21. TRANSPORTATION

Background

Beacon Countyline DRI is a proposed commercial mixed-use development that is expected to energize a largely underutilized area of the City of Hialeah. The Project seeks to redevelop a former construction and demolition landfill area into warehouse, office, retail and hotel uses. The Property consists of approximately 496 acres located east of the Homestead Extension of the Florida Turnpike (HEFT) and west of I-75 within the City of Hialeah. The Site is bounded on the north by NW 170 Street; on the east by NW 97 Avenue; on the south by NW 154 Street; and, on the west by NW 107 Avenue (see ***Exhibit 21-1, Project Location***).

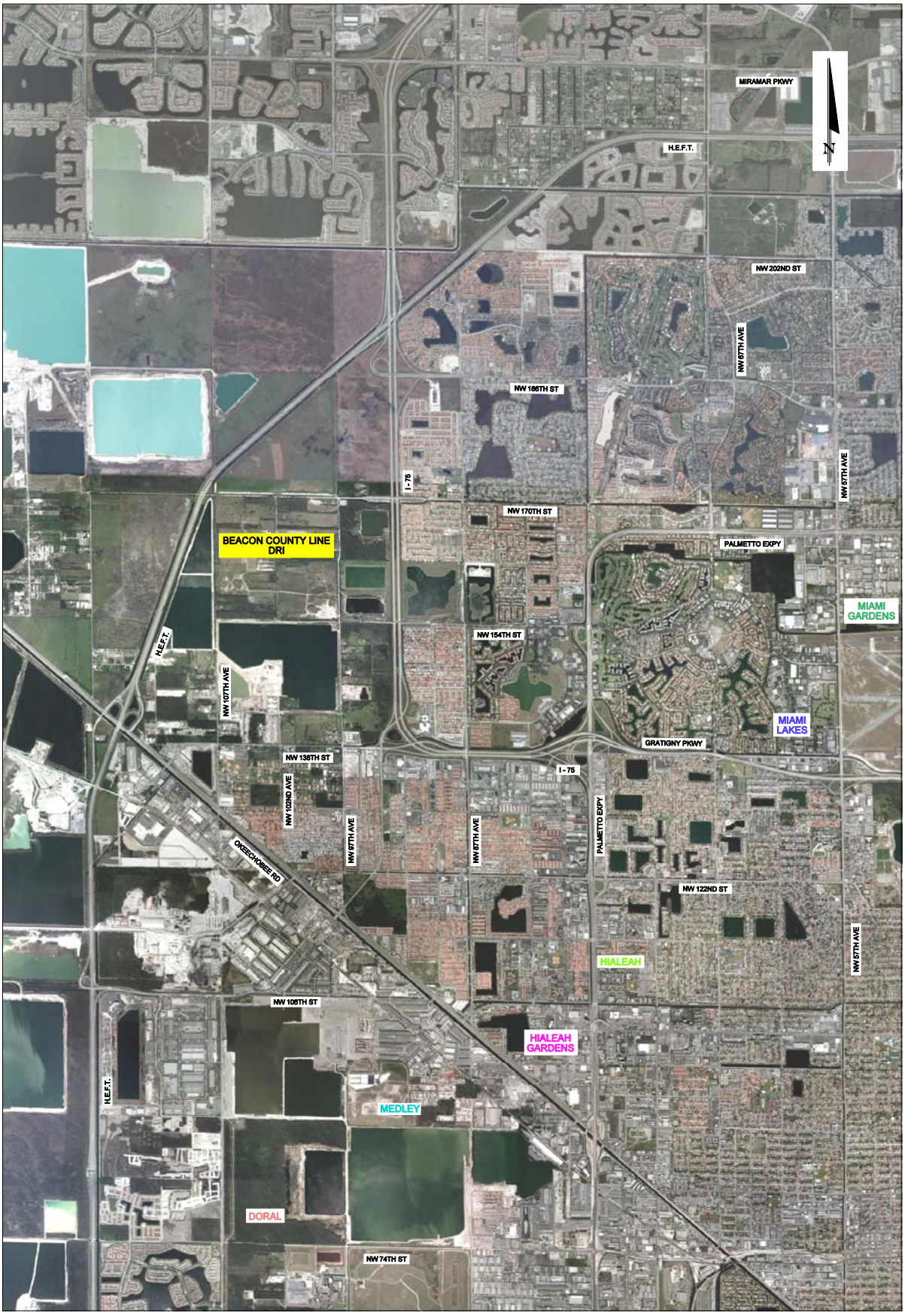
The Project will be developed over a 10 year period, anticipating two years of site preparation and eight years of construction. Buildout is anticipated to occur 10 years after the issuance of a Development Order, or the year 2018. The proposed development program is shown below.

Beacon Countyline DRI
Proposed Development Program

Proposed Land Use	Intensity	
Warehouse	4,300,000	Square Feet
Retail	350,000	Square Feet
Office	750,000	Square Feet
Hotel	350	Rooms

This section of the Application for Development Approval (ADA) analyzes and discusses existing and future traffic conditions including programmed roadway improvements, background traffic growth, traffic generated by other developments in the area, and Project traffic.

A. Using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including AADT, peak-hour trips, directional traffic split, levels of service and maximum service volumes for the adopted level of service (LOS). Identify the assumptions used in this analysis, including "K" factor, directional "D" factor, facility type, number of lanes and existing signal locations. (If levels of service are based on some methodology other than the most recent procedures of the Transportation Research Board and FDOT, this should be agreed upon at the pre-application conference stage.) Identify the adopted LOS standards of the FDOT, appropriate regional planning council, and local government for roadways within the identified study area. Identify what improvements or new facilities within this study area are planned, programmed, or committed for improvement. Attach appropriate excerpts from published capital improvements plans, budgets and



Source: David Plummer & Associates

Exhibit 21-1

PROJECT LOCATION

Beacon County Line DRI

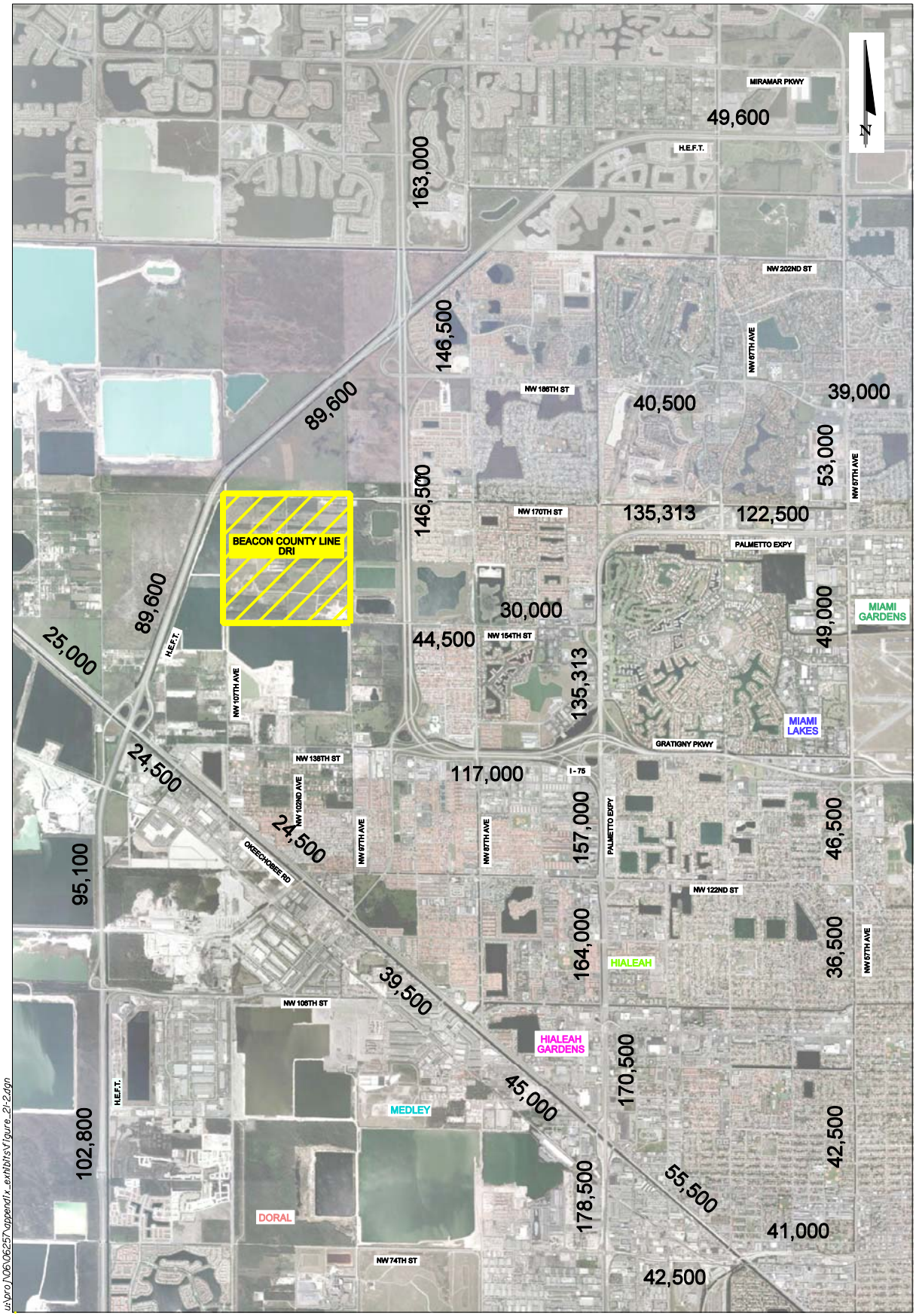
programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements.

The traffic impact area (see ***Map J, Traffic Impact Area***, in ***Question 9*** - ***Maps***) was defined during the methodology discussions at the projects Pre-Application Conference in consultation with the South Florida Regional Planning Council and other review agencies. For ease of review, the approved methodology is included in ***Appendix 21-1(R), Approved Methodology***. The traffic analysis study area was initially defined as Miramar Parkway to the north, NW 74 Street to the south, NW 57 Avenue (Red Road) to the east, and theoretical NW 157 Avenue to the west. It was also agreed during methodology discussions that the ultimately boundaries of the final study area, as well as the segments to be analyzed, will be established by determining which links are significantly impacted] by Project traffic. According to DRI rules, significant impact is measured as development traffic volumes consuming 5% or more of the roadway's peak hour service volume (as described in the corresponding section). The preliminary study area would be extended if significant consumption is established beyond the proposed initial limits. Project consumption for all the regionally significant roadways in the study area has been determined based on the analysis described in subsequent sections. The preliminary study area was found adequate.

Comprehensive Plans for the local municipalities in the study area were reviewed to establish the analysis period for roadways within their boundaries. PM peak period average annual traffic conditions (the average of the two highest consecutive hours of traffic volume during a weekday) were analyzed for existing conditions on all roadways within the Miami-Dade County and municipalities in the study area. The analysis reflects PM peak hour 100th highest hour conditions on all FIHS roadways, consistent with Florida Department of Transportation (FDOT) standards for these facilities. For traffic impact purposes, the year 2007 was considered existing conditions. It was agreed at the Pre-Application Conference that only PM peak period (peak hour on FIHS roads) traffic volumes would be reported and analyzed. However, as requested in the questionnaire, Annual Average Daily Traffic (AADT) volumes are shown where available (for reference purposes only) in ***Exhibit 21-2 (R), 2006 Annual Average Daily Traffic*****,** for regionally significant roadways in the study area. These are the latest available counts from FDOT at this time. They were updated to 2007 conditions using the background growth rates listed in Section D of this report.

Service volumes for regionally significant roadways were obtained from the Generalized Service Volumes Tables published in FDOT's *2002 Quality/Level of Service Handbook* and the supplemental *Level of Service Issues – 2002 QLOS Handbook Addendum-May 17 2007.*

Traffic data for the regionally significant roadways in the study area were obtained from several sources. Existing traffic counts were obtained from the Miami-Dade County Public Works Traffic Engineering Section, the latest available counts from Broward County, Florida Department of Transportation (FDOT) 2006 traffic count volume data, and, where necessary, 24-hour machine counts and/or peak hour intersection turning movement counts secured by David Plummer and Associates.



u:\proj\06\06257\appendix_exhibits\figure_21-2.dgn

Source: David Plummer & Associates

Exhibit 21-2 (R)

2006 ANNUAL AVERAGE DAILY TRAFFIC

Beacon Countyline DRI

REVISED APRIL 2008

Counts taken in 2006 were adjusted to 2007 conditions using the area background traffic growth rate. Daily traffic counts were converted to directional peak period counts by applying *"K"* and "*D"* factors published in the Miami-Dade County, Broward County or FDOT data bases. K and D factors used on all FIHS roads were checked against the FDOT's minimums. All traffic counts and factors used to establish existing traffic conditions are included in ***Appendix 21-2 (R), Traffic Counts and Adjustment Factors***.

Table 21-1 (R), Existing Traffic Conditions**,** shows the number of lanes, traffic volumes, service volumes, existing volume to service volume ratios and the applicable LOS standard for each regionally significant roadway that was analyzed. HCS+ freeway analysis was performed for the portion of I-75 between NW 138 Street and SR 826. This facility operates as a 10 lane facility, with lanes to and from the ramps at the interchanges on either side extending through the length of the segment. However, since 2 of these lanes can be considered auxiliary, HCS+ was run with for this segment to determine the adequacy of 8 lanes. Worksheets are included in ***Appendix 21-3(R), HCS+ Analysis***. The analysis shows that this segment of I-75 will meet the adopted LOS standard for future conditions with project.

A column is also included in ***Table 21-1 (R), Existing Traffic Conditions*** showing roadways that are currently backlogged. The Florida Legislature enacted House Bill 7203, effective July 1, 2007, to ensure that Developments of Regional Impact should mitigate its impacts on the transportation network, but that it should not be responsible for the additional cost of reducing or eliminating backlogs. Backlogs can be interpreted in two ways: as roadways not meeting the applicable level of service standard at the Project's buildout year prior to the addition of Project traffic (including other growth and approved projects); or, as roadways currently not meeting the adopted level of service standards.

Presently, the following roadway improvements are needed to meet the adopted level of service standards in the area based on the existing traffic demands:

- SR 826 – Palmetto Expressway, between Red Road (NW 57 Avenue) and NW 67 Avenue and between Miami Lakes Drive and I-75, 8 lanes are currently needed;
- SR 826 – Palmetto Expressway, between NW 67 avenue and Miami Lakes Drive and between I-75 and NW 122 Street, 10 lanes are currently needed;
- SR 826 – Palmetto Expressway, between NW 122 Street and NW 74 Street, 12 lanes are currently needed;
- I-75 between Miramar Parkway and NW 138 Street, 10 lanes are currently needed;
- The Homestead Extension of the Florida Turnpike (HEFT), between I-75 and NW 74 Street , 8 lanes are currently needed;
- Miami Gardens Drive (NW 186 Street) between I-75 and NW 87 Avenue, 6 lanes are currently needed; and,

TABLE 21-1 (R)

Existing Traffic Conditions (weekday, one-way, PM peak)

Beacon Countyline DRI

Roadway	Limits		Direction	Directional # of Lanes	Roadway Type	Municipality	LOS STD	Volume (2007)	Service Volume	V/SV	Meets LOS STD?	Backlogged Facility? (1)
	From	To										
Palmetto Expressway (SR 826)	Red Road/NW 57 Av	NW 67 Av/Ludlam Rd	EB	3 LD	FIHS	Miami Lakes	D	7,053	5,410	1.30	No	Yes
			WB	3 LD				5,486	5,410	1.01	No	Yes
	NW 67 Av/Ludlam Rd	Miami Lakes Drive	NEB	3 LD	FIHS	Miami Lakes	D	7,791	5,410	1.44	No	Yes
			SWB	3 LD				6,060	5,410	1.12	No	Yes
	Miami Lakes Drive	I-75	NB	3 LD	FIHS	Miami Lakes	D	7,791	5,410	1.44	No	Yes
			SB	3 LD				6,060	5,410	1.12	No	Yes
	I-75	W 68 St/NW 122 Street	NB	4 LD	FIHS	Hialeah	D	9,040	7,380	1.22	No	Yes
			SB	4 LD				7,031	7,380	0.95	Yes	No
	W 68 St/NW 122 Street	W 49 Street/NW 103 St	NB	4 LD	FIHS	Hialeah	D	9,443	7,380	1.28	No	Yes
			SB	4 LD				7,344	7,380	1.00	Yes	No
	W 49 Street/NW 103 St	Okeechobee Rd/US 27	NB	5 LD	FIHS	Hialeah/Hialeah Gardens	D	9,817	9,340	1.05	No	Yes
			SB	5 LD				7,635	9,340	0.82	Yes	No
	Okeechobee Rd/US 27	NW 74 Street	NB	5 LD	FIHS	Medley	D	10,278	9,340	1.10	No	Yes
			SB	5 LD				7,994	9,340	0.86	Yes	No
NW 87 Avenue / West 28 Avenue	Miami Gardens Drive	NW 170 Street	NB	1 L (no LT lanes)	Collector	Miami-Dade	D	288	608	0.47	Yes	No
			SB	1 L (no LT lanes)				448	608	0.74	Yes	No
	NW 170 Street	Miami Lakes Drive	NB	NA	NA	Miami Lakes	NA	0	NA	NA	NA	NA
			SB	NA				0	NA	NA	NA	NA
	Miami Lakes Drive	I-75	NB	2 LD	Collector	Miami Lakes	D	1,108	1,620	0.68	Yes	No
			SB	2 LD				848	1,620	0.52	Yes	No
I-75	Miramar Parkway	HEFT	NB	4 LD	FIHS	Miramar	D	8,441	7,480	1.13	No	Yes
			SB	4 LD				7,039	7,480	0.94	Yes	No
	HEFT	NW 186 Street	NB	4 LD	FIHS	Miami-Dade	D	7,587	7,380	1.03	No	Yes
			SB	4 LD				6,326	7,380	0.86	Yes	No
	NW 186 Street	NW 138 Street	NB	4 LD	FIHS	Miami Lakes/Hialeah	D	7,587	7,380	1.03	No	Yes
			SB	4 LD				6,326	7,380	0.86	Yes	No
	NW 138 Street	SR 826	EB	4 LD	FIHS	Miami Lakes/Hialeah	D	5,053	NA (2)	NA (2)	Yes (2)	No (2)
			WB	4 LD				6,059	NA (2)	NA (2)	Yes (2)	No (2)
NW 97 Avenue	NW 170 Street	NW 154 Street	NB	NA	NA	Hialeah	NA	0	NA	NA	NA	NA
			SB	NA				0	NA	NA	NA	NA
	NW 154 Street	NW 138 Street	NB	NA	NA	Hialeah	NA	0	NA	NA	NA	NA
			SB	NA				0	NA	NA	NA	NA
	NW 138 Street	W 68 Street	NB	1 L	Collector	Hialeah/Hialeah Gardens	D	232	760	0.31	Yes	No
			SB	1 L				136	760	0.18	Yes	No
NW 107 Avenue	NW 166 Street	NW 162 Street	NB	NA	NA	Hialeah/Hialeah Gardens	NA	0	NA	NA	NA	NA
			SB	NA				0	NA	NA	NA	NA
	NW 162 Street	NW 154 Street	NB	NA	NA	Hialeah/Hialeah Gardens	NA	0	NA	NA	NA	NA
			SB	1LU				0	NA	NA	NA	NA
	NW 154 Street	NW 138 Street	NB	1LU	Collector	Hialeah/Hialeah Gardens	D	120	608	0.20	Yes	NA
			SB	NA				117	608	0.19	Yes	NA
	NW 138 Street	Okeechobee Rd/US 27	NB	2 LD	Collector	Hialeah Gardens	D	456	1,620	0.28	Yes	No
			SB	2 LD				337	1,620	0.21	Yes	No
HEFT	NW 57 Av (Red Road)	I-75	NB	2 LD	FIHS	Miramar	D	3,163	3,580	0.88	Yes	No
			SB	2 LD				2,178	3,580	0.61	Yes	No
	I-75	NW 170 Street	NB	3 LD	FIHS	Miami-Dade	D	5,713	5,530	1.03	No	Yes
			SB	3 LD				3,934	5,530	0.71	Yes	No
	NW 170 Street	Okeechobee Rd/US 27	NB	3 LD	FIHS	Miami-Dade/Hialeah	D	5,713	5,530	1.03	No	Yes
			SB	3 LD				3,934	5,530	0.71	Yes	No
	Okeechobee Rd/US 27	NW 106 Street	NB	3 LD	FIHS	Miami-Dade/Medley	D	6,064	5,530	1.10	No	Yes
			SB	3 LD				4,176	5,530	0.76	Yes	No
	NW 106 Street	NW 74 Street	NB	3 LD	FIHS	Miami-Dade	D	6,555	5,530	1.19	No	Yes
			SB	3 LD				4,514	5,530	0.82	Yes	No

