	0.34		0.37	0.11	0.11	0.11	0.18	
Incremental Delay, d <sub>2</sub>	0.6	0.3	0.2	4.3	1.8		5.9	0.6	0.4	0.1	1.5	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	55.6	40.3	14.6	60.7	46.2		39.5	45.8	42.8	43.5	62.8	
Lane Group LOS	E	D	B	E	D		D	D	D	D	E	
Approach Delay	36.7			47.4			41.2			58.4		
Approach LOS	D			D			D			E		
Intersection Delay	43.4			X <sub>c</sub> = 0.88			Intersection LOS			D		



**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 27 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	2	1	1	2	2	0
Lane Group	L	TR		L	TR		L	T	R	L	TR	
Volume, V (vph)	74	1411	183	174	1835	59	512	263	139	97	263	61
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	14	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03	04	Excl. Left	NB Only	Thru & RT	08				
Timing	G = 56.0	G = 18.0	G =	G =	G = 14.0	G = 4.0	G = 38.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	78	1678		183	1994		539	277	132	102	341	
Lane Group Capacity, c	357	1745		357	1767		516	559	475	301	819	
v/c Ratio, X	0.22	0.96		0.51	1.13		1.04	0.50	0.28	0.34	0.42	
Total Green Ratio, g/C	0.52	0.35		0.52	0.35		0.15	0.30	0.30	0.09	0.24	
Uniform Delay, d <sub>1</sub>	53.4	50.9		56.5	52.0		68.0	46.0	42.8	68.6	51.6	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.47		0.12	0.50		0.50	0.11	0.11	0.11	0.11	
Incremental Delay, d <sub>2</sub>	0.3	13.6		1.3	65.7		51.7	0.7	0.3	0.7	0.3	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	53.8	64.5		57.7	117.7		119.7	46.7	43.1	69.3	52.0	
Lane Group LOS	D	E		E	F		F	D	D	E	D	
Approach Delay	64.1			112.6			87.7			56.0		
Approach LOS	E			F			F			E		
Intersection Delay	87.5			X <sub>c</sub> = 0.82			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 27 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	4	1	1	4	0	2	1	1	2	2	0
Lane Group	L	T	R	L	TR		L	T	R	L	TR	
Volume, V (vph)	74	1411	183	174	1835	59	512	263	139	97	263	61
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l <sub>1</sub>	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	18	0	0	0	0	0	14	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0		0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03		04		Excl. Left	NB Only		NS Perm	08	
Timing	G = 60.0	G = 10.0	G =	G =	G = 17.0	G = 16.0	G = 27.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	78	1485	174	183	1994		539	277	132	102	341	
Lane Group Capacity, c	268	2537	979	291	2525		1033	571	485	597	582	
v/c Ratio, X	0.29	0.59	0.18	0.63	0.79		0.52	0.49	0.27	0.17	0.59	
Total Green Ratio, g/C	0.50	0.38	0.62	0.50	0.38		0.45	0.31	0.31	0.28	0.17	
Uniform Delay, d <sub>1</sub>	54.9	40.0	13.1	56.5	44.4		29.7	45.2	42.0	43.3	61.3	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.18	0.11	0.21	0.34		0.13	0.11	0.11	0.11	0.18	
Incremental Delay, d <sub>2</sub>	0.6	0.4	0.1	4.3	1.8		0.5	0.7	0.3	0.1	1.5	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	55.6	40.4	13.2	60.8	46.2		30.2	45.9	42.3	43.5	62.9	
Lane Group LOS	E	D	B	E	D		C	D	D	D	E	
Approach Delay	38.3			47.4			36.4			58.4		
Approach LOS	D			D			D			E		
Intersection Delay	43.4			X <sub>c</sub> = 0.79			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 27 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	2	1	1	2	2	0	
Lane Group	L	TR		L	TR		L	T	R	L	TR		
Volume, V (vph)	74	1419	332	176	1879	59	890	263	161	97	263	61	
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A	
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0		
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0		
Arrival Type, AT	3	3		3	3		3	3	3	3	3		
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0		
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000		
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	16	0	0	0	
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0		
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking Maneuvers, N <sub>m</sub>													
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0	0	0	0		
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2			
Phasing	EW Perm		Excl. Left	03		04		Excl. Left	NB Only		NS Perm		08
Timing	G = 56.0		G = 18.0	G =		G =		G = 14.0	G = 4.0		G = 38.0		G =
	Y = 6		Y = 6	Y =		Y =		Y = 6	Y = 6		Y = 6		Y =
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	78	1843		185	2040		937	277	153	102	341	
Lane Group Capacity, c	357	1725		357	1768		709	559	475	573	819	
v/c Ratio, X	0.22	1.07		0.52	1.15		1.32	0.50	0.32	0.18	0.42	
Total Green Ratio, g/C	0.52	0.35		0.52	0.35		0.43	0.30	0.30	0.32	0.24	
Uniform Delay, d <sub>1</sub>	53.4	52.0		57.0	52.0		35.5	46.0	43.4	37.6	51.6	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.50		0.12	0.50		0.50	0.11	0.11	0.11	0.11	
Incremental Delay, d <sub>2</sub>	0.3	42.6		1.3	76.2		154.5	0.7	0.4	0.1	0.3	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	53.8	94.6		58.4	128.2		190.0	46.7	43.8	37.8	52.0	
Lane Group LOS	D	F		E	F		F	D	D	D	D	
Approach Delay	92.9			122.4			144.6			48.7		
Approach LOS	F			F			F			D		
Intersection Delay	112.5			X <sub>c</sub> = 1.33			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Sunrise Blvd/NW 27 Ave		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	4	1	1	4	0	2	1	1	2	2	0
Lane Group	L	T	R	L	TR		L	T	R	L	TR	
Volume, V (vph)	74	1419	332	176	1879	59	890	263	161	97	263	61
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	33	0	0	0	0	0	16	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0		0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03		04		Excl. Left	NB Only		NS Perm	08	
Timing	G = 60.0	G = 10.0	G =	G =	G = 17.0	G = 16.0	G = 27.0	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y = 6	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	78	1494	315	185	2040		937	277	153	102	341	
Lane Group Capacity, c	268	2537	979	290	2526		1033	571	485	597	582	
v/c Ratio, X	0.29	0.59	0.32	0.64	0.81		0.91	0.49	0.32	0.17	0.59	
Total Green Ratio, g/C	0.50	0.38	0.62	0.50	0.38		0.45	0.31	0.31	0.28	0.17	
Uniform Delay, d <sub>1</sub>	55.4	40.1	14.5	56.8	44.8		34.8	45.2	42.6	43.3	61.3	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.18	0.11	0.22	0.35		0.43	0.11	0.11	0.11	0.18	
Incremental Delay, d <sub>2</sub>	0.6	0.4	0.2	4.6	2.0		11.4	0.7	0.4	0.1	1.5	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	56.0	40.5	14.7	61.4	46.9		46.2	45.9	43.0	43.5	62.9	
Lane Group LOS	E	D	B	E	D		D	D	D	D	E	
Approach Delay	36.8			48.1			45.8			58.4		
Approach LOS	D			D			D			E		
Intersection Delay	44.7			X <sub>c</sub> = 0.86			Intersection LOS			D		

## **Broward Boulevard and US 441**

## HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Existing PM Peak Hour			Analysis Year	2008		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	2	1	2	3	1	2	3	1	2	3	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	248	775	346	363	1791	248	533	1012	221	430	1156	390
% Heavy Vehicles, %HV	0	2	2	2	2	2	0	0	2	0	0	2
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	35	0	0	25	0	0	22	0	0	39
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Thru & RT	Excl. Left	WB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 47.0	G = 15.0	G = 3.0	G =		G = 21.0	G = 41.0	G =		G =		
	Y = 6	Y = 7	Y = 7	Y =		Y = 7	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	267	833	334	390	1926	240	573	1088	214	462	1243	377
Lane Group Capacity, c	329	1042	465	537	1586	495	460	1326	406	460	1326	406
v/c Ratio, X	0.81	0.80	0.72	0.73	1.21	0.48	1.25	0.82	0.53	1.00	0.94	0.93
Total Green Ratio, g/C	0.09	0.29	0.29	0.16	0.31	0.31	0.13	0.26	0.26	0.13	0.26	0.26
Uniform Delay, d <sub>1</sub>	71.1	52.1	50.6	64.2	55.0	44.6	69.5	56.0	51.2	69.5	58.2	58.1
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.35	0.34	0.28	0.29	0.50	0.11	0.50	0.36	0.13	0.50	0.45	0.44
Incremental Delay, d <sub>2</sub>	14.2	4.5	5.3	4.9	102.5	0.8	127.7	4.2	1.3	43.0	12.7	27.6
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	85.4	56.7	55.9	69.1	157.5	45.3	197.2	60.3	52.5	112.5	70.9	85.6
Lane Group LOS	F	E	E	E	F	D	F	E	D	F	E	F
Approach Delay	61.8			133.5			101.2			82.8		
Approach LOS	E			F			F			F		
Intersection Delay	99.7			X <sub>c</sub> = 1.03			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	2	1	2	3	1	2	3	1	2	3	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	231	778	326	353	1754	254	506	1093	215	414	1168	364
% Heavy Vehicles, %HV	0	2	2	2	2	2	0	0	2	0	0	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	33	0	0	25	0	0	22	0	0	36
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Thru & RT	Excl. Left	WB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 47.0	G = 15.0	G = 3.0	G =		G = 21.0	G = 41.0	G =		G =		
	Y = 6	Y = 7	Y = 7	Y =		Y = 7	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	243	819	308	372	1846	241	533	1151	203	436	1229	345
Lane Group Capacity, c	329	1042	465	537	1586	495	460	1326	406	460	1326	406
v/c Ratio, X	0.74	0.79	0.66	0.69	1.16	0.49	1.16	0.87	0.50	0.95	0.93	0.85
Total Green Ratio, g/C	0.09	0.29	0.29	0.16	0.31	0.31	0.13	0.26	0.26	0.13	0.26	0.26
Uniform Delay, d <sub>1</sub>	70.6	51.9	49.5	63.9	55.0	44.6	69.5	56.9	50.8	69.0	58.0	56.6
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.30	0.33	0.24	0.26	0.50	0.11	0.50	0.40	0.11	0.46	0.44	0.38
Incremental Delay, d <sub>2</sub>	8.5	4.1	3.5	3.8	81.1	0.8	93.3	6.4	1.0	29.1	11.3	15.6
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	79.1	55.9	53.1	67.7	136.1	45.4	162.8	63.3	51.7	98.1	69.4	72.2
Lane Group LOS	E	E	D	E	F	D	F	E	D	F	E	E
Approach Delay	59.4			116.9			90.2			76.1		
Approach LOS	E			F			F			E		
Intersection Delay	89.5			X <sub>c</sub> = 0.99			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project w Imp			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	5	1	2	5	1	3	5	1	3	5	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	231	778	326	353	1754	254	506	1093	215	414	1168	364
% Heavy Vehicles, %HV	0	2	2	2	2	2	0	0	2	0	0	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	33	0	0	26	0	0	22	0	0	37
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Thru & RT	Excl. Left	WB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 45.0	G = 16.0	G = 8.0	G =		G = 26.0	G = 32.0	G =		G =		
	Y = 6	Y = 7	Y = 7	Y =		Y = 7	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	243	819	308	372	1846	240	533	1151	203	436	1229	344
Lane Group Capacity, c	351	2379	702	666	2801	851	799	1725	623	799	1725	475
v/c Ratio, X	0.69	0.34	0.44	0.56	0.66	0.28	0.67	0.67	0.33	0.55	0.71	0.72
Total Green Ratio, g/C	0.10	0.28	0.44	0.19	0.33	0.54	0.16	0.20	0.39	0.16	0.20	0.30
Uniform Delay, d <sub>1</sub>	69.6	45.8	30.7	58.3	45.8	20.2	62.9	59.1	33.7	61.6	59.7	50.1
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.26	0.11	0.11	0.16	0.23	0.11	0.24	0.24	0.11	0.15	0.28	0.28
Incremental Delay, d <sub>2</sub>	5.8	0.1	0.4	1.1	0.6	0.2	2.1	1.0	0.3	0.8	1.4	5.4
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	75.4	45.8	31.2	59.4	46.3	20.4	65.1	60.1	34.0	62.4	61.1	55.5
Lane Group LOS	E	D	C	E	D	C	E	E	C	E	E	E
Approach Delay	47.8			45.8			58.7			60.4		
Approach LOS	D			D			E			E		
Intersection Delay	53.1			X <sub>c</sub> = 0.65			Intersection LOS			D		



**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	2	1	2	3	1	2	3	1	2	3	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	231	842	326	371	1893	284	506	1093	224	429	1168	364
% Heavy Vehicles, %HV	0	2	2	2	2	2	0	0	2	0	0	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	33	0	0	28	0	0	22	0	0	36
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Thru & RT	Excl. Left	WB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 47.0	G = 15.0	G = 3.0	G =		G = 21.0	G = 41.0	G =		G =		
	Y = 6	Y = 7	Y = 7	Y =		Y = 7	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	243	886	308	391	1993	269	533	1151	213	452	1229	345
Lane Group Capacity, c	329	1042	465	537	1586	495	460	1326	406	460	1326	406
v/c Ratio, X	0.74	0.85	0.66	0.73	1.26	0.54	1.16	0.87	0.52	0.98	0.93	0.85
Total Green Ratio, g/C	0.09	0.29	0.29	0.16	0.31	0.31	0.13	0.26	0.26	0.13	0.26	0.26
Uniform Delay, d <sub>1</sub>	70.6	53.2	49.5	64.3	55.0	45.5	69.5	56.9	51.1	69.3	58.0	56.6
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.30	0.38	0.24	0.29	0.50	0.14	0.50	0.40	0.13	0.49	0.44	0.38
Incremental Delay, d <sub>2</sub>	8.5	6.8	3.5	5.0	120.8	1.2	93.3	6.4	1.3	37.3	11.3	15.6
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	79.1	60.0	53.1	69.2	175.8	46.8	162.8	63.3	52.4	106.6	69.4	72.2
Lane Group LOS	E	E	D	E	F	D	F	E	D	F	E	E
Approach Delay	61.8			147.0			90.0			78.2		
Approach LOS	E			F			F			E		
Intersection Delay	100.8			X <sub>c</sub> = 1.02			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project w Imp			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	5	1	2	5	1	3	5	1	3	5	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	231	842	326	371	1893	284	506	1093	224	429	1168	364
% Heavy Vehicles, %HV	0	2	2	2	2	2	0	0	2	0	0	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	33	0	0	28	0	0	22	0	0	37
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Thru & RT	Excl. Left	WB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 45.0	G = 16.0	G = 8.0	G =		G = 26.0	G = 32.0	G =		G =		
	Y = 6	Y = 7	Y = 7	Y =		Y = 7	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	243	886	308	391	1993	269	533	1151	213	452	1229	344
Lane Group Capacity, c	351	2379	702	666	2801	851	799	1725	623	799	1725	475
v/c Ratio, X	0.69	0.37	0.44	0.59	0.71	0.32	0.67	0.67	0.34	0.57	0.71	0.72
Total Green Ratio, g/C	0.10	0.28	0.44	0.19	0.33	0.54	0.16	0.20	0.39	0.16	0.20	0.30
Uniform Delay, d <sub>1</sub>	69.6	46.2	30.7	58.7	46.8	20.6	62.9	59.1	34.0	61.8	59.7	50.1
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.26	0.11	0.11	0.18	0.27	0.11	0.24	0.24	0.11	0.16	0.28	0.28
Incremental Delay, d <sub>2</sub>	5.8	0.1	0.4	1.4	0.9	0.2	2.1	1.0	0.3	0.9	1.4	5.4
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	75.4	46.3	31.2	60.0	47.7	20.8	65.1	60.1	34.3	62.7	61.1	55.5
Lane Group LOS	E	D	C	E	D	C	E	E	C	E	E	E
Approach Delay	48.0			46.8			58.6			60.5		
Approach LOS	D			D			E			E		
Intersection Delay	53.3			X <sub>c</sub> = 0.68			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	2	1	2	3	1	2	3	1	2	3	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	232	782	327	354	1762	255	508	1098	216	416	1173	366
% Heavy Vehicles, %HV	0	2	2	2	2	2	0	0	2	0	0	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	33	0	0	26	0	0	22	0	0	37
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Thru & RT	Excl. Left	WB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 47.0	G = 15.0	G = 3.0	G =		G = 21.0	G = 41.0	G =		G =		
	Y = 6	Y = 7	Y = 7	Y =		Y = 7	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	244	823	309	373	1855	241	535	1156	204	438	1235	346
Lane Group Capacity, c	329	1042	465	537	1586	495	460	1326	406	460	1326	406
v/c Ratio, X	0.74	0.79	0.66	0.69	1.17	0.49	1.16	0.87	0.50	0.95	0.93	0.85
Total Green Ratio, g/C	0.09	0.29	0.29	0.16	0.31	0.31	0.13	0.26	0.26	0.13	0.26	0.26
Uniform Delay, d <sub>1</sub>	70.6	52.0	49.6	63.9	55.0	44.6	69.5	57.0	50.8	69.0	58.1	56.6
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.30	0.34	0.24	0.26	0.50	0.11	0.50	0.40	0.11	0.46	0.45	0.38
Incremental Delay, d <sub>2</sub>	8.7	4.2	3.6	3.9	83.5	0.8	94.9	6.6	1.0	30.1	11.9	15.9
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	79.3	56.1	53.2	67.8	138.5	45.4	164.4	63.6	51.8	99.1	70.0	72.5
Lane Group LOS	E	E	D	E	F	D	F	E	D	F	E	E
Approach Delay	59.6			118.7			90.8			76.7		
Approach LOS	E			F			F			E		
Intersection Delay	90.5			X <sub>c</sub> = 0.99			Intersection LOS			F		

### HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project w Imp			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	5	1	2	5	1	3	5	1	3	5	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	232	782	327	354	1762	255	508	1098	216	416	1173	366
% Heavy Vehicles, %HV	0	2	2	2	2	2	0	0	2	0	0	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	33	0	0	26	0	0	22	0	0	37
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Thru & RT	Excl. Left	WB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 45.0	G = 16.0	G = 8.0	G =		G = 26.0	G = 32.0	G =		G =		
	Y = 6	Y = 7	Y = 7	Y =		Y = 7	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	244	823	309	373	1855	241	535	1156	204	438	1235	346
Lane Group Capacity, c	351	2379	702	666	2801	851	799	1725	623	799	1725	475
v/c Ratio, X	0.70	0.35	0.44	0.56	0.66	0.28	0.67	0.67	0.33	0.55	0.72	0.73
Total Green Ratio, g/C	0.10	0.28	0.44	0.19	0.33	0.54	0.16	0.20	0.39	0.16	0.20	0.30
Uniform Delay, d <sub>1</sub>	69.6	45.8	30.8	58.3	45.8	20.2	63.0	59.1	33.8	61.6	59.8	50.2
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.26	0.11	0.11	0.16	0.24	0.11	0.24	0.24	0.11	0.15	0.28	0.29
Incremental Delay, d <sub>2</sub>	5.9	0.1	0.4	1.1	0.6	0.2	2.2	1.0	0.3	0.8	1.4	5.6
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	75.5	45.9	31.2	59.4	46.4	20.4	65.1	60.1	34.1	62.4	61.2	55.8
Lane Group LOS	E	D	C	E	D	C	E	E	C	E	E	E
Approach Delay	47.8			45.8			58.7			60.5		
Approach LOS	D			D			E			E		
Intersection Delay	53.2			X <sub>c</sub> = 0.66			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	2	1	2	3	1	2	3	1	2	3	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	232	858	327	380	1974	295	508	1098	226	432	1173	366
% Heavy Vehicles, %HV	0	2	2	2	2	2	0	0	2	0	0	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	33	0	0	30	0	0	23	0	0	37
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Thru & RT	Excl. Left	WB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 47.0	G = 15.0	G = 3.0	G =		G = 21.0	G = 41.0	G =		G =		
	Y = 6	Y = 7	Y = 7	Y =		Y = 7	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	244	903	309	400	2078	279	535	1156	214	455	1235	346
Lane Group Capacity, c	329	1042	465	537	1586	495	460	1326	406	460	1326	406
v/c Ratio, X	0.74	0.87	0.66	0.74	1.31	0.56	1.16	0.87	0.53	0.99	0.93	0.85
Total Green Ratio, g/C	0.09	0.29	0.29	0.16	0.31	0.31	0.13	0.26	0.26	0.13	0.26	0.26
Uniform Delay, d <sub>1</sub>	70.6	53.5	49.6	64.5	55.0	45.9	69.5	57.0	51.2	69.4	58.1	56.6
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.30	0.40	0.24	0.30	0.50	0.16	0.50	0.40	0.13	0.49	0.45	0.38
Incremental Delay, d <sub>2</sub>	8.7	7.9	3.6	5.6	144.2	1.5	94.9	6.6	1.3	39.0	11.9	15.9
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	79.3	61.4	53.2	70.1	199.2	47.4	164.4	63.6	52.5	108.4	70.0	72.5
Lane Group LOS	E	E	D	E	F	D	F	E	D	F	E	E
Approach Delay	62.6			165.1			90.7			79.0		
Approach LOS	E			F			F			E		
Intersection Delay	107.9			X <sub>c</sub> = 1.05			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd/US 441		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project w Imp			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	2	5	1	2	5	1	3	5	1	3	5	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	232	858	327	380	1974	295	508	1098	226	432	1173	366
% Heavy Vehicles, %HV	0	2	2	2	2	2	0	0	2	0	0	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	33	0	0	30	0	0	23	0	0	37
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Thru & RT	Excl. Left	WB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 45.0	G = 16.0	G = 8.0	G =		G = 26.0	G = 32.0	G =		G =		
	Y = 6	Y = 7	Y = 7	Y =		Y = 7	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	244	903	309	400	2078	279	535	1156	214	455	1235	346
Lane Group Capacity, c	351	2379	702	666	2801	851	799	1725	623	799	1725	475
v/c Ratio, X	0.70	0.38	0.44	0.60	0.74	0.33	0.67	0.67	0.34	0.57	0.72	0.73
Total Green Ratio, g/C	0.10	0.28	0.44	0.19	0.33	0.54	0.16	0.20	0.39	0.16	0.20	0.30
Uniform Delay, d <sub>1</sub>	69.6	46.3	30.8	58.9	47.4	20.8	63.0	59.1	34.0	61.8	59.8	50.2
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.26	0.11	0.11	0.19	0.30	0.11	0.24	0.24	0.11	0.16	0.28	0.29
Incremental Delay, d <sub>2</sub>	5.9	0.1	0.4	1.5	1.1	0.2	2.2	1.0	0.3	1.0	1.4	5.6
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	75.5	46.4	31.2	60.4	48.5	21.0	65.1	60.1	34.3	62.8	61.2	55.8
Lane Group LOS	E	D	C	E	D	C	E	E	C	E	E	E
Approach Delay	48.0			47.5			58.7			60.6		
Approach LOS	D			D			E			E		
Intersection Delay	53.5			X <sub>c</sub> = 0.69			Intersection LOS			D		

**Broward Boulevard and NW 31 Avenue**

## HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 31st Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Existing			Analysis Year	2008 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>l</sub>	1	3	0	1	3	0	1	2	0	1	1	1
Lane Group	L	TR		L	TR		L	TR		L	T	R
Volume, V (vph)	264	1171	148	101	1967	73	180	340	75	198	351	434
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>l</sub>	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3		3	3		3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	43
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0		0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 62.0	G = 24.0	G =	G =	G = 17.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	278	1389		106	2148		189	437		208	369	412
Lane Group Capacity, c	422	1933		438	1956		235	712		307	384	326
v/c Ratio, X	0.66	0.72		0.24	1.10		0.80	0.61		0.68	0.96	1.26
Total Green Ratio, g/C	0.60	0.39		0.60	0.39		0.35	0.21		0.35	0.21	0.21
Uniform Delay, d <sub>1</sub>	55.0	41.6		41.3	49.0		41.8	57.7		39.7	62.9	63.5
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.23	0.28		0.11	0.50		0.35	0.20		0.25	0.47	0.50
Incremental Delay, d <sub>2</sub>	3.8	1.3		0.3	52.8		18.1	1.6		5.9	35.7	141.0
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay	58.8	42.9		41.6	101.8		60.0	59.3		45.6	98.6	204.5
Lane Group LOS	E	D		D	F		E	E		D	F	F
Approach Delay	45.6			99.0			59.5			131.5		
Approach LOS	D			F			E			F		
Intersection Delay	84.2			X <sub>C</sub> = 1.04			Intersection LOS			F		



**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 31st Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	1	2	0	1	1	1
Lane Group	L	TR		L	TR		L	TR		L	T	R
Volume, V (vph)	241	1155	135	97	1928	102	164	319	72	201	329	396
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3		3	3		3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	40
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0		0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 62.0	G = 24.0	G =	G =	G = 17.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	254	1358		102	2136		173	412		212	346	375
Lane Group Capacity, c	422	1936		443	1951		245	711		317	384	326
v/c Ratio, X	0.60	0.70		0.23	1.09		0.71	0.58		0.67	0.90	1.15
Total Green Ratio, g/C	0.60	0.39		0.60	0.39		0.35	0.21		0.35	0.21	0.21
Uniform Delay, d <sub>1</sub>	54.1	41.2		39.7	49.0		40.9	57.2		39.6	61.9	63.5
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.19	0.27		0.11	0.50		0.27	0.17		0.24	0.42	0.50
Incremental Delay, d <sub>2</sub>	2.4	1.2		0.3	51.5		9.0	1.2		5.3	23.6	97.1
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay	56.6	42.4		40.0	100.5		49.8	58.4		45.0	85.5	160.6
Lane Group LOS	E	D		D	F		D	E		D	F	F
Approach Delay	44.6			97.7			55.9			106.5		
Approach LOS	D			F			E			F		
Intersection Delay	78.7			X <sub>c</sub> = 1.00			Intersection LOS			E		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 31st Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	4	0	1	4	1	1	3	0	2	3	1
Lane Group	L	TR		L	T	R	L	TR		L	T	R
Volume, V (vph)	241	1155	135	97	1928	102	164	319	72	201	329	396
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3		3	3	3	3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	10	0	0	0	0	0	40
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 63.9	G = 19.5	G =	G =	G = 17.6	G = 35.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	254	1358		102	2029	97	173	412		212	346	375
Lane Group Capacity, c	373	2659		424	2702	806	392	1079		378	1110	539
v/c Ratio, X	0.68	0.51		0.24	0.75	0.12	0.44	0.38		0.56	0.31	0.70
Total Green Ratio, g/C	0.58	0.40		0.58	0.40	0.51	0.37	0.22		0.11	0.22	0.34
Uniform Delay, d <sub>1</sub>	56.1	36.3		32.5	41.2	20.5	36.0	53.3		67.5	52.4	45.6
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.25	0.12		0.11	0.31	0.11	0.11	0.11		0.16	0.11	0.26
Incremental Delay, d <sub>2</sub>	5.0	0.2		0.3	1.2	0.1	0.8	0.2		1.9	0.2	3.9
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay	61.1	36.4		32.8	42.4	20.6	36.7	53.5		69.4	52.6	49.5
Lane Group LOS	E	D		C	D	C	D	D		E	D	D
Approach Delay	40.3			41.0			48.5			55.2		
Approach LOS	D			D			D			E		
Intersection Delay	44.1			X <sub>c</sub> = 0.83			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 31st Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	1	2	0	1	1	1
Lane Group	L	TR		L	TR		L	TR		L	T	R
Volume, V (vph)	241	1259	135	107	2152	188	164	319	76	243	329	396
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3		3	3		3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	40
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0		0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 62.0	G = 24.0	G =	G =	G = 17.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	254	1467		113	2463		173	416		256	346	375
Lane Group Capacity, c	422	1937		427	1943		245	710		315	384	326
v/c Ratio, X	0.60	0.76		0.26	1.27		0.71	0.59		0.81	0.90	1.15
Total Green Ratio, g/C	0.60	0.39		0.60	0.39		0.35	0.21		0.35	0.21	0.21
Uniform Delay, d <sub>1</sub>	54.1	42.5		44.3	49.0		40.9	57.3		50.5	61.9	63.5
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.19	0.31		0.11	0.50		0.27	0.18		0.35	0.42	0.50
Incremental Delay, d <sub>2</sub>	2.4	1.8		0.3	124.7		9.0	1.3		14.9	23.6	97.1
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay	56.6	44.3		44.6	173.7		49.8	58.6		65.4	85.5	160.6
Lane Group LOS	E	D		D	F		D	E		E	F	F
Approach Delay	46.1			168.0			56.0			109.0		
Approach LOS	D			F			E			F		
Intersection Delay	111.1			X <sub>c</sub> = 1.07			Intersection LOS			F		

### HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA	Agency or Co.	Date Performed	Intersection	Broward & NW/SW 31st Avenue		
Time Period	Future with Project w Imps			Area Type	All other areas		
				Jurisdiction			
				Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	4	0	1	4	1	1	3	0	2	3	1
Lane Group	L	TR		L	T	R	L	TR		L	T	R
Volume, V (vph)	241	1259	135	107	2152	188	164	319	76	243	329	396
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3		3	3	3	3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	19	0	0	0	0	0	40
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 63.9	G = 19.5	G =	G =	G = 17.6	G = 35.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	254	1467		113	2265	178	173	416		256	346	375
Lane Group Capacity, c	373	2663		408	2702	806	392	1078		378	1110	539
v/c Ratio, X	0.68	0.55		0.28	0.84	0.22	0.44	0.39		0.68	0.31	0.70
Total Green Ratio, g/C	0.58	0.40		0.58	0.40	0.51	0.37	0.22		0.11	0.22	0.34
Uniform Delay, d <sub>1</sub>	56.8	37.0		38.0	43.4	21.7	36.0	53.3		68.5	52.4	45.6
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.25	0.15		0.11	0.37	0.11	0.11	0.11		0.25	0.11	0.26
Incremental Delay, d <sub>2</sub>	5.0	0.2		0.4	2.5	0.1	0.8	0.2		4.8	0.2	3.9
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay	61.8	37.2		38.4	45.9	21.8	36.7	53.6		73.3	52.6	49.5
Lane Group LOS	E	D		D	D	C	D	D		E	D	D
Approach Delay	40.9			43.9			48.6			56.8		
Approach LOS	D			D			D			E		
Intersection Delay	45.6			X <sub>c</sub> = 0.83			Intersection LOS			D		

### HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 31st Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	1	2	0	1	1	1
Lane Group	L	TR		L	TR		L	TR		L	T	R
Volume, V (vph)	238	1142	133	96	1907	101	162	316	71	199	326	391
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3		3	3		3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	39
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0		0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 62.0	G = 24.0	G =	G =	G = 17.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	251	1342		101	2113		171	408		209	343	371
Lane Group Capacity, c	422	1936		445	1951		247	711		318	384	326
v/c Ratio, X	0.59	0.69		0.23	1.08		0.69	0.57		0.66	0.89	1.14
Total Green Ratio, g/C	0.60	0.39		0.60	0.39		0.35	0.21		0.35	0.21	0.21
Uniform Delay, d <sub>1</sub>	54.0	41.0		39.1	49.0		40.8	57.2		39.5	61.8	63.5
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.18	0.26		0.11	0.50		0.26	0.17		0.23	0.42	0.50
Incremental Delay, d <sub>2</sub>	2.3	1.1		0.3	46.9		8.1	1.1		4.9	22.3	92.6
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay	56.3	42.1		39.3	95.9		48.8	58.3		44.4	84.1	156.1
Lane Group LOS	E	D		D	F		D	E		D	F	F
Approach Delay	44.4			93.4			55.5			104.1		
Approach LOS	D			F			E			F		
Intersection Delay	76.4			X <sub>c</sub> = 0.99			Intersection LOS			E		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 31st Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes, N1	1	4	0	1	4	1	1	3	0	2	3	1	
Lane Group	L	TR		L	T	R	L	TR		L	T	R	
Volume, V (vph)	238	1142	133	96	1907	101	162	316	71	199	326	391	
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A	
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	10	0	0	0	0	0	39	
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking Maneuvers, N <sub>m</sub>													
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2			
Phasing	EW Perm		Excl. Left	03		04		Excl. Left	NS Perm		07		08
Timing	G = 63.9		G = 19.5	G =		G =		G = 17.6	G = 35.0		G =		G =
	Y = 6		Y = 6	Y =		Y =		Y = 6	Y = 6		Y =		Y =
Duration of Analysis, T = 0.25								Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	251	1342		101	2007	96	171	408		209	343	371
Lane Group Capacity, c	373	2660		426	2702	806	393	1079		378	1110	539
v/c Ratio, X	0.67	0.50		0.24	0.74	0.12	0.44	0.38		0.55	0.31	0.69
Total Green Ratio, g/C	0.58	0.40		0.58	0.40	0.51	0.37	0.22		0.11	0.22	0.34
Uniform Delay, d <sub>1</sub>	55.9	36.1		31.8	41.0	20.5	35.9	53.2		67.5	52.4	45.4
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.24	0.11		0.11	0.30	0.11	0.11	0.11		0.15	0.11	0.26
Incremental Delay, d <sub>2</sub>	4.7	0.2		0.3	1.1	0.1	0.8	0.2		1.8	0.2	3.7
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay	60.6	36.3		32.1	42.2	20.6	36.7	53.5		69.2	52.5	49.1
Lane Group LOS	E	D		C	D	C	D	D		E	D	D
Approach Delay	40.1			40.8			48.5			54.9		
Approach LOS	D			D			D			D		
Intersection Delay	43.9			X <sub>c</sub> = 0.83			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 31st Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	1	2	0	1	1	1
Lane Group	L	TR		L	TR		L	TR		L	T	R
Volume, V (vph)	238	1263	133	110	2236	238	162	316	76	249	326	391
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3		3	3		3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	39
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0		0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 62.0	G = 24.0	G =	G =	G = 17.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	251	1469		116	2605		171	413		262	343	371
Lane Group Capacity, c	422	1938		427	1938		247	710		316	384	326
v/c Ratio, X	0.59	0.76		0.27	1.34		0.69	0.58		0.83	0.89	1.14
Total Green Ratio, g/C	0.60	0.39		0.60	0.39		0.35	0.21		0.35	0.21	0.21
Uniform Delay, d <sub>1</sub>	54.0	42.5		44.6	49.0		40.8	57.3		51.2	61.8	63.5
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.18	0.31		0.11	0.50		0.26	0.17		0.37	0.42	0.50
Incremental Delay, d <sub>2</sub>	2.3	1.8		0.3	158.4		8.1	1.2		16.7	22.3	92.6
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay	56.3	44.3		44.9	207.4		48.8	58.5		67.8	84.1	156.1
Lane Group LOS	E	D		D	F		D	E		E	F	F
Approach Delay	46.0			200.5			55.7			107.1		
Approach LOS	D			F			E			F		
Intersection Delay	126.9			X <sub>c</sub> = 1.10			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 31st Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	4	0	1	4	1	1	3	0	2	3	1
Lane Group	L	TR		L	T	R	L	TR		L	T	R
Volume, V (vph)	238	1263	133	110	2236	238	162	316	76	249	326	391
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3		3	3	3	3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	24	0	0	0	0	0	39
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	Excl. Left	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 63.9	G = 19.5	G =	G =	G = 17.6	G = 35.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	251	1469		116	2354	225	171	413		262	343	371
Lane Group Capacity, c	373	2663		408	2702	806	393	1078		378	1110	539
v/c Ratio, X	0.67	0.55		0.28	0.87	0.28	0.44	0.38		0.69	0.31	0.69
Total Green Ratio, g/C	0.58	0.40		0.58	0.40	0.51	0.37	0.22		0.11	0.22	0.34
Uniform Delay, d <sub>1</sub>	57.0	37.0		38.4	44.3	22.4	35.9	53.3		68.6	52.4	45.4
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.24	0.15		0.11	0.40	0.11	0.11	0.11		0.26	0.11	0.26
Incremental Delay, d <sub>2</sub>	4.7	0.2		0.4	3.4	0.2	0.8	0.2		5.4	0.2	3.7
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay	61.7	37.3		38.8	47.7	22.6	36.7	53.5		74.0	52.5	49.1
Lane Group LOS	E	D		D	D	C	D	D		E	D	D
Approach Delay	40.8			45.2			48.6			57.0		
Approach LOS	D			D			D			E		
Intersection Delay	46.2			X <sub>c</sub> = 0.83			Intersection LOS			D		



**Broward Boulevard and NW 27 Avenue**

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Existing			Analysis Year	2008 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	3	0	1	3	1	2	2	0	2	2	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	234	1816	138	146	842	126	113	279	195	130	228	105
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	13	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 20.0	G = 70.0	G =	G =	G = 13.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	249	2079		155	896	120	120	504		138	355	
Lane Group Capacity, c	420	2196		268	2220	693	279	686		279	697	
v/c Ratio, X	0.59	0.95		0.58	0.40	0.17	0.43	0.73		0.49	0.51	
Total Green Ratio, g/C	0.60	0.44		0.60	0.44	0.44	0.08	0.21		0.08	0.21	
Uniform Delay, d <sub>1</sub>	17.1	43.2		43.1	30.7	27.4	70.0	59.4		70.4	56.3	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.18	0.46		0.17	0.11	0.11	0.11	0.29		0.11	0.12	
Incremental Delay, d <sub>2</sub>	2.2	9.6		3.1	0.1	0.1	1.1	4.1		1.4	0.6	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	19.4	52.8		46.2	30.9	27.5	71.0	63.5		71.7	56.9	
Lane Group LOS	B	D		D	C	C	E	E		E	E	
Approach Delay	49.2			32.5			65.0			61.1		
Approach LOS	D			C			E			E		
Intersection Delay	48.4			X <sub>c</sub> = 0.86			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2013 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	3	0	1	3	1	2	2	0	2	2	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	213	1816	126	151	810	131	103	256	242	158	210	96
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	13	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 20.0	G = 70.0	G =	G =	G = 13.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	224	2045		159	853	124	108	524		166	322	
Lane Group Capacity, c	433	2198		268	2220	693	279	678		279	697	
v/c Ratio, X	0.52	0.93		0.59	0.38	0.18	0.39	0.77		0.59	0.46	
Total Green Ratio, g/C	0.60	0.44		0.60	0.44	0.44	0.08	0.21		0.08	0.21	
Uniform Delay, d <sub>1</sub>	16.5	42.7		43.5	30.4	27.5	69.7	60.0		71.0	55.7	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.12	0.45		0.18	0.11	0.11	0.11	0.32		0.18	0.11	
Incremental Delay, d <sub>2</sub>	1.1	7.8		3.5	0.1	0.1	0.9	5.5		3.4	0.5	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	17.6	50.5		47.0	30.5	27.6	70.6	65.5		74.4	56.2	
Lane Group LOS	B	D		D	C	C	E	E		E	E	
Approach Delay	47.2			32.5			66.4			62.4		
Approach LOS	D			C			E			E		
Intersection Delay	47.9			X <sub>c</sub> = 0.87			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project w Imps			Analysis Year	2013 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	4	0	2	4	1	2	2	1	2	2	0
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	213	1816	126	151	810	131	103	256	242	158	210	96
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	13	0	0	24	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	EB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 18.0	G = 55.0	G = 8.0	G =		G = 20.0	G = 29.0	G =		G =		
	Y = 6	Y = 6	Y = 6	Y =		Y = 6	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	224	2045		159	853	124	108	269	229	166	322	
Lane Group Capacity, c	522	2889		387	2325	742	430	643	524	430	613	
v/c Ratio, X	0.43	0.71		0.41	0.37	0.17	0.25	0.42	0.44	0.39	0.53	
Total Green Ratio, g/C	0.58	0.43		0.11	0.34	0.47	0.13	0.18	0.33	0.13	0.18	
Uniform Delay, d <sub>1</sub>	17.3	37.2		66.1	39.4	24.5	63.2	58.0	41.8	64.4	59.3	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.27		0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.13	
Incremental Delay, d <sub>2</sub>	0.6	0.8		0.7	0.1	0.1	0.3	0.4	0.6	0.6	0.8	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	17.9	38.1		66.8	39.5	24.6	63.5	58.5	42.4	64.9	60.1	
Lane Group LOS	B	D		E	D	C	E	E	D	E	E	
Approach Delay	36.1			41.7			53.3			61.8		
Approach LOS	D			D			D			E		
Intersection Delay	42.6			X <sub>c</sub> = 0.56			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2013 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	2	2	0	2	2	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	213	2036	131	166	828	138	130	298	331	266	218	96
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	14	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 20.0	G = 70.0	G =	G =	G = 13.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	224	2281		175	872	131	137	662		280	330	
Lane Group Capacity, c	427	2200		268	2220	693	279	674		279	698	
v/c Ratio, X	0.52	1.04		0.65	0.39	0.19	0.49	0.98		1.00	0.47	
Total Green Ratio, g/C	0.60	0.44		0.60	0.44	0.44	0.08	0.21		0.08	0.21	
Uniform Delay, d <sub>1</sub>	16.6	45.0		46.9	30.6	27.6	70.3	63.2		73.5	55.8	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.13	0.50		0.23	0.11	0.11	0.11	0.49		0.50	0.11	
Incremental Delay, d <sub>2</sub>	1.2	29.5		5.6	0.1	0.1	1.4	30.1		54.8	0.5	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	17.8	74.5		52.5	30.7	27.7	71.7	93.3		128.3	56.4	
Lane Group LOS	B	E		D	C	C	E	F		F	E	
Approach Delay	69.4			33.6			89.6			89.4		
Approach LOS	E			C			F			F		
Intersection Delay	66.7			X <sub>c</sub> = 1.01			Intersection LOS			E		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project w Imps			Analysis Year	2013 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	4	0	2	4	1	2	2	1	2	2	0
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	213	2036	131	166	828	138	130	298	331	266	218	96
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	14	0	0	33	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	EB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 18.0	G = 55.0	G = 8.0	G =		G = 20.0	G = 29.0	G =		G =		
	Y = 6	Y = 6	Y = 6	Y =		Y = 6	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	224	2281		175	872	131	137	314	314	280	330	
Lane Group Capacity, c	517	2891		387	2325	742	430	643	524	430	613	
v/c Ratio, X	0.43	0.79		0.45	0.38	0.18	0.32	0.49	0.60	0.65	0.54	
Total Green Ratio, g/C	0.58	0.43		0.11	0.34	0.47	0.13	0.18	0.33	0.13	0.18	
Uniform Delay, d <sub>1</sub>	17.4	39.2		66.4	39.6	24.6	63.8	58.8	44.6	66.7	59.4	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.34		0.11	0.11	0.11	0.11	0.11	0.19	0.23	0.14	
Incremental Delay, d <sub>2</sub>	0.6	1.5		0.8	0.1	0.1	0.4	0.6	1.9	3.5	1.0	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	18.0	40.8		67.2	39.7	24.7	64.2	59.4	46.5	70.2	60.4	
Lane Group LOS	B	D		E	D	C	E	E	D	E	E	
Approach Delay	38.7			42.1			55.0			64.9		
Approach LOS	D			D			D			E		
Intersection Delay	45.1			X <sub>c</sub> = 0.70			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2018 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	2	2	0	2	2	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	211	1797	125	150	801	130	102	253	240	156	208	95
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	13	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 20.0	G = 70.0	G =	G =	G = 13.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	222	2024		158	843	123	107	519		164	319	
Lane Group Capacity, c	436	2198		268	2220	693	279	678		279	697	
v/c Ratio, X	0.51	0.92		0.59	0.38	0.18	0.38	0.77		0.59	0.46	
Total Green Ratio, g/C	0.60	0.44		0.60	0.44	0.44	0.08	0.21		0.08	0.21	
Uniform Delay, d <sub>1</sub>	16.4	42.4		43.2	30.4	27.4	69.7	59.9		70.9	55.7	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.12	0.44		0.18	0.11	0.11	0.11	0.32		0.18	0.11	
Incremental Delay, d <sub>2</sub>	1.0	7.0		3.4	0.1	0.1	0.9	5.2		3.2	0.5	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	17.4	49.4		46.6	30.5	27.6	70.6	65.1		74.1	56.1	
Lane Group LOS	B	D		D	C	C	E	E		E	E	
Approach Delay	46.2			32.4			66.0			62.2		
Approach LOS	D			C			E			E		
Intersection Delay	47.2			X <sub>c</sub> = 0.86			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project w Imps			Analysis Year	2018 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	4	0	2	4	1	2	2	1	2	2	0
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	211	1797	125	150	801	130	102	253	240	156	208	95
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	13	0	0	140	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	EB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 18.0	G = 55.0	G = 8.0	G =		G = 20.0	G = 29.0	G =		G =		
	Y = 6	Y = 6	Y = 6	Y =		Y = 6	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	222	2024		158	843	123	107	266	105	164	319	
Lane Group Capacity, c	524	2889		387	2325	742	430	643	524	430	613	
v/c Ratio, X	0.42	0.70		0.41	0.36	0.17	0.25	0.41	0.20	0.38	0.52	
Total Green Ratio, g/C	0.58	0.43		0.11	0.34	0.47	0.13	0.18	0.33	0.13	0.18	
Uniform Delay, d <sub>1</sub>	17.2	37.1		66.0	39.4	24.5	63.2	58.0	38.3	64.3	59.2	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.27		0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.13	
Incremental Delay, d <sub>2</sub>	0.6	0.8		0.7	0.1	0.1	0.3	0.4	0.2	0.6	0.8	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	17.8	37.9		66.8	39.5	24.6	63.5	58.4	38.5	64.9	60.0	
Lane Group LOS	B	D		E	D	C	E	E	D	E	E	
Approach Delay	35.9			41.7			55.2			61.7		
Approach LOS	D			D			E			E		
Intersection Delay	42.4			X <sub>c</sub> = 0.58			Intersection LOS			D		



### HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2018 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	2	2	0	2	2	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	211	2092	128	174	844	143	130	288	373	290	211	95
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	14	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 20.0	G = 70.0	G =	G =	G = 13.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	222	2337		183	888	136	137	696		305	322	
Lane Group Capacity, c	422	2201		268	2220	693	279	669		279	697	
v/c Ratio, X	0.53	1.06		0.68	0.40	0.20	0.49	1.04		1.09	0.46	
Total Green Ratio, g/C	0.60	0.44		0.60	0.44	0.44	0.08	0.21		0.08	0.21	
Uniform Delay, d <sub>1</sub>	16.7	45.0		48.0	30.7	27.7	70.3	63.5		73.5	55.7	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.13	0.50		0.25	0.11	0.11	0.11	0.50		0.50	0.11	
Incremental Delay, d <sub>2</sub>	1.2	38.1		7.0	0.1	0.1	1.4	45.7		81.1	0.5	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	17.9	83.1		55.0	30.8	27.8	71.7	109.2		154.6	56.2	
Lane Group LOS	B	F		D	C	C	E	F		F	E	
Approach Delay	77.4			34.1			103.0			104.1		
Approach LOS	E			C			F			F		
Intersection Delay	74.7			X <sub>c</sub> = 1.05			Intersection LOS			E		

### HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project w Imps			Analysis Year	2018 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	4	0	2	4	1	2	2	1	2	2	0
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	211	2092	128	174	844	143	130	288	373	290	211	95
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	14	0	0	38	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	EB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 18.0	G = 55.0	G = 8.0	G =		G = 20.0	G = 29.0	G =		G =		
	Y = 6	Y = 6	Y = 6	Y =		Y = 6	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	222	2337		183	888	136	137	303	353	305	322	
Lane Group Capacity, c	513	2892		387	2325	742	430	643	524	430	613	
v/c Ratio, X	0.43	0.81		0.47	0.38	0.18	0.32	0.47	0.67	0.71	0.53	
Total Green Ratio, g/C	0.58	0.43		0.11	0.34	0.47	0.13	0.18	0.33	0.13	0.18	
Uniform Delay, d <sub>1</sub>	17.4	39.7		66.6	39.7	24.7	63.8	58.6	46.1	67.2	59.3	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.35		0.11	0.11	0.11	0.11	0.11	0.25	0.27	0.13	
Incremental Delay, d <sub>2</sub>	0.6	1.8		0.9	0.1	0.1	0.4	0.5	3.4	5.4	0.8	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	18.0	41.5		67.5	39.8	24.8	64.2	59.2	49.5	72.6	60.1	
Lane Group LOS	B	D		E	D	C	E	E	D	E	E	
Approach Delay	39.5			42.3			55.7			66.2		
Approach LOS	D			D			E			E		
Intersection Delay	45.8			X <sub>c</sub> = 0.74			Intersection LOS			D		

## HCS+™ DETAILED REPORT

General Information	Site Information
Analyst <i>DPA</i>	Intersection <i>Broward &amp; NW/SW 27th Avenue</i>
Agency or Co.	Area Type <i>All other areas</i>
Date Performed	Jurisdiction
Time Period <i>Existing</i>	Analysis Year <i>2008 PM Peak Hour</i>
	Project ID <i>Riverbend DRI #06221</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>l</sub>	1	3	0	1	3	1	2	2	0	2	2	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	158	1004	105	197	1977	171	130	261	139	157	341	114
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>l</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	17	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 20.0	G = 70.0	G =	G =	G = 13.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	168	1180		210	2103	164	138	426		167	484	
Lane Group Capacity, c	268	2188		346	2220	693	279	693		279	704	
v/c Ratio, X	0.63	0.54		0.61	0.95	0.24	0.49	0.61		0.60	0.69	
Total Green Ratio, g/C	0.60	0.44		0.60	0.44	0.44	0.08	0.21		0.08	0.21	
Uniform Delay, d <sub>1</sub>	45.4	33.1		19.6	43.2	28.2	70.4	57.7		71.0	58.7	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.21	0.14		0.19	0.46	0.11	0.11	0.20		0.19	0.26	
Incremental Delay, d <sub>2</sub>	4.6	0.3		3.1	9.5	0.2	1.4	1.6		3.5	2.8	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	49.9	33.4		22.6	52.8	28.4	71.7	59.4		74.5	61.6	
Lane Group LOS	D	C		C	D	C	E	E		E	E	
Approach Delay	35.5			48.6			62.4			64.9		
Approach LOS	D			D			E			E		
Intersection Delay	48.7			X <sub>C</sub> = 0.85			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	3	0	1	3	1	2	2	0	2	2	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	144	1025	96	235	1971	210	119	240	174	171	313	104
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	21	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 20.0	G = 70.0	G =	G =	G = 13.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	152	1180		247	2075	199	125	436		180	438	
Lane Group Capacity, c	268	2191		346	2220	693	279	685		279	704	
v/c Ratio, X	0.57	0.54		0.71	0.93	0.29	0.45	0.64		0.65	0.62	
Total Green Ratio, g/C	0.60	0.44		0.60	0.44	0.44	0.08	0.21		0.08	0.21	
Uniform Delay, d <sub>1</sub>	42.6	33.1		21.0	42.8	28.9	70.1	58.0		71.3	57.8	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.16	0.14		0.28	0.45	0.11	0.11	0.22		0.22	0.21	
Incremental Delay, d <sub>2</sub>	2.8	0.3		6.8	8.2	0.2	1.1	2.0		5.1	1.7	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	45.4	33.4		27.8	51.0	29.2	71.2	60.0		76.3	59.5	
Lane Group LOS	D	C		C	D	C	E	E		E	E	
Approach Delay	34.8			47.0			62.5			64.4		
Approach LOS	C			D			E			E		
Intersection Delay	47.6			X <sub>c</sub> = 0.84			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	4	0	2	4	1	2	2	1	2	2	0
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	144	1025	96	235	1971	210	119	240	174	171	313	104
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	21	0	0	17	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	WB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 18.0	G = 55.0	G = 8.0	G =		G = 20.0	G = 29.0	G =		G =		
	Y = 6	Y = 6	Y = 6	Y =		Y = 6	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	152	1180		247	2075	199	125	253	165	180	438	
Lane Group Capacity, c	246	2296		559	2917	940	430	643	604	430	619	
v/c Ratio, X	0.62	0.51		0.44	0.71	0.21	0.29	0.39	0.27	0.42	0.71	
Total Green Ratio, g/C	0.49	0.34		0.16	0.43	0.59	0.13	0.18	0.38	0.13	0.18	
Uniform Delay, d <sub>1</sub>	37.9	41.8		60.5	37.3	15.1	63.6	57.7	34.2	64.6	61.5	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.20	0.12		0.11	0.27	0.11	0.11	0.11	0.11	0.11	0.27	
Incremental Delay, d <sub>2</sub>	4.7	0.2		0.6	0.8	0.1	0.4	0.4	0.2	0.7	3.7	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	42.6	42.0		61.0	38.2	15.2	63.9	58.1	34.4	65.3	65.2	
Lane Group LOS	D	D		E	D	B	E	E	C	E	E	
Approach Delay	42.1			38.6			52.3			65.3		
Approach LOS	D			D			D			E		
Intersection Delay	44.3			X <sub>c</sub> = 0.67			Intersection LOS			D		

### HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA	Agency or Co.		Intersection	Broward & NW/SW 27th Avenue		
Date Performed				Area Type	All other areas		
Time Period	Future with Project			Jurisdiction			
				Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	3	0	1	3	1	2	2	0	2	2	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	144	1166	104	338	2096	261	286	500	203	275	325	104
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	26	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 20.0	G = 70.0	G =	G =	G = 13.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	152	1336		356	2206	247	301	740		289	451	
Lane Group Capacity, c	268	2193		316	2220	693	279	700		279	705	
v/c Ratio, X	0.57	0.61		1.13	0.99	0.36	1.08	1.06		1.04	0.64	
Total Green Ratio, g/C	0.60	0.44		0.60	0.44	0.44	0.08	0.21		0.08	0.21	
Uniform Delay, d <sub>1</sub>	31.0	34.5		41.5	44.8	30.0	73.5	63.5		73.5	58.1	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.16	0.20		0.50	0.50	0.11	0.50	0.50		0.50	0.22	
Incremental Delay, d <sub>2</sub>	2.8	0.5		89.3	17.6	0.3	76.5	50.1		63.5	2.0	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	33.8	35.0		130.8	62.4	30.3	150.0	113.6		137.0	60.0	
Lane Group LOS	C	D		F	E	C	F	F		F	E	
Approach Delay	34.9			68.2			124.1			90.1		
Approach LOS	C			E			F			F		
Intersection Delay	72.3			X <sub>c</sub> = 1.25			Intersection LOS			E		

### HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	4	0	2	4	1	2	2	1	2	2	0
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	144	1166	104	338	2096	261	286	500	203	275	325	104
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	26	0	0	20	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	WB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 18.0	G = 55.0	G = 8.0	G =		G = 20.0	G = 29.0	G =		G =		
	Y = 6	Y = 6	Y = 6	Y =		Y = 6	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	152	1336		356	2206	247	301	526	193	289	451	
Lane Group Capacity, c	246	2297		559	2917	940	430	643	604	430	620	
v/c Ratio, X	0.62	0.58		0.64	0.76	0.26	0.70	0.82	0.32	0.67	0.73	
Total Green Ratio, g/C	0.49	0.34		0.16	0.43	0.59	0.13	0.18	0.38	0.13	0.18	
Uniform Delay, d <sub>1</sub>	38.5	43.1		62.6	38.4	15.6	67.1	63.0	34.9	66.9	61.8	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.20	0.17		0.22	0.31	0.11	0.27	0.36	0.11	0.24	0.29	
Incremental Delay, d <sub>2</sub>	4.7	0.4		2.4	1.2	0.2	5.0	8.2	0.3	4.1	4.3	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	43.2	43.4		65.0	39.6	15.8	72.1	71.2	35.2	70.9	66.1	
Lane Group LOS	D	D		E	D	B	E	E	D	E	E	
Approach Delay	43.4			40.7			64.6			68.0		
Approach LOS	D			D			E			E		
Intersection Delay	48.7			X <sub>c</sub> = 0.76			Intersection LOS			D		

### HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	2	2	0	2	2	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	142	1015	95	233	1950	208	117	237	173	169	309	103
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	21	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 20.0	G = 70.0	G =	G =	G = 13.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	149	1168		245	2053	197	123	431		178	433	
Lane Group Capacity, c	268	2191		349	2220	693	279	685		279	704	
v/c Ratio, X	0.56	0.53		0.70	0.92	0.28	0.44	0.63		0.64	0.62	
Total Green Ratio, g/C	0.60	0.44		0.60	0.44	0.44	0.08	0.21		0.08	0.21	
Uniform Delay, d <sub>1</sub>	41.8	33.0		20.7	42.5	28.9	70.0	57.9		71.2	57.7	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.15	0.14		0.27	0.44	0.11	0.11	0.21		0.22	0.20	
Incremental Delay, d <sub>2</sub>	2.6	0.3		6.2	7.2	0.2	1.1	1.9		4.8	1.6	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	44.4	33.3		26.9	49.8	29.1	71.2	59.8		76.0	59.3	
Lane Group LOS	D	C		C	D	C	E	E		E	E	
Approach Delay	34.5			45.9			62.3			64.2		
Approach LOS	C			D			E			E		
Intersection Delay	47.0			X <sub>c</sub> = 0.84			Intersection LOS			D		



**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	4	0	2	4	1	2	2	1	2	2	0
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	142	1015	95	233	1950	208	117	237	173	169	309	103
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	21	0	0	17	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	WB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 18.0	G = 55.0	G = 8.0	G =		G = 20.0	G = 29.0	G =		G =		
	Y = 6	Y = 6	Y = 6	Y =		Y = 6	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	149	1168		245	2053	197	123	249	164	178	433	
Lane Group Capacity, c	246	2296		559	2917	940	430	643	604	430	619	
v/c Ratio, X	0.61	0.51		0.44	0.70	0.21	0.29	0.39	0.27	0.41	0.70	
Total Green Ratio, g/C	0.49	0.34		0.16	0.43	0.59	0.13	0.18	0.38	0.13	0.18	
Uniform Delay, d <sub>1</sub>	37.1	41.8		60.4	37.2	15.1	63.5	57.7	34.2	64.6	61.4	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.19	0.12		0.11	0.27	0.11	0.11	0.11	0.11	0.11	0.27	
Incremental Delay, d <sub>2</sub>	4.2	0.2		0.6	0.8	0.1	0.4	0.4	0.2	0.6	3.5	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	41.4	41.9		61.0	37.9	15.2	63.9	58.1	34.4	65.2	64.9	
Lane Group LOS	D	D		E	D	B	E	E	C	E	E	
Approach Delay	41.9			38.4			52.2			65.0		
Approach LOS	D			D			D			E		
Intersection Delay	44.1			X <sub>c</sub> = 0.67			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	2	2	0	2	2	0
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Volume, V (vph)	142	1155	101	426	2291	312	291	458	218	294	315	103
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	31	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 20.0	G = 70.0	G =	G =	G = 13.0	G = 33.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	149	1322		448	2412	296	306	711		309	440	
Lane Group Capacity, c	268	2193		318	2220	693	279	696		279	705	
v/c Ratio, X	0.56	0.60		1.41	1.09	0.43	1.10	1.02		1.11	0.62	
Total Green Ratio, g/C	0.60	0.44		0.60	0.44	0.44	0.08	0.21		0.08	0.21	
Uniform Delay, d <sub>1</sub>	43.0	34.4		40.8	45.0	31.1	73.5	63.5		73.5	57.8	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.15	0.19		0.50	0.50	0.11	0.50	0.50		0.50	0.21	
Incremental Delay, d <sub>2</sub>	2.6	0.5		201.7	47.3	0.4	82.3	39.7		85.8	1.7	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	45.5	34.9		242.5	92.3	31.6	155.8	103.2		159.3	59.6	
Lane Group LOS	D	C		F	F	C	F	F		F	E	
Approach Delay	35.9			107.9			119.0			100.7		
Approach LOS	D			F			F			F		
Intersection Delay	92.3			X <sub>c</sub> = 1.73			Intersection LOS			F		

### HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward & NW/SW 27th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1	1	4	0	2	4	1	2	2	1	2	2	0
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	142	1155	101	426	2291	312	291	458	218	294	315	103
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	31	0	0	22	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	WB Only	04		Excl. Left	Thru & RT	07		08		
Timing	G = 18.0	G = 55.0	G = 8.0	G =		G = 20.0	G = 29.0	G =		G =		
	Y = 6	Y = 6	Y = 6	Y =		Y = 6	Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	149	1322		448	2412	296	306	482	206	309	440	
Lane Group Capacity, c	246	2298		559	2917	940	430	643	604	430	619	
v/c Ratio, X	0.61	0.58		0.80	0.83	0.31	0.71	0.75	0.34	0.72	0.71	
Total Green Ratio, g/C	0.49	0.34		0.16	0.43	0.59	0.13	0.18	0.38	0.13	0.18	
Uniform Delay, d <sub>1</sub>	38.9	42.9		64.5	40.2	16.2	67.2	62.1	35.2	67.3	61.6	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.19	0.17		0.35	0.36	0.11	0.28	0.30	0.11	0.28	0.27	
Incremental Delay, d <sub>2</sub>	4.2	0.4		8.2	2.1	0.2	5.5	4.9	0.3	5.7	3.8	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	43.2	43.3		72.7	42.3	16.4	72.7	67.0	35.5	73.0	65.4	
Lane Group LOS	D	D		E	D	B	E	E	D	E	E	
Approach Delay	43.3			44.2			62.2			68.5		
Approach LOS	D			D			E			E		
Intersection Delay	49.7			X <sub>c</sub> = 0.78			Intersection LOS			D		

## **Broward Boulevard and NW 25 Terrace**

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	Broward & W 25 Terr/W 26 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	
Analysis Time Period	Existing AM Peak Hour		
Project Description <i>Riverbend DRI #06221</i>			
East/West Street: <i>Broward Boulevard</i>		North/South Street: <i>W 25 Terrace/W 26 Ave</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		2201	1	65	1111	86
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	2316	1	68	1169	90
Percent Heavy Vehicles	0	--	--	2	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			72			7
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	75	0	0	7
Percent Heavy Vehicles	0	0	2	0	0	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			R
v (veh/h)		68			75			7
C (m) (veh/h)		212			189			424
v/c		0.32			0.40			0.02
95% queue length		1.32			1.76			0.05
Control Delay (s/veh)		29.8			36.0			13.6
LOS		D			E			B
Approach Delay (s/veh)	--	--	36.0			13.6		
Approach LOS	--	--	E			B		

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	DPA			Intersection	Broward & W 25 Terr/W 26 Ave			
Agency/Co.				Jurisdiction				
Date Performed				Analysis Year	2013 AM Peak Hour			
Analysis Time Period	Future without Proj							
Project Description <i>Riverbend DRI #06221</i>								
East/West Street: <i>Broward Boulevard</i>				North/South Street: <i>W 25 Terrace/W 26 Ave</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		2262	1	59	1064	154		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	2381	1	62	1120	162		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	<i>Undivided</i>							
RT Channelized			0			0		
Lanes	0	2	0	1	2	0		
Configuration		T	TR	L	T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)			84			50		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	0	88	0	0	52		
Percent Heavy Vehicles	0	0	2	0	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	1	0	0	1		
Configuration			R			R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			R
v (veh/h)		62			88			52
C (m) (veh/h)		200			180			417
v/c		0.31			0.49			0.12
95% queue length		1.26			2.38			0.42
Control Delay (s/veh)		30.9			42.8			14.9
LOS		D			E			B
Approach Delay (s/veh)	--	--	42.8			14.9		
Approach LOS	--	--	E			B		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 25 Terrace		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Proj w Imps			Analysis Year	2013 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	4	1	1	4	0	1	1	1	1	1	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume, V (vph)	86	2176	1	59	1064	154	0	18	66	19	4	27
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	7	0	0	3
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 20.0	G = 90.0	G =	G =	G = 32.0	G =	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	91	2291	1	62	1282		0	19	62	20	4	25
Lane Group Capacity, c	408	3805	890	268	3733		281	373	574	278	373	574
v/c Ratio, X	0.22	0.60	0.00	0.23	0.34		0.00	0.05	0.11	0.07	0.01	0.04
Total Green Ratio, g/C	0.73	0.56	0.56	0.73	0.56		0.20	0.20	0.36	0.20	0.20	0.36
Uniform Delay, d <sub>1</sub>	7.6	23.2	15.3	14.9	19.0		51.2	51.7	33.8	51.9	51.3	33.0
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.19	0.11	0.11	0.11		0.11	0.11	0.11	0.11	0.11	0.11
Incremental Delay, d <sub>2</sub>	0.3	0.3	0.0	0.4	0.1		0.0	0.1	0.1	0.1	0.0	0.0
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	7.9	23.4	15.3	15.3	19.0		51.2	51.8	33.9	52.1	51.3	33.1
Lane Group LOS	A	C	B	B	B		D	D	C	D	D	C
Approach Delay	22.8			18.9			38.1			42.3		
Approach LOS	C			B			D			D		
Intersection Delay	22.0			X <sub>c</sub> = 0.46			Intersection LOS			C		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	Broward & W 25 Terr/W 26 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2013 AM Peak Hour
Analysis Time Period	Future with Project		
Project Description <i>Riverbend DRI #06221</i>			
East/West Street: <i>Broward Boulevard</i>		North/South Street: <i>W 25 Terrace/W 26 Ave</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		2560	120	130	1087	154
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	2694	126	136	1144	162
Percent Heavy Vehicles	0	--	--	2	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			162			80
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	170	0	0	84
Percent Heavy Vehicles	0	0	2	0	0	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			R
v (veh/h)		136			170			84
C (m) (veh/h)		134			128			410
v/c		1.01			1.33			0.20
95% queue length		7.27			11.03			0.76
Control Delay (s/veh)		146.0			256.1			16.0
LOS		F			F			C
Approach Delay (s/veh)	--	--	256.1			16.0		
Approach LOS	--	--	F			C		



**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 25 Terrace		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Proj w Imps			Analysis Year	2013 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input														
	EB			WB			NB			SB				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
Number of Lanes, N <sub>1</sub>	1	4	1	1	4	0	1	1	1	1	1	1		
Lane Group	L	T	R	L	TR		L	T	R	L	T	R		
Volume, V (vph)	167	2393	120	130	1087	154	1	45	116	20	17	43		
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A		
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	3		
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0		
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000		
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	13	0	0	4		
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0		
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N		
Parking Maneuvers, N <sub>m</sub>														
Buses Stopping, N <sub>b</sub>	0	0	0	0	0		0	0	0	0	0	0		
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2				
Phasing	Excl. Left	EW Perm	03			04			NS Perm	06		07		08
Timing	G = 20.0	G = 90.0	G =			G =			G = 32.0	G =		G =		
	Y = 6	Y = 6	Y =			Y =			Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0							

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	176	2519	126	137	1306		1	47	108	21	18	41
Lane Group Capacity, c	402	3805	890	268	3735		278	373	574	271	373	574
v/c Ratio, X	0.44	0.66	0.14	0.51	0.35		0.00	0.13	0.19	0.08	0.05	0.07
Total Green Ratio, g/C	0.73	0.56	0.56	0.73	0.56		0.20	0.20	0.36	0.20	0.20	0.36
Uniform Delay, d <sub>1</sub>	8.5	24.4	16.6	39.2	19.1		51.2	52.5	34.9	52.0	51.7	33.4
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.24	0.11	0.12	0.11		0.11	0.11	0.11	0.11	0.11	0.11
Incremental Delay, d <sub>2</sub>	0.8	0.4	0.1	1.7	0.1		0.0	0.2	0.2	0.1	0.1	0.1
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	9.3	24.8	16.7	40.9	19.1		51.2	52.7	35.1	52.1	51.8	33.4
Lane Group LOS	A	C	B	D	B		D	D	D	D	D	C
Approach Delay	23.5			21.2			40.5			42.5		
Approach LOS	C			C			D			D		
Intersection Delay	23.7			X <sub>c</sub> = 0.56			Intersection LOS			C		

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	DPA			Intersection	Broward & W 25 Terr/W 26 Ave			
Agency/Co.				Jurisdiction				
Date Performed				Analysis Year	2018			
Analysis Time Period	Future wo Proj AM Peak Hour							
Project Description <i>Riverbend DRI #06221</i>								
East/West Street: <i>Broward Boulevard</i>				North/South Street: <i>W 25 Terrace/W 26 Ave</i>				
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		2239	1	59	1052	153		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	2356	1	62	1107	161		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	<i>Undivided</i>							
RT Channelized			0			0		
Lanes	0	2	0	1	2	0		
Configuration		T	TR	L	T	TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)			83			50		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	0	87	0	0	52		
Percent Heavy Vehicles	0	0	2	0	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	1	0	0	1		
Configuration			R			R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			R
v (veh/h)		62			87			52
C (m) (veh/h)		205			184			422
v/c		0.30			0.47			0.12
95% queue length		1.22			2.27			0.42
Control Delay (s/veh)		30.0			41.0			14.7
LOS		D			E			B
Approach Delay (s/veh)	--	--	41.0			14.7		
Approach LOS	--	--	E			B		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 25 Terrace		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Proj w Imps			Analysis Year	2018 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	0	1	0	0	1	0
Lane Group	L	TR		L	TR			LTR			LTR	
Volume, V (vph)	86	2153	1	59	1052	153	0	18	65	19	4	27
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0			2.0			2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0			2.0	
Arrival Type, AT	3	3		3	3			3			3	
Unit Extension, UE	3.0	3.0		3.0	3.0			3.0			3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000			1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0			0.0			0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0			0			0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 6.0	G = 95.0	G =	G =	G = 41.0	G =	G =	G =
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	91	2267		62	1268			87			52	
Lane Group Capacity, c	255	3013		113	2955			427			392	
v/c Ratio, X	0.36	0.75		0.55	0.43			0.20			0.13	
Total Green Ratio, g/C	0.67	0.59		0.67	0.59			0.26			0.26	
Uniform Delay, d <sub>1</sub>	11.4	23.9		24.7	17.7			46.7			45.8	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000			1.000	
Delay Calibration, k	0.11	0.31		0.15	0.11			0.11			0.11	
Incremental Delay, d <sub>2</sub>	0.9	1.1		5.6	0.1			0.2			0.2	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay	12.2	25.0		30.3	17.8			46.9			46.0	
Lane Group LOS	B	C		C	B			D			D	
Approach Delay	24.5			18.4			46.9			46.0		
Approach LOS	C			B			D			D		
Intersection Delay	23.2			X <sub>c</sub> = 0.60			Intersection LOS			C		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	Broward & W 25 Terr/W 26 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2018
Analysis Time Period	Future w Proj AM Peak Hour		
Project Description <i>Riverbend DRI #06221</i>			
East/West Street: <i>Broward Boulevard</i>		North/South Street: <i>W 25 Terrace/W 26 Ave</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		2690	111	89	1105	153
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	2831	116	93	1163	161
Percent Heavy Vehicles	0	--	--	2	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			188			276
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	197	0	0	290
Percent Heavy Vehicles	0	0	2	0	0	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			R
v (veh/h)		93			197			290
C (m) (veh/h)		119			116			404
v/c		0.78			1.70			0.72
95% queue length		4.50			15.04			5.50
Control Delay (s/veh)		100.4			413.1			33.5
LOS		F			F			D
Approach Delay (s/veh)	--	--	413.1			33.5		
Approach LOS	--	--	F			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 25 Terrace		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Proj w Imps			Analysis Year	2018 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	4	1	1	4	0	1	1	1	1	1	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume, V (vph)	256	2434	111	89	1105	153	3	73	112	19	17	52
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	19	0	0	0	0	0	34	0	0	30
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 20.0	G = 90.0	G =	G =	G = 32.0	G =	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	269	2562	97	94	1324		3	77	82	20	18	23
Lane Group Capacity, c	399	3805	890	268	3736		278	373	574	263	373	574
v/c Ratio, X	0.67	0.67	0.11	0.35	0.35		0.01	0.21	0.14	0.08	0.05	0.04
Total Green Ratio, g/C	0.73	0.56	0.56	0.73	0.56		0.20	0.20	0.36	0.20	0.20	0.36
Uniform Delay, d <sub>1</sub>	10.9	24.6	16.3	27.3	19.1		51.3	53.4	34.3	52.0	51.7	33.0
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.25	0.25	0.11	0.11	0.11		0.11	0.11	0.11	0.11	0.11	0.11
Incremental Delay, d <sub>2</sub>	4.5	0.5	0.1	0.8	0.1		0.0	0.3	0.1	0.1	0.1	0.0
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	15.4	25.1	16.4	28.1	19.2		51.3	53.7	34.4	52.1	51.8	33.0
Lane Group LOS	B	C	B	C	B		D	D	C	D	D	C
Approach Delay	23.9			19.8			43.9			44.8		
Approach LOS	C			B			D			D		
Intersection Delay	23.6			X <sub>c</sub> = 0.61			Intersection LOS			C		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 25 Terr/W 26 Ave		
Agency/Co.				Jurisdiction			
Date Performed				Analysis Year			
Analysis Time Period	Existing PM Peak Hour						
Project Description <i>Riverbend DRI #06221</i>							
East/West Street: <i>Broward Boulevard</i>				North/South Street: <i>W 25 Terrace/W 26 Ave</i>			
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		1364	6	88	2334	11	
Peak-Hour Factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	
Hourly Flow Rate, HFR (veh/h)	0	1377	6	88	2357	11	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		TR
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)			52			60	
Peak-Hour Factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	
Hourly Flow Rate, HFR (veh/h)	0	0	52	0	0	60	
Percent Heavy Vehicles	0	0	2	0	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	1	0	0		1
Configuration			R				R
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L			R		R
v (veh/h)		88			52		60
C (m) (veh/h)		491			386		182
v/c		0.18			0.13		0.33
95% queue length		0.65			0.46		1.36
Control Delay (s/veh)		13.9			15.8		34.2
LOS		B			C		D
Approach Delay (s/veh)	--	--	15.8			34.2	
Approach LOS	--	--	C			D	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 25 Terr/W 26 Ave		
Agency/Co.				Jurisdiction			
Date Performed				Analysis Year	2013 PM Peak Hour		
Analysis Time Period	Future without Proj						
Project Description <i>Riverbend DRI #06221</i>							
East/West Street: <i>Broward Boulevard</i>				North/South Street: <i>W 25 Terrace/W 26 Ave</i>			
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		1347	5	80	2343	73	
Peak-Hour Factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	
Hourly Flow Rate, HFR (veh/h)	0	1360	5	80	2366	73	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		TR
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)			47			92	
Peak-Hour Factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	
Hourly Flow Rate, HFR (veh/h)	0	0	47	0	0	92	
Percent Heavy Vehicles	0	0	2	0	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	1	0	0		1
Configuration			R				R
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L			R		R
v (veh/h)		80			47		92
C (m) (veh/h)		499			392		172
v/c		0.16			0.12		0.53
95% queue length		0.57			0.40		2.71
Control Delay (s/veh)		13.6			15.4		47.7
LOS		B			C		E
Approach Delay (s/veh)	--	--	15.4			47.7	
Approach LOS	--	--	C			E	

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 25 Terrace		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Proj w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>l</sub>	1	4	1	1	4	0	1	1	1	1	1	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume, V (vph)	72	1347	5	80	2343	73	0	15	47	59	11	92
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	4	0	0	9
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 20.0	G = 90.0	G =	G =	G = 32.0	G =	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	76	1418	5	84	2543		0	16	45	62	12	87
Lane Group Capacity, c	268	3805	890	378	3788		279	373	574	278	373	574
v/c Ratio, X	0.28	0.37	0.01	0.22	0.67		0.00	0.04	0.08	0.22	0.03	0.15
Total Green Ratio, g/C	0.73	0.56	0.56	0.73	0.56		0.20	0.20	0.36	0.20	0.20	0.36
Uniform Delay, d <sub>1</sub>	19.3	19.4	15.4	7.9	24.6		51.2	51.6	33.5	53.6	51.5	34.4
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.11	0.11	0.11	0.24		0.11	0.11	0.11	0.11	0.11	0.11
Incremental Delay, d <sub>2</sub>	0.6	0.1	0.0	0.3	0.5		0.0	0.0	0.1	0.4	0.0	0.1
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	19.9	19.4	15.4	8.2	25.1		51.2	51.7	33.5	54.0	51.6	34.5
Lane Group LOS	B	B	B	A	C		D	D	C	D	D	C
Approach Delay	19.4			24.5			38.3			43.3		
Approach LOS	B			C			D			D		
Intersection Delay	23.7			X <sub>c</sub> = 0.53			Intersection LOS			C		



TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 25 Terr/W 26 Ave		
Agency/Co.				Jurisdiction			
Date Performed				Analysis Year	2013 PM Peak Hour		
Analysis Time Period	Future with Project						
Project Description <i>Riverbend DRI #06221</i>							
East/West Street: <i>Broward Boulevard</i>				North/South Street: <i>W 25 Terrace/W 26 Ave</i>			
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		1418	187	188	2508	73	
Peak-Hour Factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	
Hourly Flow Rate, HFR (veh/h)	0	1432	188	189	2533	73	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T	TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)			361			202	
Peak-Hour Factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	
Hourly Flow Rate, HFR (veh/h)	0	0	364	0	0	204	
Percent Heavy Vehicles	0	0	2	0	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	1	0	0	1	
Configuration			R			R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L			R		R
v (veh/h)		189			364		204
C (m) (veh/h)		398			323		151
v/c		0.47			1.13		1.35
95% queue length		2.48			14.52		12.67
Control Delay (s/veh)		22.0			125.1		251.8
LOS		C			F		F
Approach Delay (s/veh)	--	--	125.1			251.8	
Approach LOS	--	--	F			F	

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 25 Terrace		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Proj w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input														
	EB			WB			NB			SB				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
Number of Lanes, N <sub>1</sub>	1	4	1	1	4	0	1	1	1	1	1	1		
Lane Group	L	T	R	L	TR		L	T	R	L	T	R		
Volume, V (vph)	93	1418	187	188	2508	73	6	44	361	72	48	202		
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A		
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0		
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	3		
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0		
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000		
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	5	0	0	9		
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0		
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N		
Parking Maneuvers, N <sub>m</sub>														
Buses Stopping, N <sub>b</sub>	0	0	0	0	0		0	0	0	0	0	0		
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2				
Phasing	Excl. Left	EW Perm	03			04			NS Perm	06		07		08
Timing	G = 20.0	G = 90.0	G =			G =			G = 32.0	G =		G =		
	Y = 6	Y = 6	Y =			Y =			Y = 6	Y =		Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0							

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	98	1493	197	198	2717		6	46	375	76	51	203
Lane Group Capacity, c	268	3805	890	364	3790		270	373	574	271	373	574
v/c Ratio, X	0.37	0.39	0.22	0.54	0.72		0.02	0.12	0.65	0.28	0.14	0.35
Total Green Ratio, g/C	0.73	0.56	0.56	0.73	0.56		0.20	0.20	0.36	0.20	0.20	0.36
Uniform Delay, d <sub>1</sub>	29.9	19.6	17.5	10.7	25.7		51.4	52.5	42.6	54.2	52.6	37.3
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.11	0.11	0.14	0.28		0.11	0.11	0.23	0.11	0.11	0.11
Incremental Delay, d <sub>2</sub>	0.8	0.1	0.1	1.7	0.7		0.0	0.1	2.7	0.6	0.2	0.4
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	30.8	19.7	17.6	12.4	26.3		51.5	52.6	45.3	54.8	52.8	37.7
Lane Group LOS	C	B	B	B	C		D	D	D	D	D	D
Approach Delay	20.1			25.4			46.2			44.0		
Approach LOS	C			C			D			D		
Intersection Delay	26.4			X <sub>c</sub> = 0.69			Intersection LOS			C		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 25 Terr/W 26 Ave		
Agency/Co.				Jurisdiction			
Date Performed				Analysis Year	2018		
Analysis Time Period	Future wo Proj PM Peak Hour						
Project Description <i>Riverbend DRI #06221</i>							
East/West Street: <i>Broward Boulevard</i>				North/South Street: <i>W 25 Terrace/W 26 Ave</i>			
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		1332	5	79	2318	73	
Peak-Hour Factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	
Hourly Flow Rate, HFR (veh/h)	0	1345	5	79	2341	73	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0				0
Lanes	0	2	0	1	2		0
Configuration		T	TR	L	T		TR
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)			47			92	
Peak-Hour Factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	
Hourly Flow Rate, HFR (veh/h)	0	0	47	0	0	92	
Percent Heavy Vehicles	0	0	2	0	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	1	0	0		1
Configuration			R				R
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L			R		R
v (veh/h)		79			47		92
C (m) (veh/h)		506			396		175
v/c		0.16			0.12		0.53
95% queue length		0.55			0.40		2.65
Control Delay (s/veh)		13.4			15.3		46.4
LOS		B			C		E
Approach Delay (s/veh)	--	--	15.3			46.4	
Approach LOS	--	--	C			E	

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 25 Terrace		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Proj w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	0	1	0	0	1	0
Lane Group	L	TR		L	TR			LTR			LTR	
Volume, V (vph)	72	1332	5	79	2318	73	0	15	47	59	11	92
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0			2.0			2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0			2.0	
Arrival Type, AT	3	3		3	3			3			3	
Unit Extension, UE	3.0	3.0		3.0	3.0			3.0			3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000			1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0			0.0			0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0			0			0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 6.0	G = 95.0	G =	G =	G = 41.0	G =	G =	G =
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	76	1407		83	2517			65			171	
Lane Group Capacity, c	113	3011		221	2999			429			379	
v/c Ratio, X	0.67	0.47		0.38	0.84			0.15			0.45	
Total Green Ratio, g/C	0.67	0.59		0.67	0.59			0.26			0.26	
Uniform Delay, d <sub>1</sub>	32.0	18.3		12.1	26.3			46.0			50.0	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000			1.000	
Delay Calibration, k	0.24	0.11		0.11	0.37			0.11			0.11	
Incremental Delay, d <sub>2</sub>	14.6	0.1		1.1	2.3			0.2			0.9	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay	46.6	18.4		13.1	28.6			46.2			50.9	
Lane Group LOS	D	B		B	C			D			D	
Approach Delay	19.8			28.1			46.2			50.9		
Approach LOS	B			C			D			D		
Intersection Delay	26.4			X <sub>c</sub> = 0.73			Intersection LOS			C		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 25 Terr/W 26 Ave		
Agency/Co.				Jurisdiction			
Date Performed				Analysis Year	2018		
Analysis Time Period	Future w Proj PM Peak Hour						
Project Description <i>Riverbend DRI #06221</i>							
East/West Street: <i>Broward Boulevard</i>				North/South Street: <i>W 25 Terrace/W 26 Ave</i>			
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		1414	192	131	2736	73	
Peak-Hour Factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	
Hourly Flow Rate, HFR (veh/h)	0	1428	193	132	2763	73	
Percent Heavy Vehicles	0	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T	TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)			339			298	
Peak-Hour Factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	
Hourly Flow Rate, HFR (veh/h)	0	0	342	0	0	301	
Percent Heavy Vehicles	0	0	2	0	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	1	0	0	1	
Configuration			R			R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L			R		R
v (veh/h)		132			342		301
C (m) (veh/h)		398			323		126
v/c		0.33			1.06		2.39
95% queue length		1.43			12.57		26.19
Control Delay (s/veh)		18.5			103.4		704.4
LOS		C			F		F
Approach Delay (s/veh)	--	--	103.4			704.4	
Approach LOS	--	--	F			F	

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 25 Terrace		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Proj w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	4	1	1	4	0	1	1	1	1	1	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume, V (vph)	113	1414	192	131	2736	73	15	56	339	63	61	298
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	19	0	0	0	0	0	34	0	0	30
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0	0	0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 20.0	G = 90.0	G =	G =	G = 32.0	G =	G =	G =
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	119	1488	182	138	2957		16	59	321	66	64	282
Lane Group Capacity, c	268	3805	890	364	3791		266	373	574	268	373	574
v/c Ratio, X	0.44	0.39	0.20	0.38	0.78		0.06	0.16	0.56	0.25	0.17	0.49
Total Green Ratio, g/C	0.73	0.56	0.56	0.73	0.56		0.20	0.20	0.36	0.20	0.20	0.36
Uniform Delay, d <sub>1</sub>	37.8	19.6	17.3	9.0	27.3		51.8	52.9	40.8	53.9	53.0	39.6
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.11	0.11	0.11	0.11	0.33		0.11	0.11	0.16	0.11	0.11	0.11
Incremental Delay, d <sub>2</sub>	1.2	0.1	0.1	0.7	1.1		0.1	0.2	1.2	0.5	0.2	0.7
Initial Queue Delay, d <sub>3</sub>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	38.9	19.7	17.4	9.7	28.4		51.9	53.1	42.0	54.3	53.2	40.2
Lane Group LOS	D	B	B	A	C		D	D	D	D	D	D
Approach Delay	20.7			27.5			44.1			44.5		
Approach LOS	C			C			D			D		
Intersection Delay	27.8			X <sub>c</sub> = 0.69			Intersection LOS			C		

## **Broward Boulevard and NW 24 Avenue**

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 24th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Existing AM Peak Hour			Analysis Year			
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	0	1	1	0	1	0
Lane Group	L	TR		L	T	R		LT	R		LTR	
Volume, V (vph)	16	2171	43	95	1211	2	60	1	31	1	0	2
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Arrival Type, AT	3	3		3	3	3		3	3		3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Ped / Bike / RTOR Volumes	0	0	4	0	0	0	0	0	3	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0	12.0		12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0		0	0		0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 14.0	G = 89.0	G =	G =	G = 39.0	G =	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	17	2302		99	1261	2		64	29		3	
Lane Group Capacity, c	325	2815		201	2822	881		335	386		400	
v/c Ratio, X	0.05	0.82		0.49	0.45	0.00		0.19	0.08		0.01	
Total Green Ratio, g/C	0.68	0.56		0.68	0.56	0.56		0.24	0.24		0.24	
Uniform Delay, d <sub>1</sub>	10.2	28.9		36.2	21.0	15.8		48.0	46.6		45.8	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Delay Calibration, k	0.11	0.36		0.11	0.11	0.11		0.11	0.11		0.11	
Incremental Delay, d <sub>2</sub>	0.1	2.0		1.9	0.1	0.0		0.3	0.1		0.0	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay	10.2	30.9		38.1	21.1	15.8		48.3	46.7		45.8	
Lane Group LOS	B	C		D	C	B		D	D		D	
Approach Delay	30.8			22.3			47.8			45.8		
Approach LOS	C			C			D			D		
Intersection Delay	28.1			X <sub>c</sub> = 0.63			Intersection LOS			C		



