

MASTER PLAN TECHNICAL DOCUMENT

I-95 Managed Lanes Master Plan From South of Linton Boulevard to Palm Beach/Martin County Line Palm Beach County, Florida

Contract No.: C9O65 Financial Management No.: 436576-1-22-01 FAP Project No.: Not Assigned

Prepared for: Florida Department of Transportation District 4 3400 West Commercial Boulevard Fort Lauderdale, Florida 33309 Prepared by: AECOM Technical Services, Inc. 7650 Corporate Center Drive Suite 400 Miami, Florida 33126

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Interstate 95 / SR 9 Managed Lanes Master Plan

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Project Summary

Project Summary





1.0 Summary of Project

1.1 Project Purpose and Description

The Florida Department of Transportation (FDOT) District Four is conducted a Master Plan Study, hereafter referred to as the Plan, for the I-95 Corridor from South of Linton Boulevard (MP 7.5) to the Palm Beach/Martin County Line (MP 45), a distance approximately 37.5 miles, in Palm Beach County, Florida. The primary purpose of the study is to identify long-term capacity needs along the I-95 mainline and develop managed lanes design concepts to address any segments identified along the Corridor as operating below the Level of Service target adopted for this facility as part of the Strategic Intermodal System (SIS) designation. Figure 1.1 depicts the project location and study limits for the Plan.

The Plan is a compilation of recommendations with phased implementation to bring the corridor into compliance with the SIS Standards of the Department, optimize system performance, and travel time reliability as well as to analyze alternatives and identify interim improvements to provide congestion relief within the corridor until completion of the long-term improvements. The recommendations will support scheduling for future Project Development and Environment (PD&E) studies, design projects, and/or construction projects, as necessary.

The Plan has been developed to meet the following objectives:

- 1. A comprehensive analysis identifying traffic operational deficiencies along the I-95 mainline from South of Linton Boulevard interchange through the Indiantown Road interchange, along with the timeframes(s) when improvements are needed.
- 2. Develop an ultimate capacity improvement plan for the corridor using traffic demand management and transit techniques to improve reliability and flow of traffic along the Corridor. The need for, type of, and cost of improvements is defined in the Plan. The following alternatives were analyzed as part of the Plan:

Alternative A - Convert the existing High Occupancy Vehicle (HOV) lane to a managed lane while maintaining the existing number of general use lanes. Separation treatment: Buffered separation with tubular delineators.

Alternative B - Convert the existing High Occupancy Vehicle (HOV) lane to a managed lane and adding a second managed lane while maintaining the existing number of general use lanes. Separation treatment: Buffered separation with tubular delineators.

- with standard FDOT shoulder widths.
- design and construction.
- 4. Define an implementation plan for the corridor including the timing and sequencing of improvements, and any right-of-way acquisition requirements.

In summary, the Plan evaluated the following alternatives for the corridor:

Alternative A – One Managed Lane (buffered separated with delineators) in each direction Alternative B – Two Managed Lanes (buffered separated with delineators) in each direction

- Alternative B1 Two Managed Lanes corridor wide except the segment between SR 80/Southern Boulevard and Okeechobee Boulevard which implements one managed lane in each direction. The following access point options were evaluated under this condition:
 - 2012 I-95 Corridor Planning Study (CPS) Access Points
 - o Recommended access points factoring Origin-Destination (OD) patterns, travel demand, design feasibility, and operations analysis.
- Alternative B2 Two Managed Lanes Corridor wide from south of Linton Boulevard to Palm Beach/Martin County Line with the recommended access points factoring Origin-Destination (OD) patterns, travel demand, design feasibility, and operations analysis. Alternative B2 evaluated the following direct managed lanes connections to/from SR 80/Southern Boulevard alternatives.

Alternative C - Convert the existing High Occupancy Vehicle (HOV) lane to a managed lane and adding a second managed lane while maintaining the existing number of general use lanes. Separation treatment: Concrete barrier separation between managed lanes and general use lanes

3. Compare design constraints, benefits, construction costs, right-of-way impacts and external stakeholder support and recommend a concept for further evaluation during a PD&E study or for





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- Direct connection from I-95 NB off-ramp to WB SR 80 and EB SR 80 to NB I-95 on-ramp.
- Median-to-Median direct connection from NB I-95 managed lanes to WB SR 80 and EB SR 80 to NB I-95 managed lanes. This option evaluated the following interchange configurations:
 - Median-to-Median direct connections for movements above while providing standard lane and shoulder widths along I-95. This configuration would require construction of a new segmental bridge for the NB I-95 on-ramp from SR 80 adjacent to the existing segmental bridge for constructability purposes. This introduces right of way impacts to the northeast quadrant of the interchange.
 - 2. The same premise as the previous configuration, however, to avoid additional right of way impacts on the NE quadrant of the interchange, this configuration proposes to relocate the Belvedere Road NB off-ramp to the south of SR 80 which would diverge from the mainline into a depressed section under SR 80 and eventually tie into the existing Belvedere Road off-ramp terminal. The existing segmental bridge would still require being demolished but a new bridge will not be needed to accommodate NB on-ramp movement from SR 80.
 - 3. Similar to the first configuration discussed above, however, this interchange configuration introduces an opportunity to accommodate a direct connection from EB SR 80 to SB I-95 managed lanes.
- Median-to-Median direct connections from all approaches of I-95 and SR 80.

<u>Alternative C</u> – Two Managed Lanes (concrete barrier wall with full standard shoulder separation) in each direction.

The Plan was compiled to result in two documents:

- 1. Master Plan Technical containing:
 - Traffic Forecasting and Analysis
 - Facility Enhancement Element
 - Facility Operations and Preservation Element
 - Environmental Element

2. Master Plan Report, a companion document to this report, summarizing the study and its findings.

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Figure 1.1: Master Plan Location Map

1.2 Project Development Process

The project development and delivery process begin with planning studies and ends with a constructed project. The FDOT project development process is a comprehensive processing involving: Planning, Project Development and Environment (PD&E), Design, Right of Way (ROW), and Construction phases. A project begins with the identification of transportation needs or deficiencies through a planning process that prioritizes short and long-range transportation improvements. Various studies can be performed during the Planning phase to define or refine project parameters; establish the purpose and need for the project; determine funding needs; identify alternatives, including alternative mode(s); and define the concept and scope of transportation improvement, including general location of the proposed improvement. Planning studies inform the development of the scope of work for PD&E studies. The Department's project development process supports the FDOT Statewide Acceleration Transformation (SWAT) process, which streamlines project development by following a structured process to develop project scopes and schedules; reducing duplicative work; performing initial data collection and analysis ahead of a PD&E study, as applicable; and performing design activities throughout the project before it is constructed. Figure 1.2 shows the Department's project development and delivery process, along with the building blocks of each phase. The Plan was executed during the Planning phase of the project development and delivery process. The duration of the Planning phase is approximately 2 years, but time may vary on a project by project basis.





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Figure 1.2: Project Development and Delivery Process

1.3 Project Background

Managed lane techniques and improvements are becoming popular as a congestion management tool in urban areas across the United States because they provide active management of transportation demand and are cost-effective facilities. As transportation demands continue to rise in Florida's metropolitan areas and with limited funds available to build out of congestion, the FDOT has prioritized managed lane implementation as a congestion mitigation strategy in transportation planning. According the FDOT Express Lanes Handbook (2015), managed lanes are defined as "highway facilities or sets of lanes within an existing highway facility where operational strategies are proactively implemented and managed in response to changing conditions with a combination of tools." These tools include access control, vehicle eligibility, variable pricing, or a combination of these tools. Express lanes, high occupancy vehicle (HOV) lanes, reversible lanes, truck-only toll lanes, and vehicle restricted lanes are considered to be managed lanes.

1.3.1 Express/Managed Lane Guidelines and Procedures

The FDOT published the directive <u>Topic No. 525-030-020-a Tolling for New and Existing Facilities on the</u> <u>State Highway System (SHS)</u> effective August 30, 2013. The purpose of this directive outlines the Department's direction to use tolling on limited access facilities on the SHS when adding capacity to an existing highway and when constructing a new highway facility. This directive applies to Department highway projects on the SHS identified for capacity improvements in the Five Year Work Program, the SIS Ten Year Plan, or the SIS Cost Feasible Plan. However, this directive does not apply to Florida Turnpike facilities. Additionally, this directive establishes where and how tolls may be implemented on the SHS. It states that all additional capacity on interstate highways within Florida shall be express lanes and that all additional capacity on non-interstate limited access facilities in Florida shall be express lanes, where deemed appropriate through the transportation planning process. This is the FDOT Express Lanes Vision. The purpose of this vision is to better manage congestion and to provide choices to drivers with an emphasis that express lanes are a required Transportation Systems Management and Operations (TSM&O) solution for all additional capacity on the SHS. Express lanes are designed to help satisfy long-term mobility needs by providing:

- Travel time reliability
- Travel options for drivers
- Enhanced transit operations
- Dynamic Congestion Pricing





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The *FDOT Express Lanes Handbook (August 2015)* provides an overall framework on the different aspects of express lane facility planning and implementation. The handbook is a useful tool as it provides important and vital information as a "living" document with continual updates as the statewide express lane network develops and evolves. The FDOT will use the statewide procedures outlined in the handbook to collect data, perform analyses, and monitor the performance of express lanes to more efficiently manage and operate these facilities. The handbook provides various outside references that will govern design criteria, guidelines, procedures, and policies for express lane facilities. The following are the chapters discussed in the handbook:

- Authoritative References Contains references governing design criteria, references prescribing design and analysis procedures, and statewide rules and regulations.
- Policies and Requirements Lists the policies and codes relating to the implementation of express lanes.
- Agency Responsibilities Discusses the process for identifying the stakeholders of a project and the assignment of responsibility for each element of an express lane facility.
- **Traffic and Revenue Studies** Provides guidelines on how to estimate the demand for express lanes and evaluate their feasibility.
- **Design** Discusses the principles of design unique to express lane projects.
- Toll Collection Discusses the toll collection process and systems required for collecting tolls.
- **Operations** Discusses the principles of safe and efficient operation of express lane facilities.
- Express Lane Maintenance Outlines the maintenance responsibilities for express lane facilities.
- Public Communications Provides guidance on proper communication and public involvement for successful express lane project coordination.
- **Reporting** Provides minimum standards on reporting information and data for use in evaluating the express lanes.

The handbook is referenced throughout the course of this study to properly implement the standards and procedures outlined by the FDOT. For additional details on the main discussion topics listed previously, refer to the <u>FDOT Express Lanes Handbook (August 2015)</u> available on the web at <u>http://floridaexpresslanes.com</u>. The Florida Express Lanes website also contains a resource library with additional reference materials including FAQs, reports, articles and videos.

1.3.2 Express Lane Projects in Florida

The FDOT has been continually developing express lanes in a number of high traffic areas throughout the state. The FDOT has categorized regions where express lane projects are either in operation, under construction, and proposed. The following are the listed regions where express lanes projects are currently on-going:

- Northeast Florida
 - Jacksonville Area
- Central Florida
 - o Orlando Area
- West Central Florida
 - Tampa Area
- Southeast Florida
 - Miami-Dade Area

The FDOT currently operates the website <u>http://floridaexpresslanes.com</u>, which provides updates on all on-going statewide express lane projects. The latest news and information can be found at this website in regard to the status of the express lane projects that are in planning, under construction or in operation statewide. According to the FDOT Florida Express Lane website, there are 41 projects in planning, 13 projects under construction, and nine projects currently in operation. **Figure 1.3** shows the current status of express lane projects statewide and **Table 1.1** lists the express lane projects statewide by region as of March 29, 2019.





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Figure 1.3: Florida Express Lane Status Map

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Table 1.1: Express Lane Project Status Statewide					
Express Lane Project Status Statewide					
Express Lane Project	Region	Status			
I-295 from J. Turner Butler to south of Dames Point Bridge (9 miles): 1 to 2 express lanes per direction	Northeast	In Planning / Design			
I-95 from North of International Golf Parkway to I-295 (14 miles): 2 express lanes per direction	Northeast	In Planning / Design			
I-95 from I-295 to J. Turner Butler Boulevard (6 miles): 2 to 3 express lanes per direction	Northeast	In Planning / Design			
I-95 from J. Turner Butler Boulevard to Atlantic Boulevard (6 miles): 2 express lanes per direction	Northeast	In Planning / Design			
I-295 from I-95 to Buckman Bridge (5 miles): 2 express lanes per direction	Northeast	Under Construction			
I-295 from SR 9B to J. Turner Butler Boulevard (5 miles): 2 express lanes per direction	Northeast	Under Construction			
Turnpike Mainline from Kissimmee / St. Cloud south to Osceola Parkway (7 miles): 2 express lanes per direction	Central	In Planning / Design			
Turnpike Mainline from Beachline West Expressway / SR 528 to I-4 (4 miles): 1 express lane per direction	Central	In Planning / Design			
Turnpike Mainline from Clermont / SR 50 to Minneola (6 miles): 2 express lanes per direction	Central	In Planning / Design			
Turnpike Mainline from Minneola to Leesburg North / US 27 (10 miles): 2 express lanes per direction	Central	In Planning / Design			
Turnpike Mainline from Leesburg North / US 27 to CR 468 (12 miles): 2 express lanes per direction	Central	In Planning / Design			
Turnpike Mainline from CR 468 to I-75 (7 miles): 2 express lanes per direction	Central	In Planning / Design			
I-4 from West of Kirkman Road / SR 435 to west of Beachline West Expressway / SR 528 (4 miles): 2 express lanes per direction	Central	In Planning / Design			
I-4 from West of Beachline West Expressway / SR 528 to east of Osceola Parkway / SR 522 (6 miles): 2 express lanes per direction	Central	In Planning / Design			
I-4 from East of Osceola Parkway / SR 522 to west of Champions Gate Boulevard / CR 532 (8 miles): 2 express lanes per direction	Central	In Planning / Design			
I-4 from West of Champions Gate Boulevard / CR 532 to west of US 27 (4 miles): 2 express lanes per direction	Central	In Planning / Design			
I-4 from East of SR 434 to east of US 17-92 (9 miles): 2 express lanes per direction	Central	In Planning / Design			
I-4 from East of US 17-92 to east of SR 472 (10 miles): 2 express lanes per direction	Central	In Planning / Design			
Beachline West Expressway / SR 528 from I-4 to Turnpike Mainline (4 miles): 2 express lanes per direction	Central	Under Construction			
Beachline West Expressway / SR 528 from Turnpike Mainline to McCoy Road (4 miles): 1 express lane per direction	Central	Under Construction			
Turnpike Mainline from Osceola Parkway to Beachline West Expressway / SR 528 (6 miles): 2 express lanes per direction	Central	Under Construction			
I-4 from SR 434 to Kirkman Road (21 miles): 2 express lanes per direction	Central	Under Construction			
I-275 from 4th Street N to east of Howard Frankland Bridge (6 miles): 2 express lane per direction	West Central	In Planning / Design			
I-4 from Downtown (east of 50th street) to Polk Parkway (22 miles): 1-2 express lanes per direction	West Central	In Planning / Design			
I-275 from Gandy Boulevard to 4th Street N (4 miles): 1 express lane per direction	West Central	Under Construction			
Veterans Expressway / SR 589 from Hillsborough Ave. to Dale Mabry Hwy. (9 miles): 1 express lane per direction	West Central	In Operation			
Turnpike Mainline from Golden Glades to Turnpike Extension (3 miles): 1 express lane per direction	Southeast	In Planning / Design			
Turnpike Mainline from Turnpike Extension to north of Johnson Street (4 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Turnpike Mainline from North of Johnson Street to Griffin Road (3 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Turnpike Mainline from I-595 to Atlantic Boulevard (10 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Turnpike Mainline from Atlantic Boulevard to Wiles Road (5 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Turnpike Mainline from North of Sawgrass Expressway / SR 869 to Glades Road (4 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Turnpike Mainline from Glades Road to Atlantic Avenue (6 miles): 2 express lanes per direction	Southeast	In Planning / Design			





Table 1.1: Express Lane Project Status Statewide					
Express Lane Project Status Statewide					
Express Lane Project	Region	Status			
Turnpike Mainline from Atlantic Avenue to Boynton Beach Boulevard (5 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Turnpike Mainline from Boynton Beach Boulevard to Lake Worth Road (7 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Turnpike Mainline from West Palm Beach Service Plaza to SR 710 (12 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Turnpike Mainline from SR 710 to Jupiter (10 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Turnpike Mainline from Stuart to Fort Pierce (19 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Turnpike Extension (HEFT) from SR 836 to I-75 (12 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Turnpike Extension (HEFT) from I-75 to Turnpike Mainline (8 miles): 1 express lane per direction	Southeast	In Planning / Design			
I-95 from Glades Road to south of Linton Boulevard (6 miles): 1 to 2 express lanes per direction	Southeast	In Planning / Design			
I-95 from Stirling Road to Broward Boulevard (8 miles): 1 additional express lane per direction	Southeast	In Planning / Design			
I-95 from I-95 Express direct connect to I-595 (1 mile): 1 additional lane per direction to ramp flyover connection	Southeast	In Planning / Design			
Sawgrass Expressway / SR 869 from South of Sunrise Boulevard to Atlantic Boulevard (7 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Sawgrass Expressway / SR 869 from Atlantic Boulevard to US 441 (10 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Sawgrass Expressway / SR 869 from US 441 to Powerline Road (4 miles): 2 express lanes per direction	Southeast	In Planning / Design			
Sawgrass Expressway / SR 869 from Turnpike Mainline/SW 10th Street to I-95 (3 miles): 2 express lanes per direction	Southeast	In Planning / Design			
SR 826 / Palmetto Expressway from Junction at I-75 to Golden Glades interchange (9 miles): 1 to 2 express lanes per direction	Southeast	In Planning / Design			
SR 826 / Palmetto Expressway from SR 836 to US 1 (6 miles): 1 to 2 express lanes per direction	Southeast	In Planning / Design			
Turnpike Extension (HEFT) from Biscayne Drive to Killian Parkway (14 miles): 1 express lane per direction	Southeast	Under Construction			
Turnpike Extension (HEFT) from Killian Parkway to SR 836 (7 miles): 2 express lanes per direction	Southeast	Under Construction			
I-95 from Broward Boulevard to Commercial Boulevard (10 miles): 2 express lanes per direction	Southeast	Under Construction			
I-95 from Commercial Boulevard to SW 10th Street (9 miles): 2 express lanes per direction	Southeast	Under Construction			
I-95 from SW 10th Street to Glades Road (5 miles): 2 express lanes per direction	Southeast	Under Construction			
SR 826 / Palmetto Expressway from West Flagler Street to NW 154th Street (10 miles): 2 express lanes per direction	Southeast	Under Construction			
I-95 Phase 1 from Junction of I-95 and SR 836/I-395 in downtown Miami to Golden Glades interchange (7 miles): 2 express lanes per direction	Southeast	In Operation			
I-95 Phase 2 from Golden Glades interchange to Broward Boulevard (14 miles): 1 to 2 express lanes per direction	Southeast	In Operation			
I-595 from I-75/Sawgrass Expressway to Turnpike Mainline (10 miles): 3 reversible express lanes	Southeast	In Operation			
I-75 from I-595 to north of Griffin Road (5 miles): 2 express lanes per direction	Southeast	In Operation			
I-75 from North of Griffin Road to Sheridan Street (4 miles): 2 express lanes per direction	Southeast	In Operation			
I-75 from Sheridan Street to Miramar Parkway (4 miles): 2 express lane per direction	Southeast	In Operation			
I-75 from Miramar Parkway to north of NW 138th Street (6 miles): 2 express lanes per direction	Southeast	In Operation			
I-75 from North of NW 138th Street to Palmetto Expressway (3 miles): 1 express lane per direction	Southeast	In Operation			

Source: FDOT Florida Express Lane Website (http://floridaexpresslanes.com) - As of March 29, 2019





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1.3.3 Southeast Florida Express Lanes

According to the Southeast Florida Express Lanes Regional Concept for Transportation Operations (RCTO), May 2014, the FDOT recently embarked upon a pilot project that explored using congestion pricing to manage congestion on its busiest and most congested roadway, I-95. The project later became to be known as '95 Express', and it has been successful in improving congestion. It provides options for reliable trip time which achieves one of the FDOTs vision goals for express lanes. The 95 Express project came as a result of FDOT's response to various studies, including the Texas Transportation Institute's February 2012 Urban Mobility Report, which ranked the Miami region 11th in the nation for total annual hours of delay and ranked 14th in terms of travel time index, which is the ratio of free-flow travel time in congestion.

The 95 Express project accomplishments paved and bred new opportunities for FDOT and its partners to assemble the RCTO Team, with the ambition to construct multiple express lane corridors across the Southeast Florida region, eventually connecting the corridors to create an express lane network. The RCTO Executive Committee's vision for the express lane network is to provide: "A reliable, interconnected Express Lanes Network that provides mobility options for uses".

Shown on Figure 1.4 is the status of express lane projects in Southeast Florida as of May 2014. These improvements were anticipated to open within 10 years for a distance of about 186 centerline miles which would characterize the Express Lane Network at the time of completion of the RCTO document.

Southeast Florida's Express Lane Network is unique due to the involvement from various agencies including FDOT District 4, FDOT District 6, FDOT Florida's Turnpike Enterprise (FTE) and the Miami-Dade Expressway Authority (MDX). The primary purpose of the Southeast Florida Express Lanes RCTO is to resolve and document how these agencies collaborate and resolve issues, so the express lane network can function cohesively regardless of ownership or operation. Figure 1.5 depicts the future vision of the Express Lane Network for the Southeast Region as of May 2014. Figure 1.6 illustrates the status of the Southeast Florida Express Lane Network as of March 2019.



Figure 1.4: Status of the Southeast Florida Express Lane Network (May 2014)





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Figure 1.5: Future Vision of the Southeast Florida Express Lane Network (May 2014)



Figure 1.6: Status of the Southeast Florida Express Lane Network (March 2019)





1.3.4 95 Express

Two facilities in Florida currently have express lanes in operation: I-595 and I-95 also known as 95 Express. 95 Express is an innovative, lower-cost alternative to traditional highway construction by offering a variety of options to increase trip time reliability. This improvement combined four transportation techniques which are tolling, transit, travel-demand management and technology to increase capacity of the highway to meet the existing and future travel demands. 95 Express utilizes dynamic tolling technology to manage the express lane system so that long trip commuters have free flow and congestion free experience. Access points locations to and from the express lanes were engineered to provide access to major origins and destinations throughout the system for long distance commuters. Ride-sharing incentives are provided to customers such as toll-free carpool or van pool registration. With emphasis on providing options to the customer, Bus Rapid Transit (BRT) service is provided which alleviates the number of cars during peak travel periods, and maintains reliable trip times at a low-cost to the customer (approximately \$2.65 for one ride, according to 95express.com). Park-n-Ride lots are strategically located throughout the I-95 corridor which comes at no additional cost to 95 Express users.

As a result, 95 Express creates new choices for consistent and dependable travel particularly during peak time. According to the 95 Express website, I-95 provides a travel path for more than 290,000 vehicles per day, with traffic volumes expected to exceed 360,000 vehicles per day by 2030. To meet the increase in demand, FDOT explored innovative congestion management strategies to deliver a cost-effective improvement. Despite of increased traffic volumes, recent figures show that 95 Express has helped increase travel speeds by 200 percent on the local lanes and by 300 percent on the express lanes in both directions. It also help boost transit usage by 145 percent when compared to before 95 Express went into operation. With improved capacity and different modes of travel, along with giving the customer variety of travel options, 95 Express is reducing the number of cars on the road during peak travel times and is enhancing travel speeds for all drivers along I-95.

The 95 Express projects are being built in several phases. Phase 1 (consisting of Phase 1A and 1B), Phase 2, Phase 3 (consisting of 3A-1, 3A-2, 3B-1, 3B-2, & 3C), and Phase 4. The following lists the project limits and status of each phase:

- Glades Interchange area north of NW 151st St.
 - Currently in operation (as of December 2008)
- Dolphin Expressway/I-395.
 - Currently in operation (as of January 2010)
- County to just south of SR842/Broward Blvd in Broward County.
 - Currently in operation (as of October 2016).
- Broward County.
 - Under Construction
- Broward County.
 - Under Construction
- in Palm Beach County.
 - Under Construction/In Procurement
- Broward County.
 - Under Construction
- Beach/Martin County Line.
 - o In Planning

I-95 Managed Lanes Master Plan From South of Linton Boulevard to Palm Beach/Martin County Line

Phase 1A – Northbound express lanes from north of SR 836 Dolphin Expressway/I-395 to Golden

Phase 1B – Southbound express lanes from the Golden Glades Interchange to north of SR 836

Phase 2 – Express lanes are extended north of the Golden Glades Interchange in Miami-Dade

• Phase 3A-1 - Express lane extension from SR 842/Broward Blvd to SR 870/Commercial Blvd in

Phase 3A-2 - Express lane extension from SR 870/Commercial Blvd to SR 869/SW 10th St in

Phase 3B-1/B-2 – Express lane extension from SR 869/SW 10th St in Broward County to Linton Blvd

Phase 3C – Express lane extension from South of Sterling Rd to South of SR 842/Broward Blvd in

• I-95 Managed Lanes Master Plan - Managed Lanes lane extension from Linton Blvd to Palm





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The Plan and the contents of this report will focus on the continuation of 95 Express after Phase 3B, which includes the study limits from Linton Blvd to Palm Beach/Martin County Line in Palm Beach County (I-95 Managed Lanes Master Plan).

1.3.5 Planning Consistency

The I-95 Managed Lanes improvement project from South of Linton Blvd to Palm Beach/Martin County Line (FM 436576-1) is outlined in the 2040 Palm Beach Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP), the 2011-2016 FDOT Adopted Work Program, the State Transportation Improvement Program (STIP), and in the Palm Beach County Transportation Improvement Program (TIP) for Fiscal Year 2016-2020. The project limit of this study is an expansion of the previous managed lanes project for I-95 from Broward County Line to Linton Blvd, which are also listed in the Palm Beach MPO LRTP, FDOT Work Program, STIP, and Palm Beach TIP. The planning efforts will be consistent with the continuation of I-95 express projects, specifically 95 Express Phase 3, which begins south of Sterling Rd in Broward County, and extends to South of Linton Blvd in Palm Beach County. The adjacent 95 Express Phase 3B-2 project's end limits is the starting limits for the Palm Beach County I-95 Managed Lanes Master Plan (the Plan). See Figure 1.7 for 95 Express Phase 3 Project Limits. There are other SIS projects that coincide with this study that are listed in the FDOT Draft Tentative Work Program (FY 2018-2022). These projects have been considered during the development of the Plan. Table 1.2 lists the status of key projects for Palm Beach County in the FDOT Tentative Work Program Fiscal Year 2018-2022.



Figure 1.7: 95 Express Phase 3 Project Limits





Table 1.2	: FDOT Tentative Work Program - Status of Key Pro	ojects Fi	scal Year 20	018-2022	_	Table 1.2	: FDOT Tentative Work Program - Status of Key Pro	ojects Fi	scal Year 20	18-2022
Financial Management No.	Project Description	Phase	Adopted (YY)	Tentative (YY)		Financial Management No.	Project Description	Phase	Adopted (YY)	Tentative (YY)
231932-1	SR 9/I-95 @ GATEWAY BLVD INTERCHANGE	PE ROW CST	19/20 21/22 	17/18 19/20 21/22		435384-1	SR 9/I-95 @ LINTON BLVD INTERCHANGE	ROW	Underway through 20/21	Underway through 20/21
			17/18	17/18				CST	18/19	18/19
		PD&E	through	through		435516-1	SR 9/I-95 @ SR 80/SOUTHERN BLVD	PE	20/21	20/21
412733-1	SR 9/I-95 @ 10TH AVE N		18/19	18/19		4000101	INTERCHANGE ULTIMATE IMPROVEMENT	ROW	21/22	21/22
		PE	20/21	20/21				PE	20/21	17/18
440057.4		ROW PD&E	21/22 18/19	21/22 18/19	-	435803-1	SR 9/I-95 @ NORTHLAKE BLVD INTERCHANGE	ROW	21/22	19/20 through
413257-1	SR 9/1-95 @ HYPOLUXU RD		20/21	20/21	-			COT		21/22
			21/22	21/22	-					21/22
112259 1			18/19	20/21		435804-1	SR 9/I-95 @ SR 804/BOYNTON BEACH BLVD	PE	20/21	17/18
413230-1	SK 9/1-95 @ LANTANA KD		20/21	20/21	-	+0000+-1	INTERCHAGE	ROW		19/20
413265-1	SR 9/I-95 @ PGA BLVD/CENTRAL BLVD	ROW	17/18 through	18/19		436304-1	SR 9/I-95 SOUTHBOUND RAMPS AT GATEWAY BLVD	CST	19/20	19/20
			18/19			436519-1	SR 9/I-95 FROM S OF 45TH STREET TO N OF	PE	20/21	20/21
427516-1	BLVD	CST	17/18	17/18			4518 51	ROW	21/22	21/22
407540.0	SR 9/I-95 FROM GATEWAY BLVD TO LANTANA	PE		17/18				PE	17/18	17/18
427516-2	RD	CST		19/20		136063-1	SR 0/1-05 @ 6TH AVE S		20/21	20/21
432151-1	SR 9/I-95 @ PGA BLVD INTERCHANGE	CST	17/18	17/18		400900-1	SIX 9/1-95 @ 0111 AVE 5	ROW	through	through
433109-1	SR 9/I-95 FROM BROWARD/PALMBEACH COUNTY LINE TO LINTON BLVD	PE	Underway through 18/19	Underway through 18/19		437270-1	SR 9/I-95 FROM S OF WOOLBRIGHT RD TO N OF	PD&E	21/22 20/21 through 21/22	21/22 20/21 through 21/22
433109-3	SR 9/I-95 FROM BROWARD/PALM BEACH	PE	19/20	19/20		-57275-1	WOOLBRIGHT RD	PE	20/21	20/21
	COUNT LINE TO 3 OF CONGRESS AVE	051	21/22					ROW	21/22	21/22
/33109-6	SR 9/I-95 FROM BROWARD/PALM BEACH	DE	through	Underway			SR 9/I-95 FROM S OF WOOL BRIGHT RD TO N OF	PE		19/20
400109-0	COUNTY LINE TO N OF LINTON BLVD		18/19	18/19		439755-1	WOOLBRIGHT RD	CST		21/22
	SR 9/I-95 FROM S OF SR 706 INTERCHANGE TO	PE	17/18	17/18		400750 4	SR 9/I-95 NORTHBOUND OFF-RAMP AT	PE		19/20
434273-3	PALM BEACH/MARTIN COUNTY LINE	CST	19/20	19/20		439758-1	INDIANTOWN RD	CST		21/22
			Underway	Underway			SR 9/I-95 NORTHBOUND OFF-RAMP AT	PE		19/20
40.4700.4	SR 9/I-95 @ SR 806/ATLANTIC AVE	ROW	through	through		439759-1	INDIANTOWN RD	CST		21/22
434722-1	INTERCHANGE		18/19	18/19		420061 1	SR 9/I-95 OVER DONALD ROSS (BRIDGES	PE		17/18
		CST	17/18	17/18		409901-1	#930382 & #930383)	CST		19/20

Source: FDOT District Four Draft Tentative Work Program Phase: (1) PD&E: Project Development & Environment (2) PE: Preliminary Engineering (3) ROW: Right of Way (4) CST: Construction

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Existing Highway and Corridor Conditions

I-95 Managed Lanes Master Plan From South of Linton Boulevard to Palm Beach/Martin County Line FM No.: 436576-1-22-01

Existing Highway and Corridor Conditions





FM No.: 436576-1-22-01 Contract No.: C9O65

2.0 Existing Highway and Corridor Conditions

Data collection was conducted as part of the methodology for the Plan. An existing conditions assessment was initiated with the collection and review of all data pertaining to the existing facility. The review process included information from various sources such as documentation from previous studies conducted within the corridor study limits, Roadway As-Built plans, structural record plans, bridge inspection reports, and via an on-site field review.

2.1 Functional Classification

Functional classification is the process when streets and highways are grouped into classes, or systems, according to the character of service they provide. Within the study limits, I-95's functional classification is Group 11 UPAI (Urban Principle Arterial – Interstate). As an urban principle arterial system, I-95 serves the major centers of activity throughout Palm Beach County by providing access to other arterial and collector systems in urbanized areas. Table 2.1 lists the facilities that cross I-95 (over or under) and their functional classifications.

> **Table 2.1: Crossroads Functional Classifications Overpass/Underpass Functional Classification** Clint Moore Rd Urban Major Collector CR 782/Linton Blvd Urban Minor Arterial Urban Major Collector SW 10th St SR 806/W Atlantic Ave Urban Minor Arterial Lake Ida Rd Urban Major Collector SW 23rd Ave **Urban Minor Collector** Woolbright Rd Urban Minor Arterial Urban Minor Arterial SR 804/Boynton Beach Blvd Gateway Blvd Urban Major Collector Hypoluxo Rd **Urban Minor Arterial** SR 812/Lantana Rd Urban Principal Arterial - Other 12th Ave S **Urban Minor Collector** 6th Ave S Urban Minor Arterial SR 802/Lake Worth Rd Urban Minor Arterial **Urban Minor Arterial** 10th Ave N SR 882/Forest Hill Blvd **Urban Minor Arterial**

> > Urban Major Collector

Urban Principal Arterial - Other

Urban Minor Arterial

Urban Major Collector

Summit Blvd

SR 80/Southern Blvd

Belvedere Rd

Mercer Ave

Table 2.1: Crossroads Functional Classifications				
Overpass/Underpass	Functional Classification			
Australian Ave	Urban Principal Arterial - Other			
SR 704/Okeechobee Blvd	Urban Principal Arterial - Other			
N Congress Ave	Urban Minor Arterial			
Palm Beach Lakes Blvd	Urban Minor Arterial			
45th St	Urban Minor Arterial			
SR 710/Beeline Highway/Martin Luther King Blvd Urban Principal Arterial - (
SR 708/Blue Heron Blvd	Urban Principal Arterial - Other			
Investment Ln	Urban Minor Arterial			
Northlake Blvd	Urban Principal Arterial - Other			
Holly Dr	Urban Major Collector			
Burns Rd Urban Major Collector				
SR 786/PGA Blvd	Urban Principal Arterial - Other			
N Military Trail	Urban Minor Arterial			
Central Blvd	Urban Major Collector			
Hood Rd	Urban Major Collector			
Donald Ross Rd	Urban Minor Arterial			
SR 706/W Indiantown Rd	Urban Principal Arterial - Other			

Source: FDOT Transportation Data and Analytics - GIS

2.2 Access Management

Florida Administrative Code 14-97 sets forth an access management standard to implement the State Highway System Access Management Act of 1988. The objective of the access control classification system and access management standards is to protect the public health, safety and welfare, provide the mobility of people and goods, and preserve the functional integrity of the SHS. I-95 is considered to be a limited access facility because it does not provide direct property connections. Typically, limited access facilities are for roadways that provide high speed and high volume traffic movements serving interstate, interregional, and intracity travel needs when necessary. Access management standards for limited access facility are classified as Access Class 1 according to Rule 14-97. The interchange spacing within the corridor typically ranges from one to less than two miles apart for the majority of the corridor. According to the Florida DOT Access Management Guidelines Rule 14-97 (FDOT Florida Plans Preparation Manual Table 1.8.1 Freeway Interchange Spacing), this would classify I-95 as Area Type 1 - Central Business District (CBD) & CBD Fringe For Cities In Urbanized Areas. However, once reaching the northern termini of the study limits, interchange spacing range from two to less than four miles apart approaching Martin





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County. In this area, I-95 would be classified as Area Type 3 – Transitioning Urbanized Areas or Urban Areas Other Than Area Type 1 or 2. Refer to **Table 2.2** for applicable interchange spacing standard for Access Class 1.

Table 2.2: Freeway Interchange Spacing

Access Class	Segment Location	Applicable Interchange Spacing Standard
	Area Type 1 – CBD & CBD Fringe for Cities in Urbanized Areas	1 Mile
	Area Type 2 – Existing Urbanized Areas Other Than Area Type 1	2 Miles
1	Area Type 3 – Transitioning Urbanized Areas and Urban Areas Other Than Area Type 1 OR 2	3 Miles
	Area Type 4 – Rural Areas	6 Miles

Source: Florida Administrative Code 14-97 & FDOT Plans Preparation Manual (PPM) Vol. 1 Table 1.8.1 Freeway Interchange Spacing

There are a total of 20 interchanges along the study corridor. Refer to **Table 2.3** for interchange spacing.

Table 2.3: Existing Interchange Spacing

Num.	Interchange	Mile Post	Spacing (Miles)
1	CR 782/LINTON BLVD	8.38	-
2	SR 806/W ATLANTIC AVE	9.91	1.53
3	WOOLBRIGHT RD	13.74	3.83
4	SR 804/BOYNTON BEACH BLVD	14.74	1.00
5	GATEWAY BLVD	16.25	1.51
6	HYPOLUXO RD	17.73	1.48
7	CR 812/LANTANA RD	18.76	1.03
8	6TH AVE S	20.26	1.50
9	10TH AVE N	21.56	1.30
10	SR 882/FOREST HILL BLVD	23.47	1.91
11	SR 80/SOUTHERN BLVD	24.9	1.43
12	BELVEDERE RD	25.93	1.03
13	SR 704/OKEECHOBEE BLVD	27.01	1.08
14	PALM BEACH LAKES BLVD	28.27	1.26
15	SR 702/45TH ST	31.05	2.78
16	BLUE HERON BLVD	32.82	1.77
17	NORTHLAKE BLVD	34.56	1.74
18	SR 786/PGA BLVD	36.77	2.21
19	DONALD ROSS RD	40.16	3.39
20	SR 706/INDIANTOWN RD	43.95	3.79

Note: Mile posts were obtained from the Straight Line Diagram. Mile Post 0.00 starts at Palm Beach County Line.

2.3 Typical Section

I-95, within the study limits, is a ten-lane divided limited access facility. The existing roadway typical section varies but primarily consists of the following in each direction: a 12-foot (12') wide High Occupancy Vehicle (HOV) lane, four 12-foot (12') wide general use lanes (GUL), four-foot (4') wide buffer pavement striping separating the GUL from the HOV lanes, 15-foot (15') wide paved inside shoulders, 12-foot (12') wide outside shoulders (ten-foot (10') paved and two-foot (2') unpaved), or 10 to 12-foot (10'-12') wide paved shoulders (depending on the type roadside condition), and a 12-foot (12') wide auxiliary lanes at various locations. A two-foot (2') wide concrete barrier wall, double face guardrail, or open ditch varies along the centerline of I-95. There are also various locations with roadside guardrails, and noise walls throughout the corridor. Typically the typical section is either an at-grade typical section or an elevated typical section (i.e. embankment fill with Mechanically Stabilized Earth (MSE) Retaining Walls).







Figure 2.1: Existing Typical Section between Yamato Road and south of Linton Boulevard



Figure 2.2: Existing Typical Section between south of Linton Boulevard and Linton Boulevard







Figure 2.3: Existing Typical Section between Linton Boulevard and Lake Ida Road



Figure 2.4: Existing Typical Section between Lake Ida Road and south of SW 23rd Avenue









Figure 2.6: Existing Typical Section between north of W Boynton Beach Boulevard and south of Hypoluxo Road







Figure 2.7: Existing Typical Section between south of Hypoluxo Road and north of Lantana Road



Figure 2.8: Existing Typical Section between north of Lantana Road and north of 10th Avenue N







Figure 2.9: Existing Typical Section between north of 10th Avenue N and north of Forest Hill Boulevard



Figure 2.10: Existing Typical Section between north of Forest Hill Boulevard and north of Southern Boulevard









Figure 2.12: Existing Typical Section between S Australian Avenue and south of Okeechobee Boulevard







Figure 2.13: Existing Typical Section between south of Okeechobee Boulevard and N Congress Avenue



Figure 2.14: Existing Typical Section between N Congress Avenue and north of Palm Beach Lakes Boulevard







Figure 2.15: Existing Typical Section between north of Palm Beach Lakes Boulevard and south of 45th Street



Figure 2.16: Existing Typical Section between south of 45th Street and south of Dr Martin Luther King Jr Boulevard







Figure 2.17: Existing Typical Section between south of Dr Martin Luther King Jr Boulevard and Northlake Boulevard



Figure 2.18: Existing Typical Section between Northlake Boulevard and south of PGA Boulevard








Figure 2.19: Existing Typical Section between south of PGA Boulevard and Central Boulevard



Figure 2.20: Existing Typical Section between Central Boulevard and north of Hood Road







Figure 2.21: Existing Typical Section between north of Hood Road and north of Donald Ross Road



Figure 2.22: Existing Typical Section between north of Donald Ross Road and W Indiantown Road

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Figure 2.23: Existing Typical Section between W Indiantown Road and Palm Beach County Line (End of Study Limit)





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2.4 Right-of-Way

The existing Limited Access Right-of-Way (LA R/W) width along I-95 mainline varies from 242 feet to 638 feet. Table 2.4 summarizes the available LA R/W within the study limits. The corridor base maps are provided in Appendix A which illustrates the existing LA R/W and stationing of the project.

Table 2.4: Existing Limited Access Right-of-Way Width

Poodway	I-95 Alignme	ent Stations	Segment	LA R/W
Segment	Start	End	Length	Width
eoginom	Station	Station	(mi)	Range (feet)
1	1127+00.00	1197+00.00	1.33	305-364.5
2	1197+00.00	1231+00.00	0.64	242-344.5
3	1231+00.00	1366+00.00	2.56	265-614
4	1366+00.00	1499+00.00	2.52	276-301
5	1499+00.00	1605+00.00	2.01	251-367
6	1605+00.00	1710+00.00	1.99	242-390
7	1710+00.00	1820+00.00	2.08	262-372
8	1820+00.00	1990+00.00	3.22	258-368
9	1990+00.00	2060+00.00	1.33	263-638
10	2060+00.00	2134+00.00	1.40	246-393
11	2134+00.00	2214+00.00	1.52	266-551.36
12	2214+00.00	2232+00.00	0.34	269-391
13	2232+00.00	2284+00.00	0.98	267-487
14	2284+00.00	2357+00.00	1.38	276-313
15	2357+00.00	2422+00.00	1.23	265-299
16	2422+00.00	2494+00.00	1.36	277-325
17	2494+00.00	2660+00.00	3.14	264-396
18	2660+00.00	2736+00.00	1.44	274-327
19	2736+00.00	2835+00.00	1.88	306-406
20	2835+00.00	2880+00.00	0.85	318-440
21	2880+00.00	3028+00.00	2.80	338-460
22	3028+00.00	3130+00.00	1.93	307-531
23	3130+00.00	3237+25.73	2.03	272-566

Note: Refer to the Corridor Base Map in Appendix A for stationing.

2.5 Lighting

The existing lighting along the corridor consists of conventional cobra head light fixtures mounted on standard aluminum poles. The light poles are located on the median barrier wall throughout the mainline at an approximate spacing of 200-215 feet. At the interchanges, the light poles are located outside the shoulder.



Figure 2.24: I-95 Lighting near Woolbright Rd





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2.6 Posted and Design Speeds

A field review of the existing conditions indicated that the posted speed for the study corridor is 65 MPH. The FDOT Transportation Data and Analytics Office provide access to road data shapefiles for maximum speed limits. Data was extracted using a Geographic Information Systems (GIS) platform, in this case ESRI ArcGIS, reveals the study corridor posted speed is 65 MPH. This data verifies the review from field data collection and from existing street view images via Google Earth. A review of existing roadway as-built documents along the corridor which were provided by the FDOT also indicates that the design speed for the study corridor is 70 MPH.

2.7 Pavement Condition

FDOT Pavement Management annually performs an evaluation of pavement referred to as the pavement condition survey (PCS). The distress ratings are provided for each section of pavement for cracking and ride on a 0-10 scale with 0 being the worst and 10 being the best condition. Any crack rating of 6.4 or less is considered deficient pavement. For speeds greater than 45 MPH, a ride rating of 6.4 or less is considered deficient. For speed limits less than or equal to 45 MPH, ride rating of 5.4 or less is considered deficient. The PCS report provides 26 years of historic ratings, with ratings from previous 25 years to current year and also a future five-year pavement condition rating forecast. See **Table 2.5** and **Table 2.6** for the FDOT's All System Pavement Condition Forecast report that covers both northbound and southbound approaches within the study limits.





				Table 2.5	: I-95 Northbound	Pavement Conditio	n Survey				
Roadv	way ID	93220000	Roadwa	ay ID	93220000	Roadw	/ay ID	93220000	Roadv	vay ID	93220000
AA	DT	166,000	AAD	т	208,500	AA	DT	186,390	AA	DT	183,500
Truck	(%)	7.4	Trucks	s (%)	7.4	Truck	s (%)	6.1	Truck	s (%)	7.4
Surfac	е Туре	FC-2 ¹	Surface	Туре	FC-2 ¹	Surface	е Туре	FC-5M	Surfac	е Туре	FC-5
Begin Mile	Post (BMP)	0.000	Begin Mile P	ost (BMP)	4.303	Begin Mile I	Post (BMP)	7.600	Begin Mile	Post (BMP)	14.400
End Mile P	Post (EMP)	4.303	End Mile Po	ost (EMP)	7.600	End Mile P	ost (EMP)	14.400	End Mile P	ost (EMP)	16.205
Appr	oach	Northbound	Appro	ach	Northbound	Appro	bach	Northbound	Appr	oach	Northbound
Surveyed Veer	Distres	s Rating	Surveyed Veer	Distres	s Rating	Surveyed Veer	Distres	s Rating		Distres	s Rating
Surveyed rear	Cracking	Ride	Surveyeu rear	Cracking	Ride	Surveyed rear	Cracking	Ride	Surveyeu rear	Cracking	Ride
1991	*	*	1991	9.0	8.2	1991	9.0	8.2	1991	9.0	8.2
1992	10.0	8.3	1992	9.0	8.6	1992	3.5	7.9	1992	3.5	7.9
1993	10.0	8.1	1993	9.0	8.0	1993	3.5	7.9	1993	3.5	7.9
1994	10.0	8.6	1994	*	*	1994	3.5	7.7	1994	3.5	7.7
1995	10.0	8.2	1995	10.0	7.7	1995	3.5	7.9	1995	3.5	7.9
1996	10.0	8.0	1996	10.0	7.9	1996	3.5	7.9	1996	3.5	7.9
1997	10.0	8.0	1997	10.0	7.9	1997	3.5	7.8	1997	3.5	7.8
1998	9.0	8.0	1998	9.0	8.1	1998	3.5	7.6	1998	3.5	7.6
1999	9.0	8.9	1999	9.0	8.5	1999	*	*	1999	*	*
2000	7.5	8.8	2000	7.5	8.4	2000	10.0	8.6	2000	10.0	8.6
2001	7.5	8.6	2001	6.5	8.4	2001	10.0	8.7	2001	10.0	8.7
2002	7.5	8.7	2002	6.5	8.4	2002	*	*	2002	*	*
2003	7.5	8.3	2003	6.5	8.1	2003	*	*	2003	*	*
2004	7.5	7.6	2004	4.5	7.2	2004	*	*	2004	*	*
2005	6.5	7.6	2005	4.5	7.1	2005	*	*	2005	*	*
2006	*	*	2006	*	*	2006	10.0	7.0	2006	10.0	7.8
2007	10.0	8.3	2007	10.0	8.1	2007	10.0	7.7	2007	10.0	7.6
2008	10.0	8.2	2008	10.0	8.1	2008	10.0	7.6	2008	10.0	7.6
2009	10.0	8.3	2009	10.0	8.1	2009	10.0	7.6	2009	9.0	7.5
2010	10.0	8.2	2010	10.0	8.0	2010	10.0	7.4	2010	9.0	7.4
2011	10.0	8.0	2011	10.0	7.9	2011	10.0	7.1	2011	9.0	7.2
2012	10.0	8.0	2012	10.0	7.9	2012	9.0	7.1	2012	9.0	7.2
2013	9.0	7.9	2013	9.0	7.7	2013	10.0	8.1	2013	9.0	7.2
2014	9.0	7.7	2014	9.0	7.6	2014	10.0	8.2	2014	8.0	7.1
2015	9.0	7.7	2015	6.5	7.6	2015	10.0	8.2	2015	5.5	6.9
2016	7.5	8.0	2016	6.5	7.9	2016	10.0	8.4	2016	5.5	7.4
2021 (Forecast)	*	*	2021 (Forecast)	4.5	7.6	2021 (Forecast)	9.0	8.0	2021 (Forecast)	*	*





				Table 2.5	: I-95 Northbound	Pavement Conditio	n Survey				
Roadw	vay ID	93220000	Roadwa	ay ID	93220000	Roadw	/ay ID	93220000	Roadv	vay ID	93220000
AA	DT	210,000	AAD	Т	221,000	AA	DT	216,000	AA	DT	216,000
Truck	s (%)	7.4	Trucks	(%)	7.4	Truck	s (%)	7.4	Truck	(%)	7.4
Surface	е Туре	FC-5	Surface	Туре	FC-5	Surface	е Туре	FC-5	Surfac	е Туре	FC-5
Begin Mile I	Post (BMP)	16.205	Begin Mile P	ost (BMP)	18.612	Begin Mile I	Post (BMP)	20.844	Begin Mile	Post (BMP)	21.570
End Mile P	Post (EMP)	18.612	End Mile Po	st (EMP)	20.409	End Mile P	ost (EMP)	21.570	End Mile F	Post (EMP)	24.555
Appro	oach	Northbound	Approa	ach	Northbound	Appro	bach	Northbound	Appr	oach	Northbound
Surveyed Vear	Distres	s Rating		Distres	s Rating	Surveyed Vear	Distres	s Rating	Surveyed Vear	Distres	s Rating
Surveyeu rear	Cracking	Ride	Surveyeu rear	Cracking	Ride	Sulveyeu leal	Cracking	Ride	Surveyeu rear	Cracking	Ride
1991	9.0	8.2	1991	9.0	8.2	1991	7.5	8.0	1991	7.5	8.0
1992	3.5	7.9	1992	3.5	7.9	1992	8.0	7.9	1992	8.0	7.9
1993	3.5	7.9	1993	3.5	7.9	1993	7.5	7.8	1993	7.5	7.8
1994	3.5	7.8	1994	3.5	7.8	1994	4.5	7.7	1994	4.5	7.7
1995	3.5	7.9	1995	3.5	7.9	1995	4.5	7.9	1995	4.5	7.9
1996	3.5	8.0	1996	3.5	8.0	1996	4.5	7.8	1996	4.5	7.8
1997	3.5	7.8	1997	3.5	7.8	1997	4.5	7.6	1997	4.5	7.6
1998	3.5	7.9	1998	3.5	7.9	1998	4.5	7.6	1998	4.5	7.6
1999	*	*	1999	*	*	1999	*	*	1999	*	*
2000	10.0	9.0	2000	10.0	9.0	2000	10.0	9.0	2000	10.0	9.0
2001	10.0	9.0	2001	10.0	9.0	2001	10.0	8.9	2001	10.0	8.9
2002	10.0	9.0	2002	10.0	9.0	2002	10.0	8.8	2002	10.0	8.8
2003	10.0	8.9	2003	10.0	8.9	2003	10.0	8.7	2003	10.0	8.7
2004	10.0	8.5	2004	10.0	8.5	2004	10.0	8.3	2004	10.0	8.3
2005	*	*	2005	*	*	2005	10.0	8.4	2005	10.0	8.4
2006	*	*	2006	10.0	7.7	2006	*	*	2006	*	*
2007	10.0	7.4	2007	10.0	7.5	2007	*	*	2007	*	*
2008	10.0	7.4	2008	10.0	7.8	2008	*	*	2008	*	*
2009	10.0	7.5	2009	10.0	7.8	2009	10.0	7.6	2009	*	*
2010	9.0	7.5	2010	10.0	7.7	2010	10.0	7.7	2010	10.0	8.0
2011	9.0	7.4	2011	10.0	7.8	2011	10.0	7.7	2011	10.0	7.9
2012	9.0	7.5	2012	10.0	7.8	2012	10.0	7.9	2012	10.0	8.1
2013	9.0	7.2	2013	10.0	7.8	2013	10.0	7.7	2013	10.0	8.0
2014	7.5	7.1	2014	10.0	7.8	2014	10.0	7.7	2014	10.0	8.1
2015	7.5	7.0	2015	9.0	7.8	2015	10.0	7.9	2015	10.0	8.1
2016	6.5	7.4	2016	9.0	7.8	2016	10.0	7.6	2016	10.0	7.9
2021 (Forecast)	4.5	7.2	2021 (Forecast)	7.0	7.5	2021 (Forecast)	8.0	7.3	2021 (Forecast)	8.0	7.6





				Table 2.5	: I-95 Northbound	Pavement Conditio	n Survey				
Roadw	vay ID	93220000	Roadw	ay ID	93220000	Roadw	/ay ID	93220000	Roadv	vay ID	93220000
AA	DT	181,000	AAD	DT	205,500	AA	DT	201,000	AA	DT	201,000
Truck	s (%)	7.1	Trucks	s (%)	6.0	Truck	s (%)	7.4	Truck	.s (%)	7.4
Surface	е Туре	UKNOWN	Surface	Туре	UKNOWN	Surface	е Туре	UKNOWN	Surfac	е Туре	FC-5
Begin Mile I	Post (BMP)	24.555	Begin Mile P	ost (BMP)	25.111	Begin Mile I	Post (BMP)	26.761	Begin Mile	Post (BMP)	29.740
End Mile P	ost (EMP)	25.111	End Mile Po	ost (EMP)	26.761	End Mile P	ost (EMP)	29.740	End Mile F	Post (EMP)	34.326
Appro	oach	Northbound	Appro	ach	Northbound	Appro	bach	Northbound	Appr	oach	Northbound
Surveyed Vear	Distres	s Rating	Surveyed Year	Distres	s Rating	Surveyed Vear	Distres	s Rating		Distres	s Rating
Surveyeu rear	Cracking	Ride	Sulveyeu real	Cracking	Ride	Sulveyeu leal	Cracking	Ride	Surveyeu rear	Cracking	Ride
1991	7.5	8.0	1991	7.5	8.0	1991	7.5	8.0	1991	7.5	8.0
1992	8.0	7.9	1992	7.5	8.2	1992	7.5	8.2	1992	7.5	8.2
1993	7.5	7.8	1993	7.5	8.0	1993	7.5	8.0	1993	7.5	8.0
1994	4.5	7.7	1994	7.5	8.1	1994	7.5	8.1	1994	7.5	8.1
1995	4.5	7.9	1995	7.5	7.9	1995	7.5	7.9	1995	7.5	7.9
1996	4.5	7.8	1996	7.5	8.0	1996	7.5	8.0	1996	7.5	8.0
1997	4.5	7.6	1997	7.5	7.9	1997	7.5	7.9	1997	7.5	7.9
1998	4.5	7.6	1998	7.5	8.2	1998	7.5	8.2	1998	7.5	8.2
1999	*	*	1999	7.0	8.2	1999	7.0	8.2	1999	*	*
2000	10.0	9.0	2000	*	*	2000	*	*	2000	*	*
2001	10.0	8.9	2001	*	*	2001	10.0	8.8	2001	10.0	8.7
2002	10.0	8.8	2002	*	*	2002	10.0	8.7	2002	10.0	8.9
2003	10.0	8.7	2003	*	*	2003	10.0	8.5	2003	10.0	8.6
2004	10.0	8.3	2004	*	*	2004	10.0	8.0	2004	10.0	8.1
2005	10.0	8.4	2005	*	*	2005	10.0	8.0	2005	10.0	8.0
2006	*	*	2006	10.0	7.8	2006	*	*	2006	*	*
2007	*	*	2007	10.0	7.8	2007	*	*	2007	*	*
2008	10.0	7.8	2008	*	*	2008	*	*	2008	*	*
2009	10.0	8.0	2009	*	*	2009	*	*	2009	*	*
2010	10.0	8.0	2010	10.0	7.9	2010	*	*	2010	10.0	8.2
2011	10.0	8.1	2011	10.0	7.9	2011	10.0	8.0	2011	10.0	8.2
2012	10.0	8.1	2012	10.0	8.0	2012	10.0	8.1	2012	10.0	8.3
2013	10.0	7.9	2013	10.0	7.9	2013	10.0	8.0	2013	10.0	8.2
2014	10.0	7.8	2014	10.0	7.9	2014	10.0	8.0	2014	10.0	8.1
2015	10.0	8.0	2015	10.0	7.9	2015	10.0	8.1	2015	10.0	8.3
2016	10.0	8.2	2016	10.0	8.1	2016	10.0	8.0	2016	10.0	8.3
2021 (Forecast)	7.5	7.9	2021 (Forecast)	7.0	7.9	2021 (Forecast)	8.0	7.7	2021 (Forecast)	8.0	8.0





Roadv	vav ID	93220000	Roadw	vav ID	93220000	Road	vav ID	93220000
AA	DT	164.500	AA	DT	113.500	AA	DT	71.500
Truck	s (%)	7.4	Truck	s (%)	8.2	Truck	(%)	7.9
Surfac	e Type	FC-5	Surface	e Type	FC-5M	Surfac	e Type	FC-5
Begin Mile	Post (BMP)	34.326	Begin Mile I	Post (BMP)	36.539	Begin Mile	Post (BMP)	43.975
End Mile P	ost (EMP)	36.539	End Mile P	ost (EMP)	43.975	End Mile F	Post (EMP)	46.018
Appr	oach	Northbound	Appro	oach	Northbound	Appr	oach	Northbound
Surveyed Vear	Distress	s Rating	Surveyed Vear	Distres	s Rating	Surveyed Vear	Distress	s Rating
Surveyed rear	Cracking	Ride	Surveyeu rear	Cracking	Ride	Surveyed rear	Cracking	Ride
1991	7.5	8.0	1991	10.0	8.3	1991	10.0	8.3
1992	7.5	8.2	1992	10.0	8.2	1992	10.0	8.2
1993	7.5	8.0	1993	10.0	7.8	1993	10.0	7.8
1994	7.5	8.1	1994	10.0	8.0	1994	10.0	8.0
1995	7.5	7.9	1995	8.5	8.5	1995	8.5	8.5
1996	7.5	8.0	1996	8.5	8.4	1996	8.5	8.4
1997	10.0	8.0	1997	8.5	8.4	1997	8.5	8.4
1998	10.0	8.7	1998	6.5	8.2	1998	6.5	8.2
1999	10.0	8.8	1999	4.5	8.6	1999	4.5	8.6
2000	10.0	8.7	2000	4.5	8.4	2000	4.5	8.4
2001	8.5	8.8	2001	4.5	8.3	2001	4.5	8.3
2002	8.5	8.8	2002	3.5	8.3	2002	3.5	8.3
2003	7.5	8.5	2003	3.5	8.1	2003	3.5	8.1
2004	*	*	2004	*	*	2004	*	*
2005	10.0	8.0	2005	10.0	7.9	2005	10.0	7.9
2006	*	*	2006	10.0	8.0	2006	10.0	8.0
2007	*	*	2007	10.0	8.3	2007	10.0	8.3
2008	10.0	7.8	2008	10.0	8.2	2008	10.0	8.2
2009	10.0	7.6	2009	10.0	8.2	2009	10.0	8.2
2010	10.0	7.7	2010	10.0	8.2	2010	10.0	8.2
2011	10.0	7.6	2011	*	*	2011	9.5	8.1
2012	10.0	7.7	2012	*	*	2012	8.5	8.1
2013	10.0	7.6	2013	10.0	8.1	2013	8.5	8.0
2014	10.0	7.5	2014	10.0	7.8	2014	7.5	7.9
2015	9.0	7.6	2015	10.0	8.3	2015	7.5	8.0
2016	8.0	7.4	2016	10.0	8.4	2016	7.5	8.1
2021 (Forecast)	6.5	7.1	2021 (Forecast)	9.0	8.0	2021 (Forecast)	10.0	8.4

Source: FDOT Pavement Management All System Pavement Condition Forecast (2017-2022)

¹Mix not currently designed by the FDOT; * Data Unavailable; FC-2: 0.5" Thick; Rating scale is from 0-10 (worst - best)





				Table 2.6	: I-95 Southbound	Pavement Condition	on Survey				
Roadw	vay ID	93220000	Roadwa	y ID	93220000	Roadw	vay ID	93220000	Roadv	vay ID	93220000
AA	DT	166,000	AAD	Г	208,500	AA	DT	195,500	AA	DT	186,390
Truck	s (%)	7.4	Trucks	(%)	26.5	Truck	s (%)	5.6	Truck	s (%)	6.1
Surface	е Туре	FC-2 ¹	Surface ⁻	Гуре	FC-2 ¹	Surface	е Туре	FC-5M	Surfac	е Туре	FC-5
Begin Mile I	Post (BMP)	0.000	Begin Mile Po	ost (BMP)	4.303	Begin Mile I	Post (BMP)	7.530	Begin Mile	Post (BMP)	11.476
End Mile P	Post (EMP)	4.303	End Mile Pos	st (EMP)	8.057	End Mile P	ost (EMP)	11.476	End Mile F	ost (EMP)	16.383
Appro	oach	Southbound	Approa	ch	Southbound	Appro	oach	Southbound	Appr	oach	Southbound
Surveyed Veer	Distres	s Rating	Surveyed Veer	Distres	s Rating	Surveyed Veer	Distres	s Rating	Surveyed Veer	Distres	s Rating
Surveyed rear	Cracking	Ride	Surveyed fear	Cracking	Ride	Surveyed rear	Cracking	Ride	Surveyed rear	Cracking	Ride
1991	*	*	1991	9.5	8.1	1991	9.5	8.1	1991	9.5	8.1
1992	10.0	8.4	1992	4.0	8.5	1992	6.0	7.9	1992	6.0	7.9
1993	10.0	8.2	1993	4.0	8.0	1993	4.5	7.9	1993	4.5	7.9
1994	10.0	8.9	1994	*	*	1994	4.5	7.7	1994	4.5	7.7
1995	10.0	8.6	1995	10.0	7.7	1995	4.5	7.8	1995	4.5	7.8
1996	10.0	8.8	1996	10.0	8.0	1996	4.5	7.9	1996	4.5	7.9
1997	10.0	8.2	1997	10.0	7.7	1997	4.5	7.7	1997	4.5	7.7
1998	9.0	8.5	1998	9.0	7.8	1998	4.5	7.6	1998	4.5	7.6
1999	9.0	8.9	1999	9.0	8.5	1999	*	*	1999	*	*
2000	7.5	8.6	2000	7.5	8.3	2000	10.0	8.6	2000	10.0	8.6
2001	6.5	8.7	2001	6.5	8.3	2001	10.0	8.6	2001	10.0	8.6
2002	6.5	8.7	2002	5.5	8.2	2002	*	*	2002	*	*
2003	6.5	8.4	2003	5.5	7.8	2003	*	*	2003	*	*
2004	6.5	7.7	2004	5.5	7.0	2004	*	*	2004	*	*
2005	6.5	7.7	2005	5.5	7.7	2005	*	*	2005	*	*
2006	*	*	2006	*	*	2006	10.0	7.3	2006	10.0	7.9
2007	10.0	8.3	2007	10.0	8.3	2007	10.0	7.4	2007	10.0	8.0
2008	10.0	8.3	2008	10.0	8.2	2008	10.0	7.4	2008	10.0	8.1
2009	10.0	8.3	2009	10.0	8.3	2009	10.0	7.3	2009	10.0	8.0
2010	10.0	8.1	2010	10.0	7.8	2010	9.0	7.3	2010	10.0	7.9
2011	10.0	8.0	2011	9.5	7.9	2011	9.0	7.2	2011	9.0	7.8
2012	10.0	8.0	2012	9.5	7.8	2012	10.0	8.3	2012	9.0	7.7
2013	9.0	7.8	2013	9.5	7.7	2013	10.0	8.3	2013	9.0	7.7
2014	9.0	7.7	2014	9.0	7.6	2014	10.0	8.4	2014	9.0	7.7
2015	6.5	7.6	2015	6.5	7.5	2015	10.0	8.1	2015	8.0	7.5
2016	6.5	8.1	2016	6.5	7.9	2016	10.0	8.6	2016	6.5	8.0
2021 (Forecast)	*	*	2021 (Forecast)	4.5	7.6	2021 (Forecast)	8.5	8.2	2021 (Forecast)	*	*





				Table 2.6:	I-95 Southbound	Pavement Conditio	n Survey				
Roadv	vay ID	93220000	Roadwa	ay ID	93220000	Roadw	/ay ID	93220000	Roadv	vay ID	93220000
AA	DT	210,000	AAD	T	221,000	AA	DT	216,000	AA	DT	216,000
Truck	(%)	7.4	Trucks	(%)	7.5	Truck	s (%)	7.4	Truck	s (%)	7.4
Surface	е Туре	FC-5	Surface	Туре	FC-5	Surface	е Туре	FC-5	Surfac	е Туре	FC-5
Begin Mile	Post (BMP)	16.383	Begin Mile P	ost (BMP)	18.802	Begin Mile F	Post (BMP)	20.844	Begin Mile	Post (BMP)	22.038
End Mile P	ost (EMP)	18.802	End Mile Po	st (EMP)	20.409	End Mile P	ost (EMP)	223.038	End Mile P	ost (EMP)	23.52
Appro	oach	Southbound	Appro	ach	Southbound	Appro	bach	Southbound	Appr	oach	Southbound
Surveyed Vear	Distres	s Rating	Surveyed Vear	Distres	s Rating	Surveyed Vear	Distres	s Rating	Surveyed Vear	Distres	s Rating
ourveyed rear	Cracking	Ride		Cracking	Ride	ourveyed rear	Cracking	Ride		Cracking	Ride
1991	9.5	8.1	1991	9.5	8.1	1991	9.0	8.0	1991	9.0	8.0
1992	6.0	7.9	1992	6.0	7.9	1992	6.5	7.8	1992	6.5	7.8
1993	4.5	7.9	1993	4.5	7.9	1993	4.5	7.8	1993	4.5	7.8
1994	4.5	7.9	1994	4.5	7.9	1994	4.5	7.8	1994	4.5	7.8
1995	4.5	7.8	1995	4.5	7.8	1995	4.5	7.7	1995	4.5	7.7
1996	4.5	8.0	1996	4.5	8.0	1996	4.5	7.7	1996	4.5	7.7
1997	4.5	7.5	1997	4.5	7.5	1997	4.5	7.4	1997	4.5	7.4
1998	4.5	7.8	1998	4.5	7.8	1998	4.5	7.7	1998	4.5	7.7
1999	*	*	1999	*	*	1999	*	*	1999	*	*
2000	10.0	8.9	2000	10.0	8.9	2000	10.0	8.9	2000	10.0	8.9
2001	10.0	8.9	2001	10.0	8.9	2001	10.0	9.0	2001	10.0	9.0
2002	10.0	8.8	2002	10.0	8.8	2002	10.0	8.5	2002	10.0	8.5
2003	10.0	8.9	2003	10.0	8.9	2003	10.0	8.9	2003	10.0	8.9
2004	10.0	8.3	2004	10.0	8.3	2004	10.0	8.4	2004	10.0	8.4
2005	*	*	2005	*	*	2005	10.0	8.3	2005	10.0	8.3
2006	*	*	2006	10.0	7.5	2006	*	*	2006	*	*
2007	10.0	7.3	2007	10.0	7.6	2007	*	*	2007	*	*
2008	10.0	7.5	2008	10.0	7.5	2008	*	*	2008	*	*
2009	10.0	7.5	2009	10.0	7.8	2009	10.0	7.9	2009	10.0	8.1
2010	10.0	7.3	2010	10.0	7.7	2010	10.0	7.8	2010	10.0	7.8
2011	10.0	7.3	2011	10.0	7.7	2011	10.0	7.7	2011	10.0	8.1
2012	10.0	7.4	2012	10.0	7.8	2012	10.0	7.9	2012	10.0	8.1
2013	9.0	7.4	2013	10.0	7.8	2013	10.0	7.9	2013	10.0	8.1
2014	9.0	7.4	2014	10.0	7.8	2014	10.0	7.8	2014	10.0	8.1
2015	8.0	7.3	2015	9.0	7.8	2015	10.0	7.8	2015	10.0	8.1
2016	8.0	7.6	2016	9.0	7.6	2016	10.0	7.7	2016	10.0	7.9
2021 (Forecast)	6.0	7.3	2021 (Forecast)	7.0	7.3	2021 (Forecast)	8.0	7.4	2021 (Forecast)	8.0	7.6







				Table 2.6	I-95 Southbound	Pavement Conditio	on Survey				
Roadwa	ay ID	93220000	Roadw	vay ID	93220000	Roadw	/ay ID	93220000	Roadv	vay ID	93220000
AAD	т	201,000	AA	DT	181,000	AA	DT	205,500	AA	DT	201,000
Trucks	(%)	5.7	Truck	.s (%)	7.1	Truck	s (%)	6.0	Truck	s (%)	7.4
Surface	Туре	FC-2 ¹	Surface	е Туре	UKNOWN	Surface	е Туре	UNKOWN	Surfac	е Туре	UNKNOWN
Begin Mile P	ost (BMP)	23.520	Begin Mile I	Post (BMP)	25.373	Begin Mile I	Post (BMP)	25.373	Begin Mile	Post (BMP)	27.213
End Mile Po	st (EMP)	24.817	End Mile P	ost (EMP)	27.213	End Mile P	ost (EMP)	27.213	End Mile P	ost (EMP)	30.093
Approa	ach	Southbound	Appro	oach	Southbound	Appro	oach	Southbound	Appro	oach	Southbound
Surveyed Veer	Distres	s Rating	Surveyed Veer	Distres	s Rating	Surveyed Veer	Distres	s Rating	Surveyed Veer	Distres	s Rating
Surveyed rear	Cracking	Ride	Surveyed rear	Cracking	Ride	Surveyed rear	Cracking	Ride	Surveyed rear	Cracking	Ride
1991	9.0	8.0	1991	9.0	8.0	1991	9.0	8.0	1991	9.0	8.0
1992	6.5	7.8	1992	9.0	8.2	1992	9.0	8.2	1992	9.0	8.2
1993	4.5	7.8	1993	9.0	8.1	1993	9.0	8.1	1993	9.0	8.1
1994	4.5	7.8	1994	7.0	8.2	1994	7.0	8.2	1994	7.0	8.2
1995	4.5	7.7	1995	7.0	8.1	1995	7.0	8.1	1995	7.0	8.1
1996	4.5	7.7	1996	7.0	8.0	1996	7.0	8.0	1996	7.0	8.0
1997	4.5	7.4	1997	7.0	8.0	1997	7.0	8.0	1997	7.0	8.0
1998	4.5	7.7	1998	7.0	8.2	1998	7.0	8.2	1998	7.0	8.2
1999	*	*	1999	7.0	8.3	1999	7.0	8.3	1999	7.0	8.3
2000	10.0	8.9	2000	*	*	2000	*	*	2000	*	*
2001	10.0	9.0	2001	*	*	2001	*	*	2001	10.0	8.7
2002	10.0	8.5	2002	*	*	2002	*	*	2002	10.0	8.8
2003	10.0	8.9	2003	*	*	2003	*	*	2003	10.0	8.6
2004	10.0	8.4	2004	*	*	2004	*	*	2004	8.5	8.0
2005	10.0	8.3	2005	*	*	2005	*	*	2005	7.5	8.0
2006	*	*	2006	10.0	8.1	2006	10.0	8.1	2006	*	*
2007	*	*	2007	10.0	8.0	2007	10.0	8.0	2007	*	*
2008	*	*	2008	10.0	8.0	2008	10.0	8.0	2008	*	*
2009	10.0	7.6	2009	10.0	7.9	2009	10.0	7.9	2009	*	*
2010	10.0	7.7	2010	10.0	7.8	2010	10.0	7.8	2010	*	*
2011	10.0	7.6	2011	10.0	7.9	2011	10.0	7.9	2011	10.0	8.1
2012	10.0	7.8	2012	10.0	8.0	2012	10.0	8.0	2012	10.0	8.2
2013	10.0	7.7	2013	10.0	7.9	2013	10.0	7.9	2013	10.0	8.1
2014	10.0	7.7	2014	10.0	8.0	2014	10.0	8.0	2014	10.0	8.2
2015	10.0	7.8	2015	9.0	8.0	2015	9.0	8.0	2015	10.0	8.2
2016	10.0	7.7	2016	9.0	8.1	2016	9.0	8.1	2016	9.0	8.1
2021 (Forecast)	8.0	7.4	2021 (Forecast)	7.5	7.8	2021 (Forecast)	7.5	7.8	2021 (Forecast)	7.0	7.8





				Table 2.6	: I-95 Southbound	Pavement Conditio	on Survey				
Roadw	vay ID	93220000	Roadw	ay ID	93220000	Roadw	/ay ID	93220000	Roadv	vay ID	93220000
AA	DT	201,000	AAI	DT	201,000	AA	DT	164,500	AA	DT	113,500
Truck	(%)	7.4	Trucks	s (%)	7.4	Truck	s (%)	7.4	Truck	(%)	8.2
Surface	е Туре	FC-5	Surface	Туре	FC-5	Surface	е Туре	FC-5	Surfac	е Туре	FC-5M
Begin Mile I	Post (BMP)	30.093	Begin Mile F	Post (BMP)	32.877	Begin Mile I	Post (BMP)	34.934	Begin Mile	Post (BMP)	36.539
End Mile P	ost (EMP)	32.877	End Mile P	ost (EMP)	34.934	End Mile P	ost (EMP)	36.539	End Mile F	Post (EMP)	43.975
Appro	oach	Southbound	Appro	bach	Southbound	Appro	oach	Southbound	Appr	oach	Southbound
Surveyed Vear	Distres	s Rating		Distres	s Rating	Surveyed Vear	Distres	s Rating		Distres	s Rating
Surveyeu rear	Cracking	Ride	Surveyeu rear	Cracking	Ride	Surveyeu rear	Cracking	Ride	Surveyeu rear	Cracking	Ride
1991	9.0	8.0	1991	9.0	8.0	1991	9.0	8.2	1991	10.0	8.3
1992	9.0	8.2	1992	9.0	8.2	1992	9.0	7.6	1992	9.0	8.1
1993	9.0	8.1	1993	9.0	8.1	1993	5.5	7.6	1993	9.0	7.9
1994	7.0	8.2	1994	7.0	8.2	1994	5.5	7.8	1994	9.0	8.0
1995	7.0	8.1	1995	7.0	8.1	1995	5.5	8.1	1995	9.0	7.9
1996	7.0	8.0	1996	7.0	8.0	1996	5.5	7.7	1996	9.0	8.5
1997	7.0	8.0	1997	7.0	8.0	1997	10.0	7.8	1997	8.5	8.1
1998	7.0	8.2	1998	7.0	8.2	1998	10.0	8.4	1998	6.5	8.2
1999	*	*	1999	*	*	1999	10.0	8.8	1999	4.5	8.5
2000	*	*	2000	*	*	2000	10.0	8.9	2000	4.5	8.2
2001	10.0	8.7	2001	10.0	8.7	2001	10.0	8.8	2001	4.5	8.1
2002	10.0	8.8	2002	10.0	8.8	2002	9.0	8.8	2002	3.5	8.1
2003	10.0	8.3	2003	10.0	8.3	2003	9.0	8.6	2003	3.5	7.7
2004	10.0	7.9	2004	*	*	2004	*	*	2004	*	*
2005	10.0	7.5	2005	10.0	7.5	2005	10.0	7.5	2005	10.0	7.9
2006	*	*	2006	*	*	2006	*	*	2006	10.0	8.1
2007	*	*	2007	*	*	2007	*	*	2007	10.0	8.2
2008	*	*	2008	*	*	2008	10.0	7.9	2008	10.0	8.1
2009	*	*	2009	*	*	2009	10.0	8.0	2009	10.0	8.1
2010	10.0	8.3	2010	10.0	8.2	2010	10.0	7.9	2010	10.0	8.0
2011	10.0	8.3	2011	10.0	8.2	2011	10.0	7.8	2011	*	*
2012	10.0	8.3	2012	10.0	8.3	2012	10.0	7.8	2012	*	*
2013	10.0	8.2	2013	10.0	8.2	2013	10.0	7.6	2013	10.0	8.0
2014	10.0	8.3	2014	10.0	8.3	2014	10.0	7.8	2014	10.0	8.0
2015	10.0	8.4	2015	10.0	8.3	2015	9.0	7.8	2015	10.0	8.2
2016	9.0	8.3	2016	10.0	8.3	2016	9.0	7.6	2016	10.0	8.2
2021 (Forecast)	7.0	8.0	2021 (Forecast)	8.0	8.0	2021 (Forecast)	7.5	7.3	2021 (Forecast)	9.0	7.8





Contract No.: C9O65

Roadv	vay ID	93220000
AA	DT	71,500
Truck	«s (%)	7.9
Surfac	е Туре	FC-5
Begin Mile	Post (BMP)	43.975
End Mile P	Post (EMP)	46.018
Appr	oach	Southbound
Surveyed Veer	Distres	s Rating
Surveyeu rear	Cracking	Ride
1991	10.0	8.3
1992	9.0	8.1
1993	9.0	7.9
1994	9.0	8.0
1995	9.0	7.9
1996	9.0	8.5
1997	8.5	8.1
1998	6.5	8.2
1999	4.5	8.5
2000	4.5	8.2
2001	4.5	8.1
2002	3.5	8.1
2003	3.5	7.7
2004	*	*
2005	10.0	79
2006	10.0	8 1
2007	10.0	8.2
2008	10.0	8.1
2009	10.0	8.1
2000	10.0	8.0
2010	10.0	8.0
2011	<u> </u>	8.0
2012	<u> </u>	7.9
2013	<u> </u>	7.0
2014	9.0	7.0
2015	0.0	1.0
	0.0	0.0
2021 (Forecast)	10.0	8.2

Table 2.6: I-95 Southbound Pavement Condition Survey

Source: FDOT Pavement Management All System Pavement Condition Forecast (2017-2022)

¹Mix not currently designed by the FDOT; * Data Unavailable; FC-2: 0.5" Thick; Rating scale is from 0-10 (worst - best)





2.8 Drainage

Based upon the locations and number of outfalls, the subject project has been divided into 45 Drainage Basins as follows:

Basin 1: From Just South of Linton Boulevard to West Atlantic Avenue

Stormwater runoff is routed into the infield areas within the I-95/Linton Boulevard interchange and within the southern half of the I-95/West Atlantic Avenue interchange for water quality treatment and attenuation. The excess runoff is then routed into a swale which is parallel to I-95 Northbound at the interchange with Linton Boulevard. This swale flows towards the south and eventually outfalls into an existing lake located south east of the interchange with Linton Boulevard.

Basin 2: From West Atlantic Avenue to the El Rio Canal (E-4)

Stormwater runoff is routed into the infield areas on the north side of the I-95/West Atlantic Avenue interchange and the swales adjacent to I-95 for water quality treatment and attenuation. The excess runoff outfalls into the El Rio Canal (E-4) via a pipe within the swale along the northbound side of I-95.

Basin 3: From the El Rio Canal (E-4) to Lake Ida Road

Stormwater runoff is routed into roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. The excess runoff outfalls into the El Rio Canal (E-4) via a pipe within the swale along the northbound side of I-95.

Basin 4: From Lake Ida Road to Halfway Between Lake Ida Road and the LWDD L-30 Canal

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. The excess runoff outfalls into Lake Ida, which is located east of I-95 to the north of Ida Road.

Basin 5: From Halfway Between Lake Ida Road and the LWDD L-30 Canal, to the LWDD L-30 Canal Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. The excess runoff outfalls into the LWDD L-30 Canal via pipe outfalls located within the swales on both sides of I-95.

Basin 6: From the LWDD L-30 Canal to SW 23rd Avenue Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and a pond located southwest of the crossing with SW 23rd Avenue for water quality treatment and attenuation. The excess runoff outfalls into the LWDD L-30 Canal through a drop structure located on the east side of I-95.

Basin 7: From SW 23rd Avenue to Woolbright Road Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas within the south side of the I-95/Woolbright Road interchange for water quality treatment and attenuation.

Basin 8: From Woolbright Road to West Boynton Beach Boulevard Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas within the north side of the I-95/Woolbright Road interchange and within the south side of the I-95/West Boynton Beach Boulevard interchange for water quality treatment and attenuation.

Basin 9: From West Boynton Beach Boulevard to the Boynton Canal (C-16) Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas within the north side of the I-95/West Boynton Beach Boulevard interchange for water quality treatment and attenuation. The excess runoff outfalls into the Boynton Canal (C-16) via two drop structures located along both sides of the adjacent I-95 swales.

Basin 10: From the Boynton Canal (C-16) to Halfway Between Gateway Boulevard and Hypoluxo Road

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. The excess runoff outfalls into the C-16 Canal via a 42" pipe located within the swale adjacent to northbound I-95.

Basin 11: From Halfway Between Gateway Boulevard and Hypoluxo Road to Just South of Lantana Road

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas within the I-95/Hypoluxo Road interchange for water quality treatment and attenuation. This drainage system is supplemented by French drains in order to increase the storage capacity of the system.





Basin 12: From Just South of Lantana Road to Just North of Lantana Road

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas within the I-95/Lantana Road interchange for water quality treatment and attenuation. This drainage system is supplemented by French drains in order to increase the storage capacity of the system.

Basin 13: From Just North of Lantana Road to 12th Avenue South

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. This drainage system is supplemented by French drains in order to increase the storage capacity of the system.

Basin 14: From 12th Avenue South to Lake Worth Road

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. This drainage system is supplemented by French drains in order to increase the storage capacity of the system.

Basin 15: From Lake Worth Road to 13th Avenue North

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and into the infield areas within the I-95/10th Avenue North interchange for water quality treatment and attenuation.

Basin 16: From 13th Avenue North to the C-51 Canal

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. The excess runoff outfalls into the C-51 Canal via a ditch block weir southeast of the C-51 Canal.

Basin 17: From the C-51 Canal to Forest Hill Boulevard

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. These roadside swales outfall to another swale located to the west via a cross drain located between the C-51 Canal and Forest Hill Boulevard. This additional swale flows towards the south and eventually outfalls into the C-51 Canal.

Basin 18: From Forest Hill Boulevard to the C-51 Culvert Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas located within the I-95/Forest Hill Boulevard interchange for water quality treatment and attenuation. The excess runoff is routed directly into the 3-60" pipes which convey the C-51 Canal across I-95.

Basin 19: From the C-51 Culvert to Summit Boulevard Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. The swales have emergency overflows into the C-51 Canal via overland flow.

Basin 20: From Summit Boulevard to Just South of Southern Boulevard Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation.

Basin 21: From Just South of Southern Boulevard to Just North of Southern Boulevard Stormwater runoff is routed into the infield areas within the I-95/Southern Boulevard interchange for water quality treatment and attenuation.

Basin 22: From Just North of Southern Boulevard to Belvedere Road Stormwater runoff is routed into the infield areas within the I-95/Southern Boulevard interchange and within

the I-95/Belvedere Road interchange for water quality treatment and attenuation.

Basin 23: From Belvedere Road to the Stub Canal Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation.

Basin 24: From the Stub Canal to Australian Avenue Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and Australian Avenue for water quality treatment and attenuation.

Basin 25: From Australian Avenue to North Congress Avenue Stormwater runoff is routed into the infield areas within the I-95/Okeechobee interchange and the pond adjacent to the south side of North Congress Avenue for water quality treatment and attenuation.





Basin 26: From North Congress Avenue to Canal Culvert Crossing

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas located within the I-95/Palm Beach Lakes Boulevard interchange for water quality treatment and attenuation. The excess runoff outfalls through drop structures on both sides of I-95 directly into the 4-10'X11' Box Culverts which connect the West Palm Beach Drainage Canal west of I-95 to the Congress Avenue Canal (C-17) east of I-95.

Basin 27: From the Box Culvert Canal Crossing to the Canal Crossing just South of 45th Street

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation.

Basin 28: From the Canal Crossing just South of 45th Street to 45th Street

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas located within the southern half of the I-95/45th Street interchange for water quality treatment and attenuation.

Basin 29: From 45th Street to the Canal Crossing Halfway Between 45th Street and Dr. Martin Luther King Boulevard

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas located within the northern half of the I-95/45th Street interchange for water quality treatment and attenuation.

Basin 30: From the Canal Crossing Halfway Between 45th Street and Dr. Martin Luther King **Boulevard and Dr. Martin Luther King Boulevard**

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation.

Basin 31: From Dr. Martin Luther King Boulevard to West Blue Heron Boulevard

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas located within the southern half of the I-95/West Blue Heron Boulevard interchange for water quality treatment and attenuation.

Basin 32: From West Blue Heron Boulevard to Investment Lane/Resource Road Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas located within the northern half of the I-95/West Blue Heron Boulevard interchange for water quality treatment and attenuation.

Basin 33: From Investment Lane/Resource Road to Northlake Boulevard Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas located within the southern half of the I-95/Northlake Boulevard interchange for water quality treatment and attenuation. The excess runoff is routed south and outfalls directly into the 9'X6' Box Culvert that is the EPB-6A crossing of I-95. Connections to this 9'X6'culvert are through pipe connections located on the median and on both of the swales adjacent to I-95.

Basin 34: From Northlake Boulevard to the Earman River Canal Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas located within the northern half of the I-95/Northlake Boulevard interchange for water quality treatment and attenuation. The excess runoff is routed north and outfalls directly into the triple 10'X12' Box Culvert that is the Earman River Canal crossing of I-95. Connections to this triple 10'X12' culvert are through pipe connections located on both of the swales adjacent to I-95.

Basin 35: From the Earman River Canal to Holly Drive Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. The excess runoff is routed south and outfalls directly into the triple 10'X12' Box Culvert that is the Earman River Canal crossing of I-95. Connections to this triple 10'X12' culvert are through pipe connections located on both of the swales adjacent to I-95.

Basin 36: From Holly Drive to the Thompson Canal

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. The excess runoff is routed north and outfalls directly into the 12'X7' Box Culvert that is the Thompson Canal crossing of I-95. Connections to this 12'X7' culvert are through pipe connections located on both of the swales adjacent to I-95.





Basin 37: From the Thompson Canal to Burns Road

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. The excess runoff is routed south and outfalls directly into the 12'X7' Box Culvert that is the Thompson Canal crossing of I-95. The Connection to this 12'X7' culvert is through a pipe connection located on the southbound swale adjacent to I-95.

Basin 38: From Burns Road to PGA Boulevard

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and to French drains for water quality treatment and attenuation. The excess runoff is routed north and outfalls directly into the Loehmann's Ditch which crosses I-95 just south of PGA Boulevard.

Basin 39: From PGA Boulevard to Halfway Between PGA Boulevard and EPB-3C Canal

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. The excess runoff outfalls from the swales directly into the Lakes located south of Military Trail.

Basin 40: From Halfway Between PGA Boulevard and the EPB-3C Canal to Just North of Central Boulevard

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. The excess runoff outfalls from the swales directly into the EPB-3C Canal.

Basin 41: From Just North of Central Boulevard to Hood Road

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation.

Basin 42: From Hood Road to Halfway Between Donald Ross Road and Canal H

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas located within the I-95/Donald Ross Road interchange for water quality treatment and attenuation.

Basin 43: From Halfway Between Donald Ross Road and Canal H to Halfway Between Canal H and Canal J

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. The excess runoff outfalls from the swales directly into the Canal H, via pipe connection along both the north and south sides of Canal H within the swale adjacent to I-95 northbound.

Basin 44: From Halfway Between Canal H and Canal J to the C-18 Canal

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 for water quality treatment and attenuation. The excess runoff outfalls from the swales directly into the Canal J, via pipe connection along both the north and south sides of Canal J within the swale adjacent to I-95 northbound.

Basin 45: From the C-18 Canal to Just North of West Indiantown Road

Stormwater runoff is routed into the roadside swales adjacent to both sides of I-95 and the infield areas located within the I-95/West Indiantown Road interchange for water quality treatment and attenuation.

2.9 Horizontal Alignment

The design elements reviewed during the evaluation of the existing horizontal alignment conditions included: curve radius, curve length, superelevation of the roadway surface, and stopping sight distance. The 2017 FDOT Plans Preparation Manual (PPM) and the 2011 American Association State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets (Greenbook) are the current standards used for the compliance check. According to the as-built plans, the design speed for I-95 within the study limits is 70 MPH.

Along the I-95 corridor, there are a total of 40 horizontal circular curves. Table 2.7 summarizes the geometric characteristics of the existing horizontal alignment. There are 10 curves that do not meet the 2017 FDOT PPM Volume I, Table 2.8.2a. Five curves do not meet the 2017 FDOT PPM Volume I, Table 2.9.1 values for Superelevation Rates for Rural Highways, Urban Freeways, and High Speed Urban Highways (e_{max}=0.10). Five curves do not meet the 2011 AASHTO Greenbook Table 3-11a Minimum Radii for Design Superelevation Rates, Design Speeds, and $e_{max}=10\%$ criteria. There are a total of seven curves that do not meet the FDOT PPM Table 2.7.1 Minimum Stopping Sight Distance (SSD) and three curves do not meet the 2011 AASHTO Greenbook Table 3-1 Stopping Sight Distance (SSD) on Level Roadways.





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This determination took into account the Horizontal Sight Line Offset (HSO) Equation 3-26 from the 2011 AASHTO Greenbook.

2.10 Vertical Alignment

Along the I-95 study corridor, within the study limits, there are 20 crest vertical curves and 40 sag vertical curves for a total of 60 vertical curves. **Table 2.8** lists the vertical curve parameters and existing geometric characteristics. The locations of the vertical curves are referenced using the stationing provided in the corridor basemap (see **Appendix A**). The design elements reviewed during the evaluation of the existing vertical alignment conditions included: Minimum lengths for crest and sag vertical curves, and K-Values (based on stopping sight distances). As shown in **Table 2.8**, there are gaps in the data handled during the course of the study. See below for the stationing of the data gaps encountered during the course of the analysis.

- □ Vertical Curve Data Gaps
 - o Begin Study Limit (STA. 1127+00.00) to STA. 1211+30.25
 - o STA. 1385+26.90 to STA. 1916+27.38
 - o STA. 2063+59.65 to STA. 2211+20.14
 - o STA. 2219+40.14 to STA. 2292+72.92
 - o STA. 2354+70.47 to STA. 2608+68.60
 - o STA. 2744+68.60 to STA. 2780+54.70
 - o STA. 3130+74.34 to End Study Limit (STA. 3237+25.73)

The existing vertical components of I-95 partially satisfy the 2017 FDOT PPM Volume I Section 2.8.2 Table 2.8.5/2.8.6 and the 2011 AASHTO Greenbook Table 3-34/ 3-36 K-Value criteria for 70 MPH. Out of the 60 vertical curves within the study limits of the corridor, there are a total of 28 vertical curves that do not meet the minimum FDOT K-Value design criteria. There are a total of six vertical curves that do not meet the minimum 2011 AASHTO Greenbook K-Value design criteria.





						Table	2.7: Existing Ho	orizontal	Alignment											
		Station ¹											EDOT	DDM 5.7	A A SI	JT 06.8				
Curve No. ¹	PC⁴	Pl ⁴	PT ⁴	Radius of Curve (ft)	Length of Curve (ft)	Degree of Curve (D)	Deflection Angle (Δ)	Design Speed (mph)	Superelevation (e) ³	SSD ⁷ (ft)	FDOT PPM⁵ Ci Min. Curve Len	riteria gth (ft)	Cri Supere (e	teria levation min)	Crit Supere (e	teria levation min)	FDOT SSD ⁹ Cri	⁻ PPM⁵ iteria (ft)	AASHT Criter	O ⁶ SSD ⁹ ria (ft)
CL95-3	1136+93.48	1141+04.34	1145+15.11	22,933.75	821.63	0º 14' 59"	2º 03' 10" (RT)	70		≥820	2,100 (Desired) 1,050 (Min.)	×	NC		NC		820	~	730	✓
CL95-4	1145+15.11	1151+12.64	1157+09.91	22,943.00	1,194.80	0º 14' 59"	2º 59' 02" (LT)	70		≥820	2,100 (Desired) 1,050 (Min.)	~	NC		NC		820	~	730	~
CL95-5	1157+09.91	1158+95.91	1160+81.9	22,891.00	372.00	0º 15' 01"	0º 55' 52" (RT)	70		≥820	2,100 (Desired) 1,050 (Min.)	×	NC		NC		820	~	730	~
CL95-6 ¹⁰	1211+00.85	1219+54.26	1228+03.16	5,577.43 (NB) 7,639.46 (SB)	1,042.22 (NB) 6,68.13 (SB)	3º 22' 13" (NB) 2º 27' 38" (SB)	10º 42' 23" (RT) 9º 59' 48" (RT)	70	0.037 (NB) 0.03 (SB)	≥820	2,100 (Desired) 1,050 (Min.)	~	0.038 (NB) 0.028 (SB)	×(NB)	0.038 (NB) 0.028 (SB)	×(NB)	820	~	730	~
CL95-7 ¹⁰	1230+58.37	1250+48.64	1269+99.6	11,459.18	3,941.23	0º 30' 00"	19º 42' 22" (LT)	70	RC (NB) 0.03 (SB)	≥820	2,100 (Desired) 1,050 (Min.)	~	RC	✓(NB) / ✓(SB)	RC	✓(NB) / ✓(SB)	820	~	730	~
CL95-8	1277+06.98	1296+14.56	1314+67.07	9,046.72	3,760.09	0º 38' 00"	23º 48' 50" (RT)	70	0.023	≥820	2,100 (Desired) 1,050 (Min.)	~	0.025	×	0.024	×	820	~	730	~
CL95-9	1324+23.03	1331+50.83	1338+61.39	3,819.73	1,438.36	1º 30' 00"	21º 34' 31" (LT)	70	0.054	≥820	2,100 (Desired) 1,050 (Min.)	~	0.054	~	0.054	~	820	~	730	~
CL95-10	1353+50.85	1362+25.94	1370+71.34	3,819.73	1,720.49	1º 30' 00"	25º 48' 26" (RT)	70	0.054	≥820	2,100 (Desired) 1,050 (Min.)	~	0.054	~	0.054	~	820	~	730	~
CL95-11	1486+33.88	1493+69.56	1500+97.22	5,729.59	1,463.34	1º 00' 00"	14º 38' 00" (RT)	70		≥820	2,100 (Desired) 1,050 (Min.)	~	0.037		0.037		820	~	730	~
CL95-12	1512+02.84	1524+44.02	1536+02.98	3,819.73	2,400.14	1º 30' 00"	36º 00' 07" (LT)	70		≥820	2,100 (Desired) 1,050 (Min.)	~	0.054		0.054		820	~	730	~
CL95-13	1609+02.08	1614+30.41	1619+52.08	3,819.72	1,050.00	1º 30' 00"	15º 45' 00" (RT)	70	0.058	755	2,100 (Desired) 1,050 (Min.)	~	0.054	~	0.054	~	820	×	730	~
CL95-14	1662+84.46	1668+59.19	1674+30.04	5,729.58	1,145.58	1º 00' 00"	11º 27' 21" (LT)	70	0.039	≥820	2,100 (Desired) 1,050 (Min.)	~	0.037	~	0.037	~	820	~	730	~
CL95-15	1724+54.66	1729+81.8	1735+08.78	24,555.33	1,054.12	0º 14' 00"	2º 27' 35" (RT)	70	NC	≥820	2,100 (Desired) 1,050 (Min.)	×	NC	~	NC	~	820	~	730	~
CL95-16	1735+08.78	1739+80.15	1744+51.41	24,547.55	942.63	0º 14' 00"	2º 12' 01" (LT)	70	NC	≥820	2,100 (Desired) 1,050 (Min.)	×	NC	~	NC	~	820	~	730	~
CL95-17	1802+45.35	1809+63.09	1816+80.42	24,555.33	1,435.07	0º 14' 00"	3º 20' 55" (LT)	70	NC	≥820	2,100 (Desired) 1,050 (Min.)	~	NC	~	NC	~	820	~	730	~
CL95-18	1816+80.42	1823+42.1	1830+03.46	24,555.32	1,323.05	0º 14' 00"	3º 05' 14" (RT)	70	NC	≥820	2,100 (Desired) 1,050 (Min.)	~	NC	~	NC	~	820	~	730	✓
CL95-19	1848+21.92	1852+05.38	1855+88.83	72,120.57	766.90	0º 04' 46"	0º 36' 33" (RT)	70	NC	≥820	2,100 (Desired) 1,050 (Min.)	×	NC	~	NC	~	820	~	730	~





						Table	2.7: Existing Ho	orizontal	Alignment									
Curve No. ¹		Station ¹		Radius of	Length of	Degree of	Deflection Angle	Design Speed	Superelevation	SSD ⁷	FDOT PPM ⁵ Criter	a FDC	T PPM ^{5,7} ritoria	AAS	HTO ^{6,8} toria	FDOT	PPM ⁵	AASHTO ⁶ SSD ⁹
CL95-20	1863+64.78	1867+60.8	1871+56.75	22,918.31	791.97	0º 15' 00"	1º 58' 48" (RT)	70	NC	≥820	2,100 (Desired) 1,050 (Min.)	< NC		NC	√	820		730 ✓
CL95-21	1871+56.75	1879+41.06	1887+24.84	24,531.33	1,568.10	0º 14' 01"	3º 39' 45" (LT)	70	NC	≥820	2,100 (Desired) 1,050 (Min.)	NC	~	NC	~	820	~	730 🗸
CL95-22	1898+01.99	1904+95.69	1911+85.63	7,663.44	1,383.64	0º 44' 52"	10º 20' 40" (RT)	70	0.029	≥820	2,100 (Desired) 1,050 (Min.)	0.028	~	0.028	~	820	~	730 🗸
CL95-23	1918+43.15	1934+52.83	1950+41.58	11,459.16	3,198.42	0º 30' 00"	15º 59' 32" (LT)	70	RC	≥820	2,100 (Desired) 1,050 (Min.)	RC	~	RC	~	820	~	730 🗸
CL95-24	1996+80.02	2001+82.89	2006+80.01	3,819.72	1,000.00	1º 30' 00"	15º 00' 00" (RT)	70	0.054	802	2,100 (Desired) 1,050 (Min.)	• 0.054	~	0.054	~	820	×	730 🗸
CL95-25	2016+20.51	2022+94.03	2029+53.85	3,819.72	1,333.33	1º 30' 00"	20° 00' 00" (LT)	70	0.054	≥820	2,100 (Desired) 1,050 (Min.)	0.054	~	0.054	~	820	~	730 🗸
CL95-26	2063+90.92	2085+22.03	2106+05.	11,459.16	4,214.07	0º 30' 00"	21º 04' 13" (RT)	70	0.021	≥820	2,100 (Desired) 1,050 (Min.)	RC	~	RC	~	820	~	730 🗸
CL95-27	2114+58.55	2119+52.65	2124+44.32	5,729.58	985.78	1º 00' 00"	9º 51' 28" (LT)	70	0.037	≥820	2,100 (Desired) 1,050 (Min.)	• 0.037	~	0.037	~	820	~	730 🗸
CL95-28	2144+10.29	2152+48.57	2160+60.69	3,819.71	1,650.40	1º 30' 00"	24º 45' 22" (RT)	70	0.060	≥820	2,100 (Desired) 1,050 (Min.)	0.054	~	0.054	~	820	~	730 🗸
CL95-29 ¹⁰	2169+63.21	2179+68.52	2188+22.13	1,968.50 (NB) 2,149.60 (SB)	1,861.16 (NB) 2,032.38 (SB)	2º 54' 38" (NB) 2º 39' 55" (SB)	54º 10' 17" (LT) 54º 10' 17" (LT)	70	0.084 (NB) 0.089 (SB)	606	2,100 (Desired) 1,050 (Min.)	0.094 (NB) 0.089 (SB)	×(NB) / √(SB)	0.089 (NB) 0.086 (SB)	×(NB)	820	×	730 ×
CL95-30	2196+01.08	2199+72.59	2203+44.04	22,965.83	742.96	0º 14' 58"	1º 51' 13" (RT)	70	NC	≥820	2,100 (Desired) 1,050 (Min.)	< NC	~	NC	~	820	~	730 🗸
CL95-31	2225+09.41	2229+64.44	2234+18.4	7,639.44	908.99	0º 45' 00"	6º 49' 03" (LT)	70	0.027	≥820	2,100 (Desired) 1,050 (Min.)	• 0.028	×	0.028	×	820	~	730 🗸
CL95-32	2253+31.47	2263+97.8	2274+47.27	6,875.55	2,115.81	0° 50' 00"	17º 37' 54" (LT)	70	0.030	≥820	2,100 (Desired) 1,050 (Min.)	0.032	×	0.031	×	820	~	730 🗸
CL95-33	2296+71.32	2316+27.35	2332+86.86	3,819.83	3,615.54	1º 30' 00"	54º 13' 53" (RT)	70	0.054	775	2,100 (Desired) 1,050 (Min.)	0.054	~	0.054	~	820	×	730 🗸
CL95-34	2434+79.39	2443+76.53	2452+51.27	4,583.75	1,771.89	1º 15' 00"	22º 08' 53" (LT)	70		≥820	2,100 (Desired) 1,050 (Min.)	0.046		0.046		820	~	730 🗸
CL95-35	2530+54.61	2535+85.78	2541+05.02	2,864.93	1,050.41	2º 00' 00"	21º 00' 26" (RT)	70		685	2,100 (Desired) 1,050 (Min.)	0.070		0.070		820	×	730 ×
CL95-36	2717+19.26	2728+15.06	2738+53.56	3,819.83	2,134.30	1º 30' 00"	32º 00' 49" (LT)	70	0.054	800	2,100 (Desired) 1,050 (Min.)	0.054	~	0.054	~	820	×	730 ✓
CL95-37	2820+22.68	2826+64.33	2833+05.96	69,000.00	1,283.28	0º 04' 59"	1º 03' 56" (RT)	70	NC	≥820	2,100 (Desired) 1,050 (Min.)	NC	~	NC	✓	820	~	730 ✓





Contract No.: C9O65

Table 2.7: Existing Horizontal Alignment

Curve No. ¹		Station ¹		Radius of Curve (ft)	Length of Curve (ft)	Degree of Curve (D)	Deflection Angle (Δ)	Design Speed	Superelevation (e) ³	SSD ⁷ (ft)	FDOT PPM⁵ C Min. Curve Len	riteria gth (ft)	FDOT Crit	PPM ^{5,7} eria	AASI Crit	HTO ^{6,8} teria	FDOT SSD ⁹ Cri	PPM⁵ iteria (ft)	AASHT Crite	O ⁶ SSD ⁹ ria (ft)
CL95-38	2834+65.57	2840+27.74	2845+89.88	69,000.00	1,124.31	0° 04' 59"	0º 56' 01" (RT)	70	NC	≥820	2,100 (Desired) 1,050 (Min.)	~	NC	~	NC	~	820	~	730	~
CL95-39	2970+25.25	2983+43.72	2996+59.65	24,555.33	2,634.40	0º 14' 00"	6º 08' 49" (RT)	70		≥820	2,100 (Desired) 1,050 (Min.)	~	NC		NC		820	~	730	~
CL95-40	3067+69.15	3085+32.42	3102+89.64	24,555.33	3,520.49	0º 14' 00"	8º 12' 52" (RT)	70		≥820	2,100 (Desired) 1,050 (Min.)	~	NC		NC		820	~	730	~
CL95-41	3153+98.02	3164+97.65	3175+39.37	3,819.71	2,141.35	1º 30' 00"	32º 07' 13" (LT)	70		710	2,100 (Desired) 1,050 (Min.)	~	0.054		0.054		820	×	730	×
CL95-42	3208+50.43	3214+67.54	3220+79.91	5,729.58	1,229.47	1º 00' 00"	12º 17' 1" (RT)	70		≥820	2,100 (Desired) 1,050 (Min.)	~	0.037		0.037		820	~	730	~

Notes:

¹ Source: As-Built Plans ² Refer to basemap for curve numbers and alignment stationing

 3 NC = Normal Crown (-0.02) RC= Reverse Crown (+0.02)

⁴ PC = Point of Curvature; PI = Point of Intersection; PT= Point of Tangency

⁵2016 FDOT Plans Preparation Manual (PPM) Volume 1

⁶ 2011 6th Edition AASHTO A Policy on Geometric Design of Highway and Streets (Greenbook)

⁷ Reference PPM Vol 1 Table 2.9.1emax=0.10 ; Horizontal Sight Offset (HSO) was also considered.

Does not meet *: criteria ✓: Meets required criteria

⁸ Reference 2011 AASHTO Greenbook Table 3-11a ⁹ SSD = Stopping Sight Distance

¹⁰ Curve has NB and SB PGL with different geometry.





			1			lä	able 2.8: EXI	sting ver	tical Aligr	iment				1					
Type of Curve	PGL ²	VPC ³ Station	VPC ³ Elevation (ft)	VPI ³ Station	VPI ³ Elevation (ft)	VPT ³ Station	VPT ³ Elevation (ft)	Grade (Back) %	Grade (Ahead) %	A (Algebraic Difference in Grades in %)	Length of Curve (ft)	K-Value⁵	Design Speed (mph)	FDOT PPM for K-Va Inter	^{∬6} Criteria alue for state	AASHTO for K-V Inter	9 ⁷ Criteria alue for state	FDOT PPM for Min. L Vertical (M ⁸ Criteria ₋ength of Curve (ft)
					VER	TICAL DATA GAI	P FROM BEGIN S		(STA. 1127+	00.00) TO STA. 1	211+30.25								
Sag	CL Const.	1228+60.89	16.27	1229+83.39	16.20	1236+64.70	24.24	-0.015	2.000	2.015	803.81	398.91	70	206	✓	181	~	400	~
Crest	CL Const.	1241+81.43	35.58	1250+83.66	52.62	1259+85.89	30.97	2.000	-2.400	4.400	1804.46	410.10	70	506	✓	247	~	500	~
Sag	CL Const.	1260+10.5	30.38	1264+12.40	20.73	1268+14.30	28.29	-2.400	1.880	4.280	803.80	187.80	70	206	×	181	~	400	~
Crest	CL Const.	1269+04.52	29.98	1278+06.75	46.95	1287+74.60	27.55	1.880	-2.150	4.030	1870.08	464.04	70	506	✓	247	~	500	~
Sag	CL Const.	1288+32.01	26.31	1292+33.91	17.67	1296+35.82	17.81	-2.150	0.033	2.183	803.81	368.21	70	206	~	181	~	400	\checkmark
Sag	CL Const.	1314+56.69	22.12	1318+58.59	22.92	1322+60.49	31.40	0.200	2.110	1.910	803.80	420.84	70	206	✓	181	~	400	~
Crest	CL Const.	1323+67.12	33.65	1332+69.35	52.69	1341+71.58	33.2	2.110	-2.160	4.270	1804.46	422.59	70	506	~	247	~	500	\checkmark
Sag	CL Const.	1344+09.44	28.06	1348+11.34	19.38	1352+13.25	28.02	-2.160	2.150	4.310	803.81	186.50	70	206	×	181	~	400	~
Crest	CL Const.	1355+41.33	35.08	1364+84.58	55.35	1374+27.82	32.72	2.150	-2.400	4.550	1886.49	414.61	70	506	×	247	~	500	\checkmark
Sag	CL Const.	1377+23.1	25.63	1381+25.00	15.98	1385+26.90	15.79	-2.400	-0.052	2.348	803.80	342.29	70	206	~	181	~	400	\checkmark
						VERTICAL	DATA GAP FRO	OM STA. 138	5+26.90 TO S	TA. 1916+27.38									
Sag	SB 32' LT CL Const.	1916+27.38	19.67	1920+27.38	19.47	1924+27.38	25.57	0.050	1.524	1.474	800.00	542.74	70	206	✓	181	~	400	~
Crest	SB 32' LT CL Const.	1927+69.64	30.79	1935+69.64	42.98	1943+69.64	30.66	1.524	-1.540	3.064	1600.00	522.19	70	506	✓	247	~	500	~
Sag	NB 32' LT CL Const.	1916+27.38	19.67	1920+27.38	19.47	1924+27.38	25.57	0.300	1.524	1.224	800.00	653.59	70	206	~	181	~	400	\checkmark
Crest	NB 32' LT CL Const.	1927+69.64	30.79	1935+69.64	42.98	1943+69.64	30.66	1.524	-1.540	3.064	1600.00	522.19	70	506	~	247	~	500	\checkmark
Sag	SB 32' LT CL Const.	1962+21.63	20.14	1966+21.63	19.40	1970+21.63	26.60	-0.185	1.800	1.985	800.00	403.02	70	206	✓	181	~	400	\checkmark
Crest	SB 32' LT CL Const.	1970+21.63	26.60	1979+21.63	42.80	1988+21.63	27.50	1.800	-1.700	3.500	1800.00	514.29	70	506	~	247	~	500	~
Sag	SB 32' LT CL Const.	1988+21.63	27.50	1992+21.63	20.70	1996+21.63	20.86	-1.700	0.040	1.740	800.00	459.77	70	206	✓	181	~	400	~





						Та	able 2.8: Exi	sting Ver	tical Aligr	nment									
Type of Curve	PGL ²	VPC ³ Station	VPC ³ Elevation (ft)	VPI ³ Station	VPI ³ Elevation (ft)	VPT ³ Station	VPT ³ Elevation (ft)	Grade (Back) %	Grade (Ahead) %	A (Algebraic Difference in Grades in %)	Length of Curve (ft)	K-Value ⁵	Design Speed (mph)	FDOT PPM for K-Va Inters	Л ⁶ Criteria alue for state	AASHTO for K-V Inter	⁷ Criteria alue for state	FDOT PPN for Min. L Vertical C	Ͷ ⁸ Criteria .ength of Curve (ft)
Sag	SB 32' LT CL Const.	2036+68.52	21.10	2039+68.52	21.70	2042+68.52	29.20	0.200	2.500	2.300	600.00	260.87	70	206	~	181	~	400	~
Crest	SB 32' LT CL Const.	2042+68.52	29.20	2049+18.52	45.45	2055+68.52	29.46	2.500	-2.460	4.960	1300.00	262.10	70	506	×	247	~	500	~
Sag	SB 32' LT CL Const.	2057+61.63	24.66	2060+61.63	16.51	2063+61.63	16.57	-2.715	0.020	2.735	600.00	219.38	70	206	✓	181	~	400	~
Sag	NB 32' RT CL Const.	1962+21.63	20.00	1966+21.63	19.60	1970+21.63	26.80	-0.100	1.800	1.900	800.00	421.05	70	206	~	181	~	400	~
Crest	NB 32' RT CL Const.	1970+21.63	26.80	1979+21.63	43.00	1988+21.63	26.80	1.800	-1.800	3.600	1800.00	500.00	70	506	×	247	\checkmark	500	~
Sag	NB 32' RT CL Const.	1988+21.63	26.80	1992+21.63	19.60	1996+21.63	19.82	-1.800	0.054	1.854	800.00	431.50	70	206	✓	181	~	400	~
Sag	NB 32' RT CL Const.	2036+68.52	21.10	2039+68.52	21.70	2042+68.52	29.2	0.200	2.500	2.300	600.00	260.87	70	206	~	181	~	400	~
Crest	NB 32' RT CL Const.	2042+68.52	29.20	2049+18.52	45.45	2055+68.52	29.46	2.500	-2.460	4.960	1300.00	262.10	70	506	×	247	\checkmark	500	~
Sag	NB 32' RT CL Const.	2057+61.63	24.66	2060+61.63	16.51	2063+61.63	16.57	-2.715	0.020	2.735	600.00	219.38	70	206	~	181	\checkmark	400	~
						VERTICAL	. DATA GAP FRO	OM STA. 206	3+89.65 TO S	TA. 2211+20.14									
Sag	NB 32' RT CL Const.	2211+20.14	19.76	2215+30.14	19.22	2219+40.14	19.09	-0.132	-0.032	0.100	820.00	8200.00	70	206	~	181	~	400	~
						VERTICAL	. DATA GAP FRO	OM STA. 221	9+40.14 TO S	TA. 2292+72.92									
Sag	SB 16' LT CL Const.	2293+57.25	18.70	2296+37.25	18.70	2299+17.25	27.10	0.000	3.000	3.000	560.00	186.67	70	206	×	181	~	400	~
Crest	SB 16' LT CL Const.	2299+89.92	31.56	2308+89.92	56.28	2317+89.92	29.28	3.000	-3.000	6.000	1800.00	300.00	70	506	×	247	√	500	~
Sag	SB 16' LT CL Const.	2318+35.92	27.90	2321+15.92	19.50	2323+95.92	19.50	-3.000	0.000	3.000	560.00	186.67	70	206	×	181	\checkmark	400	~
Sag	NB 16' RT CL Const.	2292+72.92	18.45	2295+52.92	18.45	2298+32.92	26.85	0.000	3.000	3.000	560.00	186.67	70	206	×	181	~	400	~
Crest	NB 16' RT CL Const.	2299+89.92	31.56	2308+89.92	58.56	2317+89.92	31.56	3.000	-3.000	6.000	1800.00	300.00	70	506	×	247	\checkmark	500	~
Sag	NB 16' RT CL Const.	2318+36.92	30.15	2320+96.92	21.75	2323+96.92	21.75	-3.000	0.000	3.000	560.00	186.67	70	206	×	181	\checkmark	400	~





						Та	able 2.8: Exi	sting Ver	tical Aligr	nment									
Type of Curve	PGL ²	VPC ³ Station	VPC ³ Elevation (ft)	VPI ³ Station	VPI ³ Elevation (ft)	VPT ³ Station	VPT ³ Elevation (ft)	Grade (Back) %	Grade (Ahead) %	A (Algebraic Difference in Grades in %)	Length of Curve (ft)	K-Value ⁵	Design Speed (mph)	FDOT PPM for K-Va Inter	/l ⁶ Criteria alue for state	AASHTO for K-Va Inter	⁷ Criteria alue for state	FDOT PPM for Min. L Vertical (1 ⁸ Criteria .ength of Curve (ft)
						VERTICAL	DATA GAP FRO	OM STA. 235	4+70.47 TO S	TA. 2608+68.60									
Sag	SB 32' LT CL Const.	2626+36.95	16.62	2629+16.95	16.62	2631+96.95	25.02	0.000	3.000	3.000	560.00	186.67	70	206	×	181	\checkmark	400	\checkmark
Crest	SB 32' LT CL Const.	2632+77.95	27.45	2641+77.95	54.45	2650+77.95	27.45	3.000	-3.000	6.000	1800.00	300.00	70	506	×	247	~	500	~
Sag	SB 32' LT CL Const.	2651+60.94	24.96	2654+40.94	16.56	2657+20.94	16.42	-3.000	-0.050	2.950	560.00	189.83	70	206	×	181	~	400	~
Sag	SB 32' LT CL Const.	2680+91.52	16.03	2683+31.52	16.15	2685+71.52	22.87	0.050	2.800	2.750	480.00	174.55	70	206	×	181	×	400	\checkmark
Crest	SB 32' LT CL Const.	2686+22.54	24.30	2694+72.54	48.10	2703+22.54	24.30	2.800	-2.800	5.600	1700.00	303.57	70	506	×	247	~	500	~
Sag	SB 32' LT CL Const.	2703+24.09	24.26	2707+74.07	11.66	2712+24.09	24.26	-2.800	2.800	5.600	900.00	160.71	70	206	×	181	×	400	✓
Crest	SB 32' LT CL Const.	2713+04.21	26.50	2721+54.21	50.30	2730+04.21	26.50	2.800	-2.800	5.600	1700.00	303.57	70	506	×	247	~	500	~
Sag	SB 32' LT CL Const.	2730+72.55	24.59	2733+12.55	17.87	2735+52.55	18.11	-2.800	0.100	2.900	480.00	165.52	70	206	×	181	×	400	~
Sag	SB 32' LT CL Const.	2739+68.60	18.55	2742+18.60	18.80	2744+68.60	23.00	0.100	1.680	1.580	500.00	316.46	70	206	~	181	✓	400	~
Sag	NB 32' RT CL Const.	2626+48.16	16.60	2629+28.16	16.60	2632+08.16	25.00	0.000	3.000	3.000	560.00	186.67	70	206	×	181	✓	400	~
Crest	NB 32' RT CL Const.	2632+89.16	27.45	2641+89.16	54.45	2650+89.16	27.45	3.000	-3.000	6.000	1800.00	300.00	70	506	×	247	√	500	~
Sag	NB 32' RT CL Const.	2651+69.49	25.04	2654+49.49	16.64	2657+29.49	16.50	-3.000	-0.050	2.950	560.00	189.83	70	206	×	181	✓	400	~
Sag	NB 32' RT CL Const.	2681+01.40	15.99	2683+41.40	61.59	2685+81.40	22.83	0.050	2.800	2.750	480.00	174.55	70	206	×	181	×	400	~
Crest	NB 32' RT CL Const.	2686+33.75	24.30	2694+83.75	48.10	2703+33.75	24.30	2.800	-2.800	5.600	1700.00	303.57	70	506	×	247	✓	500	~
Sag	NB 32' RT CL Const.	2703+44.23	24.01	2707+94.23	11.41	2712+44.23	24.01	-2.800	2.800	5.600	900.00	160.71	70	206	×	181	×	400	~
Crest	NB 32' RT CL Const.	2713+15.42	26.00	2721+65.42	49.80	2730+15.42	26.00	2.800	-2.800	5.600	1700.00	303.57	70	506	×	247	~	500	~
Sag	NB 32' RT CL Const.	2730+84.54	24.06	2733+24.54	17.34	2735+64.54	17.46	-2.800	0.050	2.850	480.00	168.42	70	206	×	181	×	400	~





Type of Curve	PGL ²	VPC ³ Station	VPC ³ Elevation (ft)	VPI ³ Station	VPI ³ Elevation (ft)	VPT ³ Station	VPT ³ Elevation (ft)	Grade (Back) %	Grade (Ahead) % 4+68.60 TO S	A (Algebraic Difference in Grades in %) TA. 2780+54.70	Length of Curve (ft)	K-Value ⁵	Design Speed (mph)	FDOT PPN for K-Va Inters	^{∬⁶ Criteria alue for state}	AASHTC for K-V Inter	⁷ Criteria alue for state	FDOT PPI for Min. I Vertical (M [®] Criteria Length of Curve (ft)
Crest	SB 44' LT CL	2780+54.70	37.31	2784+26.95	35.45	2787+99.12	29.49	-0.519	-1.600	1.081	744.42	688.64	70	506	✓	247	~	500	✓
Sag	SB 44' LT CL Const.	2790+09.12	26.13	2794+09.12	19.73	2798+09.12	19.73	-1.600	0.000	1.600	800.00	500.00	70	206	✓	181	✓	400	✓
Crest	NB 44' RT CL Const.	2782+02.27	36.31	2784+99.88	34.27	2787+99.12	29.49	-0.686	-1.600	0.914	596.85	653.01	70	506	~	247	~	500	~
Sag	NB 44' RT CL Const.	2790+09.12	26.13	2794+09.12	19.73	2798+09.12	19.73	-1.600	0.000	1.600	800.00	500.00	70	206	✓	181	~	400	~
Sag	SB 56' LT CL Const.	2917+78.44	21.58	2921+98.44	21.79	2926+18.44	29.95	0.050	1.944	1.894	840.00	443.51	70	206	~	181	~	400	~
Sag	SB 56' LT CL Const.	2950+08.44	30.56	2954+18.44	22.36	2958+28.44	21.72	-2.000	-0.156	1.844	820.00	444.69	70	206	~	181	~	400	~
Sag	NB 56' RT CL Const.	2917+78.44	21.70	2921+98.44	21.91	2926+38.44	30.30	0.050	1.950	1.900	860.00	452.63	70	206	~	181	~	400	~
Sag	NB 56' RT CL Const.	2950+08.44	30.52	2954+08.44	22.60	2958+08.44	21.92	-1.979	-0.170	1.809	800.00	442.23	70	206	✓	181	~	400	~
Sag	NB 56' RT CL Const.	3104+77.97	20.73	3108+87.97	20.73	3112+97.97	26.96	0.000	1.519	1.519	820.00	539.83	70	206	✓	181	~	400	~
Sag	NB 56' RT CL Const.	3104+64.34	20.70	3108+74.34	20.70	3112+84.34	26.91	0.000	1.514	1.514	820.00	541.61	70	206	~	181	~	400	~
					VE	RTICAL DATA GA	AP FROM STA. 3	130+74.34 T		LIMIT (STA. 32	37+25.73)								

Notes:

¹ Source:

As-Built Plans

² PGL=Profile

Grade Line

³VPC = Vertical Point of Curvature; VPI = Vertical Point of Intersection; VPT= Vertical Point of Tangency ⁴ Refer to basemap for existing alignment stationing

 5 K-Value = L/A where L= Length of Curve; A=Algebraic Difference in Grades in %

***:** Does not meet design

criteria

Meets

✓: design criteria

⁶ 2016 FDOT PPM Vol 1 Table 2.8.5 K Values for Crest Curves; Table 2.8.6 K Values for Sag Curves ⁷2011 6th Edition AASHTO A Policy on Geometric Design of Highway and Streets (Greenbook)
 Table 3-34 K Values for Crest Curves; Table 3-36 K Values for Sag Curves

 ⁸ 2016 FDOT PPM Vol 1 Table 2.8.5 Minimum Curve Length for Crest Curves;
 Table 2.8.6 Minimum Curve Length for Sag Curves





Contract No.: C9O65

2.11 Existing Structures

2.11.1 Noise Walls

According to the FDOT Project Development and Environment (PD&E) Manual, roadway traffic is one of the more dominant sources of noise in urban and rural areas of Florida. Noise walls currently exist along I-95 on both the northbound and southbound approaches at the outside edges of the travel way which mitigate traffic noise levels to noise sensitive sites. A noise sensitive site is defined as an area adjacent to a proposed improvement which would be adversely affected by excessive noise levels. Table 2.9 provides the description and location of the existing noise walls within the study limits.

	I-95 Statio	on Limits	
Location	Start Point Station	End Point Station	Noise Wall Length (ft)
I-95 Northbound			
Rotwoon Clint Mooro Rd and Roningula Corp Drive	1132+11.15	1141+55.64	941.69
Between Child Moore Rd and Ferninsula Corp Drive	1139+30.27	1148+21.12	891.24
At Peninsula Corp Drive	1170+47.45	1194+90.39	2,463.43
North of C 51 Canal	1197+31.50	1216+45.38	2,110.86
North of C-51 Canal	1214+58.61	1225+39.46	1,069.31
North of SW 10th St to South of SR 806/W Atlantic Ave	1297+50.51	1328+31.93	3,225.97
North of SR 806/W Atlantic Ave to Depot Ave	1338+46.52	1358+51.20	1,992.57
North of Canal L-30	1440+15.71	1460+33.04	2,017.32
From Canal E-4 to South of Woolbright Rd	1475+99.05	1508+16.94	2,265.75
North of Woolbright Rd to South of SR 804/W Boynton Beach Blvd	1539+26.14	1582+74.81	4,378.49
North of SR 804/W Boynton Beach Blvd to South of Canal C-16	1612+55.72	1623+68.63	1,130.07
Over Canal C-16	1622+55.69	1626+56.33	400.64
North of Canal C-16 to 17th Ave N	1634+78.47	1644+67.03	988.97
North of Gateway Blvd	1678+71.52	1692+82.93	1,411.41
	1699+01.06	1719+11.73	2,011.00
North of Hypoluxo Rd to South of SR 812/Lantana Rd	1751+11.97	1792+74.77	4,260.12
North of SR 812/Lantana Rd to 6th Ave S	1808+23.88	1878+42.64	1,843.13
North of 6th Ave S to 10th Ave N	1885+41.67	1946+44.29	3,701.67
North of 10th Ave N to North of 18th Ave N	1949+75.58	1985+30.06	1,738.23
South of Canal C-51	1990+86.77	2007+94.23	1,675.25

Table 2.9: Existing Noise Wall Locations

Table 2.9: Existing Noise Wa	all Locations		
	I-95 Statio	on Limits	
Location	Start Point Station	End Point Station	Noise Wall Length (ft)
Over Summit Blvd	2085+64.06	2091+64.69	594.50
North of Summit Blvd	2089+66.98	2099+54.73	974.50
North of SR 80/Southern Blvd	2126+39.18	2136+05.50	1,297.31
North of SR 80/Southern Blvd to North of Canal E-4 (Barrier Mounted)	2157+15.41	2195+81.65	3,954.09
North of SR 80/Southern Blvd to Belvedere Rd (Ground Mounted)	2164+09.23	2178+26.70	1,608.66
North of Belvedere Rd to Canal E-4 (Ground Mounted)	2180+81.86	2190+62.44	1,080.77
North of SFRC tracks to S Australian Ave (Barrier Mounted)	2194+60.09	2213+86.21	1,376.00
North of SR 704/Okeechobee Blvd to N Congress Ave	2258+33.91	2280+79.36	2,276.04
North of Palm Beach Lakes Blvd	2338+67.46	2356+68.83	1,801.37
North of Northlake Blvd	2650+97.65	2671+57.18	2,061.75
South of Holly Drive	2672+64.74	2694+27.02	2,162.31
Over Holly Drive	2684+51.53	2704+71.69	2,020.15
North of Holly Drive	2698+20.67	2714+33.00	1,612.80
Over N Military Trail	2773+75.27	2784+64.82	1,089.57
South of Hood Rd	2844+69.40	2856+58.89	1,189.17
North of Donald Ross Rd	2944+87.80	3048+63.50	10,496.29
North of W Indiantown Rd	3164+86.92	3201+64.87	3,833.37
I-95 Southbound			_
South of Canal E-4	1468+28.92	1475+37.56	708.64
North of Canal E-4	1477+24.48	1487+68.70	1,046.80
North of SR 812/Lantana Rd to 6th Ave S	1813+23.31	1877+97.50	2,439.35
North of SR 812/Lantana Rd to South of 6th Ave S	1836+97.63	1860+68.56	2,372.24
Over 6th Ave S	1870+38.12	1890+42.70	1,999.36
North of 6th Ave S to North of SR 802/Lake Worth Rd	1882+42.68	1911+48.30	2,922.57
North of 10th Ave N to 17th Ave N (Adjacent to SFRC)	1965+94.58	1979+17.96	1,323.40
North of 17th Ave N to Canal C-51	1980+25.61	2011+96.00	3,283.20
Over 17th Ave N	1975+89.00	1986+86.17	1,097.17
Over Canal C-51	2010+93.18	2018+88.48	788.28
Canal C-51 to SR 882/Forest Hill Blvd	2016+43.70	2048+14.02	3,093.40
Over SR 882/Forest Hill Blvd	2040+44.16	2057+35.43	1,691.27
SR 882/Forest Hill Blvd to Summit Blvd	2050+52.68	2087+17.63	3,731.95
North of SR 704/Okeechobee Blvd to N Congress Ave	2256+48.22	2280+04.52	2,321.16





Table 2.9: Existing Noise Wa	all Locations		
	I-95 Statio	on Limits	
Location	Start Point Station	End Point Station	Noise Wall Length (ft)
N Congress Ave to Palm Beach Lakes Blvd	2286+74.28	2303+18.87	1,689.95
North of Palm Beach Lakes Blvd	2315+59.11	2336+70.65	2,192.41
South of SR 708/Blue Heron Blvd (adjacent to LA R/W)	2527+37.59	2547+03.95	2,053.36
South of SR 708/Blue Heron Blvd (over Drainage Canal)	2533+78.14	2541+32.99	793.70
North of SR 708/Blue Heron Blvd	2556+00.72	2575+14.15	1,926.90
South of Investment Ln	2589+20.07	2602+10.44	1,290.39
North of Investment Ln to Northlake Blvd	2602+56.18	2637+92.15	3,551.83
North of Northlake Blvd	2647+06.19	2671+30.34	2,432.75
South of Holly Drive	2672+88.95	2694+08.85	2,119.90
Over Holly Drive	2686+16.59	2702+95.83	1,679.25
North of Holly Drive	2695+27.74	2707+68.44	1,241.34
South of SR 786/PGA Blvd	2736+62.03	2747+05.11	1,036.22
Over N Military Trail	2773+59.47	2781+26.64	767.16
North of N Military Trail	2775+14.21	2784+53.86	989.76
South of Hood Rd	2848+24.10	2862+69.65	613.28

Source: 2015 FDOT Aerials, Google Earth

Note: Refer to Appendix A for the Corridor Base Map for the stationing along I-95 and locations of existing noise walls.

2.11.2 Bridge Structures

There are 95 roadway bridges located within the study area. The following data was collected and analyzed for each structure.