Notes:

(1) HB 7203, passed by the Florida Legislature in 2007, has established that DRIs are responsible to mitigate its impacts on the transportation system but are not responsible for the additional cost of reducing or eliminating backlogs. The improvements listed in these columns are the improvements necesary for existing conditions to meet adopted level of service standards in the study area.

(2) See HCS+ analysis provided in Appendix 21-3.

Revised April 2008

Source: David Plummer and Associates, Inc.

TABLE 21-1 (R)
Existing Traffic Conditions (weekday, one-way, PM peak)
Beacon Countyline DRI

Roadway	Limits		Direction	Directional # of Lanes	Roadway Type	Municipality	LOS STD	Volume (2007)	Service Volume	V/SV	Meets LOS STD?	Backlogged Facility? (1)
	From	To										
Miami Gardens Drive (NW 186 Street)	I-75	NW 87 Avenue	EB	2 LD	State Minor Arterial	Miami-Dade	SUMA	1,890	1,800	1.05	No	Yes
			WB	2 LD				812	1,800	0.45	Yes	No
	NW 87 Avenue	NW 77 Avenue	EB	2 LD	State Minor Arterial	Miami-Dade	SUMA	1,103	1,800	0.61	Yes	No
			WB	2 LD				713	1,800	0.40	Yes	No
	NW 77 Avenue	NW 67 Avenue	EB	2 LD	State Minor Arterial	Miami-Dade	SUMA	1,761	1,800	0.98	Yes	No
			WB	2 LD				1,487	1,800	0.83	Yes	No
	NW 67 Avenue	NW 57 Avenue (Red Rd)	EB	2 LD	State Minor Arterial	Miami-Dade	HE	1,695	1,800	0.94	Yes	No
			WB	2 LD				1,432	1,800	0.80	Yes	No
NW 170 Street	HEFT	NW 97 Avenue	EB	NA	NA	Miami-Dade/Hialeah	NA	0	NA	NA	NA	NA
			WB	NA				0	NA	NA	NA	NA
	NW 97 Avenue	I-75	EB	NA	NA	Miami-Dade/Hialeah	NA	0	NA	NA	NA	NA
			WB	NA				0	NA	NA	NA	NA
	I-75	NW 87 Avenue	EB	1 L	Collector	Miami-Dade/Miami	D	60	760	0.08	Yes	No
			WB	1 L				90	760	0.12	Yes	No
	NW 87 Avenue	NW 77 Avenue	EB	1 L	Collector	Miami-Dade/Miami	D	310	760	0.41	Yes	No
			WB	1 L				376	760	0.49	Yes	No
	NW 77 Avenue	NW 67 Avenue	EB	1 L	Collector	Miami-Dade/Miami	D	310	760	0.41	Yes	No
			WB	1 L				376	760	0.49	Yes	No
NW 138 Street	Okeechobee Rd/US 27	NW 107 Avenue	EB	2 LD	Collector	Hialeah/Hialeah Gardens	D	578	1,620	0.36	Yes	No
			WB	2 LD				444	1,620	0.27	Yes	No
	NW 107 Avenue	NW 97 Avenue	EB	1 L (no LT lanes)	Collector	Hialeah/Hialeah Gardens	D	541	608	0.89	Yes	No
			WB	1 L (no LT lanes)				413	608	0.68	Yes	No
	NW 97 Avenue	Beacon Station Blvd	EB	1 L (no LT lanes)	Collector	Hialeah	D	654	608	1.08	No	Yes
			WB	1 L (no LT lanes)				667	608	1.10	No	Yes
NW 130 Street (W 76 Street)	NW 97 Av	Beacon Station Blvd	EB	1 L	County Minor Arterial	Hialeah	D	366	760	0.48	Yes	No
			WB	1 L				530	760	0.70	Yes	No
	Beacon Station Blvd	NW 87 Av	EB	1 L	County Minor Arterial	Hialeah	D	565	760	0.74	Yes	No
			WB	1 L				625	760	0.82	Yes	No
	NW 87 Av	W of SR 826	EB	1 L	County Minor Arterial	Hialeah	C	411	760	0.54	Yes	No
			WB	1 L				487	760	0.64	Yes	No
Okeechobee Rd/US 27	West	HEFT	NWB	2 LD	FIHS	Hialeah Gardens	C	1,319	2,500	0.53	Yes	No
			SEB	2 LD				1,114	2,500	0.45	Yes	No
	HEFT	NW 138 Street	NWB	3 LD	FIHS	Hialeah/Hialeah Gardens	D	1,283	2,790	0.46	Yes	No
			SEB	3 LD				1,083	2,790	0.39	Yes	No
	NW 138 Street	Beacon Station Blvd	NWB	3 LD	FIHS	Hialeah Gardens	D	1,283	2,790	0.46	Yes	No
			SEB	3 LD				1,083	2,790	0.39	Yes	No
	Beacon Station Blvd	NW 87 Avenue	NWB	3 LD	FIHS	Hialeah Gardens	D	2,068	2,790	0.74	Yes	No
			SEB	3 LD				1,746	2,790	0.63	Yes	No
	NW 87 Avenue	SR 826	NWB	3 LD	FIHS	Hialeah Gardens	D	2,268	2,790	0.81	Yes	No
			SEB	3 LD				1,915	2,790	0.69	Yes	No
	SR 826	NW 74 St	NWB	3 LD	State Principal Arterial	Hialeah	E + 20%	3,013	3,348	0.90	Yes	No
			SEB	3 LD				2,123	3,348	0.63	Yes	No
West Okeechobee Rd / Frontage Road	US 27/NW 138 Street	NW 107 Avenue	NWB	1 L	Collector	Hialeah Gardens	D	382	760	0.50	Yes	No
			SEB	1 L				513	760	0.68	Yes	No
	NW 107 Avenue	Hialeah Gardens Blvd	NWB	1 L	Collector	Hialeah Gardens	D	476	760	0.63	Yes	No
			SEB	1 L				240	760	0.32	Yes	No
	Hialeah Gardens Blvd	NW 87 Avenue	NWB	1 L	Collector	Hialeah Gardens	D	264	760	0.35	Yes	No
			SEB	1 L				282	760	0.37	Yes	No
	NW 87 Avenue	NW 77 Avenue	NWB	1 L	Collector	Hialeah Gardens	D	741	760	0.98	Yes	No
			SEB	1 L				338	760	0.44	Yes	No
Gratigny Expressway	SR 826	Red Road/W 4 Av	EB	3 LD	FIHS	Hialeah/Miami Lakes	D	2,507	5,410	0.46	Yes	No
			WB	3 LD				2,152	5,410	0.40	Yes	No
W 68 Street/NW 122 Street	Okeechobee Road	NW 97 Avenue	EB	1 L (no LT lanes)	Collector	Hialeah Gardens	D	315	608	0.52	Yes	No
			WB	1 L (no LT lanes)				228	608	0.38	Yes	No
	NW 97 Avenue	NW 87 Av / W 28 Av	EB	1 L (no LT lanes)	County Minor Arterial	Hialeah	D	501	608	0.82	Yes	No
			WB	1 L (no LT lanes)				566	608	0.93	Yes	No
	NW 87 Av / W 28 Av	SR 826	EB	2 LD	County Minor Arterial	Hialeah	D	1,295	1,620	0.80	Yes	No
			WB	2 LD				1,583	1,620	0.98	Yes	No

Notes:
(1) HB 7203, passed by the Florida Legislature in 2007, has established that DRIs are responsible to mitigate its impacts on the transportation system but are not responsible for the additional cost of reducing or eliminating backlogs. The improvements listed in these columns are the improvements necesary for existing conditions to meet adopted level of service standards in the study area.
(2) See HCS+ analysis provided in Appendix 21-3.

Revised April 2008

Source: David Plummer and Associates, Inc.

- NW 138 Street, between NW 97 Avenue and Beacon Station Boulevard, 4 lanes are currently needed.

As agreed upon at the Pre-Application Conference, intersection capacity analyses was performed where the adjacent link is projected to operate below the adopted level of service standard and Project traffic consumption is five percent or more of the adopted LOS standard Service Volume. The following intersections meet the above referenced guideline:

- NW 87 Avenue/NW 122 Street (W 68 Street), and
- NW 97 Avenue/NW 122 Street (W 68 Street).

Currently, both intersections operate within the adopted level of service standards.

In addition, since the exact location of all proposed Project driveways have not yet been determined, the following intersections will be analyzed for future traffic conditions. These will serve as the principal Project access points to and from the external roadway network:

- NW 107 Avenue/NW 162 Street,
- NW 97 Avenue/NW 170 Street,
- NW 97 Avenue/NW 162 Street, and
- NW 102 Avenue/NW 170 Street.

At the request of the Florida Turnpike Enterprise, the at-grade intersections of the proposed HEFT/ NW 170 Street interchange were analyzed. Although the configuration of the interchange has not been formally determined at this time, full access (all movements) to the HEFT interchange is anticipated. The assumed configuration is shown in ***Exhibit 21-3, NW 170 Street Interchange Configuration***.

It was also agreed during methodology discussions that ramp analyses (merging/diverging) would be performed for ramps where the Project traffic is projected to reach or exceed 200 vph, consistent with FDOT guidelines. The assignment of Project traffic on all ramps, including the I-75/Miramar Parkway interchange, was checked to identify the ramps that meet this criteria. The following ramps were analyzed:

- HEFT/I-75 , and
- I-75 / NW 138 Street Ramps to/from the east.

AM Peak hour analyses were performed in the reverse direction for the impacted ramps.

Weaving, as defined in the Highway Capacity Manual, is created when a merge area is closely followed by a diverge area or when an on-ramp is closely followed by an off

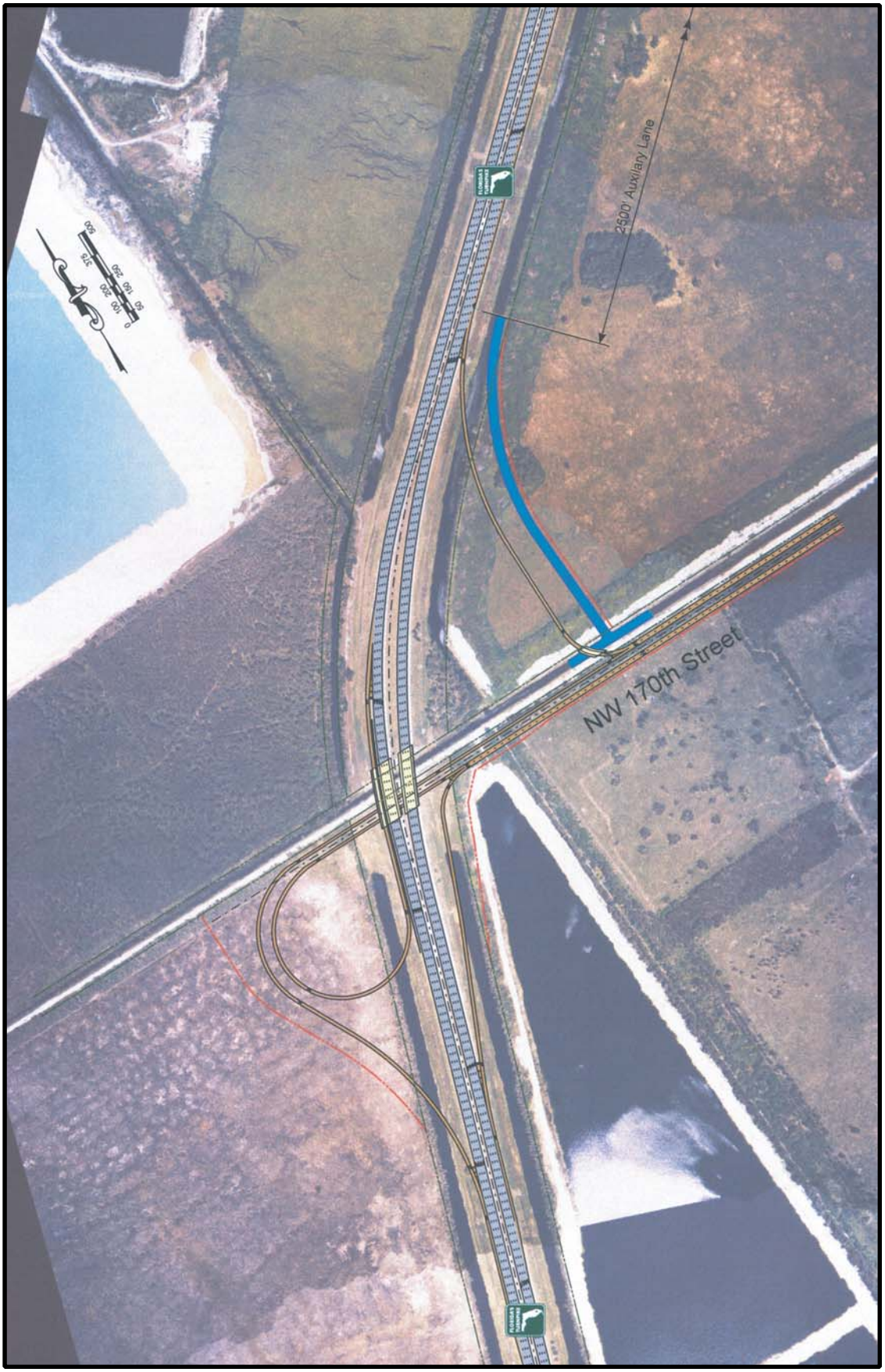


Exhibit 21 - 3

HEFT / NW 170 ST INTERCHANGE CONFIGURATION

BEACON COUNTYLINE DRI

Source: Florida Turnpike Enterprise

ramp and the two are joined by an auxiliary lane. Based on the above definition, weaving analysis is not applicable at the junction of HEFT and I-75, since the on and off ramps are not placed in close proximity and are not connected by an auxiliary lane. HCM recommends that each merge/diverge movement be considered separately using the ramp terminal (merge/diverge) methodology, as performed above.

Based on the analysis performed, the following ramp improvements are needed for existing conditions to meet the adopted level of service standards:

- I-75 eastbound ramp to SR 826 southbound, add 1 ramp lane.
- HEFT north-east bound to I-75 northbound, add northbound through lane at merge area;
- I-75 southbound to HEFT south-west bound ramp add 1 ramp lane;
- I-75 eastbound to Palmetto Expressway (SR 826) southbound, add a ramp at diverge area; and,
- I-75 eastbound to Palmetto Expressway (SR 826) southbound, add a mainline thru lane at merge area.

Intersection Capacity Analysis and Ramp Analysis worksheets for existing traffic conditions are provided in ***Appendix 21-3 (R), HCS Analysis*****.**

Miami-Dade County's and Broward County's *2008 Transportation Improvement Programs* (TIP) were reviewed to determine which roadways in the study area are programmed for improvements. Corresponding TIP page excerpts are included in ***Appendix 21-4 (R), Transportation Improvements Documentation***. The City of Hialeah was also consulted to ensure that all programmed improvements within the City are included in the analysis. Only those improvements programmed for construction in the first 3 years of the TIP or 5 years of the local Capital Improvement Elements were considered in the analysis. ***Table 21-2 (R), Committed Roadway Improvements*** presents a list of committed developments in the study area.

The Developer of Beacon Countyline DRI is committed to pursuing an interchange at HEFT/NW 170 Street and has determined that they do not intend to proceed with development beyond a certain amount of Project trips until the contemplated interchange is committed, constructed and/or caused to be constructed. The construction of this interchange has been included in the analysis, in addition to the committed roadway improvements listed in Table 21-2 (R). It is the Applicant's intent to uses this analysis to establish the appropriate timing of the interchange. The interchange will be subject to justification and approval of Florida's Turnpike Enterprise. Analysis of future traffic conditions includes an interchange at this location.

