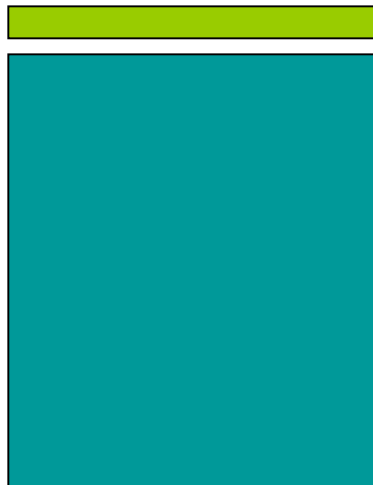


APPENDIX 10.7.4
TRAFFIC INFORMATION

Port Everglades Energy Center

traffic study



prepared for:
Golder Associates, Inc.

Traf Tech
ENGINEERING, INC.

January 2012

Traf Tech

ENGINEERING, INC.

January 12, 2012

Ms. Kerri J. Kitchen
Senior Planner
Golder Associates, Inc.
5100 W. Lemon Street, Suite 114
Tampa, Florida 33609

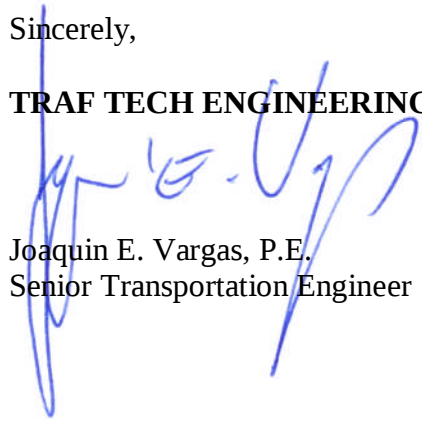
Re: Port Everglades Energy Center – Traffic Study

Dear Kerri:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic study undertaken for the Port Everglades Energy Center project generally located north of Eller Drive and east of SE 14th Avenue near Port Everglades in Broward County, Florida. It has been a pleasure serving Golder Associates, Inc. on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.



Joaquin E. Vargas, P.E.
Senior Transportation Engineer

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- C Seasonal Factors
- D Projected Turning Movement Volumes
- E Capacity/Level of Service Analyses

INTRODUCTION

The Port Everglades Energy Center is located on the north side of Eller Drive between SE 14th Avenue and Eisenhower Boulevard/SE 19th Avenue at Port Everglades in Broward County, Florida. Figure 1 on the following page shows the location of the Port Everglades Energy Center facility and its relationship to the existing street system surrounding the subject utility plant.

Traf Tech Engineering, Inc. was retained by Golder Associates, Inc. to conduct a traffic study associated with the Port Everglades Energy Center. The existing energy center will be decommissioned and dismantled in order to build a new more energy-efficient facility within the same site. The traffic study evaluates the traffic impacts during the construction phase of the project.

This study is divided into six (6) sections, as listed below:

1. Inventory
2. Traffic Counts
3. Trip Generation
4. Trip Distribution and Traffic Assignment
5. Traffic Analysis
6. Conclusions and Recommendations



INVENTORY

Existing Land Use and Access

The existing site consists of a utility power plant. The primary access to the Port Everglades Energy Center site is provided via State Road 84, I-595/Eller Drive, and Eisenhower Boulevard. The main access to the site is located off of SE 14th Avenue and will remain unchanged.

Roadway System

The primary roadway system providing access to and from the Port Everglades Energy Center consists of one freeway (I-595), three arterial roadways (State Road 84, Griffin Road, and US 1), one collector street (Eisenhower Boulevard), and a local facility (SE 14th Avenue).

I-595 is generally an 8-lane freeway extending from I-75 on the west to US 1/Eller Drive on the east. State Road 84 provides four through lanes in each direction (eight-lane arterial roadway) from I-95 to SW 9th Avenue and becomes a six-lane highway between SW 9th Avenue and US 1. East of US 1, State Road 84 provides access to Port Everglades and to the subject FPL power plant via Eisenhower Boulevard. Griffin Road is a major east-west arterial roadway and provides three through lanes between I-95 and US 1. Federal Highway (US 1) provides north-south mobility through eastern Broward County and generally provides three through lanes (six-lane facility) in each direction between Griffin Road and State Road 84. Eisenhower Boulevard is a north-south 4-lane divided collector roadway extending from 17th Street Causeway on the north to Eller Drive on the south. For purpose of this traffic study, no construction trips were assumed to use Eisenhower Boulevard since 17th Street Causeway primarily provides access to and from Fort Lauderdale Beach. No construction trips were assumed to arrive via 17th Street Causeway/Eisenhower Boulevard.

TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with KMF Data collected peak period intersection turning movement counts at the intersection of Eller Drive and SE 14th Avenue. This intersection is anticipated to be impacted significantly during the construction phase of the project. The intersection turning movement counts were collected on Tuesday, October 25, 2011 between 7:00 AM and 9:00 AM and from 4:00 PM to 6:00 PM. Appendix A contains the intersection turning movement counts, as collected in the field.

Additionally, existing and future link traffic volumes on the main access routes (I-595, State Road 84, Griffin Road, and US 1/Federal Highway) were obtained from Broward County's Metropolitan Planning Organization. The traffic volumes published by the County are contained in Appendix B.

TRIP GENERATION

The trip generation during normal plant operation and during the construction phase of the project was determined.

Normal Operation

During normal operation (existing and proposed), the work-force anticipated at the plant consists of approximately 40 employees. Hence, the number of trips generated by the workforce is considered insignificant from a traffic-engineering standpoint.

Construction Traffic

The initial preparation for the construction period is anticipated in mid-2012. Demolition should occur in 2013 and construction on the combined cycle unit will start in 2014 to June 2016 when the unit starts. The peak construction traffic is anticipated in mid-2015. Peak construction is estimated at approximately 650 workers in mid-2015. Assuming an automobile occupancy of 1.3 workers per vehicle, approximately 500 vehicles are anticipated during the peak construction period. That is, 500 inbound vehicles during the AM peak hour and 500 exiting vehicles during the PM peak hour, for a total daily traffic volumes of approximately 1,000 trips per day.

For purposes of this traffic study, only the worse construction-period scenario was evaluated (650 workers) in the year 2015.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the project was based on the existing traffic patterns and examination of the surrounding street system located in the immediate vicinity of the project site.

The following traffic assignment was assumed for the subject project:

- o 25% via State Road 84
 - 20% continues east of US 1
 - 5% travels north-south along US 1 south of SR 84
- o 55% via Interstate 595
- o 15% via Griffin Road (an east-west roadway south of the airport)
 - 15% travels north-south along US 1 north of Griffin Road
- o 5% via US 1 north of State Road 84

Based on the above, approximately 80% of the construction trips are anticipated to arrive/depart via Eller Drive and will impact the intersection of Eller Drive and SE 14th Avenue.

TRAFFIC ANALYSIS

This section of the study is divided into two parts. The first part evaluates the roadway segments that will be impacted by the construction work-force. The second part evaluates the existing and future operating conditions of the intersection of Eller Drive and SE 14th Avenue.

Link Analyses

Tables 1 through 3 document the existing and future operating conditions of the roadway segments impacted during the peak construction-phase of the project. As indicated in the tables, acceptable levels of services will be maintained through the year 2015. The additional traffic created by the peak construction work-force will not degrade the operating conditions of the roadway network located in the vicinity of the Port Everglades Energy Center project.

