

**INTERCHANGE MODIFICATION REPORT RE-EVALUATION
INTERSTATE 95 at ST. JOHNS HERITAGE PARKWAY SE (SJHPSE)
*Palm Bay, Brevard County, Florida***

**FIN 426904-3-52-01
FAP 0953-134-I
Contract No. E5Y20**



May 15, 2017

Interchange Modification Report (IMR)




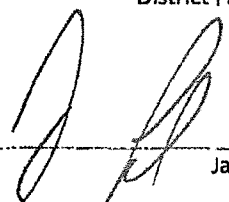
I-95 at St. Johns Heritage Parkway

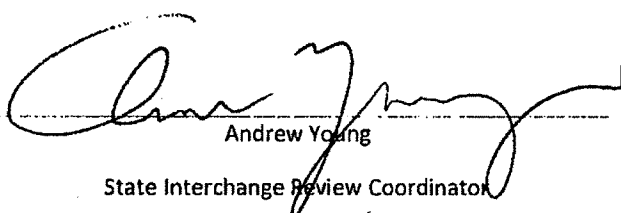
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Determination of Engineering and Operational Acceptability

Acceptance of this document indicates successful completion of the review and the Interchange Access Request is considered acceptable for engineering and operations. Approval is contingent upon compliance with applicable Federal requirements, specifically the National Environmental Policy Act (NEPA) or Department Project Development and Environment (PD&E) Procedures. Completion of the NEPA/PD&E process is considered acceptance of the general project location and concepts described in the environmental document.

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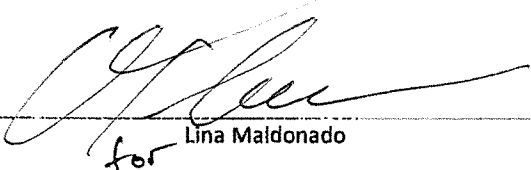
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1 INTRODUCTION

1.1 Background

A re-evaluation to the previously submitted and approved I-95 at St. Johns Heritage Parkway SE (SJHPSE; aka Palm Bay Parkway Interchange) Interchange Modification Report (IMR) has been conducted to revise the proposed interchange concept. Previously, an IMR submitted and approved in 2008 analyzed the configuration of a Diamond Interchange. Following the 2008 IMR, the diamond interchange concept entered a Project Development & Environmental (PD&E) stage. During the PD&E process, the interchange concept was revised to a partial clover leaf (PARCLO) concept and was approved in February of 2015. Ensuing this interchange configuration change, an IMR Supplemental Traffic Analysis (November 2015) was conducted to compare traffic operations between the Diamond Interchange and the PARCLO using updated peak-hour traffic volumes. This IMR indicated improvements of the PARCLO configuration over the Diamond Interchange.

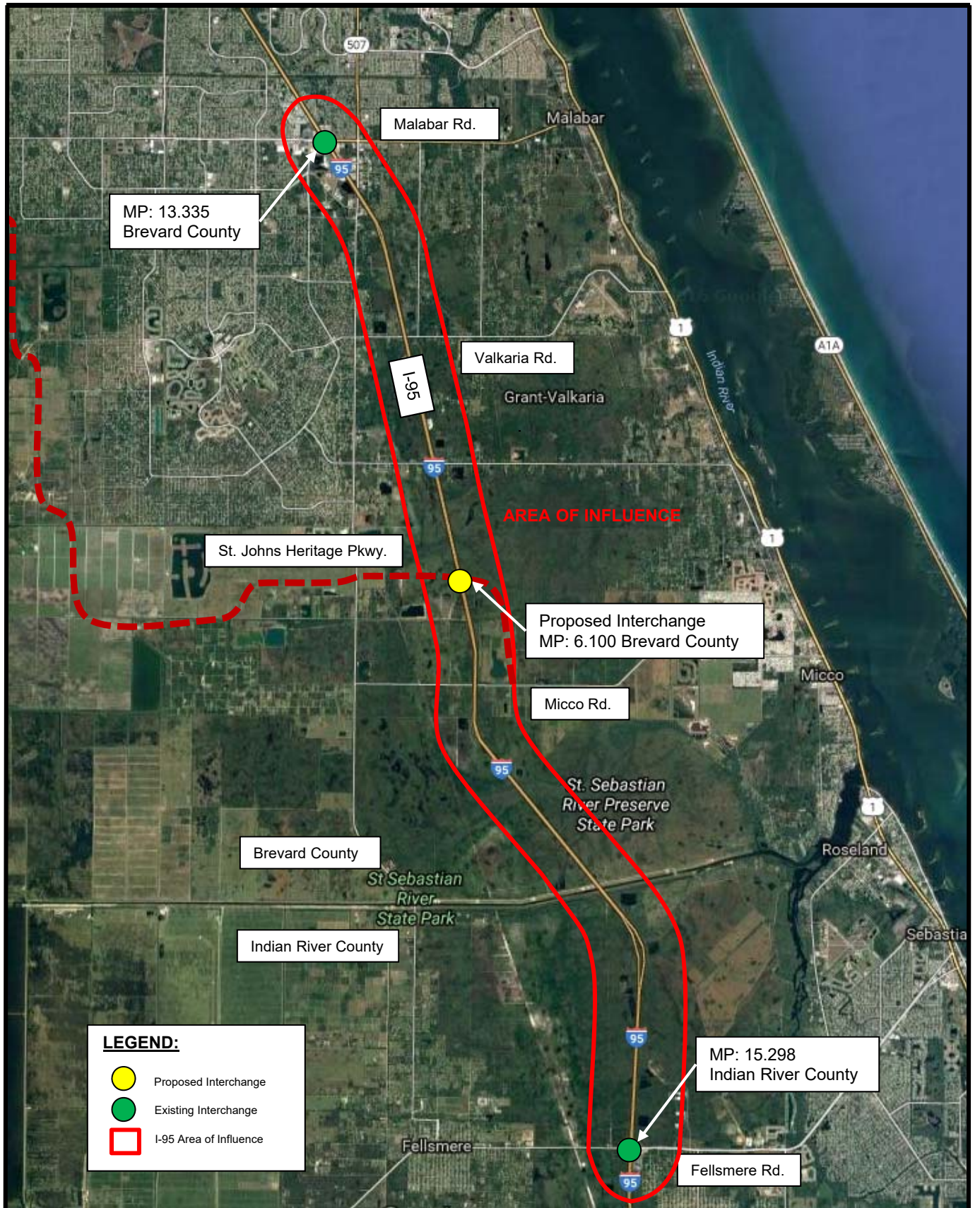
Additionally, in February of 2016, an *Interchange Modification Report Limited Re-Evaluation Traffic Analysis* was conducted per Chapter 4: IAR Re-evaluations, of the 2015 FDOT Interchange Access Request – User’s Guide to further demonstrate operational comparisons between the original Diamond Interchange concept and the addended PARCLO concept as well as to document that the revised configuration complied with the Federal Highway Administration’s (FHWA) Eight Policy Points.

Following the PD&E, respective Interchange Access Requests (IAR), and IMR addendums, the design of I-95 at SJHPSE proceeded through the Florida Department of Transportation (FDOT) process of awarding a design-build contract. The design-build contract was awarded based on a Diverging Diamond Interchange (DDI) design approved by FDOT during the Alternate Technical Concept (ATC) process, deviating from the approved PARCLO configuration. Accordingly, this IMR re-evaluation has been conducted to compare traffic between the PARCLO and DDI configurations as well as demonstrate compliance with FHWA’s Eight Policy Points.

This IMR re-evaluation adheres to the 2015 FDOT Interchange Access Request User’s Guide (IARUG) and Highway Capacity Manual 2010 (HCM2010). As required by the IARUG, a Methodology Letter of Understanding (MLOU) was developed in coordination with FDOT District 5, FDOT Central Office, and the FHWA. The MLOU can be found in **Appendix A**.

1.2 Project Location

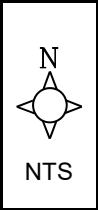
The I-95/SJHPSE interchange is a new interchange located in Brevard County (FDOT District 5) at the future junction of I-95 with SJHPSE at Milepost 6.100 (Brevard County). The proposed interchange is located between the I-95 interchanges at Fellsmere Road (Indian River County) and Malabar Road (Brevard County). It is approximately 10 miles north of Fellsmere Road and 7.2 miles south of Malabar Road. The project location of the I-95/SJHPSE interchange and the area of influence are shown in **Figure 1-1**.



LEGEND:

- Proposed Interchange
- Existing Interchange
- I-95 Area of Influence

**I-95 at St. Johns
Heritage Pkwy SE
IMR Re-Evaluation**



Area of Influence

FIN: 426904-3-52-01 Figure: 1-1



2 PURPOSE AND NEED

The purpose of this IMR re-evaluation is to modify the previous I-95/SJHPSE IMRs via analysis and technical documentation with comparisons between the previously approved I-95/SJHPSE PARCLO and the design-build DDI configurations. As previously discussed in Section 1.1, the original PD&E included a Diamond Interchange concept and was modified to a PARCLO concept due to revised peak-hour volume estimates.

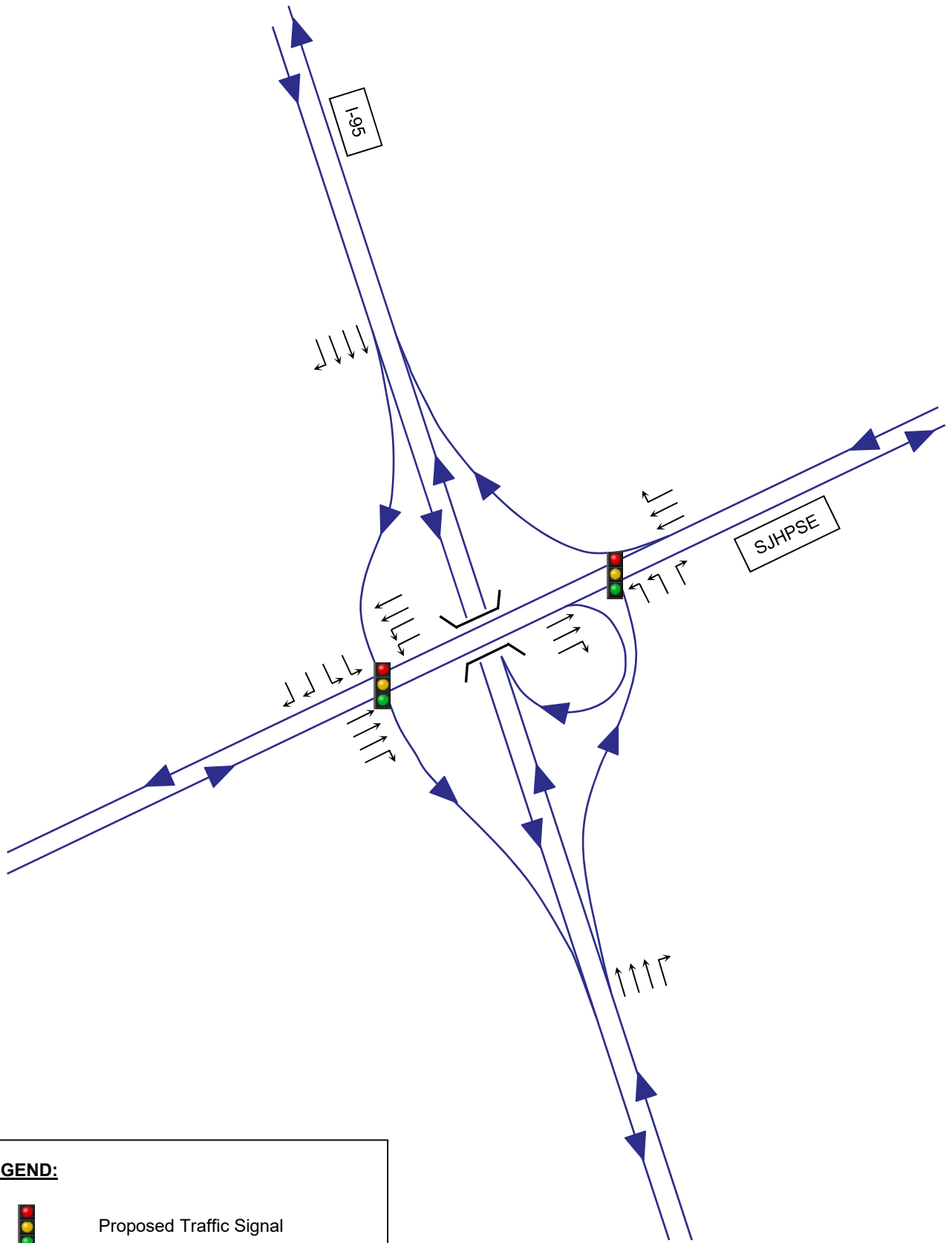
This IMR is required by FHWA for approval of the awarded design-build DDI configuration. It is required to demonstrate that traffic operations and safety will not be reduced when compared to the PARCLO configuration. Utilizing the latest volume estimates with both the latest PARCLO and DDI concepts, this IMR re-evaluation contains the required technical information and addresses the requirements.

3 DESIGN ALTERNATIVES

The two alternatives analyzed in this IMR are the previously approved IMRs' PARCLO and the awarded design-build DDI. For this IMR, the PARCLO may be referred to as the No-Build alternative and the DDI may be referred to as the Build alternative. The PARCLO configuration includes a proposed loop ramp in the southeast quadrant for the SJHPSE eastbound to I-95 northbound movement with all remaining ramps maintaining the typical diamond ramps. The PARCLO concept is shown in **Figure 3-1**.

The DDI configuration involves the similar ramp geometry of the original Diamond Interchange concept, but diverges the eastbound and westbound directions onto the opposite side between the ramps. Between the ramps, the northbound left-turn movement at the northbound off-ramp will connect to westbound SJHPSE on the south side of the roadway. On the west side of the interchange, the southbound left-turn movement at the southbound off-ramp will connect to eastbound SJHPSE on the north side of the roadway. All off-ramp movements are under signal control. The DDI concept is shown in **Figure 3-2**.

The proposed DDI configuration is accommodated within the existing limited access right-of-way as identified and obtained for the PARCLO alternative. In addition, no further environmental impacts and mitigation efforts are required than what is already mitigated and permitted for the PARCLO alternative with the completed PD&E study.



LEGEND:



Proposed Traffic Signal

**I-95 at St. Johns
Heritage Pkwy SE
IMR Re-Evaluation**



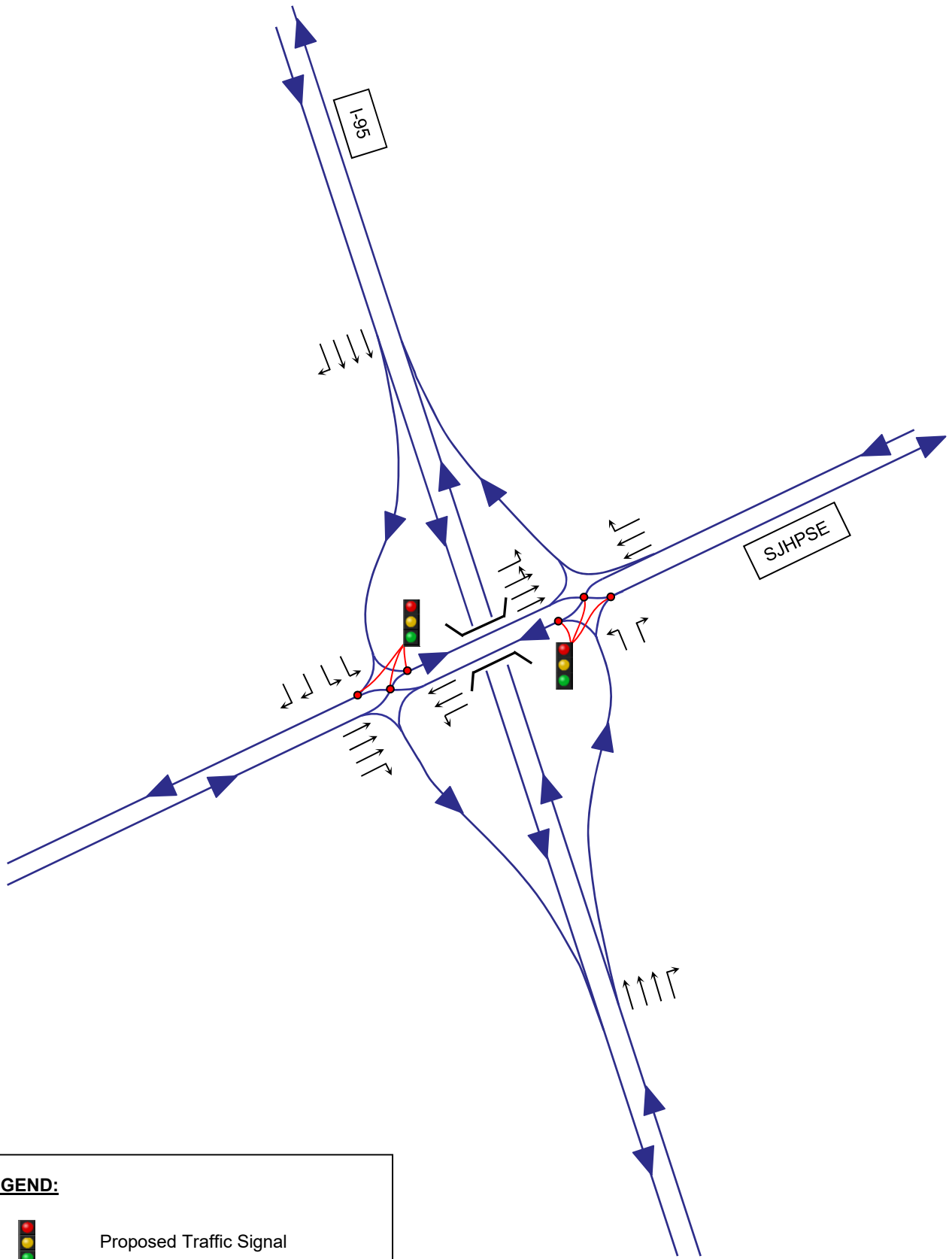
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**PARCLO (No-Build)
Design Concept**

FIN: 426904-3-52-01

Figure: 3-1





LEGEND:



Proposed Traffic Signal

**I-95 at St. Johns
Heritage Pkwy SE
IMR Re-Evaluation**



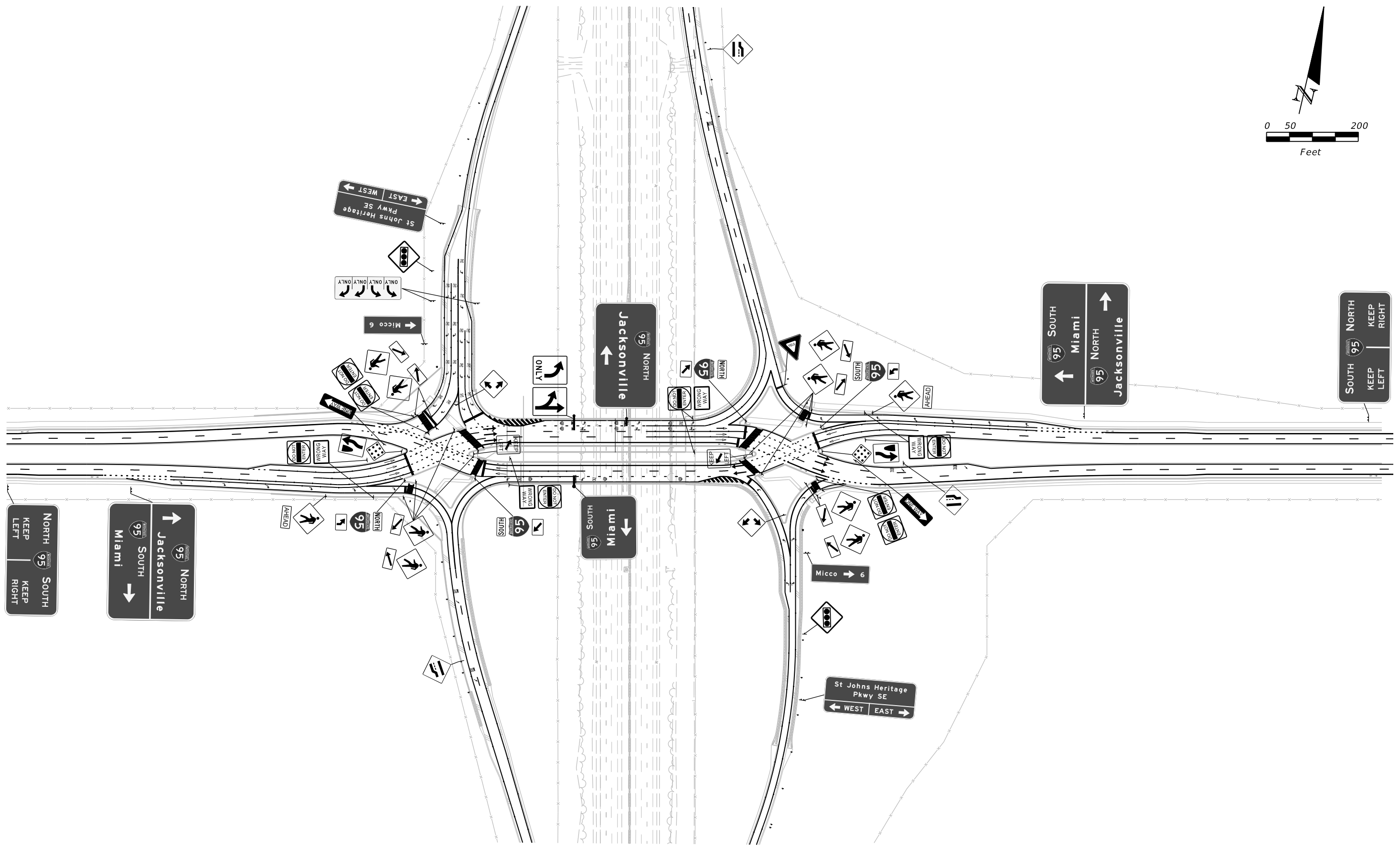
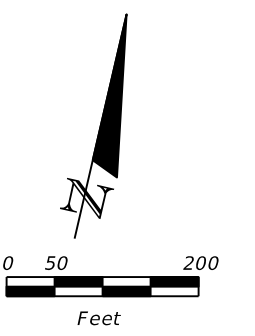
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**DDI (Build)
Design Concept**

FIN: 426904-3-52-01

Figure: 3-2





REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	FIGURE 3-3: CONCEPTUAL SIGNING PLAN	PAGE NO. 6					
DATE	DESCRIPTION	DATE	DESCRIPTION								
							<table border="1"> <thead> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> </thead> <tbody> <tr> <td>SR 9</td> <td>BREVARD</td> <td>426904-3-52-01</td> </tr> </tbody> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SR 9
ROAD NO.	COUNTY	FINANCIAL PROJECT ID									
SR 9	BREVARD	426904-3-52-01									

4 PEAK-HOUR TRAFFIC VOLUMES

The latest Opening Year 2018 and Design Year 2040 peak-hour traffic volumes found in the *Interchange Modification Report Limited Re-Evaluation Traffic Analysis* and developed by the document *Project Traffic Update and Alternative Design Concept Analysis – Interstate 95 at Palm Bay Parkway Interchange – February, 2016* via CFRPM v5 model and CFRPM v6 land use data inputs were utilized for analysis in this IMR re-evaluation. Please note that SJHPSE was previously referred to as Palm Bay Parkway in past documents. Opening Year 2018 and Design Year 2040 AADT volumes are provided in **Table 4-1**. Model data excerpts can be found in **Appendix B**.

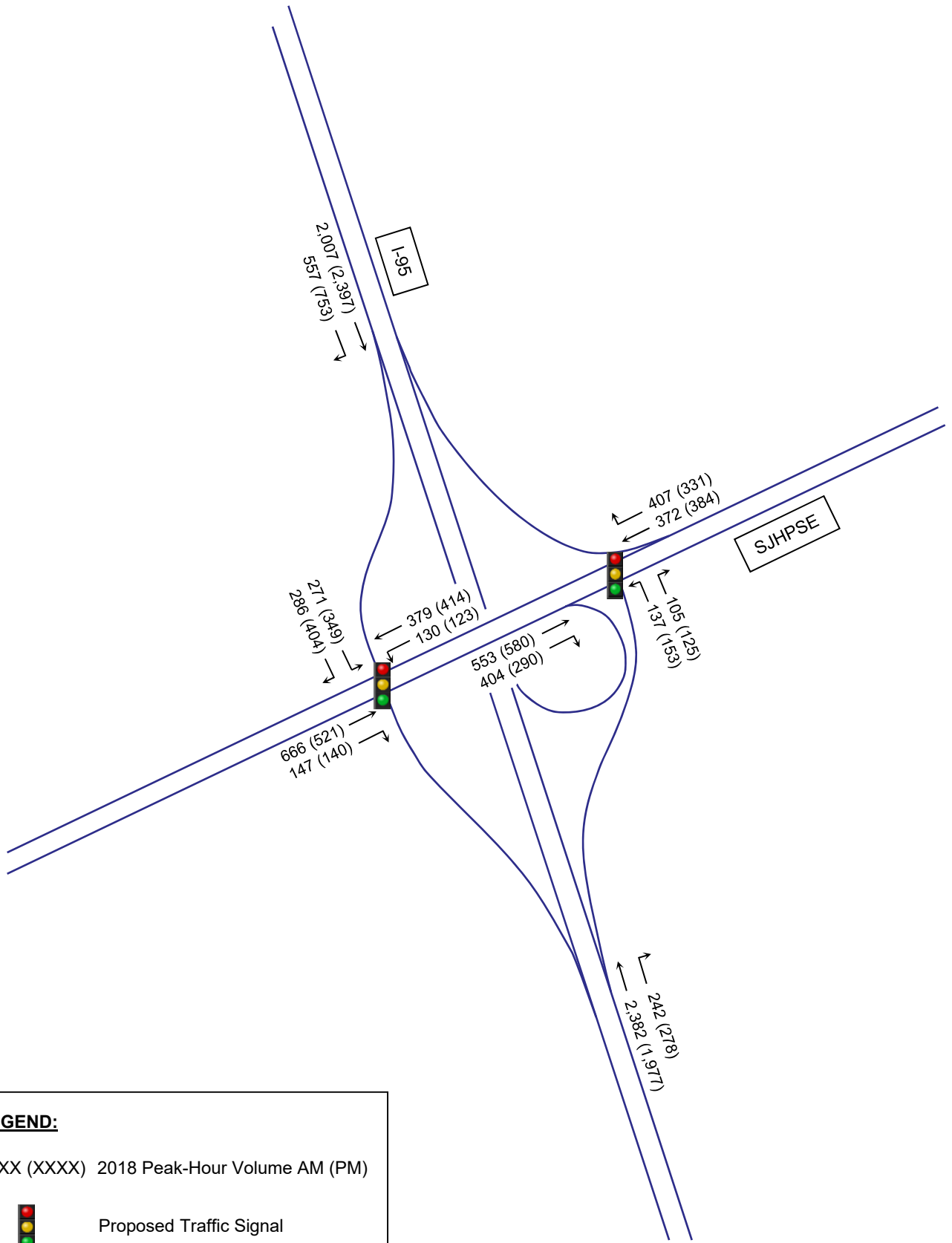
Table 4-1: AADT Volumes

Interchange Segment	2018 AADT	2040 AADT
I-95 S of SJHPSE	53,700	95,700
I-95 N of SJHPSE	64,900	113,500
SJHPSE W of I-95	16,400	41,900
SJHPSE E of I-95	15,700	37,800

The previously mentioned technical documents developed acceptable adjustment factors (K-factors, D-factors, etc.) that were applied to the Opening Year and Design Year AADTs. These factors are provided in **Table 4-2** below. The resulting PARCLO and DDI Opening Year 2018 peak-hour volumes are shown in **Figure 4-1** and **Figure 4-2**, respectively. The PARCLO and DDI 2040 peak-hour volumes are shown in **Figure 4-3** and **Figure 4-4**, respectively.

Table 4-2: Traffic Factors

Roadway	K	D	T	T _f	PHF	MOCF
I-95 S of SJHP	0.090	0.5470	16%	8%	0.95	0.93
I-95 N of SJHP	0.090	0.5470	16%	8%	0.95	0.93
SJHP W of I-95	0.090	0.5565	6%	4%	0.95	0.93
SJHP E of I-95	0.090	0.4435	6%	4%	0.95	0.93



LEGEND:

XXXX (XXXX) 2018 Peak-Hour Volume AM (PM)



Proposed Traffic Signal

**I-95 at St. Johns
Heritage Pkwy SE
IMR Re-Evaluation**



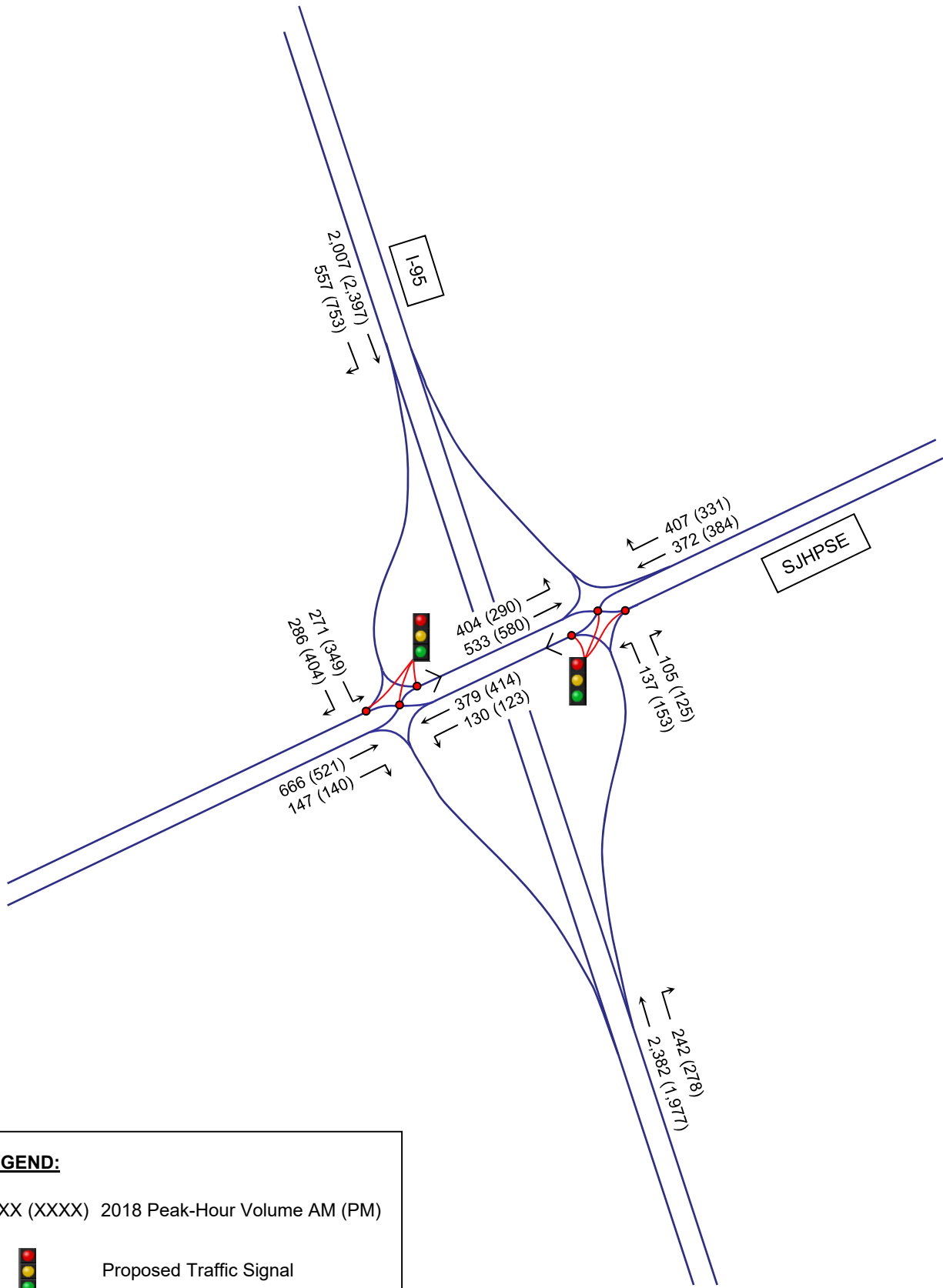
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**PARCLO (No-Build)
Opening Year 2018
Peak-Hour Volumes**

FIN: 426904-3-52-01

Figure: 4-1





LEGEND:

XXXX (XXXX) 2018 Peak-Hour Volume AM (PM)



Proposed Traffic Signal

**I-95 at St. Johns
Heritage Pkwy SE
IMR Re-Evaluation**



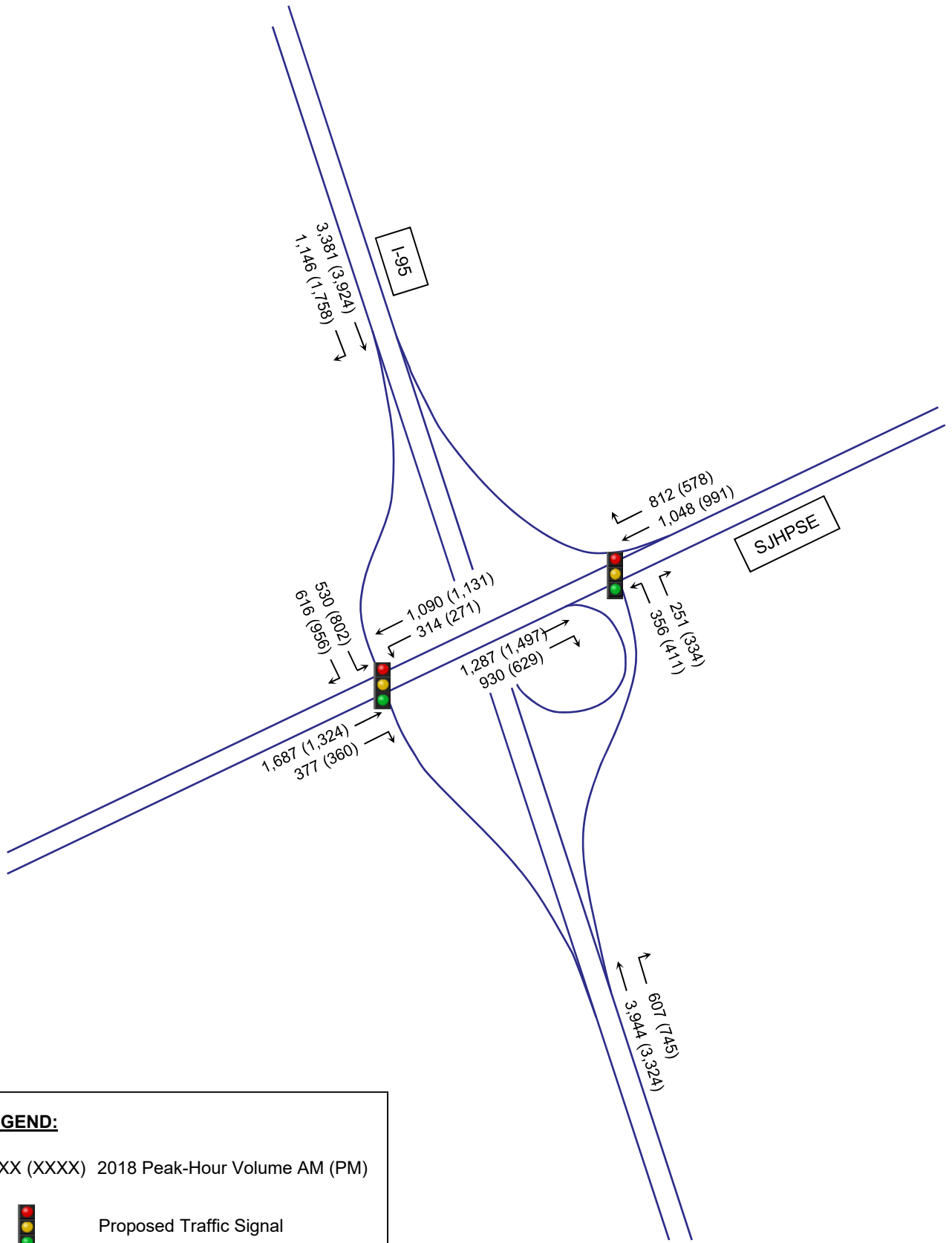
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**DDI (Build)
Opening Year 2018
Peak-Hour Volumes**

FIN: 426904-3-52-01

Figure: 4-2





LEGEND:

XXXX (XXXX) 2018 Peak-Hour Volume AM (PM)



Proposed Traffic Signal

**I-95 at St. Johns
Heritage Pkwy SE
IMR Re-Evaluation**



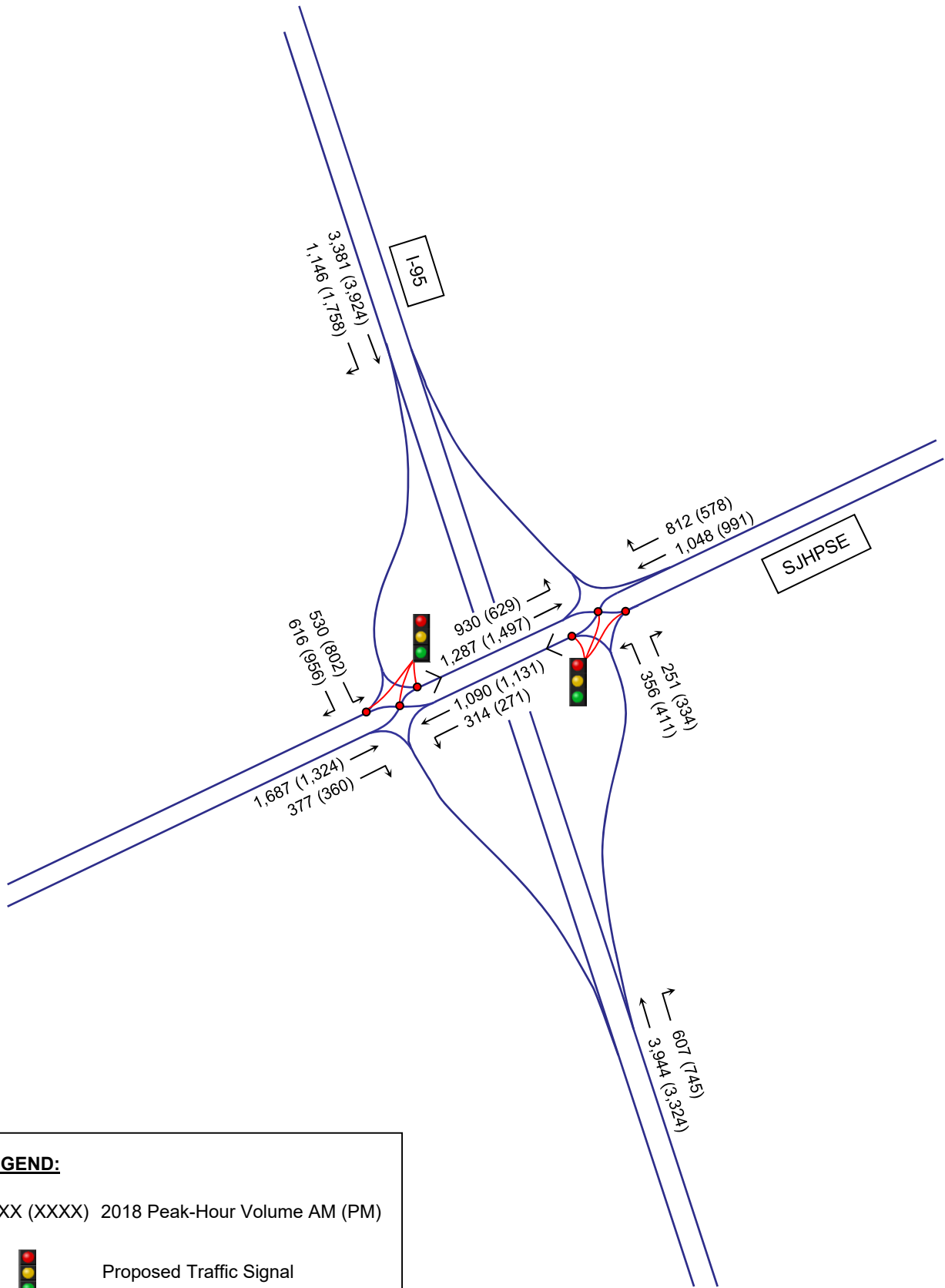
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**PARCLO (No-Build)
Design Year 2040
Peak-Hour Volumes**

FIN: 426904-3-52-01

Figure: 4-3





LEGEND:

XXXX (XXXX) 2018 Peak-Hour Volume AM (PM)



Proposed Traffic Signal

**I-95 at St. Johns
Heritage Pkwy SE
IMR Re-Evaluation**



NTS

**DDI (Build)
Design Year 2040
Peak-Hour Volumes**

FIN: 426904-3-52-01

Figure: 4-4



5 TRAFFIC ANALYSIS APPROACH AND ANALYSIS

5.1 Overview

This section details the approach employed in establishing the methodology, and the analysis conducted. The data presented in this section provides a summary of the traffic analysis results to verify its conformance with FHWA Policy 3 (No Adverse Operational or Safety Impacts).

5.2 Analysis Approach

The revision in the interchange concept required documentation and analysis of key Measures of Effectiveness (MOE) for the DDI configuration to compare operations to the PARCLO configuration. In this report, the MOEs utilized were ramp terminal intersection movement delay (seconds per vehicle, s/veh), volume-to-capacity (V/C) ratio, 95th percentile queue lengths per movement, interchange merge density (passenger cars per mile per lane, pc/mi/ln), interchange diverge density (pc/mi/ln), and I-95 mainline density (pc/mi/ln). Also, incorporated into the analysis is a safety comparison between the two interchange concepts that details key differences. Detailed descriptions of each type of analysis and the nature of the assessment is provided in the following sections.

5.3 Ramp Intersection Analysis

The ramp intersections within the PARCLO and DDI interchange configurations were analyzed under Opening Year 2018 and Design Year 2040 peak-hour traffic conditions. The Level of Service (LOS) at an intersection is based on the average control delay per vehicle for the various movements within the intersection. The operating conditions at the interchange intersections were evaluated using traffic analysis software, *SYNCHRO 9* by Trafficware, Inc. Please note that all PARCLO *SYNCHRO 9*, as well as HCS, reports are included in **Appendix C**.

SYNCHRO 9 does not allow for modeling of the complex geometry of the DDI interchange ramp terminals as a single intersection. Both the I-95 southbound and northbound ramp terminal intersections consist of three separate signalized intersections within the *SYNCHRO 9* model. The intersection of the arterial through-movements, the intersection of the off-ramp eastbound, and off-ramp westbound movements onto the arterial are coded separately, but are actuated coordinated to operate as a single intersection with overlap phases to allow for one controller each. Ramp terminal intersection movements under the DDI configuration were analyzed to ensure failing movements or volume-to-capacity (V/C) ratios greater than 1.0 were not present. 95th percentile queue lengths were also included in the analysis to assess proposed storage lengths. **Table 5-1** and **Table 5-2** provide the anticipated Opening Year 2018 and Design Year 2040 peak-hour delay, LOS, and V/C ratios for ramp terminal intersections, respectively. The DDI *SYNCHRO 9* reports are included in **Appendix D**.

Table 5-1: Opening Year 2018 Movement Analysis

Intersection	Movement	Minimum LOS	Approx. Proposed Storage Length (ft)	AM				PM			
				Total Delay (s/veh)	LOS	V/C	95th %-tile Queue (ft)	Total Delay (s/veh)	LOS	V/C	95th %-tile Queue (ft)
I-95 SB Ramps	EB	D	N/A	8.2	A	0.28	70	8.3	A	0.23	55
	WB		N/A	17.1	B	0.47	78	16.5	B	0.49	70
	SBR		350	8.3	A	0.23	55	9.5	A	0.33	78
	SBL		325	16.2	B	0.35	55	16.5	B	0.43	68
I-95 NB Ramps	EB	D	N/A	12.0	B	0.47	56	11.6	B	0.49	50
	WB		N/A	7.9	A	0.22	58	8.4	A	0.24	63
	NBR		215	8.1	A	0.15	42	8.8	A	0.18	52
	NBL		275	17.7	B	0.35	67	17.5	B	0.37	71

N/A: Not applicable due to thru-lanes.

Table 5-2: Design Year 2040 Movement Analysis

Intersection	Movement	Minimum LOS	Approx. Proposed Storage Length (ft)	AM				PM			
				Total Delay (s/veh)	LOS	V/C	95th %-tile Queue (ft)	Total Delay (s/veh)	LOS	V/C	95th %-tile Queue (ft)
I-95 SB Ramps	EB	D	N/A	22.4	C	0.88	#273	16.3	B	0.69	184
	WB		N/A	22.2	C	0.89	#313	25.1	C	0.92	#332
	SBR		350	16.5	B	0.61	148	35.4	D	0.94	#315
	SBL		325	15.1	B	0.45	112	18.6	B	0.68	182
I-95 NB Ramps	EB	D	N/A	11.4	B	0.79	95	13.2	B	0.82	154
	WB		N/A	17.7	B	0.74	230	20.3	C	0.77	228
	NBR		215	14.0	B	0.40	114	19.1	B	0.59	170
	NBL		275	20.9	C	0.62	181	19.7	B	0.64	203

N/A: Not applicable due to thru-lanes.

#: Indicates volume for 95th percentile cycle exceeds capacity; if V/C ratio < 1.0, 95th percentile queue is valid and acceptable for storage length design.

As depicted in **Table 5-1** and **Table 5-2**, no anticipated movements are projected to exceed the adopted minimum LOS D under Opening Year 2018 and Design Year 2040. Additionally, all movements will have V/C ratios below 1.0 and 95th percentile queues aren't projected to exceed design storage lengths.

As previously noted, coding intricacies for the DDI within *SYNCHRO 9* do not allow for HCM 2010 analysis outputs. The previously analyzed PARCLO, however, was provided with HCM 2010 analysis outputs. To provide equivalent total intersection delays directly comparable to the previous IMR amendments that utilized HCM 2100 based results, a weighted average was calculated by movement with the weighted average delays aggregated per HCM procedures utilizing the following equation:

$$\text{Total Delay} = \frac{[(\text{Movement Delay}_1 \times \text{Movement Volume}_1) \dots + (\text{Movement Delay}_{\text{nth}} \times \text{Movement Volume}_{\text{nth}})]}{(\text{Movement Volume}_1 \dots + \text{Movement Volume}_{\text{nth}})}$$

Table 5-3 shows the anticipated Opening Year 2018 peak-hour LOS comparisons between the PARCLO and DDI concepts. **Table 5-4** shows the anticipated Design Year 2040 peak-hour LOS comparisons between the PARCLO and DDI concepts. Please note the PARCLO values are HCM 2010 results taken from the previous Interchange Modification Report Limited Re-Evaluation Traffic Analysis, February 2016. DDI result values are from the utilization of the total delay equation above.

Table 5-3: Opening Year 2018 Ramp Intersection Analysis

Peak Period	Intersection	Minimum LOS	Partial Cloverleaf Interchange (PCI)		Diverging Diamond Interchange (DDI)		DDI vs PCI
			Total Delay (s/veh)	LOS	Total Delay (s/veh)	LOS	Δ Total Delay (s/veh)
AM	I-95 SB	D	22.0	C	11.7	B	-47.0%
	I-95 NB		4.5	A	11.0	B	144.1%
	Combined		26.5		22.7		-14.3%
PM	I-95 SB	D	21.6	C	12.3	B	-43.2%
	I-95 NB		4.6	A	11.0	B	139.9%
	Combined		26.2		23.3		-11.0%

Table 5-4: Design Year 2040 Ramp Intersection Analysis

Peak Period	Intersection	Minimum LOS	Partial Cloverleaf Interchange (PCI)		Diverging Diamond Interchange (DDI)		DDI vs PCI
			Total Delay (s/veh)	LOS	Total Delay (s/veh)	LOS	Δ Total Delay (s/veh)
AM	I-95 SB	D	29.0	C	20.4	C	-29.6%
	I-95 NB		8.9	A	15.0	B	68.5%
	Combined			37.9		35.4	
PM	I-95 SB	D	32.3	C	23.5	C	-27.4%
	I-95 NB		10.7	B	16.8	B	56.9%
	Combined			43.0		40.3	

As shown in **Table 5-3** and **Table 5-4**, the DDI signals will operate within the adopted LOS of D at the interchange and reduce the total delay under both Opening Year 2018 and Design Year 2040 when compared to the PARCLO concept. Furthermore, the southbound and northbound ramp intersections are more balanced under the DDI interchange and improve the projected delay for the I-95 SB ramp intersections under both Opening Year 2018 and Design Year 2040 conditions.

5.4 Merge Analysis

The I-95 at SJHPSE on-ramp merges within the PARCLO and DDI interchange configurations were analyzed under Opening Year 2018 and Design Year 2040 peak-hour traffic conditions. The LOS at a ramp merge is based on the calculated ramp density (passenger cars per mile per lane, pc/mi/ln) which takes into consideration ramp volume, mainline volume, adjacent ramp volume, free-flow speed, vehicle and driver adjustments, and geometrical and distance relations. The operating conditions at the ramp merges were evaluated using *Highway Capacity Software (HCS)* by McTrans.

Table 5-5 shows the anticipated Opening Year 2018 peak-hour LOS for the on-ramp merge movements and **Table 5-6** shows the anticipated Design Year 2040 peak-hour LOS. The software output reports are included in **Appendix E**.

Table 5-5: Opening Year 2018 Merge Analysis

Peak Period	Location	Partial Cloverleaf Interchange (PARCLO)				Diverging Diamond Interchange (DDI)				DDI vs PCI		
		DDHV	Density (pc/mi/ln)	Speed (mph)	LOS	DDHV	Density (pc/mi/ln)	Speed (mph)	LOS	Density Δ	Speed Δ	LOS Δ
AM	On-Ramp (loop ramp) from SJHPSE to I-95 NB	404	11.9	63.1	B	-	-	-	-	-	-	-
	On-Ramp from SJHPSE to I-95 NB	407	14.3	63.2	B	811	15.2	63.0	B	5.9%	-0.3%	Same
	On-Ramp from JHPSE to I-95 SB	277	12.5	62.4	B	277	12.4	62.0	B	-0.8%	-0.6%	Same
PM	On-Ramp (loop ramp) from SJHPSE to I-95 NB	290	8.9	63.4	B	-	-	-	-	-	-	-
	On-Ramp from SJHPSE to I-95 NB	331	10.9	63.2	B	621	11.5	64.0	B	5.2%	1.3%	Same
	On-Ramp from SJHPSE to I-95 SB	263	14.4	62.3	B	263	14.3	62.0	B	-0.7%	-0.5%	Same

Table 5-6: Design Year 2040 Merge Analysis

Peak Period	Location	Partial Cloverleaf Interchange (PARCLO)				Diverging Diamond Interchange (DDI)				DDI vs PCI		
		DDHV	Density (pc/mi/ln)	Speed (mph)	LOS	DDHV	Density (pc/mi/ln)	Speed (mph)	LOS	Density Δ	Speed Δ	LOS Δ
AM	On-Ramp (loop ramp) from SJHPSE to I-95 NB	930	24.4	59.6	C	-	-	-	-	-	-	-
	On-Ramp from SJHPSE to I-95 NB	812	28.5	57.1	D	1,742	30.9	54.0	D	7.8%	-5.7%	Same
	On-Ramp from SJHPSE to I-95 SB	691	22.9	60.8	C	691	22.8	61.0	C	-0.4%	0.3%	Same
PM	On-Ramp (loop ramp) from SJHPSE to I-95 NB	629	18.7	61.9	B	-	-	-	-	-	-	-
	On-Ramp from SJHPSE to I-95 NB	578	21.8	60.9	C	1,207	23.3	60.0	C	6.4%	-1.5%	Same
	On-Ramp from SJHPSE to I-95 SB	631	25.2	60.1	C	631	25.1	60.0	C	-0.4%	-0.2%	Same

As shown in **Table 5-5** and **Table 5-6**, the calculated on-ramp merge movement densities do deviate slightly from the PARCLO concept to the DDI concept. This is due to ramp gore point differences resulting from the PARCLO analysis assumptions and DDI analysis design parameters. However, the minor differences do not alter the LOS between the two interchange configurations and remain within the adopted LOS of D. The differences in density can be largely attributed to assumptions in geometry used for the PARCLO, such as acceleration and separation distances between the adjacent off-ramps for the PARCLO that were unrealistic due to conflicts with existing infrastructure, such as drainage culverts, that could be avoided. These factors were addressed and conflicts reduced or eliminated within the DDI configuration.

5.5 Diverge Analysis

The I-95 at SJHPSE off-ramp diverges within the PARCLO and DDI interchange configurations were analyzed under Opening Year 2018 and Design Year 2040 peak-hour traffic conditions. The LOS at an off-ramp diverge is based on the calculated ramp density which takes into consideration ramp volume, mainline volume, adjacent ramp volume, free-flow speed, vehicle and driver adjustments, and geometric relationships. The operating conditions at the ramp diverges were evaluated using HCS.

Table 5-7 shows the anticipated Opening Year 2018 peak-hour LOS for the off-ramp diverge movements and **Table 5-8** shows the anticipated Design Year 2040 peak-hour LOS. The software output reports are included in **Appendix F**.

Table 5-7: Opening Year 2018 Diverge Analysis

Peak Period	Location	Partial Cloverleaf Interchange (PARCLO)				Diverging Diamond Interchange (DDI)				DDI vs PCI		
		DDHV	Density (pc/mi/ln)	Speed (mph)	LOS	DDHV	Density (pc/mi/ln)	Speed (mph)	LOS	Density Δ	Speed Δ	LOS Δ
AM	Off-Ramp from I-95 NB to SJHPSE	243	16.3	59.2	B	243	14.2	59.2	B	-14.8%	Same	Same
	Off-Ramp from I-95 SB to SJHPSE	557	12.6	58.3	B	557	12.8	58.3	B	1.6%	Same	Same
PM	Off-Ramp from I-95 NB to SJHPSE	278	14.2	59.1	B	278	12.1	59.1	B	-17.4%	Same	Same
	Off-Ramp from I-95 SB to SJHPSE	753	16.2	57.8	B	753	16.5	57.8	B	1.8%	Same	Same

Table 5-8: Design Year 2040 Diverge Analysis

Peak Period	Location	Partial Cloverleaf Interchange (PARCLO)				Diverging Diamond Interchange (DDI)				DDI vs PCI		
		DDHV	Density (pc/mi/ln)	Speed (mph)	LOS	DDHV	Density (pc/mi/ln)	Speed (mph)	LOS	Density Δ	Speed Δ	LOS Δ
AM	Off-Ramp from I-95 NB to SJHPSE	607	27.0	58.2	C	607	24.9	58.2	C	8.4%	Same	Same
	Off-Ramp from I-95 SB to SJHPSE	1,146	24.0	56.7	C	1,146	24.2	56.7	C	0.8%	Same	Same
PM	Off-Ramp from I-95 NB to SJHPSE	745	25.0	57.8	C	745	22.9	57.8	C	-9.2%	Same	Same
	Off-Ramp from I-95 SB to SJHPSE	1,758	30.4	55.0	D	1,758	30.6	55.0	D	0.7%	Same	Same

As shown in **Table 5-5** and **Table 5-6**, the calculated off-ramp diverge movement densities do deviate slightly from the PARCLO concept to the DDI concept. This is due to ramp gore point differences resulting from the PARCLO analysis assumptions and DDI analysis design parameters. However, the LOS between the two interchange configurations does not change and the minor nature of the deviations does not adversely impact the interchange operations or delay. Please note that the acceptable LOS for the off-ramp diverge movements is LOS D.

5.6 I-95 Mainline Analysis

The I-95 mainline segments south and north of the PARCLO and DDI interchange configurations were analyzed under Opening Year 2018 and Design Year 2040 peak-hour traffic conditions. The LOS for mainline segments is based on the calculated ramp density which takes into consideration mainline volume, free-flow speed, vehicle and driver adjustments, and geometry. The operating conditions at the ramp diverges were evaluated using HCS.

Table 5-9 shows the anticipated Opening Year 2018 peak-hour LOS for the off-ramp diverge movements and **Table 5-10** shows the anticipated Design Year 2040 peak-hour LOS. The software output reports are included in **Appendix G**.

Table 5-9: Opening Year 2018 Mainline Analysis

Peak Period	Location	Partial Cloverleaf Interchange (PARCLO)				Diverging Diamond Interchange (DDI)				DDI vs PCI		
		DDHV	Density (pc/mi/ln)	Speed (mph)	LOS	DDHV	Density (pc/mi/ln)	Speed (mph)	LOS	Density Δ	Speed Δ	LOS Δ
AM	I-95 NB, South of SJHPSE	2,625	13.7	70.0	B	2,625	13.7	70.0	B	0.0%	0.0%	Same
	I-95 NB, North of SJHPSE	3,193	16.6	70.0	B	3,193	16.6	70.0	B	0.0%	0.0%	Same
	I-95 SB, North of SJHPSE	2,564	13.4	70.0	B	2,564	13.4	70.0	B	0.0%	0.0%	Same
	I-95 SB, South of SJHPSE	2,284	11.9	70.0	B	2,284	11.9	70.0	B	0.0%	0.0%	Same
PM	I-95 NB, South of SJHPSE	2,255	11.8	70.0	B	2,255	11.8	70.0	B	0.0%	0.0%	Same
	I-95 NB, North of SJHPSE	2,598	13.5	70.0	B	2,598	13.5	70.0	B	0.0%	0.0%	Same
	I-95 SB, North of SJHPSE	3,150	16.4	70.0	B	3,150	16.4	70.0	B	0.0%	0.0%	Same
	I-95 SB, South of SJHPSE	2,660	13.9	70.0	B	2,660	13.9	70.0	B	0.0%	0.0%	Same

Table 5-10: Design Year 2040 Mainline Analysis

Peak Period	Location	Partial Cloverleaf Interchange (PARCLO)				Diverging Diamond Interchange (DDI)				DDI vs PCI		
		DDHV	Density (pc/mi/ln)	Speed (mph)	LOS	DDHV	Density (pc/mi/ln)	Speed (mph)	LOS	Density Δ	Speed Δ	LOS Δ
AM	I-95 NB, South of SJHPSE	4,551	24.6	67.5	C	4,551	24.6	67.5	C	0.0%	0.0%	Same
	I-95 NB, North of SJHPSE	5,686	34.0	61.1	D	5,686	34.0	61.1	D	0.0%	0.0%	Same
	I-95 SB, North of SJHPSE	4,527	24.4	67.6	C	4,527	24.4	67.6	C	0.0%	0.0%	Same
	I-95 SB, South of SJHPSE	4,072	21.5	69.1	C	4,072	21.5	69.1	C	0.0%	0.0%	Same
PM	I-95 NB, South of SJHPSE	4,069	21.5	69.1	C	4,069	21.5	69.1	C	0.0%	0.0%	Same
	I-95 NB, North of SJHPSE	4,531	24.4	67.6	C	4,531	24.4	67.6	C	0.0%	0.0%	Same
	I-95 SB, North of SJHPSE	5,682	33.9	61.2	D	5,682	33.9	61.2	D	0.0%	0.0%	Same
	I-95 SB, South of SJHPSE	4,555	24.6	67.5	C	4,555	24.6	67.5	C	0.0%	0.0%	Same

As shown in **Table 5-7** and **Table 5-8**, the calculated mainline segment densities remain the same between the PARCLO concept to the DDI concept. This is due to no changes in I-95 geometry between the two configurations. Please note that the acceptable LOS for the I-95 mainline segments is LOS D.

5.7 Safety

Safety comparisons between the PARCLO and DDI configurations are critical to the overall interchange design analysis and help supplement the operational analysis. Crash reports were not part of the evaluation since the interchange does not yet exist. However, as discussed below, overall safety for all transportation modes (vehicles, pedestrians, and bicyclists) is improved with the DDI configuration versus the PARCLO concept.

Vehicular Safety

Federal Highway Administration Diverging Diamond Interchange Informational Guide, dated August 2014 (FHWA-SA-14-067), provides a comparison of various safety factors between a conventional diamond interchange and a DDI. A conventional diamond interchange provides 26 conflict points between ramps and movements on the arterial roadway, including 10 crossing (left-turn) movements. The previously proposed PARCLO concept modifies the conventional diamond interchange by removing one crossing conflict point and adding one diverge conflict point, maintaining the total of 26 conflict points. By eliminating the need for left-turn movements the number of crossing conflict points are reduced from 9 with a PARCLO to 2 with a DDI. The DDI concept also removes the proposed PARCLO's eastbound to northbound on-ramp diverge conflict point. The total number of conflict points is reduced from 26 for a PARCLO to 14 with a DDI. Reducing the number of conflict points reduces the potential for crashes.

The proposed DDI configuration includes the signalization of all off-ramp movements. Placing off-ramp movements under signal control reduces the potential for crashes at 4 of the remaining merge conflict points by operating the off-ramp signals as overlaps of the mainline phases.

Along with the removal of conflict points associated with left-turn movements, the geometry of the DDI configuration will decrease vehicular speeds on SJHPSE, further improving safety by lowering the potential for high-speed collisions.

The combination of the previously mentioned factors will result in a lower potential for crashes, and decrease in the severity of crashes that do occur.

Pedestrian & Bicyclist Safety

The previously proposed PARCLO concept has five (5) uncontrolled pedestrian conflict points at free-flow movements for the SJHPSE (WB) northbound on-ramp, the SJHPSE (EB) northbound loop on-ramp, the SJHPSE (EB) southbound on-ramp, the northbound off-ramp to SJHPSE (EB), and the southbound off-ramp SJHPSE (WB). The proposed DDI configuration eliminates all uncontrolled pedestrian conflict points by crossing pedestrians at the ramp terminal signals onto a shared-use path down the median of the bridge over I-95, and installing pedestrian signals across the free-flow on-ramps crossed by pedestrians.

The DDI configuration provides additional protection for pedestrian traffic by providing refuge islands, utilizing shorter cross walk distances, lowering vehicular speeds between the ramp signals, and by directing pedestrians onto the barrier protected shared-use path on the bridge median crossing I-95. The DDI configuration will also eliminate the pedestrian conflicts that would occur if right-turn-on-red movements were implemented in the future, as sometimes occurs when rural intersections develop into urban designs. Lastly, the DDI configuration reduces the number of bicyclist conflict points by keeping bicyclists on the inside shoulder area between the ramp terminal signals, eliminating the conflicts with the free-flow off-ramp movements that would exist with the PARCLO.

The DDI design will allow for safer and more efficient pedestrian crossings, as well as promote future pedestrian centered infrastructure design surrounding the area.

Crash Rates

As agreed upon in the MLOU, current crash data from 2012 to early 2017 has been utilized to calculate current crash rates. Crash data and summaries can be found in **Appendix H**.

I-95 mainline crash data was collected from the Fellsmere Road interchange in the southern limits to the Malabar Road (SR 514) in the northern limits. As reported, a total of 806 crashes were documented with off-road (31.9%) and rear-end (25.3%) crashes being the largest contributors. The resulting crash rate for the interstate segment was calculated as 0.612 (per Million Vehicle Miles Traveled, MVMT), which is higher than the most recent 2015 District 5 average of 0.407 for rural interstates. It is recognized that during the crash analysis years, work zone crashes due to capacity enhancing and rehabilitation projects contributed to this higher crash rate. Accordingly, an analysis with all work zone related crashes removed was conducted and resulted in 587 total number of reported crashes with a crash rate of 0.446. Off-road (30.3%) and rear-end (26.9%) remained as the largest contributors.

Crash data for the southern cross road interchange at Fellsmere Road was collected and yielded a 0.371 crash rate with 12 reported crashes. Rear-end crashes were the most common (33.3%). This crash rate is lower than the 0.618 district average crash rate for a rural 4-lane roadway with a raised median.

Crash data for the northern cross road interchange at SR 514/Malabar Road was also collected and yielded a 2.263 crash rate with 319 reported crashes. Rear-end crashes were the most common (50.5%). This crash rate is lower than the 2.509 district average crash rate for an urban 6-lane roadway with a raised median.

6 COST COMPARISON ANALYSIS

As previously alluded to in this re-evaluation, the PARCLO was the preferred RFP concept prior to the design-build process. However, during the alternate technical concept process, the DDI concept was proposed and approved to move forward within a formal technical plan with a bid price proposal provided to FDOT District 5 on November 4, 2016. The two competing PARCLO proposals provided bid prices of \$35.4M and \$37.9M while the DDI provided a bid price of \$26.7M (actual bid prices not weighted). This yielded savings of \$8.7M and \$11.2M, respectively, for the DDI over the PARCLO. These significant savings in construction dollars, along with the traffic analyses results, further demonstrate the DDI's apparent advantages over the comparable PARCLO. Please note that no benefit-cost ratio analysis is necessary as this data, along with the traffic analyses results, provides sufficient cost justification.

7 EVALUATION OF FHWA EIGHT POLICY POINTS

Per FHWA policy and the 2015 FDOT Interchange Access Request User's Guide, the following eight FHWA policy points with respective responses have been provided to demonstrate assessment and compliance in regards to the revised DDI configuration analyzed in this IMR re-evaluation.

FHWA Policy and Eight Policy Points

It is in the national interest to preserve and enhance the Interstate System to meet the needs of the 21st Century by assuring that it provides the highest level of service in terms of safety and mobility. Full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. Therefore, FHWA's decision to approve new or revised access points to the Interstate System must be supported by substantiated information justifying and documenting that decision. The FHWA's decision to approve a request is dependent on the proposal satisfying and documenting the following requirements:

Policy Point 1: The need being addressed by the request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved (such as access control along surface streets, improving traffic control, modifying ramp terminals and intersections, adding turn bays or lengthening storage) to satisfactorily accommodate the design-year traffic demands (23 CFR 625.2(a)).

The need for the I-95/SJHPSE interchange was demonstrated by an IJR in 2008. The design and construction of the interchange was awarded as a DDI configuration, not the previous PARCLO configuration. The change in configuration does not alter the conclusions of the approved IJR and subsequent IMRs.

Policy Point 2: The need being addressed by the request cannot be adequately satisfied by reasonable transportation system management (such as ramp metering, mass transit, and high occupancy vehicle (HOV) facilities), geometric design, and alternative improvements to the Interstate without the proposed change(s) in access (23 CFR 625.2(a)).

The need for the proposed interchange is due to projected traffic generated by future developments along the interstate corridor that will not be supported by adjacent existing interchanges to the north and south. The modification of the interchange configuration does not alter the conclusions of the approved IMR.

Policy Point 3: An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent

existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

The proposed DDI alternative interchange configuration is projected to reduce overall interchange delay by 14.6% and 11.0% in Opening Year 2018 a.m. and p.m. peak-hour conditions, respectively. In Design Year 2040, interchange delay is projected to be reduced by 6.6% and 6.4% under a.m. and p.m. peak-hour conditions, respectively. Volume-to-capacity ratios are projected to be under 1.0 for all intersections. Ramp merges, ramp diverges, and mainline capacity will not be adversely affected by the alteration and all maintain the original LOS. Additionally, the proposed alternative eliminates collision-prone left-turn movements at ramp terminal intersections and reduces crossing conflicts from 9 to 2, reduces the total number of conflict points from 26 to 14, and provides fully signalized pedestrian crossings for all crossings, provides pedestrian refuge islands, and reduces vehicular speed through the interchange. A conceptual signing plan is attached as **Appendix H**.

Policy Point 4: The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, high-occupancy toll lane (HOT) lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)).

The proposed interchange modification retains traffic movements for all directions and maintains its status as a full interchange. The proposed modification will still meet or exceed FDOT and American Association of State Highway and Transportation Officials (AASHTO) design standards.

Policy Point 5: The proposal considers and is consistent with local and regional land use and transportation plans. Prior to receiving final approval, all requests for new or revised access must be included in an adopted Metropolitan Transportation Plan, in the adopted Statewide or Metropolitan Transportation Improvement Program (STIP or TIP), and the Congestion Management Process within transportation management areas, as appropriate, and as specified in 23 CFR part 450, and the transportation conformity requirements of 40 CFR parts 51 and 93.

The Space Coast Transportation Planning Organization Long Range Transportation Plan – 2040 supports the proposed interchange and has no new planned interchanges within the influence area. Additionally, the DDI configuration was accepted and awarded by FDOT in the design-build procurement process.

Policy Point 6: In corridors where the potential exists for future multiple interchange additions, a comprehensive corridor or network study must accompany all requests for new or revised access with recommendations that address all of the proposed and desired access changes within the context of a longer-range system or network plan (23 U.S.C. 109(d), 23 CFR 625.2(a), 655.603(d), and 771.111).

There are no planned future multiple interchange additions within the area of influence or the immediate vicinity of this interchange. Additionally, the proposed interchange conforms with the Space Coast Transportation Planning Organization's adopted Brevard County Urban Area Transportation Study.

Policy Point 7: When a new or revised access point is due to a new, expanded, or substantial change in current or planned future development or land use, requests must demonstrate appropriate coordination has occurred between the development and any proposed transportation system improvements (23 CFR 625.2(a) and 655.603(d)). The request must describe the commitments agreed upon to assure adequate collection and dispersion of the traffic resulting from the development with the adjoining local street network and Interstate access point (23 CFR 625.2(a) and 655.603(d)).

As discussed in previously approved addenda, residential, commercial, and industrial development is projected to occur in the influence area. The Waterstone development currently underway will be within the vicinity of SJHPSE and the land surrounding the interchange is currently pursuing entitlements with the local agencies to begin development. The alternative configuration does not impact those plans, and coordination with the owners is ongoing.

Policy Point 8: The proposal can be expected to be included as an alternative in the required environmental evaluation, review and processing. The proposal should include supporting information and current status of the environmental processing (23 CFR 771.111).

The DDI configuration at the proposed SJHPSE interchange will not require additional environmental study. As was the same for the PARCLO, the proposed interchange will not adversely impact cultural or community assets. In addition, the DDI alternative reduces the footprint of the interchange, while remaining within the proposed right-of-way and not adversely affecting environmental impacts previously discussed (permitted and mitigated) with the completed PD&E study.

8 CONCLUSIONS

This IMR re-evaluation was conducted to compare operational and safety MOEs between the previously proposed PARCLO (No-Build) and the newly proposed DDI (Build) configurations at the future interchange of I-95 at SJHPSE in Palm Bay, Brevard County, Florida.

Based on the analyses conducted, all DDI intersection movements operate within the minimum LOS D, do not exceed 1.0 in V/C ratios, and do not have queues exceeding design storage lengths. For PARCLO versus DDI comparisons, it was determined that the overall interchange delay at the ramp terminal intersections will be reduced by 14.3% (AM) and 11.0% (PM) for Opening Year 2018 and reduced by 6.6% (AM) and 6.4% (PM) in Design Year 2040. Along with the overall reduction in delay, the ramp terminal intersections will be more balanced in delay. The LOS for off-ramp diverges, on-ramp merges, and mainline segments are projected to remain the same for both interchange configurations. It is anticipated the DDI configuration will improve vehicular and pedestrian safety by elimination of typical left-turn movements at ramp terminal intersections via the implementation of the diverging SJHPSE between the ramps, and signalization of off-ramp movements. The proposed interchange modification also maintains compliance with FHWA's Eight Policy Points.

APPENDICES

APPENDIX A

Methodology Letter of Understanding (MLOU)

1.0 Project Description

Provide background or supporting information that explains the basis for the request.

The basis of this request is to compare operations of a Diverging Diamond Interchange (DDI) and a Partial Cloverleaf Interchange (Parclo) for construction of the new interchange at I-95 at St. Johns Heritage Parkway (SJHP). The interchange was originally designed to be a Parclo and has been awarded in a design-build project as a DDI (Contract No. E-5Y20, FM No. 426904-3-52-01, FA No. 0953-134-I).

The following is a chronological list of approved documents regarding the interchange:

- I-95/SJHP IMR, Approved October 2008 (diamond interchange concept proposed)
- I-95/SJHP PD&E, Approved February 2015 (Parclo interchange concept proposed)
- Interchange Modification Report Supplemental Traffic Analysis, Approved November 2015 (Parclo interchange concept proposed)
- Interchange Modification Report Limited Reevaluation Traffic Analysis, Approved February 2008 (Parclo interchange concept proposed)

A. Purpose and Need Statement

Provide the Purpose, the Need, and the Goals and Objectives.

The purpose is to reevaluate the interchange as a DDI configuration and document improvements versus the originally approved Parclo. During the procurement phase of the project the winning design team proposed a DDI as an Alternative Technical Concept (ATC). The team proposed a DDI because a DDI will provide an overall reduction of vehicular delay and a reduction in the number of conflict points when compared with a Parclo. The DDI will also eliminate with the need for the loop northbound onramp connection onto I-95, and reduce the width of the bridges, lowering overall project cost.

The goals are to provide a thorough comparative analysis between the DDI and Parclo concepts by utilizing the same baseline data and analytical tools. obtain approval by all review agencies on the DDI concept in order to continue into design and construction. The need for the DDI configuration is to ensure that the previously mentioned improvements are taken into effect, as well as to allow for the design-build process to remain on schedule.

B. Project Location

Provide project description and a map of the IAR project location.

The project is a new interchange on I-95 in Brevard County, MP 6.100. The project is located 7.2 miles south of the Malabar Rd interchange and 10 miles north of the Fellsmere Rd interchange. See attached map.

C. Area of Influence

Provide a description of the area of influence along the main line and cross street.

The influence area for the comparative operational analysis is the proposed interchange. Within the proposed interchange both southbound and northbound ramp terminal intersections are included in the influence area and will be analyzed. The influence area for the crash rate analysis extends to the Malabar Rd interchange to the north and the Fellsmere Rd interchange to the south.

D. Project Schedule

Identify the schedule of production activities consistent with a proposed conceptual funding plan and opening year.

- IMR Update 2016

- IMR Approval 2017
- Design and ROW 2017
- Construction 2017

Funding is in place for the project and has already been awarded as a design-build contract. The opening year is 2018.

2.0 Analysis Years

Please note that all referenced documents in the MLOU will be included in the IMR.

A. Traffic Forecasting

Base and Horizon years were established to match the most recently Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis, February 2016.

- Base year: 2010
- Horizon year: 2040

B. Traffic Operational Analysis

Existing, Opening, and Horizon years established to match the most recently Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis, February 2016.

- Existing year: NA
- Opening year: 2018
- Design year: 2040

A year of failure analysis shall be performed for Preferred Alternative, in case a failing LOS is obtained in Design Year.

3.0 Alternatives

The No-Build and Build alternatives shall be analyzed in the IAR. Details of all reasonable build alternatives considered, including those eliminated from further considerations, shall be documented. The documentation for the alternatives eliminated can be minimal like a summary of what was considered, reasons for elimination etc. Build Alternatives meeting purpose and need of the project shall have a more detailed description and evaluated in the IAR.

No-Build: Parclo

Build: DDI

The implementation of TSM&O alternatives will be considered in the IAR.

4.0 Data Collection

The type of data that may be used should be identified.

Please note that all referenced documents in this section will be included in the IMR.

A. Transportation System Data

Any applicable data utilized from Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis, February 2016.

B. Existing and Historical Traffic Data

Any applicable data utilized from Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis, February 2016.

C. *Land Use Data*

Any applicable data utilized from Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis, February 2016.

D. *Environmental Data*

Any applicable data utilized from Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis, February 2016.

E. *Planned and Programmed Projects*

Any applicable data utilized from Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis, February 2016.

5.0 Travel Demand Forecasting

Please note that all referenced documents in this section will be included in the IMR.

A. *Selected Travel Demand Model(s)*: Per Appendix B of the Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis (February 2016), Central Florida Regional Planning Model (CFRPM) versions 5 and 6 were utilized via a “hybrid” model of the two versions; CFRPMv6 socio-economic data was utilized in v5. The Treasure Coast Regional Planning Model (TCRPMv4) was also utilized to supplement the CFRPM because of the proximity of the interchange to the southern extent of the CFRPM.

B. *Project Traffic Forecast Development Methodology*

The methodology and assumptions made were those documented in Appendix B of the Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis, February 2016. This is to maintain consistency for Parclo and DDI comparisons. The methodology included a Base Year of 2010 and a Horizon Year of 2040. Background volume generation was done via the “hybrid” CFRPM. Planned land use traffic within the interchange and adjacent was developed by weighting distributions from the “hybrid” CFRPM (1/3) and the TCRPMv4 (2/3). Turning-movement volumes were developed via planning traffic factors and the “TurnPro” Turning Volume Estimating/Balancing Spreadsheet.

C. *Validation Methodology*

Validation methodology and data are utilized from Appendix B in the Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis, February 2016. A validation year of 2010 was utilized for traffic forecasting.

No modifications to travel demand forecasting will be made.

D. *Adjustment Procedures*

Adjustments and trends are utilized from the Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis, February 2016.

E. *Traffic Factors*

- Utilizing recommended ranges identified in the [Project Traffic Forecasting Handbook](#) and [Procedure \(525-030-120\)](#).
- Utilizing other factors, identified below

Roadway	K	D	T	T _f	PHF	MOCF	PHF
I-95 S of SJHP	0.090	0.5470	16%	8%	0.95	0.93	0.95
I-95 N of SJHP	0.090	0.5470	16%	8%	0.95	0.93	0.95
SJHP W of I-95	0.090	0.5565	6%	4%	0.95	0.93	0.95
SJHP E of I-95	0.090	0.4435	6%	4%	0.95	0.93	0.95

Source: Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis (February 2016) and Approved 2008 SJHP IMR

6.0 Traffic Operational Analysis

The area type, traffic conditions, and analysis tools to be used are summarized in this section.

A. Existing Area Type/Traffic Conditions

Area Type	Conditions	
	Under Saturated	Saturated
Rural	<input type="checkbox"/>	<input type="checkbox"/>
Urban Area/Transitioning Area	<input checked="" type="checkbox"/>	<input type="checkbox"/>

B. Traffic Analysis Software Used

Software	Version	System Component					
		Freeway			Crossroad		
Name	Version	Basic Segment	Weaving	Ramp Merge	Ramp Diverge	Arterials	Intersections
HCS HCM	<input checked="" type="checkbox"/> 6.8 & Higher	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Synchro	<input checked="" type="checkbox"/> 9.1.911.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
SimTraffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Corsim	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vissim	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

C. Calibration Methodology

- Calibration methodology and parameters utilized will be documented.**
 The parameters were extracted from the Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis, February 2016. The calibration methodology consists of the evaluation of the Parclo model provided by the Department and using the same volume inputs and factors as were used in the original analysis.
- Calibration Measures of Effectiveness (MOEs) and calibration targets.**
 Calibration MOEs consists of a comparison of the Parclo model approach delay by movement

to the those reported in the Approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis, February 2016.

D. Selection of Measures of Effectiveness (MOE)

- *The Level of Service criteria for each roadway classification, including mainline, ramps, ramp terminal intersections and the crossroad beyond the interchange ramp terminal intersections are identified below.*

I-95: LOS D

I-95 Ramps at SJHP: LOS D

- *In addition to the Level of Service criteria, state other operational MOEs to be utilized for the evaluation of alternatives.*

The approved I-95 at SJHPSE Interchange Modification Report Limited Re-Evaluation Traffic Analysis (February 2016), and I-95 at St. Johns Heritage Parkway SE – IMR Supplemental Traffic Analysis (November 2015) provided the following MOEs for comparisons between the Parclo and previous Diamond interchange concept and will be provided for DDI comparisons:

1. Total intersection Delay measured in seconds per vehicle per hour and Level of Service
2. Ramp Density in passenger cars per mile per lane and Level of Service (merge and diverge)
3. Mainline density in passenger cars per mile per lane and Level of Service

In addition, the following MOEs from the DDI analyses will be reported:

1. Approach delay per movement in seconds per vehicle per hour
2. Volume-to-capacity ratio per movement
3. 95th Percentile queue lengths per movement
4. Movement-weighted ramp terminal intersection delay (sec) for DDI

7.0 Safety Analysis

- A. Detailed crash data within the study area will be analyzed and documented.*
Years: 2012-2017 Source: Signal Four Analytics

8.0 Consistency with Other Plans/Projects

- A. The request will be reviewed for consistency with facility Master Plans, Actions Plans, SIS Plan, MPO Long Range Transportation Plans, Local Government Comprehensive Plans or development applications, etc. NA*
- B. Where the request is inconsistent with any plan, steps to bring the plan into consistency will be developed. NA*
- C. The operational relationship of this request to the other interchanges will be reviewed and documented. The following other IARs are located within the area of influence. NA*

9.0 Environmental Considerations

- A. Status of Environmental Approval and permitting process.*
Environmental permitting is underway for all construction.
- B. Identify the environmental considerations that could influence the outcome of the alternative development and selection process. NA*

10.0 Coordination

Yes	No/NA	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	An appropriate effort of coordination will be made with appropriate proposed developments in the area.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Request will identify and include (if applicable) a commitment to complete the other non-interchange/non-intersection improvements that are necessary for the interchange/intersection to function as proposed.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Request will document whether the project requires financial or infrastructure commitments from other agencies, organizations, or private entities.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Request will document any pre-condition contingencies required in regards to the timing of other improvements and their inclusion in a TIP/STIP/LRTP prior to the Interstate access acceptance (final approval of NEPA document).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Request will document the funding and phasing.

**Explain if No or Not Applicable (N/A) is checked:* Project has been funded and awarded with a NTP date of 1/24/2017. The alternative concept does not alter the original IJR/IMR conditions developed to address each of the listed coordination items.

11.0 Anticipated Design Exceptions and Variations

Design exceptions/variations are not anticipated, but if an exception/variation should arise it will be processed per FHWA and FDOT standards.

The following exceptions/variations to FDOT, AASHTO or FHWA rules, policies, standards, criteria or procedures have been identified:

12.0 Conceptual Signing Plan

A conceptual signing and marking plan shall be prepared and included in the access request.

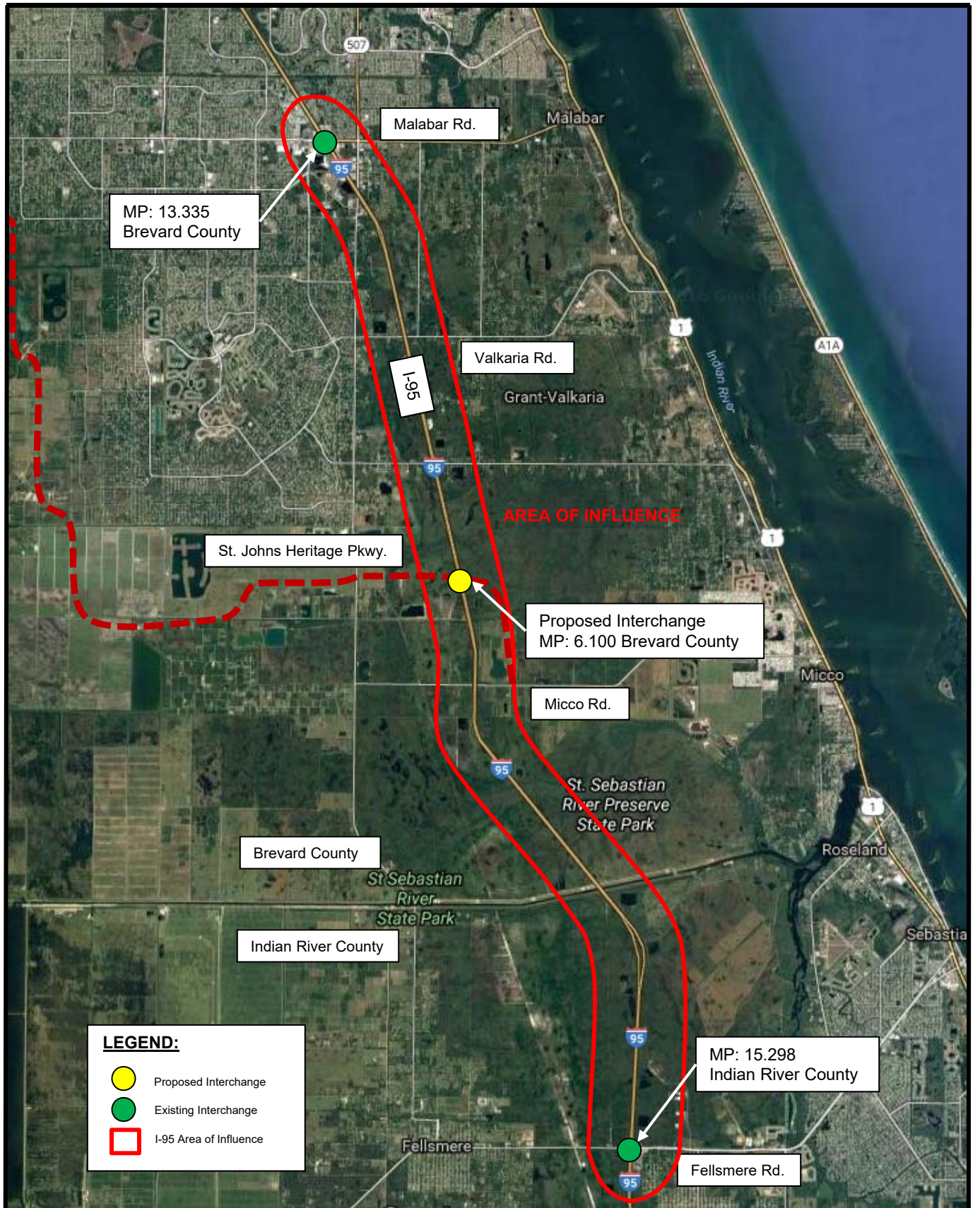
13.0 Access Management Plan

Access management plan within the area of influence will not be changed by the proposed improvements to the interchange.

The improvement will affect access management within the area of influence will be changed. An access management plan will be developed within the area of influence to complement the improvements to the interchange:

14.0 FHWA Policy Points

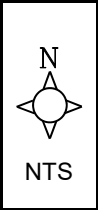
The FHWA eight policy points will be addressed within the access request.



LEGEND:

- Proposed Interchange
- Existing Interchange
- I-95 Area of Influence

**I-95 at St. Johns
Heritage Pkwy SE
IMR Addendum**



Area of Influence

FIN: 426904-3-52-01 Figure: 1-1



APPENDIX B

Model Data Appendices Excerpt from
Interchange Modification Report Limited Re-
Evaluation Traffic Analysis, February 2016



MEMORANDUM

Date: August 27, 2015

Project #:
11730.58

To:

From: Like Liu; Li Jin

Project: I-95 at Palm Bay Parkway Interchange Design Traffic Update

Subject: Subarea Model Validation

INTRODUCTION

Design traffic forecasts were prepared in 2011 for the proposed Palm Bay Parkway interchange as a part of a PD&E study. The PD&E study was approved with an EA/FONSI in early 2015. FDOT is moving forward to implement the new interchange through a design-build contract. Since the prior design traffic study was undertaken, new transportation planning models have been developed and new growth forecasts have been prepared reflecting more recent growth trends. Thus, prior to letting the design-build project, a design traffic and operational analysis “refresh” was deemed appropriate to be sure the prior proposed design remained valid.

The prior study was undertaken using the Central Florida Regional Planning Model (CFRPM), version 4.1, which was developed using a validation year of 2000 and horizon year of 2025. A newer growth forecast has been developed to support the CFRPM version 6, with a validation base year of 2010 and horizon year of 2040. While the future-year plan networks of the 2040 planning work have not been finalized at the time this analysis was undertaken, the 2010 and 2040 socio-economic data has been finalized, so this information was incorporated into a version of the CFRPM 5.01 used for the Estes Road design traffic study previously undertaken by Kittelison and Associates, Inc., as the starting point for this study.

The prior 2005 CFRPM 5.01 was updated to year 2010 conditions for the study area by updating the road network to reflect recent road improvements and using year 2010 socio economic population and employment data from the draft CFRPM 6 (version 02/12/2015). The CFRPM 6 traffic analysis zone (TAZ) structure was more refined than the CFRPM 5.0 TAZ structure, so socio economic data for year 2010 in CFRPM 5.01TAZs were developed by aggregating the smaller CFRPM 6 TAZ’s to reflect the CFRPM 5.01 zonal structure. Appendix A cross-references the CFRPM 5.0 TAZs that have more than one TAZ corresponding to the draft CFRPM 6 TAZ structure.

Modifications were made to the CFRPM 5.01 2005 roadway network characteristics, which included number of lanes, roadway posted speed, and facility type to match the 2010 road network structure by overlaying the street network layers and draft CFRPM 6 2010 model network. Several new road segments were added to the 2005 road network to better represent the 2010 year roadway network situation. The posted speeds on the major roads were increased or decreased by up to 20 mph (most by up to 10 mph, one case by 20 mph) to reflect the realistic relative importance of the roadways chosen by travelers. The number of lanes and facility types were checked for correctness. Appendix B identifies all the network changes made during subarea model validation.

TAZ centroid locations and connections (TAZ's Numbered: 3393, 4485) were adjusted to more closely reflect actual land development patterns and traffic loading to the major road network.

Since the proposed Palm Bay Parkway is located in southern Brevard County, at the southeastern edge of the CFRPM, a subarea of the adopted CFRPM model was identified and a subarea model validation review and refinement was conducted. The future year design traffic will be estimated using the CFRPM model as adjusted through this work effort. This memorandum summarizes the subarea model validation adjustments and presents the validation results for the study corridor.

SUBAREA VALIDATION REFINEMENT

The 11-county CFRPM has been validated on an overall basis, but performance of traffic and replication of travel patterns at the edges of any such model should be carefully reviewed. The presence or absence of areas immediately beyond the edges of the model will affect the behavior of model trips immediately inside the model area. Thus, model performance was reviewed in a subarea of the model in southern Brevard and the portions of Indian River County included in the CFRPM 6. This area is illustrated in Figure 1.

Figure 1 also illustrates the locations of available FDOT and County traffic volume counts. The basis for determining the accuracy of the model was to compare traffic volumes produced by the model to those recorded in the field. In all, field-recorded traffic volumes were available at 28 locations throughout the network. The count values, the sources of the counts, and adjustment to peak season daily traffic volumes are all noted in Table 1. In addition, the specific CFRPM road network links from which the model-generated volumes were obtained are noted.

Figure 1 also illustrates a cut-line at the Brevard/Indian River boundary where total volumes were checked.

Figure 1: Validation Refinement Sub-Area



INITIAL SUBAREA REVIEW

The CFRPM was initially executed in its “out-of-the box” configuration, as distributed by FDOT District 5 via the FSUTMSOnline website. Traffic volumes on the corresponding road segments were extracted from the model and compared with the counts, adjusted to reflect peak season daily traffic volumes. The comparison is summarized in Table 1, with the following observations:

- Model-generated traffic volumes were generally higher than the counts.
- Model volumes crossing from Indian River into Brevard were high.
- Model volumes in the northern part of the subarea were closer to counts than in the southern part.
- Network review indicated reasonable coding.
- Zdata high in certain TAZ’s southwest of I-95/Fellsmere Road.
- External Station volumes at two locations were high.

Overall, the model-based volumes were high, with the average of all model volumes in the sub-area being 22 percent higher, the percent RMS error being 31.0 percent, and traffic volumes crossing from Indian River County into Brevard County (“Cutline Volumes”) being 48 percent greater, than the counts.

We theorized that a substantial amount of travel generated in northern Indian River County would, in real life, travel southward to Vero Beach; however the City of Vero Beach is not included within the CFRPM. The model’s edge is between Sebastian and Vero Beach. Thus, many of the trips generated in Sebastian that would normally travel southward to Vero Beach can only travel northward to destinations in Brevard County – leading to model volumes being higher than the counts on the validation sub-area roads.

Two strategies were applied to lessen this effect and improve the model’s ability to replicate the counts; however each method has potential disadvantages when applied to the future year forecast of volumes:

- Application of distance penalties on specific road links to discourage travel on those roads. This procedure does not remove trips from the model, but makes trip origins and destinations on the “other side” of the penalties much less attractive than trip origins and destination on the “near side” of the penalties, leading to lower traffic volumes on the affected roads. While they can have beneficial effects, these penalties represent impedances that are more realistically distributed over a broader geographic area than at one specific point on a road. Since some of the most sizeable time penalties were placed near the proposed new interchange (on US 1, I-95, and Babcock Rd at the Brevard/Indian River county line), these time penalties were calibrated to 2010 conditions when affected land uses were a great distance from the county line. When these penalties are transferred to 2040 they may overly discourage traffic generated in the vicinity of the new interchange from travelling south – for example, from home to retail or work destinations in Sebastian – and thus result in underestimated volumes on the south ramps.

Table 1: Summary of “Out-of-the-Box” Model Performance

Location	Cut-Line	Count Source	2010 AADT	Station ID	2010 PSWADT	CFRPM5 Link	Out of the Box		
							PSWADT	(O-E) ²	
138TH AVE FROM 122ND ST TO 101ST ST	1	FDOT	2,600	888546	2,889	65018-65055*	5,743	8,145,950	
BABCOCK @ Indian Rv Co-Micco		Br	1,929	446	2,074	40006-40007*	5,944	14,975,402	
BABCOCK @ Micco-Grant		Br	3,183	370	3,423	40014-41980*	8,658	27,409,616	
BABCOCK @ Grant-Valkaria		Br	6,943	447	7,466	40033-40045*	11,789	18,691,862	
BABCOCK NORTH OF VALKARIA ROAD (HPMS)		FDOT	11,600	707057	12,473	40080-41933*	19,148	44,554,046	
BABCOCK @ VALKARIA-FOUNDATION PK		Br	16,097	448	17,309	40152-40162*	25,433	66,005,840	
BABCOCK @ FOUNDATION PK-MALABAR		Br	19,862	449	21,357	40206-40198*	30,946	91,949,127	
BABCOCK @ Malabar-Charles		Br	34,295	369	36,876	40219-40206*	39,811	8,612,205	
FELLSMERE RD - E OF SR 91I-95		FDOT	14,100	880023	15,667	65033-65040*	18,073	5,790,440	
FELLSMERE RD - W OF SR 91I-95		FDOT	7,400	880018	8,222	65012-65022*	16,332	65,768,496	
I-95: Fellsmere to Malabar	1	FDOT	35,519	700134	38,192	40101-40187,40185-40100	58,950	430,874,922	
I-95: N of Malabar		FDOT	67,200	700428	72,258	40205-40236,40238-40203	83,966	137,075,753	
MALABAR: W of I-95		Br	45,487	492	48,911	17357-40190*	52,236	11,057,270	
MALABAR: E OF Babcock (SR-507 (U/L))		FDOT	17,000	700379	18,280	40211-40214*	14,933	11,199,530	
MALABAR, 0.331 MI. E OF I-95 (U/LP)		FDOT	39,500	700427	42,473	40202-40206*	40,734	3,024,532	
MALABAR, 0.119 MI. W OF US-1 (U/LP)		FDOT	13,400	701001	14,409	40284-40306*	13,528	775,460	
MICCO @ Babcock-Dottie Dr		Br	1,320	519	1,419	40007-40010*	3,522	4,421,117	
MICCO @ Dottie Dr-Fleming Grant		Br	3,132	520	3,368	40039-40046*	3,539	29,329	
MICCO @ FLEMMING GRANT-US 1		Br	7,563	518	8,132	40060-40071*	1,983	37,813,375	
ROSELAND RD FROM N. SEB CTY LIM TO US. 1. (COUNTY LINK : 1620)		FDOT	8,800	887026	9,778	65183-65205*	6,162	13,073,849	
SAN FILLIPPO @ JUPITER-MALABAR	1	Br	17,187	564	18,481	40174-40180*	15,046	11,796,787	
US 1 FROM JACKSON ST. TO ROSELAND RD (COUNTY LINK : 1405)		FDOT	22,500	887022	25,000	65212-65214*	26,697	2,879,809	
US 1 - S OF INDIAN RIVER/BREVARD CO LINE (COUNTY LINK 1410)		FDOT	20,500	880165	22,778	40037-65219*	28,650	34,482,994	
US 1 @ Ind Rvr CL-Micco		Br	19,036	416	20,469	40055-40071*	27,258	46,093,003	
US 1 @ Micco-First St		Br	13,619	417	14,644	40074-40125*	24,459	96,332,536	
US 1 @ First St-Valkaria		Br	13,139	565	14,128	40166-40192*	24,407	105,658,725	
US-1 0.2 MIS OF SR-514 MALABAR BREVARDCO		FDOT	14,008	700114	15,062	40261-40306*	24,028	80,382,600	
VALKARIA @ Corey-US 1		Br	2,102	512	2,260	40216-40221*	1,702	311,604	
Total:							1,379,186,181		
Average:							22,631	7,018	
Subarea Ratio of Average Volume, % RMS Error:							1.22	31.0%	
Cutline Summary: 1							93,544	1.48	

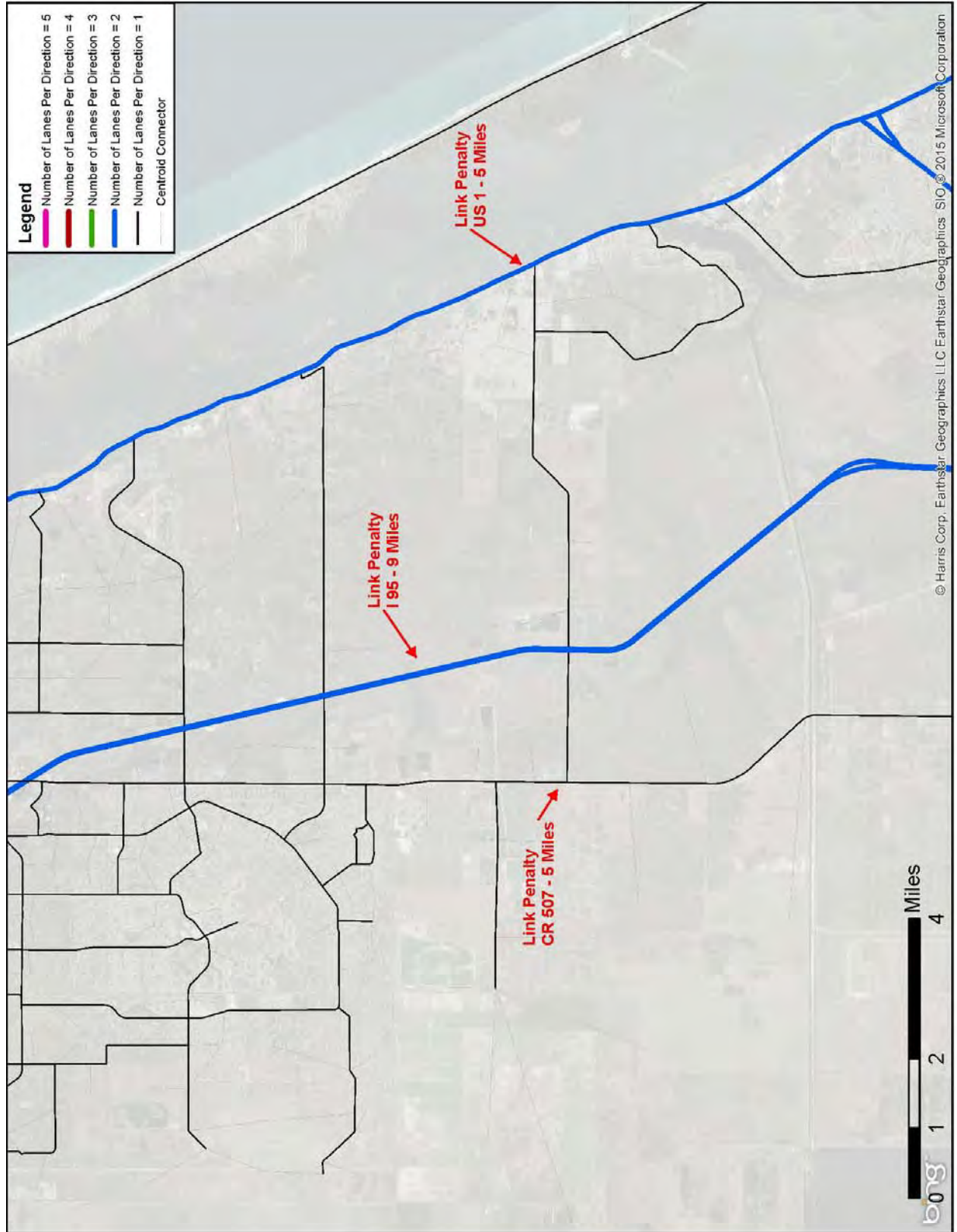
- Reducing the trip generation of land uses in Indian River County to effectively remove some trips from the model that might, in real life, be travelling southward to destinations outside of the model area. While this method effectively reduces travel between the two counties and does away with the link-penalty issues at the Brevard/Indian River county line, it reduces the attractiveness of Sebastian land uses by effectively making them smaller relative to competing destinations to the north, again resulting in potential under-estimating ramp volume to the south.