Other improvements to the external roadway network included in the analysis are listed below:

- NW 170 Street between the HEFT and NW 97 Avenue, new 4 lane road (the Project needs 4 lanes in this section. The developer on the north side of NW 170 Street will be responsible for the additional two-lanes during the development of this property at a later time);

TABLE 21-2 (R)

Committed Roadway Improvements

Beacon Countyline DRI

Project Number	Roadway	Limits		Type of Work	Phasing
DT2499412	SR 823 / NW 57 Ave	SR 934 / W 21 St	W 34 S	Add Lanes & Reconstruct	
DT4164233	SR 25 / Okeechobee Rd	NW 138 St		Intersection (Minor)	
DT4164234	SR 25 / Okeechobee Rd	NW 105 Way		Add turn lane(s)	
DT4075772	SR 25 / NW 103 St	NW 103 St	W 2 Ave	Intersection (Minor)	CST 2008
PS0000102A	NW 112 Ave	NW 84 St	NW 85 St	2 lanes, sidewalks, and drainage	
PS0000102B	NW 82 St	NW 113 Ave	NW 117 Ave	2 lanes, sidewalks, and drainage	
PS0000101A	NW 82 St	NW 114 Ave	NW 115 Ave (so. Side)	2 lanes, sidewalks, and drainage	
PS000023	NW 107 Ave	NW 122 St	S River Dr	Reconstruct NW 107 Ave / New flyover ramp	
PS000025	NW 90 St	NW 114 Ave	NW 112 Ave	New construction: 2 lanes	
PW0000110	NW 97 Ave	NW 138 St	NW 154 St	New 4 lanes	
PW0000111	NW 138 St	NW 107 Ave	I-75	Widening: 2 to 6 lanes	CST 2012
PW000326	NW 138 Street Bridge	Bridge over Miami River	NW 138 St	Bridge Construction	CST 2008
PW000031	NW 74 St	NW 87 Ave	NW 84 Ave	New construction: 4 lanes	
PW000075	W 60 St	W 12 Ave	W 4 Ave	Widening: 2 to 3 lanes	CST 2008
PW000328	NW 62 Ave (W 8 Ave)	NW 138 St	NW 105 St	Widening: 2 to 3 lanes	
PW000501	NW 112 Ave / 138 St	Miami Canal		Sonovoid Bridge Renovation	Completed
PW20040271	NW 87 Ave	NW 162 St	NW 170 St	Widening: 2 to 4 lanes	
PW20040355	NW 74 St	HEFT	NW 82 Ave	New 6 lanes	CST 2009
PW20040390	NW 87 Ave	NW 154 St	NW 186 St	Widening: 2 to 4 lanes	CST 2010
PW610157S	W 24 Ave	W 52 St	W 76 St	Widening: 2 to 5 lanes	CST 2012
PW662347	NW 72 Ave	NW 74 St	Okeechobee Rd	Widening: 2 to 4 lanes and bridge	CST 2009
PW662347S	NW 72 Ave	NW 74 St	Okeechobee Rd	Widening: 2 to 4 lanes and bridge	CST 2009
PW671916	NW 62 Ave	NW 105 St	NW 138 St	Widening: 2 to 3 lanes	
DT4161171	SR 826 / NW 122 St	West 21 Ct	East of W 20	Intersection (Major)	CST 2011
DT4147312	SR 934 / NW 74 St	SR 821 / HEFT	NW 79 Ave	New Road Construction	CST 2008
PW671951	W 68 St	W 19 Ct	W 17 Ct	Add lane on south side and signalize	CST 2008
TP2519381	Homestead Extension	Florida Turnpike (HEFT)	I-75 Interchange	Interchange (Major)	

Notes: Based on the Miami-Dade adopted 2008Transportation Improvement Program.

Source: David Plummer and Associates, Inc.

Revised April 2008

- NW 170 Street between NW 97 Avenue and I-75 overpass, new 2 lane road;
- NW 107 Avenue between NW 166 Street and NW 138 Street, new 2 lane road; and,
- NW 97 Avenue between NW 170 Street and NW 154 Street, new 4 lane road.

In order to establish the impact of the proposed interchange and the proposed roadway network, the transportation model was run first for future (2018) traffic conditions without Project with the committed roadway network, and then with the committed network plus the interchange and roadways listed above. ***Appendix 21-5 (R), Diversions Documentation***, provides a detailed explanation of the diversions obtained from the traffic patterns in the area, as well as model runs for the area, and exhibits graphically portraying these.

Planned improvements within the study area were also researched in both the Miami-Dade and Broward County's Long Range Transportation Plan. These improvements are provided for informational purposes only in ***Table 21-3, Planned Roadway Improvements*.**

B. Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use types, sources of data, modal split, persons per vehicle, etc., as appropriate. The acceptable methodology to be used for projecting trip generation (including the Florida Standard Urban Transportation Model Structure or the Institute of Transportation Engineers trip generation rates) shall be determined at the pre-application conference stage.

Trip generation was estimated using rates and/or equations (as applicable) published by ITE in *Trip Generation*, 7th Edition (see ***Table 21-4 (R), Trip Generation***). All ITE Land Use Codes and rates or equations utilized for each of the proposed land uses for this DRI have been identified. ITE prescribed adjustments to the trip generation are described in the following sections.

ITE recognizes that data obtained to establish trip generation rates and/or equations is collected at single-use, free-standing sites, and that mixed-use developments provide a potential for interaction of trips within the site, which must be accounted for separately. This will be a mixed-use project and features to encourage interaction between the proposed land uses will be incorporated into the design, resulting in a portion of the Project trips satisfied on-site (*internal trips*). As noted earlier, the relatively isolated location of this property will further encourage internalization within the Project.

Research shows that a percentage of retail trips to and from a site are "*pass-by"* trips. ITE describes *pass-by* as trips "*attracted from traffic passing the site on an adjacent street"*. *Pass-by* trips are already using the existing roadway network. ITE has established that, typically, for retail centers with approximately 350,000 square feet of gross leasable space (SF GLA), such as the one proposed, approximately 28% of the

TABLE 21-3

Planned Roadway Improvements

Beacon County Line DRI

Map Number	Priority	Funding Availability	Roadway	Limits	Type of Work
1	I	Funded by 2009	SR 826	FEC Railroad to NW 103 Street	Widen from 8 to 10 Lanes
2	I	Funded by 2009	Okeechobee Road (SR 25)	W 12 Avenue to W 19 Street	Widen from 4 to 6 Lanes
3	I	Funded by 2009	NW 87 Avenue	NW 74 St to Okeechobee Road	New 4-lane Road
4	I	Funded by 2009	NW 57 Avenue (SR 823)	W 21 (SR 934) to W 49 (SR 932) Street	Widen from 4 to 6 Lanes
5	I	Funded by 2009	NW 57 Avenue (SR 823)	Okeechobee Road to W 21 St (SR 934)	Widen from 4 to 6 Lanes
6	I	Funded by 2009	Okeechobee Road (SR 25)	SR 826 to W 12 Avenue	Add Lanes
7	I	Funded by 2009	NW 72 Avenue	NW 74 St to Okeechobee Road	Widen from 2 to 4 Lanes & bridge
8	I	Funded by 2009	W 24 Avenue	W 52 to 76 Street	Widen from 2 to 4 Lanes
9	I	Funded by 2009	NW 74 Street	HEFT to NW 87 Avenue	New 2 Lanes
10	I	Funded by 2009	NW 74 Street	NW 87 to 84 Avenue	New 4 Lanes
11	I	Funded by 2009	NW 122 Street	Okeechobee Road to NW 87 Avenue	Widen from 2 to 5 Lanes
12	I	Funded by 2009	NW 138 Street	NW 107 to 97 Avenue	Widen from 2 to 5 Lanes
13	I	Funded by 2009	NW 107 Avenue	Okeechobee Road to NW 138 Street	Widen from 2 to 5 Lanes
14	I	Funded by 2009	NW 87 Avenue	NW 154 Street to Miami Gardens Dr	New Construction
15	I	Funded by 2009	NW 62 Avenue	NW 105 to 138 Street	Widen from 2 to 3 Lanes
16	I	Funded by 2009	Hialeah Expressway (SR 934)	SR 826 to NW 57 Avenue	Widen from 4 to 6 Lanes
17	I	Funded by 2009	NW 57 Avenue (SR 823)	W 49 St (NW 103 St) to NW 138 St	Widen from 4 to 6 Lanes
49	II	2010-2015	I-75	at NW 154 Street	New Interchange
50	II	2010-2015	NW 74 Street	HEFT to SR 826	Widen to 6 Lanes
II	II	2010-2015	Okeechobee Road (SR 25)	At Krome, NW 138 St & 95 St	Construct grade separated free-flow lanes
III	III	2016-2020	HEFT	at NW 74 Street	New Interchange
III	III	2016-2020	I 75	at Miami Gardens Drive	Interchange Improvements
18	III	2016-2020	NW 87 Avenue	NW 58 Street to Okeechobee Rd	Widen to 6 Lanes
19	III	2016-2020	W 60 Street	W 4 to 12 Avenue	Widen from 2 to 3 Lanes
20	IV	2021-2030	HEFT	US 27 to I 75	Widen to 8 Lanes
21	IV	2021-2030	HEFT	SR 836 to US 27	Widen from 6 to 8 Lanes+ 2 Aux Lanes
	IV	2021-2030	HEFT	I 75 to HEFT	Widen from 4 to 6 Lanes
22	IV	2021-2030	I 75	SR 826 to NW 138 Street	Widen from 4 to 8 Lanes
23	IV	2021-2030	Miami Gardens Drive	I 75 to NW 57 Avenue	Widen from 4 to 6 Lanes
24	IV	2021-2030	NW 72 Avenue	NW 122 to 138 Street	Widen from 2 to 3 Lanes
IV	IV	2021-2030	Okeechobee Road (SR 25)	at Krome, Hialeah Gardens Boulevard / NW 116 & 105 Way, NW 87 & NW 79 Avenue	Construct grade separated free-flow lanes
25	IV	2021-2030	SR 924	Eastern Terminus of SR 924 to Okeechobee Road	Expressway Extension
26	IV	2021-2030	W 68 Street	W 21 Court to W 19 Court	Add Lane on south side
27	IV	2021-2030	W 76 Street	W 36 to 20 Avenue	Widen from 2 to 5 Lanes
28	IV	2021-2030	SR 826	I 75 to Golden Glades Interchange	Add 2 HOV Lanes
29	IV	Unfunded	Hialeah Light Rail Transit	Miami Intermodal Center to I 75	Light Rail Transit
30	IV	Unfunded	I 75	NW 138 Street to MD/Broward Line	Widen from 4 to 8 Lanes
31	IV	Unfunded	I 75 / HEFT	SW 8 St to Broward County Line	Premium Transit
32	IV	Unfunded	NW 97 Avenue	NW 74 to 90 Street	New 4-lane Road
33	IV	Unfunded	NW 87 Avenue	NW 183 Street to County Line	New 2-4 Lanes
34	IV	Unfunded	NW 107 Avenue	NW 138 to 170 Street	New 2 Lanes
35	IV	Unfunded	NW 154 Street	NW 87 to 107 Avenue	New 2 Lanes
36	IV	Unfunded	NW 97 Avenue	NW 138 to 183 Street	2 Lanes
37	IV	Unfunded	NW 90 Street	NW 107 to 87 Avenue	New 2 Lanes

Source: Miami-Dade County Long Range Transportation Plan.

TABLE 21-4 (R)
Trip Generation and Internalization
Beacon County Line DRI

Unconstrained Internalization Demand - PM Peak Hour

Retail		Office		Warehouse		Hotel			
Land Use 820		Land Use 710		Land Use 150		Land Use 310			
350,000 SF GLA		750,000 SF GFA		4,300,000 SF GFA		350 Rooms			
n (Trips) = 0.66 Ln (1,000 SF) + 3.4		*Trips = 0.37 (1,000 SF) + 60.08*		*Ln (Trips) = 0.79 Ln (1,000 SF) + 0.54*		*0.59 Trips / Room*			
In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**		
687	**744**	**156**	**763**	**318**	**955**	**109**	**98**	**3,830**	**TOTAL ITE**
	3%		*15%*		*2%*	*2%*			
	22	**22**	*23*		*19*	*2*			
2%			*23%*	*0%*		**2**	*0%*		
14		**14**	*175*	*0*		**0**	0		
	3%			*15%*					
	22		**22**	*48*					
2%					*23%*				
14			**14**		*220*				
	12%					*31%*			
	89		**34**			*34*			
9%							*53%*		
62			**52**				*52*		
			1%	*6%*					
			8	**8**	*19*				
		6%				*1%*			
		9		**9**		*10*			
			2%			*2%*			
			15	**2**		*2*			
		0%					*0%*		
		0		**0**			*0*		

Balanced Internalization Demand - PM Peak Hour

Retail		Office		Warehouse		Hotel			
Land Use 820		Land Use 710		Land Use 150		Land Use 310			
350,000 SF GLA		750,000 SF GFA		4,300,000 SF GFA		350 Rooms			
n (Trips) = 0.66 Ln (1,000 SF) + 3.4		Trips = 0.37 (1,000 SF) + 60.08		Ln (Trips) = 0.79 Ln (1,000 SF) + 0.54		0.59 Trips / Room			
In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**		
687	**744**	**156**	**763**	**318**	**955**	**109**	**98**	**3,830**	**TOTAL ITE**
									Adjustment Factors
	-22	*-22*			*-2*	*-2*			0%
-14			*-14*	*0*			*0*		
	0			*0*					-100%
0					*0*				
	-15					*-15*			-55%
-23							*-23*		
			-8	*-8*					0%
		-9			*-9*				
			-2			*-2*			0%
		0					*0*		
650	**707**	**125**	**741**	**310**	**944**	**92**	**75**	**3,644**	**External Trips**
	5.17%		***5.77%***		***1.51%***		***19.41%***	***4.87%***	
-10	-11	-2	-11	-5	-14	-1	-1	**-1.5%**	**Transit/Pedestrians**
-69	-69							**-10%**	**Pass-By**
-33	-33							**-5%**	**Diverted Linked Trips**
538	**594**	**123**	**730**	**305**	**930**	**91**	**74**	**3,385**	**Net New External Trips**
				54	164			**0.85**	**Truck Adjustment Factor (f HV)**
538	**594**	**123**	**730**	**359**	**1,094**	**91**	**74**	**3,603**	**Net New External Trips adjusted for Heavy**

Note: Adjustment Factor for Heavy Vehicles: f HV = 1 / (1 + 0.35 (1.5 - 1)) as calculated from equation 21-4 in page 21-7 of the HCM 2000

Revised April 2008

trips are *pass-by*. However, FDOT's *Site Impact Handbook* suggests that the number of pass-by trips should not exceed 10% of the traffic passing-by on the adjacent street(s). Pass-by trips for this project are trips attracted from non-project related traffic on NW 170 Street and NW 97 Avenue. For the retail portion of this project, the rate of pass-by users is limited to 10% of the future (2015) traffic volume without project on NW 170 Street between NW 97 Avenue and HEFT. Consistent with ITE's recommendations in the *Trip Generation Handbook*, deductions for *pass-by trips* will be taken after *internal trips* are deducted. *Pass-by trips were* deducted from the total external trips. However, these were manually added to project driveways in order to properly establish the total project impacts. ***Appendix 21-6 (R), Pass-by and Diverted Linked Trips Assignment*** graphically portrays the assignment of these trips on the roadway network adjacent to the project.

ITE also recognizes that "diverted linked trips" are characteristic of shopping centers. ITE describes these as "trips attracted from the traffic volume on roadways within the vicinity of the generator but which require a diversion from that roadway to another roadway to gain access to the site". FDOTs Site Impact Handbook acknowledges that Diverted Trips are not new to the system overall. Diverted linked trips are already using roads in the area, but would deviate momentarily from those roads to access the Project. ITE data shows that for retail establishments approximately 350,000 square feet of gross leasable area, diverted linked trips could account for up to 21% of the retail trips. For purposes of this analysis diverted linked trips constitute 5% of the retail trips, as long as the diverted volume does not exceed 10% of the volume on the streets where the diversions come from. Diversions are limited to the Homestead Extension of the Florida Turnpike (HEFT). Diverted linked trips were deducted from the total external trips. However, these were manually added to roadways affected by those diversions, as well as to project driveways in order to properly establish the total project impacts. ***Appendix 21-6 (R), Pass-by and Diverted Linked Trips Assignment*** graphically portrays the assignment of these trips on the external roadway network.

A review of transit availability indicates that there are no existing Miami-Dade bus routes serving this area within a mile of the Project Site. The City of Hialeah Transit System offers two bus routes serving the City, which operate between 6:00 AM and 9:00 PM on weekdays. The City has expressed their commitment to extend existing transit services to the Site. It is anticipated that Miami-Dade Transit (MDT) may also extend its transit system to this area. For this analysis, the average countywide mode split of 1.5% (transit ridership) was used.

Due to the proposed warehouse component of the Project, vehicle classification counts were taken at a nearby site of a similar scale and with similar intended uses (developed by the Applicant) to identify the percent trucks generated by the Project. ***Appendix 21-7 (R), Beacon Lakes Vehicle Classification Counts*** shows a summary of these counts. A Heavy-Vehicle adjustment factor was calculated using the Highway Capacity Manual 2000 (HCM 2000) equation 21-4. The net new external warehouse trips were then adjusted by the inverse of this factor to obtain a passenger car equivalent, as recommended in the Highway Capacity Manual.

C. Estimate the internal/external split for the generated trips at the end of each phase of development as identified in (B) above. Use the format below and include a discussion of what aspects of the development (i.e., provision of on-site shopping and recreation facilities, on-site employment opportunities, etc.) will account for this internal/external split. Provide supporting documentation showing how splits were estimated, such as the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) model application. Describe the extent to which the proposed design and land use mix will foster a more cohesive, internally supported project.

Adjustments made to the trip generation estimates obtained from ITE trip generation rates and/or equations are discussed in the previous section.

Beacon Countyline DRI is a mixed-use commercial development incorporating warehouse, retail, office and hotel uses. The relatively unique location and mixed use nature of the Project will allow some trips to be satisfied within the site. Project design will incorporate many aspects of the Hialeah Heights Plan that is being promoted by the City to encourage coordination of internal movements between land uses by vehicles as well as pedestrians, and thus reduce the impact on the external network, such as on-site continuous driveway network throughout the entire Site and sidewalks to encourage pedestrian trips within the Site. Transit amenities to support the extension of the City of Hialeah and the Miami-Dade County Transit Services will be provided. These will include, but will not be limited to, bus stops, shelters, and benches.