- Location
- Geometrics
- Alignment
- Type of Structure
- Condition

Data could not be found during the course of this study for the following four bridges:

- 930241
- 930275
- 930284
- 930458

Table 2.10 identifies the location, description, and specific details about each of the bridges along the I-95 study corridor. The data was provided by the FDOT in the form of bridge inspection reports and structure record drawings for all the bridges identified within the study limits. The FDOT is required to biannually inspect and evaluate all bridges under its jurisdiction, as part of the "National Bridge Inventory (NBI) and Structural Inventory and Appraisal Program" conducted by the Federal Highway Administration (FHWA). The sufficiency ratings are assigned on a scale of 0 to 100, with 0 representing failing conditions and 100 representing excellent conditions. The sufficiency rating is the formula used to evaluate the remaining service life of a bridge by rating four groups of factors:

- Structural Adequacy and Safety
- Serviceability and Functional Obsolescence •
- Essential for Public Use
- Special Reductions





Table 2.10: Existing Structures Characteristics

	LOCAT	ION			(GEOMETRIC	cs			ALIGI	NMENT			CHARACT	TERISTICS			CONDITIC	ON		STANDA	RDS COMPL	IANCE
						Should	er Width			Min. Ho Clearano (orizontal ce (under) (ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)			Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	[FDOT] ⁶ /	LT or Median	RT or Outside
						(LT)	Outside (RT)	Direction)		L I or Median	Outside	(ft)									[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930171	Box Culvert	I-95/SR 9 at Box Culvert (North of CR 702 45th St)	E TO W	33.5	0	15	10	6	22	N/A	N/A	N/A	3	11.2	Reinforced Concrete - Culvert	1967/2008	70.00	68.15	5/26/2016	Not Deficient	N/A ¹³	N/A ¹³	N/A ¹³
930172	Bridge	I-95/SR 9 at SR 710 Dr Martin Luther King Jr Blvd & CSX RR	SB	568	104.5	15	10	6	56	24	20	21.9	6	101.5	Prestressed Concrete - Stringer/Girder	1967/2007	93.30	99.73	3/9/2016	Not Deficient	[×] / [×]	[×] ⁹ / [×] ¹⁰	[¥] / [√] ¹⁰
930173	Bridge	I-95/SR 9 at SR 710 Dr Martin Luther King Jr Blvd & CSX RR	NB	568	102.5	15	10	6	56	24	18.7	21.9	6	101.5	Prestressed Concrete - Stringer/Girder	1967/2007	94.40	99.91	3/9/2016	Not Deficient	[×] / [×]	[×] ⁹ / [×] ¹⁰	[★] / [✓] ¹⁰
930178	Box Culvert	I-95/SR 9 at Drainage Canal (North of Northlake Blvd)	E TO W	39	0	15	10	5	0	N/A	N/A	N/A	3	12.1	Reinforced Concrete - Culvert	1967/2004	76.20	73.62	5/26/2016	Not Deficient	N/A ¹³	N/A ¹³	N/A ¹³





	LOCAT	ION				GEOMETRIC	cs			ALIGI	NMENT			CHARAC ⁻	FERISTICS			CONDITIC	DN		STAND	RDS COMPL	IANCE
						Should	er Width			Min. Ho Clearano (orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)			Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon-	Sufficiency Rating	Health Index (%)	Inspection Date	Significant Deficiencies		LT or Median	RT or Outside
				(1)		Inside (LT)	Outside (RT)	Direction)	(569,665)	LT or Median	RT or Outside	(ft)		(1)		511 40104	(79)				[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930183	Bridge	I-95/SR 9 at SR 704 Okeechob ee Blvd	WB	320	73.2	4	12	4	37	9.7	9.7	16.6	4	113	Prestressed Concrete - Stringer/Girder	1966/2001	95.20	99.61	6/9/2015	Not Deficient	[4]/[4]	[x] ⁵ / [x] ⁵	[x] ⁶ / [x] ⁶
930184	Bridge	I-95/SR 9 at C-15 Canal	SB	210	77.1	12	10	4	0	N/A ¹²	N/A ¹²	5.25 ¹⁴	9	25	Reinforced Concrete - Slab	1972/1993	93.50	85.15	4/16/2015	Not Deficient	N/A ^{12,13,14}	N/A ^{12,13,14}	N/A ^{12,13,14}
930190	Box Culvert	I-95/SR 9 at Drainage Canal (North of Australian Ave)	E TO W	23	0	15	10	6	0	N/A	N/A	N/A	3	6.9	Reinforced Concrete - Culvert	1974/2001	70.00	81.02	2/18/2015	Not Deficient	N/A ¹³	N/A ¹³	N/A ¹³
930191	Box Culvert	I-95/SR 9 at Drainage Canal (North of SR 708 Blue Heron Blvd)	E TO W	22	0	15	10	6	0	N/A	N/A	N/A	2	9.8	Reinforced Concrete - Culvert	1967/1999	70.60	68.20	3/15/2016	Not Deficient	N/A ¹³	N/A ¹³	N/A ¹³
930210	Bridge	I-95/SR 9 at SR 704 Okeechob ee Blvd	EB	320	79	2.5	18	4	37	9.7	9.7	16.6	4	113	Prestressed Concrete - Stringer/Girder	1966/2001	92.60	99.65	6/9/2015	Not Deficient	[4]/[4]	[×] ⁵ / [×] ⁵	[x] ⁵ / [x] ⁵





					GEOMETRICS					ALIGNMENT				CHARACTERISTICS				CONDITIC	DN		STANDA	ARDS COMPL	IANCE
						Shoulde	er Width			Min. Ho Clearand	orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)		BT	Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	[FDOT] ⁶ /	LT or Median	RT or Outside
						(LT)	(RT)	Direction)	, , ,	LT or Median	Outside	(ft) ´									[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930241	Bridge	SR 91/Turnpik e over Loxahatch ee River	NB & SB	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³
930259	Bridge	I-95/SR 9 at 17th Ave N	NB & SB	121.8	207.1	15	10	6	9	15	15	15.5	3	58.3	Prestressed Concrete - Stringer/Girder	1975/2008	81.00	99.93	5/24/2016	Functionally Obsolete	[×]/[√]	[×] ⁵ / [✓]	[×] ⁵ / [√]
930260	Bridge	10th Ave N at I-95/SR 9	EB & WB	264.7	95.6	3.85	3.85	3	7	12	12	16.25	4	100.7	Prestressed Concrete - Stringer/Girder	1975	93.40	99.80	3/9/2015	Not Deficient	[×]/[√]	[×] ⁵ / [×] ⁵	[×] ⁵ / [×] ⁵
930261	Bridge	I-95/SR 9 at SR 802 Lake Worth Rd	SB	2298.8	91.1	15	10	6	1	N/A	6	15.5	25	105	Prestressed Concrete - Stringer/Girder	1975/2007	84.30	99.65	5/24/2016	Not Deficient	[×]/[√]	N/A	[x] ⁵ / [x] ⁵
930262	Bridge	I-95/SR 9 at SR 802 Lake Worth Rd	NB	2296.8	91.1	15	10	7	1	N/A	6	15.5	24	116.1	Prestressed Concrete - Stringer/Girder	1975/2007	84.60	99.82	5/24/2016	Not Deficient	[×]/[√]	N/A	[x] ⁵ / [x] ⁵





					GEOMETRICS					ALIGNMENT				CHARACT	TERISTICS			CONDITIC	DN		STAND	ARDS COMPL	IANCE
						Should	er Width			Min. Ho Clearano (orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)			Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	IFDOT1 ⁶ /	LT or Median	RT or Outside
						Inside (LT)	Outside (RT)	Direction)		LI or Median	Outside	(ft)									[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930273	Bridge	I-95/SR 9 at 12th Ave S	NB & SB	136.6	219.1	15	10	6	0	N/A	10.4	14.4	3	63.6	Prestressed Concrete - Stringer/Girder	1975/2004	83.80	99.75	4/13/2015	Not Deficient	[x]/[✓]	N/A	[x] ⁵ / [x] ⁵
930274	Bridge	I-95/SR 9 SB Entry Ramp from Lantana Rd	SB	319.1	34.6	4.5	6	1	0	N/A	N/.A	N/A	6	67.5	Prestressed Concrete - Stringer/Girder	1975	100.00	99.89	5/25/2016	Not Deficient	N/A	N/A	N/A
930275	Bridge	I-95/SR 9 SB Exit Ramp to Lantana Rd	SB	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³
930276	Bridge	SR 812 Lantana Rd over I-95/SR 9	EB & WB	471	95.8	5	5	3	1	15.00	10.50	16.25	6	100.4	Prestressed Concrete - Stringer/Girder	1975	89.40	99.96	5/26/2016	Not Deficient	[×]/[/]	[x] ⁵ / [x] ⁵	[x] ⁵ / [x] ⁵
930285	Bridge	SR 804 Boynton Beach Rd over I-95/SR 9	ЕВ	275.7	95.8	0	8	3	3	14.1	17.4	16.25	4	100.2	Prestressed Concrete - Stringer/Girder	1976	78.40	97.05	9/9/2014	Not Deficient	[×]/[√]	[x] ⁵ / [x] ⁶	[x] ⁵ / [x] ⁵





						GEOMETRIC	s		ALIGNMENT				CHARACTERISTICS					CONDITIC	DN		STANDA	RDS COMPL	IANCE	
						Should	er Width			Min. H Clearan	orizontal ce (under) (ft)										Vertical Clearance	Horizontal (un	Clearance der)	
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)			Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	[FDOT] ⁶ /	LT or Median	RT or Outside	
						Inside (LT)	Outside (RT)	Direction)	(3)	LT or Median	RT or Outside	(ft)									[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸	
930287 (930286)	Bridge	I-95/SR 9 at Canal C-16	NB & SB	249	204.9	14.61	9.84	6	12	12 40.28		40.28 11.73		44.5	Prestressed Concrete - Stringer/Girder	1975/2002	83.60	97.49	4/21/2015	Not Deficient	[v] ^{1,3} / [v] ^{4b} [v		[4]/[4]	
930291	Bridge	I-95/SR 9 at Summit Blvd	SB	152	103.5	14.5	10	6	1	N/A	14.7	15.7	3	83	Prestressed Concrete - Stringer/Girder	1975/2008	85.00	98.00	9/8/2014	Not Deficient	[×]/[∕]	N/A	[×]/[√]	
930292	Bridge	I-95/SR 9 at Summit Blvd	NB	152	115.5	15	10	6	1	N/A	14.7	15.7	3	83	Prestressed Concrete - Stringer/Girder	1975/2008	86.30	99.75	9/8/2014	Not Deficient	[×]/[∕]	N/A	[×]/[√]	
930294	Bridge	I-95/SR 9 at SR 882 Forest Hill Blvd	NB & SB	175.2	183.1	15	10	5	2	N/A	2.3	15.7	3	103.2	Prestressed Concrete - Stringer/Girder	1975/2008	94.00	99.97	3/11/2015	Functionally Obsolete	[×]/[∕]	N/A	[x] ⁵ / [x] ⁵	
930298	Bridge	I-95/SR 9 SB Entry Ramp from Hypoluxo Rd	SB	335.5	34.4	4.5	6	1	0	N/A	N/A	N/A	6	67.5	Prestressed Concrete - Stringer/Girder	1975	96.80	99.45	7/23/2014	Not Deficient	N/A	N/A	N/A	





	LOCATION				GEOMETRICS				ALIGNMENT				CHARACTERISTICS					CONDITIC	DN		STAND	ARDS COMPL	IANCE
						Should	er Width			Min. Ho Clearano (orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)	Incide	Quitaida	No. of Lanes (Each	Skew Angles (Degrees)		DT er	Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	[FDOT] ⁶ /	LT or Median	RT or Outside
						(LT)	(RT)	Direction)		Median	Outside	(ft)									[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930299	Bridge	I-95/SR 9 SB Exit Ramp from Hypoluxo Rd	SB	464.5	32.6	4.5	6	3	0	N/A	N/A	N/A	8	67.5	Prestressed Concrete - Stringer/Girder	1975/1991	81.90	98.67	7/23/2014	Not Deficient	N/A	N/A	N/A
930301	Bridge	Woolbright Rd over I-95/SR 9	EB & WB	271.7	97.8	1.5	6	3	1	11.5	14	16.41	4	99.8	Prestressed Concrete - Stringer/Girder	1975	90.30	99.89	2/25/2016	Not Deficient	[×]/[✓]	[×] ⁵ / [×] ⁵	[x] ⁵ / [x] ⁵
930304	Bridge	SW 23rd Ave/Golf Rd over I-95/SR 9	EB & WB	323.9	119	0	10	1	33	12.6	10	16.5	4	119	Prestressed Concrete - Stringer/Girder	1975	96.90	99.60	3/23/2016	Not Deficient	[4]/[4]	[×] ⁵ / [×] ⁵	[x] ⁵ / [x] ⁵
930307	Bridge	Hypoluxo Rd over I-95/SR 9 & SFRC	EB & WB	444.3	99.7	0	10	3	1	10.5	10.5	16.08 22.73	6	100	Prestressed Concrete - Stringer/Girder	1974	86.20	97.90	7/23/2014	Not Deficient	[×]/[✓]	[x] ⁵ / [x] ⁵ [√]9/11 / [√]10/	[×] ⁵ / [×] ⁵ [√]9/11 [√]10/
930335	Bridge	I-95/SR 9 at SR 786 PGA Blvd	SB	221.3	91.5	15	10	5	17	8	16	15.49	2	117.3	Prestressed Concrete - Stringer/Girder	1978/2011	85.70	99.68	3/16/2016	Not Deficient	[×]/[√]	[x] ⁵ / [x] ⁵	[4]/[4]





					GEOMETRICS				ALIGNMENT				CHARACTERISTICS					CONDITIC	DN		STANDA	RDS COMPL	IANCE
						Should	er Width			Min. He Clearand	orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)	la ci de	Quitaida	No. of Lanes (Each	Skew Angles (Degrees)	17.00	DT er	Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	[FDOT] ⁶ /	LT or Median	RT or Outside
						(LT)	(RT)	Direction)		L I or Median	Outside	` (ft) ´									[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930336	Bridge	I-95/SR 9 at SR 786 PGA Blvd	NB	224	103.5	15	10	6	19	8	16	15.49	2	119	Prestressed Concrete - Stringer/Girder	1978/2011	85.70	99.39	3/16/2016	Not Deficient	[×]/[√]	[×] ⁵ / [×] ⁵	[4] / [4]
930371	Bridge	I-95/SR 9 at SR 786 Indiantown Rd	SB	209.3	66.8	10	6	4	17	N/A	18	16.25	3	140.3	Prestressed Concrete - Stringer/Girder	1987	92.70	99.91	4/13/2015	Not Deficient	[×]/[∕]	N/A	[4]/[4]
930372	Bridge	I-95/SR 9 at SR 786 Indiantown Rd	NB	209.3	66.8	10	6	4	17	N/A	18	16.25	3	140.3	Prestressed Concrete - Stringer/Girder	1987	96.60	99.44	4/13/2015	Not Deficient	[×]/[∕]	N/A	[4]/[4]
930375	Bridge	I-95/SR 9 at Northwest Fork of Loxahatch ee River	NB & SB	200.1	140.8	16	16	3	0	N/A ¹²	N/A ¹²	6.08	3	109.9	Prestressed Concrete - Stringer/Girder	1986	85.00	95.55	3/10/2015	Not Deficient	[4]/[4]	N/A ¹³	N/A ¹³
930378	Bridge	I-95/SR 9 at Military Trail	NB & SB	378.5	208.08	16	10	6	58	2.5	7.4	16.33	4	122	Prestressed Concrete - Stringer/Girder	1986/2011	83.00	99.99	3/5/2015	Not Deficient	[×]/[√]	[×] ⁵ / [×] ⁵	[x] ⁵ / [x] ⁵

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	LOCATION				GEOMETRICS					ALIGNMENT				CHARAC	TERISTICS			CONDITIC	DN		STAND	RDS COMPL	IANCE
						Should	er Width			Min. Ho Clearano (orizontal ce (under) ft)										Vertical Clearance	Horizontal (une	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)	. –		Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	[FDOT] ⁶ /	LT or Median	RT or Outside
						Inside (LT)	Outside (RT)	Direction)	(;	LT or Median	RT or Outside	(ft)		(-7							[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930379	Bridge	Central Blvd over I-95/SR 9	EB & WB	296.1	107.5	0	10	2	17	42.6	31.1	16.44	4	118.6	Prestressed Concrete - Stringer/Girder	1986	96.90	99.97	3/5/2015	Not Deficient	[4]/[4]	[4]/[4]	[x] ⁵ / [√]
930380	Bridge	WB SR 706 Indiantown Rd Ramp over NB Entry Ramp to I-95/SR 9	WB TO SB	303.8	42.8	6	10	2	64	18	18	16.25	3	122.8	Prestressed Concrete - Stringer/Girder	1987	97.50	99.92	4/13/2015	Not Deficient	[×]/[v]	[x] ⁵ / [x] ⁵	[×] ⁵ / [×] ⁵
930382	Bridge	I-95/SR 9 at Donald Ross Rd	SB	164	87	10	10	5	26	N/A	19.60	16.6	1	164	Steel -Stringer/Girder	1987/2011	98.00	88.84	6/11/2015	Not Deficient	[4]/[4]	N/A	[4] / [4]
930383	Bridge	I-95/SR 9 at Donald Ross Rd	NB	164	87	10	10	5	26	N/A	15.58	16.6	1	164	Steel -Stringer/Girder	1987/2011	98.00	88.87	6/11/2015	Not Deficient	[4]/[4]	N/A	[x] / [x]
930394	Bridge	SB Entry Ramp from WB Indiantown Rd to SB SR 9/I-95 over Canal C-18	SB	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³

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I-95 Managed Lar From South of Linton FM No.: 436576-1-22-01 Contract No.: C9O65

	LOCAT	ION				GEOMETRIC	cs			ALIGI	NMENT			CHARACI	TERISTICS			CONDITIC	DN		STANDA	RDS COMPL	IANCE
						Should	er Width			Min. Ho Clearano (orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)	. –		Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	IFDOT1 ⁶ /	LT or Median	RT or Outside
					()	Inside (LT)	Outside (RT)	Direction)	(;	LT or Median	RT or Outside	(ft)						(13)			[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930385	Bridge	WB SR 706 Indiantown Rd Ramp over I-95/SR 9	WB TO SB	322.3	42.8	6	10	2	99	14.4	16.1	16.25	4	126.3	Prestressed Concrete - Stringer/Girder	1987	98.20	99.47	6/10/2015	Not Deficient	[x]/[√]	[x] ⁵ / [x] ⁵	[x] ⁵ / [x] ⁵
930386	Bridge	I-95/SR 9 at Canal C-18	SB	358	86	10	10	5	27	-	77	15	7	77.3	Prestressed Concrete - Stringer/Girder	1987/2011	90.50	97.82	4/9/2015	Not Deficient	[√] ^{1,2,3} / [√] ^{4b}	[4]	/[√]
930387	Bridge	I-95/SR 9 at Canal C-18	NB	357.9	87	10	10	4	27		77	15	7	77.3	Prestressed Concrete - Stringer/Girder	1987/2011	86.30	96.62	4/9/2015	Not Deficient	[✓] ^{1,2,3} / [✓] ^{4b}	[4]	/[√]
930388	Bridge	WB PGA Blvd Ramp over I-95/SR 9	WB TO SB	1201.2	29.8	6	6	1	0	16	30.08	16.3	10	198.2	Steel Continuous - Stringer/Girder	1986	97.30	99.96	3/5/2015	Not Deficient	[×]/[✓]	[x] ⁵ / [x] ⁵	[x] ⁵ / [x] ⁵
930390	Bridge	SB I-95 Entry over Indiantown Rd	WB TO SB	331.9	42.8	6	10	2	99	30	18	22.7	4	135.5	Steel Continuous - Stringer/Girder	1987	98.20	99.85	6/10/2015	Not Deficient	[4]/[4]	[4]/[4]	[x] ⁵ / [x] ⁵

nes Master	Plan	
n Boulevard to	Palm Beach/Martin	County Line





I-95 Managed Lar From South of Linton FM No.: 436576-1-22-01 Contract No.: C9O65

	LOCAT	ION				GEOMETRIC	s			ALIG	NMENT			CHARACT	ERISTICS			CONDITIC	DN		STANDA	RDS COMPL	IANCE
						Should	er Width			Min. He Clearan (orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length	Deck Width			No. of Lanes (Each	Skew Angles			Min. Vertical Clearance	No. of Spans	Max. Span	Superstructure Type	Year Built/Recon-	Sufficiency Rating	Health Index	Inspection Date	Significant Deficiencies		LT or Median	RT or Outside
				(11)	(1)	Inside (LT)	Outside (RT)	Direction)	(Degrees)	LT or Median	RT or Outside	(ft)		(14)		Structed	(79)	(70)			[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930398	Bridge	Hood Rd over I-95/SR 9	EB & WB	352.3	46.8	0	10	2	30	14	18	16.5	4	143.6	Prestressed Concrete - Stringer/Girder	1987	98.00	99.80	3/10/2015	Not Deficient	[4]/[4]	[×] ⁵ / [×] ⁵	[x] ⁵ / [x] ⁵
930433	Bridge	Gateway Blvd over SFRC	EB & WB	127.3	152.1	0	0	3	9	25	25	23.5	1	127.3	Prestressed Concrete - Stringer/Girder	1992	91.40	99.67	3/10/2015	Not Deficient	[x] ⁹ / [✓]	[✓] ⁹ / [✓] ¹⁰	[√] ⁹ / [√] ¹⁰
930434	Bridge	Gateway Blvd over I-95/SR 9	EB & WB	214	128.1	0	0	4	7	13.25	16.4	16.41	2	108.8	Prestressed Concrete - Stringer/Girder	1992	92.00	99.65	3/10/2015	Not Deficient	[×]/[✓]	[x] ⁵ / [x] ⁵	[x] ⁵ / [x] ⁵
930435	Bridge	NB I-95/SR 9 Exit Ramp to Gateway Blvd	NB	733	51.1	6	6	3	0	N/A	N/A	N/A	8	93.3	Prestressed Concrete - Stringer/Girder	1992	92.90	99.65	3/10/2015	Not Deficient	N/A	N/A	N/A
930442	Bridge	Peninsula Corp Dr/Congre ss Ave over I-95/SR 9	EB & WB	299.5	78.1	1.5	10	2	0	36.21	22	22.33	2	132.3	Prestressed Concrete - Stringer/Girder	1993	95.70	99.65	6/10/2015	Not Deficient	[4]/[4]	[4]/[4]	$[x]^5 / [x]^5$

nes M	aster	Plan			
n Boule	vard to	Palm	Beach/Martin	County	Line





I-95 Managed Lar From South of Linton FM No.: 436576-1-22-01 Contract No.: C9O65

	LOCAT	ION				GEOMETRIC	s			ALIG	NMENT			CHARAC	TERISTICS			CONDITIC	DN		STAND	ARDS COMPL	IANCE
						Should	er Width			Min. H Clearan	orizontal ce (under) (ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)	Incide	Quitaida	No. of Lanes (Each	Skew Angles (Degrees)	LT or	DT or	Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	[FDOT] ⁶ /	LT or Median	RT or Outside
						(LT)	(RT)	Direction)		Median	Outside	(ft)									[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930444	Bridge	SB I-95/SR 9 Exit Ramp to Peninsula Corp Dr/Congre ss Ave over Canal C-15	SB	217.5	43.1	6	10	2	0		22	6.72	6.99	25	Reinforced Concrete - Slab	1993	98.60	96.44	4/14/2015	Not Deficient	[x] ^{1,2,3} / [x] ⁴ a	[۲] ،	/[/]
930445	Bridge	I-95/SR 9 over Canal C-15	NB	210	111.8	12	10	5	0		22	6.72	6.23	25	Reinforced Concrete - Slab	1993	96.20	90.19	4/14/2015	Not Deficient	[x] ^{1,2,3} / [x] ^{4a}	[4],	/[~]
930455	Bridge	I-95/SR 9 at Canal L-30	NB & SB	114	207.1	16.26	22	5	11		40	6.2	2.56	43	Prestressed Concrete - Slab	1998	85.00	95.85	10/26/2015	Not Deficient	[x] ^{1,3} / [x] ^{4a}	N/A ¹⁵	N/A ¹⁵
930458	Bridge	6th Ave S over I-95/SR 9	NB & SB	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³
930461 (930524)	Bridge	SR 80/Souther n Blvd over South Florida Rail Corridor (SFRC) / CSX Railroad	EB & WB	269	90	N/A	5.25	4	0	23.16	71.65	24.25	2	134.5	Prestressed Concrete - Stringer/Girder	2006	89.10	99.75	8/22/2016	Not Deficient	[4]/[4]	[x] ¹⁰ / [x] ¹⁰	[~] / [~]

nes Master	Plan	
n Boulevard to	Palm Beach/Martin	County Line





	LOCAT	ION			1	GEOMETRIC	s			ALIGI	NMENT			CHARACT	TERISTICS			CONDITIC	DN		STAND	ARDS COMPL	IANCE
						Should	er Width			Min. Ho Clearano (orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)			Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	IFDOT1 ⁶ /	LT or Median	RT or Outside
						Inside (LT)	Outside (RT)	Direction)	(;	LT or Median	RT or Outside	(ft)									[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930462	Bridge	I-95/SR 9 at SR 80/Souther n Blvd	WB	269	76.7	N/A	5.25	5	1	12.5	36	17.28	2	134.5	Prestressed Concrete - Stringer/Girder	2006	93.70	100.00	8/6/2014	Not Deficient	[x]/[√]	[x] ⁵ / [x] ⁵	[4]/[4]
930469	Bridge	WB Okeechob ee Ramp over I-95/SR 9	WB TO SB	863.1	36.3	11.48	5.9	1	0	15	10	16.56	5	210.8	Steel Continuous -Single/Spread Box	2001	96.40	99.20	10/27/2015	Not Deficient	[4]/[4]	[x] ⁵ / [x] ⁵	[x] ⁵ / [x] ⁵
930472	Bridge	EB SR 80/Souther n Blvd to SB Australian/ Congress Ave Ramp over Canal C-51	EB TO SB	228.5	30.7	5.9	5.9	1	99	7	5.5	10.02	3	76.3	Prestressed Concrete - Stringer/Girder	2002	99.40	94.22	10/18/2016	Not Deficient	[٢]/[٢]	[4]	/[~]
930473	Bridge	SB Australian/ Congress Ave to EB SR 80/Souther n Blvd Ramp over Canal C-51	SB TO EB	227.1	30.7	5.9	5.9	1	99	43	3.96	7.22	5	45.6	Prestressed Concrete - Stringer/Girder	2002	100.00	94.31	10/19/2016	Not Deficient	[4]/[4]	[4]	/[~]
930474	Bridge	NB Australian/ Congress Ave to EB SR 80/Souther n Blvd Ramp over Canal C-51	NB TO EB	238	39.3	3.94	7.87	1	46	51	.37	6.15	3	79.3	Prestressed Concrete - Stringer/Girder	2002	99.10	90.31	10/19/2016	Not Deficient	[x] ^{1.2,3} / [x] ⁴ a	[4]	/[√]





	LOCAT	ION				GEOMETRIC	S			ALIG	MENT			CHARAC	TERISTICS			CONDITIC	DN		STAND	ARDS COMPL	IANCE
						Shoulde	er Width			Min. Ho Clearand	orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)	. –		Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	IFDOT1 ⁶ /	LT or Median	RT or Outside
				(1)	(,	Inside (LT)	Outside (RT)	Direction)	(,	LT or Median	RT or Outside	(ft)		(15)				(10)			[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930475	Bridge	NB Australian/ Congress Ave over EB SR 80/Souther n Blvd Ramp & Canal C-51	NB & SB	517.8	62.3	7.87	7.87	3	54	2.46	34.88	20.75	4	148.7	Prestressed Concrete - Stringer/Girder	2002	98.30	94.95	9/21/2016	Not Deficient	[4] / [4]	[×] ⁵ / [×] ⁵	[x] ⁵ / [x] ⁵
930476 (930533)	Bridge	NB Australian/ Congress Ave over WB SR 80/Souther n Blvd Ramp	NB & SB	208.1	62.3	7.87	7.87	3	55	2.46	26.5	25.75	2	132.9	Prestressed Concrete - Stringer/Girder	2002	96.30	99.79	10/11/2016	Not Deficient	[4]/[4]	[x] ⁵ / [x] ⁵	[4] / [4]
930477	Bridge	SB I-95/SR 9 Entry Ramp to SR 80/Souther n Blvd	SB	531.5	42.5	5.9	9.84	2	0	0	0	17.3	3	237.9	Prestressed Concrete Continuous-Seg mental Box Girder	2004	98.80		12/6/2018	Not Deficient	[4]/[4]	[×] ⁵ / [×] ⁵	[×] ⁵ / [×] ⁵
930478	Bridge	NB I-95/SR 9 Entry Ramp from SR 80/Souther n Blvd	NB	528.2	42.5	5.9	9.84	2	0	7.38	11.5	17.99	3	239.5	Prestressed Concrete Continuous-Seg mental Box Girder	2003	98.40	99.94	12/16/2014	Not Deficient	[4]/[4]	[×] ⁵ / [×] ⁵	[x] ⁵ / [x] ⁵
930481	Bridge	James L Turnage Blvd SB I-95/SR 9 Connector Ramp over Belvedere Rd	SB TO WB	1702	30.7	5.9	7.87	1	0	N/A	8	23.81	11	202.4	Prestressed Concrete Continuous-Seg mental Box Girder	2004	98.90	99.68	12/18/2014	Not Deficient	[4]/[4]	N/A	[×]/[×]





	LOCAT	ION			c	GEOMETRIC	s			ALIGI	NMENT			CHARACI	TERISTICS			CONDITIC	DN		STANDA	RDS COMPL	ANCE
						Shoulde	er Width			Min. Ho Clearand	orizontal ce (under) ft)										Vertical Clearance	Horizontal (unc	Clearance ler)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)			Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon-	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies		LT or Median	RT or Outside
				(1)	(1)	Inside (LT)	Outside (RT)	Direction)	(2031000)	LT or Median	RT or Outside	(ft)					(79)	(73)			[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930482	Bridge	James L Turnage Blvd NB Connector Ramp over I-95/SR 9 & SFRC	NB TO WB	2941.3	30.7	5.9	5.9	1	0	13.14	13	19.37	19	205.3	Prestressed Concrete Continuous-Seg mental Box Girder	2004	99.40	99.68	12/18/2014	Not Deficient	[4]/[4]	[×] ⁵ / [×] ⁵	[×] ⁵ / [×] ⁵
930483	Bridge	James L Turnage Blvd Connector Ramp over I-95/SR 9 & SFRC	EB TO NB	3299.4	29.7	5.9	5.9	1	0	14.68	21.11	16.57	21	201.8	Prestressed Concrete Continuous-Seg mental Box Girder	2004	97.30	99.78	12/17/2014	Not Deficient	[4]/[4]	[¥] ⁵ / [¥] ⁵	[×] ⁵ / [×] ⁵
930484	Bridge	James L Turnage Blvd SB I-95 Connector Ramp over Belvedere Rd Exit/Entran ce Ramps From/To I-95 SB	EB TO SB	1520.1	30.7	5.9	5.9	1	0	27.5	27.4	16.7	10	180.5	Prestressed Concrete Continuous-Seg mental Box Girder	2004	99.60	100.00	12/17/2014	Not Deficient	[4]/[4]	[4]/[4]	[4]/[4]
930485	Bridge	NB I-95/SR 9 Entry Ramp from Belvedere Rd over SFRC & Mercer Ave	NB	367.5	29.7	5.9	5.9	1	14	33.89	53.95	24.19	2	183.7	Steel Continuous - Stringer/Girder	2003	98.40	99.46	12/16/2014	Not Deficient	[×] ⁹ / [✓] ¹⁰	[4] / [4]	[~]/[~]





	LOCAT	ION			(GEOMETRIC	s			ALIGI	NMENT			CHARACT	ERISTICS			CONDITIC	DN		STAND	RDS COMPL	IANCE
						Should	er Width			Min. Ho Clearand	orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)		1	Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	[FDOT] ⁶ /	LT or Median	RT or Outside
						Inside (LT)	Outside (RT)	Direction)		L I or Median	RT or Outside	(ft)									[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930486	Bridge	I-95/SR 9 over Belvedere Rd	SB	195.2	97.6	9.84	9.84	6	0	N/A	32.8	16.7	1	195.2	Steel -Stringer/Girder	2004	89.60	96.32	10/1/2014	Not Deficient	[4]/[4]	N/A	[4]/[4]
930487	Bridge	I-95/SR 9 over Belvedere Rd	NB	202.9	97.6	9.84	9.84	6	0	N/A	22.76	16.7	1	202.9	Steel -Stringer/Girder	2004	91.00	99.98	10/1/2014	Not Deficient	[4]/[4]	N/A	[4]/[4]
930488	Bridge	I-95/SR 9 over Mercer Ave & SFRC	NB	347.8	97.6	9.84	9.84	6	15	19.75	37.66	24.32	2	173.9	Steel Continuous - Stringer/Girder	2004	84.00	99.83	5/23/2016	Not Deficient	[×]/[√]	[4]/[4]	[4]/[4]
930489	Bridge	I-95/SR 9 over Mercer Ave & SFRC	SB	347.8	97.6	9.84	9.84	5	15	7.87	122.6	23.95	2	173.9	Steel Continuous - Stringer/Girder	2004	86.60	99.88	5/23/2016	Not Deficient	[×]/[✓]	[x] ⁵ / [x] ⁵	[4]/[4]
930490	Bridge	I-95/SR 9 at Lake Ida Canal E-4	NB & SB	113.8	181.4	15.25	9.84	5	30	29	0.92	4.46	3	38	Prestressed Concrete - Stringer/Girder	2002	84.00	98.14	4/15/2015	Not Deficient	[4]/[4]	[4]	/[~]





	LOCAT	ION			(GEOMETRIC	S			ALIGI	NMENT			CHARACT	ERISTICS			CONDITIC	DN		STAND	ARDS COMPL	IANCE
						Should	er Width			Min. Ho Clearano (orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)	la st de		No. of Lanes (Each	Skew Angles (Degrees)		D7	Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	[FDOT] ⁶ /	LT or Median	RT or Outside
						(LT)	Outside (RT)	Direction)		L I or Median	RT or Outside	(ft)									[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930494	Bridge	James L Turnage Blvd SB Connector Ramp over Mercer Ave/SFRC	SB TO WB	341.3	29.9	5.9	5.9	1	14	9.66	34.06	25.11	2	170.7	Steel Continuous - Stringer/Girder	2004	98.20	100.00	10/1/2014	Not Deficient	[4]/[4]	[×] ⁵ / [×] ⁵	[4]/[4]
930495	Bridge	I-95/SR 9 at Lake Ida Rd	NB	126.3	90.6	14.65	9.84	5	12	24.69	24.69	18.16	1	126.3	Prestressed Concrete -Stringer/Girder	2004	87.40	98.62	7/27/2014	Not Deficient	[4]/[4]	[4] / [4]	[4]/[4]
930496	Bridge	I-95/SR 9 at Lake Ida Rd	SB	126.3	102.4	14.65	9.84	6	12	24.69	24.69	18.16	1	126.3	Prestressed Concrete - Stringer/Girder	2004	90.40	99.25	7/24/2014	Not Deficient	[~]/[~]	[4]/[4]	[4]/[4]
930497	Bridge	I-95/SR 9 at Depot Ave & El Rio Canal	NB	224.2	102	14.65	9.84	6	12	33.89	16.07	16.9	2	135.3	Prestressed Concrete -Stringer/Girder	2004	87.80	100.00	9/9/2014	Not Deficient	[4]/[4]	[4]/[4]	[4]/[4]
930498	Bridge	I-95/SR 9 at Depot Ave & El Rio Canal	SB	224.2	102	14.65	9.84	6	12	33.89	16.07	16.9	2	135.3	Prestressed Concrete - Stringer/Girder	2004	91.30	99.82	9/9/2014	Not Deficient	[~]/[~]	[4]/[4]	[4]/[4]





	LOCAT	ION				GEOMETRIC	s			ALIG	NMENT			CHARACT	TERISTICS			CONDITIC	DN		STAND	ARDS COMPL	IANCE
						Shoulde	er Width			Min. Ho Clearand	orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)			Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	[FDOT] ⁶ /	LT or Median	RT or Outside
						Inside (LT)	Outside (RT)	Direction)	(LT or Median	RT or Outside	(ft)									[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930499	Bridge	I-95/SR 9 at CR 782 Linton Rd	SB	190.3	90.6	14.65	9.84	5	1	2.21	27.89	16.57	2	95.1	Prestressed Concrete - Stringer/Girder	2004	93.50	99.77	10/2/2014	Not Deficient	[4]/[4]	[x] ⁵ / [x] ⁵	[4] / [4]
930500	Bridge	I-95/SR 9 at CR 782 Linton Rd	NB	190.3	90.6	14.65	9.84	5	1	2.21	27.89	16.57	2	95.1	Prestressed Concrete - Stringer/Girder	2004	93.50	99.29	10/2/2014	Not Deficient	[4]/[4]	[x] ⁵ / [x] ⁵	[4]/[4]
930501	Bridge	I-95/SR 9 at SW 10th St./Lawso n Blvd	SB	95.8	102.4	14.65	9.84	6	9	N/A	16.08	16.5	1	95.8	Prestressed Concrete - Stringer/Girder	2004	93.50	99.79	10/2/2014	Not Deficient	[4]/[4]	N/A	[4]/[4]
930502	Bridge	I-95/SR 9 at SW 10th St./Lawso n Blvd	NB	95.8	102.4	14.65	9.84	6	9	N/A	16.08	16.5	1	95.8	Prestressed Concrete -Stringer/Girder	2004	93.50	99.82	10/2/2014	Not Deficient	[4]/[4]	N/A	[×]/[√]
930503	Bridge	I-95/SR 9 at SR 806 W Atlantic Avenue	SB	161.1	102.4	14.65	9.84	6	2	2.23	16.08	16.57	2	83.5	Prestressed Concrete - Stringer/Girder	2004	89.40	99.95	5/17/2016	Not Deficient	[4]/[4]	[x] ⁵ / [x] ⁵	[4]/[4]

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	LOCAT	ION				GEOMETRIC	s			ALIG	NMENT			CHARACT	ERISTICS			CONDITIC	DN		STANDA	RDS COMPL	IANCE
						Should	er Width			Min. H Clearan	orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)	. –		Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	[FDOT] ⁶ /	LT or Median	RT or Outside
						(LT)	Outside (RT)	Direction)		L I or Median	RT or Outside	(ft)									[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930504	Bridge	I-95/SR 9 at SR 806 Atlantic Avenue	NB	161.1	90.6	14.65	9.84	5	2	2.23	16.08	16.57	2	83.5	Prestressed Concrete -Stringer/Girder	2004	98.00	99.99	5/17/2016	Not Deficient	[4] / [4]	[x] ⁵ / [x] ⁵	[4] / [4]
930508	Bridge	I-95/SR 9 at Canal C-51	SB	273	103.1	14	10	6	3	8	7.4	6.11	3	91	Prestressed Concrete - Stringer/Girder	2008	85.00	97.53	4/9/2015	Not Deficient	[x] ^{1,2,3} / [x] ^{4a}	[4]	/[~]
930509	Bridge	I-95/SR 9 at Canal C-51	NB	273	103.1	14	10	6	3	8	7.4	6.11	3	91	Prestressed Concrete - Stringer/Girder	2008	85.00	97.97	4/9/2015	Not Deficient	[×] ^{1,2,3} / [×] ^{4a}	[4]	/[~]
930510	Bridge	SB I-95/SR 9 Exit Ramp to 6th Ave S	SB	471.9	43.1	6	10	2	1	N/A	N/A	N/A	5	105	Prestressed Concrete -Stringer/Girder	2006	100.00	99.97	4/13/2015	Not Deficient	N/A	N/A	N/A
930511	Bridge	NB I-95/SR 9 Entry Ramp from 6th Ave S	NB	261.8	43.1	6	10	2	0	N/A	N/A	N/A	3	105	Prestressed Concrete -Stringer/Girder	2007	99.60	100.00	4/13/2015	Not Deficient	N/A	N/A	N/A





	LOCAT	ION			ſ	GEOMETRI	cs			ALIG	NMENT			CHARAC	TERISTICS			CONDITIC	DN		STANDA	RDS COMPL	IANCE
						Should	er Width			Min. He Clearan (orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)			Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon-	Sufficiency Rating	Health Index (%)	Inspection Date	Significant Deficiencies		LT or Median	RT or Outside
				(1)		Inside (LT)	Outside (RT)	Direction)	(569,665)	LT or Median	RT or Outside	(ft)		(15)		ou acteu	(75)				[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930516	Bridge	I-95/SR 9 at Northlake Blvd	NB & SB	204	183.1	15	10	5	0	3.75	22.5	17.25	2	102	Prestressed Concrete - Stringer/Girder	2005	98.00	99.54	3/11/2015	Not Deficient	[4]/[4]	[x] ⁵ / [x] ⁵	[4]/[4]
930517	Bridge	I-95/SR 9 at Holly Dr	NB & SB	120	195.1	15	10	6	0	N/A	30.5	17.3	1	120	Prestressed Concrete - Stringer/Girder	2006	85.00	99.98	6/11/2015	Not Deficient	[4]/[4]	N/A	[4]/[4]
930518	Bridge	I-95/SR 9 at Burns Rd	SB	120	103	14	10	6	6	N/A	20.5	17.3	1	120	Prestressed Concrete - Stringer/Girder	2004	85.00	99.99	6/10/2015	Not Deficient	[4]/[4]	N/A	[4]/[4]
930519	Bridge	I-95/SR 9 at SR 708 Blue Heron Blvd	NB & SB	200	183.1	15	10	5	0	3.87	28.5	16.48	2	100	Prestressed Concrete - Stringer/Girder	2007	97.10	99.97	2/25/2016	Not Deficient	[×]/[✓]	[x] ⁵ / [x] ⁵	[4]/[4]
930520	Bridge	I-95/SR 9 at CR 702 45th St	NB & SB	189.7	183.1	15	10	5	22	3.87	11.04	16.5	2	94.8	Prestressed Concrete - Stringer/Girder	2007	98.00	99.34	2/25/2016	Not Deficient	[4] / [4]	[x] ⁵ / [x] ⁵	[x] / [x]





	LOCAT	ION				GEOMETRI	cs			ALIGI	NMENT			CHARACT	TERISTICS			CONDITIC	DN		STANDA	ARDS COMPL	IANCE
						Should	er Width			Min. Ho Clearano (orizontal ce (under) ft)										Vertical Clearance	Horizontal (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)			Min. Vertical Clearance (under)	No. of Spans	Max. Span	Superstructure Type	Year Built/Recon-	Sufficiency Rating	Health Index	Inspection Date	Significant Deficiencies		LT or Median	RT or Outside
				(11)		Inside (LT)	Outside (RT)	Direction)	(569,665)	LT or Median	RT or Outside	(ft)		(15)			(79)	(70)			[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930521	Bridge	I-95/SR 9 at Burns Rd	NB	120	90.5	14	10	5	6	N/A	20.5	17.3	1	120	Prestressed Concrete - Stringer/Girder	2004	85.00	99.87	6/10/2015	Not Deficient	[4]/[4]	N/A	[4]/[4]
930528	Bridge	Congress Ave over I-95/SR 9	EB & WB	221	80.2	4.5	4.5	2	0	14.5	11.25	17.14	2	110.5	Steel Continuous - Stringer/Girder	2009	97.60	100.00	9/8/2014	Not Deficient	[4]/[4]	[x] ⁵ / [x] ⁵	[x] ⁵ / [x] ⁵
930529	Bridge	Australian Ave over I-95/SR 9	EB & WB	234	112.2	4	4	3	21	14.5	11.25	17.04	2	117	Prestressed Concrete - Stringer/Girder	2009	81.00	99.93	5/24/2016	Not Deficient	[4]/[4]	[×] ⁵ / [×] ⁵	[x] ⁵ / [x] ⁵
930530	Bridge	I-95/SR 9 at Palm Beach Lakes Blvd	SB	211.7	91.1	14	10	5	18	3.75	23	17.01	2	105.8	Prestressed Concrete - Stringer/Girder	2007	98.00	99.98	3/17/2016	Not Deficient	[4]/[4]	[4]/[4]	[4]/[4]
930531	Bridge	I-95/SR 9 at Palm Beach Lakes Blvd	NB	211.7	91.1	14	10	5	18	3.75	23	17.01	2	105.8	Prestressed Concrete - Stringer/Girder	2009	98.00	99.98	3/17/2016	Not Deficient	[4] / [4]	[4]/[4]	[4] / [4]

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	LOCAT	ION				GEOMETRI	cs			ALIG	NMENT			CHARAC ⁻	TERISTICS			CONDITIC	DN		STAND4	ARDS COMPI	IANCE
						Should	ler Width			Min. He Clearand	orizontal ce (under) ft)	_									Vertical Clearance	Horizonta (un	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length (ft)	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)			Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon- structed	Sufficiency Rating (%)	Health Index (%)	Inspection Date	Significant Deficiencies	IFDOT1 ⁶ /	LT or Median	RT or Outside
						Inside (LT)	Outside (RT)	Direction)	(;;	LT or Median	RT or Outside	(ft)									[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
930539	Bridge	I-95/SR 9 at SR 80/ Southern Blvd	EB	269	76.7	N/A	5.25	5	1	15	36	16.28	2	134.5	Prestressed Concrete - Stringer/Girder	2006	91.60	99.85	8/6/2014	Not Deficient	[×]/[✓]	[¥] ⁵ / [¥] ⁵	[4]/[4]
930540	Bridge	I-95/SR 9 at WPB Drainage Canal (North of Palm Beach Lakes Blvd)	E TO W	60	183.1	15	10	5	0	N/A	N/A	3.6	1	60	Prestressed Concrete - Stringer/Girder	2009	85.00	95.87	10/26/2015	Not Deficient	[✓] ^{1,3} / [√] ^{4b}	N/A ¹⁵	N/A ¹⁵
934162	Bridge	Investment Lane over I-95/SR 9	EB & WB	393.3	45	4	4	1	4	12.4	27.4	17.4	3	150.3	Prestressed Concrete - Stringer/Girder	2003	96.90	99.32	4/26/2016	Not Deficient	[4]/[4]	[x] ⁵ / [x] ⁵	[×] / [×]
Notes																							
General	Data was obta	ined from vari	ious sources i	ncluding Bridg	e Inspection	Reports (BIF	Rs), Structural	Plans, Roadw	ay As-Built														
1	Compliance w	as determined	d based on mi	nimum vertical	l clearance p	er 2018 FDC	T Design Mai	nual (FDM) Se	ction 260.6														
2	Water crossing	g feature is list	ed as a naviga	able water of th	e US per the	USACE Jac	ksonville Distr	ict Navigable															
3	Sea level rise	was taken into	o account usin	g the methodo	ology provide	d in the FDC	OT Drainage M	Ianual Section	3.4.1. Data f	rom NOAA'	s National W	ater Level											
4	Observation N was utilized to Lake Worth Pi A 100-year de course of 100 Vertical cleara conducted in s a. DOE requirement. b. DOE	letwork (NWL0 adjust the NH er, FL (3.7mm sign life was a years. nce over wate subsequent ph S NOT meet F S meet FDOT equirements.	UN) IW/DHW eleva n/year). ssumed for thi erway is depen nases. DOT standards, an	ation for sea le s study. Yield dent on regula ls, and it is ass d it is assume	evel rise. Da ds a sea leve ating agency sumed it WIL d it WILL me	ata Source: N I rise of 1.21 requirements L NOT meet	NOAA's Tides feet over the and/or existir jurisdictional	& Current Data	a (https://tidesa	andcurrents ation to be	.noaa.gov/sli	rends/sltrends	s.html) -										
5	Shielded treat deficiency.	ment exists to	account for th	e clear zone,	roadside haz	ard, and/or l	ateral offset																





	LOCAT	ION			,	GEOMETRIC	:S			ALIG	NMENT			CHARACT	ERISTICS			CONDITIC	DN		STANDA	RDS COMPL	IANCE
						Should	er Width			Min. H Clearan	orizontal ce (under) (ft)										Vertical Clearance	Horizontal (une	Clearance der)
Structure ID No.	Structure Type	Structure Location	Direction	Structure Length	Deck Width (ft)			No. of Lanes (Each	Skew Angles (Degrees)			Min. Vertical Clearance (under)	No. of Spans	Max. Span (ft)	Superstructure Type	Year Built/Recon-	Sufficiency Rating	Health Index (%)	Inspection Date	Significant Deficiencies		LT or Median	RT or Outside
				(1)	(11)	Inside (LT)	Outside (RT)	Direction)	(Degrees)	LT or Median	RT or Outside	(ft)		(11)		Sinucleu	(70)	(70)			[AASHTO -OTHER] ⁷	[FDOT] ⁶ / [AASHTO -OTHER] ⁸	[FDOT] ⁶ / [AASHTO- OTHER] ⁸
6	2018 FDOT D	esign Manual	(FDM) is refer	renced for dete	ermination of	standard	J																
7	2011 AASHTC standard com	A Policy on pliance.	Geometric De	sign of Highwa	y and Street	s is reference	ed for determi	nation of															
8	2011 AASHTC standard com) Roadside Do bliance.	esign Guide is	referenced for	r determinati	on of																	
9	FDOT Policy 0 compliance.	00-725-003-j	South Florida	Rail Corridor C	learance is r	eferenced for	determinatio	n of standard															
10	2013 AREMA standard com	Manual for Ra	ailway Enginee	ering is referen	ced for dete	rmination of																	
11	Crash wall cur	rently exist.																					
12	Unable to be d conducted in s	letermined fro subsequent ph	m the BIR and nases.	/or structural p	lans. A bric	lge survey wi	l be need to c	etermine accu	rate dimension	ns. To be													
13	Unable to dete in subsequent	ermine. No ir phases.	nformation ava	ilable at this tir	me. To be i	nvestigated																	
14	Due to the low	-quality of the phases.	sourced PDF	, additional ver	rification is re	equired for ac	curacy. To b	e conducted															
15	Compliance is subsequent ph	based on del nases.	bris conveyand	ce needs & stru	uctural econo	omy. To be	further evalua	ted in															





2.12 Existing Utilities

The following utility companies and governmental utility departments have facilities located near or inside the project vicinity. Table 2.11 shows the list of utility owners within the study area, as a result of the Sunshine State One Call of Florida on-line ticket (www.online811.com). Potential impacts to utilities along the study corridor shall be coordinated with the Utility Agency/Owners during the PD&E phase.

Table 2.11: Existing Utilities

Company	Phor	ne Numbers	Utility Type
	DAY	(561) 804 - 0973	
COMCAST-WPB	ALTERNATIVE	(772) 321 - 3425	CATV
COMCAST DDC	DAY	(954) 447 - 8405	
COMCAST-PBG	ALTERNATIVE	(954) 444 - 5113	CATV
	DAY	(772) 473 - 0946	CAS
AMERIGAS PROPANE	EMERGENCY	(561) 844 - 1775	GAS
	DAY	(727) 848 - 8292	
LAKE OSBORNE WATERWORKS INC	ALTERNATIVE	(813) 707 - 3435	WATER
	EMERGENCY	(866) 753 - 8292 x238	
AMERICAN TRAFFIC	DAY	(480) 596 - 4595	ELECTRIC, COMMUNICATION
SOLUTIONS	EMERGENCY	(866) 382 - 8689	LINES
AT&T	DAY	(770) 918 - 5424	FIBER, COMMUNICATION LINES
CITY OF BOYNTON BEACH	DAY	(561) 742 - 6407	WATER, SEWER, STORM WATER
CITY OF BOCA RATON - TRAFFIC	DAY	(561) 416 - 3855	FIBER, TRAFFIC SIGNALS
CITY OF BOCA RATON WATER	DAY	(561) 337 - 7307	WATER SEWER
NETWORK	ALTERNATIVE	(561) 239 - 6292	WATER, SEWER
CITY OF LAKE WORTH	DAY	(561) 586 - 1798	WATER SEWER
UTILITIES WATER	ALTERNATIVE	(561) 420 - 4050	WATER, SEWER
CITY OF DELRAY BEACH WATER/SEWER NETWORK	ALTERNATIVE	(561) 352 - 5086	WATER, SEWER
CITY OF PALM BEACH	DAY	(561) 804 - 7034	FIRER IPRICATION ELECTRIC
GARDENS	EMERGENCY	(561) 804 - 7015	FIBER, IRRIGATION, ELECTRIC
CITY OF RIVIERA BEACH		N/A	WATER, SEWER
ATLANTIC BROADBAND	DAY	(954) 213 - 3367	FIBER
WINDSTREAM COMMUNICATIONS	DAY	(800) 289 - 1901	FIBER
	DAY	(954) 847 - 2680	
FDOT ITS	ALTERNATIVE	(954) 829 - 9385	FIBER, ELECTRIC
	EMERGENCY	(954) 847 - 2699	
FLA. GAS TRANS	DAY	(407) 838 - 7171	GAS

Company	Phor	ne Numbers	Utility Type
FL GAS TRANSMISSION - WEST PALM BEACH	DAY	(407) 838 - 7171	GAS
	DAY	(561) 366 - 1635	0.4.0
FLORIDA PUBLIC UTILITIES	ALTERNATIVE	(561) 602 - 3702	GAS
	DAY	(786) 610 - 7073	
CROWN CASTLE FIBER	ALTERNATIVE	(786) 246 - 7827	FIBER
FLORIDA POWER & LIGHT - PALM BEACH	DAY	(386) 586 - 6403	ELECTRIC
FLORIDA POWER & LIGHT - SUBAQUEOUS	DAY	(386) 586 - 6403	ELECTRIC
	DAY	(561) 366 - 1635	GAS
TEAT OBEIG OTTETTES CO	ALTERNATIVE	(561) 602 - 3702	
HOTWIRE COMMUNICATIONS	DAY	(954) 699 - 0900	FIBER, TELEPHONE, CATV
	DAY	(954) 847 - 2680	
FDOT ITS	ALTERNATIVE	(954) 829 - 9385	FIBER, ELECTRIC
	EMERGENCY	(954) 847 - 2699	
DELTACOM	DAY	(800) 289 - 1901	FIBER
CENTURYLINK	DAY	(877) 366 - 8344 x2	FIBER
TOWN OF LAKE CLARKE SHORES	DAY	(561) 964 - 1515 x1113	WATER, SEWER
CITY OF LAKE WORTH -	DAY	(561) 722 - 9734	
ELECTRIC DEPARTMENT	ALTERNATIVE	(561) 722 - 9734	ELECTRIC
CITY OF LAKE WORTH UTILITIES- SEWER	DAY	(561) 586 - 1640	WATER, SEWER
MCI	DAY	(469) 886 - 4238	FIBER, COMMUNICATION LINES
FPL - MARTIN FUEL SUPPLY	DAY	(941) 729 - 5766	CAS
PIPELINES	ALTERNATIVE	(863) 221 - 6506	GAS
PALM BEACH COUNTY WATER UTILITIES	DAY	(561) 493 - 6116	WATER
PALM BEACH COUNTY TRAFFIC OPERATIONS	DAY	(561) 681 - 4371	TRAFFIC LIGHTS
TECO PEOPLES GAS PALM BEACH	DAY	(813) 275 - 3783	GAS
QUANTUM PARK PROPERTY OWNERS ASSOC.	DAY	(561) 743 - 6111	IRRIGATION
A T & T/ DISTRIBUTION	DAY	(561) 997 - 0240	TELEPHONE
	DAY	(954) 448 - 0649	
	EMERGENCY	(954) 448 - 0649	
SEACOAST UTILITY AUTHORITY	DAY	(561) 627 - 2900 x1462	WATER, SANITARY SEWER
SOLID WASTE AUTHORITY OF PALM BEACH COUNTY	DAY	(561) 640 - 4608	GAS, WATER, WASTEWATER, SEWER, INDUSTRIAL PIPELINES, FIRE LINE SYSTEM
TOWN OF LANTANA	DAY	(561) 540 - 5750 x150	

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Company	Phor	ne Numbers	Utility Type
	ALTERNATIVE	(561) 718 - 1515	WATER, SEWER
TOWN OF JUPITER / JUPITER	DAY	(561) 748 - 2705	WATER, POTABLE WATER, STORM
WATER SYSTEMS	ALTERNATIVE	(561) 262 - 6270	WATER
CDDINT	DAY	(352) 409 - 5095	
SPRINT	ALTERNATIVE	(321) 280 - 9596	FIDER
VILLAGE OF PALM SPRINGS	DAY	(561) 324 - 8855	WATER, WASTEWATER, RAW WATER
	DAY	(561) 804 - 0973	CATV
COMCAST BOCA DELRAT	ALTERNATIVE	(772) 321 - 3425	CATV
CITY OF WEST PALM BEACH / STORMWATER DIVISION	DAY	(561) 494 - 1079	DRAINAGE, STORM WATER, STORM DRAINS
CITY OF WEST PALM BEACH	DAY	(561) 494 - 1079	ELECTRIC, STREET LIGHTS





Traffic Forecasting and Analysis Memorandum

I-95 Managed Lanes Master Plan From South of Linton Boulevard to Palm Beach/Martin County Line FM No.: 436576-1-22-01

Traffic Forecasting and Analysis Memorandum





From South of Linton FM No.: 436576-1-22-01 Contract No.: C9O65

3.0 Traffic Forecasting and Analysis Memorandum

3.1 Introduction

The Florida Department of Transportation (FDOT) District Four is conducting a Master Plan Study for the I-95 Corridor from South of Linton Boulevard (MP 7.5) to the Palm Beach/Martin County Line (MP 45), a distance of approximately 37.5 miles, in Palm Beach County, Florida. The primary purpose of the study is to identify long-term capacity needs along the I-95 mainline and develop managed lanes design concepts to address any segments identified along the corridor as operating below the Level of Service standard adopted for this facility as part of the Strategic Intermodal System (SIS) designation. **Figure 3.1** depicts the project location and study limits.

The Master Plan Study is a compilation of recommendations with phased implementation to bring the corridor into compliance with the SIS Standards of the Department, optimize system performance, and travel time reliability as well as to analyze alternatives and identify interim improvements to provide congestion relief within the corridor until the completion of the long-term improvements. The recommendations will support scheduling for future Project Development and Environment (PD&E) studies, design projects, and/or construction projects, as necessary.

The purpose of this memorandum is to document the following traffic efforts:

- Traffic Data Collection Documents the traffic counts compilation, process and locations. It also
 documents the origin-destination survey expansion, existing field conditions and other operational
 information along the corridor.
- Existing and Future Travel Demand Documents the travel demand modeling methodologies, process, approach and analysis standards. The objective of this documentation is to clearly describe the model calibration methods specific to the study, model forecasting procedures and modeling results.
- Volume Development Documents the travel demand forecast for the study area, data analysis and calculation of the study area volumes and origin-destination matrices.
- Market Study Analysis and Access Points Determination Summarizes the results of these efforts and assists in the screening and selection of a preferred corridor alternative.
- No-Build Operational Analysis Presents the traffic analysis of the existing conditions and No-Build Alternative.



Figure 3.1: Master Plan Location Map

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FM No.: 436576-1-22-01 Contract No.: C9O65

3.2 Area of Influence

The area of influence for this planning study is the I-95 corridor from south of Linton Boulevard to north of Indiantown Road. The area of influence will include only the I-95 mainline and interchange ramps. Ramp terminals and arterial corridors were not evaluated or analyzed as part of this study.

3.3 Traffic Data Collection

Traffic data was gathered and collected to evaluate the existing traffic conditions within the study area and provide a basis for the future traffic analysis. The following information was gathered and collected within the study area:

- 2014 and 2015 traffic volumes from the Florida Traffic Information (FTI) database.
- 2016 48-hour arterial counts at each arterial interchange crossing (east and west of I-95) •
- Volumes from other projects/studies along the corridor ٠
- Origin and Destination Bluetooth Survey ٠
- Traffic field observations

Figure 3.2 shows the FDOT Traffic Monitoring Station locations along the corridor. Field observations were performed within the study area. Queue lengths, traffic patterns/volumes, driver behaviors and other relevant qualitative observations were made to assess the existing traffic conditions. Appendix B includes all documents and traffic data gathered for the project.

Existing truck factors were obtained from the FTI database and are summarized in Table 3.1 below.

Tabl	e 3.	1:1	Γru	ck
IUNI			IЧ	UN

Location South of Interchange	Truck Percent
Congress Ave	7.40%
Linton Blvd	9.30%
W Atlantic Ave	5.60%
W Woolbright Rd	6.00%
W Boynton Beach Blvd	7.40%
E Gateway Blvd	7.40%
Hypoluxo Rd	7.40%
W Lantana Rd	7.40%
6th Avenue	7.40%
10th Avenue N	7.40%
Forest Hill Blvd	7.40%
Southern Blvd	5.70%
Belvedere Rd	7.10%
Okeechobee Blvd	6.00%
Palm Beach Lake	6.50%
45th Street	7.40%
W Blue Heron Blvd	7.40%
Northlake Blvd	7.40%
PGA Blvd	7.40%
N Military Trail	7.40%
Central Blvd	8.20%
Donald Ross Rd	8.20%
W Indiantown Rd	7.80%
Countyline	7.40%
Corridor Average	7.25%

An Origin and Destination Bluetooth Survey was conducted to determine the traffic patterns between the mainline and the interchanges. Acyclica Bluetooth/WIFI equipment was deployed to capture vehicle origin-destination patterns by detecting anonymous MAC addresses. MAC addresses are wireless identification numbers that are used to connect Bluetooth/WIFI technologies between mobile devices and vehicles. The origin-destination data collection was performed for three consecutive weekdays (May 10, 2016 through May 12, 2016). A total of 64 locations were identified to install origin-destination receivers.

Factors (2015)





These locations were strategically identified to capture vehicles between each interchange along the I-95 mainline and on both sides of each interchange along the arterials in order to capture the origin-destination of each vehicle entering and/or exiting I-95. Figure 3.3 through Figure 3.8 shows the locations of each receiver. The origin-destination data collected was summarized by daily, AM peak-hour, PM peak-hour, midday, evening and overnight periods (See Table 3.2 through Table 3.7).

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Figure 3.2: FDOT Traffic Monitoring Station



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Figure 3.3: Bluetooth Survey Receiver Locations (1 of 6)



Figure 3.4: Bluetooth Survey Receiver Locations (2 of 6)

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Figure 3.5: Bluetooth Survey Receiver Locations (3 of 6)



- 41 I-95 North of Okeechobee Boulevard
- 42 Palm Beach Lakes Boulevard East of I-95
- 43 Palm Beach Lakes Boulevard West of I-95 44 - I-95 North of Palm Beach Lakes Boulevard

Figure 3.6: Bluetooth Survey Receiver Locations (4 of 6)

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- 47 I-95 North of 45th Street
- 48 Blue Heron Boulevard East of I-95
- 49 Blue Heron Boulevard West of I-95







Figure 3.7: Bluetooth Survey Receiver Locations (5 of 6)



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Table 3.2: Origin-Destination Data of I-95 Interchanges in Palm Beach County (Daily Summary)

All Day OD Volume	To	1 2 3 4 5	6 7 8 9 10	11 12	2 13 14 15 16	17	18 19 20 21 22 23	3	24 25 26 27 28 29	30 31 32 33 34	35	36 37 38 39 40 41	4	2 43 44 45 46 47	48	49 50 51 52	53	54 55 56 57 58 5	9 60	61 62 63 64
Linton Bivd East of I-95	1 Volume	- 429 594 614 20	08 282 366 128 140 346	54	69 358 108 111 314	31	98 264 83 77 218 8	86	97 188 93 65 178 68	57 149 65 40 141	43		104	50 23 78 58 39	80	51 40 52 34 26	63	25 9 48 28 9	44 2	
I-95 South of Linton Blvd	2 Volume	- 5.76% 7.95% 6.21% 2.79 589 - 251 3678 9 1.24% 0.52% 7.75% 1.03	7% 3.78% 4.90% 1.72% 1.87% 4.65% 34 1029 3050 494 630 2715 7% 2.17% 4.42% 1.04% 1.22% 5.71%	264 3	42.76 4.81.76 1.44.76 1.49.76 4.22.76 317 2905 390 438 2875 4.76 4.11% 0.82% 0.02% 4.04%	0.42%	1.31% 3.36% 1.11% 1.03% 2.93% 1.15 504 2442 358 326 1947 44 1.04% 5.12% 0.75% 0.6% 4.00% 0.02	442	455 1846 506 276 1756 324 0.06% 2.99% 1.07% 0.59% 2.60% 0.69%	246 1502 343 218 1608 0.52% 2.14% 0.72% 0.44% 2.29%	0.57%	168 253 1646 256 187 12 0.25% 0.52% 2.46% 0.56% 0.30% 2.57	9% U. 222 7% O	360 95 941 428 226 8 766 0.309 1.099 0.099 0.499 1.9	198 4	76 0.53% 0.70% 0.45% 0.35% 15 233 645 262 106 W 0.40% 1.24% 0.55% 0.32%	0.85% 819	0.34% 0.13% 0.85% 0.36% 0.12% 0. 141 45 599 175 37 0.20% 0.00% 1.26% 0.22% 0.09% 1	527 9	0.45% 0.30% 0.37% 0.30% 0.37% 0.30% 0.37% 0.37% 0.37% 0.37% 0.37%
Linton Blvd West of I-95	3 Volume	1111 538 - 451 20 14.90% 7.19% 6.03% 7.75%	01 229 281 112 105 269	42	74 286 97 95 269	0.38%	92 237 84 73 199 0.000 199	87	101 187 108 86 166 64 1 259 2 409 1 449 1 149 2 239 0 969	76 158 51 43 132 1.02% 2.11% 0.49% 0.57% 1.74%	67	72 74 127 52 37 0.04% 0.09% 1.30% 0.40% 0.40% 1.20%	97 0	48 27 72 57 35	73	4 43 48 35 28 0 0.57% 0.64% 0.47% 0.39%	52	28 10 39 31 14 0.37% 0.12% 0.52% 0.42% 0.19% 0.	35 2	21 4 32 25 29 W 0.05W 0.42W 0.34W 0.30W
I-95 North of Linton Blvd	4 Volume	356 2982 405 - 9 0.84% 7.20% 0.09% 2.26	79 1040 2664 486 606 2419	255 3	311 2512 415 472 2452	162	1.2376 3.1076 1.1276 0.9976 2.0078 1.13 472 2071 338 290 1647 3 1149 5.0097 0.9297 0.707 2.027	390	414 1566 478 270 1484 288 1.00% 2.79% 1.16% 0.45% 2.59% 0.70%	231 1305 307 185 1321 0.54% 2.15% 0.74% 0.45% 2.19%	161	0.40% 0.50% 1.70% 0.65% 0.47% 1.30 164 242 1342 229 159 100 0.40% 0.50% 2.22% 0.55% 0.29% 2.43	076 0. 001	319 87 765 372 210 7 77% 0.31% 1.84% 0.00% 0.51% 1.7	33 3	0 215 540 234 99 0 652% 1.20% 0.54% 0.34%	637	0.37% 0.13% 0.32% 0.42% 0.17% 0. 108 46 494 164 38 0.34% 0.11% 1.19% 0.40% 0.09% 1	440 8	86 53 299 112 158 9 0.129 0.729 0.37% 0.38%
Atlantic Ave East of I-95	5 Volume	133 559 165 654 - 0.77% 3.26% 0.96% 3.82% -	3307 888 291 326 854 19 20% 5 18% 1 70% 1 90% 4 98%	214 1	178 816 269 246 742 04% 4.76% 1.57% 1.44% 4.33%	90	242 636 206 156 482 13 141% 3.71% 1.20% 0.91% 2.81% 1.08	185	197 447 218 142 410 131 115% 2.61% 1.27% 0.83% 2.39% 0.77%	0.50% 3.15% 0.74% 0.45% 3.18% 119 344 138 87 336 0.69% 2.01% 0.80% 0.51% 1.96%	95	0.50% 0.50% 3.23% 0.55% 0.38% 2.4% 101 120 309 103 74 2. 0.59% 0.70% 1.80% 0.60% 0.43% 1.33	227	119 44 182 135 91 1 70% 0.26% 1.06% 0.79% 0.53% 0.9	63 1	22 92 113 86 52 % 0.54% 0.66% 0.50% 0.31%	120	49 14 96 72 23 0.29% 0.08% 0.56% 0.42% 0.14% 0.	91 3	39 9 80 47 66 % 0.05% 0.46% 0.27% 0.38%
Atlantic Ave West of I-95	6 Volume	271 1228 371 1405 24 138% 6.24% 1.89% 7.14% 12.61	82 - 899 348 311 853 1% - 4.57% 1.77% 1.58% 4.33%	169 1	167 884 259 255 857 85% 4.49% 1.32% 1.29% 4.35%	86	266 699 220 165 569 2: 135% 355% 112% 0.84% 2.89% 117	230	242 523 277 175 492 158 123% 2.66% 1.41% 0.89% 2.50% 0.80%	150 423 145 85 395 0.76% 2.15% 0.74% 0.43% 2.01%	117	121 145 372 115 85 2 0.62% 0.74% 1.89% 0.58% 0.43% 1.39	274 0	147 52 218 163 113 2 75% 0.26% 1.11% 0.83% 0.57% 1.0	07 1 5% 0.75	17 109 159 106 57 16 0.55% 0.81% 0.54% 0.29%	168	55 18 131 86 28 0.28% 0.09% 0.67% 0.44% 0.14% 0.	124 4	46 15 102 59 87 15 0.08% 0.52% 0.30% 0.44%
I-95 North of Atlantic Ave	7 Volume	306 2276 316 2510 6 0.63% 4.64% 0.65% 5.12% 1.25	13 1328 - 556 773 3463 5% 2 71% - 1 13% 1 58% 7 06%	362 3	389 3274 514 564 3314 79% 6.67% 1.05% 1.15% 6.75%	221	577 2720 443 373 2143 44 1 18% 5.54% 0.90% 0.76% 4.32% 1.00	489	506 1996 559 311 1882 348 1.03% 4.07% 1.14% 0.64% 3.84% 0.71%	269 1616 387 241 1673 0.55% 3.29% 0.79% 0.49% 3.41%	191	189 282 1636 284 205 122 0.39% 0.58% 3.33% 0.58% 0.42% 2.48	220	378 109 941 448 235 8 77% 0.22% 1.92% 0.91% 0.48% 1.8	1% 0.94	69 251 633 272 115 % 0.51% 1.29% 0.55% 0.23%	770	142 53 560 180 35 0.29% 0.11% 1.14% 0.37% 0.07% 0	485 9	93 61 341 120 166 95 0.12% 0.70% 0.24% 0.34%
Woolbright Rd West of I-95	8 Volume	126 550 174 599 2 0.68% 2.97% 0.94% 3.24% 1.26	33 415 739 - 1980 1075 5% 2.25% 4.00% - 10.72% 5.82%	247 2	269 1098 306 253 966 45% 5.94% 1.66% 1.36% 5.22%	114	248 808 250 179 612 24 134% 4 37% 135% 0.97% 3 31% 1 33	245	251 582 294 178 527 173 1 36% 3 15% 1 59% 0 96% 2 85% 0 93%	157 439 156 96 427 0.85% 2.38% 0.85% 0.52% 2.31%	136	0.57% 0.50% 0.53% 0.50% 0.51% 1.61 123 150 400 109 94 2* 0.67% 0.81% 2.17% 0.59% 0.51% 1.61	298	141 57 223 159 115 2 76% 0.31% 1.21% 0.86% 0.62% 1.2	28 1	4 107 159 107 60 6 0.58% 0.86% 0.58% 0.33%	180	57 21 135 80 29 0.31% 0.12% 0.73% 0.43% 0.16% 0	117 5	50 14 92 56 77 % 0.07% 0.50% 0.30% 0.42%
Woolbright Rd East of I-95	9 Volume	78 333 97 403 11 0.47% 2.01% 0.59% 2.43% 0.96	58 329 535 2675 - 1266	229 2	267 1153 267 299 967 51% 6.96% 1.61% 1.80% 5.84%	102	211 751 241 194 528 11 1284 4 524 1454 1176 3194 109	180	197 509 209 118 454 125 197 509 209 118 454 125	116 354 140 88 358 0.70% 2.14% 0.85% 0.53% 2.16%	89	82 107 335 85 62 2 0.50% 0.65% 2.02% 0.51% 0.38% 1.46	242	99 49 173 112 75 1 60% 0.30% 1.04% 0.67% 0.45% 1.0	66 0.54	3 65 112 63 43 % 0.38% 0.68% 0.38% 0.26%	130	46 19 85 43 13 0.28% 0.12% 0.51% 0.26% 0.08% 0.	71 3	33 13 51 39 37 % 0.08% 0.31% 0.23% 0.22%
I-95 North of Woolbright Rd	10 Volume	274 2081 310 2318 5 0.50% 3.75% 0.56% 4.18% 1.04	75 1193 3043 1255 755 - 1% 2.15% 5.49% 2.26% 1.36%	530 5	529 4678 701 725 4023	284	685 3227 554 465 2552 59 1 23% 5 81% 1 00% 0 84% 4 59% 1 07	593	599 2328 697 367 2150 406 1.08% 4.19% 1.26% 0.66% 3.87% 0.73%	318 1830 465 289 1918 0.57% 3.29% 0.84% 0.52% 3.45%	222	224 330 1822 309 212 13 0.40% 0.59% 3.28% 0.56% 0.38% 2.40	335	423 124 1021 497 256 5 76% 0.22% 1.84% 0.90% 0.46% 1.7	72 4	31 270 673 292 123 % 0.49% 1.21% 0.53% 0.22%	845	153 66 594 181 40 0.27% 0.12% 1.07% 0.33% 0.07% 0.	522 10 94% 0.18	01 64 347 128 180
Boynton Beach Blvd East of I-95	11 Volume	34 145 28 185 1 0.38% 1.65% 0.32% 2.10% 1.48	31 211 281 268 157 400 3% 2.38% 3.18% 3.02% 1.77% 4.53%	- 17	721 867 274 240 544 45% 9.79% 3.10% 2.72% 6.15%	89	128 410 142 119 296 8 144% 4.64% 1.60% 1.34% 3.34% 1.01	89 01% 1	112 242 105 60 207 47 1 27% 2 73% 1 19% 0.68% 2 33% 0.53%	37 159 63 43 159 0.42% 1.79% 0.71% 0.48% 1.79%	18	23 28 153 32 24 0 25% 0 32% 1 72% 0 36% 0 27% 1 10	97 0% 0	34 11 68 49 17 38% 0.13% 0.77% 0.55% 0.19% 0.6	57	0 14 34 21 10 0 16% 0 38% 0 23% 0 11%	36	10 9 24 10 2 0.11% 0.10% 0.27% 0.11% 0.03% 0	18 0.05	4 3 10 6 5 % 0.04% 0.11% 0.06% 0.06%
Boynton Beach Blvd West of I-95	12 Volume	79 311 86 354 1 0.57% 2.23% 0.62% 2.54% 1.15	60 230 457 277 251 668 5% 1.65% 3.28% 1.98% 1.80% 4.79%	1960 -	1197 310 271 824 8 58% 2 22% 1 95% 5 90%	131	152 667 231 139 496 2 109% 478% 166% 100% 356% 155	217	177 456 214 119 408 102 1 27% 3 27% 1 54% 0 86% 2 92% 0 73%	100 314 111 85 315 0.72% 2.25% 0.79% 0.61% 2.25%	84	80 97 313 74 61 11 0.57% 0.70% 2.24% 0.53% 0.44% 1.37	7% 0	84 37 144 97 51 1 60% 0.26% 1.03% 0.69% 0.37% 0.8	20	77 45 80 49 31 % 0.33% 0.57% 0.35% 0.23%	79	27 16 56 28 12 0.19% 0.12% 0.40% 0.20% 0.08% 0	45 2	21 6 30 22 23 % 0.04% 0.22% 0.16% 0.16%
I-95 North of Boynton Beach Blvd	13 Volume	231 1801 267 1919 4 0.36% 2.83% 0.42% 3.02% 0.77	86 1037 2361 1048 517 3390 7% 1.63% 3.71% 1.65% 0.81% 5.33%	528 9	907 - 985 1014 5810 42% - 155% 159% 9.11%	417	859 4273 836 662 3253 8 1 35% 6 70% 1 31% 1 04% 5 10% 1 26	800	793 3016 890 475 2791 521 1.24% 4.73% 1.40% 0.75% 4.38% 0.82%	405 2317 607 391 2370 0.64% 3.63% 0.95% 0.61% 3.71%	291	281 402 2389 390 278 170 0.44% 0.63% 3.74% 0.61% 0.44% 2.67	708	488 151 1273 609 302 11 77% 0.24% 1.99% 0.95% 0.47% 1.8	88 6	12 324 803 362 152 % 0.51% 1.26% 0.57% 0.24%	985	180 74 721 213 42 0.28% 0.12% 1.13% 0.33% 0.07% 0.	611 11	18 77 411 143 197 % 0.12% 0.65% 0.22% 0.31%
Gateway Blvd East of I-95	14 Volume	64 232 109 267 1 0.45% 1.64% 0.77% 1.89% 1.17	65 301 359 323 129 454 7% 2.12% 2.54% 2.29% 0.91% 3.21%	176 3	344 604 - 3019 850 43% 4.26% - 21.34% 6.00%	202	301 654 282 181 434 18 2 13% 4 63% 1 99% 1 28% 3 07% 1 34	189	195 395 203 133 338 119 1 38% 2 80% 1 44% 0 94% 2 39% 0 84%	112 277 120 80 278 0.79% 1.96% 0.85% 0.57% 1.97%	78	92 114 254 81 67 13 0.65% 0.81% 1.80% 0.57% 0.47% 1.28	182	98 43 129 100 75 1 69% 0.31% 0.91% 0.70% 0.53% 0.8	22	25 64 82 62 44 % 0.45% 0.58% 0.44% 0.31%	84	34 12 64 44 15 0.24% 0.09% 0.45% 0.31% 0.11% 0	58 3	30 7 49 35 42 % 0.05% 0.35% 0.25% 0.30%
Gateway Blvd West of I-95	15 Volume	82 361 87 409 1 0.48% 2.11% 0.51% 2.39% 0.97	66 276 525 296 212 741 7% 1.61% 3.06% 1.73% 1.24% 4.32%	256 2 1.49% 1.7	291 900 1479 - 1202 70% 5.25% 8.63% - 7.02%	206	323 933 301 185 697 25 1.88% 5.45% 1.76% 1.08% 4.07% 1.48	254 18% 1	219 656 306 181 572 161 1.28% 3.83% 1.79% 1.05% 3.34% 0.94%	140 468 172 117 456 0.82% 2.73% 1.00% 0.68% 2.66%	103	116 151 458 122 91 3 0.68% 0.88% 2.67% 0.71% 0.53% 1.81	311 1% 0.	150 58 224 157 103 2 88% 0.34% 1.31% 0.91% 0.60% 1.2	14 1	33 91 140 95 58 % 0.53% 0.82% 0.55% 0.34%	147	47 24 105 62 22 0.28% 0.14% 0.61% 0.36% 0.13% 0.	95 3 56% 0.22	38 13 73 44 58 % 0.07% 0.42% 0.25% 0.34%
I-95 North of Gateway Blvd	16 Volume %	228 1825 268 1960 4 0.33% 2.61% 0.38% 2.80% 0.66	58 1020 2463 964 469 3067 5% 1.46% 3.52% 1.38% 0.67% 4.38%	379 6 0.54% 0.9	663 3636 526 1111 - 95% 5.20% 0.75% 1.59% -	557 0.79%	1045 5882 1080 798 4309 99 1.49% 8.40% 1.54% 1.14% 6.15% 1.40	981 10% 1	965 3716 1122 573 3414 609 1.38% 5.31% 1.61% 0.82% 4.87% 0.87%	456 2812 726 461 2841 0.65% 4.01% 1.04% 0.66% 4.05%	327 0.47%	331 496 2867 476 329 200 0.47% 0.71% 4.09% 0.68% 0.47% 2.86	008 6% 0.	620 187 1530 719 367 13 89% 0.27% 2.18% 1.02% 0.52% 1.9	196 7 9% 1.01	05 360 958 420 186 % 0.51% 1.37% 0.60% 0.26%	1180 1.68%	209 93 808 244 44 0.30% 0.13% 1.15% 0.35% 0.06% 1.	713 13	38 90 466 163 210 % 0.13% 0.66% 0.23% 0.30%
Hypoluxo Rd East of I-95	17 Volume %	22 109 24 130 0.28% 1.38% 0.31% 1.65% 0.56	44 89 163 108 47 207 5% 1.13% 2.07% 1.37% 0.60% 2.62%	62 1 0.78% 1.4	113 246 177 210 372 43% 3.12% 2.24% 2.66% 4.71%	-	1328 721 400 203 393 16 16.81% 9.14% 5.07% 2.57% 4.98% 2.05	162 05% 2	175 310 149 74 255 63 2.22% 3.93% 1.89% 0.94% 3.23% 0.80%	53 194 84 54 190 0.67% 2.46% 1.07% 0.69% 2.41%	27	30 49 173 36 31 10 0.38% 0.62% 2.19% 0.46% 0.39% 1.37	108 7% 0.	47 14 72 51 20 59% 0.18% 0.92% 0.65% 0.25% 0.8	63 0% 0.44	35 22 36 20 8 % 0.28% 0.46% 0.25% 0.10%	37	7 5 21 8 0 0.09% 0.06% 0.27% 0.10% 0.00% 0.	17 22% 0.06	4 3 9 2 4 % 0.03% 0.11% 0.03% 0.05%
Hypoluxo Rd West of I-95	18 Volume %	94 506 150 553 1 0.40% 2.15% 0.64% 2.35% 0.78	84 365 646 360 207 797 3% 1.55% 2.74% 1.53% 0.88% 3.38%	150 2 0.64% 0.9	223 896 360 346 1207 94% 3.80% 1.52% 1.47% 5.12%	1427 6.05%	- 1574 539 321 1099 4 - 6.68% 2.29% 1.36% 4.66% 1.75	412 /5% 1	350 984 461 229 887 251 1.48% 4.18% 1.95% 0.97% 3.76% 1.06%	186 763 245 145 768 0.79% 3.24% 1.04% 0.62% 3.25%	148 0.63%	157 220 725 166 136 5 0.66% 0.93% 3.07% 0.70% 0.57% 2.25	531 5% 1.	249 79 411 275 172 3 06% 0.34% 1.74% 1.17% 0.73% 1.4	45 2 6% 1.06	1 162 257 171 86 % 0.69% 1.09% 0.72% 0.36%	283 1.20%	87 31 204 120 33 0.37% 0.13% 0.87% 0.51% 0.14% 0.	178 6 76% 0.26	52 21 141 78 118 % 0.09% 0.60% 0.33% 0.50%
I-95 North of Hypoluxo Rd	19 Volume %	180 1464 237 1585 3 0.28% 2.24% 0.36% 2.43% 0.54	52 837 1913 762 373 2330 4% 1.28% 2.93% 1.17% 0.57% 3.57%	260 E	500 2507 421 735 3646 77% 3.84% 0.64% 1.13% 5.58%	367	1295 - 1277 857 4887 100 1.98% - 1.96% 1.31% 7.48% 1.62	060 52% 1	1017 4044 1209 601 3539 625 1.56% 6.19% 1.85% 0.92% 5.41% 0.96%	482 2932 741 466 3006 0.74% 4.49% 1.14% 0.71% 4.60%	335 0.51%	340 521 2915 505 347 20 0.52% 0.80% 4.46% 0.77% 0.53% 3.13)45 3% 1.	655 190 1543 777 375 13 00% 0.29% 2.36% 1.19% 0.57% 2.1	197 7 4% 1.08	36 361 959 426 184 % 0.55% 1.47% 0.65% 0.28%	1141 1.75%	218 88 790 244 45 0.33% 0.14% 1.21% 0.37% 0.07% 1.	687 13 .05% 0.20	33 88 435 154 213 % 0.14% 0.67% 0.24% 0.33%
Lantana Rd East of I-95	20 Volume %	52 186 82 221 0.30% 1.10% 0.48% 1.30% 0.57	98 190 256 196 103 306 7% 1.12% 1.51% 1.15% 0.61% 1.80%	74 1 0.43% 0.8	148 373 196 237 530 87% 2.19% 1.15% 1.39% 3.12%	238	380 615 2730 1145 48 2.24% 3.62% - 16.07% 6.73% 2.88	489 38% 2	420 825 443 247 670 203 2.47% 4.86% 2.61% 1.45% 3.94% 1.19%	174 559 229 140 527 1.02% 3.28% 1.35% 0.82% 3.10%	128 0.76%	122 167 481 128 112 3 0.72% 0.98% 2.83% 0.75% 0.66% 1.94	331 4% 0.	153 68 240 191 102 2 90% 0.40% 1.41% 1.12% 0.60% 1.2	09 1 3% 0.86	16 96 149 101 65 % 0.56% 0.88% 0.60% 0.38%	151 0.89%	64 21 105 60 21 0.37% 0.13% 0.62% 0.36% 0.12% 0.	86 4 51% 0.27	46 11 66 45 54 % 0.06% 0.39% 0.26% 0.32%
Lantana Rd West of I-95	21 Volume	55 258 64 275 1 0.32% 1.48% 0.37% 1.58% 0.65	13 195 365 201 139 483 5% 1.12% 2.10% 1.16% 0.80% 2.78%	120 1 0.69% 0.8	144 539 165 196 754 83% 3.10% 0.95% 1.13% 4.34%	173 1.00%	335 756 3078 - 874 35 1.92% 4.35% 17.71% - 5.03% 2.02	351)2%_1	253 770 368 166 683 172 1.46% 4.43% 2.12% 0.96% 3.93% 0.99%	124 545 183 96 564 0.71% 3.14% 1.05% 0.55% 3.24%	108 0.62%	104 166 535 136 95 3 0.60% 0.96% 3.07% 0.78% 0.54% 2.16	375 6%1.	175 64 259 208 106 2 01% 0.37% 1.49% 1.20% 0.61% 1.2	23 1 8% 0.93	2 105 146 109 58 % 0.61% 0.84% 0.62% 0.33%	152 0.87%	59 22 97 65 24 0.34% 0.13% 0.56% 0.37% 0.14% 0.	79 3 45% 0.20	35 8 62 38 51 % 0.04% 0.36% 0.22% 0.30%
I-95 North of Lantana Rd	22 Volume	124 1141 200 1204 20 0.23% 2.07% 0.36% 2.19% 0.48	64 637 1432 579 258 1752 3% 1.16% 2.60% 1.05% 0.47% 3.18%	174 3 0.32% 0.6	332 1800 291 498 2476 60% 3.27% 0.53% 0.90% 4.50%	173 0.31%	824 2577 597 683 - 10 1.50% 4.68% 1.08% 1.24% - 1.95	075 95% 1	980 4201 1177 574 3374 634 1.78% 7.64% 2.14% 1.04% 6.12% 1.15%	466 2834 741 474 2804 0.85% 5.15% 1.35% 0.86% 5.08%	346 0.63%	335 502 2758 495 323 19 0.61% 0.91% 5.00% 0.90% 0.59% 3.47	7% 1.	626 195 1463 728 366 12 14% 0.36% 2.66% 1.32% 0.66% 2.3	82 6 3% 1.22	73 343 893 402 181 % 0.62% 1.62% 0.73% 0.33%	1057 1.92%	212 87 709 228 44 0.38% 0.16% 1.29% 0.41% 0.08% 1.	615 12 12% 0.22	21 76 402 150 201 % 0.14% 0.73% 0.27% 0.37%
6th Ave S East of I-95	23 Volume %	63 270 97 290 1 0.32% 1.36% 0.49% 1.47% 0.60	18 242 354 244 117 438 3% 1.23% 1.79% 1.24% 0.59% 2.21%	63 1 0.32% 0.8	175 482 141 205 664 89% 2.43% 0.71% 1.04% 3.35%	0.55%	333 703 314 297 626 - 1.68% 3.56% 1.59% 1.50% 3.17% -	13	2669 1168 592 372 936 289 3.50% 5.91% 2.99% 1.88% 4.73% 1.46%	232 739 315 191 699 1.17% 3.74% 1.59% 0.97% 3.53%	141 0.71%	161 227 665 168 141 44 0.81% 1.15% 3.36% 0.85% 0.71% 2.50	194 0% 1.	220 86 347 263 155 2 11% 0.43% 1.75% 1.33% 0.78% 1.4	95 2 9% 1.09	15 139 209 139 76 % 0.70% 1.06% 0.70% 0.39%	230 1.16%	76 27 159 96 28 0.38% 0.13% 0.81% 0.49% 0.14% 0.	140 5 71% 0.26	51 20 108 61 90 % 0.10% 0.55% 0.31% 0.46%
6th Ave S West of I-95	24 Volume %	96 552 162 586 13 0.38% 2.20% 0.65% 2.33% 0.74	86 391 690 399 186 842 4% 1.55% 2.74% 1.59% 0.74% 3.35%	122 2 0.48% 0.8	221 898 237 291 1180 88% 3.57% 0.94% 1.16% 4.69%	0.63%	516 1237 489 369 1105 258 2.06% 4.92% 1.94% 1.47% 4.39% 10.27	581 - 27% -	1178 536 330 985 273 4.69% 2.13% 1.31% 3.92% 1.09%	213 815 288 157 798 0.85% 3.24% 1.15% 0.63% 3.17%	161 0.64%	174 247 756 197 151 5 0.69% 0.98% 3.01% 0.79% 0.60% 2.24	564 4% 1.	279 98 399 283 189 3 11% 0.39% 1.59% 1.13% 0.75% 1.3	150 2 9% 1.01	54 171 240 164 99 % 0.68% 0.95% 0.65% 0.39%	266 1.06%	94 30 177 125 39 0.37% 0.12% 0.70% 0.50% 0.15% 0.	165 6 .66% 0.24	50 24 129 79 112 % 0.10% 0.51% 0.31% 0.44%
I-95 North of 6th Ave S	25 Volume %	145 1230 209 1314 2 0.24% 2.07% 0.35% 2.22% 0.46	73 650 1524 604 270 1875 5% 1.10% 2.57% 1.02% 0.46% 3.16%	175 3 0.29% 0.6	363 1947 303 542 2519 61% 3.28% 0.51% 0.91% 4.25%	180 0.30%	834 2545 603 702 2380 60 1.41% 4.29% 1.02% 1.18% 4.01% 1.01	600 01% 2	1263 - 1566 779 4269 753 2.13% - 2.64% 1.31% 7.19% 1.27%	545 3343 892 573 3313 0.92% 5.63% 1.50% 0.97% 5.58%	406 0.68%	404 607 3238 579 403 220 0.68% 1.02% 5.46% 0.98% 0.68% 3.82	266 2% 1.	737 236 1600 829 425 14 24% 0.40% 2.70% 1.40% 0.72% 2.4	62 7 6% 1.25	66 411 968 447 201 % 0.69% 1.63% 0.75% 0.34%	1172 1.97%	244 98 748 252 48 0.41% 0.17% 1.26% 0.43% 0.08% 1.	672 14 13% 0.24	42 88 421 158 212 % 0.15% 0.71% 0.27% 0.36%
10th Ave N East of I-95	26 Volume %	63 295 123 310 1 0.29% 1.37% 0.57% 1.44% 0.53	15 235 360 249 101 404 3% 1.09% 1.67% 1.16% 0.47% 1.87%	42 1 0.19% 0.6	138 435 154 169 565 64% 2.02% 0.71% 0.78% 2.62%	60 0.28%	335 579 225 239 537 3 1.55% 2.69% 1.04% 1.11% 2.49% 1.45	313 15% 2	506 856 - 2534 1338 391 2.35% 3.97% - 11.75% 6.20% 1.81%	303 1020 410 241 975 1.41% 4.73% 1.90% 1.12% 4.52%	188 0.87%	205 295 918 227 188 60 0.95% 1.36% 4.25% 1.05% 0.87% 3.05	558 5% 1.	314 106 476 334 190 4 46% 0.49% 2.20% 1.55% 0.88% 1.9	17 2 3% 1.32	35 176 293 196 101 % 0.82% 1.36% 0.91% 0.47%	287 1.33%	104 43 205 137 36 0.48% 0.20% 0.95% 0.63% 0.17% 0.	164 7 76% 0.34	72 23 129 77 107 % 0.11% 0.60% 0.36% 0.49%
10th Ave N West of I-95	27 Volume %	57 292 115 314 0.29% 1.51% 0.59% 1.62% 0.51	99 218 365 229 100 415 1% 1.13% 1.88% 1.18% 0.52% 2.14%	57 1 0.30% 0.6	131 447 148 174 598 68% 2.31% 0.77% 0.90% 3.09%	0.38%	280 601 256 184 532 33 1.44% 3.10% 1.32% 0.95% 2.75% 1.69	328 59% 2	473 930 2525 - 993 298 2.44% 4.80% 13.03% - 5.13% 1.54%	221 808 306 148 813 1.14% 4.17% 1.58% 0.76% 4.19%	144 0.74%	176 250 793 193 150 51 0.91% 1.29% 4.09% 0.99% 0.78% 2.84	551 4% 1.	264 99 388 294 156 3 36% 0.51% 2.00% 1.52% 0.80% 1.9	68 2 0% 1.32	5 155 224 162 87 % 0.80% 1.16% 0.83% 0.45%	247 1.27%	93 38 156 121 32 0.48% 0.20% 0.80% 0.63% 0.17% 0.	134 6 69% 0.34	55 17 93 61 82 % 0.09% 0.48% 0.31% 0.42%
I-95 North of 10th Ave N	28 Volume %	125 1021 183 1064 2 0.22% 1.80% 0.32% 1.87% 0.38	17 530 1219 486 202 1455 3% 0.93% 2.15% 0.86% 0.36% 2.56%	118 2 0.21% 0.5	285 1527 235 395 1925 50% 2.69% 0.41% 0.70% 3.39%	0.20%	676 1892 409 502 1732 44 1.19% 3.33% 0.72% 0.89% 3.05% 0.78	440 78% 1	939 2460 626 880 - 890 1.65% 4.33% 1.10% 1.55% - 1.57%	629 4122 1079 671 4299 1.11% 7.25% 1.90% 1.18% 7.56%	462 0.81%	448 711 3830 688 486 26 0.79% 1.25% 6.74% 1.21% 0.86% 4.69	566 9% 1.	866 283 1906 993 467 16 52% 0.50% 3.35% 1.75% 0.82% 2.9	5% 1.56	% 0.82% 1.95% 0.96% 0.41%	1320	274 112 869 295 54 0.48% 0.20% 1.53% 0.52% 0.10% 1.	725 14 28% 0.26	48 93 466 165 231 % 0.16% 0.82% 0.29% 0.41%
Forest Hill Blvd East of 1-95	29 Volume %	46 134 65 136 0.35% 1.01% 0.49% 1.03% 0.49	64 116 162 115 59 182 7% 0.88% 1.22% 0.87% 0.45% 1.38%	13 0.10% 0.4	54 188 82 77 230 41% 1.42% 0.62% 0.58% 1.74%	0.15%	157 240 106 106 243 11 1.19% 1.82% 0.81% 0.80% 1.84% 0.94	124 94% 1	200 330 181 225 348 - 1.51% 2.50% 1.37% 1.71% 2.64% -	1571 799 308 162 762 11.90% 6.05% 2.33% 1.23% 5.77%	140 1.06%	162 233 693 185 151 5 1.23% 1.77% 5.25% 1.40% 1.14% 3.98	526 8% 2.	265 100 366 258 158 3 01% 0.76% 2.78% 1.95% 1.19% 2.4	22 2 4% 1.85	15 147 230 153 91 % 1.11% 1.74% 1.16% 0.69%	241 1.83%	85 39 161 105 32 0.64% 0.30% 1.22% 0.79% 0.24% 1.	144 6 .09% 0.47	52 22 111 68 99 % 0.17% 0.84% 0.52% 0.75%
Forest Hill Blvd West of I-95	30 Volume	64 320 122 337 1 0.36% 1.83% 0.70% 1.92% 0.62	09 228 374 221 98 423 2% 1.30% 2.13% 1.26% 0.56% 2.42%	39 0.22% 0.5	97 449 144 125 537 55% 2.56% 0.82% 0.72% 3.06%	0.29%	262 556 198 140 501 2 1.50% 3.17% 1.13% 0.80% 2.86% 1.21	212	355 657 340 312 688 1460 2.03% 3.75% 1.94% 1.78% 3.93% 8.33%	- 851 253 122 853 - 4.86% 1.45% 0.70% 4.87%	142 0.81%	162 260 822 188 144 5 0.92% 1.48% 4.69% 1.07% 0.82% 3.40	595 0% 1.	276 105 416 284 147 3 57% 0.60% 2.37% 1.62% 0.84% 2.1	83 2 9% 1.42	18 145 266 177 106 % 0.83% 1.52% 1.01% 0.61%	265	95 50 156 101 31 0.54% 0.28% 0.89% 0.58% 0.17% 0.	133 7 76% 0.419	73 16 96 58 84 % 0.09% 0.55% 0.33% 0.48%
1-95 North of Forest Hill Blvd	31 Volume	141 1293 200 1351 2 0.23% 2.09% 0.32% 2.18% 0.41	56 639 1593 588 245 1912 1% 1.03% 2.57% 0.95% 0.40% 3.09%	0.24% 0.5	347 1968 256 490 2513 56% 3.17% 0.41% 0.79% 4.05%	0.22%	816 2412 490 645 2170 5 1.32% 3.89% 0.79% 1.04% 3.50% 0.82	510 32% 1	1128 2920 723 1076 3174 414 1.82% 4.71% 1.17% 1.74% 5.12% 0.67%	1028 - 1101 660 4486 1.66% - 1.78% 1.06% 7.23%	4/8	468 /58 4126 682 485 27. 0.75% 1.22% 6.65% 1.10% 0.78% 4.40	0% 1.	930 287 1949 999 473 16 50% 0.46% 3.14% 1.61% 0.76% 2.7	87 9 2% 1.46	22 457 1142 561 247 % 0.74% 1.84% 0.91% 0.40%	2.10%	297 141 850 293 55 0.48% 0.23% 1.37% 0.47% 0.09% 1.	18% 0.26	54 93 459 165 238 % 0.15% 0.74% 0.27% 0.38%
Southern Blvd East of I-95	32 Volume	40 152 65 165 0.26% 1.00% 0.43% 1.08% 0.48	72 109 183 127 67 210 3% 0.72% 1.20% 0.84% 0.44% 1.38% 70 134 260 141 37 200	0.14% 0.4	63 219 78 69 272 42% 1.44% 0.51% 0.46% 1.79%	0.14%	159 274 125 118 276 1. 1.05% 1.80% 0.82% 0.77% 1.81% 0.83 175 126 126 126 126 126 126	125 33% 1	226 353 170 243 384 140 1.49% 2.32% 1.12% 1.60% 2.53% 0.92% 251 530 200 232	256 623 - 2356 729 1.69% 4.10% - 15.50% 4.79%	1.19%	140 221 995 184 180 7 0.92% 1.46% 6.55% 1.21% 1.18% 4.69	9% 2.	309 111 495 321 169 4 03% 0.73% 3.26% 2.11% 1.11% 2.9	141 2 0% 1.88	86 169 285 190 112 % 1.11% 1.87% 1.25% 0.74%	1.83%	0.73% 0.28% 1.14% 0.66% 0.19% 0.	95% 0.48	73 20 101 54 81 % 0.13% 0.66% 0.36% 0.54%
Southern Blvd West of I-95	33 Volume	0.30% 1.37% 0.37% 1.46% 0.52 100 026 160 1006 11	76 134 239 141 71 300 2% 0.90% 1.73% 0.94% 0.48% 2.07% 86 475 1176 427 190 1407	0.31% 0.7	70% 2.28% 0.52% 0.88% 2.93%	0.32%	1.17% 2.92% 1.01% 0.85% 2.57% 1.11 4.05 1.712 250 4.15 1.542 23	100	231 337 200 237 303 113 1.68% 3.61% 1.34% 1.60% 3.78% 0.77% 912 2044 503 731 2301 203	1.06% 6.23% 8.57% - 3.60%	1.87%	0.82% 1.13% 6.27% 1.26% 0.67% 4.50 E10 001 5400 003 500 300	0% 1.	230 75 487 511 118 4 87% 0.50% 3.28% 2.08% 0.79% 2.8	2% 2.11	% 1.10% 1.66% 1.01% 0.52% % 410 1445 722 221	1.77%	0.60% 0.19% 0.91% 0.43% 0.12% 0. 200 172 1059 292 47	72% 0.28	12 112 E44 197 249
I-95 North of Southern Blvd	34 Volume	0.17% 1.58% 0.27% 1.70% 0.32	2% 0.80% 1.99% 0.74% 0.31% 2.38%	0.16% 0.4	247 1430 208 327 1747 42% 2.41% 0.35% 0.55% 2.95% 72 220 74 70 271	0.17%	1.02% 2.90% 0.59% 0.70% 2.61% 0.60 144 240 04 96 240 17	50% 1 102	1.37% 3.46% 0.85% 1.24% 3.72% 0.49%	1.27% 6.47% 0.72% 1.27% -	0.92%	0.87% 1.52% 9.47% 1.53% 1.01% 6.59	9% 1.	99% 0.67% 4.34% 2.23% 1.04% 3.7 222 01 257 196 140 3	4% 2.07	% 1.03% 2.48% 1.24% 0.54%	2.90%	0.66% 0.29% 1.79% 0.65% 0.11% 1.	52% 0.36	% 0.19% 0.92% 0.32% 0.45%
I-95 Ramp to PB Airport	35 Volume	0.34% 1.26% 0.69% 1.35% 0.60	70 128 183 128 55 217 56 1.10% 1.59% 1.10% 0.47% 1.87% 89 199 313 197 73 372	0.14% 0.6	12 227 14 10 271 51% 1.96% 0.64% 0.60% 2.32% 108 399 118 123 485	0.13%	1.23% 2.23% 0.81% 0.74% 2.14% 0.88 232 486 155 155 442 1	102 38% 1 177	1.42% 2.58% 1.34% 1.26% 2.68% 0.87% 317 600 242 286 605 165	1.45% 4.00% 1.05% 2.29% 3.78% - 288 050 107 148 881	658 -	6.21% 3.98% 7.03% 2.61% 1.50% 3.96 1739 614 196 151 4	6% 1. 168	223 71 337 188 140 3 91% 0.78% 3.06% 1.59% 1.20% 2.9 205 85 332 190 139 3	0% 1.90	% 1.44% 1.85% 1.05% 0.71% 1/2 143 203 144 87	2.11%	0.81% 0.41% 1.19% 0.73% 0.22% 1. 88 30 134 89 28	03% 0.44	51 10 87 50 03 5 0.14% 0.74% 0.43% 0.56% 53 17 87 57 74
Belvedere Rd West of I-95	36 Volume	0.36% 1.67% 0.66% 1.75% 0.54	4% 1.21% 1.90% 1.20% 0.44% 2.26% 68 148 224 146 56 267	0.20% 0.6	66% 2.42% 0.72% 0.74% 2.94%	0.26%	1.41% 2.95% 0.94% 0.94% 2.68% 1.08 183 344 110 116 312 18	145	1.92% 3.64% 1.47% 1.73% 3.67% 1.00% 245 433 181 232 433 140	1.74% 5.81% 1.19% 0.90% 5.33%	3.99% -	10.55% 3.72% 1.19% 0.91% 2.84	4% 1.	24% 0.52% 2.01% 1.15% 0.84% 1.9 361 130 506 313 205 4	1% 1.26	% 0.87% 1.23% 0.87% 0.53% 0 197 293 199 107	1.31%	0.53% 0.23% 0.81% 0.54% 0.17% 0.	73% 0.32	% 0.10% 0.52% 0.34% 0.45%
Belvedere Rd East of I-95	37 %	0.30% 1.21% 0.51% 1.29% 0.43	3% 0.92% 1.40% 0.91% 0.35% 1.66% 86 481 1232 406 160 1495	0.14% 0.4	47% 1.65% 0.53% 0.53% 2.18%	0.19%	1.14% 2.14% 0.74% 0.72% 1.94% 0.91 6.21 1.775 3.37 4.89 1.605 3	145 21% 1 351	1.53% 2.70% 1.13% 1.45% 2.70% 0.87% 836 2175 484 769 2178 296	1.58% 4.26% 1.30% 0.93% 3.84%	2.63%	10.38% - 6.97% 1.86% 1.57% 4.67 863 694 1389 909 57	7% 2.	25% 0.81% 3.15% 1.95% 1.27% 2.7 751 550 3781 1850 803 31	9% 1.93 61 17	% 1.22% 1.82% 1.24% 0.66%	1.93%	0.73% 0.30% 1.17% 0.69% 0.20% 0.	.98% 0.40 ¹	% 0.15% 0.72% 0.41% 0.61% 80 149 684 221 315
1-95 North of Belvedere Rd	38 % Volume	0.15% 1.51% 0.20% 1.56% 0.27 47 229 69 244	7% 0.71% 1.81% 0.60% 0.24% 2.19% 78 149 284 144 69 323	0.16% 0.3	74 336 81 103 431	0.15%	0.91% 2.60% 0.50% 0.72% 2.35% 0.52 196 402 118 145 393 14	52% 1 143	1.23% 3.19% 0.71% 1.13% 3.19% 0.43% 261 506 177 208 510 122	1.10% 5.54% 0.61% 1.24% 5.29% 230 815 127 185 743	1.13%	1.26% 1.02% - 2.04% 1.33% 8.47 245 227 1208 - 1635 11	7% 2.	57% 0.81% 5.54% 2.71% 1.18% 4.6 496 212 703 320 235 6	3% 2.52	% 1.24% 2.98% 1.46% 0.65% 89 233 425 240 135	3.44%	0.77% 0.38% 2.08% 0.73% 0.11% 1. 165 81 253 165 33	69% 0.419	% 0.22% 1.00% 0.32% 0.46% 90 31 110 69 88
Okeechobee Bivd East of 1-95	39 % Volume	0.25% 1.24% 0.37% 1.32% 0.42 46 217 74 230	2% 0.81% 1.54% 0.78% 0.37% 1.75% 75 147 254 139 58 292	0.14% 0.4	40% 1.82% 0.44% 0.56% 2.33% 63 306 87 78 368	0.12%	1.06% 2.18% 0.64% 0.78% 2.12% 0.77 180 364 121 101 336 14	7% 1 140	1.41% 2.74% 0.96% 1.13% 2.76% 0.66% 235 425 187 208 456 129	1.25% 4.41% 0.69% 1.00% 4.02% 212 678 179 135 671	1.45% 193	1.33% 1.23% 6.54% - 8.85% 6.47 286 263 1060 1986 - 6	7% 2. 563	68% 1.15% 3.81% 1.73% 1.27% 3.3 325 161 424 267 199 3	9% 1.84 192 2	% 1.26% 2.30% 1.30% 0.73% 55 181 258 179 113	2.55% 269	0.89% 0.44% 1.37% 0.89% 0.18% 1. 115 51 171 120 31	03% 0.49	% 0.17% 0.60% 0.38% 0.47% 59 18 95 65 86
Une Marth of Olivershelter Plud	40 % Volume	0.29% 1.38% 0.47% 1.46% 0.48 82 989 125 982 1	3% 0.93% 1.62% 0.88% 0.37% 1.86% 64 429 1144 368 148 1313	0.14% 0.4	40% 1.95% 0.55% 0.50% 2.35% 174 1341 166 273 1624	0.19%	1.15% 2.32% 0.77% 0.65% 2.14% 0.89 511 1555 274 347 1356 24	39% 1 283	1.50% 2.71% 1.19% 1.32% 2.90% 0.82% 722 1804 393 618 1795 244	1.35% 4.32% 1.14% 0.86% 4.28% 686 2948 351 673 2980	1.23% 576	1.83% 1.67% 6.76% 12.66% - 4.23 721 553 4623 782 1248 -	3% 2.	07% 1.03% 2.70% 1.70% 1.27% 2.5 1853 531 4012 1762 799 33	0% 1.69 i64 16	% 1.16% 1.64% 1.14% 0.72% 81 849 2121 1027 480	1.71% 2390	0.74% 0.32% 1.09% 0.76% 0.20% 0. 590 285 1402 512 81	.89% 0.44 1153 29	% 0.12% 0.60% 0.41% 0.55% 97 146 673 215 316
Palm Reach Laker Rhyd Eart of LOE	41 % 42 Volume	0.13% 1.59% 0.20% 1.58% 0.27 40 215 70 215	7% 0.69% 1.84% 0.59% 0.24% 2.12% 72 152 253 135 58 280	0.12% 0.2	28% 2.16% 0.27% 0.44% 2.62% 64 287 91 78 374	0.11%	0.82% 2.51% 0.44% 0.56% 2.18% 0.46 184 368 114 110 344 11	16% 1 129	1.16% 2.91% 0.63% 1.00% 2.89% 0.39% 263 423 188 225 432 122	1.11% 4.75% 0.57% 1.09% 4.80% 253 712 165 208 681	0.93%	1.16% 0.89% 7.45% 1.26% 2.01% - 250 217 998 284 381 11	2.	99% 0.86% 6.46% 2.84% 1.29% 5.4 2464 1472 769 495 11	2% 2.71 57 7	% 1.37% 3.42% 1.65% 0.77% 87 429 748 437 233	3.85% 808	0.95% 0.46% 2.26% 0.83% 0.13% 1. 275 131 475 259 54	86% 0.48 368 14	% 0.24% 1.08% 0.35% 0.51% 43 47 242 114 169
Palm Beach Lakes Bird Most of LOS	42 % Volume	0.18% 0.94% 0.31% 0.94% 0.32 38 154 62 156	2% 0.67% 1.11% 0.59% 0.26% 1.23% 53 116 167 114 51 190	0.09% 0.2	28% 1.26% 0.40% 0.34% 1.64% 42 196 69 52 232	0.10%	0.80% 1.61% 0.50% 0.48% 1.50% 0.57 131 238 88 73 218 10	57% 1 102	1.15% 1.85% 0.82% 0.99% 1.89% 0.53% 185 280 143 162 292 93	1.11% 3.12% 0.72% 0.91% 2.98% 168 416 134 104 424	0.74%	1.10% 0.95% 4.37% 1.24% 1.67% 5.10 207 169 604 253 335 7	0% - 763 2	10.79% 6.45% 3.37% 2.17% 5.0 2073 - 599 361 217 4	6% 3.23 71 3	% 1.88% 3.28% 1.92% 1.02% 05 173 283 195 113	3.54% 303	1.21% 0.57% 2.08% 1.13% 0.23% 1. 128 51 162 110 29	.61% 0.62 113 6	% 0.20% 1.06% 0.50% 0.74% 59 12 73 45 58
1-95 North of Palm Beach Lakes Blvd	44 Volume	0.28% 1.15% 0.46% 1.17% 0.40 62 665 104 659 1	0% 0.87% 1.25% 0.85% 0.38% 1.42% 08 301 734 272 98 863	0.09% 0.3	31% 1.47% 0.52% 0.39% 1.74% 104 855 122 154 1011	0.10%	0.98% 1.78% 0.66% 0.55% 1.63% 0.76 347 1011 176 193 890 19	76% 1 195	1.38% 2.09% 1.07% 1.22% 2.18% 0.69% 477 1121 283 383 1120 166	1.26% 3.11% 1.00% 0.78% 3.17% 420 1753 228 393 1702	0.92% 401	1.55% 1.26% 4.52% 1.89% 2.51% 5.71 487 363 2507 488 739 320	1% 15. 260	52% - 4.48% 2.70% 1.63% 3.5 739 777 - 1829 873 33	3% 2.28 108 17	% 1.30% 2.11% 1.46% 0.84% 04 866 2085 1038 494	2.27% 2335	0.96% 0.38% 1.21% 0.82% 0.22% 0. 599 292 1343 527 83	84% 0.52 1064 31	% 0.09% 0.54% 0.33% 0.44% 14 139 587 199 305
45th St East of I-95	45 Volume	0.13% 1.42% 0.22% 1.41% 0.23 37 201 54 211	3% 0.64% 1.57% 0.58% 0.21% 1.84% 62 133 231 126 56 277	0.08% 0.2	22% 1.82% 0.26% 0.33% 2.16% 60 279 69 70 345	0.08%	0.74% 2.16% 0.38% 0.41% 1.90% 0.42 170 348 96 104 326 1	12% 1 115	1.02% 2.40% 0.60% 0.82% 2.39% 0.36% 236 392 165 215 421 98	0.90% 3.75% 0.49% 0.84% 3.63% 203 630 126 196 623	0.86%	1.04% 0.78% 5.35% 1.04% 1.58% 6.96 216 166 870 184 257 9	6% 1. 299	58% 1.66% - 3.91% 1.87% 7.0 352 383 881 - 3368 9	7% 3.64 37 7	% 1.85% 4.46% 2.22% 1.06% 3 482 608 436 255	4.99% 659	1.28% 0.62% 2.87% 1.13% 0.18% 2. 214 119 385 222 53	27% 0.67 319 12	% 0.30% 1.25% 0.43% 0.65% 26 48 224 111 168
45th St West of 1-95	46 Volume	0.18% 0.97% 0.26% 1.02% 0.30 56 467 104 475	J% U.64% 1.12% 0.61% 0.27% 1.34% 89 244 510 241 85 609	0.10% 0.2	29% 1.35% 0.34% 0.34% 1.67% 90 613 118 117 732	0.11%	U.82% 1.69% 0.47% 0.50% 1.58% 0.56 302 730 163 161 696 1	172	1.14% 1.90% 0.80% 1.04% 2.04% 0.48% 431 816 274 345 813 146	U.99% 3.05% 0.61% 0.95% 3.02% 356 1195 211 284 1221	0.68%	1.05% 0.80% 4.21% 0.89% 1.25% 4.83 403 298 1655 336 561 20	3% 1. 105	70% 1.85% 4.27% - 16.32% 4.5 618 624 1816 3226 - 10	4% 3.60 183 6	% 2.34% 2.95% 2.11% 1.23% 77 381 720 476 248	3.19%	1.04% 0.58% 1.87% 1.08% 0.26% 1. 265 134 425 272 59	330 13	% U.23% 1.09% 0.54% 0.81% 39 40 220 110 167
I-95 North of 45th St	47 Volume	U.18% 1.49% 0.33% 1.52% 0.29 59 688 106 686 10	0.7% 0.78% 1.63% 0.77% 0.27% 1.95% 00 288 776 256 95 888	0.11% 0.2	29% 1.96% 0.38% 0.37% 2.34% 100 877 115 157 1055	0.11%	U.96% 2.33% 0.52% 0.51% 2.22% 0.55 345 1001 171 203 890 18	5% 1 180	1.38% 2.61% 0.87% 1.10% 2.60% 0.47% 463 1118 280 393 1100 162	1.14% 3.82% 0.67% 0.91% 3.91% 408 1688 226 403 1643	0.87%	1.29% 0.95% 5.29% 1.07% 1.79% 6.41 472 341 2332 456 723 299	1% 1.	9/76 2.00% 5.81% 10.32% - 3.4 606 673 2442 514 2301 -	2.17	% 1.22% 2.30% 1.52% 0.79% 56 1096 3269 1467 672	2.49% 3430	U.85% 0.43% 1.36% 0.87% 0.19% 1. 865 439 1783 722 109 1	0.44	7% U.13% 0.70% 0.35% 0.53% 13 178 732 235 377
Blue Heron Blvd East of I-95	48 Volume	0.12% 1.36% 0.21% 1.35% 0.20 43 277 78 283	0.57% 1.53% 0.50% 0.19% 1.75% 72 165 319 169 59 356	0.07% 0.2	20% 1.73% 0.23% 0.31% 2.08% 73 361 88 95 447	0.07%	0.68% 1.97% 0.34% 0.40% 1.75% 0.35 207 448 137 136 408 14	143 (0.91% 2.20% 0.55% 0.78% 2.17% 0.32% 292 516 202 272 531 109	0.80% 3.33% 0.45% 0.79% 3.24% 262 775 144 278 782	0.77%	0.93% 0.67% 4.59% 0.90% 1.42% 5.90 271 211 1115 226 361 12	0% 1. 269	20% 1.33% 4.81% 1.01% 4.53% - 336 449 1086 323 1120 16	4.64	% 2.16% 6.44% 2.89% 1.32% 4392 1672 968 513	6.76%	1.70% 0.86% 3.51% 1.42% 0.21% 2. 469 289 1008 515 94	70% 0.819	% 0.35% 1.44% 0.46% 0.74% 87 131 481 195 332
Blue Heron Blvd West of I-95	49 Volume	0.14% 0.89% 0.25% 0.91% 0.23 55 454 94 439	3% 0.53% 1.03% 0.54% 0.19% 1.15% 89 225 507 214 75 567	24	24% 1.16% 0.28% 0.31% 1.44% 79 578 109 104 681	29	0.67% 1.44% 0.44% 0.44% 1.31% 0.46 269 669 141 145 615 15	158	0.94% 1.66% 0.65% 0.88% 1.71% 0.35% 386 749 235 325 750 130	0.84% 2.50% 0.46% 0.90% 2.52% 326 1099 185 305 1078	281	0.87% 0.68% 3.59% 0.73% 1.16% 4.09 378 265 1559 334 529 18	9% 1. 373	08% 1.45% 3.50% 1.04% 3.61% 5.4 491 531 1611 471 1724 26	2% - 139 29	14.15% 5.39% 3.12% 1.65% 19 - 756 518 305	5.43%	1.51% 0.93% 3.25% 1.66% 0.30% 2 261 129 523 318 78	428 18	7% 0.42% 1.55% 0.63% 1.07% 32 74 282 137 231
I-95 North of Blue Heron Blvd	50 Volume	0.17% 1.39% 0.29% 1.35% 0.27 46 481 80 476	7% 0.69% 1.56% 0.66% 0.23% 1.74% 69 201 528 189 72 613	21	66 582 84 86 696	20	0.83% 2.05% 0.43% 0.45% 1.89% 0.49 242 655 113 124 593 12	127	1.19% 2.30% 0.72% 1.00% 2.30% 0.40% 311 736 191 246 711 108	1.00% 3.37% 0.57% 0.94% 3.31% 281 1069 144 231 1017	255	1.16% 0.81% 4.78% 1.03% 1.62% 5.75 310 218 1442 338 489 18	5% I. 324	417 461 1575 349 1441 25	0% 9.05 50 6	% - 2.32% 1.59% 0.94% 72 1796 - 1569 720	2.54%	0.80% 0.40% 1.80% 0.98% 0.24% 1. 817 411 1833 777 119	.31% 0.56 1392 42	29 186 767 252 416
Northlake Blvd East of I-95	51 Volume	0.12% 1.25% 0.21% 1.23% 0.18 31 138 54 138	46 90 155 91 43 171 0.04% 0.3%	10	17% 1.51% 0.22% 0.22% 1.80% 37 182 53 35 216 10% 0.22% 0.12% 1.90%	0.05%	0.63% 1.70% 0.29% 0.32% 1.54% 0.33 120 210 71 65 197 3	83% U	0.81% 1.91% 0.49% 0.64% 1.84% 0.28% 154 241 112 125 247 76 0.35% 1.12% 0.55% 0.64% 1.23% 0.23%	0.73% 2.77% 0.37% 0.60% 2.63% 146 392 95 128 369 0.73% 1.03% 0.43% 0.63% 1.01%	0.66%	0.80% 0.57% 3.74% 0.88% 1.27% 4.72 151 122 538 152 222 6 0.34% 0.60% 2.62% 0.34% 1.00% 2.15	2% 1. 545	08% 1.19% 4.08% 0.90% 3.73% 6.6 227 271 571 185 675 8	1% 1.74	% 4.66% - 4.06% 1.87% 29 733 973 - 3670	9.23%	2.12% 1.06% 4.75% 2.01% 0.31% 3. 475 346 843 481 102	629 26	% 0.48% 1.99% 0.65% 1.08% 51 108 355 155 281
Northlake Blvd West of I-95	52 Volume	0.15% 0.87% 0.28% 0.88% 0.22 38 238 68 247	52 129 271 130 51 302	9	42 301 70 51 353	12	0.59% 1.03% 0.35% 0.32% 0.97% 0.41 167 348 93 85 307 10	106	224 400 152 181 394 97 0.05% 1.18% 0.05% 0.37%	0.72% 1.92% 0.47% 0.83% 1.81% 209 599 119 168 568	160	0.74% 0.80% 2.83% 0.74% 1.09% 3.15 215 162 819 202 310 9 0.01% 0.60% 2.43% 0.07% 1.33% 4.10	276 I. 284	11% 1.32% 2.79% 0.91% 3.30% 4.1 295 338 867 275 971 13 26% 1.44% 2.6% 1.17% 4.30% 5.7	1% 1.61 163 5	76 3.5976 4.7076 - 17.9476 17 1184 1590 3332 -	971	2.32% 1.69% 4.12% 2.35% 0.50% 3. 355 211 469 324 75	329 17	74 52 182 97 166
I-95 North of Northlake Blvd	53 Volume	0.18% 1.01% 0.29% 1.05% 0.22 49 573 82 578 0.11% 1.20% 0.19% 1.20% 0.13	76 226 615 199 79 727 78 0.51% 1.28% 0.45% 0.19% 1.42%	26	65 690 80 104 820	20	0.71% 1.48% 0.39% 0.36% 1.30% 0.45 242 757 118 134 671 12 0.54% 1.70% 0.26% 0.20% 1.51% 0.28	123	335 858 197 250 829 115 0.75% 1.02% 0.44% 0.55% 1.87% 0.24%	0.89% 2.54% 0.50% 0.71% 2.41% 287 1251 147 244 1131 0.64% 2.91% 0.22% 0.55% 2.54%	301	0.91% 0.89% 3.47% 0.86% 1.32% 4.18 347 233 1695 381 543 20 0.79% 0.52% 2.90% 0.94% 1.22% 4.73	1076 I. 197	466 471 1710 389 1609 27 059 1.049 2.949 0.979 2.419 4.1	27 7	5.02% 6.74% 14.13% 00 1784 2755 639 1544 % 4.01% 4.19% 1.42% 2.47%	4.1276	1.51% 0.69% 1.99% 1.36% 0.32% 1. 1546 723 2778 1243 177 2 2.47% 1.42% 6.34% 2.70% 0.40% 4	2092 68	88 301 1041 312 555 0.49% 2.24% 0.70% 1.25%
PGA Blvd East of I-95	54 Volume	29 111 44 114 0.20% 0.76% 0.30% 0.79% 0.31	45 82 127 68 41 154 1% 0.57% 0.88% 0.47% 0.28% 1.06%	5	31 153 39 36 183 21% 1.06% 0.27% 0.25% 1.26%	0.05%	90 181 58 61 168 0.20 0.62% 1.25% 0.40% 0.42% 1.15% 0.43	63	125 207 89 95 211 63 0.86% 1.43% 0.61% 0.65% 1.46% 0.44%	119 318 77 98 316 0.82% 2.20% 0.53% 0.68% 2.18%	107	0.78% 0.32% 3.86% 0.88% 1.22% 4.77 125 101 458 158 209 5 0.86% 0.70% 3.16% 1.09% 1.44% 4.08	592 8% 1	209 200 509 160 558 8 44% 1 38% 3 51% 1 10% 3 85% 5 6	118 2	4.01% 0.10% 1.43% 3.47% 16 569 781 289 570 16 3.02% 5.30% 1.90% 3.03%	1495	- 1068 434 207 68 - 7.36% 2.99% 1.43% 0.47% 2	324 16	52 56 178 99 148 % 0.38% 1.22% 0.68% 1.02%
PGA Blvd West of I-95	55 Volume	16 57 21 57 1 0.18% 0.65% 0.24% 0.64% 0.28	25 43 65 37 23 83 3% 0.48% 0.73% 0.42% 0.26% 0.94%	7	17 82 22 27 102 19% 0.92% 0.24% 0.30% 1.15%	4	46 89 31 32 82 0 0.52% 1.00% 0.35% 0.36% 0.92% 0.43	38	67 110 48 61 117 37 0.75% 1.23% 0.54% 0.69% 1.32% 0.42%	64 191 45 54 182 0.72% 2.15% 0.50% 0.61% 2.05%	80	76 59 261 104 138 3 0.85% 0.66% 2.94% 1.17% 1.55% 4.03	358	126 106 295 105 321 4 42% 119% 3.32% 1.18% 3.62% 5.0	152 1	8 404 449 274 479 6 45% 5.06% 3.08% 5.39%	864	1050 - 162 105 39 1182% - 183% 118% 0.44% 1	127 7	70 25 59 48 69 15 0.28% 0.66% 0.54% 0.78%
1-95 North of PGA Blvd	56 Volume	43 509 77 484 0.13% 1.59% 0.24% 1.52% 0.19	62 195 535 166 56 598 9% 0.61% 1.68% 0.52% 0.18% 1.88%	14 0.04% 0.1	44 569 76 65 646 14% 1.78% 0.24% 0.20% 2.03%	0.05%	206 616 96 82 546 9 0.65% 1.93% 0.30% 0.26% 1.71% 0.30	97 30% (256 656 161 172 613 89 0.80% 2.06% 0.51% 0.54% 1.92% 0.28%	211 881 111 137 805 0.66% 2.76% 0.35% 0.43% 2.52%	188	230 162 1136 234 333 13 0.72% 0.51% 3.56% 0.74% 1.04% 4.36	390 6% n	291 287 1112 243 943 16 91% 0.90% 3.49% 0.76% 2.96% 5.0	16 5	16 1183 1517 381 828 % 3.71% 4.76% 1.20% 2.60%	2364	341 250 - 1188 189 2 1.07% 0.78% - 3.73% 0.59% 6	2111 69	78 306 1068 299 555 % 0.96% 3.35% 0.94% 1.75%
Donald Ross Rd East of I-95	57 Volume	32 131 61 134 0.27% 1.11% 0.52% 1.14% 0.38	45 97 144 93 41 152 3% 0.83% 1.22% 0.79% 0.35% 1.29%	3 0.03% 0.2	24 154 55 20 165 20% 1.31% 0.47% 0.17% 1.40%	0.05%	103 175 64 38 164 6 0.87% 1.48% 0.54% 0.32% 1.39% 0.58	68 58% 1	123 179 112 97 179 66 1.04% 1.52% 0.95% 0.82% 1.52% 0.56%	115 223 78 55 219 0.97% 1.89% 0.66% 0.47% 1.86%	80 0.68%	121 88 279 131 158 3 1.03% 0.75% 2.36% 1.11% 1.34% 2.99	352 9% 1	154 149 323 132 336 4 31% 1.26% 2.74% 1.12% 2.85% 3.6	31 2 5% 2.13	51 418 455 205 335 % 3.55% 3.86% 1.74% 2.85%	669 5.68%	164 134 781 - 487 1.39% 1.14% 6.63% - 4.13% 5	595 23 05% 2.02	39 142 320 157 287 % 1.21% 2.71% 1.33% 2.44%
Donald Ross Rd West of I-95	58 Volume %	21 55 36 53 0.43% 1.13% 0.74% 1.09% 0.54	26 48 56 48 27 59 4% 0.98% 1.15% 0.98% 0.54% 1.21%	2 0.03% 0.3	15 61 34 8 63 31% 1.25% 0.70% 0.17% 1.29%	0.03%	52 66 38 20 63 3 1.06% 1.34% 0.77% 0.40% 1.30% 0.79	39 19% 1	58 69 57 46 72 41 1.19% 1.41% 1.16% 0.95% 1.46% 0.84%	57 75 44 29 80 1.17% 1.53% 0.90% 0.59% 1.64%	41 0.84%	58 50 95 57 68 10 1.18% 1.01% 1.94% 1.16% 1.38% 2.21	106 1% 1.	71 69 108 61 108 1 45% 1.40% 2.21% 1.25% 2.19% 2.9	42 1 1% 2.32	14 156 156 103 152 % 3.19% 3.18% 2.10% 3.10%	212 4.34%	103 76 286 304 - 2.11% 1.55% 5.84% 6.22% - 3.	185 10 79% 2.06	01 64 103 94 129 % 1.31% 2.11% 1.94% 2.65%
I-95 North of Donald Ross Rd	59 Volume %	40 455 74 439 0.13% 1.54% 0.25% 1.49% 0.20	60 182 474 158 54 540 % 0.62% 1.61% 0.54% 0.18% 1.83%	15 0.05% 0.1	41 501 73 54 583 14% 1.70% 0.25% 0.18% 1.98%	0.04%	193 552 87 62 499 9 0.65% 1.87% 0.30% 0.21% 1.69% 0.31	90 31% (238 582 158 161 565 78 0.81% 1.97% 0.54% 0.55% 1.92% 0.27%	201 766 101 108 688 0.68% 2.60% 0.34% 0.37% 2.33%	164 0.56%	201 146 961 195 267 111 0.68% 0.50% 3.26% 0.66% 0.90% 3.83	130 3% 0.	248 244 911 217 755 12 84% 0.83% 3.09% 0.73% 2.56% 4.3	188 4 7% 1.54	5 989 1197 312 638 % 3.35% 4.06% 1.06% 2.17%	1835 6.22%	286 195 2101 409 212 - 0.97% 0.66% 7.12% 1.39% 0.72% -	88 3.01	88 635 1389 1044 1294 % 2.16% 4.71% 3.54% 4.39%
Indiantown Rd East of I-95	60 Volume	22 87 34 89 0.22% 0.86% 0.33% 0.88% 0.32	32 59 97 58 31 106 2% 0.59% 0.97% 0.58% 0.31% 1.06%	4 0.04% 0.2	20 102 36 19 121 20% 1.01% 0.36% 0.19% 1.20%	5 0.05%	69 116 44 29 110 4 0.69% 1.15% 0.44% 0.29% 1.09% 0.46	47	77 127 67 74 128 49 0.76% 1.26% 0.67% 0.74% 1.27% 0.49%	77 182 54 46 167 0.76% 1.82% 0.54% 0.46% 1.67%	59 0.59%	78 64 232 85 115 2 0.78% 0.64% 2.31% 0.84% 1.15% 2.77	278 7%1.	107 118 247 104 264 3 06% 1.17% 2.46% 1.04% 2.63% 3.7	173 1 1% <u>1.</u> 75	76 324 360 148 276 % 3.23% 3.59% 1.47% 2.74%	555 5.53%	144 124 667 171 112 1.44% 1.24% 6.64% 1.70% 1.11% 8.	842 - 38% -	730 373 181 353 7.27% 3.72% 1.81% 3.51%
Indiantown Rd West of I-95	61 Volume	11 78 15 78 0.14% 0.98% 0.18% 0.97% 0.17	14 30 83 29 12 101 7% 0.38% 1.04% 0.36% 0.16% 1.27%	5 0.07% 0.0	7 100 10 16 108 09% 1.25% 0.13% 0.20% 1.36%	0.02%	27 99 17 12 91 0.34% 1.24% 0.21% 0.15% 1.15% 0.23	18 23% (44 108 23 27 103 14 0.55% 1.35% 0.29% 0.34% 1.29% 0.18%	36 150 18 19 130 0.45% 1.89% 0.23% 0.24% 1.64%	30 0.38%	36 24 199 54 66 2 0.46% 0.30% 2.51% 0.68% 0.83% 2.97	236 7% 0.	47 42 183 52 170 2 59% 0.52% 2.31% 0.65% 2.14% 3.4	270 1 0% 1.47	7 241 243 76 156 % 3.04% 3.06% 0.95% 1.96%	408 5.13%	86 61 505 140 74 1.09% 0.77% 6.37% 1.77% 0.93% 10.	821 83 34% 10.51	33 - 240 391 503 % - 3.02% 4.92% 6.34%
I-95 North of Indiantown Rd	62 Volume	35 422 70 413 0.15% 1.82% 0.30% 1.78% 0.21	49 162 447 137 47 482 1% 0.70% 1.93% 0.59% 0.20% 2.08%	7 0.03% 0.1	43 466 70 42 517 18% 2.01% 0.30% 0.18% 2.23%	0.02%	173 491 73 46 440 8 0.75% 2.12% 0.31% 0.20% 1.90% 0.36	84 36% (209 512 147 142 480 73 0.90% 2.21% 0.63% 0.61% 2.07% 0.31%	169 658 86 83 580 0.73% 2.84% 0.37% 0.36% 2.50%	145 0.63%	182 126 795 149 202 9 0.78% 0.54% 3.43% 0.64% 0.87% 3.95	916 5% 0.	196 192 711 169 605 5 85% 0.83% 3.06% 0.73% 2.61% 4.2	91 3 7% 1.64	30 768 942 226 463 % 3.31% 4.06% 0.97% 2.00%	1328 5.73%	204 121 1510 300 152 30.88% 0.52% 6.51% 1.29% 0.65% 7.	1833 39 .90% 1.71	98 365 - 193 780 % 1.57% - 0.83% 3.36%
Tumpike North of Indiantown Rd	63 Volume	29 132 55 128 0.27% 1.22% 0.51% 1.18% 0.36	38 83 136 80 40 147 5% 0.77% 1.26% 0.74% 0.37% 1.37%	5 0.05% 0.2	25 149 52 19 161 23% 1.38% 0.48% 0.17% 1.49%	0.03%	86 160 54 24 148 (0.80% 1.48% 0.50% 0.22% 1.37% 0.56	61 66% 1	111 158 96 77 166 58 1.03% 1.47% 0.89% 0.71% 1.54% 0.54%	99 193 69 36 179 0.92% 1.79% 0.64% 0.33% 1.66%	70 0.65%	96 71 221 98 113 2 0.89% 0.66% 2.05% 0.91% 1.05% 2.36	255 6% 0.	106 101 217 97 200 2 99% 0.94% 2.01% 0.90% 1.86% 2.7	97 1 6% 1.73	36 269 286 135 187 % 2.50% 2.65% 1.25% 1.73%	358 3.32%	124 91 391 175 129 1.15% 0.84% 3.63% 1.62% 1.20% 9.	978 26 07% 2.41	50 787 155 - 1265 % 7.31% 1.44% - 11.73%
Turnpike North of Donald Ross Rd	64 Volume %	32 203 64 200 0.22% 1.37% 0.43% 1.35% 0.30	44 115 207 110 40 227 0% 0.78% 1.40% 0.74% 0.27% 1.54%	4 0.03% 0.1	25 219 63 20 232 17% 1.48% 0.42% 0.14% 1.57%	0.03%	130 233 63 34 223 3 0.88% 1.58% 0.42% 0.23% 1.51% 0.50	73 50% 1	157 238 126 108 237 66 1.06% 1.61% 0.85% 0.73% 1.60% 0.44%	134 286 77 48 277 0.91% 1.94% 0.52% 0.32% 1.87%	87 0.59%	135 93 335 113 151 3 0.91% 0.63% 2.27% 0.76% 1.02% 2.59	383 9% 1.	148 141 340 120 332 4 00% 0.96% 2.30% 0.81% 2.24% 2.9	40 2 8% 1.85	73 452 451 189 322 % 3.06% 3.05% 1.28% 2.18%	587 3.97%	155 119 636 249 179 1 1.05% 0.81% 4.30% 1.68% 1.21% 9.	1337 37 .05% 2.51	71 473 549 1304 - % 3.21% 3.71% 8.82% -





Table 3.3: Origin-Destination Data of I-95 Interchanges in Palm Beach (AM Peak Hour Summary)

