

**21. TRANSPORTATION**

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

**1. Project Description, Scale of Development and Land Use**

Parkland is a proposed mixed-use DRI located on approximately 960.51 acres of land on property that is located in unincorporated Miami-Dade County, bounded by Krome Avenue on the west, SW 136 Street on the north, SW 162 Avenue on the east and SW 152 Street on the south. The DRI is proposed for development within a single phase with build out occurring in the year 2018. See **Map J-1A** for the project location.

**2. Scale of Development and Land Use**

The land use and scale of development proposed is presented in **Table 21.A1**.

<b>Table 21.A1 Parkland DRI Development Program</b>	
<b>Land Use</b>	<b>Scale of Development</b>
Residential	
Single Family Detached	1,257 du
Single Family Attached Townhomes	2,436 du
Multi Family Condominium	<u>3,248 du</u>
	6,941 du
Retail [1]	200,000 sq.ft.
Industrial – Flex Space	550,000 sq.ft.
Hospital	200 beds
Medical Office	100,000 sq.ft.
(2) K-8 Schools	3,200 students
(1) High School	1,600 students
Parks	67.6 acres
Community Uses – Library, Police, Fire	50,000 sq.ft.

[1] May include the exchange of up to 2,000 cinema seats for 28,311 sq.ft. of retail use based upon gross PM peak hour trips and the cinema seat exchange calculation as outlined in Table 21.B2 and Table 32.1.

### **3. Methodology Assumptions and Guidelines**

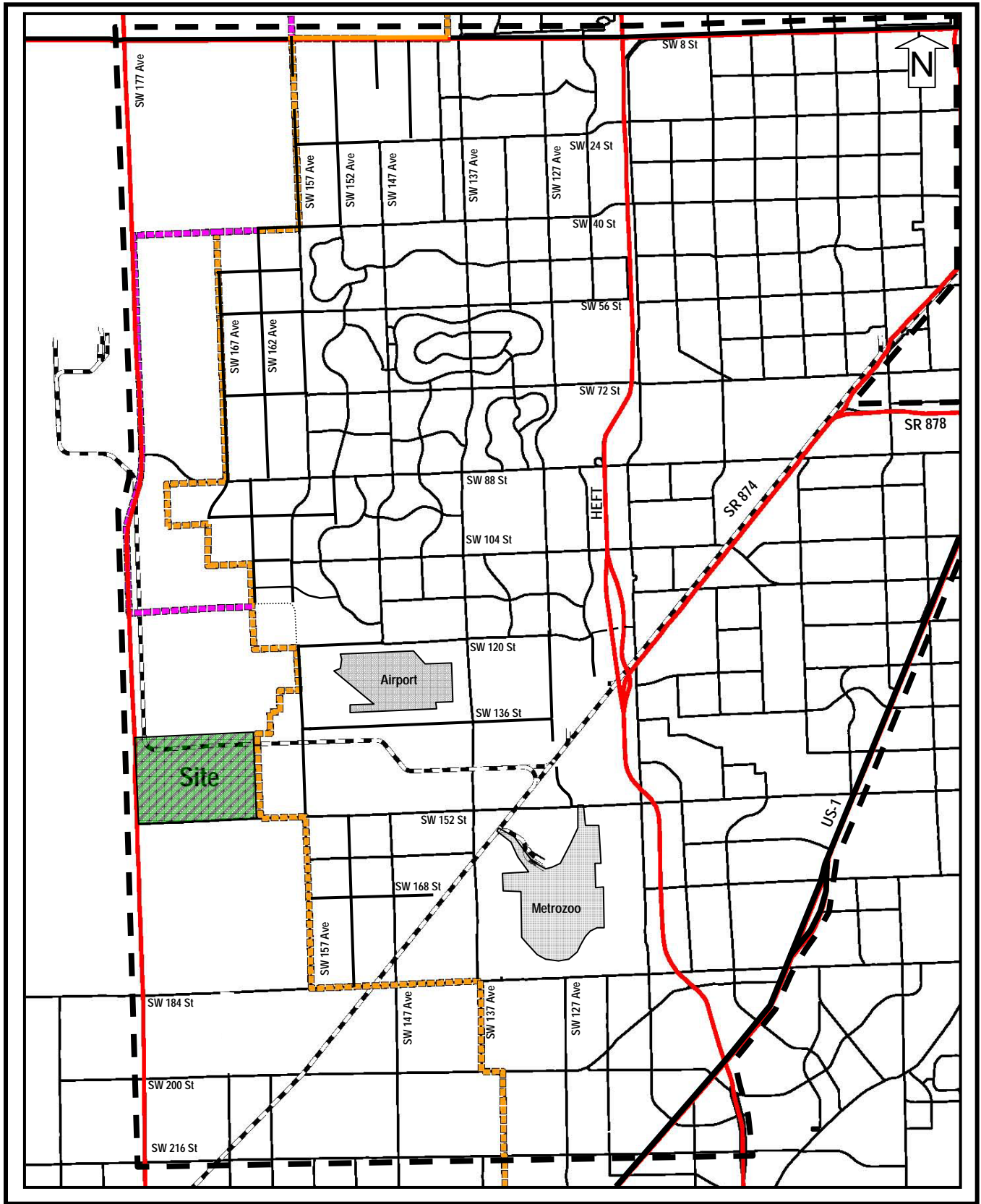
The transportation study methodology is outlined in the July 2005 Methodology Letter of Understanding (MLOU) included in **Appendix 21-1**. The study methodology is based upon standard practices for traffic impact studies, the land use characteristics of the project, and the prescribed methodologies for responding to Question 21 as established by the various agencies having jurisdiction to review the DRI. Unless otherwise stated, this transportation study will generally adhere to the DRI methodology guidelines, policies and standards listed below:

1. The Florida Department of Transportation (FDOT), *Site Impact Handbook*, April 1997 - Unit IV for DRI Methodology and related procedures;
2. The Florida Department of Community Affairs (DCA) Rule 9J-2.045, Florida Administrative Code (F.A.C.), *Transportation Uniform Standard Rule*, as amended;
3. Rule 23 CFR 625.5, 1994 Transportation Research Board Special Report 209, *Highway Capacity Manual* (latest edition and revisions);
4. Miami-Dade County traffic concurrency policies and procedures from the adopted components of the *Miami-Dade County Comprehensive Development Master Plan*;
5. *2002 Quality/Level of Service Handbook* published by FDOT in 2002 as updated by the Level of Service Issues – 2002 QLOS Handbook Addendum – August 21, 2007;
6. *Design Traffic Handbook*, Topic No. 525-030-120f, published by FDOT in March 1997;
7. *Trip Generation, 7<sup>th</sup> Edition*, An Informational Report of the Institute of Transportation Engineers (ITE), 2003; and
8. *Trip Generation Handbook, Second Edition* published by ITE, June 2004.

### **4. Traffic Impact Study Area**

The traffic impact study area for a DRI is defined by **Rule 9J-2.045(6), F.A.C.** to include all state and regionally significant roadway segments where the peak hour traffic generated by the proposed DRI will utilize five percent or more of the adopted peak hour level of service maximum service volume of the roadway at the adopted level of service (LOS) standard pursuant to **Rule 9J-2.045(5), F.A.C.**, as established by the local government of jurisdiction's approved Comprehensive Plan. For state and regional roadways that are a part of the Florida Intrastate Highway System (FIHS), the adopted level of service standard shall be consistent with the FDOT level of service standards. Potentially affected FIHS roadway facilities relative to the DRI study area include Krome Avenue, SR 821/HEFT, SR 874, SR 878, SR 826 and SR 836.

**Map J-1A** illustrates the preliminary traffic impact study area which extends to SW 8 Street and SR 836 on the north, SR 826, SR 821 and US-1 on the east, SW 216 Street on the south and SW 177 Avenue on the west. **Map J-1B** illustrates the existing lane geometry for the roadways within this traffic impact study area, and **Map J-1C** highlights those regionally significant roadway segments where project trips anticipated from the build out of the DRI are equal to or exceed 5.0% of the adopted peak hour maximum service volume pursuant to **Rule 9J-2.045(6), F.A.C.** The calculations performed to determine compliance with this 5.0% rule are provided in **Table 21.A2**, where project trip assignments are established using gravity model cardinal distributions for project productions (home-based work trips) and project attractions (non home-based work trips) based upon the 2015 zonal data from the Miami-Dade County Long Range Transportation Plan along with input on project distribution from the DRI reviewing agencies. **Table 21.A2** also includes the existing and programmed roadway lane geometry (from TIP 2009), the adopted level of service standards and the jurisdiction of the roadways within the preliminary traffic impact study area.



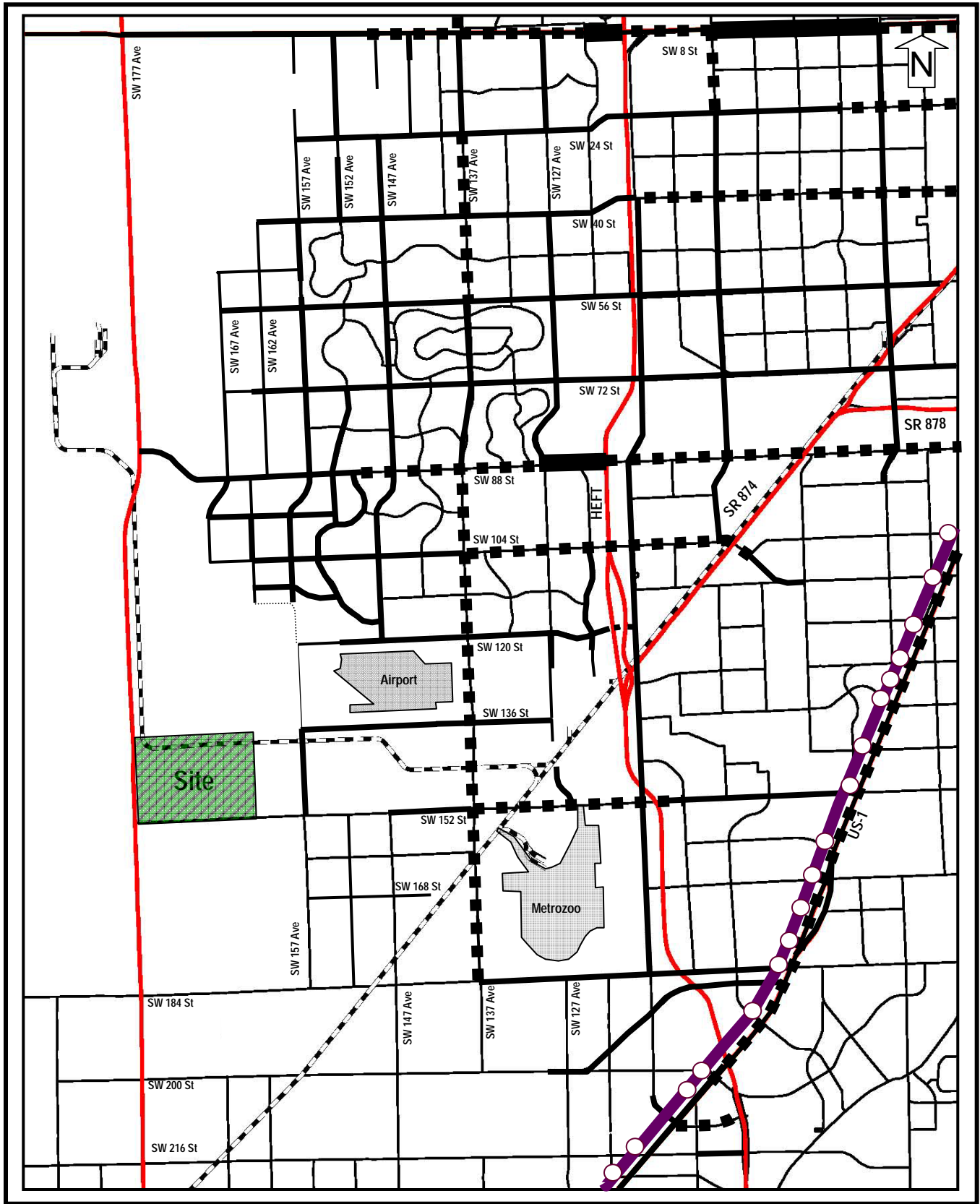
Legend



Site Location

- Preliminary Traffic Impact Study Area
- 2015 Urban Development Boundary
- 2025 Urban Expansion Area
- Existing Rail Lines
- FIHS Roadways

Map J-1A (R)  
 Site Location and Preliminary Traffic Impact Study Area  
 Parkland  
 July 2008



Legend



Site Location

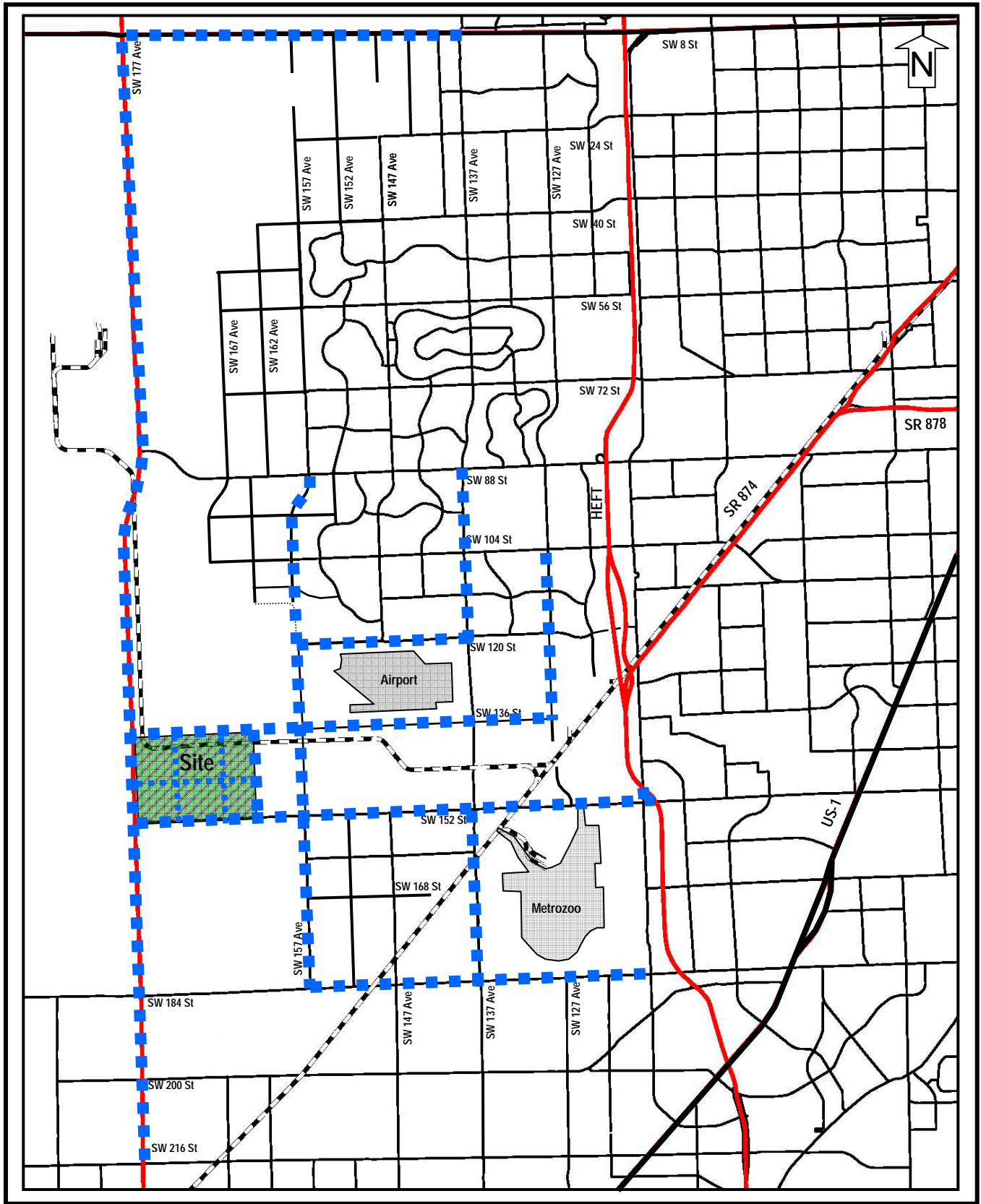
Existing Rail Lines  
FIHS Roadways

8 lanes  
6 lanes  
4 lanes  
3 lanes  
2 lanes

Busway





Note: Existing geometry includes construction underway

Map J-1B (R)  
Existing Lane Geometry  
Parkland  
July 2008



Legend

 Site Location

-  Existing Rail Lines
-  FIHS Roadways
-  Roadway segments carrying project trips = to 5.0% or more of the adopted roadway maximum service volume.
-  Conceptual location of on-site county roadways.

Map J-1C (R)  
 Final Traffic Impact Study Area Based upon the 5% Rule  
 Parkland  
 July 2008

TABLE 21.A2  
PARKLAND DRI  
TRAFFIC IMPACT STUDY AREA DETERMINATION BASED UPON 5% RULE

ROADWAY SEGMENTS	[1] EXISTING AND FUNDED LANES PER THE TIP	[2] CDMP ADOPTED LOS STANDARD	Parkland DRI		Parkland DRI		Parkland DRI		[6] TWO-WAY PEAK HOUR MAX CAPACITY	[7] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
			[3] Project Distribution Percent	Productions PM Project DRI Trips 3489	[4] Project Distribution Percent	Attractions PM Project DRI Trips 1986	[5] Project Distribution Percent	Total PM Project DRI Trips 5475			
<b>SW 8 Street</b>											
SW 177 Avenue to SW 157 Avenue	4LD	C	11.00%	384	5.00%	99	8.82%	483	3,300	14.64%	YES
SW 157 Avenue to SW 152 Avenue	4LD	D	11.00%	384	5.00%	99	8.82%	483	3,390	14.25%	YES
SW 152 Avenue to SW 147 Avenue	4LD	D	11.00%	384	5.00%	99	8.82%	483	3,390	14.25%	YES
SW 147 Avenue to SW 142 Avenue	6LD	D	11.00%	384	5.00%	99	8.82%	483	5,080	9.51%	YES
SW 142 Avenue to SW 137 Avenue	6LD	D	11.00%	384	5.00%	99	8.82%	483	5,080	9.51%	YES
SW 137 Avenue to SW 127 Avenue	6LD	EE	6.00%	209	3.00%	60	4.91%	269	5,904	4.55%	NO
SW 127 Avenue to SW 122 Avenue	6LD	D	4.00%	140	3.00%	60	3.64%	199	4,680	4.26%	NO
SW 122 Avenue to HEFT	8LD	D	4.00%	140	3.00%	60	3.64%	199	6,060	3.29%	NO
HEFT to SW 117 Avenue	6LD	D	2.00%	70	3.00%	60	2.36%	129	4,680	2.76%	NO
SW 117 Avenue to SW 107 Avenue	6LD	D	2.00%	70	3.00%	60	2.36%	129	4,680	2.76%	NO
SW 107 Avenue to SW 97 Avenue	8LD	EE	2.00%	70	3.00%	60	2.36%	129	7,632	1.69%	NO
SW 97 Avenue to SW 87 Avenue	8LD	EE	2.00%	70	3.00%	60	2.36%	129	7,632	1.69%	NO
SW 87 Avenue to SR 826	6LD	EE	2.00%	70	3.00%	60	2.36%	129	5,904	2.19%	NO
<b>SW 24/26 Street</b>											
SW 147 Avenue to SW 137 Avenue	4LD	EE	1.00%	35	1.00%	20	1.00%	55	3,744	1.46%	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	1.00%	35	1.00%	20	1.00%	55	3,744	1.46%	NO
SW 127 Avenue to SW 117 Avenue	4LD	EE	1.00%	35	1.00%	20	1.00%	55	3,744	1.46%	NO
SW 117 Avenue to SW 107 Avenue	4LD	EE	1.00%	35	1.00%	20	1.00%	55	3,744	1.46%	NO
SW 107 Avenue to SW 92 Avenue	4LD	EE	1.00%	35	1.00%	20	1.00%	55	3,744	1.46%	NO
SW 92 Avenue to SW 87 Avenue	6LD	EE	1.00%	35	1.00%	20	1.00%	55	5,628	0.97%	NO
SW 87 Avenue to SR 826	6LD	EE	1.00%	35	1.00%	20	1.00%	55	5,628	0.97%	NO
<b>SW 40/42 Street</b>											
SW 147 Avenue to SW 137 Avenue	4LD	EE	2.00%	70	2.00%	40	2.00%	110	3,744	2.92%	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	3.00%	105	3.00%	60	3.00%	164	3,744	4.39%	NO
SW 127 Avenue to HEFT	4LD	EE	3.00%	105	3.00%	60	3.00%	164	3,744	4.39%	NO
HEFT to SW 107 Avenue	6LD	EE	3.00%	105	3.00%	60	3.00%	164	5,904	2.78%	NO
SW 107 Avenue to SW 97 Avenue	6LD	EE	3.00%	105	3.00%	60	3.00%	164	5,904	2.78%	NO
SW 97 Avenue to SW 87 Avenue	6LD	EE	3.00%	105	3.00%	60	3.00%	164	5,904	2.78%	NO
SW 87 Avenue to SR 826	6LD	EE	3.00%	105	3.00%	60	3.00%	164	5,904	2.78%	NO
<b>SW 56 Street</b>											
SW 147 Avenue to SW 137 Avenue	4LD	D	0.50%	17	0.50%	10	0.50%	27	2,950	0.93%	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	0.50%	17	0.50%	10	0.50%	27	2,950	0.93%	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	0.50%	17	0.50%	10	0.50%	27	2,950	0.93%	NO
SW 117 Avenue to SW 107 Avenue	4LD	D	0.50%	17	0.50%	10	0.50%	27	2,950	0.93%	NO
SW 107 Avenue to SW 97 Avenue	4LD	D	0.50%	17	0.50%	10	0.50%	27	2,950	0.93%	NO
SW 97 Avenue to SW 87 Avenue	4LD	D	0.50%	17	0.50%	10	0.50%	27	2,950	0.93%	NO
SW 87 Avenue to SR 826	4LD	D	0.50%	17	0.50%	10	0.50%	27	2,950	0.93%	NO
<b>SW 72 Street</b>											
SW 162 Avenue to SW 157 Avenue	4LD	EE	1.00%	35	1.00%	20	1.00%	55	3,744	1.46%	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	2.00%	70	2.00%	40	2.00%	110	3,744	2.92%	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	2.00%	70	2.00%	40	2.00%	110	3,744	2.92%	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	2.00%	70	2.00%	40	2.00%	110	3,744	2.92%	NO
SW 127 Avenue to SW 117 Avenue	4LD	EE	2.00%	70	2.00%	40	2.00%	110	3,744	2.92%	NO
SW 117 Avenue to SW 107 Avenue	4LD	EE	2.00%	70	2.00%	40	2.00%	110	3,924	2.79%	NO
SW 107 Avenue to SW 97 Avenue	4LD	EE	2.00%	70	2.00%	40	2.00%	110	3,924	2.79%	NO
SW 97 Avenue to SW 87 Avenue	4LD	EE	2.00%	70	2.00%	40	2.00%	110	3,924	2.79%	NO
SW 87 Avenue to SR 826	4LD	EE	2.00%	70	2.00%	40	2.00%	110	3,924	2.79%	NO
<b>SW 88 Street</b>											
SW 177 Avenue to SW 167 Avenue	4LD	D	2.00%	70	2.00%	40	2.00%	110	3,110	3.52%	NO
SW 167 Avenue to SW 157 Avenue	6LD - TIP 2009	EE	2.00%	70	2.00%	40	2.00%	110	5,904	1.85%	NO
SW 157 Avenue to SW 147 Avenue	6LD - TIP 2009	EE	4.00%	140	4.00%	79	4.00%	219	5,904	3.71%	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	4.00%	140	4.00%	79	4.00%	219	5,904	3.71%	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4.00%	140	4.00%	79	4.00%	219	5,904	3.71%	NO
SW 127 Avenue to SR 821/HEFT	8LD	EE	6.00%	209	6.00%	119	6.00%	329	7,632	4.30%	NO
SR 821/HEFT to SW 117 Avenue	6LD	EE	5.00%	174	5.00%	99	5.00%	274	5,904	4.64%	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	5.00%	174	5.00%	99	5.00%	274	5,904	4.64%	NO
SW 107 Avenue to SR 874	6LD	EE	5.00%	174	5.00%	99	5.00%	274	5,904	4.64%	NO
SR 874 to SW 87 Avenue	6LD	EE	5.00%	174	5.00%	99	5.00%	274	5,904	4.64%	NO
SW 87 Avenue to SR 826	6LD	EE	5.00%	174	5.00%	99	5.00%	274	5,904	4.64%	NO

TABLE 21.A2  
PARKLAND DRI  
TRAFFIC IMPACT STUDY AREA DETERMINATION BASED UPON 5% RULE

ROADWAY SEGMENTS	[1] EXISTING AND FUNDED LANES PER THE TIP	[2] CDMP ADOPTED LOS STANDARD	Parkland DRI		Parkland DRI		Parkland DRI		[6] TWO-WAY PEAK HOUR MAX CAPACITY	[7] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
			[3] Project Distribution Percent	Productions PM Project DRI Trips 3489	[4] Project Distribution Percent	Attractions PM Project DRI Trips 1986	[5] Project Distribution Percent	Total PM Project DRI Trips 5475			
<b>SW 104 Street</b>											
SW 167 Avenue to SW 157 Avenue	4LD	EE	1.00%	35	3.00%	60	1.73%	94	3,744	2.52%	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	2.00%	70	4.00%	79	2.73%	149	3,744	3.99%	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	2.00%	70	1.00%	20	1.64%	90	3,744	2.39%	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	2.00%	70	1.00%	20	1.64%	90	5,628	1.59%	NO
SW 127 Avenue to SW 117 Avenue	6LD	EE	4.00%	140	2.00%	40	3.27%	179	5,628	3.19%	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	4.00%	140	2.00%	40	3.27%	179	5,628	3.19%	NO
SW 107 Avenue to SR 874	6LD	EE	3.00%	105	2.00%	40	2.64%	144	5,628	2.57%	NO
<b>SW 120 Street</b>											
SW 157 Avenue to SW 147 Avenue	4LD - TIP 2009	D	8.00%	279	8.00%	159	8.00%	438	2,950	14.85%	YES
SW 147 Avenue to SW 137 Avenue	4LD	D	5.00%	174	5.00%	99	5.00%	274	2,950	9.28%	YES
SW 137 Avenue to SW 127 Avenue	6LD - TIP 2009	D	2.00%	70	2.00%	40	2.00%	110	4,450	2.46%	NO
SW 127 Avenue to SW 122 Avenue	6LD - TIP 2009	D	2.00%	70	2.00%	40	2.00%	110	4,450	2.46%	NO
SW 122 Avenue to SR 821/HEFT	6LD - TIP 2009	D	2.00%	70	2.00%	40	2.00%	110	4,450	2.46%	NO
SR 821/HEFT to SW 117 Avenue	6LD - TIP 2009	D	2.00%	70	2.00%	40	2.00%	110	4,450	2.46%	NO
<b>SW 136 Street</b>											
SW 177 Avenue to SW 172 Avenue	4LD - Parkland	D	9.00%	314	5.00%	99	7.55%	413	2,950	14.01%	YES
SW 172 Avenue to SW 167 Avenue	4LD - Parkland	D	9.00%	314	5.00%	99	7.55%	413	2,950	14.01%	YES
SW 167 Avenue to SW 162 Avenue	4LD - Parkland	D	31.00%	1,082	40.00%	794	34.26%	1,876	2,950	63.59%	YES
SW 162 Avenue to SW 157 Avenue	2LU - TIP 2009	D	36.00%	1,256	43.00%	854	38.54%	2,110	1,390	151.80%	YES
SW 157 Avenue to SW 147 Avenue	4LD - TIP 2009	D	16.00%	558	20.00%	397	17.45%	955	2,950	32.39%	YES
SW 147 Avenue to SW 137 Avenue	4LD - TIP 2009	D	14.00%	488	18.00%	357	15.45%	846	2,950	28.68%	YES
SW 137 Avenue to SW 127 Avenue	4LD	D	7.00%	244	10.00%	199	8.09%	443	2,950	15.01%	YES
<b>SW 152 Street</b>											
SW 177 Avenue to SW 172 Avenue	6LD - Parkland	D	9.00%	314	5.00%	99	7.55%	413	4,450	9.29%	YES
SW 172 Avenue to SW 167 Avenue	6LD - Parkland	D	10.00%	349	8.00%	159	9.27%	508	4,450	11.41%	YES
SW 167 Avenue to SW 162 Avenue	6LD - Parkland	D	42.00%	1,465	42.00%	834	42.00%	2,300	4,450	51.67%	YES
SW 162 Avenue to SW 157 Avenue	2LU	EE	46.00%	1,605	47.00%	933	46.36%	2,538	1,776	142.93%	YES
SW 157 Avenue to SW 147 Avenue	2LU	EE	26.00%	907	32.00%	636	28.18%	1,543	1,776	86.86%	YES
SW 147 Avenue to SW 137 Avenue	4LD	EE	26.00%	907	28.00%	556	26.73%	1,463	3,744	39.08%	YES
SW 137 Avenue to SW 124 Avenue	6LD	EE	23.00%	802	19.00%	377	21.55%	1,180	6,370	18.52%	YES
SW 124 Avenue to SW 117 Avenue	6LD	EE	22.00%	768	18.00%	357	20.55%	1,125	6,370	17.66%	YES
SW 117 Avenue to SR 821/HEFT	4LD	EE	14.00%	488	13.00%	258	13.64%	747	3,924	19.03%	YES
SR 821/HEFT to SW 112 Avenue	4LD	EE	2.00%	70	6.00%	119	3.45%	189	3,924	4.81%	NO
SW 112 Avenue to US-1	4LD	EE	2.00%	70	6.00%	119	3.45%	189	3,924	4.81%	NO
<b>SW 168 Street</b>											
SW 117 Avenue to US-1	2LU	D	0.25%	9	0.25%	5	0.25%	14	1,390	0.98%	NO
US-1 to SW 87 Avenue	2LU	EE	0.25%	9	0.25%	5	0.25%	14	1,776	0.77%	NO
<b>SW 184 Street</b>											
SW 177 Avenue to SW 167 Avenue	2LU	C	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO
SW 157 Avenue to SW 147 Avenue	2LU	D	15.00%	523	5.00%	99	11.37%	623	1,390	44.79%	YES
SW 147 Avenue to SW 137 Avenue	4LD - TIP 2009	D	12.00%	419	4.00%	79	9.10%	498	2,950	16.89%	YES
SW 137 Avenue to SW 127 Avenue	4LD - TIP 2009	D	9.00%	314	3.00%	60	6.82%	374	2,950	12.66%	YES
SW 127 Avenue to SW 117 Avenue	4LD	D	6.00%	209	2.00%	40	4.55%	249	2,950	8.44%	YES
SW 117 Avenue to SR 821/HEFT	4LD	D	3.00%	105	2.00%	40	2.64%	144	2,950	4.89%	NO
SR 821/HEFT to SW 107 Avenue	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO
SW 107 Avenue to US-1	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO
<b>SW 200 Street/Quail Roost Dr</b>											
SW 177 Avenue to SW 167 Avenue	2LU	C	1.00%	35	1.00%	20	1.00%	55	1,560	3.51%	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	1.00%	35	1.00%	20	1.00%	55	1,560	3.51%	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	1.00%	35	1.00%	20	1.00%	55	1,560	3.51%	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	1.00%	35	1.00%	20	1.00%	55	1,560	3.51%	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	1.00%	35	1.00%	20	1.00%	55	1,560	3.51%	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	1.00%	35	1.00%	20	1.00%	55	3,390	1.62%	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	1.00%	35	1.00%	20	1.00%	55	3,390	1.62%	NO
<b>SW 216 Street</b>											
SW 177 Avenue to SW 167 Avenue	2LU	C	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO
SW 127 Avenue to US-1	2LU	D	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO
US-1 to SW 112 Avenue	2LU	D	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO
SW 112 Avenue to SR 821/HEFT	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO

TABLE 21.A2  
PARKLAND DRI  
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ROADWAY SEGMENTS	[1] EXISTING AND FUNDED LANES PER THE TIP	[2] CDMP ADOPTED LOS STANDARD	Parkland DRI			Parkland DRI		Parkland DRI		[6] TWO-WAY PEAK HOUR MAX CAPACITY	[7] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
			[3] Project Distribution Percent	Productions PM Project DRI Trips 3489	[4] Project Distribution Percent	Attractions PM Project DRI Trips 1986	[5] Project Distribution Percent	Total PM Project DRI Trips 5475				
<b>SW 177 Avenue</b>												
US 27 to NW 2 Street	4LD - TIP 2009	B	1.00%	35	1.00%	20	1.00%	55	2,800	1.96%	NO	
NW 2 Street to SW 8 Street	4LD - TIP 2009	B	1.00%	35	1.00%	20	1.00%	55	2,800	1.96%	NO	
SW 8 Street to SW 10 Street	4LD - TIP 2009	B	12.00%	419	5.00%	99	9.46%	518	2,800	18.50%	YES	
SW 10 Street to SW 88 Street	4LD - TIP 2009	B	12.00%	419	5.00%	99	9.46%	518	2,800	18.50%	YES	
SW 88 Street to SW 136 Street	2LU	C	14.00%	488	7.00%	139	11.46%	627	1,480	42.40%	YES	
SW 136 Street to SW 144 Street	2LU	C	5.00%	174	2.00%	40	3.91%	214	1,480	14.47%	YES	
SW 144 Street to SW 152 Street	2LU	C	5.00%	174	2.00%	40	3.91%	214	1,480	14.47%	YES	
SW 152 Street to SW 184 Street	2LU	C	4.00%	140	3.00%	60	3.64%	199	1,480	13.46%	YES	
SW 184 Street to SW 200 Street	2LU	C	3.00%	105	2.00%	40	2.64%	144	1,480	9.76%	YES	
SW 200 Street to SW 216 Street	2LU	C	2.00%	70	1.00%	20	1.64%	90	1,480	6.06%	YES	
SW 216 Street to SW 232 Street	2LU	C	1.00%	35	1.00%	20	1.00%	55	1,480	3.70%	NO	
SW 232 Street to SW 248 Street	2LU	C	1.00%	35	1.00%	20	1.00%	55	1,480	3.70%	NO	
SW 248 Street to SW 264 Street	2LU	C	1.00%	35	1.00%	20	1.00%	55	1,480	3.70%	NO	
<b>SW 172 Avenue</b>												
SW 136 Street to SW 144 Street	4LD - Parkland	D	5.00%	174	3.00%	60	4.27%	234	2,950	7.93%	YES	
SW 144 Street to SW 152 Street	4LD - Parkland	D	11.00%	384	7.00%	139	9.55%	523	2,950	17.72%	YES	
<b>SW 167 Avenue</b>												
SW 72 Street to SW 88 Street	2LU	D	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO	
SW 88 Street to SW 96 Street	4LD	EE	1.00%	35	2.00%	40	1.36%	75	3,744	1.99%	NO	
SW 96 Street to SW 104 Street	2LU	EE	1.00%	35	1.00%	20	1.00%	55	1,776	3.08%	NO	
SW 136 Street to SW 144 Street	4LD - Parkland	D	35.00%	1,221	42.00%	834	37.54%	2,055	2,950	69.67%	YES	
SW 144 Street to SW 152 Street	4LD - Parkland	D	20.00%	698	20.00%	397	20.00%	1,095	2,950	37.12%	YES	
<b>SW 162 Avenue</b>												
SW 136 Street to SW 144 Street	4LD - Parkland	D	5.00%	174	3.00%	60	4.27%	234	2,950	7.93%	YES	
SW 144 Street to SW 152 Street	4LD - Parkland	D	4.00%	140	5.00%	99	4.36%	239	2,950	8.10%	YES	
<b>SW 157 Avenue</b>												
SW 72 Street to SW 88 Street	4LD	EE	2.00%	70	2.00%	40	2.00%	110	3,744	2.92%	NO	
SW 88 Street to SW 96 Street	4LD	D	5.00%	174	2.00%	40	3.91%	214	2,950	7.26%	YES	
SW 96 Street to SW 104 Street	4LD	D	9.00%	314	4.00%	79	7.19%	393	2,950	13.34%	YES	
SW 104 Street to SW 112 Street	4LD	D	11.00%	384	7.00%	139	9.55%	523	2,950	17.72%	YES	
SW 112 Street to SW 120 Street	4LD - TIP 2009	D	12.00%	419	13.00%	258	12.36%	677	2,950	22.94%	YES	
SW 120 Street to SW 136 Street	4LD - TIP 2009	D	20.00%	698	23.00%	457	21.09%	1,155	2,950	39.14%	YES	
SW 136 Street to SW 152 Street	4LD	D	5.00%	174	7.00%	139	5.73%	313	2,950	10.63%	YES	
SW 152 Street to SW 184 Street	4LD - TIP 2009	D	15.00%	523	5.00%	99	11.37%	623	2,950	21.11%	YES	
SW 184 Street to SW 200 Street	2LU	D	0.00%	0	0.00%	0	0.00%	0	1,390	0.00%	NO	
<b>SW 152 Avenue</b>												
SW 56 Street to SW 72 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
SW 72 Street to SW 88 Street	4LD	EE	1.00%	35	1.00%	20	1.00%	55	3,744	1.46%	NO	
SW 88 Street to SW 96 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
SW 96 Street to Hammocks Blvd	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
<b>HAMMOCKS BLVD</b>												
SW 88 Street to SW 152 Avenue	4LD	D	2.00%	70	2.00%	40	2.00%	110	2,950	3.71%	NO	
SW 152 Avenue to SW 104 Street	4LD	D	2.00%	70	2.00%	40	2.00%	110	2,950	3.71%	NO	
SW 104 Street to SW 112 Street	4LD	D	2.00%	70	2.00%	40	2.00%	110	2,950	3.71%	NO	
SW 112 Street to SW 147 Avenue	4LD	D	2.00%	70	2.00%	40	2.00%	110	2,950	3.71%	NO	
<b>SW 147 Avenue</b>												
SW 72 Street to SW 88 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
SW 88 Street to SW 104 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
SW 104 Street to SW 120 Street	4LD	D	2.00%	70	3.00%	60	2.36%	129	2,950	4.39%	NO	
SW 152 Street to SW 184 Street	2LU	D	0.00%	0	2.00%	40	0.73%	40	1,390	2.86%	NO	
SW 184 Street to SW 200 Street	2LU	D	0.00%	0	1.00%	20	0.36%	20	1,390	1.43%	NO	
<b>NW/SW 137 Avenue</b>												
SR 836 to SW 8 Street	6LD	D	5.00%	174	2.00%	40	3.91%	214	4,450	4.81%	NO	
SW 8 Street to SW 24 Street	4LD	EE	2.00%	70	2.00%	40	2.00%	110	3,744	2.92%	NO	
SW 24 Street to SW 40 Street	6LD	D	2.00%	70	2.00%	40	2.00%	110	4,450	2.46%	NO	
SW 40 Street to SW 56 Street	6LD	EE	2.00%	70	2.00%	40	2.00%	110	5,628	1.95%	NO	
SW 56 Street to SW 72 Street	4LD	D	2.00%	70	3.00%	60	2.36%	129	2,950	4.39%	NO	
SW 72 Street to SW 88 Street	6LD - TIP 2009	D	4.00%	140	3.00%	60	3.64%	199	4,450	4.48%	NO	
SW 88 Street to SW 96 Street	6LD	E	6.00%	209	4.00%	79	5.27%	289	4,920	5.87%	YES	
SW 96 Street to SW 104 Street	6LD	E	7.00%	244	5.00%	99	6.27%	344	4,920	6.98%	YES	
SW 104 Street to SW 112 Street	6LD	E	7.00%	244	6.00%	119	6.64%	363	4,920	7.39%	YES	
SW 112 Street to SW 120 Street	6LD	E	7.00%	244	7.00%	139	7.00%	383	4,920	7.79%	YES	
SW 120 Street to SW 136 Street	6LD	E	4.00%	140	4.00%	79	4.00%	219	4,920	4.45%	NO	
SW 136 Street to SW 152 Street	6LD	E	3.00%	105	4.00%	79	3.36%	184	4,690	3.93%	NO	
SW 152 Street to SW 184 Street	6LD	D	3.00%	105	7.00%	139	4.45%	244	4,450	5.48%	YES	
SW 184 Street to SW 200 Street	2LU	D	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO	



TABLE 21.A2  
PARKLAND DRI  
TRAFFIC IMPACT STUDY AREA DETERMINATION BASED UPON 5% RULE

ROADWAY SEGMENTS	[1] EXISTING AND FUNDED LANES PER THE TIP	[2] CDMP ADOPTED LOS STANDARD	Parkland DRI			Parkland DRI		Parkland DRI		[6] TWO-WAY PEAK HOUR MAX CAPACITY	[7] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
			[3] Project Distribution Percent	Productions PM Project DRI Trips 3489	[4] Project Distribution Percent	Attractions PM Project DRI Trips 1986	[5] Project Distribution Percent	Total PM Project DRI Trips 5475				
<b>SW 127 Avenue</b>												
SW 8 Street to SW 24 Street	4LD	EE	1.00%	35	1.00%	20	1.00%	55	3,744	1.46%	NO	
SW 24 Street to SW 40 Street	2LU	D	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO	
SW 40 Street to SW 56 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
SW 56 Street to SW 72 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
SW 72 Street to SW 88 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
SW 88 Street to SW 104 Street	<b>4LD - TIP 2009</b>	D	2.00%	70	1.00%	20	1.64%	90	2,950	3.04%	NO	
SW 104 Street to SW 120 Street	<b>4LD - TIP 2009</b>	D	2.00%	70	4.00%	79	2.73%	149	2,950	5.06%	YES	
SW 120 Street to SW 122 Street	4LD	D	4.00%	140	8.00%	159	5.45%	298	2,950	10.12%	YES	
SW 122 Street to SW 136 Street	2LU	D	4.00%	140	8.00%	159	5.45%	298	1,390	21.47%	YES	
SW 136 Street to SW 144 Street	2LU	D	0.00%	0	0.00%	0	0.00%	0	1,390	0.00%	NO	
SW 144 Street to SW 152 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
<b>SW 117 Avenue</b>												
SW 8 Street to SW 24 Street	2LD	D	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO	
SW 24 Street to SW 40 Street	2LD	D	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO	
SW 40 Street to SW 56 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
SW 56 Street to SW 72 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
SW 72 Street to SW 88 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
SW 88 Street to SW 104 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
SW 104 Street to SW 120 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
SW 120 Street to SW 136 Street	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
SW 136 Street to HEFT Ramps	4LD	D	1.00%	35	1.00%	20	1.00%	55	2,950	1.86%	NO	
HEFT Ramps to SW 152 Street	4LD	D	8.00%	279	3.00%	60	6.19%	339	2,950	11.48%	YES	
SW 152 Street to SW 184 Street	<b>4LD - TIP 2009</b>	D	2.00%	70	2.00%	40	2.00%	110	2,950	3.71%	NO	
SW 184 Street to SW 200 Street	2LU	D	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO	
SW 200 Street to US-1	2LU	D	1.00%	35	1.00%	20	1.00%	55	1,390	3.94%	NO	
<b>NW/SW 107 Avenue</b>												
NW 12 Street to SR 836 N. Ramps	7LD	HE = E	1.00%	35	1.00%	20	1.00%	55	5,565	0.98%	NO	
SR 836 N. Ramps to S. Ramps	6LD	SUMA = E	1.00%	35	1.00%	20	1.00%	55	4,920	1.11%	NO	
SR 836 S. Ramps to NW 7 Street	7LD	SUMA = E	1.00%	35	1.00%	20	1.00%	55	5,565	0.98%	NO	
NW 7 Street to Flagler Street	6LD	SUMA = E	1.00%	35	1.00%	20	1.00%	55	4,920	1.11%	NO	
Flagler Street to SW 8 Street	4LD	SUMA = E	1.00%	35	1.00%	20	1.00%	55	3,270	1.67%	NO	
SW 8 Street to SW 24 Street	6LD	SUMA = E	1.00%	35	1.00%	20	1.00%	55	4,920	1.11%	NO	
SW 24 Street to SW 40 Street	4LD	SUMA = E	1.00%	35	1.00%	20	1.00%	55	3,270	1.67%	NO	
SW 40 Street to SW 56 Street	4LD	SUMA = E	1.00%	35	1.00%	20	1.00%	55	3,270	1.67%	NO	
SW 56 Street to SW 72 Street	4LD	SUMA = E	1.00%	35	1.00%	20	1.00%	55	3,270	1.67%	NO	
SW 72 Street to SW 88 Street	4LD	SUMA = E	1.00%	35	1.00%	20	1.00%	55	3,270	1.67%	NO	
SW 88 Street to SW 104 Street	4LD	SUMA = E	0.00%	0	0.00%	0	0.00%	0	3,270	0.00%	NO	
<b>SR 836</b>												
NW 137 Avenue to NW 107 Avenue	4LD	D	5.00%	174	2.00%	40	3.91%	214	6,510	3.29%	NO	
HEFT to NW 107 Avenue	8LD	D	5.00%	174	2.00%	40	3.91%	214	13,600	1.57%	NO	
NW 107 Avenue to NW 87 Avenue	8LD	D	5.00%	174	2.00%	40	3.91%	214	13,600	1.57%	NO	
NW 87 Avenue to SR 826	<b>8LD - TIP 2009</b>	D	5.00%	174	2.00%	40	3.91%	214	13,600	1.57%	NO	
<b>SR 821/HEFT</b>												
SW 40 Street to SW 88 Street	6LD	D	11.00%	384	2.00%	40	7.74%	424	10,050	4.21%	NO	
SW 88 Street to SW 120 Street	<b>12LD - TIP 2009</b>	D	11.00%	384	2.00%	40	7.74%	424	20,710	2.04%	NO	
SW 120 Street to SR 874	<b>12LD - TIP 2009</b>	D	9.00%	314	2.00%	40	6.46%	354	20,710	1.71%	NO	
SR 874 to SW 152 Street	<b>12LD - TIP 2009</b>	D	17.00%	593	6.00%	119	13.01%	712	20,710	3.44%	NO	
SW 152 Street to SW 184 Street	8LD	D	3.00%	105	4.00%	79	3.36%	184	13,600	1.35%	NO	
SW 184 Street to SW 200 Street	6LD	D	6.00%	209	4.00%	79	5.27%	289	9,840	2.93%	NO	
SW 200 Street to SW 216 Street	4LD	D	6.00%	209	4.00%	79	5.27%	289	6,250	4.62%	NO	
<b>SR 874</b>												
HEFT to SW 104 Street	6LD	D	8.00%	279	4.00%	79	6.55%	359	10,050	3.57%	NO	
SW 104 Street to SR 878	8LD	D	11.00%	384	4.00%	79	8.46%	463	13,600	3.41%	NO	
<b>US-1</b>												
SW 136 Street to SW 152 Street	6LD	EE	2.00%	70	4.00%	79	2.73%	149	6,096	2.45%	NO	
SW 152 Street to SW 184 Street	6LD	EE	0.00%	0	2.00%	40	0.73%	40	6,096	0.65%	NO	
SW 184 Street to SW 216 Street	6LD	EE	0.00%	0	3.00%	60	1.09%	60	6,096	0.98%	NO	

NOTES:

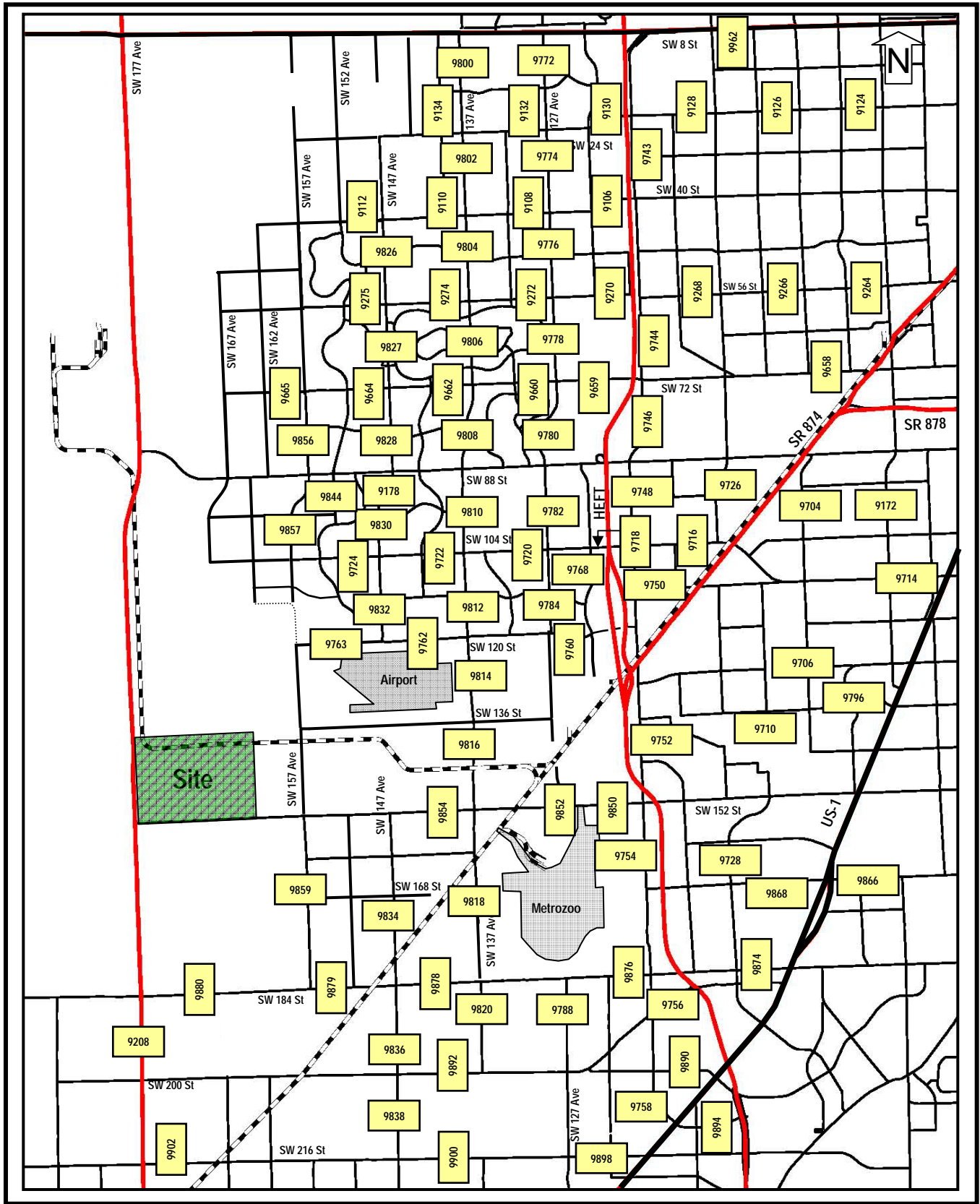
- [1] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP.
- [2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.
- [3] See Map J-8B for the project distribution for project productions.
- [4] See Map J-8C for the project distribution for project attractions.
- [5] See Map J-8D for the cumulative project distribution for project productions and attractions.
- [6] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.
- [7] The DRI Trips are evaluated pursuant to Rule 9J-2.045, F.S. to determine if the DRI trips will consume 5.0% or more of the adopted peak hour maximum service volume of the roadway.

## 5. Existing Traffic Conditions

Existing traffic conditions have been documented using year 2006 or 2007 traffic counts (unless otherwise noted) obtained from Miami-Dade County, FDOT and Florida's Turnpike, or from intersection turning movement counts collected by the Applicant in year 2005 or 2007. **Map J-2A** identifies the Miami-Dade County count stations located within the study area. **Map J-2B** identifies the FDOT count stations located within the study area. **Map J-2C** identifies the location of intersection turning movement counts collected by the Applicant. The traffic counts collected by the Applicant are included in **Appendix 21-2**, along with a reference by source for the State and County counts. The FDOT weekly seasonal factors (SF), weekly peak season conversion factors (PSCF) and axle factors (where appropriate) are provided for reference in **Appendix 21-3**.

Existing traffic conditions on the study area roadways are identified in **Table 21.A3A** and includes the facility type, number of travel lanes, count station reference number, source of the traffic count, date of the traffic count, the adopted level of service standard, the actual PM peak hour volumes collected for one to three days as available, the corresponding weekly PSCF, the corresponding weekly axle factor, the resulting PM peak hour peak season volumes, the peak hour maximum service volumes, and the PM peak hour level of service. The link maximum service volumes used in this study are derived from the FDOT *2002 Quality/Level of Service Handbook* or from the local government of jurisdiction's comprehensive plan if it contained an adopted level of service standard that differed from the FDOT Handbook values.

The roadway segments have been analyzed for the peak season weekday PM peak hour (the peak travel hour between 4:00 pm and 6:00 pm). Existing peak hour traffic volumes were adjusted with FDOT weekly PSCF and weekly axle factors (where appropriate) to reflect peak season conditions. **Table 21.A3B** has been prepared to show both the AM and PM peak hour volumes on study area roadways to confirm that the PM peak hour volumes represent the peak travel period on a typical weekday. Two-way AM and PM peak hour data is provided based upon turning movement volumes collected during the year 2005 within the study area, or based upon traffic counts from FDOT or Miami-Dade County collected in the years 2004, 2005 or 2006. The majority of the roadways studied carry greater volumes during the PM peak hour.