Intersection of Eller Drive and SE 14th Avenue

Since 80% of the construction workforce traffic is anticipated to impact the intersection of Eller Drive and SE 14th Avenue, this intersection was evaluated in order to determine if roadway improvements are required.

In order to develop future-year (2015) traffic volumes, three separate analyses were undertaken. The first analysis converts the existing AM and PM peak hour traffic counts collected in the field during the month of October to average peak season conditions. Based on FDOT's Peak Season Factor Category report, an adjustment factor of 1.18 is required to convert traffic counts collected in the fourth week of October to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2011 peak season traffic volumes to future conditions (year 2015).

TABLE 1 Port Everglades Energy Center Existing Traffic Conditions						
Roadway	From	To	Number of Lanes	2009 Current AADT	Level of Service	
					Adopted	Current
Griffin Road	I-95	US 1	6	29,500	D	C
State Road 84	I-95	SW 9th Avenue	8	55,000	D	D
	SW 9th Avenue	US 1	6	44,000	D	D
I-595	I-95	US 1	8	108,000	D	C
I-595/Eller Drive	US 1	SW 14th Avenue	4	15,500	D	B
US 1/Federal Highway	Griffin Road	I-595/Eller Drive	6	48,000	D	C
	I-595/Eller Drive	State Road 84	6	23,000	D	B

Source: Broward County Metropolitan Planning Organization

TABLE 2
Port Everglades Energy Center
Future Traffic Conditions (Without FPL's Construction Project Traffic)

Roadway	From	To	# of Lanes 2009/2015	Existing (2009)		Future (2015)	
				AADT	LOS	AADT	LOS
Griffin Road	I-95	US 1	6/6	29,500	C	34,180	C
State Road 84	I-95	SW 9th Avenue	8/8	55,000	D	58,449	D
	SW 9th Avenue	US 1	6/6	44,000	D	47,308	D
I-595	I-95	US 1	8/8	108,000	C	122,417	D
I-595/Eller Drive	US 1	SW 14th Avenue	4/4	15,500	B	29,548	B
US 1/Federal Highway	Griffin Road	I-595/Eller Drive	6/6	48,000	C	53,519	C
	I-595/Eller Drive	State Road 84	6/6	23,000	B	43,835	B

Source: Broward County Metropolitan Planning Organization


 Year 2009/Year 2015

TABLE 3
Port Everglades Energy Center
Future Traffic Conditions (With FPL's Construction Project Traffic)

Roadway	From	To	# of Lanes 2009/2015	Construction Trips		2015 w/o Const. Trips		2015 with Const. Trips	
				%	Trips	AADT	LOS	AADT	LOS
Griffin Road	I-95	US 1	6/6	15%	150	34,180	C	34,330	C
State Road 84	I-95	SW 9th Avenue	8/8	25%	250	58,449	D	58,699	D
	SW 9th Avenue	US 1	6/6	25%	250	47,308	D	47,558	D
I-595	I-95	US 1	8/8	55%	550	122,417	D	122,967	D
I-595/Eller Drive	US 1	SW 14th Avenue	4/4	80%	800	29,548	B	30,348	B
US 1/Federal Highway	Griffin Road	I-595/Eller Drive	6/6	15%	150	53,519	C	53,669	C
	I-595/Eller Drive	State Road 84	6/6	5%	50	43,835	B	43,885	B

Source: Broward County Metropolitan Planning Organization

↑
 Year 2009/Year 2015

Based on Broward County records, traffic volumes on Eller Drive are projected to increase at an annual rate of approximately 4.5%¹ (refer to Appendix B). The final analysis adds the construction trips anticipated to impact the intersection of Eller Drive and SE 14th Avenue. The future traffic calculations (peak season adjustments, traffic growth, and the traffic associated with the construction trips) for the study intersection are contained in Appendix D in tabular format.

Intersection capacity/level of service analyses were performed for the intersection of Eller Drive and SE 14th Avenue (peak construction period). The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual. The results of the capacity analyses are summarized in Table 4.

TABLE 4 Intersection Level of Service – Stop Control Intersection Port Everglades Energy Center			
Intersection/Movements	2011 Existing	Future Traffic Conditions	
		Year 2015 w/o Const. Trips	Year 2015 w/Const. Trips
<i>Eller Drive/SE 14th Ave</i>			
- EB Left-Turn	A (B)	A (B)	B (B)
- SB Left-Turn	C (C)	C (D)	F (D)
- SB Right-Turn	B (C)	B (E)	B (F)

Source: Highway Capacity Manual. LEGEND: AM Peak (PM Peak)

As Indicated in Table 4, during the peak construction phase of the project, level of service deficiencies may be experienced on several movements of the Eller Drive/SE 14th Avenue intersection during the AM and PM peak hours. For this reason, it is recommended that the intersection of Eller Drive and SE 14th Avenue be monitored in order to determine if police control is required during the morning and afternoon peak arrival and dismissal periods of the construction work force.

¹ Traffic volumes increase on Eller Drive near SE 14th Avenue between the year 2009 (15,500 vehicles per day) and the year 2035 (48,705 vehicles per day) – Source: Broward County MPO.

CONCLUSIONS AND RECOMMENDATIONS

The Port Everglades Energy Center is located on the north side of Eller Drive between SE 14th Avenue and Eisenhower Boulevard/SE 19th Avenue in Broward County, Florida.

Traf Tech Engineering, Inc. was retained by Golder Associates, Inc. to conduct a traffic study associated with the Port Everglades Energy Center. The existing energy center will be decommission and dismantle in order to build a new more energy-efficient facility within the same site. The traffic study evaluates the traffic impacts during the construction phase of the project.

The existing site consists of a utility power plant. The primary access to the Port Everglades Energy Center site is provided via State Road 84, I-595/Eller Drive, and Eisenhower Boulevard. Access to the site will remain unchanged.

The primary roadway system providing access to and from the Port Everglades Energy Center consists of one freeway (I-595), three arterial roadways (State Road 84, Griffin Road, and US 1) and one collector street (Eisenhower Boulevard).

During normal operation, the work-force anticipated at the plant consists of approximately 40 employees. Hence, the number of trips generated by the workforce is considered insignificant from a traffic-engineering standpoint.

Construction Traffic

The initial preparation for the construction period is anticipated in mid-2012. Demolition should occur in early 2013. Peak construction is estimated at approximately 650 workers in mid-2015. Assuming an automobile occupancy of 1.3 workers per vehicle, approximately 500 vehicles are anticipated during the peak construction period.

That is, 500 inbound vehicles during the AM peak hour and 500 exiting vehicles during the PM peak hour, for a total daily traffic volumes of approximately 1,000 trips per day.

The additional traffic created by the peak construction work-force will not degrade the operating conditions of the roadway network located in the vicinity of the Port Everglades Energy Center project.

During the peak construction phase of the project, level of service deficiencies may be experienced on several movements of the Eller Drive/SE 14th Avenue intersection during the AM and PM peak hours. For this reason, it is recommended that the intersection of Eller Drive and SE 14th Avenue be monitored in order to determine if police control is required during the morning and afternoon peak arrival and dismissal periods of the construction work force.