AM-Peak Hour OD Volume	To	1 2 3 4 5 6	7 8 9 10 11 12 13	14 15 16 17 18 19 20 2	1 22 23	24 25 26 27 28 29 30	0 31 32 33 34 35 36 33	37 38 39 40 41 42 43 44 45	46 47 48 49 50 51	52 53 54 55 56 57 58 59 60 61 62 63 64
Linton Blvd East of I-95	1 Volum	e - 91 91 95 29 3	35 49 18 18 47 6 7 2% 4.51% 1.64% 1.61% 4.43% 0.51% 0.66% 4.9	52 17 13 46 5 12 34 11 3% 159% 127% 4.32% 0.44% 109% 3.18% 1.01% 0	10 26	13 12 24 11 9 24 10 18 1129 2299 100% 0.86% 222% 0.99% 0	8 25 8 4 19 6 7 79% 2.32% 0.75% 0.38% 1.85% 0.58% 0.70% 0.1	8 22 5 6 15 8 2 11 175% 2.08% 0.49% 0.53% 1.40% 0.72% 0.23% 1.02% 0.79%	6 11 8 6 7 4	3 7 4 1 6 4 1 6 3 2 5 3 4 0.29% 0.68% 0.38% 0.10% 0.58% 0.34% 0.07% 0.62% 0.29% 0.21% 0.45% 0.29% 0.43%
I-95 South of Linton Blvd	2 Volum	e 100 - 34 414 119 13 1.94% - 0.65% 8.01% 2.32% 2.51%	30 319 52 69 290 23 29 3 1% 6.18% 1.01% 1.33% 5.60% 0.46% 0.56% 6.2	25 40 51 312 17 47 276 39 % 0.78% 0.98% 6.02% 0.33% 0.92% 5.30% 0.75% 0.	31 220 50% 4.25% 0.73	38 36 208 59 28 204 31 3% 0.69% 4.02% 1.14% 0.53% 3.94% 0.60% 0.	21 168 36 17 177 20 23 40% 3.23% 0.70% 0.32% 3.37% 0.37% 0.45% 0.3	37 188 38 20 129 46 9 105 5 1.72% 3.59% 0.74% 0.38% 2.48% 0.89% 0.18% 2.00% 0.979	27 92 40 21 64 26 0.51% 1.76% 0.76% 0.41% 1.25% 0.50%	10 80 21 4 52 16 3 43 7 6 22 11 14 0.19% 1.54% 0.40% 0.08% 1.00% 0.31% 0.05% 0.83% 0.14% 0.12% 0.42% 0.22% 0.26%
Linton Blvd West of I-95	3 Volum	e 184 88 - 60 28 2 20.06% 9.62% - 6.46% 2.98% 2.99	28 30 12 10 35 5 8 9% 3.23% 1.25% 1.11% 3.78% 0.57% 0.86% 3.8	36 13 10 34 3 10 26 9 9% 1.36% 1.04% 3.65% 0.37% 1.11% 2.79% 1.00% 0.	5 22 53% 2.41% 1.01	9 11 23 10 9 23 6 1% 1.22% 2.48% 1.08% 0.98% 2.50% 0.65% 0.1	9 18 4 4 14 8 10 98% 1.94% 0.40% 0.39% 1.54% 0.87% 1.06% 1.	10 16 7 2 13 7 3 7 .12% 1.77% 0.71% 0.25% 1.44% 0.73% 0.29% 0.81% 0.379	3 5 4 3 4 3 0.33% 0.54% 0.43% 0.29% 0.43% 0.33%	2 3 2 0 2 2 1 1 1 0 1 1 2 0.21% 0.36% 0.21% 0.03% 0.21% 0.07% 0.14% 0.14% 0.00% 0.14% 0.10% 0.18%
I-95 North of Linton Blvd	4 Volum	e 78 735 90 - 129 14 1.49% 13.80% 1.70% - 2.44% 2.66%	41 306 54 70 292 27 31 3 6% 5.78% 1.02% 1.33% 5.49% 0.52% 0.59% 5.8	11 47 59 307 19 50 249 39 7% 0.89% 1.11% 5.78% 0.35% 0.95% 4.69% 0.74% 0.	26 207 49% 3.89% 0.81	43 36 193 56 30 182 33 1% 0.67% 3.63% 1.06% 0.56% 3.42% 0.62% 0.	21 163 33 17 156 19 28 40% 3.08% 0.62% 0.32% 2.92% 0.35% 0.52% 0.6	37 161 31 18 114 43 8 90 4 1.69% 3.03% 0.59% 0.34% 2.14% 0.82% 0.14% 1.69% 0.909	21 79 33 17 57 24 0.39% 1.48% 0.63% 0.32% 1.08% 0.45%	10 64 15 6 45 16 3 40 9 6 20 8 12 0.18% 1.20% 0.28% 0.11% 0.84% 0.31% 0.05% 0.75% 0.18% 0.11% 0.38% 0.15% 0.23%
Atlantic Ave East of I-95	5 Volum	e 23 97 28 105 - 47 1.07% 4.50% 1.33% 4.90% - 22.25	174 103 31 39 92 19 16 1 5% 4.80% 1.46% 1.80% 4.31% 0.89% 0.76% 4.6	00 32 33 93 8 24 78 29 8% 1.48% 1.56% 4.37% 0.37% 1.14% 3.69% 1.37% 0.	15 61 72% 2.87% 0.96	21 23 52 22 17 48 11 3% 1.10% 2.41% 1.03% 0.79% 2.26% 0.50% 0.1	11 37 17 9 36 11 14 51% 1.74% 0.78% 0.43% 1.70% 0.52% 0.64% 0.1	16 35 11 7 26 13 4 27 1 1.74% 1.66% 0.52% 0.31% 1.20% 0.61% 0.20% 1.26% 0.909	9 18 12 10 12 10 0.40% 0.85% 0.53% 0.46% 0.58% 0.46%	7 15 7 2 10 7 2 8 4 1 6 4 5 0.31% 0.07% 0.32% 0.09% 0.32% 0.09% 0.39% 0.18% 0.06% 0.26% 0.18% 0.22%
Atlantic Ave West of I-95	6 Volum	e 56 251 64 276 343 - 2.05% 9.21% 2.35% 10.14% 12.62% -	112 41 31 111 18 17 1 4.11% 1.49% 1.15% 4.07% 0.66% 0.62% 4.4	21 38 41 120 8 33 95 32 3% 1.41% 1.52% 4.39% 0.31% 1.22% 3.50% 1.16% 0.	15 76 55% 2.80% 0.86	23 26 71 30 21 70 17 5% 0.94% 2.62% 1.10% 0.78% 2.58% 0.61% 0.5	15 51 18 11 46 16 17 54% 1.86% 0.66% 0.42% 1.70% 0.59% 0.64% 0.3	21 47 16 10 30 17 5 30 2 1.76% 1.74% 0.59% 0.37% 1.09% 0.64% 0.18% 1.11% 0.749	0 10 24 14 13 20 14 0.38% 0.88% 0.51% 0.48% 0.74% 0.50%	8 21 7 2 13 9 2 11 5 1 8 5 7 0.31% 0.76% 0.27% 0.07% 0.47% 0.33% 0.09% 0.39% 0.20% 0.04% 0.29% 0.17% 0.25%
I-95 North of Atlantic Ave	7 Volum	e 68 527 71 573 106 25 1.09% 8.42% 1.14% 9.15% 1.70% 4.01 20 127 22 123 20 123 20 123	511- 59 86 393 52 37 3 1% - 0.94% 1.38% 6.27% 0.51% 0.60% 6.0% 32 244 - 204 247 20 20 20	80 61 70 390 25 62 313 56 7% 0.97% 1.12% 6.24% 0.40% 0.99% 5.00% 0.90% 0. 73 47 29 150 14 29 3.00% 0.90% 0.	33 261 54% 4.18% 0.81	51 46 236 62 36 213 34 1% 0.73% 3.77% 0.99% 0.57% 3.40% 0.54% 0. 20 23 00 40 24 03 23	25 184 42 23 186 22 29 40% 2.94% 0.67% 0.37% 2.97% 0.35% 0.46% 0. 17 77 21 37 45 45 10 30	46 181 3/ 19 132 4/ 10 108 5 1.74% 2.88% 0.59% 0.30% 2.11% 0.75% 0.15% 1.73% 0.929 2.4 (7 1) 10 108 5	0.38% 1.46% 0.70% 0.35% 1.08% 0.48%	9 86 Z3 6 52 Z0 3 41 8 5 Z3 9 13 0.14% 1.38% 0.36% 0.10% 0.82% 0.32% 0.04% 0.66% 0.13% 0.09% 0.37% 0.14% 0.20% 0
Woolbright Rd West of I-95	8 Volum	2 20 127 33 133 39 7 0.97% 4.42% 1.15% 4.61% 1.34% 2.54%	73 140 - 294 167 28 28 4 4% 5.09% - 10.23% 5.80% 0.96% 0.97% 5.9 54 0.9 249 10.4 22 24 1	71 47 38 139 14 30 130 35 4% 1.62% 1.32% 5.54% 0.50% 1.04% 4.52% 1.23% 0. 71 40 40 146 14 26 14 26 112 22	14 99 19% 3.44% 1.02	29 31 92 40 24 91 22 2% 1.08% 3.20% 1.38% 0.82% 3.15% 0.77% 0.1 20 22 72 24 12 77 12	17 72 21 15 65 16 10 59% 2.50% 0.72% 0.51% 2.25% 0.61% 0.61% 0.1	24 07 17 10 46 22 5 39 2 1.83% 2.33% 0.58% 0.35% 1.60% 0.78% 0.17% 1.34% 0.889 1.7 57 12 4 42 18 7 24 2	0.38% 1.29% 0.67% 0.48% 0.80% 0.60%	0 2.3 0 2 10 11 2 12 0 2 9 5 17 0.27% 0.88% 0.29% 0.07% 0.64% 0.37% 0.68% 0.42% 0.21% 0.06% 0.30% 0.17% 0.24% 4 20 7 2 12 5 3 10 2 2 7 4 5
Woolbright Rd East of I-95	9 Volum	0.64% 3.23% 0.87% 3.78% 0.94% 2.22 e 64 440 65 507 99 22	2% 3.98% 14.15% - 7.88% 0.89% 0.97% 6.9 27 592 231 104 - 58 57 5	4% 1.61% 1.99% 5.88% 0.57% 1.05% 4.59% 1.37% 0. 73 85 89 501 35 76 398 71	20 70 33% 3.08% 0.83 43 312	22 22 22 73 20 13 77 12 3% 0.91% 2.93% 1.06% 0.53% 3.09% 0.49% 0. 58 53 289 77 45 270 42	12 2.18% 0.76% 0.43% 2.31% 0.44% 0.38% 0.1 32 221 51 30 226 30 34	1.70% 2.32% 0.51% 0.25% 1.68% 0.74% 0.28% 1.35% 0.799 47 213 37 22 159 59 10 123 6	0.47% 1.20% 0.46% 0.43% 0.60% 0.38% 29 103 49 28 70 36	0.24% 0.83% 0.30% 0.10% 0.51% 0.19% 0.03% 0.41% 0.12% 0.09% 0.30% 0.23% 0.19 13 93 23 8 55 21 3 46 9 8 23 13 15
I-95 North of Woolbright Rd	10 % Volum	0.86% 5.88% 0.87% 6.79% 1.33% 3.04%	4% 7.95% 3.09% 1.39% - 0.78% 0.77% 7.6 37 53 59 25 71 - 214 1	8% 1.15% 1.19% 6.72% 0.46% 1.03% 5.32% 0.96% 0. 42 52 53 75 12 16 67 19	58% 4.19% 0.78 13 51	3% 0.71% 3.87% 1.03% 0.60% 3.61% 0.56% 0. 10 12 41 14 7 38 9	43% 2.97% 0.68% 0.40% 3.01% 0.40% 0.45% 0.6 5 28 8 5 26 2 2	1.64% 2.84% 0.49% 0.30% 2.13% 0.79% 0.14% 1.64% 0.85% 5 26 5 2 20 6 1 16 1	0.38% 1.38% 0.66% 0.38% 0.94% 0.49% 3 11 6 1 8 2	0.17% 1.24% 0.31% 0.11% 0.73% 0.28% 0.05% 0.61% 0.13% 0.10% 0.32% 0.18% 0.20% 2 9 4 3 3 3 0 2 1 0 1 0 1
Boynton Beach Bivd East of I-95	Volum	0.41% 2.98% 0.55% 3.21% 1.36% 2.53% 15 83 17 78 23 3	3% 3.64% 4.08% 1.76% 4.95% - 14.95% 9.8 35 89 44 37 114 297 - 2	5% 3.59% 3.72% 5.25% 0.81% 1.13% 4.60% 1.30% 0. 05 43 41 130 12 17 113 27	71% 3.54% 0.72 13 88	0.81% 2.86% 0.94% 0.50% 2.68% 0.60% 0.33 33 22 78 25 16 73 17	35% 1.94% 0.58% 0.37% 1.79% 0.12% 0.14% 0.3 10 58 19 13 53 12 12	1.37% 1.79% 0.35% 0.16% 1.38% 0.40% 0.07% 1.10% 0.679 19 56 12 6 37 15 2 29 1	0.23% 0.79% 0.44% 0.09% 0.57% 0.16% 5 19 11 5 14 6	0.12% 0.62% 0.28% 0.18% 0.18% 0.18% 0.02% 0.16% 0.07% 0.00% 0.05% 0.02% 0.05% 2 13 5 3 6 3 1 4 4 0 3 2 2
Boynton Beach Bivd West of I-95	12 % Volum	0.68% 3.64% 0.73% 3.45% 1.04% 1.56% = 56 383 60 419 95 20	6% 3.93% 1.93% 1.65% 5.03% 13.12% - 9.0 205 476 216 91 639 81 151 -	5% 1.92% 1.83% 5.75% 0.51% 0.73% 5.01% 1.19% 0. 127 145 752 49 99 569 106	57% 3.87% 1.44 65 449	1% 0.99% 3.45% 1.11% 0.72% 3.23% 0.74% 0.74% 92 80 404 108 62 376 55	45% 2.58% 0.83% 0.58% 2.33% 0.54% 0.53% 0.4 42 305 77 43 298 35 42	1.85% 2.45% 0.54% 0.26% 1.63% 0.64% 0.10% 1.28% 0.749 66 302 57 32 213 65 12 170 8	0.23% 0.82% 0.47% 0.24% 0.62% 0.28% 40 148 68 36 101 45	0.10% 0.57% 0.20% 0.15% 0.26% 0.13% 0.06% 0.18% 0.16% 0.00% 0.15% 0.09% 0.10% 18 127 28 10 71 27 3 59 12 9 31 16 15
Gateway Blvd Fast of L95	13 % 14 Volum	0.62% 4.19% 0.66% 4.60% 1.04% 2.25% e 17 53 25 74 34 7	5% 5.23% 2.37% 0.99% 7.02% 0.89% 1.66% - 70 83 67 28 101 36 65 1	1.39% 1.59% 8.25% 0.54% 1.09% 6.24% 1.16% 0. 33 - 619 150 33 50 105 47	71% 4.93% 1.01 26 66	1% 0.88% 4.43% 1.19% 0.68% 4.12% 0.61% 0. 23 22 64 26 16 52 15	46% 3.35% 0.85% 0.47% 3.26% 0.38% 0.46% 0.1 14 43 18 11 49 10 13	1.72% 3.30% 0.63% 0.35% 2.34% 0.71% 0.13% 1.87% 0.939 21 47 11 8 30 16 7 18 1	0.44% 1.63% 0.75% 0.39% 1.11% 0.50% 9 19 13 8 9 8	0.20% 1.39% 0.30% 0.11% 0.78% 0.29% 0.03% 0.64% 0.13% 0.10% 0.34% 0.17% 0.17% 7 12 4 2 8 6 1 7 4 1 6 4 4
Gateway Blvd West of I-95	15 Volum	e 18 99 19 113 27 5	2% 3.23% 2.61% 1.08% 3.96% 1.40% 2.53% 5.1 51 110 53 34 143 40 46 1	24.15% 5.86% 1.27% 1.95% 4.09% 1.83% 1. 80 201 - 195 28 43 148 46	2.57% 0.90 24 114	0.86% 2.49% 1.01% 0.62% 2.03% 0.60% 0.1 33 27 106 34 22 91 19	53% 1.67% 0.69% 0.44% 1.89% 0.38% 0.52% 0.3 19 76 21 14 74 15 20	1.83% 0.43% 0.33% 1.17% 0.62% 0.27% 0.71% 0.689 32 77 20 12 55 22 7 34 2	0.36% 0.73% 0.52% 0.31% 0.35% 0.30% 11 30 18 12 18 14	0.27% 0.46% 0.16% 0.08% 0.31% 0.22% 0.04% 0.26% 0.14% 0.03% 0.25% 0.16% 0.17% 9 21 5 2 11 7 2 9 5 2 7 4 5
I-95 North of Gateway Blvd	16 Volum	0.65% 3.58% 0.68% 4.09% 0.98% 1.84% e 58 414 52 451 91 20	4% 3.95% 1.92% 1.24% 5.17% 1.44% 1.65% 6.4 06 510 206 82 590 66 106 6	9% 7.24% - 7.01% 1.02% 1.53% 5.31% 1.65% 0. 98 75 165 - 65 126 778 153	36% 4.07% 1.17 80 587 1	% 0.98% 3.80% 1.21% 0.78% 3.28% 0.68% 0.1 10 94 513 132 70 453 65	68% 2.72% 0.75% 0.51% 2.66% 0.53% 0.73% 1. 40 379 96 49 387 39 44	16% 2.75% 0.72% 0.43% 1.97% 0.77% 0.25% 1.23% 0.939 86 390 75 37 264 93 21 209 11	0.38% 1.09% 0.65% 0.43% 0.64% 0.52% 0 45 175 76 44 115 55	0.33% 0.77% 0.18% 0.09% 0.38% 0.27% 0.09% 0.31% 0.17% 0.06% 0.27% 0.14% 0.19% 22 151 32 14 86 28 4 70 17 8 39 15 21
Hypoluxo Rd East of I-95	17 Volum	0.56% 4.00% 0.51% 4.36% 0.89% 2.00% e 6 31 6 38 9 2	0% 4.94% 2.00% 0.79% 5.71% 0.64% 1.03% 6.7 21 42 25 8 49 8 19	5% 0.73% 1.60% - 0.63% 1.22% 7.52% 1.48% 0. 57 29 35 79 - 194 124 56	78% 5.68% 1.07 24 77	% 0.91% 4.96% 1.28% 0.68% 4.39% 0.63% 0.3 28 23 63 21 10 49 11 28 23 63 21 10 49 11	38% 3.67% 0.93% 0.48% 3.74% 0.37% 0.42% 0.3 7 38 18 9 41 3 6 7 38 18 9 41 3 6	183% 3.77% 0.73% 0.36% 2.55% 0.90% 0.20% 2.02% 1.069 12 35 9 6 25 10 3 14 1 12 35 9 6 25 10 3 14 1	0.44% 1.70% 0.73% 0.43% 1.11% 0.54% 3 11 9 4 10 5	0.21% 1.46% 0.31% 0.14% 0.83% 0.27% 0.04% 0.68% 0.16% 0.08% 0.37% 0.15% 0.20% 2 8 1 2 4 2 0 4 2 0 2 0 2 0 1 1 2 6 1 2 6 1 2 6 1 2 0 1 2 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 0 0
Hypoluxo Rd West of I-95	18 Volum	e 23 118 29 138 33 0	476 2.075 1.707 0.5376 3.3476 0.5776 1.2478 3.4 67 144 61 38 175 32 42 1 77 2.378 1.446 0.001 1.378 0.076 0.001	75 1.97% 2.42% 5.44% - 13.33% 0.50% 3.64% 1. 96 56 57 251 192 - 320 68	34 221	1.56% 4.35% 1.46% 0.66% 3.35% 0.79% 0.35% 57 42 199 62 31 174 40 90 0.0004 4.55% 1.46% 0.66% 0.75% 0.75% 0.75%	250 2.50% 1.25% 0.00% 2.62% 0.20% 0.44% 0.6 25 153 40 22 149 21 32	8.1% 2.37% 0.39% 1.72% 0.69% 0.19% 0.39% 0.75% 48 147 24 16 109 40 12 77 5 320 2.440 0.64% 2.56% 0.79% 1.01% 1.00% 1.01%	20 59 38 22 43 24 0.000 0.74% 0.02% 0.28% 0.08% 0.32%	0.18% 0.35% 0.05% 0.18% 0.25% 0.16% 0.00% 0.23% 0.14% 0.02% 0.14% 0.00% 0.05% 0.14% 0.00% 0.05%
I-95 North of Hypoluxo Rd	19 Volum	0.54% 2.75% 0.69% 3.23% 0.77% 1.57 e 45 305 48 333 0.67% 1.57 0.45% 3.07% 0.48% 3.36% 0.67% 1.60%	7% 3.37% 1.44% 0.89% 4.11% 0.75% 0.96% 4.5 67 376 166 66 445 50 85 4 9% 3.89% 1.69% 0.67% 4.48% 0.59% 0.87% 4.8	276 1.3176 1.3476 5.0776 4.4976 7.4476 1.0076 0. 77 66 98 669 37 183 - 182 26 0.67% 0.99% 6.76% 0.37% 1.85% 1.85%	89 732 1 0% 7.38% 1.34	32 100 584 1.45% 0.73% 4.07% 0.95% 0.3 32 100 584 138 79 517 76 194 100% 589% 139% 0.80% 5.21% 0.77% 0.	3.59% 0.74% 0.51% 3.48% 0.49% 0.76% 1. 49 424 109 59 433 40 54 49% 4.29% 1.1% 0.61% 4.34% 0.40% 0.54% 0.0	1.3% 3.44% 0.35% 0.37% 2.35% 0.44% 0.29% 1.61% 1.20 96 420 76 44 295 103 24 226 13 0.7% 4.20% 0.7% 0.44% 2.9% 1.04% 0.5% 2.28% 1.31%	0.48% 1.37% 0.88% 0.51% 1.00% 0.58% 0.45% 1.84% 0.86% 0.44% 1.22% 0.55%	0.29% 1.21% 0.36% 0.23% 0.61% 0.34% 0.06% 0.53% 0.15% 0.03% 0.39% 0.13% 0.23% 0.23% 0.15% 0.25% 0.16% 0.15% 0.25% 0.16\% 0.16\%
Lantana Rd East of 1-95	20 Volum	e 13 37 14 55 14 3 0.44% 1.31% 0.48% 1.92% 0.49% 1.20%	34 58 43 19 64 9 22 36 2.03% 1.52% 0.67% 2.24% 0.31% 0.78% 2.6	75 35 33 96 31 56 99 - 4% 1.24% 1.17% 3.37% 1.10% 1.97% 3.46% - 11.	334 213 74% 7.50% 2.90	82 64 153 67 37 124 29 36 2.27% 5.37% 2.34% 1.30% 4.36% 1.01% 0.1	26 114 39 27 94 18 23 90% 4.02% 1.36% 0.94% 3.32% 0.63% 0.81% 1.	32 92 19 10 69 31 9 50 4 12% 3.24% 0.68% 0.35% 2.44% 1.08% 0.32% 1.76% 1.429	1 17 35 26 13 25 16 0.60% 1.24% 0.90% 0.47% 0.86% 0.57%	9 29 10 2 15 8 1 12 6 1 8 4 6 0.30% 1.01% 0.36% 0.06% 0.54% 0.28% 0.05% 0.41% 0.22% 0.02% 0.28% 0.14% 0.20%
Lantana Rd West of I-95	21 Volum	e 13 69 11 72 18 3 0.39% 2.09% 0.33% 2.17% 0.54% 1.03%	34 84 34 25 96 25 25 1 3% 2.54% 1.03% 0.75% 2.89% 0.77% 0.75% 3.1	04 25 25 156 23 52 129 520 - 5% 0.76% 0.75% 4.72% 0.69% 1.56% 3.90% 15.72% -	184 5.55% 1.63	54 30 170 53 24 162 22 3% 0.90% 5.13% 1.59% 0.72% 4.87% 0.66% 0.	14 119 34 14 120 14 20 44% 3.57% 1.01% 0.43% 3.62% 0.43% 0.62% 1.4	47 130 26 12 90 37 9 63 5 41% 3.91% 0.77% 0.36% 2.73% 1.12% 0.28% 1.91% 1.53%	16 45 35 14 27 25 0.49% 1.36% 1.05% 0.42% 0.81% 0.76%	10 31 10 4 15 9 1 11 7 1 6 3 4 0.31% 0.92% 0.23% 0.45% 0.27% 0.03% 0.33% 0.20% 0.03% 0.18% 0.09% 0.13%
I-95 North of Lantana Rd	22 Volum	e 26 217 41 243 47 11 0.30% 2.50% 0.47% 2.81% 0.55% 1.36%	17 267 117 47 323 36 57 3 6% 3.09% 1.35% 0.54% 3.74% 0.41% 0.66% 3.9	39 40 74 458 21 130 454 100 3% 0.46% 0.86% 5.30% 0.24% 1.51% 5.25% 1.16% 0.	83 - 1 97% - 1.71	47 107 660 137 80 531 80 1% 1.24% 7.65% 1.59% 0.92% 6.14% 0.93% 0.1	50 439 111 68 423 44 54 59% 5.08% 1.29% 0.79% 4.88% 0.51% 0.63% 1.	101 431 80 38 300 101 24 232 12 18% 4.97% 0.92% 0.43% 3.46% 1.17% 0.28% 2.68% 1.409	50 183 96 44 124 55 0.58% 2.12% 1.11% 0.51% 1.44% 0.64%	21 153 33 17 79 28 3 68 16 8 33 14 15 0.25% 1.77% 0.39% 0.20% 0.32% 0.04% 0.79% 0.18% 0.10% 0.39% 0.16% 0.22%
6th Ave S East of I-95	23 Volum %	e 16 70 22 82 21 6 0.43% 1.88% 0.59% 2.19% 0.55% 1.73%	64 93 68 23 113 10 36 1 3% 2.51% 1.83% 0.63% 3.03% 0.27% 0.96% 3.1	19 24 33 165 14 67 149 54 9% 0.65% 0.88% 4.41% 0.38% 1.79% 4.00% 1.46% 1.	55 127 - 47% 3.41% -	466 199 85 57 163 42 12.52% 5.35% 2.29% 1.54% 4.36% 1.13% 0.	29 139 58 29 127 20 29 78% 3.72% 1.56% 0.78% 3.39% 0.54% 0.77% 1.2	45 126 24 20 100 38 9 71 4 .21% 3.37% 0.64% 0.54% 2.68% 1.03% 0.25% 1.90% 1.329	24 58 33 19 38 25 0.63% 1.56% 0.89% 0.51% 1.01% 0.68%	12 46 13 6 24 12 3 22 7 3 15 6 ε 0.32% 1.23% 0.34% 0.15% 0.65% 0.32% 0.07% 0.19% 0.07% 0.41% 0.17% 0.22%
6th Ave S West of I-95	24 Volum %	e 26 134 34 145 40 9 0.56% 2.85% 0.72% 3.07% 0.85% 1.92%	90 163 91 40 196 26 44 2 2% 3.45% 1.94% 0.86% 4.15% 0.56% 0.94% 4.3	06 42 52 259 18 92 254 92 7% 0.90% 1.10% 5.50% 0.39% 1.96% 5.40% 1.95% 1.	60 229 4 27% 4.87% 9.46	45 - 210 73 45 186 43 5% - 4.47% 1.56% 0.95% 3.96% 0.91% 0.1	24 150 53 24 145 21 29 50% 3.18% 1.13% 0.50% 3.07% 0.45% 0.62% 1.0	49 147 27 18 108 45 12 77 5 .04% 3.11% 0.58% 0.39% 2.29% 0.96% 0.26% 1.63% 1.139	27 59 36 23 38 25 0.57% 1.25% 0.77% 0.50% 0.80% 0.54%	15 42 19 6 22 17 3 20 8 2 12 6 5 0.31% 0.89% 0.40% 0.12% 0.47% 0.36% 0.06% 0.42% 0.16% 0.04% 0.26% 0.13% 0.19%
I-95 North of 6th Ave S	25 Volum	e 33 222 43 245 54 12 0.36% 2.42% 0.46% 2.67% 0.59% 1.36%	25 277 118 47 327 52 56 5 5% 3.02% 1.28% 0.51% 3.56% 0.35% 0.61% 3.7	443 46 /4 435 21 128 407 94 3% 0.50% 0.80% 4.74% 0.23% 1.40% 4.43% 1.02% 0. 07 20 24 127 0 (2) 126 0.	88 363 36% 3.96% 0.91	84 16/ - 208 110 668 96 1.82% - 2.26% 1.20% 7.27% 1.04% 0.1 52 0.01 - 2.26% 1.20% 7.27% 1.04% 0.1	59 5.22 135 75 515 54 66 55% 5.69% 1.47% 0.82% 5.60% 0.59% 0.72% 1.3 23 340 44 42 20 355 2.2 24	121 504 90 49 354 124 27 243 14 .32% 5.47% 0.98% 0.53% 3.85% 1.35% 0.30% 2.65% 1.559 .51 140 30 20 313 42 31 55% 0.30% 2.65%	0.62% 2.35% 1.11% 0.56% 1.52% 0.67%	24 1/7 45 17 80 31 4 76 21 14 39 15 21 0.26% 1.93% 0.49% 0.19% 0.87% 0.34% 0.04% 0.82% 0.23% 0.15% 0.43% 0.16% 0.23%
10th Ave N East of I-95	26 Volum	2 14 07 25 75 25 4 0.38% 1.77% 0.66% 1.96% 0.66% 1.29%	49 80 52 18 63 6 20 1 9% 2.25% 1.37% 0.47% 2.18% 0.21% 0.69% 2.7 41 91 50 10 90 76 26 7	US 28 28 125 8 05 115 36 7% 0.74% 0.69% 3.29% 0.22% 1.66% 3.03% 0.94% 1. 02 26 29 125 11 50 125 24	39 105 03% 2.75% 1.37 04 104	52 61 166 - 425 230 50 7% 2.14% 4.41% - 11.19% 6.05% 1.47% 0. 40 44 170 4.09 1.72 4.4	37 100 00 39 155 27 34 98% 4.41% 1.73% 1.03% 4.09% 0.70% 0.89% 1.: 20 140 52 20 344 21 20	51 149 30 20 117 43 11 91 5 34% 3.92% 0.78% 0.52% 3.09% 1.14% 0.30% 2.40% 1.399 45 150 29 231 314 43 11 91 5	0.64% 2.13% 1.23% 0.61% 1.59% 0.92%	14 59 21 11 57 20 5 22 13 4 15 9 11 0.38% 1.54% 0.55% 0.30% 0.96% 0.74% 0.12% 0.57% 0.33% 0.11% 0.39% 0.23% 0.28%
10th Ave N West of I-95	27 Volum	0.48% 1.87% 0.64% 2.12% 0.57% 1.15 a 32 178 35 204 43 9	5% 2.28% 1.40% 0.53% 2.52% 0.44% 0.73% 2.8 92 217 91 34 247 18 47 5	7% 0.73% 0.81% 3.80% 0.32% 1.40% 3.50% 0.96% 0. 58 34 63 326 13 99 290 74	20 104 74% 2.93% 1.38 61 263	447 64 170 446 172 44 8% 1.79% 4.76% 11.46% - 4.82% 1.23% 0.1 69 136 372 99 149 120 120	30 147 53 20 140 21 27 84% 4.17% 1.49% 0.55% 4.09% 0.60% 0.82% 1.2 64 637 174 99 652 59 72	43 138 28 21 114 42 1.5 .26% 4.42% 0.78% 0.58% 3.20% 1.17% 0.30% 2.28% 1.609 146 595 110 60 4.16 134 32 313 16	0.56% 2.23% 1.36% 0.65% 1.36% 0.79%	13 02 20 15 30 35 23 17 17 11 16 0 0.27% 0.36% 1.74% 0.56% 0.27% 0.84% 0.69% 0.64% 0.47% 0.11% 0.30% 0.17% 0.27% 34 206 55 20 109 46 6 83 22 12 48 15 22
I-95 North of 10th Ave N	28 %	0.36% 2.01% 0.40% 2.30% 0.48% 1.04% e 12 31 13 35 13 2	4% 2.45% 1.03% 0.38% 2.80% 0.21% 0.53% 2.9 23 41 25 13 45 3 11	2% 0.39% 0.72% 3.69% 0.15% 1.12% 3.28% 0.83% 0. 47 16 13 59 3 30 53 21	59% 2.98% 0.78	3% 1.54% 4.21% 1.12% 1.68% - 1.36% 0. 19 31 65 33 42 68 -	73% 7.20% 1.97% 1.12% 7.35% 0.67% 0.82% 1.4 185 145 49 28 129 20 25	.66% 6.71% 1.24% 0.68% 4.71% 1.51% 0.37% 3.54% 1.849 38 118 23 17 102 43 13 73 44	0.73% 2.95% 1.54% 0.74% 1.83% 0.97% 19 62 41 21 45 25	0.39% 2.33% 0.62% 0.23% 1.23% 0.52% 0.06% 0.93% 0.25% 0.14% 0.54% 0.17% 0.25% 12 43 15 10 22 13 3 20 6 3 12 6 11
Forest Hill Bivd East of 1-95	29 % Nolum	0.53% 1.38% 0.59% 1.52% 0.55% 0.99 15 65 25 79 23 5	9% 1.78% 1.08% 0.57% 1.96% 0.15% 0.50% 2.0 51 82 45 21 85 9 22	5% 0.70% 0.57% 2.58% 0.12% 1.33% 2.32% 0.93% 0. 96 28 25 119 6 41 117 40	72% 2.47% 0.85 22 102	5% 1.34% 2.85% 1.46% 1.84% 2.99% - 8.0 41 63 121 56 53 136 355 -	09% 6.34% 2.15% 1.22% 5.68% 0.89% 1.08% 1.6 177 48 15 175 21 29	.68% 5.19% 1.01% 0.73% 4.48% 1.89% 0.57% 3.19% 2.039 52 180 30 15 136 47 15 105 6	0.82% 2.74% 1.80% 0.94% 1.96% 1.11% 20 86 47 27 64 39	0.54% 1.89% 0.66% 0.44% 0.96% 0.55% 0.12% 0.88% 0.28% 0.15% 0.51% 0.26% 0.48% 18 64 23 15 26 15 2 17 13 1 9 4 10
Forest Hill Blvd West of I-95	30 % 21 Volum	e 37 230 43 244 43 10	4% 2.29% 1.26% 0.60% 2.40% 0.26% 0.61% 2.7 05 267 111 34 310 25 59 3	0% 0.79% 0.71% 3.34% 0.18% 1.16% 3.30% 1.13% 0. 29 38 64 405 17 112 386 78	51% 2.87% 1.15 78 336	5% 1.78% 3.41% 1.58% 1.49% 3.83% 9.99% - 80 160 417 107 163 450 62	4.99% 1.35% 0.43% 4.92% 0.60% 0.81% 1.4 127 - 160 85 683 60 76	.46% 5.07% 0.84% 0.43% 3.82% 1.33% 0.41% 2.94% 1.799 151 641 92 60 440 137 31 323 16'	0.56% 2.42% 1.32% 0.76% 1.80% 1.10% 63 264 135 61 185 94	0.50% 1.80% 0.64% 0.41% 0.74% 0.42% 0.06% 0.49% 0.37% 0.03% 0.25% 0.12% 0.29% 34 221 60 32 106 44 5 88 25 15 43 18 23
Southern Blvd East of I-95	31 % 32 Volum	0.39% 2.41% 0.45% 2.56% 0.46% 1.119 e 10 28 15 34 14 2	1% 2.80% 1.16% 0.35% 3.25% 0.26% 0.62% 3.4 21 34 30 13 43 6 10	5% 0.40% 0.67% 4.25% 0.18% 1.18% 4.05% 0.82% 0. 46 17 11 54 3 26 50 24	32% 3.52% 0.84 19 49	1% 1.68% 4.37% 1.12% 1.71% 4.72% 0.65% 1. 22 35 59 31 43 66 31	33% 1.68% 0.89% 7.14% 0.63% 0.80% 1.9 45 100 - 310 128 20 13	.59% 6.70% 0.97% 0.63% 4.61% 1.44% 0.33% 3.38% 1.779 31 178 17 17 139 48 12 101 6	0.66% 2.77% 1.42% 0.64% 1.94% 0.98% 22 78 52 26 52 32	0.35% 2.31% 0.63% 0.34% 1.11% 0.46% 0.06% 0.92% 0.27% 0.16% 0.45% 0.19% 0.24% 13 52 19 8 28 15 2 21 12 5 10 3 5
Southern Blvd West of I-95	33 Volum	0.39% 1.10% 0.61% 1.35% 0.54% 0.85% e 11 46 9 54 15 2	5% 1.36% 1.19% 0.50% 1.71% 0.22% 0.41% 1.8 29 60 34 16 68 11 17	2% 0.69% 0.42% 2.12% 0.13% 1.02% 1.96% 0.93% 0. 78 12 27 101 6 24 95 30	75% 1.94% 0.89 22 79	% 1.39% 2.33% 1.24% 1.70% 2.61% 1.23% 1. 23 41 102 30 46 109 19 24 102 30 46 109 19	77% 3.95% - 12.30% 5.07% 0.81% 0.50% 1.2 19 183 289 - 108 33 13	.24% 7.02% 0.68% 0.68% 5.52% 1.90% 0.48% 4.00% 2.489 25 194 25 8 158 54 11 125 7	0.89% 3.10% 2.04% 1.02% 2.05% 1.28% 20 92 64 27 55 34	0.52% 2.07% 0.74% 0.30% 1.12% 0.59% 0.07% 0.84% 0.47% 0.20% 0.40% 0.13% 0.36% 12 63 19 8 29 15 3 19 10 2 8 1 4
I-95 North of Southern Blvd	34 Volum	0.35% 1.53% 0.29% 1.79% 0.51% 0.97 e 21 147 30 166 31 0.24% 147 0.05% 1.90% 0.94%	7% 1.97% 1.12% 0.52% 2.25% 0.37% 0.56% 2.5 72 177 67 27 189 16 42 2 4% 2.07% 0.72% 0.31% 2.14% 0.19% 0.42% 2.3	9% 0.39% 0.88% 3.34% 0.21% 0.81% 3.13% 0.98% 0. 02 29 41 255 12 79 236 55 1% 0.24% 0.43% 2.01% 0.14% 0.01% 2.70% 0.46% 0.	44 209	1.35% 3.40% 0.98% 1.52% 3.65% 0.62% 0.0 55 109 259 70 105 297 49 1.12% 2.06% 0.91% 1.20% 2.40% 0.56% 1.1	6.03% 9.58% - 3.59% 1.10% 0.42% 0.3 95 482 61 84 - 60 83 11% 5.52% 0.1% 0.2% 0.40% 0.44% 1.0	8.2% 6.47% 0.82% 0.28% 5.24% 1.77% 0.36% 4.13% 2.54% 171 922 140 68 637 178 45 446 24 099 10 649 147% 0.79% 2.05% 0.51% 5.13% 2.37%	0.66% 3.06% 2.11% 0.89% 1.81% 1.13% 82 353 180 83 231 118 0.04% 4.04% 2.10% 0.05% 2.64% 1.25%	0.41% 2.10% 0.65% 0.25% 0.96% 0.50% 0.09% 0.64% 0.34% 0.07% 0.27% 0.03% 0.14% 43 270 70 38 136 59 7 106 32 12 49 18 25 40% 2.96% 0.96% 0.64% 0.44% 0.64% 0.97% 0.14% 0.55% 0.29%
I-95 Ramp to PB Airport	35 Volum	0.24% 1.07% 0.35% 1.87% 0.30% 0.04%	2.02.8 0.77.8 0.37.8 2.10.8 0.18.8 0.48.8 2.3 18 23 18 7 28 3 13 2% 1.60% 1.93% 0.19% 0.90% 2.0	30 13 8 36 2 21 31 16 60 0.97% 0.75% 0.14% 0.97% 2.16% 1.17% 0.04% <th>11 31 74% 2.11% 1.23</th> <th>120% 22.90% 0.81% 1.20% 3.40% 0.30% 1. 18 25 32 26 26 37 20 19 173% 2.20% 1.76% 2.58% 1.40% 21</th> <th>29 53 20 35 47 - 119 0.9% 3 67% 1 38% 2 39% 3 21% 8 8 21% 6 5</th> <th>399 74 32 20 40 28 9 35 2 10% 5.08% 2.09% 1.02% 0.55% 2.01% 0.55% 2.01%</th> <th>10.94 / 4.04 / 2.10 / 0.95 / 2.04 / 1.35 / 19 33 23 20 24 12 1.30% 2.27% 1.55% 1.30% 1.64% 0.82%</th> <th>6 24 7 5 12 9 1 11 28 0.07% 0.00% 0.</th>	11 31 74% 2.11% 1.23	120% 22.90% 0.81% 1.20% 3.40% 0.30% 1. 18 25 32 26 26 37 20 19 173% 2.20% 1.76% 2.58% 1.40% 21	29 53 20 35 47 - 119 0.9% 3 67% 1 38% 2 39% 3 21% 8 8 21% 6 5	399 74 32 20 40 28 9 35 2 10% 5.08% 2.09% 1.02% 0.55% 2.01% 0.55% 2.01%	10.94 / 4.04 / 2.10 / 0.95 / 2.04 / 1.35 / 19 33 23 20 24 12 1.30% 2.27% 1.55% 1.30% 1.64% 0.82%	6 24 7 5 12 9 1 11 28 0.07% 0.00% 0.
Belvedere Rd West of I-95	36 Volum	e 12 52 22 56 15 3 0.47% 1.99% 0.83% 2.13% 0.56% 1.42%	27 57 38 13 64 7 23 2% 2.18% 1.44% 0.51% 2.43% 0.27% 0.87% 2.7	72 20 20 85 5 38 84 26 1% 0.75% 0.7% 3.26% 0.19% 1.45% 3.20% 0.99% 0.	16 71 50% 2.73% 1.16	30 51 90 36 46 88 32 36 1.94% 3.43% 1.38% 1.77% 3.35% 1.21% 1.	43 147 34 19 122 107 66% 5.62% 1.31% 0.73% 4.65% 4.10% - 13.	345 84 18 18 67 29 8 45 2 17% 3.20% 0.70% 0.70% 2.57% 1.10% 0.32% 1.71% 0.99%	0.74% 1.50% 1.13% 0.73% 1.03% 0.73%	12 35 11 7 18 11 2 15 6 2 11 6 8 0.45% 1.34% 0.43% 0.28% 0.70% 0.43% 0.09% 0.59% 0.23% 0.09% 0.43% 0.23% 0.32%
Belvedere Rd East of I-95	37 Volum	e 9 34 18 41 11 2 0.35% 1.26% 0.68% 1.52% 0.40% 1.00%	27 40 31 10 46 5 17 0% 1.49% 1.13% 0.37% 1.69% 0.20% 0.62% 1.7	48 17 14 62 4 30 58 22 5% 0.63% 0.53% 2.30% 0.14% 1.11% 2.14% 0.80% 0.	14 48 51% 1.78% 0.96	26 43 65 33 41 66 28 5% 1.57% 2.39% 1.21% 1.51% 2.44% 1.03% 1.4	44 104 38 20 90 73 244 - 61% 3.85% 1.42% 0.75% 3.35% 2.71% 9.04% -	200 35 32 151 61 16 102 5 7.42% 1.31% 1.18% 5.61% 2.24% 0.59% 3.79% 1.999	32 84 58 31 55 35 1.18% 3.13% 2.15% 1.17% 2.04% 1.30%	16 59 19 11 32 18 3 24 10 5 17 8 12 0.59% 2.20% 0.71% 0.40% 1.19% 0.66% 0.11% 0.89% 0.36% 0.17% 0.62% 0.31% 0.45%
I-95 North of Belvedere Rd	38 Volum %	E 23 167 24 171 29 7 0.23% 1.61% 0.23% 1.67% 0.29% 0.72 ⁴	72 190 66 24 214 19 37 2 2% 1.86% 0.65% 0.24% 2.09% 0.18% 0.36% 2.1	24 27 42 263 13 81 253 51 9% 0.27% 0.42% 2.59% 0.13% 0.80% 2.49% 0.50% 0.	50 212 50% 2.07% 0.50	50 109 282 69 114 289 50 % 1.08% 2.78% 0.69% 1.11% 2.84% 0.50% 0.1	97 497 64 110 458 114 134 97% 4.88% 0.63% 1.08% 4.47% 1.13% 1.32% 1.2	121 - 202 110 968 276 67 646 32 .20% - 1.97% 1.09% 9.49% 2.71% 0.66% 6.34% 3.229	115 505 282 132 335 171 1.13% 4.94% 2.77% 1.30% 3.30% 1.67%	63 392 96 51 204 82 8 146 50 22 70 22 36 0.61% 3.83% 0.94% 0.51% 2.00% 0.80% 0.09% 1.44% 0.49% 0.21% 0.69% 0.21% 0.36%
Okeechobee Blvd East of I-95	39 Volum	e 9 31 12 34 12 2 0.47% 1.57% 0.59% 1.70% 0.61% 1.00%	20 37 23 9 41 3 10 0% 1.87% 1.12% 0.46% 2.03% 0.14% 0.51% 2.2	45 15 10 51 2 23 47 17 4% 0.73% 0.51% 2.57% 0.11% 1.16% 2.35% 0.85% 0.	15 49 75% 2.44% 1.13	23 36 53 28 34 55 22 3% 1.77% 2.63% 1.40% 1.68% 2.75% 1.08% 1.	31 79 22 21 74 44 34 54% 3.96% 1.11% 1.06% 3.74% 2.21% 1.71% 1.8	36 117 - 139 112 50 16 70 3 .80% 5.90% - 6.97% 5.64% 2.50% 0.78% 3.50% 1.869	23 54 34 27 36 20 1.18% 2.69% 1.71% 1.36% 1.81% 1.00%	9 42 15 6 24 13 1 15 9 2 8 5 7 0.46% 2.10% 0.73% 0.28% 1.19% 0.65% 0.05% 0.75% 0.44% 0.08% 0.40% 0.25% 0.37%
Okeechobee Blvd West of I-95	40 Volum	e 10 38 15 50 13 2 0.42% 1.55% 0.60% 2.02% 0.54% 1.11%	27 47 23 9 52 3 11 1% 1.90% 0.95% 0.37% 2.13% 0.12% 0.45% 2.2	54 14 12 64 4 25 58 24 1% 0.56% 0.50% 2.60% 0.18% 1.03% 2.35% 0.98% 0.	13 56 51% 2.27% 1.03	25 37 64 29 37 69 25 38 1.49% 2.62% 1.19% 1.52% 2.83% 1.02% 1.4	36 104 29 19 101 30 43 47% 4.22% 1.20% 0.79% 4.11% 1.24% 1.75% 1.3	42 156 388 - 95 40 15 61 3 .73% 6.35% 15.81% - 3.85% 1.65% 0.61% 2.50% 1.48%	20 55 36 26 36 19 0.80% 2.24% 1.45% 1.06% 1.48% 0.79%	11 36 19 6 24 15 2 15 8 1 9 5 6 0.46% 1.47% 0.77% 0.24% 0.96% 0.60% 0.08% 0.60% 0.33% 0.05% 0.35% 0.20% 0.26%
I-95 North of Okeechobee Blvd	41 Volum	e 19 182 26 182 26 / 0.19% 1.87% 0.27% 1.87% 0.27% 0.7%	74 191 72 26 211 15 34 2 5% 1.97% 0.74% 0.27% 2.17% 0.16% 0.35% 2.3	25 27 40 288 8 71 250 46 2% 0.28% 0.42% 2.96% 0.08% 0.73% 2.57% 0.48% 0.	41 220	44 107 274 60 104 279 47 5% 1.10% 2.82% 0.62% 1.07% 2.88% 0.48% 1.0 57 42 62 70 2.4 (5 25)	104 4.37 59 87 432 87 1.31 08% 4.50% 0.61% 0.89% 4.44% 0.89% 1.35% 1.0	100 669 156 203- 289 60 668 30 .03% 6.87% 1.61% 2.09% 2.98% 0.62% 6.87% 3.169	100/ 526 265 131 337 161 1.10% 5.41% 2.73% 1.35% 3.47% 1.65% 1.10% 5.41% 2.73% 1.35% 3.47% 1.65%	62 3/3 106 59 188 8.3 10 142 50 18 /0 21 53 0.64% 3.83% 1.10% 0.60% 1.94% 0.85% 0.10% 1.46% 0.52% 0.19% 0.72% 0.21% 0.34% 20 7.2 4 24 44 20 2 4 24 2 3
Palm Beach Lakes Blvd East of I-95	42 Volum	0.30% 1.13% 0.40% 1.18% 0.40% 0.78 0.30% 1.13% 0.40% 1.18% 0.40% 0.78	20 42 27 11 50 4 12 8% 1.26% 0.80% 0.34% 1.49% 0.13% 0.36% 1.4 20 34 24 12 41 2 8	50 10 5 50 1 20 02 20 8% 0.48% 0.24% 1.66% 0.04% 0.79% 1.85% 0.60% 0. 43 16 9 44 1 21 44 16	10 07 14% 1.70% 0.74 11 41	22 42 03 30 34 05 23 1% 1.25% 1.89% 0.89% 1.03% 1.94% 0.76% 1. 21 29 54 25 30 51 20	37 70 23 23 72 31 42 16% 2.88% 0.76% 0.68% 2.75% 0.92% 1.24% 1.' 28 71 28 14 70 24 39	37 131 37 44 154 330 226 11 .16% 3.91% 1.10% 1.30% 4.59% - 10.01% 6.77% 3.509 .35 102 39 52 138 345 111 5	1.92% 5.10% 3.37% 1.85% 3.36% 2.00% 25 83 56 27 57 34	279 123 41 22 04 34 0 44 20 0 24 13 10 0.87% 3.69% 1.24% 0.66% 1.90% 1.02% 0.19% 1.30% 0.55% 0.24% 0.73% 0.38% 0.55% 19 58 22 9 25 20 4 12 11 0 7 3 5
Palm Beach Lakes Blvd West of I-95	43 % Volum	e 14 112 20 115 22 5	4% 1.46% 1.05% 0.52% 1.77% 0.07% 0.36% 1.8 51 125 48 18 135 8 17 1	4% 0.70% 0.39% 1.90% 0.04% 0.89% 1.89% 0.68% 0. 44 23 25 170 4 50 170 28	49% 1.77% 0.90 23 143	1.26% 2.30% 1.07% 1.30% 2.18% 0.87% 1. 32 72 170 42 62 169 31	19% 3.03% 1.19% 0.60% 2.99% 1.02% 1.66% 1.9 63 272 43 54 238 68 83	.52% 4.34% 1.65% 2.21% 5.92% 14.77% - 4.75% 2.229 67 387 107 127 525 135 137 - 31	1.06% 3.54% 2.39% 1.16% 2.44% 1.47% 1.22 512 267 125 329 170	0.80% 2.49% 0.96% 0.37% 1.07% 0.85% 0.16% 0.50% 0.47% 0.00% 0.30% 0.14% 0.20% 70 356 101 52 179 80 9 124 50 15 60 20 30
A5th St East of L05	45 Volum	0.19% 1.53% 0.28% 1.57% 0.31% 0.69% e 8 29 12 39 12 2	9% 1.71% 0.66% 0.24% 1.84% 0.10% 0.23% 1.9 24 40 26 10 40 5 16	5% 0.31% 0.34% 2.31% 0.05% 0.68% 2.31% 0.38% 0. 48 14 10 62 2 28 58 15	32% 1.94% 0.43 14 57	3% 0.98% 2.32% 0.58% 0.85% 2.30% 0.43% 0.1 19 33 63 26 35 67 21	86% 3.71% 0.59% 0.74% 3.24% 0.93% 1.13% 0.9 34 97 25 28 84 27 39	1.91% 5.25% 1.46% 1.74% 7.16% 1.85% 1.88% 4.25% 30 125 30 34 157 53 64 134	1.66% 6.98% 3.65% 1.71% 4.49% 2.32% 458 153 122 71 104 77	0.96% 4.85% 1.38% 0.70% 2.43% 1.09% 0.12% 1.69% 0.69% 0.21% 0.81% 0.28% 0.41% 39 111 37 24 59 33 5 41 18 8 28 11 15
45th St West of I-95	46 Volum	0.25% 0.91% 0.36% 1.21% 0.36% 0.76% e 12 80 21 84 14 4	6% 1.25% 0.80% 0.30% 1.24% 0.17% 0.50% 1.5 42 88 45 18 102 8 19 1	0.44% 0.31% 1.92% 0.05% 0.88% 1.82% 0.47% 0. 0.4 21 16 128 5 45 121 25	1.77% 0.58 20 110	3% 1.04% 1.95% 0.81% 1.08% 2.10% 0.65% 1.1 29 65 124 43 59 130 28	07% 3.03% 0.77% 0.87% 2.62% 0.85% 1.20% 0.5 54 190 39 36 166 49 73	1.94% 3.89% 0.93% 1.07% 4.88% 1.66% 1.98% 4.19% 56 248 55 90 319 101 106 276 59	14.25% 4.75% 3.79% 2.22% 3.23% 2.41% - 186 99 51 120 77	1.20% 3.45% 1.14% 0.74% 1.84% 1.03% 0.17% 1.29% 0.57% 0.24% 0.86% 0.34% 0.58% 32 136 49 24 60 49 4 40 22 4 23 12 17
I-95 North of 45th St	47 Volum	0.24% 1.58% 0.41% 1.65% 0.27% 0.83% e 12 111 19 113 18 4	3% 1.75% 0.88% 0.35% 2.02% 0.16% 0.38% 2.0 43 121 40 15 135 5 12 1	5% 0.42% 0.31% 2.53% 0.09% 0.89% 2.40% 0.49% 0. 30 17 21 161 4 46 146 28	39% 2.17% 0.57 24 129	1.28% 2.44% 0.84% 1.17% 2.57% 0.55% 1.1 27 65 152 43 61 163 26	07% 3.75% 0.76% 0.71% 3.28% 0.97% 1.44% 1. 57 233 42 52 228 62 78	.11% 4.90% 1.08% 1.77% 6.30% 1.99% 2.09% 5.44% 11.799 61 333 94 125 465 116 114 388 8 100 100 1.05 1.06 148 88 8	- 3.67% 1.96% 1.00% 2.38% 1.53% 342 - 360 156 492 244	0.63% 2.68% 0.96% 0.48% 1.19% 0.97% 0.07% 0.78% 0.43% 0.09% 0.45% 0.23% 0.34% 90 523 152 82 237 101 12 159 65 23 78 23 41
Blue Heron Blvd East of 1-95	48 Volum	U.16% 1.46% 0.25% 1.49% 0.24% 0.57% e 9 53 15 56 12 3 0.19% 1.12% 0.21% 1.10% 0.24%	7% 1.59% 0.53% 0.20% 1.78% 0.07% 0.16% 1.7 31 58 29 12 64 2 10 5% 1.23% 0.04% 0.24% 0.04% 0.25% 1.7	1% U.2.2% 0.28% 2.12% 0.06% 0.61% 1.92% 0.37% 0. 65 15 14 76 5 30 71 24 60 0.20% 0.20% 0.50% 0.50% 0.50% 0.50% 0.50%	1.70% 0.35	0.80% 1.99% 0.57% 0.80% 2.14% 0.34% 0. 23 44 85 31 47 83 19 90 0.19% 0.40% 0.57% 0.80% 2.14% 0.34% 0.	15% 3.06% 0.55% 0.69% 2.99% 0.82% 1.03% 0.3 38 126 24 38 115 40 43 90% 2.32% 0.40% 2.90% 0.67% 0.67%	181% 4.38% 1.24% 1.65% 6.11% 1.52% 1.49% 5.10% 1.169 35 169 43 59 203 57 66 168 4 120/2 252% 0.00% 1.24% 4.24% 5.00% 1.49% 5.00% 1.46%	4.50% - 4.73% 2.06% 6.47% 3.20% 165 246 - 679 246 144 2.47% 5.14%	1.18% 6.88% 2.00% 1.08% 3.12% 1.33% 0.16% 2.09% 0.86% 0.30% 1.03% 0.30% 0.54% 66 272 82 54 144 92 10 90 48 17 5 20 34 102% 2.09% 0.16% 1.01% 0.00% 0.0
Blue Heron Blvd West of I-95	49 Volum	e 14 90 19 90 16 3 0 27% 170% 0 35% 170% 0 30% 0 740	39 95 37 12 105 3 12 1 39 95 37 2 105 3 12 1 51 106% 0.69% 0.23% 1.00% 0.64% 0.22%	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	18 102 0.47	26 61 126 35 56 125 23 29 159 2396 0.67% 1.07% 2.37% 0.48%	47 174 32 44 163 51 67 885 3 292 06 193 0.83% 3 0.02 0 0.77 0 2.	500 0.7507 1.2109 4.2478 1.1978 1.3778 3.49% 1.023 50 249 68 92 321 83 80 263 7 95% 4.71% 1.29% 1.74% 6.07% 1.57% 1.57% 1.57%	269 419 484 - 110 69 5 09% 7 93% 9 17% - 2 09% 1 210	34 131 42 23 69 51 8 51 33 10 30 15 25 0.64% 2.48% 0.80% 0.43% 0.19% 0.46% 0.46% 0.46% 0.56% 0.56% 0.26% 0.56% 0.26% 0.26% 0.46%
I-95 North of Blue Heron Blvd	50 Volum	e 10 83 16 83 12 3 0.16% 1.35% 0.27% 1.35% 0.19% 0.50%	31 91 32 13 98 3 10 0% 1.48% 0.53% 0.21% 1.67% 0.04% 1.5	93 15 12 113 3 36 100 20 18 0.24% 0.19% 1.83% 0.05% 0.59% 1.63% 0.37% 0.37%	16 92 27% 1.50% 0.30	24 44 99 30 45 108 18 26 0.71% 1.62% 0.49% 0.73% 1.76% 0.29% 0.	41 161 28 34 146 40 50 66% 2.63% 0.45% 0.56% 2.37% 0.65% 0.81% 0.4	39 209 75 87 309 86 81 264 7 .63% 3.40% 1.22% 1.42% 5.03% 1.40% 1.31% 4.30% 1.26%	2.07/0 1.3120 2.54 414 101 312 - 255 4.13% 6.73% 1.65% 5.08% - 4.14%	99 577 148 84 253 134 14 165 84 24 79 28 47 1.61% 9.40% 2.42% 1.37% 4.11% 2.19% 0.23% 2.69% 1.36% 0.40% 1.29% 0.46% 0.74%
Northlake Blvd East of 1-95	51 Volum	e 7 26 11 28 6 1 0.21% 0.83% 0.35% 0.90% 0.20% 0.52%	16 29 16 8 30 3 6 2% 0.94% 0.53% 0.27% 0.96% 0.10% 0.18% 1.0	33 11 5 42 1 20 35 13 5% 0.35% 0.16% 1.34% 0.03% 0.63% 1.11% 0.43% 0.	9 33 29% 1.04% 0.57	18 30 42 20 22 42 15 % 0.95% 1.35% 0.63% 0.69% 1.34% 0.47% 0.	23 68 18 16 54 17 28 74% 2.17% 0.58% 0.51% 1.72% 0.53% 0.88% 0.6	21 74 29 34 104 37 52 90 3 .66% 2.35% 0.93% 1.08% 3.33% 1.19% 1.67% 2.88% 1.069	3 105 129 45 115 161 - 3.37% 4.13% 1.42% 3.69% 5.16% - 1	453 257 78 59 127 75 12 84 46 13 44 16 33 4.50% 8.23% 2.49% 1.88% 4.05% 2.39% 0.39% 2.69% 1.48% 0.43% 1.40% 0.51% 1.07%
Northlake Blvd West of I-95	52 Volum	■ 8 45 13 47 8 2 0.21% 1.22% 0.35% 1.29% 0.22% 0.64 ⁴	23 50 22 10 57 2 6 4% 1.35% 0.61% 0.28% 1.54% 0.05% 0.16% 1.4	53 14 8 62 1 26 59 16 4% 0.38% 0.23% 1.69% 0.02% 0.71% 1.61% 0.43% 0.	12 52 34% 1.42% 0.61	22 39 62 24 31 62 18 1% 1.07% 1.70% 0.66% 0.84% 1.68% 0.48% 0.1	32 100 18 20 82 23 34 86% 2.74% 0.49% 0.55% 2.22% 0.64% 0.92% 0.1	26 118 36 48 151 49 54 134 4 1.72% 3.22% 0.98% 1.32% 4.10% 1.33% 1.47% 3.64% 1.279	141 204 68 168 251 495 - 3.83% 5.57% 1.86% 4.59% 6.85% 13.49% -	157 58 36 75 48 7 47 35 7 22 10 157 4.29% 1.57% 0.98% 2.04% 1.32% 0.19% 1.27% 0.95% 0.18% 0.60% 0.26% 0.50%
I-95 North of Northlake Blvd	53 Volum	e 10 97 17 104 12 3 0.14% 1.36% 0.24% 1.45% 0.16% 0.50%	36 104 35 14 115 4 8 1 0% 1.46% 0.48% 0.20% 1.61% 0.06% 0.12% 1.4	06 16 16 128 2 38 117 22 8% 0.22% 0.22% 1.79% 0.03% 0.53% 1.63% 0.31% 0.	18 108 26% 1.51% 0.30	22 49 122 33 43 130 19 % 0.69% 1.71% 0.46% 0.60% 1.81% 0.27% 0.1	47 186 27 32 164 45 61 65% 2.59% 0.37% 0.44% 2.29% 0.63% 0.85% 0.6	46 257 91 105 346 96 79 280 7 .64% 3.58% 1.27% 1.47% 4.83% 1.34% 1.10% 3.91% 1.029	285 443 115 317 511 87 3.98% 6.19% 1.60% 4.43% 7.13% 1.21%	213 283 126 406 210 23 266 140 42 118 32 70 2.97% 3.95% 1.76% 5.66% 2.93% 0.32% 3.71% 1.95% 0.59% 1.65% 0.45% 0.98%
PGA Blvd East of I-95	54 Volum %	e 7 19 9 22 8 1 0.37% 1.03% 0.48% 1.19% 0.40% 0.71	13 22 13 8 26 0 4 1% 1.19% 0.67% 0.44% 1.38% 0.02% 0.20% 1.4	27 8 3 27 0 14 24 10 3% 0.41% 0.14% 1.45% 0.02% 0.73% 1.29% 0.51% 0.	6 26 32% 1.40% 0.62	12 19 28 14 15 32 11 2% 1.02% 1.48% 0.74% 0.78% 1.70% 0.60% 0.3	16 39 13 7 36 14 20 87% 2.09% 0.69% 0.35% 1.90% 0.74% 1.06% 0.9	18 51 26 29 75 32 28 64 2 1.97% 2.73% 1.38% 1.54% 3.98% 1.71% 1.47% 3.41% 1.319	68 98 31 75 105 36 3.59% 5.19% 1.64% 3.97% 5.56% 1.90%	60 188 - 124 50 24 7 29 22 5 17 10 14 3.21% 9.99% - 6.59% 2.68% 1.26% 0.35% 1.56% 1.15% 0.28% 0.89% 0.53% 0.73%
PGA Blvd West of I-95	55 Volum	e 3 8 4 11 2 0.21% 0.61% 0.29% 0.87% 0.16% 0.39%	5 9 5 4 13 0 2 9% 0.69% 0.37% 0.30% 1.06% 0.03% 0.19% 1.0	13 3 13 0 5 12 5 2% 0.27% 0.25% 1.07% 0.03% 0.43% 0.96% 0.37% 0. 0 1 1 1 7	5 11 37% 0.87% 0.40	b 8 13 5 9 18 5 % 0.66% 1.02% 0.43% 0.72% 1.43% 0.40% 0.1 10 41 10(31 0.10% 0.10\%	7 23 5 7 20 15 11 54% 1.83% 0.43% 0.53% 1.64% 1.24% 0.86% 0.3 29 47 29 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	y .55 19 1.77 52 2.55 15 4.2 1. 1.75% 2.82% 1.51% 1.39% 4.23% 2.02% 1.23% 3.36% 1.489 2.3 1.39 -	5 52 71 24 65 71 30 4.16% 5.69% 1.97% 5.25% 5.71% 2.43%	b2 1.88 1511- 201 9 3 101 101 22 5 4 7 4.20% 11.08% 12.20% - 1.61% 0.27% 0.78% 0.80% 0.19% 0.37% 0.29% 0.54% 34/ 4.42 4.7 - <t< th=""></t<>
I-95 North of PGA Blvd	56 Volum	E 11 9U 18 84 12 3 0.21% 1.63% 0.33% 1.52% 0.22% 0.61%	34 71 31 11 100 3 7 1% 1.65% 0.57% 0.19% 1.81% 0.06% 0.13% 1.7 17 29 17 9 20 1	Y0 10 1.3 11.7 2 35 107 22 5% 0.30% 0.24% 2.13% 0.04% 0.63% 1.94% 0.40% 0. 20 12 2 28 1 17 20 1	15 90 28% 1.64% 0.33 7 20	10 41 100 31 28 98 18 3% 0.74% 1.92% 0.57% 0.51% 1.78% 0.33% 0. 16 22 29 20 14 20 33%	3y1 14/ 21 26 134 25 40 71% 2.67% 0.39% 0.47% 2.42% 0.46% 0.73% 0.1 20 37 15 7 24 32 33	33 1/9 59 /0 255 68 55 209 4 1.59% 3.24% 1.07% 1.38% 4.62% 1.23% 0.99% 3.79% 0.89% 18 4.7 3.1 3.7 40 25 20 25	100 289 94 240 295 64 3.40% 5.23% 1.71% 4.35% 5.34% 1.15% 62 74 42 91 90 24	1400 4431 6/ 451 2021 273 1191 41 126 34 66 2.65% 8.03% 1.21% 0.81% 3.66% 0.36% 4.96% 2.15% 0.74% 2.29% 0.61% 1.23% 55 117 30 25 151 cn 79 24 19 27 79 24
Donald Ross Rd East of 1-95	57 Volum	0.35% 1.21% 0.55% 1.24% 0.41% 0.839 P 4 8 7 8 3	27 17 7 23 1 5 3% 1.42% 0.84% 0.43% 1.24% 0.05% 0.25% 1.4 7 9 8 3 0 0 0 2	27 12 20 1 17 30 13 4% 0.61% 0.12% 1.41% 0.03% 0.83% 1.50% 0.64% 0. 10 6 0 9 0 8 10 2	33% 1.47% 0.81	10 27 20 10 27 13 1% 1.09% 1.45% 1.01% 0.81% 1.44% 0.66% 1.1 7 8 10 9 7 11 3	21 21 21 21 21 21 21 21 21 21 21 21 21 2	2 00 -2 00 -2 00 -2 00 -2 00 -2 00 -2 00 2 2 00 2	3.08% 3.69% 2.07% 4.00% 4.48% 1.69% 22 28 15 27 28 17	300 201 131 501 701 30 10 30 18 52 2.73% 5.79% 1.47% 1.24% 7.49% - 2.48% 3.85% 1.80% 0.88% 1.80% 0.89% 1.60% 23 38 1.7 12 58 58 2.4 13 a 1.1 o rsc
Donald Ross Rd West of I-95	58 Volum	0.46% 0.96% 0.87% 1.05% 0.38% 0.88% e 10 76 15 76 12 3	8% 1.18% 0.96% 0.42% 1.14% 0.04% 0.33% 1.2 32 83 31 10 93 4 6	1% 0.75% 0.04% 1.17% 0.00% 0.96% 1.31% 0.72% 0. 85 15 11 98 2 32 94 70	1.26% 0.88 12 87	1.06% 1.26% 1.09% 0.84% 1.43% 0.85% 1.1 19 39 91 31 27 96 15	23% 1.35% 0.84% 0.49% 1.55% 0.83% 1.09% 1. 38 130 22 22 123 28 36	19% 1.95% 1.34% 1.43% 2.57% 1.76% 1.48% 2.02% 1.479 32 162 49 62 215 56 521 177 4	2.77% 3.49% 1.95% 3.46% 3.53% 2.15% 154 237 77 205 244 55	2.93% 4.82% 2.18% 1.55% 7.38% 7.38% 3.09% 1.68% 1.00% 1.34% 1.03% 1.88% 119 354 61 39 415 92 351 159 93 147 133 7.33
I-95 North of Donald Ross Rd	59 % 40 Volum	0.18% 1.43% 0.29% 1.44% 0.23% 0.61% e 6 20 8 20 7 1	1% 1.57% 0.59% 0.19% 1.75% 0.07% 0.12% 1.6 13 23 14 7 24 1 5	0.29% 0.21% 1.85% 0.04% 0.61% 1.77% 0.37% 0. 23 9 2 27 1 13 26 12	23% 1.64% 0.36 5 22	5% 0.74% 1.71% 0.58% 0.51% 1.80% 0.28% 0.1 13 16 27 13 14 25 10	71% 2.44% 0.41% 0.41% 2.31% 0.53% 0.67% 0.9 15 32 12 8 34 13 17	1.59% 3.04% 0.92% 1.16% 4.05% 1.05% 0.98% 3.33% 0.86% 13 42 21 29 59 25 24 53 2	2.90% 4.44% 1.45% 3.84% 4.58% 1.03% 54 70 35 67 77 25	2.23% 6.65% 1.15% 0.73% 7.79% 1.73% 0.66% 2.98% 1.75% 2.77% 2.50% 4.33% 40 115 25 24 136 39 17 167 - 99 44 19 71
Indiantown Rd West of LOS	61 Volum	0.31% 1.01% 0.43% 1.01% 0.36% 0.679 e 2 17 3 15 2	7% 1.18% 0.72% 0.34% 1.22% 0.05% 0.26% 1.2 6 16 3 2 16 1 0	0% 0.48% 0.08% 1.40% 0.07% 0.67% 1.33% 0.62% 0. 16 2 4 20 1 4 18 4	28% 1.15% 0.69 2 13	0.84% 1.37% 0.68% 0.72% 1.26% 0.53% 0. 1 5 18 3 7 17 2	77% 1.64% 0.60% 0.40% 1.76% 0.67% 0.87% 0.6 5 25 3 6 22 4 8	1.66% 2.16% 1.09% 1.47% 3.01% 1.28% 1.22% 2.74% 1.119 6 35 16 15 46 10 7 35 1	2.75% 3.58% 1.79% 3.44% 3.93% 1.30% 34 55 24 53 45 12	2.05% 5.92% 1.30% 1.25% 6.97% 1.98% 0.86% 8.59% 5.08% 2.24% 0.98% 3.62% 28 85 15 12 109 33 13 182 190 28 50 106
I-95 North of Indiantown Rd	62 Volum	0.15% 1.10% 0.22% 0.99% 0.11% 0.39 e 8 69 14 68 9 2	9% 1.03% 0.17% 0.11% 1.05% 0.09% 0.02% 1.0 26 67 27 11 81 2 8	6% 0.11% 0.28% 1.31% 0.04% 0.28% 1.16% 0.24% 0. 75 16 7 82 1 29 82 15	11% 0.86% 0.04 8 70	1% 0.34% 1.14% 0.22% 0.43% 1.07% 0.15% 0. 17 34 77 26 23 79 14	34% 1.62% 0.19% 0.37% 1.40% 0.24% 0.54% 0.37% 29 107 17 14 92 22 31	1.39% 2.25% 1.01% 0.96% 3.00% 0.63% 0.46% 2.26% 0.699 25 118 33 40 160 44 38 128 3	2.18% 3.56% 1.53% 3.43% 2.94% 0.76% 121 168 63 148 185 41	1.84% 5.48% 1.00% 0.76% 7.04% 2.11% 0.84% 11.79% 12.31% 1.79% 3.22% 6.83% 91 247 46 25 318 67 25 383 98 62 26 155
Turnpike North of Indiantown Rd	63 Volum	0.18% 1.62% 0.33% 1.61% 0.22% 0.619 e 7 20 10 19 6 1	1.59% 0.63% 0.25% 1.90% 0.04% 0.20% 1.7 14 20 13 8 23 2 5 14 20 13 8 23 2 5	8% 0.37% 0.17% 1.94% 0.02% 0.67% 1.92% 0.35% 0. 25 11 3 25 1 13 25 11 40 0.47% 0.47% 0.01% 0.47% 0.01% 0.11%	18% 1.64% 0.39 4 21	% 0.80% 1.82% 0.62% 0.55% 1.85% 0.33% 0.1 13 17 24 17 13 27 11 10 0.01 1.32% 0.02% 0.33% 0.1	66% 2.51% 0.41% 0.33% 2.18% 0.51% 0.74% 0.51% 16 32 14 8 30 10 17 32 14 8 30 10 17	1.59% 2.79% 0.78% 0.93% 3.77% 1.05% 0.89% 3.02% 0.799 14 37 17 20 47 21 17 38 1 140 27 20 47 21 17 38 1	2.85% 3.95% 1.49% 3.49% 4.34% 0.97% 3 33 52 30 44 49 24	2.14% 5.83% 1.08% 0.59% 7.49% 1.59% 0.58% 9.03% 2.32% 1.46% - 0.62% 3.63% 34 67 22 14 76 37 19 156 52 152 15 - 185 9.07 2.70% 1.59% 0.70% 1.59% 0.59% 9.03% 2.32% 1.46% - 0.62% 3.63%
Turnpike North of Donald Ross Rd	64 Volum	e 8 36 13 40 8 2	D-0 L.11-76 U.73-76 U.42-76 L.20% U.09% U.27% 1.3 22 38 21 8 45 1 5 721 1.50% 0.24% 1.70% 0.24% 1.70% 0.27% 1.3	+** 0.02.*0 0.14% 1.37% 0.08% 0.73% 1.33% 0.58% 0. 42 13 4 46 0 21 46 13 60 0.22% 0.14% 1.22% 0.02% 0.04% 1.37%	5 43	t.e 0.73.8 1.3.2% 0.9178 0.73% 1.45% 0.62% 0.1 17 28 41 21 17 43 13 9/1 12.9% 0.65% 0.60% 0.60% 0.61% 0.62% 0.1	24 53 15 7 49 12 23 26 02 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.74% 2.04% U.94% 1.10% 2.57% 1.16% U.94% 2.05% 0.999 19 60 20 29 75 32 26 67 2 1260 2140 0.70% 1.12% 2.07% 3.20%	67 84 44 83 88 33	i.uux s.uux i.ux <
	%	U.32% 1.45% U.33% 1.59% U.34% 0.87	7.00 1.3076 U.0376 U.3476 1.78% U.04% U.18% 1.6	una uuuzina uuitana 1.62% uuuz% uu84% 1.86% 0.51% 0.	ci./i% 0.68	0.0 1.12./s 1.0.37s U.007s U.08% 1./U% U.54% 0.1	70/0 2.1376 U.376 U.2076 1.97% U.50% 0.93% 0.3	o.o z.wixi 0./976 1.1/76 2.95% 1.29% 1.06% 2.68% 0.849	2.00.10 3.3376 1.7776 3.2876 3.4876 1.3276	2.43/0 4.41/0 1.23/6 0.19/6 4.01/6 2.01/6 1.06/6 0.44/6 2.20/6 2.41/6 2.32/6 6.37/6 -





Table 3.4: Origin-Destination Data of I-95 interchanges in Palm Beach (PM Peak Hour Summary)

PM-Peak Hour OD Volume	\geq	То	1	2	3	4 5	6 7	8	9	10 11 12 13 14	15 16	17	7 18 19 20 21	22	23	24 25 26 27 28	29 30	31 32 33 34 35 36	37	38 39 40 41 42 43	44	45 46 47 48 49 50	51	52 53 54 55 56 57 58 59 60 61 62 63 64
Linton Blvd East of I-95	From 1	Volum	e ·	10	3 15	9 229 2 429	80 2.91% E.	118 34	38	115 17 19 119 36	38 10	00	9 25 83 24	24 73	26	28 55 27 13 52	2 15	9 41 19 12 38 7	8 1	11 43 9 10 28 11 20 2.049 0.419 0.449 1.259 0.559 0.22	5 20	12 6 21 11 8 13 0.60% 0.20% 1.02% 0.51% 0.40% 0.62%	9 9	P 6 18 4 2 12 5 1 11 6 1 9 5 !
I-95 South of Linton Blvd	2	Volum	e 13	4.903	0.459	0.32% 2.42% 1018 239 8.31% 1.04%	3.81% 5.0 228 1.85% 7.0	914 129	1.03%	5.53% 0.81% 0.92% 5.70% 1.72% 788 75 85 810 117 6.42% 0.61% 0.69% 6.59% 0.95%	1.04% 4.00	03	44% 1.17% 3.99% 1.13% 1. 60 127 652 106 10% 1.03% 5.31% 0.86% 0.8	476 3.5076 102 520	1.23%	1.38% 2.85% 1.29% 0.82% 2.50% 122 468 135 69 435 0.99% 3.81% 1.10% 0.56% 3.55%	80 0.65% 0.42	2% 1.97% 0.89% 0.57% 1.80% 0.35% 0.36 54 352 80 63 386 37 1% 2.86% 0.65% 0.51% 3.46% 0.30% 0.26	35 5	54 379 57 45 288 71 54 379 57 45 288 71 44 3.0% 0.47% 0.56% 0.58% 0.72	0 217	0.80% 0.29% 1.02% 0.51% 0.40% 0.627 87 39 214 96 46 156 0.71% 0.32% 1.74% 0.78% 0.37% 1.27%	60	0.22% 0.88% 0.88% 0.92% 0.98% 0.57% 0.22% 0.08% 0.34% 0.59% 0.33% 0.41% 0.22% 0.23% 0.41% 0.22% 0.24% 0.24% 0.98% 0.14% 0.14% 0.14% 0.14% 0.25% 0.24% 0.28% 0.14% 0.14% 0.14% 0.14% 0.14% 0.24% 0.28%
Linton Blvd West of I-95	3	Volum	e 25	3 13	1 -	129 50	50	85 24	29	82 15 18 90 26 4 24% 0.78% 0.90% 4.63% 1.35%	24 8	88	9 20 65 20 15% 1.02% 3.34% 1.04% 0.0	18 56	23	22 52 28 20 46 111% 267% 145% 104% 235%	14	15 44 11 10 38 15 16 23 44 0 57% 0 53% 1 96% 0 76% 0 77	14 1	15 36 12 8 26 10 9% 1.8% 0.6% 0.4% 1.3% 0.5% 0.26	5 18	16 6 16 12 9 1 0.80% 0.32% 0.84% 0.62% 0.44% 0.55%	0.47%	0.176 0.106 0.126 0.106 0.126 0.126 0.10
1-95 North of Linton Blvd	4	Volum %	e 7	2 54	6 7	5 - 246 - 2 41%	243	761 125	166	660 71 86 682 120 6 46% 0 70% 0 84% 6 67% 1 18%	140 67	79	52 111 532 92 51% 1.08% 5.23% 0.90% 0.6	91 423	116	109 379 127 69 373 107% 372% 124% 0.67% 3.66%	65 0.64% 0.4	44 290 73 51 316 33 3% 2.84% 0.71% 0.50% 3.09% 0.33% 0.22	29 5	55 311 47 36 239 64 305% 0.46% 0.35% 2.34% 0.62% 0.18	8 175	75 38 171 89 45 122 0.73% 0.37% 1.68% 0.87% 0.44% 1.229	5 51	21 151 25 10 111 38 8 101 24 10 70 22 3 021% 148% 0.4% 0.10% 1.0% 0.3% 0.0% 0.9% 0.2% 0.10% 0.68% 0.21% 0.29
Atlantic Ave East of I-95	5	Volum %	e 2 0.63	6 12	7 3	136 - 3.32% -	796 19.35% 5.4	223 63 43% 1.53%	78 1.91%	227 54 43 211 64 5.51% 1.33% 1.04% 5.14% 1.56%	60 19 1.47% 4.64	90 4% 0.63	26 58 159 51 52% 1.40% 3.87% 1.25% 0.9	40 118	48 1.17%	45 114 53 29 96 1.10% 2.79% 1.30% 0.71% 2.34%	28	24 78 31 20 84 19 3% 1.89% 0.74% 0.48% 2.06% 0.46% 0.50	21 2	23 78 23 15 57 25 6% 1.89% 0.56% 0.37% 1.37% 0.61% 0.28	2 45	28 19 37 25 18 29 0.68% 0.47% 0.89% 0.60% 0.44% 0.709	0.46%	10 27 9 3 24 18 6 25 10 1 22 9 1 0.25% 0.67% 0.21% 0.07% 0.59% 0.44% 0.15% 0.61% 0.25% 0.03% 0.53% 0.23% 0.359
Atlantic Ave West of I-95	6	Volum %	e 5	0 24 6 5.179	0 71 6 1.689	271 649 5.84% 13.97%	- 5.:	247 77 31% 1.65%	75 1.60%	228 44 45 238 56 4.90% 0.94% 0.96% 5.11% 1.20%	61 23 1.31% 5.11	38 1% 0.5	26 63 179 61 57% 1.36% 3.85% 1.30% 0.9	46 136 9% 2.91%	76 1.62%	56 122 73 38 114 1.20% 2.62% 1.57% 0.81% 2.46%	34 0.73% 0.63	30 94 34 22 96 23 3% 2.03% 0.73% 0.47% 2.07% 0.49% 0.57	27 3 7% 0.69	32 83 22 17 65 29 9% 1.79% 0.47% 0.37% 1.40% 0.61% 0.29	3 47 % 1.00%	34 21 41 28 16 33 0.73% 0.45% 0.89% 0.61% 0.33% 0.71%	3 20 0.43%	11 37 12 4 25 20 6 30 10 3 21 10 16 0.23% 0.79% 0.27% 0.09% 0.54% 0.43% 0.12% 0.64% 0.22% 0.06% 0.46% 0.22% 0.34%
I-95 North of Atlantic Ave	7	Volum %	e 6	8 42 6 3.449	7 51 6 0.469	468 149 3.77% 1.20%	283 - 2.27% -	130 1.04%	200 1.60%	1018 101 106 943 143 8.18% 0.81% 0.85% 7.58% 1.14%	164 94 1.32% 7.63	49 3% 0.5	70 152 741 126 57% 1.22% 5.96% 1.01% 1.0	124 588 0% 4.72%	152 1.22%	138 538 156 85 487 1.11% 4.33% 1.26% 0.69% 3.91%	92 0.74% 0.48	60 394 100 66 416 42 3% 3.16% 0.80% 0.54% 3.35% 0.34% 0.33	42 6 3% 0.51	64 410 65 52 293 85 1 1% 3.30% 0.52% 0.41% 2.35% 0.68% 0.21	6 232 % 1.86%	95 43 210 103 57 144 0.76% 0.34% 1.69% 0.83% 0.46% 1.18%	0.49%	26 179 31 10 126 43 7 121 23 13 88 23 33 0.21% 1.44% 0.25% 0.08% 1.01% 0.35% 0.06% 0.97% 0.19% 0.10% 0.71% 0.18% 0.28%
Woolbright Rd West of I-95	8	Volum %	e 2 0.52	3 9 6 2.149	4 3 6 0.709	102 48 2.31% 1.09%	76 1.71% 2.9	130 - 75% -	533 12.09%	303 76 67 301 86 6.86% 1.73% 1.53% 6.82% 1.96%	61 26 1.38% 6.07	67 7% 0.7	31 49 212 71 71% 1.12% 4.80% 1.61% 1.0	45 167 11% 3.78%	67 1.52%	58 146 79 38 131 1.31% 3.31% 1.79% 0.86% 2.96%	40 6 0.90% 0.72	32 106 34 24 105 27 2% 2.40% 0.77% 0.54% 2.38% 0.62% 0.62	27 3 2% 0.78	35 94 22 15 70 27 8% 2.12% 0.51% 0.33% 1.58% 0.62% 0.31	4 49 % 1.10%	32 23 46 27 20 3 0.73% 0.52% 1.05% 0.62% 0.45% 0.78%	0.42%	11 41 12 5 31 15 6 25 9 2 20 10 1 0 0.24% 0.93% 0.26% 0.11% 0.69% 0.33% 0.15% 0.57% 0.21% 0.05% 0.44% 0.23% 0.31%
Woolbright Rd East of I-95	9	Volum %	e 1 0.35	5 6	6 1	82 36 1.92% 0.83%	76	104 734 - 42% 17.02% -		348 68 68 327 67 8.09% 1.58% 1.56% 7.62% 1.56%	74 28	82 5% 0.63	27 55 212 66 52% 1.28% 4.91% 1.53% 1.2	56 153 9% 3.56%	51	57 139 60 30 119 1.32% 3.24% 1.40% 0.70% 2.77%	32 0.73% 0.72	31 90 37 24 92 20 2% 2.08% 0.86% 0.56% 2.14% 0.46% 0.46	20 2	26 84 19 13 58 22 1% 1.96% 0.45% 0.29% 1.35% 0.50% 0.25	1 40 6.92%	24 18 43 22 14 20 0.56% 0.40% 1.00% 0.51% 0.33% 0.599	0.27%	9 30 10 5 19 10 3 18 8 2 13 8 4 0.20% 0.66% 0.22% 0.12% 0.43% 0.24% 0.07% 0.42% 0.19% 0.05% 0.29% 0.18% 0.18%
I-95 North of Woolbright Rd	10	Volum %	e e	6 2.969	6 0.459	45.3 1.39 3.26% 1.00%	1.86% 4.5	6.34 296 58% 2.14%	1.33% -	- 139 139 1341 186 - 1.00% 1.00% 9.64% 1.33%	1.52% 8.00	12 0% 0.6:	87 183 873 157 52% 1.32% 6.28% 1.14% 1.0	142 701 13% 5.04%	1.42%	1/5 609 204 96 550 1.26% 4.39% 1.47% 0.70% 3.95%	0.75% 0.53	74 433 120 84 476 43 3% 3.12% 0.86% 0.61% 3.42% 0.31% 0.37 30 25 35 32 23 4	52 / 7% 0.55%	76 450 74 48 327 87 55 3.24% 0.53% 0.34% 2.35% 0.63% 0.23	2 248	102 49 231 112 56 15 0.73% 0.35% 1.66% 0.80% 0.41% 1.129	0.46%	20 203 36 17 141 4.5 9 131 26 14 89 26 33 0.19% 1.46% 0.26% 0.12% 1.01% 0.06% 0.94% 0.19% 0.19% 0.19% 0.19% 0.27%
Boynton Beach Blvd East of I-95	- 11	Volum %	e 0.36	8 3 6 1.489	6 0.199	44 38	4/ 2.10% 3.0	69 60 34% 2.66%	36 1.61%	89 - 483 215 70 3.94% - 21.45% 9.54% 3.11%	2.95% 6.06	36 5% 1.1!	26 34 104 42 15% 1.51% 4.62% 1.87% 1.9	44 /8 4% 3.45%	26 1.17% 72	3/ 5/ 22 12 51 1.63% 2.51% 0.96% 0.55% 2.27% 52 137 58 20 113	12 0.55% 0.53	12 35 15 13 37 4 3% 1.57% 0.68% 0.56% 1.64% 0.16% 0.26 26 70 26 20 97 10	6 8% 0.32 22 2	/ 38 / / 21 / 2% 1.67% 0.31% 0.33% 0.93% 0.33% 0.18	4 16 % 0.70%	10 4 13 6 3 6 0.43% 0.18% 0.58% 0.25% 0.13% 0.25% 21 12 24 14 7 1	0.16%	Z I Z I I U S I Z 3 Z 0.07% 0.33% 0.07% 0.04% 0.01% 0.24% 0.04% 0.07% 0.13% 0.04% 0.01% 0.24% 0.04% 0.07% 0.13% 0.07% 0.04% 0.07% 0.13% 0.04% 0.01% 0.24% 0.04% 0.07% 0.13% 0.04% 0.01% 0.24% 0.04% 0.07% 0.13% 0.04% 0.01% 0.24% 0.04% 0.01% 0.24% 0.04% 0.01% 0.24% 0.04% 0.01% 0.24% 0.04% 0.01% 0.24% 0.04% 0.01% 0.24% 0.04% 0.01% 0.04% 0.01% 0.04% 0.01% 0.04% 0.01% 0.04% 0.01% 0.04% 0.01% 0.04% 0.01% 0.04% 0.01% 0.04% 0.01% 0.04% 0.01% 0.04% 0.01% 0.04% 0.01% 0.04% 0.01% 0.04% 0.01% 0.04% 0
Boynton Beach Blvd West of I-95	12	Wolum	0.56	6 1.719	6 0.529	1.95% 1.10%	1.46% 2.1	105 07 33% 1.79%	1.57%	4.15% 15.23% - 9.33% 2.43%	1.73% 6.74	4% 1.2	43 41 173 73 22% 1.09% 5.25% 1.96% 1.2 127 227 1122 220	145 145 145 145 145	1.97%	1.43% 3.42% 1.57% 0.79% 3.01%	0.70% 0.70 129	20 77 20 20 87 17 20% 2.13% 0.70% 0.55% 2.33% 0.52% 0.62 00 643 152 111 580 64	2% 0.65	24 83 13 13 40 21 5% 2.22% 0.40% 0.40% 1.25% 0.56% 0.26 01 540 94 44 414 09	6 0.89% 0 202	0.84% 0.34% 0.65% 0.37% 0.20% 0.409	0.24%	0.17% 0.47% 0.16% 0.09% 0.37% 0.11% 0.04% 0.22% 0.10% 0.04% 0.15% 0.13% 0.099 24 210 42 14 14 172 46 10 156 0.10% 0.04% 0.15% 0.13% 0.099
I-95 North of Boynton Beach Blvd	13	Volum	0.32	6 2.259	6 0.349	2.39% 0.74%	1.37% 3.0	477 227 28% 1.47% 65 67	0.77%	4.70% 0.84% 1.58% - 1.68%	1.72% 10.03	3% 0.8	127 227 1133 237 31% 1.46% 7.26% 1.53% 1.2 62 77 134 62	35 00	1.64%	1.49% 4.99% 1.57% 0.82% 4.56%	0.82% 0.63	3% 3.46% 0.97% 0.71% 3.71% 0.41% 0.43 24 54 21 17 54 17	3% 0.59 17 2	9% 3.65% 0.55% 0.41% 2.67% 0.63% 0.25 21 50 16 12 34 18	7 303 % 1.94%	0.84% 0.37% 1.76% 0.86% 0.45% 1.199 19 18 20 14 9 14	0.49%	0.22% 1.40% 0.27% 0.11% 1.10% 0.31% 0.06% 0.96% 0.19% 0.11% 0.66% 0.18% 0.269 7 1 40 7 2 11 0 3 10 0 6 0 7 1 10 0 10 0 6 2 8 6 0 7
Gateway Blvd East of I-95	14	Volum	e 0.39	4 6 1.409 3 7	6 0.629	1.42% 1.24%	1.98% 2.1	14% 2.18% 113 81	0.79%	2.90% 1.45% 2.72% 4.17% - 175 87 91 227 412	25.40% 6.02	2% 2.0	02 77 134 02 02% 2.50% 4.36% 2.00% 1.1 67 90 233 75	3% 3.22% 47 192	1.46%	1.33% 2.63% 1.43% 0.92% 2.44% 57 169 83 41 153	0.77% 0.78	24 54 21 17 54 17 3% 1.77% 0.69% 0.56% 1.75% 0.54% 0.56 33 120 46 36 124 24	6% 0.69 23 3	21 36 16 12 34 18 9% 1.63% 0.50% 0.40% 1.09% 0.58% 0.22 34 117 28 22 78 38	0.78%	0.63% 0.58% 0.64% 0.47% 0.30% 0.529 38 26 53 32 21 33	0.37%	0.21% 0.45% 0.23% 0.08% 0.34% 0.28% 0.11% 0.31% 0.18% 0.027% 0.27% 0.24% 0.24%
Gateway Blvd West of I-95	15	% Volum	0.53	6 1.669	6 0.499	1.85% 1.06%	1.52% 2.5	55% 1.83% 498 210	1.29%	3.96% 1.96% 2.06% 5.14% 9.34% 638 89 190 803 122	- 7.27	7% 1.5	52% 2.03% 5.30% 1.71% 1.0 162 270 1563 294	15% 4.36% 231 1184	1.71%	1.29% 3.85% 1.90% 0.94% 3.48% 272 951 316 160 881	0.84% 0.75	3% 2.71% 1.04% 0.82% 2.81% 0.54% 0.52 09 673 186 142 695 72	2% 0.75 82 11	5% 2.64% 0.64% 0.50% 1.77% 0.86% 0.28 17 698 102 77 491 138	% 1.33% 7 376	0.87% 0.58% 1.18% 0.71% 0.46% 0.84%	0.53%	0.37% 0.89% 0.29% 0.15% 0.48% 0.35% 0.12% 0.53% 0.20% 0.08% 0.37% 0.21% 0.329 48 263 50 23 184 59 9 169 39 21 120 33 4
I-95 North of Gateway Blvd	16	% Volum	0.29	6 1.999	6 0.339	2.14% 0.61%	1.18% 2.9	92% 1.23% 40 26	0.61%	3.75% 0.53% 1.12% 4.72% 0.71% 51 13 30 60 45	1.88% -	0.9	25% 1.59% 9.17% 1.72% 1.3 386 174 110	6% 6.95% 55 98	1.86%	1.59% 5.59% 1.86% 0.94% 5.17% 53 72 34 23 66	0.93% 0.64	1% 3.94% 1.09% 0.84% 4.08% 0.42% 0.48 11 50 19 15 42 7	6 1	8% 4.10% 0.60% 0.45% 2.88% 0.81% 0.27 10 42 6 7 26 10	% 2.21% 3 18	0.93% 0.43% 1.94% 0.94% 0.47% 1.33%	0.56%	0.28% 1.54% 0.29% 0.13% 1.08% 0.34% 0.05% 0.99% 0.23% 0.12% 0.70% 0.20% 0.24%
Hypoluxo Rd East of I-95	17	% Volum	0.27 e 2	6 1.189	6 0.129 3 21	1.44% 0.60% 8 80 35	0.94% 1.9	97% 1.29% 99 70	0.48%	2.55% 0.63% 1.51% 2.98% 2.24% 128 31 51 156 75	3.17% 4.72 71 21	2% - 13 4	19.21% 8.63% 5.48% 2.7 450 - 364 153	5% 4.85% 93 269	2.35%	2.63% 3.60% 1.69% 1.13% 3.30% 81 233 110 50 190	0.71% 0.53	3% 2.49% 0.93% 0.76% 2.09% 0.36% 0.31 39 162 53 34 167 30	1% 0.50 ⁴ 31 4	0% 2.10% 0.31% 0.36% 1.28% 0.51% 0.13 41 169 37 28 114 51	% 0.88% 9 87	0.63% 0.17% 0.75% 0.33% 0.27% 0.38% 68 35 75 50 29 55	0.23%	0.07% 0.36% 0.03% 0.02% 0.25% 0.07% 0.00% 0.20% 0.00% 0.03% 0.17% 0.03% 0.05% 16 60 17 4 38 25 6 39 13 4 27 14 22
Hypotaxo ka west or 1-95	10	% Volum	0.38 e 3	6 1.449 8 26	6 0.549 8 4	1.59% 0.68% 290 74	1.13% 1.9 158	362 1.37%	0.90%	2.53% 0.61% 1.00% 3.07% 1.48% 477 57 138 530 102	1.41% 4.18 220 80	8% 8.8i 01 1	36% - 7.16% 3.02% 1.8 115 349 - 330	2% 5.28% 242 1261	2.25% 310	1.58% 4.57% 2.17% 0.98% 3.73% 282 983 326 158 882	1.08% 0.7 148 1	7% 3.18% 1.04% 0.66% 3.27% 0.59% 0.60 15 694 176 126 721 82	0% 0.819 78 12	1% 3.32% 0.72% 0.56% 2.25% 1.00% 0.37 123 676 107 82 479 140	6 1.70% 5 365	1.35% 0.69% 1.47% 0.98% 0.58% 1.05% 162 77 319 160 85 223	0.70%	0.31% 1.17% 0.34% 0.07% 0.75% 0.49% 0.12% 0.77% 0.25% 0.07% 0.54% 0.28% 0.45% 40 270 50 22 185 56 10 157 36 18 112 30 44
Lantana R/Fast of L95	20	% Volum	0.25 e 1	6 1.759 1 2	6 0.299 8 1	1.89% 0.48% 33 23	1.03% 2.3 37	36% 1.03% 44 39	0.53%	3.11% 0.37% 0.90% 3.46% 0.67% 56 13 40 70 49	1.44% 5.23 77 12	3% 0.7! 23	75% 2.28% - 2.16% 1.5 61 90 136 -	8% 8.21% 358 273	2.02% 123	1.83% 6.41% 2.13% 1.03% 5.74% 101 198 115 61 169	0.97% 0.75 45	5% 4.52% 1.15% 0.82% 4.69% 0.53% 0.56 42 120 50 31 128 27	0% 0.80 31 3	0% 4.41% 0.70% 0.53% 3.12% 0.91% 0.29 37 109 26 30 72 30	% 2.38% 5 56	1.05% 0.50% 2.08% 1.04% 0.55% 1.45% 46 23 49 30 20 34	0.62%	0.26% 1.76% 0.33% 0.14% 1.21% 0.36% 0.06% 1.02% 0.24% 0.11% 0.73% 0.20% 0.30% 1 6 7 13 6 24 14 6 20 12 2 15 9 11
Lantana Rd West of 1-95	20	% Volum	0.26 e 1	6 0.689 4 4	6 0.339 3 1:	0.81% 0.56% 3 49 26	0.91% 1.0	0.95% 0.95% 69 44	0.55%	1.36% 0.31% 0.98% 1.70% 1.19% 101 24 34 119 39	1.86% 2.96 54 15	5% 1.4 52	47% 2.18% 3.28% - 20.1 46 86 167 783 -	7% 6.59% 202	2.99% 91	2.45% 4.79% 2.79% 1.47% 4.08% 59 181 92 39 150	1.09% 1.0 0 41	% 2.89% 1.21% 0.75% 3.10% 0.65% 0.75 30 123 39 23 131 24	5% 0.90 ⁴ 24 3	0% 2.63% 0.64% 0.73% 1.74% 0.73% 0.36 35 116 25 25 84 36	60 1.36%	1.12% 0.56% 1.18% 0.71% 0.49% 0.88% 52 28 47 33 22 3	0.63%	0.39% 0.89% 0.32% 0.14% 0.59% 0.33% 0.14% 0.49% 0.30% 0.06% 0.36% 0.23% 0.31% 11 38 11 6 24 14 6 20 9 1 15 8 1
I-95 North of Lantana Rd	22	% Volum	e 2	6 1.089 5 21	6 0.339 5 41	1.23% 0.66% 216 54	1.10% 1. 123	72% 1.11% 273 120	0.81%	2.52% 0.60% 0.84% 2.97% 0.97% 363 38 92 369 66	1.35% 3.80 142 53	0% 1.1! 39	15% 2.15% 4.17% 19.60% - 46 181 580 137	5.05%	2.28% 305	1.47% 4.52% 2.31% 0.98% 3.75% 268 1053 314 158 838	5 1.02% 0.76 3 157 1	3.08% 0.97% 0.57% 3.28% 0.60% 0.55% 19 672 182 138 671 86 3	9% 0.87 80 11	7% 2.90% 0.63% 0.63% 2.10% 0.90% 0.30 113 645 110 78 450 129	6 1.49% 9 346	1.31% 0.69% 1.18% 0.84% 0.54% 0.93% 164 82 303 148 75 20%	0.56%	0.27% 0.95% 0.28% 0.14% 0.59% 0.35% 0.15% 0.51% 0.22% 0.02% 0.38% 0.19% 0.329 0 45 246 51 19 162 53 10 145 31 15 103 34 4
6th Ave S East of I-95	23	% Volum	e 1	6 1.679 4 4	6 0.319 9 14	1.68% 0.42% 51 24	0.95% 2.	12% 0.93% 71 43	0.46%	2.82% 0.29% 0.72% 2.87% 0.51% 80 19 41 100 29	1.10% 4.18 60 13	8% 0.3i	36% 1.41% 4.51% 1.06% 1.6 28 69 151 75	74 141	2.37%	2.08% 8.18% 2.44% 1.23% 6.51% 678 289 159 93 239	1.22% 0.92 68	2% 5.22% 1.42% 1.08% 5.21% 0.67% 0.62 53 175 68 55 165 30	2% 0.88 32 4	8% 5.01% 0.85% 0.61% 3.49% 1.00% 0.38 43 165 41 31 117 42	% 2.69% 9 82	1.27% 0.63% 2.35% 1.15% 0.58% 1.599 64 33 68 47 26 50	0.75%	0.35% 1.91% 0.40% 0.15% 1.25% 0.41% 0.08% 1.12% 0.24% 0.12% 0.80% 0.26% 0.34% 16 52 18 4 35 22 8 37 11 4 28 14 2 0.010 0.01
6th Ave S West of I-95	24	% Volum	0.31 e 1	6 1.079 9 8	6 0.419 8 24	0.52% 0.52% 0.52% 0.52%	1.04% 1.1 72	56% 0.95% 118 73	0.51% 36	1.75% 0.43% 0.89% 2.18% 0.64% 152 29 50 174 48	1.30% 2.97 75 22	7% 0.6 25	51% 1.51% 3.30% 1.65% 1.6 41 97 242 108	2% 3.09% 86 220	740 ·	14.83% 6.32% 3.47% 2.04% 5.20% - 283 132 75 243	62 1.49% 1.16	3.82% 1.48% 1.20% 3.60% 0.65% 0.66 47 192 67 41 193 34	9% 0.95 33 4	5% 3.59% 0.90% 0.68% 2.56% 0.91% 0.41 49 180 48 34 134 58	6 1.78% 4 101	1.40% 0.73% 1.48% 1.03% 0.57% 1.099 63 36 90 60 34 59	0.68%	0.36% 1.13% 0.38% 0.09% 0.77% 0.48% 0.17% 0.81% 0.25% 0.09% 0.62% 0.31% 0.45% 20 66 22 7 41 27 8 40 14 5 30 15 22
I-95 North of 6th Ave S	25	% Volum	e 3	6 1.589 0 23	6 0.519 2 34	244 57	1.30% 2.1	12% 1.31% 302 132	0.65%	2.73% 0.52% 0.90% 3.12% 0.85% 397 37 101 430 69	1.34% 4.04	4% 0.73 80	73% 1.74% 4.33% 1.94% 1.5 46 197 597 146	3% 3.95% 214 567	13.25%	- 5.06% 2.37% 1.34% 4.35% 317 - 397 189 1036	5 1.11% 0.84 5 177 1	3.43% 1.21% 0.73% 3.46% 0.61% 0.60 36 770 209 163 781 90	0% 0.889 91 12	3.22% 0.85% 0.61% 2.40% 1.04% 0.42 129 754 126 93 537 156 9	% 1.82% 3 373	1.13% 0.64% 1.61% 1.07% 0.60% 0.98% 184 86 336 172 86 222	0.62%	0.36% 1.18% 0.40% 0.13% 0.47% 0.15% 0.71% 0.25% 0.10% 0.54% 0.26% 0.429 4.9 270 57 22 163 63 11 157 35 14 104 31 44
10th Ave N East of I-95	26	% Volum	e 1	2 4	6 0.289 3 21	1.78% 0.42% 0 46 24	0.95% 2.1 41	53 41	0.43%	2.89% 0.27% 0.74% 3.13% 0.50% 75 9 36 82 29	1.24% 4.23	3% 0.3× 09	34% 1.44% 4.35% 1.06% 1.5 15 71 116 47	6% 4.13% 60 110	1. 19%	2.31% - 2.90% 1.38% 7.55% 106 187 - 660 315	93	7% 5.61% 1.53% 1.19% 5.69% 0.66% 0.66 77 226 87 61 226 41	47 6	4%5 5.50% 0.92% 0.88% 3.91% 1.14% 0.39 64 215 48 41 146 69	3 102	1.34% 0.63% 2.45% 1.26% 0.63% 1.629 75 46 90 60 37 6 1.50% 0.03% 1.00% 1.23% 0.70% 1.20%	42	0.30% 1.97% 0.42% 0.16% 1.18% 0.46% 0.08% 1.14% 0.25% 0.10% 0.76% 0.23% 0.30% 2.23 61 23 5 42 28 9 38 16 6 30 18 22 0.40% 0.00% 0.00% 0.00% 0.20% 0.20% 0.10% 0.76% 0.23% 0.40%
10th Ave N West of I-95	27	Volum	e 1	1 5	6 0.429 2 2: 6 0.409	3 51 22 1 11% 0 47%	0.8/% 1. 42	64 48	0.46%	1.59% 0.20% 0.77% 1.73% 0.60% 78 10 33 87 32 1.70% 0.23% 0.73% 1.98% 0.60%	1.03% 2.29	4% 0.3. 18	19 56 126 58 19 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	46 107 0% 2.32%	1.5/%	2.23% 3.93% - 13.89% 6.62% 107 211 764 - 258 2.21% 4.54% 14.59% 5.60%	8 80 1.74% 1.1	1% 4.75% 1.83% 1.28% 4.76% 0.86% 0.99 52 211 75 40 217 32 3 54 4.76% 0.86% 0.99 4.76% 0.86% 0.99	9% 1.35 39 5	5% 4.53% 1.02% 0.88% 3.08% 1.46% 0.49 59 197 46 39 132 64	3 93 2 03%	1.59% 0.97% 1.89% 1.27% 0.78% 1.299 72 34 85 56 35 5 1.55% 0.74% 1.94% 1.31% 0.75% 1.109	0.88%	0.48% 1.28% 0.48% 0.10% 0.8% 0.60% 0.19% 0.79% 0.79% 0.34% 0.12% 0.65% 0.39% 0.44% 0.22% 0.53% 0.39% 0.44% 0.22% 0.53% 0.39% 0.44% 0.25% 0.26\% 0.26\% 0
I-95 North of 10th Ave N	28	Volum	e 2	3 19	9 3	205 45	105	247 107	51	313 30 87 329 53 2 249 0 229 0 469 2 469 0 409	132 44	46	31 156 448 98	172 415	111	214 641 141 254 -	218 1	4.1778 1.0278 0.0078 4.728 0.708 0.04 63 983 246 189 1039 106 0.707	476 1.27 103 15 79 1.12	152 894 139 112 638 187 0.51 152 894 139 112 638 187 0.51	3 452	237 100 397 194 105 260 1 779 0 759 2 079 1 459 0 799 1 099	127	0.344 1.134 0.405 0.174 0.405 0.164 0.206 0.206 0.435 0.274 0.357 5.8 307 5.8 25 208 69 12 183 37 21 122 36 44 0.44% 2.20% 0.10% 0.57% 0.57% 0.35% 0.27% 0.15% 0.01% 0.27% 0.15% 0.01% 0.27% 0.15% 0.01% 0.27% 0.15% 0.01% 0.27% 0.15% 0.01% 0.27% 0.15% 0.01% 0.27% 0.15% 0.01% 0.27% 0.15% 0.01% 0.27% 0.15% 0.01% 0.27% 0.27% 0.15% 0.01% 0.27% 0.27% 0.15% 0.01% 0.27%
Forest Hill Blvd East of 1-95	29	Volum	e 1	1 2	7 1:	28 11 0.89% 0.36%	24	34 31	0.38%	41 4 18 41 17 1 31% 0.14% 0.59% 1.31% 0.55%	22 4	47	4 34 51 24 13% 1.08% 1.63% 0.77% 1.0	33 55	27	48 82 41 60 93 1.50% 2.62% 1.31% 1.93% 2.97%	- 5	05 177 71 37 174 30 776 0.776 0.776 0.776 0.7776 0.	33 4	48 167 42 35 119 56 1 44% 5 55% 1 35% 1 12% 3 81% 1 79% 0.71	2 82	58 36 70 52 30 44 186% 114% 2.25% 1.67% 0.97% 1.469	32	2 18 55 16 7 36 23 7 32 14 3 28 13 20 0.58% 175% 0.51% 0.43% 1.37% 0.45\% 0.45
Forest HIII Blvd West of I-95	30	Volum %	e 1	0 5	1 2	2 51 20	39	64 43 73% 116%	17	79 7 24 86 27 2 13% 0 20% 0 65% 2 32% 0 74%	35 0 96% 2 63	97	11 49 97 37 31% 1.32% 2.64% 0.99% 1.0	38 98	42	65 128 71 83 150 1 75% 3 47% 1 93% 2 25% 4 06%	385 -	180 60 31 201 32 4.86% 1.62% 0.84% 5.43% 0.86% 0.97	34 5	58 183 40 33 126 58 3 6% 4 93% 107% 0.99% 3.40% 1.56% 0.65	4 94	60 29 82 50 24 60 163% 0.78% 2.21% 1.36% 0.64% 1.62%	38	23 61 16 9 33 22 7 33 16 4 25 13 11 0.63% 1.63% 0.44% 0.24% 0.89% 0.59% 0.19% 0.89% 0.44% 0.11% 0.69% 0.34% 0.41%
I-95 North of Forest Hill Blvd	31	Volum %	e 2 0.19	7 24	6 31 6 0.269	8 264 61 1.85% 0.43%	128 0.90% 2.2	318 129 23% 0.91%	49 0.35%	397 42 98 415 52 2.78% 0.29% 0.69% 2.91% 0.37%	160 57 1.12% 3.99	70 9% 0.24	34 194 555 122 24% 1.36% 3.89% 0.86% 1.4	211 515 8% 3.61%	123	266 732 169 302 839 1.86% 5.12% 1.18% 2.12% 5.88%	0.84% 1.8	67 - 254 178 1040 107 10 % - 1.78% 1.25% 7.28% 0.75% 0.75	08 16	163 928 144 106 619 183 (e) 4% 6.50% 1.01% 0.74% 4.33% 1.28% 0.48	9 455 % 3.18%	214 97 374 195 96 25 1.50% 0.68% 2.62% 1.37% 0.67% 1.78%	0.90%	59 291 59 24 185 72 13 172 39 19 110 33 44 0.41% 2.04% 0.41% 0.17% 1.30% 0.51% 0.09% 1.21% 0.27% 0.13% 0.77% 0.23% 0.349
Southern Blvd East of I-95	32	Volum %	e 0.16	6 3 6 0.869	1 10	0 31 13 0.86% 0.35%	21 0.58% 0.4	35 25 99% 0.71%	10 0.29%	40 6 16 46 14 1.12% 0.17% 0.45% 1.28% 0.38%	25 d 0.71% 1.74	63 4% 0.2	7 35 61 26 21% 0.97% 1.70% 0.72% 1.0	36 65 0% 1.81%	26 0.73%	50 94 32 66 98 1.40% 2.61% 0.88% 1.82% 2.74%	28 0.78% 1.68	60 164 - 736 150 45 3% 4.54% - 20.44% 4.16% 1.26% 0.90	33 4 0% 1.35	49 209 40 45 155 65 5% 5.80% 1.10% 1.24% 4.30% 1.80% 0.59	1 109 % 3.04%	66 35 97 60 34 65 1.83% 0.96% 2.70% 1.67% 0.95% 1.769	46	26 57 25 9 39 21 7 36 18 5 25 14 1 0.73% 1.58% 0.69% 0.26% 1.10% 0.59% 0.19% 1.00% 0.51% 0.13% 0.70% 0.38% 0.479
Southern Blvd West of I-95	33	Volum %	e 1 0.34	2 4 6 1.259	4 14 6 0.459	41 18 1.15% 0.51%	32 0.90% 1.5	54 38 53% 1.08%	14 0.38%	65 8 38 76 21 1.82% 0.23% 1.07% 2.14% 0.59%	39 10 1.09% 2.85	02 5% 0.4	15 51 100 36 41% 1.44% 2.80% 1.02% 0.9	34 92 6% 2.58%	46 1.29%	63 131 53 79 142 1.78% 3.69% 1.48% 2.22% 3.99%	2 32 5 0.90% 1.25	45 231 267 - 128 63	29 3 0% 1.03	37 227 41 22 153 61 3% 6.38% 1.16% 0.61% 4.28% 1.70% 0.40	4 115 % 3.23%	68 26 97 67 37 65 1.90% 0.72% 2.72% 1.87% 1.03% 1.83%	38	20 66 20 7 34 16 5 33 12 4 13 5 6 0.57% 1.84% 0.55% 0.21% 0.96% 0.44% 0.14% 0.93% 0.33% 0.10% 0.37% 0.13% 0.179
I-95 North of Southern Blvd	34	Volum %	e 1 0.14	9 17	6 2 ¹ 6 0.219	2 181 44 1.31% 0.31%	95 0.68% 1.6	228 87 54% 0.63%	35 0.25%	297 21 61 299 37 2.14% 0.15% 0.44% 2.15% 0.27%	99 38 0.72% 2.75	82 5% 0.1	23 136 398 87 17% 0.98% 2.87% 0.63% 0.9	131 352 4% 2.54%	82 0.59%	177 508 118 209 556 1.28% 3.66% 0.85% 1.51% 4.01%	78 1 0.56% 1.36	89 982 93 241 - 125 1 5% 7.07% 0.67% 1.73% - 0.90% 0.85	18 19 5% 1.41	195 1313 194 148 944 258 10 1% 9.46% 1.39% 1.06% 6.80% 1.86% 0.75	4 628 % 4.52%	291 134 527 279 138 342 2.09% 0.97% 3.80% 2.01% 0.99% 2.469	1.23%	85 404 86 39 245 98 18 222 54 26 148 45 56 0.61% 2.91% 0.62% 0.28% 1.76% 0.71% 0.13% 1.60% 0.39% 0.18% 1.07% 0.33% 0.409
I-95 Ramp to PB Airport	35	Volum %	e 0.37	9 2	8 11 6 0.729	3 33 17 1.30% 0.65%	27	35 27 39% 1.08%	0.45%	42 4 21 47 15 1.64% 0.17% 0.84% 1.84% 0.59%	21 5	51 2% 0.0r	2 29 51 18 06% 1.15% 1.99% 0.73% 0.9	24 50 6% 1.97%	19 0.75%	33 66 31 34 63 1.31% 2.59% 1.24% 1.36% 2.47%	23 5 0.90% 1.30	33 99 23 67 91 - 1 3.91% 0.90% 2.64% 3.59% - 6.80 0.90% 0.90% 0.90% 0.60% 0.00% 0.00%	0% 3.76	96 187 66 37 113 49 5 6% 7.35% 2.57% 1.43% 4.43% 1.94% 0.79	0 83 % 3.25%	44 29 74 49 37 49 1.74% 1.15% 2.92% 1.94% 1.44% 1.94%	27	19 51 19 10 30 17 7 28 13 4 22 12 1: 0.74% 2.01% 0.75% 0.40% 1.18% 0.67% 0.26% 1.12% 0.50% 0.17% 0.87% 0.46% 0.52%
Belvedere Rd West of I-95	36	Volum %	e 1 0.29	1 5	1 2 6 0.559	55 21	40	63 38 55% 0.97%	14 0.35%	74 10 33 78 22 1.91% 0.25% 0.84% 2.03% 0.56%	38 10	06 4% 0.2	10 50 110 36 27% 1.29% 2.84% 0.95% 1.3	52 96 5% 2.50%	40	69 148 55 80 159 1.79% 3.82% 1.43% 2.09% 4.13%	44 5 1.13% 1.75	68 243 44 39 227 147 - 7% 6.27% 1.15% 1.02% 5.87% 3.80% -	40	108 153 42 32 119 44 4% 3.95% 1.08% 0.83% 3.08% 1.12% 0.52	0 87 % 2.24%	46 30 78 48 31 48 1.19% 0.76% 2.01% 1.23% 0.78% 1.229	0.90%	20 48 21 8 31 19 6 30 15 7 21 14 11 0.52% 1.25% 0.53% 0.21% 0.80% 0.49% 0.16% 0.78% 0.39% 0.17% 0.53% 0.37% 0.38%
Belvedere Rd East of I-95	37	Volum %	e 0.21	8 3 6 0.999	6 0.449	40 13	0.75% 1.2	48 32 27% 0.85%	0.27%	60 6 20 58 16 1.58% 0.16% 0.52% 1.52% 0.42%	0.70% 2.15	81 5% 0.1	6 45 86 30 17% 1.18% 2.28% 0.81% 0.9	35 68 4% 1.82%	0.97%	55 113 37 66 108 1.46% 3.00% 0.99% 1.74% 2.86%	30 5 0.79% 1.55	58 166 48 42 147 103 4 5% 4.40% 1.30% 1.12% 3.90% 2.72% 12.05 50 00 00 00 00 00 00 00 00 00 00 00 00 0	158 - 5% -	263 65 58 1/0 81 6.90% 1.69% 1.52% 4.46% 2.11% 0.83	3.02%	68 42 103 64 39 68 1.80% 1.09% 2.72% 1.67% 1.03% 1.799 406 110 740 202 104 400	1.30%	25 67 24 9 49 25 7 39 17 8 29 15 2. 0.66% 1.76% 0.62% 0.24% 1.28% 0.66% 0.19% 1.02% 0.44% 0.21% 0.76% 0.40% 0.569 11/ C34 1.32% 0.24% 1.23% 0.44% 0.21% 0.76% 0.40% 0.569
1-95 North of Belvedere Rd	38	Volum %	0.12	9 19 6 1.219 9 4	4 2. 6 0.149 7 1	1.25% 0.25%	0.54% 1.1	253 87 58% 0.54%	0.23%	1.99% 0.19% 0.37% 1.98% 0.23% 75 5 23 77 16	0.68% 2.62	2% 0.1	27 142 416 78 17% 0.89% 2.59% 0.49% 0.9 6 48 104 27	157 384 8% 2.39% 51 03	0.57%	195 534 113 220 570 1.21% 3.33% 0.70% 1.37% 3.55% 57 132 28 48 140	0.48% 1.15	85 938 88 238 948 159 1 5% 5.84% 0.55% 1.48% 5.91% 0.99% 1.17 54 215 23 52 203 62	50 50 50 50 50 50 50 50 50 50 50 50 50 5	137 260 220 1336 368 1. 6% 1.78% 1.41% 8.47% 2.42% 0.83 52 317 417 357 117 417	5.73%	406 162 749 383 194 499 2.53% 1.01% 4.67% 2.39% 1.21% 3.059 75 53 208 86 54 149	1.43%	0.72% 0.33% 0.76% 0.37% 0.25% 0.73% 0.11% 1.81% 0.42% 0.19% 1.16% 0.32% 0.42% 0.42% 0.42%
Okeechobee Blvd East of I-95	39	% Volum	0.18 e	6 0.969	6 0.259	0.99% 0.34%	0.57% 1.3	31% 0.61% 41 19	0.29%	1.54% 0.10% 0.47% 1.58% 0.33% 42 7 15 50 13	0.79% 2.17	7% 0.1: 68	13% 0.98% 2.13% 0.55% 1.0 9 32 69 23	5% 1.91% 25 56	0.60%	1.17% 2.72% 0.58% 0.99% 2.87% 39 86 32 46 92	0.59% 1.10	110 120 100 0% 4.41% 0.48% 1.07% 4.16% 1.28% 36 140 37 32 133 41	1% 1.069 60 5	6% 6.50% - 8.56% 7.32% 2.40% 1.00 55 232 416 - 167 74	6 4.47% 7 99	1.54% 1.08% 4.27% 1.77% 1.11% 2.979 57 41 96 56 37 60	1.31%	0.78% 0.79% 0.90% 0.58% 1.76% 1.13% 0.19% 1.34% 0.65% 0.21% 0.69% 0.40% 0.469 28 63 27 10 36 27 7 33 17 5 20 16 1
Okeechobee Blvd West of I-95	40	% Volum	0.22 e 1	6 0.869	6 0.239 3 1	1.03% 0.40%	0.65% 1.2	28% 0.60%	0.29%	1.32% 0.21% 0.46% 1.57% 0.41% 261 16 43 267 27	0.59% 2.11	1% 0.2i	28% 0.99% 2.15% 0.72% 0.7 20 108 343 63	7% 1.75% 117 291	0.84%	1.20% 2.67% 0.98% 1.44% 2.87% 165 423 88 175 452	0.84% 1.1 68 1	1% 4.35% 1.14% 0.99% 4.14% 1.27% 1.89 64 742 73 190 754 121 1	9% 1.72 ⁴	2% 7.22% 12.98% - 5.21% 2.32% 1.17 124 1181 160 270 - 404 11	% 3.08% 0 997	1.77% 1.28% 3.01% 1.74% 1.15% 1.899 391 174 851 381 193 539	1.24%	0.88% 1.98% 0.83% 0.33% 1.13% 0.85% 0.23% 1.04% 0.53% 0.16% 0.64% 0.50% 0.53% 125 587 131 63 354 130 19 303 83 38 184 50 7
1-95 North of Okeechobee Bivd	41	% Volum	0.11 e	6 1.199 6 3	6 0.139 5 1	1.17% 0.24% 3 36 14	0.51% 1.4	44% 0.48% 47 20	0.24%	1.79% 0.11% 0.29% 1.83% 0.18% 55 4 15 55 14	0.56% 2.30	0.1 83	14% 0.74% 2.35% 0.43% 0.8 8 37 84 22	0% 1.99% 33 71	0.51%	1.13% 2.90% 0.61% 1.20% 3.10% 47 97 33 56 97	0.46% 1.13	3% 5.08% 0.50% 1.30% 5.17% 0.83% 1.05 48 181 31 58 177 29	5% 0.85 45 4	5% 8.10% 1.09% 1.85% - 2.77% 0.89 44 260 54 74 298 - 64	6.82% 6 379	2.68% 1.19% 5.82% 2.61% 1.32% 3.699 179 109 305 163 98 193	1.67%	0.86% 4.02% 0.90% 0.43% 2.43% 0.89% 0.13% 2.07% 0.57% 0.26% 1.26% 0.34% 0.489 53 209 64 31 123 68 15 99 38 11 68 27 4
Pain Beach Laker Rivd Wort of LOE	42	% Volum	0.10 e	6 0.659 5 2	6 0.149 2 !	0.65% 0.25%	0.45% 0.1	25 16	0.20%	1.01% 0.08% 0.27% 1.00% 0.26% 29 2 7 30 8	0.39% 1.52	2% 0.1! 41	15% 0.68% 1.54% 0.40% 0.6 3 21 46 15	0% 1.30% 20 37	0.36%	0.86% 1.77% 0.61% 1.03% 1.78% 30 55 23 34 56	0.47% 0.89	3.32% 0.56% 1.07% 3.25% 0.53% 0.83 30 85 23 20 87 23 23	3% 0.80 ⁹ 36 3	0% 4.77% 0.99% 1.37% 5.47% - 12.80 31 123 48 63 162 462 -	% 6.96% 156	3.30% 2.00% 5.60% 3.00% 1.80% 3.549 97 57 127 69 45 73	1.83%	0.98% 3.84% 1.17% 0.56% 2.26% 1.26% 0.27% 1.82% 0.70% 0.20% 1.25% 0.50% 0.759 28 78 33 18 39 28 7 28 21 5 18 12 11
1-95 North of Palm Beach Lakes Rive	44	% Volum	0.17 e 1	6 0.799 3 11	6 0.199 2 1:	0.69% 0.32% 110 19	0.58% 0.1	37% 0.57% 134 47	0.32%	1.04% 0.08% 0.26% 1.07% 0.28% 168 12 27 163 17	0.41% 1.46	5% 0.13 10	12% 0.74% 1.61% 0.52% 0.6 10 68 199 42	9% 1.31% 60 191	0.61% 46	1.05% 1.92% 0.81% 1.21% 1.99% 99 247 57 107 273	0.67% 1.04 39	1% 3.00% 0.82% 0.69% 3.09% 0.80% 1.27 89 428 49 113 441 78	7% 1.10 99 7	0% 4.36% 1.69% 2.22% 5.72% 16.34% - 75 627 98 157 818 151 11	5.52%	3.43% 2.03% 4.49% 2.46% 1.61% 2.609 417 198 858 394 208 556	1.75%	1.01% 2.76% 1.16% 0.65% 1.38% 0.98% 0.26% 0.99% 0.74% 0.19% 0.63% 0.44% 0.449 139 588 146 69 348 135 21 294 84 38 162 46 64
45th St East of I-95	45	% Volum	0.11 e	6 1.029 7 3	6 0.129	1.00% 0.17% 31 12	0.45% 1.3	22% 0.43% 43 18	0.17%	1.53% 0.11% 0.24% 1.48% 0.15% 51 4 13 53 9	0.40% 1.91	1% 0.04 70	09% 0.61% 1.80% 0.38% 0.5 5 35 70 21	4% 1.73% 35 60	0.42%	0.90% 2.24% 0.52% 0.97% 2.47% 51 90 37 61 105	0.36% 0.8	% 3.88% 0.44% 1.02% 3.99% 0.71% 0.90 42 156 27 54 156 25	0% 0.68 40 2	8% 5.68% 0.89% 1.42% 7.41% 1.37% 1.68 28 228 37 46 248 72	6 - 1 218 -	3.78% 1.79% 7.78% 3.57% 1.88% 5.049 924 236 180 119 144	2.34%	1.26% 5.33% 1.32% 0.62% 3.16% 1.22% 0.19% 2.67% 0.76% 0.34% 1.47% 0.41% 0.629 6.0 157 44 29 93 56 12 84 31 11 53 23 4'
45th St West of I-95	46	% Volum	0.14 e	0.669 8 6	6 10	0.64% 0.25%	U. 5.3% 0.1 35	83 36	0.19%	1.04% U.U8% U.27% 1.09% 0.19% 104 6 16 103 16	0.41% 1.42	276 0.10 32	6 53 129 34		0.53%	1.04% 1.84% 0.76% 1.25% 2.15% 79 167 56 90 173	U.42% 0.85	3.16% U.54% 1.10% 3.19% 0.50% 0.81 63 258 42 74 283 46	74 6	62 364 65 112 448 124 14	4.47% - 4 412	18.94% 4.82% 3.69% 2.44% 3.039 897 - 285 167 86 199	2.00%	1.24% 3.21% U.91% U.59% I.91% I.14% U.25% 1.73% 0.64% 0.22% 1.08% 0.48% 0.84% 5 5 217 69 36 118 62 17 91 36 13 57 2.6 33 0.70% 0.
I-95 North of 45th St	47	Volum	e 1	3 12	0.159 3 20	1.02% 0.23%	0.00% 1. 52	138 52	0.12%	1.30 A 0.0976 0.23% 1.48% 0.23% 170 6 31 176 20	0.40% 1.91	17	7 69 208 40	72 189	49	1.19/6 2.4176 0.80% 1.30% 2.49% 103 257 64 122 265	0.40% 0.9 44 1	03 420 49 121 410 84 11	04 8	81 598 98 163 749 125 10 598 98 163 749 125 10 598 98 163 749 125 10	7 617	12.70.8 - 4.1276 2.41% 1.24% 2.80% 118 549 - 553 258 90% 0.0EV 4.42V 2.00V 2.00V	367	1 0.77m 3.13m 1.0078 0.32% 1.77% 0.90% 0.22% 1.32% 0.52% 0.52% 0.19% 0.83% 0.38% 0.549 187 910 208 108 488 204 26 388 123 46 210 57 99 1518 2228 1.69% 0.87% 0.92% 1.64% 0.21% 0.21% 0.97% 0.97% 0.97%
Blue Heron Blvd East of I-95	48	Volum	e 0.10	0.999 7 4	0.209	0 1.03% 0.17% 0 48 13 0 66% 0 1%	0.384	54 32 74% 0.43%	0.17%	67 6 19 72 16 0.03% 0.06% 0.26% 0.08% 0.25%	0.42% 1.75	95 1% 0.0	5 42 90 31 5 42 0.42% 0.42% 0.42%	48 89 6% 1.52%	0.39% 36	68 120 43 75 133 0.93% 1.64% 0.58% 1.02% 1.92%	25	57 183 26 87 200 39 96 2.51% 0.35% 1.10% 2.74% 0.54% 0.07	4.6 U.65 60 4	48 282 38 71 316 61 1 5% 3.86% 0.57% 0.98% 4.33% 0.84% 1.55%	4.97% 3 269 % 3.68%	0.7578 4.4278 - 4.45% 2.06% 7.329 63 266 405 - 1108 414 0.86% 3.65% 5.55% - 15.18% 5.65%	2.96%	1.0078 1.0078 0.078 3.9378 1.0478 0.278 3.12% 0.9978 0.378 1.0978 0.468 0.727 117 410 108 72 243 117 19 199 70 32 121 41 77 160% 569% 148% 0.99% 33% 160% 0.24% 0.56% 0.46% 0.46% 0.66% 0.04%
Blue Heron Blvd West of I-95	49	Volum %	e 0.10	8 6 6 0 919	4 1:	61 17 0.87% 0.24%	36 0.51% 14	73 36 33% 0.51%	0.22%	93 6 21 101 17 1.32% 0.08% 0.30% 1.43% 0.24%	30 12	25 5% 0.1	8 48 120 29 11% 0.68% 1.70% 0.41% 0.4	46 117	38	79 151 49 91 168 1.13% 2.14% 0.70% 1.29% 2.37%	8 27 6 0.39% 1 m	74 251 36 78 246 49 5% 3.56% 0.51% 1.11% 3.49% 0.69% 1.05%	72 5	53 371 62 112 436 101 12 6% 5.26% 0.88% 1.58% 6.20% 1.43% 1.73	2 382	115 400 604 668 - 171 1.63% 5.68% 8.57% 9.46% - 2.52%	1 45%	63 198 60 30 120 70 17 99 42 17 63 28 43 0.89% 2.20% 0.85% 0.42% 1.71% 0.99% 0.24% 1.40% 0.45% 0.25% 0.97% 0.41% 0.55% 0.97% 0.41% 0.55% 0.97% 0.41% 0.55% 0.97% 0.41% 0.45% 0.45% 0.41% 0.45%
I-95 North of Blue Heron Blvd	50	Volum %	e 0.09	8 7	8 11 6 0.139	2 77 10	27	87 29	16	115 7 17 103 11 1.32% 0.08% 0.20% 1.18% 0.13%	25 13	31 0.0	5 36 126 23 06% 0.40% 1.43% 0.26% 0.4	42 112 8% 1.28%	27	57 153 34 61 151 0.65% 1.74% 0.38% 0.69% 1.72%	25	56 243 29 66 242 50 3% 2.77% 0.34% 0.75% 2.76% 0.57% 0.65%	57 4	45 353 69 105 421 84 1 1% 4.03% 0.78% 1.19% 4.80% 0.95% 1.31	5 386	75 336 617 124 385 0.86% 3.83% 7.03% 1.41% 4.39%	366	173 908 189 97 471 195 28 374 111 51 195 61 9 1.97% 10.35% 2.15% 1.11% 5.37% 2.22% 0.32% 4.26% 1.27% 0.59% 2.23% 0.69% 1.07%
Northlake Blvd East of I-95	51	Volum %	e 0.11	5 1	9 0	0.39% 0.16%	15 0.31% 0.4	23 14 49% 0.31%	6	30 0 6 30 6 0.62% 0.01% 0.14% 0.64% 0.13%	8	35 0.05	2 17 37 14 55% 0.36% 0.78% 0.29% 0.4	23 31 9% 0.66%	17	27 47 17 27 49 0.59% 0.99% 0.35% 0.57% 1.04%	0.31% 0.5	24 91 15 36 91 16 1% 1.93% 0.31% 0.75% 1.92% 0.35% 0.46	22 2	23 129 30 44 157 42 9% 2.72% 0.63% 0.93% 3.31% 0.89% 1.30	1 141 6 2.98%	32 158 204 67 168 23 0.69% 3.34% 4.32% 1.41% 3.56% 4.98%	4 - -	1005 427 118 92 195 114 27 152 59 31 85 35 5 21.25% 9.00% 2.48% 1.96% 4.13% 2.41% 0.56% 3.20% 1.26% 0.64% 1.81% 0.74% 1.069
Northlake Blvd West of I-95	52	Volum %	e0.11	6 3	7 10	0 33 10	19 0.34% 0.1	42 17 79% 0.32%	8 0.14%	50 3 8 52 7 0.93% 0.05% 0.15% 0.96% 0.13%	15 d 0.27% 1.11	60 1%0.0	4 24 64 17 07% 0.44% 1.19% 0.31% 0.5	28 53 2% 0.98%	22 0.41%	43 79 25 43 86 0.80% 1.46% 0.47% 0.79% 1.60%	20	41 137 22 53 137 28 7% 2.55% 0.42% 0.98% 2.55% 0.52% 0.77	41 3	34 208 40 64 236 59 2% 3.85% 0.74% 1.19% 4.39% 1.09% 1.47	9 210 % 3.91%	61 227 325 106 278 388 1.14% 4.23% 6.03% 1.97% 5.16% 7.20%	904	- 246 89 54 109 80 18 79 41 18 38 23 33 - 4.55% 1.65% 1.02% 2.03% 1.48% 0.34% 1.47% 0.77% 0.33% 0.70% 0.43% 0.60%
I-95 North of Northlake Blvd	53	Volum %	e 1 0.10	0 9 6 <u>0.9</u> 19	3 1 6 0.119	99 17	39 0.38% 1.	112 32 10% 0.32%	18 0.18%	135 6 16 121 9 1.32% 0.06% 0.16% 1.18% 0.09%	28 15 0.27% 1.50	53 0% 0.0	6 42 149 25 06% 0.41% 1.45% 0.25% 0.4	44 137 3% 1.34%	26 0.25%	68 182 35 67 184 0.66% 1.78% 0.34% 0.65% 1.79%	26	59 283 31 75 272 57 3% 2.76% 0.30% 0.73% 2.65% 0.55% 0.65	67 5 5% 0.49	50 412 82 119 494 100 1 9% 4.02% 0.80% 1.16% 4.82% 0.98% 1.10	2 414	93 371 668 136 390 621 0.90% 3.62% 6.51% 1.33% 3.80% 6.13%	3 143 1.40%	369 - 369 170 720 328 47 571 178 77 281 76 127 3.60% - 3.60% 1.66% 7.02% 3.20% 0.46% 5.57% 1.74% 0.75% 2.74% 0.74% 1.179
PGA Blvd East of I-95	54	Volum %	e 0.13	5 2 6 0.569	2 (6 0.149	21 9 0.53% 0.22%	17 0.43% 0.1	29 11 71% 0.28%	10 0.24%	36 1 9 32 6 0.91% 0.03% 0.22% 0.79% 0.15%	11 4 0.28% 1.14	45 4% 0.10	4 21 49 13 10% 0.53% 1.22% 0.32% 0.5	24 39 9% 0.98%	14 0.35%	32 61 18 25 57 0.79% 1.53% 0.45% 0.63% 1.42%	12 0.29% 0.7	28 94 15 34 98 26 % 2.35% 0.38% 0.86% 2.46% 0.64% 0.72	29 2 2% 0.59	24 149 38 58 179 46 9% 3.72% 0.96% 1.44% 4.46% 1.15% 1.39	6 151 % 3.77%	38 167 253 54 155 220 0.95% 4.16% 6.34% 1.35% 3.87% 5.64%	67	154 440 316 119 52 19 96 48 18 54 27 38 3.84% 10.95% - 7.88% 2.96% 1.29% 0.47% 2.41% 1.20% 0.44% 1.36% 0.69% 0.95%
PGA Blvd West of I-95	55	Volum %	e 0.09	2 1	1 0.129	8 11 4 0.50% 0.16%	6 0.28% 0.4	11 9 49% 0.41%	3 0.15%	18 4 5 18 4 0.79% 0.19% 0.20% 0.77% 0.19%	6 2 0.26% 1.15	26 5% 0.0	1 9 20 4 04% 0.41% 0.88% 0.16% 0.2	6 18 8% 0.77%	10 0.44%	19 28 12 22 31 0.85% 1.23% 0.52% 0.96% 1.37%	7 0.31% 0.75	17 55 9 13 57 16 5% 2.40% 0.40% 0.59% 2.52% 0.70% 0.72	16 1 2% 0.519	12 77 20 30 95 29 1% 3.39% 0.89% 1.33% 4.18% 1.27% 1.04	4 76 % 3.33%	25 82 122 46 103 111 1.11% 3.62% 5.35% 2.01% 4.50% 5.12%	2.91%	124 216 290 - 49 32 10 41 20 9 20 12 11 5.46% 9.47% 12.73% - 2.16% 1.42% 0.44% 1.81% 0.89% 0.40% 0.90% 0.53% 0.75%
I-95 North of PGA Blvd	56	Volum %	e 0.10	7 7	2 0.149	76 12	29 0.45% 1.3	89 22 36% 0.33%	10 0.16%	95 2 8 94 8 1.46% 0.04% 0.12% 1.43% 0.12%	15 10 0.22% 1.53	00 3% 0.0	4 27 104 14 05% 0.40% 1.59% 0.22% 0.2	17 96 5% 1.46%	19 0.30%	41 115 24 42 119 0.63% 1.76% 0.36% 0.64% 1.82%	0.26% 0.54	35 166 20 30 154 31 1% 2.53% 0.31% 0.46% 2.36% 0.48% 0.57	37 2 7% 0.45	29 232 39 61 279 50 5% 3.54% 0.60% 0.93% 4.27% 0.77% 0.85	5 240 % 3.66%	50 185 341 102 234 309 0.76% 2.83% 5.22% 1.55% 3.57% 4.669	1.27%	184 521 72 531 299 50 572 182 77 295 69 122 2.81% 7.96% 1.11% 0.81% - 4.53% 0.76% 8.75% 2.79% 1.18% 4.51% 1.06% 1.88%
Donald Ross Rd East of I-95	57	Volum %	e 0.25	6 0.729	6 0.339	19 6 0.79% 0.25%	14 0.60% 0.1	∠0 13 35% 0.56%	6 0.26%	24 0 3 23 5 1.00% 0.01% 0.12% 0.96% 0.19%	5 0.21% 1.00	24 0% 0.10	2 14 28 10 10% 0.57% 1.16% 0.42% 0.3	9 24 7% 1.00%	9 0.37%	16 31 15 19 33 0.68% 1.27% 0.61% 0.79% 1.36%	10 0.40% 0.7	17 44 11 11 38 14 % 1.83% 0.47% 0.47% 1.59% 0.57% 0.65	16 1	13 54 22 24 76 24 4% 2.26% 0.93% 1.01% 3.15% 0.99% 1.10	61 6 2.54%	23 67 92 42 84 99 0.96% 2.81% 3.85% 1.75% 3.51% 4.109	39	7 /6 166 30 29 173 - 160 164 59 49 85 36 6 3.15% 6.90% 1.26% 1.21% 7.18% - 6.67% 6.82% 2.45% 2.04% 3.55% 1.51% 2.65%
Donald Ross Rd West of I-95	58	Volum %	e 0.42	4 6 0.869	6 0.489	7 5 0.69% 0.56%	7 0.69% 0.1	8 7 34% 0.76%	0.49%	11 1 2 10 3 1.10% 0.07% 0.24% 1.01% 0.34%	2 1	10 7% 0.1	1 8 10 6 11% 0.87% 1.03% 0.65% 0.5	5 10 0% 1.07%	0.65%	9 12 9 9 12 0.97% 1.20% 0.93% 0.95% 1.23%	7 0.77% 1.00	IU 16 8 6 16 7 1% 1.65% 0.81% 0.63% 1.66% 0.72% 1.03 23 130 19 71 170 77	10 3% 0.89	y 19 11 10 20 12 12 9% 2.00% 1.16% 1.08% 2.08% 1.25% 1.32 29 102 22 44 222 102 102	3 24 % 2.48%	10 20 27 21 31 33 1.05% 2.14% 2.86% 2.26% 3.30% 3.33%	1.91%	1 34 451 171 14 56 831 451 281 171 22 19 22 3.51% 5.04% 1.81% 1.41% 5.84% 8.70% - 4.75% 2.99% 1.74% 2.34% 1.95% 2.61% 1.71 270 51 20 472 72 471 472 471 472 471 <td< th=""></td<>
I-95 North of Donald Ross Rd	59	Volum %	0.11	o 7 6 1.309	6 0.189	1.21% 0.20%	25 0.43% 1.3	/3 19 26% 0.32%	9	xu 3 7 84 6 1.57% 0.06% 0.12% 1.45% 0.11% 20 1 2 2 2	0.14% 1.57	91 7% 0.0	3 26 88 13 05% 0.46% 1.52% 0.22% 0.2 0 12 22 7	12 81	13 0.23%	3/ 9/ 23 38 111 0.63% 1.67% 0.40% 0.66% 1.93%	14 0.24% 0.55	32 139 18 21 122 25 5% 2.41% 0.31% 0.37% 2.12% 0.43% 0.56 16 42 10 33 33 33 33	32 2 6% 0.49	20 193 33 44 222 38 9% 3.33% 0.57% 0.76% 3.84% 0.66% 0.80 12 40 14 73 70 70 70	o 197 % 3.42%	40 139 259 74 183 221 0.80% 2.41% 4.49% 1.29% 3.18% 3.96%	0.97%	1 L22 3/U 5/I 3/9 4/2/I //2 4/2 7/2 <th7 2<="" th=""> 7/2 7/2</th7>
Indiantown Rd East of I-95	60	Volum %	0.14	3 1 6 0.609	6 0.239	0.65% 0.26%	0.43% 0.1	72% 0.42%	4 0.19%	0.85% 0.06% 0.13% 0.79% 0.13%	4 2 0.19% 1.02	∠4 2% 0.0 13	0 13 23 7 01% 0.55% 1.00% 0.29% 0.3	0 19 4% 0.83%	0.31%	0.67% 1.09% 0.50% 0.89% 1.26%	9 0.37% 0.68	4.3 10 11 37 10 3% 1.87% 0.42% 0.49% 1.61% 0.42% 0.62 4 23 3 4 22	14 1 2% 0.559	13 00 10 21 09 23 5% 2.57% 0.69% 0.92% 2.97% 0.98% 1.15	/ 65 % 2.80%	2.3 01 90 35 72 8 0.97% 2.63% 4.15% 1.51% 3.10% 3.599 8 30 51 21 41 41	1.21%	0 137 31 20 171 20 21 215
Indiantown Rd West of I-95	61	Volum %	0.04	6 0.623	6 0.049	0.63% 0.13%	4 0.28% 0.4	7 3 51% 0.20%	0.07%	0.90% 0.02% 0.07% 1.01% 0.11%	0.18% 0.83	3% 0.00	00% 0.13% 0.85% 0.11% 0.2 1 22 74 12	0% 0.97%	0.22%	0.42% 1.01% 0.24% 0.40% 0.94%	2 0.13% 0.24	- 2-3 -3 -4 -22 -5 1% 1.54% 0.22% 0.24% 1.47% 0.31% 0.49 25 110 15 13 100 26	9% 0.27 31	7% 2.12% 0.53% 0.84% 2.92% 0.35% 0.40 24 149 25 24 172 23	2.20%	0.51% 1.97% 3.39% 1.39% 2.73% 2.67% 36 107 192 54 122 77	0.99%	1 90% 5.00% 1.30% 0.95% 6.24% 2.00% 0.92% 10.20% 14.72% - 62 99 100 7 90% 5.00% 1.30% 0.95% 6.24% 2.00% 0.92% 10.20% 14.72% - 4.10% 6.55% 6.969 7 0 255 37 27 200 46 72 252 051 70 70 75 75 75
I-95 North of Indiantown Rd	62	Volum Volum	~ 0.16	6 1.459	6 0.219	1.55% 0.20%	0.48% 1.4	58% 0.42% 22 11	0.19%	1.82% 0.02% 0.15% 1.88% 0.14% 24 1 2 24 4	0.16% 1.99	9% 0.02 25	22% 0.55% 1.80% 0.26% 0.2 1 12 23 7	1.75% 3 27	0.37%	0.68% 2.11% 0.54% 0.75% 2.09% 14 23 14 12 23	0.33% 0.65	2% 2.90% 0.37% 0.41% 2.43% 0.62% 0.76 14 31 11 5 28 0	6% 0.60 ⁹	11 36 16 18 30 172 27 5	5 3.49%	0.88% 2.61% 4.70% 1.36% 3.32% 3.95% 13 30 46 27 40 4.	0.88%	1 94% 6.22% 0.89% 0.51% 7.13% 1.10% 0.63% 8.62% 1.98% 1.93% - 0.76% 3.589 28 28 58 20 16 62 24 23 176 54 1.43 1.44
Tumpike North of Indiantown Rd	63	Volum Volum	~ 0.21	6 1.079	6 0.389	1.18% 0.36%	0.66% 1.3	23% 0.60%	0.32%	1.36% 0.04% 0.14% 1.34% 0.24%	0.15% 1.39	9% 0.04 31	04% 0.68% 1.31% 0.41% 0.1	3 2/ 7% 1.53%	0.42%	0.79% 1.28% 0.79% 0.69% 1.53% 20 37 18 10 27	0.47% 0.78	1.75% 0.59% 0.30% 1.57% 0.47% 0.84 17 47 11 10 44 12	4% 0.64	4% 2.00% 0.88% 1.03% 2.16% 0.75% 0.82 15 61 19 24 66 21	2.13%	0.76% 1.70% 2.61% 1.55% 2.25% 2.50% 20 48 75 47 79 7	1.00%	n 201 201 201 201 201 201 201 201 201 201
Turnpike North of Donald Ross Rd	64	voium %	~ 0.16	6 0.999	6 0.289	1.05% 0.29%	0.58% 1.0	24% 0.51%	0.22%	1.23% 0.04% 0.11% 1.27% 0.20%	0.10% 1.15	5% 0.0	05% 0.66% 1.11% 0.32% 0.2	1% 1.07%	0.41%	0.76% 1.37% 0.67% 0.70% 1.38%	0.36% 0.65	5% 1.75% 0.41% 0.37% 1.65% 0.43% 0.73	.7 I 3% 0.57	7% 2.26% 0.71% 0.90% 2.47% 0.77% 0.76	6 2.23%	0.73% 1.80% 2.82% 1.77% 2.93% 2.729	1.16%	2.15% 4.13% 0.98% 0.93% 4.53% 1.51% 1.20% 11.66% 3.50% 4.85% 4.84% 10.85% -