**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 24th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2013 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	0	1	1	0	1	0
Lane Group	L	TR		L	T	R		LT	R		LTR	
Volume, V (vph)	15	2287	39	87	1190	2	55	1	28	1	0	2
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Arrival Type, AT	3	3		3	3	3		3	3		3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	3	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0	12.0		12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0		0	0		0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 14.0	G = 89.0	G =	G =	G = 39.0	G =	G =	G =
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	16	2423		91	1240	2		58	26		3	
Lane Group Capacity, c	331	2815		201	2822	881		338	386		400	
v/c Ratio, X	0.05	0.86		0.45	0.44	0.00		0.17	0.07		0.01	
Total Green Ratio, g/C	0.68	0.56		0.68	0.56	0.56		0.24	0.24		0.24	
Uniform Delay, d <sub>1</sub>	10.1	30.2		34.8	20.8	15.8		47.8	46.5		45.8	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Delay Calibration, k	0.11	0.39		0.11	0.11	0.11		0.11	0.11		0.11	
Incremental Delay, d <sub>2</sub>	0.1	3.0		1.6	0.1	0.0		0.2	0.1		0.0	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay	10.1	33.2		36.5	21.0	15.8		48.0	46.6		45.8	
Lane Group LOS	B	C		D	C	B		D	D		D	
Approach Delay	33.0			22.0			47.6			45.8		
Approach LOS	C			C			D			D		
Intersection Delay	29.5			X <sub>c</sub> = 0.64			Intersection LOS			C		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 24th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2013 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	0	1	1	0	1	0
Lane Group	L	TR		L	T	R		LT	R		LTR	
Volume, V (vph)	222	2341	47	201	1260	226	55	38	65	29	25	25
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Arrival Type, AT	3	3		3	3	3		3	3		3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	23	0	0	7	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0	12.0		12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0		0	0		0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 14.0	G = 89.0	G =	G =	G = 39.0	G =	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	231	2488		209	1313	211		97	60		82	
Lane Group Capacity, c	314	2814		201	2822	881		361	386		378	
v/c Ratio, X	0.74	0.88		1.04	0.47	0.24		0.27	0.16		0.22	
Total Green Ratio, g/C	0.68	0.56		0.68	0.56	0.56		0.24	0.24		0.24	
Uniform Delay, d <sub>1</sub>	15.0	31.0		57.1	21.3	18.2		49.0	47.6		48.3	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Delay Calibration, k	0.29	0.41		0.50	0.11	0.11		0.11	0.11		0.11	
Incremental Delay, d <sub>2</sub>	8.7	3.7		74.3	0.1	0.1		0.4	0.2		0.3	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay	23.8	34.7		131.4	21.4	18.3		49.4	47.7		48.6	
Lane Group LOS	C	C		F	C	B		D	D		D	
Approach Delay	33.8			34.3			48.7			48.6		
Approach LOS	C			C			D			D		
Intersection Delay	34.7			X <sub>c</sub> = 0.91			Intersection LOS			C		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 24th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2018 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	0	1	1	0	1	0
Lane Group	L	TR		L	T	R		LT	R		LTR	
Volume, V (vph)	14	2264	39	86	1177	2	54	1	28	1	0	2
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Arrival Type, AT	3	3		3	3	3		3	3		3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	3	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0	12.0		12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0		0	0		0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 14.0	G = 89.0	G =	G =	G = 39.0	G =	G =	G =
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	15	2399		90	1226	2		57	26		3	
Lane Group Capacity, c	334	2815		201	2822	881		339	386		400	
v/c Ratio, X	0.04	0.85		0.45	0.43	0.00		0.17	0.07		0.01	
Total Green Ratio, g/C	0.68	0.56		0.68	0.56	0.56		0.24	0.24		0.24	
Uniform Delay, d <sub>1</sub>	10.0	30.0		34.1	20.8	15.8		47.7	46.5		45.8	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Delay Calibration, k	0.11	0.38		0.11	0.11	0.11		0.11	0.11		0.11	
Incremental Delay, d <sub>2</sub>	0.1	2.7		1.6	0.1	0.0		0.2	0.1		0.0	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay	10.1	32.7		35.7	20.9	15.8		47.9	46.6		45.8	
Lane Group LOS	B	C		D	C	B		D	D		D	
Approach Delay	32.5			21.9			47.5			45.8		
Approach LOS	C			C			D			D		
Intersection Delay	29.2			X <sub>c</sub> = 0.64			Intersection LOS			C		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 24th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2018 AM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	0	1	1	0	1	0
Lane Group	L	TR		L	T	R		LT	R		LTR	
Volume, V (vph)	289	2314	44	172	1258	295	57	130	33	36	37	31
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Arrival Type, AT	3	3		3	3	3		3	3		3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	30	0	0	3	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0	12.0		12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0		0	0		0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 14.0	G = 89.0	G =	G =	G = 39.0	G =	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	301	2456		179	1310	276		194	31		109	
Lane Group Capacity, c	314	2815		201	2822	881		391	386		288	
v/c Ratio, X	0.96	0.87		0.89	0.46	0.31		0.50	0.08		0.38	
Total Green Ratio, g/C	0.68	0.56		0.68	0.56	0.56		0.24	0.24		0.24	
Uniform Delay, d <sub>1</sub>	23.8	30.6		54.2	21.2	19.1		52.0	46.7		50.4	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Delay Calibration, k	0.47	0.40		0.41	0.11	0.11		0.11	0.11		0.11	
Incremental Delay, d <sub>2</sub>	39.7	3.3		35.2	0.1	0.2		1.0	0.1		0.8	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay	63.5	33.9		89.4	21.4	19.3		53.0	46.8		51.2	
Lane Group LOS	E	C		F	C	B		D	D		D	
Approach Delay	37.1			27.9			52.2			51.2		
Approach LOS	D			C			D			D		
Intersection Delay	34.8			X <sub>c</sub> = 0.81			Intersection LOS			C		

### HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 24th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Existing PM Peak Hour			Analysis Year			
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	0	1	1	0	1	0
Lane Group	L	TR		L	T	R		LT	R		LTR	
Volume, V (vph)	8	1420	44	142	2322	4	94	0	36	6	0	6
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Arrival Type, AT	3	3		3	3	3		3	3		3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Ped / Bike / RTOR Volumes	0	0	4	0	0	0	0	0	4	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0	12.0		12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0		0	0		0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 14.0	G = 89.0	G =	G =	G = 39.0	G =	G =	G =
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	8	1521		148	2419	4		98	33		12	
Lane Group Capacity, c	201	2811		271	2822	881		326	386		384	
v/c Ratio, X	0.04	0.54		0.55	0.86	0.00		0.30	0.09		0.03	
Total Green Ratio, g/C	0.68	0.56		0.68	0.56	0.56		0.24	0.24		0.24	
Uniform Delay, d <sub>1</sub>	23.5	22.5		15.3	30.1	15.8		49.4	46.7		46.1	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Delay Calibration, k	0.11	0.14		0.15	0.39	0.11		0.11	0.11		0.11	
Incremental Delay, d <sub>2</sub>	0.1	0.2		2.3	2.8	0.0		0.5	0.1		0.0	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay	23.6	22.8		17.6	33.0	15.8		49.9	46.8		46.1	
Lane Group LOS	C	C		B	C	B		D	D		D	
Approach Delay	22.8			32.0			49.1			46.1		
Approach LOS	C			C			D			D		
Intersection Delay	29.3			X <sub>c</sub> = 0.71			Intersection LOS			C		

## HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 24th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	0	1	1	0	1	0
Lane Group	L	TR		L	T	R		LT	R		LTR	
Volume, V (vph)	7	1497	40	129	2459	4	86	0	33	5	0	5
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Arrival Type, AT	3	3		3	3	3		3	3		3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	3	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0	12.0		12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0		0	0		0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 14.0	G = 89.0	G =	G =	G = 39.0	G =	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	7	1601		134	2561	4		90	31		10	
Lane Group Capacity, c	201	2811		257	2822	881		327	386		388	
v/c Ratio, X	0.03	0.57		0.52	0.91	0.00		0.28	0.08		0.03	
Total Green Ratio, g/C	0.68	0.56		0.68	0.56	0.56		0.24	0.24		0.24	
Uniform Delay, d <sub>1</sub>	27.3	23.1		16.2	31.8	15.8		49.0	46.7		46.0	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Delay Calibration, k	0.11	0.16		0.13	0.43	0.11		0.11	0.11		0.11	
Incremental Delay, d <sub>2</sub>	0.1	0.3		1.9	4.8	0.0		0.5	0.1		0.0	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay	27.4	23.3		18.1	36.6	15.8		49.5	46.8		46.1	
Lane Group LOS	C	C		B	D	B		D	D		D	
Approach Delay	23.4			35.7			48.8			46.1		
Approach LOS	C			D			D			D		
Intersection Delay	31.6			X <sub>c</sub> = 0.73			Intersection LOS			C		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 24th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	0	1	1	0	1	0
Lane Group	L	TR		L	T	R		LT	R		LTR	
Volume, V (vph)	60	1830	53	303	2566	60	86	46	259	206	56	172
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Arrival Type, AT	3	3		3	3	3		3	3		3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	6	0	0	26	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0	12.0		12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0		0	0		0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 14.0	G = 89.0	G =	G =	G = 39.0	G =	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	63	1961		316	2673	56		138	243		452	
Lane Group Capacity, c	201	2811		210	2822	881		262	386		261	
v/c Ratio, X	0.31	0.70		1.50	0.95	0.06		0.53	0.63		1.73	
Total Green Ratio, g/C	0.68	0.56		0.68	0.56	0.56		0.24	0.24		0.24	
Uniform Delay, d <sub>1</sub>	33.1	25.7		51.7	33.3	16.3		52.5	54.0		60.5	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Delay Calibration, k	0.11	0.26		0.50	0.46	0.11		0.13	0.21		0.50	
Incremental Delay, d <sub>2</sub>	0.9	0.8		250.3	7.9	0.0		2.0	3.3		344.9	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay	34.0	26.5		302.1	41.2	16.4		54.5	57.3		405.4	
Lane Group LOS	C	C		F	D	B		D	E		F	
Approach Delay	26.8			67.8			56.3			405.4		
Approach LOS	C			E			E			F		
Intersection Delay	78.8			X <sub>c</sub> = 2.44			Intersection LOS			E		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 24th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	4	0	2	4	1	1	1	0	1	1	1
Lane Group	L	TR		L	T	R	L	TR		L	T	R
Volume, V (vph)	60	1830	53	303	2566	60	86	46	259	206	56	172
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3		3	3	3	3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	6	0	0	26	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	NS Perm	SB Only	07	08				
Timing	G = 20.0	G = 80.0	G =	G =	G = 33.0	G = 5.0	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 4	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	63	1961		316	2673	56	90	291		215	58	179
Lane Group Capacity, c	268	3369		430	3383	792	276	336		242	512	673
v/c Ratio, X	0.24	0.58		0.73	0.79	0.07	0.33	0.87		0.89	0.11	0.27
Total Green Ratio, g/C	0.66	0.50		0.13	0.50	0.50	0.21	0.21		0.30	0.28	0.43
Uniform Delay, d <sub>1</sub>	22.3	28.2		67.4	33.1	20.7	54.0	61.4		66.6	43.4	29.8
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.11	0.17		0.29	0.34	0.11	0.11	0.40		0.41	0.11	0.11
Incremental Delay, d <sub>2</sub>	0.5	0.3		6.5	1.3	0.0	0.7	20.5		30.5	0.1	0.2
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay	22.8	28.5		73.9	34.4	20.8	54.7	81.8		97.0	43.5	30.0
Lane Group LOS	C	C		E	C	C	D	F		F	D	C
Approach Delay	28.3			38.2			75.4			63.6		
Approach LOS	C			D			E			E		
Intersection Delay	39.2			X <sub>c</sub> = 0.86			Intersection LOS			D		



**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 24th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future withou Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	0	1	1	0	1	0
Lane Group	L	TR		L	T	R		LT	R		LTR	
Volume, V (vph)	7	1482	40	128	2434	4	85	0	32	5	0	5
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Arrival Type, AT	3	3		3	3	3		3	3		3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	3	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0	12.0		12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0		0	0		0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 14.0	G = 89.0	G =	G =	G = 39.0	G =	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	7	1586		133	2535	4		89	30		10	
Lane Group Capacity, c	201	2811		260	2822	881		327	386		388	
v/c Ratio, X	0.03	0.56		0.51	0.90	0.00		0.27	0.08		0.03	
Total Green Ratio, g/C	0.68	0.56		0.68	0.56	0.56		0.24	0.24		0.24	
Uniform Delay, d <sub>1</sub>	26.5	23.0		15.8	31.5	15.8		49.0	46.6		46.0	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Delay Calibration, k	0.11	0.16		0.12	0.42	0.11		0.11	0.11		0.11	
Incremental Delay, d <sub>2</sub>	0.1	0.3		1.7	4.3	0.0		0.5	0.1		0.0	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay	26.6	23.2		17.5	35.8	15.8		49.5	46.7		46.1	
Lane Group LOS	C	C		B	D	B		D	D		D	
Approach Delay	23.2			34.9			48.8			46.1		
Approach LOS	C			C			D			D		
Intersection Delay	31.1			X <sub>c</sub> = 0.72			Intersection LOS			C		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 24th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	1	0	1	1	0	1	0
Lane Group	L	TR		L	T	R		LT	R		LTR	
Volume, V (vph)	73	1791	42	274	2900	75	88	62	63	307	220	253
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	
Arrival Type, AT	3	3		3	3	3		3	3		3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	8	0	0	6	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0	12.0		12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0		0	0		0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 14.0	G = 89.0	G =	G =	G = 39.0	G =	G =	G =				
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	76	1910		285	3021	70		157	59		813	
Lane Group Capacity, c	201	2813		215	2822	881		239	386		258	
v/c Ratio, X	0.38	0.68		1.33	1.07	0.08		0.66	0.15		3.15	
Total Green Ratio, g/C	0.68	0.56		0.68	0.56	0.56		0.24	0.24		0.24	
Uniform Delay, d <sub>1</sub>	35.5	25.3		49.9	35.5	16.5		54.5	47.5		60.5	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000		1.000	1.000		1.000	
Delay Calibration, k	0.11	0.25		0.50	0.50	0.11		0.23	0.11		0.50	
Incremental Delay, d <sub>2</sub>	1.2	0.7		175.0	39.5	0.0		6.4	0.2		978.1	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Control Delay	36.7	26.0		224.9	75.0	16.5		60.9	47.7		1039	
Lane Group LOS	D	C		F	E	B		E	D		F	
Approach Delay	26.4			86.5			57.3			1039		
Approach LOS	C			F			E			F		
Intersection Delay	187.9			X <sub>c</sub> = 2.32			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward & W 24th Avenue		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	4	0	2	4	1	1	1	0	1	1	1
Lane Group	L	TR		L	T	R	L	TR		L	T	R
Volume, V (vph)	73	1791	42	274	2900	75	88	62	63	307	220	253
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3		3	3	3	3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	9	0	0	7	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0	0	0	0		0	0	0
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	SB Only	07	08
Timing	G = 20.0	G = 80.0	G =	G =	G = 33.0	G = 5.0	G =	G =
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 4	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	76	1910		285	3021	69	92	123		320	229	264
Lane Group Capacity, c	268	3371		430	3383	792	158	357		378	512	673
v/c Ratio, X	0.28	0.57		0.66	0.89	0.09	0.58	0.34		0.85	0.45	0.39
Total Green Ratio, g/C	0.66	0.50		0.13	0.50	0.50	0.21	0.21		0.30	0.28	0.43
Uniform Delay, d <sub>1</sub>	27.4	27.9		66.8	36.1	20.9	57.3	54.3		57.3	47.9	31.7
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.11	0.16		0.24	0.42	0.11	0.17	0.11		0.38	0.11	0.11
Incremental Delay, d <sub>2</sub>	0.6	0.2		3.8	3.5	0.0	5.4	0.6		16.2	0.6	0.4
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay	28.0	28.1		70.6	39.6	21.0	62.7	54.8		73.5	48.6	32.1
Lane Group LOS	C	C		E	D	C	E	D		E	D	C
Approach Delay	28.1			41.8			58.2			53.0		
Approach LOS	C			D			E			D		
Intersection Delay	39.5			X <sub>c</sub> = 0.89			Intersection LOS			D		

## **Broward Boulevard and NW 22 Avenue**

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	Broward Blvd / W 22 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2008
Analysis Time Period	Existing AM Peak Hour		

Project Description *Riverbend DRI #06221*

East/West Street: *Broward Boulevard*

North/South Street: *W 22 Ave*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		2097	135		1232	68
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	2184	140	0	1283	70
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	1	0	2	1
Configuration		T	R		T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			136			71
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	141	0	0	73
Percent Heavy Vehicles	0	0	2	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

### Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			R
v (veh/h)					141			73
C (m) (veh/h)					210			417
v/c					0.67			0.18
95% queue length					4.14			0.63
Control Delay (s/veh)					51.4			15.5
LOS					F			C
Approach Delay (s/veh)	--	--	51.4			15.5		
Approach LOS	--	--	F			C		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	Broward Blvd / W 22 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2013 AM Peak Hour
Analysis Time Period	Future without Project		

Project Description *Riverbend DRI #06221*

East/West Street: *Broward Boulevard*

North/South Street: *W 22 Ave*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		2257	123		1217	62
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	2351	128	0	1267	64
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	1	0	2	1
Configuration		T	R		T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			124			65
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	129	0	0	67
Percent Heavy Vehicles	0	0	2	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

### Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			R
v (veh/h)					129			67
C (m) (veh/h)					184			422
v/c					0.70			0.16
95% queue length					4.32			0.56
Control Delay (s/veh)					60.7			15.1
LOS					F			C
Approach Delay (s/veh)	--	--	60.7			15.1		
Approach LOS	--	--	F			C		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	Broward Blvd / W 22 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2013 AM Peak Hour
Analysis Time Period	Future with Project		

Project Description *Riverbend DRI #06221*

East/West Street: *Broward Boulevard*

North/South Street: *W 22 Ave*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		2338	160		1561	199
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	2435	166	0	1626	207
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	1	0	2	1
Configuration		T	R		T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			124			130
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	129	0	0	135
Percent Heavy Vehicles	0	0	2	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

### Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			R
v (veh/h)					129			135
C (m) (veh/h)					172			322
v/c					0.75			0.42
95% queue length					4.77			2.00
Control Delay (s/veh)					70.8			24.0
LOS					F			C
Approach Delay (s/veh)	--	--	70.8			24.0		
Approach LOS	--	--	F			C		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	Broward Blvd / W 22 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2018 AM Peak Hour
Analysis Time Period	Future without Project		

Project Description *Riverbend DRI #06221*

East/West Street: *Broward Boulevard*

North/South Street: *W 22 Ave*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		2234	122		1204	61
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	2327	127	0	1254	63
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	1	0	2	1
Configuration		T	R		T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			123			64
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	128	0	0	66
Percent Heavy Vehicles	0	0	2	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

### Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			R
v (veh/h)					128			66
C (m) (veh/h)					188			426
v/c					0.68			0.15
95% queue length					4.13			0.54
Control Delay (s/veh)					57.3			15.0
LOS					F			B
Approach Delay (s/veh)	--	--	57.3			15.0		
Approach LOS	--	--	F			B		



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	Broward Blvd / W 22 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2018 AM Peak Hour
Analysis Time Period	Future with Project		

Project Description *Riverbend DRI #06221*

East/West Street: *Broward Boulevard*

North/South Street: *W 22 Ave*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		2343	122		1610	
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	2440	127	0	1677	103
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	1	0	2	1
Configuration		T	R		T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			135			89
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	140	0	0	92
Percent Heavy Vehicles	0	0	2	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

### Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			R
v (veh/h)					140			92
C (m) (veh/h)					172			309
v/c					0.81			0.30
95% queue length					5.52			1.22
Control Delay (s/veh)					81.1			21.5
LOS					F			C
Approach Delay (s/veh)	--	--	81.1			21.5		
Approach LOS	--	--	F			C		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	Broward Blvd / W 22 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2008
Analysis Time Period	Existing PM Peak Hour		

Project Description <i>Riverbend DRI #06221</i>	
East/West Street: <i>Broward Boulevard</i>	North/South Street: <i>W 22 Ave</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1453	69		2353	48
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	1513	71	0	2451	50
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	1	0	2	1
Configuration		T	R		T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			112			111
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	116	0	0	115
Percent Heavy Vehicles	0	0	2	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			R
v (veh/h)					116			115
C (m) (veh/h)					351			170
v/c					0.33			0.68
95% queue length					1.41			3.97
Control Delay (s/veh)					20.2			61.8
LOS					C			F
Approach Delay (s/veh)	--	--	20.2			61.8		
Approach LOS	--	--	C			F		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	Broward Blvd / W 22 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2013 PM Peak Hour
Analysis Time Period	Future without Project		

Project Description <i>Riverbend DRI #06221</i>	
East/West Street: <i>Broward Boulevard</i>	North/South Street: <i>W 22 Ave</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1547	63		2533	44
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	1611	65	0	2638	45
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	1	0	2	1
Configuration		T	R		T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			102			101
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	106	0	0	105
Percent Heavy Vehicles	0	0	2	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			R
v (veh/h)					106			105
C (m) (veh/h)					325			147
v/c					0.33			0.71
95% queue length					1.38			4.18
Control Delay (s/veh)					21.3			74.8
LOS					C			F
Approach Delay (s/veh)	--	--	21.3			74.8		
Approach LOS	--	--	C			F		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	Broward Blvd / W 22 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2013 PM Peak Hour
Analysis Time Period	Future with Project		

Project Description <i>Riverbend DRI #06221</i>	
East/West Street: <i>Broward Boulevard</i>	North/South Street: <i>W 22 Ave</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		2070	299		2806	78
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	2156	311	0	2922	81
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	1	0	2	1
Configuration		T	R		T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			102			166
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	106	0	0	172
Percent Heavy Vehicles	0	0	2	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			R
v (veh/h)					106			172
C (m) (veh/h)					214			118
v/c					0.50			1.46
95% queue length					2.49			12.09
Control Delay (s/veh)					37.3			313.4
LOS					E			F
Approach Delay (s/veh)	--	--	37.3			313.4		
Approach LOS	--	--	E			F		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	Broward Blvd / W 22 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2018 PM Peak Hour
Analysis Time Period	Future without Project		

Project Description *Riverbend DRI #06221*

East/West Street: *Broward Boulevard*

North/South Street: *W 22 Ave*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1532	62		2508	43
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	1595	64	0	2612	44
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	1	0	2	1
Configuration		T	R		T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			101			100
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	105	0	0	104
Percent Heavy Vehicles	0	0	2	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

### Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			R
v (veh/h)					105			104
C (m) (veh/h)					329			150
v/c					0.32			0.69
95% queue length					1.34			4.00
Control Delay (s/veh)					21.0			70.7
LOS					C			F
Approach Delay (s/veh)	--	--	21.0			70.7		
Approach LOS	--	--	C			F		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	Broward Blvd / W 22 Ave
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2018 PM Peak Hour
Analysis Time Period	Future with Project		

Project Description <i>Riverbend DRI #06221</i>	
East/West Street: <i>Broward Boulevard</i>	North/South Street: <i>W 22 Ave</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		2172	64		2771	99
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	2262	66	0	2886	103
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	1	0	2	1
Configuration		T	R		T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			155			274
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	0	0	161	0	0	285
Percent Heavy Vehicles	0	0	2	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			R
v (veh/h)					161			285
C (m) (veh/h)					197			121
v/c					0.82			2.36
95% queue length					5.84			24.81
Control Delay (s/veh)					73.9			692.6
LOS					F			F
Approach Delay (s/veh)	--	--	73.9			692.6		
Approach LOS	--	--	F			F		

## **Broward Boulevard and I-95 SB Ramps**

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 SB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Existing			Analysis Year	2008		
				Project ID	Riverbend DRI		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1		3	1	2	3					2		1
Lane Group		T	R	L	T					L		R
Volume, V (vph)		680	421	1079	1654					633		670
% Heavy Vehicles, %HV		0	0	0	0					0		0
Peak-Hour Factor, PHF		0.90	0.90	0.90	0.90					0.90		0.90
Pretimed (P) or Actuated (A)		A	A	A	A					A		A
Start-up Lost Time, I <sub>1</sub>		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green, e		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type, AT		3	3	3	3					3		3
Unit Extension, UE		3.0	3.0	3.0	3.0					3.0		3.0
Filtering/Metering, I		1.000	1.000	1.000	1.000					1.000		1.000
Initial Unmet Demand, Q <sub>b</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0					0	0	67
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0
Parking / Grade / Parking	N	0	N	N	0	N				N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, Nb		0	0	0	0					0		0
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2						3.2	
Phasing	WB Only	Thru & RT	03		04		SB Only	06		07		08
Timing	G = 69.0	G = 35.0	G =		G =		G = 40.0	G =		G =		G =
	Y = 6	Y = 5	Y =		Y =		Y = 5	Y =		Y =		Y =
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		756	468	1199	1838					703		670
Lane Group Capacity, c		1132	353	1512	3559					876		404
v/c Ratio, X		0.67	1.33	0.79	0.52					0.80		1.66
Total Green Ratio, g/C		0.22	0.22	0.43	0.69					0.25		0.25
Uniform Delay, d <sub>1</sub>		57.2	62.5	39.3	12.1					56.3		60.0
Progression Factor, PF		1.000	1.000	1.000	1.000					1.000		1.000
Delay Calibration, k		0.24	0.50	0.34	0.12					0.35		0.50
Incremental Delay, d <sub>2</sub>		1.5	165.0	3.0	0.1					5.4		307.1
Initial Queue Delay, d <sub>3</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Control Delay		58.7	227.5	42.3	12.2					61.7		367.1
Lane Group LOS		E	F	D	B					E		F
Approach Delay	123.3			24.1						210.8		
Approach LOS	F			C						F		
Intersection Delay	91.1			X <sub>c</sub> = 1.16			Intersection LOS			F		



**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 SB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Future without Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI		

**Volume and Timing Input**

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>		3	1	2	3					2		1
Lane Group		T	R	L	T					L		R
Volume, V (vph)		748	407	1064	1954					698		683
% Heavy Vehicles, %HV		0	0	0	0					0		0
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed (P) or Actuated (A)		A	A	A	A					A		A
Start-up Lost Time, I <sub>1</sub>		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green, e		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type, AT		3	3	3	3					3		3
Unit Extension, UE		3.0	3.0	3.0	3.0					3.0		3.0
Filtering/Metering, I		1.000	1.000	1.000	1.000					1.000		1.000
Initial Unmet Demand, Q <sub>b</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Ped / Bike / RTOR Volumes	0	0	45	0	0					0	0	68
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0
Parking / Grade / Parking	N	0	N	N	0	N				N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0	0	0	0					0		0
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2						3.2	
Phasing	WB Only	Thru & RT	03		04		SB Only	06		07		08
Timing	G = 69.0	G = 35.0	G =		G =		G = 40.0	G =		G =		G =
	Y = 6	Y = 5	Y =		Y =		Y = 5	Y =		Y =		Y =
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

**Lane Group Capacity, Control Delay, and LOS Determination**

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		787	381	1120	2057					735		647
Lane Group Capacity, c		1132	353	1512	3559					876		404
v/c Ratio, X		0.70	1.08	0.74	0.58					0.84		1.60
Total Green Ratio, g/C		0.22	0.22	0.43	0.69					0.25		0.25
Uniform Delay, d <sub>1</sub>		57.6	62.5	38.0	13.0					56.9		60.0
Progression Factor, PF		1.000	1.000	1.000	1.000					1.000		1.000
Delay Calibration, k		0.26	0.50	0.30	0.17					0.37		0.50
Incremental Delay, d <sub>2</sub>		1.9	70.7	2.0	0.2					7.3		282.1
Initial Queue Delay, d <sub>3</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Control Delay		59.5	133.2	40.0	13.2					64.2		342.1
Lane Group LOS		E	F	D	B					E		F
Approach Delay	83.5			22.7						194.3		
Approach LOS	F			C						F		
Intersection Delay	76.5			X <sub>c</sub> = 1.06			Intersection LOS			E		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 SB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Future without Project w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>		3	1	2	3					2		1
Lane Group		T	R	L	T					L		R
Volume, V (vph)		748	407	1064	1954					698		683
% Heavy Vehicles, %HV		0	0	0	0					0		0
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed (P) or Actuated (A)		A	A	A	A					A		A
Start-up Lost Time, I <sub>1</sub>		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green, e		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type, AT		3	3	3	3					3		3
Unit Extension, UE		3.0	3.0	3.0	3.0					3.0		3.0
Filtering/Metering, I		1.000	1.000	1.000	1.000					1.000		1.000
Initial Unmet Demand, Q <sub>b</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Ped / Bike / RTOR Volumes	0	0	57	0	0					0	0	68
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0
Parking / Grade / Parking	N	0	N	N	0	N				N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0	0	0	0					0		0
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2						3.2	
Phasing	WB Only	Thru & RT	03		04		SB Only	06		07		08
Timing	G = 53.0	G = 44.0	G =		G =		G = 37.0	G =		G =		G =
	Y = 6	Y = 5	Y =		Y =		Y = 5	Y =		Y =		Y =
Duration of Analysis, T = 0.25							Cycle Length, C = 150.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		787	368	1120	2057					735		647
Lane Group Capacity, c		1518	926	1238	3554					865		926
v/c Ratio, X		0.52	0.40	0.90	0.58					0.85		0.70
Total Green Ratio, g/C		0.29	0.57	0.35	0.69					0.25		0.57
Uniform Delay, d <sub>1</sub>		44.2	17.7	46.1	12.2					53.9		22.8
Progression Factor, PF		1.000	1.000	1.000	1.000					1.000		1.000
Delay Calibration, k		0.12	0.11	0.43	0.17					0.38		0.26
Incremental Delay, d <sub>2</sub>		0.3	0.3	9.6	0.2					8.0		2.3
Initial Queue Delay, d <sub>3</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Control Delay		44.5	18.0	55.7	12.5					61.9		25.1
Lane Group LOS		D	B	E	B					E		C
Approach Delay	36.0			27.7						44.7		
Approach LOS	D			C						D		
Intersection Delay	33.5			X <sub>c</sub> = 0.78			Intersection LOS			C		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 SB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Future with Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>		3	1	2	3					2		1
Lane Group		T	R	L	T					L		R
Volume, V (vph)		988	496	1064	2089					698		856
% Heavy Vehicles, %HV		0	0	0	0					0		0
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed (P) or Actuated (A)		A	A	A	A					A		A
Start-up Lost Time, I <sub>1</sub>		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green, e		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type, AT		3	3	3	3					3		3
Unit Extension, UE		3.0	3.0	3.0	3.0					3.0		3.0
Filtering/Metering, I		1.000	1.000	1.000	1.000					1.000		1.000
Initial Unmet Demand, Q <sub>b</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Ped / Bike / RTOR Volumes	0	0	45	0	0					0	0	86
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0
Parking / Grade / Parking	N	0	N	N	0	N				N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0	0	0	0					0		0
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2						3.2	
Phasing	WB Only	Thru & RT	03		04		SB Only	06		07		08
Timing	G = 69.0	G = 35.0	G =		G =		G = 40.0	G =		G =		G =
	Y = 6	Y = 5	Y =		Y =		Y = 5	Y =		Y =		Y =
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1040	475	1120	2199					735		811
Lane Group Capacity, c		1132	353	1512	3559					876		404
v/c Ratio, X		0.92	1.35	0.74	0.62					0.84		2.01
Total Green Ratio, g/C		0.22	0.22	0.43	0.69					0.25		0.25
Uniform Delay, d <sub>1</sub>		61.1	62.5	38.0	13.6					56.9		60.0
Progression Factor, PF		1.000	1.000	1.000	1.000					1.000		1.000
Delay Calibration, k		0.44	0.50	0.30	0.20					0.37		0.50
Incremental Delay, d <sub>2</sub>		11.9	173.3	2.0	0.3					7.3		462.1
Initial Queue Delay, d <sub>3</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Control Delay		73.0	235.8	40.0	13.9					64.2		522.1
Lane Group LOS		E	F	D	B					E		F
Approach Delay	124.0			22.7						304.4		
Approach LOS	F			C						F		
Intersection Delay	115.0			X <sub>c</sub> = 1.24			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 SB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Future with Project w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>		3	1	2	3					2		1
Lane Group		T	R	L	T					L		R
Volume, V (vph)		988	496	1064	2089					698		856
% Heavy Vehicles, %HV		0	0	0	0					0		0
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed (P) or Actuated (A)		A	A	A	A					A		A
Start-up Lost Time, I <sub>1</sub>		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green, e		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type, AT		3	3	3	3					3		3
Unit Extension, UE		3.0	3.0	3.0	3.0					3.0		3.0
Filtering/Metering, I		1.000	1.000	1.000	1.000					1.000		1.000
Initial Unmet Demand, Q <sub>b</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Ped / Bike / RTOR Volumes	0	0	57	0	0					0	0	86
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0
Parking / Grade / Parking	N	0	N	N	0	N				N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0	0	0	0					0		0
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2						3.2	
Phasing	WB Only	Thru & RT	03		04		SB Only	06		07		08
Timing	G = 53.0	G = 44.0	G =		G =		G = 37.0	G =		G =		G =
	Y = 6	Y = 5	Y =		Y =		Y = 5	Y =		Y =		Y =
Duration of Analysis, T = 0.25							Cycle Length, C = 150.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1040	462	1120	2199					735		811
Lane Group Capacity, c		1518	926	1238	3554					865		926
v/c Ratio, X		0.69	0.50	0.90	0.62					0.85		0.88
Total Green Ratio, g/C		0.29	0.57	0.35	0.69					0.25		0.57
Uniform Delay, d <sub>1</sub>		46.9	19.1	46.1	12.8					53.9		27.4
Progression Factor, PF		1.000	1.000	1.000	1.000					1.000		1.000
Delay Calibration, k		0.25	0.11	0.43	0.20					0.38		0.40
Incremental Delay, d <sub>2</sub>		1.3	0.4	9.6	0.3					8.0		9.5
Initial Queue Delay, d <sub>3</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Control Delay		48.2	19.5	55.7	13.1					61.9		36.9
Lane Group LOS		D	B	E	B					E		D
Approach Delay	39.4			27.5						48.8		
Approach LOS	D			C						D		
Intersection Delay	35.5			X <sub>c</sub> = 0.89			Intersection LOS			D		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 SB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Future without Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI		

**Volume and Timing Input**

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>		3	1	2	3					2		1
Lane Group		T	R	L	T					L		R
Volume, V (vph)		740	402	1052	1936					691		675
% Heavy Vehicles, %HV		0	0	0	0					0		0
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed (P) or Actuated (A)		A	A	A	A					A		A
Start-up Lost Time, I <sub>1</sub>		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green, e		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type, AT		3	3	3	3					3		3
Unit Extension, UE		3.0	3.0	3.0	3.0					3.0		3.0
Filtering/Metering, I		1.000	1.000	1.000	1.000					1.000		1.000
Initial Unmet Demand, Q <sub>b</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Ped / Bike / RTOR Volumes	0	0	45	0	0					0	0	68
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0
Parking / Grade / Parking	N	0	N	N	0	N				N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0	0	0	0					0		0
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2						3.2	
Phasing	WB Only	Thru & RT	03		04		SB Only	06		07		08
Timing	G = 69.0	G = 35.0	G =		G =		G = 40.0	G =		G =		G =
	Y = 6	Y = 5	Y =		Y =		Y = 5	Y =		Y =		Y =
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

**Lane Group Capacity, Control Delay, and LOS Determination**

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		779	376	1107	2038					727		639
Lane Group Capacity, c		1132	353	1512	3559					876		404
v/c Ratio, X		0.69	1.07	0.73	0.57					0.83		1.58
Total Green Ratio, g/C		0.22	0.22	0.43	0.69					0.25		0.25
Uniform Delay, d <sub>1</sub>		57.5	62.5	37.8	12.9					56.8		60.0
Progression Factor, PF		1.000	1.000	1.000	1.000					1.000		1.000
Delay Calibration, k		0.26	0.50	0.29	0.17					0.37		0.50
Incremental Delay, d <sub>2</sub>		1.8	66.2	1.9	0.2					6.8		273.4
Initial Queue Delay, d <sub>3</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Control Delay		59.3	128.7	39.7	13.1					63.5		333.4
Lane Group LOS		E	F	D	B					E		F
Approach Delay	81.9			22.5						189.8		
Approach LOS	F			C						F		
Intersection Delay	74.9			X <sub>c</sub> = 1.05			Intersection LOS			E		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 SB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Future without Project w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N1		3	1	2	3					2		1
Lane Group		T	R	L	T					L		R
Volume, V (vph)		740	402	1052	1936					691		675
% Heavy Vehicles, %HV		0	0	0	0					0		0
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed (P) or Actuated (A)		A	A	A	A					A		A
Start-up Lost Time, I <sub>1</sub>		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green, e		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type, AT		3	3	3	3					3		3
Unit Extension, UE		3.0	3.0	3.0	3.0					3.0		3.0
Filtering/Metering, I		1.000	1.000	1.000	1.000					1.000		1.000
Initial Unmet Demand, Q <sub>b</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Ped / Bike / RTOR Volumes	0	0	57	0	0					0	0	68
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0
Parking / Grade / Parking	N	0	N	N	0	N				N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, Nb		0	0	0	0					0		0
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2						3.2	
Phasing	WB Only	Thru & RT	03		04		SB Only	06		07		08
Timing	G = 53.0	G = 44.0	G =	G =	G = 37.0	G =	G =	G =	G =	G =	G =	G =
	Y = 6	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =	Y =	Y =	Y =	Y =
Duration of Analysis, T = 0.25								Cycle Length, C = 150.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		779	363	1107	2038					727		639
Lane Group Capacity, c		1518	926	1238	3554					865		926
v/c Ratio, X		0.51	0.39	0.89	0.57					0.84		0.69
Total Green Ratio, g/C		0.29	0.57	0.35	0.69					0.25		0.57
Uniform Delay, d <sub>1</sub>		44.1	17.6	45.8	12.1					53.7		22.6
Progression Factor, PF		1.000	1.000	1.000	1.000					1.000		1.000
Delay Calibration, k		0.12	0.11	0.42	0.17					0.38		0.26
Incremental Delay, d <sub>2</sub>		0.3	0.3	8.7	0.2					7.5		2.2
Initial Queue Delay, d <sub>3</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Control Delay		44.4	17.9	54.5	12.4					61.2		24.8
Lane Group LOS		D	B	D	B					E		C
Approach Delay	36.0			27.2						44.1		
Approach LOS	D			C						D		
Intersection Delay	33.1			X <sub>c</sub> = 0.77			Intersection LOS			C		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 SB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Future with Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI		

**Volume and Timing Input**

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>		3	1	2	3					2		1
Lane Group		T	R	L	T					L		R
Volume, V (vph)		1096	509	1052	2092					691		838
% Heavy Vehicles, %HV		0	0	0	0					0		0
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed (P) or Actuated (A)		A	A	A	A					A		A
Start-up Lost Time, I <sub>1</sub>		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green, e		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type, AT		3	3	3	3					3		3
Unit Extension, UE		3.0	3.0	3.0	3.0					3.0		3.0
Filtering/Metering, I		1.000	1.000	1.000	1.000					1.000		1.000
Initial Unmet Demand, Q <sub>b</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Ped / Bike / RTOR Volumes	0	0	57	0	0					0	0	84
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0
Parking / Grade / Parking	N	0	N	N	0	N				N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0	0	0	0					0		0
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2						3.2	
Phasing	WB Only	Thru & RT	03		04		SB Only	06		07		08
Timing	G = 69.0	G = 35.0	G =		G =		G = 40.0	G =		G =		G =
	Y = 6	Y = 5	Y =		Y =		Y = 5	Y =		Y =		Y =
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

**Lane Group Capacity, Control Delay, and LOS Determination**

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1154	476	1107	2202					727		794
Lane Group Capacity, c		1132	353	1512	3559					876		404
v/c Ratio, X		1.02	1.35	0.73	0.62					0.83		1.97
Total Green Ratio, g/C		0.22	0.22	0.43	0.69					0.25		0.25
Uniform Delay, d <sub>1</sub>		62.5	62.5	37.8	13.6					56.8		60.0
Progression Factor, PF		1.000	1.000	1.000	1.000					1.000		1.000
Delay Calibration, k		0.50	0.50	0.29	0.20					0.37		0.50
Incremental Delay, d <sub>2</sub>		31.7	174.5	1.9	0.3					6.8		443.3
Initial Queue Delay, d <sub>3</sub>		0.0	0.0	0.0	0.0					0.0		0.0
Control Delay		94.2	237.0	39.7	13.9					63.5		503.3
Lane Group LOS		F	F	D	B					E		F
Approach Delay	135.9			22.5						293.1		
Approach LOS	F			C						F		
Intersection Delay	114.9			X <sub>c</sub> = 1.22			Intersection LOS			F		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 SB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Future with Project w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI		

Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes, N1		3	1	2	3					2		1	
Lane Group		T	R	L	T					L		R	
Volume, V (vph)		1096	509	1052	2092					691		838	
% Heavy Vehicles, %HV		0	0	0	0					0		0	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95					0.95		0.95	
Pretimed (P) or Actuated (A)		A	A	A	A					A		A	
Start-up Lost Time, I1		2.0	2.0	2.0	2.0					2.0		2.0	
Extension of Effective Green, e		2.0	2.0	2.0	2.0					2.0		2.0	
Arrival Type, AT		3	3	3	3					3		3	
Unit Extension, UE		3.0	3.0	3.0	3.0					3.0		3.0	
Filtering/Metering, I		1.000	1.000	1.000	1.000					1.000		1.000	
Initial Unmet Demand, Qb		0.0	0.0	0.0	0.0					0.0		0.0	
Ped / Bike / RTOR Volumes	0	0	57	0	0					0	0	84	
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0	
Parking / Grade / Parking	N	0	N	N	0	N				N	0	N	
Parking Maneuvers, Nm													
Buses Stopping, Nb		0	0	0	0					0		0	
Min. Time for Pedestrians, Gp		3.2			3.2						3.2		
Phasing	WB Only	Thru & RT	03		04		SB Only	06		07		08	
Timing	G = 53.0	G = 44.0	G =		G =		G = 37.0	G =		G =		G =	
	Y = 6	Y = 5	Y =		Y =		Y = 5	Y =		Y =		Y =	
Duration of Analysis, T = 0.25							Cycle Length, C = 150.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1154	476	1107	2202					727		794
Lane Group Capacity, c		1518	926	1238	3554					865		926
v/c Ratio, X		0.76	0.51	0.89	0.62					0.84		0.86
Total Green Ratio, g/C		0.29	0.57	0.35	0.69					0.25		0.57
Uniform Delay, d1		48.2	19.4	45.8	12.8					53.7		26.9
Progression Factor, PF		1.000	1.000	1.000	1.000					1.000		1.000
Delay Calibration, k		0.31	0.12	0.42	0.20					0.38		0.39
Incremental Delay, d2		2.3	0.5	8.7	0.3					7.5		8.1
Initial Queue Delay, d3		0.0	0.0	0.0	0.0					0.0		0.0
Control Delay		50.5	19.9	54.5	13.2					61.2		34.9
Lane Group LOS		D	B	D	B					E		C
Approach Delay	41.6			27.0						47.5		
Approach LOS	D			C						D		
Intersection Delay	35.5			Xc = 0.87			Intersection LOS			D		



## **Broward Boulevard and I-95 NB Ramps**

## HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 NB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Existing			Analysis Year	2008 PM Peak Hour		
				Project ID	Riverbend DRI		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>l</sub>		3			5	1	2					
Lane Group		T			T	R	L					
Volume, V (vph)		1242			2317	0	345					
% Heavy Vehicles, %HV		0			0	0	0					
Peak-Hour Factor, PHF		0.90			0.90	0.90	0.90					
Pretimed (P) or Actuated (A)		A			A	A	A					
Start-up Lost Time, I <sub>l</sub>		2.0			2.0	2.0	2.0					
Extension of Effective Green, e		2.0			2.0	2.0	2.0					
Arrival Type, AT		3			3	3	3					
Unit Extension, UE		3.0			3.0	3.0	3.0					
Filtering/Metering, I		1.000			1.000	1.000	1.000					
Initial Unmet Demand, Q <sub>b</sub>		0.0			0.0	0.0	0.0					
Ped / Bike / RTOR Volumes	0	0		0	0	0	0	0				
Lane Width		12.0			12.0	12.0	12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0			0	0	0					
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2			3.2				
Phasing	Thru & RT	02	03	04	NB Only			06	07	08		
Timing	G = 126.0	G =	G =	G =	G = 22.0			G =	G =	G =		
	Y = 6	Y =	Y =	Y =	Y = 6			Y =	Y =	Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1380			2574	0	383					
Lane Group Capacity, c		4076			6793	1272	482					
v/c Ratio, X		0.34			0.38	0.00	0.79					
Total Green Ratio, g/C		0.79			0.79	0.79	0.14					
Uniform Delay, d <sub>1</sub>		4.9			5.1	3.6	66.8					
Progression Factor, PF		1.000			1.000	1.000	1.000					
Delay Calibration, k		0.11			0.11	0.11	0.34					
Incremental Delay, d <sub>2</sub>		0.0			0.0	0.0	9.0					
Initial Queue Delay, d <sub>3</sub>		0.0			0.0	0.0	0.0					
Control Delay		5.0			5.2	3.6	75.8					
Lane Group LOS		A			A	A	E					
Approach Delay	5.0			5.2			75.8					
Approach LOS	A			A			E					
Intersection Delay	11.4			X <sub>c</sub> = 0.44			Intersection LOS			B		

## HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 NB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Future without Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>l</sub>		3			5	1	2					
Lane Group		T			T	R	L					
Volume, V (vph)		1381			2567	0	390					
% Heavy Vehicles, %HV		0			0	0	0					
Peak-Hour Factor, PHF		0.90			0.90	0.90	0.90					
Pretimed (P) or Actuated (A)		A			A	A	A					
Start-up Lost Time, I <sub>l</sub>		2.0			2.0	2.0	2.0					
Extension of Effective Green, e		2.0			2.0	2.0	2.0					
Arrival Type, AT		3			3	3	3					
Unit Extension, UE		3.0			3.0	3.0	3.0					
Filtering/Metering, I		1.000			1.000	1.000	1.000					
Initial Unmet Demand, Q <sub>b</sub>		0.0			0.0	0.0	0.0					
Ped / Bike / RTOR Volumes	0	0		0	0	0	0	0				
Lane Width		12.0			12.0	12.0	12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0			0	0	0					
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2			3.2				
Phasing	Thru & RT	02	03	04	NB Only			06	07	08		
Timing	G = 126.0	G =	G =	G =	G = 22.0			G =	G =	G =		
	Y = 6	Y =	Y =	Y =	Y = 6			Y =	Y =	Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1534			2852	0	433					
Lane Group Capacity, c		4076			6793	1272	482					
v/c Ratio, X		0.38			0.42	0.00	0.90					
Total Green Ratio, g/C		0.79			0.79	0.79	0.14					
Uniform Delay, d <sub>1</sub>		5.1			5.4	3.6	67.9					
Progression Factor, PF		1.000			1.000	1.000	1.000					
Delay Calibration, k		0.11			0.11	0.11	0.42					
Incremental Delay, d <sub>2</sub>		0.1			0.0	0.0	19.5					
Initial Queue Delay, d <sub>3</sub>		0.0			0.0	0.0	0.0					
Control Delay		5.2			5.4	3.6	87.4					
Lane Group LOS		A			A	A	F					
Approach Delay	5.2			5.4			87.4					
Approach LOS	A			A			F					
Intersection Delay	12.7			X <sub>c</sub> = 0.49			Intersection LOS			B		

## HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	DPA	Intersection	Broward Blvd & I-95 NB Ramps
Agency or Co.		Area Type	All other areas
Date Performed	8/20/2008	Jurisdiction	
Time Period	Future without Project w Imps	Analysis Year	2013 PM Peak Hour
		Project ID	Riverbend DRI

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>l</sub>		3			5	1	2					
Lane Group		T			T	R	L					
Volume, V (vph)		1381			2567	0	390					
% Heavy Vehicles, %HV		0			0	0	0					
Peak-Hour Factor, PHF		0.90			0.90	0.90	0.90					
Pretimed (P) or Actuated (A)		A			A	A	A					
Start-up Lost Time, I <sub>l</sub>		2.0			2.0	2.0	2.0					
Extension of Effective Green, e		2.0			2.0	2.0	2.0					
Arrival Type, AT		3			3	3	3					
Unit Extension, UE		3.0			3.0	3.0	3.0					
Filtering/Metering, I		1.000			1.000	1.000	1.000					
Initial Unmet Demand, Q <sub>b</sub>		0.0			0.0	0.0	0.0					
Ped / Bike / RTOR Volumes	0	0		0	0	0	0	0				
Lane Width		12.0			12.0	12.0	12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0			0	0	0					
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2		3.2					
Phasing	Thru & RT	02	03	04	NB Only			06	07	08		
Timing	G = 111.0	G =	G =	G =	G = 37.0			G =	G =	G =		
	Y = 6	Y =	Y =	Y =	Y = 6			Y =	Y =	Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1534			2852	0	433					
Lane Group Capacity, c		3591			5984	1120	811					
v/c Ratio, X		0.43			0.48	0.00	0.53					
Total Green Ratio, g/C		0.69			0.69	0.69	0.23					
Uniform Delay, d <sub>1</sub>		10.7			11.2	7.5	53.9					
Progression Factor, PF		1.000			1.000	1.000	1.000					
Delay Calibration, k		0.11			0.11	0.11	0.14					
Incremental Delay, d <sub>2</sub>		0.1			0.1	0.0	0.7					
Initial Queue Delay, d <sub>3</sub>		0.0			0.0	0.0	0.0					
Control Delay		10.7			11.3	7.5	54.6					
Lane Group LOS		B			B	A	D					
Approach Delay		10.7			11.3		54.6					
Approach LOS		B			B		D					
Intersection Delay		15.0			X <sub>C</sub> = 0.49		Intersection LOS					B

## HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 NB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Future with Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>l</sub>		3			5	1	2					
Lane Group		T			T	R	L					
Volume, V (vph)		1621			2668	0	423					
% Heavy Vehicles, %HV		0			0	0	0					
Peak-Hour Factor, PHF		0.90			0.90	0.90	0.90					
Pretimed (P) or Actuated (A)		A			A	A	A					
Start-up Lost Time, I <sub>l</sub>		2.0			2.0	2.0	2.0					
Extension of Effective Green, e		2.0			2.0	2.0	2.0					
Arrival Type, AT		3			3	3	3					
Unit Extension, UE		3.0			3.0	3.0	3.0					
Filtering/Metering, I		1.000			1.000	1.000	1.000					
Initial Unmet Demand, Q <sub>b</sub>		0.0			0.0	0.0	0.0					
Ped / Bike / RTOR Volumes	0	0		0	0	0	0	0				
Lane Width		12.0			12.0	12.0	12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0			0	0	0					
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2		3.2					
Phasing	Thru & RT	02	03	04	NB Only	06	07	08				
Timing	G = 126.0	G =	G =	G =	G = 22.0	G =	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1801			2964	0	470					
Lane Group Capacity, c		4076			6793	1272	482					
v/c Ratio, X		0.44			0.44	0.00	0.98					
Total Green Ratio, g/C		0.79			0.79	0.79	0.14					
Uniform Delay, d <sub>1</sub>		5.5			5.5	3.6	68.7					
Progression Factor, PF		1.000			1.000	1.000	1.000					
Delay Calibration, k		0.11			0.11	0.11	0.48					
Incremental Delay, d <sub>2</sub>		0.1			0.0	0.0	34.5					
Initial Queue Delay, d <sub>3</sub>		0.0			0.0	0.0	0.0					
Control Delay		5.6			5.5	3.6	103.2					
Lane Group LOS		A			A	A	F					
Approach Delay		5.6			5.5		103.2					
Approach LOS		A			A		F					
Intersection Delay		14.3			X <sub>c</sub> = 0.52		Intersection LOS					B

## HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 NB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Future with Project w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>i</sub>		3			5	1	2					
Lane Group		T			T	R	L					
Volume, V (vph)		1621			2668	0	423					
% Heavy Vehicles, %HV		0			0	0	0					
Peak-Hour Factor, PHF		0.90			0.90	0.90	0.90					
Pretimed (P) or Actuated (A)		A			A	A	A					
Start-up Lost Time, I <sub>1</sub>		2.0			2.0	2.0	2.0					
Extension of Effective Green, e		2.0			2.0	2.0	2.0					
Arrival Type, AT		3			3	3	3					
Unit Extension, UE		3.0			3.0	3.0	3.0					
Filtering/Metering, I		1.000			1.000	1.000	1.000					
Initial Unmet Demand, Q <sub>b</sub>		0.0			0.0	0.0	0.0					
Ped / Bike / RTOR Volumes	0	0		0	0	0	0	0				
Lane Width		12.0			12.0	12.0	12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0			0	0	0					
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2			3.2				
Phasing	Thru & RT	02	03	04	NB Only			06	07	08		
Timing	G = 109.0	G =	G =	G =	G = 39.0			G =	G =	G =		
	Y = 6	Y =	Y =	Y =	Y = 6			Y =	Y =	Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1801			2964	0	470					
Lane Group Capacity, c		3526			5876	1100	854					
v/c Ratio, X		0.51			0.50	0.00	0.55					
Total Green Ratio, g/C		0.68			0.68	0.68	0.24					
Uniform Delay, d <sub>1</sub>		12.5			12.4	8.1	52.8					
Progression Factor, PF		1.000			1.000	1.000	1.000					
Delay Calibration, k		0.12			0.11	0.11	0.15					
Incremental Delay, d <sub>2</sub>		0.1			0.1	0.0	0.8					
Initial Queue Delay, d <sub>3</sub>		0.0			0.0	0.0	0.0					
Control Delay		12.6			12.5	8.1	53.6					
Lane Group LOS		B			B	A	D					
Approach Delay		12.6			12.5			53.6				
Approach LOS		B			B			D				
Intersection Delay		16.2			X <sub>c</sub> = 0.52			Intersection LOS			B	

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 NB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Future without Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>i</sub>		3			5	1	2					
Lane Group		T			T	R	L					
Volume, V (vph)		1368			2542	0	386					
% Heavy Vehicles, %HV		0			0	0	0					
Peak-Hour Factor, PHF		0.90			0.90	0.90	0.90					
Pretimed (P) or Actuated (A)		A			A	A	A					
Start-up Lost Time, I <sub>1</sub>		2.0			2.0	2.0	2.0					
Extension of Effective Green, e		2.0			2.0	2.0	2.0					
Arrival Type, AT		3			3	3	3					
Unit Extension, UE		3.0			3.0	3.0	3.0					
Filtering/Metering, I		1.000			1.000	1.000	1.000					
Initial Unmet Demand, Q <sub>b</sub>		0.0			0.0	0.0	0.0					
Ped / Bike / RTOR Volumes	0	0		0	0	0	0	0				
Lane Width		12.0			12.0	12.0	12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0			0	0	0					
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2			3.2				
Phasing	Thru & RT	02	03	04	NB Only			06	07	08		
Timing	G = 126.0	G =	G =	G =	G = 22.0			G =	G =	G =		
	Y = 6	Y =	Y =	Y =	Y = 6			Y =	Y =	Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1520			2824	0	429					
Lane Group Capacity, c		4076			6793	1272	482					
v/c Ratio, X		0.37			0.42	0.00	0.89					
Total Green Ratio, g/C		0.79			0.79	0.79	0.14					
Uniform Delay, d <sub>1</sub>		5.1			5.4	3.6	67.8					
Progression Factor, PF		1.000			1.000	1.000	1.000					
Delay Calibration, k		0.11			0.11	0.11	0.41					
Incremental Delay, d <sub>2</sub>		0.1			0.0	0.0	18.3					
Initial Queue Delay, d <sub>3</sub>		0.0			0.0	0.0	0.0					
Control Delay		5.2			5.4	3.6	86.1					
Lane Group LOS		A			A	A	F					
Approach Delay	5.2			5.4			86.1					
Approach LOS	A			A			F					
Intersection Delay	12.6			X <sub>c</sub> = 0.49			Intersection LOS			B		

## HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	DPA	Intersection	Broward Blvd & I-95 NB Ramps
Agency or Co.		Area Type	All other areas
Date Performed	8/20/2008	Jurisdiction	
Time Period	Future without Project w Imp	Analysis Year	2018 PM Peak Hour
		Project ID	Riverbend DRI

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>i</sub>		3			5	1	2					
Lane Group		T			T	R	L					
Volume, V (vph)		1368			2542	0	386					
% Heavy Vehicles, %HV		0			0	0	0					
Peak-Hour Factor, PHF		0.90			0.90	0.90	0.90					
Pretimed (P) or Actuated (A)		A			A	A	A					
Start-up Lost Time, I <sub>1</sub>		2.0			2.0	2.0	2.0					
Extension of Effective Green, e		2.0			2.0	2.0	2.0					
Arrival Type, AT		3			3	3	3					
Unit Extension, UE		3.0			3.0	3.0	3.0					
Filtering/Metering, I		1.000			1.000	1.000	1.000					
Initial Unmet Demand, Q <sub>b</sub>		0.0			0.0	0.0	0.0					
Ped / Bike / RTOR Volumes	0	0		0	0	0	0	0				
Lane Width		12.0			12.0	12.0	12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0			0	0	0					
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2		3.2					
Phasing	Thru & RT	02	03	04	NB Only			06	07	08		
Timing	G = 111.0	G =	G =	G =	G = 37.0	G =	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1520			2824	0	429					
Lane Group Capacity, c		3591			5984	1120	811					
v/c Ratio, X		0.42			0.47	0.00	0.53					
Total Green Ratio, g/C		0.69			0.69	0.69	0.23					
Uniform Delay, d <sub>1</sub>		10.6			11.2	7.5	53.9					
Progression Factor, PF		1.000			1.000	1.000	1.000					
Delay Calibration, k		0.11			0.11	0.11	0.13					
Incremental Delay, d <sub>2</sub>		0.1			0.1	0.0	0.7					
Initial Queue Delay, d <sub>3</sub>		0.0			0.0	0.0	0.0					
Control Delay		10.7			11.2	7.5	54.5					
Lane Group LOS		B			B	A	D					
Approach Delay		10.7			11.2		54.5					
Approach LOS		B			B		D					
Intersection Delay		14.9			X <sub>C</sub> = 0.49		Intersection LOS					B



## HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd & I-95 NB Ramps		
Agency or Co.				Area Type	All other areas		
Date Performed	8/20/2008			Jurisdiction			
Time Period	Future with Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>l</sub>		3			5	1	2					
Lane Group		T			T	R	L					
Volume, V (vph)		1723			2666	0	418					
% Heavy Vehicles, %HV		0			0	0	0					
Peak-Hour Factor, PHF		0.90			0.90	0.90	0.90					
Pretimed (P) or Actuated (A)		A			A	A	A					
Start-up Lost Time, I <sub>l</sub>		2.0			2.0	2.0	2.0					
Extension of Effective Green, e		2.0			2.0	2.0	2.0					
Arrival Type, AT		3			3	3	3					
Unit Extension, UE		3.0			3.0	3.0	3.0					
Filtering/Metering, I		1.000			1.000	1.000	1.000					
Initial Unmet Demand, Q <sub>b</sub>		0.0			0.0	0.0	0.0					
Ped / Bike / RTOR Volumes	0	0		0	0	0	0	0				
Lane Width		12.0			12.0	12.0	12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0			0	0	0					
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2		3.2					
Phasing	Thru & RT	02	03	04	NB Only			06	07	08		
Timing	G = 126.0	G =	G =	G =	G = 22.0			G =	G =	G =		
	Y = 6	Y =	Y =	Y =	Y = 6			Y =	Y =	Y =		
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1914			2962	0	464					
Lane Group Capacity, c		4076			6793	1272	482					
v/c Ratio, X		0.47			0.44	0.00	0.96					
Total Green Ratio, g/C		0.79			0.79	0.79	0.14					
Uniform Delay, d <sub>1</sub>		5.7			5.5	3.6	68.6					
Progression Factor, PF		1.000			1.000	1.000	1.000					
Delay Calibration, k		0.11			0.11	0.11	0.47					
Incremental Delay, d <sub>2</sub>		0.1			0.0	0.0	31.5					
Initial Queue Delay, d <sub>3</sub>		0.0			0.0	0.0	0.0					
Control Delay		5.8			5.5	3.6	100.1					
Lane Group LOS		A			A	A	F					
Approach Delay		5.8			5.5		100.1					
Approach LOS		A			A		F					
Intersection Delay		13.9			X <sub>c</sub> = 0.54			Intersection LOS			B	

## HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	DPA	Intersection	Broward Blvd & I-95 NB Ramps
Agency or Co.		Area Type	All other areas
Date Performed	8/20/2008	Jurisdiction	
Time Period	Future with Project w Imps	Analysis Year	2018 PM Peak Hour
		Project ID	Riverbend DRI

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>l</sub>		3			5	1	2					
Lane Group		T			T	R	L					
Volume, V (vph)		1723			2666	0	418					
% Heavy Vehicles, %HV		0			0	0	0					
Peak-Hour Factor, PHF		0.90			0.90	0.90	0.90					
Pretimed (P) or Actuated (A)		A			A	A	A					
Start-up Lost Time, I <sub>l</sub>		2.0			2.0	2.0	2.0					
Extension of Effective Green, e		2.0			2.0	2.0	2.0					
Arrival Type, AT		3			3	3	3					
Unit Extension, UE		3.0			3.0	3.0	3.0					
Filtering/Metering, I		1.000			1.000	1.000	1.000					
Initial Unmet Demand, Q <sub>b</sub>		0.0			0.0	0.0	0.0					
Ped / Bike / RTOR Volumes	0	0		0	0	0	0	0				
Lane Width		12.0			12.0	12.0	12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0			0	0	0					
Min. Time for Pedestrians, G <sub>p</sub>		3.2			3.2		3.2					
Phasing	Thru & RT	02	03	04	NB Only	06	07	08				
Timing	G = 109.0	G =	G =	G =	G = 39.0	G =	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1914			2962	0	464					
Lane Group Capacity, c		3526			5876	1100	854					
v/c Ratio, X		0.54			0.50	0.00	0.54					
Total Green Ratio, g/C		0.68			0.68	0.68	0.24					
Uniform Delay, d <sub>1</sub>		12.9			12.4	8.1	52.7					
Progression Factor, PF		1.000			1.000	1.000	1.000					
Delay Calibration, k		0.14			0.11	0.11	0.14					
Incremental Delay, d <sub>2</sub>		0.2			0.1	0.0	0.7					
Initial Queue Delay, d <sub>3</sub>		0.0			0.0	0.0	0.0					
Control Delay		13.1			12.4	8.1	53.5					
Lane Group LOS		B			B	A	D					
Approach Delay		13.1			12.4		53.5					
Approach LOS		B			B		D					
Intersection Delay		16.2			X <sub>C</sub> = 0.54		Intersection LOS					B

## **Broward Boulevard and Powerline Road**

### HCS+™ DETAILED REPORT

General Information	Site Information
Analyst <i>DPA</i>	Intersection <i>Broward Blvd/Powerline Rd</i>
Agency or Co.	Area Type <i>All other areas</i>
Date Performed	Jurisdiction
Time Period <i>Existing</i>	Analysis Year <i>2008 PM Peak Hour</i>
	Project ID <i>Riverbend DRI #06221</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	81	2145	10	11	2757	34	8	8	13	29	10	135
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 117.0	G =	G =	G =	G = 31.0	G =	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	87	2317		12	3002		9	23		31	156	
Lane Group Capacity, c	47	3708		66	3704		190	328		268	311	
v/c Ratio, X	1.85	0.62		0.18	0.81		0.05	0.07		0.12	0.50	
Total Green Ratio, g/C	0.73	0.73		0.73	0.73		0.19	0.19		0.19	0.19	
Uniform Delay, d <sub>1</sub>	21.5	10.6		6.7	14.2		52.5	52.7		53.2	57.6	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.50	0.21		0.11	0.35		0.11	0.11		0.11	0.11	
Incremental Delay, d <sub>2</sub>	453.3	0.3		1.3	1.4		0.1	0.1		0.2	1.3	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	474.8	11.0		8.0	15.6		52.6	52.8		53.4	58.9	
Lane Group LOS	F	B		A	B		D	D		D	E	
Approach Delay	27.8			15.6			52.7			58.0		
Approach LOS	C			B			D			E		
Intersection Delay	22.4			X <sub>c</sub> = 1.57			Intersection LOS			C		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd/Powerline Rd		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	81	2526	9	10	3076	32	7	7	12	27	9	131
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 117.0	G =	G =	G =	G = 31.0	G =	G =	G =
	Y = 6	Y =	Y =	Y =	Y = 6	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	85	2668		11	3272		7	20		28	147	
Lane Group Capacity, c	47	3709		47	3705		197	326		269	310	
v/c Ratio, X	1.81	0.72		0.23	0.88		0.04	0.06		0.10	0.47	
Total Green Ratio, g/C	0.73	0.73		0.73	0.73		0.19	0.19		0.19	0.19	
Uniform Delay, d <sub>1</sub>	21.5	12.2		7.0	16.3		52.4	52.6		53.1	57.3	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.50	0.28		0.11	0.41		0.11	0.11		0.11	0.11	
Incremental Delay, d <sub>2</sub>	435.4	0.7		2.6	2.8		0.1	0.1		0.2	1.1	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	456.9	12.9		9.5	19.2		52.4	52.7		53.2	58.4	
Lane Group LOS	F	B		A	B		D	D		D	E	
Approach Delay	26.6			19.1			52.6			57.6		
Approach LOS	C			B			D			E		
Intersection Delay	23.6			X <sub>c</sub> = 1.54			Intersection LOS			C		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd/Powerline Rd		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	84	2711	9	10	3163	32	7	7	12	27	9	133
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 117.0	G =	G =	G =	G = 31.0	G =	G =	G =
	Y = 6	Y =	Y =	Y =	Y = 6	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	88	2863		11	3363		7	20		28	149	
Lane Group Capacity, c	47	3709		47	3705		195	326		269	310	
v/c Ratio, X	1.87	0.77		0.23	0.91		0.04	0.06		0.10	0.48	
Total Green Ratio, g/C	0.73	0.73		0.73	0.73		0.19	0.19		0.19	0.19	
Uniform Delay, d <sub>1</sub>	21.5	13.3		7.0	17.2		52.4	52.6		53.1	57.3	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.50	0.32		0.11	0.43		0.11	0.11		0.11	0.11	
Incremental Delay, d <sub>2</sub>	462.3	1.0		2.6	3.8		0.1	0.1		0.2	1.2	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	483.8	14.3		9.5	20.9		52.4	52.7		53.2	58.5	
Lane Group LOS	F	B		A	C		D	D		D	E	
Approach Delay	28.3			20.9			52.6			57.7		
Approach LOS	C			C			D			E		
Intersection Delay	25.4			X <sub>c</sub> = 1.59			Intersection LOS			C		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd/Powerline Rd		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future without Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	81	2536	9	10	3089	32	7	7	12	27	9	132
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 117.0	G =	G =	G =	G = 31.0	G =	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 160.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	85	2678		11	3286		7	20		28	148	
Lane Group Capacity, c	47	3709		47	3705		196	326		269	310	
v/c Ratio, X	1.81	0.72		0.23	0.89		0.04	0.06		0.10	0.48	
Total Green Ratio, g/C	0.73	0.73		0.73	0.73		0.19	0.19		0.19	0.19	
Uniform Delay, d <sub>1</sub>	21.5	12.2		7.0	16.4		52.4	52.6		53.1	57.3	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.50	0.28		0.11	0.41		0.11	0.11		0.11	0.11	
Incremental Delay, d <sub>2</sub>	435.4	0.7		2.6	3.0		0.1	0.1		0.2	1.2	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	456.9	13.0		9.5	19.4		52.4	52.7		53.2	58.5	
Lane Group LOS	F	B		A	B		D	D		D	E	
Approach Delay	26.6			19.4			52.6			57.6		
Approach LOS	C			B			D			E		
Intersection Delay	23.8			X <sub>c</sub> = 1.54			Intersection LOS			C		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	Broward Blvd/Powerline Rd		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future with Project			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	1	3	0	1	3	0	1	1	0	1	1	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	87	2806	9	10	3191	32	7	7	12	27	9	134
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>	0	0		0	0		0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 117.0	G =	G =	G =	G = 31.0	G =	G =	G =
	Y = 6	Y =	Y =	Y =	Y = 6	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	92	2963		11	3393		7	20		28	150	
Lane Group Capacity, c	47	3709		47	3705		195	326		269	310	
v/c Ratio, X	1.96	0.80		0.23	0.92		0.04	0.06		0.10	0.48	
Total Green Ratio, g/C	0.73	0.73		0.73	0.73		0.19	0.19		0.19	0.19	
Uniform Delay, d <sub>1</sub>	21.5	13.9		7.0	17.5		52.4	52.6		53.1	57.4	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.50	0.34		0.11	0.43		0.11	0.11		0.11	0.11	
Incremental Delay, d <sub>2</sub>	498.5	1.3		2.6	4.1		0.1	0.1		0.2	1.2	
Initial Queue Delay, d <sub>3</sub>	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	520.0	15.2		9.5	21.6		52.4	52.7		53.2	58.6	
Lane Group LOS	F	B		A	C		D	D		D	E	
Approach Delay	30.4			21.6			52.6			57.7		
Approach LOS	C			C			D			E		
Intersection Delay	26.7			X <sub>c</sub> = 1.66			Intersection LOS			C		



**SW 27 Avenue and SW 1 Street**

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	SW 27 Ave/SW 1 St
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2008
Analysis Time Period	Existing PM Peak Hour		

Project Description <i>Riverbend DRI #06221</i>	
East/West Street: <i>SW 1st Street</i>	North/South Street: <i>SW 27 Ave</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	18		23			
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	19	0	24	0	0	0
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration	<i>LTR</i>	<i>LR</i>				
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	14	448			549	33
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	15	481	0	0	590	35
Percent Heavy Vehicles	2	2	0	0	2	2
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	<i>L</i>	<i>T</i>			<i>T</i>	<i>TR</i>

Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>		<i>L</i>	<i>T</i>			<i>T</i>	<i>TR</i>
v (veh/h)	19		15	481			295	330
C (m) (veh/h)	1623		236	831			819	841
v/c	0.01		0.06	0.58			0.36	0.39
95% queue length	0.04		0.20	3.79			1.65	1.88
Control Delay (s/veh)	7.2		21.3	15.1			11.8	12.0
LOS	<i>A</i>		<i>C</i>	<i>C</i>			<i>B</i>	<i>B</i>
Approach Delay (s/veh)	--	--	15.3			11.9		
Approach LOS	--	--	<i>C</i>			<i>B</i>		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	SW 27 Ave/SW 1 St
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2013 PM Peak Hour
Analysis Time Period	Future without Project		

Project Description *Riverbend DRI #06221*

East/West Street: *SW 1st Street*

North/South Street: *SW 27 Ave*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	16		21			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	16	0	22	0	0	0
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration	<i>LTR</i>	<i>LR</i>				
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	13	461		561	30	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	13	485	0	0	590	31
Percent Heavy Vehicles	2	2	0	0	2	2
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	<i>L</i>	<i>T</i>			<i>T</i>	<i>TR</i>

### Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>		<i>L</i>	<i>T</i>			<i>T</i>	<i>TR</i>
v (veh/h)	16		13	485			295	326
C (m) (veh/h)	1623		245	841			829	848
v/c	0.01		0.05	0.58			0.36	0.38
95% queue length	0.03		0.17	3.77			1.62	1.82
Control Delay (s/veh)	7.2		20.5	14.9			11.7	11.9
LOS	<i>A</i>		<i>C</i>	<i>B</i>			<i>B</i>	<i>B</i>
Approach Delay (s/veh)	--	--	15.1			11.8		
Approach LOS	--	--	<i>C</i>			<i>B</i>		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	SW 27 Ave/SW 1 St
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2013 PM Peak Hour
Analysis Time Period	Future with Project		

Project Description *Riverbend DRI #06221*

East/West Street: *SW 1st Street*

North/South Street: *SW 27 Ave*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	16		21			435
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	16	0	22	0	0	457
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration	<i>LTR</i>	<i>LR</i>				<i>R</i>
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	13	483	226		684	30
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	13	508	237	0	720	31
Percent Heavy Vehicles	2	2	0	0	2	2
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	<i>L</i>	<i>T</i>	<i>TR</i>		<i>T</i>	<i>TR</i>

### Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>		<i>L</i>	<i>T</i>	<i>TR</i>		<i>T</i>	<i>TR</i>
v (veh/h)	16		13	254	491		360	391
C (m) (veh/h)	1104		95	466	642		825	841
v/c	0.01		0.14	0.55	0.76		0.44	0.46
95% queue length	0.04		0.46	3.21	7.09		2.24	2.50
Control Delay (s/veh)	8.3		48.8	21.6	26.5		12.7	12.9
LOS	<i>A</i>		<i>E</i>	<i>C</i>	<i>D</i>		<i>B</i>	<i>B</i>
Approach Delay (s/veh)	--	--	25.2			12.8		
Approach LOS	--	--	<i>D</i>			<i>B</i>		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	SW 27 Ave/SW 1 St
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2018 PM Peak Hour
Analysis Time Period	Future without Project		

Project Description *Riverbend DRI #06221*

East/West Street: *SW 1st Street*

North/South Street: *SW 27 Ave*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	16		21			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	16	0	22	0	0	0
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration	<i>LTR</i>	<i>LR</i>				
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	13	456		555	30	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	13	480	0	0	584	31
Percent Heavy Vehicles	2	2	0	0	2	2
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	<i>L</i>	<i>T</i>			<i>T</i>	<i>TR</i>

### Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>		<i>L</i>	<i>T</i>			<i>T</i>	<i>TR</i>
v (veh/h)	16		13	480			292	323
C (m) (veh/h)	1623		250	841			829	848
v/c	0.01		0.05	0.57			0.35	0.38
95% queue length	0.03		0.16	3.69			1.59	1.80
Control Delay (s/veh)	7.2		20.2	14.8			11.7	11.8
LOS	<i>A</i>		<i>C</i>	<i>B</i>			<i>B</i>	<i>B</i>
Approach Delay (s/veh)	--	--	15.0			11.8		
Approach LOS	--	--	<i>B</i>			<i>B</i>		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	SW 27 Ave/SW 1 St
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2018 PM Peak Hour
Analysis Time Period	Future with Project		

Project Description *Riverbend DRI #06221*

East/West Street: *SW 1st Street*

North/South Street: *SW 27 Ave*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	16		21			408
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	16	0	22	0	0	429
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration	<i>LTR</i>	<i>LR</i>				<i>R</i>
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	13	488	209		760	30
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	13	513	220	0	800	31
Percent Heavy Vehicles	2	2	0	0	2	2
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	<i>L</i>	<i>T</i>	<i>TR</i>		<i>T</i>	<i>TR</i>

### Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>		<i>L</i>	<i>T</i>	<i>TR</i>		<i>T</i>	<i>TR</i>
v (veh/h)	16		13	256	476		400	431
C (m) (veh/h)	1130		41	483	648		825	839
v/c	0.01		0.32	0.53	0.73		0.48	0.51
95% queue length	0.04		1.07	3.05	6.40		2.69	2.99
Control Delay (s/veh)	8.2		129.2	20.5	24.3		13.4	13.7
LOS	<i>A</i>		<i>F</i>	<i>C</i>	<i>C</i>		<i>B</i>	<i>B</i>
Approach Delay (s/veh)	--	--	24.9			13.6		
Approach LOS	--	--	<i>C</i>			<i>B</i>		

**SW 27 Avenue and SW 2 Court**

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	SW 27 Ave/SW 2 Ct
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2008
Analysis Time Period	Existing PM Peak Hour		

Project Description *Riverbend DRI #06221*

East/West Street: *SW 2nd Court*

North/South Street: *SW 27 Ave*

Intersection Orientation: *North-South*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	436	16	14	533	6
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	1	468	17	15	573	6
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1	0	1	15	0	7
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	1	0	1	16	0	7
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

### Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	1	15		23			2	
C (m) (veh/h)	991	1074		341			372	
v/c	0.00	0.01		0.07			0.01	
95% queue length	0.00	0.04		0.22			0.02	
Control Delay (s/veh)	8.6	8.4		16.3			14.7	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--	16.3			14.7		
Approach LOS	--	--	C			B		



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	SW 27 Ave/SW 2 Ct
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2013 PM Peak Hour
Analysis Time Period	Future without Project		

Project Description *Riverbend DRI #06221*

East/West Street: *SW 2nd Court*

North/South Street: *SW 27 Ave*

Intersection Orientation: *North-South*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	452	15	13	548	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	1	475	15	13	576	5
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1	0	1	14	0	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	1	0	1	14	0	6
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

### Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	1	13		20			2	
C (m) (veh/h)	989	1070		339			372	
v/c	0.00	0.01		0.06			0.01	
95% queue length	0.00	0.04		0.19			0.02	
Control Delay (s/veh)	8.6	8.4		16.3			14.7	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--	16.3			14.7		
Approach LOS	--	--	C			B		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	SW 27 Ave/SW 2 Ct
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2013 PM Peak Hour
Analysis Time Period	Future with Project		

Project Description <i>Riverbend DRI #06221</i>	
East/West Street: <i>SW 2nd Court</i>	North/South Street: <i>SW 27 Ave</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	698	15	33	652	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	1	734	15	34	686	5
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1	0	1	188	0	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	1	0	1	197	0	6
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	1	34		203			2	
C (m) (veh/h)	900	856		150			249	
v/c	0.00	0.04		1.35			0.01	
95% queue length	0.00	0.12		12.65			0.02	
Control Delay (s/veh)	9.0	9.4		253.2			19.6	
LOS	A	A		F			C	
Approach Delay (s/veh)	--	--	253.2			19.6		
Approach LOS	--	--	F			C		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	SW 27 Av/2 Court		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future w Project w Imps			Analysis Year	2013 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	0	1	0	1	1	0	1	2	0	1	2	0
Lane Group	LTR			L	LTR		L	TR		L	TR	
Volume, V (vph)	1	0	1	188	0	6	1	698	15	33	652	5
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT		3		3	3		3	3		3	3	
Unit Extension, UE		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I		1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0		0	0		0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>	3.2			3.2			3.2			3.2		
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 30.0	G =	G =	G =	G = 48.0	G =	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		2		198	6		1	751		35	691	
Lane Group Capacity, c		555		470	528		350	1885		321	1890	
v/c Ratio, X		0.00		0.42	0.01		0.00	0.40		0.11	0.37	
Total Green Ratio, g/C		0.33		0.33	0.33		0.53	0.53		0.53	0.53	
Uniform Delay, d <sub>1</sub>		20.0		23.3	20.1		9.8	12.4		10.4	12.2	
Progression Factor, PF		1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k		0.11		0.11	0.11		0.11	0.11		0.11	0.11	
Incremental Delay, d <sub>2</sub>		0.0		0.6	0.0		0.0	0.1		0.2	0.1	
Initial Queue Delay, d <sub>3</sub>		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay		20.0		23.9	20.1		9.8	12.6		10.6	12.3	
Lane Group LOS		C		C	C		A	B		B	B	
Approach Delay	20.0			23.8			12.6			12.2		
Approach LOS	C			C			B			B		
Intersection Delay	13.8			X <sub>c</sub> = 0.41			Intersection LOS			B		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	SW 27 Ave/SW 2 Ct
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2018 PM Peak Hour
Analysis Time Period	Future without Project		

Project Description *Riverbend DRI #06221*

East/West Street: *SW 2nd Court*

North/South Street: *SW 27 Ave*

Intersection Orientation: *North-South*

Study Period (hrs): *0.25*

### Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	448	14	13	542	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	1	471	14	13	570	5
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1	0	1	14	0	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	1	0	1	14	0	6
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

### Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	1	13		20			2	
C (m) (veh/h)	994	1074		342			375	
v/c	0.00	0.01		0.06			0.01	
95% queue length	0.00	0.04		0.19			0.02	
Control Delay (s/veh)	8.6	8.4		16.2			14.7	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--	16.2			14.7		
Approach LOS	--	--	C			B		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	DPA	Intersection	SW 27 Ave/SW 2 Ct
Agency/Co.		Jurisdiction	
Date Performed		Analysis Year	2018 PM Peak Hour
Analysis Time Period	Future with Project		

Project Description <i>Riverbend DRI #06221</i>	
East/West Street: <i>SW 2nd Court</i>	North/South Street: <i>SW 27 Ave</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	686	14	25	736	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	1	722	14	26	774	5
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1	0	1	179	0	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	1	0	1	188	0	6
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	1	26		194			2	
C (m) (veh/h)	834	865		148			225	
v/c	0.00	0.03		1.31			0.01	
95% queue length	0.00	0.09		11.88			0.03	
Control Delay (s/veh)	9.3	9.3		238.0			21.1	
LOS	A	A		F			C	
Approach Delay (s/veh)	--	--	238.0			21.1		
Approach LOS	--	--	F			C		

**HCS+™ DETAILED REPORT**

General Information				Site Information			
Analyst	DPA			Intersection	SW 27 Av/2 Court		
Agency or Co.				Area Type	All other areas		
Date Performed				Jurisdiction			
Time Period	Future w Project w Imps			Analysis Year	2018 PM Peak Hour		
				Project ID	Riverbend DRI #06221		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N <sub>1</sub>	0	1	0	1	1	0	1	2	0	1	2	0
Lane Group		LTR		L	LTR		L	TR		L	TR	
Volume, V (vph)	1	0	1	179	0	6	1	686	14	25	736	5
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, I <sub>1</sub>		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT		3		3	3		3	3		3	3	
Unit Extension, UE		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I		1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q <sub>b</sub>		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N <sub>m</sub>												
Buses Stopping, N <sub>b</sub>		0		0	0		0	0		0	0	
Min. Time for Pedestrians, G <sub>p</sub>		3.2		3.2			3.2			3.2		
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 30.0	G =	G =	G =	G = 48.0	G =	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y =	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 90.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		2		188	6		1	737		26	780	
Lane Group Capacity, c		555		470	528		307	1886		327	1890	
v/c Ratio, X		0.00		0.40	0.01		0.00	0.39		0.08	0.41	
Total Green Ratio, g/C		0.33		0.33	0.33		0.53	0.53		0.53	0.53	
Uniform Delay, d <sub>1</sub>		20.0		23.1	20.1		9.8	12.4		10.2	12.6	
Progression Factor, PF		1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k		0.11		0.11	0.11		0.11	0.11		0.11	0.11	
Incremental Delay, d <sub>2</sub>		0.0		0.6	0.0		0.0	0.1		0.1	0.1	
Initial Queue Delay, d <sub>3</sub>		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay		20.0		23.6	20.1		9.8	12.5		10.3	12.7	
Lane Group LOS		C		C	C		A	B		B	B	
Approach Delay		20.0		23.5			12.5			12.6		
Approach LOS		C		C			B			B		
Intersection Delay		13.8		X <sub>c</sub> = 0.41			Intersection LOS			B		

## **21-2-B**

### **Ramp Analysis**

### **AM & PM Peak Hour**

- I-95 SB On-Ramp
- I-95 NB On-Ramp
- I-95 SB Off-Ramp
- I-95 NB Off-Ramp
- Park-n-Ride NB On-Ramp
- Park-n-Ride SB On-Ramp
- Park-n-Ride NB Off-Ramp
- Park-n-Ride SB Off-Ramp

# **I-95 SB On-Ramp**



Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing AM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year:  
Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8408	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	707	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8408	707		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2336	196		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9473	797	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.341 Using Equation 4  
FM  
 $v_{12} = v_F (P_{FM}) = 2379 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	7770	9400	No
v <sub>3 or av34</sub>	2297 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		No	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		Yes	
If yes, v <sub>12A</sub> = 2789		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	2789	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 26.8 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.362	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.7	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 59.3	mph
Space mean speed for all vehicles,	S = 58.0	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj AM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9296	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	750	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9296	750		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2582	208		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10473	845	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.335 Using Equation 4  
FM  
 $v_{12} = v_F (P_{FM}) = 2672 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	8818	9400	No
v <sub>3 or av34</sub>	2650 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		No	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		Yes	
If yes, v <sub>12A</sub> = 3189		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	3189	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 30.3 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.441	
Space mean speed in ramp influence area,	S <sub>R</sub> = 54.9	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 57.9	mph
Space mean speed for all vehicles,	S = 56.5	mph

Phone: Fax:  
 E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	6197	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	750	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6197	750		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1721	208		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	6982	845	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.335 Using Equation 4  
FM  
 $v_{12} = v_F (P_{FM}) = 1708 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	5942	9400	No
v <sub>3 or av34</sub>	1694 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		No	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		Yes	
If yes, v <sub>12A</sub> = 2038		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	2038	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 21.3 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.291	
Space mean speed in ramp influence area,	S <sub>R</sub> = 58.3	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 61.3	mph
Space mean speed for all vehicles,	S = 59.8	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj AM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9353	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	763	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9353	763		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2598	212		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10538	860	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.333 Using Equation 4

FM

v = v (P ) = 2679 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	8898	9400	No
FO			
v	2679 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		No	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34	12		
If yes, v = 3215		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3215	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 30.6 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.451	
	S	
Space mean speed in ramp influence area,	S = 54.6	mph
	R	
Space mean speed in outer lanes,	S = 57.8	mph
	0	
Space mean speed for all vehicles,	S = 56.3	mph



Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	6165	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	763	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6165	763		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1713	212		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	6946	860	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.333 Using Equation 4

FM

v = v (P ) = 1690 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	5931	9400	No
FO			
v	1690 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 2028	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2028	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 21.3 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.291	
	S	
Space mean speed in ramp influence area,	S = 58.3	mph
	R	
Space mean speed in outer lanes,	S = 61.3	mph
	0	
Space mean speed for all vehicles,	S = 59.8	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj AM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9463	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	764	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9463	764		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2629	212		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10662	861	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.333 Using Equation 4

FM

v = v (P ) = 2719 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	9023	9400	No
FO			
v	2721 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		Yes	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34	12		
If yes, v = 2762		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2762	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 27.1 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.367	
	S	
Space mean speed in ramp influence area,	S = 56.6	mph
	R	
Space mean speed in outer lanes,	S = 56.1	mph
	0	
Space mean speed for all vehicles,	S = 56.3	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp AM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	6308	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	764	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6308	764		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1752	212		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7107	861	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.333 Using Equation 4

FM

v = v (P ) = 1729 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	6050	9400	No
FO			
v	1730 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 2075	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2075	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 21.7 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.294	
	S	
Space mean speed in ramp influence area,	S = 58.2	mph
	R	
Space mean speed in outer lanes,	S = 61.2	mph
	0	
Space mean speed for all vehicles,	S = 59.7	mph

Phone: Fax:  
 E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj AM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9556	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	782	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9556	782		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2654	217		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10766	881	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.331 Using Equation 4  
FM  
 $v_{12} = v_F (P_{FM}) = 2733 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	9147	9400	No
v <sub>3 or av34</sub>	2766 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		Yes	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		Yes	
If yes, v <sub>12A</sub> = 2866		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	2866	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 28.0+ \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.386	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.1	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 56.1	mph
Space mean speed for all vehicles,	S = 56.1	mph



Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj w imp AM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	6231	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	782	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6231	782		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1731	217		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7020	881	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.331 Using Equation 4

FM

v = v (P ) = 1695 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	6006	9400	No
FO			
v	1715 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		No	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34	12		
If yes, v = 2050		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2050	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 21.7 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.294	
	S	
Space mean speed in ramp influence area,	S = 58.2	mph
	R	
Space mean speed in outer lanes,	S = 61.3	mph
	0	
Space mean speed for all vehicles,	S = 59.7	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing PM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year:  
Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9071	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	837	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9071	837		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2520	233		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10220	943	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.323 Using Equation 4

FM

v = v (P ) = 2493 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	8663	9400	No
FO			
v	2613 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		No	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34	12		
If yes, v = 3088		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3088	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 30.2 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.441	
	S	
Space mean speed in ramp influence area,	S = 54.9	mph
	R	
Space mean speed in outer lanes,	S = 58.4	mph
	0	
Space mean speed for all vehicles,	S = 56.7	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj PM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10174	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	895	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10174	895		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2826	249		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11463	1008	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.315 Using Equation 4

FM

v = v (P ) = 2822 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	9971	9400	Yes
FO			
v	3070 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 3563	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3563	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 34.4 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 0.598	
	S	
Space mean speed in ramp influence area,	S = 51.2	mph
	R	
Space mean speed in outer lanes,	S = 56.1	mph
	0	
Space mean speed for all vehicles,	S = 53.8	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp PM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	6916	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	895	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6916	895		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1921	249		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7792	1008	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.315 Using Equation 4

FM

v = v (P ) = 1754 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	6580	9400	No
FO			
v	1909 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		No	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34	12		
If yes, v = 2228		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2228	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 24.0 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.320	
	S	
Space mean speed in ramp influence area,	S = 57.6	mph
	R	
Space mean speed in outer lanes,	S = 60.8	mph
	0	
Space mean speed for all vehicles,	S = 59.2	mph



Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj PM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10607	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	996	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10607	996		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2946	277		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11951	1122	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.301 Using Equation 4

FM

v = v (P ) = 2840 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	10573	9400	Yes
FO			
v	3305 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 4051	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	4051	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 39.0 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 0.909	
	S	
Space mean speed in ramp influence area,	S = 44.1	mph
	R	
Space mean speed in outer lanes,	S = 56.1	mph
	0	
Space mean speed for all vehicles,	S = 49.5	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj w imp PM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7282	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	996	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7282	996		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2023	277		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8204	1122	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.301 Using Equation 4  
FM  
 $v_{12} = v_F (P_{FM}) = 1763 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	6988	9400	No
v <sub>3 or av34</sub>	2051 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		No	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		Yes	
If yes, v <sub>12A</sub> = 2346		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	2346	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 25.7 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.346	
Space mean speed in ramp influence area,	S <sub>R</sub> = 57.0	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 60.5	mph
Space mean speed for all vehicles,	S = 58.7	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj PM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	10360	vph

-----On Ramp Data-----

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	50.0	mph
Volume on ramp	912	vph
Length of first accel/decel lane	1000	ft
Length of second accel/decel lane		ft

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10360	912		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2878	253		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11672	1028	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.312 Using Equation 4

FM

v = v (P ) = 2864 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	10200	9400	Yes
FO			
v	3154 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		Yes	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34	12		
If yes, v = 3772		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3772	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 36.2 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 0.695	
	S	
Space mean speed in ramp influence area,	S = 49.0	mph
	R	
Space mean speed in outer lanes,	S = 56.1	mph
	0	
Space mean speed for all vehicles,	S = 52.5	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj w imp PM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7041	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	912	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7041	912		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1956	253		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7933	1028	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.312 Using Equation 4

FM

v = v (P ) = 1772 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	6701	9400	No
FO			
v	1950 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		No	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34	12		
If yes, v = 2269		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2269	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 24.4 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.326	
	S	
Space mean speed in ramp influence area,	S = 57.5	mph
	R	
Space mean speed in outer lanes,	S = 60.7	mph
	0	
Space mean speed for all vehicles,	S = 59.1	mph



Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj PM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11084	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	1029	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11084	1029		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3079	286		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12488	1159	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.296 Using Equation 4

FM

v = v (P ) = 2956 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	11147	9400	Yes
FO			
v	3516 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 4588	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	4588	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 43.5 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 1.443	
	S	
Space mean speed in ramp influence area,	S = 31.8	mph
	R	
Space mean speed in outer lanes,	S = 56.1	mph
	0	
Space mean speed for all vehicles,	S = 40.3	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp PM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: SB On-Ramp from Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7678	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	1029	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7678	1029		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2133	286		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8651	1159	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.296 Using Equation 4

FM

v = v (P ) = 1820 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	7310	9400	No
FO			
v	2165 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 2460	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2460	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 26.9 pc/mi/ln

R R 12 A C

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	M = 0.366	
	S	
Space mean speed in ramp influence area,	S = 56.6	mph
	R	
Space mean speed in outer lanes,	S = 60.2	mph
	0	
Space mean speed for all vehicles,	S = 58.3	mph

# **I-95 NB On-Ramp**

Phone: Fax:  
 E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Existing AM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year:  
 Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10126	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	1980	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10126	1980		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2813	550		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11409	2231	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.209 Using Equation 0  
FM  
 $v_{12} = v_{F \text{ FM}} = 1862 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	11140	9400	Yes
FO			
v	3523 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 3509	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3509	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 21.0 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 1.084	
Space mean speed in ramp influence area,	S = 40.1	mph
Space mean speed in outer lanes,	S = 56.1	mph
Space mean speed for all vehicles,	S = 46.5	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj AM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10274	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	1978	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10274	1978		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2854	549		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11575	2229	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 1897 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	11304	9400	Yes
FO			
v	3589 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 3675	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3675	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 22.3 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 1.300	
	S	
Space mean speed in ramp influence area,	S = 35.1	mph
	R	
Space mean speed in outer lanes,	S = 56.1	mph
	0	
Space mean speed for all vehicles,	S = 42.7	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7338	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	1978	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7338	1978		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2038	549		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8267	2229	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.209 Using Equation 0  
FM  
 $v_{12} = v_F (P_{FM}) = 1235 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	8140	9400	No
v <sub>3 or av34</sub>	2338 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		No	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		Yes	
If yes, v <sub>12A</sub> = 2364		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	2364	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 12.1 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.256	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.1	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 60.4	mph
Space mean speed for all vehicles,	S = 59.7	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj AM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10274	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2010	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10274	2010		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2854	558		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11575	2265	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 1897 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	11340	9400	Yes
FO			
v	3589 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		Yes	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34	12		
If yes, v = 3675		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3675	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 22.6 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 1.353	
	S	
Space mean speed in ramp influence area,	S = 33.9	mph
	R	
Space mean speed in outer lanes,	S = 56.1	mph
	0	
Space mean speed for all vehicles,	S = 41.8	mph

Phone: Fax:  
 E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7338	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2010	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7338	2010		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2038	558		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8267	2265	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 1235 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	8176	9400	No
FO			
v	2338 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 2364	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2364	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 12.3 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.270	
	S	
Space mean speed in ramp influence area,	S = 58.8	mph
	R	
Space mean speed in outer lanes,	S = 60.4	mph
	0	
Space mean speed for all vehicles,	S = 59.5	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj AM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10475	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2018	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10475	2018		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2910	561		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11802	2274	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 1944 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	11576	9400	Yes
FO			
v	3679 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 3902	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3902	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 24.4 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 1.747	
	S	
Space mean speed in ramp influence area,	S = 24.8	mph
	R	
Space mean speed in outer lanes,	S = 56.1	mph
	0	
Space mean speed for all vehicles,	S = 33.5	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp AM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7482	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2018	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7482	2018		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2078	561		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8430	2274	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 1260 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	8302	9400	No
FO			
v	2384 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		No	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34	12		
If yes, v = 2411		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2411	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 12.8 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.293	
	S	
Space mean speed in ramp influence area,	S = 58.3	mph
	R	
Space mean speed in outer lanes,	S = 60.3	mph
	0	
Space mean speed for all vehicles,	S = 59.1	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj AM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10475	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2053	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10475	2053		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2910	570		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11802	2313	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.209 Using Equation 0  
FM  
 $v_{12} = v_F (P_{FM}) = 1944 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	11615	9400	Yes
v <sub>3 or av34</sub>	3679 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		Yes	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		Yes	
If yes, v <sub>12A</sub> = 3902		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	3902	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 24.7 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 1.822	
Space mean speed in ramp influence area,	S <sub>R</sub> = 23.1	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 56.1	mph
Space mean speed for all vehicles,	S = 31.8	mph

Phone: Fax:  
 E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7482	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2053	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7482	2053		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2078	570		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8430	2313	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 1260 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	8341	9400	No
FO			
v	2384 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		No	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34	12		
If yes, v = 2411		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2411	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 13.0 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.310	
	S	
Space mean speed in ramp influence area,	S = 57.9	mph
	R	
Space mean speed in outer lanes,	S = 60.3	mph
	0	
Space mean speed for all vehicles,	S = 58.9	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing PM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year:  
Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9860	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2000	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9860	2000		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2739	556		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11109	2253	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 1799 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	10862	9400	Yes
FO			
v	3405 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 3209	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3209	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 18.8 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 0.790	
	S	
Space mean speed in ramp influence area,	S = 46.8	mph
	R	
Space mean speed in outer lanes,	S = 56.1	mph
	0	
Space mean speed for all vehicles,	S = 51.0	mph

Phone: Fax:  
 E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj PM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11073	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2114	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11073	2114		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3076	587		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12476	2382	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 2085 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	12358	9400	Yes
FO			
v	3945 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 4576	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	4576	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 30.4 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 3.972	
	S	
Space mean speed in ramp influence area,	S = -26.4	mph
	R	
Space mean speed in outer lanes,	S = 56.1	mph
	0	
Space mean speed for all vehicles,	S =	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj w imp PM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7909	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2114	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7909	2114		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2197	587		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	%	%	%	%
Length	mi	mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8911	2382	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.209 Using Equation 0  
FM  
 $v_{12} = v_F (P_{FM}) = 1340 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	8793	9400	No
v <sub>3 or av34</sub>	2535 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		No	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		Yes	
If yes, v <sub>12A</sub> = 2564		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	2564	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 14.7 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.419	
Space mean speed in ramp influence area,	S <sub>R</sub> = 55.4	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 59.9	mph
Space mean speed for all vehicles,	S = 57.2	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj PM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11073	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2325	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11073	2325		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3076	646		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12476	2620	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.209 Using Equation 0  
FM  
 $v_{12} = v_F (P_{FM}) = 2085 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	12596	9400	Yes
FO			
v	3945 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 4576	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	4576	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 32.2 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 5.074	
Space mean speed in ramp influence area,	S = -51.7	mph
Space mean speed in outer lanes,	S = 56.1	mph
Space mean speed for all vehicles,	S =	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp PM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7909	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2325	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7909	2325		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2197	646		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8911	2620	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 1340 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	9031	9400	No
FO			
v	2535 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		No	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34	12		
If yes, v = 2564		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2564	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 16.5 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.567	
	S	
Space mean speed in ramp influence area,	S = 52.0	mph
	R	
Space mean speed in outer lanes,	S = 59.9	mph
	0	
Space mean speed for all vehicles,	S = 55.1	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj PM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	11274	vph

-----On Ramp Data-----

Side of freeway	Right	
Number of lanes in ramp	2	
Free-flow speed on ramp	50.0	mph
Volume on ramp	2154	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane	1500	ft

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp
Volume, V (vph)	11274	2154	vph
Peak-hour factor, PHF	0.90	0.90	
Peak 15-min volume, v15	3132	598	v
Trucks and buses	2	2	%
Recreational vehicles	2	2	%
Terrain type:	Level	Level	
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12702	2427	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 2132 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	12629	9400	Yes
FO			
v	4035 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 4802	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	4802	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 32.5 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 5.248	
	S	
Space mean speed in ramp influence area,	S = -55.7	mph
	R	
Space mean speed in outer lanes,	S = 56.1	mph
	0	
Space mean speed for all vehicles,	S =	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp PM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8053	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2154	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8053	2154		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2237	598		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9073	2427	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 1374 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	9000	9400	No
FO			
v	2599 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 2629	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2629	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 15.6 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.483	
	S	
Space mean speed in ramp influence area,	S = 53.9	mph
	R	
Space mean speed in outer lanes,	S = 59.7	mph
	0	
Space mean speed for all vehicles,	S = 56.3	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj PM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11274	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2406	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11274	2406		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3132	668		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12702	2711	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 2132 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	12913	9400	Yes
FO			
v	4035 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		Yes	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34	12		
If yes, v = 4802		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	4802	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 34.6 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 7.015	
	S	
Space mean speed in ramp influence area,	S = -96.3	mph
	R	
Space mean speed in outer lanes,	S = 56.1	mph
	0	
Space mean speed for all vehicles,	S = 704.8	mph

Phone: Fax:  
 E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp PM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: NB Broward Blvd to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8053	vph	

-----On Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	2406	vph	
Length of first accel/decel lane	1500	ft	
Length of second accel/decel lane	1500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8053	2406		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2237	668		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9073	2711	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 1374 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	9284	9400	No
FO			
v	2599 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 2629	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2629	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 17.7 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	M = 0.684	
	S	
Space mean speed in ramp influence area,	S = 49.3	mph
	R	
Space mean speed in outer lanes,	S = 59.7	mph
	0	
Space mean speed for all vehicles,	S = 53.2	mph

# **I-95 SB Off-Ramp**

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2008  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9967	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1538	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	9967		1538			vph
Peak-hour factor, PHF	0.90		0.90			
Peak 15-min volume, v15	2769		427			v
Trucks and buses	2		2			%
Recreational vehicles	2		2			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11229	1733	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 4894$  pc/h  
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	8984	9400	No
$v_{FO} = v_F - v_R$	7251	9400	No
$v_R$	1733	2100	No
$v_{3 \text{ or } av34}$	2045 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4894	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 37.3$  pc/mi/ln  
Level of service for ramp-freeway junction areas of influence E

----- Speed Estimation -----

Intermediate speed variable,	D = 0.389	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.1	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 67.2	mph
Space mean speed for all vehicles,	S = 60.6	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10843	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1665	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10843	1665		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3012	463		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12216	1876	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5319$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	9773	9400	Yes
$v_{FO} = v_F - v_R$	7897	9400	No
$v_R$	1876	2100	No
$v_{3 \text{ or } av34}$	2227 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	5319	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 41.0$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.402	
Space mean speed in ramp influence area,	S <sub>R</sub> = 55.8	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.5	mph
Space mean speed for all vehicles,	S = 60.2	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7745	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1665	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7745	1665		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2151	463		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8726	1876	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 4102 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	6981	9400	No
$v_{FO} = v_F - v_R$	5105	9400	No
$v_R$	1876	2100	No
$v_{3 \text{ or } av34}$	1439 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4102	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 30.5 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	D = 0.402	
Space mean speed in ramp influence area,	S <sub>R</sub> = 55.8	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 69.6	mph
Space mean speed for all vehicles,	S = 60.7	mph



Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj AM Peak Hour  
 Freeway/Dir of Travel: SB - I-95  
 Junction: Broward Boulevard  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11159	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1907	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11159	1907		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3100	530		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12572	2149	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5597$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	10058	9400	Yes
$v_{FO} = v_F - v_R$	7909	9400	No
$v_R$	2149	2100	Yes
$v_{3 \text{ or } av34}$	2230 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	5597	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 43.4$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.426	
Space mean speed in ramp influence area,	S <sub>R</sub> = 55.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.5	mph
Space mean speed for all vehicles,	S = 59.7	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj w imp AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7971	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1907	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	7971		1907			vph
Peak-hour factor, PHF	0.90		0.90			
Peak 15-min volume, v15	2214		530			v
Trucks and buses	2		2			%
Recreational vehicles	2		2			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8981	2149	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4345$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{Fi}$	7185	9400	No
$v = v_{FO} - v_{FR}$	5036	9400	No
$v_R$	2149	2100	Yes
$v_{3 \text{ or } av34}$	1420 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4345	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 32.6$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.426	
Space mean speed in ramp influence area,	S <sub>R</sub> = 55.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 69.7	mph
Space mean speed for all vehicles,	S = 60.1	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11042	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1696	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11042	1696		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3067	471		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12441	1911	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5417$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	9953	9400	Yes
$v_{FO} = v_F - v_R$	8042	9400	No
$v_R$	1911	2100	No
$v_{3 \text{ or } av34}$	2268 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	5417	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 41.8$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.405	
Space mean speed in ramp influence area,	S <sub>R</sub> = 55.7	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.4	mph
Space mean speed for all vehicles,	S = 60.1	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7887	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1696	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7887	1696		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2191	471		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8886	1911	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4177$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{Fi}$	7109	9400	No
$v = v_{FO} - v_{FR}$	5198	9400	No
$v_R$	1911	2100	No
$v_{3 \text{ or } av34}$	1466 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4177	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 31.2$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	D = 0.405	
Space mean speed in ramp influence area,	S <sub>R</sub> = 55.7	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 69.5	mph
Space mean speed for all vehicles,	S = 60.7	mph



Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11637	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1958	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11637	1958		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3233	544		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	13111	2206	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 5817$  pc/h  
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	10489	9400	Yes
$v_{FO} = v_F - v_R$	8283	9400	No
$v_R$	2206	2100	Yes
$v_{3 \text{ or } av34}$	2336 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	5817	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 45.3$  pc/mi/ln  
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.432	
Space mean speed in ramp influence area,	S <sub>R</sub> = 55.1	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.1	mph
Space mean speed for all vehicles,	S = 59.5	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj w imp AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8312	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1958	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8312	1958		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2309	544		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9365	2206	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4511$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	7492	9400	No
$v_{FO} = v_F - v_R$	5286	9400	No
$v_R$	2206	2100	Yes
$v_{3 \text{ or } av34}$	1490 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4511	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 34.0$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.432	
Space mean speed in ramp influence area,	S <sub>R</sub> = 55.1	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 69.4	mph
Space mean speed for all vehicles,	S = 60.0	mph

Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Existing PM Peak Hour  
 Freeway/Dir of Travel: SB - I-95  
 Junction: Broward Boulevard  
 Jurisdiction:  
 Analysis Year: 2008  
 Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10426	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1358	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10426	1358		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2896	377		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11747	1530	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4960$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{Fi}$	9398	9400	No
$v = v_{FO} - v_{FR}$	7868	9400	No
$v_R$	1530	2100	No
$v_{3 \text{ or } av34}$	2219 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4960	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 37.9$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

----- Speed Estimation -----

Intermediate speed variable,	D = 0.371	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.6	mph
Space mean speed for all vehicles,	S = 60.8	mph

Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj PM Peak Hour  
 Freeway/Dir of Travel: SB - I-95  
 Junction: Broward Boulevard  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11405	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1480	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11405	1480		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3168	411		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12850	1667	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 5422$  pc/h  
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	10280	9400	Yes
$v_{FO} = v_F - v_R$	8613	9400	No
$v_R$	1667	2100	No
$v_{3 \text{ or } av34}$	2429 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	5422	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 41.9$  pc/mi/ln  
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.383	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.7	mph
Space mean speed for all vehicles,	S = 60.3	mph



Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp PM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8146	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1480	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8146	1480		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2263	411		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9178	1667	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 4142 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	7343	9400	No
$v_{FO} = v_F - v_R$	5676	9400	No
$v_R$	1667	2100	No
$v_{3 \text{ or } 34} = v_{av}$	1600 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } 34} > 2700 \text{ pc/h?}$		No	
Is $v_{3 \text{ or } 34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4142	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 30.9 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	D = 0.383	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 69.0	mph
Space mean speed for all vehicles,	S = 61.1	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj PM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11640	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1688	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11640	1688		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3233	469		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	13114	1902	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5647$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{F1}$	10492	9400	Yes
$v_{12} = v_{F1} - v_{R1}$	8590	9400	No
$v_{12}$	1902	2100	No
$v_{12}$	2422 pc/h	(Equation 25-15 or 25-16)	
Is $v_{12} > 2700$ pc/h?		No	
Is $v_{12} > 1.5 v_{12} / 2$		No	
If yes, $v_{12} =$		(Equation 25-18)	
12A			

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	5647	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L = 43.8$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.404	
Space mean speed in ramp influence area,	S = 55.7	mph
Space mean speed in outer lanes,	S = 65.8	mph
Space mean speed for all vehicles,	S = 59.9	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj w imp PM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8314	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1688	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8314	1688		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2309	469		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9367	1902	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4340$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	7494	9400	No
$v_{FO} = v_F - v_R$	5592	9400	No
$v_R$	1902	2100	No
$v_{3 \text{ or } av34}$	1577 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4340	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 32.6$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	D = 0.404	
Space mean speed in ramp influence area,	S <sub>R</sub> = 55.7	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 69.1	mph
Space mean speed for all vehicles,	S = 60.6	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj PM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11617	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1507	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	11617		1507			vph
Peak-hour factor, PHF	0.90		0.90			
Peak 15-min volume, v15	3227		419			v
Trucks and buses	2		2			%
Recreational vehicles	2		2			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	13088	1698	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5523$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	10471	9400	Yes
$v_{FO} = v_F - v_R$	8773	9400	No
$v_R$	1698	2100	No
$v_{3 \text{ or } av34}$	2474 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	5523	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 42.7$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.386	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.1	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.6	mph
Space mean speed for all vehicles,	S = 60.2	mph



Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp PM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8298	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1507	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8298	1507		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2305	419		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9349	1698	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4219$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	7480	9400	No
$v_{Fi} = v_F - v_{FO}$	5782	9400	No
$v_R$	1698	2100	No
$v_{3 \text{ or } av34}$	1630 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4219	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 31.5$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	D = 0.386	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.1	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 68.8	mph
Space mean speed for all vehicles,	S = 61.0	mph

Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj PM Peak Hour  
 Freeway/Dir of Travel: SB - I-95  
 Junction: Broward Boulevard  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11922	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1701	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11922	1701		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3312	473		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	13432	1916	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5766$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	10746	9400	Yes
$v_{FO} = v_F - v_R$	8830	9400	No
$v_R$	1916	2100	No
$v_{3 \text{ or } av34}$	2490 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	5766	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 44.8$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.405	
Space mean speed in ramp influence area,	S <sub>R</sub> = 55.7	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.5	mph
Space mean speed for all vehicles,	S = 59.8	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj w imp PM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: SB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8516	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1701	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8516	1701		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2366	473		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9595	1916	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4427 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	7676	9400	No
$v_{FO} = v_F - v_R$	5760	9400	No
$v_R$	1916	2100	No
$v_{3 \text{ or } av34}$	1624 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4427	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 33.3 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	D = 0.405	
Space mean speed in ramp influence area,	S <sub>R</sub> = 55.7	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 68.9	mph
Space mean speed for all vehicles,	S = 60.6	mph

# **I-95 NB Off-Ramp**

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing AM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2008  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11343	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1155	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11343	1155		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3151	321		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12780	1301	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5191$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	10224	9400	Yes
$v_{FO} = v_F - v_R$	8923	9400	No
$v_R$	1301	2100	No
$v_{3 \text{ or } av34}$	2516 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	5191	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 44.4$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.350	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.9	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.4	mph
Space mean speed for all vehicles,	S = 60.8	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj AM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11785	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1307	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	11785		1307			vph
Peak-hour factor, PHF	0.90		0.90			
Peak 15-min volume, v15	3274		363			v
Trucks and buses	2		2			%
Recreational vehicles	2		2			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	13278	1473	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5462$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	10623	9400	Yes
$v_{FO} = v_F - v_R$	9150	9400	No
$v_R$	1473	2100	No
$v_{3 \text{ or } av34}$	2580 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	5462	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 46.7$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.366	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.6	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.1	mph
Space mean speed for all vehicles,	S = 60.4	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp AM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8849	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1307	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8849	1307		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2458	363		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9970	1473	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 4308 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	7976	9400	No
$v_{FO} = v_F - v_R$	6503	9400	No
$v_R$	1473	2100	No
$v_{3 \text{ or } av34}$	1834 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4308	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 36.8 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence E

----- Speed Estimation -----

Intermediate speed variable,	D = 0.366	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.6	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 68.1	mph
Space mean speed for all vehicles,	S = 61.3	mph

Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj AM Peak Hour  
 Freeway/Dir of Travel: NB - I-95  
 Junction: Broward Boulevard  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	12128	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1381	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	12128	1381		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3369	384		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	13664	1556	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5644$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	10932	9400	Yes
$v_{FO} = v_F - v_R$	9376	9400	No
$v_R$	1556	2100	No
$v_{3 \text{ or } av34}$	2644 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	5644	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 48.3$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.373	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.4	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 64.9	mph
Space mean speed for all vehicles,	S = 60.2	mph

Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: NB - I-95  
 Junction: Broward Boulevard  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9193	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1381	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9193	1381		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2554	384		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10357	1556	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4490$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{Fi}$	8286	9400	No
$v = v_{FO} - v_{FR}$	6730	9400	No
$v_R$	1556	2100	No
$v_{3 \text{ or } av34}$	1898 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4490	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 38.4$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

----- Speed Estimation -----

Intermediate speed variable,	D = 0.373	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.4	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 67.8	mph
Space mean speed for all vehicles,	S = 61.1	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj AM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	12010	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1330	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	12010	1330		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3336	369		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	13531	1498	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5565$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	10825	9400	Yes
$v_{FO} = v_F - v_R$	9327	9400	No
$v_R$	1498	2100	No
$v_{3 \text{ or } av34}$	2630 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	5565	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 47.6$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.368	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 64.9	mph
Space mean speed for all vehicles,	S = 60.3	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp AM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9018	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1330	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9018	1330		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2505	369		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10160	1498	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4389$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{Fi}$	8128	9400	No
$v = v_{FO} - v_{FR}$	6630	9400	No
$v_R$	1498	2100	No
$v_{3 \text{ or } av34}$	1869 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4389	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 37.5$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

----- Speed Estimation -----

Intermediate speed variable,	D = 0.368	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 67.9	mph
Space mean speed for all vehicles,	S = 61.3	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj AM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	12629	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1448	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	12629	1448		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3508	402		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	14229	1631	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5883$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	11384	9400	Yes
$v_{FO} = v_F - v_R$	9753	9400	Yes
$v_R$	1631	2100	No
$v_{3 \text{ or } av34}$	2750 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 5984$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	5984	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 51.2$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.380	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.3	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 64.7	mph
Space mean speed for all vehicles,	S = 60.0	mph

Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: NB - I-95  
 Junction: Broward Boulevard  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9636	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1448	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9636	1448		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2677	402		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10857	1631	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4707$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{Fi}$	8686	9400	No
$v = v_{FO} - v_{FR}$	7055	9400	No
$v_R$	1631	2100	No
$v_{3 \text{ or } av34}$	1989 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4707	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 40.2$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

----- Speed Estimation -----

Intermediate speed variable,	D = 0.380	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.3	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 67.4	mph
Space mean speed for all vehicles,	S = 60.9	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2008  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11139	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1239	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	11139		1239			vph
Peak-hour factor, PHF	0.90		0.90			
Peak 15-min volume, v15	3094		344			v
Trucks and buses	2		2			%
Recreational vehicles	2		2			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12550	1396	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5165$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{Fi}$	10040	9400	Yes
$v = v_{FO} - v_{FR}$	8644	9400	No
$v_R$	1396	2100	No
$v_{3 \text{ or } av34}$	2437 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	5165	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 44.2$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.359	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.8	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.7	mph
Space mean speed for all vehicles,	S = 60.8	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	12774	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1416	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	12774	1416		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3548	393		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	14392	1595	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

v = v + (v - v) P = 5920 pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v = v	11514	9400	Yes
Fi F			
v = v - v	9919	9400	Yes
FO F R			
v	1595	2100	No
R			
v v	2797 pc/h	(Equation 25-15 or 25-16)	
3 or av34			
Is v v > 2700 pc/h?		Yes	
3 or av34			
Is v v > 1.5 v /2		No	
3 or av34 12			
If yes, v = 6114		(Equation 25-18)	
12A			

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v	6114	4600	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 4.252 + 0.0086 v - 0.009 L = 52.3 pc/mi/ln

R 12 D

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.377	
	S	
Space mean speed in ramp influence area,	S = 56.3	mph
	R	
Space mean speed in outer lanes,	S = 64.7	mph
	0	
Space mean speed for all vehicles,	S = 60.0	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9610	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1416	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9610	1416		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2669	393		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10827	1595	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 4676$  pc/h  
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	8662	9400	No
$v_{FO} = v_F - v_R$	7067	9400	No
$v_R$	1595	2100	No
$v_{3 \text{ or } av34}$	1993 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4676	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 40.0$  pc/mi/ln  
Level of service for ramp-freeway junction areas of influence E

----- Speed Estimation -----

Intermediate speed variable,	D = 0.377	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.3	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 67.4	mph
Space mean speed for all vehicles,	S = 61.0	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	12961	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1455	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	12961	1455		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3600	404		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	14603	1639	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 6018$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	11683	9400	Yes
$v_{FO} = v_F - v_R$	10044	9400	Yes
$v_R$	1639	2100	No
$v_{3 \text{ or } av34}$	2832 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 6283$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	6283	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 53.8$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.381	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 64.7	mph
Space mean speed for all vehicles,	S = 59.9	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj w imp PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9797	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1455	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9797	1455		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2721	404		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11038	1639	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4775$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{Fi}$	8831	9400	No
$v = v_{FO} - v_{FR}$	7192	9400	No
$v_R$	1639	2100	No
$v_{3 \text{ or } av34}$	2028 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4775	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 40.8$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

----- Speed Estimation -----

Intermediate speed variable,	D = 0.381	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 67.3	mph
Space mean speed for all vehicles,	S = 60.8	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	13001	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1440	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	13001	1440		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3611	400		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	14648	1622	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 6024 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	11719	9400	Yes
$v_{FO} = v_F - v_R$	10097	9400	Yes
$v_R$	1622	2100	No
$v_{3 \text{ or } av34}$	2847 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 6319$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	6319	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 54.1 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.379	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.3	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 64.7	mph
Space mean speed for all vehicles,	S = 59.9	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9780	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1440	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9780	1440		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2717	400		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11019	1622	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 4759 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	8816	9400	No
$v_{FO} = v_F - v_R$	7194	9400	No
$v_R$	1622	2100	No
$v_{3 \text{ or } av34}$	2028 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4759	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 40.7 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence E

----- Speed Estimation -----

Intermediate speed variable,	D = 0.379	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.3	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 67.3	mph
Space mean speed for all vehicles,	S = 60.9	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	13291	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1479	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	13291	1479		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3692	411		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	14975	1666	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 6163 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	11980	9400	Yes
$v_{FO} = v_F - v_R$	10314	9400	Yes
$v_R$	1666	2100	No
$v_{3 \text{ or } av34}$	2908 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 6580$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	6580	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 56.3 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.383	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 64.7	mph
Space mean speed for all vehicles,	S = 59.7	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj w imp PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: NB I-95 to Broward Boulevard- #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10070	vph	

-----Off Ramp Data-----

Side of freeway	Right		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	1479	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10070	1479		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2797	411		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicle PCE, ER	1.2		1.2	

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11346	1666	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4897$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{Fi}$	9077	9400	No
$v = v_{FO} - v_{FR}$	7411	9400	No
$v_R$	1666	2100	No
$v_{3 \text{ or } av34}$	2090 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4897	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 41.9$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

----- Speed Estimation -----

Intermediate speed variable,	D = 0.383	
Space mean speed in ramp influence area,	S <sub>R</sub> = 56.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 67.1	mph
Space mean speed for all vehicles,	S = 60.7	mph

# **Park-n-Ride NB On-Ramp**

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing AM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2008  
Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10126	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	20	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10126	20		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2813	6		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11409	23	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.371 Using Equation 4

FM

v = v (P ) = 4233 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	11432	9400	Yes
FO			
v	3588 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 6009	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	6009	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 57.5 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 3.592	
	S	
Space mean speed in ramp influence area,	S = -17.6	mph
	R	
Space mean speed in outer lanes,	S = 59.2	mph
	0	
Space mean speed for all vehicles,	S =	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj AM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	10274	vph

-----On Ramp Data-----

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	50.0	mph
Volume on ramp	47	vph
Length of first accel/decel lane	700	ft
Length of second accel/decel lane		ft

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10274	47		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2854	13		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11575	53	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.367 Using Equation 4

FM

v = v (P ) = 4251 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	11628	9400	Yes
FO			
v	3662 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 6175	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	6175	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 59.3 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 4.397	
	S	
Space mean speed in ramp influence area,	S = -36.1	mph
	R	
Space mean speed in outer lanes,	S = 59.3	mph
	0	
Space mean speed for all vehicles,	S =	mph



Phone: Fax:  
 E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	7338	vph

-----On Ramp Data-----

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	50.0	mph
Volume on ramp	47	vph
Length of first accel/decel lane	700	ft
Length of second accel/decel lane		ft

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7338	47		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2038	13		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8267	53	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.367 Using Equation 4  
FM  
 $v_{12} = v_F (P_{FM}) = 3036 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	8320	9400	No
v <sub>3 or av34</sub>	2615 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		No	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		Yes	
If yes, v <sub>12A</sub> = 3306		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	3306	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 32.4 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.418	
Space mean speed in ramp influence area,	S <sub>R</sub> = 55.4	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 59.1	mph
Space mean speed for all vehicles,	S = 57.3	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj AM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10274	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	73	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10274	73		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2854	20		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11575	82	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.364 Using Equation 4

FM

v = v (P ) = 4209 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	11657	9400	Yes
FO			
v	3683 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 6175	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	6175	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 59.5 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 4.519	
	S	
Space mean speed in ramp influence area,	S = -38.9	mph
	R	
Space mean speed in outer lanes,	S = 59.3	mph
	0	
Space mean speed for all vehicles,	S =	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7338	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	73	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7338	73		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2038	20		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8267	82	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.364 Using Equation 4

FM

v = v (P ) = 3006 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	8349	9400	No
FO			
v	2630 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 3306	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3306	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 32.6 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.423	
	S	
Space mean speed in ramp influence area,	S = 55.3	mph
	R	
Space mean speed in outer lanes,	S = 59.1	mph
	0	
Space mean speed for all vehicles,	S = 57.2	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj AM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10475	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	47	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10475	47		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2910	13		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11802	53	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.367 Using Equation 4

FM

v = v (P ) = 4335 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	11855	9400	Yes
FO			
v	3733 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 6402	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	6402	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 61.4 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 5.596	
	S	
Space mean speed in ramp influence area,	S = -63.7	mph
	R	
Space mean speed in outer lanes,	S = 59.4	mph
	0	
Space mean speed for all vehicles,	S =	mph



Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7482	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	47	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7482	47		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2078	13		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8430	53	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.367 Using Equation 4

FM

v = v (P ) = 3096 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	8483	9400	No
FO			
v	2667 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 3372	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3372	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 33.0 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.430	
	S	
Space mean speed in ramp influence area,	S = 55.1	mph
	R	
Space mean speed in outer lanes,	S = 58.9	mph
	0	
Space mean speed for all vehicles,	S = 57.1	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj AM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10475	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	103	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10475	103		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2910	29		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11802	116	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.359 Using Equation 4

FM

v = v (P ) = 4242 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	11918	9400	Yes
FO			
v	3780 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 6402	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	6402	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 61.9 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 5.944	
	S	
Space mean speed in ramp influence area,	S = -71.7	mph
	R	
Space mean speed in outer lanes,	S = 59.4	mph
	0	
Space mean speed for all vehicles,	S =	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7482	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	103	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7482	103		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2078	29		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8430	116	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.359 Using Equation 4

FM

v = v (P ) = 3030 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	8546	9400	No
FO			
v	2700 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 3372	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3372	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 33.5$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.442	
Space mean speed in ramp influence area,	S = 54.8	mph
Space mean speed in outer lanes,	S = 58.9	mph
Space mean speed for all vehicles,	S = 56.9	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing PM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2008  
Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9860	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	21	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9860	21		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2739	6		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11109	24	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.371 Using Equation 4

FM

v = v (P ) = 4120 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	11133	9400	Yes
FO			
v	3494 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 5709	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	5709	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 54.7 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 2.641	
	S	
Space mean speed in ramp influence area,	S = 4.3	mph
	R	
Space mean speed in outer lanes,	S = 59.1	mph
	0	
Space mean speed for all vehicles,	S = 6.8	mph



Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj PM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	11073	vph

-----On Ramp Data-----

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	50.0	mph
Volume on ramp	63	vph
Length of first accel/decel lane	700	ft
Length of second accel/decel lane		ft

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11073	63		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3076	18		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12476	71	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.365 Using Equation 4

FM

v = v (P ) = 4554 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	12547	9400	Yes
FO			
v	3961 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 7076	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	7076	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 67.8 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 11.830
Space mean speed in ramp influence area,	S = -207.1 mph
Space mean speed in outer lanes,	S = 59.6 mph
Space mean speed for all vehicles,	S = 424.6 mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj w imp PM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7909	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	63	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7909	63		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2197	18		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8911	71	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.365 Using Equation 4

FM

v = v (P ) = 3253 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	8982	9400	No
FO			
v	2829 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 3511	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3511	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 34.5 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.465	
	S	
Space mean speed in ramp influence area,	S = 54.3	mph
	R	
Space mean speed in outer lanes,	S = 58.2	mph
	0	
Space mean speed for all vehicles,	S = 56.3	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj PM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11073	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	282	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11073	282		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3076	78		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12476	318	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.334 Using Equation 4

FM

v = v (P ) = 4169 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	12794	9400	Yes
FO			
v	4153 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 7076	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	7076	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 69.6 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 15.075
Space mean speed in ramp influence area,	S = -281.7 mph
Space mean speed in outer lanes,	S = 59.6 mph
Space mean speed for all vehicles,	S = 325.5 mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj w imp PM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7909	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	282	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7909	282		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2197	78		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8911	318	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 1862 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	9229	9400	No
FO			
v	3524 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 3511	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3511	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 28.8 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.404	
	S	
Space mean speed in ramp influence area,	S = 55.7	mph
	R	
Space mean speed in outer lanes,	S = 58.2	mph
	0	
Space mean speed for all vehicles,	S = 57.0	mph



Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj PM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11274	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	64	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11274	64		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3132	18		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12702	72	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.365 Using Equation 4  
FM  
 $v_{12} = v_F (P_{FM}) = 4635 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	12774	9400	Yes
FO			
v <sub>3</sub> or v <sub>av34</sub>	4033 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3</sub> or v <sub>av34</sub> > 2700 pc/h?		Yes	
Is v <sub>3</sub> or v <sub>av34</sub> > 1.5 v <sub>12</sub> / 2		Yes	
If yes, v <sub>12A</sub> = 7302		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	7302	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 70.0 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 15.179
Space mean speed in ramp influence area,	S <sub>R</sub> = -284.1 mph
Space mean speed in outer lanes,	S <sub>0</sub> = 59.7 mph
Space mean speed for all vehicles,	S = 329.9 mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj w imp PM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	8053	vph

-----On Ramp Data-----

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	50.0	mph
Volume on ramp	64	vph
Length of first accel/decel lane	700	ft
Length of second accel/decel lane		ft

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8053	64		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2237	18		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9073	72	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.365 Using Equation 4  
FM  
 $v_{12} = v_F (P_{FM}) = 3311 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	9145	9400	No
v <sub>3 or av34</sub>	2881 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		Yes	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		Yes	
If yes, v <sub>12A</sub> = 3673		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	3673	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 36.0 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence E

----- Speed Estimation -----

Intermediate speed variable,	M = 0.507	
Space mean speed in ramp influence area,	S <sub>R</sub> = 53.3	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 58.3	mph
Space mean speed for all vehicles,	S = 55.8	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj PM Peak Hour  
Freeway/Dir of Travel: NB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11274	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	528	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11274	528		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3132	147		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12702	595	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
 EQ  
 P = 0.300 Using Equation 4  
 FM  
 $v_{12} = v_F (P_{FM}) = 3805 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	13297	9400	Yes
v <sub>3 or av34</sub>	4448 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		Yes	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		Yes	
If yes, v <sub>12A</sub> = 7302		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	7302	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 73.8 \text{ pc/mi/ln}$   
 Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 25.435	
Space mean speed in ramp influence area,	S <sub>R</sub> = -520.0	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 59.7	mph
Space mean speed for all vehicles,	S = 258.8	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp PM Peak Hour  
 Freeway/Dir of Travel: NB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: NB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8053	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	528	vph	
Length of first accel/decel lane	700	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8053	528		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2237	147		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9073	595	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.209 Using Equation 0

FM

v = v (P ) = 1896 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	9668	9400	Yes
FO			
v	3588 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 3673	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3673	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 32.3 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 0.563	
	S	
Space mean speed in ramp influence area,	S = 52.0	mph
	R	
Space mean speed in outer lanes,	S = 58.3	mph
	0	
Space mean speed for all vehicles,	S = 55.0	mph



# **Park-n-Ride SB On-Ramp**

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing AM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year:  
Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8382	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	26	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8382	26		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2328	7		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9444	29	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.482 Using Equation 4

FM

v = v (P ) = 4550 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	9473	9400	Yes
FO			
v	2447 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	No	
3 or av34	12		
If yes, v	=	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	4550	4400	No
12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 40.8 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 0.857	
	S	
Space mean speed in ramp influence area,	S = 45.3	mph
	R	
Space mean speed in outer lanes,	S = 59.6	mph
	0	
Space mean speed for all vehicles,	S = 50.6	mph

Phone: Fax:  
 E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj AM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9098	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	198	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9098	198		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2527	55		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10250	223	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.458 Using Equation 4  
FM  
 $v_{12} = v_F (P_{FM}) = 4690 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	10473	9400	Yes
v <sub>3 or av34</sub>	2780 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		Yes	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		No	
If yes, v <sub>12A</sub> = 4850		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	4850	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 45.0 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 1.315	
Space mean speed in ramp influence area,	S <sub>R</sub> = 34.7	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 58.8	mph
Space mean speed for all vehicles,	S = 42.4	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp AM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	6000	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	198	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6000	198		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1667	55		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	6760	223	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.458 Using Equation 4

FM

v = v (P ) = 3093 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	6983	9400	No
FO			
v	1833 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	No	
3 or av34	12		
If yes, v	=	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3093	4400	No
12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 28.5 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.357	
	S	
Space mean speed in ramp influence area,	S = 56.8	mph
	R	
Space mean speed in outer lanes,	S = 61.3	mph
	0	
Space mean speed for all vehicles,	S = 58.8	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj AM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9098	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	256	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9098	256		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2527	71		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10250	288	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.449 Using Equation 4  
FM  
 $v_{12} = v_F (P_{FM}) = 4606 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	10538	9400	Yes
FO			
v	2822 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	No	
3 or av34	12		
If yes, v	= 4850	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	4850	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 45.5 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 1.390	
Space mean speed in ramp influence area,	S = 33.0	mph
Space mean speed in outer lanes,	S = 58.8	mph
Space mean speed for all vehicles,	S = 40.8	mph

Phone: Fax:  
 E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	5909	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	256	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5909	256		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1641	71		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	6657	288	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.449 Using Equation 4

FM

v = v (P ) = 2992 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	6945	9400	No
FO			
v	1832 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	No	
3 or av34	12		
If yes, v	=	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2992	4400	No
12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 28.1 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.349	
	S	
Space mean speed in ramp influence area,	S = 57.0	mph
	R	
Space mean speed in outer lanes,	S = 61.3	mph
	0	
Space mean speed for all vehicles,	S = 58.9	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj AM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9264	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	198	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9264	198		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2573	55		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10437	223	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.458 Using Equation 4

FM

v = v (P ) = 4775 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	10660	9400	Yes
FO			
v	2831 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	No	
3 or av34	12		
If yes, v	= 5037	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	5037	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 46.7 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 1.574	
	S	
Space mean speed in ramp influence area,	S = 28.8	mph
	R	
Space mean speed in outer lanes,	S = 58.9	mph
	0	
Space mean speed for all vehicles,	S = 36.9	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	6110	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	198	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6110	198		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1697	55		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	6884	223	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.458 Using Equation 4

FM

v = v (P ) = 3150 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	7107	9400	No
FO			
v	1867 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	No	
3 or av34	12		
If yes, v	=	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3150	4400	No
12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 29.1 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.367	
	S	
Space mean speed in ramp influence area,	S = 56.6	mph
	R	
Space mean speed in outer lanes,	S = 61.2	mph
	0	
Space mean speed for all vehicles,	S = 58.6	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj AM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9264	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	291	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9264	291		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2573	81		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10437	328	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.444 Using Equation 4

FM

v = v (P ) = 4638 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	10765	9400	Yes
FO			
v	2899 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		Yes	
3 or av34			
Is v v > 1.5 v /2		No	
3 or av34	12		
If yes, v = 5037		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	5037	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 47.5 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 1.726	
	S	
Space mean speed in ramp influence area,	S = 25.3	mph
	R	
Space mean speed in outer lanes,	S = 58.9	mph
	0	
Space mean speed for all vehicles,	S = 33.4	mph

Phone: Fax:  
 E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	5939	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	291	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5939	291		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1650	81		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	6691	328	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.444 Using Equation 4

FM

v = v (P ) = 2973 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	7019	9400	No
FO			
v	1859 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	No	
3 or av34	12		
If yes, v	=	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2973	4400	No
12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 28.2 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.352	
	S	
Space mean speed in ramp influence area,	S = 56.9	mph
	R	
Space mean speed in outer lanes,	S = 61.2	mph
	0	
Space mean speed for all vehicles,	S = 58.8	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing PM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year:  
Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9044	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	27	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9044	27		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2512	8		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	10190	30	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.482 Using Equation 4

FM

v = v (P ) = 4908 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	10220	9400	Yes
FO			
v	2641 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	No	
3 or av34	12		
If yes, v	=	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	4908	4400	No
12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 44.1 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 1.180	
	S	
Space mean speed in ramp influence area,	S = 37.8	mph
	R	
Space mean speed in outer lanes,	S = 59.1	mph
	0	
Space mean speed for all vehicles,	S = 44.9	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj PM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	9867	vph

-----On Ramp Data-----

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	50.0	mph
Volume on ramp	308	vph
Length of first accel/decel lane	1200	ft
Length of second accel/decel lane		ft

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp
Volume, V (vph)	9867	308	vph
Peak-hour factor, PHF	0.90	0.90	
Peak 15-min volume, v15	2741	86	v
Trucks and buses	2	2	%
Recreational vehicles	2	2	%
Terrain type:	Level	Level	
Grade	%	%	%
Length	mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11117	347	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.442 Using Equation 4  
FM  
 $v_{12} = v_F (P_{FM}) = 4914 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	11464	9400	Yes
v <sub>3 or av34</sub>	3101 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		Yes	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		No	
If yes, v <sub>12A</sub> = 5717		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	5717	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 54.0 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 3.532	
Space mean speed in ramp influence area,	S <sub>R</sub> = -16.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 59.1	mph
Space mean speed for all vehicles,	S =	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj w imp PM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge	
Number of lanes in freeway	5	
Free-flow speed on freeway	65.0	mph
Volume on freeway	6608	vph

-----On Ramp Data-----

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	50.0	mph
Volume on ramp	308	vph
Length of first accel/decel lane	1200	ft
Length of second accel/decel lane		ft

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6608	308		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1836	86		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7445	347	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.442 Using Equation 4

FM

v = v (P ) = 3291 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	7792	9400	No
FO			
v	2077 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	No	
3 or av34	12		
If yes, v	=	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3291	4400	No
12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 31.3 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.421	
	S	
Space mean speed in ramp influence area,	S = 55.3	mph
	R	
Space mean speed in outer lanes,	S = 60.5	mph
	0	
Space mean speed for all vehicles,	S = 57.6	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj PM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9867	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	741	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9867	741		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2741	206		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11117	835	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.381 Using Equation 4

FM

v = v (P ) = 4236 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	11952	9400	Yes
FO			
v	3440 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 5717	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	5717	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 57.6 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 5.627	
	S	
Space mean speed in ramp influence area,	S = -64.4	mph
	R	
Space mean speed in outer lanes,	S = 59.1	mph
	0	
Space mean speed for all vehicles,	S =	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj w imp PM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2013  
Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	6541	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	741	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6541	741		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1817	206		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7370	835	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.381 Using Equation 4

FM

v = v (P ) = 2808 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	8205	9400	No
FO			
v	2281 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v v > 2700 pc/h?		No	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34	12		
If yes, v = 2948		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2948	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 31.7 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.445	
	S	
Space mean speed in ramp influence area,	S = 54.8	mph
	R	
Space mean speed in outer lanes,	S = 59.9	mph
	0	
Space mean speed for all vehicles,	S = 57.1	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj PM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10052	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	308	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10052	308		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2792	86		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11325	347	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)  
EQ  
P = 0.442 Using Equation 4  
FM  
 $v_{12} = v_F (P_{FM}) = 5006 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v <sub>FO</sub>	11672	9400	Yes
v <sub>3 or av34</sub>	3159 pc/h	(Equation 25-4 or 25-5)	
Is v <sub>3 or av34</sub> > 2700 pc/h?		Yes	
Is v <sub>3 or av34</sub> > 1.5 v <sub>12</sub> / 2		No	
If yes, v <sub>12A</sub> = 5925		(Equation 25-8)	

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v <sub>12A</sub>	5925	4400	No

----- Level of Service Determination (if not F) -----

Density,  $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 56.0 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 4.406	
Space mean speed in ramp influence area,	S <sub>R</sub> = -36.3	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 59.2	mph
Space mean speed for all vehicles,	S =	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp PM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	6732	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	308	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6732	308		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1870	86		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7585	347	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.442 Using Equation 4

FM

v = v (P ) = 3353 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	7932	9400	No
FO			
v	2116 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	No	
3 or av34	12		
If yes, v		(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	3353	4400	No
12			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 31.9 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.437	
	S	
Space mean speed in ramp influence area,	S = 55.0	mph
	R	
Space mean speed in outer lanes,	S = 60.4	mph
	0	
Space mean speed for all vehicles,	S = 57.4	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj PM Peak Hour  
 Freeway/Dir of Travel: SB I-95  
 Junction: Broward Blvd  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10052	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	1033	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10052	1033		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2792	287		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11325	1164	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.340 Using Equation 4

FM

v = v (P ) = 3849 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	12489	9400	Yes
FO			
v	3738 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	Yes	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 5925	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	5925	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 62.0 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	M = 9.719	
	S	
Space mean speed in ramp influence area,	S = -158.5	mph
	R	
Space mean speed in outer lanes,	S = 59.2	mph
	0	
Space mean speed for all vehicles,	S = 546.5	mph

Phone: Fax:  
E-mail:

-----Merge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj w imp PM Peak Hour  
Freeway/Dir of Travel: SB I-95  
Junction: Broward Blvd  
Jurisdiction:  
Analysis Year: 2018  
Description: SB Park & Ride to I-95 - #06221

-----Freeway Data-----

Type of analysis	Merge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	6645	vph	

-----On Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-flow speed on ramp	50.0	mph	
Volume on ramp	1033	vph	
Length of first accel/decel lane	1200	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent Ramp		vph	
Position of adjacent Ramp			
Type of adjacent Ramp			
Distance to adjacent Ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6645	1033		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	1846	287		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade		%	%	%
Length		mi	mi	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	7487	1164	pcph

----- Estimation of V12 Merge Areas -----

L = (Equation 25-2 or 25-3)

EQ

P = 0.340 Using Equation 4

FM

v = v (P ) = 2545 pc/h

12 F FM

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v	8651	9400	No
FO			
v	2471 pc/h	(Equation 25-4 or 25-5)	
3 or av34			
Is v	> 2700 pc/h?	No	
3 or av34			
Is v	> 1.5 v /2	Yes	
3 or av34	12		
If yes, v	= 2994	(Equation 25-8)	
12A			

----- Flow Entering Merge Influence Area -----

	Actual	Max Desirable	Violation?
v	2994	4400	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 34.5 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	M = 0.558	
	S	
Space mean speed in ramp influence area,	S = 52.2	mph
	R	
Space mean speed in outer lanes,	S = 59.8	mph
	0	
Space mean speed for all vehicles,	S = 55.4	mph

# **Park-n-Ride NB Off-Ramp**

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing AM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2008  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10188	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	62	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10188	62		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2830	17		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11478	70	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 5044$  pc/h  
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	11478	9400	Yes
$v_{FO} = v_F - v_R$	11408	9400	Yes
$v_R$	70	2100	No
$v_{3 \text{ or } av34}$	3217 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 6078$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	6078	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 52.7$  pc/mi/ln  
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.239	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.9	mph
Space mean speed for all vehicles,	S = 62.0	mph



Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj AM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10478	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	204	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10478	204		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2911	57		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11805	230	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5277$  pc/h  
 12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	11805	9400	Yes
$v_{FO} = v_F - v_R$	11575	9400	Yes
$v_R$	230	2100	No
$v_{3 \text{ or } av34}$	3264 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 6405$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	6405	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 55.8$  pc/mi/ln  
 Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.254	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.9	mph
Space mean speed for all vehicles,	S = 61.7	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp AM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7542	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	204	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7542	204		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2095	57		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8497	230	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.260 Using Equation 0  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 2379$  pc/h  
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	8497	9400	No
$v_{FO} = v_F - v_R$	8267	9400	No
$v_R$	230	4100	No
$v_{3 \text{ or } av34}$	3059 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 3097$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	3097	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 11.0$  pc/mi/ln  
Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.254	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.3	mph
Space mean speed for all vehicles,	S = 62.7	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj AM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10747	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	473	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10747	473		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2985	131		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12108	533	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5580$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	12108	9400	Yes
$v_{FO} = v_F - v_R$	11575	9400	Yes
$v_R$	533	2100	No
$v_{3 \text{ or } av34}$	3264 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 6708$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	6708	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 58.7$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.281	
Space mean speed in ramp influence area,	S <sub>R</sub> = 58.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.0	mph
Space mean speed for all vehicles,	S = 61.2	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj w imp AM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7812	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	473	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7812	473		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2170	131		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8802	533	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.260 Using Equation 0  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 2683 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	8802	9400	No
$v_{FO} = v_F - v_R$	8269	9400	No
$v_R$	533	4100	No
$v_{3 \text{ or } av34}$	3059 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 3402$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	3402	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 13.9 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.281	
Space mean speed in ramp influence area,	S <sub>R</sub> = 58.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.3	mph
Space mean speed for all vehicles,	S = 62.3	mph



Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj AM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10680	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	205	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10680	205		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2967	57		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12033	231	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5377$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	12033	9400	Yes
$v_{Fi} = v_F - v_R$	11802	9400	Yes
$v_R$	231	2100	No
$v_{3 \text{ or } av34}$	3328 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 6633$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	6633	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 58.0$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.254	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.0	mph
Space mean speed for all vehicles,	S = 61.7	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: NB - I-95  
 Junction: Broward Boulevard  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7687	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	205	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7687	205		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2135	57		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8661	231	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.260 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2423$  pc/h

$v_{12} = v_R + (v_F - v_R) P = 2423$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{Fi}$	8661	9400	No
$v = v_{FO} - v_{FR}$	8430	9400	No
$v_R$	231	4100	No
$v_{3 \text{ or } av34}$	3119 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 3261$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	3261	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 12.6$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.254	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.3	mph
Space mean speed for all vehicles,	S = 62.6	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj AM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11181	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	706	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11181	706		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3106	196		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12597	795	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5941 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	12597	9400	Yes
$v_{FO} = v_F - v_R$	11802	9400	Yes
$v_R$	795	2100	No
$v_{3 \text{ or } av34}$	3328 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 7197$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	7197	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 63.3 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.305	
Space mean speed in ramp influence area,	S <sub>R</sub> = 58.0	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.1	mph
Space mean speed for all vehicles,	S = 60.8	mph

Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: NB - I-95  
 Junction: Broward Boulevard  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8188	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	706	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8188	706		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2274	196		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9225	795	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.260 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2987$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	9225	9400	No
$v_{FO} = v_F - v_R$	8430	9400	No
$v_R$	795	4100	No
$v_{3 \text{ or } av34}$	3119 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 3825$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	3825	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 17.9$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.305	
Space mean speed in ramp influence area,	S <sub>R</sub> = 58.0	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.4	mph
Space mean speed for all vehicles,	S = 61.8	mph



Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2008  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9900	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	40	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	9900		40			vph
Peak-hour factor, PHF	0.90		0.90			
Peak 15-min volume, v15	2750		11			v
Trucks and buses	2		2			%
Recreational vehicles	2		2			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11154	45	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 4889 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	11154	9400	Yes
$v_{FO} = v_F - v_R$	11109	9400	Yes
$v_R$	45	2100	No
$v_{3 \text{ or } av34}$	3132 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 5754$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	5754	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 49.7 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.237	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.8	mph
Space mean speed for all vehicles,	S = 62.1	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11358	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	285	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11358	285		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3155	79		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12797	321	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 5761 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	12797	9400	Yes
$v_{FO} = v_F - v_R$	12476	9400	Yes
$v_R$	321	2100	No
$v_{3 \text{ or } av34}$	3518 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 7397$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	7397	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 65.2 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.262	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.0	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.1	mph
Space mean speed for all vehicles,	S = 61.4	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8195	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	285	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8195	285		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2276	79		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9233	321	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.260 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2638$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	9233	9400	No
$v_{FO} = v_F - v_R$	8912	9400	No
$v_R$	321	4100	No
$v_{3 \text{ or } av34}$	3297 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 3833$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	3833	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 18.0$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.262	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.0	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.4	mph
Space mean speed for all vehicles,	S = 62.3	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2013  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11505	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	432	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11505	432		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3196	120		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12962	487	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 5926 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	12962	9400	Yes
$v_{FO} = v_F - v_R$	12475	9400	Yes
$v_R$	487	2100	No
$v_{3 \text{ or } av34}$	3518 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 7562$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	7562	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 66.8 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.277	
Space mean speed in ramp influence area,	S <sub>R</sub> = 58.6	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.1	mph
Space mean speed for all vehicles,	S = 61.1	mph



Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp PM Peak Hour  
 Freeway/Dir of Travel: NB - I-95  
 Junction: Broward Boulevard  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8342	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	432	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8342	432		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2317	120		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9399	487	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.260 Using Equation 0

FD

v = v + (v - v) P = 2804 pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v = v	9399	9400	No
Fi F			
v = v - v	8912	9400	No
FO F R			
v	487	4100	No
R			
v v	3297 pc/h	(Equation 25-15 or 25-16)	
3 or av34			
Is v v > 2700 pc/h?		Yes	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34 12			
If yes, v = 3999		(Equation 25-18)	
12A			

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v	3999	4600	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 4.252 + 0.0086 v - 0.009 L = 19.6 pc/mi/ln

R 12 D

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.277	
	S	
Space mean speed in ramp influence area,	S = 58.6	mph
	R	
Space mean speed in outer lanes,	S = 65.5	mph
	0	
Space mean speed for all vehicles,	S = 62.1	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11560	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	286	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11560	286		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3211	79		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00	%	0.00	%
Length	0.00	mi	0.00	mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	13024	322	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5860$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	13024	9400	Yes
$v_{FO} = v_F - v_R$	12702	9400	Yes
$v_R$	322	2100	No
$v_{3 \text{ or } av34}$	3582 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 7624$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	7624	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 67.4$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.262	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.0	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.2	mph
Space mean speed for all vehicles,	S = 61.3	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8339	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	286	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8339	286		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2316	79		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9395	322	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.260 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2681 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	9395	9400	No
$v_{FO} = v_F - v_R$	9073	9400	No
$v_R$	322	4100	No
$v_{3 \text{ or } 34} = v_{av}$	3357 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } 34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } 34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 3995$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	3995	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 19.5 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence B

----- Speed Estimation -----

Intermediate speed variable,	D = 0.262	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.0	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.5	mph
Space mean speed for all vehicles,	S = 62.3	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11812	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	538	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11812	538		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3281	149		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	13308	606	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 6144$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	13308	9400	Yes
$v_{FO} = v_F - v_R$	12702	9400	Yes
$v_R$	606	2100	No
$v_{3 \text{ or } 34}$	3582 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } 34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } 34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 7908$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	7908	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 70.1$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.288	
Space mean speed in ramp influence area,	S <sub>R</sub> = 58.4	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.2	mph
Space mean speed for all vehicles,	S = 60.9	mph



Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj w imp PM Peak Hour  
Freeway/Dir of Travel: NB - I-95  
Junction: Broward Boulevard  
Jurisdiction:  
Analysis Year: 2018  
Description: NB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8591	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	538	vph	
Length of first accel/decel lane	1000	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8591	538		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2386	149		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9679	606	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.260 Using Equation 0

FD

v = v + (v - v) P = 2965 pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v = v	9679	9400	Yes
Fi F			
v = v - v	9073	9400	No
FO F R			
v	606	4100	No
R			
v v	3357 pc/h	(Equation 25-15 or 25-16)	
3 or av34			
Is v v > 2700 pc/h?		Yes	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34 12			
If yes, v = 4279		(Equation 25-18)	
12A			

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v	4279	4600	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 4.252 + 0.0086 v - 0.009 L = 22.2 pc/mi/ln

R 12 D

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.288	
	S	
Space mean speed in ramp influence area,	S = 58.4	mph
	R	
Space mean speed in outer lanes,	S = 65.5	mph
	0	
Space mean speed for all vehicles,	S = 61.8	mph

# **Park-n-Ride SB Off-Ramp**

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Park & Ride  
Jurisdiction:  
Analysis Year: 2008  
Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	9967	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	47	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	9967	47		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2769	13		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11229	53	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4926 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	11229	9400	Yes
$v_{FO} = v_F - v_R$	11176	9400	Yes
$v_R$	53	2100	No
$v_{3 \text{ or } av34}$	3151 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 5829$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	5829	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 54.9 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.238	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.8	mph
Space mean speed for all vehicles,	S = 62.1	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Park & Ride  
Jurisdiction:  
Analysis Year: 2013  
Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10843	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	80	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10843	80		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3012	22		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12216	90	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5377$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	12216	9400	Yes
$v_{FO} = v_F - v_R$	12126	9400	Yes
$v_R$	90	2100	No
$v_{3 \text{ or } av34}$	3419 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 6816$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	6816	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 64.2$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.241	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.0	mph
Space mean speed for all vehicles,	S = 61.8	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Park & Ride  
Jurisdiction:  
Analysis Year: 2013  
Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7745	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	80	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7745	80		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2151	22		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8726	90	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.260 Using Equation 0

FD

v = v + (v - v) P = 2335 pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v = v	8726	9400	No
Fi F			
v = v - v	8636	9400	No
FO F R			
v	90	4100	No
R			
v v	3195 pc/h	(Equation 25-15 or 25-16)	
3 or av34			
Is v v > 2700 pc/h?		Yes	
3 or av34			
Is v v > 1.5 v /2		Yes	
3 or av34 12			
If yes, v = 3326		(Equation 25-18)	
12A			

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v	3326	4600	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 4.252 + 0.0086 v - 0.009 L = 22.2 pc/mi/ln

R 12 D

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.241	
	S	
Space mean speed in ramp influence area,	S = 59.5	mph
	R	
Space mean speed in outer lanes,	S = 65.3	mph
	0	
Space mean speed for all vehicles,	S = 62.7	mph

Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj AM Peak Hour  
 Freeway/Dir of Travel: SB - I-95  
 Junction: Park & Ride  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11159	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	154	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11159	154		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3100	43		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12572	174	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5580$  pc/h

$v_{12} = v_R + (v_F - v_R) P = 5580$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	12572	9400	Yes
$v_{FO} = v_F - v_R$	12398	9400	Yes
$v_R$	174	2100	No
$v_{3 \text{ or } av34}$	3496 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 7172$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	7172	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 67.6$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.249	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.3	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.1	mph
Space mean speed for all vehicles,	S = 61.6	mph

Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: SB - I-95  
 Junction: Park & Ride  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7971	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	154	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7971	154		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2214	43		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8981	174	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.260 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2464$  pc/h

$v_{12} = v_R + (v_F - v_R) P = 2464$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{Fi}$	8981	9400	No
$v = v_{FO} - v_{FR}$	8807	9400	No
$v_R$	174	4100	No
$v_{3 \text{ or } av34}$	3258 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 3581$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	3581	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 24.6$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.249	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.3	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.4	mph
Space mean speed for all vehicles,	S = 62.6	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Park & Ride  
Jurisdiction:  
Analysis Year: 2018  
Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11042	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	81	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11042	81		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3067	23		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12441	91	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5476$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	12441	9400	Yes
$v_{Fi} = v_F - v_R$	12350	9400	Yes
$v_R$	91	2100	No
$v_{3 \text{ or } av34}$	3482 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 7041$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	7041	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 66.4$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.241	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.0	mph
Space mean speed for all vehicles,	S = 61.8	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Park & Ride  
Jurisdiction:  
Analysis Year: 2018  
Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	7887	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	81	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7887	81		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2191	23		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	8886	91	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 3926 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	8886	9400	No
$v_{FO} = v_F - v_R$	8795	9400	No
$v_R$	91	2100	No
$v_{3 \text{ or } 34} = v_{av}$	2480 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } 34} > 2700 \text{ pc/h?}$		No	
Is $v_{3 \text{ or } 34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	3926	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 36.9 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence E

----- Speed Estimation -----

Intermediate speed variable,	D = 0.241	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.3	mph
Space mean speed for all vehicles,	S = 62.8	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj AM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Park & Ride  
Jurisdiction:  
Analysis Year: 2018  
Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11637	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	415	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11637	415		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3233	115		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	13111	468	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 5980 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	13111	9400	Yes
$v_{FO} = v_F - v_R$	12643	9400	Yes
$v_R$	468	2100	No
$v_{3 \text{ or } av34}$	3565 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 7711$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	7711	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 72.7 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.275	
Space mean speed in ramp influence area,	S <sub>R</sub> = 58.7	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.2	mph
Space mean speed for all vehicles,	S = 61.1	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp AM Peak Hour  
 Freeway/Dir of Travel: SB - I-95  
 Junction: Park & Ride  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8312	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	415	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	8312		415			vph
Peak-hour factor, PHF	0.90		0.90			
Peak 15-min volume, v15	2309		115			v
Trucks and buses	2		2			%
Recreational vehicles	2		2			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9365	468	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.260 Using Equation 0  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 2781 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{Fi}$	9365	9400	No
$v = v_{FO} - v_R$	8897	9400	No
$v_R$	468	4100	No
$v_{3 \text{ or } av34}$	3292 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 3965$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	3965	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 28.3 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	D = 0.275	
Space mean speed in ramp influence area,	S <sub>R</sub> = 58.7	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.4	mph
Space mean speed for all vehicles,	S = 62.1	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Existing PM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Park & Ride  
Jurisdiction:  
Analysis Year: 2008  
Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	10426	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	24	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	10426	24		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2896	7		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	11747	27	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

v = v + (v - v) P = 5137 pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
v = v	11747	9400	Yes
Fi F			
v = v - v	11720	9400	Yes
FO F R			
v	27	2100	No
R			
v v	3305 pc/h	(Equation 25-15 or 25-16)	
3 or av34			
Is v v > 2700 pc/h?		Yes	
3 or av34			
Is v v > 1.5 v /2		No	
3 or av34 12			
If yes, v = 6347		(Equation 25-18)	
12A			

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
v	6347	4600	No
12A			

----- Level of Service Determination (if not F) -----

Density, D = 4.252 + 0.0086 v - 0.009 L = 59.8 pc/mi/ln

R 12 D

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.235	
	S	
Space mean speed in ramp influence area,	S = 59.6	mph
	R	
Space mean speed in outer lanes,	S = 65.9	mph
	0	
Space mean speed for all vehicles,	S = 62.0	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj PM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Park & Ride  
Jurisdiction:  
Analysis Year: 2013  
Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11405	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	59	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11405	59		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3168	16		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	12850	66	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5640$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	12850	9400	Yes
$v_{FO} = v_F - v_R$	12784	9400	Yes
$v_R$	66	2100	No
$v_{3 \text{ or } av34}$	3605 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 7450$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	7450	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 70.2$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.239	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.1	mph
Space mean speed for all vehicles,	S = 61.7	mph

Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut wo Proj w imp PM Peak Hour  
 Freeway/Dir of Travel: SB - I-95  
 Junction: Park & Ride  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8146	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	59	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	8146		59			vph
Peak-hour factor, PHF	0.90		0.90			
Peak 15-min volume, v15	2263		16			v
Trucks and buses	2		2			%
Recreational vehicles	2		2			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9178	66	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.260 Using Equation 0  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 2435 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	9178	9400	No
$v_{FO} = v_F - v_R$	9112	9400	No
$v_R$	66	4100	No
$v_{3 \text{ or } av34}$	3371 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 3778$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	3778	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 26.5 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence C

----- Speed Estimation -----

Intermediate speed variable,	D = 0.239	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.4	mph
Space mean speed for all vehicles,	S = 62.6	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj PM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Park & Ride  
Jurisdiction:  
Analysis Year: 2013  
Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11640	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	86	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11640	86		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3233	24		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	13114	97	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5772$  pc/h

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	13114	9400	Yes
$v_{FO} = v_F - v_R$	13017	9400	Yes
$v_R$	97	2100	No
$v_{3 \text{ or } 34} = v_{av}$	3671 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } 34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } 34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 7714$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	7714	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 72.7$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.242	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.4	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.2	mph
Space mean speed for all vehicles,	S = 61.7	mph

Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp PM Peak Hour  
 Freeway/Dir of Travel: SB - I-95  
 Junction: Park & Ride  
 Jurisdiction:  
 Analysis Year: 2013  
 Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8314	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	86	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8314	86		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2309	24		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9367	97	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.260 Using Equation 0  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 2507 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	9367	9400	No
$v_{FO} = v_F - v_R$	9270	9400	No
$v_R$	97	4100	No
$v_{3 \text{ or } av34}$	3430 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 3967$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	3967	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 28.3 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

Intermediate speed variable,	D = 0.242	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.4	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.4	mph
Space mean speed for all vehicles,	S = 62.5	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj PM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Park & Ride  
Jurisdiction:  
Analysis Year: 2018  
Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11617	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	59	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11617	59		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3227	16		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		



Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	13088	66	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)  
EQ  
P = 0.436 Using Equation 8  
FD  
 $v_{12} = v_R + (v_F - v_R) P = 5744 \text{ pc/h}$   
FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	13088	9400	Yes
$v_{FO} = v_F - v_R$	13022	9400	Yes
$v_R$	66	2100	No
$v_{3 \text{ or } av34}$	3672 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 7688$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	7688	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 72.5 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.239	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.2	mph
Space mean speed for all vehicles,	S = 61.7	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut wo Proj w imp PM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Park & Ride  
Jurisdiction:  
Analysis Year: 2018  
Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8298	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	59	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8298	59		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2305	16		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9349	66	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 4113$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{12}$	9349	9400	No
$v_{Fi} = v_F - v_{FO}$	9283	9400	No
$v_R$	66	2100	No
$v_{3 \text{ or } av34}$	2618 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} =$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12}$	4113	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 38.7$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence E

----- Speed Estimation -----

Intermediate speed variable,	D = 0.239	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.5	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.8	mph
Space mean speed for all vehicles,	S = 62.6	mph

Phone: Fax:  
E-mail:

-----Diverge Analysis-----

Analyst: DPA  
Agency/Co.:  
Date performed:  
Analysis time period: Fut w Proj PM Peak Hour  
Freeway/Dir of Travel: SB - I-95  
Junction: Park & Ride  
Jurisdiction:  
Analysis Year: 2018  
Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	11922	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	1		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	170	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane		ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	11922	170		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	3312	47		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	13432	192	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.436 Using Equation 8

FD

$v_{12} = v_R + (v_F - v_R) P = 5965 \text{ pc/h}$

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	13432	9400	Yes
$v_{FO} = v_F - v_R$	13240	9400	Yes
$v_R$	192	2100	No
$v_{3 \text{ or } av34}$	3733 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 8032$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	8032	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 75.7 \text{ pc/mi/ln}$

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.250	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 66.2	mph
Space mean speed for all vehicles,	S = 61.5	mph

Phone: Fax:  
 E-mail:

-----Diverge Analysis-----

Analyst: DPA  
 Agency/Co.:  
 Date performed:  
 Analysis time period: Fut w Proj w imp PM Peak Hour  
 Freeway/Dir of Travel: SB - I-95  
 Junction: Park & Ride  
 Jurisdiction:  
 Analysis Year: 2018  
 Description: SB I-95 to Park & Ride - #06221

-----Freeway Data-----

Type of analysis	Diverge		
Number of lanes in freeway	5		
Free-flow speed on freeway	65.0	mph	
Volume on freeway	8516	vph	

-----Off Ramp Data-----

Side of freeway	Left		
Number of lanes in ramp	2		
Free-Flow speed on ramp	50.0	mph	
Volume on ramp	170	vph	
Length of first accel/decel lane	500	ft	
Length of second accel/decel lane	500	ft	

-----Adjacent Ramp Data (if one exists)-----

Does adjacent ramp exist?	No		
Volume on adjacent ramp		vph	
Position of adjacent ramp			
Type of adjacent ramp			
Distance to adjacent ramp		ft	

-----Conversion to pc/h Under Base Conditions-----

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	8516	170		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	2366	47		v
Trucks and buses	2	2		%
Recreational vehicles	2	2		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.986	0.986	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	9595	192	pcph

----- Estimation of V12 Diverge Areas -----

L = (Equation 25-8 or 25-9)

EQ

P = 0.260 Using Equation 0

FD

$v_{12} = v_R + (v_F - v_R) P = 2637$  pc/h

12 R F R FD

----- Capacity Checks -----

	Actual	Maximum	LOS F?
$v = v_{Fi}$	9595	9400	Yes
$v = v_{FO} - v_{FR}$	9403	9400	Yes
$v_R$	192	4100	No
$v_{3 \text{ or } av34}$	3479 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		Yes	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 4195$		(Equation 25-18)	

----- Flow Entering Diverge Influence Area -----

	Actual	Max Desirable	Violation?
$v_{12A}$	4195	4600	No

----- Level of Service Determination (if not F) -----

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 30.4$  pc/mi/ln

Level of service for ramp-freeway junction areas of influence F

----- Speed Estimation -----

Intermediate speed variable,	D = 0.250	
Space mean speed in ramp influence area,	S <sub>R</sub> = 59.2	mph
Space mean speed in outer lanes,	S <sub>0</sub> = 65.5	mph
Space mean speed for all vehicles,	S = 62.3	mph

**21-2-C**  
**Riverbend DRI**  
**AM Peak Hour Analysis**



**TABLE 21.2.C-1  
Existing (2008) Traffic Conditions (weekday, one-way, AM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	Municipality	LOS STD	Volume (2008)	Service Volume	V/SV	Meets LOS STD?
	From	To									
Broward Boulevard	NW 27 Avenue	I-95	EB	3LD	State Principal	Ft Lauderdale	D	2,047	2,570	0.80	Yes
	I-95	Powerline Road	WB	3LD	SIS	Ft Lauderdale	D	1,234	2,570	0.48	Yes
			EB	3LD				2,856	2,570	1.11	No
NW / SW 27 Avenue	Powerline Road	US 1	WB	3LD	SIS	Ft Lauderdale	D	1,561	2,570	0.61	Yes
			EB	3LD				1,555	2,570	0.60	Yes
			WB	3LD				1,242	2,570	0.48	Yes
	NW 6 Street	Broward Blvd	NB	2LD	County Collector	Indian Reservation	D	592	1,620	0.37	Yes
			SB	2LD				443	1,620	0.27	Yes
			NB	2LD				515	1,620	0.32	Yes
Broward Blvd	Peters Road	SB	2LD	County Collector	Ft Lauderdale	D	348	1,620	0.21	Yes	
		SB	2LD								

Source: David Plummer and Associates, Inc.

**TABLE 21.2.C-2A**  
**Riverbend DRI**  
**AM Peak Hour of the Adjacent Street**  
**Proposed Uses - Segment I 2013**

Office Land Use 710 1,776,000		Retail Land Use 820 1,126,000		Residential Condominium Land Use 230 427		Hotel Land Use 310 250		TOTAL
Trips=1.12*1,000 SF+79,295		Ln(Trips)=0.660 Ln(1,000 SF)+3.403		Ln(Trips)=0.827 Ln(DU)+0.309		Trips=0.59*Rooms		
In	Out	In	Out	In	Out	In	Out	
1,649	225	408	261	28	137	85	55	<b>2,848</b> ITE Trip Generation (Gross)
1,649	225	82	52	21	103	4	3	Employee/Work Component
0	0	326	209	7	34	81	52	709 Non Work Component
								Transit Ridership Estimates <sup>1</sup>
-258	-35	-15	-10	-4	-2	-1	-1	15.6% Office (Employee/Visitor)
		-12	-8	0	-2	-5	-3	18.8% Retail (Employee)
								3.6% Retail (Shopper)
								20.0% Residential (Work-Base)
								5.8% Residential (Non Work-Base)
								23.4% Hotel (Employee)
								5.8% Hotel (Guest)
-258	-35	-27	-18	-5	-23	-6	-4	13.2% Total Public Transit Ridership <sup>1</sup>
1,391	190	381	243	23	114	79	51	2,473 SUB TOTAL TRIPS
<b>Unbalanced Internalization Demand</b>								
31%	431	23%	44	8	2%	8	3%	7
		2%	4	0	2%	0	0%	0
0%	0	2%	4	0	2%	2	2%	2
2%	28							2%
		12%	29	7	31%	7	53%	61
		9%	34	34	24	31%	24	27
		12%	29	24	27	0%	0	0
		9%	34	27	0%	0	0	0
		1%	0	0	0	0	0	1%
<b>Balanced Internalization Demand</b>								
-7	-8	-8	-7	0	0	-2	-1	
0	0	0	0	0	0	0	0	
-1	-2	-2	-1	-1	-1	-2	-1	
		-7	-7	-34	-24	-24	-27	
		-27	-24	0	0	0	0	
-8	-10	-69	-38	-7	-34	-26	-28	7.7% Internalization of Gross Trips
1,383	180	312	205	16	80	53	23	2,253 SUB-TOTAL EXTERNAL TRIPS
<b>Balanced Application of Transit Oriented Design Elements</b>								
138	18	31	21	2	7	5	2	Transit Enhancements
138	18	31	21	2	7	5	2	Riverbend Internal Shuttle
				0	-1	-1	0	(10% maximum of sub-total external trips - per element)
-2	-2	-5	-2	-5	-2	-2	-2	
-2	-4	-6	-2	-6	-4	-2	-2	
-7	-2	-2	-2	-7	-2	-2	-2	
-35	-30	-30	-35	-4	-14	-10	-4	6.74% TOD Adjustment (of gross trips)
-44	-36	-38	-42	-4	-14	-10	-4	2,061 EXTERNAL VEHICLE TRIPS
-41	-5			12	66	43	19	1.6% (of gross trips) - HOV Enhancements <sup>3</sup>
-48	-6	-11	-7	-1	-3			2.7% (of gross trips) - Non-HOV Carpooling <sup>4</sup>
-7	-1	-2	-1	0	0	0	0	0.5% Alternative Fuel Use
1,243	132	261	155	11	63	43	19	1,928 SUB-TOTAL EXTERNAL VEHICLE TRIPS
		-40	-40					2.8% Pass-by (of gross trips)
		-10	-10					0.7% Diverted Linked Trips (of gross trips)
<b>1,243</b>	<b>132</b>	<b>211</b>	<b>105</b>	<b>11</b>	<b>63</b>	<b>43</b>	<b>19</b>	<b>1,827 NET NEW EXTERNAL VEHICLE TRIPS</b>

<sup>1</sup> Based on information provided by FDOT Modal Development Office & Broward County Transit (see Appendix 21-4)  
<sup>2</sup> Based on literature regarding Transit Oriented Design Principles including the Riverbend Internal Shuttle; A maximum of 10% each has been set for Internal Shuttle & Transit Enhancements between land uses.  
<sup>3</sup> HOV Enhancements (Applied to External Office Trips Only)  
<sup>4</sup> Carpooling includes multiple occupant vehicles and increase in auto occupancy (excludes Hotel Trips)

**TABLE 21.2.C-2B**  
**AM Peak Hour of the Adjacent Street**  
**Riverbend DRI**  
**Proposed Uses - Grand Total of Buildout**

Office		Retail		Residential Condominium		Hotel		TOTAL	
Land Use 710 3,381,000		Land Use 820 1,126,000		Land Use 230 427		Land Use 310 550			
Trips= $1.121 \times 1,000 \text{ SF} \times 79.295$		$\text{Ln}(\text{Trips})=0.660 \text{ Ln}(1,000 \text{ SF})+3.403$		$\text{Ln}(\text{Trips})=0.827 \text{ Ln}(\text{DU})+0.309$		$\text{Trips}=0.59 \times \text{Rooms}$			
In	Out	In	Out	In	Out	In	Out		
88%	12%	61%	39%	17%	83%	61%	39%		
2,760	376	408	261	28	137	187	121	<b>4,278</b>	<b>ITE Trip Generation (Gross)</b>
2,760	376	82	52	21	103	9	6	3,409	Employee/Work Component
0	0	326	209	7	34	178	115	869	Non Work Component
								Transit Ridership Estimates <sup>1</sup>	
-518	-71	-16	-10	-5	-24	-2	-1	18.8% Office (Employee/Visitor)	
		-12	-8	0	-2		-7	20.0% Retail (Employee)	
								3.8% Retail (Shopper)	
								23.3% Residential (Work)	
								5.8% Residential (Non Work)	
								24.0% Hotel (Employee)	
								6.0% Hotel (Guest)	
-518	-71	-28	-18	-5	-26	-13	-8	16.1% Total Public Transit Ridership <sup>1</sup>	
2,242	305	380	243	23	111	174	113	3,591 SUB TOTAL	
<b>Unbalanced Internalization Demand</b>									
<b>Balanced Internalization Demand</b>									
-9	-11	-76	-43	-7	-34	-32	-36	5.8% Internalization of Gross Trips	
2,233	294	304	200	16	77	142	77	3,343 SUB-TOTAL EXTERNAL TRIPS	
<b>Balanced Application of Transit Oriented Design Elements</b>									
223	29	30	20	2	7	14	8	Transit Enhancements	
223	29	30	20	2	7	14	8	Riverbend Internal Shuttle	
				0	-1	-1	0	(10% maximum of sub-total external trips - per element)	
-8		-8	-14			-14	-8		
	-13	-6	-2	-2	-7		-13		
-7	-2	-24	-24						
	-43	-43							
-39	-58	-57	-40	-4	-14	-28	-16	5.98% TOD Adjustments (of gross trips)	
2,194	236	247	160	12	63	114	61	3,087 EXTERNAL VEHICLE TRIPS	
-67	-9							1.8% (of gross trips) - HOV Enhancements <sup>2</sup>	
-78	-10	-11	-7	-1	-3		0	2.6% (of gross trips) - Non-HOV Carpooling <sup>4</sup>	
-11	-1	-2	-1	0	0	-1	0	0.5% Alternative Fuel Use	
2,038	216	234	152	11	60	113	61	2,885 SUB-TOTAL EXTERNAL VEHICLE TRIPS	
		-37	-37					1.7% Pass-by (of gross trips)	
		-10	-10					0.5% Diverted Linked Trips (of gross trips)	
<b>2,038</b>	<b>216</b>	<b>187</b>	<b>105</b>	<b>11</b>	<b>60</b>	<b>113</b>	<b>61</b>	<b>2,791</b>	<b>AM PK HR NET NEW EXTERNAL VEHICLE</b>

<sup>1</sup> Based on information provided by FDOT Modal Development Office & Broward County Transit (see Appendix 21-4)  
<sup>2</sup> 10.0% Based on literature regarding Transit Oriented Design Principles including the Riverbend Internal Shuttle; A maximum of 10% each has been set for Internal Shuttle & Transit Enhancements between land uses.  
<sup>3</sup> 3.0% HOV Enhancements (Applied to External Office Trips Only)  
<sup>4</sup> 3.5% Carpooling includes multiple occupant vehicles and increase in auto occupancy (excludes Hotel Trips)

**TABLE 21.2.C-3A**  
**Future (2013) Traffic Conditions without Project - (weekday, one-way, AM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	Municipality	LOS STD	Volume (2013)	Service Volume	V/SV	Meets LOS STD?
	From	To									
Broward Boulevard	NW 27 Avenue	I-95	EB	3LD	State Principal	Ft Lauderdale	D	2,232	2,570	0.87	Yes
	I-95	Powerline Road	WB	3LD	Arterial	Ft Lauderdale	D	1,252	2,570	0.49	Yes
	Powerline Road	US 1	WB	3LD	SIS	Ft Lauderdale	D	3,216	2,570	1.25	No
NW / SW 27 Avenue	Powerline Road	US 1	WB	3LD	SIS	Ft Lauderdale	D	1,652	2,570	0.64	Yes
			WB	3LD	SIS	Ft Lauderdale	D	1,570	2,570	0.61	Yes
	NW 6 Street	Broward Blvd	NB	2LD	County	Indian Reservation	D	1,550	2,570	0.60	Yes
	Broward Blvd	Peters Road	SB	2LD	County Collector	Indian Reservation	D	590	1,620	0.36	Yes
			NB	2LD	County	Ft Lauderdale	D	501	1,620	0.31	Yes
			SB	2LD	Collector	Ft Lauderdale	D	553	1,620	0.34	Yes
								363	1,620	0.22	Yes

Source: David Plummer and Associates, Inc.

**TABLE 21.2.C-3B**  
**Future (2018) Traffic Conditions without Project - (weekday, one-way, AM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	Municipality	LOS STD	Volume (2018)	Service Volume	V/SV	Meets LOS STD?
	From	To									
Broward Boulevard	NW 27 Avenue	I-95	EB	3LD	State Principal	Ft Lauderdale	D	2,138	2,570	0.83	Yes
	I-95	Powerline Road	WB	3LD	Arterial	Ft Lauderdale	D	1,195	2,570	0.47	Yes
	Powerline Road	US 1	WB	3LD	SIS	Ft Lauderdale	D	3,229	2,570	1.26	No
NW / SW 27 Avenue	Powerline Road	US 1	EB	3LD	SIS	Ft Lauderdale	D	1,659	2,570	0.65	Yes
			WB	3LD	SIS	Ft Lauderdale	D	1,577	2,570	0.61	Yes
	NW 6 Street	Broward Blvd	NB	2LD	County	Indian Reservation	D	1,555	2,570	0.61	Yes
	Broward Blvd	Peters Road	SB	2LD	County Collector	Indian Reservation	D	562	1,620	0.35	Yes
			NB	2LD	County	Ft Lauderdale	D	480	1,620	0.30	Yes
			SB	2LD	Collector	Ft Lauderdale	D	529	1,620	0.33	Yes
								347	1,620	0.21	Yes

Source: David Plummer and Associates, Inc.