D. Provide a projection of total peak hour directional traffic, with the DRI, on the highway network within the study area at the end of each phase of development. If these projections are based on a validated FSUTMS, state the source, date and network of the model and of the TAZ projections. If no standard model is available or some other model or procedure is used, describe it in detail and include documentation showing its validity. Describe the procedure used to estimate and distribute traffic with full DRI development in subzones at buildout and at interim phase-end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvements programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly specified. Show these link projections on maps or tables of the study area network, one map or table for each phase-end year. Describe how these conclusions were reached.

Average Daily Traffic (ADT) counts published by FDOT, Miami-Dade and Broward Counties were reviewed to determine historic growth in traffic volumes along the roadway links within the study area. It was agreed during methodology discussions that different growth rates would be calculated for the surface streets, HEFT, I-75 and SR 826. Because of the different land use characteristics between the portions of the study area in Miami-Dade and Broward Counties, different growth rates were also calculated for each of these areas.

Background growth rate calculations are based on a five-year historical trend analysis of all roadways, except for the Homestead Extension of the Florida Turnpike (HEFT). A review of the traffic model projected volumes for this facility confirms that the high rate of traffic growth experienced in the last five years cannot be sustained over the next 10 years.

A 10 year trend analysis was performed at the only permanent count station on HEFT in the study area (at Okeechobee Plaza). The results show that during this time period, the facility grew 6% annually. However, zdata forecasts obtained from the 2000 and 2030 Modified MPO's Adopted Long Range Transportation Plan FSUTMS model for this area of Miami-Dade County show that population is anticipated to grow annually at a rate of 1.1%, while employment is anticipated to grow at an annual rate of 1.8%. Furthermore, traffic volumes obtained from the FSUTMS model adjusted by the Turnpike Enterprise and used for the distribution of Project traffic shows that HEFT is forecasted to grow at an average rate of 2.3% per year between 2012 and 2032.

The 6% background growth rate based on the 10 year growth trend analysis is used in the analysis as the base for predicting future traffic conditions on HEFT. The result is a gross overestimation of future needs of this facility. The existing 6-lane facility between NW 106 Street and NW 74 Street might need to be widened to 12 lanes for future (2018) conditions. An alternate analysis of HEFT is provided in ***Appendix 21-8 (R), Alternate HEFT Analysis***, showing growth consistent with the FSUTMS model projections for this facility. Future (2018) conditions will likely warrant improvements to HEFT to a total of 10 lanes along the sections mentioned above.

Calculations are provided in ***Appendix 21-9(R), Background Growth Rate Calculations***. The following growth rates were determined for the study area:

Background Growth Rates
Beacon Countyline DRI

HEFT	6.0%
I-75	2.3%
SR 826	1.4%
Miami-Dade County surface streets	0.6%

Historic increases in traffic comprise a number of components, including existing development traffic, normal changes in traffic volumes due to motorist travel behavior, and traffic generated by new development. The proposed analysis would specifically account for committed development projects. Therefore, it is anticipated that the compounded background traffic growth rate (excluding committed developments) will constitute half of the historic growth rate, in addition to committed developments in the area.

In consultation with the South Florida Regional Planning Council and local governments within the study area, a list of committed developments has been compiled. Consistent with guidelines pertaining to DRIs, all approved projects anticipated to generate 400 pm peak hour trips are considered committed in this study. ***Table 21-5, Committed Developments*****,** provides a summary of developments and the pm peak hour trips

TABLE 21-5
Committed Developments Trip Generation
Beacon Countyline DRI

Development	Land Use	PM Peak Hour Trip Generation*	
		In	Out
East Miramar Areawide DRI (1)	Retail Office Industrial Single Family Multi Family Hotel	1,980	4,021
FEC Park of Commerce DRI (2)	Warehouse Office Retail Hotel	689	1,276
Country Lakes West DRI (3)	Trips Retail Lt Industrial Office Hotel Single Family Multi Family	814	2,318
Blue Grass Lakes (4)	Single Family Retail	528	475
Dunwoody Estates (5)	Residential/ Commercial	417	205
Graham Vested Development East (5)	Mixed Use	753	371
Graham Vested Development West (5)	Mixed Use	1,761	867
Doral Place (6)	Residential	373	188
Islands of Doral (6)	Residential	988	486

* PM Peak Hour trip generation for the approved unbuilt portion of the development.

(1) October 16, 2006 Annual Report. The largest portion of this site is located north of Miramar Parkway (outside the study area). Only 1/2 of the trip generation of the remaining development was used for this analysis

(2) October 4, 2006 Annual Report.

(3) November 1, 2005 Annual Report.

(4) The originally approved Blue Grass Lakes DRI was abandoned and an amended Development Order dated 11/7/01 amended the uses to those reflected in this table.

(5) Town of Miami Lakes, January 2006, Concurrency Management Report,

(6) City of Doral Website.

associated with each development. ***Appendix 21-10 (R), Committed Developments Documentation*** provides additional information including the location, proposed land uses and sizes, trip generation and the source of the information for each committed development included in this study. When available, trip generation and external trip distribution for committed developments were obtained from traffic studies prepared during their approval process.

For other developments, trip generation was obtained from the local municipality or it was performed using ITE rates and/or equations for the proposed land uses. For the developments listed in the Town of Miami Lakes, the trips estimated in their January 2006 Concurrency Management Report were used for this analysis. Committed development trips were assigned to the roadway network using either distributions from traffic studies, annual reports, or the appropriate cardinal distribution from the long range plan update published by Miami-Dade Metropolitan Planning Organization. Trip distributions for each committed development are also provided in ***Appendix 21-10(R), Committed Developments Documentation***. Link analysis of future traffic conditions without the Project for the study area is provided in ***Table 21-6 (R), Future Background and Committed Developments Traffic***. Intersection capacity analyses worksheets for this scenario are provided in ***Appendix 21-3 (R), HCS Analysis***.

E. Assign the trips generated by this development as shown in (B) and (C) above and show, on separate maps or tables for each phase-end year, the DRI traffic on each link of the then-existing network within the study area. Include peak-hour directional trips. If location data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of buildout and at the end of each phase estimate the percent impact, in terms of peak hour directional DRI trips/total peak hour directional trips and in terms of peak hour directional DRI trips/existing peak hour service volume for desired LOS, on each regionally significant roadway in the study area. Identify facility type, number of lanes, and projected signal locations for the regionally significant roads.

The trip distribution and traffic assignment for the Project is based on a select-zone run using the Modified MPO's Adopted Long Range Transportation Plan FSUTMS model for Miami-Dade County with adjustments made by the Turnpike Enterprise for validation purposes. The Turnpike Enterprise has performed extensive up-to-date validation of the Miami Dade approved transportation model to accurately reflect existing volumes on this facility as well as on the surface streets in this area. This model extends HEFT into Broward County within the study area. Model outputs have been provided in ***Appendix 21-11 (R), Model Outputs***.

The Site is in Miami-Dade County's Traffic Analysis Zone (TAZ) 7. The socio-economic data for TAZ 7 was adjusted to reflect Project traffic. Additionally, the subject data was interpolated to reflect the Project's buildout year (2018). The model's roadway network was also reviewed to verify that only committed roadway improvements were included.

The Project traffic assignment was obtained by tracking daily Project traffic via a select-zone analysis and converting it into a Project trip percent distribution. ITE pm peak hour

TABLE 21-6 (R)

Future Traffic Conditions without Project - (weekday, one-way, PM peak)

Beacon Countyline DRI

Roadway	Limits		Direction	Directional # of Lanes	Roadway Type	Municipality	LOS STD	Volume (2018)	Service Volume	V/SV	Meets LOS STD?
	From	To									
Palmetto Expressway (SR 826)	Red Road/NW 57 Av	NW 67 Av/Ludlam Rd	EB	3 LD	FIHS	Miami Lakes	D	8,172	5,410	1.51	No
			WB	3 LD				6,695	5,410	1.24	No
	NW 67 Av/Ludlam Rd	Miami Lakes Drive	NEB	3 LD	FIHS	Miami Lakes	D	8,840	5,410	1.63	No
			SWB	3 LD				7,147	5,410	1.32	No
	Miami Lakes Drive	I-75	NB	3 LD	FIHS	Miami Lakes	D	9,062	5,410	1.68	No
			SB	3 LD				7,094	5,410	1.31	No
	I-75	W 68 St/NW 122 Street	NB	4 LD	FIHS	Hialeah	D	10,519	7,380	1.43	No
			SB	4 LD				8,370	7,380	1.13	No
	W 68 St/NW 122 Street	W 49 Street/NW 103 St	NB	4 LD	FIHS	Hialeah	D	10,905	7,380	1.48	No
			SB	4 LD				8,677	7,380	1.18	No
	W 49 Street/NW 103 St	Okeechobee Rd/US 27	NB	5 LD	FIHS	Hialeah/Hialeah	D	11,263	9,340	1.21	No
			SB	5 LD				8,962	9,340	0.96	Yes
	Okeechobee Rd/US 27	NW 74 Street	NB	5 LD	FIHS	Medley	D	11,770	9,340	1.26	No
			SB	5 LD				9,449	9,340	1.01	No
NW 87 Avenue / West 28 Avenue	Miami Gardens Drive	NW 170 Street	NB	2LD (1)	Collector	Miami-Dade	D	487	1,620	0.30	Yes
			SB	2LD (1)				760	1,620	0.47	Yes
	NW 170 Street	Miami Lakes Drive	NB	2LD (1)	Collector	Miami Lakes	D	53	1,620	0.03	Yes
			SB	2LD (1)				108	1,620	0.07	Yes
	Miami Lakes Drive	I-75	NB	2 LD	Collector	Miami Lakes	D	1,203	1,620	0.74	Yes
			SB	2 LD				905	1,620	0.56	Yes
I-75	Miramar Parkway	HEFT	NB	4 LD	FIHS	Miramar	D	10,142	7,480	1.36	No
			SB	4 LD				9,371	7,480	1.25	No
	HEFT	NW 186 Street	NB	4 LD	FIHS	Miami-Dade	D	9,098	7,380	1.23	No
			SB	4 LD				8,439	7,380	1.14	No
	NW 186 Street	NW 138 Street	NB	4 LD	FIHS	Miami	D	8,867	7,380	1.20	No
			SB	4 LD				7,838	7,380	1.06	No
	NW 138 Street	SR 826	EB	4 LD	FIHS	Miami	D	6,894	NA (3)	NA (3)	Yes (3)
			WB	4 LD				7,391	NA (3)	NA (3)	Yes (3)
NW 97 Avenue	NW 170 Street	NW 154 Street	NB	2LD (2)	NA	Hialeah	D	139	1,620	0.09	Yes
			SB	2LD (2)				170	1,620	0.11	Yes
	NW 154 Street	NW 138 Street	NB	2LD (1)	NA	Hialeah	D	139	1,620	0.09	Yes
			SB	2LD (1)				170	1,620	0.11	Yes
	NW 138 Street	W 68 Street	NB	1 L	Collector	Hialeah/Hialeah	D	264	760	0.35	Yes
			SB	1 L				162	760	0.21	Yes
NW 107 Avenue	NW 166 Street	NW 162 Street	NB	1 L (2)	Collector	Hialeah/Hialeah	D	0	760	0.00	Yes
			SB	1 L (2)				0	760	0.00	Yes
	NW 162 Street	NW 154 Street	NB	1 L (2)	Collector	Hialeah/Hialeah	D	0	760	0.00	Yes
			SB	1 L (2)				0	760	0.00	Yes
	NW 154 Street	NW 138 Street	NB	1 L (2)	Collector	Hialeah/Hialeah Gardens	D	124	760	0.16	Yes
			SB	1 L (2)				121	760	0.16	Yes
	NW 138 Street	Okeechobee Rd/US 27	NB	2 LD (1)	Collector	Hialeah Gardens	D	471	1,620	0.29	Yes
			SB	2 LD (1)				348	1,620	0.21	Yes
HEFT	NW 57 Av (Red Road)	I-75	NB	2 LD	FIHS	Miramar	D	4,717	3,580	1.32	No
			SB	2 LD				3,475	3,580	0.97	Yes
	I-75	NW 170 Street	NB	3 LD	FIHS	Miami-Dade	D	8,393	5,530	1.52	No
			SB	3 LD				6,073	5,530	1.10	No
	NW 170 Street	Okeechobee Rd/US 27	NB	3 LD	FIHS	Miami-Dade/Hialeah	D	8,352	5,530	1.51	No
			SB	3 LD				5,967	5,530	1.08	No
	Okeechobee Rd/US 27	NW 106 Street	NB	3 LD	FIHS	Miami-Dade/Medley	D	9,069	5,530	1.64	No
			SB	3 LD				6,502	5,530	1.18	No
	NW 106 Street	NW 74 Street	NB	3 LD	FIHS	Miami-Dade	D	9,677	5,530	1.75	No
			SB	3 LD				7,109	5,530	1.29	No

Notes:
(1) Committed Roadway Improvement. (2) Project related Improvement. (3) See HCS+ analysis provided in Appendix 21-3.

Revised April 2008 Source: David Plummer and Associates, Inc.

TABLE 21-6 (R)
Future Traffic Conditions without Project - (weekday, one-way, PM peak)
Beacon Countyline DRI

Roadway	Limits		Direction	Directional # of Lanes	Roadway Type	Municipality	LOS STD	Volume (2018)	Service Volume	V/SV	Meets LOS STD?
	From	To									
Miami Gardens Drive (NW 186 Street)	I-75	NW 87 Avenue	EB	2 LD	State Minor Arterial	Miami-Dade	SUMA	2,538	1,800	1.41	No
			WB	2 LD				1,085	1,800	0.60	Yes
	NW 87 Avenue	NW 77 Avenue	EB	2 LD	State Minor Arterial	Miami-Dade	SUMA	1,540	1,800	0.86	Yes
			WB	2 LD				926	1,800	0.51	Yes
	NW 77 Avenue	NW 67 Avenue	EB	2 LD	State Minor Arterial	Miami-Dade	SUMA	2,159	1,800	1.20	No
			WB	2 LD				1,707	1,800	0.95	Yes
	NW 67 Avenue	NW 57 Avenue (Red Rd)	EB	2 LD	State Minor Arterial	Miami-Dade	HE	1,945	1,800	1.08	No
			WB	2 LD				1,556	1,800	0.86	Yes
NW 170 Street	HEFT	NW 97 Avenue	EB	2LD (2)	Collector	Miami-Dade/Hialeah	D	397	1,620	0.25	Yes
			WB	2LD (2)				293	1,620	0.18	Yes
	NW 97 Avenue	I-75	EB	1 L (2)	Collector	Miami-	D	231	798	0.29	Yes
			WB	1 L (2)				152	798	0.19	Yes
	I-75	NW 87 Avenue	EB	1 L	Collector	Miami-	D	286	760	0.38	Yes
			WB	1 L				241	760	0.32	Yes
	NW 87 Avenue	NW 77 Avenue	EB	1 L	Collector	Miami-	D	635	760	0.84	Yes
			WB	1 L				564	760	0.74	Yes
	NW 77 Avenue	NW 67 Avenue	EB	1 L	Collector	Miami-	D	461	760	0.61	Yes
			WB	1 L				478	760	0.63	Yes
NW 138 Street	Okeechobee Rd/US 27	NW 107 Avenue	EB	2LD	Collector	Hialeah/Hialeah	D	574	1,620	0.35	Yes
			WB	2LD				408	1,620	0.25	Yes
	NW 107 Avenue	NW 97 Avenue	EB	2LD (1)	Collector	Hialeah/Hialeah	D	538	1,620	0.33	Yes
			WB	2LD (1)				377	1,620	0.23	Yes
	NW 97 Avenue	Beacon Station Blvd	EB	2LD (1)	Collector	Hialeah	D	665	1,620	0.41	Yes
			WB	2LD (1)				645	1,620	0.40	Yes
NW 130 Street (W 76 Street)	NW 97 Av	Beacon Station Blvd	EB	2LD (1)	County Minor Arterial	Hialeah	D	399	1,620	0.25	Yes
			WB	2LD (1)				572	1,620	0.35	Yes
	Beacon Station Blvd	NW 87 Av	EB	1 L	County Minor Arterial	Hialeah	D	584	760	0.77	Yes
			WB	1 L				645	760	0.85	Yes
	NW 87 Av	W of SR 826	EB	1 L	County Minor	Hialeah	C	425	760	0.56	Yes
			WB	1 L				503	760	0.66	Yes
Okeechobee Rd/US 27	West	HEFT	NWB	2 LD	FIHS	Hialeah Gardens	C	1,393	2,500	0.56	Yes
			SEB	2 LD				1,169	2,500	0.47	Yes
	HEFT	NW 138 Street	NWB	3 LD	FIHS	Hialeah/Hialeah Gardens	D	1,361	2,790	0.49	Yes
			SEB	3 LD				1,204	2,790	0.43	Yes
	NW 138 Street	Beacon Station Blvd	NWB	3 LD	FIHS	Hialeah Gardens	D	1,311	2,790	0.47	Yes
			SEB	3 LD				1,105	2,790	0.40	Yes
	Beacon Station Blvd	NW 87 Avenue	NWB	3 LD	FIHS	Hialeah Gardens	D	2,241	2,790	0.80	Yes
			SEB	3 LD				1,996	2,790	0.72	Yes
	NW 87 Avenue	SR 826	NWB	3 LD	FIHS	Hialeah Gardens	D	2,449	2,790	0.88	Yes
			SEB	3 LD				2,184	2,790	0.78	Yes
	SR 826	NW 74 St	NWB	3 LD	State Principal Arterial	Hialeah	E + 20%	3,133	3,348	0.94	Yes
			SEB	3 LD				2,239	3,348	0.67	Yes
West Okeechobee Rd / Frontage Road	US 27/NW 138 Street	NW 107 Avenue	NWB	1 L	Collector	Hialeah Gardens	D	396	760	0.52	Yes
			SEB	1 L				531	760	0.70	Yes
	NW 107 Avenue	Hialeah Gardens Blvd	NWB	1 L	Collector	Hialeah Gardens	D	489	760	0.64	Yes
			SEB	1 L				245	760	0.32	Yes
	Hialeah Gardens Blvd	NW 87 Avenue	NWB	1 L	Collector	Hialeah Gardens	D	272	760	0.36	Yes
			SEB	1 L				291	760	0.38	Yes
	NW 87 Avenue	NW 77 Avenue	NWB	1 L	Collector	Hialeah Gardens	D	766	760	1.01	No
			SEB	1 L				349	760	0.46	Yes
Gratigny Expressway	SR 826	Red Road/W 4 Av	EB	3 LD	FIHS	Hialeah/Miami Lakes	D	3,287	5,410	0.61	Yes
			WB	3 LD				2,970	5,410	0.55	Yes
W 68 Street/NW 122 Street	Okeechobee Road	NW 97 Avenue	EB	1 L	Collector	Hialeah Gardens	D	327	608	0.54	Yes
			WB	1 L				237	608	0.39	Yes
	NW 97 Avenue	NW 87 Av / W 28 Av	EB	1 L	County Minor Arterial	Hialeah	D	566	608	0.93	Yes
			WB	1 L				611	608	1.01	No
	NW 87 Av / W 28 Av	SR 826	EB	2 LD	County Minor Arterial	Hialeah	D	1,385	1,620	0.86	Yes
			WB	2 LD				1,666	1,620	1.03	No

Notes:
(1) Committed Roadway Improvement. (2) Project related Improvement. (3) See HCS+ analysis provided in Appendix 21-3.
(2) Project related Improvement.
(3) See HCS+ analysis provided in Appendix 21-

Revised April 2008

Source: David Plummer and Associates, Inc.

trip generation was applied to the trip distribution to obtain the pm peak hour Project assignment. Assigned pm peak hour Project trips reflect at least 99% of the net new external trips obtained from the adjusted trip generation as described in sections above.