Table 3.5: Origin-Destination Data of I-95 interchanges in Palm Beach (Midday Periods Summary)

Midday OD Volume	To 1 2 3 4	5 6	7 8	8 9 10 11 1	12 13	14 15 16 17 1	8 19 20 21	22 3	23 24	25 26 27 2	28 29 30	0 3	31 32 33 34 35 36 37	38 3	39 40 41 42 43 44	45 46	47 48 49 50 51 52	53 54	55 56	57 58 59	60 61	62 63	64
Linton Blvd East of I-95	Volume - 137 198 204	69 8	37 112	38 46 109 15	22 104	29 32 90 10	28 83 24	23 66	23 25	5 58 25 19	55 17	15	44 19 12 44 11 14	19 40	13 9 32 13 6	13 19 12	2 24 16 12 14 8 6	17	6 3	14 9 3 11	1 5 1	8	6 7
I-95 South of Linton Blvd	% - 6.03% 8.73% 9.01% Volume 213 - 100 1316	3.04% 3.87	% 4.9 <i>3</i> % 1.7 35 1013	70% 2.03% 4.80% 0.66% 0 172 228 915 85	112 954	1.29% 1.41% 3.99% 0.42% 1. 122 135 943 53	25% 3.68% 1.06% 1.0 161 846 122	3% 2.93% 1 05 689	149 154	% 2.55% 1.10% 0.84% 2 4 652 156 91	2.45% 0.75% 0.6 606 98	80	1.96% 0.84% 0.53% 1.93% 0.50% 0.62% 0.8 538 116 72 574 62 59	84 590	100 60 436 122 31 3	% 0.86% 0.53%	1.08% 0.71% 0.52% 0.63% 0.35% 0.25% 316 156 80 222 88 32	279 4	8 16 2	0% 0.38% 0.13% 0.50% 206 56 10 176	5 0.21% 0.04%	0.34% 0.28	43 55
Linton Blvd West of I-95	% 1.31%- 0.61% 8.05% Volume 423 196 - 169 trial 41.000 1.000 - 169	2.13% 2.36	% 6.19% 1.0 30 103	44 39 96 13	30 100	0.75% 0.83% 5.74% 0.32% 0. 33 37 87 8	35 94 32	4.21% 0 32 78	32 40	% 3.99% 0.95% 0.55% 3 10 71 40 32	58 23	19% 3 30	5.29% 0.71% 0.44% 3.50% 0.38% 0.36% 0.5 62 21 16 48 26 30	2% 3.60% 0 29 46	161% 0.37% 2.66% 0.74% 0.19% 2.0 17 14 35 17 11	% 1.03% 0.48%	1.93% 0.95% 0.48% 1.36% 0.54% 0.19% 3.32 22 16 19 14 12 4.33 22 16 19 14 12	21	2 5	16 12 5 13	6 0.15% 0.12% 1 3 7 2	0.72% 0.26	6 0.34% 9 12
I-95 North of Linton Blvd	% 14.92% 6.95% - 6.00% Volume 115 1020 145 -	2.67% 3.18 397 39	% 3.66% 1.5 90 941 1	5/% 1.40% 3.41% 0.47% 1 165 219 884 81	113 883	1.18% 1.30% 3.09% 0.29% 1. 146 159 828 50	25% 3.34% 1.14% 1.1 156 770 121	2.78% 1 00 609	135 1.419	% 2.50% 1.42% 1.14% 2 IS 577 159 89	2.06% 0.82% 1.0 540 95	87	219% 0.74% 0.56% 1.72% 0.93% 1.06% 1.0 507 110 65 499 60 61	86 500	89 53 363 113 29 2	% 0.89% 0.51% 17 141 74	1.16% 0.77% 0.57% 0.67% 0.49% 0.43% 275 135 75 197 78 32	234	0.18% 0.5 7 16	8% 0.44% 0.18% 0.45% 174 51 11 150	0.26% 0.06%	0.38% 0.32	37 56
Atlantic Ave East of I-95	Volume 43 189 56 246	- 124	% 6.3 <i>5</i> % 1.1 17 287	12% 1.48% 5.95% 0.54% 0 106 117 278 67	69 264	91 85 240 27	05% 5.19% 0.82% 0.6 78 216 69	7% 4.10% 0 56 168	62 66	% 3.89% 1.07% 0.60% 3 6 152 72 49	142 45	42	3.42% 0.74% 0.44% 3.35% 0.41% 0.41% 0.5 123 48 33 110 34 38 2000 0.03% 0.50% 0.50% 0.50% 0.50%	45 102	1.60% 0.35% 2.44% 0.76% 0.20% 1.9 34 24 74 37 12	1 48 30	1.85% 0.91% 0.50% 1.32% 0.53% 0.21% 59 44 30 37 28 16	38	5 6	7% 0.34% 0.07% 1.01% 27 21 6 25	5 10 3	22 7	14 0.3/%
Atlantic Ave West of I-95	Volume 91 405 130 491	- 21.11 897 -	296	10% 1.90% 4.71% 1.14% 1 131 120 291 57 04% 1.70% 4.22% 0.94% 0	65 292	90 85 275 29 1 24% 1 24% 4 08% 0 44% 1	82 241 70	57 205 57 205	69 81	% 2.56% 1.22% 0.83% 2 1 183 91 61 % 2.72% 1.25% 0.00% 2	169 54 2.50% 0.90% 0.9	55	209% 0.61% 0.50% 1.67% 0.50% 0.65% 0.7% 153 50 27 130 38 45 2700 0.74% 0.40% 1.02% 0.57% 0.47%	51 132	39 27 92 50 15	2 57 38	1.00% 0.74% 0.51% 0.83% 0.48% 0.26% 8 78 52 39 56 35 17 1.14% 0.73% 0.57% 0.85% 0.55% 0.56%	57 0.26	7 8	41 25 8 36 00 0.27% 0.11% 0.52%	5 0.16% 0.05% 0	30 30 30 30 30 30 30 30 30 30 30 30 30 3	17 28
I-95 North of Atlantic Ave	Volume 93 760 103 886	197 42	4.40/6 1.7 26 - 1 % - 11	198 276 1163 112 198 166% 6.95% 0.67% 0	134 1070	1.34% 1.20% 4.08% 0.44% 1. 1.68 182 1068 61 1.01% 1.09% 6.38% 0.36% 1	174 954 149 1 04% 5.71% 0.89% 0.7	23 750	162 166	6 696 174 96 4 17% 1.05% 0.57% 3	655 111	95 57% 3	587 136 84 599 67 64 511 0 81% 0.50% 3.58% 0.40% 0.38% 0.5	91 578	103 68 440 125 35 3 103 68 440 125 35 3	2 172 85	5 325 163 86 229 92 39 1 195% 0.97% 0.51% 1.37% 0.52% 0.23%	268 1	1 23 1	0.3 0.37% 0.11% 0.33% 197 55 10 157 8% 0.33% 0.06% 0.94%	7 26 17	109 /	1 55
Woolbright Rd West of I-95	Volume 36 177 59 204 % 0.5% 2.76% 0.91% 3.17%	86 13	38 257 - % 3.00% -	782 392 88 12 16% 6 10% 1 37% 1	115 384	102 93 333 43	90 284 88 40% 4.41% 1.36% 1.1	74 210	82 80	0 207 93 60 3 22% 1.45% 0.93% 2	177 57	56	145 55 32 148 48 44 25% 0.85% 0.49% 2.31% 0.75% 0.68% 0.64	44 137	36 33 100 43 16	5 56 3	7 82 47 30 54 31 17 1 127% 0.74% 0.47% 0.84% 0.49% 0.27%	59 0.32	9 10	38 23 7 35 0% 0.36% 0.11% 0.54%	5 14 4	27 1	16 22
Woolbright Rd East of I-95	Volume 23 115 34 151 % 0.39% 1.96% 0.57% 2.57%	60 12 1 02% 2 07	22 210 10 % 3.57% 17.1	005 - 437 88	107 389 81% 6.61%	1.00 104 317 40 1.70% 1.76% 5.39% 0.69% 1	74 261 85 26% 4.44% 1.44% 1.2	76 182	63 66 07% 1.139	6 184 66 43 % 3.13% 1.13% 0.73% 2	155 47 2.63% 0.79% 0.7	43	131 48 29 130 32 30 223% 0.81% 0.50% 2.22% 0.55% 0.52% 0.64	35 118	28 23 88 32 13 147% 0.39% 1.49% 0.55% 0.23% 1.0	0 39 20	5 55 32 19 44 23 14 0 04% 0.55% 0.33% 0.74% 0.39% 0.24%	45 0.77% 0.26	5 9	25 14 4 19 3% 0.24% 0.07% 0.32%	9 9 4 6 0.15% 0.07%	14 1 0.24% 0.20	12 11
I-95 North of Woolbright Rd	0 Volume 87 702 103 800 % 0.45% 3.63% 0.53% 4.13%	193 39 1.00% 2.04	97 1049 4 % 5.41% 2.2	437 275 - 167 25% 1.41% - 0.86% 0	179 1573	242 237 1371 87 1.25% 1.22% 7.04% 0.45% 1.	214 1168 191 1	66 922 5% 4.74% 1	200 19	5 841 215 120 % 4.33% 1.11% 0.62% 3	764 134 1 3.93% 0.69% 0.5	113 59% 3	690 162 94 718 83 79 1 3.56% 0.83% 0.48% 3.69% 0.43% 0.41% 0.5	113 672 8% 3.46% 0	120 73 497 141 39 3 62% 0.37% 2.55% 0.72% 0.20% 1.9	1 201 94 % 1.03% 0.48%	1 358 170 95 256 99 39 1.85% 0.88% 0.49% 1.32% 0.51% 0.20%	305	6 27 2	207 56 10 178	3 29 20 6 0.15% 0.10%	116 4	12 60 2% 0.31%
Boynton Beach Blvd East of I-95	1 Volume 13 40 11 61 % 0.42% 1.35% 0.37% 2.04%	39 7 1.31% 2.41	73 92 % 3.06% 3.0	92 65 140 - 03% 2.13% 4.64% - 19	602 283	81 73 178 30 2.68% 2.42% 5.84% 1.00% 1.	39 143 44 29% 4.68% 1.46% 1.1	35 98 5% 3.21% 0	30 39	9 86 38 24 % 2.85% 1.27% 0.80% 2	72 15 2.37% 0.49% 0.3	10 34% 1	58 24 13 59 8 11 1.91% 0.78% 0.42% 1.95% 0.26% 0.35% 0.3	11 52 57% 1.71% 0	11 10 35 15 4 1.35% 0.33% 1.15% 0.48% 0.13% 0.8	6 19 7 % 0.64% 0.23%	7 24 13 7 13 8 5 0.79% 0.42% 0.23% 0.44% 0.26% 0.15%	13 0.43% 0.10	3 4 % 0.13% 0.3	10 4 1 7 3% 0.14% 0.03% 0.24%	7 1 2	4 0.14% 0.08	2 3
Boynton Beach Blvd West of I-95	2 Volume 22 104 28 124 % 0.44% 2.14% 0.58% 2.54%	54 8 1.11% 1.65	30 161 7 % 3.29% 2.0	101 98 234 678 - 08% 1.99% 4.78% 13.85% -	392	106 105 265 47 2.16% 2.16% 5.40% 0.97% 1.	57 229 82 .17% 4.67% 1.68% 1.0	51 162 5% 3.31% 1	70 55	5 162 77 43 % 3.30% 1.57% 0.87% 2	145 36 2.95% 0.73% 0.7	36 73% 2	111 39 26 115 31 28 2.27% 0.80% 0.53% 2.35% 0.64% 0.57% 0.7%	34 112 10% 2.28% 0	31 27 69 32 15 163% 0.55% 1.41% 0.64% 0.31% 1.1	7 33 22 % 0.67% 0.45%	2 49 32 19 31 18 12 1.00% 0.65% 0.39% 0.63% 0.38% 0.24%	32 0.67% 0.18	9 6 % 0.12% 0.4	24 12 4 21 8% 0.25% 0.07% 0.43%	1 6 3 6 0.13% 0.07%	12 0.25% 0.18	9 9
I-95 North of Boynton Beach Blvd	3 Volume 62 590 85 648 % 0.29% 2.74% 0.39% 3.00%	150 33 0.70% 1.53	33 781 3 % 3.61% 1.5	341 185 1178 185 58% 0.85% 5.44% 0.86% 1	296 - .36% -	328 324 1947 135 1.51% 1.50% 8.96% 0.62% 1.	268 1473 282 2 24% 6.76% 1.30% 1.0	33 1112 5% 5.11% 1	259 249 .19% 1.159	9 1059 282 150 % 4.87% 1.30% 0.68% 4	957 177 1 4.39% 0.82% 0.6	142 55% 3	849 197 121 858 107 100 1 3.90% 0.90% 0.56% 3.92% 0.49% 0.46% 0.6	134 857 2% 3.92% 0	147 98 604 169 47 4 68% 0.45% 2.75% 0.78% 0.22% 2.0	18 236 107 % 1.08% 0.50%	7 424 215 109 286 119 47 5 1.96% 0.98% 0.50% 1.31% 0.55% 0.22%	340 (1.56% 0.30	5 27 2 % 0.12% 1.1	244 67 11 204 3% 0.30% 0.05% 0.94%	4 34 25 6 0.16% 0.11%	137 4 0.63% 0.21	6 62 0.28%
Gateway Blvd East of I-95	4 Volume 13 66 29 74 % 0.28% 1.45% 0.64% 1.62%	43 8 0.94% 1.82	33 111 1 % 2.42% 2.3	106 43 142 55 32% 0.93% 3.09% 1.20% 2	111 177 .43% 3.85%	- 964 268 61 - 21.11% 5.86% 1.33% 2.	95 225 102 .07% 4.93% 2.25% 1.5	70 142 5% 3.11% 1	63 68 .39% 1.489	8 134 68 49 % 2.95% 1.50% 1.07% 2	108 39 2.35% 0.86% 0.8	39 36% 2	100 44 28 94 28 36 2.20% 0.97% 0.61% 2.06% 0.61% 0.79% 0.71	35 78 18% 1.72% 0	30 22 62 34 17 1.66% 0.49% 1.35% 0.74% 0.38% 0.9	4 31 25 % 0.67% 0.54%	46 33 21 28 20 15 1.02% 0.73% 0.47% 0.62% 0.43% 0.33%	28 0.61% 0.25	1 5 % 0.10% 0.4	19 14 5 17 2% 0.31% 0.12% 0.37%	7 8 3 6 0.17% 0.07%	13 1 0.28% 0.21	0 13
Gateway Blvd West of I-95	5 Volume 21 117 22 137 % 0.36% 2.05% 0.39% 2.41%	52 8 0.91% 1.53	37 190 1 % 3.33% 1.9	109 76 268 78 91% 1.34% 4.70% 1.36% 1	99 303 .74% 5.32%	456 - 378 65 8.00% - 6.63% 1.14% 1.	110 322 108 .94% 5.64% 1.90% 1.1	66 224 5% 3.92% 1	78 73	3 226 101 69 % 3.97% 1.77% 1.20% 3	183 55 3.20% 0.96% 0.8	48 35% 2	160 62 39 146 37 46 2.80% 1.09% 0.68% 2.56% 0.64% 0.81% 0.8	50 149 18% 2.60% 0	45 28 100 51 22 178% 0.49% 1.76% 0.89% 0.38% 1.3	8 49 35 % 0.86% 0.61%	80 48 30 47 31 15 1.40% 0.84% 0.53% 0.83% 0.54% 0.26%	48 0.84% 0.26	5 8 % 0.15% 0.6	38 20 6 30 7% 0.34% 0.10% 0.53%	0 11 4 6 0.19% 0.07%	22 1 0.39% 0.23	3 19
I-95 North of Gateway Blvd	Volume 67 576 85 645 % 0.29% 2.47% 0.37% 2.77%	142 31 0.61% 1.34	12 783 3 % 3.37% 1.3	304 164 1053 132 31% 0.70% 4.52% 0.57% 0	215 1215 92% 5.22%	160 369 - 177 0.68% 1.58% - 0.76% 1.	325 2000 358 2 39% 8.57% 1.55% 1.2	78 1435 0% 6.15% 1	295 305 .26% 1.319	6 1266 341 179 % 5.43% 1.46% 0.77% 4	1131 190 1 1.84% 0.82% 0.6	155 57% 4	989 236 142 989 120 117 1 4.25% 1.01% 0.61% 4.21% 0.51% 0.50% 0.64	156 974 8% 4.17% 0	174 112 683 197 54 5 174% 0.48% 2.92% 0.85% 0.23% 2.2	18 265 129 % 1.13% 0.56%	485 249 123 327 135 54 2.09% 1.06% 0.53% 1.41% 0.58% 0.23%	399 1.71% 0.31	3 35 3 6 0.15% 1.1	265 77 13 233 4% 0.33% 0.05% 1.00%	3 38 29 6 0.16% 0.12%	146 5 0.62% 0.23	.4 68
Hypoluxo Rd East of I-95	7 Volume 4 33 8 39 % 0.17% 1.29% 0.31% 1.53%	10 3 0.40% 1.18	30 49 % 1.95% 1.4	36 19 65 25 44% 0.74% 2.59% 0.97% 1	44 80 .75% 3.14%	57 65 115 - 2.26% 2.57% 4.56% - 17.	430 234 127 .01% 9.26% 5.05% 2.8	71 117 0% 4.61% 1	48 47	7 97 52 25 % 3.83% 2.08% 1.01% 3	77 23 3.05% 0.91% 0.8	20 30% 2	64 26 18 64 10 13 2.55% 1.05% 0.74% 2.52% 0.41% 0.50% 0.70	18 57 10% 2.25% 0	13 10 32 12 5 151% 0.40% 1.25% 0.46% 0.20% 0.8	1 14 8 % 0.57% 0.32%	22 10 7 10 6 2 0.88% 0.41% 0.26% 0.40% 0.24% 0.08%	13 0.52% 0.16	4 2 % 0.08% 0.2	6 3 0 4 5% 0.11% 0.00% 0.17%	4 1 1 6 0.04% 0.04%	1 0.04% 0.03	1 1
Hypoluxo Rd West of I-95	8 volume 2.3 165 45 173 % 0.30% 2.17% 0.59% 2.28%	55 11 0.72% 1.51	14 203 % 2.68% 1.5	120 64 263 53 58% 0.84% 3.47% 0.71% 1	// 288 .02% 3.77%	1.42% 1.64% 5.26% 5.92% -	506 183 1 6.67% 2.42% 1.6	∠1 340 1% 4.47% 1	135 115	sus 155 81 4.07% 2.05% 1.07% 3	265 77 3.75% 1.01% 0.7	6U 79% 3	249 80 49 250 48 52 3.29% 1.05% 0.65% 3.28% 0.63% 0.69% 0.8	od 227 19% 2.98% 0	57 45 169 77 27 1 174% 0.59% 2.21% 1.02% 0.36% 1.7	0 81 58 % 1.07% 0.77%	113 82 53 80 54 26 1.49% 1.08% 0.70% 1.05% 0.71% 0.34%	89 1.17% 0.36	/ 10 % 0.14% 0.8	00 39 11 53 5% 0.51% 0.14% 0.70%	6 0.24% 0.09%	42 2 0.55% 0.34	o 38 % 0.49%
I-95 North of Hypoluxo Rd	9 volume 50 49/ 78 556 % 0.22% 2.18% 0.34% 2.44%	0.51% 1.21	% 2.88% 1.0	243 143 816 95 07% 0.63% 3.58% 0.42% 0	171 855	0.55% 1.10% 5.37% 0.53% 1. 57 91 177 65		2% 7.59% 1	.57% 1.509	6.36% 1.77% 0.88% 5	5.40% 0.91% 0.7	76% 4	1000 240 100 1095 123 125 1 4.74% 1.08% 0.68% 4.79% 0.54% 0.55% 0.7	100 1052 3% 4.61% 0	170 123 740 218 63 5 186% 0.55% 3.24% 0.96% 0.28% 2.4	1.32% 0.61%	2.23% 1.12% 0.52% 1.52% 0.65% 0.27%	1.80% 0.34	6 0.15% 1.2	2% 0.33% 0.06% 1.09%	40 28 6 0.18% 0.12%	0.64% 0.23	% 0.32%
Lantana Rd East of I-95	Volume 14 83 21 00	0.51% 1.00 40 4	~ 01 % 1.40% 1.0 % 126	08% 0.60% 1.72% 0.54% 0 73 54 180 40	47 121 81% 2.10% 53 197	0.99% 1.40% 2.90% 1.57% 2. 51 71 267 60	32% 3.71% - 15.7 113 280 1142 -	4% 6.82% 2 289	.97% 2.519	% 5.01% 2.61% 1.55% 3 11 260 125 63	3.86% 1.16% 1.0 224 60	02% 3 45	100 40 103 40 43 3.38% 1.49% 0.84% 3.17% 0.79% 0.74% 1.0 180 63 34 183 30 38	109 11% 2.93% 0 51 173	1.85% 0.73% 1.91% 0.97% 0.43% 1.4 49 30 119 64 26	% 1.08% 0.63%	1.25% 0.88% 0.57% 0.90% 0.54% 0.32% 83 52 37 51 34 18	0.89% 0.40	% 0.17% 0.6	3% 0.36% 0.14% 0.51% 31 23 9 24	6 0.20% 0.10%	0.38% 0.28	% 0.309
Lantana Rd West of I-95	% 0.24% 1.37% 0.34% 1.49% Volume 39 381 61 414	0.65% 1.09	% 2.08% 1.2 % 477	20% 0.90% 2.97% 0.81% 0 191 87 603 64	106 598	0.84% 1.18% 4.40% 0.98% 1. 87 173 804 59	87% 4.62% 18.82% - 259 885 200	4.77% 2	.02% 1.669	% 4.28% 2.07% 1.04% 3 11 1480 396 184	3.70% 0.99% 0.7 1150 217 1	74% 2	2.96% 1.04% 0.56% 3.01% 0.64% 0.62% 0.8 1031 260 151 1002 117 118 1	14% 2.85% 0	1.80% 0.50% 1.96% 1.06% 0.43% 1.4 190 110 662 205 63 5	% 1.09% 0.62% 13 267 130	1.37% 0.85% 0.60% 0.85% 0.57% 0.29% 465 245 124 327 129 56	0.85% 0.40	% 0.13% 0.5 9 34 3	1% 0.38% 0.14% 0.40% 245 75 13 204	6 0.17% 0.04%	0.35% 0.21	% 0.26%
1-95 North of Lantana Rd	% 0.20% 2.01% 0.33% 2.19% Volume 13 79 31 89	0.47% 1.09	% 2.52% 1.0	01% 0.46% 3.18% 0.34% 0 72 37 131 18	56% 3.14% 52 134	0.46% 0.91% 4.23% 0.31% 1. 38 61 194 35	37% 4.67% 1.06% 1.2 100 _217 104	0% - 1 96 196 -	.87% 1.759	% 7.83% 2.09% 0.97% 6 6 388 192 122	5.07% 1.15% 0.8 306 93	38% 5 81	5.45% 1.37% 0.80% 5.28% 0.62% 0.62% 0.88% 0.62% 0.62% 0.88% 0.62% 0.62% 0.88% 0.62% 0.62% 0.88% 0.62% 0.62% 0.88% 0.62% 0.62% 0.62% 0.62% 0.88% 0.62\% 0.62\%	5% 5.17% 1 79 220	.01% 0.58% 3.49% 1.08% 0.33% 2.8 57 45 162 79 32 1	% 1.41% 0.69% 4 87 5	2.45% 1.29% 0.65% 1.73% 0.68% 0.29% 96 73 49 69 45 24	1.95% 0.42 75	% 0.18% 1.3 5 11	0% 0.39% 0.07% 1.08% 52 34 10 40	6 0.19% 0.13% 0 15 7	0.73% 0.26	% 0.34% 19 37
6th Ave S Wert of LOE	% 0.21% 1.26% 0.50% 1.41% Volume 22 160 51 177	0.59% 1.07	% 1.57% 1.1 13 203	14% 0.59% 2.08% 0.29% 0 122 63 251 38	84% 2.12% 69 260	0.61% 0.97% 3.07% 0.55% 1. 67 101 357 50	58% 3.44% 1.66% 1.5 163 394 160	3% 3.10% - 28 347	13.429 798 -	% 6.15% 3.04% 1.93% 4 389 173 111	1.86% 1.47% 1.2 302 84	29% 3 70	3.88% 1.62% 0.94% 3.76% 0.70% 0.88% 1.2 270 85 52 261 51 59	5% 3.48% 0 83 240	190% 0.71% 2.57% 1.26% 0.51% 1.8 70 48 180 90 34 1	% 1.39% 0.82% 3 91 64	1.53% 1.15% 0.77% 1.09% 0.71% 0.38% 109 79 53 78 49 28	1.20% 0.40	% 0.17% 0.8 6 8	3% 0.53% 0.15% 0.64% 55 37 13 50	6 0.23% 0.11% 0 15 7	0.49% 0.30	% 0.50% 24 36
L-95 North of 6th Ave S	% 0.28% 2.03% 0.64% 2.25% Volume 40 426 68 464	0.66% 1.44	% 2.58% 1.5 12 522 1	55% 0.80% 3.19% 0.49% 0 194 94 671 69	123 662	0.85% 1.29% 4.54% 0.64% 2. 95 180 825 61	08% 5.02% 2.03% 1.6 245 896 201	3% 4.41% 10 30 833	.15% - 176 396	4.95% 2.20% 1.41% 3 6 - 513 278	3.83% 1.07% 0.8 1466 258 1	39% 3 190	3.42% 1.09% 0.66% 3.31% 0.65% 0.75% 1.00 1208 298 187 1178 144 150 1	15% 3.04% 0	1.89% 0.61% 2.29% 1.14% 0.44% 1.5 214 139 791 247 77 5	% 1.15% 0.81% 7 300 159	1.39% 1.00% 0.67% 0.99% 0.63% 0.35% 530 276 142 350 150 65	1.10% 0.33 406 1	% 0.10% 0.6 7 38 2	9% 0.47% 0.17% 0.63% 271 81 15 229	6 0.19% 0.09% 0 9 43 27	0.51% 0.30	% 0.469
10th Ave N Fact of L95	% 0.19% 2.08% 0.33% 2.27% Volume 15 88 37 88	0.43% 1.04	% 2.55% 0.9 59 109	95% 0.46% 3.27% 0.34% 0 76 31 129 13	40 122	0.47% 0.88% 4.02% 0.30% 1. 42 56 164 23	.20% 4.38% 0.98% 1.1 100 185 78	2% 4.07% 0 79 161	.86% 1.949 94 160	% - 2.51% 1.36% 7 0 276 - 839	7.16% 1.26% 0.9 430 128 1	93% 5 104	5.90% 1.46% 0.91% 5.75% 0.70% 0.73% 0.9 344 142 80 338 60 69	96 302	.05% 0.68% 3.86% 1.21% 0.38% 2.8 77 64 220 107 40 1	% 1.47% 0.78% 0 112 56	2.59% 1.35% 0.70% 1.71% 0.73% 0.32% 5 137 93 56 93 64 30	1.99% 0.42 89	% 0.18% 1.3 4 15	2% 0.40% 0.07% 1.12% 65 42 10 52	6 0.21% 0.13% 2 21 5	0.69% 0.27	<u>% 0.349</u> 22 35
10th Ave N West of I-95	% 0.21% 1.27% 0.53% 1.27% Volume 11 84 32 91	0.44% 1.00	% 1.57% 1.1 50 110	11% 0.45% 1.87% 0.20% 0 63 31 130 18	1.76% 34 134	0.61% 0.80% 2.36% 0.33% 1. 43 63 170 22	.43% 2.67% 1.14% 1.1 88 187 90	5% 2.31% 1 56 175	.36% 2.319 102 154	% 3.98% - 12.11% 6 4 309 803 -	5.21% 1.85% 1.5 338 98	50% 4 76	4.95% 2.04% 1.17% 4.87% 0.87% 1.00% 1.3% 264 108 55 268 48 66	19% 4.35% 1 86 253	.11% 0.92% 3.17% 1.54% 0.57% 2.3 63 47 174 87 39 1	% 1.61% 0.80% !5 97 53	1.97% 1.34% 0.81% 1.33% 0.93% 0.43% 8 119 82 47 72 50 21	1.27% 0.49	% 0.22% 0.9 9 11	3% 0.61% 0.15% 0.74% 49 35 10 40	6 0.31% 0.07% 0 0 18 5	0.55% 0.319	17 0.509
I-95 North of 10th Ave N	% 0.18% 1.37% 0.51% 1.48% Volume 38 341 54 352	0.44% 0.99	% 1.80% 1.0 70 401 1	03% 0.50% 2.11% 0.30% 0 145 64 494 48	89 505	0.69% 1.01% 2.75% 0.36% 1. 67 117 621 40	43% 3.04% 1.47% 0.9 204 638 133	2% 2.85% 1 52 579	.66% 2.529 127 290	% 5.01% 13.01% - 5 0 813 191 259 -	5.48% 1.59% 1.2 294 2	23% 4 214	4.28% 1.75% 0.90% 4.33% 0.78% 1.07% 1.40 1432 346 209 1497 161 155 2	10% 4.10% 1 224 1317	.02% 0.77% 2.80% 1.41% 0.63% 2.0 262 176 893 287 92 6	% 1.57% 0.85% 3 354 162	6 1.93% 1.33% 0.77% 1.16% 0.81% 0.34% 2 563 301 147 376 173 67	1.21% 0.48	6 0.18% 0.7	9% 0.57% 0.16% 0.65% 277 96 17 225	6 0.29% 0.08%	0.46% 0.28	56 0.399
Forest Hill Blvd East of I-95	% 0.20% 1.81% 0.29% 1.87% Volume 8 36 17 35	0.36% 0.90	% 2.13% 0.7 32 44	77% 0.34% 2.61% 0.25% 0 26 15 46 4	11 49	0.35% 0.62% 3.28% 0.21% 1.	08% 3.38% 0.71% 0.8 42 72 29	1% 3.07% 0 31 67	.68% 1.559 32 56	% 4.31% 1.01% 1.37% - 6 97 46 64	1.56% 1.1 96 - 5	14% 7. 508	7.59% 1.84% 1.11% 7.92% 0.86% 0.82% 1.1% 266 113 60 249 44 57	9% 6.98% 1 81 223	.39% 0.94% 4.72% 1.52% 0.49% 3.4 57 48 168 84 39 1	% 1.88% 0.86% 4 83 52	5 2.98% 1.59% 0.78% 1.99% 0.91% 0.36% 2 104 78 43 78 47 27	2.27% 0.51	% 0.20% 1.4 7 11	7% 0.51% 0.09% 1.19% 50 33 11 46	6 0.24% 0.13%	0.74% 0.29	<u>% 0.399</u> 21 31
Forest Hill Blvd West of I-95	0 Volume 14 95 35 102 0 Volume 14 95 35 102	35 6	% 1.08% 0.6 % 111	62 30 129 16	24 133	0.51% 0.59% 1.48% 0.18% 1. 39 36 167 16	75 174 60	47 152	64 100	% 2.38% 1.13% 1.57% 2 % 218 98 88 % 2.02% 1.79% 1.50% 2	203 461 -	5U76 G	5.52% 2.77% 1.47% 6.11% 1.07% 1.40% 1.9 5.02 89 46 286 47 57 5.44% 1.42% 0.92% 5.19% 0.94% 1.02% 1.5%	87 275	4176 1.1976 4.1176 2.0776 0.9876 2.8 66 48 202 94 41 1 109 0.9379 2.459 1.709 0.729 2.2	200% 1.27% 1.27%	2.54% 1.91% 1.05% 1.92% 1.15% 0.00% 1 123 80 46 80 54 32 2 23% 1.44% 0.84% 1.45% 0.06% 0.56%	78 3	0 15	48 34 10 39	21 5	27 7	17 26
I-95 North of Forest Hill Blvd	Volume 40 441 62 468	0.84% 1.08 82 21 0.28% 1.00	76 2.00% 1.1 14 547 1 9 2.559 0.9	12% 0.54% 2.33% 0.29% 0 185 97 679 50	108 674	0.70% 0.85% 3.01% 0.28% 1. 85 160 841 40	253 845 172 2 199 2.049 0.909 0.0	2.75% I 11 728	151 354	3.93% 1.78% 1.59% 3 i4 1000 233 346 i/ 4.64% 1.09% 1.61% 4	1032 129 3	357 -	34676 1.6276 0.6375 5.1676 0.6475 1.0376 1.5 385 229 1626 175 170 2 1908 1027 7.578 0.918 0.708 1.5	250 1493	272 183 975 338 110 7 278 0.85% 4.64% 1.69% 0.51% 2.2	1. 30% 0.98%	3 2.22% 1.44% 0.84% 1.45% 0.98% 0.58% 8 609 329 160 399 192 78 2 284% 1.52% 0.75% 1.84% 0.90% 0.24%	440 1	2 55 2	298 98 18 243 297 0.446 0.098 1.126	3 52 30	0.49% 0.31 154 5 0.72% 0.21	38 79
Southern Blvd East of I-95	2 Volume 9 45 18 51 % 0.18% 0.89% 0.36% 1.00%	22 3	31 60 95 1.18% 0.6	32 22 67 7 64% 0.43% 1.32% 0.14% 0	19 65	0.37% 0.74% 3.71% 0.17% 1.	48 94 39 95% 1.85% 0.76% 0.6	34 85 7% 1.68% 0	36 69	9 119 48 66 % 2.36% 0.94% 1.30% 2	114 38 2 26% 0.75% 1.6	81	196 - 769 280 62 53 388% - 1516% 552% 123% 105% 16	81 374 1% 7.37% 1	77 68 251 113 47 1 52% 1 34% 4 94% 2 22% 0 93% 3 3	12 124 64 % 2.43% 1.26%	1 152 97 55 99 58 37 3 00% 191% 108% 195% 115% 0.72%	94 3	7 14 6 0.28% 1.1	58 35 11 44 4% 0.69% 0.21% 0.86%	1 22 6 6 0.43% 0.11%	31 7	16 25
Southern Blvd West of I-95	3 Volume 11 68 15 76 % 0.21% 1.34% 0.30% 1.49%	25 3 0.49% 0.70	35 81 % 1.59% 0.7	37 24 108 17 73% 0.47% 2.13% 0.34% 0	28 105 54% 2.07%	22 39 131 17 0.43% 0.77% 2.58% 0.33% 1.	58 150 50 14% 2.95% 0.98% 0.8	42 131 3% 2.58% 1	52 83	3 190 66 67 3 3.74% 1.29% 1.31% 3	188 34 3.70% 0.68% 1.0	55 08% 6	318 476 197 113 50 5.25% 9.36% 388% 2.22% 0.99% 1.2	64 328 6% 6.44% 1	73 43 221 109 33 1 44% 0.85% 4.34% 2.14% 0.64% 3.1	0 114 47	7 136 115 59 78 45 25 2.67% 2.26% 1.15% 1.53% 0.88% 0.49%	84 3	4 7 6 0.13% 0.8	45 22 7 31 8% 0.43% 0.13% 0.62%	1 12 3 6 0.24% 0.07%	15 0.29% 0.10	5 12
I-95 North of Southern Blvd	4 Volume 27 327 50 347 % 0.13% 1.61% 0.25% 1.71%	54 14 0.27% 0.71	45 410 5 % 2.02% 0.7	145 65 510 34 71% 0.32% 2.50% 0.17% 0	90 492 .44% 2.41%	66 110 592 34 0.32% 0.54% 2.89% 0.17% 0.	178 585 114 .88% 2.88% 0.56% 0.6	30 524 4% 2.57% 0	107 260 .53% 1.289	0 693 154 231 % 3.40% 0.75% 1.13% 3	718 85 2 3.53% 0.42% 1.2	254 25% 6	1321 155 249 - 198 183 3 5.49% 0.77% 1.23% - 0.97% 0.89% 1.5	308 1991 1% 9.80% 1	352 208 1371 412 137 8 .73% 1.02% 6.71% 2.02% 0.67% 4.3	15 507 233 % 2.49% 1.14%	767 428 204 519 248 101 3.77% 2.11% 1.00% 2.55% 1.21% 0.50%	588 14 2.90% 0.72	6 56 3 % 0.28% 1.8	366 127 22 297 0% 0.63% 0.11% 1.47%	7 67 35 6 0.33% 0.17%	178 6 0.88% 0.30	1 90 1% 0.449
I-95 Ramp to PB Airport	5 Volume 7 47 20 51 % 0.17% 1.16% 0.50% 1.26%	19 3 0.48% 0.93	37 64 % 1.59% 0.9	36 18 69 5 91% 0.45% 1.72% 0.13% 0	15 68 .37% 1.69%	21 21 86 5 0.51% 0.53% 2.13% 0.13% 0.	38 85 31 .93% 2.11% 0.77% 0.6	25 82 2% 2.04% 0	28 48 .69% 1.219	8 103 46 44 % 2.56% 1.13% 1.10% 2	106 26 2.63% 0.65% 1.3	52 31% 4	164 39 102 156 255 1 4.08% 0.98% 2.53% 3.88% 6.36% 4.19	167 306 5% 7.60% 3	122 68 174 79 36 1 05% 1.69% 4.34% 1.96% 0.91% 3.4	8 72 45 % 1.80% 1.13%	126 80 56 77 43 27 3.14% 2.01% 1.40% 1.91% 1.06% 0.68%	94 3 2.34% 0.86	4 17 6 0.43% 1.3	52 34 10 45 0% 0.84% 0.24% 1.13%	5 19 6 6 0.47% 0.15%	27 1 0.68% 0.44	8 24
Belvedere Rd West of I-95	6 Volume 16 88 30 89 % 0.28% 1.55% 0.52% 1.57%	24 6 0.43% 1.07	51 94 % 1.67% 1.0	57 23 128 9 01% 0.41% 2.26% 0.16% 0	26 134 .47% 2.37%	33 36 152 16 0.59% 0.65% 2.69% 0.28% 1.	66 154 48 .18% 2.72% 0.85% 0.8	49 141 7% 2.50% 0	49 9/ .86% 1.66%	M4 197 67 87 % 3.48% 1.19% 1.54% 3	189 44 3.35% 0.77% 1.6	94 56% 5	320 63 49 290 220 - 66 5.65% 1.11% 0.87% 5.14% 3.90% - 12.0	678 234 12% 4.15% 1	82 57 181 83 35 1 .46% 1.01% 3.21% 1.46% 0.63% 2.3	1 71 54 % 1.26% 0.95%	1 127 81 53 80 55 33 5 2.26% 1.44% 0.94% 1.41% 0.97% 0.59%	85 3 1.50% 0.60	4 14 % 0.25% 0.9	52 34 12 43 3% 0.61% 0.21% 0.77%	3 17 5 6 0.31% 0.09%	30 2 0.53% 0.37	1 29 % 0.519
Belvedere Rd East of I-95	7 Volume 13 56 19 63 % 0.25% 1.05% 0.36% 1.18%	19 4 0.37% 0.84	4 60 % 1.13% 0.6	34 16 80 6 64% 0.30% 1.52% 0.11% 0	18 73 34% 1.37%	20 27 102 11 0.38% 0.51% 1.93% 0.20% 0.	46 102 33 .87% 1.92% 0.62% 0.6	34 98 4% 1.85% 0	39 71 .74% 1.359	1 132 53 68 % 2.49% 1.00% 1.29% 2	133 42 2.53% 0.80% 1.5	79 50% 4	225 66 47 200 138 622 - 4.24% 1.24% 0.89% 3.78% 2.60% 11.73% -	393 7.43% 2	117 95 261 128 49 1 21% 1.80% 4.94% 2.41% 0.92% 3.2	4 118 75 % 2.23% 1.42%	5 158 106 70 103 62 35 5 2.98% 2.01% 1.32% 1.96% 1.17% 0.66%	109 4 2.07% 0.81	3 18 % 0.34% 1.1	62 40 14 51 8% 0.76% 0.26% 0.97%	1 21 6 6 0.40% 0.12%	35 2 0.67% 0.42	2 35
I-95 North of Belvedere Rd	8 Volume 33 348 47 379 % 0.14% 1.49% 0.20% 1.62%	61 15 0.26% 0.67	58 425 1 % 1.82% 0.5	130 56 532 35 56% 0.24% 2.27% 0.15% 0	77 511	60 124 631 32 0.25% 0.53% 2.69% 0.14% 0.	183 610 116 .78% 2.61% 0.50% 0.6	60 555 3% 2.37% 0	101 259 .43% 1.119	9 755 151 244 % 3.23% 0.64% 1.04% 3	711 96 2 3.03% 0.41% 1.0	247	1306 151 279 1236 291 315 2 5.58% 0.65% 1.19% 5.27% 1.24% 1.35% 0.9 272 20 50 50 50 50 50 50 50 50 50 50 50 50 50	230 - 2	551 323 2021 615 210 13 36% 1.38% 8.60% 2.62% 0.90% 5.5	1 694 300 % 2.96% 1.28%	0 1084 590 277 702 334 141 4.62% 2.52% 1.18% 2.99% 1.42% 0.60%	798 19 3.41% 0.83	4 88 4 % 0.38% 2.0	479 177 29 371 4% 0.75% 0.12% 1.58%	6 0.39% 0.20%	219 7 0.93% 0.32	6 105 % 0.459
Okeechobee Blvd East of I-95	9 % 0.21% 1.18% 0.34% 1.35%	0.32% 0.70	*3 65 % 1.37% 0.7	44 21 106 11 70% 0.33% 1.71% 0.17% 0 44 20 08 7	20 108	20 28 138 7 0.32% 0.45% 2.23% 0.12% 0. 25 21 121 0	53 128 33 .85% 2.08% 0.53% 0.6	41 127 5% 2.06% 0	42 /0	6 164 54 63 % 2.66% 0.87% 1.02% 2 % 120 61 63	2.57% 0.51% 1.1	69 11% 4	2/0 39 58 240 67 62 4.46% 0.63% 0.95% 3.88% 1.41% 1.33% 1.10 242 50 42 326 44 104	72 394 - 6% 6.39% - 94 275	10.13% 6.78% 3.11% 1.31% 3.9 754 226 112 42 1	% 2.03% 1.47%	207 123 02 144 08 47 3.35% 1.98% 1.32% 2.33% 1.42% 0.77% 1.22 02 56 03 66 27	2.57% 1.09	0 30 6 0.48% 1.2	00 53 11 50 9% 0.86% 0.18% 0.93% 54 29 11 45	6 0.43% 0.18%	0.56% 0.38	4 25 % 0.47%
Okeechobee Blvd West of I-95	0 Volume 13 08 24 37 % 0.24% 1.28% 0.44% 1.26% Volume 23 320 40 333	0.42% 0.80	% 1.37% 0.8	44 20 76 7 82% 0.37% 1.84% 0.12% 0 114 50 457 27	20 77 .37% 1.85%	0.47% 0.59% 2.26% 0.17% 1.	.09% 2.18% 0.65% 0.6	32 115 0% 2.16% 0	.77% 1.429	% 2.60% 1.14% 1.16% 2	2.83% 0.68% 1.3	70 31% 4	243 57 43 235 64 164 4.55% 1.11% 0.81% 4.40% 1.20% 1.95% 1.6 985 122 233 1010 221 245 1	30 375 51% 7.03% 14 179 1541	15% - 4.41% 2.10% 1.18% 2.6 286 463 - 656 188 14	% 1.75% 1.20%	2.57% 1.73% 1.05% 1.71% 1.24% 0.69% 1.142 589 280 746 355 1.64	1.72% 0.75	6 0.36% 1.0 9 94 7	6% 0.72% 0.20% 0.84%	6 0.40% 0.12%	0.54% 0.39	% 0.54%
I-95 North of Okeechobee Blvd	Volume 10 63 22 65	0.25% 0.64	% 1.88% 0.5 16 74	54% 0.24% 2.17% 0.13% 0 39 18 85 8	27% 2.11%	0.25% 0.45% 2.50% 0.10% 0.	.71% 2.47% 0.45% 0.5 49 105 31	1% 2.19% 0 33 102	.40% 1.05%	% 2.88% 0.55% 0.87% 2 3 132 55 66	2.69% 0.35% 1.0 132 31	04% 4 79	4.69% 0.58% 1.11% 4.79% 1.05% 1.17% 0.88 226 54 74 214 57 81	15% 7.33% 1 64 320		% 3.11% 1.41% 15 257 17	5.43% 2.80% 1.33% 3.56% 1.69% 0.78% 387 253 135 264 147 80	3.91% 1.05	% 0.44% 2.2 3 47	7% 0.81% 0.13% 1.77% 156 85 18 112	6 0.46% 0.22%	1.03% 0.36	% 0.519 34 53
Paim Beach Lakes Bird East of L95	2 % 0.14% 0.85% 0.30% 0.87% 3 Volume 10 44 20 47	0.29% 0.62	% 1.00% 0.5 37 51	53% 0.24% 1.15% 0.10% 0 31 14 59 3	13 1.14%	0.34% 0.38% 1.52% 0.07% 0. 18 18 69 4	66% 1.42% 0.42% 0.4 36 69 27	5% 1.38% 0 23 65	.52% 0.99% 27 55	% 1.79% 0.74% 0.89% 1 5 80 42 48	1.79% 0.42% 1.0 90 23	07% 3 51	3.06% 0.73% 1.00% 2.89% 0.77% 1.09% 0.8 128 39 36 132 35 66	51 199	.30% 1.82% 5.09% - 11.50% 6.5 91 118 250 777 - 1	% 3.49% 2.32% 9 124 78	5.25% 3.43% 1.82% 3.59% 1.99% 1.09% 3 166 104 58 96 68 41	3.66% 1.39	% 0.65% 2.1 4 17	2% 1.15% 0.25% 1.52% 58 37 10 45	6 0.59% 0.14% 5 18 4	1.00% 0.46° 24	% 0.719 16 23
1-95 North of Palm Beach Lakes Blvd	% 0.23% 1.01% 0.46% 1.07% Volume 17 222 36 223	0.39% 0.85	% 1.16% 0.7 92 242	70% 0.32% 1.33% 0.08% 0 87 34 294 14	29% 1.33% 37 281	0.42% 0.42% 1.57% 0.08% 0. 37 54 329 13	.82% 1.57% 0.60% 0.5 109 349 56	1% 1.48% 0 62 292	.62% 1.259 58 145	% 1.82% 0.95% 1.09% 2 15 378 86 114	2.05% 0.52% 1.1 362 49 1	17% 2 136	2.91% 0.88% 0.81% 2.99% 0.79% 1.50% 1.1 588 70 134 571 153 162 1	6% 4.52% 2 118 842	106% 2.67% 5.67% 17.62% - 4.5 168 270 1140 244 247 -	% 2.82% 1.77% 676 320	3.77% 2.37% 1.32% 2.19% 1.54% 0.92% 1149 596 283 733 355 164	2.38% 1.00 809 2	% 0.38% 1.3 5 100 4	2% 0.83% 0.23% 1.01% 459 185 28 346	6 0.42% 0.10% 5 103 47	0.54% 0.37	% 0.51% 72 106
45th St East of I-95	% 0.10% 1.39% 0.23% 1.40% Volume 11 62 17 70	0.21% 0.58	% 1.52% 0.5 11 71	55% 0.21% 1.84% 0.09% 0 41 19 92 7	15 87	0.23% 0.34% 2.06% 0.08% 0. 19 26 111 8	68% 2.19% 0.35% 0.3 46 116 30	9% 1.83% 0 31 108	37% 0.929	% 2.38% 0.54% 0.72% 2 3 131 44 61	2.28% 0.31% 0.8 128 27	35% 3 69	3.70% 0.44% 0.85% 3.59% 0.96% 1.02% 0.7 216 37 67 218 50 73	4% 5.29% 1 57 293	.06% 1.70% 7.17% 1.54% 1.55% - 64 98 344 120 128 2	4.24% 2.02%	7.24% 3.75% 1.78% 4.61% 2.24% 1.03% 8 308 251 161 209 147 91	5.10% 1.42	% 0.63% 2.8 4 36	9% 1.17% 0.18% 2.17% 126 78 21 100	6 0.65% 0.29% 0 40 16	1.21% 0.45	% 0.66%
45th St West of I-95	% 0.16% 0.90% 0.25% 1.01% 6 Volume 17 145 34 161	0.23% 0.59	76 1.U2% 0.5 75 155	78 28 200 13 74 0.27% 1.00% 0.11% 0	33 197	U.26% U.38% 1.60% 0.12% 0. 36 45 227 13 0.24% 0.42% 0.12% 0.10%	0076 1.08% 0.43% 0.4 91 241 56	58 230	46% 1.069	1.90% 0.64% 0.89% 1 11 277 75 100 244% 0.72% 0.055 2	1.00% U.39% 1.0 258 42 1	116	3.1376 U.5.376 U.98% 3.16% 0.72% 1.05% 0.8 397 73 100 423 98 137	97 576	142% 4.96% 1.74% 1.85% 4.2 121 204 694 209 203 6 158 1.04% 4.43% 1.00% 1.04% 1.2	76 - 17.199 18 1120 -	4.4075 3.64% 2.33% 3.03% 2.12% 1.31% 362 241 128 248 165 92 2.45% 2.20% 1.23% 2.24% 1.51%	3.19% 1.08	x U.52% 1.8 8 47	1.1.5% 0.31% 1.46%	0.58% 0.23%	74 0.55	34 0.78%
I-95 North of 45th St	7 Volume 16 224 27 227 % 0.09% 1.33% 0.16% 1.53%	28 8	x 1.46% 0.7 35 259 94 1.520 0.4	74 0 0.27% 1.90% 0.13% 0 73 31 312 17 43% 0.18% 1.94% 0.10% 0	30 284	0.3476 0.4376 2.16% 0.12% 0. 34 48 342 10 0.20% 0.28% 2.01% 0.04% 0.	.or /o 2.30% 0.53% 0.5 105 342 51 63% 2.01% 0.20% 0.2	2.19% 0 60 301	46 129	2.0470 0.72% 0.95% 2 19 377 74 105 % 2.22% 0.44% 0.42% 2	352 46 1	120	3.70.% 0.70% 0.90% 4.02% 0.93% 1.31% 0.9 566 76 133 551 142 159 1 3.33% 0.44% 0.78% 3.24% 0.92% 0.94% 0.45%	106 769	162 265 1026 202 213 8 165% 1 56% 6 03% 1 10% 1 26% 4 0	10.00% - 10 173 800 1.029 4 745	- 819 373 1130 488 225 - 4.82% 2.20% 4.44% 2.07% 3.73%	2.45% U.83 1166 33	0 155 0	503 251 42 451 5% 1.48% 0.25% 2.45%	0 0.4176 0.10%	235 8	35 130
Blue Heron Blvd East of I-95	Volume 12 80 21 86 % 0.12% 0.77% 0.20% 0.83%	20 4	1.02% 0.4 12 95 % 0.92% 0.4	45 19 114 9 44% 0.19% 1.10% 0.08% 0	23 105	22 28 137 4 0.21% 0.27% 1.33% 0.04% 0	61 143 37 59% 1.39% 0.36% 0.3	38 129 7% 1.25% 0	38 79	~ 2.22.0 0.44% 0.02% 2 9 162 51 76 % 1.57% 0.49% 0.73% 1	162 28 1.57% 0.27% 0.7	77 75% 2	245 43 82 257 66 80 238% 0.41% 0.80% 2.49% 0.64% 0.77% 0.6	63 360 1% 3,48% 0	68 125 425 100 141 3 1.66% 1.21% 4.11% 0.97% 1.36% 3.4	9 118 390 1,14% 3,83%		583 1 5.64% 1.71	6 110 3.5 6 1.07% 3.3	342 180 39 267 1% 1.74% 0.37% 2.50%	7 98 45 6 0.95% 0.44%	1.30% 0.50 150 f	<u>4 116</u> 2% 1 12%
Blue Heron Blvd West of I-95	9 Volume 15 138 28 135 % 0.14% 1.29% 0.26% 1.26%	27 6	51 155 % 1.45% 0.5	59 22 179 11 55% 0.20% 1.67% 0.10% 0	24 176	31 36 205 7 0.29% 0.34% 1.91% 0.07% 0	81 212 41 .75% 1.98% 0.39% 0.4	46 194 3% 1.81% 0	42 111	1 240 58 85 % 2.24% 0.54% 0.80% 2	232 38 2.16% 0.35% 0.9	97 90% 3	347 58 105 352 101 123 3.23% 0.54% 0.98% 3.28% 0.94% 1.15% 0.7	82 505 7% 4.70% 1	114 187 610 156 170 5 .07% 1.74% 5.69% 1.46% 1.58% 4.9	7 159 591 % 1.48% 5.51%	912 1092 - 267 190 116 8.51% 10.19% - 2.49% 1.77% 1.08%	287 9	3 47 1	173 108 29 143 2% 1.00% 0.27% 1.33%	3 58 26 6 0.54% 0.24%	86 <i>8</i>	.3 82
I-95 North of Blue Heron Blvd	Volume 11 153 21 162 % 0.09% 1.18% 0.16% 1.25%	22 6 0.17% 0.48	52 176 % 1.35% 0.4	57 20 211 8 43% 0.15% 1.62% 0.06% 0	20 196	24 24 227 7 0.19% 0.19% 1.74% 0.05% 0.	74 220 34 57% 1.69% 0.26% 0.2	37 198 9% 1.52% 0	33 90 .25% 0.699	0 256 52 68 % 1.97% 0.40% 0.52% 1	227 31 1.75% 0.24% 0.6	83 53% 2	357 43 75 337 92 111 2.74% 0.33% 0.58% 2.59% 0.70% 0.85% 0.56	72 484 6% 3.72% 0	118 174 622 131 144 5 191% 1.34% 4.77% 1.01% 1.11% 4.0	2 105 48 % 0.81% 3.70%	894 220 616 - 557 264 6.87% 1.69% 4.73% - 4.27% 2.03%	1230 30 9.45% 2.31	2 146 6 % 1.12% 4.8	532 261 44 474 5% 2.00% 0.34% 3.64%	4 144 66 6 1.11% 0.51%	256 9 1.97% 0.71	3 141 % 1.09%
Northlake Blvd East of I-95	Volume 7 37 12 39 % 0.11% 0.55% 0.17% 0.58%	13 2 0.20% 0.30	20 42 % 0.63% 0.3	22 12 50 3 32% 0.18% 0.74% 0.04% 0	10 51 15% 0.75%	12 12 68 4 0.18% 0.17% 1.02% 0.06% 0.	30 64 19 45% 0.95% 0.28% 0.2	14 56 1% 0.84% 0	18 33 .26% 0.49%	13 72 25 33 % 1.07% 0.38% 0.49% 1	70 17 1.04% 0.25% 0.5	38 57% 1	109 27 39 105 32 48 1.63% 0.40% 0.58% 1.56% 0.47% 0.72% 0.58%	37 177 6% 2.64% 0	48 80 203 72 82 1 172% 1.20% 3.03% 1.08% 1.23% 2.8	0 60 22 % 0.90% 3.39%	7 282 108 249 321 - 1355 4.21% 1.61% 3.72% 4.79% - 20.25%	572 10 8.54% 2.49	7 135 2.01% 4.2	283 158 36 209 3% 2.36% 0.53% 3.12%	9 90 35 6 1.35% 0.52%	107 5 1.60% 0.77	2 100
Northlake Blvd West of I-95	2 Volume 10 68 16 78 % 0.13% 0.87% 0.20% 0.99%	14 3 0.18% 0.44	85 85 % 1.08% 0.5	40 13 92 4 51% 0.16% 1.18% 0.05% 0	9 93 1.2% 1.20%	17 15 113 5 0.22% 0.19% 1.45% 0.07% 0.	49 110 28 .62% 1.42% 0.35% 0.3	24 93 0% 1.20% 0	24 53 .31% 0.689	i3 131 40 48 % 1.69% 0.51% 0.61% 1	119 26 1.52% 0.34% 0.7	59 75% 2	183 38 48 175 55 69 2.35% 0.49% 0.62% 2.24% 0.70% 0.88% 0.6	50 254 4% 3.25% 0	73 116 322 95 111 2 93% 1.49% 4.13% 1.22% 1.42% 3.8	9 87 334 % 1.11% 4.27%	471 179 413 542 1198 - 6.03% 2.28% 5.29% 6.94% 15.35% -	342 13 4.38% 1.67	1 83 1 % 1.06% 2.0	158 109 28 112 3% 1.40% 0.36% 1.44%	2 56 17 6 0.71% 0.21%	58 3 0.75% 0.42	.3 58
I-95 North of Northlake Blvd	3 Volume 12 184 22 196 % 0.08% 1.25% 0.15% 1.33%	23 6 0.16% 0.45	57 201 % 1.36% 0.4	60 22 243 10 41% 0.15% 1.64% 0.07% 0	22 231	22 34 268 6 0.15% 0.23% 1.81% 0.04% 0.	67 248 33 45% 1.68% 0.22% 0.2	41 219 3% 1.49% 0	30 91	71 281 54 69 % 1.90% 0.37% 0.47% 1	260 35 1.76% 0.24% 0.5	85 57% 2	412 45 77 375 114 119 2.79% 0.31% 0.52% 2.54% 0.78% 0.80% 0.4	71 552 18% 3.74% 0	128 184 700 149 152 5 187% 1.25% 4.74% 1.01% 1.03% 3.9	6 125 52 % 0.85% 3.57%	7 933 221 597 927 220 536 6.33% 1.50% 4.05% 6.28% 1.49% 3.63%	- 50	7 272 9	929 419 63 683 0% 2.84% 0.43% 4.63%	3 218 99 6 1.48% 0.67%	328 11 2.22% 0.74	0 192
PGA Blvd East of I-95	4 volume 6 31 11 34 % 0.13% 0.69% 0.24% 0.76%	11 1 0.24% 0.40	18 31 % 0.68% 0.4	19 9 47 2 41% 0.19% 1.03% 0.05% 0	9 44	7 11 51 2 0.15% 0.25% 1.13% 0.04% 0.	21 53 15 46% 1.18% 0.33% 0.3	15 49 3% 1.08% 0	15 33 .34% 0.70%	1.28% 0.49% 0.58% 1	64 18 1.42% 0.39% 0.6	30 55% 2	100 20 26 96 40 37 2.19% 0.45% 0.57% 2.12% 0.87% 0.81% 0.60	2/ 138 0% 3.04% 1	50 64 194 64 55 1 .11% 1.41% 4.28% 1.41% 1.21% 3.6	4 48 172 % 1.06% 3.79%	204 81 187 254 102 189 5.81% 1.79% 4.12% 5.59% 2.25% 4.17%	482 - 10.62% -	372 8.19% 3.2	146 70 23 108 1% 1.55% 0.51% 2.39%	s 48 20 6 1.06% 0.44%	53 3 1.16% 0.75	4 49 % 1.07%
PGA Blvd West of I-95	5 volume 4 19 5 17 % 0.11% 0.61% 0.17% 0.53%	8 1 0.25% 0.41	3 23 % 0.73% 0.2	o 6 27 2 26% 0.20% 0.86% 0.05% 0	5 28 15% 0.88%	4 10 31 2 0.12% 0.33% 0.99% 0.05% 0.	12 28 10 .38% 0.87% 0.30% 0.3	10 27 3% 0.85% 0	25% 0.49%	5 36 11 11 % 1.15% 0.35% 0.35% 1	35 11 1.09% 0.34% 0.5	54% 2	00 13 19 60 28 26 2.06% 0.41% 0.59% 1.90% 0.87% 0.80% 0.6 284 24 47 273 77 77	20 91 3% 2.85% 1	39 51 130 41 36 1 .23% 1.61% 4.08% 1.30% 1.14% 3.5 70 100 4.74 0.7 57	1 32 114 % 1.01% 3.57%	109 /6 148 158 105 194 5.00% 2.40% 4.68% 5.01% 3.31% 6.11%	320 4 10.09% 13.83	% - 1.6	24 38 17 44 8% 1.22% 0.54% 1.39%	4 23 8 6 0.72% 0.25%	22 2 0.69% 0.65	3 28 % 0.90%
I-95 North of PGA Blvd	6 Volume 9 161 21 157 % 0.08% 1.53% 0.20% 1.50% Volume 6 33 16 27	20 5 0.19% 0.54 13 3	% 1.57% 0.4 % 30	48% 0.16% 1.91% 0.05% 0 23 9 45 1	14 185	21 22 20/ 5 0.20% 0.21% 1.97% 0.05% 0. 13 5 47 1	55% 1.93% 0.26% 0.2 27 50 16	27 180 5% 1.71% 0 10 49	20 70	209 41 47 200% 0.39% 0.45% 1 1 51 20 24	1.82% 0.21% 0.5 49 16	56% 2 28	204 34 47 273 73 79 2.71% 0.32% 0.45% 2.60% 0.70% 0.75% 0.4 67 22 20 73 23 20	4d 391 6% 3.73% 0 25 88	107 470 87 95 3 174% 1.04% 4.53% 0.83% 0.90% 3.5 38 50 112 42 47 7	0 // 309 % 0.73% 2.95% 0 30 11	5.28% 1.55% 3.57% 4.90% 1.00% 2.48% 1.49 82 1.38 1.42 50 110	7.72% 1.18	4 92 - % 0.88% - 9 ///	414 68 716 3.95% 0.65% 6.82% 271 - 173 304	6 2.29% 1.02%	3.23% 1.04 90	7 195 % 1.86% 51 104
Donald Ross Rd East of 1-95	Volume 5 13 9 12	0.36% 0.69	% 1.04% 0.6	61% 0.25% 1.22% 0.03% 0 11 7 14 0	10% 1.20% 3 15	0.34% 0.13% 1.27% 0.03% 0. 8 2 15 0	.73% 1.35% 0.44% 0.2 13 17 9	7% 1.33% 0 4 16	.43% 0.839	% 1.38% 0.77% 0.71% 1 4 18 12 10	1.32% 0.44% 0.7 18 7	77% 1 12	1.80% 0.59% 0.53% 1.97% 0.63% 1.06% 0.60 18 12 9 23 11 17	8% 2.37% 1 15 28	.03% 1.34% 3.02% 1.13% 1.27% 2.9 15 20 35 19 19	% 1.05% 3.03%	4.02% 2.21% 3.72% 3.83% 1.61% 3.04% 4.02% 2.21% 3.72% 3.83% 1.61% 3.04%	6.07% 1.34 72	% 1.19% 7.3 3 24		6 2.25% 1.26% 2 33 26	2.67% 1.37	% 2.81% 36 49
Lionald Ross Rd West of I-95	8 % 0.36% 0.86% 0.59% 0.84% Volume 9 137 19 137	0.41% 0.68	% 0.93% 0.7 19 143	72% 0.47% 0.95% 0.02% 0 46 15 172 4	18% 0.99%	0.54% 0.11% 1.02% 0.02% 0. 20 21 184 3	88% 1.13% 0.61% 0.2 54 174 25	7% 1.06% 0 19 158	.57% 0.959 23 64	% 1.20% 0.84% 0.68% 1 4 188 42 41	1.20% 0.50% 0.7 169 19	79% 1 56	1.20% 0.79% 0.59% 1.57% 0.77% 1.13% 1.00 245 29 32 221 62 62	0% 1.88% 1 37 305	.02% 1.36% 2.36% 1.27% 1.27% 2.3 58 79 363 80 75 2	% 1.00% 1.96% 2 63 234	3.23% 2.50% 3.38% 3.25% 2.04% 3.29% 424 135 302 381 86 199	4.90% 2.23 623 10	% 1.63% 7.0 15 68	1% 7.43% - 4.77% 717 129 67 -	6 2.23% 1.77% 300 207	2.66% 2.47	% 3.36% 60 399
1-95 North of Donald Ross Rd	% 0.10% 1.46% 0.20% 1.46% Volume 4 20 8 23	0.17% 0.53	% 1.53% 0.4 15 24	49% 0.16% 1.83% 0.04% 0 14 8 30 1	13% 1.67%	0.21% 0.22% 1.97% 0.04% 0. 9 7 32 2	57% 1.85% 0.27% 0.2 15 29 10	1% 1.69% 0 6 31	.25% 0.68% 10 16	% 2.01% 0.44% 0.44% 1 6 34 15 18	1.80% 0.21% 0.5 32 11	59% 2 18	2.62% 0.31% 0.35% 2.36% 0.66% 0.66% 0.4 55 14 14 50 19 19	0% 3.26% 0 17 67	62% 0.85% 3.88% 0.85% 0.80% 3.1 22 33 81 26 33	% 0.67% 2.51% 9 29 84	4.53% 1.44% 3.22% 4.08% 0.92% 2.13% 1 124 51 102 115 44 92	6.65% 1.12 170	% 0.73% 7.6 2 39	6% 1.38% 0.71% - 219 55 39 284	3.21% 2.21% 4 - 271	4.76% 3.84	% 4.26% 65 114
Indiantown Rd West of L05	% 0.13% 0.66% 0.25% 0.76% Volume 3 24 5 26	0.25% 0.47	% 0.78% 0.4 10 29	44% 0.27% 0.97% 0.03% 0 11 5 34 2	2 34	0.29% 0.22% 1.05% 0.05% 0. 2 5 34 0	50% 0.94% 0.32% 0.1 8 31 6	3% 1.00% 0 4 32	.32% 0.539 7 17	% 1.09% 0.48% 0.58% 1 7 37 7 8	1.05% 0.37% 0.5 38 4	59% 1 11	1.77% 0.45% 1.62% 0.61% 0.63% 0.53 53 6 6 46 12 11	5% 2.20% 0 8 69	1.08% 2.62% 0.85% 1.07% 2.2 17 23 79 18 16	% 0.96% 2.72% 5 20 65	4.05% 1.66% 3.34% 3.76% 1.43% 2.98% 92 39 83 89 26 55	5.57% 1.71	% 1.28% 7.1 3 24	4% 1.79% 1.25% 9.28% 183 49 24 282	6 - 8.79% 2 292 -	3.96% 2.13 75 1.	<u>% 3.74%</u> 22 158
I-95 North of Indiantown Rd	% 0.12% 0.88% 0.18% 0.93% Volume 7 126 19 126	0.17% 0.35	% 1.03% 0.3 14 137	39% 0.19% 1.25% 0.07% 0 38 12 152 4	14 142	0.07% 0.18% 1.24% 0.01% 0. 18 15 158 2	28% 1.11% 0.21% 0.1 47 158 20	3% 1.16% 0 13 137	26% 0.619	% 1.35% 0.23% 0.30% 1 7 163 36 35	1.40% 0.15% 0.4 137 16	41% 1 44	1.92% 0.21% 0.23% 1.69% 0.42% 0.38% 0.2 205 22 24 187 54 52	9% 2.53% 0 32 257	163% 0.84% 2.89% 0.67% 0.57% 2.3 44 56 292 53 58 2	% 0.73% 2.38% 6 46 184	3.38% 1.45% 3.06% 3.24% 0.96% 2.04% 319 107 221 300 61 134	5.31% 1.21 433 (6.7 0.89% 6.7 8 41	1% 1.81% 0.88% 10.41% 488 87 43 592	6 10.81%	2.78% 4.54	% 5.81%
Tumpike North of Indiantown Rd	% 0.10% 1.77% 0.27% 1.78% 3 Volume 5 35 14 34	0.19% 0.62	% 1.93% 0.5 20 38	53% 0.17% 2.13% 0.06% 0 21 10 42 2	20% 2.00%	0.25% 0.21% 2.21% 0.02% 0.	.65% 2.21% 0.28% 0.1 21 45 12	3% 1.92% 0 5 41	.30% 0.80%	% 2.29% 0.50% 0.50% 1 10 47 23 20	1.92% 0.22% 0.6 44 12	52% 2 24	2.89% 0.31% 0.34% 2.62% 0.75% 0.73% 0.4 53 18 7 54 21 24	5% 3.60% 0 19 66	1.62% 0.79% 4.10% 0.74% 0.81% 3.1 29 31 79 27 26	% 0.64% 2.58%	4.48% 1.51% 3.11% 4.21% 0.86% 1.88% 96 54 86 86 36 53	6.08% 0.95 113	% 0.57% 6.8 7 29	5% 1.23% 0.60% 8.31% 128 47 35 298	6 1.75% 1.60% - 3 83 261	0.74	% 3.27% 388
Tumpike North of Donald Ross Rd	% 0.17% 1.11% 0.46% 1.07% Volume 6 57 17 56	0.33% 0.63	% 1.19% 0.6 30 61	66% 0.32% 1.31% 0.06% 0 30 10 63 1	5 61	U.34% 0.19% 1.29% 0.03% 0. 15 5 64 1	.65% 1.42% 0.39% 0.1 34 66 16	9 65	18 42	% 1.48% 0.72% 0.62% 1 12 68 33 28	0.39% 0.39% 0.7 64 16	76% 1. 37	1.6/% U.57% 0.23% 1.72% 0.65% 0.77% 0.6 80 21 13 79 26 37	2% 2.07% 0 24 97	191% 0.99% 2.47% 0.85% 0.82% 2.0 35 45 112 39 42	% 0.89% 1.98% 8 35 10	3.02% 1.71% 2.70% 2.71% 1.14% 1.66% 142 78 138 137 50 89	3.57% 1.16	6 0.90% 4.0	1.49% 1.08% 9.37% 200 79 59 462	2.62% 8.28%	1.17% -	12.22%
1	% U.1.5% 1.27% 0.37% 1.24%	0.26% 0.66	76 1.35% 0.6	0/76 U.2.3% 1.40% 0.02% 0	un% 1.35%	U.35% U.12% 1.42% 0.02% 0.	./0% 1.46% 0.35% 0.2	176 1.45% 0	.37% 0.949	76 I.51% U./2% 0.61% 1	1.41% 0.36% 0.8	1/61	1.70% U.40% U.28% 1.74% 0.57% 0.82% 0.5	1476 Z.16% 0	L/076 U.99% Z.48% 0.86% 0.93% 2.1	76 U.//% 2.23%	a 3.10% 1.74% 3.05% 3.05% 1.11% 1.97%	4.02% 1.03	76 U.85% 4.4	276 1./5% 1.30% 10.22%	a 2.96% 3.50%	4.0.5% 10.36	./o





Table 3.6: Origin-Destination Data of I-95 interchanges in Palm Beach (Evening Periods Summary)

Evening OD Volume	To	1 2 3 4 5 6	7 8 9 10 11 12 13 14	15 16 17 18 19 20 21	22	23 24 25 26 27 28	29 30 31 32 33 34 35	5 36	37 38 39 40 41 42 43	44 45 46 47 48 49 50	51 52 53 54 55 56 57 58 59 60 61 62 63 64
Linton Blvd East of I-95	1 Volume	- 52 108 82 29 43	47 17 20 42 10 13 45		8 25	9 13 23 13 10 22		6	6 8 16 6 4 12 6		
I-95 South of Linton Blvd	2 Volume	- 5.35% 10.99% 8.29% 2.85% 4.41% 91 - 36 479 134 149	4.79% 1.64% 2.17% 4.15% 1.05% 1.30% 4.59% 1.06 415 67 86 374 42 51 412 6 (27%) 1.00% 1.20% 0.20% 0.20% 0.20%	5 1.40% 4.05% 0.39% 1.37% 5.19% 0.99% 0.86 0 74 398 26 78 333 47 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	% 2.55% 19 256	0.87% 1.43% 2.29% 1.38% 1.04% 2.197 54 64 246 79 43 241 0.01% 0.04% 2.197	1.10% 0.98% 1.61% 0.83% 0.70% 1.87% 0.6 50 38 206 54 30 237 0.75% 0.53% 2.10% 0.01% 0.45% 0.2	25 2	5 0.85% 1.67% 0.60% 0.48% 1.21% 0.64% 0.43 2 39 236 29 29 166 55 1 0.21% 0.02%	6 1.22% 0.64% 0.44% 0.82% 0.44% 0.29% 0.68% 6 128 55 30 120 59 29 90	0.46% 0.36% 0.74% 0.44% 0.17% 0.59% 0.27% 0.18% 0.51% 0.13% 0.00% 0.43% 0.05% 0.35% 333 15 122 18 8 89 27 6 81 18 9 61 18 28
Linton Blvd West of I-95	3 Volume	1.39% - 0.55% 7.20% 2.03% 2.24% 137 57 - 47 24 35	6.25% 1.00% 1.29% 5.61% 0.63% 0.78% 6.20% 0.90 34 16 14 32 5 10 30	% 1.11% 5.98% 0.39% 1.17% 5.00% 0.70% 0.74 0 13 29 3 12 29 10 1 2 29 0 0	% <u>3.85%</u> 8 22	0.81% 0.96% 3.69% 1.18% 0.64% 3.61% 10 12 20 13 11 20	0.75% 0.57% 3.10% 0.81% 0.45% 3.55% 0.3	7	\$ 0.59% 3.55% 0.43% 0.43% 2.50% 0.82% 0.24 9 10 16 8 6 12 6	6 1.92% 0.83% 0.45% 1.80% 0.88% 0.44% 1.35% 4 8 5 5 8 5 6 7 4 8 6 5 6 7	0.50% 0.22% 1.82% 0.27% 0.12% 1.33% 0.40% 0.09% 1.21% 0.27% 0.13% 0.91% 0.28% 0.42%
1-95 North of Linton Blvd	4 Volume	16.24% 6.5.3% - 5.08% 2.66% 3.88% 35 285 31 - 118 132	3.77% 1.77% 1.53% 3.62% 0.60% 1.11% 3.32% 1.05 337 70 78 302 43 48 308	% 1.51% 3.14% 0.29% 1.34% 3.18% 1.07% 0.87 1 67 303 23 72 251 42 3	% 2.39% 39 194	0.99% 1.31% 2.18% 1.43% 1.18% 2.10% 42 54 196 63 38 18%	0.98% 0.87% 1.82% 0.54% 0.70% 1.86% 0.7 43 35 158 46 25 172	20 2	5 1.07% 1.75% 0.79% 0.58% 1.26% 0.63% 0.39% 0 33 171 28 22 127 42 1	6 0.87% 0.56% 0.50% 0.85% 0.49% 0.59% 0.66% 4 95 50 33 94 45 24 70	0.5% 0.43% 0.95% 0.3% 0.1% 0.8% 0.51% 0.31% 0.64% 0.32% 0.03% 0.52% 0.27% 0.27% 0.50% 29 14 85 14 6 72 25 7 67 13 9 47 16 25
Atlantic Ave East of I-95	5 Volume	0.69% 5.49% 0.60% - 2.27% 2.53% 17 66 17 78 - 469 2.70% 2.53%	6.49% 1.34% 1.50% 5.81% 0.83% 0.93% 5.92% 0.99 133 42 42 132 43 31 116 5	% 1.28% 5.82% 0.43% 1.38% 4.84% 0.80% 0.74 5 29 100 14 35 82 23 1 5 29 0.00 14 5 82 23 1	% <u>3.74%</u> 17 58	0.81% 1.05% 3.75% 1.20% 0.73% 3.629 21 25 59 33 18 5 2 59 5 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	0.81% 0.67% 3.04% 0.89% 0.47% 3.30% 0.3 17 15 47 15 9 49	39% 0.389 13 1	\$ 0.62% 3.29% 0.54% 0.42% 2.45% 0.81% 0.27 4 16 44 14 11 29 17 0.000 0.000 0.000	6 1.84% 0.97% 0.62% 1.82% 0.85% 0.45% 1.35% 6 19 17 14 18 14 12 13	0.55% 0.26% 1.62% 0.28% 0.12% 1.38% 0.47% 0.13% 1.28% 0.24% 0.18% 0.90% 0.31% 0.48% 9 7 14 7 2 14 9 4 12 4 1 10 5 9 9 7 14 7 2 16 9 4 12 4 1 10 5 9
Atlantic Ave West of I-95	6 Volume	0.73% 2.86% 0.73% 3.39% - 20.26% 33 136 42 148 345 -	5.75% 1.79% 1.81% 5.73% 1.89% 1.34% 5.02% 1.55 1111 39 36 105 27 22 108 4.60% 1.69% 1.55	% 1.27% 4.31% 0.58% 1.51% 3.55% 0.99% 0.75 12 28 100 10 32 80 27 1 12 124% 4.23% 0.43% 1.23% 0.40% 1.25%	% 2.50% 18 65	0.95% 1.09% 2.55% 1.41% 0.78% 2.21% 25 29 62 35 22 55 1.05% 1.09% 2.60% 1.41% 0.78% 2.21%	0.73% 0.87% 2.03% 0.84% 0.37% 2.11% 0.5 17 18 54 16 12 52 0.72% 0.72% 0.72% 0.60% 0.40% 0.10%	16 1	5 0.67% 1.88% 0.60% 0.46% 1.26% 0.75% 0.27 4 18 44 14 11 34 18 0.75% 0.75% 0.27	6 0.81% 0.71% 0.59% 0.76% 0.62% 0.50% 0.54% 7 25 18 15 22 16 12 19 1 200 0.71% 0.71% 0.00% 0.75% 0.70% 0.70%	0.38% 0.30% 0.61% 0.31% 0.07% 0.59% 0.40% 0.15% 0.53% 0.19% 0.44% 0.43% 0.21% 0.37% 13 7 22 8 2 19 11 5 19 6 3 16 7 12 5 70% 0.20% 0.20% 0.21% 0.21% 0.07% 0.55% 0.19% 0.01% 0.21% 0.21% 0.21%
I-95 North of Atlantic Ave	7 Volume	1.42% 5.00% 1.70% 0.23% 14.40% - 34 230 28 248 86 157	4.04% 1.02% 1.00% 4.30% 1.10% 0.92% 4.53% 1.33 - 82 114 469 60 64 449	75 1.1476 4.2276 0.4276 1.3176 3.3476 1.1276 0.74 73 81 465 32 86 358 52 4	76 2.73%	1.05% 1.19% 2.00% 1.47% 0.92% 2.29% 58 70 247 84 45 26	0.72% 0.76% 2.26% 0.66% 0.46% 2.16% 0.6 46 36 215 54 33 235	25 2	0 0.75% 1.83% 0.58% 0.47% 1.39% 0.75% 0.30 7 42 222 38 29 165 52 1	7 118 56 33 113 50 26 85	0.52% 0.30% 0.90% 0.34% 0.07% 0.7% 0.4% 0.4% 0.02% 0.24% 0.1% 0.66% 0.30% 0.5%
Woolbright Rd West of I-95	8 Volume	0.53% 3.56% 0.44% 3.84% 1.33% 2.44% 14 52 15 63 28 55	- 1.28% 1.77% 7.28% 0.94% 0.99% 6.97% 1.13 89 - 229 112 33 33 120	% 1.26% 7.23% 0.50% 1.33% 5.55% 0.80% 0.75 17 32 98 16 31 88 29 2	% 4.13% 24 60	0.90% 1.09% 3.83% 1.30% 0.89% 4.047 29 33 65 36 22 55	0.71% 0.56% 3.34% 0.84% 0.51% 3.65% 0.3 20 21 50 16 10 46	16 1	\$ 0.65% 3.45% 0.59% 0.44% 2.56% 0.81% 0.26 5 20 44 12 13 36 17 1 0.000 0.000	6 1.84% 0.87% 0.51% 1.75% 0.77% 0.40% 1.31% 1 24 17 15 23 18 16 18	0.51% 0.24% 1.61% 0.27% 0.11% 1.26% 0.37% 0.09% 1.12% 0.25% 0.18% 0.80% 0.25% 0.41% 13 8 23 8 2 18 12 5 19 6 3 12 9 12
Woolbright Rd East of I-95	9 Volume	0.66% 2.47% 0.73% 3.00% 1.33% 2.59% 8 29 7 36 18 36 0.00% 1.00% 0.27%	4.20% - 10.99% 5.34% 1.57% 1.57% 5.65% 1.76 65 376 - 171 35 46 150 3 2.27% 1.000% 0.27% 1.77% 1.57% 5.65% 1.76	75 1.49% 4.65% 0.77% 1.44% 4.14% 1.34% 1.12 80 38 119 12 26 82 29 2 10 30% 5.00% 0.20% 1.30% 1.30% 1.12	% 2.80% 23 58	1.36% 1.54% 3.04% 1.68% 1.04% 2.507 18 24 57 30 14 44 0.00% 1.21% 2.00% 1.64% 1.04%	0.93% 0.97% 2.36% 0.75% 0.48% 2.20% 0.7 12 12 34 14 11 36 0.00% 0.13% 0.75% 0.20% 1.05%	9 1	\$ 0.93% 2.04% 0.56% 0.60% 1.69% 0.80% 0.49 1 14 35 11 8 25 9 0.047 0.20% 0.20%	6 1.13% 0.77% 0.69% 1.09% 0.82% 0.75% 0.83% 6 15 10 6 16 9 6 12 0.75% 0.75% 0.83%	0.58% 0.37% 1.06% 0.36% 0.09% 0.84% 0.57% 0.22% 0.87% 0.30% 0.14% 0.53% 0.40% 0.57% 7 5 16 6 1 11 5 2 10 3 2 5 3 4 7 7 5 16 0 0 0.20% 0.20% 0.10% 0.10% 0.10% 0.10% 0.10% 0.10% 0.10% 0.10% 0.10%
I-95 North of Woolbright Rd	10 Volume	0.39% 1.40% 0.37% 1.81% 0.69% 1.63% 30 214 29 232 83 133 0.41% 2.00% 0.41% 2.20% 1.13% 1.03%	3.27% 16.99% - 6.63% 1.76% 2.31% 7.56% 1.31 354 160 100 - 98 95 641 4	76 1.90% 5.99% 0.38% 1.31% 4.12% 1.40% 1.16 78 107 539 43 107 404 68 66 1.16 2.00% 7.539 43 0.00% 5.00%	76 2.90% 56 307	0.9276 1.2176 2.8976 1.5176 0.7076 2.437 64 82 294 102 49 277 0.00% 1.1576 4.120 1.5176 0.708	0.00% 0.01% 1.71% 0.72% 0.53% 1.84% 0.4 55 42 237 67 40 253 0.72% 0.50% 0.55% 0.4	28 3	0 0.66% 1.75% 0.54% 0.39% 1.27% 0.47% 0.32 12 48 235 40 31 160 60 2 12 48 235 40 31 160 60 2	0 0.14% 0.46% 0.32% 0.19% 0.44% 0.30% 0.59% 1 120 59 34 127 56 31 83 1 200 0.09% 0.40% 1.10%	0.33% 0.27% 0.7% 0.30% 0.07% 0.33% 0.23% 0.17% 0.46% 0.17% 0.08% 0.24% 0.15% 0.22% 0.7% 0.7% 0.5% 0.22%
Boynton Beach Blvd East of I-95	11 Volume	0.42% 3.00% 0.41% 3.20% 1.17% 1.07% 5 20 2 22 18 32 0.00% 1.50% 0.10% 1.7%	4.97% 2.24% 1.41% - 1.38% 1.33% 9.00% 1.38 41 36 21 62 - 269 131 4 2.25% 2.24% 1.41% - 1.38% 1.33% 9.00% 1.38	1.50% 7.57% 0.60% 1.50% 5.66% 0.92% 0.92% 16 31 88 14 23 52 21 1 16 24.2% 4.30% 1.30% 1.30% 1.40% 1.40%	76 4.30% 19 38	0.90% 1.15% 4.13% 1.43% 0.08% 3.927 15 15 31 17 9 25%	0.76% 0.59% 3.32% 0.44% 0.55% 3.55% 0.4 5 8 20 9 8 21 0.20% 0.6% 1.55% 0.74% 0.55% 3.55% 0.4	2	2 1 20 5 3.2% 0.36% 0.44% 2.24% 0.85% 0.29 2 1 20 5 3 12 3 0.00% 0.20% 0.20%	1.0976 0.0376 0.4076 1.7076 0.7976 0.4376 $1.10762 7 7 7 2 5 2 2 40.0576 0.0576 0.1076 0.1976 0.2016 0.1076$	0.52% 0.22% 1.54% 0.27% 0.13% 1.16% 0.33% 0.10% 1.05% 0.22% 0.13% 0.65% 0.22% 0.35%
Boynton Beach Blvd West of I-95	12 Volume	0.30% 1.55% 0.13% 1.74% 1.45% 2.55% 11 31 9 41 22 29 0.00% 1.31% 0.47% 2.55%	59 37 35 96 282 - 161 4 59 37 35 96 282 - 161 4 59 37 35 96 282 - 161 4	75 2.47% 0.09% 1.11% 1.03% 4.10% 1.08% 1.47 14 40 110 18 20 78 28 1 2.21% (0.11% 1.08% 1.21\% 1.21\% 1	76 2.90%	1.27% 1.16% 2.45% 1.34% 0.08% 1.977 25 24 53 35 18 44 1.26% 1.26% 2.40% 1.04% 0.08% 1.977	0.39% 0.00% 1.55% 0.72% 0.05% 1.03% 0.1	11 0.10	9 11 41 8 8 23 10 0 00% 23% 0.42% 0.20% 0.20% 0.20% 0.10	6 0.53% 0.55% 0.13% 0.39% 0.18% 0.13% 0.31% 5 14 10 7 16 10 7 13 6 0.70% 0.51% 0.25% 0.71%	0.18% 0.05% 0.26% 0.26% 0.05% 0.03% 0.03% 0.18% 0.10% 0.05% 0.05% 0.05% 0.00% 0.10% 0.05% 0.05%
I-95 North of Boynton Beach Blvd	13 Volume	0.80% 1.71% 0.47% 2.23% 1.21% 1.55% 28 184 24 175 69 126 2.31% 2.20% 2.70% 2.15%	3.22% 2.00% 1.94% 5.23% 15.34% - 0.00% 2.30 270 129 59 386 81 125 - 14 2.20% 15.94% 0.73% 4.63% 0.03% 1.50%	36 2.10% 6.01% 1.00% 1.01% 4.25% 1.34% 1.05% 13 161 796 58 131 573 108 9 14 0.20% 0.56% 0.70% 1.50% 0.20% 1.00%	76 3.61% 20 418	1.30% 1.32% 2.88% 1.91% 0.99% 2.497 100 114 386 133 66 364	0.01% 0.04% 2.13% 0.03% 0.09% 1.90% 0.5 69 59 301 91 50 323	35 3	6 0.59% 2.21% 0.45% 0.44% 1.26% 0.55% 0.26% 1.26% 0.55% 0.26% 0.44% 1.20% 0.55% 0.26% 1.20% 0.44% 1.20% 0.55% 0.26%	0.78% 0.52% 0.38% 0.85% 0.55% 0.37% 0.71% 7 158 73 37 155 69 38 104 1 2000 0.00% 0.44% 1 20% 0.05% 0.47%	0.45% 0.32% 0.35% 0.22% 0.11% 0.45% 0.27% 0.14% 0.42% 0.15% 0.44% 0.27% 0.11% 0.25% 0.44% 0.27% 0.11% 0.25%
Gateway Blvd East of I-95	14 Volume	0.34% 2.20% 0.29% 2.10% 0.62% 1.51% 8 22 10 24 26 35	41 35 12 52 26 48 75 -	20 1.93% 9.55% 0.70% 1.58% 6.87% 1.29% 1.08 404 119 24 39 94 34 2 20.02% (.39% 1.20% 2.10%) 1.01%	25 58	1.20% 1.30% 4.64% 1.60% 0.79% 4.427 22 25 49 30 15 4.1 22 25 25 49 30 15 4.1	0.83% 0.71% 3.81% 1.09% 0.80% 3.87% 0.4 14 13 35 13 10 33 0.70% 0.75% 1.00% 0.75% 0.60% 1.03%	9 1	6 0.67% 3.97% 0.62% 0.45% 2.75% 0.64% 0.32 1 15 31 8 9 22 9 0.02% 1.26% 0.47% 0.60% 0.50% 0.50%	6 1.90% 0.88% 0.44% 1.88% 0.83% 0.46% 1.25% 4 13 12 7 11 10 6 11 4 0.73% 0.00% 0.25% 0.44% 0.50% 0.25%	0.36% 0.25% 1.70% 0.26% 0.13% 1.22% 0.36% 0.11% 1.15% 0.25% 0.14% 0.77% 0.24% 0.41% 0.41% 0.41% 0.41% 0.20%
Gateway Blvd West of I-95	15 Volume	0.44% 1.25% 0.54% 1.38% 1.49% 2.01% 8 39 12 40 23 34 0.29% 1.72% 0.54% 1.91% 1.04% 1.52%	2.31% 1.99% 0.09% 2.95% 1.47% 2.73% 4.27%	10- 164 25 37 125 41 2 1 2928 1 2928 1 201 1 20	76 3.27% 29 84	1.20% 1.42% 2.70% 1.00% 0.03% 2.417 35 29 78 48 25 76 1.66% 1.21% 2.51% 2.44% 1.11% 2.60%	0.79% 0.75% 1.98% 0.73% 0.53% 1.87% 0.4 23 16 58 20 14 55 1.02% 0.73% 2.57% 0.23% 0.64% 2.45% 0.5	13 1	5 0.87% 1.74% 0.47% 0.49% 1.24% 0.30% 0.23 5 20 61 15 14 38 20 0.92% 2.72% 0.65% 0.62% 1.20% 0.03%	6 0.72% 0.88% 0.38% 0.64% 0.58% 0.32% 0.80% 8 22 20 14 24 15 12 19 (100% 0.06% 0.66% 0.67% 0.55% 0.86%	0.41% 0.30% 0.42% 0.21% 0.44% 0.47% 0.42% 0.11% 0.45% 0.15% 0.44% 0.28% 0.15% 0.30%
I-95 North of Gateway Blvd	16 Volume	20 184 24 189 64 118 20 20 2026 2026 2026 2026 2026 2026 202	278 112 54 351 1.338 1.038 4.778 10.82	124 - 87 162 802 148 127 144 - 87 162 802 148 12 159 - 0.04% 1.79% 9.70% 1.48% 12	20 561	1.30% 1.31% 3.31% 2.14% 1.11% 3.40% 131 143 478 176 84 460 142% 1.52% 5.24% 1.22% 0.22% 5.46%	84 69 366 99 59 388 0.02% 0.76% 4.03% 1.09% 0.65% 4.25% 0.4	42 4	6 73 393 71 50 261 85 3 0 000 4 200 0 799 0 50 3	2 185 84 49 185 0.07% 0.55% 0.85% 2 185 84 49 185 85 40 130	0.1378 0.4178 0.0058 0.4178 0.178 0.0078 0.4278 0.278 0.278 0.0378 0.0378 0.1378 0.4178 0.4178 0.578 0.278 0.0058 0.0378 0.1378 0.4178 0.578 0.278 0.0058 0.
Hypoluxo Rd East of I-95	17 Volume	0.22% 2.02% 0.20% 2.07% 0.70% 1.27% 3 9 4 8 9 10 0.26% 0.20% 0.70% 0.70%	15 13 5 24 9 11 24 4.56 0.57 16 10.00 10 10 10 10 10 10 10 10 10 10 10 10 1	7 29 46 - 199 104 68 3 2 27 29 46 - 199 104 68 3	35 53 97 5 2097	1.43/8 1.57/8 5.24/8 1.73/8 0.72/8 5.04/ 21 27 42 23 8 8 2056 2.409/ 4.109/ 2.230 0.92/ 2.038	7 10 20 12 6 18 0.652 0 0.70 0 4.010 1.070 0.030 4.250 0.4 7 10 20 12 6 18 0.664 1.020 1.050 0.020	2 0.100	2 5 16 4 3 9 5 0.00% 156% 0.11% 0.22% 0.01% 0.49% 0.22%	2 2.03 0.72 0.04 0.20 0.73 0.44 0.1.42 0 2 9 5 2 5 3 1 4 4 0.99 0.50 0.10 0.04 0.26 0.10 0.44 0.1.42 0	0.37% 0.20% 1.00% 0.30% 0.13% 1.32% 0.37% 0.10% 1.22% 0.23% 0.10% 0.60% 0.20% 0.37% 1 1 4 1 0 3 1 0 2 1 0 1 0 1 0 0 1 0.32% 0.32% 0.12% 0.00% 0.23% 0.02% 0.22% 0.02% 0.22% 0.00%
Hypoluxo Rd West of I-95	18 Volume	9 47 14 48 27 46 0.21% 1.50% 0.47% 1.62% 0.25% 1.57%	1.46% 1.26% 0.35% 2.31% 0.64% 1.03% 2.32% 2.60 78 43 24 97 22 27 102 2.42% 1.47% 0.92% 2.37% 0.72% 0.00% 2.49% 1.43	19 49 152 210 198 77 4 1 146 5 108 7 797 4	10 137	2.00% 2.00% 4.10% 2.27% 0.82% 3.077 50 48 123 72 30 100 1.00% 1.62% 4.15% 2.42% 1.02% 2.60%	34 25 88 33 18 92 144 0 944 2 044 1 124 0 424 2 007 0 7	21 1	9 30 83 23 19 62 35 9 100 297 0.797 0.478 0.338 0.978 0.488 0.23	9 49 26 21 41 33 21 34 (1 444 0 000 0 775 1 205 1 125 0 719 1 145	22 13 34 12 4 30 17 6 25 7 4 20 10 18 22 13 34 12 4 30 17 6 25 7 4 20 10 18
I-95 North of Hypoluxo Rd	19 Volume	0.31% 1.37% 0.47% 1.02% 0.32% 1.57% 18 142 20 157 46 93 0.22% 1.24% 0.25% 1.02% 0.57% 1.14%	2038 1.478 0.638 3.278 0.738 0.708 3.468 1.63 207 87 37 251 35 56 280	4 98 416 49 178 0000 2.578 1.34 1 98 416 49 178 193 13 1 193 13	x 4.37%	1.1078 1.0278 4.1578 2.4278 1.0278 3.007 1.31 1.38 525 190 87 458 1.6278 1.6096 4.659 2.228 1.079 5.658	89 74 355 106 58 379 1 000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	36 4	6 75 364 69 46 245 86 2 0 022 4 422 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 180 83 49 175 80 42 125 (2 239 102% 0.60% 2.16% 0.99% 0.51% 1.22%	52 26 143 32 11 108 34 8 96 18 13 63 20 31 52 26 143 32 11 108 34 8 96 18 13 63 20 31 649 0.228 0.22
Lantana Rd East of I-95	20 Volume	2 17 7 19 13 22 0.0% 0.84% 0.32% 0.93% 0.5% 1.10%	27 16 7 32 15 20 45 131% 0.77% 0.34% 1.60% 0.73% 1.00% 2.21% 0.85	7 25 61 33 47 77 39 1 25% 3 03% 1 63% 2 31% 3 78% 1 1960	97 133 % 6.49%	59 55 91 66 33 74 2 93% 2 69% 4 51% 3 22% 1 62% 3 619	33 25 62 28 17 55 1574 1994 3.064 1394 0.814 2.724 0.8	17 1	1 19 50 14 11 37 16 0 09% 241% 0.6% 0.56% 1.70% 0.80% 0.43%	9 22 19 9 22 14 9 17 6 10% 0.9% 0.4% 1.0% 0.6% 0.45% 0.85%	12 9 15 9 2 12 8 3 11 5 1 8 5 7 0.69% 0.4% 0.4% 0.4% 0.19% 0.59% 0.49% 0.15% 0.5% 0.5% 0.34%
Lantana Rd West of I-95	21 Volume	6 24 7 25 14 22 0 28% 1 18% 0 34% 1 24% 0 70% 1 11%	43 25 11 52 12 17 58 2 214% 125% 0.55% 2.57% 0.59% 0.81% 2.82% 116	123 25 88 26 43 99 385 1 236 4 34% 1 27% 2 08% 4 85% 18 87%	98	44 28 79 61 19 72 211% 135% 388% 2 97% 0.93% 3 505	23 16 60 27 14 64 113% 0.76% 2.97% 1.35% 0.66% 3.14% 0.6	13	9 17 60 16 12 42 20 • 0.82% 2.90% 0.78% 0.61% 2.05% 0.77% 0.38%	8 25 21 13 21 16 13 16 4 120% 102% 0.52% 102% 0.76% 0.65% 0.76%	13 10 16 8 2 13 9 4 11 4 1 8 6 8 0.19% 0.46% 0.47% 0.46% 0.47% 0.46% 0.47%
I-95 North of Lantana Rd	22 Volume	0.15% 1.71% 0.26% 1.74% 0.53% 1.04%	161 62 23 178 22 38 198 4 2.41% 0.92% 0.35% 2.65% 0.32% 0.57% 2.95% 0.60	10 61 277 24 110 298 71 9 0 61 277 24 130 298 71 9 0 02% 413% 0 36% 1 63% 4 44% 1 05% 1 39%	4.70% 93 - %	142 134 526 180 77 430 210% 199% 7.83% 2.67% 1.15% 6.409	85 60 337 91 55 355 1 27% 0.89% 5.01% 1.35% 0.82% 5.28% 0.6	42 4	2 66 355 63 47 238 87 3 4 0.99% 5.2% 0.93% 0.69% 3.5% 1.30% 0.45%	D 162 84 42 149 68 36 107 0 162 84 42 149 68 36 107	45 26 140 25 10 100 31 8 92 16 12 54 20 29 0.57% 0.30% 2.09% 0.38% 0.15% 1.48% 0.47% 0.11% 1.37% 0.25% 0.17% 0.80% 0.29% 0.43%
6th Ave S East of I-95	23 Volume	5 26 7 24 17 22 0 20% 1 02% 0 27% 0 94% 0 68% 0 87%	40 21 13 49 11 29 59 158% 0.84% 0.53% 1.95% 0.42% 1.16% 2.36% 0.79	10 30 73 14 48 87 41 3 10 30 73 14 48 87 41 3 10 12 19 29% 0.55% 1.91% 3.47% 1.64% 1.53	38 78 % 3.11%	411 153 85 51 114 - 1644% 613% 3.42% 2.03% 4.63%	40 33 85 38 23 87 161% 133% 339% 154% 0.94% 350% 0.8	21 2	4 30 78 21 20 56 28 1 4 19% 313% 0.85% 0.80% 2.24% 111% 0.51	3 35 30 16 30 22 15 23 6 140% 122% 0.65% 122% 0.87% 0.59% 0.91%	17 10 26 10 4 23 12 3 19 6 3 13 7 12 0.67% 0.39% 1.04% 0.39% 0.15% 0.91% 0.49% 0.12% 0.78% 0.23% 0.13% 0.53% 0.28% 0.48%
6th Ave S West of I-95	24 Volume	8 48 13 50 22 35 0 28% 1 58% 0 44% 1 59% 0 73% 1 16%	71 36 19 88 16 30 100 3	11 35 130 21 68 139 63 4 4 144 431 0 68 2 206 4 54 2 25 1 60	19 124 % 4.06%	357 - 154 81 47 120 11 64% - 510% 264% 153% 4187	36 31 98 38 19 101 1 18% 1 26% 0.63% 3.31% 0.8	25 2	5 32 96 20 21 70 35 1 5 104% 313% 0.65% 0.68% 2.30% 1.12% 0.39	2 42 32 24 39 31 21 31 4 13% 10% 0.7% 12% 10% 0.6% 101%	23 15 30 13 4 27 17 7 23 9 5 17 13 16 0.74% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50% 0.50%
I-95 North of 6th Ave S	25 Volume	14 129 20 132 35 74 0.18% 1.73% 0.27% 1.77% 0.47% 0.99%	171 70 33 203 20 43 220 3 229% 0.94% 0.45% 2.72% 0.27% 0.57% 2.95% 0.49	17 69 292 27 118 285 73 9 19 093% 391% 0.36% 1.58% 3.81% 0.98% 1.21	276 % 3.70%	83 170 - 258 113 57 111% 2 27% - 3 46% 1 51% 7 647	114 80 415 123 66 433 152% 106% 556% 164% 0.89% 5.79% 0.6	51 5	3 84 423 76 57 284 97 4 112% 565% 102% 0.76% 3.80% 1.30% 0.57	3 188 97 54 178 85 45 124 3 251% 129% 072% 239% 114% 0.61% 1.65%	55 29 157 29 10 110 33 9 101 19 13 60 22 33 0.74% 0.39% 2.10% 0.39% 0.14% 1.47% 0.44% 0.12% 1.35% 0.25% 0.17% 0.80% 0.29% 0.44%
10th Ave N East of I-95	26 Volume	5 22 8 27 13 25 0.18% 0.82% 0.31% 0.98% 0.48% 0.93%	34 23 9 39 5 16 43 1.24% 0.86% 0.34% 1.44% 0.20% 0.60% 1.58% 0.70	9 23 62 5 35 61 24 3 % 0.85% 2.27% 0.18% 1.28% 2.25% 0.88% 1.25	84 59 % 2.19%	44 63 101 - 374 18 1.62% 2.33% 3.72% - 13.79% 6.689	57 41 143 60 32 131 2.10% 1.51% 5.27% 2.22% 1.17% 4.82% 1.0	29 2 06% 0.959	6 43 127 36 24 79 44 1 % 1.60% 4.67% 1.31% 0.87% 2.93% 1.62% 0.55	5 57 43 27 45 33 21 34 6 2.09% 1.60% 0.98% 1.67% 1.20% 0.79% 1.27%	22 14 37 12 5 27 16 5 22 8 5 15 8 16 0.82% 0.50% 1.35% 0.44% 0.17% 0.99% 0.58% 0.20% 0.80% 0.28% 0.17% 0.56% 0.31% 0.59%
10th Ave N West of I-95	27 Volume %	4 29 11 33 10 27 0.18% 1.23% 0.45% 1.39% 0.43% 1.15%	37 23 10 44 9 20 50 1.60% 1.00% 0.42% 1.90% 0.37% 0.88% 2.13% 0.74	7 22 72 13 34 69 31 2 % 0.93% 3.10% 0.56% 1.45% 2.94% 1.31% 1.24	29 64 % 2.75%	48 66 114 338 - 111 2.07% 2.83% 4.87% 14.51% - 5.079	38 28 93 40 17 97 1.61% 1.17% 4.00% 1.70% 0.73% 4.17% 0.8	20 2	1 29 94 29 19 64 32 1 % 1.23% 4.07% 1.26% 0.80% 2.79% 1.38% 0.57	3 38 30 20 35 28 20 24 6 1.64% 1.30% 0.87% 1.49% 1.21% 0.85% 1.01%	18 12 28 12 4 17 14 5 16 6 2 10 8 11 0.78% 0.50% 1.18% 0.50% 0.17% 0.71% 0.61% 0.19% 0.67% 0.24% 0.10% 0.42% 0.36% 0.46%
I-95 North of 10th Ave N	28 Volume %	9 103 18 99 30 61 0.13% 1.43% 0.25% 1.38% 0.42% 0.85%	138 58 26 162 12 34 175 2 1.92% 0.80% 0.36% 2.25% 0.17% 0.47% 2.43% 0.40	19 43 221 16 90 217 44 66 % 0.60% 3.07% 0.22% 1.25% 3.00% 0.60% 0.85%	51 199 % 2.76%	60 124 299 77 105 - 0.83% 1.72% 4.14% 1.06% 1.46% -	135 100 538 163 88 567 1.87% 1.38% 7.45% 2.26% 1.22% 7.86% 0.8	59 6 31% 0.859	2 100 511 93 62 350 121 4 % 1.39% 7.07% 1.29% 0.86% 4.86% 1.68% 0.61	4 232 112 61 214 103 57 147 6 3.21% 1.55% 0.85% 2.96% 1.43% 0.79% 2.04%	70 33 187 35 14 130 39 10 111 19 15 66 23 36 0.97% 0.45% 2.60% 0.48% 0.20% 1.80% 0.54% 0.14% 1.54% 0.27% 0.20% 0.91% 0.32% 0.49%
Forest Hill Blvd East of 1-95	29 Volume %	4 9 5 9 7 11 0.23% 0.54% 0.33% 0.57% 0.41% 0.67%	11 8 6 15 1 5 17 0.70% 0.52% 0.34% 0.92% 0.08% 0.33% 1.07% 0.47	8 9 21 2 19 22 9 1 % 0.58% 1.32% 0.13% 1.14% 1.36% 0.55% 0.66	11 24 % 1.45%	17 24 37 23 30 4 1.06% 1.48% 2.26% 1.40% 1.83% 2.48%	- 242 103 34 18 102 - 14.80% 6.28% 2.07% 1.06% 6.20% 1.2	20 1	9 31 93 34 26 63 37 1 % 1.88% 5.68% 2.06% 1.59% 3.83% 2.23% 0.80	3 43 31 21 36 30 18 28 6 2.65% 1.91% 1.29% 2.16% 1.83% 1.13% 1.72%	19 15 29 13 5 21 15 4 20 8 4 14 10 15 1.16% 0.89% 1.77% 0.77% 0.28% 1.29% 0.91% 0.26% 1.20% 0.46% 0.22% 0.87% 0.59% 0.89%
Forest Hill Blvd West of I-95	30 Volume %	5 28 10 28 12 28 0.26% 1.47% 0.55% 1.48% 0.64% 1.48%	35 21 8 43 3 12 46 1.88% 1.14% 0.42% 2.33% 0.17% 0.61% 2.41% 0.80	15 14 51 8 33 59 21 1 % 0.75% 2.72% 0.44% 1.75% 3.13% 1.08% 0.76	4 48 2.55%	22 40 71 47 37 8 1.14% 2.14% 3.75% 2.46% 1.92% 4.299	157 - 94 26 14 96 8.37% - 4.93% 1.37% 0.71% 5.03% 0.9	19 2 99% 1.049	0 30 91 25 21 59 35 1 % 1.59% 4.80% 1.31% 1.08% 3.10% 1.81% 0.70	3 40 26 16 43 24 15 27 6 2.09% 1.37% 0.84% 2.23% 1.26% 0.77% 1.41%	19 14 26 12 5 17 12 5 17 9 2 10 7 11 0.96% 0.75% 1.36% 0.63% 0.27% 0.90% 0.63% 0.26% 0.88% 0.45% 0.12% 0.50% 0.38% 0.57%
I-95 North of Forest Hill Blvd	31 Volume %	12 132 19 140 32 72 0.16% 1.72% 0.24% 1.84% 0.42% 0.94%	185 67 27 221 21 44 228 223 2.43% 0.88% 0.36% 2.90% 0.28% 0.57% 2.99% 0.41	11 64 299 20 109 271 55 8 % 0.84% 3.93% 0.26% 1.42% 3.55% 0.72% 1.06	30 259 % 3.40%	73 144 373 89 127 400 0.96% 1.88% 4.88% 1.16% 1.66% 5.32%	48 128 - 162 82 597 0.62% 1.67% - 2.12% 1.07% 7.82% 0.7	56 6 73% 0.819	2 106 536 94 62 328 131 3 % 1.40% 7.03% 1.23% 0.81% 4.30% 1.71% 0.51	9 220 111 51 202 93 52 142 6 2.88% 1.46% 0.67% 2.65% 1.23% 0.69% 1.86%	61 34 168 31 16 116 34 9 105 22 11 63 20 36 0.80% 0.45% 2.20% 0.41% 0.21% 1.52% 0.45% 0.12% 1.37% 0.30% 0.15% 0.83% 0.26% 0.48%
Southern Blvd East of I-95	32 Volume %	2 12 3 13 8 9 0.09% 0.70% 0.18% 0.72% 0.44% 0.49%	15 7 5 16 2 6 18 0.85% 0.40% 0.31% 0.90% 0.09% 0.36% 1.03% 0.34	6 6 23 1 13 21 10 1 % 0.34% 1.31% 0.08% 0.73% 1.21% 0.55% 0.81%	14 28 % 1.62%	11 25 28 18 30 42 0.65% 1.44% 1.62% 1.02% 1.70% 2.45%	15 28 72 - 303 93 0.86% 1.60% 4.19% - 17.52% 5.36% 1.2	21 1 20% 0.939	6 30 126 25 25 90 43 1 % 1.71% 7.25% 1.43% 1.43% 5.19% 2.46% 0.94	6 54 28 18 56 29 20 33 6 3.10% 1.62% 1.03% 3.25% 1.69% 1.17% 1.89%	26 18 37 15 6 22 12 5 20 9 2 14 7 12 1.48% 1.04% 2.15% 0.88% 0.32% 1.28% 0.69% 0.30% 1.13% 0.50% 0.09% 0.78% 0.40% 0.67%
Southern Blvd West of I-95	33 Volume %	2 15 4 17 9 14 0.13% 0.99% 0.26% 1.12% 0.59% 0.90%	24 12 6 27 7 9 34 1.60% 0.81% 0.38% 1.75% 0.44% 0.59% 2.24% 0.50%	8 13 40 4 18 39 16 1 % 0.88% 2.65% 0.24% 1.16% 2.56% 1.05% 0.76'	12 34 % 2.26%	23 32 50 25 19 50 1.53% 2.10% 3.30% 1.62% 1.27% 3.309	13 19 98 138 - 57 0.83% 1.22% 6.45% 9.08% - 3.75% 2.1	33 1 15% 0.889	3 22 100 24 12 72 32 % 1.47% 6.57% 1.58% 0.79% 4.71% 2.12% 0.53*	8 47 27 11 44 31 20 23 6 3.11% 1.75% 0.70% 2.91% 2.03% 1.31% 1.51%	18 11 25 8 3 15 6 2 12 4 0 7 3 3 1.16% 0.70% 1.64% 0.55% 0.18% 1.01% 0.39% 0.11% 0.77% 0.26% 0.02% 0.44% 0.18% 0.20%
I-95 North of Southern Blvd	34 Volume %	10 95 16 113 28 62 0.14% 1.26% 0.21% 1.50% 0.38% 0.83%	146 56 22 169 16 28 175 2 1.93% 0.74% 0.29% 2.24% 0.21% 0.37% 2.32% 0.35	26 46 219 14 88 209 39 5 % 0.62% 2.91% 0.18% 1.16% 2.77% 0.52% 0.78%	58 196 % 2.59%	49 112 283 64 88 293 0.64% 1.48% 3.75% 0.85% 1.16% 3.88%	32 94 524 57 96 - 0.43% 1.25% 6.94% 0.75% 1.28% - 0.8	62 7 33% 0.949	1 123 727 122 87 481 163 5 % 1.63% 9.62% 1.61% 1.16% 6.37% 2.16% 0.75	7 291 136 71 277 135 70 186 6 3.86% 1.81% 0.94% 3.67% 1.79% 0.93% 2.46%	93 46 231 45 19 148 47 10 135 29 18 77 25 42 1.23% 0.61% 3.06% 0.60% 0.25% 1.96% 0.62% 0.13% 1.79% 0.39% 0.23% 1.02% 0.32% 0.56%
I-95 Ramp to PB Airport	35 Volume %	4 16 8 15 11 16 0.26% 1.10% 0.59% 1.07% 0.74% 1.14%	23 14 6 30 2 9 32 1.59% 0.96% 0.40% 2.13% 0.16% 0.64% 2.21% 0.59	8 8 37 2 21 38 8 1 % 0.59% 2.64% 0.11% 1.46% 2.66% 0.59% 0.70	10 32 % 2.28%	14 22 39 20 14 43 0.98% 1.52% 2.79% 1.41% 1.00% 3.009	11 21 63 14 32 60 - 0.80% 1.46% 4.43% 0.99% 2.26% 4.25% -	5.165	3 54 115 40 19 54 27 1 % 3.81% 8.16% 2.82% 1.33% 3.82% 1.93% 0.80	1 39 18 15 35 26 23 24 6 2.78% 1.27% 1.09% 2.44% 1.82% 1.62% 1.65%	12 9 30 15 5 20 9 3 12 4 0 10 5 8 0.84% 0.61% 2.10% 1.02% 0.38% 1.43% 0.65% 0.23% 0.85% 0.25% 0.02% 0.72% 0.34% 0.56%
Belvedere Rd West of I-95	36 Volume %	4 23 10 26 10 21 0.24% 1.36% 0.60% 1.51% 0.59% 1.23%	34 22 5 39 3 10 40 2.02% 1.27% 0.29% 2.22% 0.17% 0.59% 2.32% 0.80	3 14 51 4 24 47 15 1 % 0.82% 2.93% 0.23% 1.40% 2.72% 0.92% 1.03*	17 48 % 2.77%	21 35 63 28 28 64 1.21% 2.00% 3.65% 1.57% 1.57% 3.949	14 28 111 16 14 108 0.86% 1.63% 6.42% 0.95% 0.83% 6.29% 4.6	78 - 55% -	185 66 23 19 43 19 11.03% 3.91% 1.32% 1.13% 2.48% 1.07% 0.53*	9 32 19 12 24 19 15 20 6 1.90% 1.13% 0.71% 1.34% 1.09% 0.90% 1.13%	12 7 21 10 3 13 10 3 13 4 1 10 4 7 0.67% 0.41% 1.18% 0.56% 0.15% 0.7% 0.54% 0.19% 0.76% 0.22% 0.03% 0.57% 0.26% 0.43%
Belvedere Rd East of I-95	37 Volume %	3 22 8 22 9 17 0.18% 1.15% 0.43% 1.15% 0.45% 0.86%	32 17 4 31 3 9 35 1.66% 0.88% 0.23% 1.62% 0.16% 0.49% 1.82% 0.48	9 8 42 4 24 40 10 1 % 0.44% 2.20% 0.19% 1.24% 2.09% 0.55% 0.84	16 40 % 2.14%	14 28 53 18 24 55 0.75% 1.48% 2.80% 0.96% 1.28% 2.999	12 29 95 18 15 85 0.65% 1.53% 4.96% 0.92% 0.77% 4.46% 2.7	52 20 71% 10.649	44 - 146 40 34 82 41 1 % - 7.67% 2.09% 1.78% 4.30% 2.16% 0.95	8 57 36 24 47 36 24 32 6 2.98% 1.88% 1.26% 2.42% 1.87% 1.23% 1.66%	23 14 35 16 3 21 12 4 18 5 1 14 6 12 1.22% 0.71% 1.83% 0.81% 0.18% 1.11% 0.62% 0.21% 0.95% 0.24% 0.05% 0.74% 0.33% 0.62%
I-95 North of Belvedere Rd	38 Volume %	9 112 10 113 24 62 0.11% 1.32% 0.12% 1.34% 0.29% 0.73%	149 49 18 176 16 29 178 2 1.76% 0.58% 0.21% 2.09% 0.19% 0.34% 2.10% 0.32	17 43 223 15 91 206 40 7 % 0.51% 2.63% 0.18% 1.08% 2.44% 0.48% 0.83%	197 % 2.33%	49 113 282 56 89 274 0.57% 1.33% 3.32% 0.66% 1.04% 3.24%	27 99 497 51 122 491 0.31% 1.17% 5.86% 0.61% 1.44% 5.79% 0.8	75 9	0 95 - 190 125 714 235 7 % 1.12% - 2.23% 1.47% 8.44% 2.76% 0.91	7 436 197 96 392 188 97 245 6 5.15% 2.32% 1.14% 4.63% 2.23% 1.15% 2.90%	120 59 303 55 32 189 57 11 165 36 21 92 27 48 1.42% 0.70% 3.58% 0.66% 0.37% 2.23% 0.67% 0.13% 1.94% 0.43% 0.24% 1.08% 0.32% 0.56%
Okeechobee Blvd East of I-95	39 Volume %	5 25 6 28 11 19 0.19% 1.02% 0.25% 1.14% 0.44% 0.80%	38 14 7 37 5 7 43 1.57% 0.56% 0.28% 1.54% 0.19% 0.29% 1.76% 0.40	0 13 55 2 26 50 10 1 % 0.54% 2.28% 0.08% 1.07% 2.05% 0.43% 0.70	7 49 % 2.02%	18 31 70 21 23 6 0.75% 1.28% 2.90% 0.87% 0.94% 2.619	12 22 122 11 23 109 0.48% 0.91% 5.02% 0.44% 0.96% 4.51% 1.0	24 1 01% 0.809	9 23 182 - 242 176 71 3 6 0.96% 7.50% - 9.99% 7.28% 2.95% 1.50	6 3.76% 1.64% 1.13% 3.40% 1.84% 1.17% 2.25%	35 19 66 22 11 30 23 5 25 9 2 14 6 11 1.44% 0.80% 2.74% 0.92% 0.47% 1.25% 0.96% 0.21% 1.03% 0.37% 0.10% 0.56% 0.26% 0.47%
Okeechobee Blvd West of I-95	40 Volume	0.18% 1.14% 0.30% 1.19% 0.51% 0.89%	30 14 5 34 4 6 35 1.59% 0.73% 0.27% 1.81% 0.20% 0.32% 1.90% 0.59	11 7 43 2 19 43 13 1 % 0.39% 2.34% 0.12% 1.04% 2.43% 0.70% 0.84 0 23 100 0 7 2 174 2 3	% 2.10%	0.84% 1.56% 2.89% 1.02% 1.29% 3.129 0.84% 1.56% 2.89% 1.02% 1.29% 3.129	0.64% 1.27% 4.15% 1.00% 0.92% 4.72% 1.0	19 2 00% 1.369	5 31 137 238 - 74 42 2 6 1.64% 7.35% 12.72% - 4.02% 2.28% 1.15' 74 50 02 172 1	1 52 33 27 42 33 21 31 6 2.81% 1.78% 1.44% 2.27% 1.76% 1.13% 1.65%	22 14 32 13 6 24 17 5 16 6 3 12 8 13 1.20% 0.75% 1.72% 0.70% 0.41% 1.30% 0.91% 0.28% 0.97% 0.45% 0.16% 0.46% 0.43% 0.69% 120 (4) 292 (7) 7 7 1.90 (2) 12 24 13 14 14 13 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 13 14 14 14 14 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16 16<
I-95 North of Okeechobee Blvd	41 %	0.08% 1.43% 0.13% 1.31% 0.29% 0.69%	1.32 41 15 147 10 22 152 1.76% 0.55% 0.20% 1.97% 0.13% 0.29% 2.03% 0.26	9 33 183 9 73 174 27 4 % 0.45% 2.45% 0.12% 0.97% 2.32% 0.37% 0.66 0 32 44 1.2%	% 2.12%	0.44% 1.08% 2.85% 0.60% 0.92% 2.83%	0.27% 1.10% 4.74% 0.57% 1.12% 5.04% 0.6	50 7	2 74 596 63 151 - 253 6 6 0.99% 7.96% 1.11% 2.03% - 3.39% 1.11% 7 20 144 40 56 100 20	4/1 204 96 419 196 96 246 6 6.30% 2.73% 1.32% 5.61% 2.65% 1.31% 3.32%	1.29 0.4 30.2 07 33 180 60 11 162 34 19 91 28 47 1.72% 0.86% 4.04% 0.89% 0.46% 2.42% 0.81% 0.15% 2.18% 0.45% 0.25% 1.22% 0.35% 0.63%
Palm Beach Lakes Blvd East of I-95	42 Volume	2 20 4 18 7 10 0.05% 0.66% 0.14% 0.61% 0.28% 0.54%	0.94% 0.38% 0.14% 1.06% 0.07% 0.28% 1.05% 0.29 15 0 3 17 3 5 8	7 12 44 4 23 42 13 1 % 0.39% 1.48% 0.14% 0.77% 1.40% 0.44% 0.59 5 7 25 1 14 25 8	% 1.35% 8 21	0.55% 1.16% 1.71% 0.71% 0.94% 1.949 12 22 30 14 19 32	0.46% 1.05% 3.25% 0.66% 0.98% 3.04% 0.6	52% 0.899	% 0.99% 4.92% 1.42% 1.87% 6.05% - 12.61 8 17 76 31 39 100 205	6 6.48% 3.48% 2.42% 4.83% 3.09% 2.02% 2.80%	1.83% 1.04% 3.28% 1.15% 0.52% 1.93% 1.07% 0.20% 1.82% 0.65% 0.29% 0.94% 0.54% 0.75%
Palm Beach Lakes Blvd West of I-95	43 % Volume	0.10% 0.97% 0.22% 0.88% 0.22% 0.76%	0.99% 0.58% 0.21% 1.06% 0.17% 0.29% 1.14% 0.33 86 32 8 101 3 12 91	% 0.43% 1.59% 0.06% 0.87% 1.62% 0.48% 0.54	% 1.34%	0.72% 1.37% 1.90% 0.91% 1.20% 2.199	0.46% 1.14% 3.26% 0.86% 0.92% 3.41% 0.8 15 51 201 24 43 212	36% 1.189	% 1.12% 4.87% 2.01% 2.52% 6.40% 19.01% -	4.45% 2.74% 1.86% 3.34% 2.49% 1.26% 1.82%	1.35% 0.72% 2.13% 0.97% 0.28% 1.31% 0.75% 0.23% 0.94% 0.58% 0.08% 0.68% 0.26% 0.59%
I-95 North of Palm Beach Lakes Blvd	44 % Volume	0.06% 1.27% 0.11% 1.19% 0.24% 0.62%	1.57% 0.58% 0.14% 1.84% 0.06% 0.22% 1.66% 0.22 20 12 5 27 3 7 23	% 0.27% 1.97% 0.11% 0.83% 1.91% 0.30% 0.49 7 7 25 4 20 29 10 1	% 1.72%	0.43% 0.99% 2.32% 0.56% 0.73% 2.229	0.27% 0.93% 3.66% 0.44% 0.79% 3.87% 0.7	73% 0.979 15 1	% 0.87% 5.38% 0.80% 1.36% 6.63% 1.70% 1.91 9 16 91 16 26 98 44	6 - 3.75% 1.79% 7.47% 3.75% 2.02% 4.39%	2.26% 1.05% 5.56% 1.25% 0.72% 3.26% 1.04% 0.20% 2.74% 0.74% 0.36% 1.45% 0.44% 0.82% 5.55% 34 84 2.7 14 50 2.5 7 4.4 1.7 8 2.5 1.5 24
45th St East of I-95	45 % Volume	0.06% 0.66% 0.10% 0.57% 0.36% 0.49%	0.84% 0.53% 0.23% 1.17% 0.13% 0.30% 1.00% 0.29 54 28 7 62 4 9 60	0.29% 1.09% 0.16% 0.87% 1.27% 0.45% 0.51 2 10 73 4 40 76 17 2	% 1.28%	0.60% 1.09% 1.54% 0.83% 1.11% 1.759 21 53 88 30 38 8	0.33% 0.94% 2.48% 0.43% 0.85% 3.00% 0.6	53% 0.839 30 4	0.68% 3.91% 0.68% 1.12% 4.24% 1.90% 1.98% 7 35 193 31 55 229 73 3	6 4.29% - 19.18% 5.15% 3.76% 2.67% 2.97% 4 211 369 - 122 76 47 74	2.37% 1.45% 3.65% 1.17% 0.62% 2.16% 1.06% 0.29% 1.84% 0.72% 0.33% 1.06% 0.63% 1.03% 1.03% 3.06% 0.63% 1.03%
45th St West of I-95	40 % Volume	0.11% 1.28% 0.21% 1.12% 0.34% 0.83% 3 67 6 67 13 36	1.54% 0.79% 0.21% 1.75% 0.11% 0.26% 1.70% 0.33 87 31 9 95 4 11 98	% 0.30% 2.06% 0.12% 1.14% 2.15% 0.48% 0.69 2 21 121 6 46 112 16 2	% 2.15% 22 103	0.58% 1.50% 2.50% 0.86% 1.07% 2.53% 20 54 137 27 41 124	0.34% 1.28% 3.91% 0.41% 0.91% 4.16% 0.8 16 44 194 20 45 207	34% 1.329 30 5	% 0.98% 5.51% 0.90% 1.58% 6.55% 2.08% 2.10 0 43 286 36 69 330 60	6 6.04% 10.54% - 3.48% 2.17% 1.35% 2.12% 2 276 64 280 - 286 121 394	1.58% 0.85% 2.51% 0.77% 0.37% 1.63% 0.88% 0.25% 1.24% 0.52% 0.23% 0.74% 0.45% 0.71% 184 86 430 95 47 230 83 14 189 52 24 95 24 96 29 40
1-95 North of 45th St	Volume	0.05% 1.12% 0.10% 1.12% 0.21% 0.60% 2 23 5 22 9 17	1.47% 0.52% 0.15% 1.60% 0.07% 0.18% 1.66% 0.21 31 19 5 33 2 6 35	% 0.36% 2.03% 0.09% 0.77% 1.89% 0.27% 0.37 9 8 40 2 21 46 15 1	% 1.73% 18 44	0.33% 0.91% 2.31% 0.46% 0.69% 2.099 15 32 52 21 27 5	0.26% 0.74% 3.26% 0.34% 0.76% 3.48% 0.5 9 30 81 17 32 91	50% 0.859 22 3	8 0.72% 4.82% 0.61% 1.16% 5.55% 1.17% 1.37 3 24 139 25 40 143 46 5	6 4.66% 1.08% 4.71% - 4.82% 2.04% 6.65% 9 134 40 139 189 551 182	3.09% 1.45% 7.25% 1.61% 0.79% 3.88% 1.40% 0.23% 3.19% 0.87% 0.41% 1.60% 0.49% 0.82% 112 65 193 48 26 119 56 12 96 33 17 50 27 45
Blue Heron Blvd East of I-95	48 % Volume	0.07% 0.65% 0.15% 0.61% 0.26% 0.48% 4 40 6 42 10 25	0.88% 0.53% 0.13% 0.92% 0.07% 0.18% 1.00% 0.25 57 25 7 61 3 7 61	% 0.23% 1.13% 0.05% 0.60% 1.29% 0.41% 0.51 9 12 69 4 32 72 12 1	% 1.24%	0.43% 0.91% 1.46% 0.60% 0.77% 1.609 16 43 82 24 33 78	0.24% 0.84% 2.29% 0.47% 0.91% 2.56% 0.6 10 38 121 20 34 134	52% 0.939 29 4	% 0.68% 3.92% 0.69% 1.12% 4.03% 1.30% 1.65' 4 30 181 29 52 215 58 7	6 3.78% 1.14% 3.91% 5.33% - 15.52% 5.13% 2 192 58 205 307 315 - 85	3.16% 1.83% 5.43% 1.35% 0.73% 3.36% 1.59% 0.33% 2.69% 0.92% 0.47% 1.66% 0.76% 1.26% 63 40 96 28 13 67 40 10 53 22 10 36 21 33
Blue Heron Bivd West of 1-95	49 % Volume	0.10% 1.08% 0.17% 1.15% 0.28% 0.69% 4 49 6 49 8 26	1.54% 0.67% 0.20% 1.65% 0.07% 0.19% 1.66% 0.25 59 21 8 69 3 7 66	% 0.32% 1.86% 0.10% 0.87% 1.96% 0.34% 0.51 8 14 84 3 35 76 10 1	% 1.84%	0.43% 1.16% 2.23% 0.66% 0.89% 2.139 14 38 95 22 27 86	0.26% 1.04% 3.28% 0.54% 0.94% 3.64% 0.7 11 36 134 13 25 130	78% 1.209 22 2	% 0.80% 4.94% 0.80% 1.43% 5.85% 1.57% 1.94 8 22 191 26 53 217 46 5	6 5.22% 1.57% 5.58% 8.35% 8.57% - 2.30% 3 184 45 171 305 77 199 -	1.71% 1.08% 2.60% 0.77% 0.35% 1.82% 1.08% 0.27% 1.44% 0.59% 0.26% 0.97% 0.57% 0.89% 188 92 446 93 45 230 93 15 184 44 20 98 29 61
Northlate Divid Sect of LOS	Volume	0.09% 1.07% 0.12% 1.06% 0.17% 0.57% 1 12 4 12 6 10	1.29% 0.46% 0.16% 1.49% 0.07% 0.14% 1.43% 0.17 16 8 4 18 2 5 20	% 0.31% 1.82% 0.06% 0.75% 1.66% 0.22% 0.32 5 5 20 0 15 23 6	% 1.55% 8 26	0.30% 0.84% 2.07% 0.47% 0.58% 1.87% 9 19 26 13 15 30	0.23% 0.78% 2.91% 0.29% 0.55% 2.83% 0.4 8 19 52 10 17 52	12 0.619	% 0.48% 4.14% 0.58% 1.17% 4.72% 0.99% 1.13' 4 14 69 14 21 83 30 2	6 3.98% 0.98% 3.73% 6.64% 1.69% 4.33% - 9 64 24 79 104 34 86 116	4.10% 2.01% 9.71% 2.02% 0.99% 5.02% 2.03% 0.33% 3.99% 0.95% 0.44% 2.12% 0.64% 1.33% - 532 216 56 34 115 65 12 84 35 16 41 20 41
Northlake Bird West of LBE	Volume	0.04% 0.47% 0.17% 0.46% 0.22% 0.40% 2 24 5 25 6 14	0.63% 0.30% 0.17% 0.68% 0.09% 0.20% 0.78% 0.20 30 14 6 33 1 6 34	% 0.21% 0.77% 0.01% 0.59% 0.88% 0.23% 0.33 7 8 40 0 22 38 7 1	% 1.02% 10 36	0.36% 0.73% 1.01% 0.52% 0.57% 1.169 13 27 49 19 24 44	0.30% 0.73% 2.03% 0.39% 0.67% 2.02% 0.4 9 27 74 12 23 80	47% 0.539 18 2	% 0.56% 2.69% 0.54% 0.81% 3.26% 1.16% 1.13' '4 21 112 18 31 132 33 4	6 2.50% 0.94% 3.09% 4.07% 1.34% 3.36% 4.55% 1 106 38 126 175 63 152 208	20.90% 8.49% 2.18% 1.33% 4.51% 2.55% 0.47% 3.30% 1.37% 0.61% 1.58% 0.80% 1.59% 461 - 140 48 20 68 45 10 44 20 7 26 10 27
L OF North of Northlako Rhd	52 % E2 Volume	0.07% 0.79% 0.18% 0.82% 0.20% 0.45% 3 65 7 57 7 25	1.01% 0.45% 0.20% 1.10% 0.03% 0.21% 1.14% 0.22 68 25 9 85 5 9 82	% 0.26% 1.35% 0.01% 0.73% 1.27% 0.24% 0.32 6 16 105 4 34 96 11 1	% 1.19% 1 71	0.43% 0.91% 1.63% 0.63% 0.80% 1.48% 15 36 108 21 26 99	0.30% 0.90% 2.45% 0.39% 0.78% 2.68% 0.6 12 34 152 14 27 141	52% 0.799 26 3	% 0.70% 3.75% 0.60% 1.04% 4.42% 1.11% 1.35' 3 27 212 29 55 238 46 55	6 3.55% 1.27% 4.21% 5.86% 2.09% 5.08% 6.96% 7 199 43 199 314 78 183 325	15.42% - 4.67% 1.61% 0.67% 2.26% 1.50% 0.34% 1.48% 0.68% 0.24% 0.85% 0.34% 0.90% 77 216 - 189 89 375 156 23 287 91 45 136 42 77
PGA Blvd Fast of L 95	54 Volume	0.06% 1.20% 0.14% 1.06% 0.13% 0.47% 2 11 3 10 5 14	1.26% 0.47% 0.17% 1.59% 0.09% 0.16% 1.52% 0.12 16 6 3 16 0 3 18	% 0.30% 1.95% 0.07% 0.62% 1.78% 0.20% 0.20 4 7 24 1 10 22 5	% 1.33% 8 22	0.28% 0.68% 2.01% 0.38% 0.49% 1.77% 6 15 25 11 8 24	0.22% 0.64% 2.84% 0.26% 0.51% 2.63% 0.4 7 18 40 11 14 43	18% 0.619 9 1	% 0.51% 3.96% 0.53% 1.04% 4.46% 0.86% 1.07' 1 12 59 15 20 67 30 22	6 3.71% 0.81% 3.74% 5.88% 1.47% 3.43% 6.11% 8 61 23 80 110 31 72 103	1.45% 4.06% - 3.54% 1.67% 7.03% 2.92% 0.42% 5.37% 1.72% 0.82% 2.54% 0.78% 1.44% 35 93 226 - 178 74 37 11 55 23 7 28 11 24
PGA Blud West of L95	55 Volume	0.09% 0.54% 0.16% 0.53% 0.25% 0.70% 2 6 2 5 4 5	0.81% 0.28% 0.16% 0.81% 0.02% 0.17% 0.89% 0.19 7 4 3 10 0 1 10	% 0.34% 1.21% 0.04% 0.49% 1.13% 0.25% 0.39 1 4 13 1 6 11 4	% 1.12% 4 10	0.32% 0.74% 1.28% 0.57% 0.42% 1.229 4 7 13 5 7 14	0.33% 0.93% 2.04% 0.55% 0.71% 2.20% 0.4 4 9 23 5 5 21	44% 0.579 6	% 0.61% 3.01% 0.77% 1.00% 3.43% 1.50% 1.42' 6 4 28 9 15 36 13 1	6 3.12% 1.17% 4.07% 5.61% 1.55% 3.65% 5.23% 1 29 14 36 49 23 42 52	1.80% 4.75% 11.56% - 9.08% 3.77% 1.87% 0.56% 2.80% 1.20% 0.36% 1.44% 0.55% 1.22% 32 60 101 122 20 13 2 18 7 4 5 5 8
I-95 North of PCA Rivel	56 Volume	0.17% 0.56% 0.24% 0.50% 0.38% 0.49% 2 55 5 50 5 16	0.68% 0.35% 0.26% 0.98% 0.04% 0.12% 1.01% 0.13 64 17 5 70 2 6 64	% 0.43% 1.32% 0.10% 0.63% 1.06% 0.39% 0.36 6 9 75 1 26 64 8	% 1.02% 9 55	0.38% 0.66% 1.30% 0.52% 0.69% 1.36%	0.41% 0.91% 2.29% 0.51% 0.52% 2.13% 0.6 9 23 105 8 12 92	50% 0.649 18 2	% 0.42% 2.75% 0.87% 1.54% 3.65% 1.26% 1.11 1 17 134 19 28 150 27 2	6 2.87% 1.37% 3.56% 4.98% 2.32% 4.21% 5.19% 9 115 25 98 163 52 106 155	3.21% 6.00% 10.12% 12.21% 2.02% 1.31% 0.20% 1.82% 0.73% 0.39% 0.54% 0.46% 0.77% 35 92 240 32 26 - 145 27 289 93 44 143 38 82
Donald Ross Rd Fact of L95	57 Volume	0.06% 1.55% 0.15% 1.42% 0.13% 0.44% 1 12 4 11 4 9	1.83% 0.48% 0.13% 1.98% 0.07% 0.17% 1.81% 0.16 12 9 4 14 1 4 15	% 0.25% 2.11% 0.04% 0.72% 1.81% 0.22% 0.24 5 4 18 0 11 17 5	% 1.55% 4 14	0.27% 0.83% 2.34% 0.44% 0.48% 1.87% 6 12 19 11 9 19	0.24% 0.64% 2.97% 0.21% 0.34% 2.60% 0.5 6 12 24 6 5 23	51% 0.609 8 1	% 0.49% 3.80% 0.55% 0.81% 4.25% 0.77% 0.81% 1 8 31 9 13 33 13 1	6 3.27% 0.72% 2.78% 4.62% 1.46% 3.00% 4.42% 6 30 12 34 45 23 39 45	1.01% 2.64% 6.82% 0.92% 0.74% - 4.13% 0.77% 8.23% 2.65% 1.25% 4.05% 1.07% 2.32% 19 30 64 20 13 79 - 73 75 28 17 42 22 41
Donald Ross Rd West of L95	58 Volume	0.12% 0.96% 0.31% 0.86% 0.30% 0.66% 1 6 3 7 4 5	0.88% 0.67% 0.29% 1.11% 0.05% 0.35% 1.17% 0.40 5 5 2 6 0 2 7	% 0.32% 1.38% 0.03% 0.85% 1.39% 0.38% 0.34 4 3 8 0 5 7 3	% 1.11% 3 7	0.47% 0.97% 1.53% 0.91% 0.73% 1.539 5 7 9 7 5	0.48% 1.00% 1.92% 0.44% 0.44% 1.83% 0.6 6 8 10 5 3 9	58% 0.915 5	% 0.69% 2.50% 0.76% 1.09% 2.69% 1.05% 1.26 6 4 11 7 8 11 9	6 2.37% 1.00% 2.84% 3.69% 1.87% 3.22% 3.75% 8 12 8 13 14 11 14 15	1.61% 2.58% 5.35% 1.64% 1.03% 6.50% 6.03% 6.33% 2.34% 1.46% 3.40% 1.82% 3.39% 11 17 20 12 8 29 35 20 13 5 12 12 18
L95 North of Decold Porc Pd	50 Volume	0.25% 1.12% 0.49% 1.26% 0.68% 0.85% 3 47 5 47 6 17	0.92% 0.78% 0.37% 1.04% 0.07% 0.43% 1.18% 0.74 55 17 5 60 2 5 56	% 0.50% 1.41% 0.00% 0.92% 1.32% 0.57% 0.51 6 6 66 1 24 62 5	% 1.23% 7 51	0.92% 1.32% 1.63% 1.29% 0.84% 1.65% 9 26 73 13 16 6	1.05% 1.36% 1.71% 0.81% 0.64% 1.60% 0.9 8 21 92 7 10 87	93% 1.029 16 2	% 0.72% 2.02% 1.17% 1.35% 1.97% 1.66% 1.35 1 18 119 16 26 121 22 2	6 2.12% 1.41% 2.29% 2.60% 1.92% 2.57% 2.79% 6 94 20 78 137 46 91 126	2.04% 3.16% 3.74% 2.29% 1.38% 5.48% 6.82% - 3.92% 2.47% 1.07% 2.32% 2.49% 3.48% 31 73 194 26 17 225 37 25 - 108 76 187 127 152
Indiantown Rd Fast of I-95	60 Volume	0.09% 1.45% 0.16% 1.45% 0.18% 0.51% 1 8 2 7 4 4	1.68% 0.51% 0.16% 1.86% 0.06% 0.16% 1.70% 0.18 8 4 3 9 0 3 9	% 0.17% 2.04% 0.02% 0.73% 1.92% 0.16% 0.21 2 3 10 1 7 10 3	% 1.58% 4 11	0.29% 0.81% 2.25% 0.41% 0.48% 1.949 4 6 14 6 6 1	0.25% 0.65% 2.84% 0.23% 0.30% 2.69% 0.5 4 8 20 5 5 16	50% 0.65%	% 0.55% 3.66% 0.51% 0.82% 3.76% 0.68% 0.78 6 7 23 7 9 27 10 1	6 2.89% 0.64% 2.42% 4.23% 1.40% 2.79% 3.91% 1 25 11 27 37 18 32 33	0.98% 2.29% 6.02% 0.80% 0.54% 6.95% 1.15% 0.78% - 3.40% 2.36% 5.77% 3.94% 4.70% 17 31 59 15 11 67 16 14 84 - 111 52 22 36
Indiantown Rd West of L95	61 Volume	0.09% 0.80% 0.22% 0.69% 0.34% 0.41% 1 8 0 8 1 2	0.80% 0.38% 0.24% 0.86% 0.04% 0.26% 0.84% 0.23 9 4 1 13 0 1 11	% 0.32% 0.95% 0.06% 0.66% 0.98% 0.30% 0.38 0 2 13 1 4 11 1	% 1.01% 2 8	0.37% 0.57% 1.31% 0.59% 0.54% 1.22% 1 3 12 1 1	0.40% 0.78% 1.85% 0.47% 0.49% 1.52% 0.4 1 3 18 0 0 14	47% 0.59% 2	% 0.71% 2.23% 0.63% 0.83% 2.60% 0.89% 1.01 2 1 26 2 4 25 5	6 2.36% 1.00% 2.63% 3.52% 1.71% 3.08% 3.14% 3 18 3 12 23 6 17 22	1.65% 3.09% 5.71% 1.43% 1.05% 6.49% 1.53% 1.33% 8.17% - 10.68% 5.02% 2.13% 3.35% 6 15 39 7 5 49 9 7 82 84 - 33 47 44
I-95 North of Indiantown Pd	62 Volume	0.08% 1.06% 0.04% 1.00% 0.08% 0.23% 2 50 5 47 4 16	1.15% 0.56% 0.18% 1.76% 0.04% 0.17% 1.43% 0.00 55 13 3 60 0 4 53	% 0.27% 1.73% 0.08% 0.47% 1.41% 0.13% 0.22 5 7 63 0 20 58 4	% 1.06% 4 49	0.14% 0.41% 1.55% 0.09% 0.17% 1.199 8 21 63 14 13 60	0.17% 0.41% 2.41% 0.00% 0.05% 1.80% 0.3 7 19 77 6 8 74	32% 0.229 14 2	% 0.09% 3.35% 0.29% 0.55% 3.30% 0.60% 0.41 0 14 103 13 20 101 19 2	6 2.31% 0.40% 1.60% 3.10% 0.74% 2.24% 2.83% 1 76 18 63 112 40 74 96	0.72% 1.91% 5.10% 0.84% 0.60% 6.39% 1.20% 0.97% 10.69% 11.35% 4.38% 6.18% 5.77% 20 51 144 14 11 146 30 17 185 36 38 - 22 79
Tumpike North of Indiantown Rd	63 Volume	0.09% 1.97% 0.20% 1.88% 0.14% 0.64% 2 13 4 11 3 7	2.22% 0.50% 0.12% 2.43% 0.01% 0.17% 2.10% 0.22 13 7 3 14 0 4 15	% 0.30% 2.54% 0.00% 0.80% 2.31% 0.17% 0.17 4 3 15 0 7 14 4	% 1.96% 3 13	0.31% 0.84% 2.55% 0.58% 0.54% 2.42% 5 10 17 9 7 19	0.29% 0.75% 3.11% 0.23% 0.32% 2.97% 0.5 6 11 23 5 4 17	54% 0.80% 9	% 0.57% 4.14% 0.51% 0.79% 4.07% 0.74% 0.82 8 5 26 7 10 27 11 1	6 3.04% 0.73% 2.56% 4.49% 1.58% 2.93% 3.89% 1 22 9 18 32 13 22 27	0.81% 2.07% 5.82% 0.58% 0.44% 5.90% 1.19% 0.67% 7.49% 1.44% 1.51% - 0.90% 3.14% 11 18 37 11 9 37 15 14 114 25 76 18 - 166
Turnpike North of Donald Ross Pd	64 Volume	0.14% 1.20% 0.32% 1.01% 0.23% 0.63% 2 18 5 18 4 11	1.15% 0.62% 0.27% 1.26% 0.03% 0.34% 1.31% 0.36 20 10 3 21 1 5 19	% 0.25% 1.33% 0.03% 0.67% 1.29% 0.30% 0.30 6 5 24 0 16 25 5	% 1.17% 4 22	0.45% 0.90% 1.56% 0.77% 0.61% 1.709 8 16 27 13 12 26	0.50% 0.96% 2.07% 0.40% 0.35% 1.58% 0.8 6 15 33 7 6 36	33% 0.749 13 1	% 0.41% 2.36% 0.57% 0.91% 2.49% 0.95% 0.94' 6 9 38 9 15 41 14 1	6 1.96% 0.79% 1.59% 2.92% 1.20% 1.97% 2.48% 7 39 14 36 45 25 43 48	1.00% 1.65% 3.43% 0.95% 0.79% 3.38% 1.33% 1.27% 10.49% 2.36% 7.06% 1.66% - 15.44% 16 30 56 14 10 59 21 21 178 41 60 76 155 -
	%	0.15% 1.13% 0.28% 1.08% 0.21% 0.65%	1.23% 0.59% 0.17% 1.30% 0.04% 0.28% 1.18% 0.35	% 0.32% 1.48% 0.02% 0.96% 1.52% 0.30% 0.28	% 1.37%	0.47% 1.02% 1.65% 0.83% 0.76% 1.619	0.38% 0.95% 2.03% 0.40% 0.36% 2.25% 0.7	79% 0.99%	% 0.56% 2.37% 0.55% 0.90% 2.55% 0.88% 1.00°	6 2.42% 0.86% 2.24% 2.77% 1.57% 2.66% 2.98%	1.00% 1.88% 3.49% 0.86% 0.63% 3.67% 1.30% 1.25% 11.19% 2.62% 3.83% 4.80% 9.76% -