An iterative approach was taken for each method, adjusting the time penalties or adjusting the reduction in trip generation to minimize the differences between the subarea model volumes and counts in the subarea, while preserving the overall model validity. A summary of the results of each model application is provided in Appendix C.

As the validation process was undertaken, other adjustments to 2010 land use and external station traffic volume data were also made. These adjustments are discussed below:

- Traffic volumes entering the network via CR 512 were very high compared to counts. We observed that the model traffic entering at the external station, TAZ 4507, was 4,000 vpd, compared to a count of 800 vpd. IE trips only are loaded at this location, and were adjusted to reflect the 800 vpd.
- Model-generated traffic volumes on Fellsmere Rd, approaching CR 507 (N Broadway St in Fellsmere) from the west, remained significantly greater than counts, and it appeared that total traffic loadings from TAZ 4485 were high, as well. In the CFRPM dataset, the TAZ included 1,580 employees; however, the treatment of the TAZ in the CFRPM introduces an anomaly. In Indian River County MPO's transportation model, this TAZ extends south to SR60, and includes several worksites accessed exclusively via SR 60. Thus, the majority of traffic from this TAZ would normally access SR 60 and travel east towards I-95 and Vero Beach. However, when the CFRPM was created, the model network was severed to the north of SR60 and the TAZ was connected northward to CR 514, near Fellsmere. Thus, the employee-generated traffic, which in real life travels on SR 60 is sent through Fellsmere on CR 514. The portion of these trips that travel northward on CR 514 or on I-95 would be represented through the external station volumes on these two roads. Thus, employment in this TAZ was reduced, based on conversations with MPO staff and our own judgement, to 200 employees.
- Traffic volumes entering the network via I-95 were very high compared to counts. We observed that the traffic entering at the external station, TAZ 4506, was 58,950 vpd, compared to a 2010 FDOT count of 35,000 vpd. The internal-external trips at this station were also reduced, similarly to the "trip factoring" approach for surrounding TAZ's, to improve the model's replication of counts.
- For the link penalty method of reducing model-generated traffic volumes, penalties of the magnitude indicated in Figure 2 were placed at the locations indicated in Figure 2.
- For the trip-factoring method of reducing model-generated traffic volumes, additional code was inserted into the trip generation script to multiply the "normal" trip generation of specific TAZ's in the CFRPM model by a specified factor, by trip purpose. The factor(s) and the TAZ's to which the

Figure 2: Location of Link Penalties



factoring procedure was applied, are specified in the Zdata3 file. In this case, a uniform factor of 0.47 was applied to all trip purposes in the TAZ's in the Sebastian area, as indicated in Figure 3.

The changes to model code to implement the trip factoring procedure and zdata changes made during the validation refinement process are listed in Appendix D.

SUBAREA MODEL ACCURACY

After all the validation adjustments above, the updated year 2010 subarea model was ready to generate the Peak Season Weekday Average Daily Traffic (PSWADT) volumes

FDOT publishes guidelines for establishing acceptable model performance. These guidelines indicate maximum desired (lower is better) RMS error goals by roadway traffic volume groups. These guidelines are typically applied on a model-wide basis where hundreds of model-generated daily traffic volumes are compared with hundreds of traffic counts. In this case, the CFRPM has already been shown to adequately meet model-wide RMS error goals, based on approximately 3,400 comparison locations throughout the 11-county model. In the validation refinement subarea there are few observations in each volume group, as noted in Table 2, whereas the rule-of-thumb minimum number of observations for FSUTMS models in each volume group is 30 comparisons. Thus, the reported statistical measures have less validity, but Table 2 is provided to indicate a comparison of the validation improvement by standardized volume groups for the 28 comparison stations in the refinement sub-area. The table indicates that both the link penalty method (PBP_19) and trip factoring method (PBP_18) produced results significantly better than the "Out-of-Box" model (PBP_10).

Table 2: RMS Error and Standards by Volume Group

Group	Volume Range (vehicles/day)	Number of Observations	PBP_10	PBP_18	PBP_19	FSUTMS Standards	
						Acceptable	Preferable
1	Less than 5,000	6	145%	59%	44%	100%	45%
2	5,000-9,999	4	69%	45%	30%	45%	35%
3	10,000-14,999	6	52%	41%	23%	35%	27%
4	15,000-19,999	5	35%	32%	34%	30%	25%
5	20,000-29,999	2	18%	23%	5%	27%	15%
6	30,000-49,999	4	26%	8%	4%	25%	15%
8	60,000+	1	16%	4%	11%	19%	10%
Total		28	41%	25%	20%	45%	35%

Red indicates the %RMSE is higher than the acceptable number

Blue indicates the %RMSE is higher than the preferable number but lower than acceptable

Figure 3: Area to Which Trip Factoring Applied

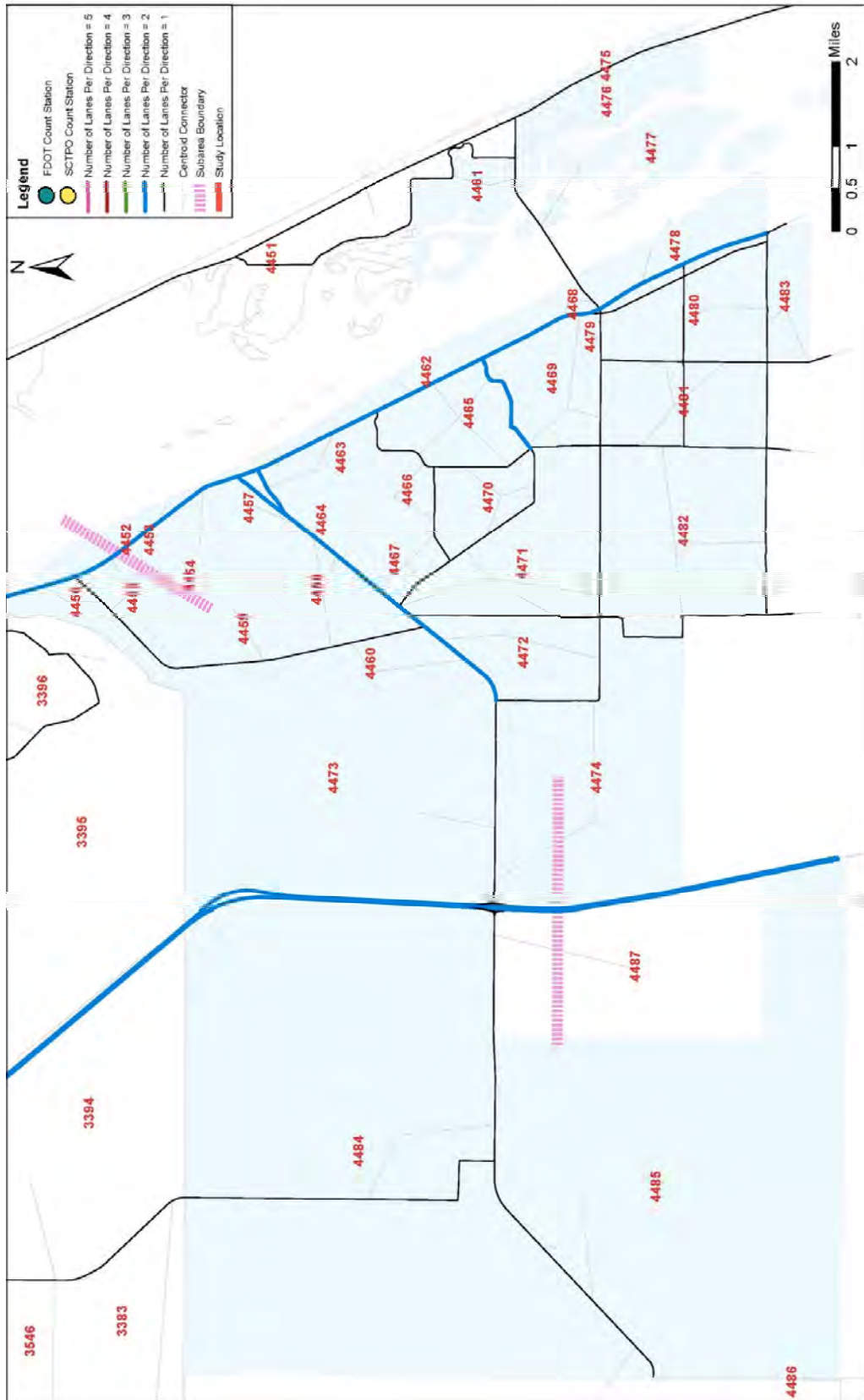


Table 3: Final Validation Results

Location	Cut-Line	2010 PSWADT	Out of the Box		Link Penalty		Trip Factoring	
			PBP_10		PBP_19		PBP_18	
			PSWADT	(O-E)^2	PSWADT	(O-E)^2	PSWADT	(O-E)^2
138TH AVE FROM 122ND ST TO 101ST ST		2,889	5,743	8,145,950	3,221	110,298	2,460	183,946
BABCOCK @ Indian Rv Co-Micco	1	2,074	5,944	14,975,402	3,357	1,645,592	2,691	380,450
BABCOCK @ Micco-Grant		3,423	8,658	27,409,616	5,157	3,008,210	6,113	7,238,356
BABCOCK @ Grant-Valkaria		7,466	11,789	18,691,862	10,328	8,193,383	10,826	11,292,346
BABCOCK NORTH OF VALKARIA ROAD (HPMS)		12,473	19,148	44,554,046	19,238	45,763,625	18,793	39,940,905
BABCOCK @ VALKARIA-FOUNDATION PK		17,309	25,433	66,005,840	26,374	82,181,438	25,662	69,779,256
BABCOCK @ FOUNDATION PK-MALABAR		21,357	30,946	91,949,127	32,048	114,297,711	31,248	97,832,094
BABCOCK @ Malabar-Charles		36,876	39,811	8,612,205	39,945	9,416,649	40,086	10,301,891
FELLSMERE RD - E OF SR 9/I-95		15,667	18,073	5,790,440	15,443	50,027	16,447	608,920
FELLSMERE RD - W OF SR 9/I-95		8,222	16,332	65,768,496	9,157	873,809	6,351	3,501,473
I-95: Fellsmere to Malabar	1	38,192	58,950	430,874,922	36,883	1,714,720	43,109	24,172,237
I-95: N of Malabar		72,258	83,966	137,075,753	64,368	62,253,118	69,066	10,189,276
MALABAR: W of I-95		48,911	52,236	11,057,270	50,312	1,963,494	52,210	10,885,033
MALABAR: E OF Babcock (SR-507 (UVL))		18,280	14,933	11,199,530	16,132	4,612,056	16,348	3,730,962
MALABAR, 0.331 MI. E OF I-95 (UCLP)		42,473	40,734	3,024,532	42,366	11,474	43,212	545,946
MALABAR, 0.119 MI. W OF US-1 (UCLP)		14,409	13,528	775,460	14,814	164,347	14,983	329,933
MICCO @ Babcock-Dottie Dr		1,419	3,522	4,421,117	2,236	666,909	3,249	3,347,601
MICCO @ Dottie Dr-Fleming Grant		3,368	3,539	29,329	2,270	1,205,037	3,265	10,556
MICCO @ FLEMMING GRANT-US 1		8,132	1,983	37,813,375	8,989	734,007	6,521	2,596,153
ROSELAND RD FROM N. SEB CTY LIM TO US. 1. (COUNTY LINK : 1620)		9,778	6,162	13,073,849	5,897	15,060,436	3,547	38,822,592
SAN FILLIPPO @ JUPITER-MALABAR		18,481	15,046	11,796,787	15,891	6,706,262	14,856	13,138,053
US 1 FROM JACKSON ST. TO ROSELAND RD (COUNTY LINK : 1405)		25,000	26,697	2,879,809	23,937	1,129,969	17,597	54,804,409
US 1 - S OF INDIAN RIVER/BREVARD CO LINE (COUNTY LINK 1410)	1	22,778	28,650	34,482,994	23,978	1,440,533	20,038	7,506,382
US 1 @ Ind Rvr CL-Micco		20,469	27,258	46,093,003	21,220	564,276	20,871	161,751
US 1 @ Micco-First St		14,644	24,459	96,332,536	16,139	2,234,768	21,447	46,279,639
US 1 @ First St-Valkaria		14,128	24,407	105,658,725	17,038	8,468,350	21,875	60,016,675
US-1 0.2 MIS OF SR-514 MALABAR BREVARD CO		15,062	24,028	80,382,600	17,908	8,097,635	22,961	62,388,426
VALKARIA @ Corey-US 1		2,260	1,702	311,604	1,155	1,221,500	670	2,528,784
Total:				1,379,186,181		383,789,636		582,514,043
Average:		18,493	22,631	7,018	19,493	3,702	19,875	4,561
Subarea Ratio of Average Volume, % RMS Error:			1.22	31.0%	1.05	19.0%	1.07	22.9%
Cutline Summary:	1	63,044	93,544	1.48	64,218	1.02	65,838	1.04

Table 3 reports the validity measures of the out-of-the box model results, and those of the two final validation methods for the sub-area, with the following results:

- The sub-area RMS error improved from 31.0 percent to 19.0 percent and 22.9 percent for the link-penalty and trip factoring methods, respectively.
- The average model volume at all count stations improved from being 22 percent high to five percent and seven percent high, respectively.
- The volumes crossing the county line improved from being 48 percent high to 2 percent and 4 percent high, respectively.

After comparison to the 2010 counts, the hybrid 2005/2010 CFRPM 5/6 model, as validated for the Palm Bay Parkway interchange area should provide a suitable basis for projecting future regional travel demands at this interchange.

APPLICATION TO ESTIMATE 2040 VOLUMES

The presence of link penalties and trip factoring to reduce traffic volumes from the south through the study area raises concerns with the introduction of trips at the Palm Bay Parkway interchange. Both of the validation methods are good for the purpose of estimating regional (through) traffic growth, but have the effect of understating the attractiveness of the Sebastian/Vero Beach area for trips generated in the vicinity of the interchange. In addition, the specific link penalties may adversely influence the route-choice of traffic generated in the interchange area. These issues will be explored when the 2040 model is applied by executing a traffic distribution and assignment in the un-adjusted model (e.g. no link penalties, no trip factoring) and assessing where interchange-area trips go, then executing similar assignments using link penalties and trip factoring consistent with the two sub-area validated models.

Appendix A. TAZ Relationship
(Year 2005 to Year 2010)

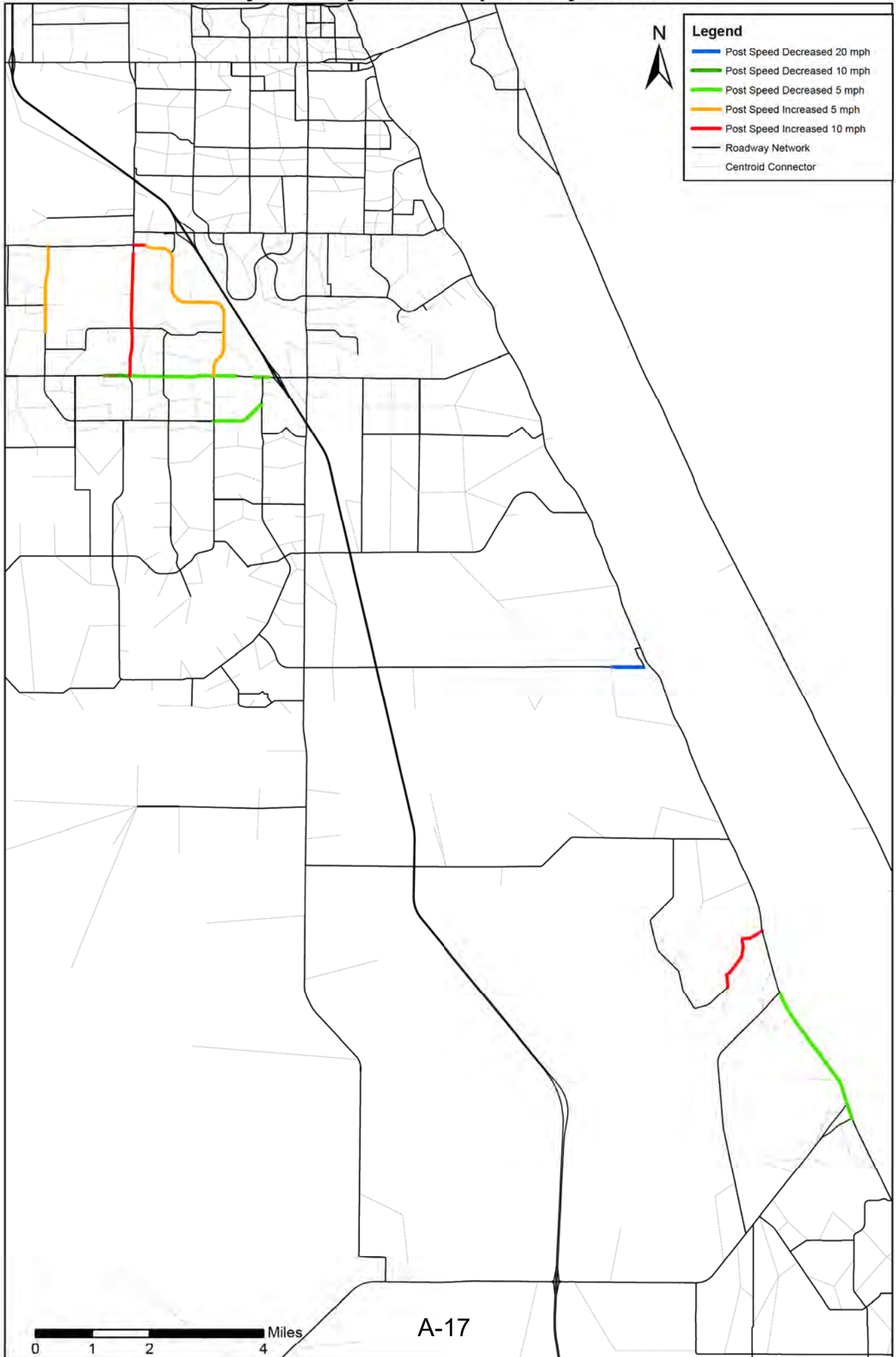
CFRPM50 TAZ ID	CFRPM 6 TAZ ID			CFRPM50 TAZ ID	CFRPM 6 TAZ ID						
3	3	227		943	943	1040					
16	16	228		946	946	1036	1037	1038			
18	18	226		947	947	1035					
29	29	229		948	948	1039					
50	50	225		955	955	1030	1031	1032	1033	1034	
92	92	224		956	956	1029					
94	94	223		962	962	1054	1055				
131	131	221		965	965	1027	1028				
170	170	222		968	968	1056	1057	1058	1059	1060	
188	188	230		969	969	1072					
303	303	1078	1079	970	970	1026					
306	306	1051		988	988	1077					
309	309	1049		1103	1103	1294					
314	314	1052		1113	1113	1330					
315	315	1050		1115	1115	1331					
317	317	1048		1116	1116	1332					
321	321	1047		1118	1118	1333					
330	330	1045		1120	1120	1295					
331	331	1046		1129	1129	1296					
332	332	1044		1131	1131	1297	1298				
369	369	1064		1133	1133	1299					
407	407	1080		1134	1134	1300					
436	436	1041		1137	1137	1301	1302	1303			
437	437	1042		1138	1138	1304	1305	1306	1307		
441	441	1043		1147	1147	1308					
456	456	1062	1063	1148	1148	1334					
497	497	1066		1150	1150	1335					
498	498	1067		1151	1151	1336					
500	500	1068		1153	1153	1337					
525	525	1081	1082	1156	1156	1338					
530	530	1083		1159	1159	1339					
534	534	1084		1161	1161	1340					
538	538	1085		1164	1164	1341					
557	557	1069		1166	1166	1342					
597	597	1053		1168	1168	1343					
602	602	1061		1170	1170	1344					
614	614	1073	1074 1075	1172	1172	1345	1346				
633	633	1070		1173	1173	1309	1310				
663	663	1071		1184	1184	1287					
853	853	1065		1186	1186	1286					
863	863	1016	1017 1018	1187	1187	1347					
866	866	1022	1023 1024 1025	1197	1197	1348	1349				
867	867	1019	1020 1021	1200	1200	1350					

CFRPM50 TAZ ID	CFRPM 6 TAZ ID					CFRPM50 TAZ ID	CFRPM 6 TAZ ID								
878	878	1076				1201	1201	1290							
1213	1213	1311				2193	2243	2862							
1215	1215	1312	1313	1314	1315	2300	2350	2863							
1218	1218	1316	1317	1318		2425	2475	2864							
1219	1219	1319				2456	2502	2504	2506						
1223	1223	1288	1291	1292	1293	2460	2505	2507	2510	2513	2514	2865			
1224	1224	1289				2461	2511	2866	2867	2868	2876				
1229	1229	1320				2465	2515	2869	2870	2871	2872				
1230	1230	1321	1322			2466	2516	2873							
1249	1249	1323				2682	2732	2874							
1252	1252	1324	1325			2791	2841	2875							
1253	1253	1326				2851	2901	2983	2984						
1266	1266	1327				2873	2923	2985							
1267	1267	1328				2900	2950	2986							
1268	1268	1329				2901	2951	2987							
1352	1402	1412				2919	2969	2997							
1449	1498	1499				2991	2998	3041							
1453	1503	1510				2992	2999	3042							
1454	1504	1511				2993	3000	3043							
1579	1629	1639				3031	3001	3002	3081						
1583	1633	1637	1638			3046	3003	3096							
1622	1672	1678				3052	3102	3121							
1626	1676	1677				3053	3103	3122							
1636	1686	1692				3160	3123	3210							
1639	1689	1691				3163	3124	3125	3213						
1652	1702	1704				3164	3126	3214							
1660	1708	1710				3166	3127	3216							
1661	1706	1707	1711			3171	3175	3221							
1676	1723	1726				3175	3176	3225							
1679	1721	1729				3181	3177	3231							
1683	1722	1733				3182	3178	3179	3232						
1684	1724	1734				3222	3180	3272							
1702	1719	1752				3238	3181	3288							
1729	1777	1779				3256	3201	3202	3203	3306					
1735	1785	1795				3257	3204	3205	3307						
1741	1791	1796				3258	3206	3207	3308						
1743	1793	1797				3345	3395	3401							
1744	1794	1798	1799	1800		3365	3415	3447							
1819	1863	1869				3375	3425	3448							
1820	1870	2853				3376	3426	3449	3450	3451					
1936	1986	2854	2855			3544	3498	3499	3500	3594					
2134	2184	2856	2857	2858		3645	3782	3783	3784	3785	3795				
2158	2208	2859				3651	3781	3801							
2175	2225	2860				3662	3812	3819	3820	3821					
2182	2232	2861				3668	3818	3822							

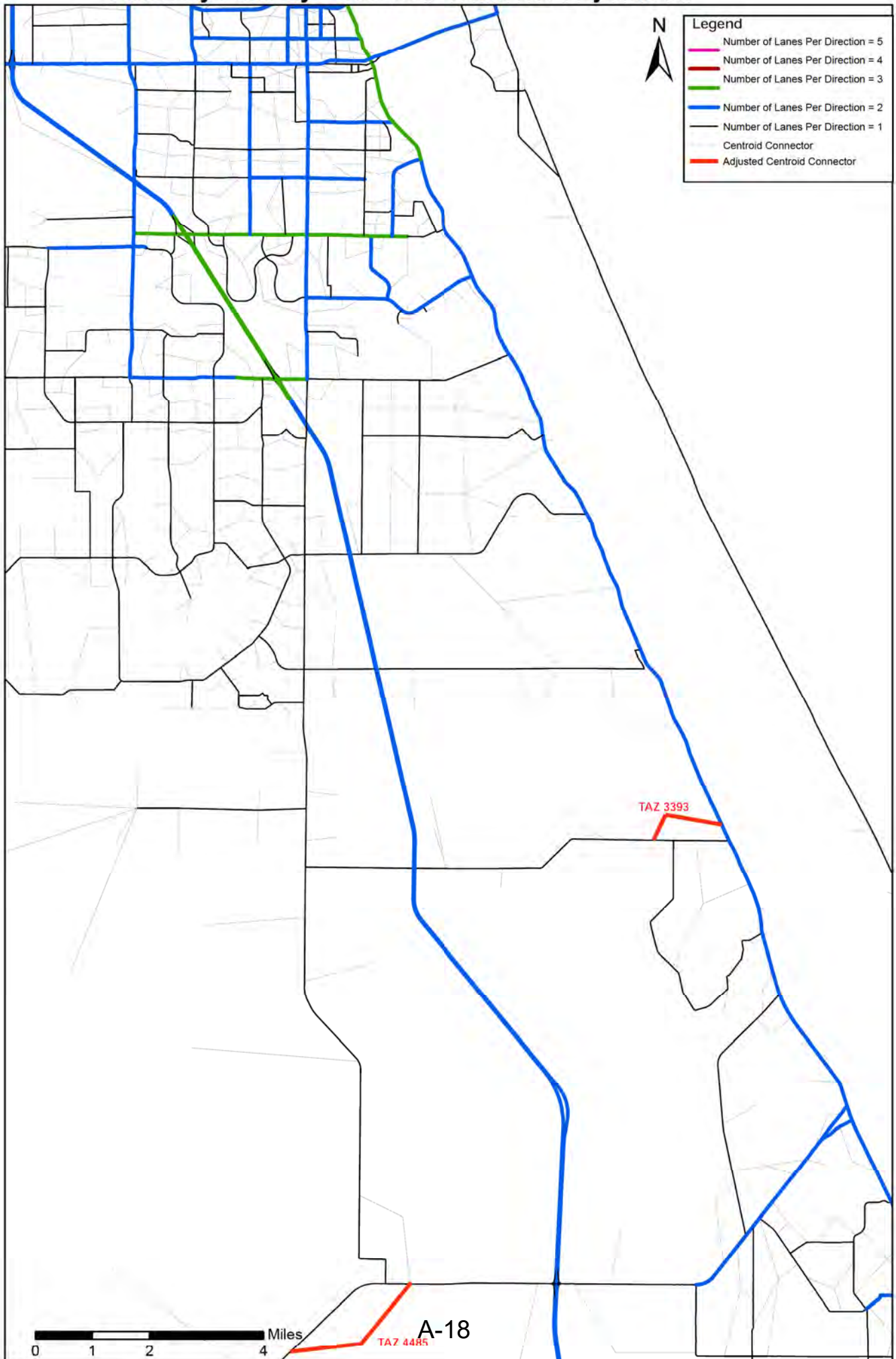
CFRPM50 TAZ ID	CFRPM 6 TAZ ID				CFRPM50 TAZ ID	CFRPM 6 TAZ ID							
3689	3839	3879			4082	4282	4296						
3691	3841	3880			4086	4286	4287	4288	4289	4290			
3747	3897	3898			4153	4403	4415						
3754	3901	3904			4154	4404	4416	4417					
3756	3906	3909			4181	4429	4431						
3757	3907	3910			4354	5057	5077						
3764	3913	3914			4357	5056	5062	5063	5069	5081			
3766	3912	3916			4361	5058	5059	5060	5106	5116			
3789	3911	3939			4362	5061	5140						
3798	3948	3959	3960		4373	5099	5175						
3799	3949	3958			4383	5032	5038	5046					
3801	3951	3957			4393	5083	5170						
3834	3984	4101			4394	4887	4889	4890	5094				
3858	4008	4073			4395	4891	4893	4894	4895	5113			
3867	4017	4074			4396	4896	5149						
3887	4037	4060			4400	4885	4886	5111					
3896	4046	4072			4401	4888	4892	4897	5121	5168	5169		
3927	4075	4077											
3928	4076	4078											
3933	4083	4087	4088										
3935	4085	4086											
3942	4092	4099	4100										
3945	4095	4098											
3958	4108	4110											
3964	4113	4114											
4003	4203	4244											
4005	4205	4245	4246										
4008	4208	4247											
4015	4215	4248											
4020	4220	4249											
4027	4227	4297											
4028	4228	4298											
4029	4229	4238	4347										
4031	4231	4239											
4032	4232	4240											
4033	4233	4241											
4034	4234	4242											
4035	4235	4243											
4052	4252	4337	4338	4339									
4053	4250	4253											
4054	4251	4254	4340	4341									
4055	4255	4342	4343	4344	4345								
4064	4264	4299									4346		
4075	4275	4291	4292	4293									
4081	4281	4294	4295										

Appendix B. Model Network Update
(Year 2005 to Year 2010)

Palm Bay Parkway - Posted Speed Adjustment



Palm Bay Parkway -- Centroid Connector Adjustment



Appendix C. Summary of Validation Iteration Results

Summary of Validation Iterations

Scenario	Method	Date	Description
10	n/a	7/13/2015	Updating all post speed information near/within subarea, no link penalty
1	Link Penalty	6/25/2015	CFRPM6 2010 Zdata, Ellis 2_CenEmp Network
2	Link Penalty	6/26/2015	CFRPM6 2010 Zdata, Ellis_1 Network (validated 2010 network), without Ellis Subarea calibration (no Memo Appendix B modifications)
3	Link Penalty	6/27/2015	Based on S1, deleting the link penalty (travel distance) for I95(65128-40101) back to 9.96, US 1(40074-40125) back to 1.8434
4	Link Penalty	7/1/2015	Based on S1, change the ZDATA4 (IE Trips), Indian River (4501-4507) from 2005 volumes to 2010 volumes
5	Link Penalty	7/1/2015	Based on S3, change the ZDATA4 (IE Trips), Indian River (4501-4507) from 2005 volumes to 2010 volumes
6	Link Penalty	7/6/2015	Based on S5, add 9 miles link penalty for I95(65128-40101) , add 5 miles penalty for US 1(40074-40125)
7	Link Penalty	7/6/2015	Based on S5, add 4.5 miles link penalty for I95(65128-40101) , add 2.5 miles penalty for US 1(40074-40125)
8	Link Penalty	7/7/2015	Based on S6, add 5 mile link penalty for CR 507 (40007-41981*) - 3 parallel roads now all have penalty
9	Link Penalty	7/8/2015	Based on S8, updating all post speed information near/within subarea
19	Link Penalty	7/24/2015	Based on S9, updating TAZ 3393/4485, changing IE trips of 4506, 4507. (Link penalty methodology)
11	Trip-Factor	7/17/2015	Based on S10, factoring zone 4451-4487 of 0.9 in Zdata3, adjust EE/IE trips to FDOT counts
12	Trip-Factor	7/17/2015	Based on S10, factoring zone 4451-4487 of 0.8 in Zdata3 , adjust EE/IE trips to FDOT counts
13	Trip-Factor	7/17/2015	Based on S10, factoring zone 4451-4487 of 0.7 in Zdata3 , adjust EE/IE trips to FDOT counts
14	Trip-Factor	7/21/2015	Based on S10, factoring zone 4452-4483 of 0.55, 4484-4485 of 0.5, load 10500 IE trips of station 4506, connect 4485 to north area.
15	Trip-Factor	7/21/2015	Based on S10, factoring zone 4452-4483 of 0.45, 4484-4485 of 0.42, load 10500 IE trips of station 4506, connect 4485 to north area.
16	Trip-Factor	7/21/2015	Based on S10, factoring zone 4452-4483 of 0.35, 4484-4485 of 0.35, load 10500 IE trips of station 4506, connect 4485 to north area.
17	Trip-Factor	7/22/2015	Based on S10, factoring zone 4452-4485 of 0.47, load 10500 IE trips of station 4506, connect 4485 to north area, MOVE TAZ 3393 AROUND
18	Trip-Factor	7/23/2015	Based on S17, move TAZ 3393 around (southwest)

Appendix C - Validation Iteration Results

Location	Cut-Line	Count Source	2010		PBP_1		PBP_2		PBP_3		PBP_4		PBP_5	
			PSWADT	Count	PSWADT	(O-E)^2	PSWADT	(O-E)^2	PSWADT	(O-E)^2	PSWADT	(O-E)^2	PSWADT	(O-E)^2
138TH AVE FROM 122ND ST TO 101ST ST		FDOT	2,889		12,437	91,166,426	10,933	64,707,724	5,670	7,734,579	14,287	129,916,937	5,734	8,094,657
BABCOCK @ Indian Rv Co-Micco	1	Br	2,074		12,628	111,382,831	11,108	81,609,659	5,861	14,339,903	14,474	153,755,200	5,925	14,828,710
BABCOCK @ Micco-Grant		Br	3,423		20,147	279,706,203	12,933	90,448,076	8,493	25,709,152	21,191	315,716,726	8,535	26,136,832
BABCOCK @ Grant-Valkaria		Br	7,466		20,173	161,478,233	15,863	70,516,471	11,639	17,417,339	21,093	185,706,265	11,762	18,459,127
BABCOCK NORTH OF VALKARIA ROAD (HPMS)		FDOT	12,473		22,143	93,506,612	21,234	76,753,049	19,232	45,682,482	23,307	117,372,993	19,123	44,220,927
BABCOCK @ VALKARIA-FOUNDATION PK		Br	17,309		26,497	84,426,655	26,831	90,676,061	25,325	64,262,634	27,459	103,030,577	25,052	59,960,210
BABCOCK @ FOUNDATION PK-MALABAR		Br	21,357		31,988	113,018,390	32,142	116,316,457	30,622	85,840,424	33,158	139,263,855	30,424	82,210,684
BABCOCK @ Malabar-Charles		Br	36,876		40,716	14,742,958	41,190	18,607,627	40,311	11,796,861	41,372	20,210,922	40,336	11,969,219
FELLSMERE RD - E OF SR 9/1-95		FDOT	15,667		18,406	7,503,947	22,958	53,163,542	23,333	58,772,667	13,535	4,544,003	18,066	5,756,800
FELLSMERE RD - W OF SR 9/1-95		FDOT	8,222		21,281	170,531,677	15,176	48,355,025	17,317	82,714,983	19,041	117,045,953	16,253	64,493,392
I-95: Fellsmere to Malabar	1	FDOT	38,192		45,744	57,025,558	52,696	210,352,292	59,573	457,126,930	43,353	26,631,038	58,928	429,962,075
I-95: N of Malabar		FDOT	72,258		74,417	4,661,002	80,289	64,495,925	85,324	170,718,670	75,273	223	84,469	149,106,945
MALABAR: W of I-95		Br	48,911		53,227	18,629,991	53,701	22,946,469	54,586	32,208,432	53,268	18,985,604	54,732	33,886,920
MALABAR: E OF Babcock (SR-507 (UVI))		FDOT	18,280		14,729	12,606,547	14,876	11,584,288	15,086	10,198,889	14,679	12,964,104	15,068	10,314,181
MALABAR: 0.331 MI. E OF I-95 (UCLP)		FDOT	42,473		50,106	58,260,883	43,415	887,141	42,586	12,742	51,262	77,244,442	43,281	652,673
MALABAR, 0.119 MI. W OF US-1 (UCLP)		FDOT	14,409		15,813	1,972,333	14,748	115,191	13,348	1,124,877	16,298	3,569,824	14,008	160,482
MICCO @ Babcock-Dottie Dr		Br	1,419		8,832	54,947,308	2,921	2,254,938	3,370	3,805,017	7,890	41,869,249	3,273	3,436,000
MICCO @ Dottie Dr-Fleming Grant		Br	3,368		8,845	30,000,356	2,938	184,678	3,392	588	7,904	20,577,637	3,293	5,586
MICCO @ FLEMING GRANT-US 1		Br	8,132		5,886	5,045,675	10,697	6,577,901	1,848	39,491,899	5,053	9,481,830	1,772	40,452,883
ROSELAND RD FROM N. SEB CTY LIM TO US 1. (COUNTY LINK : 1620)		FDOT	9,778		6,904	8,258,599	4,810	24,678,816	6,746	9,191,676	5,871	15,262,913	5,913	14,936,507
SAN FILLIPPO @ JUPITER-MALABAR		Br	18,481		18,454	710	16,194	5,228,746	15,487	8,961,911	17,491	979,398	15,269	10,314,665
US 1 FROM JACKSON ST. TO ROSELAND RD (COUNTY LINK : 1405)		FDOT	25,000		30,150	26,522,500	23,799	1,442,401	32,805	60,918,025	25,002	4	27,480	6,150,400
US 1 - S OF INDIAN RIVER/BREWARD CO LINE (COUNTY LINK 1410)	1	FDOT	22,778		28,668	34,694,718	18,014	22,693,579	32,916	102,783,550	24,768	3,960,984	28,977	38,430,356
US 1 @ Ind Rvr CL-Micco		Br	20,469		24,796	18,724,511	312	406,297,280	31,390	119,272,234	21,049	336,612	27,486	49,240,854
US 1 @ Micco-Frst St		Br	14,644		13,795	720,947	18,414	14,212,251	28,388	188,895,171	11,004	13,250,226	24,677	100,659,363
US 1 @ First St-Valkaria		Br	14,128		14,994	750,030	19,391	27,699,622	28,384	203,234,762	12,234	3,587,073	24,701	111,789,239
US-1 0.2 MI S OF SR-514 MALABAR BREWARD CO		FDOT	15,062		16,781	2,953,704	22,041	48,701,338	27,641	158,222,044	14,043	1,039,106	24,297	85,278,473
VALKARIA @ Corey-US 1		Br	2,260		908	1,828,486	419	3,390,073	1,912	121,254	931	1,766,813	1,797	214,568
Total:						1,584,896,620		1,584,896,620		1,980,559,697		1,538,070,510		1,421,122,729
Average:			18,493		23,552	7,234	21,787	7,524	24,021	8,410	22,618	7,412	22,880	7,124
Subarea Ratio of Average Volume, % RMS Error:					1.27	30.7%	1.18	35%	1.30	35.0%	1.22	32.8%	1.24	31.1%
Cutline Summary:	1		63,044		87,040	1.38	81,818	1.30	98,350	1.56	82,595	1.31	93,830	1.49

Appendix C - Validation Iteration Results

Location		Cut-Line	Count Source	2010		PBP_6		PBP_7		PBP_8		PBP_9		PBP_19	
				PSWADT	(O-E) ²	PSWADT	(O-E) ²	PSWADT	(O-E) ²	PSWADT	(O-E) ²	PSWADT	(O-E) ²	PSWADT	(O-E) ²
138TH AVE FROM T22ND ST TO 101ST ST		1	FDOT	2,889	36,882,679	7,367	20,053,479	4,988	4,406,267	5,323	5,924,897	3,221	110,298		
BABCOCK @ Indian Rv Co-Micco			Br	2,074	50,052,886	7,549	29,973,506	5,110	9,216,121	5,443	11,348,857	3,357	1,645,592		
BABCOCK @ Micco-Grant			Br	3,423	20,059,998	11,906	71,968,404	6,547	9,761,996	6,947	12,421,532	5,157	3,008,210		
BABCOCK @ Grant-Valkaria			Br	7,466	130,722,832	14,507	49,581,435	11,599	15,416,685	11,699	17,921,748	10,328	8,193,383		
BABCOCK NORTH OF VALKARIA ROAD (HPMS)			FDOT	12,473	99,817,718	20,310	61,416,715	19,548	50,053,951	19,676	51,881,505	19,238	45,763,625		
BABCOCK @ VALKARIA-FOUNDATION PK			Br	17,509	99,309,154	26,029	76,045,339	25,712	70,617,095	26,654	87,336,461	26,374	82,181,438		
BABCOCK @ FOUNDATION PK-MALABAR			Br	21,357	94,595,285	31,456	101,990,018	31,025	93,470,432	32,263	118,941,071	32,048	114,297,711		
BABCOCK @ Malabar-Charlies			Br	36,876	4,677,081	40,380	12,275,605	40,085	10,295,473	40,154	10,743,028	39,945	9,416,649		
FELLSMERE RD - E OF SR 91/95			FDOT	15,667	7,121,782	16,282	378,635	14,959	500,792	14,905	580,136	15,443	50,027		
FELLSMERE RD - W OF SR 91/95			FDOT	8,222	28,119,452	14,928	44,967,456	15,407	51,621,032	15,075	46,960,563	9,157	873,809		
I-95, Fellsmere to Malabar			FDOT	38,192	120,550,011	54,697	277,399,408	52,523	205,364,001	50,162	143,269,574	36,883	1,714,720		
I-95, N of Malabar			FDOT	72,258	15,420,822	81,870	92,389,304	80,439	66,927,705	79,352	50,323,921	64,368	62,253,118		
MALABAR: E OF Babcock (SR-507 (U/L))			Br	48,911	45,976	54,025	26,155,526	54,025	26,155,526	50,550	2,687,132	50,312	1,963,494		
MALABAR: 0.331 Mi. E OF I-95 (UCLP)			FDOT	18,280	42,452,651	15,427	8,137,155	16,078	4,846,910	15,665	6,835,976	16,132	4,612,056		
MALABAR, 0.119 Mi. W OF US-1 (UCLP)			FDOT	42,473	66,208,844	44,044	2,467,669	44,097	2,636,992	42,308	27,264	42,366	11,474		
MICCO @ Babcock-Dottie Dr		Br	14,409	339,425	14,312	9,332	15,032	385,625	14,381	762	14,814	164,347			
MICCO @ Dottie Dr-Fleming Grant		Br	1,419	74,039,918	5,109	13,613,481	2,298	772,017	2,462	1,087,109	2,236	666,909			
MICCO @ FLEMING GRANT-US 1		Br	3,368	44,479,003	5,128	3,098,508	2,326	1,085,226	2,495	761,678	2,270	1,205,037			
ROSELAND RD FROM N. SEB CTY LIM TO US 1. (COUNTY LINK : 1620)		Br	8,132	1,659,609	3,066	25,666,971	1,007	50,769,302	1,122	49,143,718	8,989	734,007			
SAM FILLIPPO @ JUPITER-MALABAR		FDOT	9,778	18,842,352	5,749	16,231,050	5,636	17,154,323	6,020	14,120,894	5,897	15,060,436			
US 1 FROM JACKSON ST. TO ROSELAND RD (COUNTY LINK : 1405)		Br	18,481	1,255,846	15,916	6,577,405	16,469	4,046,716	15,129	11,233,525	15,891	6,706,262			
US 1 - S OF INDIAN RIVERBREVARD CO LINE (COUNTY LINK 1410)		FDOT	25,000	9,941,409	26,225	1,500,625	25,126	15,876	24,197	644,809	23,937	1,129,969			
US 1 @ Ind Rvr CL-Micco		FDOT	22,778	26,360,238	26,798	16,162,187	24,876	4,402,536	24,569	3,208,477	23,978	1,440,533			
US 1 @ Micco-First St		Br	20,469	18,620,803	24,522	16,428,291	21,828	1,847,378	21,613	1,309,154	21,220	564,276			
US 1 @ First St-Valkaria		Br	14,644	1,270,323	18,484	14,744,939	16,822	4,743,309	16,625	3,924,020	16,139	2,234,768			
US-1.02 MI S OF SR-514 MALABAR BREVARD CO		Br	14,128	110,918	19,091	24,631,796	17,759	13,184,473	17,478	11,222,788	17,038	8,468,350			
VALKARIA @ Corey-US-1		FDOT	15,062	20,345	20,481	29,361,599	18,653	12,892,655	18,368	10,927,219	17,908	8,097,635			
Total:		Br	2,260	1,983,070	591	2,786,279	1,246	1,028,632	1,159	1,212,675	1,155	1,221,500			
Average:			18,493	1,223,527,225	22,366	1,041,012,116	21,108	733,622,049	20,778	676,000,493	19,493	383,789,636			
RMS Error:			1.20	6,610	1.21	6,097	1.14	5,119	1.12	4,914	1.05	3,702			
Cutline Summary: 1			63,044	29.7%	89,044	27.3%	82,509	24.3%	80,174	23.6%	64,218	19.0%			
				1.37		1.41		1.31		1.27		1.02			

Appendix C - Validation Iteration Results

Location	Cut-Line	Count Source	Trip Factoring Method											
			2010		PBP_11		PBP_12		PBP_13		PBP_14		PBP_15	
			PSWADT	(O-E)^2	PSWADT	(O-E)^2	PSWADT	(O-E)^2	PSWADT	(O-E)^2	PSWADT	(O-E)^2	PSWADT	(O-E)^2
138TH AVE FROM 122ND ST TO 101ST ST		FOOT	2,889	5,532,427	4,898	4,036,527	4,646	3,087,839	3,124	55,277	2,858	954		
BABCOCK @ Indian Rv Co-Micco	1	Br	2,074	11,382,570	5,100	9,155,505	4,844	7,671,828	3,362	1,658,445	3,103	1,058,443		
BABCOCK @ Micco-Grant		Br	3,423	21,487,113	7,897	20,020,429	7,655	17,913,374	6,656	10,455,001	6,289	8,216,360		
BABCOCK @ Grant-Valkaria		Br	7,466	14,080,570	11,289	14,618,453	11,325	14,895,035	10,911	11,870,840	10,801	11,124,951		
BABCOCK NORTH OF VALKARIA ROAD (HPMS)		FOOT	12,473	43,032,048	18,950	41,949,997	18,891	41,189,206	18,818	40,257,524	18,627	37,870,260		
BABCOCK @ VALKARIA-FOUNDATION PK		Br	17,309	74,345,745	25,592	68,614,680	25,506	67,197,332	25,995	75,463,508	25,529	67,574,941		
BABCOCK @ FOUNDATION PK-MALABAR		Br	21,357	99,980,216	31,053	94,012,625	30,987	92,737,107	31,169	96,275,555	31,077	94,478,609		
BABCOCK @ Malabar-Charles		Br	36,876	7,626,743	39,748	8,246,408	39,945	9,416,649	39,784	8,454,463	39,925	9,294,303		
FELLSMERE RD - E OF SR 91-95		FOOT	15,667	5,407,175	17,257	2,529,160	16,515	719,669	18,697	9,182,920	18,035	5,609,003		
FELLSMERE RD - W OF SR 91-95		FOOT	8,222	20,410,316	11,608	11,463,491	10,582	5,568,551	10,533	5,339,694	9,655	2,052,852		
I-95: Felismere to Malabar	1	FOOT	38,192	337,807,008	56,230	325,352,376	55,821	310,764,960	43,514	28,318,648	43,353	26,631,038		
I-95: N of Malabar		FOOT	72,258	86,768,023	81,367	82,972,706	81,205	80,047,655	68,900	11,276,597	69,003	10,595,445		
MALABAR: W of I-95		Br	48,911	7,982,022	52,199	10,812,570	51,868	8,745,312	52,884	15,786,694	52,248	11,137,220		
MALABAR: E OF Babcock (SR 507 (U/L))		FOOT	18,280	11,975,544	14,876	11,584,288	15,084	10,211,667	15,167	9,688,091	15,376	8,430,718		
MALABAR, 0.331 MI. E OF I-95 (UCLP)		FOOT	42,473	4,097,055	41,161	1,721,654	41,579	799,447	40,501	3,889,251	41,780	480,413		
MALABAR, 0.119 MI. W OF US-1 (UCLP)		FOOT	14,409	1,759,873	13,181	1,507,007	13,523	784,291	13,250	1,342,359	13,532	768,431		
MICCO @ Babcock-Dottie Dr		Br	1,419	4,262,760	3,537	4,484,421	3,460	4,164,233	3,506	4,354,088	3,277	3,450,946		
MICCO @ Dottie Dr-Fleming Grant		Br	3,368	19,672	3,558	36,198	3,487	14,222	3,527	25,363	3,291	5,889		
MICCO @ FLEMING GRANT-US 1		Br	8,132	38,915,864	1,961	38,084,426	1,896	38,890,915	2,085	36,569,330	1,834	39,668,055		
ROSELAND RD FROM N. SEB CTY LIM TO US 1. (COUNTY LINK : 1620)		FOOT	9,778	18,660,480	4,972	23,095,500	4,485	28,013,497	3,892	34,642,380	3,441	40,154,753		
SAN FILIPPO @ JUPITER-MALABAR		Br	18,481	8,836,619	14,696	14,323,539	14,960	12,394,942	15,076	11,591,609	14,733	14,044,844		
US 1 FROM JACKSON ST. TO ROSELAND RD (COUNTY LINK : 1408)		FOOT	25,000	7,921	23,661	1,792,921	22,215	7,756,225	19,410	31,248,100	17,776	52,186,176		
US 1 - S OF INDIAN RIVER/BREVARD CO LINE (COUNTY LINK 1410)	1	FOOT	22,778	18,543,550	25,775	8,983,341	24,438	2,756,338	21,735	1,087,385	19,968	7,894,851		
US 1 @ Ind Rvr CL-Micco		Br	20,469	29,345,869	24,926	19,866,478	23,945	12,083,847	21,894	2,031,146	20,658	35,790		
US 1 @ Micco-First St		Br	14,644	78,906,161	23,038	70,457,792	22,753	65,754,486	21,661	49,237,082	21,444	46,238,830		
US 1 @ First St-Valkaria		Br	14,128	88,060,263	23,091	80,336,140	22,897	76,896,115	21,982	61,685,992	21,873	59,985,691		
US-1 0.2 MI S OF SR-514 MALABAR BREVARD CO		FOOT	15,062	66,579,634	23,197	66,172,277	23,238	66,840,998	22,800	59,870,986	22,999	62,990,166		
VALKARIA @ Corey-US 1		Br	2,260	425,384	1,335	856,023	1,210	1,102,952	650	2,592,793	644	2,612,151		
Total:				1,106,238,626		1,037,086,932		988,418,291		624,241,122		624,591,982		
Average:			18,493	6,286	21,648	6,086	21,391	5,941	20,053	4,722	19,755	4,723		
% RMS Error:			1.19	28.6%	1.17	28.1%	1.16	27.8%	1.08	23.5%	1.07	23.9%		
Cutline Summary:	1		63,044	1.41	87,105	1.38	85,103	1.35	68,611	1.09	66,424	1.05		
Subarea Ratio of Average Volume, % RMS Error:														

Appendix C - Validation Iteration Results

Location	Cut-Line	Count Source	Trip Factoring Method											
			2010		PBP_16		PBP_17		PBP_18					
			PSWADT	(O-E)^2	PSWADT	(O-E)^2	PSWADT	(O-E)^2	PSWADT	(O-E)^2				
138TH AVE FROM 122ND ST TO 101ST ST		FDOOT	2,889	121,027	2,541	121,027	2,332	310,125	2,460	183,946				
BABCOCK @ Indian Rv Co-Micco	1	Br	2,074	521,005	2,796	521,005	2,569	244,833	2,691	380,450				
BABCOCK @ Micco-Grant		Br	3,423	6,122,751	5,897	6,122,751	5,778	5,548,000	6,113	7,238,356				
BABCOCK @ Grant-Valkaria		Br	7,466	9,988,183	10,626	9,988,183	10,692	10,409,712	10,826	11,292,346				
BABCOCK NORTH OF VALKARIA ROAD (HPMS)		FDOOT	12,473	41,742,993	18,934	41,742,993	18,686	38,599,899	18,793	39,940,905				
BABCOCK @ VALKARIA-FOUNDATION PK		Br	17,309	72,205,770	25,806	72,205,770	25,793	71,985,007	25,662	69,779,256				
BABCOCK @ FOUNDATION PK-MALABAR		Br	21,357	97,180,376	31,215	97,180,376	31,407	101,002,716	31,248	97,832,094				
BABCOCK @ Malabar-Charles		Br	36,876	8,126,239	39,727	8,126,239	40,669	14,384,239	40,086	10,301,891				
FELLSMERE RD - E OF SR 9/1-95		FDOOT	15,667	3,394,192	17,509	3,394,192	16,134	218,400	16,447	608,920				
FELLSMERE RD - W OF SR 9/1-95		FDOOT	8,222	630,083	9,016	630,083	5,777	5,979,112	6,351	3,501,473				
1-95: Felismere In Malabar	1	FDOOT	38,192	25,852,414	43,277	25,852,414	43,071	23,800,025	43,109	24,172,237				
1-95: N of Malabar		FDOOT	72,258	10,844,274	68,965	10,844,274	68,367	15,140,383	69,066	10,189,276				
MALABAR: E OF Babcock (SR-507 (U/L))		Br	48,911	14,502,748	57,719	14,502,748	51,294	5,679,868	52,210	10,885,033				
MALABAR, 0.331 MI. E OF I-95 (UCLIP)		FDOOT	42,473	2,667,075	40,840	2,667,075	42,794	102,965	43,212	545,946				
MALABAR, 0.119 MI. W OF US-1 (UCLP)		FDOOT	14,409	1,564,006	13,158	1,564,006	14,303	11,152	14,983	329,933				
MICCO @ Babcock-Dollie Dr		Br	1,419	2,672,065	3,054	2,672,065	2,842	2,023,919	3,249	3,347,601				
MICCO @ Dollie Dr-Fleming Grant		Br	3,368	86,284	3,074	86,284	2,852	265,990	3,265	10,556				
MICCO @ FLEMING GRANT-US 1		Br	8,132	42,292,365	1,629	42,292,365	1,799	40,110,158	6,521	2,596,153				
ROSELAND RD FROM N. SEB CTY LIM TO US. 1. (COUNTY LINK : 1620)		FDOOT	9,778	45,586,503	3,026	45,586,503	3,586	38,338,112	3,547	38,822,592				
SAN FILLIPPO @ JUPITER-MALABAR		Br	18,481	9,282,047	15,434	9,282,047	14,941	12,529,088	14,856	13,138,053				
US 1 FROM JACKSON ST. TO ROSELAND RD (COUNTY LINK : 1406)		FDOOT	25,000	83,210,884	15,878	83,210,884	18,090	47,748,100	17,597	54,804,409				
US 1 - S OF INDIAN RIVER/BREWARD CO LINE (COUNTY LINK 1410)	1	FDOOT	22,778	24,027,425	17,876	24,027,425	20,262	6,329,138	20,038	7,506,382				
US 1 @ Ind Rvr CL-Micco		Br	20,469	1,705,159	19,163	1,705,159	21,816	1,814,901	20,871	161,751				
US 1 @ Micco-First St		Br	14,644	40,703,302	21,024	40,703,302	22,145	56,263,711	21,447	46,279,639				
US 1 @ First St-Valkaria		Br	14,128	55,339,361	21,567	55,339,361	22,503	70,141,345	21,875	60,016,675				
US-1 0.2 MI S OF SR-514 MALABAR BREWARD CO		FDOOT	15,062	56,770,716	22,597	56,770,716	23,481	70,873,405	22,961	62,388,426				
VALKARIA @ Corey-US 1		Br	2,260	2,729,815	608	2,729,815	666	2,541,522	670	2,528,784				
Total:			18,493	669,377,464	19,398	669,377,464	19,651	649,759,287	19,875	582,514,043				
Average:			1.05	25.2%	1.05	25.2%	1.06	24.5%	1.07	22.9%				
Subarea Ratio of Average Volume, % RMS Error:			63,044	63,949	63,949	63,949	65,902	65,902	65,838	65,838				
Cutline Summary:	1													

Appendix D. Summary of Socio-Economic Data/Trip Generation Procedures Adjustments

Appendix D -- Socio-Economic Data Adjustments

Employment Data Update - ZDATA2						
CFRPM v501 TAZ	Location	Version	INDEMP	COMEMP	SEREMP	TOTEMP
4485	Fellsmere	CFRPM v501	353	40	40	433
		CFRPM v6	376	1,069	135	1,580
		Updated	13	170	17	200

IE Trips Update - ZDATA4					
CFRPM v501 TAZ	Description	Location	IE_Prod		
			CFRPM v501	CFRPM v6	Updated
4501	Indian River County Line	A1A	13,502	8,157	8,157
4502	Indian River County Line	US 1	27,351	6,820	6,820
4503	Indian River County Line	58th Ave	9,600	6,897	6,897
4504	Indian River County Line	66th Ave	10,655	7,785	7,785
4505	Indian River County Line	82nd Ave	220	298	298
4506	Indian River County Line	I-95	20,439	25,875	10,500
4507	Indian River County Line	CR 512	879	4,000	800

Zdata 3 File Changes for Trip Factoring Method Only

ZD	SECTOR	TAZ	P_OR_A	P_OPERAND	P_TRIPS	P_HBW	P_HBSH	P_HBSR	P_HBO	P_NHB	A_OPERAND	A_TRIPS	A_HBW	A_HBSH	A_HBSR	A_HBO	A_NHB	TOT_EMP	COMM_EMP	SERV_EMP	SCHOOL	TOT_DU	IDESCR
3	2	499	1.00		0	0	0	0	0	0	+	52000	0	0	0	0	100	0	0	0	0	0	UCF
3	2	630	1.00		0	0	0	0	0	0	+	20000	0	0	0	0	100	0	0	0	0	0	Valencia Comm College
3	2	898	2.00	-	4000	0	23	34	26	17			0	0	0	0	0	0	0	0	0	0	Magic Kingdom
3	2	902	1.00		0	0	0	0	0	0	-	2000	32	5	10	20	33	0	0	0	0	0	Dntn Disney
3	2	903	3.00	-	10000	0	10	10	10	70	-	60000	32	0	10	25	33	0	0	0	0	0	EPCOT Center
3	2	899	2.00	-	7000	0	12	21	17	50		0	0	0	0	0	0	0	0	0	0	0	Animal Kingdom
3	2	897	1.00		0	0	0	0	0	0	-	4000	0	25	12	24	39	0	0	0	0	0	Magic Kingdom
3	3	1104	2.00	-	26000	3	25	39	30	3		0	0	0	0	0	0	0	0	0	0	0	Disney Area
3	6	2942	3.00	+	5000	0	0	0	0	100	+	12000	0	0	45	0	55	0	0	0	0	0	Cape Air Base
3	6	2940	1.00		0	0	0	0	0	0	+	15000	0	0	40	28	32	0	0	0	0	0	KSC Training Center
3	6	2945	1.00		0	0	0	0	0	0	+	5000	0	10	45	45	0	0	0	0	0	0	KSC Vehicle Assembly
3	11	4452	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4453	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4454	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4455	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4456	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4457	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4458	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4459	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4460	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4462	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4463	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4464	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4465	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4466	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4467	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4468	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4469	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4470	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4471	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4472	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4478	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4479	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4480	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4481	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4482	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4483	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4484	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area
3	11	4485	3.00	*	1	47	47	47	47	47	*	1	47	47	47	47	47	0	0	0	0	0	New Factoring Area

* New records are shown in red.

Appendix B
Socio-Economic Data Development

Appendix B
Summary of Approved Developments

Sebastian RAC	Facility	TAZ 3154	TAZ 3155	Convert to Zdata	TAZ 3154	TAZ 3155
	Type					
Ord 2010-24	SF	652		1	652	0
	MF	285	1,733	1	285	1733
	Retail ¹	143,050		500	286	0
	Office ¹	143,050		300	477	0
	Hospital	0	230,000 beds	2,500	0	122
	Lodging	0	150,000 s.f.	500	0	300

Sq.Ft. Total: 286,100 380,000

Brevard Landvest RAC		TAZ 3445	TAZ 3545		TAZ 3445	TAZ 3545
	Ord 2010-25	SF				
	SF	476	0	1	476	0
	MF	533	0	1	533	0
	Retail	200,376	0	500	401	0
	Office	150,282	300,000	300	501	1000
	Industrial	0	578,170	900	0	642

Sq.Ft. Total: 350,658 878,170

Notes:

1. Development Quantities based on 1/19/2009 Concept Plan by Canin Associates
2. AHA "Hospital Statistics Report", 2013.

Micco Park Village -- source: Ord 2010-62, Response to DCA ORC 10-1

Micco Park Village		TAZ 2931	TAZ 3550		TAZ 2931	TAZ 3550
	Ord 2010-62	SF				
	SF	1,491	448	1	1,491	448
TAZ's 2931 (S) and 3550	MF	1,490	352	1	1,490	352
	Ret	126,000	240,060	500	252	480
	Ofc	126,000	240,060	300	420	800
	Ind		234,060	900	0	260
	Civic		78,020	1,000	0	78
	Vill/Nghd Ctrs	<<< folded into service employment				

Sq.Ft. Total: 252,000 792,200

Waterstone		TAZ 3385		TAZ 3385
	Waterstone Summary.doc	SF		
	SF	1,600		1,600
TAZ 3385	Retail	855,000		500 1,710

Jeffries/Cypress Bay		TAZ 3444		TAZ 3444
		SF		
	SF	292		1 292
	Retail	478,325		500 957
	Service	478,325		300 1,594

Zdata 1.40

KAI		SFDU	SVNP	SVAC	SPOP	S0	S1	S2+	MDU	MVNP	MVAC	MPOP	M0	M1	M2+	TRDU	TROCC	TRPOP	
TAZ																			
Micco Park Village-South	2931	1	6	1491	9	4	3280	3	31	66	1490	11	6	2444	9	61	30	0	0
Sebastian RAC-North	3154	1	6	652	9	4	1434	3	31	66	285	11	6	467	9	61	30	0	0
Sebastian RAC-South	3155	1	6	0	9	4	0	3	31	66	1733	11	6	2842	9	61	30	300	64
NE corner, PBP @ Micco Rd	3157	1	6	0	9	4	0	3	31	66	0	11	6	0	9	61	30	0	0
Waterstone	3385	1	6	1600	9	4	3520	3	31	66	0	11	6	0	9	61	30	0	0
	3386	1	6	192	9	4	479	3	31	66	229	11	6	436	9	61	30	0	0
	3387	1	6	149	9	4	372	3	31	66	288	11	6	548	9	61	30	0	0
	3390	1	6	84	9	4	210	3	31	66	0	11	6	0	9	61	30	0	0
	3391	1	6	0	9	4	0	3	31	66	0	11	6	0	9	61	30	0	0
	3392	1	6	10	9	4	25	3	31	66	1	11	6	2	9	61	30	0	0
	3442	1	6	0	9	4	0	3	31	66	0	11	6	0	9	61	30	0	0
Jeffries/Cypress Bay Farms	3444	1	6	292	9	4	643	3	31	66	0	0	0	0	0	0	0	0	0
Landvest RAC-North	3445	1	6	476	9	4	1047	3	31	66	533	11	6	874	9	61	30	0	0
	3544	1	6	70	9	4	175	3	31	66	5	11	6	10	9	61	30	0	0
Landvest RAC-South	3545	1	6	0	9	4	0	3	31	66	0	11	6	0	9	61	30	0	0
Micco Park Village-North	3550	1	6	448	9	4	986	3	31	66	352	11	6	577	9	61	30	0	0

5,464

4,916

Zdata 2.40

Development	KAI	TAZ	IE	CE	SE	TE	SchEnr
Micco Park Village-South	2931	2	6	0	252	420	672
Sebastian RAC-North	3154	2	6	0	286	477	763
Sebastian RAC-South	3155	2	6	0	0	422	422
NE corner, PBP @ Micco Rd	3157	2	6	234	0	0	234
Waterstone	3385	2	6	0	855	919	1774
	3386	2	6	8	299	305	612
	3387	2	6	0	75	75	150
	3390	2	6	0	190	190	380
	3391	2	6	0	0	0	0
	3392	2	6	0	0	0	0
	3442	2	6	0	0	0	0
Jeffries/Cypress Bay Farms	3444	2	6	0	957	1594	2551
LandVest RAC-North	3445	2	6	0	401	501	902
	3544	2	6	3	0	2	5
LandVest RAC-South	3545	2	6	642	0	1000	1642
Micco Park Village-North	3550	2	6	260	480	878	1618

1,147 3,543 6,363 11,054

Abbreviations:

- SF or S Single-Family
- MF or M Multi-Family
- DU Dwelling Unit
- VNP Vacant + Non-Permanent
- VAC Vacant
- POP Permanent Population in dwelling
- 0, 1, 2+ Percent DU owning 0, 1, or 2 or more vehicles
- TR Transient (Hotel/Motel)
- OCC Percent occupied
- IE Industrial Employee
- CE Commercial Employee
- SE Service Employee
- TE Total Employees
- SchEnr School Enrollment

Appendix C
CFRPM and TCRPM Volume Plots

PBP - F3. NET

BVol
DVol

IRG Trips #0.47

Good for BVol ("Background")



2040 "Background" Model Assignment

1756 }
 3418 } "Background" Trips
 4375 }
 13133 } Interchange Area Trips

5019
13680
2212
6451

10949
737
2264

50,705
7750
151,455 }
 7705 }
 50,785 }
 101,490

0000

1756
3418
4375
13133

9178
3032
3418
1756
6
106

6346
2206
13680
5019

11491
4012
3418
1756

11070
3725
0
0
0

9196
3029
3418
1756

I-95

47,817
1913
1790
47,642
95,459
3703

9320
3401
0
1943
3336
2360
5390

15522
29903
7094
3418
1756

7074
1350
440
1828
564

37,257
3342
7227
7043
19639

0
0
2952
7269

8337
2951

21154 }
7092 }
7227 }
3342 }
33815

PBP

535
1556

3342
7227
6994
20994

7970
2719

20106
6570
7227
2183
6644
451
1345

Babcock Rd

6154
2010
19536
7017

7021
20478
1617
5006

Micco Rd

3003
887
10262
3262

10274
30584
4645
13548

10274
30584
3787
11078

13101
4381
29521
9809

5006
1617
20478
7021

PBP - F4.NET

No Trip Factoring,
Good for Dist'n
Full # of iterations on distrib.



CFRPM 2040 for
Tracking Interchange Area
Trips
(No reduction of trips in
Indian River County)

15,396
82,367

33231) 51,310
18079)
5400) 1709
2309)
2305) 7687
5382)
17917) 51057
33140)

9366
3408
0
0

1474
2582
2309
5400

2718) 8463
5735)
7198) 27,348
20150)

Palm Bay Hwy

2718
5735
7012
21252

20509
6639
5735
2718

11881
4105
3160
1516

21051
7271
1584
598
1691
580

0
0
2951
7291

0
0
546
1594

C-2

I-95

32257) 49,409
17152)
1624) 2,237
613)

598) 2182
1584)
16838) 48967
32029)

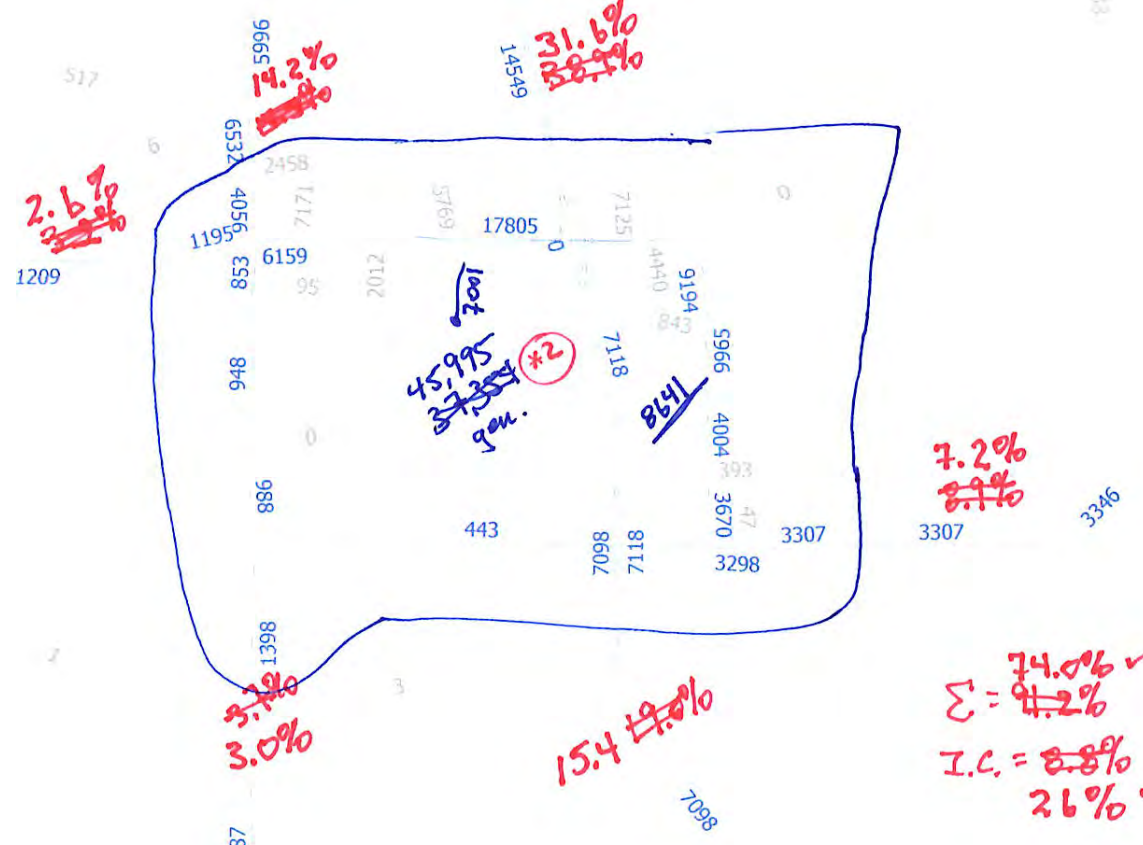
4419
98,376

1516 } "Background" Trips
3160 }
4398 } Interchange Trips
13208 }

10974
3666
599
0
0
0
30
460
8794
2896
0910
1516

Treasure Coast
 2035 Model Application
 Interchange Area Trips
only posted

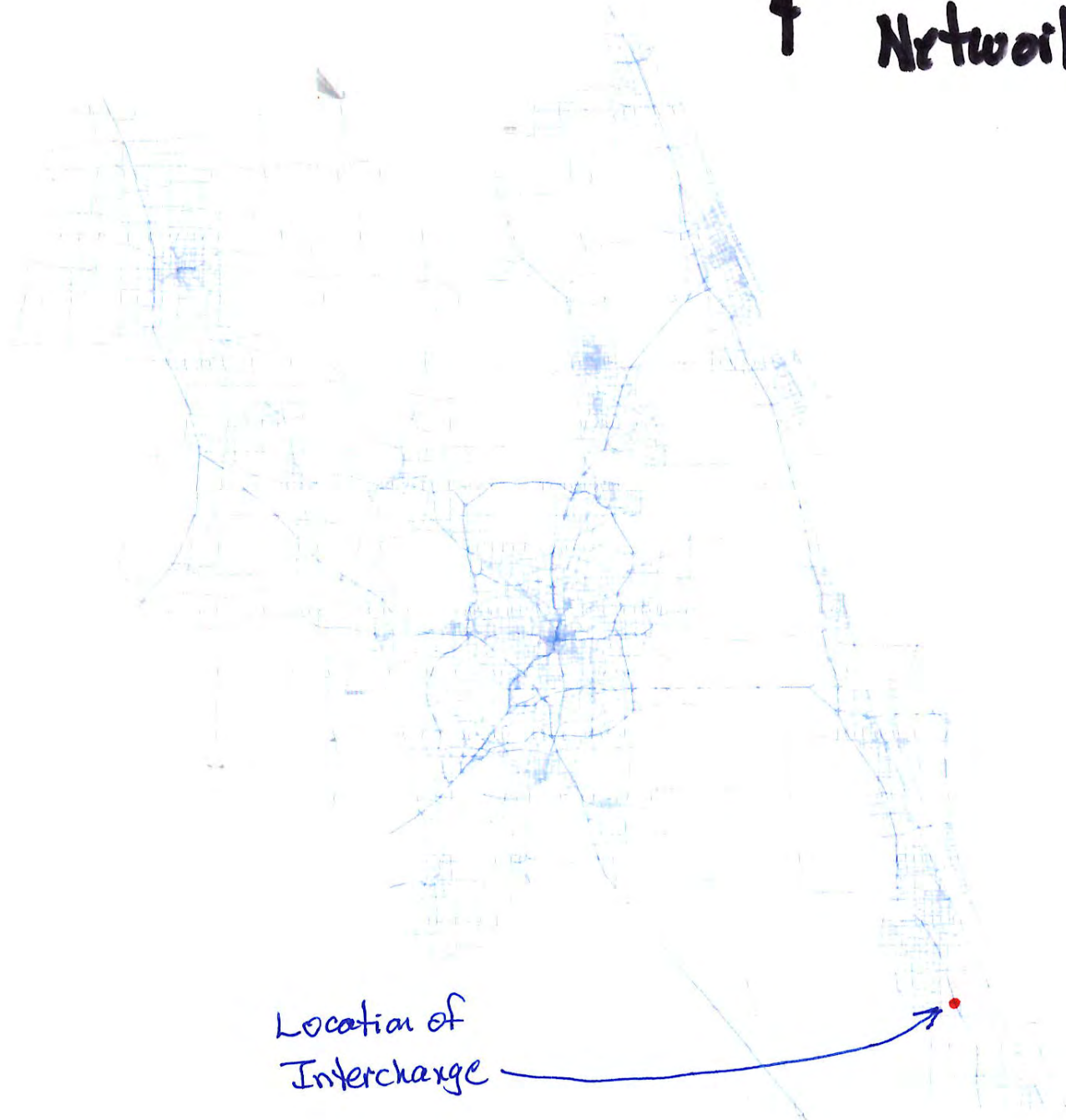
N



TCRTH
 2035

N
↑

CFRPM Network



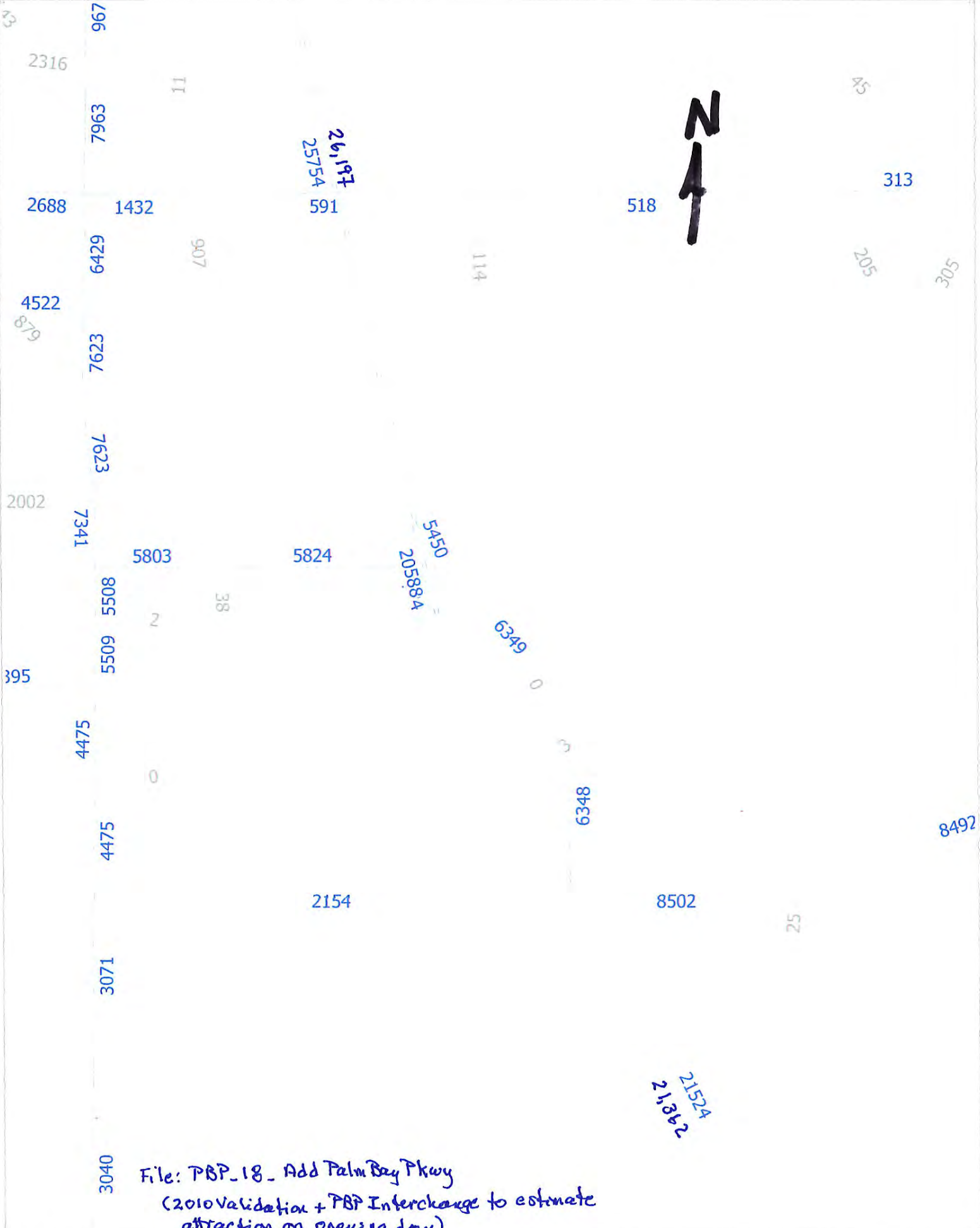
Location of
Interchange



TCRPM Network

Location of Interchange





File: PBP_18 - Add Palm Bay Pkwy
 (2010 Validation + PBP Interchange to estimate
 attraction on opening day)

Appendix D
AADT, Peak Hour Intersection Approach, and
Turning Volume Worksheets for 2040 and 2018

I-95/Palm Bay Pkwy

2040 AADT Forecast:

MOCF: 0.93

Roadway	Validation (2010)		2014		2040	Forecast Method	Difference (D)	Average (A)	Choice	Manual Adjust	Final AADT	2040	"Backgrund"		A.M. Peak Hour -- 2040					Dir Approach Vols	
	Model Vol	Count	Model Vol	Count	Total Model								Ratio	AGR	K	D (NB/EB)	Devel- opment	K	D (NB/EB)	(NB/EB)	(SB/WB)
I-95 S of PBP	43,109	38,192	39,600	39,600	106,448	94,306	97,097	95,702	A	0	95,702	3.5%	85,840	0.090	0.5470	9,861	0.0900	0.4500	4,625	3,988	
I-95 N of PBP	43,109	38,192	39,600	39,600	126,031	111,656	115,309	113,482	A	0	113,482	4.1%	91,385	0.090	0.5470	22,097	0.0900	0.5500	5,593	4,621	
PBP: W of I-95	1	1	1	1	43,470	43,470	40,427	41,948	A	0	41,948	50.6%	10,199	0.090	0.5565	31,749	0.0900	0.5565	2,101	1,674	
PBP: E of I-95	1	1	1	1	39,180	39,180	36,438	37,809	A	0	37,809	50.0%	4,993	0.090	0.4435	32,816	0.0900	0.4435	1,509	1,894	
	86,220	76,386	79,202	79,202	315,128						288,941										
					3.65						3.783										

P.M. Peak Hour -- 2040												Dir Approach Vols	
K	D (NB/EB)	Devel- opment	K	D (NB/EB)	(NB/EB)	(SB/WB)						(NB/EB)	(SB/WB)
0.090	0.4530	9,861	0.0900	0.5500	3,988	4,625						3,988	4,625
0.090	0.4530	22,097	0.0900	0.4500	4,621	5,593						4,621	5,593
0.090	0.4780	31,749	0.0900	0.4250	1,653	2,122						1,653	2,122
0.090	0.3650	32,816	0.0900	0.5750	1,862	1,541						1,862	1,541

"TurnPro" Turning Volume Estimating/Balancing Spreadsheet

I-95/Palm Bay Pkwy

A.M. Peak Hour -- 2040

Job No.: 9634.10
 Project Name: I-95/Palm Bay Pkwy
 Date: 10/22/15
 Location: I-95/Palm Bay Pkwy
 Analysis Period: AM Peak Hour
 Analyst: WEO

Future Year Approach Total Volumes:

Source: AADT_K_D Tab

Raw:	IN	OUT	Balanced (Goal):
NB	4,625	5,593	INS
SB	4,621	3,988	NB
EB	2,101	1,509	SB
WB	1,894	1,674	EB
Total	13,241	12,764	WB
			Total: 13,002
			13,002

Base TMC:

Source: 11/2014 Final I-95 @ Palm Bay Parkway Southern Interchange Project Development Summary Report

	EB	WB	NB	SB	Total
L	890	350	400	620	14,250
T	830	720	4,010	4,260	14,250
R	450	710	290	700	14,250
Total Ins:	2,170	1,780	4,700	5,600	14,250
Total Outs:	1,740	1,820	5,610	5,080	14,250
D:	0.544	0.506	0.519	0.500	
% of observed TMC to keep: 50%					

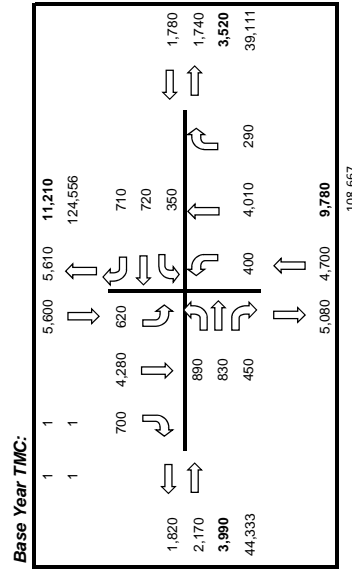
"Seed" TMC:

	EB	WB	NB	SB	Total
L	445	175	200	310	7,125
T	415	360	2,005	2,140	7,125
R	225	355	145	350	7,125
Total Ins:	1,085	890	2,350	2,800	7,125
Total Outs:	870	910	2,805	2,540	7,125

Future Traffic Estimate:

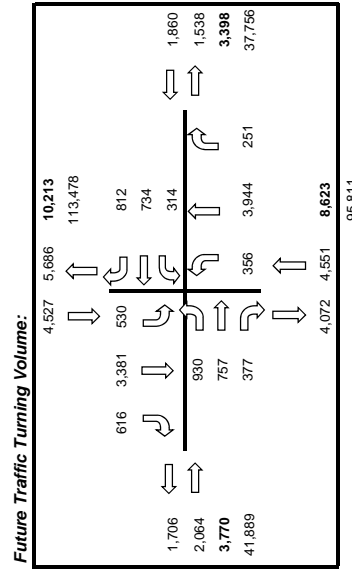
	EB	WB	NB	SB	Total
L	930	314	356	530	13,002
T	757	734	3,944	3,381	13,002
R	377	812	251	616	13,002
Total Ins:	2,064	1,860	4,551	4,527	13,002
Total Outs:	1,538	1,706	5,686	4,072	13,002
Future:Base Ratio: 0.91					
Future:Seed Ratio: 1.82					
Closure:	99.84%				

C:\KAI\Projects\11730-PBP Design Traffic3_Analysis\Capacity Analysis\T3 I95 PBP AM 2040.xlsx\Forecast



Manual Adjustments to "Seed" TMC:

Lane	EB	WB	NB	SB
L				
T				
R				



"TurnPro" Turning Volume Estimating/Balancing Spreadsheet

I-95/Palm Bay Pkwy

P.M. Peak Hour -- 2040

Job No.: 9634.10
 Project Name: I-95/Palm Bay Pkwy
 Date: 10/22/15
 Location: I-95/Palm Bay Pkwy
 Analysis Period: PM Peak Hour 2040
 Analyst: WEO

Future Year Approach Total Volumes:

Source: AADT_K_D Tab

Raw:		Balanced (Goal):	
	IN	OUT	INS
NB	3,988	4,621	4,059
SB	5,593	4,625	5,693
EB	1,653	1,862	1,683
WB	1,541	2,122	1,568
Total	12,774	13,230	13,002

Base TMC:

Source: 11/2014 Final I-95 @ Palm Bay Parkway Southern Interchange Project Development Summary Report

	EB	WB	NB	SB
L	700	290	450	710
T	750	780	3,600	3,600
R	400	620	350	890

Total Ins: 1,850 1,690 4,400 5,200
 Total Outs: 1,810 2,120 4,920 4,290
 D: 0.534 0.517 0.506 0.514
 % of observed TMC to keep: 50%

"Seed" TMC:

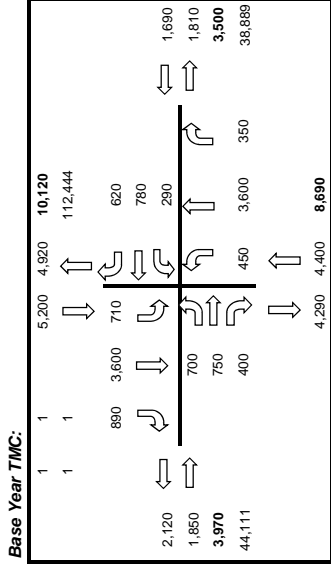
	EB	WB	NB	SB
L	350	145	225	355
T	375	390	1,800	1,800
R	200	310	175	445
Total Ins:	925	845	2,200	2,600
Total Outs:	905	1,060	2,460	2,145

Future Traffic Estimate:

	EB	WB	NB	SB
L	629	271	411	802
T	695	720	3,324	3,924
R	360	578	334	956
Total Ins:	1,684	1,569	4,069	5,682
Total Outs:	1,831	2,087	4,531	4,555

Future:Base Ratio: 0.99
 Future:Seed Ratio: 1.98
 Closure: 99.85%

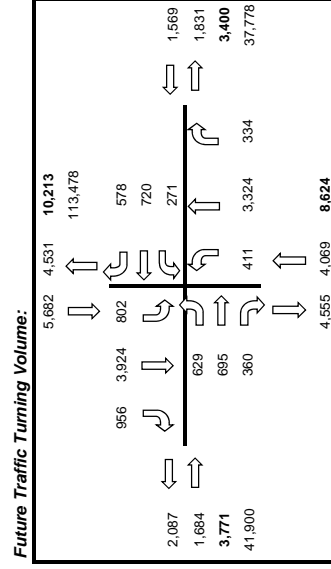
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96,556

Manual Adjustments to "Seed" TMC:

	EB	WB	NB	SB
L				
T				
R				



95,822

I-95/Palm Bay Pkwy

MOCF: 0.93

2018 AADT Forecast:

Roadway	Validation (2010)		2014		2018 Bkgrnd Vol	2018 Estim Devel Vol	2018 Total Model	Forecast Method			2018			"Background"	K	D (NB/EB)	Interchange Area Traffic	K	D (NB/EB)	Dir Approach Vols	
	Model Vol	Count	Count	Count				Ratio	Difference (D)	Average (A)	Choice	Final AADT	AGR							7.9%	13.1%
I-95 S of PBP	43,109	38,192	39,600	39,600	56,911	3,291	60,201	53,335	54,088	53,711	A	53,711	7.9%	50,776	0.090	0.5470	2,936	0.0900	0.4500	2,619	2,215
I-95 N of PBP	43,109	38,192	39,600	39,600	65,161	7,362	72,524	64,252	65,548	64,900	A	64,900	13.1%	58,311	0.090	0.5470	6,588	0.0900	0.5500	3,197	2,644
PBP: W of I-95	1	1	1	1	7,089	9,870	16,960	16,960	15,772	16,366	A	16,366	n/a	6,841	0.090	0.5565	9,525	0.0900	0.5565	820	653
PBP: E of I-95	1	1	1	1	6,036	10,202	16,238	16,238	15,101	15,669	A	15,669	n/a	5,824	0.090	0.4435	9,845	0.0900	0.4435	625	785
	86,220	76,386	79,202	79,202			165,922														
							150,646														

P.M. Peak Hour

K	D (NB/EB)	Development	Dir Approach Vols	
			(NB/EB)	(SB/WB)
0.090	0.4530	2,936	2,215	2,619
0.090	0.4530	6,588	2,644	3,197
0.090	0.4780	9,525	659	814
0.090	0.3650	9,845	701	709

"TurnPro" Turning Volume Estimating/Balancing Spreadsheet
I-95/Palm Bay Pkwy
A.M. Peak Hour

Job No.: 9634.10
 Project Name: I-95/Palm Bay Pkwy
 Date: 10/22/15
 Location: I-95/Palm Bay Pkwy
 Analysis Period: AM Peak Hour
 Analyst: WEO

Future Year Approach Total Volumes:

Source: AADT_K_D Tab

Raw:		IN	OUT	Balanced (Goal):	INS	OUTS
NB	2,619	3,197		NB	2,585	3,239
SB	2,644	2,215		SB	2,610	2,245
EB	820	625		EB	809	634
WB	785	653		WB	775	662
Total	6,867	6,691		Total:	6,779	6,779

Base TMC:

Source: 11/2014 Final I-95 @ Palm Bay Parkway Southern Interchange Project Development Summary Report

	EB	WB	NB	SB
L	890	350	400	620
T	830	720	4,010	4,260
R	450	710	290	700

Total Ins: 2,170 1,780 4,700 5,600 14,250
 Total Outs: 1,740 1,820 5,610 5,080 14,250
 D: 0.544 0.506 0.519 0.500
 % of observed TMC to keep: 2.5%

"Seed" TMC:

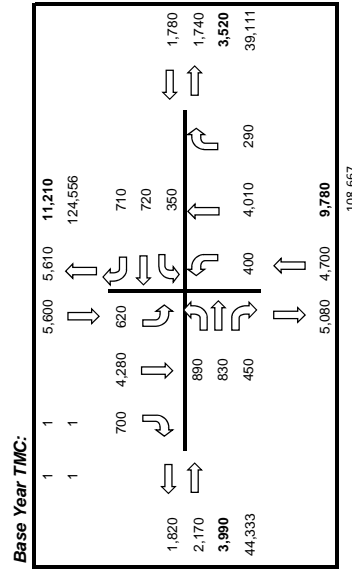
	EB	WB	NB	SB
L	223	88	100	155
T	208	180	1,003	1,070
R	113	178	73	175
Total Ins:	543	445	1,175	1,400
Total Outs:	435	455	1,403	1,270

Future Traffic Estimate:

	EB	WB	NB	SB
L	404	130	137	271
T	262	242	2,382	2,007
R	147	407	105	286
Total Ins:	812	778	2,623	2,564
Total Outs:	637	665	3,192	2,283

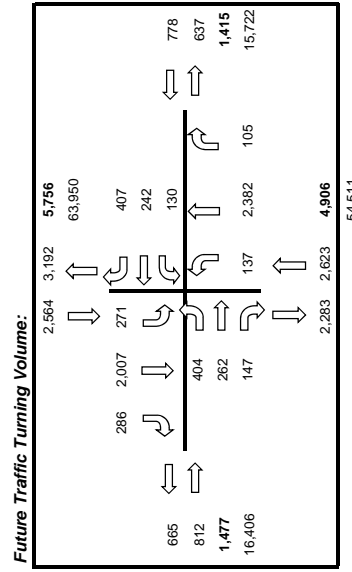
Future:Base Ratio: 0.48
 Future:Seed Ratio: 1.90
 Closure: 98.74%

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Manual Adjustments to "Seed" TMC:

	EB	WB	NB	SB
L				
T				
R				



"TurnPro" Turning Volume Estimating/Balancing Spreadsheet
I-95/Palm Bay Pkwy
P.M. Peak Hour -- 2018

Job No.: 9634.10
 Project Name: I-95/Palm Bay Pkwy
 Date: 10/22/15
 Location: I-95/Palm Bay Pkwy
 Analysis Period: PM Peak Hour
 Analyst: WEO

Future Year Approach Total Volumes:

Source: AADT_K_D Tab

Raw:		Balanced (Goal):	
IN	OUT	INS	OUTS
NB	2,215	NB	2,215
SB	3,197	SB	3,196
EB	659	EB	659
WB	709	WB	709
Total	6,780	Total:	6,779

Base TMC:

Source: 11/2014 Final I-95 @ Palm Bay Parkway Southern Interchange Project Development Summary Report

	EB	WB	NB	SB
L	700	290	450	710
T	750	780	3,600	3,600
R	400	620	350	890

Total Ins: 1,850 1,690 4,400 5,200 13,140
 Total Outs: 1,810 2,120 4,920 4,290 13,140
 D: 0.534 0.517 0.506 0.514
 % of observed TMC to keep: 2.5%

"Seed" TMC:

	EB	WB	NB	SB
L	175	73	113	178
T	188	195	900	900
R	100	155	88	223

Total Ins: 463 423 1,100 1,300 3,285
 Total Outs: 453 530 1,230 1,073 3,285

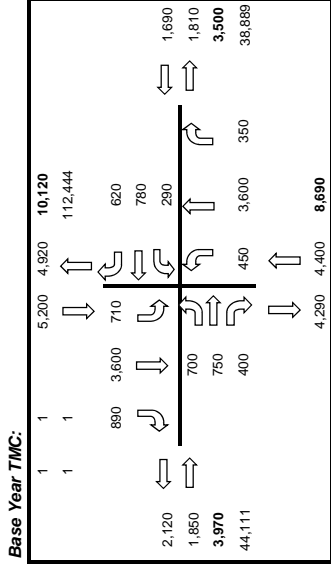
Future Traffic Estimate:

	EB	WB	NB	SB
L	290	123	153	349
T	231	261	1,977	2,397
R	140	331	125	404

Total Ins: 661 715 2,254 3,149 6,778
 Total Outs: 704 817 2,598 2,660 6,778
 Future:Base Ratio: 0.52
 Future:Seed Ratio: 2.06

Closure: 98.71%

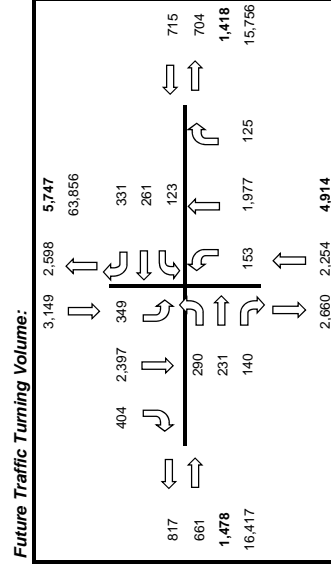
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96,556

Manual Adjustments to "Seed" TMC:

	EB	WB	NB	SB
L				
T				
R				



54,594

APPENDIX C

PARCLO *SYNCHRO* 9 and HCS Reports
Excerpt from Interchange Modification Report
Limited Re-Evaluation Traffic Analysis,
February 2016

BASIC FREEWAY SEGMENTS WORKSHEET					
General Information			Site Information		
Analyst	MPE		Highway/Direction of Travel	I-95 NB	
Agency or Company	KAI		From/To	South of Palm Bay Parkway	
Date Performed	2/3/2016		Jurisdiction	D5	
Analysis Time Period	AM Peak Hour		Analysis Year	2018	
Project Description <i>Palm Bay Parkway at I-95 - Parclo Alternative</i>					
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)		<input type="checkbox"/> Planning Data	
Flow Inputs					
Volume, V	2625	veh/h	Peak-Hour Factor, PHF	0.95	
AADT		veh/day	%Trucks and Buses, P _T	8	
Peak-Hr Prop. of AADT, K			%RVs, P _R	0	
Peak-Hr Direction Prop, D			General Terrain:	Level	
DDHV = AADT x K x D		veh/h	Grade %	Length	mi
			Up/Down %		
Calculate Flow Adjustments					
f _p	1.00		E _R	1.2	
E _T	1.5		f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)] 0.962		
Speed Inputs			Calc Speed Adj and FFS		
Lane Width		ft			
Rt-Side Lat. Clearance		ft	f _{LW}	mph	
Number of Lanes, N	3		f _{LC}	mph	
Total Ramp Density, TRD		ramps/mi	TRD Adjustment	mph	
FFS (measured)	70.0	mph	FFS	70.0	mph
Base free-flow Speed, BFFS		mph			
LOS and Performance Measures			Design (N)		
<u>Operational (LOS)</u>			<u>Design (N)</u>		
v _p = (V or DDHV) / (PHF x N x f _{HV})	958	pc/h/ln	Design LOS		
x f _p)			v _p = (V or DDHV) / (PHF x N x f _{HV})		
S	70.0	mph	x f _p)		
D = v _p / S	13.7	pc/mi/ln	S		
LOS	B		D = v _p / S		
			Required Number of Lanes, N		
Glossary			Factor Location		
N - Number of lanes	S - Speed		E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8	
V - Hourly volume	D - Density		E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9	
v _p - Flow rate	FFS - Free-flow speed		f _p - Page 11-18	TRD - Page 11-11	
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v _p - Exhibits 11-2, 11-3		
DDHV - Directional design hour volume					