APPENDIX A

Intersection Turning Movement Counts

KMF Traffic Group, LLC

www.kmftraffic.com

Stuart, FL 34997

(772) 221-7971

Manual Turning Movement Count
 Eller Dr. and SE 14th Ave.
 Fort Lauderdale, FL
 Vehicles only

File Name : eller
 Site Code : TT11-1
 Start Date : 10/25/2011
 Page No : 1

Groups Printed- Vehicles

Start Time	SE14th SB		Eller Dr WB		Eller Dr EB		Int. Total
	Right	Left	Right	Thru	Thru	Left	
07:00 AM	6	0	1	20	153	15	195
07:15 AM	5	2	0	22	133	12	174
07:30 AM	1	1	0	39	204	8	253
07:45 AM	6	1	0	44	253	12	316
Total	18	4	1	125	743	47	938
08:00 AM	3	5	0	34	192	6	240
08:15 AM	2	2	1	38	134	11	188
08:30 AM	5	0	0	55	109	8	177
08:45 AM	0	2	0	65	112	3	182
Total	10	9	1	192	547	28	787
*** BREAK ***							
04:00 PM	15	0	2	167	15	2	201
04:15 PM	12	0	0	73	24	0	109
04:30 PM	31	0	1	131	19	3	185
04:45 PM	18	0	0	123	19	0	160
Total	76	0	3	494	77	5	655
05:00 PM	35	0	2	208	21	4	270
05:15 PM	13	1	0	90	20	0	124
05:30 PM	17	0	0	105	13	1	136
05:45 PM	11	0	0	94	15	0	120
Total	76	1	2	497	69	5	650
Grand Total	180	14	7	1308	1436	85	3030
Apprch %	92.8	7.2	0.5	99.5	94.4	5.6	
Total %	5.9	0.5	0.2	43.2	47.4	2.8	

KMF Traffic Group, LLC

www.kmftraffic.com

Stuart, FL 34997

(772) 221-7971

Manual Turning Movement Count

Eller Dr. and SE 14th Ave.

Fort Lauderdale, FL

Vehicles only

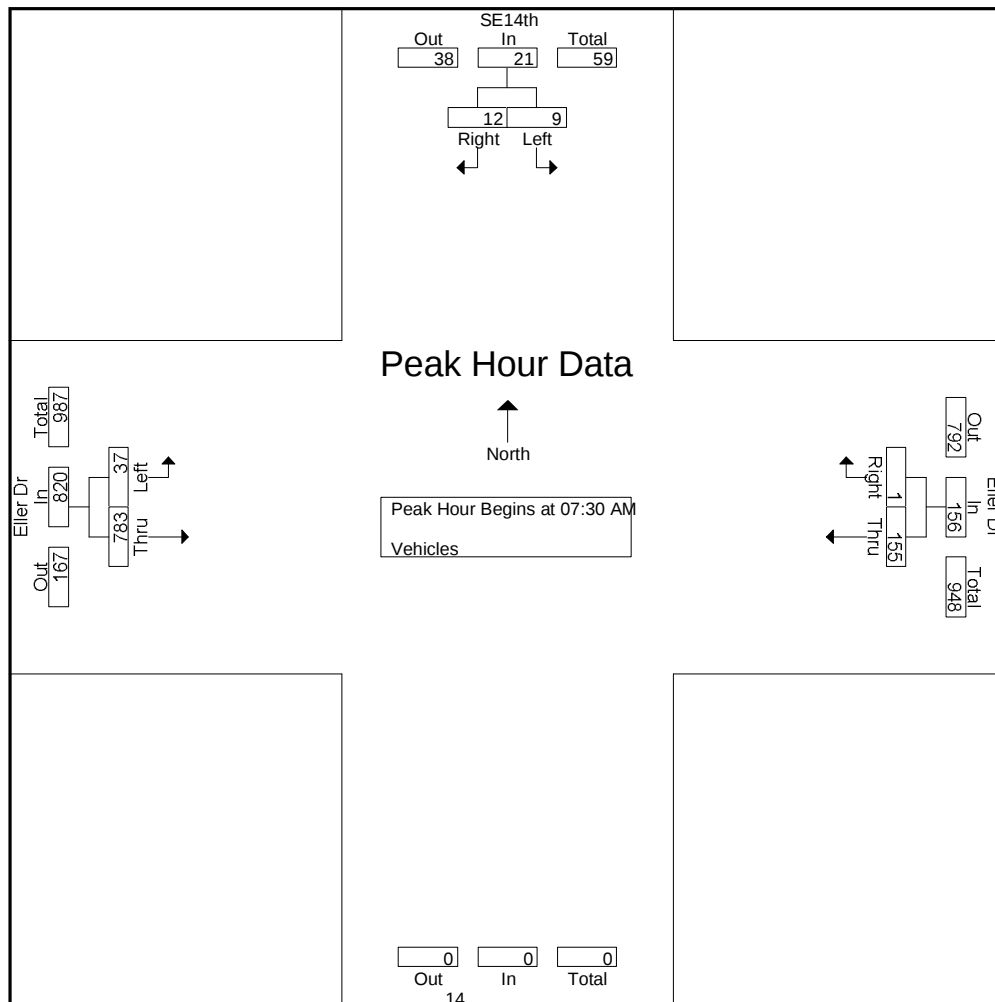
File Name : eller

Site Code : TT11-1

Start Date : 10/25/2011

Page No : 2

	SE14th SB			Eller Dr WB			NB	Eller Dr EB			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	1	1	2	0	39	39	0	204	8	212	253
07:45 AM	6	1	7	0	44	44	0	253	12	265	316
08:00 AM	3	5	8	0	34	34	0	192	6	198	240
08:15 AM	2	2	4	1	38	39	0	134	11	145	188
Total Volume	12	9	21	1	155	156	0	783	37	820	997
% App. Total	57.1	42.9		0.6	99.4			95.5	4.5		
PHF	.500	.450	.656	.250	.881	.886	.000	.774	.771	.774	.789



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Stuart, FL 34997

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Manual Turning Movement Count

Eller Dr. and SE 14th Ave.