Table 3.7: Origin-Destination Data of I-95 interchanges in Palm Beach (Overnight Periods Summary)

Overnight OD Volume	To 1 2 3 4	5 6	7 8	9 10 11	12	13 14 15 16	17 18	19	20 21 22 23	24 25	26 27 2	3 29 30	31 32	33 34 35	36 37	38	39 40	41 42 43	44 45	46	47 48 49 50	51	52 53	3 54 55 56	57	8 59	60 61 62 63 64
Linton Blvd East of I-95	Volume - 52 44 6	2 30	34 42 20	17 37 7	7	42 15 14 40	3 17	7 31	14 9 26 13	16	27 15 12	25 13 13	21 11	4 19	11 9 1	10 19	9 8	14 12	7 13	12 10	13 11 11	10 8	7	12 7 2 9	8	3 9	6 0 9 7 8
LOE South of Linton Rhyd	% - 5.18% 4.33% 6.169 Volume 57 - 25 44	6 2.91% 3.2 3 102	28% 4.10% 1.93% 1. 136 398 73	.68% 3.64% 0.68% 72 350 34	0.67%	4.14% 1.46% 1.34% 3.94% 419 49 51 426	0.34% 1.69%	6 3.08% 1 345	1.37% 0.92% 2.59% 1.29% 47 38 270 66	1.52% 2.6 ⁴ 77 2	9% 1.48% 1.15% 2.4 274 84 51	18% 1.26% 1.25% 279 64 52	2.00% 1.05% 244 55	0.35% 1.88% 1.0 34 238	5% 0.86% 0.97 32 30 3	7% 1.84% 0 38 248	0.87% 0.82% 34 35	1.39% 1.14% 0. 201 71	3% 1.20% 1.1 20 153	1% 0.97% 74 52	1.24% 1.02% 1.04% 0.9 155 94 55	7% 0.79% 106 50	0.70% 1.	16% 0.63% 0.19% 0.90% 137 22 8 111	0.73% 0	25% 0.87% 8 102	0.60% 0.04% 0.81% 0.67% 0.74% 22 15 70 27 38
Lister Divid West of LOT	% 0.80% - 0.34% 6.27 Volume 72 73 - 4	6 1.43% 1.9 1 23	91% 5.62% 1.04% 1. 21 27 15	.02% 4.94% 0.48% 12 23 4	0.51%	5.92% 0.68% 0.72% 6.04% 30 13 11 29	0.29% 1.27%	6 4.88% 3 23	0.66% 0.54% 3.83% 0.93% 10 7 19 11	1.09% 3.8	9% 1.20% 0.72% 3.9 20 14 11	25% 0.90% 0.72% 19 10 13	3.45% 0.78% 16 8	0.48% 3.37% 0.4	9 8	4% 3.51% 0 9 12	0.48% 0.50% 8 8	2.85% 1.00% 0 11 9	2.17% 1.0 6 9	1% 0.73% 7 7	2.20% 1.34% 0.78% 1.5 10 9 9	1% 0.71% 7 7	0.33% 1.9	94% 0.31% 0.12% 1.57% 8 5 2 7	0.51% 0	12% 1.44% 3 7	0.31% 0.21% 1.00% 0.38% 0.54%
	% 8.52% 8.79% - 4.935 Volume 57 394 70 -	6 2.73% 2.4 100	49% 3.27% 1.82% 1. 133 330 73	.40% 2.73% 0.44% 75 294 32	0.91%	3.63% 1.60% 1.25% 3.51% 337 46 45 350	0.25% 1.50%	6 2.73% 1 283	1.16% 0.85% 2.19% 1.26% 43 30 225 52	1.56% 2.4 67 2	2% 1.67% 1.30% 2.3 31 72 45	27% 1.20% 1.52% 209 50 44	1.87% 0.94% 188 43	0.56% 1.65% 1.0	0.98% 1.08 30 26 3	8% 1.44% 0 34 199	0.95% 0.92% 33 31	1.24% 1.08% 0.0 160 60	3% 1.04% 0.8 18 124	3% 0.76% 63 44	1.16% 1.11% 1.11% 0.8 120 74 51	2% 0.81% 89 47	0.65% 0.4	94% 0.60% 0.27% 0.76% 101 17 9 87	0.68% 0	31% 0.84% 9 79	0.67% 0.12% 0.80% 0.72% 0.73% 18 12 54 26 33
	% 0.96% 6.65% 1.18% - Volume 24 83 33 10	1.66% 2.2	22% 5.52% 1.23% 1. 327 138 56	.27% 4.90% 0.54% 53 124 28	0.51%	5.66% 0.77% 0.75% 5.88% 119 50 41 121	0.30% 1.36%	6 4.75% 9 94	0.71% 0.51% 3.77% 0.87% 33 22 74 30	1.11% 3.8 39	8% 1.20% 0.75% 3.4 69 40 30	19% 0.83% 0.73% 70 30 27	3.14% 0.71% 60 27	0.38% 3.27% 0.5	0% 0.43% 0.57 19 17 2	7% 3.34% 0 21 51	0.56% 0.51% 21 19	2.68% 1.00% 0. 44 28	11 35 1.0	5% 0.74% 27 24	2.01% 1.25% 0.86% 1.5 33 29 24	0% 0.79% 23 20	0.35% 1.4	69% 0.29% 0.15% 1.47% 27 12 4 22	0.55% 0	15% 1.32% 6 20	0.30% 0.21% 0.91% 0.43% 0.55% 11 4 20 14 17
Atlantic Ave East of I-95 5	% 0.88% 3.05% 1.23% 3.64% Volume 44 203 63 22	6 - 12.0 5 244 -	02% 5.09% 2.05% 1. 132 58	.93% 4.55% 1.02% 51 117 20	0.78%	4.38% 1.85% 1.50% 4.46% 121 42 42 123	0.56% 1.79%	6 3.45% 8 100	1.21% 0.80% 2.74% 1.10% 33 25 83 35	1.41% 2.5	3% 1.46% 1.09% 2.1 80 48 34	80 33 32	2.16% 1.02%	0.46% 2.06% 0.6	9% 0.60% 0.78	8% 1.87% 0 23 66	0.78% 0.70%	1.60% 1.02% 0. 53 34	13 45	3% 0.85%	1.20% 1.05% 0.88% 0.8 44 37 31	5% 0.71% 30 24	0.47% 0.4	99% 0.42% 0.13% 0.79% 31 12 4 32	0.71% 0	22% 0.73%	0.39% 0.13% 0.73% 0.51% 0.61%
Atlantic Ave West of I-95 6	% 1.40% 6.49% 1.99% 7.16 Volume 46 324 63 33	6 7.80% - 1 76	4.17% 1.84% 1.	.61% 3.73% 0.64% 106 430 54	0.57%	3.82% 1.32% 1.32% 3.92% 442 65 69 465	0.38% 1.83%	6 3.16% 2 362	1.05% 0.81% 2.63% 1.12% 60 42 277 68	1.57% 2.5	3% 1.53% 1.09% 2.1	55% 1.04% 1.02%	2.10% 0.81%	0.36% 2.15% 0.7	1% 0.60% 0.73 37 30 4	3% 2.08% 0 41 240	0.70% 0.65%	1.66% 1.06% 0. 189 71	0% 1.41% 1.1	1% 0.90% 73 52	1.38% 1.18% 0.98% 0.9 149 94 56	5% 0.74%	0.43% 0.4	96% 0.36% 0.13% 0.99% 130 20 7 101	0.67% 0	21% 0.88%	0.43% 0.16% 0.81% 0.58% 0.64%
I-95 North of Atlantic Ave 7	% 0.64% 4.49% 0.88% 4.60 Volume 25 102 41 9	6 1.05% 2.9 8 36	94% - 1.23% 1. 78 115 -	.47% 5.92% 0.75% 144 104 23	0.65%	6.10% 0.89% 0.95% 6.43% 123 37 33 115	0.37% 1.41%	6 5.01% 7 90	0.83% 0.58% 3.82% 0.93%	1.15% 3.8	3% 1.15% 0.70% 3.1 76 44 32	75% 0.87% 0.75%	3.23% 0.80%	0.51% 3.38% 0.5	26 21 2	7% 3.32% 0	20 24	2.62% 0.98% 0.1 50 30	27% 2.11% 1.0	1% 0.72% 31 29	2.06% 1.31% 0.78% 1.4 41 34 28	1% 0.73% 31 28	0.31% 1.4	81% 0.27% 0.10% 1.41% 34 12 4 30	0.49% 0	11% 1.27% 8 26	0.29% 0.23% 0.91% 0.39% 0.50%
Woolbright Rd West of I-95 8	% 0.91% 3.79% 1.52% 3.68% Volume 16 47 20 4	6 1.33% 2.8 8 25	89% 4.29% - 5. 50 64 224 -	.41% 3.87% 0.84%	0.91%	4.60% 1.36% 1.23% 4.30% 117 33 34 102	0.41% 1.74%	6 3.37% 3 83	1.17% 0.68% 2.98% 1.33% 30 19 56 27	1.82% 2.8	3% 1.64% 1.20% 2.4 53 27 19	2% 1.15% 1.02%	2.45% 1.06%	0.52% 2.42% 0.9	17 12 1	8% 2.26% 0	0.76% 0.91%	1.85% 1.13% 0. 30 18	13% 1.49% 1.1 11 23	1% 1.07%	1.54% 1.25% 1.06% 1.1 22 17 14	6% 1.04% 14 15	0.61% 1.3	27% 0.43% 0.16% 1.13% 19 8 3 17	0.74% 0	28% 0.98%	0.49% 0.16% 0.92% 0.57% 0.80%
Woolbright Rd East of I-95 9	% 0.82% 2.36% 1.01% 2.41 Volume 39 321 56 32	6 1.25% 2.5 2 70	51% 3.26% 11.34% - 177 422 133	5.83% 0.94%	1.23%	5.95% 1.69% 1.71% 5.17% 553 82 80 511	0.48% 1.66%	6 4.19% 1 395	1.51% 0.96% 2.86% 1.35% 73 48 313 80	1.54% 2.6	9% 1.36% 0.96% 2. 97 102 58	74% 1.08% 0.93%	2.18% 1.19% 247 61	0.66% 2.13% 0.8	37% 0.62% 0.78 39 28 4	8% 2.01% 0 45 246	0.78% 0.66%	1.52% 0.93% 0. 190 73	6% 1.18% 0.9 22 152	1% 0.66% 83 53	1.13% 0.85% 0.71% 0.7 150 93 56	3% 0.75%	0.48% 0.4	97% 0.42% 0.15% 0.84% 129 18 7 101	0.52% 0	15% 0.74% 9 88	0.46% 0.10% 0.64% 0.42% 0.47% 21 11 66 27 39
I-95 North of Woolbright Rd 10	% 0.51% 4.22% 0.74% 4.24% Volume 2 12 3 1	6 0.92% 2.3 2 14	32% 5.53% 1.76% 1. 18 27 20	.18% - 0.84%	0.73%	7.20% 1.06% 1.04% 6.67% 94 25 14 68	0.40% 1.44%	6 5.16% 3 49	0.96% 0.63% 4.09% 1.03%	1.28% 3.8	9% 1.34% 0.76% 3.1 28 13 6	23 8 3	3.23% 0.79%	0.48% 3.29% 0.5	5 3	7% 3.21% 0 5 16	0.52% 0.49%	2.49% 0.96% 0.1	1 3	7% 0.70% 3 0	1.98% 1.22% 0.73% 1.3 2 2 1	1% 0.74%	0.34% 1.0	69% 0.24% 0.09% 1.32% 3 0 0 2	0.46% 0	12% 1.15%	0.27% 0.15% 0.86% 0.35% 0.51%
Boynton Beach Blvd East of I-95	% 0.20% 1.43% 0.32% 1.40% Volume 13 33 17 4	6 1.63% 2.1 0 19	12% 3.07% 2.28% 1. 37 47 33	.28% 4.36% - 26 66 141	18.23% 1	10.97% 2.94% 1.62% 7.94% 95 25 19 67	0.87% 1.48%	6 5.64% 4 53	1.55% 1.17% 4.05% 0.83% 19 10 39 18	1.31% 3.2	2% 1.56% 0.70% 2.4 36 17 13	33% 0.89% 0.39% 31 11 12	2.49% 0.81%	0.62% 1.86% 0.6	2% 0.31% 0.62	2% 1.86% 0 9 21	0.35% 0.19%	1.02% 0.47% 0. 14 9	2% 0.39% 0.3 5 10	5% 0.04% 7 4	0.27% 0.19% 0.12% 0.2	0% 0.32% 5 7	0.00% 0.3	39% 0.00% 0.00% 0.20% 5 3 2 3	0.04% 0	00% 0.04%	0.00% 0.04% 0.00% 0.04% 0.00%
Boynton Beach Blvd West of I-95 12	% 1.04% 2.59% 1.37% 3.23 Volume 40 299 53 30	6 1.55% 2.9 5 61	92% 3.81% 2.68% 2. 158 349 143	.14% 5.27% 11.37% 64 448 48	. 91.	7.65% 2.04% 1.57% 5.38%	0.64% 1.15%	6 4.22% 4 529	1.53% 0.83% 3.09% 1.42% 106 79 397 96	1.78% 2.8	2% 1.37% 1.02% 2.4	17% 0.91% 0.98%	2.06% 1.20%	1.03% 1.97% 0.8	12% 0.74% 0.75 53 37 5	5% 1.66% 0	0.46% 0.45% 48 50	1.11% 0.69% 0. 257 91	28 195	1% 0.34% 94 63	0.79% 0.74% 0.50% 0.4	3% 0.52%	0.34% 0.4	42% 0.27% 0.18% 0.27% 154 23 12 127	0.21% 0	08% 0.27%	0.26% 0.05% 0.30% 0.29% 0.24%
I-95 North of Boynton Beach Blvd 13	% 0.45% 3.33% 0.59% 3.40%	6 0.68% 1.7	76% 3.87% 1.59% 0.	25 74 14	1.00% -	1.32% 1.20% 8.44%	0.53% 1.48%	6 5.87%	1.17% 0.87% 4.39% 1.06% 36 22 61 31	1.35% 4.3	63 32 24	60 24 21	3.56% 0.96%	0.68% 3.62% 0.5	8% 0.41% 0.65	5% 3.63% 0	0.53% 0.55%	2.85% 1.02% 0.1 33 19	9 27	1% 0.70%	2.00% 1.24% 0.73% 1.3	2% 0.76%	0.30% 1.	70% 0.26% 0.13% 1.40%	0.43% 0	10% 1.14%	0.27% 0.17% 0.85% 0.32% 0.47%
Gateway Blvd East of I-95 14	% 0.80% 2.45% 1.54% 2.56% Volume 14 38 15 3	6 1.30% 2.7 9 17	75% 2.82% 2.76% 1. 36 48 28	.18% 3.46% 0.65% 21 71 18	1.72%	4.40% - 11.57% 5.90% 81 165 - 152	0.99% 1.88%	6 4.42% 3 106	1.64% 1.03% 2.82% 1.41% 35 21 77 29	1.59% 2.9	2% 1.48% 1.11% 2.1 73 38 24	7% 1.10% 0.95%	2.14% 1.07%	0.66% 2.34% 0.7	0% 0.68% 0.86	6% 2.03% 0	0.78% 0.61%	1.52% 0.90% 0. 41 21	10% 1.25% 0.9	1% 0.65%	1.14% 1.00% 0.81% 0.7 32 24 18	9% 0.72% 23 18	0.46% 0.1	88% 0.39% 0.15% 0.71% 22 7 3 23	0.47% 0	14% 0.69% 5 18	0.41% 0.06% 0.73% 0.46% 0.50%
Gateway Blvd West of I-95	% 0.69% 1.81% 0.71% 1.879 Volume 35 316 55 31	6 0.81% 1.7 4 57	71% 2.27% 1.36% 1. 177 397 134	.03% 3.43% 0.88% 65 444 40	1.05%	3.87% 7.94% - 7.35% 493 94 114 -	1.03% 2.08%	6 5.09% 2 743	1.68% 1.00% 3.73% 1.41% 136 87 543 122	1.54% 3.5	3% 1.85% 1.14% 3.3	23% 1.30% 1.17% 501 111 84	2.67% 1.09%	0.62% 2.96% 0.7	7% 0.69% 0.80 60 44 6	0% 2.66% 0	0.80% 0.79%	1.96% 1.02% 0. 313 111	16% 1.58% 1.1 35 226	1% 0.83%	1.54% 1.14% 0.88% 1.1 218 133 72	0% 0.85%	0.50% 1.0	07% 0.35% 0.16% 1.09% 193 28 11 147	0.62% 0	22% 0.86%	0.36% 0.16% 0.76% 0.43% 0.54%
I-95 North of Gateway Blvd 16	% 0.34% 3.09% 0.53% 3.07 Volume 3 13 4 1	6 0.56% 1.7	73% 3.88% 1.31% 0. 10 16 8	.64% 4.32% 0.39% 6 18 7	0.70%	4.80% 0.91% 1.11% -	0.60% 1.58%	6 7.24%	1.33% 0.85% 5.29% 1.18% 39 16 47 14	1.47% 4.9	3% 1.58% 0.76% 4.1 36 20 7	30 5 5	4.05% 1.08%	0.70% 3.85% 0.5	8% 0.42% 0.61	1% 4.03% 0	0.56% 0.50%	3.05% 1.09% 0.1	2 10	8 0.67%	2.13% 1.30% 0.70% 1.4	5% 0.80%	0.32% 1.4	88% 0.28% 0.10% 1.44%	0.45% 0	09% 1.22%	0.24% 0.20% 0.83% 0.33% 0.43%
Hypoluxo Rd East of I-95 17	% 0.37% 1.59% 0.49% 1.87% Volume 22 102 39 11	6 0.66% 1.2 2 36	26% 1.89% 0.97% 0. 81 120 69	73% 2.23% 0.90% 32 132 11	1.02%	2.91% 1.87% 1.49% 4.31% 150 64 40 188	- 13.46%	6 10.26% 185	4.66% 1.98% 5.64% 1.70% 58 30 135 49	2.47% 4.3	24 64 36	58% 0.65% 0.57%	2.68% 0.94%	0.54% 2.93% 0.3	13% 0.24% 0.45 29 23 3	5% 2.73% 0 32 99	28 30	2.12% 0.85% 0.1	13 64	0.44% 0.44%	1.36% 0.75% 0.56% 0.3	6% 0.28% 44 33	0.08% 0.0	63% 0.08% 0.00% 0.40% 45 16 5 42	0.12% 0	00% 0.32%	0.08% 0.04% 0.16% 0.08% 0.16%
Hypoluxo Rd West of I-95 18	% 0.60% 2.84% 1.07% 3.119 Volume 33 261 52 25	6 1.01% 2.2	25% 3.33% 1.92% 0. 146 318 111	90% 3.65% 0.32%	0.82%	4.16% 1.76% 1.12% 5.23% 370 76 71 548	3.29% -	5.12%	1.59% 0.84% 3.73% 1.36% 141 91 562 122	1.63% 3.43	3% 1.77% 1.00% 3.5	53% 1.13% 0.99%	3.09% 1.03%	0.56% 3.15% 0.7	9% 0.64% 0.88	8% 2.73% 0	0.82%	2.17% 1.24% 0.	16% 1.75% 1.3	0% 1.06%	1.64% 1.26% 0.98% 1.2	1% 0.92%	0.46% 1.3	23% 0.44% 0.14% 1.17%	0.67% 0	18% 1.01%	0.42% 0.20% 0.88% 0.56% 0.75%
I-95 North of Hypoluxo Rd 19	% 0.35% 2.84% 0.56% 2.78 Volume 15 43 23 4	6 0.58% 1.5 8 21	59% 3.45% 1.21% 0. 39 44 39	20 55 8	0.60%	4.02% 0.82% 0.77% 5.93% 66 38 21 86	0.48% 2.08%	6 95 -	1.52% 0.99% 6.09% 1.32% 226 124 49	1.68% 5.4	4% 1.63% 0.83% 5.0 88 45 24	74 28 22	4.11% 1.11%	0.71% 4.25% 0.6	24 14 0.65	5% 4.25% 0 22 61	0.56% 0.49%	3.22% 1.13% 0.1 45 23	1% 2.29% 1.1	3% 0.74%	2.32% 1.38% 0.75% 1.5	0% 0.82%	0.34% 1.4	80% 0.28% 0.12% 1.49% 18 10 4 15	0.49% 0	10% 1.29%	0.28% 0.21% 0.82% 0.36% 0.46%
Lantana Rd East of I-95 20	% 0.68% 1.96% 1.07% 2.19 Volume 9 39 13 3	6 0.96% 1.7 8 16	76% 2.01% 1.76% 0. 28 45 26	.91% 2.53% 0.38% 15 53 12	0.98%	3.01% 1.72% 0.93% 3.90% 61 27 21 91	1.14% 2.57%	6 4.27% - 2 79	10.19% 5.59% 2.20% 235 - 90 37	2.32% 3.9	3% 2.00% 1.10% 3.3 70 36 18	6% 1.23% 0.98%	3.01% 1.23%	0.73% 3.03% 1.0	07% 0.63% 1.00	0% 2.77% 0 16 54	0.94% 0.97%	2.02% 1.06% 0. 37 18	5% 1.28% 0.9 10 24	3% 0.69% 18 14	1.14% 0.91% 0.77% 0.8 22 22 18	2% 0.72% 14 13	0.63% 0.	79% 0.43% 0.17% 0.66% 13 7 3 11	0.50% 0	20% 0.61%	0.44% 0.06% 0.61% 0.46% 0.48%
Lantana Ko west of 1-95 21	% 0.51% 2.13% 0.69% 2.069 Volume 27 220 48 21	6 0.86% 1.4 0 43	49% 2.45% 1.42% 0. 125 265 100	.80% 2.85% 0.63% 44 286 18	0.92%	3.29% 1.47% 1.11% 4.91% 295 58 52 410	1.04% 2.26%	6 4.26% 5 375	12.69% - 4.84% 1.96% 81 73 - 121	1.57% 3.7 136 4	4% 1.95% 0.98% 3.9 83 154 71	57% 1.25% 0.89% 424 90 73	2.94% 1.01% 351 96	0.54% 3.19% 0.9	9% 0.65% 0.88 61 45 6	8% 2.90% 0 62 342	0.92% 0.83% 54 49	1.99% 0.95% 0. 267 98	3% 1.29% 0.9 29 188	3% 0.74% 97 61	1.19% 1.20% 0.95% 0.7 182 114 64	5% 0.70% 22 74	0.44% 0.	71% 0.36% 0.17% 0.59% 146 25 10 117	0.52% 0	22% 0.52% 9 102	0.29% 0.09% 0.56% 0.41% 0.41% 21 19 74 32 41
I-95 North of Lantana Rd 22	% 0.35% 2.79% 0.60% 2.679 Volume 18 50 22 5	6 0.54% 1.5 4 23	58% 3.34% 1.27% 0. 45 55 42	22 65 3	0.55%	3.72% 0.73% 0.65% 5.19% 76 27 21 91	0.25% 1.84%	6 4.73% 8 95	1.02% 0.92% - 1.53% 40 31 83 -	1.71% 6.0	9% 1.94% 0.90% 5.3 31 68 44	86% 1.14% 0.92% 114 41 33	4.43% 1.21% 92 48	0.76% 4.38% 0.7	7% 0.56% 0.77 25 22 2	7% 4.32% 0 29 78	0.68% 0.62% 28 25	3.38% 1.23% 0. 60 34	13 44	2% 0.77% 32 29	2.30% 1.44% 0.81% 1.5 42 37 28	4% 0.93% 30 21	0.37% 1.1	85% 0.32% 0.12% 1.48% 33 11 4 26	0.50% 0	11% 1.29%	0.27% 0.24% 0.93% 0.41% 0.52%
6th Ave S East of I-95 23	% 0.67% 1.88% 0.84% 2.04% Volume 24 121 42 12	6 0.87% 1.6 3 32	69% 2.04% 1.57% 0. 81 134 76	.82% 2.45% 0.13% 30 150 9	0.80%	2.83% 1.03% 0.79% 3.41% 165 47 29 198	0.49% 1.81%	6 3.56% 4 205	1.51% 1.16% 3.09% - 63 43 182 239	10.17% 4.9	1% 2.56% 1.67% 4.3 41 70 45	25% 1.54% 1.23%	3.45% 1.79%	0.96% 3.23% 0.9	28 28 3	9% 2.91% 1 34 91	1.04% 0.95% 30 29	2.25% 1.28% 0. 72 46	17% 1.63% 1.1	2% 1.10% 45 40	1.56% 1.37% 1.04% 1.1 54 47 39	3% 0.78% 38 33	0.48% 1.3	23% 0.40% 0.15% 0.97% 45 15 8 34	0.57% 0	16% 0.83% 7 33	0.53% 0.11% 0.73% 0.47% 0.63%
6th Ave S West of I-95 24	% 0.63% 3.11% 1.09% 3.18% Volume 30 222 44 22	6 0.82% 2.0	09% 3.43% 1.96% 0. 114 255 92	177% 3.86% 0.24% 41 286 16	0.82%	4.23% 1.20% 0.74% 5.09% 294 55 49 393	0.55% 2.43%	6 5.26% 8 374	1.62% 1.10% 4.67% 6.15% 82 75 339 88	- 3.6	2% 1.79% 1.16% 3.: 183 90	81% 1.15% 1.00% 529 106 81	2.67% 1.17%	0.50% 2.73% 0.7	2% 0.71% 0.87	7% 2.33% 0 75 411	0.78% 0.75%	1.85% 1.19% 0. 304 116	3% 1.44% 1.1 36 215	5% 1.03% 10 70	1.37% 1.20% 0.99% 0.9 204 126 77	9% 0.85% 25 73	0.47% 1.	15% 0.37% 0.20% 0.88% 165 25 12 119	0.65% 0	18% 0.85% 8 110	0.39% 0.15% 0.77% 0.48% 0.67% 25 19 74 31 42
1-95 North of 6th Ave S 25	% 0.36% 2.63% 0.53% 2.67 Volume 20 79 38 7	6 0.48% 1.3 8 26	35% 3.02% 1.09% 0. 58 83 61	24 84 5	0.54%	3.47% 0.65% 0.58% 4.65% 88 39 15 113	0.25% 1.76%	6 4.42% 1 113	0.97% 0.88% 4.01% 1.05% 42 30 104 51	2.51% - 97 1	2.17% 1.06% 6.3	24% 1.25% 0.96% 186 53 45	5.03% 1.40% 137 54	0.92% 4.95% 0.7	6% 0.55% 0.88	8% 4.85% 0 41 128	0.87% 0.71% 36 41	3.59% 1.37% 0. 97 51	2% 2.54% 1.3 17 67	0.82% 47 38	2.41% 1.49% 0.91% 1.4 63 49 36	8% 0.87% 41 34	0.35% 1.4	94% 0.30% 0.14% 1.41% 46 15 8 35	0.50% 0	10% 1.31% 7 33	0.29% 0.22% 0.88% 0.36% 0.50%
10th Ave N East of 1-95 26	% 0.58% 2.28% 1.09% 2.24% Volume 17 61 32 6	6 0.73% 1.6 4 24	66% 2.39% 1.76% 0. 51 71 48	.68% 2.41% 0.15% 23 74 3	0.69%	2.54% 1.12% 0.42% 3.24% 74 34 17 98	0.21% 2.05%	6 3.24% 1 89	1.21% 0.86% 2.99% 1.46% 41 24 84 52	2.80% 3.7	6% - 6.84% 5.3 23 214 -	36% 1.52% 1.31% 107 36 35	3.94% 1.55% 85 29	0.86% 3.79% 0.9	2% 0.90% 1.18 23 24 3	8% 3.66% 1 31 90	1.04% 1.17% 28 26	2.78% 1.45% 0. 66 39	0% 1.93% 1.3	7% 1.09% 33 29	1.80% 1.41% 1.03% 1.1 48 37 28	7% 0.97% 27 26	0.60% 1.3	31% 0.43% 0.22% 1.00% 31 11 7 25	0.64% 0	20% 0.94% 7 24	0.41% 0.16% 0.88% 0.47% 0.64%
10th Ave N West of I-95 27	% 0.61% 2.26% 1.17% 2.37 Volume 26 202 46 21	6 0.88% 1.9 0 37	91% 2.65% 1.77% 0. 109 227 95	.84% 2.75% 0.12% 34 245 10	0.67%	2.75% 1.25% 0.61% 3.64% 269 58 43 329	0.25% 1.90%	6 3.30% 2 307	1.53% 0.88% 3.12% 1.94% 57 52 276 73	3.15% 4.5	9% 7.93% - 3.4 41 118 114 -	25% 1.33% 1.30%	3.15% 1.09% 527 147	0.52% 3.30% 0.8	4% 0.87% 1.17 82 59 9	7% 3.31% 1 90 507	1.03% 0.97% 86 75	2.46% 1.45% 0. 373 140	1.81% 1.2 41 254	1% 1.08% 33 80	1.76% 1.36% 1.04% 1.0 253 147 92	0% 0.94%	0.66% 1.	14% 0.39% 0.25% 0.94% 193 30 17 146	0.65% 0	25% 0.90%	0.44% 0.10% 0.81% 0.49% 0.64%
1-95 North of 10th Ave N 28	% 0.31% 2.34% 0.53% 2.449 Volume 13 35 20 3	6 0.43% 1.2 3 18	26% 2.62% 1.11% 0. 29 38 28	40% 2.84% 0.12% 17 39 1	0.42%	3.12% 0.67% 0.50% 3.81% 39 24 9 49	0.18% 1.53%	6 3.56% 3 45	0.67% 0.61% 3.20% 0.85% 23 14 45 27	2.04% 3.9 41	5% 1.37% 1.32% - 56 43 32	1.45% 1.02% 57 - 140	6.10% 1.70% 112 42	1.01% 6.57% 0.9 16 116	5% 0.68% 1.03 29 28 3	3% 5.86% 0 38 93	0.88% 32 26	4.31% 1.62% 0. 75 45	18% 2.94% 1.5 15 59	3% 0.92% 39 34	2.93% 1.70% 1.06% 1.7 50 44 35	5% 1.01% 34 28	0.44% 2.3	24% 0.35% 0.19% 1.69% 39 15 8 32	0.50% 0	11% 1.41% 6 28	0.30% 0.22% 0.99% 0.36% 0.54% 16 5 24 16 21
Forest Hill Bivd East of I-95 29	% 0.59% 1.59% 0.88% 1.499 Volume 23 86 36 8	6 0.82% 1.3 3 24	32% 1.69% 1.29% 0. 56 89 55	26 98 3	0.57%	1.74% 1.11% 0.40% 2.21% 91 39 16 110	0.12% 1.53%	6 2.03% 7 114	1.08% 0.64% 2.03% 1.25% 41 18 105 44	1.88% 2.5 88 1	4% 1.95% 1.46% 2.0 22 70 55	6.38% - 6.38%	5.17% 1.94% 101 30	0.73% 5.27% 1.2	27 25 3	2% 4.27% 1 35 93	1.48% 1.19% 31 27	3.44% 2.04% 0. 72 42	7% 2.65% 1.7 13 55	3% 1.53% 38 31	2.26% 1.99% 1.57% 1.5 47 45 36	4% 1.27% 34 25	0.73% 1.	77% 0.67% 0.34% 1.46% 35 14 6 28	0.92% 0	29% 1.28% 6 25	0.71% 0.24% 1.06% 0.73% 0.94% 13 4 23 14 19
Forest Hill Blvd West of I-95 30	% 0.77% 2.93% 1.22% 2.815 Volume 29 247 45 23	6 0.82% 1.8 9 41	88% 3.02% 1.87% 0. 122 283 100	87% 3.30% 0.09% 41 310 17	0.62%	3.06% 1.31% 0.52% 3.73% 321 54 48 400	0.21% 2.27\% 2.27\% 2	6 3.88%	1.40% 0.62% 3.56% 1.51% 62 59 334 85	3.01% 4.1 209 4	3% 2.40% 1.88% 4. 07 130 131	3% 3.59% - 444 63 156 -	3.41% 1.01%	0.50% 3.49% 0.8	9% 0.83% 1.18 85 59 5	8% 3.13% 1 97 531	0.92% 85 73	2.44% 1.43% 0. 362 140	14% 1.83% 1.2 37 253	5% 1.04% 30 80	1.58% 1.53% 1.20% 1.1 235 144 87	6% 0.85%	0.53% 1. 40	18% 0.46% 0.21% 0.94% 184 31 16 137	0.62% 0	20% 0.85% 9 120	0.44% 0.13% 0.78% 0.46% 0.64% 27 17 90 31 47
1-95 North of Forest Hill Blvd 31	% 0.32% 2.71% 0.50% 2.629 Volume 14 36 21 3	6 0.45% 1.3 8 18	34% 3.09% 1.09% 0. 32 39 34	18 45 1	0.44%	3.51% 0.59% 0.52% 4.37% 45 26 11 54	0.22% 1.60%	6 4.08% 9 51	0.68% 0.65% 3.65% 0.93% 25 14 51 31	2.29% 4.4	5% 1.42% 1.44% 4.1 57 44 41	66 29 45	1.46%	0.88% 6.01% 0.9	28 25 3	5% 5.79% 0 30 109	0.93% 0.80% 28 28	3.94% 1.54% 0. 76 39	1% 2.75% 1.4 14 56	1% 0.87% 39 28	2.57% 1.58% 0.95% 1.6 53 43 30	8% 0.96% 37 27	0.44% 2.0	01% 0.34% 0.17% 1.50% 38 15 5 26	0.46% 0	10% 1.31% 6 25	0.29% 0.19% 0.98% 0.34% 0.51% 15 5 22 14 18
Southern Blvd Most of LOS	% 0.59% 1.57% 0.92% 1.659 Volume 9 34 14 3	6 0.79% 1.3	39% 1.68% 1.46% 0. 26 40 22	79% 1.94% 0.06% 13 45 4	0.60%	1.97% 1.14% 0.45% 2.32% 47 17 14 64	0.15% 1.70%	6 2.21% 5 55	1.09% 0.61% 2.23% 1.33% 20 15 49 24	2.06% 2.4	7% 1.91% 1.76% 2.1 69 28 28	69 19 25	3.87% - 97 104	10.06% 3.68% 1.2 - 51	1% 1.06% 1.31 32 16 2	1% 4.71% 1 20 87	1.19% 1.20% 23 15	3.27% 1.66% 0. 65 24	2% 2.44% 1.6 10 40	7% 1.23% 25 14	2.30% 1.84% 1.29% 1.6 43 34 20	2% 1.18% 26 16	0.80% 1.0	62% 0.64% 0.23% 1.13% 24 7 4 13	0.87% 0	26% 1.06% 2 12	0.63% 0.21% 0.96% 0.58% 0.76% 6 1 8 3 6
LOE North of Southern Plud	% 0.50% 1.93% 0.80% 2.08% Volume 25 202 43 19	6 0.79% 1.5 9 32	52% 2.33% 1.29% 0. 100 220 88	73% 2.56% 0.21% 34 249 10	0.87%	2.74% 0.99% 0.80% 3.68% 265 52 36 316	0.38% 1.44%	6 3.15% 7 302	1.16% 0.87% 2.80% 1.36% 55 53 269 62	2.07% 3.9 158 3	7% 1.63% 1.58% 3.9 11 104 104	97% 1.06% 1.43% 356 52 129	5.58% 5.95% 535 61	- 2.92% 1.8 83 -	15% 0.90% 1.11 101 71 10	1% 4.96% 1 05 653	1.31% 0.87% 106 91	3.71% 1.36% 0. 493 174	56 310 1.4	2% 0.81% 51 96	2.48% 1.92% 1.12% 1.5 293 195 116	0% 0.91%	0.45% 1.: 42	39% 0.39% 0.23% 0.73% 223 41 18 157	0.41% 0	11% 0.69% 10 140	0.33% 0.06% 0.46% 0.18% 0.31% 30 20 94 33 53
L 05 Rome to DR Airmort 25	% 0.28% 2.27% 0.49% 2.24% Volume 13 44 22 4	6 0.37% 1.1 0 16	12% 2.47% 0.99% 0. 34 43 37	.39% 2.81% 0.11% 15 54 3	0.38%	2.98% 0.58% 0.40% 3.56% 60 21 11 71	0.13% 1.43%	6 3.39% 7 63	0.62% 0.59% 3.02% 0.71% 22 19 57 23	1.78% 3.50 37	0% 1.18% 1.17% 4.0 66 35 30	01% 0.58% 1.45% 73 25 38	6.02% 0.69% 96 28	0.93% - 1.1 29 95 -	3% 0.80% 1.17 102 5	7% 7.34% 1 56 141	1.18% 1.03% 44 33	5.55% 1.96% 0. 85 37	3% 3.48% 1.6 17 64	26 29	3.30% 2.19% 1.31% 2.0 71 42 29	5% 1.15% 37 26	0.47% 2.1	52% 0.47% 0.21% 1.78% 43 17 7 25	0.58% 0	11% 1.58% 4 21	0.34% 0.22% 1.06% 0.37% 0.59% 12 3 16 11 12
Relvedere Pri West of L95 36	% 0.57% 1.92% 0.96% 1.719 Volume 21 72 32 7	6 0.70% 1.4 2 23	47% 1.85% 1.60% 0. 51 73 50	.67% 2.30% 0.11% 21 79 2	0.70%	2.57% 0.89% 0.48% 3.05% 84 36 15 101	0.15% 1.60%	6 2.74% 2 98	0.95% 0.82% 2.46% 1.01% 34 22 92 39	1.60% 2.8 76 1	4% 1.51% 1.30% 3. 11 63 52	16% 1.08% 1.64% 110 35 66	4.12% 1.23% 148 42	1.24% 4.06% - 24 144	4.46% 2.41	1% 6.04% 1 20 81	1.90% 1.40% 30 25	3.62% 1.60% 0. 58 32	2% 2.73% 1.1 13 40	32 1.26%	3.05% 1.79% 1.23% 1.5 46 29 24	6% 1.14% 29 24	0.87% 1.1	85% 0.74% 0.32% 1.09% 28 14 5 20	0.71% 0	18% 0.90% 4 19	0.52% 0.15% 0.68% 0.45% 0.50% 10 3 13 10 14
Belvedere Rd East of I-95 37	% 0.72% 2.51% 1.13% 2.53 Volume 16 50 24 4	6 0.81% 1.7 7 18	79% 2.56% 1.76% 0. 35 47 35	2.76% 0.08% 16 55 3	0.67%	2.91% 1.27% 0.53% 3.51% 55 25 9 67	0.20% 2.17%	6 3.43% 3 61	1.19% 0.77% 3.24% 1.39% 25 17 60 32	2.67% 3.8 53	9% 2.20% 1.81% 3.1 75 46 39	36% 1.23% 2.30% 77 30 50	5.19% 1.50% 105 39	0.86% 5.03% 3.7	76% - 4.18 58 143 -	8% 2.79% 1 115	1.04% 0.87% 42 34	2.00% 1.11% 0. 87 49	15% 1.36% 1.1 17 54	1% 0.95% 40 31	1.60% 0.99% 0.84% 1.0 50 41 30	1% 0.82% 32 27	0.57% 0.9	96% 0.46% 0.17% 0.69% 36 14 4 27	0.53% 0	14% 0.63% 4 26	0.35% 0.10% 0.44% 0.35% 0.46% 13 4 21 13 17
1-95 North of Belvedere Rd 38	% 0.67% 2.07% 0.97% 1.939 Volume 21 206 38 19	6 0.75% 1.4 7 35	42% 1.93% 1.46% 0. 105 227 77	2.23% 0.13% 29 252 6	0.63%	2.22% 1.04% 0.34% 2.72% 261 43 34 327	0.18% 1.76%	6 2.47% 5 298	1.02% 0.67% 2.45% 1.30% 54 50 271 66	2.19% 3.0 162 3	4% 1.88% 1.58% 3. 16 102 105	13% 1.23% 2.06% 333 50 123	4.27% 1.61% 534 59	0.99% 4.15% 2.3 98 488	15% 5.86% - 138 140 10	4.65% 1	1.69% 1.36% 166 131	3.50% 1.96% 0. 728 239	67% 2.19% 1.6 65 460	2% 1.25% 19 128	2.04% 1.68% 1.23% 1.2 427 264 143	9% 1.09% 254 133	0.66% 1.4	44% 0.55% 0.18% 1.08% 332 53 29 210	0.64% 0	18% 1.04% 11 177	0.51% 0.15% 0.85% 0.50% 0.68% 41 31 112 42 58
Okeechobee Blvd East of I-95 39	% 0.21% 2.05% 0.38% 1.969 Volume 12 55 21 5	6 0.35% 1.0 1 21	04% 2.25% 0.77% 0. 40 60 34	29% 2.50% 0.06% 18 61 3	0.27%	2.60% 0.42% 0.33% 3.23% 62 25 12 78	0.14% 1.24%	6 2.95% 7 71	0.54% 0.50% 2.68% 0.66% 31 19 71 31	1.60% 3.13 60	3% 1.01% 1.04% 3.: 87 49 49	96 32 58	5.29% 0.59% 133 31	0.97% 4.84% 1.3 26 133	49 57 4	0% - 1 48 202 -	1.65% 1.31%	7.20% 2.36% 0. 143 66	5% 4.54% 2.1 30 81	5% 1.26% 43 39	4.23% 2.61% 1.42% 2.5 76 54 42	2% 1.31% 42 34	0.61% 3.: 21	29% 0.52% 0.30% 2.08% 56 17 7 33	0.67% 0	11% 1.75% 7 27	0.41% 0.31% 1.11% 0.41% 0.57% 17 5 21 14 16
Okeechobee Blvd West of I-95 40	% 0.38% 1.79% 0.67% 1.689 Volume 16 67 30 6	6 0.69% 1.3 2 24	30% 1.93% 1.12% 0. 44 69 42	.60% 1.96% 0.10% 18 70 2	0.48%	2.00% 0.80% 0.37% 2.52% 71 27 10 80	0.10% 1.53%	6 2.31% 2 79	1.01% 0.61% 2.27% 1.00% 29 19 72 35	1.95% 2.8 60	1% 1.60% 1.60% 3. 89 53 45	97 35 54	4.29% 1.03% 120 39	0.84% 4.28% 1.6 23 118	40 64 5	7% 6.51% - 52 169	7.24%	4.60% 2.13% 0. 95 50	24 71 2.62% 1.3	7% 1.28% 46 46	2.45% 1.76% 1.38% 1.3 66 55 44	6% 1.11% 40 34	0.67% 1.1	80% 0.55% 0.24% 1.08% 47 19 8 32	0.71% 0	24% 0.87% 7 25	0.55% 0.16% 0.66% 0.46% 0.53% 13 4 23 14 20
I-95 North of Okeechobee Blvd 41	% 0.53% 2.21% 0.98% 2.05 Volume 21 207 39 20	6 0.80% 1.4 0 32	47% 2.27% 1.39% 0. 99 222 71	25 239 7	0.45%	2.37% 0.89% 0.33% 2.64% 255 44 27 309	0.18% 1.71%	6 2.62% 7 277	0.97% 0.64% 2.40% 1.16% 43 35 238 53	1.99% 2.9	5% 1.75% 1.48% 3 184 90 88	297 40 116	3.99% 1.30% 420 56	0.77% 3.93% 1.3 78 410	104 122 E	1% 5.60% 6 82 629	96 162	3.14% 1.67% U. - 248	72 468 1.5	2% 1.54% 00 126	2.19% 1.81% 1.46% 1.3 430 259 148	4% 1.13%	61	310 63 32 200	0.75% 0	24% 0.82% 12 171	0.42% 0.12% 0.75% 0.48% 0.66% 36 27 104 37 58
Palm Beach Lakes Blvd East of I-95 42	% 0.23% 2.23% 0.42% 2.15 Volume 16 63 30 6	2 21	44 67 42	18 66 3	0.23%	2.75% 0.47% 0.29% 3.31% 72 33 12 85	0.12% 1.16%	1 82	0.46% 0.38% 2.55% 0.57% 32 16 75 33	1.66% 3.0	5% 0.97% 0.94% 3. 86 55 43	86 31 58	4.51% 0.60%	0.83% 4.40% 1.1 27 110	36 59 4	45 141	57 72	- 2.66% U. 160 -	206 182	5% 1.35% 03 74	4.61% 2.78% 1.58% 2.6 144 115 75	7% 1.43% 86 67	37	103 27 14 71	0.74% 0	9 58	0.38% 0.29% 1.11% 0.40% 0.62% 23 9 45 21 34
Palm Beach Lakes Blvd West of I-95 43	% 0.42% 1.68% 0.79% 1.64% Volume 14 46 25 4	6 17	16% 1.77% 1.12% 0. 36 48 37	16 49 1	0.35%	1.90% 0.88% 0.32% 2.25% 49 26 9 57	0.14% 1.36%	2 58	0.85% 0.42% 1.99% 0.87% 27 14 54 28	1.8/% 2.2	61 43 34	63 27 47	3.13% 1.02% 81 34	0.72% 2.91% 0.9	32 52 3	36 106	48 66	4.25% - 5.	66	1% 1.97% 39 27	45 37 25	7% 1.77% 27 22	0.97% 2.	74% 0.72% 0.36% 1.89% 28 13 4 19	0.95% 0	4 15	0.61% 0.25% 1.19% 0.55% 0.91%
I-95 North of Palm Beach Lakes Blvd 44	% 0.81% 1.96% 1.08% 1.99% Volume 18 155 34 14	5 24	77 159 61	23 168 2 23 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.51%	2.09% 1.09% 0.39% 2.43% 176 37 16 199	0.15% 1.79% 6 78	6 2.49% 8 194	1.18% 0.59% 2.32% 1.22% 36 23 173 38	2.13% 2.6.	3% 1.86% 1.45% 2. 95 68 62	10% 1.14% 2.02% 193 34 87	268 45	0.83% 3.28% 1.3 48 248	65 91 6	4% 4.56% 2 60 358	71 110	4.93% 8.15% -	2.82% 1.6	11 126	1.91% 1.59% 1.05% 1.1 376 239 140	223 136	61	20% 0.56% 0.18% 0.82% 279 53 27 176 0.20% 0.74% 0.20% 2.47%	67	15 149	0.41% 0.10% 0.52% 0.31% 0.39% 36 19 90 33 55 0.51% 0.27% 0.41% 0.77%
45th St East of I-95 45	Volume 12 64 20 6	1 16	36 65 31 0.01% 1.92% 0.94% 0.	15 67 2 46% 198% 0.05%	12	70 23 7 84 2.08% 0.68% 0.20% 2.46%	3 40	0 81	23 12 77 24 0.69% 0.37% 2.29% 0.72%	55	80 41 34 8% 1.23% 1.02% 2.	85 23 43	106 29 3 13% 0.85%	25 100 0.73% 2.94% 0.3	26 45 3	34 130	39 48	144 59	54 133 - 38% 3.02%	347	119 98 66 3.40% 2.80% 1.96% 2.3	76 63	32	86 33 16 55 52% 0.96% 0.46% 1.63%	30	8 54	0.51% 0.27% 1.27% 0.47% 0.77% 23 7 43 20 29 0.68% 0.21% 1.26% 0.58% 0.86%
45th St West of I-95 46	Volume 17 129 35 12 95 0.32% 2.42% 0.66% 2.200	3 23	67 130 56 25% 2.43% 1.05% 0	20 139 3	16	145 37 15 173 2 71% 0.69% 0.27% 2.240%	5 71	1 168	34 20 154 37 0.65% 0.38% 2.27% 0.12%	104 1	66 71 59 0% 1.34% 1.11% 2	169 34 83 17% 0.63% 1.56%	214 46 4 00% 0 84°	39 204	51 76 5	52 274 7% 5.1.4% 1	64 99 19% 1.85%	317 111	93 273 2	51 -	126 97 69 2 37% 1.81% 1.30% 1.4	79 67	36	85 35 16 51 60% 0.66% 0.30% 0.06%	35	9 50 17% 0.04%	19 5 40 20 30 0.35% 0.10% 0.74% 0.36% 0.00%
I-95 North of 45th St 47	Volume 18 163 34 15 % 0.23% 2.08% 0.43% 1.03%	1 24	76 169 61 97% 2.15% 0.78% 0	22 178 3 28% 2.27% 0.04%	17	185 35 17 215 2.36% 0.45% 0.21% 2.75%	6 80 0.08% 1.03%	0 198	35 27 174 41 0.45% 0.35% 2.22% 0.52%	114 1	95 73 64 9% 0.93% 0.81% 21	201 35 87	269 43 3.43% 0.55%	51 252 0.65% 3.21% 0.0	77 92 5 117% 0.73	58 359 3% 4.57% 0	67 104 0.86% 1 32%	439 96	101 313	78 322 -)% 4,11% -	329 184 4,20% 2,35% 4	7% 2 45%	84	395 83 42 223 03% 1.05% 0.53% 2.84%	81	15 185	43 26 108 36 65 0.54% 0.33% 1.38% 0.46% 0.83%
Blue Heron Blvd East of I-95 48	Volume 15 77 29 7 % 0.29% 1.50% 0.57% 1.45%	4 20 6 0.39% 0.9	49 82 48 96% 1.61% 0.95% 0	18 79 2 .35% 1.55% 0.05%	18	86 31 11 100 1.68% 0.60% 0.22% 1.95%	6 54 0.12% 1.06%	4 101	30 15 93 32 0.59% 0.29% 1.81% 0.63%	72	95 56 45 6% 1.09% 0.88% 1	99 30 63 24% 0.59% 1.23%	131 36 2.55% 0.70%	37 119 0.72% 2.32% 0.5	42 61 4 1.19% 0.87	44 171 7% 3.34% 1	52 66 1.02% 1.30%	188 73 3.66% 1.42% 1	73 156	57 161 1% 3.16%	239 - 529 2 4.66% - 10.34% 4 2	218 139	70	220 50 29 154 31% 0.97% 0.57% 3.02%	71	15 132 30% 2.58%	39 20 94 37 64 0.76% 0.39% 1.84% 0.72% 1.25%
Blue Heron Blvd West of I-95 49	Volume 17 121 32 11 % 0.29% 2.10% 0.56% 1 999	5 22 6 0.38% 1 1	66 128 59 14% 2.22% 1.03% 0	20 127 3	17	132 38 13 155 2.29% 0.66% 0.22% 2.69%	6 67 0.11% 1.17%	7 151	34 18 134 36 0.58% 0.32% 2.32% 0.62%	93 1 1.61% 2.5	47 65 58 6% 1.13% 1.00% 2	147 35 73 55% 0.60% 1.26%	200 41 3.46% 0.70%	43 181 0.75% 3.14% 0.5	53 78 5 2% 1.36% 0.97	56 252 7% 4.36% 1	58 88 1.01% 1.52%	287 92 4.98% 1.60% 1	92 231	65 253 2% 4.39%	389 377 - 6.74% 6.54% - 1 9	11 83 2% 1.44%	47 0.81% 1.1	106 37 19 90 83% 0.63% 0.33% 1 57%	47 0.82% 0	14 78 24% 1.35%	26 10 63 28 46 0.45% 0.18% 1.09% 0.48% 0.80%
I-95 North of Blue Heron Blvd 50	Volume 14 116 30 10 % 0.24% 1.93% 0.50% 1.70%	2 20 6 0.34% 0.9	57 115 50 95% 1.92% 0.83% 0	16 118 1 .27% 1.97% 0.01%	15	124 28 10 144 2.06% 0.46% 0.17% 2.39%	2 60	0 131	28 15 118 29 0.46% 0.24% 1.96% 0.49%	77 1	27 54 44 1% 0.89% 0.74% 2	134 25 65 23% 0.42% 1.09%	168 32 2.81% 0.54%	31 157 0.52% 2.62% 0.8	54 70 4 19% 1.16% 0.74	45 204 4% 3.39% n	49 71 0.82% 1.18%	255 72 4.25% 1.19% 1	73 205 2% 3.41% 0.9	56 196 3% 3.27%	323 153 276 - 5.38% 2.55% 4.61% -	194	88 1.47% 6	391 81 41 238 51% 1.35% 0.68% 3 97%	88 1.47% 0	16 191 26% 3.19%	50 25 126 42 73 0.84% 0.42% 2.09% 0.69% 1.22%
Northlake Blvd East of I-95 51	Volume 12 47 24 4 % 0.36% 1.35% 0.70% 1.26%	3 16 6 0.45% 0.9	33 46 33 95% 1.34% 0.96% 0.	14 46 1 40% 1.33% 0.04%	13 0.37%	50 22 7 54 1.45% 0.63% 0.20% 1.57%	2 40	0 54 6 1.58%	22 11 53 23 0.64% 0.32% 1.55% 0.66%	48 1.38% 1.6	56 41 33 2% 1.18% 0.96% 1.3	61 23 42 76% 0.68% 1.22%	73 28 2.13% 0.82%	18 71 0.53% 2.06% 0.8	31 42 3 9% 1.22% 0.89	31 94 9% 2.73% 1	36 47 1.03% 1.35%	103 49 2.97% 1.42% 1.	48 87 10% 2.51% 1.0	37 110 7% 3.18%	125 78 121 3.63% 2.27% 3.51% 4.0	40 - 5% -	319 9.24% 5.4	196 58 28 124 67% 1.67% 0.80% 3.58%	63 1.84% 0	15 101 44% 2.94%	32 14 77 31 55 0.93% 0.41% 2.24% 0.89% 1.60%
Northlake Blvd West of I-95 52	Volume 14 63 27 6 % 0.37% 1.69% 0.72% 1.65%	2 17 6 0.46% 1.0	40 63 37 08% 1.69% 1.00% 0.	17 69 1 45% 1.85% 0.02%	14 0.36%	68 26 7 77 1.82% 0.69% 0.19% 2.07%	2 45	5 73 6 1.95%	25 11 70 26 0.67% 0.30% 1.88% 0.69%	59 1.58% 2.0	75 46 38 0% 1.22% 1.00% 2.3	83 25 47 22% 0.68% 1.26%	99 31 2.64% 0.83%	24 93 0.63% 2.49% 1.0	37 52 3 10% 1.38% 0.92	34 129 2% 3.45% 1	38 54 1.01% 1.43%	143 63 3.82% 1.67% 1.1	59 115 57% 3.07% 1.1	45 143 % 3.81%	191 109 182 3 5.09% 2.91% 4.86% 5.4	205 281	2.3	85 31 20 57 28% 0.83% 0.53% 1.53%	34 0.91% 0	10 44 27% 1.18%	21 5 35 18 30 0.57% 0.14% 0.94% 0.47% 0.79%
I-95 North of Northlake Blvd 53	Volume 16 135 29 12 % 0.22% 1.89% 0.41% 1.80%	9 22 6 0.30% 0.8	64 136 49 89% 1.91% 0.68% 0.	18 151 2 25% 2.11% 0.03%	13 0.18%	148 28 11 171 2.07% 0.39% 0.15% 2.39%	4 64	4 155	29 21 139 31 0.41% 0.29% 1.94% 0.43%	91 1 1.27% 2.2	60 57 44 4% 0.79% 0.62% 2.3	163 27 69 28% 0.37% 0.96%	219 35 3.06% 0.48%	33 188 0.47% 2.63% 0.8	60 71 4 4% 0.99% 0.61	44 272 1% 3.81% 0	54 85 0.75% 1.19%	321 75 4.48% 1.04% 1.0	72 237 11% 3.31% 0.8	62 228 5% 3.19%	368 156 297 5.15% 2.18% 4.15% 5.1	370 118 7% 1.65%	221 - 3.09% -	138 62 346 1.93% 0.87% 4.83%	124 1.74% 0	22 281 31% 3.93%	66 40 169 51 91 0.92% 0.56% 2.36% 0.71% 1.27%
PGA Blvd East of I-95 54	Volume 11 29 17 2 % 0.53% 1.33% 0.79% 1.36%	9 15 6 0.72% 1.0	24 30 22 09% 1.39% 1.02% 0.	12 30 1 56% 1.37% 0.03%	9 0.42%	35 17 5 36 1.60% 0.80% 0.21% 1.67%	1 26	6 32 6 1.48%	18 11 32 18 0.83% 0.49% 1.46% 0.85%	29 1.35% 1.6	35 23 22 3% 1.08% 1.03% 1.0	35 18 28 3% 0.82% 1.29%	45 20 2.06% 0.91%	15 44 0.70% 2.03% 0.9	20 28 2 4% 1.30% 0.98	21 62 8% 2.85% 1	28 40 .29% 1.85%	76 36 3.49% 1.68% 1.	34 63 57% 2.89% 1.3	28 75 2% 3.47%	93 48 79 4.33% 2.21% 3.65% 4.2	92 51 3% 2.38%	72 3.34% 7.0	152 - 77 44 03% - 3.58% 2.05%	27 1.26% 0	9 37 42% 1.71%	21 6 25 17 26 0.98% 0.26% 1.17% 0.78% 1.19%
PGA Blvd West of I-95 55	Volume 6 14 9 1 % 0.47% 1.14% 0.74% 1.19	5 8 6 0.61% 1.0	13 17 12 03% 1.32% 0.96% 0.	8 16 0 .63% 1.30% 0.00%	5 0.40%	15 10 2 18 1.19% 0.77% 0.19% 1.46%	0 13	3 18 6 1.43%	10 7 18 12 0.79% 0.58% 1.43% 0.95%	18 1.43% 1.5	20 16 14 6% 1.30% 1.14% 1.4	19 11 16 18% 0.84% 1.27%	28 13 2.23% 1.06%	10 22 0.80% 1.77% 1.5	19 18 1 5% 1.40% 1.13	14 36 3% 2.85% 1	16 23 .31% 1.83%	47 18 3.74% 1.43% 1.	20 34 1% 2.67% 1.4	19 42 3% 3.31%	51 31 45 4.08% 2.49% 3.60% 4.2	53 46 2% 3.63%	59 4.72% 7.4	93 46 · 19 43% 3.69% · 1.52%	12 0.98% 0	6 16 51% 1.25%	9 3 9 7 10 0.72% 0.21% 0.72% 0.59% 0.80%
I-95 North of PGA Blvd 56	Volume 16 133 29 11 % 0.28% 2.24% 0.48% 2.01%	9 19 6 0.32% 1.1	66 138 48 11% 2.32% 0.81% 0.	16 138 1 26% 2.32% 0.02%	12 0.21%	131 29 7 151 2.21% 0.48% 0.11% 2.54%	3 63 0.05% 1.06%	3 145 6 2.43%	26 15 129 24 0.44% 0.26% 2.18% 0.40%	74 1 1.25% 2.3	39 53 38 4% 0.90% 0.64% 2.4	146 26 61 16% 0.43% 1.03%	179 31 3.02% 0.53%	22 160 0.37% 2.69% 0.7	42 60 4 1% 1.00% 0.67	40 204 7% 3.43% 0	42 60 0.71% 1.02%	233 62 3.92% 1.04% 0.	57 179 6% 3.02% 0.7	47 161	270 139 219 4.54% 2.34% 3.68% 4.2	254 95 8% 1.60%	152 2.55% 5.9	352 49 38 - 93% 0.82% 0.64% -	122 2.04% 0	21 259 36% 4.36%	64 38 162 46 86 1.08% 0.64% 2.72% 0.77% 1.45%
Donald Ross Rd East of I-95 57	Volume 14 46 24 4 % 0.54% 1.79% 0.94% 1.69%	4 17 6 0.64% 1.3	34 48 33 32% 1.87% 1.26% 0.	15 45 0 57% 1.72% 0.01%	10 0.40%	45 23 4 50 1.72% 0.90% 0.15% 1.94%	1 36	6 49 6 1.90%	21 10 49 22 0.82% 0.40% 1.90% 0.84%	43 1.64% 1.9	51 39 29 6% 1.50% 1.10% 2.0	53 23 41 04% 0.88% 1.58%	54 27 2.10% 1.03%	12 52 0.46% 2.01% 0.9	24 38 2 4% 1.46% 1.07	28 61 7% 2.35% 1	31 37 	72 42 2.75% 1.63% 1.	40 68 3% 2.62% 1.2	32 62 2% 2.40%	74 66 82 2.84% 2.56% 3.16% 3.3	86 59 2% 2.30%	70 2.70% 4.0	106 40 27 113 08% 1.54% 1.03% 4.36%	- 1	31 73 18% 2.79%	30 13 55 26 46 1.13% 0.49% 2.11% 0.98% 1.75%
Donald Ross Rd West of I-95 58	Volume 8 22 15 2 % 0.66% 1.75% 1.21% 1.59%	0 11 6 0.86% 1.6	20 20 19 64% 1.64% 1.56% 0.	11 20 0 89% 1.62% 0.00%	7 0.57%	22 15 2 21 1.75% 1.23% 0.20% 1.73%	0 18	8 22 6 1.78%	14 6 21 13 1.16% 0.51% 1.73% 1.05%	20 1.65% 1.7	22 20 17 9% 1.65% 1.39% 1.4	23 15 21 86% 1.21% 1.68%	22 15 1.78% 1.24%	8 22 0.65% 1.76% 1.1	14 20 1 1% 1.62% 1.27	16 22 7% 1.79% 1	15 20 .21% 1.62%	23 21 1.86% 1.72% 1.	21 26 70% 2.10% 1.3	17 25 1% 1.98%	28 33 39 2.23% 2.66% 3.18% 3.1	39 33 2% 2.64%	35 2.84% 3.3	41 27 21 47 28% 2.16% 1.72% 3.75%	20 - 1.65% -	25 2.02%	13 7 19 16 21 1.06% 0.57% 1.54% 1.32% 1.69%
I-95 North of Donald Ross Rd 59	Volume 14 118 27 11 % 0.23% 1.96% 0.45% 1.83%	0 18	60 123 47 00% 2.05% 0.78% 0.	16 128 0 .27% 2.12% 0.01%	12 0.20%	120 28 7 146 2.00% 0.46% 0.12% 2.43%	2 55	5 138 6 2.30%	27 15 122 25 0.44% 0.24% 2.03% 0.42%	71 1 1.18% 2.2	34 52 39 2% 0.86% 0.65% 2.3	136 25 60 26% 0.41% 0.99%	169 29 2.82% 0.48%	23 146 0.39% 2.42% 0.6	38 57 3 3% 0.95% 0.60	36 191 0% 3.17% 0	39 55 0.65% 0.92%	213 56 3.55% 0.93% 0.	47 156 18% 2.60% 0.7	44 147 3% 2.45%	239 135 217 3.98% 2.25% 3.60% 3.7	228 87 9% 1.45%	135 2.25% 5.	311 47 34 320 18% 0.78% 0.57% 5.32%	87 1.45% 0	48 - 79% -	72 78 200 165 286 1.20% 1.31% 3.34% 2.75% 4.76%
Indiantown Rd East of I-95 60	Volume 8 22 9 2 % 0.52% 1.37% 0.58% 1.29%	1 8 6 0.51% 0.9	15 22 15 90% 1.38% 0.90% 0.	9 21 0 56% 1.30% 0.00%	6 0.35%	21 11 3 25 1.33% 0.66% 0.21% 1.52%	1 17	7 22 6 1.34%	12 6 23 11 0.73% 0.38% 1.40% 0.68%	19 1.18% 1.5	24 18 14 2% 1.10% 0.84% 1.1	28 14 18 2% 0.84% 1.11%	30 14 1.83% 0.85%	7 27 0.43% 1.69% 0.8	13 22 1 1% 1.35% 0.99	16 39 9% 2.44% 0	15 22 0.92% 1.38%	42 21 2.62% 1.28% 1.	22 33 19% 2.08% 1.1	19 36 5% 2.24%	47 37 49 2.96% 2.31% 3.05% 3.4	55 36 4% 2.21%	50 3.14% 4.	75 23 20 78 77% 1.42% 1.22% 4.93%	34 2.08% 1	21 87 27% 5.48%	- 50 47 25 50 - 3.20% 3.00% 1.62% 3.14%
Indiantown Rd West of I-95 61	Volume 4 20 5 2 % 0.26% 1.33% 0.33% 1.45%	1 5 6 0.32% 0.8	12 23 7 81% 1.56% 0.47% 0.	4 24 1 25% 1.68% 0.04%	2 0.13%	26 4 2 28 1.75% 0.27% 0.12% 1.96%	0.02% 0.65%	9 27 6 1.85%	5 4 23 5 0.34% 0.25% 1.57% 0.36%	14 0.96% 1.7	26 9 5 5% 0.62% 0.31% 1.4	27 4 13 32% 0.30% 0.88%	33 6 2.26% 0.39%	4 27 0.26% 1.88% 0.4	7 10 7% 0.68% 0.43	6 43 3% 2.99% 0	10 12 0.69% 0.80%	45 9 3.10% 0.60% 0.	11 34 2% 2.31% 0.6	10 34 % 2.29%	52 30 51 3.57% 2.07% 3.48% 3.1	46 18 8% 1.25%	30 2.04% 4.0	68 11 6 71 62% 0.76% 0.38% 4.88%	20 1.41% 1	19 130 28% 8.90%	41 - 43 75 92 2.89% - 2.95% 5.08% 6.31%
I-95 North of Indiantown Rd 62	Volume 13 114 26 10 % 0.24% 2.15% 0.49% 1.94%	3 16 6 0.31% 1.0	58 120 45 09% 2.26% 0.85% 0.	13 115 0 25% 2.16% 0.01%	11 0.21%	115 27 5 130 2.17% 0.52% 0.10% 2.45%	2 55	5 123 6 2.32%	24 11 114 23 0.45% 0.21% 2.15% 0.43%	68 1 1.28% 2.2	18 50 38 3% 0.94% 0.72% 2.3	121 24 55 28% 0.45% 1.04%	147 28 2.78% 0.53%	21 129 0.40% 2.43% 0.5	30 53 3 57% 1.00% 0.66	35 162 6% 3.06% 0	33 51 0.63% 0.96%	184 56 3.47% 1.07% 0.3	46 142 18% 2.68% 0.6	36 124 % 2.35%	200 120 186 3.78% 2.27% 3.50% 3.7	98 70 3% 1.32%	112 2.11% 4.0	248 39 29 263 68% 0.74% 0.55% 4.96%	77 1.46% 0	46 331 88% 6.25%	53 72 - 60 177 0.99% 1.37% - 1.13% 3.35%
Turnpike North of Indiantown Rd 63	Volume 12 46 23 4 % 0.41% 1.52% 0.77% 1.46%	4 15 6 0.51% 1.1	33 44 28 11% 1.48% 0.92% 0.	13 45 0 45% 1.49% 0.01%	10 0.35%	45 23 5 52 1.50% 0.76% 0.17% 1.73%	1 32	2 52	21 11 44 19 0.71% 0.38% 1.48% 0.64%	39 1.29% 1.5	47 33 26 8% 1.09% 0.87% 1.3	52 21 35 3% 0.69% 1.18%	59 23 1.96% 0.78%	13 51 0.42% 1.71% 0.7	23 35 2 6% 1.17% 0.81	24 61 1% 2.02% 0	28 34 0.92% 1.15%	69 36 2.31% 1.19% 1.	34 55 3% 1.85% 0.9	28 59 3% 1.97%	74 62 77 2.48% 2.08% 2.58% 2.6	78 50 1% 1.66%	58 1.95% 2.9	88 36 25 93 95% 1.19% 0.84% 3.10%	55 1.82% 1	42 246 40% 8.21%	41 157 35 - 275 1.38% 5.25% 1.16% - 9.18%
Turnpike North of Donald Ross Rd 64	volume 14 64 25 5 % 0.39% 1.79% 0.69% 1.65%	9 16 6 0.44% 1.1	42 62 38 17% 1.71% 1.06% 0.	14 65 0 .39% 1.80% 0.00%	0.30%	63 26 4 69 1.74% 0.71% 0.11% 1.92%	2 43	3 67 6 1.87%	21 11 65 21 0.59% 0.31% 1.80% 0.59%	50 1.39% 1.7	65 44 32 9% 1.23% 0.89% 1.9	/U 23 43 24% 0.63% 1.20%	72 27 2.01% 0.74%	14 69 0.40% 1.91% 0.7	26 46 3 3% 1.27% 0.83	30 82 3% 2.28% 0	30 44 0.84% 1.22%	94 45 2.61% 1.25% 1.1	39 80 19% 2.22% 0.9	35 82 7% 2.28%	99 86 112 2.76% 2.38% 3.10% 3.0	9% 1.84%	88 2.45% 3.4	133 40 31 138 69% 1.12% 0.85% 3.84%	66 1.83% 1	46 212 28% 5.91%	41 63 101 221 - 1.14% 1.75% 2.81% 6.14% -





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3.4 2015 AADT Volumes Development

Three sources, as listed below, were used to balance existing traffic, including Annual Average Daily Traffic (AADT) and peak hour volumes, along the I-95 corridor in Palm Beach County from south of Linton Boulevard to north of SR 706/Indiantown Road.

- Synopsis Reports from FDOT's FTI database for years 2014 and 2015
- Related traffic reports with approved volumes for various interchanges, previously prepared by CTS Engineering
- 2015 Palm Beach County Interchange Master Plan previously prepared by Kimley-Horn and Associates, Inc.

3.4.1 2015 AADT Volumes

Existing year 2015 Annual Average Daily Traffic (AADT) estimates were developed for the entire study area by rounding, balancing and smoothing the volumes obtained from the 2014/2015 FTI data in accordance with the 2014 FDOT's Project Traffic Forecasting Handbook.

Table 3.8 shows the AADT volumes along the mainline and interchange ramps.

See Appendix C for the line schematic diagrams that show the AADT volumes along the mainline and interchange ramps.

Table 3.8: Mainline and Ramps AADTs

I-95			2015 AADT	
		SB	NB	Overall
I-95 North Station		40,500	39,200	79,700
Indiantown Rd	\wedge	7900	7800	15700
	$\overline{\mathbf{v}}$	13900	21900	35800
		55,400	53,300	108,700
Donald Ross Rd	\wedge	4700	4900	9600
	$\overline{\mathbf{V}}$	12400	13000	25400
		63,100	61,400	124,500
Military Trl	\wedge	2800	2600	5400
		60,300	58,800	119,100
PGA Blvd	\wedge	5500	5600	11100
		25000	28500	53500
	T	79,800	81,700	161,500
Northlake Blvd	\wedge	11300	11400	22700
		18900	18800	37700
	Ť	87,400	89,100	176,500
Blue Heron Blvd	\wedge	10700	10100	20800
		19500	18000	37500
	T	96,200	97,000	193,200
45th St	\wedge	15000	14900	29900
		20000	19900	39900
	Ť	101,200	102,000	203,200
Palm Beach Lakes Blvd	\wedge	14000	16000	30000
	$\overline{\mathbf{V}}$	11700	13000	24700
	Ī	98,900	99,000	197,900
Okeechobee Blvd	\wedge	15800	15800	31600
		10300	17000	27300
	T	103,400	100,200	203,600
Belvedere Rd	\wedge	9700	8700	18400
		9700	8700	18400
	T	92,800	89,100	181,900
Palm Beach Int Airport	\wedge	4800	4100	8900
		3200	4600	178700
	I	90,800	87,900	178,700
Southern Blvd	\wedge	14900	14500	29400
<pre></pre>	\checkmark	15700	17100	32800
		106,500	105,000	211,500
Forest Hill Blvd	\triangle	13000	12000	25000





I-95			2015 AADT	
		SB	NB	Overall
	$\overline{\mathbf{V}}$	10400	10600	21000
		103,900	103,600	207,500
10th Ave	\triangle	14800	14800	29600
_		11100	10900	22000
		100,200	99,700	199,900
6th Avenue	\triangle	10200	10000	20200
	$\overline{\mathbf{V}}$	13100	14000	27100
		103,100	103,700	206,800
Lantana Rd	\triangle	10900	11200	22100
_		12800	12100	24900
		105,000	104,600	209,600
Hypoluxo Rd	\triangle	12000	14000	26000
	$\overline{\mathbf{V}}$	10500	10200	20700
	I	103,500	100,800	204,300
Gateway Blvd	\wedge	11000	11100	22100
_	$\overline{\mathbf{V}}$	14000	13800	27800
	Ī	106,500	103,500	210,000
Boynton Beach Blvd.	\wedge	14000	13200	27200
	$\overline{\mathbf{V}}$	11400	11600	23000
		103,900	101,900	205,800
Woolbright Blvd.	\wedge	16700	15900	32600
	$\overline{\mathbf{V}}$	11000	11300	22300
		98,200	97,300	195,500
Atlantic Ave.	\triangle	13100	14600	27700
_		13200	14400	27600
		98,300	97,100	195,400
Linton Blvd.	\triangle	13200	11000	24200
_		12400	12000	24400
		97,500	98,100	195,600
Congress Ave.	\wedge	6500	6600	13100
_	$\overline{\mathbf{V}}$	4000	4100	8100
I-95 South Station		95,000	95,600	190,600

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3.4.2 2015 Peak Hour Volumes

Existing year 2015 peak hour volumes were developed for the entire study area by following approved processes and techniques consistent with the 2014 FDOT's Project Traffic Forecasting Handbook. Some of the key steps are listed below:

- Traffic data was examined to identify the common AM and PM peak hours.
- To account for seasonal variations in traffic, the traffic data was multiplied by their respective seasonal factors based on the count date as obtained from the 2014/2015 FDOT Florida Traffic Information.
- The peak hour volumes were established for the freeway mainlines by balancing and smoothing the volumes between interchanges.
- The peak hour volumes developed for the study area were checked for reasonableness. Checks involved comparing directional volumes generated for the peak hours with local knowledge of travel patterns within the study area, other corridor studies, and FDOT traffic count stations. Volumes from previous and current studies along the corridor were held as control totals to the best extent possible.

Table 3.9 shows the peak hour volumes along the mainline and interchange ramps. Appendix D documents the development of the AADT and peak hour volumes as well as the reasonableness checks.

AADTs and Peak Hour volumes compiled from FDOT's Traffic Monitoring Stations were balanced throughout interchanges and compared with the approved volumes provided in the traffic reports and Interchange Master Plan (see Appendix B for details). The balancing process is documented in Appendix D for volumes that required adjustments greater than 10%. In compliance with the FDOT Project Traffic Forecasting Handbook, AADT volumes were rounded to the nearest 100 and peak hour volumes were rounded to the nearest 10. K values of balanced traffic along I-95 were also assessed and the variations from original FDOT counts were determined to be within acceptable parameters. Balanced volumes were reviewed and approved by the Department and comments are provided in Appendix D.

Table 3.9: Peak Hour Volumes

I-95	F	2015 AM Peak Hour			2015 PM Peak Hour	
	SB	NB	Overall	SB	NB	Overall
I-95 North Station	4660	1930	6590	2570	4960	7530
Indiantown Rd	960	510	1470	650	930	1580
	2550	1540	4090	1520	2630	4150
Ī	6250	2960	9,210	3440	6660	10,100
Donald Ross Rd	710	370	1080	390	740	1130
	1380	1030	2410	1000	1460	2460
	6920	3620	10,540	4050	7380	11,430
Military Trail	450	140	590	260	500	760
	6470	3480	9,950	3790	6880	10,670
PGA Blvd	870	280	1150	420	670	1090
	1860	3140	5000	2670	2510	5180
	7460	6340	13,800	6040	8720	14,760
Northlake Blvd	990	1060	2050	940	1200	2140
	1680	1550	3230	1670	1640	3310
	8150	6830	14,980	6770	9160	15,930
Blue Heron Blvd	1360	680	2040	620	1250	1870
	2000	1620	3620	2230	1120	3350
	8790	7770	16,560	8380	9030	17,410
45th St	1780	1210	2990	1040	1460	2500
	1270	1900	3170	1680	1050	2730
	8280	8460	16,740	9020	8620	17,640
Palm Beach Lakes Blvd	1810	1040	2850	1140	1560	2700
	890	1280	2170	1400	1050	2450
	7360	8700	16,060	9280	8110	17,390
Okeechobee Blvd	1730	1280	3010	1710	1980	3690
	1000	1820	2820	2260	1200	3460
	6630	9240	15,870	9830	7330	17,160
Belvedere Rd	690	590	1280	380	650	1030
	670	1330	2000	1170	530	1700
	5600	8570	14,170	8850	6320	15,170
Palm Beach Int Airport	340	80	420	600	360	960
	290	340	630	300	430	730
	5380	8350	13,730	8600	6070	14,670
Southern Blvd	1180	1890	3070	1720	1210	2930



		F	2015 AM Peak Hour			2015 PM Peak Hour	
1-95		SB	NB	Overall	SB	NB	Overall
		1570	1410	2980	1360	1540	2900
	Y F	6950	9760	16.710	9960	7610	17.570
Eorest Hill Blvd		910	1500	2410	1470	990	2460
\prec	\rightarrow	1120	810	1930	760	1020	1780
	ĭ ⊢	7160	9070	16.230	9250	7640	16.890
10th Ave	$\land \vdash$	1240	1310	2550	1380	1250	2630
-	\rightarrow	1100	780	1880	820	970	1790
	Y F	7020	8540	15,560	8690	7360	16,050
6th Avenue	$\land \vdash$	880	1020	1900	1070	910	1980
\neg		1280	920	2200	780	1420	2200
	ĭ –	7420	8440	15,860	8400	7870	16,270
Lantana Rd	\land	830	1260	2090	1160	880	2040
\neg		1280	760	2040	890	1180	2070
	Ī	7870	7940	15,810	8130	8170	16,300
Hypoluxo Rd	$\land \ \square$	700	1410	2110	1400	1010	2410
		960	560	1520	590	1140	1730
	Ī	8130	7090	15,220	7320	8300	15,620
Gateway Blvd	\land	740	1000	1740	970	770	1740
		1410	750	2160	790	1230	2020
		8800	6840	15,640	7140	8760	15,900
Boynton Beach Blvd.	\frown	1210	1060	2270	1450	960	2410
		1160	490	1650	710	1230	1940
		8750	6270	15020	6400	9030	15430
Woolbright Blvd.	\frown	1450	1350	2800	1350	1520	2870
		1020	680	1700	890	1180	2070
		8320	5600	13920	5940	8690	14630
Atlantic Ave.	\sum	1020	1070	2090	1070	1330	2400
	\bigvee L	1090	1110	2200	890	1240	2130
		8390	5640	14030	5760	8600	14360
Linton Blvd.		1580	840	2420	970	1180	2150
	\bigvee L	920	920	1840	950	830	1780
		7730	5720	13450	5740	8250	13990
Congress Ave.		1090	260	1350	510	1320	1830
	\checkmark L	250	470	720	400	240	640
I-95 South Station		6890	5930	12820	5630	7170	12800



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3.5 Origin-Destination Data Expansion

This section describes the process of expanding the Bluetooth origin-destination survey sample to match the 100 percent traffic counts that are collected on the roadway.

A Bluetooth/WIFI origin-destination survey was conducted for the Plan's study area in Palm Beach, to understand the major origin and destinations points within the study area. The origin-destination data collection was performed from May 10th – 12th, 2016 for I-95 from Linton Road to Indiantown Road (three consecutive weekdays on Tuesday, Wednesday, and Thursday). The study team has determined a total of 64 locations to collect origin-destination information for this study. The device locations are located on either side of the interchange on an arterial, and on the mainline in between every interchange. Acyclica Bluetooth/WIFI equipment was deployed in this study to capture vehicle origin-destination patterns by detecting anonymous MAC addresses. The wireless identification number is used to connect the Bluetooth/WIFI technologies between mobile devices and vehicles.

To supplement the origin-destination data, during the field data collection, the Consultant collected 48-hour volume counts along 20 crossing facilities on I-95 from May 10th – 11th, 2016 using road tube counters.

The traffic count locations are listed below:

- Linton Road east/west of I-95 1. 2. Atlantic Avenue east/west of I-95 3. Woolbright Road east/west of I-95 4. Boynton Beach Blvd east/west of I-95 5. Gateway Blvd east/west of I-95 6. Hypoluxo Road east/west of I-95 7. Lantana Road east/west of I-95 8. 6th Avenue South east/west of I-95 9. 10th Avenue North east/west of I-95 10. Forest Hill Blvd east/west of I-95
 - 11. SR-80 east/west of I-95
 - 12. Belvedere Road east/west of I-95
 - 13. Okeechobee Blvd east/west of I-95
 - 14. Palm Beach Lake Blvd east/west of I-95





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- 45th Street east/west of I-95 15.
- 16. Blue Heron Blvd east/west of I-95
- 17. Northlake Blvd east/west of I-95
- 18. PGA Blvd east/west of I-95
- 19. Donald Ross Road east/west of I-95
- 20. Indiantown Road east/west of I-95

The team also downloaded the I-95 mainline traffic data from Regional Integrated Transportation Information System (RITIS) for all the available detectors within the study limits during the period of May 10th - 11th, 2016.

3.6 Origin-Destination Survey Sample Matrix Preparation

The raw origin-destination data collected in the Bluetooth Study was processed to develop the origin-destination matrices. Origin-destination sample matrices of AM peak period (6-9 AM), PM peak period (3-7PM) and the 24-hour daily matrices were used to expand the traffic counts collected. The intermediate Bluetooth stations on I-95 were only used for cross-checking the data. Therefore, while developing the origin-destination sample matrix, the data from the intermediate stations on I-95 were removed.

3.7 Origin-Destination Expansion

CUBE Analyst was used to expand the Bluetooth origin-destination matrices. A tight subarea network was developed including the origin-destination stations, as shown in Figure 3.9. The stations were sequentially numbered.

The time period traffic counts by SERPM7 format were coded into the network. For this purpose, AM (3-hour 6AM-9AM), PM (4-hour 3PM-7PM) and Daily (AADT) traffic counts were coded by direction. A first cut of Figure 3.9: BT Network



origin-destination expansion, AM, PM and Daily origin-destination matrices were independently expanded using the CUBE analyst software. While this method resulted in successful expansion and reasonable Root Mean Square Error (RMSE) against the corresponding traffic counts, in a few matrix cells the daily cell values resulted in less than AM and PM combined. These discrepancies were minor but could be because of the "noise" in the CUBE analyst expansion routine. To resolve this issue, the AM, PM and Off-peak expansion routines were developed. The daily matrix was developed as a sum of all three time periods. Although SERPM uses 5 time periods, for this project, AM, PM and Daily origin-destination matrices are the needed outputs. Therefore, the Early AM, night and Mid-Day periods were combined to form an Off-Peak origin-destination matrix.

The daily origin-destination matrices RMSE is 12.5%. The peak hour matrices RMSE is 12.9%. Appendix E documents the raw and expanded origin-destination matrices.

Average trip length statistics from the subarea model were compared against those of the Bluetooth origin-destination sample and the Bluetooth expanded matrices as a reasonableness check (see Figure 3.10).



Figure 3.10: Bluetooth Trip Length Frequency Distribution (I-95 Corridor)

As a reasonableness check the Bluetooth sample and the Bluetooth expanded matrices were compared using average distance and average travel times. **Table 3.10** shows the comparison of the Bluetooth raw and the Bluetooth expanded matrices for average distance (miles) and average travel times (minutes).





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Table 3.10: I-95 Corridor Bluetooth Average Trip Length

Time of Day	Avei	rage Distar	nce (Miles)	Average (m	e Travel Time iinutes)
	Model	BT-Raw	BT-Expanded	BT-Raw	BT-Expanded
Daily	8.40	9.62	9.88	11.59	11.37
AMPeriod	8.11	9.7	10.13	11.67	11.64
PMPeriod	8.51	9.13	9.55	11.14	11.09

Note: BT - Bluetooth

3.8 Analysis Years

The following are the analysis years for this study:

- Existing Year: 2015
- Design Year: 2040

The opening year analysis will be determined in coordination with the Department, based on the availability of funds and the project needs.

3.9 Travel Demand Forecasting

3.9.1 Traffic Analysis Zones Data

Traffic Analysis Zones (TAZ) demographic data for the year 2015 was developed by interpolation using the 2010 and 2040 data from the Southeast Florida Regional Planning Model (SERPM) 7.062 model. A reasonableness check was performed to compare population household and employment control totals by county (see **Table 3.11** through **Table 3.13**). Also, a review of the 2040 SERPM7 Cost Feasible model TAZ data, within the area of influence, was performed including a check for any negative growths.

Table 3.11: Comparison of Population by County

	Popul	ation	
Counties	2010	2015	2040
Palm Beach	1,327,159	1,391,486	1,711,777
Broward	1,748,063	1,789,186	1,994,200
Miami-Dade	2,515,905	2,648,094	3,307,549
Overall	5,591,127	5,828,766	7,013,526

Table 3.12: Comparison of Household by County

	Households									
Counties	2010	2015	2040							
Palm Beach	568,077	592,268	715,337							
Broward	703,215	728,544	855,673							
Miami-Dade	908,040	958,499	1,215,286							
Overall	2,179,332	2,279,311	2,786,296							

Table 3.13: Comparison of Employment by County

Employment									
Counties	2010	2015	2040						
Palm Beach	638,068	673,807	851,167						
Broward	871,451	879,931	921,669						
Miami-Dade	1,125,068	1,210,746	1,636,614						
Overall	2,634,587	2,764,484	3,409,450						

3.9.2 Existing and Future Travel Demand

SERPM 7.062 was selected to develop traffic forecasts for this planning study. SERPM model is based on the Coordinated Travel Regional Activity-Based Modeling Platform (CT-RAMP) family of Activity-Based Models (ABM). The SERPM7 model was used to develop the recent 2040 Long Range Transportation Plan (LRTP) for the Transportation Planning Agency (TPA). The model has a 2010 base year and 2040 horizon year. The 2040 horizon year scenario already has the TPA approved 2040-TAZ data and the 2040 cost feasible network inputs. The model time periods include:

- Early Morning (EA) 10:00 PM-5:59 AM
- Morning Peak (AM) 6:00 AM-8:59 AM
- Mid-Day (MD) 9:00 AM-2:59 PM
- Evening Peak (PM) 3:00 PM-6:59 PM
- Evening (EV) 7:00 PM-9:59 PM

Design traffic forecast is a critical input to perform future year operational analysis. Therefore, the model performance within the corridor should be thoroughly validated. This section describes the travel demand model forecasts development and refinements. **Figure 3.11** presents the Travel Demand Forecasting Methodology Flowchart.






Figure 3.11: Travel Demand Forecasting Methodology Flowchart

3.9.3 Highway Networks Development

The following model runs were performed:

- Validation Year: 2015 Base Year Scenario

The network assumptions for the different model scenarios are listed below:

- 2015 Validation Year: The 2010 network was used as the basis for this effort. This network, within the area of influence, was compared against the existing conditions using aerial images.
- 2040 No-Build Scenario: Used the 2040 cost feasible regional LRTP network as the basis. A reflect 2040 conditions. Any I-95 Managed Lane projects within the corridor were removed to match the No-Build scenario.
- **2040 Build 1 Scenario:** One managed lane in each direction was coded in place of the High previous I-95 Corridor Planning Study (CPS).
- lanes. The following scenarios were evaluated using Build 2 to determine demand based on access points.
 - 1. Preliminary access points from the previous I-95 CPS.
 - West Palm Beach
 - market study.

Design Year: 2040 No-Build and Build Scenarios (One Managed Lane and Two Managed Lanes)

close review was performed for modifications that need to be included within the area of influence to

Occupancy Vehicle (HOV) lanes. This scenario assumes the preliminary access points from the

2040 Build 2 Scenario: Two managed lanes in each direction were coded in place of the HOV

2. Two managed lanes from Congress Avenue to Forest Hill Road and North of Palm Beach Lakes to Indiantown Road. This option has no managed lanes going through Downtown

3. Refined access point positions based on the Park-and-Ride lot location and the findings from

4. Three build alternatives were evaluated for the I-95/SR 80 Interchange direct connect to the SR 80 high speed lanes study. The direct connect ramps from the managed lanes and from the I-95 off-ramp to SR 80 high speed lanes were tested. The process of screening the SR 80 alternatives was documented in a separate report. The report summarizes the findings from





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the direct connect off-ramp from northbound I-95 managed lane to westbound SR 80 high speed lanes and the on-ramp from eastbound SR 80 high speed lanes to northbound I-95 managed lanes.

3.9.4 Base Year SERPM Adjustments and Validation

A 2015 existing year network was developed to perform the subarea model validation. The 2015 model input TAZ datasets were developed by interpolation. The network attributes such as posted speeds, number of lanes, and facility types were verified closely against Google aerials and street-view within the area of influence. The network corrections are documented in Appendix F.

A full regional model run was performed. The model was validated to the year 2015 AADT volumes. Validation is the process by which the travel demand model is refined until it closely replicates observed travel patterns (both speeds and counts/ridership). The regional Root Mean Square Error (RMSE) statistics of the regional model by volume group are presented in Table 3.14.

Overall, the 2015 regional model RMSE is 35.30%. The model volume group RMSE statistics were compared with the maximum allowable RMSE standards that the regional model development team developed. The comparison indicated that the regional model's performance in some volume groups is not within the maximum allowable ranges. Therefore, further subarea validation was required.

Table 3.14: RMSE and Volume/Count by Volume Group - Regional Model 2015

Volume Group	Count Range	Model RMSE(%)	Allowable RMSE Range	Volume	Count	Volume/ Count	No of Links
1	1- 5,000	107.21%	45 - 55%	3,373,811	2,725,122	1.24	832
2	5,000- 10,000	57.57%	35 - 45%	9,911,837	8,805,158	1.13	1,181
3	10,000- 20,000	35.29%	27 - 35%	27,490,381	26,090,477	1.05	1,763
4	20,000- 30,000	24.66%	24 - 27%	19,088,037	19,044,897	1.00	798
5	30,000- 40,000	25.02%	22 - 24%	4,763,223	4,813,660	0.99	141
6	40,000- 50,000	19.96%	20 - 22%	2,768,482	2,756,086	1.00	62
7	50,000- 60,000	26.10%	18 - 20%	2,092,423	2,351,054	0.89	43
8	60,000- 70,000	17.85%	17 - 18%	1,996,820	2,037,160	0.98	32
9	70,000- 80,000	20.76%	16 - 17%	3,237,943	3,132,591	1.03	42
10	80,000- 90,000	16.79%	15 - 16%	4,222,234	4,067,475	1.04	48
11	90,000-100,000	18.29%	14 - 15%	4,709,212	4,436,208	1.06	47
12	100,000-500,000	8.72%	LT 14 %	2,366,753	2,510,600	0.94	22
ALL	1-500,000	35.30%	32 - 39%	86,021,156	82,770,488	1.04	5,011

A subarea CUBE Analyst procedure was used to improve the validation statistics between the 2015 model volumes and 2015 counts. CUBE Analyst is an Origin-Destination Matrix Estimation (ODME) program that estimates an Origin-Destination (OD) matrix based on a prior trip table and a set of traffic counts. The optimization algorithms in CUBE Analyst ensure a close validation of traffic assignment against the targeted traffic counts. Performing OD estimation for the entire regional model is feasible. However, the accuracy of the OD estimation is best when a smaller geography is selected. Generally, a 2-mile radius subarea is selected for performing design traffic forecasts. However, in this study, the traffic assignments on major competing corridors to I-95, such as the Florida's Turnpike and US 1 needed to be evaluated. Therefore, a larger study area that extends from west of the Florida's Turnpike to the Atlantic Ocean was selected. Figure 3.12 depicts the model subarea boundary and count coverage (red links).







Figure 3.12: Model Subarea Boundary

Since the regional model was originally validated for 2010 conditions, and because of issues in traditional trip distribution models, it's recommended as a best practice to verify the origin-destination tables of the existing conditions when performing area-wide studies.

The CUBE Analyst trip table adjustment process used the time-of-day traffic counts, and the prior trip tables from the model, as inputs. The traffic assignment results from this procedure were closely validated to traffic counts. The 2015 adjusted trip table was used as basis to perform the future year forecasted trip tables. The subarea model's daily volumes error margin was reduced significantly to 16.13% by this procedure. The FDOT's Florida Standard Urban Transportation Modeling Structure (FSUTMS)-Cube Framework Phase II Model Calibration and Validation Standards were used as reference to validate the model. RMSE and volume-to-count ratio statistics were used to evaluate the model validation (see Table 3.15 through Table 3.20).

Table 3.15: I-95 Subarea - RMSE by Volu

Volume Group	Count Range	# of Links	Allowable RMSE Range	Model RMSE(%) - Before Validation	Model RMSE(%) - After Validation
1	1- 5,000	1,160	45 - 55%	63.20%	23.50%
2	5,000- 10,000	60	35 - 45%	31.40%	15.60%
3	10,000- 20,000	42	27 - 35%	24.70%	7.20%
4	20,000- 30,000	3	24 - 27%	21.60%	1.10%
ALL	1-500,000	1,265	32 - 39%	54.40%	19.90%

Table 3.16: I-95 Subarea – Volume-to-Count by Facility Type for AM Model Assignment

Facility Group	# of Links	Count	Volume - Before Validation	Volume - After Validation	Volume/ Count - Before Validation	Volume/ Count - After Validation
Freeway (11-12)	46	707,299	834,036	681,988	1.18	0.96
Uninterrupted Roadway (21)	8	45,940	45,197	41,123	0.98	0.90
High Speed Arterial (41)	856	2,022,749	2,321,645	2,026,531	1.15	1.00
Low Speed Collector (61)	163	136,147	138,999	122,865	1.02	0.90
Ramps (71+)	100	246,226	295,300	262,362	1.2	1.07
HOV (81-82)	44	107,946	166,756	133,305	1.54	1.23
Toll (91-92)	48	166,715	198,158	159,692	1.19	0.96
ALL	1,265	3,433,022	4,000,090	3,427,866	1.17	1.00

me	Group	for	AM	Model	Assignment
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Table 3.17: I-95 Subarea - RMSE by Volume Group for PM Model Assignment

Volume Group	Count Range	# of Links	Allowable RMSE Range	Model RMSE(%) - Before Validation	Model RMSE(%) - After Validation
1	1- 5,000	912	45 - 55%	45.30%	23.10%
2	5,000- 10,000	285	35 - 45%	24.90%	10.10%
3	10,000- 20,000	33	27 - 35%	20.20%	11.80%
4	20,000- 30,000	33	24 - 27%	13.80%	8.10%
5	30,000- 40,000	2	22 - 24%	14.40%	8.00%
ALL	1-500,000	1,265	32 - 39%	33.00%	16.60%

Table 3.18: I-95 Subarea - Volume-to-Count by Facility Type for PM Model Assignment

Facility Group	# of Links	Count	Volume - Before Validation	Volume - After Validation	Volume/ Count - Before Validation	Volume/ Count - After Validation
Freeway (11-12)	46	1,066,007	1,065,160	1,010,384	1.00	0.95
Uninterrupted Roadway (21)	8	72,963	64,090	64,932	0.88	0.89
High Speed Arterial (41)	856	3,468,377	3,414,605	3,446,904	0.98	0.99
Low Speed Collector (61)	163	248,994	206,651	222,109	0.83	0.89
Ramps (71+)	100	358,545	386,522	378,513	1.08	1.06
HOV (81-82)	44	149,205	215,108	198,982	1.44	1.33
Toll (91-92)	48	219,555	259,400	214,741	1.18	0.98
ALL	1,265	5,583,646	5,611,535	5,536,565	1.00	0.99

Table 3.19: I-95 Subarea - RMSE by Volume Group for Daily Model Assignment

Volume Group	Count Range	# of Links	Count	Allowable RMSE Range	Model RMSE(%) - Before Validation	Model RMSE(%) · After Validation	Volume - Before Validation	Volume - After Validation	Volume/ Count - Before Validation	Volume/ Count - After Validation
1	1- 5,000	252	868,273	45 - 55%	59.90%	43.59%	854,332	856,391	0.98	0.99
2	5,000- 10,000	308	2,251,011	35 - 45%	49.89%	29.83%	2,282,621	2,273,262	1.01	1.01
3	10,000- 20,000	531	7,595,275	27 - 35%	32.67%	15.40%	7,845,288	7,956,661	1.03	1.05
4	20,000- 30,000	135	3,082,382	24 - 27%	24.37%	8.09%	2,942,035	3,033,234	0.95	0.98
5	30,000- 40,000	47	1,600,278	22 - 24%	20.86%	7.84%	1,612,512	1,540,006	1.01	0.96
6	40,000- 50,000	8	357,330	20 - 22%	21.45%	17.86%	344,372	327,356	0.96	0.92
7	50,000- 60,000	3	155,984	18 - 20%	29.00%	27.00%	120,216	121,700	0.77	0.78
8	60,000- 70,000	2	138,699	17 - 18%	3.65%	21.94%	137,972	117,179	0.99	0.84
9	70,000- 80,000	6	468,264	16 - 17%	11.29%	8.99%	502,353	440,284	1.07	0.94
10	80,000- 90,000	18	1,551,860	15 - 16%	13.50%	5.78%	1,730,073	1,488,377	1.11	0.96
11	90,000-100,000	12	1,105,878	14 - 15%	13.35%	3.37%	1,237,861	1,072,874	1.12	0.97
ALL	1-500,000	1,322	19,175,234	32 - 39%	32.11%	16.13%	19,609,635	19,227,324	1.02	1.00

Table 3.20: Subarea - RMSE by Facility Type for Daily Model Assignment

Facility Group	# of Links	Count	Volume - Before Validation	Volume - After Validation	Volume/ Count - Before Validation	Volume/ Count - After Validation	Model RMSE(%) - Before Validation	Model RMSE(%) - After Validation
Freeway (11-12)	46	3,641,515	3,912,160	3,426,565	1.07	0.94	13.73%	8.07%
Uninterrupted Roadway (21)	8	249,500	197,756	216,555	0.79	0.87	29.97%	16.62%
High Speed Arterial (41)	873	11,833,511	11,356,971	11,797,903	0.96	1.00	30.27%	11.08%
Low Speed Collector (61)	191	932,529	788,216	845,436	0.85	0.91	65.11%	39.10%
Ramps (71+)	139	1,284,094	1,680,529	1,457,420	1.31	1.13	48.18%	26.26%
HOV (81-82)	44	537,585	887,432	802,982	1.65	1.49	66.74%	50.83%
Toll (91-92)	21	696,500	786,571	680,463	1.13	0.98	15.45%	5.62%
ALL	1,322	19,175,234	19,609,635	19,227,324	1.02	1.00	32.11%	16.13%

Table 3.15 through Table 3.20 show that the subarea model assignment RMSE percentages were less than the maximum allowable RMSE guideline used in SERPM. The AM period RMSE is 19.90% and the volume to count ratio is 1.00. The PM period RMSE is 16.60% and the volume to count ratio is 0.99.

The screen-line level validation of the subarea model had an acceptable match (see Table 3.21). Figure 3.13 compares the screen-line volumes to count trends before and after validation. After the analyst validation exercise, R-square improved indicating higher confidence.

Table 3.21: I-95 Subarea Screen-Line Validation

VOLUME AND CO	DUNT SUMM	IARY BY S	CREENLIN	E & CUTLINE	2		
Screen/Cut-Line	Link Count	Total Links	Count	Volume - Before Validation	Volume - After Validation	Volume/ Count - Before Validation	Volume/ Count - After Validation
PB:EW Southern SL North of Clintmore Road	10	12	324,600	370,766	340,402	1.14	1.05
PB:EW SL along N of Boynton Bch Boulevard	18	18	365,900	391,170	367,819	1.07	1.01
PB:EW Middle SL along S of Forest Hill Boulevard	24	24	432,859	431,697	421,707	1.00	0.97
PB:EW Northern SL along N of 45th Street	10	10	93,800	66,640	87,072	0.71	0.93
PB:EW Northern SL along N of Donald Ross Road	12	12	152,000	166,756	158,707	1.10	1.04
PB:EW Ext SL @Martin County Line	6	6	105,400	112,731	104,870	1.07	0.99
PB:NS CL W of TPK from PGA-Beeline Highway	6	6	77,000	103,579	95,371	1.35	1.24
PB:NS CL E of I-95 from PGA-Northlake Boulevard	8	8	85,100	92,278	89,974	1.08	1.06
PB:NS CL along TPK from SR 704-SR 822	6	6	118,500	124,863	109,522	1.05	0.92
PB:NS CL E of SR 809 from SR 704-Gun Club Road	12	12	188,500	184,347	186,696	0.98	0.99
PB:NS CL E of I-95 from PB Lakes-Summitt Boulevard	14	14	185,118	165,029	181,916	0.89	0.98
PB:NS CL along I-95 from Lake Ida-Linton Boulevard	8	8	149,472	131,417	144,077	0.88	0.96
PB:NS CL by Heaven Hill Summitt-Gateway Boulevard	20	20	247,000	226,143	248,859	0.92	1.01
PB:NS SL along Intra-Coastal Crossings	28	28	232,500	231,005	241,707	0.99	1.04
PB/BO: I-95 Links not in any other SL	56	60	2,698,400	3,149,888	2,747,058	1.17	1.02
PB: TPK Links not in any other SL	8	10	296,500	331,639	286,400	1.12	0.97
PB/BO/MI: All Other Counts w/o any SL/CL	1,045	1060	12,557,501	12,446,060	12,586,364	0.99	1.00
All	1,322	1,314	19,175,234	19,609,635	19,227,324	0.99	1.00

Note: SL – Screen-Line, CL – County Line







Figure 3.13: I-95 Subarea Screen-line Validation (Daily)

The results from the subarea analyst procedure show that the link-level comparisons of the origin-destination matrices between the 2015 model volume and 2015 traffic counts had an acceptable match less than 15% (see Table 3.22).

Table 3.22: Link-Level Mainline Volume-to-Count Resulting from the Subarea Analyst Assignment

Logation Couth of		2015 Count		2	015 Volum	ie	Percent Difference		
Location South of	AM	PM	Total	AM	PM	Total	AM	PM	Total
Congress Ave	32,227	45,682	190,600	33,372	48,443	199,664	3.55%	6.04%	4.76%
Linton Blvd	33,811	49,930	195,600	35,411	52,463	207,206	4.73%	5.07%	5.93%
W Atlantic Ave	35,269	51,250	195,400	37,125	54,718	207,695	5.26%	6.77%	6.29%
W Woolbright Rd	34,993	52,213	195,500	36,182	54,850	204,302	3.40%	5.05%	4.50%
W Boynton Beach Blvd	37,758	55,068	205,800	39,365	58,347	216,338	4.26%	5.95%	5.12%
E Gateway Blvd	39,317	56,746	210,000	40,375	59,454	218,394	2.69%	4.77%	4.00%
Hypoluxo Rd	38,261	55,746	204,300	39,078	58,088	211,423	2.14%	4.20%	3.49%
W Lantana Rd	39,744	58,173	209,600	40,773	60,353	218,136	2.59%	3.75%	4.07%
6th Avenue	39,870	58,066	206,800	41,049	60,340	216,253	2.96%	3.92%	4.57%
10th Avenue N	39,115	57,281	199,900	40,223	59,169	209,032	2.83%	3.30%	4.57%
Forest Hill Blvd	40,800	60,278	207,500	41,475	61,454	214,936	1.65%	1.95%	3.58%
Southern Blvd	42,006	62,705	211,500	42,837	63,733	219,196	1.98%	1.64%	3.64%
Belvedere Rd	34,516	52,356	178,700	34,905	52,630	183,399	1.13%	0.52%	2.63%
Okeechobee Blvd	39,895	61,242	203,600	40,218	59,482	203,467	0.81%	-2.87%	-0.07%
Palm Beach Lake	40,373	62,063	197,900	40,205	60,633	196,317	-0.42%	-2.30%	-0.80%
45th Street	42,082	62,956	203,200	40,494	58,515	194,863	-3.77%	-7.05%	-4.10%
W Blue Heron Blvd	41,630	62,134	193,200	39,833	57,690	184,665	-4.32%	-7.15%	-4.42%
Northlake Blvd	37,658	56,853	176,500	35,678	52,504	167,882	-5.26%	-7.65%	-4.88%
PGA Blvd	34,691	52,677	161,500	32,484	47,606	151,896	-6.36%	-9.63%	-5.95%
N Military Trail	25,013	38,080	119,100	23,046	34,193	109,444	-7.86%	-10.21%	-8.11%
Donald Ross Rd	26,496	40,793	124,500	23,884	36,638	115,230	-9.86%	-10.19%	-7.45%
W Indiantown Rd	23,153	36,046	108,700	20,653	31,637	98,613	-10.80%	-12.23%	-9.28%
Countyline	16,567	26,874	79,700	16,628	26,427	81,196	0.37%	-1.66%	1.88%

Figure 3.14 and Figure 3.15 compare the subarea volumes to count trends before and after validation. After the analyst validation exercise, the R-square improved indicating higher confidence. The AM period and PM period R-square value is 0.99 after validation.







Figure 3.14: I-95 Subarea Validation - AM Peak Period (All Links)



Figure 3.15: I-95 Subarea Validation - PM Peak Period (All Links)

3.9.5 Origin and Destination Data Comparison

As part of this planning study, a Bluetooth origin-destination Survey was conducted. The origin-destination matrices from the model validation were compared against the Bluetooth Survey origin-destination matrices.

The Bluetooth data sample was reported in origin-destination matrices by time periods consistent with the model origin-destination. A CUBE Analyst process was used to expand the Bluetooth origin-destination matrices.

Average trip length statistics from the subarea model were compared against those of the Bluetooth origin-destination sample and the Bluetooth expanded matrices as a reasonableness check (see Figure 3.16).



Figure 3.16: Trip Length Frequency Distribution (I-95 Corridor)

Table 3.23 compares average distance between model, Bluetooth raw and Bluetooth expanded data. The AM period average trip length of the trips traversing through I-95 is 8.11 miles. The raw origin-destination data AM period mean distance is 9.7 miles. The expanded AM period mean distance is 10.13 miles. Overall, the origin-destination data average trip length is greater than the model average trip length. The model's average trip length and trip length frequency distribution statistics are within reasonable ranges of the survey statistics. Note that this check was conducted as an independent data check, and both the model and the survey have known uncertainities.





Table 3.23: I-95 Corridor- Average Trip Length (Distance in Miles)

Time of Dov	Average Distance (Miles)						
Time of Day	Model	BT-Raw	BT-Expanded				
Daily	8.40	9.62	9.88				
AM Period	8.11	9.7	10.13				
PMPeriod	8.51	9.13	9.55				

Note: BT - Bluetooth

3.9.6 2040 Future Trip Table Adjustments

The 2040 subarea trip tables were adjusted using the 2015 CUBE Analyst subarea trip tables. The development of the 2040 trip tables' adjustment process is described below:

- Developed a 2015 project validation scenario in SERPM7 model. •
- Used 2015 trip table from SERPM7 model, subarea network, and time-of-day traffic counts to • develop an "adjusted" 2015 CUBE Analyst Trip Table (A).
- Used the 2015 trip table and 2040 trip tables to develop the difference between trip tables. This ٠ difference is called the growth (G) in the subarea.
- Calculated the 2040 "Future Adjusted" Trip Tables (F) by adding A and G (F=A+G). •
- Performed reasonableness checks on the adjusted trip tables and made post-processing adjustments (as needed). Any future unreasonable model volumes were adjusted manually by post processing.

3.9.7 AADT and DDHV Forecast Development

The SERPM model is a time-of-day model that reports 3-hour AM peak volumes, 4-hour PM peak volumes and 17-hour off-peak volumes. The future AADT volumes were developed from the I-95 subarea model by combining AM, PM and off-peak period volumes. The DDHV volumes were developed using diurnal factors. The diurnal factors were applied to the model estimated peak periods (AM and PM) volumes.

The diurnal factors were calculated for the I-95 corridor within the study area. There are separate factors for the AM and PM analysis periods. The AM and PM analysis periods are 6:00 AM to 9:00 AM and 3:00 PM to 7:00 PM, respectively. The diurnal factor is the ratio of the peak hour traffic to the analysis period traffic (AM 3-hour period and PM 4-hour period).

The AM and PM period-specific diurnal factors were developed using synopsis reports from the 2015 Florida Transportation Information (FTI) traffic data. The traffic data was reported at 15-minute increments along the study corridor to analyze a traffic profile for both AM and PM conditions (see Figure 3.17 and Figure **3.18**). This process is used to develop the AM and PM diurnal factors that convert the peak period traffic to 1-hour design traffic. Since congestion is expected to occur in the AM and PM conditions, the design hour forecasts were performed for typical AM and PM periods.



Figure 3.17: I-95 Mainline Diurnal Factor - AM Peak Period



Figure 3.18: I-95 Mainline Diurnal Factor - PM Peak Period







The following step-by-step procedure was implemented to develop the diurnal factors:

- Traffic counts were tabulated and organized in a spreadsheet table in 15-minute increments.
- Within the peak period, an hourly directional volume was computed for each 15-minute increment by adding the four consecutive intervals.
- The highest hourly volume was highlighted.
- The diurnal factor was computed as the highest hourly volume divided by the peak period volume (see Table 3.24).

Table 3.24: Diurnal Factor

L95 Corridor	AM Factor	PM Factor
1-95 COITIGOI	0.3978	0.2802

The data and the factors were examined throughout the study area corridor for logical similarities. • An average diurnal factor of all the mainline count stations was estimated for each peak period, by direction. The average diurnal factor is then compared against the individual station diurnal factors visually to examine any outliers. The northbound and southbound diurnal factors were found to be very close. Therefore, for this study, an average diurnal factor was used. Figure 3.17 and Figure **3.18** present the diurnal factor distribution comparison against the average diurnal factors selected for the study.

Note that there are no directional factors involved in this method of DDHV volumes estimation. This means that the model's directional peak period volumes were used to develop the future year DDHV volumes. The AM and PM DDHV volumes were developed and balanced along the entire corridor in a spreadsheet. The future AADT volumes developed for the corridor were verified for reasonableness using independent data sources, such as traffic count trends and compound growth rates using the region's population and employment data.

3.9.8 Reasonableness Checks

The 2040 No-Build model results were verified using independent projections from the following methods: Historic trend line forecasts using FDOT historical counts were developed on all segments of the I-95

- mainline.
- the 2015 traffic counts.
- Comparison between Traffic Factors and Diurnal Factors DDHV Development.

3.9.9 Historic Trend Line Forecasts

The trend line projections were developed for the mainline I-95 using 2015 FTI historic AADT data. These projections were compared against the 2040 No-Build Alternative projections from the model (see Table **3.25**). Highlighted boxes show differences greater than 15%. Overall, the I-95 model projections were less than the historic trend line projections. Due to uncertainty in traffic count data and errors associated with trend line forecasting, these higher differences were considered acceptable. Appendix G documents the I-95 mainline trend line graphs.

Compound growth factors were developed from population and employment data within the model subarea. A growth factor-based traffic volume projection was developed by applying the factor on





Table 3.25: Comparison between 2040 No-Build and 2040 Historic Trend Line Volumes

Location South of the Interchange	2015 Count	2040 No- Build	Historical Forecasts	R- Square	Percent Difference
Congress Ave	190,610	261,000	284,725	0.36	-8.3%
Linton Blvd	195,610	269,000	273,111	0.91	-1.5%
W Atlantic Ave	195,400	274,000	309,151	0.78	-11.4%
W Woolbright Rd	195,500	267,000	277,873	0.87	-3.9%
W Boynton Beach Blvd	205,800	288,000	334,998	0.66	-14.0%
E Gateway Blvd	210,000	291,000	349,523	0.39	-16.7%
Hypoluxo Rd	204,300	295,000	338,296	0.69	-12.8%
W Lantana Rd	209,600	310,000	279,400	0.21	11.0%
6th Avenue	206,800	308,000	259,924	0.16	18.5%
10th Avenue N	199,900	304,000	277,008	0.50	9.7%
Forest Hill Blvd	207,510	311,000	278,309	0.57	11.7%
Southern Blvd	211,510	322,000	359,300	0.60	-10.4%
Belvedere Rd	178,720	270,750	278,425	0.38	-2.8%
Okeechobee Blvd	203,600	283,000	326,225	0.52	-13.3%
Palm Beach Lake	197,900	280,000	301,459	0.83	-7.1%
45th Street	203,200	290,000	326,414	0.83	-11.2%
PGA Blvd	161,500	235,000	253,778	0.83	-7.4%
Donald Ross Rd	124,510	148,000	159,692	0.51	-7.3%
W Indiantown Rd	108,700	130,000	133,821	0.37	-2.9%
Countyline	79,700	93,000	117,645	0.78	-20.9%

Note: Listed are the locations with historic data

3.9.10 Compound Growth Factors

Compound growth factors were applied to the 2015 traffic counts to obtain 2040 growth-based projections (see Table 3.26). A compound growth rate (CAGR) was calculated using the SERPM employment and population projections, within the model subarea. A compound annual growth rate of 0.87% was estimated for the Palm Beach County. Appendix H documents the model compound growth rate estimation process.

Table 3.26: Comparison between 2040 No-

Location South of the Interchange	2015 Count	2040 No- Build	Compound Growth Rate (CAGR)	Percent Difference
Congress Ave	190,610	261,000	237,000	10.1%
Linton Blvd	195,610	269,000	243,000	10.7%
W Atlantic Ave	195,400	274,000	243,000	12.8%
W Woolbright Rd	195,500	267,000	243,000	9.9%
W Boynton Beach Blvd	205,800	288,000	256,000	12.5%
E Gateway Blvd	210,000	291,000	261,000	11.5%
Hypoluxo Rd	204,300	295,000	254,000	16.1%
W Lantana Rd	209,600	310,000	260,000	19.2%
6th Avenue	206,800	308,000	257,000	19.8%
10th Avenue N	199,900	304,000	248,000	22.6%
Forest Hill Blvd	207,510	311,000	258,000	20.5%
Southern Blvd	211,510	322,000	263,000	22.4%
Belvedere Rd	178,720	270,750	222,000	22.0%
Okeechobee Blvd	203,600	283,000	253,000	11.9%
Palm Beach Lake	197,900	280,000	246,000	13.8%
45th Street	203,200	290,000	252,000	15.1%
W Blue Heron Blvd	193,200	278,000	240,000	15.8%
Northlake Blvd	176,500	251,000	219,000	14.6%
PGA Blvd	161,500	235,000	201,000	16.9%
N Military Trail	119,100	179,000	148,000	20.9%
Central Blvd	124,510	134,000	155,000	-13.5%
Donald Ross Rd	124,510	148,000	155,000	-4.5%
W Indiantown Rd	108,700	130,000	135,000	-3.7%
Countyline	79,700	93,000	99,000	-6.1%

3.9.11 Comparison between Traffic Factors and Diurnal Factors DDHV Development

A reasonableness check was performed by comparing the DDHV volumes produced in this method with the corresponding DDHV volumes developed using the "traditional approach", along the I-95 study corridor. The "traditional approach" involves applying K₃₀ and D₃₀ traffic factors to the AADT volumes to derive DDHV volumes. The reasonableness check was performed using the 2040 No-Build scenario. Table 3.27 presents the results comparison between the two approaches.

The highlighted cells depict differences larger than 25%. According to the 2016 FTI, the K and D factors on the corridor were 8% and 60% respectively. The peak direction in the corridor varied in different segments. Using the balanced 2015 traffic counts, a directional split for each segment has been derived as shown in Table 3.27.

	Build ar	nd 2040	CAGR	Method	Volumes
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Table 3.27: Comparison between Traffic Factors and Diurnal Factors DDHV Development

Location South of the	2040 No-	D F	actor	Appro	Approximate DDHV Traditional Approach		D	DDHV New Approach			Percent Difference				
Interchange	Build AADT	AM/SB	PM/NB	AM/NB	AM/SB	PM/NB	PM/SB	AM/NB	AM/SB	PM/NB	PM/SB	AM/NB	AM/SB	PM/NB	PM/SB
Congress Ave	261,000	57.4%	58.6%	8,900	11,980	12,227	8,653	8,947	9,622	9,498	8,549	0.5%	-19.7%	-22.3%	-1.2%
Linton Blvd	269,000	59.6%	60.4%	8,690	12,830	13,005	8,515	8,882	10,226	10,051	8,693	2.2%	-20.3%	-22.7%	2.1%
W Atlantic Ave	274,000	61.0%	61.1%	8,557	13,363	13,384	8,536	9,407	10,640	9,957	9,042	9.9%	-20.4%	-25.6%	5.9%
W Woolbright Rd	267,000	61.3%	60.7%	8,274	13,086	12,957	8,403	9,514	10,011	9,561	8,826	15.0%	-23.5%	-26.2%	5.0%
W Boynton Beach Blvd	288,000	60.4%	59.7%	9,116	13,924	13,765	9,275	10,539	11,026	10,136	9,822	15.6%	-20.8%	-26.4%	5.9%
E Gateway Blvd	291,000	57.5%	56.2%	9,887	13,393	13,078	10,202	11,238	10,844	10,202	10,040	13.7%	-19.0%	-22.0%	-1.6%
Hypoluxo Rd	295,000	55.3%	54.4%	10,550	13,050	12,839	10,761	11,728	10,653	10,209	10,420	11.2%	-18.4%	-20.5%	-3.2%
W Lantana Rd	310,000	52.5%	52.2%	11,772	13,028	12,949	11,851	13,369	10,767	10,730	11,092	13.6%	-17.4%	-17.1%	-6.4%
6th Avenue	308,000	50.1%	50.6%	12,305	12,335	12,470	12,170	13,804	10,366	10,288	11,346	12.2%	-16.0%	-17.5%	-6.8%
10th Avenue N	304,000	49.4%	47.9%	12,294	12,026	11,640	12,680	14,048	9,850	10,108	11,647	14.3%	-18.1%	-13.2%	-8.1%
Forest Hill Blvd	311,000	49.5%	46.3%	12,561	12,319	11,527	13,353	14,078	9,909	10,262	12,383	12.1%	-19.6%	-11.0%	-7.3%
Southern Blvd	322,000	49.4%	44.1%	13,029	12,731	11,360	14,400	15,287	10,032	10,754	12,751	17.3%	-21.2%	-5.3%	-11.5%
Belvedere Rd	270,750	49.3%	42.2%	10,977	10,683	9,133	12,527	12,318	7,952	8,965	11,062	12.2%	-25.6%	-1.8%	-11.7%
Okeechobee Blvd	283,000	49.7%	43.5%	11,382	11,258	9,851	12,789	13,601	8,752	9,680	11,479	19.5%	-22.3%	-1.7%	-10.2%
Palm Beach Lake	280,000	49.8%	46.6%	11,250	11,150	10,445	11,955	12,394	9,914	9,884	11,421	10.2%	-11.1%	-5.4%	-4.5%
45th Street	290,000	51.1%	47.1%	11,347	11,853	10,938	12,262	12,540	10,908	10,238	10,981	10.5%	-8.0%	-6.4%	-10.4%
W Blue Heron Blvd	278,000	51.3%	50.0%	10,822	11,418	11,118	11,122	11,856	11,105	10,184	10,758	9.5%	-2.7%	-8.4%	-3.3%
Northlake Blvd	251,000	54.3%	54.6%	9,177	10,903	10,958	9,122	10,657	10,458	9,845	9,836	16.1%	-4.1%	-10.2%	7.8%
PGA Blvd	235,000	54.7%	55.3%	8,518	10,282	10,402	8,398	9,643	9,704	9,355	8,864	13.2%	-5.6%	-10.1%	5.5%
N Military Trail	179,000	63.0%	61.0%	5,293	9,027	8,732	5,588	6,267	7,982	7,962	6,457	18.4%	-11.6%	-8.8%	15.5%
Central Blvd	134,000	63.3%	61.1%	3,932	6,788	6,548	4,172	4,806	6,273	6,795	4,409	22.2%	-7.6%	3.8%	5.7%
Donald Ross Rd	148,000	63.3%	61.1%	4,342	7,498	7,233	4,607	5,343	7,130	7,966	4,946	23.0%	-4.9%	10.1%	7.3%
W Indiantown Rd	130,000	64.6%	62.2%	3,679	6,721	6,474	3,926	3,704	6,721	7,076	3,985	0.7%	0.0%	9.3%	1.5%
Countyline	93,000	64.6%	62.2%	2,632	4,808	4,631	2,809	2,550	5,266	5,639	3,044	-3.1%	9.5%	21.8%	8.4%

Notes: SB = Southbound, NB = Northbound, K Factor = 8%

During the AM peak period, the peak direction is southbound from Congress Avenue to 6th Avenue. Between 6th Avenue and 45th Street, the directionality reverses to northbound. Between 45th Street and the County Line the peak direction is again southbound. Similarly, in the PM peak period, a mirror image of directionality of the AM period has been observed. Between Congress Avenue and 6th Avenue, a northbound peak direction was observed. Between 6th Avenue and 45th Street a southbound peak direction has been observed; and between 45th Street and the County Line, again, northbound peak direction was observed. For the purpose of simplification, no smoothing of directional factors has been performed and similarly no balancing of the design traffic volumes was performed using this approach.