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB Off Ramp						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	AM Peak Hour	Analysis Year	2018						
Project Description I-95 and Palm Bay Parkway - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N 3				Downstream Adj Ramp				
<input type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N 1				<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On				
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A				<input type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = ft	Deceleration Lane Length L _D 600				L _{down} = 1590 ft				
V _u = veh/h	Freeway Volume, V _F 2625				V _D = 404 veh/h				
	Ramp Volume, V _R 243								
	Freeway Free-Flow Speed, S _{FF} 70.0								
	Ramp Free-Flow Speed, S _{FR} 40.0								
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2625	0.95	Level	8	0	0.962	1.00	2874	
Ramp	243	0.95	Level	8	0	0.962	1.00	266	
UpStream									
DownStream	404	0.95	Level	8	0	0.962	1.00	442	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = 0.676 using Equation (Exhibit 13-7) V ₁₂ = 2029 pc/h V ₃ or V _{av34} 845 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	2874	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	2608	Exhibit 13-8	7200	No
					V _R	266	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}		Exhibit 13-8			V ₁₂	2029	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 16.3 (pc/mi/ln) LOS = B (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = (Exhibit 13-11)					D _S = 0.387 (Exhibit 13-12)				
S _R = mph (Exhibit 13-11)					S _R = 59.2 mph (Exhibit 13-12)				
S ₀ = mph (Exhibit 13-11)					S ₀ = 76.8 mph (Exhibit 13-12)				
S = mph (Exhibit 13-13)					S = 63.4 mph (Exhibit 13-13)				

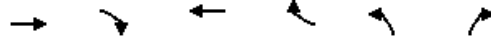
RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB & NB Loop Ramp w/Off						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	AM Peak Hour	Analysis Year	2018						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N	3	Downstream Adj Ramp						
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N	1	<input type="checkbox"/> Yes <input type="checkbox"/> On						
<input type="checkbox"/> No <input checked="" type="checkbox"/> Off	Acceleration Lane Length, L _A	1500	<input checked="" type="checkbox"/> No <input type="checkbox"/> Off						
L _{up} = 1590 ft	Deceleration Lane Length L _D		L _{down} = ft						
V _u = 243 veh/h	Freeway Volume, V _F	2382	V _D = veh/h						
	Ramp Volume, V _R	404							
	Freeway Free-Flow Speed, S _{FF}	70.0							
	Ramp Free-Flow Speed, S _{FR}	35.0							
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2382	0.95	Level	8	0	0.962	1.00	2608	
Ramp	404	0.95	Level	8	0	0.962	1.00	442	
UpStream	243	0.95	Level	8	0	0.962	1.00	266	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 746.90 (Equation 13-6 or 13-7) P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 1616 pc/h V ₃ or V _{av34} = 992 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 1616 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = using Equation (Exhibit 13-7) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity	LOS F?			Actual	Capacity	LOS F?	
V _{FO}	3050	Exhibit 13-8	No		V _F	Exhibit 13-8			
					V _{FO} = V _F - V _R	Exhibit 13-8			
					V _R	Exhibit 13-10			
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}	2058	Exhibit 13-8	4600:All No		V ₁₂	Exhibit 13-8			
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 11.9 (pc/mi/ln) LOS = B (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.247 (Exhibit 13-11)					D _s = (Exhibit 13-12)				
S _R = 63.1 mph (Exhibit 13-11)					S _R = mph (Exhibit 13-12)				
S ₀ = 68.2 mph (Exhibit 13-11)					S ₀ = mph (Exhibit 13-12)				
S = 64.7 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB & NB Loop Ramp w/On						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	AM Peak Hour	Analysis Year	2018						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N		3		Downstream Adj Ramp				
<input type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N		1		<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On				
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A		1500		<input type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = ft	Deceleration Lane Length L _D				L _{down} = 1030 ft				
V _u = veh/h	Freeway Volume, V _F		2382		V _D = 407 veh/h				
	Ramp Volume, V _R		404						
	Freeway Free-Flow Speed, S _{FF}		70.0						
	Ramp Free-Flow Speed, S _{FR}		35.0						
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2382	0.95	Level	8	0	0.962	1.00	2608	
Ramp	404	0.95	Level	8	0	0.962	1.00	442	
UpStream									
DownStream	407	0.95	Level	8	0	0.962	1.00	446	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) L _{EQ} = P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 1616 pc/h V ₃ or V _{av34} = 992 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 1616 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) L _{EQ} = P _{FD} = V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	3050	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	2058	Exhibit 13-8	4600:All	No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 11.9 (pc/mi/ln) LOS = B (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.247 (Exhibit 13-11) S _R = 63.1 mph (Exhibit 13-11) S ₀ = 68.2 mph (Exhibit 13-11) S = 64.7 mph (Exhibit 13-13)					D _s = (Exhibit 13-12) S _R = mph (Exhibit 13-12) S ₀ = mph (Exhibit 13-12) S = mph (Exhibit 13-13)				

Timings
 6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

I-95 at PBP - 2018 AM

2/8/2016

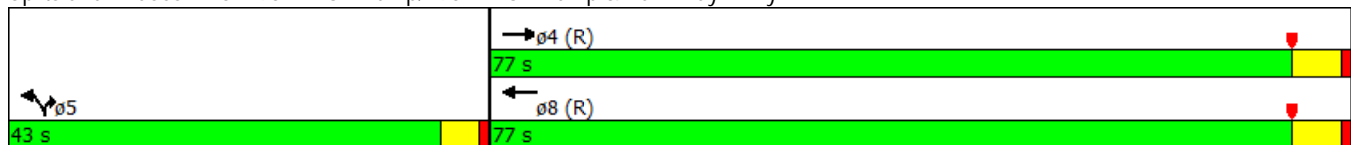


Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Volume (vph)	533	404	372	407	137	105
Turn Type	NA	Free	NA	Free	Prot	Prot
Protected Phases	4		8		5	5
Permitted Phases		Free		Free		
Detector Phase	4		8		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	23.5		22.5		9.5	9.5
Total Split (s)	77.0		77.0		43.0	43.0
Total Split (%)	64.2%		64.2%		35.8%	35.8%
Yellow Time (s)	4.5		4.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min		None	None
Act Effct Green (s)	99.3	120.0	99.3	120.0	10.7	10.7
Actuated g/C Ratio	0.83	1.00	0.83	1.00	0.09	0.09
v/c Ratio	0.20	0.27	0.14	0.28	0.50	0.47
Control Delay	0.2	2.6	2.3	0.4	57.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.2	2.6	2.3	0.4	57.7	16.0
LOS	A	A	A	A	E	B
Approach Delay	1.3		1.3			
Approach LOS	A		A			

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 6.0
 Intersection Capacity Utilization 29.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy



Phasings
 6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

I-95 at PBP - 2018 AM

2/8/2016



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Protected Phases	4		8		5	5
Permitted Phases		Free		Free		
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	23.5		22.5		9.5	9.5
Total Split (s)	77.0		77.0		43.0	43.0
Total Split (%)	64.2%		64.2%		35.8%	35.8%
Maximum Green (s)	71.5		71.5		38.5	38.5
Yellow Time (s)	4.5		4.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	C-Min		C-Min		None	None
Walk Time (s)	7.0					
Flash Dont Walk (s)	11.0					
Pedestrian Calls (#/hr)	0					
90th %ile Green (s)	96.2		96.2		13.8	13.8
90th %ile Term Code	Coord		Coord		Gap	Gap
70th %ile Green (s)	98.0		98.0		12.0	12.0
70th %ile Term Code	Coord		Coord		Gap	Gap
50th %ile Green (s)	99.3		99.3		10.7	10.7
50th %ile Term Code	Coord		Coord		Gap	Gap
30th %ile Green (s)	100.6		100.6		9.4	9.4
30th %ile Term Code	Coord		Coord		Gap	Gap
10th %ile Green (s)	102.4		102.4		7.6	7.6
10th %ile Term Code	Coord		Coord		Gap	Gap

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Control Type: Actuated-Coordinated

Queues

6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

	→	↘	←	↙	↖	↗
Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	561	425	392	428	144	111
v/c Ratio	0.20	0.27	0.14	0.28	0.50	0.47
Control Delay	0.2	2.6	2.3	0.4	57.7	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.2	2.6	2.3	0.4	57.7	16.0
Queue Length 50th (ft)	0	73	23	0	55	0
Queue Length 95th (ft)	2	146	39	0	87	54
Internal Link Dist (ft)	1020		2667			
Turn Bay Length (ft)				650		
Base Capacity (vph)	2872	1553	2872	1553	1040	555
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.27	0.14	0.28	0.14	0.20
Intersection Summary						

HCM 2010 Signalized Intersection Summary
 6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

I-95 at PBP - 2018 AM
 2/8/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗	↗↗		↗			
Volume (veh/h)	0	533	404	0	372	407	137	0	105	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1827	1827	0	1827	1827	1759	0	1759			
Adj Flow Rate, veh/h	0	561	0	0	392	0	144	0	111			
Adj No. of Lanes	0	2	1	0	2	1	2	0	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	4	4	0	4	4	8	0	8			
Cap, veh/h	0	1505	673	0	1505	673	540	0	248			
Arrive On Green	0.00	0.87	0.00	0.00	0.43	0.00	0.17	0.00	0.17			
Sat Flow, veh/h	0	3563	1553	0	3563	1553	3250	0	1495			
Grp Volume(v), veh/h	0	561	0	0	392	0	144	0	111			
Grp Sat Flow(s),veh/h/ln	0	1736	1553	0	1736	1553	1625	0	1495			
Q Serve(g_s), s	0.0	0.8	0.0	0.0	1.8	0.0	1.0	0.0	1.7			
Cycle Q Clear(g_c), s	0.0	0.8	0.0	0.0	1.8	0.0	1.0	0.0	1.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1505	673	0	1505	673	540	0	248			
V/C Ratio(X)	0.00	0.37	0.00	0.00	0.26	0.00	0.27	0.00	0.45			
Avail Cap(c_a), veh/h	0	9939	4446	0	9939	4446	5011	0	2306			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.95	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	1.0	0.0	0.0	4.5	0.0	9.1	0.0	9.4			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.4	0.0	0.3	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	0.7	0.0	0.0	1.6	0.0	0.8	0.0	1.4			
LnGrp Delay(d),s/veh	0.0	1.7	0.0	0.0	4.9	0.0	9.3	0.0	10.6			
LnGrp LOS		A			A		A		B			
Approach Vol, veh/h		561			392			255				
Approach Delay, s/veh		1.7			4.9			9.9				
Approach LOS		A			A			A				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		8.6		111.4				111.4				
Change Period (Y+Rc), s		4.5		5.5				5.5				
Max Green Setting (Gmax), s		38.5		71.5				71.5				
Max Q Clear Time (g_c+I1), s		3.7		2.8				3.8				
Green Ext Time (p_c), s		0.8		7.0				7.0				
Intersection Summary												
HCM 2010 Ctrl Delay			4.5									
HCM 2010 LOS			A									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB & NB On Ramp						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	AM Peak Hour	Analysis Year	2018						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N	3	Downstream Adj Ramp						
<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On	Ramp Number of Lanes, N	1	<input type="checkbox"/> Yes <input type="checkbox"/> On						
<input type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A	1470	<input checked="" type="checkbox"/> No <input type="checkbox"/> Off						
L _{up} = 1030 ft	Deceleration Lane Length L _D		L _{down} = ft						
V _u = 404 veh/h	Freeway Volume, V _F	2786	V _D = veh/h						
	Ramp Volume, V _R	407							
	Freeway Free-Flow Speed, S _{FF}	70.0							
	Ramp Free-Flow Speed, S _{FR}	40.0							
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2786	0.95	Level	8	0	0.962	1.00	3050	
Ramp	407	0.95	Level	8	0	0.962	1.00	446	
UpStream	404	0.95	Level	8	0	0.962	1.00	442	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) L _{EQ} = P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 1887 pc/h V ₃ or V _{av34} = 1163 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 1887 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) L _{EQ} = P _{FD} = V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity	LOS F?			Actual	Capacity	LOS F?	
V _{FO}	3496	Exhibit 13-8	No		V _F	Exhibit 13-8			
					V _{FO} = V _F - V _R	Exhibit 13-8			
					V _R	Exhibit 13-10			
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}	2333	Exhibit 13-8	4600:All No		V ₁₂	Exhibit 13-8			
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 14.3 (pc/mi/ln) LOS = B (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.244 (Exhibit 13-11)					D _s = (Exhibit 13-12)				
S _R = 63.2 mph (Exhibit 13-11)					S _R = mph (Exhibit 13-12)				
S ₀ = 67.6 mph (Exhibit 13-11)					S ₀ = mph (Exhibit 13-12)				
S = 64.6 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	MPE	Highway/Direction of Travel <i>I-95 NB</i>	
Agency or Company	KAI	From/To	<i>North of Palm Bay Parkway</i>
Date Performed	2/3/2016	Jurisdiction	<i>D5</i>
Analysis Time Period	<i>AM Peak Hour</i>	Analysis Year	<i>2018</i>
Project Description <i>Palm Bay Parkway at I-95 Interchange - Parclo Alternative</i>			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	3193	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			<i>Level</i>
			Grade % Length
			<i>mi</i>
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	
0.962			
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph	mph	
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})		Design LOS	
1165	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV})	
x f _p)		pc/h/ln	
S	70.0	S	mph
D = v _p / S	16.6	D = v _p / S	pc/mi/ln
LOS	B	Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	MPE	Highway/Direction of Travel <i>I-95 SB</i>	
Agency or Company	KAI	From/To	<i>North of Palm Bay Parkway</i>
Date Performed	2/3/2016	Jurisdiction	<i>D5</i>
Analysis Time Period	<i>AM Peak Hour</i>	Analysis Year	<i>2018</i>
Project Description <i>Palm Bay Parkway at I-95 - Parclo Alternative</i>			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	2564	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			<i>Level</i>
			Grade % Length
			<i>mi</i>
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	
0.962			
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph	mph	
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})		Design LOS	
936	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV})	
x f _p)		pc/h/ln	
S	70.0	S	mph
D = v _p / S	13.4	D = v _p / S	pc/mi/ln
LOS	B	Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/SB						
Agency or Company	KAI	Junction	I-95 SB Off Ramp						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	AM Peak Hour	Analysis Year	2018						
Project Description I-95 and Palm Bay Parkway - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N 3				Downstream Adj Ramp				
<input type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N 1				<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On				
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A				<input type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = ft	Deceleration Lane Length L _D 1050				L _{down} = 3470 ft				
V _u = veh/h	Freeway Volume, V _F 2564				V _D = 277 veh/h				
	Ramp Volume, V _R 557								
	Freeway Free-Flow Speed, S _{FF} 70.0								
	Ramp Free-Flow Speed, S _{FR} 40.0								
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2564	0.95	Level	8	0	0.962	1.00	2807	
Ramp	557	0.95	Level	8	0	0.962	1.00	610	
UpStream									
DownStream	277	0.95	Level	8	0	0.962	1.00	303	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = 0.662 using Equation (Exhibit 13-7) V ₁₂ = 2064 pc/h V ₃ or V _{av34} 743 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	2807	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	2197	Exhibit 13-8	7200	No
					V _R	610	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}		Exhibit 13-8			V ₁₂	2064	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 12.6 (pc/mi/ln) LOS = B (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = (Exhibit 13-11)					D _S = 0.418 (Exhibit 13-12)				
S _R = mph (Exhibit 13-11)					S _R = 58.3 mph (Exhibit 13-12)				
S ₀ = mph (Exhibit 13-11)					S ₀ = 76.8 mph (Exhibit 13-12)				
S = mph (Exhibit 13-13)					S = 62.3 mph (Exhibit 13-13)				

Timings

3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

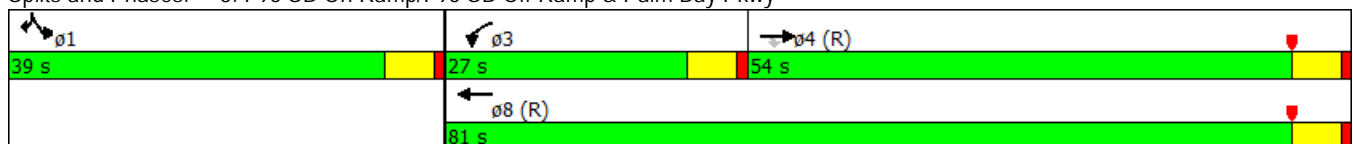
	→	↘	↙	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑	↘↙	↘↙
Volume (vph)	666	147	130	379	271	286
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	4		3	8	1	1
Permitted Phases		4				
Detector Phase	4	4	3	8	1	1
Switch Phase						
Minimum Initial (s)	25.0	25.0	10.0	25.0	15.0	15.0
Minimum Split (s)	30.5	30.5	15.5	30.5	23.5	23.5
Total Split (s)	54.0	54.0	27.0	81.0	39.0	39.0
Total Split (%)	45.0%	45.0%	22.5%	67.5%	32.5%	32.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	Min	C-Max	Min	Min
Act Effct Green (s)	75.6	75.6	10.9	92.1	16.9	16.9
Actuated g/C Ratio	0.63	0.63	0.09	0.77	0.14	0.14
v/c Ratio	0.22	0.15	0.45	0.15	0.62	0.48
Control Delay	10.1	2.0	54.1	2.5	54.6	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	2.0	54.1	2.5	54.6	7.5
LOS	B	A	D	A	D	A
Approach Delay	8.7			15.7		
Approach LOS	A			B		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 20 (17%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 17.0
 Intersection Capacity Utilization 49.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

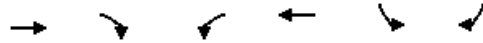
Splits and Phases: 3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy



Phasings
 3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

I-95 at PBP - 2018 AM

2/8/2016



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Protected Phases	4		3	8	1	1
Permitted Phases	4					
Minimum Initial (s)	25.0	25.0	10.0	25.0	15.0	15.0
Minimum Split (s)	30.5	30.5	15.5	30.5	23.5	23.5
Total Split (s)	54.0	54.0	27.0	81.0	39.0	39.0
Total Split (%)	45.0%	45.0%	22.5%	67.5%	32.5%	32.5%
Maximum Green (s)	48.5	48.5	21.5	75.5	33.5	33.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	Min	C-Max	Min	Min
Walk Time (s)	7.0	7.0		7.0		
Flash Dont Walk (s)	11.0	11.0		15.0		
Pedestrian Calls (#/hr)	0	0		0		
90th %ile Green (s)	69.2	69.2	13.1	87.8	21.2	21.2
90th %ile Term Code	Coord	Coord	Gap	Coord	Gap	Gap
70th %ile Green (s)	74.4	74.4	11.4	91.3	17.7	17.7
70th %ile Term Code	Coord	Coord	Gap	Coord	Gap	Gap
50th %ile Green (s)	77.5	77.5	10.2	93.2	15.8	15.8
50th %ile Term Code	Coord	Coord	Gap	Coord	Gap	Gap
30th %ile Green (s)	78.5	78.5	10.0	94.0	15.0	15.0
30th %ile Term Code	Coord	Coord	Min	Coord	Min	Min
10th %ile Green (s)	78.5	78.5	10.0	94.0	15.0	15.0
10th %ile Term Code	Coord	Coord	Min	Coord	Min	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 20 (17%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Control Type: Actuated-Coordinated

Queues

I-95 at PBP - 2018 AM

3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

2/8/2016

	→	↘	↙	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	701	155	137	399	285	301
v/c Ratio	0.22	0.15	0.45	0.15	0.62	0.48
Control Delay	10.1	2.0	54.1	2.5	54.6	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	2.0	54.1	2.5	54.6	7.5
Queue Length 50th (ft)	75	0	52	21	109	0
Queue Length 95th (ft)	116	28	82	35	148	42
Internal Link Dist (ft)	4470			1020		
Turn Bay Length (ft)		500	550		600	600
Base Capacity (vph)	3143	1035	603	2662	905	951
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.15	0.23	0.15	0.31	0.32
Intersection Summary						

HCM 2010 Signalized Intersection Summary
 3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

I-95 at PBP - 2018 AM

2/8/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↖	↑↑					↖		↗
Volume (veh/h)	0	666	147	130	379	0	0	0	0	271	0	286
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1827	1827	1827	1827	0				1759	0	1759
Adj Flow Rate, veh/h	0	701	155	137	399	0				285	0	301
Adj No. of Lanes	0	3	1	2	2	0				2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	4	4	4	4	0				8	0	8
Cap, veh/h	0	2941	916	332	2575	0				488	0	395
Arrive On Green	0.00	0.59	0.59	0.07	0.50	0.00				0.15	0.00	0.15
Sat Flow, veh/h	0	5152	1553	3375	3563	0				3250	0	2632
Grp Volume(v), veh/h	0	701	155	137	399	0				285	0	301
Grp Sat Flow(s),veh/h/ln	0	1663	1553	1688	1736	0				1625	0	1316
Q Serve(g_s), s	0.0	6.8	4.6	4.0	6.4	0.0				8.3	0.0	11.2
Cycle Q Clear(g_c), s	0.0	6.8	4.6	4.0	6.4	0.0				8.3	0.0	11.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2941	916	332	2575	0				488	0	395
V/C Ratio(X)	0.00	0.24	0.17	0.41	0.15	0.00				0.58	0.00	0.76
Avail Cap(c_a), veh/h	0	2941	916	713	2575	0				1070	0	866
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.98	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.0	9.5	44.7	8.2	0.0				40.3	0.0	41.5
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.8	0.1	0.0				1.1	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	5.7	3.7	3.4	5.6	0.0				6.8	0.0	7.6
LnGrp Delay(d),s/veh	0.0	10.2	9.9	45.5	8.3	0.0				41.4	0.0	44.6
LnGrp LOS		B	A	D	A					D		D
Approach Vol, veh/h		856			536						586	
Approach Delay, s/veh		10.1			17.8						43.0	
Approach LOS		B			B						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			15.5	83.7		20.8		99.2				
Change Period (Y+Rc), s			5.5	5.5		5.5		5.5				
Max Green Setting (Gmax), s			21.5	48.5		33.5		75.5				
Max Q Clear Time (g_c+I1), s			6.0	8.8		13.2		8.4				
Green Ext Time (p_c), s			0.3	9.1		2.1		9.5				
Intersection Summary												
HCM 2010 Ctrl Delay			22.0									
HCM 2010 LOS			C									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/SB						
Agency or Company	KAI	Junction	I-95 SB & SB On Ramp from PBP						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	AM Peak Hour	Analysis Year	2018						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N		3		Downstream Adj Ramp				
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N		1		<input type="checkbox"/> Yes <input type="checkbox"/> On				
<input type="checkbox"/> No <input checked="" type="checkbox"/> Off	Acceleration Lane Length, L _A		885		<input checked="" type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = 3470 ft	Deceleration Lane Length L _D				L _{down} = ft				
V _u = 557 veh/h	Freeway Volume, V _F		2007		V _D = veh/h				
	Ramp Volume, V _R		277						
	Freeway Free-Flow Speed, S _{FF}		70.0						
	Ramp Free-Flow Speed, S _{FR}		40.0						
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2007	0.95	Level	8	0	0.962	1.00	2197	
Ramp	277	0.95	Level	8	0	0.962	1.00	303	
UpStream	557	0.95	Level	8	0	0.962	1.00	610	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 617.74 (Equation 13-6 or 13-7) P _{FM} = 0.602 using Equation (Exhibit 13-6) V ₁₂ = 1323 pc/h V ₃ or V _{av34} = 874 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 1323 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = using Equation (Exhibit 13-7) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	2500	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	1626	Exhibit 13-8	4600:All	No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 12.5 (pc/mi/ln) LOS = B (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.270 (Exhibit 13-11)					D _s = (Exhibit 13-12)				
S _R = 62.4 mph (Exhibit 13-11)					S _R = mph (Exhibit 13-12)				
S ₀ = 68.7 mph (Exhibit 13-11)					S ₀ = mph (Exhibit 13-12)				
S = 64.5 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	MPE	Highway/Direction of Travel	I-95 SB
Agency or Company	KAI	From/To	South of Palm Bay Parkway
Date Performed	2-3-2016	Jurisdiction	D5
Analysis Time Period	AM Peak Hour	Analysis Year	2018
Project Description <i>Palm Bay Parkway at I-95 - Parclo Alternative</i>			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	<input type="checkbox"/> Planning Data
Flow Inputs			
Volume, V	2284	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	%Trucks and Buses, P _T
Peak-Hr Prop. of AADT, K			%RVs, P _R
Peak-Hr Direction Prop, D			General Terrain:
DDHV = AADT x K x D		veh/h	Grade % Length
			Up/Down %
			0.95
			8
			0
			Level
			mi
Calculate Flow Adjustments			
f _p	1.00		E _R
E _T	1.5		f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]
			1.2
			0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width		ft	
Rt-Side Lat. Clearance		ft	f _{LW}
Number of Lanes, N	3		f _{LC}
Total Ramp Density, TRD		ramps/mi	TRD Adjustment
FFS (measured)	70.0	mph	FFS
Base free-flow Speed, BFFS		mph	70.0
			mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})	833	pc/h/ln	Design LOS
x f _p)			v _p = (V or DDHV) / (PHF x N x f _{HV})
S	70.0	mph	x f _p)
D = v _p / S	11.9	pc/mi/ln	S
LOS	B		D = v _p / S
			Required Number of Lanes, N
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET					
General Information			Site Information		
Analyst	MPE		Highway/Direction of Travel <i>I-95 NB</i>		
Agency or Company	KAI		From/To <i>South of Palm Bay Parkway</i>		
Date Performed	2/3/2016		Jurisdiction <i>D5</i>		
Analysis Time Period	PM Peak Hour		Analysis Year <i>2018</i>		
Project Description <i>Palm Bay Parkway at I-95 - Parclo Alternative</i>					
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)		<input type="checkbox"/> Planning Data	
Flow Inputs					
Volume, V	2255	veh/h	Peak-Hour Factor, PHF	<i>0.95</i>	
AADT		veh/day	%Trucks and Buses, P _T	<i>8</i>	
Peak-Hr Prop. of AADT, K			%RVs, P _R	<i>0</i>	
Peak-Hr Direction Prop, D			General Terrain: <i>Level</i>		
DDHV = AADT x K x D		veh/h	Grade %	Length	<i>mi</i>
			Up/Down %		
Calculate Flow Adjustments					
f _p	<i>1.00</i>		E _R	<i>1.2</i>	
E _T	<i>1.5</i>		f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)] <i>0.962</i>		
Speed Inputs			Calc Speed Adj and FFS		
Lane Width		ft			
Rt-Side Lat. Clearance		ft	f _{LW}	mph	
Number of Lanes, N	<i>3</i>		f _{LC}	mph	
Total Ramp Density, TRD		ramps/mi	TRD Adjustment		
FFS (measured)	<i>70.0</i>	mph	FFS	<i>70.0</i>	mph
Base free-flow Speed, BFFS		mph			
LOS and Performance Measures			Design (N)		
<u>Operational (LOS)</u>			<u>Design (N)</u>		
v _p = (V or DDHV) / (PHF x N x f _{HV})	<i>823</i>	pc/h/ln	Design LOS		
x f _p)			v _p = (V or DDHV) / (PHF x N x f _{HV})		
S	<i>70.0</i>	mph	x f _p)		
D = v _p / S	<i>11.8</i>	pc/mi/ln	S		
LOS	<i>B</i>		D = v _p / S		
			Required Number of Lanes, N		
Glossary			Factor Location		
N - Number of lanes	S - Speed		E _R - Exhibits 11-10, 11-12		f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density		E _T - Exhibits 11-10, 11-11, 11-13		f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed		f _p - Page 11-18		TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v _p - Exhibits 11-2, 11-3		
DDHV - Directional design hour volume					

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB Off Ramp						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	PM Peak Hour	Analysis Year	2018						
Project Description I-95 and Palm Bay Parkway - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N 3				Downstream Adj Ramp				
<input type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N 1				<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On				
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A				<input type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = ft	Deceleration Lane Length L _D 600				L _{down} = 1590 ft				
V _u = veh/h	Freeway Volume, V _F 2255				V _D = 290 veh/h				
	Ramp Volume, V _R 278								
	Freeway Free-Flow Speed, S _{FF} 70.0								
	Ramp Free-Flow Speed, S _{FR} 40.0								
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2255	0.95	Level	8	0	0.962	1.00	2469	
Ramp	278	0.95	Level	8	0	0.962	1.00	304	
UpStream									
DownStream	290	0.95	Level	8	0	0.962	1.00	317	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = 0.684 using Equation (Exhibit 13-7) V ₁₂ = 1785 pc/h V ₃ or V _{av34} 684 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	2469	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	2165	Exhibit 13-8	7200	No
					V _R	304	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}		Exhibit 13-8			V ₁₂	1785	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 14.2 (pc/mi/ln) LOS = B (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = (Exhibit 13-11)					D _S = 0.390 (Exhibit 13-12)				
S _R = mph (Exhibit 13-11)					S _R = 59.1 mph (Exhibit 13-12)				
S ₀ = mph (Exhibit 13-11)					S ₀ = 76.8 mph (Exhibit 13-12)				
S = mph (Exhibit 13-13)					S = 63.1 mph (Exhibit 13-13)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB & NB Loop Ramp w/Off						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	PM Peak Hour	Analysis Year	2018						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N		3		Downstream Adj Ramp				
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N		1		<input type="checkbox"/> Yes <input type="checkbox"/> On				
<input type="checkbox"/> No <input checked="" type="checkbox"/> Off	Acceleration Lane Length, L _A		1500		<input checked="" type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = 1590 ft	Deceleration Lane Length L _D				L _{down} = ft				
V _u = 278 veh/h	Freeway Volume, V _F		1977		V _D = veh/h				
	Ramp Volume, V _R		290						
	Freeway Free-Flow Speed, S _{FF}		70.0						
	Ramp Free-Flow Speed, S _{FR}		35.0						
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	1977	0.95	Level	8	0	0.962	1.00	2164	
Ramp	290	0.95	Level	8	0	0.962	1.00	317	
UpStream	278	0.95	Level	8	0	0.962	1.00	304	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 625.13 (Equation 13-6 or 13-7) P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 1341 pc/h V ₃ or V _{av34} = 823 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 1341 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = using Equation (Exhibit 13-7) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	2481	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	1658	Exhibit 13-8	4600:All	No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 8.9 (pc/mi/ln) LOS = A (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.236 (Exhibit 13-11)					D _s = (Exhibit 13-12)				
S _R = 63.4 mph (Exhibit 13-11)					S _R = mph (Exhibit 13-12)				
S ₀ = 68.8 mph (Exhibit 13-11)					S ₀ = mph (Exhibit 13-12)				
S = 65.1 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB & NB Loop Ramp w/On						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	PM Peak Hour	Analysis Year	2018						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N	3	Downstream Adj Ramp						
<input type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N	1	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On						
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A	1500	<input type="checkbox"/> No <input type="checkbox"/> Off						
L _{up} = ft	Deceleration Lane Length L _D		L _{down} =	1030 ft					
V _u = veh/h	Freeway Volume, V _F	1977	V _D =	331 veh/h					
	Ramp Volume, V _R	290							
	Freeway Free-Flow Speed, S _{FF}	70.0							
	Ramp Free-Flow Speed, S _{FR}	35.0							
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	1977	0.95	Level	8	0	0.962	1.00	2164	
Ramp	290	0.95	Level	8	0	0.962	1.00	317	
UpStream									
DownStream	331	0.95	Level	8	0	0.962	1.00	362	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) L _{EQ} = P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 1341 pc/h V ₃ or V _{av34} = 823 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 1341 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) L _{EQ} = P _{FD} = V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	2481	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	1658	Exhibit 13-8	4600:All	No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 8.9 (pc/mi/ln) LOS = A (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S =	0.236 (Exhibit 13-11)				D _s =	(Exhibit 13-12)			
S _R =	63.4 mph (Exhibit 13-11)				S _R =	mph (Exhibit 13-12)			
S ₀ =	68.8 mph (Exhibit 13-11)				S ₀ =	mph (Exhibit 13-12)			
S =	65.1 mph (Exhibit 13-13)				S =	mph (Exhibit 13-13)			

Timings
6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

I-95 at PBP - 2018 PM

2/8/2016

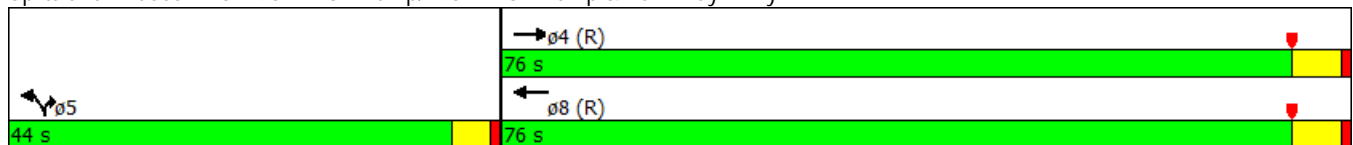
	→	↘	←	↙	↖	↗
Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Volume (vph)	580	290	384	331	153	125
Turn Type	NA	Free	NA	Free	Prot	Prot
Protected Phases	4		8		5	5
Permitted Phases		Free		Free		
Detector Phase	4		8		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	23.5		22.5		9.5	9.5
Total Split (s)	76.0		76.0		44.0	44.0
Total Split (%)	63.3%		63.3%		36.7%	36.7%
Yellow Time (s)	4.5		4.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min		None	None
Act Effct Green (s)	98.7	120.0	98.7	120.0	11.3	11.3
Actuated g/C Ratio	0.82	1.00	0.82	1.00	0.09	0.09
v/c Ratio	0.21	0.20	0.14	0.22	0.53	0.51
Control Delay	0.3	1.8	2.4	0.3	57.7	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.3	1.8	2.4	0.3	57.7	15.4
LOS	A	A	A	A	E	B
Approach Delay	0.8		1.4			
Approach LOS	A		A			

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 6.7
 Intersection Capacity Utilization 32.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy



Phasings
 6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

I-95 at PBP - 2018 PM
 2/8/2016



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Protected Phases	4		8		5	5
Permitted Phases		Free		Free		
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	23.5		22.5		9.5	9.5
Total Split (s)	76.0		76.0		44.0	44.0
Total Split (%)	63.3%		63.3%		36.7%	36.7%
Maximum Green (s)	70.5		70.5		39.5	39.5
Yellow Time (s)	4.5		4.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	C-Min		C-Min		None	None
Walk Time (s)	7.0					
Flash Dont Walk (s)	11.0					
Pedestrian Calls (#/hr)	0					
90th %ile Green (s)	95.4		95.4		14.6	14.6
90th %ile Term Code	Coord		Coord		Gap	Gap
70th %ile Green (s)	97.3		97.3		12.7	12.7
70th %ile Term Code	Coord		Coord		Gap	Gap
50th %ile Green (s)	98.7		98.7		11.3	11.3
50th %ile Term Code	Coord		Coord		Gap	Gap
30th %ile Green (s)	100.0		100.0		10.0	10.0
30th %ile Term Code	Coord		Coord		Gap	Gap
10th %ile Green (s)	101.9		101.9		8.1	8.1
10th %ile Term Code	Coord		Coord		Gap	Gap

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Control Type: Actuated-Coordinated

Queues

6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

	→	↘	←	↙	↖	↗
Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	611	305	404	348	161	132
v/c Ratio	0.21	0.20	0.14	0.22	0.53	0.51
Control Delay	0.3	1.8	2.4	0.3	57.7	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.3	1.8	2.4	0.3	57.7	15.4
Queue Length 50th (ft)	0	0	25	0	62	0
Queue Length 95th (ft)	3	91	42	0	95	58
Internal Link Dist (ft)	1020		2667			
Turn Bay Length (ft)				650		
Base Capacity (vph)	2853	1553	2853	1553	1067	580
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.20	0.14	0.22	0.15	0.23
Intersection Summary						

HCM 2010 Signalized Intersection Summary
 6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

I-95 at PBP - 2018 PM
 2/8/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗	↗↗		↗			
Volume (veh/h)	0	580	290	0	384	331	153	0	125	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1827	1827	0	1827	1827	1759	0	1759			
Adj Flow Rate, veh/h	0	611	0	0	404	0	161	0	132			
Adj No. of Lanes	0	2	1	0	2	1	2	0	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	4	4	0	4	4	8	0	8			
Cap, veh/h	0	1543	690	0	1543	690	556	0	256			
Arrive On Green	0.00	0.89	0.00	0.00	0.44	0.00	0.17	0.00	0.17			
Sat Flow, veh/h	0	3563	1553	0	3563	1553	3250	0	1495			
Grp Volume(v), veh/h	0	611	0	0	404	0	161	0	132			
Grp Sat Flow(s),veh/h/ln	0	1736	1553	0	1736	1553	1625	0	1495			
Q Serve(g_s), s	0.0	0.8	0.0	0.0	1.9	0.0	1.1	0.0	2.1			
Cycle Q Clear(g_c), s	0.0	0.8	0.0	0.0	1.9	0.0	1.1	0.0	2.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1543	690	0	1543	690	556	0	256			
V/C Ratio(X)	0.00	0.40	0.00	0.00	0.26	0.00	0.29	0.00	0.52			
Avail Cap(c_a), veh/h	0	9410	4210	0	9410	4210	4937	0	2271			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.93	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.8	0.0	0.0	4.5	0.0	9.4	0.0	9.8			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.4	0.0	0.3	0.0	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	0.7	0.0	0.0	1.8	0.0	0.9	0.0	1.7			
LnGrp Delay(d),s/veh	0.0	1.6	0.0	0.0	5.0	0.0	9.7	0.0	11.4			
LnGrp LOS		A			A		A		B			
Approach Vol, veh/h		611			404			293				
Approach Delay, s/veh		1.6			5.0			10.5				
Approach LOS		A			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		8.9		111.1				111.1				
Change Period (Y+Rc), s		4.5		5.5				5.5				
Max Green Setting (Gmax), s		39.5		70.5				70.5				
Max Q Clear Time (g_c+I1), s		4.1		2.8				3.9				
Green Ext Time (p_c), s		1.0		7.7				7.7				
Intersection Summary												
HCM 2010 Ctrl Delay			4.6									
HCM 2010 LOS			A									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB & NB Off Ramp						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	PM Peak Hour	Analysis Year	2018						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N		3		Downstream Adj Ramp				
<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On	Ramp Number of Lanes, N		1		<input type="checkbox"/> Yes <input type="checkbox"/> On				
<input type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A		1470		<input checked="" type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = 1030 ft	Deceleration Lane Length L _D				L _{down} = ft				
V _u = 290 veh/h	Freeway Volume, V _F		2267		V _D = veh/h				
	Ramp Volume, V _R		331						
	Freeway Free-Flow Speed, S _{FF}		70.0						
	Ramp Free-Flow Speed, S _{FR}		35.0						
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2267	0.95	Level	8	0	0.962	1.00	2482	
Ramp	331	0.95	Level	8	0	0.962	1.00	362	
UpStream	290	0.95	Level	8	0	0.962	1.00	317	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) L _{EQ} = P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 1536 pc/h V ₃ or V _{av34} = 946 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 1536 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) L _{EQ} = P _{FD} = V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	2844	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	1898	Exhibit 13-8	4600:All	No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 10.9 (pc/mi/ln) LOS = B (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.244 (Exhibit 13-11)					D _s = (Exhibit 13-12)				
S _R = 63.2 mph (Exhibit 13-11)					S _R = mph (Exhibit 13-12)				
S ₀ = 68.4 mph (Exhibit 13-11)					S ₀ = mph (Exhibit 13-12)				
S = 64.8 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	MPE	Highway/Direction of Travel <i>I-95 NB</i>	
Agency or Company	KAI	From/To	<i>North of Palm Bay Parkway</i>
Date Performed	2/3/2016	Jurisdiction	<i>D5</i>
Analysis Time Period	<i>PM Peak Hour</i>	Analysis Year	<i>2018</i>
Project Description <i>Palm Bay Parkway at I-95 - Parclo Alternative</i>			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	2598	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			<i>Level</i>
			Grade % Length
			<i>mi</i>
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	
0.962			
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph	mph	
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})		Design LOS	
948	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV})	
x f _p)		pc/h/ln	
S	70.0	S	mph
D = v _p / S	13.5	D = v _p / S	pc/mi/ln
LOS	B	Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	MPE	Highway/Direction of Travel <i>I-95 SB</i>	
Agency or Company	KAI	From/To	<i>North of Palm Bay Parkway</i>
Date Performed	2/3/2016	Jurisdiction	<i>D5</i>
Analysis Time Period	<i>PM Peak Hour</i>	Analysis Year	<i>2018</i>
Project Description <i>Palm Bay Parkway at I-95 - Parclo Alternative</i>			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	3150	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			<i>Level</i>
			Grade % Length
			<i>mi</i>
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	
0.962			
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})		Design LOS	
1149	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV})	
x f _p)		pc/h/ln	
S	70.0	S	mph
D = v _p / S	16.4	D = v _p / S	pc/mi/ln
LOS	B	Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/SB						
Agency or Company	KAI	Junction	I-95 SB Off Ramp						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	PM Peak Hour	Analysis Year	2018						
Project Description I-95 and Palm Bay Parkway - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N 3				Downstream Adj Ramp				
<input type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N 1				<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On				
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A				<input type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = ft	Deceleration Lane Length L _D 1050				L _{down} = 3470 ft				
V _u = veh/h	Freeway Volume, V _F 3150				V _D = 263 veh/h				
	Ramp Volume, V _R 753								
	Freeway Free-Flow Speed, S _{FF} 70.0								
	Ramp Free-Flow Speed, S _{FR} 40.0								
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3150	0.95	Level	8	0	0.962	1.00	3448	
Ramp	753	0.95	Level	8	0	0.962	1.00	824	
UpStream									
DownStream	263	0.95	Level	8	0	0.962	1.00	288	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = 0.636 using Equation (Exhibit 13-7) V ₁₂ = 2493 pc/h V ₃ or V _{av34} 955 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	3448	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	2624	Exhibit 13-8	7200	No
					V _R	824	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}		Exhibit 13-8			V ₁₂	2493	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 16.2 (pc/mi/ln) LOS = B (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = (Exhibit 13-11)					D _S = 0.437 (Exhibit 13-12)				
S _R = mph (Exhibit 13-11)					S _R = 57.8 mph (Exhibit 13-12)				
S ₀ = mph (Exhibit 13-11)					S ₀ = 76.8 mph (Exhibit 13-12)				
S = mph (Exhibit 13-13)					S = 62.0 mph (Exhibit 13-13)				

Timings

3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

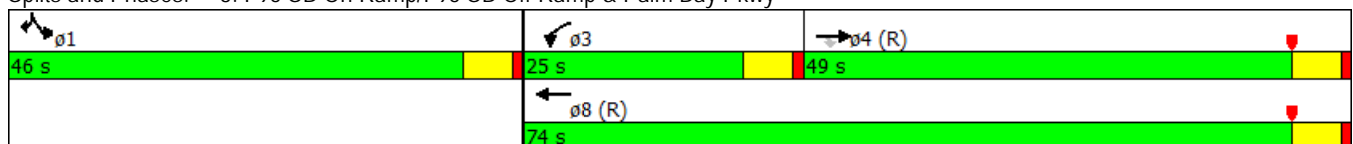
	→	↘	↙	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑	↑↑	↑↑
Volume (vph)	521	140	123	414	349	404
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	4		3	8	1	1
Permitted Phases		4				
Detector Phase	4	4	3	8	1	1
Switch Phase						
Minimum Initial (s)	25.0	25.0	10.0	25.0	15.0	15.0
Minimum Split (s)	30.5	30.5	15.5	30.5	23.5	23.5
Total Split (s)	49.0	49.0	25.0	74.0	46.0	46.0
Total Split (%)	40.8%	40.8%	20.8%	61.7%	38.3%	38.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	Min	C-Max	Min	Min
Act Effct Green (s)	72.8	72.8	10.8	89.1	19.9	19.9
Actuated g/C Ratio	0.61	0.61	0.09	0.74	0.17	0.17
v/c Ratio	0.18	0.15	0.43	0.17	0.68	0.54
Control Delay	11.2	2.4	53.7	3.1	53.4	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	2.4	53.7	3.1	53.4	6.5
LOS	B	A	D	A	D	A
Approach Delay	9.3			14.7		
Approach LOS	A			B		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 18 (15%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 18.1
 Intersection Capacity Utilization 51.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

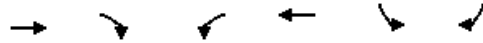
Splits and Phases: 3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy



Phasings
 3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

I-95 at PBP - 2018 PM

2/8/2016



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Protected Phases	4		3	8	1	1
Permitted Phases	4					
Minimum Initial (s)	25.0	25.0	10.0	25.0	15.0	15.0
Minimum Split (s)	30.5	30.5	15.5	30.5	23.5	23.5
Total Split (s)	49.0	49.0	25.0	74.0	46.0	46.0
Total Split (%)	40.8%	40.8%	20.8%	61.7%	38.3%	38.3%
Maximum Green (s)	43.5	43.5	19.5	68.5	40.5	40.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	Min	C-Max	Min	Min
Walk Time (s)	7.0	7.0		7.0		
Flash Dont Walk (s)	11.0	11.0		15.0		
Pedestrian Calls (#/hr)	0	0		0		
90th %ile Green (s)	65.0	65.0	12.7	83.2	25.8	25.8
90th %ile Term Code	Coord	Coord	Gap	Coord	Gap	Gap
70th %ile Green (s)	70.4	70.4	11.1	87.0	22.0	22.0
70th %ile Term Code	Coord	Coord	Gap	Coord	Gap	Gap
50th %ile Green (s)	73.6	73.6	10.0	89.1	19.9	19.9
50th %ile Term Code	Coord	Coord	Min	Coord	Gap	Gap
30th %ile Green (s)	76.6	76.6	10.0	92.1	16.9	16.9
30th %ile Term Code	Coord	Coord	Min	Coord	Gap	Gap
10th %ile Green (s)	78.5	78.5	10.0	94.0	15.0	15.0
10th %ile Term Code	Coord	Coord	Min	Coord	Min	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 18 (15%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Control Type: Actuated-Coordinated

Queues













3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

	→	↘	↙	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	548	147	129	436	367	425
v/c Ratio	0.18	0.15	0.43	0.17	0.68	0.54
Control Delay	11.2	2.4	53.7	3.1	53.4	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	2.4	53.7	3.1	53.4	6.5
Queue Length 50th (ft)	63	0	49	27	139	0
Queue Length 95th (ft)	98	30	78	44	180	45
Internal Link Dist (ft)	4470			1020		
Turn Bay Length (ft)		500	550		600	600
Base Capacity (vph)	3026	1000	547	2576	1094	1169
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.15	0.24	0.17	0.34	0.36

Intersection Summary

HCM 2010 Signalized Intersection Summary
 3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

I-95 at PBP - 2018 PM
 2/8/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↖	↑↑					↖		↗
Volume (veh/h)	0	521	140	123	414	0	0	0	0	349	0	404
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1827	1827	1827	1827	0				1759	0	1759
Adj Flow Rate, veh/h	0	548	147	129	436	0				367	0	425
Adj No. of Lanes	0	3	1	2	2	0				2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	4	4	4	4	0				8	0	8
Cap, veh/h	0	2648	824	338	2382	0				662	0	536
Arrive On Green	0.00	0.53	0.53	0.20	1.00	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	5152	1553	3375	3563	0				3250	0	2632
Grp Volume(v), veh/h	0	548	147	129	436	0				367	0	425
Grp Sat Flow(s),veh/h/ln	0	1663	1553	1688	1736	0				1625	0	1316
Q Serve(g_s), s	0.0	5.8	4.9	3.3	0.0	0.0				10.1	0.0	15.3
Cycle Q Clear(g_c), s	0.0	5.8	4.9	3.3	0.0	0.0				10.1	0.0	15.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2648	824	338	2382	0				662	0	536
V/C Ratio(X)	0.00	0.21	0.18	0.38	0.18	0.00				0.55	0.00	0.79
Avail Cap(c_a), veh/h	0	2648	824	659	2382	0				1319	0	1068
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.98	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.3	12.1	37.2	0.0	0.0				35.7	0.0	37.8
Incr Delay (d2), s/veh	0.0	0.2	0.5	0.7	0.2	0.0				0.7	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	4.8	3.9	2.8	0.1	0.0				8.1	0.0	9.7
LnGrp Delay(d),s/veh	0.0	12.5	12.6	37.9	0.2	0.0				36.4	0.0	40.5
LnGrp LOS		B	B	D	A					D		D
Approach Vol, veh/h		695			565						792	
Approach Delay, s/veh		12.5			8.8						38.6	
Approach LOS		B			A						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			15.5	78.7		25.8		94.2				
Change Period (Y+Rc), s			5.5	5.5		5.5		5.5				
Max Green Setting (Gmax), s			19.5	43.5		40.5		68.5				
Max Q Clear Time (g_c+I1), s			5.3	7.8		17.3		2.0				
Green Ext Time (p_c), s			0.3	7.7		3.0		8.1				
Intersection Summary												
HCM 2010 Ctrl Delay			21.6									
HCM 2010 LOS			C									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/SB						
Agency or Company	KAI	Junction	I-95 SB & SB On Ramp from PBP						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	PM Peak Hour	Analysis Year	2018						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N	3	Downstream Adj Ramp						
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N	1	<input type="checkbox"/> Yes <input type="checkbox"/> On						
<input type="checkbox"/> No <input checked="" type="checkbox"/> Off	Acceleration Lane Length, L _A	885	<input checked="" type="checkbox"/> No <input type="checkbox"/> Off						
L _{up} = 3470 ft	Deceleration Lane Length L _D		L _{down} = ft						
V _u = 753 veh/h	Freeway Volume, V _F	2397	V _D = veh/h						
	Ramp Volume, V _R	263							
	Freeway Free-Flow Speed, S _{FF}	70.0							
	Ramp Free-Flow Speed, S _{FR}	40.0							
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2397	0.95	Level	8	0	0.962	1.00	2624	
Ramp	263	0.95	Level	8	0	0.962	1.00	288	
UpStream	753	0.95	Level	8	0	0.962	1.00	824	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 705.91 (Equation 13-6 or 13-7) P _{FM} = 0.602 using Equation (Exhibit 13-6) V ₁₂ = 1580 pc/h V ₃ or V _{av34} = 1044 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 1580 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = using Equation (Exhibit 13-7) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	2912	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	1868	Exhibit 13-8	4600:All	No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 14.4 (pc/mi/ln) LOS = B (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.275 (Exhibit 13-11)					D _s = (Exhibit 13-12)				
S _R = 62.3 mph (Exhibit 13-11)					S _R = mph (Exhibit 13-12)				
S ₀ = 68.0 mph (Exhibit 13-11)					S ₀ = mph (Exhibit 13-12)				
S = 64.2 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	MPE	Highway/Direction of Travel	I-95 SB
Agency or Company	KAI	From/To	South of Palm Bay Parkway
Date Performed	2/3/2016	Jurisdiction	D5
Analysis Time Period	PM Peak Hour	Analysis Year	2018
Project Description <i>Palm Bay Parkway at I-95 - Parclo Alternative</i>			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	<input type="checkbox"/> Planning Data
Flow Inputs			
Volume, V	2660	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	%Trucks and Buses, P _T
Peak-Hr Prop. of AADT, K			%RVs, P _R
Peak-Hr Direction Prop, D			General Terrain:
DDHV = AADT x K x D		veh/h	Grade % Length
			Up/Down %
			0.95
			8
			0
			Level
			mi
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width		ft	
Rt-Side Lat. Clearance		ft	f _{LW}
Number of Lanes, N	3		f _{LC}
Total Ramp Density, TRD		ramps/mi	TRD Adjustment
FFS (measured)	70.0	mph	FFS
Base free-flow Speed, BFFS		mph	70.0
			mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})	971	pc/h/ln	Design LOS
x f _p)			v _p = (V or DDHV) / (PHF x N x f _{HV})
S	70.0	mph	x f _p)
D = v _p / S	13.9	pc/mi/ln	S
LOS	B		D = v _p / S
			pc/mi/ln
			Required Number of Lanes, N
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	MPE	Highway/Direction of Travel	I-95 NB
Agency or Company	KAI	From/To	South of Palm Bay Parkway
Date Performed	2/3/2016	Jurisdiction	D5
Analysis Time Period	AM Peak Hour	Analysis Year	2040
Project Description <i>Palm Bay Parkway at I-95 - Parclo Alternative</i>			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	4551	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain: Level
			Grade % Length mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft	f _{LW}	mph
Rt-Side Lat. Clearance	ft	f _{LC}	mph
Number of Lanes, N	3	TRD Adjustment	mph
Total Ramp Density, TRD	ramps/mi	FFS	70.0
FFS (measured)	70.0	mph	mph
Base free-flow Speed, BFFS	mph		
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})	1661	Design LOS	pc/h/ln
x f _p)		v _p = (V or DDHV) / (PHF x N x f _{HV})	pc/h/ln
S	67.5	x f _p)	
D = v _p / S	24.6	S	mph
LOS	C	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB Off Ramp						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	AM Peak Hour	Analysis Year	2040						
Project Description I-95 and Palm Bay Parkway - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N 3				Downstream Adj Ramp				
<input type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N 1				<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On				
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A				<input type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = ft	Deceleration Lane Length L _D 600				L _{down} = 1590 ft				
V _u = veh/h	Freeway Volume, V _F 4551				V _D = 930 veh/h				
	Ramp Volume, V _R 607								
	Freeway Free-Flow Speed, S _{FF} 70.0								
	Ramp Free-Flow Speed, S _{FR} 40.0								
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	4551	0.95	Level	8	0	0.962	1.00	4982	
Ramp	607	0.95	Level	8	0	0.962	1.00	665	
UpStream									
DownStream	930	0.95	Level	8	0	0.962	1.00	1018	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = 0.605 using Equation (Exhibit 13-7) V ₁₂ = 3276 pc/h V ₃ or V _{av34} 1706 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	4982	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	4317	Exhibit 13-8	7200	No
					V _R	665	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}		Exhibit 13-8			V ₁₂	3276	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 27.0 (pc/mi/ln) LOS = C (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = (Exhibit 13-11)					D _S = 0.423 (Exhibit 13-12)				
S _R = mph (Exhibit 13-11)					S _R = 58.2 mph (Exhibit 13-12)				
S ₀ = mph (Exhibit 13-11)					S ₀ = 74.0 mph (Exhibit 13-12)				
S = mph (Exhibit 13-13)					S = 62.8 mph (Exhibit 13-13)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB & NB Loop Ramp w/Off						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	AM Peak Hour	Analysis Year	2040						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N		3		Downstream Adj Ramp				
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N		1		<input type="checkbox"/> Yes <input type="checkbox"/> On				
<input type="checkbox"/> No <input checked="" type="checkbox"/> Off	Acceleration Lane Length, L _A		1500		<input checked="" type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = 1590 ft	Deceleration Lane Length L _D				L _{down} = ft				
V _u = 607 veh/h	Freeway Volume, V _F		3944		V _D = veh/h				
	Ramp Volume, V _R		930						
	Freeway Free-Flow Speed, S _{FF}		70.0						
	Ramp Free-Flow Speed, S _{FR}		35.0						
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3944	0.95	Level	8	0	0.962	1.00	4318	
Ramp	930	0.95	Level	8	0	0.962	1.00	1018	
UpStream	607	0.95	Level	8	0	0.962	1.00	665	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 1236.10 (Equation 13-6 or 13-7) P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 2675 pc/h V ₃ or V _{av34} = 1643 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 2675 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = using Equation (Exhibit 13-7) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	5336	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	3693	Exhibit 13-8	4600:All	No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 24.4 (pc/mi/ln) LOS = C (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.373 (Exhibit 13-11)					D _s = (Exhibit 13-12)				
S _R = 59.6 mph (Exhibit 13-11)					S _R = mph (Exhibit 13-12)				
S ₀ = 65.9 mph (Exhibit 13-11)					S ₀ = mph (Exhibit 13-12)				
S = 61.4 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB & NB Loop Ramp w/On						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	AM Peak Hour	Analysis Year	2040						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N		3		Downstream Adj Ramp				
<input type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N		1		<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On				
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A		1500		<input type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = ft	Deceleration Lane Length L _D				L _{down} = 1030 ft				
V _u = veh/h	Freeway Volume, V _F		3944		V _D = 812 veh/h				
	Ramp Volume, V _R		930						
	Freeway Free-Flow Speed, S _{FF}		70.0						
	Ramp Free-Flow Speed, S _{FR}		35.0						
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3944	0.95	Level	8	0	0.962	1.00	4318	
Ramp	930	0.95	Level	8	0	0.962	1.00	1018	
UpStream									
DownStream	812	0.95	Level	8	0	0.962	1.00	889	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) L _{EQ} = P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 2675 pc/h V ₃ or V _{av34} = 1643 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 2675 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) L _{EQ} = P _{FD} = V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	5336	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	3693	Exhibit 13-8	4600:All	No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 24.4 (pc/mi/ln) LOS = C (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.373 (Exhibit 13-11)					D _s = (Exhibit 13-12)				
S _R = 59.6 mph (Exhibit 13-11)					S _R = mph (Exhibit 13-12)				
S ₀ = 65.9 mph (Exhibit 13-11)					S ₀ = mph (Exhibit 13-12)				
S = 61.4 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

Timings
6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

I-95 at PBP - 2040 AM

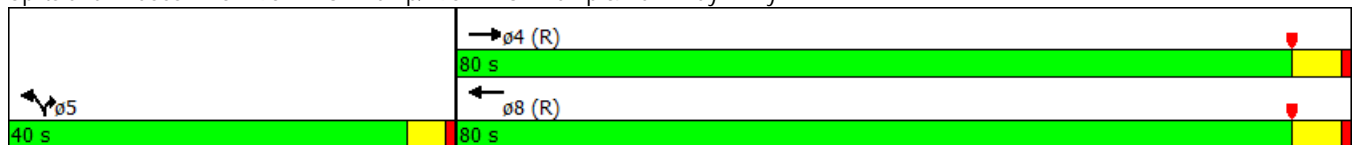
2/8/2016

	→	↘	←	↙	↖	↗
Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Volume (vph)	1287	930	1048	812	356	251
Turn Type	NA	Free	NA	Free	Prot	Prot
Protected Phases	4		8		5	5
Permitted Phases		Free		Free		
Detector Phase	4		8		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	23.5		22.5		9.5	9.5
Total Split (s)	80.0		80.0		40.0	40.0
Total Split (%)	66.7%		66.7%		33.3%	33.3%
Yellow Time (s)	4.5		4.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min		None	None
Act Effct Green (s)	87.2	120.0	87.2	120.0	22.8	22.8
Actuated g/C Ratio	0.73	1.00	0.73	1.00	0.19	0.19
v/c Ratio	0.54	0.63	0.44	0.55	0.61	0.80
Control Delay	4.3	16.4	8.0	1.4	47.9	52.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	16.4	8.0	1.4	47.9	52.5
LOS	A	B	A	A	D	D
Approach Delay	9.4		5.1			
Approach LOS	A		A			

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 12.9
 Intersection Capacity Utilization 59.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

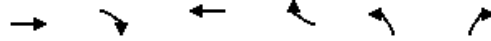
Splits and Phases: 6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy



Phasings
 6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

I-95 at PBP - 2040 AM

2/8/2016



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Protected Phases	4		8		5	5
Permitted Phases	Free		Free			
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	23.5		22.5		9.5	9.5
Total Split (s)	80.0		80.0		40.0	40.0
Total Split (%)	66.7%		66.7%		33.3%	33.3%
Maximum Green (s)	74.5		74.5		35.5	35.5
Yellow Time (s)	4.5		4.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	C-Min		C-Min		None	None
Walk Time (s)	7.0					
Flash Dont Walk (s)	11.0					
Pedestrian Calls (#/hr)	0					
90th %ile Green (s)	77.5		77.5		32.5	32.5
90th %ile Term Code	Coord		Coord		Gap	Gap
70th %ile Green (s)	83.6		83.6		26.4	26.4
70th %ile Term Code	Coord		Coord		Gap	Gap
50th %ile Green (s)	87.5		87.5		22.5	22.5
50th %ile Term Code	Coord		Coord		Gap	Gap
30th %ile Green (s)	91.4		91.4		18.6	18.6
30th %ile Term Code	Coord		Coord		Gap	Gap
10th %ile Green (s)	95.8		95.8		14.2	14.2
10th %ile Term Code	Coord		Coord		Gap	Gap

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Control Type: Actuated-Coordinated

Queues

6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

	→	↘	←	↙	↖	↗
Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1355	979	1103	855	375	264
v/c Ratio	0.54	0.63	0.44	0.55	0.61	0.80
Control Delay	4.3	16.4	8.0	1.4	47.9	52.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	16.4	8.0	1.4	47.9	52.5
Queue Length 50th (ft)	25	807	156	0	138	155
Queue Length 95th (ft)	317	445	264	0	170	230
Internal Link Dist (ft)	1020		2667			
Turn Bay Length (ft)				650		
Base Capacity (vph)	2521	1553	2521	1553	959	483
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.63	0.44	0.55	0.39	0.55
Intersection Summary						

HCM 2010 Signalized Intersection Summary
 6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

I-95 at PBP - 2040 AM
 2/8/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗	↗↗		↗			
Volume (veh/h)	0	1287	930	0	1048	812	356	0	251	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1827	1827	0	1827	1827	1759	0	1759			
Adj Flow Rate, veh/h	0	1355	0	0	1103	0	375	0	264			
Adj No. of Lanes	0	2	1	0	2	1	2	0	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	4	4	0	4	4	8	0	8			
Cap, veh/h	0	2225	995	0	2225	995	725	0	334			
Arrive On Green	0.00	1.00	0.00	0.00	0.64	0.00	0.22	0.00	0.22			
Sat Flow, veh/h	0	3563	1553	0	3563	1553	3250	0	1495			
Grp Volume(v), veh/h	0	1355	0	0	1103	0	375	0	264			
Grp Sat Flow(s),veh/h/ln	0	1736	1553	0	1736	1553	1625	0	1495			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	12.3	0.0	7.5	0.0	12.3			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	12.3	0.0	7.5	0.0	12.3			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2225	995	0	2225	995	725	0	334			
V/C Ratio(X)	0.00	0.61	0.00	0.00	0.50	0.00	0.52	0.00	0.79			
Avail Cap(c_a), veh/h	0	3516	1573	0	3516	1573	1569	0	722			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.62	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	6.9	0.0	25.1	0.0	27.0			
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.8	0.0	0.6	0.0	4.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	0.4	0.0	0.0	10.1	0.0	6.1	0.0	9.3			
LnGrp Delay(d),s/veh	0.0	0.8	0.0	0.0	7.7	0.0	25.7	0.0	31.2			
LnGrp LOS		A			A		C		C			
Approach Vol, veh/h		1355			1103			639				
Approach Delay, s/veh		0.8			7.7			27.9				
Approach LOS		A			A			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		20.9		99.1				99.1				
Change Period (Y+Rc), s		4.5		5.5				5.5				
Max Green Setting (Gmax), s		35.5		74.5				74.5				
Max Q Clear Time (g_c+I1), s		14.3		2.0				14.3				
Green Ext Time (p_c), s		2.2		35.8				32.8				
Intersection Summary												
HCM 2010 Ctrl Delay			8.9									
HCM 2010 LOS			A									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB & NB On Ramp						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	AM Peak Hour	Analysis Year	2040						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N		3		Downstream Adj Ramp				
<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On	Ramp Number of Lanes, N		1		<input type="checkbox"/> Yes <input type="checkbox"/> On				
<input type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A		1470		<input checked="" type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = 1030 ft	Deceleration Lane Length L _D				L _{down} = ft				
V _u = 930 veh/h	Freeway Volume, V _F		4874		V _D = veh/h				
	Ramp Volume, V _R		812						
	Freeway Free-Flow Speed, S _{FF}		70.0						
	Ramp Free-Flow Speed, S _{FR}		40.0						
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	4874	0.95	Level	8	0	0.962	1.00	5336	
Ramp	812	0.95	Level	8	0	0.962	1.00	889	
UpStream	930	0.95	Level	8	0	0.962	1.00	1018	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) L _{EQ} = P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 3301 pc/h V ₃ or V _{av34} = 2035 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 3301 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) L _{EQ} = P _{FD} = V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	6225	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	4190	Exhibit 13-8	4600:All	No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 28.5 (pc/mi/ln) LOS = D (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.461 (Exhibit 13-11) S _R = 57.1 mph (Exhibit 13-11) S ₀ = 64.5 mph (Exhibit 13-11) S = 59.3 mph (Exhibit 13-13)					D _s = (Exhibit 13-12) S _R = mph (Exhibit 13-12) S ₀ = mph (Exhibit 13-12) S = mph (Exhibit 13-13)				

BASIC FREEWAY SEGMENTS WORKSHEET																							
General Information			Site Information																				
Analyst	MPE	Highway/Direction of Travel		I-95 NB																			
Agency or Company	KAI	From/To	North of Palm Bay Parkway																				
Date Performed	2/3/2016	Jurisdiction	D5																				
Analysis Time Period	AM Peak Hour	Analysis Year	2040																				
Project Description <i>Palm Bay Parkway at I-95 Interchange - Parclo Alternative</i>																							
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)		<input type="checkbox"/> Planning Data																			
Flow Inputs																							
Volume, V	5686	veh/h	Peak-Hour Factor, PHF	0.95																			
AADT		veh/day	%Trucks and Buses, P _T	8																			
Peak-Hr Prop. of AADT, K			%RVs, P _R	0																			
Peak-Hr Direction Prop, D			General Terrain:	Level																			
DDHV = AADT x K x D		veh/h	Grade % Length	mi																			
			Up/Down %																				
Calculate Flow Adjustments																							
f _p	1.00		E _R	1.2																			
E _T	1.5		f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962																			
Speed Inputs			Calc Speed Adj and FFS																				
Lane Width		ft	<table style="width:100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">f_{LW}</td> <td style="padding: 5px;">mph</td> </tr> <tr> <td style="padding: 5px;">f_{LC}</td> <td style="padding: 5px;">mph</td> </tr> <tr> <td style="padding: 5px;">TRD Adjustment</td> <td style="padding: 5px;">mph</td> </tr> <tr> <td style="padding: 5px;">FFS</td> <td style="padding: 5px;">70.0</td> </tr> <tr> <td style="padding: 5px;">FFS (measured)</td> <td style="padding: 5px;">70.0</td> </tr> <tr> <td style="padding: 5px;">Base free-flow Speed, BFFS</td> <td style="padding: 5px;">mph</td> </tr> </table>			f _{LW}	mph	f _{LC}	mph	TRD Adjustment	mph	FFS	70.0	FFS (measured)	70.0	Base free-flow Speed, BFFS	mph						
f _{LW}	mph																						
f _{LC}	mph																						
TRD Adjustment	mph																						
FFS	70.0																						
FFS (measured)	70.0																						
Base free-flow Speed, BFFS	mph																						
Rt-Side Lat. Clearance		ft																					
Number of Lanes, N	3																						
Total Ramp Density, TRD		ramps/mi																					
FFS (measured)	70.0	mph																					
Base free-flow Speed, BFFS		mph																					
LOS and Performance Measures			Design (N)																				
<u>Operational (LOS)</u>			<u>Design (N)</u>																				
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	2075	pc/h/ln	<table style="width:100%; border-collapse: collapse;"> <tr> <td colspan="3" style="padding: 5px;">Design LOS</td> </tr> <tr> <td style="padding: 5px;">v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)</td> <td></td> <td style="padding: 5px;">pc/h/ln</td> </tr> <tr> <td style="padding: 5px;">S</td> <td style="padding: 5px;">61.1</td> <td style="padding: 5px;">mph</td> </tr> <tr> <td style="padding: 5px;">D = v_p / S</td> <td style="padding: 5px;">34.0</td> <td style="padding: 5px;">pc/mi/ln</td> </tr> <tr> <td style="padding: 5px;">LOS</td> <td style="padding: 5px;">D</td> <td></td> </tr> <tr> <td colspan="3" style="padding: 5px;">Required Number of Lanes, N</td> </tr> </table>			Design LOS			v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)		pc/h/ln	S	61.1	mph	D = v _p / S	34.0	pc/mi/ln	LOS	D		Required Number of Lanes, N		
Design LOS																							
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)		pc/h/ln																					
S	61.1	mph																					
D = v _p / S	34.0	pc/mi/ln																					
LOS	D																						
Required Number of Lanes, N																							
S	61.1	mph	S																				
D = v _p / S	34.0	pc/mi/ln	D = v _p / S																				
LOS	D		Required Number of Lanes, N																				
Glossary			Factor Location																				
N - Number of lanes	S - Speed		E _R - Exhibits 11-10, 11-12		f _{LW} - Exhibit 11-8																		
V - Hourly volume	D - Density		E _T - Exhibits 11-10, 11-11, 11-13		f _{LC} - Exhibit 11-9																		
v _p - Flow rate	FFS - Free-flow speed		f _p - Page 11-18		TRD - Page 11-11																		
LOS - Level of service speed	BFFS - Base free-flow speed		LOS, S, FFS, v _p - Exhibits 11-2, 11-3																				
DDHV - Directional design hour volume																							

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	MPE	Highway/Direction of Travel <i>I-95 SB</i>	
Agency or Company	KAI	From/To	<i>North of Palm Bay Parkway</i>
Date Performed	2/3/2016	Jurisdiction	<i>D5</i>
Analysis Time Period	<i>AM Peak Hour</i>	Analysis Year	<i>2040</i>
Project Description <i>Palm Bay Parkway at I-95 - Parclo Alternative</i>			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	4527	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			<i>Level</i>
			Grade % Length
			<i>mi</i>
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	
0.962			
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph	mph	
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})		Design LOS	
1652	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV})	
x f _p)		pc/h/ln	
S	67.6	x f _p)	
S	mph	S	mph
D = v _p / S	24.4	D = v _p / S	pc/mi/ln
24.4	pc/mi/ln	Required Number of Lanes, N	
LOS	C		
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/SB						
Agency or Company	KAI	Junction	I-95 SB Off Ramp						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	AM Peak Hour	Analysis Year	2040						
Project Description I-95 and Palm Bay Parkway - Parclo Alternative									
Inputs									
Upstream Adj Ramp <input type="checkbox"/> Yes <input type="checkbox"/> On <input checked="" type="checkbox"/> No <input type="checkbox"/> Off L _{up} = ft V _u = veh/h	Freeway Number of Lanes, N Ramp Number of Lanes, N Acceleration Lane Length, L _A Deceleration Lane Length L _D Freeway Volume, V _F Ramp Volume, V _R Freeway Free-Flow Speed, S _{FF} Ramp Free-Flow Speed, S _{FR}	3 1 1050 4527 1146 70.0 40.0	Downstream Adj Ramp <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On <input type="checkbox"/> No <input type="checkbox"/> Off L _{down} = 3470 ft V _D = 691 veh/h						
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	4527	0.95	Level	8	0	0.962	1.00	4956	
Ramp	1146	0.95	Level	8	0	0.962	1.00	1255	
UpStream									
DownStream	691	0.95	Level	8	0	0.962	1.00	756	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = 0.578 using Equation (Exhibit 13-7) V ₁₂ = 3396 pc/h V ₃ or V _{av34} 1560 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	4956	Exhibit 13-8	7200	No
			V _{FO} = V _F - V _R	3701	Exhibit 13-8	7200	No		
			V _R	1255	Exhibit 13-10	2100	No		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?		Actual	Max Desirable	Violation?		
V _{R12}		Exhibit 13-8		V ₁₂	3396	Exhibit 13-8	4400:All	No	
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 24.0 (pc/mi/ln) LOS = C (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = (Exhibit 13-11)					D _S = 0.476 (Exhibit 13-12)				
S _R = mph (Exhibit 13-11)					S _R = 56.7 mph (Exhibit 13-12)				
S ₀ = mph (Exhibit 13-11)					S ₀ = 74.6 mph (Exhibit 13-12)				
S = mph (Exhibit 13-13)					S = 61.3 mph (Exhibit 13-13)				

Timings

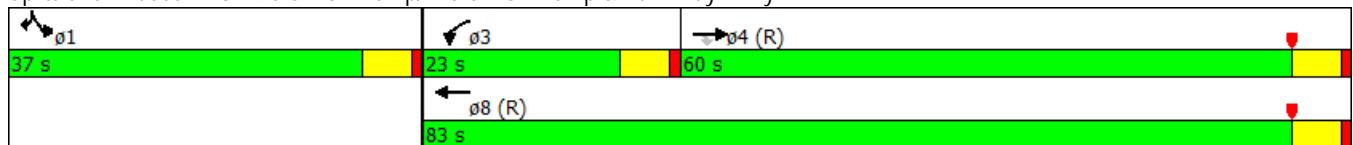
3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

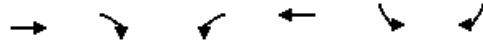
	→	↘	↙	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑	↘↙	↘↙
Volume (vph)	1687	377	314	1090	530	616
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	4		3	8	1	1
Permitted Phases		4				
Detector Phase	4	4	3	8	1	1
Switch Phase						
Minimum Initial (s)	25.0	25.0	10.0	25.0	15.0	15.0
Minimum Split (s)	30.5	30.5	15.5	30.5	23.5	23.5
Total Split (s)	60.0	60.0	23.0	83.0	37.0	37.0
Total Split (%)	50.0%	50.0%	19.2%	69.2%	30.8%	30.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	Min	C-Max	Min	Min
Act Effct Green (s)	59.7	59.7	15.9	81.1	27.9	27.9
Actuated g/C Ratio	0.50	0.50	0.13	0.68	0.23	0.23
v/c Ratio	0.72	0.41	0.74	0.49	0.74	0.86
Control Delay	26.5	3.2	52.0	9.5	48.9	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	3.2	52.0	9.5	48.9	43.8
LOS	C	A	D	A	D	D
Approach Delay	22.3			19.0		
Approach LOS	C			B		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 37 (31%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 27.2
 Intersection Capacity Utilization 69.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy





Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Protected Phases	4		3	8	1	1
Permitted Phases	4					
Minimum Initial (s)	25.0	25.0	10.0	25.0	15.0	15.0
Minimum Split (s)	30.5	30.5	15.5	30.5	23.5	23.5
Total Split (s)	60.0	60.0	23.0	83.0	37.0	37.0
Total Split (%)	50.0%	50.0%	19.2%	69.2%	30.8%	30.8%
Maximum Green (s)	54.5	54.5	17.5	77.5	31.5	31.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	Min	C-Max	Min	Min
Walk Time (s)	7.0	7.0		7.0		
Flash Dont Walk (s)	11.0	11.0		15.0		
Pedestrian Calls (#/hr)	0	0		0		
90th %ile Green (s)	54.5	54.5	17.5	77.5	31.5	31.5
90th %ile Term Code	Coord	Coord	Max	Coord	Max	Max
70th %ile Green (s)	54.5	54.5	17.5	77.5	31.5	31.5
70th %ile Term Code	Coord	Coord	Max	Coord	Max	Max
50th %ile Green (s)	57.0	57.0	17.0	79.5	29.5	29.5
50th %ile Term Code	Coord	Coord	Gap	Coord	Gap	Gap
30th %ile Green (s)	62.2	62.2	15.2	82.9	26.1	26.1
30th %ile Term Code	Coord	Coord	Gap	Coord	Gap	Gap
10th %ile Green (s)	70.3	70.3	12.5	88.3	20.7	20.7
10th %ile Term Code	Coord	Coord	Gap	Coord	Gap	Gap

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 37 (31%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow

Control Type: Actuated-Coordinated

Queues

I-95 at PBP - 2040 AM

3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

2/8/2016

	→	↘	↙	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1776	397	331	1147	558	648
v/c Ratio	0.72	0.41	0.74	0.49	0.74	0.86
Control Delay	26.5	3.2	52.0	9.5	48.9	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	3.2	52.0	9.5	48.9	43.8
Queue Length 50th (ft)	400	0	126	125	204	200
Queue Length 95th (ft)	480	55	175	341	260	276
Internal Link Dist (ft)	4470			1020		
Turn Bay Length (ft)		500	550		600	600
Base Capacity (vph)	2481	972	491	2346	851	825
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.41	0.67	0.49	0.66	0.79
Intersection Summary						

HCM 2010 Signalized Intersection Summary
 3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

I-95 at PBP - 2040 AM

2/8/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↖	↑↑					↖		↗
Volume (veh/h)	0	1687	377	314	1090	0	0	0	0	530	0	616
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1827	1827	1827	1827	0				1759	0	1759
Adj Flow Rate, veh/h	0	1776	397	331	1147	0				558	0	648
Adj No. of Lanes	0	3	1	2	2	0				2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	4	4	4	4	0				8	0	8
Cap, veh/h	0	2427	756	387	2246	0				848	0	687
Arrive On Green	0.00	0.49	0.49	0.23	1.00	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	5152	1553	3375	3563	0				3250	0	2632
Grp Volume(v), veh/h	0	1776	397	331	1147	0				558	0	648
Grp Sat Flow(s),veh/h/ln	0	1663	1553	1688	1736	0				1625	0	1316
Q Serve(g_s), s	0.0	34.0	21.1	11.3	0.0	0.0				18.3	0.0	28.9
Cycle Q Clear(g_c), s	0.0	34.0	21.1	11.3	0.0	0.0				18.3	0.0	28.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2427	756	387	2246	0				848	0	687
V/C Ratio(X)	0.00	0.73	0.53	0.86	0.51	0.00				0.66	0.00	0.94
Avail Cap(c_a), veh/h	0	2427	756	493	2246	0				855	0	692
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.87	0.87	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.5	21.2	45.2	0.0	0.0				39.5	0.0	43.4
Incr Delay (d2), s/veh	0.0	2.0	2.6	10.1	0.7	0.0				1.8	0.0	21.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	22.4	14.7	9.5	0.4	0.0				13.2	0.0	18.4
LnGrp Delay(d),s/veh	0.0	26.5	23.8	55.3	0.7	0.0				41.3	0.0	64.8
LnGrp LOS		C	C	E	A					D		E
Approach Vol, veh/h		2173			1478						1206	
Approach Delay, s/veh		26.0			13.0						53.9	
Approach LOS		C			B						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			19.2	64.0		36.8		83.2				
Change Period (Y+Rc), s			5.5	5.5		5.5		5.5				
Max Green Setting (Gmax), s			17.5	54.5		31.5		77.5				
Max Q Clear Time (g_c+I1), s			13.3	36.0		30.9		2.0				
Green Ext Time (p_c), s			0.5	16.7		0.3		53.1				
Intersection Summary												
HCM 2010 Ctrl Delay			29.0									
HCM 2010 LOS			C									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/SB						
Agency or Company	KAI	Junction	I-95 SB & SB On Ramp from PBP						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	AM Peak Hour	Analysis Year	2040						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N	3	Downstream Adj Ramp						
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N	1	<input type="checkbox"/> Yes <input type="checkbox"/> On						
<input type="checkbox"/> No <input checked="" type="checkbox"/> Off	Acceleration Lane Length, L _A	885	<input checked="" type="checkbox"/> No <input type="checkbox"/> Off						
L _{up} = 3470 ft	Deceleration Lane Length L _D		L _{down} = ft						
V _u = 1146 veh/h	Freeway Volume, V _F	3381	V _D = veh/h						
	Ramp Volume, V _R	691							
	Freeway Free-Flow Speed, S _{FF}	70.0							
	Ramp Free-Flow Speed, S _{FR}	40.0							
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3381	0.95	Level	8	0	0.962	1.00	3701	
Ramp	691	0.95	Level	8	0	0.962	1.00	756	
UpStream	1146	0.95	Level	8	0	0.962	1.00	1255	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 1036.54 (Equation 13-6 or 13-7) P _{FM} = 0.602 using Equation (Exhibit 13-6) V ₁₂ = 2229 pc/h V ₃ or V _{av34} = 1472 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 2229 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = using Equation (Exhibit 13-7) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity	LOS F?			Actual	Capacity	LOS F?	
V _{FO}	4457	Exhibit 13-8	No		V _F	Exhibit 13-8			
					V _{FO} = V _F - V _R	Exhibit 13-8			
					V _R	Exhibit 13-10			
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}	2985	Exhibit 13-8	4600:All No		V ₁₂	Exhibit 13-8			
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 22.9 (pc/mi/ln) LOS = C (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.327 (Exhibit 13-11)					D _s = (Exhibit 13-12)				
S _R = 60.8 mph (Exhibit 13-11)					S _R = mph (Exhibit 13-12)				
S ₀ = 66.5 mph (Exhibit 13-11)					S ₀ = mph (Exhibit 13-12)				
S = 62.6 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

BASIC FREEWAY SEGMENTS WORKSHEET					
General Information			Site Information		
Analyst	MPE		Highway/Direction of Travel	I-95 SB	
Agency or Company	KAI		From/To	South of Palm Bay Parkway	
Date Performed	2/3/2016		Jurisdiction	D5	
Analysis Time Period	AM Peak Hour		Analysis Year	2040	
Project Description <i>Palm Bay Parkway at I-95 - Parclo Alternative</i>					
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)		<input type="checkbox"/> Planning Data	
Flow Inputs					
Volume, V	4072	veh/h	Peak-Hour Factor, PHF	0.95	
AADT		veh/day	%Trucks and Buses, P _T	8	
Peak-Hr Prop. of AADT, K			%RVs, P _R	0	
Peak-Hr Direction Prop, D			General Terrain:	Level	
DDHV = AADT x K x D		veh/h	Grade %	Length	mi
			Up/Down %		
Calculate Flow Adjustments					
f _p	1.00		E _R	1.2	
E _T	1.5		f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)] 0.962		
Speed Inputs			Calc Speed Adj and FFS		
Lane Width		ft			
Rt-Side Lat. Clearance		ft	f _{LW}	mph	
Number of Lanes, N	3		f _{LC}	mph	
Total Ramp Density, TRD		ramps/mi	TRD Adjustment	mph	
FFS (measured)	70.0	mph	FFS	70.0	mph
Base free-flow Speed, BFFS		mph			
LOS and Performance Measures			Design (N)		
<u>Operational (LOS)</u>			<u>Design (N)</u>		
v _p = (V or DDHV) / (PHF x N x f _{HV})	1486	pc/h/ln	Design LOS		
x f _p)			v _p = (V or DDHV) / (PHF x N x f _{HV})		
S	69.1	mph	x f _p)		
D = v _p / S	21.5	pc/mi/ln	S		
LOS	C		D = v _p / S		
			Required Number of Lanes, N		
Glossary			Factor Location		
N - Number of lanes	S - Speed		E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8	
V - Hourly volume	D - Density		E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9	
v _p - Flow rate	FFS - Free-flow speed		f _p - Page 11-18	TRD - Page 11-11	
LOS - Level of service	BFFS - Base free-flow speed		LOS, S, FFS, v _p - Exhibits 11-2, 11-3		
DDHV - Directional design hour volume					

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	MPE	Highway/Direction of Travel	I-95 NB
Agency or Company	KAI	From/To	South of Palm Bay Parkway
Date Performed	2/3/2016	Jurisdiction	D5
Analysis Time Period	PM Peak Hour	Analysis Year	2040
Project Description <i>Palm Bay Parkway at I-95 - Parclo Alternative</i>			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	<input type="checkbox"/> Planning Data
Flow Inputs			
Volume, V	4069	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	%Trucks and Buses, P _T
Peak-Hr Prop. of AADT, K			%RVs, P _R
Peak-Hr Direction Prop, D			General Terrain:
DDHV = AADT x K x D		veh/h	Grade % Length
			Up/Down %
			0.95
			8
			0
			Level
			mi
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width		ft	
Rt-Side Lat. Clearance		ft	f _{LW}
Number of Lanes, N	3		f _{LC}
Total Ramp Density, TRD		ramps/mi	TRD Adjustment
FFS (measured)	70.0	mph	FFS
Base free-flow Speed, BFFS		mph	70.0
			mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})	1485	pc/h/ln	Design LOS
x f _p)			v _p = (V or DDHV) / (PHF x N x f _{HV})
S	69.1	mph	x f _p)
D = v _p / S	21.5	pc/mi/ln	S
LOS	C		D = v _p / S
			pc/mi/ln
			Required Number of Lanes, N
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB Off Ramp						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	PM Peak Hour	Analysis Year	2040						
Project Description I-95 and Palm Bay Parkway - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N				3	Downstream Adj Ramp			
<input type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N				1	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On			
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A					<input type="checkbox"/> No <input type="checkbox"/> Off			
L _{up} = ft	Deceleration Lane Length L _D				600	L _{down} = 1590 ft			
V _u = veh/h	Freeway Volume, V _F				4069	V _D = 629 veh/h			
	Ramp Volume, V _R				745				
	Freeway Free-Flow Speed, S _{FF}				70.0				
	Ramp Free-Flow Speed, S _{FR}				40.0				
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	4069	0.95	Level	8	0	0.962	1.00	4454	
Ramp	745	0.95	Level	8	0	0.962	1.00	816	
UpStream									
DownStream	629	0.95	Level	8	0	0.962	1.00	689	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = 0.611 using Equation (Exhibit 13-7) V ₁₂ = 3039 pc/h V ₃ or V _{av34} 1415 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	4454	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	3638	Exhibit 13-8	7200	No
					V _R	816	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}		Exhibit 13-8			V ₁₂	3039	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 25.0 (pc/mi/ln) LOS = C (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = (Exhibit 13-11)					D _S = 0.436 (Exhibit 13-12)				
S _R = mph (Exhibit 13-11)					S _R = 57.8 mph (Exhibit 13-12)				
S ₀ = mph (Exhibit 13-11)					S ₀ = 75.2 mph (Exhibit 13-12)				
S = mph (Exhibit 13-13)					S = 62.4 mph (Exhibit 13-13)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB & NB Loop Ramp w/Off						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	PM Peak Hour	Analysis Year	2040						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N	3	Downstream Adj Ramp						
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N	1	<input type="checkbox"/> Yes <input type="checkbox"/> On						
<input type="checkbox"/> No <input checked="" type="checkbox"/> Off	Acceleration Lane Length, L _A	1500	<input checked="" type="checkbox"/> No <input type="checkbox"/> Off						
L _{up} = 1590 ft	Deceleration Lane Length L _D		L _{down} = ft						
V _u = 745 veh/h	Freeway Volume, V _F	3324	V _D = veh/h						
	Ramp Volume, V _R	629							
	Freeway Free-Flow Speed, S _{FF}	70.0							
	Ramp Free-Flow Speed, S _{FR}	35.0							
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3324	0.95	Level	8	0	0.962	1.00	3639	
Ramp	629	0.95	Level	8	0	0.962	1.00	689	
UpStream	745	0.95	Level	8	0	0.962	1.00	816	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 1020.39 (Equation 13-6 or 13-7) P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 2254 pc/h V ₃ or V _{av34} = 1385 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 2254 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = using Equation (Exhibit 13-7) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity	LOS F?			Actual	Capacity	LOS F?	
V _{FO}	4328	Exhibit 13-8	No		V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}	2943	Exhibit 13-8	4600:All		No	V ₁₂	Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 18.7 (pc/mi/ln) LOS = B (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.290 (Exhibit 13-11)					D _s = (Exhibit 13-12)				
S _R = 61.9 mph (Exhibit 13-11)					S _R = mph (Exhibit 13-12)				
S ₀ = 66.8 mph (Exhibit 13-11)					S ₀ = mph (Exhibit 13-12)				
S = 63.4 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

RAMPS AND RAMP JUNCTIONS WORKSHEET											
General Information					Site Information						
Analyst		MPE		Freeway/Dir of Travel		I-95/NB					
Agency or Company		KAI		Junction		I-95 NB & NB Loop Ramp w/On					
Date Performed		2/3/2016		Jurisdiction		D5					
Analysis Time Period		PM Peak Hour		Analysis Year		2040					
Project Description Palm Bay Parkway at I-95 - Parclo Alternative											
Inputs											
Upstream Adj Ramp <input type="checkbox"/> Yes <input type="checkbox"/> On <input checked="" type="checkbox"/> No <input type="checkbox"/> Off L _{up} = ft V _u = veh/h		Freeway Number of Lanes, N		3		Downstream Adj Ramp <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On <input type="checkbox"/> No <input type="checkbox"/> Off L _{down} = 1030 ft V _D = 578 veh/h		Ramp Number of Lanes, N		1	
		Acceleration Lane Length, L _A		1500							
		Deceleration Lane Length L _D									
		Freeway Volume, V _F		3324							
		Ramp Volume, V _R		629							
		Freeway Free-Flow Speed, S _{FF}		70.0							
		Ramp Free-Flow Speed, S _{FR}		35.0							
Conversion to pc/h Under Base Conditions											
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p			
Freeway	3324	0.95	Level	8	0	0.962	1.00	3639			
Ramp	629	0.95	Level	8	0	0.962	1.00	689			
UpStream											
DownStream	578	0.95	Level	8	0	0.962	1.00	633			
Merge Areas					Diverge Areas						
Estimation of v ₁₂					Estimation of v ₁₂						
V ₁₂ = V _F (P _{FM}) (Equation 13-6 or 13-7) L _{EQ} = P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 2254 pc/h V ₃ or V _{av34} = 1385 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 2254 pc/h (Equation 13-16, 13-18, or 13-19)					V ₁₂ = V _R + (V _F - V _R)P _{FD} (Equation 13-12 or 13-13) L _{EQ} = P _{FD} = V ₁₂ = V ₃ or V _{av34} = Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)						
Capacity Checks					Capacity Checks						
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?		
V _{FO}	4328	Exhibit 13-8		No	V _F		Exhibit 13-8				
					V _{FO} = V _F - V _R		Exhibit 13-8				
					V _R		Exhibit 13-10				
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area						
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?		
V _{R12}	2943	Exhibit 13-8	4600:All	No	V ₁₂		Exhibit 13-8				
Level of Service Determination (if not F)					Level of Service Determination (if not F)						
D _R = 5.475 + 0.00734 v _R + 0.0078 V ₁₂ - 0.00627 L _A					D _R = 4.252 + 0.0086 V ₁₂ - 0.009 L _D						
D _R = 18.7 (pc/mi/ln)					D _R = (pc/mi/ln)						
LOS = B (Exhibit 13-2)					LOS = (Exhibit 13-2)						
Speed Determination					Speed Determination						
M _S = 0.290 (Exhibit 13-11)					D _s = (Exhibit 13-12)						
S _R = 61.9 mph (Exhibit 13-11)					S _R = mph (Exhibit 13-12)						
S ₀ = 66.8 mph (Exhibit 13-11)					S ₀ = mph (Exhibit 13-12)						
S = 63.4 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)						

Timings
6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

I-95 at PBP - 2040 PM

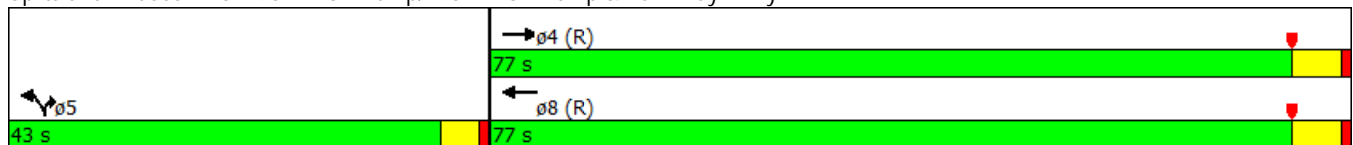
2/8/2016

	→	↘	←	↙	↖	↗
Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Volume (vph)	1497	629	991	578	411	334
Turn Type	NA	Free	NA	Free	Prot	Prot
Protected Phases	4		8		5	5
Permitted Phases		Free		Free		
Detector Phase	4		8		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	23.5		22.5		9.5	9.5
Total Split (s)	77.0		77.0		43.0	43.0
Total Split (%)	64.2%		64.2%		35.8%	35.8%
Yellow Time (s)	4.5		4.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min		None	None
Act Effct Green (s)	78.9	120.0	78.9	120.0	31.1	31.1
Actuated g/C Ratio	0.66	1.00	0.66	1.00	0.26	0.26
v/c Ratio	0.69	0.43	0.46	0.39	0.51	0.86
Control Delay	12.0	9.4	11.7	0.7	39.3	57.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	9.4	11.7	0.7	39.3	57.8
LOS	B	A	B	A	D	E
Approach Delay	11.3		7.7			
Approach LOS	B		A			

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 71.5 (60%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 16.1
 Intersection Capacity Utilization 70.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

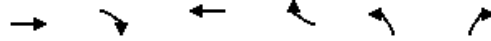
Splits and Phases: 6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy



Phasings
 6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

I-95 at PBP - 2040 PM

2/8/2016



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Protected Phases	4		8		5	5
Permitted Phases		Free		Free		
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	23.5		22.5		9.5	9.5
Total Split (s)	77.0		77.0		43.0	43.0
Total Split (%)	64.2%		64.2%		35.8%	35.8%
Maximum Green (s)	71.5		71.5		38.5	38.5
Yellow Time (s)	4.5		4.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	C-Min		C-Min		None	None
Walk Time (s)	7.0					
Flash Dont Walk (s)	11.0					
Pedestrian Calls (#/hr)	0					
90th %ile Green (s)	71.5		71.5		38.5	38.5
90th %ile Term Code	Coord		Coord		Max	Max
70th %ile Green (s)	73.6		73.6		36.4	36.4
70th %ile Term Code	Coord		Coord		Gap	Gap
50th %ile Green (s)	77.6		77.6		32.4	32.4
50th %ile Term Code	Coord		Coord		Gap	Gap
30th %ile Green (s)	82.6		82.6		27.4	27.4
30th %ile Term Code	Coord		Coord		Gap	Gap
10th %ile Green (s)	89.0		89.0		21.0	21.0
10th %ile Term Code	Coord		Coord		Gap	Gap

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 71.5 (60%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Control Type: Actuated-Coordinated













Queues

6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

	→	↘	←	↙	↖	↗
Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1576	662	1043	608	433	352
v/c Ratio	0.69	0.43	0.46	0.39	0.51	0.86
Control Delay	12.0	9.4	11.7	0.7	39.3	57.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	9.4	11.7	0.7	39.3	57.8
Queue Length 50th (ft)	334	224	198	0	145	237
Queue Length 95th (ft)	695	250	285	0	182	333
Internal Link Dist (ft)	1020		2667			
Turn Bay Length (ft)				650		
Base Capacity (vph)	2281	1553	2281	1553	1040	500
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.43	0.46	0.39	0.42	0.70
Intersection Summary						

HCM 2010 Signalized Intersection Summary
 6: I-95 NB Off Ramp/I-95 NB On Ramp & Palm Bay Pkwy

I-95 at PBP - 2040 PM
 2/8/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗	↗↗		↗			
Volume (veh/h)	0	1497	629	0	991	578	411	0	334	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1827	1827	0	1827	1827	1759	0	1759			
Adj Flow Rate, veh/h	0	1576	0	0	1043	0	433	0	352			
Adj No. of Lanes	0	2	1	0	2	1	2	0	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	4	4	0	4	4	8	0	8			
Cap, veh/h	0	2099	939	0	2099	939	901	0	415			
Arrive On Green	0.00	1.00	0.00	0.00	0.60	0.00	0.28	0.00	0.28			
Sat Flow, veh/h	0	3563	1553	0	3563	1553	3250	0	1495			
Grp Volume(v), veh/h	0	1576	0	0	1043	0	433	0	352			
Grp Sat Flow(s),veh/h/ln	0	1736	1553	0	1736	1553	1625	0	1495			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	14.4	0.0	9.4	0.0	18.8			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	14.4	0.0	9.4	0.0	18.8			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2099	939	0	2099	939	901	0	415			
V/C Ratio(X)	0.00	0.75	0.00	0.00	0.50	0.00	0.48	0.00	0.85			
Avail Cap(c_a), veh/h	0	2931	1311	0	2931	1311	1478	0	680			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.60	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	9.5	0.0	25.5	0.0	28.9			
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.8	0.0	0.4	0.0	5.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	0.8	0.0	0.0	11.4	0.0	7.6	0.0	13.1			
LnGrp Delay(d),s/veh	0.0	1.5	0.0	0.0	10.3	0.0	25.9	0.0	34.4			
LnGrp LOS		A			B		C		C			
Approach Vol, veh/h		1576			1043			785				
Approach Delay, s/veh		1.5			10.3			29.7				
Approach LOS		A			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		28.0		92.0				92.0				
Change Period (Y+Rc), s		4.5		5.5				5.5				
Max Green Setting (Gmax), s		38.5		71.5				71.5				
Max Q Clear Time (g_c+I1), s		20.8		2.0				16.4				
Green Ext Time (p_c), s		2.6		39.7				34.8				
Intersection Summary												
HCM 2010 Ctrl Delay			10.7									
HCM 2010 LOS			B									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/NB						
Agency or Company	KAI	Junction	I-95 NB & NB On Ramp						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	PM Peak Hour	Analysis Year	2040						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N		3		Downstream Adj Ramp				
<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On	Ramp Number of Lanes, N		1		<input type="checkbox"/> Yes <input type="checkbox"/> On				
<input type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A		1470		<input checked="" type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = 1030 ft	Deceleration Lane Length L _D				L _{down} = ft				
V _u = 629 veh/h	Freeway Volume, V _F		3953		V _D = veh/h				
	Ramp Volume, V _R		578						
	Freeway Free-Flow Speed, S _{FF}		70.0						
	Ramp Free-Flow Speed, S _{FR}		35.0						
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3953	0.95	Level	8	0	0.962	1.00	4327	
Ramp	578	0.95	Level	8	0	0.962	1.00	633	
UpStream	629	0.95	Level	8	0	0.962	1.00	689	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) L _{EQ} = P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 2677 pc/h V ₃ or V _{av34} = 1650 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 2677 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) L _{EQ} = P _{FD} = V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	4960	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	3310	Exhibit 13-8	4600:All	No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 21.8 (pc/mi/ln) LOS = C (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.325 (Exhibit 13-11)					D _s = (Exhibit 13-12)				
S _R = 60.9 mph (Exhibit 13-11)					S _R = mph (Exhibit 13-12)				
S ₀ = 65.9 mph (Exhibit 13-11)					S ₀ = mph (Exhibit 13-12)				
S = 62.5 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	MPE	Highway/Direction of Travel <i>I-95 NB</i>	
Agency or Company	KAI	From/To	<i>North of Palm Bay Parkway</i>
Date Performed	2/3/2016	Jurisdiction	<i>D5</i>
Analysis Time Period	<i>PM Peak Hour</i>	Analysis Year	<i>2040</i>
Project Description <i>Palm Bay Parkway at I-95 - Parclo Alternative</i>			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	4531	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			<i>Level</i>
			Grade % Length
			<i>mi</i>
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	
0.962			
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})		Design LOS	
1653	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV})	
x f _p)		pc/h/ln	
S	67.6	x f _p)	
S	mph	S	mph
D = v _p / S	24.4	D = v _p / S	pc/mi/ln
pc/mi/ln		Required Number of Lanes, N	
LOS	C		
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	MPE	Highway/Direction of Travel <i>I-95 SB</i>	
Agency or Company	KAI	From/To	<i>North of Palm Bay Parkway</i>
Date Performed	2/3/2016	Jurisdiction	<i>D5</i>
Analysis Time Period	<i>PM Peak Hour</i>	Analysis Year	<i>2040</i>
Project Description <i>Palm Bay Parkway at I-95 - Parclo Alternative</i>			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	5682	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			<i>Level</i>
			Grade % Length
			<i>mi</i>
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	
Speed Inputs			
Lane Width		Calc Speed Adj and FFS	
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})	2073	Design LOS	
x f _p)		v _p = (V or DDHV) / (PHF x N x f _{HV})	pc/h/ln
S	61.2	x f _p)	
D = v _p / S	33.9	S	mph
LOS	D	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/SB						
Agency or Company	KAI	Junction	I-95 SB Off Ramp						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	PM Peak Hour	Analysis Year	2040						
Project Description I-95 and Palm Bay Parkway - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N 3				Downstream Adj Ramp				
<input type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N 1				<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On				
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A				<input type="checkbox"/> No <input type="checkbox"/> Off				
L _{up} = ft	Deceleration Lane Length L _D 1050				L _{down} = 3470 ft				
V _u = veh/h	Freeway Volume, V _F 5682				V _D = 631 veh/h				
	Ramp Volume, V _R 1758								
	Freeway Free-Flow Speed, S _{FF} 70.0								
	Ramp Free-Flow Speed, S _{FR} 40.0								
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	5682	0.95	Level	8	0	0.962	1.00	6220	
Ramp	1758	0.95	Level	8	0	0.962	1.00	1925	
UpStream									
DownStream	631	0.95	Level	8	0	0.962	1.00	691	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = 0.516 using Equation (Exhibit 13-7) V ₁₂ = 4141 pc/h V ₃ or V _{av34} 2079 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	6220	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	4295	Exhibit 13-8	7200	No
					V _R	1925	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}		Exhibit 13-8			V ₁₂	4141	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 30.4 (pc/mi/ln) LOS = D (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = (Exhibit 13-11)					D _S = 0.536 (Exhibit 13-12)				
S _R = mph (Exhibit 13-11)					S _R = 55.0 mph (Exhibit 13-12)				
S ₀ = mph (Exhibit 13-11)					S ₀ = 72.6 mph (Exhibit 13-12)				
S = mph (Exhibit 13-13)					S = 59.8 mph (Exhibit 13-13)				