Legend



Site Location

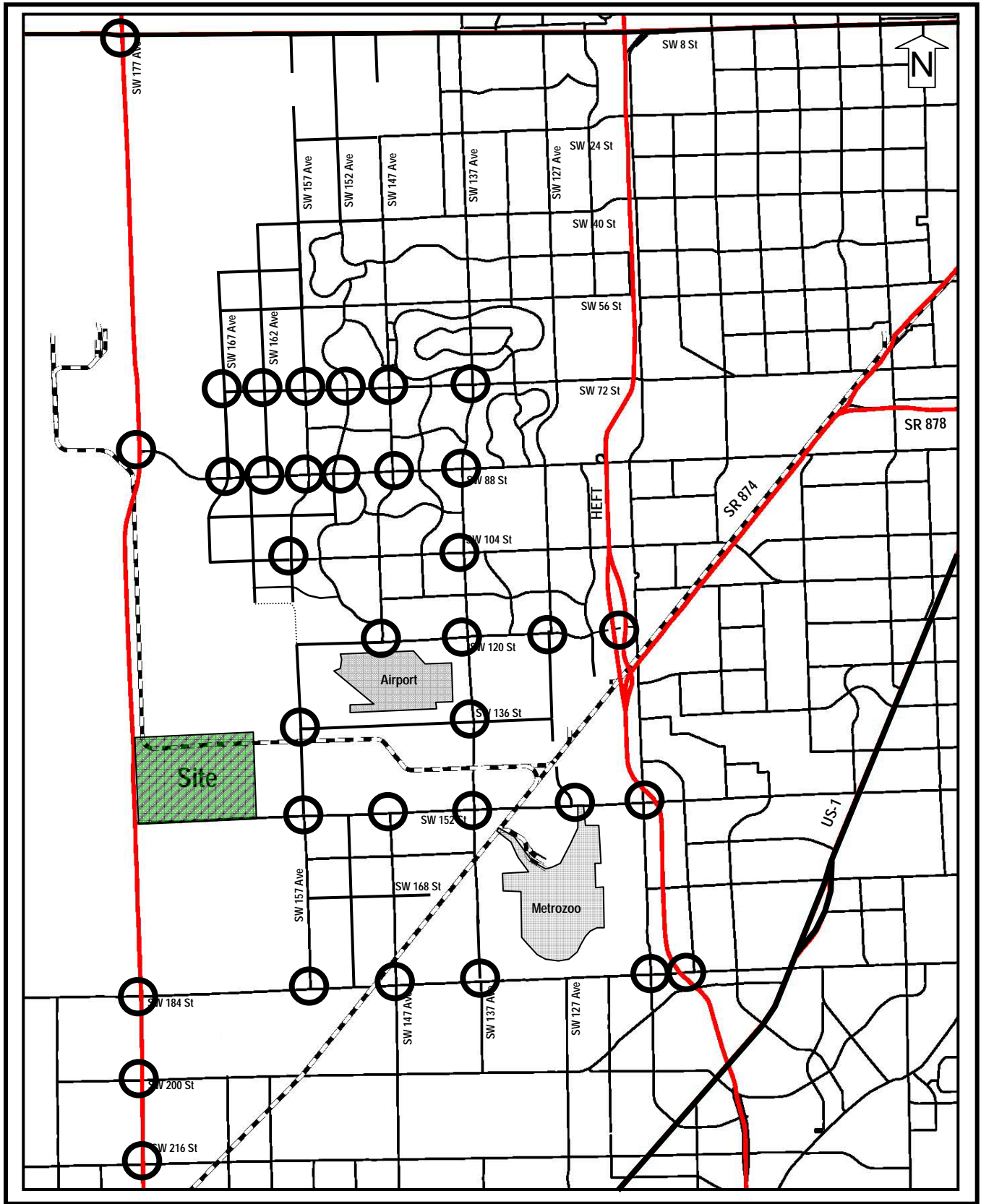
Existing Rail Lines  
FIHS Roadways



Miami-Dade County Count Stations

Map J-2A (R)  
Traffic Count Locations – County Counts  
Parkland  
July 2008





Legend



Site Location

Existing Rail Lines

FIHS Roadways



AM and PM Peak Hour Intersection TM Counts

Map J-2C (R)  
 AM and PM Peak Hour Turning Movement Count Locations  
 Parkland  
 July 2008

TABLE 21.A3A  
PARKLAND DRI  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	ROADWAY FUNCTIONAL CLASSIFICATION	[2]	COUNT DATE	[3]	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING	
	EXISTING LANES		COUNT STATION		2006 FDOT PSCF	FDOT AXLE FACTOR	CDMP ADOPTED LOS STANDARD	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	EXISTING TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	V/C
<b>SW 8 Street</b>															
SW 177 Avenue to SW 157 Avenue	4LD	State Principal Arterial	FDOT-0377	4/3-5/2006	1.00	0.95	C	1,111	1,116	1,066	1,098	1,043	3,300	B	0.32
SW 157 Avenue to SW 152 Avenue	4LD	State Principal Arterial	Ave 0377, 0266	2/7-9/2006	1.00	0.95	D	2,069	2,082	2,048	2,066	1,963	3,390	B	0.58
SW 152 Avenue to SW 147 Avenue	4LD	State Principal Arterial	Ave 0377, 0266	2/7-9/2006	1.00	0.95	D	2,069	2,082	2,048	2,066	1,963	3,390	B	0.58
SW 147 Avenue to SW 142 Avenue	6LD	State Principal Arterial	FDOT-0266	2/7-9/2006	1.00	0.95	D	3,026	3,047	3,030	3,034	2,883	5,080	B	0.57
SW 142 Avenue to SW 137 Avenue	6LD	State Principal Arterial	Link Counts	9/25-27/2007	1.01	0.95	D	3,736	3,696	3,749	3,727	3,576	5,080	B	0.70
SW 137 Avenue to SW 127 Avenue	6LD	State Principal Arterial	Link Counts	9/25-27/2007	1.01	0.95	EE	3,500	3,371	3,515	3,462	3,322	5,904	C	0.56
SW 127 Avenue to SW 122 Avenue	6LD	State Principal Arterial	Link Counts	9/25-27/2007	1.01	0.95	D	3,500	3,371	3,515	3,462	3,322	4,680	C	0.71
SW 122 Avenue to HEFT	8LD	State Principal Arterial	FDOT-2561	2/7-9/2006	1.00	0.95	D	4,983	5,013	4,933	4,976	4,728	6,060	C	0.78
HEFT to SW 117 Avenue	6LD	State Principal Arterial	FDOT-0090	4/11-13/2006	1.00	0.95	D	4,031	3,863	3,887	3,927	3,731	4,680	C	0.80
SW 117 Avenue to SW 107 Avenue	6LD	State Principal Arterial	FDOT-0090	4/11-13/2006	1.00	0.95	D	4,031	3,863	3,887	3,927	3,731	4,680	C	0.80
SW 107 Avenue to SW 97 Avenue	8LD	State Principal Arterial	MD-9962	11/7-9/2006	1.00	0.95	EE	4,659	4,524	4,550	4,578	4,349	7,632	C	0.57
SW 97 Avenue to SW 87 Avenue	8LD	State Principal Arterial	FDOT-0589	3/28-30/2006	1.00	0.95	EE	3,871	3,926	3,827	3,875	3,681	7,632	C	0.48
SW 87 Avenue to SR 826	6LD	State Principal Arterial	FDOT-0092	4/11-13/2006	1.00	0.95	EE	3,668	3,673	3,621	3,654	3,471	5,904	C	0.59
<b>SW 24/26 Street</b>															
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9134	10/3-5/2006	1.01	0.96	EE	2,031	2,019	1,928	1,993	1,932	3,744	C	0.52
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9132	11/27-29/2006	1.00	0.96	EE	2,801	2,857	2,953	2,870	2,756	3,744	D	0.74
SW 127 Avenue to SW 117 Avenue	4LD	County Minor Arterial	MD-9130	4/4-6/2006	1.00	0.96	EE	3,409	3,479	3,521	3,470	3,331	3,744	E	0.89
SW 117 Avenue to SW 107 Avenue	4LD	County Minor Arterial	MD-9128	4/4-6/2006	1.00	0.96	EE	2,988	3,016	3,143	3,049	2,927	3,744	D	0.78
SW 107 Avenue to SW 92 Avenue	4LD	County Minor Arterial	MD-9126	9/19-21/2006	1.02	0.96	EE	2,815	2,985	2,802	2,867	2,808	3,744	D	0.75
SW 92 Avenue to SW 87 Avenue	6LD	County Minor Arterial	MD-9124	4/3-5/2006	1.00	0.96	EE	3,129	3,143	3,257	3,176	3,049	5,628	C	0.54
SW 87 Avenue to SR 826	6LD	County Minor Arterial	MD-9122	4/4-6/2006	1.00	0.96	EE	3,490	3,544	3,469	3,501	3,361	5,628	D	0.60
<b>SW 40/42 Street</b>															
SW 147 Avenue to SW 137 Avenue	4LD	County Urban Collector	MD-9110	4/4-6/2006	1.00	0.96	EE	2,277	2,317	2,357	2,317	2,224	3,744	D	0.59
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9108	5/9-11/2005	1.01	0.96	EE	3,052	2,781	2,660	2,831	2,745	3,744	D	0.73
SW 127 Avenue to HEFT	4LD	County Minor Arterial	MD-9106	4/4-6/2006	1.00	0.96	EE	3,827	3,926	3,803	3,852	3,698	3,744	E	0.99
HEFT to SW 107 Avenue	6LD	State Principal Arterial	FDOT-0072	4/11-13/2006	1.00	0.96	EE	3,609	3,924	3,695	3,743	3,593	5,904	C	0.61
SW 107 Avenue to SW 97 Avenue	6LD	State Principal Arterial	FDOT-0074	2/7-9/2006	1.00	0.96	EE	2,714	2,743	2,806	2,754	2,644	5,904	C	0.45
SW 97 Avenue to SW 87 Avenue	6LD	State Principal Arterial	FDOT-0076	2/7-9/2006	1.00	0.96	EE	3,526	3,595	3,603	3,575	3,432	5,904	C	0.58
SW 87 Avenue to SR 826	6LD	State Principal Arterial	FDOT-0078	1/18/2005	1.01	0.96	EE	4,947	0	0	0	4,797	5,904	E	0.81
<b>SW 56 Street</b>															
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9274	4/4-6/2006	1.00	0.98	D	2,464	2,439	2,580	2,494	2,444	2,950	D	0.83
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9272	10/3-5/2006	1.01	0.98	D	2,761	2,589	2,647	2,666	2,638	2,950	D	0.89
SW 127 Avenue to SW 117 Avenue	4LD	County Minor Arterial	MD-9270	4/4-6/2006	1.00	0.98	D	3,064	3,020	3,085	3,056	2,995	2,950	E	1.02
SW 117 Avenue to SW 107 Avenue	4LD	County Minor Arterial	MD-9268	4/4-6/2006	1.00	0.98	D	2,622	2,661	2,647	2,643	2,590	2,950	D	0.88
SW 107 Avenue to SW 97 Avenue	4LD	County Minor Arterial	MD-9266	9/5-7/2006	1.02	0.98	D	2,661	2,755	2,902	2,773	2,772	2,950	D	0.94
SW 97 Avenue to SW 87 Avenue	4LD	County Minor Arterial	MD-9264	4/4-6/2006	1.00	0.98	D	2,955	2,955	2,875	2,928	2,870	2,950	D	0.97
SW 87 Avenue to SR 826	4LD	County Minor Arterial	MD-9262	11/28-30/2006	1.00	0.98	D	3,204	3,460	3,268	3,311	3,244	2,950	F	1.10

TABLE 21.A3A  
PARKLAND DRI  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	ROADWAY FUNCTIONAL CLASSIFICATION	[2]	COUNT DATE	[3]	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING	
	EXISTING LANES		COUNT STATION		2006 FDOT PSCF	FDOT AXLE FACTOR	CDMP ADOPTED LOS STANDARD	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	V/C
<b>SW 72 Street</b>															
SW 162 Avenue to SW 157 Avenue	4LD	County Minor Arterial	MD-9665	8/21-23/2006	1.03	0.98	EE	1,223	1,190	1,249	1,221	1,232	3,744	C	0.33
SW 157 Avenue to SW 147 Avenue	4LD	County Minor Arterial	MD-9664	8/22-24/2006	1.03	0.98	EE	2,165	1,826	2,184	2,058	2,078	3,744	D	0.55
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9662	8/22-24/2006	1.03	0.98	EE	2,184	2,123	2,183	2,163	2,184	3,744	D	0.58
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9660	8/22-24/2006	1.03	0.98	EE	2,841	2,672	2,815	2,776	2,802	3,744	D	0.75
SW 127 Avenue to SW 117 Avenue	4LD	County Minor Arterial	MD-9659	8/22-24/2006	1.03	0.98	EE	3,149	2,897	3,070	3,039	3,067	3,744	E	0.82
SW 117 Avenue to SW 107 Avenue	4LD	State Minor Arterial	FDOT-1070	4/18-20/2006	1.01	0.98	EE	2,752	2,764	2,744	2,753	2,725	3,924	D	0.69
SW 107 Avenue to SW 97 Avenue	4LD	State Minor Arterial	FDOT-0068	2/14-16/2006	0.99	0.98	EE	3,215	3,096	3,236	3,182	3,087	3,924	D	0.79
SW 97 Avenue to SW 87 Avenue	4LD	State Minor Arterial	MD-9658	8/22-24/2006	1.03	0.98	EE	3,408	3,363	3,300	3,357	3,389	3,924	E	0.86
SW 87 Avenue to SR 826	4LD	State Minor Arterial	FDOT-1068	3/21-23/2006	0.99	0.98	EE	3,061	3,097	3,108	3,089	2,997	3,924	D	0.76
<b>SW 88 Street</b>															
SW 177 Avenue to SW 167 Avenue	4LD	State Principal Arterial	FDOT-0010	4/18-20/2006	1.01	0.96	D	1,287	1,253	1,298	1,279	1,240	3,110	C	0.40
SW 167 Avenue to SW 157 Avenue	4LD	State Principal Arterial	FDOT-2529	2/14-16/2006	0.99	1.00	EE	2,213	2,118	2,207	2,179	2,158	3,924	C	0.55
SW 157 Avenue to SW 147 Avenue	4LD	State Principal Arterial	FDOT-1080	2/14-16/2006	0.99	1.00	EE	3,447	3,342	3,344	3,378	3,344	3,924	E	0.85
SW 147 Avenue to SW 137 Avenue	6LD	State Principal Arterial	FDOT-1080	2/14-16/2006	0.99	1.00	EE	3,447	3,342	3,344	3,378	3,344	5,904	C	0.57
SW 137 Avenue to SW 127 Avenue	6LD	State Principal Arterial	FDOT-0060	4/18-20/2006	1.01	0.96	EE	2,676	2,460	2,178	2,438	2,364	5,904	C	0.40
SW 127 Avenue to SR 821/HEFT	8LD	State Principal Arterial	FDOT-0062	3/28-30/2006	1.00	0.97	EE	5,464	5,382	5,486	5,444	5,281	7,632	D	0.69
SR 821/HEFT to SW 117 Avenue	6LD	State Principal Arterial	FDOT-0592	2/14-16/2006	0.99	1.00	EE	4,304	4,231	4,300	4,278	4,236	5,904	D	0.72
SW 117 Avenue to SW 107 Avenue	6LD	State Principal Arterial	FDOT-0592	2/14-16/2006	0.99	1.00	EE	4,304	4,231	4,300	4,278	4,236	5,904	D	0.72
SW 107 Avenue to SR 874	6LD	State Principal Arterial	FDOT-0064	2/14-16/2006	0.99	1.00	EE	4,455	4,420	4,420	4,432	4,387	5,904	D	0.74
SR 874 to SW 87 Avenue	6LD	State Principal Arterial	FDOT-0066	4/18-20/2006	1.01	0.96	EE	4,292	4,299	4,206	4,266	4,136	5,904	D	0.70
SW 87 Avenue to SR 826	6LD	State Principal Arterial	FDOT-0684	2/21-23/2006	0.99	1.00	EE	3,758	3,783	3,723	3,755	3,717	5,904	C	0.63
<b>SW 104 Street</b>															
SW 167 Avenue to SW 157 Avenue	4LD	County Minor Arterial	TM Counts	12/8/2005	1.00	1.00	EE	850				850	3,744	C	0.23
SW 157 Avenue to SW 147 Avenue	4LD	County Minor Arterial	Link Counts	5/15-17/2007	1.02	0.98	EE	2,744	2,883	2,918	2,848	2,847	3,744	D	0.76
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9722	9/19-21/2006	1.02	0.98	EE	2,944	2,811	2,941	2,899	2,898	3,744	D	0.77
SW 137 Avenue to SW 127 Avenue	6LD	County Minor Arterial	MD-9720	9/5-7/2006	1.02	0.98	EE	4,069	4,097	3,942	4,036	4,034	5,628	D	0.72
SW 127 Avenue to SW 117 Avenue	6LD	County Minor Arterial	MD-9718	1/17-19/2006	1.01	0.98	EE	5,263	4,583	5,110	4,985	4,934	5,628	E	0.88
SW 117 Avenue to SW 107 Avenue	6LD	County Minor Arterial	MD-9716	1/17-19/2006	1.01	0.98	EE	4,747	4,787	6,068	5,201	5,148	5,628	E	0.91
SW 107 Avenue to SR 874	6LD	County Minor Arterial	MD-9716	1/17-19/2006	1.01	0.98	EE	4,747	4,787	6,068	5,201	5,148	5,628	E	0.91
<b>SW 120 Street</b>															
SW 157 Avenue to SW 147 Avenue	2LU	County Minor Arterial	MD-9763	9/5-7/2006	1.02	0.98	D	70	63	77	70	70	1,390	C	0.05
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	TM Counts	4/11/2007	1.00	1.00	D	2,072	0	0	2,072	2,072	2,950	D	0.70
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	TM Counts	4/11/2007	1.00	1.00	D	1,978	0	0	1,978	1,978	2,950	C	0.67
SW 127 Avenue to SW 122 Avenue	4LD	County Minor Arterial	MD-9760	11/27-29/2006	1.00	0.98	D	3,066	3,125	3,241	3,144	3,081	2,950	E	1.04
SW 122 Avenue to SR 821/HEFT	4LD	County Minor Arterial	MD-9760	11/27-29/2006	1.00	0.98	D	3,066	3,125	3,241	3,144	3,081	2,950	E	1.04
SR 821/HEFT to SW 117 Avenue	4LD	County Minor Arterial	MD-9760	11/27-29/2006	1.00	0.98	D	3,066	3,125	3,241	3,144	3,081	2,950	E	1.04
<b>SW 136 Street</b>															
SW 157 Avenue to SW 147 Avenue	2LU/4LD	County Collector	Link Counts	4/12/2007	1.00	0.98	D	651				638	1,390	C	0.46
SW 147 Avenue to SW 137 Avenue	2LU/4LD	County Collector	TM Counts	4/11/2007	1.00	1.00	D	1,733				1,733	1,390	F	1.25
SW 137 Avenue to SW 127 Avenue	4LD	County Collector	TM Counts	4/11/2007	1.00	1.00	D	622				622	2,950	C	0.21

TABLE 21.A3A  
PARKLAND DRI  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	ROADWAY FUNCTIONAL CLASSIFICATION	[2]	COUNT DATE	[3]	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING		
	EXISTING LANES		COUNT STATION		2006 FDOT PSCF	FDOT AXLE FACTOR	CDMP ADOPTED LOS STANDARD	TWO-WAY PM PEAK HR VOLUME	TWO-WAY PM PEAK HR VOLUME	TWO-WAY PM PEAK HR VOLUME	TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	V/C	
<b>SW 152 Street</b>																
SW 162 Avenue to SW 157 Avenue	2LU	County Collector	TM Counts	12/8/2005	1.00	1.00	EE	294				294	1,776	C	0.17	
SW 157 Avenue to SW 147 Avenue	2LU	County Collector	Link Counts	4/12/2007	1.00	0.98	EE	767				752	1,776	C	0.42	
SW 147 Avenue to SW 137 Avenue	4LD	County Collector	Link Counts	4/12/2007	1.00	0.98	EE	2,354				2,307	3,744	D	0.62	
SW 137 Avenue to SW 124 Avenue	6LD	Urban Principal Arterial	TM Counts	11/8/2006	1.00	1.00	EE	3,975				3,975	6,370	C	0.62	
SW 124 Avenue to SW 117 Avenue	6LD	Urban Principal Arterial	TM Counts	11/8/2006	1.00	1.00	EE	3,974				3,974	6,370	C	0.62	
SW 117 Avenue to SR 821/HEFT	4LD	Urban Principal Arterial	TM Counts	11/8/2006	1.00	1.00	EE	3,197				3,197	3,924	E	0.81	
SR 821/HEFT to SW 112 Avenue	4LD	State Principal Arterial	FDOT-0056	4/18-20/2006	1.01	0.98	EE	2,841	2,337	2,701	2,626	2,600	3,924	D	0.66	
SW 112 Avenue to US-1	4LD	State Principal Arterial	FDOT-1106	4/18-20/2006	1.01	0.98	EE	2,543	2,475	2,925	2,648	2,621	3,924	D	0.67	
<b>SW 168 Street</b>																
SW 117 Avenue to US-1	2LU	County Collector	MD-9868	1/10-12/2006	1.01	0.98	D	881	885	888	885	876	1,390	D	0.63	
US-1 to SW 87 Avenue	2LU	County Collector	MD-9866	1/10-12/2006	1.01	0.98	EE	678	471	540	563	557	1,776	C	0.31	
<b>SW 184 Street</b>																
SW 177 Avenue to SW 167 Avenue	2LU	County Collector	MD-9880	11/27-29/2006	1.00	0.94	C	774	825	791	797	749	870	C	0.86	
SW 167 Avenue to SW 157 Avenue	2LU	County Collector	MD-9880	11/27-29/2006	1.00	0.94	C	774	825	791	797	749	870	C	0.86	
SW 157 Avenue to SW 147 Avenue	2LU	County Minor Arterial	MD-9879	9/12-14/2006	1.02	0.98	D	813	822	764	800	799	1,390	C	0.58	
SW 147 Avenue to SW 137 Avenue	2LU	County Minor Arterial	MD-9878	8/22-24/2006	1.03	0.98	D	1,208	1,186	1,129	1,174	1,185	1,390	D	0.85	
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9876	9/12-14/2006	1.02	0.98	D	2,408	2,252	2,196	2,285	2,284	2,950	D	0.77	
SW 127 Avenue to SW 117 Avenue	4LD	County Minor Arterial	MD-9876	9/12-14/2006	1.02	0.98	D	2,408	2,252	2,196	2,285	2,284	2,950	D	0.77	
SW 117 Avenue to SR 821/HEFT	4LD	County Minor Arterial	MD-9876	9/12-14/2006	1.02	0.98	D	2,408	2,252	2,196	2,285	2,284	2,950	D	0.77	
SR 821/HEFT to SW 107 Avenue	4LD	County Minor Arterial	MD-9874	9/12-14/2006	1.02	0.98	D	1,959	1,970	1,895	1,941	1,941	2,950	C	0.66	
SW 107 Avenue to US-1	4LD	County Minor Arterial	MD-9874	9/12-14/2006	1.02	0.98	D	1,959	1,970	1,895	1,941	1,941	2,950	C	0.66	
<b>SW 200 Street/Quail Roost Dr</b>																
SW 177 Avenue to SW 167 Avenue	2LU	State Minor Arterial	FDOT-1117	4/11-13/2006	1.00	0.98	C	601	631	593	608	596	1,310	C	0.46	
SW 167 Avenue to SW 157 Avenue	2LU	State Minor Arterial	FDOT-1117	4/11-13/2006	1.00	0.98	C	601	631	593	608	596	1,310	C	0.46	
SW 157 Avenue to SW 147 Avenue	2LU	State Minor Arterial	FDOT-1117	4/11-13/2006	1.00	0.98	C	601	631	593	608	596	1,310	C	0.46	
SW 147 Avenue to SW 137 Avenue	2LU	State Minor Arterial	MD-9892	8/22-24/2006	1.03	0.98	C	867	898	898	888	896	1,310	C	0.68	
SW 137 Avenue to SW 127 Avenue	2LU	State Minor Arterial	MD-9892	8/22-24/2006	1.03	0.98	D	867	898	898	888	896	1,560	C	0.57	
SW 127 Avenue to SW 117 Avenue	4LD	State Minor Arterial	FDOT-1116	4/11-13/2006	1.00	0.98	D	1,327	1,335	1,276	1,313	1,286	3,390	B	0.38	
SW 117 Avenue to SR 821/HEFT	4LD	State Minor Arterial	FDOT-0054	10/31-11/2/2006	1.00	0.98	D	2,277	2,305	2,268	2,283	2,238	3,390	B	0.66	
<b>SW 216 Street</b>																
SW 177 Avenue to SW 167 Avenue	2LU	County Collector	TM Counts	12/12/2006	1.00	1.00	C	401			401	401	870	C	0.46	
SW 167 Avenue to SW 157 Avenue	2LU	County Collector	TM Counts	12/12/2006	1.00	1.00	C	401			401	401	870	C	0.46	
SW 157 Avenue to SW 147 Avenue	2LU	County Collector	TM Counts	12/12/2006	1.00	1.00	C	401			401	401	870	C	0.46	
SW 147 Avenue to SW 137 Avenue	2LU	County Collector	MD-9900	10/10-12/2006	1.00	0.98	C	486	260	508	418	410	870	C	0.47	
SW 137 Avenue to SW 127 Avenue	2LU	County Collector	MD-9900	10/10-12/2006	1.00	0.98	D	486	260	508	418	410	1,390	C	0.29	
SW 127 Avenue to US-1	2LU	County Collector	MD-9900	10/10-12/2006	1.00	0.98	D	486	260	508	418	410	1,390	C	0.29	
US-1 to SW 112 Avenue	2LU	County Collector	MD-9900	10/10-12/2006	1.00	0.98	D	486	260	508	418	410	1,390	C	0.29	
SW 112 Avenue to SR 821/HEFT	4LD	County Collector	MD-9900	10/10-12/2006	1.00	0.98	D	486	260	508	418	410	2,950	C	0.14	



TABLE 21.A3A  
PARKLAND DRI  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	ROADWAY FUNCTIONAL CLASSIFICATION	[2]	COUNT DATE	[3]	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING	
	EXISTING LANES		COUNT STATION		2006 FDOT PSCF	FDOT AXLE FACTOR	CDMP ADOPTED LOS STANDARD	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	EXISTING TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	V/C
<b>SW 177 Avenue</b>															
US 27 to NW 2 Street	2LU	State Principal Arterial	FDOT-0052	10/24-26/2006	1.00	0.91	C	1,173	1,173	1,179	1,175	1,069	1,480	C	0.72
NW 2 Street to SW 8 Street	3LD	State Principal Arterial	FDOT-0582	9/19-21/2006	1.02	0.91	C	1,521	1,718	1,740	1,660	1,541	1,480	D	1.04
SW 8 Street to SW 10 Street	2LD	State Principal Arterial	FDOT-0004	9/19-21/2006	1.02	0.91	C	1,447	1,522	1,559	1,509	1,401	1,480	C	0.95
SW 10 Street to SW 88 Street	2LU	State Principal Arterial	FDOT-2557	2/14-16/2006	0.99	0.91	C	1,744	1,498	1,593	1,612	1,452	1,480	C	0.98
SW 88 Street to SW 136 Street	2LU	State Principal Arterial	FDOT-0682	5/2-4/2006	1.01	0.91	C	1,171	1,331	1,250	1,251	1,149	1,480	C	0.78
SW 136 Street to SW 144 Street	2LU	State Principal Arterial	FDOT-0682	5/2-4/2006	1.01	0.91	C	1,171	1,331	1,250	1,251	1,149	1,480	C	0.78
SW 144 Street to SW 152 Street	2LU	State Principal Arterial	FDOT-0682	5/2-4/2006	1.01	0.91	C	1,171	1,331	1,250	1,251	1,149	1,480	C	0.78
SW 152 Street to SW 184 Street	2LU	State Principal Arterial	FDOT-0682	5/2-4/2006	1.01	0.91	C	1,171	1,331	1,250	1,251	1,149	1,480	C	0.78
SW 184 Street to SW 200 Street	2LU	State Principal Arterial	MD-9208	8/22-24/2006	1.03	0.91	C	1,360	1,843	1,704	1,636	1,533	1,480	D	1.04
SW 200 Street to SW 216 Street	2LU	State Principal Arterial	FDOT-0361	3/28-30/2006	1.00	0.91	C	1,576	1,589	1,536	1,567	1,426	1,480	C	0.96
SW 216 Street to SW 232 Street	2LU	State Principal Arterial	FDOT-0361	3/28-30/2006	1.00	0.91	C	1,576	1,589	1,536	1,567	1,426	1,480	C	0.96
SW 232 Street to SW 248 Street	2LU	State Principal Arterial	FDOT-0040	3/28-30/2006	1.00	0.91	C	1,533	1,552	1,465	1,517	1,380	1,480	C	0.93
SW 248 Street to SW 264 Street	2LU	State Principal Arterial	FDOT-0040	3/28-30/2006	1.00	0.91	C	1,533	1,552	1,465	1,517	1,380	1,480	C	0.93
<b>SW 167 Avenue</b>															
SW 72 Street to SW 88 Street	2LU	County Collector	TM Counts	3/21/2007	1.00	1.00	D	361				361	1,390	C	0.26
SW 88 Street to SW 96 Street	4LD	County Collector	Link Counts	5/15-17/2007	1.00	1.00	EE	727	763	740	743	743	3,744	C	0.20
SW 96 Street to SW 104 Street	2LU	County Collector	Link Counts	5/15-17/2007	1.00	1.00	EE	727	763	740	743	743	1,776	C	0.42
<b>SW 162 Avenue</b>															
SW 144 Street to SW 152 Street	2LU	County Collector	TM Counts	12/8/2005	1.00	1.00	D	294				294	1,390	C	0.21
<b>SW 157 Avenue</b>															
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9856	11/28-30/2006	1.00	0.98	EE	1,445	1,423	1,207	1,358	1,331	3,744	C	0.36
SW 88 Street to SW 96 Street	4LD	County Collector	MD-9857	8/22-24/2006	1.03	0.98	D	1,208	1,209	1,240	1,219	1,230	2,950	C	0.42
SW 96 Street to SW 104 Street	4LD	County Collector	MD-9857	8/22-24/2006	1.03	0.98	D	1,208	1,209	1,240	1,219	1,230	2,950	C	0.42
SW 104 Street to SW 112 Street	4LD	County Collector	TM Counts	12/8/2005	1.00	1.00	D	728				728	2,950	C	0.25
SW 136 Street to SW 152 Street	4LD	County Collector	TM Counts	12/7/2005	1.00	1.00	D	650				650	2,950	C	0.22
SW 152 Street to SW 184 Street	2LU	County Collector	MD-9859	1/17-19/2006	1.01	0.98	D	478	455	331	421	417	1,390	C	0.30
SW 184 Street to SW 200 Street	2LU	County Collector	MD-9859	1/17-19/2006	1.01	0.98	D	478	455	331	421	417	1,390	C	0.30
<b>SW 152 Avenue</b>															
SW 56 Street to SW 72 Street	4LD	County Collector	MD-9844	8/22-24/2006	1.03	0.98	D	735	639	735	703	710	2,950	C	0.24
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9844	8/22-24/2006	1.03	0.98	EE	735	639	735	703	710	3,744	C	0.19
SW 88 Street to SW 96 Street	4LD	County Collector	MD-9844	8/22-24/2006	1.03	0.98	D	735	639	735	703	710	2,950	C	0.24
SW 96 Street to Hammocks Blvd	4LD	County Collector	MD-9844	8/22-24/2006	1.03	0.98	D	735	639	735	703	710	2,950	C	0.24
<b>HAMMOCKS BLVD</b>															
SW 88 Street to SW 152 Avenue	4LD	County Collector	MD-9178	9/5-7/2006	1.02	0.98	D	707	683	741	710	710	2,950	C	0.24
SW 152 Avenue to SW 104 Street	4LD	County Collector	MD-9178	9/5-7/2006	1.02	0.98	D	707	683	741	710	710	2,950	C	0.24
SW 104 Street to SW 112 Street	4LD	County Collector	MD-9178	9/5-7/2006	1.02	0.98	D	707	683	741	710	710	2,950	C	0.24
SW 112 Street to SW 147 Avenue	4LD	County Collector	MD-9178	9/5-7/2006	1.02	0.98	D	707	683	741	710	710	2,950	C	0.24

TABLE 21.A3A  
PARKLAND DRI  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	ROADWAY FUNCTIONAL CLASSIFICATION	[2] COUNT STATION	COUNT DATE	[3]	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING	EXISTING	
	EXISTING LANES				2006 FDOT PSCF	FDOT AXLE FACTOR	CDMP LOS STANDARD	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	EXISTING TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	EXISTING PM PEAK HOUR LOS	V/C
<b>SW 147 Avenue</b>																
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9828	9/5-7/2006	1.02	0.98	D	1,810	1,706	1,733	1,750	1,749	2,950	C	0.59	
SW 88 Street to SW 104 Street	4LD	County Collector	MD-9830	9/5-7/2006	1.02	0.98	D	1,772	1,643	1,680	1,698	1,698	2,950	C	0.58	
SW 104 Street to SW 120 Street	4LD	County Collector	MD-9832	9/5-7/2006	1.02	0.98	D	1,625	1,459	1,482	1,522	1,521	2,950	C	0.52	
SW 152 Street to SW 184 Street	2LU	County Collector	MD-9834	1/17-19/2006	1.01	0.98	D	718	717	845	760	752	1,390	C	0.54	
SW 184 Street to SW 200 Street	2LU	County Collector	MD-9836	8/22-24/2006	1.03	0.98	D	826	781	782	796	804	1,390	C	0.58	
<b>NW/SW 137 Avenue</b>																
SR 836 to SW 8 Street	6LD	County Minor Arterial	Link Counts	9/25-27/2007	1.01	0.96	D	3,160	3,108	3,088	3,119	3,024	4,450	C	0.68	
SW 8 Street to SW 24 Street	4LD	County Minor Arterial	Link Counts	10/22-24/2007	1.00	0.96	EE	3,066	3,129	3,039	3,078	2,955	3,744	E	0.79	
SW 24 Street to SW 40 Street	6LD	County Minor Arterial	Link Counts	10/22-24/2007	1.00	0.96	D	3,153	3,166	3,071	3,130	3,005	4,450	C	0.68	
SW 40 Street to SW 56 Street	6LD	County Minor Arterial	MD-9804	9/5-7/2006	1.02	0.97	EE	2,781	2,781	3,077	2,880	2,849	5,628	C	0.51	
SW 56 Street to SW 72 Street	4LD	County Minor Arterial	MD-9806	9/5-7/2006	1.02	0.97	D	3,110	3,043	2,950	3,034	3,002	2,950	E	1.02	
SW 72 Street to SW 88 Street	4LD	County Minor Arterial	MD-9808	9/5-7/2006	1.02	0.97	D	2,282	2,119	2,219	2,207	2,183	2,950	D	0.74	
SW 88 Street to SW 96 Street	6LD	State Principal Arterial	FDOT-2520	2/14-16/2006	0.99	0.96	E	3,127	3,027	3,017	3,057	2,905	4,920	C	0.59	
SW 96 Street to SW 104 Street	6LD	State Principal Arterial	MD-9810	9/5-7/2006	1.02	0.96	E	3,200	2,946	2,993	3,046	2,983	4,920	C	0.61	
SW 104 Street to SW 112 Street	6LD	State Principal Arterial	FDOT-2519	4/4-6/2006	1.00	0.98	E	2,167	2,420	2,040	2,209	2,165	4,920	C	0.44	
SW 112 Street to SW 120 Street	6LD	State Principal Arterial	TM Counts	4/11/2007	1.00	1.00	E	3,154	0	0	3,154	3,154	4,920	C	0.64	
SW 120 Street to SW 136 Street	6LD	State Principal Arterial	TM Counts	4/11/2007	1.00	1.00	E	4,304				4,304	4,920	D	0.87	
SW 136 Street to SW 152 Street	6LD	Urban Principal Arterial	MD-9816	11/28-30/2006	1.00	0.99	E	4,268	4,249	4,192	4,236	4,194	4,690	D	0.89	
SW 152 Street to SW 184 Street	6LD	County Minor Arterial	MD-9818	9/5-7/2006	1.02	0.97	D	3,127	2,929	3,068	3,041	3,009	4,450	C	0.68	
SW 184 Street to SW 200 Street	2LU	County Minor Arterial	MD-9820	8/22-24/2006	1.03	0.96	D	793	703	740	745	737	1,390	C	0.53	
<b>SW 127 Avenue</b>																
SW 8 Street to SW 24 Street	4LD	County Collector	MD-9772	5/16-18/2005	1.02	0.96	EE	1,860	1,924	1,908	1,897	1,858	3,744	C	0.50	
SW 24 Street to SW 40 Street	2LU	County Collector	MD-9774	8/28-30/2006	1.02	0.96	D	1,113	1,141	1,146	1,133	1,110	1,390	D	0.80	
SW 40 Street to SW 56 Street	4LD	County Collector	MD-9776	9/19-21/2006	1.02	0.96	D	1,848	1,762	1,884	1,831	1,793	2,950	C	0.61	
SW 56 Street to SW 72 Street	4LD	County Collector	MD-9778	10/9-11/2006	1.00	0.96	D	1,889	1,830	1,835	1,851	1,777	2,950	C	0.60	
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9780	8/22-24/2006	1.03	0.98	D	1,766	1,627	1,720	1,704	1,720	2,950	C	0.58	
SW 88 Street to SW 104 Street	2LU	County Collector	MD-9782	8/28-30/2006	1.02	0.98	D	1,398	1,338	1,353	1,363	1,362	1,390	D	0.98	
SW 104 Street to SW 120 Street	2LU	County Collector	MD-9784	9/19-21/2006	1.02	0.98	D	1,061	1,168	1,108	1,112	1,112	1,390	D	0.80	
SW 120 Street to SW 122 Street	4LD	County Collector	TM Counts	12/7/2005	1.00	0.98	D	1,289				1,263	2,950	C	0.43	
SW 122 Street to SW 136 Street	2LU	County Collector	TM Counts	4/11/2007	1.00	1.00	D	622				622	1,390	C	0.45	
SW 144 Street to SW 152 Street	4LD	County Collector	TM Counts	11/8/2006	1.00	1.00	D	616				616	2,950	C	0.21	
<b>SW 117 Avenue</b>																
SW 8 Street to SW 24 Street	2LD	County Collector	MD-9743	4/25-27/2006	1.01	0.98	D	1,058	1,138	1,049	1,082	1,071	1,460	D	0.73	
SW 24 Street to SW 40 Street	2LD	County Collector	MD-9743	4/25-27/2006	1.01	0.98	D	1,058	1,138	1,049	1,082	1,071	1,460	D	0.73	
SW 40 Street to SW 56 Street	4LD	County Collector	MD-9744	8/23-25/2006	1.03	0.98	D	2,146	2,207	2,207	2,187	2,207	2,950	D	0.75	
SW 56 Street to SW 72 Street	4LD	County Collector	MD-9744	8/23-25/2006	1.03	0.98	D	2,146	2,207	2,207	2,187	2,207	2,950	D	0.75	
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9746	1/17-19/2006	1.01	0.98	D	3,461	4,003	3,435	3,633	3,596	2,950	F	1.22	
SW 88 Street to SW 104 Street	4LD	County Collector	MD-9748	8/28-30/2006	1.02	0.98	D	2,445	2,402	2,483	2,443	2,442	2,950	D	0.83	
SW 104 Street to SW 120 Street	4LD	County Collector	MD-9750	11/27-29/2006	1.00	0.98	D	3,152	3,182	3,284	3,206	3,142	2,950	F	1.07	
SW 120 Street to SW 136 Street	4LD	County Collector	Average	11/27-29/2006	1.00	0.98	D	2,712	2,753	2,797	2,754	2,699	2,950	D	0.91	
SW 136 Street to HEFT Ramps	4LD	County Collector	MD-9752	11/27-29/2006	1.00	0.98	D	2,272	2,324	2,309	2,302	2,256	2,950	D	0.76	
HEFT Ramps to SW 152 Street	4LD	County Collector	TM Counts	11/8/2006	1.00	0.98	D	2,666	0	0	2,666	2,613	2,950	D	0.89	
SW 152 Street to SW 184 Street	4LD	County Collector	MD-9754	9/5-7/2006	1.02	0.98	D	1,525	1,599	1,594	1,573	1,572	2,950	C	0.53	
SW 184 Street to SW 200 Street	2LU	County Collector	MD-9756	9/5-7/2006	1.02	0.98	D	1,231	1,317	1,516	1,355	1,354	1,390	D	0.97	
SW 200 Street to US-1	2LU	County Collector	MD-9758	11/27-29/2006	1.00	0.98	D	1,279	1,568	1,436	1,428	1,399	1,390	E	1.01	

TABLE 21.A3A  
PARKLAND DRI  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	ROADWAY FUNCTIONAL CLASSIFICATION	[2]	COUNT DATE	[3]	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING		
	EXISTING LANES		COUNT STATION		2006 FDOT PSCF	FDOT AXLE FACTOR	CDMP ADOPTED LOS STANDARD	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	EXISTING TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	V/C	
<b>NW/SW 107 Avenue</b>																
NW 12 Street to SR 836 N. Ramps	7LD	County Collector	Link Counts	8/21-23/2007	1.04	0.96	HE = E	4,736	0	4,774	4,755	4,747	5,565	D	0.85	
SR 836 N. Ramps to S. Ramps	6LD	State Urban Minor Arterial	Link Counts	8/21-23/2007	1.04	0.96	SUMA = E	4,313	4,527	4,384	4,408	4,401	4,920	D	0.89	
SR 836 S. Ramps to NW 7 Street	7LD	State Urban Minor Arterial	Link Counts	8/21-23/2007	1.04	0.96	SUMA = E	4,313	4,527	4,384	4,408	4,401	5,565	C	0.79	
NW 7 Street to Flagler Street	6LD	State Urban Minor Arterial	FDOT-2580	2/7-9/2006	1.00	0.96	SUMA = E	2,820	2,831	2,706	2,786	2,674	4,920	C	0.54	
Flagler Street to SW 8 Street	4LD	State Urban Minor Arterial	FDOT-2580	2/7-9/2006	1.00	0.96	SUMA = E	2,820	2,831	2,706	2,786	2,674	3,270	D	0.82	
SW 8 Street to SW 24 Street	6LD	State Urban Minor Arterial	FDOT-1090	2/7-9/2006	1.00	0.96	SUMA = E	3,692	3,819	3,663	3,725	3,576	4,920	C	0.73	
SW 24 Street to SW 40 Street	4LD	State Urban Minor Arterial	FDOT-1091	5/9-11/2006	1.01	0.96	SUMA = E	1,610	2,805	2,720	2,378	2,306	3,270	C	0.71	
SW 40 Street to SW 56 Street	4LD	State Urban Minor Arterial	FDOT-0047	2/7-9/2006	1.00	0.96	SUMA = E	2,569	2,545	2,551	2,555	2,453	3,270	C	0.75	
SW 56 Street to SW 72 Street	4LD	State Urban Minor Arterial	FDOT-0046	9/19-21/2006	1.02	0.96	SUMA = E	1,949	1,981	1,945	1,958	1,918	3,270	C	0.59	
SW 72 Street to SW 88 Street	4LD	State Urban Minor Arterial	FDOT-0045	9/19-21/2006	1.02	0.96	SUMA = E	2,186	2,325	1,977	2,163	2,118	3,270	C	0.65	
SW 88 Street to SW 104 Street	4LD	State Urban Minor Arterial	MD-9726	9/5-7/2006	1.02	0.96	SUMA = E	1,932	1,659	1,779	1,790	1,753	3,270	C	0.54	
<b>SR 836</b>																
NW 137 Avenue to NW 107 Avenue	4LD	State Principal Arterial	n/a	n/a	1.00	1.00	D	0	0	0	0	0	6,510	A	0.00	
HEFT to NW 107 Avenue	8LD	State Principal Arterial	FDOT-2242	8/1-3/2006	1.04	0.97	D	6,816	7,312	7,512	7,213	6,876	13,600	B	0.51	
NW 107 Avenue to NW 87 Avenue	8LD	State Principal Arterial	FDOT-2243	8/1-3/2006	1.04	0.97	D	8,370	8,092	8,515	8,326	8,444	13,600	C	0.62	
NW 87 Avenue to SR 826	6LD	State Principal Arterial	FDOT-2244	8/1-3/2006	1.04	0.97	D	8,200	7,552	7,699	7,817	8,272	10,050	D	0.82	
<b>SR 821/HEFT</b>																
SW 40 Street to SW 88 Street	6LD	State Principal Arterial	FDOT-2252	2006 AADT * .09	1.00	1.00	D	10,764				10,764	10,050	E	1.07	
SW 88 Street to SW 120 Street	6LD	State Principal Arterial	FDOT-2246	2006 AADT * .09	1.00	1.00	D	8,982				8,982	10,050	D	0.89	
SW 120 Street to SR 874	6LD	State Principal Arterial	FDOT-2290	2006 AADT * .09	1.00	1.00	D	8,370				8,370	10,050	D	0.83	
SR 874 to SW 152 Street	8LD	State Principal Arterial	FDOT-2266	2006 AADT * .09	1.00	1.00	D	14,877				14,877	13,600	E	1.09	
SW 152 Street to SW 184 Street	8LD	State Principal Arterial	FDOT-2254	2006 AADT * .09	1.00	1.00	D	12,285				12,285	13,600	D	0.90	
SW 184 Street to SW 200 Street	6LD	State Principal Arterial	FDOT-2256	2006 AADT * .09	1.00	1.00	D	9,927				9,927	9,840	E	1.01	
SW 200 Street to SW 216 Street	4LD	State Principal Arterial	FDOT-2264	2006 AADT * .09	1.00	1.00	D	6,030				6,030	6,250	D	0.96	
<b>SR 874</b>																
HEFT to SW 104 Street	6LD	State Principal Arterial	FDOT-2274	3/21-23/2006	0.99	0.95	D	5,438	5,432	5,149	5,340	5,022	10,050	B	0.50	
SW 104 Street to SR 878	8LD	State Principal Arterial	FDOT-2276	3/21-23/2006	0.99	0.95	D	9,331	9,260	8,956	9,182	8,636	13,600	C	0.63	
<b>US-1</b>																
SW 136 Street to SW 152 Street	6LD	State Principal Arterial	FDOT-0014	4/4-6/2006	1.00	0.97	EE	5,718	5,114	5,579	5,470	5,306	6,096	E	0.87	
SW 152 Street to SW 184 Street	6LD	State Principal Arterial	FDOT-0332	4/4-6/2006	1.00	0.97	EE	4,798	4,700	4,895	4,798	4,654	6,096	C	0.76	
SW 184 Street to SW 216 Street	6LD	State Principal Arterial	FDOT-0346	4/18-20/2006	1.01	0.97	EE	2,968	2,872	2,828	2,889	2,831	6,096	B	0.46	

[1] The expanded geometry for roadways currently under construction have been included as existing lane geometry.

[2] The traffic count data used in the analysis was obtained from either FDOT, Miami-Dade County or other area-wide studies and reflects current data available from the years 2005, 2006 or 2007.

[3] All data collected and assembled has been adjusted for peak season using the 2006 FDOT PSCF.

[4] The existing link counts have been adjusted using the 2006 FDOT Axle Factors.

[5] The adopted LOS standards are consistent with the Miami-Dade County CDMP.

[6] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.

**TABLE 21.A3B  
PARKLAND DRI  
DETERMINATION OF THE PEAK HOUR TIMEFRAME FOR THE STUDY AREA**

07-Mar-07

ROADWAY	DIR	[1] COUNT SOURCE	COUNT DATE	TWO-WAY AM PEAK HOUR VOLUME	TWO-WAY PM PEAK HOUR VOLUME	PEAK TIMEFRAME AM OR PM?
<b>SW 8 STREET</b>						
WEST OF SW 177 AVENUE	E/W	FDOT-0003	04/12/05	475	499	PM
EAST OF SW 177 AVENUE	E/W	FDOT-0377	04/26/05	1,557	1,390	AM
WEST OF SW 127 AVENUE	E/W	FDOT-0088	8/18/2004 - 2005 n/a	3,291	3,324	PM
EAST OF SW 122 AVENUE	E/W	FDOT-0380	2/3/2004 - 2005 n/a	2,640	3,376	PM
<b>TOTAL:</b>				7,963	8,589	<b>PM</b>
<b>SW 88 STREET</b>						
EAST OF SW 177 AVENUE	E/W	TM COUNT	03/11/05	1,288	1,227	AM
WEST OF SW 177 AVENUE	E/W	TM COUNT	03/11/05	91	46	AM
EAST OF SW 167 AVENUE	E/W	TM COUNT	12/06/05	1,563	1,472	AM
WEST OF SW 167 AVENUE	E/W	TM COUNT	12/06/05	1,459	1,369	AM
EAST OF SW 157 AVENUE	E/W	TM COUNT	03/10/05	2,145	2,389	PM
WEST OF SW 157 AVENUE	E/W	TM COUNT	03/10/05	1,958	2,164	PM
EAST OF SW 147 AVENUE	E/W	TM COUNT	12/07/05	2,829	3,720	PM
WEST OF SW 147 AVENUE	E/W	TM COUNT	12/07/05	2,579	3,386	PM
EAST OF SW 137 AVENUE	E/W	TM COUNT	02/09/05	3,909	5,640	PM
WEST OF SW 137 AVENUE	E/W	TM COUNT	02/09/05	3,281	4,874	PM
EAST OF SW 127 AVENUE	E/W	FDOT-0062	06/14/05	4,575	5,568	PM
EAST OF SW 110 AVENUE	E/W	FDOT-0592	06/14/05	3,994	4,256	PM
WEST OF SW 87 AVENUE	E/W	FDOT-0066	07/19/05	3,175	3,519	PM
EAST OF SW 79 AVENUE	E/W	FDOT-0684	06/14/05	3,567	3,785	PM
<b>TOTAL:</b>				36,413	43,415	<b>PM</b>
<b>SW 104 STREET</b>						
EAST OF SW 157 AVENUE	E/W	TM COUNT	12/08/05	1,732	1,604	AM
WEST OF SW 157 AVENUE	E/W	TM COUNT	12/08/05	1,036	850	AM
EAST OF SW 137 AVENUE	E/W	TM COUNT	03/11/05	3,151	3,409	PM
WEST OF SW 137 AVENUE	E/W	TM COUNT	03/11/05	2,557	3,233	PM
<b>TOTAL:</b>				8,476	9,096	<b>PM</b>
<b>SW 120 STREET</b>						
EAST OF SW 147 AVENUE	E/W	TM COUNT	03/10/05	1,863	1,843	AM
WEST OF SW 147 AVENUE	E/W	TM COUNT	03/10/05	64	64	SAME
EAST OF SW 137 AVENUE	E/W	TM COUNT	03/10/05	1,807	1,957	PM
WEST OF SW 137 AVENUE	E/W	TM COUNT	03/10/05	2,103	2,180	PM
EAST OF SW 127 AVENUE	E/W	TM COUNT	12/13/05	2,576	3,084	PM
WEST OF SW 127 AVENUE	E/W	TM COUNT	12/13/05	2,183	2,734	PM
EAST OF HEFT	E/W	TM COUNT	12/07/05	3,289	3,557	PM
WEST OF HEFT	E/W	TM COUNT	12/07/05	3,659	4,138	PM
<b>TOTAL:</b>				17,544	19,557	<b>PM</b>
<b>SW 136 STREET</b>						
EAST OF SW 157 AVENUE	E/W	TM COUNT	12/07/05	738	650	AM
EAST OF SW 137 AVENUE	E/W	TM COUNT	12/08/05	457	545	PM
WEST OF SW 137 AVENUE	E/W	TM COUNT	12/08/05	1,570	1,737	PM
<b>TOTAL:</b>				2,765	2,932	<b>PM</b>

**TABLE 21.A3B  
PARKLAND DRI  
DETERMINATION OF THE PEAK HOUR TIMEFRAME FOR THE STUDY AREA**

07-Mar-07

ROADWAY	DIR	[1] COUNT SOURCE	COUNT DATE	TWO-WAY AM PEAK HOUR VOLUME	TWO-WAY PM PEAK HOUR VOLUME	PEAK TIMEFRAME AM OR PM?
<b>SW 152 STREET</b>						
EAST OF SW 157 AVENUE	E/W	TM COUNT	12/08/05	690	640	AM
WEST OF SW 157 AVENUE	E/W	TM COUNT	12/08/05	307	294	AM
EAST OF SW 147 AVENUE	E/W	TM COUNT	12/09/05	1,741	1,960	PM
WEST OF SW 147 AVENUE	E/W	TM COUNT	12/09/05	1,172	1,280	PM
EAST OF SW 137 AVENUE	E/W	TM COUNT	03/11/05	3,138	3,630	PM
WEST OF SW 137 AVENUE	E/W	TM COUNT	03/11/05	2,133	2,738	PM
EAST OF SW 117 AVENUE	E/W	TM COUNT	12/09/05	2,456	2,579	PM
WEST OF SW 117 AVENUE	E/W	MD-9850	1/17-19/06	4,305	4,673	PM
EAST OF HEFT	E/W	TM COUNT	12/09/05	2,710	2,913	PM
WEST OF HEFT	E/W	TM COUNT	12/09/05	2,730	2,616	AM
EAST OF SW 112 AVENUE	E/W	FDOT-0056	06/14/05	2,675	2,929	PM
WEST OF US-1	E/W	FDOT-1106	05/03/05	2,165	2,490	PM
<b>TOTAL:</b>				26,222	28,742	<b>PM</b>
<b>SW 184 STREET</b>						
EAST OF SW 177 AVENUE	E/W	TM COUNT	03/11/05	738	718	AM
WEST OF SW 177 AVENUE	E/W	TM COUNT	03/11/05	102	153	PM
EAST OF SW 157 AVENUE	E/W	TM COUNT	12/08/05	727	656	AM
WEST OF SW 157 AVENUE	E/W	TM COUNT	12/08/05	827	762	AM
EAST OF SW 147 AVENUE	E/W	TM COUNT	12/08/05	630	612	AM
WEST OF SW 147 AVENUE	E/W	TM COUNT	12/08/05	592	631	PM
EAST OF SW 137 AVENUE	E/W	TM COUNT	12/08/05	1,426	1,463	PM
WEST OF SW 137 AVENUE	E/W	TM COUNT	12/08/05	1,049	1,260	PM
EAST OF SW 117 AVENUE	E/W	TM COUNT	12/09/05	2,010	2,415	PM
WEST OF SW 117 AVENUE	E/W	TM COUNT	12/09/05	2,014	2,250	PM
EAST OF HEFT	E/W	TM COUNT	12/09/05	2,768	3,042	PM
WEST OF HEFT	E/W	TM COUNT	12/09/05	2,496	2,985	PM
<b>TOTAL:</b>				15,379	16,947	<b>PM</b>
<b>SW 200 STREET/SW 186 STREET</b>						
EAST OF SW 177 AVENUE	E/W	FDOT-1117	04/12/05	658	648	AM
EAST OF SW 127 AVENUE	E/W	FDOT-1116	04/05/05	1,381	1,308	AM
WEST OF SW 117 AVENUE	E/W	FDOT-0054	06/07/05	1,985	2,277	PM
<b>TOTAL:</b>				4,024	4,233	<b>PM</b>
<b>SW 177 AVENUE</b>						
NORTH OF SW 88 STREET	N/S	TM COUNT	03/11/05	1,356	1,395	PM
SOUTH OF SW 88 STREET	N/S	TM COUNT	03/11/05	1,449	1,590	PM
NORTH OF SW 184 STREET	N/S	TM COUNT	03/11/05	1,538	1,640	PM
SOUTH OF SW 184 STREET	N/S	TM COUNT	03/11/05	1,654	1,715	PM
<b>TOTAL:</b>				5,997	6,340	<b>PM</b>
<b>SW 157 AVENUE</b>						
NORTH OF SW 88 STREET	N/S	TM COUNT	03/10/05	1,065	1,329	PM
SOUTH OF SW 88 STREET	N/S	TM COUNT	03/10/05	1,258	1,296	PM
NORTH OF SW 104 STREET	N/S	TM COUNT	12/08/05	1,211	1,012	AM
SOUTH OF SW 104 STREET	N/S	TM COUNT	12/08/05	729	728	AM
SOUTH OF SW 136 STREET	N/S	TM COUNT	12/07/05	742	650	AM

**TABLE 21.A3B  
PARKLAND DRI  
DETERMINATION OF THE PEAK HOUR TIMEFRAME FOR THE STUDY AREA**

07-Mar-07

ROADWAY	DIR	[1] COUNT SOURCE	COUNT DATE	TWO-WAY AM PEAK HOUR VOLUME	TWO-WAY PM PEAK HOUR VOLUME	PEAK TIMEFRAME AM OR PM?
NORTH OF SW 152 STREET	N/S	TM COUNT	12/08/05	629	590	AM
SOUTH OF SW 152 STREET	N/S	TM COUNT	12/08/05	504	450	AM
NORTH OF SW 184 STREET	N/S	TM COUNT	12/08/05	480	430	AM
SOUTH OF SW 184 STREET	N/S	TM COUNT	12/08/05	4	2	AM
<b>TOTAL:</b>				6,622	6,487	<b>AM</b>
<b>SW 147 AVENUE</b>						
NORTH OF SW 88 STREET	N/S	TM COUNT	12/07/05	1,707	1,668	AM
SOUTH OF SW 88 STREET	N/S	TM COUNT	12/07/05	1,559	1,692	PM
NORTH OF SW 120 STREET	N/S	TM COUNT	03/10/05	1,819	1,817	AM
SOUTH OF SW 152 STREET	N/S	TM COUNT	12/09/05	661	780	PM
NORTH OF SW 184 STREET	N/S	TM COUNT	12/08/05	636	661	PM
SOUTH OF SW 184 STREET	N/S	TM COUNT	12/08/05	684	676	AM
<b>TOTAL:</b>				7,066	7,294	<b>PM</b>
<b>SW 137 AVENUE</b>						
NORTH OF SW 88 STREET	N/S	TM COUNT	02/09/05	1,703	1,999	PM
SOUTH OF SW 88 STREET	N/S	TM COUNT	02/09/05	2,523	2,855	PM
NORTH OF SW 104 STREET	N/S	TM COUNT	03/11/05	2,298	2,683	PM
SOUTH OF SW 104 STREET	N/S	TM COUNT	03/11/05	2,796	2,831	PM
NORTH OF SW 120 STREET	N/S	TM COUNT	03/10/05	3,119	3,153	PM
SOUTH OF SW 120 STREET	N/S	TM COUNT	03/10/05	4,489	4,760	PM
NORTH OF SW 136 STREET	N/S	TM COUNT	12/08/05	5,217	5,122	AM
SOUTH OF SW 136 STREET	N/S	TM COUNT	12/08/06	4,160	4,170	PM
NORTH OF SW 152 STREET	N/S	TM COUNT	03/11/05	3,529	3,479	AM
SOUTH OF SW 152 STREET	N/S	TM COUNT	03/11/05	2,598	3,013	PM
NORTH OF SW 184 STREET	N/S	TM COUNT	12/08/05	1,438	1,280	AM
SOUTH OF SW 184 STREET	N/S	TM COUNT	12/08/05	907	801	AM
<b>TOTAL:</b>				34,777	36,146	<b>PM</b>
<b>SW 117 AVENUE</b>						
NORTH OF SW 152 STREET	N/S	TM COUNT	12/09/05	1,973	2,117	PM
SOUTH OF SW 152 STREET	N/S	MD-9754	5/23-25/05	1,702	1,450	AM
SOUTH OF SW 184 STREET	N/S	MD-9756	5/23-25/05	1,151	1,284	PM
<b>TOTAL:</b>				4,826	4,851	<b>PM</b>
<b>US-1</b>						
SOUTH OF SW 88 STREET	N/S	FDOT-2532	04/05/05	2,972	3,867	PM
SOUTH OF SR 826	N/S	FDOT-0110	08/02/05	5,533	5,918	PM
SOUTH OF SW 104 STREET	N/S	FDOT-0014	05/24/05	4,107	4,814	PM
NORTH OF SW 152 STREET	N/S	FDOT-0033	2/3/2004 - 2005 n/a	4,611	5,129	PM
SOUTH OF SW 152 STREET	N/S	FDOT-0332	08/02/05	3,970	4,613	PM
<b>TOTAL:</b>				21,193	24,341	<b>PM</b>
<b>SR 874</b>						
NORTH OF THE HEFT	N/S	FDOT-2274	1/28/2004 - 2005 n/a	4,875	5,152	PM
NORTH OF SW 104 STREET	N/S	FDOT-2276	1/28/2004 - 2005 n/a	8,830	7,656	AM
NORTH OF SW 87 AVENUE	N/S	FDOT-2278	8/19/2004 - 2005 n/a	3,051	4,686	PM
<b>TOTAL:</b>				16,756	17,494	<b>PM</b>

[1] The turning movement counts and unadjusted link counts used in this peak hour comparison are included in Appendix 21-2.

## 6. Planned and Programmed Transportation Improvements

The programmed (funded) transportation improvements located within the traffic impact study area have been identified from the *Miami-Dade County MPO Transportation Improvement Program (TIP) 2009, adopted May 22, 2008*, reflecting projects funded from FY 2009 to FY 2013. Pursuant to **Rule 9J-2.045(7)(a)1.a.(IV)**, those improvements to the FIHS system which are funded for construction within the five year work program have been incorporated into this study. For all other roadway segments, those improvements funded for construction by the third year of the five year work program (year 2011) have been incorporated into this study. The following materials have been provided:

- **Table 21.A4A** identifies the programmed improvements serving the study area;
- **Map J-3A** identifies the improvements within the immediate study area;
- **Map J-3B** identifies the improvements on the regional roadways serving the area;
- **Map J-3C** identifies the location of the programmed and planned premium transit corridors;
- **Map J-3D** provides the estimated timing for the premium transit corridors.