For Project traffic traveling north on I-75 into Broward County, a ratio was taken between existing mainline traffic volume and the volume on the off ramps. This percentage was applied to Project traffic traveling on the I-75 the mainline north of the HEFT junction to determine how much Project traffic will leave and/or enter I-75 at the Miramar Parkway interchange in Broward County. This analysis is provided in ***Appendix 21-12 (R), Broward County Project Trip Assignment***.

The distribution of Project traffic on the regionally significant roadways analyzed in this study is shown in ***Table 21-7 (R), Project Traffic Assignment***. As requested, the percent impact was calculated as a percentage of total DRI traffic and as a percentage of existing service volumes. In addition, Project traffic on all the regionally significant roadways in the study area is provided in ***Appendix 21-13 (R), Project Consumption Calculations***. The purpose of this data is to show the level of significance Project traffic represents on all the regionally significant roadways in the study area.

Table 21-8 (R), Total Traffic Conditions with Project**,** shows total traffic on the regionally significant roadways with the Project. Intersection Capacity Analyses for total traffic conditions are provided in ***Appendix 21-3 (R), HCS Analysis*****.** The results are summarized in ***Table 21-9 (R), Intersection and Ramp Analysis Results***.

In preparation for development order conditions, it is necessary to establish how much Project development can be supported before the interchange is needed at the HEFT/NW 170 Street. A sensitivity analysis was prepared and is included in ***Appendix 21-14 (R), Sensitivity Analysis***. This sensitivity analysis was done to determine how much Project development can be supported by the existing and committed surface street network prior to the need for the interchange.

Table 21-7 (R), Project Traffic Assignment shows that at Projects buildout with the proposed interchange, 2,048 two-way pm peak hour project trips will use NW 107 Avenue and NW 97 Avenue south of NW 154 Street. A reduced development program was then established that would not exceed this limit. The transportation model was run to reflect this reduced program. The roadway network was adjusted to reflect conditions without the interchange. In addition, the Applicant has agreed not to fund the construction of the extension of NW 170 Street east of NW 97 Avenue until the interchange is completed. This section of roadway was also not included in the model run. Model runs for this scenario are ***Appendix 21-14 (R), Sensitivity Analysis***. Based on this modeling effort, a Project distribution was obtained.

Roadway analysis of future traffic conditions for this scenario of the regionally significant roadways in the study was performed and included in this appendix. Project volumes for this reduced development program accessing NW 107 Avenue and NW 97 Avenue south of NW 154 Street are highlighted and do not exceed 2,048 two-way pm peak hour project trips. ***Appendix 21-14 (R), Sensitivity Analysis*** provides a more detailed description of the sensitivy analysis.

TABLE 21-7 (R)

Project Traffic Assignment (weekday, one-way, PM peak)

Beacon Countyline DRI

Roadway	Limits		Direction	Directional # of Lanes	Roadway Type	LOS STD	Service Volume	Net New External Project Traffic			
	From	To						Project Traffic	% Project	% Consumption One-Way	% Consumption Two-Way
Palmetto Expressway (SR 826)	Red Road/NW 57 Av	NW 67 Av/Ludlam Rd	EB	3 LD	FIHS	D	5,410	156	6.24%	2.9%	2.1%
			WB	3 LD			5,410	69		1.3%	
	NW 67 Av/Ludlam Rd	Miami Lakes Drive	NEB	3 LD	FIHS	D	5,410	91	3.66%	1.7%	1.2%
			SWB	3 LD			5,410	41		0.8%	
	Miami Lakes Drive	I-75	NB	3 LD	FIHS	D	5,410	92	5.10%	1.7%	1.7%
			SB	3 LD			5,410	92		1.7%	
	I-75	W 68 St/NW 122 Street	NB	4 LD	FIHS	D	7,380	122	10.96%	1.7%	2.7%
			SB	4 LD			7,380	273		3.7%	
	W 68 St/NW 122 Street	W 49 Street/NW 103 St	NB	4 LD	FIHS	D	7,380	102	9.15%	1.4%	2.2%
			SB	4 LD			7,380	228		3.1%	
	W 49 Street/NW 103 St	Okeechobee Rd/US 27	NB	5 LD	FIHS	D	9,340	85	7.63%	0.9%	1.5%
			SB	5 LD			9,340	190		2.0%	
	Okeechobee Rd/US 27	NW 74 Street	NB	5 LD	FIHS	D	9,340	91	8.18%	1.0%	1.6%
			SB	5 LD			9,340	204		2.2%	
NW 87 Avenue / West 28 Avenue	Miami Gardens Drive	NW 170 Street	NB	2LD	Collector	D	1,620	72	2.88%	4.4%	3.2%
			SB	2LD			1,620	32		2.0%	
	NW 170 Street	Miami Lakes Drive	NB	2LD	Collector	D	1,620	0	0.00%	0.0%	0.0%
			SB	2LD			1,620	0		0.0%	
	Miami Lakes Drive	I-75	NB	2 LD	Collector	D	1,620	3	0.28%	0.2%	0.3%
			SB	2 LD			1,620	7		0.4%	
I-75	Miramar Parkway	HEFT	NB	4 LD	FIHS	D	7,480	328	13.15%	4.4%	3.2%
			SB	4 LD			7,480	146		2.0%	
	HEFT	NW 186 Street	NB	4 LD	FIHS	D	7,380	0	0.00%	0.0%	0.0%
			SB	4 LD			7,380	0		0.0%	
	NW 186 Street	NW 138 Street	NB	4 LD	FIHS	D	7,380	3	0.25%	0.0%	0.1%
			SB	4 LD			7,380	6		0.1%	
	NW 138 Street	SR 826	EB	4 LD	FIHS	D	NA (1)	770	30.87%	(1)	(1)
			WB	4 LD			NA (1)	343		(1)	
NW 97 Avenue	NW 170 Street	NW 154 Street	NB	2LD	NA	D	1,620	225	17.67%	13.9%	19.7%
			SB	2LD			1,620	412		25.4%	
	NW 154 Street	NW 138 Street	NB	2LD	NA	D	1,620	398	35.84%	24.6%	39.9%
			SB	2LD			1,620	894		55.2%	
	NW 138 Street	W 68 Street	NB	1 L	Collector	D	760	13	1.19%	1.7%	2.8%
			SB	1 L			760	30		3.9%	
NW 107 Avenue	NW 166 Street	NW 162 Street	NB	1 L	Collector	D	760	78	6.99%	10.3%	16.6%
			SB	1 L			760	174		22.9%	
	NW 162 Street	NW 154 Street	NB	1 L	Collector	D	760	233	20.97%	30.7%	49.7%
			SB	1 L			760	523		68.8%	
	NW 154 Street	NW 138 Street	NB	1 L	Collector	D	760	233	20.97%	30.7%	49.7%
			SB	1 L			760	523		68.8%	
	NW 138 Street	Okeechobee Rd/US 27	NB	2 LD	Collector	D	1,620	179	16.09%	11.0%	17.9%
			SB	2 LD			1,620	401		24.8%	
HEFT	NW 57 Av (Red Road)	I-75	NB	2 LD	FIHS	D	3,580	136	5.46%	3.8%	2.8%
			SB	2 LD			3,580	61		1.7%	
	I-75	NW 170 Street	NB	3 LD	FIHS	D	5,530	464	18.61%	8.4%	6.1%
			SB	3 LD			5,530	207		3.7%	
	NW 170 Street	Okeechobee Rd/US 27	NB	3 LD	FIHS	D	5,530	142	12.76%	2.6%	4.2%
			SB	3 LD			5,530	318		5.8%	
	Okeechobee Rd/US 27	NW 106 Street	NB	3 LD	FIHS	D	5,530	142	12.76%	2.6%	4.2%
			SB	3 LD			5,530	318		5.8%	
	NW 106 Street	NW 74 Street	NB	3 LD	FIHS	D	5,530	142	12.76%	2.6%	4.2%
			SB	3 LD			5,530	318		5.8%	

Notes: (1) See HCS+ analysis provided in Appendix 21-3.

Revised April 2008

Source: David Plummer and Associates, Inc.

TABLE 21-7 (R)
Project Traffic Assignment (weekday, one-way, PM peak)
Beacon Countyline DRI

Roadway	Limits		Direction	Directional # of Lanes	Roadway Type	LOS STD	Service Volume (1)	Net New External Project Traffic			
	From	To						Project Traffic	% Project	% Consumption One-Way	% Consumption Two-Way
Miami Gardens Drive (NW 186 Street)	I-75	NW 87 Avenue	EB	2 LD	State Minor Arterial	SUMA	1,800	0	0.00%	0.0%	0.0%
			WB	2 LD			1,800	0		0.0%	
	NW 87 Avenue	NW 77 Avenue	EB	2 LD	State Minor Arterial	SUMA	1,800	34	1.36%	1.9%	1.4%
			WB	2 LD			1,800	15		0.8%	
	NW 77 Avenue	NW 67 Avenue	EB	2 LD	State Minor Arterial	SUMA	1,800	45	1.80%	2.5%	1.8%
			WB	2 LD			1,800	20		1.1%	
	NW 67 Avenue	NW 57 Avenue (Red Rd)	EB	2 LD	State Minor Arterial	HE	1,800	27	1.08%	1.5%	1.1%
			WB	2 LD			1,800	12		0.7%	
NW 170 Street	HEFT	NW 97 Avenue	EB	2LD	Collector	D	1,620	381	33.18%	23.5%	36.9%
			WB	2LD			1,620	815		50.3%	
	NW 97 Avenue	I-75	EB	1 L	Collector	D	798	295	11.82%	37.0%	26.7%
			WB	1 L			798	131		16.4%	
	I-75	NW 87 Avenue	EB	1 L	Collector	D	760	295	11.82%	38.8%	28.0%
			WB	1 L			760	131		17.2%	
	NW 87 Avenue	NW 77 Avenue	EB	1 L	Collector	D	760	156	6.24%	20.5%	14.8%
			WB	1 L			760	69		9.1%	
	NW 77 Avenue	NW 67 Avenue	EB	1 L	Collector	D	760	128	5.13%	16.8%	12.2%
			WB	1 L			760	57		7.5%	
NW 138 Street	Okeechobee Rd/US 27	NW 107 Avenue	EB	2LD	Collector	D	1,620	35	3.16%	2.2%	3.5%
			WB	2LD			1,620	79		4.9%	
	NW 107 Avenue	NW 97 Avenue	EB	2LD	Collector	D	1,620	35	1.44%	2.2%	1.6%
			WB	2LD			1,620	17		1.0%	
	NW 97 Avenue	Beacon Station Blvd	EB	2LD	Collector	D	1,620	814	32.65%	50.2%	36.3%
			WB	2LD			1,620	363		22.4%	
NW 130 Street (W 76 Street)	NW 97 Av	Beacon Station Blvd	EB	2LD	County Minor Arterial	D	1,620	76	3.05%	4.7%	3.4%
			WB	2LD			1,620	34		2.1%	
	Beacon Station Blvd	NW 87 Av	EB	1 L	County Minor 0	D	760	64	2.58%	8.4%	6.1%
			WB	1 L			760	29		3.8%	
	NW 87 Av	W of SR 826	EB	1 L	County Minor Arterial	C	760	14	0.55%	1.8%	1.3%
			WB	1 L			760	6		0.8%	
Okeechobee Rd/US 27	West	HEFT	NWB	2 LD	FIHS	C	2,500	25	2.22%	1.0%	1.6%
			SEB	2 LD			2,500	55		2.2%	
	HEFT	NW 138 Street	NWB	3 LD	FIHS	D	2,790	25	2.22%	0.9%	1.4%
			SEB	3 LD			2,790	55		2.0%	
	NW 138 Street	Beacon Station Blvd	NWB	3 LD	FIHS	D	2,790	216	8.65%	7.7%	5.6%
			SEB	3 LD			2,790	96		3.4%	
	Beacon Station Blvd	NW 87 Avenue	NWB	3 LD	FIHS	D	2,790	173	6.93%	6.2%	4.5%
			SEB	3 LD			2,790	77		2.8%	
	NW 87 Avenue	SR 826	NWB	3 LD	FIHS	D	2,790	131	5.27%	4.7%	3.4%
			SEB	3 LD			2,790	59		2.1%	
	SR 826	NW 74 St	NWB	3 LD	State Principal Arterial	E + 20%	3,348	63	2.52%	1.9%	1.4%
			SEB	3 LD			3,348	28		0.8%	
West Okeechobee Rd / Frontage Road	US 27/NW 138 Street	NW 107 Avenue	NWB	1 L	Collector	D	760	0	0.00%	0.0%	0.0%
			SEB	1 L			760	0		0.0%	
	NW 107 Avenue	Hialeah Gardens Blvd	NWB	1 L	Collector	D	760	29	1.17%	3.8%	2.8%
			SEB	1 L			760	13		1.7%	
	Hialeah Gardens Blvd	NW 87 Avenue	NWB	1 L	Collector	D	760	31	1.25%	4.1%	3.0%
			SEB	1 L			760	14		1.8%	
	NW 87 Avenue	NW 77 Avenue	NWB	1 L	Collector	D	760	16	0.64%	2.1%	1.5%
			SEB	1 L			760	7		0.9%	
Gratigny Expressway	SR 826	Red Road/W 4 Av	EB	3 LD	FIHS	D	5,410	373	14.95%	6.9%	5.0%
			WB	3 LD			5,410	166		3.1%	
W 68 Street/NW 122 Street	Okeechobee Road	NW 97 Avenue	EB	1 L	Collector	D	608	38	1.53%	6.3%	4.5%
			WB	1 L			608	17		2.8%	
	NW 97 Avenue	NW 87 Av / W 28 Av	EB	1 L	County Minor Arterial	D	608	46	1.86%	7.6%	5.5%
			WB	1 L			608	21		3.5%	
	NW 87 Av / W 28 Av	SR 826	EB	2 LD	County Minor Arterial	D	1,620	13	0.53%	0.8%	0.6%
			WB	2 LD			1,620	6		0.4%	

Revised April 2008

Source: David Plummer and Associates, Inc.

TABLE 21-8 (R)

Future Traffic Conditions with Project - (weekday, one-way, PM peak)

Beacon Countyline DRI

Roadway	Limits		Direction	Directional # of Lanes	Roadway Type	Municipality	Volume (2018)	LOS STD	Service Volume	V/SV	Meets LOS STD?
	From	To									
Palmetto Expressway (SR 826)	Red Road/NW 57 Av	NW 67 Av/Ludlam Rd	EB	3 LD	FIHS	Miami Lakes	8,328	D	5,410	1.54	No
			WB	3 LD			6,764		5,410	1.25	No
	NW 67 Av/Ludlam Rd	Miami Lakes Drive	NEB	3 LD	FIHS	Miami Lakes	8,931	D	5,410	1.65	No
			SWB	3 LD			7,188		5,410	1.33	No
	Miami Lakes Drive	I-75	NB	3 LD	FIHS	Miami Lakes	9,154	D	5,410	1.69	No
			SB	3 LD			7,186		5,410	1.33	No
	I-75	W 68 St/NW 122 Street	NB	4 LD	FIHS	Hialeah	10,641	D	7,380	1.44	No
			SB	4 LD			8,643		7,380	1.17	No
	W 68 St/NW 122 Street	W 49 Street/NW 103 St	NB	4 LD	FIHS	Hialeah	11,007	D	7,380	1.49	No
			SB	4 LD			8,905		7,380	1.21	No
	W 49 Street/NW 103 St	Okeechobee Rd/US 27	NB	5 LD	FIHS	Hialeah/Hialeah	11,348	D	9,340	1.21	No
			SB	5 LD			9,152		9,340	0.98	Yes
	Okeechobee Rd/US 27	NW 74 Street	NB	5 LD	FIHS	Medley	11,861	D	9,340	1.27	No
			SB	5 LD			9,653		9,340	1.03	No
NW 87 Avenue / West 28 Avenue	Miami Gardens Drive	NW 170 Street	NB	2LD	Collector	Miami-Dade	559	D	1,620	0.35	Yes
			SB	2LD			792		1,620	0.49	Yes
	NW 170 Street	Miami Lakes Drive	NB	2LD	Collector	Miami Lakes	53	D	1,620	0.03	Yes
			SB	2LD			108		1,620	0.07	Yes
	Miami Lakes Drive	I-75	NB	2 LD	Collector	Miami Lakes	1,206	D	1,620	0.74	Yes
			SB	2 LD			912		1,620	0.56	Yes
I-75	Miramar Parkway	HEFT	NB	4 LD	FIHS	Miramar	10,470	D	7,480	1.40	No
			SB	4 LD			9,517		7,480	1.27	No
	HEFT	NW 186 Street	NB	4 LD	FIHS	Miami-Dade	9,098	D	7,380	1.23	No
			SB	4 LD			8,439		7,380	1.14	No
	NW 186 Street	NW 138 Street	NB	4 LD	FIHS	Miami	8,870	D	7,380	1.20	No
			SB	4 LD			7,844		7,380	1.06	No
	NW 138 Street	SR 826	EB	4 LD	FIHS	Miami	7,664	D	NA (1)	NA (1)	Yes (1)
			WB	4 LD			7,734		NA (1)	NA (1)	Yes (1)
NW 97 Avenue	NW 170 Street	NW 154 Street	NB	2LD	Collector	Hialeah	364	D	1,620	0.22	Yes
			SB	2LD			582		1,620	0.36	Yes
	NW 154 Street	NW 138 Street	NB	2LD	Collector	Hialeah	537	D	1,620	0.33	Yes
			SB	2LD			1,064		1,620	0.66	Yes
	NW 138 Street	W 68 Street	NB	1 L	Collector	Hialeah/Hialeah	277	D	760	0.36	Yes
			SB	1 L			192		760	0.25	Yes
NW 107 Avenue	NW 166 Street	NW 162 Street	NB	1 L	Collector	Hialeah/Hialeah	78	D	760	0.10	Yes
			SB	1 L			174		760	0.23	Yes
	NW 162 Street	NW 154 Street	NB	1 L	Collector	Hialeah/Hialeah	233	D	760	0.31	Yes
			SB	1 L			523		760	0.69	Yes
	NW 154 Street	NW 138 Street	NB	1 L	Collector	Hialeah/Hialeah Gardens	357	D	760	0.47	Yes
			SB	1 L			644		760	0.85	Yes
	NW 138 Street	Okeechobee Rd/US 27	NB	2 LD	Collector	Hialeah Gardens	650	D	1,620	0.40	Yes
			SB	2 LD			749		1,620	0.46	Yes
HEFT	NW 57 Av (Red Road)	I-75	NB	2 LD	FIHS	Miramar	4,853	D	3,580	1.36	No
			SB	2 LD			3,536		3,580	0.99	Yes
	I-75	NW 170 Street	NB	3 LD	FIHS	Miami-Dade	8,857	D	5,530	1.60	No
			SB	3 LD			6,280		5,530	1.14	No
	NW 170 Street	Okeechobee Rd/US 27	NB	3 LD	FIHS	Miami-Dade/Hialeah	8,494	D	5,530	1.54	No
			SB	3 LD			6,285		5,530	1.14	No
	Okeechobee Rd/US 27	NW 106 Street	NB	3 LD	FIHS	Miami-Dade/Medley	9,211	D	5,530	1.67	No
			SB	3 LD			6,820		5,530	1.23	No
	NW 106 Street	NW 74 Street	NB	3 LD	FIHS	Miami-Dade	9,819	D	5,530	1.78	No
			SB	3 LD			7,427		5,530	1.34	No

(1) See HCS+ analysis provided in Appendix 21-

Revised April 2008

Source: David Plummer and Associates, Inc.