Timings

3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

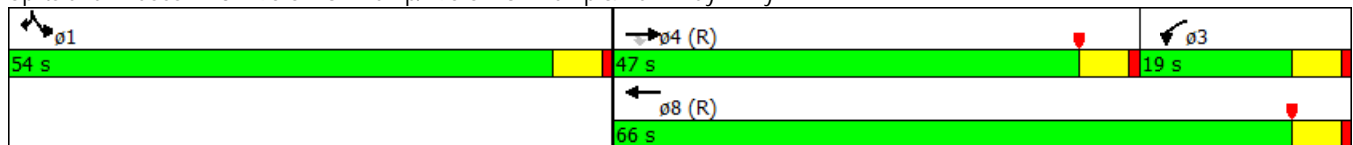
	→	↘	↙	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	↑↑↑	↑	↘↙	↑↑	↘↙	↘↙
Volume (vph)	1324	360	271	1131	802	956
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	4		3	8	1	1
Permitted Phases		4				
Detector Phase	4	4	3	8	1	1
Switch Phase						
Minimum Initial (s)	25.0	25.0	10.0	25.0	15.0	15.0
Minimum Split (s)	30.5	30.5	15.5	30.5	23.5	23.5
Total Split (s)	47.0	47.0	19.0	66.0	54.0	54.0
Total Split (%)	39.2%	39.2%	15.8%	55.0%	45.0%	45.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	Min	C-Max	Min	Min
Act Effct Green (s)	42.8	42.8	13.5	61.8	47.2	47.2
Actuated g/C Ratio	0.36	0.36	0.11	0.52	0.39	0.39
v/c Ratio	0.78	0.48	0.75	0.67	0.66	0.93
Control Delay	38.6	4.9	55.2	26.8	32.6	46.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	4.9	55.2	26.8	32.6	46.9
LOS	D	A	E	C	C	D
Approach Delay	31.4			32.3		
Approach LOS	C			C		

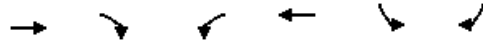
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 41.5 (35%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 34.9
 Intersection Capacity Utilization 73.9%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy





Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Protected Phases	4		3	8	1	1
Permitted Phases	4					
Minimum Initial (s)	25.0	25.0	10.0	25.0	15.0	15.0
Minimum Split (s)	30.5	30.5	15.5	30.5	23.5	23.5
Total Split (s)	47.0	47.0	19.0	66.0	54.0	54.0
Total Split (%)	39.2%	39.2%	15.8%	55.0%	45.0%	45.0%
Maximum Green (s)	41.5	41.5	13.5	60.5	48.5	48.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	Min	C-Max	Min	Min
Walk Time (s)	7.0	7.0		7.0		
Flash Dont Walk (s)	11.0	11.0		15.0		
Pedestrian Calls (#/hr)	0	0		0		
90th %ile Green (s)	41.5	41.5	13.5	60.5	48.5	48.5
90th %ile Term Code	Coord	Coord	Max	Coord	Max	Max
70th %ile Green (s)	41.5	41.5	13.5	60.5	48.5	48.5
70th %ile Term Code	Coord	Coord	Max	Coord	Max	Max
50th %ile Green (s)	41.5	41.5	13.5	60.5	48.5	48.5
50th %ile Term Code	Coord	Coord	Max	Coord	Max	Max
30th %ile Green (s)	41.8	41.8	13.5	60.8	48.2	48.2
30th %ile Term Code	Coord	Coord	Max	Coord	Gap	Gap
10th %ile Green (s)	47.5	47.5	13.5	66.5	42.5	42.5
10th %ile Term Code	Coord	Coord	Hold	Coord	Gap	Gap

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 41.5 (35%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Control Type: Actuated-Coordinated

Queues

3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

	→	↘	↙	←	↘	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1394	379	285	1191	844	1006
v/c Ratio	0.78	0.48	0.75	0.67	0.66	0.93
Control Delay	38.6	4.9	55.2	26.8	32.6	46.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	4.9	55.2	26.8	32.6	46.9
Queue Length 50th (ft)	356	0	111	434	267	384
Queue Length 95th (ft)	417	66	#164	340	336	#534
Internal Link Dist (ft)	4470			1020		
Turn Bay Length (ft)		500	550		600	600
Base Capacity (vph)	1777	797	378	1786	1310	1111
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.48	0.75	0.67	0.64	0.91

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 3: I-95 SB On Ramp/I-95 SB Off Ramp & Palm Bay Pkwy

I-95 at PBP - 2040 PM
 2/8/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↗	↑↑					↖		↖
Volume (veh/h)	0	1324	360	271	1131	0	0	0	0	802	0	956
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1827	1827	1827	1827	0				1759	0	1759
Adj Flow Rate, veh/h	0	1394	379	285	1191	0				844	0	1006
Adj No. of Lanes	0	3	1	2	2	0				2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	4	4	4	4	0				8	0	8
Cap, veh/h	0	1733	540	382	1759	0				1304	0	1056
Arrive On Green	0.00	0.35	0.35	0.23	1.00	0.00				0.40	0.00	0.40
Sat Flow, veh/h	0	5152	1553	3375	3563	0				3250	0	2632
Grp Volume(v), veh/h	0	1394	379	285	1191	0				844	0	1006
Grp Sat Flow(s),veh/h/ln	0	1663	1553	1688	1736	0				1625	0	1316
Q Serve(g_s), s	0.0	30.2	25.2	9.4	0.0	0.0				25.1	0.0	44.2
Cycle Q Clear(g_c), s	0.0	30.2	25.2	9.4	0.0	0.0				25.1	0.0	44.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1733	540	382	1759	0				1304	0	1056
V/C Ratio(X)	0.00	0.80	0.70	0.75	0.68	0.00				0.65	0.00	0.95
Avail Cap(c_a), veh/h	0	1733	540	382	1759	0				1320	0	1069
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.88	0.88	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.3	33.6	44.6	0.0	0.0				28.9	0.0	34.7
Incr Delay (d2), s/veh	0.0	4.1	7.4	6.9	1.9	0.0				1.1	0.0	17.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	20.7	17.5	8.1	0.8	0.0				17.0	0.0	25.7
LnGrp Delay(d),s/veh	0.0	39.3	41.1	51.5	1.9	0.0				30.0	0.0	51.9
LnGrp LOS		D	D	D	A					C		D
Approach Vol, veh/h		1773			1476						1850	
Approach Delay, s/veh		39.7			11.5						41.9	
Approach LOS		D			B						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			19.6	47.0		53.4		66.6				
Change Period (Y+Rc), s			5.5	5.5		5.5		5.5				
Max Green Setting (Gmax), s			13.5	41.5		48.5		60.5				
Max Q Clear Time (g_c+I1), s			11.4	32.2		46.2		2.0				
Green Ext Time (p_c), s			1.6	6.4		1.7		12.6				
Intersection Summary												
HCM 2010 Ctrl Delay			32.3									
HCM 2010 LOS			C									

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	MPE	Freeway/Dir of Travel	I-95/SB						
Agency or Company	KAI	Junction	I-95 SB & SB On Ramp from PBP						
Date Performed	2/3/2016	Jurisdiction	D5						
Analysis Time Period	PM Peak Hour	Analysis Year	2040						
Project Description Palm Bay Parkway at I-95 - Parclo Alternative									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N	3	Downstream Adj Ramp						
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N	1	<input type="checkbox"/> Yes <input type="checkbox"/> On						
<input type="checkbox"/> No <input checked="" type="checkbox"/> Off	Acceleration Lane Length, L _A	885	<input checked="" type="checkbox"/> No <input type="checkbox"/> Off						
L _{up} = 3470 ft	Deceleration Lane Length L _D		L _{down} = ft						
V _u = 1758 veh/h	Freeway Volume, V _F	3924	V _D = veh/h						
	Ramp Volume, V _R	631							
	Freeway Free-Flow Speed, S _{FF}	70.0							
	Ramp Free-Flow Speed, S _{FR}	40.0							
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3924	0.95	Level	8	0	0.962	1.00	4296	
Ramp	631	0.95	Level	8	0	0.962	1.00	691	
UpStream	1758	0.95	Level	8	0	0.962	1.00	1925	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 1149.96 (Equation 13-6 or 13-7) P _{FM} = 0.602 using Equation (Exhibit 13-6) V ₁₂ = 2587 pc/h V ₃ or V _{av34} = 1709 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 2587 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = using Equation (Exhibit 13-7) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	4987	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	3278	Exhibit 13-8	4600:All	No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 25.2 (pc/mi/ln) LOS = C (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = 0.354 (Exhibit 13-11)					D _s = (Exhibit 13-12)				
S _R = 60.1 mph (Exhibit 13-11)					S _R = mph (Exhibit 13-12)				
S ₀ = 65.6 mph (Exhibit 13-11)					S ₀ = mph (Exhibit 13-12)				
S = 61.9 mph (Exhibit 13-13)					S = mph (Exhibit 13-13)				

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	MPE	Highway/Direction of Travel <i>I-95 SB</i>	
Agency or Company	KAI	From/To <i>South of Palm Bay Parkway</i>	
Date Performed	2/3/2016	Jurisdiction <i>D5</i>	
Analysis Time Period	PM Peak Hour	Analysis Year <i>2040</i>	
Project Description <i>Palm Bay Parkway at I-95 - Diamond Alternative</i>			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	4555	veh/h	Peak-Hour Factor, PHF <i>0.95</i>
AADT		veh/day	%Trucks and Buses, P _T <i>8</i>
Peak-Hr Prop. of AADT, K			%RVs, P _R <i>0</i>
Peak-Hr Direction Prop, D			General Terrain: <i>Level</i>
DDHV = AADT x K x D		veh/h	Grade % Length <i>mi</i> Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)] <i>0.962</i>	
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment <i>mph</i>	
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})	1662	pc/h/ln	Design LOS
x f _p)			v _p = (V or DDHV) / (PHF x N x f _{HV})
S	67.5	mph	x f _p)
D = v _p / S	24.6	pc/mi/ln	S
LOS	C		D = v _p / S
			pc/mi/ln
			Required Number of Lanes, N
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

APPENDIX D

DDI *SYNCHRO* 9 Reports

Lanes, Volumes, Timings
 3: SJHP SE EB & SJHP SE WB (SB TERMINAL)

DDI 2018 AM
 03/01/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑			↑↑↑				
Traffic Volume (vph)	0	0	0	0	379	0	0	666	0	0	0	0
Future Volume (vph)	0	0	0	0	379	0	0	666	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	3471	0	0	4988	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	3471	0	0	4988	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35				35
Link Distance (ft)		215			217			223				197
Travel Time (s)		4.2			4.2			4.3				3.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	0	0	0	399	0	0	701	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	399	0	0	701	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		0			8			0				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1			2				
Detector Template												
Leading Detector (ft)					50			100				
Trailing Detector (ft)					0			0				
Detector 1 Position(ft)					0			0				
Detector 1 Size(ft)					50			6				
Detector 1 Type					Cl+Ex			Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0			0.0				
Detector 1 Queue (s)					0.0			0.0				
Detector 1 Delay (s)					0.0			0.0				
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type												
Protected Phases					NA			NA				
Permitted Phases					4			2				
Detector Phase												
Detector Phase					4			2				
Switch Phase												

Lanes, Volumes, Timings
 3: SJHP SE EB & SJHP SE WB (SB TERMINAL)

DDI 2018 AM
 03/01/2017

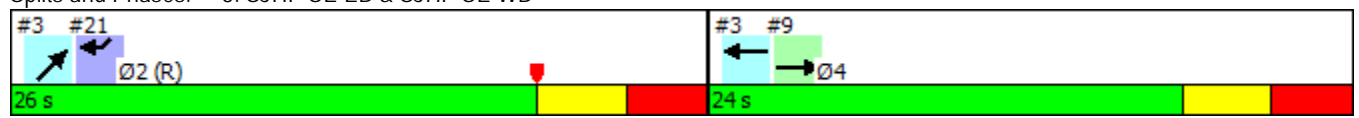


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)					10.0			10.0				
Minimum Split (s)					16.4			16.4				
Total Split (s)					24.0			26.0				
Total Split (%)					48.0%			52.0%				
Maximum Green (s)					17.6			19.6				
Yellow Time (s)					3.3			3.3				
All-Red Time (s)					3.1			3.1				
Lost Time Adjust (s)					0.0			0.0				
Total Lost Time (s)					6.4			6.4				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					3.0			3.0				
Recall Mode					None			C-Min				
Act Effct Green (s)					12.2			25.0				
Actuated g/C Ratio					0.24			0.50				
v/c Ratio					0.47			0.28				
Control Delay					17.1			8.2				
Queue Delay					0.0			0.0				
Total Delay					17.1			8.2				
LOS					B			A				
Approach Delay					17.1			8.2				
Approach LOS					B			A				
Queue Length 50th (ft)					60			38				
Queue Length 95th (ft)					78			70				
Internal Link Dist (ft)		135			137			143			117	
Turn Bay Length (ft)												
Base Capacity (vph)					1221			2491				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.33			0.28				

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 43 (86%), Referenced to phase 2:NET, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 11.4
 Intersection LOS: B
 Intersection Capacity Utilization 34.0%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: I-95 SB at SJHP SE

Splits and Phases: 3: SJHP SE EB & SJHP SE WB



Lanes, Volumes, Timings
7: SJHP SE WB & SJHP SE EB (NB TERMINAL)

DDI 2018 AM
03/01/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑									↑↑	
Traffic Volume (vph)	0	533	0	0	0	0	0	0	0	0	372	0
Future Volume (vph)	0	533	0	0	0	0	0	0	0	0	372	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	4988	0	0	0	0	0	0	0	0	3471	0
Flt Permitted												
Satd. Flow (perm)	0	4988	0	0	0	0	0	0	0	0	3471	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		213			168			208			136	
Travel Time (s)		4.1			3.3			4.1			2.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Adj. Flow (vph)	0	561	0	0	0	0	0	0	0	0	392	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	561	0	0	0	0	0	0	0	0	392	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		0			0			0			0	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1										2
Detector Template											Thru	
Leading Detector (ft)		30										100
Trailing Detector (ft)		0										0
Detector 1 Position(ft)		0										0
Detector 1 Size(ft)		30										6
Detector 1 Type		Cl+Ex										Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0										0.0
Detector 1 Queue (s)		0.0										0.0
Detector 1 Delay (s)		0.0										0.0
Detector 2 Position(ft)												94
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)												0.0
Turn Type		NA										NA
Protected Phases		4										2
Permitted Phases												
Detector Phase		4										2
Switch Phase												

Lanes, Volumes, Timings
 7: SJHP SE WB & SJHP SE EB (NB TERMINAL)

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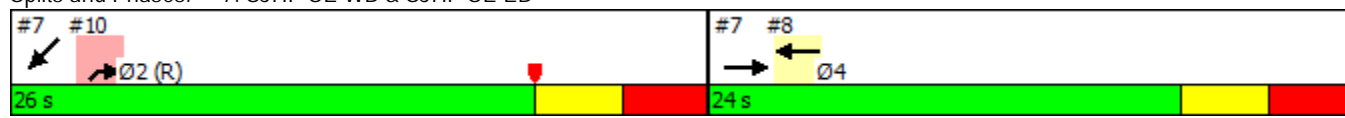


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		10.0									10.0	
Minimum Split (s)		16.5									16.5	
Total Split (s)		24.0									26.0	
Total Split (%)		48.0%									52.0%	
Maximum Green (s)		17.5									19.5	
Yellow Time (s)		3.3									3.3	
All-Red Time (s)		3.2									3.2	
Lost Time Adjust (s)		0.0									0.0	
Total Lost Time (s)		6.5									6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0									3.0	
Recall Mode		Min									C-Min	
Act Effct Green (s)		11.9									25.1	
Actuated g/C Ratio		0.24									0.50	
v/c Ratio		0.47									0.22	
Control Delay		12.0									7.9	
Queue Delay		0.0									0.0	
Total Delay		12.0									7.9	
LOS		B									A	
Approach Delay		12.0									7.9	
Approach LOS		B									A	
Queue Length 50th (ft)		38									30	
Queue Length 95th (ft)		56									58	
Internal Link Dist (ft)		133			88			128			56	
Turn Bay Length (ft)												
Base Capacity (vph)		1745									1743	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.32									0.22	

Intersection Summary

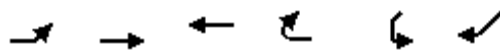
Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:SWT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 10.3
 Intersection LOS: B
 Intersection Capacity Utilization 31.4%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: I-95 NB @ SJHP SE

Splits and Phases: 7: SJHP SE WB & SJHP SE EB

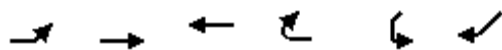


Lanes, Volumes, Timings
8: SJHP SE WB & Ramp B NBL

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Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø2
Lane Configurations			↑			↑↑	
Traffic Volume (vph)	0	0	137	0	0	372	
Future Volume (vph)	0	0	137	0	0	372	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	
Fr _t						0.850	
Fl _t Protected							
Satd. Flow (prot)	0	0	1759	0	0	2733	
Fl _t Permitted							
Satd. Flow (perm)	0	0	1759	0	0	2733	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)						1548	
Link Speed (mph)		35	35		35		
Link Distance (ft)		316	241		208		
Travel Time (s)		6.2	4.7		4.1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	2%	2%	8%	2%	2%	4%	
Adj. Flow (vph)	0	0	144	0	0	392	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	144	0	0	392	
Enter Blocked Intersection	No	No	No	Yes	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		0	0		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors			1			2	
Detector Template			Left			Thru	
Leading Detector (ft)			20			100	
Trailing Detector (ft)			0			0	
Detector 1 Position(ft)			0			0	
Detector 1 Size(ft)			20			6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)			0.0			0.0	
Detector 1 Queue (s)			0.0			0.0	
Detector 1 Delay (s)			0.0			0.0	
Detector 2 Position(ft)						94	
Detector 2 Size(ft)						6	
Detector 2 Type						Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)						0.0	
Turn Type			NA			Free	
Protected Phases			4				2
Permitted Phases						Free	
Detector Phase			4				
Switch Phase							

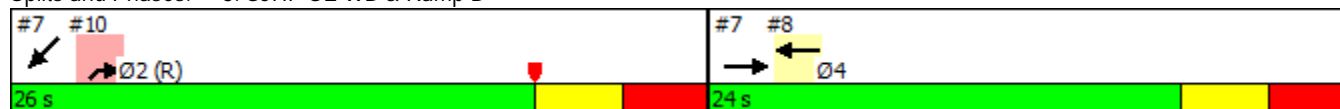


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø2
Minimum Initial (s)			10.0				10.0
Minimum Split (s)			16.5				16.5
Total Split (s)			24.0				26.0
Total Split (%)			48.0%				52%
Maximum Green (s)			17.5				19.5
Yellow Time (s)			3.3				3.3
All-Red Time (s)			3.2				3.2
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			6.5				
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)			3.0				3.0
Recall Mode			Min				C-Min
Act Effect Green (s)			11.9			50.0	
Actuated g/C Ratio			0.24			1.00	
v/c Ratio			0.35			0.14	
Control Delay			17.7			0.5	
Queue Delay			0.0			0.0	
Total Delay			17.7			0.5	
LOS			B			A	
Approach Delay			17.7		0.5		
Approach LOS			B		A		
Queue Length 50th (ft)			35			0	
Queue Length 95th (ft)			67			0	
Internal Link Dist (ft)		236	161		128		
Turn Bay Length (ft)							
Base Capacity (vph)			615			2733	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.23			0.14	

Intersection Summary

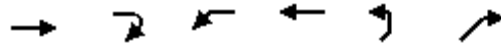
Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:SWT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 5.1
 Intersection LOS: A
 Intersection Capacity Utilization 18.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: SJHP SE WB & Ramp D

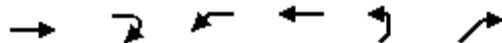


Lanes, Volumes, Timings
 9: SJHP SE EB & Ramp D SBL

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Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø2
Lane Configurations	↑↑					↓↓↓	
Traffic Volume (vph)	271	0	0	0	0	666	
Future Volume (vph)	271	0	0	0	0	666	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	0.76	
Fr t						0.850	
Flt Protected							
Satd. Flow (prot)	3343	0	0	0	0	3541	
Flt Permitted							
Satd. Flow (perm)	3343	0	0	0	0	3541	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						1724	
Link Speed (mph)	35			35	35		
Link Distance (ft)	220			323	197		
Travel Time (s)	4.3			6.3	3.8		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	8%	2%	2%	2%	4%	4%	
Adj. Flow (vph)	285	0	0	0	0	701	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	285	0	0	0	0	701	
Enter Blocked Intersection	Yes	No	No	No	No	Yes	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	0			0	0		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	1					2	
Detector Template	Left					Thru	
Leading Detector (ft)	20					100	
Trailing Detector (ft)	0					0	
Detector 1 Position(ft)	0					0	
Detector 1 Size(ft)	20					6	
Detector 1 Type	Cl+Ex					Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0					0.0	
Detector 1 Queue (s)	0.0					0.0	
Detector 1 Delay (s)	0.0					0.0	
Detector 2 Position(ft)						94	
Detector 2 Size(ft)						6	
Detector 2 Type						Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)						0.0	
Turn Type	NA					custom	
Protected Phases	4!					Free!	2
Permitted Phases						Free	
Detector Phase	4						
Switch Phase							

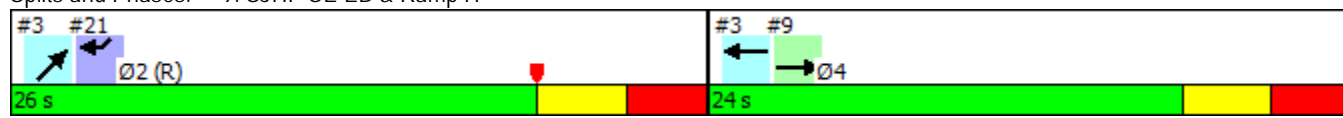


Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø2
Minimum Initial (s)	10.0						10.0
Minimum Split (s)	16.4						16.4
Total Split (s)	24.0						26.0
Total Split (%)	48.0%						52%
Maximum Green (s)	17.6						19.6
Yellow Time (s)	3.3						3.3
All-Red Time (s)	3.1						3.1
Lost Time Adjust (s)	0.0						
Total Lost Time (s)	6.4						
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0						3.0
Recall Mode	None						C-Min
Act Effct Green (s)	12.2					50.0	
Actuated g/C Ratio	0.24					1.00	
v/c Ratio	0.35					0.20	
Control Delay	16.2					0.8	
Queue Delay	0.0					0.0	
Total Delay	16.2					0.8	
LOS	B					A	
Approach Delay	16.2				0.8		
Approach LOS	B				A		
Queue Length 50th (ft)	36					0	
Queue Length 95th (ft)	55					7	
Internal Link Dist (ft)	140			243	117		
Turn Bay Length (ft)							
Base Capacity (vph)	1176					3541	
Starvation Cap Reductn	0					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.24					0.20	

Intersection Summary

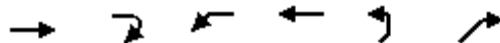
Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 43 (86%), Referenced to phase 2:NET, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 5.3
 Intersection LOS: A
 Intersection Capacity Utilization 13.7%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 9: SJHP SE EB & Ramp H



Lanes, Volumes, Timings
10: Ramp B NBR & SJHP SE EB

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Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø4
Lane Configurations	↑↑↑					↗	
Traffic Volume (vph)	533	0	0	0	0	105	
Future Volume (vph)	533	0	0	0	0	105	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	1.00	
Frt							0.865
Flt Protected							
Satd. Flow (prot)	4988	0	0	0	0	1522	
Flt Permitted							
Satd. Flow (perm)	4988	0	0	0	0	1522	
Right Turn on Red		Yes				No	
Satd. Flow (RTOR)							
Link Speed (mph)	35			35	35		
Link Distance (ft)	168			204	344		
Travel Time (s)	3.3			4.0	6.7		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	4%	2%	2%	2%	2%	8%	
Adj. Flow (vph)	561	0	0	0	0	111	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	561	0	0	0	0	111	
Enter Blocked Intersection	Yes	No	No	No	No	Yes	
Lane Alignment	Right	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	1					1	
Detector Template							
Leading Detector (ft)	5					20	
Trailing Detector (ft)	0					0	
Detector 1 Position(ft)	0					0	
Detector 1 Size(ft)	5					20	
Detector 1 Type	Cl+Ex					Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0					0.0	
Detector 1 Queue (s)	0.0					0.0	
Detector 1 Delay (s)	0.0					0.0	
Turn Type	NA					Prot	
Protected Phases	Free!					2!	4
Permitted Phases							
Detector Phase	3					2	
Switch Phase							
Minimum Initial (s)						10.0	10.0
Minimum Split (s)						16.5	16.5
Total Split (s)						26.0	24.0
Total Split (%)						52.0%	48%
Maximum Green (s)						19.5	17.5

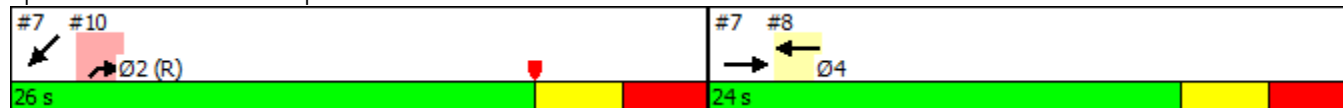


Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø4
Yellow Time (s)						3.3	3.3
All-Red Time (s)						3.2	3.2
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.5	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)						3.0	3.0
Recall Mode						C-Min	Min
Act Effct Green (s)	50.0					25.1	
Actuated g/C Ratio	1.00					0.50	
v/c Ratio	0.11					0.15	
Control Delay	0.1					8.1	
Queue Delay	0.0					0.0	
Total Delay	0.1					8.1	
LOS	A					A	
Approach Delay	0.1				8.1		
Approach LOS	A				A		
Queue Length 50th (ft)	0					16	
Queue Length 95th (ft)	0					42	
Internal Link Dist (ft)	88			124	264		
Turn Bay Length (ft)							
Base Capacity (vph)	4988					764	
Starvation Cap Reductn	0					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.11					0.15	

Intersection Summary

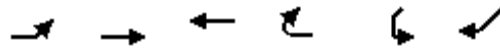
Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:SWT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 1.4
 Intersection LOS: A
 Intersection Capacity Utilization 31.4%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 10: Ramp C & SJHP SE EB



Lanes, Volumes, Timings
 21: SJHP SE WB & Ramp D SBR

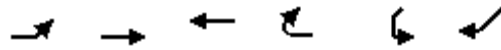
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Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø4
Lane Configurations			↑↑			↑↑	
Traffic Volume (vph)	0	0	379	0	0	286	
Future Volume (vph)	0	0	379	0	0	286	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.88	
Fr _t						0.850	
Fl _t Protected							
Satd. Flow (prot)	0	0	3471	0	0	2632	
Fl _t Permitted							
Satd. Flow (perm)	0	0	3471	0	0	2632	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		35	35		30		
Link Distance (ft)		829	215		320		
Travel Time (s)		16.1	4.2		7.3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	2%	2%	4%	2%	2%	8%	
Adj. Flow (vph)	0	0	399	0	0	301	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	399	0	0	301	
Enter Blocked Intersection	No	No	Yes	No	No	Yes	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		8		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors			1			1	
Detector Template						Right	
Leading Detector (ft)			6			20	
Trailing Detector (ft)			0			0	
Detector 1 Position(ft)			0			0	
Detector 1 Size(ft)			6			20	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)			0.0			0.0	
Detector 1 Queue (s)			0.0			0.0	
Detector 1 Delay (s)			0.0			0.0	
Turn Type			NA			Prot	
Protected Phases			Free!			2!	4
Permitted Phases							
Detector Phase						2	
Switch Phase							
Minimum Initial (s)						10.0	10.0
Minimum Split (s)						16.4	16.4
Total Split (s)						26.0	24.0
Total Split (%)						52.0%	48%
Maximum Green (s)						19.6	17.6

Lanes, Volumes, Timings
 21: SJHP SE WB & Ramp D SBR

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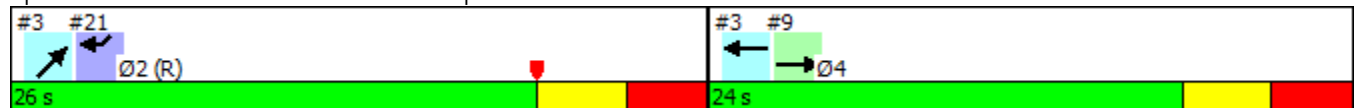


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø4
Yellow Time (s)						3.3	3.3
All-Red Time (s)						3.1	3.1
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.4	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)						3.0	3.0
Recall Mode						C-Min	None
Act Effect Green (s)			50.0			25.0	
Actuated g/C Ratio			1.00			0.50	
v/c Ratio			0.11			0.23	
Control Delay			0.1			8.3	
Queue Delay			0.0			0.0	
Total Delay			0.1			8.3	
LOS			A			A	
Approach Delay			0.1		8.3		
Approach LOS			A		A		
Queue Length 50th (ft)			0			25	
Queue Length 95th (ft)			0			55	
Internal Link Dist (ft)		749	135		240		
Turn Bay Length (ft)							
Base Capacity (vph)			3471			1314	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.11			0.23	

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 43 (86%), Referenced to phase 2:NET, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 3.6
 Intersection LOS: A
 Intersection Capacity Utilization 34.0%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 21: SJHP SE WB & Ramp G



Lanes, Volumes, Timings
 3: SJHP SE EB & SJHP SE WB (SB TERMINAL)

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 03/01/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑			↑↑↑				
Traffic Volume (vph)	0	0	0	0	414	0	0	521	0	0	0	0
Future Volume (vph)	0	0	0	0	414	0	0	521	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	3471	0	0	4988	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	3471	0	0	4988	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35				35
Link Distance (ft)		215			217			223				197
Travel Time (s)		4.2			4.2			4.3				3.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	0	0	0	436	0	0	548	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	436	0	0	548	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		0			8			0				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1			2				
Detector Template												
Leading Detector (ft)					50			100				
Trailing Detector (ft)					0			0				
Detector 1 Position(ft)					0			0				
Detector 1 Size(ft)					50			6				
Detector 1 Type					Cl+Ex			Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0			0.0				
Detector 1 Queue (s)					0.0			0.0				
Detector 1 Delay (s)					0.0			0.0				
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type												
Protected Phases					NA			NA				
Permitted Phases					4			2				
Detector Phase												
Detector Phase					4			2				
Switch Phase												

Lanes, Volumes, Timings
 3: SJHP SE EB & SJHP SE WB (SB TERMINAL)

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 03/01/2017

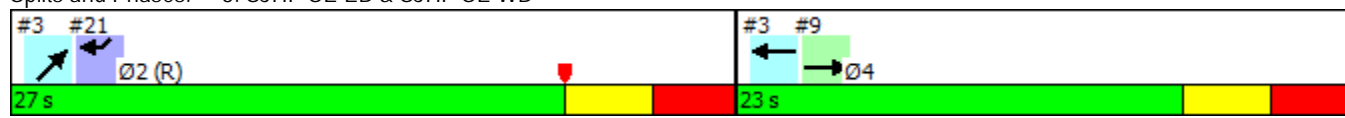


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)					10.0			10.0				
Minimum Split (s)					16.4			16.4				
Total Split (s)					23.0			27.0				
Total Split (%)					46.0%			54.0%				
Maximum Green (s)					16.6			20.6				
Yellow Time (s)					3.3			3.3				
All-Red Time (s)					3.1			3.1				
Lost Time Adjust (s)					0.0			0.0				
Total Lost Time (s)					6.4			6.4				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					3.0			3.0				
Recall Mode					None			C-Min				
Act Effct Green (s)					12.9			24.3				
Actuated g/C Ratio					0.26			0.49				
v/c Ratio					0.49			0.23				
Control Delay					16.5			8.3				
Queue Delay					0.0			0.0				
Total Delay					16.5			8.3				
LOS					B			A				
Approach Delay					16.5			8.3				
Approach LOS					B			A				
Queue Length 50th (ft)					65			30				
Queue Length 95th (ft)					70			55				
Internal Link Dist (ft)		135			137			143			117	
Turn Bay Length (ft)												
Base Capacity (vph)					1152			2426				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.38			0.23				

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 38 (76%), Referenced to phase 2:NET, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 11.9
 Intersection LOS: B
 Intersection Capacity Utilization 34.2%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: I-95 SB at SJHP SE

Splits and Phases: 3: SJHP SE EB & SJHP SE WB



Lanes, Volumes, Timings
7: SJHP SE WB & SJHP SE EB (NB TERMINAL)

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑									↑↑	
Traffic Volume (vph)	0	580	0	0	0	0	0	0	0	0	384	0
Future Volume (vph)	0	580	0	0	0	0	0	0	0	0	384	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	4988	0	0	0	0	0	0	0	0	3471	0
Flt Permitted												
Satd. Flow (perm)	0	4988	0	0	0	0	0	0	0	0	3471	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		213			168			208			136	
Travel Time (s)		4.1			3.3			4.1			2.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Adj. Flow (vph)	0	611	0	0	0	0	0	0	0	0	404	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	611	0	0	0	0	0	0	0	0	404	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		0			0			0			0	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1										2
Detector Template											Thru	
Leading Detector (ft)		30										100
Trailing Detector (ft)		0										0
Detector 1 Position(ft)		0										0
Detector 1 Size(ft)		30										6
Detector 1 Type		Cl+Ex										Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0										0.0
Detector 1 Queue (s)		0.0										0.0
Detector 1 Delay (s)		0.0										0.0
Detector 2 Position(ft)												94
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)												0.0
Turn Type		NA										NA
Protected Phases		4										2
Permitted Phases												
Detector Phase		4										2
Switch Phase												

Lanes, Volumes, Timings
 7: SJHP SE WB & SJHP SE EB (NB TERMINAL)

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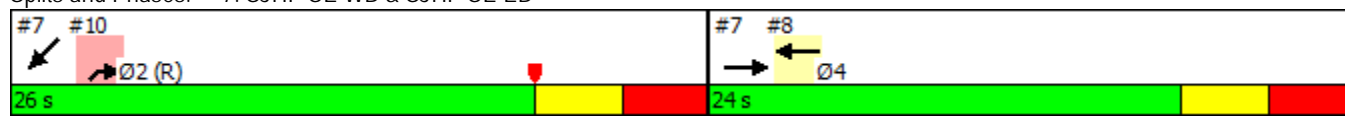


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		10.0									10.0	
Minimum Split (s)		16.5									16.5	
Total Split (s)		24.0									26.0	
Total Split (%)		48.0%									52.0%	
Maximum Green (s)		17.5									19.5	
Yellow Time (s)		3.3									3.3	
All-Red Time (s)		3.2									3.2	
Lost Time Adjust (s)		0.0									0.0	
Total Lost Time (s)		6.5									6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0									3.0	
Recall Mode		Min									C-Min	
Act Effct Green (s)		12.4									24.6	
Actuated g/C Ratio		0.25									0.49	
v/c Ratio		0.49									0.24	
Control Delay		11.6									8.4	
Queue Delay		0.0									0.0	
Total Delay		11.6									8.4	
LOS		B									A	
Approach Delay		11.6									8.4	
Approach LOS		B									A	
Queue Length 50th (ft)		35									32	
Queue Length 95th (ft)		50									63	
Internal Link Dist (ft)		133			88			128			56	
Turn Bay Length (ft)												
Base Capacity (vph)		1745									1709	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.35									0.24	

Intersection Summary

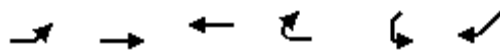
Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:SWT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 10.3
 Intersection LOS: B
 Intersection Capacity Utilization 32.7%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: I-95 NB @ SJHP SE

Splits and Phases: 7: SJHP SE WB & SJHP SE EB

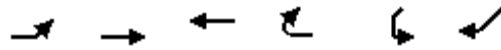


Lanes, Volumes, Timings
8: SJHP SE WB & Ramp B NBL

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Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø2
Lane Configurations			↑			↑↑	
Traffic Volume (vph)	0	0	153	0	0	384	
Future Volume (vph)	0	0	153	0	0	384	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	
Fr _t						0.850	
Fl _t Protected							
Satd. Flow (prot)	0	0	1759	0	0	2733	
Fl _t Permitted							
Satd. Flow (perm)	0	0	1759	0	0	2733	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)						1516	
Link Speed (mph)		35	35		35		
Link Distance (ft)		316	241		208		
Travel Time (s)		6.2	4.7		4.1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	2%	2%	8%	2%	2%	4%	
Adj. Flow (vph)	0	0	161	0	0	404	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	161	0	0	404	
Enter Blocked Intersection	No	No	No	Yes	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		0	0		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors			1			2	
Detector Template			Left			Thru	
Leading Detector (ft)			20			100	
Trailing Detector (ft)			0			0	
Detector 1 Position(ft)			0			0	
Detector 1 Size(ft)			20			6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)			0.0			0.0	
Detector 1 Queue (s)			0.0			0.0	
Detector 1 Delay (s)			0.0			0.0	
Detector 2 Position(ft)						94	
Detector 2 Size(ft)						6	
Detector 2 Type						Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)						0.0	
Turn Type			NA			Free	
Protected Phases			4				2
Permitted Phases						Free	
Detector Phase			4				
Switch Phase							

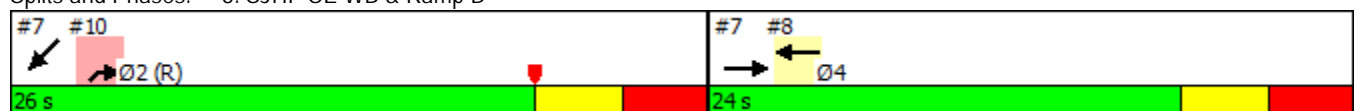


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø2
Minimum Initial (s)			10.0				10.0
Minimum Split (s)			16.5				16.5
Total Split (s)			24.0				26.0
Total Split (%)			48.0%				52%
Maximum Green (s)			17.5				19.5
Yellow Time (s)			3.3				3.3
All-Red Time (s)			3.2				3.2
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			6.5				
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)			3.0				3.0
Recall Mode			Min				C-Min
Act Effct Green (s)			12.4			50.0	
Actuated g/C Ratio			0.25			1.00	
v/c Ratio			0.37			0.15	
Control Delay			17.5			0.5	
Queue Delay			0.0			0.0	
Total Delay			17.5			0.5	
LOS			B			A	
Approach Delay			17.5		0.5		
Approach LOS			B		A		
Queue Length 50th (ft)			39			0	
Queue Length 95th (ft)			71			1	
Internal Link Dist (ft)		236	161		128		
Turn Bay Length (ft)							
Base Capacity (vph)			615			2733	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.26			0.15	

Intersection Summary

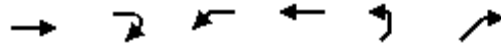
Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:SWT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 5.3
 Intersection LOS: A
 Intersection Capacity Utilization 19.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: SJHP SE WB & Ramp D

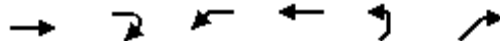


Lanes, Volumes, Timings
 9: SJHP SE EB & Ramp D SBL

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Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø2
Lane Configurations	↑↑					↓↓↓	
Traffic Volume (vph)	349	0	0	0	0	521	
Future Volume (vph)	349	0	0	0	0	521	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	0.76	
Fr t						0.850	
Flt Protected							
Satd. Flow (prot)	3343	0	0	0	0	3541	
Flt Permitted							
Satd. Flow (perm)	3343	0	0	0	0	3541	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						1640	
Link Speed (mph)	35			35	35		
Link Distance (ft)	220			323	197		
Travel Time (s)	4.3			6.3	3.8		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	8%	2%	2%	2%	4%	4%	
Adj. Flow (vph)	367	0	0	0	0	548	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	367	0	0	0	0	548	
Enter Blocked Intersection	Yes	No	No	No	No	Yes	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	0			0	0		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	1					2	
Detector Template	Left					Thru	
Leading Detector (ft)	20					100	
Trailing Detector (ft)	0					0	
Detector 1 Position(ft)	0					0	
Detector 1 Size(ft)	20					6	
Detector 1 Type	Cl+Ex					Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0					0.0	
Detector 1 Queue (s)	0.0					0.0	
Detector 1 Delay (s)	0.0					0.0	
Detector 2 Position(ft)						94	
Detector 2 Size(ft)						6	
Detector 2 Type						Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)						0.0	
Turn Type	NA					custom	
Protected Phases	4!					Free!	2
Permitted Phases						Free	
Detector Phase	4						
Switch Phase							

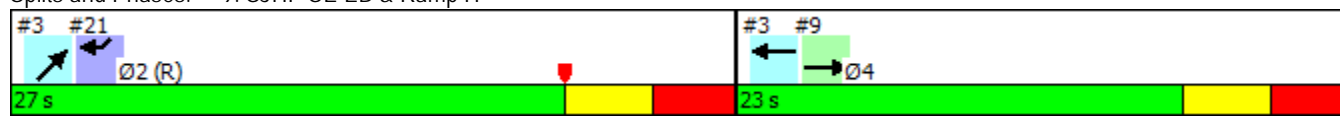


Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø2
Minimum Initial (s)	10.0						10.0
Minimum Split (s)	16.4						16.4
Total Split (s)	23.0						27.0
Total Split (%)	46.0%						54%
Maximum Green (s)	16.6						20.6
Yellow Time (s)	3.3						3.3
All-Red Time (s)	3.1						3.1
Lost Time Adjust (s)	0.0						
Total Lost Time (s)	6.4						
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0						3.0
Recall Mode	None						C-Min
Act Effct Green (s)	12.9					50.0	
Actuated g/C Ratio	0.26					1.00	
v/c Ratio	0.43					0.15	
Control Delay	16.5					0.6	
Queue Delay	0.0					0.0	
Total Delay	16.5					0.6	
LOS	B					A	
Approach Delay	16.5				0.6		
Approach LOS	B				A		
Queue Length 50th (ft)	47					0	
Queue Length 95th (ft)	68					0	
Internal Link Dist (ft)	140			243	117		
Turn Bay Length (ft)							
Base Capacity (vph)	1109					3541	
Starvation Cap Reductn	0					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.33					0.15	

Intersection Summary

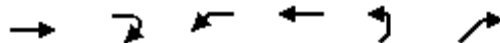
Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 38 (76%), Referenced to phase 2:NET, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 7.0
 Intersection LOS: A
 Intersection Capacity Utilization 17.5%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 9: SJHP SE EB & Ramp H



Lanes, Volumes, Timings
10: Ramp B NBR & SJHP SE EB

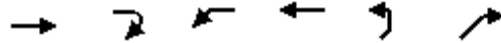
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Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø4
Lane Configurations	↑↑↑					↗	
Traffic Volume (vph)	580	0	0	0	0	125	
Future Volume (vph)	580	0	0	0	0	125	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	1.00	
Frt							0.865
Flt Protected							
Satd. Flow (prot)	4988	0	0	0	0	1522	
Flt Permitted							
Satd. Flow (perm)	4988	0	0	0	0	1522	
Right Turn on Red		Yes				No	
Satd. Flow (RTOR)							
Link Speed (mph)	35			35	35		
Link Distance (ft)	168			204	344		
Travel Time (s)	3.3			4.0	6.7		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	4%	2%	2%	2%	2%	8%	
Adj. Flow (vph)	611	0	0	0	0	132	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	611	0	0	0	0	132	
Enter Blocked Intersection	Yes	No	No	No	No	Yes	
Lane Alignment	Right	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	1					1	
Detector Template							
Leading Detector (ft)	5					20	
Trailing Detector (ft)	0					0	
Detector 1 Position(ft)	0					0	
Detector 1 Size(ft)	5					20	
Detector 1 Type	Cl+Ex					Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0					0.0	
Detector 1 Queue (s)	0.0					0.0	
Detector 1 Delay (s)	0.0					0.0	
Turn Type	NA					Prot	
Protected Phases	Free!					2!	4
Permitted Phases							
Detector Phase	3					2	
Switch Phase							
Minimum Initial (s)						10.0	10.0
Minimum Split (s)						16.5	16.5
Total Split (s)						26.0	24.0
Total Split (%)						52.0%	48%
Maximum Green (s)						19.5	17.5

Lanes, Volumes, Timings
 10: Ramp B NBR & SJHP SE EB

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 03/01/2017

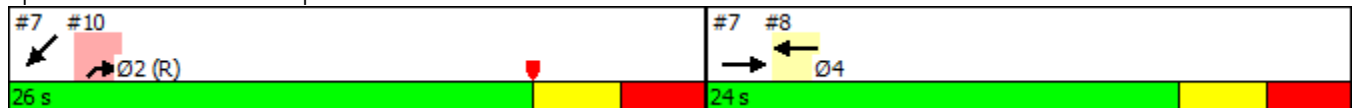


Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø4
Yellow Time (s)						3.3	3.3
All-Red Time (s)						3.2	3.2
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.5	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)						3.0	3.0
Recall Mode						C-Min	Min
Act Effect Green (s)	50.0					24.6	
Actuated g/C Ratio	1.00					0.49	
v/c Ratio	0.12					0.18	
Control Delay	0.1					8.8	
Queue Delay	0.0					0.0	
Total Delay	0.1					8.8	
LOS	A					A	
Approach Delay	0.1				8.8		
Approach LOS	A				A		
Queue Length 50th (ft)	0					19	
Queue Length 95th (ft)	0					52	
Internal Link Dist (ft)	88			124	264		
Turn Bay Length (ft)							
Base Capacity (vph)	4988					749	
Starvation Cap Reductn	0					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.12					0.18	

Intersection Summary

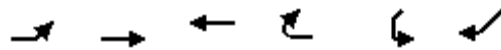
Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:SWT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 1.6
 Intersection LOS: A
 Intersection Capacity Utilization 32.7%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 10: Ramp C & SJHP SE EB

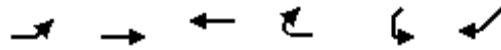


Lanes, Volumes, Timings
 21: SJHP SE WB & Ramp D SBR

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Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø4
Lane Configurations			↑↑			↑↑	
Traffic Volume (vph)	0	0	414	0	0	404	
Future Volume (vph)	0	0	414	0	0	404	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.88	
Fr _t						0.850	
Fl _t Protected							
Satd. Flow (prot)	0	0	3471	0	0	2632	
Fl _t Permitted							
Satd. Flow (perm)	0	0	3471	0	0	2632	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		35	35		30		
Link Distance (ft)		829	215		320		
Travel Time (s)		16.1	4.2		7.3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	2%	2%	4%	2%	2%	8%	
Adj. Flow (vph)	0	0	436	0	0	425	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	436	0	0	425	
Enter Blocked Intersection	No	No	Yes	No	No	Yes	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		8		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors			1			1	
Detector Template						Right	
Leading Detector (ft)			6			20	
Trailing Detector (ft)			0			0	
Detector 1 Position(ft)			0			0	
Detector 1 Size(ft)			6			20	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)			0.0			0.0	
Detector 1 Queue (s)			0.0			0.0	
Detector 1 Delay (s)			0.0			0.0	
Turn Type			NA			Prot	
Protected Phases			Free!			2!	4
Permitted Phases							
Detector Phase						2	
Switch Phase							
Minimum Initial (s)						10.0	10.0
Minimum Split (s)						16.4	16.4
Total Split (s)						27.0	23.0
Total Split (%)						54.0%	46%
Maximum Green (s)						20.6	16.6

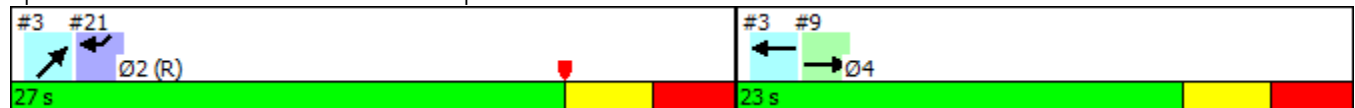


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø4
Yellow Time (s)						3.3	3.3
All-Red Time (s)						3.1	3.1
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.4	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)						3.0	3.0
Recall Mode						C-Min	None
Act Effect Green (s)			50.0			24.3	
Actuated g/C Ratio			1.00			0.49	
v/c Ratio			0.13			0.33	
Control Delay			0.1			9.5	
Queue Delay			0.0			0.0	
Total Delay			0.1			9.5	
LOS			A			A	
Approach Delay			0.1		9.5		
Approach LOS			A		A		
Queue Length 50th (ft)			0			38	
Queue Length 95th (ft)			0			78	
Internal Link Dist (ft)		749	135		240		
Turn Bay Length (ft)							
Base Capacity (vph)			3471			1280	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.13			0.33	

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 38 (76%), Referenced to phase 2:NET, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 4.7
 Intersection LOS: A
 Intersection Capacity Utilization 34.2%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 21: SJHP SE WB & Ramp G



Lanes, Volumes, Timings
 3: SJHP SE EB & SJHP SE WB (SB TERMINAL)

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑			↑↑↑				
Traffic Volume (vph)	0	0	0	0	1090	0	0	1687	0	0	0	0
Future Volume (vph)	0	0	0	0	1090	0	0	1687	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	3471	0	0	4988	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	3471	0	0	4988	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35				35
Link Distance (ft)		215			217			223				197
Travel Time (s)		4.2			4.2			4.3				3.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	0	0	0	1147	0	0	1776	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1147	0	0	1776	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		0			8			0				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1			2				
Detector Template												
Leading Detector (ft)					50			100				
Trailing Detector (ft)					0			0				
Detector 1 Position(ft)					0			0				
Detector 1 Size(ft)					50			6				
Detector 1 Type					Cl+Ex			Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0			0.0				
Detector 1 Queue (s)					0.0			0.0				
Detector 1 Delay (s)					0.0			0.0				
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type					NA			NA				
Protected Phases					4			2				
Permitted Phases												
Detector Phase					4			2				
Switch Phase												

Lanes, Volumes, Timings
 3: SJHP SE EB & SJHP SE WB (SB TERMINAL)

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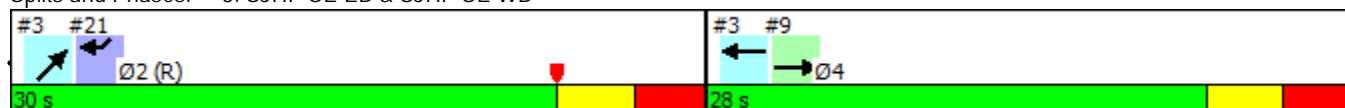


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)					10.0			10.0				
Minimum Split (s)					16.4			16.4				
Total Split (s)					28.0			30.0				
Total Split (%)					48.3%			51.7%				
Maximum Green (s)					21.6			23.6				
Yellow Time (s)					3.3			3.3				
All-Red Time (s)					3.1			3.1				
Lost Time Adjust (s)					0.0			0.0				
Total Lost Time (s)					6.4			6.4				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					3.0			3.0				
Recall Mode					None			C-Min				
Act Effct Green (s)					21.6			23.6				
Actuated g/C Ratio					0.37			0.41				
v/c Ratio					0.89			0.88				
Control Delay					22.2			22.4				
Queue Delay					0.0			0.0				
Total Delay					22.2			22.4				
LOS					C			C				
Approach Delay					22.2			22.4				
Approach LOS					C			C				
Queue Length 50th (ft)					185			199				
Queue Length 95th (ft)					#313			#273				
Internal Link Dist (ft)		135			137			143			117	
Turn Bay Length (ft)												
Base Capacity (vph)					1292			2029				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.89			0.88				

Intersection Summary

Area Type: Other
 Cycle Length: 58
 Actuated Cycle Length: 58
 Offset: 57 (98%), Referenced to phase 2:NET, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 22.3 Intersection LOS: C
 Intersection Capacity Utilization 73.4% ICU Level of Service D
 Analysis Period (min) 15
 Description: I-95 SB at SJHP SE
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: SJHP SE EB & SJHP SE WB



Lanes, Volumes, Timings
7: SJHP SE WB & SJHP SE EB (NB TERMINAL)

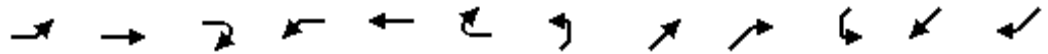
DDI 2040 AM
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑									↑↑	
Traffic Volume (vph)	0	1287	0	0	0	0	0	0	0	0	1048	0
Future Volume (vph)	0	1287	0	0	0	0	0	0	0	0	1048	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	4988	0	0	0	0	0	0	0	0	3471	0
Flt Permitted												
Satd. Flow (perm)	0	4988	0	0	0	0	0	0	0	0	3471	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		213			168			208			136	
Travel Time (s)		4.1			3.3			4.1			2.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Adj. Flow (vph)	0	1355	0	0	0	0	0	0	0	0	1103	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1355	0	0	0	0	0	0	0	0	1103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		0			0			0			0	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1										2
Detector Template											Thru	
Leading Detector (ft)		30										100
Trailing Detector (ft)		0										0
Detector 1 Position(ft)		0										0
Detector 1 Size(ft)		30										6
Detector 1 Type		Cl+Ex										Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0										0.0
Detector 1 Queue (s)		0.0										0.0
Detector 1 Delay (s)		0.0										0.0
Detector 2 Position(ft)												94
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)												0.0
Turn Type		NA										NA
Protected Phases		4										2
Permitted Phases												
Detector Phase		4										2
Switch Phase												

Lanes, Volumes, Timings
 7: SJHP SE WB & SJHP SE EB (NB TERMINAL)

DDI 2040 AM
 03/01/2017

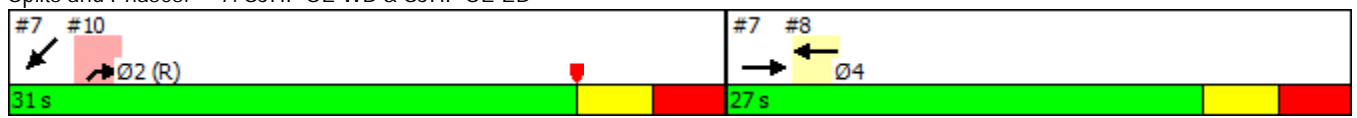


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		10.0										10.0
Minimum Split (s)		16.5										16.5
Total Split (s)		27.0										31.0
Total Split (%)		46.6%										53.4%
Maximum Green (s)		20.5										24.5
Yellow Time (s)		3.3										3.3
All-Red Time (s)		3.2										3.2
Lost Time Adjust (s)		0.0										0.0
Total Lost Time (s)		6.5										6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0										3.0
Recall Mode		Min										C-Min
Act Effct Green (s)		20.0										25.0
Actuated g/C Ratio		0.34										0.43
v/c Ratio		0.79										0.74
Control Delay		11.4										17.7
Queue Delay		0.0										0.0
Total Delay		11.4										17.7
LOS		B										B
Approach Delay		11.4										17.7
Approach LOS		B										B
Queue Length 50th (ft)		92										162
Queue Length 95th (ft)		95										230
Internal Link Dist (ft)		133				88			128			56
Turn Bay Length (ft)												
Base Capacity (vph)		1763										1495
Starvation Cap Reductn		0										0
Spillback Cap Reductn		0										0
Storage Cap Reductn		0										0
Reduced v/c Ratio		0.77										0.74

Intersection Summary

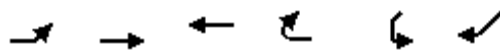
Area Type: Other
 Cycle Length: 58
 Actuated Cycle Length: 58
 Offset: 0 (0%), Referenced to phase 2:SWT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 14.2
 Intersection LOS: B
 Intersection Capacity Utilization 64.7%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: I-95 NB @ SJHP SE

Splits and Phases: 7: SJHP SE WB & SJHP SE EB

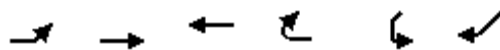


Lanes, Volumes, Timings
8: SJHP SE WB & Ramp B NBL

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Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø2
Lane Configurations			↑			↑↑	
Traffic Volume (vph)	0	0	356	0	0	1048	
Future Volume (vph)	0	0	356	0	0	1048	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	
Fr _t						0.850	
Fl _t Protected							
Satd. Flow (prot)	0	0	1759	0	0	2733	
Fl _t Permitted							
Satd. Flow (perm)	0	0	1759	0	0	2733	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)						1265	
Link Speed (mph)		35	35		35		
Link Distance (ft)		316	241		208		
Travel Time (s)		6.2	4.7		4.1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	2%	2%	8%	2%	2%	4%	
Adj. Flow (vph)	0	0	375	0	0	1103	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	375	0	0	1103	
Enter Blocked Intersection	No	No	No	Yes	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		0	0		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors			1			2	
Detector Template			Left			Thru	
Leading Detector (ft)			20			100	
Trailing Detector (ft)			0			0	
Detector 1 Position(ft)			0			0	
Detector 1 Size(ft)			20			6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)			0.0			0.0	
Detector 1 Queue (s)			0.0			0.0	
Detector 1 Delay (s)			0.0			0.0	
Detector 2 Position(ft)						94	
Detector 2 Size(ft)						6	
Detector 2 Type						Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)						0.0	
Turn Type			NA			Free	
Protected Phases			4				2
Permitted Phases						Free	
Detector Phase			4				
Switch Phase							



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø2
Minimum Initial (s)			10.0				10.0
Minimum Split (s)			16.5				16.5
Total Split (s)			27.0				31.0
Total Split (%)			46.6%				53%
Maximum Green (s)			20.5				24.5
Yellow Time (s)			3.3				3.3
All-Red Time (s)			3.2				3.2
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			6.5				
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)			3.0				3.0
Recall Mode			Min				C-Min
Act Effct Green (s)			20.0			58.0	
Actuated g/C Ratio			0.34			1.00	
v/c Ratio			0.62			0.40	
Control Delay			20.9			2.5	
Queue Delay			0.0			0.0	
Total Delay			20.9			2.5	
LOS			C			A	
Approach Delay			20.9		2.5		
Approach LOS			C		A		
Queue Length 50th (ft)			104			38	
Queue Length 95th (ft)			181			36	
Internal Link Dist (ft)		236	161		128		
Turn Bay Length (ft)							
Base Capacity (vph)			621			2733	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.60			0.40	

Intersection Summary

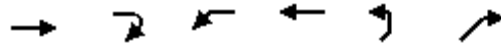
Area Type: Other
 Cycle Length: 58
 Actuated Cycle Length: 58
 Offset: 0 (0%), Referenced to phase 2:SWT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 7.2
 Intersection LOS: A
 Intersection Capacity Utilization 30.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: SJHP SE WB & Ramp D

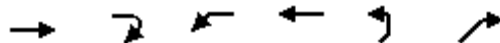


Lanes, Volumes, Timings
9: SJHP SE EB & Ramp D SBL

DDI 2040 AM
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Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø2
Lane Configurations	↑↑					↑↑↑	
Traffic Volume (vph)	530	0	0	0	0	1687	
Future Volume (vph)	530	0	0	0	0	1687	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	0.76	
Fr t						0.850	
Flt Protected							
Satd. Flow (prot)	3343	0	0	0	0	3541	
Flt Permitted							
Satd. Flow (perm)	3343	0	0	0	0	3541	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						1464	
Link Speed (mph)	35			35	35		
Link Distance (ft)	220			323	197		
Travel Time (s)	4.3			6.3	3.8		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	8%	2%	2%	2%	4%	4%	
Adj. Flow (vph)	558	0	0	0	0	1776	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	558	0	0	0	0	1776	
Enter Blocked Intersection	Yes	No	No	No	No	Yes	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	0			0	0		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	1					2	
Detector Template	Left					Thru	
Leading Detector (ft)	20					100	
Trailing Detector (ft)	0					0	
Detector 1 Position(ft)	0					0	
Detector 1 Size(ft)	20					6	
Detector 1 Type	Cl+Ex					Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0					0.0	
Detector 1 Queue (s)	0.0					0.0	
Detector 1 Delay (s)	0.0					0.0	
Detector 2 Position(ft)						94	
Detector 2 Size(ft)						6	
Detector 2 Type						Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)						0.0	
Turn Type	NA					custom	
Protected Phases	4!					Free!	2
Permitted Phases						Free	
Detector Phase	4						
Switch Phase							

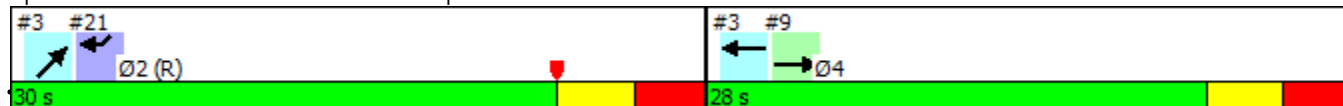


Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø2
Minimum Initial (s)	10.0						10.0
Minimum Split (s)	16.4						16.4
Total Split (s)	28.0						30.0
Total Split (%)	48.3%						52%
Maximum Green (s)	21.6						23.6
Yellow Time (s)	3.3						3.3
All-Red Time (s)	3.1						3.1
Lost Time Adjust (s)	0.0						
Total Lost Time (s)	6.4						
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0						3.0
Recall Mode	None						C-Min
Act Effct Green (s)	21.6					58.0	
Actuated g/C Ratio	0.37					1.00	
v/c Ratio	0.45					0.50	
Control Delay	15.1					4.6	
Queue Delay	0.0					0.0	
Total Delay	15.1					4.6	
LOS	B					A	
Approach Delay	15.1				4.6		
Approach LOS	B				A		
Queue Length 50th (ft)	74					111	
Queue Length 95th (ft)	112					m161	
Internal Link Dist (ft)	140			243	117		
Turn Bay Length (ft)							
Base Capacity (vph)	1244					3541	
Starvation Cap Reductn	0					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.45					0.50	

Intersection Summary

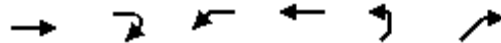
Area Type: Other
 Cycle Length: 58
 Actuated Cycle Length: 58
 Offset: 57 (98%), Referenced to phase 2:NET, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 7.1
 Intersection LOS: A
 Intersection Capacity Utilization 24.9%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.
 ! Phase conflict between lane groups.

Splits and Phases: 9: SJHP SE EB & Ramp H



Lanes, Volumes, Timings
10: Ramp B NBR & SJHP SE EB

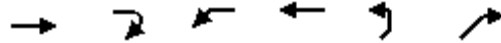
DDI 2040 AM
03/01/2017



Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø4
Lane Configurations	↑↑↑					↗	
Traffic Volume (vph)	1287	0	0	0	0	251	
Future Volume (vph)	1287	0	0	0	0	251	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	1.00	
Frt							0.865
Flt Protected							
Satd. Flow (prot)	4988	0	0	0	0	1522	
Flt Permitted							
Satd. Flow (perm)	4988	0	0	0	0	1522	
Right Turn on Red		Yes				No	
Satd. Flow (RTOR)							
Link Speed (mph)	35			35	35		
Link Distance (ft)	168			204	344		
Travel Time (s)	3.3			4.0	6.7		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	4%	2%	2%	2%	2%	8%	
Adj. Flow (vph)	1355	0	0	0	0	264	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1355	0	0	0	0	264	
Enter Blocked Intersection	Yes	No	No	No	No	Yes	
Lane Alignment	Right	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	1					1	
Detector Template							
Leading Detector (ft)	5					20	
Trailing Detector (ft)	0					0	
Detector 1 Position(ft)	0					0	
Detector 1 Size(ft)	5					20	
Detector 1 Type	Cl+Ex					Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0					0.0	
Detector 1 Queue (s)	0.0					0.0	
Detector 1 Delay (s)	0.0					0.0	
Turn Type	NA					Prot	
Protected Phases	Free!					2!	4
Permitted Phases							
Detector Phase	3					2	
Switch Phase							
Minimum Initial (s)						10.0	10.0
Minimum Split (s)						16.5	16.5
Total Split (s)						31.0	27.0
Total Split (%)						53.4%	47%
Maximum Green (s)						24.5	20.5

Lanes, Volumes, Timings
 10: Ramp B NBR & SJHP SE EB

DDI 2040 AM
 03/01/2017



Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø4
Yellow Time (s)						3.3	3.3
All-Red Time (s)						3.2	3.2
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.5	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)						3.0	3.0
Recall Mode						C-Min	Min
Act Effect Green (s)	58.0					25.0	
Actuated g/C Ratio	1.00					0.43	
v/c Ratio	0.27					0.40	
Control Delay	0.1					14.0	
Queue Delay	0.0					0.0	
Total Delay	0.1					14.0	
LOS	A					B	
Approach Delay	0.1				14.0		
Approach LOS	A				B		
Queue Length 50th (ft)	0					61	
Queue Length 95th (ft)	0					114	
Internal Link Dist (ft)	88			124	264		
Turn Bay Length (ft)							
Base Capacity (vph)	4988					655	
Starvation Cap Reductn	0					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.27					0.40	

Intersection Summary

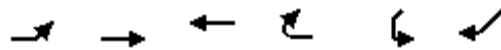
Area Type: Other
 Cycle Length: 58
 Actuated Cycle Length: 58
 Offset: 0 (0%), Referenced to phase 2:SWT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 2.3
 Intersection LOS: A
 Intersection Capacity Utilization 64.7%
 ICU Level of Service C
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 10: Ramp C & SJHP SE EB



Lanes, Volumes, Timings
 21: SJHP SE WB & Ramp D SBR

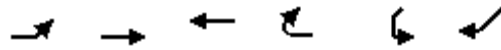
DDI 2040 AM
 03/01/2017



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø4
Lane Configurations			↑↑			↑↑	
Traffic Volume (vph)	0	0	1090	0	0	616	
Future Volume (vph)	0	0	1090	0	0	616	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.88	
Fr _t						0.850	
Fl _t Protected							
Satd. Flow (prot)	0	0	3471	0	0	2632	
Fl _t Permitted							
Satd. Flow (perm)	0	0	3471	0	0	2632	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		35	35		30		
Link Distance (ft)		829	215		320		
Travel Time (s)		16.1	4.2		7.3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	2%	2%	4%	2%	2%	8%	
Adj. Flow (vph)	0	0	1147	0	0	648	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1147	0	0	648	
Enter Blocked Intersection	No	No	Yes	No	No	Yes	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		8		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors			1			1	
Detector Template						Right	
Leading Detector (ft)			6			20	
Trailing Detector (ft)			0			0	
Detector 1 Position(ft)			0			0	
Detector 1 Size(ft)			6			20	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)			0.0			0.0	
Detector 1 Queue (s)			0.0			0.0	
Detector 1 Delay (s)			0.0			0.0	
Turn Type			NA			Prot	
Protected Phases			Free!			2!	4
Permitted Phases							
Detector Phase						2	
Switch Phase							
Minimum Initial (s)						10.0	10.0
Minimum Split (s)						16.4	16.4
Total Split (s)						30.0	28.0
Total Split (%)						51.7%	48%
Maximum Green (s)						23.6	21.6

Lanes, Volumes, Timings
 21: SJHP SE WB & Ramp D SBR

DDI 2040 AM
 03/01/2017

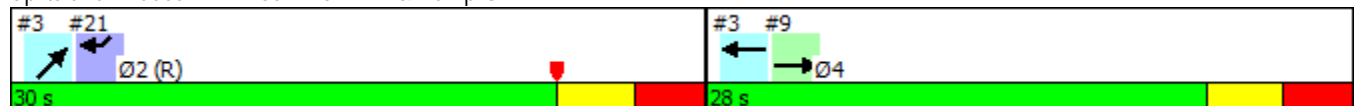


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø4
Yellow Time (s)						3.3	3.3
All-Red Time (s)						3.1	3.1
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.4	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)						3.0	3.0
Recall Mode						C-Min	None
Act Effect Green (s)			58.0			23.6	
Actuated g/C Ratio			1.00			0.41	
v/c Ratio			0.33			0.61	
Control Delay			0.5			16.5	
Queue Delay			0.0			0.0	
Total Delay			0.5			16.5	
LOS			A			B	
Approach Delay			0.5		16.5		
Approach LOS			A		B		
Queue Length 50th (ft)			0			96	
Queue Length 95th (ft)			m0			148	
Internal Link Dist (ft)		749	135		240		
Turn Bay Length (ft)							
Base Capacity (vph)			3471			1070	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.33			0.61	

Intersection Summary

Area Type: Other
 Cycle Length: 58
 Actuated Cycle Length: 58
 Offset: 57 (98%), Referenced to phase 2:NET, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 6.3
 Intersection LOS: A
 Intersection Capacity Utilization 73.4%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.
 ! Phase conflict between lane groups.

Splits and Phases: 21: SJHP SE WB & Ramp G



Lanes, Volumes, Timings
 3: SJHP SE EB & SJHP SE WB (SB TERMINAL)

DDI 2040 PM
 03/01/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑			↑↑↑				
Traffic Volume (vph)	0	0	0	0	1131	0	0	1324	0	0	0	0
Future Volume (vph)	0	0	0	0	1131	0	0	1324	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	3471	0	0	4988	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	3471	0	0	4988	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35				35
Link Distance (ft)		215			217			223				197
Travel Time (s)		4.2			4.2			4.3				3.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	0	0	0	1191	0	0	1394	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1191	0	0	1394	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		0			8			0				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors					1			2				
Detector Template												
Leading Detector (ft)					50			100				
Trailing Detector (ft)					0			0				
Detector 1 Position(ft)					0			0				
Detector 1 Size(ft)					50			6				
Detector 1 Type					Cl+Ex			Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)					0.0			0.0				
Detector 1 Queue (s)					0.0			0.0				
Detector 1 Delay (s)					0.0			0.0				
Detector 2 Position(ft)								94				
Detector 2 Size(ft)								6				
Detector 2 Type								Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)								0.0				
Turn Type					NA			NA				
Protected Phases					4			2				
Permitted Phases												
Detector Phase					4			2				
Switch Phase												

Lanes, Volumes, Timings
 3: SJHP SE EB & SJHP SE WB (SB TERMINAL)

DDI 2040 PM
 03/01/2017

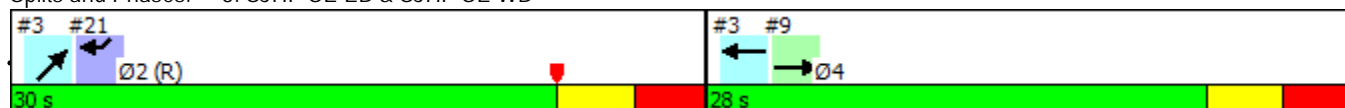


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)					10.0			10.0				
Minimum Split (s)					16.4			16.4				
Total Split (s)					28.0			30.0				
Total Split (%)					48.3%			51.7%				
Maximum Green (s)					21.6			23.6				
Yellow Time (s)					3.3			3.3				
All-Red Time (s)					3.1			3.1				
Lost Time Adjust (s)					0.0			0.0				
Total Lost Time (s)					6.4			6.4				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)					3.0			3.0				
Recall Mode					None			C-Min				
Act Effct Green (s)					21.6			23.6				
Actuated g/C Ratio					0.37			0.41				
v/c Ratio					0.92			0.69				
Control Delay					25.1			16.3				
Queue Delay					0.0			0.0				
Total Delay					25.1			16.3				
LOS					C			B				
Approach Delay					25.1			16.3				
Approach LOS					C			B				
Queue Length 50th (ft)					200			139				
Queue Length 95th (ft)					#332			184				
Internal Link Dist (ft)		135			137			143			117	
Turn Bay Length (ft)												
Base Capacity (vph)					1292			2029				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.92			0.69				

Intersection Summary

Area Type: Other
 Cycle Length: 58
 Actuated Cycle Length: 58
 Offset: 56 (97%), Referenced to phase 2:NET, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 20.4
 Intersection LOS: C
 Intersection Capacity Utilization 73.4%
 ICU Level of Service D
 Analysis Period (min) 15
 Description: I-95 SB at SJHP SE
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: SJHP SE EB & SJHP SE WB



Lanes, Volumes, Timings
7: SJHP SE WB & SJHP SE EB (NB TERMINAL)

DDI 2040 PM
03/01/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑									↑↑	
Traffic Volume (vph)	0	1497	0	0	0	0	0	0	0	0	991	0
Future Volume (vph)	0	1497	0	0	0	0	0	0	0	0	991	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	4988	0	0	0	0	0	0	0	0	3471	0
Flt Permitted												
Satd. Flow (perm)	0	4988	0	0	0	0	0	0	0	0	3471	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		213			168			208			136	
Travel Time (s)		4.1			3.3			4.1			2.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Adj. Flow (vph)	0	1576	0	0	0	0	0	0	0	0	1043	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1576	0	0	0	0	0	0	0	0	1043	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		0			0			0			0	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1										2
Detector Template											Thru	
Leading Detector (ft)		30										100
Trailing Detector (ft)		0										0
Detector 1 Position(ft)		0										0
Detector 1 Size(ft)		30										6
Detector 1 Type		Cl+Ex										Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0										0.0
Detector 1 Queue (s)		0.0										0.0
Detector 1 Delay (s)		0.0										0.0
Detector 2 Position(ft)												94
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)												0.0
Turn Type		NA										NA
Protected Phases		4										2
Permitted Phases												
Detector Phase		4										2
Switch Phase												

Lanes, Volumes, Timings
 7: SJHP SE WB & SJHP SE EB (NB TERMINAL)

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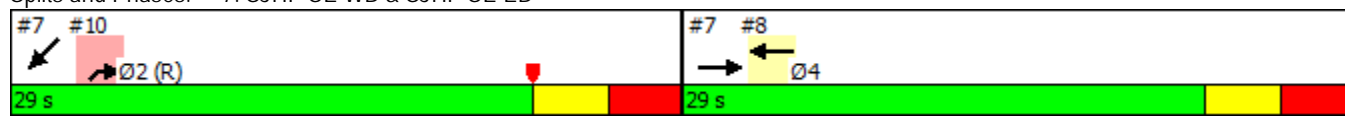


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)		10.0										10.0
Minimum Split (s)		16.5										16.5
Total Split (s)		29.0										29.0
Total Split (%)		50.0%										50.0%
Maximum Green (s)		22.5										22.5
Yellow Time (s)		3.3										3.3
All-Red Time (s)		3.2										3.2
Lost Time Adjust (s)		0.0										0.0
Total Lost Time (s)		6.5										6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0										3.0
Recall Mode		Min										C-Min
Act Effct Green (s)		22.3										22.7
Actuated g/C Ratio		0.38										0.39
v/c Ratio		0.82										0.77
Control Delay		13.2										20.3
Queue Delay		0.0										0.0
Total Delay		13.2										20.3
LOS		B										C
Approach Delay		13.2										20.3
Approach LOS		B										C
Queue Length 50th (ft)		127										161
Queue Length 95th (ft)		154										228
Internal Link Dist (ft)		133			88			128				56
Turn Bay Length (ft)												
Base Capacity (vph)		1935										1356
Starvation Cap Reductn		0										0
Spillback Cap Reductn		0										0
Storage Cap Reductn		0										0
Reduced v/c Ratio		0.81										0.77

Intersection Summary

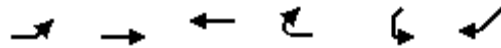
Area Type: Other
 Cycle Length: 58
 Actuated Cycle Length: 58
 Offset: 0 (0%), Referenced to phase 2:SWT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 16.0
 Intersection LOS: B
 Intersection Capacity Utilization 67.2%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: I-95 NB @ SJHP SE

Splits and Phases: 7: SJHP SE WB & SJHP SE EB

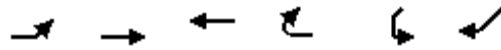


Lanes, Volumes, Timings
8: SJHP SE WB & Ramp B NBL

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Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø2
Lane Configurations			↑			↑↑	
Traffic Volume (vph)	0	0	411	0	0	991	
Future Volume (vph)	0	0	411	0	0	991	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	
Fr _t						0.850	
Fl _t Protected							
Satd. Flow (prot)	0	0	1759	0	0	2733	
Fl _t Permitted							
Satd. Flow (perm)	0	0	1759	0	0	2733	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)						1184	
Link Speed (mph)		35	35		35		
Link Distance (ft)		316	241		208		
Travel Time (s)		6.2	4.7		4.1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	2%	2%	8%	2%	2%	4%	
Adj. Flow (vph)	0	0	433	0	0	1043	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	433	0	0	1043	
Enter Blocked Intersection	No	No	No	Yes	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		0	0		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors			1			2	
Detector Template			Left			Thru	
Leading Detector (ft)			20			100	
Trailing Detector (ft)			0			0	
Detector 1 Position(ft)			0			0	
Detector 1 Size(ft)			20			6	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)			0.0			0.0	
Detector 1 Queue (s)			0.0			0.0	
Detector 1 Delay (s)			0.0			0.0	
Detector 2 Position(ft)						94	
Detector 2 Size(ft)						6	
Detector 2 Type						Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)						0.0	
Turn Type			NA			Free	
Protected Phases			4				2
Permitted Phases						Free	
Detector Phase			4				
Switch Phase							

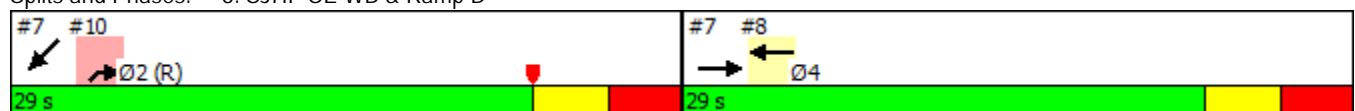


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø2
Minimum Initial (s)			10.0				10.0
Minimum Split (s)			16.5				16.5
Total Split (s)			29.0				29.0
Total Split (%)			50.0%				50%
Maximum Green (s)			22.5				22.5
Yellow Time (s)			3.3				3.3
All-Red Time (s)			3.2				3.2
Lost Time Adjust (s)			0.0				
Total Lost Time (s)			6.5				
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)			3.0				3.0
Recall Mode			Min				C-Min
Act Effct Green (s)			22.3			58.0	
Actuated g/C Ratio			0.38			1.00	
v/c Ratio			0.64			0.38	
Control Delay			19.7			2.5	
Queue Delay			0.0			0.0	
Total Delay			19.7			2.5	
LOS			B			A	
Approach Delay			19.7		2.5		
Approach LOS			B		A		
Queue Length 50th (ft)			118			37	
Queue Length 95th (ft)			203			34	
Internal Link Dist (ft)		236	161		128		
Turn Bay Length (ft)							
Base Capacity (vph)			682			2733	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.63			0.38	

Intersection Summary

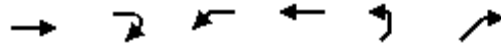
Area Type: Other
 Cycle Length: 58
 Actuated Cycle Length: 58
 Offset: 0 (0%), Referenced to phase 2:SWT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 7.6
 Intersection LOS: A
 Intersection Capacity Utilization 33.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: SJHP SE WB & Ramp D



Lanes, Volumes, Timings
 9: SJHP SE EB & Ramp D SBL

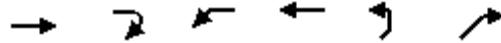
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Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø2
Lane Configurations	↑↑					↓↓↓	
Traffic Volume (vph)	802	0	0	0	0	1324	
Future Volume (vph)	802	0	0	0	0	1324	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	0.76	
Fr t						0.850	
Flt Protected							
Satd. Flow (prot)	3343	0	0	0	0	3541	
Flt Permitted							
Satd. Flow (perm)	3343	0	0	0	0	3541	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						1355	
Link Speed (mph)	35			35	35		
Link Distance (ft)	220			323	197		
Travel Time (s)	4.3			6.3	3.8		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	8%	2%	2%	2%	4%	4%	
Adj. Flow (vph)	844	0	0	0	0	1394	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	844	0	0	0	0	1394	
Enter Blocked Intersection	Yes	No	No	No	No	Yes	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	0			0	0		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	1					2	
Detector Template	Left					Thru	
Leading Detector (ft)	20					100	
Trailing Detector (ft)	0					0	
Detector 1 Position(ft)	0					0	
Detector 1 Size(ft)	20					6	
Detector 1 Type	Cl+Ex					Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0					0.0	
Detector 1 Queue (s)	0.0					0.0	
Detector 1 Delay (s)	0.0					0.0	
Detector 2 Position(ft)						94	
Detector 2 Size(ft)						6	
Detector 2 Type						Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)						0.0	
Turn Type	NA					custom	
Protected Phases	4!					Free!	2
Permitted Phases						Free	
Detector Phase	4						
Switch Phase							

Lanes, Volumes, Timings
 9: SJHP SE EB & Ramp D SBL

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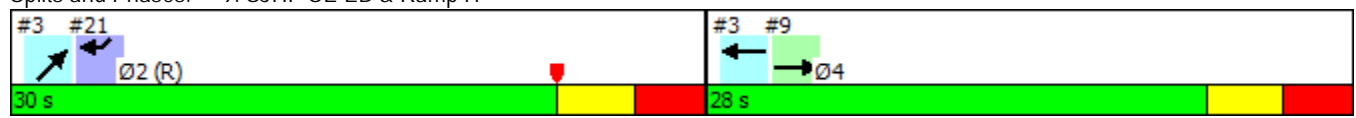


Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø2
Minimum Initial (s)	10.0						10.0
Minimum Split (s)	16.4						16.4
Total Split (s)	28.0						30.0
Total Split (%)	48.3%						52%
Maximum Green (s)	21.6						23.6
Yellow Time (s)	3.3						3.3
All-Red Time (s)	3.1						3.1
Lost Time Adjust (s)	0.0						
Total Lost Time (s)	6.4						
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0						3.0
Recall Mode	None						C-Min
Act Effct Green (s)	21.6					58.0	
Actuated g/C Ratio	0.37					1.00	
v/c Ratio	0.68					0.39	
Control Delay	18.6					3.1	
Queue Delay	0.0					0.0	
Total Delay	18.6					3.1	
LOS	B					A	
Approach Delay	18.6				3.1		
Approach LOS	B				A		
Queue Length 50th (ft)	125					55	
Queue Length 95th (ft)	182					75	
Internal Link Dist (ft)	140			243	117		
Turn Bay Length (ft)							
Base Capacity (vph)	1244					3541	
Starvation Cap Reductn	0					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.68					0.39	

Intersection Summary

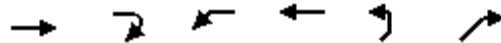
Area Type: Other
 Cycle Length: 58
 Actuated Cycle Length: 58
 Offset: 56 (97%), Referenced to phase 2:NET, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 9.0
 Intersection LOS: A
 Intersection Capacity Utilization 36.8%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 9: SJHP SE EB & Ramp H



Lanes, Volumes, Timings
10: Ramp B NBR & SJHP SE EB

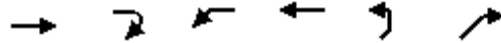
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Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø4
Lane Configurations	↑↑↑					↗	
Traffic Volume (vph)	1497	0	0	0	0	334	
Future Volume (vph)	1497	0	0	0	0	334	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	1.00	
Frt							0.865
Flt Protected							
Satd. Flow (prot)	4988	0	0	0	0	1522	
Flt Permitted							
Satd. Flow (perm)	4988	0	0	0	0	1522	
Right Turn on Red		Yes				No	
Satd. Flow (RTOR)							
Link Speed (mph)	35			35	35		
Link Distance (ft)	168			204	344		
Travel Time (s)	3.3			4.0	6.7		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	4%	2%	2%	2%	2%	8%	
Adj. Flow (vph)	1576	0	0	0	0	352	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1576	0	0	0	0	352	
Enter Blocked Intersection	Yes	No	No	No	No	Yes	
Lane Alignment	Right	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)		9	15		15	9	
Number of Detectors	1					1	
Detector Template							
Leading Detector (ft)	5					20	
Trailing Detector (ft)	0					0	
Detector 1 Position(ft)	0					0	
Detector 1 Size(ft)	5					20	
Detector 1 Type	Cl+Ex					Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0					0.0	
Detector 1 Queue (s)	0.0					0.0	
Detector 1 Delay (s)	0.0					0.0	
Turn Type	NA					Prot	
Protected Phases	Free!					2!	4
Permitted Phases							
Detector Phase	3					2	
Switch Phase							
Minimum Initial (s)						10.0	10.0
Minimum Split (s)						16.5	16.5
Total Split (s)						29.0	29.0
Total Split (%)						50.0%	50%
Maximum Green (s)						22.5	22.5

Lanes, Volumes, Timings
 10: Ramp B NBR & SJHP SE EB

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 03/01/2017

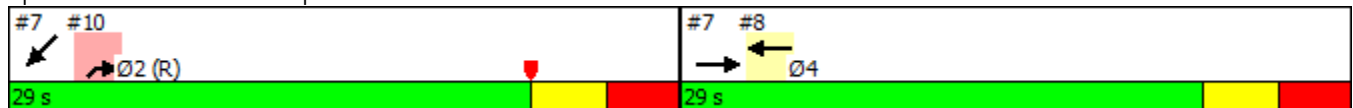


Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø4
Yellow Time (s)						3.3	3.3
All-Red Time (s)						3.2	3.2
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.5	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)						3.0	3.0
Recall Mode						C-Min	Min
Act Effct Green (s)	58.0					22.7	
Actuated g/C Ratio	1.00					0.39	
v/c Ratio	0.32					0.59	
Control Delay	0.2					19.1	
Queue Delay	0.0					0.0	
Total Delay	0.2					19.1	
LOS	A					B	
Approach Delay	0.2				19.1		
Approach LOS	A				B		
Queue Length 50th (ft)	0					94	
Queue Length 95th (ft)	0					170	
Internal Link Dist (ft)	88			124	264		
Turn Bay Length (ft)							
Base Capacity (vph)	4988					594	
Starvation Cap Reductn	0					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.32					0.59	

Intersection Summary

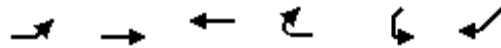
Area Type: Other
 Cycle Length: 58
 Actuated Cycle Length: 58
 Offset: 0 (0%), Referenced to phase 2:SWT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 3.6
 Intersection LOS: A
 Intersection Capacity Utilization 67.2%
 ICU Level of Service C
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 10: Ramp C & SJHP SE EB

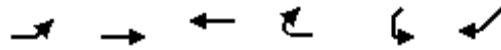


Lanes, Volumes, Timings
 21: SJHP SE WB & Ramp D SBR

DDI 2040 PM
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Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø4
Lane Configurations			↑↑			↑↑	
Traffic Volume (vph)	0	0	1131	0	0	956	
Future Volume (vph)	0	0	1131	0	0	956	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.88	
Fr t						0.850	
Flt Protected							
Satd. Flow (prot)	0	0	3471	0	0	2632	
Flt Permitted							
Satd. Flow (perm)	0	0	3471	0	0	2632	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		35	35		30		
Link Distance (ft)		829	215		320		
Travel Time (s)		16.1	4.2		7.3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	2%	2%	4%	2%	2%	8%	
Adj. Flow (vph)	0	0	1191	0	0	1006	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1191	0	0	1006	
Enter Blocked Intersection	No	No	Yes	No	No	Yes	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		0		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		8		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors			1			1	
Detector Template						Right	
Leading Detector (ft)			6			20	
Trailing Detector (ft)			0			0	
Detector 1 Position(ft)			0			0	
Detector 1 Size(ft)			6			20	
Detector 1 Type			Cl+Ex			Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)			0.0			0.0	
Detector 1 Queue (s)			0.0			0.0	
Detector 1 Delay (s)			0.0			0.0	
Turn Type			NA			Prot	
Protected Phases			Free!			2!	4
Permitted Phases							
Detector Phase						2	
Switch Phase							
Minimum Initial (s)						10.0	10.0
Minimum Split (s)						16.4	16.4
Total Split (s)						30.0	28.0
Total Split (%)						51.7%	48%
Maximum Green (s)						23.6	21.6

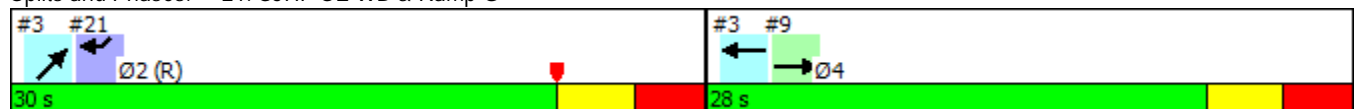


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø4
Yellow Time (s)						3.3	3.3
All-Red Time (s)						3.1	3.1
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.4	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)						3.0	3.0
Recall Mode						C-Min	None
Act Effect Green (s)			58.0			23.6	
Actuated g/C Ratio			1.00			0.41	
v/c Ratio			0.34			0.94	
Control Delay			0.7			35.4	
Queue Delay			0.0			0.0	
Total Delay			0.7			35.4	
LOS			A			D	
Approach Delay			0.7		35.4		
Approach LOS			A		D		
Queue Length 50th (ft)			0			182	
Queue Length 95th (ft)			m0			#315	
Internal Link Dist (ft)		749	135		240		
Turn Bay Length (ft)							
Base Capacity (vph)			3471			1070	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.34			0.94	

Intersection Summary

Area Type: Other
 Cycle Length: 58
 Actuated Cycle Length: 58
 Offset: 56 (97%), Referenced to phase 2:NET, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 16.6
 Intersection LOS: B
 Intersection Capacity Utilization 73.4%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 ! Phase conflict between lane groups.