Planned improvements have been identified using information available from the *Miami-Dade County Year 2030 Cost Feasible Long Range Transportation Plan*, and the Programmed and Planned Transit Corridor Map from Miami-Dade County. The following materials have been provided:

- **Table 21.A5** identifies the Priority I, II, III and VI improvements from the 2030 LRTP;
- **Map J-4A** identifies the Priority II, III and IV improvements from the 2030 LRTP;
- **Map J-4B** identifies the Priority I projects from the 2030 LRTP; and
- **Map J-4C** identifies the Priority II, III and IV projects from the 2030 LRTP.

Funding details from the TIP and the 2030 LRTP are included in **Appendix 21-4**. Highlights of those funded improvements which are beneficial to the study area are outlined in **Table 21.A4B** below.

<b>Table 21.A4B - Funded Roadway Improvement Highlights from TIP 2009</b>		
Roadway Improvement Location	Type of Improvement	TIP 2009 Funding Status
SR 821/HEFT – SW 88 Street to SR 836	Widen HEFT to 10 lanes	Preliminary Engineering Funded 2007-2008
SR 821/HEFT – S. of SW 88 St to S. of SW 117 Ave	Widen HEFT to 12 lanes	Construction Funded 2009-2010
SR 821/HEFT – SW 117 Avenue to Eureka Drive	Widen HEFT to 12 lanes	Preliminary Engineering Funded 2008-2009
SR 821/HEFT – Eureka Drive to SW 216 Street	Widen HEFT to 8 lanes	Preliminary Engineering Funded 2007-2008
SW 177 Avenue – MP 10.984 to US 27	Widen from 2 to 4 lanes	Construction Funded 2008-2012
SW 177 Avenue – North of SW 8 Street to MP 2.754	Widen from 2 to 4 lanes	Construction Funded 2008-2010
SW 177 Avenue – SW 88 Street to SW 8 Street	Widen from 2 to 4 lanes	ROW Funded 2008-2009, Construction Funded 2012-2013
SW 177 Avenue – SW 136 Street to SW 88 Street	Widen from 2 to 4 lanes	Preliminary Engineering Funded 2010-2011
SW 177 Avenue – SW 296 Street to SW 136 Street	Widen from 2 to 4 lanes	Preliminary Engineering 2011-2012 and ROW 2012-2013
SW 157 Avenue – SW 112 Street to SW 136 Street	New 4 lane roadway	Construction Funded 2008-2010
SW 157 Avenue – SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Construction Funded 2009-2011
SW 137 Avenue – SW 200 Street to US-1	New 2 lane roadway	Construction Funded 2010-2013
SW 137 Avenue – US-1 to HEFT	Widen from 2 to 4 lanes	Construction Funded 2009-2012
SW 127 Avenue – SW 88 Street to SW 120 Street	Widen from 2 to 4 lanes	Construction Funded 2008-2009
SW 117 Avenue – SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Construction nearing completion by County
SW 88 Street – SW 167 Avenue to SW 162 Avenue	Widen from 4 to 6 lanes	Construction funded by Kendall Commons
SW 88 Street – SW 162 Avenue to SW 150 Avenue	Widen from 4 to 6 lanes	Construction funded by Kendall Town Centre
SW 120 Street – SW 137 Avenue to SW 117 Avenue	Widen from 4 to 6 Lanes	Construction Funded 2011-2013
SW 120 Street – SW 157 Avenue to SW 152 Avenue	Widen from 2 to 4 lanes	Construction Funded by Century Gardens at Tamiami
SW 136 Street – SW 149 Avenue to NW 139 Court	Widen from 2 to 4 lanes	Construction Funded 2008-2009
SW 136 Street – SW 127 Avenue to HEFT	Widen from 2 to 4 lanes	Construction Funded 2011-2013
SW 160 Street – SW 147 Avenue to SW 137 Avenue	New 4 lane roadway	Construction Funded 2008-2010
SW 184 Street – SW 147 Avenue to SW 137 Avenue	Widen from 2 to 4 lanes	Construction Funded 2008-2013
SW 184 Street – SW 137 Avenue to SW 127 Avenue	Widen from 2 to 4 lanes	Construction nearing completion by County

**TABLE 21.A4A  
PROGRAMMED TRANSPORTATION IMPROVEMENTS  
MIAMI-DADE COUNTY TIP 2009 - FY 2009 TO FY 2013**

07/31/2008

TIP 2009 No.	TIP 2009 Page No.	Location	Improvement	TIP 2009 Project Phase	TIP 2009 Project Costs	TIP 2009 Year Funded	Map J-3A Ref. No.	Map J-3B Ref. No.
DT4235521	Section A1 Page 79	SR 992/SW 152 Street At SW 112 Avenue	Intersection Improvement	PE Construction	\$44,000 \$511,000	2008-2009 2009-2010	#42	
DT2496143	Section A1 Page 79	SR 997/Krome Avenue From SR 94/Kendall Drive to SR 90/SW 8 Street	Add Lanes and Reconstruct 4.999 miles	Right-of-Way Construction	\$6,247,000 \$41,368,000	2008-2009 2012-2013	#1	#1
DT2496144	Section A1 Page 80	SR997/Krome Avenue From SW 296 Street to SW 136 Street	PD&E/EMO Study 10.068 miles	PE Right-of-Way	\$700,000 \$3,067,000	2011-2012 2012-2013	#2	#2
DT2496147	Section A1 Page 80	SR 997/Krome Avenue From SW 136 Street to SR 94/Kendall Drive	Add Lanes and Reconstruct 3.536 miles	PE	\$1,600,000	2010-2011	#3	#3
DT2496152	Section A1 Page 80	SR997/Krome Avenue From N. of SW 8 Street to MP 2.754	Add Lanes and Reconstruct 3.408 miles	Construction INC	\$32,330,000 \$2,209,000	2008-2010 2010-2011	See Map J-3B	#4
DT2496155	TIP 2008 Section A1, Pg 94	SR997/Krome Avenue From MP 10.984 to 14.082 to Okeechobee Rd	Add Lanes and Reconstruct 3.098 miles	PE Construction	\$50,000 \$36,850,000	2007-2008 2008-2012	See Map J-3B	#5
DT2496156	TIP 2008 Section A1, Pg 94	SR 997/Krome Avenue From MP 3.478 to MP 10.984	Add Lanes and Reconstruct 7.506 miles	PE	\$150,000	2007-2008	See Map J-3B	#6
DT4055753	Section A1 Page 82	SR997/Krome Avenue From US-1 to SW 328/Lucy Street	Add Lanes and Reconstruct	Right-of-Way Construction	\$200,000 \$18,588,000	2008-2009 2009-2010	See Map J-3B	#6
DT4055754	Section A1 Page 82	SR997/Krome Avenue From Lucy Street to SW 296 Street	Flexible Pavement Construction 3.827 miles	Right-of-Way Right-of-Way	\$7,013,000 \$5,144,000	2010-2011 2011-2012	See Map J-3B	#7
TP4060961	Section A2 Page 1	SR 821/HEFT From South of SW 117 Ave to South of Kendall Dr	Add lanes and reconstruct. Widen HEFT from 10 to 12 lanes	Construction Railroad	\$329,375,000 \$3,500,000	2009-2010 2009-2010	#4	#8
TP4061041	TIP 2007 Section A2, Pg 2	SR 821/HEFT At SW 74 Street	Construct a New Full Interchange	Construction	\$31,798,000	Underway	See Map J-3B	#9
TP4150511	TIP-2008 Section A2, Pg 2	SR 821/HEFT From Kendall Drive to SR 836	Add lanes and reconstruct. Widen HEFT from 6 to 10 lanes - 8.016 miles	PE PE	\$15,000,000 \$5,000,000	2007-2008 2010-2011	#5	#10
TP4154871	TIP-2008 Section A2, Pg 1	SR 821/HEFT From Eureka Drive to SW 117 Avenue	Add lanes and reconstruct. Widen HEFT from 6 to 12 lanes - 2.4 miles	PE	\$4,341,000	2008-2009	#6	#11
TP4154881	TIP-2008 Section A2, Pg 2	SR 821/HEFT From SW 216 Street to Eureka Drive	Add lanes and reconstruct. Widen HEFT from 4 to 8 lanes - 3 miles	PE	\$2,923,000	2007-2008	#7	#12
TP4233721	Section A2 Page 3	SR 821/HEFT From US-1 to US-1 - 12 miles	Add lanes and reconstruct - 12 miles Widen HEFT from 4 to 12 lanes	PD&E	\$1,400,000	2009-2010	See Map J-3B	#13
XA83605	Section A3 Page 3	SR 836 Extension From NW 137 Avenue to NW 107 Avenue	Construct a New 4 lane expressway extension to NW 137 Ave - 3 miles	Design Build	Completed	2007-2008	See Map J-3B	#14
XA83608	Section A3 Page 3	SR 836 Express Lanes From HEFT to SR 836/826 Interchange	Construct 4LD Express Lanes in Median of SR 836 - 8.5 miles	Construction	\$100,005,000	2009-2013	See Map J-3B	#15
XA83618	Section A3 Page 4	SR 836 SW Extension NW 137 Avenue to SW 136 Street	Project Development - Concept Report	PD&E	\$501,000	TIP 2008 2007-2008	Not Mapped	Not Mapped
XA83622	Section A3 Page 4	SR 836 EB Auxiliary Lane SR 836/826 Interchange to SW 42 Ave	Construction of additional Auxiliary lane on SR 836	Construction	\$27,138,000	2008-2010	See Map J-3B	#16
XA87404	Section A3 Page 5	SR 874 / Killian Parkway Interchange HEFT to Kendall Drive	Modifications to Interchanges, toll plazas ramp plazas and new construction	Construction	\$101,643,000	2008-2011	#8	#17
XA87407	Section A3 Page 6	SR 874 NB On-Ramp from Kendall Drive From Kendall Drive to SW 72 Avenue	New Ramp Construction and Electronic Tolling	Construction	\$5,951,000	2008-2009	#9	#18
XA87410	Section A3 Page 6	SR 874 Extension to SW 136 Street SW 136 Street to SR 874	Extension of SR 874 to SW 136 Street	Project Development	\$1,101,000	2008-2011	#10	#19
XA87411	Section A3 Page 6	SR 874/SR 826 Interchange Improvements North of SR 874/826 to South of SR 874/826	Interchange Improvements	Project Development	\$30,002,000	2008-2010	See Map J-3B	#20
PW000063	Section A5 Page 24	SW 142 Avenue From SW 26 Street to SW 42 Street	Realign roadway, intersection improvements sidewalk and drainage improvements	Construction	\$1,125,000	2008-2011	#11	
PW000508	Section A5 Page 29	SW 42 Street From SW 150 Avenue to SW 149 Avenue	Widen from 2 to 4 lanes	Construction	\$1,380,000	Underway	#12	
PW662410	Section A5 Page 31	SW 117 Avenue From SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Construction	\$8,200,000	Underway	#13	
PW671561	Section A5 Page 32	SW 137 Avenue From SW 84 Street to SW 88 Street	Reconstruction, Drainage, Intersection Improvements, Curb and Gutter	Construction	\$3,975,000	Underway	#14	
PW0000217	Section A5 Page 33	SW 157 Avenue From SW 54 Terrace to SW 52 Street	Widen from 2 to 4 lanes	Construction	\$646,000	Prior Years	#15	
PW671572A	Section A5 Page 34	SW 184 Street From SW 137 Avenue to SW 127 Avenue	Widen from 2 to 4 lanes	Construction	Underway	Underway	#16	
PW671572B	Section A5 Page 34	SW 184 Street From SW 147 Avenue to SW 137 Avenue	Widen from 2 to 4 lanes	Construction	\$5,000,000	2008-2013	#17	

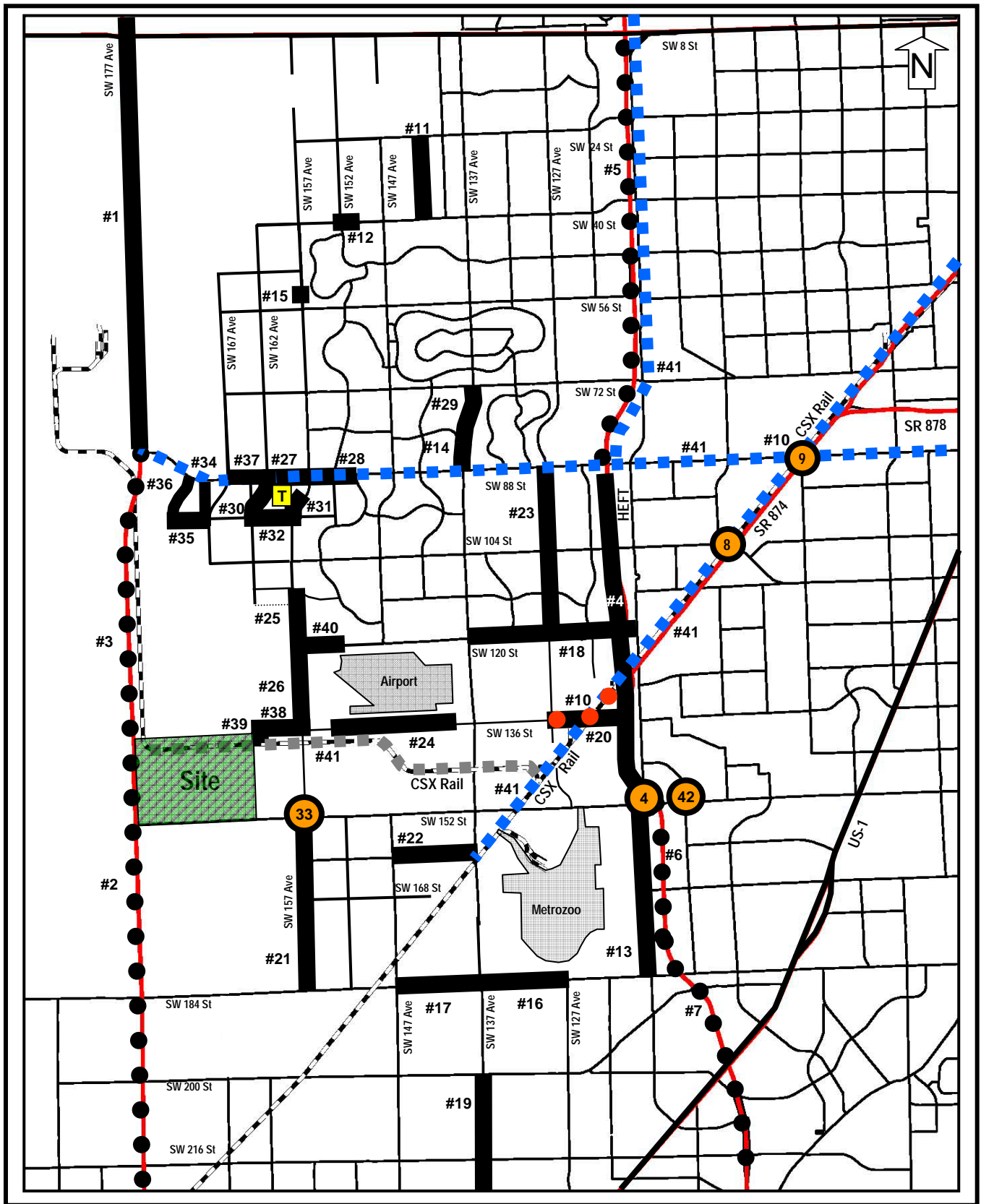


**TABLE 21.A4A  
PROGRAMMED TRANSPORTATION IMPROVEMENTS  
MIAMI-DADE COUNTY TIP 2009 - FY 2009 TO FY 2013**

07/31/2008

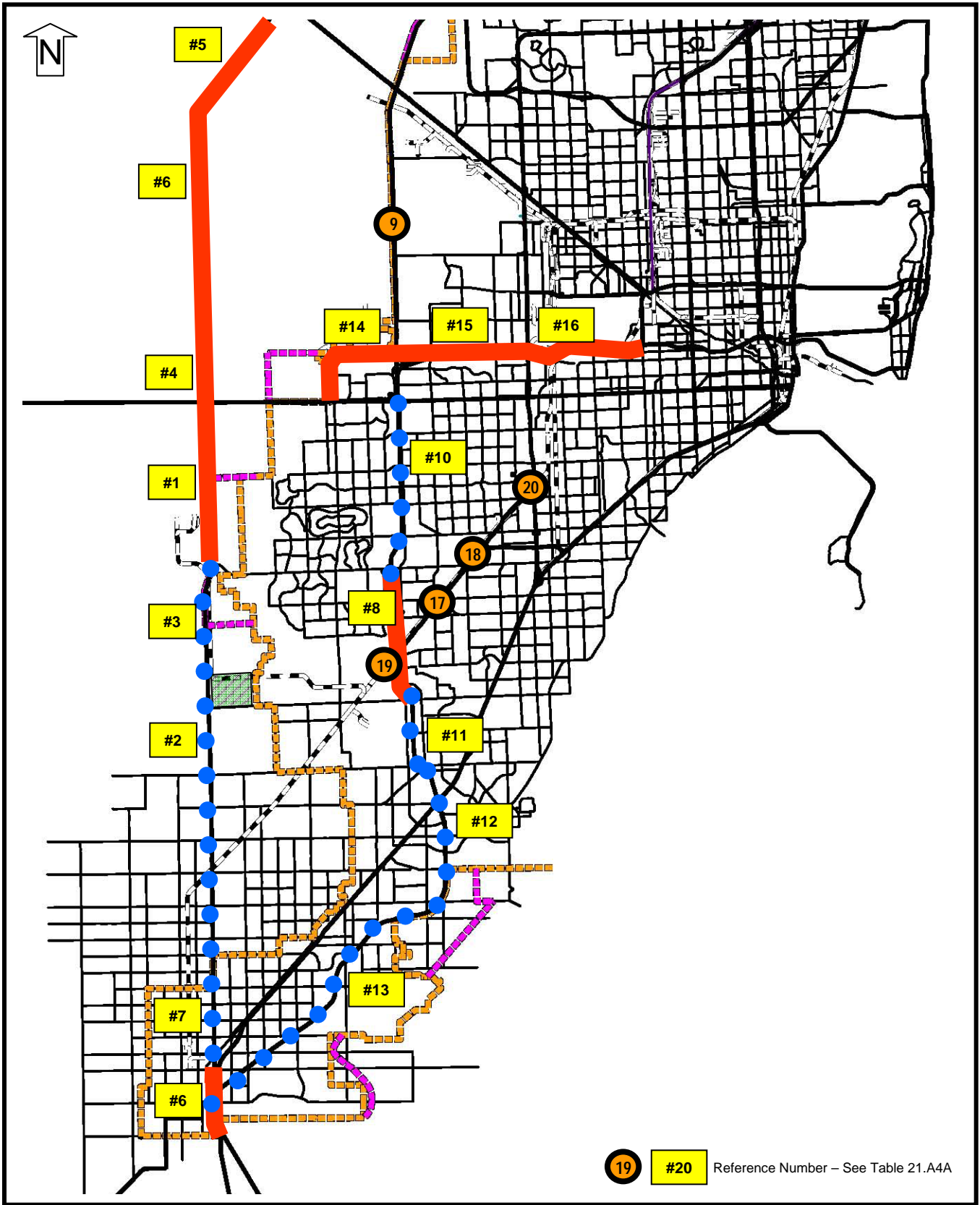
TIP 2009 No.	TIP 2009 Page No.	Location	Improvement	TIP 2009 Project Phase	TIP 2009 Project Costs	TIP 2009 Year Funded	Map J-3A Ref. No.	Map J-3B Ref. No.
PW20040345	Section A7 Page 12	<b>SW 120 Street</b> From SW 137 Avenue to SW 117 Avenue	Widen from 4 to 6 lanes	PE Construction	\$577,000 \$7,500,000	2008-2011 2011-2013	<b>#18</b>	
PW20040343	Section A7 Page 12	<b>SW 137 Avenue</b> From SW 200 Street to US-1	New 2 lane roadway	PE Construction	\$743,000 \$37,945,000	2008-2009 2010-2013	<b>#19</b>	
PW20040344	Section A7 Page 13	<b>SW 137 Avenue</b> From HEFT to US-1	Widen from 2 to 4 lanes	PE Construction	\$495,000 \$12,735,000	2008-2009 2009-2012	See Map J-4B	
PW20040346	Section A7 Page 15	<b>SW 136 Street</b> From SW 127 Avenue to Florida's Turnpike	Widen from 2 to 4 lanes Part of a Widening from SW 157 Ave to TPK	PE Construction	\$675,000 \$5,621,000	2009-2011 2011-2013	<b>#20</b>	
PW20040372	Section A7 Page 15	<b>SW 157 Avenue</b> From SW 152 Street to SW 184 Street	New 4 lane Road	Construction	\$13,235,000	2009-2011	<b>#21</b>	
PW000321	Section A7 Page 15	<b>SW 136 Street</b> From SW 147 Avenue to SW 137 Avenue	New 4 lane Road	Construction	\$9,304,000	2008-2010	<b>#22</b>	
PW20040351	Section A7 Page 18	<b>SW 127 Avenue</b> From SW 88 Street to SW 120 Street	Widen to 4 lanes with median Swales and Frontage Road	Construction	\$12,691,000	2008-2009	<b>#23</b>	
PW20040346	Section A7 Page 20	<b>SW 136 Street</b> From SW 149 Avenue to SW 139 Court	Widen from 2 to 4 lanes Part of a Widening from SW 157 Ave to TPK	Construction	\$8,400,000	2008-2009	<b>#24</b>	
PW20040354a	Section A7 Page 20	<b>SW 157 Avenue</b> From SW 112 Street to SW 120 Street	New 4 lane Road	Construction	\$8,165,000	2008-2010	<b>#25</b>	
PW20040354	Section A7 Page 20	<b>SW 157 Avenue</b> From SW 120 Street to SW 136 Street	New 4 lane Road	Construction	\$10,912,000	2008-2010	<b>#26</b>	
PS0000015	Section A8 Page 3	<b>Kendall Drive</b> From SW 162 Avenue to SW 157 Avenue	Widen from 4 to 6 lanes (By Kendall Town Center)	Construction	\$700,000	Prior to 1st CO	<b>#27</b>	
PS0000016	Section A8 Page 3	<b>Kendall Drive</b> From SW 157 Avenue to SW 150 Avenue	Widen from 4 to 6 lanes (By Kendall Town Center)	Construction	\$650,000	Prior to 1st CO	<b>#28</b>	
PS0000017	Section A8 Page 3	<b>SW 137 Avenue</b> From Sunset Drive to Kendall Drive	Widen from 4 to 6 lanes (By Kendall Town Center)	Construction	\$100,000	Prior to 1st CO	<b>#29</b>	
PS0000018	Section A8 Page 3	<b>SW 162 Avenue</b> From Kendall Drive to SW 96 Street	New 4 lane roadway (By Kendall Town Center)	Construction	\$1,250,000	Prior to 1st CO	<b>#30</b>	
PS0000019	Section A8 Page 3	<b>SW 157 Avenue</b> From SW 94 Street to SW 96 Street	New SB travel lane (By Kendall Town Center)	Construction	\$125,000	Prior to 1st CO	<b>#31</b>	
PS0000020	Section A8 Page 3	<b>SW 96 Street</b> From SW 162 Avenue to SW 157 Avenue	New 4 lane roadway (By Kendall Town Center)	Construction	\$1,000,000	Prior to 1st CO	<b>#32</b>	
PS0000308	Section A8 Page 4	<b>SW 157 Avenue at SW 152 Street</b> Intersection Improvement	Intersection Improvement (By Corsica Square)	Construction	\$105,000		<b>#33</b>	
PS0000115	Section A8 Page 8	<b>SW 167 Avenue (West Side)</b> North of SW 96 Street	Match Existing Roadway to the North (By Kendall Commons)			Pending Final Plat Approval	<b>#34</b>	
PS0000116	Section A8 Page 8	<b>SW 96 Street (South Side)</b> SW 172 Avenue to SW167 Avenue	Add 2 lanes and 1/2 turn lane (By Kendall Commons)			Pending Final Plat Approval	<b>#35</b>	
PS0000117	Section A8 Page 8	<b>SW 172 Avenue (East Side)</b> SW 88 Street to SW 96 Street	Add 2 lanes and 1/2 turn lane (By Kendall Commons)			Pending Final Plat Approval	<b>#36</b>	
PS0000117A	Section A8 Page 8	<b>Kendall Drive</b> SW 167 Avenue to SW 162 Avenue	Widening to 6 lanes (By Kendall Commons)			Pending Final Plat Approval	<b>#37</b>	
PS0000312	Section A8 Page 11	<b>SW 136 Street (South Side)</b> SW 162 Avenue to SW 157 Avenue	2 lanes of a 4 lane divided (By Crestview West)			Pending Final Plat Approval	<b>#38</b>	
PS0000312A	Section A8 Page 11	<b>SW 162 Avenue (East Side)</b> SW 136 Street to Railroad Right of Way	1 lane of a 2 lane roadway (By Crestview West)			Pending Final Plat Approval	<b>#39</b>	
PS0000315	Section A8 Page 12	<b>SW 120 Street (North Side)</b> From SW 152 Avenue to SW 157 Avenue	Remaining 2 lanes of 4 lanes divided (By Century Gardens at Tamiami)	Construction		Pending Final Plat Approval	<b>#40</b>	
DT4068002	Section A1 Page 25	<b>Miami Intermodal Center</b> MIC Central Station Phase 1	Intermodal Station	Construction	\$17,960,000	2008-2009	See Map J-3C	See Map J-3D
TA0000002	Section A11 Page 1	<b>East-West Corridor</b> Extend Metro-Rail from the HEFT/FIU to the MIC	Metro-Rail Extension	PE	\$585,368,000	2008-2013	See Map J-3C	See Map J-3D
TA0000007	Section A11 Page 2	<b>Park and Ride at SW 344 Street and Busway</b>	Park & Ride Lot	Construction	\$1,186,000	2008-2009	Not Mapped	
TA0000029	Section A11 Page 6	<b>Earlington Heights - MIC Extension</b> Extend Metro-Rail to the MIC	Metro-Rail Extension	CAP-FDOT CAP - PTP Bond	\$26,185,000 \$414,912,000	2008-2010 2008-2012	See Map J-3C	See Map J-3D
TR0000026	Section U Page 20	<b>CSX - Tri-Rail Kendall Extension</b> Extension of Tri-Rail Service 16.7 miles on CSX	Extension of Tri-Rail from the MIC on 16.7 miles along the CSX to Kendall then south and west to Krome Avenue	Planning Planning	\$70,725,000 \$212,175,000	Unfunded - Year 1 Unfunded - Year 3	<b>#41</b>	See Map J-3D
TR0000027	Section U Page 21	<b>CSX - Tri-Rail Dolphin Extension</b> Extension of Tri-Rail Service 8.8 miles on CSX	Extension of Tri-Rail on 8.8 miles along the CSX extending west from the MIC along SR 836 and ending west of HEFT	Planning	\$95,737,000	Unfunded - Year 2	See Map J-3C	

Source: TIP 2009 - FY 2009-2013 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, adopted May 22, 2008.



- |               |                       |   |
|---------------|-----------------------|---|
| <b>Legend</b> | FIHS Roadways         | Intersection/Interchange Improvements   |
| Site          | Existing Rail Lines   | Roadway Improvements                    |
| #2            | Transit/Park and Ride | ROW, PE, PD&E or Planning stage         |
|               | Ref. No. Table 21.A4A | Transit Corridors in the Planning Stage |
|               | Access Ramp Ext.      | Unfunded Transit Planning Stage         |

Map J-3A (R)  
 Programmed Transportation Improvements – TIP 2009  
 Parkland  
 July 2008  
 Source: TIP 2009 adopted by the MPO on 5-22-08



Legend



Site



Interchange Improvements funded for Construction in TIP 2009



Roadway Improvements funded for Construction in TIP 2009



Improvements in the ROW, PE, PD&E or Planning stage

Source: TIP 2009 adopted by the MPO on 5-22-08.



Reference Number – See Table 21.A4A

Map J-3B (R)  
 Programmed Improvements on the Regional Roadways  
 Parkland  
 July 2008

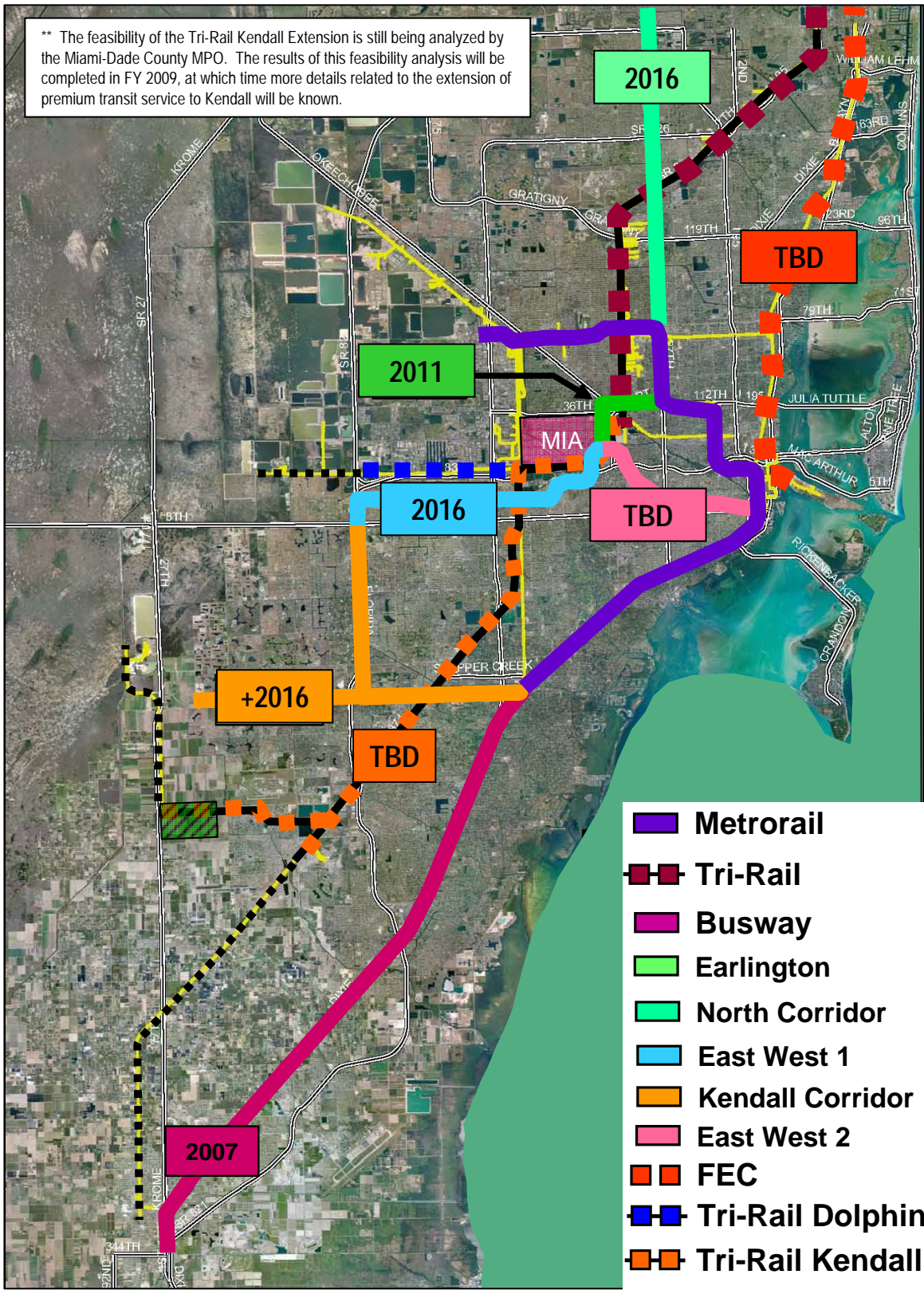
# Rapid Transit Expansion Projects



Legend

Map J-3C  
 Programmed and Planned Miami-Dade Transit Corridors  
 Parkland  
 August 2006

\*\* The feasibility of the Tri-Rail Kendall Extension is still being analyzed by the Miami-Dade County MPO. The results of this feasibility analysis will be completed in FY 2009, at which time more details related to the extension of premium transit service to Kendall will be known.

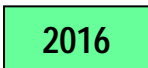


- Metrorail
- Tri-Rail
- Busway
- Earlington
- North Corridor
- East West 1
- Kendall Corridor
- East West 2
- FEC
- Tri-Rail Dolphin
- Tri-Rail Kendall \*\*

Legend



Parkland



The estimated timing of Premium Transit improvements has been obtained from TIP 2009 and from the Miami-Dade Transit 2007 Transit Development Program.

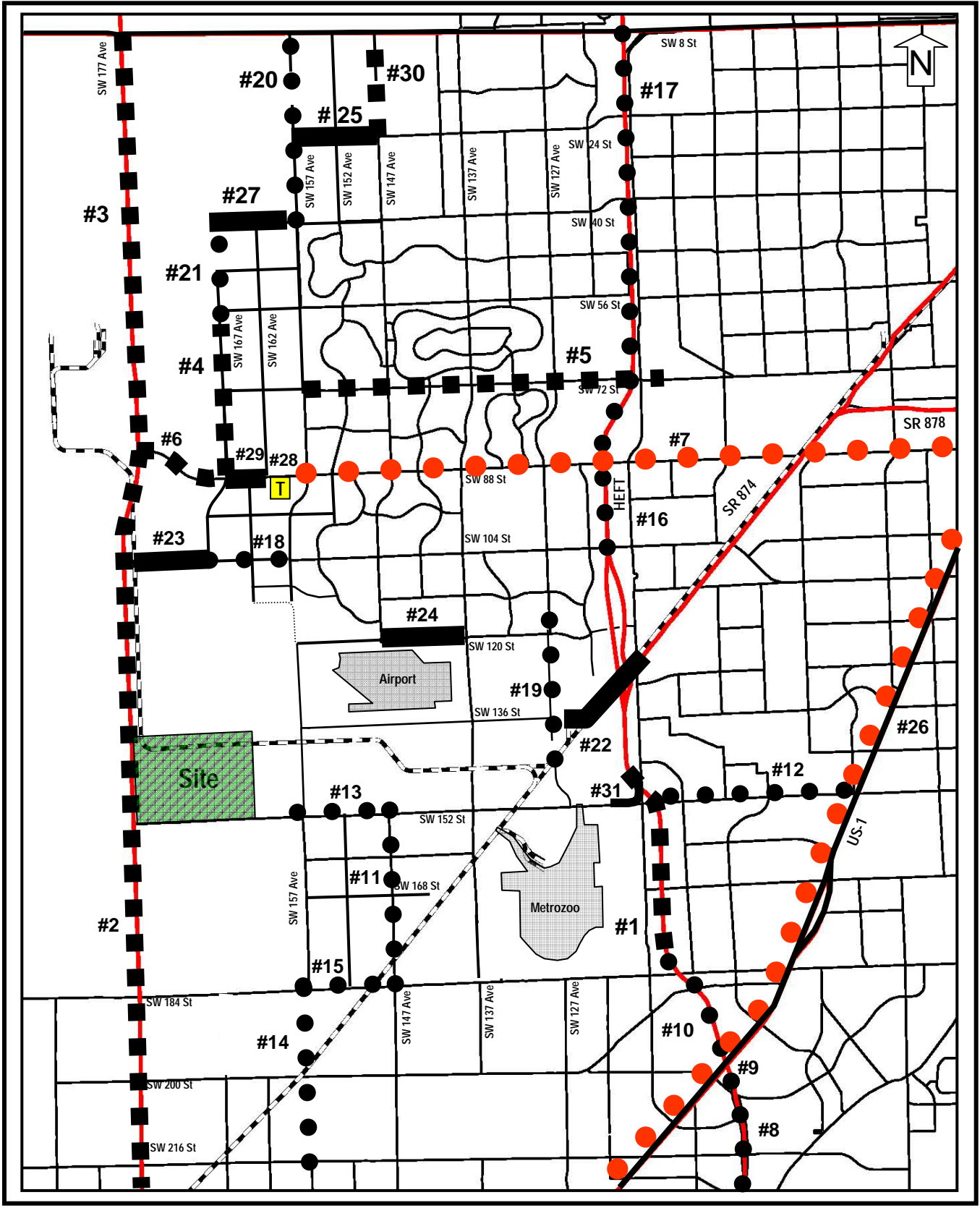
Map J-3D (R)  
Timing of Premium Transit Corridors  
Parkland  
July 2008

**TABLE 21.A5  
PLANNED TRANSPORTATION IMPROVEMENTS (2010 - 2030)  
2030 LONG RANGE TRANSPORTATION PLAN**

07/31/2008

Area	L RTP Page No.	Roadway	Improvement	Timeframe	L RTP Priority	Map J-4A Ref. No.
South	44	Krome Avenue - Various Intersections	Add Turn Lanes	Underway	I	See Map J-3A
South	44	SW 184 Street - SW 137 Ave to SW 127 Ave	Widen from 2 to 4 lanes	Underway	I	See Map J-3A
South	44	SW 117 Avenue - SW 152 St to SW 184 St	Widen from 2 to 4 lanes	Underway	I	See Map J-3A
South	44	SW 56 Street - SW 158 Ave to SW 152 Ave	Widen from 2 to 4 lanes	Underway	I	See Map J-3A
South	44	SW 56 Street - SW 167 Ave to SW 158 Ave	New 2 lanes	2005-2009	I	See Map J-4B
South	44	SW 160 Street - SW 147 Ave to SW 137 Ave	New 4 lane roadway	In TIP 2009	I	See Map J-3A
South	45	SW 136 Street - SW 157 Ave to HEFT	Widen from 2 to 4 lanes	In TIP 2009	I	See Map J-3A
South	45	SW 157 Avenue - SW 152 St to SW 184 St	Widen from 2 to 4 lanes	In TIP 2009	I	See Map J-3A
South	45	SW 127 Avenue - SW 88 St to SW 120 St	Widen to 5 lanes	In TIP 2009	I	See Map J-3A
South	45	South Miami-Dade Busway - Cutler Ridge to Florida City	Busway Extension	Completed	I	See Map J-3A
South	45	HEFT - SW 117 Ave to Kendall Dr	Widen to 12 lanes	In TIP 2009	I	See Map J-3A
South	45	SW 26 Street - SW 149 Ave to SW 147 Ave	Widen from 2 to 4 lanes	Completed	I	See Map J-3A
South	45	SW 137 Avenue - SW 8 St to SW 26 St	Widen from 4 to 6 lanes	2005-2009	I	See Map J-4B
South	45	SW 42 Street - SW 157 Ave to SW 167 Ave	New 2 lanes	In TIP 2009	I	See Map J-3A
South	45	SW 42 Street - SW 149 Ave to SW 150 Ave	Widen from 2 to 4 lanes	In TIP 2009	I	See Map J-3A
South	45	SW 42 Street - SW 157 Ave to SW 167 Ave	Widen from 2 to 4 lanes	2005-2009	I	See Map J-4B
South	45	SW 88 Street - SW 162 Ave to SW 157 Ave	Widen from 4 to 6 lanes	In TIP 2009	I	See Map J-3A
South	45	SW 88 Street - SW 157 Ave to SW 150 Ave	Widen from 4 to 6 lanes	In TIP 2009	I	See Map J-3A
South	45	SR 836 Extension - NW 111 Ave to NW 87 Ave	Expressway Improvements	Underway	I	See Map J-3B
Northwest	48	SW 107 Avenue - SW 8 Street to Flagler Street	4 to 6 lanes	2010-2015	II	See Map J-4B
South	48	HEFT - N. of Eureka Dr. to N. of SW 117 Ave	Widen to 12 lanes	2010-2015	II	#1
South	48	Krome Avenue - US-1 to SW 296 St	Widen from 2 to 4 lanes	2010-2015	II	See Map J-4C
West	48	Krome Avenue - SW 296 St to SW 136 St	Access Management/Safety Trail	2010-2015	II	#2
West	48	Krome Avenue - SW 8 St to SW 136 St	Add 2 lanes to a 2 lane road	2010-2015	II	#3
West	49	SW 167 Avenue - SW 56 St to SW 88 St	New 2 lane roadway	2010-2015	II	#4
West	49	SW 72 Street - SW 117 Ave to SW 157 Ave	Widen from 4 to 6 lanes	2010-2015	II	#5
West	49	SW 88 Street - SW 177 Ave to SW 167 Ave	Widen from 4 to 6 lanes	2010-2015	II	#6
West	49	Kendall Corridor - Dadeland North to West Flagler St	Premium Transit	2010-2015	II	#7
South	51	HEFT - SW 216 Street to SW 200 Street	Widen to 6 lanes	2016-2020	III	#8
South	51	HEFT - SW 200 Street to US-1	Widen to 8 lanes	2016-2020	III	#9
South	51	HEFT - US-1 to N. of Eureka Drive	Widen to 10 lanes	2016-2020	III	#10
South	51	SW 147 Avenue - SW 184 St to SW 152 St	Widen from 2 to 4 lanes	2016-2020	III	#11
South	51	SW 152 Street - HEFT to US-1	Widen from 4 to 6 lanes	2016-2020	III	#12
South	51	SW 152 Street - SW 147 Ave to SW 157 Ave	Widen from 2 to 4 lanes	2016-2020	III	#13
South	51	SW 157 Avenue - SW 184 St to SW 216 St	New 2 lane roadway	2016-2020	III	#14
South	51	SW 184 Street - SW 157 Ave to SW 147 Ave	Widen from 2 to 4 lanes	2016-2020	III	#15
West	51	HEFT - SW 104 St to SR 836	Express lanes	2016-2020	III	#16
West	51	HEFT - SW 88 St to SW 8 St	Widen to 8 lanes	2016-2020	III	#17
West	51	SW 104 Street - SW 160 Ave to SW 167 Ave	New 4 lane roadway	2016-2020	III	#18
West	51	SW 127 Avenue - SW 120 St to SW 144 St	New 4 lane roadway	2016-2020	III	#19
West	51	SW 157 Avenue - SW 42 St to SW 8 St	New 4 lane roadway	In TIP 2009	III	#20
West	51	SW 167 Avenue - SW 40 St to SW 56 St	New 2 lane roadway	2016-2020	III	#21
West	53	SR 874 - SW 138 St/SW 136 St to SR 874	Provide Access Ramp	2021-2030	IV	#22
West	53	SW 104 Street - SW 167 Ave to SW 177 Ave	New 2 lane roadway	2021-2030	IV	#23
West	53	SW 120 Street - SW 137 Ave to SW 147 Ave	Widen from 4 to 6 lanes	2021-2030	IV	#24
West	53	SW 26 Street - SW 147 Ave to SW 157 Ave	New 4 lane roadway	2021-2030	IV	#25
West	53	South Miami-Dade Rail	Premium Transit	2021-2030	IV	#26
West	55	SW 40 Street - SW 157 Ave to SW 167 Ave	New 2 lane roadway	-	Developer	#27
West	55	West Kendall Transit Hub - Kendall Town Center	Transit Hub	-	Developer	#28
West	55	SW 88 Street - SW 162 Ave to SW 167 Ave	Widen from 4 to 6 lanes	-	Developer	#29
West	55	SW 147 Avenue - SW 8 St to SW 26 St	Widen from 2 to 4 lanes	-	Developer	#30
South	Amendment	SW 152 Street EB Flyover to NB HEFT	L RTP Amendment by MPO - 10-20-05	2005-2009	I	#31

Source: Miami-Dade Transportation Plan to the Year 2030, December 2004.



Legend

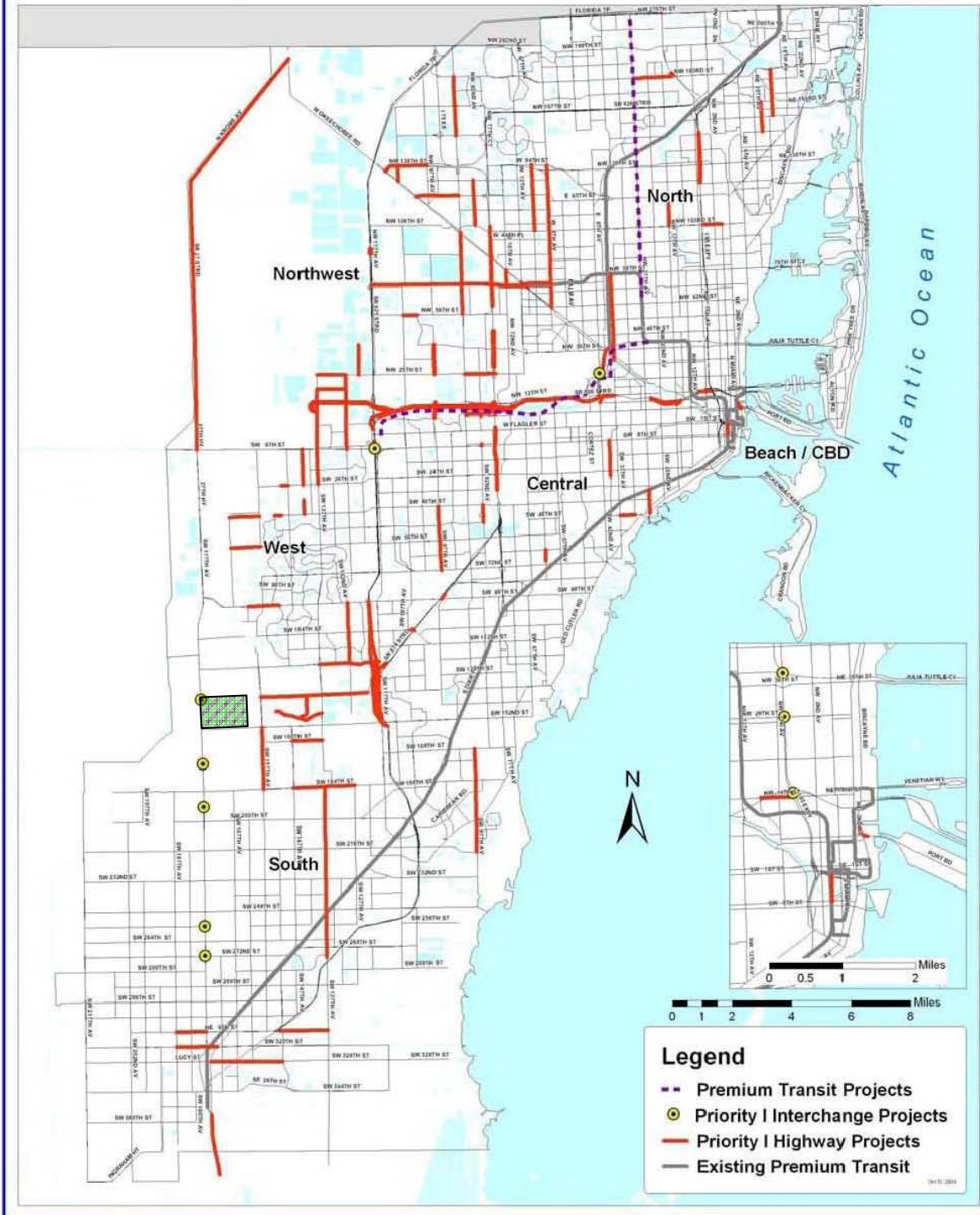
- FIHS Roadways
- Existing Rail Lines
- Transit Center  
Ref. No. Table 21.A5  
Flyover
- L RTP 2030 PRIORITY II IMPROVEMENTS – 2010-2015
- L RTP 2030 PRIORITY III IMPROVEMENTS – 2016-2020
- L RTP 2030 PRIORITY IV IMPROVEMENTS – 2021-2030
- Premium Transit

Map J-4A (R)  
Planned Transportation Improvements  
Parkland  
July 2008  
Source: Miami-Dade 2030 L RTP

Source: Cathy Sweetapple & Associates

# Year 2030 Cost Feasible Plan

## Priority I Projects



**Legend**


- - Premium Transit Projects
- Priority I Interchange Projects
- Priority I Highway Projects
- Existing Premium Transit

0 1 2 4 6 8 Miles

0 0.5 1 2 Miles

July 9, 2006

**Legend**

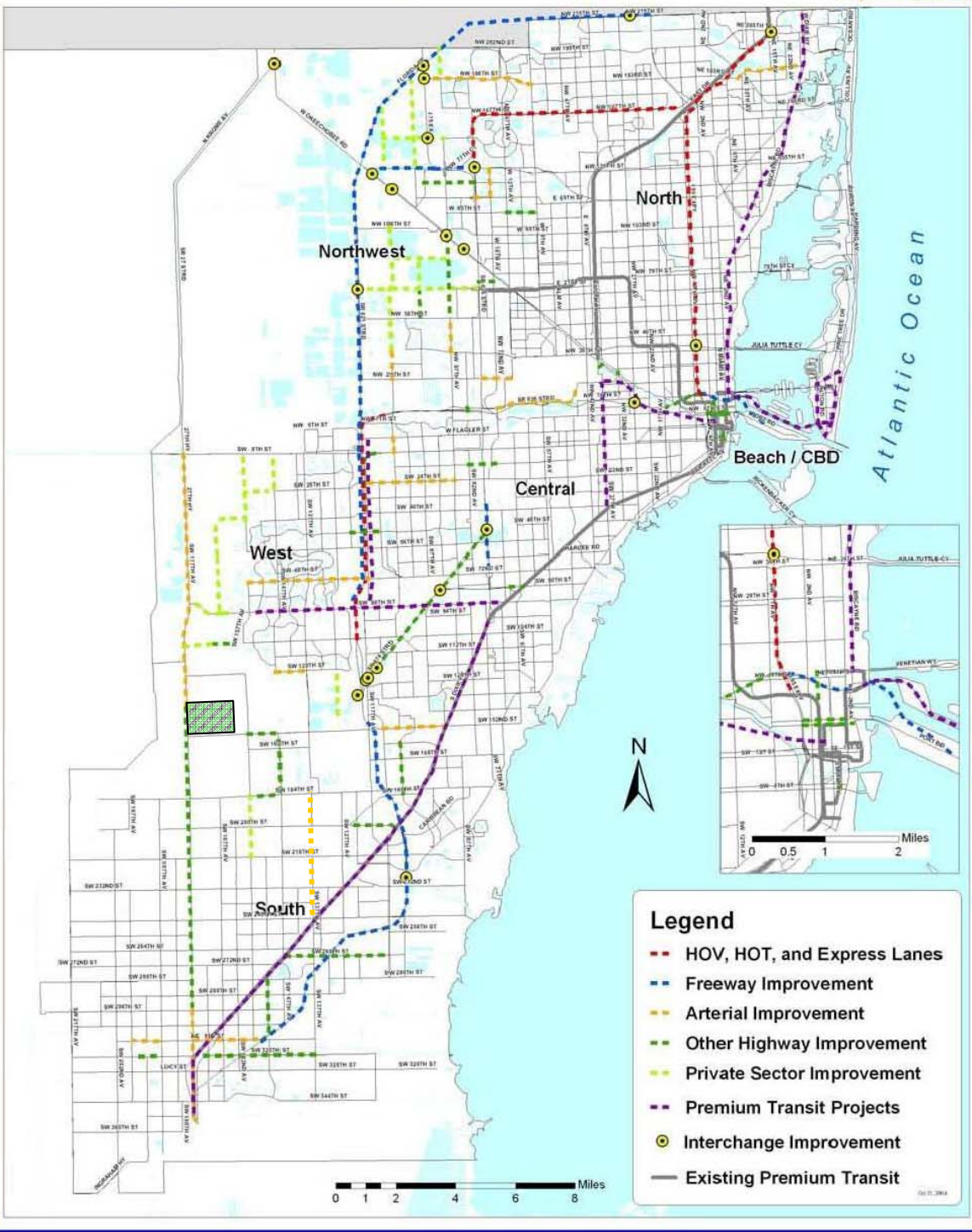
 Site Location

Map J-4B  
 Priority I Planned Transportation Improvements from the Year 2030 Long Range Transportation Plan  
 Parkland  
 August 2006




# Year 2030 Cost Feasible Plan

## Priority II, III, and IV Projects



- Legend**
- HOV, HOT, and Express Lanes
  - Freeway Improvement
  - Arterial Improvement
  - Other Highway Improvement
  - Private Sector Improvement
  - Premium Transit Projects
  - Interchange Improvement
  - Existing Premium Transit

Legend  
 Site Location

Map J-4C  
 Priority II, III and IV Planned Transportation Improvements from the Year 2030 Long Range Transportation Plan  
 Parkland  
 August 2006

Source: Cathy Sweetapple & Associates

- 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.

1. **Trip Generation**

Parkland is located on 960.51 acres of land accommodating a mixed-use community and neighborhood development program combining residential, employment, retail services, schools, parks and community uses to create a balanced and sustainable neighborhood plan. The project includes a hospital, medical office and industrial flex space, providing an employment base with high-paying quality jobs, supported by a mixture of single family and multi-family residential supply. The project is providing public infrastructure inclusive of two K-8 schools, one high school, community park space, and community uses to accommodate a library, police and fire facilities. The project is providing a transit station along the CSX Kendall Extension rail corridor to serve the future potential to utilize the CSX rail line for Tri-Rail Commuter Transit services.

**Table 21.B1** provides a trip generation summary identifying the gross trips, the internal trip reductions and the net external trips for both the AM and PM peak hour analyses. The trip rates and formulas from *ITE Trip Generation, 7<sup>th</sup> Edition* have been used to prepare the attached **Table 21.B2** depicting the detailed AM peak hour and PM peak hour trip generation analyses for the DRI. **Table 21.B2** identifies the land use codes (LUC) selected from *ITE Trip Generation, 7<sup>th</sup> Edition* to represent the trip rates or formulas for each land use component of the DRI development program. The trip rates for single family detached and single family attached townhomes and multi-family condominiums have been obtained from ITE LUC 210 and 230. Based upon the number of dwelling units proposed within each of the residential categories, the more conservative trip generation rate (in lieu of the formula) has been used for LUC 230 for the AM and PM peak hours, and the more conservative trip generation rate (in lieu of formula) has been applied for LUC 210 for the PM peak hour. For the AM peak hour analysis, the rate and formula yield similar results under LUC 210, therefore the use of the formula has been maintained.

<b>Table 21.B1 – Trip Generation Summary for the DRI</b>						
	<b>AM Inbound</b>	<b>AM Outbound</b>	<b>AM Total</b>	<b>PM Inbound</b>	<b>PM Outbound</b>	<b>PM Total</b>
<b>Gross Trips</b>	2,961	4,036	6,997	3,930	3,180	7,110
<b>Internalization</b>	877	1,330	2,207	897	738	1,635
<b>Net External Trips</b>	2,084	2,706	4,790	3,033	2,442	5,475

## 2. Exchange of Retail for Cinema Seats

During the public outreach process with adjacent neighborhood associations and neighborhood groups, the community suggested that a cinema use would be desirable for inclusion within the Parkland DRI. The Applicant has therefore proposed that the cinema use be allowed in the DRI, and that this use would be accommodated by exchanging retail square footage for cinema seats. Question 32 of the DRI has therefore been provided to address the Chapter 380 requirements for cinema seats. The Applicant is requesting the ability to provide up to 2,000 cinema seats for a serial performance facility movie theatre. The traffic impacts of this use would be offset by a companion reduction in retail square footage as detailed in revised **Table 21.B2** below and as outlined in the response to Question 32.

The detailed calculations of this proposed exchange has been determined through the trip generation calculations for retail use and cinema use as provided in revised **Table 21.B2**. An exchange of up to 2,000 cinema seats can be achieved by the reduction of 28,311 square feet of retail use based upon the gross PM peak hour trips generated by both the cinema and retail use. The cinema seat exchange calculation is described below.