Generally, the differences are within 25%. It should be noted that the DDHV volumes developed using the traditional approach heavily rely on the factors. Whereas, the DDHV volumes developed using the diurnal factor method rely on the model's land use data and rely less heavily on the factors. It is very likely that the land use changes in the future can shift the directionality of traffic. This is evident from the model volumes between Gateway Boulevard and 6th Avenue. According to the existing conditions, in this segment, AM

southbound is the peak direction. However, the 2040 model volumes indicate the shift to the opposite peak directionality.

3.9.12 Results

The two-way AADT comparison of scenarios is shown in Figure 3.19. It is noted that the build scenario with two managed lanes has the maximum through volume.



Figure 3.19: Two-way AADT Comparison

The general use lanes and managed lanes directional daily volumes are compared in Figure 3.20 through Figure 3.23. Figure 3.20 and Figure 3.21 show that the build scenario with two managed lanes provides better relief to the general use lane. In addition, Figure 3.22 and Figure 3.23 indicate higher managed lanes demand for build scenario with two managed lanes.







Figure 3.20: Daily Traffic along I-95 Northbound General Use Lanes



Figure 3.21: Daily Traffic along I-95 Southbound General Use Lanes



Figure 3.23: Daily Traffic along I-95 Southbound Managed Lanes





Figure 3.24 through Figure 3.31 present the comparison of design hour traffic by scenarios, peak period and direction. In general, the managed lane system is well utilized in the build scenario with two managed lanes scenario. The managed lanes have the highest demand going northbound in the AM conditions and going southbound in the PM conditions.

Figure 3.24 and Figure 3.25 depict the AM peak hour comparison of traffic along the general use lanes and managed lanes by scenario, direction and peak period. The northbound managed lanes segment traverses an average traffic of 2,000 vph between Woolbright Road and Blue Heron Boulevard in the AM conditions. The maximum traffic demand is 2,862 vph between 10th Avenue and Southern Boulevard in the AM conditions. The segment between Belvedere Road and Blue Heron Boulevard has an average traffic of 2,200 vph.

The southbound managed lanes segment traverses a maximum traffic of 2,142 vph between Woolbright Road and Gateway Boulevard in the AM conditions.



Figure 3.24: AM Peak Hour Traffic along I-95 Northbound General Use Lanes



Figure 3.25: AM Peak Hour Traffic along I-95 Northbound Managed Lanes



Figure 3.26: AM Peak Hour Traffic along I-95 Southbound General Use Lanes







Figure 3.27: AM Peak Hour Traffic along I-95 Southbound Managed Lanes

Figure 3.28 through Figure 3.31 shows the PM peak hour comparison of traffic along the general use lanes and managed lanes by scenario, direction and peak period.

The northbound managed lanes segment traverses a maximum traffic of 2,221 vph between Woolbright Road and Gateway Boulevard. The southbound managed lanes segment traverses a maximum traffic of 2,615 vph between Southern Blvd and 10th Avenue in the PM conditions. The southbound managed lanes segment between Woolbright Road and Gateway Boulevard traverses 1,949 vph in the PM conditions.







I-95 Managed Lanes Master Plan From South of Linton Boulevard to Palm Beach/Martin County Line

Figure 3.29: PM Peak Hour Traffic along I-95 Northbound Managed Lanes







Figure 3.30: PM Peak Hour Traffic along I-95 Southbound General Use Lanes



Figure 3.31: PM Peak Hour Traffic along I-95 Southbound Managed Lanes

The 2040 No-Build and Build scenarios balanced mainline and ramp volumes are documented in Appendix K through Appendix M.

3.10 Market Study Analysis

A Market Study Analysis was conducted as part of this I-95 Master Plan Study. A Market Study defines the existing and future trip making patterns of vehicles using a corridor. The study examines the vehicle types using the corridor, origin-destination patterns, trip lengths, willingness to pay a toll and the study area worker flow characteristics. In order to conduct the study, the following information was used during this effort:

- Bluetooth Origin-Destination Survey
- Stated Preference Survey
- Census Longitudinal Employer-Household Dynamics (LEHD) Data

As part of this study, a No-Build and three Build scenarios were evaluated.

- 2040 No-Build
- the 2012 Corridor Planning Study)
- locations serving to major cities

3.10.1 AADT and Truck Percent along the Corridor

Table 3.28 summarizes the 2040 two-way AADT volumes from the model and the 2016 percentage of trucks using the corridor from the 2016 FTI. The average truck percentage along the corridor is 7.25%. The trucks distribution for future years is similar to the base year. Therefore, the model was updated with the average truck percentage of 7.25%.

2040 Build 1 – Two managed lanes along the I-95 corridor with selected access point locations (from

• 2040 Build 2 - One managed lane between SR 80 and Palm Beach Lakes Boulevard and two managed lanes for the remaining of the corridor, within the study limits, with selected access point





Table 3.28: Two-way AADT and Percentage of Trucks using the Corridor

Location South of the Interchange	Truck Percent	2015 Count	2040 NB	2040B1	2040B2
Congress Ave	7.40%	190,610	261,000	260,000	266,500
Linton Blvd	9.30%	195,610	269,000	264,000	275,600
W Atlantic Ave	5.60%	195,400	274,000	269,000	281,600
W Woolbright Rd	6.00%	195,500	267,000	260,000	280,000
W Boynton Beach Blvd	7.40%	205,800	288,000	283,000	302,000
E Gateway Blvd	7.40%	210,000	291,000	286,000	303,000
Hypoluxo Rd	7.40%	204,300	295,000	289,000	306,000
W Lantana Rd	7.40%	209,600	310,000	304,000	321,000
6th Avenue	7.40%	206,800	308,000	303,000	321,000
10th Avenue N	7.40%	199,900	304,000	300,000	323,000
Forest Hill Blvd	7.40%	207,510	311,000	307,000	331,000
Southern Blvd	5.70%	211,510	322,000	321,000	341,000
Belvedere Rd	7.10%	178,720	270,750	270,650	281,000
Okeechobee Blvd	6.00%	203,600	283,000	282,000	302,000
Palm Beach Lake	6.50%	197,900	280,000	278,000	299,700
45th Street	7.40%	203,200	290,000	288,000	317,700
W Blue Heron Blvd	7.40%	193,200	278,000	276,000	294,700
Northlake Blvd	7.40%	176,500	251,000	251,000	263,700
PGA Blvd	7.40%	161,500	235,000	237,000	243,700
N Military Trail	7.40%	119,100	179,000	180,000	184,700
Central Blvd	8.20%	124,510	134,000	135,000	138,700
Donald Ross Rd	8.20%	124,510	148,000	150,000	153,800
W Indiantown Rd	7.80%	108,700	130,000	131,000	134,100
Countyline	7.40%	79,700	93,000	93,000	97,700
Corridor Average	7.25%	179,320	252,990	250,735	265,133

3.10.3 Bluetooth Data

As part of this planning study, a Bluetooth origin-destination survey was conducted. The origin-destination matrices from the model validation were compared against the Bluetooth survey origin-destination matrices. The Bluetooth data sample was reported in origin-destination matrices by time periods consistent with the model origin-destination. A CUBE Analyst process was used to expand the Bluetooth origin-destination matrices. The major origin-destination interchanges using raw Bluetooth data are:

- Northlake Boulevard
- Blue Heron Boulevard
- 45th Street
- 10th Avenue
- 6th Avenue

Figure 3.32 shows the raw Bluetooth data origin-destination by interchange.

3.10.2 Origin and Destination Data Comparison

The major origins and destinations within the area of influence were assessed using various datasets. This methodology benefits in screening the access point location for managed lanes. In addition, these datasets were used as a reasonableness check to validate the major origin-destination locations. The following are the datasets used in evaluating the major origin-destination locations:

- Bluetooth Data
- LEHD Data
- Stated Preference Survey
- Model





From South of Linton FM No.: 436576-1-22-01 Contract No.: C9065



Figure 3.32: Bluetooth Raw Origin and Destination Data

Figure 3.33 shows the expanded Bluetooth data origin-destination by interchange. The major origin-destination interchanges using the expanded data are:

- PGA Boulevard
- Northlake Boulevard
- Blue Heron Boulevard
- Palm Beach Lakes Boulevard
- Okeechobee Boulevard

Figure 3.33: Bluetooth Expanded Origin and Destination Data

Table 3.29 and **Table 3.30** present the heat map between the cities along the corridor. Note that the intra-city trips are high and are excluded from the heat map tables. The higher intra-city trips indicate that the majority of movements are between adjacent interchanges. Overall, both heat maps indicate West Palm Beach as a major origin-destination. The following interchanges serve West Palm Beach:

- 1) Forest Hill Boulevard
- 2) SR 80/ Southern Boulevard
- 3) Belvedere Road





- 4) Okeechobee Boulevard
- 5) Palm Beach Lakes Boulevard
- 6) 45th Street

Table 3.29: Origin Based Heat Map - Raw Bluetooth Daily

Origin Based Heat Map - Raw BT Daily (Row Conditional Formatting)		Boca Raton	Boynton Beach	Delray beach	Lantana	Lakeworth	BdW	Riviera Beach	Palm Beach Gardens	Jupiter
Total Trips	293,017	12,448	20,275	31,293	24,141	33,690	95,471	21,138	23,288	31,273
Boca Raton	13,924	0	2,803	2,533	1,368	1,679	3,277	678	554	1,032
Boynton Beach	19,799	2,754	1,860	4,168	1,996	2,389	4,280	658	632	1,062
Delray beach	31,527	1,932	3,819	6,212	4,651	4,445	7,204	9 58	965	1,341
Lantana	24,224	1,059	1,821	4,282	2,589	4,749	6,642	979	914	1,189
Lakeworth	32,212	1,409	2,380	4,093	4,237	3,450	11,390	1,650	1,529	2,074
WPB	87,152	2,911	4,599	6,474	6,037	10,873	33,381	7,910	7,564	7,403
Riviera Beach	22,791	731	821	1,110	1,085	2,013	10,242	0	3,452	3,337
Palm Beach Gardens	25,907	544	813	975	952	1,724	9,574	4,180	2,999	4,146
Jupiter	35,481	1,108	1,359	1,446	1,226	2,368	9,481	4,125	4,679	9,689

High # of Trips Low # of Trips

Origin Based Heat Expanded Dai (Row Conditional For	Map - ly matting)	Boca Raton	Delray Beach	Boynton Beach	Lantana	Lakeworth	West Palm Beach	Riviera Beach	Palm Beach Gardens	Jupiter
Total Trips	842,947	92,635	94,694	62,139	57,575	59,651	226,305	32,413	88,922	128,613
Boca Raton	92,620		17,374	19,476	9,232	9,115	22,824	3,136	4,953	6,510
Delray beach	93,508	17,008	22,225	17,720	12,626	6,994	12,848	605	2,237	1,245
Boynton Beach	61,088	19,075	17,350	15,724	3,685	1,935	2,564	118	411	226
Lantana	59,855	8,574	13,189	3,603	6,811	9,558	14,202	619	2,043	1,256
Lakeworth	58,959	8,916	7,165	1,893	8,599	5,193	20,650	947	3,503	2,093
West Palm Beach	227,181	23,272	13,970	3,304	13,505	21,354	83,759	13,641	32,959	21,417
Riviera Beach	35,429	3,486	812	41	751	1,326	17,785		6,845	4,383
Palm Beach Gardens	85,215	4,853	1,734	194	1,331	2,130	27,672	7,475	17,873	21,953
Jupiter	129,092	7,451	875	184	1,035	2,046	24,001	5,872	18,098	69,530
High # of Trips				Lo	ow # of T	rips				

Figure 3.34 presents the raw Bluetooth origin-destination data by major cities. The interchanges within West Palm Beach are major origins and destinations. Figure 3.35 shows the expanded Bluetooth data by major cities.

Table 3.30: Origin Based Heat Map - Expanded Bluetooth Daily











Figure 3.35: Expanded Bluetooth Origin and Destination Flow by Cities

3.10.4 I-95 Subarea Model

Subarea model runs were performed for the base year scenario and future year scenarios. The need for a subarea model development for the corridor is documented in the Design Traffic Technical Memorandum (DTTM). The 2015 counts for each interchange merge and diverge along the corridor is presented in Figure 3.36.







Figure 3.36: 2015 Merge and Diverge by Interchange along the Corridor

Table 3.31 presents the 2015 heat map between the cities along the corridor. Overall, the heat maps indicate West Palm Beach as a major origin-destination. This table is consistent with the Bluetooth data presented in the previous section.

Table 3.31: Origin Based Heat Map - 2015 Model Daily

Delray Beach	Boynton Beach	Lantana	Lakeworth	West Palm Beach	Riviera Beach	Palm Beach Gardens	Jupiter
106,472	128,548	79,671	82,247	246,366	67,026	218,351	163,608
30,264	20,668	7,997	9,234	15,098	2,380	9,122	9,655
46,664	13,189	4,307	2,754	5,120	1,023	1,899	1,582
12,431	56,468	10,695	6,962	11,406	2,183	3,550	2,576
4,667	11,649	31,126	8,325	11,851	1,672	3,750	1,832
3,044	6,878	7,287	28,195	17,943	2,102	4,551	2,140
5,169	11,499	10,826	17,518	134,715	12,988	26,310	11,912
1,083	2,131	1,699	2,266	12,469	28,433	11,632	5,171
1,894	3,906	3,812	4,765	26,380	11,177	132,797	24,330
1,256	2,160	1,922	2,230	11,384	5,068	24,741	104,410

Low # of Trips

The top three major origin-destination cities in 2015 are West Palm Beach, Palm Beach Gardens and







Figure 3.37: Origin-Destination Flows by City - 2015 Model Daily

The merge and diverge 2040 No-Build volumes for each interchange along the corridor is presented in Figure 3.38. Overall, the 2040 No-Build origin-destination pattern is similar to the base year.



Figure 3.38: 2040 No-Build Merge and Diverge by Interchange along the Corridor





Table 3.32 presents the 2040 No-Build heat map between the cities along the corridor. Overall, the heat maps indicate West Palm Beach as a major origin-destination.

Table 3.32: Origin Based Heat Map - 2040 Model Daily

Origin Based Heat Map - 2040 No-Build Model Daily (Row Conditional Formatting)	Total Trips	Boca Raton	Delray Beach	Boynton Beach	Lantana	Lakeworth	West Palm Beach	Riviera Beach	Palm Beach Gardens	Jupiter
Total Trips	1,639,635	151,194	141,379	170,435	101,999	106,879	328,734	88,099	325,460	225,455
Boca Raton	148,871	15,862	43,831	24,792	9,689	10,963	18,999	3,230	12,041	9,464
Delray Beach	142,735	43,829	55,231	16,629	6,450	5,174	8,271	1,561	3,704	1,885
Boynton Beach	170,648	27,149	14,908	73,026	13,996	11,209	17,738	3,020	6,429	3,173
Lantana	106,473	9,712	6,440	13,606	37,228	11,928	17,002	2,397	6,031	2,129
Lakeworth	104,490	10,882	5,307	10,678	9,298	29,273	25,082	3,339	7,776	2,856
West Palm Beach	329,853	19,309	8,769	19,280	15,431	24,601	164,784	17,648	45,138	14,892
Riviera Beach	85,527	2,949	1,480	2,824	2,120	3,148	16,696	32,872	17,261	6,175
Palm Beach Gardens	330,433	12,480	3,773	6,892	5,830	7,895	46,418	17,878	193,788	35,480
Jupiter	220,606	9,022	1,640	2,708	1,957	2,687	13,745	6,154	33,292	149,400

High # of Trips

Low # of Trips

The top three major origin-destination cities in the 2040 No-Build conditions are West Palm Beach, Palm Beach Gardens and Jupiter. Figure 3.39 shows the origin-destination flow by cities using 2040 daily volumes.



Figure 3.39: Origin-Destination Flows by City - 2040 No-Build Model Daily

3.10.4.1 Scenario Bandwidth Plots

Figure 3.40 through Figure 3.43 depict the bandwidth plot representing the percent of traffic using I-95 by scenario. This analysis evaluates the major origin and destinations along the corridor. All the future scenarios traversing east-west have similar traffic percentages. Note that the following interchanges have a higher percent of traffic using I-95: Woolbright Road, Boynton Beach Boulevard, Hypoluxo Road, Lantana Road, SR 80/Southern Boulevard, Okeechobee Boulevard and Palm Beach Lakes Boulevard.







Figure 3.40: Percent of Traffic using I-95 Corridor – Select Group Analysis 2015



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Figure 3.42: Percent of Traffic using I-95 Corridor – Select Group Analysis 2040 Build 1 CPS Study Access Points

Figure 3.43: Percent of Traffic using I-95 Corridor – Select Group Analysis 2040 Build 2 Access Points (Design Feasible Locations)





3.10.5 Longitudinal Employer-Household Dynamics Data

2015 LEHD was used to understand the workforce characteristics and trip patterns between major cities. LEHD Origin-Destination Employment Statistics (LODES) "OnTheMap' tool was used to present the Residence Area Characteristics (RAC) and Workplace Area Characteristics (WAC). Table 3.33 presents the inflow-outflow characteristics of the subarea. The majority of the trips (55%) are employed and living in the selection area. Figure 3.44 depicts the inflow-outflow analysis for the subarea.

Table 3.33: 2015 Inflow-Outflow Analysis

Inflow/Outflow Job Counts (Primary Jobs)	Count	Share
Employed in the Selection Area	381,160	100.00%
Employed in the Selection Area but Living Outside	173,246	45.50%
Employed and Living in the Selection Area	207,914	54.50%
Living in the Selection Area	360,770	100.00%
Living in the Selection Area but Employed Outside	152,856	42.40%
Living and Employed in the Selection Area	207,914	57.60%



Figure 3.44: 2015 Inflow-Outflow Analysis for I-95 Subarea

Table 3.34 depicts the work destination analysis by county living within the subarea. The majority of the trips (72%) are employed within Palm Beach County. In addition, about 60,000 (16%) are employed in the Broward and Miami-Dade Counties. About 11% of the trips have a destination in Broward County and 5% of the trips have a destination in Miami-Dade County.

Table 3.34: Work Destination Analysis by Counties (Live in Subarea)

Jobs Counts by Counties Where Workers are Employed - All Jobs (2015)	Count	Share
Palm Beach County, FL	261,301	72.40%
Broward County, FL	38,513	10.70%
Miami-Dade County, FL	19,780	5.50%
Martin County, FL	4,892	1.40%
All Other Locations	36,284	10.00%
All Counties	360,770	100.00%

Table 3.35 depicts the home destination analysis by county working within the subarea. The majority of the trips (71%) live within Palm Beach County. About 9% of the trips have an origin in Broward County and 5% of the trips have an origin in Miami-Dade County. Table 3.34 and Table 3.35, show that the majority of the trips occur to/from south of the subarea.

Table 3.35: Home Destination Analysis by Counties (Jobs in Subarea)

Jobs Counts by Counties Where Workers Live - All Jobs (2015)	Live - Count	
Palm Beach County, FL	271,420	71.21%
Broward County, FL 33,281 8		8.73%
Miami-Dade County, FL	17,939	4.71%
Martin County, FL	10,964	2.88%
All Other Locations	47,556	12.48%
All Counties	381,160	100.00%





Table 3.36 presents the top 10 cities and Census Designated Places (CDP) where workers are employed. The top destination city is West Palm Beach. This is consistent with the Bluetooth and model origin-destination data. Note the city of Fort Lauderdale in Broward County is among the top 10 destinations. Figure 3.45 shows the employment heat map in Palm Beach County.

Table 3.36: Work Destination Analysis by Places (Cities and CDPs)

Jobs Counts by Places (Cities, CDPs, etc.) Where Workers are Employed - All Jobs (2015)	Count	Share
All Places (Cities, CDPs, etc.)	360,770	100.00%
West Palm Beach city, FL	45,957	12.70%
Boca Raton city, FL	25,042	6.90%
Palm Springs village, FL	17,327	4.80%
Boynton Beach city, FL	16,696	4.60%
Delray Beach city, FL	16,215	4.50%
Palm Beach Gardens city, FL	15,156	4.20%
Jupiter town, FL	13,033	3.60%
Riviera Beach city, FL	10,947	3.00%
Palm Beach town, FL	7,834	2.20%
Fort Lauderdale city, FL	7,799	2.20%
All Other Locations	184,764	51.30%



Figure 3.45: Work Destination Analysis by Places (where workers are employed)

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Table 3.37 presents the top 10 cities and CDPs where workers live. The top origin city is West Palm Beach. This is consistent with the Bluetooth and model origin-destination data. Figure 3.46 shows the home destination heat map in Palm Beach County.

Table 3.37: Home Destination Analysis by Places (Cities and CDP)

Jobs Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs (2015)	Count	Share
All Places (Cities, CDPs, etc.)	381,160	100.00%
West Palm Beach city, FL	29,593	7.80%
Boynton Beach city, FL	16,203	4.30%
Jupiter town, FL	15,284	4.00%
Palm Beach Gardens city, FL	14,417	3.80%
Wellington village, FL	11,648	3.10%
Delray Beach city, FL	11,047	2.90%
The Acreage CDP, FL	9,351	2.50%
Greenacres city, FL	9,086	2.40%
Riviera Beach city, FL	9,055	2.40%
Royal Palm Beach village, FL	8,926	2.30%
All Other Locations	246,550	64.50%



Figure 3.46: Home Destination Analysis by Places (where workers live)





Figure 3.47 depicts the job counts by Distance/Direction of Home to Work Trips in 2015. The subarea has interaction to/from south. The majority (52%) of the work trips have a trip length less than 10 miles. About 48% of the work trips have a trip length greater than 10 miles.



Figure 3.47: 2015 Distance/Direction Analysis (Home to Work)

Figure 3.48 shows the job counts by Distance/Direction of Work to Home Trips in 2015. The subarea has interaction to/from the south. About 51% of the workers travel is greater than 10 miles from work to home. 49% of the workers travel less than 10 miles from work to home.



Figure 3.48: 2015 Distance/Direction Analysis (Work to Home)

Home Area Profile indicates population characteristics living within the area of influence. "Work Area Profile" indicates population characteristics working within the area of influence. **Table 3.38** through **Table 3.41** depicts the user characteristics by home area and work area. The majority (55%) of the workers are within the age group of 30 to 54 years old. About 37% of the workers earn more than \$3,333 per month.





Table 3.38: 2015 Home Area Profile Analysis - Age Distribution

Jobs by Worker Age 2015	Count	Share
Age 29 or younger	75,791	21.00%
Age 30 to 54	196,344	54.40%
Age 55 or older	88,635	24.60%

Table 3.39: 2015 Home Area Profile Analysis - Earning Distribution

Jobs by Earnings 2015	Count	Share
\$1,250 per month or less	89,186	24.80%
\$1,251 to \$3,333 per month	140,810	39.00%
More than \$3,333 per month	130,774	36.20%

Table 3.40: 2015 Work Area Profile Analysis - Age Distribution

Jobs by Worker Age 2015	Count	Share
Age 29 or younger	77,419	20.30%
Age 30 to 54	209,586	55.00%
Age 55 or older	94,155	24.70%

Table 3.41: 2015 Work Area Profile Analysis - Earning Distribution

Jobs by Earnings 2015	Count	Share
\$1,250 per month or less	89,006	23.40%
\$1,251 to \$3,333 per month	144,458	37.90%
More than \$3,333 per month	147,696	38.70%

3.10.6 Stated Preference Survey

This section documents the travel behavior characteristics of the respondents from the 2013¹ Stated Preference Survey. The survey was conducted online in February and March of 2013 to more than 3,200 travelers in the South Florida region. The respondents making at least a five miles trip between the Golden Glades Interchange (GGI) and Indiantown Road along the I-95 corridor within the last month (30 days) using personal vehicle was considered. Figure 3.49 depicts that 30% of all the reported trips go to/from work, 28% reported a social or recreational trip, and the remaining 42% reported other trip purposes.

	Go to/from work
	Social or recreational
	Business-related travel
	Other personal business
	Go to/from the airport
5%	Shop
2%	Go to/from school/college/university

Figure 3.49: Trip Purpose Distribution

Table 3.42 presents the distribution of beginning and ending locations for all respondents. The majority (78%) of the trips began at home. The most commonly reported trip originated at home and ended at a location other than home or work. This particular trip type categorized the trips made by 55% of respondents.

The majority of trips originated within Palm Beach County, while a much smaller but still significant number originated in Broward County. When compared with trip origins, destinations are less concentrated within Palm Beach County with a larger proportion ending in Broward and Miami-Dade Counties.

Table 3.42: Trip Origin and Destination Locations

		End location					
		My home	My home Regular workplace Another place				
60	My home	0%	23%	55%	78%		
nin	Regular workplace	5%	0%	7%	12%		
egin	Another place	7%	1%	3%	10%		
<u> </u>	Total	12%	24%	64%	100%		





¹ 95 Express Phase 3&4 Stated Preference Survey Report, RSG and URS Corporation (2013)





Table 3.43 shows the frequency of making the same trip by reported trip purpose. The respondents making work and work-related trips were most likely to make the same trip more frequently, 20 or more times per month. Figure 3.50 shows selected on and off-ramps for all respondents.

Table 3.43: Trip Frequency by Purpose

	Work and Work- Related	Social or Recreational	Other
One or fewer times per month	16%	54%	51%
2 to 5 times per month	21%	39%	41%
6 to 10 times per month	9%	6%	4%
11 to 15 times per month	9%	1%	2%
16 to 19 times per month	6%	0%	1%
20 or more times per month	39%	1%	2%

An exit north of Exit 87: Indiantown Road Exit 87: Indiantown Road (SR 706) Exit 83: Donald Ross Road Exit 79C: N Military Trail (CR 809 South) Exit 79: PGA Boulevard (SR 786) Exit 77: Northlake Boulevard (CR 809A) Exit 76: Blue Heron Boulevard (SR 708) Exit 74: 45th Street (CR 702) Exit 71: Palm Beach Lakes Boulevard Exit 70: Okeechobee Boulevard (SR 704) Exit 69: Belvedere Road Exit 68: Southern Boulevard (US 98 / SR 80) Exit 66: Forest Hill Boulevard (SR 882) Exit 64: 10th Avenue North Exit 63: 6th Avenue South Exit 61: Lantana Road (CR 812) Exit 60: Hypoluxo Road Exit 59: Gateway Boulevard Exit 57: Boynton Beach Boulevard (SR 804) Exit 56: Woolbright Road Exit 52: Atlantic Avenue (SR 806) Exit 51: Linton Boulevard Exit 50: Congress Avenue Exit 48: Yamato Road (SR 794) Exit 45: Glades Road (SR 808) Exit 44: Palmetto Park Road Exit 42: Hillsboro Boulevard (SR 810) Exit 41: Southwest 10th Street (SR 869) Exit 39: Sample Road (SR 834) Exit 38: Copans Road Exit 36: Atlantic Boulevard (SR 814) Exit 33: Cypress Creek Road Exit 32: Commercial Boulevard (SR 870) Exit 31: Oakland Park Boulevard (SR 816) Exit 29: Sunrise Boulevard (SR 838) Exit 27: Broward Boulevard (SR 842) Exit 26: Davie Boulevard (SR 736) Exit 25: Marina Mile Road (SR 84) Exit 24: I-595 Exit 23: Griffin Rd. (SR 818) Exit 22: Stirling Rd. (SR 848) Exit 21: Sheridan St. (SR 822) Exit 20: Hollywood Blvd. (SR 820) Exit 19: Pembroke Rd. (SR 824) Exit 18: Hallandale Beach Blvd. (SR 858) Exit 16: Ives Dairy Rd. Exit 14: Miami Gardens Dr. (SR 860) Exit 12A/B: SR 826 / Florida's Turnpike / US 441 An exit south of Exit 12A/B: SR 826/Turnpike/441

Figure 3.50: I-95 On and Off-Ramps for All Respondents









As part of the stated preference survey four hypothetical travel alternatives were presented to each respondent:

- 1. General use lanes
- 2. Managed lanes
- 3. Managed lanes before or after the peak period
- 4. Managed lanes with additional passengers

As shown in the Table 3.44 the majority (70%) of the respondents selected the general use lanes alternative, about 20% of the respondents chose the managed lanes alternative. Alternatives three and four were selected by 9% and 7% of the respondents, respectively.

Table 3.44: Stated Preference Choices by Alternative

Alternative	Number of Experiments Shown	Number of Experiments Selected	Percent Selected
Alternative 1: General purpose lanes	25,664	18,002	70%
Alternative 2: Express lanes	25,664	5,129	20%
Alternative 3: Express lanes before or after the peak	12,968	1,214	9%
Alternative 4: Express lanes with additional passengers	18,336	1,319	7%

Figure 3.51 presents the percent of times Alternative 2 was chosen in the stated preference at different toll rates. Most of the respondents (32%) selected the managed lanes alternative when the managed lanes toll cost was less than \$1.00, but only 16% on average when the toll cost was \$1.00 or higher.





Figure 3.52 shows respondents' opinion of proposed managed lanes on I-95. Overall, 45% of the respondents chose managed lanes and 34% opposed. An approximately equal number of respondents either strongly supported or strongly opposed the project.









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Respondents who never chose a managed lane alternative in the stated preference scenarios were asked to select the primary reason why. **Figure 3.53** indicates the primary reason for not choosing the managed lanes alternative. The reason cited most frequently (47%) was that the time savings presented in the experiments was not high enough to justify the cost.



Figure 3.53: Primary Reason for Not Choosing a Managed Lanes Alternative

3.10.7 Average Trip Length Characteristics

Average trip length statistics from the subarea model were compared against those of the Bluetooth origin-destination sample and the Bluetooth expanded matrices as a reasonableness check (see **Figure 3.54**).



Figure 3.54: Trip Length Frequency Distribution (I-95 Corridor)

Table 3.45 compares the average distance between the model, bluetooth raw and bluetooth expanded data. The AM period average trip length of the trips traversing through I-95 is 8.11 miles. The raw origin-destination data AM period mean distance is 9.7 miles. The expanded AM period mean distance is 10.13 miles. Overall, the origin-destination data average trip length is greater than the model average trip length. The model's average trip length and trip length frequency distribution statistics are within reasonable ranges of the survey statistics. Note that this check was conducted as an independent data check, and both the model and the survey have known uncertainties.

Table 3.45: I-95 Corridor-Average Trip Length (Distance in Miles)

Time of Dov	Average Distance (Miles)			
Time of Day	Model	BT-Expanded		
Daily	8.40	9.62	9.88	
AMPeriod	8.11	9.7	10.13	
PMPeriod	8.51	9.13	9.55	

On a typical weekday there are about 1.4 million home-based work trips to/from or passing through Palm Beach County. **Table 3.46** shows the origin-destination distribution between major cities and adjacent counties. Note the table below is based on the 2014 LEHD residence data extracted using the South Florida Resident Job Linkage (SFRJL) Version 2.0 tool.





	Boca Raton	Delray Beach	Boynton Beach	Lantana	Lakeworth	WPB	Riviera	Palm Beach Gardens	Jupiter	Martin County	Broward	Miami-Dade	PB Others	To/From/ Via PB	Total
Boca Raton	21,522	6,394	4,254	314	753	1,780	407	563	566	5,631	36,630	8,752	28,582	116,148	116,148
Delray Beach	6,394	9,528	4,184	395	685	1,242	295	301	256	393	8,715	3,059	14,551	49,998	49,998
Boynton Beach	4,254	4,184	7,394	594	1,134	2,759	386	458	346	451	7,019	3,116	18,980	51,075	51,075
Lantana	314	395	594	378	328	651	137	107	79	84	747	427	3,069	7,310	7,310
Lakeworth	753	685	1,134	328	1,718	2,179	415	349	277	252	1,928	942	8,694	19,654	19,654
WPB	1,780	1,242	2,759	651	2,179	19,406	4,064	4,735	3,335	2,356	9,152	5,634	47,179	104,472	104,472
Riviera	407	295	386	137	415	4,064	2,418	1,956	1,210	996	2,674	1,748	11,464	28,170	28,170
Palm Beach Gardens	563	301	458	107	349	4,735	1,956	6,460	3,575	1,957	3,281	2,626	15,116	41,484	41,484
Jupiter	566	256	346	79	277	3,335	1,210	3,575	9,712	3,533	3,014	2,842	13,199	41,944	41,944
Martin County	5,631	393	451	84	252	2,356	996	1,957	3,533	45,484	4,241	3,291	4,464	27,649	73,133
Broward	36,630	8,715	7,019	747	1,928	9,152	2,674	3,281	3,014	4,241	980,216	276,301	70,297	147,698	1,404,215
Miami-Dade	8,752	3,059	3,116	427	942	5,634	1,748	2,626	2,842	3,291	276,301	1,581,862	30,353	62,790	1,920,953
PB Others	28,582	14,551	18,980	3,069	8,694	47,179	11,464	15,116	13,199	4,464	70,297	30,353	505,622	771,570	771,570
To/From/ Via PB	116,148	49,998	51,075	7,310	19,654	104,472	28,170	41,484	41,944	27,649	147,698	62,790	771,570	1,469,962	
Total	116,148	49,998	51,075	7,310	19,654	104,472	28,170	41,484	41,944	73,133	1,404,215	1,920,953	771,570		4,630,126

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3.10.8 Percent of Trips Using I-95 by Vehicle Occupancy and Toll Eligibility

Table 3.47 compares the scenario specific percent of trips traversing through the corridor by vehicle occupancy and toll eligibility. The percent of trips using I-95 were computed using the total trips in the subarea. The toll eligible trips increased across the build scenarios. Note that all the toll and HOV eligible trips will not traverse the toll facility. It depends on the user choice.

Table 3.47: Percent of Trips using I-95 by Occupancy and Toll Eligibility

	201	5	2040	NB	2040	B-2	2040	B-2A	2040 B-2B	
Description	Total Subarea Trips	Percent using I-95								
DA General Purpose	2,459,209	21%	3,134,202	21%	3,093,949	21%	3,056,188	20%	3,056,013	20%
DA Toll Eligible	80,555	8%	180,538	33%	214,856	43%	266,767	50%	266,519	50%
SR2 General Purpose	230,655	14%	316,321	16%	313,078	16%	309,641	15%	309,629	15%
SR2 HOV Eligible	216,769	14%	299,426	17%	294,302	16%	292,131	16%	292,105	16%
SR2 Toll Eligible	35,241	11%	53,425	21%	56,816	24%	63,330	29%	63,289	29%
SR3 General Purpose	69,217	13%	94,235	16%	93,089	16%	92,765	15%	92,760	15%
SR3 HOV Eligible	99,276	12%	129,273	14%	127,999	14%	127,847	13%	127,826	13%
SR3 Toll Eligible	3,083	11%	6,727	28%	7,957	37%	9,766	42%	9,766	42%
Truck Trips (Toll Eligible but No Access to HOV / HOT)	161,199	53%	203,418	52%	204,112	52%	204,976	51%	204,825	51%
External Trips (Toll Eligible)	153,432	58%	214,839	50%	215,144	51%	215,104	50%	215,102	50%
Total Trips	3,508,636	22%	4,632,405	24%	4,621,302	24%	4,638,516	24%	4,637,836	24%
Total Toll Eligible Trips	433,510	43%	658,947	43%	698,886	46%	759,944	48%	759,502	48%

Note: Green - Toll Eligible, Yellow - HOV Eligible, White - General Purpose

3.10.9 Access Point Preliminary Analysis

The corridor was initially classified by major cities. Based on the potential demand and the design feasibility, managed lane access points were defined for the corridor. The cities in-between access points were defined as segments. The segment potential demand for each access point for each scenario is summarized in Table 3.48 and Table 3.49. Section 4.2.6 continues this discussion of the overall analysis taking traffic operation and engineering design into account for the final recommended preliminary access points.

- Table 3.48– 2040 B1 Build Two Managed Lanes (ML) with CPS Access points
- Table 3.49- 2040 B2 Build Two Managed Lanes with Recommended Access Points Factoring OD Demand, Design Feasibility, and Operations Analysis





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Access Points from CPS Study 2011 2040 NB 2040 B2 OD Segments 2015 2015 Base year 2015 2040NB 2040B Two-way Two-way Two-way AADT AADT AADT Accessible Eligible ccessible Survey Accessible ligible igible Cities AilePoin From То Trips Expansion Trips 46.02 Jupiter AADT 79 700 93 000 93 000 N 15,700 39,000 38,000 W Indiantown Rd S Jupiter 42.74 1,2,3,4,5 8 19,000 108,700 130,000 133,000 N 9,600 20,000 18,000 22 S 25,400 38,000 39,000 Donald Ross Rd Jupiter 41.12 N 0 9,000 8,300 21 Central Blvd S 0 46,570 44,000 alm Beach Garde 38.12 N 5,400 6,570 6,370 20 N Military Trail alm Beach Garde 53,000 57,000 58,000 46,000 20,000 19,000 AADT 119,100 179,000 183,000 N 11,100 26,600 26,000 S 53,500 82,600 84,000 PGA Blv Im Beach Garde 35.37 N 22,700 40,000 41,000 S Im Beach Garde 19,000 AADT 176,500 251,000 257,000 N 20,800 35,000 34,000 17 S 37,500 62,000 44,000 W Blue Heron Blvd Riviera Beach 1,2,3,4,5 7 AADT 193,200 278,000 287,000 104,000 112,000 178,000 182,000 006.1 N 29,900 47,000 47,000 S 39,900 59,000 60,000 45th West Palm Beach 4,5 7,8 29.93 AADT 203,200 290,000 300,000 N 30,000 51,000 51,000 S 24,700 41,000 41,000 Palm Beach Lake West Palm Beach 27.96 47,500 47,100 50,500 49,700 N S Okeechobee Blvd 67,000 960 102,000 520 101,000 74,683 4,800 West Palm Beach 26.76 N 12,800 16,300 15,700 13 S 18,400 41,000 41,800 N 8,900 9,800 10,100 Belvedere Rd West Palm Beach S 7,800 9,950 10,450

Table 3.48: 2040 B1 Build Two Managed Lanes (ML) with CPS Access points



OD Segments		2015 2015 B		se vear 204) NB	2040 B2	
				Toll		Toll		Toll
		Survey	Accessible	Eligible	Accessible	Eligible	Accessible	Eligible
From	То	Expansion	Trips	Trips	Trips	Trips	Trips	Trips
2,3	7,8							
		49,000	47,000	430	74,000	520	80,000	26,000
1	456							
	1,0,0							
		48,000	39,000	440	53,000	7,500	59,000	20,000
		-						
		•						
		-						
1	2							
1	5							
		10.000	70.000			45.000		
		69,000	/8,000	1,600	101,000	15,000	104,000	18,000
1	3,4,5,6,7,8							
		-						
		155,000	161,000	2,300	209,000	28,000	221,000	48,000





Table 3.49: 2040 B2 Build Two Managed Lanes with Design Feasible Access points (Recommended)





		OD S	egments	2015	2015 Ba	se year	2040 NB		2040	B2C
						Toll		Toll		Toll
				Survey	Accessible	Eligible	Accessible	Eligible	Accessible	Eligible
		From	То	Expansion	Trips	Trips	Trips	Trips	Trips	Trips
		1,2,3	5,6							
-										
	7									
	r									
				76,600	79,800	670	115,800	6,760	129,600	39,100
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		2.3	5.6.7.8.9							
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				73,400	03,000	010	120,400	700	143,200	43,370
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		1	2.4							
	\rightarrow	1	3,4							
				69,000	78,500	1,600	101,400	15,410	108,900	38,630
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-		1	3,4,5,6,7,8,9							
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	⊢≯			104 700	110 100	1 610	146,000	13,470	152 400	47 610
	r			104,700	110,100	1,010	140,000	13,470	132,400	47,010
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3.11 2040 No-Build Traffic Operational Analysis

3.11.1 Analysis Years and Tools

The Highway Capacity Software (HCS 7) was used to perform the No-Build traffic operational analysis. HCS 7 is developed and maintained by McTrans Center, University of Florida. It includes updated modules to implement the Highway Capacity Manual 6th Edition (HCM) procedures for Signalized Intersections, Urban Streets, Alternative Intersections, Roundabouts, Freeway Facilities, Basic Freeway Segments, Freeway Weaving Segments, Freeway Merge and Diverge Segments, and Multilane Highways. The operational analysis was performed for the AM and PM peak hours.

See Appendix I for the line schematic diagrams for the 2040 Design Year No Build operational analysis.

3.11.2 Traffic Data and Traffic Factors

The primary sources of the traffic data and traffic factors for this analysis are 2014/2015 traffic counts at the Bluetooth stations, 2015 FTI DVD and the SERPM7 model with base year 2010 and horizon year 2040.

The factors used for the 2040 No-Build traffic analysis include the T_{24} , Design Hourly Truck Percentage (DHT) and Peak Hour Factor (PHF). The factors varied throughout the project area, so a range of the traffic factors used is provided in **Table 3.50**.

The T_{24} factor is the adjusted annual daily percentage of truck traffic. The DHT factor is the percentage of truck traffic during the peak hour and can be estimated as half of the T_{24} factor.

Table 3.50: Summary of Traffic Factors

Roadway	T ₂₄	DHT	PHF
I-95 Mainline	3%-9.3%	1.5%-4.7%	0.95
Ramps	2.4%-9.2%	1.2%-4.6%	0.95

A driver population factor (f_p) of 1.0 was used in the analysis due to the fact that the traffic stream characteristics within the study area are known to be representative of regular truck drivers and commuters who are familiar with the facilities.

3.11.3 Level of Service Criteria

FDOT maintains minimum acceptable operating Level of Service (LOS) targets for the State Highway System. The term LOS is defined as the system of six designated ranges from "A" (best) to "F" (worst) used to evaluate roadway facility performance. The FDOT minimum acceptable operating LOS targets were used. The LOS targets for major roadways analyzed are summarized below:

- I-95 Interstate Mainline: LOS D
- Ramps Merge/Diverge: LOS D
- Weave: LOS D

3.11.4 Analysis Procedures

The analysis of the I-95 system (mainline and interchange ramps) was based on criteria and policies detailed in the FDOT Traffic Analysis Handbook, March 2014 Edition. Freeway merge/diverge, and weaving operational analysis was conducted using HCS 7. Ramp roadways and major merge/diverge operational analysis was conducted using the guidelines set out by the HCM. The Measures of Effectiveness (MOEs) summarized and reported to evaluate the performance of the No-Build analysis are density, LOS and volume to capacity (v/c) ratio. The capacity of one or two-lane ramps, according to HCM, is 2,200 or 4,400 vehicles per hour, respectively. A v/c ratio less than one means the ramp can accommodate the volume needed.

The HCM methodology is generally classified as a series of analytical procedures (flow rate variables) that produce deterministic results (no randomness). Each transportation facility is analyzed using a unique methodology, which is performed independent of other adjacent facilities.

The analysis was performed for the following freeway elements described below.

Basic Freeway Segment

Freeway sections are defined by a geometric condition where no merge, diverge or weaving maneuvers occur (HCM Chapter 10 Section 2).

<u>Merge</u>

A merge condition occurs when two or more traffic streams combine to form a single traffic stream (HCM Chapter 10 Section 2).





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<u>Diverge</u>

A diverge condition occurs when a single traffic stream divides to form two or more traffic streams (HCM Chapter 10 Section 2).

Major Merge

A Major Merge area is one in which two primary roadways, each having multiple lanes, merge to form a single freeway or when a major multilane high-speed ramp joins with a freeway. According to the HCM 6th edition, a v/c ratio is calculated, and if it is greater than 1.0, a major merge failure would be indicated. (HCM Chapter 14 Section 4).

Major Diverge

A Major Diverge area is one in which a freeway splits to become two separate freeways or when a major multilane high-speed ramp diverges from the freeway. According to the HCM 6th edition, a v/c ratio is calculated, and if it is greater than 1.0, a major diverge failure would be indicated. Also, for major diverge areas, the average density of all approaching freeway lanes is calculated using HCM equation 14-28. (HCM Chapter 14 Section 4).

Ramp Roadway

Ramp roadway sections occur when a one or two-lane on-ramp combines with the freeway segment to form additional freeway lanes. According to the HCM 6th edition, a v/c ratio is calculated, and if it is greater than 1.0, a major merge failure would be indicated.

Weaving

The segments in which two or more traffic streams travelling in the same general direction cross paths along a significant length of freeway without the aid of traffic control devices. Weaving segments occur when a diverge segment closely follows a merge segment or when a one lane off-ramp closely follows a one lane on ramp and the two are connected by a continuous auxiliary lane. (HCM Chapter 10 Section 2).

3.11.5 Transportation Network

The transportation network includes general use lanes, high occupancy vehicle lanes and auxiliary lanes along the I-95 mainline corridor. **Table 3.51** summarizes the number of lanes along I-95 within the study

area limits. The No-Build transportation network was consistent with the transportation network plus any committed improvements including the new interchange at Central Boulevard.

Table 3.51: I-95 No-Build Mainline Number of Lanes

From	То	Number of I-95 Lanes
Yamato Road	Congress Avenue	6 GUL + 2 HOV
Congress Avenue	Linton Boulevard	8 GUL + 2 HOV + 1 AUX
Linton Boulevard	Atlantic Avenue	8 GUL + 2 HOV + 2 AUX
Atlantic Avenue	Woolbright Road	8 GUL + 2 HOV
Woolbright Road	Boynton Beach Boulevard	8 GUL + 2 HOV + 3 AUX
Boynton Beach Boulevard	Gateway Boulevard	4 GUL + 2 HOV + 2 AUX
Gateway Boulevard	Hypoluxo Road	8 GUL + 2 HOV
Hypoluxo Road	Lantana Road	8 GUL + 2 HOV + 2 AUX
Lantana Road	6 th Avenue	8 GUL + 2 HOV + 3 AUX
6 th Avenue	10 th Avenue	8 GUL + 2 HOV + 3 AUX
10 th Avenue	Forest Hill Boulevard	4 GUL + 2 HOV 2 AUX
Forest Hill Boulevard	Southern Boulevard	9 GUL + 2 HOV + 2 AUX
Southern Boulevard	Okeechobee Boulevard	8 GUL + 2 HOV + 2 AUX
Okeechobee Boulevard	Palm Beach Lakes Boulevard	8 GUL + 2 HOV + 2 AUX
Palm Beach Lakes Boulevard	45 th Street	8 GUL + 2 HOV
45 th Street	Blue Heron Boulevard	8 GUL + 2 HOV + 2 AUX
Blue Heron Boulevard	Northlake Boulevard	8 GUL + 2 HOV + 2 AUX
Northlake Boulevard	PGA Boulevard	8 GUL + 2 HOV + 1 AUX
PGA Boulevard	Donald Ross Road	8 GUL + 2 HOV
Donald Ross Road	I-95 Northbound HOV Lane Drop	8 GUL + 2 HOV
I-95 Northbound HOV Lane Drop	Indiantown Road	8 GUL + 1 HOV
Indiantown Road	Bridge Road	6 GUL

Note: GUL – General Use Lane / HOV – High Occupancy Vehicle / AUX – Auxiliary Lane




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3.11.6 HCM Based Operational Analysis

Basic Freeway Segment

The No-Build design year 2040 mainline analysis was performed on individual basic freeway segments. The results of the operational analysis show that 44 mainline segments operate below the acceptable LOS target during the AM or PM peak hour. The segments that operate below the LOS target are shown in **Table 3.52**.

<u>Merge</u>

The No-Build design year 2040 merge analysis was performed on individual merge areas. The results of the operational analysis show that seven merge areas operate below the acceptable LOS target during the 2040 No-Build AM or PM peak hour. The results that operate below the LOS target are shown in **Table 3.52**.

<u>Diverge</u>

The No-Build design year 2040 diverge analysis was performed on individual diverge areas. The results of the operational analysis show that three diverge areas operate below the acceptable LOS target during the 2040 AM or PM peak hour. The results that operate below the LOS target are shown in **Table 3.52**.

Major Merge

The No-Build design year 2040 mainline analysis was performed on major merge areas. The results of the operational analysis show that all major merge areas operate with a v/c of less than 1.0 during the AM and PM peak hour.

Major Diverge

The No-Build design year 2040 mainline analysis was performed on major diverge areas. The results of the operational analysis show that 11 major diverge areas operate below the acceptable LOS target in the 2040 AM or PM peak hour. The diverge areas that operates below the LOS target are shown in **Table 3.52**.

Ramp Roadway

The No-Build design year 2040 mainline analysis was performed on ramp roadway areas. The results of the operational analysis show that two ramp roadways operate with a v/c of less than 1.0 during the AM or PM peak hour. The ramp roadways that operate below the LOS target are shown in **Table 3.52**.

Weaving

The No-Build design year 2040 mainline analysis was performed on the weaving segments that exist within the study corridor limits. The results of the operational analysis show that 14 weaving segments operate below the acceptable LOS target during the 2040 AM or PM peak hour. The weaving segments that operate below the LOS target are shown in **Table 3.52**.

In summary, the no build scenario depicts that approximately 65% of the corridor would be below LOS D in the 2040 design year.

Table 3.52: 2040 No-Build Freeway Elem

Freeway Element				
I-95 Southbound North of Palm Beach Lakes				
Boulevard				
I-95 Southbound at Palm Beach Lakes Boulevard				
I-95 Southbound Segment at Belvedere Road				
I-95 Southbound PBIA Segment from PBIA				
Southbound Off Ramp to PBIA Southbound On Ramp				
I-95 Southbound Segment at Southern Boulevard				
I-95 Southbound North of Forest Hill Boulevard				
I-95 Southbound Segment at Forest Hill Boulevard				
I-95 Southbound North of 10 th Avenue				

ents	Operating	Below LOS	Target D
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Direction	Analysis Type	Peak Hour	Analysis Result (Density LOS V/C)	
SB	Basic	AM	F	
	Freeway	PM	F	
SB	Basic	PM	35.9 E	
	Freeway			
SB	Basic	PM	F	
02	Freeway			
SB	Basic	PM	F	
0D	Freeway		•	
SB	Basic	PM	F	
02	Freeway		•	
SB	Basic	PM	F	
00	Freeway			
SB	Basic	PM	43.6 F	
00	Freeway		1010	
SB	Basic	PM	F	
02	Freeway		•	





Freeway Element	Direction	Analysis Type	Peak	Analysis Result (Density
		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	nour	LOS V/C)
I-95 Southbound Segment at 10 th Avenue	SB	Basic Freeway	PM	43.1 E
I-95 Southbound Segment at 6 th Avenue	SB	Basic Freeway	PM	44.0 E
I-95 Southbound Segment at Lantana Road	SB	Basic Freeway	PM	43.2 E
LOE Southbound Segment at Hypoluxe Bood	CD.	Basic	AM	36.7 E
1-95 Southbound Segment at Hypoloxo Road	30	Freeway	PM	40.7 E
LOE Southhourd North of Cotourou Doulouard	<u>CD</u>	Basic	AM	44.3 E
1-95 Southbound North of Gateway Boulevard	56	Freeway	PM	F
I-95 Southbound Segment at Boynton Beach Boulevard	SB	Basic Freeway	AM	35.1 E
I-95 Southbound North of Atlantic Avenue	SB	Basic Freeway	AM	38.3 E
	0.0	Basic	AM	F
I-95 Southbound Segment at Congress Avenue	SB	Freeway	PM	F
LOE Northhoused Couth of Constraints Automatic	ND	Basic	AM	F
1-95 Northbound South of Congress Avenue	IND	Freeway	PM	F
LOE Northhourd Commont of Common Avenue	ND	Basic	AM	F
1-95 Northbound Segment at Congress Avenue	NB	Freeway	PM	F
LOE Northbound North of Atlantic Avenue		Basic	AM	39.4 E
1-95 NOTINDOUND NOTIN OF ATIANTIC AVENUE	INB	Freeway	PM	38.1 E
I-95 Northbound Segment at Woolbright Road	NB	Basic Freeway	AM	31.8 E
I-95 Northbound Segment at Boynton Beach	NR	Basic	AM	39.2 E
Boulevard		Freeway	PM	33.8 E

Freeway Element				
I-95 Northbound North of Boynton Beach Boulevard				
I-95 Northbound Segment at Gateway Boulevard				
I-95 Northbound North of Gateway Boulevard				
I-95 Northbound Segment at Hypoluxo Road				
I-95 Northbound Segment at Lantana Road				
I-95 Northbound North of Lantana Road				
I-95 Northbound Segment at 6 th Avenue				
I-95 Northbound North of 6 th Avenue				
I-95 Northbound Segment at 10 th Avenue				
I-95 Northbound North of 10 th Avenue				
I-95 Northbound Segment at Forest Hill Boulevard				
I-95 Northbound Segment at Southern Boulevard				
I-95 Northbound North of Southern Boulevard				

Direction	Analysis Type	Peak Hour	Analysis Result (Density LOS V/C)
NB	Basic Freeway	AM	38.0 E
NB	Basic Freeway	AM	F
NB	Basic Freeway	AM PM	F 44.9 E
NB	Basic Freeway	AM	F
NB	Basic Freeway	AM	F
NB	Basic Freeway	AM	40.6 E
NB	Basic Freeway	AM	F
NB	Basic Freeway	AM	42.1 E
NB	Basic Freeway	AM	F
NB	Basic Freeway	AM	F
NB	Basic Freeway	AM	F
NB	Basic Freeway	AM	F
NB	Basic Freeway	AM	39.0 E





Freeway Element	Direction	Analysis Type	Peak Hour	Analysis Result (Density LOS V/C)
I-95 Northbound Segment at Belvedere Road	NB	Basic Freeway	AM	44.8 E
I-95 Northbound Segment at Okeechobee Road	NB	Basic Freeway	AM	F
I-95 Northbound Segment at Okeechobee Road between On Ramps	NB	Basic Freeway	AM	F
I-95 Northbound North of Okeechobee Road	NB	Basic Freeway	AM	F
I-95 Northbound Segment at Palm Beach Lakes Boulevard	NB	Basic Freeway	AM	F
I-95 Northbound North of Palm Beach Lakes Boulevard	NB	Basic Freeway	AM PM	F F
I-95 Northbound Segment at 45 th Street	NB	Basic Freeway	AM	41.8 E
I-95 Northbound North of 45 th Street	NB	Basic Freeway	AM	42.2 E
I-95 Northbound Segment at Blue Heron Boulevard	NB	Basic Freeway	AM	38.2 E
I-95 Northbound North of Northlake Boulevard	NB	Basic Freeway	AM PM	41.7 E 37.5 E
I-95 On Ramp from 45 th Street	SB	Merge	AM PM	F F
I-95 On ramp from Belvedere Road/PBIA	SB	Merge	PM	F
I-95 On Ramp from Hypoluxo Road	SB	Merge	PM	F
I-95 On Ramp from Gateway Boulevard	NB	Merge	AM PM	F

Freeway Element				
I-95 On Ramp from Okeechobee Boulevard				
I-95 On Ramp from Palm Beach Lakes Boulevard				
I-95 On Ramp from Indiantown Road				
I-95 Southbound Off Ramp to Belvedere Road				
I-95 Southbound Off Ramp to Gateway Boulevard				
I-95 Northbound Off Ramp to Congress Avenue				
I-95 Southbound Off Ramp to 45 th Street				
I-95 Southbound Off Ramp to Palm Beach Lakes Boulevard				
I-95 Southbound Off Ramp to Forest Hill Boulevard				
I-95 Southbound Off Ramp to 10 th Avenue				
I-95 Northbound Off Ramp to Hypoluxo Road				
I-95 Northbound Off Ramp to Forest Hill Boulevard				
I-95 Northbound Off Ramp to PBIA/Belvedere Road				
I-95 Northbound Off Ramp to Palm Beach Lakes Boulevard				

Direction	Analysis Type	Peak Hour	Analysis Result (Density LOS V/C)
NB	Merge	AM	F
NB	Merge	AM PM	F
NB	Merge	PM	39.8 E
SB	Diverge	PM	F
SB	Diverge	AM PM	38.8 E F
NB	Diverge	AM PM	F
SB	Major	AM	35.5 E
	Diverge	PM	36.0 E
SB	Major Diverge	РМ	35.4 E
SB	Major Diverge	PM	42.4 E
SB	Major Diverge	РМ	41.4 E
NB	Major Diverge	AM	38.7 E
NB	Major Diverge	AM	47.5 F
NB	Major Diverge	AM	41.4 E
NB	Major Diverge	AM	41.8 E





Freeway Element	Direction	Analysis Type	Peak Hour	Analysis Result (Density LOS V/C)
I-95 Northbound Off Ramp to 45 th Street	NB	Major Diverge	AM	41.4 E
I-95 Northbound Off Ramp to Blue Heron Boulevard	NB	Major Diverge	AM	40.0 E
I-95 Northbound Off Ramp to Northlake Boulevard	NB	Major Diverge	АМ	36.1 E
I-95 Northbound On Ramp from Boynton Beach Boulevard	NB	Ramp Roadway	АМ	1.04
I-95 Northbound On Ramp from 10 th Avenue	NB	Ramp Roadway	АМ	1.22
Weaving Segment from Palm Beach Lakes Boulevard to Okeechobee Boulevard	SB	Weaving	AM PM	F F
Weaving Segment from Okeechobee Boulevard to PBIA	SB	Weaving	РМ	F
Weaving Segment from Southern Boulevard to Forest Hill Boulevard	SB	Weaving	AM PM	F F
Weaving Segment from 10 th Avenue to 6 th Avenue	SB	Weaving	AM PM	40.3 E F
Weaving Segment from 6 th Avenue to Lantana Road	SB	Weaving	AM PM	F F
Weaving Segment from Lantana Road to Hypoluxo Road	SB	Weaving	AM PM	F F
Weaving Segment from Gateway Boulevard to Boynton Beach Boulevard	SB	Weaving	AM PM	F F
Weaving Segment from Boynton Beach Boulevard to Woolbright Road	SB	Weaving	AM PM	F F

Freeway Element				
Weaving Segment from Linton Boulevard to Congress				
Avenue				
Weaving Segment from Congress Avenue to Linton				
Boulevard				
Weaving Segment from Woolbright Road to Boynton				
Beach Boulevard				
Weaving Segment from Hypoluxo Road to Lantana				
Road				
Weaving Segment from Forest Hill Boulevard to				
Southern Boulevard				
Weaving Segment from PBIA to Okeechobee				
Boulevard				

Direction	Analysis Type	Peak Hour	Analysis Result (Density LOS V/C)
SB	Weaving	AM	F
ND	Weaving	AM	39.2 E
NB		PM	F
NP	Weaving	AM	F
ND		PM	F
		AM	F
ND	weaving	PM	F
NB	Weaving	AM	F
NB	Magying	AM	F
ND	veaving	PM	42.5 E





3.12 2040 Build Traffic Operational Analysis

3.12.1 Analysis Years and Tools

The Highway Capacity Software (HCS 7) was used to perform this analysis. HCS 7 is developed and maintained by McTrans Center, University of Florida. It includes updated modules to implement the Highway Capacity Manual 6th Edition (HCM) procedures for Signalized Intersections, Urban Streets, Alternative Intersections, Roundabouts, Freeway Facilities, Basic Freeway Segments, Freeway Weaving Segments, Freeway Merge & Diverge Segments, and Multilane Highways. The operational analysis was performed for the AM and PM peak hours.

See Appendix J for the line schematic diagrams for the 2040 Design Year Build operational analysis.

3.12.2 Traffic Data and Traffic Factors

The primary sources of the traffic data and traffic factors for this analysis are 2014/2015 traffic counts at the Bluetooth stations, 2015 FTI DVD and the SERPM7 model with base year 2010 and horizon year 2040. The factors used for the 2040 Build traffic analysis include the T_{24} , Design Hourly Truck Percentage (DHT) and Peak Hour Factor (PHF). The factors varied throughout the project area so a range of the traffic factors used is provided in **Table 3.53**.

• The T₂₄ factor is the adjusted, annual daily percentage of truck traffic. The DHT factor is the percentage of truck traffic during the peak hour and can be estimated as half of the T₂₄ factor.

Table 3.53: Summary of Traffic Factors

Roadway	T ₂₄	DHT	PHF
I-95 Mainline	3.0%-9.3%	1.5%-4.7%	0.95
Ramps	2.4%-9.2%	1.2%-4.6%	0.95

A driver population factor (f_p) of 1.0 was used in the analysis due to the fact that the traffic stream characteristics within the study area are known to be representative of regular truck drivers and commuters who are familiar with the facilities.

3.12.3 Level of Service Criteria

FDOT maintains minimum acceptable operating Level of Service (LOS) targets for the State Highway System. The term LOS is defined as the system of six designated ranges from "A" (best) to "F" (worst)

used to evaluate roadway facility performance. The FDOT minimum acceptable operating LOS targets were used. The LOS targets for major roadways analyzed are summarized below:

- I-95 Interstate Mainline: LOS D
- Ramps Merge/Diverge: LOS D
- Weave: LOS D

3.12.4 Analysis Procedures

Analysis of the I-95 system including the mainline and the interchange ramps, was based on criteria and policies detailed in the FDOT Traffic Analysis Handbook, March 2014 Edition. Freeway merge/diverge and weaving operational analysis was conducted using HCS 7. Ramp roadways and major merge/diverge operational analysis was conducted using the guidelines set out by the HCM. The Measures of Effectiveness (MOEs) summarized and reported to evaluate the performance of the build analysis are density, LOS and the volume to capacity (v/c) ratio. The capacity of one- or two-lane ramps, according to HCM, are 2,200 or 4,400 vehicles, respectively. A v/c ratio less than one means the ramp can accommodate the volume needed.

The HCM methodology is generally classified as a series of analytical procedures (flow rate variables) that produce deterministic results (no randomness). Each transportation facility (freeway mainline, freeway ramp etc.) is analyzed using a unique methodology, which is performed independent of other adjacent facilities.

The analysis was performed for the following freeway elements described below.

Basic Freeway Segment

Freeway sections are defined by a geometric condition where no merge, diverge or weaving maneuvers occur (HCM Chapter 10 Section 2).

<u>Merge</u>

A merge condition occurs when two or more traffic streams combine to form a single traffic stream (HCM Chapter 10 Section 2).





Diverge

A diverge condition occurs when a single traffic stream divides to form two or more traffic streams (HCM Chapter 10 Section 2).

Major Merge

A Major Merge area is one in which two primary roadways, each having multiple lanes, merge to form a single freeway or when a major multilane high-speed ramp joins with a freeway. According to HCM 6th edition, v/c ratio is calculated and if it is greater than 1.0, a major merge failure would be indicated. (HCM Chapter 14 Section 4).

Major Diverge

A Major Diverge area is one in which a freeway splits to become two separate freeways or when a major multilane high-speed ramp diverges from the freeway. According to HCM 6th edition v/c ratio is calculated and if it is greater than 1.0, a major diverge failure would be indicated. Also, for major diverge areas average density of all approaching freeway lanes is calculated using HCM equation 14-28. (HCM Chapter 14 Section 4).

Ramp Roadway

Ramp roadway sections occur when one or two lanes on ramp combines with the freeway segment to form additional freeway lanes. According to HCM 6th edition, v/c ratio is calculated and if it is greater than 1.0, a major diverge failure would be indicated.

Weaving

The segments in which two traffic streams travelling in the same general direction cross paths along a significant length of freeway without the aid of traffic control devices. Weaving segment occurs when a diverge segment closely follows a merge segment or when a one lane off ramp closely follows a one lane on ramp and the two are connected by a continuously auxiliary lane. (HCM Chapter 10 Section 2). HCM 6 defines the maximum weaving distance as the maximum distance beyond which the turbulence effect of weaving no longer exists. Maximum weaving length is calculated using following equation:

 $Maximum Weaving Length = 5728 * ((1 + VR)^{1.6}) - 1,566 * Nwl$

VR - Weaving volume ratio - ratio of weaving volumes to total volume

 N_{wl} – Number of Maneuver lanes – defined as the number of lanes from which weaving maneuver can be performed with one or zero lane changes

Length of roadway segments with auxiliary lanes was compared to the corresponding maximum weaving length before performing weaving operations analysis.

3.12.5 Transportation Network

The transportation network includes general use lanes, managed lanes and auxiliary lanes along the I-95 mainline corridor.

Table 3.54 summarizes the number of lanes along I-95 within the study area limits. The build transportation network comprises of the proposed managed lanes along mainline I-95 and all the committed improvements including the new interchange at Central Boulevard. Managed lanes access points to and from I-95 is also included in the network. Additional improvements at the SR 80 (Southern Boulevard) interchange is also included in the build alternative.

Table 3.54: I-95 Build Mainline Number of Lanes

From	То	Number of I-95 Lanes
Yamato Road	Congress Avenue	6 GUL + 4 ML+ 2 AUX
Congress Avenue	Linton Boulevard	8 GUL + 4 ML + 2 AUX
Linton Boulevard	Atlantic Avenue	8 GUL + 4 ML + 2 AUX
Atlantic Avenue	Woolbright Road	8 GUL + 4 ML
Woolbright Road	Boynton Beach Boulevard	8 GUL + 4 ML + 4 AUX
Boynton Beach Boulevard	Gateway Boulevard	8 GUL + 4 ML + 2 AUX
Gateway Boulevard	Hypoluxo Road	8 GUL + 4 ML + 2 AUX
Hypoluxo Road	Lantana Road	8 GUL + 4 ML + 3 AUX
Lantana Road	6 th Avenue	8 GUL + 4 ML + 3 AUX
6 th Avenue	10 th Avenue	8 GUL + 4 ML + 3 AUX
10 th Avenue	Forest Hill Boulevard	8 GUL + 4 ML + 2 AUX
Forest Hill Boulevard	Southern Boulevard	9 GUL + 4 ML + 2 AUX
Southern Boulevard	Okeechobee Boulevard	8 GUL + 4 ML + 2 AUX





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From	То	Number of I-95 Lanes
Okeechobee Boulevard	Palm Beach Lakes Boulevard	8 GUL + 4 ML + 2 AUX
Palm Beach Lakes Boulevard	45 th Street	8 GUL + 4 ML + 2 AUX
45 th Street	Blue Heron Boulevard	8 GUL + 4 ML + 2 AUX
Blue Heron Boulevard	Northlake Boulevard	8 GUL + 4 ML + 2 AUX
Northlake Boulevard	PGA Boulevard	8 GUL + 4 ML + 1 AUX
PGA Boulevard	Central Boulevard	8 GUL + 4 ML + 2 AUX
Central Boulevard	Donald Ross Road	10 GUL + 2 AUX
Donald Ross Road	Indiantown Road	10 GUL
Indiantown Road	Bridge Road	8 GUL

3.12.6 HCM Based Operational Analysis

Managed Lanes Access Point Analysis

The Build Design Year 2040 ramp junction analysis was performed at the proposed Managed Lanes Access points to I-95 General Use lanes. Nine (9) out of 16 access points to the managed lanes is anticipated to operate below acceptable LOS during year 2040 AM or PM peak hour. Table 3.55 summarizes the merge/diverge operations analysis for year 2040 AM and PM Peak hour.

Basic Freeway Segment

The Build Design Year 2040 mainline analysis was performed on 94 individual basic freeway segments. The results of the operational analysis show that 48 mainline segments operate below the acceptable LOS target during the AM or PM peak hour. Table 3.56 shows the summary of the basic freeway operations analysis.

Ramp Junction Analysis

The Build Design Year 2040 ramp junction analysis was performed on 57 individual segments. The results of the operational analysis show that 22 segments operate below the acceptable LOS target during the 2040 Build AM or PM peak hour. **Table 3.57** summarizes the merge/diverge operations analysis for year 2040 AM and PM Peak hour.

<u>Weaving</u>

The Build Design Year 2040 mainline analysis was performed on the 21 weaving segments that exist within the study corridor limits. The results of the operational analysis show that 14 out of 21 weaving segments operate below the acceptable LOS target during the 2040 AM or PM peak hours. **Table 3.58** summarizes the operations analysis for the weaving segments in the study area.

3.12.7 Summary

Based on the operations analysis performed for the design year 2040 conditions, I-95 mainline is anticipated to operate with lower number of segments with unacceptable Levels of Service when compared to the No-Build condition. Under No-Build conditions, 65% of the I-95 segments were operating below LOS D. For the Build alternative, only 49% of the segments are anticipated to operate below LOS D while serving more vehicles within the study area.





Managed Lanes Access Point	Domin		Mainline	Volume	Ramp ^v	Volume	Den	ensity Freeway V/C R		V/C Ratio	Ramp V	/C Ratio	LC	s
Location	катр	Analysis Type	AM	РМ	AM	РМ	AM	РМ	AM	PM	AM	PM	AM	PM
North of Atlantic Ave	NB Off ramp	Diverge	8,121	8,285	926	821	43.20	43.30	0.91	0.93	0.44	0.39	E	E
North of Atlantic Ave	SB On ramp	Merge	7,806	6,784	574	722	26.70	24.50	0.94	0.84	0.27	0.35	С	С
Botwoon Boynton Boach Blud Bampa	NB On ramp	Merge	6,926	6,580	246	703	22.90	25.20	0.81	0.83	0.12	0.34	С	С
Between Boynton Beach Bivo Ramps	SB Off ramp	Diverge	8,044	6,918	632	533	41.80	36.20	0.92	0.79	0.30	0.26	E	E
Botwoon 10th Ave Bompo	NB Off ramp	Diverge	10,421	7,518	1,139	690	-	40.20	1.19	0.86	0.55	0.33	F	E
Between Toth Ave Ramps	SB On ramp	Merge	6,628	7,328	253	1,199	20.70	30.40	0.78	0.96	0.12	0.57	С	D
Potwoon Forget Hill Plud Domno	NB On ramp	Merge	9,242	7,109	1,019	341	-	23.10	1.14	0.83	0.49	0.16	F	С
Between Polest hill blvd Ramps	SB Off ramp	Diverge	7,343	9,139	385	974	37.00	-	0.83	1.03	0.18	0.47	E	F
North of Palm Beach Lakes Blvd (South	NB On ramp	Merge	10,978	9,764	1,000	301	-	24.30	1.08	0.91	0.48	0.14	F	С
of 45th St)	SB Off ramp	Diverge	10,683	11,330	109	520	40.40	-	0.97	1.02	0.05	0.25	E	F
Potucon 45th St Domno	NB Off ramp	Diverge	9,196	8,254	422	652	-	43.00	1.04	0.93	0.20	0.31	F	E
Between 45th St Ramps	SB On ramp	Merge	7,939	7,740	515	713	27.00	27.80	0.95	0.95	0.25	0.34	С	С
Potwoon Plue Horon Plud Pompo	NB On ramp	Merge	7,340	6,889	945	664	29.30	25.60	0.95	0.86	0.45	0.32	D	С
Between Blue Heron Blvd Ramps	SB Off ramp	Diverge	8,102	8,042	629	845	41.90	42.80	0.93	0.92	0.30	0.40	E	E
Potwoon Control Phyd Domno	NB On ramp	Major Merge	3,592	6,273	1,081	1,249	-	-	0.42	0.70	0.52	0.60	-	-
Between Central Blvd Ramps	SB Off ramp	Major Diverge	6,791	5,161	1,155	990	25.40	19.30	0.63	0.46	0.28	0.24	С	В

Table 3.55: Managed Lanes Access Points Analysis Summary





Table 3.56: Basic Freeway Analysis Summary

		AM	Peak			PM Peak					
Segment Description	Mainline Volume	Density	V/C Ratio	LOS	Mainline Volume	Density	V/C Ratio	LOS			
I-95 NB Segment between											
South of Congress Ave/Peninsula Corporate Drive interchange	7,154	22.80	0.65	С	7,727	25.10	0.70	С			
Between Congress Ave Off ramp/On ramp	6,447	26.50	0.73	D	6,893	29.10	0.78	D			
South of Linton Blvd interchange				Analyzed as We	eaving Section						
Between Linton Blvd Off ramp/On ramp	5,693	22.30	0.64	С	6,294	25.10	0.70	С			
South of Atlantic Ave Interchange				Analyzed as We	eaving Section		· · ·				
Between Atlantic Ave Off ramp/On ramp	5,809	23.00	0.65	С	6,467	6,467 26.30 0.73 D					
South of Woolbright Rd (South of ML Ingress)	8,121	37.20	0.91	E	8,285	38.60	0.93	E			
South of Woolbright Rd (North of ML Ingress)	7,195	30.40	0.81	D	7,464	32.20	0.84	D			
Between Woolbright Rd Off ramp/On ramp	6,222	25.00	0.70	С	6,147	24.60	0.69	С			
South of Boynton Beach Blvd				Analyzed as We	eaving Section		· · ·				
Between Boynton Blvd Off ramp/On ramp (South of ML Egress)	6,926	29.30	0.79	D	6,580	27.30	0.75	D			
Between Boynton Blvd Off ramp/On ramp (North of ML Egress)	7,172	30.90	0.82	D	7,283	31.70	0.83	D			
South of Gateway Blvd Interchange				Analyzed as We	eaving Section						
Between Gateway Blvd Off ramp/On ramp	7,805	35.50	0.89	E	7,154	30.80	0.81	D			
South of Hypoluxo Rd Interchange	9,536	34.10	0.87	D	8,523	28.70	0.78	D			
Between Hypoluxo Rd Off ramp/On ramp	8,693	43.90	0.99	E	7,274	31.60	0.83	D			
South of Lantana Rd Interchange				Analyzed as We	eaving Section		· · ·				
Between Lantana Rd Off ramp/On ramp	9,192	-	1.05	F	6,839	28.80	0.78	D			
South of 6th Ave Interchange				Analyzed as We	eaving Section		· · ·				
Between 6th Ave Off ramp/On ramp	9,329	-	1.06	F	7,175	30.90	0.82	D			
South of 10th Ave Interchange				Analyzed as We	eaving Section						
Between 10th Ave Off ramp/On ramp (S of ML)	10,421	-	1.19	F	7,518	33.30	0.86	D			
Between 10th Ave Off ramp/On ramp (N of ML)	9,282		1.06	F	6,828	28.70	0.78	D			
South of Forest Hill Blvd Interchange	11,262	-	1.02	F	8,342	27.50	0.75	D			
Between Forest Hill Blvd Off ramp/On ramp (S of ML)	9,242	-	1.03	F	7,109	29.50	0.79	D			
Between Forest Hill Blvd Off ramp/On ramp (S of ML)	10,261	-	1.14	F	7,450	31.70	0.83	D			
South of SR 80 NB Off ramp	13,025	-	1.01	F	9,100	26.10	0.70	D			
SR 80 NB Off ramp & Belvedere Rd NB Off ramp	10,972	10,972 - 1.02 F		7,366	25.30	0.68	С				
Belvedere Rd NB Off ramp & SR 80 NB On ramp	8,534	44.10	0.99	E	5,930	25.40	0.69	С			
North of SR 80 NB On ramp	10,121	-	1.17	F	7,175	32.50	0.83	D			
South of Okeechobee Blvd Interchange	Analyzed as Weaving Section										





		AM	Peak			PM Peak					
Segment Description	Mainline Volume	Density	V/C Ratio	LOS	Mainline Volume	Density	V/C Ratio	LOS			
Between Okeechobee Blvd Off ramp/On ramp	9,135	-	1.03	F	6,759	28.00	0.76	D			
Between Okeechobee Blvd On ramps	9,551	33.80	0.86	D	7,270	23.00	0.66	С			
South of Palm Beach Lakes Blvd Interchange	10,569	40.80	0.95	E	8,960	30.60	0.81	D			
Between Palm Beach Lakes Blvd Off ramp/On ramp	8,930	-	1.01	F	7,480	32.80	0.85	D			
South of 45th St (South of ML Egress) Interchange	10,979	44.20	0.99	E	9,764	35.10	0.88	E			
South of 45th St (North of ML Egress) Interchange	11,979	-	1.08	F	10,065	37.10	0.91	E			
Between 45th St (South of ML Ingress) Interchange	9,196	-	1.04	F	8,254	38.80	0.93	E			
Between 45th St Off ramp/On ramp	8,775	42.80	0.98	E	7,602	32.80	0.85	D			
South of Blue Heron Blvd Interchange	10,148	36.70	0.90	E	8,867	29.50	0.79	D			
Between Blue Heron Blvd Off ramp/On ramp (S of ML)	7,341	32.50	0.84	D	6,888	29.40	0.79	D			
Between Blue Heron Blvd Off ramp/On ramp (N of ML)	8,285	40.40	0.95	E	7,553	34.00	0.87	D			
South of North Lake Blvd Interchange		Analyzed as V	eaving Section	1	9,044	31.30	0.82	D			
Between North Lake Blvd Off ramp/On ramp	6,897	29.10	0.78	D	6,882	29.00	0.78	D			
South of PGA Boulevard Interchange	nange 8,284 39.80 0.94		E	8,319	40.10	0.95	E				
Between PGA Blvd Off ramps	5,426	21.50	0.62	С	6,550	27.20	0.75	D			
Between PGA Blvd Off ramp/On ramp	4,353	17.00	0.50	В	5,629	22.50	0.64	С			
South of Off ramp to Central Blvd				Analyzed as V	Veaving Section						
South of On ramp from Military Trail	3,452	13.50	0.39	В	5,723	22.90	0.65	С			
Between Military Trail On ramp and Central Blvd On ramp (S of ML)	3,592	14.10	0.41	В	6,273	25.70	0.72	С			
Between Military Trail On ramp and Central Blvd On ramp (N of ML)	4,673	14.60	0.43	В	7,523	24.30	0.69	С			
South of Donald Ross Rd Interchange				Analyzed as V	Veaving Section						
Between Donald Ross Rd Off ramp/On ramp	2,824	8.10	0.25	A	6,206	18.10	0.56	С			
South of Indiantown Rd Interchange	3,349	9.70	0.30	A	7,146	21.80	0.65	С			
Between Indiantown Rd Off ramps	1,627	5.90	0.19	A	5,421	20.40	0.62	С			
Between Indiantown Rd Off ramp/On ramp	828	3.00	0.09	A	4,046	14.70	0.46	В			
North of Indiantown Rd On ramp	2,209	8.00	0.25	A	5,697	21.70	0.65	С			
I-95 SB Segment between						1					
North of Indiantown Rd Off ramp	5,297	19.90	0.60	С	3,483	12.70	0.40	В			
Between Indiantown Off ramps	3,884	14.20	0.44	В	2,410	8.80	0.27	A			
Between Indiantown Rd Off ramp/On ramp	3,087	3,087 11.30 0.35 B		В	1,900	6.90	0.22	Α			
North of Donald Ross Rd Off ramp	6,705 20.20 0.61 C		С	4,397	12.90	0.40	В				
Between Donald Ross Rd Off ramp/On ramp	5,740	16.60	0.51	В	3,751	10.70	0.34	A			
North of Central Blvd off ramp			•	Analyzed as V	Veaving Section		· ·				
Between Central Blvd Off ramp/Military Trail Off ramp (N of ML)	6,791	21.60	0.62	С	5,161	16.20	0.47	В			

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		AM	Peak			PM Peak					
Segment Description	Mainline Volume	Density	V/C Ratio	LOS	Mainline Volume	Density	V/C Ratio	LOS			
Between Central Blvd Off ramp/Military Trail Off ramp (N of ML)	5,636	22.50	0.64	С	4,171	16.30	0.48	В			
Between Military Trail Off ramp and Central Blvd On ramp	5,166	20.40	0.59	С	3,919	15.30	0.45	В			
Between Central Blvd On ramp/PGA Blvd Off ramp				Analyzed as W	eaving Section						
Between PGA Blvd Off ramp/On ramp	5,705 22.80 0.65 C		5,271	20.80	0.60	С					
Between PGA Blvd On ramps	7,225 23.20 0.66		С	6,826	21.70	0.62	С				
North of Northlake Blvd Off ramp	8,672	29.50	0.79	D	8,411	28.30	0.77	D			
Between Northlake Blvd Off ramp/On ramp	7,283	31.70	0.83	D	6,850	28.90	0.78	D			
North of Blue Heron Blvd Off ramp	9,742	35.90	0.89	E	9,506	34.40	0.87	D			
Between Blue Heron Blvd Off ramp/On ramp (N of ML)	8,102	38.60	0.93	E	8,042	38.10	0.92	E			
Between Blue Heron Blvd Off ramp/On ramp (S of ML)	7,473	33.40	0.86	D	7,197	31.50	0.83	D			
North of 45th St Off ramp	9,694	35.60	0.89	E	9,695	35.60	0.89	E			
Between 45th St Off ramp/On ramp (N of ML Egress)	7,939	35.30	0.88	E	7,740	33.80	0.86	D			
Between 45th St Off ramp/On ramp (S of ML Egress)	8,454	41.40	0.96	E	8,453	41.40	0.96	E			
North of Palm Beach Lakes Blvd Off ramp (N of ML Ingress)	10,683	42.30	0.97	E	11,330	-	1.03	F			
North of Palm Beach Lakes Blvd Off ramp (S of ML Ingress)	10,574	41.40	0.96	E	10,810	43.40	0.98	E			
Between Palm Beach Lakes Blvd Off ramp/On ramp	7,879	35.80	0.89	E	8,454	40.90	0.96	E			
North of Okeechobee Blvd Off ramp		•		Analyzed as W	eaving Section						
Between Okeechobee Blvd Off ramp/On ramp	6,846	28.60	0.77	D	7,996	36.60	0.90	E			
North of Belvedere Rd Off ramp				Analyzed as W	eaving Section						
North of James L Turnage Blvd Off ramp				Analyzed as W	eaving Section						
North of loop Off ramp to Belvedere Rd	7,575	33.30	0.86	D	9,290	-	1.05	F			
Belvedere Rd Off ramp to Belvedere Rd & SR 80 SB Off ramp	6,968	30.60	0.80	D	8,935	-	1.03	F			
SR 80 SB Off ramp & Belvedere Rd SB On ramp	5,373	22.40	0.62	С	6,827	29.70	0.79	D			
Belvedere Rd SB On ramp & SR 80 SB On ramp	6,781	29.50	0.78	D	9,341	-	1.08	F			
SR 80 SB On ramp & Forest Hill Blvd SB Off ramp	8,800	31.00	0.81	D	11,197	-	1.03	F			
Between Forest Hill Blvd Off ramp/On ramp (N of ML)	7,343	33.10	0.85	D	9,139	-	1.05	F			
Between Forest Hill Blvd Off ramp/On ramp (S of ML)	6,958	30.50	0.80	D	8,165	39.70	0.94	E			
North of 10th Ave Off ramp	8,350	27.00	0.74	D	9,907	35.10	0.88	E			
Between 10th Ave Off ramp/On ramp (N of ML Egress)	6,628	27.50	0.75	D	7,328	31.90	0.83	D			
Between 10th Ave Off ramp/On ramp (S of ML Egress)	6,881	29.00	0.78	D	D 8,527 42.10 0.97 E						
North of 6th Ave Off ramp				Analyzed as W	eaving Section						
Between 6th Ave Off ramp/On ramp	7,235	31.30	0.82	D	8,682	43.70	0.99	E			
North of Lantana Blvd Off ramp				Analyzed as W	eaving Section						
Between Lantana Rd Off ramp/On ramp	7,459	32.90	0.85	D	8,188	38.80	0.93	E			





		A M .	Pook		PM Poak					
			Реак			PIVI	Peak			
Segment Description	Mainline Volume	Density	V/C Ratio	LOS	Mainline Volume	Density	V/C Ratio	LOS		
North of Hypoluxo Blvd Off ramp				Analyzed as W	leaving Section					
Between Hypoluxo Rd Off ramp/On ramp	7,888	36.20	0.90	E	7,727	7,727 34.90		D		
North of Gateway Blvd Off ramp	Analyzed as Weaving Section									
Between Gateway Blvd Off ramp/On ramp	7,742	35.10	0.88	E	7,137	30.70	0.81	D		
North of Boynton Beach Blvd Off ramp	9,410	33.40	0.86	D	8,400	28.10	0.76	D		
Between Boynton Blvd Off ramp/On ramp (N of ML Ingress)	8,044	37.50	0.92	E	6,918	29.30	0.79	D		
Between Boynton Blvd Off ramp/On ramp (S of ML Ingress)	7,412	32.50	0.84	D	6,385	26.20	0.73	D		
North of Woolbright Rd off ramp				Analyzed as W	eaving Section					
Between Woolbright Rd Off ramp/On ramp	6,867	28.60	0.77	D	5,849	23.20	0.66	С		
North of Atlantic Ave Off ramp (N of ML Egress)	7,806	35.00	0.88	D	6,784	28.10	0.76	D		
North of Atlantic Ave Off ramp (S of ML Egress)	8,380	39.90	0.94	E	7,506	32.70	0.85	D		
Between Atlantic Ave Off ramp/On ramp	6,763	28.00	0.76	D	5,771	22.80	0.65	С		
Between Atlantic Ave On ramps	7,302	31.30	0.82	D	6,360	25.70	0.72	С		
North of Linton Blvd Off ramp	8,777	29.50	0.79	D	7,539	24.10	0.68	С		
Between Linton Blvd Off ramp/On ramp	6,347	25.40	0.71	С	5,487	21.30	0.61	С		
North of Congress Ave off ramp	Analyzed as Weaving Section									
Between Congress Ave Off ramp/On ramp	6,960 - 1.06 F				6,260	40.30	0.95	E		
South of Congress Ave/Peninsula Corporate Drive interchange	7,454	32.90	0.85	D	6,925	29.30	0.79	D		





Table 3.57: Ramp Junction Analysis Summary

Interchence	Bomn		Mainline	e Volume	olume Ramp Volum		e Density		Free			
Interchange	Ramp	Analysis Type	AM	PM	AM	PM	AM	PM	AM			
	NB Off ramp	Major Diverge	7,154	7,727	707	834	26.75	28.90	0.72			
	NB On ramp					Analyz	ed as We	eaving Se	ction			
Congress Ave	SB Off ramp					Analyz	ed as We	eaving Se	ction			
	SB On ramp	Major Merge	6,960	6,260	494	665	-	-	1.03			
	NB Off ramp					Apoly	rod oo Wr	oving So	otion			
Linton Roulovard	NB On ramp					Analyz		eaving Ser	CUON			
Linton Boulevard	SB Off ramp	Major Diverge	8,777	7,539	2,430	2,052	32.82	28.19	0.78			
	SB On ramp		Analyzed as Weaving Section									
	NB Off ramp					Analyz	ed as We	eaving Se	ction			
	NB On ramp	Merge	5,809	6,467	2,312	1,818	34.10	32.40	0.91			
Atlantic Ave	SB Off ramp	Diverge	8,380	7,506	1,617	1,735	22.30	20.90	0.94			
	SB On ramp (loop)	Merge	6,763	5,771	539	589	25.80	22.80	0.82			
	SB On ramp	Major Merge	7,302	6,360	1,475	1,179	-	-	0.81			
	NB Off ramp	Diverge	7,195	7,464	973	1,317	17.40	18.40	0.81			
Weelbright Boad	NB On ramp					Analyz	ed as We	eaving Se	ction			
vvoolbright Road	SB Off ramp		Analyzed as Weaving Section									
	SB On ramp	Merge	6,867	5,849	939	935	26.70	23.30	0.88			
	NB Off ramp		Apply and an Many ing C									
Boynton Roach Blyd	NB On ramp		Analyzed as weaving s						CIION			
Boymon Beach Bivu	SB Off ramp	Major Diverge	9,410	8,400	1,366	1,482	35.19	31.41	0.90			
	SB On ramp					Analyz	ed as We	eaving Se	ction			
	NB Off ramp					Analyz	ed as We	eaving Se	ction			
Catoway Rlyd	NB On ramp	Major Merge	7,805	7,154	1,731	1,369	-	-	0.87			
Galeway bivu	SB Off ramp					Analyz	ed as We	eaving Se	ction			
	SB On ramp	Major Merge	7,742	7,137	1,668	1,263	-	-	0.86			
	NB Off ramp	Major Diverge	9,536	8,523	843	1,249	35.66	31.87	0.97			
Hypoluxo Rd	NB On ramp					Analyz	ed as We	eaving Se	ction			
	SB Off ramp					Analyz	ed as We	eaving Se	ction			
	SB On ramp		Analyzed as Weaving Section									
	NB Off ramp		Analyzed as Weaving Section									
Lontono Dd	NB On ramp	Analyzed as Weaving Section										
Lantana Ku	SB Off ramp					Analyz	ed as We	eaving Se	ction			
	SB On ramp					Analyz	ed as We	eaving Se	ction			

vay	V/C Ratio	Ramp V	/C Ratio	LC	DS
	РМ	AM	PM	AM	PM
	0.77	0.36	0.42	С	D
	1		1	1	n
	0.93	0.25	0.34		
	0.67	0.62	0.52	D	D
				1	
	0.93	0.63	0.49	D	D
	0.85	0.44	0.47	С	С
	0.72	0.29	0.32	С	С
	0.71	0.38	0.30	-	-
	0.84	0.26	0.35	В	В
	0.76	0.50	0.50	С	С
	0.77	0.35	0.38	Ε	D
	1	1	1		
	0.80	0.88	0.70	-	-
				1	
	0.79	0.85	0.64	-	-
	0.81	0.21	0.32	E	D





	Domu	Analusia Tura	Mainline	Volume	Ramp	Volume	Den	sity	Freeway	V/C Ratio	Ramp V	//C Ratio	L¢	bs
Interchange	катр	Analysis Type	AM	PM	AM	РМ	AM	РМ	AM	PM	AM	PM	AM	PM
	NB Off ramp			I		Analyz	zed as We	aving Sec	ction		I			
	NB On ramp					Analyz	zed as We	aving Sec	ction					
oth Ave	SB Off ramp					Analyz	zed as We	aving Sec	ction					
	SB On ramp					Analyz	zed as We	aving Sec	ction					
	NB Off ramp					Analyz	zed as We	aving Sec	ction					
10th Ave	NB On ramp	Major Merge	9,282	6,828	1,980	1,514	-	-	1.03	0.76	0.50	0.39	-	-
Toth Ave	SB Off ramp	Major Diverge	8,350	9,907	1,722	2,579	31.23	37.05	0.74	0.88	0.44	0.66	D	Ε
	SB On ramp					Analyz	zed as We	aving Sec	ction					
	NB Off ramp	Major Diverge	11,262	8,342	2,020	1,233	42.12	31.20	1.03	0.79	0.51	0.31	Е	D
	NB On ramp	Major Merge	10,261	7,450	2,763	1,651	-	-	1.14	0.83	0.70	0.42	-	-
Forest Hill Bivd	SB Off ramp	Major Diverge	8,800	11,197	1,457	2,058	32.91	41.87	0.82	1.02	0.37	0.52	D	Е
	SB On ramp	Major Merge	6,958	8,165	1,392	1,742	-	-	0.77	0.91	0.35	0.44	-	-
	NB Off ramp	Major Diverge	13,025	9,100	2,053	1,735	40.59	28.36	0.98	0.68	0.52	0.44	Ε	D
	NB On ramp	Major Merge	8,534	5,929	1,587	1,245	-	-	0.95	0.66	0.40	0.32	-	-
SR 80	SB Off ramp	Diverge	6,968	8,935	1,595	2,108	18.70	-	0.79	1.01	0.41	0.54	В	F
	SB On ramp	Major Merge	6,781	9,341	2,019	1,856	-	-	0.78	1.04	1.03	0.94	-	-
	NB Off ramp	Major Diverge	10,972	7,365	2,438	1,436	41.03	27.54	0.98	0.66	0.62	0.37	Е	С
	NB On ramp	Analyzed as Weaving Section												
Belvedere Rd	SB Off ramp (to James L Turnage Blvd)	Analyzed as Weaving Section												
	SB Off ramp (loop)	Diverge	7,575	9,290	607	355	32.00	-	0.86	1.05	0.32	0.19	D	F
	SB On ramp	Merge	5,373	6,827	1,408	2,514	25.50	-	0.77	1.05	0.38	0.68	С	F
	NB Off ramp					Analyz	zed as We	aving Sec	ction				-	
	NB On ramp (loop)	Major Merge	9,135	6,759	416	510	-	-	1.02	0.75	0.21	0.26	-	-
Okeechobee Blvd	NB On ramp	Merge	9,551	7,270	1,018	1,691	32.50	30.90	0.95	0.81	0.55	0.92	D	D
	SB Off ramp					Analyz	zed as We	aving Sec	ction					
	SB On ramp					Analyz	zed as We	aving Sec	ction					
	NB Off ramp	Major Diverge	10,569	8,960	1,639	1,481	39.53	33.51	0.99	0.83	0.42	0.38	Е	D
Dalm Daach Lakaa Dhud	NB On ramp	Merge	8,930	7,479	2,049	2,284	-	-	1.35	1.20	0.55	0.61	F	F
Paim Beach Lakes Bivo	SB Off ramp	Major Diverge	10,574	10,810	2,695	2,356	39.68	40.57	0.94	0.97	0.69	0.60	Е	Ε
	SB On ramp					Analyz	zed as We	aving Sec	ction					
	NB Off ramp	Major Diverge	11,979	10,064	2,782	1,811	45.00	37.80	1.07	0.92	0.70	0.46	E	E
45th 0t	NB On ramp	Major Merge	8,775	7,601	1,373	1,266	-	-	0.98	0.85	0.35	0.32	-	-
4511 St	SB Off ramp	Major Diverge	9,694	9,695	1,755	1,955	36.54	36.54	0.89	0.87	0.45	0.50	E	E
	SB On ramp	Major Merge	8,454	8,453	2,229	2,877	-	-	0.95	1.01	0.56	0.73	-	-





	Dama	Anglasia Tama	Mainline	Volume	Ramp V	Volume	Den	sity	Freeway	V/C Ratio	Ramp V/C Ratio		LC	LOS	
Interchange	катр	Analysis Type	AM	PM	AM	PM	AM	РМ	AM	PM	AM	PM	AM	РМ	
	NB Off ramp	Major Diverge	10,148	8,867	2,807	1,979	37.95	33.16	0.90	0.79	0.71	0.50	Е	D	
Dhua Llanan Dhui	NB On ramp*	Major Merge	-	7,553	-	1,492	-	-	-	0.84	-	0.38	-	-	
Blue Heron Blvd	SB Off ramp	Major Diverge	9,742	9,506	1,640	1,464	36.72	35.83	0.91	0.90	0.42	0.38	Е	Е	
	SB On ramp	Major Merge	7,473	7,197	2,221	2,498	-	-	0.87	0.87	0.60	0.70	-	-	
	NB Off ramp*	Major Diverge	-	9,044	-	2,162	-	33.94	-	0.81	-	0.55	-	D	
NorthIolia Divid	NB On ramp	Merge	6,897	6,883	1,387	1,437	30.60	30.90	0.94	0.94	0.37	0.39	D	D	
Northiake Bivo	SB Off ramp	Major Diverge	8,672	8,411	1,389	1,561	32.54	31.56	0.81	0.77	0.35	0.40	D	D	
	SB On ramp	Major Merge	7,283	6,850	2,459	2,656	-	-	0.87	0.85	0.66	0.72	-	-	
	NB Off ramp	Diverge	8,284	8,319	2,858	1,769	30.60	23.20	0.95	0.95	0.77	0.47	D	С	
	NB Off ramp (loop)	Diverge	5,426	6,550	1,073	922	19.50	23.40	0.62	0.75	0.58	0.49	В	С	
	NB On ramp					Analyz	ed as We	eaving Sec	ction						
PGA Biva	SB Off ramp					Analyz	ed as We	eaving Sec	ction						
	SB On ramp (from EB PGA Blvd)	Merge	7,225	6,826	1,447	1,585	25.20	25.70	0.79	0.76	0.78	0.85	С	С	
	SB On ramp (from WB PGA Blvd)	Major Merge	5,705	5,271	1,520	1,555	-	-	0.65	0.61	0.81	0.83	-	-	
Military Trail	NB On ramp	Merge	3,452	5,723	140	550	11.50	22.60	0.41	0.71	0.08	0.30	В	С	
winitary fran	SB Off ramp	Diverge	5,636	4,171	470	252	28.50	21.30	0.64	0.48	0.25	0.14	D	С	
	NB Off ramp	Analyzed as Weaving Section													
Control Plud	NB On ramp					Analyz	ed as We	eaving Sec	ction						
Central Bivu	SB Off ramp					Analyz	ed as We	eaving Sec	ction						
	SB On ramp					Analyz	ed as We	eaving Sec	ction						
	NB Off ramp					Analyz	ed as We	eaving Sec	ction						
Donald Ross Pd	NB On ramp	Merge	2,824	6,206	525	940	14.10	25.40	0.30	0.65	0.28	0.51	В	С	
Donaiu 1055 Nu	SB Off ramp	Diverge	6,705	4,397	965	646	16.00	7.30	0.77	0.50	0.26	0.17	В	А	
	SB On ramp					Analyz	ed as We	eaving Sec	ction						
	NB Off ramp	Major Diverge	3,348	7,147	1,722	1,726	12.58	26.85	0.30	0.64	0.44	0.44	В	С	
	NB Off ramp (loop)	Diverge	1,627	5,421	799	1,374	11.70	30.30	0.19	0.62	0.44	0.75	В	D	
Indiantown Pd	NB On ramp	Merge	828	4,047	1,381	1,651	16.20	29.30	0.25	0.65	0.74	0.89	В	D	
	SB Off ramp	Diverge	5,297	3,483	1,413	1,073	28.50	19.30	0.60	0.40	0.77	0.59	D	В	
	SB Off ramp (loop)	Diverge	3,884	2,410	797	510	20.80	13.20	0.44	0.27	0.44	0.28	С	В	
	SB On ramp	Merge	3,087	1,900	3,618	2,497	33.40	21.20	0.61	0.40	0.99	0.68	D	С	

*Analyzed as Weaving section form AM Peak hour





Weaving Segment Check													
Segment Description	Distance between Ramps (ft)	AM/PM Peak Hours	Mainline Volume	On Ramp Volume	Off Ramp Volume	Weaving Volume	Weaving Volume Ratio	Number of Maneuver lanes	Maximum Weaving Length (ft)	Is weaving segment?	Density (pc/mi/ln)	V/C Ratio	LOS
I-95 Northbound													
						Or	ne Sided We	aving					
Congress Avenue to Linton	3 000	AM	6,447	778	1,532	1,980	0.27	3	3,741	Yes	27.00	0.67	С
Boulevard	3,000	PM	6,893	1,423	2,022	2,753	0.33	3	4,353	Yes	33.10	0.85	D
Linton Boulevard to Atlantic	4 700	AM	5,693	2,136	2,020	3,054	0.39	3	5,004	Yes	31.80	0.94	D
Avenue	4,700	PM	6,294	2,087	1,914	3,048	0.36	3	4,711	Yes	34.60	0.94	D
Woolbright Road to Boynton	2 200	AM	6,222	2,008	1,304	2,676	0.33	2	5,855	Yes	-	1.21	F
Beach Boulevard	2,200	PM	6,147	1,836	1,403	2,594	0.32	2	5,853	Yes	-	1.17	F
Boynton Beach Blvd to	2 500	AM	7,172	1,849	1,216	2,567	0.28	2	5,419	Yes	-	1.15	F
Gateway Blvd	3,500	PM	7,283	1,346	1,475	2,361	0.27	2	5,303	Yes	-	1.06	F
Gateway Boulevard to	4 500	AM	7,805	1,731	843	2,268	0.24	3	3,361	No	Analyzed as Major I	Merge, Basic Freeway &	& Major Diverge Section
Hypoluxo Road	4,300	PM	7,154	1,369	1,249	2,217	0.26	3	3,594	No	Analyzed as Major I	Merge, Basic Freeway &	& Major Diverge Section
Hypoluxo Road to Lantana	2 400	AM	8,693	2,423	1,924	3,508	0.32	2	5,752	Yes	-	1.59	F
Road	2,400	PM	7,274	1,884	2,319	3,249	0.35	2	6,179	Yes	-	1.47	F
Lontono Dood to 6th Avenue	4 200	AM	9,192	2,323	2,186	3,627	0.31	2	5,745	Yes	-	1.64	F
Lantana Road to oth Avenue	4,200	PM	6,839	1,939	1,603	2,834	0.32	2	5,830	Yes	-	1.28	F
6th Avenue to 10th Avenue	2 400	AM	9,329	2,813	1,721	3,737	0.31	2	5,667	Yes	-	1.69	F
oth Avenue to Toth Avenue	3,400	PM	7,175	1,723	1,380	2,569	0.29	2	5,463	Yes	-	1.16	F
10th Avenue to Forest Hill	0.000	AM	9,282	1,980	2,020	3,290	0.29	3	3,934	No	Analyzed as Major I	Merge, Basic Freeway &	& Major Diverge Section
Boulevard	6,600	PM	6,828	1,514	1,233	2,299	0.28	3	3,758	No	Analyzed as Major I	Merge, Basic Freeway &	& Major Diverge Section
Forest Lill Divid to CD 00	4 000	AM	10,261	2,763	2,053	3,945	0.30	3	4,049	No	Analyzed as Major I	Merge, Basic Freeway &	& Major Diverge Section
Forest Hill Biva to SR 80	4,200	PM	7,450	1,651	1,735	2,757	0.30	3	4,049	No	Analyzed as Major I	Merge, Basic Freeway &	& Major Diverge Section
Belvedere Road to	2 200	AM	10,121	1,310	2,296	3,080	0.27	3	3,692	Yes	-	1.08	F
Okeechobee Boulevard	2,200	PM	7,174	1,416	1,831	2,643	0.31	3	4,100	Yes	34.50	0.83	D
Okeechobee Boulevard to		AM	9,135	1,434	1,639	2,628	0.25	3	3,474	No	Analyzed as Major I	Merge, Basic Freeway &	& Major Diverge Section
Palm Beach Lakes Boulevard	4,400	PM	6,759	2,201	1,481	2,954	0.33	3	4,339	No	Analyzed as Major I	Merge, Basic Freeway a	& Major Diverge Section
45th Street to Blue Heron	5 800	AM	8,775	1,373	2,807	3,420	0.34	3	4,418	No	Analyzed as Major I	Merge, Basic Freeway &	& Major Diverge Section
Boulevard	3,000	PM	7,601	1,266	1,979	2,680	0.30	3	4,042	No	Analyzed as Major I	Merge, Basic Freeway &	& Major Diverge Section
Blue Heron Boulevard to	6,000	AM	8,286	1,295	2,684	3,253	0.34	2	6,012	Yes	-	1.48	F

Table 3.58: Weaving Segments Analysis Summary





						Weav	ving Segmer	nt Check					
Segment Description	Distance between Ramps (ft)	AM/PM Peak Hours	Mainline Volume	On Ramp Volume	Off Ramp Volume	Weaving Volume	Weaving Volume Ratio	Number of Maneuver lanes	Maximum Weaving Length (ft)	ls weaving segment?	Density (pc/mi/ln)	V/C Ratio	LOS
Northlake Boulevard		PM	7,552	1,492	2,162	2,941	0.33	2	5,856	No	Analyzed as Major	Merge, Basic Freeway &	& Major Diverge Section
PGA Boulevard to Central	2 200	AM	4,353	556	1,457	1,683	0.34	3	4,482	Yes	17.50	0.53	В
Boulevard	2,300	PM	5,628	1,277	1,182	2,022	0.29	3	3,941	Yes	27.30	0.67	С
Central Boulevard to Donald	F 200	AM	4,672	455	2,304	2,350	0.46	2	7,344	Yes	-	1.07	F
Ross Road	5,200	PM	7,523	580	1,896	2,205	0.27	2	5,287	Yes	-	1.01	F
I-95 Southbound													
						Or	ne Sided We	aving					
Donald Ross Road to	3 300	AM	5,740	1,461	410	1,705	0.24	2	4,916	Yes	25.40	0.78	С
Central Boulevard	3,300	PM	3,751	1,673	263	1,774	0.33	2	5,876	Yes	18.60	0.81	В
Central Boulevard to PGA	1 000	AM	5,166	1,713	1,174	2,302	0.33	3	4,392	Yes	28.50	0.72	D
Blvd	1,900	PM	3,919	2,118	766	2,347	0.39	3	4,989	Yes	25.70	0.73	С
PGA Boulevard to Northlake	8 500	AM	5,705	2,967	1,389	3,406	0.39	2	6,600	No	Analyzed as Major	Merge, Basic Freeway &	& Major Diverge Section
Boulevard	8,500	PM	5,251	3,140	1,561	3,533	0.42	2	6,918	No	Analyzed as Major	Analyzed as Major Merge, Basic Freeway & Major Diverge Sect	
Northlake Boulevard to Blue	6 100	AM	7,283	2,459	1,640	3,271	0.34	3	4,405	No	Analyzed as Major Merge, Basic Freeway & Major Diverge Section		
Heron Blvd	6,100	PM	6,850	2,656	1,464	3,302	0.35	3	4,531	No	Analyzed as Major	Merge, Basic Freeway &	& Major Diverge Section
Plue Heren Plud to 45th St	F 700	AM	7,473	2,221	1,755	3,172	0.33	3	4,312	No	Analyzed as Major	Merge, Basic Freeway &	& Major Diverge Section
	5,700	PM	7,197	2,498	1,955	3,446	0.36	3	4,620	No	Analyzed as Major	Merge, Basic Freeway &	& Major Diverge Section
Palm Beach Lakes		AM	7,879	1,423	2,456	3,128	0.34	3	4,410	Yes	-	1.40	F
Boulevard to Okeechobee Blvd	2,500	РМ	8,454	2,231	2,689	3,797	0.36	3	4,619	Yes	-	1.70	F
Okeechobee Blvd to	2 700	AM	6,846	1,122	393	1,404	0.18	2	4,294	Yes	33.30	0.76	D
Belvedere Blvd	2,700	PM	7,996	2,515	1,221	3,152	0.30	2	5,583	Yes	-	1.41	F
SP 80 to Forost Hill Blvd	4 300	AM	6,781	2,019	1,457	2,807	0.32	3	4,222	No	Analyzed as Major	Merge, Basic Freeway &	Major Diverge Section
Six 60 to 1 blest 1 iii blvd	4,300	PM	9,341	1,856	2,058	3,232	0.29	3	3,896	No	Analyzed as Major	Merge, Basic Freeway &	& Major Diverge Section
Forost Hill Rive to 10th Ave	6 100	AM	6,958	1,392	1,722	2,540	0.30	3	4,063	No	Analyzed as Major	Merge, Basic Freeway &	& Major Diverge Section
Forest mill blvd to Toth Ave	0,100	PM	8,165	1,742	2,579	3,414	0.34	3	4,501	No	Analyzed as Major	Merge, Basic Freeway &	& Major Diverge Section
10th Ave to 6th Ave	2 100	AM	6,881	1,501	1,147	2,237	0.27	3	3,665	Yes	34.50	0.78	D
Toth Ave to 6th Ave	3,100	PM	8,527	1,978	1,823	3,114	0.30	3	3,980	Yes	-	0.98	F
Cth Ave to Leptone Dd	4 400	AM	7,235	1,603	1,379	2,482	0.28	2	5,379	Yes	-	1.12	F
oun ave lo Laniana Rd	4,400	PM	8,682	1,144	1,638	2,401	0.24	2	4,995	Yes	-	1.08	F
Lontono Dd to Limeliuwo Dd	2.000	AM	7,459	1,658	1,229	2,440	0.27	2	5,239	Yes	-	1.10	F
Lantana Ku to Hypoluxo Ru	2,000	PM	8,188	1,074	1,535	2,253	0.24	2	4,983	Yes	-	1.01	F





						Weav	ving Segme	nt Check					
Segment Description	Distance between Ramps (ft)	AM/PM Peak Hours	Mainline Volume	On Ramp Volume	Off Ramp Volume	Weaving Volume	Weaving Volume Ratio	Number of Maneuver Ianes	Maximum Weaving Length (ft)	Is weaving segment?	Density (pc/mi/ln)	V/C Ratio	LOS
Hypoluxo Rd to Gateway	2 000	AM	7,888	1,304	1,450	2,343	0.25	2	5,105	Yes	42.70	0.99	E
Blvd	3,900	PM	7,727	854	1,444	2,011	0.23	2	4,890	Yes	33.60	0.74	D
Gateway Blvd to Boynton	4 100	AM	7,742	1,668	1,366	2,550	0.27	3	3,709	No	Analyzed as Major Merge, Basic Freeway & Major Diverge Section		
Beach Blvd	4,100	PM	7,137	1,263	1,482	2,299	0.27	3	3,737	No	Analyzed as Major	Merge, Basic Freeway &	& Major Diverge Section
Boynton Beach Blvd to	2,400	AM	7,412	1,672	2,217	3,073	0.34	2	5,998	Yes	-	1.38	F
Woolbright Rd	2,400	PM	6,385	1,434	1,970	2,681	0.34	2	6,048	Yes	-	1.21	F
Atlantia Dhul ta Lintan Dhul	4 700	AM	7,302	1,475	2,430	3,088	0.35	3	4,580	No	Analyzed as Major	Merge, Basic Freeway &	& Major Diverge Section
Atiantic Bive to Linton Bive	4,700	PM	6,360	1,179	2,052	2,589	0.34	3	4,488	No	Analyzed as Major	Merge, Basic Freeway &	& Major Diverge Section
Linton Blvd to Congress Ave	2 000	AM	6,347	1,879	1,266	2,567	0.31	3	4,148	Yes	34.80	0.80	D
	2,900	PM	5,487	1,651	878	2,123	0.30	3	3,990	Yes	29.20	0.67	D





Contract No.: C9O65

Facility Enhancement Element

Facility Enhancement Element





FM No.: 436576-1-22-01 Contract No.: C9O65

4.0 Facility Enhancement Element

The Facility Enhancement Element and its contents herein, documents the need and the type, extent and estimated cost of each improvement for each segment of the Corridor to meet the SIS criteria and standards. Selection of design concept and scope is the goal and the element include a comparison of existing facilities to appropriate SIS standards including level of service as well as geometric features. Consideration of alternatives to physical improvements is included which consists of utilization of alternative modes and Transportation System Management (TSM) techniques. The selection of the recommended alternative considers analysis of all alternatives.

The product of this element of the Plan are recommendations regarding the feasibility of ultimate build-out of the facility/Corridor to meet SIS standards and criteria to include timing and staging of specific improvements. Long-term improvements are recommended and the time frames of when the improvements are needed are identified. Construction and right-of-way costs are provided in the contents of this report.

Design control and standards for Strategic Intermodal System (SIS) facilities was used to develop managed lanes improvement alternatives to the I-95 study corridor. The proposed improvements follow all applicable manuals and guidelines including the FDOT, FHWA, and AASHTO's. The current edition, including updates, of the following manuals and guidelines shall be used in the development of interim improvements.

- Florida Department of Transportation Roadway Plans Preparation Manuals (PPM) http://www.fdot.gov/roadway/PPMManual/PPM.shtm
- Florida Department of Transportation Design Standards http://www.fdot.gov/roadway/DesignStandards/Standards.shtm
- Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways

http://www.fdot.gov/roadway/FloridaGreenbook/FGB.shtm

 Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications

http://www.fdot.gov/programmanagement/default.shtm

- AASHTO A Policy on Geometric Design of Highways and Streets https://bookstore.transportation.org/collection_detail.aspx?ID=110
- MUTCD 2009

http://mutcd.fhwa.dot.gov/

4.1 Evaluation of Existing Roadways 4.1.1 Analysis Years and Tools

The Highway Capacity Software (HCS 7) was used to perform the No-Build traffic operational analysis. HCS 7 is developed and maintained by McTrans Center, University of Florida. It includes updated modules to implement the Highway Capacity Manual 6th Edition (HCM) procedures for Signalized Intersections, Urban Streets, Alternative Intersections, Roundabouts, Freeway Facilities, Basic Freeway Segments, Freeway Weaving Segments, Freeway Merge and Diverge Segments, and Multilane Highways. The operational analysis was performed for the AM and PM peak hours.

See Appendix I for the line schematic diagrams for the 2040 Design Year No Build operational analysis.

4.1.2 Traffic Data and Traffic Factors

The primary sources of the traffic data and traffic factors for this analysis are 2014/2015 traffic counts at the Bluetooth stations, 2015 FTI DVD and the SERPM7 model with base year 2010 and horizon year 2040.

The factors used for the 2040 No-Build traffic analysis include the T_{24} , Design Hourly Truck Percentage (DHT) and Peak Hour Factor (PHF). The factors varied throughout the project area, so a range of the traffic factors used is provided in Table 4.1.

The T₂₄ factor is the adjusted annual daily percentage of truck traffic. The DHT factor is the percentage of truck traffic during the peak hour and can be estimated as half of the T_{24} factor.

Table 4.1: Summary of Traffic Factors

Roadway	T ₂₄	DHT	PHF
I-95 Mainline	3%-9.3%	1.5%-4.7%	0.95
Ramps	2.4%-9.2%	1.2%-4.6%	0.95

A driver population factor (fp) of 1.0 was used in the analysis due to the fact that the traffic stream characteristics within the study area are known to be representative of regular truck drivers and commuters who are familiar with the facilities.





From South of Lintor FM No.: 436576-1-22-01 Contract No.: C9O65

4.1.3 Level of Service Criteria

FDOT maintains minimum acceptable operating Level of Service (LOS) targets for the State Highway System. The term LOS is defined as the system of six designated ranges from "A" (best) to "F" (worst) used to evaluate roadway facility performance. The FDOT minimum acceptable operating LOS targets were used. The LOS targets for major roadways analyzed are summarized below:

- I-95 Interstate Mainline: LOS D
- Ramps Merge/Diverge: LOS D
- Weave: LOS D

4.1.4 Analysis Procedures

The analysis of the I-95 system (mainline and interchange ramps) was based on criteria and policies detailed in the FDOT Traffic Analysis Handbook, March 2014 Edition. Freeway merge/diverge, and weaving operational analysis was conducted using HCS 7. Ramp roadways and major merge/diverge operational analysis was conducted using the guidelines set out by the HCM. The Measures of Effectiveness (MOEs) summarized and reported to evaluate the performance of the No-Build analysis are density, LOS and volume to capacity (v/c) ratio. The capacity of one or two-lane ramps, according to HCM, are 2,200 or 4,400 vehicles per hour, respectively. A v/c ratio less than one means the ramp can accommodate the volume needed.

The HCM methodology is generally classified as a series of analytical procedures (flow rate variables) that produce deterministic results (no randomness). Each transportation facility is analyzed using a unique methodology, which is performed independent of other adjacent facilities.

The analysis was performed for the following freeway elements:

Basic Freeway Segment

Freeway sections are defined by a geometric condition where no merge, diverge or weaving maneuvers occur (HCM Chapter 10 Section 2).

<u>Merge</u>

A merge condition occurs when two or more traffic streams combine to form a single traffic stream (HCM Chapter 10 Section 2).

<u>Diverge</u>

A diverge condition occurs when a single traffic stream divides to form two or more traffic streams (HCM Chapter 10 Section 2).

Major Merge

A Major Merge area is one in which two primary roadways, each having multiple lanes, merge to form a single freeway or when a major multilane high-speed ramp joins with a freeway. According to the HCM 6th edition, a v/c ratio is calculated, and if it is greater than 1.0, a major merge failure would be indicated. (HCM Chapter 14 Section 4).

Major Diverge

A Major Diverge area is one in which a freeway splits to become two separate freeways or when a major multilane high-speed ramp diverges from the freeway. According to the HCM 6th edition, a v/c ratio is calculated, and if it is greater than 1.0, a major diverge failure would be indicated. Also, for major diverge areas, the average density of all approaching freeway lanes is calculated using HCM equation 14-28. (HCM Chapter 14 Section 4).

Ramp Roadway

Ramp roadway sections occur when a one or two-lane on-ramp combines with the freeway segment to form additional freeway lanes. According to the HCM 6th edition, a v/c ratio is calculated, and if it is greater than 1.0, a major merge failure would be indicated.

Weaving

The segments in which two or more traffic streams travelling in the same general direction cross paths along a significant length of freeway without the aid of traffic control devices. Weaving segments occur when a diverge segment closely follows a merge segment or when a one lane off-ramp closely follows a one lane on ramp and the two are connected by a continuous auxiliary lane. (HCM Chapter 10 Section 2).





4.1.5 Transportation Network

The transportation network includes general use lanes, high occupancy vehicle lanes and auxiliary lanes along the I-95 mainline corridor. **Table 4.2** summarizes the number of lanes along I-95 within the study area limits. The No-Build transportation network was consistent with the transportation network plus any committed improvements including the new interchange at Central Boulevard.

Table 4.2: I-95 No-Build Mainline Number of Lanes

From	То	Number of I-95 Lanes
Yamato Road	Congress Avenue	6 GUL + 2 HOV
Congress Avenue	Linton Boulevard	8 GUL + 2 HOV + 1 AUX
Linton Boulevard	Atlantic Avenue	8 GUL + 2 HOV + 2 AUX
Atlantic Avenue	Woolbright Road	8 GUL + 2 HOV
Woolbright Road	Boynton Beach Boulevard	8 GUL + 2 HOV + 3 AUX
Boynton Beach Boulevard	Gateway Boulevard	4 GUL + 2 HOV + 2 AUX
Gateway Boulevard	Hypoluxo Road	8 GUL + 2 HOV
Hypoluxo Road	Lantana Road	8 GUL + 2 HOV + 2 AUX
Lantana Road	6 th Avenue	8 GUL + 2 HOV + 3 AUX
6 th Avenue	10 th Avenue	8 GUL + 2 HOV + 3 AUX
10 th Avenue	Forest Hill Boulevard	4 GUL + 2 HOV 2 AUX
Forest Hill Boulevard	Southern Boulevard	9 GUL + 2 HOV + 2 AUX
Southern Boulevard	Okeechobee Boulevard	8 GUL + 2 HOV + 2 AUX
Okeechobee Boulevard	Palm Beach Lakes Boulevard	8 GUL + 2 HOV + 2 AUX
Palm Beach Lakes Boulevard	45 th Street	8 GUL + 2 HOV
45 th Street	Blue Heron Boulevard	8 GUL + 2 HOV + 2 AUX
Blue Heron Boulevard	Northlake Boulevard	8 GUL + 2 HOV + 2 AUX
Northlake Boulevard	PGA Boulevard	8 GUL + 2 HOV + 1 AUX
PGA Boulevard	Donald Ross Road	8 GUL + 2 HOV
Donald Ross Road	I-95 Northbound HOV Lane Drop	8 GUL + 2 HOV
I-95 Northbound HOV Lane Drop	Indiantown Road	8 GUL + 1 HOV
Indiantown Road	Bridge Road	6 GUL

Note: GUL – General Use Lane / HOV – High Occupancy Vehicle / AUX – Auxiliary Lane

4.1.6 HCM Based Operational Analysis

Basic Freeway Segment

The No-Build design year 2040 mainline analysis was performed on individual basic freeway segments. The results of the operational analysis show that 44 mainline segments operate below the acceptable LOS target during the AM or PM peak hour. The segments that operate below the LOS target are shown in **Table 4.3**.

<u>Merge</u>

The No-Build design year 2040 merge analysis was performed on individual merge areas. The results of the operational analysis show that seven merge areas operate below the acceptable LOS target during the 2040 No-Build AM or PM peak hour. The results that operate below the LOS target are shown in **Table 4.3**.

<u>Diverge</u>

The No-Build design year 2040 diverge analysis was performed on individual diverge areas. The results of the operational analysis show that three diverge areas operate below the acceptable LOS target during the 2040 AM or PM peak hour. The results that operate below the LOS target are shown in **Table 4.3**.

Major Merge

The No-Build design year 2040 mainline analysis was performed on major merge areas. The results of the operational analysis show that all major merge areas operate with a v/c of less than 1.0 during the AM and PM peak hour.

Major Diverge

The No-Build design year 2040 mainline analysis was performed on major diverge areas. The results of the operational analysis show that 11 major diverge areas operate below the acceptable LOS target in the 2040 AM or PM peak hour. The diverge areas that operates below the LOS target are shown in **Table 4.3**.

Ramp Roadway

The No-Build design year 2040 mainline analysis was performed on ramp roadway areas. The results of the operational analysis show that two ramp roadways operate with a v/c of less than 1.0 during the AM or PM peak hour. The ramp roadways that operate below the LOS target are shown in **Table 4.3**.





<u>Weaving</u>

The No-Build design year 2040 mainline analysis was performed on the weaving segments that exist within the study corridor limits. The results of the operational analysis show that 14 weaving segments operate below the acceptable LOS target during the 2040 AM or PM peak hour. The weaving segments that operate below the LOS target are shown in Table 4.3.

Table 4.3: 2040 No-Build Freeway Elements Operating Below LOS Target D

Freeway Element	Direction	Analysis Type	Peak Hour	Analysis Result (Density LOS V/C)
I-95 Southbound North of Palm Beach Lakes Boulevard	SB	Basic Freeway	AM PM	F
I-95 Southbound at Palm Beach Lakes Boulevard	SB	Basic Freeway	РМ	35.9 E
I-95 Southbound Segment at Belvedere Road	SB	Basic Freeway	РМ	F
I-95 Southbound PBIA Segment from PBIA Southbound Off Ramp to PBIA Southbound On Ramp	SB	Basic Freeway	РМ	F
I-95 Southbound Segment at Southern Boulevard	SB	Basic Freeway	РМ	F
I-95 Southbound North of Forest Hill Boulevard	SB	Basic Freeway	РМ	F
I-95 Southbound Segment at Forest Hill Boulevard	SB	Basic Freeway	РМ	43.6 E
I-95 Southbound North of 10 th Avenue	SB	Basic Freeway	РМ	F
I-95 Southbound Segment at 10 th Avenue	SB	Basic Freeway	РМ	43.1 E
I-95 Southbound Segment at 6 th Avenue	SB	Basic Freeway	РМ	44.0 E

Freeway Element
I-95 Southbound Segment at Lantana Road
I-95 Southbound Segment at Hypoluxo Road
I-95 Southbound North of Gateway Boulevard
I-95 Southbound Segment at Boynton Beach Boulevard
I-95 Southbound North of Atlantic Avenue
I-95 Southbound Segment at Congress Avenue
I-95 Northbound South of Congress Avenue
I-95 Northbound Segment at Congress Avenue
I-95 Northbound North of Atlantic Avenue
I-95 Northbound Segment at Woolbright Road
I-95 Northbound Segment at Boynton Beach Boulevard
I-95 Northbound North of Boynton Beach Boulevard
I-95 Northbound Segment at Gateway Boulevard

			Analysis		
D . (1	Analysis	Peak	Result		
Direction	Туре	Hour	(Density		
			LOS V/C)		
SB	Basic	PM	43.2 F		
00	Freeway	1 101	40.2 L		
SB	Basic	AM	36.7 E		
50	Freeway	PM	40.7 E		
SB	Basic	AM	44.3 E		
00	Freeway	PM	F		
SB	Basic	АМ	35 1 E		
00	Freeway	,	00.1 L		
SB	Basic	АМ	38.3 E		
02	Freeway	,	55.5 L		
SB	Basic	AM	F		
00	Freeway	PM	F		
NB	Basic	AM	F		
	Freeway	PM	F		
NB	Basic	AM	F		
	Freeway	PM	F		
NB	Basic	AM	39.4 E		
	Freeway	PM	38.1 E		
NB	Basic	ΔМ	31 8 F		
ND	Freeway		51.0 L		
NB	Basic	AM	39.2 E		
ND	Freeway	PM	33.8 E		
NB	Basic	АМ	38.0 E		
	Freeway	,	30.U E		
NB	Basic	АМ	F		
	Freeway	,	Г		





Freeway Element	Direction	Analysis Type	Peak Hour	Analysis Result (Density
				LOS V/C)
I-95 Northbound North of Gateway Boulevard	NB	Basic Freeway	AM PM	F 44.9 E
I-95 Northbound Segment at Hypoluxo Road	NB	Basic Freeway	AM	F
I-95 Northbound Segment at Lantana Road	NB	Basic Freeway	АМ	F
I-95 Northbound North of Lantana Road	NB	Basic Freeway	AM	40.6 E
I-95 Northbound Segment at 6 th Avenue	NB	Basic Freeway	AM	F
I-95 Northbound North of 6 th Avenue	NB	Basic Freeway	AM	42.1 E
I-95 Northbound Segment at 10 th Avenue	NB	Basic Freeway	AM	F
I-95 Northbound North of 10 th Avenue	NB	Basic Freeway	АМ	F
I-95 Northbound Segment at Forest Hill Boulevard	NB	Basic Freeway	AM	F
I-95 Northbound Segment at Southern Boulevard	NB	Basic Freeway	AM	F
I-95 Northbound North of Southern Boulevard	NB	Basic Freeway	AM	39.0 E
I-95 Northbound Segment at Belvedere Road	NB	Basic Freeway	AM	44.8 E
I-95 Northbound Segment at Okeechobee Road	NB	Basic Freeway	AM	F

Freeway Element
I-95 Northbound Segment at Okeechobee Road
between On Ramps
I-95 Northbound North of Okeechobee Road
I-95 Northbound Segment at Palm Beach Lakes
Boulevard
I-95 Northbound North of Palm Beach Lakes
Boulevard
I-95 Northbound Segment at 45 th Street
I-95 Northbound North of 45 th Street
I-95 Northbound Segment at Blue Heron Boulevard
I-95 Northbound North of Northlake Boulevard
I-95 On Ramp from 45 th Street
I-95 On ramp from Belvedere Road/PBIA
I-95 On Ramp from Hypoluxo Road
I-95 On Ramp from Gateway Boulevard
I-95 On Ramp from Okeechobee Boulevard
I-95 On Ramp from Palm Beach Lakes Boulevard

	Direction	Analysis Type	Peak Hour	Analysis Result (Density LOS V/C)
e Road	NB	Basic Freeway	AM	F
Road	NB	Basic Freeway	AM	F
n Lakes	NB	Basic Freeway	AM	F
_akes	NB	Basic Freeway	AM PM	F F
eet	NB	Basic Freeway	AM	41.8 E
et	NB	Basic Freeway	AM	42.2 E
oulevard	NB	Basic Freeway	AM	38.2 E
levard	NB	Basic Freeway	AM PM	41.7 E 37.5 E
	SB	Merge	AM PM	F
BIA	SB	Merge	PM	F
d	SB	Merge	PM	F
ard	NB	Merge	AM PM	F
evard	NB	Merge	AM	F
oulevard	NB	Merge	AM PM	F F





Freeway Element	Direction	Analysis Type	Peak Hour	Analysis Result (Density LOS V/C)
I-95 On Ramp from Indiantown Road	NB	Merge	РМ	39.8 E
I-95 Southbound Off Ramp to Belvedere Road	SB	Diverge	PM	F
I-95 Southbound Off Ramp to Gateway Boulevard	SB	Diverge	AM PM	38.8 E F
I-95 Northbound Off Ramp to Congress Avenue	NB	Diverge	AM PM	F F
I-95 Southbound Off Ramp to 45 th Street	SB	Major Diverge	AM PM	35.5 E 36.0 E
I-95 Southbound Off Ramp to Palm Beach Lakes Boulevard	SB	Major Diverge	PM	35.4 E
I-95 Southbound Off Ramp to Forest Hill Boulevard	SB	Major Diverge	PM	42.4 E
I-95 Southbound Off Ramp to 10 th Avenue	SB	Major Diverge	PM	41.4 E
I-95 Northbound Off Ramp to Hypoluxo Road	NB	Major Diverge	AM	38.7 E
I-95 Northbound Off Ramp to Forest Hill Boulevard	NB	Major Diverge	AM	47.5 F
I-95 Northbound Off Ramp to PBIA/Belvedere Road	NB	Major Diverge	AM	41.4 E
I-95 Northbound Off Ramp to Palm Beach Lakes Boulevard	NB	Major Diverge	AM	41.8 E
I-95 Northbound Off Ramp to 45 th Street	NB	Major Diverge	AM	41.4 E
I-95 Northbound Off Ramp to Blue Heron Boulevard	NB	Major Diverge	AM	40.0 E

Freeway Element
I-95 Northbound Off Ramp to Northlake Boulevard
I-95 Northbound On Ramp from Boynton Beach
Boulevard
I-95 Northbound On Ramp from 10 th Avenue
Weaving Segment from Palm Beach Lakes Boulevard
to Okeechobee Boulevard
Weaving Segment from Okeechobee Boulevard to
PBIA
Weaving Segment from Southern Boulevard to Forest
Hill Boulevard
Weaving Segment from 10 th Avenue to 6 th Avenue
Weaving Segment from 6 th Avenue to Lantana Road
Weaving Segment from Lantana Road to Hypoluxo
Road
Weaving Segment from Gateway Boulevard to
Boynton Beach Boulevard
Weaving Segment from Boynton Beach Boulevard to
Woolbright Road
Weaving Segment from Linton Boulevard to Congress
Avenue
Weaving Segment from Congress Avenue to Linton
Boulevard

Direction	Analysis Type	Peak Hour	Analysis Result (Density LOS V/C)		
	Major				
NB	Diverge	AM	30.1 E		
NB	Ramp	AM	1.04		
	Roadway				
NB	Ramp	AM	1.22		
	Roadway				
SB	Weaving	AIVI PM	F		
		1 101	I		
SB	Weaving	РМ	F		
C D	Wooving	AM	F		
30	weaving	PM	F		
SB	Weaving	AM	40.3 E		
00	Weating	PM	F		
SB	Weaving	AM	F		
	5	PM	F		
SB	Weaving	AM	F		
		PM	F		
SB	Weaving	AM	F		
		PM	F		
SB	Weaving	AM	F		
_		PM	F		
SB	Weaving	AM	F		
NR	Weaving	AM	39.2 E		
	vvcaving	PM	F		





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Freeway Element	Direction	Analysis Type	Peak Hour	Analysis Result (Density LOS V/C)
Weaving Segment from Woolbright Road to Boynton	NB	W/eaving	AM	F
Beach Boulevard	ND	weaving	PM	F
Weaving Segment from Hypoluxo Road to Lantana		Wooving	AM	F
Road	IND	weaving	PM	F
Weaving Segment from Forest Hill Boulevard to	NB	Weaving	АМ	F
Southern Boulevard		rrouring	,	·
Weaving Segment from PBIA to Okeechobee	NB	Weaving	AM	F
Boulevard		vvcaving	PM	42.5 E

4.1.7 Safety Analysis

The FDOT Crash Analysis Reporting System (CARS) was used to gather historical crash records for the I-95 study corridor. CARS is a database maintained annually by the FDOT for crashes reported along state highway facilities. The database provides information on various characteristics associated with each crash including: collision type, severity, weather conditions, road surface conditions, and date/time information. The CARS database was researched to identify and extract crashes reported along the study corridor within the project limits during the period of January 1, 2011 through December 31, 2015. The data analyzed covers the segment from milepost 6.165 to milepost 46.018. The crash data gathered from the FDOT's database included collisions along the mainline as well as crashes reported on the ramp systems. Table 4.4 summarizes the crash data that was collected for I-95 roadway segment between Peninsula Corporate Drive/Congress Avenue interchange and Indiantown Road (SR 706) interchange. Detailed tabular crash data analysis is provided in Appendix X.

As shown in **Table 4.4**, a total of 9,515 crashes were reported along the I-95 segment within the study limits during the five-year period. 59 (0.6%) of these crashes involved fatalities and 3,769 (39.6%) of the crashes involved injuries. A total of 65 people were killed in crashes along I-95 and 5,830 persons were injured. The predominant crash patterns experienced along the study segment were rear-end collisions (35.2%), fixed object collisions (22.9%), and sideswipe collisions (17.3%).

		Table	4.4. O I		i i i i i i i i i i i i i i i i i i i				
SR 9/I-95 from South of Congress		Number of Crashes Year				5 Year Total	Mean Crashes Por	%	
Avenue to	2011	2012	2013	2014	2015	Crashes	Year		
	Rear End	499	515	684	739	908	3,345	669	35.2%
	Head On	11	8	13	13	17	62	12	0.7%
CRASH	Angle	121	130	128	152	141	672	134	7.1%
	Sideswipe	283	279	325	340	423	1,650	330	17.3%
	Pedestrian	2	10	5	3	4	24	5	0.3%
IYPE	Fixed Object	334	424	510	449	463	2180	436	22.9%
	Other Non-Fixed Object Collisions	127	107	141	143	116	634	127	6.7%
	Non-Collisions	136	155	208	231	218	948	190	10.0%
	Total Crashes	1,513	1,628	2,014	2,070	2,290	9,515	1,903	100.0%
	PDO Crashes	837	957	1,245	1,276	1,372	5,687	1,137	59.8%
SEVERITY	Fatal Crashes	12	12	16	9	10	59	12	0.6%
	Injury Crashes	664	659	753	785	908	3769	754	39.6%

In accordance with the 2018 FDOT Design Manual Volume I, Table 122.6.1, the estimated average cost per crash for state roads is approximately \$159,093. Based on this estimate and the historical crash records presented above, the annual economic loss due to crashes experienced along the I-95 segment was estimated at approximately \$302,753,979 per year.

High Crash Locations – Based on the FDOT's high crash locations report, the following segments of the study corridor were identified as high crash location/segment:

Table 4.4: Crash Summary





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Table 4.5: FDOT High Crash Locations - Road Segments

From Milepost	To Milepost
8.1	9.0
9.5	10.5
10.8	11.0
13.2	14.1
14.7	15.1
16.3	16.6
18.9	19.1
20.0	20.7
21.3	21.6
22.0	22.1
25.8	26.2
26.7	27.0
27.2	28.4
30.8	31.2
32.6	33.1
44.0	44.1

Based on the information provided in Table 4.5, approximately 7.9 miles of the study area are identified as high crash segment by FDOT for the study period 2011 to 2015. A straight line diagram showing the location of high crash segments is provided in Appendix X.