Splits and Phases: 21: SJHP SE WB & Ramp G



APPENDIX E

DDI HCS Merge Reports

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 NB					
Agency or Company	LTG		Junction	I-95 NB On-Ramp from SJHP					
Date Performed	12/8/16		Jurisdiction	FDOT D5					
Analysis Time Period	PM Peak Hour		Analysis Year	2018					
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On <input type="checkbox"/> No <input checked="" type="checkbox"/> Off		Freeway Number of Lanes, N	3		Downstream Adj Ramp	<input type="checkbox"/> Yes <input type="checkbox"/> On <input checked="" type="checkbox"/> No <input type="checkbox"/> Off		
			Ramp Number of Lanes, N	1			L _{down} = ft		
			Acceleration Lane Length, L _A	1500			V _D = veh/h		
			Deceleration Lane Length L _D						
L _{up} =	3235 ft		Freeway Volume, V _F	2382					
V _u =	243 veh/h		Ramp Volume, V _R	811					
			Freeway Free-Flow Speed, S _{FF}	70.0					
			Ramp Free-Flow Speed, S _{FR}	40.0					
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2382	0.95	Level	8	0	0.962	1.00	2608	
Ramp	811	0.95	Level	8	0	0.962	1.00	888	
UpStream	243	0.95	Level	8	0	0.962	1.00	266	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 1103.94 (Equation 13-6 or 13-7) P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 1616 pc/h V ₃ or V _{av34} = 992 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 1616 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = using Equation (Exhibit 13-7) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity	LOS F?			Actual	Capacity	LOS F?	
V _{FO}	3496	Exhibit 13-8	No		V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}	2504	Exhibit 13-8	4600:All		No	V ₁₂	Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 15.2 (pc/mi/ln) LOS = B (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S =	0.249 (Exhibit 13-11)				D _S =	(Exhibit 13-12)			
S _R =	63.0 mph (Exhibit 13-11)				S _R =	mph (Exhibit 13-12)			
S ₀ =	68.2 mph (Exhibit 13-11)				S ₀ =	mph (Exhibit 13-12)			
S =	64.4 mph (Exhibit 13-13)				S =	mph (Exhibit 13-13)			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 NB					
Agency or Company	LTG		Junction	I-95 NB On-Ramp from SJHP					
Date Performed	12/8/16		Jurisdiction	FDOT D5					
Analysis Time Period	PM Peak Hour		Analysis Year	2018					
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On <input type="checkbox"/> No <input checked="" type="checkbox"/> Off		Freeway Number of Lanes, N	3		Downstream Adj Ramp	<input type="checkbox"/> Yes <input type="checkbox"/> On <input checked="" type="checkbox"/> No <input type="checkbox"/> Off		
			Ramp Number of Lanes, N	1			L _{down} = ft		
			Acceleration Lane Length, L _A	1500			V _D = veh/h		
			Deceleration Lane Length L _D						
L _{up} =	3235 ft		Freeway Volume, V _F	3944					
V _u =	607 veh/h		Ramp Volume, V _R	1742					
			Freeway Free-Flow Speed, S _{FF}	70.0					
			Ramp Free-Flow Speed, S _{FR}	40.0					
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3944	0.95	Level	8	0	0.962	1.00	4318	
Ramp	1742	0.95	Level	8	0	0.962	1.00	1907	
UpStream	607	0.95	Level	8	0	0.962	1.00	665	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 1687.95 (Equation 13-6 or 13-7) P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 2675 pc/h V ₃ or V _{av34} = 1643 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = using Equation (Exhibit 13-7) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	6225	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	4582	Exhibit 13-8		No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = 30.9 (pc/mi/ln) LOS = D (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S =	0.582 (Exhibit 13-11)				D _S =	(Exhibit 13-12)			
S _R =	53.7 mph (Exhibit 13-11)				S _R =	mph (Exhibit 13-12)			
S ₀ =	65.9 mph (Exhibit 13-11)				S ₀ =	mph (Exhibit 13-12)			
S =	56.5 mph (Exhibit 13-13)				S =	mph (Exhibit 13-13)			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 NB					
Agency or Company	LTG		Junction	I-95 NB On-Ramp from SJHP					
Date Performed	12/8/16		Jurisdiction	FDOT D5					
Analysis Time Period	PM Peak Hour		Analysis Year	2018					
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On <input type="checkbox"/> No <input checked="" type="checkbox"/> Off		Freeway Number of Lanes, N	3		Downstream Adj Ramp	<input type="checkbox"/> Yes <input type="checkbox"/> On <input checked="" type="checkbox"/> No <input type="checkbox"/> Off		
			Ramp Number of Lanes, N	1			L _{down} = ft		
			Acceleration Lane Length, L _A	1500			V _D = veh/h		
			Deceleration Lane Length L _D						
L _{up} =	3235 ft		Freeway Volume, V _F	1977					
V _u =	278 veh/h		Ramp Volume, V _R	621					
			Freeway Free-Flow Speed, S _{FF}	70.0					
			Ramp Free-Flow Speed, S _{FR}	40.0					
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	1977	0.95	Level	8	0	0.962	1.00	2164	
Ramp	621	0.95	Level	8	0	0.962	1.00	680	
UpStream	278	0.95	Level	8	0	0.962	1.00	304	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 964.42 (Equation 13-6 or 13-7) P _{FM} = 0.619 using Equation (Exhibit 13-6) V ₁₂ = 1341 pc/h V ₃ or V _{av34} = 823 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = 1341 pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = using Equation (Exhibit 13-7) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity	LOS F?			Actual	Capacity	LOS F?	
V _{FO}	2844	Exhibit 13-8	No		V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}	2021	Exhibit 13-8	4600:All		No	V ₁₂	Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ D _R = 11.5 (pc/mi/ln) LOS = B (Exhibit 13-2)					$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S =	0.230 (Exhibit 13-11)				D _S =	(Exhibit 13-12)			
S _R =	63.5 mph (Exhibit 13-11)				S _R =	mph (Exhibit 13-12)			
S ₀ =	68.8 mph (Exhibit 13-11)				S ₀ =	mph (Exhibit 13-12)			
S =	65.0 mph (Exhibit 13-13)				S =	mph (Exhibit 13-13)			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 NB		Agency or Company		LTG	
Date Performed	12/8/16		Junction	I-95 NB On-Ramp from SJHP		Analysis Year		2040	
Analysis Time Period	PM Peak Hour		Jurisdiction	FDOT D5		Project Description I-95 at SJHP Interchange - DDI			
Inputs									
Upstream Adj Ramp	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On <input type="checkbox"/> No <input checked="" type="checkbox"/> Off		Freeway Number of Lanes, N	3		Downstream Adj Ramp	<input type="checkbox"/> Yes <input type="checkbox"/> On <input checked="" type="checkbox"/> No <input type="checkbox"/> Off		
$L_{up} =$	3235 ft		Ramp Number of Lanes, N	1		$L_{down} =$	ft		
$V_u =$	745 veh/h		Acceleration Lane Length, L_A	1500		$V_D =$	veh/h		
			Deceleration Lane Length L_D						
			Freeway Volume, V_F	3324					
			Ramp Volume, V_R	1207					
			Freeway Free-Flow Speed, S_{FF}	70.0					
			Ramp Free-Flow Speed, S_{FR}	40.0					
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	3324	0.95	Level	8	0	0.962	1.00	3639	
Ramp	1207	0.95	Level	8	0	0.962	1.00	1321	
UpStream	745	0.95	Level	8	0	0.962	1.00	816	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$L_{EQ} =$	$V_{12} = V_F (P_{FM})$ 1417.24 (Equation 13-6 or 13-7)				$L_{EQ} =$	$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13)			
$P_{FM} =$	0.619 using Equation (Exhibit 13-6)				$P_{FD} =$	using Equation (Exhibit 13-7)			
$V_{12} =$	2254 pc/h				$V_{12} =$	pc/h			
V_3 or V_{av34}	1385 pc/h (Equation 13-14 or 13-17)				V_3 or V_{av34}	pc/h (Equation 13-14 or 13-17)			
Is V_3 or $V_{av34} > 2,700$ pc/h?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Is V_3 or $V_{av34} > 2,700$ pc/h?	<input type="checkbox"/> Yes <input type="checkbox"/> No			
Is V_3 or $V_{av34} > 1.5 * V_{12}/2$	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Is V_3 or $V_{av34} > 1.5 * V_{12}/2$	<input type="checkbox"/> Yes <input type="checkbox"/> No			
If Yes, $V_{12a} =$	pc/h (Equation 13-16, 13-18, or 13-19)				If Yes, $V_{12a} =$	pc/h (Equation 13-16, 13-18, or 13-19)			
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V_{FO}	4960	Exhibit 13-8		No	V_F		Exhibit 13-8		
					$V_{FO} = V_F - V_R$		Exhibit 13-8		
					V_R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V_{R12}	3575	Exhibit 13-8		No	V_{12}		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R =$	$D_R = 5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$ 23.3 (pc/mi/ln)				$D_R =$	$D_R = 4.252 + 0.0086 V_{12} - 0.009 L_D$ (pc/mi/ln)			
LOS =	C (Exhibit 13-2)				LOS =	(Exhibit 13-2)			
Speed Determination					Speed Determination				
$M_S =$	0.340 (Exhibit 13-11)				$D_S =$	(Exhibit 13-12)			
$S_R =$	60.5 mph (Exhibit 13-11)				$S_R =$	mph (Exhibit 13-12)			
$S_0 =$	66.8 mph (Exhibit 13-11)				$S_0 =$	mph (Exhibit 13-12)			
$S =$	62.1 mph (Exhibit 13-13)				$S =$	mph (Exhibit 13-13)			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 SB		Agency or Company		LTG	
Date Performed	3/8/2016		Jurisdiction	FDOT D5		Junction		I-95 SB On-Ramp from SJHP	
Analysis Time Period	AM Peak Hour		Analysis Year	2018		Project Description I-95 at SJHP Interchange - DDI			
Inputs									
Upstream Adj Ramp	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On <input type="checkbox"/> No <input checked="" type="checkbox"/> Off		Freeway Number of Lanes, N	3		Downstream Adj Ramp	<input type="checkbox"/> Yes <input type="checkbox"/> On <input checked="" type="checkbox"/> No <input type="checkbox"/> Off		
$L_{up} =$	2955 ft		Ramp Number of Lanes, N	1		$L_{down} =$	ft		
$V_u =$	557 veh/h		Acceleration Lane Length, L_A	900		$V_D =$	veh/h		
			Deceleration Lane Length L_D						
			Freeway Volume, V_F	2007					
			Ramp Volume, V_R	277					
			Freeway Free-Flow Speed, S_{FF}	70.0					
			Ramp Free-Flow Speed, S_{FR}	40.0					
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f_{HV}	f_p	$v = V/PHF \times f_{HV} \times f_p$	
Freeway	2007	0.95	Level	8	0	0.962	1.00	2197	
Ramp	277	0.95	Level	8	0	0.962	1.00	303	
UpStream	557	0.95	Level	8	0	0.962	1.00	610	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v_{12}					Estimation of v_{12}				
$L_{EQ} =$	624.40 (Equation 13-6 or 13-7)				$L_{EQ} =$	624.40 (Equation 13-12 or 13-13)			
$P_{FM} =$	0.603 using Equation (Exhibit 13-6)				$P_{FD} =$	0.603 using Equation (Exhibit 13-7)			
$V_{12} =$	1324 pc/h				$V_{12} =$	1324 pc/h			
V_3 or V_{av34}	873 pc/h (Equation 13-14 or 13-17)				V_3 or V_{av34}	873 pc/h (Equation 13-14 or 13-17)			
Is V_3 or $V_{av34} > 2,700$ pc/h?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Is V_3 or $V_{av34} > 2,700$ pc/h?	<input type="checkbox"/> Yes <input type="checkbox"/> No			
Is V_3 or $V_{av34} > 1.5 * V_{12}/2$	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				Is V_3 or $V_{av34} > 1.5 * V_{12}/2$	<input type="checkbox"/> Yes <input type="checkbox"/> No			
If Yes, $V_{12a} =$	1324 pc/h (Equation 13-16, 13-18, or 13-19)				If Yes, $V_{12a} =$	1324 pc/h (Equation 13-16, 13-18, or 13-19)			
Capacity Checks					Capacity Checks				
	Actual	Capacity	LOS F?			Actual	Capacity	LOS F?	
V_{FO}	2500	Exhibit 13-8	No		V_F		Exhibit 13-8		
					$V_{FO} = V_F - V_R$		Exhibit 13-8		
					V_R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V_{R12}	1627	Exhibit 13-8	4600:All		No	V_{12}	Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R =$	$5.475 + 0.00734 v_R + 0.0078 V_{12} - 0.00627 L_A$				$D_R =$	$4.252 + 0.0086 V_{12} - 0.009 L_D$			
$D_R =$	12.4 (pc/mi/ln)				$D_R =$	(pc/mi/ln)			
LOS =	B (Exhibit 13-2)				LOS =	(Exhibit 13-2)			
Speed Determination					Speed Determination				
$M_S =$	0.269 (Exhibit 13-11)				$D_S =$	(Exhibit 13-12)			
$S_R =$	62.5 mph (Exhibit 13-11)				$S_R =$	mph (Exhibit 13-12)			
$S_0 =$	68.7 mph (Exhibit 13-11)				$S_0 =$	mph (Exhibit 13-12)			
$S =$	64.5 mph (Exhibit 13-13)				$S =$	mph (Exhibit 13-13)			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information				Site Information					
Analyst	Gil Ramirez, PE			Freeway/Dir of Travel	I-95 SB				
Agency or Company	LTG			Junction	I-95 SB On-Ramp from SJHP				
Date Performed	3/8/2016			Jurisdiction	FDOT D5				
Analysis Time Period	AM Peak Hour			Analysis Year	2040				
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp <input checked="" type="checkbox"/> Yes <input type="checkbox"/> On <input type="checkbox"/> No <input checked="" type="checkbox"/> Off L _{up} = 2955 ft V _u = 1146 veh/h	Freeway Number of Lanes, N	3			Downstream Adj Ramp <input type="checkbox"/> Yes <input type="checkbox"/> On <input checked="" type="checkbox"/> No <input type="checkbox"/> Off L _{down} = ft V _D = veh/h	Ramp Number of Lanes, N	1		
	Acceleration Lane Length, L _A	900							
	Deceleration Lane Length L _D								
	Freeway Volume, V _F	3381							
	Ramp Volume, V _R	691							
	Freeway Free-Flow Speed, S _{FF}	70.0							
	Ramp Free-Flow Speed, S _{FR}	40.0							
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3381	0.95	Level	8	0	0.962	1.00	3701	
Ramp	691	0.95	Level	8	0	0.962	1.00	756	
UpStream	1146	0.95	Level	8	0	0.962	1.00	1255	
DownStream									
Merge Areas				Diverge Areas					
Estimation of v ₁₂				Estimation of v ₁₂					
$V_{12} = V_F (P_{FM})$ L _{EQ} = 1043.20 (Equation 13-6 or 13-7) P _{FM} = 0.603 using Equation (Exhibit 13-6) V ₁₂ = 2231 pc/h V ₃ or V _{av34} = 1470 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = using Equation (Exhibit 13-7) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					
Capacity Checks				Capacity Checks					
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	4457	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area				Flow Entering Diverge Influence Area					
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	2987	Exhibit 13-8	4600:All	No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)				Level of Service Determination (if not F)					
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = 22.8 (pc/mi/ln) LOS = C (Exhibit 13-2)				$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					
Speed Determination				Speed Determination					
M _S = 0.326 (Exhibit 13-11)				D _S = (Exhibit 13-12)					
S _R = 60.9 mph (Exhibit 13-11)				S _R = mph (Exhibit 13-12)					
S ₀ = 66.5 mph (Exhibit 13-11)				S ₀ = mph (Exhibit 13-12)					
S = 62.6 mph (Exhibit 13-13)				S = mph (Exhibit 13-13)					

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 SB					
Agency or Company	LTG		Junction	I-95 SB On-Ramp from SJHP					
Date Performed	3/8/2016		Jurisdiction	FDOT D5					
Analysis Time Period	PM Peak Hour		Analysis Year	2018					
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On <input type="checkbox"/> No <input checked="" type="checkbox"/> Off		Freeway Number of Lanes, N	3		Downstream Adj Ramp	<input type="checkbox"/> Yes <input type="checkbox"/> On <input checked="" type="checkbox"/> No <input type="checkbox"/> Off		
			Ramp Number of Lanes, N	1					
			Acceleration Lane Length, L _A	900					
			Deceleration Lane Length L _D						
L _{up} =	2955 ft		Freeway Volume, V _F	2397		L _{down} =	ft		
V _u =	753 veh/h		Ramp Volume, V _R	263		V _D =	veh/h		
			Freeway Free-Flow Speed, S _{FF}	70.0					
			Ramp Free-Flow Speed, S _{FR}	40.0					
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2397	0.95	Level	8	0	0.962	1.00	2624	
Ramp	263	0.95	Level	8	0	0.962	1.00	288	
UpStream	753	0.95	Level	8	0	0.962	1.00	824	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
L _{EQ} =	712.57 (Equation 13-6 or 13-7)				L _{EQ} =	712.57 (Equation 13-12 or 13-13)			
P _{FM} =	0.603 using Equation (Exhibit 13-6)				P _{FD} =	0.603 using Equation (Exhibit 13-7)			
V ₁₂ =	1581 pc/h				V ₁₂ =	1581 pc/h			
V ₃ or V _{av34}	1043 pc/h (Equation 13-14 or 13-17)				V ₃ or V _{av34}	1043 pc/h (Equation 13-14 or 13-17)			
Is V ₃ or V _{av34} > 2,700 pc/h?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Is V ₃ or V _{av34} > 2,700 pc/h?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
If Yes, V _{12a} =	1581 pc/h (Equation 13-16, 13-18, or 13-19)				If Yes, V _{12a} =	1581 pc/h (Equation 13-16, 13-18, or 13-19)			
Capacity Checks					Capacity Checks				
	Actual	Capacity	LOS F?			Actual	Capacity	LOS F?	
V _{FO}	2912	Exhibit 13-8	No		V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable	Violation?			Actual	Max Desirable	Violation?	
V _{R12}	1869	Exhibit 13-8	4600:All		No	V ₁₂	Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
D _R =	5.475 + 0.00734 v _R + 0.0078 V ₁₂ - 0.00627 L _A				D _R =	4.252 + 0.0086 V ₁₂ - 0.009 L _D			
D _R =	14.3 (pc/mi/ln)				D _R =	(pc/mi/ln)			
LOS =	B (Exhibit 13-2)				LOS =	(Exhibit 13-2)			
Speed Determination					Speed Determination				
M _S =	0.274 (Exhibit 13-11)				D _S =	(Exhibit 13-12)			
S _R =	62.3 mph (Exhibit 13-11)				S _R =	mph (Exhibit 13-12)			
S ₀ =	68.0 mph (Exhibit 13-11)				S ₀ =	mph (Exhibit 13-12)			
S =	64.3 mph (Exhibit 13-13)				S =	mph (Exhibit 13-13)			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 SB					
Agency or Company	LTG		Junction	I-95 SB On-Ramp from SJHP					
Date Performed	3/8/2016		Jurisdiction	FDOT D5					
Analysis Time Period	PM Peak Hour		Analysis Year	2040					
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> On <input type="checkbox"/> No <input checked="" type="checkbox"/> Off		Freeway Number of Lanes, N	3		Downstream Adj Ramp	<input type="checkbox"/> Yes <input type="checkbox"/> On <input checked="" type="checkbox"/> No <input type="checkbox"/> Off		
			Ramp Number of Lanes, N	1					
			Acceleration Lane Length, L _A	900					
			Deceleration Lane Length L _D						
L _{up} =	2955 ft		Freeway Volume, V _F	3924		L _{down} =	ft		
V _u =	1758 veh/h		Ramp Volume, V _R	631		V _D =	veh/h		
			Freeway Free-Flow Speed, S _{FF}	70.0					
			Ramp Free-Flow Speed, S _{FR}	40.0					
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3924	0.95	Level	8	0	0.962	1.00	4296	
Ramp	631	0.95	Level	8	0	0.962	1.00	691	
UpStream	1758	0.95	Level	8	0	0.962	1.00	1925	
DownStream									
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = 1156.62 (Equation 13-6 or 13-7) P _{FM} = 0.603 using Equation (Exhibit 13-6) V ₁₂ = 2589 pc/h V ₃ or V _{av34} = 1707 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = using Equation (Exhibit 13-7) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}	4987	Exhibit 13-8		No	V _F		Exhibit 13-8		
					V _{FO} = V _F - V _R		Exhibit 13-8		
					V _R		Exhibit 13-10		
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}	3280	Exhibit 13-8		No	V ₁₂		Exhibit 13-8		
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = 25.1 (pc/mi/ln) LOS = C (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S =	0.353 (Exhibit 13-11)				D _S =	(Exhibit 13-12)			
S _R =	60.1 mph (Exhibit 13-11)				S _R =	mph (Exhibit 13-12)			
S ₀ =	65.7 mph (Exhibit 13-11)				S ₀ =	mph (Exhibit 13-12)			
S =	61.9 mph (Exhibit 13-13)				S =	mph (Exhibit 13-13)			

APPENDIX F

DDI HCS Diverge Reports

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 NB					
Agency or Company	LTG		Junction	I-95 NB Off-Ramp to SJHP					
Date Performed	12/8/2016		Jurisdiction	FDOT D5					
Analysis Time Period	AM Peak Hour		Analysis Year	2018					
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N			3			Downstream Adj Ramp		
<input type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N			1			<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On		
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A						<input type="checkbox"/> No <input type="checkbox"/> Off		
L _{up} = ft	Deceleration Lane Length L _D			835			L _{down} = 3235 ft		
V _u = veh/h	Freeway Volume, V _F			2625			V _D = 811 veh/h		
	Ramp Volume, V _R			243					
	Freeway Free-Flow Speed, S _{FF}			70.0					
	Ramp Free-Flow Speed, S _{FR}			40.0					
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2625	0.95	Level	8	2	0.958	1.00	2885	
Ramp	243	0.95	Level	8	2	0.958	1.00	267	
UpStream									
DownStream	811	0.95	Level	8	0	0.962	1.00	888	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) P _{FD} = 0.676 using Equation (Exhibit 13-7) V ₁₂ = 2036 pc/h V ₃ or V _{av34} = 849 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	2885	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	2618	Exhibit 13-8	7200	No
					V _R	267	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}		Exhibit 13-8			V ₁₂	2036	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 14.2 (pc/mi/ln) LOS = B (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = (Exhibit 13-11)					D _S = 0.387 (Exhibit 13-12)				
S _R = mph (Exhibit 13-11)					S _R = 59.2 mph (Exhibit 13-12)				
S ₀ = mph (Exhibit 13-11)					S ₀ = 76.8 mph (Exhibit 13-12)				
S = mph (Exhibit 13-13)					S = 63.4 mph (Exhibit 13-13)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 NB					
Agency or Company	LTG		Junction	I-95 NB Off-Ramp to SJHP					
Date Performed	12/8/2016		Jurisdiction	FDOT D5					
Analysis Time Period	AM Peak Hour		Analysis Year	2040					
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp		Freeway Number of Lanes, N			3			Downstream Adj Ramp	
<input type="checkbox"/> Yes <input type="checkbox"/> On		Ramp Number of Lanes, N			1			<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On	
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		Acceleration Lane Length, L _A						<input type="checkbox"/> No <input type="checkbox"/> Off	
L _{up} = ft		Deceleration Lane Length L _D			835			L _{down} = 3235 ft	
V _u = veh/h		Freeway Volume, V _F			4551			V _D = 1742 veh/h	
		Ramp Volume, V _R			607				
		Freeway Free-Flow Speed, S _{FF}			70.0				
		Ramp Free-Flow Speed, S _{FR}			40.0				
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	4551	0.95	Level	8	0	0.962	1.00	4982	
Ramp	607	0.95	Level	8	0	0.962	1.00	665	
UpStream									
DownStream	1742	0.95	Level	8	0	0.962	1.00	1907	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = 0.605 using Equation (Exhibit 13-7) V ₁₂ = 3276 pc/h V ₃ or V _{av34} 1706 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	4982	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	4317	Exhibit 13-8	7200	No
					V _R	665	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}		Exhibit 13-8			V ₁₂	3276	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 24.9 (pc/mi/ln) LOS = C (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S =	(Exhibit 13-11)				D _S =	0.423 (Exhibit 13-12)			
S _R =	mph (Exhibit 13-11)				S _R =	58.2 mph (Exhibit 13-12)			
S ₀ =	mph (Exhibit 13-11)				S ₀ =	74.0 mph (Exhibit 13-12)			
S =	mph (Exhibit 13-13)				S =	62.8 mph (Exhibit 13-13)			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 NB					
Agency or Company	LTG		Junction	I-95 NB Off-Ramp to SJHP					
Date Performed	12/8/2016		Jurisdiction	FDOT D5					
Analysis Time Period	PM Peak Hour		Analysis Year	2018					
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp	Freeway Number of Lanes, N		3	Downstream Adj Ramp					
<input type="checkbox"/> Yes <input type="checkbox"/> On	Ramp Number of Lanes, N		1	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On					
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off	Acceleration Lane Length, L _A			<input type="checkbox"/> No <input type="checkbox"/> Off					
L _{up} = ft	Deceleration Lane Length L _D		835	L _{down} = 3235 ft					
V _u = veh/h	Freeway Volume, V _F		2255	V _D = 621 veh/h					
	Ramp Volume, V _R		278						
	Freeway Free-Flow Speed, S _{FF}		70.0						
	Ramp Free-Flow Speed, S _{FR}		40.0						
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2255	0.95	Level	8	0	0.962	1.00	2469	
Ramp	278	0.95	Level	8	0	0.962	1.00	304	
UpStream									
DownStream	621	0.95	Level	8	0	0.962	1.00	680	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) P _{FD} = 0.684 using Equation (Exhibit 13-7) V ₁₂ = 1785 pc/h V ₃ or V _{av34} 684 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	2469	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	2165	Exhibit 13-8	7200	No
					V _R	304	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}		Exhibit 13-8			V ₁₂	1785	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 12.1 (pc/mi/ln) LOS = B (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = (Exhibit 13-11)					D _S = 0.390 (Exhibit 13-12)				
S _R = mph (Exhibit 13-11)					S _R = 59.1 mph (Exhibit 13-12)				
S ₀ = mph (Exhibit 13-11)					S ₀ = 76.8 mph (Exhibit 13-12)				
S = mph (Exhibit 13-13)					S = 63.1 mph (Exhibit 13-13)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 NB					
Agency or Company	LTG		Junction	I-95 NB Off-Ramp to SJHP					
Date Performed	12/8/2016		Jurisdiction	FDOT D5					
Analysis Time Period	PM Peak Hour		Analysis Year	2040					
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp		Freeway Number of Lanes, N			3			Downstream Adj Ramp	
<input type="checkbox"/> Yes <input type="checkbox"/> On		Ramp Number of Lanes, N			1			<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On	
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		Acceleration Lane Length, L _A						<input type="checkbox"/> No <input type="checkbox"/> Off	
L _{up} = ft		Deceleration Lane Length L _D			835			L _{down} = 3235 ft	
V _u = veh/h		Freeway Volume, V _F			4069			V _D = 1207 veh/h	
		Ramp Volume, V _R			745				
		Freeway Free-Flow Speed, S _{FF}			70.0				
		Ramp Free-Flow Speed, S _{FR}			40.0				
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	4069	0.95	Level	8	0	0.962	1.00	4454	
Ramp	745	0.95	Level	8	0	0.962	1.00	816	
UpStream									
DownStream	1207	0.95	Level	8	0	0.962	1.00	1321	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) P _{FD} = 0.611 using Equation (Exhibit 13-7) V ₁₂ = 3039 pc/h V ₃ or V _{av34} 1415 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	4454	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	3638	Exhibit 13-8	7200	No
					V _R	816	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}		Exhibit 13-8			V ₁₂	3039	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 22.9 (pc/mi/ln) LOS = C (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S =	(Exhibit 13-11)				D _S =	0.436 (Exhibit 13-12)			
S _R =	mph (Exhibit 13-11)				S _R =	57.8 mph (Exhibit 13-12)			
S ₀ =	mph (Exhibit 13-11)				S ₀ =	75.2 mph (Exhibit 13-12)			
S =	mph (Exhibit 13-13)				S =	62.4 mph (Exhibit 13-13)			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 SB					
Agency or Company	LTG		Junction	I-95 SB Off Ramp to SJHP					
Date Performed	12/8/2016		Jurisdiction	FDOT D5					
Analysis Time Period	AM Peak Hour		Analysis Year	2018					
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp		Freeway Number of Lanes, N			3			Downstream Adj Ramp	
<input type="checkbox"/> Yes <input type="checkbox"/> On		Ramp Number of Lanes, N			1			<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On	
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		Acceleration Lane Length, L _A						<input type="checkbox"/> No <input type="checkbox"/> Off	
L _{up} = ft		Deceleration Lane Length L _D			1025			L _{down} = 2955 ft	
V _u = veh/h		Freeway Volume, V _F			2564			V _D = 277 veh/h	
		Ramp Volume, V _R			557				
		Freeway Free-Flow Speed, S _{FF}			70.0				
		Ramp Free-Flow Speed, S _{FR}			40.0				
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	2564	0.95	Level	8	0	0.962	1.00	2807	
Ramp	557	0.95	Level	8	0	0.962	1.00	610	
UpStream									
DownStream	277	0.95	Level	8	0	0.962	1.00	303	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) P _{FD} = 0.662 using Equation (Exhibit 13-7) V ₁₂ = 2064 pc/h V ₃ or V _{av34} 743 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	2807	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	2197	Exhibit 13-8	7200	No
					V _R	610	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}		Exhibit 13-8			V ₁₂	2064	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 12.8 (pc/mi/ln) LOS = B (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S =	(Exhibit 13-11)				D _S =	0.418 (Exhibit 13-12)			
S _R =	mph (Exhibit 13-11)				S _R =	58.3 mph (Exhibit 13-12)			
S ₀ =	mph (Exhibit 13-11)				S ₀ =	76.8 mph (Exhibit 13-12)			
S =	mph (Exhibit 13-13)				S =	62.3 mph (Exhibit 13-13)			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 SB					
Agency or Company	LTG		Junction	I-95 SB Off Ramp to SJHP					
Date Performed	12/8/2016		Jurisdiction	FDOT D5					
Analysis Time Period	AM Peak Hour		Analysis Year	2040					
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp		Freeway Number of Lanes, N			3			Downstream Adj Ramp	
<input type="checkbox"/> Yes <input type="checkbox"/> On		Ramp Number of Lanes, N			1			<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On	
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		Acceleration Lane Length, L _A						<input type="checkbox"/> No <input type="checkbox"/> Off	
L _{up} = ft		Deceleration Lane Length L _D			1025			L _{down} = 2955 ft	
V _u = veh/h		Freeway Volume, V _F			4527			V _D = 691 veh/h	
		Ramp Volume, V _R			1146				
		Freeway Free-Flow Speed, S _{FF}			70.0				
		Ramp Free-Flow Speed, S _{FR}			40.0				
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	4527	0.95	Level	8	0	0.962	1.00	4956	
Ramp	1146	0.95	Level	8	0	0.962	1.00	1255	
UpStream									
DownStream	691	0.95	Level	8	0	0.962	1.00	756	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = 0.578 using Equation (Exhibit 13-7) V ₁₂ = 3396 pc/h V ₃ or V _{av34} 1560 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	4956	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	3701	Exhibit 13-8	7200	No
					V _R	1255	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}		Exhibit 13-8			V ₁₂	3396	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 24.2 (pc/mi/ln) LOS = C (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S =	(Exhibit 13-11)				D _S =	0.476 (Exhibit 13-12)			
S _R =	mph (Exhibit 13-11)				S _R =	56.7 mph (Exhibit 13-12)			
S ₀ =	mph (Exhibit 13-11)				S ₀ =	74.6 mph (Exhibit 13-12)			
S =	mph (Exhibit 13-13)				S =	61.3 mph (Exhibit 13-13)			

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 SB					
Agency or Company	LTG		Junction	I-95 SB Off Ramp to SJHP					
Date Performed	12/8/2016		Jurisdiction	FDOT D5					
Analysis Time Period	PM Peak Hour		Analysis Year	2018					
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp		Freeway Number of Lanes, N			3			Downstream Adj Ramp	
<input type="checkbox"/> Yes <input type="checkbox"/> On		Ramp Number of Lanes, N			1			<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On	
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		Acceleration Lane Length, L _A						<input type="checkbox"/> No <input type="checkbox"/> Off	
L _{up} = ft		Deceleration Lane Length L _D			1025			L _{down} = 2955 ft	
V _u = veh/h		Freeway Volume, V _F			3150			V _D = 263 veh/h	
		Ramp Volume, V _R			753				
		Freeway Free-Flow Speed, S _{FF}			70.0				
		Ramp Free-Flow Speed, S _{FR}			40.0				
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	3150	0.95	Level	8	0	0.962	1.00	3448	
Ramp	753	0.95	Level	8	0	0.962	1.00	824	
UpStream									
DownStream	263	0.95	Level	8	0	0.962	1.00	288	
Merge Areas					Diverge Areas				
Estimation of v₁₂					Estimation of v₁₂				
$V_{12} = V_F (P_{FM})$ L _{EQ} = (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ L _{EQ} = (Equation 13-12 or 13-13) P _{FD} = 0.636 using Equation (Exhibit 13-7) V ₁₂ = 2493 pc/h V ₃ or V _{av34} 955 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	3448	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	2624	Exhibit 13-8	7200	No
					V _R	824	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}		Exhibit 13-8			V ₁₂	2493	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 16.5 (pc/mi/ln) LOS = B (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S = (Exhibit 13-11) S _R = mph (Exhibit 13-11) S ₀ = mph (Exhibit 13-11) S = mph (Exhibit 13-13)					D _S = 0.437 (Exhibit 13-12) S _R = 57.8 mph (Exhibit 13-12) S ₀ = 76.8 mph (Exhibit 13-12) S = 62.0 mph (Exhibit 13-13)				

RAMPS AND RAMP JUNCTIONS WORKSHEET									
General Information					Site Information				
Analyst	Gil Ramirez, PE		Freeway/Dir of Travel	I-95 SB					
Agency or Company	LTG		Junction	I-95 SB Off Ramp to SJHP					
Date Performed	12/8/2016		Jurisdiction	FDOT D5					
Analysis Time Period	PM Peak Hour		Analysis Year	2040					
Project Description I-95 at SJHP Interchange - DDI									
Inputs									
Upstream Adj Ramp		Freeway Number of Lanes, N			3			Downstream Adj Ramp	
<input type="checkbox"/> Yes <input type="checkbox"/> On		Ramp Number of Lanes, N			1			<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> On	
<input checked="" type="checkbox"/> No <input type="checkbox"/> Off		Acceleration Lane Length, L _A						<input type="checkbox"/> No <input type="checkbox"/> Off	
L _{up} = ft		Deceleration Lane Length L _D			1025			L _{down} = 2955 ft	
V _u = veh/h		Freeway Volume, V _F			5682			V _D = 631 veh/h	
		Ramp Volume, V _R			1758				
		Freeway Free-Flow Speed, S _{FF}			70.0				
		Ramp Free-Flow Speed, S _{FR}			40.0				
Conversion to pc/h Under Base Conditions									
(pc/h)	V (Veh/hr)	PHF	Terrain	%Truck	%Rv	f _{HV}	f _p	v = V/PHF x f _{HV} x f _p	
Freeway	5682	0.95	Level	8	0	0.962	1.00	6220	
Ramp	1758	0.95	Level	8	0	0.962	1.00	1925	
UpStream									
DownStream	631	0.95	Level	8	0	0.962	1.00	691	
Merge Areas					Diverge Areas				
Estimation of v ₁₂					Estimation of v ₁₂				
$V_{12} = V_F (P_{FM})$ (Equation 13-6 or 13-7) P _{FM} = using Equation (Exhibit 13-6) V ₁₂ = pc/h V ₃ or V _{av34} = pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)					$V_{12} = V_R + (V_F - V_R)P_{FD}$ (Equation 13-12 or 13-13) P _{FD} = 0.516 using Equation (Exhibit 13-7) V ₁₂ = 4141 pc/h V ₃ or V _{av34} = 2079 pc/h (Equation 13-14 or 13-17) Is V ₃ or V _{av34} > 2,700 pc/h? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Is V ₃ or V _{av34} > 1.5 * V ₁₂ /2 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, V _{12a} = pc/h (Equation 13-16, 13-18, or 13-19)				
Capacity Checks					Capacity Checks				
	Actual	Capacity		LOS F?		Actual	Capacity		LOS F?
V _{FO}		Exhibit 13-8			V _F	6220	Exhibit 13-8	7200	No
					V _{FO} = V _F - V _R	4295	Exhibit 13-8	7200	No
					V _R	1925	Exhibit 13-10	2100	No
Flow Entering Merge Influence Area					Flow Entering Diverge Influence Area				
	Actual	Max Desirable		Violation?		Actual	Max Desirable		Violation?
V _{R12}		Exhibit 13-8			V ₁₂	4141	Exhibit 13-8	4400:All	No
Level of Service Determination (if not F)					Level of Service Determination (if not F)				
$D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ D _R = (pc/mi/ln) LOS = (Exhibit 13-2)					$D_R = 4.252 + 0.0086 v_{12} - 0.009 L_D$ D _R = 30.6 (pc/mi/ln) LOS = D (Exhibit 13-2)				
Speed Determination					Speed Determination				
M _S =	(Exhibit 13-11)				D _S =	0.536 (Exhibit 13-12)			
S _R =	mph (Exhibit 13-11)				S _R =	55.0 mph (Exhibit 13-12)			
S ₀ =	mph (Exhibit 13-11)				S ₀ =	72.6 mph (Exhibit 13-12)			
S =	mph (Exhibit 13-13)				S =	59.8 mph (Exhibit 13-13)			

APPENDIX G

Crash Data and Summary

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 NB
Agency or Company	LTG	From/To	South of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	AM Peak Hour	Analysis Year	2018
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	2625	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft	f _{LW}	mph
Rt-Side Lat. Clearance	ft	f _{LC}	mph
Number of Lanes, N	3	TRD Adjustment	mph
Total Ramp Density, TRD	ramps/mi	FFS	70.0
FFS (measured)	70.0	mph	mph
Base free-flow Speed, BFFS	mph		
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})		Design LOS	
958	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV})	
x f _p)		pc/h/ln	
S	70.0	x f _p)	
D = v _p / S	13.7	S	
LOS	B	D = v _p / S	
		pc/mi/ln	
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 NB
Agency or Company	LTG	From/To	South of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	AM Peak Hour	Analysis Year	2040
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	4551	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)		Design LOS	
1661	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	
S	67.5	mph	pc/h/ln
D = v _p / S	24.6	pc/mi/ln	S
LOS	C	D = v _p / S	
		pc/mi/ln	
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 NB
Agency or Company	LTG	From/To	South of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	PM Peak Hour	Analysis Year	2018
Project Description I-95 at SJHP Interchange - DDID			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	2255	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})		Design LOS	
823	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV})	
x f _p)		pc/h/ln	
S	70.0	S	mph
D = v _p / S	11.8	D = v _p / S	pc/mi/ln
LOS	B	Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 NB
Agency or Company	LTG	From/To	South of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	PM Peak Hour	Analysis Year	2040
Project Description I-95 at SJHP Interchange - DDID			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	4069	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1485	Design LOS	
S	69.1	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h/ln
D = v _p / S	21.5	S	mph
LOS	C	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 NB
Agency or Company	LTG	From/To	North of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	AM Peak Hour	Analysis Year	2018
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	3193	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)		Design LOS	
1165	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	
S	70.0	mph	pc/h/ln
D = v _p / S	16.6	pc/mi/ln	S
LOS	B	D = v _p / S	
		pc/mi/ln	
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 NB
Agency or Company	LTG	From/To	North of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	AM Peak Hour	Analysis Year	2040
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	5686	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})		Design LOS	
2075	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV})	
x f _p)		pc/h/ln	
S	61.1	x f _p)	
S	mph	S	mph
D = v _p / S	34.0	D = v _p / S	pc/mi/ln
pc/mi/ln		Required Number of Lanes, N	
LOS	D		
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 NB
Agency or Company	LTG	From/To	North of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	PM Peak Hour	Analysis Year	2018
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	2598	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})	948	Design LOS	
x f _p)		v _p = (V or DDHV) / (PHF x N x f _{HV})	pc/h/ln
S	70.0	x f _p)	
D = v _p / S	13.5	S	mph
LOS	B	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 NB
Agency or Company	LTG	From/To	North of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	PM Peak Hour	Analysis Year	2040
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	4531	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})		Design LOS	
1653	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV})	
x f _p)		pc/h/ln	
S	67.6	x f _p)	
D = v _p / S	24.4	S	
LOS	C	D = v _p / S	
		pc/mi/ln	
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 SB
Agency or Company	LTG	From/To	North of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	AM Peak Hour	Analysis Year	2018
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	2564	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})	936	Design LOS	
x f _p)		v _p = (V or DDHV) / (PHF x N x f _{HV})	pc/h/ln
S	70.0	x f _p)	
D = v _p / S	13.4	S	mph
LOS	B	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 SB
Agency or Company	LTG	From/To	North of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	AM Peak Hour	Analysis Year	2040
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	4527	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})		Design LOS	
1652	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV})	
x f _p)		pc/h/ln	
S	67.6	x f _p)	
S	mph	S	mph
D = v _p / S	24.4	D = v _p / S	pc/mi/ln
24.4	pc/mi/ln	Required Number of Lanes, N	
LOS	C		
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 SB
Agency or Company	LTG	From/To	North of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	PM Peak Hour	Analysis Year	2018
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	3150	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	1149 pc/h/ln	Design LOS	
S	70.0 mph	v _p = (V or DDHV) / (PHF x N x f _{HV} x f _p)	pc/h/ln
D = v _p / S	16.4 pc/mi/ln	S	mph
LOS	B	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service speed	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 SB
Agency or Company	LTG	From/To	North of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	PM Peak Hour	Analysis Year	2040
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	5682	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})		Design LOS	
2073	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV})	
x f _p)		pc/h/ln	
S	61.2	x f _p)	
S	mph	S	mph
D = v _p / S	33.9	D = v _p / S	pc/mi/ln
pc/mi/ln		Required Number of Lanes, N	
LOS	D		
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 SB
Agency or Company	LTG	From/To	South of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	AM Peak Hour	Analysis Year	2018
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	2284	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})		Design LOS	
833	pc/h/ln	v _p = (V or DDHV) / (PHF x N x f _{HV})	
x f _p)		pc/h/ln	
S	70.0	x f _p)	
D = v _p / S	11.9	S	mph
LOS	B	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 SB
Agency or Company	LTG	From/To	South of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	AM Peak Hour	Analysis Year	2040
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	4072	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})	1486	Design LOS	
x f _p)		v _p = (V or DDHV) / (PHF x N x f _{HV})	pc/h/ln
S	69.1	x f _p)	
D = v _p / S	21.5	S	mph
LOS	C	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 SB
Agency or Company	LTG	From/To	South of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	PM Peak Hour	Analysis Year	2018
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	2660	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		mph
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})	971	Design LOS	
x f _p)		v _p = (V or DDHV) / (PHF x N x f _{HV})	pc/h/ln
S	70.0	x f _p)	
D = v _p / S	13.9	S	mph
LOS	B	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

BASIC FREEWAY SEGMENTS WORKSHEET			
General Information		Site Information	
Analyst	CAM	Highway/Direction of Travel	I-95 SB
Agency or Company	LTG	From/To	South of SJHP
Date Performed	12/8/2016	Jurisdiction	FDOT D5
Analysis Time Period	PM Peak Hour	Analysis Year	2040
Project Description I-95 at SJHP Interchange - DDI			
<input checked="" type="checkbox"/> Oper.(LOS)		<input type="checkbox"/> Des.(N)	
<input type="checkbox"/> Planning Data			
Flow Inputs			
Volume, V	4555	veh/h	Peak-Hour Factor, PHF
AADT		veh/day	0.95
Peak-Hr Prop. of AADT, K			%Trucks and Buses, P _T
Peak-Hr Direction Prop, D			8
DDHV = AADT x K x D		veh/h	%RVs, P _R
			0
			General Terrain:
			Level
			Grade % Length
			mi
			Up/Down %
Calculate Flow Adjustments			
f _p	1.00	E _R	1.2
E _T	1.5	f _{HV} = 1/[1+P _T (E _T - 1) + P _R (E _R - 1)]	0.962
Speed Inputs		Calc Speed Adj and FFS	
Lane Width	ft		
Rt-Side Lat. Clearance	ft	f _{LW}	mph
Number of Lanes, N	3	f _{LC}	mph
Total Ramp Density, TRD	ramps/mi	TRD Adjustment	mph
FFS (measured)	70.0	FFS	70.0
Base free-flow Speed, BFFS	mph		
LOS and Performance Measures		Design (N)	
<u>Operational (LOS)</u>		<u>Design (N)</u>	
v _p = (V or DDHV) / (PHF x N x f _{HV})	1662	Design LOS	
x f _p)		v _p = (V or DDHV) / (PHF x N x f _{HV})	pc/h/ln
S	67.5	x f _p)	
D = v _p / S	24.6	S	mph
LOS	C	D = v _p / S	pc/mi/ln
		Required Number of Lanes, N	
Glossary		Factor Location	
N - Number of lanes	S - Speed	E _R - Exhibits 11-10, 11-12	f _{LW} - Exhibit 11-8
V - Hourly volume	D - Density	E _T - Exhibits 11-10, 11-11, 11-13	f _{LC} - Exhibit 11-9
v _p - Flow rate	FFS - Free-flow speed	f _p - Page 11-18	TRD - Page 11-11
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v _p - Exhibits 11-2, 11-3	
DDHV - Directional design hour volume			

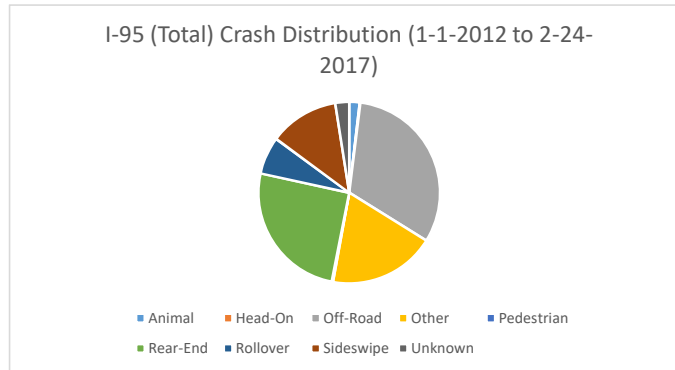
APPENDIX H

Conceptual Signing Plan

I-95 Mainline
 1/1/2012 - 2/24/2017

Type of Crash	Frequency	Percentage	Fatalities	Injuries
Animal	15	1.86%	0	2
Head-On	1	0.12%	0	1
Off-Road	257	31.89%	4	127
Other	153	18.98%	2	65
Pedestrian	2	0.25%	1	0
Rear-End	204	25.31%	4	163
Rollover	54	6.70%	2	48
Sideswipe	100	12.41%	0	13
Unknown	20	2.48%	0	14
Total	806	100.00%	13	433

C= 806	crashes
N= 5.15	years
V= 40653	AADT
L= 17.235	miles
R= 0.6119713	crashes per MVMT



I-95 Mainline
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPD14OFF112486	FHP	Short	12/20/2014 0:00	1:55 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD9) SB MM171	STATE ROAD 514 (MALABAR ROAD)	10560	South	Rear End	2	0	0	0	N	N	N	2000	Clear	Daylight
FHPD12OFF110837	FHP	Short	12/29/2012 0:00	2:33 PM	Unincorporated	Brevard	INTERSTATE 95	CR 514 (MALABAR ROAD)	5280	South	Unknown	2	0	0	0	N	Y	N	3000	Rain	Daylight
FHPD14OFF038058	FHP	Long	5/2/2014 0:00	3:45 PM	Palm Bay	Brevard	I95 (SR 9)	SR 514	5280	South	Off Road	1	0	0	0	N	N	N	3000	Rain	Daylight
FHPL12OFF044507	FHP	Long	7/22/2012 0:00	12:40 AM	Unincorporated	Brevard	I-95 SR-9	CR 512	89760	North	Animal	1	0	0	0	N	N	N	2500	Clear	Dark - Not Lighted
FHPD12OFF052415	FHP	Long	6/21/2012 0:00	12:05 PM	Unincorporated	Brevard	I-95 MM 163	MICCO RD	3695	South	Rollover	1	0	0	4	N	N	N	10000	Clear	Daylight
FHPD14OFF010885	FHP	Long	2/7/2014 0:00	7:50 AM	Unincorporated	Brevard	I-95	MICCO RD	5280	North	Off Road	1	0	0	0	N	Y	N	4400	Clear	Daylight
FHPD15OFF102715	FHP	Long	11/6/2015 0:00	3:15 PM	Unincorporated	Brevard	NB INTERSTATE 95 (STATE ROAD 9)	MICCO ROAD	5280	North	Off Road	1	0	0	2	N	N	N	20000	Clear	Daylight
FHPD13OFF045705	FHP	Long	6/2/2013 0:00	6:55 PM	Unincorporated	Brevard	I 95 (SR 9)	SR 514 (MALABAR ROAD)	42240	South	Off Road	1	0	0	2	N	N	N	7000	Rain	Daylight
FHPD12OFF085531	FHP	Long	10/5/2012 0:00	5:20 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MM 165 SB	2640	South	Other	1	0	0	0	N	N	N	7000	Cloudy	Daylight
FHPD15OFF080389	FHP	Short	9/1/2015 0:00	11:25 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MM 164	0		Other	1	0	0	0	N	N	N	800	Clear	Dark - Not Lighted
FHPD16OFF088631	FHP	Long	9/12/2016 0:00	6:55 AM	Unincorporated	Brevard	I-95 SB	GRANT RD	5280	South	Sideswipe	2	0	0	0	N	N	N	25000	Cloudy	Daylight
FHPD12OFF103722	FHP	Long	12/6/2012 0:00	4:30 PM	Malabar	Brevard	I-95 (SR 9) MM 168	SR 514 (MALABAR RD)	26400	South	Sideswipe	2	0	0	0	N	N	N	500	Clear	Daylight
FHPD12OFF035047	FHP	Long	4/26/2012 0:00	10:40 AM	Malabar	Brevard	I 95 NB SR 9	SR 514 MALABAR RD	26400	South	Other	1	0	0	0	N	N	N	1500	Clear	Daylight
FHPD16OFF071072	FHP	Long	7/24/2016 0:00	11:57 PM	Malabar	Brevard	I-95 (STATE ROAD 9) SB MM168	STATE ROAD 514 (MALABAR RD)	79200	South	Other	2	0	0	1	N	N	N	30000	Clear	Dark - Not Lighted
FHPD16OFF005985	FHP	Long	1/19/2016 0:00	3:30 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9) NB 168 MM	GRANT ROAD	2640	South	Rear End	2	0	0	1	N	N	N	12000	Clear	Daylight
FHPD12OFF109151	FHP	Short	12/23/2012 0:00	4:57 PM	Unincorporated	Brevard	INTERSTATE 95	MALABAR RD	31680	South	Other	2	0	0	0	N	N	N	7000	Rain	Dark - Not Lighted
FHPD16OFF011577	FHP	Short	2/5/2016 0:00	2:00 PM	Unincorporated	Brevard	NB I95 MM167	CR 514 (MALABAR RD)	31680	South	Other	2	0	0	0	N	N	N	1000	Clear	Daylight
FHPD15OFF012381	FHP	Long	2/11/2015 0:00	2:11 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) MM 167	GRANT ROAD	10560	North	Off Road	1	0	0	1	N	N	N	10000	Clear	Daylight
FHPD14OFF088472	FHP	Long	10/3/2014 0:00	10:25 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	21120	South	Rear End	2	0	0	1	Y	Y	N	3500	Cloudy	Dark - Not Lighted
FHPD16OFF005107	FHP	Long	1/16/2016 0:00	3:15 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	15840	South	Other	1	0	0	0	N	N	N	2500	Clear	Daylight
FHPD15OFF017669	FHP	Long	2/27/2015 0:00	5:16 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) MM 162	MICCO ROAD	10560	South	Sideswipe	2	0	0	1	N	N	N	12000	Rain	Daylight
FHPD13OFF061536	FHP	Long	7/21/2013 0:00	9:54 AM	Unincorporated	Brevard	I95 (SR 9)	SR 514 (PALM BAY ROAD)	60720	South	Other	1	0	0	2	N	N	N	4000	Rain	Daylight
FHPD12OFF070744	FHP	Long	8/19/2012 0:00	1:44 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	MM 162	0		Rollover	1	0	0	1	N	N	N	5000	Clear	Daylight
FHPD13OFF085777	FHP	Short	10/6/2013 0:00	2:00 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 512	21120	North	Rear End	2	0	0	0	N	Y	N	2000	Clear	Daylight
FHPD16OFF100578	FHP	Long	10/15/2016 0:00	7:56 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) NB MM163	COUNTY ROAD 512 (95TH STREET)	36960	North	Other	2	0	0	0	N	N	N	10000	Cloudy	Dawn
FHPD14OFF053519	FHP	Long	6/19/2014 0:00	12:28 PM	Unincorporated	Brevard	STATE ROAD 9(INTERSTATE 95)MM 164	MICCO ROAD	5280	South	Other	2	0	0	2	N	N	N	46000	Cloudy	Daylight
FHPD13OFF051438	FHP	Long	6/20/2013 0:00	2:10 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	52800	South	Off Road	1	0	0	0	N	N	N	17000	Rain	Daylight
FHPD17OFF012007	FHP	Long	2/6/2017 0:00	8:20 PM	Unincorporated	Brevard	INTERSTATE 95 NB MM162	MICCO ROAD	15840	South	Rollover	1	0	0	2	N	N	N	10000	Clear	Dark - Not Lighted
FHPL13OFF037388	FHP	Short	6/20/2013 0:00	2:28 PM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	15840	South	Sideswipe	2	0	0	0	N	N	N	550	Rain	Daylight
FHPL15OFF060099	FHP	Long	9/22/2015 0:00	8:30 AM	Unincorporated	Indian River	SB I-95 (SR-9)	CR-512 (95TH STREET)	1000	North	Sideswipe	2	0	0	0	N	N	N	500	Clear	Daylight
FHPL16OFF052164	FHP	Long	7/23/2016 0:00	8:20 PM	Unincorporated	Indian River	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 60 5	26400	North	Off Road	1	0	0	0	N	N	N	2000	Clear	Dark - Not Lighted
FHPL16OFF040301	FHP	Long	6/8/2016 0:00	1:55 PM	Unincorporated	Indian River	I95 (STATE ROAD 9)	CR512	5280	North	Rear End	2	0	0	2	N	N	N	7000	Rain	Daylight
FHPL15OFF042140	FHP	Long	7/4/2015 0:00	1:51 PM	Unincorporated	Indian River	I 95 (SR 9) NB MM 155.5 NB	CR 512 (FELLSMERE RD)	7920	South	Off Road	1	0	0	0	N	N	N	8500	Rain	Daylight
FHPL15OFF065539	FHP	Long	10/15/2015 0:00	7:01 AM	Unincorporated	Indian River	I 95 (SR 9) SB MM 159	CR 512 (FELLSMERE RD)	15840	South	Rollover	1	0	0	0	N	Y	N	6500	Clear	Daylight
FHPL17OFF008723	FHP	Long	2/3/2017 0:00	8:48 AM	Fellsmere	Indian River	I-95	MM 156	0		Off Road	1	0	0	0	N	N	N	2500	Clear	Daylight
FHPL15OFF083145	FHP	Long	12/26/2015 0:00	6:36 PM	Unincorporated	Indian River	I 95 (SR 9) SB MM 156	CR 512 (FELLSMERE RD)	500	South	Other	3	0	0	0	N	Y	N	9500	Rain	Dark - Not Lighted
FHPL13OFF044836	FHP	Long	7/23/2013 0:00	6:58 PM	Unincorporated	Indian River	I-95 (SR-9) MM155	CR-512 (95TH ST)	1320	South	Rear End	2	0	0	0	N	N	N	20000	Clear	Daylight
FHPL14OFF024142	FHP	Long	4/20/2014 0:00	3:35 AM	Fellsmere	Indian River	I-95 SR 9 MM157	CR 512 FELLESMERE	5280	North	Off Road	1	0	0	1	N	N	N	2400	Clear	Dark - Not Lighted
FHPL12OFF050367	FHP	Short	8/16/2012 0:00	8:55 PM	Unincorporated	Indian River	I-95 (SR-9) SOUTHBOUND	MM165	0		Other	1	0	0	0	N	N	N	1000	Rain	Dark - Not Lighted
FHPL13OFF030408	FHP	Long	5/20/2013 0:00	4:30 PM	Unincorporated	Indian River	INTERSTATE 95 SB(STATEROAD 9)	COUNTY ROAD 512	2640	North	Unknown	2	0	0	2	N	N	N	10000	Cloudy	Daylight
FHPL12OFF054285	FHP	Long	9/3/2012 0:00	4:25 PM	Unincorporated	Indian River	I95 STATE ROAD 9 NB	COUNTY ROAD 512	2640	North	Unknown	2	0	0	2	Y	N	Y	13000	Clear	Daylight
FHPL14OFF081372	FHP	Long	12/30/2014 0:00	4:45 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	5280	North	Sideswipe	2	0	0	1	N	N	N	5500	Fog, Smog, Smoke	Dark - Not Lighted
FHPL14OFF040290	FHP	Long	7/4/2014 0:00	4:55 PM	Unincorporated	Indian River	INTERSTATE 95 SB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	5280	North	Off Road	1	0	0	0	N	N	N	3500	Rain	Daylight
FHPL13OFF033515	FHP	Long	6/3/2013 0:00	8:46 AM	Unincorporated	Indian River	I-95 (SR-9)	MM157	0		Off Road	1	0	0	1	N	N	N	20000	Rain	Daylight
FHPL15OFF060911	FHP	Long	9/25/2015 0:00	1:45 PM	Unincorporated	Indian River	NB I-95 (SR-9) 157 MILE POST	CR-512 (95TH STREET)	500	North	Rear End	2	0	0	0	N	Y	N	1000	Clear	Daylight
FHPL16OFF071303	FHP	Long	9/30/2016 0:00	6:40 PM	Unincorporated	Indian River	I-95 (SR-9) MM157	C.R 512	5280	South	Other	1	0	0	0	N	N	N	3000	Rain	Dawn
FHPL13OFF033940	FHP	Short	6/5/2013 0:00	10:50 AM	Unincorporated	Indian River	INTERSTATE 95 SB (STATE ROAD 9)	COUNTY ROAD 512	10560	North	Other	1	0	0	0	N	N	N	500	Cloudy	Daylight
FHPL16OFF093704	FHP	Short	12/20/2016 0:00	11:20 AM	Unincorporated	Indian River	I-95 (SR9)	CR512	10560	North	Sideswipe	2	0	0	0	N	N	N	2200	Cloudy	Daylight
FHPL14OFF064583	FHP	Long	10/17/2014 0:00	12:44 AM	Unincorporated	Indian River	I95 STATE ROAD 9	CR 512	5280	North	Other	1	0	0	1	Y	N	N	8000	Clear	Dark - Not Lighted
FHPL13OFF023465	FHP	Long	4/19/2013 0:00	12:15 PM	Unincorporated	Indian River	I95 (SR 9)	SR 512	10560	North	Rear End	2	0	0	0	N	N	N	5000	Clear	Daylight
201400114169	Indian River Co SO	Long	7/6/2014 0:00	12:38 PM	Unincorporated	Indian River	N I 95 (SR 9)		0		Rear End	2	0	0	0	N	N	N	2000	Rain	Daylight
FHPD14OFF054516	FHP	Short	6/22/2014 0:00	2:47 PM	Unincorporated	Brevard	SB I-95MM160	MM160	0	South	Sideswipe	2	0	0	0	N	N	N	32000	Clear	Daylight
FHPD13OFF037306	FHP	Long	5/6/2013 0:00	11:20 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	68640	South	Other	2	0	0	0	N	N	N	7500	Clear	Daylight
FHPD13OFF035179	FHP	Long	4/29/2013 0:00	7:05 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	MM 160	0		Off Road	1	0	0	2	N	N	N	5000	Cloudy	Dusk
FHPD16OFF003089	FHP	Long	1/10/2016 0:00	2:10 PM	Unincorporated	Brevard	NB I95 161 MILE MARKER	FELLSMERE RD	26400	North	Animal	1	0	0	0	N	N	N	1000	Cloudy	Daylight
FHPD16OFF024304	FHP	Short	3/13/2016 0:00	3:12 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	163MM	2640	South	Rear End	2	0	0	0	N	N	N	1000	Clear	Daylight
FHPL14OFF046213	FHP	Long	7/30/2014 0:00	2:40 PM	Unincorporated	Indian River	I95 STATE ROAD 9 NB	STATE ROAD 60	5280	North	Sideswipe	2	0	0	0	N	N	N	2000	Cloudy	Daylight

I-95 Mainline
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPD16OFF060637	FHP	Long	6/25/2016 0:00	12:10 AM	Unincorporated	Brevard	INTERSTATE 95 NB MM164	MICCO ROAD	2640	North	Rear End	2	0	0	0	2 N	Y	N	15000	Clear	Dark - Not Lighted
FHPD17OFF013504	FHP	Long	2/11/2017 0:00	2:10 AM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 09)NB MM163	GRANT RD	5280	South	Off Road	1	0	0	0	0 N	N	N	2000	Clear	Dark - Not Lighted
FHPD13OFF070509	FHP	Long	8/17/2013 0:00	10:05 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	47520	South	Off Road	1	0	0	0	1 N	N	N	30000	Clear	Dark - Not Lighted
FHPD13OFF111531	FHP	Long	12/30/2013 0:00	2:35 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	NORTHBOUND 166 MILE MARKER	0		Off Road	2	0	0	0	0 N	N	N	5000	Cloudy	Daylight
FHPD12OFF097107	FHP	Long	11/13/2012 0:00	8:53 AM	Unincorporated	Brevard	I-95 SB MM 165	GRANT RD	10560	South	Rollover	1	0	0	0	0 N	N	N	50000	Cloudy	Daylight
FHPD15OFF097549	FHP	Long	10/22/2015 0:00	5:55 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MICCO ROAD	7920	North	Off Road	1	0	0	0	1 N	N	N	8500	Cloudy	Daylight
FHPD12OFF000445	FHP	Short	1/3/2012 0:00	3:20 AM	Unincorporated	Brevard	I-95 (SR 9)	SR 514 (MALABAR ROAD)	42240	South	Animal	1	0	0	0	0 N	N	N	300	Clear	Dark - Not Lighted
FHPD13OFF030777	FHP	Long	4/14/2013 0:00	11:40 PM	Unincorporated	Brevard	I-95 (SR 9) SB MM 169	GRANT RD	4224	North	Off Road	1	0	0	0	2 N	N	N	6000	Rain	Dark - Not Lighted
FHPD13OFF054446	FHP	Long	6/29/2013 0:00	3:00 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	26400	South	Off Road	1	0	0	0	0 N	N	N	3500	Rain	Daylight
FHPD15OFF007335	FHP	Long	1/26/2015 0:00	7:00 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	26400	South	Animal	1	0	0	0	0 N	N	N	4000	Rain	Dark - Not Lighted
FHPD15OFF029184	FHP	Short	4/2/2015 0:00	8:35 AM	Malabar	Brevard	I95 (SR 9)	MALABR RD	5280	North	Rear End	2	0	0	0	0 N	N	N	8000	Clear	Daylight
FHPD14OFF018190	FHP	Long	3/2/2014 0:00	5:50 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) NB	MM167	0		Off Road	1	0	0	0	0 N	N	N	750	Clear	Dusk
FHPD13OFF110031	FHP	Long	12/25/2013 0:00	5:28 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD UNDERPASS MM168	1320	North	Other	2	0	0	0	0 N	N	N	750	Clear	Dusk
FHPD13OFF078194	FHP	Long	9/11/2013 0:00	11:50 AM	Unincorporated	Brevard	I95 (SR 9)	GRANT RD	1000	South	Off Road	1	0	0	0	1 N	N	N	3000	Rain	Daylight
FHPD15OFF098412	FHP	Long	10/25/2015 0:00	6:30 AM	Malabar	Brevard	INTERSTATE 95	STATE ROAD 514 (MALABAR ROAD)	31680	South	Rear End	2	0	0	0	4 N	N	N	20000	Cloudy	Dark - Not Lighted
FHPD16OFF014025	FHP	Long	2/12/2016 0:00	11:33 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	2640	South	Off Road	1	0	0	0	0 N	N	N	2000	Clear	Dark - Not Lighted
FHPD12OFF022122	FHP	Long	3/16/2012 0:00	8:31 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	VALKARIA ROAD	1056	South	Rollover	1	0	0	1	0 N	N	N	5000	Clear	Daylight
FHPD15OFF014605	FHP	Long	2/18/2015 0:00	11:50 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	21120	South	Sideswipe	2	0	0	0	0 N	N	N	200	Clear	Daylight
FHPD16OFF026737	FHP	Long	3/20/2016 0:00	5:30 AM	Malabar	Brevard	INTERSTATE 95 (SR 9)	VALKARIA RD	2640	South	Rear End	2	0	0	0	1 Y	N	Y	10000	Cloudy	Dark - Not Lighted
FHPD13OFF021621	FHP	Short	3/16/2013 0:00	2:45 PM	Unincorporated	Brevard	I-95 (SR 9)	SR-514 (MALABAR RD)	21120	South	Sideswipe	2	0	0	0	0 N	N	N	2000	Clear	Daylight
FHPD15OFF093324	FHP	Long	10/9/2015 0:00	2:20 PM	Unincorporated	Brevard	INTERSTATE 95 SOUTHBOUND	MILE MARKER 169	0		Rollover	1	0	0	0	1 N	N	N	2000	Clear	Daylight
FHPD12OFF049446	FHP	Long	6/11/2012 0:00	1:10 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	21120	South	Rear End	2	0	0	0	0 N	N	N	1050	Clear	Daylight
FHPL14OFF074215	FHP	Short	11/27/2014 0:00	8:45 AM	Unincorporated	Brevard	INTERSTATE 95 SB (STATE ROAD 9)	STATE ROAD 514	21120	South	Animal	1	0	0	0	0 N	N	N	800	Clear	Daylight
FHPD14OFF101671	FHP	Long	11/16/2014 0:00	7:15 PM	Malabar	Brevard	I95 (SR 9)	MALABAR	5280	South	Sideswipe	2	0	0	0	0 N	N	N	10000	Clear	Dark - Not Lighted
FHPD14OFF038649	FHP	Long	5/4/2014 0:00	1:55 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	15840	South	Off Road	1	0	0	0	1 N	N	N	10000	Rain	Dark - Not Lighted
FHPD14OFF060422	FHP	Long	7/10/2014 0:00	2:05 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514	15840	South	Off Road	1	0	0	0	0 N	N	N	4000	Rain	Daylight
FHPD12OFF100029	FHP	Long	11/22/2012 0:00	5:30 PM	Unincorporated	Brevard	I-95 (SR-9)	SR-514 (MALABAR RD)	15840	South	Other	2	0	0	0	0 N	N	N	800	Clear	Dusk
FHPD14OFF002936	FHP	Long	1/10/2014 0:00	7:00 PM	Palm Bay	Brevard	INTERSTATE 95 (SR-9)	SR 514 (MALABAR RD)	15840	North	Off Road	1	0	0	0	0 N	N	N	12000	Clear	Dark - Not Lighted
FHPD12OFF066444	FHP	Long	8/5/2012 0:00	12:25 PM	Unincorporated	Brevard	I-95 (SR 9)	MICCO ROAD	10560	South	Rear End	2	0	0	0	3 N	N	N	500	Cloudy	Daylight
FHPD13OFF028776	FHP	Long	4/8/2013 0:00	3:05 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATEROAD 514 (MALABAR RD)	63360	South	Unknown	2	0	0	0	0 N	Y	N	6000	Clear	Daylight
FHPD17OFF016059	FHP	Long	2/18/2017 0:00	1:45 PM	Unincorporated	Brevard	SR-9	SR 514 (MALABAR RD)	52800	South	Off Road	1	0	0	0	1 N	N	N	4000	Clear	Daylight
FHPD13OFF096167	FHP	Long	11/10/2013 0:00	2:31 PM	Malabar	Brevard	I-95 (SR 9)	SR 514 (MALABAR ROAD)	52800	South	Rear End	2	0	0	0	3 N	N	N	8000	Clear	Daylight
FHPL13OFF046403	FHP	Long	7/30/2013 0:00	8:45 PM	Unincorporated	Indian River	I-95 (SR-9) MM156	CR-512 (95TH ST)	0		Off Road	1	0	0	0	1 N	N	N	16170	Clear	Dark - Lighted
FHPL17OFF005329	FHP	Long	1/21/2017 0:00	1:50 PM	Unincorporated	Indian River	INTERSTATE 95 NB (STATE ROAD 9)	COUNTY ROAD 512	1000	North	Off Road	1	0	0	0	1 N	N	N	6000	Clear	Daylight
FHPL14OFF081527	FHP	Long	12/30/2014 0:00	5:33 PM	Unincorporated	Indian River	INTERSTATE 95 NB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	200	South	Other	1	0	0	0	0 N	N	N	5000	Cloudy	Dusk
FHPL15OFF043200	FHP	Short	7/9/2015 0:00	6:15 PM	Fellsmere	Indian River	SB I-95 (SR-9) 156MM	CR-512 (96TH STREET)	500	South	Rear End	2	0	0	0	0 N	N	N	1000	Clear	Daylight
FHPL16OFF033727	FHP	Long	5/14/2016 0:00	3:00 PM	Unincorporated	Indian River	INTERSTATE 95 (STATE ROAD 9) MM159	COUNTY ROAD 512	15840	South	Rear End	2	0	0	0	2 N	Y	N	5000	Clear	Daylight
FHPL16OFF056319	FHP	Short	8/8/2016 0:00	10:18 PM	Unincorporated	Indian River	NB I-95 (SR-9) MM155	CR-512	5280	South	Other	1	0	0	0	0 N	N	N	500	Rain	Dark - Not Lighted
FHPD12OFF099084	FHP	Short	11/19/2012 0:00	11:13 PM	Fellsmere	Indian River	I-95 (SR-9) SB	MM160	0		Off Road	1	0	0	0	0 N	N	N	5500	Clear	Dark - Not Lighted
FHPL14OFF037137	FHP	Long	6/19/2014 0:00	11:47 PM	Fellsmere	Indian River	SR 9 SB MM156	CR 512	5280	North	Rear End	2	0	0	0	2 N	N	N	20000	Clear	Dark - Not Lighted
LWRC14OFF000806	FHP	Short	4/29/2014 0:00	5:58 PM	Unincorporated	Indian River	SB I-95 (SR-9) AT THE 157 MM	CR-514 (FELLSMERE RD)	5280	North	Off Road	1	0	0	0	0 N	N	N	1000	Rain	Daylight
FHPL12OFF072013	FHP	Short	11/23/2012 0:00	8:26 AM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	10560	South	Animal	1	0	0	0	0 N	N	N	6000	Clear	Daylight
FHPL12OFF026044	FHP	Short	4/30/2012 0:00	5:20 PM	Unincorporated	Indian River	I-95 (SR9)	CR-512	5280	North	Off Road	1	0	0	0	0 N	N	N	2000	Clear	Daylight
FHPL15OFF032382	FHP	Long	5/22/2015 0:00	10:00 PM	Unincorporated	Indian River	NB I-95 (SR 9) AT MM157	COUNTY ROAD 512	5280	North	Other	1	0	0	0	0 N	N	N	700	Rain	Dark - Not Lighted
FHPL15OFF063004	FHP	Long	10/4/2015 0:00	10:00 AM	Unincorporated	Indian River	I-95 (SR9)	CR512	5280	North	Sideswipe	2	0	0	0	0 N	N	N	4000	Clear	Daylight
FHPL16OFF089823	FHP	Long	12/6/2016 0:00	4:36 PM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	5280	North	Off Road	1	0	0	0	0 N	N	N	5000	Rain	Dusk
FHPL14OFF059484	FHP	Long	9/25/2014 0:00	6:53 PM	Unincorporated	Indian River	NB I-95 (SR 9) AT THE 157 MP	CR 512 (95TH STREET)	5280	North	Other	1	0	0	0	2 N	N	N	30000	Rain	Dark - Not Lighted
FHPL14OFF066777	FHP	Long	10/26/2014 0:00	11:00 AM	Unincorporated	Indian River	I-95 (SR9)	CR512	5280	North	Rear End	2	0	0	0	1 N	N	N	10200	Clear	Daylight
FHPL12OFF050736	FHP	Long	8/18/2012 0:00	1:14 PM	Unincorporated	Indian River	I 95 (SR 9) SB MM 157	CR 512 (FELLSMERE ROAD)	5280	North	Off Road	1	0	0	0	1 N	N	N	9110	Rain	Daylight
FHPL15OFF019398	FHP	Long	3/28/2015 0:00	4:01 AM	Unincorporated	Indian River	I95 STATE ROAD 9	CR 512	2640	North	Off Road	1	0	0	0	0 N	N	N	1000	Clear	Dark - Not Lighted
FHPL15OFF030552	FHP	Long	5/15/2015 0:00	2:40 PM	Unincorporated	Indian River	SB I-95 (SR-9) 158 MM	CR-512 (95TH STREET)	10560	North	Sideswipe	2	0	0	0	0 N	Y	N	1300	Clear	Dusk
FHPL16OFF038464	FHP	Short	6/1/2016 0:00	10:30 AM	Unincorporated	Indian River	I-95 (SR-9) MM 155	CR 512 (95TH STREET)	5280	South	Sideswipe	2	0	0	0	0 N	N	N	280	Clear	Daylight
201400199343	Indian River Co SO	Long	12/8/2014 0:00	12:19 PM	Unincorporated	Indian River	I 95 (SR 9)		0	North	Rear End	2	0	0	0	0 N	N	N	5000	Rain	Daylight
FHPL15OFF076382	FHP	Long	11/29/2015 0:00	3:25 PM	Unincorporated	Indian River	INTERSTATE 95 NB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	10560	North	Rear End	3	0	0	0	1 N	N	N	3100	Clear	Daylight
FHPL16OFF077174	FHP	Long	10/21/2016 0:00	8:30 PM	Fellsmere	Indian River	I-95 SB (SR-9)	CR 512	15840	North	Off Road	3	0	0	0	0 N	N	N	13000	Clear	Dark - Lighted
FHPL15OFF015785	FHP	Short	3/13/2015 0:00	10:39 AM	Unincorporated	Indian River	I-95	CR-512	15840	North	Rear End	2	0	0	0	0 N	N	N	1600	Clear	Daylight
FHPL13OFF073903	FHP	Long	12/4/201																		

I-95 Mainline
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPL13OFF006346	FHP	Short	2/1/2013 0:00	8:10 AM	Unincorporated	Indian River	I 95 (SR 9) SB MM 160	CR 512 (FELLSMERE RD)	21120	North	Animal	1	0	0	0	N	N	N	500	Clear	Daylight
FHPL16OFF034540	FHP	Long	5/17/2016 0:00	7:10 PM	Fellsmere	Indian River	I-95 NB (SR-9)	CR 512	21120	North	Other	1	0	0	0	N	N	N	3000	Rain	Dusk
FHPD13OFF079923	FHP	Short	9/17/2013 0:00	9:55 AM	Unincorporated	Brevard	I95 (SR 9)	SR 512	21120	North	Other	1	0	0	0	N	N	N	10000	Rain	Daylight
FHPD12OFF030751	FHP	Long	4/11/2012 0:00	6:05 PM	Unincorporated	Brevard	SB I-95 (STATE ROAD 9)	SR-514 (MALABAR RD)	63360	South	Off Road	1	0	0	0	1	N	N	3000	Clear	Daylight
FHPD13OFF048282	FHP	Long	6/10/2013 0:00	2:50 PM	Unincorporated	Brevard	I95 (SR 9)	SR 512	21120	North	Off Road	1	0	0	0	N	N	N	6000	Clear	Daylight
FHPL13OFF077601	FHP	Long	12/20/2013 0:00	5:10 AM	Unincorporated	Brevard	I-95/SR 9	CR 512	31680	North	Sideswipe	2	0	0	0	N	N	N	500	Cloudy	Dark - Not Lighted
FHPD16OFF021274	FHP	Long	3/5/2016 0:00	2:25 AM	Unincorporated	Brevard	I-95 (SR 9) MM 164	MICCO RD	5280	North	Rear End	2	0	0	0	7	N	N	7200	Clear	Dark - Not Lighted
FHPD12OFF081253	FHP	Long	9/21/2012 0:00	9:55 PM	Malabar	Brevard	NORTHBOUND I-95 (STATE ROAD 9) 163MM	STATE ROAD 514 (MALABAR RD	52800	South	Off Road	1	0	0	0	0	N	N	9000	Rain	Dark - Not Lighted
FHPD12OFF072537	FHP	Long	8/25/2012 0:00	1:15 AM	Unincorporated	Brevard	I-95 SB (SR-9)	SR 514 (MALABAR RD)	42240	South	Other	1	0	0	0	0	N	N	2000	Cloudy	Dark - Not Lighted
FHPD14OFF032131	FHP	Long	4/14/2014 0:00	3:00 PM	Unincorporated	Brevard	NB INTERSTATE 95 (SR-9) MM165	MICCO RD	5280	North	Off Road	1	0	0	0	0	N	N	11500	Clear	Daylight
ORCC16OFF000319	FHP	Long	3/7/2016 0:00	11:55 AM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	165MM	2640	South	Rear End	2	0	0	0	1	N	N	9001	Clear	Daylight
FHPD12OFF083734	FHP	Long	9/30/2012 0:00	5:00 PM	Unincorporated	Brevard	I 95	GRANT RD	5280	North	Rear End	2	0	0	0	0	N	N	10000	Rain	Daylight
FHPD12OFF083712	FHP	Long	9/30/2012 0:00	5:00 PM	Unincorporated	Brevard	I 95	GRANT RD	5280	South	Rollover	1	0	0	0	1	N	N	10000	Cloudy	Daylight
FHPD13OFF081136	FHP	Long	9/20/2013 0:00	9:45 PM	Unincorporated	Brevard	I-95 (SR 9) MM 167	GRANT RD	5280	South	Off Road	1	0	0	0	0	N	N	500	Clear	Dark - Not Lighted
FHPD12OFF028117	FHP	Long	4/3/2012 0:00	10:50 AM	Unincorporated	Brevard	I 95 NB	MM 166	0		Off Road	1	0	0	0	0	N	N	2000	Clear	Daylight
FHPD13OFF055114	FHP	Long	7/1/2013 0:00	4:17 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	36960	South	Rear End	2	0	0	0	1	N	N	1700	Rain	Daylight
FHPD16OFF087935	FHP	Long	9/9/2016 0:00	5:27 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	10560	South	Other	1	0	0	0	1	N	N	6500	Cloudy	Daylight
FHPD15OFF018069	FHP	Long	2/28/2015 0:00	12:00 AM	Malabar	Brevard	INTERSTATE 95 (SR-9)	168 MILE MAKER	2640	South	Rear End	2	0	0	0	1	N	N	8500	Rain	Daylight
FHPD12OFF066034	FHP	Long	8/4/2012 0:00	7:57 AM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	GRANT ROAD	1000	North	Off Road	1	0	0	0	0	N	N	7500	Cloudy	Daylight
FHPD13OFF096898	FHP	Long	11/13/2013 0:00	1:50 PM	Unincorporated	Brevard	I95 (SR 9)	GRANT RD	1000	North	Sideswipe	2	0	0	0	0	N	N	4000	Clear	Daylight
FHPD15OFF030545	FHP	Long	4/6/2015 0:00	1:36 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	2640	South	Head On	2	0	0	0	1	N	N	15000	Clear	Dark - Not Lighted
FHPD15OFF030535	FHP	Long	4/6/2015 0:00	1:35 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT RD	3168	South	Other	2	0	0	0	0	N	N	6500	Clear	Dark - Not Lighted
FHPD14OFF056552	FHP	Long	6/28/2014 0:00	5:10 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9) NB 170MM	VALKARIA ROAD	400	South	Sideswipe	2	0	0	0	0	N	N	8000	Clear	Daylight
FHPD13OFF075791	FHP	Long	9/3/2013 0:00	5:00 PM	Unincorporated	Brevard	I-95 (SR -9)	VALKARIA RD	1000	South	Off Road	1	0	0	0	2	N	N	2500	Rain	Daylight
FHPD12OFF022135	FHP	Long	3/16/2012 0:00	9:48 AM	Unincorporated	Brevard	I-95 (SR-9)	168 MM	0		Rear End	3	0	0	0	4	N	N	40000	Clear	Daylight
FHPD12OFF103613	FHP	Long	12/6/2012 0:00	11:10 AM	Unincorporated	Brevard	I-95 (SR 9) MM 169	GRANT RD	6336	North	Rollover	1	0	0	0	1	N	N	15000	Clear	Daylight
FHPD15OFF064954	FHP	Long	7/18/2015 0:00	10:45 AM	Unincorporated	Brevard	I-95 (SR 9) MM168	GRANT RD OVERPASS	5280	North	Other	1	0	0	0	1	N	N	22000	Clear	Daylight
FHPD14OFF008760	FHP	Long	1/31/2014 0:00	12:00 PM	Unincorporated	Brevard	I95 (SR 9)	OTHER RD	5280	North	Other	1	0	0	0	0	N	N	6000	Rain	Daylight
FHPD16OFF005810	FHP	Long	1/18/2016 0:00	9:44 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	15840	South	Rear End	4	0	0	0	0	N	N	28000	Clear	Dark - Not Lighted
FHPD14OFF011202	FHP	Long	2/8/2014 0:00	12:47 AM	Unincorporated	Brevard	I-95 (SR-9)	MM162	0		Animal	1	0	0	0	0	N	N	5000	Fog, Smog, Smoke	Dark - Not Lighted
FHPD13OFF096498	FHP	Long	11/11/2013 0:00	8:28 PM	Unincorporated	Brevard	I-95 (SR 9)	SR 514 (MALABAR ROAD)	58080	South	Rear End	2	0	0	0	4	N	N	2000	Clear	Dark - Not Lighted
FHPD16OFF004971	FHP	Long	1/16/2016 0:00	8:30 AM	Unincorporated	Brevard	I-95 (SR 9) MM 162	MICCO RD OVERPASS	10560	South	Sideswipe	2	0	0	0	1	N	N	9500	Clear	Daylight
FHPD14OFF081118	FHP	Long	9/12/2014 0:00	4:50 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	63360	South	Rollover	1	0	0	0	1	N	N	20000	Clear	Dark - Not Lighted
FHPD14OFF050975	FHP	Long	6/11/2014 0:00	1:20 AM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	C-54 CANAL	5280	North	Off Road	1	0	0	0	0	N	N	4500	Rain	Daylight
FHPD16OFF062953	FHP	Long	7/1/2016 0:00	6:50 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MICCO ROAD	5280	South	Off Road	1	0	0	0	2	N	N	5000	Rain	Daylight
FHPD16OFF024428	FHP	Long	3/13/2016 0:00	11:49 PM	Unincorporated	Brevard	I-95 (STATE ROAD 9) NB MM162	STATE ROAD 514 (MALABAR RD)	58080	South	Off Road	3	0	0	0	1	N	N	21000	Clear	Dark - Not Lighted
FHPL15OFF076407	FHP	Long	11/29/2015 0:00	5:10 PM	Unincorporated	Indian River	INTERSTATE 95 NB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	500	North	Rear End	2	0	0	0	0	N	N	4000	Clear	Daylight
FHPL15OFF005650	FHP	Short	1/27/2015 0:00	4:20 PM	Unincorporated	Indian River	I-95 NB ENTRANCE RAMP	CR-512 (95TH STREET)	1000	North	Rear End	2	0	0	0	0	N	N	1000	Clear	Daylight
FHPL13OFF038108	FHP	Long	6/23/2013 0:00	2:40 PM	Unincorporated	Indian River	STATE ROAD 9	COUNTY ROAD 512	113	South	Rear End	3	0	1	1	N	N	8000	Rain	Daylight	
FHPL13OFF058317	FHP	Long	9/23/2013 0:00	4:00 PM	Unincorporated	Indian River	I-95 (SR9)	CR512	100	South	Rear End	2	0	0	0	0	N	N	6000	Rain	Daylight
FHPL14OFF022878	FHP	Long	4/14/2014 0:00	1:30 PM	Unincorporated	Indian River	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 512	100	South	Sideswipe	2	0	0	0	0	N	N	3000	Clear	Daylight
FHPL16OFF006206	FHP	Long	1/27/2016 0:00	1:55 PM	Unincorporated	Indian River	NB I-95 (SR-9) 156 MILE POST	CR-512 (95TH STREET)	5280	North	Rear End	2	0	0	0	0	N	N	5500	Rain	Daylight
FHPL15OFF081650	FHP	Long	12/20/2015 0:00	5:46 PM	Unincorporated	Indian River	I 95 (SR 9) MM 158 SB	CR 512 (FELLSMERE RD)	10560	North	Rear End	2	0	0	0	0	N	Y	5000	Clear	Dark - Not Lighted
FHPL16OFF014246	FHP	Long	2/29/2016 0:00	12:45 AM	Unincorporated	Indian River	INTERSTATE 95(STATE ROAD 9)	95TH STREET	5280	North	Rear End	2	0	0	0	0	N	N	1000	Clear	Dark - Not Lighted
FHPL16OFF091206	FHP	Long	12/11/2016 0:00	12:45 PM	Unincorporated	Indian River	I 95 (SR 9) NB MM 155.5	CR 512 (FELLSMERE RD)	1000	South	Off Road	1	0	0	0	0	N	N	6500	Rain	Daylight
FHPL14OFF042457	FHP	Long	7/14/2014 0:00	2:38 PM	Unincorporated	Indian River	I95 NB	CR512	1320	North	Unknown	2	0	0	0	0	N	N	500	Cloudy	Daylight
FHPD12OFF023910	FHP	Short	3/21/2012 0:00	11:50 AM	Fellsmere	Indian River	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 512 (FELLSMERE ROAD)	21120	North	Rear End	2	0	0	0	0	N	N	3000	Clear	Daylight
FHPL15OFF060073	FHP	Long	9/22/2015 0:00	7:10 AM	Unincorporated	Indian River	SR 9 I-95	CR 512 MM 157	5280	South	Off Road	2	0	0	0	1	N	N	18500	Clear	Daylight
FHPL16OFF022348	FHP	Long	3/31/2016 0:00	3:38 PM	Fellsmere	Indian River	STATE ROAD 9 (I-95) NB	MM157	100	South	Rear End	2	0	0	0	1	N	N	7000	Clear	Daylight
FHPL16OFF031564	FHP	Long	5/6/2016 0:00	6:00 AM	Unincorporated	Indian River	I95 (STATE ROAD 9)	CR 512	10560	North	Rear End	2	0	0	0	0	N	Y	1000	Clear	Dark - Not Lighted
FHPL14OFF046422	FHP	Long	7/31/2014 0:00	10:30 AM	Unincorporated	Indian River	I-95 (STATE ROAD 9) 158 MILE POST	COUNTRY ROAD 512 (95TH STREET)	10560	North	Other	1	0	1	5	N	Y	N	15000	Clear	Daylight
FHPL12OFF025974	FHP	Long	4/30/2012 0:00	12:42 PM	Unincorporated	Indian River	INTERSTATE 95 (SR 9)	COUNTY ROAD 510	5280	North	Rear End	2	0	0	0	0	N	N	3500	Clear	Daylight
201400209734	Indian River Co SO	Long	12/28/2014 0:00	1:30 PM	Unincorporated	Indian River	S 95		0		Rear End	3	0	0	0	0	N	N	2501	Clear	Daylight
FHPL17OFF014244	FHP	Short	2/23/2017 0:00	1:55 PM	Unincorporated	Indian River	INTERESTATE 95 NB (STATE ROAD 9)	COUNTY ROAD 512	15840	North	Rear End	2	0	0	0	0	N	N	20	Clear	Daylight
FHPL15OFF013683	FHP	Long	3/4/2015 0:00	1:15 PM	Unincorporated	Indian River	INTERSTATE 95 NB (STATE ROAD 9)	COUNTY ROAD 512	15840	North	Off Road	1	0	0	0	1	N	N	10000	Clear	Daylight
FHPL16OFF095586	FHP	Long	12/27/2016 0:00	11:20 AM	Unincorporated	Indian River	INTERSTATE 95 NB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	15840	North	Rear End	3	0	0	0	0	N	N	4750	Cloudy	Daylight
FHPD13OFF033792	FHP	Long	4/25/2013 0:00	8:00 AM	Unincorporated	Brevard	I-95 (SR-9)	160 MM	500	North	Off Road	1	0	0	0	0	N	N			

I-95 Mainline
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPD16OFF029484	FHP	Long	3/28/2016 0:00	3:25 AM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 09)SB MM164	MICCO RD	1320	South	Off Road	1	0	0	0	4 N	N	N	6000	Clear	Dark - Not Lighted
FHPD15OFF091191	FHP	Long	10/2/2015 0:00	5:50 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MICCO ROAD	2640	South	Off Road	1	0	0	0	1 N	N	N	4000	Cloudy	Daylight
FHPD12OFF073462	FHP	Long	8/28/2012 0:00	5:53 AM	Unincorporated	Brevard	I 95 SR 9	SR 514 MALABAR ROAD	42240	South	Other	1	0	0	0	0 N	N	N	3000	Cloudy	Dark - Not Lighted
FHPD13OFF024734	FHP	Long	3/26/2013 0:00	2:55 PM	Unincorporated	Brevard	STATE ROAD 9/ I-95	UNKNOWN	0		Sideswipe	3	0	0	0	0 N	N	N	10000	Clear	Daylight
FHPD15OFF075974	FHP	Long	8/20/2015 0:00	12:50 PM	Unincorporated	Brevard	I-95 (SR 9) MM164	MICCO RD	2640	North	Rollover	1	0	0	0	0 N	N	N	3000	Clear	Daylight
FHPD14OFF061579	FHP	Long	7/13/2014 0:00	7:40 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 164MM	MICCO ROAD	250	South	Sideswipe	2	0	0	0	0 N	N	N	8000	Clear	Dusk
FHPD16OFF067006	FHP	Long	7/13/2016 0:00	5:15 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	MALABAR ROAD	26400	South	Other	2	0	0	0	0 N	N	N	1500	Clear	Daylight
FHPD15OFF051401	FHP	Long	6/7/2015 0:00	8:00 PM	Malabar	Brevard	SB I95 173 MM	MALABAR RD	0		Sideswipe	2	0	0	0	0 N	N	N	500	Clear	Dusk
FHPD12OFF097187	FHP	Long	11/13/2012 0:00	2:28 PM	Unincorporated	Brevard	INTERSTATE 95/STATE ROAD 9	VALKARIA ROAD	10560	South	Sideswipe	2	0	0	0	0 N	N	N	4200	Clear	Daylight
FHPD14OFF101273	FHP	Long	11/15/2014 0:00	11:15 AM	Unincorporated	Brevard	I-95 (SR 9) NB MM 167	GRANT RD	1056	South	Rear End	2	0	0	0	1 N	N	N	13000	Clear	Daylight
FHPD15OFF030544	FHP	Long	4/6/2015 0:00	1:40 AM	Unincorporated	Brevard	SR-9 (INTERSTATE-95)	GRANT RD	2640	South	Other	2	0	0	0	6 N	N	N	7000	Clear	Dark - Not Lighted
FHPD12OFF068362	FHP	Long	8/11/2012 0:00	2:50 PM	Unincorporated	Brevard	I 95 SR 9	SR 514 MALABAR ROAD	31680	South	Sideswipe	2	0	0	0	0 N	N	N	450	Rain	Daylight
FHPD16OFF064539	FHP	Long	7/6/2016 0:00	2:12 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 09)NB MM169	VALKARIA RD	150	South	Off Road	1	0	0	0	1 N	Y	N	9000	Clear	Daylight
FHPD12OFF058065	FHP	Short	7/9/2012 0:00	5:20 AM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	MM 173	0		Other	1	0	0	0	0 N	N	N	2000	Cloudy	Dark - Not Lighted
FHPD13OFF058318	FHP	Short	7/11/2013 0:00	4:55 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	VALKARIA RD	1584	South	Off Road	1	0	0	0	0 N	N	N	1000	Rain	Daylight
FHPD14OFF018634	FHP	Long	3/4/2014 0:00	8:45 AM	Unincorporated	Brevard	I-95 SB MM169	VALKARIA RD	1056	South	Rollover	2	0	0	0	0 N	N	N	2500	Clear	Daylight
FHPD12OFF090882	FHP	Long	10/23/2012 0:00	3:15 PM	Unincorporated	Brevard	I95 (SR 9) 187 MM	VALKARIA RD	5280	South	Sideswipe	2	0	0	0	0 N	N	N	3000	Clear	Daylight
FHPD13OFF089249	FHP	Long	10/18/2013 0:00	11:30 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	15840	South	Rollover	1	0	0	0	1 N	N	N	20250	Clear	Daylight
FHPD12OFF073633	FHP	Long	8/28/2012 0:00	4:40 PM	Malabar	Brevard	I-95 NB MM 170	SR 514 (MALABAR RD)	15840	South	Sideswipe	2	0	0	0	1 N	N	N	10000	Rain	Daylight
FHPD12OFF080493	FHP	Long	9/19/2012 0:00	5:45 PM	Unincorporated	Brevard	I-95 (SR-9)	SR-514 (MALABAR RD)	15840	South	Rear End	2	0	0	0	200 N	N	N	2600	Rain	Daylight
FHPD13OFF070893	FHP	Long	8/19/2013 0:00	9:05 AM	Unincorporated	Brevard	INTERSTATE 95 (SR 9)	MALABAR RD (STATE ROAD 514)	15840	North	Off Road	1	0	0	0	0 N	N	N	5000	Clear	Daylight
FHPD16OFF024439	FHP	Short	3/13/2016 0:00	11:50 PM	Unincorporated	Brevard	I-95 (STATE ROAD 9) NB MM162	STATE ROAD 514 (MALABAR RD)	58080	South	Sideswipe	2	0	0	0	0 N	Y	N	4000	Clear	Dark - Not Lighted
FHPD13OFF076910	FHP	Long	9/6/2013 0:00	11:40 PM	Unincorporated	Brevard	SR-9	MICCO RD	15840	South	Rollover	1	0	0	0	0 N	Y	N	2000	Cloudy	Dark - Not Lighted
FHPD16OFF023536	FHP	Long	3/11/2016 0:00	4:15 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) NB 162 MM	MICCO ROAD	10560	South	Rear End	2	0	0	0	0 N	N	N	2500	Clear	Daylight
FHPD12OFF067666	FHP	Long	8/9/2012 0:00	2:45 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	MM 162	0		Rear End	2	0	0	0	3 N	N	N	25000	Clear	Daylight
FHPD13OFF103725	FHP	Long	12/5/2013 0:00	9:05 AM	Unincorporated	Brevard	I95 (SR 9)	SR 512	21120	North	Rear End	2	0	0	0	0 N	N	N	1500	Clear	Daylight
FHPD15OFF068613	FHP	Long	7/29/2015 0:00	1:35 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MICCO ROAD	15840	South	Rear End	2	0	0	0	0 N	N	N	7800	Clear	Daylight
FHPD12OFF042665	FHP	Short	5/21/2012 0:00	12:25 PM	Unincorporated	Brevard	I-95(SR-9)	MICCO ROAD	15840	South	Other	2	0	0	0	0 N	N	N	1600	Clear	Daylight
FHPD12OFF040172	FHP	Long	5/13/2012 0:00	10:10 AM	Unincorporated	Brevard	I 95 SB	MM 161	0		Other	2	0	0	0	2 N	N	N	10000	Cloudy	Daylight
FHPD12OFF020729	FHP	Long	3/12/2012 0:00	6:20 AM	Unincorporated	Brevard	I-95 (SR 9) NB MM 163	MICCO RD	2640	South	Other	2	0	0	0	2 N	N	N	4500	Clear	Dark - Not Lighted
FHPD15OFF043379	FHP	Short	5/14/2015 0:00	5:50 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD9)	TM GOODWIN ROAD	15840	North	Rear End	2	0	0	0	0 N	N	N	3400	Clear	Daylight
FHPD13OFF094546	FHP	Long	11/5/2013 0:00	6:17 AM	Unincorporated	Brevard	STATE ROAD 514 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	52800	South	Other	2	0	0	0	1 N	N	N	17000	Cloudy	Dawn
FHPD15OFF108858	FHP	Long	11/24/2015 0:00	8:55 AM	Unincorporated	Brevard	I-95 (SR 9) MM 163	MICCO RD	5280	South	Rear End	2	0	0	0	1 N	N	N	36000	Clear	Daylight
FHPD14OFF053910	FHP	Long	6/20/2014 0:00	3:30 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 163 MM	MICCO ROAD	7920	South	Off Road	1	0	0	0	0 N	N	N	3500	Rain	Daylight
FHPD16OFF034457	FHP	Long	4/10/2016 0:00	10:35 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 162MM	MICCO ROAD	15840	North	Sideswipe	2	0	0	0	0 N	N	N	2500	Clear	Dark - Not Lighted
FHPL15OFF011742	FHP	Long	2/24/2015 0:00	8:15 AM	Fellsmere	Indian River	I-95 (SR-9) SB ENTRANCE RAMP	CR-512 (95TH STREET)	0		Other	1	0	0	0	0 N	N	N	0	Clear	Daylight
FHPL15OFF022481	FHP	Short	4/10/2015 0:00	2:23 PM	Unincorporated	Indian River	SB I-95 (SR-9) AT 156 EXIT RAMP	CR-512 (FELLSMERE RD)	100	North	Rear End	2	0	0	0	0 N	N	N	200	Clear	Daylight
FHPL13OFF002133	FHP	Long	1/11/2013 0:00	11:39 AM	Unincorporated	Indian River	I-95 (SR-9)	CR-512	500	South	Sideswipe	2	0	0	0	0 N	N	N	1050	Clear	Daylight
FHPL16OFF014928	FHP	Long	3/2/2016 0:00	10:02 PM	Unincorporated	Indian River	I-95	SR-512	5280	North	Sideswipe	2	0	0	0	1 N	N	N	9100	Clear	Dark - Not Lighted
FHPL14OFF006266	FHP	Short	1/29/2014 0:00	12:15 PM	Unincorporated	Indian River	I-95 (SR9)	CR-512	1000	North	Other	2	0	0	0	0 N	Y	N	1000	Cloudy	Daylight
FHPL17OFF013347	FHP	Long	2/20/2017 0:00	6:33 AM	Unincorporated	Indian River	I 95 (SR 9) NB MM 157	CR 512 (FELLSMERE RD)	5280	North	Off Road	1	0	0	0	0 N	Y	N	3500	Clear	Daylight
FHPL15OFF010028	FHP	Long	2/17/2015 0:00	2:15 AM	Unincorporated	Indian River	I-95 (SR9)	CR512	5280	North	Other	2	0	0	0	0 N	Y	N	10000	Clear	Dark - Not Lighted
FHPL13OFF079778	FHP	Long	12/29/2013 0:00	7:15 PM	Unincorporated	Indian River	I-95 (SR9)	CR-512 (FELLSMERE RD)	500	South	Off Road	1	0	0	0	0 N	N	N	5500	Clear	Dark - Lighted
FHPL14OFF067028	FHP	Long	10/27/2014 0:00	2:00 PM	Unincorporated	Indian River	INTERSTATE 95 NB	COUNTY ROAD 512	500	South	Off Road	1	0	0	0	1 N	N	N	3000	Clear	Daylight
FHPL14OFF081514	FHP	Long	12/30/2014 0:00	5:33 PM	Unincorporated	Indian River	INTERSTATE 95 SB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	200	South	Other	1	0	0	0	0 N	N	N	6000	Cloudy	Dusk
FHPL15OFF002384	FHP	Long	1/11/2015 0:00	8:36 PM	Unincorporated	Indian River	I 95 (SR 9) NB MM 158	CR 512 (FELLSMERE ROAD)	10560	North	Off Road	1	0	0	0	0 N	N	N	1200	Rain	Dark - Not Lighted
FHPL15OFF052222	FHP	Short	8/19/2015 0:00	12:39 PM	Unincorporated	Indian River	I-95 (STATE ROAD 9) MM 155	COUNTY ROAD 512	0	South	Off Road	1	0	0	0	0 N	N	N	5000	Rain	Daylight
FHPL14OFF038914	FHP	Long	6/28/2014 0:00	1:06 PM	Unincorporated	Indian River	I 95 (SR 9) SB MM 155	CR 512 (FELLSMERE ROAD)	5280	North	Off Road	1	0	0	0	1 N	N	N	7000	Clear	Daylight
FHPL14OFF007034	FHP	Long	2/1/2014 0:00	6:00 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	200	North	Off Road	1	0	0	0	0 N	N	N	1000	Fog, Smog, Smoke	Dark - Lighted
FHPL13OFF034138	FHP	Long	6/6/2013 0:00	7:39 AM	Unincorporated	Indian River	I-95 (SR-9)	CR-512 (MM156)	0		Off Road	1	0	0	0	0 N	N	N	15300	Rain	Dawn
201300148927	Indian River Co SO	Long	9/17/2013 0:00	7:32 PM	Unincorporated	Indian River	NORTH 95 HIGHWAY NORTH		0		Off Road	2	0	0	0	1 N	N	N	9500	Rain	Dark - Lighted
FHPL13OFF065008	FHP	Long	10/24/2013 0:00	8:00 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	5280	North	Sideswipe	2	0	0	0	0 N	N	N	7000	Clear	Daylight
FHPL14OFF052216	FHP	Long	8/25/2014 0:00	7:45 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	5280	North	Off Road	1	0	0	0	0 N	N	N	2500	Rain	Daylight
FHPL14OFF076591	FHP	Long	12/8/2014 0:00	12:00 PM	Fellsmere	Indian River	I-95 (SR9)	CR 512	6336	North	Rear End	3	0	0	0	0 N	Y	N	23000	Rain	Daylight
201280272	Indian River Co SO	Long	6/22/2012 0:00	12:05 PM	Unincorporated	Indian River	I 95 SR9		200	North	Rollover	1	0	0	0	1 N	N	N	8000	Cloudy	Daylight
FHPL15OFF034054	FHP	Long	5/30/2015 0:00	7:40 AM	Unincorporated	Indian River	INTERSTATE 95 NB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	10560	North	Off Road	1	0	0	0	0 N	N	N	8000	Rain	Daylight
FHPL15OFF076401	FHP	Short	11/29/2015 0:00	4:15 PM	Unincorporated	Indian River	INTERSTATE 95 NB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	10560												