TABLE 21-8 (R)
Future Traffic Conditions with Project - (weekday, one-way, PM peak)
Beacon Countyline DRI

Roadway	Limits		Direction	Directional # of Lanes	Roadway Type	Municipality	Volume (2018)	LOS STD	Service Volume	V/SV	Meets LOS STD?
	From	To									
Miami Gardens Drive (NW 186 Street)	I-75	NW 87 Avenue	EB	2 LD	State Minor Arterial	Miami-Dade	2,538	SUMA	1,800	1.41	No
			WB	2 LD			1,085		1,800	0.60	Yes
	NW 87 Avenue	NW 77 Avenue	EB	2 LD	State Minor Arterial	Miami-Dade	1,574	SUMA	1,800	0.87	Yes
			WB	2 LD			941		1,800	0.52	Yes
	NW 77 Avenue	NW 67 Avenue	EB	2 LD	State Minor Arterial	Miami-Dade	2,204	SUMA	1,800	1.22	No
			WB	2 LD			1,727		1,800	0.96	Yes
	NW 67 Avenue	NW 57 Avenue (Red Rd)	EB	2 LD	State Minor Arterial	Miami-Dade	1,972	HE	1,800	1.10	No
			WB	2 LD			1,568		1,800	0.87	Yes
NW 170 Street	HEFT	NW 97 Avenue	EB	2LD	Collector	Miami-Dade/Hialeah	778	D	1,620	0.48	Yes
			WB	2LD			1,108		1,620	0.68	Yes
	NW 97 Avenue	I-75	EB	1 L	Collector	Miami-	526	D	798	0.66	Yes
			WB	1 L			283		798	0.35	Yes
	I-75	NW 87 Avenue	EB	1 L	Collector	Miami-	581	D	760	0.76	Yes
			WB	1 L			372		760	0.49	Yes
	NW 87 Avenue	NW 77 Avenue	EB	1 L	Collector	Miami-	791	D	760	1.04	No
			WB	1 L			633		760	0.83	Yes
	NW 77 Avenue	NW 67 Avenue	EB	1 L	Collector	Miami-	589	D	760	0.78	Yes
			WB	1 L			535		760	0.70	Yes
NW 138 Street	Okeechobee Rd/US 27	NW 107 Avenue	EB	2LD	Collector	Hialeah/Hialeah	609	D	1,620	0.38	Yes
			WB	2LD			487		1,620	0.30	Yes
	NW 107 Avenue	NW 97 Avenue	EB	2LD	Collector	Hialeah/Hialeah	573	D	1,620	0.35	Yes
			WB	2LD			394		1,620	0.24	Yes
	NW 97 Avenue	Beacon Station Blvd	EB	2LD	Collector	Hialeah	1,479	D	1,620	0.91	Yes
			WB	2LD			1,008		1,620	0.62	Yes
NW 130 Street (W 76 Street)	NW 97 Av	Beacon Station Blvd	EB	2LD	County Minor Arterial	Hialeah	475	D	1,620	0.29	Yes
			WB	2LD			606		1,620	0.37	Yes
	Beacon Station Blvd	NW 87 Av	EB	1 L	County Minor Arterial	Hialeah	648	D	760	0.85	Yes
			WB	1 L			674		760	0.89	Yes
	NW 87 Av	W of SR 826	EB	1 L	County Minor Arterial	Hialeah	439	C	760	0.58	Yes
			WB	1 L			509		760	0.67	Yes
Okeechobee Rd/US 27	West	HEFT	NWB	2 LD	FIHS	Hialeah Gardens	1,418	C	2,500	0.57	Yes
			SEB	2 LD			1,224		2,500	0.49	Yes
	HEFT	NW 138 Street	NWB	3 LD	FIHS	Hialeah/Hialeah Gardens	1,386	D	2,790	0.50	Yes
			SEB	3 LD			1,259		2,790	0.45	Yes
	NW 138 Street	Beacon Station Blvd	NWB	3 LD	FIHS	Hialeah Gardens	1,527	D	2,790	0.55	Yes
			SEB	3 LD			1,201		2,790	0.43	Yes
	Beacon Station Blvd	NW 87 Avenue	NWB	3 LD	FIHS	Hialeah Gardens	2,414	D	2,790	0.87	Yes
			SEB	3 LD			2,073		2,790	0.74	Yes
	NW 87 Avenue	SR 826	NWB	3 LD	FIHS	Hialeah Gardens	2,580	D	2,790	0.92	Yes
			SEB	3 LD			2,243		2,790	0.80	Yes
	SR 826	NW 74 St	NWB	3 LD	State Principal Arterial	Hialeah	3,196	E + 20%	3,348	0.95	Yes
			SEB	3 LD			2,267		3,348	0.68	Yes
West Okeechobee Rd / Frontage Road	US 27/NW 138 Street	NW 107 Avenue	NWB	1 L	Collector	Hialeah Gardens	396	D	760	0.52	Yes
			SEB	1 L			531		760	0.70	Yes
	NW 107 Avenue	Hialeah Gardens Blvd	NWB	1 L	Collector	Hialeah Gardens	518	D	760	0.68	Yes
			SEB	1 L			258		760	0.34	Yes
	Hialeah Gardens Blvd	NW 87 Avenue	NWB	1 L	Collector	Hialeah Gardens	303	D	760	0.40	Yes
			SEB	1 L			305		760	0.40	Yes
	NW 87 Avenue	NW 77 Avenue	NWB	1 L	Collector	Hialeah Gardens	782	D	760	1.03	No
			SEB	1 L			356		760	0.47	Yes
Gratigny Expressway	SR 826	Red Road/W 4 Av	EB	3 LD	FIHS	Hialeah/Miami Lakes	3,660	D	5,410	0.68	Yes
			WB	3 LD			3,136		5,410	0.58	Yes
W 68 Street/NW 122 Street	Okeechobee Road	NW 97 Avenue	EB	1 L	Collector	Hialeah Gardens	365	D	608	0.60	Yes
			WB	1 L			254		608	0.42	Yes
	NW 97 Avenue	NW 87 Av / W 28 Av	EB	1 L	County Minor Arterial	Hialeah	612	D	608	1.01	No
			WB	1 L			632		608	1.04	No
	NW 87 Av / W 28 Av	SR 826	EB	2 LD	County Minor Arterial	Hialeah	1,398	D	1,620	0.86	Yes
			WB	2 LD			1,672		1,620	1.03	No

Revised April 2008

Source: David Plummer and Associates, Inc.

TABLE 21-9 (R)
Intersection and Ramp Analysis Results
Beacon Countyline DRI

Intersection/Ramp	Time Period	Existing	Future wo Project	Future w Project	Future w Project w Imps
NW 122 St/NW 97 Av	PM	C	C	C	---
NW 122 St/NW 87 Av	PM	D	D	D	D
NW 170 St/HEFT West Ramp	PM	---	---	---	B
NW 170 St/HEFT East Ramp	PM	---	---	---	B
NW 170 St/ NW 102 Av	PM	---	---	---	C
NW 170 St/ NW 97 Av	PM	---	---	---	B
NW 162 St/ NW 107 Av	PM	---	---	---	B
NW 162 St/ NW 97 Av	PM	---	---	---	C
NW 156 St/ NW 97 Av	PM	---	---	---	C
HEFT NEB to I-75 NB Diverge	AM	A	A	A	A
	PM	A	F	F	B
HEFT NEB to I-75 NB Merge	AM	A	A	A	A
	PM	F	F	F	D
I-75 SB to HEFT SWB Diverge	AM	B	C	F	(1)
	PM	A	A	A	(1)
I-75 SB to HEFT SWB Merge	AM	F	F	F	(1)
	PM	A	B	B	(1)
HEFT/NW 170 St Ramps [2]	PM	---	---	---	C
NW 138 Street EB to I-75 EB Merge	AM	C	D	D	---
	PM	C	C	E	---
NW 138 Street EB to I-75 EB Diverge	AM	A	A	B	---
	PM	A	B	B	---
I-75 EB to SR 826 SB Diverge	AM	F	F	F	A
	PM	B	F	F	A
I-75 EB to SR 826 SB Merge	AM	B	F	F	B
	PM	F	F	F	B
SR 826 NB to I-75 WB Diverge	AM	A	A	A	---
	PM	A	A	F	(1)
SR 826 NB to I-75 WB Merge	AM	A	F	F	A
	PM	B	F	F	B

***Notes*:** [1] Improved cross-section is beyond HCS capabilities **Revised April 2008**
[2] Based on preliminary interchange configuration obtained from the Florida Turnpike Enterprise.

The analysis, which is also included in this appendix, shows similar or lower impacts on all the regionally significant roadways than at buildout. Project traffic is not significant and adverse in any roadway link analyzed.

The Applicant contemplates that any development order issued for the Beacon Countyline DRI will contain a condition that will limit development to the issuance of certificates of occupancy for an equivalent amount of development which generates 2,000 pm peak hour net new external trips prior to commence of construction of an interchange on the HEFT at NW 170 Street. The following sample mix of land uses would generate 2,000 pm peak hour two-way trips:

Land Use	Sample Intensity
Warehouse	3,000,000 Square Feet
Retail	100,000 Square Feet
Office	225,000 Square Feet

Note that the development program shown above and used as the basis for the analysis is intended as an example only and not necessarily the development program scenario that the Flagler Development would use. The goal was to develop a program whose trip generation would not exceed 2,000 pm peak hour net new external trips, in order to maintain similar impacts on the street network.

F. Based on the assignment of trips as shown in (D) and (E) above, what modifications in the highway network (including intersections) will be necessary at the end of each phase of development, to attain and maintain local and regional level of service standards? Identify which of the above improvements are required by traffic not associated with the DRI at the end of each phase. For those improvements which will be needed earlier as a result of the DRI, indicate how much earlier. Where applicable, identify Transportation System Management (TSM) alternatives (e.g., signalization, one-way pairs, ridesharing, etc.) that will be used and any other measures necessary to mitigate other impacts such as increased maintenance due to a large number of truck movements.

Although proportionate share is only assessed on roadway segments projected to operate above the adopted level of service standard, and where Project traffic utilizes five percent or more of the road service volume, the DRI process requires that all deficient roadway segments be identified. The following improvements are needed for 2018 traffic conditions without the addition of Project traffic to support all area development. These improvements are in addition to the improvements listed in section 21.A, which are needed to eliminate backlogs for existing (2007) traffic conditions.

- SR 826 – Palmetto Expressway, between Red Road and Ludlam Road (NW 67 Avenue), and between Miami Lakes Drive and NW 122 Street; widen from 8 to 10 lanes;
- SR 826 – Palmetto Expressway, between NW 103 Street and NW 74 Street, widen from 12 lanes to 14 lanes;
- I-75 – Miramar Parkway to HEFT, widen from 10 lanes to 12 lanes;

- The Homestead Extension of the Florida Turnpike (HEFT), between Red Road (NW 57 Avenue) and I-75, widen from 4 lanes to 6 lanes;
- The Homestead Extension of the Florida Turnpike (HEFT), between I-75 and NW 106 Street, widen from 8 lanes to 10 lanes;
- The Homestead Extension of the Florida Turnpike (HEFT), between NW 106 Street and NW 74 Street, widen from 8 lanes to 12 lanes;
- West Okeechobee Road (Frontage Road), between NW 87 Avenue and NW 77 Avenue, widen from 2 lanes undivided to 2 lanes divided;
- NW 122 Street (W 68 Street), NW 97 Avenue and NW 87 Avenue, widen from 2 lanes to 4 lanes;
- NW 122 Street (W 68 Street), NW 87 Avenue and SR 826, widen from 4 lanes to 6 lanes;
- NW 87 Avenue / NW 122 Street (W 68 Street) intersection, signal re-timing;
- HEFT north-eastbound to I 75 northbound, add a mainline thru lane at diverge area; and,
- Palmetto Expressway (SR 826) northbound to I 75 westbound, add a mainline thru lane at merge area.

The following additional improvements are needed to accommodate future traffic conditions once Project traffic is added to the street network.

- SR 826, between I-75 and NW 122 Street, widen from 10 to 12 lanes;
- NW 170 Street / NW 102 Avenue, Signalization;
- NW 170 Street / NW 97 Avenue, Signalization;
- NW 97 Avenue / NW 156 Street, Signalization;
- and, Palmetto Expressway (SR 826) northbound to I-75 westbound, add a mainline thru lane at diverge area.

G. Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development. Describe how the applicant's access plan will minimize the impacts of the proposed development and preserve or enhance traffic flow on the existing and proposed transportation system. This information will assist the applicant and governmental agencies in reaching conceptual agreement regarding the anticipated access points. While the ADA may constitute a conceptual review for access points, it is not a permit application and, therefore, the applicant is not required to include specific design requirements (geometry) until the time of permit application.

Exhibit 21-4, Principal Project Access, shows the development plan and proposed

principal project access points for the Project. Access to the Project is proposed through connections to NW 170 Street, NW 97 Avenue and NW 107 Avenue. One main connection is proposed at NW 170 Street at the proposed intersection with NW 102 Avenue. Two main connections are proposed at NW 97 Avenue, at NW 162 Street and NW 156 Street. Two main connections are proposed at NW 107 Avenue, at NW 166 Street and NW 162 Street. All main connections to the external roadway network have been analyzed in previous sections.

H. If applicable, describe how the project will complement the protection of existing, or development of proposed, transportation corridors designated by local governments in their comprehensive plans. In addition, identify what commitments will be made to protect the designated corridors such as interlocal agreements, right-of-way dedication, building set-backs, etc.

Beacon Countyline presents an opportunity to construct and/or contribute transportation improvements identified in the local government Comprehensive Plans. The Project will construct several roadways that will provide connectivity in this area of Hialeah. The extension of NW 107 Avenues and NW 97 Avenues north of NW 154 Street to NW 170 Street, which are both in the Miami-Dade County Long Range Plan. The extension of NW 170 Street from HEFT to the existing I-75 overpass will provide an additional east/west thoroughfare in the area.

In addition, the Developer will work closely with the Turnpike Enterprise towards the construction of a new interchange at HEFT with NW 170 Street.

I. What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, will be made for the movement of people by means other than private automobile? Refer to internal design, site planning, parking provisions, location, etc.

A review of transit availability in the study area indicates that there are no existing Miami-Dade bus routes serving this area within a mile of the Site. The City of Hialeah Transit System offers two bus routes serving the City, which operate between 6:00 AM and 9:00 PM on weekdays. ***Exhibit 21-5 (R), Existing Transit***, shows the existing routes serving the study area. The City has expressed their commitment to extend existing transit services to the Project Site. It is anticipated that Miami-Dade Transit (MDT) would also extend its transit system to this area.

Accommodations will be made within the Project for bus bays, bus stops, shelters and the like to promote transit ridership. Pedestrian linkages will be integrated into the Project design to ensure maximum non-vehicular travel. The developer will coordinate with Miami-Dade Transit Agency to facilitate the extension of transit service closer to the site. Additionally, Transportation Demand Management (TDM) strategies, such as those listed in ***Appendix 21-15 (R), Transportation Demand Strategies***, will be encouraged as part of this Project to improve mobility. These strategies include carpooling, vanpooling, telecommuting, and alternative work hours, to name a few.