Additionally, crash heat maps were developed to identify the locations of high crash density. A heat map including all crashes on the study corridor is shown in Figure 4.1. Similarly, Figure 4.2 and Figure 4.3 show the heat maps for run off road crashes and sideswipes/rear end crashes respectively. Detailed maps for Figure 4.1 through Figure 4.3 are provided in Appendix X.



Figure 4.1: Crash Density Map - All Crash Types





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Figure 4.2: Crash Density Map - Run Off Road Crashes



Figure 4.3: Crash Density Map - Sideswipe and Rear End Crashes

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The heat maps and the high crash segment summary show that more crashes occur at on-ramp or off-ramp areas along the study corridor. These on-ramp and off-ramp locations tend to be most susceptible to crashes as weaving, merging, diverging, and other lane changing maneuvers are most concentrated at these segments of the freeway system. Capacity issues are often a contributing cause for crashes at these locations as drivers compete in a limited space to execute desired lane changes, weaving, or merging activities. The proposed I-95 managed lane project will increase capacity throughout the corridor and this will help in addressing capacity issues and improving overall safety conditions along the corridor. It is also recognized that the proposed project will place additional access points along the freeway system to facilitate entry/exit to/from the managed lanes. From a safety perspective, attentiveness to safety improvements should be exercised to minimize the number of new access points and allow adequate spacing for drivers to safely accomplish desired weaving, merging, and diverging activities.

4.2 Alternatives

4.2.1 Alternative Corridors and Modes

The following corridors were considered as reasonable alternatives to adding managed lanes along I-95 through Palm Beach County. See Figure 4.4 below.

- South Florida Rail Corridor/CSX Rail Line •
- SR 821 / Florida's Turnpike •
- SR 809 / CR 809 / Military Trail •
- SR 5 / US 1 •
- SR A1A

An evaluation of each corridor is provided below:

South Florida Rail Corridor/CSX Rail Line

Within the project limits, the South Florida Corridor/CSX Rail Line runs parallel to I-95 from Linton Boulevard to approximately Belvedere Road. North of Belvedere Road, the Rail Line turns in the northeast direction and continues north bordering the east side of Clear Lake and Lake Mangonia until approximately 45th Street. North of 45th Street, the Rail Line turns in the northwest direction and crosses the I-95 corridor at approximately SR 710. After crossing the I-95 corridor, the CSX Rail Line continues in the northwest direction and does not parallel the I-95 corridor for the northern portion of Palm Beach County. In addition, the market shed served by the I-95 project does not overlap the CSX or South Florida Rail Corridor market

shed on an interstate or intrastate basis according to a previous study² conducted by the Department. Therefore, the CSX Rail Line does not represent a viable alternative corridor in the context of inter-county travel in northern Palm Beach County.

SR 821/Florida's Turnpike

Florida's Turnpike is a north-south limited access corridor that parallels I-95 throughout most of southern and central Palm Beach County. It runs to the west of I-95 at a distance ranging from 2 to 6.5 miles. In the northern part of Palm Beach County, north of Donald Ross Rd, the two corridors run in parallel immediately adjacent to each other, which makes the Florida's Turnpike a reasonably competitive route in the northern area of the County.

Based on a previous study³ conducted by the Department, the highest concentration of both residential and employment centers is better served by the I-95 corridor in southern Palm Beach County as the market shed served by the Florida's Turnpike is located considerably to the west. The study also indicates that the widely-spaced interchanges of the Florida's Turnpike make the I-95 corridor a better option for the short-haul travel market. In summary, the Turnpike serves the central Florida market from a statewide perspective while the I-95 serves the heavily urbanized east coast of Florida. Given the differences in the markets served by the two corridors, the Florida's Turnpike was not considered as a viable alternative corridor.

SR 809 / CR 809 / Military Trail

Military Trail is a north-south, six-lane principal arterial that extends from the Broward County Line to Indiantown Road. It lies between Florida's Turnpike and I-95 from the southern study limit to approximately 1.5 miles north of PGA Boulevard. North of PGA Blvd, the I-95 alignment shifts to the west, overpassing Military Trail. According to a previous study³ by the Department, signalized intersections along Military Trail reduce the capacity of the corridor when compared to a grade-separated, limited access facility such as I-95. In addition, volumes diverted from I-95 to Military Trail would push level of service conditions to less than acceptable levels. Lastly, the market sheds served by the two corridors are very different

² SR 9 (I-95) PD&E Study from South of Glades Road to South of Linton Boulevard. Project Development Engineering Report ³ SR 9 (I-95) PD&E Study from South of Glades Road to South of Linton Boulevard. Project Development Engineering Report

^{(2009).} FDOT D4.

^{(2009).} FDOT D4.





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because Military Trail terminates at Indiantown Road, while I-95's market extends north of this limit. Therefore, Military Trail was not further evaluated as a viable alternative corridor.

<u>US 1 / SR 5</u>

The US 1 corridor is a north-south principal arterial that lies between I-95 and the Intracoastal Waterway. It is also referred to as Federal Highway and Dixie Highway at different locations within Palm Beach County. The typical section varies from four-lane divided (or two-lane one-way pairs) to six-lane divided in some parts of the County. The US 1 corridor is heavily built-up with commercial and retail properties and serves as a central business route for eastern cities such as Delray Beach, Boynton Beach, Lake Worth, West Palm Beach, Riviera Beach, and Jupiter. According to a previous study⁴ by the Department, the US 1 corridor was deemed an unfeasible alternative corridor due to the closely spaced signals and limited additional traffic volume which could be added to the built-up corridor. In addition, expanding the facility would be impractical due to the cost of right-of-way and numerous business impacts.

SR A1A / Ocean Boulevard

The SR A1A corridor is an arterial that serves the oceanfront communities along the beach adjacent to the Atlantic Ocean. The SR A1A alignment runs mostly north-south but it meanders westward at some locations connecting with and combining with US 1. Being a discontinuous and remote facility, SR A1A is not a strong candidate for an alternative corridor. Furthermore, based on a previous study⁴ by the Department, SR A1A was discarded from further consideration because it presents many of the same challenges of the US 1 corridor, including capacity problems and right-of-way constraints.

Based on the above assessment of each corridor, there are no viable alternatives to the I-95 corridor to accommodate the anticipated traffic demand. Therefore, this report focuses on improvement options to the I-95 corridor only. However, improvements to facilities and services within the parallel corridors should be encouraged to provide increased mobility and reduce demand along I-95.

⁴ SR 9 (I-95) PD&E Study from South of Glades Road to South of Linton Boulevard. Project Development Engineering Report (2009). FDOT D4.



Figure 4.4: Alternative Corridors

I-95 Managed Lanes Master Plan From South of Linton Boulevard to Palm Beach/Martin County Line





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4.2.2 Incident Management

Since the late 1980s, FDOT District Four has maintained an active Traffic Incident Management (TIM) program. District Four currently maintains TIM Teams in Broward, Palm Beach, and the Northern Three Counties (i.e., Martin, St. Lucie, Indian River). Membership on these teams include representatives of various traffic and emergency response agencies, including Florida Highway Patrol (FHP), FDOT, Road Rangers, county, and city police and fire-rescue departments, emergency operations centers, county and city traffic departments, towing companies, and many others who all play an important role in TIM. The primary goals of the TIM program is to detect, verify, respond and clear incidents as quickly as possible to reduce traffic congestion, reduce the probability of secondary crashes and to provide a safer working environment in allowing emergency responders to conduct their roles and responsibilities.

District Four operates the Severe Incident Response Vehicle (SIRV) Program within Broward and Palm Beach Counties with the assistance of highly trained operators with Law Enforcement or Fire Rescue Command backgrounds. They operate command vehicles with specialized equipment for severe crash scenes. The objective of the program is to enhance scene safety, expedite scene clearance and provide on scene FDOT incident command at severe highway crashes in collaboration with other responders.

In addition, District Four activates the Rapid Incident Scene Clearance (RISC) program when needed. RISC is an initiative that contracts towing companies to provide quick, safe clearance of large vehicle crashes, such as tractor trailers, box trucks, and boats that are overturned or damaged to the point where the vehicle cannot be towed by a smaller tow truck on the interstate. As part of the RISC contract, the towing company must respond with two heavy tow trucks, one of which must be a rotator, plus a support vehicle. The contractor must be at the scene within 60 minutes of notification and clear all travel lanes within 90 minutes of receiving a notice to proceed.

Over the years, District Four TIM Teams have also played an important role in continuously improving incident management by conducting post incident analyses for major lane-blocking (or road closure) events and identifying new or improved clearance strategies.

Strategies to consider when addressing incident management within the proposed managed lanes include a combination of dedicated Road Ranger and SIRV operators, additional RTMC Express Lane operators (if needed), designated ingress/egress areas for emergency responders (if they are not allowed to cross

managed lane markers, staging areas at strategic locations along the corridor that will allow incident responders quick and safe access to managed lanes, incident management training including table-top exercises, RISC activations (as applicable), TIM Team post incident analyses, and applying various tools such as dynamic pricing and ramp signaling to support incident management. These strategies will be explored further as part of the Concept of Operations to be prepared during the PD&E phase.

4.2.3 Transportation Systems Management (TSM)

Since 2010, FDOT District Four has developed and implemented a nationally recognized Transportation Systems Management & Operations (TSM&O) program. TSM&O is a performance-driven approach for solving congestion and traffic problems in which Intelligent Transportation Systems (ITS), signal system control, and other management and operational strategies are used to locate and correct the causes of congestion in real-time. The District Four "2023 TSM&O Strategic-Business Plan Update" (2018) provides the framework for near-term roll out of the program. TSM&O component initiatives include a broad range of strategies such as express lanes, ramp signals, active arterial management, integrated corridor management, emerging technologies, as well as active traffic demand management.

FDOT operates a mature Transportation Demand Management (TDM) program. TDM is the application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time. Since 1988, the South Florida Commuter Assistance Program has evolved into a one-stop shop for commuter information for programs and services including carpooling, vanpooling, transit, bicycling, park-and-ride, and telecommuting. South Florida Commuter Services operates a carpool, vanpool and park-and-ride matching program using a website, toll-free telephone service, staffed call center, and monitoring online chat group sites. They provide technical assistance to private and public-sector employers in the development and implementation of TDM programs including employer transportation events, identification and training of Employee Transportation Coordinators, trip planning resources and assistance, and parking management strategies. Furthermore, they provide technical assistance and support to transit services, community shuttle and trolley services, express lanes, express bus service, first/last mile services, and the interconnection of the various transit services. South Florida Commuter Services also assist in the development of Transportation Management Associations and Transportation Management Initiatives.





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The I-95 Managed Lanes project, from south of Linton Boulevard to the Palm Beach/Martin County Line, will play an important role in the further development and success of the District Four TSM&O and TDM programs. In terms of TSM&O, the proposed project will operate from the SMART SunGuide Regional Transportation Management Center (RTMC) applying the Statewide Express Lanes Software (SELS), SunGuide Advanced Traffic Management Software, Standard Operating Guidelines, and other resources.

In terms of TDM, the proposed project will provide an opportunity to increase usage of express buses and ride-sharing modes. During the PD&E phase, major employers and municipalities along the corridor should be contacted to identify the potential of forming vanpools to serve home-based work trips. Furthermore, feeder bus service and automated first/last mile vehicles should be considered in making transit use more attractive. As the I-95 Integrated Corridor Management (ICM) system develops and expands into Palm Beach County, the system should be applied to optimize the combined usage of I-95 managed and general use lanes, parallel arterials, Tri-Rail, Brightline, and Palm Tran buses in providing a higher level of operational integration to improve "people throughput".

4.2.4 Capacity Improvement Alternatives Decision Tree

The Plan followed FDOT Procedure Topic No.: 525-030-020-a to determine if the corridor supports a regional managed lanes network. As outlined in Topic 525-030-020a, the evaluation of capacity improvement alternatives utilizing managed lanes strategies inclusive of express lanes was considered on I-95, an existing limited access facility on the state highway system (SHS). Although the decision tree and traffic demand modeling were conducted assuming express toll lanes, additional analysis needs to be conducted for potential toll implementation. As a result, the Plan assumed that future additional capacity along the I-95 corridor will be operated with management applications and final determination of those management scheme(s) would be decided during the next phase(s) of the project. Figure 4.5 shows the procedure followed to determine if there was an additional capacity need on an existing limited access SHS facility.





4.2.5 Roadway Improvements

The Plan's primary purpose is to identify long-term capacity needs along the I-95 mainline and develop managed lanes design concepts to address any segments identified along the Corridor as operating below the Level of Service standard adopted for this facility as part of the Strategic Intermodal System (SIS) designation.

I-95 Managed Lanes Master Plan From South of Linton Boulevard to Palm Beach/Martin County Line





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The Plan has been developed to meet the following objectives:

- 1. A comprehensive analysis identifying traffic operational deficiencies along the I-95 mainline from South of Linton Boulevard interchange through the Indiantown Road interchange, along with the timeframes(s) when improvements are needed.
- 2. Develop an ultimate capacity improvement plan for the corridor using traffic demand management and transit techniques to improve reliability and flow of traffic along the Corridor. The need for, type of, and cost of improvements is defined in the Plan.
- 3. Compare design constraints, benefits, construction costs, right-of-way impacts and public support, and recommend a concept for further evaluation during a PD&E study or for design and construction. Define an implementation plan for the corridor including the timing and sequencing of improvements, and any right-of-way acquisition requirements.

The following alternatives were analyzed as part of the Plan:

Alternative A - Convert the existing High Occupancy Vehicle (HOV) lane to a managed lane while maintaining the existing number of general use lanes. Separation treatment: Buffered separation with tubular delineators.

Alternative B - Convert the existing High Occupancy Vehicle (HOV) lane to a managed lane and adding a second managed lane while maintain the existing number of general use lanes. Separation treatment: Buffered separation with tubular delineators.

Alternative C - Convert the existing High Occupancy Vehicle (HOV) lane to a managed lane and adding a second managed lane while maintain the existing number of general use lanes. Separation treatment: Concrete barrier separation between managed lanes and general use lanes with standard FDOT shoulder widths.

4.2.5.1 Proposed I-95 Managed Lanes Typical Sections

A total of three managed lanes typical sections was developed as part of the Plan; one for each alternative. The proposed typical section elements comply with the 2018 FDOT Design Manual (FDM). The proposed typical sections provide the minimum travel and auxiliary lane widths of 12-foot as per Section 211.2 of the FDM and minimum shoulder widths as per FDM Table 211.4.1. The desired 4-foot buffered separation is maintained with tubular delineators between the proposed managed lanes and general use lane, which is

typical practice in the State of Florida within urbanized/constrained areas of the State Highway System. In addition, the proposed typical section provides the minimum 10-foot paved shoulder that is usable for travel on Emergency Shoulder Use (ESU) routes consistent with the FDOT's Emergency Management and Florida's Disaster Preparedness Evacuation Route and Zone Maps⁵. The new policy for implementation of ESU for Limited Access Facilities was provided in the FHWA Approved FDOT Roadway Design Bulletin 18-05, dated April 26, 2018.

⁵ https://www.floridadisaster.org/planprepare/disaster-preparedness-maps/









Figure 4.6: Proposed Typical Section - Alternative A

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Figure 4.7: Proposed Typical Section - Alternative B

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Figure 4.8: Proposed Typical Section - Alternative C

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4.2.5.2 Corridor Wide Structural Assessment

4.2.5.2.1 Data Collection and Evaluation of the Existing Bridges

The existing bridge characteristics and conditions data was collected and compiled for all the bridge structure within the project limits along the I-95 corridor. Refer to **Appendix N** for a summary of the assessment of the 101 existing bridge structures, within the I-95 corridor, associated with Alternatives B and C, respectively. The tables include the bridge ID number, location, geometrics, characteristics, structure type, condition of structure, any major deficiencies or damages and the current FDOT criteria for vertical and horizontal clearances. The data shown on the tables was collected using existing structures plans and inspection reports. Load rating reports were utilized for bridge structures without existing bridge plans or inspection reports.

The data was analyzed to generate a structural assessment for each existing bridge which, in turn, was utilized to determine the disposition of such bridge as related to the improvements being evaluated for the project.

The FDOT Criteria includes Vertical and Horizontal clearance requirements. The evaluation of the vertical clearance, for bridges in Alternative B, assumes that existing substandard vertical clearances, within 3" of the required minimum vertical clearance, stated within the FDOT Criteria, can be addressed by jacking of the bridge, thus eliminating the need for a bridge replacement. Substandard vertical clearances greater than 3" are assumed to require the replacement of the bridge. Such assumption was not applied to Alternative C, given that the major widening of the bridges in Alternative C would result in substantial vertical clearance reduction, thus requiring a bridge replacement.

4.2.5.2.2 Structural Cost Estimation

The project evaluated two alternatives (Alternative B and Alternative C) along the I-95 corridor. Construction cost estimates for the bridge structures along the project corridor has been prepared for each alternative and presented in **Appendix N** for Alternatives B and C, respectively. The construction cost estimate considers the anticipated impacts and disposition of each bridge in the corresponding alternative.

Existing bridge areas were computed based on information provided within the existing bridge plans. Demolition and construction costs are shown in the corresponding table based on the estimated cost values shown in the *January 2018 FDOT Structures Design Guidelines, Section 9 – BDR Cost Estimating*. Both construction cost estimates include a contingency to account for several unknown factors, including, but not limited to; phased construction, bridge type and complexity, bridge height, maintenance of traffic needs, and anticipated inflation. The cost estimate of the alternatives is provided in **Section 4.3.1.1**.





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4.2.5.3 James L. Turnage Blvd at I-95 Ramp Structures Assessment

The proposed roadway alignment under Alternative B of the project would require modifications to Bridge No. 930482 (Ramp E) and Bridge No. 930483 (Ramp D) in order to accommodate a minimum vertical and horizontal clearance that meets current criteria. For Ramp E, the proposed I-95 improvements (Alternative B) is in direct conflict with the existing Pier 7-E and the vertical clearance at this location would not meet current criteria. This condition also occurs at Piers 11-D and 13-D of Ramp D which are within the footprint of Alternative B. As in Ramp E, the vertical clearance at Pier 13-D of Ramp D would not meet current criteria.

These bridge structures consist of segmental concrete boxes constructed with a balance cantilever construction erection scheme. Replacement of these bridge structures would be rather costly, thus alternative solutions are being considered herein. An alternative to resolve the conflict of piers within the proposed new I-95 alignment (Alternative B) is the replacement of the single column piers with cantilever piers (C piers) integrated with the segmental boxes. At locations with non-compliant vertical clearances, it is proposed to jack up the superstructure to a level whereby the vertical clearance is acceptable.

Figure 4.9 depicts an example of the proposed cantilever pier retrofit at Pier 7-E (solutions at other locations will be similar). The existing pier segment has a total width of 2.5m (8.2 ft) with a 1 m (3.28 ft) wide diaphragm. The proposed solution extends the width of the existing diaphragm to the total width of the segment to accommodate the additional post-tensioning system. Post-tensioning tendons will run on each side of the existing diaphragm as shown on section A-A and elevation view of Figure 4.9. New holes will need to be drilled in the pier segment webs, along the tendon paths (holes will be approximately in the order of 5 inches in diameter). The new tendons will need to avoid conflicts with the existing longitudinal tendon block outs at the top portion of the existing diaphragm. The post-tensioning tendons (PT) will provide flexural resistance to the cantilever cap as well as increasing the concrete diaphragm shear resistance due to the PT axial load and the vertical component of the PT. These tendons will need to be anchored on the inclined web face of the pier segment by providing an anchorage block out extending outside of the web face. The existing concrete rib will need to be removed and reconstructed to allow all the tendon anchorage hardware to be encased on the structural concrete of the reconstructed rib. The solid diaphragm will transfer shear forces to the cantilever cap and additional reinforcing may be needed to complement the shear resistance provided by the concrete; the reinforcing may take the form of vertical PT bars anchored at the top and bottom surfaces of the pier segment. Additionally, continuity between the segment box and the

cast in place diaphragm will need to be provided by dowelling rebars into the inner faces of the box to avoid shrinkage cracks between the existing concrete and the new cast-in-place diaphragm. If needed, the diaphragm may somewhat extend beyond the pier segment in order to provide enough space for tendons or avoid conflicts between the new tendons and the existing longitudinal anchorage block outs. Note that the solid diaphragm will cover the anchorage block outs of the longitudinal tendon anchorage (top and bottom) in the existing pier segment diaphragm.



Figure 4.9: Proposed cantilever pier retrofit at Pier 7-E





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Post-tensioning will most likely be needed at the C-Pier column due to the high eccentricity of the load, as depicted in **Figure 4.9**. Post-tensioning bars may be used for this purpose; the bars will need to be dead anchored within the footing. The new footing will be integrated with the existing footing as depicted in **Figure 4.9** and **Figure 4.10**. If required, the existing footing may be retrofitted by providing PT bars located just above the top of the existing piles, which would need the footing cap to be core drilled for this purpose. Note that this type of work has already been performed on District 4 Bridge 860390 (Ramp N in the I-595 Reconstruction project). Due to the low head room for driving piles, the proposed piles would consist of steel pipe piles with comparable axial stiffness to the existing prestressed concrete piles. Note that the loads on the existing piles will most probably be reduced once the load is transferred from the existing column to the cantilever pier since the total permanent load will be acting on the composite system of existing footing integrated with the new foundation.



Figure 4.10: Existing footing retrofit for Pier 7-E

Vertical clearance calculations show that, at Pier 7-E and 13-D, the structure clearance is approximately 1'-0" below the minimum vertical clearance requirement of 16'-6". In order to comply with such requirement, the structure will need to be raised by 1'-0" at these locations. Ramps D and E consist of several continuous units of 4 to 6 spans. An option is to raise a complete unit as a rigid body (the 1'-0" required). In this case the jacking operations would not induce forces on the existing structure, however; this approach requires all other units be raised as well as the adjoining bridges to these ramps. A better approach is to raise all the interior piers in the continuous unit in gradual increments in such a way as to minimize the jacking force and the forces induced in the superstructure due to the jacking process. This approach has been analyzed with a 3D finite element model of Unit 2 of Ramp E. The structural model is depicted in Figure 4.11 as well as the moment diagram due to the structure self-weight and the interior pier reaction (jacking forces). Figure **4.12** shows the jack displacements at each pier and the moment diagram induced by the proposed jacking displacement. This proposed scheme minimizes the induced forces in the superstructure. The details of the model and the approach used to compute the jacking displacements are presented in Appendix O. In summary the principle of this approach is as follows: a) transfer the bearing reaction to the jacks by providing a jack force at each pier equal to the bearing reactions, b) For the indicated jack displacements shown in Figure 4.12, the structure will behave as a simply supported beam with supports at the ends and an applied load due to the jack at Pier 7-E, in all other piers the additional jacking force should be minimum but the structure should be jacked and shimmed at these locations in accordance with the deformation profile shown in Figure 4.12. As can be seem in Figure 4.12 and in Appendix O, the required jacking force at Pier 7-E is the order of 40 kips; more than the pier reaction (2455 kips) and the additional negative moment over Pier 7-E induced by the jacking operation is about 7,667 k-ft. This moment when added to the dead load moment due to the structure self-weight (analyzed as a continuous structure) is smaller than the moments that the structure has experienced or has been designed for the stages of construction as shown in Appendix O. Proper analysis of these segmental bridges will require consideration of the sequence of bridge erection, the post-tensioning effects and the effects of concrete and creep over time. The forces at the end of the construction will differ with those presented in Figure 4.11, but at long term, the effects of force redistribution due to creep, shrinkage and relaxation of the post-tensioning steel, the distribution of forces in the structure will tend to reach a condition similar to the continuous structure with loads applied instantaneously to the completed structure (shown in Figure 4.11).







Figure 4.11: Ramp E Structural Model & Calculations

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comfort is not expected to be compromised as depicted in Figure 4.13.







Figure 4.13: Ramp E Profile Adjustment

	Maximum Grade (%)
	Design Speed (mph)
	50
	4
	5
aximum Gr	ades
0%	
orofile Idards cted to	meets FDOT's maximu and rider comfort is no be compromised.





4.2.6 Managed Lanes Access Points

The preliminary access points were developed to serve the travel characteristics of the corridor without impacting the parallel I-95 general use lanes. The vehicles entering (ingress) and exiting (egress) managed lanes at limited locations enhances the operations of managed lanes by encouraging longer distance trips and reducing potential congestion due to friction or vehicle interaction at the access point locations. In addition, it is vital to consider the number of interchanges along the managed lanes corridor, the length of the corridor segments and the percentage of trips estimated to be toll eligible to access the managed lane system. A corridor segment here is defined as the segment between two successive access points.

As first step, the 2015 model demand was validated using the Bluetooth Survey OD matrix. The corridor segment demand indicated reasonable validation between the 2015 base year OD matrix and the Bluetooth Survey.

The initial access points were established based on the I-95 CPS study (2011). A 2040 build scenario model run was performed by coding two managed lanes in each direction with this set of access points. The corridor segment demand is summarized in Table 4.6.

As discussed in Section 3.10, to further refine these access points, all the major origins and destinations within the study area were identified. The initial access points were then modified to serve the major origin/destinations within the corridor. The segment-specific total trips toll eligible trips were evaluated for various access points' combinations and sensitivity tests. Any access points that did not attract reasonable demand were eliminated. The access points' locations were further refined using input from agency coordination, geometric feasibility, traffic operations analysis and safety analysis.

The access point determination process followed the FDOT Express Lanes Manual Ingress/Egress Methodology Flowchart. An initial express lanes diagram was developed using the access locations identified in accordance with the O-D analysis and corridor demand. The diagram was used at internal stakeholder meetings and throughout the master plan study to gain consensus on the proposed project from all disciplines of the project team.

The schematic line diagram was shared with the roadway designers to evaluate if the initial locations fit geometrically, meeting all criteria related to weaving distances, lane changes, vertical profile, horizontal designs and ramp/gore spacing. Several design iterations were needed to identify the final location of the access points. The design was then shared with the traffic project team to evaluate the operations of the general use lane and managed lane facilities including the interchange merge and diverge locations. The traffic operational analysis was performed using the Highway Capacity Manual and Highway Capacity Software. The objective of the analysis was to evaluate if the improvements were the same or better when compared against the No-Build Alternative.

After the access points were identified, the schematic line diagram was updated and used to meet with all the local stakeholders for final feedback. Stakeholder meetings helped ensure that appropriate considerations have been accounted for, in an effort to minimize the re-evaluation or re-location of ingress/egress in further phases.

Based on the operations analysis performed, 50% of the segments were anticipated to operate with unacceptable LOS for the Build Alternative. Whereas, 65% of the segments is anticipated to operate with unacceptable LOS for the No-build alternative while serving lower traffic volume.

The segment demand for the initial and final set of access points' combinations is summarized in Table 4.6 and Table 4.7.

- Table 4.6 2040 B1 Build Two Managed Lanes (ML) with CPS Access points
- Table 4.7 2040 B2 Build Two Managed Lanes with Access points

Figure 4.14 shows the preliminary access point fact sheet developed as part of the study. The fact sheet depicts the continuation of the managed lanes system from the previous I-95 express phase (Phase 3B-2) and the overall current system of managed lanes in the South Florida Region. For additional details and data regarding the Market Study Analysis, refer to Section 3.10.

The corridor segment demand for the final recommended set of access points is summarized in Table 4.7.







Figure 4.14: Preliminary Access Point Fact Sheet

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Table 4.6: 2040 B1 Build Two Managed Lanes (ML) with CPS Access Points

					Access P	oints from CPS	Study 2011															OD Segments	2015	2015 B	lase year	2040	NB	2040) B2
							OD S	egments	2015	2015 Ba	se year	2040 NB	2	040 B2				2015 2040NB 204	0B way				Survey	Accessible	Toll Fligible		Toll Fligible	Accessible	Toll Fligible
		2015 2040NB	2040B						SURVOV	Accossible	Toll Eligible	Toll Cossible Eligib		Toll Eligible	Cities	MilePoint Segm	nent	AADT AADT AA	DT			From To	Expansion	Trips	Trips	Trips	Trips	Trips	Trips
Cities	MilePoint Segm	ent AADT AADT	AADT				From	То	Expansion	Trips	Trips Tri	ps Trips	Trips	Trips			AAD	T 178,720 270,750 285	,650	30,000	29,000								
luniter	46.02														Mart Dalas Daash		N	29,400 37,900 39,8 32,800 51,450 52	00 50 12	16.000 South	ern Blvd	2,3 7,8	49,000	47,000	430	74,000	520	80,000	26,000
Suprior	8		02.000	23											West Paim Beach	24.48				10,000	11,000	1 4,5,6							
		N 15,700 39,000 S 44,700 76,000	38,000	4	W India	antown Rd											AAD	T 211,510 322,000 332	000	25,000	26,00								
Jupiter	42.74		10,000		22,000	19,000	1,2,3,4,5	8									N	25,000 50,000 51,0	00 11	Forest	Hill Blvd								
		AADT 108,700 130,00	0 133,000		20,00	19,00									West Palm Beach	22.77		21,000 37,000 37,0											
		N 9,600 20,000	18,000	22	Donal	d Ross Rd											AAD N	1 207,510 311,000 318 29,600 48,000 46,0 23,000 41,000 30,0	000 10	10th /	venue N								
Jupiter	41.12	3 23,400 30,000	37,000												Lakeworth	20.70		22,000 41,000 37,0											
		AADT 124,510 148,00 N 0 9,000	0 154,000 8,300	21	Cent	ral Blvd											AAD N	T 199,900 304,000 311 20,200 37,000 37,0	000 9	6th .	Avenue								
Palm Beach Gard	ens	S 0 46,570	44,000												Lakeworth	3 19.17	5	27,100 41,000 41,0					48,000	39,000	440	53,000	7,500	59,000	20,000
		AADT 124,510 134,00 N 5,400 6,570	0 140,000	20	N Mili	tary Trail											AAD N	T 206,800 308,000 315 22,100 41,000 40,0	000 00 8	W Lai	itana Rd								
Palm Beach Gard	ens	S													Lantana	18.26	S	24,900 43,000 43,0	00				=						
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Palm Beach Gard	ens	5 53,500 82,600	84,000	19													AAD	T 204,300 295,000 304	.000	25,00	26,00								
		AADT 161,500 235,00 N 22,700 40,000	241,000 41,000	18	North	lake Blvd											N	22,100 40,000 41,0	00 6	E Gate	way Blvd								
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		N 20,800 35,000	34,000	17	8 W Blue I	Heron Blvd									Boynton Beach	14.28		23,000 38,000 38,0					60.000	78.000	1 600	101.000	15 000	104 000	18 000
Riviera Beach	22.20	S 37,500 62,000	64,000		17.0		12245	7								2	AAD	T 205,800 288,000 300	.000	31,000	31,000		07,000	70,000	1,000	101,000	13,000	104,000	10,000
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	27.73	AADT 203 200 290 00	300.000		30,0	29,0	4,5	7,δ							Delray Reach		N	27,700 45,900 47,4 27,600 52,900 51,4	00 ³	W Atl	antic Ave								
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	21.70	AADT 197,900 280,000	290,000	14	Okeech	obee Blvd									Denay Deach	7.71	440	T 105 610 260 000 272	000										
West Palm Bead	ch 5	S 37,300 50,500	49,700	4	2.1000011		1_		74,683	67,000	960 1	02,000 52	20 101,00	00 4,800			N	13,100 23,900 24,0 8,100 15,900 16.0	00 1	Cong	ress Ave		_						
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west Palm Bead	25.60	S 7,800 9,950	10,100																										
	25.50		1																										

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W Atlantic Ave

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24,000

32,000

Build 2Access Points Design Feasible (Recommended) 2015 2040NB 2040B OD Segments 2015 2015 Base year 2040 B20 2040 NB Two-way AADT Two-way AADT AADT 2015 2040NB 2040B Toll Toll Toll Cities MilePoint Accessible Eligible Two-way Two-way Two-way AADT AADT AADT Survey Accessible Eligible Accessible Eligible Expansion Trips Trips Trips Trips 24.48 Trips Cities MilePoint То From Trips 46.02 Jupiter N 25,000 S 21,000 47,000 37,000 39,000 West Palm Beach 15,700 39,000 38,600 W Indiantown Rd 22.77 <Jupiter Q 42.74 N 29,600 48,000 48,000 S 22,000 41,000 40,000 9,600 20,000 19,300 122 \ominus Donald Ross Rd Lakeworth 25,400 38,000 39,000 Jupiter 41.12 1,2,3,4,5,6 9 N 20,200 37,000 42,000 S 27,100 41,000 40,000 N 0 9,000 9,000 121 S 0 46,570 46,500 Lakeworth m Beach Gard 19 17 38.12 AADT 206.80 N 22,100 41,000 45,000 S 24,900 43,000 45,000 N Military Trail \leftarrow N 5,400 6,570 6,670 120 Lantana m Beach Gard 58,100 45,700 52,800 55,600 18.26 AADT 119.100 179.000 184.700 DT 119,100 179,000 184,700 11,100 26,600 25,600 119 22,600 94,600 PGA Blvd N 26,000 43,000 44,000 \leftarrow Im Beach Garde 20,700 28,000 29,000 Lantana 35.37 17.00 22,700 40,000 40,000 $^{\circ}$ 05 000 Im Beach Gard N 22,100 40,000 42,000 S 27,800 36,000 39,000 ∞∠ 8, 9 1,2,3,4,5,6 Boynton Beach 15.41 W Blue Heron Blvd N 20.800 35.000 32.000 \sim AADT 210.00 05 W Boynton Beach Blvd **Riviera Beach** N 27,200 41,000 39,000 S 23,000 38,000 38,000 132,200 122,700 177,000 193,400 Boynton Beach 28 14.28 29,900 47,000 40,000 \leftarrow OT 205.800 49,000 49,000 West Palm Beach <N 32 75,300 64,200 100,000 1,050 112,300 4,5,6 8, 9 22,300 28,000 27,000 29.93 830 Boynton Beach 13.46 Palm beach Lake 1,2,3,5 7,8,9 4 West Palm Beach 24,700 41,000 41,000 27.96 N 27,700 45,900 49,900 S 27,600 52,900 51,500 <23 29,00 Delray Beach 9.22 **600** 47,500 43,900 Okeechobee Blvd AADT 195.4 4 102,597 106,400 144,600 6,760 159,400 West Palm Beach N 24,200 50,000 53,000 S 24,400 45,000 47,000 Delray Beach 26.76 7.71 23,00 29,000 ADT 19 13,100 23,900 24,900 8,100 15,900 15,800 12,800 16,300 18,100 18,400 41,000 41,300 re Rd Roh <Boca Raton West Palm Beach 8,900 9,800 11,900 6.29 7,800 9,950 9,200 7,8,9 5 19,900 17,300 100 24,600 200 32,400 11,800 N 29,400 37,900 32,000 Southern Blvd 1,2,3 5 .000 25,000 26,600 200 36,900 18,000 45,900

Table 4.7: 2040 B2 Build Two Managed Lanes with Design Feasible Access points (Recommended)

OD Segments		2015	2015 Bas	se year	r 2040 NB		2040 B2C		
Ì		0			Toll		Toll		Toll
			Survey	Accessible	Eligible	Accessible	Eligible	Accessible	Eligible
	From	То	Expansion	Trips	Trips	Trips	Trips	Trips	Trips
	1,2,3	5,6							
4									
			76,600	79,800	670	115,800	6,760	129,600	39,100
A									
	2.2	E 4 7 0 0							
	2,3	3,0,7,0,9							
\mathbf{i}									
X									
			72 400	05 000	410	100 400	700	142 200	42 570
			73,400	00,000	010	120,400	760	143,200	43,570
\mathbf{Y}									
4									
X									
$^{\prime}$									
_									
	1	2.4							
≯	- 1	3,4							
ĺ									
			69,000	78,500	1,600	101,400	15,410	108,900	38,630
\mathbf{i}									
	1	3.4.5.6.7.8.9							
⊁									
オ			104,700	110,100	1,610	146,000	13,470	152,400	47,610
7									

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4.2.6.1 Corridor Wide Direct Connection Analysis

Once the final draft set of access points were determined using model sensitivity tests, the study team also performed efforts to identify any potential direct connections accessing the managed lanes directly from the arterial systems. To identify a direct connection candidate in terms of travel demand, the number of trips using managed lanes originating or ending from each of the arterials need to be determined. To develop this data, a model run with select group analysis was conducted. All of the access points were combined into a selection group. The select group analysis will provide how many managed lane trips are accessed by each of the arterials. An arterial with a very high select group volume here indicates that it is sending/receiving high number of managed lanes trips and will become a potential direct connection candidate.

The select group analysis demands are summarized in **Table 4.8**. The table provides a summary of I-95 managed lanes and its potential access points, and their managed lanes demand at the access points. The table also provides the select group volumes for each of the arterials. These volumes are the total daily volumes accessing the potential managed lanes from each of the ramp segments (graphically depicted in red). In addition, the total number of general used lane trips from each of the ramp segments is also provided (graphically depicted in green). The arterials are then ranked by the total select group volumes. The top five arterials with select group volumes are highlighted in pink. The top five arterials and their managed lanes volumes from the table are provided below:

- 1. SR 80/Southern Blvd: 41, 364
- 2. Gateway Blvd: 11, 034
- 3. PGA Blvd: 10,709
- 45th Street: 9,998 4.
- 5. Lantana Road: 9308

As it can be seen from the table, SR 80 has high number of trips accessing the managed lanes. All of the other arterials within the top five ranking have about 10,000 managed lanes trips each. It was concluded from the travel demand perspective alone that none of the other arterials can be a good direct connection candidate by itself. However, by combining shared access with the adjacent roadways, braided systems can be designed for areas of critical operational/ geometric constraints. The Plan evaluated direct

connection design options for SR 80 due to the high demand and results of the no build general use lane operations.

4.2.6.1.1 Direct Connection Opportunity with City of West Palm Beach Downtown During the study, external stakeholder coordination was conducted with adjacent municipalities along the corridor. The City of West Palm Beach provided feedback which encouraged further investigation of a potential direct connection from the proposed managed lanes to the city's downtown area. The Master Plan team determined that this improvement does provide benefits such as transit connectivity opportunities and potential relief to Okeechobee Blvd arterial traffic which connects to downtown, but it also presents some constrains and limitations. The skew angle of Okeechobee Blvd with I-95 presents a challenge for a direct connection design that can lead to additional right of way impacts. As per FDM Section 201.4 Design Speed, minimum design speed for ramps for direct connections is 50 MPH. The challenge is providing a feasible design that meets the design speed criteria, while minimizing right of way impacts. In addition, to reach an acceptable vertical clearance to braid over I-95 mainline, the existing Australian Avenue overpass may be a point of conflict for potential MSE walls along the median. This could lead to a much longer bridge to avoid impacts to the overpass which translates to higher cost to the project. Due to the potential of right of way impacts, there is the potential of environmental resources that may be affected within the vicinity of the existing interchange. Further investigation would be needed to confirm this possibility. The Plan recommends an in-depth analysis to be considered for the implementation of a direct connection from the managed lanes to Downtown West Palm Beach in the following phases of this project.

4.2.6.1.2 Braided Direct Connect Ramp Opportunities

The Plan conducted a high-level planning assessment for potential braided ramp and/or Collector-Distributor (C-D) system(s) for proposed access points that operate lower than LOS D in the build condition. HCS analysis was performed for evaluating the operations of I-95 general use lane road segments at the managed lanes access points. A diverge analysis was performed to evaluate the ingress points to managed lanes and a merge analysis was performed for egress points from managed lanes. For further details on the traffic operations analysis, refer to Appendix I and Appendix J of the Master Plan Technical Document. The following access points were identified as potential candidates for a braided ramp and/or Collector-Distributor (C-D) system(s):

- SB Ingress at Boynton Beach Blvd
- NB Ingress at 10th Ave North
- NB Egress at Forest Hill Blvd





- SB Ingress at Forest Hill Blvd
- NB Ingress at 45th St •
- SB Egress at 45th St •
- SB Ingress at Blue Heron Blvd

Based on this high-level planning assessment, below is a summary of recommendations for each of the locations listed in this section:

- SB Ingress at Boynton Beach Blvd
 - A braided direct connect ramp was determined to be feasible at this location, however, right of way impacts on the west side of the corridor between Woolbright Rd and Boynton Beach Blvd is expected. It was assumed the I-95 mainline maintains the current alignment with this recommendation.
- NB Ingress at 10th Ave North
 - A braided direct connect ramp was determined to be feasible at this location. Based on the preliminary assessment, it is anticipated there may be potential impacts to ten homes or less in the NE quadrant of the 10th Ave North interchange. This location may be supplemented with a C-D system but it can introduce additional impacts. The introduction of a C-D system may open new opportunities to provide additional access, however, it is recommended that additional in-depth analyses is to be conducted in the subsequent phases of the project.
- NB Egress at Forest Hill Blvd
 - A braided direct connect ramp was determined to be feasible at this location, however, the introduction of a braided ramp may not be able to coexist with the previous potential braided ramp described above at the NB Ingress at 10th Ave North due to the close proximity of the access points. This location may be supplemented with a C-D system but it can introduce additional impacts. The introduction of a C-D system may open new opportunities to provide additional access, however, it is recommended that additional in-depth analyses is to be conducted in the subsequent phases of the project.
- SB Ingress at Forest Hill Blvd
 - o A braided direct connect ramp is feasible at this location, however, traffic operation and design challenges may be encountered that would likely require a realignment of the I-95 corridor to minimize impacts to the SFRC right of way. This location may be supplemented with a C-D system but it can introduce additional impacts. The introduction of a C-D system

may introduce new opportunities to provide additional access, however, it is recommended that additional in-depth analyses is to be conducted in the subsequent phases of the project.

- NB Ingress at 45th St
 - subsequent phases of the project.
- SB Egress at 45th St
 - location.
- SB Ingress at Blue Heron Blvd
 - the subsequent phases of the project.

Additional analysis using microsimulation is necessary to make further recommendations on potential locations where braided ramps are required as the HCS software has limitations on speed for merge and diverge ramps. The HCS software limits the ramp speed to a maximum of 55 mph. However, the operating speed of ramps to and from managed lanes may be higher. Higher speed would result in higher capacity and may enhance the operations at the access points. Hence, the locations requiring braided ramp connections will be finalized in the microsimulation analysis performed in the subsequent phases of the project.

 A braided ramp is not recommended at this location due to the close proximity of upstream and downstream access points in combination with the locations of the general use lane on and off ramps. This location may be a candidate for a C-D system to potentially avoid the constrains and limitations described above but it can introduce additional impacts. The introduction of a C-D system may open new opportunities to provide additional access, however, it is recommended that additional in-depth analyses is to be conducted in the

• For similar reasons to the NB Ingress at 45th St, a braided ramp is not recommended at this

o A braided direct connect ramp was determined to be feasible at this location, however, right of way impacts are anticipated on the west side of the Blue Heron Blvd interchange. This location may be supplemented with a C-D system but it can introduce additional impacts. The introduction of a C-D system may introduce new opportunities to provide additional access, however, it is recommended that additional in-depth analyses is to be conducted in





	85		SB			NB Access	Total (Daily M	lanaged Lane Dem nterchange)	and by	Dis	tance (Mil	es)
Milepost	City	Interchange	Access Volumes	Access points		Volumes	Managed Lanes (ML)	General Use Lanes (GUL)	Ranking	Access points	Ingress	Egress
	Juipter	W Indiantown Rd					8,547	115,661	6			
38.3	Juipter	Donald Ross Rd	16,000	1	-	17,000	5,385	57,869	16	5.4		5.4
	Palm Beach Gardens	Central Blvd		1	н		3,399	55,220	20			
	Palm Beach Gardens	N Military Trail	e	6,00	7,00		0	4,534	23			
	Palm Beach Gardens	PGA Blvd		8	8		10,709	109,132	3			
32.9	Riviera Beach	Northlake Blvd	11,000		-	11,000	6,747	100,546	11	2.3		4.2
	Riviera Beach	W Blue Heron Blvd		27,000	28,000		7,165	97,376	10			
30.6	West Palm Beach	45th Street	9,000		~	8,000	9,998	112,812	4	1.9	8.8	
28.7	West Palm Beach	Palm Beach Lake	8,000	~		7,000	6,446	97,646	13	5.5		5.5
	West Palm Beach	Okeechobee Blvd		28,	29,		6,511	91,994	12			
	West Palm Beach	Belvedere Rd]	000	000	Į.	6,149	62,236	15			
			9,000			10,000	41,364	113,388	1	3.2		8.6
23.2	West Palm Beach	Southern Blvd	9,000			9,000						
			7,000			8,000						
	West Palm Beach	Forest Hill Blvd		36,	36,		3,101	81,612	21		1	
21.8	Lakeworth	10th Avenue N		000	000		4,319	82,656	17			
20	Lakeworth	6th Avenue				12,000	8,123	81,521	7	5.4	10.1	
20	Lantana	W Lantana Rd	14,000	22	24,		9,308	84,769	5			
	Lantana	Hypoluxo Rd		,000	000	2) 14	7,838	73,745	8			
14.6	Boynton Beach	E Gateway Blvd	10,000		-	9,000	11,034	80,815	2	2.9		7.8
	Boynton Beach	W Boynton Beach Blvd	įi	32,	33,6		3,594	78,498	19			
	Boynton Beach	W Woolbright Rd		000	8		3,623	76,121	18			
11.7	Delray Beach	W Atlantic Ave	11,000	-	-	12,000	7,791	100,590	9	4.9	9.2	
	Delray Beach	Linton Blvd		N	N		6,435	99,665	14			
	Boca Raton	Congress Ave		1,0	.1,0		2,902	40,783	22			
6.8	195 South	I-95 South		8	8		23,294	108,718				
	Grand	d Total					203,783	2,007,907	Average Distance	3.9	9.4	6.3

Table 4.8: Direct Connection Select Group Analysis





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4.2.7 SR 80/Southern Blvd at I-95 Interchange

4.2.7.1 Background

The SR 9 / I-95 at SR 80 / Southern Boulevard interchange was one of seventeen interchanges studied as part of the I-95 Interchange Master Plan (IMP) that reexamined the 2003 I-95 Interchange Master Plan Study and the State Road 9 (SR 9) / I-95 mainline project. That project added a High Occupancy Vehicle (HOV) lane and auxiliary lanes from south of Linton Boulevard to north of PGA Boulevard in Palm Beach County and also included minor improvements to eight interchanges. Overall, the I-95 Interchange Master Plan recommended new short-term and long-term improvements to interchanges based on changes in traffic volumes and updated design standards. The SR 9 / I-95 at SR 80 / Southern Boulevard interchange is located between the Forest Hill Boulevard interchange (1.45 miles to the south), and the Belvedere Road interchange (1.01 miles to the north), and in proximity to multiple municipalities including the City of West Palm Beach, Town of Cloud Lake, Town of Glen Ridge, and unincorporated Palm Beach County. Figure 4.15 depicts the location of the interchange.



Figure 4.15: SR 80/Southern Blvd at I-95 Interchange

4.2.7.2 Managed Lanes Master Plan Considerations 4.2.7.2.1 SR 9/I-95 at SR 80/Southern Blvd PD&E Study

In 2017, a Project Development and Environment (PD&E) study was conducted by the FDOT District 4 for SR 9/I-95 at SR 80/Southern Blvd interchange. The purpose of the study was to enhance overall traffic operations at the existing interchange of I-95 and SR 80 by providing improvements to achieve acceptable level of service (LOS) at the interchange in the future condition (2040 Design Year). Conditions along SR 80 were anticipated to deteriorate below acceptable LOS standards if no improvements occurred by 2040. The need for the project was based on the need to improve operational capacity, improve overall traffic operations in order to accommodate future grown and development, improve safety conditions, and enhance emergency evacuation and response times.

The PD&E study concluded the preferred alternative to be Alternative 4, as shown on **Figure 4.16**. As part of the Plan, recommendations made by the PD&E study was considered as part of the managed lanes evaluation on the I-95 corridor.







Figure 4.16: SR 80/Southern Blvd at I-95 Interchange PD&E Study Preferred Alternative

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4.2.7.2.2 SR 80 Corridor Action Plan

FDOT conducted a corridor study along a 45-mile segment of SR 80/Southern Blvd in Palm Beach County. The limits of the corridor evaluated extend from US 27/SR 25 to I-95 traversing nine municipalities and a large portion of unincorporated Palm Beach County. See Figure 4.17 for location map of the study area.

The local governments with jurisdiction within the study area and partners to FDOT are listed below:

- Palm Beach County •
- City of West Palm Beach •
- Town of Cloud Lake
- Town of Glen Ridge •
- Town of Haverhill •
- Village of Wellington
- Village of Royal Palm Beach
- Town of Loxahatchee Groves
- City of Belle Glade •
- City of South Bay ٠

The study area extends beyond the roadway to include all land and roadways within two miles of either side of SR 80. The following roadways were included for evaluation in the study to understand the overall traffic patterns:

- Hooker Highway from SR 715 to SR 80/US 98
- SR 715 from Hooker Highway to SR 80 •
- Okeechobee Blvd from SR 880 to I-95 •
- Collecting Canal Rd from A Rd to Folsom Rd/Crestwood Blvd •
- Gun Club Rd from Jog Rd to I-95 ٠
- Belvedere Rd from SR 7 to I-95
- Summit Blvd from Jog Rd to I-95
- Forest Hill Blvd from SR 80 to I-95 •

SR 80 is a major roadway corridor in Palm Beach County connecting several communities to major commercial and employment destinations with the region. SR 80 also serves as a major truck corridor for

moving freight across the state. The corridor currently serves an important function of providing access to businesses located along the corridor while also accommodating high-speed, high-volume through traffic. The FDOT designates SR 80 as a Strategic Intermodal System (SIS) highway.

As part of the Plan, recommendations made by the SR 80 Corridor Action Plan was considered as part of the managed lanes evaluation on the I-95 corridor. Since SR 80 and I-95 are both SIS corridors, the potential for a direct connection opportunity from the proposed manage lanes on I-95 to the SR 80 corridor was evaluated. As discussed in Section 4.2.6.1, the SR 80/Southern Blvd at I-95 interchange is a direct connect candidate from a traffic demand perspective. For evaluation purposes, Alternative 3 from the SR 80 Corridor Action Plan was assumed as the ultimate build along the SR 80 corridor. See Figure 4.18 for the Alternative 3 typical section from the SR 80 Corridor Action Plan.









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Figure 4.18: SR 80 Corridor Action Plan - Alternative 3 Typical Section





4.2.7.2.3 Palm Beach International Airport (PBIA) Master Plan

The Palm Beach International Airport (PBI or Airport) Master Plan summarizes the 20-year vision for future development (Design Year 2035). It was developed in collaboration with the Federal Aviation Administration (FAA), Florida Department of Transportation (FDOT), Palm Beach County Department of Airports (DOA), and various stakeholders with particular interest and insight regarding the future of the Airport and region. Figure 4.19 shows the location of PBI Airport in relation to SR 80/Southern Blvd at I-95 Interchange.

An Airport Master Plan evaluates the capability of an airport's facilities to accommodate anticipated changes in demand and presents a cost-effective development and funding plan to improve aging and/or inadequate facilities. Changes in demand can result from technological improvements, airline consolidation and service decisions, regulatory initiatives, and other factors in the aviation industry which impact airport capacity and facility needs.

Initially, Palm Beach County DOA developed the PBI Airport Master Plan in 2006. Figure 4.20 illustrates the primary proposed developments identified in the 2006 Master Plan. The 2006 Master Plan was completed at a time when the FAA considered PBI as one of a few airports in the U.S. with significant capacity constraints. As these constraints were impacting the overall U.S. air transportation system, the primary feature of the 2006 Master Plan was a new air carrier runway (Runway 10R-28L). However, the economic recession beginning in 2008 resulted in a significant decrease in aircraft operations which deferred the need for the new runway. Therefore, an update to the 2018 Master Plan was developed to update the aviation activity forecasts, evaluate existing and proposed aviation needs, and define solutions that will best serve PBI and the surrounding community.

Consistent with FDOT and FAA guidelines, the primary goal of this Master Plan was to update the Airport development plan based on existing conditions and aviation activity forecasts. More specifically, the goals and objectives of the Master Plan Update included:

- Preparation of a reasonable forecast of aviation activity for the 20-year planning horizon (2035).
- Determination of current and future facility requirements for both demand-driven development and conformance with FAA design standards.
- Preparation of an Airports-GIS database per AC 150/5300-18B as well as a traditional paper Airport Layout Plan (ALP) for FDOT and FAA review and approval.

- 20-year planning horizon.
- Consistency check with State and Regional Studies such as the FDOT 2025 State Aviation System Plan and Palm Beach County Comprehensive Plan.
- Maximize land use and development opportunities.
- Maximize the passenger experience within the commercial passenger terminal building.
- logistics, cargo, and passenger terminal facilities.
- Preserved airspace and re-evaluate timing for future runway.

The 2018 PBI Airport Master Plan (2006 Update) provided recommendations for improvements that resulted in the ultimate condition for PBI Airport for Year 2035 as shown in Figure 4.21. A preliminary schedule for project implementation was recommended and it was divided in three phases. The following is the preliminary phased implementation schedule:

- of demand around 6.8 million annual passengers (MAP).
- Phase II is the intermediate term program and covers the years 2021 through 2025 with an anticipated level of demand around 7.4 MAP.
- Phase III is the long-term program and covers the years 2026 through 2035 with an anticipated level of demand around 8.8 MAP

The ultimate condition for PBI Airport shows that Runway 10L-28R will be extended to the east, a future parallel runway (Future Runway 10R-28L) is proposed directly south of Runway 10L-28R, and the crosswind runway (Runway 14-32) would be removed. In conjunction with the PBI Airport Master Plan Update, an Airport Layout Plan (ALP) was developed which provides airspace data and drawings.

As part of the Plan, recommendations made by the PBI Airport Master Plan Update was considered as part of the managed lanes evaluation on the I-95 corridor. New flight paths were introduced to the region as part of the PBI Airport Ultimate Condition, therefore, additional attention was given to the engineering factors during the evaluation of the SR 80/Southern Blvd at I-95 Interchange.

Development of an Airport Capital Improvement Program (ACIP) using planning level estimates that will prioritize improvements and estimate project development costs and funding eligibility for the

Identified and evaluated intermodal and/or multimodal connectivity opportunities including freight,

Phase I is the short-term program and covers the years 2016 through 2020 with an anticipated level







Figure 4.19: PBI Airport Location Map

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Figure 4.21: PBI Airport Master Plan Update – 2035 Ultimate Condition





4.2.7.3 Analysis

4.2.7.3.1 Traffic Forecasting

4.2.7.3.1.1 Background

The plan evaluated multiple concepts that analyzed direct ramp connections between SR 80 and I-95. The direct ramp connection was designed to tie into the SR 80 Action Plan elevated high-speed through lanes (Alternative 3 of the Action Plan). The analysis was compared against the I-95/SR 80 interchange PD&E Study Recommended Alternative (Alternative 4 of the PD&E Study). The evaluation determined which direct connection alternative resulted in the desired and/or optimal solution to address the congestion and operational needs between the two corridors.

As part of the technical analysis, the Plan also evaluated the following:

- 2015 subarea validation checks for the area between East of Kirk Road and West of I-95 Northbound ramp terminal (Area of Influence).
 - o A validation check was performed using the same subarea boundary previously selected for the Master Plan. This will ensure consistency between the travel demand model results of the two efforts.
 - Link level volumes (AADT and Peak hour) and turning movements of all the intersections within the area of influence were validated against the traffic counts.
 - The I-95 mainline volumes along with the ramp terminal intersections were also closely evaluated

4.2.7.3.1.2 2015 Validation Checks

The link-level and turning-movement level validation checks were performed for all the segments within the Area of Influence. Table 4.9 shows the link-level model validation statistics. Overall, the average daily volume to count ratio is 0.99. As it can be observed, most of the 2015 link model volumes within the area of influence are validated within 15% of error when compared to the traffic counts.

Tab	le	4.9:	Lin	k-le

Location		AADT			AM			PM	
Location	Count	Volume	V/C	Count	Volume	V/C	Count	Volume	V/C
I-95 South of Forest Hill	207,510	215,000	1.04	16,230	16,499	1.02	16,890	16,499	0.98
I-95 South of SR 80	211,510	219,000	1.04	16,700	17,040	1.02	17,570	17,859	1.02
I-95 NB offramp to SR 80	17,100	19,000	1.11	1,474	1,493	1.01	1,540	1,801	1.17
I-95 NB onramp from SR 80	14,500	13,000	0.90	1,987	1,474	0.74	1,210	1,030	0.85
I-95 SB offramp to SR 80	14,900	14,000	0.94	1,244	1,134	0.91	1,720	1,464	0.85
I-95 SB onramp from SR 80	15,700	17,000	1.08	1,653	1,786	1.08	1,360	1,456	1.07
WB SR 80 East of I-95	16,327	15,802	0.97	1,096	1,212	1.11	1,518	1,417	0.93
EB SR 80 East of I-95	16,327	16,141	0.99	1,510	1,388	0.92	1,217	1,317	1.08
WB SR 80 West of I-95	31,021	30,686	0.99	2,068	2,230	1.08	2,955	2,936	0.99
EB SR 80 West of I-95	31,021	28,858	0.93	3,166	3,233	1.02	2,123	1,902	0.90
I-95 South of Okeechobee Boulevard	206,810	203,080	0.98	16,164	15,669	0.97	17,460	16,520	0.95
Average			0.99			0.98			0.98

Appendix P contains the peak hour turning movement volumes (TMV) and 2015 turning movement counts (TMC) comparison for intersections along SR 80 between Kirk Road and I-95. The spreadsheets consist turning movements volumes of the following intersections with SR 80: Australian Avenue, Gem Lake Drive, I-95 Southbound ramp terminal and I-95 Northbound ramp terminal. The model volumes that are significantly different from the counts were highlighted for further post processing.

The following criteria were used in identifying the candidate TMVs for post processing, based on reasonableness checks:

- If the percent difference between TMV and TMC is more than 20%
- The absolute difference between TMV and TMC is more than 100

evel Validation





4.2.7.3.1.3 Post-Processing Methodology

The following is the post-processing methodology implemented:

- Identify the delta as the difference between 2015 TMC and 2015 TMV. •
- Add the delta to the future year raw model volumes •
- If the post processed leg volumes are still less than existing TMCs, and if the reduction in volumes • compared to existing conditions is not reasonable, the TMVs were developed by growth rate method.
 - The growth rate method was applied to certain legs of TMVs based on Palm Beach County percent average annual compound growth rate (0.87%). This growth rate was determined based on 2010 and 2040 population and employment growth statistics.
- The intersection volumes were then balanced for the differences in post processed volumes.

4.2.7.3.1.4 2040 Alternatives Network Development

The build alternatives were developed using the preferred I-95 Build alterative networks of the Master Plan (2 Managed Lanes each direction).

The elevated high-speed lanes on SR 80 between Forest Hill Blvd and I-95 were coded, based on the SR 80 Corridor Action Plan Preferred Alternative 3. In addition, the Corridor Action Plan recommended capacity improvements between Lion Country Safari Road and Forest Hill Boulevard were coded.

The elevated high-speed lanes were coded as a 4-lanes facility with an assumed posted speed of 70 MPH. It was coded as a freeway facility (ftc2=11). Based on the guidance from FDOT, a 6-lane frontage road was coded. A 45 MPH posted speed was assumed for the frontage road. The following are the graded separated intersections with direct access to the high-speed through lanes.

- SR 7 / US 441
- Florida Turnpike •
- Jog Road •
- Haverhill Road/Military Trail





The following are the three alternatives coded, as part of this effort:

Alternative B4: This scenario involved coding direct connection from I-95 northbound off ramp to westbound SR 80 elevated high-speed through lanes and eastbound SR 80 elevated high-speed through lanes to northbound I-95 on ramp.



Figure 4.23: Alternative B4 2040 Network





Alternative B5: This scenario involved coding direct connection from I-95 northbound managed lanes to westbound SR 80 elevated high-speed through lanes and eastbound SR 80 elevated high-speed through lanes to northbound I-95 managed lanes.



Figure 4.24: Alternative B5 2040 Network

Alternative B6: This scenario involved coding of reciprocal movements to the direct connection ramps listed in Alternative B5. Please note that it was coded in addition to Alternative B5.



Figure 4.25: Alternative B6 2040 Network

4.2.7.3.1.5 Model Runs and Results

To maintain consistency of trip tables among different scenarios, the Alternative 6 regional model run trip tables were locked. The subarea trip tables were then extracted using the subarea assignment of the individual alternatives. The model volumes were extracted to spreadsheets for further post-processing and balancing. Table 4.10 presents the AADT growth comparison between different scenarios.

The following inferences can be drawn by comparing the model AADT results among the alternatives: The demand of I-95 south of SR 80 and north of Belvedere Road is relatively consistent. The direct connect ramps in Alternative B4 attract higher volumes than the other two alternatives. Correspondingly, the SR 80 frontage road volumes west of I-95 ramp terminal have reduced demand

- in Alternative B4 (highlighted).
- The elevated through lanes in Alternative B4 are attracting 67,000 two-way AADT compared to 19.000 AADT in Alternative B5 and 37.000 AADT in Alternative B6.

The spreadsheet (I95 EL MasterPlan Forecasting 04302018.xlsx) contains 2015 count, 2015 model and 2040 build alternatives hourly volumes. It has the following tabs:

- the area of influence.
- the area of influence.
- SR_80_Alt4_Hr: This tab documents the daily, peak hour demand and TMV for direct connection for Alternative B4 within the area of influence. The following are the descriptions of the direct connections in Alternative B4.
 - I-95 northbound off ramp to westbound SR 80 elevated high-speed through lanes
 - Eastbound SR 80 elevated high-speed through lanes to northbound I-95 on ramp
- SR_80_Alt5_Hr: This scenario documents the daily, peak hour demand and TMV for direct direct connections in Alternative B5.

SR80_2015_Hr: This tab documents the 2015 balanced daily, peak hour counts and TMC within

SR80_2015Model_Hr: This tab documents the 2015 model daily, peak hour demand and TMV within

connection for Alternative B5 within the area of influence. The following are the descriptions of the





- Northbound I-95 managed lanes to westbound SR 80 elevated high-speed through lanes 0
- Eastbound SR 80 elevated high-speed through lanes to northbound I-95 managed lanes 0
- **SR_80_Alt6_Hr:** This scenario documents the daily, peak hour demand and TMV for direct • connection for Alternative B6 within the area of influence. The following are the descriptions of the direct connections in Alternative B6.
 - o I-95 northbound managed lanes to westbound SR 80 elevated high-speed through lanes
 - I-95 southbound managed lanes to westbound SR 80 elevated high-speed through lanes 0
 - Eastbound SR 80 elevated high-speed through lanes to northbound I-95 managed lanes 0
 - Eastbound SR 80 elevated high-speed through lanes to southbound I-95 managed lanes 0

Table 4.11 presents the daily demand along I-95 corridor by alternative. The following inferences can be drawn from Table 4.11.

- South of Forest Hill Blvd the managed lanes and general use lanes demand is relatively constant among the three alternatives.
- South of SR 80 the southbound managed lanes have higher demand in Alternative B6. It is due to the • eastbound SR 80 to I-95 managed lanes direct connection.
- North of Belvedere Road in Alternative B6 the northbound and southbound managed lanes have • higher demand.
- North of Belvedere Road Alternative B4 has higher general use demand than the other alternatives. This is primarily due to the direct connection to northbound on ramp.

Table 4.12 shows the peak hour directional demand along I-95 corridor by alternative. The following inferences can be drawn from Table 4.12:

- In general, most of the I-95 general use lanes have similar demand among the three scenarios, except for north of Belvedere road.
- Alternative B4 shows higher demand north of Belvedere Road in northbound AM conditions.

Table 4.13 shows the peak hour directional demand comparison along SR 80 corridor within the study area. The following inferences can be drawn from Table 4.13:

• East of I-95 northbound ramp terminal the SR 80 demand is relatively constant among the three alternatives.

- East of I-95 southbound terminal because of access to both general use and managed lanes, Alternative B4 has higher volume on the direct connections.
- East of Gem Lake Drive the volumes on the high speed elevated through lanes are higher in Alternative B4. Correspondingly the general use lanes volumes have reduced.
- B6. This is due to direct connections.

Table 4.14 compares the left turns at southbound and northbound ramp terminals. The following inferences can be drawn from Table 4.14:

- Southbound ramp terminal the left turns to eastbound SR 80 and southbound onramp demand is consistent among the three alternatives.
- The left turns at the northbound ramp terminal reduced significantly in Alternative B4. This is due to direct connect from high speed through lanes to I-95 ramps.

Overall, the Alternative B4 has relatively most demand on elevated high-speed through lanes. In addition, number of left turn are reduced significantly.

West of Australian Avenue the general use lanes demand reduced in Alternative B4 and Alternative





Table 4.10: AADT Comparison Table

Location		2015 AADT	2040 CAGR AADT*	2040 B4 AADT	2040 B5 AADT	2040 B6 AADT
Location	Count	Model Volume	CAGR Volume	Model Volume	Model Volume	Model Volume
I-95 South of Forest Hill	207,500	215,000	258,000	332,000	332,000	333,000
I-95 South of SR 80	211,500	219,000	263,000	344,000	341,000	343,000
I-95 NB Off-Ramp to SR 80	17,100	19,000	21,000	44,000	24,000	24,000
I-95 NB On-Ramp from SR 80	14,500	13,000	18,000	41,000	14,000	14,000
I-95 SB Off-Ramp to SR 80	14,900	14,000	19,000	19,500	17,500	16,000
I-95 SB On-Ramp from SR 80	15,700	17,000	19,000	27,000	27,000	22,000
WB SR 80 East of I-95	16,300	15,800	20,000	20,000	22,000	21,000
EB SR 80 East of I-95	16,300	16,100	20,000	22,000	22,000	23,000
WB SR 80 West of I-95	31,000	31,000	38,000	25,000	36,000	34,000
EB SR 80 West of I-95	31,000	29,000	38,000	31,500	35,500	32,500
I-95 South of Okeechobee Blvd	206,800	203,100	257,000	308,000	297,000	302,300
SR 80 High Speed Through Lanes				67,000	19,000	37,000

*CAGR AADT is the compound annual growth rate based AADT estimated to evaluate the forecasts





Table 4.11: Daily Demand along I-95 between Alternatives

		Alterna	tive B4			Alterna	tive B5		Alternative B6					
	North	bound	Southbound		Northbound		Southbound		North	bound	Southbound			
I-95 Corridor	Managed Lanes	General Use Lanes												
South of Forest Hill Blvd	36,000	132,000	35,000	129,000	36,000	131,000	35,000	130,000	36,000	131,000	36,000	130,000		
South of SR 80	26,000	150,000	23,000	145,000	28,000	145,000	23,000	145,000	28,000	145,000	29,000	141,000		
North of Belvedere Rd	26,000	136,900	23,000	122,100	29,200	127,900	23,400	117,100	29,200	126,900	28,400	118,400		

 Table 4.12: Peak Hour Directional Demand along I-95 between Alternatives

			Alterna	tive B4			Alterna	tive B5			Alterna	tive B6	
	Dook	North	bound	Southbound		Northbound		South	nbound	North	nbound	Southbound	
I-95 Corridor	Hour	Managed Lanes	General Use Lanes										
South of Forest Hill Blud	AM	2,976	11,183	1,770	8,358	2,862	11,262	1,763	8,350	2,941	11,299	2,006	8,316
South of Porest Hill Biva	PM	2,036	8,512	2,614	9,962	2,208	8,342	2,615	9,907	2,219	8,356	2,652	9,978
South of SP 80	AM	2,174	13,060	1,363	8,934	1,843	13,025	1,378	8,800	1,799	13,353	1,793	8,566
South of SK 80	PM	1,557	9,487	1,645	11,132	1,867	9,100	1,642	11,197	1,925	9,102	1,911	10,890
North of Belvedere Rd	AM	2,174	12,469	1,363	7,864	2,604	11,361	1,378	7,818	2,503	11,443	1,543	7,863
	PM	1,557	8,923	1,645	10,552	1,562	8,340	1,642	10,211	1,626	8,400	2,310	10,109





Table 4.13: Peak Hour Directional Demand Comparison along SR 80 Corridor

			Alterna	tive B4			Alterna	tive B5		Alternative B6				
		East	bound	West	bound	East	bound	West	bound	East	bound	West	bound	
SR 80 Corridor	Peak Hour	High Speed Lanes	General Use Lanes											
East of LOE North Torminal	AM		2,163		1,738		2,112		1,651		2,258		1,660	
East of 1-95 North Terminal	PM		1,725		2,225		1,701		2,076		1,729	980	2,085	
East of LOS South Torminal	AM	2,816	1,895	2,095	1,285	1,368	2,099	606	2,104	2,148	2,207	1,194	2,081	
East of 1-95 South Terminar	PM	2,055	1,545	2,391	1,939	716	1,823	1,021	2,688	1,241	1,879	1,940	2,707	
East of Com Lake Drive	AM	2,816	3,047	2,095	1,948	1,368	3,089	606	2,670	2,148	2,864	1,194	2,618	
East of Gem Lake Drive	PM	2,055	1,903	2,391	2,815	716	2,135	1,021	3,252	1,241	1,993	1,940	3,228	
Most of Australian Australia	AM	2,816	4,220	2,095	1,762	1,368	4,527	606	2,466	2,148	4,110	1,194	2,407	
West of Australian Avenue	PM	2,055	2,306	2,391	3,157	716	2,323	1,021	3,569	1,241	2,242	1,940	3,975	
Average	AM	2,816	2,880	2,095	1,691	1,368	2,989	606	2,264	1,889	2,865	1,074	2,229	
	PM	2,055	1,989	2,391	2,408	716	2,006	1,021	2,894	1,105	1,952	1,748	2,974	

Table 4.14: Left Turns at Southbound and Northbound Ramp Terminals

Location	Peak Hour	Alternative B4	Alternative B5	Alternative B6
Northbound terminal left turns NB offramp to WB SR 80	AM	297	1,173	1,160
Northbound terminal left turns NB offramp to WB SR 80	PM	364	1,277	1,292
Northbound terminal left turns EB SR 80 to NB onramp	AM	708	867	924
Northbound terminal left turns EB SR 80 to NB onramp	PM	249	580	610
Southbound terminal left turns SB offramp to EB SR 80	AM	639	648	644
Southbound terminal left turns SB offramp to EB SR 80	PM	819	762	788
Southbound terminal left turns WB SR 80 to SB onramp	AM	394	381	376
Southbound terminal left turns WB SR 80 to SB onramp	PM	652	782	696





4.2.7.3.2 Traffic Operations

4.2.7.3.2.1 Background

The objective of the study is to evaluate different alternatives that will provide direct ramp connections between SR 80 (Southern Boulevard) and I-95. The direct ramp connection is proposed to tie into the preferred alternative from the SR 80 Corridor Action Plan elevated high-speed through lanes (Alternative #3). The alternatives evaluated for the traffic operations analysis are given below:

- Alternative B4: Direct connections from I-95 northbound off ramp to westbound SR 80 elevated ٠ high-speed through lanes and eastbound SR 80 elevated high-speed through lanes to northbound I-95 on ramps
- Alternative B5: Direct connections from northbound I-95 managed lanes to westbound SR 80 • elevated high-speed through lanes and eastbound SR 80 high-speed through lanes to northbound I-95 managed lanes
- Alternative B6: Direct connections listed in Alternative B5 and direct connect ramps to serve the • reciprocal movements of the critical movements listed in Alternative B5

Figure 4.26 shows the study area and intersections.

The intersections under study include:

- SR 80 at Australian Avenue
- SR 80 at Gem Lane Drive
- SR 80 at I-95 Southbound Ramps •
- SR 80 at I-95 Northbound Ramps •



Figure 4.26: Study Area and Intersections

4.2.7.3.2.2 Analysis Years and Tools

An operational analysis results for Design Year 2040 was conducted for this analysis. The Highway Capacity Software (HCS 7) was used to perform the freeway analysis. HCS 7 is developed and maintained by McTrans Center, University of Florida. It includes updated modules to implement the Highway Capacity Manual 6th Edition (HCM) procedures for Signalized Intersections, Urban Streets, Alternative Intersections, Roundabouts, Freeway Facilities, Basic Freeway Segments, Freeway Weaving Segments, Freeway Merge & Diverge Segments, and Multilane Highways.

Synchro (version 9) was used to perform intersection operations analysis. Synchro is developed and maintained by Trafficware and is widely used by traffic engineers to evaluate intersection operations.





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4.2.7.3.2.3 Traffic Data and Traffic Factors

Turning movement volumes developed from the average annual daily traffic obtained from the South East Regional Planning Model (SERPM) for Year 2040 were provided for all alternatives. Traffic factors were primarily obtained from 2016 FTI DVD and the I-95 at SR 80 Interchange Modification Report (dated October 2017).

The factors used for the traffic analysis include the T_{24} , Design Hourly Truck Percentage (DHT) and Peak Hour Factor (PHF). Traffic factors used in the analysis are provided in **Table 4.15**.

- The T₂₄ factor is the adjusted, annual daily percentage of truck traffic. The DHT factor is the percentage of truck traffic during the peak hour and can be estimated as half of the T₂₄ factor.
- A PHF of 0.95 was used for the design year analysis. These factors were applied to convert hourly flow to peak 15-minute flow rate for capacity analysis.

Table 4.15: Summary of Traffic Factors

Roadway	T ₂₄	DHT	PHF
I-95 Mainline	6.5%	3%	0.95
Ramps	6.5%	3%	0.95
SR 80	7.5%	3.5%	0.95

A driver population factor (f_p) of 1.0 was used in the analysis due to the fact that the traffic stream characteristics within the study area are known to be representative of regular truck drivers and commuters who are familiar with the facilities

4.2.7.3.2.4 Level of Service Criteria

FDOT maintains minimum acceptable operating Level of Service (LOS) targets for the State Highway System. The term LOS is defined as the system of six designated ranges from "A" (best) to "F" (worst) used to evaluate roadway facility performance. The FDOT minimum acceptable operating LOS targets were used. The LOS targets for major roadways analyzed are summarized below:

- I-95 Interstate Mainline: LOS D
- Ramps Merge/Diverge: LOS D

- Weave: LOS D
- State roadways: LOS D

4.2.7.3.2.5 Analysis Procedure

Analysis of the study intersections on SR 80 and I-95 freeway system including the mainline and the interchange ramps was based on criteria and policies detailed in the FDOT Traffic Analysis Handbook, March 2014 Edition. Intersection operations analysis was performed using Synchro 9. Freeway merge/diverge and weaving operational analysis was conducted using HCS 7. Ramp roadways and major merge/diverge operational analyses were conducted using the guidelines set out by the HCM. The Measures of Effectiveness (MOEs) summarized and reported to evaluate the performance of the operations analysis include density, LOS and volume to capacity (v/c) ratios. The capacity of one- or two-lane ramps, according to HCM, are 2,200 or 4,400 vehicles, respectively. A v/c ratio less than one means the ramp can accommodate the volume needed.

The HCM methodology is generally classified as a series of analytical procedures (flow rate variables) that produce deterministic results (no randomness). Each transportation facility (freeway mainline, freeway ramp etc.) is analyzed using a unique methodology, which is performed independent of other adjacent facilities.

The analysis was performed for the following freeway elements described below.

Basic Freeway Segment

Freeway sections are defined by a geometric condition where no merge, diverge or weaving maneuvers occur (HCM Chapter 10 Section 2).

<u>Merge</u>

A merge condition occurs when two or more traffic streams combine to form a single traffic stream (HCM Chapter 10 Section 2).

<u>Diverge</u>

A diverge condition occurs when a single traffic stream divides to form two or more traffic streams (HCM Chapter 10 Section 2).





Major Merge

A Major Merge area is one in which two primary roadways, each having multiple lanes, merge to form a single freeway or when a major multilane high-speed ramp joins with a freeway. According to HCM 6th edition, v/c ratio is calculated and if it is greater than 1.0, a major merge failure would be indicated. (HCM Chapter 14 Section 4).

Major Diverge

A Major Diverge area is one in which a freeway splits to become two separate freeways or when a major multilane high-speed ramp diverges from the freeway. According to HCM 6th edition v/c ratio is calculated and if it is greater than 1.0, a major diverge failure would be indicated. Also, for major diverge areas average density of all approaching freeway lanes is calculated using HCM equation 14-28. (HCM Chapter 14 Section 4).

Ramp Roadway

Ramp roadway sections occur when one or two lanes on ramp combines with the freeway segment to form additional freeway lanes. According to HCM 6th edition, v/c ratio is calculated and if it is greater than 1.0, a major diverge failure would be indicated.

Weaving

The segments in which two or traffic streams travelling in the same general direction cross paths along a significant length of freeway without the aid of traffic control devices. Weaving segment occurs when a diverge segment closely follows a merge segment or when a one lane off ramp closely follows a one lane on ramp and the two are connected by a continuously auxiliary lane (HCM Chapter 10 Section 2). HCM 6 defines the maximum weaving distance as the maximum distance beyond which the turbulence effect of weaving no longer exists. Maximum weaving length is calculated using following equation:

 $Maximum Weaving Length = 5728 * ((1 + VR)^{1.6}) - 1,566 * Nwl$

VR – Weaving volume ratio – ratio of weaving volumes to total volume

 N_{wl} – Number of Maneuver lanes – defined as the number of lanes from which weaving maneuver can be performed with one or zero lane changes

Length of roadway segments with auxiliary lanes was compared to the corresponding maximum weaving length before performing weaving operations analysis.

4.2.7.3.2.6 Existing Transportation Network

SR 80 is a four-lane divided roadway within the study area. The posted speed limit is 45 mph. The existing transportation network includes general use lanes, high occupancy vehicle lanes and auxiliary lanes along the I-95 mainline corridor. Table 4.16 and Table 4.17 summarize the number of lanes along I-95 within the study area limits.

Table 4.16: I-95 Existing Mainline Number of Lanes

From	То	Number of I-95 Lanes				
10 th Avenue	Forest Hill Boulevard	8 GUL + 2 HOV + 2 AUX				
Forest Hill Boulevard	Southern Boulevard	9 GUL + 2 HOV + 2 AUX				
Southern Boulevard	Okeechobee Boulevard	8 GUL + 2 HOV + 2 AUX				

Table 4.17: I-95 Future Mainline Number of Lanes

From	То	Number of I-95 Lanes					
10 th Avenue	Forest Hill Boulevard	8 GUL + 4 ML+ 2 AUX					
Forest Hill Boulevard	Southern Boulevard	9 GUL + 4 ML + 2 AUX					
Southern Boulevard	Okeechobee Boulevard	8 GUL + 4 ML + 2 AUX					

4.2.7.3.2.7 Operational Analysis

This section summarizes the operational analysis performed within the area of influence to assess the mobility conditions. SR 80 and I-95 within the study area accommodates regional mobility for commuter and freight traffic. Detailed operational analyses were conducted for the Year 2040.

I-95 throughout the project area has both General Use Lanes (GUL) and Managed Lanes (ML) Lanes. Within the study area, an egress point from the ML to GUL is proposed between the Forest Hill Boulevard interchange and SR 80 interchange in northbound direction and an ingress point from GUL to ML is proposed at same location in southbound direction. The location of the access point defines the weaving





distance for vehicles from/to the ML and SR 80 interchange. For analysis purposes, the access point was assumed to be located 2,500 feet south of the NB off ramp to SR 80 and SB on ramp from SR 80.

Intersection Operations Analysis

Study intersections were analyzed using the turning movement volume and existing signal timing. Signal timing and phasing were then adjusted for each alternative to allow most efficient operation of the intersection. Table 4.18 and Table 4.19 shows the AM and PM peak hour analysis results for all alternatives, respectively.

- As shown in the tables, in year 2040 SR 80 at Australian Ave intersection is anticipated to operate below acceptable levels of service during AM Peak hour whereas during evening peak hour the intersection operates at LOS B for all alternatives.
- SR 80 at Gem Lake drive intersection operates within acceptable levels of service during AM and PM peak hour for all alternatives. However, certain movements are anticipated to operate with high delays.
- SR 80 at I-95 SB ramps intersection is anticipated to work within acceptable levels of service during morning peak hour for all alternatives. During evening peak hour, the intersection operates at LOS D for all alternatives.
- SR 80 at I-95 NB ramps intersection is anticipated to operate below acceptable levels of service during morning peak hour for Alternatives B5 & B6. During evening peak hour, the intersection is anticipated to operate at LOS D or better for Alternatives B4 and B6 with some movements experiencing high delay. For Alternative B5, the intersection is anticipated to operate at LOS E.

Freeway Operations Analysis

Year 2040 freeway analysis was performed using Highway Capacity Software 7 (HCS7) using the previously described traffic forecasts and proposed geometric configurations. The I-95 road segments were divided into weaving segments, basic freeway segments and ramp junctions (merge/diverge sections). As mentioned in section 5 of the report, segments were compared to maximum weaving length based on HCM 6 before analysis.

This session provides a summary of each type operations analysis. Table 4.20, Table 4.21, and Table **4.22** summarize the results for basic freeway segments, weaving segments and ramp junctions, respectively.

Basic Freeway Segments

The results of the operational analysis show that three out of the seven mainline segments operate below the acceptable LOS target during the AM peak hour for Alternative B4. For Alternative B5, four out of nine and for Alternative B6, five out of nine segments operate below acceptable levels of service during AM peak hour.

During the PM peak hour, five out of eight segments are anticipated to operate below acceptable levels of service for Alternative B4. For Alternatives B5 and B6, four out of nine segments are anticipated to operate below acceptable levels of service during the evening peak hour.

Table 4.20 summarizes the basic freeway segment analysis.

Weaving Segments

Based on HCM 6, segments with auxiliary lanes were evaluated using the maximum weaving length formula provided in HCM 6 (equation 13-4) before performing weaving analysis. The formula defines the maximum distance of turbulence due to vehicular lane changes as a function of ratio of weaving vehicles to total volume. Table 4.21 shows the computation of maximum weaving length, the available weaving distance and the operations performances of weaving segments. Additionally, two-sided weaving segments were identified within the study area between the proposed access point to/from EL in both northbound and southbound direction. The distance from the EL access point to SR 80 interchange was assumed to be 2,500 ft for analysis.

As shown in Table 4.21, the NB I-95 segment between Forest Hill Boulevard and SR 80 is evaluated as a weaving segment for Alternative B4 AM and PM peak hours and the SB I-95 segment between SR 80 and Forest Hill Boulevard is evaluated as weaving segment only during the AM peak hour. During the PM peak hour, the section is evaluated as a double-sided weaving segment between SR 80 SB on ramp and access point to EL. The remaining section is evaluated as basic freeway segment and a major diverge section. Both NB and SB I-95 roadway segment between SR 80 and Forest Hill Boulevard have two weaving





segments in both directions - one between the two interchanges and the second one between the access point to/from EL and SR 80 interchange. Due to the limitation of HCS software to exactly replicate this condition, the volume from the EL access point was added to freeway volume for the NB segment analysis.

Based on HCM, all one-sided weaving segments operate below acceptable levels of service and all two-sided segments operate at LOS F during AM or PM peak hour based on the peak hour directionality.

Ramp Junctions

Ramp junction analysis involves evaluation of merge sections, diverge sections, major merge sections and major diverge section. A major merge or major diverge section was identified by difference in number of lanes upstream and downstream of a ramp junction. Table 4.22 shows the type of analysis for each junction and summarizes the analysis results.

Based on Table 4.22, all ramp junctions operate below acceptable levels of service or with V/C ratios greater than 1.0 for either AM or PM peak hour for Alternative B4. For Alternatives B5 and B6, all ramp junctions are anticipated to operate below acceptable levels of service or V/C ratios greater than 1.0 for either AM or PM peak hour, with the exception of the northbound on ramp from SR 80, which operates within capacity during morning and evening peak hours.

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Table 4.18: Year 2040 AM Peak Hour Intersection Operations Analysis Summary

	Approach	Movement		native B4			native B5		Alternative B6					
Intersection			Delay (sec/veh)	LOS	V/C Ratio	95 th Queue (ft)	Delay (sec/veh)	LOS	V/C Ratio	95 th Queue (ft)	Delay (sec/veh)	LOS	V/C Ratio	95 th Queue (ft)
SR 80 at Australian	Eastbound	L	87.1	F	1.10	921	85.1	F	1.10	1120	102.9	F	1.14	1222
	Westbound	L	22.7	С	0.51	280	18.4	В	0.44	257	21.3	С	0.46	287
Ave*	Northbound	Т	84.5	F	1.09	854	93.9	F	1.10	802	100.1	F	1.11	923
	Southbound	Т	26.1	С	0.54	286	36.1	D	0.66	366	35.2	D	0.61	364
Interse	ection Overall		65.8	Ε	1.10	-	69.3	Ε	1.10	-	78.2	Ε	1.14	-
	Feethound	L	85.0	F	0.44	97	80.3	F	0.45	118	76.7	Ε	0.40	112
	Eastbound	Т	23.2	С	0.80	717	21.0	С	0.78	686	21.3	С	0.75	628
		L	81.8	F	0.46	128	85.6	F	0.47	117	87.1	F	0.45	116
	Westbound	Т	5.8	А	0.40	120	4.5	А	0.58	223	4.2	А	0.59	181
SR 80 at Gem Lake		R	0.4	А	0.13	0	4.2	А	0.13	12	3.4	А	0.13	11
	Northbound	L	72.5	Ε	0.46	143	76.7	Е	0.47	131	71.1	Е	0.40	121
	Northbound	Т	63.2	E	0.16	82	66.3	Е	0.17	85	64.1	Е	0.15	83
	Couthbound	L	67.9	E	0.31	94	79.2	Е	0.47	107	74.8	Е	0.43	103
	Soumbound	Т	60.7	Е	0.02	27	63.4	Е	0.02	28	61.6	Е	0.02	28
Interse	ection Overall		20.4	С	0.71	-	17.7	В	0.71	-	17.5	В	0.66	-
	Faathound	Т	47.8	D	0.94	578	53.0	D	0.99	693	52.6	D	1.00	747
	Eastbound	R	41.8	D	0.99	1285	38.5	D	0.94	1138	24.5	С	0.73	830
SR 80 at I-95 SB	Weathound	L	52.4	D	0.51	269	50.8	D	0.41	222	45.4	D	0.41	220
Off ramps**	vvestbound	Т	59.7	Ε	0.78	412	11.8	В	0.57	335	10.9	В	0.54	339
	Southbound	L	44.7	D	0.57	361	58.7	Е	0.74	412	63.9	Е	0.80	422
	Soumbound	R	13.1	В	0.46	267	96.2	F	1.03	604	112.8	F	1.08	604
Interse	ection Overall		41.7	D	1.16	-	45.5	D	1.07	-	45.2	D	1.04	-
	Faathound	L	74.4	Ε	1.01	507	101.7	F	1.11	620	105.4	F	1.13	655
	Easibound	Т	6.1	А	0.47	188	3.6	А	0.42	143	4.1	А	0.46	168
SR 80 at I-95 NB	Weathound	Т	26.6	С	0.30	187	41.3	D	0.40	223	46.6	D	0.45	234
Off ramps**	vvestbound	R	18.8	В	0.71	590	20.7	С	0.71	593	23.1	С	0.74	654
	Northbound	L	58.1	Ε	0.35	136	60.6	Е	0.86	495	53.1	D	0.78	468
		R	68.9	Ε	0.97	760	140.3	F	1.15	795	142.0	F	1.17	872
Interse	ection Overall		37.7 D 1.09 - 58.7 E 1.17 - 60.4 E 1		1.22	-								

Note: * Synchro based HCM 2010 results are provided. Synchro based HCM 2010 results does not show overall intersection V/C ratio. Therefore, maximum V/C ratio is reported for overall intersection

** Synchro based HCM 2000 results are provided





Table 4.19: Year 2040 PM Peak Hour Intersection Operations Analysis Summary

	Ammerica	N	Alternative B4					Alterr	native B5		Alternative B6				
Intersection	Approach	Movement	Delay (sec/veh)	LOS	V/C Ratio	95 th Queue (ft)	Delay (sec/veh)	LOS	V/C Ratio	95 th Queue (ft)	Delay (sec/veh)	LOS	V/C Ratio	95 th Queue (ft)	
SR 80 at Australian Ave*	Eastbound	L	21.4	С	0.60	139	22.7	С	0.70	164	22.2	С	0.68	155	
	Westbound	L	27.4	С	0.85	211	26.8	С	0.85	205	26.3	С	0.84	200	
	Northbound	Т	12.1	В	0.57	234	11.6	В	0.52	211	11.5	В	0.51	209	
	Southbound	Т	11.1	В	0.48	186	11.3	В	0.50	201	10.8	В	0.44	177	
Interse	ection Overall	1	16.2	В	0.85	-	16.4	В	0.85	-	16.2	В	0.84	-	
	Faathound	L	49.9	D	0.40	46	38.4	D	0.09	17	45.0	D	0.29	37	
	Easibound	Т	27.2	С	0.84	295	27.9	С	0.88	334	29.0	С	0.88	315	
		L	37.7	D	0.79	160	43.4	D	0.81	163	40.7	D	0.78	168	
	Westbound	Т	25.3	С	0.78	425	24.3	С	0.91	520	28.4	С	0.92	576	
Dr**		R	52.6	D	0.08	18	30.2	С	0.08	7	30.1	С	0.08	10	
	Northbound	L	30.7	С	0.28	66	31.5	С	0.28	65	30.3	С	0.26	63	
		Т	26.7	С	0.03	0	27.6	С	0.03	0	26.7	С	0.03	0	
	Southbound	L	46.7	D	0.72	179	65.3	Е	0.87	220	59.2	Е	0.84	222	
		Т	27.0	С	0.05	35	27.6	С	0.03	27	26.9	С	0.05	33	
Intersection Overa		1	28.3	С	0.81	-	28.2	С	0.94	-	30.4	С	0.94	-	
	Eastbound	Т	68.5	Е	0.64	358	68.5	Е	0.90	504	70.8	Е	0.90	516	
		R	20.9	С	0.74	418	13.3	В	0.63	396	11.9	В	0.53	326	
SR 80 at I-95 SB	Westbound	L	37.8	D	0.63	407	71.1	E	0.91	418	60.9	E	0.78	378	
Off ramps**		Т	44.6	D	0.84	569	19.9	В	0.72	407	19.8	В	0.73	443	
	Southbound	L	59.2	E	0.83	519	47.3	D	0.67	443	51.1	D	0.73	474	
	Southbound	R	27.2	С	0.76	609	122.2	F	1.13	869	101.6	F	1.07	767	
Interse	ection Overall		39.8	D	1.00	-	55.0	D	1.17	-	49.8	D	1.11	-	
		L	57.4	Ε	0.36	135	56.8	Е	0.83	344	59.6	Е	0.87	382	
	Easibound	Т	2.2	А	0.38	9	1.8	А	0.38	45	2.3	А	0.40	76	
SR 80 at I-95 NB Off ramps**	Westbound	Т	30.5	С	0.49	322	34.2	С	0.48	305	36.8	D	0.50	318	
	vvesibound	R	14.6	В	0.57	332	16.1	В	0.63	459	16.2	В	0.63	466	
	Northbound	L	58.3	Ε	0.41	162	153.2	F	1.18	690	116.9	F	1.10	663	
		R	80.2	F	0.87	363	65.8	Ε	0.76	345	60.3	Е	0.70	337	
Interse	ection Overall		28.5	С	0.73	0.73 - 56.8 E 1.00 - 49.1 D 1.00		1.00	-						

Note: * Synchro based HCM 2010 results are provided. Synchro based HCM 2010 results does not show overall intersection V/C ratio. Therefore, maximum V/C ratio is reported for overall intersection ** Synchro based HCM 2000 results are provided





Table 4.20: Year 2040 AM & PM Peak Hour Basic Freeway Operations Analysis Summary

	Alternat	ive B4			Alternati	ve B5		Alternative B6				
Mainline Volume	Density	V/C Ratio	LOS	Mainline Volume	Density	V/C Ratio	LOS	Mainline Volume	Density	V/C Ratio	LOS	
		AM Peak										
Ana	lyzed as wea	aving segmen	t	12,005	38.80	0.93	Е	12,211	40.00	0.94	E	
Ana	lyzed as wea	aving segmen [.]	t	Analy	yzed as wea	ving segmer	nt	Analyzed as weaving segment				
9,692	36.70	0.90	E	10,972	-	1.02	F	11,218	-	1.04	F	
6,837	30.30	0.79	D	8,534	44.10	0.99	Е	8,600	44.80	1.00	E	
11,111	-	1.29	F	10,121	-	1.17	F	10,263	-	1.19	F	
I		I	I	I		-		I				
7,621	35.10	0.88	E	7,575	34.70	0.87	D	7,620	35.10	0.88	E	
7,035	31.00	0.81	D	6,968	30.60	0.80	D	7,021	30.90	0.81	D	
5,339	22.20	0.62	С	5,373	22.40	0.62	С	5,464	22.70	0.63	С	
6,749	29.30	0.78	D	6,781	29.50	0.78	D	6,889	30.10	0.79	D	
Ana	lyzed as wea	aving segmen	t	Analy	yzed as wea	ving segmer	nt	Analyzed as weaving segment				
Ana	lyzed as wea	aving segmen	t	8,415	29.10	0.78	D	8,353	28.90	0.77	D	
I		PM Peak				1 1		I				
Ana	8,760	25.00	0.68	С	8,089	23.00	0.63	С				
Ana	lyzed as wea	aving segmen	t	Analy	yzed as wea	ving segmer	nt	Analyzed as weaving segment				
6,303	21.50	0.59	С	7,365	25.30	0.68	С	7,350	25.20	0.68	С	
4,727	20.20	0.55	С	5,929	25.40	0.69	С	5,959	25.60	0.69	С	
7,681	36.10	0.89	Е	7,174	32.50	0.83	D	7,239	32.90	0.84	D	
1	1	1	1	1	1	<u> </u>		1	1	1		
9,507	-	1.10	F	9,290	-	1.07	F	9,575	-	1.10	F	
9,137	-	1.05	F	8,935	-	1.03	F	9,173	-	1.06	F	
6,790	29.50	0.78	D	6,827	29.70	0.79	D	7,168	31.90	0.83	D	
	Mainline Volume Ana 9,692 6,837 11,111 7,621 7,621 7,035 5,339 6,749 Ana Ana Ana 6,303 4,727 7,681 9,507 9,137 6,790	Alternation Mainline Volume Density Analyzed as weat Analyzed as weat 9,692 36.70 6,837 30.30 11,111 - 7,621 35.10 7,035 31.00 5,339 22.20 6,749 29.30 Analyzed as weat Analyzed as	Alternative B4Mainline VolumeDensityV/C RatioAmalyzed as weaving segmenAM PeakAnalyzed as weaving segmenAnalyzed as weaving segmen9,692 36.70 0.90 $6,837$ 30.30 0.79 11,111- 1.29 7,621 35.10 0.88 7,035 31.00 0.81 5,339 22.20 0.62 $6,749$ 29.30 0.78 Analyzed as weaving segmenAnalyzed as weaving segmenAnalyzed as weaving segmenAnalyzed as weaving segmen $Analyzed as weaving segmenAnalyzed as weaving segmenAnalyz$	Alternative B4 Mainline Volume Density V/C Ratio LOS AM Peak AM Peak AM Peak AM Peak AM Peak Analyzed as weaving segment Analyzed as weaving segment 9,692 36.70 0.90 E 6,837 30.30 0.79 D 7,621 35.10 0.88 E 7,621 35.10 0.62 C Analyzed as weaving segment Analyzed as	Alternative B4 Mainline Volume Density V/C Ratio LOS Mainline Volume Analyzed as weaving segment 12,005 Analyzed as weaving segment 12,005 Analyzed as weaving segment Analyzed as weaving segment 9,692 36.70 0.90 E 9,692 36.70 0.90 E 10,972 6,837 30.30 0.79 D 8,534 11,111 - 1.29 F 10,121 7,621 35.10 0.88 E 7,575 7,035 31.00 0.81 D 6,968 5,339 22.20 0.62 C 5,373 6,749 29.30 0.78 D 6,781 Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment 6,303 21.50 0.59 C 7,365 <td>Alternative B4 Alternation Mainline Volume Density V/C Ratio LOS Mainline Volume Density Analyzed as weaving segment 12,005 38.80 Analyzed as weaving segment 12,005 38.80 Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment 9,692 36.70 0.90 E 10,972 - 6,837 30.30 0.79 D 8,534 44.10 111,111 - 1.29 F 10,121 - 7,621 35.10 0.88 E 7,575 34.70 7,035 31.00 0.81 D 6,968 30.60 5,339 22.20 0.62 C 5,373 22.40 6,749 29.30 0.78 D 6,781 29.50 Analyzed as weaving segment Analyzed as</td> <td>Alternative B4 Alternative B5 Mainline Volume Density V/C Ratio LOS Mainline Volume Density V/C Ratio AM Peak Density V/C Ratio LOS Mainline Volume Density V/C Ratio Analyzed as weaving segment 12,005 38.80 0.93 Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment 9,692 36.70 0.90 E 10,972 - 1.02 6,837 30.30 0.79 D 8,534 44.10 0.99 11,111 - 1.29 F 10,121 - 1.17 7,621 35.10 0.88 E 7,575 34.70 0.87 7,035 31.00 0.81 D 6,968 30.60 0.80 5,339 22.20 0.62 C 5,373 22.40 0.62 6,749 29.30 0.78 D 6,781 29.10 0.78 Malayzed as weaving segment</td> <td>Alternative B4 Alternative B5 Mainline Volume Density V/C Ratio LOS Mainline Volume Density V/C Ratio LOS Analyzed as weaving segment AM Peak 12,005 38.80 0.93 E Analyzed as weaving segment 12,005 38.80 0.93 E Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment 10,972 - 1.02 F 6,837 30.30 0.79 D 8,534 44.10 0.99 E 7,621 35.10 0.88 E 7,575 34.70 0.87 D 7,035 31.00 0.81 D 6,968 30.60 0.80 D 5,339 22.20 0.62 C 5,373 22.40 0.62 C 6,749 29.30 0.78 D 6,781 29.50 0.78 D Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment 6,760 25.00</td> <td>Alternative B4 Alternative B5 Mainline Volume Density V/C Ratio LOS Mainline Volume Density V/C Ratio LOS Mainline Volume Amalyzed as weaving segment Amalyzed as weaving segment 12,005 38.80 0.93 E 12,211 Analyzed as weaving segment 9,692 36.70 0.90 E 10,972 - 1.02 F 11,218 6,837 30.30 0.79 D 8,534 44.10 0.99 E 8,600 11,111 - 1.29 F 10,121 - 1.17 F 10,263 7,621 35.10 0.88 E 7,575 34.70 0.87 D 7,620 7,335 31.00 0.81 D 6,988 30.60 0.80 D 7,021 5,339 22.20 0.62 C 5,373<</td> <td>Alternative B4 Alternative B5 Alternative B5 Alternative P5 Alternaternatinsesemet Analyzed as weaving segment<td>Alternative B4 Alternative B5 Alternative B6 Mainline Volume Density V/C Ratio LOS Mainline Volume Density V/C Ratio LOS Mainline Volume Density V/C Ratio Density V/C Ratio Density V/C Ratio Density V/C Ratio Analyzed as weaving segment Analyzed as weaving segment 12,005 38.80 0.93 E 12,211 40.00 0.94 Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment 1.02 F 11,218 - 1.04 6,837 30.30 0.79 D 8,534 44.10 0.99 E 8,600 44.80 1.00 11,111 - 1.29 F 10,121 - 1.17 F 10,263 - 1.19 7,621 35.10 0.88 E 7,575 34.70 0.87 D 7,620 35.10 0.88 6,749 29.30 0.78 D 6,88</td></td>	Alternative B4 Alternation Mainline Volume Density V/C Ratio LOS Mainline Volume Density Analyzed as weaving segment 12,005 38.80 Analyzed as weaving segment 12,005 38.80 Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment 9,692 36.70 0.90 E 10,972 - 6,837 30.30 0.79 D 8,534 44.10 111,111 - 1.29 F 10,121 - 7,621 35.10 0.88 E 7,575 34.70 7,035 31.00 0.81 D 6,968 30.60 5,339 22.20 0.62 C 5,373 22.40 6,749 29.30 0.78 D 6,781 29.50 Analyzed as weaving segment Analyzed as	Alternative B4 Alternative B5 Mainline Volume Density V/C Ratio LOS Mainline Volume Density V/C Ratio AM Peak Density V/C Ratio LOS Mainline Volume Density V/C Ratio Analyzed as weaving segment 12,005 38.80 0.93 Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment 9,692 36.70 0.90 E 10,972 - 1.02 6,837 30.30 0.79 D 8,534 44.10 0.99 11,111 - 1.29 F 10,121 - 1.17 7,621 35.10 0.88 E 7,575 34.70 0.87 7,035 31.00 0.81 D 6,968 30.60 0.80 5,339 22.20 0.62 C 5,373 22.40 0.62 6,749 29.30 0.78 D 6,781 29.10 0.78 Malayzed as weaving segment	Alternative B4 Alternative B5 Mainline Volume Density V/C Ratio LOS Mainline Volume Density V/C Ratio LOS Analyzed as weaving segment AM Peak 12,005 38.80 0.93 E Analyzed as weaving segment 12,005 38.80 0.93 E Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment 10,972 - 1.02 F 6,837 30.30 0.79 D 8,534 44.10 0.99 E 7,621 35.10 0.88 E 7,575 34.70 0.87 D 7,035 31.00 0.81 D 6,968 30.60 0.80 D 5,339 22.20 0.62 C 5,373 22.40 0.62 C 6,749 29.30 0.78 D 6,781 29.50 0.78 D Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment 6,760 25.00	Alternative B4 Alternative B5 Mainline Volume Density V/C Ratio LOS Mainline Volume Density V/C Ratio LOS Mainline Volume Amalyzed as weaving segment Amalyzed as weaving segment 12,005 38.80 0.93 E 12,211 Analyzed as weaving segment 9,692 36.70 0.90 E 10,972 - 1.02 F 11,218 6,837 30.30 0.79 D 8,534 44.10 0.99 E 8,600 11,111 - 1.29 F 10,121 - 1.17 F 10,263 7,621 35.10 0.88 E 7,575 34.70 0.87 D 7,620 7,335 31.00 0.81 D 6,988 30.60 0.80 D 7,021 5,339 22.20 0.62 C 5,373<	Alternative B4 Alternative B5 Alternative B5 Alternative P5 Alternaternatinsesemet Analyzed as weaving segment <td>Alternative B4 Alternative B5 Alternative B6 Mainline Volume Density V/C Ratio LOS Mainline Volume Density V/C Ratio LOS Mainline Volume Density V/C Ratio Density V/C Ratio Density V/C Ratio Density V/C Ratio Analyzed as weaving segment Analyzed as weaving segment 12,005 38.80 0.93 E 12,211 40.00 0.94 Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment 1.02 F 11,218 - 1.04 6,837 30.30 0.79 D 8,534 44.10 0.99 E 8,600 44.80 1.00 11,111 - 1.29 F 10,121 - 1.17 F 10,263 - 1.19 7,621 35.10 0.88 E 7,575 34.70 0.87 D 7,620 35.10 0.88 6,749 29.30 0.78 D 6,88</td>	Alternative B4 Alternative B5 Alternative B6 Mainline Volume Density V/C Ratio LOS Mainline Volume Density V/C Ratio LOS Mainline Volume Density V/C Ratio Density V/C Ratio Density V/C Ratio Density V/C Ratio Analyzed as weaving segment Analyzed as weaving segment 12,005 38.80 0.93 E 12,211 40.00 0.94 Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment Analyzed as weaving segment 1.02 F 11,218 - 1.04 6,837 30.30 0.79 D 8,534 44.10 0.99 E 8,600 44.80 1.00 11,111 - 1.29 F 10,121 - 1.17 F 10,263 - 1.19 7,621 35.10 0.88 E 7,575 34.70 0.87 D 7,620 35.10 0.88 6,749 29.30 0.78 D 6,88	




	Alternative B4			Alternative B5				Alternative B6				
Segment Description	Mainline Volume	Density	V/C Ratio	LOS	Mainline Volume	Density	V/C Ratio	LOS	Mainline Volume	Density	V/C Ratio	LOS
Belvedere Rd SB On ramp & SR 80 SB On ramp	9,303	-	1.07	F	9,341	-	1.08	F	9,292	-	1.07	F
SR 80 SB On ramp & Managed Lane Off ramp	Ana	yzed as wea	aving segment	t	Analy	zed as weav	ving segmer	nt	Analy	/zed as wea	ving segmer	nt
Managed Lane Off ramp to Forest Hill Blvd SB Off ramp	10,163	39.30	0.94	E	10,223	39.70	0.94	Е	10,149	39.30	0.94	Е

I-95 Managed Lanes Master Plan From South of Linton Boulevard to Palm Beach/Martin County Line FM No.: 436576-1-22-01 Contract No.: C9O65





Segment Description	Distance between Ramps (ft)	Alternative	AM/PM Peak Hours	Mainline Volume	On Ramp Volume	Off Ramp Volume	Weaving Volume	Weaving Volume Ratio	Number of Maneuver Ianes	Maximum Weaving Length (ft)	Is weaving segment?	Density (pc/mi/ln)	V/C Ratio	LOS
						One Sideo	Weaving							
		B4	AM	10,294	2,766	3,368	4,707	0.36	3.00	4,675	Yes	-	1.46	F
I-95 NB on ramp from		B4	PM	7,774	1,713	3,184	3,747	0.39	3.00	5,059	Yes	-	1.16	F
Forest Hill Blvd to I-95	4 200	B5	AM	10,261	2,763	2,053	3,945	0.30	3.00	4,049	No	-	-	-
NB Off ramp to SR 80	4,200	B5	PM	7,450	1,651	1,735	2,757	0.30	3.00	4,049	No	-	-	-
Weaving segment		B6	AM	6,889	1,677	1,396	2,526	0.29	3.00	3,963	No	-	-	-
		B6	PM	9,292	1,598	2,028	3,031	0.28	3.00	3,787	No	-	-	-
		B4	AM	6,749	2,185	1,499	2,951	0.33	3.00	4,345	Yes	39.10	0.91	E
I-95 SB on ramp from		B4	PM	9,303	1,829	2,009	3,178	0.29	3.00	3,863	No	-	-	-
SR 80 to I-95 SB Off	4 200	B5	AM	6,781	2,019	1,457	2,807	0.32	3.00	4,222	No	-	-	-
Rivd Weaving	4,300	B5	PM	9,341	1,856	2,058	3,232	0.29	3.00	3,896	No	-	-	-
seament		B6	AM	10,561	2,792	2,135	4,034	0.30	3.00	4,040	No	-	-	-
9		B6	PM	7,400	1,702	1,752	2,799	0.31	3.00	4,099	No	-	-	-
						Two Sideo	d Weaving							
I-95 NB on ramp from		B5	AM	12,005	1,019	2,053	161	0.012	0.00	5,842	Yes	-	1.10	F
Managed Lane to I-95	2 500	B5	PM	8,760	341	1,735	65	0.007	0.00	5,794	Yes	27.60	0.77	С
NB Off ramp to SR 80	2,500	B6	AM	12,211	1,142	2,135	183	0.014	0.00	5,854	Yes	-	1.13	F
Weaving segment		B6	PM	8,809	293	1,752	56	0.006	0.00	5,784	Yes	27.50	0.77	С
I-95 SB on ramp from		B4	PM	9,303	1,829	969	159	0.014	0.00	5,859	Yes	-	1.13	F
SR 80 to I-95 SB		B5	AM	6,781	2,019	385	88	0.010	0.00	5,820	Yes	32.80	0.89	D
Managed Lane Off	2,500	B5	PM	9,341	1,856	974	161	0.014	0.00	5,860	Yes	-	1.13	F
ramp Weaving		B6	AM	6,889	1,677	213	42	0.005	0.00	5,773	Yes	31.10	0.86	D
segment		B6	PM	9,292	1,598	741	109	0.010	0.00	5,820	Yes	-	1.10	F

Table 4.21: Year 2040 AM & PM Peak Hour Weaving Segment Check & Operations Analysis Summary





Table 4.22: Year 2040 AM & PM Peak Ramp Junction Operations Analysis Summary

Commont	An chucic Turc	Mainline	e Volume	Ramp	Volume	Density (pc/mi/ln)	Freeway	V/C Ratio	Ramp V	/C Ratio	LC	os
Segment	Analysis Type	AM	PM	AM	PM	AM	PM	AM	РМ	AM	РМ	AM	PM
				Alternative	e B4								
I-95 NB													
On ramp from Forest Hill Blvd													
On ramp from Managed lanes					Analyz	ed as weavin	ng section						
Off ramp to SR 80													
Off ramp to Belvedere Rd	Major Diverge	9,692	6,303	2,855	1,576	37.25	23.57	0.89	0.56	0.73	0.40	E	С
On ramp from SR 80	Major Merge	6,837	4,727	4,274	2,954	-	-	0.99	0.68	1.09	0.75	-	-
I-95 SB													
Loop off ramp to Belvedere Rd	Diverge	7,621	9,507	586	370	32.90	-	0.86	1.07	0.33	0.21	D	F
Off ramp to SR 80	Diverge	7,035	9,137	1,696	2,347	0.00	-	0.79	1.03	0.44	0.61	А	F
On ramp from Belvedere Rd	Merge	5,339	6,790	1,410	2,513	15.40	-	0.76	1.05	0.38	0.68	В	F
On ramp from SR 80					Apoly	ind an woovin	a contion						
Off ramp to Managed lanes					Analyz	eu as weavin	ig section						
Off ramp to Forest Hill Blvd*	Major Diverge	-	10,163	-	2,009	-	38.01	-	0.91	-	0.51	-	E
				Alternative	e B5								
I-95 NB													
On ramp from Forest Hill Blvd	Major Merge	9,242	7,109	2,763	1,651	-	-	1.03	0.79	0.70	0.42	-	-
On ramp from Managed lanes					Analyz	rod as woavin	a soction						
Off ramp to SR 80			-										
Off ramp to Belvedere Rd	Major Diverge	10,972	7,365	2,438	1,436	41.03	27.54	0.98	0.66	0.62	0.37	E	С
On ramp from SR 80	Major Merge	8,534	5,929	1,587	1,245	-	-	0.95	0.66	0.40	0.32	-	-
I-95 SB													
Loop off ramp to Belvedere Rd	Diverge	7,575	9,290	607	355	32.80	-	0.86	1.05	0.35	0.20	D	F
Off ramp to SR 80	Diverge	6,968	8,935	1,595	2,108	0.00	-	0.79	1.01	0.41	0.54	А	F
On ramp from Belvedere Rd	Merge	5,373	6,827	1,408	2,514	15.50	-	0.77	1.05	0.38	0.68	В	F
On ramp from SR 80					Analyz	rad as waavin	a section						
Off ramp to Managed lanes			-										
Off ramp to Forest Hill Blvd	Major Diverge	8,415	10,223	1,457	2,058	31.47	38.23	0.77	0.91	0.37	0.52	D	E
				Alternative	e B6								
I-95 NB													
On ramp from Forest Hill Blvd	Major Merge	9,417	7,107	2,792	1,702	-	-	1.05	0.79	0.71	0.43	-	-
On ramp from Managed lanes					Analyz	ad as weavin	a section						
Off ramp to SR 80					Analyz		ig section						

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Pagmant	Analysis Type	Mainline Volume		Ramp Volume		Density (pc/mi/ln)		Freeway V/C Ratio		Ramp V/C Ratio		LOS	
Segment		AM	РМ	AM	РМ	AM	РМ	AM	РМ	AM	РМ	AM	РМ
Off ramp to Belvedere Rd	Major Diverge	11,218	7,350	2,618	1,391	41.95	27.49	1.00	0.66	0.67	0.35	Е	С
On ramp from SR 80	Major Merge	8,600	5,959	1,663	1,280	-	-	0.96	0.66	0.42	0.33	-	-
I-95 SB													
Loop off ramp to Belvedere Rd	Diverge	7,620	9,575	599	402	33.00	-	0.86	1.08	0.34	0.23	D	F
Off ramp to SR 80	Diverge	7,021	9,173	1,557	2,005	0.00	-	0.79	1.04	0.40	0.52	А	F
On ramp from Belvedere Rd	Merge	5,464	7,168	1,425	2,124	15.90	-	0.78	1.05	0.39	0.58	В	F
On ramp from SR 80					Analyz		a addition						
Off ramp to Managed lanes					Analyz	eu as weavin	g section						
Off ramp to Forest Hill Blvd	Major Diverge	8,353	10,149	1,396	2,028	31.24	37.95	0.77	0.90	0.36	0.52	D	Е

* Segment analyzed as weaving section for the Morning peak

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4.2.7.3.2.8 Summary

Based on the intersection analysis performed for Design Year 2040, SR 80 at Australian Avenue and SR 80 at Gem Lake Drive are anticipated to operate at generally similar conditions for all alternatives. However, SR 80 at the ramp terminal intersections are projected to operate with lower delays during both the AM and PM peak hours for Alternative B4 when compared to Alternatives B5 and B6. Similarly, the freeway analysis shows that, all sections are anticipated to operate with similar conditions for all alternatives with the exception of the northbound on ramp from SR 80 which operates with V/C ratio greater than 1.0 for Alternative B4 and a V/C ratio lower than 1.0 for Alternatives B5 and B6. A full traffic microsimulation analysis of the study area is recommended in order to evaluate system-wide pros and cons of each alternative.

Appendix Q summarizes operations analysis results for Alternatives B4, B5 and B6, respectively.

4.2.7.3.3 SR 80 at I-95 Recommended Traffic Alternative

Several factors were considered to evaluate the alternatives analyzed for SR 80/Southern Blvd Interchange. A qualitative determination was made by scoring each alternative based on five main components or criteria that was considered as part of the evaluation (listed below). The analysis considered how each alternative is able to provide capacity improvement, and congestion relief to both the I-95 corridor and SR 80/Southern Blvd. In addition, system to system connectivity, access, and safety were also considered as part of the evaluation. Right of Way impacts and cost of improvements were also considered as part of the analysis. Each alternative was scored on a scale of one to three, one meaning the best, and three meaning the worst score. The scores of each criterion were totaled for each alternative, and the alternative resulting in the lowest score is selected as the recommended alternative.

- Traffic Forecasting
 - o Direct Connect Ramp Traffic Demand
 - o SR 80/Southern Blvd High Speed Through Lanes Demand
 - o Congestion Relief (based on demand)
- Traffic Operations
 - o Signalized Intersections Operations
 - o I-95 General Use/Managed Lane Operations

- Engineering
 - o System to System Connectivity
 - o Access
 - o Safety
- Right of Way Impacts
- Cost

At the early stages of the analysis, the Master Plan team, in coordination with the Department, determined that Alternative B4 did not meet the purpose and need of the Master Plan. Additionally, it was also determined that the alternative was unviable due to operation and safety concerns. Scoring was assigned to Alternative B4 for the purposes of completing the evaluation matrix, however, it was not considered in the selection of the recommended alternative. **Table 4.23** shows the results of the analysis performed. As shown, Alternative B5 resulted in the lowest score (17), when compared to Alternative B4 (22) and Alternative B6 (18), therefore Alternative B5 is recommended alternative for the SR 80/Southern Blvd Interchange at I-95.





Table 4.23: SR 80 at I-95 - Evaluation Matrix

			Traffic Forecast		Opera	ations		Engineering				
	Alternatives Description	Direct Connect Demand	SR 80 Demand	Congestion Relief	Signalized Intersections	I-95 General Use/Managed Lane Operations	System to System Connectivity	Access	Safety	Right of Way Impacts	Cost	Total Rank
ALT B4	SR 80 at I-95 PD&E Alternative to SR 80 High Speed Through Lanes (HSTL) Direct Connections (Discarded from Further Evaluation)	1	1	3	3	3	2	2	3	2	2	22
ALT B5	I-95 Managed Lanes to SR 80 High Speed Through Lanes (HSTL) - Median to Median NB/WB & EB/NB Direct Connections	3	3	2	1	1	1	1	1	2	2	17
ALT B6	I-95 Managed Lanes to SR 80 High Speed Through Lanes (HSTL) - Median to Median All Movements Direct Connections	2	2	1	2	2	1	1	1	3	3	18
Note:	The ranking system ra	ange represents the	e following: 1 - Be	st; 3 - Worst								

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4.2.7.3.4 SR 80/Southern Blvd Interchange Alternative B5 & Connection Concepts

As discussed in Section 4.2.7.3.3, the recommended traffic alternative for SR 80/Southern Blvd at I-95 Interchange is Alternative B5. Alternative B5 involves a median to median direct connection from I-95 managed lanes to the SR 80 elevated high-speed through lanes. The Plan evaluated three concepts to accommodate the movements of Alternative B5. In addition, three corresponding concepts were developed to the connection between the SR 80 Corridor Action Plan Alternative #3, and SR 80 Alternative B5.

4.2.7.3.4.1 Design Criteria

Design control and standards for Strategic Intermodal System (SIS) facilities was used to develop the SR 80/Southern Blvd at I-95 Interchange concepts. The proposed improvements shall be in compliance with all applicable manuals and guidelines including the FDOT, FHWA, and AASHTO's. The current edition, including updates, of the following manuals and guidelines shall be used in the development of interim improvements.

- Florida Department of Transportation Design Manual (FDM) https://www.fdot.gov/roadway/fdm/default.shtm
- Florida Department of Transportation Roadway Plans Preparation Manuals (PPM) http://www.fdot.gov/roadway/PPMManual/PPM.shtm
- Florida Department of Transportation Design Standards http://www.fdot.gov/roadwav/DesignStandards/Standards.shtm
- Florida Department of Transportation Manual of Uniform Minimum Standards for Design, • Construction and Maintenance for Streets and Highways http://www.fdot.gov/roadway/FloridaGreenbook/FGB.shtm
- Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications http://www.fdot.gov/programmanagement/default.shtm
- AASHTO A Policy on Geometric Design of Highways and Streets https://bookstore.transportation.org/collection_detail.aspx?ID=110
- MUTCD 2009 http://mutcd.fhwa.dot.gov/

Table 4.25 and Table 4.26 shows the design criteria for SR 80/Southern Blvd (At-Grade) and SR 80/Southern Blvd (Elevated High-Speed Through Lanes) respectively.

The design speed for the SR 80 and I-95 corridor is in accordance with FDM Table 201.4.1. Design speed criteria per FDM is shown in Table 4.24.

Table 4.24: FDM Table 201.4.1

	(Interst	Limited Access Facilities ates, Freeways, and Expres	sways)
	Area	Allowable Range (mph)	SIS Minimum (mph)
	Rural and Urban	70	70
	Urbanized	50-70	60
		Arterials and Collectors	
	Context Classification	Allowable Range (mph)	SIS Minimum (mph)
C1	Natural	55-70	65
C2	Rural	55-70	65
C2T	Rural Town	25-45	40
C3	Suburban	35-55	50
C4	Urban General	30-45	45
C5	Urban Center	25-35	35
C6	Urban Core	25-30	30
Note: (1) (2) (3)	s: SIS Minimum Design Spee appropriate design element parking. SIS Minimum Design Spee Classification. For SIS facilities on the Sta	d may be reduced to 35 mph for C2 s are included to support the 35 mpl d may be reduced to 45 mph for cur te Highway System, a selected desi	T Context Classification when h speed, such as on-street bed roadways within C3 Context gn speed less than the SIS
(4)	Minimum Design Speed red 525-030-260). For SIS facilities not on the Minimum Design Speed ma the District Planning (Interm	uires a Design Variation as outlined State Highway System, a selected o y be approved by the District Design odal Systems Development) Manag	in SIS Procedure (Topic No. design speed less than the SIS n Engineer following a review by ger.

The design speed criteria for direct connect ramps is outlined per FDM Section 201.4.1.1 Ramps. According to the FDM, the minimum design speed for direct connect ramps is 50 mph. However, this





resulted significant right of way impacts. A preliminary assessment was conducted to develop direct connect concepts that shows the differences in geometry in increments of 5 mph, ranging from 35 mph to 50 mph. As a result, the Plan determined that a direct connect ramp designed at 50 mph would be unfeasible due to the significant impacts affecting the communities in the SW quadrant of the interchange. As a result, the Master Plan team concluded a design would be developed to maximize the design speed for the direct connects, therefore a feasible design speed for the direct connect ramps is proposed at 40 mph. A refined design of the direct connect ramps is discussed in Section 4.2.7.3.4.2 based on the results of this preliminary engineering assessment. See Figure 4.27 for a comparison diagram of the different geometric designs of the direct connect ramps based on different design speeds and their impacts to the surrounding areas.