I-95 Mainline
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPD15OFF041106	FHP	Long	5/7/2015 0:00	5:26 PM	Unincorporated	Brevard	NB SR9	MM161	0		Sideswipe	2	0	0	0	N	N	N	1000	Clear	Daylight
FHPD15OFF103915	FHP	Long	11/10/2015 0:00	11:15 AM	Unincorporated	Brevard	I-95	MICCO RD	15840	South	Rollover	1	0	0	0	1	N	N	3500	Cloudy	Daylight
FHPD12OFF077841	FHP	Long	9/11/2012 0:00	7:16 AM	Unincorporated	Brevard	I 95 SR 9	SR 514 MALABAR ROAD	58080	North	Rear End	2	0	0	0	0	N	N	2200	Rain	Daylight
FHPD13OFF032312	FHP	Long	4/19/2013 0:00	9:20 PM	Malabar	Brevard	I-95 (SR 9) NB MM 171	SR 514 (MALABAR RD)	10560	South	Rollover	1	0	0	0	0	N	N	5000	Rain	Dark - Not Lighted
FHPD15OFF059659	FHP	Long	7/2/2015 0:00	9:26 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	15840	North	Rear End	2	0	0	0	0	N	N	7000	Clear	Daylight
FHPD16OFF126453	FHP	Long	12/28/2016 0:00	3:40 PM	Malabar	Brevard	INTERSTATE 95(STATE ROAD 09)SB MM164	STATE ROAD 514(MALABAR RD)	46992	South	Other	2	0	1	2	N	N	122000	Clear	Daylight	
FHPD12OFF046598	FHP	Long	6/2/2012 0:00	11:20 AM	Unincorporated	Brevard	I-95 SB (SR-9)	SR 514 (MALABAR RD)	52800	South	Off Road	1	0	0	0	0	N	N	500	Clear	Daylight
FHPD13OFF010534	FHP	Long	2/8/2013 0:00	11:40 AM	Unincorporated	Brevard	I95 NB	MICCO RD	1000	South	Sideswipe	2	0	0	0	0	N	N	20000	Clear	Daylight
FHPD15OFF109908	FHP	Long	11/27/2015 0:00	10:35 AM	Unincorporated	Brevard	I-95 (SR 9) MM166	MICCO RD OVERPASS	5808	North	Other	1	0	0	0	0	N	N	3000	Clear	Daylight
FHPD16OFF003798	FHP	Long	1/12/2016 0:00	6:11 PM	Palm Bay	Brevard	I-95 (STATE ROAD 9) SB MM174	STATE ROAD 514 (MALABAR RD)	5280	North	Rear End	4	0	0	0	2	N	N	15000	Clear	Dark - Not Lighted
FHPD13OFF053335	FHP	Long	6/26/2013 0:00	12:15 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	16896	South	Off Road	1	0	1	1	N	N	10000	Rain	Daylight	
FHPD13OFF022231	FHP	Long	3/18/2013 0:00	12:45 PM	Unincorporated	Brevard	I95(SR 9)	GRANT RD	15840	South	Rear End	2	0	0	0	0	N	N	22000	Clear	Daylight
FHPD16OFF073541	FHP	Long	8/1/2016 0:00	6:05 AM	Unincorporated	Brevard	I-95 SR-9	MICCO RD	1056	North	Off Road	1	0	0	0	0	N	N	6000	Clear	Dark - Not Lighted
FHPD15OFF110693	FHP	Long	11/29/2015 0:00	6:45 PM	Unincorporated	Brevard	SB I95 MM164	SR 514 (MALABAR RD)	47520	South	Other	3	0	0	0	1	N	N	6000	Clear	Dark - Not Lighted
FHPD14OFF042371	FHP	Long	5/15/2014 0:00	2:50 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 163MM	MICCO ROAD	500	South	Rollover	1	0	0	0	0	N	N	6500	Rain	Daylight
FHPD15OFF105978	FHP	Long	11/16/2015 0:00	1:13 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9)NB MM164	MICCO ROAD	2640	South	Off Road	1	0	0	0	1	N	N	8000	Rain	Daylight
FHPD15OFF088683	FHP	Long	9/25/2015 0:00	3:25 PM	Unincorporated	Brevard	NB I95 MM164	SR 514 (MALABAR RD)	47520	South	Other	3	0	0	0	0	N	N	10500	Cloudy	Daylight
FHPD15OFF011707	FHP	Long	2/9/2015 0:00	3:55 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) MM 163	MICCO ROAD	5280	South	Rollover	1	0	0	0	2	N	N	10000	Rain	Daylight
FHPD15OFF008378	FHP	Long	1/29/2015 0:00	3:51 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) MM 164	MICCO ROAD	1320	South	Rear End	2	0	0	0	0	N	N	4500	Clear	Daylight
FHPD16OFF025956	FHP	Short	3/18/2016 0:00	11:09 AM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) NB MM160	BUFFER PRESERVE DRIVE	100	South	Other	1	0	0	0	0	N	N	600	Clear	Daylight
FHPD12OFF063573	FHP	Long	7/27/2012 0:00	11:25 AM	Unincorporated	Brevard	I-95 (SR 9) MM 166	GRANT RD	6864	South	Other	1	0	0	0	1	N	N	5000	Clear	Daylight
FHPD17OFF000521	FHP	Long	1/2/2017 0:00	6:40 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 09)NB MM165	MICCO RD	10560	North	Off Road	1	0	0	0	0	N	N	12000	Clear	Dark - Not Lighted
FHPD13OFF079933	FHP	Long	9/17/2013 0:00	10:50 AM	Unincorporated	Brevard	I95 (SR 9)	GRANT	5280	South	Off Road	1	0	0	0	0	N	N	5000	Rain	Daylight
FHPD16OFF042778	FHP	Long	5/5/2016 0:00	1:26 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	26400	South	Off Road	1	0	0	0	1	N	N	12000	Rain	Dark - Not Lighted
FHPD13OFF018288	FHP	Long	3/6/2013 0:00	8:00 AM	Unincorporated	Brevard	SR9 (I-95)	VALKARIA RD	10560	South	Other	1	0	0	0	0	N	N	1000	Cloudy	Daylight
FHPD15OFF062062	FHP	Long	7/9/2015 0:00	12:00 PM	Unincorporated	Brevard	I-95 (SR 9) SB MM 167	GRANT RD OVERPASS	0	South	Sideswipe	2	0	0	0	0	N	N	7000	Clear	Daylight
FHPD12OFF085590	FHP	Long	10/5/2012 0:00	6:50 PM	Unincorporated	Brevard	SR-9	GRANT RD	2640	South	Rear End	3	0	0	0	0	N	N	10000	Rain	Dark - Not Lighted
FHPD16OFF008343	FHP	Long	1/27/2016 0:00	8:10 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	167 MILE MARKER	2640	South	Off Road	1	0	0	0	1	N	N	15000	Rain	Dark - Not Lighted
FHPD16OFF119551	FHP	Long	12/8/2016 0:00	12:55 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	21120	South	Off Road	1	0	0	0	0	N	N	11000	Clear	Dark - Not Lighted
FHPD12OFF014410	FHP	Long	2/22/2012 0:00	6:15 AM	Unincorporated	Brevard	I-95 (SR-9)	VALKARIA ROAD	5280	South	Rear End	2	0	0	0	0	N	N	65000	Clear	Dark - Not Lighted
FHPD13OFF022685	FHP	Long	3/20/2013 0:00	12:03 AM	Unincorporated	Brevard	SR-9	GRANT RD	5280	North	Rear End	2	0	0	0	1	N	N	26000	Clear	Dark - Not Lighted
FHPD13OFF027863	FHP	Long	4/5/2013 0:00	3:40 PM	Unincorporated	Brevard	I95 (SR 9)	SR 512	26400	North	Off Road	1	0	0	0	1	N	N	35000	Rain	Daylight
FHPL12OFF078209	FHP	Short	12/20/2012 0:00	1:30 PM	Unincorporated	Brevard	I-95 (SR-9)	COUNTY ROAD 512	42240	North	Other	1	0	0	0	0	N	N	300	Clear	Daylight
FHPD13OFF023585	FHP	Long	3/22/2013 0:00	6:30 PM	Unincorporated	Brevard	INTERSTATE 95 NB	MM 162	0		Off Road	1	0	0	0	0	N	N	500	Rain	Daylight
FHPD15OFF043792	FHP	Long	5/15/2015 0:00	11:30 PM	Unincorporated	Brevard	SR-9 I-95 MM162	MICCO RD	10560	South	Other	2	0	0	0	0	N	N	200	Clear	Dark - Not Lighted
FHPD13OFF022596	FHP	Short	3/19/2013 0:00	5:10 PM	Unincorporated	Brevard	I95 (SR 9)	SR 512	15840	North	Rear End	2	0	0	0	0	N	N	5000	Clear	Daylight
FHPD16OFF093059	FHP	Long	9/24/2016 0:00	1:00 PM	Unincorporated	Brevard	INTERSTATE 95 (MM 163)	MICCO ROAD	15840	South	Off Road	1	0	0	0	0	N	N	5500	Rain	Daylight
FHPD15OFF119698	FHP	Long	12/26/2015 0:00	1:10 AM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 09)NB MM161	BUFFER PRESERVE DR	2640	North	Rear End	2	0	0	0	15	N	N	6000	Clear	Dark - Not Lighted
FHPD16OFF096286	FHP	Long	10/3/2016 0:00	9:45 AM	Unincorporated	Brevard	I-95 SB	MICCO RD	5280	South	Off Road	1	0	0	0	1	N	N	9750	Rain	Daylight
FHPD14OFF037465	FHP	Short	4/30/2014 0:00	8:33 PM	Unincorporated	Brevard	INTERSTATE 95 SB	MILE MARKER 163	0		Sideswipe	2	0	0	0	0	N	N	2000	Rain	Dark - Not Lighted
FHPL13OFF074634	FHP	Long	12/7/2013 0:00	11:22 AM	Unincorporated	Indian River	I-95 (SR-9)	CR-512	500	South	Sideswipe	2	0	0	0	0	N	N	150	Cloudy	Daylight
FHPL14OFF081518	FHP	Long	12/30/2014 0:00	5:33 PM	Unincorporated	Indian River	INTERSTATE 95 NB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	200	South	Other	1	0	0	0	0	N	N	5000	Cloudy	Dusk
FHPL12OFF070728	FHP	Long	11/17/2012 0:00	6:30 PM	Unincorporated	Indian River	I-95 (STATE ROAD 9) MM156	COUNTY ROAD 512	100	South	Sideswipe	2	0	0	0	0	N	N	900	Clear	Dusk
FHPL12OFF039337	FHP	Short	6/29/2012 0:00	8:28 AM	Unincorporated	Indian River	I95 STATE ROAD 9 157MM	COUNTY ROAD 512	2640	North	Other	2	0	0	0	0	N	N	1000	Clear	Daylight
FHPL15OFF043658	FHP	Long	7/11/2015 0:00	4:38 PM	Unincorporated	Indian River	I95 (SR 9) NB MM 155	CR 512 (FELLSMERE ROAD)	5280	South	Other	2	0	0	0	0	N	N	4500	Clear	Daylight
FHPL15OFF063123	FHP	Long	10/4/2015 0:00	10:07 PM	Unincorporated	Indian River	I 95 (SR 9) SB MM 156	CR 512 (FELLSMERE RD)	800	South	Other	3	0	0	0	0	N	N	1900	Clear	Dark - Not Lighted
FHPL16OFF010775	FHP	Short	2/14/2016 0:00	9:00 PM	Unincorporated	Indian River	SB I-95 (SR-9) 158 MM	CR-512 (95TH STREET)	10560	North	Other	1	0	0	0	0	N	N	500	Clear	Dark - Not Lighted
FHPL15OFF084319	FHP	Long	12/31/2015 0:00	6:20 PM	Unincorporated	Indian River	NB I-95 (SR-9) 156 MM	CR-512 (95TH STREET)	5280	North	Rear End	2	0	0	0	0	N	N	3000	Cloudy	Dark - Not Lighted
FHPL13OFF011502	FHP	Short	2/23/2013 0:00	7:48 PM	Unincorporated	Indian River	SR-9 (I-95) NB 148MM	SR-60 (20TH ST)	10560	North	Sideswipe	2	0	0	0	0	N	N	1500	Cloudy	Dark - Not Lighted
FHPL13OFF079072	FHP	Short	12/26/2013 0:00	6:07 PM	Unincorporated	Indian River	I-95 (SR-9)	MM155	0		Other	1	0	0	0	0	N	N	500	Clear	Dark - Not Lighted
FHPL13OFF073300	FHP	Long	12/1/2013 0:00	3:49 AM	Unincorporated	Indian River	I95 156 MM	CR 512	500	South	Rear End	2	0	0	0	0	N	N	10000	Rain	Daylight
FHPL13OFF073301	FHP	Long	12/1/2013 0:00	3:49 PM	Unincorporated	Indian River	I95 SR 9 156 MM	CR 512	500	North	Rear End	2	0	0	0	0	N	N	4000	Clear	Daylight
FHPL13OFF069883	FHP	Long	11/16/2013 0:00	10:16 PM	Unincorporated	Indian River	S/B SR 9 AT 157 MM	CR 512 (95TH ST)	5280	North	Rollover	1	0	0	0	0	N	N	3000	Clear	Dark - Not Lighted
FHPL14OFF076607	FHP	Long	12/8/2014 0:00	1:09 PM	Fellsmere	Indian River	I-95 NB	MM 157	0		Unknown	3	0	0	0	0	N	N	6500	Rain	Daylight
FHPL15OFF075330	FHP	Long	11/24/2015 0:00	10:48 PM	Unincorporated	Indian River	SR 9 MM157	CR 512	10560	North	Rear End	3	0	0	0	0	N	N	26000	Cloudy	Dark - Not Lighted
FHPL14OFF037355	FHP	Long	6/20/2014 0:00	11:50 PM	Unincorporated	Indian River	SR 9 SB MM158	CR 512	10560	North	Sideswipe	2	0	0	0	0	N	N	8000	Clear	Dark - Not Lighted
FHPL14OFF066839	FHP	Short	10/26/2014 0:00	4:30 PM	Unincorporated	Indian River	INTERSTATE 95 SB	COUNTY ROAD 512	10560	North	Other	1	0	0	0	0					

I-95 Mainline
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPD17OFF014050	FHP	Long	2/12/2017 0:00	12:00 AM	Unincorporated	Brevard	I-95	CR 512	26400	North	Off Road	1	0	0	0	1 N	N	N	4000	Clear	Daylight
FHPD12OFF077817	FHP	Long	9/11/2012 0:00	7:15 AM	Unincorporated	Brevard	I95 SR 9	SR 514 MALABAR ROAD	58080	South	Off Road	1	0	0	0	0 N	N	N	3000	Rain	Daylight
FHPL15OFF051798	FHP	Long	8/17/2015 0:00	11:38 AM	Unincorporated	Brevard	I-95 NB	MM 160	2640	North	Other	1	0	0	0	1 N	N	N	10000	Cloudy	Daylight
FHPD13OFF080003	FHP	Long	9/17/2013 0:00	3:35 PM	Unincorporated	Brevard	I95 (SR 9)	SR 512	15840	North	Off Road	1	0	0	0	0 N	N	N	48000	Rain	Daylight
FHPD12OFF084531	FHP	Long	10/3/2012 0:00	12:52 AM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	MM 160	0		Rollover	1	0	0	0	1 Y	N	N	10000	Cloudy	Dark - Not Lighted
FHPD14OFF064870	FHP	Long	7/24/2014 0:00	7:25 AM	Malabar	Brevard	I-95	SR-514	5280	South	Other	1	0	0	0	0 N	N	N	1500	Clear	Daylight
FHPD13OFF093665	FHP	Long	11/1/2013 0:00	7:50 PM	Unincorporated	Brevard	I-95	SR-514	5280	South	Other	2	0	0	0	0 N	N	N	21500	Clear	Dark - Not Lighted
FHPD14OFF067409	FHP	Long	7/31/2014 0:00	10:30 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 164 MM	MICCO ROAD	2640	South	Rollover	1	0	0	0	1 N	N	N	100000	Cloudy	Dark - Not Lighted
FHPD14OFF060213	FHP	Long	7/9/2014 0:00	6:40 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MICCO RD	2640	South	Off Road	1	0	0	0	1 N	N	N	2000	Rain	Daylight
FHPD14OFF048003	FHP	Long	6/1/2014 0:00	6:30 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) NB 165MM	MICCO ROAD	5280	North	Off Road	1	0	0	0	0 N	N	N	10500	Rain	Daylight
FHPD16OFF095385	FHP	Long	9/30/2016 0:00	6:50 PM	Malabar	Brevard	INTERSTATE 95 NORTHBOUND	MILE MARKER 165	0		Other	1	0	0	0	0 N	N	N	30500	Rain	Dusk
FHPD15OFF102760	FHP	Long	11/6/2015 0:00	4:26 PM	Unincorporated	Brevard	SB INTERSTATE 95 (STATE ROAD 9)	MICCO ROAD	1320	North	Other	1	0	0	0	3 N	N	N	250	Clear	Daylight
FHPD16OFF078575	FHP	Long	8/15/2016 0:00	2:50 AM	Unincorporated	Brevard	INTERSTATE 95 SB	MICCO ROAD	100	South	Off Road	1	0	0	0	0 N	N	N	11000	Clear	Dark - Not Lighted
FHPD14OFF084308	FHP	Long	9/21/2014 0:00	9:40 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	47520	South	Other	1	0	0	0	0 N	N	N	1700	Cloudy	Dark - Not Lighted
FHPD12OFF099432	FHP	Long	11/21/2012 0:00	5:50 AM	Unincorporated	Brevard	I-95 (SR 9) MM 166	GRANT RD	6864	South	Other	1	0	0	0	0 N	N	N	3000	Clear	Dark - Not Lighted
FHPD13OFF100484	FHP	Long	11/24/2013 0:00	5:30 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	9504	South	Rollover	1	0	1	0	0 N	N	N	75000	Cloudy	Dark - Not Lighted
FHPD12OFF091739	FHP	Long	10/26/2012 0:00	8:00 AM	Unincorporated	Brevard	INTERSTATE 95	MALABAR RD	42240	South	Other	2	0	0	0	0 N	N	N	5000	Cloudy	Daylight
FHPD14OFF041506	FHP	Long	5/12/2014 0:00	2:30 PM	Unincorporated	Brevard	I95 (SR 9)	MICCO RD	7920	North	Rollover	1	0	0	0	1 N	N	N	70000	Clear	Daylight
FHPD12OFF027191	FHP	Short	3/31/2012 0:00	2:00 PM	Unincorporated	Brevard	SR-9	GRANT ROAD	2640	North	Off Road	1	0	0	0	0 N	N	N	7500	Clear	Daylight
FHPD16OFF115923	FHP	Long	11/27/2016 0:00	4:05 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	1320	South	Rear End	2	0	0	0	0 N	N	N	4800	Clear	Daylight
FHPD16OFF115853	FHP	Long	11/27/2016 0:00	11:55 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	1000	South	Off Road	3	0	0	0	0 N	N	N	7500	Clear	Daylight
FHPD16OFF093989	FHP	Long	9/26/2016 0:00	10:50 PM	Unincorporated	Brevard	SB I95 MM167	SR 514 (MALABAR ROAD)	31680	South	Rear End	2	0	0	0	0 N	N	N	2500	Cloudy	Dark - Not Lighted
FHPD12OFF014090	FHP	Long	2/20/2012 0:00	8:30 PM	Unincorporated	Brevard	I-95 (SR 9) NB MM 169	VALKARIA RD	200	South	Animal	1	0	0	0	0 N	N	N	3000	Clear	Dark - Not Lighted
FHPD16OFF055247	FHP	Long	6/9/2016 0:00	4:45 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 09)SB MM170	VALKARIA RD	5280	South	Off Road	1	0	0	0	1 N	N	N	8000	Rain	Daylight
FHPD13OFF050298	FHP	Long	6/16/2013 0:00	10:45 PM	Malabar	Brevard	NORTHBOUND I-95 (STATE ROAD 9) 169MM	STATE ROAD 514 (MALABAR ROAD)	21120	South	Off Road	1	0	0	0	1 N	N	N	6500	Clear	Dark - Not Lighted
FHPD14OFF012575	FHP	Long	2/12/2014 0:00	7:42 PM	Unincorporated	Brevard	INTERSTATE 95 SB	COUNTY ROAD 509	10560	South	Rear End	2	0	0	0	0 N	N	N	2000	Rain	Dark - Not Lighted
FHPD15OFF045858	FHP	Long	5/22/2015 0:00	2:30 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	BABCOCK STREET	15840	South	Off Road	1	0	0	0	1 N	N	N	6000	Clear	Daylight
FHPD13OFF070564	FHP	Long	8/18/2013 0:00	6:00 AM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	SR-514 (MALABAR RD)	58080	South	Other	1	0	0	0	0 N	N	N	500	Clear	Dawn
FHPD17OFF018421	FHP	Long	2/24/2017 0:00	6:40 PM	Unincorporated	Brevard	INTERSTATE 95 NB MM162	MICCO ROAD	10560	North	Rollover	1	0	0	0	1 N	N	N	7000	Clear	Dark - Not Lighted
FHPD13OFF010827	FHP	Long	2/9/2013 0:00	4:40 AM	Unincorporated	Brevard	I-95 NB (SR-9)	SR 514 (MALABAR RD)	52800	South	Rear End	2	0	0	0	0 Y	N	N	7000	Clear	Dark - Not Lighted
FHPD15OFF110705	FHP	Long	11/29/2015 0:00	7:39 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 09)SB MM162	MICCO RD	15840	South	Rear End	2	0	0	0	3 N	N	N	11500	Clear	Dark - Not Lighted
FHPD14OFF007276	FHP	Long	1/26/2014 0:00	2:00 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9) MM161	CR 512 (95TH ST)	26400	South	Sideswipe	2	0	0	0	0 N	N	N	3000	Clear	Daylight
FHPD16OFF085746	FHP	Long	9/3/2016 0:00	6:15 AM	Unincorporated	Brevard	I-95 MM 163	SR 514 (MALABAR RD)	52800	South	Rollover	1	0	0	0	1 N	N	N	5000	Clear	Dark - Not Lighted
FHPD14OFF052036	FHP	Long	6/14/2014 0:00	12:45 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9) NB	STATE ROAD 514 (MALABAR ROAD)	52800	South	Other	2	0	0	0	0 N	N	N	1200	Cloudy	Daylight
FHPD12OFF050143	FHP	Short	6/13/2012 0:00	6:00 PM	Unincorporated	Brevard	I-95	MICCO ROAD	5280	South	Off Road	1	0	0	0	0 N	N	N	1000	Rain	Daylight
FHPD12OFF037124	FHP	Short	5/3/2012 0:00	10:50 AM	Unincorporated	Brevard	I-95 (SR-9)	MICCO ROAD	5280	South	Rear End	2	0	0	0	0 N	N	N	10000	Clear	Daylight
FHPD15OFF104327	FHP	Long	11/11/2015 0:00	3:55 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	MICCO RD	5280	South	Sideswipe	2	0	0	0	1 N	N	N	16000	Clear	Daylight
FHPD15OFF114153	FHP	Long	12/10/2015 0:00	6:30 AM	Unincorporated	Brevard	INTERSTATE 95 NORTH MP163 SR 9	MICCO ROAD OVERPASS	10560	South	Off Road	1	0	0	0	0 N	N	N	56000	Clear	Dawn
FHPD16OFF029087	FHP	Short	3/26/2016 0:00	8:15 PM	Unincorporated	Brevard	INTERSTATE 95SB MM164	MALABAR ROAD	52800	South	Sideswipe	2	0	0	0	0 N	N	N	1000	Cloudy	Dark - Not Lighted
FHPL13OFF034785	FHP	Long	6/8/2013 0:00	2:21 PM	Unincorporated	Indian River	NB I-95 (SR-9) AT THE 156 MM	CR-512 (FELLSMERE RD)	1000	South	Off Road	1	0	0	0	1 N	N	N	9500	Rain	Daylight
FHPL14OFF002447	FHP	Long	1/11/2014 0:00	1:45 PM	Unincorporated	Indian River	NB I-95 (SR-9) AT THE 156 MM	CR-512	1000	South	Sideswipe	2	0	0	0	1 N	N	N	7000	Clear	Daylight
FHPL16OFF008405	FHP	Long	2/4/2016 0:00	11:30 PM	Unincorporated	Indian River	I-95 (SR9)	CR-512	500	North	Unknown	2	0	0	0	1 N	N	N	16000	Rain	Dark - Lighted
FHPL16OFF014923	FHP	Long	3/2/2016 0:00	9:40 PM	Unincorporated	Indian River	INTERSTATE 95 SB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	500	North	Other	1	0	0	0	0 N	N	N	80000	Clear	Dark - Lighted
FHPL15OFF075356	FHP	Long	11/25/2015 0:00	6:45 AM	Unincorporated	Indian River	I95 AT MM157 SB	CR-512 (95 STREET)	5280	North	Unknown	2	0	0	0	0 N	N	N	1100	Clear	Daylight
FHPL15OFF042539	FHP	Long	7/6/2015 0:00	2:49 PM	Fellsmere	Indian River	SR 9	MM 156	0		Rear End	2	0	0	0	0 N	N	N	15000	Clear	Daylight
FHPL15OFF042578	FHP	Long	7/6/2015 0:00	5:02 PM	Fellsmere	Indian River	SR 9	MM156	0		Rear End	2	0	0	0	0 N	N	N	2500	Clear	Daylight
FHPL15OFF024187	FHP	Long	4/18/2015 0:00	12:44 AM	Unincorporated	Indian River	I 95 (SR 9) SB MM 156	CR 512 (FELLSMERE ROAD)	1000	North	Off Road	1	0	0	0	1 N	N	N	3500	Clear	Dark - Lighted
FHPL14OFF073987	FHP	Short	11/26/2014 0:00	2:04 PM	Unincorporated	Indian River	I-95 (SR-9) MM150 SB	SR-60 (20 STREET)	15840	North	Rear End	2	0	0	0	0 N	N	N	600	Cloudy	Daylight
FHPL14OFF006423	FHP	Long	1/30/2014 0:00	3:16 AM	Unincorporated	Indian River	I95 NB MM 158	CR 512	10560	North	Off Road	1	0	0	0	0 N	N	N	78000	Rain	Dark - Not Lighted
FHPL15OFF050073	FHP	Short	8/9/2015 0:00	8:25 PM	Unincorporated	Indian River	NB INTERSTATE 95 AT MM156	COUNTY ROAD 512	2640	North	Sideswipe	2	0	0	0	0 N	N	N	1000	Cloudy	Dark - Not Lighted
FHPL14OFF074956	FHP	Long	12/1/2014 0:00	9:33 AM	Unincorporated	Indian River	NB I-95 MM156	CR 512 (95TH ST)	200	North	Other	1	0	0	0	0 N	N	N	1000	Cloudy	Daylight
FHPL16OFF047177	FHP	Long	7/5/2016 0:00	7:00 AM	Unincorporated	Indian River	I-95 (SR9)	CR512	5280	North	Sideswipe	2	0	0	0	0 N	N	N	2000	Clear	Daylight
FHPL13OFF078011	FHP	Long	12/21/2013 0:00	4:00 PM	Unincorporated	Indian River	I-95 (SR9)	CR-512 (FELLSMERE ROAD)	5280	North	Rear End	2	0	0	0	0 N	N	N	3000	Clear	Daylight
FHPL12OFF066180	FHP	Long	10/27/2012 0:00	3:30 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	5280	North	Sideswipe	2	0	0	0	0 N	N	N	2000	Cloudy	Dark - Not Lighted
FHPL12OFF020245	FHP	Long	4/3/2012 0:00	9:54 PM	Unincorporated	Indian River	I-95 SR 9 MM 158	CR 512 FELLSMERE	5280	North	Off Road	1	0	0	0	1 N	N	N	8800	Clear	Dark - Not Lighted
FHPL14OFF081021	FHP	Long	12/28/2014 0:00	11:43 AM	Unincorporated	Indian River	I 95 (SR 9) MM 156	CR 512 (FELLSMERE RD)	500	South	Rear End	3	0	0	0	2 N	N	N	33500	Clear	Daylight
FHPL16OFF091329	FHP	Long	12/11/2016 0:00	11:00 PM	Fellsmere	Indian River	INTERSTATE 95 EXIT RAMP	STATE ROAD 512													

I-95 Mainline
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPL15OFF054812	FHP	Long	8/30/2015 0:00	11:16 AM	Unincorporated	Indian River	I 95 (SR 9) NB MM 158	CR 512 (FELLSMERE RD)	10560	North	Off Road	1	0	0	0	1 N	N	N	4500	Rain	Daylight
FHPL15OFF065602	FHP	Long	10/15/2015 0:00	1:15 PM	Unincorporated	Indian River	NB I-95 (STATE ROAD 9) 158 MILE POST	CR-512 (95TH STREET)	10560	North	Off Road	1	0	0	0	2 N	N	N	1000	Clear	Daylight
FHPL16OFF046863	FHP	Long	7/3/2016 0:00	5:26 PM	Unincorporated	Indian River	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 512	15840	North	Off Road	1	0	0	0	0 N	N	N	2000	Rain	Daylight
FHPD12OFF064678	FHP	Short	7/30/2012 0:00	9:00 PM	Unincorporated	Brevard	I-95 (STATE ROAD 9)	CR-512 (FELLSMERE RD)	21120	North	Off Road	1	0	0	0	0 N	N	N	2000	Rain	Dark - Not Lighted
FHPD14OFF036485	FHP	Long	4/28/2014 0:00	8:40 AM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	160MM	100	South	Other	1	0	0	0	0 N	N	N	500	Clear	Daylight
FHPL13OFF017806	FHP	Short	3/24/2013 0:00	3:43 PM	Unincorporated	Indian River	I 95 (SR 9) MM 159 SB	CR 512 (FELLSMERE RD)	15840	South	Other	1	0	0	0	0 N	N	N	2500	Clear	Daylight
FHPL14OFF022572	FHP	Long	4/13/2014 0:00	12:30 AM	Fellsmere	Indian River	I-95 SR-9 MM159	CR 512 FELLESMERE	21120	North	Off Road	1	0	0	0	1 N	Y	N	2900	Clear	Dark - Not Lighted
FHPD16OFF056529	FHP	Long	6/13/2016 0:00	2:40 PM	Unincorporated	Brevard	SB INTERSTATE 95 (SR 9)	MILE MARKER 161	0		Off Road	1	0	0	0	1 N	N	N	5000	Clear	Daylight
FHPD17OFF017706	FHP	Long	2/23/2017 0:00	5:00 AM	Unincorporated	Brevard	INTERSTATE 95 (SR 9)	MICCO RD	15840	South	Rollover	1	0	0	0	0 N	N	N	6000	Fog, Smog, Smoke	Dark - Not Lighted
FHPD14OFF007786	FHP	Long	1/28/2014 0:00	12:30 PM	Palm Bay	Brevard	INTERSTATE 95 (SR-9) MM 172	SR 514 (MALABAR RD)	5280	North	Rear End	2	0	0	0	0 N	N	N	20000	Clear	Daylight
FHPD16OFF034574	FHP	Short	4/11/2016 0:00	9:50 AM	Unincorporated	Brevard	I-95 SR-9	MICCO RD	3168	South	Sideswipe	2	0	0	0	0 N	N	N	1800	Clear	Daylight
FHPD14OFF011262	FHP	Short	2/8/2014 0:00	9:00 AM	Unincorporated	Brevard	SR-9	MICCO ROAD			Other	2	0	0	0	0 N	N	N	2000	Clear	Daylight
FHPD13OFF084038	FHP	Long	9/30/2013 0:00	4:00 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 5)	STATE ROAD 514 (MALABAR RD)	47520	South	Rollover	1	0	0	0	1 N	N	N	7000	Clear	Daylight
FHPD13OFF034983	FHP	Long	4/29/2013 0:00	6:05 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	52800	South	Rollover	3	0	0	0	0 N	N	N	67000	Clear	Dawn
FHPD12OFF104509	FHP	Long	12/9/2012 0:00	2:53 AM	Unincorporated	Brevard	NORTHBOUND I-95 (STATE ROAD 9) 165 MM	STATE ROAD 514 (MALABAR RD)	42240	South	Off Road	1	0	0	0	0 Y	N	N	6000	Rain	Dark - Not Lighted
FHPD12OFF037473	FHP	Short	5/4/2012 0:00	12:05 PM	Unincorporated	Brevard	I-95 (SR-9)	MICCO ROAD	500	North	Other	2	0	0	0	0 N	N	N	2000	Clear	Daylight
FHPD12OFF085576	FHP	Long	10/5/2012 0:00	6:35 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	GRANT RD	5280	South	Rear End	3	0	0	0	0 N	N	N	9500	Rain	Daylight
FHPD16OFF117071	FHP	Long	12/1/2016 0:00	2:45 AM	Malabar	Brevard	INTERSTATE 95 NB MM167	GRANT ROAD	5280	South	Other	5	0	0	0	8 N	N	N	40000	Rain	Dark - Not Lighted
FHPD15OFF030576	FHP	Short	4/6/2015 0:00	7:35 AM	Unincorporated	Brevard	INTERSTATE 95 NB	MICCO RD	10560	North	Off Road	1	0	0	0	0 N	N	N	4800	Rain	Daylight
FHPD16OFF010437	FHP	Long	2/2/2016 0:00	7:15 AM	Unincorporated	Brevard	INTERSTATE 95 STATE ROA D 9 S MM165	GRANT ROAD			Sideswipe	2	0	0	0	0 N	N	N	3500	Fog, Smog, Smoke	Daylight
FHPD13OFF055466	FHP	Long	7/2/2013 0:00	4:50 PM	Unincorporated	Brevard	I95 (SR9)	GRANT RD	10560	South	Rollover	1	0	0	0	1 N	N	N	10000	Cloudy	Daylight
FHPD13OFF030054	FHP	Long	4/12/2013 0:00	5:28 PM	Unincorporated	Brevard	NB I-95 MM 168	STATE ROAD 514 (MALABAR ROAD)	26400	South	Other	2	0	0	0	0 N	N	N	1500	Clear	Daylight
FHPD13OFF062515	FHP	Long	7/24/2013 0:00	2:25 PM	Unincorporated	Brevard	I95 (SR 9)	GRANT RD	1000	North	Unknown	2	0	0	0	0 N	N	N	6000	Rain	Daylight
FHPD13OFF055166	FHP	Long	7/1/2013 0:00	5:44 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	36960	South	Rollover	1	0	0	0	3 N	N	N	4000	Rain	Daylight
FHPD12OFF027373	FHP	Long	3/31/2012 0:00	9:20 PM	Malabar	Brevard	NORTHBOUND I-95 (SR-9)	167 MILE MARKER	0		Rollover	1	0	0	0	1 N	N	N	10000	Clear	Dark - Not Lighted
FHPD13OFF054457	FHP	Long	6/29/2013 0:00	3:50 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	26400	South	Off Road	1	0	0	0	0 N	N	N	8400	Rain	Daylight
FHPD13OFF099173	FHP	Long	11/20/2013 0:00	2:30 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) MM 170	VALKARIA ROAD	1320	North	Off Road	1	0	0	0	0 N	N	N	27500	Rain	Daylight
FHPD13OFF077499	FHP	Long	9/9/2013 0:00	7:00 AM	Unincorporated	Brevard	INTERSTATE 95	VALKARIA RD	2640	South	Valkaria Rd	1	0	0	0	0 N	N	N	6000	Cloudy	Daylight
FHPD13OFF078793	FHP	Long	9/13/2013 0:00	10:04 AM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	VALKARIA RD	2640	South	Other	1	0	0	0	0 N	N	N	1000	Clear	Daylight
FHPD16OFF015358	FHP	Long	2/17/2016 0:00	5:45 AM	Malabar	Brevard	I-95 SR-9	VALKARIA RD	2640	South	Rear End	2	0	0	0	1 N	N	N	15000	Clear	Dark - Not Lighted
FHPD16OFF036386	FHP	Long	4/16/2016 0:00	4:25 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	5280	North	Rollover	1	0	0	0	0 N	N	N	5000	Cloudy	Daylight
FHPD14OFF002890	FHP	Short	1/10/2014 0:00	5:00 PM	Unincorporated	Brevard	I95 (SR 9)	SR 514	15840	North	Off Road	1	0	0	0	0 N	N	N	1000	Cloudy	Daylight
FHPD13OFF006187	FHP	Long	1/23/2013 0:00	12:20 PM	Unincorporated	Brevard	I-95 (SR 9) MM 161	MICCO RD	10560	South	Other	3	0	0	0	0 N	N	N	4000	Clear	Daylight
FHPD12OFF097064	FHP	Long	11/13/2012 0:00	6:00 AM	Unincorporated	Brevard	I-95 (SR 9) MM 162	MICCO RD	10560	South	Off Road	1	0	0	0	0 N	Y	N	27000	Clear	Dark - Not Lighted
FHPD16OFF073865	FHP	Long	8/2/2016 0:00	3:11 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	162 MILE MARKER	0		Rear End	2	0	0	0	3 N	N	N	6000	Clear	Dark - Not Lighted
FHPD12OFF050533	FHP	Long	6/14/2012 0:00	9:25 PM	Unincorporated	Brevard	I-95 (STATE ROAD 9)	CR 512 (FELLSMERE RD)	31680	North	Rollover	1	0	0	0	1 N	Y	N	20000	Rain	Dark - Not Lighted
FHPD14OFF103958	FHP	Long	11/23/2014 0:00	6:16 PM	Unincorporated	Brevard	INTERSTATE 95 (SR- 9) SB MM163	STATE ROAD 514 (MALABAR RD)	52800	South	Off Road	2	0	0	0	0 N	N	N	6500	Clear	Dark - Not Lighted
FHPD14OFF106188	FHP	Long	11/30/2014 0:00	5:18 PM	Unincorporated	Brevard	INTERSTATE 95 (SR- 9) SB MM166	STATE ROAD 514 (MALABAR RD)	36960	South	Sideswipe	2	0	0	0	0 N	Y	N	300	Clear	Daylight
FHPL16OFF047051	FHP	Long	7/4/2016 0:00	3:15 PM	Fellsmere	Indian River	I-95 SB (SR-9)	CR 512 (95TH ST)	528	North	Other	1	0	0	0	0 N	N	N	4000	Rain	Daylight
FHPL15OFF082142	FHP	Long	12/22/2015 0:00	4:00 PM	Unincorporated	Indian River	INTERSTATE 95 SB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	1320	North	Off Road	1	0	0	0	0 N	N	N	35000	Clear	Daylight
FHPL13OFF073293	FHP	Long	12/1/2013 0:00	3:42 PM	Unincorporated	Indian River	I-95 (SR 9)	CR 512	500	South	Rear End	2	0	0	0	0 N	N	N	8000	Rain	Daylight
FHPK16OFF022267	FHP	Short	4/9/2016 0:00	4:20 PM	Unincorporated	Indian River	INTERSTATE 95 NB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	1000	North	Other	1	0	0	0	0 N	N	N	600	Clear	Daylight
FHPL16OFF066235	FHP	Long	9/13/2016 0:00	12:47 AM	Unincorporated	Indian River	I 95 (SR 9) NB MM 156	CR 512 (FELLSMERE RD)	2640	South	Sideswipe	2	0	0	0	0 N	Y	N	5000	Rain	Dark - Not Lighted
FHPL15OFF023164	FHP	Long	4/13/2015 0:00	1:20 PM	Unincorporated	Indian River	NB I-95 (SR-9) 156MM	CR-512 (95TH STREET)	2640	South	Off Road	1	0	0	0	2 N	N	N	10000	Rain	Daylight
FHPL15OFF077532	FHP	Short	12/3/2015 0:00	9:53 PM	Unincorporated	Indian River	I95 (SR9) NB MM 155	CR 512 (95TH ST)	5280	South	Off Road	1	0	0	0	0 N	N	N	500	Rain	Dark - Not Lighted
FHPL14OFF052757	FHP	Long	8/27/2014 0:00	11:35 AM	Fellsmere	Indian River	SB I-95 (SR-9) 157 MILE POST	CR-512 (95TH STREET)	5280	North	Off Road	1	0	0	0	0 N	N	N	3000	Clear	Daylight
FHPL13OFF047446	FHP	Long	8/4/2013 0:00	6:30 PM	Unincorporated	Indian River	I-95 (SR-9) MM156	CR-512 (95TH ST)	0		Off Road	1	0	0	0	0 N	N	N	10825	Clear	Daylight
FHPL16OFF0117607	FHP	Long	3/14/2016 0:00	12:10 AM	Unincorporated	Indian River	INTERSTATE 95(STATE ROAD 9)	95TH STREET(COUNTY ROAD 512)	5280	North	Off Road	1	0	0	0	0 N	N	N	5000	Clear	Dark - Not Lighted
FHPD12OFF066089	FHP	Long	10/26/2012 0:00	4:28 PM	Unincorporated	Indian River	SR-9 (I-95) NORTHBOUND MM 157	CR 512	5280	North	Off Road	1	0	0	0	0 N	N	N	1600	Rain	Daylight
FHPL12OFF005656	FHP	Long	1/29/2012 0:00	6:11 AM	Unincorporated	Indian River	STATE ROAD 9 (I-95)	COUNTY ROAD 512	5280	North	Off Road	1	0	0	0	0 Y	N	N	10000	Cloudy	Dark - Lighted
FHPL16OFF075646	FHP	Long	10/17/2016 0:00	3:05 AM	Unincorporated	Indian River	I-95 (SR 9)	CR 512 (FELLESMERE ROAD)	10560	North	Sideswipe	2	0	0	0	0 N	N	N	900	Clear	Dark - Not Lighted
FHPL12OFF072558	FHP	Short	11/25/2012 0:00	5:10 PM	Unincorporated	Indian River	SR 9 (I-95) SOUTHBOUND MM 158	CS 512	7920	North	Sideswipe	2	0	0	0	0 N	N	N	12750	Clear	Daylight
FHPL12OFF069292	FHP	Long	11/11/2012 0:00	7:21 AM	Unincorporated	Indian River	I 95 (SR 9) SB MM 156.5	CR 512 (FELLSMERE ROAD)	7920	North	Rear End	2	0	0	0	0 N	Y	N	14000	Cloudy	Daylight
FHPL16OFF047050	FHP	Short	7/4/2016 0:00	3:20 PM	Fellsmere	Indian River	NB INTERSTATE 95	SR 512	10560	North	Other	2	0	0	0	0 N	N	N	2000	Rain	Daylight
FHPL15OFF044570	FHP	Short	7/15/2015 0:00	3:56 PM	Unincorporated	Indian River	I95 (STATE ROAD 9)	CR512	10560	North	Sideswipe	2	0	0	0	0 N	Y	N	1000	Clear	Daylight
FHPL15OFF058901	FHP	Long	9/17/2015 0:00	6:45 AM	Unincorporated	Indian River	I-95 (SR9)	CR512	10560	North	Off Road	1	0	0	0	0 N	N	N	2200	Rain	Dark - Not Lighted</

I-95 Mainline
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPL15OFF009200	FHP	Short	2/13/2015 0:00	10:55 AM	Unincorporated	Indian River	I-95 (SR-9) 158MM	CR-512 (95TH STREET)	10560	North	Sideswipe	2	0	0	0	N	N	N	1000	Clear	Daylight
FHPL16OFF064790	FHP	Long	9/7/2016 0:00	6:58 PM	Fellsmere	Indian River	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	21120	North	Off Road	1	0	0	0	1	N	N	50000	Clear	Dusk
FHPL16OFF065561	FHP	Long	9/10/2016 0:00	11:15 AM	Fellsmere	Indian River	I-95 SB (SR-9)	CR 512 (95TH ST)	21120	North	Rollover	1	0	0	0	1	N	N	20000	Cloudy	Daylight
FHPL16OFF061886	FHP	Long	8/29/2016 0:00	6:00 AM	Unincorporated	Indian River	I95 (STATE ROAD 9)	CR512	21120	North	Rear End	2	0	0	0	2	N	N	20100	Rain	Dark - Not Lighted
FHPL15OFF021664	FHP	Long	4/6/2015 0:00	9:16 PM	Unincorporated	Indian River	I95 (SR) NB MM 159	CR 512 (FELLSMERE RD)	15840	North	Rear End	2	0	0	0	0	N	N	6600	Clear	Dark - Not Lighted
FHPL15OFF021493	FHP	Short	4/6/2015 0:00	8:30 AM	Unincorporated	Indian River	SB I-95 (SR-9) 159MM	CR-512 (95TH STREET)	15840	North	Other	1	0	0	0	0	N	N	500	Rain	Daylight
FHPD13OFF083551	FHP	Long	9/28/2013 0:00	4:30 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	10560	South	Off Road	1	0	0	0	0	N	N	5000	Cloudy	Daylight
FHPD14OFF105607	FHP	Long	11/28/2014 0:00	1:30 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) SB MM172	STATE ROAD 514 (MALABAR RD)	5280	South	Rollover	1	0	0	0	0	N	N	10000	Clear	Daylight
FHPD16OFF000741	FHP	Short	1/3/2016 0:00	2:00 PM	Unincorporated	Brevard	SB I95 MM164	SR 514 (MALABAR RD)	47520	South	Sideswipe	2	0	0	0	0	N	N	1000	Rain	Daylight
FHPD14OFF048400	FHP	Long	6/3/2014 0:00	7:10 AM	Unincorporated	Brevard	SR-9 I-95 SB	MICCO RD	5280	North	Off Road	1	0	0	0	0	N	N	4250	Clear	Daylight
FHPD15OFF046697	FHP	Long	5/24/2015 0:00	7:49 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MALABAR ROAD	42240	South	Sideswipe	2	0	0	0	0	N	N	5000	Clear	Daylight
FHPD15OFF085444	FHP	Long	9/16/2015 0:00	5:10 AM	Unincorporated	Brevard	STATE ROAD 9 NB / MM165	SR-514	42240	South	Off Road	1	0	0	0	1	N	N	9000	Rain	Dark - Not Lighted
FHPD15OFF040895	FHP	Long	5/7/2015 0:00	5:45 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	42240	South	Off Road	1	0	0	0	0	N	N	10500	Clear	Dark - Lighted
FHPD12OFF037783	FHP	Long	5/5/2012 0:00	11:00 AM	Unincorporated	Brevard	I-95 (SR-9) MM 164 NB	SR-514 (MALABAR RD)	47520	South	Off Road	3	0	0	0	4	N	N	20000	Clear	Daylight
FHPD16OFF045761	FHP	Long	5/13/2016 0:00	3:24 PM	Malabar	Brevard	INTERSTATE 95NB MM168	GRANT ROAD	5280	North	Other	1	0	0	0	1	N	N	6000	Clear	Daylight
FHPD12OFF005615	FHP	Short	1/22/2012 0:00	2:16 PM	Unincorporated	Brevard	I95 (SR 9)	SR 514 (MALABAR ROAD)	26400	South	Rear End	2	0	0	0	0	N	N	4000	Clear	Daylight
FHPD14OFF055582	FHP	Long	6/26/2014 0:00	12:10 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	26400	South	Off Road	1	0	0	0	0	N	N	135000	Clear	Dark - Not Lighted
FHPD15OFF091639	FHP	Short	10/4/2015 0:00	5:35 AM	Palm Bay	Brevard	I-95	GRANT RD	2640	North	Off Road	1	0	0	0	0	N	N	5500	Clear	Dark - Not Lighted
FHPD16OFF053328	FHP	Long	6/3/2016 0:00	11:50 PM	Unincorporated	Brevard	SB INTERSTATE 95 MM 168	STATE ROAD 514 (MALABAR RD)	26400	South	Rear End	2	0	0	0	0	N	N	3300	Clear	Dark - Not Lighted
FHPD15OFF041236	FHP	Long	5/8/2015 0:00	2:20 AM	Malabar	Brevard	SOUTHBOUND I-95 (STATE ROAD 9) 168 MM	STATE ROAD 514 (MALABAR ROAD)	26400	South	Animal	1	0	0	0	0	N	N	1500	Clear	Dark - Not Lighted
FHPD15OFF085352	FHP	Long	9/15/2015 0:00	5:30 PM	Malabar	Brevard	NB I95 MM169	CR 514 (MALABAR RD)	26400	South	Off Road	1	0	0	0	0	N	N	4000	Rain	Daylight
FHPD15OFF114925	FHP	Long	12/12/2015 0:00	8:00 AM	Malabar	Brevard	I-95 (SR 9) NB MM 169	GRANT RD OVERPASS	528	North	Other	1	0	0	0	0	N	N	12000	Clear	Daylight
FHPD13OFF041452	FHP	Long	5/20/2013 0:00	11:35 AM	Unincorporated	Brevard	I-95 (SR 9) MM 168	GRANT RD	1056	North	Off Road	1	0	0	0	0	N	N	5000	Rain	Daylight
FHPD14OFF059157	FHP	Long	7/6/2014 0:00	2:45 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	31680	North	Rear End	2	0	0	0	0	N	N	350	Rain	Daylight
FHPD16OFF009536	FHP	Long	1/29/2016 0:00	10:25 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	2640	South	Other	1	0	0	0	1	N	N	900	Cloudy	Dark - Not Lighted
FHPD17OFF002437	FHP	Long	1/8/2017 0:00	2:43 PM	Malabar	Brevard	INTERSTATE 95(STATE ROAD 09)NB MM170	VALKARIA RD	400	South	Other	1	0	0	0	0	N	N	8000	Clear	Daylight
FHPD13OFF099492	FHP	Long	11/21/2013 0:00	12:10 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MM169	0		Off Road	1	0	0	0	0	N	N	7000	Rain	Daylight
FHPD14OFF089059	FHP	Long	10/6/2014 0:00	2:20 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	26400	South	Rear End	3	0	0	0	2	N	N	45000	Clear	Dark - Not Lighted
FHPD13OFF061657	FHP	Long	7/21/2013 0:00	5:20 PM	Unincorporated	Brevard	SR-9	VALKARIA RD	2640	North	Off Road	1	0	0	0	0	N	N	10000	Rain	Daylight
FHPD15OFF116500	FHP	Long	12/16/2015 0:00	6:00 PM	Malabar	Brevard	INTERSTATE 95 (SR 9)	STATE ROAD 514 (MALABAR ROAD)	15840	South	Rear End	2	0	0	0	3	N	N	12500	Clear	Dark - Not Lighted
FHPD16OFF009121	FHP	Long	1/28/2016 0:00	8:40 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) SB MM162	MICCO ROAD	10560	South	Sideswipe	2	0	0	0	1	N	N	33000	Rain	Dark - Not Lighted
FHPD14OFF032453	FHP	Long	4/15/2014 0:00	3:35 PM	Unincorporated	Brevard	SB INTERSTATE 95 (SR-9) MM162	MICCO RD	10560	South	Off Road	1	0	0	0	1	N	N	14000	Rain	Daylight
FHPD15OFF109958	FHP	Long	11/27/2015 0:00	1:10 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9) NB MM162	STATE ROAD 514 (MALABAR RD)	58080	South	Off Road	2	0	0	0	0	N	N	10000	Cloudy	Daylight
FHPD15OFF103039	FHP	Long	11/7/2015 0:00	12:02 PM	Unincorporated	Brevard	I-95 (STATE ROAD 9) NB MM162	STATE ROAD 514 (MALABAR RD)	58080	South	Rollover	1	0	0	0	3	N	N	15000	Clear	Daylight
FHPD13OFF059005	FHP	Long	7/13/2013 0:00	3:30 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	63360	South	Rollover	1	0	0	0	2	N	N	10000	Rain	Daylight
FHPD13OFF079403	FHP	Long	9/15/2013 0:00	11:40 AM	Unincorporated	Brevard	SR-9	MICCO ROAD	18480	South	Off Road	1	0	0	0	0	N	N	25000	Rain	Daylight
FHPD16OFF121262	FHP	Long	12/13/2016 0:00	6:25 AM	Unincorporated	Brevard	I-95	MICCO RD	15840	South	Off Road	2	0	0	0	1	N	N	15000	Cloudy	Dark - Not Lighted
FHPD16OFF113559	FHP	Long	11/20/2016 0:00	9:15 AM	Unincorporated	Brevard	I-95 NB	MICCO RD	2640	South	Sideswipe	3	0	0	0	0	N	N	8750	Clear	Daylight
FHPD12OFF046411	FHP	Short	6/1/2012 0:00	6:30 PM	Unincorporated	Brevard	I-95 (SR 9)	MICCO ROAD	5280	South	Sideswipe	2	0	0	0	0	N	N	2000	Rain	Daylight
FHPD13OFF071052	FHP	Long	8/19/2013 0:00	5:40 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) 163MM	MICCO ROAD	5280	South	Off Road	1	0	0	0	1	N	N	1500	Clear	Daylight
FHPD12OFF069173	FHP	Long	8/14/2012 0:00	2:50 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	47520	South	Rear End	2	0	0	0	0	N	N	3500	Rain	Daylight
FHPD16OFF095388	FHP	Long	9/30/2016 0:00	6:59 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	21120	North	Off Road	1	0	0	0	0	N	N	2700	Rain	Dusk
FHPL15OFF061658	FHP	Long	9/28/2015 0:00	8:50 PM	Unincorporated	Indian River	SR-9 (I-95)	CR-512 (FELLSMERE ROAD)	500	North	Off Road	2	0	0	0	1	N	N	12925	Cloudy	Dark - Not Lighted
FHPL13OFF009636	FHP	Short	2/15/2013 0:00	5:19 PM	Unincorporated	Indian River	INTERSTATE 95 (SR-9) 156MM SB	CR-512	1320	North	Sideswipe	2	0	0	0	0	N	N	1000	Clear	Daylight
FHPL15OFF074773	FHP	Long	11/22/2015 0:00	1:10 PM	Unincorporated	Indian River	I-95 NB (SR-9)	CR 512 (95TH ST)	1000	North	Rollover	1	0	0	0	2	N	N	15000	Cloudy	Daylight
FHPL14OFF074969	FHP	Long	12/1/2014 0:00	10:12 AM	Fellsmere	Indian River	SR-9(I-95) NB	CR-512	75	South	Off Road	1	0	0	0	0	N	N	5800	Cloudy	Daylight
FHPL15OFF061081	FHP	Long	9/26/2015 0:00	4:31 AM	Unincorporated	Indian River	I95 (SR 9 MM 151	CR 512 (FELLSMERE ROAD)	26400	South	Other	1	0	0	0	0	N	N	10000	Clear	Dark - Not Lighted
FHPL16OFF034548	FHP	Long	5/17/2016 0:00	7:50 PM	Unincorporated	Indian River	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 510	5280	South	Off Road	1	0	0	0	0	N	N	2000	Rain	Dark - Not Lighted
FHPL16OFF040131	FHP	Long	6/7/2016 0:00	6:12 PM	Unincorporated	Indian River	NB INTERSTATE 95 (SR-9) AT MM156	FELLSMERE RD	1000	North	Rollover	1	0	0	0	1	N	N	7000	Cloudy	Daylight
FHPL15OFF008482	FHP	Long	2/9/2015 0:00	7:34 PM	Unincorporated	Indian River	I95 (SR 9) MM 152	CR 512 (FELLSMERE ROAD)	21120	South	Off Road	1	0	0	0	0	N	N	4500	Rain	Dark - Not Lighted
FHPL15OFF057779	FHP	Long	9/12/2015 0:00	1:47 PM	Fellsmere	Indian River	SB SR 9 I-95 MM 157	CR 512 FELLESEMERE	5280	North	Off Road	1	0	0	0	0	N	N	3500	Clear	Daylight
FHPL15OFF048136	FHP	Short	7/31/2015 0:00	3:05 PM	Unincorporated	Indian River	I95 SB 155 MM (SR9)	CR 512	1320	South	Sideswipe	2	0	0	0	0	N	N	600	Cloudy	Daylight
FHPL16OFF051249	FHP	Long	7/20/2016 0:00	7:24 AM	Unincorporated	Indian River	I95 (SR9) NB MM 154	CR 512	10560	South	Off Road	1	0	0	0	0	N	N	600	Clear	Daylight
FHPL13OFF076714	FHP	Long	12/16/2013 0:00	7:41 AM	Unincorporated	Indian River	I-95 (SR-9) MM157	CR 512	400	South	Off Road	1	0	0	0	0	N	N	8000	Clear	Daylight
FHPL14OFF006809	FHP	Long	1/31/2014 0:00	10:00 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	1000	North	Off Road	1	0	0	0	0	N	N	2500	Rain	Daylight
FHPL15OFF011258	FHP	Long	2/22/2015 0:00	2:26 AM	Unincorporated	Indian River	NB INTERSTATE 95 AT 157MM	CR-512	2640	North	Rear End	2	0	0	0	0	N	N	20000	Cloudy	Dark - Not Lighted
FHPL14OFF046439	FHP																				

I-95 Mainline
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
201400199333	Indian River Co SO	Long	12/8/2014 0:00	11:58 AM	Unincorporated	Indian River	NORTH 95		300	North	Rear End	2	0	0	0	N	N	N	5300	Rain	Daylight
FHPL15OFF058630	FHP	Long	9/16/2015 0:00	9:01 AM	Unincorporated	Indian River	STATE ROAD 9 (I-95) M159.5	COUNTY ROAD 512	18480	North	Rollover	1	0	0	0	N	N	N	10000	Rain	Daylight
FHPL16OFF044496	FHP	Long	6/24/2016 0:00	2:38 PM	Unincorporated	Indian River	INTERSTATE 95 (STATE ROAD 9) MM 158	COUNTY ROAD 512	10560	North	Rear End	3	0	0	0	2	N	N	9500	Cloudy	Daylight
FHPD16OFF124672	FHP	Long	12/23/2016 0:00	12:27 AM	Fellsmere	Indian River	INTERSTATE 95(STATE ROAD 09)NB MM159	COUNTY ROAD 512(95TH STREET)	15840	North	Off Road	1	0	0	0	0	N	N	4000	Clear	Dark - Not Lighted
FHPL14OFF025182	FHP	Long	4/25/2014 0:00	3:04 PM	Unincorporated	Indian River	I 95 (SR 9) NB MM 157	CR 512	10560	North	Off Road	1	0	0	0	0	N	N	1200	Clear	Daylight
FHPL15OFF041743	FHP	Long	7/2/2015 0:00	4:15 PM	Unincorporated	Indian River	NB I-95 (SR-9) 157 MM	CR-512 (95TH STREET)	5280	North	Off Road	1	0	0	0	0	N	N	2000	Rain	Daylight
FHPL16OFF034419	FHP	Long	5/17/2016 0:00	2:25 PM	Fellsmere	Indian River	I-95 NB (SR-9)	CR 512 (95TH ST)	15840	North	Other	2	0	0	0	2	N	N	6000	Rain	Daylight
FHPL15OFF057206	FHP	Long	9/10/2015 0:00	3:30 AM	Unincorporated	Indian River	I-95 (SR9)	CR512	15840	North	Rear End	2	0	0	0	2	N	N	12000	Clear	Dark - Not Lighted
FHPD16OFF011170	FHP	Long	2/4/2016 0:00	12:00 PM	Unincorporated	Brevard	I-95 (SR 9) MM 160	MICCO RD OVERPASS	15840	South	Rear End	3	0	0	0	2	N	N	9100	Clear	Daylight
FHPD13OFF053366	FHP	Long	6/26/2013 0:00	2:15 PM	Unincorporated	Brevard	SR9 (INTERSTATE 95)	C-54 CANAL	100	North	Rear End	2	0	0	0	0	N	N	10000	Rain	Daylight
FHPD12OFF053976	FHP	Short	6/26/2012 0:00	12:30 AM	Unincorporated	Brevard	I-95 NB MM160	MICCO ROAD	21120	South	Off Road	1	0	0	0	0	N	N	14000	Clear	Dark - Not Lighted
FHPD14OFF085091	FHP	Long	9/24/2014 0:00	10:45 AM	Unincorporated	Brevard	I-95 (SR 9)	MICCO ROAD	21120	South	Off Road	1	0	0	0	1	N	N	3000	Rain	Daylight
FHPL16OFF034481	FHP	Long	5/17/2016 0:00	4:56 PM	Unincorporated	Indian River	NORTHBOUND INTERSTATE 95 ENTRANCE RAMP	INTERSTATE 95 (STATE ROAD 9)	0		Rear End	2	0	0	0	1	N	N	3500	Rain	Daylight
FHPL16OFF030937	FHP	Long	5/4/2016 0:00	8:25 AM	Unincorporated	Indian River	I95 SB 159MM	CR512	15840	North	Off Road	1	0	0	0	0	N	N	400	Rain	Daylight
FHPL16OFF080619	FHP	Short	11/3/2016 0:00	1:52 PM	Unincorporated	Indian River	I-95(SR-9)	CR-512(95TH STREET)	21120	North	Sideswipe	2	0	0	0	0	N	N	1300	Cloudy	Daylight
FHPL15OFF077416	FHP	Long	12/3/2015 0:00	2:14 PM	Unincorporated	Indian River	I95 (SR 9) NB MM 159	CR 512 (FELLSMERE RD)	15840	North	Off Road	1	0	0	0	1	N	N	7500	Rain	Daylight
FHPL16OFF056227	FHP	Long	8/8/2016 0:00	3:20 PM	Fellsmere	Indian River	I-95 (SR-9) SOUTHBOUND MM159	CR-512	15840	South	Other	1	0	0	0	0	N	N	5000	Rain	Daylight
FHPL13OFF079442	FHP	Long	12/28/2013 0:00	11:34 AM	Unincorporated	Indian River	SR-9 NB 159MM	CR-512	15840	North	Rear End	2	0	0	0	0	N	N	4000	Cloudy	Daylight
FHPL14OFF022578	FHP	Short	4/13/2014 0:00	12:30 AM	Fellsmere	Indian River	I-95 (SR-9) MM159	CR 512 FELLSMERE	21120	North	Sideswipe	2	0	0	0	0	N	N	400	Clear	Dark - Not Lighted
FHPD15OFF031600	FHP	Long	4/9/2015 0:00	3:26 AM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) MM 161	MICCO ROAD	15840	South	Animal	1	0	0	0	0	N	N	5000	Clear	Dark - Not Lighted
FHPD13OFF031636	FHP	Short	4/17/2013 0:00	5:45 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	MM 161	0		Other	2	0	0	0	0	N	N	550	Clear	Daylight
FHPD14OFF112253	FHP	Long	12/19/2014 0:00	7:46 PM	Unincorporated	Brevard	INTERSTATE 95 SB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	26400	North	Other	1	0	0	0	1	N	N	8000	Clear	Dark - Not Lighted
FHPD13OFF024517	FHP	Long	3/25/2013 0:00	5:50 PM	Malabar	Brevard	INTERSTATE 95 SOUTHBOUND (STATE ROAD 9)	MICCO RD	17952	South	Off Road	1	0	1	0	0	N	N	23000	Clear	Daylight
FHPD13OFF081964	FHP	Long	9/23/2013 0:00	9:30 PM	Unincorporated	Brevard	I-95 (SR 9) MM 160 N/O C-54 CANAL	C-54 CANAL	15840	North	Off Road	1	0	0	0	1	N	N	8500	Rain	Dark - Not Lighted
FHPD15OFF053045	FHP	Long	6/12/2015 0:00	8:30 PM	Malabar	Brevard	SB I95 MM171	CR 514 (MALABAR RD)	10560	South	Off Road	1	0	0	0	1	N	N	10000	Clear	Dark - Not Lighted
FHPD14OFF104836	FHP	Long	11/26/2014 0:00	1:52 AM	Malabar	Brevard	NORTHBOUND I-95 (STATE ROAD 9) 171 MM	STATE ROAD 514 (MALABAR ROAD)	10560	South	Rear End	2	0	0	0	3	Y	N	15100	Cloudy	Dark - Not Lighted
FHPD15OFF107313	FHP	Long	11/19/2015 0:00	8:52 PM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 9) MM 174	STATE ROAD 514(MALABAR ROAD)	5280	North	Rollover	1	0	0	0	1	N	N	15500	Rain	Dark - Not Lighted
FHPD14OFF032981	FHP	Long	4/17/2014 0:00	7:10 AM	Palm Bay	Brevard	INTERSTATE 95 (SR-9 ENTRANCE RAMP N.B.)	MALABAR RD (SR-514)	200	North	Rear End	2	0	0	0	0	N	N	6000	Cloudy	Daylight
FHPD16OFF072328	FHP	Short	7/28/2016 0:00	4:25 PM	Palm Bay	Brevard	NB I95 ON-RAMP	SR 514 (MALABAR RD)	0		Other	2	0	0	0	0	N	N	2000	Clear	Daylight
FHPD13OFF071313	FHP	Long	8/20/2013 0:00	4:20 PM	Malabar	Brevard	I-95 NB (SR-9)	SR 514 (MALABAR RD)	1500	South	Other	1	0	0	0	0	N	N	1000	Clear	Daylight
FHPD14OFF023935	FHP	Long	3/20/2014 0:00	3:17 PM	Palm Bay	Brevard	INTERSTATE 95 STATE ROAD 9 173MP	STATE ROAD 414	0		Other	2	0	0	0	0	N	N	900	Clear	Daylight
FHPD14OFF059818	FHP	Long	7/8/2014 0:00	5:13 PM	Palm Bay	Brevard	INTERSTATE 95 (SR-9) NB MM173	STATE ROAD 514 (PALM BAY RD)	1000	South	Off Road	1	0	0	0	0	N	N	4000	Cloudy	Daylight
FHPD16OFF067337	FHP	Long	7/14/2016 0:00	4:50 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	MALABAR ROAD	1320	North	Rear End	3	0	0	0	0	N	N	7700	Clear	Daylight
FHPD14OFF085280	FHP	Long	9/24/2014 0:00	8:30 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 166MM	GRANT ROAD	5280	North	Other	1	0	0	0	0	N	N	5000	Clear	Dark - Not Lighted
FHPD13OFF086181	FHP	Long	10/7/2013 0:00	8:10 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 512	26400	North	Sideswipe	2	0	0	0	0	N	N	2600	Clear	Dark - Not Lighted
FHPD13OFF041446	FHP	Long	5/20/2013 0:00	11:35 AM	Unincorporated	Brevard	SR9 INTERSTATE 9	GRANT RD	20	South	Rear End	2	0	0	0	0	N	N	5500	Cloudy	Daylight
FHPL13OFF037264	FHP	Long	6/19/2013 0:00	9:15 PM	Unincorporated	Indian River	I-95 (SR9)	CR-512	15840	North	Rear End	2	0	0	0	0	N	N	4000	Cloudy	Dark - Not Lighted
FHPL12OFF060248	FHP	Long	9/30/2012 0:00	5:32 PM	Unincorporated	Indian River	SB I-95 (SR-9) AT THE 159 MM	CR-512 (FELLSMERE RD)	15840	North	Rear End	2	0	0	0	0	N	N	2500	Rain	Daylight
FHPD14OFF033794	FHP	Long	4/19/2014 0:00	3:45 PM	Malabar	Brevard	INTERSTATE 95 (SR-9)	PALM BAY RD	5280	South	Other	2	0	0	0	0	N	N	500	Clear	Daylight
FHPD17OFF001068	FHP	Long	1/4/2017 0:00	1:00 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	MALABAR ROAD	10560	South	Off Road	1	0	0	0	0	N	N	6000	Clear	Daylight
FHPD14OFF055761	FHP	Long	6/26/2014 0:00	3:55 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 514 (MALABAR RD)	10560	South	Unknown	2	0	0	0	0	N	N	2500	Clear	Daylight
FHPD12OFF023450	FHP	Long	3/19/2012 0:00	8:05 PM	Unincorporated	Brevard	I 95 NB	MM 170	0		Sideswipe	2	0	0	0	0	N	N	4000	Clear	Dark - Not Lighted
13-009805	Palm Bay PD	Long	11/5/2013 0:00	6:05 PM	Palm Bay	Brevard	I-95	MALABAR RD SE	300	North	Rear End	2	0	0	0	1	N	N	10000	Clear	Dark - Lighted
FHPD15OFF008723	FHP	Short	1/30/2015 0:00	4:24 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	200	North	Rear End	2	0	0	0	0	N	N	1700	Clear	Daylight
14-012615	Palm Bay PD	Long	12/31/2014 0:00	5:04 PM	Palm Bay	Brevard	I-95	MALABAR RD NE	75	North	Rear End	2	0	0	0	1	N	N	5000	Rain	Daylight
FHPD14OFF032811	FHP	Short	4/16/2014 0:00	4:10 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) RAMP	STATE ROAD 514 (MALABAR RD)	25	North	Rear End	2	0	0	0	0	N	N	600	Cloudy	Daylight
FHPD15OFF108600	FHP	Short	11/23/2015 0:00	12:29 PM	Palm Bay	Brevard	SB I-95 (SR09) OFF RAMP	SR 516 (MALABAR RD)	10	North	Rear End	2	0	0	0	0	N	N	2500	Clear	Daylight
FHPD14OFF043147	FHP	Long	5/17/2014 0:00	4:00 PM	Palm Bay	Brevard	I-95 NB (SR-9)	CR 516 (PALM BAY RD)	500	North	Sideswipe	2	0	0	0	0	N	N	2000	Clear	Daylight
FHPD16OFF057908	FHP	Long	6/17/2016 0:00	10:31 AM	Palm Bay	Brevard	I-95	MALABAR RD MM 173	200	South	Other	1	0	0	0	0	N	N	86000	Cloudy	Daylight
FHPD16OFF064889	FHP	Long	7/7/2016 0:00	2:05 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	30	North	Rear End	2	0	0	0	1	N	N	1000	Clear	Daylight
FHPD16OFF097922	FHP	Long	10/7/2016 0:00	11:50 AM	Palm Bay	Brevard	INTERSTATE 95 (SR 9) ENTRANCE RAMP	SR 514 (MALABAR ROAD)	500	North	Off Road	1	0	0	0	1	N	N	1750	Cloudy	Daylight
FHPD12OFF081625	FHP	Long	9/23/2012 0:00	4:05 AM	Palm Bay	Brevard	NORTHBOUND I-95 (SR 9) 173MM	STATE ROAD 514 (MALABAR RD)	250	North	Off Road	1	0	0	0	0	Y	N	25000	Clear	Dark - Lighted
FHPD16OFF057690	FHP	Long	6/16/2016 0:00	5:50 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MILE MARKER 173	0		Rear End	2	0	0	0	2	N	N	800	Rain	Daylight
FHPD15OFF091996	FHP	Short	10/5/2015 0:00	11:28 AM	Palm Bay	Brevard	INTERSTATE 95 (SR-9) NB ENTRANCE RAMP	STATE ROAD 514 (MALABAR RD)	50	North	Rear End	2	0	0	0	0	N	N	1050	Clear	Daylight
FHPD14OFF072626	FHP	Long	8/17/2014 0:00	3:21 AM	Palm Bay	Brevard	INTERSTATE 95 (SR-9)	173 MILE MARKER	0		Off Road	1	0	0	0	0	N	N	10200	Clear	Dark - Lighted
FHPD15OFF076785	FHP	Short	8/22/2015 0:00	1:15 PM	Palm Bay	Brevard	NB I95 173 MM OFF RAMP	SR 514 (MALABAR ROAD)	0		Rear End	2	0	0	0	0	N	N	3800	Clear	Daylight
FHPD16OFF026520	FHP	Long	3/19/2016 0:00	3:01 PM	Palm Bay	Brevard	INTERSTATE 9														

I-95 Mainline
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPL14OFF014637	FHP	Long	3/7/2014 0:00	4:45 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	15840	North	Rollover	1	0	0	0	N	N	N	5000	Clear	Dark - Not Lighted
FHPL12OFF075502	FHP	Long	12/8/2012 0:00	10:35 PM	Unincorporated	Indian River	I 95 (SR 9) NB MM 159	CR 512 (FELLSMERE RD)	15840	North	Off Road	1	0	0	0	N	N	N	4500	Clear	Dark - Not Lighted
FHPD16OFF120892	FHP	Long	12/12/2016 0:00	5:50 AM	Malabar	Brevard	I-95 SB	SR-514	10560	South	Other	3	0	0	3	N	N	N	24000	Cloudy	Dark - Not Lighted
FHPD13OFF108242	FHP	Long	12/20/2013 0:00	2:45 AM	Unincorporated	Brevard	INTERSTATE 95 NB	MM 171	0		Other	1	0	0	0	N	N	N	2000	Clear	Dark - Not Lighted
FHPD15OFF001498	FHP	Long	1/6/2015 0:00	4:42 PM	Malabar	Brevard	INTERSTATE 95(STATE ROAD 9) MM 171	STATE ROAD 514(MALABAR ROAD)	7920	South	Off Road	1	0	0	1	N	N	N	3000	Clear	Daylight
FHPD13OFF099201	FHP	Long	11/20/2013 0:00	3:50 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	VALKARIA RD	3960	North	Other	2	0	0	0	N	N	N	5000	Rain	Daylight
FHPD15OFF051662	FHP	Long	6/8/2015 0:00	5:40 PM	Palm Bay	Brevard	SB INTERSTATE 95 EXIT RAMP (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	300	North	Rear End	2	0	0	2	N	N	N	1500	Clear	Daylight
FHPD13OFF062547	FHP	Short	7/24/2013 0:00	4:05 PM	Palm Bay	Brevard	INTERSTATE 95 (SB EXIT RAMP)	STATE ROAD 514 (MALABAR RD)	250	North	Rear End	2	0	0	0	N	N	N	2500	Rain	Daylight
FHPD14OFF037375	FHP	Long	4/30/2014 0:00	5:30 PM	Palm Bay	Brevard	INTERSTATE 95 (SR-9)	MALABAR RD	528	North	Rear End	2	0	0	0	N	N	N	1000	Cloudy	Daylight
FHPD16OFF055245	FHP	Long	6/9/2016 0:00	4:35 PM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 09)SB EXIT RAMP 173	STATE ROAD 514(MALABAR RD)	200	North	Rear End	2	0	0	1	N	N	N	8000	Rain	Daylight
FHPD12OFF023794	FHP	Long	3/20/2012 0:00	10:30 PM	Unincorporated	Brevard	I 95 SB SR 9	SR 518 EAU GALLIE BLVD	5280	South	Other	1	0	0	0	N	N	N	3500	Cloudy	Dark - Not Lighted
15-008628	Palm Bay PD	Long	9/16/2015 0:00	4:28 PM	Palm Bay	Brevard	I-95	MALABAR RD NE	100	North	Rear End	2	0	0	1	N	N	N	1500	Rain	Daylight
FHPD16OFF109233	FHP	Long	11/8/2016 0:00	7:21 AM	Palm Bay	Brevard	IINTERSTATE 95 (STATE ROAD 9) EXIT RAMP	MALABAR ROAD	50	North	Rear End	2	0	0	0	N	N	N	5000	Clear	Daylight
16-000388	Palm Bay PD	Long	1/13/2016 0:00	11:02 AM	Palm Bay	Brevard	I-95	MALABAR RD NE	50	North	Rear End	2	0	0	1	N	N	N	100	Clear	Daylight
FHPD16OFF106548	FHP	Short	10/31/2016 0:00	4:45 PM	Palm Bay	Brevard	INTERSTATE 95 SB EXIT 173	STATE ROAD 514 (MALABAR ROAD)	25	North	Rear End	2	0	0	0	N	N	N	1500	Clear	Daylight
FHPD16OFF118820	FHP	Long	12/6/2016 0:00	4:05 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) RAMP	STATE ROAD 514 (MALABAR ROAD)	25	North	Sideswipe	2	0	0	0	N	N	N	2500	Clear	Dark - Lighted
FHPD15OFF052299	FHP	Short	6/10/2015 0:00	5:45 PM	Palm Bay	Brevard	INTERSTATE 95 N.B. EXIT RAMP	SR514 MALABAR ROAD	20	South	Rear End	2	0	0	0	N	N	N	1000	Rain	Daylight
FHPD12OFF085661	FHP	Long	10/5/2012 0:00	9:15 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	SR 514 (MALABAR RD)	25	North	Rear End	2	0	0	0	N	N	N	50	Rain	Dark - Not Lighted
FHPD13OFF101260	FHP	Long	11/26/2013 0:00	5:09 PM	Unincorporated	Brevard	I-95 (SR 9)	SR 514 (MALABAR ROAD)	0		Off Road	1	0	0	1	N	N	Y	3500	Cloudy	Daylight
FHPD15OFF021394	FHP	Long	3/10/2015 0:00	6:16 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	2640	South	STATE ROAD	3	0	0	0	N	N	N	9000	Clear	Daylight
FHPD13OFF005278	FHP	Long	1/19/2013 0:00	5:00 PM	Malabar	Brevard	SOUTHBOUND I-95 (STATE ROAD 9) 172MM	STATE ROAD 514 (MALABAR ROAD)	5280	South	Other	1	0	0	0	N	N	N	4000	Rain	Daylight
FHPD13OFF074388	FHP	Long	8/30/2013 0:00	1:05 PM	Malabar	Brevard	I-95 (SR 9) MM 171	SR 514 (MALABAR RD)	7920	North	Off Road	1	0	0	0	N	N	N	1500	Rain	Daylight
FHPD15OFF053694	FHP	Long	6/14/2015 0:00	5:45 PM	Palm Bay	Brevard	I95/MM173	CR 514 (MALABAR RD)	1320	North	Rollover	1	0	0	1	N	N	N	10000	Clear	Daylight
FHPD12OFF069529	FHP	Long	8/15/2012 0:00	5:07 PM	Unincorporated	Brevard	INTERSTATE 95 (SR 9)	MM 165 NB	0		Off Road	1	0	0	3	N	N	N	8000	Cloudy	Daylight
FHPD14OFF026662	FHP	Long	3/29/2014 0:00	9:00 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	36960	South	Sideswipe	2	0	0	0	N	N	N	550	Cloudy	Daylight
FHPD12OFF052572	FHP	Long	6/21/2012 0:00	10:20 PM	Unincorporated	Brevard	I 95 SR 9	SR 514 MALABAR ROAD	36960	South	Off Road	1	0	0	4	N	N	N	15000	Clear	Dark - Not Lighted
FHPD14OFF010908	FHP	Short	2/7/2014 0:00	9:00 AM	Unincorporated	Brevard	I-95 SB MM167	GRANT RD	10	North	Unknown	2	0	0	0	N	N	N	11500	Cloudy	Daylight
FHPD15OFF005267	FHP	Long	1/19/2015 0:00	2:50 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 167 MM	VALKARIA ROAD	2640	South	Rear End	2	0	0	0	N	N	N	4000	Clear	Dark - Lighted
FHPL14OFF025076	FHP	Short	4/24/2014 0:00	11:04 PM	Unincorporated	Indian River	I-95	CR-512	15840	North	Sideswipe	2	0	0	0	N	N	N	2500	Clear	Dark - Not Lighted
FHPL14OFF012796	FHP	Long	2/27/2014 0:00	12:35 AM	Unincorporated	Indian River	SB SR-9 (I-95)	CR-512	15840	North	Off Road	1	0	0	1	N	N	N	10000	Clear	Dark - Not Lighted
FHPL12OFF025824	FHP	Long	4/29/2012 0:00	6:20 PM	Unincorporated	Indian River	SR9 (I-95)	CR-512	15840	North	Off Road	1	0	0	2	Y	N	N	8500	Clear	Daylight
FHPD12OFF085784	FHP	Long	10/6/2012 0:00	10:55 AM	Unincorporated	Brevard	I-95 NB (SR-9)	SR 514 (MALABAR RD)	10560	South	Rollover	2	0	0	0	N	N	N	4000	Clear	Daylight
FHPD16OFF108386	FHP	Short	11/5/2016 0:00	4:00 PM	Malabar	Brevard	I-95	SR 514 (MALABAR ROAD)	10560	South	Rear End	2	0	0	0	N	N	N	2500	Clear	Daylight
FHPD15OFF101759	FHP	Long	11/3/2015 0:00	6:42 PM	Malabar	Brevard	INTERSTATE 95(STATE ROAD 9)NB MM171	STATE ROAD 514(MALABAR ROAD)	21120	South	Off Road	1	0	0	0	N	N	N	8000	Clear	Dusk
FHPD16OFF001136	FHP	Long	1/4/2016 0:00	4:00 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) SB EXIT RAMP 173	STATE ROAD 514 (MALABAR ROAD)	250	North	Rear End	3	0	0	1	N	N	N	10500	Clear	Daylight
FHPD14OFF008977	FHP	Short	1/31/2014 0:00	5:55 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	MALABAR ROAD	200	North	Rear End	2	0	0	0	N	N	N	1100	Cloudy	Dark - Lighted
16-000432	Palm Bay PD	Short	1/14/2016 0:00	6:05 PM	Palm Bay	Brevard	I-95	MALABAR RD NE	25	North	Pedestrian	1	1	0	0	N	N	N	0	Cloudy	Dark - Lighted
FHPD17OFF009431	FHP	Short	1/30/2017 0:00	12:15 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	12	North	Rear End	2	0	0	0	N	N	N	550	Clear	Dark - Lighted
FHPD12OFF100206	FHP	Long	11/23/2012 0:00	10:30 PM	Palm Bay	Brevard	I 95 SB EXIT RAMP	SR 514	15	North	Sideswipe	2	0	0	0	N	N	N	3000	Clear	Dark - Lighted
15-005731	Palm Bay PD	Long	6/21/2015 0:00	5:02 AM	Palm Bay	Brevard	I-95	MALABAR RD	0	North	Rear End	2	0	0	0	N	N	N	3500	Clear	Dark - Not Lighted
FHPD15OFF061161	FHP	Short	7/6/2015 0:00	10:55 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) RAMP	STATE ROAD 514 (MALABAR RD)	200	North	Sideswipe	2	0	0	0	N	N	N	4500	Clear	Daylight
FHPD16OFF121544	FHP	Long	12/13/2016 0:00	8:21 PM	Palm Bay	Brevard	INTERSTATE 95(SR9) SB MM 173 OFF RAMP	STATE ROAD 514(MALABAR ROAD)	100	North	Rear End	4	0	0	0	N	N	N	2300	Clear	Dark - Lighted
FHPD15OFF015048	FHP	Short	2/19/2015 0:00	5:40 PM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 9) MM 174	STATE ROAD 514(MALABAR ROAD)	5280	North	Rear End	2	0	0	0	N	N	N	4000	Clear	Daylight
FHPD14OFF106881	FHP	Long	12/3/2014 0:00	2:30 AM	Palm Bay	Brevard	NORTHBOUND I-95 (STATE ROAD 9) 173 MM	STATE ROAD 514 (MALABAR ROAD)	2640	North	Unknown	2	0	0	1	N	N	N	13000	Cloudy	Dark - Not Lighted
FHPD13OFF054197	FHP	Long	6/28/2013 0:00	8:04 PM	Palm Bay	Brevard	INTERSTATE 95 (SR-9)	SR-514 (MALABAR RD)	1056	South	Off Road	1	0	0	1	N	N	N	6000	Cloudy	Dusk
FHPD15OFF072105	FHP	Long	8/8/2015 0:00	1:55 PM	Unincorporated	Brevard	SB I95 MM173	SR 514 (MALABAR RD) OVERPASS	0		Rear End	2	0	0	0	N	N	N	5000	Rain	Daylight
FHPD13OFF034074	FHP	Long	4/26/2013 0:00	7:35 AM	Unincorporated	Brevard	I 95 (SR 9)	MALABAR RD	1000	South	Off Road	1	0	0	0	N	N	N	9000	Clear	Daylight
FHPD17OFF006302	FHP	Long	1/20/2017 0:00	4:45 AM	Palm Bay	Brevard	I-95 (SR 9) MM 172	SR 513 (MALABAR RD)	5280	South	Off Road	1	0	0	0	N	N	N	8000	Clear	Dark - Not Lighted
FHPD13OFF095961	FHP	Long	11/9/2013 0:00	5:45 PM	Palm Bay	Brevard	I-95 (SR 9)	SR 514 (MALABAR ROAD)	1500	North	Other	2	0	0	0	N	N	N	3500	Clear	Dark - Lighted
FHPD16OFF076234	FHP	Short	8/8/2016 0:00	5:20 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9/	STATE ROAD 514 (MALABAR ROAD)	1320	North	Rear End	2	0	0	0	N	N	N	2500	Rain	Daylight
FHPD12OFF107363	FHP	Long	12/18/2012 0:00	12:20 AM	Unincorporated	Brevard	I-95 (SR 9) OFF RAMP	SR 514	1000	North	Off Road	1	0	0	0	N	N	N	1500	Clear	Dark - Lighted
FHPD13OFF054445	FHP	Long	6/29/2013 0:00	3:20 PM	Malabar	Brevard	INTERSTATE 95 (SR-9)	SR-514 (MALABAR RD)	21120	South	Off Road	1	0	0	0	N	N	N	4000	Rain	Daylight
FHPD13OFF003232	FHP	Long	1/12/2013 0:00	1:30 AM	Unincorporated	Brevard	I-95 (SR 9) MM 167	GRANT RD	5280	South	Rollover	1	0	0	1	N	N	N	2500	Clear	Dark - Not Lighted
FHPD14OFF070877	FHP	Long	8/11/2014 0:00	4:15 PM	Unincorporated	Brevard	I95 (SR 9)	MICCO RD	10560	North	Off Road	1	0	0	0	N	N	N	6000	Rain	Daylight
FHPD15OFF094570	FHP	Long	10/13/2015 0:00	3:41 PM	Unincorporated	Brevard	NB I-95	MM 166	0		Sideswipe	2	0	0	0	N	N	N	10500	Cloudy	Daylight
FHPD14OFF039567	FHP	Long	5/6/2014 0:00	5:30 PM	Unincorporated	Brevard	I95 (SR 9)	MICCO RD 166MM	5280	North	Off Road	1	0	0	1	N	N	N	10000	Clear	Daylight
FHPD15OFF024973	FHP	Long	3/20/2015 0:00	2:00 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	31680	South	Rear End	2	0	0	1	N	N	N	2		

I-95 Mainline
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition	
FHPD140FF025315	FHP	Long	3/24/2014 0:00	10:55 PM	Palm Bay	Brevard	INTERSTATE 95 NB ENT. RAMP	SR514 MALABAR ROAD	0		Rear End	2	0	0	0	N	N	N	1000	Rain	Dark - Lighted	
FHPD150FF052865	FHP	Long	6/12/2015 0:00	2:14 PM	Palm Bay	Brevard	NB I-95 OFF RAMP	MALABAR RD	0		Rear End	2	0	0	0	N	N	N	4050	Cloudy	Daylight	
FHPD150FF059247	FHP	Long	6/30/2015 0:00	10:48 PM	Palm Bay	Brevard	INTERSTATE 95 (STATEROAD 9) SB MM173	STATE ROAD 514 (MALABAR RD)	1000	South	Off Road	1	0	0	0	N	Y	N	10000	Clear	Dark - Not Lighted	
FHPD150FF064277	FHP	Long	7/16/2015 0:00	2:00 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	5280	South	Animal	2	0	0	0	N	N	N	4300	Rain	Daylight	
FHPD130FF108240	FHP	Long	12/20/2013 0:00	2:35 AM	Unincorporated	Brevard	I-95 NB (SR-9)	SR 514 (MALABAR RD)	5280	South	Other	1	0	0	0	N	N	N	750	Clear	Dark - Not Lighted	
FHPD140FFM00074	FHP	Long	5/12/2014 0:00	9:00 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	5280	South	Other	2	0	0	0	N	N	N	150	Clear	Dark - Not Lighted	
FHPD160FF113452	FHP	Short	11/19/2016 0:00	9:25 PM	Palm Bay	Brevard	I-95	SR 514 (MALABAR RD)	5280	South	Rear End	2	0	0	0	N	Y	N	7000	Clear	Dark - Not Lighted	
FHPD140FF084531	FHP	Long	9/22/2014 0:00	4:16 PM	Palm Bay	Brevard	INTERSTATE 95 (SR-9) SB MM172	STATE ROAD 514 (MALABAR RD)	5280	South	Unknown	3	0	0	0	N	N	N	9100	Rain	Daylight	
FHPD150FF020995	FHP	Long	3/9/2015 0:00	4:17 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) MM 166	GRANT ROAD	10560	South	Off Road	1	0	0	0	N	N	N	30000	Clear	Daylight	
FHPD140FF033676	FHP	Long	4/19/2014 0:00	8:30 AM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	166MM	100	South	Off Road	1	0	0	0	1	N	N	5500	Cloudy	Daylight	
FHPD130FF037390	FHP	Long	5/6/2013 0:00	4:30 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	VALKARIA ROAD	25	South	Off Road	1	0	0	0	1	N	N	5000	Clear	Daylight	
FHPL140FF036531	FHP	Long	6/17/2014 0:00	9:45 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	15840	North	Off Road	1	0	0	0	0	N	Y	N	8500	Clear	Daylight
FHPL120FF041904	FHP	Long	7/10/2012 0:00	9:40 PM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	15840	North	Other	1	0	0	0	0	N	N	600	Clear	Dark - Not Lighted	
FHPD160FF062209	FHP	Long	6/29/2016 0:00	3:30 PM	Malabar	Brevard	INTERSTATE 95(STATE ROAD 09)NB MM175	STATE ROAD 514(MALABAR RD)	5280	South	Off Road	1	0	0	0	0	N	N	7000	Rain	Daylight	
FHPD140FF070598	FHP	Long	8/10/2014 0:00	5:40 PM	Malabar	Brevard	I-95 NB (SR-9)	SR 514 (MALABAR RD)	10560	South	Off Road	1	0	0	0	2	N	N	7000	Cloudy	Daylight	
FHPD160FF057184	FHP	Long	6/15/2016 0:00	2:00 PM	Malabar	Brevard	NB INTERSTATE 95 (SR 9)	SR 514 (MALABAR ROAD)	10560	South	Off Road	1	0	0	0	1	N	N	15000	Clear	Daylight	
FHPD150FF114442	FHP	Long	12/10/2015 0:00	9:27 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	MALABAR ROAD	10560	South	Sideswipe	3	0	0	0	0	N	N	1500	Clear	Dark - Not Lighted	
FHPD130FF099215	FHP	Long	11/20/2013 0:00	2:20 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	VALKARIA RD	3960	North	Off Road	1	0	0	0	0	N	N	3000	Rain	Daylight	
FHPD140FF114078	FHP	Long	12/25/2014 0:00	2:00 AM	Unincorporated	Brevard	I-95 (SR 9) SB MM 170	VALKARIA RD	2112	North	Off Road	1	0	0	0	0	N	N	3000	Other	Dark - Not Lighted	
FHPD150FF090801	FHP	Long	10/1/2015 0:00	6:00 PM	Palm Bay	Brevard	SB EXIT RAMP FROM I-95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	250	North	Rear End	3	0	0	0	3	N	N	12500	Clear	Daylight	
FHPD120FF013819	FHP	Long	2/19/2012 0:00	9:00 PM	Unincorporated	Brevard	I-95 (SR-9) SB 173 MILE	SR-514 (MALABAR RD)	528	North	Other	1	0	0	0	0	N	N	700	Clear	Dark - Lighted	
13002008	Palm Bay PD	Short	3/4/2013 0:00	1:01 PM	Palm Bay	Brevard	I 95	MALABAR RD SE	10	South	Sideswipe	2	0	0	0	0	N	Y	N	0	Clear	Daylight
FHPD160FF038826	FHP	Short	4/23/2016 0:00	6:18 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) EXIT RAMP	STATE ROAD 514 (MALABAR ROAD)	25	North	Rear End	2	0	0	0	0	N	N	2700	Clear	Daylight	
FHPD140FF106373	FHP	Long	12/1/2014 0:00	12:20 PM	Palm Bay	Brevard	I-95 EXIT RAMP SB	SR-514 MALABAR RD	25	North	Rear End	2	0	0	0	2	N	Y	N	100	Clear	Daylight
FHPD150FF035816	FHP	Long	4/21/2015 0:00	7:43 AM	Palm Bay	Brevard	I-95 (STATE ROAD 9) MM173 ENT RAMP	STATE ROAD 514 (MALABAR RD)	200	North	Rear End	2	0	0	0	0	N	Y	N	10000	Clear	Daylight
FHPD150FF084368	FHP	Short	9/12/2015 0:00	8:49 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) NB MM173	STATE ROAD 514 (MALABAR RD)	500	South	Other	2	0	0	0	0	N	N	4000	Clear	Dark - Lighted	
FHPD140FF035585	FHP	Short	4/25/2014 0:00	4:30 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) SB	STATE ROAD 514 (MALABAR ROAD)	500	South	Sideswipe	2	0	0	0	0	N	Y	N	4000	Clear	Daylight
FHPD140FF060552	FHP	Long	7/10/2014 0:00	7:25 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD-9)	17H MM	2640	South	Off Road	1	0	0	0	0	N	N	0	Cloudy	Daylight	
FHPD120FF050088	FHP	Short	6/13/2012 0:00	4:00 PM	Unincorporated	Brevard	I-95	SR-514	5280	South	Other	2	0	0	0	0	N	N	200	Clear	Daylight	
FHPD160FF112870	FHP	Short	11/18/2016 0:00	1:50 PM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 09)NB MM173	STATE ROAD 514(MALABAR RD)	1320	North	Off Road	1	0	0	0	0	N	N	1000	Clear	Daylight	
FHPD150FF036100	FHP	Long	4/22/2015 0:00	2:15 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MICCO RD	10560	North	Rear End	2	0	0	0	0	N	N	4000	Cloudy	Dark - Lighted	
FHPD150FF037733	FHP	Long	4/26/2015 0:00	9:00 PM	Unincorporated	Brevard	SB INTERSTATE 95 MM166	CR 514 (MALABAR RD)	36960	South	Other	2	0	0	0	0	N	N	500	Clear	Dark - Not Lighted	
FHPD150FF036854	FHP	Long	4/24/2015 0:00	11:31 AM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) MM 166	GRANT ROAD	10560	South	Off Road	2	0	0	0	0	N	N	5000	Clear	Daylight	
FHPD120FF070517	FHP	Long	8/18/2012 0:00	3:02 PM	Unincorporated	Brevard	INTERSTATE 95 SB (SR 9)	MM 169	0		Rear End	2	0	0	0	0	N	N	2800	Rain	Daylight	
FHPD120FF020018	FHP	Long	3/10/2012 0:00	2:18 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	2640	North	Rear End	3	0	2	2	Y	N	N	41300	Cloudy	Dark - Not Lighted	
FHPD130FF009724	FHP	Long	2/5/2013 0:00	1:44 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	MM 168	0		Unknown	2	0	0	0	0	N	N	210	Clear	Daylight	
FHPD150FF103967	FHP	Long	11/10/2015 0:00	2:42 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	50	North	Sideswipe	2	0	0	0	1	N	N	24600	Cloudy	Daylight	
FHPD130FF037507	FHP	Short	5/6/2013 0:00	11:26 PM	Unincorporated	Brevard	I-95	GRANT ROAD	50	South	Rear End	2	0	0	0	0	N	N	1000	Clear	Dark - Not Lighted	
FHPD150FF035900	FHP	Long	4/21/2015 0:00	1:30 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	21120	South	Rear End	2	0	0	0	1	Y	N	14500	Clear	Daylight	
FHPD130FF061760	FHP	Long	7/22/2013 0:00	4:46 AM	Malabar	Brevard	INTERSTATE 95 (SR-9)	SR-514 (MALABAR RD)	21120	South	Unknown	2	0	0	0	0	N	N	1700	Cloudy	Dark - Not Lighted	
LWRC140FF000237	FHP	Long	2/7/2014 0:00	9:15 AM	Unincorporated	Indian River	NB I-95 (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	15840	North	Other	2	0	0	0	0	N	N	3000	Cloudy	Daylight	
FHPD150FF079926	FHP	Long	8/31/2015 0:00	5:15 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) SB EXIT RAMP	STATE ROAD 514 (MALABAR ROAD)	500	North	Rear End	3	0	0	0	2	N	N	1500	Cloudy	Daylight	
FHPD140FF064049	FHP	Long	7/21/2014 0:00	4:00 PM	Palm Bay	Brevard	I95 (SR 9) EXIT RAMP	SR 514 (MALABAR RD)	100	North	Unknown	2	0	0	0	1	N	N	51	Cloudy	Daylight	
FHPD150FF000487	FHP	Short	1/2/2015 0:00	6:25 PM	Palm Bay	Brevard	INTERSTATE 95 SB EXIT RAMP	STATE ROAD 514 (MALABAR RD)	25	North	Rear End	2	0	0	0	0	N	N	1700	Clear	Dark - Lighted	
FHPD150FF052160	FHP	Short	6/10/2015 0:00	12:25 PM	Palm Bay	Brevard	I-95 EXIT RAMP SB	SR-514 MALABAR RD	25	North	Rear End	2	0	0	0	0	N	N	1500	Clear	Daylight	
FHPD120FF009234	FHP	Long	2/4/2012 0:00	5:58 PM	Palm Bay	Brevard	I95 SR 9 ENTRANCE RAMP	S 514 MALABAR ROAD	528	North	Sideswipe	2	0	0	0	0	N	N	400	Cloudy	Daylight	
16-006441	Palm Bay PD	Long	7/26/2016 0:00	6:53 AM	Palm Bay	Brevard	ON RAMP OF NORTH BOUND I-95	MALABAR RD NE	472	North	Rear End	2	0	0	0	0	N	N	3000	Clear	Daylight	
FHPD140FF114005	FHP	Long	12/24/2014 0:00	11:50 PM	Palm Bay	Brevard	NB I-95 (STATE ROAD 9) 174 MM	STATE ROAD 514 (MALABAR RD)	5280	North	Off Road	1	0	0	0	0	N	N	3100	Rain	Dark - Not Lighted	
FHPD150FF067243	FHP	Long	7/25/2015 0:00	11:57 AM	Palm Bay	Brevard	I-95 SB MM 173	SR-514 (MALABAR ROAD)	5280	North	Other	1	0	0	0	0	N	N	2500	Rain	Daylight	
FHPD150FF015057	FHP	Short	2/19/2015 0:00	6:11 PM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 9) MM 173	STATE ROAD 514(MALABAR ROAD)	1320	North	Rear End	2	0	0	0	0	N	N	1500	Clear	Daylight	
FHPD150FF016032	FHP	Short	2/22/2015 0:00	5:42 PM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 9) MM 173.5	STATE ROAD 514(MALABAR ROAD)	2640	North	Sideswipe	2	0	0	0	0	N	N	1100	Clear	Daylight	
FHPD150FF048995	FHP	Long	6/1/2015 0:00	12:39 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) SB	STATE ROAD 514 (MALABAR ROAD)	2640	South	Off Road	1	0	2	0	0	N	N	5000	Clear	Dark - Lighted	
FHPD160FF083045	FHP	Long	8/27/2016 0:00	2:20 AM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 09)SB MM173	STATE ROAD 514(MALABAR RD)	1320	South	Off Road	1	0	0	0	2	N	N	7000	Clear	Dark - Lighted	
FHPD120FF075640	FHP	Long	9/4/2012 0:00	3:32 AM	Unincorporated	Brevard	SB SR9	MM173	2640	South	Off Road	1	0	0	0	1	N	N	10000	Clear	Dark - Lighted	
FHPD130FF062496	FHP	Long	7/24/2013 0:00	1:50 PM	Unincorporated	Brevard	I-95 (SR 9)	SR 514	5280	South	Unknown	2	0	0	0	6	N	N	4000	Rain	Daylight	
FHPD150FF001026	FHP	Long	1/4/2015 0:00	9:46 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) NB	STATE ROAD 514 (MALABAR ROAD)	5280	South	Sideswipe	2	0	0	0	0	N	N	600	Clear	Dark - Not Lighted	
FHPD160FF119065	FHP																					