- Determine the Gross PM Peak Hour Trips for the desired number of Cinema Seats
  - $(\text{Number of Seats} * 0.07) = \text{Gross PM Peak Hour Cinema Trips}$
  
- Divide the Gross PM Peak Hour Cinema Trips by the Retail Trip Rate per KSF
  - $(\text{Gross PM Peak Hour Cinema Trips}/4.945)*1000 = \text{Retail SF}$

**TABLE 21.B2  
PARKLAND  
AM AND PM PEAK HOUR TRIP GENERATION**

20-May-08

LAND USE	UNITS	ITE LUC	ITE 7TH EDITION RATE OR FORMULA	AM TRIPS	IN		OUT	
					%	TRIPS	%	TRIPS
RESIDENTIAL								
SINGLE FAMILY	1,257 DU	210	$T = 0.70 (X) + 9.43$	889	25%	222	75%	667
TOWNHOUSE	2,436 DU	230	$T = 0.44 (X)$	1,072	17%	182	83%	890
CONDOMINIUM	3,248 DU	230	$T = 0.44 (X)$	1,429	17%	243	83%	1,186
RETAIL	200,000 SQ. FT.	820	$\text{Ln}(T) = 0.60 \text{Ln}(X) + 2.29$	237	61%	145	39%	92
MEDICAL OFFICE	100,000 SQ. FT.	720	$T = 2.48 (X)$	248	79%	196	21%	52
HOSPITAL	200 BEDS	610	$T = 1.13 (X)$	226	70%	158	30%	68
INDUSTRIAL - FLEX SPACE	550,000 SQ. FT.	130	$T = 0.84 (X)$	462	82%	379	18%	83
K-8 SCHOOL	3,200 Students	522	$T = 0.53 (X)$	1,696	55%	933	45%	763
HIGH SCHOOL	1,600 Students	530	$T = 0.41 (X)$	656	69%	453	31%	203
COMMUNITY USES	50,000 SQ. FT.	495	$T = 1.62 (X)$	81	61%	49	39%	32
PARKS	67.6 ACRES	412	$T = 0.01 (X)$	1	80%	1	20%	0
<b>GROSS TOTAL TRIPS</b>				<b>6,997</b>	<b>42%</b>	<b>2,961</b>	<b>58%</b>	<b>4,036</b>
INTERNALIZATION OF RETAIL TRIPS		32.78%	Reduction of retail trips	78	61%	47	39%	31
INTERNALIZATION OF MEDICAL OFFICE TRIPS		26.81%	Reduction of medical office trips	66	79%	53	21%	13
INTERNALIZATION OF HOSPITAL TRIPS		26.81%	Reduction of hospital trips	61	70%	42	30%	19
INTERNALIZATION OF INDUSTRIAL TRIPS		10.00%	Reduction of industrial trips	46	83%	38	17%	8
INTERNALIZATION OF K-8/HIGH SCHOOL TRIPS		39.16%	Reduction of K-8/high school trips	921	55%	507	45%	414
INTERNALIZATION OF COMMUNITY AND PARK TRIPS		39.16%	Reduction of community and park trips	32	61%	20	39%	12
INTERNALIZATION OF RESIDENTIAL TRIPS		29.58%	Reduction of residential trips	1,003	17%	170	83%	833
<b>SUBTOTAL INTERNAL CAPTURE OF GROSS TRIPS</b>		<b>31.54%</b>		<b>2,207</b>	<b>40%</b>	<b>877</b>	<b>60%</b>	<b>1,330</b>
<b>NET EXTERNAL TRIPS</b>				<b>4,790</b>	<b>44%</b>	<b>2,084</b>	<b>56%</b>	<b>2,706</b>

LAND USE	UNITS	ITE LUC	ITE 7TH EDITION RATE OR FORMULA	PM TRIPS	IN		OUT	
					%	TRIPS	%	TRIPS
RESIDENTIAL								
SINGLE FAMILY	1,257 DU	210	$T = 1.01 (X)$	1,270	63%	800	37%	470
TOWNHOUSE	2,436 DU	230	$T = 0.52 (X)$	1,267	67%	849	33%	418
CONDOMINIUM	3,248 DU	230	$T = 0.52 (X)$	1,689	67%	1,132	33%	557
RETAIL	200,000 SQ. FT.	820	$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$	989	48%	475	52%	514
MEDICAL OFFICE	100,000 SQ. FT.	720	$T = 3.72 (X)$	372	27%	100	73%	272
HOSPITAL	200 BEDS	610	$T = 1.3 (X)$	260	36%	94	64%	166
INDUSTRIAL - FLEX SPACE	550,000 SQ. FT.	130	$T = 0.86 (X)$	473	21%	99	79%	374
K-8 SCHOOL	3,200 Students	522	$T = 0.15 (X)$	480	52%	250	48%	230
HIGH SCHOOL	1,600 Students	530	$T = 0.14 (X)$	224	47%	105	53%	119
COMMUNITY USES	50,000 SQ. FT.	495	$T = 1.64 (X)$	82	29%	24	71%	58
PARKS	67.6 ACRES	412	$T = 0.06 (X)$	4	41%	2	59%	2
<b>GROSS TOTAL TRIPS</b>				<b>7,110</b>	<b>55%</b>	<b>3,930</b>	<b>45%</b>	<b>3,180</b>
INTERNALIZATION OF RETAIL TRIPS		32.08%	Reduction of retail trips	317	48%	152	52%	165
INTERNALIZATION OF MEDICAL OFFICE TRIPS		19.03%	Reduction of medical office trips	71	27%	19	73%	52
INTERNALIZATION OF HOSPITAL TRIPS		19.03%	Reduction of hospital trips	49	36%	18	64%	31
INTERNALIZATION OF INDUSTRIAL TRIPS		10.00%	Reduction of industrial trips	47	21%	10	79%	37
INTERNALIZATION OF K-8/HIGH SCHOOL TRIPS		52.58%	Reduction of K-8/high school trips	370	52%	192	48%	178
INTERNALIZATION OF COMMUNITY AND PARK TRIPS		52.58%	Reduction of community and park trips	45	29%	13	71%	32
INTERNALIZATION OF RESIDENTIAL TRIPS		17.41%	Reduction of residential trips	736	67%	493	33%	243
<b>SUBTOTAL INTERNAL CAPTURE OF GROSS TRIPS</b>		<b>23.00%</b>		<b>1,635</b>	<b>55%</b>	<b>897</b>	<b>45%</b>	<b>738</b>
<b>NET EXTERNAL TRIPS</b>				<b>5,475</b>	<b>55%</b>	<b>3,033</b>	<b>45%</b>	<b>2,442</b>

**EXCHANGE OF RETAIL SQ.FT. FOR CINEMA SEATS BASED UPON GROSS PM PEAK HOUR TRIPS**

LAND USE	UNITS	ITE LUC	ITE 7TH EDITION RATE OR FORMULA	PM TRIPS	IN		OUT	
					%	TRIPS	%	TRIPS
CINEMA - PM PEAK HOUR	2,000 SEATS	444	$T = 0.07 (X)$	140	55%	77	45%	63
<b>CINEMA TRIP RATE:</b>			0.07 CINEMA TRIPS PER SEAT					
<b>RETAIL TRIP RATE:</b>			4.945 RETAIL TRIPS PER KSF = 989 GROSS PM RETAIL TRIPS / 200 KSF					
<b>REDUCTION OF RETAIL FOR CINEMA</b>	28,311 SF = 2000 SEATS		140 GROSS PM CINEMA TRIPS / 4.945 RETAIL TRIPS PER KSF = 28,311 SF					
<b>* EXCHANGE RETAIL SF FOR SEATS</b>	$(140 / 4.945) * 1000 = 28,311 \text{ SF}$		$(\text{CINEMA TRIPS} / \text{RETAIL RATE}) * 1000 = \text{RETAIL SF}$					
<b>* EXCHANGE SEATS FOR RETAIL SF</b>	$((2000 * 0.07) / 4.945) * 1000 = 28,311 \text{ SF}$		$(\text{CINEMA SEATS} * \text{CINEMA RATE}) / \text{RETAIL RATE} * 1000 = \text{RETAIL SF}$					

- 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 the development (i.e., provision of on-site shopping and recreating 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.

1. **Internal Trip Reduction**

The mixture of neighborhood supportive land uses within the DRI will result in the satisfaction of internal trips without the use of external or regional roadways located outside of the DRI project boundaries. The retail uses, medical office, hospital, employment, community uses, parks and schools (two K-8 schools plus a high school) will be supported (in large part) by the residents living in the proposed single family detached, single family attached and multi-family condominium units. Since the ITE trip generation rates are derived from freestanding land uses, a manual adjustment is necessary to account for the internal trip making characteristics of this mixed use DRI.

The internalization for the DRI has been developed using the ITE guidelines for Multi-Use Developments found in Chapter 7 of the *ITE Trip Generation Handbook, June 2004*. Specifically, the use of the *ITE Multi-Use Development Trip Generation and Internal Capture Summary* spreadsheet (found on page 110 of Chapter 7) has been used to develop the internalization between uses, and the overall resulting internalization for the site as a whole. The internal trip capture rates by land use type (for input into the *ITE Multi-Use Development Trip Generation and Internal Capture Summary* spreadsheet) have been obtained from Table C.4 (found in Appendix C of the *ITE Trip Generation Handbook*). This table provides internal capture rates for office, retail and residential uses which are part of multi-use developments in South Florida based upon a study conducted in 1995 by the FDOT District 4 Planning Office. This study established reasonable limits for internalization for multi-use sites, in combination with the site development land use features that also support the concept of internalization. Parkland will support the multi-use development internalization by using new town planning principles to create internal connectivity for motorists, bicycles and pedestrians, providing a network for motorized and non-motorized on-site circulation to establish a sustainable community which provides employment and services integrated with residential, thus maximizing both pedestrian access and internalization of project trips.

The trip generation and internalization for each land use is calculated using the *ITE Multi-Use Development Trip Generation and Internal Capture Summary* spreadsheet found on **Table 21.C1** for the AM peak hour and **Table 21.C2** for the PM peak hour. **Maps J-5A and J-5B** are provided to conceptually illustrate the Master Circulation Plan and the system for Internal Connectivity for motorists, bicycles and pedestrians within the DRI boundaries.

## **2. School Trips**

As part of the internalization analysis for the DRI, a portion of the school trips generated from the 2 proposed K-8 schools and the proposed high school will consist of trips which are internal to the DRI based upon the number of proposed residential units and their anticipated school demand which equates to 2,871 students pursuant to the response provided in Question 27 of the DRI. This student demand consists of 2,038 elementary and middle school students and 833 high school students. The DRI has proposed two K-8 schools that would be built to accommodate 3,200 students, while the high school would accommodate 1,600 students. As part of the trip generation analysis for the DRI, internal trip reductions are incorporated for the trips generated during the AM and PM peak hours, based upon the project demand for 2,038 students attending the K-8 schools and 833 students attending the high school. This internalization equates to 39.16% of the inbound and outbound school trips for the AM peak hour, and 52.58% of the inbound and outbound school trips for the PM peak hour (as calculated using the ITE Multi-Use Development spreadsheets). While the numerical values for these percentages may seem high, the resulting internal trips are not, and they are in fact lower than the project's share of school capacity provided. The 2,871 students generated by the residential dwelling units equate to 59.8% of the 4,800 student school capacity to be provided by the DRI.

## **3. Pass-by Capture and Diverted Link Trips**

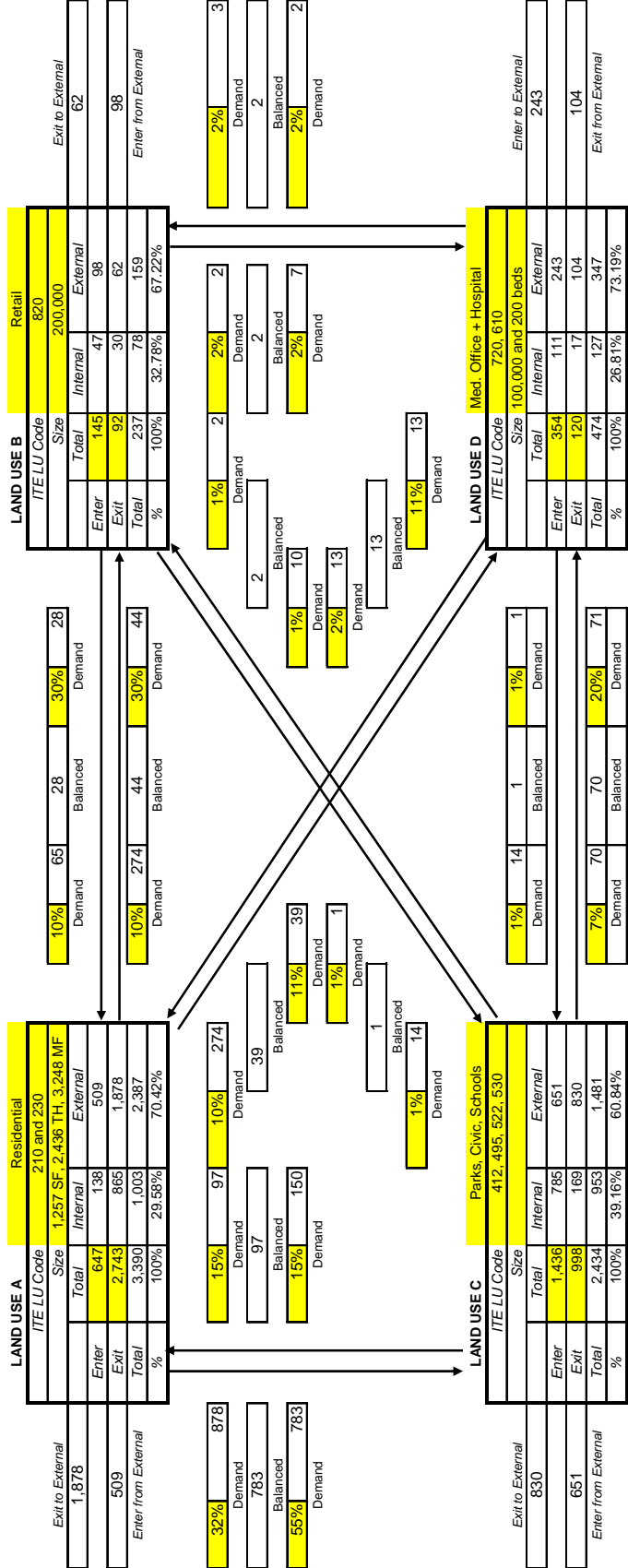
During the evaluation of project trip generation and internalization, it was determined that internalization between project land uses would be realistic, but that neither a pass-by reduction or diverted link trips would be expected to occur at meaningful trip reduction levels for this DRI. Therefore, no pass-by reduction or diverted link trips have been incorporated into the trip generation analysis for this DRI.

## **4. Transit Capture**

The Parkland DRI is situated adjacent to one of the western spurs of the existing CSX rail corridor. This rail corridor is being studied by Miami-Dade County and the South Florida Regional Transportation Authority (SFRTA) for the potential to provide a Kendall Extension of Tri-Rail's commuter transit service or the potential to link the Kendall community with Metrorail. The Kendall Corridor Alternatives Analysis is still underway by the MPO, and this study includes an analysis of the CSX Corridor connection which could bring commuter rail service to the Kendall area. The Master Plan for the DRI has been designed to feature a transit station adjacent to the project's employment center. The design of the site has embraced the concept of being adjacent to a future transit corridor, and as such, the employment and higher density residential uses have been located in close proximity to the proposed Commuter Rail Station. Site features have been positioned to maximize the transit connection for the benefit of the future residents and employees that are anticipated to use the future commuter transit system. The Applicant supports the use of this valuable resource to provide commuter transit service for the Kendall community.

Please note that to provide a conservative transportation analysis, no transit capture (i.e. reduction in external vehicular trips) has been proposed for the DRI at this time based upon the use of the commuter rail transit system.

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

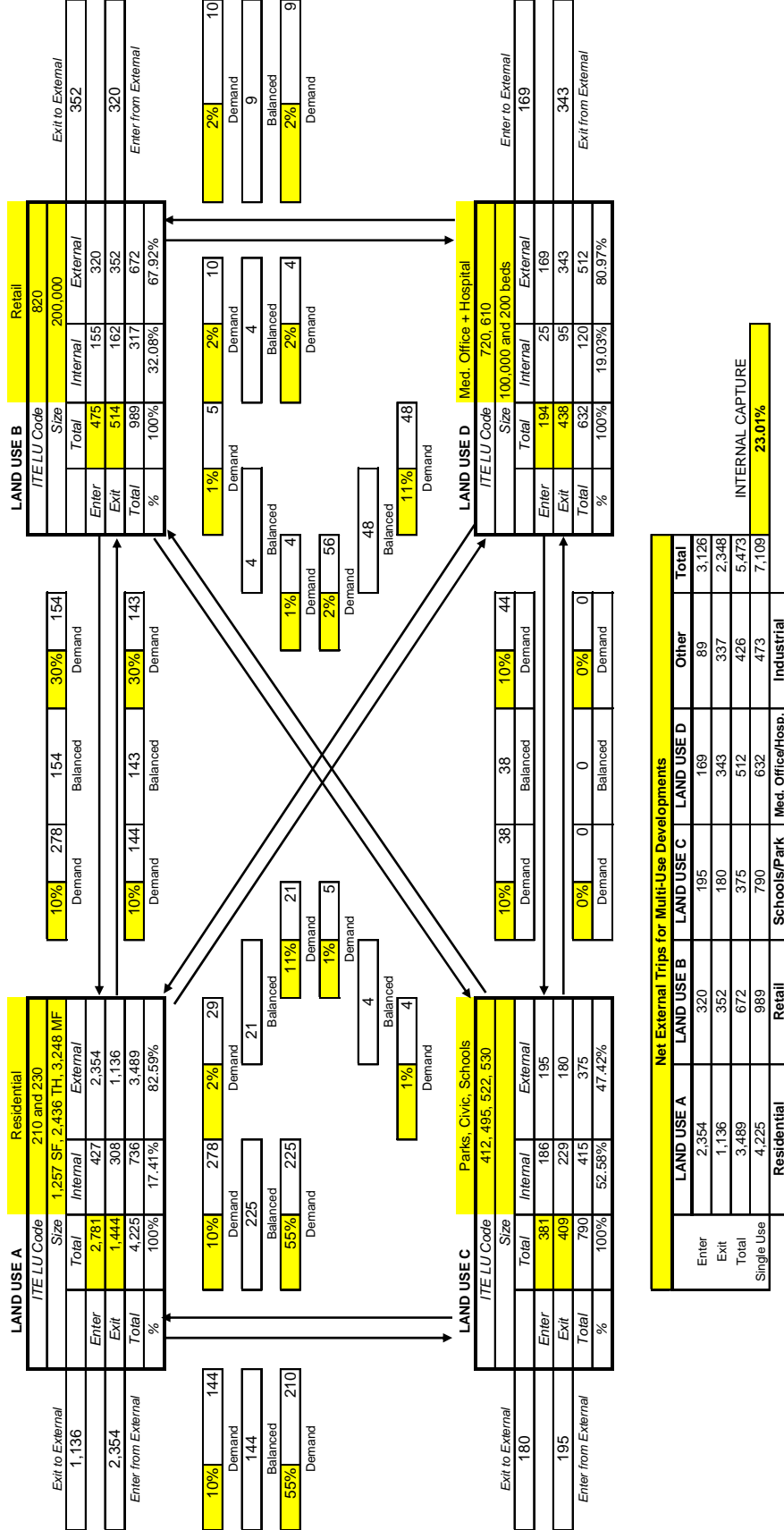


Source: ITE Trip Generation Handbook, June 2004, Chapter 7, page 110 – Multi-Use Development Trip Generation and Internal Capture Summary.

Analyst: Sweetapple  
Date: October 28, 2006

Project: Parkland DRI  
Time Period: PM Peak Hour

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY



Source: ITE Trip Generation Handbook, June 2004, Chapter 7, page 110 – Multi-Use Development Trip Generation and Internal Capture Summary.



Tables 21.C3 and 21.C4 provide a tabular summary of the internalization achieved using the ITE Multi-Use Development spreadsheets.

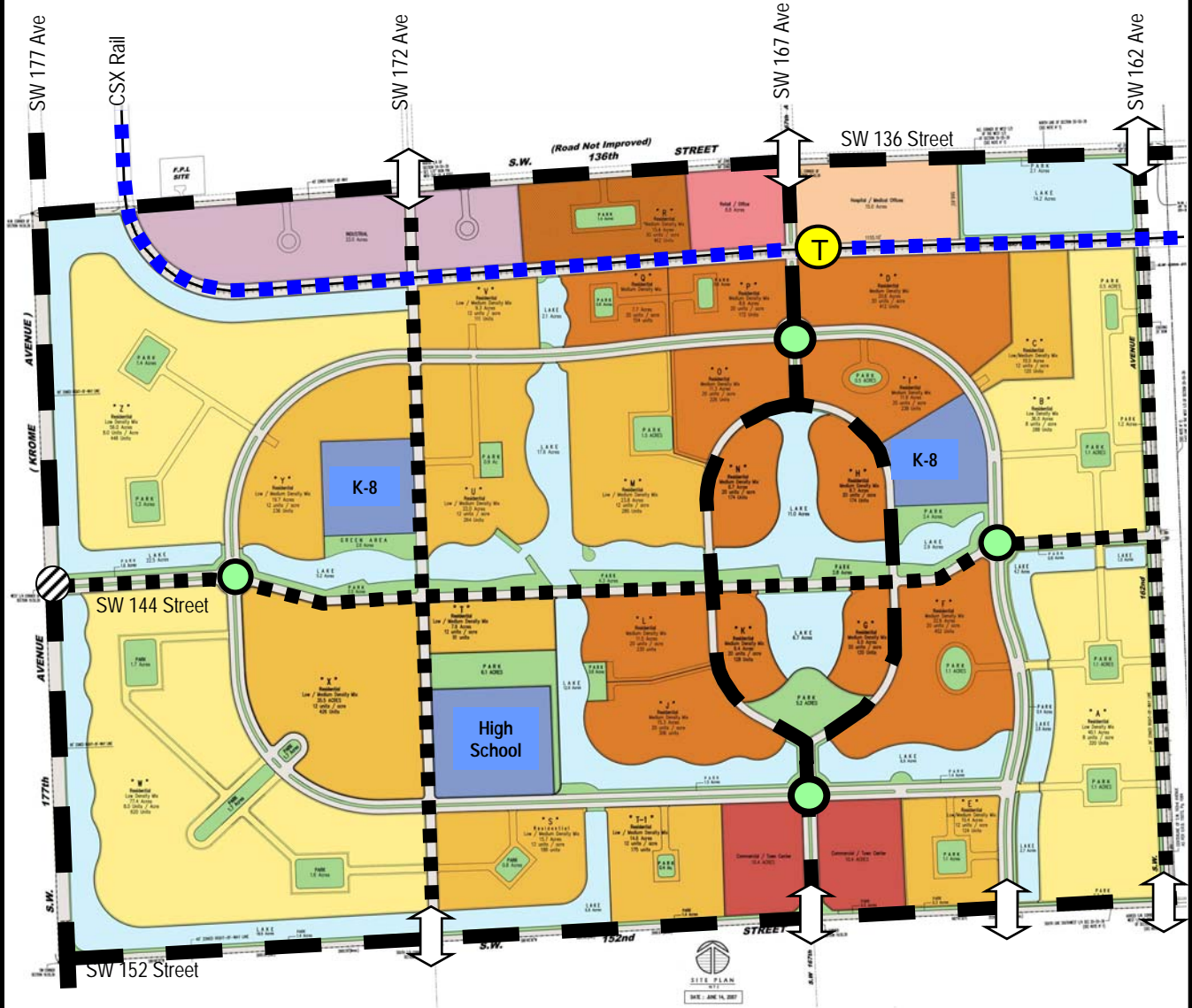
**Table 21.C3 – AM Peak Hour Internalization Summary**

Development Program Land Use	ITE Land Use Code	Scale of Development	Gross AM Peak Hour Trips	Internal Percent Reduction	Internal Trip Reductions	Net External AM Peak Hour Trips
Single Family Detached	210	1,257 du	889	29.58%	263	626
Single Family Attached	230	2,436 du	1,072	29.58%	317	755
Multi-Family Condominium	230	3,248 du	1,429	29.58%	423	1006
Retail	820	200,000 sq.ft.	237	32.78%	78	159
Medical Office	720	100,000 sq.ft.	248	26.81%	66	182
Hospital	610	200 beds	226	26.81%	61	165
Industrial-Flex Space	130	550,000 sq.ft.	462	10.0%	46	416
K-8 School	522	3,200 students	1,696	39.16%	664	1032
High School	530	1,600 students	656	39.16%	257	399
Community Uses	495	50,000 sq.ft.	81	39.16%	32	49
Parks	412	67.6 acres	1	39.16%	0	1
<b>TOTAL</b>			<b>6,997</b>		<b>2207</b>	<b>4790</b>

**Table 21.C4 – PM Peak Hour Internalization Summary**

Development Program Land Use	ITE Land Use Code	Scale of Development	Gross PM Peak Hour Trips	Internal Percent Reduction	Internal Trip Reductions	Net External PM Peak Hour Trips
Single Family Detached	210	1,257 du	1,270	17.41%	221	1,049
Single Family Attached	230	2,436 du	1,267	17.41%	221	1,046
Multi-Family Condominium	230	3,248 du	1,689	17.41%	294	1,395
Retail	820	200,000 sq.ft.	989	31.08%	317	672
Medical Office	720	100,000 sq.ft.	372	19.03%	71	301
Hospital	610	200 beds	260	19.03%	49	211
Industrial-Flex Space	130	550,000 sq.ft.	473	10.0%	47	426
K-8 School	522	3,200 students	480	52.58%	252	228
High School	530	1,600 students	224	52.58%	118	106
Community Uses	495	50,000 sq.ft.	82	52.58%	43	39
Parks	412	67.6 acres	4	52.58%	2	2
<b>TOTAL</b>			<b>7,110</b>		<b>1635</b>	<b>5,475</b>

**Note:** Map J-5A provides the conceptual layout of project land uses, the roadway network that would provide access to the site and the location and layout of lakes, canals, parks and schools recognizing that the final layout for all project land uses, roadways, lakes, canals, parks and schools would occur during the development review process with the local government of jurisdiction at the time of site plan approval and with permitting agencies during consideration of appropriate permit applications.



- Low Density Mix (single family/townhome)
- Low Medium Density Mix (townhome/multi-family)
- Medium Density Mix (multi-family)
- Park
- Schools
- Retail, Office & Services
- Industrial-Flex Space
- Medical Office & Hospital



Access to SW 177 Avenue from SW 144 Street to be phased in coordination with Miami-Dade County and FDOT.



Proposed site access locations to the surrounding roadway network. Other access locations may be provided pursuant to meeting the design and permitting standards and guidelines from Miami-Dade County and FDOT.



Transit Center



CSX Rail Corridor

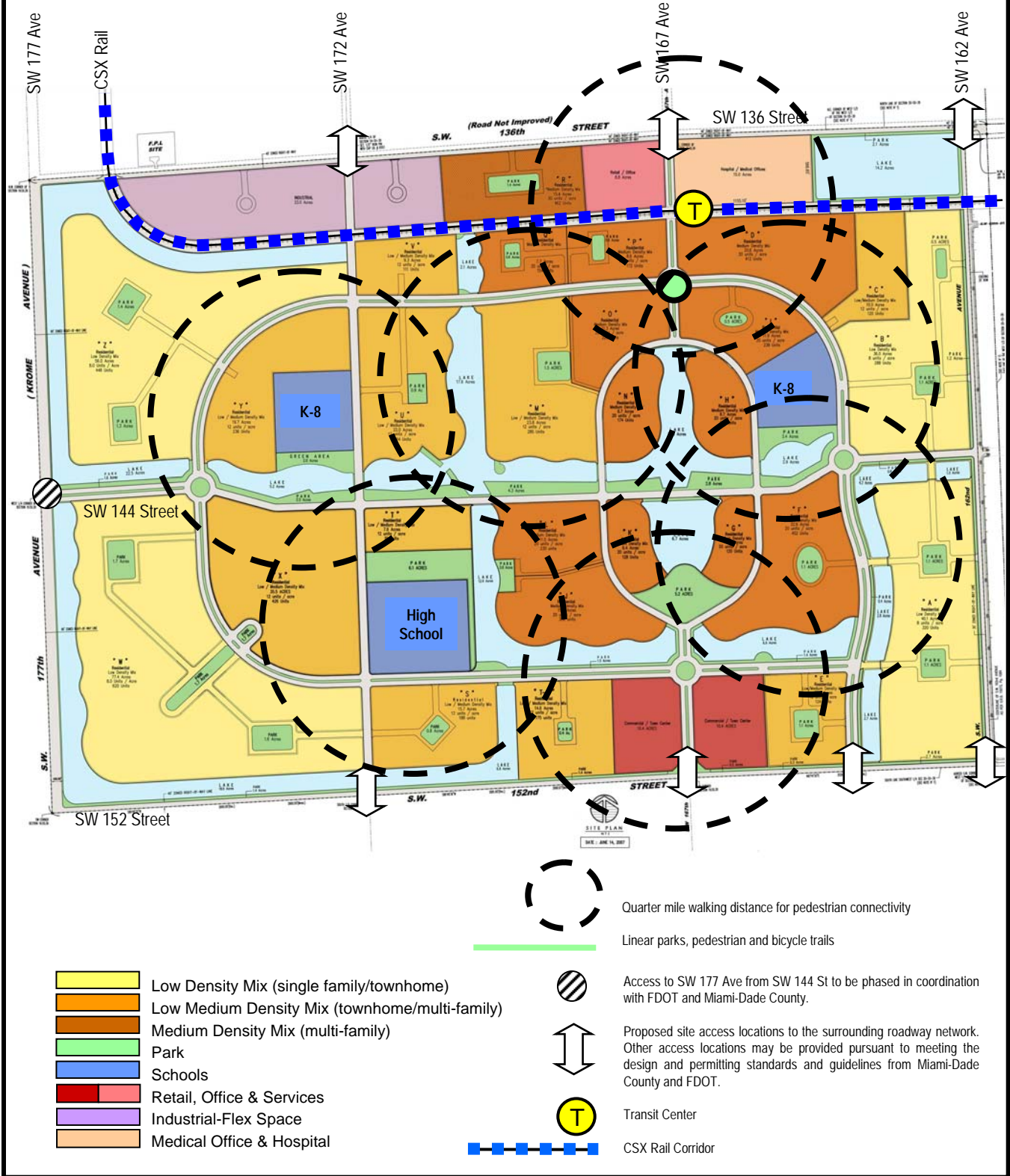
Legend



- Section Line Roadway – SW 177 Avenue – Minimum Width 180'
- Section Line Roadway – SW 152 Street – Minimum Width 110'
- Section Line Roadway – SW 136 St and SW 167 Ave – Minimum Width 80'
- Half Section Line Roadways – 144 St, 162 Ave, 172 Ave – Minimum Width 70'

Map J-5A (R)  
 Conceptual Master Circulation Plan  
 Parkland  
 July 2008

**Note:** Map J-5B provides the conceptual layout of project land uses, the roadway network that would provide access to the site and the location and layout of lakes, canals, parks and schools recognizing that the final layout for all project land uses, roadways, lakes, canals, parks and schools would occur during the development review process with the local government of jurisdiction at the time of site plan approval and with permitting agencies during consideration of appropriate permit applications.



Legend



Map J-5B (R)  
Internal Connectivity  
Parkland  
July 2008

- 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 and 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 sub zones at build out and at interim phase-end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvement programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly identified. 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.

The traffic forecasting approach for the Parkland DRI includes an overview of the background and committed development analyses, the future traffic conditions analysis and the traffic assignment procedure used to establish project distribution on the study area roadway network. Detailed discussions related to the calculation of background growth, the evaluation of committed developments, the traffic assignment approach, and the refinement of the project distribution are provided in this section.

#### 1. **Background and Committed Development Traffic**

Background traffic conditions have been developed by applying historical growth rates to the adjusted PM peak hour traffic volumes, then overlaying PM peak hour traffic from major unbuilt committed developments located within the study area. Committed development traffic forecasts have been established using specific development information supplied by local governments within and surrounding the study area and using approved DRI distribution information obtained from the South Florida Regional Planning Council (where applicable). Committed developments include approved DRIs and developments below DRI thresholds where the remaining unbuilt PM peak hour project traffic is equal to or exceeds 400 net external PM peak hour trips. Historical growth rates combined with the unbuilt committed development trips have been used to project future background traffic conditions.

#### 2. **Background Traffic Growth Rate**

Annual compounded historical growth rates representative of background traffic growth on study area roadways and freeways were calculated using available AADT from six years of historical traffic counts (2000 to 2006) as obtained from 47 state count stations and 52 county count stations located within the study area. **Table 21.D1A** identifies the historical AADT and the traffic growth rate calculations for the arterial and collector roadways and for SR 874. **Table 21.D1B** identifies the historical AADT for 7 count stations on the HEFT. Pursuant to typical DRI practices, half of the historical trend growth rate is used to project future background traffic on roadway segments in the study area, when committed development traffic has been added separately to the regional roadway network. **Table 21.D1A** demonstrates that half of the estimated average yearly regional growth rate for the state and county arterial roadways in the study area was calculated at 0.63% and half of the HEFT growth rate was calculated at 2.04%. The historical growth rate for SR 874 was negative therefore 0.50% per year was used.

**TABLE 21.D1A  
PARKLAND DRI  
TRAFFIC GROWTH RATE CALCULATIONS**

7/31/2008

ROADWAY	DIR	STATION	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	COMPOUND GROWTH
<b>SW 8 STREET</b>										
EAST OF KROME AVENUE	E/W	FDOT-0377	14,000	14,400	15,200	13,600	16,200	16,800	16,300	2.57%
WEST OF SW 127 AVENUE	E/W	FDOT-0088	52,500	45,000	46,500	44,000	42,500	49,500	55,000	0.78%
WEST OF SW 122 AVENUE	E/W	F-0380/2561	79,500	61,500	67,000	62,000	60,000	70,000	68,500	-2.45%
EAST OF SW 109 AVENUE	E/W	FDOT-0090	49,500	56,000	48,000	54,000	69,000	56,500	56,000	2.08%
<b>AVERAGE:</b>			195,500	176,900	176,700	173,600	187,700	192,800	195,800	0.03%
<b>SW 40 STREET</b>										
WEST OF SW 137 AVENUE	E/W	MD-9110	N/A	38,810	34,046	35,106	34,490	32,286	34,476	-2.34%
WEST OF SW 127 AVENUE	E/W	MD-9108	N/A	47,200	40,896	36,440	40,490	44,216	41,756	-2.42%
WEST OF HEFT	E/W	MD-9106	N/A	44,943	53,540	51,866	58,460	53,823	60,480	6.12%
EAST OF HEFT	E/W	FDOT-0072	47,500	45,500	54,000	47,500	65,500	53,000	52,500	1.68%
EAST OF SW 107 AVENUE	E/W	FDOT-0074	45,500	53,500	52,000	54,000	61,000	52,000	48,000	0.90%
WEST OF SW 87 AVENUE	E/W	FDOT-0076	56,500	58,500	57,500	54,500	59,000	53,000	51,000	-1.69%
WEST OF SR 826	E/W	FDOT-0078	70,000	70,500	73,500	72,500	68,500	72,500	88,500	3.99%
<b>AVERAGE:</b>			N/A	358,953	365,482	351,912	387,440	360,825	376,712	0.97%
<b>SW 56 STREET</b>										
WEST OF SW 127 AVENUE	E/W	MD-9272	N/A	36,516	38,373	37,066	38,210	41,350	36,276	-0.13%
WEST OF HEFT	E/W	MD-9270	N/A	37,913	38,846	42,130	40,870	44,400	41,323	1.74%
WEST OF SW 107 AVENUE	E/W	MD-9268	N/A	35,876	36,006	35,640	38,190	38,316	35,946	0.04%
WEST OF SW 97 AVENUE	E/W	MD-9266	N/A	38,240	40,006	38,766	39,990	40,166	38,026	-0.11%
WEST OF SW 87 AVENUE	E/W	MD-9264	N/A	38,380	40,593	40,530	41,550	41,356	38,433	0.03%
WEST OF SR 826	E/W	MD-9262	N/A	39,240	42,923	44,656	43,710	46,030	43,443	2.06%
<b>AVERAGE:</b>			N/A	226,165	236,747	238,788	242,520	251,618	233,447	0.64%
<b>SW 72 STREET</b>										
EAST OF SW 137 AVENUE	E/W	MD-9662	N/A	30,786	27,476	35,743	30,220	31,413	31,060	0.18%
EAST OF SW 127 AVENUE	E/W	MD-9660	N/A	28,093	40,366	40,646	39,800	N/A	39,733	7.18%
EAST OF SW 110 AVENUE	E/W	MD-9659	N/A	N/A	45,950	40,560	40,340	40,430	41,850	-2.31%
WEST OF SW 107 AVENUE	E/W	FDOT-1070	40,000	38,500	41,000	38,500	40,500	41,000	41,000	0.41%
EAST OF SW 107 AVENUE	E/W	FDOT-0068	45,500	47,000	46,500	46,000	50,000	44,000	45,500	0.00%
WEST OF SW 87 AVENUE	E/W	MD-9658	N/A	46,646	46,333	46,576	50,650	45,763	48,070	0.60%
EAST OF SW 87 AVENUE	E/W	FDOT-1068	41,500	40,000	40,500	40,500	49,500	37,000	41,500	0.00%
<b>AVERAGE:</b>			N/A	N/A	288,125	288,525	301,010	239,606	288,713	0.05%
<b>SW 88 STREET</b>										
EAST OF KROME AVENUE	E/W	FDOT-0010	12,100	12,100	13,700	12,800	15,100	14,600	15,400	4.10%
WEST OF SW 157 AVENUE	E/W	FDOT-2529	17,800	20,000	23,000	25,500	29,500	26,000	28,500	8.16%
WEST OF SW 147 AVENUE	E/W	FDOT-1080	43,000	50,500	50,000	47,500	46,500	44,000	50,000	2.55%
EAST OF SW 137 AVENUE	E/W	FDOT-0060	76,500	67,500	69,500	69,500	82,000	70,000	67,000	-2.19%
EAST OF SW 127 AVENUE	E/W	FDOT-0062	65,500	65,500	75,500	84,500	89,000	80,000	80,000	3.39%
EAST OF SW 110 AVENUE	E/W	FDOT-0592	60,000	61,500	66,500	64,500	68,500	60,500	62,000	0.55%
EAST OF SW 103 AVENUE	E/W	FDOT-0064	63,000	66,000	71,500	73,000	71,500	63,000	64,500	0.39%
WEST OF SW 91 AVENUE	E/W	FDOT-0188	49,324	49,164	49,313	48,474	48,098	47,044	47,379	-0.67%
WEST OF SW 87 AVENUE	E/W	FDOT-0066	56,000	54,500	53,000	54,000	55,000	55,500	54,500	-0.45%
EAST OF SW 79 AVENUE	E/W	FDOT-0684	50,500	53,500	53,000	60,000	54,500	50,000	51,000	0.16%
WEST OF DADELAND BLVD	E/W	FDOT-0683	49,500	34,500	46,500	48,000	42,500	44,000	44,000	-1.94%
<b>AVERAGE:</b>			543,224	534,764	571,513	587,774	602,198	554,644	564,279	0.64%
<b>SW 104 STREET</b>										
EAST OF SW 147 AVENUE	E/W	MD-9722	N/A	37,986	36,776	39,303	43,330	41,943	40,663	1.37%
EAST OF SW 137 AVENUE	E/W	MD-9720	N/A	53,626	54,173	56,986	56,080	57,440	55,673	0.75%
EAST OF SW 127 AVENUE	E/W	MD-9718	N/A	61,746	63,856	57,286	76,910	61,313	65,173	1.09%
<b>AVERAGE:</b>			N/A	153,358	154,805	153,575	176,320	160,696	161,509	1.04%
<b>KILLIAN DRIVE</b>										
EAST OF RAMP TO SR 874	E/W	FDOT-1089	33,500	31,000	31,000	31,500	34,500	33,000	26,000	-4.14%
WEST OF SW 87 AVENUE	E/W	FDOT-0058	14,200	15,300	14,700	14,700	16,200	13,600	14,900	0.81%
WEST OF US-1	E/W	FDOT-1093	11,600	11,400	11,000	11,100	13,500	11,400	10,300	-1.96%
<b>AVERAGE:</b>			59,300	57,700	56,700	57,300	64,200	58,000	51,200	-2.42%

**TABLE 21.D1A  
PARKLAND DRI  
TRAFFIC GROWTH RATE CALCULATIONS**

7/31/2008

ROADWAY	DIR	STATION	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	COMPOUND GROWTH
<b>SW 120 STREET</b>										
WEST OF SW 122 AVENUE	E/W	MD-9760	N/A	26,060	28,926	28,616	35,430	30,466	40,230	9.07%
WEST OF SW 137 AVENUE	E/W	MD-9762	N/A	20,326	21,216	25,466	26,840	27,133	28,150	6.73%
<b>AVERAGE:</b>			N/A	46,386	50,142	54,082	62,270	57,599	68,380	8.07%
<b>SW 152 STREET</b>										
WEST OF SW 137 AVENUE	E/W	MD-9854	N/A	43,073	47,993	46,360	54,770	50,220	42,096	-0.46%
WEST OF SW 127 AVENUE	E/W	MD-9852	N/A	50,773	42,963	53,660	30,610	49,726	49,726	-0.42%
WEST OF SW 117 AVENUE	E/W	MD-9850	N/A	61,963	65,936	65,516	67,860	66,516	66,516	1.43%
EAST OF SW 112 AVENUE	E/W	FDOT-0056	N/A	35,000	33,500	38,000	41,000	39,000	38,000	1.66%
WEST OF US-1	E/W	FDOT-1106	N/A	37,500	34,000	39,000	43,500	34,500	37,500	0.00%
<b>AVERAGE:</b>			N/A	228,309	224,392	242,536	237,740	239,962	233,838	0.48%
<b>SW 184 STREET</b>										
WEST OF SW 157 AVENUE	E/W	MD-9880	N/A	9,003	8,840	8,380	9,150	9,933	9,900	1.92%
WEST OF SW 147 AVENUE	E/W	MD-9879	N/A	9,413	8,893	9,936	12,890	11,613	10,973	3.11%
WEST OF SW 137 AVENUE	E/W	MD-9878	N/A	15,750	13,973	15,753	16,090	16,816	16,883	1.40%
WEST OF SW 117 AVENUE	E/W	MD-9876	N/A	29,630	28,693	24,896	37,680	29,510	31,176	1.02%
WEST OF US-1	E/W	MD-9874	N/A	28,906	29,266	23,916	26,390	27,003	27,266	-1.16%
<b>AVERAGE:</b>			N/A	92,702	89,665	82,881	102,200	94,875	96,198	0.74%
<b>SW 200 STREET/SW 186 STREET</b>										
EAST OF SW 177 AVENUE	E/W	FDOT-1117	5,400	5,500	5,700	7,000	8,600	7,900	7,300	5.15%
EAST OF SW 127 AVENUE	E/W	FDOT-1116	10,200	11,200	12,700	15,700	17,900	16,700	15,900	7.68%
WEST OF SW 117 AVENUE	E/W	FDOT-0054	28,500	28,500	25,500	28,500	25,500	29,000	28,500	0.00%
WEST OF US-1	E/W	FDOT-1114	18,900	17,700	18,900	18,300	23,500	20,200	18,100	-0.72%
<b>AVERAGE:</b>			63,000	62,900	62,800	69,500	75,500	73,800	69,800	1.72%
<b>KROME AVENUE</b>										
SOUTH OF SW 8 STREET	N/S	FDOT-0004	16,400	14,800	12,900	14,100	20,500	15,100	18,000	1.56%
NORTH OF SW 88 STREET	N/S	FDOT-2557	N/A	17,000	18,400	15,700	18,100	15,400	17,500	0.58%
SOUTH OF SW 88 STREET	N/S	FDOT-0682	11,500	14,500	14,500	15,500	18,100	15,100	16,400	6.09%
NORTH OF SW 232 STREET	N/S	FDOT-0361	15,100	14,600	16,800	16,600	19,600	15,100	18,300	3.26%
<b>AVERAGE:</b>			N/A	60,900	62,600	61,900	76,300	60,700	70,200	2.88%
<b>SW 157 AVENUE</b>										
NORTH OF SW 88 STREET	N/S	MD-9856	N/A	19,123	20,320	15,190	16,850	19,703	17,250	-2.04%
SOUTH OF SW 88 STREET	N/S	MD-9857	N/A	16,293	18,036	15,706	15,860	15,700	16,710	0.51%
<b>AVERAGE:</b>			N/A	35,416	38,356	30,896	32,710	35,403	33,960	-0.84%
<b>SW 147 AVENUE</b>										
SOUTH OF SW 40 STREET	N/S	MD-9826	N/A	23,150	26,896	27,576	25,860	25,860	25,803	2.19%
SOUTH OF SW 56 STREET	N/S	MD-9827	N/A	26,793	26,340	27,400	27,320	28,290	27,076	0.21%
SOUTH OF SW 72 STREET	N/S	MD-9828	N/A	22,116	22,136	22,906	23,850	23,850	25,620	2.99%
SOUTH OF SW 88 STREET	N/S	MD-9830	N/A	20,696	N/A	21,486	22,600	26,683	23,373	2.46%
SOUTH OF SW 104 STREET	N/S	MD-9832	N/A	17,020	18,920	19,003	19,450	18,610	19,460	2.72%
<b>AVERAGE:</b>			N/A	109,775	94,292	118,371	119,080	123,293	121,332	2.02%
<b>SW 137 AVENUE</b>										
SOUTH OF SW 8 STREET	N/S	MD-9800	N/A	25,896	24,783	26,383	27,620	28,006	28,823	2.99%
SOUTH OF SW 24 STREET	N/S	MD-9802	N/A	34,323	29,213	36,113	34,890	40,646	40,923	4.26%
SOUTH OF SW 40 STREET	N/S	MD-9804	N/A	23,896	25,943	35,113	35,230	38,576	40,210	4.62%
SOUTH OF SW 56 STREET	N/S	MD-9806	N/A	34,733	30,156	36,663	39,490	42,240	42,236	4.83%
SOUTH OF SW 72 STREET	N/S	MD-9808	N/A	31,553	40,656	31,446	32,770	33,090	32,253	0.85%
SOUTH OF KENDALL DRIVE	N/S	FDOT-2520	41,000	43,500	43,000	42,500	42,500	52,500	43,500	0.78%
SOUTH OF SW 104 STREET	N/S	FDOT-2519	44,000	36,500	42,500	41,000	41,000	41,000	41,500	0.40%
SOUTH OF SW 120 STREET	N/S	MD-9814	N/A	54,243	57,430	59,553	62,540	63,903	63,903	2.38%
SOUTH OF SW 136 STREET	N/S	MD-9816	N/A	52,390	51,846	62,463	59,870	63,046	57,290	-2.84%
SOUTH OF SW 152 STREET	N/S	MD-9818	N/A	29,740	30,783	41,496	48,790	48,790	44,513	2.37%
SOUTH OF SW 184 STREET	N/S	MD-9820	N/A	4,973	4,293	7,793	11,430	9,506	9,586	7.15%
<b>AVERAGE:</b>			N/A	371,747	380,603	420,523	436,130	461,303	444,737	1.88%

**TABLE 21.D1A  
PARKLAND DRI  
TRAFFIC GROWTH RATE CALCULATIONS**

7/31/2008

ROADWAY	DIR	STATION	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	COMPOUND GROWTH
<b>SW 127 AVENUE</b>										
NORTH OF SW 8 STREET	N/S	MD-9770	N/A	21,516	16,943	15,620	17,120	19,083	17,506	-4.04%
SOUTH OF SW 8 STREET	N/S	MD-9772	N/A	21,020	23,093	20,770	24,680	24,633	16,556	-4.66%
SOUTH OF SW 24 STREET	N/S	MD-9774	N/A	18,810	17,196	22,083	16,830	16,530	16,556	-2.52%
SOUTH OF SW 40 STREET	N/S	MD-9776	N/A	19,223	30,060	27,986	28,960	28,813	24,706	5.15%
SOUTH OF SW 56 STREET	N/S	MD-9778	N/A	23,266	28,786	23,550	25,960	25,716	24,406	0.96%
SOUTH OF SW 72 STREET	N/S	MD-9780	N/A	22,163	26,583	23,420	24,570	26,570	23,706	1.36%
<b>AVERAGE:</b>			N/A	125,998	142,661	133,429	138,120	141,345	123,436	<b>-0.41%</b>
<b>SW 117 AVENUE</b>										
NORTH OF SW 152 STREET	N/S	MD-9752	N/A	29,436	27,416	24,186	29,540	24,496	30,943	1.00%
SOUTH OF SW 152 STREET	N/S	MD-9754	N/A	21,446	21,576	23,596	22,560	23,893	23,150	1.54%
SOUTH OF SW 184 STREET	N/S	MD-9756	N/A	16,690	12,363	16,473	15,940	17,846	17,383	0.82%
SOUTH OF SW 200 STREET	N/S	MD-9758	N/A	16,743	24,320	21,166	9,340	20,876	17,793	1.22%
<b>AVERAGE:</b>			N/A	84,315	85,675	85,421	77,380	87,111	89,269	<b>1.15%</b>
<b>SW 107 AVENUE</b>										
SOUTH OF SW 93 STREET	N/S	FDOT-1092	23,000	23,000	26,500	26,000	27,500	26,000	25,000	1.40%
<b>AVERAGE:</b>			23,000	23,000	26,500	26,000	27,500	26,000	25,000	<b>1.40%</b>
<b>SW 87 AVENUE</b>										
NORTH OF SW 132 STREET	N/S	FDOT-1077	11,500	12,300	11,900	13,800	12,500	13,000	15,200	4.76%
<b>AVERAGE:</b>			11,500	12,300	11,900	13,800	12,500	13,000	15,200	<b>4.76%</b>
<b>US-1</b>										
SOUTH OF SW 88 STREET	N/S	FDOT-2532	60,500	57,500	55,500	53,500	68,500	53,500	53,000	-2.18%
SOUTH OF SR 826	N/S	FDOT-0110	91,500	83,500	89,000	94,000	95,000	89,000	89,000	-0.46%
SOUTH OF SW 104 STREET	N/S	FDOT-0014	69,500	66,500	73,000	68,000	67,000	75,500	74,500	1.16%
SOUTH OF SW 152 STREET	N/S	FDOT-0332	65,000	62,500	71,000	71,000	74,000	70,000	69,000	1.00%
NORTH OF SW 112 AVENUE	N/S	FDOT-0346	44,500	48,500	46,500	49,500	52,500	48,500	49,500	1.79%
<b>AVERAGE:</b>			331,000	318,500	335,000	336,000	357,000	336,500	335,000	<b>0.20%</b>
<b>SR 874</b>										
NORTH OF THE HEFT	N/S	FDOT-2274	70,000	72,500	70,500	74,000	74,000	71,000	77,000	1.60%
NORTH OF SW 104 STREET	N/S	FDOT-2276	112,000	107,000	111,500	118,000	111,000	111,000	102,500	-1.47%
NORTH OF SW 87 AVENUE	N/S	FDOT-2278	53,000	53,000	63,000	45,500	48,000	48,000	48,000	-1.64%
<b>AVERAGE:</b>			235,000	232,500	245,000	237,500	233,000	230,000	227,500	<b>-0.54%</b>
<b>AVERAGE ARTERIAL AND COLLECTOR GROWTH RATE FOR THE STUDY AREA:</b> <b>Full Rate:</b> <b>RATE USED WHEN INCORPORATING COMMITTED DEVELOPMENTS:</b> <b>Half Rate :</b> <b>SR 874 GROWTH RATE:</b> <b>Replaced Negative Rate:</b>										<b>1.26%</b> <b>0.63%</b> <b>0.50%</b>
<small>Note: All State count data was obtained from the 2006 Florida Traffic Information CD. All County count data was obtained from Miami-Dade County Public Works.</small>										

**TABLE 21.D1B  
PARKLAND DRI  
TRAFFIC GROWTH RATE CALCULATIONS - FLORIDA'S TURNPIKE**

7/31/2008

ROADWAY	DIR	COUNT STATION	AADT 2005	AADT 2006	AADT 2007	COMPOUND GROWTH
<b>HEFT</b>						
NORTH OF SW 8 STREET	N/S	FDOT-2250	172,100	177,100	178,000	4.77%
NORTH OF BIRD ROAD	N/S	FDOT-2270	136,000	142,000	144,700	5.57%
NORTH OF KENDALL DRIVE	N/S	FDOT-2252	112,600	119,600	122,600	4.24%
SOUTH OF KENDALL DRIVE	N/S	FDOT-2246	92,100	99,800	101,400	6.00%
NORTH OF SW 152 STREET	N/S	FDOT-2266	158,100	165,300	170,300	3.65%
NORTH OF SW 184 STREET	N/S	FDOT-2254	128,300	136,500	142,600	4.26%
NORTH OF SW 216 STREET	N/S	FDOT-2256	101,500	110,300	116,000	5.19%
<b>TOTAL FOR ALL STATIONS:</b>			<b>900,700</b>	<b>950,600</b>	<b>975,600</b>	<b>4.07%</b>
<b>HALF RATE WHEN INCORPORATING COMMITTED DEVELOPMENTS:</b>						<b>2.04%</b>

Note: All State Count data was obtained from the 2006 Florida Traffic Information CD.



### 3. **Committed Development Traffic**

Committed developments in the study area were identified and analyzed to complete the future conditions analysis. Research with the SFRPC and Miami-Dade County provided information on the location and magnitude of previously approved and unbuilt projects. Each project was evaluated to determine if the unbuilt but approved uses would generate at least 400 net external PM peak hour trips. Site visits confirmed development status in combination with a review of approved plans. The committed development materials collected are included in **Appendix 21-6**. The development status and PM peak hour trips remaining are provided in **Tables 21.D2A and 21.D2B** below. Trip generation for each committed development was obtained from the traffic study information provided (as applicable). Where traffic study information was unavailable, the trip generation was calculated using the rates and equations from ITE Trip Generation 7<sup>th</sup> Edition. The location of each committed development project is identified on **Map J-6**.

Project Name	Land Uses	% Built	PM Trips Remaining	Status
1. Kendall Commons – TND	Residential mixed use TND – 1256 du Office and Retail	0%	728	To be Included Under Construction
2. Kendall Town Center DRI	Retail, Entertainment, Hospital, Office	0%	3,549	To be Included
3. The Hammocks DRI	Residential, Retail, Industrial	100%	0	Built
4. Kendall Village	Mixed Use Retail and Residential	95%	0	Built
5. Kendall Town & Country DRI	Retail and Office	100%	0	Built
6. Kendale Lakes	Residential	100%	0	Built
7. Metro Zoo DRI	Attraction and Recreation	51%	470	To be Included
8. UM TND at Metrozoo	Mixed Use Residential, Retail, Office	0%	903	To be Included
9. London Square	Retail, Restaurant and Office	0%	1,877	To be Included
10. Century Gardens	Residential – 184 du SF, 324 du TH	0%	344	Under 400 PM Trips Part of Background Growth
11. Providence DRI Withdrawn in January 2007	Mixed Use TND - Residential, Retail, Office, Educational Facilities	0%	4,547	Removed from the Analysis. DRI and CDMP Amendment withdrawn by the Applicant in January 2007.
12. Garoe Holding, LLC	Residential – 114 du SF	0%	121	Under 400 PM Trips Part of Background Growth
13. Corsica Square	Retail	0%	329	Built - Under 400 PM Trips Part of Background Growth
14. Luxor Estates	Residential – 163 du MF	0%	90	Under 400 PM Trips Part of Background Growth
15. South Dade Commercial	Retail, Restaurant and Office	0%	389	Under 400 PM Trips Part of Background Growth

The approved distribution for the Kendall Town Center DRI has been used to assign committed development trips to the study area roadway network. The approved NOPC for Metrozoo has been used to assign the unbuilt trips to the roadway network. The traffic study for the UM TND land use approval has been used to assign trips to the roadway network. The traffic study for the London Square site plan approval has been used to assign trips to the roadway network. Providence DRI is no longer included in the analysis since the Applicant withdrew the DRI and CDMP Amendment Applications in January 2007. The committed development project distributions are documented in **Table 21.D3**.