**TABLE 21.2.C-4A  
Buildout (2013) Project Traffic Assignment (weekday, one-way, AM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic	
	From	To						Project Traffic	% Consumption < 5% of SV?
Broward Boulevard	NW 27 Avenue	I-95	EB	3LD	State Principal	D	2,570	400	15.6%
	I-95	Powerline Road	WB	3LD	Arterial	D	2,570	87	3.4%
	Powerline Road	US 1	EB	3LD	SIS	D	2,570	37	1.4%
NW / SW 27 Avenue	Powerline Road	US 1	WB	3LD	SIS	D	2,570	177	6.9%
			EB	3LD	SIS	D	2,570	17	0.7%
	NW 6 Street	Broward Blvd	WB	3LD	County Collector	D	2,570	80	3.1%
			NB	2LD	County Collector	D	1,620	58	3.6%
			SB	2LD	County Collector	D	1,620	273	16.9%
Broward Blvd	Peters Road	NB	2LD	County Collector	D	1,620	218	13.5%	
			SB	2LD	County Collector	D	1,620	58	3.6%

Source: David Plummer and Associates, Inc.

**TABLE 21.2.C-4B  
Buildout (2018) Project Traffic Assignment (weekday, one-way, AM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic	
	From	To						Project Traffic	% Consumption < 5% of SV?
Broward Boulevard	NW 27 Avenue	I-95	EB	3LD	State Principal	D	2,570	370	14.4%
	I-95	Powerline Road	WB	3LD	Arterial	D	2,570	74	2.9%
	Powerline Road	US 1	EB	3LD	SIS	D	2,570	51	2.0%
NW / SW 27 Avenue	Powerline Road	US 1	WB	3LD	SIS	D	2,570	273	10.6%
			EB	3LD	SIS	D	2,570	22	0.9%
	NW 6 Street	Broward Blvd	WB	3LD	County Collector	D	2,570	115	4.5%
			NB	2LD	County Collector	D	1,620	66	4.1%
			SB	2LD	County Collector	D	1,620	329	20.3%
Broward Blvd	Peters Road	NB	2LD	County Collector	D	1,620	270	16.7%	
			SB	2LD	County Collector	D	1,620	64	4.0%

Source: David Plummer and Associates, Inc.

**TABLE 21.2.C-5A  
Future (2013) Traffic Conditions with Project at Buildout - (weekday, one-way, AM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	Municipality	Volume (2013)	LOS STD	Service Volume	V/SV	% Consumption	< 5% SV?	Meets LOS STD?
	From	To											
Broward Boulevard	NW 27 Avenue	I-95	EB	3LD	State Principal Arterial	Ft Lauderdale	2,632	D	2,570	1.02	15.6%	No	No
	I-95	Powerline Road	WB	3LD	SIS	Ft Lauderdale	1,339	D	2,570	0.52	3.4%	Yes	Yes
	Powerline Road	US 1	WB	3LD	SIS	Ft Lauderdale	3,253	D	2,570	1.27	1.4%	Yes	No
NW / SW 27 Avenue	Powerline Road	US 1	EB	3LD	SIS	Ft Lauderdale	1,587	D	2,570	0.62	0.7%	Yes	Yes
			WB	3LD	SIS	Ft Lauderdale	1,630	D	2,570	0.63	3.1%	Yes	Yes
	NW 6 Street	Broward Blvd	NB	2LD	County	Indian Reservation	648	D	1,620	0.40	3.6%	Yes	Yes
	Broward Blvd	Peters Road	SB	2LD	Collector	Reservation	774	D	1,620	0.48	16.9%	No	Yes
	Broward Blvd	Peters Road	NB	2LD	County	Ft Lauderdale	771	D	1,620	0.48	13.5%	No	Yes
			SB	2LD	Collector	Ft Lauderdale	421	D	1,620	0.26	3.6%	Yes	Yes

Source: David Plummer and Associates, Inc.

**TABLE 21.2.C-5B  
Future (2018) Traffic Conditions with Project at Buildout - (weekday, one-way, AM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	Municipality	Volume (2018)	LOS STD	Service Volume	V/SV	% Consumption	< 5% SV?	Meets LOS STD?
	From	To											
Broward Boulevard	NW 27 Avenue	I-95	EB	3LD	State Principal Arterial	Ft Lauderdale	2,508	D	2,570	0.98	14.4%	No	Yes
	I-95	Powerline Road	WB	3LD	SIS	Ft Lauderdale	1,269	D	2,570	0.49	2.9%	Yes	Yes
	Powerline Road	US 1	WB	3LD	SIS	Ft Lauderdale	3,280	D	2,570	1.28	2.0%	Yes	No
NW / SW 27 Avenue	Powerline Road	US 1	EB	3LD	SIS	Ft Lauderdale	1,932	D	2,570	0.75	10.6%	No	Yes
			WB	3LD	SIS	Ft Lauderdale	1,599	D	2,570	0.62	0.9%	Yes	Yes
	NW 6 Street	Broward Blvd	NB	2LD	County	Indian Reservation	1,670	D	2,570	0.65	4.5%	Yes	Yes
	Broward Blvd	Peters Road	SB	2LD	Collector	Reservation	628	D	1,620	0.39	4.1%	Yes	Yes
	Broward Blvd	Peters Road	NB	2LD	County	Ft Lauderdale	809	D	1,620	0.50	20.3%	No	Yes
			SB	2LD	Collector	Ft Lauderdale	799	D	1,620	0.49	16.7%	No	Yes
			SB	2LD	Collector	Ft Lauderdale	411	D	1,620	0.25	4.0%	Yes	Yes

Source: David Plummer and Associates, Inc.

TABLE 21.2-C6  
Intersection & Ramp LOS AM Peak Hour

Intersection / Ramp	2008 Existing	2013				2018			
		Future w/o Project	Future w/o Project w/ Imp.	Future w/ Project	Future w/ Project w/ Imp.	Future w/o Project	Future w/o Project w/ Imp.	Future w/ Project	Future w/ Project w/ Imp.
Broward Blvd / NW 27 Ave	D	D	D	E	D	D	D	E	D
Broward Blvd / NW 25 Ter	E [1]	E [1]	C	F [1]	C	E [1]	C	F [1]	D
Broward Blvd / NW 24 Ave	C	C	-	C	-	C	-	C	-
Broward Blvd / NW 22 Ave	F [1]	F [1]	[2]	F [1]	[2]	F [1]	[2]	F [1]	[2]
I-95 SB On Ramp	C	D	C	D	C	C	C	D	C
I-95 NB On Ramp	F	F	B	F	B	F	B	F	B
I-95 SB Off Ramp	E	F	D	F	[3]	F	D	F	[3]
I-95 NB Off Ramp	F	F	E	F	E	F	E	F	E
Park-n-Ride NB On Ramp	F	F	D	F	D	F	D	F	D
Park-n-Ride SB On Ramp	F	F	D	F	D	F	D	F	D
Park-n-Ride NB Off Ramp	F	F	B	F	B	F	B	F	B
Park-n-Ride SB Off Ramp	F	F	C	F	C	F	E	F	D

[1] Minor Approach LOS

[2] Intersection will remain unsignalized.

[3] Lane geometry beyond capabilities of software; Recommended improvements provided in Appendix 21-2.

**Appendix 21-3**  
**Committed & Planned Transportation**  
**Projects**



**Appendix 21-3-A**  
**Committed Transportation Projects**

**Table 21-2  
Committed Improvements**

TIP Number	Page	Facility Name	Limits/Location	Description	Construction Year
FPN 406094-4		Florida Turnpike	Peters Rd to Sunrise Blvd	Add NB Lanes and Reconstruct	2009
FPN 406095-1		Florida Turnpike	H.E.F.T. (SR 821) to N of Johnson St	Add Lanes and Reconstruct	2011
FPN 406097-1		Florida Turnpike	Sunrise Blvd to Atlantic Blvd	Add SB Lanes and Reconstruct	2010
FPN 406097-4		Florida Turnpike	Sunrise Blvd to Atlantic Blvd	Add NB Lanes and Reconstruct	2009
FPN 406150-1		Florida Turnpike	I-595/Tpke Ramps & Turnpike Mainline	Add Lanes and Reconstruct	2010
52	76	Florida Turnpike	Griffin Rd to Sunrise Blvd	Add 2L (8LD)	Prior
357	78	Hiatus Rd	Sunrise Blvd to Oakland Prk Blvd	New (4LD)	Prior
779	84	NW 49 Ave	Oakland Park Blvd to NW 26 St	Add 2L (4LD)	Prior
209	90	Sunrise Blvd	Pine Island Rd to Hiatus Rd	Add 2L (6LD)	Prior
504	96	East/West Connector Shuttle	West Central Broward to Downtown	New transit service	Underway
1118	99	SE/SW 2nd Street	Between NW 6 Avenue and US-1	Transit improvements	Underway
1122	99	Beach Transit Shuttle	Downtown/Beach Shuttle Routes	New shuttle service	Underway
1137	100	Sistrunk Blvd	Sistrunk Blvd	Urban Corridor Improvement	Underway
1369	102	Downtown Transit Circulator	City of Fort Lauderdale	Community/Regional transit link	Underway
1373	34	Florida Turnpike	Sunrise Blvd to Atlantic Blvd	Add 2L (8LD)	2007-2008
1421	103	Transit Regional Network	Regional	Transit centers/Infrastructure	Underway
1280	115	TCRA Feeder Bus	Districtwide	Urban Corridor Improvements /Feeder Bus	2008-2011
271	52	Pine Island Rd	I-595 to Nova Dr	Add 2L (6LD)	2010-2011
918	58	SR-7	.6 M S of Griffin Rd to .3 M S of Griffin Rd	Add 2L, reconstruct 4L (6LD)	2007-2008
1023	71	Bailey Rd	SR-7 to NW 64 Ave	Add 2L (4L)	Prior
206	83	NW 21 Ave	NW 19 St to Oakland Park Blvd	Add 1L (3LD)	Prior
154	85	Pine Island Rd	Oakland Park Blvd to Commercial Blvd	Add 2L (6LD)	Prior
813	86	Ravenswood Rd	Griffin Rd to Stirling Rd	Add 2L (4LD)	Prior

Sources:

Broward County Transportation Improvement Program (TIP), Major Highway Improvement Projects (2007-2012)

Florida's Turnpike Enterprise Tentative Five-Year Work Program Overview (11/06/07)

**Turnpike Enterprise Tentative Work Program**

FPN	406094-4							
DESCRIPTION	WIDEN NB OF TURNPIKE FROM PETERS ROAD TO SR 838 (SUNRISE BLVD)							
WORKMIX	ADD LANES AND RECONSTRUCT							
	CST	\$41,223,186	\$0	\$0	\$0	\$0	\$0	\$0
FPN	406095-1							
DESCRIPTION	WIDEN TURNPIKE FROM H.E.F.T. (SR821) TO N OF JOHNSON ST (6 TO 8 LANES)							
WORKMIX	ADD LANES AND RECONSTRUCT							
	CST	\$0	\$0	\$51,963,576	\$0	\$0	\$0	\$0
	ENV	\$0	\$0	\$2,472,456	\$0	\$0	\$0	\$0
	RRU	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0
FPN	406097-1							
DESCRIPTION	WIDEN TURNPIKE (SB) FROM N OF SUNRISE BLVD (SR838) TO N OF ATLANTIC BLVD							
WORKMIX	ADD LANES AND RECONSTRUCT							
	INC	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0
FPN	406097-4							
DESCRIPTION	WIDEN TURNPIKE MAINLINE (NB) FROM SUNRISE BLVD TO ATLANTIC BLVD							
WORKMIX	ADD LANES AND RECONSTRUCT							
	INC	\$1,165,000	\$0	\$0	\$0	\$0	\$0	\$0
FPN	406099-1							
DESCRIPTION	HOLLYWOOD BLVD (SR 820) / TURNPIKE INTERCHANGE MODIFICATION (MP 49)							
WORKMIX	INTERCHANGE (MAJOR)							
	ADM	\$0	\$0	\$250,000	\$500,000	\$500,000	\$500,000	\$0
	CST	\$0	\$0	\$73,421,983	\$0	\$0	\$0	\$0
FPN	406103-1							
DESCRIPTION	SUNRISE BLVD (SR 838) / TURNPIKE INTERCHANGE MODIFICATION (MP 58)							
WORKMIX	INTERCHANGE (NEW)							
	CST	\$0	\$0	\$0	\$0	\$0	\$34,416,850	\$0
	PE	\$3,939,319	\$0	\$0	\$0	\$0	\$0	\$0
	ROW	\$0	\$0	\$11,510,924	\$0	\$0	\$0	\$0
	RRU	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0
FPN	406150-1							
DESCRIPTION	WIDEN TURNPIKE FROM ATLANTIC BLVD (SR 814) TO SAWGRASS EXPRESSWAY (SR 869)							
WORKMIX	ADD LANES AND RECONSTRUCT							
	CST	\$0	\$0	\$0	\$133,471,785	\$0	\$0	\$0
	ENV	\$0	\$0	\$0	\$1,590,908	\$0	\$0	\$0
	RRU	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0
FPN	406150-4							
DESCRIPTION	DYNAMIC MESSAGE SIGNING OF TPK FROM ATLANTIC BLVD TO SAWGRASS (MP 66-71)							
WORKMIX	ITS COMMUNICATION SYSTEM							
	CST	\$0	\$0	\$0	\$953,824	\$0	\$0	\$0
FPN	417547-1							
DESCRIPTION	MIRAMAR TOLL PLAZA DEDICATED LANES MP 47 ON H.E.F.T (SR821)							
WORKMIX	TOLL PLAZA							
	CST	\$0	\$0	\$13,312,917	\$0	\$0	\$0	\$0
	INC	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0
FPN	419333-1							
DESCRIPTION	CANAL PROTECTION ON SAWGRASS EXPRESSWAY (SR869) MP 8-21							
WORKMIX	GUARDRAIL							
	CST	\$3,065,232	\$0	\$0	\$0	\$0	\$0	\$0
FPN	419602-1							
DESCRIPTION	RESURFACE HEFT(SR821) IN BROWARD, MP39.6-44.2NB AND SB, AND 46.5-47.7 NB AND SB							
WORKMIX	RESURFACING							
	CST	\$0	\$9,033,977	\$0	\$0	\$0	\$0	\$0
	PE	\$801,000	\$0	\$0	\$0	\$0	\$0	\$0
FPN	420809-3							
DESCRIPTION	I-595 PUBLIC-PRIVATE PARTNERSHIP (I-595/TURNPIKE RAMPS & TURNPIKE MAINLINE)							
WORKMIX	ADD LANES AND RECONSTRUCT							
	CST	\$0	\$15,634,238	\$0	\$0	\$0	\$142,298,306	\$0
FPN	423201-1							
DESCRIPTION	RESURFACE BROWARD COUNTY MP 47- MP 50							
WORKMIX	RESURFACING							
	DSB	\$4,870,457	\$0	\$0	\$0	\$0	\$0	\$0
<b>Broward County Total</b>		<b>\$55,064,194</b>	<b>\$26,668,215</b>	<b>\$155,931,836</b>	<b>\$138,516,517</b>	<b>\$179,215,156</b>		

Draft as of 11/06/07

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							Prior	07-08	08-09	09-10	10-11		11-12
1334	FRANK MCDONOUGH PARK	36 STREET TO TENNIS CENTER		\$130	SE	CST		\$130					CITY OF LIGHTHOUSE POINT - 2005 MPO ENHANCEMENT #9 BC2405
4203361	MPO District 2	CONSTRUCT BIKE PATH/TRAIL											
1372	FTPDK	GRIFFIN ROAD TO SUNRISE BLVD (NB)		\$21,808	FTPDK	CST		\$21,808					
4060944		ADD 2L (8LD)											
1090	FTPDK	N OF JOHNSON STREET TO GRIFFIN ROAD		\$75,000	PKY1	CST		\$74,000					TOWN OF DAVIE, SEMINOLE INDIAN RESERVATION, & CITY OF HOLLYWOOD
4060954	MPO District 4	ADD 2L (8LD)			PKY1	RRU		\$1,000					
1373	FTPDK	SUNRISE BLVD TO ATLANTIC BLVD		\$51,236	FTPDK	CST		\$51,236					
4060974		ADD 2L(8LD)											
863	FTPDK	@ SUNRISE BLVD		\$13,870	FTPDK	PE		\$3,939		\$9,931			CITY OF LAUDERHILL LRTP #183
4061031	MPO District 3	INTERCHANGE MODIFICATION - ACCESS IMPROVEMENT			FTPDK	ROW							
1199	FTPDK	SAWGRASS EXPRESSWAY TO BROWARD/PALM BEACH C/L		\$8,445	FTPDK	PDE		\$2,000					CITY OF DEERFIELD BEACH
4159271	MPO District 1	ADD 2L (8LD)			FTPDK	PE		\$45		\$6,400			
1374	FTPDK	GRIFFIN ROAD TO ATLANTIC BLVD		\$1,101	FTPDK	DSB				\$1,101			
4171212		ITS SURVEILLANCE SYSTEM											

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							Prior	07-08	08-09	09-10	10-11	
933	OAKLAND PARK BLVD	I-95 TO E OF BAYVIEW DRIVE	3.2	\$6,614	DDR	CST	\$704					CITY OF OAKLAND PARK AND FORT LAUDERDALE
4137951	MPO District 3	RESURFACING			DDR	RRU	\$10					
					DIH	CST	\$120					
					DS	CST	\$4,133	\$235				
					DS	INC						
					HSP	CST	\$1,412					
946	OAKLAND PARK BLVD	SR 7 TO E OF NW 31 AVE	2.7	\$3,741	DDR	CST	\$3,441					CITY OF LAUDERDALE LAKES & OAKLAND PARK
4138861	MPO District 3	RESURFACING			DDR	RRU	\$75					
					DIH	CST	\$75					
					HSP	CST	\$150					
266	PEMBROKE ROAD	SW 136 AVENUE TO SW 160 AVENUE	2.1	\$14,200	CIGP	CST	\$4,500					THIS PROJECT IS PARTIALLY FUNDED - TOTAL COST - \$21,000,000. LOCAL FUNDS INCLUDE BC,
4117521	MPO District 5	NEW (4LD)			LF	CST	\$9,700					
1393	PINE AVENUE	I-1A TO EL MAR STREETSCAPE		\$130	MUN	CST	\$130					LAUDERDALE BY THE SEA
		LANDSCAPING										
271	PINE ISLAND ROAD	I-965 TO NOVA DRIVE	2.7	\$6,715	BC	CST				\$5,804		TOWN OF DAVIE LRTP #42
		ADD 2L (BLD)			BC	PE		\$911				
1457	PINES BLVD	WEST OF 208 AVENUE TO EAST OF 196 AVENUE	1.6	\$2,607	DDR	CST						CITY OF PEMBROKE PINES
4216571	MPO District 5	RESURFACING			DIH	CST	\$150					
					DIH	PE						
1458	PINES BLVD	FLAMINGO ROAD TO DOUGLAS ROAD	3.1	\$6,606	DDR	CST						CITY OF PEMBROKE PINES
4216581	MPO District 5	RESURFACING			DIH	CST	\$25					
					DIH	PE						

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							Prior	07-08	08-09	09-10	10-11	
15	SR 7	N OF HALLANDALE BOH BLVD TO N OF FILLMORE STREET	1.9	\$141,914	BNDS DDR	ROW	\$1,024	\$5,000				CITY OF HALLANDALE BEACH AND HOLLYWOOD LRTP #29
2277741	MPO District 4	ADD 2L, RECONSTRUCT 4L (6LD)			DDR DIH DIH DS LF SU TRIP	CST ROW CST ROW CST ROW CST	\$550	\$11,000	\$10,000	\$14,034	\$383	
					XU XU XU	CST ROW RRU	\$142	\$193	\$7,294	\$543		
							\$757	\$16,617	\$2,333	\$2,333		
							\$13,230			\$10,778		
							\$7,854	\$13,230		\$10,778		
							\$7,854					
									\$3,400			
128	SR 7	N OF FILLMORE STREET TO S OF STIRLING RD	2.1	\$6,300	XU	ROW			\$300	\$6,000		CITY OF HOLLYWOOD LRTP #29
2277751	MPO District 4	ADD 2L, RECONSTRUCT 4L (6LD)										
918	SR 7	0.6 MI S OF GRIFFIN ROAD TO 0.3 MI S OF GRIFFIN ROAD	0.3	\$1,335	DIH XA XA	CST CST RRU	\$43	\$1,242				LRTP #29
2277761	MPO District 4	ADD 2L, RECONSTRUCT 4L (6LD)					\$50					
919	SR 7	S OF STIRLING RD TO 0.6 MILES S OF GRIFFIN ROAD	0.6	\$15,963	DDR	LAR		\$15,963				LRTP #29 - PROJECT IS COMPLETED
2277762	MPO District 4	ADD 2L, RECONSTRUCT 4L (6LD)										
164	SR 7	@ SHERIDAN STREET	0.2	\$1,635	HSP	CST		\$1,635				CITY OF HOLLYWOOD - EXTEND TURN LANES, INSTALL TRAFFIC SEPARATOR, ETC
4065151	MPO District 4	SAFETY PROJECT										
816	SR 7	@ JOHNSON STREET	0.001	\$1,538	HSP HSP	CST RRU		\$1,478				CITY OF HOLLYWOOD - INTERSECTION IMPROVEMENTS
4091381	MPO District 4	SAFETY PROJECT						\$60				

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							Prior	07-08	08-09	09-10	10-11	
964	ATLANTIC BLVD	W OF NW 27 AVENUE TO CSX RR	1	\$4,049	DDR DIH HSP LF	CST CST CST CST	\$2,742 \$36 \$1,155 \$116					CITY OF POMPANO BEACH - EXTEND TURN LANES, REBUILD SIGNALS AND MARKINGS  UNDERWAY
4035771	MPO District 2	RESURFACING										
971	ATLANTIC BLVD	RR CROSSING #628177-F		\$423	DDR	RRU	\$423					CITY OF POMPANO BEACH  UNDERWAY
4142741	MPO District 2	RESURFACING										
1023	BAILEY ROAD	SR 7 TO NW 64 AVENUE		\$7,000	BC	CST	\$7,000					UNINCORPORATED, NORTH LAUDERDALE, AND TAMARAC  UNDERWAY
922	MPO District 1	UNIVERSITY DRIVE TO SR 7		\$175	LF SE SE	CST CST PE	\$44 \$121 \$10					CITY OF PLANTATION - 2002 MPO ENHANCEMENT #7 BC1702  UNDERWAY
2281232	MPO District 3	LANDSCAPING										
215	BROWARD COUNTY	COUNTYWIDE TRAFFIC OPERATIONS		\$2,050	CM	CST	\$2,050					PROJECT STATUS IS PENDING  UNDERWAY
2279321		BOX FOR MISCELLANEOUS CONSTRUCTION										
285	BROWARD COUNTY	TRAFFIC ENG DIV TRAFFIC OPERATIONS CENTER		\$553	XU	CST	\$553					UNDERWAY
2280561		TRAFFIC SIGNAL SYSTEM										
220	BROWARD COUNTY	ATMS DESIGN GROUP 1		\$13,091	CM	CST	\$13,091					UNDERWAY
2280891		TRAFFIC CONTROL DEVICES										UNDERWAY

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						Prior	07-08	08-09	09-10	10-11		11-12
1127	FEC CORRIDOR	STUDY		\$2,010	CM PE	\$2,010						
4170311		PASSENGER RAIL ON THE FEC										UNDERWAY
472	FLAMINGO ROAD (OLD)	HEFT TO HONEY HILL ROAD	1	\$1,800	DEV CST	\$1,800						CITY OF MIRAMAR
		ADD 2L, RECONSTRUCT 2L (4LD)										UNDERWAY
52	MPO District 5											
4060941	FTPK	GRIFFIN ROAD TO SUNRISE BLVD	5	\$3,300	PKY1 INC PKY1 PE	\$1,800 \$1,500						TOWN OF DAVIE, UNINC. AND CITY OF PLANTATION LRTP #30
		ADD 2L (8LD)										UNDERWAY
1044	FTPK	GRIFFIN ROAD TO SUNRISE BLVD		\$1,796	FTPK CST	\$1,796						UNDERWAY
4060942		LANDSCAPING										
1056	MPO District 3											
4060973	FTPK	N OF SUNRISE BLVD TO N OF ATLANTIC BLVD		\$1,118	FTPK CST	\$1,118						UNDERWAY
		LANDSCAPING										
1200	FTPK	BROWARD COUNTY CAMERA PROJECT		\$2,011	FTPK DSB	\$2,011						UNDERWAY
4171211		ITS SURVEILLANCE SYSTEM										UNDERWAY
1201	FTPK	POMPANO TOLL CENTER (TMC BUILDING)		\$9,677	FTPK CAP FTPK CST	\$904 \$8,773						CITY OF POMPANO BEACH
4171281	MPO District 2	CONSTRUCT/EXPAND ADMINISTRATION FACILITY										UNDERWAY



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							Prior	07-08	08-09	09-10	10-11		11-12
357 4097141	HIATUS ROAD MPO District 3	SUNRISE BLVD TO OAKLAND PARK BLVD NEW (4LD)	3.4	\$16,000	CIGP LF	CST CST	\$5,600 \$10,400						CITY OF PLANTATION AND SUNRISE - BROWARD TO SUNRISE IS COMPLETED, LF FROM BROWARD UNDERWAY
385 2282451	HILLSBORO BLVD MPO District 2	E OF US 1 TO SR A1A RESURFACING	1	\$2,021	LF	CST	\$2,021						CITY OF DEERFIELD BEACH - ADD LEFT TURN LANE, SIGNALS, DRAINAGE, ETC. UNDERWAY
970 4142731	HILLSBORO BLVD MPO District 2	RR CROSSING #628167-A RESURFACING		\$423	DDR	RRU	\$423						CITY OF DEERFIELD BEACH UNDERWAY
259 4075071	HOLLYWOOD BLVD MPO District 4	BRIDGE #660230, 226, AND 228 OVER ICWW BRIDGE REPAIR/REHABILITATION	0.4	\$330	BRRP	INC	\$330						CITY OF HOLLYWOOD UNDERWAY
991 2317261	I-595 MPO District 5	138 AVENUE I-75 TO W OF PINE ISLAND ROAD RESURFACING	9	\$11,552	IMAC LF	CST CST	\$11,479 \$73						ADD LEFT TURN LANE, 2- 4' MEDIAN SHOULDERS, 5' MAST ARMS UNDERWAY
1132 4132821	I-595 MPO District 3	WB I-595 TO WB SR 84 NEW WB SLIP RAMP E OF WESTON RD		\$6,891	NHAC	CST	\$6,891						UNDERWAY
999 4155511	I-595 MPO District 4	@ US-1596 TERMINUS ITS - INTER-MODAL ACCESS		\$292	SS	CST	\$292						UNDERWAY

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							Prior	07-08	08-09	09-10	10-11		11-12
248	NE 38 STREET/NE 12 AVENUE	NE 13 AVENUE TO DIXIE HWY/OAKLAND PK BLVD TO NE 38 ST	0.5	\$266	SE	CST	\$266						CITY OF OAKLAND PARK
4047631	MPO District 3	LANDSCAPING, SIDEWALKS, AND OTHER ENHANCEMENTS											UNDERWAY
839	NOB HILL RD	COMMERCIAL BLVD TO WESTWOOD DRIVE	0.01	\$203	SE	CST	\$203						CITY OF TAMARAC - 2001 MPO ENHANCEMENT #2 BC1100
4118941		LANDSCAPING											UNDERWAY
1130	MPO District 1												
	NW 2 ST	@ FEC RR CROSSING #272554D		\$89	SP	CST	\$89						CITY OF FORT LAUDERDALE
4183631		RAIL CROSSING IMPROVEMENTS											UNDERWAY
208	MPO District 3												
	NW 21 AVENUE	NW 19 STREET TO OAKLAND PARK BLVD	1	\$2,990	BC	CST	\$2,990						CITY OF OAKLAND PARK AND UNINCORPORATED BROWARD
		ADD 1L (3L)											UNDERWAY
1255	MPO District 3												
	NW 21 STREET	CITYWIDE	0.4	\$328	MUN	CST	\$328						CITY OF LAUDERDALE LAKES
		REGRADE AND PEDESTRIAN IMPROVEMENTS											UNDERWAY
1340	MPO District 3												
	NW 38 STREET	@ CSX CROSSING #628198A		\$272	RHP	RRU	\$272						CITY OF OAKLAND PARK
4204721		RAIL CROSSING IMPROVEMENTS											UNDERWAY
	MPO District 3												
1131	NW 4 ST	@ FEC RR CROSSING #272553W		\$85	SP	CST	\$85						CITY OF FORT LAUDERDALE
4183641		RAIL CROSSING IMPROVEMENTS											UNDERWAY
	MPO District 3												

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							Prior	07-08	08-09	09-10	10-11		11-12
779	NW 48 AVENUE MPO District 3	OAKLAND PARK BLVD TO NW 26 STREET ADD 2L (4LD) AND SIDEWALK IMPROVEMENTS	0.4	\$1,559	MUN	CST	\$1,559						CITY OF LAUDERDALE LAKES - FUNDED BY PMC, FDOT, CITY AND BC. ONGOING LAP W/ CITY \$139,145 FY 01/02 UNDERWAY
245	NW 50 AVENUE MPO District 2	SAMPLE ROAD TO NW 40 STREET NEW (2L)	0.3	\$250	DEV	CST	\$250						CITY OF COCONUT CREEK TO COORDINATE WITH LYONS CREEK PLAT UNDERWAY
783	NW 71 PLACE MPO District 2	NW 51 TERRACE TO LYONS ROAD NEW (2L)	0.5	\$150	DEV	CST	\$150						CITY OF COCONUT CREEK TO COORDINATE WITH HIDDEN LAKES & PINETREE ESTATES UNDERWAY
151 2307271	NW 74 AVENUE MPO District 3	BRIDGE #968029 OVER PLANTATION CANAL REPLACE LOW LEVEL BRIDGE	0.02	\$857	BZAC	CST	\$857						CITY OF PLANTATION UNDERWAY
1103	NW 76 AVENUE IMPROVEMENTS MPO District 3	NW 4 STREET TO NW 5 STREET SIDEWALKS AND ROADWAY		\$250	MUN	PE		\$250					CITY OF PLANTATION UNDERWAY
1424 4218661	OAKLAND PARK BLVD MPO District 3	@ POWERLINE ROAD INTERSECTION IMPROVEMENT		\$250	LF TRIP	ROW ROW	\$125 \$125						CITY OF WILTON MANORS AND OAKLAND PARK UNDERWAY
159 4087341	PEMBROKE ROAD MPO District 4	@ S 30 STREET DRAINAGE IMPROVEMENTS		\$1,150	DDR	MSC	\$1,150						CITY OF PEMBROKE PARK UNDERWAY

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					SRC	SRC	Prior	07-08	08-09	09-10	10-11		11-12
832 4114391	PEMBROKE ROAD MPO District 5	E OF UNIVERSITY DRIVE TO SW 62 AVENUE RESURFACING	2.1	\$4,596	DDOR DIH	CST CST	\$4,483 \$113						CITY OF MIRAMAR, PEMBROKE PINES AND HOLLYWOOD  UNDERWAY
154 4087131	PINE ISLAND ROAD MPO District 3	OAKLAND PARK BLVD TO COMMERCIAL BLVD ADD 2L (6LD)	1.7	\$9,536	CIGP LF	CST CST	\$3,338 \$6,198						SUNRISE - LF FROM BROWARD COUNTY  UNDERWAY
273 4080461	PINES BLVD MPO District 5	@ FLAMINGO ROAD GRADE SEPARATION - PD&E STUDY		\$550	DS XU	PDE PDE	\$50 \$500						CITY OF PEMBROKE PINES LRTP #96A  UNDERWAY
853 4122041	PINES BLVD MPO District 5	SW 136 AVENUE TO HIATUS ROAD SAFETY PROJECT	2	\$5,000	ACSA ACSS	LAR LAR	\$500 \$4,500						CITY OF PEMBROKE PINES  UNDERWAY
1099	PLANTATION MDTOWN PHASE I ROADWAY IMPROVEMENTS MPO District 3	AMERICAN EXPRESS WAY BETWEEN CLEARY BLVD AND PINE ISLAND RD DRAINAGE, ON-STREET PKG, LIGHTING	1	\$2,864	MUN	CST	\$2,864						CITY OF PLANTATION BOND FUND - ALSO INCLUDES STREET FURNITURE  UNDERWAY
28	PLANTATION, CITY OF MPO District 3	CITYWIDE RESURFACING	3	\$1,000	MUN	CST	\$1,000						CITY OF PLANTATION - GAS TAX  UNDERWAY
449	PLANTATION, CITY OF MPO District 3	RPL & OR COMP MISSING LINKS W/IN SIDEWALK SYSTEM	2	\$35	MUN	CST	\$35						CITY OF PLANTATION - COMPREHENSIVE PLAN PRIORITY PATH SYSTEM  UNDERWAY

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							Prior	07-08	08-09	09-10	10-11		11-12
972	POWERLINE ROAD	@ RR CROSSING #628187-L		\$423	DDR	RRU	\$423						CITY OF OAKLAND PARK
4142751	MPO District 3	RESURFACING											UNDERWAY
813	RAVENSWOOD ROAD	GRIFFIN ROAD TO STIRLING ROAD ADD 2L (4LD)	1	\$5,900	BC	CST	\$5,900						CITY OF DANIA BEACH AND UNINCORPORATED BROWARD- PROJECT STATUS IS PENDING
840	MPO District 4												UNDERWAY
4118951	RED ROAD	FTPK TO FLAMINGO ROAD		\$425	SE	CST	\$425						CITY OF MIRAMAR - 2001 MPO ENHANCEMENT #3 BC1200
1400	MPO District 5	LANDSCAPING											UNDERWAY
5	RIVERSIDE DRIVE	ROYAL PALM BLVD TO SAMPLE ROAD		\$53	MUN	CST	\$53						CITY OF CORAL SPRINGS
2280731	MPO District 1	CONSTRUCT SIDEWALKS											UNDERWAY
976	SAMPLE ROAD	NW 5 TERRACE TO W OF US-1	2.1	\$300	XA	INC	\$300						UNINCORPORATED BROWARD
4142791	MPO District 2	RESURFACING											UNDERWAY
1062	SAMPLE ROAD	@ RR CROSSING #628168-G		\$457	DDR	RRU	\$457						UNINCORPORATED
4061471	MPO District 2	RESURFACING											UNDERWAY
1062	SAWGRASS EXPRESSWAY	ATLANTIC BLVD TO CORAL RIDGE DRIVE		\$41,939	FTPK FTPK	DSB ENV	\$41,870 \$269						CITY OF CORAL SPRINGS
4061471	MPO District 1	ADD 2L(6LD)											UNDERWAY

**BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM**  
**5-Year Listing of Federal, State, County and Local Roadway**

TIP # / IS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST (\$000)	FUND SRC	PHASE	FISCAL YEAR USE BY FUND TYPE (\$000)					COMMENTS	
							Prior	07-08	08-09	09-10	10-11		11-12
209	SUNRISE BLVD MPO District 3	PINE ISLAND ROAD TO HIATUS ROAD ADD 2L (6LD)	1.9	\$8,808	BC	CST	\$8,808						CITY OF PLANTATION
214	SUNRISE BLVD MPO District 3	I-95 TO GATEWAY LANDSCAPING	2.1	\$500	SE	CST	\$500						UNDERWAY CITY OF FORT LAUDERDALE
276	SW 10 STREET MPO District 3	NATURA BLVD TO SW 3 AVENUE MISCELLANEOUS CONSTRUCTION		\$265	SE	CST	\$265						UNDERWAY CITY OF DEERFIELD BEACH
1117	SW 100 AVENUE (PALM AVENUE) MPO District 2	STIRLING ROAD TO GRIFFIN ROAD ADD 2L (4LD)		\$7,315	BC	CST	\$7,315						UNDERWAY CITY OF COOPER CITY
188	SW 11 WAY MPO District 5	SW 10 STREET TO S OF SW 15 STREET ADD 2L (4LD)	0.7	\$1,200	MUN	CST	\$1,200						UNDERWAY CITY OF DEERFIELD BEACH
252	US 1 MPO District 2	DRAINAGE JPA W/ DANIA BEACH DRAINAGE IMPROVEMENTS	4.1	\$250	DDR	CST	\$250						UNDERWAY CITY OF DANIA BEACH
4074061	US 1 MPO District 4	YOUNG CIRCLE SOUTH TO YOUNG CIRCLE NORTH RESURFACING	0.2	\$1,297	DS	LAR	\$1,297						UNDERWAY CITY OF HOLLYWOOD
4137931	MPO District 4												UNDERWAY

**BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM**  
**5-Year Listing of Federal, State, County and Local Roadway**

TIP #/ IS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST (\$000)	FUND SRC	PHASE	FISCAL YEAR USE BY FUND TYPE (\$000)					COMMENTS	
							Prior	07-08	08-09	09-10	10-11		11-12
486	HOLLYWOOD BLVD	INTERMODAL FACILITY		\$1,150	DS	CST	\$1,150						CITY OF HOLLYWOOD
2368531		CONSTRUCT/EXPAND TERMINAL FACILITY*											
409	MPO District 4 TRANSIT BRIDGE	GOLDEN GLADES INTERCHANGE TO I-595		\$750	CM	OPS	\$750						UNDERWAY
4074812		PRELIMINARY ENGINEERING PHASE											
509	POMPANO BEACH NEIGHBORHOOD TRANSIT HUB	TRANSIT MOBILITY CENTER		\$1,000	XU	CAP	\$1,000						UNDERWAY
4083671		PLAN. DESIGN, PROP ACQUISITION, AND CONSTRUCTION											CITY OF POMPANO BEACH - PROJECT IS UNDERWAY: FY 01/02 \$900,000 - DS, \$900,000 - LF, \$235,000 - CM & FY
504	MPO District 2 EASTWEST CONNECTOR SHUTTLE	MID-SIZE ALTERNATIVE FUEL SERVICE CONNECTING W/CENTRAL BROWARD TO DOWNTOWN		\$500	CM	OPS	\$500						UNDERWAY
4111861		NEW TRANSIT SERVICE											
505	CLEAN AIR COOPERATIVE	LINKING AIRPORT, SEAPORT, BEACHES, DOWNTOWN, AND TRI-RAIL		\$2,000	CM	OPS	\$2,000						UNDERWAY
4111871		MULTI-MODAL CONNECTOR											CITY FORT LAUDERDALE
515	FERRY BOAT COMMUTER SERVICE	MULTI-MODAL TRANSFER SERVICE		\$2,000	CM	OPS CAP	\$1,500 \$500						UNDERWAY
4111881		WATER BUS SERVICE AND OPERATION											
519	MPO District 3 BCT: CAPITAL ASSISTANCE	COUNTY-WIDE		\$1,500	CM	CAP	\$1,500						UNDERWAY
4111851		BUS REPLACEMENT (5 BUSES)											UNDERWAY

**BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM**  
 5-Year Listing of Federal, State, County and Local Roadway

TIP # / IS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST (\$000)	FUND SRC	PHASE	FISCAL YEAR USE BY FUND TYPE (\$000)					COMMENTS	
							Prior	07-08	08-09	09-10	10-11		11-12
1118	SE/SW 2 STREET	BETWEEN NW 6 AVENUE AND US 1		\$4,300	FTA	CAP	\$4,300						CITY OF FORT LAUDERDALE
4168051	MPO District 3	TRANSIT/PEDESTRIAN ACCESS IMPROVEMENTS											UNDERWAY
1119	SISTRUNK BLVD/ 6 STREET	NW 21 AVENUE AND NW 6 AVENUE TO US 1		\$3,000	FTA	CAP	\$3,000						CITY OF FORT LAUDERDALE
4168061	MPO District 3	TRANSIT AMENITIES IMPROVEMENTS											UNDERWAY
1122	BEACH TRANSIT SHUTTLE	DOWNTOWN/BEACH SHUTTLE ROUTES		\$1,875	FTA	CAP	\$1,875						CITY OF FORT LAUDERDALE
4168151	MPO District 3												UNDERWAY
1275	BROWARD COUNTY	RAVENSWOOD TRANSIT CENTER		\$115	DS	CAP	\$115						CITY OF DANIA BEACH
4172661	MPO District 4	ACCESS IMPROVEMENT											UNDERWAY
1268	BCT	TRANSIT IMPROVEMENT		\$60	DS LF	CAP CAP	\$30 \$30						UNDERWAY
4178741		IMPROVE BUS FACILITY											UNDERWAY
1269	HALLANDALE, CITY OF	PUBLIC TRANSPORTATION SHELTER		\$160	DS LF	CAP CAP	\$80 \$80						CITY OF HALLANDALE
4178791	MPO District 4	BUS SHELTERS ON US 1											UNDERWAY
1271	LAUDERHILL, CITY OF	TRANSIT IMPROVEMENT		\$24	DS LF	CAP CAP	\$12 \$12						CITY OF LAUDERHILL
4178821	MPO District 3	VIDEO CAMERAS AND ID BADGES											UNDERWAY



**BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM**  
**5-Year Listing of Federal, State, County and Local Roadway**

TIP # / IS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST (\$000)	FUND SRC	PHASE	FISCAL YEAR USE BY FUND TYPE (\$000)					COMMENTS	
							Prior	07-08	08-09	09-10	10-11		11-12
1272	MIRAMAR, CITY OF	TRANSIT SERVICE DEMONSTRATION		\$216	DS LF	OPS OPS	\$108 \$108						CITY OF MIRAMAR
4178831	MPO District 5	NEW BUS ROUTE											UNDERWAY
1136	MIRAMAR BUS SHELTER ENHANCEMENTS	CITY OF MIRAMAR ENHANCEMENTS		\$495	FTA	CAP	\$495						CITY OF MIRAMAR - MASS TRANSIT FY 2004/05 \$99,000 - FTA
4188841	MPO District 5	TRANSIT SHELTER ENHANCEMENTS											UNDERWAY
1137	SISTRUNK BLVD	TRANSIT ACCESS AND PED IMPROVEMENTS, LANDSCAPE, SIDEWALK WIDENING W/ ACCESS TO TRANSIT FACILITIES URBAN CORRIDOR IMPROVEMENTS		\$992	FTA	CAP	\$992						CITY OF FORT LAUDERDALE - MASS TRANSIT
4188861	MPO District 3												UNDERWAY
1138	SOUTHWEST BROWARD COUNTY BUS FACILITY	SOUTHWEST BROWARD COUNTY PURCHASE OF VEHICLES/EQUIPMENT		\$990	FTA	CAP	\$990						MASS TRANSIT - FY 2004/05 FTA \$1,190,000
4188871	MPO District 5												UNDERWAY
1135	BROWARD COUNTY	BUS PURCHASE - SECTION 5309		\$1,104	FTA	CAP	\$1,104						MASS TRANSIT - FTA IN FY 2004/05 \$496,000
4189231		PURCHASE VEHICLES/EQUIPMENT											UNDERWAY
1288	BROWARD COUNTY BUS PURCHASE/CONSTRUCT FACILITIES	PURCHASE OF VEHICLES/EQUIPMENT		\$381	FTA	CAP	\$381						UNDERWAY
4189232													UNDERWAY
1289	BROWARD COUNTY BUSES AND BUS FACILITIES	PURCHASE OF VEHICLES/EQUIPMENT		\$1,237	FTA	CAP	\$1,237						UNDERWAY
4189233													UNDERWAY

**BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM**  
**5-Year Listing of Federal, State, County and Local Roadway**

TIP # / IS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST (\$000)	FUND PHASE		FISCAL YEAR USE BY FUND TYPE (\$000)					COMMENTS		
					SRC	SRC	Prior	07-08	08-09	09-10	10-11		11-12	
1344	SFRTA	WEEKEND BUS SERVICE TRI-RAIL - PORT EVERGLADES		\$360	DS	OPS		\$360						
4204511	MPO District 4	OPERATING/ADMIN. ASSISTANCE												
1345	MIRAMAR, CITY OF	BUS BENCHES STOPS AMENITIES		\$162	DS LF	OPS OPS		\$81 \$81						UNDERWAY
4204861	MPO District 5	OPERATING FOR FIXED ROUTE												
1347	COCONUT CREEK	BUS SHELTER CONSTRUCTION		\$50	DS LF	CAP CAP		\$25 \$25						UNDERWAY
4204901	MPO District 2	TRANSIT IMPROVEMENT												
1349	BROWARD MALL - PLANTATION			\$143	DS	CAP		\$143						UNDERWAY
4211821	MPO District 3	PARK AND RIDE LOTS												
1350	TRI-RAIL LOT - POMPANO BEACH			\$175	DS	CAP		\$175						UNDERWAY
4211831	MPO District 2	PARK AND RIDE LOTS												
1369	DOWNTOWN TRANSIT CIRCULATOR	TRANSIT LINK BETWEEN COMMUNITY AND REGIONAL BASE TRANSIT NETWORK		\$750	DS LF	CAP PE		\$150 \$600						CITY OF FORT LAUDERDALE - TOTAL COST OF PROJECT IS \$1,600,000
4213901	MPO District 3													UNDERWAY
1420	US 1			\$1,980	LF TRIP	CAP CAP		\$990 \$990						UNDERWAY
4218631		IMPLEMENT LIMITED TRANSIT SERVICE												UNDERWAY

**BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM**  
**5-Year Listing of Federal, State, County and Local Roadway**

TIP # / IS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST (\$000)	FUND SRC	PHASE SRC	FISCAL YEAR USE BY FUND TYPE (\$000)						COMMENTS	
							Prior	07-08	08-09	09-10	10-11	11-12		
1421 4218651	TRANSIT REGIONAL NETWORK	TRANSIT CENTERS/INFRASTRUCTURE *		\$1,982	LF TRIP	CAP CAP	\$981 \$991							UNDERWAY
1422 4218661	TRANSIT REGIONAL NETWORK	BUS BAYS/STOPS		\$1,500	LF TRIP	CAP CAP	\$750 \$750							UNDERWAY
1423 4218671	SR 7 TRANSIT CENTER  MPO District 3	AT OAKLAND PARK BLVD  SITE DEVELOPMENT FOR TRANSIT CENTER		\$1,000	LF TRIP	CAP CAP	\$500 \$500							UNDERWAY
1418 4227761	MIRAMAR MULTI-SERVICE COMPLEX TRANSIT ELEMENTS	TRANSIT IMPROVEMENTS		\$3,753	FTA	CST	\$3,753							UNDERWAY

**BROWARD METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM**  
**5-Year Listing of Federal, State, County and Local Roadway**

TIP #/ IS#	PROJECT NAME MPO DISTRICT	DESCRIPTION OR LIMITS, AND TYPE OF WORK	LENGTH	TOTAL COST (\$000)	FUND SRC	PHASE	FISCAL YEAR USE BY FUND TYPE (\$000)						COMMENTS
							Prior	07-08	08-09	09-10	10-11	11-12	
1280	DISTRICTWIDE	TCRA FEEDER BUS		\$10,502	DS	OPS	\$1,917	\$1,917	\$1,667	\$1,667	\$1,667	\$1,667	
2346811		URBAN CORRIDOR IMPROVEMENTS											
1278	SFRC	CORRIDOR MAINTENANCE AND AMTRAK UTILITIES		\$45,931	DL DS	CAP CAP	\$500 \$6,014	\$264 \$6,963	\$7,611	\$500 \$7,916	\$500 \$8,801		
2367691		RAIL BRANCHLINE REHABILITATION											
487	TCRA	DISTRICTWIDE		\$214,785	DL DS	OPS OPS	\$3,045 \$9,432	\$1,546 \$11,308	\$2,504 \$10,483	\$768 \$12,609	\$1,786 \$11,982	\$500 \$13,277	50% STATE MATCH & 50% COUNTY MATCH PER INDIVIDUAL COUNTY INTERLOCAL AGREEMENT
2368161 2368201		OPERATING ASSISTANCE			FTA IMAC LF	OPS OPS OPS	\$4,148 \$4,000 \$12,477	\$4,462 \$4,000 \$12,852	\$5,275 \$4,000 \$13,377	\$6,001 \$4,000 \$13,778	\$6,241 \$4,000 \$14,329		
439	SFRC	DISTRICTWIDE		\$29,039	FTA	CST	\$3,418	\$3,521	\$5,500	\$5,800	\$5,800	\$5,800	OPERATIONAL SUPPORT PROJECTS
2368541		PLANNING AND PROGRAM SUPPORT											
440	SFRC	DISTRICTWIDE		\$6,240	FTA	CST	\$1,650	\$1,050	\$900	\$1,600	\$200	\$840	OPERATIONAL SUPPORT PROJECTS
2368551		ROLLING STOCK REHAB & PARTS											
441	SFRC	DISTRICTWIDE		\$5,350	FTA	CST	\$300	\$100	\$1,100	\$1,150	\$1,400	\$1,300	OPERATIONAL SUPPORT PROJECTS - COMPUTER & OFFICE EQUIPMENT & STATION REHAB
2368571		MISCELLANEOUS IMPROVEMENTS											
452	SFRC	BRIDGE #869928 OVER SOUTH FORK NEW RIVER	0.1	\$5,230	BNBR DIH EBBP XA	CST PE CST CST	\$200 \$4						COMPONENT OF DOUBLE TRACK CORRIDOR IMPROVEMENT PROJECT
4069191		BRIDGE REPAIR/REHABILITATION							\$4,906 \$120				

# **Appendix 21-3-B**

## **Planned Transportation Projects**

**Table 21-3  
Planned Roadway Improvements**

Project ID	Project Name	Project Alignment Limits	Length (mi)	Project Description	Cost (\$000)
3	LRT- FEC RR Transit Corridor & Crossing Improvements	From Miami-Dade County to Palm Beach County	24.15	Operating Subsidy: \$50,802	402,895
4	LRT- Central Broward East-West Transit Corridor	From Sawgrass Mills to Int'l Airport via Downtown	21.00	Operating Subsidy: \$30,826	600,000
5	BRT/Rapid Bus SR 7 Transit "Bridge"	Phase 1: Miami Dade to I-595 Phase 2: I-595 to Palm Beach County	25.50	Operating Subsidy: \$10,852	51,000
7	Rapid Bus- Oakland Park Boulevard	From Sawgrass Mills to downtown via US 1	18.03	Operating Subsidy: \$49,153	40,030
10	Rapid Bus- University Drive	From Miami-Dade County to Sample Road	21.02	Operating Subsidy: \$56,427	34,010
13	Express Bus- Cypress Creek / McNab Road	Sawgrass Mills - Tri-Rail - Downtown TC	18.74	Operating Subsidy: \$16,196	3,150
15	Express Bus- Powerline Road	From downtown Ft. Lauderdale to Palm Beach County	15.05	Operating Subsidy: \$26,556	4,410
18	Express Bus- Sunrise Boulevard	Sawgrass Mills to downtown Ft. Lauderdale	12.91	Operating Subsidy: \$43,220	4,410
1	APM- Automated People Mover	From FLL Airport to Port Everglades		(Project funded by Broward County Aviation Department)	1,150,000
2	LRT- Downtown Light Rail	Downtown Ft. Lauderdale: Andrews and 3rd Avenue		Operating Subsidy: \$30,986	51,042
4	Andrews Avenue	Davie Blvd to Sunrise Blvd	2.00	Corridor Improvement	1,000
52	McNab Rd / Commercial Blvd	Sawgrass Expressway to I-95	10.40	Corridor/Transit Improvement	10,000
63	NW 21 Ave	Oakland Park Blvd to Commercial Blvd	1.30	From 2 to 4 Lanes (4LD)	15,300
64	NW 21/23 Ave	Sunrise Blvd to Oakland Park Blvd	2.00	From 3 to 4 Lanes (4LD)	17,377
65	NW 31 Ave	Broward Blvd to Sistrunk Blvd	0.50	From 4 to 6 Lanes (6LD)	5,672
128	NW 55 Ave	S to N of Oakland Park Blvd	0.50	Align with Rock Island Rd	3,672
62	NW 7/9 Ave Connector	S of Sunrise Blvd to NW 6 St	1.40	New (4LD)	40,000
80	Prospect Rd	NW 31 Ave to Commercial Blvd	1.50	From 2 to 4 Lanes (4LD)	17,377
81	Ravenswood Rd	Griffin Rd to SW 36 St	1.00	From 2 to 4 Lanes (4LD)	11,825
82	Rock Island Rd	Commercial Blvd to McNab Rd	1.00	From 4 to 6 Lanes (6LD)	11,345
90	SE/NE 3 Ave	Davie Blvd to Sunrise Blvd	2.00	Corridor Improvement	1,000
115	SW 30 Ave	Griffin Rd to SW 45 St	0.30	From 2 to 4 Lanes (4LD)	3,475
132	Florida's Turnpike	At Oakland Park Blvd	0.20	New Interchange	18,600
136	Florida's Turnpike	At I-595	0.30	Interchange Modification	88,900
138	Florida's Turnpike	At Sunrise Blvd	0.10	Interchange Modification	28,000

Source: Broward County MPO 2030 Long Range Transportation Plan Update, July 2007

**Table 8-5: Cost Feasible Transit Projects**

Project Type	Service Improvement	Route Numbers	Total Operating Subsidy (2004\$ - \$000)	Total Capital Cost (1) (\$000)
Regular Transit Service				
Local Operations	Transportation trust funds used to subsidize local transit operations, 2010 to 2030		\$753,690	\$0
Regular Bus	Weekday 10 minute headways	1, 18, 36, and 72	\$5,171	\$7,800
Regular Bus	Weekday 15 minute headways	2, 14, 31, 40, 50, and 60	\$4,575	\$6,900
Regular Bus	Weekday 20 minute headways	7, 10, 11, 28, and 83	\$3,381	\$5,100
Regular Bus	Weekday 30 minute headways	3, 5, 9, 15, 20, 55, and 62	\$3,035	\$4,500
Regular Bus	Weekday 40 minute headways	57	\$184	\$300
Regular Bus	Saturday Headway Improvements	2, 9, 14, 15, 31, 50, and 55	\$624	\$0
Regular Bus	Sunday/Holiday Headway Improvements	6, 7, 9, 10, 11, 14, 15, 30, 40, 50, 55, 81, and 83	\$893	\$0
Regular Bus	Service Expansion	12 and 88	\$2,042	\$1,800
Regular Bus	Six New Routes	Galleria to Aventura (4), Atlantic (42), Margate to Sawgrass Mills (44), Hillsboro (89), Stirling (201), and Griffin (202)	\$6,545	\$7,200
TOTAL			\$780,140	\$33,600
				\$813,740

Project ID	Project Type	Project Name	Project Alignment Limits	Length (mi)	Total Operating Subsidy (2004\$ - in \$000)	Total Capital Cost (in \$000)
Premium Transit Service						
3	LRT <sup>(1)</sup>	FEC RR Transit Corridor and Crossing Improvements	From Miami-Dade County to Palm Beach County	24.15	\$50,802	\$402,895
4	LRT	Central Broward East-West Transit Corridor	From Sawgrass Mills to Int'l Airport via Downtown	21.00	\$30,826	\$600,000
5	BRT/Rapid Bus <sup>(2)</sup>	SR 7 Transit "Bridge"	Phase 1: Miami-Dade Co. to I-595; Phase 2: I-595 to Palm Beach Co.	25.50	\$10,852	\$51,000
7	Rapid Bus	Oakland Park Blvd	From Sawgrass Mills to Downtown via US 1	18.03	\$49,153	\$40,030
8	Rapid Bus	Pines/Hollywood Blvd	From SW 160th Ave to Young Circle	13.56	\$70,600	\$31,560
9	Rapid Bus	Sample Road	From Sawgrass Expwy. to Pompano Square Mall via Dixie Hwy	13.61	\$36,529	\$30,270
10	Rapid Bus	University Drive	From Miami-Dade County to Sample Road	21.02	\$56,427	\$34,010
11	Express Bus	Atlantic Blvd.	From Sawgrass Expwy. to Pompano TC at Dixie	10.94	\$10,755	\$1,890
13	Express Bus	Cypress Creek / McNab Road	Sawgrass Mills - Tri-Rail - Downtown TC	18.74	\$16,196	\$3,150
14	Express Bus	I-75	From Miami-Dade County to Sawgrass Mills	20.67	\$32,863	\$3,150

Project ID	Project Type	Project Name	Project Alignment Limits	Length (mi)	Total Operating Subsidy (2004\$ - in \$000)	Total Capital Cost (in \$000)
15	Express Bus	Powerline Road	From Downtown Ft. Laud. to Palm Beach Co.	15.05	\$26,556	\$4,410
16	Express Bus	Sawgrass Expressway	Sawgrass Mills to Boca Raton Tri-Rail Station	20.33	\$16,196	\$0
18	Express Bus	Sunrise Blvd	Sawgrass Mills to downtown Ft Lauderdale	12.91	\$43,220	\$4,410
20	Paratransit	Operations and Capital			\$285,500	\$0
21	Tri-Rail Operations	Contribution to Tri-Rail operations	Miami-Dade to Palm Beach County Lines		\$84,000	\$0
22	Construction	Build Neighborhood and Regional Transit Centers	At the Cities of Lauderhill, Coral Springs, Miramar, Hollywood, Pompano Beach and Davie (Educational Center)		\$0	\$8,150
Project Funded by Broward County Aviation Department						
1	Automated People Mover (APM)	Automated People Mover	From FLL Airport to Port Everglades		0	1,150,000
Project Funded by Fort Lauderdale Downtown Development Authority						
2	Light Rail Transit (LRT)	Downtown Light Rail	Downtown Ft. Lauderdale: Andrews and 3rd Ave		\$30,986	\$51,042
					\$851,462	\$2,415,967
<b>TOTAL</b>					<b>\$3,267,429</b>	
<b>GRAND TOTAL</b>					<b>\$4,081,169</b>	
<b>72 Projects</b>						

<sup>(1)</sup> Total capital cost is \$775 million, only 52% is funded. As an interim step toward implementation, express limited-stop transit service will be provided on US 1.

<sup>(2)</sup> The LRTP contains sufficient funds for this project to evolve from a Rapid Bus service in mixed-traffic to a BRT service with exclusive transit lanes

Transit Unit Costs

LRT capital cost per vehicle is \$2.6 million.

Rapid bus development cost is \$2.0 million per centerline mile. This includes right-of-way acquisition for stations, signing, traffic signal priority, and ITS station enhancements.

Express and Local Bus capital cost per vehicle is \$315,000.

Year of Implementation for Premium Transit Services

2006: State Road 7 Rapid Bus

2010: Oakland Park Rapid Bus and Sunrise Express Bus

2015: Central Broward East-West Transit Corridor, Pines/Hollywood Rapid Bus, and Powerline Express Bus

2020: FEC LRT, University Drive Rapid Bus, Cypress Creek/McNab Express Bus, and I-75 Express Bus

2025: Downtown FTL LRT, Atlantic Express Bus, Sample Road Rapid Bus, and Sawgrass Express Bus



**Table 8-6: Cost Feasible Highway Projects**

Project ID	Project Name	Segment	Length (mi)	Project Description	Cost (\$000)
<b>Highway System</b>					
1	Andrews Ave	Pompano Park Pl to Atlantic Blvd	0.4	New (4LD)	35,040
130	Andrews Ave	NW 18 St to Copans Rd	0.5	New (4LD)	19,500
4	Andrews Ave	Davie Blvd to Sunrise Blvd	2	Corridor Improvement	1,000
6	Atlantic Blvd	Cypress Rd to Federal Hwy (US1)	1.1	Restripe for 6LD	1,000
7	Atlantic Blvd	Sawgrass Exwy to Coral Springs Dr	1.9	From 4 to 6 lanes (6LD)	15,514
8	Bass Creek Rd	SW 172nd Ave to SW 148 Ave	2.3	From 2 to 4 lanes (4LD)	10,634
9	Bass Creek Rd	SW 148 Ave to Flamingo Rd	2	New 4 lanes	24,942
142	Bass Creek Rd	SW 184th Ave to SW 172nd Ave	1	New (4LD)	7,343
10	Blount Rd	Hammondville Rd to Sample Rd	1.8	From 2 to 4 lanes (4LD)	20,852
16	Coral Ridge Dr	Sample Rd to Sawgrass Exwy	2	From 4 to 6 lanes (6LD)	16,558
19	County Line Rd	Coral Ridge Dr to Hillsboro Blvd Ext	2.75	New (4LD)	20,193
24	Davie Rd	Nova Dr to I-95	0.5	From 4 to 6 lanes (6LD)	5,672
31	Griffin Rd	US 27 to Bonaventure Blvd	2.5	From 2 to 4 lanes (4LD)	12,084
30	Griffin Rd	I-75 to Flamingo Rd	2.7	From 4 to 6 lanes (6LD)	13,122
32	Hallandale Bch Blvd	SR 7 / US 441 to I-95	2.5	From 4 to 6 lanes (6LD)	28,361
37	Hiatus Rd	Sheridan Street to Stirling Rd	1	From 2 to 4 lanes (4LD)	8,209
41	Hollywood Blvd	I-95 to S Dixie Hwy	1.4	Restripe for 6LD	2,000
50	Lyons Rd	S of Coconut Creek Pkwy to Sample Rd	2.1	From 4 to 6 lanes (6LD)	23,824
52	McNab /Commercial Blvd	Sawgrass Exwy to I-95	10.4	Corridor/Transit Improve	10,000
56	Miramar Pkwy	Palm Ave to SR 7 / US 441	4.6	From 4 to 6 lanes (6LD)	44,822
57	N. Park Rd	Sheridan Street to Coolidge St	0.4	From 2 to 4 lanes (4LD)	4,634
58	NE 3rd Ave	Copans Rd to Sample Rd	1	From 2 to 4 lanes (4LD)	9,834
59	NE 3rd Ave	Sample Rd to NE 54th St	1.5	From 2 to 4 lanes (4LD)	12,023
17	Nob Hill Rd	N of Trails End to County Line Rd	1.63	New (4LD)	11,969
63	NW 21 Ave	Oakland Park Blvd to Commercial Blvd	1.3	From 2 to 4 lanes (4LD)	15,300
64	NW 21/23 Ave	Sunrise Blvd to Oakland Park Blvd	2	From 3 to 4 lanes (4LD)	17,377
65	NW 31st Ave	Broward Blvd to Sistrunk Blvd	0.5	From 4 to 6 lanes (6LD)	5,672
66	NW 31st Ave	McNab Rd to N of FL Turnpike	1.3	From 4 to 6 lanes (6LD)	14,748
128	NW 55th Ave	S to N of Oakland Park Blvd	0.5	Align w. Rock Island Rd	3,672
62	NW 7th/9th Ave Connector	S of Sunrise Blvd to NW 6th St	1.4	New (4LD)	40,000
73	Pembroke Rd	W of Turnpike to SR 7 / US 441	1.4	Restripe for 6LD	1,000
72	Pembroke Rd.	SW 200th Ave to US Hwy 27	1.5	New (4LD)	11,015
133	Pembroke Rd.	SW 184th Ave to SW 200th Ave	1	New (4LD)	7,342
134	Pembroke Rd.	SW 160th Ave to SW 184th Ave	1.9	New (4LD)	13,950
145	Pembroke Rd.	University Dr to Douglas Rd	1	From 4 to 6 lanes (6LD)	2,500
77	Pines Blvd	At Flaming Rd		New Interchange	10,000
76	Pines Blvd	Flamingo Rd to University Dr	3	From 6 to 8 lanes (8LD)	27,142
78	Pines Blvd	At University Dr		New Interchange	10,000
79	Powerline Rd	SW 10 St to PB County Line	1.6	From 4 to 6 lanes (6LD)	18,391
80	Prospect Rd	NW 31 Ave to Commercial Blvd	1.5	From 2 to 4 lanes (4LD)	17,377
81	Ravenswood Rd	Griffin Rd to SW 36 St	1	From 2 to 4 lanes (4LD)	11,825
82	Rock Island Road	Commercial Blvd to McNab Rd	1	From 4 to 6 lanes (6LD)	11,345
90	SE/NE 3 Ave	Davie Blvd to Sunrise Blvd	2	Corridor Improvement	1,000
92	Sheridan St	SW 160th Ave to SW 172nd Ave	1	From 4 to 6 lanes (6LD)	4,734
94	Sheridan St	US 27 to NW 196th Ave	1.4	From 2 to 4 lanes (4LD)	6,767
93	Sheridan St	SW 148th Ave to Douglas Rd	5	From 4 to 6 lanes (6LD)	33,496
91	Sheridan St	Dixie Hwy to US-1	0.4	From 4 to 6 lanes (6LD)	19,671

**Table 8-6: Cost Feasible Highway Projects**

Project ID	Project Name	Segment	Length (mi)	Project Description	Cost (\$000)
96	SR 7	N of Hollywood Blvd to S of Stirling Rd	2.4	From 4 to 6 lanes (6LD)	152,536
95	SR 7 / US 441	At Atlantic Blvd		Intersection Improve	10,000
102	SW 10th St	Powerline Rd to Military Trail	1.4	From 4 to 6 lanes	11,016
103	SW 136th Ave	E Palomino Dr to Griffin Rd	0.4	New (2LU)	3,414
105	SW 148th Ave	Bass Creek Rd to Miramar Pkwy	1	From 2 to 4 lanes (4LD)	14,435
108	SW 172 Ave	Pines Blvd to Sheridan Street	1.5	From 2 to 4 lanes (4LD)	7,251
109	SW 172 Ave	Pembroke Rd to Pines Blvd	1	From 3 to 4 lanes (4LD)	3,625
139	SW 172 Ave	Miramar Pkwy to SW 23 Street	0.6	Add one NB Lane	1,450
140	SW 172 Ave	Miramar Pkwy to Bass Creek Rd	0.6	From 2 to 4 lanes (4LD)	2,900
110	SW 184th Ave	4th Street to Sheridan Street	1.5	From 2 to 4 lanes (4LD)	3,899
135	SW 184th Ave	Sheridan Street to Griffin Rd	2.2	New (4LD)	16,155
144	SW 184th Ave	Pines Blvd to Bass Creek Rd	2.5	New 4 lanes	20,000
111	SW 196th Ave	Miramar Pkwy to Pines Blvd	2	New (4LD)	14,686
112	SW 196th Ave	S of Sheridan Street to Stirling Rd	1.1	From 2 to 4 lanes (4LD)	5,317
115	SW 30th Ave	Griffin Rd to SW 45th St	0.3	From 2 to 4 lanes (4LD)	3,475
121	Trails End	University Dr to County Line Rd	0.7	New (4LD)	5,140
123	University Dr	NW 40 St (Cardinal) to Holmberg Rd	2.2	From 4 to 6 lanes (6LD)	24,958
122	University Dr	Holmberg Rd to County Line Rd	1.5	From 2 to 6 lanes (6LD)	7,251
127	Wiles Rd	University Dr to Rock Island Rd	1.7	From 4 to 6 lanes (6LD)	19,286
131	SR A1A (Deerfield Bch)	NE 4th Street to SE 1st Street		Intersection Improve	11,600
<b>FIHS/Turnpike</b>					<b>0</b>
28	Florida's Turnpike	Sawgrass Expwy to PB County Line	1.9	From 6 to 8 lanes (8LD)	26,700
29	Florida's Turnpike	At Stirling Rd	0.2	New Interchange	60,000
132	Florida's Turnpike	At Oakland Park Boulevard	0.2	New Interchange	18,600
136	Florida's Turnpike	At I-595	0.3	Interchange Modification	88,900
141	Florida's Turnpike	At Sawgrass Interchange	0.2	Interchange Modification	35,000
147	Sawgrass Exwy	Sunrise Blvd to FTPK Main Line	22.1	Implement Open Road Tolling	30,000
138	Florida's Turnpike	At Sunrise Boulevard	0.1	Interchange Modification	28,000
35	County Line Rd (HEFT Ext)	FL. Turnpike to I-95	3.9	Feasibility Study	1,000
44	I-595	E. of I-75 to E. of State Road 7	10	Add 2 Reversible Lanes	84,100
44	I-595	I-75 to US-1	14	Causeway Improvements	151,800
44	I-595	I-75 to University Drive	7	Ramp Modifications & three cross-street overpasses	144,000
45	I-75	Miami-Dade County Line to I-595	12.3	Add Reversible Lanes	214,000
146	I-75	At Pines, Sheridan, and Griffin		3 Urban Interchanges	16,500
47	I-95	Sample Rd to PB County Line	3.7	From 8 to 10 lanes (AUX)	58,300
46	I-95	Commercial Blvd to Sample Rd	6.5	From 8 to 10 lanes (AUX)	131,500
148	I-95	Miami-Dade Co Line to Broward Blvd	9.5	Managed Lanes w BRT	75,675

**GRAND TOTAL**

**83 Projects**

**2,165,923**

# BROWARD COUNTY YEAR 2030 COST FEASIBLE HIGHWAY PLAN

## LEGEND

### CONSTRUCTION DATE

- Improvements to Take Place Between FY 08-09 and FY 12-13
- Improvements to Take Place Between FY 13-14 and FY 29-30

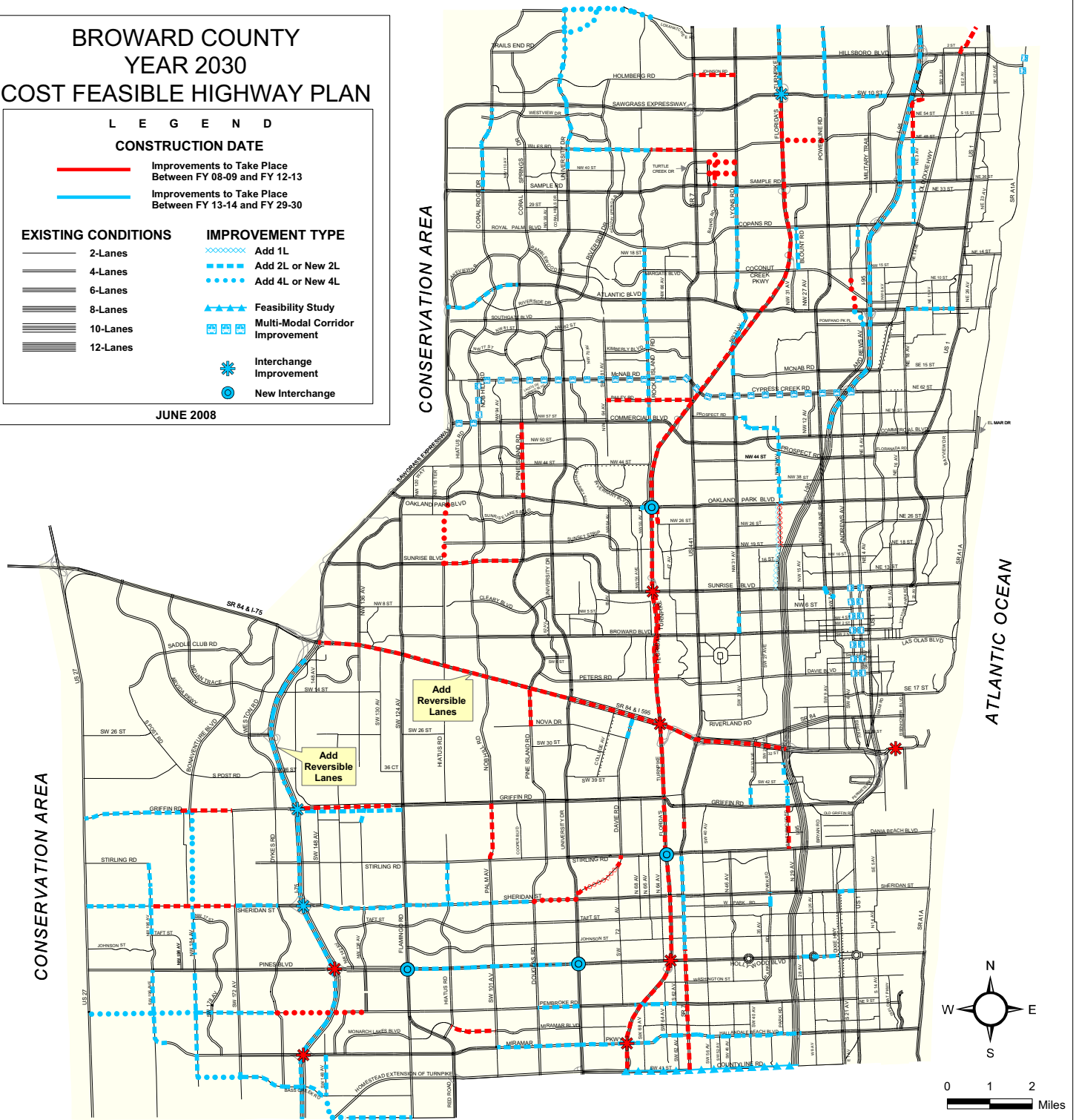
### EXISTING CONDITIONS

- 2-Lanes
- 4-Lanes
- 6-Lanes
- 8-Lanes
- 10-Lanes
- 12-Lanes

### IMPROVEMENT TYPE

- Add 1L
- Add 2L or New 2L
- Add 4L or New 4L
- Feasibility Study
- Multi-Modal Corridor Improvement
- Interchange Improvement
- New Interchange

JUNE 2008



Prepared by:  
BROWARD METROPOLITAN PLANNING ORGANIZATION  
(LCK - LRTP2030CostFeasibleHighway.mxd)



## Cost Feasible Highway Projects

Project ID	Project Name	Segment	Length (mi)	Project Description	Cost (\$000)
4	Andrews Ave	Davie Blvd to Sunrise Blvd	2.0	Corridor Improvement	1,000
52	McNab/Commercial Blvd	Sawgrass Expressway to I-95	10.4	Corridor/ Transit Improvement	10,000
63	NW 21 Ave	Oakland Park Blvd to Commercial Blvd	1.3	From 2 to 4 Lanes (4LD)	15,300
64	NW 21 Ave/ NW 23 Ave	Sunrise Blvd to Oakland Park Blvd	2.0	From 3 to 4 Lanes (4LD)	17,377
65	NW 31 Ave	Broward Blvd to Sistrunk Blvd	0.5	From 4 to 6 Lanes (6LD)	5,672
128	NW 55 Ave	S to N of Oakland Park Blvd	1.4	Align with Rock Island Road	3,672
62	NW 7 Ave/NW 9 Ave Connector	S of Sunrise Blvd to NW 6 St	1.4	New (4LD)	40,000
80	Prospect Road	NW 31 Ave to Commercial Blvd	1.5	From 2 to 4 Lanes (4LD)	17,377
81	Ravenswood Rd	Griffin Rd to SW 36 St	1.0	From 2 to 4 Lanes (4LD)	11,825
82	Rock Island Rd	Commercial Blvd to Mc Nab Rd	1.0	From 4 to 6 Lanes (6LD)	11,345
90	SE/NE 3 Ave	Davie Blvd to Sunrise Blvd	2.0	Corridor Improvement	1,000
115	SW 30 Ave	Griffin Rd to SW 45 St	0.3	From 2 to 4 Lanes (4LD)	3,475
132	Florida's Turnpike	At Oakland Park Blvd	0.2	New Interchange	60,000
136	Florida's Turnpike	At I-595	0.3	Interchange Modification	88,900
138	Florida's Turnpike	At Sawgrass Interchange	0.1	Interchange Modification	28,000

Source:

Broward County MPO 2020 Long Range Transportation Plan Update, July 2007

# **Appendix 21-4**

## **Components for Alternative Modes of Travel**

## Application of Transit Enhancements, TOD Design Features & Transit Service

The Riverbend project will be a Transit Oriented Development (TOD) which has been described in the TDM Encyclopedia (Victoria Transport Policy Institute, 2008) as:

*Transit Oriented Development (TOD) refers to residential and Commercial Centers designed to maximize access by Transit and Nonmotorized transportation, and with other features to Encourage Transit Ridership. A TOD neighborhood has a center with a rail or bus station, surrounded by relatively high-density development, with progressively lower-density spreading outwards. For example, the neighborhood center may have a transit station and a few multi-story commercial and residential buildings surrounded by several blocks of townhouses and small-lot single-family residential and larger-lot single-family housing farther away. TOD neighborhoods typically have a diameter of one-quarter to one-half mile (stations spaced half to 1 mile apart), which represents pedestrian scale distances. It includes these design features (Morris, 1996):*

- *The neighborhood is designed for Cycling and Walking, with adequate facilities and attractive street conditions.*
- *Streets have good Connectivity and Traffic Calming features to control vehicle traffic speeds.*
- *Mixed-use development that includes shops, schools and other public services, and a variety of housing types and prices, within each neighborhood.*
- *Parking Management to reduce the amount of land devoted to parking compared with conventional development, and to take advantage of the parking cost savings associated with reduced automobile use.*

In order to establish the transit mode split for the Riverbend project, one must consider the uniqueness of both excellent location for ultimate transit service (Broward Boulevard just west of I-95) and the proposed mix of land uses. The Fort Lauderdale Tri-Rail Station is currently located on the south side of Broward Boulevard west of I-95, adjacent to the southeast quadrant of the Riverbend project site. There is a Park-n-Ride lot for this station on the north side of Broward Boulevard where there are plans to integrate this parcel (including the parking) into the Riverbend project. The project which is to be constructed in a single phase over 10 years will be built in two segments; the first is scheduled for completion in 2013 and the second in 2018. The second segment consists of a FDOT land lease where these transit locations will be incorporated into the site including the relocation of the Tri-Rail station to the north side of Broward Boulevard within the project site.

### Transit Modal Split

Riverbend is a mixed-use development which will include transit-oriented development (TOD) design principles in a location that will become the regional transportation hub of Broward County. At buildout, the Riverbend DRI will include 3,381,000 square feet of office, 427 residential units, 1,146,000 square feet of retail uses (includes 20,000 sf which is ancillary to the transit platform) and 550 hotel rooms. The gross trips estimated to be generated by this project for the first segment are provided in **Table 21.4.1 - Segment I 2013 PM Peak Hour Gross Trip Generation**. Retail is the highest generator, followed by office with the residential and hotel combined generating only 7% of the trips (see **Table 21.4.2 - Segment I 2013 % Total Gross Trip Ends PM Peak Hour**). For full build-out, the gross trips are provided in **Table 21.4.3 - Full Build-Out 2018 PM Peak Hour Gross Trip Generation**. Office is the highest generator, followed by retail and the combined residential and hotel remain at 7% (see **Table 21.4.4 - Full Build-Out 2018 % Total Gross Trip Ends PM Peak Hour**).

**Table 21.4.1  
SEGMENT I 2013  
PM PEAK HOUR GROSS TRIP GENERATION**

<b>Office</b> Land Use 710 1,776,000 <i>Trips=1.121*1,000 SF+79.295</i>		<b>Retail</b> Land Use 820 1,126,000 <i>Ln(Trips)=0.660 Ln(1,000 SF)+3.403</i>		<b>Condominium</b> Land Use 230 427 <i>Ln(Trips)=0.827 Ln(DU)+0.309</i>		<b>Hotel</b> Land Use 310 250 <i>Trips=0.59*Rooms</i>		<b>TOTAL</b>
<b>In</b> 352	<b>Out</b> 1,716	<b>In</b> 1,485	<b>Out</b> 1,609	<b>In</b> 132	<b>Out</b> 65	<b>In</b> 78	<b>Out</b> 70	<b>5,507</b>
Total= 2,068		Total= 3,094		Total= 197		Total= 148		5,507
37.55%		56.18%		3.58%		2.69%		100%

Source: DPA

**Table 21.4.2  
SEGMENT I 2013  
% TOTAL GROSS TRIP ENDS PM PEAK HOUR**

<b>LAND USE</b>	<b>PERCENTAGE</b>
OFFICE	38%
RETAIL	56%
RESIDENTIAL	4%
HOTEL	3%
<b>TOTAL</b>	<b>100%</b>

Source: DPA

**Table 21.4.3  
FULL BUILD-OUT 2018  
PM PEAK HOUR GROSS TRIP GENERATION**

<b>Office</b> Land Use 710 3,381,000 <i>Trips=1.121*1,000 SF+79.295</i>		<b>Retail</b> Land Use 820 1,126,000 <i>Ln(Trips)=0.660 Ln(1,000 SF)+3.403</i>		<b>Residential</b> Land Use 230 427 <i>Ln(Trips)=0.827 Ln(DU)+0.309</i>		<b>Hotel</b> Land Use 310 550 <i>Trips=0.59*Rooms</i>		<b>TOTAL</b>
<b>In</b> 657	<b>Out</b> 3,208	<b>In</b> 1,485	<b>Out</b> 1,609	<b>In</b> 132	<b>Out</b> 65	<b>In</b> 171	<b>Out</b> 154	<b>7,481</b>
Total= 3,865		Total= 3,094		Total= 197		Total= 325		7,481
51.66%		41.36%		2.63%		4.34%		100%

Source: DPA

**Table 21.4.4  
FULL BUILD-OUT 2018  
% TOTAL GROSS TRIP ENDS PM PEAK HOUR**

<b>LAND USE</b>	<b>PERCENTAGE</b>
OFFICE	52%
RETAIL	41%
RESIDENTIAL	3%
HOTEL	4%
<b>TOTAL</b>	<b>100%</b>

Source: DPA

The site generated trips consist of different combinations throughout the day. During a typical weekday afternoon peak hour, each component generates the types of trips summarized in **Table 21.4.5 - User Percentage by Land Use Category PM Peak Hour**.

**Table 21.4.5  
USER PERCENTAGE BY LAND USE CATEGORY  
PM PEAK HOUR**

LAND USE	USER	PERCENTAGE
OFFICE	EMPLOYEE/ VISITOR	100%
RETAIL	EMPLOYEE	20%
	SHOPPER	80%
RESIDENTIAL	WORK	75%
	NON-WORK	25%
HOTEL	EMPLOYEE	5%
	GUEST	95%

Source: DPA

Each of these types of trips has a different rate of using transit services, which also depends on the type of transit available. **Table 21.4.6 - Available Transit Options by Land Use and Category** is a matrix summarizing the various transit combinations available by land use and category for the Riverbend project.

**Table 21.4.6  
AVAILABLE TRANSIT OPTIONS BY LAND USE AND CATEGORY**

MODE	LAND USE						
	Office	Retail		Residential		Hotel	
	Employees / Visitors	Employees	Shoppers	Work	Non-Work	Employees	Guests
<b>Tri-Rail</b>	Office Employees / Visitors using Tri-Rail	Retail Employees using Tri-Rail	Retail Shoppers using Tri-Rail	Residential Work using Tri-Rail	Residential Non-Work using Tri-Rail	Hotel Employees using Tri-Rail	Hotel Guests using Tri-Rail
<b>I-95 Fast Lane Buses (BRT)</b>	Office Employees / Visitors using I-95 BRT	Retail Employees using I-95 BRT	Retail Shoppers using I-95 BRT	Residential Work using I-95 BRT	Residential Non-Work using I-95 BRT	Hotel Employees using I-95 BRT	Hotel Guests using I-95 BRT
<b>Riverbend Downtown Shuttle</b>	Office Employees / Visitors using Downtown Shuttle	Retail Employees using Downtown Shuttle	Retail Shoppers using Downtown Shuttle	Residential Work using Downtown Shuttle	Residential Non-Work using Downtown Shuttle	Hotel Employees using Downtown Shuttle	Hotel Guests using Downtown Shuttle
<b>East/West Transit Interim Bus Service</b>	Office Employees / Visitors using E/W Interim Buses	Retail Employees using E/W Interim Buses	Retail Shoppers using E/W Interim Buses	Residential Work using E/W Interim Buses	Residential Non-Work using E/W Interim Buses	Hotel Employees using E/W Interim Buses	Hotel Guests using E/W Interim Buses
<b>Broward County Transit Bus Routes</b>	Office Employees / Visitors using BCT Buses	Retail Employees using BCT Buses	Retail Shoppers using BCT Buses	Residential Work using BCT Buses	Residential Non-Work using BCT Buses	Hotel Employees using BCT Buses	Hotel Guests using BCT Buses
<b>Community/Local Shuttles</b>	Office Employees / Visitors using Comm/Local Transit	Retail Employees using Comm/Local Transit	Retail Shoppers using Comm/Local Transit	Residential Work using Comm/Local Transit	Residential Non-Work using Comm/Local Transit	Hotel Employees using Comm/Local Transit	Hotel Guests using Comm/Local Transit
<b>Total Transit</b>	Total Office Employees / Visitors using Transit	Total Retail Employees using Transit	Total Retail Shoppers using Transit	Total Residential Work using Transit	Total Residential Non-Work using Transit	Total Hotel Employees using Transit	Total Hotel Guests using Transit

Source: DPA

The mix of land uses, the amount of people/trips generated, the trip type for each use (for example, residential to office; office to retail or retail to residential), the committed transit systems and the propensity of being a transit user were all taken into consideration in establishing a transit modal split. The FDOT D-4 Modal Development Office and Broward County Mass Transit Division participated in these ridership estimates. This was done by requesting that these agencies provide a breakdown by transit type available and/or planned at the project site, land use, and trip type. These parameters are provided in **Tables 21.4.7A & B - Transit Modal Split by Land Use and Category (FDOT Office of Modal Development) & (Broward County Transit)** respectively. The responses received from the agencies were then



averaged to establish the transit mode split for each land use category. The agency responses are based on the development program for full build out in 2018 of the Riverbend DRI. The FDOT sites; the proposed roadway connection from SW 1<sup>st</sup> Street (adjacent to the proposed hotel within the FDOT site on the south side of Broward Boulevard) to SW 24 Avenue and the aforementioned relocated Tri-Rail Station are part of Segment II, see **Table 21.4.7C - Transit Modal Split by Land Use and Category (Agency Average) Full Build-Out 2018**.

To determine the modal split for public transit ridership an overall weighted average was calculated based on the trips each land use generates with the agency average ridership for each land use (see Table 21.4.7C). The total public transit ridership for the project at build-out is shown in **Table 21.4.8 –Total Public Transit Modal Split (Weighted Based on % Trips by Land Use)**. In order to account for the differences in the project in 2013, such as the non-relocation of the Tri-Rail station, projected 2018 transit ridership for the Tri-Rail component was reduced, see **Table 21.4.9 - Transit Modal Split by Land Use and Category Segment I 2013**. This results in a total public transit ridership for the project of 10.4%.