I-95 Mainline

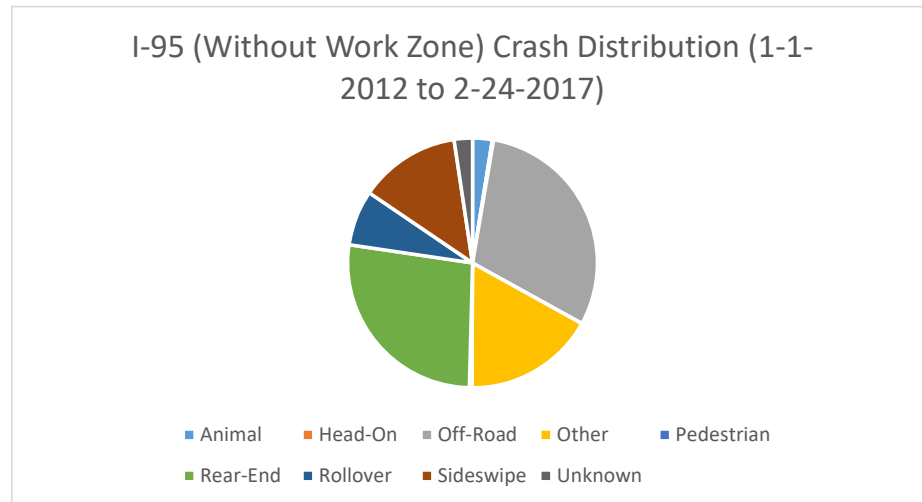
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPD13OFF057934	FHP	Long	7/10/2013 0:00	2:35 PM	Unincorporated	Brevard	INTERSTATE 95 EXIT RAMP (SR9)	MALABAR RD (SR514)	100	North	Rear End	4	0	0	0	1 N	N	N	12000	Clear	Daylight
FHPD13OFF026489	FHP	Long	4/1/2013 0:00	3:25 PM	Palm Bay	Brevard	INTERSTATE 95 (SR-9)	SR-514 (MALABAR RD)	500	North	Unknown	2	0	0	0	1 N	N	N	4000	Clear	Daylight
FHPD13OFF026648	FHP	Long	4/2/2013 0:00	12:50 AM	Palm Bay	Brevard	I-95 (SR 9) MM 173	SR 514 (MALABAR RD)	300	North	Rear End	2	0	0	0	0 N	N	N	21500	Clear	Dark - Lighted
FHPD15OFF072081	FHP	Long	8/8/2015 0:00	1:40 PM	Palm Bay	Brevard	I95 SB MM173	SR 514 (MALABAR RD)	0		Rear End	2	0	0	0	0 N	Y	N	6000	Rain	Daylight
FHPD14OFF026627	FHP	Long	3/29/2014 0:00	6:25 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) RAMP	STATE ROAD 514 (MALABAR RD)	30	North	Sideswipe	2	0	0	0	0 N	N	N	1500	Rain	Dark - Lighted
FHPD16OFF042725	FHP	Long	5/4/2016 0:00	7:54 PM	Palm Bay	Brevard	INTERSTATE 95(SR 9)NB MM173	STATE ROAD 514(MALABAR ROAD)	1320	North	Off Road	1	0	0	0	0 N	N	N	3000	Rain	Dark - Lighted
13-009292	Palm Bay PD	Long	10/20/2013 0:00	4:37 PM	Palm Bay	Brevard	I-95	MALABAR RD SE	25	South	Rear End	3	0	0	0	1 N	Y	N	7000	Cloudy	Daylight
FHPD14OFF103452	FHP	Long	11/22/2014 0:00	1:00 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9) NB	STATE ROAD 514 (MALABAR ROAD)	26400	South	Sideswipe	2	0	0	0	0 N	N	N	1200	Cloudy	Daylight
FHPD16OFF012512	FHP	Long	2/8/2016 0:00	12:40 PM	Palm Bay	Brevard	I-95 (SR 9) MM 173	SR 514 (MALABAR RD) OVERPASS	0		Other	3	0	0	0	1 N	N	N	4500	Clear	Daylight
FHPD16OFF080955	FHP	Short	8/21/2016 0:00	1:05 PM	Palm Bay	Brevard	I-95 NB MM 173	SR 514 (MALABAR RD)	5280	South	Off Road	1	0	0	0	0 N	N	N	3500	Rain	Daylight
FHPD14OFF031508	FHP	Long	4/12/2014 0:00	4:25 PM	Palm Bay	Brevard	SB INTERSTATE 95 MM173	SR 514 (MALABAR RD)	500	South	Other	2	0	0	0	0 N	N	N	500	Clear	Daylight
FHPD15OFF088443	FHP	Long	9/24/2015 0:00	6:30 PM	Palm Bay	Brevard	SB I95 MM173	SR 514 (MALABAR RD)	2640	South	Off Road	1	0	0	0	0 N	N	N	4000	Clear	Daylight
FHPD14OFF107496	FHP	Long	12/5/2014 0:00	8:30 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) SB MM173	STATE ROAD 514 (MALABAR ROAD)	500	South	Other	2	0	0	0	0 N	N	N	250	Rain	Daylight
FHPD13OFF102749	FHP	Long	12/1/2013 0:00	7:35 PM	Unincorporated	Brevard	I-95 SB (SR-9)	SR 514 (MALABAR RD)	1320	South	Rear End	2	0	0	0	0 N	N	N	1250	Cloudy	Dark - Lighted
FHPD13OFF046267	FHP	Long	6/4/2013 0:00	2:20 PM	Palm Bay	Brevard	I-95	SR-514	2640	South	Other	2	0	0	0	0 N	N	N	100	Cloudy	Daylight
13270009	Brevard Co SO	Long	8/26/2013 0:00	5:30 PM	Unincorporated	Brevard	I95		0		Off Road	1	0	0	0	0 N	N	N	1000	Clear	Daylight
FHPD12OFF073134	FHP	Long	8/27/2012 0:00	7:45 AM	Unincorporated	Brevard	I 95 SR 9	SR 514 MALABAR ROAD	5280	South	Rear End	3	0	0	0	3 N	N	N	11800	Rain	Dusk
FHPD16OFF043436	FHP	Long	5/6/2016 0:00	5:00 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	1320	North	Rear End	2	0	0	0	1 N	N	N	4500	Clear	Daylight
FHPD12OFF076188	FHP	Long	9/5/2012 0:00	5:03 PM	Unincorporated	Brevard	I-95 (STATE ROAD 9)	SR-514 (MALABAR RD)	1056	North	Rear End	5	0	0	0	2 N	Y	N	37500	Cloudy	Daylight
FHPD13OFF084256	FHP	Long	10/1/2013 0:00	2:10 PM	Unincorporated	Brevard	I95	GRANT RD	4000	South	Off Road	1	0	0	0	0 Y	N	Y	5000	Clear	Daylight
FHPD12OFF062528	FHP	Long	7/23/2012 0:00	6:45 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD9)	MICCO ROAD	5280	North	Other	1	0	0	0	0 N	N	N	4000	Rain	Dusk
FHPD15OFF034906	FHP	Long	4/18/2015 0:00	1:10 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9) NB 168 MM	GRANT ROAD	2640	North	Other	1	0	0	0	2 N	N	N	250	Clear	Daylight
FHPD13OFF054559	FHP	Long	6/29/2013 0:00	8:40 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	31680	South	Off Road	1	0	0	0	0 N	N	N	6000	Rain	Dark - Not Lighted
FHPD16OFF065589	FHP	Long	7/9/2016 0:00	1:10 PM	Unincorporated	Brevard	I-95 SR-9	GRANT RD	1056	South	Off Road	1	0	0	0	1 N	N	N	20000	Clear	Daylight
FHPD16OFF073866	FHP	Long	8/2/2016 0:00	3:22 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	MILE MARKER 169	0		Rear End	5	0	0	0	3 N	N	N	169000	Clear	Dark - Not Lighted

I-95 Mainline_No Work Zone
 1/1/2012 - 2/24/2017

Type of Crash	Frequency	Percentage	Fatalities	Injuries
Animal	15	2.56%	0	2
Head-On	1	0.17%	0	1
Off-Road	178	30.32%	2	92
Other	100	17.04%	1	47
Pedestrian	2	0.34%	1	0
Rear-End	158	26.92%	3	135
Rollover	42	7.16%	2	37
Sideswipe	77	13.12%	0	10
Unknown	14	2.39%	0	14
Total	587	100.00%	9	338

C= 587	crashes
N= 5.15	years
V= 40653	AADT
L= 17.235	miles
R= 0.4456913	crashes per MVMT



I-95 Mainline_No Work Zone
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPD14OFF112486	FHP	Short	12/20/2014 0:00	1:55 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD9) SB MM171	STATE ROAD 514 (MALABAR ROAD)	10560	South	Rear End	2	0	0	0	N	N	N	2000	Clear	Daylight
FHPD12OFF110837	FHP	Short	12/29/2012 0:00	2:33 PM	Unincorporated	Brevard	INTERSTATE 95	CR 514 (MALABAR ROAD)	5280	South	Unknown	2	0	0	0	N	Y	N	3000	Clear	Daylight
FHPD14OFF038058	FHP	Long	5/2/2014 0:00	3:45 PM	Palm Bay	Brevard	I95 (SR 9)	SR 514	5280	South	Off Road	1	0	0	0	N	N	N	3000	Rain	Daylight
FHPL12OFF044507	FHP	Long	7/22/2012 0:00	12:40 AM	Unincorporated	Brevard	I-95 SR-9	CR 512	89760	North	Animal	1	0	0	0	N	N	N	2500	Clear	Dark - Not Lighted
FHPD15OFF102715	FHP	Long	11/6/2015 0:00	3:15 PM	Unincorporated	Brevard	NB INTERSTATE 95 (STATE ROAD 9)	MICCO ROAD	5280	North	Off Road	1	0	0	2	N	N	N	20000	Clear	Daylight
FHPD12OFF085531	FHP	Long	10/5/2012 0:00	5:20 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MM 165 SB	2640	South	Other	1	0	0	0	N	N	N	7000	Cloudy	Daylight
FHPD15OFF080389	FHP	Short	9/1/2015 0:00	11:25 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MM 164	0		Other	1	0	0	0	N	N	N	800	Clear	Dark - Not Lighted
FHPD16OFF088631	FHP	Long	9/12/2016 0:00	6:55 AM	Unincorporated	Brevard	I-95 SB	GRANT RD	5280	South	Sideswipe	2	0	0	0	N	N	N	25000	Cloudy	Daylight
FHPD12OFF103722	FHP	Long	12/6/2012 0:00	4:30 PM	Malabar	Brevard	I-95 (SR 9) MM 168	SR 514 (MALABAR RD)	26400	South	Sideswipe	2	0	0	0	N	N	N	500	Clear	Daylight
FHPD12OFF035047	FHP	Long	4/26/2012 0:00	10:40 AM	Malabar	Brevard	I95 NB SR 9	SR 514 MALABAR RD	26400	South	Other	1	0	0	0	N	N	N	1500	Clear	Daylight
FHPD16OFF071072	FHP	Long	7/24/2016 0:00	11:57 PM	Malabar	Brevard	I-95 (STATE ROAD 9) SB MM168	STATE ROAD 514 (MALABAR RD)	79200	South	Other	2	0	0	1	N	N	N	30000	Clear	Dark - Not Lighted
FHPD16OFF005985	FHP	Long	1/19/2016 0:00	3:30 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9) NB 168 MM	GRANT ROAD	2640	South	Rear End	2	0	0	1	N	N	N	12000	Clear	Daylight
FHPD12OFF109151	FHP	Short	12/23/2012 0:00	4:57 PM	Unincorporated	Brevard	INTERSTATE 95	MALABAR RD	31680	South	Other	2	0	0	0	N	N	N	1500	Clear	Dark - Not Lighted
FHPD16OFF011577	FHP	Short	2/5/2016 0:00	2:00 PM	Unincorporated	Brevard	NB I95 MM167	CR 514 (MALABAR RD)	31680	South	Other	2	0	0	0	N	N	N	1000	Clear	Daylight
FHPD15OFF012381	FHP	Long	2/11/2015 0:00	2:11 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) MM 167	GRANT ROAD	10560	North	Off Road	1	0	0	1	N	N	N	10000	Clear	Daylight
FHPD14OFF088472	FHP	Long	10/3/2014 0:00	10:25 PM	Malabar	Brevard	STATE ROAD 514 (MALABAR RD)	STATE ROAD 514 (MALABAR RD)	21120	South	Rear End	2	0	0	1	Y	Y	N	3500	Cloudy	Dark - Not Lighted
FHPD16OFF005107	FHP	Long	1/16/2016 0:00	3:15 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	15840	South	Other	1	0	0	0	N	N	N	2500	Clear	Daylight
FHPD15OFF017669	FHP	Long	2/27/2015 0:00	5:16 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) MM 162	MICCO ROAD	10560	South	Sideswipe	2	0	0	1	N	N	N	12000	Rain	Daylight
FHPD13OFF085777	FHP	Short	10/6/2013 0:00	2:00 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 512	21120	North	Rear End	2	0	0	0	N	Y	N	2000	Clear	Daylight
FHPD16OFF100578	FHP	Long	10/15/2016 0:00	7:56 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) NB MM163	COUNTY ROAD 512 (95TH STREET)	36960	North	Other	2	0	0	0	N	N	N	10000	Cloudy	Dawn
FHPD14OFF053519	FHP	Long	6/19/2014 0:00	12:28 PM	Unincorporated	Brevard	STATE ROAD 9(INTERSTATE 95)MM 164	MICCO ROAD	5280	South	Other	2	0	0	2	N	N	N	46000	Cloudy	Daylight
FHPD13OFF051438	FHP	Long	6/20/2013 0:00	2:10 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	52800	South	Off Road	1	0	0	0	N	N	N	17000	Rain	Daylight
FHPD17OFF012007	FHP	Long	2/6/2017 0:00	8:20 PM	Unincorporated	Brevard	INTERSTATE 95 NB MM162	MICCO ROAD	15840	South	Rollover	1	0	0	2	N	N	N	10000	Clear	Dark - Not Lighted
FHPL13OFF037388	FHP	Short	6/20/2013 0:00	2:28 PM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	15840	South	Sideswipe	2	0	0	0	N	N	N	550	Rain	Daylight
FHPL15OFF042140	FHP	Long	7/4/2015 0:00	1:51 PM	Unincorporated	Indian River	I 95 (SR 9) NB MM 155.5 NB	CR 512 (FELLSMERE RD)	7920	South	Off Road	1	0	0	0	N	N	N	8500	Rain	Daylight
FHPL15OFF065539	FHP	Long	10/15/2015 0:00	7:01 AM	Unincorporated	Indian River	I 95 (SR 9) SB MM 159	CR 512 (FELLSMERE RD)	15840	South	Rollover	1	0	0	0	N	Y	N	6500	Clear	Daylight
FHPL15OFF083145	FHP	Long	12/26/2015 0:00	6:36 PM	Unincorporated	Indian River	I 95 (SR 9) SB MM 156	CR 512 (FELLSMERE RD)	500	South	Other	3	0	0	0	N	Y	N	9500	Rain	Dark - Not Lighted
FHPL14OFF024142	FHP	Long	4/20/2014 0:00	3:35 AM	Fellsmere	Indian River	I-95 SR 9 MM157	CR 512 FELLSMERE	5280	North	Off Road	1	0	0	1	N	N	N	2400	Clear	Daylight
FHPL12OFF050367	FHP	Short	8/16/2012 0:00	8:55 PM	Unincorporated	Indian River	I-95 (SR-9) SOUTHBOUND	MM165	0		Other	1	0	0	0	N	N	N	1000	Rain	Dark - Not Lighted
FHPL13OFF030408	FHP	Long	5/20/2013 0:00	4:30 PM	Unincorporated	Indian River	INTERSTATE 95 SB(STATEROAD 9)	COUNTY ROAD 512	2640	North	Unknown	2	0	0	2	N	N	N	10000	Cloudy	Daylight
FHPL12OFF054285	FHP	Long	9/3/2012 0:00	4:25 PM	Unincorporated	Indian River	I95 STATE ROAD 9 NB	COUNTY ROAD 512	2640	North	Unknown	2	0	0	2	Y	Y	N	13000	Clear	Daylight
FHPL14OFF081372	FHP	Long	12/30/2014 0:00	4:45 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	5280	North	Sideswipe	2	0	0	1	N	N	N	5500	Fog, Smog, Smoke	Dark - Not Lighted
FHPL13OFF033515	FHP	Long	6/3/2013 0:00	8:46 AM	Unincorporated	Indian River	I-95 (SR-9)	MM157	0		Off Road	1	0	0	1	N	N	N	20000	Clear	Daylight
FHPL13OFF033940	FHP	Short	6/5/2013 0:00	10:50 AM	Unincorporated	Indian River	INTERSTATE 95 SB (STATE ROAD 9)	COUNTY ROAD 512	10560	North	Other	1	0	0	0	N	N	N	500	Cloudy	Daylight
FHPL16OFF093704	FHP	Short	12/20/2016 0:00	11:20 AM	Unincorporated	Indian River	I-95 (SR9)	CR512	10560	North	Sideswipe	2	0	0	0	N	N	N	2200	Cloudy	Daylight
201400114169	Indian River Co SO	Long	7/6/2014 0:00	12:38 PM	Unincorporated	Indian River	N I 95 (SR 9)		0		Rear End	2	0	0	0	N	N	N	2000	Rain	Daylight
FHPD13OFF037306	FHP	Long	5/6/2013 0:00	11:20 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	68640	South	Other	2	0	0	0	N	N	N	7500	Clear	Daylight
FHPD13OFF035179	FHP	Long	4/29/2013 0:00	7:05 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	MM 160	0		Off Road	1	0	0	2	N	N	N	5000	Cloudy	Dusk
FHPD16OFF003089	FHP	Long	1/10/2016 0:00	2:10 PM	Unincorporated	Brevard	NB I95 161 MILE MARKER	FELLSMERE RD	26400	North	Animal	1	0	0	0	N	N	N	1000	Cloudy	Daylight
FHPD16OFF024304	FHP	Short	3/13/2016 0:00	3:12 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	163MM	2640	South	Rear End	2	0	0	0	N	N	N	1000	Clear	Daylight
FHPL12OFF035840	FHP	Short	6/13/2012 0:00	6:26 PM	Unincorporated	Indian River	I 95 (SR 9)	CR 512 (FELLSMERE ROAD)	21120	North	Off Road	1	0	0	0	N	N	N	4500	Rain	Daylight
FHPL15OFF065204	FHP	Long	10/13/2015 0:00	5:03 PM	Unincorporated	Indian River	I 95 (SR 9) MM 159	CR 512 (FELLSMERE RD)	15840	South	Other	1	0	0	2	N	N	N	5500	Rain	Daylight
FHPD16OFF057529	FHP	Short	6/16/2016 0:00	11:25 AM	Unincorporated	Brevard	I-95 (SR-9) SB (160 MM)	SR-514 (MALABAR RD)	68640	South	Other	1	0	0	0	N	N	N	500	Clear	Daylight
FHPD15OFF013921	FHP	Long	2/16/2015 0:00	12:10 PM	Malabar	Brevard	I-95 NB	SR-514	13200	South	Off Road	1	0	0	1	N	N	N	12000	Clear	Daylight
FHPD12OFF053309	FHP	Short	6/24/2012 0:00	3:35 AM	Unincorporated	Brevard	I-95	MICCO RD	5280	North	Off Road	1	0	0	0	N	N	N	2000	Cloudy	Dark - Not Lighted
FHPD16OFF015424	FHP	Short	2/17/2016 0:00	9:20 AM	Unincorporated	Brevard	I-95 SR-9	MICCO RD	5280	North	Other	1	0	0	0	N	N	N	2500	Clear	Daylight
FHPD12OFF049161	FHP	Short	6/10/2012 0:00	3:10 PM	Unincorporated	Brevard	I-95 (SR 9)	MICCO ROAD	1320	North	Animal	1	0	0	0	N	N	N	1500	Clear	Daylight
FHPD16OFF060637	FHP	Long	6/25/2016 0:00	12:10 AM	Unincorporated	Brevard	INTERSTATE 95 NB MM164	MICCO ROAD	2640	North	Rear End	2	0	0	2	N	Y	N	15000	Clear	Dark - Not Lighted
FHPD17OFF013504	FHP	Long	2/11/2017 0:00	2:10 AM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 09)NB MM163	GRANT RD	5280	South	Off Road	1	0	0	0	N	N	N	2000	Clear	Dark - Not Lighted
FHPD13OFF070509	FHP	Long	8/17/2013 0:00	10:05 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	47520	South	Off Road	1	0	0	1	N	N	N	30000	Clear	Dark - Not Lighted
FHPD12OFF097107	FHP	Long	11/13/2012 0:00	8:53 AM	Unincorporated	Brevard	I-95 SB MM 165	GRANT RD	10560	South	Rollover	1	0	0	0	N	N	N	50000	Cloudy	Daylight
FHPD15OFF097549	FHP	Long	10/22/2015 0:00	5:55 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MICCO ROAD	7920	North	Off Road	1	0	0	1	N	N	N	8500	Cloudy	Daylight
FHPD12OFF000445	FHP	Short	1/3/2012 0:00	3:20 AM	Unincorporated	Brevard	I-95 (SR 9)	SR 514 (MALABAR ROAD)	42240	South	Animal	1	0	0	0	N	N	N	300	Clear	Dark - Not Lighted
FHPD13OFF030777	FHP	Long	4/14/2013 0:00	11:40 PM	Unincorporated	Brevard	I-95 (SR 9) SB MM 169	GRANT RD	4224	North	Off Road	1	0	0	2	N	N	N	6000	Rain	Dark - Not Lighted
FHPD13OFF054446	FHP	Long	6/29/2013 0:00	3:00 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	26400	South	Off Road	1	0	0	0	N	N	N	3500	Rain	Daylight
FHPD15OFF007335	FHP	Long	1/26/2015 0:00	7:00 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	26400	South	Animal	1	0	0	0	N	N	N	4000	Rain	Dark - Not Lighted
FHPD15OFF029184	FHP	Short	4/2/2015 0:00	8:35 AM	Malabar	Brevard	I95 (SR 9)	MALABAR RD	5280	North	Rear End	2	0	0							

I-95 Mainline_No Work Zone
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Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPD140FF002936	FHP	Long	1/10/2014 0:00	7:00 PM	Palm Bay	Brevard	INTERSTATE 95 (SR-9)	SR 514 (MALABAR RD)	15840	North	Off Road	1	0	0	0	N	N	N	12000	Clear	Dark - Not Lighted
FHPD120FF066444	FHP	Long	8/5/2012 0:00	12:25 PM	Unincorporated	Brevard	I-95 (SR 9)	MICCO ROAD	10560	South	Rear End	2	0	0	0	3	N	N	500	Cloudy	Daylight
FHPD130FF028776	FHP	Long	4/8/2013 0:00	3:05 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATEROAD 514 (MALABAR RD)	63360	South	Unknown	2	0	0	0	0	N	N	6000	Clear	Daylight
FHPD170FF016059	FHP	Long	2/18/2017 0:00	1:45 PM	Unincorporated	Brevard	SR-9	SR 514 (MALABAR RD)	52800	South	Off Road	1	0	0	0	1	N	N	4000	Clear	Daylight
FHPL150FF043200	FHP	Short	7/9/2015 0:00	6:15 PM	Fellsmere	Indian River	SB I-95 (SR-9) 156MM	CR-512 (96TH STREET)	500	South	Rear End	2	0	0	0	0	N	N	1000	Clear	Daylight
LWRC140FF000806	FHP	Short	4/29/2014 0:00	5:58 PM	Unincorporated	Indian River	SB I-95 (SR-9) AT THE 157 MM	CR-512 (FELLSMERE RD)	5280	North	Off Road	1	0	0	0	0	N	N	1000	Rain	Daylight
FHPL120FF072013	FHP	Short	11/23/2012 0:00	8:26 AM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	10560	South	Animal	1	0	0	0	0	N	N	6000	Clear	Daylight
FHPL120FF026044	FHP	Short	4/30/2012 0:00	5:20 PM	Unincorporated	Indian River	I-95 (SR9)	CR-512	5280	North	Off Road	1	0	0	0	0	N	N	2000	Clear	Daylight
FHPL150FF032382	FHP	Long	5/22/2015 0:00	10:00 PM	Unincorporated	Indian River	NB I-95 (SR 9) AT MM157	COUNTY ROAD 512	5280	North	Other	1	0	0	0	0	N	N	700	Rain	Dark - Not Lighted
FHPL150FF063004	FHP	Long	10/4/2015 0:00	10:00 AM	Unincorporated	Indian River	I-95 (SR9)	CR512	5280	North	Sideswipe	2	0	0	0	0	N	N	4000	Clear	Daylight
FHPL160FF089823	FHP	Long	12/6/2016 0:00	4:36 PM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	5280	North	Off Road	1	0	0	0	0	N	N	5000	Rain	Dusk
FHPL140FF066777	FHP	Long	10/26/2014 0:00	11:00 AM	Unincorporated	Indian River	I-95 (SR9)	CR512	5280	North	Rear End	2	0	0	0	1	N	N	10200	Clear	Daylight
FHPL120FF050736	FHP	Long	8/18/2012 0:00	1:14 PM	Unincorporated	Indian River	I 95 (SR 9) SB MM 157	CR 512 (FELLSMERE ROAD)	5280	North	Off Road	1	0	0	0	1	N	N	9110	Rain	Daylight
FHPL150FF030552	FHP	Long	5/15/2015 0:00	2:40 PM	Unincorporated	Indian River	SB I-95 (SR-9) 158 MM	CR-512 (95TH STREET)	10560	North	Sideswipe	2	0	0	0	0	N	N	1300	Clear	Dusk
FHPL160FF038464	FHP	Short	6/1/2016 0:00	10:30 AM	Unincorporated	Indian River	I-95 (SR-9) MM 155	CR 512 (95TH STREET)	5280	South	Sideswipe	2	0	0	0	0	N	N	280	Clear	Daylight
FHPL130FF073903	FHP	Long	12/4/2013 0:00	10:30 AM	Unincorporated	Indian River	10:30 AM Unincorporated	INTERSTATE 95 NB (STATEROAD 9)	10560	North	Other	2	0	0	0	0	N	N	800	Clear	Daylight
FHPL140FF013979	FHP	Long	3/4/2014 0:00	10:30 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	10560	North	Other	4	0	0	0	0	N	N	1500	Clear	Daylight
FHPL120FF037734	FHP	Long	6/22/2012 0:00	11:06 AM	Unincorporated	Indian River	I-95 SOUTH	CR-512	10560	North	Off Road	1	0	0	0	1	N	N	10000	Rain	Daylight
201335643	Indian River Co SO	Long	3/4/2013 0:00	5:56 PM	Unincorporated	Indian River	SR 9		0		Off Road	1	0	0	0	0	N	N	200	Clear	Daylight
FHPD120FF036881	FHP	Long	5/2/2012 0:00	2:35 PM	Unincorporated	Brevard	INTERSTATE - 95 (SR-9)	BUFFER PRESERVE DR	100	North	Sideswipe	2	0	0	0	1	N	N	2100	Clear	Daylight
FHPD120FF020392	FHP	Long	3/11/2012 0:00	7:45 AM	Unincorporated	Brevard	SR 9	CR 512	21120	North	Off Road	1	0	0	0	0	N	N	105000	Rain	Daylight
FHPL130FF006346	FHP	Short	2/1/2013 0:00	8:10 AM	Unincorporated	Indian River	I 95 (SR 9) SB MM 160	CR 512 (FELLSMERE RD)	21120	North	Animal	1	0	0	0	0	N	N	500	Clear	Daylight
FHPD120FF030751	FHP	Long	4/11/2012 0:00	6:05 PM	Unincorporated	Brevard	SB I-95 (STATE ROAD 9)	SR-514 (MALABAR RD)	63360	South	Off Road	1	0	0	0	1	N	N	3000	Clear	Daylight
FHPL130FF077601	FHP	Long	12/20/2013 0:00	5:10 AM	Unincorporated	Brevard	I-95/ SR 9	CR 512	31680	North	Sideswipe	2	0	0	0	0	N	N	500	Cloudy	Dark - Not Lighted
FHPD160FF021274	FHP	Long	3/5/2016 0:00	2:25 AM	Unincorporated	Brevard	I-95 (SR 9) MM 164	MICCO RD	5280	North	Rear End	2	0	0	0	7	N	N	7200	Clear	Dark - Not Lighted
FHPD120FF081253	FHP	Long	9/21/2012 0:00	9:55 PM	Malabar	Brevard	NORTHBOUND I-95 (STATE ROAD 9) 163MM	STATE ROAD 514 (MALABAR RD)	52800	South	Off Road	1	0	0	0	0	N	N	9000	Rain	Dark - Not Lighted
FHPD120FF072537	FHP	Long	8/25/2012 0:00	1:15 AM	Unincorporated	Brevard	I-95 SB (SR-9)	SR 514 (MALABAR RD)	42240	South	Other	1	0	0	0	0	N	N	2000	Cloudy	Dark - Not Lighted
ORCC160FF000319	FHP	Long	3/7/2016 0:00	11:55 AM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	165MM	2640	South	Rear End	2	0	0	0	1	N	N	9001	Clear	Daylight
FHPD120FF083712	FHP	Long	9/30/2012 0:00	5:00 PM	Unincorporated	Brevard	I 95	GRANT RD	5280	South	Rollover	1	0	0	0	1	N	N	10000	Cloudy	Daylight
FHPD130FF081136	FHP	Long	9/20/2013 0:00	9:45 PM	Unincorporated	Brevard	I-95 (SR 9) MM 167	GRANT RD	5280	South	Off Road	1	0	0	0	0	N	N	500	Clear	Dark - Not Lighted
FHPD120FF028117	FHP	Long	4/3/2012 0:00	10:50 AM	Unincorporated	Brevard	I 95 NB	MM 166	0		Off Road	1	0	0	0	0	N	N	2000	Clear	Daylight
FHPD130FF055114	FHP	Long	7/1/2013 0:00	4:17 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	36960	South	Rear End	2	0	0	0	1	N	N	1700	Rain	Daylight
FHPD160FF087935	FHP	Long	9/9/2016 0:00	5:27 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	10560	South	Other	1	0	0	0	1	N	N	6500	Cloudy	Daylight
FHPD150FF018069	FHP	Long	2/28/2015 0:00	12:00 AM	Malabar	Brevard	INTERSTATE 95 (SR-9)	168 MILE MAKER	2640	South	Rear End	2	0	0	0	1	N	N	8500	Rain	Daylight
FHPD120FF066034	FHP	Long	8/4/2012 0:00	7:57 AM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	GRANT ROAD	1000	North	Off Road	1	0	0	0	0	N	N	7500	Cloudy	Daylight
FHPD150FF030545	FHP	Long	4/6/2015 0:00	1:36 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	2640	South	Head On	2	0	0	0	1	N	N	15000	Clear	Dark - Not Lighted
FHPD150FF030535	FHP	Long	4/6/2015 0:00	1:35 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT RD	3168	South	Other	2	0	0	0	0	N	N	6500	Clear	Dark - Not Lighted
FHPD120FF022135	FHP	Long	3/16/2012 0:00	9:48 AM	Unincorporated	Brevard	I-95 (SR-9)	168 MM	0		Rear End	3	0	0	0	4	N	N	40000	Clear	Daylight
FHPD120FF103613	FHP	Long	12/6/2012 0:00	11:10 AM	Unincorporated	Brevard	I-95 (SR 9) MM 169	GRANT RD	6336	North	Rollover	1	0	0	0	1	N	N	15000	Clear	Daylight
FHPD150FF064954	FHP	Long	7/18/2015 0:00	10:45 AM	Unincorporated	Brevard	I-95 (SR 9) MM168	GRANT RD OVERPASS	5280	North	Other	1	0	0	0	1	N	N	22000	Clear	Daylight
FHPD160FF005810	FHP	Long	1/18/2016 0:00	9:44 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	15840	South	Rear End	4	0	0	0	0	N	N	28000	Clear	Dark - Not Lighted
FHPD140FF011202	FHP	Long	2/8/2014 0:00	12:47 AM	Unincorporated	Brevard	I-95 (SR-9)	MM162	0		Animal	1	0	0	0	0	N	N	5000	Fog, Smog, Smoke	Dark - Not Lighted
FHPD160FF004971	FHP	Long	1/16/2016 0:00	8:30 AM	Unincorporated	Brevard	I-95 (SR 9) MM 162	MICCO RD OVERPASS	10560	South	Sideswipe	2	0	0	0	1	N	N	9500	Clear	Daylight
FHPD140FF081118	FHP	Long	9/12/2014 0:00	4:50 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	63360	South	Rollover	1	0	0	0	1	N	N	20000	Clear	Dark - Not Lighted
FHPD140FF050975	FHP	Long	6/11/2014 0:00	1:20 AM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	C-54 CANAL	5280	North	Off Road	1	0	0	0	0	N	N	4500	Rain	Daylight
FHPD160FF062953	FHP	Long	7/1/2016 0:00	6:50 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MICCO ROAD	5280	South	Off Road	1	0	0	0	2	N	N	5000	Rain	Daylight
FHPD160FF024428	FHP	Long	3/13/2016 0:00	11:49 PM	Unincorporated	Brevard	I-95 (STATE ROAD 9) NB MM162	STATE ROAD 514 (MALABAR RD)	58080	South	Off Road	3	0	0	0	1	N	N	21000	Clear	Dark - Not Lighted
FHPL150FF005650	FHP	Short	1/27/2015 0:00	4:20 PM	Unincorporated	Indian River	I-95 NB ENTRANCE RAMP	CR-512 (95TH STREET)	1000	North	Rear End	2	0	0	0	0	N	N	1000	Clear	Daylight
FHPL130FF038108	FHP	Long	6/23/2013 0:00	2:40 PM	Unincorporated	Indian River	2:40 PM Unincorporated	STATE ROAD 9	113	South	Rear End	3	0	1	1	1	N	N	8000	Rain	Daylight
FHPL130FF058317	FHP	Long	9/23/2013 0:00	4:00 PM	Unincorporated	Indian River	I-95 (SR9)	CR512	100	South	Rear End	2	0	0	0	0	N	N	6000	Rain	Daylight
FHPL150FF081650	FHP	Long	12/20/2015 0:00	5:46 PM	Unincorporated	Indian River	I 95 (SR 9) MM 158 SB	CR 512 (FELLSMERE RD)	10560	North	Rear End	2	0	0	0	0	N	N	5000	Clear	Dark - Not Lighted
FHPL160FF091206	FHP	Long	12/11/2016 0:00	12:45 PM	Unincorporated	Indian River	I 95 (SR 9) NB MM 155.5	CR 512 (FELLSMERE RD)	1000	South	Off Road	1	0	0	0	0	N	N	6500	Rain	Daylight
FHPD120FF023910	FHP	Short	3/21/2012 0:00	11:50 AM	Fellsmere	Indian River	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 512 (FELLSMERE ROAD)	21120	North	Rear End	2	0	0	0	0	N	N	3000	Clear	Daylight
FHPL150FF060073	FHP	Long	9/22/2015 0:00	7:10 AM	Unincorporated	Indian River	SR 9 I-95	CR 512 MM 157	5280	South	Off Road	2	0	0	0	1	N	N	18500	Clear	Daylight
FHPL120FF025974	FHP	Long	4/30/2012 0:00	12:42 PM	Unincorporated	Indian River	INTERSTATE 95 (SR 9)	COUNTY ROAD 510	5280	North	Rear End	2	0	0	0	0	N	N	3500	Clear	Daylight
201400209734	Indian River Co SO	Long	12/28/2014 0:00	1:30 PM	Unincorporated	Indian River	S 95		0		Rear End	3	0	0	0	0	N	N	2501	Clear	Daylight
FHPL170FF014244	FHP	Short	2/23/2017 0:00	1:55 PM	Unincorporated	Indian River	INTERESTATE 95 NB (

I-95 Mainline_No Work Zone
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPD14OFF061579	FHP	Long	7/13/2014 0:00	7:40 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 164MM	MICCO ROAD	250	South	Sideswipe	2	0	0	0	N	N	N	8000	Clear	Dusk
FHPD16OFF067006	FHP	Long	7/13/2016 0:00	5:15 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	MALABAR ROAD	26400	South	Other	2	0	0	0	N	N	N	1500	Clear	Daylight
FHPD15OFF051401	FHP	Long	6/7/2015 0:00	8:00 PM	Malabar	Brevard	SB I95 173 MM	MALABAR RD	0		Sideswipe	2	0	0	0	N	N	N	500	Clear	Dusk
FHPD14OFF101273	FHP	Long	11/15/2014 0:00	11:15 AM	Unincorporated	Brevard	I-95 (SR 9) NB MM 167	GRANT RD	1056	South	Rear End	2	0	0	0	1	N	N	13000	Clear	Daylight
FHPD15OFF030544	FHP	Long	4/6/2015 0:00	1:40 AM	Unincorporated	Brevard	SR-9 (INTERSTATE-95)	GRANT RD	2640	South	Other	2	0	0	0	6	N	N	7000	Clear	Dark - Not Lighted
FHPD12OFF068362	FHP	Long	8/11/2012 0:00	2:50 PM	Unincorporated	Brevard	I95 SR 9	SR 514 MALABAR ROAD	31680	South	Sideswipe	2	0	0	0	0	N	N	450	Rain	Daylight
FHPD16OFF064539	FHP	Long	7/6/2016 0:00	2:12 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 09)NB MM169	VALKARIA RD	150	South	Off Road	1	0	0	0	1	N	N	9000	Clear	Daylight
FHPD12OFF058065	FHP	Short	7/9/2012 0:00	5:20 AM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	MM 173	0		Other	1	0	0	0	0	N	N	2000	Cloudy	Dark - Not Lighted
FHPD12OFF090882	FHP	Long	10/23/2012 0:00	3:15 PM	Unincorporated	Brevard	I95 (SR 9) 187 MM	VALKARIA RD	5280	South	Sideswipe	2	0	0	0	0	N	N	3000	Clear	Daylight
FHPD13OFF089249	FHP	Long	10/18/2013 0:00	11:30 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	15840	South	Rollover	1	0	0	0	1	N	N	20250	Clear	Daylight
FHPD12OFF073633	FHP	Long	8/28/2012 0:00	4:40 PM	Malabar	Brevard	I-95 NB MM 170	SR 514 (MALABAR RD)	15840	South	Sideswipe	2	0	0	0	1	N	N	10000	Rain	Daylight
FHPD12OFF080493	FHP	Long	9/19/2012 0:00	5:45 PM	Unincorporated	Brevard	I-95 (SR-9)	SR-514 (MALABAR RD)	15840	South	Rear End	2	0	0	0	0	N	N	2600	Rain	Daylight
FHPD16OFF024439	FHP	Short	3/13/2016 0:00	11:50 PM	Unincorporated	Brevard	I-95 (STATE ROAD 9) NB MM162	STATE ROAD 514 (MALABAR RD)	58080	South	Sideswipe	2	0	0	0	0	N	N	4000	Clear	Dark - Not Lighted
FHPD16OFF023536	FHP	Long	3/11/2016 0:00	4:15 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) NB 162 MM	MICCO ROAD	10560	South	Rear End	2	0	0	0	0	N	N	2500	Clear	Daylight
FHPD12OFF067666	FHP	Long	8/9/2012 0:00	2:45 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	MM 162	0		Rear End	2	0	0	0	3	N	N	25000	Clear	Daylight
FHPD15OFF068613	FHP	Long	7/29/2015 0:00	1:35 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MICCO ROAD	15840	South	Rear End	2	0	0	0	0	N	N	7800	Clear	Daylight
FHPD12OFF042665	FHP	Short	5/21/2012 0:00	12:25 PM	Unincorporated	Brevard	I-95(SR-9)	MICCO ROAD	15840	South	Other	2	0	0	0	0	N	N	1600	Clear	Daylight
FHPD12OFF020729	FHP	Long	3/12/2012 0:00	6:20 AM	Unincorporated	Brevard	I-95 (SR 9) NB MM 163	MICCO RD	2640	South	Other	2	0	0	0	2	N	N	4500	Clear	Dark - Not Lighted
FHPD15OFF043379	FHP	Short	5/14/2015 0:00	5:50 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD9)	TM GOODWIN ROAD	15840	North	Rear End	2	0	0	0	0	N	N	3400	Clear	Daylight
FHPD13OFF094546	FHP	Long	11/5/2013 0:00	6:17 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	52800	South	Other	2	0	0	0	1	N	N	17000	Cloudy	Dawn
FHPD15OFF108858	FHP	Long	11/24/2015 0:00	8:55 AM	Unincorporated	Brevard	I-95 (SR 9) MM 163	MICCO RD	5280	South	Rear End	2	0	0	0	1	N	N	36000	Clear	Daylight
FHPD14OFF053910	FHP	Long	6/20/2014 0:00	3:30 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 163 MM	MICCO ROAD	7920	South	Off Road	1	0	0	0	0	N	N	3500	Rain	Daylight
FHPD16OFF034457	FHP	Long	4/10/2016 0:00	10:35 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 162MM	MICCO ROAD	15840	North	Sideswipe	2	0	0	0	0	N	N	2500	Clear	Dark - Not Lighted
FHPL15OFF011742	FHP	Long	2/24/2015 0:00	8:15 AM	Fellsmere	Indian River	I-95 (SR-9) SB ENTRANCE RAMP	CR-512 (95TH STREET)	0		Other	1	0	0	0	0	N	N	0	Clear	Daylight
FHPL15OFF022481	FHP	Short	4/10/2015 0:00	2:23 PM	Unincorporated	Indian River	SB I-95 (SR-9) AT 156 EXIT RAMP	CR-512 (FELLSMERE RD)	100	North	Rear End	2	0	0	0	0	N	N	200	Clear	Daylight
FHPL13OFF002133	FHP	Long	1/11/2013 0:00	11:39 AM	Unincorporated	Indian River	I-95 (SR-9)	CR-512	500	South	Sideswipe	2	0	0	0	0	N	N	1050	Clear	Daylight
FHPL17OFF013347	FHP	Long	2/20/2017 0:00	6:33 AM	Unincorporated	Indian River	I 95 (SR 9) NB MM 157	CR 512 (FELLSMERE RD)	5280	North	Off Road	1	0	0	0	0	N	N	3500	Clear	Daylight
FHPL13OFF079778	FHP	Long	12/29/2013 0:00	7:15 PM	Unincorporated	Indian River	I-95 (SR9)	CR-512 (FELLSMERE RD)	500	South	Off Road	1	0	0	0	0	N	N	5500	Clear	Dark - Lighted
FHPL15OFF002384	FHP	Long	1/11/2015 0:00	8:36 PM	Unincorporated	Indian River	I 95 (SR 9) NB MM 158	CR 512 (FELLSMERE ROAD)	10560	North	Off Road	1	0	0	0	0	N	N	1200	Rain	Dark - Not Lighted
FHPL14OFF038914	FHP	Long	6/28/2014 0:00	1:06 PM	Unincorporated	Indian River	I95 (SR 9) SB MM 155	CR 512 (FELLSMERE ROAD)	5280	North	Off Road	1	0	0	0	1	N	N	7000	Clear	Daylight
FHPL14OFF007034	FHP	Long	2/1/2014 0:00	6:00 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	200	North	Off Road	1	0	0	0	0	N	N	1000	Fog, Smog, Smoke	Dark - Lighted
FHPL13OFF034138	FHP	Long	6/6/2013 0:00	7:39 AM	Unincorporated	Indian River	I-95 (SR-9)	CR-512 (MM156)	0		Off Road	1	0	0	0	0	N	N	15300	Rain	Dawn
201300148927	Indian River Co SO	Long	9/17/2013 0:00	7:32 PM	Unincorporated	Indian River	NORTH 95 HIGHWAY NORTH		0		Off Road	2	0	0	0	1	N	N	9500	Rain	Dark - Lighted
FHPL13OFF065008	FHP	Long	10/24/2013 0:00	8:00 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	5280	North	Sideswipe	2	0	0	0	0	N	N	7000	Clear	Daylight
FHPL14OFF052216	FHP	Long	8/25/2014 0:00	7:45 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	5280	North	Off Road	1	0	0	0	0	N	N	2500	Rain	Daylight
201280272	Indian River Co SO	Long	6/22/2012 0:00	12:05 PM	Unincorporated	Indian River	I95 SR9		200	North	Rollover	1	0	0	0	1	N	N	8000	Cloudy	Daylight
FHPL14OFF002360	FHP	Long	1/11/2014 0:00	4:20 AM	Unincorporated	Indian River	NB I-95 (SR 9) AT THE 158 MP	CR 512 (95TH ST)	10560	North	Rollover	1	0	0	0	1	N	N	12000	Fog, Smog, Smoke	Dark - Not Lighted
FHPL13OFF013405	FHP	Long	3/4/2013 0:00	5:57 PM	Unincorporated	Indian River	NORTHBOUND I-95 (SR 9) AT 158 MP	CR 512 (95TH ST)	10560	North	Off Road	1	0	0	0	0	N	N	7000	Clear	Dark - Not Lighted
201400108617	Indian River Co SO	Long	6/26/2014 0:00	9:40 PM	Unincorporated	Indian River	S INTERSTATE 95 HWY		0		Other	1	0	0	0	0	N	N	6000	Clear	Dark - Not Lighted
FHPL12OFF005816	FHP	Long	1/30/2012 0:00	4:36 AM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	15840	North	Off Road	1	0	0	0	1	N	N	8500	Clear	Dark - Not Lighted
FHPL14OFF060208	FHP	Short	9/28/2014 0:00	2:00 PM	Unincorporated	Indian River	NB I-95 (SR-9) 159MM	CR-512 (85TH STREET)	15840	North	Off Road	1	0	0	0	0	N	N	500	Clear	Daylight
FHPD15OFF012865	FHP	Long	2/13/2015 0:00	1:00 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MICCO ROAD	10560	South	Animal	1	0	0	0	2	N	N	10000	Clear	Dark - Not Lighted
FHPD15OFF041106	FHP	Long	5/7/2015 0:00	5:26 PM	Unincorporated	Brevard	NB SR9	MM161	0		Sideswipe	2	0	0	0	0	N	N	1000	Clear	Daylight
FHPD15OFF103915	FHP	Long	11/10/2015 0:00	11:15 AM	Unincorporated	Brevard	I-95	MICCO RD	15840	South	Rollover	1	0	0	0	1	N	N	3500	Cloudy	Daylight
FHPD12OFF077841	FHP	Long	9/11/2012 0:00	7:16 AM	Unincorporated	Brevard	I95 SR 9	SR 514 MALABAR ROAD	58080	North	Rear End	2	0	0	0	0	N	N	2200	Rain	Daylight
FHPD13OFF032312	FHP	Long	4/19/2013 0:00	9:20 PM	Malabar	Brevard	I-95 (SR 9) NB MM 171	SR 514 (MALABAR RD)	10560	South	Rollover	1	0	0	0	0	N	N	5000	Rain	Dark - Not Lighted
FHPD15OFF059659	FHP	Long	7/2/2015 0:00	9:26 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	15840	North	Rear End	2	0	0	0	0	N	N	7000	Clear	Daylight
FHPD16OFF126453	FHP	Long	12/28/2016 0:00	3:40 PM	Malabar	Brevard	INTERSTATE 95(STATE ROAD 09)SB MM164	STATE ROAD 514(MALABAR RD)	46992	South	Other	2	0	0	1	2	N	N	122000	Clear	Daylight
FHPD12OFF046598	FHP	Long	6/2/2012 0:00	11:20 AM	Unincorporated	Brevard	I-95 SB (SR-9)	SR 514 (MALABAR RD)	52800	South	Off Road	1	0	0	0	0	N	N	500	Clear	Daylight
FHPD15OFF109908	FHP	Long	11/27/2015 0:00	10:35 AM	Unincorporated	Brevard	I-95 (SR 9) MM166	MICCO RD OVERPASS	5808	North	Other	1	0	0	0	0	N	N	3000	Clear	Daylight
FHPD16OFF003798	FHP	Long	1/12/2016 0:00	6:11 PM	Palm Bay	Brevard	I-95 (STATE ROAD 9) SB MM174	STATE ROAD 514 (MALABAR RD)	5280	North	Rear End	4	0	0	0	2	N	N	15000	Clear	Dark - Not Lighted
FHPD13OFF022231	FHP	Long	3/18/2013 0:00	12:45 PM	Unincorporated	Brevard	I95(SR 9)	GRANT RD	15840	South	Rear End	2	0	0	0	0	N	N	22000	Clear	Daylight
FHPD16OFF073541	FHP	Long	8/1/2016 0:00	6:05 AM	Unincorporated	Brevard	I-95 SR-9	MICCO RD	1056	North	Off Road	1	0	0	0	0	N	N	6000	Clear	Dark - Not Lighted
FHPD15OFF110693	FHP	Long	11/29/2015 0:00	6:45 PM	Unincorporated	Brevard	SB I95 MM164	SR 514 (MALABAR RD)	47520	South	Other	3	0	0	0	1	N	N	6000	Clear	Dark - Not Lighted
FHPD14OFF042371	FHP	Long	5/15/2014 0:00	2:50 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 163MM	MICCO ROAD	500	South	Rollover	1	0	0	0	0	N	N	6500	Rain	Daylight
FHPD15OFF105978	FHP	Long	11/16/2015 0:00	1:13 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9)NB MM164	MICCO ROAD	2640	North	Off Road	1	0	0	0	1	N	N	8000	Clear	Daylight
FHPD15OFF088683	FHP	Long	9/25/2015 0:00	3:25 PM	Unincorporated	Brevard	NB I95 MM164	SR 514 (MALABAR RD)													

I-95 Mainline_No Work Zone
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPD140FF037465	FHP	Short	4/30/2014 0:00	8:33 PM	Unincorporated	Brevard	INTERSTATE 95 SB	MILE MARKER 163	0		Sideswipe	2	0	0	0	N	N	N	2000	Rain	Dark - Not Lighted
FHPL12OFF070728	FHP	Long	11/17/2012 0:00	6:30 PM	Unincorporated	Indian River	I-95 (STATE ROAD 9) MM156	COUNTY ROAD 512	100	South	Sideswipe	2	0	0	0	N	N	N	900	Clear	Dusk
FHPL12OFF039337	FHP	Short	6/29/2012 0:00	8:28 AM	Unincorporated	Indian River	I95 STATE ROAD 9 157MM	COUNTY ROAD 512	2640	North	Other	2	0	0	0	N	N	N	1000	Clear	Daylight
FHPL15OFF043658	FHP	Long	7/11/2015 0:00	4:38 PM	Unincorporated	Indian River	I 95 (SR 9) NB MM 155	CR 512 (FELLSMERE ROAD)	5280	South	Other	2	0	0	0	N	N	N	4500	Clear	Daylight
FHPL15OFF063123	FHP	Long	10/4/2015 0:00	10:07 PM	Unincorporated	Indian River	I 95 (SR 9) SB MM 156	CR 512 (FELLSMERE RD)	800	South	Other	3	0	0	0	N	N	N	1900	Clear	Dark - Not Lighted
FHPL16OFF010775	FHP	Short	2/14/2016 0:00	9:00 PM	Unincorporated	Indian River	SB I-95 (SR-9) 158 MM	CR-512 (95TH STREET)	10560	North	Other	1	0	0	0	N	N	N	500	Clear	Dark - Not Lighted
FHPL13OFF011502	FHP	Short	2/23/2013 0:00	7:48 PM	Unincorporated	Indian River	SR-9 (I-95) NB 148MM	SR-60 (20TH ST)	10560	North	Sideswipe	2	0	0	0	N	N	N	1500	Cloudy	Dark - Not Lighted
FHPL13OFF073300	FHP	Long	12/1/2013 0:00	3:49 AM	Unincorporated	Indian River	I95 156 MM	CR 512	500	South	Rear End	2	0	0	0	N	N	N	10000	Rain	Daylight
FHPL13OFF073301	FHP	Long	12/1/2013 0:00	3:49 PM	Unincorporated	Indian River	I95 SR 9 156 MM	CR 512	500	North	Rear End	2	0	0	0	N	N	N	4000	Rain	Daylight
FHPL13OFF069883	FHP	Long	11/16/2013 0:00	10:16 PM	Unincorporated	Indian River	S/B SR 9 AT 157 MM	CR 512 (95TH ST)	5280	North	Rollover	1	0	0	0	N	N	N	3000	Clear	Dark - Not Lighted
FHPL15OFF075330	FHP	Long	11/24/2015 0:00	10:48 PM	Unincorporated	Indian River	SR 9 MM157	CR 512	10560	North	Rear End	3	0	0	0	N	Y	N	26000	Cloudy	Dark - Not Lighted
FHPL13OFF024175	FHP	Long	4/22/2013 0:00	1:08 PM	Unincorporated	Indian River	I 95 (SR 9) NB MM 157	CR 512 FELLSMERE ROAD	5280	North	Other	2	0	0	0	N	N	N	2000	Rain	Daylight
FHPL16OFF087313	FHP	Long	11/27/2016 0:00	6:00 PM	Unincorporated	Indian River	INTERSTATE 95(STATE ROAD 9)	CR 512(95TH STREET)	15840	North	Rear End	4	0	0	0	N	N	N	12000	Clear	Dark - Not Lighted
FHPL12OFF020270	FHP	Long	4/3/2012 0:00	9:59 PM	Unincorporated	Indian River	NB I-95 (SR-9) MM158	CR-512	10560	North	Pedestrian	1	1	1	0	Y	N	Y	1000	Clear	Dark - Not Lighted
FHPL15OFF020821	FHP	Short	4/3/2015 0:00	2:15 PM	Unincorporated	Indian River	I95 (STATE ROAD 9)	CR512	15840	North	Sideswipe	2	0	0	0	N	N	N	600	Clear	Daylight
FHPD12OFF005378	FHP	Long	1/21/2012 0:00	12:00 PM	Unincorporated	Brevard	I 95 SR 9 NB	SR 514 MALABAR ROAD	68640	South	Rear End	2	0	0	0	N	Y	N	2305	Clear	Daylight
FHPD15OFF039667	FHP	Long	5/2/2015 0:00	9:52 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 512	21120	North	Off Road	1	0	0	0	N	N	N	7500	Clear	Dark - Not Lighted
FHPL14OFF005511	FHP	Long	1/26/2014 0:00	2:00 AM	Unincorporated	Indian River	SR 9 (INTERSTATE 95) 159 MM	COUNTY ROAD 512	21120	North	Animal	1	0	0	0	N	N	N	1000	Clear	Dark - Not Lighted
FHPD16OFF063728	FHP	Long	7/3/2016 0:00	11:55 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 09)SB MM160	MICCO RD	26400	South	Rear End	2	0	0	0	N	N	N	500	Clear	Dark - Not Lighted
FHPL16OFF089836	FHP	Long	12/6/2016 0:00	5:00 PM	Unincorporated	Indian River	SOUTHBOUND I-95 (SR-9) MM159	CR-512 (95TH ST)	15840	South	Off Road	1	0	0	0	N	N	N	10000	Rain	Daylight
FHPD17OFF014050	FHP	Long	2/12/2017 0:00	12:00 AM	Unincorporated	Brevard	I-95	CR 512	26400	North	Off Road	1	0	0	1	N	N	N	4000	Clear	Daylight
FHPD12OFF077817	FHP	Long	9/11/2012 0:00	7:15 AM	Unincorporated	Brevard	I95 SR 9	SR 514 MALABAR ROAD	58080	South	Off Road	1	0	0	0	N	N	N	3000	Rain	Daylight
FHPL15OFF051798	FHP	Long	8/17/2015 0:00	11:38 AM	Unincorporated	Brevard	I-95 NB	MM 160	2640	North	Other	1	0	0	1	N	N	N	10000	Cloudy	Daylight
FHPD12OFF084531	FHP	Long	10/3/2012 0:00	12:52 AM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	MM 160	0		Rollover	1	0	0	1	Y	N	N	10000	Cloudy	Dark - Not Lighted
FHPD14OFF060213	FHP	Long	7/9/2014 0:00	6:40 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MICCO RD	2640	South	Off Road	1	0	0	1	N	N	N	2000	Rain	Daylight
FHPD14OFF048003	FHP	Long	6/1/2014 0:00	6:30 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) NB 165MM	MICCO ROAD	5280	North	Off Road	1	0	0	0	N	N	N	10500	Rain	Daylight
FHPD16OFF095385	FHP	Long	9/30/2016 0:00	6:50 PM	Malabar	Brevard	INTERSTATE 95 NORTHBOUND	MILE MARKER 165	0		Other	1	0	0	0	N	N	N	30500	Rain	Dusk
FHPD15OFF102760	FHP	Long	11/6/2015 0:00	4:26 PM	Unincorporated	Brevard	SB INTERSTATE 95 (STATE ROAD 9)	MICCO ROAD	1320	North	Other	1	0	0	3	N	N	N	250	Clear	Daylight
FHPD16OFF078575	FHP	Long	8/15/2016 0:00	2:50 AM	Unincorporated	Brevard	INTERSTATE 95 SB	MICCO ROAD	100	South	Off Road	1	0	0	0	N	N	N	11000	Clear	Dark - Not Lighted
FHPD14OFF084308	FHP	Long	9/21/2014 0:00	9:40 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	47520	South	Other	1	0	0	0	N	N	N	1700	Cloudy	Dark - Not Lighted
FHPD12OFF099432	FHP	Long	11/21/2012 0:00	5:50 AM	Unincorporated	Brevard	I-95 (SR 9) MM 166	GRANT RD	6864	South	Other	1	0	0	0	N	N	N	3000	Clear	Dark - Not Lighted
FHPD13OFF100484	FHP	Long	11/24/2013 0:00	5:30 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	9504	South	Rollover	1	0	1	0	N	N	N	75000	Cloudy	Dark - Not Lighted
FHPD12OFF091739	FHP	Long	10/26/2012 0:00	8:00 AM	Unincorporated	Brevard	INTERSTATE 95	MALABAR RD	42240	South	Other	2	0	0	0	N	N	N	5000	Cloudy	Daylight
FHPD12OFF027191	FHP	Short	3/31/2012 0:00	2:00 PM	Unincorporated	Brevard	SR-9	GRANT ROAD	2640	North	Off Road	1	0	0	0	N	N	N	7500	Clear	Daylight
FHPD16OFF115923	FHP	Long	11/27/2016 0:00	4:05 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	1320	North	Rear End	2	0	0	0	N	N	N	4800	Clear	Daylight
FHPD16OFF115853	FHP	Long	11/27/2016 0:00	11:55 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	1000	South	Off Road	3	0	0	0	N	N	N	7500	Clear	Daylight
FHPD16OFF093989	FHP	Long	9/26/2016 0:00	10:50 PM	Unincorporated	Brevard	SB I95 MM167	SR 514 (MALABAR ROAD)	31680	South	Rear End	2	0	0	0	N	N	N	2500	Cloudy	Dark - Not Lighted
FHPD12OFF014090	FHP	Long	2/20/2012 0:00	8:30 PM	Unincorporated	Brevard	I-95 (SR 9) NB MM 169	VALKARIA RD	200	South	Animal	1	0	0	0	N	N	N	3000	Clear	Dark - Not Lighted
FHPD16OFF055247	FHP	Long	6/9/2016 0:00	4:45 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 09)SB MM170	VALKARIA RD	5280	South	Off Road	1	0	0	1	N	N	N	8000	Rain	Daylight
FHPD13OFF050298	FHP	Long	6/16/2013 0:00	10:45 PM	Malabar	Brevard	NORTHBOUND I-95 (STATE ROAD 9) 169MM	STATE ROAD 514 (MALABAR ROAD)	21120	South	Off Road	1	0	0	1	N	N	N	6500	Clear	Dark - Not Lighted
FHPD14OFF012575	FHP	Long	2/12/2014 0:00	7:42 PM	Unincorporated	Brevard	INTERSTATE 95 SB	COUNTY ROAD 509	10560	South	Rear End	2	0	0	0	N	N	N	2000	Rain	Dark - Not Lighted
FHPD15OFF045858	FHP	Long	5/22/2015 0:00	2:30 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	BABCOCK STREET	15840	South	Off Road	1	0	0	1	N	N	N	6000	Clear	Daylight
FHPD13OFF070564	FHP	Long	8/18/2013 0:00	6:00 AM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	SR-514 (MALABAR RD)	58080	South	Other	1	0	0	0	N	N	N	500	Clear	Dawn
FHPD17OFF018421	FHP	Long	2/24/2017 0:00	6:40 PM	Unincorporated	Brevard	INTERSTATE 95 NB MM162	MICCO ROAD	10560	North	Rollover	1	0	0	1	N	N	N	7000	Clear	Dark - Not Lighted
FHPD13OFF010827	FHP	Long	2/9/2013 0:00	4:40 AM	Unincorporated	Brevard	I-95 NB (SR-9)	SR 514 (MALABAR RD)	52800	South	Rear End	2	0	0	0	Y	N	N	7000	Clear	Dark - Not Lighted
FHPD15OFF110705	FHP	Long	11/29/2015 0:00	7:39 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 09)SB MM162	MICCO RD	15840	South	Rear End	2	0	0	3	N	N	N	11500	Clear	Dark - Not Lighted
FHPD14OFF007276	FHP	Long	1/26/2014 0:00	2:00 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9) MM161	CR 512 (95TH ST)	26400	South	Sideswipe	2	0	0	0	N	N	N	3000	Clear	Daylight
FHPD16OFF085746	FHP	Long	9/3/2016 0:00	6:15 AM	Unincorporated	Brevard	I-95 MM 163	SR 514 (MALABAR RD)	52800	South	Rollover	1	0	0	1	N	N	N	5000	Clear	Dark - Not Lighted
FHPD14OFF052036	FHP	Long	6/14/2014 0:00	12:45 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9) NB	STATE ROAD 514 (MALABAR ROAD)	52800	South	Other	2	0	0	0	N	N	N	1200	Cloudy	Daylight
FHPD12OFF050143	FHP	Short	6/13/2012 0:00	6:00 PM	Unincorporated	Brevard	I-95	MICCO ROAD	5280	South	Off Road	1	0	0	0	N	N	N	1000	Rain	Daylight
FHPD12OFF037124	FHP	Short	5/3/2012 0:00	10:50 AM	Unincorporated	Brevard	I-95 (SR-9)	MICCO ROAD	5280	South	Rear End	2	0	0	0	N	N	N	10000	Clear	Daylight
FHPD15OFF104327	FHP	Long	11/11/2015 0:00	3:55 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	MICCO RD	5280	South	Sideswipe	2	0	0	1	N	N	N	16000	Clear	Daylight
FHPD15OFF114153	FHP	Long	12/10/2015 0:00	6:30 AM	Unincorporated	Brevard	INTERSTATE 95 NORTH MP163 SR 9	MICCO ROAD OVERPASS	10560	South	Off Road	1	0	0	0	N	N	N	56000	Clear	Dawn
FHPD16OFF029087	FHP	Short	3/26/2016 0:00	8:15 PM	Unincorporated	Brevard	INTERSTATE 95SB MM164	MALABAR ROAD	52800	South	Sideswipe	2	0	0	0	N	N	N	1000	Cloudy	Dark - Not Lighted
FHPL13OFF034785	FHP	Long	6/8/2013 0:00	2:21 PM	Unincorporated	Indian River	NB I-95 (SR-9) AT THE 156 MM	CR-512 (FELLSMERE RD)	1000	South	Off Road	1	0	0	1	N	N	N	9500	Rain	Daylight
FHPL14OFF002447	FHP	Long	1/11/2014 0:00	1:45 PM	Unincorporated	Indian River	NB I-95 (SR-9) AT THE 156 MM	CR-512	1000	South	Sideswipe	2	0	0	1	N	N	N	7000	Clear	Daylight
FHPL16OFF008405	FHP	Long	2/4/2016 0:00	11:30 PM	Unincorporated	Indian River	I-95 (SR9)	CR-512	500												

I-95 Mainline_No Work Zone
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Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPL12OFF010104	FHP	Long	2/19/2012 0:00	12:14 AM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	10560	North	Other	1	0	0	0	N	N	N	7500	Clear	Dark - Not Lighted
FHPL15OFF054812	FHP	Long	8/30/2015 0:00	11:16 AM	Unincorporated	Indian River	I 95 (SR 9) NB MM 158	CR 512 (FELLSMERE RD)	10560	North	Off Road	1	0	0	0	1 N	N	N	4500	Rain	Daylight
FHPL16OFF046863	FHP	Long	7/3/2016 0:00	5:26 PM	Unincorporated	Indian River	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 512	15840	North	Off Road	1	0	0	0	0 N	N	N	2000	Rain	Daylight
FHPL13OFF017806	FHP	Short	3/24/2013 0:00	3:43 PM	Unincorporated	Indian River	I 95 (SR 9) MM 159 SB	CR 512 (FELLSMERE RD)	15840	South	Other	1	0	0	0	0 N	N	N	2500	Clear	Daylight
FHPL14OFF022572	FHP	Long	4/13/2014 0:00	12:30 AM	Fellsmere	Indian River	I-95 SR-9 MM159	CR 512 FELLESMERE	21120	North	Off Road	1	0	0	0	1 N	Y	N	2900	Clear	Dark - Not Lighted
FHPD16OFF056529	FHP	Long	6/13/2016 0:00	2:40 PM	Unincorporated	Brevard	SB INTERSTATE 95 (SR 9)	MILE MARKER 161	0		Off Road	1	0	0	0	1 N	N	N	5000	Clear	Daylight
FHPD17OFF017706	FHP	Long	2/23/2017 0:00	5:00 AM	Unincorporated	Brevard	INTERSTATE 95 (SR 9)	MICCO RD	15840	South	Rollover	1	0	0	0	0 N	N	N	6000	Fog, Smog, Smoke	Dark - Not Lighted
FHPD16OFF034574	FHP	Short	4/11/2016 0:00	9:50 AM	Unincorporated	Brevard	I-95 SR-9	MICCO RD	3168	South	Sideswipe	2	0	0	0	0 N	N	N	1800	Clear	Daylight
FHPD14OFF011262	FHP	Short	2/8/2014 0:00	9:00 AM	Unincorporated	Brevard	SR-9	MICCO ROAD	5280	North	Other	2	0	0	0	0 N	N	N	2000	Clear	Daylight
FHPD13OFF084038	FHP	Long	9/30/2013 0:00	4:00 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 5)	STATE ROAD 514 (MALABAR RD)	47520	South	Rollover	1	0	0	0	1 N	N	N	7000	Clear	Daylight
FHPD13OFF034983	FHP	Long	4/29/2013 0:00	6:05 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	52800	South	Rollover	3	0	0	0	0 N	N	N	67000	Clear	Dawn
FHPD12OFF104509	FHP	Long	12/9/2012 0:00	2:53 AM	Unincorporated	Brevard	NORTHBOUND I-95 (STATE ROAD 9) 165 MM	STATE ROAD 514 (MALABAR RD)	42240	South	Off Road	1	0	0	0	0 Y	N	N	6000	Rain	Dark - Not Lighted
FHPD12OFF037473	FHP	Short	5/4/2012 0:00	12:05 PM	Unincorporated	Brevard	I-95 (SR-9)	MICCO ROAD	500	North	Other	2	0	0	0	0 N	N	N	2000	Clear	Daylight
FHPD12OFF085576	FHP	Long	10/5/2012 0:00	6:35 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	GRANT RD	5280	South	Rear End	3	0	0	0	0 N	N	N	9500	Rain	Daylight
FHPD16OFF117071	FHP	Long	12/1/2016 0:00	2:45 AM	Malabar	Brevard	INTERSTATE 95 NB MM167	GRANT ROAD	5280	South	Other	5	0	0	0	8 N	N	N	40000	Rain	Dark - Not Lighted
FHPD15OFF030576	FHP	Short	4/6/2015 0:00	7:35 AM	Unincorporated	Brevard	INTERSTATE 95 NB	MICCO RD	10560	North	Off Road	1	0	0	0	0 N	N	N	4800	Rain	Daylight
FHPD16OFF010437	FHP	Long	2/2/2016 0:00	7:15 AM	Unincorporated	Brevard	INTERSTATE 95 STATE ROA D 9 S MM165	GRANT ROAD	10560	South	Sideswipe	2	0	0	0	0 N	N	N	3500	Fog, Smog, Smoke	Daylight
FHPD13OFF055166	FHP	Long	7/1/2013 0:00	5:44 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	36960	South	Rollover	1	0	0	0	3 N	N	N	4000	Rain	Daylight
FHPD12OFF027373	FHP	Long	3/31/2012 0:00	9:20 PM	Malabar	Brevard	NORTHBOUND I-95 (SR-9)	167 MILE MARKER	0		Rollover	1	0	0	0	1 N	N	N	10000	Clear	Dark - Not Lighted
FHPD13OFF054457	FHP	Long	6/29/2013 0:00	3:50 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	26400	South	Off Road	1	0	0	0	0 N	N	N	8400	Rain	Daylight
FHPD13OFF099173	FHP	Long	11/20/2013 0:00	2:30 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) MM 170	VALKARIA ROAD	1320	North	Off Road	1	0	0	0	0 N	N	N	27500	Rain	Daylight
FHPD16OFF015358	FHP	Long	2/17/2016 0:00	5:45 AM	Malabar	Brevard	I-95 SR-9	VALKARIA RD	2640	South	Rear End	2	0	0	0	1 N	N	N	15000	Clear	Dark - Not Lighted
FHPD16OFF036386	FHP	Long	4/16/2016 0:00	4:25 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	5280	North	Rollover	1	0	0	0	0 N	N	N	5000	Cloudy	Daylight
FHPD13OFF006187	FHP	Long	1/23/2013 0:00	12:20 PM	Unincorporated	Brevard	I-95 (SR 9) MM 161	MICCO RD	10560	South	Other	3	0	0	0	0 N	N	N	4000	Clear	Daylight
FHPD12OFF097064	FHP	Long	11/13/2012 0:00	6:00 AM	Unincorporated	Brevard	I-95 (SR 9) MM 162	MICCO RD	10560	South	Off Road	1	0	0	0	0 N	Y	N	27000	Clear	Dark - Not Lighted
FHPD16OFF073865	FHP	Long	8/2/2016 0:00	3:11 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	162 MILE MARKER	0		Rear End	2	0	0	0	3 N	N	N	6000	Clear	Dark - Not Lighted
FHPD12OFF050533	FHP	Long	6/14/2012 0:00	9:25 PM	Unincorporated	Brevard	I-95 (STATE ROAD 9)	CR 512 (FELLSMERE RD)	31680	North	Rollover	1	0	0	0	1 N	Y	N	20000	Rain	Dark - Not Lighted
FHPD14OFF103958	FHP	Long	11/23/2014 0:00	6:16 PM	Unincorporated	Brevard	INTERSTATE 95 (SR- 9) SB MM163	STATE ROAD 514 (MALABAR RD)	52800	South	Off Road	2	0	0	0	0 N	N	N	6500	Clear	Dark - Not Lighted
FHPD14OFF106188	FHP	Long	11/30/2014 0:00	5:18 PM	Unincorporated	Brevard	INTERSTATE 95 (SR- 9) SB MM166	STATE ROAD 514 (MALABAR RD)	36960	South	Sideswipe	2	0	0	0	0 N	Y	N	300	Clear	Daylight
FHPL13OFF073293	FHP	Long	12/1/2013 0:00	3:42 PM	Unincorporated	Indian River	I-95 (SR 9)	CR 512	500	South	Rear End	2	0	0	0	0 N	N	N	8000	Rain	Daylight
FHPL16OFF066235	FHP	Long	9/13/2016 0:00	12:47 AM	Unincorporated	Indian River	I 95 (SR 9) NB MM 156	CR 512 (FELLSMERE RD)	2640	South	Sideswipe	2	0	0	0	0 N	Y	N	5000	Rain	Dark - Not Lighted
FHPL15OFF023164	FHP	Long	4/13/2015 0:00	1:20 PM	Unincorporated	Indian River	NB I-95 (SR-9) 156MM	CR-512 (95TH STREET)	2640	South	Off Road	1	0	0	0	2 N	N	N	10000	Rain	Daylight
FHPL15OFF077532	FHP	Short	12/3/2015 0:00	9:53 PM	Unincorporated	Indian River	I95 (SR9) NB MM 155	CR 512 (95TH ST)	5280	South	Off Road	1	0	0	0	0 N	N	N	500	Rain	Dark - Not Lighted
FHPL14OFF052757	FHP	Long	8/27/2014 0:00	11:35 AM	Fellsmere	Indian River	SB I-95 (SR-9) 157 MILE POST	CR-512 (95TH STREET)	5280	North	Off Road	1	0	0	0	0 N	N	N	3000	Clear	Daylight
FHPL12OFF066089	FHP	Long	10/26/2012 0:00	4:28 PM	Unincorporated	Indian River	SR-9 (I-95) NORTHBOUND MM 157	CR 512	5280	North	Off Road	1	0	0	0	0 N	N	N	1600	Rain	Daylight
FHPL12OFF005656	FHP	Long	1/29/2012 0:00	6:11 AM	Unincorporated	Indian River	COUNTY ROAD 512	STATE ROAD 9 (I-95)	5280	North	Off Road	1	0	0	0	0 Y	N	N	10000	Cloudy	Dark - Lighted
FHPL16OFF075646	FHP	Long	10/17/2016 0:00	3:05 AM	Unincorporated	Indian River	I-95 (SR 9)	CR 512 (FELLSMERE ROAD)	10560	North	Sideswipe	2	0	0	0	0 N	N	N	900	Clear	Dark - Not Lighted
FHPL12OFF072558	FHP	Short	11/25/2012 0:00	5:10 PM	Unincorporated	Indian River	SR 9 (I-95) SOUTHBOUND MM 158	C5 512	7920	North	Sideswipe	2	0	0	0	0 N	N	N	12750	Clear	Daylight
FHPL12OFF069292	FHP	Long	11/11/2012 0:00	7:21 AM	Unincorporated	Indian River	I 95 (SR 9) SB MM 156.5	CR 512 (FELLSMERE ROAD)	7920	North	Rear End	2	0	0	0	0 N	Y	N	14000	Cloudy	Daylight
FHPL15OFF058901	FHP	Long	9/17/2015 0:00	6:45 AM	Unincorporated	Indian River	I-95 (SR9)	CR512	10560	North	Off Road	1	0	0	0	0 N	N	N	2200	Rain	Dark - Not Lighted
FHPL16OFF087598	FHP	Long	11/28/2016 0:00	4:45 PM	Unincorporated	Indian River	I95 (STATE ROAD 9)	CR512	15840	North	Unknown	2	0	0	0	0 N	N	N	1000	Cloudy	Daylight
FHPL12OFF075763	FHP	Short	12/10/2012 0:00	6:25 AM	Unincorporated	Indian River	INTERSTATE 95 (SR-9) S/B 158MM	CR-512	10560	North	Off Road	1	0	0	0	0 N	N	N	3000	Fog, Smog, Smoke	Dawn
FHPL13OFF051588	FHP	Long	8/24/2013 0:00	7:40 AM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	10560	North	Sideswipe	2	0	0	0	0 N	N	N	300	Clear	Daylight
FHPL12OFF071830	FHP	Long	11/22/2012 0:00	1:45 PM	Unincorporated	Indian River	NORTHBOUND I-95 (SR 9) AT 158 MP	CR 512 (95TH ST)	10560	North	Off Road	1	0	0	0	1 N	N	N	5000	Clear	Daylight
FHPL13OFF008368	FHP	Short	2/10/2013 0:00	3:04 PM	Unincorporated	Indian River	I-95 (SR-9)	MM157	0		Sideswipe	2	0	0	0	0 N	N	N	1000	Clear	Daylight
FHPL12OFF042925	FHP	Long	7/15/2012 0:00	7:50 AM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	13200	North	Off Road	1	0	0	0	1 N	N	N	6500	Clear	Daylight
FHPL13OFF009308	FHP	Long	2/14/2013 0:00	5:00 PM	Unincorporated	Indian River	SR-9 AT MM 158.5 NB	CR-512 (FELLSMERE ROAD)	13200	North	Off Road	1	0	0	0	0 N	N	N	4500	Rain	Daylight
FHPD12OFF068617	FHP	Long	8/12/2012 0:00	1:20 PM	Unincorporated	Brevard	I 95 SR 9	SR 514 MALABAR ROAD	52800	South	Off Road	1	0	0	0	1 N	N	N	15800	Cloudy	Daylight
FHPD14OFF049000	FHP	Long	6/5/2014 0:00	8:30 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 512	21120	North	Other	2	0	0	0	1 N	N	N	5500	Clear	Daylight
FHPD13OFF057026	FHP	Long	7/7/2013 0:00	2:45 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (STATE ROAD 514)	68640	South	Rear End	3	0	0	0	0 N	N	N	2500	Cloudy	Daylight
FHPL15OFF009200	FHP	Short	2/13/2015 0:00	10:55 AM	Unincorporated	Indian River	I-95 (SR-9) 158MM	CR-512 (95TH STREET)	10560	North	Sideswipe	2	0	0	0	0 N	N	N	1000	Clear	Daylight
FHPL15OFF021664	FHP	Long	4/6/2015 0:00	9:16 PM	Unincorporated	Indian River	I 95 (SR) NB MM 159	CR 512 (FELLSMERE RD)	15840	North	Rear End	2	0	0	0	0 N	N	N	6600	Clear	Dark - Not Lighted
FHPL15OFF021493	FHP	Short	4/6/2015 0:00	8:30 AM	Unincorporated	Indian River	SB I-95 (SR-9) 159MM	CR-512 (95TH STREET)	15840	North	Other	1	0	0	0	0 N	N	N	500	Rain	Daylight
FHPD13OFF083551	FHP	Long	9/28/2013 0:00	4:30 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	10560	South	Off Road	1	0	0	0	0 N	N	N	5000	Cloudy	Daylight
FHPD14OFF105607	FHP	Long	11/28/2014 0:00	1:30 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) SB MM172	STATE ROAD 514 (MALABAR RD)	5280	South	Rollover	1	0	0	0	0 N	N	N	10000	Clear	Daylight
FHPD16OFF000741	FHP	Short	1/3/2016 0:00	2:00 PM	Unincorporated	Brevard	SB I95 MM164	SR 514 (MALABAR RD)	47520	South											

I-95 Mainline_No Work Zone
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPD15OFF116500	FHP	Long	12/16/2015 0:00	6:00 PM	Malabar	Brevard	INTERSTATE 95 (SR 9)	STATE ROAD 514 (MALABAR ROAD)	15840	South	Rear End	2	0	0	3	N	N	N	12500	Clear	Dark - Not Lighted
FHPD16OFF009121	FHP	Long	1/28/2016 0:00	8:40 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) SB MM162	MICCO ROAD	10560	South	Sideswipe	2	0	0	1	N	N	N	33000	Rain	Dark - Not Lighted
FHPD14OFF032453	FHP	Long	4/15/2014 0:00	3:35 PM	Unincorporated	Brevard	SB INTERSTATE 95 (SR-9) MM162	MICCO RD	10560	South	Off Road	1	0	0	1	N	N	N	14000	Rain	Daylight
FHPD15OFF109958	FHP	Long	11/27/2015 0:00	1:10 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9) NB MM162	STATE ROAD 514 (MALABAR RD)	58080	South	Off Road	2	0	0	0	N	N	N	10000	Cloudy	Daylight
FHPD15OFF103039	FHP	Long	11/7/2015 0:00	12:02 PM	Unincorporated	Brevard	I-95 (STATE ROAD 9) NB MM162	STATE ROAD 514 (MALABAR RD)	58080	South	Rollover	1	0	0	3	N	N	N	15000	Clear	Daylight
FHPD13OFF059005	FHP	Long	7/13/2013 0:00	3:30 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	63360	South	Rollover	1	0	0	2	N	N	N	10000	Rain	Daylight
FHPD16OFF121262	FHP	Long	12/13/2016 0:00	6:25 AM	Unincorporated	Brevard	I-95	MICCO RD	15840	South	Off Road	2	0	0	1	N	N	N	15000	Cloudy	Dark - Not Lighted
FHPD16OFF113559	FHP	Long	11/20/2016 0:00	9:15 AM	Unincorporated	Brevard	I-95 NB	MICCO RD	2640	South	Sideswipe	3	0	0	0	N	N	N	8750	Clear	Daylight
FHPD12OFF046411	FHP	Short	6/1/2012 0:00	6:30 PM	Unincorporated	Brevard	I-95 (SR 9)	MICCO ROAD	5280	South	Sideswipe	2	0	0	0	N	N	N	2000	Rain	Daylight
FHPD13OFF071052	FHP	Long	8/19/2013 0:00	5:40 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) 163MM	MICCO ROAD	5280	South	Off Road	1	0	0	1	N	N	N	1500	Clear	Daylight
FHPD12OFF069173	FHP	Long	8/14/2012 0:00	2:50 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	47520	South	Rear End	2	0	0	0	N	N	N	3500	Rain	Daylight
FHPD16OFF095388	FHP	Long	9/30/2016 0:00	6:59 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	21120	North	Off Road	1	0	0	0	N	N	N	2700	Rain	Dusk
FHPL13OFF009636	FHP	Short	2/15/2013 0:00	5:19 PM	Unincorporated	Indian River	INTERSTATE 95 (SR-9) 156MM SB	CR-512	1320	North	Sideswipe	2	0	0	0	N	N	N	1000	Clear	Daylight
FHPL15OFF074773	FHP	Long	11/22/2015 0:00	1:10 PM	Unincorporated	Indian River	I-95 NB (SR-9)	CR 512 (95TH ST)	1000	North	Rollover	1	0	0	2	N	N	N	15000	Cloudy	Daylight
FHPL15OFF061081	FHP	Long	9/26/2015 0:00	4:31 AM	Unincorporated	Indian River	I 95 (SR 9 MM 151	CR 512 (FELLSMERE ROAD)	26400	South	Other	1	0	0	0	N	N	N	10000	Clear	Dark - Not Lighted
FHPL16OFF034548	FHP	Long	5/17/2016 0:00	7:50 PM	Unincorporated	Indian River	COUNTY ROAD INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 510	2640	South	Off Road	1	0	0	0	N	N	N	2000	Rain	Dark - Not Lighted
FHPL16OFF040131	FHP	Long	6/7/2016 0:00	6:12 PM	Unincorporated	Indian River	NB INTERSTATE 95 (SR-9) AT MM156	FELLSMERE RD	1000	North	Rollover	1	0	0	1	N	N	N	7000	Cloudy	Daylight
FHPL15OFF008482	FHP	Long	2/9/2015 0:00	7:34 PM	Unincorporated	Indian River	I 95 (SR 9) MM 152	CR 512 (FELLSMERE ROAD)	21120	South	Off Road	1	0	0	0	N	N	N	4500	Rain	Dark - Not Lighted
FHPL15OFF057779	FHP	Long	9/12/2015 0:00	1:47 PM	Fellsmere	Indian River	SB SR 9 I-95 MM 157	CR 512 FELLSEMERE	5280	North	Off Road	1	0	0	0	N	N	N	3500	Clear	Daylight
FHPL14OFF006809	FHP	Long	1/31/2014 0:00	10:00 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	1000	North	CR-512	1	0	0	0	N	N	N	2500	Rain	Daylight
FHPL14OFF008988	FHP	Long	1/9/2014 0:00	11:45 PM	Unincorporated	Indian River	SB SR-9 (I-95)	CR-512	5280	North	Other	1	0	0	0	N	N	N	5000	Clear	Dark - Not Lighted
2012161312	Indian River Co SO	Long	11/12/2012 0:00	2:49 PM	Unincorporated	Indian River	INTERSTATE 95		1320	North	Sideswipe	2	0	0	0	N	N	N	500	Clear	Daylight
FHPL16OFF072072	FHP	Short	10/3/2016 0:00	10:40 AM	Unincorporated	Indian River	I-95 (SR9)	CR512	10560	North	Other	2	0	0	0	N	N	N	1000	Rain	Daylight
FHPL15OFF076371	FHP	Long	11/29/2015 0:00	3:00 PM	Fellsmere	Indian River	I-95 SB (SR-9)	CR 512 (95TH ST)	15840	North	Rear End	2	0	0	0	N	N	N	2500	Clear	Daylight
FHPL12OFF027475	FHP	Short	5/7/2012 0:00	4:05 PM	Unincorporated	Indian River	SR9 (I-95)	CR-512	15840	North	Rollover	1	0	0	0	N	N	N	2000	Rain	Daylight
FHPL13OFF015906	FHP	Long	3/16/2013 0:00	10:39 AM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	10560	North	Other	1	0	0	1	N	N	N	3000	Clear	Daylight
FHPL12OFF074194	FHP	Long	12/3/2012 0:00	9:24 AM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	10560	North	Off Road	1	0	0	1	N	N	N	6500	Clear	Daylight
FHPL15OFF041743	FHP	Long	7/2/2015 0:00	4:15 PM	Unincorporated	Indian River	NB I-95 (SR-9) 157 MM	CR-512 (95TH STREET)	5280	North	Off Road	1	0	0	0	N	N	N	2000	Rain	Daylight
FHPL15OFF057206	FHP	Long	9/10/2015 0:00	3:30 AM	Unincorporated	Indian River	I-95 (SR9)	CR512	15840	North	Rear End	2	0	0	2	N	Y	N	12000	Clear	Dark - Not Lighted
FHPD16OFF011170	FHP	Long	2/4/2016 0:00	12:00 PM	Unincorporated	Brevard	I-95 (SR 9) MM 160	MICCO RD OVERPASS	15840	South	Rear End	3	0	0	2	N	Y	N	9100	Clear	Daylight
FHPD14OFF085091	FHP	Long	9/24/2014 0:00	10:45 AM	Unincorporated	Brevard	I-95 (SR 9)	MICCO ROAD	21120	South	Off Road	1	0	0	1	N	N	N	3000	Rain	Daylight
FHPL16OFF034481	FHP	Long	5/17/2016 0:00	4:56 PM	Unincorporated	Indian River	NORTHBOUND INTERSTATE 95 ENTRANCE RAMP	INTERSTATE 95 (STATE ROAD 9)	0		Rear End	2	0	0	1	N	N	N	3500	Rain	Daylight
FHPL15OFF077416	FHP	Long	12/3/2015 0:00	2:14 PM	Unincorporated	Indian River	I95 (SR 9) NB MM 159	CR 512 (FELLSMERE RD)	15840	North	Off Road	1	0	0	1	N	Y	N	7500	Rain	Daylight
FHPL16OFF056227	FHP	Long	8/8/2016 0:00	3:20 PM	Fellsmere	Indian River	I-95 (SR-9) SOUTHBOUND MM159	CR-512	15840	South	Other	1	0	0	0	N	N	N	5000	Rain	Daylight
FHPL13OFF079442	FHP	Long	12/28/2013 0:00	11:34 AM	Unincorporated	Indian River	SR-9 NB 159MM	CR-512	15840	North	Rear End	2	0	0	0	N	Y	N	4000	Cloudy	Daylight
FHPL14OFF022578	FHP	Short	4/13/2014 0:00	12:30 AM	Fellsmere	Indian River	I-95 (SR-9) MM159	CR 512 FELLSMERE	21120	North	Sideswipe	2	0	0	0	N	N	N	400	Clear	Dark - Not Lighted
FHPD15OFF031600	FHP	Long	4/9/2015 0:00	3:26 AM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) MM 161	MICCO ROAD	15840	South	Animal	1	0	0	0	N	N	N	5000	Clear	Dark - Not Lighted
FHPD14OFF112253	FHP	Long	12/19/2014 0:00	7:46 PM	Unincorporated	Brevard	INTERSTATE 95 SB (STATE ROAD 9)	COUNTY ROAD 512 (95TH STREET)	26400	North	Other	1	0	0	1	N	N	N	8000	Clear	Dark - Not Lighted
FHPD13OFF081964	FHP	Long	9/23/2013 0:00	9:30 PM	Unincorporated	Brevard	I-95 (SR 9) MM 160 N/O C-54 CANAL	C-54 CANAL	1584	North	Off Road	1	0	0	1	N	N	N	8500	Rain	Dark - Not Lighted
FHPD15OFF053045	FHP	Long	6/12/2015 0:00	8:30 PM	Malabar	Brevard	SB I95 MM171	CR 514 (MALABAR RD)	10560	South	Off Road	1	0	0	1	N	Y	N	10000	Clear	Dark - Not Lighted
FHPD14OFF104836	FHP	Long	11/26/2014 0:00	1:52 AM	Malabar	Brevard	NORTHBOUND I-95 (STATE ROAD 9) 171 MM	STATE ROAD 514 (MALABAR ROAD)	10560	South	Rear End	2	0	0	3	Y	Y	N	15100	Cloudy	Dark - Not Lighted
FHPD15OFF107313	FHP	Long	11/19/2015 0:00	8:52 PM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 9) MM 174	STATE ROAD 514(MALABAR ROAD)	5280	North	Rollover	1	0	0	1	N	N	N	15500	Rain	Dark - Not Lighted
FHPD14OFF032981	FHP	Long	4/17/2014 0:00	7:10 AM	Palm Bay	Brevard	INTERSTATE 95 (SR-9 ENTRANCE RAMP N.B.)	MALABAR RD (SR-514)	200	North	Rear End	2	0	0	0	N	N	N	6000	Cloudy	Daylight
FHPD16OFF072328	FHP	Short	7/28/2016 0:00	4:25 PM	Palm Bay	Brevard	NB I95 ON-RAMP	SR 514 (MALABAR RD)	0		Other	2	0	0	0	N	Y	N	2000	Clear	Daylight
FHPD14OFF023935	FHP	Long	3/20/2014 0:00	3:17 PM	Palm Bay	Brevard	INTERSTATE 95 STATE ROAD 9 173MP	STATE ROAD 414	0		Other	2	0	0	0	N	N	N	900	Clear	Daylight
FHPD16OFF067337	FHP	Long	7/14/2016 0:00	4:50 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	MALABAR ROAD	1320	North	Rear End	3	0	0	0	N	N	N	7700	Clear	Daylight
FHPD14OFF085280	FHP	Long	9/24/2014 0:00	8:30 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 166MM	GRANT ROAD	5280	North	Other	1	0	0	0	N	N	N	5000	Clear	Dark - Not Lighted
FHPD13OFF086181	FHP	Long	10/7/2013 0:00	8:10 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 512	26400	North	Sideswipe	2	0	0	0	N	N	N	2600	Clear	Dark - Not Lighted
FHPD13OFF041446	FHP	Long	5/20/2013 0:00	11:35 AM	Unincorporated	Brevard	SR9 INTERSTATE 9	GRANT RD	20	South	Rear End	2	0	0	0	N	N	N	5500	Cloudy	Daylight
FHPL13OFF037264	FHP	Long	6/19/2013 0:00	9:15 PM	Unincorporated	Indian River	I-95 (SR9)	CR-512	15840	North	Rear End	2	0	0	0	N	Y	N	4000	Cloudy	Dark - Not Lighted
FHPL12OFF060248	FHP	Long	9/30/2012 0:00	5:32 PM	Unincorporated	Indian River	SB I-95 (SR-9) AT THE 159 MM	CR-512 (FELLSMERE RD)	15840	North	Rear End	2	0	0	0	N	N	N	2500	Rain	Daylight
FHPD17OFF001068	FHP	Long	1/4/2017 0:00	1:00 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	MALABAR ROAD	10560	South	Off Road	1	0	0	0	N	N	N	6000	Clear	Daylight
FHPD14OFF055761	FHP	Long	6/26/2014 0:00	3:55 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	COUNTY ROAD 514 (MALABAR RD)	10560	South	Unknown	2	0	0	0	N	N	N	2500	Clear	Daylight
FHPD12OFF023450	FHP	Long	3/19/2012 0:00	8:05 PM	Unincorporated	Brevard	I 95 NB	MM 170	0		Sideswipe	2	0	0	0	N	N	N	4000	Clear	Dark - Not Lighted
13-009805	Palm Bay PD	Long	11/5/2013 0:00	6:05 PM	Palm Bay	Brevard	I-95	MALABAR RD SE	300	North	Rear End	2	0	0	1	N	N	N	10000	Clear	Dark - Lighted
FHPD15OFF008723	FHP	Short	1/30/2015 0:00	4:24 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	200	North	Rear End	2	0	0	0	N	N	N	1700	Clear	Daylight
14-012615	Palm Bay PD	Long	12/31/2014 0:00	5:04 PM	Palm Bay	Brevard	I														