Fort Lauderdale, FL

Vehicles only

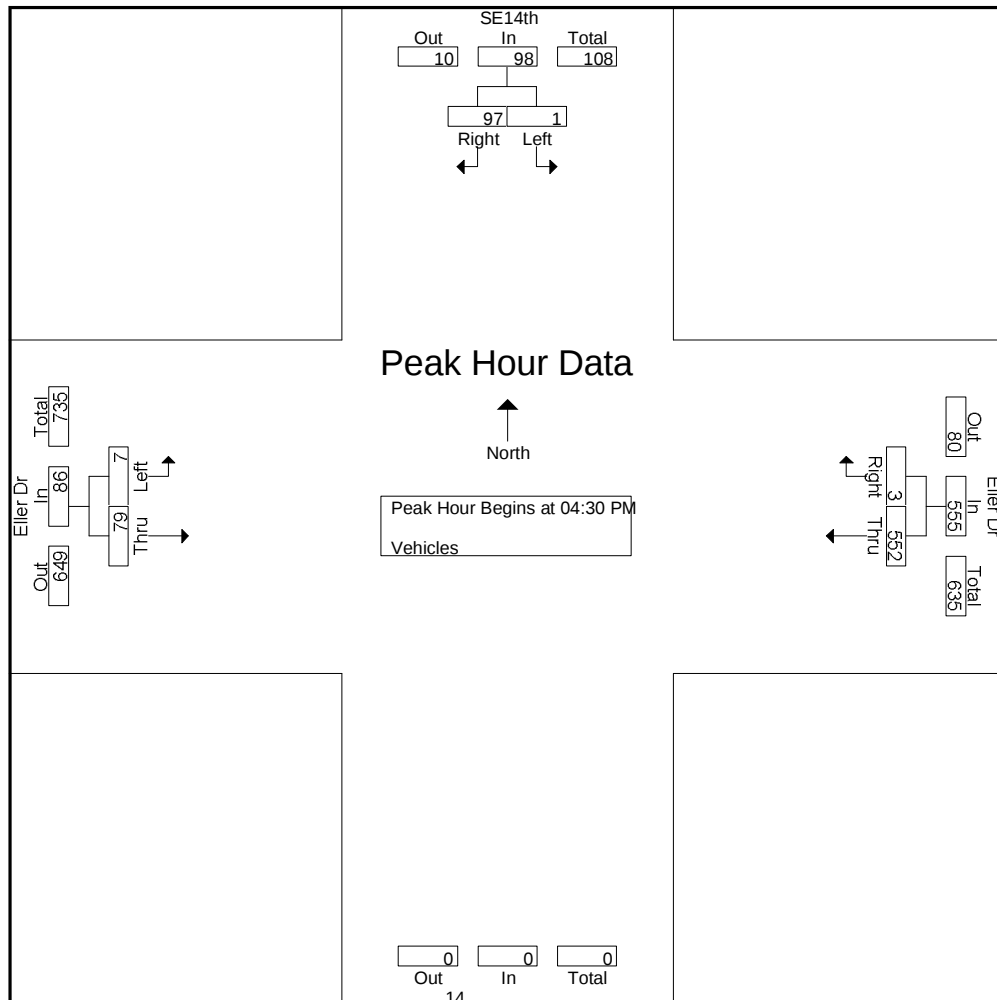
File Name : eller

Site Code : TT11-1

Start Date : 10/25/2011

Page No : 3

	SE14th SB			Eller Dr WB			NB	Eller Dr EB			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	31	0	31	1	131	132	0	19	3	22	185
04:45 PM	18	0	18	0	123	123	0	19	0	19	160
05:00 PM	35	0	35	2	208	210	0	21	4	25	270
05:15 PM	13	1	14	0	90	90	0	20	0	20	124
Total Volume	97	1	98	3	552	555	0	79	7	86	739
% App. Total	99	1		0.5	99.5			91.9	8.1		
PHF	.693	.250	.700	.375	.663	.661	.000	.940	.438	.860	.684



KMF Traffic Group, LLC

www.kmftraffic.com

Stuart, FL 34997

(772) 221-7971

Manual Turning Movement Count

Eller Dr. and SE 14th Ave.

Fort Lauderdale, FL

Truck and Buses only

File Name : eller

Site Code : TT11-1

Start Date : 10/25/2011

Page No : 1

Groups Printed- Trucks/Buses

Start Time	SE14th SB		Eller Dr WB		Eller Dr EB		Int. Total
	Right	Left	Right	Thru	Thru	Left	
07:00 AM	11	0	0	9	38	0	58
07:15 AM	10	0	0	9	25	0	44
07:30 AM	8	0	0	13	16	0	37
07:45 AM	7	0	0	13	23	0	43
Total	36	0	0	44	102	0	182
08:00 AM	9	0	0	14	32	0	55
08:15 AM	12	0	0	29	25	0	66
08:30 AM	8	0	0	40	29	0	77
08:45 AM	3	0	0	38	21	0	62
Total	32	0	0	121	107	0	260
*** BREAK ***							
04:00 PM	4	0	0	41	22	0	67
04:15 PM	4	0	0	71	11	0	86
04:30 PM	7	0	0	52	20	0	79
04:45 PM	3	0	0	29	12	0	44
Total	18	0	0	193	65	0	276
05:00 PM	9	0	0	13	9	1	32
05:15 PM	3	0	0	11	5	0	19
05:30 PM	4	0	0	9	4	0	17
05:45 PM	1	0	0	6	7	0	14
Total	17	0	0	39	25	1	82
Grand Total	103	0	0	397	299	1	800
Apprch %	100	0	0	100	99.7	0.3	
Total %	12.9	0	0	49.6	37.4	0.1	

KMF Traffic Group, LLC

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Stuart, FL 34997

(772) 221-7971

Manual Turning Movement Count

Eller Dr. and SE 14th Ave.