**TABLE 21.D2B  
PARKLAND DRI  
UNBUILT COMMITTED DEVELOPMENT TRIP GENERATION**

**KENDALL COMMONS TND**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Multi-Family	1,256	DU	230	$T = 0.52 (X)$	653	67%	438	33%	215
Retail	22,400	SF	814	$T = 2.40 (X) + 21.48$	75	44%	33	56%	42
Office	44,100	SF	710	$T = 1.12 (X) + 78.81$	128	17%	22	83%	106
<b>GROSS TRIPS</b>					<b>857</b>	<b>58%</b>	<b>493</b>	<b>42%</b>	<b>364</b>
INTERNALIZATION			15.00%		128	17%	22	83%	106
<b>NET EXTERNAL TRIPS</b>					<b>728</b>	<b>65%</b>	<b>471</b>	<b>35%</b>	<b>258</b>

**KENDALL TOWN CENTER DRI**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Office, Retail, Theatre, Hotel, Hospital, Recreation			Previously Approved DRI		<b>3,549</b>	39%	1,374	61%	2,175

**METROZOO DRI**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Unbuilt Attraction Uses			2007 CDMP Amendment		<b>470</b>	63%	270	37%	200

**UM TND AT METROZOO**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Residential, Retail, Office, School			2004 CDMP Amendment - Reduced Internalization from 45% to 30%		<b>903</b>	53%	479	47%	424

**LONDON SQUARE**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Office, Retail, Restaurant			2006 Zoning Approval		<b>1,877</b>	49%	914	51%	963

**CENTURY GARDENS**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family	184	DU	210	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	186	63%	117	37%	69
Condo/Townhomes	324	DU	230	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$	158	67%	106	33%	52
<b>GROSS TRIPS</b>	Less than 400 PM Trips - included in Background Growth				<b>344</b>	<b>65%</b>	<b>223</b>	<b>35%</b>	<b>121</b>

**GAROE HOLDING, LLC**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family	114	DU	210	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	121	63%	76	37%	45
<b>GROSS TRIPS</b>	Less than 400 PM Trips - included in Background Growth				<b>121</b>	<b>63%</b>	<b>76</b>	<b>37%</b>	<b>45</b>

**SOUTH DADE COMMERCIAL PARK**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Retail	76,500	SF	820	$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$	525	48%	252	52%	273
Office	92,000	SF	710	$T = 1.12 (X) + 78.81$	182	17%	31	83%	151
<b>GROSS TRIPS</b>					<b>707</b>	<b>40%</b>	<b>283</b>	<b>60%</b>	<b>424</b>
INTERNALIZATION			20.00%	Between Retail and Office	141	40%	57	60%	84
PASS BY FOR EXTERNAL RETAIL TRIPS			42.00%	$\text{Ln}(TP) = -0.291 \text{Ln}(X) + 5.001$	176	48%	85	52%	91
<b>NET EXTERNAL TRIPS</b>	Less than 400 PM Trips - included in Background Growth				<b>389</b>	<b>36%</b>	<b>141</b>	<b>64%</b>	<b>249</b>

**CORSICA SQUARE**

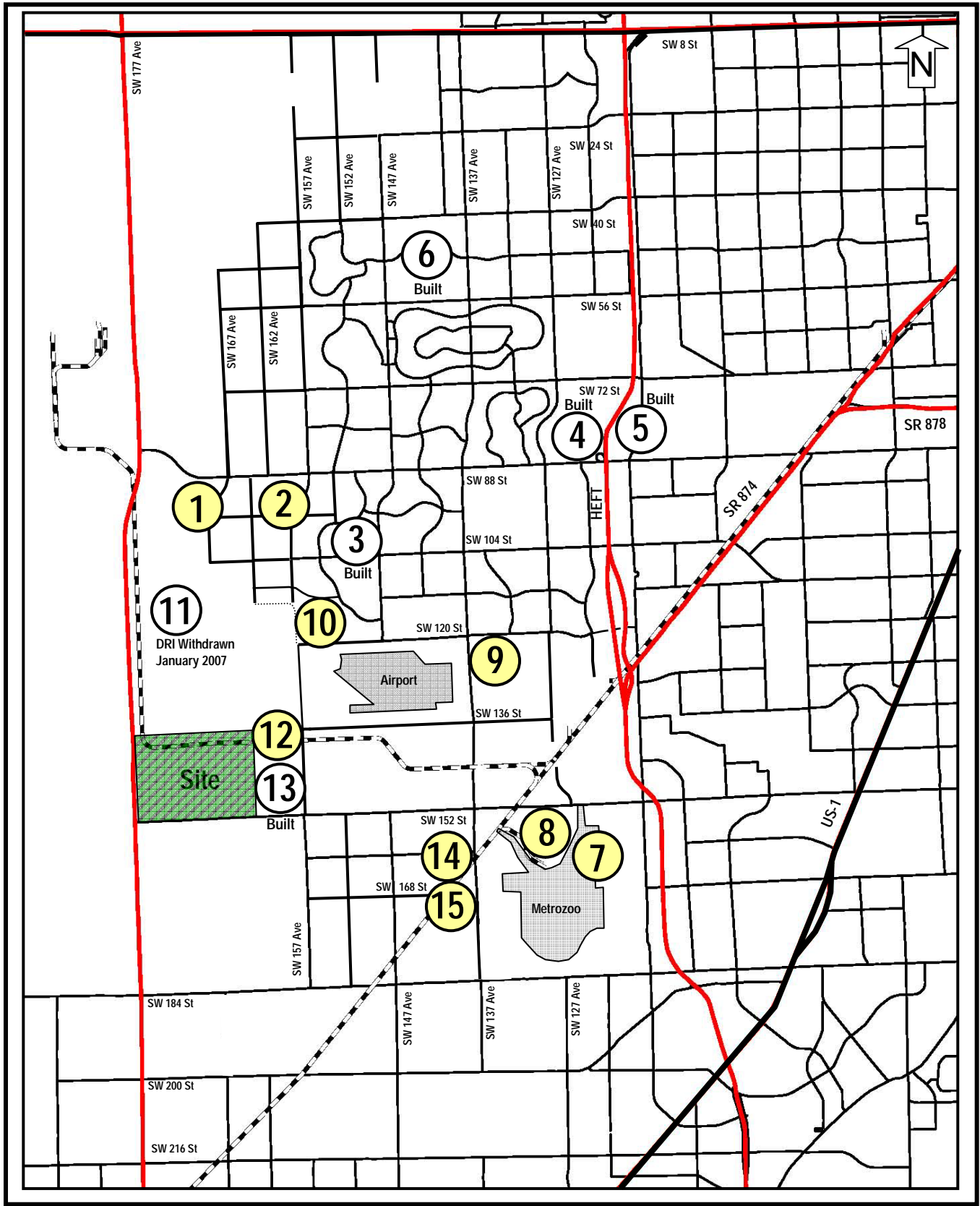
WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Retail	84,079	SF	820	$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$	558	48%	268	52%	290
<b>GROSS TRIPS</b>					<b>558</b>	<b>48%</b>	<b>268</b>	<b>52%</b>	<b>290</b>
PASS BY FOR RETAIL TRIPS			41.00%	$\text{Ln}(TP) = -0.291 \text{Ln}(X) + 5.001$	229	48%	110	52%	119
<b>NET EXTERNAL TRIPS</b>	Less than 400 PM Trips - included in Background Growth				<b>329</b>	<b>48%</b>	<b>158</b>	<b>52%</b>	<b>171</b>

**LUXOR ESTATES**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Condo/Townhomes	163	DU	230	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$	90	67%	60	33%	30
<b>GROSS TRIPS</b>	Less than 400 PM Trips - included in Background Growth				<b>90</b>	<b>67%</b>	<b>60</b>	<b>33%</b>	<b>30</b>

**BEACON LAKES DRI AND CDMP AMENDMENT**

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Warehouse, Office, Retail			Unbuilt DRI (3007 trips) plus Amendment (418 trips)		<b>3,425</b>	32%	1,374	68%	2,051



Legend

① Unbuilt Project



Site Location

- |                               |                                     |                              |
|-------------------------------|-------------------------------------|------------------------------|
| 1. Kendall Commons TND        | 7. Metrozoo DRI                     | 13. Corsica Square           |
| 2. Kendall Town Center DRI    | 8. UM TND at Metrozoo               | 14. Luxor Estates            |
| 3. The Hammocks DRI           | 9. London Square                    | 15. S. Dade Commercial Park  |
| 4. Kendall Village            | 10. Century Gardens                 | 16. Beacon Lakes (not shown) |
| 5. Kendall Town & Country DRI | 11. Providence DRI – withdrawn 1/07 |                              |
| 6. Kendale Lakes              | 12. Garoe Holding, LLC              |                              |

Map J-6 (R)  
Committed Developments  
Parkland  
July 2008

TABLE 21.D3  
PARKLAND DRI  
UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

ROADWAY SEGMENTS	YEAR 2018 LANES	Kendall Commons TND		Kendall Town Center DRI		UM TND at Metrozoo		Miami Metrozoo NOPC and CDMP Amendment				London Square		Beacon Lakes DRI		TOTAL COMMITTED TRAFFIC
		Distribution Percent	PM Trips 728	Distribution Percent	PM Trips 3549	Distribution Percent	PM Trips 903	Project Distribution Percent	Amendment TAZ 1207 PM Trips 220	Project Distribution Percent	Amendment TAZ 1209 PM Trips 250	Distribution Percent	PM Trips 1877	Distribution Percent	Unbuilt PM Trips 3425	
<b>SW 8 Street</b>																
SW 177 Avenue to SW 157 Avenue	4LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	3.00%	103	202
SW 157 Avenue to SW 152 Avenue	4LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	4.00%	137	236
SW 152 Avenue to SW 147 Avenue	4LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	7.00%	240	339
SW 147 Avenue to SW 142 Avenue	6LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	8.00%	274	373
SW 142 Avenue to SW 137 Avenue	6LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	11.00%	377	476
SW 137 Avenue to SW 127 Avenue	6LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.60%	21	120
SW 127 Avenue to SW 122 Avenue	6LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	3.50%	120	219
SW 122 Avenue to HEFT	8LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	3.50%	120	219
HEFT to SW 117 Avenue	6LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	1.20%	41	140
SW 117 Avenue to SW 107 Avenue	6LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	1.20%	41	140
SW 107 Avenue to SW 97 Avenue	8LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.50%	17	116
SW 97 Avenue to SW 87 Avenue	8LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.60%	21	120
SW 87 Avenue to SR 826	6LD	2.00%	15	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.30%	10	110
<b>SW 24/26 Street</b>																
SW 147 Avenue to SW 137 Avenue	4LD	1.00%	7	1.00%	35	0.00%	0	0.00%	0	0.00%	0	0.00%	0	4.60%	158	200
SW 137 Avenue to SW 127 Avenue	4LD	1.00%	7	1.00%	35	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.10%	38	80
SW 127 Avenue to SW 117 Avenue	4LD	1.00%	7	1.00%	35	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1.40%	48	91
SW 117 Avenue to SW 107 Avenue	4LD	1.00%	7	1.00%	35	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.20%	7	50
SW 107 Avenue to SW 92 Avenue	4LD	1.00%	7	1.00%	35	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.60%	21	63
SW 92 Avenue to SW 87 Avenue	6LD	1.00%	7	1.00%	35	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.20%	7	50
SW 87 Avenue to SR 826	6LD	1.00%	7	1.00%	35	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.10%	3	46
<b>SW 40/42 Street</b>																
SW 147 Avenue to SW 137 Avenue	4LD	1.00%	7	2.40%	85	0.00%	0	0.00%	0	0.00%	0	0.00%	0	3.00%	103	195
SW 137 Avenue to SW 127 Avenue	4LD	1.00%	7	2.20%	78	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.03%	1	86
SW 127 Avenue to HEFT	4LD	1.00%	7	2.20%	78	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.50%	86	171
HEFT to SW 107 Avenue	6LD	1.00%	7	2.50%	89	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.20%	7	103
SW 107 Avenue to SW 97 Avenue	6LD	1.00%	7	2.20%	78	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.10%	3	89
SW 97 Avenue to SW 87 Avenue	6LD	1.00%	7	2.00%	71	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.20%	7	85
SW 87 Avenue to SR 826	6LD	1.00%	7	1.50%	53	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.10%	3	64
<b>SW 56 Street</b>																
SW 147 Avenue to SW 137 Avenue	4LD	1.00%	7	2.10%	75	1.00%	9	1.00%	2	1.00%	3	0.00%	0	1.10%	38	133
SW 137 Avenue to SW 127 Avenue	4LD	1.00%	7	2.70%	96	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.30%	10	127
SW 127 Avenue to SW 117 Avenue	4LD	1.00%	7	2.60%	92	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.90%	31	144
SW 117 Avenue to SW 107 Avenue	4LD	1.00%	7	2.40%	85	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.40%	14	120
SW 107 Avenue to SW 97 Avenue	4LD	1.00%	7	2.20%	78	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.10%	3	103
SW 97 Avenue to SW 87 Avenue	4LD	1.00%	7	2.00%	71	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.10%	3	95
SW 87 Avenue to SR 826	4LD	1.00%	7	1.80%	64	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.10%	3	88

TABLE 21.D3  
PARKLAND DRI  
UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

ROADWAY SEGMENTS	YEAR 2018 LANES	Kendall Commons TND		Kendall Town Center DRI		UM TND at Metrozoo		Miami Metrozoo NOPC and CDMP Amendment				London Square		Beacon Lakes DRI		TOTAL COMMITTED TRAFFIC
		Distribution Percent	PM Trips 728	Distribution Percent	PM Trips 3549	Distribution Percent	Amendment PM Trips 903	Project Distribution Percent	Amendment TAZ 1207 PM Trips 220	Project Distribution Percent	Amendment TAZ 1209 PM Trips 250	Distribution Percent	PM Trips 1877	Distribution Percent	Unbuilt PM Trips 3425	
<b>SW 72 Street</b>																
SW 162 Avenue to SW 157 Avenue	4LD	1.00%	7	14.30%	508	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.50%	17	546
SW 157 Avenue to SW 147 Avenue	4LD	2.00%	15	22.70%	806	2.00%	18	2.00%	4	2.00%	5	0.00%	0	0.20%	7	854
SW 147 Avenue to SW 137 Avenue	4LD	2.00%	15	9.80%	348	2.00%	18	2.00%	4	2.00%	5	0.00%	0	0.40%	14	404
SW 137 Avenue to SW 127 Avenue	4LD	2.00%	15	5.30%	188	2.00%	18	2.00%	4	2.00%	5	0.00%	0	0.30%	10	240
SW 127 Avenue to SW 117 Avenue	4LD	1.00%	7	3.20%	114	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.10%	3	138
SW 117 Avenue to SW 107 Avenue	4LD	1.00%	7	2.20%	78	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.10%	3	103
SW 107 Avenue to SW 97 Avenue	4LD	1.00%	7	1.20%	43	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.10%	3	67
SW 97 Avenue to SW 87 Avenue	4LD	1.00%	7	0.50%	18	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.10%	3	42
SW 87 Avenue to SR 826	4LD	1.00%	7	0.25%	9	1.00%	9	1.00%	2	1.00%	3	0.00%	0	0.10%	3	33
<b>SW 88 Street</b>																
SW 177 Avenue to SW 167 Avenue	4LD	10.00%	73	7.00%	248	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.50%	17	343
SW 167 Avenue to SW 157 Avenue	6LD	40.00%	291	40.00%	1,420	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.60%	21	1736
SW 157 Avenue to SW 147 Avenue	6LD	30.00%	218	30.00%	1,065	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.70%	24	1312
SW 147 Avenue to SW 137 Avenue	6LD	15.00%	109	20.00%	710	0.00%	0	2.00%	4	2.00%	5	0.00%	0	0.80%	27	856
SW 137 Avenue to SW 127 Avenue	6LD	10.00%	73	15.00%	532	0.50%	5	2.00%	4	2.00%	5	0.50%	9	0.20%	7	635
SW 127 Avenue to SR 821/HEFT	8LD	8.00%	58	10.00%	355	0.50%	5	2.00%	4	2.00%	5	0.50%	9	0.90%	31	467
SR 821/HEFT to SW 117 Avenue	6LD	6.00%	44	5.00%	177	0.50%	5	2.00%	4	2.00%	5	0.50%	9	0.30%	10	255
SW 117 Avenue to SW 107 Avenue	6LD	5.00%	36	4.00%	142	0.50%	5	1.00%	2	2.00%	5	0.50%	9	0.30%	10	210
SW 107 Avenue to SR 874	6LD	4.00%	29	3.00%	106	0.50%	5	1.00%	2	2.00%	5	0.50%	9	0.20%	7	164
SR 874 to SW 87 Avenue	6LD	3.00%	22	2.00%	71	0.50%	5	1.00%	2	2.00%	5	0.50%	9	0.10%	3	117
SW 87 Avenue to SR 826	6LD	2.00%	15	1.00%	35	0.50%	5	1.00%	2	2.00%	5	0.50%	9	0.10%	3	75
<b>SW 104 Street</b>																
SW 167 Avenue to SW 157 Avenue	4LD	6.00%	44	12.00%	426	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	474
SW 157 Avenue to SW 147 Avenue	4LD	5.00%	36	14.00%	497	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	538
SW 147 Avenue to SW 137 Avenue	4LD	5.00%	36	12.00%	426	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	467
SW 137 Avenue to SW 127 Avenue	6LD	4.00%	29	10.00%	355	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	389
SW 127 Avenue to SW 117 Avenue	6LD	4.00%	29	8.00%	284	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	318
SW 117 Avenue to SW 107 Avenue	6LD	3.00%	22	6.00%	213	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	239
SW 107 Avenue to SR 874	6LD	3.00%	22	5.00%	177	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	204
<b>SW 120 Street</b>																
SW 157 Avenue to SW 147 Avenue	4LD	2.00%	15	7.00%	248	2.00%	18	2.00%	4	2.00%	5	5.20%	98	0.00%	0	388
SW 147 Avenue to SW 137 Avenue	4LD	2.00%	15	6.00%	213	2.00%	18	2.00%	4	2.00%	5	10.20%	191	0.00%	0	446
SW 137 Avenue to SW 127 Avenue	6LD	2.00%	15	5.00%	177	2.00%	18	2.00%	4	2.00%	5	23.90%	449	0.00%	0	668
SW 127 Avenue to SW 122 Avenue	6LD	2.00%	15	4.00%	142	1.00%	9	2.00%	4	2.00%	5	18.90%	355	0.00%	0	530
SW 122 Avenue to SR 821/HEFT	6LD	2.00%	15	4.00%	142	1.00%	9	2.00%	4	2.00%	5	14.90%	280	0.00%	0	455
SR 821/HEFT to SW 117 Avenue	6LD	2.00%	15	0.50%	18	1.00%	9	1.00%	2	1.00%	3	6.00%	113	0.00%	0	159
<b>SW 136 Street</b>																
SW 157 Avenue to SW 147 Avenue	4LD	2.00%	15	1.00%	35	3.00%	27	1.00%	2	1.00%	3	2.00%	38	0.00%	0	119
SW 147 Avenue to SW 137 Avenue	4LD	2.00%	15	1.00%	35	3.00%	27	1.00%	2	1.00%	3	2.00%	38	0.00%	0	119
SW 137 Avenue to SW 127 Avenue	4LD	2.00%	15	1.00%	35	3.00%	27	1.00%	2	1.00%	3	2.00%	38	0.00%	0	119

TABLE 21.D3  
PARKLAND DRI  
UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

ROADWAY SEGMENTS	YEAR 2018 LANES	Kendall Commons TND		Kendall Town Center DRI		UM TND at Metrozoo		Miami Metrozoo NOPC and CDMP Amendment				London Square		Beacon Lakes DRI		TOTAL COMMITTED TRAFFIC
		Distribution Percent	PM Trips 728	Distribution Percent	PM Trips 3549	Distribution Percent	PM Trips 903	Project Distribution Percent	Amendment TAZ 1207 PM Trips 220	Project Distribution Percent	Amendment TAZ 1209 PM Trips 250	Distribution Percent	PM Trips 1877	Distribution Percent	Unbuilt PM Trips 3425	
<b>SW 152 Street</b>																
SW 162 Avenue to SW 157 Avenue	2LU	0.00%	0	0.00%	0	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	33
SW 157 Avenue to SW 147 Avenue	2LU	1.00%	7	1.00%	35	2.00%	18	11.87%	26	7.72%	19	1.00%	19	0.00%	0	125
SW 147 Avenue to SW 137 Avenue	4LD	1.00%	7	1.00%	35	5.00%	45	13.87%	31	9.72%	24	1.00%	19	0.00%	0	162
SW 137 Avenue to SW 124 Avenue	6LD	1.00%	7	1.00%	35	40.00%	361	52.03%	114	42.95%	107	1.00%	19	0.00%	0	645
SW 124 Avenue to SW 117 Avenue	6LD	1.00%	7	1.00%	35	55.00%	497	47.97%	106	57.05%	143	1.00%	19	0.00%	0	806
SW 117 Avenue to SR 821/HEFT	6LD	1.00%	7	1.00%	35	45.00%	406	43.97%	97	43.05%	108	1.00%	19	0.00%	0	672
SR 821/HEFT to SW 112 Avenue	4LD	1.00%	7	1.00%	35	25.00%	226	10.78%	24	11.88%	30	1.00%	19	0.00%	0	341
SW 112 Avenue to US-1	4LD	1.00%	7	1.00%	35	20.00%	181	9.78%	22	11.88%	30	1.00%	19	0.00%	0	293
<b>SW 168 Street</b>																
SW 117 Avenue to US-1	2LU	0.00%	0	0.00%	0	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	33
US-1 to SW 87 Avenue	2LU	0.00%	0	0.00%	0	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	33
<b>SW 184 Street</b>																
SW 177 Avenue to SW 167 Avenue	2LU	0.00%	0	0.00%	0	1.00%	9	3.00%	7	3.00%	8	0.00%	0	0.00%	0	23
SW 167 Avenue to SW 157 Avenue	2LU	0.00%	0	0.00%	0	1.00%	9	3.00%	7	3.00%	8	0.00%	0	0.00%	0	23
SW 157 Avenue to SW 147 Avenue	2LU	0.00%	0	0.00%	0	1.00%	9	3.00%	7	3.00%	8	1.00%	19	0.00%	0	42
SW 147 Avenue to SW 137 Avenue	4LD	0.00%	0	0.00%	0	1.00%	9	5.00%	11	5.00%	13	2.00%	38	0.00%	0	70
SW 137 Avenue to SW 127 Avenue	4LD	0.00%	0	0.00%	0	1.00%	9	5.00%	11	5.00%	13	3.00%	56	0.00%	0	89
SW 127 Avenue to SW 117 Avenue	4LD	0.00%	0	0.00%	0	1.00%	9	3.00%	7	3.00%	8	2.00%	38	0.00%	0	61
SW 117 Avenue to SR 821/HEFT	4LD	0.00%	0	0.00%	0	5.00%	45	3.00%	7	3.00%	8	1.00%	19	0.00%	0	78
SR 821/HEFT to SW 107 Avenue	4LD	0.00%	0	0.00%	0	2.00%	18	3.00%	7	3.00%	8	1.00%	19	0.00%	0	51
SW 107 Avenue to US-1	4LD	0.00%	0	0.00%	0	2.00%	18	2.00%	4	2.00%	5	1.00%	19	0.00%	0	46
<b>SW 200 Street/Quail Roost Dr</b>																
SW 177 Avenue to SW 167 Avenue	2LU	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75
SW 167 Avenue to SW 157 Avenue	2LU	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75
SW 157 Avenue to SW 147 Avenue	2LU	1.00%	7	1.00%	35	1.00%	9	2.00%	4	1.00%	3	1.00%	19	0.00%	0	77
SW 147 Avenue to SW 137 Avenue	2LU	1.00%	7	1.00%	35	1.00%	9	3.00%	7	1.00%	3	1.00%	19	0.00%	0	80
SW 137 Avenue to SW 127 Avenue	2LU	1.00%	7	1.00%	35	1.00%	9	3.00%	7	1.00%	3	1.00%	19	0.00%	0	80
SW 127 Avenue to SW 117 Avenue	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75
SW 117 Avenue to SR 821/HEFT	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75
<b>SW 216 Street</b>																
SW 177 Avenue to SW 167 Avenue	2LU	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75
SW 167 Avenue to SW 157 Avenue	2LU	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75
SW 157 Avenue to SW 147 Avenue	2LU	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75
SW 147 Avenue to SW 137 Avenue	2LU	1.00%	7	1.00%	35	1.00%	9	2.00%	4	1.00%	3	1.00%	19	0.00%	0	77
SW 137 Avenue to SW 127 Avenue	2LU	1.00%	7	1.00%	35	1.00%	9	2.00%	4	1.00%	3	1.00%	19	0.00%	0	77
SW 127 Avenue to US-1	2LU	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75
US-1 to SW 112 Avenue	2LU	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75
SW 112 Avenue to SR 821/HEFT	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75

TABLE 21.D3  
PARKLAND DRI  
UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

ROADWAY SEGMENTS	YEAR 2018 LANES	Kendall Commons TND		Kendall Town Center DRI		UM TND at Metrozoo		Miami Metrozoo NOPC and CDMP Amendment				London Square		Beacon Lakes DRI		TOTAL COMMITTED TRAFFIC
		Distribution Percent	PM Trips 728	Distribution Percent	PM Trips 3549	Distribution Percent	Amendment PM Trips 903	Project Distribution Percent	Amendment TAZ 1207 PM Trips 220	Project Distribution Percent	Amendment TAZ 1209 PM Trips 250	Distribution Percent	PM Trips 1877	Distribution Percent	Unbuilt PM Trips 3425	
<b>SW 177 Avenue</b>																
US 27 to NW 2 Street	4LD	2.90%	21	2.90%	103	0.00%	0	1.00%	2	1.00%	3	0.00%	0	1.50%	51	180
NW 2 Street to SW 8 Street	4LD	2.90%	21	2.90%	103	0.00%	0	1.00%	2	1.00%	3	0.00%	0	1.50%	51	180
SW 8 Street to SW 10 Street	4LD	2.90%	21	2.90%	103	0.00%	0	1.00%	2	1.00%	3	0.00%	0	1.50%	51	180
SW 10 Street to SW 88 Street	4LD	2.90%	21	2.90%	103	0.00%	0	1.00%	2	1.00%	3	0.00%	0	1.50%	51	180
SW 88 Street to SW 136 Street	2LU	2.90%	21	2.90%	103	0.00%	0	1.00%	2	1.00%	3	0.00%	0	1.50%	51	180
SW 136 Street to SW 144 Street	2LU	2.90%	21	2.90%	103	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.50%	17	146
SW 144 Street to SW 152 Street	2LU	2.90%	21	2.90%	103	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.50%	17	146
SW 152 Street to SW 184 Street	2LU	2.90%	21	2.90%	103	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.50%	17	146
SW 184 Street to SW 200 Street	2LU	2.90%	21	2.90%	103	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.25%	9	137
SW 200 Street to SW 216 Street	2LU	2.90%	21	2.90%	103	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.25%	9	137
SW 216 Street to SW 232 Street	2LU	1.00%	7	1.00%	35	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.25%	9	56
SW 232 Street to SW 248 Street	2LU	1.00%	7	1.00%	35	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.25%	9	56
SW 248 Street to SW 264 Street	2LU	1.00%	7	1.00%	35	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.25%	9	56
<b>SW 167 Avenue</b>																
SW 72 Street to SW 88 Street	2LU	10.00%	73	5.00%	177	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	255
SW 88 Street to SW 96 Street	4LD	60.00%	437	5.00%	177	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	619
SW 96 Street to SW 104 Street	2LU	15.00%	109	5.00%	177	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	291
<b>SW 157 Avenue</b>																
SW 72 Street to SW 88 Street	4LD	5.00%	36	9.10%	323	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.50%	17	381
SW 88 Street to SW 96 Street	4LD	4.00%	29	13.80%	490	0.00%	0	2.00%	4	3.00%	8	0.00%	0	0.50%	17	548
SW 96 Street to SW 104 Street	4LD	3.00%	22	19.90%	706	0.00%	0	2.87%	6	3.00%	8	1.00%	19	0.50%	17	778
SW 104 Street to SW 112 Street	4LD	2.00%	15	8.00%	284	0.00%	0	3.87%	9	6.72%	17	1.00%	19	0.25%	9	351
SW 112 Street to SW 120 Street	4LD	1.00%	7	6.00%	213	0.00%	0	5.87%	13	6.72%	17	1.00%	19	0.25%	9	277
SW 120 Street to SW 136 Street	4LD	1.00%	7	4.00%	142	0.00%	0	7.87%	17	4.72%	12	1.00%	19	0.25%	9	206
SW 136 Street to SW 152 Street	4LD	1.00%	7	2.00%	71	0.00%	0	8.87%	20	4.72%	12	1.00%	19	0.00%	0	128
SW 152 Street to SW 184 Street	4LD	1.00%	7	1.00%	35	0.00%	0	2.00%	4	2.00%	5	0.00%	0	0.00%	0	52
SW 184 Street to SW 200 Street	2LU	0.00%	0	0.00%	0	0.00%	0	1.00%	2	1.00%	3	0.00%	0	0.00%	0	5
<b>SW 152 Avenue</b>																
SW 56 Street to SW 72 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.50%	17	92
SW 72 Street to SW 88 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.50%	17	92
SW 88 Street to SW 96 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.50%	17	92
SW 96 Street to Hammocks Blvd	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.50%	17	92
<b>HAMMOCKS BLVD</b>																
SW 88 Street to SW 152 Avenue	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.25%	9	84
SW 152 Avenue to SW 104 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.25%	9	84
SW 104 Street to SW 112 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.25%	9	84
SW 112 Street to SW 147 Avenue	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.25%	9	84

TABLE 21.D3  
PARKLAND DRI  
UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

ROADWAY SEGMENTS	YEAR 2018 LANES	Kendall Commons TND		Kendall Town Center DRI		UM TND at Metrozoo		Miami Metrozoo NOPC and CDMP Amendment				London Square		Beacon Lakes DRI		TOTAL COMMITTED TRAFFIC
		Distribution Percent	PM Trips 728	Distribution Percent	PM Trips 3549	Distribution Percent	PM Trips 903	Project Distribution Percent	Amendment TAZ 1207 PM Trips 220	Project Distribution Percent	Amendment TAZ 1209 PM Trips 250	Distribution Percent	PM Trips 1877	Distribution Percent	Unbuilt PM Trips 3425	
<b>SW 147 Avenue</b>																
SW 72 Street to SW 88 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	1.10%	38	113
SW 88 Street to SW 104 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	1.00%	34	110
SW 104 Street to SW 120 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.50%	17	92
SW 152 Street to SW 184 Street	2LU	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75
SW 184 Street to SW 200 Street	2LU	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75
<b>NW/SW 137 Avenue</b>																
SR 836 to SW 8 Street	6LD	0.50%	4	0.50%	18	0.00%	0	0.00%	0	0.00%	0	0.50%	9	25.30%	867	897
SW 8 Street to SW 24 Street	4LD	0.50%	4	0.50%	18	0.00%	0	0.00%	0	0.00%	0	1.00%	19	13.80%	473	513
SW 24 Street to SW 40 Street	6LD	1.00%	7	0.75%	27	0.00%	0	1.00%	2	1.00%	3	2.00%	38	7.50%	257	333
SW 40 Street to SW 56 Street	6LD	1.50%	11	4.30%	153	0.00%	0	2.00%	4	1.76%	4	3.00%	56	5.80%	199	427
SW 56 Street to SW 72 Street	4LD	2.00%	15	7.10%	252	0.50%	5	3.09%	7	2.76%	7	7.00%	131	3.90%	134	550
SW 72 Street to SW 88 Street	6LD	2.50%	18	3.90%	138	1.00%	9	7.09%	16	6.76%	17	9.00%	169	2.30%	79	446
SW 88 Street to SW 96 Street	6LD	2.50%	18	0.80%	28	2.00%	18	9.09%	20	8.76%	22	14.40%	270	1.20%	41	418
SW 96 Street to SW 104 Street	6LD	2.00%	15	3.60%	128	2.00%	18	9.09%	20	8.76%	22	16.40%	308	0.20%	7	517
SW 104 Street to SW 112 Street	6LD	1.50%	11	5.10%	181	4.00%	36	11.09%	24	10.76%	27	18.40%	345	0.00%	0	625
SW 112 Street to SW 120 Street	6LD	1.00%	7	4.80%	170	4.00%	36	12.09%	27	12.76%	32	18.40%	345	0.00%	0	618
SW 120 Street to SW 136 Street	6LD	1.00%	7	4.50%	160	6.00%	54	14.09%	31	14.76%	37	16.30%	306	0.00%	0	595
SW 136 Street to SW 152 Street	6LD	1.00%	7	4.30%	153	10.00%	90	16.09%	35	16.76%	42	16.30%	306	0.00%	0	633
SW 152 Street to SW 184 Street	6LD	0.00%	0	0.00%	0	20.00%	181	22.07%	49	16.47%	41	10.30%	193	0.00%	0	464
SW 184 Street to SW 200 Street	2LU	0.00%	0	0.00%	0	8.00%	72	12.07%	27	6.47%	16	5.30%	99	0.00%	0	214
<b>SW 127 Avenue</b>																
SW 8 Street to SW 24 Street	4LD	1.00%	7	1.00%	35	1.00%	9	0.00%	0	0.00%	0	1.00%	19	16.20%	555	625
SW 24 Street to SW 40 Street	2LU	1.00%	7	1.00%	35	1.00%	9	0.00%	0	0.00%	0	2.00%	38	10.65%	365	454
SW 40 Street to SW 56 Street	4LD	1.00%	7	1.00%	35	1.00%	9	0.00%	0	0.00%	0	4.00%	75	5.85%	200	327
SW 56 Street to SW 72 Street	4LD	1.00%	7	1.00%	35	1.00%	9	0.00%	0	0.00%	0	6.00%	113	2.75%	94	259
SW 72 Street to SW 88 Street	4LD	1.00%	7	1.00%	35	1.00%	9	0.00%	0	0.00%	0	8.00%	150	2.25%	77	279
SW 88 Street to SW 104 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	10.00%	188	1.12%	38	283
SW 104 Street to SW 120 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	10.00%	188	1.00%	34	278
SW 120 Street to SW 122 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	10.00%	188	0.00%	0	244
SW 122 Street to SW 136 Street	2LU	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	10.00%	188	0.00%	0	244
SW 136 Street to SW 144 Street	2LU	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0
SW 144 Street to SW 152 Street	4LD	0.00%	0	0.00%	0	5.00%	45	5.00%	11	5.00%	13	0.00%	0	0.00%	0	69
<b>SW 117 Avenue</b>																
SW 8 Street to SW 24 Street	2LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	1.00%	19	1.00%	34	81
SW 24 Street to SW 40 Street	2LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	1.00%	19	1.00%	34	81
SW 40 Street to SW 56 Street	4LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	1.00%	19	1.00%	34	81
SW 56 Street to SW 72 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	1.00%	34	110
SW 72 Street to SW 88 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	1.00%	34	110
SW 88 Street to SW 104 Street	4LD	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75



TABLE 21.D3  
PARKLAND DRI  
UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

ROADWAY SEGMENTS	YEAR 2018 LANES	Kendall Commons TND		Kendall Town Center DRI		UM TND at Metrozoo		Miami Metrozoo NOPC and CDMP Amendment				London Square		Beacon Lakes DRI		TOTAL COMMITTED TRAFFIC
		Distribution Percent	PM Trips 728	Distribution Percent	PM Trips 3549	Distribution Percent	PM Trips 903	Project Distribution	Amendment TAZ 1207 PM Trips 220	Project Distribution	Amendment TAZ 1209 PM Trips 250	Distribution Percent	PM Trips 1877	Distribution Percent	Unbuilt PM Trips 3425	
SW 104 Street to SW 120 Street	4LD	1.00%	7	1.00%	35	1.00%	9	2.00%	4	2.00%	5	1.00%	19	0.00%	0	80
SW 120 Street to SW 136 Street	4LD	1.00%	7	1.00%	35	1.00%	9	2.00%	4	2.00%	5	1.00%	19	0.00%	0	80
SW 136 Street to HEFT Ramps	4LD	1.00%	7	1.00%	35	1.00%	9	2.00%	4	8.00%	20	1.00%	19	0.00%	0	95
HEFT Ramps to SW 152 Street	4LD	1.00%	7	1.00%	35	1.00%	9	2.00%	4	8.00%	20	1.00%	19	0.00%	0	95
SW 152 Street to SW 184 Street	4LD	1.00%	7	1.00%	35	1.00%	9	2.00%	4	6.00%	15	1.00%	19	0.00%	0	90
SW 184 Street to SW 200 Street	2LU	1.00%	7	1.00%	35	1.00%	9	1.00%	2	3.00%	8	1.00%	19	0.00%	0	80
SW 200 Street to US-1	2LU	1.00%	7	1.00%	35	1.00%	9	1.00%	2	1.00%	3	1.00%	19	0.00%	0	75
<b>NW/SW 107 Avenue</b>																
NW 12 Street to SR 836 N. Ramps	7LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	0.50%	9	9.05%	310	348
SR 836 N. Ramps to S. Ramps	6LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	0.50%	9	6.11%	209	247
SR 836 S. Ramps to NW 7 Street	7LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	0.50%	9	4.62%	158	196
NW 7 Street to Flagler Street	6LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	0.50%	9	2.10%	72	110
Flagler Street to SW 8 Street	4LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	0.50%	9	2.00%	69	106
SW 8 Street to SW 24 Street	6LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	0.50%	9	2.53%	87	124
SW 24 Street to SW 40 Street	4LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	0.50%	9	1.27%	43	81
SW 40 Street to SW 56 Street	4LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	0.50%	9	0.89%	30	68
SW 56 Street to SW 72 Street	4LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	0.50%	9	0.96%	33	71
SW 72 Street to SW 88 Street	4LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	0.50%	9	0.91%	31	69
SW 88 Street to SW 104 Street	4LD	0.50%	4	0.50%	18	0.50%	5	0.50%	1	0.50%	1	0.50%	9	0.91%	31	69
<b>SR 836</b>																
NW 137 Avenue to NW 107 Avenue	4LD	1.00%	7	3.60%	128	1.00%	9	1.00%	2	1.00%	3	1.00%	19	8.63%	296	463
HEFT to NW 107 Avenue	8LD	1.00%	7	3.60%	128	1.00%	9	1.00%	2	1.00%	3	1.00%	19	13.61%	466	634
NW 107 Avenue to NW 87 Avenue	8LD	1.00%	7	3.60%	128	1.00%	9	1.00%	2	1.00%	3	1.00%	19	16.63%	570	737
NW 87 Avenue to SR 826	8LD	1.00%	7	3.60%	128	1.00%	9	1.00%	2	1.00%	3	1.00%	19	16.72%	573	740
<b>SR 821/HEFT</b>																
SW 40 Street to SW 88 Street	6LD	5.00%	36	9.00%	319	2.00%	18	2.53%	6	6.88%	17	1.00%	19	5.63%	193	608
SW 88 Street to SW 120 Street	12LD	3.00%	22	4.00%	142	2.00%	18	6.53%	14	10.88%	27	1.00%	19	4.63%	159	401
SW 120 Street to SR 874	12LD	2.00%	15	2.00%	71	2.00%	18	8.53%	19	10.88%	27	1.00%	19	3.63%	124	293
SR 874 to SW 152 Street	12LD	2.00%	15	2.00%	71	20.00%	181	17.53%	39	20.88%	52	1.00%	19	2.63%	90	466
SW 152 Street to SW 184 Street	12LD	2.00%	15	2.00%	71	5.00%	45	15.66%	34	10.29%	26	1.00%	19	1.63%	56	265
SW 184 Street to SW 200 Street	6LD	2.00%	15	2.00%	71	4.00%	36	15.66%	34	10.29%	26	1.00%	19	0.63%	22	222
SW 200 Street to SW 216 Street	4LD	2.00%	15	2.00%	71	3.00%	27	15.66%	34	10.29%	26	1.00%	19	0.63%	22	213
<b>SR 874</b>																
HEFT to SW 104 Street	6LD	1.00%	7	1.00%	35	18.00%	163	9.00%	20	10.00%	25	1.00%	19	1.00%	34	303
SW 104 Street to SR 878	8LD	3.00%	22	5.00%	177	18.00%	163	8.00%	18	9.00%	23	1.00%	19	1.00%	34	455
<b>US-1</b>																
SW 136 Street to SW 152 Street	6LD	1.00%	7	1.00%	35	9.00%	81	4.78%	11	5.88%	15	4.00%	75	0.50%	17	241
SW 152 Street to SW 184 Street	6LD	1.00%	7	1.00%	35	4.00%	36	4.00%	9	4.00%	10	1.00%	19	0.50%	17	134
SW 184 Street to SW 216 Street	6LD	1.00%	7	1.00%	35	4.00%	36	3.00%	7	4.00%	10	1.00%	19	0.50%	17	131

#### **4. Future Background Plus Committed Development Traffic**

**Table 21.D4** provides the analysis of Year 2018 future background and committed development traffic conditions (before the addition of the DRI project traffic) and includes growing existing traffic to the year 2018 using historical growth rates and adding the impact of unbuilt committed development projects. The evaluation of future background plus committed development traffic conditions in **Table 21.D4** includes the following:

- The future lane geometry for study area roadways inclusive of the improvements under construction and the improvements funded in TIP 2009;
- The adopted level of service standards from the CDMP for each roadway segment analyzed;
- The existing two-way PM peak hour, peak season traffic from **Table 21.A3A**;
- The historical growth rate for the arterial and collector roadways grown to year 2018 using a rate of 0.63% per year (see the historical growth rate calculations in **Table 21.D1A**);
- The historical growth rate for Florida's Turnpike grown to year 2018 using a rate of 2.04% per year (see the historical growth rate calculations in **Table 21.D1B**);
- The assignment of unbuilt committed development traffic onto the roadway network (see **Map J-6** for the location of committed developments, **Table 21.D2B** for the committed development PM peak hour trip generation and **Table 21.D3** for the committed development traffic assignment);
- The future background plus committed development traffic for the year 2018;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook or detailed capacity calculations using ArtPlan;
- Year 2018 future background plus committed development level of service (without the addition of the DRI traffic); and
- The volume to capacity ratio for the Year 2018.

TABLE 21.D4  
PARKLAND DRI  
Year 2018 PM Peak Hour Future Background and Committed Development Traffic Conditions

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	2018	[4]	2018	[5]	2018	
	YEAR 2018 LANES	CDMP ADOPTED LOS STANDARD	TWO-WAY PM PEAK HOUR PEAK SEASON VOL	GROWTH RATE	TWO-WAY PM PEAK HOUR PEAK SEASON VOL	COMMITTED PROJECTS	BACKGROUND PLUS COMMITTED VOLUMES	TWO-WAY PM PEAK HOUR MAX CAPACITY	PM PEAK HOUR FB+C LOS	V/C
<b>SW 8 Street</b>										
SW 177 Avenue to SW 157 Avenue	4LD	C	1,043	0.63%	1,124	202	1,326	3,300	B	0.40
SW 157 Avenue to SW 152 Avenue	4LD	D	1,963	0.63%	2,116	236	2,353	3,390	B	0.69
SW 152 Avenue to SW 147 Avenue	4LD	D	1,963	0.63%	2,116	339	2,455	3,390	B	0.72
SW 147 Avenue to SW 142 Avenue	6LD	D	2,883	0.63%	3,108	373	3,482	5,080	B	0.69
SW 142 Avenue to SW 137 Avenue	6LD	D	3,576	0.63%	3,832	476	4,308	5,080	C	0.85
SW 137 Avenue to SW 127 Avenue	6LD	EE	3,322	0.63%	3,559	120	3,679	5,904	C	0.62
SW 127 Avenue to SW 122 Avenue	6LD	D	3,322	0.63%	3,559	219	3,779	4,680	C	0.81
SW 122 Avenue to HEFT	8LD	D	4,728	0.63%	5,098	140	5,238	6,060	D	0.86
HEFT to SW 117 Avenue	6LD	D	3,731	0.63%	4,023	140	4,163	4,680	D	0.89
SW 117 Avenue to SW 107 Avenue	6LD	D	3,731	0.63%	4,023	140	4,163	4,680	D	0.89
SW 107 Avenue to SW 97 Avenue	8LD	EE	4,349	0.63%	4,689	116	4,806	7,632	C	0.63
SW 97 Avenue to SW 87 Avenue	8LD	EE	3,681	0.63%	3,969	120	4,089	7,632	C	0.54
SW 87 Avenue to SR 826	6LD	EE	3,471	0.63%	3,743	110	3,853	5,904	D	0.65
<b>SW 24/26 Street</b>										
SW 147 Avenue to SW 137 Avenue	4LD	EE	1,932	0.63%	2,083	200	2,284	3,744	D	0.61
SW 137 Avenue to SW 127 Avenue	4LD	EE	2,756	0.63%	2,971	80	3,052	3,744	E	0.82
SW 127 Avenue to SW 117 Avenue	4LD	EE	3,331	0.63%	3,592	91	3,683	3,744	E	0.98
SW 117 Avenue to SW 107 Avenue	4LD	EE	2,927	0.63%	3,156	50	3,206	3,744	E	0.86
SW 107 Avenue to SW 92 Avenue	4LD	EE	2,808	0.63%	3,027	63	3,091	3,744	E	0.83
SW 92 Avenue to SW 87 Avenue	6LD	EE	3,049	0.63%	3,288	50	3,338	5,628	D	0.59
SW 87 Avenue to SR 826	6LD	EE	3,361	0.63%	3,624	46	3,670	5,628	D	0.65
<b>SW 40/42 Street</b>										
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,224	0.63%	2,398	195	2,594	3,744	D	0.69
SW 137 Avenue to SW 127 Avenue	4LD	EE	2,745	0.63%	2,960	86	3,046	3,744	E	0.81
SW 127 Avenue to HEFT	4LD	EE	3,698	0.63%	3,987	171	4,158	3,744	F	1.11
HEFT to SW 107 Avenue	6LD	EE	3,593	0.63%	3,874	103	3,977	5,904	D	0.67
SW 107 Avenue to SW 97 Avenue	6LD	EE	2,644	0.63%	2,851	89	2,940	5,904	C	0.50
SW 97 Avenue to SW 87 Avenue	6LD	EE	3,432	0.63%	3,700	85	3,785	5,904	C	0.64
SW 87 Avenue to SR 826	6LD	EE	4,797	0.63%	5,172	64	5,236	5,904	E	0.89
<b>SW 56 Street</b>										
SW 147 Avenue to SW 137 Avenue	4LD	D	2,444	0.63%	2,636	133	2,769	2,950	D	0.94
SW 137 Avenue to SW 127 Avenue	4LD	D	2,638	0.63%	2,845	127	2,972	2,950	E	1.01
SW 127 Avenue to SW 117 Avenue	4LD	D	2,995	0.63%	3,230	144	3,374	2,950	F	1.14
SW 117 Avenue to SW 107 Avenue	4LD	D	2,590	0.63%	2,793	120	2,913	2,950	D	0.99
SW 107 Avenue to SW 97 Avenue	4LD	D	2,772	0.63%	2,989	103	3,091	2,950	E	1.05
SW 97 Avenue to SW 87 Avenue	4LD	D	2,870	0.63%	3,094	95	3,190	2,950	F	1.08
SW 87 Avenue to SR 826	4LD	D	3,244	0.63%	3,498	88	3,587	2,950	F	1.22
<b>SW 72 Street</b>										
SW 162 Avenue to SW 157 Avenue	4LD	EE	1,232	0.63%	1,329	546	1,874	3,744	C	0.50
SW 157 Avenue to SW 147 Avenue	4LD	EE	2,078	0.63%	2,240	854	3,095	3,744	E	0.83
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,184	0.63%	2,355	404	2,758	3,744	D	0.74
SW 137 Avenue to SW 127 Avenue	4LD	EE	2,802	0.63%	3,021	240	3,262	3,744	E	0.87
SW 127 Avenue to SW 117 Avenue	4LD	EE	3,067	0.63%	3,307	138	3,445	3,744	E	0.92
SW 117 Avenue to SW 107 Avenue	4LD	EE	2,725	0.63%	2,939	103	3,041	3,924	D	0.77
SW 107 Avenue to SW 97 Avenue	4LD	EE	3,087	0.63%	3,329	67	3,396	3,924	E	0.87
SW 97 Avenue to SW 87 Avenue	4LD	EE	3,389	0.63%	3,654	42	3,696	3,924	E	0.94
SW 87 Avenue to SR 826	4LD	EE	2,997	0.63%	3,231	33	3,264	3,924	E	0.83
<b>SW 88 Street</b>										
SW 177 Avenue to SW 167 Avenue	4LD	D	1,240	0.63%	1,338	343	1,681	3,110	C	0.54
SW 167 Avenue to SW 157 Avenue	6LD - TIP 2009	EE	2,158	0.63%	2,326	1,736	4,062	5,904	D	0.69
SW 157 Avenue to SW 147 Avenue	6LD - TIP 2009	EE	3,344	0.63%	3,606	1,312	4,917	5,904	E	0.83
SW 147 Avenue to SW 137 Avenue	6LD	EE	3,344	0.63%	3,606	856	4,461	5,904	D	0.76
SW 137 Avenue to SW 127 Avenue	6LD	EE	2,364	0.63%	2,549	635	3,184	5,904	C	0.54
SW 127 Avenue to SR 821/HEFT	8LD	EE	5,281	0.63%	5,694	467	6,161	7,632	E	0.81
SR 821/HEFT to SW 117 Avenue	6LD	EE	4,236	0.63%	4,567	255	4,822	5,904	E	0.82
SW 117 Avenue to SW 107 Avenue	6LD	EE	4,236	0.63%	4,567	210	4,777	5,904	E	0.81
SW 107 Avenue to SR 874	6LD	EE	4,387	0.63%	4,731	164	4,894	5,904	E	0.83
SR 874 to SW 87 Avenue	6LD	EE	4,136	0.63%	4,460	117	4,577	5,904	D	0.78
SW 87 Avenue to SR 826	6LD	EE	3,717	0.63%	4,008	75	4,083	5,904	D	0.69

TABLE 21.D4  
PARKLAND DRI  
Year 2018 PM Peak Hour Future Background and Committed Development Traffic Conditions

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	2018	[4]	2018	[5]	2018	
	YEAR 2018 LANES	CDMP ADOPTED LOS STANDARD	TWO-WAY PM PEAK HOUR PEAK SEASON VOL	GROWTH RATE	TWO-WAY PM PEAK HOUR PEAK SEASON VOL	COMMITTED PROJECTS	BACKGROUND PLUS COMMITTED VOLUMES	TWO-WAY PM PEAK HOUR MAX CAPACITY	PM PEAK HOUR FB+C LOS	V/C
<b>SW 104 Street</b>										
SW 167 Avenue to SW 157 Avenue	4LD	EE	850	0.63%	917	474	1,391	3,744	C	0.37
SW 157 Avenue to SW 147 Avenue	4LD	EE	2,847	0.63%	3,051	538	3,589	3,744	E	0.96
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,898	0.63%	3,124	467	3,591	3,744	E	0.96
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,034	0.63%	4,350	389	4,739	5,628	E	0.84
SW 127 Avenue to SW 117 Avenue	6LD	EE	4,934	0.63%	5,321	318	5,638	5,628	F	1.00
SW 117 Avenue to SW 107 Avenue	6LD	EE	5,148	0.63%	5,551	239	5,790	5,628	F	1.03
SW 107 Avenue to SR 874	6LD	EE	5,148	0.63%	5,551	204	5,755	5,628	F	1.02
<b>SW 120 Street</b>										
SW 157 Avenue to SW 147 Avenue	<b>4LD - TIP 2009</b>	D	414	0.63%	446	388	834	2,950	C	0.28
SW 147 Avenue to SW 137 Avenue	4LD	D	2,072	0.63%	2,220	446	2,667	2,950	D	0.90
SW 137 Avenue to SW 127 Avenue	<b>6LD - TIP 2009</b>	D	1,978	0.63%	2,119	668	2,788	4,450	C	0.63
SW 127 Avenue to SW 122 Avenue	<b>6LD - TIP 2009</b>	D	3,081	0.63%	3,322	530	3,852	4,450	D	0.87
SW 122 Avenue to SR 821/HEFT	<b>6LD - TIP 2009</b>	D	3,081	0.63%	3,322	455	3,777	4,450	D	0.85
SR 821/HEFT to SW 117 Avenue	<b>6LD - TIP 2009</b>	D	3,081	0.63%	3,322	159	3,481	4,450	D	0.78
<b>SW 136 Street</b>										
SW 157 Avenue to SW 147 Avenue	<b>4LD - TIP 2009</b>	D	638	0.63%	684	119	803	2,950	C	0.27
SW 147 Avenue to SW 137 Avenue	<b>4LD - TIP 2009</b>	D	1,733	0.63%	1,857	119	1,976	2,950	C	0.67
SW 137 Avenue to SW 127 Avenue	4LD	D	622	0.63%	666	119	786	2,950	C	0.27
<b>SW 152 Street</b>										
SW 162 Avenue to SW 157 Avenue	2LU	EE	294	0.63%	319	33	352	1,776	C	0.20
SW 157 Avenue to SW 147 Avenue	2LU	EE	752	0.63%	805	125	930	1,776	D	0.52
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,307	0.63%	2,472	162	2,633	3,744	D	0.70
SW 137 Avenue to SW 124 Avenue	6LD	EE	3,975	0.63%	4,286	645	4,931	6,370	D	0.77
SW 124 Avenue to SW 117 Avenue	6LD	EE	3,974	0.63%	4,285	806	5,091	6,370	D	0.80
SW 117 Avenue to SR 821/HEFT	4LD	EE	3,197	0.63%	3,447	672	4,119	3,924	F	1.05
SR 821/HEFT to SW 112 Avenue	4LD	EE	2,600	0.63%	2,803	341	3,144	3,924	E	0.80
SW 112 Avenue to US-1	4LD	EE	2,621	0.63%	2,826	293	3,119	3,924	E	0.79
<b>SW 168 Street</b>										
SW 117 Avenue to US-1	2LU	D	876	0.63%	944	33	977	1,390	D	0.70
US-1 to SW 87 Avenue	2LU	EE	557	0.63%	601	33	633	1,776	C	0.36
<b>SW 184 Street</b>										
SW 177 Avenue to SW 167 Avenue	2LU	C	749	0.63%	807	23	831	1,390	C	0.60
SW 167 Avenue to SW 157 Avenue	2LU	C	749	0.63%	807	23	831	1,390	C	0.60
SW 157 Avenue to SW 147 Avenue	2LU	D	799	0.63%	862	42	904	1,390	D	0.65
SW 147 Avenue to SW 137 Avenue	<b>4LD - TIP 2009</b>	D	1,185	0.63%	1,278	70	1,348	2,950	C	0.46
SW 137 Avenue to SW 127 Avenue	<b>4LD - TIP 2009</b>	D	2,284	0.63%	2,463	89	2,552	2,950	D	0.87
SW 127 Avenue to SW 117 Avenue	4LD	D	2,284	0.63%	2,463	61	2,524	2,950	D	0.86
SW 117 Avenue to SR 821/HEFT	4LD	D	2,284	0.63%	2,463	78	2,541	2,950	D	0.86
SR 821/HEFT to SW 107 Avenue	4LD	D	1,941	0.63%	2,092	51	2,143	2,950	D	0.73
SW 107 Avenue to US-1	4LD	D	1,941	0.63%	2,092	46	2,139	2,950	D	0.72
<b>SW 200 Street/Quail Roost Dr</b>										
SW 177 Avenue to SW 167 Avenue	2LU	C	596	0.63%	643	75	718	1,560	C	0.46
SW 167 Avenue to SW 157 Avenue	2LU	C	596	0.63%	643	75	718	1,560	C	0.46
SW 157 Avenue to SW 147 Avenue	2LU	C	596	0.63%	643	77	720	1,560	C	0.46
SW 147 Avenue to SW 137 Avenue	2LU	C	896	0.63%	966	80	1,046	1,560	C	0.67
SW 137 Avenue to SW 127 Avenue	2LU	D	896	0.63%	966	80	1,046	1,560	C	0.67
SW 127 Avenue to SW 117 Avenue	4LD	D	1,286	0.63%	1,387	75	1,462	3,390	B	0.43
SW 117 Avenue to SR 821/HEFT	4LD	D	2,238	0.63%	2,413	75	2,488	3,390	B	0.73
<b>SW 216 Street</b>										
SW 177 Avenue to SW 167 Avenue	2LU	C	401	0.63%	432	75	508	1,390	C	0.37
SW 167 Avenue to SW 157 Avenue	2LU	C	401	0.63%	432	75	508	1,390	C	0.37
SW 157 Avenue to SW 147 Avenue	2LU	C	401	0.63%	432	75	508	1,390	C	0.37
SW 147 Avenue to SW 137 Avenue	2LU	C	410	0.63%	442	77	519	1,390	C	0.37
SW 137 Avenue to SW 127 Avenue	2LU	D	410	0.63%	442	77	519	1,390	C	0.37
SW 127 Avenue to US-1	2LU	D	410	0.63%	442	75	517	1,390	C	0.37
US-1 to SW 112 Avenue	2LU	D	410	0.63%	442	75	517	1,390	C	0.37
SW 112 Avenue to SR 821/HEFT	4LD	D	410	0.63%	442	75	517	2,950	C	0.18

TABLE 21.D4  
PARKLAND DRI  
Year 2018 PM Peak Hour Future Background and Committed Development Traffic Conditions

ROADWAY SEGMENTS	[1] YEAR 2018 LANES	[2] CDMP ADOPTED LOS STANDARD	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[3] GROWTH RATE	2018 TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[4] COMMITTED PROJECTS	2018 BACKGROUND PLUS COMMITTED VOLUMES	[5] TWO-WAY PM PEAK HOUR MAX CAPACITY	2018 PM PEAK HOUR FB+C LOS	V/C
<b>SW 177 Avenue</b>										
US 27 to NW 2 Street	4LD - TIP 2009	B	1,069	0.63%	1,153	180	1,333	2,800	A	0.48
NW 2 Street to SW 8 Street	4LD - TIP 2009	B	1,541	0.63%	1,661	180	1,841	2,800	B	0.66
SW 8 Street to SW 10 Street	4LD - TIP 2009	B	1,401	0.63%	1,511	180	1,691	2,800	A	0.60
SW 10 Street to SW 88 Street	4LD - TIP 2009	B	1,452	0.63%	1,566	180	1,746	2,800	B	0.62
SW 88 Street to SW 136 Street	2LU	C	1,149	0.63%	1,239	180	1,420	1,480	C	0.96
SW 136 Street to SW 144 Street	2LU	C	1,149	0.63%	1,239	146	1,385	1,480	C	0.94
SW 144 Street to SW 152 Street	2LU	C	1,149	0.63%	1,239	146	1,385	1,480	C	0.94
SW 152 Street to SW 184 Street	2LU	C	1,149	0.63%	1,239	146	1,385	1,480	C	0.94
SW 184 Street to SW 200 Street	2LU	C	1,533	0.63%	1,653	137	1,790	1,480	D	1.21
SW 200 Street to SW 216 Street	2LU	C	1,426	0.63%	1,538	137	1,675	1,480	D	1.13
SW 216 Street to SW 232 Street	2LU	C	1,426	0.63%	1,538	56	1,594	1,480	D	1.08
SW 232 Street to SW 248 Street	2LU	C	1,380	0.63%	1,488	56	1,544	1,480	D	1.04
SW 248 Street to SW 264 Street	2LU	C	1,380	0.63%	1,488	56	1,544	1,480	D	1.04
<b>SW 167 Avenue</b>										
SW 72 Street to SW 88 Street	2LU	D	361	0.63%	387	255	642	1,390	C	0.46
SW 88 Street to SW 96 Street	4LD	EE	743	0.63%	797	619	1,415	3,744	C	0.38
SW 96 Street to SW 104 Street	2LU	EE	743	0.63%	797	291	1,088	1,776	D	0.61
<b>SW 162 Avenue</b>										
SW 144 Street to SW 152 Street	2LU	D	294	0.63%	319	0	319	1,390	C	0.23
<b>SW 157 Avenue</b>										
SW 72 Street to SW 88 Street	4LD	EE	1,331	0.63%	1,435	381	1,817	3,744	C	0.49
SW 88 Street to SW 96 Street	4LD	D	1,230	0.63%	1,327	548	1,875	2,950	C	0.64
SW 96 Street to SW 104 Street	4LD	D	1,230	0.63%	1,327	778	2,105	2,950	D	0.71
SW 104 Street to SW 112 Street	4LD	D	728	0.63%	790	351	1,141	2,950	C	0.39
SW 112 Street to SW 120 Street	4LD - TIP 2009	D	721	0.63%	777	277	1,055	2,950	C	0.36
SW 120 Street to SW 136 Street	4LD - TIP 2009	D	644	0.63%	694	206	900	2,950	C	0.31
SW 136 Street to SW 152 Street	4LD	D	650	0.63%	705	128	834	2,950	C	0.28
SW 152 Street to SW 184 Street	4LD - TIP 2009	D	417	0.63%	450	52	502	2,950	C	0.17
SW 184 Street to SW 200 Street	2LU	D	417	0.63%	450	5	454	1,390	C	0.33
<b>SW 152 Avenue</b>										
SW 56 Street to SW 72 Street	4LD	D	710	0.63%	765	92	858	2,950	C	0.29
SW 72 Street to SW 88 Street	4LD	EE	710	0.63%	765	92	858	3,744	C	0.23
SW 88 Street to SW 96 Street	4LD	D	710	0.63%	765	92	858	2,950	C	0.29
SW 96 Street to Hammocks Blvd	4LD	D	710	0.63%	765	92	858	2,950	C	0.29
<b>HAMMOCKS BLVD</b>										
SW 88 Street to SW 152 Avenue	4LD	D	710	0.63%	766	84	849	2,950	C	0.29
SW 152 Avenue to SW 104 Street	4LD	D	710	0.63%	766	84	849	2,950	C	0.29
SW 104 Street to SW 112 Street	4LD	D	710	0.63%	766	84	849	2,950	C	0.29
SW 112 Street to SW 147 Avenue	4LD	D	710	0.63%	766	84	849	2,950	C	0.29
<b>SW 147 Avenue</b>										
SW 72 Street to SW 88 Street	4LD	D	1,749	0.63%	1,886	113	1,999	2,950	C	0.68
SW 88 Street to SW 104 Street	4LD	D	1,698	0.63%	1,831	110	1,940	2,950	C	0.66
SW 104 Street to SW 120 Street	4LD	D	1,521	0.63%	1,640	92	1,733	2,950	C	0.59
SW 152 Street to SW 184 Street	2LU	D	752	0.63%	811	75	886	1,390	D	0.64
SW 184 Street to SW 200 Street	2LU	D	804	0.63%	867	75	942	1,390	D	0.68
<b>NW/SW 137 Avenue</b>										
SR 836 to SW 8 Street	6LD	D	3,024	0.63%	3,240	897	4,137	4,450	D	0.93
SW 8 Street to SW 24 Street	4LD	EE	2,955	0.63%	3,166	513	3,679	3,744	E	0.98
SW 24 Street to SW 40 Street	6LD	D	3,005	0.63%	3,220	333	3,553	4,450	D	0.80
SW 40 Street to SW 56 Street	6LD	EE	2,849	0.63%	3,072	427	3,499	5,628	D	0.62
SW 56 Street to SW 72 Street	4LD	D	3,002	0.63%	3,237	550	3,787	2,950	F	1.28
SW 72 Street to SW 88 Street	6LD - TIP 2009	D	2,183	0.63%	2,354	446	2,800	4,450	C	0.63
SW 88 Street to SW 96 Street	6LD	E	2,905	0.63%	3,133	418	3,551	4,920	C	0.72
SW 96 Street to SW 104 Street	6LD	E	2,983	0.63%	3,216	517	3,733	4,920	C	0.76
SW 104 Street to SW 112 Street	6LD	E	2,165	0.63%	2,334	625	2,959	4,920	C	0.60
SW 112 Street to SW 120 Street	6LD	E	3,154	0.63%	3,380	618	3,997	4,920	D	0.81
SW 120 Street to SW 136 Street	6LD	E	4,304	0.63%	4,612	595	5,207	4,920	F	1.06
SW 136 Street to SW 152 Street	6LD	E	4,194	0.63%	4,522	633	5,156	4,690	F	1.10
SW 152 Street to SW 184 Street	6LD	D	3,009	0.63%	3,245	464	3,708	4,450	D	0.83
SW 184 Street to SW 200 Street	2LU	D	737	0.63%	795	214	1,009	1,390	D	0.73