W:/06/06257/PDF-032108_21-4.pdf

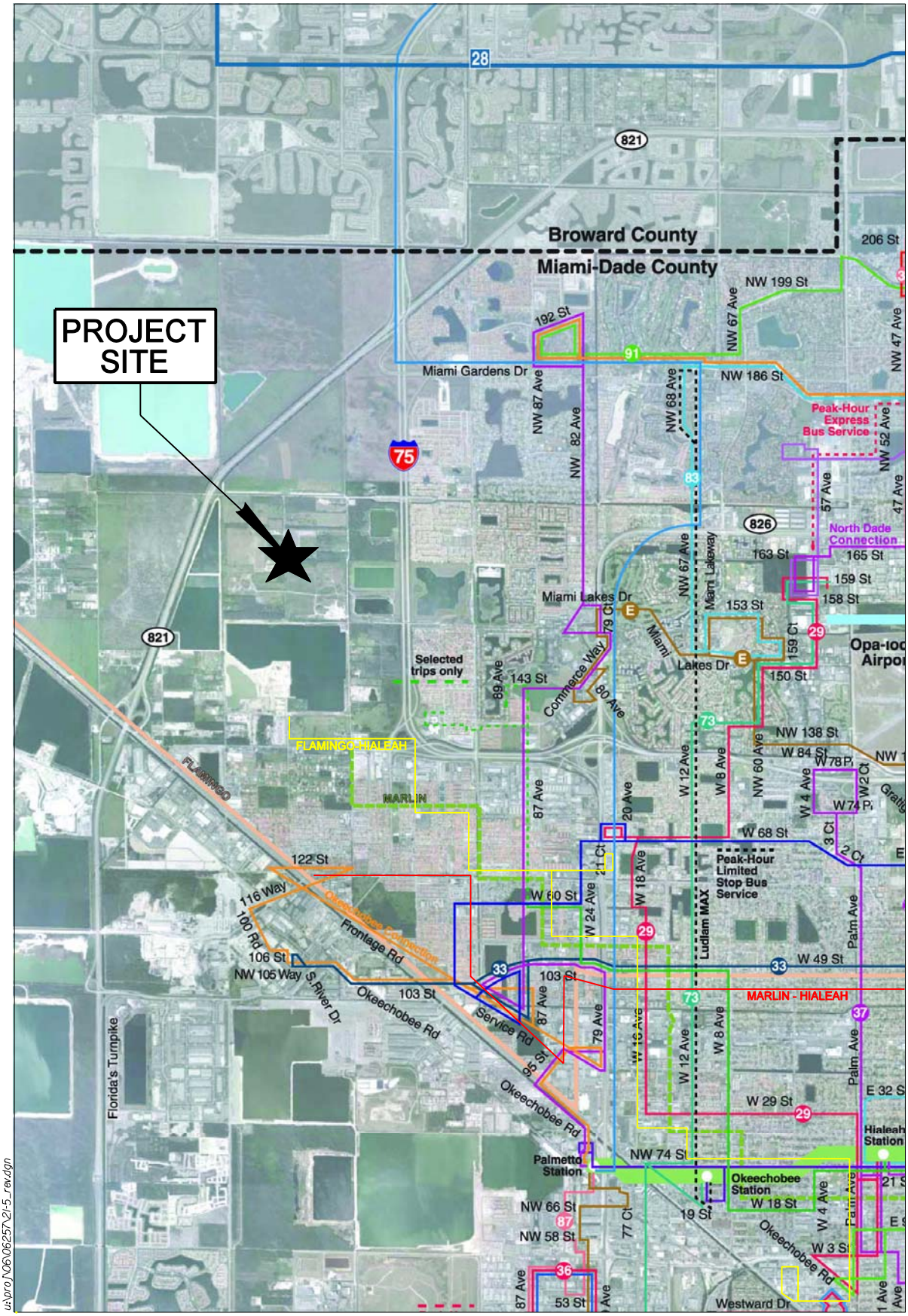
Legend:

N

- Property Boundary
- Approximate Municipal, Recreation Parcel Boundary 6
- On-site Roadway
- Off-site Roadway

Exhibit 21-4(R)
Principal Project Access
Beacon Countyline
November 2007

Source: The Curtis Group



Source: David Plummer & Associates

Exhibit 21-5 (R)

Existing Transit Routes

Beacon Countyline DRI

REVISED APRIL 2008

Attachment 21-1

Letter from the City of Hialeah

ATTACHMENT 21-1

City of Hialeah

February 11, 2008

Mr. Joseph G. Goldstein
Holland & Knight
701 Brickell Avenue, Suite 3000
Miami, Florida 33131-2487

Re: Beacon Countyline Development of Regional Impact

Mr. Goldstein,

The Hialeah Transit System is currently setup to expand the system (routes) into the Annexation area. The current routes end at the point where the annexed area begins. We here at the City of Hialeah and the Hialeah Transit System, have continued to modify our system to better serve the residents of the city. We are in the process of purchasing new buses to be able to expand the service. We will look at providing service to areas where the service is needed just like we have done in the past. This is an exciting time to be on the ground floor all of this new development and by having a presence from the start, people can adjust there commuting based on our service.
Currently our system operates from 6:00am to 7:30pm Monday thru Friday, 9:00am to 3:30pm on Saturdays/Holidays, and 11:00am to 2:00pm on Sundays. We will determine the level of service and the hours of operation to the new area once the project gets underway and we can map out projected routes where the highest needs for service exist. Again we will continue to provide the best service that we can to the residents of the City of Hialeah.

Thank you

Jorge de la Nuez
City of Hialeah
Transit Manager
305-681-5757

Attachment 21-2

Breakdown of Traffic Volume Projections

ATTACHMENT 21-2: BREAKDOWN OF TRAFFIC VOLUME PROJECTIONS

Beacon Countyline DRI

Roadway	Limits		Direction	Source of Count	Year of Count	AADT Count	K 100	D	T	Default % Truck	Heavy Veh Factor (HCM eq 21-3)	Peak Hour Count	Yearly Growth Rate	Volume (2007)	Future Background (2018)	Diversions	Committed Developments	Total (2018) Traffic without Project	Project	Total (2018) Traffic with Project
	From	To																		
Palmetto Expressway (SR 826)	Red Road/NW 57 Av	NW 67 Av/Ludlam Rd	EB	FDOT	2006	122,500	10.06	56.25	4.69	4	0.997	NA	1.4%	7,053 (4)	7,616	0	557	8,172	156	8,328
			WB	554										5,486 (4)	5,923	0	772	6,695	69	6,764
	NW 67 Av/Ludlam Rd	Miami Lakes Drive	NEB	FDOT	2006	135,313	10.06	56.25	4.69	4	0.997	NA	1.4%	7,791 (4)	8,412	-51	478	8,840	91	8,931
			SWB	137										6,060 (4)	6,543	-40	644	7,147	41	7,188
	Miami Lakes Drive	I-75	NB	FDOT	2006	135,313	10.06	56.25	4.69	4	0.997	NA	1.4%	7,791 (4)	8,412	-51	701	9,062	92	9,154
			SB	576										6,060 (4)	6,543	-40	590	7,094	92	7,186
	I-75	W 68 St/NW 122 Street	NB	FDOT	2006	157,000	10.06	56.25	4.69	4	0.997	NA	1.4%	9,040 (4)	9,761	-51	809	10,519	122	10,641
			SB	575										7,031 (4)	7,592	-40	818	8,370	273	8,643
	W 68 St/NW 122 Street	W 49 Street/NW 103 St	NB	FDOT	2006	164,000	10.06	56.25	4.69	4	0.997	NA	1.4%	9,443 (4)	10,196	-51	760	10,905	102	11,007
			SB	574										7,344 (4)	7,930	-40	787	8,677	228	8,905
	W 49 Street/NW 103 St	Okeechobee Rd/US 27	NB	FDOT	2006	170,500	10.06	56.25	4.69	4	0.997	NA	1.4%	9,817 (4)	10,600	-51	714	11,263	85	11,348
			SB	553										7,635 (4)	8,244	-40	757	8,962	190	9,152
	Okeechobee Rd/US 27	NW 74 Street	NB	FDOT	2006	178,500	10.06	56.25	4.69	4	0.997	NA	1.4%	10,278 (4)	11,097	-51	724	11,770	91	11,861
			SB	573										7,994 (4)	8,631	-40	857	9,449	204	9,653
NW 87 Avenue / West 28 Avenue	Miami Gardens Drive	NW 170 Street	NB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	288 (3)	297	21	169	487	72	559
			SB	TM										448 (3)	463	9	288	760	32	792
	NW 170 Street	Miami Lakes Drive	NB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	0	53	53	0	53
			SB	TM										0 (3)	0	0	108	108	0	108
	Miami Lakes Drive	I-75	NB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	1,108 (3)	1,145	0	58	1,203	3	1,206
			SB	24 HR										848 (3)	876	0	29	905	7	912
I-75	Miramar Parkway	HEFT	NB	FDOT	2006	163,000	9.21	54.53	5.6	4	0.992	NA	2.3%	8,441 (4)	9,573	-35	605	10,142	328	10,470
			SB	2000										7,039 (4)	7,982	-15	1,404	9,371	146	9,517
	HEFT	NW 186 Street	NB	FDOT	2006	146,500	9.21	54.53	5.6	4	0.992	NA	2.3%	7,587 (4)	8,604	0	495	9,098	0	9,098
			SB	2503										6,326 (4)	7,174	0	1,264	8,439	0	8,439
	NW 186 Street	NW 138 Street	NB	FDOT	2006	146,500	9.21	54.53	5.6	4	0.992	NA	2.3%	7,587 (4)	8,604	0	263	8,867	3	8,870
			SB	2501										6,326 (4)	7,174	0	664	7,838	6	7,844
	NW 138 Street	SR 826	EB	FDOT	2006	117,000	9.21	54.53	5.6	4	0.992	NA	2.3%	5,053 (4)	5,730	0	1,165	6,894	770	7,664
			WB	2500										6,059 (4)	6,871	0	520	7,391	343	7,734
NW 97 Avenue	NW 170 Street	NW 154 Street	NB	)T EXISTIN		NA	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	139	0	139	225	364
			SB											0 (3)	0	170	0	170	412	582
	NW 154 Street	NW 138 Street	NB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	139	0	139	398	537
			SB	TM										0 (3)	0	170	0	170	894	1,064
	NW 138 Street	W 68 Street	NB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	232 (3)	240	24	0	264	13	277
			SB	TM										136 (3)	141	21	0	162	30	192
NW 107 Avenue	NW 166 Street	NW 162 Street	NB	NOT	NA	NA	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	0	0	0	78	78
			SB	EXISTIN										0 (3)	0	0	0	0	174	174
	NW 162 Street	NW 154 Street	NB	NOT	NA	NA	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	0	0	0	233	233
			SB	EXISTIN										0 (3)	0	0	0	0	523	523
	NW 154 Street	NW 138 Street	NB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	120 (3)	124	0	0	124	233	357
			SB	TM										117 (3)	121	0	0	121	523	644
	NW 138 Street	Okeechobee Rd/US 27	NB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	456 (3)	471	0	0	471	179	650
			SB	TM										337 (3)	348	0	0	348	401	749
HEFT	NW 57 Av (Red Road)	I-75	NB	DOT	2006	49,600	10.05	59.22	8.14	6	0.989	4,985	6.0%	3,163 (4)	4,378	0	339	4,717	136	4,853
			SB	2285										2,178 (4)	3,015	0	460	3,475	61	3,536
	I-75	NW 170 Street	NB	DOT	2006	89,600	10.05	59.22	8.14	6	0.989	9,005	6.0%	5,713 (4)	7,908	0	485	8,393	464	8,857
			SB	2248										3,934 (4)	5,446	0	627	6,073	207	6,280
	NW 170 Street	Okeechobee Rd/US 27	NB	DOT	2006	89,600	10.05	59.22	8.14	6	0.989	9,005	6.0%	5,713 (4)	7,908	-73	517	8,352	142	8,494
			SB	2248										3,934 (4)	5,446	-96	617	5,967	318	6,285
	Okeechobee Rd/US 27	NW 106 Street	NB	DOT	2006	95,100	10.05	59.22	8.14	6	0.989	9,558	6.0%	6,064 (4)	8,394	66	609	9,069	142	9,211
			SB	2272										4,176 (4)	5,780	75	648	6,502	318	6,820
	NW 106 Street	NW 74 Street	NB	DOT	2006	102,800	10.05	59.22	8.14	6	0.989	10,331	6.0%	6,555 (4)	9,073	51	553	9,677	142	9,819
			SB	2268										4,514 (4)	6,248	40	822	7,109	318	7,427

Notes:

(1) Hourly count * D * Yearly Growth Rate to 2007.

(2) AADT * Yearly Growth Rate to 2007 * K 100 * D.

(3) Actual Count.

(4) AADT * Yearly Growth Rate to 2007 * K 100 * D * T factor.

Source: David Plummer and Associates, Inc.

ATTACHMENT 21-2: BREAKDOWN OF TRAFFIC VOLUME PROJECTIONS

Beacon Countyline DRI

Roadway	Limits		Direction	Source of Count	Year of Count	AADT Count	K 100	D	T	Default % Truck	Heavy Veh Factor (HCM eq 21-3)	Peak Hour Count	Yearly Growth Rate	Volume (2007)	Future Background (2018)	Diversions	Committed Developments	Future (2018) Traffic wo Project	Project	Future (2018) Traffic with Project
	From	To																		
Miami Gardens Drive (NW 186 Street)	I-75	NW 87 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	1,890 (3)	1,953	-35	620	2,538	0	2,538
			WB	TM										812 (3)	839	-15	261	1,085	0	1,085
	NW 87 Avenue	NW 77 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	1,103 (3)	1,140	0	400	1,540	34	1,574
			WB	TM										713 (3)	737	0	190	926	15	941
	NW 77 Avenue	NW 67 Avenue	EB	FDOT	2006	40,500	7.97	54.22	NA	NA	NA	NA	0.6%	1,761 (2)	1,820	0	339	2,159	45	2,204
			WB	2517										1,487 (2)	1,536	0	171	1,707	20	1,727
	NW 67 Avenue	NW 57 Avenue (Red Rd)	EB	FDOT	2006	39,000	7.97	54.22	NA	NA	NA	NA	0.6%	1,695 (2)	1,752	0	193	1,945	27	1,972
			WB	2516										1,432 (2)	1,479	0	76	1,556	12	1,568
NW 170 Street	HEFT	NW 97 Avenue	EB	NOT	NA	NA	NA	NA	NA	NA	NA	NA	0.6%	0	0	256	141	397	381	778
			WB	EXISTIN										0	0	193	99	293	815	1,108
	NW 97 Avenue	I-75	EB	NOT	NA	NA	NA	NA	NA	NA	NA	NA	0.6%	0	0	86	145	231	295	526
			WB	EXISTIN										0	0	55	97	152	131	283
	I-75	NW 87 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	60 (3)	62	86	138	286	295	581
			WB	TM										90 (3)	93	55	93	241	131	372
	NW 87 Avenue	NW 77 Avenue	EB	DPA	2007	NA	7.39	58.66	NA	NA	NA	NA	0.6%	310 (3)	320	65	250	635	156	791
			WB	TM										376 (3)	389	46	130	564	69	633
	NW 77 Avenue	NW 67 Avenue	EB	DPA	2007	NA	7.39	58.66	NA	NA	NA	NA	0.6%	310 (3)	320	51	90	461	128	589
			WB	TM										376 (3)	389	40	50	478	57	535
NW 138 Street	Okeechobee Rd/US 27	NW 107 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	578 (3)	597	-149	127	574	35	609
			WB	TM										444 (3)	458	-115	64	408	79	487
	NW 107 Avenue	NW 97 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	541 (3)	559	-149	128	538	35	573
			WB	TM										413 (3)	427	-115	65	377	17	394
	NW 97 Avenue	Beacon Station Blvd	EB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	654 (3)	676	-149	139	665	814	1,479
			WB	TM										667 (3)	689	-115	70	645	363	1,008
NW 130 Street (W 76 Street)	NW 97 Av	Beacon Station Blvd	EB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	366 (3)	378	21	0	399	76	475
			WB	TM										530 (3)	548	24	0	572	34	606
	Beacon Station Blvd	NW 87 Av	EB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	565 (3)	584	0	0	584	64	648
			WB	TM										625 (3)	645	0	0	645	29	674
	NW 87 Av	W of SR 826	EB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	411 (3)	425	0	0	425	14	439
			WB	TM										487 (3)	503	0	0	503	6	509
Okeechobee Rd/US 27	West	HEFT	NWB	FDOT	2006	25,500	9	54.22	12.81	2	0.949	NA	0.6%	1,319 (4)	1,364	0	29	1,393	25	1,418
			SEB	7										1,114 (4)	1,151	0	18	1,169	55	1,224
	HEFT	NW 138 Street	NWB	FDOT	2006	24,500	9	54.22	15.34	2	0.937	NA	0.6%	1,283 (4)	1,326	-21	56	1,361	25	1,386
			SEB	2536										1,083 (4)	1,120	-18	102	1,204	55	1,259
	NW 138 Street	Beacon Station Blvd	NWB	FDOT	2006	24,500	9	54.22	15.34	2	0.937	NA	0.6%	1,283 (4)	1,326	-21	6	1,311	216	1,527
			SEB	2536										1,083 (4)	1,120	-18	3	1,105	96	1,201
	Beacon Station Blvd	NW 87 Avenue	NWB	FDOT	2006	39,500	9	54.22	15.34	2	0.937	NA	0.6%	2,068 (4)	2,138	0	103	2,241	173	2,414
			SEB	109										1,746 (4)	1,805	0	191	1,996	77	2,073
	NW 87 Avenue	SR 826	NWB	FDOT	2006	45,000	9	54.22	7.36	2	0.974	NA	0.6%	2,268 (4)	2,344	0	104	2,449	131	2,580
			SEB	2537										1,915 (4)	1,979	0	205	2,184	59	2,243
	SR 826	NW 74 St	NWB	FDOT	2006	55,500	9	58.66	6.44	2	0.978	NA	0.6%	3,013 (4)	3,114	0	19	3,133	63	3,196
			SEB	528										2,123 (4)	2,195	0	45	2,239	28	2,267
West Okeechobee Rd / Frontage Road	US 27/NW 138 Street	NW 107 Avenue	NWB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	382 (3)	395	0	2	396	0	396
			SEB	TM										513 (3)	530	0	1	531	0	531
	NW 107 Avenue	Hialeah Gardens Blvd	NWB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	476 (3)	492	-3	0	489	29	518
			SEB	TM										240 (3)	248	-3	0	245	13	258
	Hialeah Gardens Blvd	NW 87 Avenue	NWB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	264 (3)	272	0	0	272	31	303
			SEB	TM										282 (3)	291	0	0	291	14	305
	NW 87 Avenue	NW 77 Avenue	NWB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	741 (3)	766	0	0	766	16	782
			SEB	TM										338 (3)	349	0	0	349	7	356
Gratigny Expressway	SR 826	Red Road/W 4 Av	EB	FDOT	2006	52,500	8.79	53.81	4.69	4	0.997	NA	0.6%	2,507 (4)	2,591	0	697	3,287	373	3,660
			WB	2511										2,152 (4)	2,224	0	747	2,970	166	3,136
W 68 Street/NW 122 Street	Okeechobee Road	NW 97 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	315 (3)	326	0	2	327	38	365
			WB	TM										228 (3)	236	0	1	237	17	254
	NW 97 Avenue	NW 87 Av / W 28 Av	EB	DPA	2007	NA	NA	NA	NA	NA	NA	NA	0.6%	501 (3)	517	0	49	566	46	612
			WB	TM										566 (3)	584	0	26	611	21	632
	NW 87 Av / W 28 Av	SR 826	EB	MDC	2004	NA	NA	55	NA	NA	NA	2,827	0.6%	1,295 (1)	1,339	0	47	1,385	13	1,398
			WB	9522										1,583 (1)	1,636	0	30	1,666	6	1,672

Notes:

(1) Hourly count * D * Yearly Growth Rate to 2007.