Fort Lauderdale, FL

Truck and Buses only

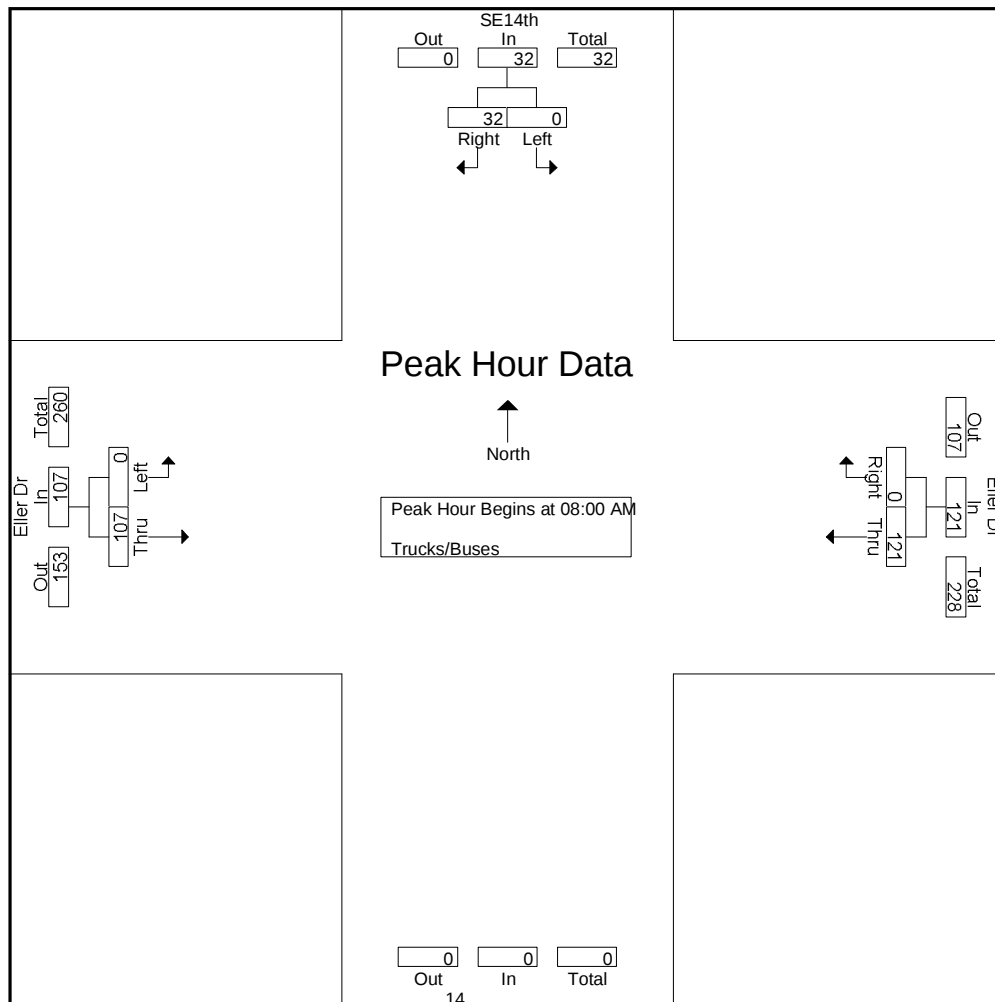
File Name : eller

Site Code : TT11-1

Start Date : 10/25/2011

Page No : 2

	SE14th SB			Eller Dr WB			NB	Eller Dr EB			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	9	0	9	0	14	14	0	32	0	32	55
08:15 AM	12	0	12	0	29	29	0	25	0	25	66
08:30 AM	8	0	8	0	40	40	0	29	0	29	77
08:45 AM	3	0	3	0	38	38	0	21	0	21	62
Total Volume	32	0	32	0	121	121	0	107	0	107	260
% App. Total	100	0		0	100			100	0		
PHF	.667	.000	.667	.000	.756	.756	.000	.836	.000	.836	.844



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Manual Turning Movement Count

Eller Dr. and SE 14th Ave.

Fort Lauderdale, FL

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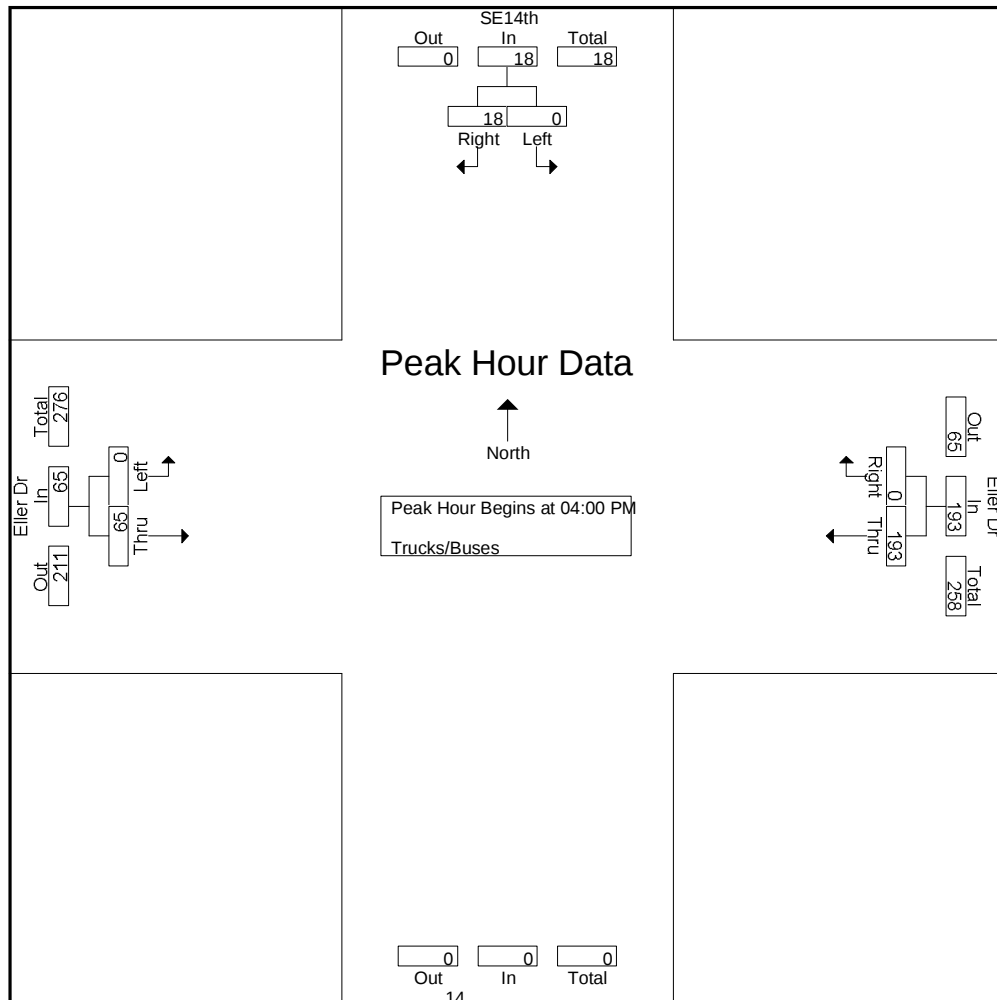
File Name : eller

Site Code : TT11-1

Start Date : 10/25/2011

Page No : 3

	SE14th SB			Eller Dr WB			NB	Eller Dr EB			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	4	0	4	0	41	41	0	22	0	22	67
04:15 PM	4	0	4	0	71	71	0	11	0	11	86
04:30 PM	7	0	7	0	52	52	0	20	0	20	79
04:45 PM	3	0	3	0	29	29	0	12	0	12	44
Total Volume	18	0	18	0	193	193	0	65	0	65	276
% App. Total	100	0		0	100			100	0		
PHF	.643	.000	.643	.000	.680	.680	.000	.739	.000	.739	.802



APPENDIX B

Roadway Link Existing and Future Traffic Conditions

(Source: Broward County)



***Roadway Capacity
and
Level of Service
Analysis
for
2009 and 2035***

April 2011

APPENDIX B: East / West Roadways Capacity and Level of Service Analysis 2009 & 2035