**Table 21.4.7A  
TRANSIT MODAL SPLIT BY LAND USE AND CATEGORY  
ESTIMATED BY THE FDOT OFFICE OF MODAL DEVELOPMENT  
FULL BUILD-OUT 2018**

MODE	LAND USE						
	OFFICE	RETAIL		RESIDENTIAL		HOTEL	
	EMPLOYEE/VISITOR	EMPLOYEE	SHOPPER	WORK	NON-WORK	EMPLOYEE	GUEST
Tri-Rail	5.0%	1.0%	0.0%	5.0%	0.0%	0.5%	0.5%
I-95 Fast Lane Buses (BRT)	3.0%	1.0%	0.0%	3.0%	0.0%	1.0%	0.0%
Riverbend - Downtown Shuttle	1.0%	1.0%	0.0%	1.0%	1.0%	1.0%	1.0%
East/West Transit Interim Bus Service	2.0%	7.5%	0.5%	3.0%	1.0%	5.0%	0.5%
Broward County Transit Bus Routes	5.0%	7.5%	0.5%	5.0%	1.0%	20.0%	2.0%
Local Shuttles	1.0%	2.0%	0.5%	1.0%	0.5%	2.5%	0.0%
<b>Transit Sub-Total (FDOT)</b>	<b>17.0%</b>	<b>20.0%</b>	<b>1.5%</b>	<b>18.0%</b>	<b>3.5%</b>	<b>30.0%</b>	<b>4.0%</b>

- 1) Central Broward East/West Transit & Fort Lauderdale Street Car have not been considered in the modal split. These projects are not considered committed facilities based on funding status and project schedule.
- 2) There will be a Riverbend Internal Shuttle provided that will enhance transit ridership.
- 3) Pedestrian/Bicycle connectivity will be provided between all uses and to all transit hubs.
- 4) During the PM Peak Hour Retail employees are typically 20% of the retail parking demand, for calculation purposes this percentage has been assumed for trips.
- 5) During the PM Peak Hour, typically a Residential unit has 75% work and 25% non-work trips.
- 6) Hotel trips have been estimated as 5% employee during the PM Peak Hour.
- 7) Office is 100% employee during the PM Peak Hour.
- 8) Per FDOT Office of Modal Development: Maximum of 1.5% Retail Shopper total.
- 9) Per FDOT Office of Modal Development: Range of 25 - 30% Hotel Employee total.

**Table 21.4.7B**  
**TRANSIT MODAL SPLIT BY LAND USE AND CATEGORY**  
**ESTIMATED BY BROWARD COUNTY TRANSIT**  
**FULL BUILD-OUT 2018**

MODE	LAND USE						
	OFFICE	RETAIL		RESIDENTIAL		HOTEL	
	EMPLOYEE/VISITOR	EMPLOYEE	SHOPPER	WORK	NON-WORK	EMPLOYEE	GUEST
Tri-Rail	7.5%	4.0%	0.5%	8.0%	0.0%	2.0%	0.5%
I-95 Fast Lane Buses (BRT)	1.5%	1.0%	1.5%	8.0%	0.0%	1.0%	0.0%
Riverbend - Downtown Shuttle	1.0%	1.0%	1.0%	1.0%	2.0%	1.0%	1.0%
East/West Transit Interim Bus Service	1.0%	3.0%	0.5%	4.0%	0.0%	3.0%	0.5%
Broward County Transit Bus Routes	7.5%	10.0%	2.0%	7.0%	3.0%	10.0%	1.0%
Community Buses	2.0%	1.0%	0.5%	0.5%	3.0%	1.0%	5.0%
<b>Transit Sub-Total (BCT)</b>	<b>20.5%</b>	<b>20.0%</b>	<b>6.0%</b>	<b>28.5%</b>	<b>8.0%</b>	<b>18.0%</b>	<b>8.0%</b>

- 1) Central Broward East/West Transit & Fort Lauderdale Street Car have not been considered in the modal split. These projects are not considered committed facilities based on funding status and project schedule.
- 2) There will be a Riverbend Internal Shuttle provided that will enhance transit ridership.
- 3) Pedestrian/Bicycle connectivity will be provided between all uses and to all transit hubs.
- 4) During the PM Peak Hour Retail employees are typically 20% of the retail parking demand, for calculation purposes this percentage has been assumed for trips.
- 5) During the PM Peak Hour, typically a Residential unit has 75% work and 25% non-work trips.
- 6) Hotel trips have been estimated as 5% employee during the PM Peak Hour.
- 7) Office is 100% employee during the PM Peak Hour.

**Table 21.4.7C**  
**TRANSIT MODAL SPLIT BY LAND USE AND CATEGORY**  
**(AGENCY AVERAGE)**  
**FULL BUILD-OUT 2018**

MODE	LAND USE						
	OFFICE	RETAIL		RESIDENTIAL		HOTEL	
	EMPLOYEE/VISITOR	EMPLOYEE	SHOPPER	WORK	NON-WORK	EMPLOYEE	GUEST
Tri-Rail	6.3%	2.5%	0.3%	6.5%	0.0%	1.3%	0.5%
I-95 Fast Lane Buses (BRT)	2.3%	1.0%	0.8%	5.5%	0.0%	1.0%	0.0%
Riverbend - Downtown Shuttle	1.0%	1.0%	0.5%	1.0%	1.5%	1.0%	1.0%
East/West Transit Interim Bus Service	1.5%	5.3%	0.5%	3.5%	0.5%	4.0%	0.5%
Broward County Transit Bus Routes	6.3%	8.8%	1.3%	6.0%	2.0%	15.0%	1.5%
Community/Local Shuttles	1.5%	1.5%	0.5%	0.8%	1.8%	1.8%	2.5%
<b>TOTAL TRANSIT</b>	<b>18.8%</b>	<b>20.0%</b>	<b>3.8%</b>	<b>23.3%</b>	<b>5.8%</b>	<b>24.0%</b>	<b>6.0%</b>

Notes:

- 1) Central Broward East/West Transit & Fort Lauderdale Street Car have not been considered in the modal split. These projects are not considered committed facilities
- 2) There will be a Riverbend Internal Shuttle provided that will enhance transit ridership.
- 3) Pedestrian/Bicycle connectivity will be provided between all uses and to all transit hubs.
- 4) During the PM Peak Hour Retail employees are typically 20% of the retail parking demand, for calculation purposes this percentage has been assumed for trips.
- 5) During the PM Peak Hour, typically a Residential unit has 75% work and 25% non-work trips.
- 6) Hotel trips have been estimated as 5% employee during the PM Peak Hour.
- 7) Office is 100% employee during the PM Peak Hour.

**Table 21.4.8  
TOTAL PUBLIC TRANSIT MODAL SPLIT  
(WEIGHTED BASED ON % TRIPS BY LAND USE)  
GROSS PM PEAK HOUR**

MODE	LAND USE							Total Riverbend Public Transit Ridership By Mode
	OFFICE	RETAIL		RESIDENTIAL		HOTEL		
		EMPLOYEE	SHOPPER	WORK	NON-WORK	EMPLOYEE	GUEST	
% PM PK HR TRIPS	52%	8%	33%	2%	1%	0.2%	4%	
Tri-Rail	3.2%	0.2%	0.1%	0.13%	0.00%	0.00%	0.02%	3.67% Tri-Rail
I-95 Fast Lane Buses (BRT)	1.2%	0.1%	0.2%	0.11%	0.00%	0.00%	0.00%	1.60% I-95 Fast Lane Buses (BRT)
Riverbend - Downtown Shuttle	0.5%	0.1%	0.2%	0.02%	0.01%	0.00%	0.04%	0.84% Riverbend - Downtown Shuttle
East/West Transit Interim Bus Service	0.8%	0.4%	0.2%	0.07%	0.00%	0.01%	0.02%	1.48% East/West Transit Interim Bus Service
Broward County Transit Bus Routes	3.2%	0.7%	0.4%	0.12%	0.01%	0.03%	0.06%	4.59% Broward County Transit Bus Routes
City Buses	0.8%	0.1%	0.2%	0.01%	0.01%	0.00%	0.10%	1.20% City Buses
<b>Total Ridership by Type</b>	<b>9.69%</b>	<b>1.65%</b>	<b>1.24%</b>	<b>0.46%</b>	<b>0.04%</b>	<b>0.05%</b>	<b>0.25%</b>	<b>13.38% TOTAL PUBLIC TRANSIT MODAL SPLIT</b>

Source: David Plummer & Associates

**Table 21.4.9  
TRANSIT MODAL SPLIT BY LAND USE AND CATEGORY  
SEGMENT I 2013**

MODE	LAND USE						
	OFFICE	RETAIL		RESIDENTIAL		HOTEL	
	EMPLOYEE/VISITOR	EMPLOYEE	SHOPPER	WORK	NON-WORK	EMPLOYEE	GUEST
Tri-Rail (50% reduction) Tri-Rail not relocated yet)	3.1%	1.3%	0.1%	3.3%	0.0%	0.6%	0.3%
I-95 Fast Lane Buses (BRT)	2.3%	1.0%	0.8%	5.5%	0.0%	1.0%	0.0%
Riverbend - Downtown Shuttle	1.0%	1.0%	0.5%	1.0%	1.5%	1.0%	1.0%
East/West Transit Interim Bus Service	1.5%	5.3%	0.5%	3.5%	0.5%	4.0%	0.5%
Broward County Transit Bus Routes	6.3%	8.8%	1.3%	6.0%	2.0%	15.0%	1.5%
Community/Local Shuttles	1.5%	1.5%	0.5%	0.8%	1.8%	1.8%	2.5%
<b>TOTAL TRANSIT</b>	<b>15.6%</b>	<b>18.8%</b>	<b>3.6%</b>	<b>20.0%</b>	<b>5.8%</b>	<b>23.4%</b>	<b>5.8%</b>

**Notes:**

- 1) Central Broward East/West Transit & Fort Lauderdale Street Car have not been considered in the modal split. These projects are not considered committed facilities based on funding status and project schedule.
- 2) There will be a Riverbend Internal Shuttle provided that will enhance transit ridership.
- 3) Pedestrian/Bicycle connectivity will be provided between all uses and to all transit hubs.
- 4) During the PM Peak Hour Retail employees are typically 20% of the retail parking demand, for calculation purposes this percentage has been assumed for trips.
- 5) During the PM Peak Hour, typically a Residential unit has 75% work and 25% non-work trips.
- 6) Hotel trips have been estimated as 5% employee during the PM Peak Hour.
- 7) Office is 100% employee during the PM Peak Hour.

## Committed & Planned Transportation Projects

Transit information and data on current service and ridership for the project site location was also obtained through these meetings. The FDOT District 4 Office of Modal Development provided insight into the I-95 Fast Bus project and Central Broward East/ West LRT interim bus service to be provided along the planned alignment. The I-95 Fast Bus will provide service 15 hours of the day with 15 minute headways during peak travel periods. The Central Broward East/West Transit interim bus service will connect the western suburbs from Sawgrass Mills to Downtown Fort Lauderdale and the Airport. One of the routes is to travel via I-595; US 441/SR

7 onto Broward Boulevard through the project site, the planned LRT would actually traverse the Riverbend site with the station integrated into one of its buildings. This interim route is currently programmed for 60 minute headways. However, with ridership estimates including the Riverbend project an increase in service will be required. In addition to these projects, a project is currently underway enhancing the HOV/Carpool lanes on I-95. There will be two HOV lanes, private automobiles permitted to use the lanes either are registered carpools or tolled via SunPass exclusively (no toll collection provided). The lanes run from I-195/SR 112 in Miami Dade County with no entrance/exit until the Golden Glades interchange and continues to I-595 with no entrance/exit until the Broward Boulevard exits. It is estimated that three percent of the vehicular traffic generated by the office component will use these lanes. An adjustment of 3.5% was made to trips generated by all but the hotel component for carpooling which is anticipated countywide in addition to those vehicles using the committed HOV lane project on I-95. Car-sharing will be encouraged for tenants of the Riverbend project as it supports trends of carpooling and transit use.

## **Transit Enhancements & Internal Shuttle**

With a TOD project, there are many important factors to consider with transit ridership based on transit enhancements alone. A variety of literature on TOD characteristics and how they have an effect on transit ridership were researched in order to fully appreciate what the Riverbend project will bring to its location. Most of the literature stated vehicle trip reductions in the 20% – 25% range, with some as high as 40%.

Numerous Transit Oriented Development (TOD) design elements are proposed within the Riverbend project, consisting of items such as pedestrian friendly walkways/pathways interconnecting all aspects of the project in order to maximize pedestrian access and safety; a cohesive and continuous internal roadway system providing essential connectivity for both the internal shuttle and private automobiles; the provision of a multi-modal transit station fully integrated into the project; and a diverse mix of land uses.

Each Riverbend land use component was considered separately as to how shuttles and TOD characteristics will augment estimated shuttle ridership, as well as other non-vehicular modes of travel within the project site. There is a trend occurring in the use of internal shuttles within projects such as Riverbend including the positive impact of using alternative fuels in these vehicles.

Providing an internal shuttle service extends the pedestrian access distance throughout the project, which is the distance a pedestrian is able and willing to move in a particular setting. It was estimated that a maximum of ten percent of the external project trips (by land use) have the potential to use an internal shuttle between land uses, additionally a maximum of ten percent of the external trips have the potential to be attracted by the TOD features. These maximum estimates were “balanced” based on ITE principles of internalization. Since the hotel and residential components are the lowest trip generators, the overall balanced use of these features would be limited by the trips generated by these two uses. The balanced interaction of trips results in an overall deduction of 4.9% for the internal shuttle service and 5.2% for the TOD features/enhancements under full build-out in 2018 (see Tables 21-5-A & B in Volume I). Various sources mention the positive impacts on the use of alternative fuels. The applicant is committed to provide service vehicles that use alternative fuels; an additional half of one percent adjustment was applied to account for this feature.

# **Appendix 21-5**

## **Annual Traffic Patterns**

## **Annual Traffic Patterns**

Future condition volumes for 2013 and 2018 were established based on results of the background growth rate calculations combined with the trend discussed in Appendix 21-1 Traffic Counts & Adjustment Factors.

### **Background Growth Rate**

Historic traffic count station data was obtained from FDOT and Broward County. Background growth rate calculations based on five-year historical analysis were calculated for the surface streets, I-95, I-595, and the Florida Turnpike. All facilities other than the Florida Turnpike reflect negative growth rates. The growth on the Florida Turnpike, although positive, has started to reflect a constant decrease from the peak growth. This results in the average traffic, within the last five years, to be higher than anticipated (5.72%). Although not consistent with the data, a 0.5% annual growth rate was established for all facilities except for the Florida Turnpike at 5.72%. This growth rate is to reflect any population and/or work force increases.

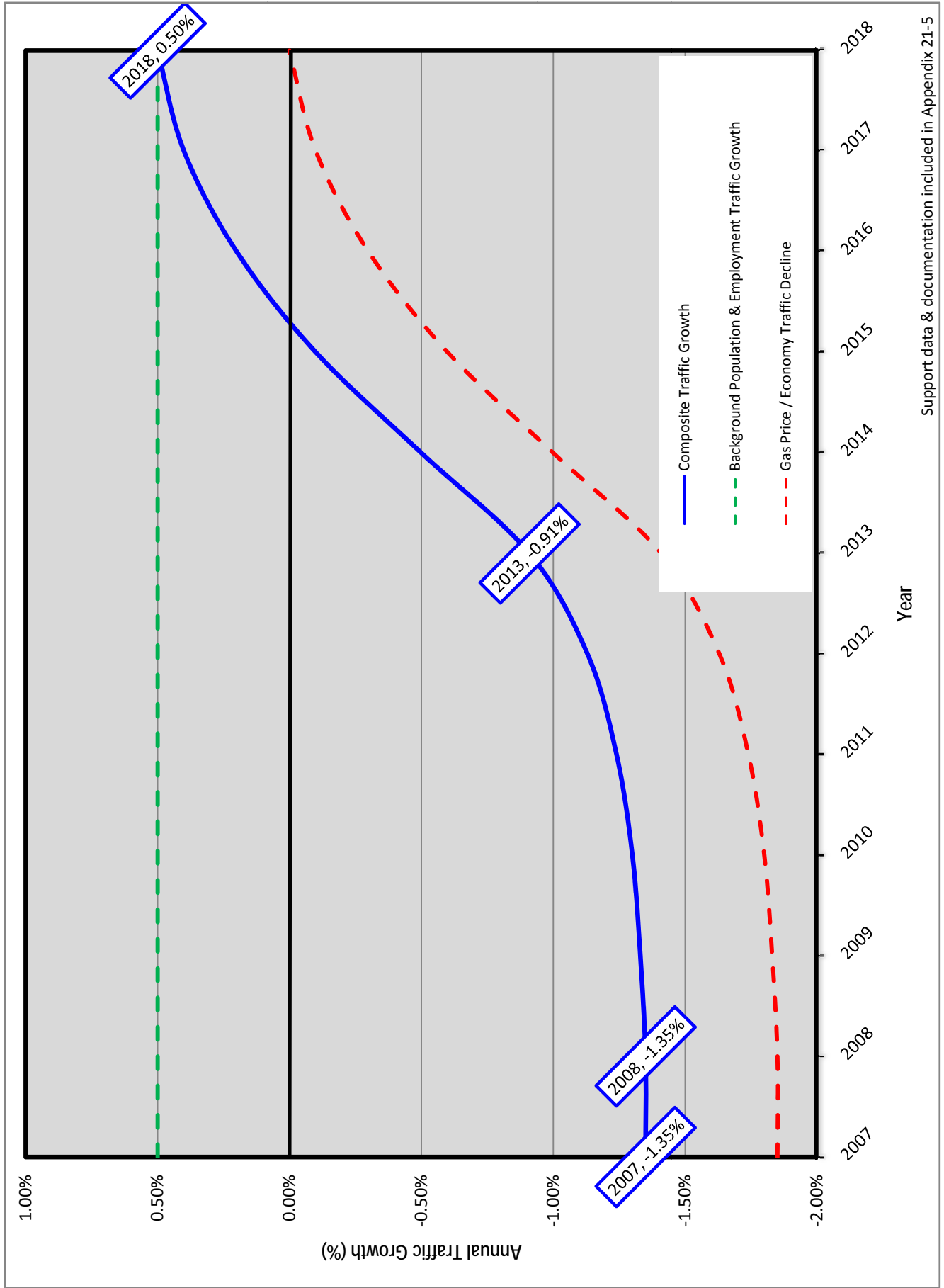
### **Current / Future Traffic Trends**

As discussed in Appendix 21-1-D, an initial adjustment factor of -1.35% was applied to the 2007 traffic count station data in order to establish existing (2008) conditions. This factor is the composite of the annual traffic patterns (-1.85%) and the 0.5% growth rate. The decline in traffic is anticipated to be temporary, continuing but not at the current rate. The temporary decline in traffic established for 2008 is expected to gradually increase reaching the 0.5% annual growth rate by build-out in 2018.

### **Composite Traffic Growth**

Table 21.5.1 shows the cost of gasoline trend discussed in Appendix 21-1-D and the 0.5% annual constant for population and work force growth. The two are combined to present the estimated annual traffic change occurring each year through 2018. Background traffic for 2013 is established based on the pattern resulting in an overall decrease of 7.34%, which is an annual decline of 1.5%. For 2018 there's an overall decrease of 6.48%, which is an annual decline of 0.6%.

**Table 21.5.1  
Estimated Annual Traffic Patterns**



Support data & documentation included in Appendix 21-5

**Appendix 21-6**  
**Committed Developments**  
**Documentation**



**Appendix 21-6-A  
Committed Developments  
Information & Data  
from  
Broward County & SFRPC**

**COMMITTED DEVELOPMENT LISTS OBTAINED FROM SFRPC & BROWARD COUNTY WITHIN RIVERBEND DRI STUDY AREA**

**SOUTH FLORIDA REGIONAL PLANNING COUNCIL  
DEVELOPMENTS OF REGIONAL IMPACT (DRIs)**

Updated:

DCA Number	Project Name	Municipality or Unincorporated County	Location: North Boundary	South	East	West
1	11-88-021 Alandco	Hollywood	SR 84	Dania Cut-Off Canal	Ravenswood Road	South Fork New River
2	11-00-015 Coastal Fuels	Fort Lauderdale	Spangler Boulevard	SE 20th Street	SE 10th Avenue	Eisenhower Boulevard
3	11-88-008 Cyrose	Fort Lauderdale	Cypress Creek Road	Commercial Boulevard	CSX/Tri-Rail Corridor	Powerline Road
4	11-83-019 Design Center of the Americas	Dania Beach	Griffin Road	NW 1st Street	Bryan Road	I-95
5	11-82-019 Fort Lauderdale-Hollywood Int Airport	Broward County	I-95	Griffin Road	McIntosh Road	SW 30th Avenue
6	11-83-009 Headway Office Park	Lauderdale Lakes	Commercial Boulevard	NW 44th Street	NW 31st Avenue	U.S. 441/ State Road 7
7	11-07-b Lauderdale City Center	Lauderhill	NW 16th Street	NW 12th Street	SR 7	canal
8	11-01-016 Lightspeed Broward	Fort Lauderdale	Cypress Creek Road	I-95	N. Andrews Avenue	
9	11-88-041 Northport	Fort Lauderdale	SW 17th Street	SE 20th Street	Intracoastal Waterway	Eisenhower Boulevard
10	11-87-032 Redevo-Davie	Davie	State Road 84	Nova Drive	SW 75th Avenue	University Drive
11	11-86-049 Rolling Hills	Davie	Pine Island Road	University Drive	SW 30th Street	
12	11-84-015 Spectrum	Fort Lauderdale	Commercial Boulevard	Prospect Road	Powerline Road	NW 21 Avenue

Source: SFRPC

**SOUTH FLORIDA REGIONAL PLANNING COUNCIL  
DEVELOPMENTS OF REGIONAL IMPACT (DRIs)**

Updated:

DCA Number	Project Name	Retail - Approved (gross sq.ft.)	Retail - Built (gross sq.ft.)	Office - Approved (gross sq.ft.)	Office - Built (gross sq.ft.)	Industrial - Approved (sq. ft.)	Industrial - Built (sq. ft.)	Residential - Approved (total units)	Residential - Single Family - Approved (units)	Residential Multi-Family - Approved (units)	Airport - Approved (gross sq.ft.)	Petroleum - Nav. Water - Approved (barrels)	Petroleum - Nav. Water - Built (barrels)	Hotel - Approved (rooms)	Hotel - Built (rooms)	Restaurant - Approved (gross sq.ft.)	
1	11-88-021 Alandco	88,000		660,000	92,028	2,815,000	782,145						1,100,000	155,000			
2	11-00-015 Coastal Fuels																
3	11-88-008 Cyrose	35,000		665,843	275,090										369		
4	11-83-019 Design Center of the Americas	1,000,000	735,000	150,000	60,000						1,611,409						
5	11-82-019 Fort Lauderdale-Hollywood Int Airport																
6	11-83-009 Headway Office Park	72,460		288,198													
7	11-07-b Lauderdale City Center	650,000		507,210				2,500									
8	11-01-016 Lightspeed Broward	40,000													400		
9	11-88-041 Northport	300,000	78,342	170,000											1,000		30,000
10	11-87-032 Redevo-Davie	675,000	640,062	80,000											550		125
11	11-86-049 Rolling Hills	175,000		125,000				889	260	609					505		
12	11-84-015 Spectrum	4,500		921,043	488,966										118		210

Source: SFRPC

Riverbend DRI's Study Area - Committed Developments\*

TAZ	Proj No	Project Name	Property Use	Dev %	DU's	Development Size Bldg Sq Ft	Acres	Other
282	077-MP-03	RIVERBEND CORPORATE PARK	RETAIL	0		80,000		
282	077-MP-03	RIVERBEND CORPORATE PARK	OFFICE	0		260,000		
286	113-MP-89	NORTHWEST FORT LAUDERDALE COMMERCIAL	COMMERCIAL	0		82,672		
302	059-MP-92	FIRST PLACE, THE	HIGH RISE	0	250			
302	059-MP-92	FIRST PLACE, THE	OFFICE	0		1,500,000		
302	059-MP-92	FIRST PLACE, THE	CHURCH	45		476,200		
313	114-MP-89	LAS OLAS DEL MAR I	OFFICE	31		30,000		
313	114-MP-89	LAS OLAS DEL MAR I	HOTEL	0				350 ROOMS
313	114-MP-89	LAS OLAS DEL MAR I	COMMERCIAL	0		169,000		
327	025-MP-00	DOLPHIN PLAT	OFFICE	0		235,000		
327	025-MP-00	DOLPHIN PLAT	COMMERCIAL	22		79,500		
331	090-MP-89	BROWARD COUNTY COURTHOUSE PHASE II	HIGH RISE	69	819			
331	090-MP-89	BROWARD COUNTY COURTHOUSE PHASE II	COMMERCIAL	28		119,650		
331	090-MP-89	BROWARD COUNTY COURTHOUSE PHASE II	PARK	0				2
331	117-MP-90	TRUST CENTER PLAT	COMMERCIAL	0				1.07
334	036-MP-91	GOVERNORS CLUB	COMMERCIAL	0		25,000		
334	036-MP-91	GOVERNORS CLUB	OFFICE	0		575,000		
336	028-MP-90	NEW RIVER CENTER	COMMERCIAL	16		35,000		
336	028-MP-90	NEW RIVER CENTER	HIGH RISE	75	375			
336	028-MP-90	NEW RIVER CENTER	OFFICE	30		950,661		
336	028-MP-90	NEW RIVER CENTER	HOTEL	0				400 ROOMS
337	021-MP-93	LAS OLAS GLEN	COMMERCIAL	0		75,000		
344	038-MP-92	MERCURY PLAT	COMMERCIAL (PAR B)	0		19,000		
344	038-MP-92	MERCURY PLAT	COMMERCIAL (PAR A)	0		90,000		
359	048-UP-87	595/441 PLAT	COMMERCIAL	0		85,000		
362	021-MP-95	OSCEOLA/84 PLAT	COMMERCIAL	0		141,000		
382	069-MP-02	LIGHT SPEED BROWARD CENTER PLAT	INDUSTRIAL	0		250,000		
382	069-MP-02	LIGHT SPEED BROWARD CENTER PLAT	COMMERCIAL	0		40,000		
382	069-MP-02	LIGHT SPEED BROWARD CENTER PLAT	HOTEL	0	400			
382	069-MP-02	LIGHT SPEED BROWARD CENTER PLAT	OFFICE	0		730,000		
401	032-UP-82	HEADWAY OFFICE PARK	COMMERCIAL RECREATION	23				26
401	032-UP-82	HEADWAY OFFICE PARK CENTER	EDUCATIONAL FACILITY	0		450,000		
403	067-MP-87	HERMAN CORN PLAT NO. 1	COMMERCIAL	16		130,000		
430	073-MP-91	DIXIE LANDMARK PLAT	HIGH RISE UNITS	0	525			
430	073-MP-91	DIXIE LANDMARK PLAT	COMMERCIAL	0		36,750		
452	049-MP-98	STAR OF DAVID MEMORIAL GARDENS II	COMMERCIAL (PARCEL B-2)	0		278,500		
452	049-MP-98	STAR OF DAVID MEMORIAL GARDENS II	HOTEL (PARCEL B-2)	0				75 ROOMS
457	012-MP-07	SABAL PALM BY PRESTIGE	ACTIVE PARK (TRACT C)	0				8
457	012-MP-07	SABAL PALM BY PRESTIGE	SINGLE FAMILY	0	208			
457	012-MP-07	SABAL PALM BY PRESTIGE	FIRE STATION	0		20,000		
457	012-MP-07	SABAL PALM BY PRESTIGE	TOWNHOUSE	0	306			
500	030-MP-89	BAYTREE OF INVERRARY	COMMERCIAL	0		180,000		
500	030-MP-89	BAYTREE OF INVERRARY	PUBLIC SAFETY BUILDING	95		26,193		
500	030-MP-89	BAYTREE OF INVERRARY	LIBRARY	100		10,719		
500	030-MP-89	BAYTREE OF INVERRARY	HOTEL	99				150 ROOMS
500	030-MP-89	BAYTREE OF INVERRARY	BANK	0		5,915		
546	084-MP-04	STILES PLANTATION	OFFICE	0		38,600		
546	084-MP-04	STILES PLANTATION	COMMERCIAL	0		89,198		
546	084-MP-04	STILES PLANTATION	HIGH RISE	0	534			
549	036-MP-93	FOUNDATION PLAT PARCELS B + D	INDUSTRIAL	2		795,000		
567	241-MP-89	NOVA UNIVERSITY PLAT NO. 1	DORMITORY ROOMS	58	2000			
567	241-MP-89	NOVA UNIVERSITY PLAT NO. 1	CLASSROOM (UNIVERSITY)	54		1,527,000		
569	006-MP-96	SPIELMAN-MARGOLIS REPLAT	COMMERCIAL	0		366,900		
623	073-MP-01	MJB DAVIE I	COMMERCIAL	0		90,000		
624	001-MP-90	MOSS PLAZA	COMMERCIAL	0				4.38
624	054-MP-06	NEW DAWN DAVIE	COMMERCIAL (PARCEL B)	0		27,000		
624	054-MP-06	NEW DAWN DAVIE	OFFICE (PARCEL B)	0		65,000		
624	054-MP-06	NEW DAWN DAVIE	OFFICE (PARCEL C)	0		63,500		
624	054-MP-06	NEW DAWN DAVIE	OFFICE (PARCEL A)	0		9,500		
624	054-MP-06	NEW DAWN DAVIE	BANK (PARCEL A)	0		5,000		
627	005-MP-06	TROTTERS CHASE	COMMERCIAL	0		120,000		
627	005-MP-06	TROTTERS CHASE	SINGLE FAMILY	0	18			
627	033-MP-03	DOWNTOWN DAVIE	TOWNHOUSE	0	18			
627	033-MP-03	DOWNTOWN DAVIE	GARDEN APARTMENT	0	227			
627	033-MP-03	DOWNTOWN DAVIE	OFFICE	0		51,000		
627	033-MP-03	DOWNTOWN DAVIE	COMMERCIAL	0		65,900		
627	033-MP-03	DOWNTOWN DAVIE	BANK	0		4,700		
629	030-MP-93	N.E. 7TH AVENUE FLL AIRPORT PLAT (PLAT 9)	COMMERCIAL	0		135,450		
629	169-MP-84	PORT EVERGLADES COMMERCE CENTER	COMMERCIAL	14		179,550		
632	130-MP-88	RITA W. SHAW PLAT	COMMERCIAL	0				5.7
632	130-MP-88	RITA W. SHAW PLAT	INDUSTRIAL	0				32.3
635	026-MP-07	DANIA JAI-ALAI PLAT	CASINO	0		100,000		
635	026-MP-07	DANIA JAI-ALAI PLAT	SINGLE FAMILY	0	54			
635	026-MP-07	DANIA JAI-ALAI PLAT	RACETRACK/FRONTON	0				1,000.00 SEATS
635	026-MP-07	DANIA JAI-ALAI PLAT	ACTIVE PARK	0				1.16
635	026-MP-07	DANIA JAI-ALAI PLAT	COMMERCIAL	0		187,000		
647	013-MP-86	COMMERCE CENTER OF DANIA	COMMERCIAL	0				9.13
647	138-MP-86	SAN-MAR PLAT	INDUSTRIAL	0		300,000		
647	138-MP-86	SAN-MAR PLAT	OFFICE	0		200,000		
647	140-MP-84	DUKE & DUKE SUBDIVISION	HOTEL/MOTEL	0				123 ROOMS
647	140-MP-84	DUKE & DUKE SUBDIVISION	COMMERCIAL (UNRESTRIC)	0		9,600		
647	140-MP-84	DUKE & DUKE SUBDIVISION	OFFICE	0		185,000		
649	023-MP-04	AIRPORT COMMERCE CENTER PLAT	COMMERCIAL	0		165,000		
649	023-MP-04	AIRPORT COMMERCE CENTER PLAT	HOTEL	0				285 ROOMS
655	004-UP-93	RAVENSWOOD COMMERCIAL FLL AIRPORT PLAT (PLAT 1)	COMMERCIAL	0				4.9
655	004-UP-93	RAVENSWOOD COMMERCIAL FLL AIRPORT PLAT (PLAT 1)	SINGLE FAMILY	0	12			
656	004-MP-07	GRIFFIN POINTE	COMMERCIAL	0		37,000		
656	004-MP-07	GRIFFIN POINTE	OFFICE	0		90,000		
657	028-MP-97	GRIFFIN-441 PLAZA	COMMERCIAL	0		65,000		
658	156-MP-89	MIRO CORNERS	COMMERCIAL	0		250,000		
658	156-MP-89	MIRO CORNERS	GARDEN APTS	0	425			
671	142-MP-89	PORT EVERGLADES INDUSTRIAL PARK SECTION THREE	OFFICE	0		125,000		
671	142-MP-89	PORT EVERGLADES INDUSTRIAL PARK SECTION THREE	INDUSTRIAL	0		3,634,990		
892	050-MP-98	CYPRESS CREEK ROAD NO. 2 PLAT	OFFICE - PARCELS C-2 & D	0		211,560		
892	050-MP-98	CYPRESS CREEK ROAD NO. 2 PLAT	OFFICE - PARCEL A,B & C-1	0		83,440		

\*Projects generating > 400 pm peak hour trips included in analysis

**Appendix 21-6-B  
Committed Developments  
Trip Generation**

**Riverbend DRI**  
**Committed Developments Trip Generation Summary**

TAZ	PROJECT	AM PEAK TRIPS		PM PEAK TRIPS	
		IN	OUT	IN	OUT
282	Park and Ride Lot	387	95	324	234
286	North Fort Lauderdale Commercial	68	37	196	218
331	Las Olas del Mar I	129	205	370	314
334	Governors Club	631	98	187	626
336	New River Center	1083	297	455	1109
337	Las Olas Glen	64	35	184	204
344	Mercury Plat	80	43	235	262
NE	Lauderhill City Center	3427	862	1179	3788
	Cyrose				
	Spectrum				
	Headway Office Park				
	Lightspeed Broward				
	The First Place				
	Dixie Landmark Plat				
NW	Herman Corn (Plat 1)	1376	720	1668	1492
	Star Of David Memorial Gardens II				
	Baytree Of Inverrary				
	Sabal Palm By Prestige				
326	Coastal Fuels	802	435	825	931
	Northport				
629	NE 7th Avenue FLL Airport Plat	3778	674	1986	5419
	Dania Jai-alai Plat				
	Port Everglades Industrial Park Section 3				
	Ft. Lauderdale-Hollywood Airport				
	Port Everglades Commerce Center				
647	DCOTA	979	240	862	1482
	Commerce Center of Dania				
	San-mar Plat				
	Duke and Duke Subdivision				
654	Airport Commerce Center Plat	2675	483	1019	3372
	Alandco				
	Ravenswood Commercial FLL Airport Plat				
SW	Redevco-Davie	4732	3230	3898	3749
	Rolling Hills				
	Stiles Plantation				
	Nova University (Plat 1)				
	Moss Plaza				
	New Dawn Davie				
	Trotters Chase				
	Downtown Davie				
	Miro Corners				

Source: David Plummer & Associates

**Riverbend DRI  
TAZ 282  
Trip Generation  
Net New Trips**

Proposed Land Use	Number of Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
LRT Station with Parking	450 Spaces	387	95	482	324	234	558
<b>Subtotal</b>		<b>387</b>	<b>95</b>	<b>482</b>	<b>324</b>	<b>234</b>	<b>558</b>
<b>Internalization</b>	0%	0	0	0	0	0	0
<b>Total Proposed</b>		<b>387</b>	<b>95</b>	<b>482</b>	<b>324</b>	<b>234</b>	<b>558</b>

<sup>1</sup> The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition

<sup>2</sup> Trip Generation Handbook, published by ITE in March 2001.

**Riverbend DRI  
TAZ 286  
Trip Generation  
Net New Trips**

Proposed Land Use	Size	Units	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Retail (Land Use 820)	82,672	GSF	85	54	139	265	287	552
<b>Subtotal</b>			<b>85</b>	<b>54</b>	<b>139</b>	<b>265</b>	<b>287</b>	<b>552</b>
<b>Pass-By (Retail Only)</b>	25%		-17	-17	-35	-69	-69	-138
<b>Total Proposed</b>			<b>68</b>	<b>37</b>	<b>104</b>	<b>196</b>	<b>218</b>	<b>414</b>

<sup>1</sup> The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition

<sup>2</sup> Trip Generation Handbook, published by ITE in March 2001.

**Riverbend DRI  
TAZ 331  
Trip Generation  
Net New Trips**

Proposed Land Use	Size	Units	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Retail (Land Use 820)	119650	GSF	106	68	174	338	336	674
High Rise (Land Use 222)	819	DU	61	184	245	167	107	274
Park (Land Use 411)	2	Acres	0	0	0	0	0	0
<b>Subtotal</b>			<b>167</b>	<b>252</b>	<b>419</b>	<b>505</b>	<b>443</b>	<b>948</b>
<b>Internalization</b>	10%		-17	-25	-42	-51	-44	-95
<b>Pass-By (Retail Only)</b>	25%		-22	-22	-44	-84	-84	-169
<b>Total Proposed</b>			<b>129</b>	<b>205</b>	<b>334</b>	<b>370</b>	<b>314</b>	<b>685</b>

<sup>1</sup> The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition

<sup>2</sup> Trip Generation Handbook, published by ITE in March 2001.



**Riverbend DRI  
TAZ 334  
Trip Generation  
Net New Trips**

Proposed Land Use	Size	Units	AM Peak		PM Peak	
			In	Out	In	Out
Retail (Land Use 820)	25,000	GLA	42	27	120	130
Office (Land Use 710)	575,000	GSF	669	91	123	600
<b>Subtotal</b>			<b>711</b>	<b>118</b>	<b>243</b>	<b>730</b>
<b>Internalization</b>	10%		-71	-12	-24	-73
<b>Pass-By(Retail Only)</b>	25%		-9	-9	-31	-31
<b>Total Proposed</b>			<b>631</b>	<b>98</b>	<b>187</b>	<b>626</b>
						<b>813</b>

<sup>1</sup>The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition

<sup>2</sup>Trip Generation Handbook, published by ITE in March 2001.

**Riverbend DRI  
TAZ 336  
Trip Generation  
Net New Trips**

Proposed Land Use	Number of Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Retail (Land Use 820)	35000	51	33	84	150	163	313
High Rise (Land Use 222)	375	28	85	113	81	52	133
Office (Land Use 710)	950661	1000	136	1136	194	949	1143
Hotel (Land Use 310)	400	136	88	224	124	112	236
<b>Subtotal</b>		<b>1215</b>	<b>342</b>	<b>1557</b>	<b>549</b>	<b>1276</b>	<b>1825</b>
<b>Internalization</b>	10%	-122	-34	-156	-55	-128	-183
<b>Pass-By (Retail Only)</b>	25%	-11	-11	-21	-39	-39	-78
<b>Total Proposed</b>		<b>1083</b>	<b>297</b>	<b>1,380</b>	<b>455</b>	<b>1109</b>	<b>1,564</b>

<sup>1</sup>The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition

<sup>2</sup>Trip Generation Handbook, published by ITE in March 2001.

**Riverbend DRI  
TAZ 337  
Trip Generation  
Net New Trips**

Proposed Land Use	Number of Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Retail (Land Use 820)	75,000 GSF	80	51	131	249	269	518
<b>Subtotal</b>		<b>80</b>	<b>51</b>	<b>131</b>	<b>249</b>	<b>269</b>	<b>518</b>
Internalization	0%	0	0	0	0	0	0
Pass-By(Retail Only)	25%	-16	-16	-33	-65	-65	-130
<b>Total Proposed</b>		<b>64</b>	<b>35</b>	<b>98</b>	<b>184</b>	<b>204</b>	<b>389</b>

<sup>1</sup>The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition

<sup>2</sup>Trip Generation Handbook, published by ITE in March 2001.

**Riverbend DRI  
TAZ 344  
Trip Generation  
Net New Trips**

Proposed Land Use	Number of Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Retail (Land Use 820)	109,000 GSF	101	64	165	318	345	663
<b>Subtotal</b>		<b>101</b>	<b>64</b>	<b>165</b>	<b>318</b>	<b>345</b>	<b>663</b>
Internalization	0%	0	0	0	0	0	0
Pass-By(Retail Only)	25%	-21	-21	-41	-83	-83	-166
<b>Total Proposed</b>		<b>80</b>	<b>43</b>	<b>124</b>	<b>235</b>	<b>262</b>	<b>497</b>

<sup>1</sup>The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition

<sup>2</sup>Trip Generation Handbook, published by ITE in March 2001.

**Riverbend DRI  
TAZ NE  
Trip Generation  
Net New Trips**

Proposed Land Use	Number of Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Retail (Land Use 820)	362,710 GSF	207	132	339	703	762	1465
High Rise (Land Use 222)	775 Units	58	174	232	159	102	261
Hotel (Land Use 310)	1150 Rooms	391	253	644	357	322	679
Office (Land Use 710)	3,710,275 GSF	2973	405	3378	720	3514	4234
Church (Land Use 560)	476,200 GSF	186	157	343	162	152	314
Industrial (Land Use 110)	250,000 GSF	181	25	206	23	171	194
<b>Subtotal</b>		<b>3996</b>	<b>1146</b>	<b>5142</b>	<b>2124</b>	<b>5023</b>	<b>7147</b>
<b>Internalization</b>	10%	-400	-115	-514	-212	-502	-715
<b>Pass-By(Retail Only)</b>	25%	-170	-170	-339	-733	-733	-1465
<b>Total Proposed</b>		<b>3427</b>	<b>862</b>	<b>4,289</b>	<b>1179</b>	<b>3788</b>	<b>4,967</b>

<sup>1</sup>The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition

<sup>2</sup>Trip Generation Handbook, published by ITE in March 2001.

**Riverbend DRI  
TAZ NW  
Trip Generation  
Net New Trips**

Proposed Land Use	Number of Units	AM Peak		PM Peak		
		In	Out	In	Out	
Retail (Land Use 820)	588,500 GSF	277	177	968	1049	2017
Hotel (Land Use 310)	225 Units	77	50	70	63	133
City Park (Land Use 411)	34 Acres	0	0	0	0	0
Library (Land Use 590)	10,719 GSF	8	3	36	40	76
Single Family Residential (Land Use 210)	208 Units	39	116	131	77	208
Townhouse (Land Use 230)	306 Units	21	105	101	50	151
Fire Station (Land Use N/A)	20,000 GSF	0	0	0	0	0
Bank (Land Use 912)	5,915 GSF	41	32	135	135	270
Educational Facility (Land Use 540)	450,000 GSF	995	351	662	482	1144
Public Safety Building (Land Use 730)	26,193 GSF	129	25	10	22	32
<b>Subtotal</b>		<b>1587</b>	<b>859</b>	<b>2113</b>	<b>1918</b>	<b>4031</b>
<b>Internalization</b>	10%	-159	-86	-211	-192	-403
<b>Pass-By(Retail Only)</b>	23%	-53	-53	-234	-234	-468
<b>Total Proposed</b>		<b>1376</b>	<b>720</b>	<b>1668</b>	<b>1492</b>	<b>3,160</b>

<sup>1</sup> The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition

<sup>2</sup> Trip Generation Handbook, published by ITE in March 2001.

**Riverbend DRI  
TAZ 326  
Trip Generation  
Net New Trips**

Proposed Land Use	Number of Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Retail (Land Use 820)	221,658 GSF	154	98	252	508	550	1058
Hotel (Land Use 310)	1000 Units	340	220	560	310	280	590
Office (Land Use 710)	170,000 GSF	252	34	286	46	223	269
Restaurant (Land Use 932)	30,000 GSF	180	166	346	200	128	328
<b>Subtotal</b>		<b>926</b>	<b>518</b>	<b>1444</b>	<b>1064</b>	<b>1181</b>	<b>2245</b>
Internalization	10%	-93	-52	-144	-106	-118	-225
Pass-By (Retail Only)	25%	-32	-32	-63	-132	-132	-265
<b>Total Proposed</b>		<b>802</b>	<b>435</b>	<b>1,237</b>	<b>825</b>	<b>931</b>	<b>1,756</b>

<sup>1</sup>The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition  
<sup>2</sup> Trip Generation Handbook, published by ITE in March 2001.

# Riverbend DRI TAZ 629 Trip Generation Net New Trips

Proposed Land Use	Number of Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Retail (Land Use 820)	502,000 GSF	251	161	412	872	944	1816
Hotel (Land Use 310)	369 Units	125	81	206	114	103	217
Casino (Land Use 473)	100,000 GSF	0	0	0	752	591	1343
Office (Land Use 710)	125,000 GSF	170	24	194	31	155	186
Industrial (Land Use 110)	3,634,990 GSF	3696	504	4200	604	4430	5034
Residential (Land Use 210)	54 Units	12	35	47	39	23	62
Park (Land Use 411)	1.16 Acres	0	0	0	0	0	0
Racetrack (Land Use 452)	1,000 Seats	0	0	0	40	20	60
<b>Subtotal</b>		<b>4254</b>	<b>805</b>	<b>5059</b>	<b>2452</b>	<b>6266</b>	<b>8718</b>
<b>Internalization</b>	10%	-425	-81	-506	-245	-627	-872
<b>Pass-By (Retail Only)</b>	24%	-50	-50	-100	-221	-221	-442
<b>Total Proposed</b>		<b>3778</b>	<b>674</b>	<b>4,453</b>	<b>1986</b>	<b>5419</b>	<b>7,405</b>

<sup>1</sup>The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition

<sup>2</sup>Trip Generation Handbook, published by ITE in March 2001.



**Riverbend DRI  
TAZ 647  
Trip Generation  
Net New Trips**

Proposed Land Use	Number of Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Retail (Land Use 820)	672,303 GSF	300	191	491	1057	1145	2202
Hotel (Land Use 310)	123 Units	42	27	69	38	34	72
Office (Land Use 710)	475,000 GSF	574	78	652	104	507	611
Industrial (Land Use 110)	300,000 GSF	233	32	265	32	234	266
<b>Subtotal</b>		<b>1149</b>	<b>328</b>	<b>1477</b>	<b>1231</b>	<b>1920</b>	<b>3151</b>
Internalization	10%	-115	-33	-148	-123	-192	-315
Pass-By (Retail Only)	22%	-55	-55	-110	-246	-246	-492
<b>Total Proposed</b>		<b>979</b>	<b>240</b>	<b>1,220</b>	<b>862</b>	<b>1482</b>	<b>2,344</b>

<sup>1</sup>The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition  
<sup>2</sup> Trip Generation Handbook, published by ITE in March 2001.

**Riverbend DRI  
TAZ 654  
Trip Generation  
Net New Trips**

Proposed Land Use	Number of Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Retail (Land Use 820)	466,444 GSF	241	154	395	830	900	1730
Hotel (Land Use 310)	258 Units	88	57	145	80	72	152
Office (Land Use 710)	567,972 GSF	662	90	752	122	593	715
Industrial (Land Use 110)	2,032,855 GSF	2032	277	2309	329	2414	2743
Residential (Land Use 210)	12 Units	4	13	17	10	6	16
<b>Subtotal</b>		<b>3027</b>	<b>591</b>	<b>3618</b>	<b>1371</b>	<b>3985</b>	<b>5356</b>
Internalization	10%	-303	-59	-362	-137	-399	-536
Pass-By (Retail Only)	25%	-49	-49	-98	-215	-215	-430
<b>Total Proposed</b>		<b>2675</b>	<b>483</b>	<b>3,158</b>	<b>1019</b>	<b>3372</b>	<b>4,391</b>

<sup>1</sup> The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition

<sup>2</sup> Trip Generation Handbook, published by ITE in March 2001.

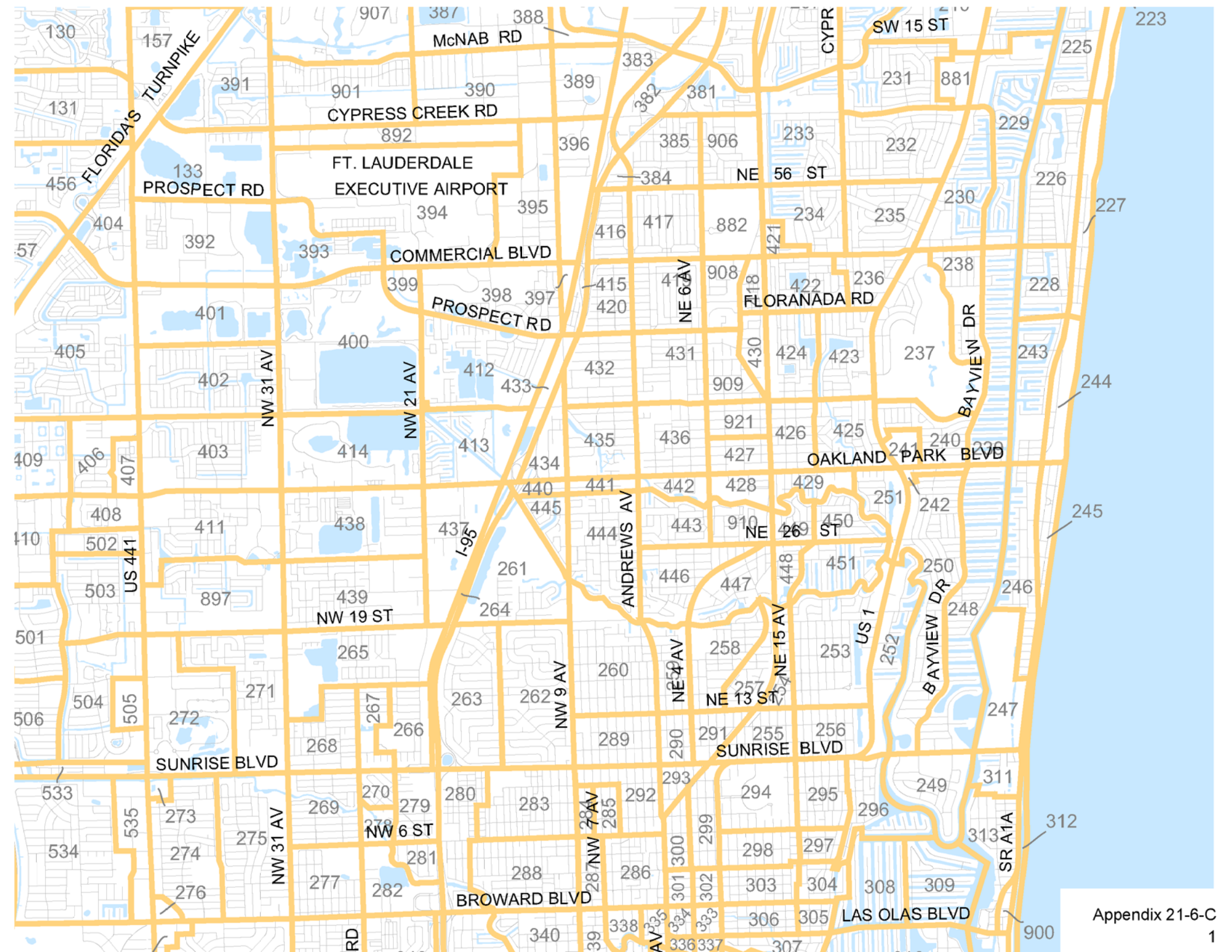
**Riverbend DRI  
TAZ SW  
Trip Generation  
Net New Trips**

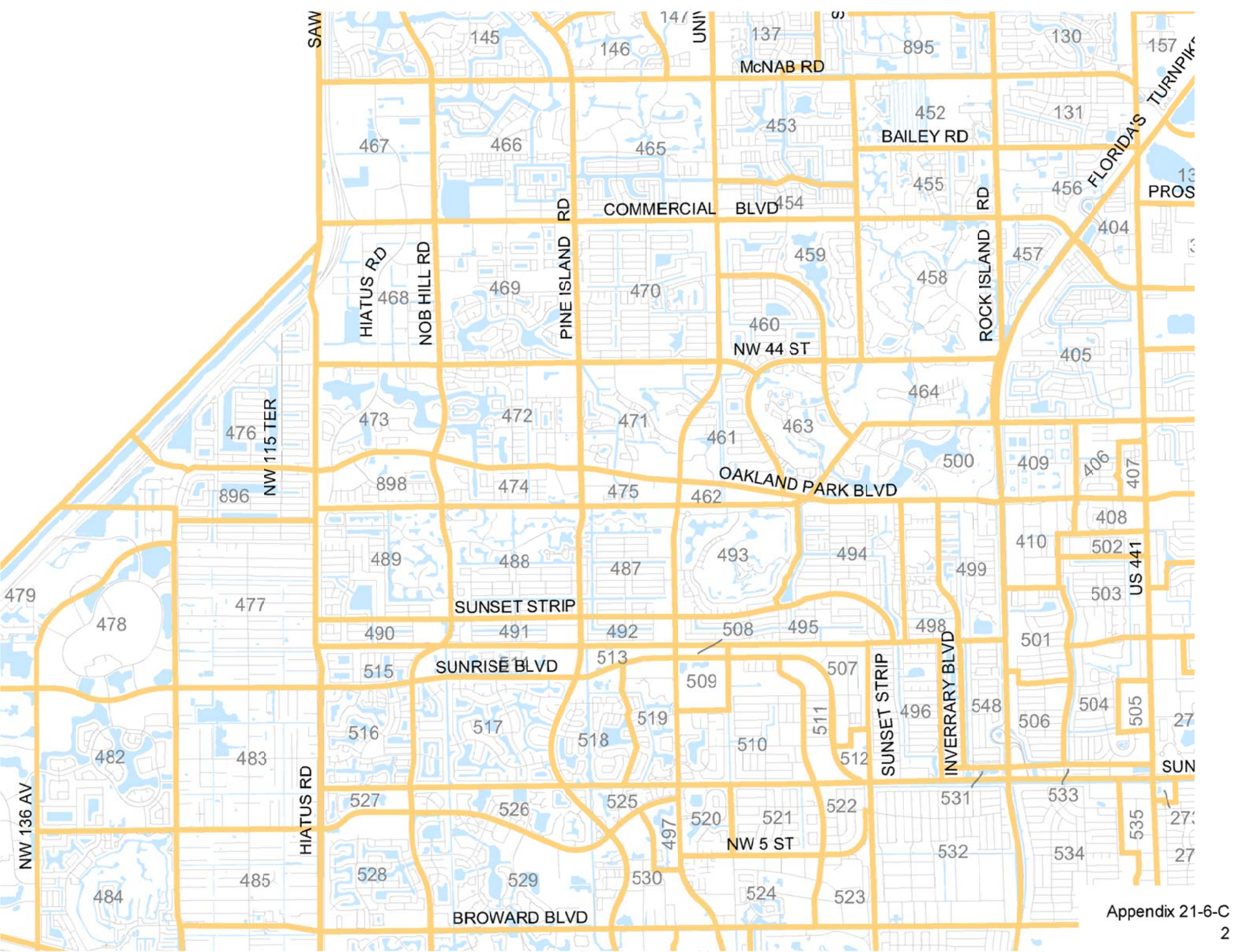
Proposed Land Use	Number of Units	AM Peak		PM Peak		
		In	Out	In	Out	
Retail (Land Use 820)	1,368,936 GSF	459	293	1690	1831	3521
High Rise (Land Use 222)	534 Units	40	120	112	71	183
Apartments (Land Use 220)	2652 Units	261	1043	960	517	1477
Office (Land Use 710)	432,600 GSF	533	73	96	468	564
Industrial (Land Use 110)	250,000 GSF	181	25	23	171	194
Hotel (Land Use 310)	930 Rooms	316	205	288	260	548
Residential (Land Use 210)	907 Units	161	483	491	289	780
Townhouse (Land Use 230)	18 Units	2	11	10	5	15
Classroom (Land Use 530)	1,527,000 GSF	3314	1359	794	687	1481
Bank (Land Use 912)	9,700 GSF	67	53	222	222	444
<b>Subtotal</b>		<b>5334</b>	<b>3665</b>	<b>4686</b>	<b>4521</b>	<b>9207</b>
Internalization	10%	-533	-367	-469	-452	-921
Pass-By(Retail Only)	18%	-68	-68	-320	-320	-640
<b>Total Proposed</b>		<b>4732</b>	<b>3230</b>	<b>3898</b>	<b>3749</b>	<b>7,647</b>

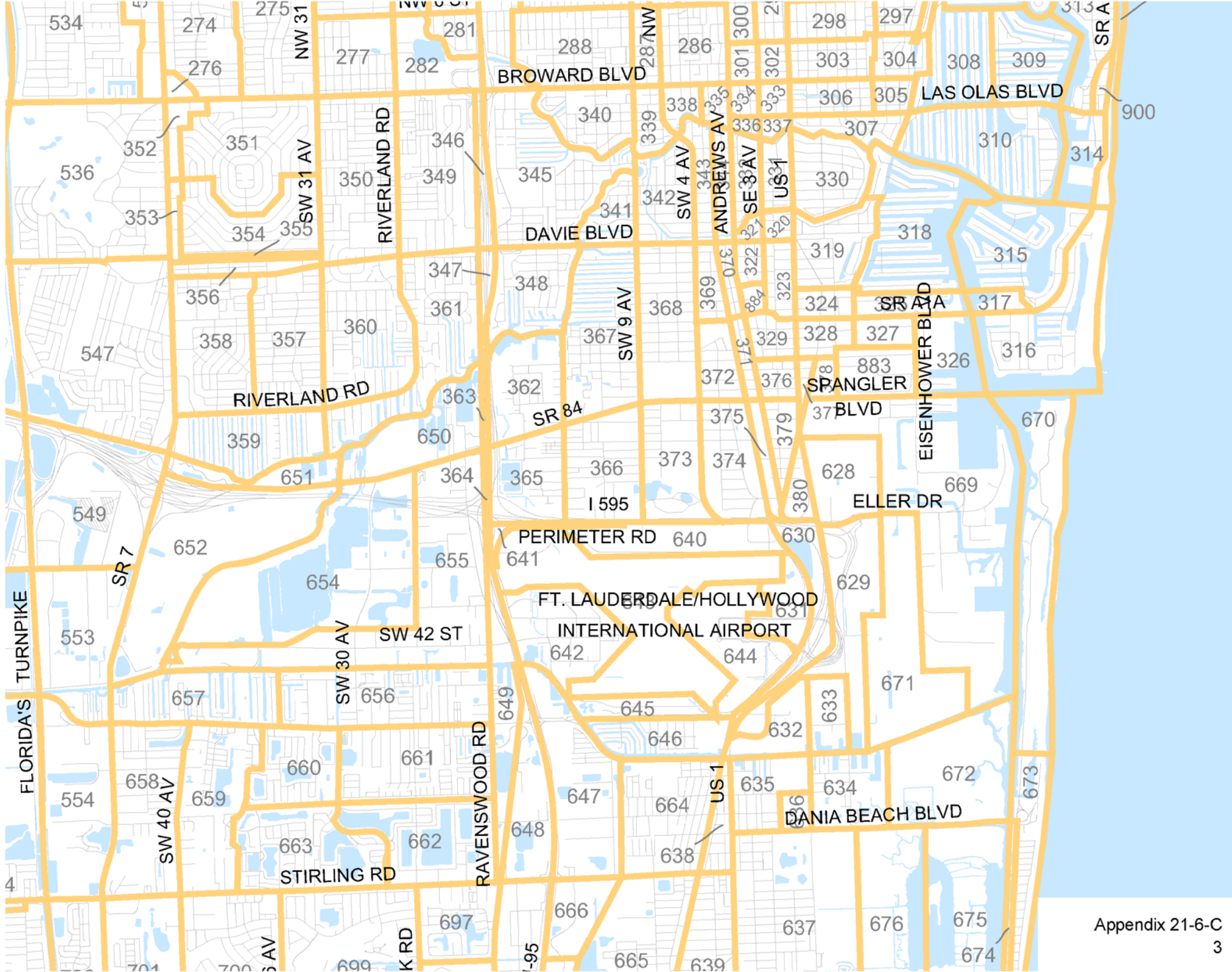
<sup>1</sup> The Institute of Transportation Engineers (ITE) Trip Generation manual, Seventh Edition

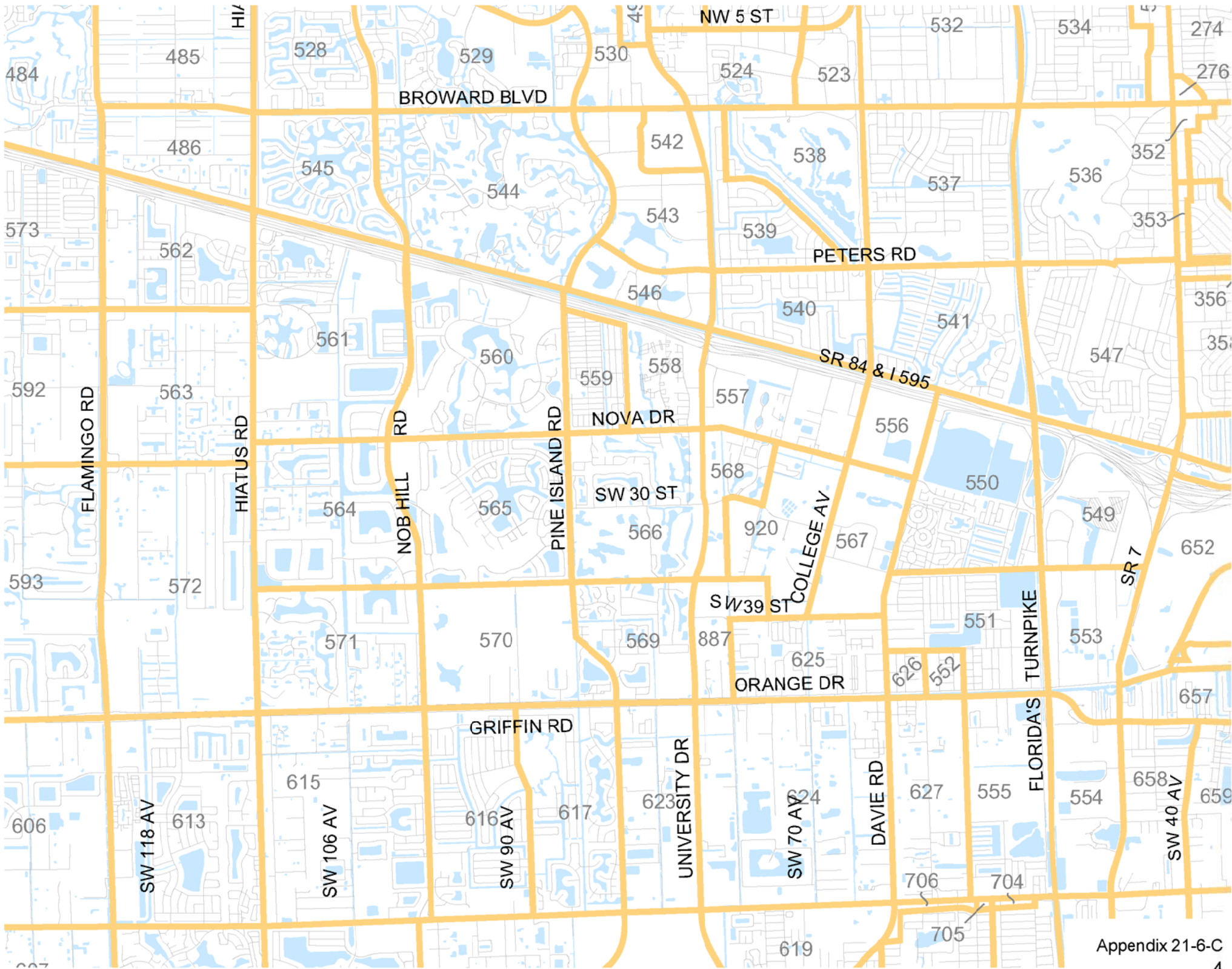
<sup>2</sup> Trip Generation Handbook, published by ITE in March 2001.

**Appendix 21-6-C**  
**TAZ Maps**











**Appendix 21-7**  
**FSUTMS Model Outputs**  
**&**  
**Support Documentation/Analysis**

**21-7-A**  
**Support Documentation**  
**for**  
**Retail Model Outputs**

# **RIVERBEND DRI**

## **Retail Trip Assignment Anomalies**

The following presents concurrent ADA analysis results and research in establishing the retail trip assignments for the Riverbend project to the area roadway network. For traffic analysis purposes, the preliminary study area for the Project was bound by West McNab Road on the north, Stirling Road on the south, the Atlantic Ocean to the east, and North Pine Island Road on the west.

Unit III, Step 7 Assignments, Section 7.2 Model Methods, sub-sections 7 and 8 of The Florida Department of Transportation (FDOT) Site Impact Handbook, state that the FSUTMS model assignments must be checked for reasonableness. It further states that analysis might be required to eliminate anomalies to reach reasonable results. Model anomalies are applicable to the retail portion of the trips from Riverbend.

The model check found there was reasonableness in the trip length of this urban project for office, hotel and residential trips. However, it did not find reasonableness in the trip length for retail. The FSUTMS model average trip length for this big box competitive community retail center was 4.2 miles. This is in conflict with the *Primary and Secondary Trade Areas* (Question 10-1-D) for the Riverbend project, the results restated below. The section author further stated that there is a variety of competing community retail centers throughout Broward County. It is not logical for a customer to pass a similar site to shop at Riverbend. In fact the market limit is the midpoint between these competitive sights.

### **Question 10-1-D Primary and Secondary Trade Areas Riverbend Retail Data**

- Primary Market Radius 1.0 mile
- Secondary Market Radius 3.0 mile
- Average Market Trip Length 1.5 mile

Retail trip length was further researched through a review of the Urban Land Institute (ULI) Shopping Center Development Handbook. Section 2 (Development Preliminaries) (Subsection Site Selection and Evaluation) addresses general guidelines for retail trip lengths. It shows that community retail centers are generally satisfied within a 3.0 (urban) to 5.0 (suburban) mile radius. Given the urban nature of this project the 3.0 mile secondary market radius is both appropriate and consistent with the ULI Shopping Center Development Handbook.

The following trip length adjustments were made to the model distribution/assignments of the Riverbend retail trips to be consistent with the *Primary and Secondary Trade Areas* and published data trip lengths. The modeling adjustment methods using these trip lengths are consistent with Section 5.1.4 (Market Based Method) in the FDOT Site Impact Handbook. (The market based method is most commonly applied to developments that have already performed

market studies and involves delineation of a study based on predicted service and market areas, dividing the area into zones and distributing the trips among zone pairs based on trip purpose.)

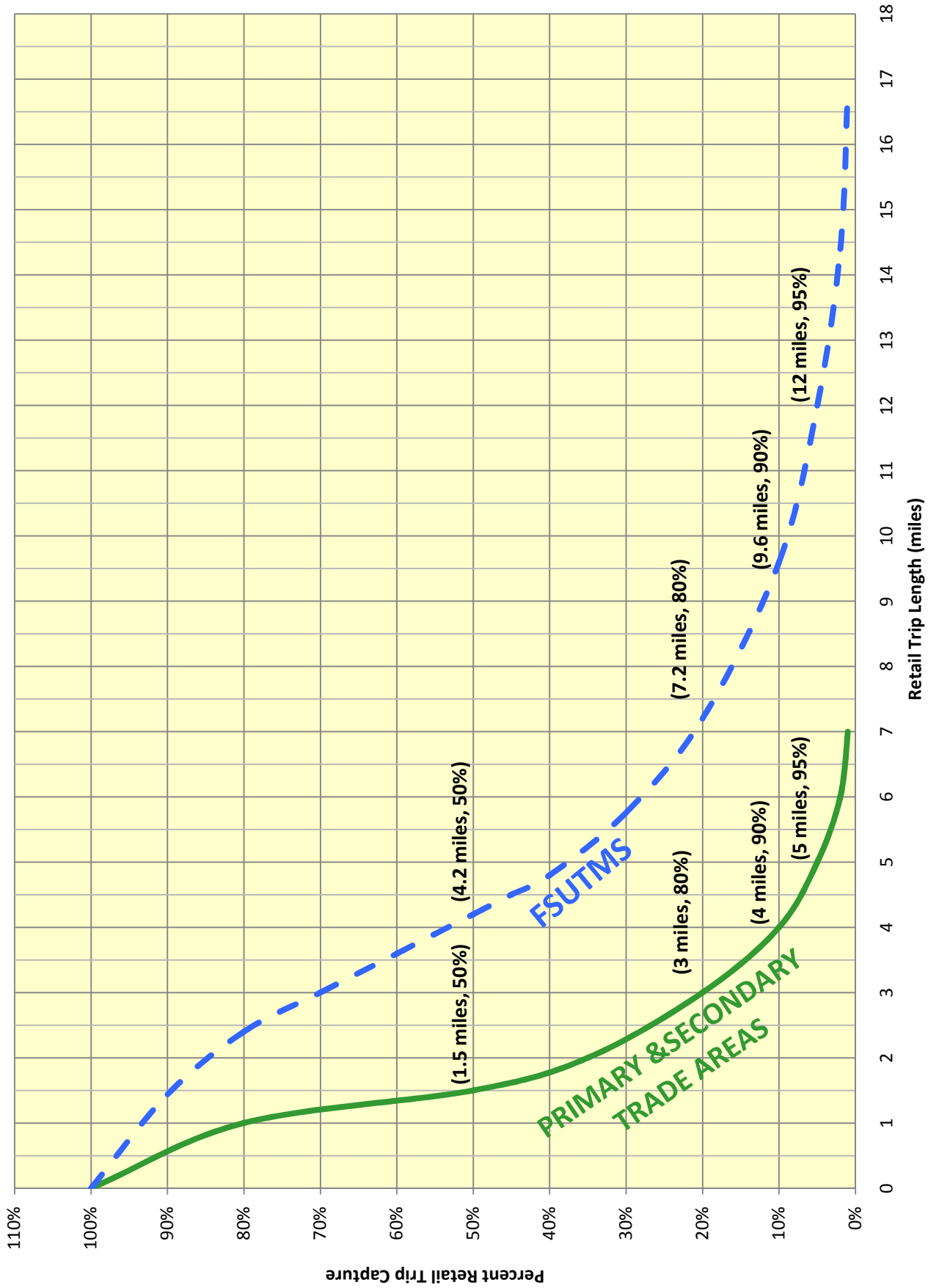
### **Riverbend Retail Trip Model Characteristics**

#### Trip Length Summary:

- Within 3 miles (Primary & Secondary Market) 80%
- Within 4 miles 90%
- Within 5 miles 95%

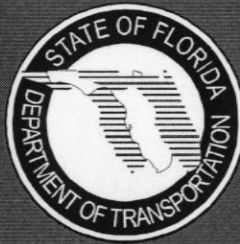
The 80% capture within the 3.0 mile radius is also consistent with Chapter 3, Figure 3-7, in Transportation & Land Development, published by the Institute of Transportation Engineers (ITE).

# Riverbend DRI Retail Trip Lengths





# SITE IMPACT HANDBOOK



Florida Department of Transportation  
605 Suwannee Street, MS 19  
Tallahassee, Florida 32399

Central Office Systems Planning Office  
Office of Policy Planning  
District Site Impact Coordinators

April 1997

**5.1.4 Market-Based Method.**

The market-based method is most commonly applied to developments that have already performed trade area or market studies. Examples include tourist destinations and entertainment centers. This method involves the delineation of a study based on predicted service or market areas, dividing the area into zones and distributing the trips among zone pairs based on trip purpose. Since this method is not employed in typical analyses, it is not discussed in detail in this Handbook. However, further information is available in *Transportation and Land Development* (Stover and Koepke) published by ITE.

**5.1.5 Surrogate Data**

When acceptable data is not available and a manual method of trip distribution is performed, a surrogate source of data, such as employees' addresses or number of dwelling units may be used to estimate trip distribution. Such data must be documented, reviewed and approved by the Department.

**5.1.6 Manual Gravity Models Method**

The gravity model method can be performed manually and is used by FSUTMS models in trip distribution. The manual gravity model process is summarized in Figure 25. The basic premise of the gravity model is that the number of trips between two zones *i* and *j* is proportional to the number of trips produced in zone *i* and the number of trips attracted to zone *j*, and inversely proportional to the amount of travel required for trips in zone *i* to reach zone *j*. The term "gravity" refers to the analogy of this model to Newton's Law of Gravity. The accuracy of the gravity model depends on the accuracy and availability of land use and demographic data in areas affected by the development. The following is a typical gravity model used in site impact analysis.

$$T_{ij} = \frac{ff_{ij} * P_i * A_j}{\sum_{j=1}^n A_j * ff_{ij}}$$

Where:

*T<sub>ij</sub>* = trips from zone *i* to zone *j*

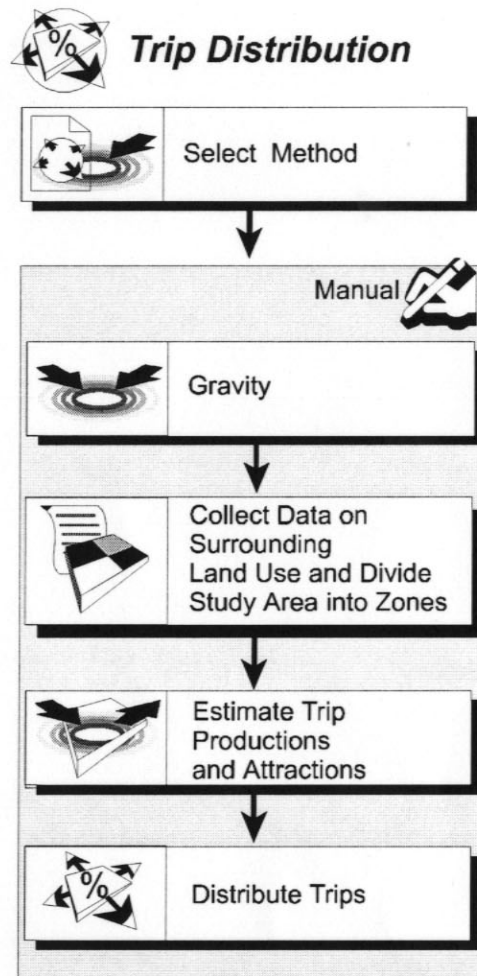
*ff<sub>ij</sub>* = friction factor (adjustment factor) for zone pair *ij*

*P<sub>i</sub>* = productions in zone *i*

*A<sub>j</sub>* = attractions in zone *j*

The following steps must be performed (ITE: *Transportation and Land Development*, p. 58):

**Figure 25. Manual Gravity Model Method**



1. Perform the FSUTMS trip generation process described in **Step 4: Trip Generation**. This process will provide all of the inputs necessary to run an assignment in FSUTMS including a “balanced” and adjusted trip table that replicates ITE’s *Trip Generation*. The total trip table file generated by FSUTMS is HTTAB. The HTTAB file should contain vehicle trips approximating ITE’s *Trip Generation* (see **Step 4: Trip Generation**).
2. Generate a new trip table (HTTABSZ) that contains only the trips to and from the development TAZ(s). This process is performed using the MATRIX UPDATE routine where the trips that do not interact (without an origin or destination in the development TAZ(s)) with the development are replaced with zeros.
3. Using the MATRIX MANIPULATE routine, join the HTTAB and HTTABSZ files to form a new two-purpose total trip table, HTTAB2. The HTTAB2 file identifies the total trips in HTTAB as purpose 1 and the development trips in HTTABSZ as purpose 2.
4. Assign trips to the network with the EQUILIBRIUM HIGHWAY LOAD routine inputting HTTAB2 as the total trip table. The SELECTED PURPOSES parameter should specify purposes 1 and 2.
5. Review the trip assignment summary that is part of the HASSIGN.OUT file produced by FSUTMS immediately following the “Report Highway Load” section of the output. Compare the total assigned trips in purpose 2 with the ITE-based trip generation estimate. The total development trips assigned to the network using FSUTMS should not differ from the ITE-based trip generation estimate by more than 5 percent. If significant differences exist (uncommon) adjust the ZDATA3 input file and rerun the model (skipping the HTTAB checks in **Step 4: Trip Generation**) until an acceptable convergence is obtained.
6. Review a plot of the loaded highway network by purpose. An alternate method would be to review the LOADED HIGHWAY NETWORK REPORT provided in the HASSIGN.OUT. These tables contain volumes on a link-by-link basis for the total network trips in purpose 1 and development trips in purpose 2. Non-development traffic is determined by subtracting development trips in purpose 2 from the total trips in purpose 1 on a link-by-link basis. This step is performed manually and reported in a table.
7. Check the assigned volumes supplied by the model for reasonableness. The volumes should be logical and the non-development traffic volumes should be compared with existing traffic data to identify any anomalies in the assignment.
8. Convert the PSWADT generated by FSUTMS to peak-period analysis volumes for use in analysis of the roadway conditions and impacts of the development.

The analyst may be required to refine the FSUTMS model to eliminate anomalies and make results reasonable. The most common types of modifications that are permitted include:

- Refinement of network input data such as the number of lanes. Facility type and area type should not be changed unless agreed to by the Department.
- Refinement of traffic analysis zone data (ZDATA1, ZDATA2, ZDATA3 and ZDATA4)

In some circumstances, such as at the fringe of a model, manual adjustments may be necessary. If post-assignment adjustments are made, the process must be clearly justified and documented. The procedure in National Cooperative Highway Research Program (NCHRP) Report No. 255 for adjusting link volumes and arriving at design traffic and turn movements is also recommended.

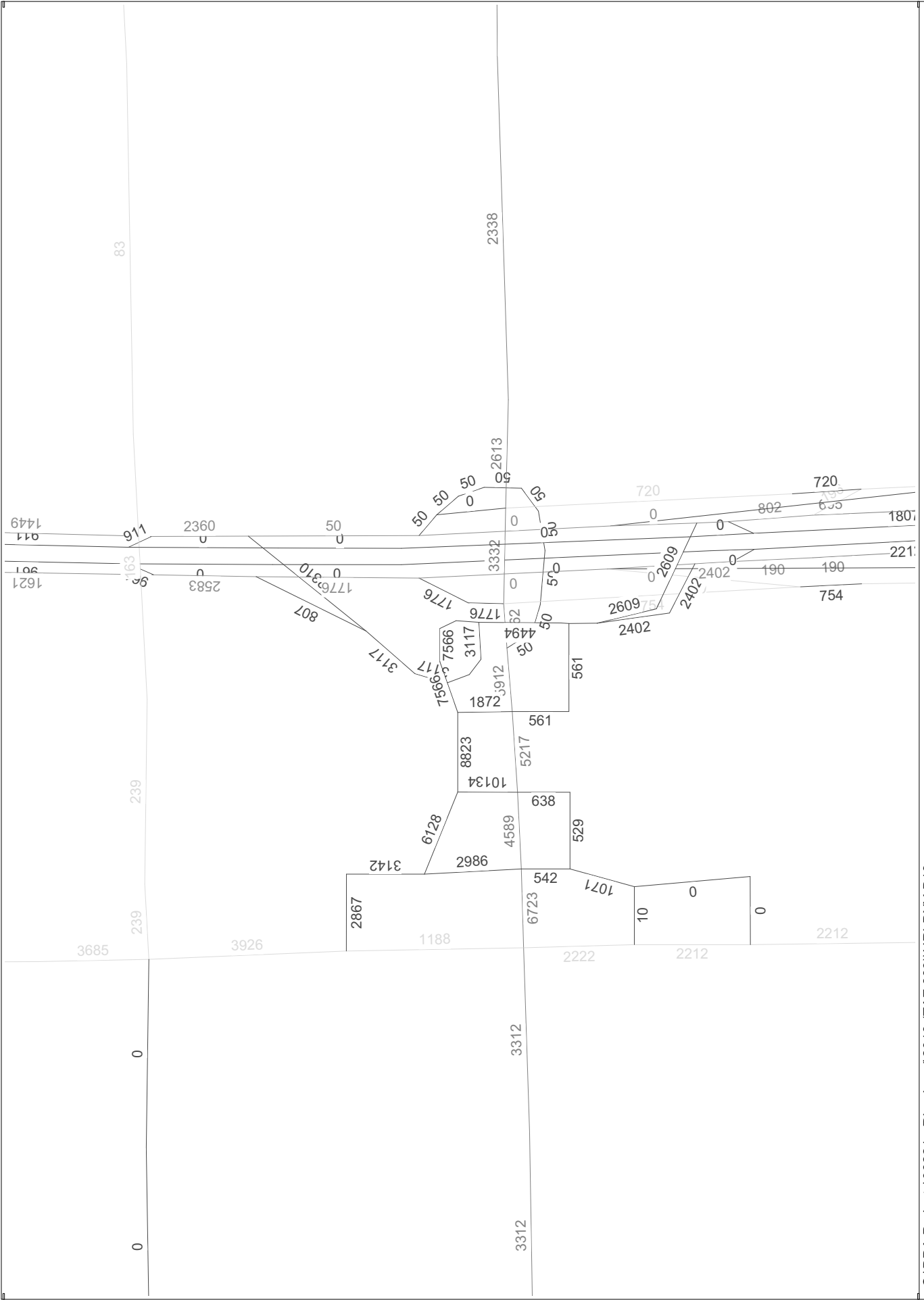
The model output volumes from FSUTMS represent the peak season weekday average daily traffic (PSWADT) volumes that represent the average of the 13 highest week, weekday traffic volumes. Therefore, model outputs must be converted from PSWADT to AADT using a model output conversion factor (MOCF) that is provided by the Department or agency responsible for the maintenance of the model. Once AADT volumes are developed, the volumes are converted to peak-hour analysis volumes using the procedure outlined in this chapter. All adjustments and conversion factors must be documented, reviewed and approved by the Department.