TABLE 21.D4  
PARKLAND DRI  
Year 2018 PM Peak Hour Future Background and Committed Development Traffic Conditions

ROADWAY SEGMENTS	[1] YEAR 2018 LANES	[2] CDMP ADOPTED LOS STANDARD	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[3] GROWTH RATE	2018 TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[4] COMMITTED PROJECTS	2018 BACKGROUND PLUS COMMITTED VOLUMES	[5] TWO-WAY PM PEAK HOUR MAX CAPACITY	2018 PM PEAK HOUR FB+C LOS	V/C
<b>SW 127 Avenue</b>										
SW 8 Street to SW 24 Street	4LD	EE	1,858	0.63%	2,016	625	2,641	3,744	D	0.71
SW 24 Street to SW 40 Street	2LU	D	1,110	0.63%	1,197	454	1,651	1,390	F	1.19
SW 40 Street to SW 56 Street	4LD	D	1,793	0.63%	1,934	327	2,261	2,950	D	0.77
SW 56 Street to SW 72 Street	4LD	D	1,777	0.63%	1,916	259	2,175	2,950	D	0.74
SW 72 Street to SW 88 Street	4LD	D	1,720	0.63%	1,855	279	2,134	2,950	D	0.72
SW 88 Street to SW 104 Street	<b>4LD - TIP 2009</b>	D	1,362	0.63%	1,469	283	1,752	2,950	C	0.59
SW 104 Street to SW 120 Street	<b>4LD - TIP 2009</b>	D	1,112	0.63%	1,199	278	1,477	2,950	C	0.50
SW 120 Street to SW 122 Street	4LD	D	1,263	0.63%	1,362	244	1,606	2,950	C	0.54
SW 122 Street to SW 136 Street	2LU	D	622	0.63%	671	244	915	1,390	D	0.66
SW 144 Street to SW 152 Street	4LD	D	616	0.63%	664	69	733	2,950	C	0.25
<b>SW 117 Avenue</b>										
SW 8 Street to SW 24 Street	2LD	D	1,071	0.63%	1,154	81	1,236	1,390	D	0.89
SW 24 Street to SW 40 Street	2LD	D	1,071	0.63%	1,154	81	1,236	1,390	D	0.89
SW 40 Street to SW 56 Street	4LD	D	2,207	0.63%	2,380	81	2,461	2,950	D	0.83
SW 56 Street to SW 72 Street	4LD	D	2,207	0.63%	2,380	110	2,490	2,950	D	0.84
SW 72 Street to SW 88 Street	4LD	D	3,596	0.63%	3,877	110	3,987	2,950	F	1.35
SW 88 Street to SW 104 Street	4LD	D	2,442	0.63%	2,634	75	2,709	2,950	D	0.92
SW 104 Street to SW 120 Street	4LD	D	3,142	0.63%	3,388	80	3,468	2,950	F	1.18
SW 120 Street to SW 136 Street	4LD	D	2,699	0.63%	2,910	80	2,990	2,950	E	1.01
SW 136 Street to HEFT Ramps	4LD	D	2,256	0.63%	2,432	95	2,527	2,950	D	0.86
HEFT Ramps to SW 152 Street	4LD	D	2,613	0.63%	2,817	90	2,907	2,950	D	0.99
SW 152 Street to SW 184 Street	<b>4LD - TIP 2009</b>	D	1,572	0.63%	1,695	90	1,785	2,950	C	0.61
SW 184 Street to SW 200 Street	2LU	D	1,354	0.63%	1,460	80	1,540	1,390	F	1.11
SW 200 Street to US-1	2LU	D	1,399	0.63%	1,509	75	1,584	1,390	F	1.14
<b>NW/SW 107 Avenue</b>										
NW 12 Street to SR 836 N. Ramps	7LD	HE = E	4,747	0.63%	5,087	348	5,435	5,565	E	0.98
SR 836 N. Ramps to S. Ramps	6LD	SUMA = E	4,401	0.63%	4,716	247	4,963	4,920	F	1.01
SR 836 S. Ramps to NW 7 Street	7LD	SUMA = E	4,401	0.63%	4,716	196	4,912	5,565	D	0.88
NW 7 Street to Flagler Street	6LD	SUMA = E	2,674	0.63%	2,884	110	2,993	4,920	C	0.61
Flagler Street to SW 8 Street	4LD	SUMA = E	2,674	0.63%	2,884	106	2,990	3,270	D	0.91
SW 8 Street to SW 24 Street	6LD	SUMA = E	3,576	0.63%	3,856	124	3,980	4,920	D	0.81
SW 24 Street to SW 40 Street	4LD	SUMA = E	2,306	0.63%	2,487	81	2,568	3,270	D	0.79
SW 40 Street to SW 56 Street	4LD	SUMA = E	2,453	0.63%	2,645	68	2,713	3,270	D	0.83
SW 56 Street to SW 72 Street	4LD	SUMA = E	1,918	0.63%	2,068	71	2,138	3,270	C	0.65
SW 72 Street to SW 88 Street	4LD	SUMA = E	2,118	0.63%	2,283	69	2,352	3,270	C	0.72
SW 88 Street to SW 104 Street	4LD	SUMA = E	1,753	0.63%	1,890	69	1,959	3,270	C	0.60
<b>SR 836</b>										
NW 137 Avenue to NW 107 Avenue	4LD	D	0	0.50%	0	463	463	6,510	A	0.07
HEFT to NW 107 Avenue	8LD	D	6,876	0.50%	7,300	634	7,934	13,600	B	0.58
NW 107 Avenue to NW 87 Avenue	8LD	D	8,444	0.50%	8,964	737	9,702	13,600	C	0.71
NW 87 Avenue to SR 826	<b>8LD - TIP 2009</b>	D	8,272	0.50%	8,782	740	9,523	13,600	C	0.70
<b>SR 821/HEFT</b>										
SW 40 Street to SW 88 Street	6LD	D	10,764	2.04%	13,716	608	14,324	10,050	F	1.43
SW 88 Street to SW 120 Street	<b>12LD - TIP 2009</b>	D	8,982	2.04%	11,445	401	11,846	20,710	B	0.57
SW 120 Street to SR 874	<b>12LD - TIP 2009</b>	D	8,370	2.04%	10,665	293	10,958	20,710	B	0.53
SR 874 to SW 152 Street	<b>12LD - TIP 2009</b>	D	14,877	2.04%	18,957	466	19,422	20,710	D	0.94
SW 152 Street to SW 184 Street	8LD	D	12,285	2.04%	15,654	265	15,919	13,600	F	1.17
SW 184 Street to SW 200 Street	6LD	D	9,927	2.04%	12,649	222	12,871	9,840	F	1.31
SW 200 Street to SW 216 Street	4LD	D	6,030	2.04%	7,684	213	7,897	6,250	F	1.26
<b>SR 874</b>										
HEFT to SW 104 Street	6LD	D	5,022	0.50%	5,332	303	5,635	10,050	B	0.56
SW 104 Street to SR 878	8LD	D	8,636	0.50%	9,169	455	9,624	13,600	C	0.71
<b>US-1</b>										
SW 136 Street to SW 152 Street	6LD	EE	5,306	0.63%	5,722	241	5,963	6,096	E	0.98
SW 152 Street to SW 184 Street	6LD	EE	4,654	0.63%	5,018	134	5,152	6,096	E	0.85
SW 184 Street to SW 216 Street	6LD	EE	2,831	0.63%	3,052	131	3,184	6,096	B	0.52

NOTES:

- [1] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP.
- [2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.
- [3] The historical growth rate calculations for the study area are provided on Table 21.D1A for the arterial and collector roadways and Table 21.D1B for the HEFT.
- [4] See Table 21.D3 for the assignment of approved but unbuilt committed development traffic to the roadway network.
- [5] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.

## 5. Traffic Modeling Approach

Based upon the location of the DRI at the western limits of the county modeling area, traditional traffic modeling using FSUTMS was not used to develop the project distribution. Recent experience with FSUTMS for the TAZ's located adjacent to Krome Avenue provide distributions which are inconsistent with the Cardinal Distributions for each County TAZ, based upon the adopted Year 2030 Long Range Transportation Plan. The Applicant has instead developed a project distribution which better reflects the surrounding land uses, and the location of employment concentrations in Miami-Dade County. The Applicant has utilized the Year 2015 zonal data sets for residential and employment concentrations, and has used a gravity model approach to identify surrounding employment and residential concentrations for the TAZ's surrounding the project site. The Applicant has established project distribution by separating the assignment of home-based work trips (which originate from within the site and seek employment outside the site), from the non home-based work trips (which originate outside the site and are attracted to employment, education or business destinations located within the site). A balanced and logical project distribution has thus been developed using the updated socio-economic data for the TAZ's surrounding the site. The Year 2015 zonal data has been used to identify the residential units and employment within each TAZ in the study area surrounding the site, with calculations performed to determine the percent of residential and employment located within each of these surrounding TAZ's, corresponding to the eight cardinal directions surrounding the site (see the attached **Map J-7A**).

Data has been formatted to provide a detailed breakdown of the dwelling units located within the TAZ's surrounding the site. These residential units make up the potential non-home based work trips for the DRI, attracted to the retail, industrial, hospital, medical office and educational destinations within the DRI site. Data has also been formatted to provide a detailed breakdown of the employment located within the TAZ's surrounding the site. These employment concentrations make up the potential home based work trips for the DRI residents, indicating the locations which provide jobs to serve area residents.

By separating the home-based work trips from the non home-based work trips for the DRI, it is easier to determine the trip purposes that would travel longer distances across the study area to seek employment in centers located outside the study area. This method of distribution for the home-based work trips, results in logical assignments leading outside the study area to the northeast, east and southeast. The non home-based work trips are then thus logically located from within the study area which is situated closer to the DRI project site.

This gravity model approach provides a balanced and logical project distribution which has been developed using the updated socio-economic data for the TAZ's surrounding the site as demonstrated in the tabular and graphic information included herein. The materials provided are consistent with those utilized in the original Parkland DRI submittal, and in the October 2006 and March 2007 DRI sufficiency responses. The DRI project distribution was finalized based upon the input and guidance received from the DRI reviewing agencies during each of the sufficiency reviews.

The supporting tables and maps used to develop the project distribution are outlined below:

- Table 21.D5 – Surrounding Residential and Employment Concentrations by Cardinal Directions
- Table 21. D5A – Gravity Distribution between Project Attractions and Surrounding Residential
- Table 21. D5B – Gravity Distribution between Project Productions and Surrounding Employment
- Table 21. D6A – Miami-Dade County Year 2015 Zdata1 for the Study Area
- Table 21. D6B – Miami-Dade County Year 2015 Zdata2 for the Study Area
- Map J-7A – Residential and Employment Concentrations by Cardinal Directions
- Map J-7B – Cardinal Distribution and Assignment for Zone 1266 from Year 2015 (for comparison)
- Map J-7C – Percent of Surrounding Residential in the Study Area
- Map J-7D – Percent of Surrounding Employment in the Study Area
- Map J-7E – Cardinal Distribution for Home-Based Work Trips and Non Home-Based Work Trips
- Map J-8A – Project Distribution Adjacent to the Site
- Map J-8B – Project Distribution Percentage for Project Production Trips
- Map J-8C – Project Distribution Percentage for Project Attraction Trips
- Map J-8D – Combined Project Distribution Percentage

The Year 2015 zonal data has been used to identify the residential units and employment within each TAZ in the study area surrounding the site, with calculations performed to determine the percent of residential and employment located within each of these surrounding TAZ's. **Table 21.D5** and **Map J-7A** summarize the results of the residential and employment calculations based upon the eight cardinal directions surrounding the site. **Map J-7B** provides the comparative distribution from the underlying Project Zone 1266.

**Table 21.D5A** and **Map J-7C** provide a detailed breakdown of the dwelling units located within the TAZ's surrounding the site. These residential units make up the potential non-home based work trips for the DRI, attracted to the retail, office and educational destinations within the DRI site. **Table 21.D6A** provides the 2015 zdata1 summary to cross check the number of residential units found for each of the surrounding TAZ's.

**Table 21.D5B** and **Map J-7D** provide a detailed breakdown of the employment located within the TAZ's surrounding the site. These employment concentrations make up the potential home based work trips for the DRI residents, indicating the locations which provide jobs to serve area residents. **Table 21.D6B** provides the 2015 zdata2 summary to cross check the employment within each of the surrounding TAZ's.

By separating the home-based work trips from the non home-based work trips for the DRI, it became easier to determine the trip purposes that would travel longer distances across the study area. **Map J-7E** illustrates the cardinal directions for the home-based work trips and the non home-based work trips based upon the gravity model analyses. These separate cardinal directions have been used to distribute the project traffic on the surrounding roadway network.



## 6. Distribution outside the Immediate Study Area

Improved assignments to the northeast, east and southeast have resulted from this modeling approach, with **60%** of the employment trips destined for employment centers located outside the study area as summarized below and indicated by the employment distribution on **Map J-8B**:

- 21% of the employment trips travel to the north and northeast using the Turnpike, SW 137 Avenue and Krome Avenue;
- 28% of the employment trips travel to the east using section line roadways, SR 874, SR 878 and US-1;
- 11% of the employment trips travel to the south using the Turnpike, US-1 and Krome Avenue.

The majority of the non home-based work trips are logically located from within the study area which is situated closer to the DRI project site. **Map J-8C** identifies the project distribution of the non home-based work trips, where up to **40%** of these non-home based work trips come from outside the study area as outlined below:

- 4% of these employment trips travel to the site from the north and northeast using the Turnpike, SW 137 Avenue and Krome Avenue;
- 26% of the employment trips travel to the site from the east using section line roadways, SR 874, SR 878 and US-1;
- 10% of the employment trips travel to the site from the south using the Turnpike, US-1 and Krome Avenue.

The combined distribution of the home-based work trips and non home-based work trips are illustrated on **Map J-8D**, where **51%** of these combined trips come from outside the study area as outlined below:

- 15% of the employment trips travel to the north and northeast using the Turnpike, SW 137 Avenue and Krome Avenue;
- 25% of the employment trips travel to the east using section line roadways, SR 874, SR 878 and US-1;
- 11% of the employment trips travel to the south using the Turnpike, US-1 and Krome Avenue.

## 7. DRI Project Traffic

The trip distribution and assignment for the project land uses were determined using the gravity model approach described above by separating the home-based work trips from the non home-based work trips within the study area. Project assignment onto the off-site roadway network immediately adjacent to the site is provided in **Map J-8A**, which also distinguishes between the home-based work trip and the non-home based work trip. The extensive assignment to the study area roadways is reflected on **Map J-8B** (home based work trips) and **Map J-8C** (non home-based work trips). A combined home-based work and non home-based work generalized distribution map is provided in **Map J-8D**. The project distribution percentages were applied to the net external PM peak hour trips to derive the link-by-link project trips as provided in **Table 21.D7**.

## **8. Total Traffic Conditions**

The Parkland DRI project trips were added to the future background plus committed development traffic in **Table 21.D4** to establish total traffic conditions for the Year 2018 in **Table 21.D7**. The future peak-hour, peak season link volumes were compared to the maximum service volumes from the *FDOT 2002 Quality/Level of Service Handbook* or the applicable provisions contained within the local government of jurisdiction's comprehensive plan to determine future levels of service. The ratio of project traffic to maximum service volume was then calculated to determine project significance pursuant to Rule 9J-2.045, F.A.C. **Table 21.D7** includes the information outlined below:

- The future lane geometry for study area roadways inclusive of the improvements under construction and the improvements funded in TIP 2009;
- Accessibility improvements proposed by Parkland which are [highlighted in blue](#);
- The adopted level of service standard from the CDMP for each roadway segment;
- The future background plus committed traffic for the Year 2018 from **Table 21.D4**;
- The assignment of PM peak hour DRI project trips from **Table 21.A2**;
- The LOS of the Year 2018 PM peak hour total traffic with the DRI project trips;
- The volume to capacity ratio for total traffic conditions with the DRI project trips;
- The roadway capacity based upon the *FDOT 2002 Quality/LOS Handbook*;
- An evaluation of the Parkland DRI trips pursuant to Rule 9J-2.045, F.A.C. to determine if the DRI trips would significantly impact (by 5.0% of capacity) any state or regionally significant roadway operating below the adopted level of service standard.

**Table 21.D5  
Parkland DRI  
Surrounding Residential and Employment Concentrations by Cardinal Directions**

<b>Study Area Direction</b>	<b>Total 2015 Residential</b>	<b>Percent of Study Area</b>	<b>Total 2015 Employment</b>	<b>Percent of Study Area</b>
NNW	989	1.24%	273	0.55%
NNE	51,420	64.33%	23,122	46.94%
ENE	11,683	14.61%	15,993	32.47%
ESE	11,810	14.77%	9,369	19.02%
SSE	3,760	4.70%	212	0.43%
SSW	262	0.33%	274	0.56%
WSW	9	0.01%	9	0.02%
WNW	4	0.01%	5	0.01%
	<b>79,937</b>	<b>100.00%</b>	<b>49,256</b>	<b>100.00%</b>

**Table 21.D5A  
Parkland DRI  
Gravity Distribution Between Project  
Attractions and Surrounding Residential**

North Northwest				
TAZ	% of TAZ in Area	TAZ Residential	Residential in Area	Distribution %
842	100%	0	0	0.00%
843	100%	0	0	0.00%
844	60%	52	31	0.04%
845	60%	43	26	0.03%
1250	60%	1450	870	1.09%
1251	90%	0	0	0.00%
1252	100%	5	5	0.01%
1253	100%	42	42	0.05%
1254	80%	17	14	0.02%
1266	30%	4	1	0.00%
<b>Total</b>		<b>1613</b>	<b>989</b>	<b>1.24%</b>

North Northeast				
TAZ	% of TAZ in Area	TAZ Residential	Residential in Area	Distribution %
844	40%	52	21	0.03%
845	40%	43	17	0.02%
860	100%	800	800	1.00%
861	100%	800	800	1.00%
862	100%	800	800	1.00%
863	100%	800	800	1.00%
864	100%	600	600	0.75%
865	100%	975	975	1.22%
866	100%	375	375	0.47%
867	100%	1655	1655	2.07%
868	100%	400	400	0.50%
869	100%	600	600	0.75%
870	100%	2247	2247	2.81%
871	100%	1329	1329	1.66%
872	100%	1363	1363	1.71%
873	100%	1500	1500	1.88%
874	100%	2009	2009	2.51%
875	100%	738	738	0.92%
876	100%	923	923	1.15%
877	100%	1357	1357	1.70%
878	100%	332	332	0.42%
879	100%	690	690	0.86%
880	100%	524	524	0.66%
881	100%	526	526	0.66%
882	100%	347	347	0.43%
883	100%	905	905	1.13%
884	100%	2242	2242	2.80%
898	100%	59	59	0.07%
900	100%	371	371	0.46%
901	100%	860	860	1.08%
902	100%	1365	1365	1.71%
928	100%	149	149	0.19%

**Table 21.D5A  
Parkland DRI  
Gravity Distribution Between Project  
Attractions and Surrounding Residential**

North Northeast				
TAZ	% of TAZ in Area	TAZ Residential	Residential in Area	Distribution %
929	100%	318	318	0.40%
1221	30%	595	179	0.22%
1226	60%	347	208	0.26%
1227	5%	602	30	0.04%
1229	10%	263	26	0.03%
1230	95%	1890	1796	2.25%
1231	100%	725	725	0.91%
1232	95%	1716	1630	2.04%
1233	100%	72	72	0.09%
1234	100%	1500	1500	1.88%
1235	100%	1100	1100	1.38%
1236	100%	1100	1100	1.38%
1237	100%	1100	1100	1.38%
1238	100%	350	350	0.44%
1239	100%	406	406	0.51%
1240	100%	602	602	0.75%
1241	100%	1155	1155	1.44%
1242	100%	0	0	0.00%
1243	100%	1000	1000	1.25%
1244	100%	600	600	0.75%
1245	100%	180	180	0.23%
1246	100%	100	100	0.13%
1247	100%	676	676	0.85%
1248	100%	778	778	0.97%
1249	100%	555	555	0.69%
1250	60%	1450	870	1.09%
1251	10%	0	0	0.00%
1254	20%	17	3	0.00%
1255	100%	800	800	1.00%
1256	100%	1200	1200	1.50%
1257	100%	1900	1900	2.38%
1258	100%	800	800	1.00%
1259	95%	650	618	0.77%
1260	10%	400	40	0.05%
1261	60%	634	380	0.48%
1262	100%	250	250	0.31%
1263	100%	502	502	0.63%
1264	100%	128	128	0.16%
1265	100%	0	0	0.00%
1266	40%	4	2	0.00%
1267	10%	611	61	0.08%
1268	20%	5	1	0.00%
<b>Total</b>		<b>54817</b>	<b>51420</b>	<b>64.33%</b>

**Table 21.D5A  
Parkland DRI  
Gravity Distribution Between Project  
Attractions and Surrounding Residential**

<b>East Northeast</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Residential</b>	<b>Residential in Area</b>	<b>Distribution %</b>
1202	70%	2444	1711	2.14%
1203	40%	0	0	0.00%
1212	10%	280	28	0.04%
1213	100%	0	0	0.00%
1214	100%	0	0	0.00%
1215	100%	400	400	0.50%
1216	100%	314	314	0.39%
1217	100%	833	833	1.04%
1221	70%	595	417	0.52%
1222	100%	520	520	0.65%
1223	100%	900	900	1.13%
1224	100%	695	695	0.87%
1225	100%	1259	1259	1.57%
1226	40%	347	139	0.17%
1227	95%	602	572	0.72%
1228	100%	632	632	0.79%
1229	90%	263	237	0.30%
1230	5%	1890	95	0.12%
1260	90%	400	360	0.45%
1261	40%	634	254	0.32%
1266	5%	4	0	0.00%
1267	70%	611	428	0.54%
1268	80%	5	4	0.01%
1269	100%	912	912	1.14%
1270	100%	900	900	1.13%
1271	10%	749	75	0.09%
<b>Total</b>		<b>16189</b>	<b>11683</b>	<b>14.61%</b>

**Table 21.D5A  
Parkland DRI  
Gravity Distribution Between Project  
Attractions and Surrounding Residential**

<b>East Southeast</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Residential</b>	<b>Residential in Area</b>	<b>Distribution %</b>
1202	30%	2444	733	0.92%
1203	60%	0	0	0.00%
1204	100%	114	114	0.14%
1205	100%	1600	1600	2.00%
1206	100%	0	0	0.00%
1207	100%	0	0	0.00%
1208	100%	0	0	0.00%
1209	100%	16	16	0.02%
1210	100%	0	0	0.00%
1211	100%	520	520	0.65%
1212	90%	280	252	0.32%
1266	5%	4	0	0.00%
1267	20%	611	122	0.15%
1271	90%	749	674	0.84%
1272	100%	700	700	0.88%
1273	100%	611	611	0.76%
1274	100%	500	500	0.63%
1275	100%	400	400	0.50%
1276	40%	400	160	0.20%
1277	95%	200	190	0.24%
1278	100%	400	400	0.50%
1279	100%	1100	1100	1.38%
1280	100%	1200	1200	1.50%
1281	100%	200	200	0.25%
1282	100%	400	400	0.50%
1283	60%	2055	1233	1.54%
1284	80%	700	560	0.70%
1285	10%	1222	122	0.15%
1288	20%	10	2	0.00%
<b>Total</b>		<b>16436</b>	<b>11810</b>	<b>14.77%</b>

**Table 21.D5A  
Parkland DRI  
Gravity Distribution Between Project  
Attractions and Surrounding Residential**

<b>South Southeast</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Residential</b>	<b>Residential in Area</b>	<b>Distribution %</b>
1266	5%	4	0	0.00%
1276	60%	400	240	0.30%
1277	5%	200	10	0.01%
1283	40%	2055	822	1.03%
1284	20%	700	140	0.18%
1285	90%	1222	1100	1.38%
1286	100%	1400	1400	1.75%
1287	100%	32	32	0.04%
1288	80%	10	8	0.01%
1289	10%	62	6	0.01%
1290	10%	20	2	0.00%
<b>Total</b>		<b>6105</b>	<b>3760</b>	<b>4.70%</b>

<b>South Southwest</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Residential</b>	<b>Residential in Area</b>	<b>Distribution %</b>
1253	20%	42	8	0.01%
1266	5%	4	0	0.00%
1289	90%	62	56	0.07%
1290	90%	20	18	0.02%
1291	100%	180	180	0.23%
<b>Total</b>		<b>308</b>	<b>262</b>	<b>0.33%</b>

<b>West Southwest</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Residential</b>	<b>Residential in Area</b>	<b>Distribution %</b>
1253	20%	42	8	0.01%
1266	5%	4	0	0.00%
<b>Total</b>		<b>46</b>	<b>9</b>	<b>0.01%</b>

<b>West Northwest</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Residential</b>	<b>Residential in Area</b>	<b>Distribution %</b>
1253	10%	42	4	0.01%
1266	5%	4	0	0.00%
<b>Total</b>		<b>46</b>	<b>4</b>	<b>0.01%</b>



**Table 21.D5B  
Parkland DRI  
Gravity Distribution Between Project  
Productions and Surrounding Employment**

<b>North Northwest</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Employment</b>	<b>Employment in Area</b>	<b>Distribution %</b>
842	100%	51	51	0.10%
843	100%	0	0	0.00%
844	60%	0	0	0.00%
845	60%	67	40	0.08%
1250	60%	53	32	0.06%
1251	90%	51	46	0.09%
1252	100%	9	9	0.02%
1253	100%	41	41	0.08%
1254	80%	0	0	0.00%
1266	30%	180	54	0.11%
<b>Total</b>		<b>452</b>	<b>273</b>	<b>0.55%</b>

<b>North Northeast</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Employment</b>	<b>Employment in Area</b>	<b>Distribution %</b>
844	40%	0	0	0.00%
845	40%	67	27	0.05%
860	100%	0	0	0.00%
861	100%	136	136	0.28%
862	100%	134	134	0.27%
863	100%	79	79	0.16%
864	100%	7	7	0.01%
865	100%	271	271	0.55%
866	100%	531	531	1.08%
867	100%	438	438	0.89%
868	100%	0	0	0.00%
869	100%	290	290	0.59%
870	100%	392	392	0.80%
871	100%	3	3	0.01%
872	100%	707	707	1.44%
873	100%	362	362	0.73%
874	100%	278	278	0.56%
875	100%	0	0	0.00%
876	100%	1589	1589	3.23%
877	100%	356	356	0.72%
878	100%	333	333	0.68%
879	100%	171	171	0.35%
880	100%	7	7	0.01%
881	100%	15	15	0.03%
882	100%	213	213	0.43%
883	100%	342	342	0.69%
884	100%	85	85	0.17%
898	100%	873	873	1.77%
900	100%	4	4	0.01%
901	100%	1259	1259	2.56%
902	100%	196	196	0.40%
928	100%	1037	1037	2.11%
929	100%	1438	1438	2.92%

**Table 21.D5B  
Parkland DRI  
Gravity Distribution Between Project  
Productions and Surrounding Employment**

<b>North Northeast</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Employment</b>	<b>Employment in Area</b>	<b>Distribution %</b>
1221	30%	496	149	0.30%
1226	60%	6	4	0.01%
1227	5%	329	16	0.03%
1229	10%	28	3	0.01%
1230	95%	435	413	0.84%
1231	100%	461	461	0.94%
1232	95%	383	364	0.74%
1233	100%	850	850	1.73%
1234	100%	2243	2243	4.55%
1235	100%	96	96	0.19%
1236	100%	819	819	1.66%
1237	100%	89	89	0.18%
1238	100%	248	248	0.50%
1239	100%	71	71	0.14%
1240	100%	323	323	0.66%
1241	100%	0	0	0.00%
1242	100%	885	885	1.80%
1243	100%	1	1	0.00%
1244	100%	63	63	0.13%
1245	100%	572	572	1.16%
1246	100%	557	557	1.13%
1247	100%	15	15	0.03%
1248	100%	16	16	0.03%
1249	100%	114	114	0.23%
1250	60%	60	36	0.07%
1251	10%	51	5	0.01%
1254	20%	0	0	0.00%
1255	100%	180	180	0.37%
1256	100%	0	0	0.00%
1257	100%	43	43	0.09%
1258	100%	3	3	0.01%
1259	95%	5	5	0.01%
1260	10%	405	41	0.08%
1261	60%	256	154	0.31%
1262	100%	2656	2656	5.39%
1263	100%	0	0	0.00%
1264	100%	0	0	0.00%
1265	100%	0	0	0.00%
1266	40%	15	6	0.01%
1267	10%	1	0	0.00%
1268	20%	248	50	0.10%
<b>Total</b>		<b>24636</b>	<b>23122</b>	<b>46.94%</b>

**Table 21.D5B  
Parkland DRI  
Gravity Distribution Between Project  
Productions and Surrounding Employment**

<b>East Northeast</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Employment</b>	<b>Employment in Area</b>	<b>Distribution %</b>
1202	70%	443	310	0.63%
1203	40%	3378	1351	2.74%
1212	10%	94	9	0.02%
1213	100%	210	210	0.43%
1214	100%	1624	1624	3.30%
1215	100%	2324	2324	4.72%
1216	100%	4278	4278	8.69%
1217	100%	701	701	1.42%
1221	70%	496	347	0.70%
1222	100%	322	322	0.65%
1223	100%	87	87	0.18%
1224	100%	479	479	0.97%
1225	100%	61	61	0.12%
1226	40%	6	2	0.00%
1227	95%	329	313	0.63%
1228	100%	0	0	0.00%
1229	90%	28	25	0.05%
1230	5%	435	22	0.04%
1260	90%	405	365	0.74%
1261	40%	256	102	0.21%
1266	5%	1262	63	0.13%
1267	70%	1	1	0.00%
1268	80%	248	198	0.40%
1269	100%	2779	2779	5.64%
1270	100%	7	7	0.01%
1271	10%	119	12	0.02%
<b>Total</b>		<b>20372</b>	<b>15992.8</b>	<b>32.47%</b>

**Table 21.D5B  
Parkland DRI  
Gravity Distribution Between Project  
Productions and Surrounding Employment**

<b>East Southeast</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Employment</b>	<b>Employment in Area</b>	<b>Distribution %</b>
1202	30%	443	133	0.27%
1203	60%	3378	2027	4.11%
1204	100%	2110	2110	4.28%
1205	100%	204	204	0.41%
1206	100%	673	673	1.37%
1207	100%	233	233	0.47%
1208	100%	198	198	0.40%
1209	100%	132	132	0.27%
1210	100%	172	172	0.35%
1211	100%	1441	1441	2.93%
1212	90%	94	85	0.17%
1266	5%	15	1	0.00%
1267	20%	1	0	0.00%
1271	90%	119	107	0.22%
1272	100%	900	900	1.83%
1273	100%	13	13	0.03%
1274	100%	13	13	0.03%
1275	100%	100	100	0.20%
1276	40%	23	9	0.02%
1277	95%	28	27	0.05%
1278	100%	3	3	0.01%
1279	100%	13	13	0.03%
1280	100%	359	359	0.73%
1281	100%	284	284	0.58%
1282	100%	47	47	0.10%
1283	60%	83	50	0.10%
1284	80%	28	22	0.05%
1285	10%	15	2	0.00%
1288	20%	60	12	0.02%
<b>Total</b>		<b>11182</b>	<b>9369</b>	<b>19.02%</b>

**Table 21.D5B  
Parkland DRI  
Gravity Distribution Between Project  
Productions and Surrounding Employment**

<b>South Southeast</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Employment</b>	<b>Employment in Area</b>	<b>Distribution %</b>
1266	40%	15	6	0.01%
1276	60%	23	14	0.03%
1277	5%	28	1	0.00%
1283	40%	83	33	0.07%
1284	20%	28	6	0.01%
1285	90%	15	14	0.03%
1286	100%	12	12	0.02%
1287	100%	66	66	0.13%
1288	80%	60	48	0.10%
1289	10%	54	5	0.01%
1290	10%	67	7	0.01%
<b>Total</b>		<b>451</b>	<b>212</b>	<b>0.43%</b>

<b>South Southwest</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Employment</b>	<b>Employment in Area</b>	<b>Distribution %</b>
1253	20%	41	8	0.02%
1266	5%	15	1	0.00%
1289	90%	54	49	0.10%
1290	90%	67	60	0.12%
1291	100%	156	156	0.32%
<b>Total</b>		<b>333</b>	<b>274</b>	<b>0.56%</b>

<b>West Southwest</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Employment</b>	<b>Employment in Area</b>	<b>Distribution %</b>
1253	20%	41	8	0.02%
1266	5%	15	1	0.00%
<b>Total</b>		<b>56</b>	<b>9</b>	<b>0.02%</b>

<b>West Northwest</b>				
<b>TAZ</b>	<b>% of TAZ in Area</b>	<b>TAZ Employment</b>	<b>Employment in Area</b>	<b>Distribution %</b>
1253	10%	41	4	0.01%
1266	5%	15	1	0.00%
<b>Total</b>		<b>56</b>	<b>5</b>	<b>0.01%</b>

**Table 21.D6A  
Parkland DRI  
Miami-Dade County Year 2015 Zdata1 for the Study Area**

TAZ	Reference TAZ	# Households		Total Households	# Auto		#		#Persons		Occupied Hotel/ Motel Units
		No Children	Children		No Children	Children	No Children	Children	No Children	Children	
842	842	0	0	0	0	0	0	0	0	0	0
843	843	0	0	0	0	0	0	0	0	0	0
844	844	34	18	52	69	53	53	34	80	72	0
845	845	16	27	43	32	80	24	52	38	108	0
846	846	40	39	79	82	115	62	74	94	156	0
847	847	0	0	0	0	0	0	0	0	0	0
848	848	0	0	0	0	0	0	0	0	0	0
849	849	660	353	1013	0	0	0	0	0	0	0
850	850	522	278	800	1056	825	807	530	1223	1116	0
851	851	913	487	1400	1848	1443	1413	928	2140	1954	0
852	852	335	396	731	679	1173	519	754	786	1588	0
853	853	315	514	829	638	1522	487	978	739	2061	0
854	854	590	637	1227	1195	1887	913	1212	1383	2555	0
855	855	666	778	1444	1348	2304	1031	1481	1562	3120	0
856	856	522	278	800	1056	825	807	530	1223	1116	0
857	857	280	500	780	567	1481	433	952	656	2005	0
858	858	522	278	800	1056	825	807	530	1223	1116	0
859	859	342	389	731	692	1152	530	741	802	1559	0
860	860	522	278	800	1056	825	807	530	1223	1116	0
861	861	522	278	800	1056	825	807	530	1223	1116	0
862	862	330	470	800	668	1393	510	895	774	1885	0
863	863	522	278	800	1056	825	807	530	1223	1116	0
864	864	293	307	600	594	910	454	585	686	1232	0
865	865	415	560	975	841	1658	642	1065	974	2245	0
866	866	143	232	375	291	686	221	440	337	929	0
867	867	797	858	1655	1615	2540	1234	1632	1871	3439	0
868	868	159	241	400	323	712	247	458	374	964	0
869	869	234	366	600	474	1084	362	697	549	1469	0
870	870	1116	1131	2247	2261	3349	1727	2152	2618	4533	0
871	871	553	776	1329	1119	2300	855	1478	1296	3113	0
872	872	622	741	1363	1260	2195	963	1410	1459	2972	0
873	873	768	732	1500	1556	2167	1189	1393	1802	2934	0
874	874	1044	965	2009	2115	2857	1616	1836	2449	3869	0
875	875	498	240	738	1007	712	769	457	1167	964	0
876	876	583	340	923	1180	1008	902	648	1367	1364	0
877	877	797	560	1357	1615	1658	1234	1065	1871	2244	0
878	878	172	160	332	347	475	265	305	403	644	0
879	879	379	311	690	768	920	587	591	889	1246	0
880	880	277	247	524	561	732	428	470	649	991	0
881	881	270	256	526	547	758	417	487	633	1027	0
882	882	176	171	347	356	507	272	327	412	687	0
883	883	565	340	905	1144	1008	873	648	1324	1365	0
884	884	1232	1010	2242	2495	2992	1906	1923	2889	4051	0
885	885	506	565	1071	1024	1674	783	1076	1185	2267	0
886	886	190	267	457	383	792	294	509	445	1073	0
887	887	23	27	50	47	80	35	51	54	108	0
888	888	26	491	517	53	1454	40	935	61	1969	0
889	889	202	244	446	409	724	312	466	472	980	0
890	890	515	485	1000	1042	1438	796	924	1207	1947	0
891	891	503	497	1000	1018	1474	778	947	1178	1994	0
892	892	288	333	621	583	987	445	634	675	1335	0
893	893	110	89	199	224	263	171	169	259	356	0
894	894	112	132	244	227	389	174	251	264	528	0
895	895	320	401	721	648	1187	495	763	750	1608	0
896	896	340	330	670	689	978	526	628	798	1323	0
897	897	599	489	1088	1213	1449	927	931	1404	1962	0
898	898	31	28	59	62	83	48	53	73	112	0
899	899	856	686	1542	1733	2033	1324	1306	2007	2753	0
900	900	218	153	371	441	454	336	292	510	614	0
901	901	497	363	860	1006	1077	768	692	1164	1458	0
902	902	770	595	1365	1560	1761	1193	1131	1807	2385	0
903	903	532	336	868	1077	996	823	640	1247	1348	0
904	904	327	283	610	662	838	506	539	767	1135	0
905	905	304	299	603	615	887	470	569	713	1199	0
906	906	547	330	877	1107	978	847	628	1282	1324	0
907	907	184	115	299	371	342	284	220	431	463	0
908	908	259	207	466	524	614	400	394	607	830	0
909	909	363	311	674	736	920	562	592	852	1247	0
910	910	271	229	500	548	679	420	437	635	919	0

**Table 21.D6A  
Parkland DRI  
Miami-Dade County Year 2015 Zdata1 for the Study Area**

TAZ	Reference TAZ	# Households		Total Households	# Auto		#	#Persons		Occupied Hotel/ Motel Units	
		No Children	Children		No Children	Children		No Children	Children		
911	911	327	197	524	662	584	506	375	767	790	0
912	912	321	222	543	650	658	497	422	752	890	0
913	913	732	563	1295	1483	1667	1133	1071	1718	2257	0
914	914	839	568	1407	1698	1683	1298	1082	1967	2279	0
915	915	135	83	218	274	245	209	157	317	332	0
916	916	109	53	162	221	156	169	100	257	211	0
917	917	1222	808	2030	2475	2394	1891	1538	2865	3241	0
918	918	851	506	1357	1722	1500	1316	964	1995	2031	0
919	919	569	383	952	1151	1136	880	730	1334	1537	0
920	920	108	64	172	220	189	168	121	254	256	0
921	921	420	193	613	851	571	651	367	986	773	0
922	922	397	215	612	804	636	614	409	932	861	0
923	923	307	214	521	621	634	475	408	720	859	0
924	924	204	152	356	412	451	316	289	478	611	0
925	925	4	6	10	8	18	6	11	9	24	0
926	926	167	105	272	338	313	258	200	390	423	0
927	927	156	79	235	317	233	242	150	367	315	0
928	928	93	56	149	189	165	144	106	219	223	0
929	929	99	219	318	201	648	154	416	233	877	329
930	930	0	0	0	0	0	0	0	0	0	87
931	931	820	259	1079	1660	769	1269	493	1922	1040	0
932	932	1060	684	1744	2148	2025	1641	1301	2486	2742	0
933	933	1352	428	1780	2738	1267	2093	814	3171	1716	0
934	934	510	230	740	1032	683	789	439	1195	924	0
935	935	193	139	332	391	413	298	265	451	559	0
936	936	175	150	325	353	445	270	286	410	603	0
937	937	246	93	339	498	276	380	177	576	374	0
938	938	641	421	1062	1298	1246	992	801	1504	1688	0
939	939	511	169	680	1034	502	790	322	1197	679	0
940	940	2	1	3	4	0	4	0	5	0	0
941	941	189	75	264	382	223	292	144	442	302	0
942	942	634	358	992	1284	1061	981	681	1486	1436	0
943	943	1012	631	1643	2049	1869	1566	1201	2374	2530	0
944	944	310	243	553	627	720	480	463	727	974	0
945	945	545	303	848	1103	898	843	578	1278	1217	0
946	946	76	54	130	154	159	117	103	178	216	0
947	947	320	216	536	648	640	495	411	750	866	0
948	948	78	61	139	159	180	121	116	184	243	0
949	949	117	55	172	238	162	181	104	275	219	0
950	950	327	229	556	662	679	506	435	767	919	0
1201	1201	259	287	546	524	851	400	546	607	1152	0
1202	1202	1325	1119	2444	2609	3028	1974	2107	2856	4755	0
1203	1203	0	0	0	0	0	0	0	0	0	0
1204	1204	7	107	114	14	289	11	201	15	454	0
1205	1205	870	730	1600	1713	1977	1296	1375	1875	3104	0
1206	1206	0	0	0	0	0	0	0	0	0	0
1207	1207	0	0	0	0	0	0	0	0	0	0
1208	1208	0	0	0	0	0	0	0	0	0	0
1209	1209	12	4	16	24	10	18	7	26	17	0
1210	1210	0	0	0	0	0	0	0	0	0	0
1211	1211	324	196	520	638	531	483	369	699	833	0
1212	1212	147	133	280	291	358	220	250	317	564	0
1213	1213	0	0	0	0	0	0	0	0	0	0
1214	1214	0	0	0	0	0	0	0	0	0	0
1215	1215	261	139	400	513	376	389	262	562	592	0
1216	1216	205	109	314	403	297	305	206	441	464	0
1217	1217	387	446	833	762	1207	577	839	834	1895	0
1218	1218	4	6	10	8	18	6	11	9	24	0
1219	1219	267	197	464	541	584	413	375	626	791	0
1220	1220	523	375	898	1059	1112	809	714	1226	1506	123
1221	1221	369	226	595	727	611	551	426	796	960	0
1222	1222	233	287	520	458	777	346	540	502	1221	0
1223	1223	510	390	900	1004	1056	760	735	1098	1660	0
1224	1224	324	371	695	638	1005	483	698	699	1577	0
1225	1225	794	465	1259	1564	1257	1184	874	1712	1974	0
1226	1226	190	157	347	374	426	283	297	409	669	0
1227	1227	275	327	602	541	885	410	616	592	1390	0
1228	1228	288	344	632	567	931	429	648	621	1463	0
1229	1229	104	159	263	206	429	155	299	225	674	0
1230	1230	1367	523	1890	2692	1415	2037	984	2947	2221	0

**Table 21.D6A  
Parkland DRI  
Miami-Dade County Year 2015 Zdata1 for the Study Area**

TAZ	Reference TAZ	# Households		Total Households	# Auto		#		#Persons		Occupied Hotel/ Motel Units
		No Children	Children		No Children	Children	No Children	Children	No Children	Children	
1231	1231	482	243	725	949	656	719	457	1040	1031	0
1232	1232	868	848	1716	1708	2297	1293	1597	1871	3605	0
1233	1233	47	25	72	93	68	70	47	101	105	0
1234	1234	977	523	1500	1923	1416	1456	984	2106	2222	0
1235	1235	670	430	1100	1320	1164	998	809	1445	1827	0
1236	1236	486	614	1100	955	1664	723	1157	1046	2612	0
1237	1237	629	471	1100	1238	1275	937	887	1356	2002	0
1238	1238	160	190	350	316	513	239	357	346	805	0
1239	1239	223	183	406	439	496	332	345	480	779	0
1240	1240	297	305	602	584	826	443	574	640	1297	0
1241	1241	688	467	1155	1355	1264	1025	879	1483	1984	0
1242	1242	0	0	0	0	0	0	0	0	0	0
1243	1243	420	580	1000	827	1570	626	1092	906	2464	0
1244	1244	236	364	600	464	985	351	686	508	1548	0
1245	1245	58	122	180	114	330	87	229	126	518	0
1246	1246	65	35	100	129	94	97	65	141	148	0
1247	1247	305	371	676	600	1005	454	698	657	1577	0
1248	1248	327	451	778	644	1221	487	849	705	1917	0
1249	1249	230	325	555	452	881	343	613	495	1383	0
1250	1250	526	924	1450	1035	2502	783	1740	1133	3929	0
1251	1251	0	0	0	0	0	0	0	0	0	0
1252	1252	4	1	5	8	0	6	0	9	0	0
1253	1253	17	25	42	34	68	26	47	37	106	0
1254	1254	12	5	17	24	13	18	10	26	21	0
1255	1255	321	479	800	632	1297	478	902	691	2036	0
1256	1256	727	473	1200	1431	1280	1084	890	1567	2010	0
1257	1257	1070	830	1900	2107	2245	1595	1562	2307	3526	0
1258	1258	353	447	800	695	1210	526	842	761	1899	0
1259	1259	311	339	650	612	918	464	638	670	1441	0
1260	1260	207	193	400	406	524	308	364	445	822	0
1261	1261	249	385	634	489	1043	371	725	536	1637	0
1262	1262	85	165	250	168	445	127	310	184	701	0
1263	1263	156	346	502	308	935	234	650	338	1468	0
1264	1264	83	45	128	163	121	124	84	179	191	0
1265	1265	0	0	0	0	0	0	0	0	0	0
1266	1266	3	1	4	6	0	5	0	6	0	0
1267	1267	264	347	611	519	940	393	654	569	1475	0
1268	1268	1	4	5	2	10	1	7	2	17	0
1269	1269	595	317	912	1171	859	887	597	1283	1348	0
1270	1270	345	555	900	679	1502	514	1045	744	2358	0
1271	1271	290	459	749	571	1242	432	865	625	1952	0
1272	1272	344	356	700	678	963	513	671	741	1513	0
1273	1273	229	382	611	451	1036	341	720	493	1625	0
1274	1274	178	322	500	350	873	264	607	382	1371	0
1275	1275	182	218	400	357	592	270	411	391	929	0
1276	1276	145	255	400	286	689	217	479	313	1082	0
1277	1277	94	106	200	185	286	141	199	203	449	0
1278	1278	179	221	400	351	599	265	417	385	941	0
1279	1279	438	662	1100	863	1791	653	1246	945	2813	0
1280	1280	424	776	1200	835	2099	632	1461	915	3297	0
1281	1281	102	98	200	202	264	153	183	221	415	0
1282	1282	146	254	400	288	686	218	478	315	1078	0
1283	1283	702	1353	2055	1382	3661	1046	2547	1514	5750	0
1284	1284	273	427	700	537	1157	406	805	588	1816	0
1285	1285	543	679	1222	1068	1840	809	1279	1170	2888	0
1286	1286	457	943	1400	900	2552	681	1774	986	4006	0
1287	1287	24	8	32	47	22	35	14	52	33	0
1288	1288	6	4	10	12	10	9	7	13	17	0
1289	1289	32	30	62	64	81	48	57	69	127	0
1290	1290	11	9	20	22	24	16	17	23	39	0
1291	1291	101	79	180	200	212	150	148	218	335	0
1292	1292	142	78	220	280	209	212	146	307	330	0
1293	1293	311	229	540	612	620	464	432	670	973	0
1294	1294	272	156	428	535	423	405	294	586	664	12
1295	1295	364	306	670	716	828	543	575	785	1300	0
1296	1296	30	28	58	59	75	45	53	65	119	0
1297	1297	43	21	64	85	56	65	40	93	88	0
1298	1298	60	27	87	119	72	89	51	130	114	0
1299	1299	157	75	232	310	202	235	140	340	316	0



**Table 21.D6B  
Parkland DRI  
Miami-Dade County Year 2015 Zdata2 for the Study Area**

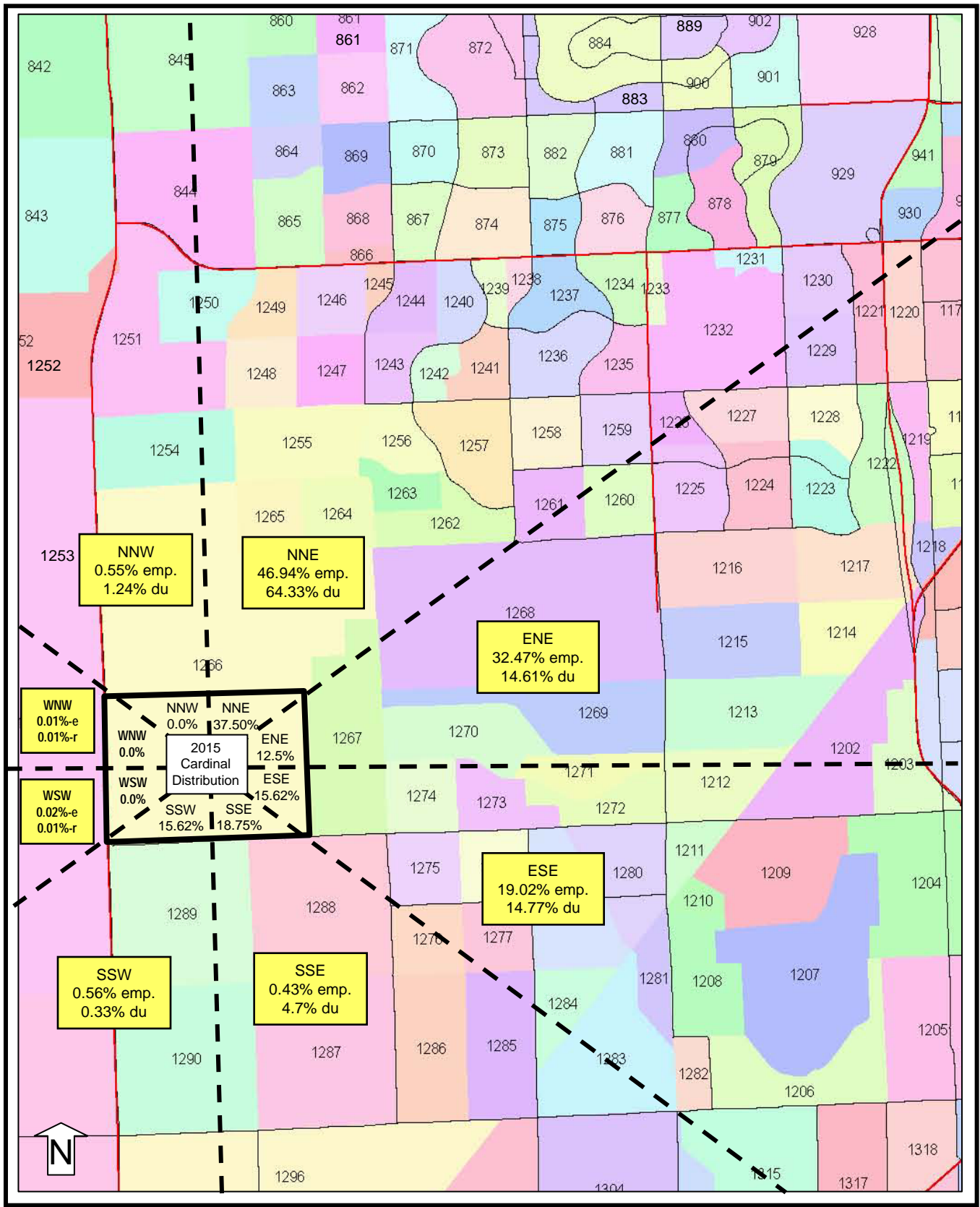
Card Type	Planning Analysis District	Zone Number	Employment				School Enrollment	Short Term Parking Cost	Long Term Parking Cost
			Industrial	Commercial	Service	Total			
2	5	842	45	3	3	51	0	0	
2	5	843	0	0	0	0	0	0	
2	5	844	0	0	0	0	0	0	
2	5	845	63	0	4	67	0	0	
2	5	846	0	11	0	11	1825	0	
2	6	847	0	0	46	46	0	0	
2	6	848	9	70	0	79	0	0	
2	6	849	0	7	3	10	0	0	
2	6	850	1	91	41	133	0	0	
2	6	851	29	2	0	31	0	0	
2	6	852	26	3	0	29	0	0	
2	6	853	11	322	98	431	800	0	
2	5	854	3	6	238	247	1129	0	
2	5	855	3	315	46	364	0	0	
2	5	856	0	173	78	251	0	0	
2	5	857	0	0	0	0	0	0	
2	5	858	0	0	0	0	0	0	
2	5	859	0	0	0	0	0	0	
2	5	860	0	0	0	0	0	0	
2	5	861	0	94	42	136	0	0	
2	5	862	1	92	41	134	0	0	
2	5	863	0	0	79	79	1210	0	
2	5	864	1	6	0	7	0	0	
2	5	865	0	271	0	271	1050	0	
2	5	866	9	522	0	531	0	0	
2	5	867	17	393	28	438	0	0	
2	5	868	0	0	0	0	0	0	
2	5	869	3	222	65	290	45	0	
2	5	870	0	157	235	392	1193	0	
2	5	871	3	0	0	3	0	0	
2	5	872	15	230	462	707	2050	0	
2	5	873	1	268	93	362	0	0	
2	5	874	9	191	78	278	0	0	
2	5	875	0	0	0	0	0	0	
2	5	876	6	1208	375	1589	0	0	
2	5	877	43	0	313	356	0	0	
2	5	878	2	67	264	333	0	0	
2	5	879	1	110	60	171	1101	0	
2	5	880	5	2	0	7	0	0	
2	5	881	3	12	0	15	0	0	
2	5	882	3	4	206	213	1136	0	
2	5	883	33	12	297	342	132	0	
2	5	884	0	9	76	85	0	0	
2	5	885	4	132	238	374	853	0	
2	5	886	0	0	33	33	0	0	
2	6	887	0	583	1078	1661	4924	0	
2	6	888	41	127	0	168	2313	0	
2	6	889	4	1150	140	1294	0	0	
2	6	890	6	0	0	6	0	0	
2	6	891	30	70	197	297	0	0	
2	6	892	3	34	35	72	775	0	
2	6	893	11	36	153	200	27	0	
2	6	894	17	206	123	346	25	0	
2	6	895	11	17	558	586	0	0	
2	5	896	2	0	0	2	0	0	
2	5	897	3	172	165	340	799	0	
2	5	898	41	673	159	873	0	0	
2	5	899	2	152	203	357	1758	0	
2	5	900	3	1	0	4	0	0	
2	5	901	4	1	1254	1259	3889	0	
2	5	902	3	9	184	196	0	0	
2	5	903	32	8	0	40	0	0	
2	5	904	3	56	11	70	0	0	
2	5	905	1	0	0	1	0	0	
2	5	906	4	19	238	261	869	0	
2	5	907	46	126	125	297	0	0	
2	5	908	4	172	91	267	65	0	
2	5	909	11	45	56	112	0	0	
2	5	910	54	13	184	251	571	0	