I-95 Mainline_No Work Zone
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPD16OFF034023	FHP	Long	4/9/2016 0:00	4:20 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	100	South	Rear End	2	0	0	0	N	N	N	5200	Clear	Daylight
ORCC14OFF001773	FHP	Long	10/30/2014 0:00	5:45 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	MALABAR ROAD (STATE ROAD 514)	1320	South	Rear End	2	0	0	0	N	N	N	10200	Clear	Dusk
FHPD15OFF090936	FHP	Long	10/2/2015 0:00	5:50 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	2640	South	Rear End	2	0	0	1	N	N	N	10000	Clear	Dawn
FHPD12OFF093058	FHP	Long	10/30/2012 0:00	1:05 PM	Unincorporated	Brevard	I 95 (SR 9) MM173	SR 514 (MALABAR RD)	1000	North	Rear End	5	0	0	0	7	N	Y	36000	Clear	Daylight
FHPD13OFF014427	FHP	Long	2/21/2013 0:00	4:20 PM	Unincorporated	Brevard	I95 (SR 9)	GRANT RD	100	North	Other	2	0	0	0	0	N	N	200	Clear	Daylight
FHPD15OFF110001	FHP	Long	11/27/2015 0:00	2:52 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9) SB MM167	STATE ROAD 514 (MALABAR RD)	31680	South	Sideswipe	2	0	0	0	1	N	Y	11000	Cloudy	Daylight
FHPD14OFF022032	FHP	Long	3/14/2014 0:00	6:48 PM	Palm Bay	Brevard	INTERSTATE 95 NB	VALKARIA ROAD	100	South	Sideswipe	2	0	0	0	0	N	Y	3000	Clear	Dark - Not Lighted
FHPD16OFF043576	FHP	Long	5/7/2016 0:00	12:20 AM	Malabar	Brevard	INTERSTATE 95 (SR 9)	SR 514 (MALABAR ROAD)	21120	South	Off Road	1	0	0	0	1	N	N	6000	Clear	Dark - Lighted
FHPD15OFF075858	FHP	Long	8/19/2015 0:00	11:47 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 169 MM	VALKARIA ROAD	1320	North	Off Road	1	0	0	0	0	N	N	1000	Clear	Daylight
FHPL14OFF014637	FHP	Long	3/7/2014 0:00	4:45 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	15840	North	Rollover	1	0	0	0	0	N	N	5000	Clear	Dark - Not Lighted
FHPL12OFF075502	FHP	Long	12/8/2012 0:00	10:35 PM	Unincorporated	Indian River	I 95 (SR 9) NB MM 159	CR 512 (FELLSMERE RD)	15840	North	Off Road	1	0	0	0	0	N	N	4500	Clear	Dark - Not Lighted
FHPD16OFF120892	FHP	Long	12/12/2016 0:00	5:50 AM	Malabar	Brevard	I-95 SB	SR-514	10560	South	Other	3	0	0	0	3	N	N	24000	Cloudy	Dark - Not Lighted
FHPD15OFF001498	FHP	Long	1/6/2015 0:00	4:42 PM	Malabar	Brevard	INTERSTATE 95(STATE ROAD 9) MM 171	STATE ROAD 514(MALABAR ROAD)	7920	South	Off Road	1	0	0	0	1	N	N	3000	Clear	Daylight
FHPD13OFF099201	FHP	Long	11/20/2013 0:00	3:50 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	VALKARIA RD	3960	North	Other	2	0	0	0	0	N	N	5000	Rain	Daylight
FHPD15OFF051662	FHP	Long	6/8/2015 0:00	5:40 PM	Palm Bay	Brevard	SB INTERSTATE 95 EXIT RAMP (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	300	North	Rear End	2	0	0	0	2	N	N	1500	Clear	Daylight
FHPD13OFF062547	FHP	Short	7/24/2013 0:00	4:05 PM	Palm Bay	Brevard	INTERSTATE 95 (SB EXIT RAMP)	STATE ROAD 514 (MALABAR RD)	250	North	Rear End	2	0	0	0	0	N	N	2500	Rain	Daylight
FHPD14OFF037375	FHP	Long	4/30/2014 0:00	5:30 PM	Palm Bay	Brevard	INTERSTATE 95 (SR-9)	MALABAR RD	528	North	Rear End	2	0	0	0	0	N	N	1000	Cloudy	Daylight
FHPD16OFF055245	FHP	Long	6/9/2016 0:00	4:35 PM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 09)SB EXIT RAMP 173	STATE ROAD 514(MALABAR RD)	200	North	Rear End	2	0	0	0	1	N	N	8000	Rain	Daylight
FHPD12OFF023794	FHP	Long	3/20/2012 0:00	10:30 PM	Unincorporated	Brevard	I 95 SB SR 9	SR 518 EAU GALLIE BLVD	5280	South	Other	1	0	0	0	0	N	N	3500	Cloudy	Dark - Not Lighted
15-008628	Palm Bay PD	Long	9/16/2015 0:00	4:28 PM	Palm Bay	Brevard	I-95	MALABAR RD NE	100	North	Rear End	2	0	0	0	1	N	N	1500	Rain	Daylight
FHPD16OFF109233	FHP	Long	11/8/2016 0:00	7:21 AM	Palm Bay	Brevard	IINTERSTATE 95 (STATE ROAD 9) EXIT RAMP	MALABAR ROAD	50	North	Rear End	2	0	0	0	0	N	N	5000	Clear	Daylight
16-000388	Palm Bay PD	Long	1/13/2016 0:00	11:02 AM	Palm Bay	Brevard	I-95	MALABAR RD NE	50	North	Rear End	2	0	0	0	1	N	N	100	Clear	Daylight
FHPD16OFF106548	FHP	Short	10/31/2016 0:00	4:45 PM	Palm Bay	Brevard	INTERSTATE 95 SB EXIT 173	STATE ROAD 514 (MALABAR ROAD)	25	North	Rear End	2	0	0	0	0	N	N	1500	Clear	Daylight
FHPD16OFF118820	FHP	Long	12/6/2016 0:00	4:05 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) RAMP	STATE ROAD 514 (MALABAR ROAD)	25	North	Sideswipe	2	0	0	0	0	N	N	2500	Clear	Dark - Lighted
FHPD15OFF052299	FHP	Short	6/10/2015 0:00	5:45 PM	Palm Bay	Brevard	INTERSTATE 95 N.B. EXIT RAMP	SR514 MALABAR ROAD	20	South	Rear End	2	0	0	0	0	N	N	1000	Rain	Daylight
FHPD12OFF085661	FHP	Long	10/5/2012 0:00	9:15 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	SR 514 (MALABAR RD)	25	North	Rear End	2	0	0	0	0	N	N	50	Rain	Dark - Not Lighted
FHPD13OFF101260	FHP	Long	11/26/2013 0:00	5:09 PM	Unincorporated	Brevard	I-95 (SR 9)	SR 514 (MALABAR ROAD)	0		Off Road	1	0	0	0	1	N	Y	3500	Cloudy	Daylight
FHPD15OFF021394	FHP	Long	3/10/2015 0:00	6:16 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	2640	South	Rear End	3	0	0	0	0	N	N	9000	Clear	Daylight
FHPD13OFF005278	FHP	Long	1/19/2013 0:00	5:00 PM	Malabar	Brevard	SOUTHBOUND I-95 (STATE ROAD 9) 172MM	STATE ROAD 514 (MALABAR ROAD)	5280	South	Other	1	0	0	0	0	N	N	4000	Rain	Daylight
FHPD13OFF074388	FHP	Long	8/30/2013 0:00	1:05 PM	Malabar	Brevard	I-95 (SR 9) MM 171	SR 514 (MALABAR RD)	7920	North	Off Road	1	0	0	0	0	N	N	1500	Rain	Daylight
FHPD15OFF053694	FHP	Long	6/14/2015 0:00	5:45 PM	Palm Bay	Brevard	I95/MM173	CR 514 (MALABAR RD)	1320	North	Rollover	1	0	0	0	1	N	N	10000	Clear	Daylight
FHPD14OFF026662	FHP	Long	3/29/2014 0:00	9:00 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	36960	South	Sideswipe	2	0	0	0	0	N	N	550	Cloudy	Daylight
FHPD12OFF052572	FHP	Long	6/21/2012 0:00	10:20 PM	Unincorporated	Brevard	I 95 SR 9	SR 514 MALABAR ROAD	36960	South	Off Road	1	0	0	0	4	N	N	15000	Clear	Dark - Not Lighted
FHPD15OFF005267	FHP	Long	1/19/2015 0:00	2:50 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9) SB 167 MM	VALKARIA ROAD	2640	South	Rear End	2	0	0	0	0	N	N	4000	Clear	Dark - Lighted
FHPL14OFF012796	FHP	Long	2/27/2014 0:00	12:35 AM	Unincorporated	Indian River	SB SR-9 (I-95)	CR-512	15840	North	Off Road	1	0	0	0	1	N	N	10000	Clear	Dark - Not Lighted
FHPD12OFF085784	FHP	Long	10/6/2012 0:00	10:55 AM	Unincorporated	Brevard	I-95 NB (SR-9)	SR 514 (MALABAR RD)	10560	South	Rollover	2	0	0	0	0	N	N	4000	Clear	Daylight
FHPD16OFF108386	FHP	Short	11/5/2016 0:00	4:00 PM	Malabar	Brevard	I-95	SR 514 (MALABAR ROAD)	10560	South	Rear End	2	0	0	0	0	N	N	2500	Clear	Daylight
FHPD15OFF101759	FHP	Long	11/3/2015 0:00	6:42 PM	Malabar	Brevard	INTERSTATE 95(STATE ROAD 9)NB MM171	STATE ROAD 514(MALABAR ROAD)	21120	South	Off Road	1	0	0	0	0	N	N	8000	Clear	Dusk
FHPD16OFF001136	FHP	Long	1/4/2016 0:00	4:00 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) SB EXIT RAMP 173	STATE ROAD 514 (MALABAR ROAD)	250	North	Rear End	3	0	0	0	1	N	N	10500	Clear	Daylight
FHPD14OFF008977	FHP	Short	1/31/2014 0:00	5:55 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	MALABAR ROAD	200	North	Rear End	2	0	0	0	0	N	N	1100	Cloudy	Dark - Lighted
16-000432	Palm Bay PD	Short	1/14/2016 0:00	6:05 PM	Palm Bay	Brevard	I-95	MALABAR RD NE	25	North	Pedestrian	1	1	0	0	0	N	N	0	Cloudy	Dark - Lighted
FHPD17OFF009431	FHP	Short	1/30/2017 0:00	12:15 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	12	North	Rear End	2	0	0	0	0	N	N	550	Clear	Dark - Lighted
FHPD12OFF100206	FHP	Long	11/23/2012 0:00	10:30 PM	Palm Bay	Brevard	I 95 SB EXIT RAMP	SR 514	15	North	Sideswipe	2	0	0	0	0	N	N	3000	Clear	Dark - Lighted
15-005731	Palm Bay PD	Long	6/21/2015 0:00	5:02 AM	Palm Bay	Brevard	I-95	MALABAR RD	0	North	Rear End	2	0	0	0	0	N	N	3500	Clear	Dark - Not Lighted
FHPD15OFF061161	FHP	Short	7/6/2015 0:00	10:55 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) RAMP	STATE ROAD 514 (MALABAR RD)	200	North	Sideswipe	2	0	0	0	0	N	N	4500	Clear	Daylight
FHPD16OFF121544	FHP	Long	12/13/2016 0:00	8:21 PM	Palm Bay	Brevard	INTERSTATE 95(SR9) SB MM 173 OFF RAMP	STATE ROAD 514(MALABAR ROAD)	100	North	Rear End	4	0	0	0	0	N	N	2300	Clear	Dark - Lighted
FHPD15OFF015048	FHP	Short	2/19/2015 0:00	5:40 PM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 9) MM 174	STATE ROAD 514(MALABAR ROAD)	5280	North	Rear End	2	0	0	0	0	N	N	4000	Clear	Daylight
FHPD14OFF106881	FHP	Long	12/3/2014 0:00	2:30 AM	Palm Bay	Brevard	NORTHBOUND I-95 (STATE ROAD 9) 173 MM	STATE ROAD 514 (MALABAR ROAD)	2640	North	Unknown	2	0	0	0	1	N	N	13000	Cloudy	Dark - Not Lighted
FHPD13OFF054197	FHP	Long	6/28/2013 0:00	8:04 PM	Palm Bay	Brevard	INTERSTATE 95 (SR-9)	SR-514 (MALABAR RD)	1056	South	Off Road	1	0	0	0	1	N	N	6000	Cloudy	Dusk
FHPD15OFF072105	FHP	Long	8/8/2015 0:00	1:55 PM	Unincorporated	Brevard	SB I95 MM173	SR 514 (MALABAR RD) OVERPASS	0		Rear End	2	0	0	0	0	N	N	5000	Rain	Daylight
FHPD17OFF006302	FHP	Long	1/20/2017 0:00	4:45 AM	Palm Bay	Brevard	I-95 (SR 9) MM 172	SR 513 (MALABAR RD)	5280	South	Off Road	1	0	0	0	0	N	N	80000	Clear	Dark - Not Lighted
FHPD13OFF095961	FHP	Long	11/9/2013 0:00	5:45 PM	Palm Bay	Brevard	I-95 (SR 9)	SR 514 (MALABAR ROAD)	1500	North	Other	2	0	0	0	0	N	N	3500	Clear	Dark - Lighted
FHPD16OFF076234	FHP	Short	8/8/2016 0:00	5:20 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	1320	North	Rear End	2	0	0	0	0	N	N	2500	Rain	Daylight
FHPD12OFF107363	FHP	Long	12/18/2012 0:00	12:20 AM	Unincorporated	Brevard	I-95 (SR 9) OFF RAMP	SR 514	1000	North	Off Road	1	0	0	0	0	N	N	1500	Clear	Dark - Lighted
FHPD13OFF054445	FHP	Long	6/29/2013 0:00	3:20 PM	Malabar	Brevard	INTERSTATE 95 (SR-9)	SR-514 (MALABAR RD)	21120	South	Off Road	1	0	0	0	0	N	N	4000	Rain	Daylight
FHPD13OFF003232	FHP	Long	1/12/2013 0:00	1:30 AM	Unincorporated	Brevard	I-95 (SR 9) MM 167	GRANT RD	5280	South	Rollover	1	0	0	0	1	N	N	2500	Clear	Dark - Not Lighted
FHPD14OFF070877	FHP	Long	8/11/2014 0:00	4:15 PM	Un																

I-95 Mainline_No Work Zone
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
FHPD16OFF095529	FHP	Long	10/1/2016 0:00	5:50 AM	Palm Bay	Brevard	I-95 NB	SR-514 MALABAR RD	500	North	Off Road	2	0	0	0	N	N	N	9000	Cloudy	Dark - Lighted
FHPD14OFF025315	FHP	Long	3/24/2014 0:00	10:55 PM	Palm Bay	Brevard	INTERSTATE 95 NB ENT. RAMP	SR514 MALABAR ROAD	0		Rear End	2	0	0	0	N	N	N	1000	Rain	Dark - Lighted
FHPD15OFF052865	FHP	Long	6/12/2015 0:00	2:14 PM	Palm Bay	Brevard	NB I-95 OFF RAMP	MALABAR RD	0		Rear End	2	0	0	0	N	N	N	4050	Cloudy	Daylight
FHPD15OFF059247	FHP	Long	6/30/2015 0:00	10:48 PM	Palm Bay	Brevard	INTERSTATE 95 (STATEROAD 9) SB MM173	STATE ROAD 514 (MALABAR RD)	1000	South	Off Road	1	0	0	0	N	Y	N	10000	Clear	Dark - Not Lighted
FHPD15OFF064277	FHP	Long	7/16/2015 0:00	2:00 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	5280	South	Animal	2	0	0	0	N	N	N	4300	Rain	Daylight
FHPD13OFF108240	FHP	Long	12/20/2013 0:00	2:35 AM	Unincorporated	Brevard	I-95 NB (SR-9)	SR 514 (MALABAR RD)	5280	South	Other	1	0	0	0	N	N	N	750	Clear	Dark - Not Lighted
FHPD14OFFM00074	FHP	Long	5/12/2014 0:00	9:00 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR RD)	5280	South	Other	2	0	0	0	N	N	N	150	Clear	Dark - Not Lighted
FHPD16OFF113452	FHP	Short	11/19/2016 0:00	9:25 PM	Palm Bay	Brevard	I-95	SR 514 (MALABAR RD)	5280	South	Rear End	2	0	0	0	N	Y	N	7000	Clear	Dark - Not Lighted
FHPD14OFF084531	FHP	Long	9/22/2014 0:00	4:16 PM	Palm Bay	Brevard	INTERSTATE 95 (SR-9) SB MM172	STATE ROAD 514 (MALABAR RD)	5280	South	Unknown	3	0	0	0	N	N	N	9100	Rain	Daylight
FHPD15OFF020995	FHP	Long	3/9/2015 0:00	4:17 PM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) MM 166	GRANT ROAD	10560	South	Off Road	1	0	0	0	N	N	N	30000	Clear	Daylight
FHPD14OFF033676	FHP	Long	4/19/2014 0:00	8:30 AM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	166MM	100	South	Off Road	1	0	0	1	N	N	N	5500	Cloudy	Daylight
FHPD13OFF037390	FHP	Long	5/6/2013 0:00	4:30 PM	Unincorporated	Brevard	INTERSTATE 95 (SR-9)	VALKARIA ROAD	25	South	Off Road	1	0	0	1	N	Y	N	5000	Clear	Daylight
FHPL14OFF036531	FHP	Long	6/17/2014 0:00	9:45 AM	Unincorporated	Indian River	I-95 (SR9)	CR-512	15840	North	Off Road	1	0	0	0	N	Y	N	8500	Clear	Daylight
FHPL12OFF041904	FHP	Long	7/10/2012 0:00	9:40 PM	Unincorporated	Indian River	I-95 (SR-9)	COUNTY ROAD 512	15840	North	Other	1	0	0	0	N	N	N	600	Clear	Dark - Not Lighted
FHPD16OFF062209	FHP	Long	6/29/2016 0:00	3:30 PM	Malabar	Brevard	INTERSTATE 95(STATE ROAD 09)NB MM175	STATE ROAD 514(MALABAR RD)	5280	South	Off Road	1	0	0	0	N	N	N	7000	Rain	Daylight
FHPD14OFF070598	FHP	Long	8/10/2014 0:00	5:40 PM	Malabar	Brevard	I-95 NB (SR-9)	SR 514 (MALABAR RD)	10560	South	Off Road	1	0	0	2	N	N	N	7000	Cloudy	Daylight
FHPD16OFF057184	FHP	Long	6/15/2016 0:00	2:00 PM	Malabar	Brevard	NB INTERSTATE 95 (SR 9)	SR 514 (MALABAR ROAD)	10560	South	Off Road	1	0	0	1	N	N	N	15000	Clear	Daylight
FHPD15OFF114442	FHP	Long	12/10/2015 0:00	9:27 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	MALABAR ROAD	10560	South	Sideswipe	3	0	0	0	N	N	N	1500	Clear	Dark - Not Lighted
FHPD13OFF099215	FHP	Long	11/20/2013 0:00	2:20 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	VALKARIA RD	3960	North	Off Road	1	0	0	0	N	N	N	3000	Rain	Daylight
FHPD14OFF114078	FHP	Long	12/25/2014 0:00	2:00 AM	Unincorporated	Brevard	I-95 (SR 9) SB MM 170	VALKARIA RD	2112	North	Off Road	1	0	0	0	N	N	N	3000	Other	Dark - Not Lighted
FHPD15OFF090801	FHP	Long	10/1/2015 0:00	6:00 PM	Palm Bay	Brevard	SB EXIT RAMP FROM I-95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	250	North	Rear End	3	0	0	3	N	N	N	12500	Clear	Daylight
FHPD12OFF013819	FHP	Long	2/19/2012 0:00	9:00 PM	Unincorporated	Brevard	I-95 (SR-9) SB 173 MILE	SR-514 (MALABAR RD)	528	North	Other	1	0	0	0	N	N	N	700	Clear	Dark - Lighted
13002008	Palm Bay PD	Short	3/4/2013 0:00	1:01 PM	Palm Bay	Brevard	I 95	MALABAR RD SE	10	South	Sideswipe	2	0	0	0	N	Y	N	0	Clear	Daylight
FHPD16OFF038826	FHP	Short	4/23/2016 0:00	6:18 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) EXIT RAMP	STATE ROAD 514 (MALABAR ROAD)	25	North	Rear End	2	0	0	0	N	N	N	2700	Clear	Daylight
FHPD14OFF106373	FHP	Long	12/1/2014 0:00	12:20 PM	Palm Bay	Brevard	I-95 EXIT RAMP SB	SR-514 MALABAR RD	25	North	Rear End	2	0	0	2	N	Y	N	100	Clear	Daylight
FHPD15OFF035816	FHP	Long	4/21/2015 0:00	7:43 AM	Palm Bay	Brevard	I-95 (STATE ROAD 9) MM173 ENT RAMP	STATE ROAD 514 (MALABAR RD)	200	North	Rear End	2	0	0	0	N	Y	N	10000	Clear	Daylight
FHPD15OFF084368	FHP	Short	9/12/2015 0:00	8:49 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) NB MM173	STATE ROAD 514 (MALABAR RD)	500	South	Other	2	0	0	0	N	N	N	4000	Clear	Dark - Lighted
FHPD14OFF060552	FHP	Long	7/10/2014 0:00	7:25 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD-9)	171 MM	2640	South	Off Road	1	0	0	0	N	N	N	0	Cloudy	Daylight
FHPD12OFF050088	FHP	Short	6/13/2012 0:00	4:00 PM	Unincorporated	Brevard	I-95	SR-514	5280	South	Other	2	0	0	0	N	N	N	200	Clear	Daylight
FHPD16OFF112870	FHP	Short	11/18/2016 0:00	1:50 PM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 09)NB MM173	STATE ROAD 514(MALABAR RD)	1320	North	Off Road	1	0	0	0	N	N	N	1000	Clear	Daylight
FHPD15OFF036100	FHP	Long	4/22/2015 0:00	2:15 AM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	MICCO RD	10560	North	Rear End	2	0	0	0	N	N	N	4000	Cloudy	Dark - Lighted
FHPD15OFF037733	FHP	Long	4/26/2015 0:00	9:00 PM	Unincorporated	Brevard	SB INTERSTATE 95 MM166	CR 514 (MALABAR RD)	36960	South	Other	2	0	0	0	N	N	N	500	Clear	Dark - Not Lighted
FHPD15OFF036854	FHP	Long	4/24/2015 0:00	11:31 AM	Unincorporated	Brevard	INTERSTATE 95(STATE ROAD 9) MM 166	GRANT ROAD	10560	South	Off Road	2	0	0	0	N	N	N	5000	Clear	Daylight
FHPD12OFF070517	FHP	Long	8/18/2012 0:00	3:02 PM	Unincorporated	Brevard	INTERSTATE 95 SB (SR 9)	MM 169	0		Rear End	2	0	0	0	N	N	N	2800	Rain	Daylight
FHPD12OFF020018	FHP	Long	3/10/2012 0:00	2:18 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	2640	North	Rear End	3	0	2	2	Y	N	N	41300	Cloudy	Dark - Not Lighted
FHPD13OFF009724	FHP	Long	2/5/2013 0:00	1:44 PM	Unincorporated	Brevard	INTERSTATE 95 (SR9)	MM 168	0		Unknown	2	0	0	0	N	N	N	210	Clear	Daylight
FHPD15OFF103967	FHP	Long	11/10/2015 0:00	2:42 PM	Unincorporated	Brevard	INTERSTATE 95 (STATE ROAD 9)	GRANT ROAD	50	North	Sideswipe	2	0	0	1	N	N	N	24600	Cloudy	Daylight
FHPD13OFF037507	FHP	Short	5/6/2013 0:00	11:26 PM	Unincorporated	Brevard	I-95	GRANT ROAD	50	South	Rear End	2	0	0	0	N	N	N	1000	Clear	Dark - Not Lighted
FHPD15OFF035900	FHP	Long	4/21/2015 0:00	1:30 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	21120	South	Rear End	2	0	0	1	Y	N	N	14500	Clear	Daylight
FHPD13OFF061760	FHP	Long	7/22/2013 0:00	4:46 AM	Malabar	Brevard	INTERSTATE 95 (SR-9)	SR-514 (MALABAR RD)	21120	South	Unknown	2	0	0	0	N	N	N	1700	Cloudy	Dark - Not Lighted
FHPD15OFF079926	FHP	Long	8/31/2015 0:00	5:15 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) SB EXIT RAMP	STATE ROAD 514 (MALABAR ROAD)	500	North	Rear End	3	0	0	2	N	N	N	1500	Cloudy	Daylight
FHPD14OFF064049	FHP	Long	7/21/2014 0:00	4:00 PM	Palm Bay	Brevard	I95 (SR 9) EXIT RAMP	SR 514 (MALABAR RD)	100	North	Unknown	2	0	0	1	N	N	N	51	Cloudy	Daylight
FHPD15OFF000487	FHP	Short	1/2/2015 0:00	6:25 PM	Palm Bay	Brevard	INTERSTATE 95 SB EXIT RAMP	STATE ROAD 514 (MALABAR RD)	25	North	Rear End	2	0	0	0	N	N	N	1700	Clear	Dark - Lighted
FHPD15OFF052160	FHP	Short	6/10/2015 0:00	12:25 PM	Palm Bay	Brevard	I-95 EXIT RAMP SB	SR-514 MALABAR RD	25	North	Rear End	2	0	0	0	N	N	N	1500	Clear	Daylight
FHPD12OFF009234	FHP	Long	2/4/2012 0:00	5:58 PM	Palm Bay	Brevard	I95 SR 9 ENTRANCE RAMP	S 514 MALABAR ROAD	528	North	Sideswipe	2	0	0	0	N	N	N	400	Cloudy	Daylight
16-006441	Palm Bay PD	Long	7/26/2016 0:00	6:53 AM	Palm Bay	Brevard	ON RAMP OF NORTH BOUND I-95	MALABAR RD NE	472	North	Rear End	2	0	0	0	N	N	N	3000	Clear	Daylight
FHPD14OFF114005	FHP	Long	12/24/2014 0:00	11:50 PM	Palm Bay	Brevard	NB I-95 (STATE ROAD 9) 174 MM	STATE ROAD 514 (MALABAR RD)	5280	North	Off Road	1	0	0	0	N	N	N	3100	Rain	Dark - Not Lighted
FHPD15OFF067243	FHP	Long	7/25/2015 0:00	11:57 AM	Palm Bay	Brevard	I-95 SB MM 173	SR-514 (MALABAR ROAD)	5280	North	Other	1	0	0	0	N	N	N	2500	Rain	Daylight
FHPD15OFF015057	FHP	Short	2/19/2015 0:00	6:11 PM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 9) MM 173	STATE ROAD 514(MALABAR ROAD)	1320	North	Rear End	2	0	0	0	N	N	N	1500	Clear	Daylight
FHPD15OFF016032	FHP	Short	2/22/2015 0:00	5:42 PM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 9) MM 173.5	STATE ROAD 514(MALABAR ROAD)	2640	North	Sideswipe	2	0	0	0	N	N	N	1100	Clear	Daylight
FHPD15OFF048995	FHP	Long	6/1/2015 0:00	12:39 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) SB	STATE ROAD 514 (MALABAR ROAD)	2640	South	Off Road	1	0	2	0	N	N	N	5000	Clear	Dark - Lighted
FHPD16OFF083045	FHP	Long	8/27/2016 0:00	2:20 AM	Palm Bay	Brevard	INTERSTATE 95(STATE ROAD 09)SB MM173	STATE ROAD 514(MALABAR RD)	1320	South	Off Road	1	0	0	2	N	N	N	7000	Clear	Dark - Lighted
FHPD12OFF075640	FHP	Long	9/4/2012 0:00	3:32 AM	Unincorporated	Brevard	SB SR9	MM173	2640	South	Off Road	1	0	0	1	N	N	N	10000	Clear	Dark - Lighted
FHPD13OFF062496	FHP	Long	7/24/2013 0:00	1:50 PM	Unincorporated	Brevard	I-95 (SR 9)	SR 514	5280	South	Unknown	2	0	0	6	N	N	N	4000	Rain	Daylight
FHPD15OFF001026	FHP	Long	1/4/2015 0:00	9:46 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) NB	STATE ROAD 514 (MALABAR ROAD)	5280	South	Sideswipe	2	0	0	0	N	N	N	600	Clear	Dark - Not Lighted
FHPD16OFF119065	FHP	Long	12/6/2016 0:00	3:50 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	1320	North	Off Road	1	0	0	0	N	N	N	4000	Cloudy	Daylight
FHPD15OFF110692	FHP	Long	11/29/2015 0:00	6:38 PM	Malabar	Brevard	INTERSTATE 95(STATE ROAD 09)SB MM168	GRANT RD	100	North	Rear End	3	0	0							

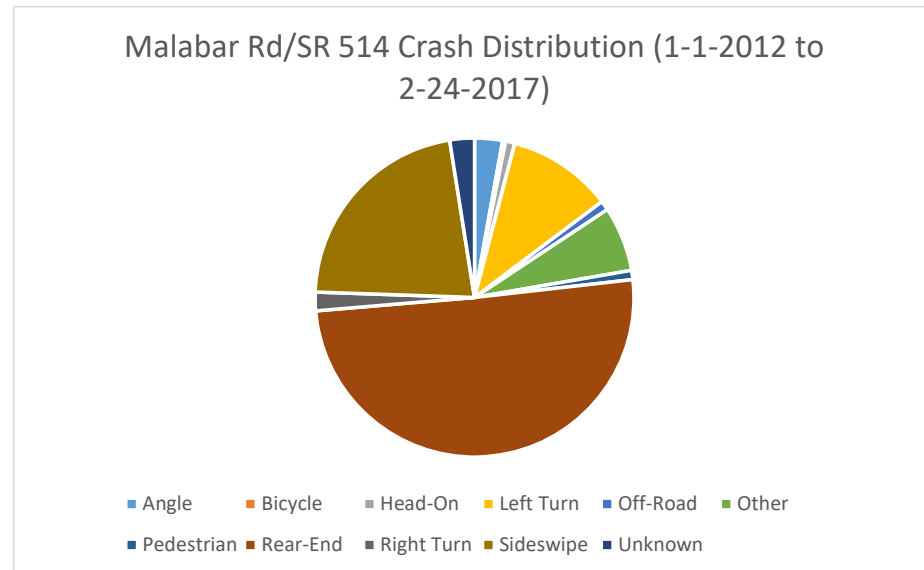
I-95 Mainline_No Work Zone
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition	
FHPD15OFF072081	FHP	Long	8/8/2015 0:00	1:40 PM	Palm Bay	Brevard	I95 SB MM173	SR 514 (MALABAR RD)	0		Rear End	2	0	0	0	N	Y	N	6000	Rain	Daylight	
FHPD14OFF026627	FHP	Long	3/29/2014 0:00	6:25 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) RAMP	STATE ROAD 514 (MALABAR RD)	30	North	Sideswipe	2	0	0	0	N	N	N	1500	Rain	Dark - Lighted	
FHPD16OFF042725	FHP	Long	5/4/2016 0:00	7:54 PM	Palm Bay	Brevard	INTERSTATE 95(SR 9)NB MM173	STATE ROAD 514(MALABAR ROAD)	1320	North	Off Road	1	0	0	0	N	N	N	3000	Rain	Dark - Lighted	
13-009292	Palm Bay PD	Long	10/20/2013 0:00	4:37 PM	Palm Bay	Brevard	I-95	MALABAR RD SE	25	South	Rear End	3	0	0	0	1	N	Y	N	7000	Cloudy	Daylight
FHPD14OFF103452	FHP	Long	11/22/2014 0:00	1:00 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9) NB	STATE ROAD 514 (MALABAR ROAD)	26400	South	Sideswipe	2	0	0	0	N	N	N	1200	Cloudy	Daylight	
FHPD16OFF012512	FHP	Long	2/8/2016 0:00	12:40 PM	Palm Bay	Brevard	I-95 (SR 9) MM 173	SR 514 (MALABAR RD) OVERPASS	0		Other	3	0	0	0	1	N	N	4500	Clear	Daylight	
FHPD16OFF080955	FHP	Short	8/21/2016 0:00	1:05 PM	Palm Bay	Brevard	I-95 NB MM 173	SR 514 (MALABAR RD)	5280	South	Off Road	1	0	0	0	0	N	N	3500	Rain	Daylight	
FHPD14OFF031508	FHP	Long	4/12/2014 0:00	4:25 PM	Palm Bay	Brevard	SB INTERSTATE 95 MM173	SR 514 (MALABAR RD)	500	South	Other	2	0	0	0	0	N	N	500	Clear	Daylight	
FHPD15OFF088443	FHP	Long	9/24/2015 0:00	6:30 PM	Palm Bay	Brevard	SB I95 MM173	SR 514 (MALABAR RD)	2640	South	Off Road	1	0	0	0	0	N	N	4000	Clear	Daylight	
FHPD14OFF107496	FHP	Long	12/5/2014 0:00	8:30 AM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9) SB MM173	STATE ROAD 514 (MALABAR ROAD)	500	South	Other	2	0	0	0	0	N	N	250	Rain	Daylight	
FHPD13OFF102749	FHP	Long	12/1/2013 0:00	7:35 PM	Unincorporated	Brevard	I-95 SB (SR-9)	SR 514 (MALABAR RD)	1320	South	Rear End	2	0	0	0	0	N	N	1250	Cloudy	Dark - Lighted	
13270009	Brevard Co SO	Long	8/26/2013 0:00	5:30 PM	Unincorporated	Brevard	I 95		0		Off Road	1	0	0	0	0	N	N	1000	Clear	Daylight	
FHPD12OFF073134	FHP	Long	8/27/2012 0:00	7:45 AM	Unincorporated	Brevard	I 95 SR 9	SR 514 MALABAR ROAD	5280	South	Rear End	3	0	0	0	3	N	N	11800	Rain	Dusk	
FHPD16OFF043436	FHP	Long	5/6/2016 0:00	5:00 PM	Palm Bay	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	1320	North	Rear End	2	0	0	0	1	N	N	4500	Clear	Daylight	
FHPD12OFF076188	FHP	Long	9/5/2012 0:00	5:03 PM	Unincorporated	Brevard	I-95 (STATE ROAD 9)	SR-514 (MALABAR RD)	1056	North	Rear End	5	0	0	0	2	N	Y	N	37500	Cloudy	Daylight
FHPD15OFF034906	FHP	Long	4/18/2015 0:00	1:10 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9) NB 168 MM	GRANT ROAD	2640	North	Other	1	0	0	0	2	N	N	250	Clear	Daylight	
FHPD13OFF054559	FHP	Long	6/29/2013 0:00	8:40 PM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	STATE ROAD 514 (MALABAR ROAD)	31680	South	Off Road	1	0	0	0	0	N	N	6000	Rain	Dark - Not Lighted	
FHPD16OFF065589	FHP	Long	7/9/2016 0:00	1:10 PM	Unincorporated	Brevard	I-95 SR-9	GRANT RD	1056	South	Off Road	1	0	0	0	1	N	N	20000	Clear	Daylight	
FHPD16OFF073866	FHP	Long	8/2/2016 0:00	3:22 AM	Malabar	Brevard	INTERSTATE 95 (STATE ROAD 9)	MILE MARKER 169	0		Rear End	5	0	0	0	3	N	N	169000	Clear	Dark - Not Lighted	

Malabar Rd/SR 514
 1/1/2012 - 2/24/2017

Type of Crash	Frequency	Percentage	Fatalities	Injuries
Angle	9	2.82%	0	7
Bicycle	1	0.31%	0	0
Head-On	3	0.94%	0	2
Left Turn	34	10.66%	0	28
Off-Road	3	0.94%	0	0
Other	21	6.58%	1	12
Pedestrian	3	0.94%	0	3
Rear-End	161	50.47%	0	37
Right Turn	6	1.88%	0	2
Sideswipe	70	21.94%	0	11
Unknown	8	2.51%	0	3
Total	319	100.00%	1	105

C= 319	crashes
N= 5.15	years
V= 37500	AADT
L= 2	miles
R= 2.2627122	crashes per MVMT



Malabar Rd/SR 514
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
13-005024	Palm Bay PD	Short	6/5/2013 0:00	9:59 AM	Palm Bay	Brevard	MALABAR RD NE	SAN FILIPPE DR	50	East	Rear End	2	0	0	0	N	Y	N	0	Cloudy	Daylight
16-003160	Palm Bay PD	Short	4/12/2016 0:00	7:46 AM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	79	East	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
16-001453	Palm Bay PD	Short	2/17/2016 0:00	3:22 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	89	East	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
12-009230	Palm Bay PD	Short	10/13/2012 0:00	2:14 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	100	East	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
16-004444	Palm Bay PD	Short	5/24/2016 0:00	3:13 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	104	East	Rear End	2	0	0	0	N	Y	N	0	Clear	Daylight
15-002077	Palm Bay PD	Long	3/4/2015 0:00	8:09 AM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	350	East	Sideswipe	2	0	0	0	N	N	N	100	Clear	Daylight
12-008202	Palm Bay PD	Long	9/11/2012 0:00	7:51 AM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	200	East	Left Turn	2	0	0	0	1	N	N	4000	Cloudy	Daylight
15-001523	Palm Bay PD	Short	2/16/2015 0:00	7:22 AM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	300	East	Rear End	2	0	0	0	0	N	N	0	Clear	Daylight
16-007279	Palm Bay PD	Long	8/20/2016 0:00	3:04 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	401	East	Rear End	2	0	0	0	1	N	N	1500	Clear	Daylight
112007795	Palm Bay PD	Long	8/28/2012 0:00	6:05 PM	Palm Bay	Brevard	NE MALABAR RD	NE MALABAR RD	0	North	Other	2	0	0	0	1	N	N	200	Cloudy	Dusk
16-009978	Palm Bay PD	Long	11/7/2016 0:00	6:28 AM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	500	East	Left Turn	2	0	0	0	1	N	N	7500	Clear	Daylight
13-003269	Palm Bay PD	Short	4/14/2013 0:00	3:22 PM	Palm Bay	Brevard	MALABAR RD SE	I 95	532	West	Sideswipe	2	0	0	0	0	N	N	0	Rain	Daylight
15-000257	Palm Bay PD	Short	1/9/2015 0:00	9:29 AM	Palm Bay	Brevard	MALABAR RD	I-95	500	West	Sideswipe	2	0	0	0	0	N	N	0	Cloudy	Daylight
15-004192	Palm Bay PD	Short	5/8/2015 0:00	12:18 AM	Palm Bay	Brevard	MALABAR RD SE	MALABAR RD SE	250		Other	2	0	0	0	0	N	N	0	Clear	Dark - Lighted
12-007960	Palm Bay PD	Long	9/3/2012 0:00	2:18 PM	Palm Bay	Brevard	MALABAR RD NE	I 95	600	West	Rear End	2	0	0	0	1	N	N	2000	Clear	Daylight
14-002665	Palm Bay PD	Long	3/19/2014 0:00	7:54 AM	Palm Bay	Brevard	MALABAR RD NE	S I-95	198	West	Rear End	2	0	0	0	0	N	N	5000	Clear	Daylight
16-006126	Palm Bay PD	Short	7/16/2016 0:00	5:28 PM	Palm Bay	Brevard	MALABAR RD NE	S I-95	405	West	Rear End	2	0	0	0	0	N	N	0	Cloudy	Daylight
16-006413	Palm Bay PD	Short	7/25/2016 0:00	4:29 PM	Palm Bay	Brevard	MALABAR RD NE	S I-95	166	West	Rear End	2	0	0	0	0	N	N	0	Clear	Daylight
16-010669	Palm Bay PD	Long	11/26/2016 0:00	8:51 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0		Other	1	1	0	0	1	N	N	0	Clear	Dark - Lighted
16-007972	Palm Bay PD	Long	9/10/2016 0:00	3:24 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0	East	Rear End	2	0	0	0	0	N	N	300	Clear	Daylight
14-009825	Palm Bay PD	Long	10/9/2014 0:00	4:35 PM	Palm Bay	Brevard	SR 514	I-95	0		Rear End	3	0	0	0	0	N	N	2000	Clear	Daylight
15-008062	Palm Bay PD	Long	8/30/2015 0:00	9:03 PM	Palm Bay	Brevard	MALABAR RD	I-95	0	North	Angle	2	0	0	0	1	N	N	10000	Clear	Dark - Lighted
16-001007	Palm Bay PD	Long	2/3/2016 0:00	1:34 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0	West	Sideswipe	2	0	0	0	0	N	N	1000	Clear	Daylight
112006395	Palm Bay PD	Long	7/15/2012 0:00	3:20 AM	Palm Bay	Brevard	MALABAR RD	INTERSTATE 95 HWY	0		Off Road	1	0	0	0	0	N	N	8000	Clear	Dark - Lighted
16-011930	Palm Bay PD	Long	12/30/2016 0:00	12:29 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0	East	Sideswipe	2	0	0	0	0	N	N	1000	Cloudy	Daylight
14-003740	Palm Bay PD	Short	4/17/2014 0:00	1:19 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0		Rear End	3	0	0	0	0	N	N	0	Cloudy	Daylight
14-007185	Palm Bay PD	Short	7/24/2014 0:00	6:35 PM	Palm Bay	Brevard	MALABAR BLVD	I-95	5	East	Rear End	2	0	0	0	0	N	N	0	Clear	Daylight
13-003037	Palm Bay PD	Long	4/7/2013 0:00	6:38 PM	Palm Bay	Brevard	MALABAR RD NE	I 95	0		Other	3	0	0	0	1	N	N	7500	Clear	Daylight
FHPD150FF061834	FHP	Long	7/8/2015 0:00	3:15 PM	Palm Bay	Brevard	STATE ROAD 514 (MALABAR ROAD)	INTERSTATE 95 (STATE ROAD 9	0		Rear End	2	0	0	0	0	N	N	2500	Clear	Daylight
13-003206	Palm Bay PD	Short	4/12/2013 0:00	11:43 AM	Palm Bay	Brevard	MALABAR RD NE	I 95	0		Sideswipe	2	0	0	0	0	N	N	0	Clear	Daylight
12-009595	Palm Bay PD	Short	10/26/2012 0:00	9:15 AM	Palm Bay	Brevard	MALABAR RD NW	I 95	0		Rear End	2	0	0	0	0	N	N	0	Rain	Daylight
16-003375	Palm Bay PD	Long	4/19/2016 0:00	7:59 AM	Palm Bay	Brevard	MALABAR RD NE	I-95	0	North	Sideswipe	2	0	0	0	0	N	N	2500	Clear	Daylight
12-009359	Palm Bay PD	Short	10/17/2012 0:00	5:28 PM	Palm Bay	Brevard	MALABAR RD NE	I 95	50	East	Rear End	2	0	0	0	0	N	N	0	Cloudy	Daylight
15-005202	Palm Bay PD	Short	6/5/2015 0:00	3:29 PM	Palm Bay	Brevard	MALABAR RD NE	INTERSTATE I95	100	East	Rear End	2	0	0	0	0	N	N	0	Clear	Daylight
16-003767	Palm Bay PD	Short	5/2/2016 0:00	5:40 PM	Palm Bay	Brevard	MALABAR RD NE	INTERSTATE CT SE	152	West	Rear End	2	0	0	0	0	N	N	0	Clear	Daylight
14-009559	Palm Bay PD	Long	10/2/2014 0:00	8:35 AM	Palm Bay	Brevard	SR 514	SAN FILIPPO DR SE	80	East	Rear End	3	0	0	0	0	N	N	8000	Clear	Daylight
15-008376	Palm Bay PD	Long	9/9/2015 0:00	8:17 AM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	100	East	Rear End	2	0	0	0	1	N	N	3500	Clear	Daylight
15-011166	Palm Bay PD	Short	12/3/2015 0:00	7:50 AM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	200	East	Rear End	2	0	0	0	0	N	N	0	Cloudy	Daylight
12-005423	Palm Bay PD	Short	6/14/2012 0:00	5:37 PM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	300	East	Rear End	2	0	0	0	0	N	N	0	Cloudy	Daylight
14-009087	Palm Bay PD	Short	9/18/2014 0:00	4:55 PM	Palm Bay	Brevard	SR 514	SAN FILIPPO DR SE	300	East	Rear End	2	0	0	0	0	N	N	0	Clear	Daylight
15-010479	Palm Bay PD	Long	11/10/2015 0:00	5:26 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	390	East	Rear End	4	0	0	0	1	N	N	11000	Cloudy	Dusk
15-011129	Palm Bay PD	Long	12/2/2015 0:00	7:41 AM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	421	East	Left Turn	2	0	0	0	0	N	N	13000	Clear	Daylight
12-010982	Palm Bay PD	Long	12/11/2012 0:00	7:24 AM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	150	East	Angle	2	0	0	0	4	N	N	20000	Cloudy	Daylight
13-000703	Palm Bay PD	Long	1/23/2013 0:00	1:28 PM	Palm Bay	Brevard	MALABAR RD NE	I 95	400	West	Sideswipe	2	0	0	0	2	N	N	7000	Clear	Daylight
12-010626	Palm Bay PD	Short	11/30/2012 0:00	3:19 PM	Palm Bay	Brevard	MALABAR RD NE	I 95	300	West	Sideswipe	2	0	0	0	0	N	N	0	Clear	Daylight
14-006318	Palm Bay PD	Short	6/30/2014 0:00	8:41 AM	Palm Bay	Brevard	MALABAR RD	I-95	200	West	Rear End	2	0	0	0	0	N	N	0	Clear	Daylight
16-001828	Palm Bay PD	Long	3/1/2016 0:00	12:30 AM	Palm Bay	Brevard	MALABAR RD	I-95	0	West	Right Turn	2	0	0	0	0	N	N	1500	Clear	Dark - Not Lighted
16-004698	Palm Bay PD	Long	5/31/2016 0:00	6:12 PM	Palm Bay	Brevard	MALABAR RD SE	MALABAR RD NE	0	West	Other	1	1	0	0	1	N	N	1000	Clear	Daylight
14-000505	Palm Bay PD	Long	1/16/2014 0:00	5:02 PM	Palm Bay	Brevard	SR 514	I-95	50	West	Sideswipe	2	0	0	0	0	N	N	500	Clear	Daylight
FHPD140FF079402	FHP	Long	9/6/2014 0:00	4:15 PM	Cocoa	Brevard	STATE ROAD 514 (MALABAR ROAD)	INTERSTATE 95 (STATE ROAD 9) SB ENT	0		Left Turn	2	0	0	0	1	N	N	100	Cloudy	Daylight
15003073	Palm Bay PD	Long	4/3/2015 0:00	7:35 PM	Palm Bay	Brevard	MALABAR BLVD	I 95	0		Left Turn	2	0	0	0	2	N	N	17000	Clear	Daylight
FHPD130FF099682	FHP	Long	11/21/2013 0:00	6:30 PM	Palm Bay	Brevard	SR 514 (MALABAR RD)	INTERSTAT 95 SB EXIT RAMP (SR 9)	50	West	Sideswipe	2	0	0	0	0	N	N	2100	Rain	Dark - Lighted
14-005760	Palm Bay PD	Long	6/14/2014 0:00	3:12 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0	West	Left Turn	2	0	0	0	0	N	N	1100	Clear	Daylight
15-010175	Palm Bay PD	Long	11/2/2015 0:00	4:33 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0		Pedestrian	1	1	0	0	1	N	N	0	Clear	Daylight
13-006811	Palm Bay PD	Long	8/1/2013 0:00	11:11 AM	Palm Bay	Brevard	MALABAR RD	I-95	0	West	Left Turn	2	0	0	0	5	N	N	23000	Clear	Daylight
13-005843	Palm Bay PD	Short	7/1/2013 0:00	11:50 AM	Palm Bay	Brevard	MALABAR RD NE	I 95	0		Rear End	2	0	0	0	0	N	N	0	Cloudy	Daylight
14-005505	Palm Bay PD	Long	6/6/2014 0:00	1:57 PM	Palm Bay	Brevard	MALABAR RD	I-95	50	West	Other	3	0	0	0	2	N	N	19500	Clear	Daylight
13-007989	Palm Bay PD	Long	9/6/2013 0:00	7:14 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0		Off Road	1	0	0	0	0	N	N	5000	Rain	Dusk
14-012618	Palm Bay PD	Long	12/31/2014 0:00	11:23 PM	Palm Bay	Brevard	MALABAR RD SE	I95	0	South	Other	1	0	0	0	0	N	N	0	Cloudy	Dark - Lighted
14-004899	Palm Bay PD	Short	5/20/2014 0:00	4:52 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	100	West	Sideswipe	2	0	0	0	0	N	N	0	Clear	Daylight
15-011866	Palm Bay PD	Short	12/24/2015 0:00	8:30 AM	Palm Bay																

Malabar Rd/SR 514
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
16-004858	Palm Bay PD	Long	6/5/2016 0:00	5:36 PM	Palm Bay	Brevard	MALABAR RD	I-95	0	East	Angle	2	0	0	0	N	N	N	2500	Cloudy	Daylight
12-007071	Palm Bay PD	Long	8/5/2012 0:00	9:05 AM	Palm Bay	Brevard	MALABAR RD NE	I95	0		Left Turn	2	0	0	1	N	N	N	13000	Cloudy	Daylight
112003335	Palm Bay PD	Long	4/10/2012 0:00	9:57 PM	Palm Bay	Brevard	SE MALABAR RD	I95	5	East	Rear End	2	0	0	1	N	Y	N	10000	Clear	Dark - Lighted
14-010281	Palm Bay PD	Short	10/23/2014 0:00	11:40 AM	Palm Bay	Brevard	MALABAR RD SE	I-95	0		Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
16-003034	Palm Bay PD	Short	4/7/2016 0:00	6:03 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0	West	Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
13-010919	Palm Bay PD	Long	12/10/2013 0:00	5:43 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	50	East	Rear End	2	0	0	0	N	N	N	7000	Clear	Dark - Lighted
12-009358	Palm Bay PD	Short	10/17/2012 0:00	5:18 PM	Palm Bay	Brevard	MALABAR RD NE	I95	100	East	Rear End	2	0	0	0	N	Y	N	0	Cloudy	Daylight
15-002704	Palm Bay PD	Short	3/23/2015 0:00	3:26 PM	Palm Bay	Brevard	MALABAR RD NE	RING AVE NE	59	West	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
16-009618	Palm Bay PD	Long	10/28/2016 0:00	2:51 PM	Palm Bay	Brevard	INTERSTATE CT SE	MALABAR RD NE	0		Left Turn	2	0	0	1	N	N	N	8000	Clear	Daylight
15-008704	Palm Bay PD	Short	9/18/2015 0:00	8:20 PM	Palm Bay	Brevard	MALABAR RD	INTERSTATE CT SE	0	East	Sideswipe	2	0	0	0	N	N	N	0	Rain	Dark - Lighted
16-000226	Palm Bay PD	Short	1/8/2016 0:00	11:14 AM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	75	West	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
12-009336	Palm Bay PD	Short	10/17/2012 0:00	7:55 AM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPE DR	200	East	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
12007712	Palm Bay PD	Short	8/25/2012 0:00	2:40 PM	Palm Bay	Brevard	MALABAR RD NW	SAN FILIPPE DR	250	East	Unknown	2	0	0	0	N	N	N	0	Clear	Daylight
16-000454	Palm Bay PD	Short	1/15/2016 0:00	12:26 PM	Palm Bay	Brevard	MALABAR RD NE	SAN FILIPPO DR SE	462	East	Left Turn	2	0	0	0	N	N	N	0	Rain	Daylight
15-006555	Palm Bay PD	Short	7/16/2015 0:00	5:06 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	519	East	Sideswipe	2	0	0	0	N	N	N	0	Rain	Daylight
15-008092	Palm Bay PD	Short	8/31/2015 0:00	5:00 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	1	West	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
13000645	Palm Bay PD	Long	1/21/2013 0:00	6:30 PM	Palm Bay	Brevard	MALABAR RD NE	SAN FILIPPO DR SE	1000	East	Sideswipe	2	0	0	0	N	N	N	1000	Cloudy	Dark - Lighted
16-002787	Palm Bay PD	Short	3/31/2016 0:00	2:00 PM	Palm Bay	Brevard	MALABAR RD	I-95	0		Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
16-005300	Palm Bay PD	Short	6/18/2016 0:00	9:10 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0	South	Rear End	2	0	0	0	N	N	N	0	Rain	Dark - Lighted
16-008098	Palm Bay PD	Short	9/14/2016 0:00	11:13 AM	Palm Bay	Brevard	MALABAR RD NE	S I-95	28	West	Rear End	2	0	0	0	N	Y	N	0	Clear	Daylight
13004269	Palm Bay PD	Short	5/13/2013 0:00	12:38 PM	Palm Bay	Brevard	MALABAR RD SE	I95	50	West	Rear End	2	0	0	0	N	Y	N	0	Clear	Daylight
13-005784	Palm Bay PD	Short	6/29/2013 0:00	5:01 PM	Palm Bay	Brevard	MALABAR RD NE	I95	0	East	Rear End	2	0	0	0	N	Y	N	0	Rain	Daylight
15-011233	Palm Bay PD	Short	12/4/2015 0:00	6:33 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0		Rear End	2	0	0	0	N	N	N	0	Rain	Dark - Lighted
15002678	Palm Bay PD	Long	3/22/2015 0:00	8:35 PM	Palm Bay	Brevard	MALABAR RD	INTERSTATE 95	0	East	Other	1	0	0	2	N	N	N	9000	Clear	Dark - Lighted
15-004199	Palm Bay PD	Long	5/8/2015 0:00	7:36 AM	Palm Bay	Brevard	SR 514	I-95	0		Left Turn	2	0	0	1	N	N	N	8000	Clear	Daylight
14-009210	Palm Bay PD	Short	9/22/2014 0:00	2:13 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0		Other	1	0	0	0	N	N	N	0	Clear	Daylight
16-007733	Palm Bay PD	Long	9/2/2016 0:00	5:40 PM	Palm Bay	Brevard	MALABAR RD NE	S I-95	5	West	Angle	2	0	0	0	N	N	N	500	Cloudy	Daylight
13-009410	Palm Bay PD	Long	10/24/2013 0:00	10:19 AM	Palm Bay	Brevard	W BOUND MALABAR RD	SOUTH BOUND OFF RAMP OF I-95	0	West	Sideswipe	2	0	0	1	N	N	N	2050	Cloudy	Daylight
14-009567	Palm Bay PD	Long	10/2/2014 0:00	12:26 PM	Palm Bay	Brevard	SR 514	I-95	0		Rear End	2	0	0	1	N	N	N	4000	Clear	Daylight
14-010887	Palm Bay PD	Long	11/10/2014 0:00	8:26 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0		Rear End	2	0	0	2	N	N	N	200	Clear	Dark - Lighted
16-010515	Palm Bay PD	Long	11/21/2016 0:00	4:01 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0		Rear End	2	0	0	0	N	N	N	3000	Clear	Daylight
15-009330	Palm Bay PD	Short	10/7/2015 0:00	4:46 PM	Palm Bay	Brevard	MALABAR RD NE	I95 ON RAMP	200	West	Rear End	2	0	0	0	N	Y	N	0	Clear	Daylight
15-007033	Palm Bay PD	Short	7/31/2015 0:00	5:40 PM	Palm Bay	Brevard	MALABAR RD NE	I-95 MM173 RAMP	219	East	Rear End	2	0	0	0	N	Y	N	0	Cloudy	Daylight
16-000352	Palm Bay PD	Short	1/12/2016 0:00	12:58 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	25	West	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
13001736	Palm Bay PD	Short	2/24/2013 0:00	9:52 AM	Palm Bay	Brevard	MALABAR RD SE	I95	0		Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
14-006402	Palm Bay PD	Long	7/2/2014 0:00	12:26 PM	Palm Bay	Brevard	MALABAR RD	I95 OVERPASS	0		Rear End	2	0	0	1	N	N	N	200	Cloudy	Daylight
14-005957	Palm Bay PD	Short	6/20/2014 0:00	11:21 AM	Palm Bay	Brevard	MALABAR RD NE	SR-9	129	West	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
16-010093	Palm Bay PD	Long	11/9/2016 0:00	6:40 AM	Palm Bay	Brevard	MALABAR RD NE	N I-95	118	West	Rear End	2	0	0	1	N	N	N	200	Clear	Daylight
16-011671	Palm Bay PD	Short	12/22/2016 0:00	6:21 PM	Palm Bay	Brevard	MALABAR BLVD	I95 NB RAMP TO PINEDA CSWY	0	East	Rear End	2	0	0	0	N	N	N	0	Clear	Dusk
16000202	Palm Bay PD	Short	1/7/2016 0:00	5:30 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0	East	Rear End	2	0	0	0	N	N	N	0	Clear	Dusk
13006888	Palm Bay PD	Long	8/3/2013 0:00	4:05 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0	East	Left Turn	2	0	0	4	N	Y	N	25000	Clear	Daylight
15-009820	Palm Bay PD	Short	10/22/2015 0:00	8:54 AM	Palm Bay	Brevard	MALABAR RD SE	INTERSTATE 95 NORTH INTERCHANGE	0	East	Rear End	2	0	0	0	N	Y	N	0	Clear	Daylight
01-15000686	Palm Bay PD	Long	1/21/2015 0:00	4:50 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	25	East	Rear End	4	0	0	0	N	Y	N	1950	Clear	Daylight
12-006569	Palm Bay PD	Short	7/20/2012 0:00	5:34 PM	Palm Bay	Brevard	MALABAR RD NE	I95	0		Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
14-007997	Palm Bay PD	Short	8/16/2014 0:00	4:40 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0	West	Sideswipe	2	0	0	0	N	N	N	0	Rain	Daylight
13000764	Palm Bay PD	Long	1/25/2013 0:00	8:59 AM	Palm Bay	Brevard	MALABAR RD SE	I95	25	East	Rear End	2	0	0	0	N	N	N	1050	Cloudy	Daylight
14-001686	Palm Bay PD	Short	2/19/2014 0:00	6:14 PM	Palm Bay	Brevard	MALABAR RD NE	RING AVE NE	69	West	Rear End	2	0	0	0	N	N	N	0	Clear	Dusk
12-010656	Palm Bay PD	Long	12/1/2012 0:00	4:05 PM	Palm Bay	Brevard	MALABAR RD NE	I95	100	East	Sideswipe	2	0	0	1	N	N	N	8000	Cloudy	Daylight
15-009208	Palm Bay PD	Long	10/3/2015 0:00	6:33 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	100	East	Rear End	3	0	0	5	Y	N	N	11000	Clear	Daylight
14-003108	Palm Bay PD	Short	3/31/2014 0:00	5:26 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	100	East	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
13-008267	Palm Bay PD	Long	9/17/2013 0:00	7:40 AM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	200	East	Rear End	2	0	0	0	N	N	N	2000	Cloudy	Daylight
16-002581	Palm Bay PD	Long	3/25/2016 0:00	7:34 AM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	257	East	Rear End	3	0	0	2	N	N	N	6000	Clear	Daylight
15-001817	Palm Bay PD	Short	2/24/2015 0:00	6:07 PM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	300	East	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
13002654	Palm Bay PD	Long	3/26/2013 0:00	6:21 AM	Palm Bay	Brevard	MALABAR RD SE	I95	0		Other	2	0	0	0	N	N	N	5900	Cloudy	Dark - Lighted
15-010480	Palm Bay PD	Short	11/10/2015 0:00	6:03 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	478	East	Rear End	2	0	0	0	N	N	N	0	Cloudy	Dark - Lighted
15-006665	Palm Bay PD	Long	7/20/2015 0:00	2:18 AM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	485	East	Off Road	1	0	0	0	N	N	N	5000	Clear	Dark - Lighted
14-002666	Palm Bay PD	Short	3/19/2014 0:00	8:07 AM	Palm Bay	Brevard	MALABAR RD	SAN FILIPPE DR	500	East	Left Turn	2	0	0	0	N	Y	N	0	Clear	Daylight
17-0000024	Palm Bay PD	Short	1/1/2017 0:00	7:27 PM	Palm Bay	Brevard	MALABAR RD	SAN FILIPPO DR	600	East	Sideswipe	2	0	0	0	N	N	N	0	Clear	Dark - Lighted
17-000490	Palm Bay PD	Long	1/15/2017 0:00	7:06 PM	Palm Bay	Brevard	MALABAR RD		0		Head On	2	0	0	0	N	N	N	700	Clear	Dark - Lighted
15-010495	Palm Bay PD	Long	11/11/2015 0:00	10:36 AM	Palm Bay	Brevard	MALABAR RD NE	I95	152	West	Sideswipe	2	0	0	1	N	N	N	3500	Clear	Daylight
14-003349	Palm Bay PD	Long	4/7/2014 0:00	8:13 AM	Palm Bay	Brevard	MALABAR RD SE	I-95	100	West	Rear End	2	0	0	0	N	N	N			

Malabar Rd/SR 514
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
14-004451	Palm Bay PD	Long	5/8/2014 0:00	9:54 AM	Palm Bay	Brevard	MALABAR RD NE	I-95 OFF RAMP	0		Other	1	1	0	1	N	N	N	150	Cloudy	Daylight
14008197	Palm Bay PD	Long	8/23/2014 0:00	8:47 AM	Palm Bay	Brevard	MALABAR RD NE	I-95	10	East	Angle	2	0	0	1	N	Y	N	4500	Clear	Daylight
14-005289	Palm Bay PD	Long	5/31/2014 0:00	8:37 AM	Palm Bay	Brevard	MALABAR RD NE	SR-514	0		Left Turn	2	0	0	0	N	N	N	12500	Clear	Daylight
17-001190	Palm Bay PD	Long	2/3/2017 0:00	9:55 AM	Palm Bay	Brevard	MALABAR RD NE	S I-95	12	East	Angle	2	0	0	12	0	Y	N	4500	Clear	Daylight
16-007243	Palm Bay PD	Long	8/19/2016 0:00	12:00 PM	Palm Bay	Brevard	MALABAR RD NE	S I-95	122	West	Rear End	2	0	0	0	N	N	N	1000	Clear	Daylight
14-008258	Palm Bay PD	Short	8/24/2014 0:00	4:31 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0		Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
15-010161	Palm Bay PD	Long	11/2/2015 0:00	9:15 AM	Palm Bay	Brevard	MALABAR RD	I95 UNDERPASS	0	West	Rear End	2	0	0	1	N	Y	N	0	Clear	Daylight
13-005603	Palm Bay PD	Short	6/23/2013 0:00	2:00 PM	Palm Bay	Brevard	MALABAR RD SE	I95	0		Rear End	2	0	0	0	N	N	N	0	Rain	Daylight
15-001949	Palm Bay PD	Short	2/28/2015 0:00	11:08 AM	Palm Bay	Brevard	SR 514	I-95	50	East	Sideswipe	2	0	0	0	0	N	N	0	Cloudy	Daylight
14-001299	Palm Bay PD	Long	3/5/2014 0:00	12:50 PM	Palm Bay	Brevard	MALABAR RD NE	N I-95	0		Rear End	2	0	0	1	N	N	N	9000	Cloudy	Daylight
1 - 15-000147	Palm Bay PD	Long	1/6/2015 0:00	10:00 AM	Palm Bay	Brevard	MALABAR RD SE	I-95	20	North	Angle	2	0	0	0	N	Y	N	4200	Cloudy	Daylight
13-002543	Palm Bay PD	Long	3/21/2013 0:00	1:00 PM	Palm Bay	Brevard	MALABAR BLVD	I95	0	West	Sideswipe	2	0	0	1	N	N	N	100	Clear	Daylight
13-001599	Palm Bay PD	Long	2/20/2013 0:00	11:30 AM	Palm Bay	Brevard	MALABAR RD NE	I95	25	East	Other	1	1	1	0	Y	N	N	0	Clear	Daylight
16-002083	Palm Bay PD	Long	3/8/2016 0:00	5:56 PM	Palm Bay	Brevard	MALABAR RD NE	N I-95	39	East	Rear End	2	0	0	3	1	Y	N	2000	Cloudy	Daylight
14-008153	Palm Bay PD	Short	8/21/2014 0:00	3:16 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	50	West	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
13-002169	Palm Bay PD	Short	3/9/2013 0:00	12:33 PM	Palm Bay	Brevard	MALABAR RD NE	I95	0	East	Rear End	2	0	0	0	N	Y	N	0	Clear	Daylight
16-002950	Palm Bay PD	Long	4/5/2016 0:00	5:39 PM	Palm Bay	Brevard	MALABAR RD NE	ILFORD CT SE	149	West	Sideswipe	2	0	0	0	N	N	N	5500	Clear	Daylight
16-002619	Palm Bay PD	Short	3/26/2016 0:00	12:31 PM	Palm Bay	Brevard	MALABAR RD NE	BABCOCK ST NE	2000	West	Rear End	3	0	0	0	N	N	N	0	Clear	Daylight
12-006352	Palm Bay PD	Short	7/13/2012 0:00	5:15 PM	Palm Bay	Brevard	MALABAR RD SE	INTERSTATE CT	100	West	Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
14-006003	Palm Bay PD	Short	6/21/2014 0:00	1:25 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	500	East	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
16001352	Palm Bay PD	Long	2/14/2016 0:00	9:19 PM	Palm Bay	Brevard	MALABAR RD SE	INTERSTATE CT SE	0	East	Other	1	0	0	1	N	N	N	500	Clear	Dark - Not Lighted
14-005713	Palm Bay PD	Short	6/13/2014 0:00	8:03 AM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	0		Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
16-003847	Palm Bay PD	Long	5/5/2016 0:00	4:11 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	88	East	Sideswipe	2	0	0	0	N	N	N	3000	Clear	Daylight
14-005071	Palm Bay PD	Short	5/25/2014 0:00	2:19 PM	Palm Bay	Brevard	MALABAR RD	SAN FILIPPE DR	100	East	Sideswipe	2	0	0	0	N	Y	N	0	Cloudy	Daylight
16-000616	Palm Bay PD	Long	1/21/2016 0:00	8:07 AM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	185	East	Rear End	2	0	0	0	N	N	N	3000	Clear	Daylight
112005749	Palm Bay PD	Long	6/25/2012 0:00	7:45 AM	Palm Bay	Brevard	MALABAR RD	SAN FILIPPO DR	200	East	Left Turn	2	0	0	0	N	N	N	5400	Rain	Daylight
15-007680	Palm Bay PD	Short	8/20/2015 0:00	7:49 AM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	193	East	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
14-007820	Palm Bay PD	Long	8/12/2014 0:00	7:54 AM	Palm Bay	Brevard	MALABAR RD	SAN FILIPPO DR SE	350	East	Left Turn	2	0	0	0	N	N	N	5000	Clear	Daylight
16-008065	Palm Bay PD	Long	9/13/2016 0:00	3:07 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	440	East	Left Turn	2	0	0	0	N	N	N	4000	Rain	Daylight
16-010470	Palm Bay PD	Long	11/19/2016 0:00	3:37 PM	Palm Bay	Brevard	MALABAR RD	SAN FILLIPO DR SE	0	East	Left Turn	2	0	0	0	N	N	N	1500	Clear	Daylight
16-011892	Palm Bay PD	Long	12/29/2016 0:00	8:57 AM	Palm Bay	Brevard	MALABAR RD NE	S I-95	458	West	Sideswipe	2	0	0	0	N	N	N	6000	Clear	Daylight
15002919	Palm Bay PD	Short	3/30/2015 0:00	7:39 AM	Palm Bay	Brevard	MALABAR BLVD	I-95	500	East	Rear End	3	0	0	0	N	N	N	0	Clear	Daylight
16-004308	Palm Bay PD	Short	5/21/2016 0:00	12:08 PM	Palm Bay	Brevard	MALABAR RD SE	SAN FILLIPO DR SE	0	North	Sideswipe	2	0	0	0	N	N	N	1400	Clear	Daylight
12-006728	Palm Bay PD	Short	7/26/2012 0:00	12:04 PM	Palm Bay	Brevard	MALABAR RD NE	I95	400	West	Unknown	2	0	0	0	N	N	N	0	Clear	Daylight
15-011736	Palm Bay PD	Long	12/19/2015 0:00	11:30 PM	Palm Bay	Brevard	MALABAR RD	INTERSTATE CT SE	816	West	Other	1	0	0	0	N	N	N	5000	Clear	Dark - Lighted
16-003270	Palm Bay PD	Long	4/15/2016 0:00	9:30 AM	Palm Bay	Brevard	MALABAR BLVD	I-95	20	West	Rear End	2	0	0	0	N	N	N	700	Clear	Daylight
13-011262	Palm Bay PD	Long	12/20/2013 0:00	9:10 AM	Palm Bay	Brevard	MALABAR RD NE	I-95	50	West	Rear End	2	0	0	0	N	N	N	2500	Clear	Daylight
16-003719	Palm Bay PD	Short	5/1/2016 0:00	12:32 PM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	1000	East	Unknown	2	0	0	0	N	N	N	0	Clear	Daylight
01-15001620	Palm Bay PD	Long	2/19/2015 0:00	8:10 AM	Palm Bay	Brevard	MALABAR RD SE	MALABAR RD SE	10	North	Left Turn	2	0	0	0	N	Y	N	8000	Severe Crosswinds	Daylight
16-008247	Palm Bay PD	Long	9/18/2016 0:00	9:07 AM	Palm Bay	Brevard	MALABAR RD NE	I-95	0	West	Sideswipe	2	0	0	0	N	Y	N	1000	Cloudy	Daylight
13-000503	Palm Bay PD	Long	1/16/2013 0:00	2:14 PM	Palm Bay	Brevard	MALABAR RD NW	I95	0		Rear End	2	0	0	0	N	N	N	5000	Clear	Daylight
15-002159	Palm Bay PD	Short	3/6/2015 0:00	3:21 PM	Palm Bay	Brevard	MALABAR RD	I-95	0	West	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
15009260	Palm Bay PD	Short	10/5/2015 0:00	4:23 PM	Palm Bay	Brevard	MALABAR BLVD	I-95	0	West	Left Turn	2	0	0	0	N	N	N	0	Clear	Daylight
14-008956	Palm Bay PD	Long	9/15/2014 0:00	2:46 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0		Pedestrian	1	1	0	1	N	N	N	0	Clear	Daylight
14-011787	Palm Bay PD	Short	12/6/2014 0:00	4:40 PM	Palm Bay	Brevard	MALABAR RD	I-95	0	East	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
16-001929	Palm Bay PD	Long	3/3/2016 0:00	9:30 PM	Palm Bay	Brevard	MALABAR RD	INTERSTATE CT SE	1000	West	Left Turn	2	0	0	0	N	N	N	1500	Clear	Dark - Lighted
12-010159	Palm Bay PD	Short	11/14/2012 0:00	5:51 PM	Palm Bay	Brevard	MALABAR RD NE	I95	300	East	Rear End	2	0	0	0	N	Y	N	0	Clear	Dusk
13-006955	Palm Bay PD	Long	8/5/2013 0:00	5:32 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	50	East	Rear End	2	0	0	0	N	N	N	4000	Rain	Daylight
17-001643	Palm Bay PD	Long	2/15/2017 0:00	10:53 AM	Palm Bay	Brevard	MALABAR RD NE	N I-95	78	West	Rear End	2	0	0	1	N	N	N	14000	Clear	Daylight
16-002704	Palm Bay PD	Long	3/29/2016 0:00	11:17 AM	Palm Bay	Brevard	MALABAR RD NE	N I-95	21	East	Left Turn	2	0	0	0	N	N	N	6500	Cloudy	Daylight
15-007626	Palm Bay PD	Short	8/18/2015 0:00	3:48 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0	East	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
15011596	Palm Bay PD	Short	12/15/2015 0:00	12:47 PM	Palm Bay	Brevard	MALABAR RD SE	I95 NB RAMP TO PINEDA CSWY	15	East	Angle	2	0	0	0	N	Y	N	0	Clear	Daylight
15-002126	Palm Bay PD	Short	3/5/2015 0:00	5:18 PM	Palm Bay	Brevard	MALABAR RD NE	SR-514	0		Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
13-000871	Palm Bay PD	Long	1/28/2013 0:00	4:53 PM	Palm Bay	Brevard	MALABAR RD NE	I95	0		Rear End	2	0	0	0	N	Y	N	6000	Cloudy	Daylight
14-003272	Palm Bay PD	Short	4/4/2014 0:00	6:53 PM	Palm Bay	Brevard	MALABAR RD NE	N I-95	14	West	Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
14-008440	Palm Bay PD	Short	8/30/2014 0:00	3:06 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0		Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
13-008940	Palm Bay PD	Short	10/9/2013 0:00	6:49 AM	Palm Bay	Brevard	MALABAR RD NE	I-95	25	East	Rear End	2	0	0	0	N	N	N	0	Cloudy	Dark - Lighted
14-005658	Palm Bay PD	Short	6/11/2014 0:00	9:56 AM	Palm Bay	Brevard	MALABAR RD NE	I-95	0		Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
13003233	Palm Bay PD	Short	4/13/2013 0:00	10:10 AM	Palm Bay	Brevard	MALABAR RD SE	I95	0	East	Rear End	2	0	0	0	N	Y	N	0	Clear	Daylight
12-008776	Palm Bay PD	Long	9/29/2012 0:00	5:15 PM	Palm Bay	Brevard	MALABAR RD NE	I95	0	East	Left Turn	2	0	0	0	N	N	N	12000	Cloudy	Daylight
14-001294	Palm Bay PD	Short	2/8/2014 0:00	4:07 PM	Palm Bay	Brevard	MALABAR RD	I-95	0	East	Sideswipe	2	0	0	0	N	Y	N	0		

Malabar Rd/SR 514
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
15-006581	Palm Bay PD	Short	7/17/2015 0:00	11:40 AM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	78	East	Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
16-006896	Palm Bay PD	Short	8/9/2016 0:00	4:14 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	96	East	Rear End	3	0	0	0	N	N	N	0	Clear	Daylight
15-010585	Palm Bay PD	Long	11/13/2015 0:00	5:32 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	330	East	Sideswipe	2	0	0	0	N	N	N	700	Clear	Daylight
14-000246	Palm Bay PD	Short	1/9/2014 0:00	5:18 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	455	East	Rear End	2	0	0	0	N	N	N	0	Cloudy	Dusk
14007955	Palm Bay PD	Long	8/15/2014 0:00	6:26 PM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	250	East	Left Turn	2	0	0	0	N	Y	N	1800	Rain	Daylight
14-005758	Palm Bay PD	Long	6/14/2014 0:00	3:13 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	456	East	Left Turn	2	0	0	2	N	N	N	20000	Clear	Daylight
15-010258	Palm Bay PD	Long	11/4/2015 0:00	9:20 AM	Palm Bay	Brevard	SR 514	SAN FILIPPO DR SE	660	East	Rear End	2	0	0	1	N	Y	N	3000	Cloudy	Daylight
16-007399	Palm Bay PD	Short	8/24/2016 0:00	6:35 AM	Palm Bay	Brevard	MALABAR RD	I-95	0	West	Rear End	2	0	0	0	N	Y	N	0	Cloudy	Dawn
16-004042	Palm Bay PD	Short	5/12/2016 0:00	8:18 AM	Palm Bay	Brevard	MALABAR RD SE	I-95	300	West	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
14001369	Palm Bay PD	Short	2/11/2014 0:00	5:55 AM	Palm Bay	Brevard	MALABAR RD NE	I-95	20	West	Rear End	2	0	0	0	N	Y	N	0	Clear	Daylight
15-002139	Palm Bay PD	Short	3/6/2015 0:00	12:00 PM	Palm Bay	Brevard	MALABAR RD	I95 RAMP MALABAR RD	0		Other	1	0	0	0	N	N	N	0	Clear	Dark - Lighted
15-002274	Palm Bay PD	Long	3/10/2015 0:00	8:26 AM	Palm Bay	Brevard	MALABAR RD SE	I-95	0	West	Rear End	3	0	0	0	N	N	N	5500	Clear	Daylight
15-008381	Palm Bay PD	Short	9/9/2015 0:00	11:19 AM	Palm Bay	Brevard	MALABAR RD	I95	0	East	Rear End	2	0	0	0	N	Y	N	0	Cloudy	Daylight
14-010325	Palm Bay PD	Long	10/24/2014 0:00	5:59 PM	Palm Bay	Brevard	MALABAR BLVD	I-95	5	East	Rear End	2	0	0	0	N	N	N	7000	Clear	Daylight
15-003133	Palm Bay PD	Long	4/5/2015 0:00	7:45 PM	Palm Bay	Brevard	MALABAR RD	I-95	0	West	Rear End	2	0	0	1	N	N	N	200	Clear	Dusk
15-004108	Palm Bay PD	Long	5/5/2015 0:00	4:29 PM	Palm Bay	Brevard	MALABAR RD NE	I-95 173 RAMP	6	East	Angle	2	0	0	1	N	Y	N	2000	Rain	Daylight
FHPD160FF009107	FHP	Short	1/28/2016 0:00	7:57 PM	Palm Bay	Brevard	STATE ROAD 514(MALABAR ROAD)	INTERSTATE 95(STATE ROAD 9)	50	South	Sideswipe	2	0	0	0	N	N	N	400	Rain	Dark - Not Lighted
16-011672	Palm Bay PD	Short	12/22/2016 0:00	5:45 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	5	West	Rear End	2	0	0	0	N	N	N	0	Clear	Dark - Lighted
FHPD120FF101566	FHP	Long	11/29/2012 0:00	8:30 AM	Unincorporated	Brevard	SR 514 MALABAR RD	SR 9 INTERSTATE 95	75	East	Rear End	2	0	0	0	N	N	N	1000	Clear	Daylight
16-005995	Palm Bay PD	Long	7/14/2016 0:00	4:54 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0	West	Rear End	3	0	0	1	N	N	N	5000	Cloudy	Daylight
15-008620	Palm Bay PD	Long	9/16/2015 0:00	2:11 PM	Palm Bay	Brevard	MALABAR RD	PALM BAY WEST	300	East	Rear End	2	0	0	1	N	Y	N	4000	Rain	Daylight
14-008048	Palm Bay PD	Short	8/18/2014 0:00	5:04 PM	Palm Bay	Brevard	10 MILE RD	I-95	25	West	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
15010875	Palm Bay PD	Long	11/23/2015 0:00	6:26 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0	West	Rear End	2	0	0	0	N	N	N	5000	Clear	Dark - Lighted
12-005494	Palm Bay PD	Short	6/17/2012 0:00	10:47 AM	Palm Bay	Brevard	MALABAR RD NE	I 95	0		Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
14-004968	Palm Bay PD	Long	5/22/2014 0:00	8:33 PM	Palm Bay	Brevard	MALABAR RD	I-95	0	East	Sideswipe	2	0	0	0	N	N	N	1510	Clear	Dark - Lighted
16-000254	Palm Bay PD	Long	1/9/2016 0:00	8:47 AM	Palm Bay	Brevard	MALABAR RD NE	INTERSTATE 95 MM173 RAMP	0	East	Left Turn	2	0	0	2	N	Y	N	18000	Fog, Smog, Smoke	Daylight
16-002412	Palm Bay PD	Long	3/19/2016 0:00	2:01 PM	Palm Bay	Brevard	MALABAR RD NE	N I-95	0		Left Turn	2	0	0	0	N	N	N	5500	Rain	Daylight
15-001017	Palm Bay PD	Long	2/1/2015 0:00	11:13 AM	Palm Bay	Brevard	MALABAR RD SE	I-95	0		Head On	2	0	0	2	N	N	N	10000	Clear	Daylight
13-007706	Palm Bay PD	Short	8/29/2013 0:00	1:30 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0		Rear End	2	0	0	0	N	N	N	0	Rain	Daylight
14-006740	Palm Bay PD	Long	7/11/2014 0:00	2:48 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	75	East	Rear End	2	0	0	2	N	N	N	17500	Cloudy	Daylight
15-001948	Palm Bay PD	Short	2/28/2015 0:00	11:03 AM	Palm Bay	Brevard	MALABAR RD NE	173 RAMP	259	East	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
17-002078	Palm Bay PD	Short	2/27/2017 0:00	1:32 PM	Palm Bay	Brevard	MALABAR RD NE	ILFORD CT SE	142	West	Rear End	2	0	0	0	N	Y	N	0	Clear	Daylight
01-15000363	Palm Bay PD	Long	1/12/2015 0:00	4:30 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	500	East	Rear End	3	0	0	0	N	Y	N	6000	Cloudy	Daylight
14-008049	Palm Bay PD	Long	8/18/2014 0:00	5:31 PM	Palm Bay	Brevard	SR 514	INTERSTATE CT SE	0		Rear End	2	0	0	1	N	N	N	2500	Clear	Daylight
13-001348	Palm Bay PD	Long	2/12/2013 0:00	1:09 PM	Palm Bay	Brevard	MALABAR RD SE	INTERSTATE CT	0		Right Turn	2	0	0	0	N	N	N	9000	Clear	Daylight
15002172	Palm Bay PD	Long	3/6/2015 0:00	7:32 PM	Palm Bay	Brevard	MALABAR BLVD	I-95	0	East	Rear End	3	0	0	0	N	N	N	6000	Clear	Dark - Lighted
16-010965	Palm Bay PD	Long	12/4/2016 0:00	6:16 PM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	0	East	Right Turn	2	0	0	2	N	N	N	4500	Clear	Dark - Lighted
14-000229	Palm Bay PD	Long	1/9/2014 0:00	7:56 AM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	100	East	Unknown	2	0	0	0	N	N	N	1000	Cloudy	Daylight
112007224	Palm Bay PD	Long	8/9/2012 0:00	9:29 PM	Palm Bay	Brevard	SW MALABAR RD	SW SAN FILIPPO DR	100	East	Rear End	2	0	0	0	N	N	N	200	Clear	Dark - Lighted
14-011168	Palm Bay PD	Long	11/19/2014 0:00	8:02 AM	Palm Bay	Brevard	MALABAR RD NE	SAN FILIPPO DR SE	150	East	Sideswipe	3	0	0	1	N	N	N	8000	Clear	Daylight
16-008803	Palm Bay PD	Short	10/4/2016 0:00	1:00 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	175	East	Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
12-007597	Palm Bay PD	Short	8/22/2012 0:00	12:43 PM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	200	East	Unknown	2	0	0	0	N	N	N	0	Cloudy	Daylight
13-009629	Palm Bay PD	Short	10/31/2013 0:00	12:12 PM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	200	East	Left Turn	2	0	0	0	N	N	N	0	Cloudy	Daylight
13-011571	Palm Bay PD	Short	12/29/2013 0:00	12:24 PM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR SE	300	East	Rear End	2	0	0	0	N	N	N	0	Rain	Daylight
16-005785	Palm Bay PD	Short	7/5/2016 0:00	12:29 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	500	West	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
12-008386	Palm Bay PD	Short	9/17/2012 0:00	1:42 PM	Palm Bay	Brevard	MALABAR RD NE	I 95	500	West	Unknown	2	0	0	0	N	N	N	0	Clear	Dawn
13-009909	Palm Bay PD	Long	11/8/2013 0:00	6:10 PM	Palm Bay	Brevard	MALABAR RD SE	MALABAR RD SE	0	East	Sideswipe	2	0	0	0	N	N	N	1500	Clear	Dark - Lighted
14-011853	Palm Bay PD	Long	12/9/2014 0:00	7:57 AM	Palm Bay	Brevard	MALABAR RD	SAN FILIPPE DR	500	East	Rear End	2	0	0	0	N	Y	N	4500	Cloudy	Daylight
13-009639	Palm Bay PD	Short	10/31/2013 0:00	3:42 PM	Palm Bay	Brevard	MALABAR RD	SAN FILIPPE DR	500	East	Sideswipe	2	0	0	0	N	Y	N	0	Clear	Daylight
15-008923	Palm Bay PD	Short	9/25/2015 0:00	6:48 AM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	546	East	Rear End	2	0	0	0	N	Y	N	0	Clear	Dawn
13-006050	Palm Bay PD	Short	7/7/2013 0:00	3:40 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	300	East	Other	2	0	0	0	N	N	N	0	Cloudy	Daylight
13-000961	Palm Bay PD	Short	1/31/2013 0:00	12:16 PM	Palm Bay	Brevard	MALABAR RD SE	I 95	250	West	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
15-006470	Palm Bay PD	Short	7/14/2015 0:00	10:15 AM	Palm Bay	Brevard	MALABAR RD NE	PRIVATE DRIVEWAY	0		Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
16-011669	Palm Bay PD	Short	12/22/2016 0:00	6:25 PM	Palm Bay	Brevard	MALABAR RD	SAN FILIPPO DR	300	East	Left Turn	2	0	0	0	N	N	N	0	Clear	Dark - Lighted
16-001581	Palm Bay PD	Short	2/21/2016 0:00	6:22 PM	Palm Bay	Brevard	MALABAR RD	SAN FILIPPO DR	0	East	Sideswipe	2	0	0	0	N	N	N	0	Clear	Dawn
16-006918	Palm Bay PD	Long	8/10/2016 0:00	9:47 AM	Palm Bay	Brevard	MALABAR RD NE	I-95	600	West	Sideswipe	2	0	0	0	N	Y	N	2000	Clear	Daylight
12-011518	Palm Bay PD	Short	12/28/2012 0:00	10:15 AM	Palm Bay	Brevard	MALABAR RD NE	I 95	100	West	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
16-001411	Palm Bay PD	Long	2/16/2016 0:00	12:50 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	948	East	Sideswipe	2	0	0	0	N	N	N	200	Clear	Daylight
14-004317	Palm Bay PD	Short	5/4/2014 0:00	1:37 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0	East	Left Turn	2	0	0	0	N	Y	N	0	Clear	Daylight
16-004296	Palm Bay PD	Short	5/19/2016 0:00	8:48 PM	Palm Bay	Brevard	MALABAR RD NW	SAN FILIPPO DR SE	1000	East	Rear End	2	0	0	0	N	N	N	0	Clear	Dark - Lighted
14-001148	Palm Bay PD	Short	2/4/2014 0:00	1:19 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0	East	Sideswipe	2	0	0	0	N	Y	N	0	Clear	Daylight
13-004819	Palm Bay PD	Short	5/30/2013 0:00	7:23 AM	Palm Bay	Brevard	MALABAR RD NE	I 95	0		Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
15-003613	Palm Bay PD	Short	4/21/2015 0:00	8:05 AM	Palm Bay	Brevard	MALABAR RD SE	I-95	50	West	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
16-003214	Palm Bay PD	Short	4/13/2016 0:00	3:28 PM	Palm Bay	Brevard	MALABAR RD NE	S I-95	5	West	Right Turn	2	0	0	0	N	N	N	0	Clear	Daylight
14-005107	Palm Bay PD	Long	5/26/2014 0:00	1:03 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0		Left Turn	2	0	0	0	N	N	N	4000	Cloudy	Daylight
15-000043	Palm Bay PD	Short	1/2/2015 0:00	2:29 PM	Palm Bay	Brevard	MALABAR RD	I-95	0	West	Rear End	2	0	0	0	N	Y	N	0	Cloudy	Daylight
14-008422	Palm Bay PD	Long	8/29/2014 0:00	8:00 PM	Palm Bay	Brevard	MALABAR BLVD	I-95	0	West	Rear End	2	0	0	0	N	N	N	200	Rain	Dark - Lighted

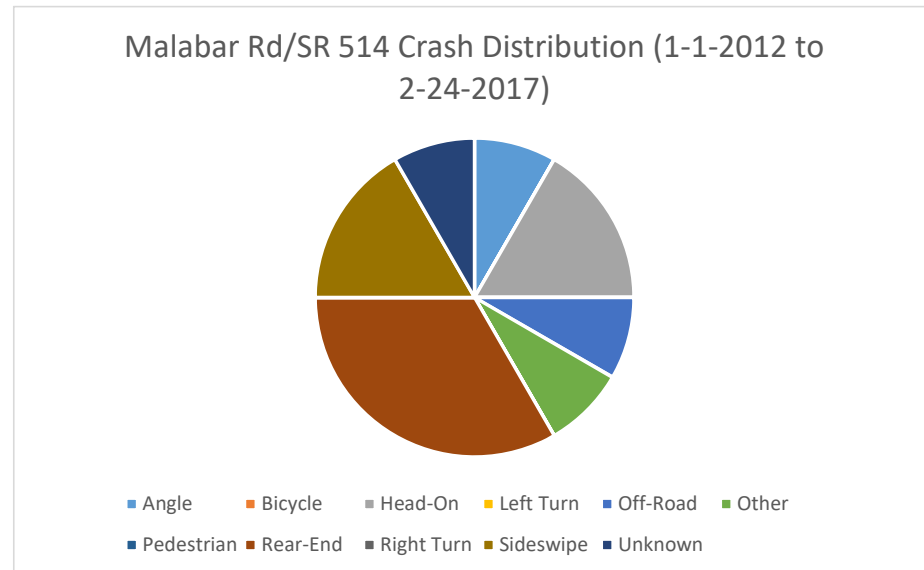
Malabar Rd/SR 514
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
14008741	Palm Bay PD	Long	9/8/2014 0:00	4:30 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	20	West	Rear End	2	0	0	0	N	N	N	100	Clear	Daylight
14-007787	Palm Bay PD	Long	8/11/2014 0:00	1:39 PM	Palm Bay	Brevard	SR 514	I-95	0		Unknown	2	0	0	2	N	N	N	8500	Cloudy	Daylight
15-001297	Palm Bay PD	Short	2/9/2015 0:00	5:29 PM	Palm Bay	Brevard	MALABAR RD NE	173 RAMP	114	East	Rear End	2	0	0	0	N	N	N	0	Rain	Daylight
12-010153	Palm Bay PD	Long	11/14/2012 0:00	3:36 PM	Palm Bay	Brevard	MALABAR RD NE	I 95	300	West	Other	2	0	0	1	N	N	N	1500	Cloudy	Daylight
12-010346	Palm Bay PD	Long	11/20/2012 0:00	11:10 AM	Palm Bay	Brevard	MALABAR RD NE	I 95	200	West	Rear End	2	0	0	1	N	N	N	0	Clear	Daylight
17-000099	Palm Bay PD	Short	1/4/2017 0:00	10:14 AM	Palm Bay	Brevard	MALABAR RD SE	N I-95	141	West	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
14-005255	Palm Bay PD	Long	5/30/2014 0:00	9:00 AM	Palm Bay	Brevard	MALABAR RD	I-95	100	West	Sideswipe	2	0	0	1	N	Y	N	5000	Clear	Daylight
13-007738	Palm Bay PD	Long	8/30/2013 0:00	10:33 AM	Palm Bay	Brevard	MALABAR RD SE	I-95	0		Left Turn	2	0	0	2	N	N	N	10000	Cloudy	Daylight
14-007850	Palm Bay PD	Short	8/12/2014 0:00	7:55 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0	South	Sideswipe	2	0	0	0	N	N	N	0	Clear	Dusk
14006163	Palm Bay PD	Long	6/26/2014 0:00	1:00 AM	Palm Bay	Brevard	MALABAR RD NE	I-95	0	North	Pedestrian	1	1	0	1	N	N	N	0	Clear	Dark - Not Lighted
13-009093	Palm Bay PD	Long	10/14/2013 0:00	11:10 AM	Palm Bay	Brevard	MALABAR RD NE	I-95	0		Sideswipe	2	0	0	0	N	N	N	5000	Clear	Daylight
14-003048	Palm Bay PD	Long	3/29/2014 0:00	11:27 AM	Palm Bay	Brevard	MALABAR RD	I-95	0	West	Rear End	4	0	0	0	N	Y	N	14000	Cloudy	Daylight
17-000809	Palm Bay PD	Long	1/24/2017 0:00	6:11 AM	Palm Bay	Brevard	MALABAR RD NE	I95	0	West	Rear End	2	0	0	0	N	Y	N	2000	Clear	Dark - Lighted
14005663	Palm Bay PD	Long	6/11/2014 0:00	11:15 AM	Palm Bay	Brevard	MALABAR RD NE	I-95	20	East	Unknown	2	0	0	1	N	N	N	2700	Clear	Daylight
13001032	Palm Bay PD	Short	2/2/2013 0:00	3:08 PM	Palm Bay	Brevard	MALABAR RD NE	I 95	100	East	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
15-000579	Palm Bay PD	Short	1/18/2015 0:00	5:14 PM	Palm Bay	Brevard	SR 514	INTERSTATE CT SE	285	West	Rear End	2	0	0	0	N	Y	N	0	Cloudy	Daylight
15-009591	Palm Bay PD	Long	10/15/2015 0:00	4:45 PM	Palm Bay	Brevard	MALABAR RD SE	SAN FILIPPO DR	450	East	Rear End	3	0	0	0	N	N	N	8000	Clear	Daylight
16-000147	Palm Bay PD	Long	1/5/2016 0:00	5:00 PM	Palm Bay	Brevard	MALABAR RD NE	INTERSTATE CT SE	54	West	Right Turn	2	0	0	0	N	N	N	3000	Cloudy	Daylight
15011928	Palm Bay PD	Long	12/26/2015 0:00	7:18 PM	Palm Bay	Brevard	MALABAR RD	I95 NORTHBOUND RAMP	500	East	Rear End	3	0	0	1	N	N	N	1100	Rain	Dark - Lighted
15-007990	Palm Bay PD	Short	8/28/2015 0:00	4:54 PM	Palm Bay	Brevard	MALABAR RD	INTERSTATE CT SE	0	East	Rear End	2	0	0	0	N	Y	N	0	Rain	Daylight
16-002904	Palm Bay PD	Short	4/4/2016 0:00	12:33 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	83	East	Right Turn	2	0	0	0	N	N	N	0	Clear	Daylight
15-007693	Palm Bay PD	Short	8/20/2015 0:00	3:15 PM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	158	East	Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
13-006877	Palm Bay PD	Short	8/3/2013 0:00	10:35 AM	Palm Bay	Brevard	MALABAR RD NE	INTERCHANGE DR NE	300	East	Head On	2	0	0	0	N	N	N	0	Cloudy	Daylight
12-006847	Palm Bay PD	Long	7/30/2012 0:00	9:45 AM	Palm Bay	Brevard	MALABAR RD NE	SAN FILIPPO DR SE	500	East	Left Turn	2	0	0	1	N	N	N	4500	Clear	Daylight
15-002294	Palm Bay PD	Short	3/10/2015 0:00	5:55 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	150	West	Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
14-009281	Palm Bay PD	Short	9/24/2014 0:00	4:06 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0	West	Sideswipe	2	0	0	0	N	N	N	0	Rain	Daylight
112002756	Palm Bay PD	Long	3/24/2012 0:00	10:41 AM	Palm Bay	Brevard	MALABAR RD	I95	0		Rear End	3	0	0	1	N	N	N	1800	Clear	Daylight
16-002690	Palm Bay PD	Long	3/28/2016 0:00	11:56 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0		Other	1	0	0	0	N	Y	N	3000	Clear	Dark - Lighted
16-009309	Palm Bay PD	Long	10/18/2016 0:00	7:30 AM	Palm Bay	Brevard	MALABAR RD	I-95	0	West	Sideswipe	2	0	0	0	N	N	N	200	Clear	Daylight
15-008562	Palm Bay PD	Long	9/14/2015 0:00	12:17 PM	Palm Bay	Brevard	MALABAR RD	I95	0	East	Rear End	2	0	0	0	N	Y	N	8000	Rain	Daylight
FHPD160FF000710	FHP	Short	1/3/2016 0:00	12:45 PM	Palm Bay	Brevard	SR 514 (MALABAR RD)	I-95 (SR09)	0		Bicycle	1	1	0	0	N	N	N	200	Cloudy	Daylight
13-008719	Palm Bay PD	Short	10/2/2013 0:00	7:30 AM	Palm Bay	Brevard	MALABAR RD SE	I-95	200	West	Rear End	3	0	0	0	N	N	N	0	Clear	Daylight
13002875	Palm Bay PD	Short	4/2/2013 0:00	5:44 PM	Palm Bay	Brevard	MALABAR RD SE	I 95	25	West	Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
15-000765	Palm Bay PD	Long	1/23/2015 0:00	7:39 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	0		Rear End	2	0	0	0	N	N	N	5000	Clear	Dark - Lighted
16-010625	Palm Bay PD	Short	11/25/2016 0:00	1:45 AM	Palm Bay	Brevard	MALABAR RD NE	I-95	50	East	Sideswipe	2	0	0	0	N	N	N	0	Clear	Dark - Lighted
14-000209	Palm Bay PD	Long	1/8/2014 0:00	12:28 PM	Palm Bay	Brevard	SR 514	I-95	0		Rear End	3	0	0	1	N	N	N	4000	Cloudy	Daylight
16-005942	Palm Bay PD	Short	7/10/2016 0:00	1:18 PM	Palm Bay	Brevard	SR 514	I95 OVERPASS	450	West	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
14008645	Palm Bay PD	Long	9/5/2014 0:00	1:50 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0	South	Rear End	2	0	0	1	N	Y	N	14000	Clear	Daylight
14003348	Palm Bay PD	Long	4/7/2014 0:00	7:55 AM	Palm Bay	Brevard	MALABAR RD SE	I-95	100	East	Rear End	2	0	0	0	N	N	N	300	Clear	Daylight
13-004783	Palm Bay PD	Long	5/29/2013 0:00	9:46 AM	Palm Bay	Brevard	MALABAR RD NE	I 95	0	East	Rear End	2	0	0	0	N	Y	N	500	Rain	Daylight
13-007435	Palm Bay PD	Short	8/21/2013 0:00	7:23 AM	Palm Bay	Brevard	MALABAR RD NE	NORTH BOUND I-95 OFF RAMP	0	West	Sideswipe	2	0	0	0	N	N	N	0	Clear	Daylight
16-007850	Palm Bay PD	Short	9/6/2016 0:00	5:25 PM	Palm Bay	Brevard	MALABAR RD NE	I-95	0		Rear End	3	0	0	0	N	N	N	0	Clear	Daylight
15-001218	Palm Bay PD	Long	2/6/2015 0:00	10:28 PM	Palm Bay	Brevard	MALABAR BLVD	I-95	100	East	Rear End	2	0	0	0	N	N	N	100	Clear	Dark - Lighted
14004242	Palm Bay PD	Short	5/2/2014 0:00	8:35 AM	Palm Bay	Brevard	MALABAR RD NE	I-95	250	East	Rear End	2	0	0	0	N	Y	N	0	Clear	Daylight
13-006446	Palm Bay PD	Long	7/20/2013 0:00	12:13 PM	Palm Bay	Brevard	MALABAR RD NE	I 95	288	East	Sideswipe	2	0	0	2	N	N	N	12500	Rain	Daylight
15-003385	Palm Bay PD	Short	4/13/2015 0:00	5:17 PM	Palm Bay	Brevard	MALABAR RD NE	RING AVE NE	167	East	Rear End	2	0	0	0	N	N	N	0	Clear	Daylight
16-005633	Palm Bay PD	Short	7/5/2016 0:00	3:26 PM	Palm Bay	Brevard	MALABAR RD SE	I-95	500	East	Rear End	2	0	0	0	N	N	N	0	Cloudy	Daylight
16-010933	Palm Bay PD	Short	12/4/2016 0:00	5:42 PM	Palm Bay	Brevard	MALABAR RD SE	INTERSTATE WAY NE	20	West	Sideswipe	2	0	0	0	N	N	N	0	Clear	Dusk
12-006114	Palm Bay PD	Long	7/6/2012 0:00	5:40 PM	Palm Bay	Brevard	MALABAR RD NE	INTERSTATE COURT	75	West	Rear End	2	0	0	1	N	Y	N	1500	Clear	Daylight
12-005192	Palm Bay PD	Short	6/7/2012 0:00	8:45 AM	Palm Bay	Brevard	MALABAR RD SE	INTERSTATE CT	0		Rear End	2	0	0	0	N	N	N	0	Rain	Daylight
12-011333	Palm Bay PD	Short	12/21/2012 0:00	6:28 PM	Palm Bay	Brevard	MALABAR RD.	MALABAR RD.	0	West	Sideswipe	2	0	0	0	N	N	N	0	Clear	Dark - Lighted

Fellsmere Rd
 1/1/2012 - 2/24/201

Type of Crash	Frequency	Percentage	Fatalities	Injuries
Angle	1	8.33%	0	0
Bicycle	0	0.00%	0	0
Head-On	2	16.67%	0	0
Left Turn	0	0.00%	0	0
Off-Road	1	8.33%	0	0
Other	1	8.33%	0	0
Pedestrian	0	0.00%	0	0
Rear-End	4	33.33%	0	2
Right Turn	0	0.00%	0	0
Sideswipe	2	16.67%	0	1
Unknown	1	8.33%	0	1
Total	12	100.00%	0	4

C= 12	crashes
N= 5.15	years
V= 17200	AADT
L= 1	miles
R= 0.3711528	crashes per MVMT



Fellsmere Rd
1/1/2012 - 2/24/2017

Agency_Report_Number	Reporting_Agency	Form_Type	Crash_Date	Crash_Time	City	County	Crash_Street	Intersecting_Street	Offset_Distance	Offset_Direction	Crash_Type	Vehicles	Non_Motorists	Fatalities	Injuries	Alcohol_Related	Distraction_Related	Drug_Related	Estimated_Damages	Weather_Condition	Light_Condition
20140480	Fellsmere PD	Short	2/2/2014 0:00	10:23 AM	Fellsmere	Indian River	CR 512		0		Head On	3	0	0	0	N	N	N	0 Other		Unknown
146639	Fellsmere PD	Long	10/16/2014 0:00	9:38 AM	Fellsmere	Indian River	COUNTY ROAD 512	INTERSTATE 95	0		Angle	2	0	0	0	N	N	N	7500 Clear		Daylight
147454	Fellsmere PD	Long	11/22/2014 0:00	10:05 AM	Fellsmere	Indian River	COUNTY ROAD 512	INTERSTATE 95	0		Unknown	2	0	0	1	N	N	N	4000 Rain		Daylight
FHPL15OFF039269	FHP	Long	6/22/2015 0:00	3:48 AM	Unincorporated	Indian River	COUNTY ROAD 512	108TH AVE	400	West	Rear End	2	0	0	0	N	N	N	9000 Clear		Dark - Lighted
201400106995	Indian River Co SO	Long	6/24/2014 0:00	3:58 PM	Unincorporated	Indian River	COUNTY ROAD 512	I 95	0		Sideswipe	2	0	0	0	N	N	N	1500 Clear		Daylight
201330663	Indian River Co SO	Long	2/23/2013 0:00	5:00 PM	Unincorporated	Indian River	CR512		0		Sideswipe	2	0	0	1	N	N	N	500 Clear		Daylight
FHPL16OFF080672	FHP	Long	11/3/2016 0:00	5:14 PM	Vero Beach	Indian River	CR-512	I-95 (SR-9) OVERPASS	0		Rear End	2	0	0	1	N	Y	N	2500 Clear		Daylight
20151880	Fellsmere PD	Short	3/9/2015 0:00	9:38 AM	Fellsmere	Indian River	CR 512	INTERSTATE 95	50	West	Head On	2	0	0	0	N	N	N	0 Other		Unknown
FHPL16OFF004957	FHP	Long	1/22/2016 0:00	2:45 PM	Fellsmere	Indian River	CR 512	I-95	1900	West	Off Road	1	0	0	0	N	N	N	2000 Cloudy		Daylight
FHPL16OFF080666	FHP	Long	11/3/2016 0:00	4:30 PM	Sebastian	Indian River	WB COUNTY ROAD 512	INTERSTATE 95	50	East	Rear End	3	0	0	1	N	N	N	6000 Clear		Daylight
201600158665	Indian River Co SO	Short	9/11/2016 0:00	8:39 AM	Unincorporated	Indian River	COUNTY ROAD 512	I95 (NORTH EXIT RAMP)	0		Rear End	2	0	0	0	N	N	N	600 Clear		Daylight
20147436	Fellsmere PD	Short	11/21/2014 0:00	6:04 PM	Fellsmere	Indian River	CR 512	I95	5280	West	Other	1	0	0	0	N	N	N	0 Other		Unknown