			2009						2009						2035					
			Design			Daily Conditions			Peak Hour Conditions			Design			Daily Conditions					
			Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS				
ID	E/W Roadway	Segment																		
228	Stirling Rd	E of N 64 Ave	622	43000	55300	0.78	B	B	3990	5360	0.74	B	622	40786	55300	0.74	B			
230	Stirling Rd	E of SR 7	632	40000	50300	0.80	D	D	3600	4880	0.74	C	632	52539	50300	1.04	E			
232	Stirling Rd	E of Park Rd	632	47500	50300	0.94	D	D	4280	4880	0.88	D	632	56785	50300	1.13	F			
234	Stirling Rd	E of I-95	632	36500	50300	0.73	C	C	3290	4880	0.67	C	632	58551	50300	1.16	F			
236	Dania Bch Blvd	E of US 1	422	20700	36700	0.56	B	B	1860	3560	0.52	B	422	26727	36700	0.73	B			
238	Dania Bch Blvd	E of NE 2 Ave	622	16400	55300	0.30	B	B	1475	5360	0.28	B	622	18867	55300	0.34	B			
240	Dania Bch Blvd	E of Gulfstream Rd	422	12100	36700	0.33	B	B	1090	3560	0.31	B	422	13206	36700	0.36	B			
248	Old Griffin Rd	S of Griffin Rd	264	5200	9880	0.53	C	C	470	962	0.49	C	264	7156	9880	0.72	D			
250	Griffin Rd	E of US 27	222	4800	15675	r	0.31	B	450	1520	r	0.30	B	222	7564	15675	r	0.48	B	
252	Griffin Rd	E of SW 184 Ave	422	18500	34865	r	0.53	B	1720	3382	r	0.51	B	422	27794	34865	r	0.80	B	
254	Griffin Rd	E of SW 172 Ave	422	23500	34865	r	0.67	B	2180	3382	r	0.64	B	422	34429	34865	r	0.99	D	
256	Griffin Rd	E of SW 160 Ave	422	42000	34865	r	1.20	F	3900	3382	r	1.15	F	422	51034	34865	r	1.46	F	
258	Griffin Rd	E of I-75	622	27000	52535	r	0.51	B	2510	5092	r	0.49	B	622	41195	52535	r	0.78	B	
260	Griffin Rd	E of SW 148 Ave	422	25250	34865	r	0.72	B	2345	3382	r	0.69	B	422	37567	52535	r	0.72	B	
262	Griffin Rd	E of SW 136 Ave	422	23500	34865	r	0.67	B	2180	3382	r	0.64	B	422	33680	52535	r	0.64	B	
264	Griffin Rd	E of Flamingo Rd	622	24500	55300	0.44	B	B	2280	5360	0.43	B	622	37994	55300	0.69	B			
266	Griffin Rd	E of 118 Ave	622	24500	55300	0.44	B	B	2280	5360	0.43	B	622	40053	55300	0.72	B			
268	Griffin Rd	E of Hiatus Rd	622	24500	55300	0.44	B	B	2280	5360	0.43	B	622	40044	55300	0.72	B			
270	Griffin Rd	E of SW 100 Ave	632	32500	50300	0.65	C	C	3020	4880	0.62	C	632	36171	50300	0.72	C			
272	Griffin Rd	E of SW 90 Ave	632	32500	50300	0.65	C	C	3020	4880	0.62	C	632	35766	50300	0.71	C			
274	Griffin Rd	E of Pine Island Rd	632	38000	50300	0.76	C	C	3530	4880	0.72	C	632	41923	50300	0.83	D			
276	Griffin Rd	E of University Dr	632	22400	50300	0.45	C	C	2530	4880	0.52	C	632	31445	50300	0.63	C			
278	Griffin Rd	E of 76 Ave	632	22400	50300	0.45	C	C	2530	4880	0.52	C	632	32788	50300	0.65	C			
280	Griffin Rd	E of Davie Rd	632	28000	50300	0.56	C	C	2600	4880	0.53	C	632	37835	50300	0.75	C			
282	Griffin Rd	E of Fla Turnpike	632	31000	50300	0.62	C	C	2880	4880	0.59	C	632	35708	50300	0.71	C			
284	Griffin Rd	E of SR 7	632	31500	50300	0.63	C	C	2840	4880	0.58	C	632	51481	50300	1.02	E			
286	Griffin Rd	E of I-95	632	29500	50300	0.59	C	C	2660	4880	0.54	C	632	40561	50300	0.81	D			
1014	SW 42 St	E of SW 30 Ave	264	4800	9880	0.49	C	C	430	962	0.45	C	264	6086	9880	0.62	C			
1016	SW 42 St	E of Ravenswood Rd	264	6800	9880	0.69	C	C	610	962	0.63	C	264	11006	9880	1.11	F			
308	Perimeter Rd	S of Lee Wagener Blvd	264	2700	9880	0.27	C	C	240	962	0.25	C	264	12117	9880	1.23	F			
310	Perimeter Rd	N of Lee Wagener Blvd	264	1100	9880	0.11	C	C	100	962	0.10	C	264	8181	9880	0.83	D			
312	SW 39 St	E of University Dr	264	5400	9880	0.55	C	C	500	962	0.52	C	264	9031	9880	0.91	D			
1018	SW 36 St	E of US 27	264	10500	9880	1.06	E	E	980	962	1.02	E	264	2116	9880	0.21	C			

e - estimated traffic volumes; capacity - maximum LOS "D" service volume, not actual capacity; r - maximum LOS "D" service volume reduced by 5%

APPENDIX B: East / West Roadways Capacity and Level of Service Analysis 2009 & 2035

			2009						2009						2035																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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e - estimated traffic volumes; capacity - maximum LOS "D" service volume, not actual capacity; r - maximum LOS "D" service volume reduced by 5%

APPENDIX C: North / South Roadways Capacity and Level of Service Analysis 2009 & 2035

			2009						2035							
ID	N/S Roadway	Segment	Design	Daily Conditions			Peak Hour Conditions			Design	Daily Conditions					
			Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS
849	Dixie Hwy	N of Sample Rd	432	30500	33200	0.92	D	2750	3220	0.85	D	432	18075	33200	0.54	C
851	Dixie Hwy	N of NE 48 St	432	18600	33200	0.56	C	1670	3220	0.52	C	432	25804	33200	0.78	D
853	Dixie Hwy	N of SW 10 St	432	9200	33200	0.28	C	830	3220	0.26	C	432	14146	33200	0.43	C
855	Dixie Hwy	N of Hillsboro Blvd	232	13000	15200	0.86	D	1170	1480	0.79	D	432	35754	33200	1.08	F
857	NE 15 Ave	N of Las Olas Blvd	264	12500	9880	1.27	F	1130	962	1.17	F	264	12789	9880	1.29	F
859	NE 15 Ave	N of Broward Blvd	264	5900	9880	0.60	C	410	962	0.43	C	264	6095	9880	0.62	C
861	NE 15 Ave	N of NE 6 St	264	9600	9880	0.97	D	860	962	0.89	D	264	11465	9880	1.16	F
863	NE 15 Ave	N of Sunrise Blvd	464	17900	21580	0.83	D	1610	2093	0.77	D	464	24214	21580	1.12	F
865	NE 15 Ave	N of NE 13 St	464	12000	21580	0.56	C	1080	2093	0.52	C	464	15937	21580	0.74	C
1045	NE 15 Ave	N of NE 18 St	264	12000	9880	1.21	F	1080	962	1.12	F	264	13899	9880	1.41	F
1105	NE 16 Ave	N of Oakland Pk Blvd	264	4300	9880	0.44	C	390	962	0.40	C	264	6188	9880	0.63	C
867	Cypress Rd /18 Av	N of Floranada Rd	264	12300	9880	1.24	F	1110	962	1.15	F	264	17137	9880	1.73	F
869	Cypress Rd /18 Av	N of Commercial Blvd	474	12300	29880	0.41	C	1110	2898	0.38	C	474	23502	29880	0.79	D
871	Cypress Rd /18 Av	N of NE 62 St	474	17100	29880	0.57	C	1540	2898	0.53	C	474	30377	29880	1.02	E
873	NE 5 Ave / 1 St / 2 Ave	N of Atlantic Blvd	264	2800	9880	0.28	C	250	962	0.26	C	264	5779	9880	0.58	C
875	NE 11 Ave	N of Atlantic Blvd	264	4800	9880	0.49	C	430	962	0.45	C	264	6197	9880	0.63	C
1107	SW 3 Ave (Deerfield Bch)	N of SW 10 St	464	5500	21580	0.25	C	500	2093	0.24	C	464	10108	21580	0.47	C
1167	SE 2 Ave (Deerfield Bch)	N of SE 10 St	264	5400	9880	0.55	C	490	962	0.51	C	264	9382	9880	0.95	D
877	US 1	N of Dade C.L.	632	50500	50300	1.00	E	4550	4880	0.93	D	632	74665	50300	1.48	F
879	US 1	N of Hndle Bch Blvd	432	31500	33200	0.95	D	2840	3220	0.88	D	432	46422	33200	1.40	F
881	US 1	N of Pembroke Rd	432	25600	33200	0.77	D	2310	3220	0.72	C	432	41065	33200	1.24	F
883	US 1	N of Hollywood Blvd	432	31500	33200	0.95	D	2840	3220	0.88	D	432	41981	33200	1.26	F
885	US 1	N of Sheridan St	432	30000	33200	0.90	D	2700	3220	0.84	D	432	47361	33200	1.43	F
887	US 1	N of Stirling Rd	432	42000	33200	1.27	F	3780	3220	1.17	F	432	46288	33200	1.39	F
889	US 1	N of Griffin Rd	622	48000	55300	0.87	C	4320	5360	0.81	B	622	61045	55300	1.10	F
891	US 1	N of I-595	622	23000	55300	0.42	B	2070	5360	0.39	B	622	72246	55300	1.31	F
893	US 1	N of SR 84	632	70500	50300	1.40	F	6350	4880	1.30	F	632	66344	50300	1.32	F
895	US 1	N of Davie Blvd	632	41500	50300	0.83	D	3740	4880	0.77	C	632	58886	50300	1.17	F
897	US 1	N of SE 7 St-CBD	632	41500	50300	0.83	D	3740	4880	0.77	C	632	60033	50300	1.19	F
899	US 1	N of Broward Blvd-CBD	652	41000	43700	0.94	D	3690	4240	0.87	D	652	48345	43700	1.11	F
901	US 1	N of NE 6 St	652	40500	43700	0.93	D	3650	4240	0.86	D	652	44109	43700	1.01	E
903	US 1	E of Searstown (see 536)	632	56500	50300	1.12	F	5090	4880	1.04	E	632	65574	50300	1.30	F
905	US 1	N of Gateway	632	44000	50300	0.87	D	3960	4880	0.81	D	632	56238	50300	1.12	F