**Table 21.D6B  
Parkland DRI  
Miami-Dade County Year 2015 Zdata2 for the Study Area**

Card Type	Planning Analysis District	Zone Number	Employment				School Enrollment	Short Term Parking Cost	Long Term Parking Cost
			Industrial	Commercial	Service	Total			
2	5	911	0	0	653	653	1899	0	0
2	5	912	26	202	156	384	642	0	0
2	5	913	11	143	63	217	0	0	0
2	5	914	3	24	105	132	0	0	0
2	5	915	3	491	203	697	83	0	0
2	5	916	0	280	206	486	0	0	0
2	5	917	9	14	23	46	0	0	0
2	5	918	4	0	0	4	0	0	0
2	5	919	2	6	291	299	1334	0	0
2	5	920	54	790	351	1195	0	0	0
2	5	921	5	6	76	87	325	0	0
2	5	922	11	1	363	375	0	0	0
2	5	923	10	0	165	175	589	0	0
2	5	924	184	9	20	213	0	0	0
2	5	925	0	66	462	528	0	0	0
2	5	926	35	0	139	174	837	0	0
2	5	927	11	0	85	96	0	0	0
2	5	928	66	7	964	1037	1847	0	0
2	5	929	19	1088	331	1438	2638	0	0
2	5	930	0	1843	562	2405	0	0	0
2	5	931	2	278	647	927	0	0	0
2	5	932	0	52	161	213	155	0	0
2	5	933	8	73	1696	1777	0	0	0
2	5	934	7	62	349	418	730	0	0
2	5	935	2	95	66	163	0	0	0
2	5	936	19	11	105	135	0	0	0
2	5	937	129	323	556	1008	0	0	0
2	5	938	250	274	1997	2521	0	0	0
2	5	939	0	32	82	114	0	0	0
2	5	940	0	0	2046	2046	280	0	0
2	5	941	7	622	819	1448	110	0	0
2	5	942	4	330	436	770	237	0	0
2	5	943	2	528	356	886	0	0	0
2	5	944	14	4	0	18	0	0	0
2	5	945	13	0	145	158	351	0	0
2	5	946	26	82	20	128	0	0	0
2	5	947	1	0	184	185	0	0	0
2	5	948	54	284	163	501	293	0	0
2	5	949	2	132	354	488	529	0	0
2	5	950	3	399	1082	1484	1678	0	0
2	5	1201	17	27	264	308	1081	0	0
2	5	1202	3	44	396	443	0	0	0
2	5	1203	132	626	2620	3378	0	0	0
2	4	1204	57	634	1419	2110	0	0	0
2	4	1205	20	0	184	204	1276	0	0
2	4	1206	0	0	673	673	186	0	0
2	4	1207	0	0	233	233	0	0	0
2	4	1208	0	0	198	198	0	0	0
2	4	1209	0	0	132	132	0	0	0
2	4	1210	0	0	172	172	0	0	0
2	4	1211	33	494	914	1441	0	0	0
2	5	1212	18	2	74	94	0	0	0
2	5	1213	26	0	184	210	0	0	0
2	5	1214	883	450	291	1624	0	0	0
2	5	1215	351	898	1075	2324	0	0	0
2	5	1216	470	1059	2749	4278	188	0	0
2	5	1217	153	490	58	701	0	0	0
2	5	1218	44	254	338	636	0	0	0
2	5	1219	0	12	20	32	0	0	0
2	5	1220	15	273	280	568	0	0	0
2	5	1221	5	366	125	496	0	0	0
2	5	1222	2	4	316	322	833	0	0
2	5	1223	4	39	44	87	0	0	0
2	5	1224	3	369	107	479	0	0	0
2	5	1225	3	14	44	61	0	0	0
2	5	1226	6	0	0	6	0	0	0
2	5	1227	13	0	316	329	1881	0	0
2	5	1228	0	0	0	0	0	0	0
2	5	1229	3	9	16	28	343	0	0
2	5	1230	3	349	83	435	0	0	0

**Table 21.D6B  
Parkland DRI  
Miami-Dade County Year 2015 Zdata2 for the Study Area**

Card Type	Planning Analysis District	Zone Number	Employment				School Enrollment	Short Term Parking Cost	Long Term Parking Cost
			Industrial	Commercial	Service	Total			
2	5	1231	0	349	112	461	0	0	0
2	5	1232	9	64	310	383	964	0	0
2	5	1233	0	408	442	850	1450	0	0
2	5	1234	22	637	1584	2243	120	0	0
2	5	1235	0	20	76	96	142	0	0
2	5	1236	0	317	502	819	1183	0	0
2	5	1237	19	37	33	89	0	0	0
2	5	1238	11	144	93	248	0	0	0
2	5	1239	9	51	11	71	0	0	0
2	5	1240	2	71	250	323	1173	0	0
2	5	1241	0	0	0	0	0	0	0
2	5	1242	13	436	436	885	2294	0	0
2	5	1243	0	1	0	1	0	0	0
2	5	1244	0	42	21	63	0	0	0
2	5	1245	9	513	50	572	0	0	0
2	5	1246	0	557	0	557	0	0	0
2	5	1247	13	0	2	15	462	0	0
2	5	1248	1	0	15	16	0	0	0
2	5	1249	0	114	0	114	0	0	0
2	5	1250	9	19	25	53	0	0	0
2	5	1251	0	0	51	51	1350	0	0
2	5	1252	7	0	2	9	0	0	0
2	5	1253	17	4	20	41	0	0	0
2	5	1254	0	0	0	0	1450	0	0
2	5	1255	75	0	105	180	1316	0	0
2	5	1256	0	0	0	0	0	0	0
2	5	1257	0	20	23	43	725	0	0
2	5	1258	3	0	0	3	0	0	0
2	5	1259	5	0	0	5	10	0	0
2	5	1260	34	162	209	405	0	0	0
2	5	1261	0	195	61	256	0	0	0
2	5	1262	2102	26	528	2656	4490	0	0
2	5	1263	0	0	0	0	0	0	0
2	5	1264	0	0	0	0	0	0	0
2	5	1265	0	0	0	0	0	0	0
2	5	1266	13	0	2	15	0	0	0
2	5	1267	1	0	0	1	0	0	0
2	5	1268	1	0	247	248	0	0	0
2	5	1269	1042	513	1224	2779	120	0	0
2	5	1270	6	1	0	7	0	0	0
2	5	1271	0	48	71	119	0	0	0
2	5	1272	37	493	370	900	1828	0	0
2	5	1273	5	2	6	13	0	0	0
2	5	1274	2	0	11	13	0	0	0
2	4	1275	76	14	10	100	0	0	0
2	4	1276	12	11	0	23	0	0	0
2	4	1277	1	0	27	28	0	0	0
2	4	1278	3	0	0	3	0	0	0
2	4	1279	7	6	0	13	0	0	0
2	4	1280	35	165	159	359	0	0	0
2	4	1281	25	102	157	284	0	0	0
2	4	1282	9	38	0	47	0	0	0
2	4	1283	3	41	39	83	1135	0	0
2	4	1284	22	0	6	28	0	0	0
2	4	1285	4	0	11	15	0	0	0
2	4	1286	1	0	11	12	0	0	0
2	5	1287	62	0	4	66	0	0	0
2	5	1288	56	0	4	60	0	0	0
2	5	1289	48	3	3	54	0	0	0
2	5	1290	63	0	4	67	0	0	0
2	4	1291	101	2	53	156	0	0	0
2	4	1292	217	15	15	247	0	0	0
2	4	1293	182	246	27	455	0	0	0
2	4	1294	239	111	27	377	0	0	0
2	4	1295	122	143	99	364	0	0	0
2	4	1296	34	19	0	53	0	0	0
2	4	1297	294	87	264	645	0	0	0
2	4	1298	675	1	184	860	0	0	0
2	4	1299	132	18	370	520	0	0	0



Legend



Site Location

**SSE**  
0.43% emp.  
4.77% du

Residential and Employment Concentrations by Cardinal Direction within the Surrounding TAZ's

Map J-7A  
Residential and Employment Concentrations by Cardinal Directions  
Parkland  
August 2006

Miami-Dade County Year 2015 Cost Feasible Plan

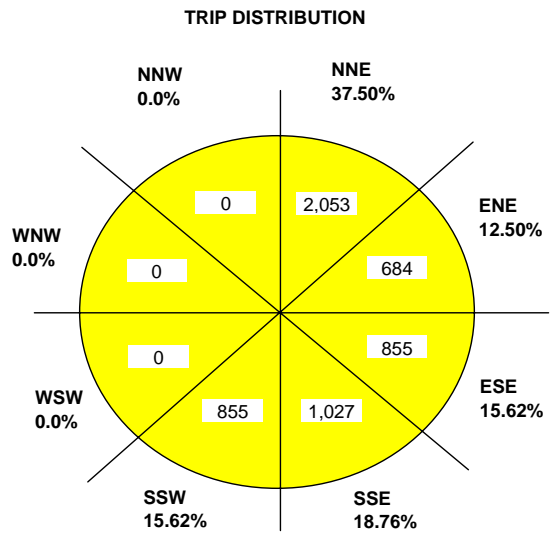
DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE	CARDINAL DIRECTIONS								TOTAL
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1261 TRIPS	690	867	433	336	99	118	141	371	3055
PERCENT	22.59	28.38	14.17	11.00	3.24	3.86	4.62	12.14	
1262 TRIPS	1035	751	443	980	342	5	1233	1015	5804
PERCENT	17.83	12.94	7.63	16.88	5.89	0.09	21.24	17.49	
1263 TRIPS	376	560	1177	141	13	6	58	78	2409
PERCENT	15.61	23.25	48.86	5.85	0.54	0.25	2.41	3.24	
1264 TRIPS	82	173	181	25	3	0	17	26	507
PERCENT	16.17	34.12	35.70	4.93	0.59	0.00	3.35	5.13	
1265 TRIPS	0	0	0	0	0	0	0	0	0
PERCENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
1266 TRIPS	12	4	5	6	5	0	0	0	32
PERCENT	37.50	12.50	15.62	18.75	15.62	0.00	0.00	0.00	
1267 TRIPS	550	773	461	51	35	3	0	41	1914
PERCENT	28.74	40.39	24.09	2.66	1.83	0.16	0.00	2.14	

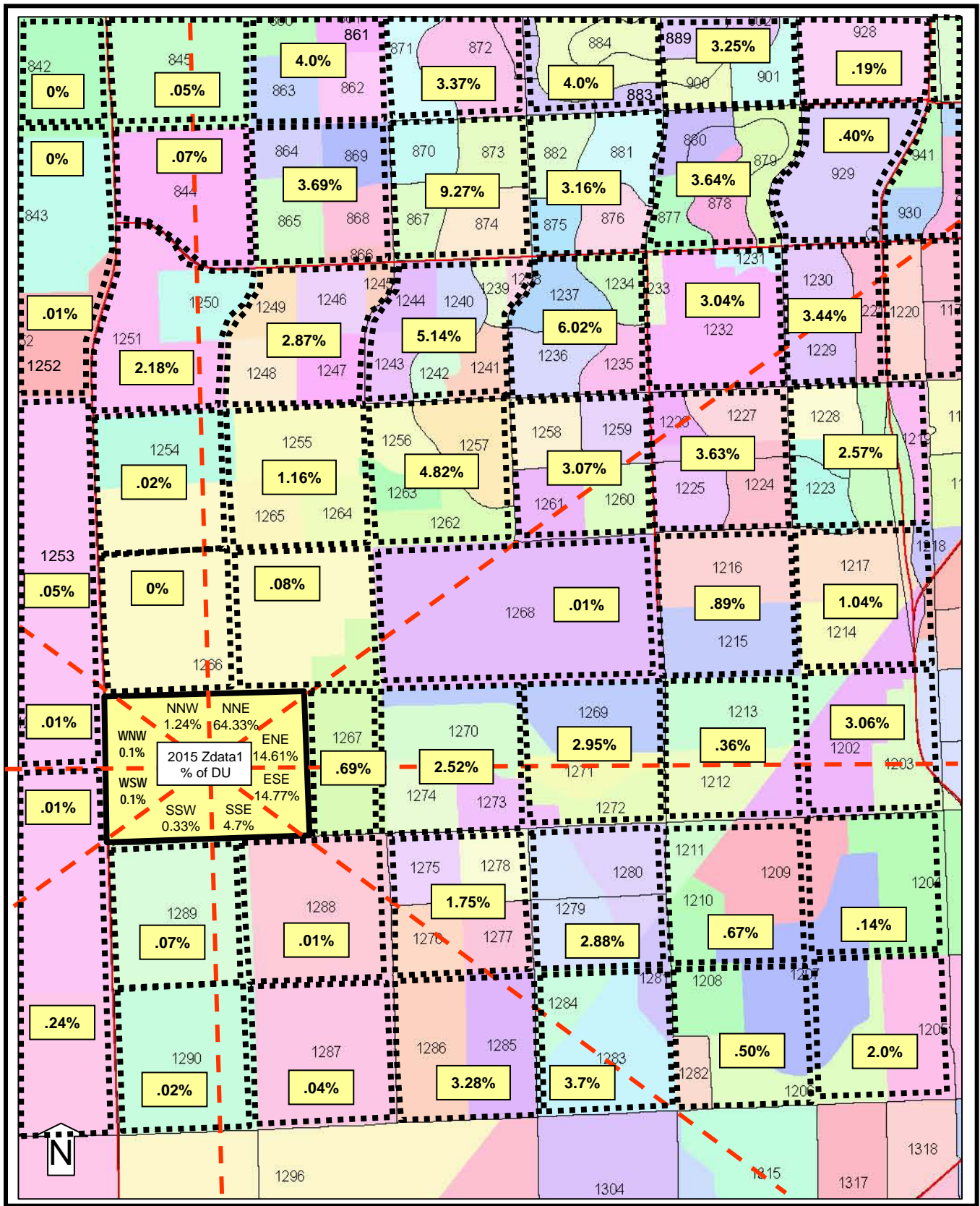
**CARDINAL DISTRIBUTION**

PROJECT: Parkland

TAZ #	1266	
Trips	5,475	Trips
NNE	37.50%	2,053
ENE	12.50%	684
ESE	15.62%	855
SSE	18.76%	1,027
SSW	15.62%	855
WSW	0.00%	0
WNW	0.00%	0
NNW	0.00%	0
	100.00%	5,475




Source: Miami-Dade Transportation Plan to the Year 2030 - Directional Trip Distribution Report, January 2005, Miami-Dade Interim 2015 Cost Feasible Plan.

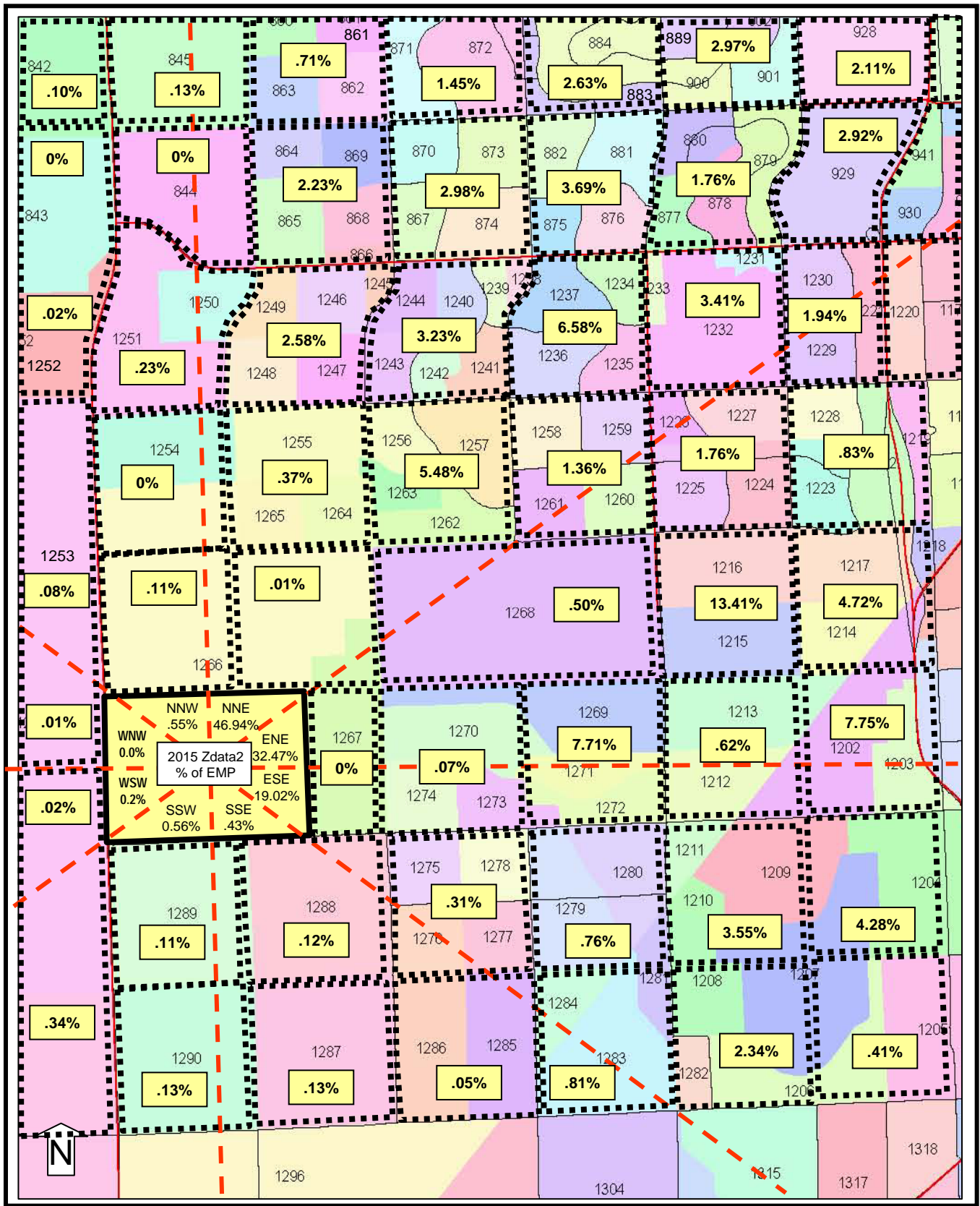


Legend

 Site Location


 = % of surrounding residential units from the study area using the 2015 residential zonal data from the 2030 L RTP

Map J-7C  
Percent of Surrounding Residential in the Study Area  
Parkland  
August 2006



Legend

 Site Location

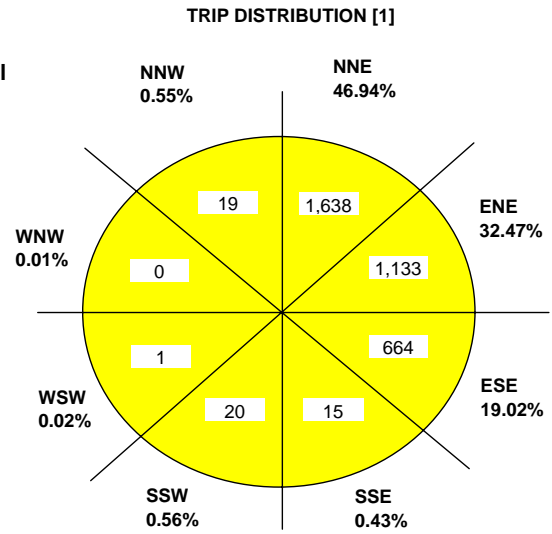
 = % of surrounding employment from the study area using the 2015 employment zonal data from the 2030 L RTP

Map J-7D  
Percent of Surrounding Employment in the Study Area  
Parkland  
August 2006

**CARDINAL DISTRIBUTION**

**PROJECT: Parkland - Net External Production Trips  
Home-Based Work Trips Generated by Site Residential**

TAZ #	1266	
<b>Trips</b>	<b>3,489</b>	<b>TRIPS</b>
NNE	46.94%	1,638
ENE	32.47%	1,133
ESE	19.02%	664
SSE	0.43%	15
SSW	0.56%	20
WSW	0.02%	1
WNW	0.01%	0
NNW	0.55%	19
	100.00%	3,489

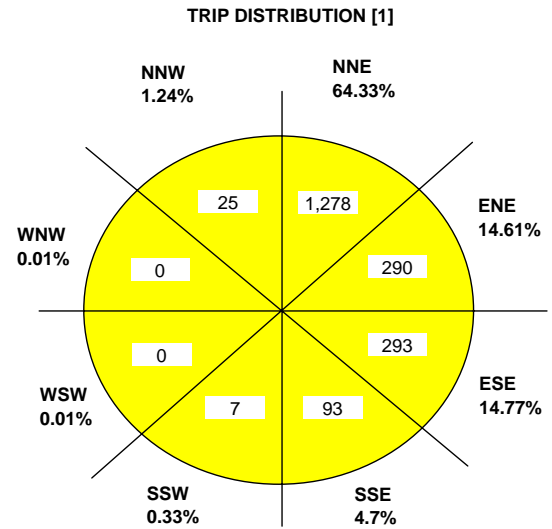


[1] Trip distribution for home-based work trips for residential leaving the site based upon the concentration of employment by cardinal direction in the study area surrounding the site (see Map J-7D).

**CARDINAL DISTRIBUTION**

**PROJECT: Parkland - Net External Attraction Trips  
Non Home-Based Work Trips Attracted to Site Uses**

TAZ #	1266	
<b>Trips</b>	<b>1,986</b>	<b>TRIPS</b>
NNE	64.33%	1,278
ENE	14.61%	290
ESE	14.77%	293
SSE	4.70%	93
SSW	0.33%	7
WSW	0.01%	0
WNW	0.01%	0
NNW	1.24%	25
	100.00%	1,986

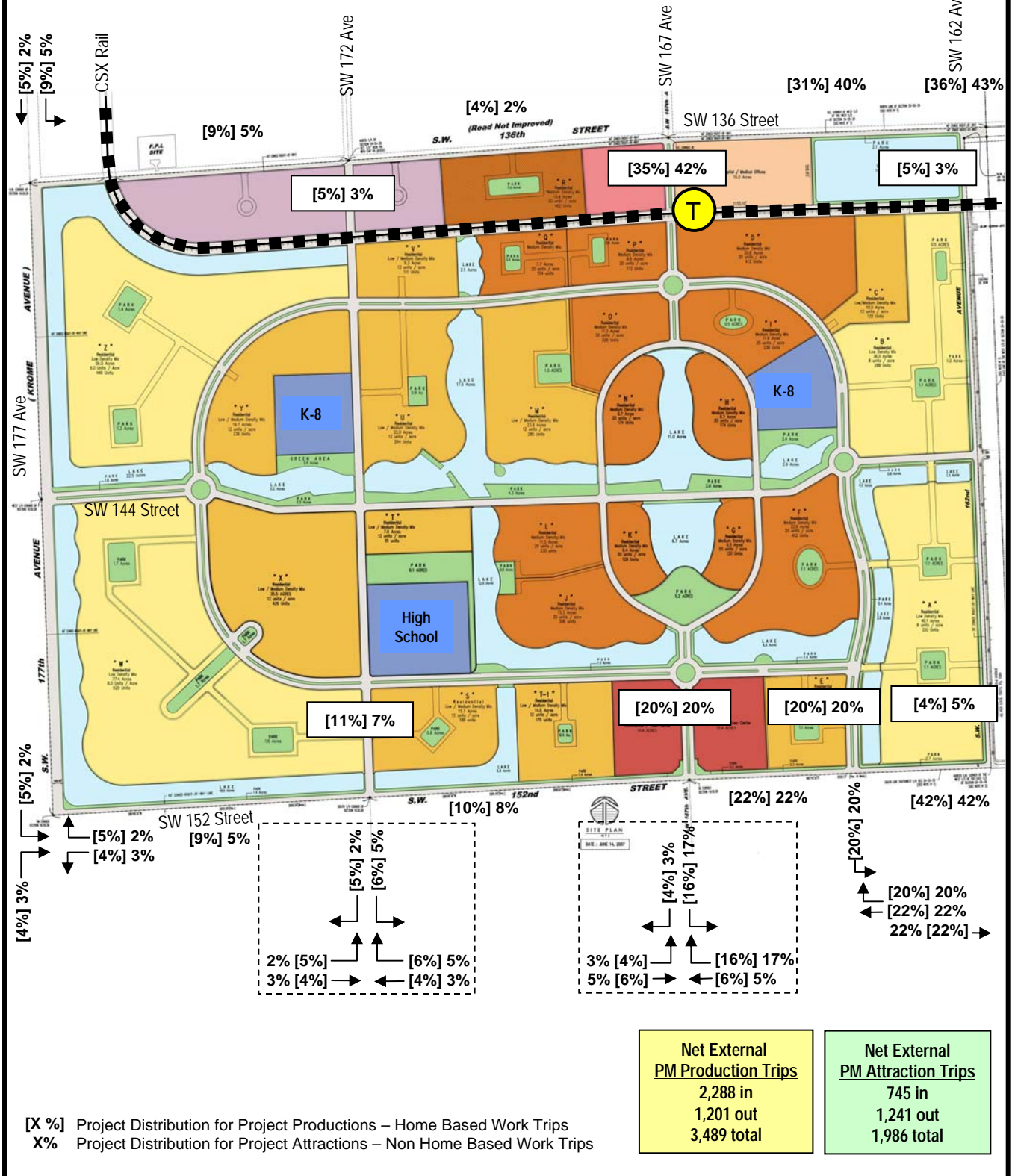


[1] Trip distribution for non home-based work, education and shopping trips based upon the concentration of dwelling units by cardinal direction in the study area surrounding the site (see Map J-7C).

Source: Developed using the Interim Year 2015 zonal data from the 2030 LRTP.



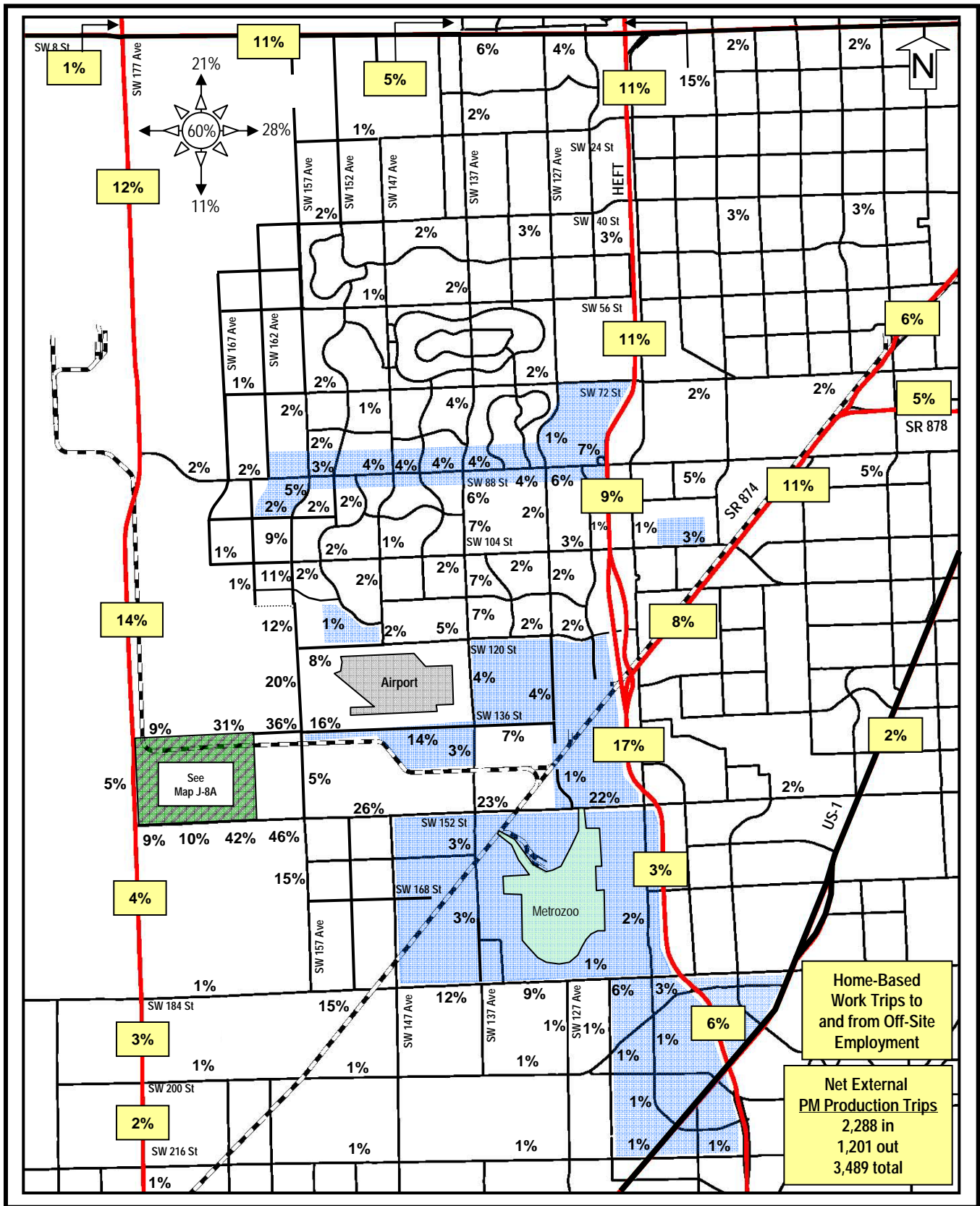
Note: Map J-8A provides the conceptual layout of project land uses, the roadway network that would provide access to the site and the location and layout of lakes, canals, parks and schools recognizing that the final layout for all project land uses, roadways, lakes, canals, parks and schools would occur during the development review process with the local government of jurisdiction at the time of site plan approval and with permitting agencies during consideration of appropriate permit applications.



Legend



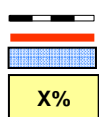
Map J-8A (R)  
 Project Distribution Adjacent to the Site  
 Parkland  
 July 2008



Legend



Site Location



Existing Rail Lines

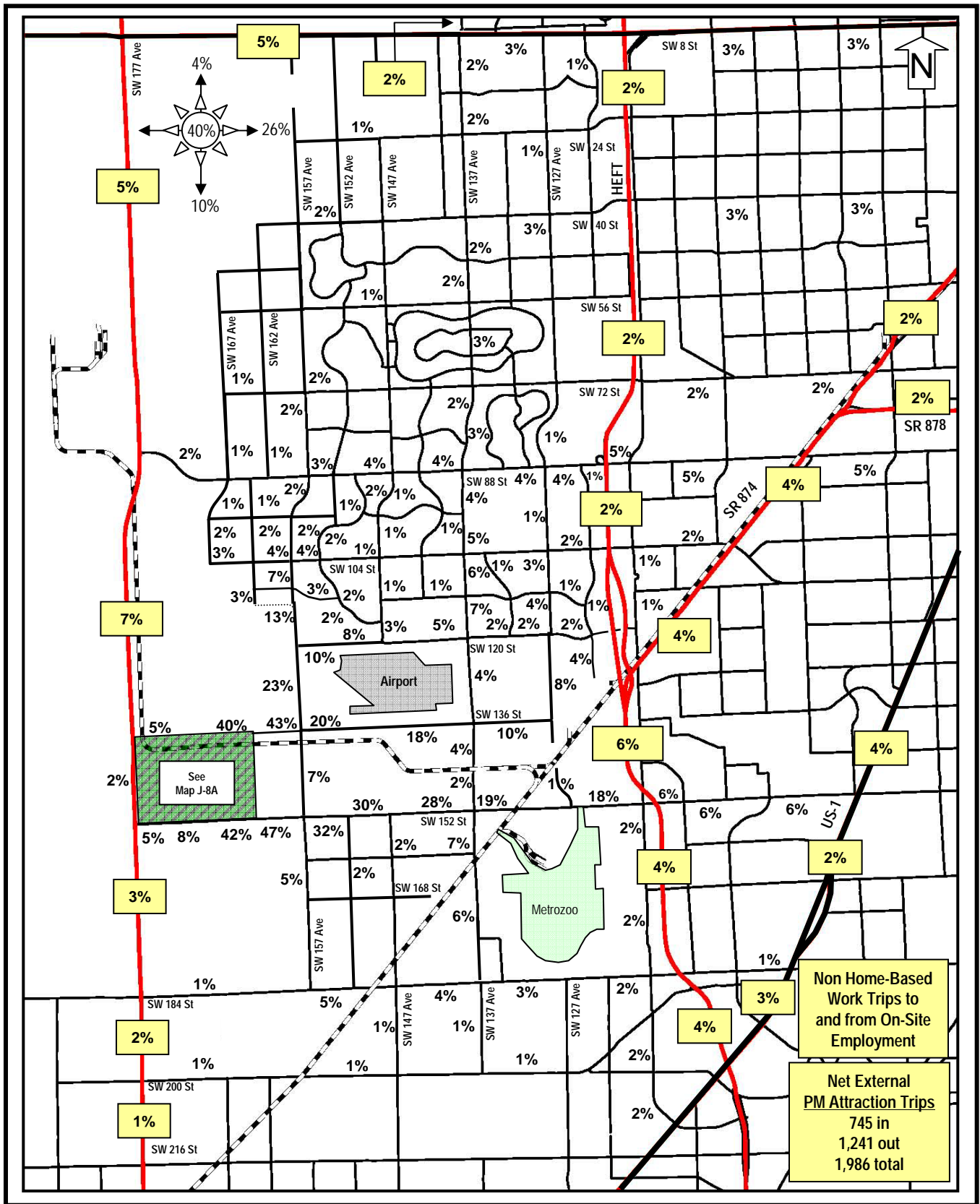
FIHS Roadways

Areas with higher concentrations of employment

X%



Project Distribution Percentage to major roadways leading to/from study area


Map J-8B (R)  
 Project Distribution Percentage for Project Production Trips  
 Parkland  
 July 2008



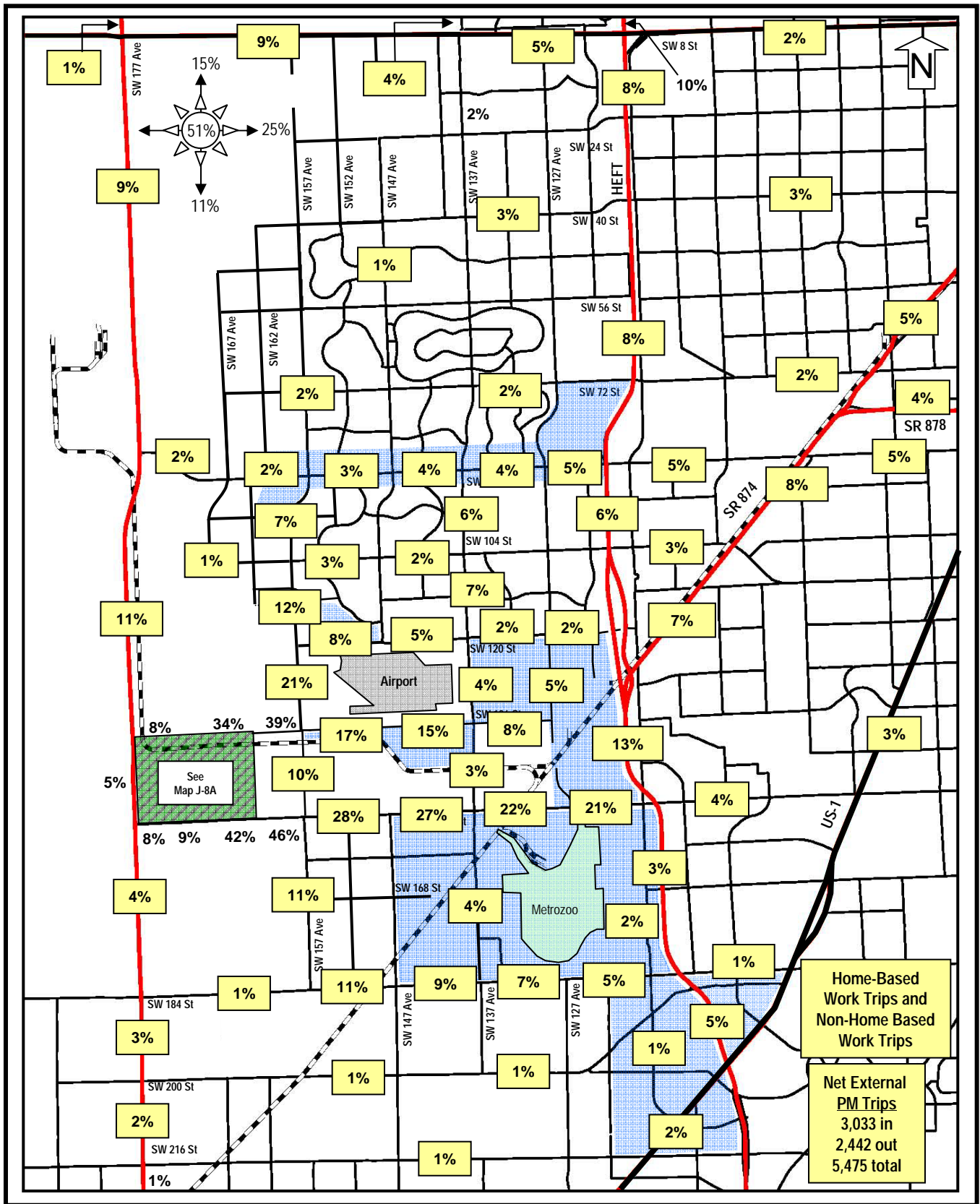
Legend

 Site Location

 Existing Rail Lines  
 FIHS Roadways

 X% Project Distribution Percentage to major roadways leading to/from study area

Map J-8C (R)  
 Project Distribution Percentage for Project Attraction Trips  
 Parkland  
 July 2008



**Legend**






-  Site Location
-  Existing Rail Lines
-  FIHS Roadways
-  Areas with higher concentrations of employment
-  X% Project Distribution Percentage to major roadways leading to/from study area

TABLE 21.D7  
 PARKLAND DRI  
 Year 2018 Total Traffic Conditions and DRI Significance Determination Analysis

ROADWAY SEGMENTS	[1] YEAR 2018 LANES	[2] CDMP ADOPTED LOS STANDARD	2018 BACKGROUND PLUS COMMITTED VOLUMES	Parkland DRI		[4] TWO-WAY PEAK HOUR MAX CAPACITY	TOTAL TWO-WAY WITH PROJECT	2018 PM PEAK HOUR LOS	V/C	[5] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
				[3] Project Distribution Percent	Total PM Project DRI Trips 5475							
<b>SW 8 Street</b>												
SW 177 Avenue to SW 157 Avenue	4LD	C	1,326	8.82%	483	3,300	1,810	B	0.55	14.64%	YES	NO
SW 157 Avenue to SW 152 Avenue	4LD	D	2,353	8.82%	483	3,390	2,836	C	0.84	14.25%	YES	NO
SW 152 Avenue to SW 147 Avenue	4LD	D	2,455	8.82%	483	3,390	2,938	C	0.87	14.25%	YES	NO
SW 147 Avenue to SW 142 Avenue	6LD	D	3,482	8.82%	483	5,080	3,965	B	0.78	9.51%	YES	NO
SW 142 Avenue to SW 137 Avenue	6LD	D	4,308	8.82%	483	5,080	4,791	C	0.94	9.51%	YES	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	3,679	4.91%	269	5,904	3,948	D	0.67	4.55%	NO	NO
SW 127 Avenue to SW 122 Avenue	6LD	D	3,779	3.64%	199	4,680	3,978	D	0.85	4.26%	NO	NO
SW 122 Avenue to HEFT	8LD	D	5,238	3.64%	199	6,060	5,437	D	0.90	3.29%	NO	NO
HEFT to SW 117 Avenue	6LD	D	4,163	2.36%	129	4,680	4,292	D	0.92	2.76%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	D	4,163	2.36%	129	4,680	4,292	D	0.92	2.76%	NO	NO
SW 107 Avenue to SW 97 Avenue	8LD	EE	4,806	2.36%	129	7,632	4,935	C	0.65	1.69%	NO	NO
SW 97 Avenue to SW 87 Avenue	8LD	EE	4,089	2.36%	129	7,632	4,218	C	0.55	1.69%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	3,853	2.36%	129	5,904	3,982	D	0.67	2.19%	NO	NO
<b>SW 24/26 Street</b>												
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,284	1.00%	55	3,744	2,338	D	0.62	1.46%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	3,052	1.00%	55	3,744	3,106	E	0.83	1.46%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	EE	3,682	1.00%	55	3,744	3,737	E	1.00	1.46%	NO	NO
SW 117 Avenue to SW 107 Avenue	4LD	EE	3,206	1.00%	55	3,744	3,261	E	0.87	1.46%	NO	NO
SW 107 Avenue to SW 92 Avenue	4LD	EE	3,091	1.00%	55	3,744	3,146	E	0.84	1.46%	NO	NO
SW 92 Avenue to SW 87 Avenue	6LD	EE	3,338	1.00%	55	5,628	3,392	D	0.60	0.97%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	3,670	1.00%	55	5,628	3,725	D	0.66	0.97%	NO	NO
<b>SW 40/42 Street</b>												
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,594	2.00%	110	3,744	2,703	D	0.72	2.92%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	3,046	3.00%	164	3,744	3,210	E	0.86	4.39%	NO	NO
SW 127 Avenue to HEFT	4LD	EE	4,158	3.00%	164	3,744	4,323	F	1.15	4.39%	NO	NO
HEFT to SW 107 Avenue	6LD	EE	3,977	3.00%	164	5,904	4,141	D	0.70	2.78%	NO	NO
SW 107 Avenue to SW 97 Avenue	6LD	EE	2,940	3.00%	164	5,904	3,104	C	0.53	2.78%	NO	NO
SW 97 Avenue to SW 87 Avenue	6LD	EE	3,785	3.00%	164	5,904	3,950	D	0.67	2.78%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	5,236	3.00%	164	5,904	5,400	E	0.91	2.78%	NO	NO
<b>SW 56 Street</b>												
SW 147 Avenue to SW 137 Avenue	4LD	D	2,769	0.50%	27	2,950	2,796	D	0.95	0.93%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	2,972	0.50%	27	2,950	2,999	E	1.02	0.93%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	3,374	0.50%	27	2,950	3,401	F	1.15	0.93%	NO	NO
SW 117 Avenue to SW 107 Avenue	4LD	D	2,913	0.50%	27	2,950	2,940	D	1.00	0.93%	NO	NO
SW 107 Avenue to SW 97 Avenue	4LD	D	3,091	0.50%	27	2,950	3,118	E	1.06	0.93%	NO	NO
SW 97 Avenue to SW 87 Avenue	4LD	D	3,190	0.50%	27	2,950	3,217	F	1.09	0.93%	NO	NO
SW 87 Avenue to SR 826	4LD	D	3,587	0.50%	27	2,950	3,614	F	1.23	0.93%	NO	NO
<b>SW 72 Street</b>												
SW 162 Avenue to SW 157 Avenue	4LD	EE	1,874	1.00%	55	3,744	1,929	C	0.52	1.46%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	3,095	2.00%	110	3,744	3,204	E	0.86	2.92%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,758	2.00%	110	3,744	2,868	D	0.77	2.92%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	3,262	2.00%	110	3,744	3,371	E	0.90	2.92%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	EE	3,445	2.00%	110	3,744	3,555	E	0.95	2.92%	NO	NO
SW 117 Avenue to SW 107 Avenue	4LD	EE	3,041	2.00%	110	3,924	3,151	E	0.80	2.79%	NO	NO
SW 107 Avenue to SW 97 Avenue	4LD	EE	3,396	2.00%	110	3,924	3,506	E	0.89	2.79%	NO	NO
SW 97 Avenue to SW 87 Avenue	4LD	EE	3,696	2.00%	110	3,924	3,805	E	0.97	2.79%	NO	NO
SW 87 Avenue to SR 826	4LD	EE	3,264	2.00%	110	3,924	3,374	E	0.86	2.79%	NO	NO
<b>SW 88 Street</b>												
SW 177 Avenue to SW 167 Avenue	4LD	D	1,681	2.00%	110	3,110	1,790	C	0.58	3.52%	NO	NO
SW 167 Avenue to SW 157 Avenue	6LD - TIP 2009	EE	4,062	2.00%	110	5,904	4,172	D	0.71	1.85%	NO	NO
SW 157 Avenue to SW 147 Avenue	6LD - TIP 2009	EE	4,917	4.00%	219	5,904	5,136	E	0.87	3.71%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	4,461	4.00%	219	5,904	4,680	E	0.79	3.71%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	3,184	4.00%	219	5,904	3,403	C	0.58	3.71%	NO	NO
SW 127 Avenue to SR 821/HEFT	8LD	EE	6,161	5.64%	309	7,632	6,470	E	0.85	4.04%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD	EE	4,822	5.00%	274	5,904	5,096	E	0.86	4.64%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	4,777	5.00%	274	5,904	5,051	E	0.86	4.64%	NO	NO
SW 107 Avenue to SR 874	6LD	EE	4,894	5.00%	274	5,904	5,168	E	0.88	4.64%	NO	NO
SR 874 to SW 87 Avenue	6LD	EE	4,577	5.00%	274	5,904	4,851	E	0.82	4.64%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	4,083	5.00%	274	5,904	4,356	D	0.74	4.64%	NO	NO
<b>SW 104 Street</b>												
SW 167 Avenue to SW 157 Avenue	4LD	EE	1,391	1.73%	94	3,744	1,485	C	0.40	2.52%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	3,589	2.73%	149	3,744	3,738	E	1.00	3.99%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	3,591	1.64%	90	3,744	3,681	E	0.98	2.39%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,739	1.64%	90	5,628	4,829	E	0.86	1.59%	NO	NO
SW 127 Avenue to SW 117 Avenue	6LD	EE	5,638	3.27%	179	5,628	5,818	F	1.03	3.19%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	5,790	3.27%	179	5,628	5,969	F	1.06	3.19%	NO	NO
SW 107 Avenue to SR 874	6LD	EE	5,755	2.64%	144	5,628	5,899	F	1.05	2.57%	NO	NO

TABLE 21.D7  
 PARKLAND DRI  
 Year 2018 Total Traffic Conditions and DRI Significance Determination Analysis

ROADWAY SEGMENTS	[1] YEAR 2018 LANES	[2] CDMP ADOPTED LOS STANDARD	2018 BACKGROUND PLUS COMMITTED VOLUMES	Parkland DRI		[4] TWO-WAY PEAK HOUR MAX CAPACITY	TOTAL TWO-WAY WITH PROJECT	2018 PM PEAK HOUR LOS	2018 V/C	[5] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
				[3] Project Distribution Percent	Total PM Project DRI Trips 5475							
<b>SW 120 Street</b>												
SW 157 Avenue to SW 147 Avenue	4LD - TIP 2009	D	834	8.00%	438	2,950	1,272	C	0.43	14.85%	YES	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	2,667	5.00%	274	2,950	2,940	D	1.00	9.28%	YES	NO
SW 137 Avenue to SW 127 Avenue	6LD - TIP 2009	D	2,788	2.00%	110	4,450	2,897	C	0.65	2.46%	NO	NO
SW 127 Avenue to SW 157 Avenue	6LD - TIP 2009	D	3,852	2.00%	110	4,450	3,961	D	0.89	2.46%	NO	NO
SW 122 Avenue to SR 821/HEFT	6LD - TIP 2009	D	3,777	2.00%	110	4,450	3,886	D	0.87	2.46%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD - TIP 2009	D	3,481	2.00%	110	4,450	3,590	D	0.81	2.46%	NO	NO
<b>SW 136 Street</b>												
SW 177 Avenue to SW 172 Avenue	4LD - Parkland	D	0	7.55%	413	2,950	413	C	0.14	14.01%	YES	NO
SW 172 Avenue to SW 167 Avenue	4LD - Parkland	D	0	7.55%	413	2,950	413	C	0.14	14.01%	YES	NO
SW 167 Avenue to SW 162 Avenue	4LD - Parkland	D	0	34.26%	1,876	2,950	1,876	C	0.64	63.59%	YES	NO
SW 162 Avenue to SW 157 Avenue	2LU - TIP 2009	D	0	38.54%	2,110	1,390	2,110	F	1.52	151.80%	YES	YES
SW 157 Avenue to SW 147 Avenue	4LD - TIP 2009	D	803	17.45%	955	2,950	1,758	C	0.60	32.39%	YES	NO
SW 147 Avenue to SW 137 Avenue	4LD - TIP 2009	D	1,976	15.45%	846	2,950	2,822	D	0.96	28.68%	YES	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	786	8.09%	443	2,950	1,229	C	0.42	15.01%	YES	NO
<b>SW 152 Street</b>												
SW 177 Avenue to SW 172 Avenue	6LD - Parkland	D	0	7.55%	413	4,450	413	C	0.09	9.29%	YES	NO
SW 172 Avenue to SW 167 Avenue	6LD - Parkland	D	0	9.27%	508	4,450	508	C	0.11	11.41%	YES	NO
SW 167 Avenue to SW 162 Avenue	6LD - Parkland	D	0	42.00%	2,300	4,450	2,300	C	0.52	51.67%	YES	NO
SW 162 Avenue to SW 157 Avenue	2LU	EE	352	46.36%	2,538	1,776	2,890	F	1.63	142.93%	YES	YES
SW 157 Avenue to SW 147 Avenue	2LU	EE	930	28.18%	1,543	1,776	2,473	F	1.39	86.86%	YES	YES
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,633	26.73%	1,463	3,744	4,097	F	1.09	39.08%	YES	YES
SW 137 Avenue to SW 124 Avenue	6LD	EE	4,931	21.55%	1,180	6,370	6,111	D	0.96	18.52%	YES	NO
SW 124 Avenue to SW 117 Avenue	6LD	EE	5,091	20.55%	1,125	6,370	6,216	E	0.98	17.66%	YES	NO
SW 117 Avenue to SR 821/HEFT	4LD	EE	4,119	13.64%	747	3,924	4,866	F	1.24	19.03%	YES	YES
SR 821/HEFT to SW 112 Avenue	4LD	EE	3,144	3.45%	189	3,924	3,333	E	0.85	4.81%	NO	NO
SW 112 Avenue to US-1	4LD	EE	3,119	3.45%	189	3,924	3,308	E	0.84	4.81%	NO	NO
<b>SW 168 Street</b>												
SW 117 Avenue to US-1	2LU	D	977	0.25%	14	1,390	990	D	0.71	0.98%	NO	NO
US-1 to SW 87 Avenue	2LU	EE	633	0.25%	14	1,776	647	C	0.36	0.77%	NO	NO
<b>SW 184 Street</b>												
SW 177 Avenue to SW 167 Avenue	2LU	C	831	1.00%	55	1,390	885	D	0.64	3.94%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	831	1.00%	55	1,390	885	D	0.64	3.94%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	D	904	11.37%	623	1,390	1,526	F	1.10	44.79%	YES	YES
SW 147 Avenue to SW 137 Avenue	4LD - TIP 2009	D	1,348	9.10%	498	2,950	1,846	C	0.63	16.89%	YES	NO
SW 137 Avenue to SW 127 Avenue	4LD - TIP 2009	D	2,552	6.82%	374	2,950	2,926	D	0.99	12.66%	YES	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	2,524	4.55%	249	2,950	2,773	D	0.94	8.44%	YES	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,541	2.64%	144	2,950	2,686	D	0.91	4.89%	NO	NO
SR 821/HEFT to SW 107 Avenue	4LD	D	2,143	1.00%	55	2,950	2,198	D	0.75	1.86%	NO	NO
SW 107 Avenue to US-1	4LD	D	2,139	1.00%	55	2,950	2,193	D	0.74	1.86%	NO	NO
<b>SW 200 Street/Quail Roost Dr</b>												
SW 177 Avenue to SW 167 Avenue	2LU	C	718	1.00%	55	1,560	773	C	0.50	3.51%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	718	1.00%	55	1,560	773	C	0.50	3.51%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	720	1.00%	55	1,560	775	C	0.50	3.51%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	1,046	1.00%	55	1,560	1,101	C	0.71	3.51%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	1,046	1.00%	55	1,560	1,101	C	0.71	3.51%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	1,462	1.00%	55	3,390	1,517	B	0.45	1.62%	NO	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,488	1.00%	55	3,390	2,543	B	0.75	1.62%	NO	NO
<b>SW 216 Street</b>												
SW 177 Avenue to SW 167 Avenue	2LU	C	508	1.00%	55	1,390	562	C	0.40	3.94%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	508	1.00%	55	1,390	562	C	0.40	3.94%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	508	1.00%	55	1,390	562	C	0.40	3.94%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	519	1.00%	55	1,390	574	C	0.41	3.94%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	519	1.00%	55	1,390	574	C	0.41	3.94%	NO	NO
SW 127 Avenue to US-1	2LU	D	517	1.00%	55	1,390	572	C	0.41	3.94%	NO	NO
US-1 to SW 112 Avenue	2LU	D	517	1.00%	55	1,390	572	C	0.41	3.94%	NO	NO
SW 112 Avenue to SR 821/HEFT	4LD	D	517	1.00%	55	2,950	572	C	0.19	1.86%	NO	NO
<b>SW 177 Avenue</b>												
US 27 to NW 2 Street	4LD - TIP 2009	B	1,333	1.00%	55	2,800	1,388	A	0.50	1.96%	NO	NO
NW 2 Street to SW 8 Street	4LD - TIP 2009	B	1,841	1.00%	55	2,800	1,896	B	0.68	1.96%	NO	NO
SW 8 Street to SW 10 Street	4LD - TIP 2009	B	1,691	9.46%	518	2,800	2,209	B	0.79	18.50%	YES	NO
SW 10 Street to SW 88 Street	4LD - TIP 2009	B	1,746	9.46%	518	2,800	2,264	B	0.81	18.50%	YES	NO
SW 88 Street to SW 136 Street	2LU	C	1,420	11.46%	627	1,480	2,047	E	1.38	42.40%	YES	YES
SW 136 Street to SW 144 Street	2LU	C	1,385	3.91%	214	1,480	1,599	D	1.08	14.47%	YES	YES
SW 144 Street to SW 152 Street	2LU	C	1,385	3.91%	214	1,480	1,599	D	1.08	14.47%	YES	YES
SW 152 Street to SW 184 Street	2LU	C	1,385	3.64%	199	1,480	1,584	D	1.07	13.46%	YES	YES
SW 184 Street to SW 200 Street	2LU	C	1,790	2.64%	144	1,480	1,935	D	1.31	9.76%	YES	YES
SW 200 Street to SW 216 Street	2LU	C	1,675	1.64%	90	1,480	1,765	D	1.19	6.06%	YES	YES
SW 216 Street to SW 232 Street	2LU	C	1,594	1.00%	55	1,480	1,648	D	1.11	3.70%	NO	NO
SW 232 Street to SW 248 Street	2LU	C	1,544	1.00%	55	1,480	1,599	D	1.08	3.70%	NO	NO
SW 248 Street to SW 264 Street	2LU	C	1,544	1.00%	55	1,480	1,599	D	1.08	3.70%	NO	NO

TABLE 21.D7  
 PARKLAND DRI  
 Year 2018 Total Traffic Conditions and DRI Significance Determination Analysis