Figure 4.27: SR 80 direct connect ramp design speed comparison analysis





Table 4.25: SR 80/Southern Blvd (At-Grade) Design Criteria

	SR 80/Southern Blvd (At-Grade)	
Dosign Flomonts	Critoria	Sourco
Design Speed	45 mph	SP 80 Action Plan
Europhication	Principal Arterial	2018 EDM Part 2 Table 200 2 1
Context Classification	CA Urban Coneral	2010 FDM Part 2 Table 200.2.1
Access Classification	Class 1 (Area Type 2)	2018 FDM Part 2 Table 200.4.1
Number of Lanes	6 Lanes (3 in each direction)	SR 80 Action Plan
Design Vehicle	WB-62FI	2018 FDM Part 2 Section 201 5 2
	Travel Lane: 11 ft	
Lane Widths	Auxiliary Lane: 11 ft	2018 FDM Part 2 Table 210.2.1
	Two-Way Left Turn: 12 ft	
	Without Shoulder Gutter Travel Lanes	
	Inside/Median/Left: 10 ft (full width); 0 ft (paved width)	
Shoulder Width	Outside/Right: 10 ft (full width); 5 ft (paved width)	2018 FDM Part 2 Table 210.4.1
	Without Shoulder Gutter Aux Lanes	
	Inside/Median/Left: 10 ft (full width); 0 ft (paved width)	
	Outside/Right: 10 ft (full width); 5 ft (paved width)	
Median Width	22 ft	2018 FDM Part 2 Table 210.3.1
Bicycle Lane Width	7 ft buffered bicycle lane	2018 FDM Part 2 Section 223.2.1.1
Border Width	14 ft (C4 Urban General)	2018 FDM Part 2 Table 210.7.1
Roadway Base Clearance	3 ft above Base Clearance Water Elevation	2018 FDM Part 2 Section 210.10.3
Vertical Clearances (for Bridges)		
Roadway or Railroad bridge over Limited Access Roadway	165ft	
Roadway or Railroad bridge over Arterial or Collector Roadway		2018 FDM Part 2 Table 260 6 1
Roadway or Pedestrian Bridge over Railroad	23.5 ft	
Roadway or Pedestrian bridge over Electrified Railroad	24.25 ft	
Overhead Sign Structure	17.5 ft	2018 FDM Part 2 Section 210.10.3
	Environment	
	Concrete: 12 ft above Mean High Water (MHW) for Concrete Superstructures classified as moderately aggressive or	
	Exclement aggressive	2018 FDM Part 2 Section 260.8.1
	superstructures	
	Drainage	
Min. Vertical Bridge Clearance Over Water	2 ft between design flood stage and the low member of bridge	2018 FDM Part 2 Section 260 8 1
	Navigation	
	(1) 6 ft above the Mean High Water for tidewater bays and streams	
	(2) 6 ft above the Normal High Water for freshwater rivers streams, non-regulated/controlled canals, and lakes:	
	(3) 6 ft above the control elevation for regulated/controlled lakes and canals	2018 FDM Part 2 Section 260.8.1





	SR 80/Southern Blvd (At-Grade) Design Criteria			
Design Elements	Criteria	Source		
	Sea-Level Rise Consideration			
	Per processed outlined in the FDOT Drainage Manual	2018 FDOT Drainage Manual Section 3.4.1		
Cross Slopes		, i i i i i i i i i i i i i i i i i i i		
Travel Lanes	2% (N.C.)	2018 FDM Part 2 Figure 210.2.1		
Outside / Right Shoulder @ N.C.	6%	2010 FDM Dant 2 Figure 210 4 2		
Inside / Left Shoulder @ N.C.	5%	2018 FDIVI Part 2 Figure 210.4.2		
Bridge Pavement Deck	2%	2018 FDM Part 2 Section 210.2.4		
Max Algebraic Difference Between Adjacent Through Lanes	4%	2018 FDM Part 2 Section 210.2.4		
Max Algebraic Difference at Turning Road Terminals	5%	2018 FDM Part 2 Table 210.2.2		
Maximum Shoulder Cross Slope Break	7%	2018 FDM Part 2 Figure 210.4.2		
Superelevation (e)				
Maximum Superelevation Rate	e _{max} = 5%	2018 FDM Part 2 Section 210.9 & Table 210.9.2		
Superelevation Transition Rate	1:200 for 1-Lane & 2-Lane (45 mph) 1:160 for 3-Lane (45 mph) 1:150 for 4-Lane or more (45 mph)	2018 FDM Part 2 Table 210.9.3		
Superelevation Ratio	20:80 preferred, 50:50 minimum	2018 FDM Part 2 Section 210.9.1		
Horizontal Alignment				
Min. Length of Horizontal Curves	675 ft	2018 FDM Part 2 Table 210.8.1		
Maximum Deflection Without Curve	1° 00' 00" (curbed roadway)	2018 FDM Part 2 Section 210.8.1		
Vertical Alignment				
Maximum Grade	6% (C4 Urban General) - 45 mph	2018 FDM Part 2 Table 210.10.1		
Maximum Change in Grade wihout Vertical Curve (%)	0.7 - 45 mph	2018 FDM Part 2 Table 210.10.2		
Minimum Length of Curve	Sag: 135 ft (45 mph) Crest: 135 ft (45 mph)	2018 FDM Part 2 Table 210.10.4		
Minimum Crest K-Value (New Construction)	98 (45 mph)	2019 EDM Dart 2 Table 210 10 2		
Minimum Sag K-Value	79 (45 mph)			
Stopping Sight Distance	360 ft	2018 FDM Part 2 Table 211.11.1		
Clear Zone / Min. Recoverable Terrain				
Travel Lanes	24 ft	2018 FDM Part 2 Table 215 2 1		
Auxiliary Lanes	14 ft			
Horizontal Clearance				
Light Poles - Conventional	4 ft			
Light Poles - High Mast	Outside Clear Zone			
Signal Poles and Controller Cabinets	Do not Locate in Medians. 4 ft	2010 EDM Dart 2 Table 215 2 2		
ITS Poles and Related Items - Pole & Other Aboveground Fixed Objects	4 ft	- 2018 FDM Part 2 Table 215.2.2		
ITS Poles and Related Items - Equipment Shelters & Towers	Per Policy No. 000-625-025			
ITS Poles and Related Items - Breakaway Objects	4 ft			

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	SR 80/Southern Blvd (At-Grade)
	Design Uniteria
Design Elements	Criteria
Traffic Control Signs - Single and Multi-Column	Locate in accordance with Standard Plans
Traffic Control Signs - Overhead Sign Structures	Outside Clear Zone
Trees	4 ft
Existing Aboveground Utilities	4 ft
New or Relocated Aboveground Utilities	4 ft
Bridge Piers	The greater of the following: 16 ft from edge of travel lane; or Outside: 4 ft from Face of Curb Median: 6 ft from edge of travel lane
Drop-off and Canal Hazards	40 ft from edge of travel lane
Roadside Slopes	
Front Slope	 1:6 for fills < 5 ft; 1:6 to edge of CZ then 1:4 for fills 5 ft-10 ft; 1:6 to edge of CZ then 1:3 for fills 10 ft-20 ft; 1:2 (with guardrail) for fills > 20 ft
Back Slope	1:4 or 1:3 with a standard width trapezoidal ditch and 1:6 front slope
Transverse Slope	1:10 or Flatter

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Source
2018 FDM Part 2 Figure 215.3.2
2018 FDIVI Part 2 Table 215.2.3





Table 4.26: SR 80/Southern Blvd (Elevated High-Speed Through Lanes) Design Criteria

Design Elements Criteria Source Design Speed 75 MPH Criteria \$8000 Lunctional Classification 2018 F 2018 F Access Classification C4 Urban Ceneral 2018 F Access Classification C4 Urban Ceneral 2018 F Access Classification C4 Urban Ceneral 2018 F Interchange Spacing 2 miles (Area Type 2) 2018 F Number of Lanes 4 Lanes (2 In each direction) \$800 Design Vehicle 2018 F 2018 F Lane Width (21 clane section) 2018 F Shoulder Width (ESU-Emergency Shoulder Use) Outside: 101 (2 Lane section) 2018 F Median Width 601 without Barrier Wall 2018 F Border Width 2018 F 2018 F Roadway asso Clearance 31 ft above Base Clearance Water Elevation 2018 F Vertical Clearance Over Water 16.5 ft 2018 F Neadway or Relification bridge over Tableroad 2018 F 2018 F Roadway or Relification bridge over Elevation 2018 F 2018 F Roadway or Rel		SR 80/Southern Blvd (Elevated High-Speed Through Lanes)	
Design Speed 75 MPH Criteria Start Functional Classification C4 Urban Ceneral 2018 F Context Classification C4 Urban Ceneral 2018 F Access Classification Classification 2018 F Access Classification Classification 2018 F Access Classification Classification 2018 F Number of Lances 4 Lances (2 in each direction) Set 800 Design Speed 12 ff 2018 F Lane Width Bridge) Outside: 101 (2 Lans Section) 2018 F Shoulder Width (BSULTmergency Shoulder Use) Outside: 101 (2 Lans Section) 2018 F Median Width 601 without Barrier Wall (freeway & Expresswary) 2018 F Median Width 901 without Barrier Wall (freeway & Expresswary) 2018 F Median Width 901 without Barrier Wall (freeway & Expresswary) 2018 F Median Width 901 without Barrier Wall 2018 F Median Width 901 without Barrier Wall 2018 F Median Width 901 without Barrier Wall (freeway & Expresswary) 2018 F Meriar Uneacones (for Bindges)		Design Criteria	
Design Speed 75 MPH SR 80, 2018 Functional Classification C4 Urban General 2018 Context Classification C4 Urban General 2018 Access Classification Calus 1 (Area Type 2) 2018 Number of Lanes 2 miles (Area Type 2) 2018 Number of Lanes 4 Lanes (2 in each direction) SR 80, 2018 Design Vehicle 2018 2018 Lane Vidiths 12 ft 2018 Shoulder Width (Bridge) Ublide ESU: Min. 10 ft Shoulder for 4 Lane Limited Access Evacuation Route 2018 Shoulder Width (Bridge) Outside ESU: Min. 10 ft Shoulder for 4 Lane Limited Access Evacuation Route 2018 Shoulder Width 60 ft without Barrier Wall (Treevay & Expressivar) 2018 Border Width 2018 ft 2018 Roadway are Raircade bridge over Limited Access Roadway 2018 ft Roadway or Raircade bridge over Limited Access Roadway 2018 ft Roadway or Raircade bridge over Limited Access Roadway 2018 ft Roadway or Raircade bridge over Limited Access Roadway 2018 ft Roadway or Raircade bridge over Limited Access Roadway 2018 ft Roadway or Palestrian bridge over Limited Access Roadway	Design Elements	Criteria	Source
Functional Classification C4 Urban General 2018 F Access Classification Class 1 (Area Type 2) 2018 F Interchange Spacing 2 miles (Area Type 2) 2018 F Number of Lanes 2 Lane Width 2018 F Lane Width 12 ft 2018 F Shoulder Width (Bridge) Diskige Cf (2 Lane section) 2018 F Shoulder Width (ESU-Emergency Shoulder Use) Outside ESU: Min. 10 ft Shoulder for 4 Lane Umited Access Evacuation Route 2018 F Median Width 26 ft with Barrier Wall (Freeway & Expressively) 2018 F Readrawy Dase Clearance 3 ft above Base Clearance Water Elevation 2018 F Vertical Clearances for Bridges) 3 ft above Base Clearance Water Elevation 2018 F Readway or Railroad bridge over Artenial or Collector Roadway 23 ft 2018 F Roadway or Railroad bridge over Artenial or Collector Roadway 23 ft 2018 F Roadway or Railroad bridge over Railroad 24 25 ft 2018 F New Yorkinge Clearance Over Water 17.5 ft 2018 F Min. Vertical Bridge Clearance Over Water 16.5 ft 2018 F Overhead Sign Structure 17.5 ft 2018 F Concrete 12 ft above	Design Speed	75 MPH	SR 80 A
Context Classification C4 Urban General 2018 F Access Classification Class 1 (Area Type 2) 2018 F Number of Lanes 2 miles (Area Type 2) 2018 F Number of Lanes 4 Lanes (2 In each direction) SR 80,0 Design Vehicle WB 62FL 2018 F Lane Widths 12 ft 2018 F Shoulder Width (Bridge) Inside, 6 ft (2 Lane section) 2018 F Shoulder Width (Bridge) Outside FSU: Min. 10 ft Shoulder for 4 Lane Limited Access Evacuation Route 2018 F Median Width 2018 F 01 without Barrier Wall (Freeway & Expressway) 2018 F Border Width 2018 F 2018 F 2018 F Median Width 2017 F 2018 F 2018 F Median Width 2018 F 2018 F 2018 F Roadway or Railroad bridge over Limited Access Roadway 76,5 ft 2018 F Roadway or Railroad bridge over Limited Access Roadway 16,5 ft 2018 F Roadway or Railroad bridge over Arterial or Clater Roadway 2018 F 2018 F Roadway or Railroad bridge over Hiectrified Railroad 24,25 ft 2018 F Roadway or Railroad bridge over Arterial or Clater Ro	Functional Classification	Freeway	2018 F
Access Classification Class 1 (Area Type 2) 2018 F Interchange Spacing 2 miles (Area Type 2) 2018 F Number of Lanes 4 Lanes (2 in each direction) SR 80 Design Vehicle 2018 F 2018 F Lane Width 12 ft 2018 F Shoulder Width (Bridge) Utside 6 ft (2 Lane section) 2018 F Shoulder Width (ESU-Emergency Shoulder Use) Outside ESU-Min 10 ft Shoulder for 4 Lane Limited Access Evacuation Route 2018 F Median Width 20 Ft with Barrier Wall 2018 F 2018 F Border Width (ESU-Emergency Shoulder Use) Outside ESU-Min 10 ft Shoulder for 4 Lane Limited Access Evacuation Route 2018 F Roadway Rase Clearance 3 ft above Base Clearance Wall (Freeway & Expressival) 2018 F Roadway or Railroad bridge over Limited Access Roadway 16.5 ft 2018 F Roadway or Railroad bridge over Atterial or Collector Roadway 23.5 ft 2018 F Roadway or Padestrian bridge over Atterial or Collector Roadway 23.5 ft 2018 F Roadway or Padestrian bridge over Kairoad 24.25 ft 2018 F Overhead Sign Structure 17.5 ft 2018 F Min. Vertical Bridge Clearance Over Water Telavemen d	Context Classification	C4 Urban General	2018 F
Interchange Spacing 2 miles (Area Type 2) 2018 F Number of Lanes 4 Lanes (2 in each direction) SR 80 ///////////////////////////////////	Access Classification	Class 1 (Area Type 2)	2018 F
Number of Lanes 4 Lanes (2 in each direction) SR 80 / Design Vehicle WP-62FL 2018 F Lane Widths 12 ft 2018 F Shoulder Width (Bridge) Dutside: 10 ft (2 Lane Section) 2018 F Shoulder Width (Bridge) Outside: 10 ft (2 Lane Section) 2018 F Shoulder Width (EU-Emergency Shoulder Use) Outside ESU: Min. 10 ft Shoulder for 4 Lane Limited Access Evacuation Route 2018 F Median Width 26 ft with barrier Wall 2018 F Border Width 94 ft 2018 F Roadway Ses Clearance 91 ft above Base Clearance Water Elevation 2018 F Vertical Clearances (for Bridges) Roadway or Railroad bridge over Arterial or Collector Roadway 16.5 ft 2018 F Roadway or Railroad bridge over Flortfield Railroad 24.2 5 ft 2018 F 2018 F Roadway or Railroad bridge over Flortfield Railroad 24.2 5 ft 2018 F 2018 F Nin. Vertical Bridge Clearance Over Water 17.5 ft 2018 F 2018 F Min. Vertical Bridge Clearance Over Water 2018 F 2018 F 2018 F Min. Vertical Bridge Clearance Over Water 17.5 ft 2018 F 2018 F Steel: M	Interchange Spacing	2 miles (Area Type 2)	2018 F
Design Vehicle VB-62FL 2018 F Lane Widths 12 ft 2018 F Shoulder Width (Bridge) Inside: 6 ft (2 Lane section) 2018 F Shoulder Width (ESU-Emergency Shoulder Use) Outside 10 ft (2 Lane Section) 2018 F Median Width 60 ft without Barrier Wall 2018 F Border Width 60 ft without Barrier Wall 2018 F Border Width 94 ft 2018 F Roadway Bac Clearance 94 ft 2018 F Poolder Width (Bridge over Limited Access Roadway 16.5 ft 2018 F Roadway or Railroad bridge over Limited Access Roadway 16.5 ft 2018 F Roadway or Pedestrian Bridge over Biotrial or Collector Roadway 16.5 ft 2018 F Roadway or Pedestrian Bridge over Electrified Railroad 24.25 ft 2018 F Overhead Sign Structure 17.5 ft 2018 F Min. Vertical Bridge Clearance Over Water 2018 F 2018 F Min. Vertical Bridge Clearance Over Water 2018 F 2018 F Min. Vertical Bridge Clearance Over Water 2018 F 2018 F Min. Vertical Bridge Clearance Over Water 2018 F 2018 F Min. Vertical Bridge Clear	Number of Lanes	4 Lanes (2 in each direction)	SR 80 A
Lane Widths 12 ft 2018 F Shoulder Width (Bridge) Unside: 6 ft (2 Lane section) 2018 F Shoulder Width (ESU-Emergency Shoulder Use) Outside FSU: Min. 10 ft Shoulder for 4 Lane Limited Access Evacuation Route 2018 F Median Width 26 oft without Barrier Wall (Freeway & Expressway) 2018 F Border Width 26 oft with Barrier Wall 2018 F Border Width 94 ft 2018 F Roadway or Railroad bridge over Clearance 3 ft above Base Clearance Water Elevation 2018 F Roadway or Railroad bridge over Arterial or Collector Roadway 16.5 ft 2018 F Roadway or Pedestrian Bridge over Arterial or Collector Roadway 16.5 ft 2018 F Roadway or Pedestrian Bridge over Callectrified Railroad 24.25 ft 2018 F Overhead Sign Structure 17.5 ft 2018 F Win. Vertical Bridge Clearance Over Water 2018 F 2018 F Min. Vertical Bridge Clearance Over Water 2018 F 2018 F Steel: Min. V.c. obtained from District Bridge Maintenance Engineer but not less than those specified for concrete superstructures 2018 F 2018 F 2018 F 2018 F 2018 F Min. Vertical Bridge Clearance Over Water 2018 F	Design Vehicle	WB-62FL	2018 F
Shoulder Width (Bridge) Inside: 6 ft (2 Lane section) 2018 F Shoulder Width (ESU-Emergency Shoulder Use) Outside ESU: Min. 10 ft Shoulder for 4 Lane Limited Access Evacuation Route 2018 F Median Width 60 ft without Barrier Wall (Freeway & Expressway) 2018 F Border Width 60 ft without Barrier Wall 2018 F Border Width 94 ft 2018 F Roadway Base Clearance 3 ft above Base Clearance Water Elevation 2018 F Vertical Clearances (for Bridges) 7018 F 2018 F Vertical Clearances (for Bridge) 16.5 ft 2018 F Roadway or Railroad bridge over Arterial or Collector Roadway 16.5 ft 2018 F Roadway or Relistrian Bridge over Alleraial or Collector Roadway 16.5 ft 2018 F Roadway or Pedestrian Bridge over Alleraial or Collector Roadway 17.5 ft 2018 F Overhead Sign Structure 17.5 ft 2018 F Win. Vertical Bridge Clearance Over Water 17.5 ft 2018 F Vertical Bridge Clearance Over Water Concrete: 12 ft above Mean High Water (MHW) for Concrete Superstructures classified as moderately aggressive or extremely aggressive 2018 F Vertical Bridge Clearance Over Wat	Lane Widths	12 ft	2018 F
Shoulder Width (ESU-Emergency Shoulder Use) Outside ESU: Min. 10 ft Shoulder for 4 Lane Limited Access Evacuation Route 2018 F Median Width 60 ft without Barrier Wall (Freeway & Expressway) 2018 F Border Width 94 ft 2018 F Roadway Base Clearances 3 ft above Base Clearance Water Elevation 2018 F Vertical Clearances (for Bridge) 7 7 7 Roadway or Railroad bridge over Limited Access Roadway 16.5 ft 2018 F Roadway or Pedestrian Bridge over Railroad 23.5 ft 2018 F Roadway or Pedestrian Bridge over Electrified Railroad 24.25 ft 2018 F Overhead Sign Structure 17.5 ft 2018 F Concrete: 12 ft above Mean High Water (MHW) for Concrete Superstructures classified as moderately aggressive or extremely aggressive 2018 F Min. Vertical Bridge Clearance Over Water 10 6 ft above the Mean High Water for fidewater bays and streams; (2) 6 ft above the Mean High Water for ridewater rivers, streams, non-regulated/controlled canals, and lakes; (3) 6 ft above the control elevation for regulated/controlled lakes and canals 2018 F	Shoulder Width (Bridge)	Inside: 6 ft (2 Lane section) Outside: 10 ft (2 Lane Section)	2018 F
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Border Width 94 ft 2018 F Roadway Base Clearance 3 ft above Base Clearance Water Elevation 2018 F Vertical Clearances (for Bridges) 3 ft above Base Clearance Water Elevation 2018 F Roadway or Railroad bridge over Arterial or Collector Roadway 16.5 ft 2018 F Roadway or Pedestrian Bridge over Railroad 24.25 ft 2018 F Overhead Sign Structure 17.5 ft 2018 F Concrete: 12 ft above Mean High Water (MHW) for Concrete Superstructures classified as moderately aggressive or extremely aggressive 2018 F Min. Vertical Bridge Clearance Over Water 2018 F 2018 F Min. Vertical Bridge Clearance Over Water 2018 F 2018 F Steel: Min. V. C. obtained from District Bridge Maintenance Engineer but not less than those specified for concrete superstructures. 2018 F 2 ft between design flood stage and the low member of bridge 2018 F (1) 6 ft above the Mean High Water for tidewater bays and streams; 2018 F (2) 6 ft above the Normal High Water for tidewater bays and streams; 2018 F (3) 6 ft above the control elevation for regulated/controlled lakes; 2018 F	Median Width	60 ft without Barrier Wall (Freeway & Expressway) 26-ft with Barrier Wall	2018 F
Roadway Base Clearance 3 ft above Base Clearance Water Elevation 2018 F Vertical Clearances (for Bridges) 16.5 ft 2018 F Roadway or Railroad bridge over Limited Access Roadway 16.5 ft 2018 F Roadway or Pedestrian Bridge over Arterial or Collector Roadway 23.5 ft 2018 F Roadway or Pedestrian Bridge over Arterial or Collector Roadway 24.25 ft 2018 F Overhead Sign Structure 17.5 ft 2018 F Win. Vertical Bridge Clearance Over Water 17.5 ft 2018 F Min. Vertical Bridge Clearance Over Water 216 ft between design flood stage and the low member of bridge 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F Min. Vertical Bridge Clearance Over Water 2018 F 2018 F 2018 F Min. Vertical Bridge Clearance Over Water 2018 F 2018 F 2018 F Min. Vertical Bridge Clearance Over Water 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F 2018 F	Border Width	94 ft	2018 F
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Roadway or Railroad bridge over Limited Access Roadway 16.5 ft 2018 F Roadway or Padestrian Bridge over Atterial or Collector Roadway 23.5 ft 2018 F Roadway or Pedestrian Bridge over Alterial or Collector Roadway 24.25 ft 2018 F Overhead Sign Structure 17.5 ft 2018 F Environment Concrete: 12 ft above Mean High Water (MHW) for Concrete Superstructures classified as moderately aggressive or extremely aggressive 2018 F Steel: Min. V.C. obtained from District Bridge Maintenance Engineer but not less than those specified for concrete superstructures. 2018 F Min. Vertical Bridge Clearance Over Water 218 F 2018 F (1) 6 ft above the Mean High Water for tidewater for geswater rivers, streams, non-regulated/controlled canals, and lakes: 2018 F (3) 6 ft above the control elevation for regulated/controlled lakes and canals 2018 F	Vertical Clearances (for Bridges)		
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Roadway or Pedestrian Bridge over Railroad 23.5 ft 2018 F Roadway or Pedestrian bridge over Electrified Railroad 24.25 ft 2018 F Overhead Sign Structure 17.5 ft 2018 F Concrete: 12 ft above Mean High Water (MHW) for Concrete Superstructures classified as moderately aggressive or extremely aggressive 2018 F Min. Vertical Bridge Clearance Over Water Steel: Min. V.C. obtained from District Bridge Maintenance Engineer but not less than those specified for concrete superstructures. 2018 F (1) 6 ft above the Mean High Water for tidewater bays and streams; (2) 6 ft above the Normal High Water for tidewater ivers, streams, non-regulated/controlled canals, and lakes; (3) 6 ft above the control elevation for regulated/controlled lakes and canals 2018 F Stea-Level Rise Consideration 2018 F	Roadway or Railroad bridge over Arterial or Collector Roadway	16.5 ft	0010 5
Roadway or Pedestrian bridge over Electrified Railroad 24.25 ft 2018 F Overhead Sign Structure 17.5 ft 2018 F Image: Concrete: 12 ft above Mean High Water (MHW) for Concrete Superstructures classified as moderately aggressive or extremely aggressive 2018 F Steel: Min. V.C. obtained from District Bridge Maintenance Engineer but not less than those specified for concrete superstructures. 2018 F Min. Vertical Bridge Clearance Over Water 218 between design flood stage and the low member of bridge 2018 F (2) 6 ft above the Mean High Water for tidewater bays and streams; (2) 6 ft above the Normal High Water for freshwater rivers, streams, non-regulated/controlled canals, and lakes; 2018 F (3) 6 ft above the control elevation for regulated/controlled lakes and canals 2018 F	Roadway or Pedestrian Bridge over Railroad	23.5 ft	2018 F
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Min. Vertical Bridge Clearance Over Water Concrete: 12 ft above Mean High Water (MHW) for Concrete Superstructures classified as moderately aggressive or extremely aggressive 2018 F Min. Vertical Bridge Clearance Over Water Steel: Min. V.C. obtained from District Bridge Maintenance Engineer but not less than those specified for concrete superstructures. 2018 F (1) 6 ft above the Mean High Water for tidewater bays and streams; (2) 6 ft above the Normal High Water for freshwater rivers, streams, non-regulated/controlled canals, and lakes; 2018 F (3) 6 ft above the control elevation for regulated/controlled lakes and canals 2018 F		Environment	
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Min. Vertical Bridge Clearance Over Water Drainage 2018 F 2 ft between design flood stage and the low member of bridge 2018 F (1) 6 ft above the Mean High Water for tidewater bays and streams; (2) 6 ft above the Normal High Water for freshwater rivers, streams, non-regulated/controlled canals, and lakes; 2018 F (3) 6 ft above the control elevation for regulated/controlled lakes and canals 2018 F		Steel: Min. V.C. obtained from District Bridge Maintenance Engineer but not less than those specified for concrete superstructures.	2018 F
Min. Vertical Bridge Clearance Over Water 2 ft between design flood stage and the low member of bridge 2018 F (1) 6 ft above the Mean High Water for tidewater bays and streams; (2) 6 ft above the Normal High Water for freshwater rivers, streams, non-regulated/controlled canals, and lakes; 2018 F (3) 6 ft above the control elevation for regulated/controlled lakes and canals 2018 F		Drainage	
Mill. Vertical Bridge clearance over water Navigation (1) 6 ft above the Mean High Water for tidewater bays and streams; (2) 6 ft above the Normal High Water for freshwater rivers, streams, non-regulated/controlled canals, and lakes; 2018 F (3) 6 ft above the control elevation for regulated/controlled lakes and canals 2018 F	Min Vertical Bridge Clearance Over Weter	2 ft between design flood stage and the low member of bridge	2018 F
(1) 6 ft above the Mean High Water for tidewater bays and streams; (2) 6 ft above the Normal High Water for freshwater rivers, streams, non-regulated/controlled canals, and lakes; 2018 F (3) 6 ft above the control elevation for regulated/controlled lakes and canals 2018 F	Will. Vertical bruge clearance Over water	Navigation	
Sea-Level Rise Consideration		 (1) 6 ft above the Mean High Water for tidewater bays and streams; (2) 6 ft above the Normal High Water for freshwater rivers, streams, non-regulated/controlled canals, and lakes; (3) 6 ft above the control elevation for regulated/controlled lakes and canals 	2018 F
		Sea-Level Rise Conside	eration

ction Plan
DM Part 2 Table 200.2.1
DM Part 2Table 200.4.1
DM Part 2 Table 201.3.1
OM Part 2 Table 201.3.1
ction Plan
DM Part 2 Section 201.5.2
DM Part 2 Section 211.2
DM Part 2 Figure 260.1.1
DM Part 2 Section 211.4.6
DM Part 2 Table 211.3.1
DM Part 2 Section 211.6
OM Part 2 Section 210.10.3
DM Part 2 Table 260.6.1
DM Part 2 Section 210.10.3
DM Part 2 Section 260.8.1
DM Part 2 Section 260.8.1
OM Part 2 Section 260.8.1





SR 80/Southern Blvd (Elevated High-Speed Through Lanes)				
	Design Criteria			
Design Elements	Criteria	Source		
	Per processed outlined in the FDOT Drainage Manual	2018 FDOT Drainage Manual Section 3.4.1		
Cross Slopes				
Iravel Lanes	2% (N.C.)	2018 FDM Part 2 Figure 211.2.1		
Outside / Right Shoulder @ N.C.	6%	2018 FDM Part 2 Section 211.4.2 & Figure 211.4.1		
Inside / Left Shoulder @ N.C.	5%			
Bridge Pavement Deck	2%	2018 FDM Part 2 Section 211.2.2		
Max Algebraic Difference Between Adjacent Through Lanes	4%	2018 FDM Part 2 Section 211.2.2 & Figure 211.2.1		
Max Algebraic Difference at Turning Road Terminals	5%	2018 FDM Part 2 Table 211.2.2		
Maximum Shoulder Cross Slope Break	/%	2018 FDM Part 2 Figure 211.4.1		
Superelevation (e)				
Maximum Superelevation Rate	e _{max} = 10%	2018 FDM Part 2 Table 210.9.1 & Section 211.8		
	1:250 for 1-Lane & 2-Lane (70 mph)			
Superelevation Transition Rate	1:200 for 3-Lane (70 mph)	2018 FDM Part 2 Table 210.9.3		
	1:190 for 4-Lane or more (70 mpn)			
Superelevation Ratio	20:80 preterred,	2018 FDM Part 2 Section 210.9.1		
	50:50 minimum			
Horizontal Alignment				
Min. Length of Horizontal Curves	Minimum: 1050 ft (70 mph) * Provide desired length, however, if it cannot be obtained, provided greatest lengh	2018 FDM Part 2 Table 211.7.1		
	possible, but not less than the minimum.			
Maximum Deflection Without Curve	0° 45' 00"	2018 FDM Part 2 Section 211.7.1		
Auxiliary Lane Length	Min. 2500 ft in advance of the exit or after entry	AASHTO 2011 Figure 10-52 & 10-53		
Vertical Alignment				
Maximum Grade	3% (LA Facilities) - 70 MPH	2018 FDM Part 2 Table 211.9.1		
Maximum Change in Grade without Vertical Curve (%)	0.2 - 70 MPH	2018 FDM Part 2 Table 210.10.2		
Minimum Length of Curve	Sag: 800 ft (70 MPH) Crest (Open Highway): 1,000 ft (70 MPH) Crest (Within Interchanges): 1,800 ft (70 MPH)	2018 FDM Part 2 Table 211.9.3		
Minimum Crest K-Value (New Construction - Freeway & Expressways)	401 (70 MPH)	2018 EDM Dart 2 Table 211 0 2		
Minimum Sag K-Value	181 (70 MPH)			
Stopping Sight Distance (Freeways, Expressways, & Ramps)	730 ft	2018 FDM Part 2 Table 211.10.2		
Clear Zone / Min. Recoverable Terrain				
Travel Lanes	36 ft	2018 EDM Dart 2 Table 215 2 1		
Auxiliary Lanes	24 ft			
Horizontal Clearance				
Light Poles - Conventional	20 ft from Travel Lane; 14 ft from Auxiliary Lane; or Clear Zone Width,	2018 FDM Part 2 Table 215.2.2		





	SR 80/Southern Blvd (Elevated High-Speed Through Lanes) Design Criteria		
Design Elements	Criteria	Source	
	whichever is less		
Light Poles - High Mast	Outside Clear Zone		
Signal Poles and Controller Cabinets	Do not Locate in Medians.		
ITS Poles and Related Items - Pole & Other Aboveground Fixed Objects	Outside Clear Zone		
ITS Poles and Related Items - Equipment Shelters & Towers	Per Policy No. 000-625-025		
ITS Poles and Related Items - Breakaway Objects	As Close to R/W As Possible		
Traffic Control Signs - Single and Multi-Column	Locate in accordance with Standard Plans		
Traffic Control Signs - Overhead Sign Structures	Outside Clear Zone		
Trees	Outside Clear Zone		
Existing Aboveground Utilities	Outside Clear Zone, and as close to R/W as practical		
New or Relocated Aboveground Utilities	Outside Clear Zone, and as close to R/W as practical		
Bridge Piers	Outside Clear Zone		
Drop-off and Canal Hazards	60-ft from Edge of Travel Lane	2018 F	
Roadside Slopes			
	1:6 for fills < 5 ft;		
Front Slopa	1:6 to edge of CZ then 1:4 for fills 5 ft-10 ft;		
Tront slope	1:6 to edge of CZ then 1:3 for fills 10 ft-20 ft;	2010 E	
	1:2 (with guardrail) for fills > 20 ft	2018 F	
Back Slope	1:4 or 1:3 with a standard width trapezoidal ditch and 1:6 front slope		
Transverse Slope	1:10 or Flatter		

FDM Part 2 Figure 215.3.1

FDM Part 2 Table 215.2.3





4.2.7.3.4.2 Navigable Airspace Requirements

According to the Federal Aviation Administration (FAA), navigable airspace is defined as airspace at or above the minimum altitudes of flight that includes the airspace needed to ensure safety in the takeoff and landing of an aircraft. U.S. Congress has charged the FAA with administering this airspace in the public interest as necessary to ensure the safety of aircraft and its efficient use.

All proposed development on public-use airport property is subject to an airport airspace analysis (AAA) and is commonly processed as a non-rulemaking airport (NRA) case regardless of Federal funding participation. The appropriate FAA regional Airports Division is responsible for initiating the coordination of NRA aeronautical studies, which consist of:

- Evaluating the effect of the construction or alteration on existing and planned operating procedures •
- Determining the potential hazardous effect of the proposed construction on air navigation
- Identifying mitigating measures to enhance safe air navigation •

This study does not explore into conducting an airport airspace analysis, however, due to the proximity of the SR 80/Southern Blvd at I-95 Interchange to the PBI Airport Master Plan and it's proposed improvements provided in the ALP, consideration was taken into account when designing the concepts discussed in Section 4.2.7.3.4.3 in relation to meeting navigable airspace requirements.

During this study, Federal Regulation Title 14 Part 77⁶ was referenced during the concept development of the concepts for SR 80/Southern Blvd at I-95 Interchange. Part 77 establishes:

- a) The requirements to provide notice to the FAA of certain proposed construction, or the alteration of existing structures.
- b) The standards used to determine obstructions to air navigation, and navigation and communication facilities.
- c) The process for aeronautical studies of obstructions to air navigation or navigational facilities to determine the effect on the safe and efficient use of navigable airspace, air navigation facilities or equipment.
- d) The process to petition the FAA for discretionary review of determinations, revisions, and extensions of determinations.

Section 17 of Part 77 provides obstruction standards in relation to navigable airspace. The following are the standards outlined in Section 17:

(a) An existing object, including a mobile object, is, and a future object would be an obstruction to air navigation if it is of greater height than any of the following heights or surfaces:

(1) A height of 499 feet above ground level (AGL) at the site of the object.

(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

(3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

(4) A height within an en route obstacle clearance area, including turn and termination areas, of a Federal Airway or approved off-airway route, that would increase the minimum obstacle clearance altitude.

(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under §77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

(b) Except for traverse ways on or near an airport with an operative ground traffic control service furnished by an airport traffic control tower or by the airport management and coordinated with the air traffic control service, the standards of paragraph (a) of this section apply to traverse ways used or to be used for the passage of mobile objects only after the heights of these traverse ways are increased by:

⁶ https://www.ecfr.gov/cgi-bin/text-idx?SID=a34b5c8b03dc3b9bd57e95aacf5af1c1&mc=true&node=pt14.2.77&rgn=div5





(1) 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance.

(2) 15 feet for any other public roadway.

(3) 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road.

(4) 23 feet for a railroad.

(5) For a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it.

Section 19 of Part 77 "Civil Airport Imaginary Surfaces", establishes a complex structure of imaginary surfaces in relation to each runway at civil airports. The size of each imaginary surface is based on the category of each runway according to the type of instrument approach available or planned for that runway. According to the provisions set forth in Part 77, an object is an "Obstruction to Air Navigation" if it is of greater height than any imaginary surface established under the regulation. Imaginary surfaces exist primarily to prevent existing or proposed manmade objects, objects of natural growth or terrain from extending upward into navigable airspace. There are five imaginary surfaces which the FAA has applied to public use airports for the purpose of determining obstructions to air navigation. These imaginary surfaces either slope out and up from all sides and ends of runways or are a horizontal plane or a sloping plane above public use airports. Figure 4.28 shows a depiction of these imaginary surfaces in relation to an airport runway. These imaginary surfaces are defined as:

- Primary Surface: Aligned (longitudinally) with each runway and extends 200 feet from each runway end
- Horizontal Surface: Horizontal plane 150 feet above the established airport elevation. Constructed by swinging arcs around the end of the primary surface
- Conical Surface: 20:1 slope surface extending beyond the horizontal surface •

- surfaces
- surface.

The Plan determined the maximum allowable elevation for the proposed direct connect ramps by designing for a minimum of 17 feet vertical distance as outlined in Section 17 of Part 77 based on the imaginary surface available data provided in the PBI Airport Master Plan ALP's proposed imaginary surfaces.

• Transitional Surface: Constructed to join approach and horizontal or approach and transitional

• Approach Surface: Longitudinally centered with the runway and extends beyond the primary







Figure 4.28: FAA Imaginary Surfaces for Public Use Airports

4.2.7.3.4.3 SR 80/Southern Blvd Interchange Concepts

The following is a description of each evaluated concept for SR 80/Southern Blvd at I-95 Interchange (Alternative B5):

- Option A (See Figure 4.29)
 - high-speed through lanes.
 - managed lanes.
 - Alternative (Alternative 4).
 - standard cross-sectional roadway elements.
 - interchange.
 - PBI Airport ALP as discussed in Section 4.2.7.2.3.

• Option B (See Figure 4.30)

- high-speed through lanes.
- managed lanes.
- Alternative (Alternative 4).
- standard cross-sectional roadway elements.
- would reduce right-of-way impacts to the NE quadrant of the interchange.

• Provides a direct connect ramp from NB I-95 managed lanes to WB SR 80 elevated

Provides a direct connect ramp from EB SR 80 elevated high-speed through lanes to NB I-95

o Incorporates arterial & ramp terminal improvements from the SR 80 PD&E Study Preferred

o Incorporates mainline improvements from the Plan's Alternative B which provides full

o Bridge #930478 (segmental bridge) is to be re-designed to accommodate a two-managed lane I-95 mainline typical section. A new bridge would be constructed adjacent to the existing segmental bridge. This introduces right-of-way impacts to the NE quadrant of the

• Direct connect ramps were designed with consideration to new flight paths introduced by the

o Provides a direct connect ramp from NB I-95 managed lanes to WB SR 80 elevated

• Provides a direct connect ramp from EB SR 80 elevated high-speed through lanes to NB I-95

o Incorporates arterial & ramp terminal improvements from the SR 80 PD&E Study Preferred

o Incorporates mainline improvements from the Plan's Alternative B which provides full

o Relocates existing NB off-ramp to Belvedere Rd directly south of SR 80, and a depressed ramp connection would pass under SR 80 that would eventually tie back to the existing Belvedere Rd NB off-ramp as it approaches the existing arterial intersection. This approach





- o Bridge #930478 (segmental bridge) would be demolished.
- Location of NB I-95 on-ramp from SR 80 would be relocated to the west of the existing location to accommodate the new depressed Belvedere Rd off-ramp exit.
- o Direct connect ramps were designed with consideration to new flight paths introduced by the PBI Airport ALP as discussed in Section 4.2.7.2.3.
- Option C (See Figure 4.31) ٠
 - o Provides a direct connect ramp from NB I-95 managed lanes to WB SR 80 elevated high-speed through lanes.
 - Provides a direct connect ramp from EB SR 80 elevated high-speed through lanes to NB I-95 managed lanes.
 - Provides a direct connect ramp from EB SR 80 elevated high-speed through lanes to SB I-95 managed lanes.
 - o Incorporates arterial & ramp terminal improvements from the SR 80 PD&E Study Preferred Alternative (Alternative 4).
 - o Incorporates mainline improvements from the Plan's Alternative B which provides full standard cross-sectional roadway elements.
 - o Bridge #930478 (segmental bridge) is to be re-designed to accommodate a two-managed lane I-95 mainline typical section. A new bridge would be constructed adjacent to the existing segmental bridge. This introduces right-of-way impacts to the NE quadrant of the interchange.
 - o Direct connect ramps were designed with consideration to new flight paths introduced by the PBI Airport ALP as discussed in Section 4.2.7.2.3.

Please refer to Appendix R for detailed exhibits for each option.







Figure 4.29: SR 80 Interchange Option A







Figure 4.30: SR 80 Interchange Option B







Figure 4.31: SR 80 Interchange Option C





4.2.7.3.4.3.1 Recommended SR 80/Southern Blvd at I-95 Interchange

Concept

The interchange options at SR 80 were evaluated based on traffic operations and travel demand. Based on Highway Capacity analysis, I-95 mainline segments (basic freeway, merge/diverge segments) are anticipated to operate at similar levels of service for Option A and Option B. This difference in I-95 operations for these two options can be identified during the microsimulation analysis to be performed in the successive phases of the project. However, I-95 mainline segments are anticipated to operate with lower densities for Option C compared to Option A and Option B as the direct connect from SR 80 to SB managed lanes is expected to reduce the volume on SB on ramp to I-95 general use lanes and hence improve the merge operations at the location.

Additionally, the ramp terminal intersections were evaluated for the different interchange configurations. The northbound ramp intersection is anticipated to operate with similar delays and LOS for Option A and Option C. For Option B, addition of the new intersection with northbound on ramp is anticipated to increase the overall delay at the intersections. The southbound ramp terminal intersection is anticipated to operate with similar delay and LOS for Option A and Option B. For Option C, the direct connect from SR 80 to the SB managed lanes is expected to reduce the turning volumes at the intersection and hence improve the overall operations at the intersection.

Additional factors were considered to determine a recommended concept for SR 80/Southern Blvd at I-95 interchange. Those factors included maintenance of traffic (MOT), engineering design, cost, right of way, aesthetics, mobility, and safety. Below is a summary of each of the three interchange concepts.

Option A

- Maintenance of Traffic (MOT)/Constructability
 - Compared to Options B & C, Option A is the least complex in terms of maintenance of traffic and constructability.
- Engineering Design
 - Direct connect ramps meet 40 mph design speed criteria horizontally and vertically.
- Cost
 - Lower than Option C, similar to Option B

- Right of Way
 - billboard.
 - Campus property.
- Aesthetics
 - 3rd level ramps visible from homes in SW and NE quadrants.
- Mobility
 - the two direct connect ramps, reducing congestion and improving throughput.
- Safety
 - thus reducing crashes and improving safety.

Option B

- Maintenance of Traffic (MOT)/Constructability
- Engineering Design
- Cost
 - Similar to Option A.
- Right of Way
 - SW Quadrant: Same as option A.
 - Vera Lea Rinker Athletic Campus property.

o SW Quadrant: Four impacted properties due to the direct connect ramps including a • NE Quadrant: Impact to portion of a park on the Marshall and Vera Lea Rinker Athletic

• Two major signalized left turn movements (NB to WB and EB to NB) are greatly alleviated by

• Two major signalized left turn movements (NB to WB and EB to NB) are greatly alleviated by the two direct connect ramps, reducing congestion and hazardous cross-traffic movements,

 Same as Option A except for NE quadrant: The offramp to Belvedere Rd is pushed south of SR 80 requiring a "punch through" under SR 80 just east of the existing SR 80 overpass. Also, for MOT purposes the NB on-ramp from SR 80 needs to be realigned closer to I-95 and additional bridge structure is required to allow the relocated off-ramp (to Belvedere Rd) to pass under. This additional bridge structure replaces the braided structure adjacent to the park on the Marshall and Vera Lea Rinker Athletic Campus property required in Option A.

All direct connect ramps meet 40mph design speed criteria horizontally and vertically.

 NE Quadrant: Impacts are significantly less than Option A. The surrounding neighborhood is unaffected, and there are minimal impacts to the park on the Marshall and





- Aesthetics
 - o 3rd level ramps same as Option A. On-ramp from SR 80 to I-95 NB pulled away from the park on the Marshall and Vera Lea Rinker Athletic Campus property and adjacent neighborhood. The braided structure along the park required in Option A is not required in Option B.
- Mobility ٠
 - o Same as Option A.
- Safety
 - No significant change from Option A.

Option C

- Maintenance of Traffic (MOT)/Constructability •
 - EB to SB direct connect ramp is added in Option C in SW quadrant. Further widening is required along I-95 SB between SR 80 and Forest Hill Blvd. For the NE quadrant, Option A and B are interchangeable.
- Engineering Design
 - All direct connect ramps meet 40 mph design speed criteria horizontally and vertically.
- Cost •
 - High cost than Option A and B
- Right of Way
 - o SW quadrant: Slightly more impact to the 4 quadrants impacted in Option A and B, however, no new impacts are expected.
 - o NE quadrant: No change due to Option C, but Option A and B are valid and interchangeable with Option C.
- Aesthetics
 - o 3rd level structure is slightly closer to the neighborhood in the SW quadrant.
- Mobility
 - o Option C adds a direct connection from EB SR 80 to the SB I-95 managed lanes.
- Safety •
 - o Further improvement to Options A and B with significantly less traffic passing through the signalized intersections of the interchange; more traffic will remain in the EB SR 80 managed lane reducing weaving and conflicts along that portion of SR 80 at grade.

A qualitative analysis was conducted by scoring each concept based on six main components or criteria that was considered as part of the evaluation (listed below).

- Complexity
- Connectivity to I-95 Managed Lanes
- Maintenance of Traffic
- Constructability
- Right of Way Impacts •
- Cost

Each concept was scored on a scale of one to three, one meaning the best, and three meaning the worst score. The scores of each criterion were totaled for each alternative, and the alternative resulting in the lowest score is selected as the recommended alternative. Table 4.27 shows the results the evaluation. As shown, Option A resulted in the lowest score (10), when compared to Option B (15) and Option C (12), therefore Option A is recommended concept for the SR 80/Southern Blvd Interchange at I-95.





Table 4.27: SR 80/Southern Blvd at I-95 Comparison Matrix

Alternatives	Complexity	Connectivity to Managed Lanes	Maintenance of Traffic	Constructability	Right of Way Impacts	Cost	Total Rank
Option A	1	2	2	1	2	2	10
Option B	3	2	3	3	1	3	15
Option C	2	1	2	2	2	3	12
Note: The ranking system range represents the following: 1 - Best; 3 - Worst							





4.2.7.3.4.4 SR 80 at I-95 Interchange to SR 80 Action Plan Connection Concepts

The second part of the SR 80 at I-95 interchange evaluation is the connection to the SR 80 Action Plan. As discussed in Section 4.2.7.2.2. Alternative 3 of the SR 80 Action Plan was considered as part of the overall evaluation of to the system to system connection between SR 80 high-speed through lanes and I-95 managed lanes.

The following is a description of each evaluated concept for the system to system connection:

- Option 1 Depressed Connection to accommodate SR 80/I-95 Interchange ALT B5 Option A **Direct Connection** (See Figure 4.32)
 - o Depressed connection between SR 80 Action Plan Alternative 3 and SR 80 at I-95 Interchange Alternative B5 Option A. Option 1 was evaluated to minimize impacts to the Congress Ave/Australian Ave Interchange.
 - Option 1 consists of a transition from the high-speed elevated through lanes sections to a depressed section below Congress Ave/Australian Ave Interchange which connect to ALT B5 Option A of the SR 80 at I-95 Interchange. This would minimize impacts to the existing Congress Ave/Australian interchange.
 - The local lanes for SR 80/Southern Blvd remain at-grade.
 - Analysis for navigable airspace compliance for flightpath associated with existing runway 14-32 of PBI Airport was accounted for in transition between elevated and depressed section.
 - Depressed section starts approximately 3,000 feet west of the existing interchange, and ties into ALT B5 Option A of the SR 80 at I-95 Interchange concept just east of Gem Lake Dr.

Option 2 - Elevated Connection to accommodate SR 80/I-95 Interchange ALT B5 Option A **Direct Connection** (See Figure 4.33)

- Elevated connection between SR 80 Action Plan Alternative 3 and SR 80 at I-95 Interchange Alternative B5 Option A. Option 2 was evaluated to minimize impacts to the Congress Ave/Australian Ave Interchange.
 - Option 2 maintains the high-speed elevated through lanes section to connect to ALT B5 Option A of the SR 80 at I-95 Interchange.
 - The local lanes for SR 80/Southern Blvd remain at-grade.

- the existing SR 80 alignment.
- runway 14-32 flight path.

Option 3 – Re-configure Congress Ave/Australian Ave Interchange to accommodate SR 80/I-95 Interchange ALT B5 Option A Direct Connection (See Figure 4.34)

- operations for the interchange.
 - Α.

 - - section):

 - 0

 Analysis for navigable airspace compliance for flightpath associated with existing runway 14-32 of PBI Airport was accounted for in the evaluation. To avoid obstruction to air navigation, the elevated section alignment deviated to the south of

 The proposed alignment of the elevated section presents significant impacts to parcels south of the existing Congress Ave/Australian Interchange due to existing

 Re-configuration of Congress Ave/Australian Ave Interchange was evaluated to connect SR 80 Action Plan Alternative 3 and SR 80 at I-95 Interchange Alternative B5 Option A. Option 3 was evaluated to provide the system to system connectivity while improving traffic

 Option 3 evaluated and analyzed navigable airspace compliance for the flightpath associated with existing 14-32 of PBI Airport to re-configure the existing Congress Ave/Australian Ave interchange to provide the system to system connectivity between SR 80 Action Plan Alternative 3 and SR 80 at I-95 Interchange Alternative B5 Option

SR 80 Action Plan elevated high-speed through lanes transitions from an elevated section to an at-grade section through the existing Congress Ave/Australian Ave interchange and then transitions back up to the direct connect ramps from the SR 80 at I-95 Interchange Alternative B5 Option A. The high-speed through lanes will be approximately adjacent to the SR 80 local lanes through the at-grade section.

In order to accommodate the at-grade high-speed through lanes, Congress Ave/Australian Ave was reconfigured to accommodate movements with a combination of below grade (depressed sections) and elevated direct connects.

• The following interchange movements would occur below grade (depressed

 NB/SB Australian/Congress Ave (traversing SR 80) SB Australian/Congress Ave to EB SR 80 NB Australian/Congress Ave to WB SR 80





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- The following interchange movements would occur above grade (elevated direct connect sections):
 - o EB SR 80 to NB Australian/Congress Ave
 - WB SR 80 to SB Australian/Congress Ave
- The following interchange movements would occur at-grade and will be grade separated when crossing at Canal C-51 locations:
 - o EB SR 80 to SB Australian/Congress Ave
 - o NB Australian/Congress Ave to EB SR 80
 - SB Australian/Congress Ave to WB SR 80
 - WB SR 80 to NB Australian/Congress Ave
- Option 3 would require existing interchange to be demolished. Interchange reconstruction would require complex MOT planning and phasing. Prolonged road closures and detours may potentially occur to maintain traffic during construction of this option.

Please refer to **Appendix S** for detailed exhibits for each option.

4.2.7.3.4.4.1 Recommended SR 80 at I-95 Interchange to SR 80 Action Plan

Connection Concepts

Several factors were considered to determine a recommended concept for SR 80 at I-95 interchange to SR 80 Action Plan connection. A qualitative analysis was conducted by scoring each option based on six main components or criteria that was considered as part of the evaluation (listed below).

- Complexity
- Connectivity to I-95 Managed Lanes
- Maintenance of Traffic
- Constructability
- Right of Way Impacts
- Cost

Each option was scored on a scale of one to three, one meaning the best, and three meaning the worst score. The scores of each criterion were totaled for each alternative, and the alternative resulting in the lowest score is selected as the recommended alternative. Table 4.28 shows the results the evaluation.

As shown, Option 1 resulted in the lowest score (11), when compared to Option 2 (14) and Option 3 (16), therefore Option 1 is the recommended concept for the system to system connection between SR 80 at I-95 Interchange Alternative B5 Option A to SR 80 Action Plan Alternative 3.





Contract No.: C9O65



Figure 4.32: Option 1-Depressed System to System Connection

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Contract No.: C9O65



Figure 4.33: Option 2- Elevated System to System Connection

I-95 Managed Lanes Master Plan From South of Linton Boulevard to Palm Beach/Martin County Line FM No.: 436576-1-22-01





Contract No.: C9O65



Figure 4.34: Option 3- Re-Configure Existing Australian/Congress Ave Interchange

I-95 Managed Lanes Master Plan From South of Linton Boulevard to Palm Beach/Martin County Line FM No.: 436576-1-22-01





Table 4.28: SR 80 at I-95 Interchange to SR 80 Action Plan Connection Comparison Matrix

Alternatives	Complexity	Connectivity to Managed Lanes	Maintenance of Traffic	Constructability	Right of Way/Impacts	Cost	Total Rank
Option 1	2	1	2	2	2	2	11
Option 2	2	1	3	2	3	3	14
Option 3	3	1	3	3	3	3	16
Note: The ranking system range represents the following: 1 - Best; 3 - Worst							





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4.2.8 Intelligent Transportation Systems (ITS)

Since the late 1990s, FDOT District Four has developed a robust ITS infrastructure to support transportation management needs. The current number of ITS devices managed by FDOT District Four includes:

- 68 Dynamic Messages Signs (DMS) along the freeways
- 48 Arterial Dynamic Message Signs (ADMS) approaching the interstates and US 27
- 20 Express Lanes status DMS
- 31 Express Lanes Toll Rate DMS
- 518 CCTV cameras (330 freeway and 188 arterial)
- 594 vehicle detectors (535 freeway and 59 arterial)
- 102 Bluetooth Traffic Origin and Destination (BlueTOAD) traffic sensors
- 9 Highway Advisory Radio (HAR) transmitters and 20 HAR beacons
- 7 Road Weather Information (RWIS) stations
- 28 Variable Speed Limit (VSL) signs
- 13 Permanent Traffic Management Sites (PTMS)
- 27 generators and 369 miles of fiber optic cable (241 freeway and 128 arterial)

Additional ITS devices are being deployed as part of the I-95 express lanes projects, including ramp signals, express lane status DMS, express lane toll rate DMS, closer spaced vehicle detectors, etc.

The proposed I-95 Managed Lanes project, from south of Linton Boulevard to the Palm Beach/Martin County Line, will extend the ITS infrastructure further north in conformance with the FDOT "Express Lanes Manual" (2019), FDOT "Express Lanes Handbook" (2015), "Southeast Florida Express Lanes Regional Concept of Operations (2014), and the Concept of Operations that will be developed for this project during the PD&E phase. The ITS infrastructure will include dynamic message signs (toll rate signs, lane status signs, incident management signs), vehicle detectors (sensors), CCTV cameras (surveillance and confirmation cameras), ITS cabinets, access gates (if applicable), and ramp signals (if applicable) as well as required communications and power connections to the existing infrastructure. The ITS infrastructure will be integrated into the District Four SMART SunGuide RTMC.

As emerging technologies are deployed in future years, the ITS infrastructure may be adapted to improve safety, mobility, and efficiency. For example, as connected vehicles emerge, dedicated short range communications devices may be used to provide more robust data to enhance the sensitivity of dynamic

pricing using the Statewide Express Lanes Software (SELS). As automated vehicles emerge, consideration may be afforded to possibly converting one or more express lanes to automated lanes if there is sufficient demand. These emerging technologies are envisioned to enable the express lanes to be "future proofed" in accommodating increased capacity and more efficiency as vehicles begin to communicate with each other as well as with the roadway infrastructure and RTMC.

4.2.9 Park and Ride Lots

The following Park-and-Ride lots are located within the study limits and were considered in the evaluation of managed lanes access points.

- Delray Beach Tri-Rail Station (345 South Congress Avenue, Delray Beach, FL 33445)
- Boynton Beach Tri-Rail Station (2800 High Ridge Road, Boynton Beach, FL 33426)
- Lake Worth Tri-Rail Station (1703 Lake Worth Road, Lake Worth, FL 33460)
- West Palm Beach Tri-Rail/Amtrak Station (203 South Tamarind Avenue, West Palm Beach, FL 33401)
- Mangonia Park Tri-Rail Station (1415 45th Street, West Palm Beach, FL 33407)
- Indiantown Road and Turnpike Park & Ride (North of 7737 W Indiantown Rd, Jupiter, FL 33478)
- Indiantown Road and Central Blvd Park & Ride (6401 W Indiantown Rd Jupiter, FL 33458)

ess Avenue, Delray Beach, FL 33445) e Road, Boynton Beach, FL 33426) oad, Lake Worth, FL 33460) South Tamarind Avenue, West Palm Beach, FL

et, West Palm Beach, FL 33407) rth of 7737 W Indiantown Rd, Jupiter, FL 33478) (6401 W Indiantown Rd Jupiter, FL 33458)





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Figure 4.35: Existing Park-and-Ride Lots

A new express bus service via I-95 from Indiantown Rd to the West Palm Beach Intermodal Center is included in the 2020-2040 Desires Plan of Palm Beach County's 2040 Long Range Transportation Plan. Based on the 2018 Fall Park-and-Ride Inventory completed by the FDOT District Four, the following Park-and-Ride lots are not fully utilized and can potentially serve the planned express bus route.

- West Palm Beach Tri-Rail/Amtrak Station (64% utilization)⁷
- Indiantown Road and Turnpike Park & Ride (53% utilization)⁷
- Indiantown Road and Central Blvd Park & Ride (33% utilization)⁷

An analysis was conducted to identify potential Park-and-Ride locations to serve express bus routes. The analysis was based on accessibility between the Park-and-Ride lots and the managed lanes. The table below indicates the number of interchanges to be cleared before entering the managed lanes from the Park-and-Ride locations and the number of interchanges to be cleared before exiting the managed lanes to the Park-and-Ride locations. This analysis only considered potential express bus service access to the I-95 corridor arriving/departing a potential park and ride facility candidate to the proposed managed lanes ingress/egress access points. The analysis does not consider express bus direct connect routes to/from park and ride facilities.

Table 4.29: Park-and-Ride Analysis

	Destinations North Lo	of Park-and-Ride t	Destinations South of Park-and-Ride Lot		
	Northbound	Southbound	Southbound	Northbound	
	Number of interchanges crossed before entering Managed Lanes	Number of interchanges crossed after exiting Managed Lanes	Number of interchanges crossed before entering Managed Lanes	Number of interchanges crossed after exiting Managed Lanes	
Delray Beach Tri-Rail Station	0	0	1	1	
Boynton Beach Tri-Rail Station	3	3	0	0	
Lake Worth Tri-Rail Station	1	0	3	3	
West Palm Beach Tri-Rail/Amtrak Station	0	0	2	2	
Mangonia Park Tri-Rail Station	No access	No access	0	0	
Indiantown Rd and Turnpike Park-and-Ride	N/A	N/A	1	1	
Indiantown Rd and Central Blvd Park-and-Ride	N/A	N/A	1	1	

⁷ Utilization information from the 2018 Fall Park-and-Ride Inventory by the FDOT District Four Office of FLPO

utilization)⁷ % utilization) ⁷ (33% utilization) ⁷





Based on the above results, the best Park-and-Ride locations to potentially serve express bus routes are Delray Beach Tri-Rail Station, West Palm Beach Tri-Rail/Amtrak Station, Indiantown Rd & Turnpike, and Indiantown Rd at Central Blvd. These results are solely based on accessibility between the existing Park-and-Ride locations and the proposed managed lanes. Further analysis would be required to determine the adequacy of these locations.

Selecting an adequate location for a Park-and-Ride facility is a process that should take into account the type of facility, demand estimations, facility sizing, and evaluation of potential facilities. A separate analysis is recommended to identify new suitable Park-and-Ride locations for express bus service. This process should incorporate methodologies from the State Park-and-Ride Guide by the Florida Department of Transportation Office of Freight, Logistics and Passenger Operations (FLPO).

4.3 Alternative Analysis, Recommended Alternative, and Implementation Plan 4.3.1 Evaluation Criteria

4.3.1.1 Construction Cost

A preliminary cost estimate was conducted for Alternatives A through C for both the roadway and structures component of each alternative. Cost determinations were developed using historical costs and Cost Per Mile (CPM) Models for Long Range Estimates (LRE) as published by the FDOT. The team compared costs from Areas 12 and 13, which includes historical costs from various projects implemented in Miami-Dade, Broward, and Palm Beach Counties. Both sources of historical cost data were considered in the preliminary cost estimate.

For the roadway component, applicable pay items from the historical costs were extracted and applied to the cost assessment of each alternative, where applicable. Examples include the Flexible High Performance 36" Delineators, and Shoulder Concrete Barrier for Rigid Shoulders. In addition, CPM models were referenced to determine an applicable cost per mile for the roadway components. The following CPM models were referenced for this analysis:

- Mill & Resurface 1 Additional Lane Rural Interstate (R-19)
- New Construction Extra Cost for Additional Lane on Urban Interstate (U-11)
- 10' Shoulders Outside (U-25)

The team filtered applicable pay items per alternative by considering both the historical costs and CPM models listed above. Table 4.30 shows a sample list of pay items considered as part of the cost estimate based on the CPM models.

Widen 6 Lane Urban Interstate with Closed Median to 8 Lanes (Outside); Mill & Resurface Existing;





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Table 4.30: CPM Model Pay Item List

Day Itom	Description
101-1	
102-1	
120-6	
160-4	TYPE B STABILIZATION
285-704	OPTIONAL BASE, BASE GROUP 04
285-709	OPTIONAL BASE, BASE GROUP 09
334-1-23	SUPERPAVE ASPH CONC, TRAF C, PG76-22, PMA
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22,PMA
337-7-22	ASPH CONC FC, INC BIT, FC-5, PG76-22, PMA
400-2-2	CONC CLASS II, ENDWALLS
425-1-541	INLETS, DT BOT, TYPE D
425-1-891	INLETS, BARRIER WALL
425-2-71	MANHOLES, J-7
430-174-142	PIPE CULV, OPT MATL, ROUND, 42" SD
430-174-154	PIPE CULV, OPT MATL, ROUND, 54" SD
430-175-130	PIPE CULV, OPT MATL, ROUND, 30" S/CD
430-175-142	PIPE CULV, OPT MATL, ROUND, 42" S/CD
430-175-154	PIPE CULV, OPT MATL, ROUND, 54" S/CD
430-94-1	DESILTING PIPE, 0-24"
430-94-2	DELSILTING PIPE, 25-36"
430-94-3	DESILTING PIPE, 37-48"
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH
570-1-2	PERFORMANCE TURF, SOD
700-1-11	SINGLE POST SIGN, F&I GM
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF
700-1-50	SINGLE POST SIGN, RELOCATE
700-1-60	SINGLE POST SIGN, REMOVE
700-2-14	MULTI-POST SIGN, F&I GM, 31-50 SF
700-2-60	MULTI-POST SIGN, REMOVE
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS
711-15-111	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"

For the structural component, a structural assessment was conducted during this study to determine if a bridge would need to be widened or replaced for each alternative (see **Appendix N**). The structural team referenced the existing conditions of the bridges along the corridor and analyzed how the existing bridges were impacted by each alternative and if any new bridges were proposed as part of the study. The available information for the existing bridges consisted of bridge design plans/as-builts and Bridge Inspection Reports. The January 2018 FDOT Structures Design Guidelines, Section 9 – BDR Cost Estimating procedure was referenced in obtaining the applicable historical cost for each bridge improvement.

The cost for the proposed SR 80 improvements west of the I-95 corridor were not included as part of the Alternative A cost summary based on the results of the traffic demand model during the traffic analysis portion of the study. Alternative A was not considered for further evaluation due to the low manage lanes volume demand throughput. Based on these results, a system to system direct connection from I-95 to SR 80 in Alternative A was not considered in the cost estimate. From a traffic demand perspective, the two managed lane traffic alternative resulted in the maximum managed lanes volume demand throughput. As a result, the traffic demand model and direct connection analysis indicates the applicable build alternatives for a system to system direction connection from I-95 to SR 80 to be Alternatives B and C, therefore the SR 80 improvements were considered in the cost estimate of Alternatives B and C.

 Table 4.31 through Table 4.33 show the preliminary cost estimates for each alternative.
 The total cost (in millions) are as follows:

- Alternative A: \$188 M
- Alternative B: \$2,275 M
- Alternative C: \$2,878 M

Please refer to Appendix T for preliminary cost estimate calculations.





Table 4	1.31:	Alternative	Α	Preliminary	Cost	Estimate
I GIOTO		/				Lotiniato

I-95 Managed Lanes Master Plan - Alternative A - Cost Summary (High Level Planning Estimate without SR 80 Improvements)		
Roadway Cost	\$131,539,064	
Design Fee (12%)	\$15,784,688	
Construction Engineering Inspection (11%)	\$14,469,297	
Contingency (25%)	\$32,884,766	
Structures Cost (Includes Contingency)	\$0	
Design Fee (12%)	\$0	
Construction Engineering Inspection (11%)	\$0	
Total Cost	\$194,677,815	

Table 4.32: Alternative B Preliminary Cost Estimate

I-95 Managed Lanes Master Plan - Alternative B - Cost Summary (High Level Planning Estimate with SR 80 Improvements)		
I-95 Mainline Corridor (Planning Level)		
Roadway Cost	\$652,487,750	
Design Fee (12%)	\$78,298,530	
Construction Engineering Inspection (11%)	\$71,773,653	
Contingency (25%)	\$163,121,938	
Structures Cost (Includes Contingency)	\$436,982,404	
Design Fee (12%)	\$52,437,888	
Construction Engineering Inspection (11%)	\$48,068,064	
SR 80 Improvements (LRE)		
Roadway Cost	\$57,431,663	
Design Fee (12%)	\$6,891,800	
Construction Engineering Inspection (11%)	\$6,317,483	
Structures Cost	\$474,791,964	

	I-95 Managed Lanes Master Plan - A (High Level Planning Estimate w
	Construction Engineering
	Table 4.33: Alternative C Preli
	I-95 Managed Lanes Master Plan - A (High Level Planning Estimate w
Roadway Constr	ruction Cost
	Construction Engineeri
Structures Cost	(Includes Contingency)
	SR 80 Improveme
Boodway Cost	
Ruduway Cusi	
Roadway Cost	
	Construction Engineeri
Structures Cost	Construction Engineeri
Structures Cost	Construction Engineeri
Structures Cost	Construction Engineeri Construction Engineeri

Alternative B - Cost Summary with SR 80 Improvements)				
Design Fee (12%)	\$56,975,036			
ring Inspection (11%)	\$52,227,116			
Total Cost	\$2,157,805,287			

liminary Cost Estimate

Alternative C - Cost Summary with SR 80 Improvements)				
	\$850,540,023			
Design Fee (12%)	\$102,064,803			
ering Inspection (11%)	\$93,559,402.53			
Contingency (25%)	\$212,635,006			
	\$688,354,041			
Design Fee (12%)	\$82,602,485			
ering Inspection (11%)	\$75,718,945			
ments (LRE)				
	\$57,431,663			
Design Fee (12%)	\$6,891,800			
ering Inspection (11%)	\$6,317,483			
	\$474,791,964			
Design Fee (12%)	\$56,975,036			
ering Inspection (11%)	\$52,227,116			
Total Cost	\$2,760,109,765			





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4.3.1.2 Right of Way Impact Assessment

A preliminary evaluation for right of way impacts was conducted for all alternatives. The No Build alternative does not propose improvements to the corridor, thus no right of way impacts is anticipated. Alternative A involves utilizing the existing footprint of the corridor. The HOV lane will be re-designated as a separated managed lane and minimal widening is expected at proposed access points, however, no right of way impacts is anticipated in Alternative A. Alternative B involves widening of the I-95 corridor for one additional lane to accommodate the two managed lane typical section throughout the corridor. Therefore, the footprint of the corridor increases which results in impacts to a total of 12 parcels. The total anticipated right of way impacts varies from 5 to 11 feet. Alternative C involves widening of the I-95 corridor for one additional lane to accommodate the two managed lane typical section throughout the corridor, including additional room to provide full standard width shoulders between the managed lanes and general use lanes for the concrete barrier wall separation treatment. Due to the increase in the footprint in Alternative C, which requires a larger footprint when compared to Alternative B due to the separation treatment type, results in impacts to a total of 360 parcels. The total anticipated right of way impacts varies from 5 to 65 feet. See Table 4.34 for a summary of the right of way impact assessment.

Assessment	No Build		Alternative A		Alternative B		Alternative C	
Parcel Impacts	Residential	0	Residential	0	Residential	3	Residential	298
	Industrial	0	Industrial	0	Industrial	3	Industrial	36
	Commercial	0	Commercial	0	Commercial	2	Commercial	10
	Recreation	0	Recreation	0	Recreation	0	Recreation	8
	Public	0	Public	0	Public	4	Public	6
	Utility	0	Utility	0	Utility	0	Utility	2
	0		0		12		360	
Right of Way Impacts	0 feet		0 feet		5-11 feet		5-65 feet	

Table 4.34: Right of Way Impact Assessment Table

4.3.1.3 Environmental Impacts

A high-level environmental review was completed for the Plan. The review included the use of GIS databases from the Palm Beach County Enterprise GIS Data Catalog, Florida Geographic Data Library, the USFWS, and the SFWMD. The evaluation of the data was conducted to determine existing and project-related environmental conditions or constraints for subsequent analysis in a Project Development phase. The environmental review was oriented to support future anticipated Federal Highway Administration approval and the ETDM Programming Screen leading to Class of Action Determination for corridor improvement segments. These data were graphically displayed on maps of the entire 37.5-mile project corridor to highlight those areas of concern that lay within the project boundary which is one-quarter mile on either side of the corridor.

The analysis included a social impact evaluation that looked at current land use of the property within the project corridor; community cohesion, which looked at potential division of existing communities; and relocation potential. Community services included identification of medical facilities, cultural areas, government buildings, and parks and recreation within the project corridor that could potentially be impacted by the project. The analysis also looked at natural and physical environmental factors including wetlands, farmlands and potential noise sensitive areas. Areas with potential contamination, including existing waste clean-up sites, and identified petroleum sites were identified. All of these factors are graphically displayed on the maps included **Section 6.0**.

The Plan does not propose to significantly expand on the existing I-95 right-of-way, therefore it is unlikely that there will be significant impacts to any of the environmental elements evaluated. As this project transitions to the PD&E phase, further environmental analysis will be conducted in compliance with the FDOT PD&E Manual.

4.3.1.4 Preliminary Maintenance of Traffic (MOT) Plan

The Plan proposes a preliminary breakdown of individual construction projects for the next transportation phases of PD&E, Design, and Construction. The Plan recommends construction projects by segments based on the needs of the corridor and constructability of the roadway improvements. The Maintenance of Traffic (MOT) plan will include all the necessary roadway improvements to accommodate two managed lanes in each direction.




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A conceptual MOT plan will be developed in accordance with the FDOT standards during subsequent phases of project development (PD&E). Measures to be considered for implementation in the plan will include, but are not limited to:

- Advance notice of any lane closure will be given to minimize disruption to roadway users.
- Detour signing placed in advance, at strategic locations, to notify motorists of alternate routing, if needed.
- Addition of measures within the construction contract specifications and plans to encourage responsible construction practices by contractors to avoid or minimize impacts.

MOT strategies will also consider the following specific objectives:

- Provide safe travel through the corridor during construction.
- Minimize the amount of time that any one section is under construction.
- Provide an adequate level of service for traffic using the corridor during construction.

Traffic will be maintained to the maximum extent possible during project implementation. The sequence of construction will be planned in such a way that will minimize traffic delays along the corridor. The existing number of general use lanes will remain open at all times along the mainline corridor during construction while working on the outside widening of the corridor, the existing HOV lane and the inside shoulders. Temporary travel lanes width reduction might be necessary during construction. In addition, short lane closures will be necessary during off-peak hours to change construction phases.

Other measures to account for the MOT phases during construction are:

- Providing roadway lighting throughout all phases.
- Maintaining full width outside shoulder, if possible.
- Minimizing temporary drainage spread impacts. •
- Providing temporary pull-out areas for distressed vehicles in areas with reduced shoulder width. •
- Informing the local news media will in advance of any construction-related activities / MOT phase shifting so that business owners and residents in the area can plan travel routes in advance.
- A sign providing the name, address, and telephone number of an FDOT contact person will be • displayed on-site to assist the public in obtaining answers to questions or concerns about project construction.

A preliminary MOT plan will be developed during the PD&E phase; however, a logical sequence of events will be based on widening the corridor to the outside in order to accommodate the proposed design. The existing traffic will be shifted to the inside by reducing the shoulder and lane widths to start construction along the outside of the corridor. This phase proposes to construct the future improvements that are outside of the existing corridor without impacting the traffic operations during construction.

The following MOT phase would allow for construction of the inside sections by shifting the traffic to the newly constructed outside sections. The inside typical section footprint of the future improvements would be constructed after the first phase is completed; most of the remaining future improvements are located along the center of the corridor. This phase proposes to construct the future improvements that are on the inside of the corridor minimizing the impacts to traffic operations during construction.

A separate MOT phase will need to be developed in order to construct a new system-to-system connection between I-95 and SR 80/Southern Blvd.

It is not known at this time if the segmented projects will be implemented as part of a Design-Build or Design-Build-Finance initiative, or a Conventional Design Bid-Build scenario.

4.3.2 Segments That Cannot Be Improved

Overall, the proposed managed lanes will improve traffic operations along the I-95 corridor within the study limits. The segments included in Table 3.56 through Table 3.58 are anticipated to operate below the Level of Service standard for SIS facilities in the design year and will require exceptions to the SIS standards. However, these segments still offer improvements in terms of number of vehicles processed when compared to the No-Build conditions. Additional capacity (beyond the proposed managed lanes) would be required in order to bring these segments to standard operating conditions (LOS D). The impacts associated with the required additional capacity are anticipated to be significant and would need to be further evaluated in future phases of the project.





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4.3.3 Recommended Alternative

The Plan evaluated and compared the different advantages and disadvantages of each alternative analyzed during this study. Below are the alternatives evaluated during this study:

No Build- No mainline improvements are proposed for this alternative. The existing I-95 mainline configuration will be maintained through design year 2040.

Alternative A - Convert the existing High Occupancy Vehicle (HOV) lane to a managed lane while maintaining the existing number of general use lanes. <u>Separation treatment</u>: Buffered separation with tubular delineators.

Alternative B - Convert the existing High Occupancy Vehicle (HOV) lane to a managed lane and adding a second managed lane while maintaining the existing number of general use lanes. <u>Separation treatment</u>: Buffered separation with tubular delineators.

Alternative C - Convert the existing High Occupancy Vehicle (HOV) lane to a managed lane and adding a second managed lane while maintaining the existing number of general use lanes. <u>Separation treatment</u>: Concrete barrier separation between managed lanes and general use lanes with standard FDOT shoulder widths.

As discussed in **Section 3.9**, the existing and future travel demand was determined utilizing modeling methodologies, process, approach, and analysis standards. The design year for this study is 2040. **Section 3.11** provides evidence of a significant number of segments throughout the I-95 corridor that is expected to perform under the LOS standard for an SIS facility in year 2040 if no improvements are made (No Build Scenario).

Alternative A proposed a managed lane improvement that would convert the existing HOV lane to a managed lane. The Plan determined that a one-managed lane concept does not create as much demand in the managed lanes when compared to the two-managed lane concept. The two managed lane alternative provides the maximum through volume.

Alternative B and C both provide a two managed lane improvement to the corridor, the difference in the alternatives is the separation treatment between the managed lanes and general use lanes offered by each alternative. As previously described, Alternative B proposes a buffered separation with tubular delineators and Alternative C a proposes concrete barrier separation with full width standard shoulders. The main difference between Alternative B and C is the footprint of the improvement. **Table 4.35** provides a summary of the impact assessment of each alternative.

The Plan recommends implementation of Alternative B to the I-95 corridor within the study limits. Alternative B resulted in minimal impacts to the corridor while meeting the study purpose and objectives.





Table 4.35: Alternative Evaluation Matrix

Assessment	No Build	No Build		Alternative A		Alternative B		Alternative C	
Right of Way Impacts	None	None		Minor		Minor		Significant	
	Widening	0	Widening	0	Widening	43	Widening	39	
Structure Impacts	Replacement	0	Replacement	0	Replacement	36	Replacement	51	
	0		0		79		90		
Maintenance of Traffic	None	None		Minor		Moderate		Significant	
Environmental	Minor		Minor		Minor		Minor		
	Roadway	\$0	Roadway	\$188	Roadway	\$1,036	Roadway	\$1,329	
Construction Cost (in Millions)	Structural	\$0	Structural	\$0	Structural	\$1,121	Structural	\$1,431	
	\$0		\$188		\$2,157		\$2,760		
 Notes: 1.) Bridge analysis did not include load ratings. 2.) Roadway cost estimate was based on the FDOT's on Urban Interstate, and Shoulder Construction. The shoulder concrete rigid barrier wall, shoulder paveme 3.) The January 2018 FDOT Structures Design Guid. 	Long Range Estimates (LRE) LRE CPM models includes m int, milling & resurfacing, drair elines, Section 9 – BDR Cost) Cost P aintenar age, siç Estimati	er Mile (CPM) models. The r nce of traffic and mobilization gning & pavement markings.	models incluc costs. Items I in obtaining	de pay items for Milling & R s include full depth mainline the applicable historical co	esurfacing on Inte pavements, Type st for each bridge	erstates, New Construction for B Stabilization, Optional Base improvement. The cost per	r Additional Lane e Group 04 & 09, r square foot of	

new construction for short, medium, and long span bridges are provided for planning use. Planning costs are also provided for bridge demolition and widening of bridges in cost per square foot.





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4.3.4 Benefit-Cost Analysis

A Benefit-Cost Analysis (BCA) was conducted to quantify the benefits of converting the existing HOV lanes on I-95 to Managed Lanes and adding two new Managed Lanes to the corridor, for a total of four Managed Lanes (two lanes in each direction).

Based on the FDOT Express Lanes Handbook (2015), some of the benefits of express lanes include reduced travel times, increased travel speeds, reduced weaving, reduced queuing, improved trip reliability, improved operations in the general use lanes, reduced pollution from vehicular emissions and enhancement to the regional transit. For purposes of this analysis, a quantitative BCA was performed with regards to traffic safety and traffic operations. The safety benefit of the managed lanes was calculated utilizing the FDOT Benefit-Cost Analysis spreadsheet; and benefit pertaining to traffic operations were computed using the FHWA Tool for Operations Benefit/Cost (TOPS-BC) Version 3.0 spreadsheet. Detailed operational benefits of managed lanes should be identified when a micro-simulation analysis is performed. At this point, other intangible benefits such as reduction in emissions were not used in the computation of benefit-cost ratio. Table 4.36 and Table 4.37 show the preliminary cost based on the FDOT Long Range Estimate (LRE) and the annualized cost used in the analysis respectively. The cost estimate will be refined in subsequent phases (i.e. PD&E and Design phases) of the project. Refer to Appendix T for the Alternative B's LRE Report.

Table 4.36: Cost Summary (Alternative B)

Туре	Cost
Roadway Cost	\$672,325,847
Design (12%)	\$80,679,102
Construction Engineering Inspection (11%)	\$73,955,843
Drainage Cost	\$140,232,130
Design (12%)	\$16,827,856
Construction Engineering Inspection (11%)	\$15,425,534
Structures	\$968,804,993
Design (12%)	\$116,256,599
Construction Engineering Inspection (11%)	\$106,568,549
Total	\$2,191,076,453

Note: Total cost includes the interchange improvement at SR 80

Table 4.37: Annualized Cost (Alternative B)

Туре	Cost	
P.E.C.E.I.	\$ 17,615,898	3.35
Structure	\$ 41,174,212	2.20
Roadway	\$ 49,483,182	2.34
Drainage	\$ 10,321,084	4.77
Other	\$ 15,732,997	7.80
Annual Cost	\$ 134,327,37	5.45

Note: Total cost includes the interchange improvement at SR 80

4.3.4.1 FDOT Benefit-Cost Analysis Tool

Crash data obtained from the CARS database for years 2011 through 2015 was utilized to determine the relationship between number of crashes and the AADT of each year. The AADT for years 2011 to 2015 was obtained from the Florida Transportation Information (FTI) website. Table 4.38 shows the number of crashes and AADT for each segment by year. The AADT obtained from the FTI website is the sum of vehicles using HOV lanes and general use lanes (GUL).

A linear growth rate calculated between existing and future traffic volume was used to predict future crashes of each segment of I-95. As the existing AADT is a combination of vehicles on HOV lanes and GUL, future AADT used for the analysis is the sum of vehicles on HOV lanes (for No Build Alternative) or Managed Lanes (for Build Alternative) and GUL. Considering AADT as the only parameter to predict future crashes, it is anticipated to predict that the alternative with higher AADT will have more crashes. Subsequently, the Build Alternative, which is predicted to serve more traffic than the No Build Alternative, was estimated to have more crashes in the design year 2040. Table 4.38 summarizes the crashes and AADT of each segment of I-95 within the study area.

Additionally, considering the fact that the analysis was performed for roadways with no barrier separation between HOV lanes and GUL, a crash reduction factor was applied to quantify the safety benefit of having physically separated managed lanes. Based on the Crash Modification Factor (CMF) Clearing house website, CMF ID 2988, a 5% reduction in all types of crashes is applied to the Build Alternative due to the presence of the physical separator. This factor was used in the calculation of benefit-cost ratio using the FDOT approved Benefit-Cost Analysis spreadsheet. As there is no cost associated with the No Build





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Alternative; the BCA was performed only for the Build Alternative. Calculation of the Benefit-Cost ratio and the CMF information is provided in **Appendix U.**

Based on the FDOT Benefit-Cost Analysis spreadsheet, converting the HOV lanes to Managed Lanes (separated by tubular delineators) results in an annualized benefit of \$22,379,949 with a B/C ratio of **0.17**. This ratio was calculated using the annualized cost shown in **Table 4.37**, number of crashes predicted for the Design Year of the Build Alternative shown in **Table 4.38** and a Crash Reduction Factor of 5%. Similar to crash reduction in design year, additional safety benefits will be accrued over the design life of the project. A more detailed safety analysis using tools such as ISATe would help better quantify the safety benefits of converting HOV lanes to Managed Lanes.

4.3.4.2 FHWA Tool for Operations Benefit/Cost (TOPS-BC) Version 3.0 Tool

TOPS-BC is a sketch-planning level decision support tool developed by the FHWA Office of Operations. It is intended to provide support and guidance to transportation practitioners in the application of BCA for a wide range of Transportation System Management and Operations (TSMO) strategies. The tool was developed based on guidance and input from planning and operations practitioners with the primary purpose of helping in screening multiple TSMO strategies and for providing "order of magnitude" BCA estimates. The tool contains various default parameters such as crash cost, value of person hour, etc. which were adjusted to match the Florida standards.

The following factors were adjusted in the spreadsheet to calculate the benefit-cost ratio:

<u>Capacity of General Use Lanes (GUL) and Managed Lanes (ML)</u> – GUL capacity was calculated based on LOS D service flow rate obtained from HCM 6th Edition. Similar to the capacity adjustment applied in FDOT QLOS tables, the service flow rate was adjusted using the heavy vehicle adjustment factor, peak hour factor and driver population factor. The ML capacity was obtained from the FHWA Freeway Management and Operations Handbook (Chapter 8.0 – Managed lanes). The ML capacity was adjusted based on peak hour factor and driver population factor similar to GUL.

<u>Annualized Cost Calculation</u> – Annualized Cost calculation factors from the FDOT Benefit-Cost Analysis Spreadsheet were used to calculate the annualized cost in the TOPS-BC spreadsheet. This was performed to obtain same annualized cost of improvement for the two BCAs performed.

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Table 4.38: Crash by Segment - Existing and Year 2040

Location					# Cra	ashes					AADT					Year 20	ar 2040 AADT			Vear 2010 Crashes		
	From	-													No Build			Build		rear	2040 Gra	Isnes
I-95 between	MP	Ιο ΜΡ	2011	2012	2013	2014	2015	Total	2011	2012	2013	2014	2015	GP Lanes	HOV Lane	Total	GP Lanes	Managed Lanes	Total	No Build	Build	Build X CMF
South of Congress Ave to Congress Ave	6.20	7.09	11	7	0	9	4	31	173,000	210,000	209,500	208,500	210,000	214,000	47,000	261,000	224,500	42,000	266,500	8	8	8
Congress Ave to Linton Blvd	7.09	8.38	53	58	53	59	52	275	186,200	188,500	190,000	187,500	202,000	230,000	39,000	269,000	233,600	42,000	275,600	78	79	75
Linton Blvd to Atlantic Ave	8.38	9.92	118	108	141	142	186	695	192,500	185,500	192,000	195,500	203,000	241,000	33,000	274,000	239,600	42,000	281,600	197	202	192
Atlantic Ave to Woolbright Rd	9.92	13.76	183	208	257	207	210	1,065	173,500	174,498	181,062	186,390	195,661	228,000	39,000	267,000	238,000	42,000	280,000	312	327	311
Woolbright Rd to Boynton Beach Blvd	13.76	14.75	60	63	72	71	82	348	152,000	174,500	201,000	187,500	223,000	255,000	33,000	288,000	238,000	64,000	302,000	107	112	106
Boynton Beach Blvd to Gateway Blvd	14.75	16.26	64	67	104	99	93	427	200,000	160,500	190,000	183,500	232,000	256,000	35,000	291,000	258,000	45,000	303,000	129	134	127
Gateway Blvd to Hypoluxo Rd	16.26	17.74	80	61	74	87	108	410	176,500	201,000	197,000	210,000	209,000	252,000	43,000	295,000	261,000	45,000	306,000	122	126	120
Hypoluxo Rd to Lantana Rd	17.74	18.78	48	67	64	73	73	325	224,500	217,000	224,000	194,000	202,500	273,000	37,000	310,000	276,000	45,000	321,000	95	98	93
Lantana Rd to 6th Ave	18.78	20.27	71	88	101	99	95	454	204,500	207,500	195,500	221,000	190,500	274,000	34,000	308,000	276,000	45,000	321,000	137	143	136
6th Ave to 10th Ave	20.27	21.57	72	101	154	103	90	520	275,400	204,600	213,500	239,500	219,000	271,000	33,000	304,000	278,000	45,000	323,000	137	146	139
10th Ave to Forest Hill Blvd	21.57	23.48	65	94	94	110	148	511	194,500	190,000	203,000	216,000	226,000	273,000	38,000	311,000	261,000	70,000	331,000	154	164	156
Forest Hill Blvd to SR 80	23.48	24.91	54	90	96	91	111	442	198,500	192,000	208,000	201,000	226,000	287,000	35,000	322,000	290,000	51,000	341,000	139	147	140
SR 80 to Belvedere Rd	24.91	25.94	33	37	64	70	58	262	137,000	139,000	191,500	181,000	185,500	222,900	32,000	254,900	220,000	52,000	272,000	80	85	81
Belvedere Rd to Okeechobee Blvd	25.94	27.01	57	78	94	92	160	481	169,000	194,500	199,000	205,500	222,000	249,000	34,000	283,000	250,000	52,000	302,000	137	147	140
Okeechobee Blvd to Palm Beach Blvd	27.01	28.27	90	120	169	168	212	759	166,198	169,693	177,265	187,075	197,639	246,000	34,000	280,000	247,700	52,000	299,700	237	253	240
Palm Beach Blvd to 45th St	28.27	31.05	83	85	73	134	160	535	179,500	185,000	195,500	201,000	214,000	248,000	42,000	290,000	278,700	39,000	317,700	159	174	165
45th St to Blue Heron Blvd	31.05	32.80	65	69	79	97	107	417	195,800	199,600	201,900	217,600	216,000	244,000	34,000	278,000	239,700	55,000	294,700	112	119	113
Blue Heron Blvd to Northlake Blvd	32.80	34.55	49	38	71	66	58	282	180,500	184,500	188,500	204,000	199,500	221,000	30,000	251,000	229,700	34,000	263,700	74	78	74
Northlake Blvd to PGA Blvd	34.55	36.76	78	45	63	73	86	345	145,000	149,000	150,000	164,500	160,500	205,000	30,000	235,000	209,700	34,000	243,700	105	109	104
PGA Blvd to Military Trail	36.76	37.46	30	30	48	37	19	164	97,800	97,600	94,600	106,900	115,300	153,000	26,000	179,000	150,700	34,000	184,700	57	59	56
Military Trail to Donald Ross Rd	37.46	40.17	34	35	47	44	46	206	103,700	103,500	101,000	113,500	121,500	126,000	22,000	148,000	119,800	34,000	153,800	56	58	55
Donald Ross Rd to Indiantown Rd	40.17	43.96	78	42	60	86	99	365	93,387	96,366	96,148	99,078	105,303	130,000	-	130,000	134,100	-	134,100	97	100	95
North of Indiantown Rd	43.96	46.00	37	37	36	53	33	196	66,000	68,000	67,000	71,500	76,000	93,000	-	93,000	97,700	-	97,700	52	55	52
Total			1,513	1,628	2,014	2,070	2,290	9,515						Total						2,781	2,923	2,777

Notes:

- Year 2040 Crashes estimated by applying average traffic volume growth rate to the average number of crashes during the years 2011 to 2015
 Crash data obtained from FDOT CARS Database
- AADT obtained from FDOT FTI website
- Crash Modification Factor (CMF) ID: 2988 (95%) applied to the build alternative crashes





Dollar value of person hour - The cost of person hour used in the computation of travel time cost, travel time savings cost and reliability benefit were updated to match the person hour cost for cities in Florida. The cost was obtained from Texas Transportation Institute's 2015 Urban Mobility Scorecard which provides the operation cost of vehicles for major cities in the US. The Mobility Scorecard provides the value of time for personal vehicles (\$17.67) and commercial vehicles (\$94.04). For a conservative analysis, the value of \$17.67 was used for Person-Hour-Auto while the national average value of \$29.96 from the TOPS-BC spreadsheet was used for commercial vehicles.

Discount rate – The discount rate was updated to 4.0% based on the Florida Design Manual.

The following are other inputs required to calculate the Benefit-Cost ratio:

Volume and Speed – Traffic volume and travel speed for GUL (Build and No Build Alternative), ML (Build Alternative) and HOV (No Build Alternative) were entered in the spreadsheet. Table 4.39 shows the volume and speeds for each alternative.

Geometry - For the No Build alternative the geometry consists of 8 GUL and 2 HOV lanes. For the Build Alternative, the geometry consists of 8 GUL and 4 ML.

Preliminary construction cost provided in **Table 4.36** was used to calculate the annualized cost. Results of the BCA are summarized in Table 4.40 and the analysis sheets are provided in Appendix U. The combined benefit-cost ratio for converting HOV lanes to Managed Lanes is **1.69 (0.17 + 1.52)**. A detailed microsimulation analysis is recommended to better quantify the operational benefits of converting HOV lanes to Managed Lanes.

Table 4.39: TOPS-BC Analysis Inputs

Input Data	Baseline (No Build)	Improved (Build)
Volume – GUL(Vehicle/hour)	19,723	18,959
Volume – HOV/ML(Vehicle/hour)	2,470	3,242
Speed – GUL (mph)	50.26	52.24
Speed – HOV/ML (mph)	50.47	72.67

1. Volume shown is sum of average segment volume in NB and SB directions Note:

2. Speed shown is average of both NB & SB directions

Table 4.40: TOPS-BC Annual Benefit and Cost

Benefit Type	\$ Value				
Benefit					
Travel Time	9,114,273				
Travel Time Savings: (Non-recurring Delay)	(1,950,393)				
Reliability	197,402,676				
Total Benefit	204,567,006				
Annual Cost	134,327,375				
Benefit-Cost Ratio	1.52				

4.3.5 Implementation Plan

Based on the results discussed in Section 4.3.3, Alternative B was recommended for programming into the FDOT Work Program. An implementation plan has been established by the Department to deliver the project in four segments according to the needs and funding availability. The project segmentation is included in Table 4.41 below.

Table 4.41: Project Segmentation

FM		Facility	From	То
444202	2-1	SR-9/I-95	S. of Linton Blvd	6 th Ave South
444202	2-2	SR-9/I-95	6 th Ave South	N. of Okeechobee Blvd
444202	2-3	SR-9/I-95	N. of Okeechobee Blvd	S. of Indiantown Rd
413252	2-2	SR-9/I-95	S. of Indiantown Rd	Palm Beach/Martin Co Ln

4.3.6 Priorities

The segments from South of Linton Blvd to 6th Ave South (FM No. 444202-1) and from 6th Ave South to North of Okeechobee Blvd (FM No. 444202-2) have been prioritized by the Department and are currently funded for the PD&E phase in year 2024. The Department is currently pursuing funding for future phases for the project segment between North of Okeechobee Blvd and South of Indiantown Rd (FM No. 444202-3). The segment between South of Indiantown Rd and the Palm Beach/Martin County Line (FM No. 413252-2) is currently funded for the PD&E phase in year 2025.





Facility Operations and Preservation Element

I-95 Managed Lanes Master Plan From South of Linton Boulevard to Palm Beach/Martin County Line FM No.: 436576-1-22-01

Facility Operations and Preservation Element





I-95 Managed La From South of Linton FM No.: 436576-1-22-01 Contract No.: C9O65

5.0 Facility Operations and Preservation Element

5.1 Interim Roadway Development Standards

Roadway design standards and criteria provide the framework for evaluating current geometric and operational deficiencies and future designs to meet mobility needs. The standards and criteria established will determine the roadway typical section, cross-sections and acceptable interchange configurations.

Design control and standards for Strategic Intermodal System (SIS) facilities shall be used to develop interim improvements to the I-95 study corridor. The proposed improvements shall be in compliance with all applicable manuals and guidelines including the FDOT, FHWA, and AASHTO's. The current edition, including updates, of the following manuals and guidelines shall be used in the development of interim improvements.

• Florida Department of Transportation Roadway Plans Preparation Manuals (PPM) <u>http://www.fdot.gov/roadway/PPMManual/PPM.shtm</u>

• Florida Department of Transportation Design Standards http://www.fdot.gov/roadway/DesignStandards/Standards.shtm

 Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
 http://www.fdot.gov/roadway/FloridaGreenbook/FGB.shtm

 Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications <u>http://www.fdot.gov/programmanagement/default.shtm</u>

• AASHTO – A Policy on Geometric Design of Highways and Streets https://bookstore.transportation.org/collection_detail.aspx?ID=110

• MUTCD - 2009 http://mutcd.fhwa.dot.gov/

5.2 Recommended Interim Improvements

An evaluation of corridor improvement strategies shall be made in the PD&E phase wherein various elements or types of improvements may be combined for the best program to preserve level of service prior to construction of major capacity improvements and to guide local government corridor protection initiatives.

5.2.1 Capacity Analysis

A capacity analysis was conducted to determine the segments that are anticipated to be deficient by the design year 2040. The analysis also determined the year of failure of the deficient segments based on the capacity check.

The year of capacity deficiency analysis was performed for the Build alternative utilizing the design year traffic volume and lane geometry for the general use lane. The capacity of the roadway segments was calculated using the LOS D maximum service volume (2080 pc/h/ln) as provided in the HCM 6th edition. Similar to the capacity adjustments in FDOT QLOS Tables, I-95 general use lane capacity was adjusted based on a future year peak hour factor of 0.95, heavy vehicle percentage of 3.0% and a driver population factor 0.91. Additional capacities due to the presence of auxiliary lanes were calculated from the FDOT QLOS Tables. Similar to the freeway capacity, the ramp capacity was also obtained from the HCM 6th edition and adjusted for the peak hour factor, heavy vehicle percentage and driver population factor. The calculated freeway and ramp capacity were compared against the maximum of AM or PM peak hour traffic volume. Any roadway or ramp segment anticipated to have a design year volume higher than the calculated maximum service volume is considered to have capacity deficiency. These segments were further looked at to identify the year of capacity deficiency. Traffic volume for each year between 2020 and 2040 were compared against the maximum service volume to identify the year of capacity analysis results.

Based on the guidance provided by the Department, deficient roadway segments without any auxiliary lanes were identified for potential capacity improvements. Three locations were identified for potential improvements – I-95 between Northlake Boulevard and PGA Boulevard, I-95 between SR 80 and James L Turnage Boulevard and I-95 between Atlantic Ave and Woolbright Road. All these segments have either one or no auxiliary lanes proposed for the Build Alternative. **Table 5.2** shows the year 2040 proposed geometry and the required geometry for these segments.





Table 5.1 Corridor Capacity Analysis

			Year 2040 # Lanes			DHV ²			
Location	I-95 Mainline a	I-95 Mainline and Ramps			Year 2040 Maximum Service Volume ¹ and Ramp Capacity	Existing	2040	Over Capacity by Year 2040?	Year of Capacity Deficiency
		Mainline	6	0	10.630	7 530	12 227	Yes	2032
		Wallhine	Ū	0	10,000	7,550	12,221	103	2032
Indiantown Dood (SD 704)		SB Off Ramp	2		3,650	960	2,595	No	-
		SB On Ramp	2		3 740	2 550	2 042	No	2037
		NB Off Ramp	3		5,330	2,630	3,640	No	-
		Mainline	8	0	14,170	8,750	13,553	No	-
		SB Off Ramp	1		1,780	710	1,133	No	-
Donald Ross Road		NB On Ramp	1		1,780	740	1,104	No	-
		SB On Ramp	2		3,560	1,380	1,964	No	-
		NB Off Ramp	2		3,560	1,460	2,705	No	-
		Mainline	8	2	15,660	9,900	15,881	Yes	2040
		SB Off Ramp	1		1,870	0	481	No	-
Central Boulevard		NB On Ramp	1		1,870	0	681	No	-
		SB On Ramp	2		3,740	0	2,487	No	-
		NB Off Ramp	2		3,740	0	1,711	No	-
		Mainline	8	2	15,660	9,900	15,195	No	-
		SB Off Ramp	1		1,870	450	552	No	-
Military Trail		NB On Ramp	1		1,870	500	646	No	-
		Mainline	Q	0	14 170	0.250	11 221	No	
		Wallhille	0	0	14,170	7,230	11,321	NO	-
		SB Off Ramp	2		3,740	870	1,378	No	-
PGA Boulevard (SR 786)		SB On Ramp			1,870	670 2,470	1,499	NO No	-
		NB Off Ramp	2		5,520	2,070	4.615	No	-
		Mainline	8	1	15 000	12 970	19 908	Yes	2023
				,	0,000	.2,770	4 699	103	2020
Northlake Boulovard		SB Uff Ramp	2		3,740	990 1.200	1,833	NO No	-
		SB On Ramp	2		3 740	1,200	3 118	No	_
		NB Off Ramp	2		3,740	1,640	3,151	No	-
		Mainline	8	2	15,660	14,000	22,687	Yes	2021
		SB Off Ramp	2		3,930	1.360	1,926	No	-
Blue Heron Boulevard (SR 708)		NB On Ramp	2		3,930	1,250	1,752	No	-
, ,		SB On Ramp	2		3,930	2,230	2,933	No	-
		NB Off Ramp	2		3,930	1,620	3,296	No	-
		Mainline	8	2	15,660	15,320	23,296	Yes	2020
		SB Off Ramp	2		3,930	1,780	2,295	No	-
45th Street		NB On Ramp	2		3,930	1,460	1,612	No	-
		SB On Ramp	2		3,930	1,680	3,378	No	-
		NB Off Ramp	2		3,930	1,900	3,266	No	-



0 # Lanes		DF	IV ²		
Auxiliary	Year 2040 Maximum Service Volume ¹ and Ramp Capacity	Existing	2040	Over Capacity by Year 2040?	Year of Capacity Deficiency
0	14,170	15,260	26,607	Yes	Existing
	2 0 2 0	1 700	2 164	No	
	3,930	1,760	2.682	No	_
	3,930	1,400	2,619	No	-
	3,930	1,280	1,924	No	-
2	15,660	15,320	23,330	Yes	2020
	3,930	1,730	3,157	No	-
	3,840	1,980	1,985	No	-
	1,970	2,260	2,953	Yes	Existing
	3,930	1,820	2,696	No	-
2	15,660	15,130	22,776	Yes	2020
	3 740	1 030	1 850	No	-
	3.840	1,000	1,390	No	-
	3.740	1.470	2,952	No	-
	3,930	1,670	2,862	No	-
1	15,000	12,930	20,844	Yes	2023
	3,930	1,720	2,475	No	-
	3,930	1,890	1,863	No	-
	3,930	1,570	2,370	No	-
	3,930	1,540	2,410	No	-
3	16,490	15,480	25,624	Yes	2020
	3.930	1.470	2.416	No	-
	3,930	1,500	3,244	No	-
	3,930	1,120	2,045	No	-
	3,930	1,020	2,372	No	-
2	15,660	14,880	23,026	Yes	2020
	3,930	1.380	3.028	No	_
	3,930	1,310	2,325	No	-
	3,930	1,100	2,322	No	-
	3,930	970	2,021	No	-
3	16,490	14,130	23,800	Yes	2022
	3,930	1.070	2,140	No	-
	3,930	1,020	3,303	No	-
	1,970	1,280	1,882	No	-
	3,930	1,420	2,567	No	-
3	16,490	14,330	23,896	Yes	2022
	1 970	1 160	1 923	No	-
	3,930	1,260	2,727	No	-
	1,970	1,280	1,947	No	-
	3,930	1,180	2,723	No	-

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Location	I-95 N								
		Iainline and Ramps	General Use Lane	Auxiliary	Year 2040 Maximum Service Volume ¹ and Ramp Capacity	Existing	2040	Over Capacity by Year 2040?	Year of Capacity Deficiency
		Mainline	8	3	16,490	14,350	23,755	Yes	2022
		SB Off Ramp	1		1,970	1,400	1,802	No	-
Hypoluxo Rd		NB On Ramp	2		3,930	1,410	2,845	No	-
		SB On Ramp	1		1,970	960	1,531	No	-
	N	NB Off Ramp	2		3,930	1,140	1,466	No	-
		Mainline	8	2	15,660	13,520	21,988	Yes	2023
		SB Off Ramp	1		1,970	970	1,702	No	-
Gateway Blvd		NB On Ramp	1		1,970	1,000	2,032	Yes	2039
		SB On Ramp	1		1,970	1,410	1,958	No	-
	N	NB Off Ramp	1		1,970	1,060	1,732	No	-
Boynton Beach Blvd (SR 804)		Mainline	8	2	15,660	13,970	20,609	Yes	2023
		SB Off Ramp	2		3,930	1,450	1,740	No	-
		NB On Ramp	2		3,930	1,060	2,171	No	-
		SB On Ramp	2		3,930	1,160	1,963	No	-
		NB Off Ramp	2		3,930	1,230	1,647	No	-
		Mainline	8	4	17,150	13,620	20,328	Yes	2029
		SB Off Ramp	2		3,930	1,450	2,603	No	-
Woolbright Rd		NB On Ramp	2		3,930	1,520	2,358	No	-
Ī		SB On Ramp	1		1,970	1,020	1,102	No	-
		NB Off Ramp	2		3,930	1,180	1,546	No	-
		Mainline	8	0	14,170	12,670	19,374	Yes	2022
		SB Off Ramp	2		3,740	1,070	2,037	No	-
Atlantic Ave		NB On Ramp	2		3,930	1,330	2,714	No	-
Г		SB On Ramp	2		3,930	1,090	2,365	No	-
	N	NB Off Ramp	2		3,930	1,240	2,372	No	-
		Mainline	8	2	15,660	12,610	19,497	Yes	2028
		SB Off Ramp	2		3,930	1,580	2,853	No	-
Linton Blvd		NB On Ramp	2		3,930	1,180	2,508	No	-
Ť		SB On Ramp	2		3,930	950	2,206	No	-
	N	NB Off Ramp	2		3,740	920	2,374	No	-
		Mainline	8	2	15,660	12,120	18,144	Yes	2030
Note:		1							
 HCM 6th Edition LOS D Capacity Worst Case AM or PM Peak Hot Use Lane Volumes (Veh/Hr) 	- 2080 pc/h/Fao ur. General Pea Tru	ctors for Capacity Adjustmen ak Hour Factor - 0.95 uck Percentage - 3%	t		The results shown h	ere are for ger	neral planning	purposes only	

Table 5.2: I-95 Required Geometry for Selected Locations

	Proposed	Geometry	Required Geometry		
I-95 Between	# General Use Lanes	# Auxiliary Lanes	# General Use Lanes	# Auxiliary Lanes	
Northlake Blvd and PGA Blvd	8	1	11	1	
SR 80 and James L Turnage Blvd	8	1	12	1	
Atlantic Ave & Woolbright Rd	8	0	11	0	

Additionally, following ramp segments were identified to have design year traffic volume higher than the capacity:

- Indiantown Road NB On ramp
- Okeechobee Boulevard SB On ramp ٠
- Gateway Boulevard NB On ramp

Year 2040 geometry shows that these ramp segments are single lane segments. Based on the projected traffic volume, one more additional lane will be required to have the ramp segments operate within capacity.

5.2.2 Programmed Projects Considerations

The Department has programmed a series of interchange improvement projects along the study corridor which will need to be coordinated with during the PD&E phase. These projects are currently programmed at different stages from PD&E to Construction. Table 5.3 includes projects that will require revisions to the interchanges to accommodate the I-95 Master Plan typical section (two managed lanes in each direction). Table 5.4 includes projects that were identified as having no conflicts with the I-95 Master Plan typical section (two managed lanes in each direction). Revisions to these interchanges are not needed; however, I-95 bridges will need to be modified. Interchange improvements identified in the I-95 Interchange Master Plan Concept Study⁸ and pending programming into the FDOT Work Program are shown in Table 5.5. Coordination with these projects will be required during the PD&E phase.

⁸ I-95 (SR 9) Interchange Master Plan Palm Beach County (December 2015). Florida Department of Transportation – District Four.





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Table 5.3: Programmed Projects Requiring Interchange Revisions

FM No.	Project Description
231932-1	SR-9/I-95 AT GATEWAY BLVD INTERCHANGE
412733-1	SR-9/I-95 AT 10TH AVE NORTH IN LAKE WORTH
413257-1	SR-9/I-95 AT HYPOLUXO ROAD
413265-1	SR-9/I-95 AT PGA BOULEVARD/CENTRAL BLVD *Note: Donald Ross Rd is included in this study, but only Donald Ross Rd bridges will be impacted (no changes to interchange).
435804-1	SR-9/I-95 AT SR-804/BOYNTON BEACH BLVD INTERCHANGE
436963-1	SR-9/I-95 AT 6TH AVENUE SOUTH
437279-1	SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD
435516-1	SR-9/I-95 AT SR-80/SOUTHERN BLVD. INTERCHANGE ULTIMATE IMPROVEMENT
413258-1	SR-9/I-95 @ LANTANA ROAD

Table 5.4: Programmed Projects Not Requiring Interchange Revisions

FM No.	Description	Bridge(s) Affected	Assumption
434722-1	SR-9/I-95 AT SR-806/ATLANTIC AVENUE INTERCHANGE	930503	
435803-1	SR-9/I-95 AT NORTHLAKE BOULEVARD INTERCHANGE	930516	WIDENING
436519-1	SR-9/I-95 FROM S OF 45TH STREET TO N OF 45TH ST	930520	REPLACEMENT
413265-1	SR-9/I-95 AT PGA BOULEVARD/CENTRAL BOULEVARD *Note: This refers to the Donald Ross Road bridge impacts	930382 930383	REPLACEMENT REPLACEMENT
439759-1	SR-9/I-95 AT BELVEDERE RD NB OFF-RAMP	N/A	N/A
435384-1	SR-9/I-95 AT LINTON BOULEVARD INTERCHANGE	930499 930500	REPLACEMENT REPLACEMENT
413252-2	SR-9/I-95 AT INDIANTOWN ROAD	930371 930372 930385	REPLACEMENT REPLACEMENT REPLACEMENT

Table 5.5: Projects Pending Programming

FM No.	Interchange	Revisions to Interchange Required	Bridge(s) Affected	Assumption
N/A	SR-9/I-95 AT FOREST HILL BLVD	No	930294	REPLACEMENT
N/A	SR-9/I-95 AT BLUE HERON BLVD	Yes	930519	REPLACEMENT
N/A	SR-9/I-95 AT OKEECHOBEE BLVD	No	930183, 930210	REPLACEMENT
N/A	SR-9/I-95 AT PALM BEACH BLVD	No	930530, 930531	WIDENING

5.2.3 Constrained Typical Section Recommendations

The Plan identified several opportunities for design variations and/or exceptions that would avoid impacting several of the existing and/or proposed bridge overpasses throughout the corridor. Potential lane width exceptions and shoulder width design variations/exceptions are identified at several locations throughout the corridor to avoid extensive impacts to existing and/or proposed infrastructure. The following are the locations where a constrained typical section is feasible for implementation:

- SW 23rd Ave
- Woolbright Rd
- Boynton Beach Blvd
- Gateway Blvd •
- Hypoluxo Rd
- Lantana Rd •
- 10th Ave N
- S Australian Ave ٠
- Okeechobee Blvd •
- N Congress Ave
- PGA Blvd •
- Central Blvd

Figure 5.1 through Figure 5.12 depict a feasible constrained typical section configuration for consideration in future project phases.



Figure 5.1: Feasible Constrained Typical Section at SW 23rd Ave

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Figure 5.2: Feasible Constrained Typical Section at Woolbright Rd



Figure 5.4: Feasible Constrained Typical Section at Gateway Blvd



Figure 5.3: Feasible Constrained Typical Section at Boynton Beach Blvd



Figure 5.5: Feasible Constrained Typical Section at Hypoluxo Rd







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Figure 5.6: Feasible Constrained Typical Section at Lantana Rd



Figure 5.7: Feasible Constrained Typical Section at 10th Ave N



Figure 5.8: Feasible Constrained Typical Section at S Australian Ave



Figure 5.9: Feasible Constrained Typical Section at Okeechobee Blvd



Figure 5.10: Feasible Constrained Typical Section at N Congress Ave



Figure 5.11: Feasible Constrained Typical Section at PGA Blvd







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Figure 5.12: Feasible Constrained Typical Section at Central Blvd

5.3 Local Government Coordination

The following municipalities are located within the study area and were coordinated with during the development of the study.

- City of Boca Raton
- City of Delray Beach
- City of Boynton Beach
- Town of Lantana
- City of Lake Worth
- Town of Lake Clarke Shores
- City of West Palm Beach
- Town of Glen Ridge
- Town of Cloud Lake
- Town of Mangonia Park
- City of Riviera Beach
- City of Palm Beach Gardens
- Town of Jupiter

A list of coordination meetings held during the course of the study with local government agencies, including Palm Beach County, Palm Beach Transportation Planning Agency (TPA), and TPA subcommittees is provided in **Table 5.6**. Meeting notes, presentations and handouts are provided in the

Public Involvement Summary Report, a companion document to this report. The City of Boynton Beach and Town of Lantana were unresponsive to the Master Plan's meeting requests.

Table 5.6 Project Coordination Meetings

Agency / Municipality	Date
City of Delray Beach	01/26/2017
Town of Clarke Shores	07/25/2017
City of West Palm Beach	07/25/2017
City of Boca Raton	08/07/2017
City of Lake Worth	08/08/2017
Town of Jupiter	08/08/2017
Town of Mangonia Park	09/20/2017
Town of Cloud Lake	10/17/2017
Town of Glen Ridge	10/17/2017
City of Palm Beach Gardens	10/20/2017
City of Riviera Beach	10/20/2017
Palm Beach TPA	02/14/2018
Palm Beach Department of Airports	04/11/2018
City of Delray Beach	06/05/2018
Palm Beach Department of Airports	10/30/2018
City of Lake Worth	11/14/2018
City of Boca Raton	11/15/2018
Palm Beach TPA Technical Advisory Committee (TAC)	12/05/2018
Palm Beach TPA Citizen's Advisory Committee (CAC)	12/05/2018
Town of Cloud Lake	12/06/2018
Town of Glen Ridge	12/06/2018
City of West Palm Beach	12/06/2018
Town of Mangonia Park	12/12/2018
City of Delray Beach	12/12/2018
City of Boynton Beach	12/13/2018
Palm Beach TPA Governing Board	12/13/2018
Town of Lake Clarke Shores	12/18/2018





Local comprehensive plans for municipalities traversed by the I-95 corridor were reviewed for consistency with the Master Plan. SIS standards for the I-95 corridor as well as transportation corridor management strategies were discussed with the municipalities and agencies to evaluate consistency with local development regulations. No inconsistencies were identified that could affect implementation of the Master Plan recommendations.

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Environmental Element

Environmental Element





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6.0 Environmental Element

6.1 Introduction

The Florida Department of Transportation (FDOT), District Four, is preparing an I-95 Managed Lanes Master Plan for the stretch of I-95 from south of Linton Boulevard at Milepost (MP) 7.5 to the Palm Beach/Martin County line at the Indiantown Road Interchange (MP 45) to address long-term capacity needs along the I-95 mainline and develop managed lanes design concepts to address any segments identified as operating below the Level of Service standard adopted for this facility as part of the Strategic Intermodal System (SIS) designation.

The Plan will be a compilation of recommendations with phased implementation to bring the corridor into compliance with the FDOT SIS standards, optimize system performance and travel time reliability, and analyze alternatives and identify interim improvements to provide congestion relief within the corridor until completion of the long-term improvements. The recommendations will support scheduling of future Project Development and Environment (PD&E) studies, design projects, and/or construction projects, as necessary. The Master Plan process resulted in two documents: 1. A Master Plan Technical Document (Technical Document) containing Traffic Forecasting and Analysis, Facility Enhancement Element, Facility Operations and Preservation Element, and an Environmental Element; and 2. A Master Plan Technical Report summarizing the study and its findings. The Plan also provides information to local governments regarding transportation corridor management. The Plan is presented by segments within the corridor to maximize their usefulness in subsequent Project Development phases. The location of the study area is one-quarter mile on each side of I-95 along the 37.5-mile corridor and is shown on **Figure 6.1**.

6.2 Project Location

The Master Plan scope covers approximately 37.5 miles from just south of Linton Boulevard in Delray Beach to the Palm Beach/Martin County line at the Indiantown Road Interchange and one-quarter mile on either side of the expressway, as shown on **Figure 6.1**. The stretch of I-95 passes through multiple city limits, including Delray Beach, Lantana, Lake Worth, Lake Clark, Glen Ridge, Cloud Lake, West Palm Beach, Riviera Beach, Palm Beach Gardens, and Jupiter.



Figure 6.1 S.R. 9 (I-95) Mainline Managed Lanes Master Plan Study Area and Project Location Map

I-95 Managed Lanes Master Plan From South of Linton Boulevard to Palm Beach/Martin County Line

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6.3 Land Use

6.3.1 Existing Land Use

The project corridor extends from eastern Palm Beach County to western Martin County, Florida. Interstate 95 within the project corridor runs in a generally south to north direction until just north of the Palm Beach International Airport, where I-95 makes a western turn passing to the west of the city of West Palm Beach. From this point, to PGA Boulevard, I-95 maintains a south to north orientation. At PGA Boulevard, I-95 again turns westerly to the northern terminus of the study area at Indiantown Road. The existing land use along the project corridor is shown on Figure 6.2 through Figure 6.5. For clarification purposes the corridor is presented in sections on many of the Figures as South, Central, North Central and North. The South section extends from Linton Boulevard to just north of Hypoluxo Road. Central portion is from just south of Lantana Road to north of Palm Beach Lakes Boulevard. North Central extends from just north of Palm Beach Lakes Boulevard to Donald Ross Road. The North portion is from just north of Donald Ross Road to the project terminus at Indiantown Road. Approximately 30 percent of the land use along the corridor is Residential (2,686 acres), with the next largest land use category being Public/Semi-Public (1,664 acres), followed by Retail/Office space (842 acres). The acreages of land use types along the corridor are shown in **Table 6.1**. I-95 along the southern project corridor (Figure 6.2) is located within a highly built-out Residential/ Industrial area with no unaltered natural land uses. A majority of the western side of the corridor at this location is Industrial, with the eastern side of the corridor being Residential. There is a large parcel of Recreational land associated with Lake Ida on the east side of the corridor. As the corridor heads further north and west (Figure 6.3), the land use changes to Residential on both sides of the right-of-way (ROW) and to Retail/Office and Industrial use on the west. There is a large parcel of Public/Semi-Public land associated with the Palm Beach International Airport. There is a large parcel of Agricultural land located between Hood Road and Donald Ross Road on both sides of the corridor (Figure 6.4). In the northernmost portion of the planning corridor the land use again is Residential on both sides of the corridor, with a larger parcel of Public/Semi-Public land use at the terminus of this study area at Indiantown Road (Figure 6.5).

Table 6.1 Existing Land Use within One-Quarter Mile of Corridor

Land Use	Total Acreage
Agricultural	279.68
Centrally Assessed	9.71
Industrial	756.95
Institutional	266.88
Parcels With No Values	473.07
Public/Semi-Public	1,664.65
Recreation	696.26
Residential	2,686.95
Retail/Office	842.11
Right Of Way	118.43
Vacant Nonresidential	362.54
Vacant Residential	214.03
Water	602.46

6.3.2 Future Land Use

Future land use data were not available digitally for the corridor. The Palm Beach County mapped future land use was overlain with the corridor limits to graphically depict the future land use (**Figure 6.6**). Future land uses in the corridor include agriculture, commercial, conservation, industrial, mixed use, recreation, residential (high, medium, low density and rural), and linear corridors including utility and transportation.







Figure 6.2: Existing Land Use South







Figure 6.3: Existing Land Use Central







Figure 6.4: Existing Land Use North Central















Figure 6.6: Future Land Use





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6.3.3 Development of Regional Impact (DRI)

Pursuant to Section 380.06(1), Florida Statutes, a development of regional impact is "any development which, because of its character, magnitude, or location, would have a substantial effect upon the health, safety or welfare of citizens of more than one county. A Development of Regional Impact (DRI) is determined in part based on the size of the development. Numerical thresholds for different types of development are identified in Section 380.0651, Florida Statutes, and Rule 28-24, Florida Administrative Code. Depending on the size of the project the determination of whether the project is a DRI may be based upon whether the development is significantly impacting state and regional resources and facilities

The GIS analysis completed for this project identified nine DRI's. There are two located in the southern portion of the project, Waterford Place located on the southeast corner of Linton Boulevard and Brant Drive. The second DRI is Quantum Park at Boynton Beach located on the west side of the corridor at Gateway Boulevard. There are four DRI's located in the Central and North Central portions of the project. Centre Park located on the west side of the corridor at Belvedere Road, Northpointe Corporate Park and Pertoleum Storage Facility located on the west side of the corridor between 45th Street and Martin Luther King Boulevard, and the Northcorp Center located on the east side of the corridor south of PGA Boulevard. The northern portion of the corridor has three DRI's identified. The first is Abacoa on the east side of the corridor north of Donald Ross Road, and Jupiter Falls located on the east side of the corridor north of Indiantown Road, and WCI Parcel 19 located on the west side of the corridor north of Indiantown Road (Figure 6.7).

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Figure 6.7: Development of Regional Impacts (DRI)





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6.4 Environmental Features

This section discusses the social, natural, and physical features in the study area, as well as permit requirements.

6.4.1 Social Features

6.4.1.1 Community Cohesion

The proposed roadway improvements and modifications take advantage of the existing I-95 corridor and existing exits and connecting streets along the entire planning corridor from south of the Linton Boulevard interchange (MP 7.5) to north of the Indiantown Road interchange (MP 45). Therefore, the existing neighborhoods adjoining the corridor would not be further divided. In addition, no social isolation would occur, and no specific ethnic groups or minority populations would become socially or culturally isolated as a result of the improvements. No negative adverse impacts to local or regional traffic patterns are anticipated. Therefore, no negative impacts to community cohesion are anticipated.

6.4.1.2 Relocation Potential

No relocations are anticipated as a result of the roadway improvements. If it is determined during the PD&E or design phases of this project that any relocations may be necessary, the FDOT will carry out a ROW and relocation program in accordance with Florida Statute (FS) 339.09 and the <u>Uniform Relocation</u> <u>Assistance and Real Property Acquisition Policy Act of 1970</u> (Public Law 91-646), as amended by Public Law 100-17. The brochures that describe in detail the FDOT relocation assistance program and the FDOT ROW acquisition program are <u>Your Relocation: Residential</u>, Your Relocation: Businesses, Farms and <u>Nonprofit Organizations</u>, Your Relocation: Sign, and The Real Estate Acquisition Process. These brochures are distributed at all public hearings and made available upon request to any interested persons.

6.4.1.3 Community Services

Community service facilities provide a gathering place for adjacent neighborhood and community members, as well as serve the needs of the surrounding areas. For the purpose of this study, community facilities include churches and other religious institutions; public and private schools; and public buildings and facilities such as police and fire stations, libraries, medical centers, cemeteries, and other government buildings.

There are numerous community facilities located directly adjacent to the project corridor. As depicted on **Figure 6.8** through **Figure 6.16**, several community facilities are located immediately adjacent to the I-95 corridor. None of these facilities are anticipated to be directly impacted by the proposed roadway improvements. All of these facilities could potentially benefit from increased traffic flow and decreased traffic congestion as a result of the proposed project.







Figure 6.8: Religious Facilities

	Ð	
	Legend Religious Facility Project Limits Quarter Mile Study Area	
And		
South Participanti		
orcano Proge Water Brezes Carte Stream Stream		
0	2.5 5 7.5 10 Miles	







Figure 6.9: Schools/Charter Schools

	$\mathbf{\mathbf{\Theta}}$
Jun o. Bec. Th	egend School Charter School Project Limits
neren Berch State Berch Berch Berch Berch Berch Berch Mandagan Mandagan Berch Mandagan Berch Mandagan	Quarter Mile Study Area
besten Brezes Guil Guil Guil Guil Guil Guil Guil Guil	
0	2.5 5 7.5 10 Miles







Figure 6.10: Government Buildings

	Ø
	Legend Government Building
Jon Beath	Project Limits
I	Quarter Mile Study Area
North Palm Beach	
riera Auch Palus Beach Shorei	
West Pain Beach	
hei Pain beidi	7
and the second s	
Bringe Bringe Brech Bringe Bringe Bringe Brech	Support and
Stream	A A A A A A A A A A A A A A A A A A A
giland leach	
0	2.5 5 7.5 10 Miles







Figure 6.11: Cultural Centers/Libraries







Figure 6.12: Law Enforcement Facilities

	$\mathbf{\Theta}$
dalas deseta	Legend Law Enforcement Project Limits
And the second s	Quarter Mile Study Area
gland	
0	2.5 5 7.5 10 Miles







Figure 6.13: Fire Department Facilities

	$\mathbf{\mathbf{G}}$
Ann Beach The	Legend \$\vertic{1}{2}\$ Fire Station Project Limits Quarter Mile Study Area
And	
terring and the second	
Creat Rose Rose Brand Brand Brand Strain Strain Strain Strain Strain Strain Strain Strain	
0	2.5 5 7.5 10 Miles







Figure 6.14: Medical Facilities

	Ø
	Legend
Jaco	Medical Facility
	Project Limits
	Quarter Mile Study Area
West Starth Faller West Starth Faller West Starth Faller West Starth Faller West Starth Faller Starth Fall	
diand	
0	2.5 5 7.5 10 Miles







Figure 6.15: Cemeteries

	R
Ano Beech	Legend ★ Cemetery Project Limits Quarter Mile Study Area
Factor Factor	
Addition Additi	
Gran Ridge Unter State Breess Stran	
0	2.5 5 7.5 10 Miles







Figure 6.16: Senior Centers




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6.4.1.4 Evacuation Routes

As part of the emergency evacuation route network designated by the Florida Division of Emergency Management, I-95 is critical in facilitating the movement of traffic during emergency evacuation periods. This facility connects other major arterials and highways designated on the state evacuation route network within Palm Beach County, such as the Florida's Turnpike.

6.4.1.5 State Historic Preservation Office Listed Cemeteries and Landmarks

A GIS review of the State Historic Preservation Office (SHPO) structures database was conducted, which found there are two SHPO-listed cemeteries and several landmarks in the study area. **Figure 6.17** shows the identified resources in areas adjoining the project corridor. There are no known archeological resources present along the project corridor. The likelihood of archeological resources in the project area is low due to the highly urbanized nature of the area and previous ground disturbance from the construction of the expressway. It is important to note that historic resources could potentially be present along the project corridor in the State Historic Preservation Office (SHPO) structures database. A <u>Cultural Resources Assessment Survey</u> (CRAS) should be performed during the PD&E phase of the project to identify any potentially unidentified resources not present in the GIS database.

6.4.1.6 Park Lands / Section 4(f)

The <u>Department of Transportation Act of 1966</u> (Title 49, U.S. Code, Section 1653(f)), as amended, declared that the U.S. Department of Transportation (USDOT) should avoid impacts from transportation construction projects to public parks, recreation areas, wildlife and waterfowl refuges, and historic sites. The provisions of Section 4(f) apply to any significant publicly owned parks, recreation areas, or wildlife and waterfowl refuges; historic and archeological sites; and properties that represent public multiple-use land holdings. As noted in **Section 6.4.1.5**, there are several known SHPO resources identified within the project corridor. As depicted on **Figure 6.18** through **Figure 6.21**, there are several parks, recreational areas, recreational trails, and conservation areas located along the planning corridor.

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Figure 6.17: SHPO Listed Cemeteries

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An Ba	Legend SHPO cemetery Project Limits Quarter Mile Study Area	
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Control The Second Second Galary Television Second Annual Annual		
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Figure 6.18: County Parks

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June Bern Martin	Leger	nd County Project Quarter	Park Limits Mile Stud	'y Area	
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Participant Parti					
gland		SIL S			
0	2.5	5	7.5	10 Miles	







Figure 6.19: Parks and Recreation







Figure 6.20: Recreational Trails

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	Legend
Jano Belizh	Recreational Trails
	Quarter Mile Study Area
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Ocean Nidge Nymtun Bende	
Bring Breezes Guit Stream	MARKER A
efand sant	
0	2.5 5 7.5 10 Miles









Figure 6.21: Golf Courses

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400 5037	Legend Golf Course Project Limits Quarter Mile Study Area
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Annalapan Manalapan Manalapan Manalapan	
ocan borne borne borne borne borne borne borne borne borne borne	
0	2.5 5 7.5 10 Miles





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6.4.1.7 Controversy Potential

No issues of potential controversy have been identified in association with the proposed roadway improvements. A public involvement program should be carried out in association with a PD&E study for the project to solicit public input on the proposed improvements and identify any areas of controversy.

6.4.2 Natural Features

6.4.2.1 Wetlands

A GIS review identified wetland types along I-95 within the project corridor. These include linear drainage features, as well as wetland areas and open water areas along the corridor. There are five wetland types within the project corridor and they are shown in Table 6.2 and on Figure 6.22 through Figure 6.25.

The southern portion of the corridor has several water bodies that cross under the corridor and are associated with Lake Ida and the Boynton Beach Canal between Boynton Beach Boulevard and Gateway Boulevard, which allows access to the Boynton Beach Inlet (Figure 6.22). Further north along the corridor, Lake Osborne is located on the west side of the corridor, there is a freshwater forested scrub habitat immediately adjacent to the east side of the corridor, and Lake Clark is located to the west (Figure 6.23). There are estuarine and deepwater habitats associated with Lake Mangonia with associated canals running parallel to the corridor and riverine open water habitat adjacent to the 45th Street interchange. There is freshwater forested/scrub wetlands located on the east side of the corridor between the Central Boulevard overpass and Donald Ross Boulevard interchange. These habitats are immediately adjacent to the corridor and I-95 ROW (Figure 6.24). The northern terminus of the corridor has the highest concentration of wetland habitat associated with freshwater emergent, freshwater forested/scrub, freshwater ponds, lakes, and riverine habitats, as well as the Hungry Land Slough (Figure 6.25). These habitats are immediately adjacent to the ROW at the Indiantown interchange. Any alterations along the corridor that encroach upon these habitats will require a detailed delineation of the wetland boundaries.

Pursuant to Presidential Executive Order 11990 titled Protection of Wetlands, the USDOT has developed a policy (USDOT Order 5660.1A) titled Preservation of the Nation's Wetlands and dated August 24, 1978, which requires all federally funded highway projects to protect wetlands to the fullest extent possible. In accordance with this policy, a qualitative and quantitative assessment of wetland functions, values, and impacts should be conducted in association with the preparation of a Wetland Evaluation Report as part of a PD&E study for the project. Wetland impacts should be eliminated and reduced to the maximum extent

practicable during the preliminary and final design/permitting phases of the project. Any unavoidable wetland impacts will need to be mitigated, as approved through the permitting process for the project. Mitigation for stormwater management features could be provided in the form of replacement features as part of a new drainage system associated with the roadway improvements and interchange modifications or in the form of offsite mitigation (e.g., mitigation bank credits or other offsite mitigation projects).

Table 6.2: Wetland Types within One-Quarter Mile of Corridor

Wetlands
Freshwater Pond
Riverine
Freshwater Forested/Sh
Freshwater Emergent W
Lake

6.4.2.2 Outstanding Florida Waters / Aquatic Preserves

No Outstanding Florida Waters or Aquatic Preserves are located within the project area; therefore, no impacts are anticipated. There are, however, several canals that are crossed along the 37.5-mile corridor, as shown on Figure 6.26.

ub Wetland	
etland	







Figure 6.22: Wetlands South







Figure 6.23: Wetlands Central







Figure 6.24: Wetlands North Central









Figure 6.25: Wetlands North









Figure 6.26: Canals

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	Legend	
Ju v Seech	Canal Project Limits	
	Quarter Mile Study Area	
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na anna anna anna anna anna anna anna		
West Palm Beach Dise Palm Beach		
and Hopfware		
Orient Ridge Bandon Bandon Bandon Bandon Bandon Stream		
upland Brach		
0	2.5 5 7.5 10 Miles	





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6.4.2.3 Coastal Consistency

In accordance with Section 307 of the Coastal Zone Management Act of 1972 and implementing regulations in 15 Code of Federal Regulations (CFR) 930, and the *Florida Coastal Zone Management Act of 1978* (Chapter 380, Part II, FS), this project will have to be reviewed by the Florida Department of Environmental Protection (FDEP) for consistency with the Florida Coastal Zone Management Plan during the Efficient Transportation Decision Making (ETDM) process or during a PD&E study for the project. Based on the current roadway improvements and intersection modifications, no issues with coastal zone consistency are anticipated. No Coastal Barrier Resources are located within the project area.

6.4.2.4 Threatened and Endangered Species

A GIS review of the corridor revealed that the project area is nearly completely built-out and the proposed modifications will be within the existing ROW, which is not suitable habitat for any threatened or endangered species. A few small areas of potential listed-species habitat are present within the project corridor, consisting of roadway drainage features and open undeveloped areas along the northernmost section of the corridor. These areas offer low-quality habitat, mainly in the form of foraging habitat for listed bird species. Based on the GIS review and the habitat present within the project area, **Table 6.3** shows the federally listed and state-listed species with the potential to occur within the project corridor. There are additional species listed in the U.S. Fish and Wildlife iPaC list of threatened and endangered species that may occur in the proposed corridor and are not included in **Table 6.3**, as their presence in the corridor is not likely because the habitat is not suitable. The species excluded are plants, insects, some reptiles, and fish. The project corridor is located within the 18.6-mile Core Foraging Area of active wood stork nests and within the consultation area for the Everglade snail kite. However, activities associated with this Master Plan will have no impact upon these species. No Essential Fish Habitat or Habitat Areas of Particular Concern are located within the project area; therefore, no impacts are anticipated.

Table 6.3: Federally Listed and State-Listed Species with the Potential to Occur within One-Quarter Mile of the Corridor

Common Name	Scientific Name	Federal	State
Birds			
Bald eagle*	Haliaeetus leucocephalus	NL	NL
Audubon's crested caracara	Polyborus plancus audubonii	Т	FT
Florida scrub-jay	Aphelocoma Coerulescens	Т	FT
Ivory-billed woodpecker	Campephilus principalis	E	FE
Kirtland's warbler	Septophaga kirklandii	E	FE
Piping plover	Charadrius melodus	Т	FT
Everglade snail kite	Rostrhamus sociabilis plumbeus	E	FE
Wood stork	Mycteria americana	Т	FT
Red knot	Calidris canutus rufa	Т	FT
Red-cockaded woodpecker	Picoides borealis	E	FE
Reptiles			
American alligator	Alligator mississippiensis	T (S/A)	FT
Eastern indigo snake	Drymarchon corais couperi	Т	FT
Mammals	·		
Florida panther	Puma concolor coryi	E	FE

*The bald eagle is not listed by the U.S. Fish and Wildlife Service or Florida Fish and Wildlife Conservation Commission as a protected species, but this species is protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act.

E = Endangered, T = Threatened, FE = Federally Endangered, FT = Federally Threatened, T (S/A) = Threatened due to Similarity of Appearance, FT (S/A) = Federally Threatened due to Similarity of Appearance, ST = State Threatened, SSC = Species of Special Concern, NL = Not Listed





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6.4.2.5 Farmlands

A GIS review of Farmlands associated with the proposed corridor identifies several areas with Farmland of Unique Importance. The southern portion of the corridor has farmland just south of Linton Boulevard encompassing both sides of the corridor. There is also farmland located adjacent to Lake Ida. There are small areas located adjacent to Hypoluxo Road (Figure 6.27). The central portion of the corridor has farmland running adjacent and parallel to the corridor from Hypoluxo Road to 6th Avenue, a small area at Australian Avenue that crosses both sides of the corridor, and an area on the east side of the corridor at Congress Avenue (Figure 6.28). From PGA Boulevard to north of Donald Ross Road, farmland is identified on both sides of the corridor (Figure 6.29). The northern terminus of the corridor has farmland located on both sides of the corridor, with a small area of Farmland of Local Importance located on the southwest corner of the Indiantown Road interchange (Figure 6.30).

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Figure 6.27: Farmlands South







Figure 6.28: Farmlands Central







Figure 6.29: Farmlands North Central







Figure 6.30: Farmlands North





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6.4.2.6 Floodplains

According to the most recent Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Community Panels, the project corridor passes through seven distinct flood classification zones; Zone A, Zone AE, Zone AH, and Zone AO, which are all considered areas located in special flood zone hazard areas. Zones "A" are areas with a 1 percent annual chance of flooding zone or are within the 100-year flood zone. The corridor also passes through Flood Hazard Zones UNDES, X, and X500, which are areas located outside any special flood hazard zone. Zones "X" are areas that are located outside the 100-year flood zone and below the 500-year flood zone. These flood zones are depicted on **Figure 6.31** through **Figure 6.34**.

A major portion of the southern end of the corridor is located within Zones X and X500, with the area adjacent to Linton Boulevard located in Zones AE, X, and X500 (**Figure 6.31**). The majority of the central portion of the corridor is situated within Zones X and X 500, with small areas of Zone AE and AH associated with surface water areas adjacent to the corridor (**Figure 6.32** and **Figure 6.33**). The northern portion of the corridor, up to the Indiantown Road interchange, is located almost entirely within Zone X500, with a portion in Zone AO on the west side of the corridor. There are small areas of Zones A and AE associated with the Loxahatchee River at the very end of the project corridor (**Figure 6.34**).

FEMA, in implementing the National Flood Insurance Program (NFIP), established a system of building guidelines. Local and state building ordinances are based upon these guidelines. Construction would have to comply with all applicable federal, state, and local ordinances relating to floodplains.

Impacts to floodplains should be evaluated pursuant to Presidential Executive Order 11988, titled *Floodplain Management*, USDOT Order 5650.2, and Chapter 23, CFR 650A, as part of a PD&E study for the project.

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Figure 6.31: Flood Zones South







Figure 6.32: Flood Zones Central







Figure 6.33: Flood Zones North Central







Figure 6.34: Flood Zones North







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6.4.2.7 Water Quality

Any proposed roadway improvements and alterations to the associated roadway will require modifications to existing stormwater management systems. These modifications would need to be permitted and constructed in accordance with local, county, state, and federal regulations. Additionally, the specifications in the latest edition of the FDOT Standard Specifications for Road and Bridge Construction should be implemented during construction to minimize impacts to water quality. Therefore, no adverse impacts to water quality are anticipated. However, impacts to water quality should be evaluated as part of a PD&E study for the project.

6.4.3 Physical Features

6.4.3.1 Air Quality

The proposed project has the potential to alter traffic conditions and influence the air quality within the project study area. Any construction activities for the proposed action may potentially have short-term air quality impacts within the immediate vicinity of the project. Construction activities may generate temporary increases in air pollutant emissions in the form of dust from earthwork. Such emissions and potential impacts will be minimized by adherence to applicable state and local regulations and to the latest edition of the FDOT Standard Specifications for Road and Bridge Construction.

Palm Beach County is designated as an attainment area for all of the National Ambient Air Quality Standards (NAAQS) under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project. However, an air quality screening should be conducted during a PD&E study for this project using the FDOT's PC-based CO Florida 2012 screening model, and an Air Quality Technical Memorandum should be prepared.

6.4.3.2 Noise

Any construction proposed as part of the Master Plan has the potential to alter traffic conditions and cause noise impacts in the vicinity of the project area. A GIS review of the project corridor shows numerous potential noise-sensitive receptors consisting mainly of single-family and multi-family residences located directly adjacent to both sides of the project corridor, as shown on Figure 6.35 through Figure 6.38. A majority of these areas along the corridor have sound barriers installed to reduce noise impacts; however there are several areas where no noise barriers exist. Potential noise impacts (i.e., traffic, construction) from the proposed project should be evaluated in accordance with Title 23 CFR 772, Procedures for

Abatement of Highway Traffic Noise and Construction Noise, and a Noise Study Report should be prepared as part of a PD&E study for the project.

At the southern portion of the corridor (Figure 6.35), there is a residential neighborhood on the northwest corner of the Linton Boulevard intersection that does not have sound barriers. There are also several residential areas on the west side of the corridor at Lake Ida that do not have any sound barriers as well as the northeast corner of Lake Ida Road. There is also a residential area located at Congress Avenue and Lake Monteray Circle on west side of the corridor with no noise barriers. A large portion of the corridor from Woolbright Road to Boynton Beach Boulevard is residential on the west side of the corridor and there are no noise barriers on that side of I-95 at this portion of the study corridor (Figure 6.36). There are some small residential neighborhoods on the west side of the corridor from Boynton Beach Boulevard to north of Hypoluxo Road that have no noise barriers. The area along I-95 at Village Boulevard and 45th Street has residential portions on both sides of the corridor with no noise barriers installed (Figure 6.37). Further north there is a residential area between Investment Lane and Northlake Boulevard on the east side of the corridor with no noise barriers. The area on the east side of the corridor, just south of Indiantown Road there are no noise barriers installed. There is also a large residential neighborhood on the northeast side of corridor, north of Indiantown Road on Island Way with no noise barriers (Figure 6.38).







Figure 6.35: Potential Noise Sensitive Receptors South







Figure 6.36: Potential Noise Sensitive Receptors Central







Figure 6.37: Potential Noise Sensitive Receptors North Central







Figure 6.38: Potential Noise Sensitive Receptors North





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6.4.3.3 Contamination

A preliminary GIS review for potential contamination concerns was conducted within one-quarter mile of the project corridor. The data collected include brownfields, which are sites that have previously been used for industrial or commercial uses, and contamination sites, which are sites that have or have had contamination identified at the site. These sites are based solely upon a preliminary review of the available GIS data. Additional review of agency files and databases may reveal additional sites that could pose potential environmental concerns within the project corridor. Additional review should be conducted in association with a Contamination Screening Evaluation Report as part of a PD&E study for this project to determine the potential contamination that could impact the project corridor.

6.4.3.3.1 Brownfields

Brownfields are locations that have previously been used for industrial or commercial purposes and are now being evaluated as part of the Community Reinvestment Act (CRA). The project corridor has six locations that were identified in the GIS review (**Figure 6.39**). The majority of these locations are in the middle portion of the corridor between Lantana Road and Forest Hill Boulevard associated with the Lake Worth CRA District, with one location in the southern portion of the corridor at the Boynton Beach CRA. There are no CRAs in the northernmost portion of the corridor.

6.4.3.3.2 Contaminated Sites

Within the project corridor there are numerous petroleum discharge monitoring sites along the entire length of the project corridor, 22 closed waste cleanup sites and 7 active waste cleanup sites. A majority of the petroleum discharge monitoring sites are associated with fuel spills, automotive maintenance facilities, gas stations, and industrial processing facilities along the corridor. The majority of the sites identified are located in the southern and middle portions of the 37.5-mile project corridor (**Figure 6.40**, **Figure 6.41**, and **Figure 6.42**); with only petroleum sites on the farthest northern portion of the corridor (**Figure 6.43**). There are no active or closed waste cleanup sites in the northern portion of the corridor from PGA Boulevard to the project terminus at Indiantown Road interchange.

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Figure 6.39: Brownfields

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Arte 26-31	Legend Brownfield Project Limits Quarter Mile Study Area
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Goan Roge States Strain Strain	
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Figure 6.40: Potential Contamination Sites South







Figure 6.41: Potential Contamination Sites Central







Figure 6.42: Potential Contamination Sites North Central







Figure 6.43: Potential Contamination Sites North





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6.4.4 Permit Requirements

A list of the permits that have the potential to be required for this project is provided in **Table 6.4**.

Table 6.4: Anticipated Permits

Permit Type	Issuing Agency
Environmental Resource Permit	SFWMD
Water Use Permit for Dewatering	SFWMD
Section 404/Section 10 Department of the Army Permit	USACE
National Pollutant Discharge Elimination System	FDEP
Local Drainage District Approvals/Permits	Local Drainage Districts

South Florida Water Management District

The South Florida Water Management District (SFWMD) requires an Environmental Resource Permit (ERP) when construction of any project results in the modification or creation of a surface water management system or results in impacts to wetlands or waters of the state.

If it is determined that dewatering is required for construction, a Water Use Permit for construction dewatering will be required from the SFWMD.

U.S. Army Corps of Engineers

A U.S. Army Corps of Engineers (USACE) Section 404 Dredge and Fill Permit would be required for any land alterations in wetlands. An individual permit would require compliance with the 404(b)(1) guidelines, including verification that all impacts have first been eliminated to the greatest extent practicable, that unavoidable impacts have been reduced to the greatest extent practicable, and lastly that unavoidable impacts have been mitigated in the form of wetlands creation, restoration, and/or enhancement.

Florida Department of Environmental Protection

Under the FDEP's delegated authority to administer the National Pollutant Discharge Elimination System (NPDES) program, construction sites that will result in greater than one acre of disturbance must file for and obtain coverage either under an appropriate generic permit or an individual permit for point source discharges of stormwater to waters of the U.S. A major component of the NPDES permit is the development of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies potential sources of pollution that may reasonably be expected to affect the quality of stormwater discharges from the site and discusses good engineering practices (i.e., best management practices) that will be used to reduce the pollutants due to construction activities.

Other Agency Coordination

Coordination should be conducted with the permitting agencies through the ETDM process and during a PD&E study for the project. Additionally, other agencies, including the U.S. Environmental Protection Agency (USEPA), National Marine Fisheries Service (NMFS), U.S. Fish and Wildlife Service (USFWS), and the Florida Fish and Wildlife Conservation Commission (FWC), typically review and comment on permit applications. Local drainage district approvals/permits may also be required.

6.5 Environmental Summary

A high-level environmental review was completed for the I-95 Mainline Managed Lanes Master Plan from south of Linton Boulevard to the Palm Beach/Martin County Line. The review included the use of GIS databases from the Palm Beach County Enterprise GIS Data Catalog, Florida Geographic Data Library, the USFWS, and the SFWMD. The evaluation of the data was conducted to determine existing and project-related environmental conditions or constraints for subsequent analysis in a Project Development phase. The environmental review was oriented to support future anticipated Federal Highway Administration approval and the ETDM Programming Screen leading to Class of Action Determination for corridor improvement segments. These data were graphically displayed on maps of the entire 37.5-mile project corridor to highlight those areas of concern that lay within the project boundary which is one-quarter mile on either side of the corridor.

The analysis included a social impact evaluation that looked at current land use of the property within the project corridor; community cohesion, which looked at potential division of existing communities; and relocation potential. Community services included identification of medical facilities, cultural areas,





government buildings, and parks and recreation within the project corridor that could potentially be impacted by the project. The analysis also looked at natural and physical environmental factors including wetlands, farmlands and potential noise sensitive areas. Areas with potential contamination, including existing waste clean-up sites, and identified petroleum sites were identified. All of these factors are graphically displayed on the maps included in this Master Plan Technical Report.

As the scope of this project does not propose to expand on the existing I-95 ROW, it is unlikely that there will be significant impacts to any of the environmental elements evaluated. If the scope of the project proposes to expand on the current ROW, then a more detailed analysis must be completed as part of the PD&E study. Particularly, the potential impacts to wetlands and surface waters along the corridor, as well as noise impacts to surrounding residential neighborhoods, would need to be analyzed.

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<u>Appendix A – Corridor Base Map</u>

(Available Upon Request)

Appendix A





Appendix B – 2015 Traffic Volumes

(Available Upon Request)

Appendix B





Appendix C – 2015 Existing Conditions Line Schematic Diagram

(Available Upon Request)

Appendix C





Appendix D – 2015 Balanced Volumes

(Available Upon Request)

Appendix D





Appendix E – Raw and Expanded Origin-Destination Matrices

(Available Upon Request)

Appendix E





Appendix F – Network Updates





Appendix G – I-95 Mainline Historical Trend-Line Graphs

(Available Upon Request)

Appendix G





Appendix H – Compound Growth Rate Memorandum

(Available Upon Request)

Appendix H





Appendix I – 2040 Design Year No-Build Line Schematic Diagrams





Appendix J – 2040 Design Year Build Line Schematic Diagrams

(Available Upon Request)

Appendix J





Appendix K – 2040 No-Build Balanced Volumes

(Available Upon Request)

Appendix K





Appendix L– 2040 Build-1 Balanced Volumes (1 Managed Lane)

(Available Upon Request)

Appendix L





Appendix M– 2040 Build-2 Balanced Volumes (2 Managed Lane)

(Available Upon Request)

Appendix M





Appendix N – Corridor Wide Bridge Assessment & Cost Estimate

(Available Upon Request)

Appendix N





Appendix O – Structural Evaluation of Bridge 930482 (Ramp E) due to Jacking Operations





Appendix P – SR 80 Traffic Demand Analysis Memorandum

(Available Upon Request)

Appendix P





Appendix Q – 2040 SR 80/Southern Blvd at I-95 Interchange Line Schematic Diagram





Appendix R – SR 80/Southern Blvd at I-95 Interchange Concepts

(Available Upon Request)

Appendix R





Appendix S–SR 80/Southern Blvd at I-95 to SR 80 Action Plan Connection Concepts





Appendix T– Preliminary Cost Estimate





Appendix U – Benefit Cost Analysis Documentation

(Available Upon Request)

Appendix U





Appendix V – Recommended Alternative B Design (Roll Plot)

(Available Upon Request)

Appendix V





Appendix W – Alternative C Footprint (Roll Plot)

(Available Upon Request)

Appendix W





Appendix X – Safety Analysis Documentation

(Available Upon Request)

Appendix X