e - estimated traffic volumes; capacity - maximum LOS "D" service volume, not actual capacity; r - maximum LOS "D" service volume reduced by 5%

APPENDIX C

Seasonal Factors

2010 Peak Season Factor Category Report - Report Type: ALL
Category: 8600 EAST-A1A TO US1

		MOCF: 0.90	
Week	Dates	SF	PSCF
1	01/01/2010 - 01/02/2010	1.01	1.13
2	01/03/2010 - 01/09/2010	0.99	1.11
3	01/10/2010 - 01/16/2010	0.97	1.08
4	01/17/2010 - 01/23/2010	0.95	1.06
* 5	01/24/2010 - 01/30/2010	0.93	1.04
* 6	01/31/2010 - 02/06/2010	0.92	1.03
* 7	02/07/2010 - 02/13/2010	0.90	1.01
* 8	02/14/2010 - 02/20/2010	0.88	0.98
* 9	02/21/2010 - 02/27/2010	0.88	0.98
*10	02/28/2010 - 03/06/2010	0.87	0.97
*11	03/07/2010 - 03/13/2010	0.87	0.97
*12	03/14/2010 - 03/20/2010	0.86	0.96
*13	03/21/2010 - 03/27/2010	0.88	0.98
*14	03/28/2010 - 04/03/2010	0.89	0.99
*15	04/04/2010 - 04/10/2010	0.90	1.01
*16	04/11/2010 - 04/17/2010	0.92	1.03
*17	04/18/2010 - 04/24/2010	0.94	1.05
18	04/25/2010 - 05/01/2010	0.97	1.08
19	05/02/2010 - 05/08/2010	0.99	1.11
20	05/09/2010 - 05/15/2010	1.01	1.13
21	05/16/2010 - 05/22/2010	1.03	1.15
22	05/23/2010 - 05/29/2010	1.04	1.16
23	05/30/2010 - 06/05/2010	1.05	1.17
24	06/06/2010 - 06/12/2010	1.06	1.18
25	06/13/2010 - 06/19/2010	1.08	1.21
26	06/20/2010 - 06/26/2010	1.08	1.21
27	06/27/2010 - 07/03/2010	1.08	1.21
28	07/04/2010 - 07/10/2010	1.08	1.21
29	07/11/2010 - 07/17/2010	1.08	1.21
30	07/18/2010 - 07/24/2010	1.08	1.21
31	07/25/2010 - 07/31/2010	1.08	1.21
32	08/01/2010 - 08/07/2010	1.09	1.22
33	08/08/2010 - 08/14/2010	1.09	1.22
34	08/15/2010 - 08/21/2010	1.09	1.22
35	08/22/2010 - 08/28/2010	1.10	1.23
36	08/29/2010 - 09/04/2010	1.12	1.25
37	09/05/2010 - 09/11/2010	1.13	1.26
38	09/12/2010 - 09/18/2010	1.14	1.27
39	09/19/2010 - 09/25/2010	1.12	1.25
40	09/26/2010 - 10/02/2010	1.11	1.24
41	10/03/2010 - 10/09/2010	1.09	1.22
42	10/10/2010 - 10/16/2010	1.07	1.20
43	10/17/2010 - 10/23/2010	1.06	1.18
44	10/24/2010 - 10/30/2010	1.06	1.18
45	10/31/2010 - 11/06/2010	1.05	1.17
46	11/07/2010 - 11/13/2010	1.04	1.16
47	11/14/2010 - 11/20/2010	1.04	1.16
48	11/21/2010 - 11/27/2010	1.03	1.15
49	11/28/2010 - 12/04/2010	1.03	1.15
50	12/05/2010 - 12/11/2010	1.02	1.14
51	12/12/2010 - 12/18/2010	1.01	1.13
52	12/19/2010 - 12/25/2010	0.99	1.11
53	12/26/2010 - 12/31/2010	0.97	1.08

* Peak Season

APPENDIX D

Projected Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Eller Drive and SE 14th Avenue AM Peak Hour Analysis (**Peak Construction Period**)

Description	Northbound			SE 14th Avenue Southbound			Eller Drive Eastbound			Eller Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2011 Existing Traffic (10/25/11)				9		44	37	890			276	1
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
2011 Peak Season Traffic	0	0	0	11	0	52	44	1,050	0	0	326	1
Annual Growth Rate	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
2015 Growth Traffic	0	0	0	13	0	62	52	1,252	0	0	388	1
2015 Background Traffic	0	0	0	13	0	62	52	1,252	0	0	388	1
Peak Construction Traffic							400					
2015 Total Traffic	0	0	0	13	0	62	452	1,252	0	0	388	1

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Eller Drive and SE 14th Avenue PM Peak Hour Analysis (**Peak Construction Period**)

Description	Northbound			SE 14th Avenue Southbound			Eller Drive Eastbound			Eller Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2011 Existing Traffic (10/25/11)				1		115	7	144			745	3
Season Adjustment Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
2011 Peak Season Traffic	0	0	0	1	0	136	8	170	0	0	879	4
Annual Growth Rate	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
2015 Growth Traffic	0	0	0	1	0	162	10	203	0	0	1,048	4
2015 Background Traffic	0	0	0	1	0	162	10	203	0	0	1,048	4
Peak Construction Traffic						400						
2015 Total Traffic	0	0	0	1	0	562	10	203	0	0	1,048	4