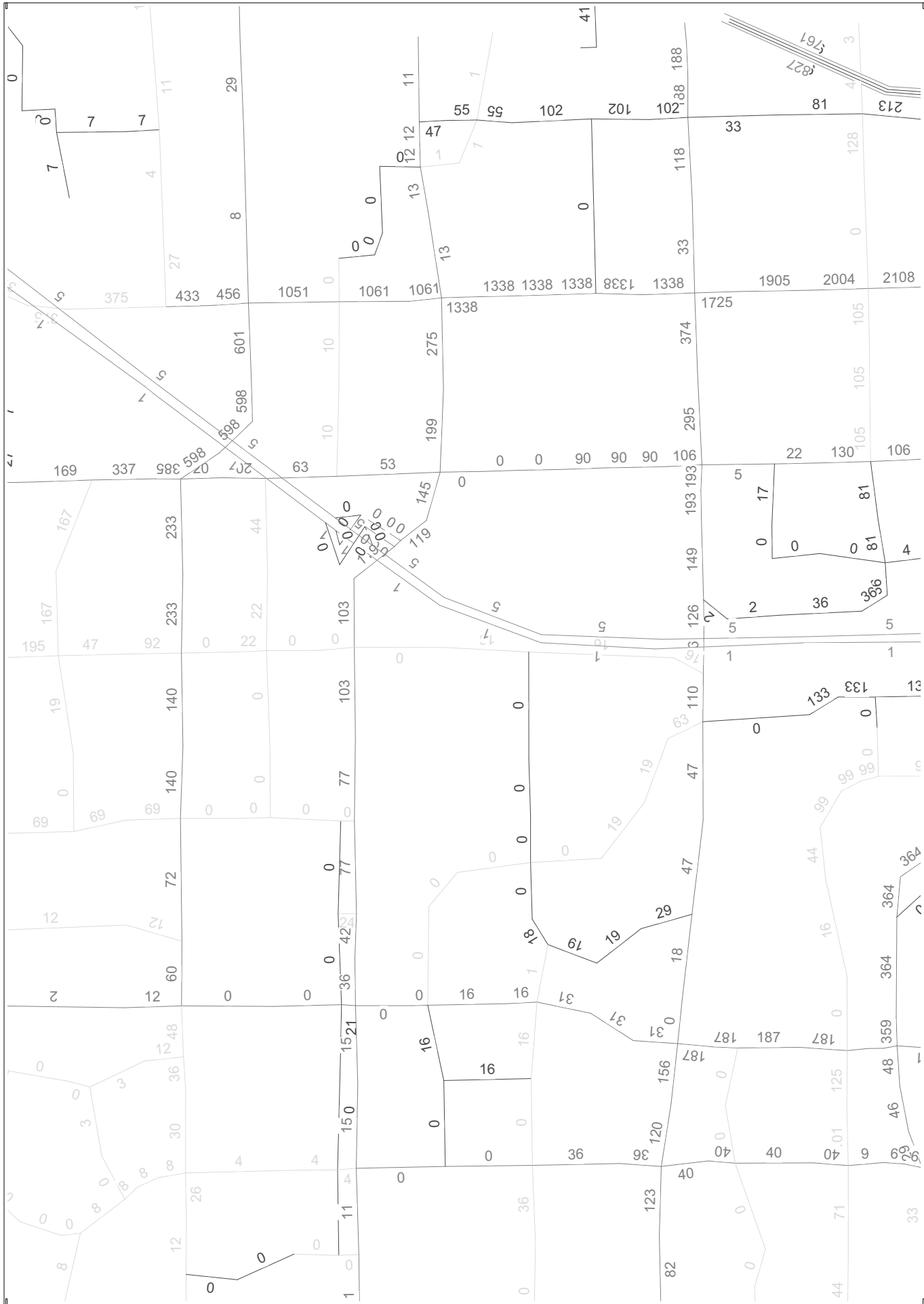


# **21-7-B**

## **FSUTMS Model Outputs**

**2013 - TAZ 839**

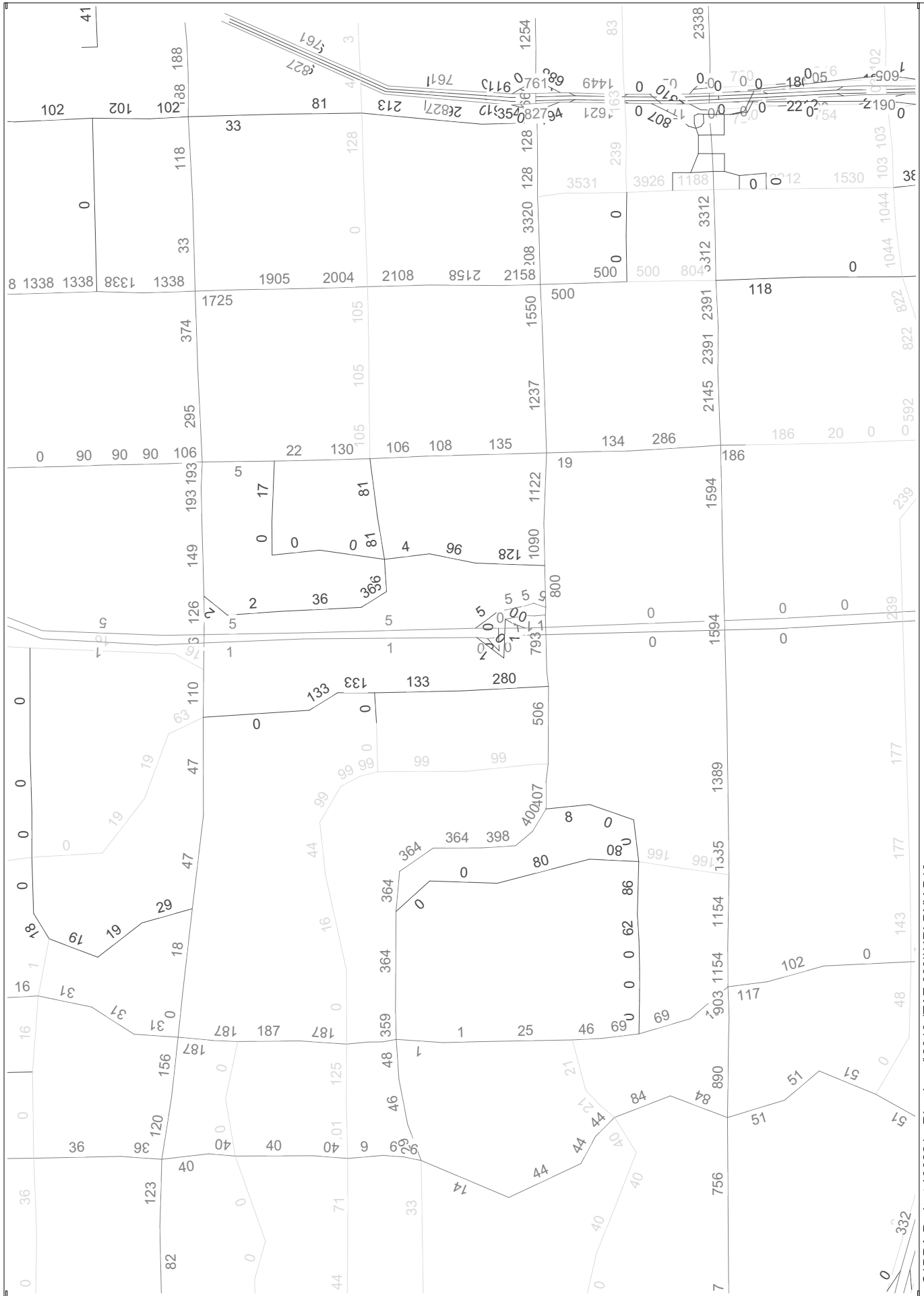




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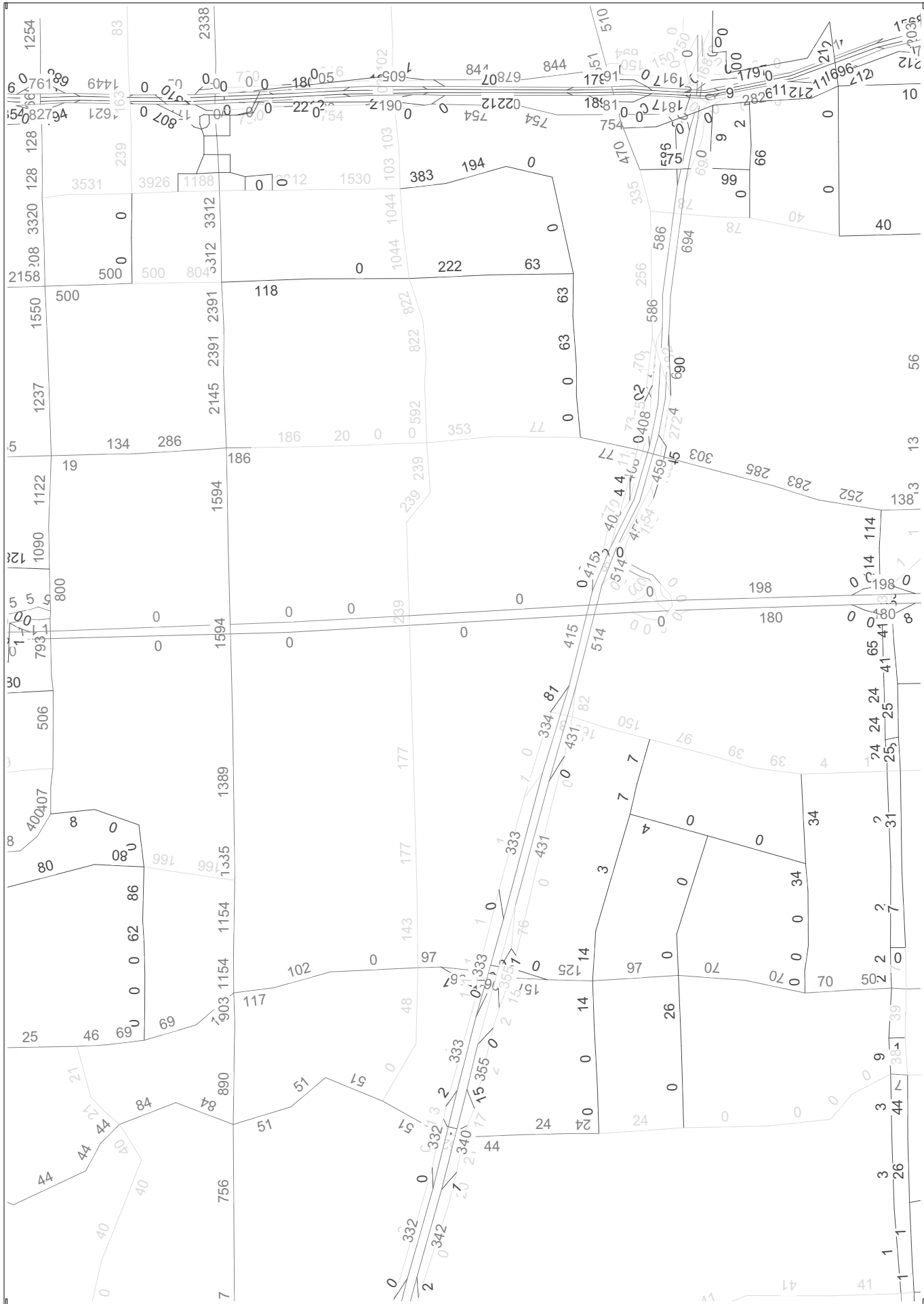
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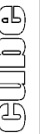
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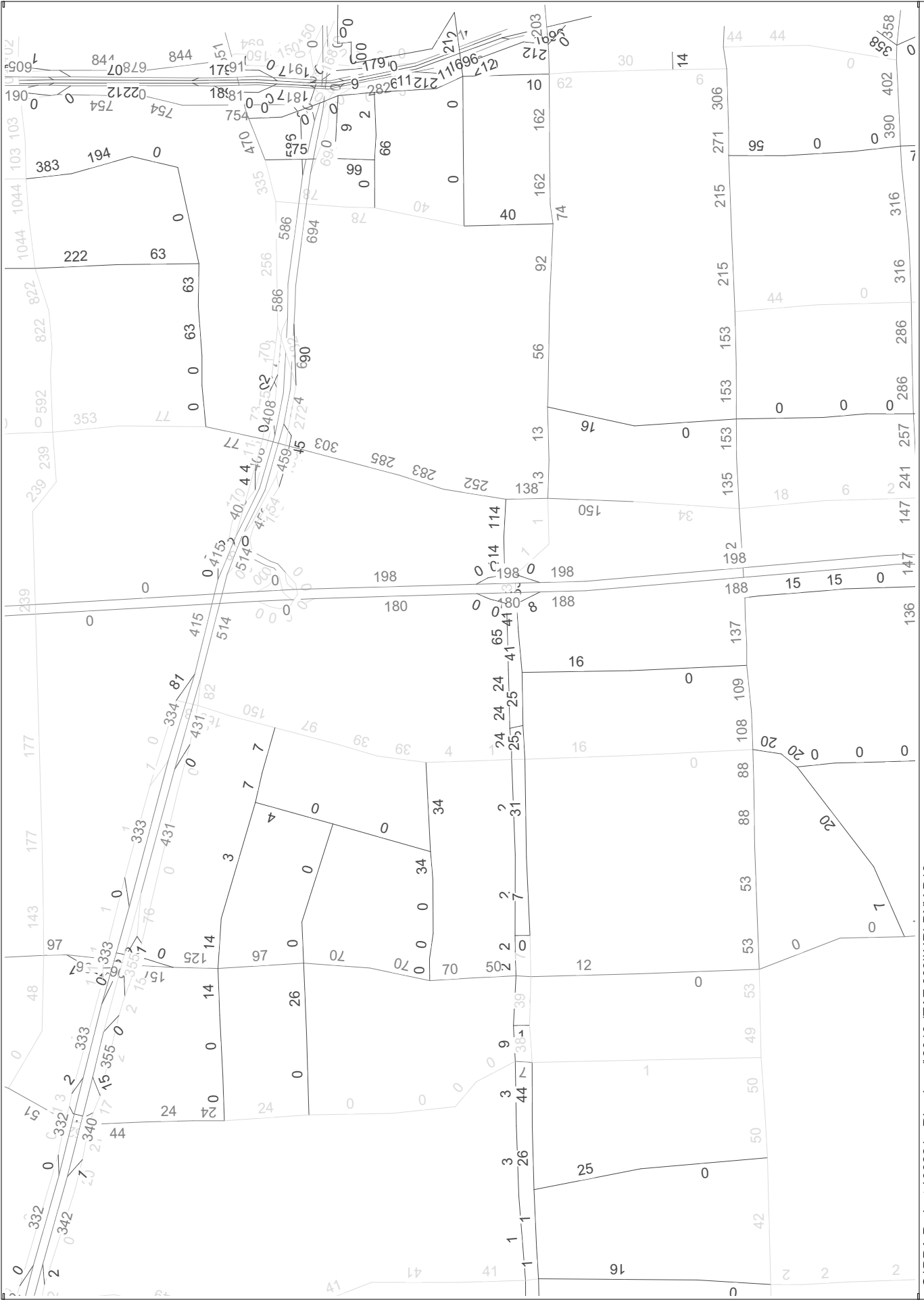
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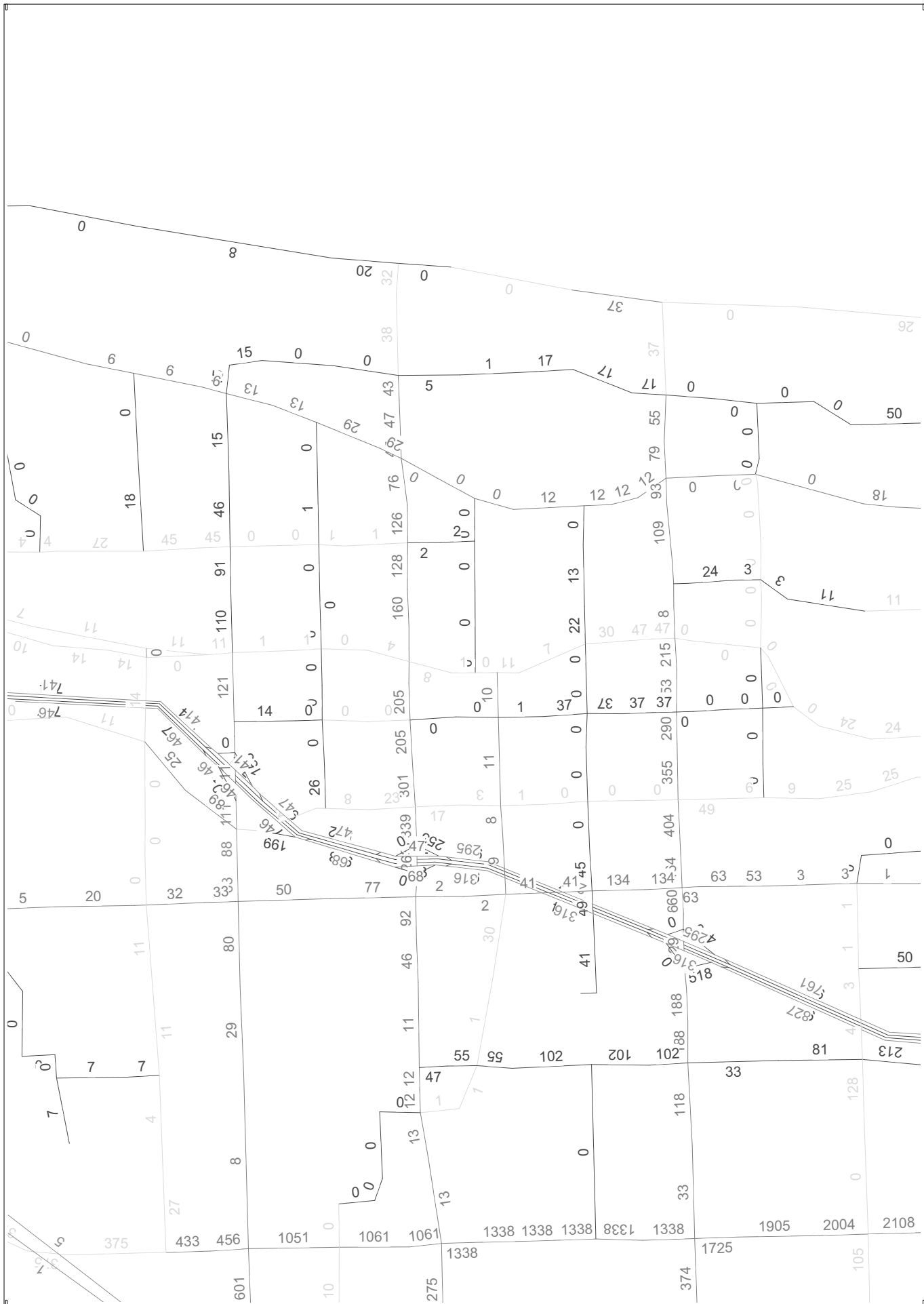
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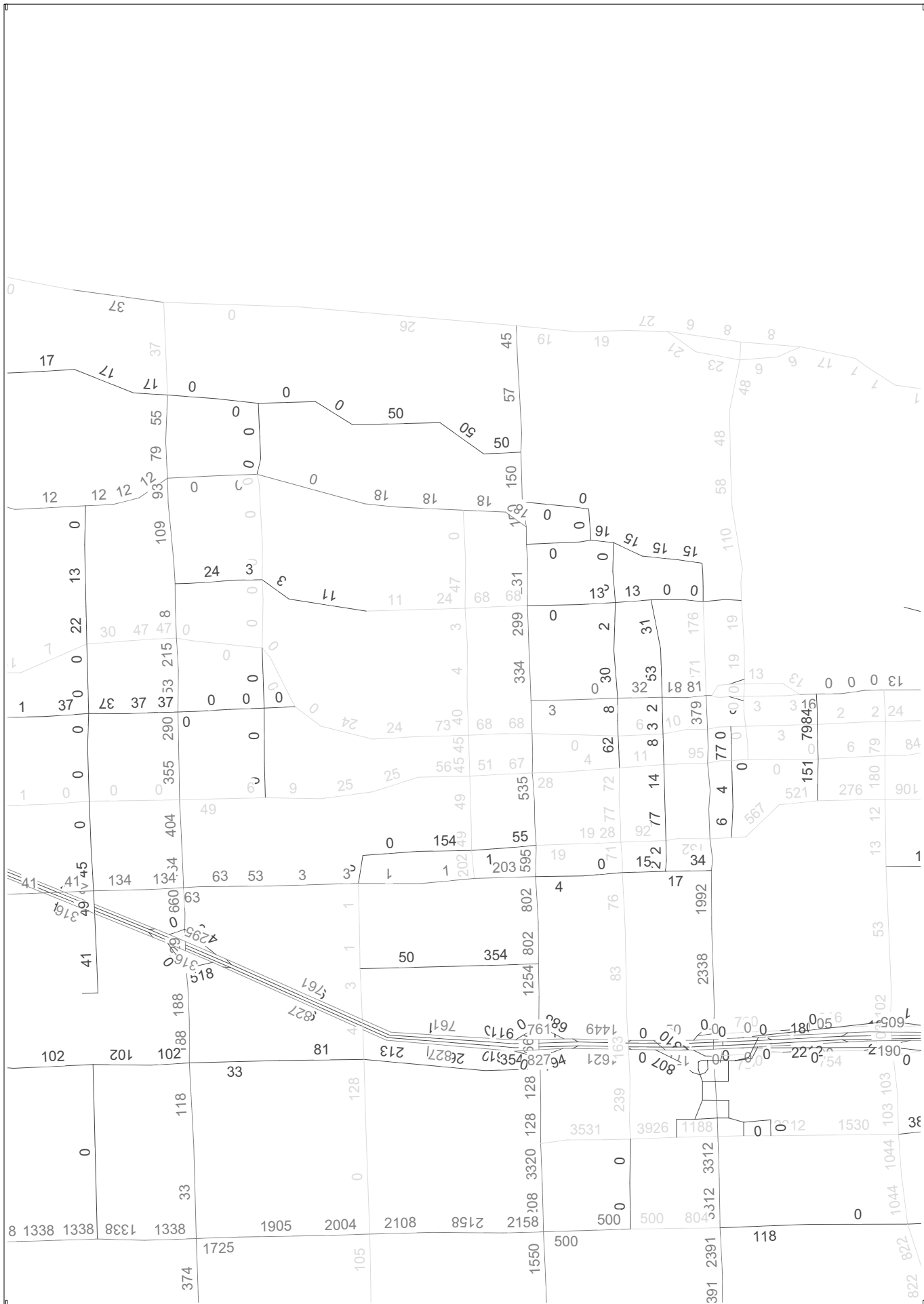


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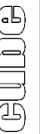


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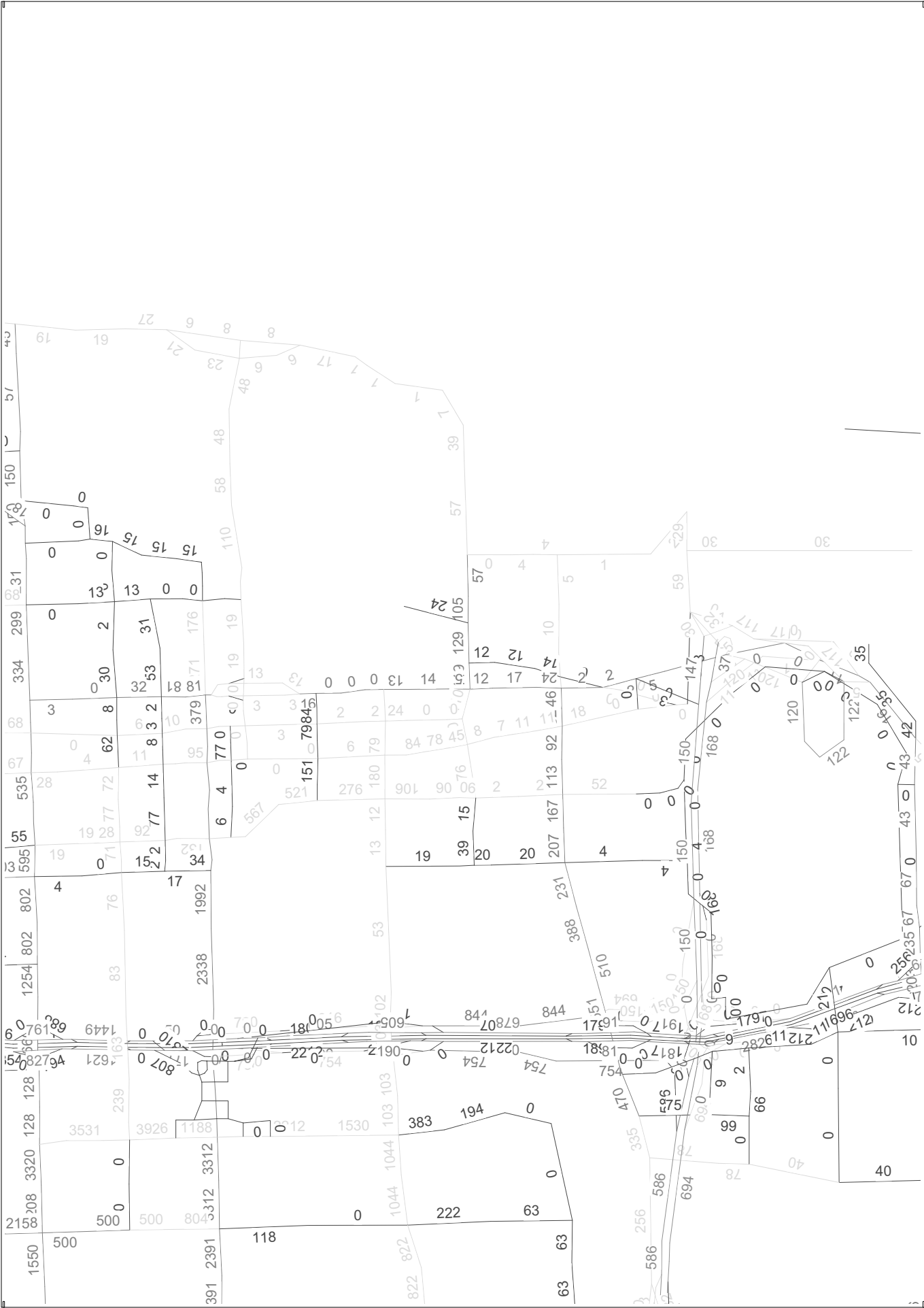




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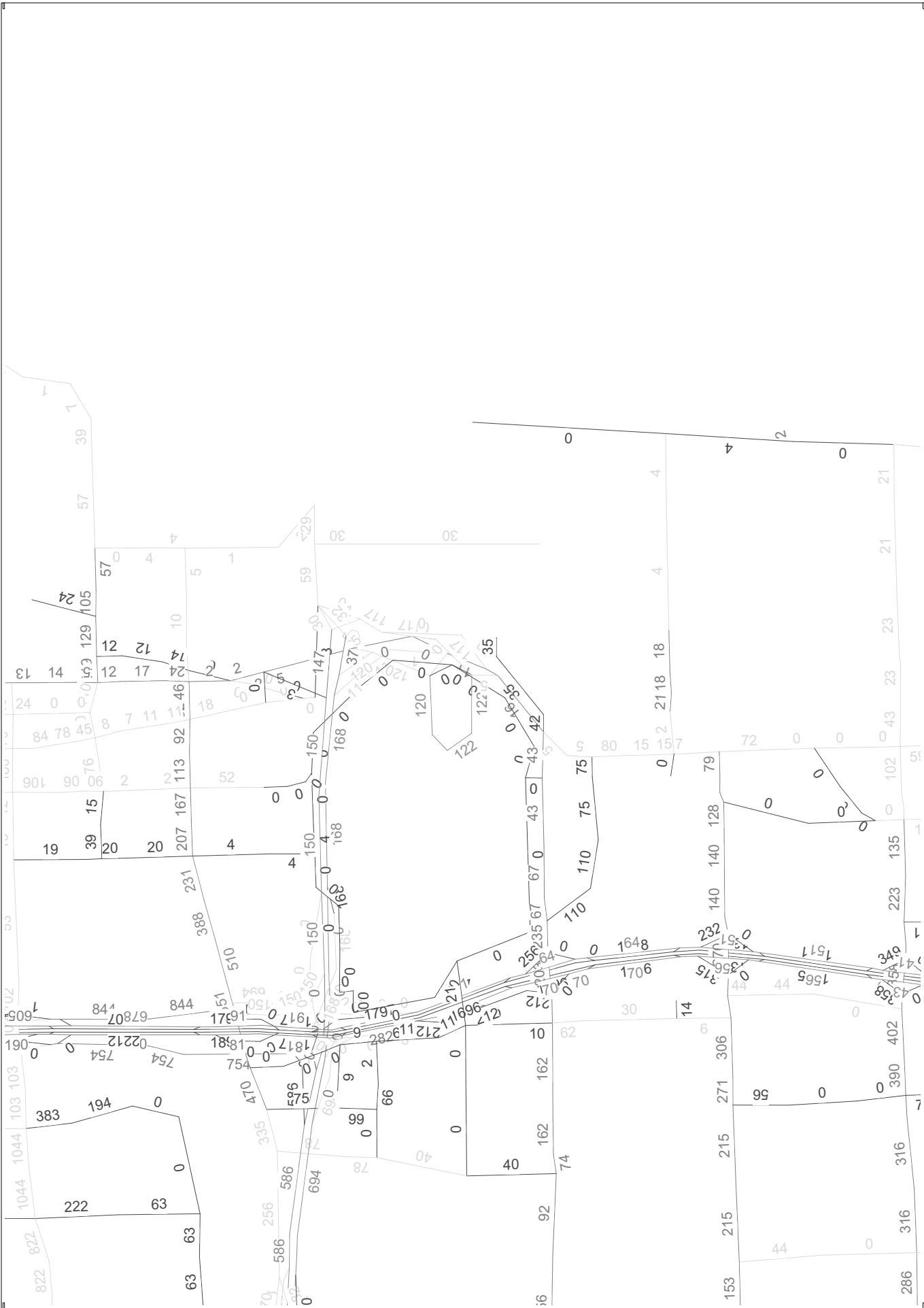
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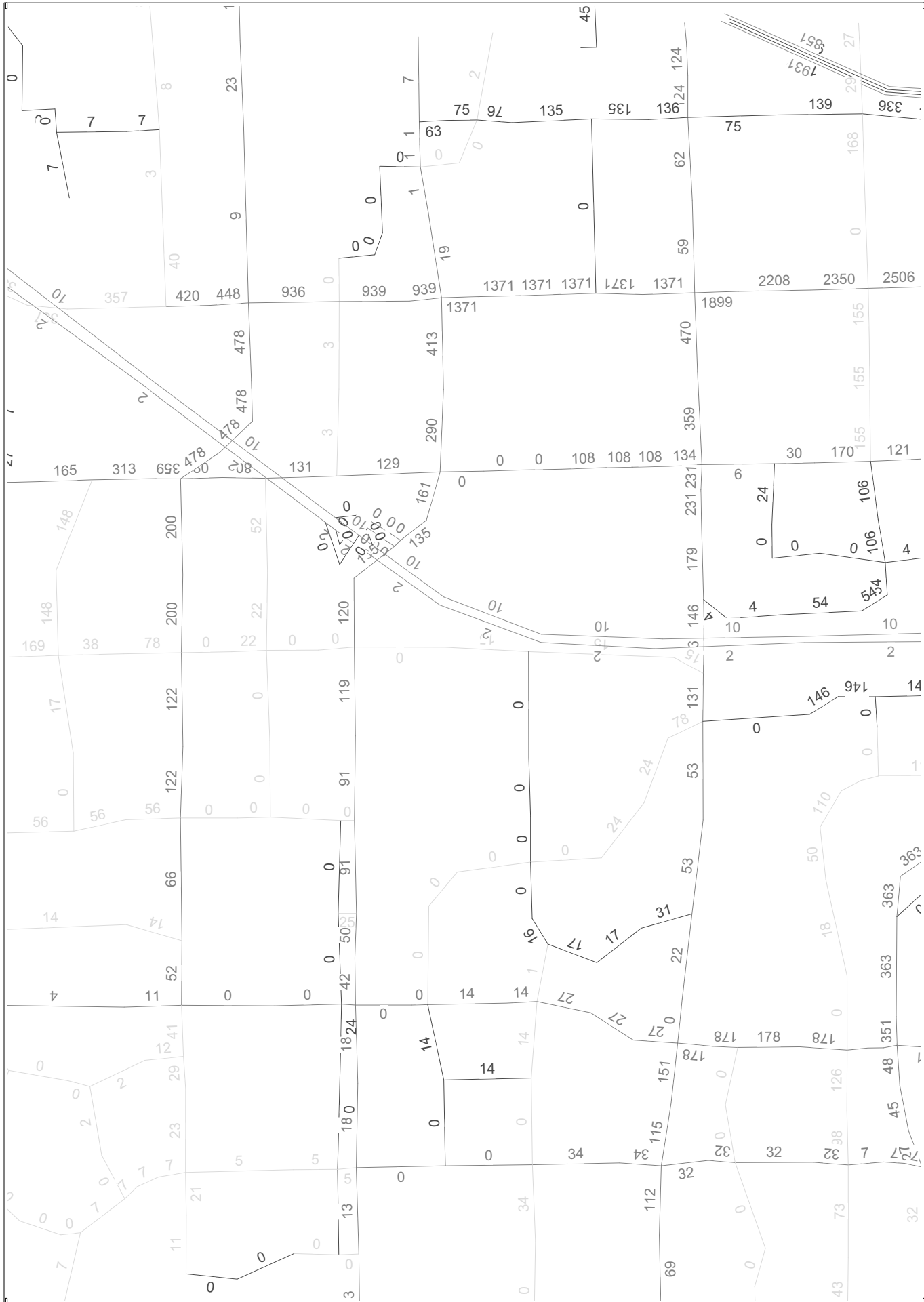
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**2013 - TAZ 863**

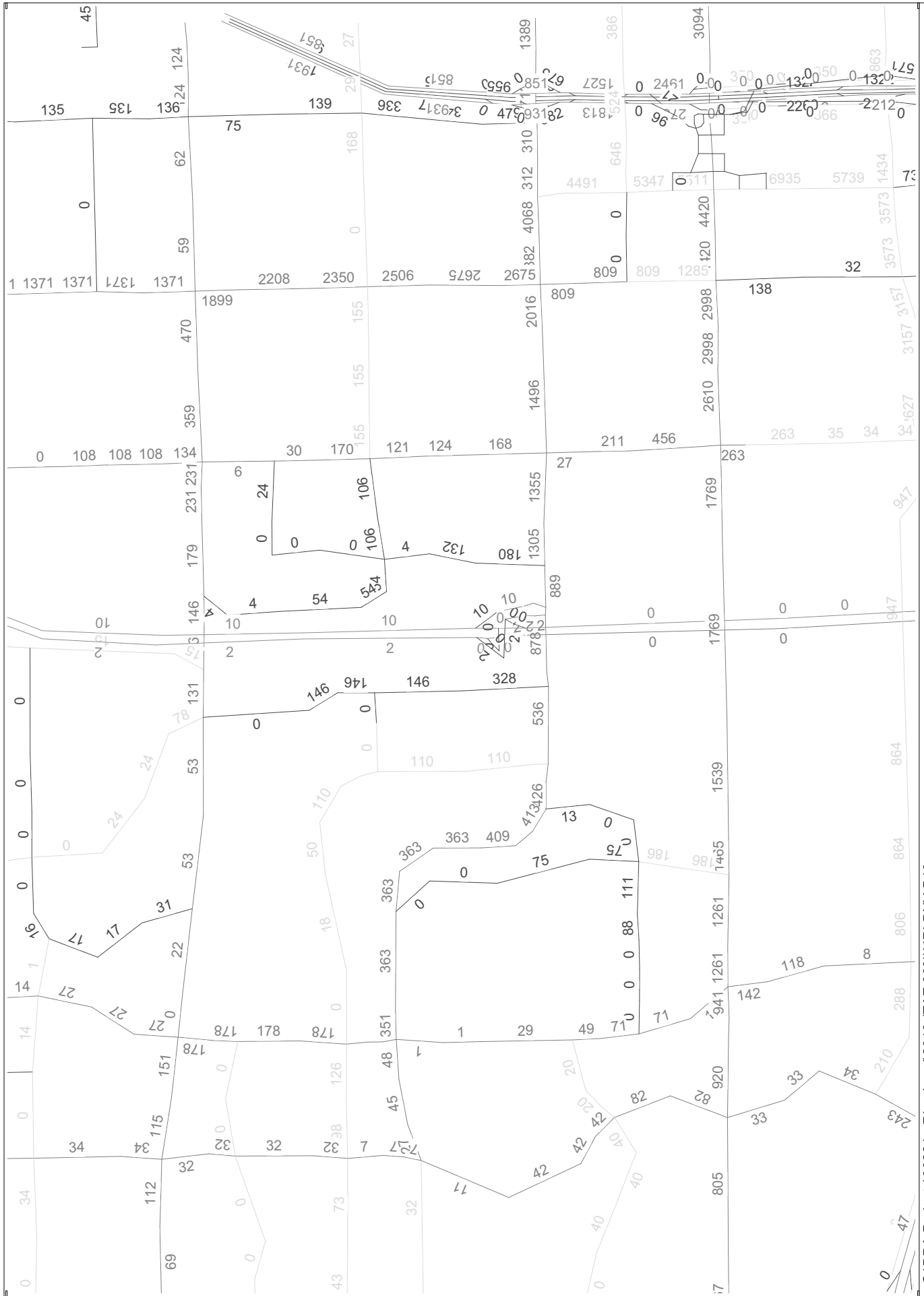




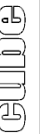
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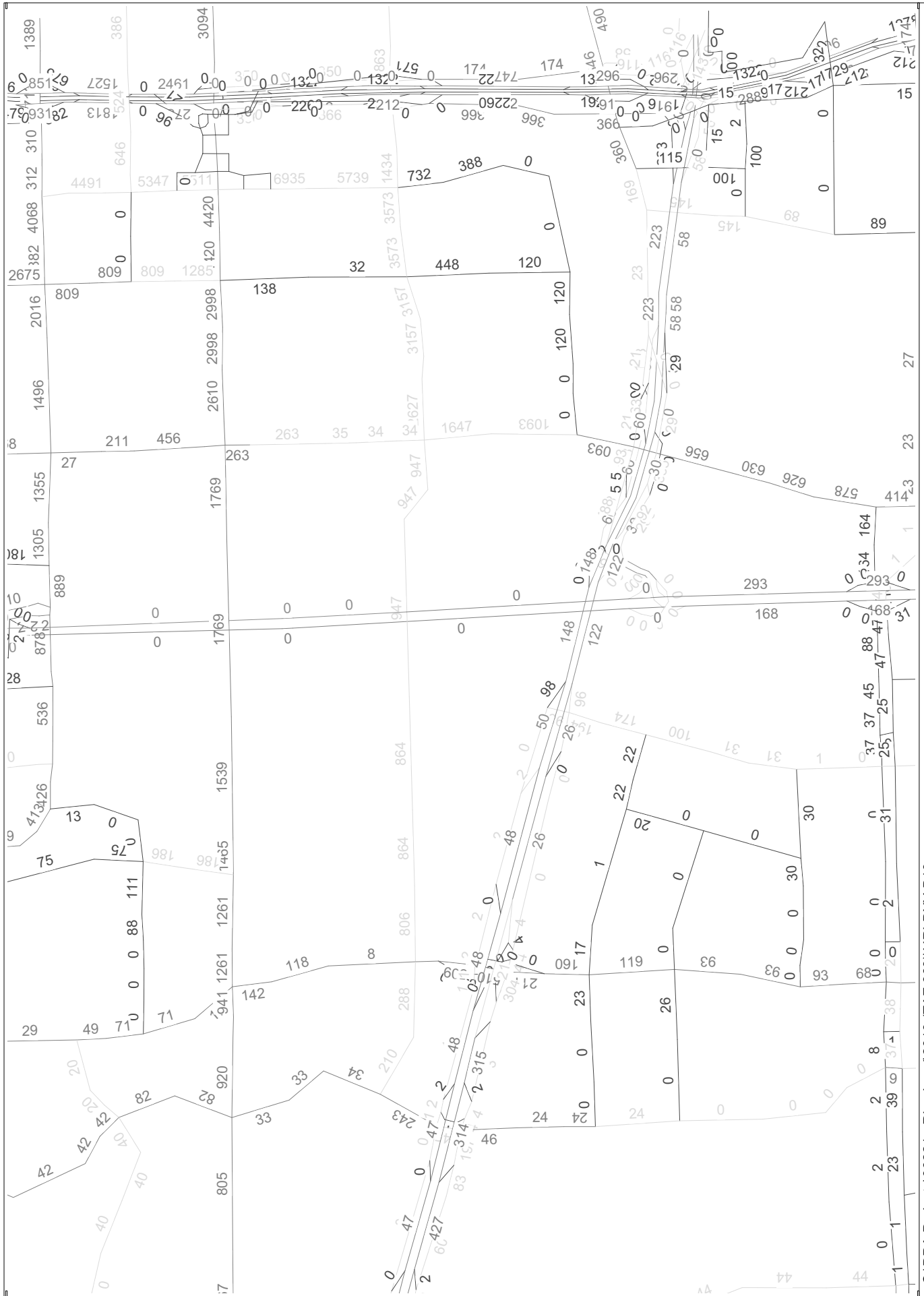
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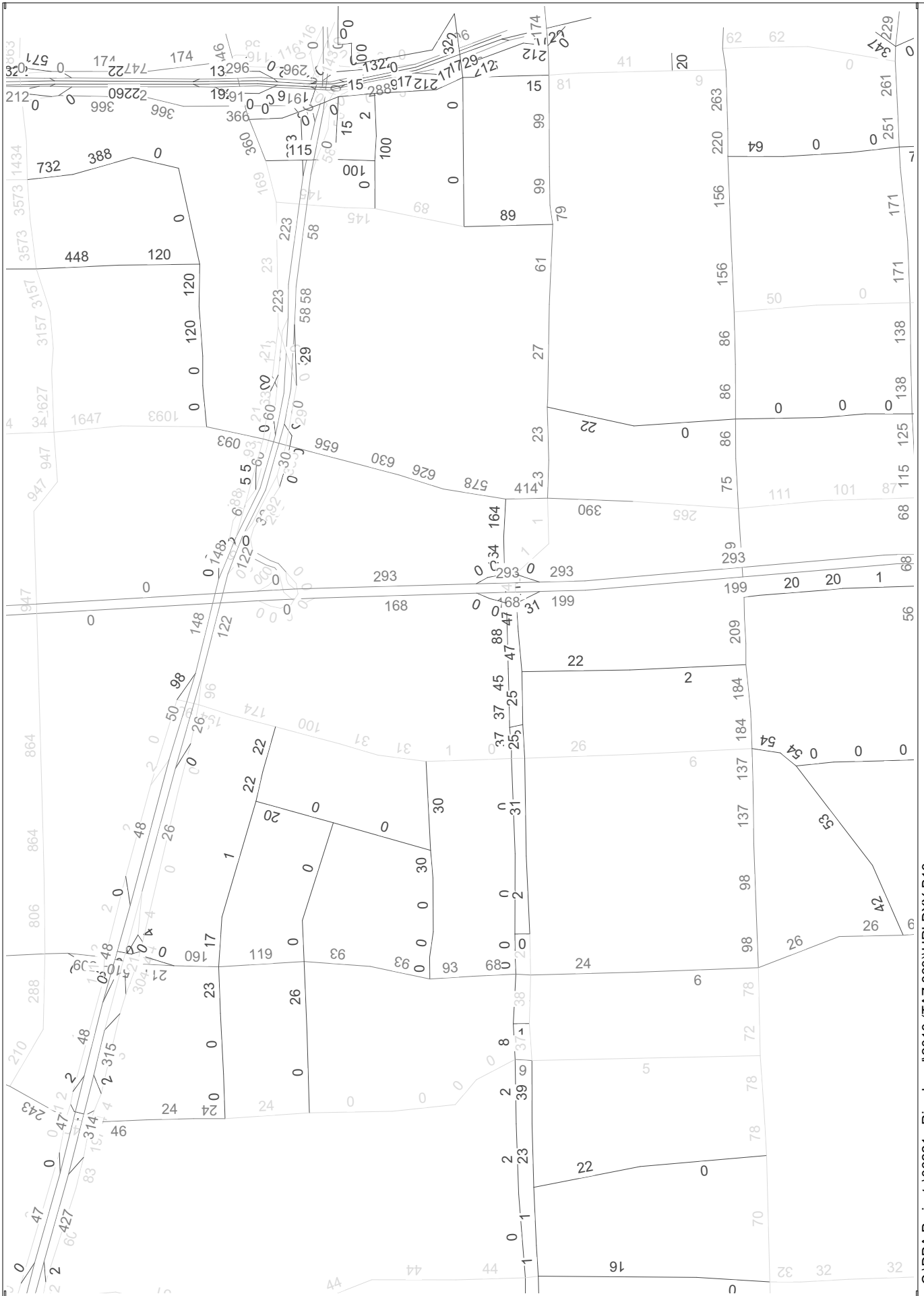


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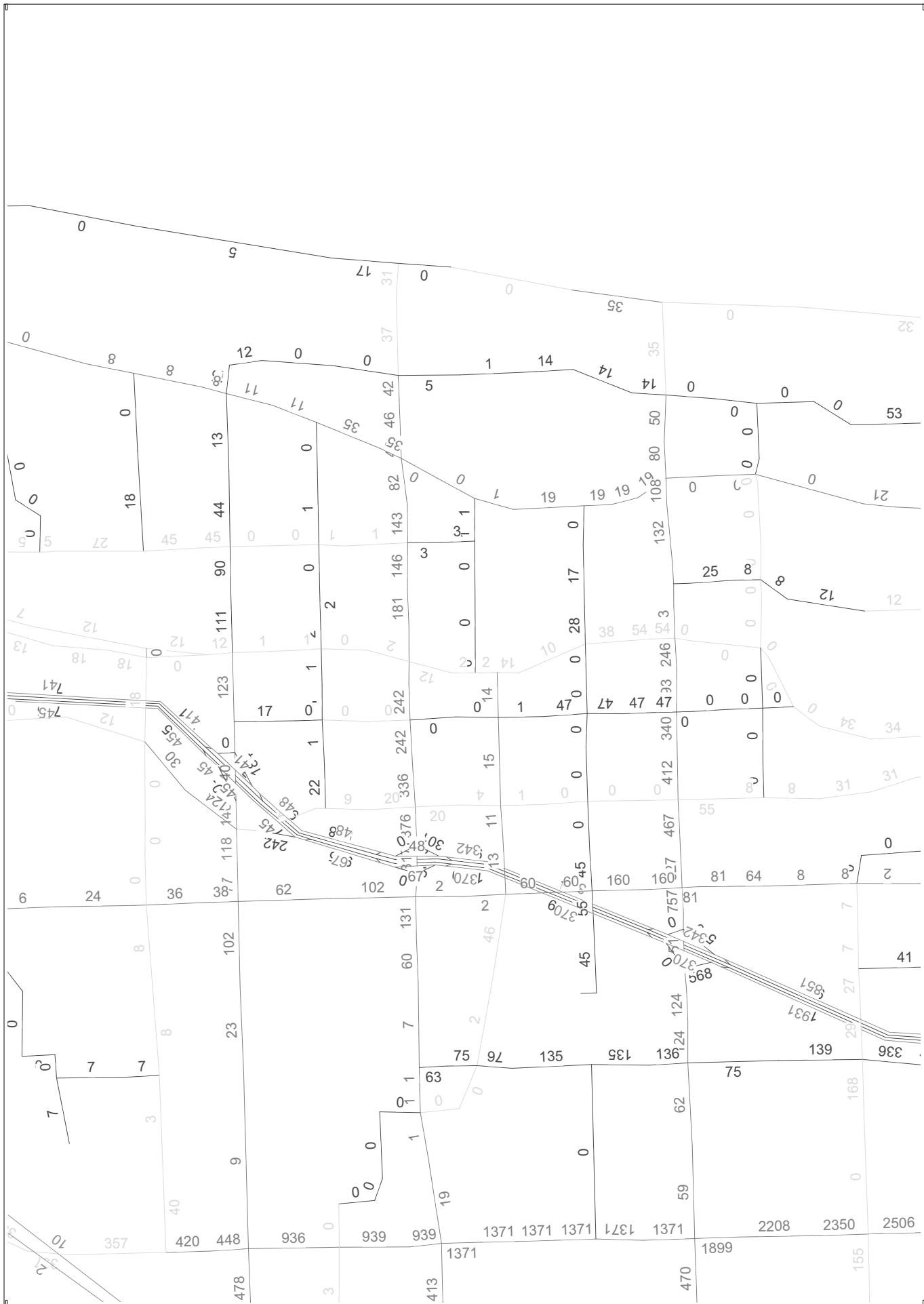




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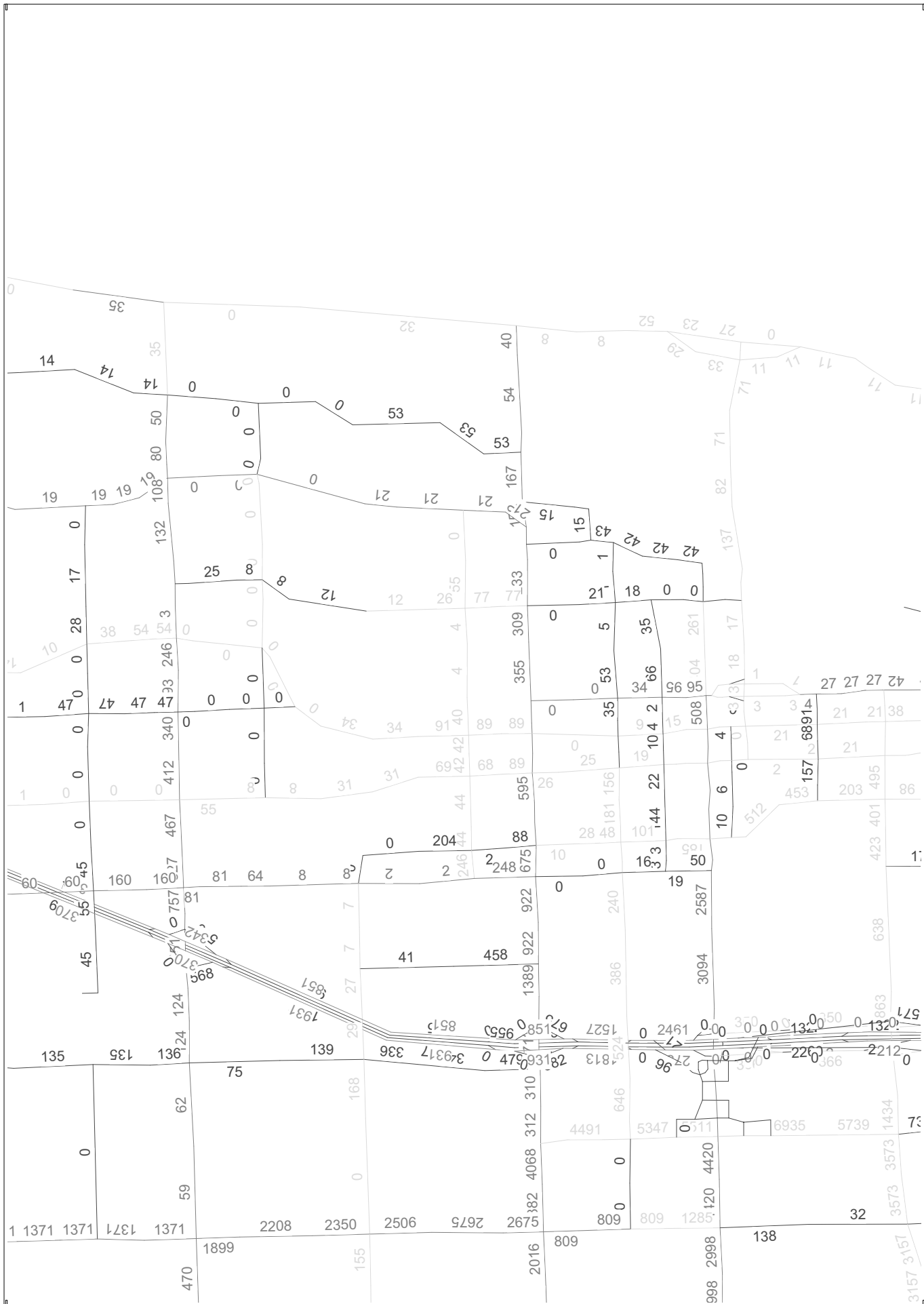
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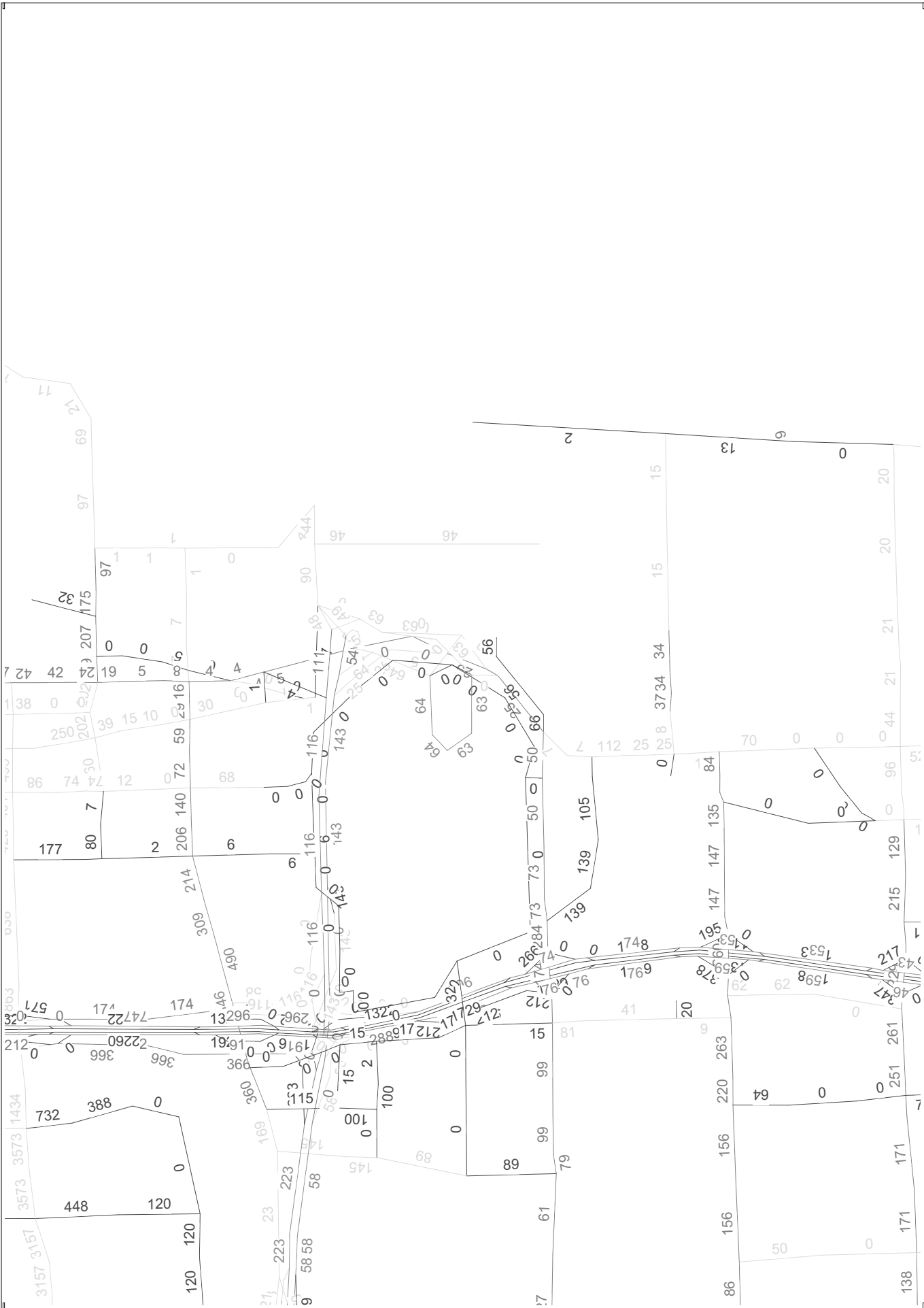
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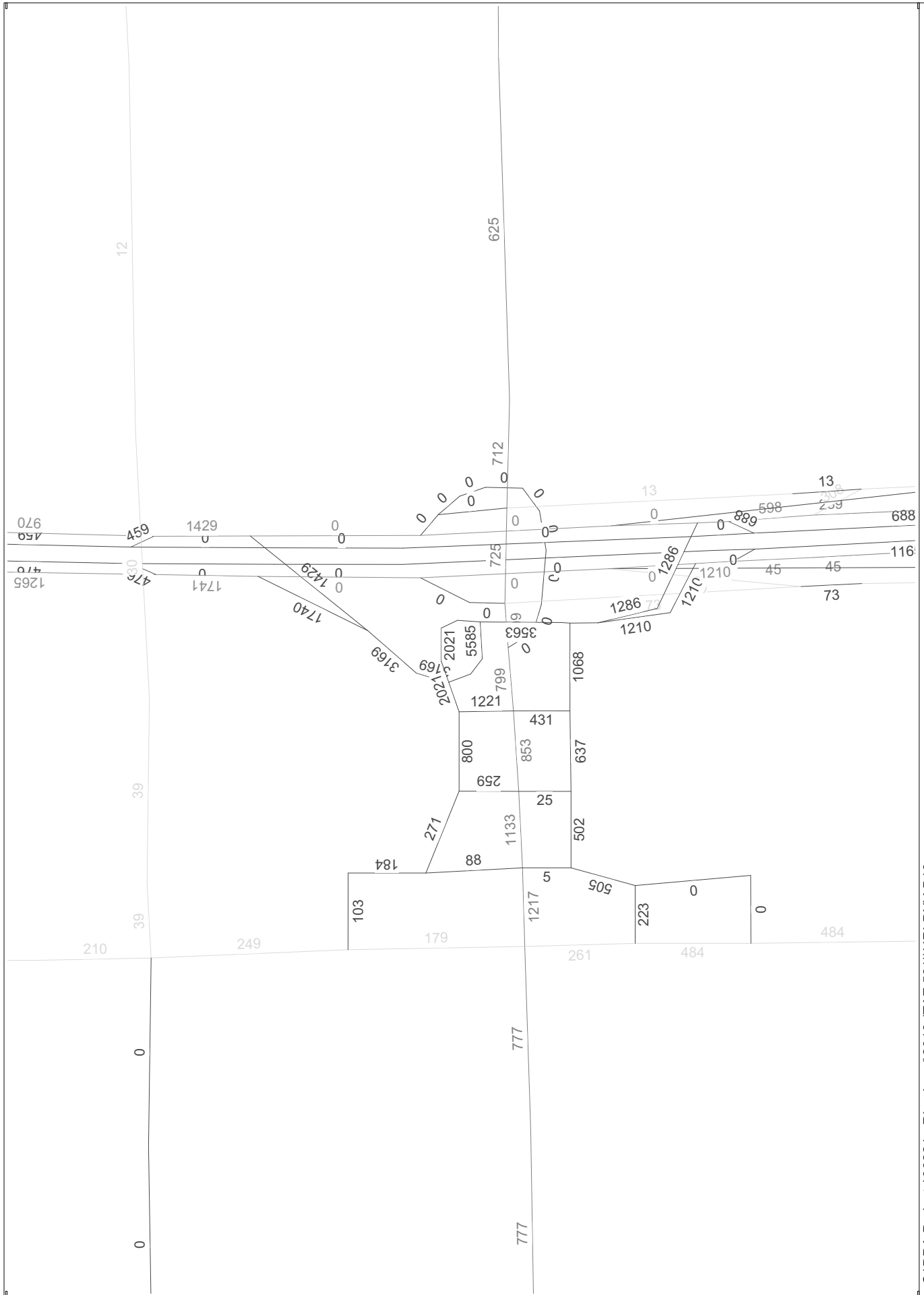


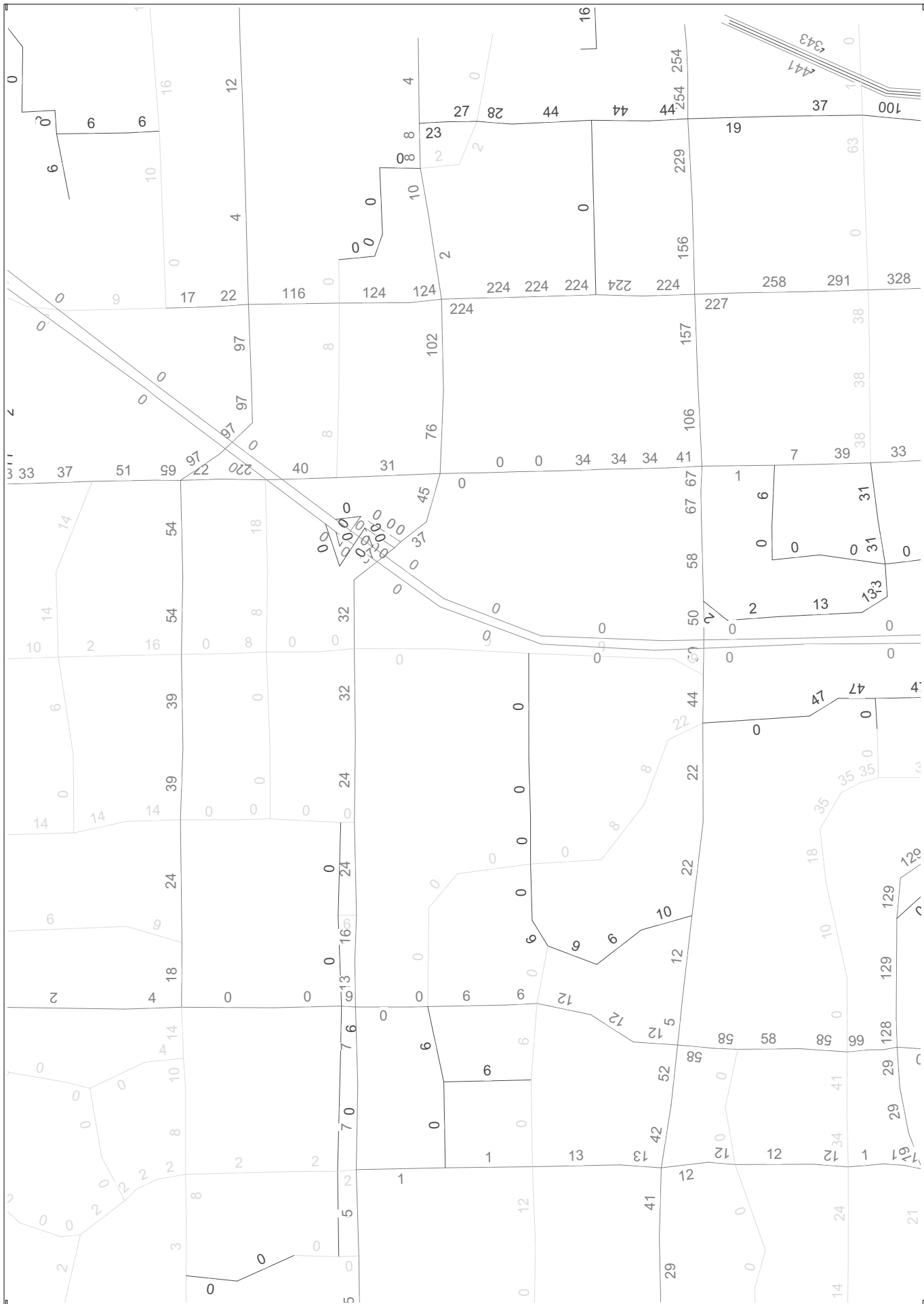
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**2018 – TAZ 581**



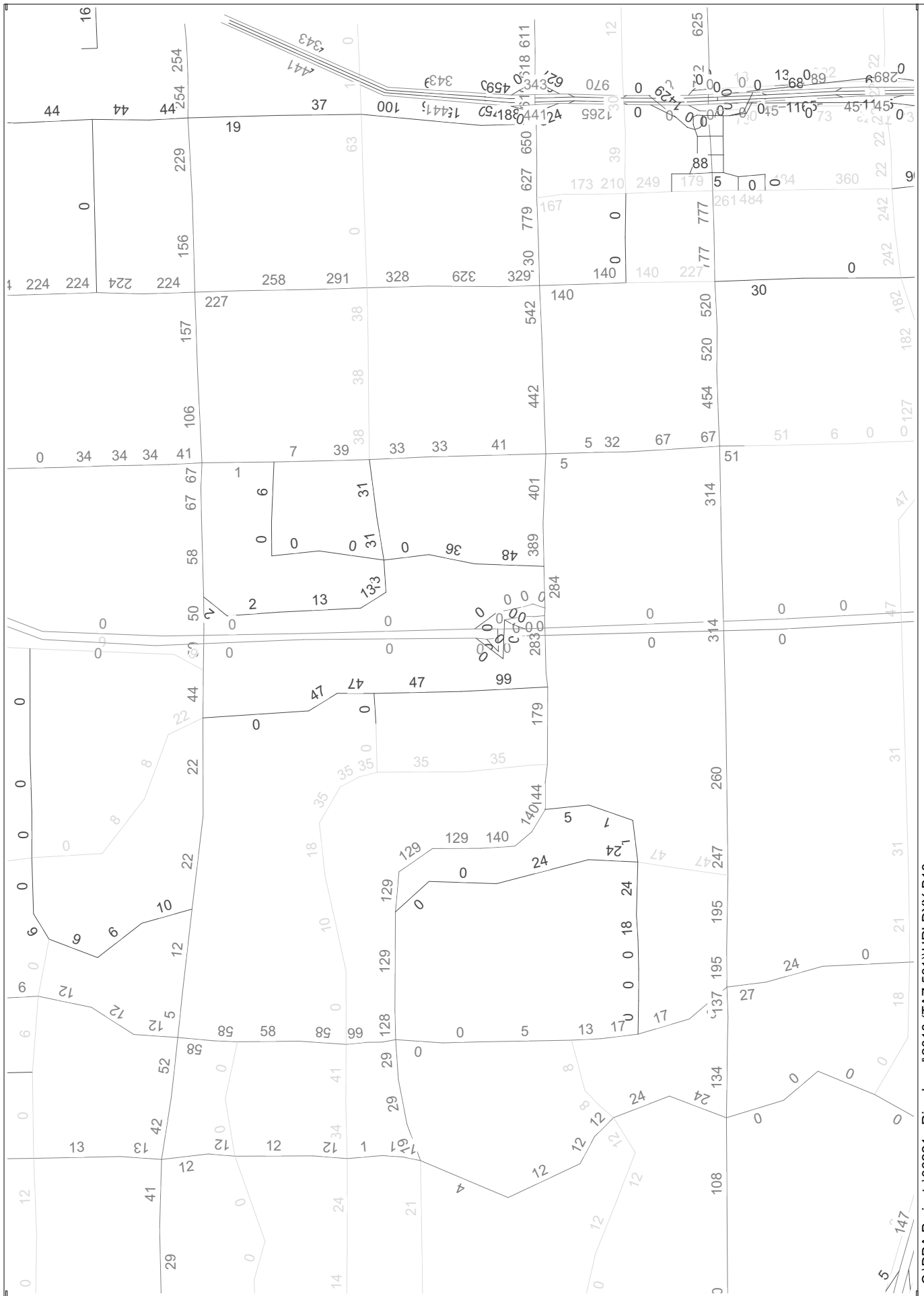


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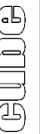


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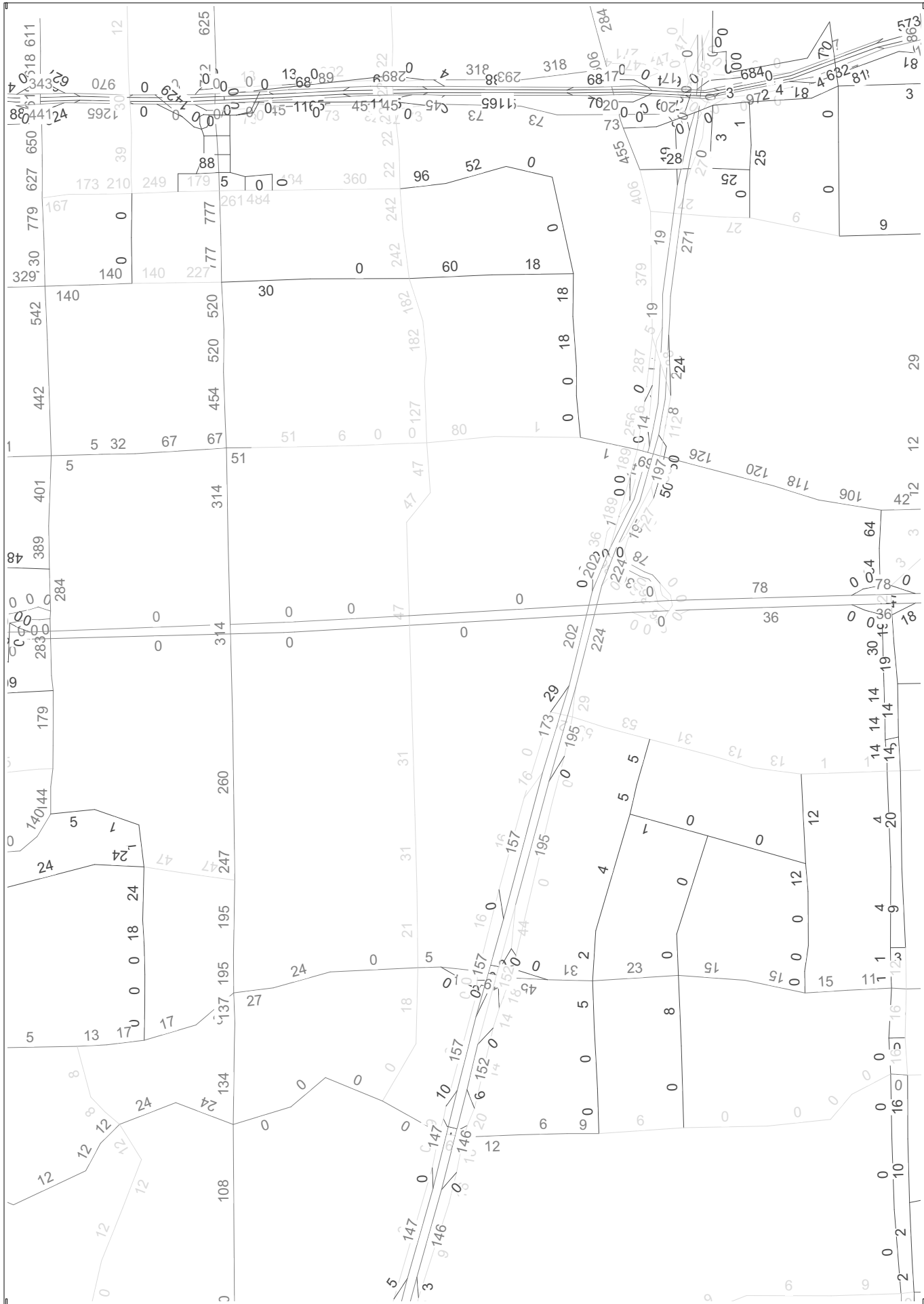




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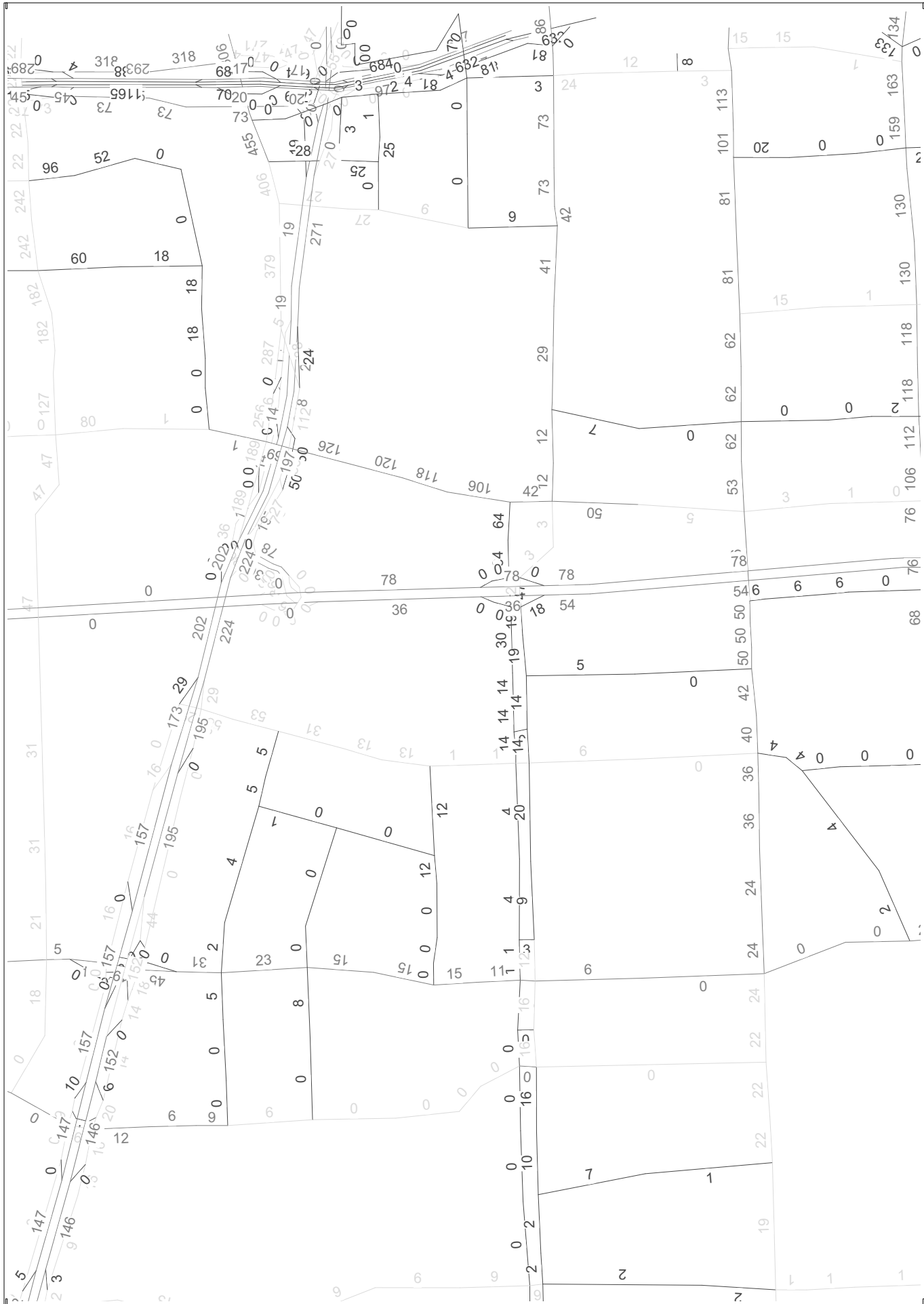
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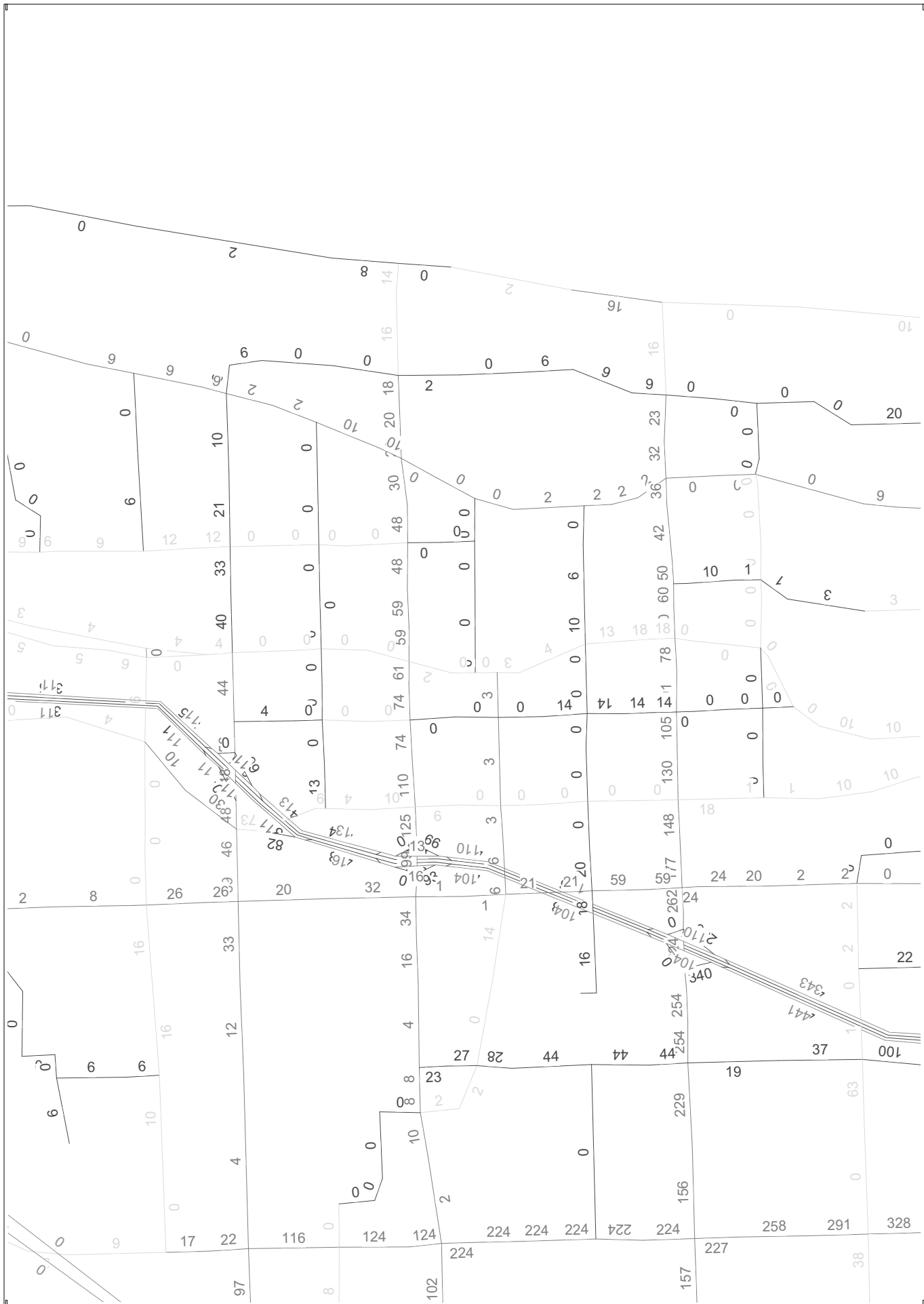
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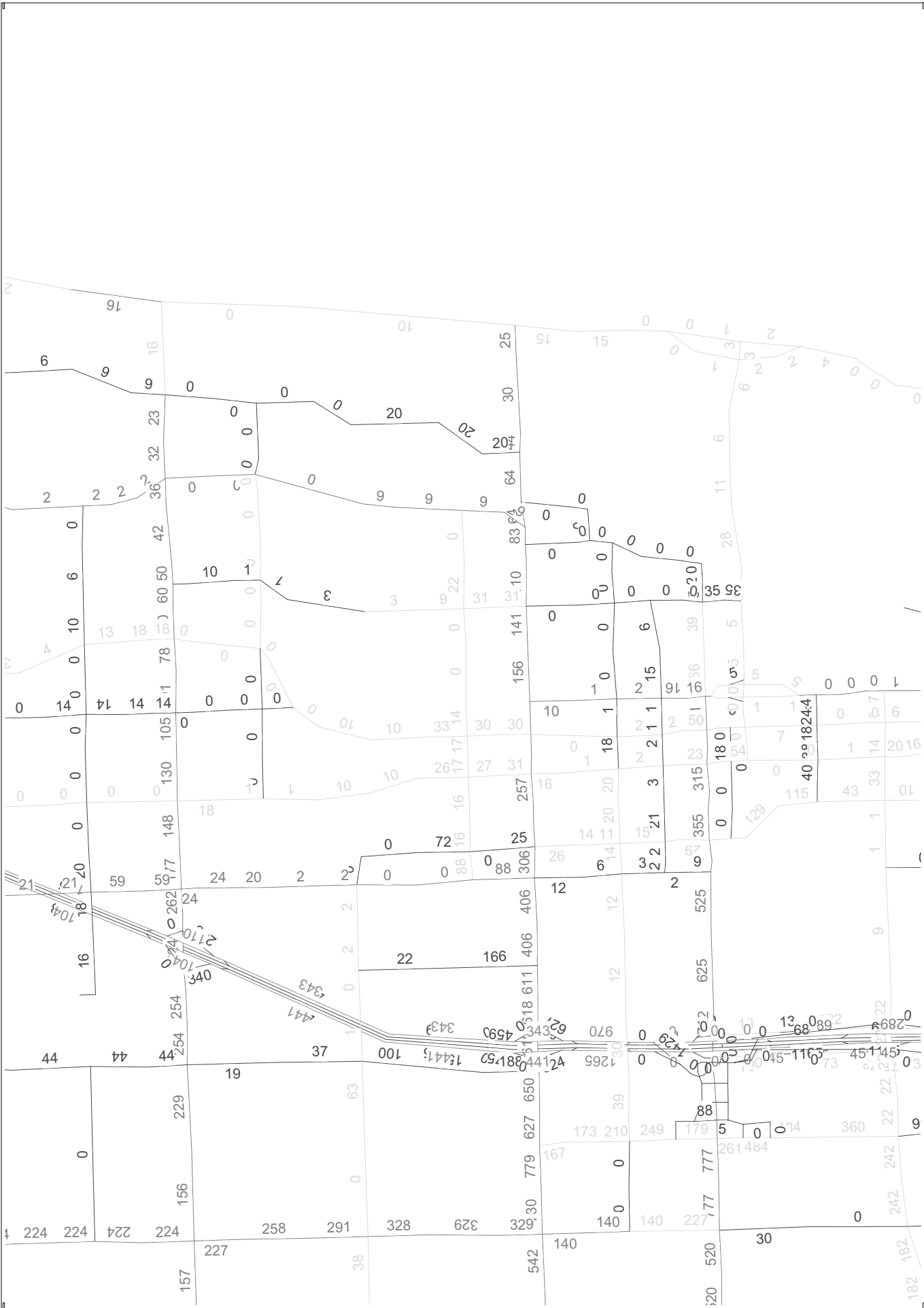
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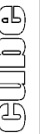
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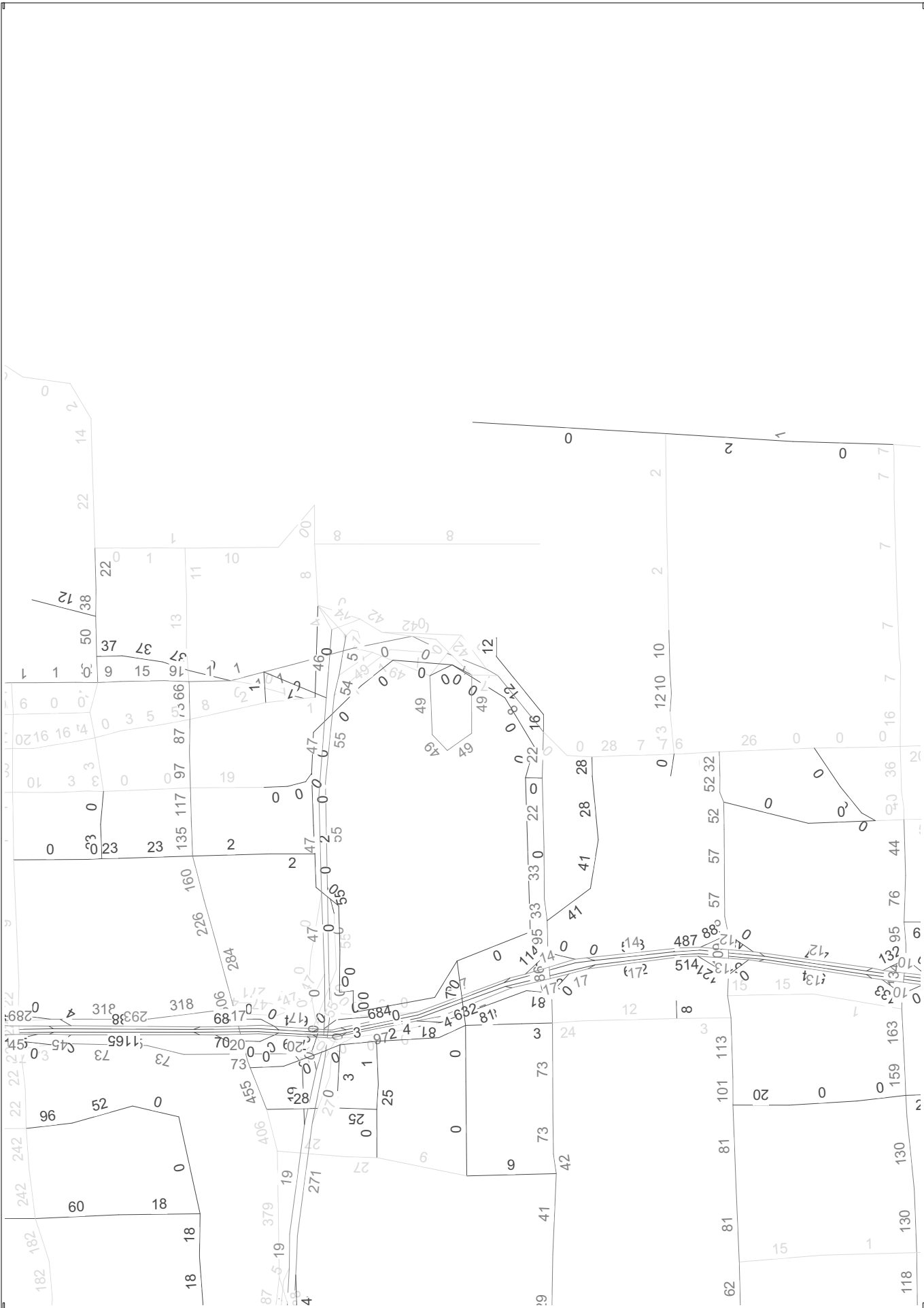
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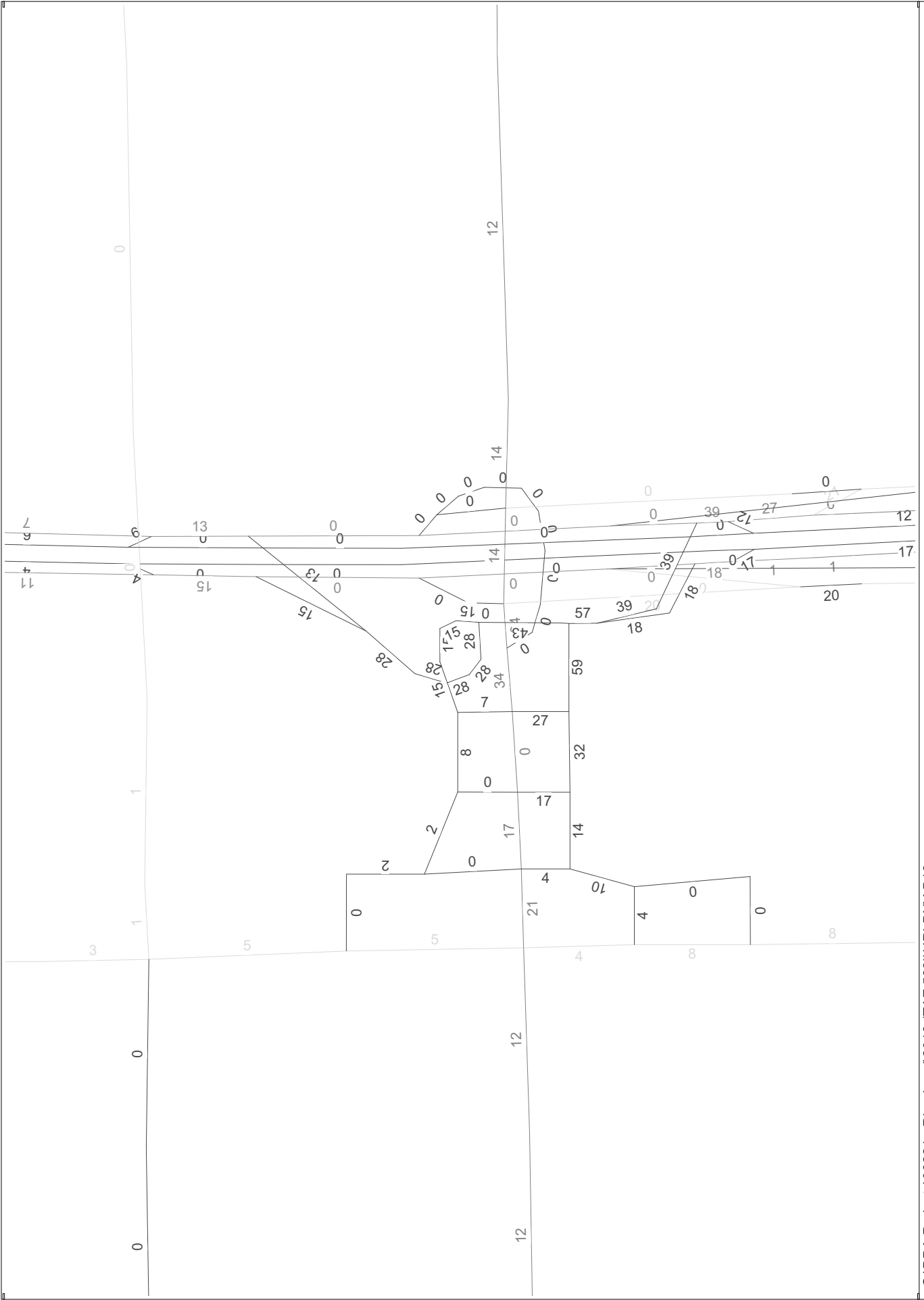
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**2018 – TAZ 582**