(2) AADT * Yearly Growth Rate to 2007 * K 100 * D.

(3) Actual Count.

(4) AADT * Yearly Growth Rate to 2007 * K 100 * D * T factor.

Source: David Plummer and Associates, Inc.

Attachment 21-3

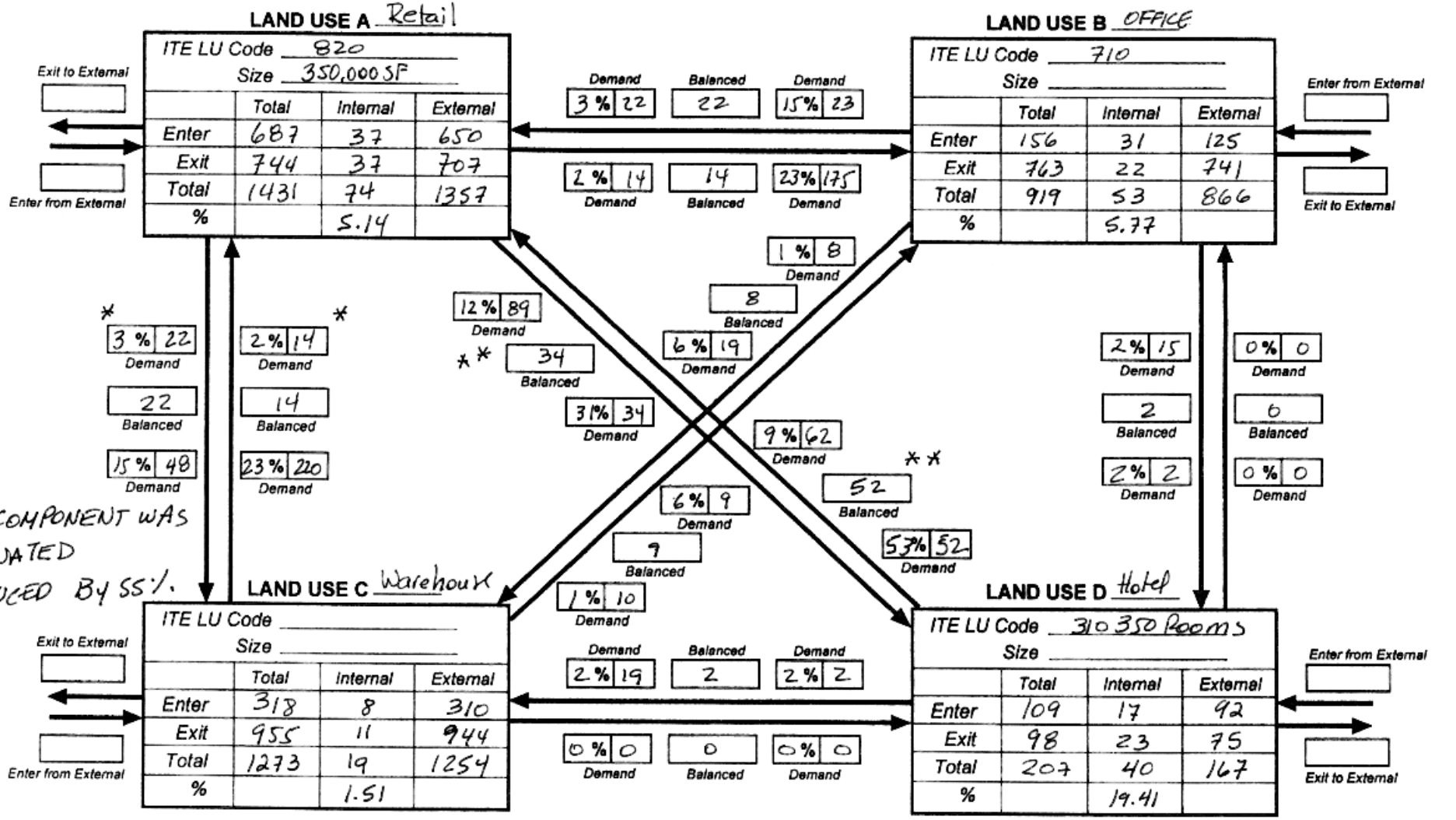
Multi-Use Development Trip Generation & Internal Capture Summary

ATTACHMENT 21-3

MULTI- USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst DPA
Date April 2008

Name of Dvlpt DPA
Time Period PM PK HR



Net External Trips for Multi-Use Development

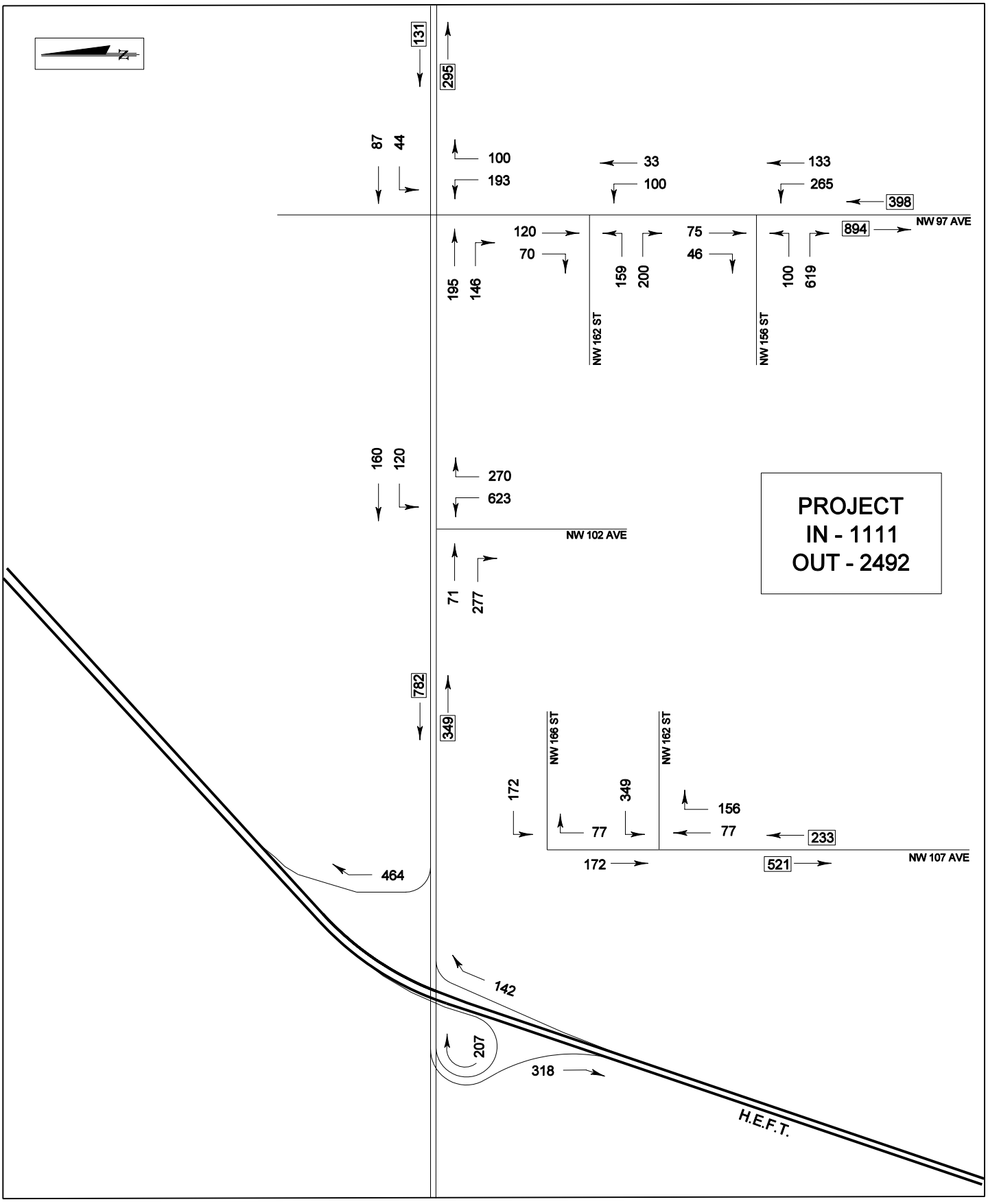
	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	650	125	310	92	1129
Exit	707	741	944	75	2550
Total	1357	866	1254	167	3679
Single-Use Trip Gen. Est.	1431	919	1273	207	3830

Source: Kaku Associates, Inc.

INTERNAL CAPTURE 4.87

Attachment 21-4

Net New External Project Trip Distribution



06257\div link trips.dgn

Source: David Plummer & Associates

Attachment 21-4

Net New External Project Trip Distribution

Beacon County Line DRI

Attachment 21-5

Intersection Assignment

ATTACHMENT 21-5 - Intersection Assignment

Beacon Countyline DRI

Intersection	Direction	Existing Counts	Background	Diversions					FEC Park of Commerce DRI	E Miramar Areawide DRI	Country Lakes DRI	Blue Grass Lakes	Dunwoody Estates	Graham East	Graham West	Doral Place	Islands of Doral	Total Committed Developments	Future wo Project	Project	Pass-by Trips	Diverted Linked Trips	Future w Project
		2007	2018	4	3	2	1	Total											2018				2018
NW 170 STREET / HEFT WEST RAMP	NBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	149	20			**169**	0	0	0	0	16	12	46	0	0	74	243	207	0	13	462
Growth Rate:	SBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBR	0	0			35	40	**75**	17	0	0	21	0	0	0	0	25	63	138	318	0	13	470
TOTAL		**0**	**0**	**149**	**20**	**35**	**40**	**244**										**137**	**381**	**525**			**932**
NW 170 STREET / HEFT EAST RAMP	NBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	0	0			15	51	**66**	32	0	0	24	0	0	0	0	12	68	134	162	0	20	316
	SBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rate:	SBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	149	20			**169**	0	0	0	0	16	12	46	0	0	74	243	220	0	13	475
	EBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	0	0			35	40	**75**	17	0	0	21	0	0	0	0	25	63	138	331	0	13	483
	WBR	0	0	115	23			**138**	0	0	0	0	8	6	23	0	0	36	174	484	0	20	678
TOTAL		**0**	**0**	**264**	**43**		**91**											**241**	**689**	**1,197**			**1,952**
NW 170 STREET / NW 102 AVENUE	NBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	676	20	33	729
	NBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	297	27	0	324
	SBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rate:	SBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	149	20	15	51	**235**	31	0	0	24	16	12	46	0	12	141	376	44	-27	0	393
	EBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	337	27	33	397
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	140	20	0	160
	WBT	0	0	115	23	35	40	**213**	17	0	0	21	8	6	23	0	25	99	312	140	-20	0	432
	WBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**264**	**43**													**240**	**688**	**1,634**			**2,435**
NW 170 STREET / NW 97 AVENUE	NBL	0	0	115	23			**138**	0	0	0	0	0	0	0	0	0	0	138	193	0	0	331
	NBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100
	SBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rate:	SBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0			15	51	**66**	29	0	0	26	17	14	49	0	11	146	212	195	0	0	407
	EBR	0	0	149				**149**	0	0	0	0	0	0	0	0	0	0	149	146	0	0	295
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	44	0	0	44
	WBT	0	0			35	40	**75**	16	0	0	24	8	7	24	0	22	101	176	87	0	0	263
	WBR	0	0		20			**20**	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20
TOTAL		**0**	**0**	**264**	**43**		**91**											**246**	**694**	**765**			**1,459**

ATTACHMENT 21-5 - Intersection Assignment

Beacon Countyline DRI

Intersection	Direction	Existing Counts	Background	Diversions					FEC Park of Commerce DRI	E Miramar Areawide DRI	Country Lakes DRI	Blue Grass Lakes	Dunwoody Estates	Graham East	Graham West	Doral Place	Islands of Doral	Total Committed Developments	Future wo Project	Project	Pass-by Trips	Diverted Linked Trips	Future w Project
		2007	2018	4	3	2	1	Total											2018				2018
NW 162 STREET / NW 107 AVENUE	NBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	78	0	0	78
	NBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	156	0	0	156
	SBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rate:	SBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	175	0	0	175
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	349	0	0	349
	WBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**		**0**											**0**	**0**	**757**			**757**
NW 162 STREET / NW 97 AVENUE	NBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	102	2	0	104
	NBT	0	0	115	23			**138**	0	0	0	0	0	0	0	0	0	0	138	31	-2	0	167
	NBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rate:	SBT	0	0	149	20			**169**	0	0	0	0	0	0	0	0	0	0	169	117	-3	0	283
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	73	3	0	76
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	161	2	0	163
	EBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	203	3	0	206
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**264**	**43**		**0**											**0**	**307**	**686**			**998**
NW 156 STREET / NW 97 AVENUE	NBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	273	8	0	281
	NBT	0	0	115	23			**138**	0	0	0	0	0	0	0	0	0	0	138	125	-8	0	255
	NBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rate:	SBT	0	0	149	20			**169**	0	0	0	0	0	0	0	0	0	0	169	66	-9	0	226
0.6%	SBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	55	9	0	64
50.0%	EBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	108	8	0	116
	EBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	628	9	0	637
	WBL	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBR	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**264**	**43**		**0**											**0**	**307**	**1,254**			**1,578**
NW 122 STREET / NW 97 AVENUE	NBL	1	1					**0**	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	1	1					**0**	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	SBL	93	96					**0**	0	0	0	0	0	0	0	0	0	0	96	1	0	0	97
Growth Rate:	SBT	0	0					**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.6%	SBR	42	43					**0**	0	0	0	0	0	0	0	0	0	0	43	0	0	0	43
50.0%	EBL	75	78					**0**	0	0	0	0	0	0	0	0	0	0	78	0	0	0	78
	EBT	239	247					**0**	0	0	0	0	0	2	0	0	0	2	249	38	0	0	287
	EBR	1	1		23			**23**	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24
	WBL	2	2		20			**20**	0	0	0	0	0	0	0	0	0	0	22	0	0	0	22
	WBT	185	191					**0**	0	0	0	0	0	1	0	0	0	1	192	17	0	0	209
	WBR	157	162					**0**	0	0	0	0	0	0	0	0	0	0	162	0	0	0	163
TOTAL		**796**	**823**	**0**	**43**		**0**											**3**	**868**	**57**			**925**

ATTACHMENT 21-5 - Intersection Assignment

Beacon Countyline DRI

Intersection	Direction	Existing Counts	Background	Diversions					FEC Park of Commerce DRI	E Miramar Areawide DRI	Country Lakes DRI	Blue Grass Lakes	Dunwoody Estates	Graham East	Graham West	Doral Place	Islands of Doral	Total Committed Developments	Future wo Project	Project	Pass-by Trips	Diverted Linked Trips	Future w Project
		2007	2018	4	3	2	1	Total											2018				2018
NW 122 STREET / NW 87 Avenue	NBL	236	244					**0**	0	0	0	0	0	0	0	0	0	0	244	4	0	0	247
	NBT	858	887					**0**	0	0	5	6	13	0	13	0	0	37	924	1	0	0	925
	NBR	116	120					**0**	0	0	0	0	0	0	0	0	0	0	120	0	0	0	120
	SBL	246	254					**0**	0	0	0	0	3	0	0	0	0	3	258	15	0	0	272
Growth Rate:	SBT	626	647					**0**	0	0	14	5	7	0	7	0	0	32	679	3	0	0	682
0.6%	SBR	125	129					**0**	0	0	0	0	0	0	0	0	0	0	129	6	0	0	135
50.0%	EBL	156	161					**0**	0	0	0	0	0	0	0	0	0	0	161	13	0	0	174
	EBT	394	407					**0**	49	0	0	0	0	5	0	0	0	54	461	10	0	0	471
	EBR	117	121					**0**	0	0	0	0	0	0	0	0	0	0	121	8	0	0	129
	WBL	201	208					**0**	0	0	0	0	0	0	0	0	0	0	208	0	0	0	208
	WBT	426	440					**0**	27	0	0	0	0	2	0	0	0	29	469	4	0	0	473
	WBR	333	344					**0**	0	0	0	0	7	0	0	0	0	7	351	7	0	0	357
TOTAL		**3,834**	**3,962**	**0**	**0**		**0**											**162**	**4,124**	**70**			**4,194**

Attachment 21-6

Truck Factor Adjustment

ATTACHMENT 21-6: Truck Factor Adjustment

Beacon Countyline DRI

Roadway	Limits	Actual T Factor	LOS Handbook % Trucks for Facility	Difference between Generalized and Actual	Heavy Vehicle Factor (equation 21-3 HCM)	Factor Used to Increase Existing Vol
Palmetto Expressway	though Study Area	4.69	4 (1)	0.69	0.997	1.003
I-75	though Study Area	13.20	4 (1)	9.2	0.956	1.046
HEFT	though Study Area	8.14	6 (2)	2.14	0.989	1.011
Okeechobee Rd/US 27	WEST OF HEFT	12.81	2 (3)	10.81	0.949	1.054
	WEST OF 103 ST	15.34	2 (3)	13.34	0.937	1.067
	WEST OF 826	7.36	2 (3)	5.36	0.974	1.027
	EAST OF 826	6.44	2 (3)	4.44	0.978	1.022
Gratigny Expressway	though Study Area	4.69	4 (1)	0.69	0.997	1.003

Notes: (1) Class IV Freeway. (2) Class III Freeway. (3) Uninterrupted Flow Highway

Source: David Plummer and Associates, Inc.