APPENDIX E

Capacity/Level of Service Analyses

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	Vargas				Intersection	Eller/SE 14 Ave		
Agency/Co.	Traf Tech Engineering, Inc.				Jurisdiction	Fort Lauderdale		
Date Performed	11/15/2011				Analysis Year	2011 Existing		
Analysis Time Period	AM Peak Hour							
Project Description								
East/West Street: Eller Drive					North/South Street: SE 14th Avenue			
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)	37	890			276	1		
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate, HFR (veh/h)	46	1126	0	0	349	1		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Two Way Left Turn Lane							
RT Channelized			0			0		
Lanes	1	2	0	0	2	1		
Configuration	L	T			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)				9		44		
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate, HFR (veh/h)	0	0	0	11	0	55		
Percent Heavy Vehicles	0	0	0	0	0	73		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		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					L		R
v (veh/h)	46					11		55
C (m) (veh/h)	1220					354		656
v/c	0.04					0.03		0.08
95% queue length	0.12					0.10		0.27
Control Delay (s/veh)	8.1					15.5		11.0
LOS	A					C		B
Approach Delay (s/veh)	--	--				11.7		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Vargas			Intersection	Eller/SE 14 Ave			
Agency/Co.	Traf Tech Engineering, Inc.			Jurisdiction	Fort Lauderdale			
Date Performed	11/15/2011			Analysis Year	2015 Background			
Analysis Time Period	AM Peak Hour							
Project Description								
East/West Street: Eller Drive				North/South Street: SE 14th Avenue				
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)	52	1252			388	1		
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate, HFR (veh/h)	65	1584	0	0	491	1		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Two Way Left Turn Lane							
RT Channelized			0			0		
Lanes	1	2	0	0	2	1		
Configuration	L	T			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)				13		62		
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate, HFR (veh/h)	0	0	0	16	0	78		
Percent Heavy Vehicles	0	0	0	0	0	73		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		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					L		R
v (veh/h)	65					16		78
C (m) (veh/h)	1082					244		577
v/c	0.06					0.07		0.14
95% queue length	0.19					0.21		0.47
Control Delay (s/veh)	8.5					20.8		12.2
LOS	A					C		B
Approach Delay (s/veh)	--	--				13.7		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Vargas			Intersection	Eller/SE 14 Ave			
Agency/Co.	Traf Tech Engineering, Inc.			Jurisdiction	Fort Lauderdale			
Date Performed	11/15/2011			Analysis Year	2015 Total w/Project			
Analysis Time Period	AM Peak Hour							
Project Description								
East/West Street: Eller Drive				North/South Street: SE 14th Avenue				
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)	452	1252			388	1		
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate, HFR (veh/h)	572	1584	0	0	491	1		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Two Way Left Turn Lane							
RT Channelized			0			0		
Lanes	1	2	0	0	2	1		
Configuration	L	T			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)				13		62		
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly Flow Rate, HFR (veh/h)	0	0	0	16	0	78		
Percent Heavy Vehicles	0	0	0	0	0	73		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		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					L		R
v (veh/h)	572					16		78
C (m) (veh/h)	1082					42		577
v/c	0.53					0.38		0.14
95% queue length	3.20					1.31		0.47
Control Delay (s/veh)	12.0					136.1		12.2
LOS	B					F		B
Approach Delay (s/veh)	--	--				33.3		
Approach LOS	--	--				D		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Vargas			Intersection	Eller/SE 14 Ave			
Agency/Co.	Traf Tech Engineering, Inc.			Jurisdiction	Fort Lauderdale			
Date Performed	11/15/2011			Analysis Year	2011 Existing			
Analysis Time Period	PM Peak Hour							
Project Description								
East/West Street: Eller Drive				North/South Street: SE 14th Avenue				
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)	7	144			745	3		
Peak-Hour Factor, PHF	0.68	0.68	0.68	0.68	0.68	0.68		
Hourly Flow Rate, HFR (veh/h)	10	211	0	0	1095	4		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Two Way Left Turn Lane							
RT Channelized			0			0		
Lanes	1	2	0	0	2	1		
Configuration	L	T			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)				1		115		
Peak-Hour Factor, PHF	0.68	0.68	0.68	0.68	0.68	0.68		
Hourly Flow Rate, HFR (veh/h)	0	0	0	1	0	169		
Percent Heavy Vehicles	0	0	0	0	0	16		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		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					L		R
v (veh/h)	10					1		169
C (m) (veh/h)	643					247		446
v/c	0.02					0.00		0.38
95% queue length	0.05					0.01		1.74
Control Delay (s/veh)	10.7					19.6		17.9
LOS	B					C		C
Approach Delay (s/veh)	--	--				17.9		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Vargas			Intersection	Eller/SE 14 Ave			
Agency/Co.	Traf Tech Engineering, Inc.			Jurisdiction	Fort Lauderdale			
Date Performed	11/15/2011			Analysis Year	2015 Background			
Analysis Time Period	PM Peak Hour							
Project Description								
East/West Street: Eller Drive				North/South Street: SE 14th Avenue				
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)	10	203			1048	4		
Peak-Hour Factor, PHF	0.68	0.68	0.68	0.68	0.68	0.68		
Hourly Flow Rate, HFR (veh/h)	14	298	0	0	1541	5		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Two Way Left Turn Lane							
RT Channelized			0			0		
Lanes	1	2	0	0	2	1		
Configuration	L	T			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)				1		162		
Peak-Hour Factor, PHF	0.68	0.68	0.68	0.68	0.68	0.68		
Hourly Flow Rate, HFR (veh/h)	0	0	0	1	0	238		
Percent Heavy Vehicles	0	0	0	0	0	16		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		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					L		R
v (veh/h)	14					1		238
C (m) (veh/h)	435					143		314
v/c	0.03					0.01		0.76
95% queue length	0.10					0.02		5.82
Control Delay (s/veh)	13.6					30.4		44.9
LOS	B					D		E
Approach Delay (s/veh)	--	--				44.9		
Approach LOS	--	--				E		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	Vargas			Intersection	Eller/SE 14 Ave			
Agency/Co.	Traf Tech Engineering, Inc.			Jurisdiction	Fort Lauderdale			
Date Performed	11/15/2011			Analysis Year	2015 Total w/Project			
Analysis Time Period	PM Peak Hour							
Project Description								
East/West Street: Eller Drive				North/South Street: SE 14th Avenue				
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)	10	203			1048	4		
Peak-Hour Factor, PHF	0.68	0.68	0.68	0.68	0.68	0.68		
Hourly Flow Rate, HFR (veh/h)	14	298	0	0	1541	5		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Two Way Left Turn Lane							
RT Channelized			0			0		
Lanes	1	2	0	0	2	1		
Configuration	L	T			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)				1		562		
Peak-Hour Factor, PHF	0.68	0.68	0.68	0.68	0.68	0.68		
Hourly Flow Rate, HFR (veh/h)	0	0	0	1	0	826		
Percent Heavy Vehicles	0	0	0	0	0	5		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		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					L		R
v (veh/h)	14					1		826
C (m) (veh/h)	435					143		337
v/c	0.03					0.01		2.45
95% queue length	0.10					0.02		65.83
Control Delay (s/veh)	13.6					30.4		686.2
LOS	B					D		F
Approach Delay (s/veh)	--	--				685.4		
Approach LOS	--	--				F		