

Table 6-5 | 2040 Exit Ramp 95th Percentile Queue Summary

Interchange	Signalized Intersection	AM		PM	
		No-Build	Build	No-Build	Build
		95 th Queue' (Storage')	95 th Queue' (Storage')	95 th Queue' (Storage')	95 th Queue' (Storage')
Sunrise Blvd	SB Off-Ramp	376 (1,200)	471 (1,200)	314 (1,200)	462 (1,200)
	NB Off-Ramp	3,759 (500)	196 (960)	25 (500)	213 (960)
Broward Blvd	SB Off-Ramp	837 (1,400)	350 (1,400)	5,000+ (1,400)	354 (1,400)
	NB Off-Ramp	5,000+ (4,600)	368 (4,600)	3,445 (4,600)	447 (4,600)
Davie Blvd	SB Off-Ramp	338 (1,800)	1,062 (1,800)	141 (1,800)	190 (1,800)
	NB Off-Ramp	452 (1,500)	832 (1,500)	274 (1,500)	357 (1,500)

6.6 Safety Analysis and Counter Measures

The safety analysis was conducted within the study area for five most recent years (from January 2011 to December 2015) crash frequency and crash rates are summarized in **Section 3.5**. Based on the existing conditions crash analysis, predominant crash types are rear-end, angle and sideswipe collisions in those areas. Typically, these crash types are associated with traffic congestion.

6.6.1 Countermeasures

The conceptual design plans for I-95 mainline and Broward Boulevard interchange improvements were developed in accordance with the FDOT’s Design Standards and Plans Preparation Manual and FHWA’s Policy on Geometric Design of Highways and Streets. Adherence to these standards will facilitate safe and efficient traffic operations along the corridor. As discussed in previous **Section 3.5** of the report, a large portion of the crashes experienced within the study area were associated with congested traffic conditions. In addition, it was determined that several high crash spots/segments along the corridor were concentrated at or near the interchanges. The improvements proposed will increase capacity along the mainline and at the interchanges. These capacity improvements will correspondingly improve traffic flow and reduce congestion related crashes along the corridor. **Table 6-6** summarizes specific countermeasures by location.

Table 6-6 | Potential Safety Countermeasures

Location	Issue	Predominant Crash Type	Countermeasures
I-95 from Davie Boulevard to Sunrise Boulevard	Crash rate higher than statewide average crash rate and higher than the district average crash rate.	Rear end and sideswipe crashes.	Additional capacity expected to improve traffic flow and reduce congestion related crashes
Broward Boulevard from SW 27 Avenue to NW 15 Avenue	Crash rate was higher than statewide average crash rate in the year 2011 through 2014 and higher than the district average crash rate in the year 2013 and 2014.	Rear end, angle, and sideswipe crashes	The Modified Displaced Left Turn (MDLT) concept for the Broward Boulevard interchange reduces total number of conflict points from 32 (for a conventional intersection) to 30 (for a DLT intersection with left-turn crossovers on the mainline approaches). expected to improve traffic The MDLT concept expected to improve traffic flow and reduce congestion related crashes
Sunrise Boulevard from NW 24 Avenue to NW 15 Avenue	Crash rate was higher than statewide average crash rate and higher than the district average crash rate.	Rear end, angle, and sideswipe crashes	Intersection improvements at ramp terminals reduce congestion and occurrences of rear end crashes.