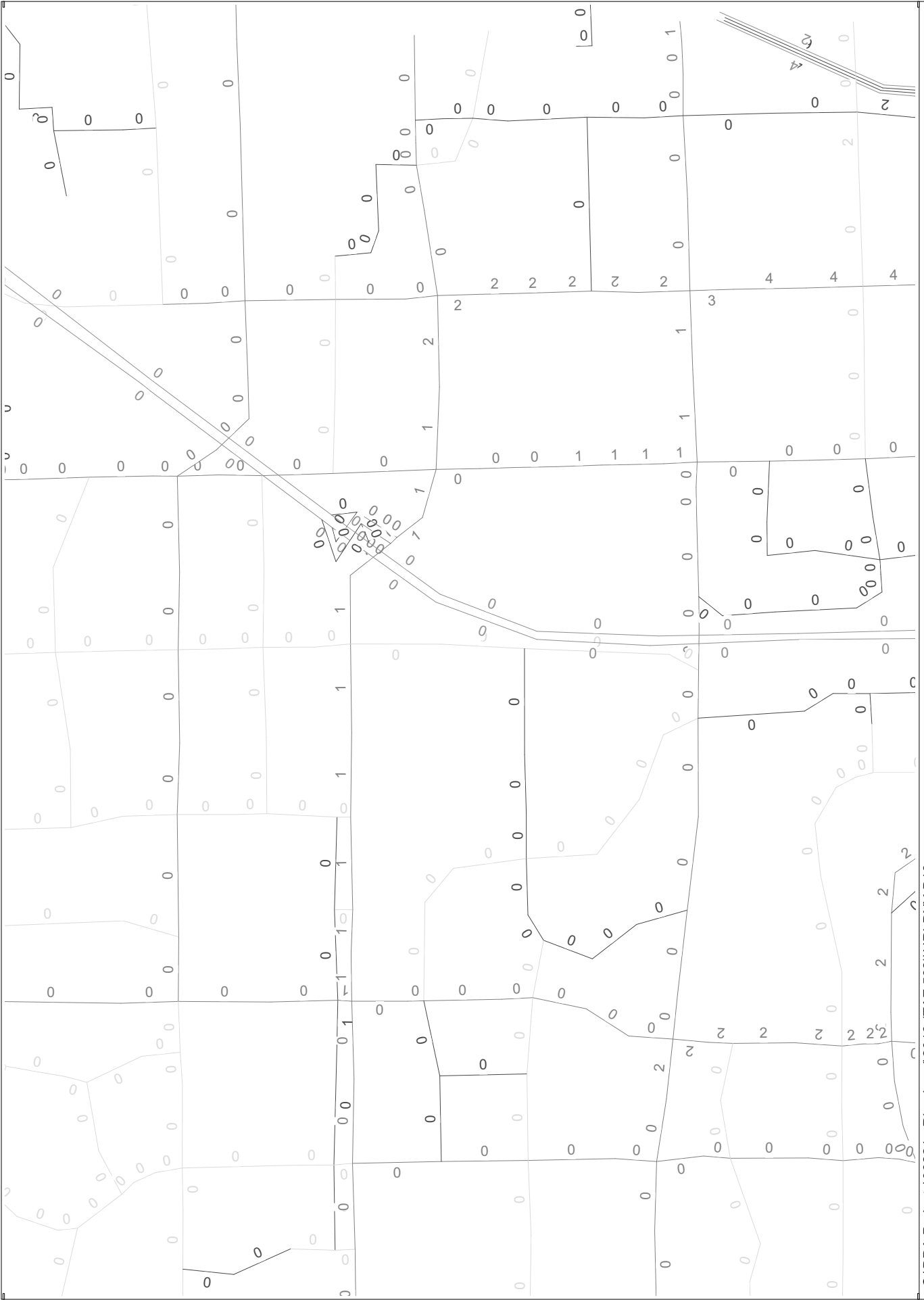




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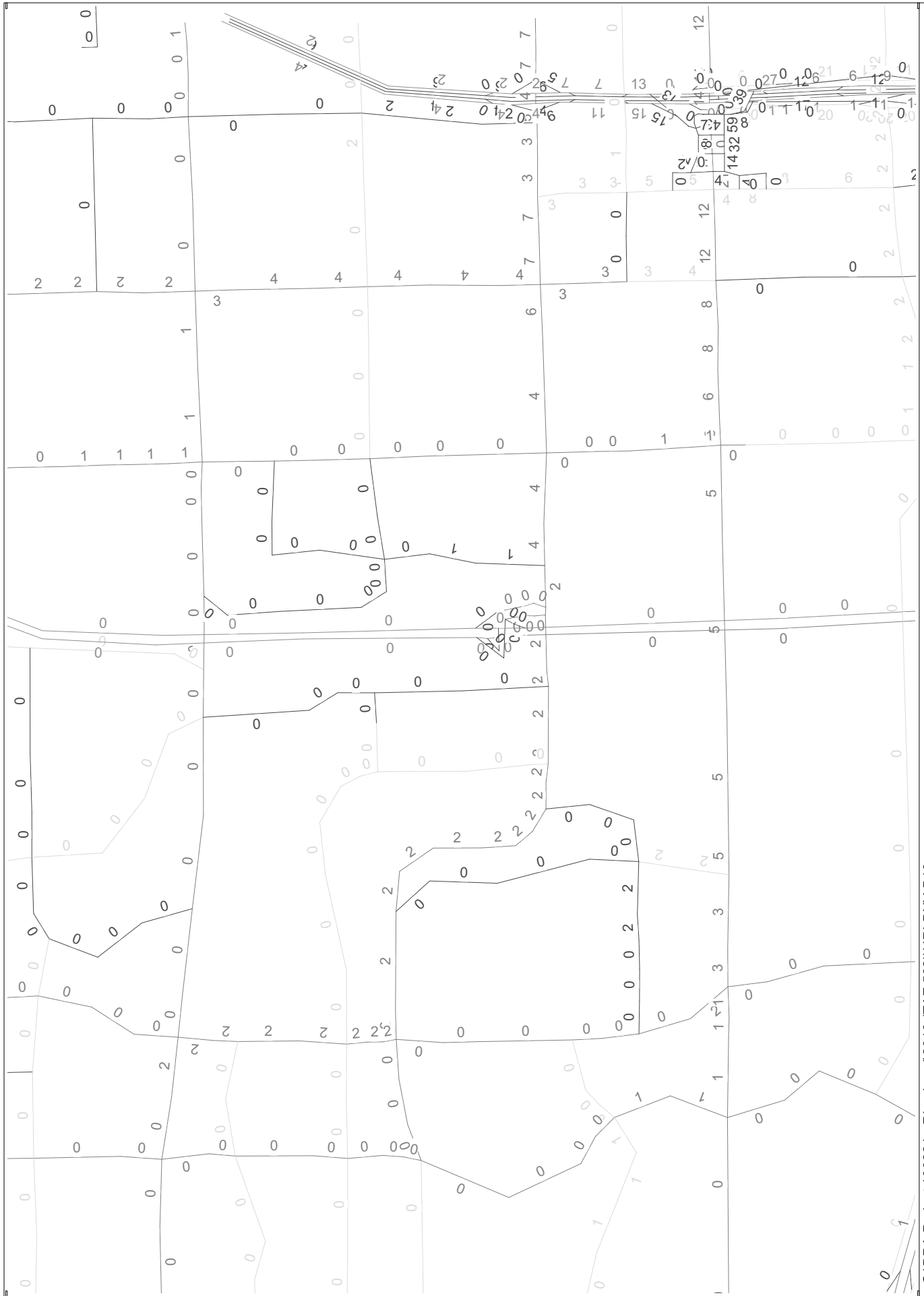
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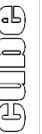
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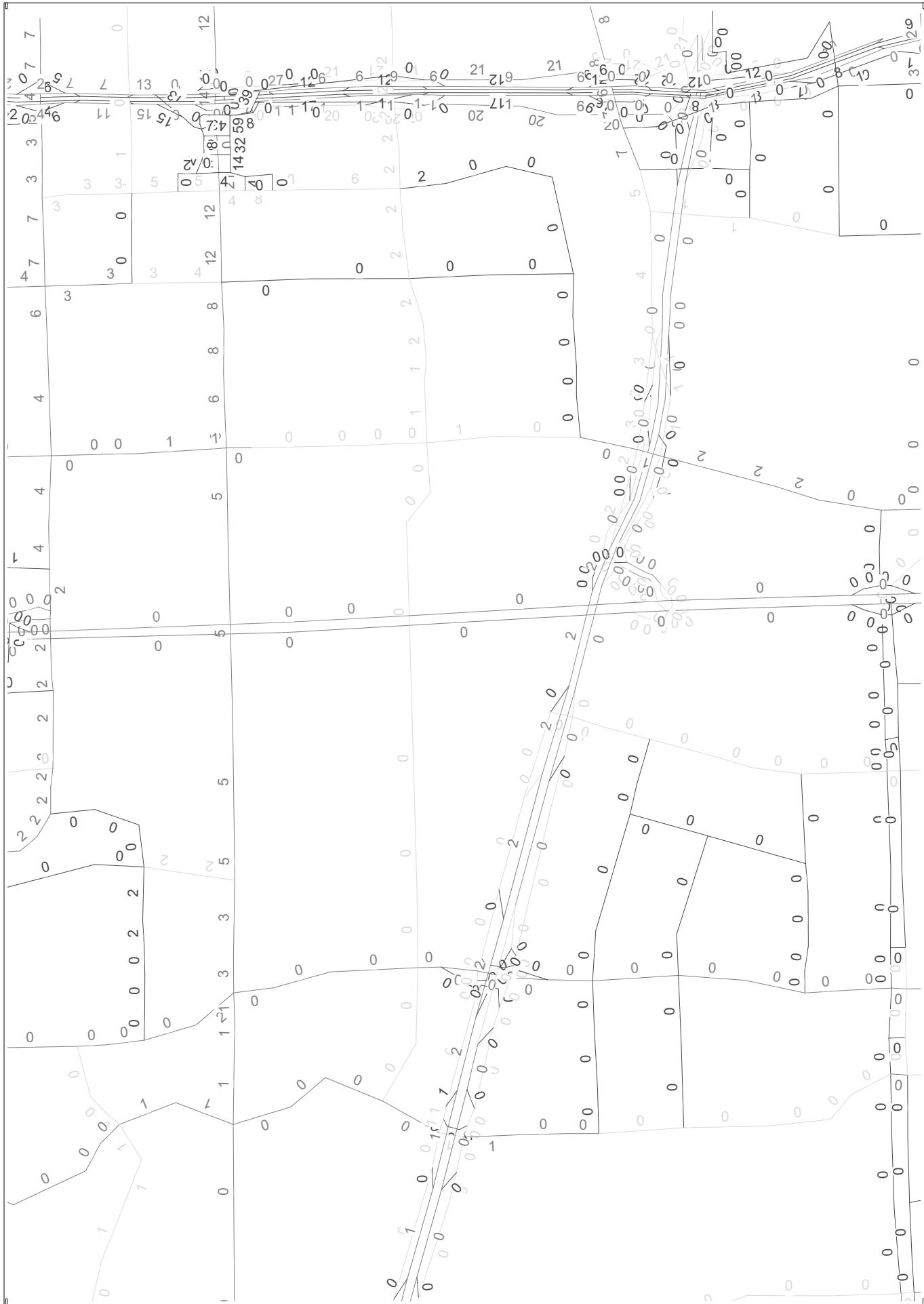
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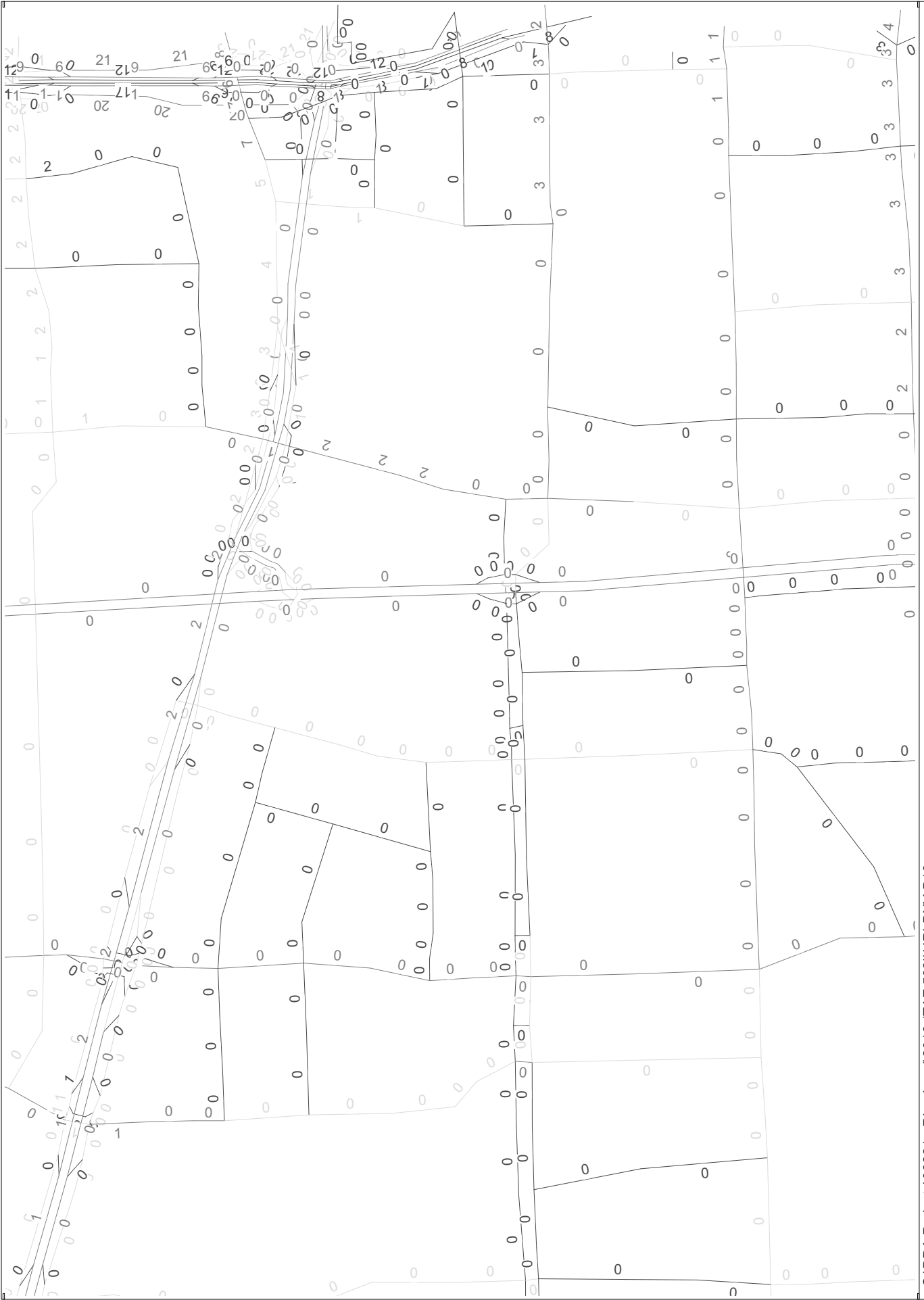
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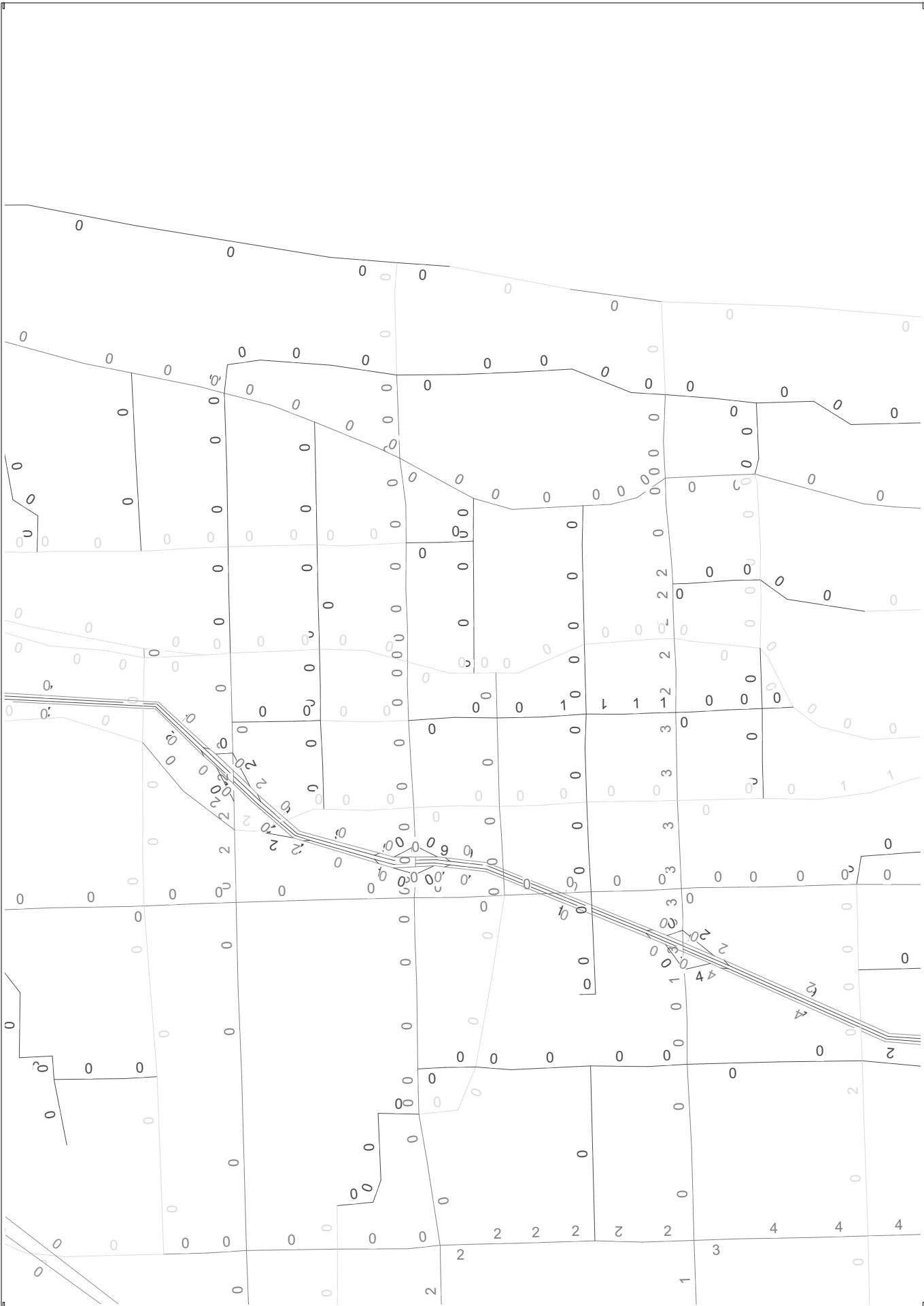
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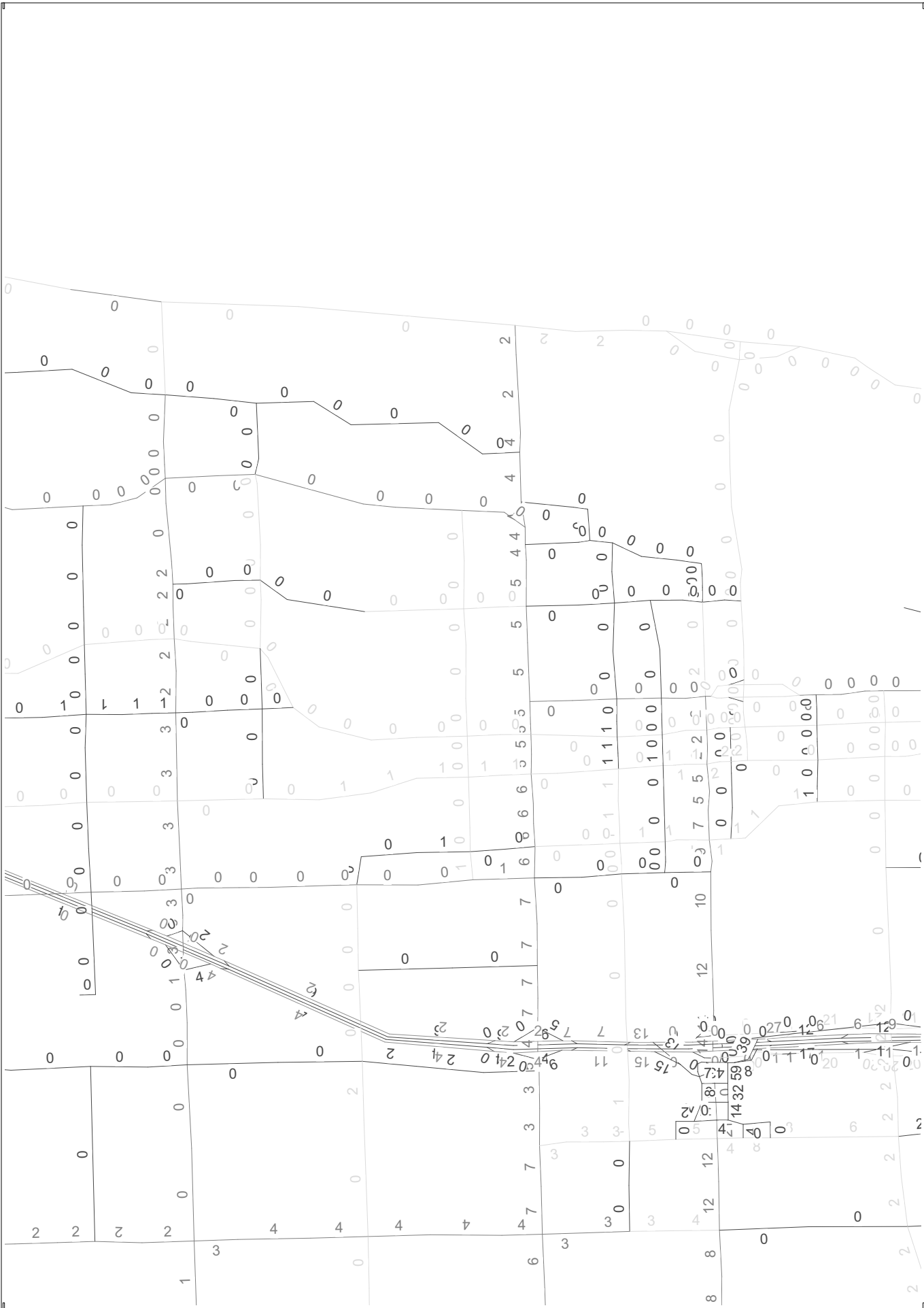
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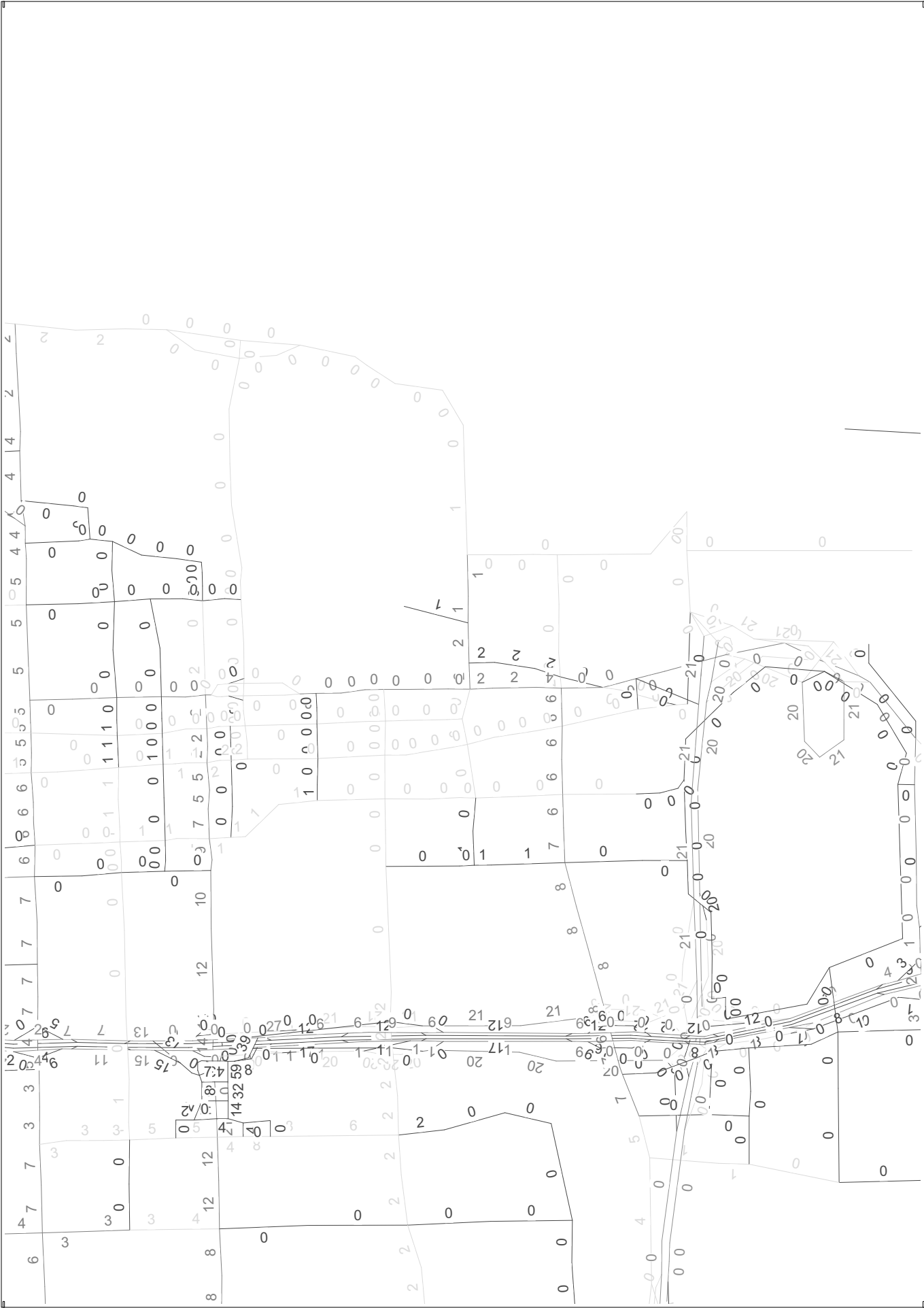
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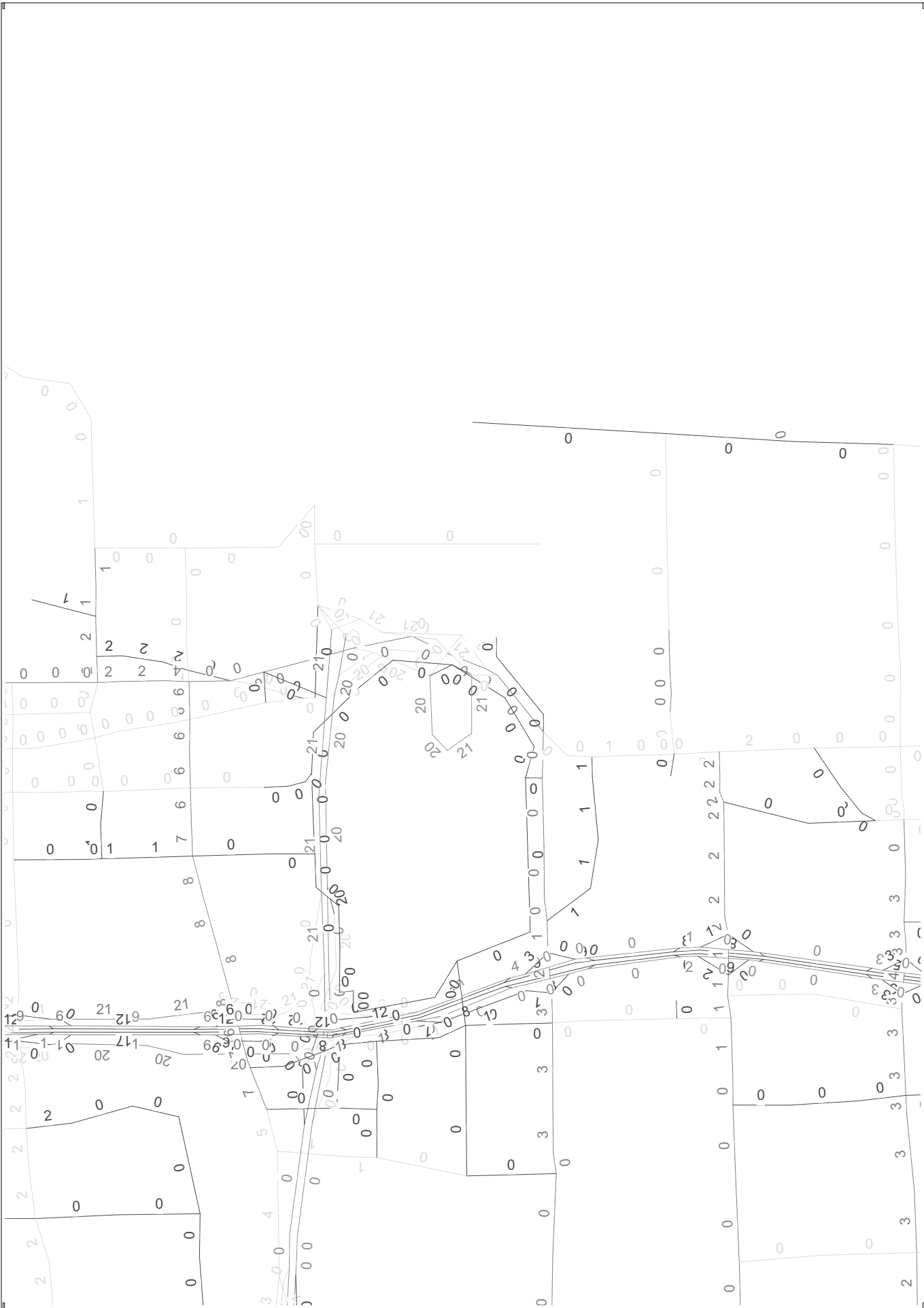


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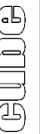


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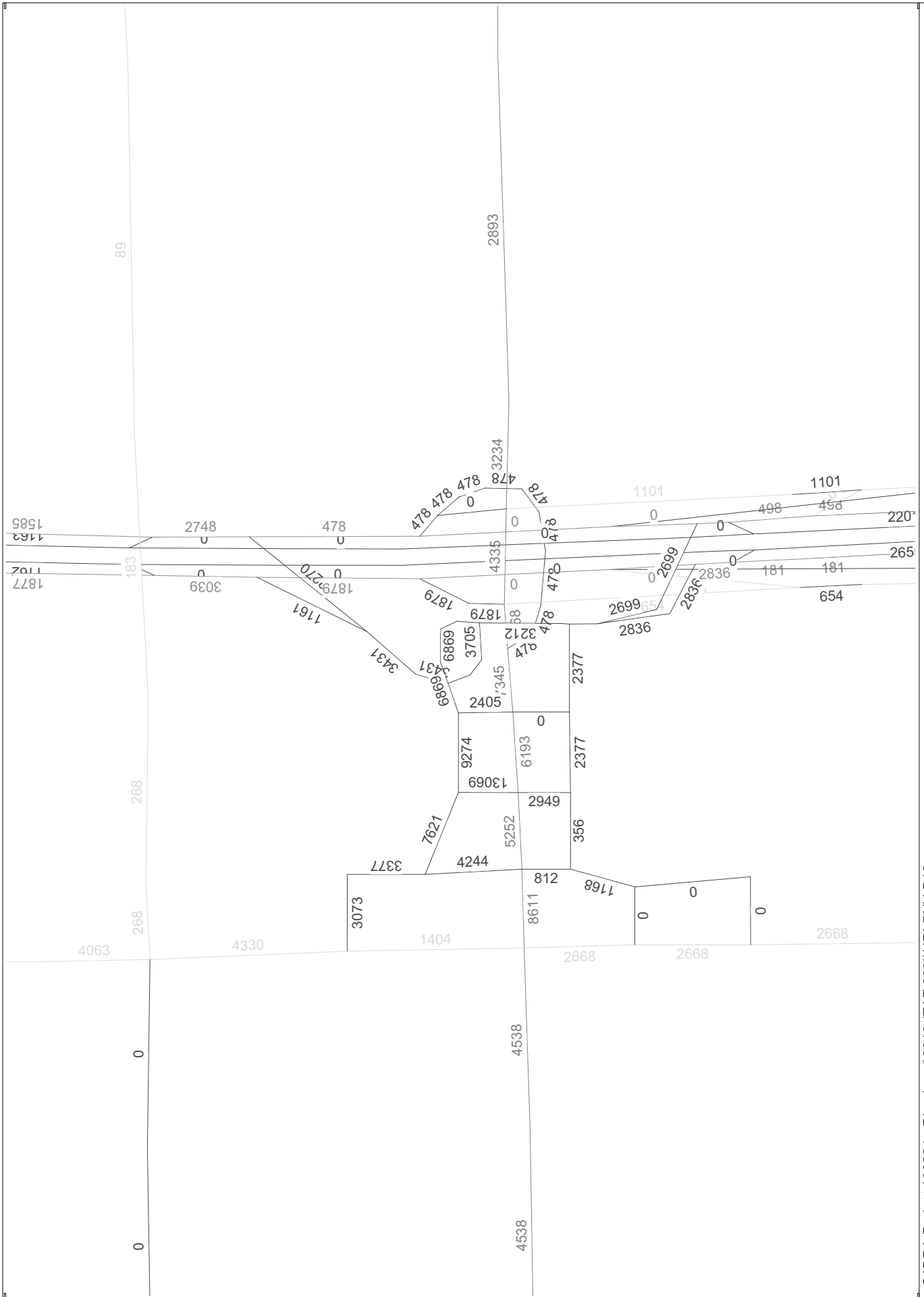


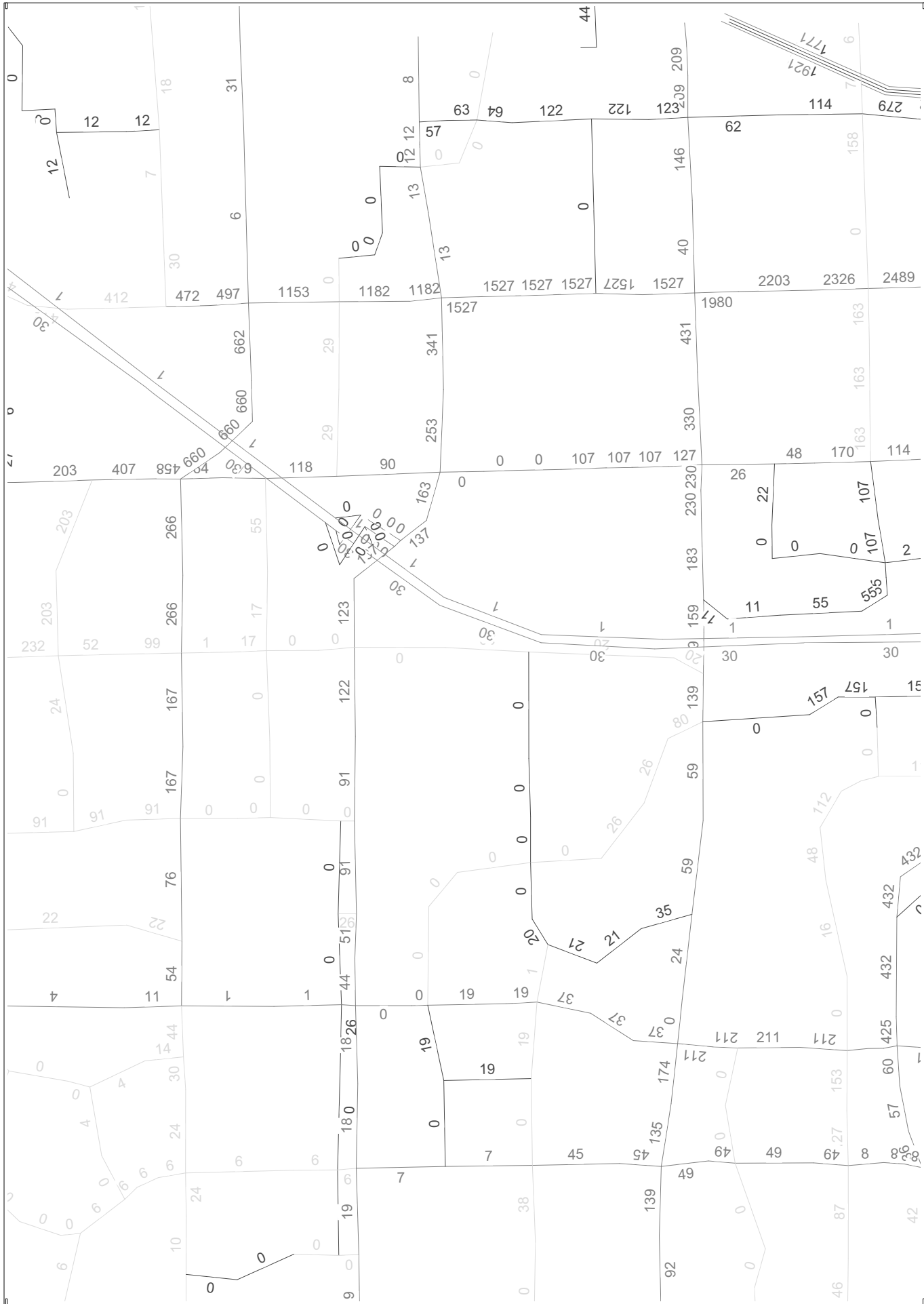
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**2018 – TAZ 839**

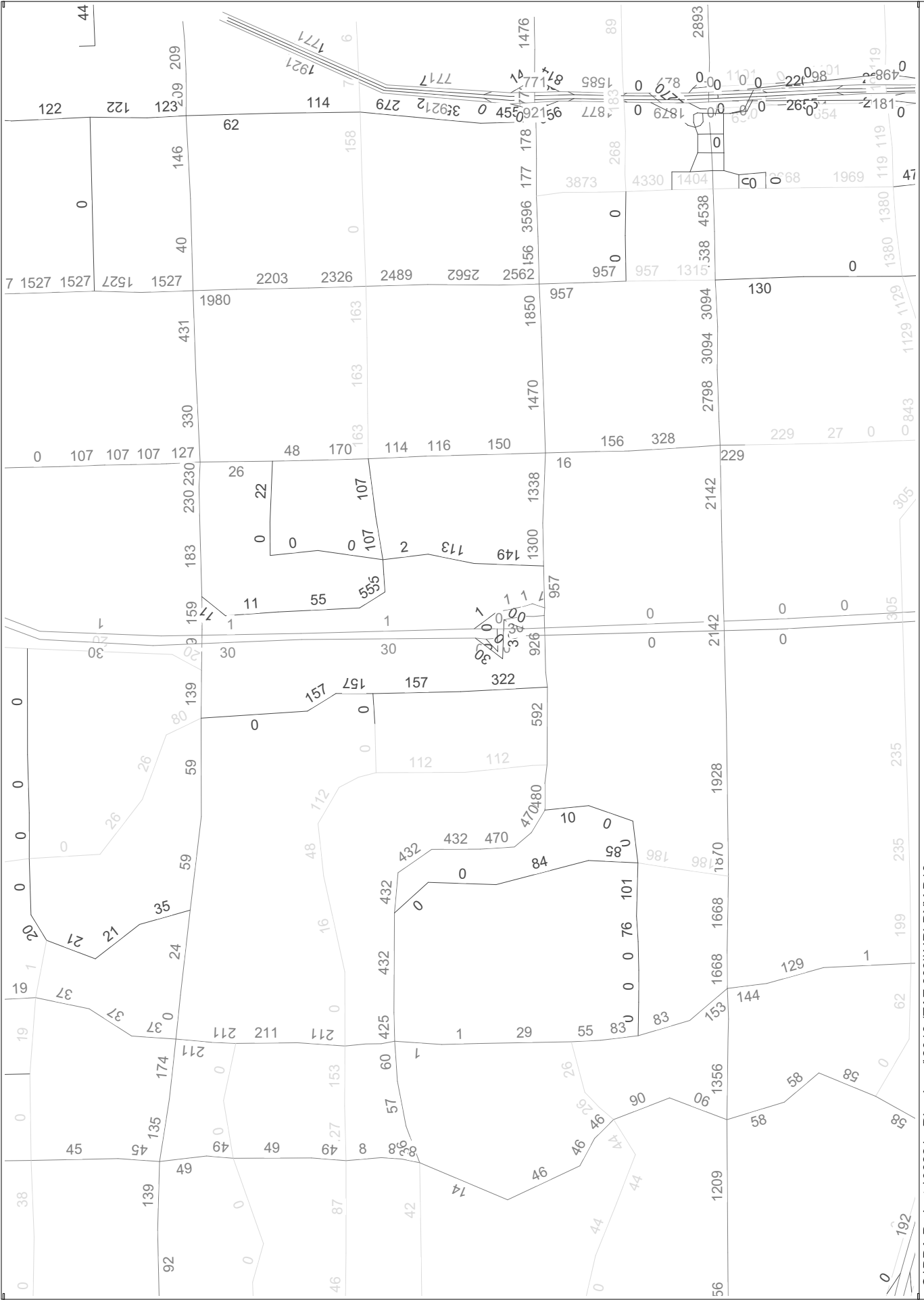




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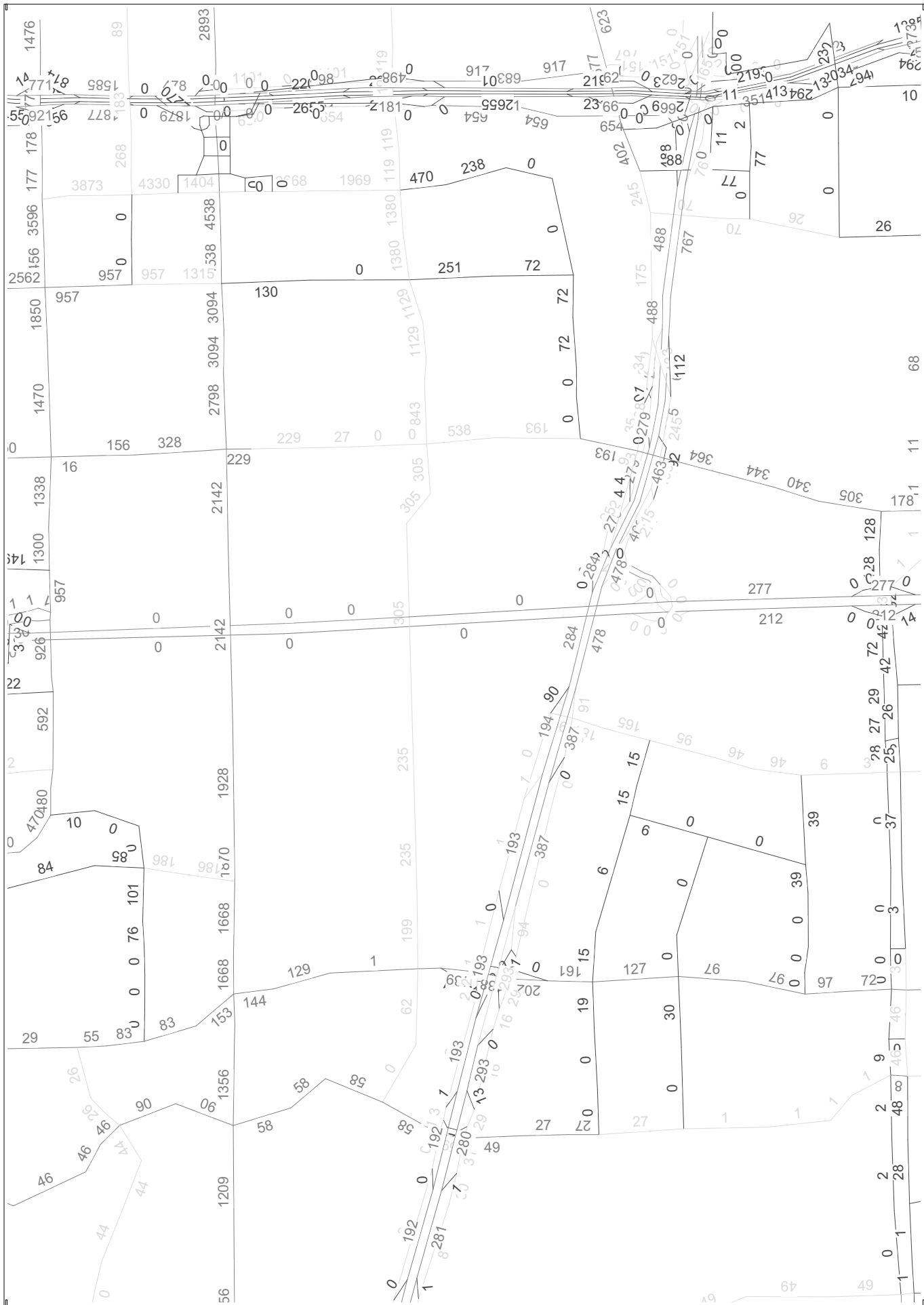
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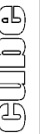
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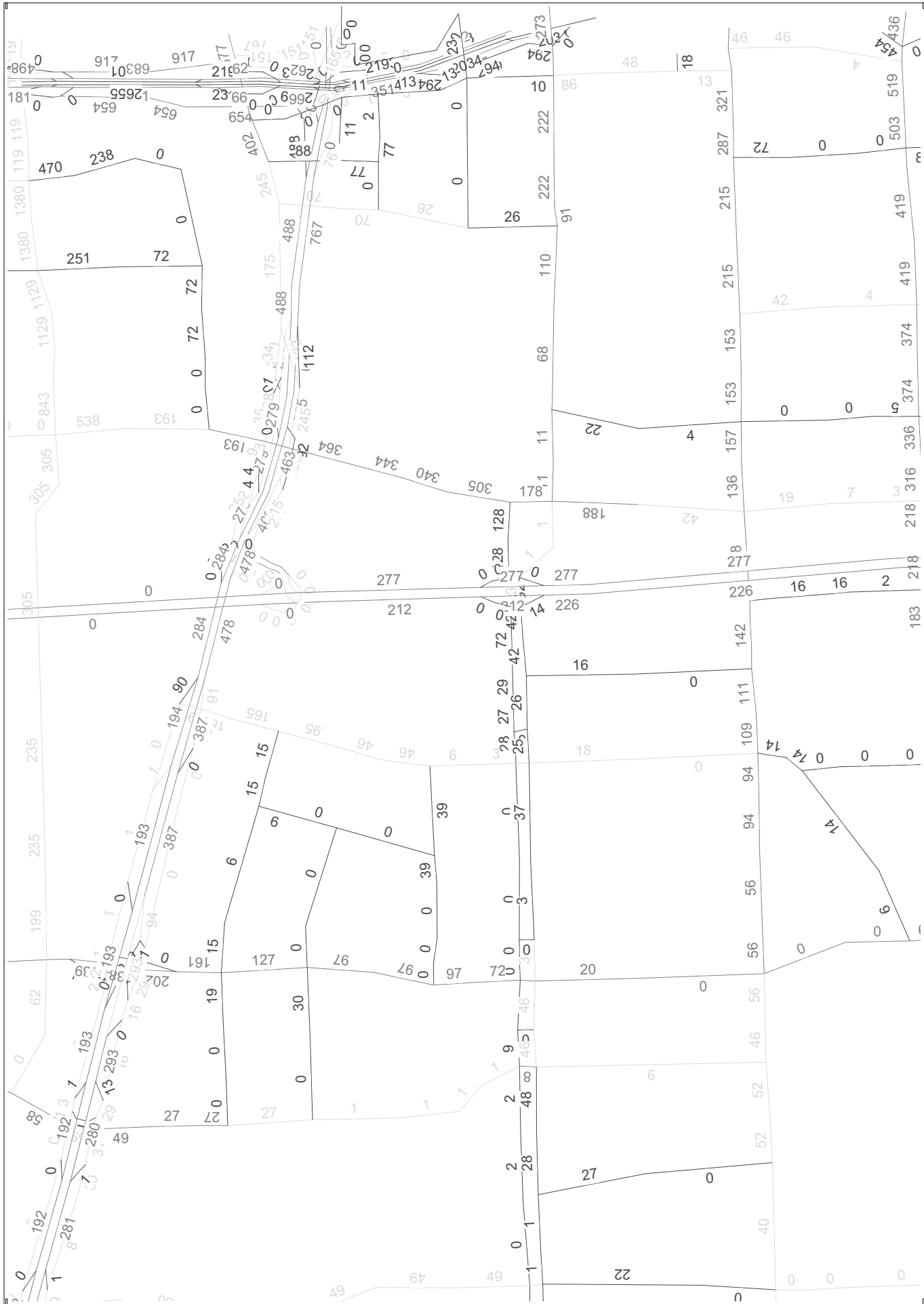
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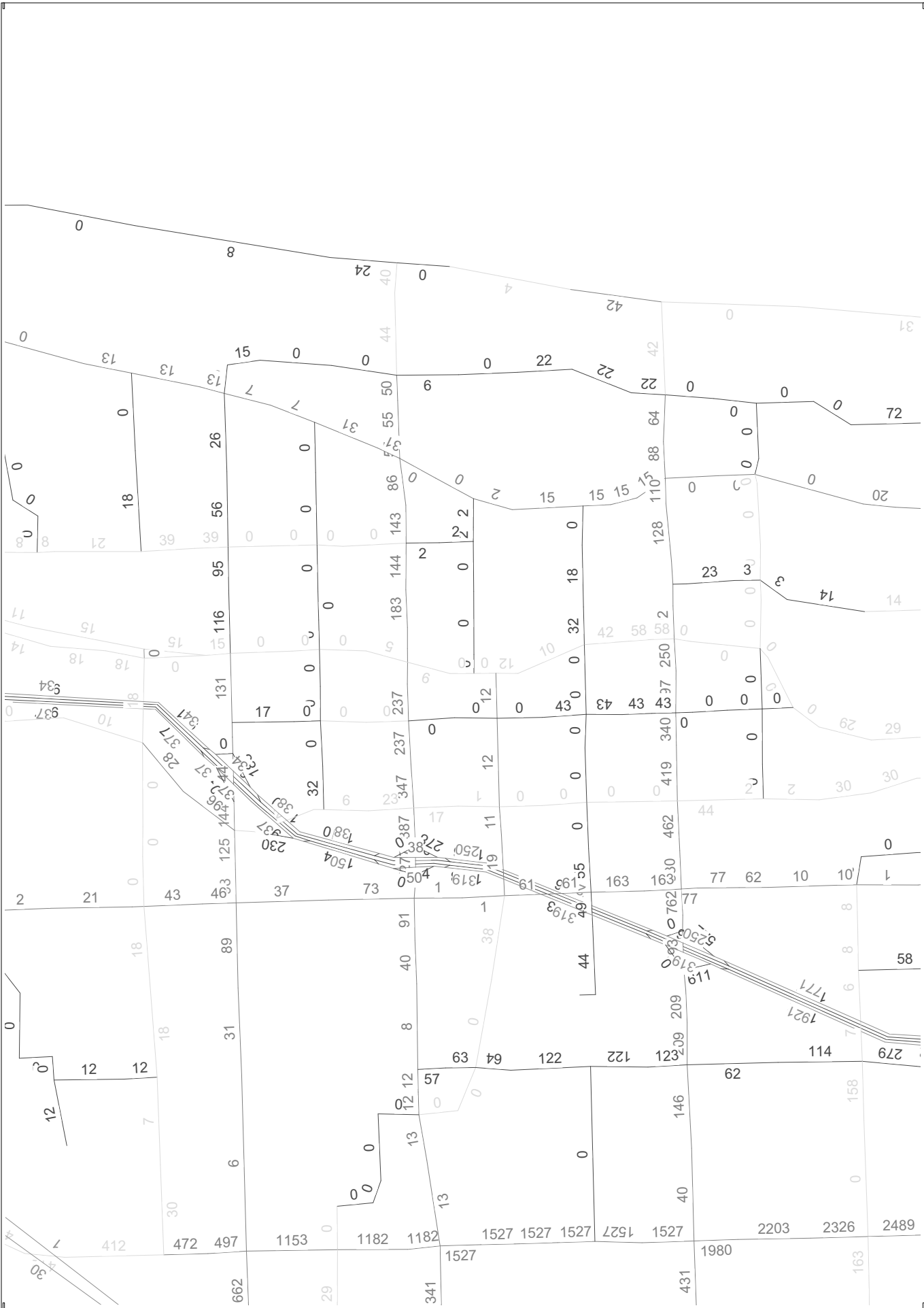
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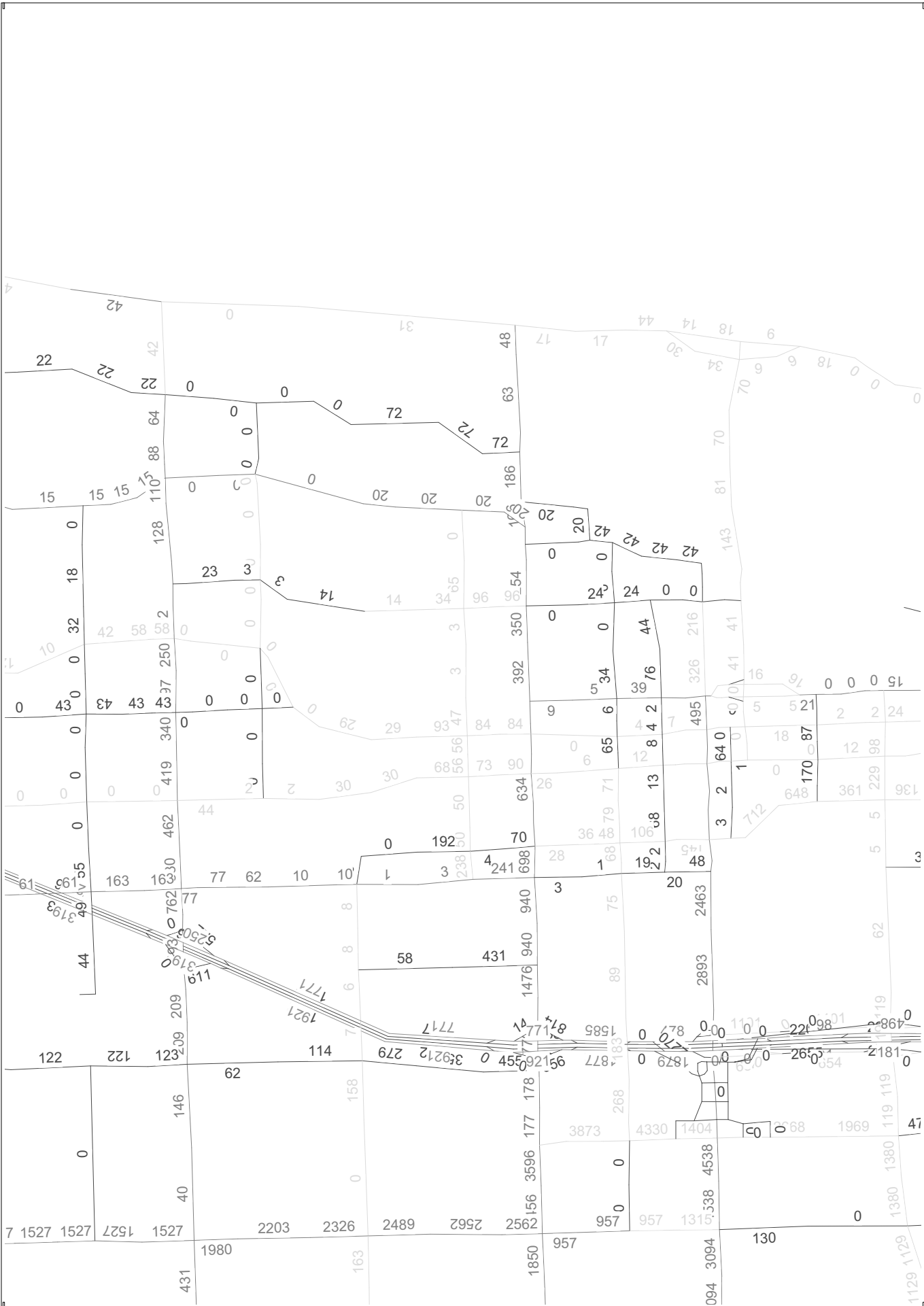


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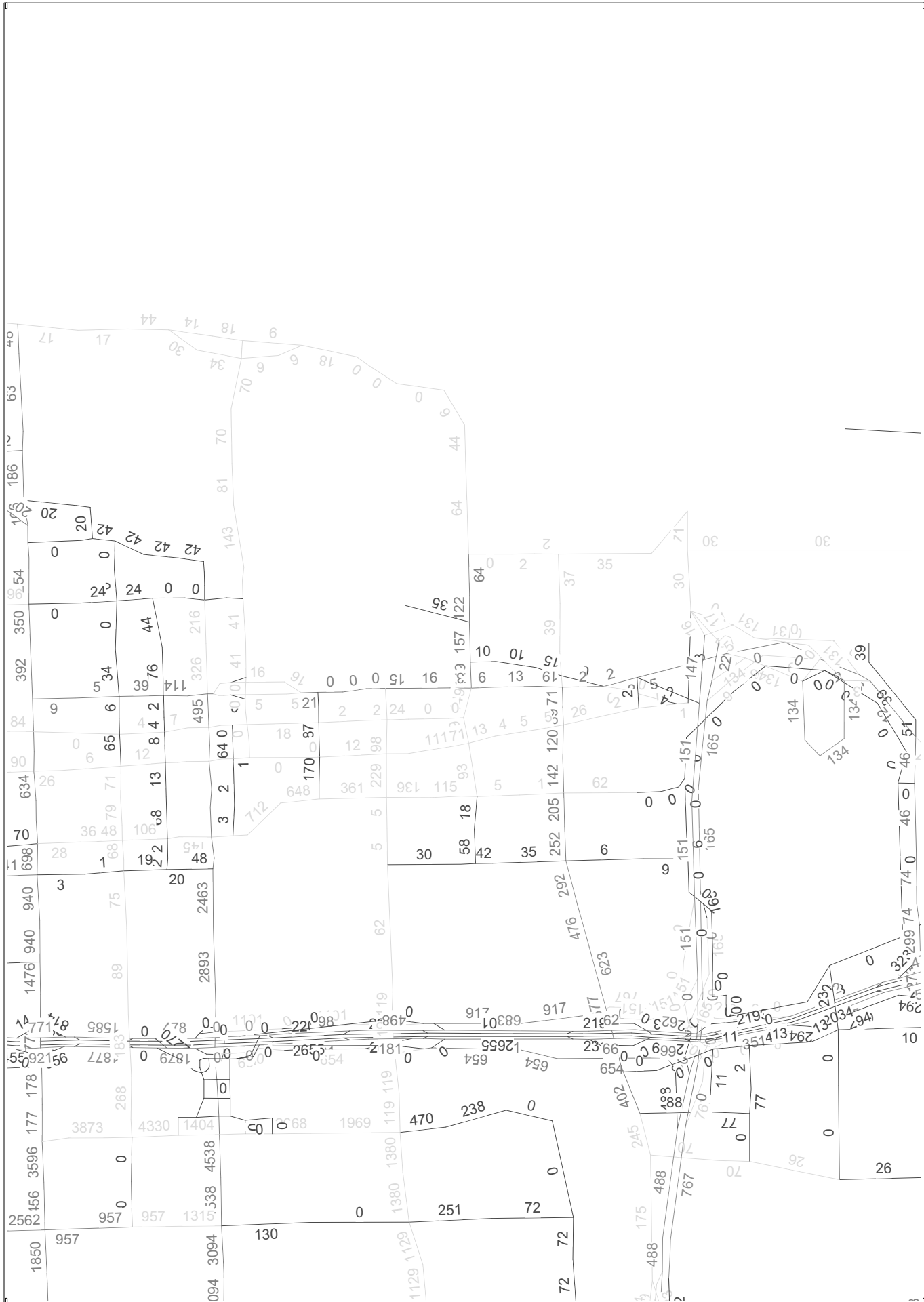




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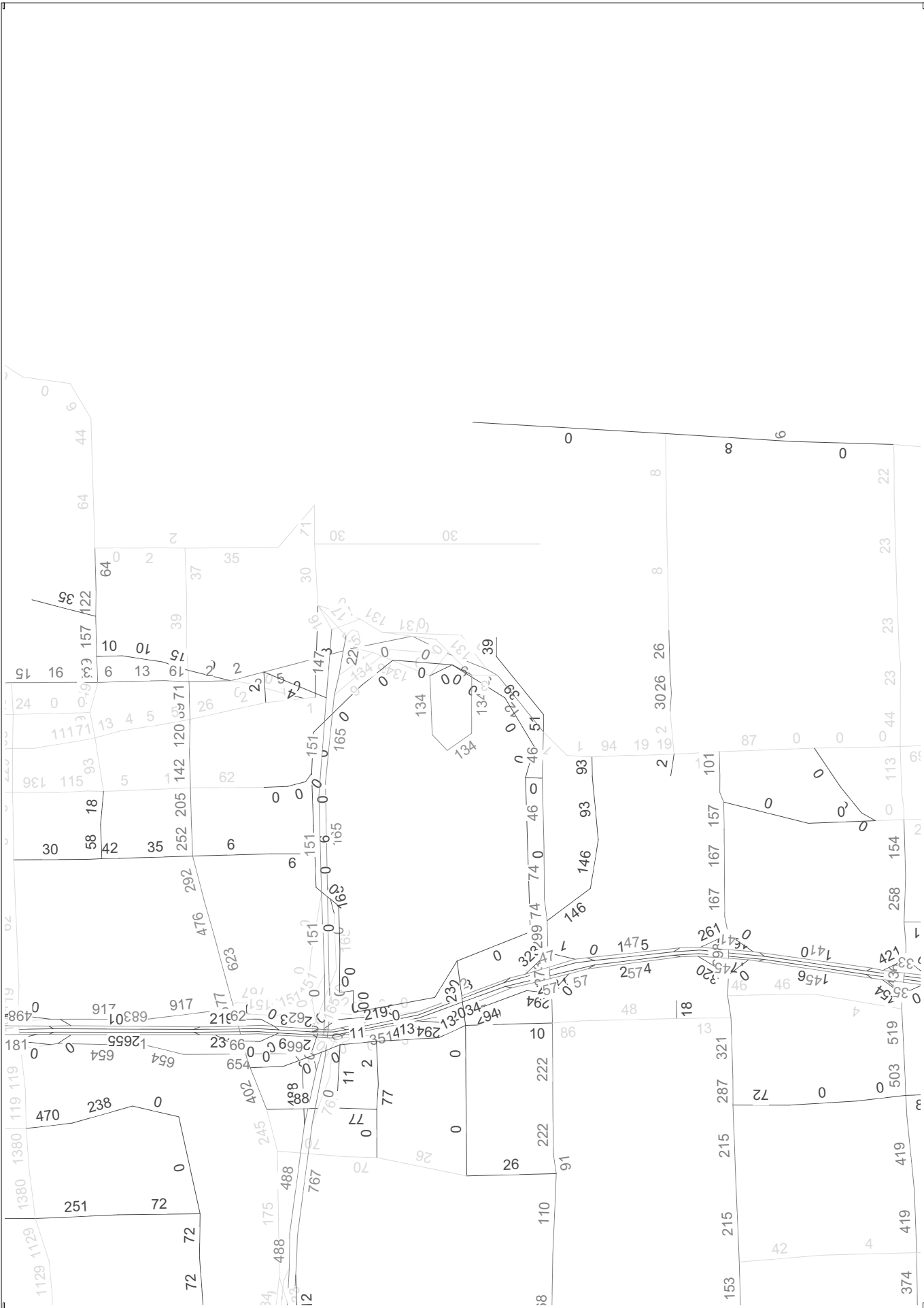
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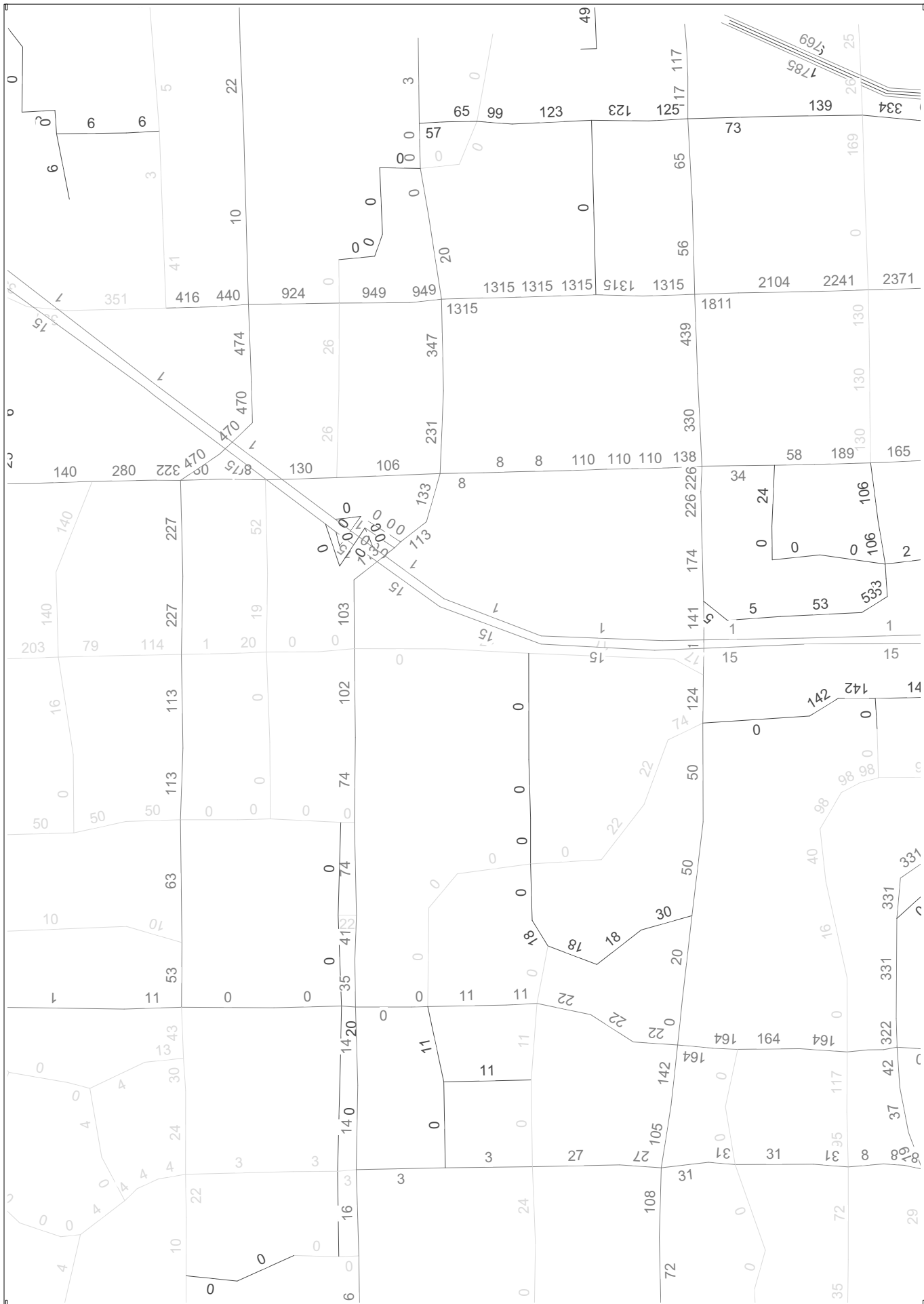
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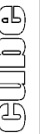
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**2018 – TAZ 863**

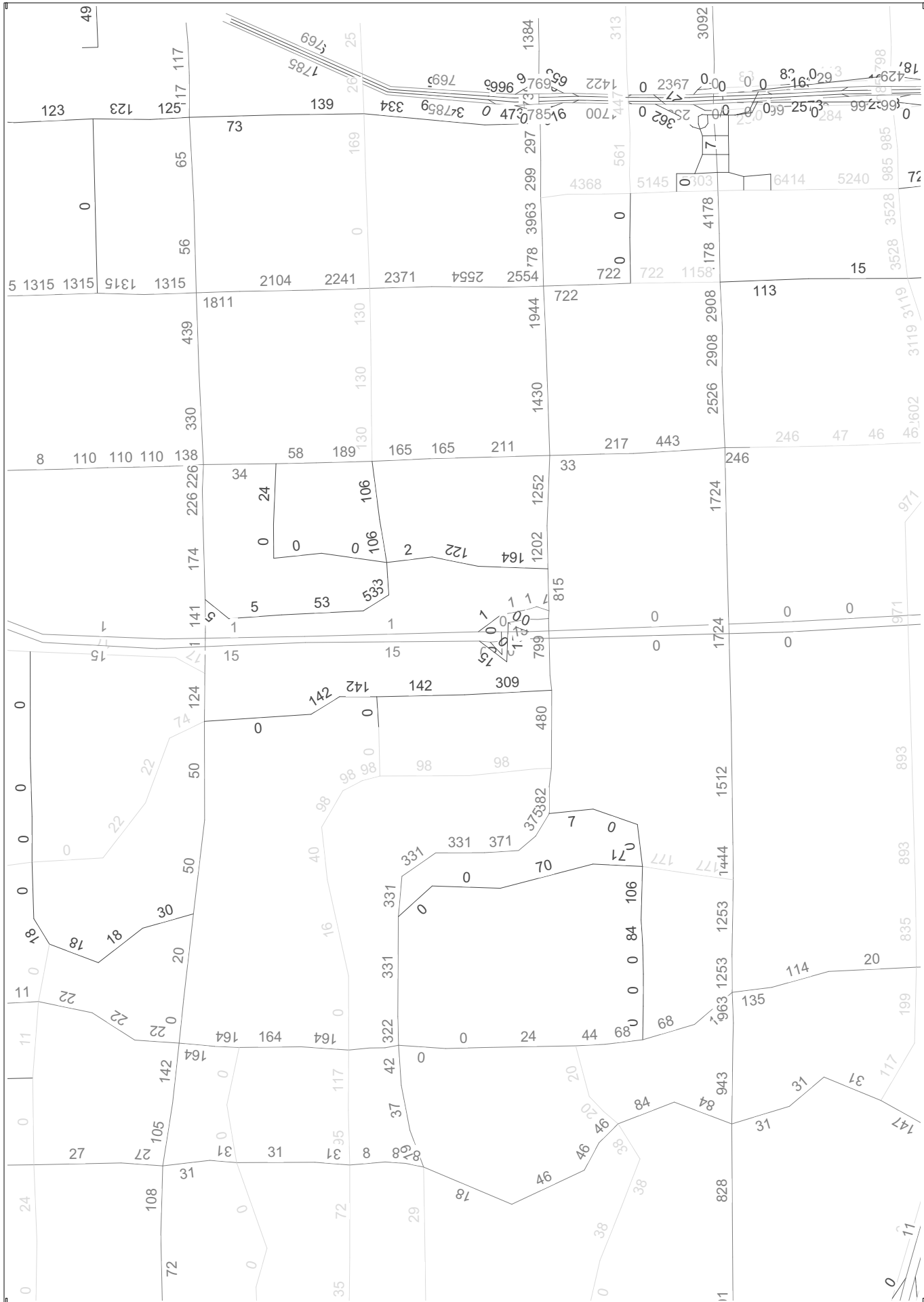




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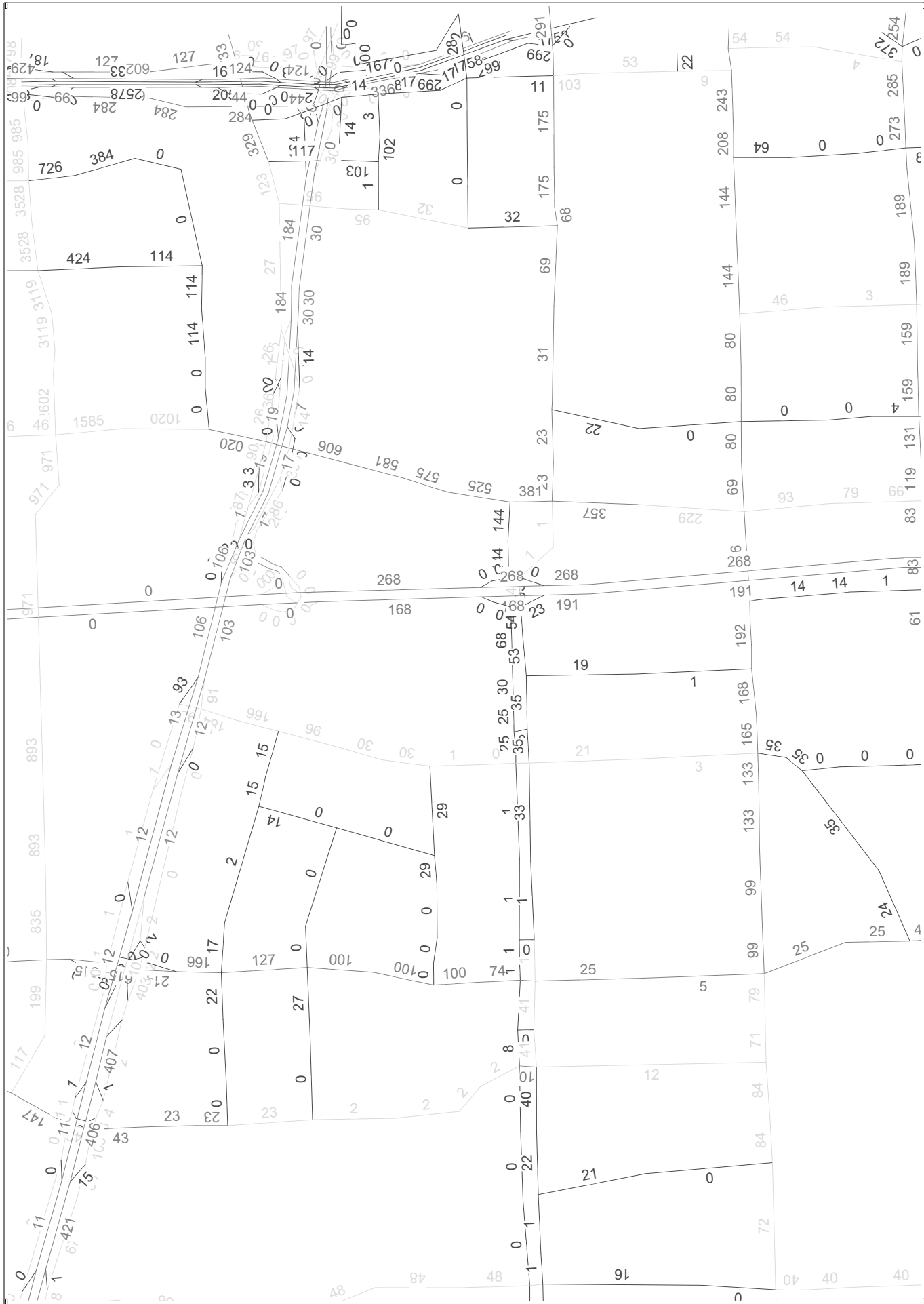
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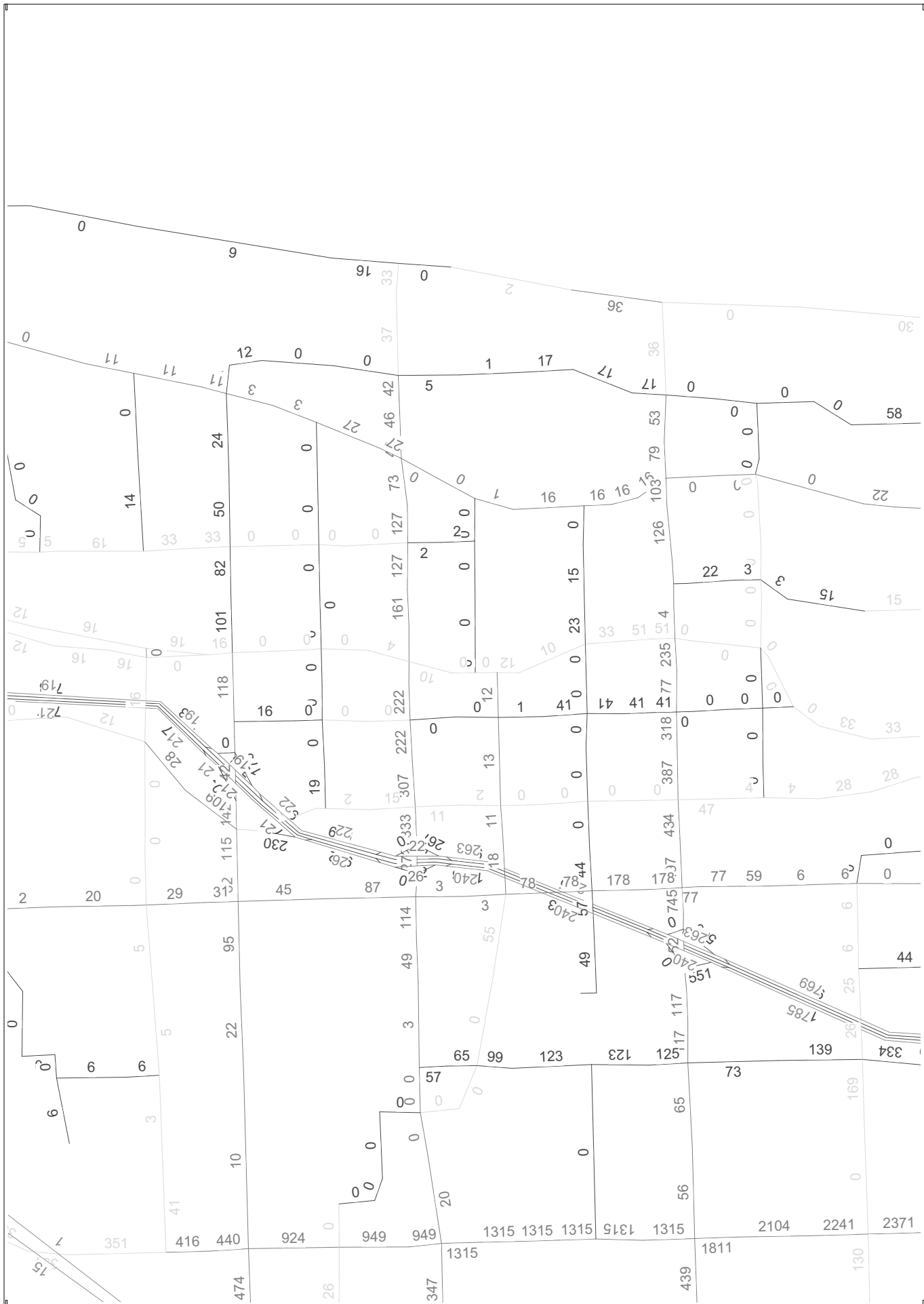




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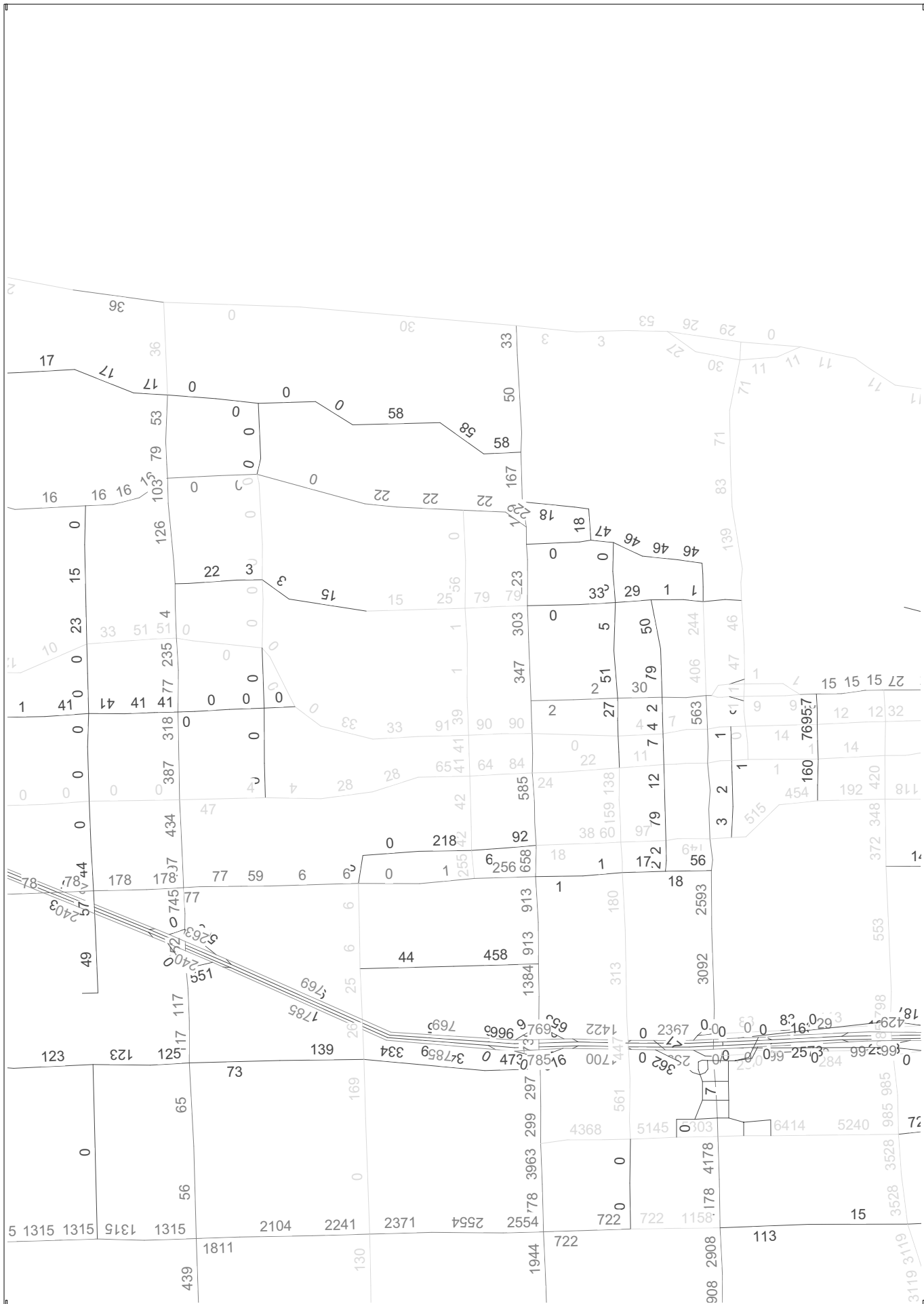
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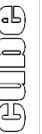
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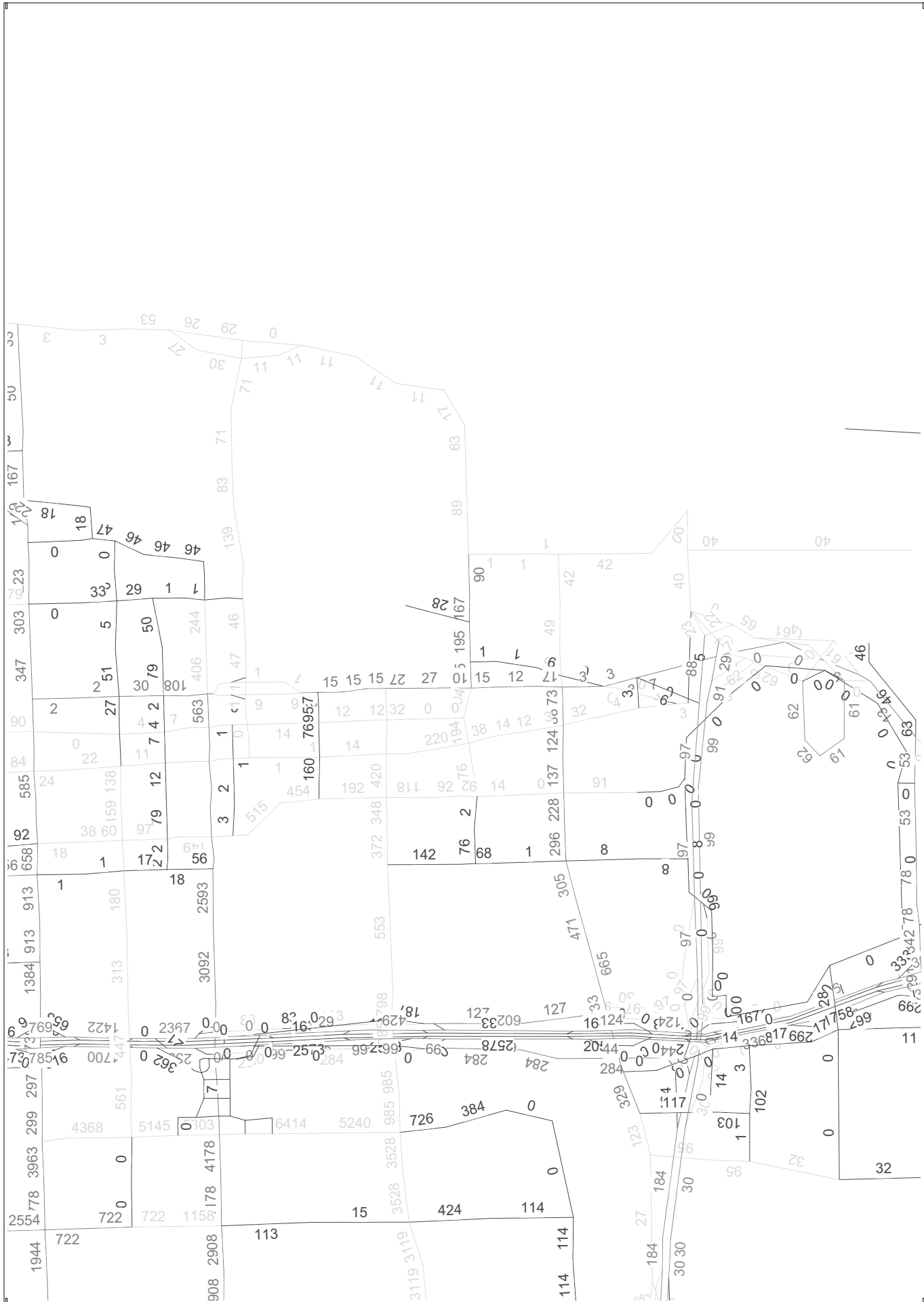
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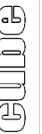
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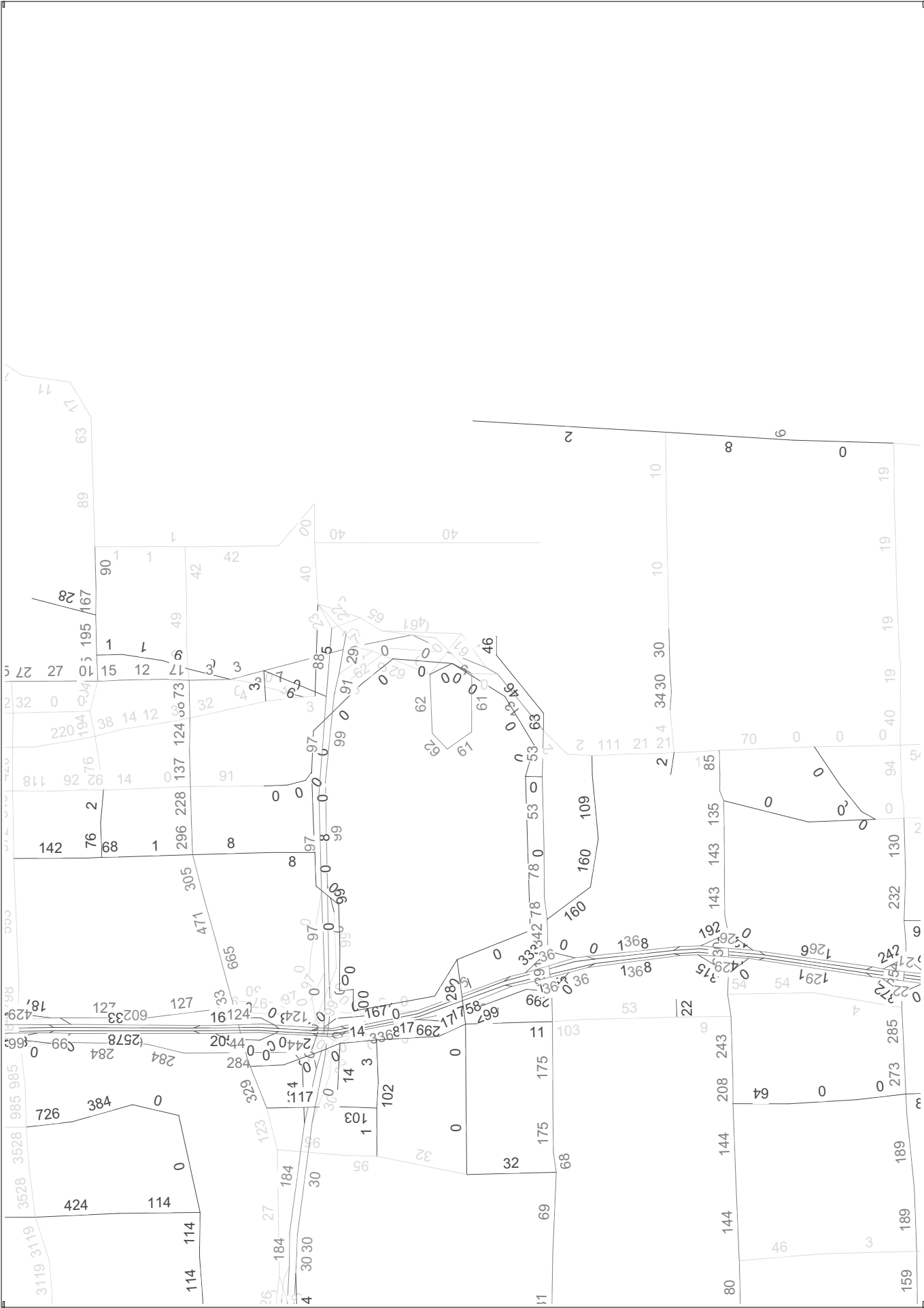
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**Appendix 21-8  
Project Consumption  
Calculations  
(2013 & 2018)**

**Appendix 21-8-A**  
**% Project Consumption**  
**2013**

**Appendix 21-8-A  
Buildout (2013) Percent Project Consumption (weekday, one-way, PM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic		
	From	To						Project Traffic	% Consumption 1-Way	<=5% of SV?
McNab Road	Pine Island Road	University Drive	EB	3LD	County Minor	D	2,450	1	0.0%	Yes
	University Drive	NW 81 Avenue	WB	3LD	Arterial	D	2,450	1	0.0%	Yes
	NW 81 Avenue	Rock Island Road	EB	3LD	County Principal	D	2,450	2	0.1%	Yes
	Rock Island Road	US 441	WB	3LD	County Principal	D	2,450	3	0.1%	Yes
	NW 31 Avenue	NW 21 Avenue	EB	3LD	Arterial	D	2,450	5	0.2%	Yes
	NW 21 Avenue	Powerline Road	WB	3LD	County Principal	D	2,450	9	0.4%	Yes
	Powerline Road	I-95	EB	3LD	Arterial	D	2,450	1	0.1%	Yes
	I-95	S Dixie Highway	WB	2LD	County Minor	D	1,620	1	0.1%	Yes
	US 441	NW 31 Avenue	EB	2LD	Arterial	D	1,620	0	0.0%	Yes
	NW 31 Avenue	NW 21 Avenue	WB	2LD	Arterial	D	1,620	0	0.0%	Yes
	NW 21 Avenue	Powerline Road	EB	3LD	Arterial	D	2,450	0	0.0%	Yes
	Powerline Road	I-95	WB	3LD	County Minor	D	2,450	0	0.0%	Yes
	I-95	US 441	EB	3LD	Arterial	D	2,450	0	0.0%	Yes
	US 441	NW 31 Avenue	WB	3LD	County Minor	D	2,450	13	0.5%	Yes
	Cypress Creek Road	NW 31 Avenue	NW 21 Avenue	EB	3LD	Arterial	D	2,450	22	0.9%
NW 21 Avenue		Powerline Road	WB	3LD	County Minor	D	2,450	0	0.0%	Yes
Powerline Road		I-95	EB	3LD	Arterial	D	2,450	2	0.1%	Yes
I-95		Dixie Highway	WB	4LD	Arterial	D	2,320	4	0.2%	Yes
Dixie Highway		NE 18 Avenue	EB	4LD	Arterial	D	2,320	3	0.1%	Yes
NE 18 Avenue		US 1	WB	3LD	Arterial	D	2,450	6	0.2%	Yes
US 1		Bayview Drive	EB	1LD	City Collector	D	760	4	0.5%	Yes
Bayview Drive		University Drive	WB	1LU	County Collector	D	760	1	0.1%	Yes
University Drive		NW 64 Avenue	EB	1LU	County Collector	D	760	1	0.1%	Yes
NW 64 Avenue		Rock Island Road	WB	1LD	County Principal	D	2,450	0	0.0%	Yes
Rock Island Road		Florida Turnpike	EB	3LD	Arterial	D	2,450	0	0.0%	Yes
Florida Turnpike		US 441	WB	3LD	State Principal	D	2,570	2	0.1%	Yes
US 441		NW 31 Avenue	EB	3LD	Arterial	D	2,570	2	0.1%	Yes
NW 31 Avenue		NW 21 Avenue	WB	3LD	State Principal	D	2,570	3	0.1%	Yes
NW 21 Avenue		I-95	EB	3LD	Arterial	D	2,570	5	0.2%	Yes
Commercial Boulevard	I-95	NE 6 Avenue	WB	3LD	State Principal	D	2,570	6	0.2%	Yes
	NE 6 Avenue	NW 31 Avenue	EB	3LD	Arterial	D	2,570	4	0.2%	Yes
	NW 31 Avenue	NW 21 Avenue	WB	3LD	State Principal	D	2,570	7	0.3%	Yes
	NW 21 Avenue	I-95	EB	3LD	Arterial	D	2,570	10	0.4%	Yes
	I-95	NE 6 Avenue	WB	3LD	State Principal	D	2,570	16	0.6%	Yes
	NE 6 Avenue	NW 31 Avenue	EB	3LD	Arterial	D	2,570	0	0.0%	Yes
	NW 31 Avenue	NW 21 Avenue	WB	3LD	State Principal	D	2,570	0	0.0%	Yes
	NW 21 Avenue	I-95	EB	3LD	Arterial	D	2,570	3	0.1%	Yes
	I-95	NE 6 Avenue	WB	3LD	State Principal	D	2,570	4	0.2%	Yes
	NE 6 Avenue	NW 31 Avenue	EB	3LD	Arterial	D	2,570	15	0.6%	Yes
	NW 31 Avenue	NW 21 Avenue	WB	3LD	State Principal	D	2,570	8	0.3%	Yes
	NW 21 Avenue	I-95	EB	3LD	Arterial	D	2,570	0	0.0%	Yes
	I-95	NE 6 Avenue	WB	3LD	State Principal	D	2,570	0	0.0%	Yes
	NE 6 Avenue	NW 31 Avenue	EB	3LD	Arterial	D	2,570	0	0.0%	Yes



Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic		
	From	To						Project Traffic	% Consumption 1-Way	
Commercial Boulevard	NE 6 Avenue	Dixie Highway	EB	3LD	State Principal	D	2,570	10	0.4%	Yes
	Dixie Highway	US 1	WB	3LD	Arterial	D	2,570	5	0.2%	Yes
	US 1	Bayview Drive	EB	3LD	State Principal	D	2,570	7	0.3%	Yes
	Bayview Drive	SR A1A	WB	3LD	Arterial	D	2,570	4	0.2%	Yes
	Pine Island Road	University Drive	EB	3LD	State Minor	D	2,570	2	0.1%	Yes
	University Drive	NW 64 Avenue	WB	3LD	State Minor	D	2,570	1	0.0%	Yes
	NW 64 Avenue	Florida Turnpike	EB	2LD	State Minor	D	1,710	1	0.1%	Yes
	Florida Turnpike	US 441	WB	2LD	Arterial	D	1,710	1	0.1%	Yes
	US 441	NW 31 Avenue	EB	3LD	County Principal	D	2,450	3	0.1%	Yes
	NW 31 Avenue	NW 21 Avenue	WB	3LD	Arterial	D	2,450	5	0.2%	Yes
Oakland Park Boulevard	University Drive	Florida Turnpike	EB	3LD	State Principal	D	2,570	0	0.0%	Yes
	NW 64 Avenue	US 441	WB	3LD	State Principal	D	2,570	0	0.0%	Yes
	Florida Turnpike	NW 31 Avenue	EB	3LD	Arterial	D	2,330	5	0.2%	Yes
	US 441	NW 21 Avenue	WB	3LD	State Principal	D	2,330	6	0.3%	Yes
	NW 21 Avenue	I-95	EB	3LD	Arterial	D	2,330	11	0.5%	Yes
	I-95	Andrews Avenue	WB	3LD	State Principal	D	2,330	12	0.5%	Yes
	Andrews Avenue	Dixie Highway	EB	3LD	Arterial	D	2,330	22	0.9%	Yes
	Dixie Highway	US 1	WB	3LD	State Principal	D	2,570	2	0.1%	Yes
	US 1	Bayview Drive	EB	3LD	Arterial	D	2,570	3	0.1%	Yes
	Bayview Drive	SR A1A	WB	3LD	State Principal	D	2,570	5	0.2%	Yes
Sunrise Boulevard	Bayview Drive	University Drive	EB	2LD	State Minor	D	1,710	1	0.1%	Yes
	University Drive	NW 65 Avenue	WB	2LD	Arterial	D	1,710	1	0.1%	Yes
	NW 65 Avenue	Florida Turnpike	EB	3LD	County Principal	D	2,450	2	0.1%	Yes
	Florida Turnpike	US 441	WB	3LD	Arterial	D	2,450	11	0.4%	Yes
	US 441	NW 31 Avenue	EB	3LD	State Principal	D	2,570	19	0.7%	Yes
	NW 31 Avenue	NW 27 Avenue	WB	3LD	Arterial	D	2,570	18	0.7%	Yes
	NW 27 Avenue	I-95	EB	3LD	Arterial	D	2,570	9	0.4%	Yes
	I-95	Powerline Road	WB	3LD	State Principal	D	2,570	7	0.3%	Yes
	Powerline Road	Andrews Avenue	EB	3LD	Arterial	D	2,570	4	0.2%	Yes
	Andrews Avenue	Dixie Highway	WB	3LD	State Minor	D	2,570	4	0.2%	Yes
Sunrise Boulevard	Dixie Highway	NE 15 Avenue	EB	3LD	State Minor	D	2,570	2	0.1%	Yes
	NE 15 Avenue	US 1	WB	3LD	Arterial	D	2,570	1	0.1%	Yes
	US 1	Bayview Drive	EB	3LD	State Minor	D	2,570	1	0.1%	Yes
	Bayview Drive	SR A1A	WB	2LD	State Minor	D	1,710	1	0.1%	Yes
	SR A1A	University Drive	EB	2LD	Arterial	D	1,710	1	0.1%	Yes
	University Drive	NW 65 Avenue	WB	3LD	County Principal	D	2,450	2	0.1%	Yes
	NW 65 Avenue	Florida Turnpike	EB	3LD	Arterial	D	2,450	11	0.4%	Yes
	Florida Turnpike	US 441	WB	3LD	State Principal	D	2,570	19	0.7%	Yes
	US 441	NW 31 Avenue	EB	3LD	Arterial	D	2,570	18	0.7%	Yes
	NW 31 Avenue	NW 27 Avenue	WB	3LD	Arterial	D	2,570	9	0.4%	Yes
Sunrise Boulevard	NW 27 Avenue	I-95	EB	3LD	State Principal	D	2,570	7	0.3%	Yes
	I-95	Powerline Road	WB	3LD	Arterial	D	2,570	4	0.2%	Yes
	Powerline Road	Andrews Avenue	EB	3LD	State Minor	D	2,570	4	0.2%	Yes
	Andrews Avenue	Dixie Highway	WB	3LD	Arterial	D	2,570	2	0.1%	Yes
	Dixie Highway	NE 15 Avenue	EB	3LD	State Principal	D	2,570	2	0.1%	Yes
	NE 15 Avenue	US 1	WB	3LD	Arterial	D	2,570	3	0.1%	Yes
	US 1	Bayview Drive	EB	3LD	State Principal	D	2,570	5	0.2%	Yes
	Bayview Drive	SR A1A	WB	3LD	Arterial	D	2,570	10	0.4%	Yes
	SR A1A	University Drive	EB	3LD	County Principal	D	2,570	37	1.4%	Yes
	University Drive	NW 65 Avenue	WB	3LD	State Principal	D	2,570	19	0.7%	Yes

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic		
	From	To						Project Traffic	% Consumption 1-Way	
Sunrise Boulevard	US 1	Bayview Drive	EB	3LD	State Principal	D	2,390	9	0.4%	Yes
			WB	3LD	Arterial	D	2,390	5	0.2%	Yes
Sistrunk Boulevard (NW / NE 6 Street)	Bayview Drive	SR A1A	EB	3LD	State Principal	D	2,570	4	0.2%	Yes
			WB	3LD	Arterial	D	2,570	2	0.1%	Yes
	NW 31 Avenue	NW 27 Avenue	EB	2LD	County Collector	D	1,620	0	0.0%	Yes
			WB	2LD	County Collector	D	1,620	0	0.0%	Yes
	NW 27 Avenue	I-95	EB	2LD	County Collector	D	1,620	33	2.0%	Yes
			WB	2LD	County Collector	D	1,620	18	1.1%	Yes
	I-95	Andrews Avenue	EB	2LD	County Collector	E	1,720	11	0.6%	Yes
			WB	2LD	County Collector	E	1,720	6	0.3%	Yes
	Andrews Avenue	US 1	EB	1LU	County Collector	E	810	5	0.6%	Yes
			WB	1LU	County Collector	E	810	2	0.2%	Yes
US 1	Victoria Park Road	EB	1LU	City Collector	E	810	1	0.1%	Yes	
		WB	1LU	City Collector	E	810	0	0.0%	Yes	
Broward Boulevard	Flamingo Road	Hiatus Road	EB	2LD	County Minor	D	1,620	13	0.8%	Yes
			WB	2LD	Arterial	D	1,620	22	1.4%	Yes
	Hiatus Road	Nob Hill Road	EB	2LD	County Minor	D	1,620	14	0.9%	Yes
			WB	2LD	Arterial	D	1,620	23	1.4%	Yes
	Nob Hill Road	Pine Island Road	EB	3LD	County Minor	D	2,450	19	0.8%	Yes
			WB	3LD	Arterial	D	2,450	31	1.3%	Yes
	Pine Island Road	University Drive	EB	3LD	County Minor	D	2,450	24	1.0%	Yes
			WB	3LD	Arterial	D	2,450	42	1.7%	Yes
	University Drive	NW 70 Avenue	EB	3LD	State Principal	D	2,570	35	1.4%	Yes
			WB	3LD	Arterial	D	2,570	61	2.4%	Yes
	NW 70 Avenue	Florida Turnpike	EB	3LD	State Principal	D	2,570	48	1.9%	Yes
			WB	3LD	Arterial	D	2,570	91	3.5%	Yes
	Florida Turnpike	US 441	EB	3LD	State Principal	D	2,570	56	2.2%	Yes
			WB	3LD	Arterial	D	2,570	115	4.5%	Yes
US 441	NW 31 Avenue	EB	3LD	State Principal	D	2,570	97	3.8%	Yes	
		WB	3LD	Arterial	D	2,570	207	8.1%	No	
NW 31 Avenue	NW 27 Avenue	EB	3LD	State Principal	D	2,570	150	5.8%	No	
		WB	3LD	Arterial	D	2,570	320	12.5%	No	
NW 27 Avenue	I-95	EB	3LD	State Principal	D	2,570	273	10.6%	No	
		WB	3LD	Arterial	D	2,570	570	22.2%	No	
I-95	Powerline Road	EB	3LD	SIS	D	2,570	244	9.5%	No	
		WB	3LD	SIS	D	2,570	113	4.4%	Yes	
Powerline Road	US 1	EB	3LD	SIS	D	2,570	114	4.4%	Yes	
		WB	3LD	SIS	D	2,570	54	2.1%	Yes	
US 1	Victoria Park Road	EB	1LD	County Collector	D	810	10	1.2%	Yes	
		WB	1LD	County Collector	D	810	5	0.6%	Yes	
Peters Rd/Davie Blvd	Pine Island Road	University Drive	EB	2LD	County Collector	D	1,620	6	0.4%	Yes
			WB	2LD	County Collector	D	1,620	10	0.6%	Yes
	University Drive	NW 65 Avenue	EB	2LD	County Collector	D	1,620	20	1.2%	Yes
			WB	2LD	County Collector	D	1,620	34	2.1%	Yes
	NW 65 Avenue	Florida Turnpike	EB	2LD	County Collector	D	1,620	23	1.4%	Yes
			WB	2LD	County Collector	D	1,620	37	2.3%	Yes
	Florida Turnpike	US 441	EB	2LD	County Collector	D	1,620	26	1.6%	Yes
			WB	2LD	County Collector	D	1,620	45	2.8%	Yes
	US 441	NW 31 Avenue	EB	2LD	State Minor	D	1,710	82	4.8%	Yes
			WB	2LD	Arterial	D	1,710	148	8.7%	No
NW 31 Avenue	NW 27 Avenue	EB	2LD	State Minor	D	1,860	101	5.4%	No	
		WB	2LD	Arterial	D	1,860	185	9.9%	No	
NW 27 Avenue	I-95	EB	2LD	State Minor	D	1,710	61	3.6%	Yes	
		WB	2LD	Arterial	D	1,710	37	2.2%	Yes	
I-95	SW 4 Avenue	EB	2LD	State Minor	E	1,800	25	1.4%	Yes	
		WB	2LD	Arterial	E	1,800	16	0.9%	Yes	

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic		
	From	To						Project Traffic	% Consumption 1-Way	
Peters Rd/Davie Blvd I-595	SW 4 Avenue	US 1	EB	2LD	State Minor Arterial	E	1,660	11	0.7%	Yes
	West	University Drive	WB	2LD	SIS	D	1,660	7	0.4%	Yes
	University Drive	Florida Turnpike	EB	4LD	SIS	D	7,380	10	0.1%	Yes
	Florida Turnpike	US 441	WB	4LD	SIS	D	7,380	18	0.2%	Yes
	US 441	I-95	WB	4LD	SIS	D	7,380	4	0.1%	Yes
	I-95	US 1	EB	4LD	SIS	D	7,480	6	0.1%	Yes
	I-595	SW 30 Avenue	WB	4LD	SIS	D	7,480	19	0.3%	Yes
	SW 30 Avenue	I-95	WB	4LD	SIS	D	7,480	17	0.2%	Yes
	I-95	US 1	WB	4LD	SIS	D	7,480	47	0.6%	Yes
	SW 30 Avenue	I-95	WB	4LD	SIS	D	7,480	16	0.2%	Yes
West SR 84	I-595	SW 30 Avenue	EB	2LD	State Minor Arterial	D	1,710	3	0.1%	Yes
	SW 30 Avenue	I-95	WB	2LD	State Minor Arterial	D	1,710	8	0.5%	Yes
	I-95	SW 9 Avenue	EB	3LD	State Minor Arterial	D	2,570	10	0.4%	Yes
	SW 9 Avenue	US 1	WB	3LD	State Minor Arterial	E	2,570	22	0.9%	Yes
	Pine Island Road	University Drive	EB	3LD	State Principal Arterial	D	2,710	27	1.0%	Yes
	University Drive	Davie Road	WB	3LD	State Principal Arterial	E	2,710	13	0.5%	Yes
	Florida Turnpike	US 441	EB	3LD	State Principal Arterial	D	2,710	5	0.2%	Yes
	NW 40 Avenue	NW 31 Avenue	WB	3LD	State Principal Arterial	D	2,570	3	0.1%	Yes
	NW 31 Avenue	Ravenswood Road	EB	3LD	State Principal Arterial	D	2,570	1	0.0%	Yes
	Ravenswood Road	I-95	WB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes
Stirling Road	I-95	US 1	WB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes
	Pine Island Road	University Drive	EB	3LD	County Minor Arterial	D	1,620	2	0.1%	Yes
	University Drive	Davie Road	WB	2LD	State Minor Arterial	D	1,620	3	0.2%	Yes
	Davie Road	Florida Turnpike	EB	3LD	State Minor Arterial	D	2,790	3	0.1%	Yes
	Florida Turnpike	US 441	WB	3LD	State Minor Arterial	D	2,570	5	0.2%	Yes
	US 441	NW 40 Avenue	EB	3LD	State Minor Arterial	D	2,570	9	0.4%	Yes
	NW 40 Avenue	NW 31 Avenue	WB	3LD	State Minor Arterial	D	2,570	6	0.2%	Yes
	NW 31 Avenue	I-95	EB	3LD	State Minor Arterial	D	2,570	10	0.4%	Yes
	I-95	US 1	WB	3LD	State Principal Arterial	D	2,570	5	0.2%	Yes
	US 1	University Drive	EB	3LD	State Principal Arterial	D	2,570	3	0.1%	Yes
Sheridan Street	US 1	University Drive	WB	3LD	State Principal Arterial	D	2,570	3	0.1%	Yes
	University Drive	Davie Road	EB	3LD	State Principal Arterial	D	2,570	2	0.1%	Yes
	Davie Road	Florida Turnpike	WB	3LD	State Principal Arterial	D	2,570	2	0.1%	Yes
	Florida Turnpike	US 441	EB	3LD	State Principal Arterial	D	2,570	5	0.2%	Yes
	US 441	NW 40 Avenue	WB	3LD	State Principal Arterial	D	2,570	6	0.2%	Yes
	NW 40 Avenue	NW 31 Avenue	EB	3LD	State Principal Arterial	D	2,570	10	0.4%	Yes
	NW 31 Avenue	I-95	WB	3LD	State Principal Arterial	D	2,570	2	0.1%	Yes
	I-95	US-1	EB	3LD	State Principal Arterial	D	2,570	4	0.2%	Yes
	US-1	I-95	WB	3LD	State Principal Arterial	D	2,570	3	0.1%	Yes
	I-95	I-95	EB	3LD	State Principal Arterial	D	2,330	6	0.3%	Yes

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic		
	From	To						Project Traffic	% Consumption 1-Way	
Sheridan Street	I-95	NW 21 Avenue	EB	3LD	State Minor Arterial	D	2,570	10	0.4%	Yes
			WB	3LD	State Principal Arterial	D	2,570	6	0.2%	Yes
Hollywood Blvd	I-95	I-95	EB	3LD	State Principal Arterial	D	2,570	4	0.2%	Yes
			WB	3LD	State Principal Arterial	D	2,570	7	0.3%	Yes
Pine Island Road	I-95	NW 21 Avenue	EB	2LD	City Principal Arterial	D	1,620	5	0.3%	Yes
			WB	2LD	County Minor Arterial	D	1,620	3	0.2%	Yes
Pine Island Road	I-95	Commercial Blvd	NB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
			SB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
Pine Island Road	I-95	NW 44 Street	NB	3LD	County Minor Arterial	D	2,450	0	0.0%	Yes
			SB	3LD	County Minor Arterial	D	2,450	0	0.0%	Yes
Pine Island Road	I-95	Oakland Park Blvd	NB	3LD	County Minor Arterial	D	2,450	1	0.0%	Yes
			SB	3LD	County Minor Arterial	D	2,450	1	0.0%	Yes
Pine Island Road	I-95	Sunrise Blvd	NB	3LD	County Minor Arterial	D	2,450	1	0.0%	Yes
			SB	3LD	County Minor Arterial	D	2,450	1	0.0%	Yes
Pine Island Road	I-95	Broward Blvd	NB	3LD	County Minor Arterial	D	2,450	2	0.1%	Yes
			SB	3LD	County Minor Arterial	D	2,450	1	0.0%	Yes
Pine Island Road	I-95	Peters Road	NB	3LD	County Minor Arterial	D	2,450	1	0.0%	Yes
			SB	3LD	County Minor Arterial	D	2,450	1	0.0%	Yes
Pine Island Road	I-95	I-95	NB	3LD	County Minor Arterial	D	2,450	6	0.2%	Yes
			SB	3LD	County Minor Arterial	D	2,450	10	0.4%	Yes
University Drive	I-95	Griffin Road	NB	3LD	County Minor Arterial	D	2,450	0	0.0%	Yes
			SB	3LD	County Minor Arterial	D	2,450	0	0.0%	Yes
University Drive	I-95	Stirling Road	NB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
			SB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
University Drive	I-95	Commercial Blvd	NB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes
			SB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes
University Drive	I-95	NW 44 Street	NB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes
			SB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes
University Drive	I-95	Oakland Park Blvd	NB	3LD	State Principal Arterial	D	2,570	1	0.0%	Yes
			SB	3LD	State Principal Arterial	D	2,570	1	0.0%	Yes
University Drive	I-95	Sunrise Blvd	NB	3LD	State Principal Arterial	D	2,570	10	0.4%	Yes
			SB	3LD	State Principal Arterial	D	2,570	6	0.2%	Yes
University Drive	I-95	Cleary Blvd	NB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes
			SB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes
University Drive	I-95	Broward Blvd	NB	3LD	State Principal Arterial	D	2,570	4	0.2%	Yes
			SB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes
University Drive	I-95	Peters Road	NB	3LD	State Principal Arterial	D	2,570	2	0.1%	Yes
			SB	3LD	State Principal Arterial	D	2,570	2	0.1%	Yes
University Drive	I-95	I-95	NB	3LD	State Principal Arterial	D	2,570	5	0.2%	Yes
			SB	3LD	State Principal Arterial	D	2,570	13	0.5%	Yes
University Drive	I-95	SW 30 Street	NB	3LD	State Principal Arterial	D	2,570	21	0.8%	Yes
			SB	3LD	State Principal Arterial	D	2,570	4	0.2%	Yes
University Drive	I-95	Griffin Road	NB	3LD	State Principal Arterial	D	2,570	7	0.3%	Yes
			SB	3LD	State Principal Arterial	D	2,570	2	0.1%	Yes
University Drive	I-95	Stirling Road	NB	3LD	State Principal Arterial	D	2,570	3	0.1%	Yes
			SB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes
University Drive	I-95	Commercial Blvd	NB	3LD	State Principal Arterial	D	2,790	0	0.0%	Yes
			SB	3LD	State Principal Arterial	D	2,790	1	0.0%	Yes
FL Turnpike	I-95	Sunrise Blvd	NB	3LD	SIS	D	5,530	0	0.0%	Yes
			SB	3LD	SIS	D	5,530	0	0.0%	Yes
FL Turnpike	I-95	I-95	NB	3LD	SIS	D	5,530	0	0.0%	Yes
			SB	3LD	SIS	D	5,530	0	0.0%	Yes
FL Turnpike	I-95	Griffin Road	NB	4LD	SIS	D	7,380	0	0.0%	Yes
			SB	4LD	SIS	D	7,380	0	0.0%	Yes
FL Turnpike	I-95	Griffin Road	NB	4LD	SIS	D	7,380	13	0.2%	Yes
			SB	4LD	SIS	D	7,380	22	0.3%	Yes
FL Turnpike	I-95	South	NB	4LD	SIS	D	7,380	13	0.2%	Yes
			SB	4LD	SIS	D	7,380	22	0.3%	Yes

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic		
	From	To						Project Traffic	% Consumption 1-Way	
US 441/SR 7	Cypress Creek Rd	Commercial Blvd	NB	3LD	State Principal	D	2,570	4	0.2%	Yes
	Commercial Blvd	NW 44 Street	SB	3LD	Arterial	D	2,570	3	0.1%	Yes
	NW 44 Street	Oakland Park Blvd	NB	3LD	State Principal	D	2,570	0	0.0%	Yes
	Oakland Park Blvd	NW 19 Street	SB	3LD	Arterial	D	2,570	7	0.3%	Yes
	NW 19 Street	Sunrise Blvd	NB	3LD	State Principal	D	2,570	3	0.1%	Yes
	Sunrise Blvd	NW 5 Street	SB	3LD	Arterial	D	2,570	4	0.2%	Yes
	NW 5 Street	Broward Blvd	NB	3LD	State Principal	D	2,570	2	0.1%	Yes
	Broward Blvd	Davie Blvd	SB	3LD	Arterial	D	2,570	8	0.3%	Yes
	Davie Blvd	I-595	NB	3LD	State Principal	D	2,570	4	0.2%	Yes
	I-595	Griffin Road	SB	3LD	Arterial	D	2,570	6	0.2%	Yes
	Griffin Road	Stirling Road	NB	3LD	State Principal	D	2,570	3	0.1%	Yes
	Stirling Road	Cypress Creek Rd	SB	3LD	Arterial	D	2,570	30	1.2%	Yes
	Cypress Creek Rd	Commercial Blvd	NB	3LD	State Principal	D	2,570	14	0.5%	Yes
	Commercial Blvd	NW 38 Street	SB	3LD	Arterial	D	2,570	4	0.2%	Yes
	NW 38 Street	Oakland Park Blvd	NB	3LD	State Principal	D	2,570	8	0.3%	Yes
	Oakland Park Blvd	NW 19 Street	SB	3LD	Arterial	D	2,570	8	0.3%	Yes
	NW 19 Street	Sunrise Blvd	NB	3LD	State Principal	D	2,450	20	0.8%	Yes
	Sunrise Blvd	NW 6 Street	SB	3LD	County Minor	D	2,450	12	0.5%	Yes
	NW 6 Street	Broward Blvd	NB	3LD	Arterial	D	2,450	43	1.8%	Yes
	Broward Blvd	Davie Blvd	SB	3LD	County Minor	D	2,450	26	1.1%	Yes
Davie Blvd	Riverland Rd	NB	3LD	Arterial	D	2,450	67	2.7%	Yes	
Riverland Rd	NW 6 Street	SB	3LD	County Minor	D	2,450	38	1.6%	Yes	
NW 6 Street	Broward Blvd	NB	3LD	Arterial	D	2,450	80	3.3%	Yes	
Broward Blvd	Davie Blvd	SB	3LD	County Minor	D	2,450	41	1.7%	Yes	
Davie Blvd	Cypress Creek Rd	NB	3LD	Arterial	D	2,450	138	5.6%	No	
Cypress Creek Rd	Commercial Blvd	SB	3LD	County Minor	D	2,450	69	2.8%	Yes	
Commercial Blvd	NW 38 Street	NB	3LD	Arterial	D	2,450	196	8.0%	No	
NW 38 Street	Oakland Park Blvd	SB	3LD	County Minor	D	2,450	91	3.7%	Yes	
Oakland Park Blvd	NW 19 Street	NB	3LD	Arterial	D	2,450	54	2.2%	Yes	
NW 19 Street	Sunrise Blvd	SB	3LD	County Minor	D	2,450	26	1.1%	Yes	
Sunrise Blvd	NW 6 Street	NB	3LD	Arterial	D	2,450	70	4.3%	Yes	
NW 6 Street	Broward Blvd	SB	3LD	County Minor	D	1,620	34	2.1%	Yes	
Broward Blvd	Davie Blvd	NB	2LD	Arterial	D	1,620	3	0.4%	Yes	
Davie Blvd	Riverland Rd	SB	1LU	County Collector	D	760	6	0.8%	Yes	
Riverland Rd	NW 6 Street	NB	1LU	City Collector	D	760	9	1.2%	Yes	
NW 6 Street	Broward Blvd	SB	1LU	County Collector	D	760	17	2.2%	Yes	
Broward Blvd	Peters Road	NB	2LD	County Collector	D	1,620	336	20.7%	No	
Peters Road	Riverland Rd	SB	2LD	County Collector	D	1,620	156	9.6%	No	
Riverland Rd	Cypress Creek Rd	NB	2LD	County Collector	D	1,620	383	23.6%	No	
Cypress Creek Rd	Commercial Blvd	SB	2LD	County Collector	D	1,620	181	11.2%	No	
Commercial Blvd	Oakland Park Blvd	NB	2LD	County Collector	D	1,620	200	12.3%	No	
Oakland Park Blvd	NW 19 Street	SB	2LD	County Collector	D	1,620	371	22.9%	No	
NW 19 Street	Sunrise Blvd	NB	1LU	County Collector	D	760	11	1.4%	Yes	
Sunrise Blvd	NW 5 Street	SB	1LU	SIS	E	760	23	3.0%	Yes	
NW 5 Street	Broward Blvd	NB	4LD	SIS	E	8,320	70	0.8%	Yes	
Broward Blvd	Davie Blvd	SB	4LD	SIS	E	8,320	42	0.5%	Yes	
Davie Blvd	Cypress Creek Rd	NB	4LD	SIS	E	8,320	94	1.1%	Yes	
Cypress Creek Rd	Commercial Blvd	SB	4LD	SIS	E	8,320	55	0.7%	Yes	
Commercial Blvd	Oakland Park Blvd	NB	5LD	SIS	E	10,620	153	1.4%	Yes	
Oakland Park Blvd		SB	5LD			10,620	80	0.8%	Yes	

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic		
	From	To						Project Traffic	% Consumption 1-Way	
I-95	Oakland Park Blvd	Sunrise Blvd	NB	5LD	SIS	E	10,620	298	2.8%	Yes
	Sunrise Blvd	Broward Blvd	SB	5LD	SIS	E	10,620	135	1.3%	Yes
	Broward Blvd	Davie Blvd	NB	5LD	SIS	E	10,620	427	4.0%	Yes
	Davie Blvd	Old SR 84	SB	5LD	SIS	E	10,620	192	1.8%	Yes
	Old SR 84	I-595	NB	5LD	SIS	E	10,620	152	1.4%	Yes
	I-595	Griffin Road	SB	5LD	SIS	E	10,620	361	3.4%	Yes
	Griffin Road	Stirling Road	NB	5LD	SIS	E	10,620	172	1.6%	Yes
	Stirling Road	Sheridan Street	SB	5LD	SIS	E	10,620	391	3.7%	Yes
	Sheridan Street	Hollywood Blvd	NB	5LD	SIS	E	10,620	121	1.1%	Yes
	Hollywood Blvd	Cypress Creek Rd	SB	5LD	SIS	E	10,620	254	2.4%	Yes
	Cypress Creek Rd	Commercial Blvd	NB	5LD	SIS	E	10,620	105	1.0%	Yes
	Commercial Blvd	Oakland Park Blvd	SB	5LD	SIS	E	10,620	206	1.9%	Yes
	Oakland Park Blvd	NW 19 Street	NB	5LD	SIS	E	10,620	88	0.8%	Yes
	NW 19 Street	Sunrise Blvd	SB	5LD	SIS	E	10,620	158	1.5%	Yes
	Powerline Road	Sunrise Blvd	Broward Blvd	NB	5LD	SIS	E	10,620	69	0.6%
Broward Blvd		Cypress Creek Rd	SB	5LD	SIS	E	10,620	119	1.1%	Yes
Cypress Creek Rd		Commercial Blvd	NB	5LD	SIS	E	10,620	53	0.5%	Yes
Commercial Blvd		Oakland Park Blvd	SB	5LD	SIS	E	10,620	87	0.8%	Yes
Oakland Park Blvd		NW 19 Street	NB	3LD	State Principal Arterial	D	2,790	1	0.0%	Yes
NW 19 Street		Sunrise Blvd	SB	3LD	State Principal Arterial	D	2,790	1	0.0%	Yes
Sunrise Blvd		Broward Blvd	NB	3LD	State Principal Arterial	D	2,790	4	0.1%	Yes
Broward Blvd		Cypress Creek Rd	SB	3LD	State Principal Arterial	D	2,790	2	0.1%	Yes
Cypress Creek Rd		Commercial Blvd	NB	3LD	State Principal Arterial	D	2,570	5	0.2%	Yes
Commercial Blvd		Oakland Park Blvd	SB	3LD	State Principal Arterial	D	2,570	2	0.1%	Yes
Oakland Park Blvd		NW 19 Street	NB	3LD	State Principal Arterial	D	2,570	4	0.2%	Yes
NW 19 Street		Sunrise Blvd	SB	3LD	State Principal Arterial	D	2,570	1	0.0%	Yes
Sunrise Blvd		Broward Blvd	NB	3LD	State Principal Arterial	D	2,570	6	0.2%	Yes
Broward Blvd		Cypress Creek Rd	SB	3LD	State Principal Arterial	D	2,570	3	0.1%	Yes
Andrews Avenue		Cypress Creek Rd	Commercial Blvd	NB	1LU	City Collector	E	850	2	0.2%
	Commercial Blvd	Oakland Park Blvd	SB	1LU	City Collector	E	850	0	0.0%	Yes
	Oakland Park Blvd	NW 19 Street	NB	3LD	County Minor Arterial	D	2,450	3	0.1%	Yes
	NW 19 Street	Sunrise Blvd	SB	3LD	County Minor Arterial	D	2,450	2	0.1%	Yes
	Sunrise Blvd	Broward Blvd	NB	3LD	County Minor Arterial	D	2,450	2	0.1%	Yes
	Broward Blvd	Cypress Creek Rd	SB	2LD	County Minor Arterial	D	1,620	2	0.1%	Yes
	Cypress Creek Rd	Commercial Blvd	NB	2LD	County Minor Arterial	D	1,620	1	0.1%	Yes
	Commercial Blvd	Prospect Road	SB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
	Prospect Road	Oakland Park Blvd	NB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
	Oakland Park Blvd	NW 19 Street	SB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
	NW 19 Street	Sunrise Blvd	NB	2LD	County Minor Arterial	D	1,620	2	0.1%	Yes
	Sunrise Blvd	Broward Blvd	SB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
	Broward Blvd	Davie Blvd	NB	2LD	County Minor Arterial	D	1,620	4	0.2%	Yes
	Davie Blvd	SR 84	SB	2LD	County Minor Arterial	D	1,620	1	0.1%	Yes
	US-1	SR 84	I-595	NB	2LD	County Minor Arterial	D	1,620	1	0.1%
I-595		Griffin Road	SB	2LD	County Minor Arterial	D	1,620	1	0.1%	Yes
Griffin Road		Stirling Road	NB	2LD	County Minor Arterial	D	1,620	4	0.2%	Yes
Stirling Road		Sheridan Street	SB	2LD	County Minor Arterial	D	1,620	3	0.2%	Yes
Sheridan Street		Hollywood Blvd	NB	2LD	County Minor Arterial	D	1,620	5	0.3%	Yes
Hollywood Blvd		Cypress Creek Rd	SB	2LD	County Minor Arterial	D	1,620	9	0.6%	Yes
Cypress Creek Rd		Commercial Blvd	NB	2LD	County Minor Arterial	D	1,620	3	0.2%	Yes
Commercial Blvd		Oakland Park Blvd	SB	2LD	County Minor Arterial	D	1,620	6	0.4%	Yes
Oakland Park Blvd		NW 19 Street	NB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
NW 19 Street		Sunrise Blvd	SB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
Sunrise Blvd		Broward Blvd	NB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
Broward Blvd		Davie Blvd	SB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
Davie Blvd		SR 84	NB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
SR 84		I-595	SB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes
I-595		Griffin Road	NB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic		
	From	To						Project Traffic	% Consumption 1-Way	
US-1	Commercial Blvd	Floranada Road	NB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes
	Floranada Road	Oakland Park Blvd	SB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes
	Oakland Park Blvd	NE 26 Street	NB	3LD	State Principal Arterial	D	2,330	1	0.0%	Yes
	NE 26 Street	Sunrise Blvd	SB	3LD	State Principal Arterial	D	2,330	0	0.0%	Yes
	Sunrise Blvd	Broward Blvd	NB	3LD	State Principal Arterial	D	2,330	0	0.0%	Yes
	Broward Blvd	Davie Blvd	SB	3LD	State Principal Arterial	D	2,330	1	0.0%	Yes
	Davie Blvd	SR 84	NB	3LD	State Principal Arterial	E	2,490	3	0.1%	Yes
	SR 84	I-595	SB	3LD	State Principal Arterial	E	2,490	1	0.0%	Yes
	I-595	Griffin Road	NB	2LD	State Principal Arterial	E	1,800	0	0.0%	Yes
	Griffin Road	Stirling Road	SB	3LD	State Principal Arterial	E	1,800	1	0.1%	Yes
	Stirling Road	Commercial Blvd	NB	3LD	State Principal Arterial	E	2,710	1	0.0%	Yes
	Commercial Blvd	NW 41 Street	SB	3LD	State Principal Arterial	E	2,710	0	0.0%	Yes
	NW 41 Street	Oakland Park Blvd	NB	3LD	State Principal Arterial	D	2,790	0	0.0%	Yes
	Oakland Park Blvd	Sunrise Blvd	SB	3LD	State Principal Arterial	D	2,790	1	0.0%	Yes
	Sunrise Blvd	Las Olas Blvd	NB	2LD	State Principal Arterial	D	1,710	1	0.1%	Yes
	Las Olas Blvd	SE 17 Street	SB	2LD	State Minor Arterial	D	1,710	1	0.1%	Yes
SR A1A	Commercial Blvd	Commercial Blvd	NB	1LD	State Minor Arterial	D	660	0	0.0%	Yes
	NW 41 Street	NW 41 Street	SB	1LD	State Minor Arterial	D	660	0	0.0%	Yes
	Oakland Park Blvd	Oakland Park Blvd	NB	3LD	State Minor Arterial	D	660	0	0.0%	Yes
	Sunrise Blvd	Sunrise Blvd	SB	3LD	State Minor Arterial	D	2,330	1	0.0%	Yes
	Las Olas Blvd	Las Olas Blvd	NB	2LD	State Minor Arterial	D	2,330	1	0.0%	Yes
	SE 17 Street	SE 17 Street	SB	2LD	State Minor Arterial	E	1,710	0	0.0%	Yes
	Commercial Blvd	Commercial Blvd	NB	2LD	State Minor Arterial	E	1,660	1	0.1%	Yes
	NW 41 Street	NW 41 Street	SB	2LD	State Minor Arterial	E	1,660	1	0.1%	Yes
	Oakland Park Blvd	Oakland Park Blvd	NB	2LD	State Minor Arterial	E	1,660	0	0.0%	Yes
	Sunrise Blvd	Sunrise Blvd	SB	2LD	State Minor Arterial	E	1,660	0	0.0%	Yes

Source: David Plummer and Associates, Inc.

**Appendix 21-8-B**  
**% Project Consumption**  
**2018**



**APPENDIX 21-8-B**  
**Buildout (2018) Percent Project Consumption (weekday, one-way, PM peak)**

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New Project Traffic	Net New External Project Traffic	
	From	To							% Consumption	1-Way
McNab Road	Pine Island Road	University Drive	EB	3LD	County Minor	D	2,450	1	0.0%	Yes
	University Drive	NW 81 Avenue	WB	3LD	County Principal	D	2,450	2	0.1%	Yes
	NW 81 Avenue	Rock Island Road	WB	3LD	County Principal	D	2,450	1	0.0%	Yes
	Rock Island Road	US 441	WB	3LD	County Principal	D	2,450	3	0.1%	Yes
	NW 31 Avenue	NW 21 Avenue	WB	3LD	County Principal	D	2,450	3	0.1%	Yes
	NW 21 Avenue	Powerline Road	WB	3LD	County Principal	D	2,450	7	0.3%	Yes
	Powerline Road	I-95	WB	3LD	County Principal	D	2,450	7	0.3%	Yes
	I-95	S Dixie Highway	WB	3LD	County Principal	D	2,450	13	0.5%	Yes
	US 441	NW 31 Avenue	WB	2LD	County Minor	D	1,620	1	0.1%	Yes
	NW 31 Avenue	NW 21 Avenue	WB	2LD	County Minor	D	1,620	1	0.1%	Yes
	NW 21 Avenue	Powerline Road	WB	2LD	County Minor	D	1,620	1	0.1%	Yes
	Powerline Road	I-95	WB	2LD	County Minor	D	1,620	0	0.0%	Yes
	Cypress Creek Road	I-95	S Dixie Highway	WB	3LD	County Minor	D	2,450	0	0.0%
US 441		NW 31 Avenue	WB	3LD	County Minor	D	2,450	1	0.0%	Yes
NW 31 Avenue		NW 21 Avenue	WB	3LD	County Minor	D	2,450	0	0.0%	Yes
NW 21 Avenue		Powerline Road	WB	3LD	County Minor	D	2,450	0	0.0%	Yes
Powerline Road		I-95	WB	3LD	County Minor	D	2,450	0	0.0%	Yes
I-95		S Dixie Highway	WB	3LD	County Minor	D	2,450	0	0.0%	Yes
US 441		NW 31 Avenue	WB	3LD	County Minor	D	2,450	14	0.6%	Yes
NW 31 Avenue		NW 21 Avenue	WB	3LD	County Minor	D	2,450	29	1.2%	Yes
NW 21 Avenue		Powerline Road	WB	3LD	County Minor	D	2,450	0	0.0%	Yes
Powerline Road		I-95	WB	3LD	County Minor	D	2,450	0	0.0%	Yes
I-95		S Dixie Highway	WB	3LD	County Minor	D	2,450	0	0.0%	Yes
S Dixie Highway		NW 31 Avenue	WB	3LD	County Minor	D	2,450	3	0.1%	Yes
Commercial Boulevard		Powerline Road	I-95	WB	3LD	County Minor	D	2,450	1	0.0%
	I-95	S Dixie Highway	WB	4LD	County Minor	D	3,270	8	0.2%	Yes
	Dixie Highway	NE 18 Avenue	WB	4LD	County Minor	D	3,270	4	0.1%	Yes
	NE 18 Avenue	US 1	WB	3LD	County Minor	D	2,450	9	0.4%	Yes
	US 1	Bayview Drive	WB	1LD	City Collector	D	760	6	0.8%	Yes
	Bayview Drive	University Drive	WB	1LD	County Collector	D	760	2	0.1%	Yes
	University Drive	NW 64 Avenue	WB	1LD	County Collector	D	760	1	0.1%	Yes
	NW 64 Avenue	Rock Island Road	WB	1LD	County Collector	D	760	0	0.0%	Yes
	Rock Island Road	Florida Turnpike	WB	3LD	County Principal	D	2,450	0	0.0%	Yes
	Florida Turnpike	US 441	WB	3LD	County Principal	D	2,450	0	0.0%	Yes
	US 441	NW 31 Avenue	WB	3LD	State Principal	D	2,570	1	0.0%	Yes
	NW 31 Avenue	NW 21 Avenue	WB	3LD	State Principal	D	2,570	1	0.0%	Yes
	NW 21 Avenue	I-95	WB	3LD	State Principal	D	2,570	3	0.1%	Yes
Commercial Boulevard	I-95	NE 6 Avenue	WB	3LD	State Principal	D	2,570	6	0.2%	Yes
	NE 6 Avenue	US 441	WB	3LD	State Principal	D	2,570	3	0.1%	Yes
	US 441	NW 31 Avenue	WB	3LD	State Principal	D	2,570	2	0.1%	Yes
	NW 31 Avenue	NW 21 Avenue	WB	3LD	State Principal	D	2,570	2	0.1%	Yes
	NW 21 Avenue	I-95	WB	3LD	State Principal	D	2,570	6	0.2%	Yes
	I-95	Florida Turnpike	WB	3LD	State Principal	D	2,570	3	0.1%	Yes
	Florida Turnpike	US 441	WB	3LD	State Principal	D	2,570	3	0.1%	Yes
	US 441	NW 31 Avenue	WB	3LD	State Principal	D	2,570	7	0.3%	Yes
	NW 31 Avenue	NW 21 Avenue	WB	3LD	State Principal	D	2,570	3	0.1%	Yes
	NW 21 Avenue	I-95	WB	3LD	State Principal	D	2,570	8	0.3%	Yes
	I-95	NE 6 Avenue	WB	3LD	State Principal	D	2,570	9	0.4%	Yes
	NE 6 Avenue	US 441	WB	3LD	State Principal	D	2,570	20	0.8%	Yes
	US 441	NW 31 Avenue	WB	3LD	State Principal	D	2,570	0	0.0%	Yes
NW 31 Avenue	NW 21 Avenue	WB	3LD	State Principal	D	2,570	0	0.0%	Yes	
NW 21 Avenue	I-95	WB	3LD	State Principal	D	2,570	3	0.1%	Yes	
I-95	NE 6 Avenue	WB	3LD	State Principal	D	2,570	7	0.3%	Yes	
NE 6 Avenue	US 441	WB	3LD	State Principal	D	2,570	19	0.7%	Yes	
US 441	NW 31 Avenue	WB	3LD	State Principal	D	2,570	9	0.4%	Yes	

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic	% Consumption 1-Way	Net New External Project Traffic < 5% of
	From	To								
Commercial Boulevard	NE 6 Avenue	Dixie Highway	EB	3LD	State Principal	D	2,570	14	0.5%	Yes
	Dixie Highway	US 1	WB	3LD	Arterial	D	2,570	6	0.2%	Yes
	US 1	Bayview Drive	WB	3LD	Arterial	D	2,570	9	0.4%	Yes
	Bayview Drive	SR A1A	EB	3LD	State Minor	D	2,570	4	0.2%	Yes
	Pine Island Road	University Drive	WB	3LD	Arterial	D	2,570	3	0.1%	Yes
	University Drive	NW 64 Avenue	EB	2LD	State Minor	D	2,570	1	0.0%	Yes
	NW 64 Avenue	Florida Turnpike	WB	2LD	Arterial	D	1,710	2	0.1%	Yes
	Florida Turnpike	US 441	WB	3LD	County Principal	D	1,710	1	0.1%	Yes
	US 441	NW 31 Avenue	WB	3LD	Arterial	D	2,450	4	0.2%	Yes
	NW 31 Avenue	NW 21 Avenue	EB	3LD	Arterial	D	2,450	9	0.4%	Yes
	NW 21 Avenue	I-95	WB	3LD	State Principal	D	2,570	0	0.0%	Yes
	I-95	Andrews Avenue	EB	3LD	Arterial	D	2,570	1	0.0%	Yes
	Andrews Avenue	Dixie Highway	WB	3LD	State Principal	D	2,330	3	0.1%	Yes
	Dixie Highway	US 1	EB	3LD	Arterial	D	2,330	7	0.3%	Yes
Sunrise Boulevard	US 1	Andrews Avenue	WB	3LD	State Principal	D	2,330	7	0.3%	Yes
	Andrews Avenue	Dixie Highway	WB	3LD	Arterial	D	2,330	15	0.6%	Yes
	Dixie Highway	US 1	EB	3LD	State Principal	D	2,330	13	0.6%	Yes
	US 1	NW 21 Avenue	WB	3LD	Arterial	D	2,330	33	1.4%	Yes
	NW 21 Avenue	I-95	EB	3LD	State Principal	D	2,570	4	0.2%	Yes
	I-95	Andrews Avenue	WB	3LD	Arterial	D	2,570	15	0.6%	Yes
	Andrews Avenue	Dixie Highway	EB	3LD	State Principal	D	2,570	10	0.4%	Yes
	Dixie Highway	US 1	WB	3LD	Arterial	D	2,570	32	1.2%	Yes
	US 1	Bayview Drive	EB	3LD	State Principal	D	2,570	54	2.1%	Yes
	Bayview Drive	SR A1A	WB	3LD	Arterial	D	2,570	23	0.9%	Yes
	Pine Island Road	University Drive	EB	3LD	State Principal	D	2,570	26	1.0%	Yes
	University Drive	NW 65 Avenue	WB	3LD	Arterial	D	2,570	11	0.4%	Yes
	NW 65 Avenue	Florida Turnpike	EB	3LD	State Principal	D	2,570	11	0.4%	Yes
	Florida Turnpike	US 441	WB	3LD	Arterial	D	2,570	5	0.2%	Yes
US 441	NW 31 Avenue	EB	3LD	State Minor	D	2,570	6	0.2%	Yes	
NW 31 Avenue	NW 27 Avenue	WB	3LD	Arterial	D	2,570	2	0.1%	Yes	
NW 27 Avenue	I-95	EB	3LD	State Minor	D	2,570	2	0.1%	Yes	
I-95	Powerline Road	WB	3LD	Arterial	D	1,710	1	0.1%	Yes	
Powerline Road	Andrews Avenue	EB	3LD	County Principal	D	1,710	1	0.1%	Yes	
Andrews Avenue	Dixie Highway	WB	3LD	Arterial	D	2,450	2	0.1%	Yes	
Dixie Highway	NE 15 Avenue	EB	3LD	State Principal	D	2,450	1	0.0%	Yes	
NE 15 Avenue	US 1	WB	3LD	Arterial	D	2,450	2	0.1%	Yes	

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic		
	From	To						Project Traffic	% Consumption 1-Way	
Sunrise Boulevard	US 1	Bayview Drive	EB	3LD	State Principal	D	2,390	16	0.7%	Yes
	Bayview Drive	SR A1A	WB	3LD	Arterial	D	2,390	7	0.3%	Yes
Sistrunk Boulevard (NW / NE 6 Street)	NW 31 Avenue	NW 27 Avenue	WB	3LD	State Principal	D	2,570	5	0.2%	Yes
	NW 27 Avenue	NW 27 Avenue	WB	3LD	Arterial	D	2,570	3	0.1%	Yes
	NW 27 Avenue	I-95	EB	2LD	County Collector	D	1,620	0	0.0%	Yes
	I-95	Andrews Avenue	WB	2LD	County Collector	D	1,620	36	2.2%	Yes
	Andrews Avenue	US 1	WB	2LD	County Collector	E	1,620	16	1.0%	Yes
	US 1	Victoria Park Road	WB	2LD	County Collector	E	1,720	13	0.8%	Yes
	Victoria Park Road	Hiatus Road	WB	1LU	County Collector	E	810	6	0.7%	Yes
	Hiatus Road	Nob Hill Road	EB	1LU	City Collector	E	810	2	0.2%	Yes
	Nob Hill Road	Pine Island Road	WB	1LU	County Minor	E	810	1	0.1%	Yes
	Pine Island Road	University Drive	WB	1LU	County Minor	E	810	0	0.0%	Yes
Broward Boulevard	Flamingo Road	Hiatus Road	EB	2LD	County Minor	D	1,620	13	0.8%	Yes
	Hiatus Road	Nob Hill Road	WB	2LD	Arterial	D	1,620	25	1.5%	Yes
Peters Road / Davie Boulevard	Nob Hill Road	Nob Hill Road	EB	2LD	County Minor	D	1,620	15	0.9%	Yes
	Pine Island Road	Pine Island Road	WB	2LD	Arterial	D	1,620	27	1.7%	Yes
	University Drive	University Drive	WB	3LD	County Minor	D	2,450	21	0.9%	Yes
	NW 70 Avenue	University Drive	WB	3LD	Arterial	D	2,450	39	1.6%	Yes
	Florida Turnpike	University Drive	WB	3LD	County Minor	D	2,450	27	1.1%	Yes
	US 441	University Drive	WB	3LD	County Minor	D	2,450	55	2.2%	Yes
	NW 31 Avenue	NW 70 Avenue	WB	3LD	State Principal	D	2,570	39	1.5%	Yes
	NW 27 Avenue	Florida Turnpike	WB	3LD	Arterial	D	2,570	81	3.2%	Yes
	Powerline Road	US 441	WB	3LD	State Principal	D	2,570	54	2.1%	Yes
	US 1	US 441	WB	3LD	Arterial	D	2,570	127	4.9%	Yes
	NW 31 Avenue	NW 31 Avenue	WB	3LD	State Principal	D	2,570	66	2.6%	Yes
	NW 27 Avenue	NW 27 Avenue	WB	3LD	Arterial	D	2,570	169	6.6%	No
	I-95	NW 31 Avenue	WB	3LD	State Principal	D	2,570	116	4.5%	Yes
	Powerline Road	NW 27 Avenue	WB	3LD	Arterial	D	2,570	314	12.2%	No
	US 1	NW 27 Avenue	WB	3LD	State Principal	D	2,570	175	6.8%	No
	Victoria Park Road	I-95	WB	3LD	Arterial	D	2,570	479	18.6%	No
	University Drive	Powerline Road	WB	3LD	State Principal	D	2,570	202	7.9%	No
	NW 65 Avenue	US 1	WB	3LD	Arterial	D	2,570	514	20.0%	No
	Florida Turnpike	US 441	WB	3LD	SIS	D	2,570	363	14.1%	No
	US 441	NW 31 Avenue	WB	3LD	SIS	D	2,570	135	5.3%	No
NW 31 Avenue	NW 27 Avenue	WB	3LD	County Collector	D	2,570	160	6.2%	Yes	
NW 27 Avenue	US 441	WB	3LD	County Collector	D	2,570	63	2.5%	Yes	
Peters Road / Davie Boulevard	US 1	Victoria Park Road	EB	1LD	County Collector	D	810	12	1.5%	Yes
	Victoria Park Road	University Drive	WB	1LD	County Collector	D	810	5	0.6%	Yes
	University Drive	NW 65 Avenue	WB	2LD	County Collector	D	1,620	4	0.2%	Yes
	NW 65 Avenue	Florida Turnpike	WB	2LD	County Collector	D	1,620	7	0.4%	Yes
	Florida Turnpike	US 441	WB	2LD	County Collector	D	1,620	21	1.3%	Yes
	NW 31 Avenue	NW 27 Avenue	WB	2LD	County Collector	D	1,620	37	2.3%	Yes
	NW 27 Avenue	US 441	WB	2LD	County Collector	D	1,620	23	1.4%	Yes
	NW 31 Avenue	NW 27 Avenue	WB	2LD	County Collector	D	1,620	42	2.6%	Yes
	NW 27 Avenue	NW 27 Avenue	WB	2LD	County Collector	D	1,620	28	1.7%	Yes
	NW 27 Avenue	NW 31 Avenue	WB	2LD	State Minor	D	1,620	52	3.2%	Yes
	NW 27 Avenue	NW 27 Avenue	WB	2LD	Arterial	D	1,710	85	5.0%	Yes
	NW 27 Avenue	NW 27 Avenue	WB	2LD	State Minor	D	1,710	178	10.4%	No
I-95	NW 31 Avenue	NW 27 Avenue	WB	2LD	State Minor	D	1,860	107	5.8%	No
	NW 27 Avenue	I-95	WB	2LD	Arterial	D	1,860	231	12.4%	No
	NW 27 Avenue	SW 4 Avenue	WB	2LD	State Minor	D	1,710	46	2.7%	Yes
	I-95	SW 4 Avenue	WB	2LD	State Minor	E	1,800	24	1.3%	Yes
			WB	2LD	Arterial	E	1,800	14	0.8%	Yes

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic	% Consumption 1-Way	Net New External Project Traffic < 5% of
	From	To								
Peters Road / Davie Boulevard I-595	SW 4 Avenue	US 1	EB	2LD	State Minor	E	1,660	13	0.8%	Yes
	Pine Island Road	University Drive	WB	4LD	Arterial	D	1,660	6	0.4%	Yes
	University Drive	Florida Turnpike	WB	4LD	SIS	D	7,380	15	0.2%	Yes
	Florida Turnpike	US 441	EB	4LD	SIS	D	7,380	38	0.5%	Yes
	US 441	I-95	WB	4LD	SIS	D	7,380	9	0.1%	Yes
	I-95	US 1	EB	4LD	SIS	D	7,480	10	0.1%	Yes
	I-595	SW 30 Avenue	WB	4LD	SIS	D	7,480	41	0.5%	Yes
	SW 30 Avenue	I-95	WB	4LD	SIS	D	7,480	17	0.2%	Yes
	SW 9 Avenue	US 1	WB	4LD	SIS	D	7,480	64	0.9%	Yes
	I-95	SW 9 Avenue	EB	4LD	SIS	D	7,480	26	0.3%	Yes
West SR 84	SW 30 Avenue	I-95	WB	2LD	State Minor	D	1,710	9	0.5%	Yes
	I-95	US 1	WB	2LD	Arterial	D	1,710	26	1.5%	Yes
	SW 9 Avenue	US 1	EB	3LD	State Minor	D	2,570	15	0.6%	Yes
	I-95	SW 9 Avenue	WB	3LD	Arterial	D	2,570	48	1.9%	Yes
	SW 9 Avenue	US 1	EB	3LD	State Minor	E	2,710	56	2.1%	Yes
	Pine Island Road	University Drive	WB	3LD	Arterial	E	2,710	22	0.8%	Yes
	University Drive	Davie Road	WB	3LD	Arterial	D	2,710	17	0.6%	Yes
	Florida Turnpike	US 441	WB	3LD	Arterial	D	2,570	7	0.3%	Yes
	US 441	NW 40 Avenue	WB	3LD	Arterial	D	2,570	1	0.0%	Yes
	NW 40 Avenue	NW 31 Avenue	WB	3LD	Arterial	D	2,570	3	0.1%	Yes
Griffin Road	NW 31 Avenue	Ravenswood Road	WB	3LD	State Principal	D	2,570	0	0.0%	Yes
	Ravenswood Road	I-95	WB	3LD	Arterial	D	2,570	0	0.0%	Yes
	I-95	US 1	WB	3LD	Arterial	D	2,570	1	0.0%	Yes
	Pine Island Road	University Drive	WB	3LD	State Principal	D	2,570	0	0.0%	Yes
	University Drive	Davie Road	WB	3LD	State Principal	D	2,570	0	0.0%	Yes
	Davie Road	Florida Turnpike	WB	3LD	Arterial	D	2,570	1	0.0%	Yes
	Florida Turnpike	US 441	WB	3LD	Arterial	D	2,570	3	0.1%	Yes
	US 441	NW 40 Avenue	WB	3LD	Arterial	D	2,570	0	0.0%	Yes
	NW 40 Avenue	NW 31 Avenue	WB	3LD	Arterial	D	2,570	1	0.0%	Yes
	NW 31 Avenue	Ravenswood Road	WB	3LD	Arterial	D	2,570	5	0.2%	Yes
Stirling Road	Ravenswood Road	I-95	WB	3LD	Arterial	D	2,570	6	0.2%	Yes
	I-95	US 1	WB	3LD	Arterial	D	2,570	11	0.4%	Yes
	Pine Island Road	University Drive	WB	3LD	Arterial	D	2,570	10	0.4%	Yes
	University Drive	Davie Road	WB	3LD	Arterial	D	2,570	20	0.8%	Yes
	Davie Road	Florida Turnpike	WB	3LD	Arterial	D	2,570	8	0.3%	Yes
	Florida Turnpike	US 441	WB	3LD	Arterial	D	2,570	3	0.1%	Yes
	US 441	NW 40 Avenue	WB	3LD	Arterial	D	2,570	8	0.3%	Yes
	NW 40 Avenue	NW 31 Avenue	WB	3LD	Arterial	D	2,570	2	0.1%	Yes
	NW 31 Avenue	I-95	WB	3LD	Arterial	D	2,570	3	0.1%	Yes
	I-95	US-1	WB	3LD	Arterial	D	2,570	2	0.1%	Yes
Sheridan Street	N Park Road	I-95	WB	3LD	State Principal	D	2,790	10	0.4%	Yes
	I-95	US-1	WB	3LD	Arterial	D	2,790	22	0.8%	Yes
	US-1	I-95	WB	3LD	Arterial	D	2,790	4	0.2%	Yes
	I-95	NW 40 Avenue	WB	3LD	Arterial	D	2,330	4	0.2%	Yes
	NW 40 Avenue	NW 31 Avenue	WB	3LD	Arterial	D	2,330	9	0.4%	Yes
	NW 31 Avenue	I-95	WB	3LD	Arterial	D	2,330	8	0.3%	Yes
	I-95	US-1	WB	3LD	Arterial	D	2,330	18	0.8%	Yes
	US-1	I-95	WB	3LD	Arterial	D	2,330	9	0.4%	Yes
	I-95	N Park Road	WB	3LD	Arterial	D	2,330	4	0.2%	Yes
	N Park Road	I-95	WB	3LD	Arterial	D	2,790	10	0.4%	Yes

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic	% Consumption 1-Way	Net New External Project Traffic < 5% of
	From	To								
Sheridan Street	I-95	NW 21 Avenue	EB	3LD	State Minor	D	2,570	15	0.6%	Yes
Hollywood Blvd	S Park Road	I-95	WB	3LD	Arterial	D	2,570	7	0.3%	Yes
			WB	3LD	State Principal	D	2,570	6	0.2%	Yes
Pine Island Road	I-95	NW 21 Avenue	WB	3LD	Arterial	D	2,570	13	0.5%	Yes
			EB	2LD	City Principal	D	1,620	7	0.4%	Yes
	McNab Road	Commercial Blvd	WB	2LD	Arterial	D	1,620	3	0.2%	Yes
			NB	2LD	County Minor	D	1,620	0	0.0%	Yes
	Commercial Blvd	NW 44 Street	SB	2LD	Arterial	D	1,620	0	0.0%	Yes
			NB	3LD	County Minor	D	2,450	0	0.0%	Yes
	NW 44 Street	Oakland Park Blvd	SB	3LD	Arterial	D	2,450	0	0.0%	Yes
			NB	3LD	County Minor	D	2,450	2	0.1%	Yes
	Oakland Park Blvd	Sunrise Blvd	SB	3LD	Arterial	D	2,450	1	0.0%	Yes
			NB	3LD	County Minor	D	2,450	1	0.0%	Yes
Sunrise Blvd	Broward Blvd	SB	3LD	Arterial	D	2,450	3	0.1%	Yes	
		NB	3LD	County Minor	D	2,450	1	0.0%	Yes	
Broward Blvd	Peters Road	SB	3LD	Arterial	D	2,450	1	0.0%	Yes	
		NB	3LD	County Minor	D	2,450	1	0.0%	Yes	
Peters Road	I-595	SB	3LD	Arterial	D	2,450	1	0.0%	Yes	
		NB	3LD	County Minor	D	2,450	4	0.2%	Yes	
I-595	Griffin Road	SB	3LD	Arterial	D	2,450	6	0.2%	Yes	
		NB	3LD	County Minor	D	2,450	0	0.0%	Yes	
Griffin Road	Stirling Road	SB	3LD	Arterial	D	2,450	1	0.0%	Yes	
		NB	2LD	County Minor	D	1,620	0	0.0%	Yes	
McNab Road	Commercial Blvd	SB	3LD	Arterial	D	2,570	0	0.0%	Yes	
		NB	3LD	State Principal	D	2,570	0	0.0%	Yes	
Commercial Blvd	NW 44 Street	SB	3LD	Arterial	D	2,570	0	0.0%	Yes	
		NB	3LD	State Principal	D	2,570	0	0.0%	Yes	
NW 44 Street	Oakland Park Blvd	SB	3LD	Arterial	D	2,570	0	0.0%	Yes	
		NB	3LD	State Principal	D	2,570	0	0.0%	Yes	
Oakland Park Blvd	Sunrise Blvd	SB	3LD	Arterial	D	2,570	2	0.1%	Yes	
		NB	3LD	Arterial	D	2,570	1	0.0%	Yes	
Sunrise Blvd	Cleary Blvd	SB	3LD	Arterial	D	2,570	14	0.5%	Yes	
		NB	3LD	State Principal	D	2,570	6	0.2%	Yes	
Cleary Blvd	Broward Blvd	SB	3LD	Arterial	D	2,570	0	0.0%	Yes	
		NB	3LD	State Principal	D	2,570	0	0.0%	Yes	
Broward Blvd	Peters Road	SB	3LD	Arterial	D	2,570	5	0.2%	Yes	
		NB	3LD	State Principal	D	2,570	2	0.1%	Yes	
Peters Road	I-595	SB	3LD	Arterial	D	2,570	2	0.1%	Yes	
		NB	3LD	State Principal	D	2,570	5	0.2%	Yes	
I-595	SW 30 Street	SB	3LD	Arterial	D	2,570	15	0.6%	Yes	
		NB	3LD	State Principal	D	2,570	26	1.0%	Yes	
SW 30 Street	Griffin Road	SB	3LD	Arterial	D	2,570	4	0.2%	Yes	
		NB	3LD	State Principal	D	2,570	9	0.4%	Yes	
Griffin Road	Stirling Road	SB	3LD	Arterial	D	2,570	2	0.1%	Yes	
		NB	3LD	State Principal	D	2,570	6	0.2%	Yes	
North	Commercial Blvd	SB	3LD	Arterial	D	2,790	0	0.0%	Yes	
		NB	3LD	State Principal	D	2,790	1	0.0%	Yes	
Commercial Blvd	Sunrise Blvd	SB	3LD	SIS	D	5,530	1	0.0%	Yes	
		NB	3LD	SIS	D	5,530	0	0.0%	Yes	
Sunrise Blvd	I-595	SB	3LD	SIS	D	5,530	2	0.0%	Yes	
		NB	3LD	SIS	D	5,530	0	0.0%	Yes	
I-595	Griffin Road	SB	4LD	SIS	D	7,380	0	0.0%	Yes	
		NB	4LD	SIS	D	7,380	0	0.0%	Yes	
Griffin Road	South	SB	4LD	SIS	D	7,380	7	0.1%	Yes	
		NB	4LD	SIS	D	7,380	19	0.3%	Yes	
FL Turnpike	Griffin Road	South	SB	4LD	SIS	D	7,380	14	0.2%	Yes
			SB	4LD	SIS	D	7,380	30	0.4%	Yes

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic	% Consumption 1-Way	Project Traffic	< 5% of
	From	To									
US 441/SR 7	Cypress Creek Rd	Commercial Blvd	NB	3LD	State Principal	D	2,570	7	0.3%	7	Yes
	Commercial Blvd	NW 44 Street	SB	3LD	Arterial	D	2,570	2	0.1%	2	Yes
	NW 44 Street	Oakland Park Blvd	SB	3LD	Arterial	D	2,570	0	0.0%	0	Yes
	Oakland Park Blvd	NW 19 Street	SB	3LD	State Principal	D	2,570	9	0.4%	9	Yes
	NW 19 Street	Sunrise Blvd	NB	3LD	State Principal	D	2,570	7	0.3%	7	Yes
	Sunrise Blvd	NW 5 Street	SB	3LD	Arterial	D	2,570	2	0.1%	2	Yes
	NW 5 Street	Broward Blvd	NB	3LD	State Principal	D	2,570	14	0.5%	14	Yes
	Broward Blvd	Davie Blvd	SB	3LD	Arterial	D	2,570	5	0.2%	5	Yes
	I-595	I-595	SB	3LD	State Principal	D	2,570	3	0.1%	3	Yes
	Griffin Road	Griffin Road	NB	3LD	State Principal	D	2,570	40	1.6%	40	Yes
	Stirling Road	Stirling Road	SB	3LD	Arterial	D	2,570	16	0.6%	16	Yes
	McNab Road	Cypress Creek Rd	NB	3LD	State Principal	D	2,570	4	0.2%	4	Yes
	Cypress Creek Rd	Commercial Blvd	SB	3LD	Arterial	D	2,570	12	0.5%	12	Yes
	Commercial Blvd	NW 38 Street	NB	3LD	State Principal	D	2,570	31	1.2%	31	Yes
NW / SW 31 Avenue	Commercial Blvd	NW 38 Street	SB	3LD	Arterial	D	2,570	57	2.2%	57	Yes
	Commercial Blvd	Oakland Park Blvd	NB	3LD	State Principal	D	2,570	16	0.6%	16	Yes
	NW 38 Street	Oakland Park Blvd	SB	3LD	Arterial	D	2,570	34	1.3%	34	Yes
	Oakland Park Blvd	NW 19 Street	NB	3LD	State Principal	D	2,570	7	0.3%	7	Yes
	NW 19 Street	Sunrise Blvd	SB	3LD	Arterial	D	2,570	15	0.6%	15	Yes
	Sunrise Blvd	NW 6 Street	NB	3LD	County Minor	D	2,450	21	0.9%	21	Yes
	NW 6 Street	Broward Blvd	SB	3LD	Arterial	D	2,450	11	0.4%	11	Yes
	Broward Blvd	Davie Blvd	NB	3LD	County Minor	D	2,450	52	2.1%	52	Yes
	Davie Blvd	Riverland Rd	SB	3LD	Arterial	D	2,450	26	1.1%	26	Yes
	Riverland Rd	NW 6 Street	NB	3LD	County Minor	D	2,450	83	3.4%	83	Yes
	NW 6 Street	Broward Blvd	SB	3LD	Arterial	D	2,450	40	1.6%	40	Yes
	Broward Blvd	Davie Blvd	NB	3LD	County Minor	D	2,450	103	4.2%	103	Yes
	Davie Blvd	Riverland Rd	SB	3LD	Arterial	D	2,450	44	1.8%	44	Yes
	Riverland Rd	NW 19 Street	NB	3LD	County Minor	D	2,450	179	7.3%	179	No
NW / SW 27 Avenue	NW 19 Street	Sunrise Blvd	SB	3LD	Arterial	D	2,450	73	3.0%	73	Yes
	Sunrise Blvd	NW 6 Street	NB	3LD	County Minor	D	2,450	267	10.9%	267	No
	NW 6 Street	Broward Blvd	SB	3LD	Arterial	D	2,450	100	4.1%	100	Yes
	Broward Blvd	Davie Blvd	NB	3LD	County Minor	D	2,450	93	3.8%	93	Yes
	Davie Blvd	Riverland Rd	SB	3LD	Arterial	D	2,450	34	1.4%	34	Yes
	Riverland Rd	NW 6 Street	NB	3LD	County Minor	D	2,450	115	7.1%	115	No
	NW 6 Street	Broward Blvd	SB	2LD	Arterial	D	1,620	41	2.5%	41	Yes
	Broward Blvd	Peters Road	NB	1LU	County Collector	D	760	3	0.4%	3	Yes
	Peters Road	Riverland Rd	SB	1LU	City Collector	D	760	7	0.9%	7	Yes
	Riverland Rd	NW 6 Street	NB	1LU	City Collector	D	760	9	1.2%	9	Yes
	NW 6 Street	Broward Blvd	SB	2LD	County Collector	D	1,620	22	2.9%	22	Yes
	Broward Blvd	Peters Road	NB	2LD	County Collector	D	1,620	415	25.6%	415	No
	Peters Road	Riverland Rd	SB	2LD	County Collector	D	1,620	164	10.1%	164	No
	Riverland Rd	NW 6 Street	NB	2LD	County Collector	D	1,620	472	29.1%	472	No
NW 6 Street	Broward Blvd	SB	2LD	County Collector	D	1,620	189	11.7%	189	No	
Broward Blvd	Peters Road	NB	2LD	County Collector	D	1,620	201	12.4%	201	No	
Peters Road	Riverland Rd	SB	2LD	County Collector	D	1,620	435	26.9%	435	No	
Riverland Rd	NW 6 Street	NB	1LU	County Collector	D	760	13	1.7%	13	Yes	
NW 6 Street	Broward Blvd	SB	1LU	County Collector	D	760	31	4.1%	31	Yes	
Broward Blvd	Peters Road	NB	4LD	SIS	E	8,320	117	1.4%	117	Yes	
Peters Road	Riverland Rd	SB	4LD	SIS	E	8,320	52	0.6%	52	Yes	
Riverland Rd	NW 6 Street	NB	4LD	SIS	E	8,320	150	1.8%	150	Yes	
NW 6 Street	Broward Blvd	SB	4LD	SIS	E	8,320	67	0.8%	67	Yes	
Broward Blvd	Peters Road	NB	5LD	SIS	E	10,620	240	2.3%	240	Yes	
Peters Road	Riverland Rd	SB	5LD	SIS	E	10,620	95	0.9%	95	Yes	
I-95	Commercial Blvd	Oakland Park Blvd	NB	5LD	SIS	E	10,620	240	2.3%	240	Yes
	Oakland Park Blvd	NW 44 Street	SB	5LD	SIS	E	10,620	95	0.9%	95	Yes
	NW 44 Street	Oakland Park Blvd	NB	5LD	SIS	E	10,620	240	2.3%	240	Yes
	Oakland Park Blvd	NW 19 Street	SB	5LD	SIS	E	10,620	95	0.9%	95	Yes
	NW 19 Street	Sunrise Blvd	NB	5LD	SIS	E	10,620	240	2.3%	240	Yes
	Sunrise Blvd	NW 5 Street	SB	5LD	SIS	E	10,620	95	0.9%	95	Yes
	NW 5 Street	Broward Blvd	NB	5LD	SIS	E	10,620	240	2.3%	240	Yes
	Broward Blvd	Davie Blvd	SB	5LD	SIS	E	10,620	95	0.9%	95	Yes
	Davie Blvd	I-595	NB	5LD	SIS	E	10,620	240	2.3%	240	Yes
	I-595	Griffin Road	SB	5LD	SIS	E	10,620	95	0.9%	95	Yes
	Griffin Road	Stirling Road	NB	5LD	SIS	E	10,620	240	2.3%	240	Yes
	Stirling Road	Cypress Creek Rd	SB	5LD	SIS	E	10,620	95	0.9%	95	Yes
	Cypress Creek Rd	Commercial Blvd	NB	5LD	SIS	E	10,620	240	2.3%	240	Yes
	Commercial Blvd	NW 38 Street	SB	5LD	SIS	E	10,620	95	0.9%	95	Yes

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic			
	From	To						Project Traffic	% Consumption 1-Way		
I-95	Oakland Park Blvd	Sunrise Blvd	NB	5LD	SIS	E	10,620	478	4.5%	Yes	
	Sunrise Blvd	Broward Blvd	SB	5LD		E	10,620	167	1.6%	Yes	
	Broward Blvd	Davie Blvd	NB	5LD	SIS	E	10,620	731	6.9%	No	
	Davie Blvd	Old SR 84	SB	5LD	SIS	E	10,620	249	2.3%	Yes	
	Old SR 84	I-595	NB	5LD	SIS	E	10,620	233	2.2%	Yes	
	I-595	Griffin Road	SB	5LD	SIS	E	10,620	669	6.3%	No	
	Griffin Road	Stirling Road	NB	5LD	SIS	E	10,620	233	2.2%	Yes	
	Stirling Road	Sheridan Street	SB	5LD	SIS	E	10,620	660	6.2%	No	
	Sheridan Street	Hollywood Blvd	NB	5LD	SIS	E	10,620	157	1.5%	Yes	
	McNab Road	Cypress Creek Rd	SB	5LD	SIS	E	10,620	415	3.9%	Yes	
	Cypress Creek Rd	Commercial Blvd	NB	5LD	SIS	E	10,620	141	1.3%	Yes	
	Commercial Blvd	Oakland Park Blvd	SB	5LD	SIS	E	10,620	349	3.3%	Yes	
	Oakland Park Blvd	NW 19 Street	NB	5LD	SIS	E	10,620	110	1.0%	Yes	
	NW 19 Street	Sunrise Blvd	SB	5LD	SIS	E	10,620	249	2.3%	Yes	
	Sunrise Blvd	Broward Blvd	NB	5LD	SIS	E	10,620	87	0.8%	Yes	
	Broward Blvd	Cypress Creek Rd	SB	5LD	SIS	E	10,620	192	1.8%	Yes	
	Cypress Creek Rd	Commercial Blvd	NB	5LD	SIS	E	10,620	64	0.6%	Yes	
	Commercial Blvd	Oakland Park Blvd	SB	5LD	SIS	E	10,620	136	1.3%	Yes	
	Andrews Avenue	McNab Road	Cypress Creek Rd	NB	3LD	State Principal Arterial	D	2,790	3	0.1%	Yes
		Cypress Creek Rd	Commercial Blvd	SB	3LD	State Principal Arterial	D	2,790	1	0.0%	Yes
Commercial Blvd		Oakland Park Blvd	NB	3LD	State Principal Arterial	D	2,790	6	0.2%	Yes	
Oakland Park Blvd		NW 19 Street	SB	3LD	State Principal Arterial	D	2,570	8	0.3%	Yes	
NW 19 Street		Sunrise Blvd	NB	3LD	State Principal Arterial	D	2,570	3	0.1%	Yes	
Sunrise Blvd		Broward Blvd	SB	3LD	State Principal Arterial	D	2,570	6	0.2%	Yes	
Broward Blvd		Cypress Creek Rd	NB	3LD	State Principal Arterial	D	2,570	2	0.1%	Yes	
Cypress Creek Rd		Commercial Blvd	SB	3LD	State Principal Arterial	D	2,570	10	0.4%	Yes	
Commercial Blvd		Oakland Park Blvd	NB	3LD	State Principal Arterial	D	2,570	3	0.1%	Yes	
Oakland Park Blvd		NW 19 Street	SB	1LU	City Collector	E	850	2	0.2%	Yes	
NW 19 Street		Sunrise Blvd	NB	1LU	County Minor Arterial	D	850	0	0.0%	Yes	
Sunrise Blvd		Broward Blvd	SB	3LD	County Minor Arterial	D	2,450	4	0.2%	Yes	
Broward Blvd		Cypress Creek Rd	NB	3LD	County Minor Arterial	D	2,450	2	0.1%	Yes	
Cypress Creek Rd		Commercial Blvd	SB	2LD	County Minor Arterial	D	1,620	3	0.2%	Yes	
Commercial Blvd		Prospect Road	NB	2LD	County Minor Arterial	D	1,620	2	0.1%	Yes	
Prospect Road		Oakland Park Blvd	SB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes	
Oakland Park Blvd		NW 19 Street	NB	2LD	County Minor Arterial	D	1,620	0	0.0%	Yes	
NW 19 Street		Sunrise Blvd	SB	2LD	County Minor Arterial	D	1,620	3	0.2%	Yes	
Sunrise Blvd		NW 6 Street	NB	2LD	County Minor Arterial	D	1,620	1	0.1%	Yes	
NW 6 Street		Broward Blvd	SB	2LD	County Minor Arterial	D	1,620	6	0.4%	Yes	
Broward Blvd	Davie Blvd	NB	2LD	County Minor Arterial	D	1,620	2	0.1%	Yes		
Davie Blvd	SR 84	SB	2LD	County Minor Arterial	D	1,620	1	0.1%	Yes		
SR 84	I-595	NB	2LD	County Minor Arterial	D	1,620	6	0.4%	Yes		
I-595	Cypress Creek Rd	SB	2LD	County Collector	D	1,620	7	0.4%	Yes		
Cypress Creek Rd	Commercial Blvd	NB	2LD	State Principal Arterial	D	1,620	0	0.0%	Yes		
Commercial Blvd		SB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes		
US-1	McNab Road	Cypress Creek Rd	NB	3LD	State Principal Arterial	D	2,570	0	0.0%	Yes	
	Cypress Creek Rd	Commercial Blvd	SB	3LD	State Principal Arterial	D	2,570	1	0.0%	Yes	

Roadway	Limits		Direction	# of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic		< 5% of
	From	To						Project Traffic	% Consumption 1-Way	
US-1	Commercial Blvd	Floranada Road	NB	3LD	State Principal	D	2,570	0	0.0%	Yes
	Floranada Road	Oakland Park Blvd	SB	3LD	Arterial	D	2,570	0	0.0%	Yes
	Oakland Park Blvd	NE 26 Street	NB	3LD	State Principal	D	2,330	0	0.0%	Yes
	NE 26 Street	Sunrise Blvd	SB	3LD	Arterial	D	2,330	0	0.0%	Yes
	Sunrise Blvd	Broward Blvd	NB	3LD	State Principal	D	2,330	1	0.0%	Yes
	Broward Blvd	Davie Blvd	SB	3LD	Arterial	E	2,490	4	0.2%	Yes
	Davie Blvd	SR 84	NB	2LD	State Principal	E	2,490	1	0.0%	Yes
	SR 84	I-595	SB	3LD	Arterial	E	1,800	0	0.0%	Yes
	I-595	Griffin Road	NB	3LD	State Principal	E	2,710	1	0.0%	Yes
	Griffin Road	Stirling Road	SB	3LD	Arterial	E	2,710	0	0.0%	Yes
	Stirling Road	Commercial Blvd	NB	3LD	State Principal	D	2,790	0	0.0%	Yes
	Commercial Blvd	Cypress Creek Rd	SB	2LD	Arterial	D	2,790	0	0.0%	Yes
	Cypress Creek Rd	NW 41 Street	NB	2LD	State Principal	D	1,710	1	0.1%	Yes
	NW 41 Street	Oakland Park Blvd	SB	1LD	Arterial	D	1,710	1	0.1%	Yes
SR A1A	Commercial Blvd	NW 41 Street	NB	1LD	State Minor	D	660	0	0.0%	Yes
	NW 41 Street	Oakland Park Blvd	SB	1LD	Arterial	D	660	0	0.0%	Yes
	Oakland Park Blvd	Sunrise Blvd	NB	3LD	State Minor	D	660	0	0.0%	Yes
	Sunrise Blvd	Las Olas Blvd	SB	3LD	Arterial	D	2,330	2	0.1%	Yes
	Las Olas Blvd	SE 17 Street	NB	3LD	State Minor	D	2,330	1	0.0%	Yes
	SE 17 Street	Las Olas Blvd	SB	2LD	Arterial	D	1,710	0	0.0%	Yes
	Las Olas Blvd	SE 17 Street	NB	2LD	State Minor	E	1,710	0	0.0%	Yes
	SE 17 Street	Las Olas Blvd	SB	2LD	Arterial	E	1,660	1	0.1%	Yes
	Las Olas Blvd	SE 17 Street	NB	2LD	State Minor	E	1,660	1	0.1%	Yes
	SE 17 Street	SE 17 Street	SB	2LD	Arterial	E	1,660	0	0.0%	Yes

Source: David Plummer and Associates, Inc.



# **Appendix 21-9**

## **Transportation Demand Strategies**

# TRANSPORTATION DEMAND STRATEGIES

The following is a general list of Transportation Demand Management Strategies (TDM) that may be used to mitigate project impacts:

1. On-Site Employer Transportation Coordinator (ETC): An on-site employee responsible for coordinating transportation for major employers within the project site, including ridesharing and carsharing activities.
2. Establishment of Shuttle Service: Bus or van service between the employer's site to transportation facilities such as Park and Ride lots and the Tri-Rail station.
3. Ridesharing: A vehicle shared by several persons for trips to and from work. The following categories are defined in this strategy:
  - a. Carpooling: Use of a private car to carry fellow employees to work. Not necessarily limited to employees of the same company.
  - b. Vanpooling: Use of an 8-15 passenger van driven by one of the employees. Participants pay a monthly fee to share capital and operating costs.
  - c. Subscription Bus: Use of a mini-bus to provide transportation to a transit facility or place of employment. This service is usually sponsored by employers to facilitate the commute of their employees. Participants pay a monthly fee to cover operational costs. Participants may cancel this subscription service at any time.
4. Marketing Information Programs: Transit and traffic congestion educational programs are developed by employers and government agencies to promote travel reduction strategies for employees. Areas of focus in this strategy are mobility improvement, congestion alleviation and air quality improvement. The campaign is oriented to create public awareness of transit services and alternatives and may make use of printed materials, visual aids, conferences, seminars and workshops.
5. Preferential Parking: Employers provide preferential parking spaces and treatments for carpool and vanpool vehicles. These parking spaces usually are located in close proximity to the main entrance.
6. Emergency Ride Home Program: Employer provides an allowance for a taxi or a company vehicle for ridesharing employees when and if an emergency arises. This is an incentive for ridesharing.
7. Employer Subsidized Transit Use: Employer provides full or partially paid transit passes to employees for commuting by public transit.

8. Employee Transportation Allowance: Employers provide a transportation allowance exclusively for or to encourage use of public transit or nontraditional modes such as carpool, vanpool, walk or bike. This allowance usually replaces free parking provisions.
9. Parking Management: Many options are considered in this strategy, including: elimination or reduction of the number of parking spaces for employees to discourage driving alone to work; parking enforcement; construction of peripheral parking garages; elimination of subsidies to employees for parking costs; elimination of on-street parking; and development of advanced parking information systems.
10. Alternative Work Hours: This strategy spreads the demand for travel at peak periods. Some alternatives are:
  - a. Staggered Work Hours: Different work groups are assigned to begin and end work at different times.
  - b. Flex Time: Employees are allowed to choose their own working schedules within company guidelines.
  - c. Compressed Work Week: Employees are allowed to work four ten-hour days.
11. Telecommuting: Employees are allowed to work from home or a satellite office using personal computers and phone lines connected to the main office.
12. Areawide Commute Management Organization: A public or private organization that coordinates and promotes matching services.
13. Transportation Management Association (TMAs): A partnership between business and local government created for identifying transportation solutions within a specific area. This strategy promotes private sector involvement in the decision-making process. Local governments are not necessarily part of the TMAs.