ROADWAY SEGMENTS	[1] YEAR 2018 LANES	[2] CDMP ADOPTED LOS STANDARD	2018 BACKGROUND PLUS COMMITTED VOLUMES	Parkland DRI		[4] TWO-WAY PEAK HOUR MAX CAPACITY	TOTAL TWO-WAY WITH PROJECT	2018 PM PEAK HOUR LOS	V/C	[5] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
				[3] Project Distribution Percent	Total PM Project DRI Trips 5475							
<b>SW 172 Avenue</b> SW 136 Street to SW 144 Street SW 144 Street to SW 152 Street	4LD - Parkland 4LD - Parkland	D D	0 0	4.27% 9.55%	234 523	2,950 2,950	234 523	C C	0.08 0.18	7.93% 17.72%	YES YES	NO NO
<b>SW 167 Avenue</b> SW 72 Street to SW 88 Street SW 88 Street to SW 96 Street SW 96 Street to SW 104 Street SW 136 Street to SW 144 Street SW 144 Street to SW 152 Street	2LU 4LD 2LU 4LD - Parkland 4LD - Parkland	D EE EE D D	642 1,415 1,088 0 0	1.00% 1.36% 1.00% 37.54% 20.00%	55 75 55 2,055 1,095	1,390 3,744 1,776 2,950 2,950	697 1,490 1,143 2,055 1,095	C C D D C	0.50 0.40 0.64 0.70 0.37	3.94% 1.99% 3.08% 69.67% 37.12%	NO NO NO YES YES	NO NO NO NO NO
<b>SW 162 Avenue</b> SW 136 Street to SW 144 Street SW 144 Street to SW 152 Street	4LD - Parkland 4LD - Parkland	D D	0 319	4.27% 4.36%	234 239	2,950 2,950	234 558	C C	0.08 0.19	7.93% 8.10%	NO NO	NO NO
<b>SW 157 Avenue</b> SW 72 Street to SW 88 Street SW 88 Street to SW 96 Street SW 96 Street to SW 104 Street SW 104 Street to SW 112 Street SW 112 Street to SW 120 Street SW 120 Street to SW 136 Street SW 136 Street to SW 152 Street SW 152 Street to SW 184 Street SW 184 Street to SW 200 Street	4LD 4LD 4LD 4LD 4LD - TIP 2009 4LD - TIP 2009 4LD 4LD - TIP 2009 2LU	EE D D D D D D D D	1,817 1,875 2,105 1,141 1,055 900 834 502 454	2.00% 3.91% 7.19% 9.55% 12.36% 21.09% 5.73% 11.37% 0.00%	110 214 393 523 677 1,155 313 623 0	3,744 2,950 2,950 2,950 2,950 2,950 2,950 2,950 1,390	1,926 2,089 2,498 1,664 1,732 2,055 1,147 1,124 454	C D D D C D C C C	0.51 0.71 0.85 0.56 0.59 0.70 0.39 0.38 0.33	2.92% 7.26% 13.34% 17.72% 22.94% 39.14% 10.63% 21.11% 0.00%	NO YES YES YES YES YES YES YES NO	NO NO NO NO NO NO NO NO NO
<b>SW 152 Avenue</b> SW 56 Street to SW 72 Street SW 72 Street to SW 88 Street SW 88 Street to SW 96 Street SW 96 Street to Hammocks Blvd	4LD 4LD 4LD 4LD	D EE D D	858 858 858 858	1.00% 1.00% 1.00% 1.00%	55 55 55 55	2,950 3,744 2,950 2,950	912 912 912 912	C C C C	0.31 0.24 0.31 0.31	1.86% 1.46% 1.86% 1.86%	NO NO NO NO	NO NO NO NO
<b>HAMMOCKS BLVD</b> SW 88 Street to SW 152 Avenue SW 152 Avenue to SW 104 Street SW 104 Street to SW 112 Street SW 112 Street to SW 147 Avenue	4LD 4LD 4LD 4LD	D D D D	849 849 849 849	2.00% 2.00% 2.00% 2.00%	110 110 110 110	2,950 2,950 2,950 2,950	959 959 959 959	C C C C	0.33 0.33 0.33 0.33	3.71% 3.71% 3.71% 3.71%	NO NO NO NO	NO NO NO NO
<b>SW 147 Avenue</b> SW 72 Street to SW 88 Street SW 88 Street to SW 104 Street SW 104 Street to SW 120 Street SW 152 Street to SW 184 Street SW 184 Street to SW 200 Street	4LD 4LD 4LD 2LU 2LU	D D D D D	1,999 1,940 1,733 886 942	1.00% 1.00% 2.36% 0.73% 0.36%	55 55 129 40 20	2,950 2,950 2,950 1,390 1,390	2,054 1,995 1,862 926 962	D C C D D	0.70 0.68 0.63 0.67 0.69	1.86% 1.86% 4.39% 2.86% 1.43%	NO NO NO NO NO	NO NO NO NO NO
<b>NW/SW 137 Avenue</b> SR 836 to SW 8 Street SW 8 Street to SW 24 Street SW 24 Street to SW 40 Street SW 40 Street to SW 56 Street SW 56 Street to SW 72 Street SW 72 Street to SW 88 Street SW 88 Street to SW 96 Street SW 96 Street to SW 104 Street SW 104 Street to SW 112 Street SW 112 Street to SW 120 Street SW 120 Street to SW 136 Street SW 136 Street to SW 152 Street SW 152 Street to SW 184 Street SW 184 Street to SW 200 Street	6LD 4LD 6LD 6LD 4LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 6LD 2LU	D EE D EE D E E E E E E E D D	4,137 3,679 3,553 3,499 3,787 2,800 3,551 3,733 2,959 3,997 5,207 5,156 3,708 1,009	3.91% 2.00% 2.00% 2.00% 2.36% 3.64% 5.27% 6.27% 6.64% 7.00% 4.00% 3.36% 4.45% 1.00%	214 110 110 110 129 199 289 344 363 383 219 184 244 55	4,450 3,744 4,450 5,628 2,950 4,450 4,920 4,920 4,920 4,920 4,920 4,690 4,450 1,390	4,352 3,789 3,662 3,609 3,916 2,999 3,840 4,077 3,322 4,380 5,426 5,340 3,952 1,064	D F D D F C D D C D F F D D	0.98 1.01 0.82 0.64 1.33 0.67 0.78 0.83 0.68 0.89 1.10 1.14 0.89 0.77	4.81% 2.92% 2.46% 1.95% 4.39% 4.48% 5.87% 6.98% 7.39% 7.79% 4.45% 3.93% 5.48% 3.94%	NO NO NO NO NO NO YES YES YES YES NO NO YES NO	NO NO NO NO NO NO NO NO NO NO NO NO NO NO
<b>SW 127 Avenue</b> SW 8 Street to SW 24 Street SW 24 Street to SW 40 Street SW 40 Street to SW 56 Street SW 56 Street to SW 72 Street SW 72 Street to SW 88 Street SW 88 Street to SW 104 Street SW 104 Street to SW 120 Street SW 120 Street to SW 122 Street SW 122 Street to SW 136 Street SW 136 Street to SW 144 Street SW 144 Street to SW 152 Street	4LD 2LU 4LD 4LD 4LD 4LD - TIP 2009 4LD - TIP 2009 4LD 2LU 2LU 4LD	EE D D D D D D D D D D D	2,641 1,651 2,261 2,175 2,134 1,752 1,477 1,606 915 0 733	1.00% 1.00% 1.00% 1.00% 1.00% 1.64% 2.73% 5.45% 5.45% 0.00% 1.00%	55 55 55 55 55 90 149 298 298 0 55	3,744 1,390 2,950 2,950 2,950 2,950 2,950 2,950 1,390 1,390 2,950	2,696 1,705 2,316 2,230 2,189 1,841 1,627 1,905 1,213 0 788	D F D D D C C C D A C	0.72 1.23 0.78 0.76 0.74 0.62 0.55 0.65 0.87 0.00 0.27	1.46% 3.94% 1.86% 1.86% 1.86% 3.04% 5.06% 10.12% 21.47% 0.00% 1.86%	NO NO NO NO NO NO YES YES YES NO NO	NO NO NO NO NO NO NO NO NO NO NO

TABLE 21.D7  
 PARKLAND DRI  
 Year 2018 Total Traffic Conditions and DRI Significance Determination Analysis

ROADWAY SEGMENTS	[1] 2018 LANES	[2] CDMP ADOPTED LOS STANDARD	2018 BACKGROUND PLUS COMMITTED VOLUMES	Parkland DRI		[4] TWO-WAY PEAK HOUR MAX CAPACITY	TOTAL TWO-WAY WITH PROJECT	2018 PM PEAK HOUR LOS	V/C	[5] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
				[3]								
				Project Distribution Percent	Total PM Project DRI Trips 5475							
<b>SW 117 Avenue</b>												
SW 8 Street to SW 24 Street	2LD	D	1,236	1.00%	55	1,390	1,290	D	0.93	3.94%	NO	NO
SW 24 Street to SW 40 Street	2LD	D	1,236	1.00%	55	1,390	1,290	D	0.93	3.94%	NO	NO
SW 40 Street to SW 56 Street	4LD	D	2,461	1.00%	55	2,950	2,516	D	0.85	1.86%	NO	NO
SW 56 Street to SW 72 Street	4LD	D	2,490	1.00%	55	2,950	2,544	D	0.86	1.86%	NO	NO
SW 72 Street to SW 88 Street	4LD	D	3,987	1.00%	55	2,950	4,042	F	1.37	1.86%	NO	NO
SW 88 Street to SW 104 Street	4LD	D	2,709	1.00%	55	2,950	2,764	D	0.94	1.86%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	3,468	1.00%	55	2,950	3,523	F	1.19	1.86%	NO	NO
SW 120 Street to SW 136 Street	4LD	D	2,990	1.00%	55	2,950	3,045	E	1.03	1.86%	NO	NO
SW 136 Street to HEFT Ramps	4LD	D	2,527	1.00%	55	2,950	2,582	D	0.88	1.86%	NO	NO
HEFT Ramps to SW 152 Street	4LD	D	2,907	6.19%	339	2,950	3,246	F	1.10	11.48%	YES	YES
SW 152 Street to SW 184 Street	<b>4LD - TIP 2009</b>	D	1,785	2.00%	110	2,950	1,895	C	0.64	3.71%	NO	NO
SW 184 Street to SW 200 Street	2LU	D	1,540	1.00%	55	1,390	1,595	F	1.15	3.94%	NO	NO
SW 200 Street to US-1	2LU	D	1,584	1.00%	55	1,390	1,639	F	1.18	3.94%	NO	NO
<b>NW/SW 107 Avenue</b>												
NW 12 Street to SR 836 N. Ramps	7LD	HE = E	5,435	1.00%	55	5,565	5,489	E	0.99	0.98%	NO	NO
SR 836 N. Ramps to S. Ramps	6LD	SUMA = E	4,963	1.00%	55	4,920	5,017	F	1.02	1.11%	NO	NO
SR 836 S. Ramps to NW 7 Street	7LD	SUMA = E	4,912	1.00%	55	5,565	4,966	D	0.89	0.98%	NO	NO
NW 7 Street to Flagler Street	6LD	SUMA = E	2,993	1.00%	55	4,920	3,048	C	0.62	1.11%	NO	NO
Flagler Street to SW 8 Street	4LD	SUMA = E	2,990	1.00%	55	3,270	3,044	D	0.93	1.67%	NO	NO
SW 8 Street to SW 24 Street	6LD	SUMA = E	3,980	1.00%	55	4,920	4,035	D	0.82	1.11%	NO	NO
SW 24 Street to SW 40 Street	4LD	SUMA = E	2,568	1.00%	55	3,270	2,622	D	0.80	1.67%	NO	NO
SW 40 Street to SW 56 Street	4LD	SUMA = E	2,713	1.00%	55	3,270	2,768	D	0.85	1.67%	NO	NO
SW 56 Street to SW 72 Street	4LD	SUMA = E	2,138	1.00%	55	3,270	2,193	C	0.67	1.67%	NO	NO
SW 72 Street to SW 88 Street	4LD	SUMA = E	2,352	1.00%	55	3,270	2,407	C	0.74	1.67%	NO	NO
SW 88 Street to SW 104 Street	4LD	SUMA = E	1,959	0.00%	0	3,270	1,959	C	0.60	0.00%	NO	NO
<b>SR 836</b>												
NW 137 Avenue to NW 107 Avenue	4LD	D	463	3.91%	214	6,510	677	A	0.10	3.29%	NO	NO
HEFT to NW 107 Avenue	8LD	D	7,934	3.91%	214	13,600	8,148	C	0.60	1.57%	NO	NO
NW 107 Avenue to NW 87 Avenue	8LD	D	9,702	3.91%	214	13,600	9,916	C	0.73	1.57%	NO	NO
NW 87 Avenue to SR 826	<b>8LD - TIP 2009</b>	D	9,523	3.91%	214	13,600	9,737	C	0.72	1.57%	NO	NO
<b>SR 821/HEFT</b>												
SW 40 Street to SW 88 Street	6LD	D	14,324	7.74%	424	10,050	14,747	F	1.47	4.21%	NO	NO
SW 88 Street to SW 120 Street	<b>12LD - TIP 2009</b>	D	11,846	7.74%	424	20,710	12,269	C	0.59	2.04%	NO	NO
SW 120 Street to SR 874	<b>12LD - TIP 2009</b>	D	10,958	6.46%	354	20,710	11,312	B	0.55	1.71%	NO	NO
SR 874 to SW 152 Street	<b>12LD - TIP 2009</b>	D	19,422	13.01%	712	20,710	20,135	D	0.97	3.44%	NO	NO
SW 152 Street to SW 184 Street	8LD	D	15,919	3.36%	184	13,600	16,103	F	1.18	1.35%	NO	NO
SW 184 Street to SW 200 Street	6LD	D	12,871	5.27%	289	9,840	13,160	F	1.34	2.93%	NO	NO
SW 200 Street to SW 216 Street	4LD	D	7,897	5.27%	289	6,250	8,185	F	1.31	4.62%	NO	NO
<b>SR 874</b>												
HEFT to SW 104 Street	6LD	D	5,635	6.55%	359	10,050	5,993	C	0.60	3.57%	NO	NO
SW 104 Street to SR 878	8LD	D	9,624	8.46%	463	13,600	10,087	C	0.74	3.41%	NO	NO
<b>US-1</b>												
SW 136 Street to SW 152 Street	6LD	EE	5,963	2.73%	149	6,096	6,112	F	1.00	2.45%	NO	NO
SW 152 Street to SW 184 Street	6LD	EE	5,152	0.73%	40	6,096	5,191	E	0.85	0.65%	NO	NO
SW 184 Street to SW 216 Street	6LD	EE	3,184	1.09%	60	6,096	3,243	B	0.53	0.98%	NO	NO

NOTES:

- [1] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP.
- [2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.
- [3] See Map J-8D for the cumulative project distribution for project productions and attractions.
- [4] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.
- [5] The DRI Trips are evaluated pursuant to Rule 9J-2.045, F.A.C. to determine if the DRI will significantly impact any state or regionally significant roadway operating below the adopted LOS.  
 A significant impact can only be assigned to the DRI if the DRI Trips will consume 5% or more of the MSV of the roadway, and the roadway is found to be operating below the adopted LOS.



E. Assign the trips generated by this development as shown in (B) 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 local data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of build out 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.

1. **Project Assignment**

Based upon the traffic assignment developed in response to Question 21 - Part D, **Table 21.E1** has been prepared to detail the peak hour project impacts, the level of service, and to identify if the roadway segment is significantly impacted by project traffic. **Map J-9** has been prepared to illustrate those roadway segments significantly impacted by project traffic which are operating below the adopted level of service standards pursuant to the link analysis. **Map J-9** also identifies the LOS for each impacted segment, and identifies the Year 2018 total traffic intersection LOS for the intersections adjacent to the significantly impacted segments.

2. **Project Impacts on Regionally Significant Roadways**

The information provided in **Table 21.E1** assists in determining whether or not the project traffic significantly impacts roadway segments within the traffic impact study area. Based on the link analysis in **Table 21.E1**, the following roadway segments were determined to be significantly impacted, with project traffic equal to or exceeding 5.0% of the adopted maximum service volume on roadway segments operating below the adopted level of service standard.

<p><b><u>SW 136 Street</u></b> SW 162 Ave to SW 157 Ave – LOS F (before improvements by Parkland)</p>
<p><b><u>SW 152 Street</u></b> SW 162 Ave to SW 157 Ave – LOS F (before improvements by Parkland) SW 157 Ave to SW 147 Ave – LOS F (before improvements by Parkland) SW 147 Ave to SW 137 Ave – LOS F (before improvements by Parkland) SW 117 Ave to HEFT – LOS F (before improvements by Parkland)</p>
<p><b><u>SW 184 Street</u></b> SW 157 Ave to SW 147 Ave – LOS F (before improvements by Parkland)</p>
<p><b><u>SW 177 Avenue</u></b> SW 88 St to SW 136 St – as a 2LU – LOS E SW 136 St to SW 152 St – as a 2LU – LOS D (before improvements by Parkland) SW 152 St to SW 184 St – as a 2LU – LOS D SW 184 St to SW 200 St – as a 2LU – LOS D SW 200 St to SW 216 St – as a 2LU – LOS D</p>
<p><b><u>SW 117 Avenue</u></b> HEFT to SW 152 St – LOS F (before improvements by Parkland)</p>

TABLE 21.E1  
PARKLAND DRI  
Year 2018 Total Traffic Conditions and DRI Evaluation of Significant Impact

ROADWAY SEGMENTS	[1] YEAR 2018 LANES	[2] CDMP ADOPTED LOS STANDARD	2018 BACKGROUND PLUS COMMITTED VOLUMES	Parkland DRI		[4] TWO-WAY PEAK HOUR MAX CAPACITY	TOTAL TWO-WAY WITH PROJECT	2018 PM PEAK HOUR LOS	2018 BACKGROUND V/C	DRI TRIPS AS A % OF TOTAL VOLUME	[5] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND FAILING ROADWAY YES / NO
				[3] Project Distribution Percent	Total PM Project DRI Trips 5475								
<b>SW 8 Street</b>													
SW 177 Avenue to SW 157 Avenue	4LD	C	1,326	8.82%	483	3,300	1,810	B	0.55	26.70%	14.64%	YES	NO
SW 157 Avenue to SW 152 Avenue	4LD	D	2,353	8.82%	483	3,390	2,836	C	0.84	17.04%	14.25%	YES	NO
SW 152 Avenue to SW 147 Avenue	4LD	D	2,455	8.82%	483	3,390	2,938	C	0.87	16.44%	14.25%	YES	NO
SW 147 Avenue to SW 142 Avenue	6LD	D	3,482	8.82%	483	5,080	3,965	B	0.78	12.19%	9.51%	YES	NO
SW 142 Avenue to SW 137 Avenue	6LD	D	4,308	8.82%	483	5,080	4,791	C	0.94	10.08%	9.51%	YES	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	3,679	4.91%	269	5,904	3,948	D	0.67	6.81%	4.55%	NO	NO
SW 127 Avenue to SW 122 Avenue	6LD	D	3,779	3.64%	199	4,680	3,978	D	0.85	5.01%	4.26%	NO	NO
SW 122 Avenue to HEFT	8LD	D	5,238	3.64%	199	6,060	5,437	D	0.90	3.66%	3.29%	NO	NO
HEFT to SW 117 Avenue	6LD	D	4,163	2.36%	129	4,680	4,292	D	0.92	3.01%	2.76%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	D	4,163	2.36%	129	4,680	4,292	D	0.92	3.01%	2.76%	NO	NO
SW 107 Avenue to SW 97 Avenue	8LD	EE	4,806	2.36%	129	7,632	4,935	C	0.65	2.62%	1.69%	NO	NO
SW 97 Avenue to SW 87 Avenue	8LD	EE	4,089	2.36%	129	7,632	4,218	C	0.55	3.07%	1.69%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	3,853	2.36%	129	5,904	3,982	D	0.67	3.25%	2.19%	NO	NO
<b>SW 24/26 Street</b>													
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,284	1.00%	55	3,744	2,338	D	0.62	2.34%	1.46%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	3,052	1.00%	55	3,744	3,106	E	0.83	1.76%	1.46%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	EE	3,682	1.00%	55	3,744	3,737	E	1.00	1.47%	1.46%	NO	NO
SW 117 Avenue to SW 107 Avenue	4LD	EE	3,206	1.00%	55	3,744	3,261	E	0.87	1.68%	1.46%	NO	NO
SW 107 Avenue to SW 92 Avenue	4LD	EE	3,091	1.00%	55	3,744	3,146	E	0.84	1.74%	1.46%	NO	NO
SW 92 Avenue to SW 87 Avenue	6LD	EE	3,338	1.00%	55	5,628	3,392	D	0.60	1.61%	0.97%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	3,670	1.00%	55	5,628	3,725	D	0.66	1.47%	0.97%	NO	NO
<b>SW 40/42 Street</b>													
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,594	2.00%	110	3,744	2,703	D	0.72	4.05%	2.92%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	3,046	3.00%	164	3,744	3,210	E	0.86	5.12%	4.39%	NO	NO
SW 127 Avenue to HEFT	4LD	EE	4,158	3.00%	164	3,744	4,323	F	1.15	3.80%	4.39%	NO	NO
HEFT to SW 107 Avenue	6LD	EE	3,977	3.00%	164	5,904	4,141	D	0.70	3.97%	2.78%	NO	NO
SW 107 Avenue to SW 97 Avenue	6LD	EE	2,940	3.00%	164	5,904	3,104	C	0.53	5.29%	2.78%	NO	NO
SW 97 Avenue to SW 87 Avenue	6LD	EE	3,785	3.00%	164	5,904	3,950	D	0.67	4.16%	2.78%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	5,236	3.00%	164	5,904	5,400	E	0.91	3.04%	2.78%	NO	NO
<b>SW 56 Street</b>													
SW 147 Avenue to SW 137 Avenue	4LD	D	2,769	0.50%	27	2,950	2,796	D	0.95	0.98%	0.93%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	2,972	0.50%	27	2,950	2,999	E	1.02	0.91%	0.93%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	3,374	0.50%	27	2,950	3,401	F	1.15	0.80%	0.93%	NO	NO
SW 117 Avenue to SW 107 Avenue	4LD	D	2,913	0.50%	27	2,950	2,940	D	1.00	0.93%	0.93%	NO	NO
SW 107 Avenue to SW 97 Avenue	4LD	D	3,091	0.50%	27	2,950	3,118	E	1.06	0.88%	0.93%	NO	NO
SW 97 Avenue to SW 87 Avenue	4LD	D	3,190	0.50%	27	2,950	3,217	F	1.09	0.85%	0.93%	NO	NO
SW 87 Avenue to SR 826	4LD	D	3,587	0.50%	27	2,950	3,614	F	1.23	0.76%	0.93%	NO	NO
<b>SW 72 Street</b>													
SW 162 Avenue to SW 157 Avenue	4LD	EE	1,874	1.00%	55	3,744	1,929	C	0.52	2.84%	1.46%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	3,095	2.00%	110	3,744	3,204	E	0.86	3.42%	2.92%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,758	2.00%	110	3,744	2,868	D	0.77	3.82%	2.92%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	3,262	2.00%	110	3,744	3,371	E	0.90	3.25%	2.92%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	EE	3,445	2.00%	110	3,744	3,555	E	0.95	3.08%	2.92%	NO	NO
SW 117 Avenue to SW 107 Avenue	4LD	EE	3,041	2.00%	110	3,924	3,151	E	0.80	3.48%	2.79%	NO	NO
SW 107 Avenue to SW 97 Avenue	4LD	EE	3,396	2.00%	110	3,924	3,506	E	0.89	3.12%	2.79%	NO	NO
SW 97 Avenue to SW 87 Avenue	4LD	EE	3,696	2.00%	110	3,924	3,805	E	0.97	2.88%	2.79%	NO	NO
SW 87 Avenue to SR 826	4LD	EE	3,264	2.00%	110	3,924	3,374	E	0.86	3.25%	2.79%	NO	NO
<b>SW 88 Street</b>													
SW 177 Avenue to SW 167 Avenue	4LD	D	1,681	2.00%	110	3,110	1,790	C	0.58	6.12%	3.52%	NO	NO
SW 167 Avenue to SW 157 Avenue	6LD - TIP 2009	EE	4,062	2.00%	110	5,904	4,172	D	0.71	2.62%	1.85%	NO	NO
SW 157 Avenue to SW 147 Avenue	6LD - TIP 2009	EE	4,917	4.00%	219	5,904	5,136	E	0.87	4.26%	3.71%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	4,461	4.00%	219	5,904	4,680	E	0.79	4.68%	3.71%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	3,184	4.00%	219	5,904	3,403	C	0.58	6.44%	3.71%	NO	NO
SW 127 Avenue to SR 821/HEFT	8LD	EE	6,161	5.64%	309	7,632	6,470	E	0.85	4.77%	4.04%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD	EE	4,822	5.00%	274	5,904	5,096	E	0.86	5.37%	4.64%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	4,777	5.00%	274	5,904	5,051	E	0.86	5.42%	4.64%	NO	NO
SW 107 Avenue to SR 874	6LD	EE	4,894	5.00%	274	5,904	5,168	E	0.88	5.30%	4.64%	NO	NO
SR 874 to SW 87 Avenue	6LD	EE	4,577	5.00%	274	5,904	4,851	E	0.82	5.64%	4.64%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	4,083	5.00%	274	5,904	4,356	D	0.74	6.28%	4.64%	NO	NO
<b>SW 104 Street</b>													
SW 167 Avenue to SW 157 Avenue	4LD	EE	1,391	1.73%	94	3,744	1,485	C	0.40	6.36%	2.52%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	3,589	2.73%	149	3,744	3,738	E	1.00	3.99%	3.99%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	3,591	1.64%	90	3,744	3,681	E	0.98	2.44%	2.39%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,739	1.64%	90	5,628	4,829	E	0.86	1.86%	1.59%	NO	NO
SW 127 Avenue to SW 117 Avenue	6LD	EE	5,638	3.27%	179	5,628	5,818	F	1.03	3.08%	3.19%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	5,790	3.27%	179	5,628	5,969	F	1.06	3.00%	3.19%	NO	NO
SW 107 Avenue to SR 874	6LD	EE	5,755	2.64%	144	5,628	5,899	F	1.05	2.45%	2.57%	NO	NO

TABLE 21.E1  
PARKLAND DRI  
Year 2018 Total Traffic Conditions and DRI Evaluation of Significant Impact

ROADWAY SEGMENTS	[1] YEAR 2018 LANES	[2] CDMP ADOPTED LOS STANDARD	2018 BACKGROUND PLUS COMMITTED VOLUMES	Parkland DRI		[4] TWO-WAY PEAK HOUR MAX CAPACITY	TOTAL TWO-WAY WITH PROJECT	2018 PM PEAK HOUR LOS	2018 VIC	DRI TRIPS AS A % OF TOTAL VOLUME	[5] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES/NO	PROJECT ≥ 5% AND ROADWAY FAILING YES/NO
				[3] Project Distribution Percent	Total PM Project DRI Trips 5475								
<b>SW 120 Street</b>													
SW 157 Avenue to SW 147 Avenue	4LD - TIP 2009	D	834	8.00%	438	2,950	1,272	C	0.43	34.42%	14.85%	YES	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	2,667	5.00%	274	2,950	2,940	D	1.00	9.31%	9.28%	YES	NO
SW 137 Avenue to SW 127 Avenue	6LD - TIP 2009	D	2,788	2.00%	110	4,450	2,897	C	0.65	3.78%	2.46%	NO	NO
SW 127 Avenue to SW 122 Avenue	6LD - TIP 2009	D	3,852	2.00%	110	4,450	3,961	D	0.89	2.76%	2.46%	NO	NO
SW 122 Avenue to SR 821/HEFT	6LD - TIP 2009	D	3,777	2.00%	110	4,450	3,886	D	0.87	2.82%	2.46%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD - TIP 2009	D	3,481	2.00%	110	4,450	3,590	D	0.81	3.05%	2.46%	NO	NO
<b>SW 136 Street</b>													
SW 177 Avenue to SW 172 Avenue	4LD - Parkland	D	0	7.55%	413	2,950	413	C	0.14	100.00%	14.01%	YES	NO
SW 172 Avenue to SW 167 Avenue	4LD - Parkland	D	0	7.55%	413	2,950	413	C	0.14	100.00%	14.01%	YES	NO
SW 167 Avenue to SW 162 Avenue	4LD - Parkland	D	0	34.26%	1,876	2,950	1,876	C	0.64	100.00%	63.59%	YES	NO
SW 162 Avenue to SW 157 Avenue	2LU - TIP 2009	D	0	38.54%	2,110	1,390	2,110	F	1.52	100.00%	151.80%	YES	YES
SW 157 Avenue to SW 147 Avenue	4LD - TIP 2009	D	803	17.45%	955	2,950	1,758	C	0.60	54.33%	32.39%	YES	NO
SW 147 Avenue to SW 137 Avenue	4LD - TIP 2009	D	1,976	15.45%	846	2,950	2,822	D	0.96	29.97%	28.68%	YES	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	786	8.09%	443	2,950	1,229	C	0.42	36.04%	15.01%	YES	NO
<b>SW 152 Street</b>													
SW 177 Avenue to SW 172 Avenue	6LD - Parkland	D	0	7.55%	413	4,450	413	C	0.09	100.00%	9.29%	YES	NO
SW 172 Avenue to SW 167 Avenue	6LD - Parkland	D	0	9.27%	508	4,450	508	C	0.11	100.00%	11.41%	YES	NO
SW 167 Avenue to SW 162 Avenue	6LD - Parkland	D	0	42.00%	2,300	4,450	2,300	C	0.52	100.00%	51.67%	YES	NO
SW 162 Avenue to SW 157 Avenue	2LU	EE	352	46.36%	2,538	1,776	2,890	F	1.63	87.84%	142.93%	YES	YES
SW 157 Avenue to SW 147 Avenue	2LU	EE	930	28.18%	1,543	1,776	2,473	F	1.39	62.38%	86.86%	YES	YES
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,633	26.73%	1,463	3,744	4,097	F	1.09	35.72%	39.08%	YES	YES
SW 137 Avenue to SW 124 Avenue	6LD	EE	4,931	21.55%	1,180	6,370	6,111	D	0.96	19.31%	18.52%	YES	NO
SW 124 Avenue to SW 117 Avenue	6LD	EE	5,091	20.55%	1,125	6,370	6,216	E	0.98	18.10%	17.66%	YES	NO
SW 117 Avenue to SR 821/HEFT	4LD	EE	4,119	13.64%	747	3,924	4,866	F	1.24	15.34%	19.03%	YES	YES
SR 821/HEFT to SW 112 Avenue	4LD	EE	3,144	3.45%	189	3,924	3,333	E	0.85	5.67%	4.81%	NO	NO
SW 112 Avenue to US-1	4LD	EE	3,119	3.45%	189	3,924	3,308	E	0.84	5.71%	4.81%	NO	NO
<b>SW 168 Street</b>													
SW 117 Avenue to US-1	2LU	D	977	0.25%	14	1,390	990	D	0.71	1.38%	0.98%	NO	NO
US-1 to SW 87 Avenue	2LU	EE	633	0.25%	14	1,776	647	C	0.36	2.12%	0.77%	NO	NO
<b>SW 184 Street</b>													
SW 177 Avenue to SW 167 Avenue	2LU	C	831	1.00%	55	1,390	885	D	0.64	6.18%	3.94%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	831	1.00%	55	1,390	885	D	0.64	6.18%	3.94%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	D	904	11.37%	623	1,390	1,526	F	1.10	40.79%	44.79%	YES	YES
SW 147 Avenue to SW 137 Avenue	4LD - TIP 2009	D	1,348	9.10%	498	2,950	1,846	C	0.63	26.98%	16.89%	YES	NO
SW 137 Avenue to SW 127 Avenue	4LD - TIP 2009	D	2,552	6.82%	374	2,950	2,926	D	0.99	12.77%	12.66%	YES	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	2,524	4.55%	249	2,950	2,773	D	0.94	8.98%	8.44%	YES	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,541	2.64%	144	2,950	2,686	D	0.91	5.38%	4.89%	NO	NO
SR 821/HEFT to SW 107 Avenue	4LD	D	2,143	1.00%	55	2,950	2,198	D	0.75	2.49%	1.86%	NO	NO
SW 107 Avenue to US-1	4LD	D	2,139	1.00%	55	2,950	2,193	D	0.74	2.50%	1.86%	NO	NO
<b>SW 200 Street/Quail Roost Dr</b>													
SW 177 Avenue to SW 167 Avenue	2LU	C	718	1.00%	55	1,560	773	C	0.50	7.08%	3.51%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	718	1.00%	55	1,560	773	C	0.50	7.08%	3.51%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	720	1.00%	55	1,560	775	C	0.50	7.06%	3.51%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	1,046	1.00%	55	1,560	1,101	C	0.71	4.97%	3.51%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	C	1,046	1.00%	55	1,560	1,101	C	0.71	4.97%	3.51%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	1,462	1.00%	55	3,390	1,517	B	0.45	3.61%	1.62%	NO	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,488	1.00%	55	3,390	2,543	B	0.75	2.15%	1.62%	NO	NO
<b>SW 216 Street</b>													
SW 177 Avenue to SW 167 Avenue	2LU	C	508	1.00%	55	1,390	562	C	0.40	9.73%	3.94%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	508	1.00%	55	1,390	562	C	0.40	9.73%	3.94%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	508	1.00%	55	1,390	562	C	0.40	9.73%	3.94%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	519	1.00%	55	1,390	574	C	0.41	9.54%	3.94%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	519	1.00%	55	1,390	574	C	0.41	9.54%	3.94%	NO	NO
SW 127 Avenue to US-1	2LU	D	517	1.00%	55	1,390	572	C	0.41	9.58%	3.94%	NO	NO
US-1 to SW 112 Avenue	2LU	D	517	1.00%	55	1,390	572	C	0.41	9.58%	3.94%	NO	NO
SW 112 Avenue to SR 821/HEFT	4LD	D	517	1.00%	55	2,950	572	C	0.19	9.58%	1.86%	NO	NO
<b>SW 177 Avenue</b>													
US 27 to NW 2 Street	4LD - TIP 2009	B	1,333	1.00%	55	2,800	1,388	A	0.50	3.95%	1.96%	NO	NO
NW 2 Street to SW 8 Street	4LD - TIP 2009	B	1,841	1.00%	55	2,800	1,896	B	0.68	2.89%	1.96%	NO	NO
SW 8 Street to SW 10 Street	4LD - TIP 2009	B	1,691	9.46%	518	2,800	2,209	B	0.79	23.45%	18.50%	YES	NO
SW 10 Street to SW 88 Street	4LD - TIP 2009	B	1,746	9.46%	518	2,800	2,264	B	0.81	22.88%	18.50%	YES	NO
SW 88 Street to SW 136 Street	2LU	C	1,420	11.46%	627	1,480	2,047	E	1.38	30.65%	42.40%	YES	YES
SW 136 Street to SW 144 Street	2LU	C	1,385	3.91%	214	1,480	1,599	D	1.08	13.39%	14.47%	YES	YES
SW 144 Street to SW 152 Street	2LU	C	1,385	3.91%	214	1,480	1,599	D	1.08	13.39%	14.47%	YES	YES
SW 152 Street to SW 184 Street	2LU	C	1,385	3.64%	199	1,480	1,584	D	1.07	12.57%	13.46%	YES	YES
SW 184 Street to SW 200 Street	2LU	C	1,790	2.64%	144	1,480	1,935	D	1.31	7.46%	9.76%	YES	YES
SW 200 Street to SW 216 Street	2LU	C	1,675	1.64%	90	1,480	1,765	D	1.19	5.08%	6.06%	YES	YES
SW 216 Street to SW 232 Street	2LU	C	1,594	1.00%	55	1,480	1,648	D	1.11	3.32%	3.70%	NO	NO
SW 232 Street to SW 248 Street	2LU	C	1,544	1.00%	55	1,480	1,599	D	1.08	3.42%	3.70%	NO	NO
SW 248 Street to SW 264 Street	2LU	C	1,544	1.00%	55	1,480	1,599	D	1.08	3.42%	3.70%	NO	NO

TABLE 21.E1  
PARKLAND DRI  
Year 2018 Total Traffic Conditions and DRI Evaluation of Significant Impact

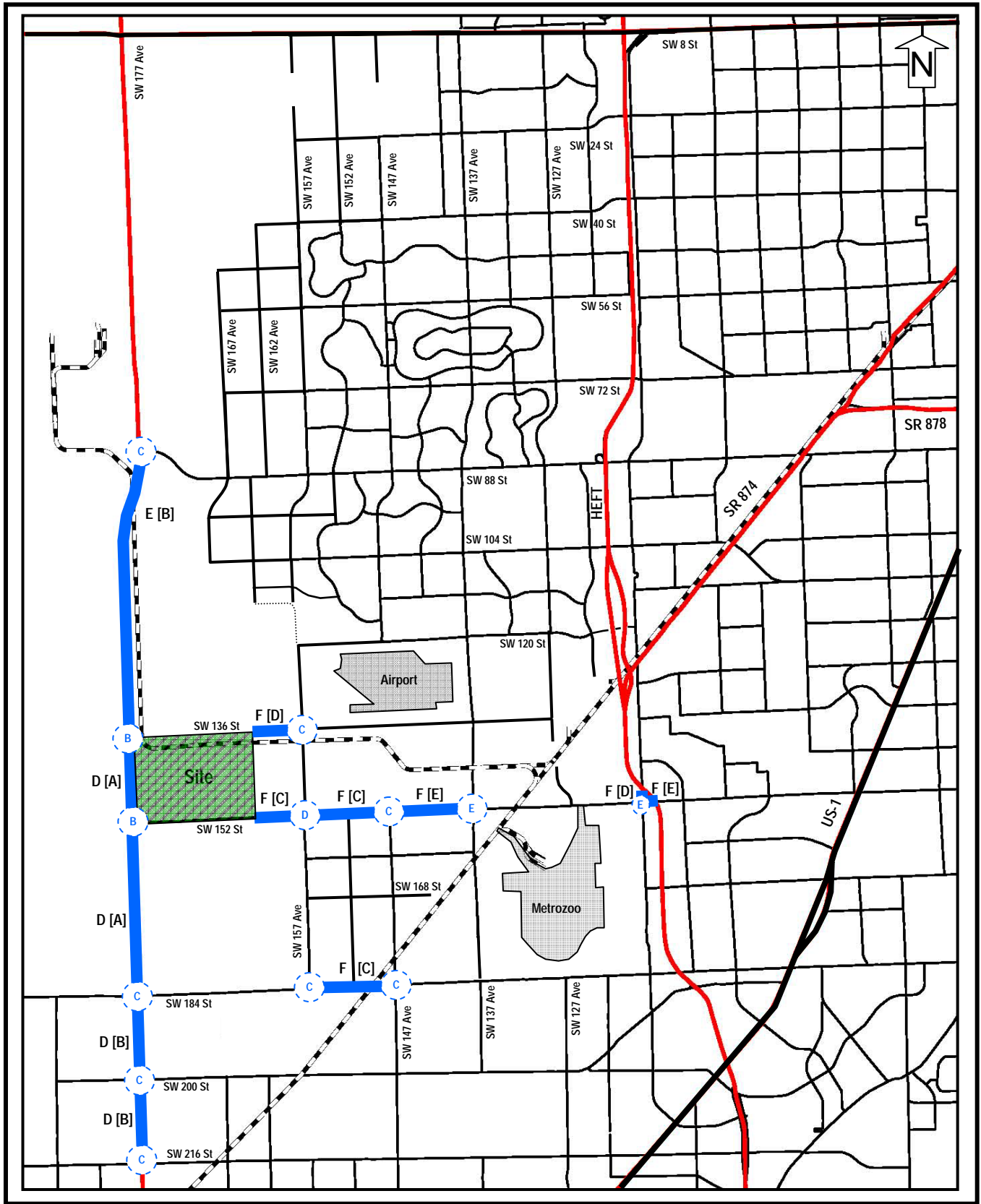
ROADWAY SEGMENTS	[1] YEAR 2018 LANES	[2] CMP ADOPTED LOS STANDARD	2018 BACKGROUND PLUS COMMITTED VOLUMES	Parkland DRI		[4] TWO-WAY PEAK HOUR MAX CAPACITY	TOTAL TWO-WAY WITH PROJECT	2018 PM PEAK HOUR LOS	VIC	DRI TRIPS AS A % OF TOTAL VOLUME	[5] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES/NO	PROJECT ≥ 5% AND FAILING ROADWAY YES/NO
				[3] Project Distribution Percent	Total PM Project DRI Trips 5475								
<b>SW 172 Avenue</b> SW 136 Street to SW 144 Street SW 144 Street to SW 152 Street	4LD - Parkland 4LD - Parkland	D D	0 0	4.27% 9.55%	234 523	2,950 2,950	234 523	C C	0.08 0.18	100.00% 100.00%	7.93% 17.72%	YES YES	NO NO
<b>SW 167 Avenue</b> SW 72 Street to SW 88 Street SW 88 Street to SW 96 Street SW 96 Street to SW 104 Street SW 136 Street to SW 144 Street SW 144 Street to SW 152 Street	2LU 4LD 2LU 4LD - Parkland 4LD - Parkland	D EE EE D D	642 1,415 1,088 0 0	1.00% 1.36% 1.00% 37.54% 20.00%	55 75 55 2,055 1,095	1,390 3,744 1,776 2,950 2,950	697 1,490 1,143 2,055 1,095	C C D D C	0.50 0.40 0.64 0.70 0.37	7.86% 5.01% 4.79% 100.00%	3.94% 1.99% 3.08% 69.67% 37.12%	NO NO NO YES YES	NO NO NO NO NO
<b>SW 162 Avenue</b> SW 136 Street to SW 144 Street SW 144 Street to SW 152 Street	4LD - Parkland 4LD - Parkland	D D	0 319	4.27% 4.36%	234 239	2,950 2,950	234 558	C C	0.08 0.19	100.00% 42.82%	7.93% 8.10%	NO NO	NO NO
<b>SW 157 Avenue</b> SW 72 Street to SW 88 Street SW 88 Street to SW 96 Street SW 96 Street to SW 104 Street SW 104 Street to SW 112 Street SW 112 Street to SW 120 Street SW 120 Street to SW 136 Street SW 136 Street to SW 152 Street SW 152 Street to SW 184 Street SW 184 Street to SW 200 Street	4LD 4LD 4LD 4LD 4LD - TIP 2009 4LD - TIP 2009 4LD 4LD - TIP 2009 2LU	EE D D D D D D D D	1,817 1,875 2,105 1,141 1,055 900 834 502 454	2.00% 3.91% 7.19% 9.55% 12.36% 21.09% 5.73% 11.37% 0.00%	110 214 393 523 677 1,155 313 623 0	3,744 2,950 2,950 2,950 2,950 2,950 2,950 2,950 1,390	1,926 2,089 2,498 1,664 1,732 2,055 1,147 1,124 454	C D D C C D C C C	0.51 0.71 0.85 0.56 0.59 0.70 0.39 0.38 0.33	5.69% 10.25% 15.75% 31.42% 39.09% 56.19% 27.33% 55.37% 0.00%	2.92% 7.26% 13.34% 17.72% 22.94% 39.14% 10.63% 21.11% 0.00%	NO YES YES YES YES YES YES YES NO	NO NO NO NO NO NO NO NO NO
<b>SW 152 Avenue</b> SW 56 Street to SW 72 Street SW 72 Street to SW 88 Street SW 88 Street to SW 96 Street SW 96 Street to Hammocks Blvd	4LD 4LD 4LD 4LD	D EE D D	858 858 858 858	1.00% 1.00% 1.00% 1.00%	55 55 55 55	2,950 3,744 2,950 2,950	912 912 912 912	C C C C	0.31 0.24 0.31 0.31	6.00% 6.00% 6.00% 6.00%	1.86% 1.46% 1.86% 1.86%	NO NO NO NO	NO NO NO NO
<b>HAMMOCKS BLVD</b> SW 88 Street to SW 152 Avenue SW 152 Avenue to SW 104 Street SW 104 Street to SW 112 Street SW 112 Street to SW 147 Avenue	4LD 4LD 4LD 4LD	D D D D	849 849 849 849	2.00% 2.00% 2.00% 2.00%	110 110 110 110	2,950 2,950 2,950 2,950	959 959 959 959	C C C C	0.33 0.33 0.33 0.33	11.42% 11.42% 11.42% 11.42%	3.71% 3.71% 3.71% 3.71%	NO NO NO NO	NO NO NO NO
<b>SW 147 Avenue</b> SW 72 Street to SW 88 Street SW 88 Street to SW 104 Street SW 104 Street to SW 120 Street SW 152 Street to SW 184 Street SW 184 Street to SW 200 Street	4LD 4LD 4LD 2LU 2LU	D D D D D	1,999 1,940 1,733 886 942	1.00% 1.00% 2.36% 0.73% 0.36%	55 55 129 40 20	2,950 2,950 2,950 1,390 1,390	2,054 1,995 1,862 926 962	D C C D D	0.70 0.68 0.63 0.67 0.69	2.67% 2.74% 6.95% 4.29% 2.06%	1.86% 1.86% 4.39% 2.86% 1.43%	NO NO NO NO NO	NO NO NO NO NO
<b>NW/SW 137 Avenue</b> SR 836 to SW 8 Street SW 8 Street to SW 24 Street SW 24 Street to SW 40 Street SW 40 Street to SW 56 Street SW 56 Street to SW 72 Street SW 72 Street to SW 88 Street SW 88 Street to SW 96 Street SW 96 Street to SW 104 Street SW 104 Street to SW 112 Street SW 112 Street to SW 120 Street SW 120 Street to SW 136 Street SW 136 Street to SW 152 Street SW 152 Street to SW 184 Street SW 184 Street to SW 200 Street	6LD 4LD 6LD 6LD 4LD 6LD - TIP 2009 6LD 6LD 6LD 6LD 6LD 6LD 6LD 2LU	D EE D EE D D E E E E E E D D	4,137 3,679 3,553 3,499 3,787 2,800 3,551 3,733 2,959 3,997 5,207 5,156 3,708 1,009	3.91% 2.00% 2.00% 2.00% 2.36% 3.64% 5.27% 6.27% 6.64% 7.00% 4.00% 3.36% 4.45% 1.00%	214 110 110 110 129 199 289 344 363 383 219 184 244 55	4,450 3,744 4,450 5,628 2,950 4,450 4,920 4,920 4,920 4,920 4,920 5,340 4,450 1,390	4,352 3,789 3,662 3,609 3,916 2,999 3,840 4,077 3,322 4,380 5,426 5,340 3,952 1,064	D F D D F C D D C D F F D D	0.98 1.01 0.82 0.64 1.33 0.67 0.78 0.83 0.68 0.89 1.10 1.14 0.89 0.77	4.92% 2.89% 2.99% 3.03% 3.30% 6.64% 7.52% 8.43% 10.94% 8.75% 4.04% 3.45% 6.17% 5.15%	4.81% 2.92% 2.46% 1.95% 4.39% 4.48% 5.87% 6.98% 7.39% 7.79% 4.45% 3.93% 5.48% 3.94%	NO NO NO NO NO NO YES YES YES YES NO NO YES NO	NO NO NO NO NO NO NO NO NO NO NO NO NO NO
<b>SW 127 Avenue</b> SW 8 Street to SW 24 Street SW 24 Street to SW 40 Street SW 40 Street to SW 56 Street SW 56 Street to SW 72 Street SW 72 Street to SW 88 Street SW 88 Street to SW 104 Street SW 104 Street to SW 120 Street SW 120 Street to SW 122 Street SW 122 Street to SW 136 Street SW 136 Street to SW 144 Street SW 144 Street to SW 152 Street	4LD 2LU 4LD 4LD 4LD 4LD - TIP 2009 4LD - TIP 2009 4LD 2LU 2LU 4LD	EE D D D D D D D D D D	2,641 1,651 2,261 2,175 2,134 1,752 1,477 1,606 915 0 733	1.00% 1.00% 1.00% 1.00% 1.00% 1.64% 2.73% 5.45% 5.45% 0.00% 1.00%	55 55 55 55 55 90 149 298 298 0 55	3,744 1,390 2,950 2,950 2,950 2,950 2,950 2,950 1,390 1,390 2,950	2,696 1,705 2,316 2,230 2,189 1,841 1,627 1,905 1,213 0 788	D F D D D C C C D A C	0.72 1.23 0.78 0.76 0.74 0.62 0.55 0.65 0.87 0.00 0.27	2.03% 3.21% 2.36% 2.46% 2.50% 4.87% 9.17% 15.67% 24.60% #DIV/0! 6.95%	1.46% 3.94% 1.86% 1.86% 1.86% 3.04% 5.06% 10.12% 21.47% 0.00% 1.86%	NO NO NO NO NO NO YES YES YES NO NO	NO NO NO NO NO NO NO NO NO NO NO

TABLE 21.E1  
PARKLAND DRI  
Year 2018 Total Traffic Conditions and DRI Evaluation of Significant Impact


ROADWAY SEGMENTS	[1] YEAR 2018 LANES	[2] CDMP ADOPTED LOS STANDARD	2018 BACKGROUND PLUS COMMITTED VOLUMES	Parkland DRI		[4] TWO-WAY PEAK HOUR MAX CAPACITY	TOTAL TWO-WAY WITH PROJECT	2018 BACKGROUND PM PEAK HOUR LOS	2018 BACKGROUND VIC	DRI TRIPS AS A % OF TOTAL VOLUME	[5] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND FAILING YES / NO
				[3] Project Distribution Percent	Total PM Project DRI Trips 5475								
<b>SW 117 Avenue</b>													
SW 8 Street to SW 24 Street	2LD	D	1,236	1.00%	55	1,390	1,290	D	0.93	4.24%	3.94%	NO	NO
SW 24 Street to SW 40 Street	2LD	D	1,236	1.00%	55	1,390	1,290	D	0.93	4.24%	3.94%	NO	NO
SW 40 Street to SW 56 Street	4LD	D	2,461	1.00%	55	2,950	2,516	D	0.85	2.18%	1.86%	NO	NO
SW 56 Street to SW 72 Street	4LD	D	2,490	1.00%	55	2,950	2,544	D	0.86	2.15%	1.86%	NO	NO
SW 72 Street to SW 88 Street	4LD	D	3,987	1.00%	55	2,950	4,042	F	1.37	1.35%	1.86%	NO	NO
SW 88 Street to SW 104 Street	4LD	D	2,709	1.00%	55	2,950	2,764	D	0.94	1.98%	1.86%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	3,468	1.00%	55	2,950	3,523	F	1.19	1.55%	1.86%	NO	NO
SW 120 Street to SW 136 Street	4LD	D	2,990	1.00%	55	2,950	3,045	E	1.03	1.80%	1.86%	NO	NO
SW 136 Street to HEFT Ramps	4LD	D	2,527	1.00%	55	2,950	2,582	D	0.88	2.12%	1.86%	NO	NO
HEFT Ramps to SW 152 Street	4LD	D	2,907	6.19%	339	2,950	3,246	F	1.10	10.43%	11.48%	YES	YES
SW 152 Street to SW 184 Street	4LD - TIP 2009	D	1,785	2.00%	110	2,950	1,895	C	0.64	5.78%	3.71%	NO	NO
SW 184 Street to SW 200 Street	2LU	D	1,540	1.00%	55	1,390	1,595	F	1.15	3.43%	3.94%	NO	NO
SW 200 Street to US-1	2LU	D	1,584	1.00%	55	1,390	1,639	F	1.18	3.34%	3.94%	NO	NO
<b>NW/SW 107 Avenue</b>													
NW 12 Street to SR 836 N. Ramps	7LD	HE = E	5,435	1.00%	55	5,565	5,489	E	0.99	1.00%	0.98%	NO	NO
SR 836 N. Ramps to S. Ramps	6LD	SUMA = E	4,963	1.00%	55	4,920	5,017	F	1.02	1.09%	1.11%	NO	NO
SR 836 S. Ramps to NW 7 Street	7LD	SUMA = E	4,912	1.00%	55	5,565	4,966	D	0.89	1.10%	0.98%	NO	NO
NW 7 Street to Flagler Street	6LD	SUMA = E	2,993	1.00%	55	4,920	3,048	C	0.62	1.80%	1.11%	NO	NO
Flagler Street to SW 8 Street	4LD	SUMA = E	2,990	1.00%	55	3,270	3,044	D	0.93	1.80%	1.67%	NO	NO
SW 8 Street to SW 24 Street	6LD	SUMA = E	3,980	1.00%	55	4,920	4,035	D	0.82	1.36%	1.11%	NO	NO
SW 24 Street to SW 40 Street	4LD	SUMA = E	2,568	1.00%	55	3,270	2,622	D	0.80	2.09%	1.67%	NO	NO
SW 40 Street to SW 56 Street	4LD	SUMA = E	2,713	1.00%	55	3,270	2,768	D	0.85	1.98%	1.67%	NO	NO
SW 56 Street to SW 72 Street	4LD	SUMA = E	2,138	1.00%	55	3,270	2,193	C	0.67	2.50%	1.67%	NO	NO
SW 72 Street to SW 88 Street	4LD	SUMA = E	2,352	1.00%	55	3,270	2,407	C	0.74	2.27%	1.67%	NO	NO
SW 88 Street to SW 104 Street	4LD	SUMA = E	1,959	0.00%	0	3,270	1,959	C	0.60	0.00%	0.00%	NO	NO
<b>SR 836</b>													
NW 137 Avenue to NW 107 Avenue	4LD	D	463	3.91%	214	6,510	677	A	0.10	31.62%	3.29%	NO	NO
HEFT to NW 107 Avenue	8LD	D	7,934	3.91%	214	13,600	8,148	C	0.60	2.63%	1.57%	NO	NO
NW 107 Avenue to NW 87 Avenue	8LD	D	9,702	3.91%	214	13,600	9,916	C	0.73	2.16%	1.57%	NO	NO
NW 87 Avenue to SR 826	8LD - TIP 2009	D	9,523	3.91%	214	13,600	9,737	C	0.72	2.20%	1.57%	NO	NO
<b>SR 821/HEFT</b>													
SW 40 Street to SW 88 Street	6LD	D	14,324	7.74%	424	10,050	14,747	F	1.47	2.87%	4.21%	NO	NO
SW 88 Street to SW 120 Street	12LD - TIP 2009	D	11,846	7.74%	424	20,710	12,269	C	0.59	3.45%	2.04%	NO	NO
SW 120 Street to SR 874	12LD - TIP 2009	D	10,958	6.46%	354	20,710	11,312	B	0.55	3.13%	1.71%	NO	NO
SR 874 to SW 152 Street	12LD - TIP 2009	D	19,422	13.01%	712	20,710	20,135	D	0.97	3.54%	3.44%	NO	NO
SW 152 Street to SW 184 Street	8LD	D	15,919	3.36%	184	13,600	16,103	F	1.18	1.14%	1.35%	NO	NO
SW 184 Street to SW 200 Street	6LD	D	12,871	5.27%	289	9,840	13,160	F	1.34	2.19%	2.93%	NO	NO
SW 200 Street to SW 216 Street	4LD	D	7,897	5.27%	289	6,250	8,185	F	1.31	3.53%	4.62%	NO	NO
<b>SR 874</b>													
HEFT to SW 104 Street	6LD	D	5,635	6.55%	359	10,050	5,993	C	0.60	5.98%	3.57%	NO	NO
SW 104 Street to SR 878	8LD	D	9,624	8.46%	463	13,600	10,087	C	0.74	4.59%	3.41%	NO	NO
<b>US-1</b>													
SW 136 Street to SW 152 Street	6LD	EE	5,963	2.73%	149	6,096	6,112	F	1.00	2.44%	2.45%	NO	NO
SW 152 Street to SW 184 Street	6LD	EE	5,152	0.73%	40	6,096	5,191	E	0.85	0.77%	0.65%	NO	NO
SW 184 Street to SW 216 Street	6LD	EE	3,184	1.09%	60	6,096	3,243	B	0.53	1.84%	0.98%	NO	NO





NOTES:

- [1] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP.
- [2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.
- [3] See Map J-8D for the cumulative project distribution for project productions and attractions.
- [4] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.
- [5] The DRI Trips are evaluated pursuant to Rule 9J-2.045, F.A.C. to determine if the DRI will significantly impact any state or regionally significant roadway operating below the adopted LOS.  
A significant impact can only be assigned to the DRI if the DRI Trips will consume 5% or more of the MSV of the roadway, and the roadway is found to be operating below the adopted LOS.



Legend

 Site Location

-  Existing Rail Lines
-  FIHS Roadways
-  Significant roadway segment operating below adopted LOS after adding project traffic
-  Future with Project Intersection LOS

F [C] Future link LOS before Improvements [Future link LOS with Improvements]

Map J-9 (R)  
 Significantly Impacted Roadways Based upon the 5% Rule  
 Parkland  
 August 2008

### 3. **Project Impacts on Regionally Significant Intersections**

Intersection capacity and levels of service have been determined through the use of the *2000 Highway Capacity Manual* (HCM) and the latest version of the Highway Capacity Software (HCS+). Study area intersections located adjacent to significant roadway segments operating below the adopted LOS have been analyzed under existing traffic conditions, future without project and future with project to examine network operations during the PM peak hour. The intersection turning movement data, signal timing (where appropriate), intersection turning movement worksheets and the intersection analysis worksheets are provided in **Revised Appendix 21-7**. Intersection lane geometry is documented in the intersection turning movement worksheets (see **Tables 21-7-A through 21-7-I**) and includes the following information:

- Existing geometry in place when the turning movement counts were collected;
- Lane geometry in place in 2008 (if different from when counts were collected);
- Estimated future without project lane geometry based upon funded improvements;
- Future with project lane geometry based upon improvements proposed by Parkland.

A summary of the intersection analysis results is provided in **Table 21.E2**.

Ref. No.	Intersection	Existing Traffic Control	Future without Project Traffic Control	Future with Project Traffic Control	Existing [Based upon geometry existing when the counts were collected]	Future without Project	Future with Project
1	SW 216 St and SW 177 Ave	Signalized	Signalized	Signalized	C	C	C
2	SW 200 St and SW 177 Ave	Signalized	Signalized	Signalized	E	C	C
3	SW 184 St and SW 177 Ave	Signalized	Signalized	Signalized	D	C	C
4	SW 152 St and SW 177 Ave	N/A	N/A	Signalized	N/A	N/A	B
5	SW 136 St and SW 177 Ave	N/A	N/A	Signalized	N/A	N/A	B
6	SW 88 St and SW 177 Ave	Signalized	Signalized	Signalized	D	C	C
7	SW 136 St and SW 157 Ave	Unsignalized	Unsignalized	Signalized	NBR, WBL only – no analysis	D/B	C
8	SW 152 St and SW 157 Ave	Unsignalized	Signalized	Signalized	C	C	D
9	SW 152 St and SW 147 Ave	Unsignalized	Signalized	Signalized	E	B	C
10	SW 152 St and SW 137 Ave	Signalized	Signalized	Signalized	F	F	E
11	SW 152 St and SW 117 Ave	Signalized	Signalized	Signalized	E	F	E
12	SW 152 St and W. HEFT Ramp	Signalized	Signalized	Signalized	D	C	C
13	SW 184 St and SW 147 Ave	Unsignalized	Signalized	Signalized	E	B	C
14	SW 184 St and SW 157 Ave	Unsignalized	Signalized	Signalized	C/D	C	C

The Future without Project intersection analyses incorporate recently completed improvements or those funded in TIP 2009 as outlined below:

- **SW 216 St and SW 177 Ave** – Geometric improvements completed by FDOT;
- **SW 200 St and SW 177 Ave** – Geometric improvements completed by FDOT;
- **SW 184 St and SW 177 Ave** – Geometric improvements completed by FDOT;
- **SW 88 St and SW 177 Ave** – Geometric improvements per TIP No. DT2496143;
- **SW 136 St and SW 157 Ave** – Geometric improvements per TIP No. PW20040354;
- **SW 152 St and SW 157 Ave** – Signal and new lane geometry completed by developer;
- **SW 152 St and SW 147 Ave** – Signalization completed by County;
- **SW 152 St and SW 117 Ave** – Geometric improvements completed by County;
- **SW 152 St and West HEFT Ramps** – Geometric improvements per TIP No. TP4060961;
- **SW 184 St and SW 147 Ave** – Geometric/signal improvements completed; additional lanes per TIP No. PW671572B;
- **SW 184 St and SW 157 Ave** – Geometric/signal improvements per TIP No. PW20040372.

The Future with Project intersection analyses incorporate additional improvements proposed by the Parkland DRI for following intersections:

- **SW 152 St and SW 177 Ave** – Lane widening and signalization;
- **SW 136 St and SW 177 Ave** – Lane widening and signalization;
- **SW 136 St and SW 157 Ave** – Lane widening and signalization;
- **SW 152 St and SW 157 Ave** – Lane widening;
- **SW 152 St and SW 147 Ave** - Lane widening;
- **SW 152 St and SW 137 Ave** – Overlap phases, restriping, lane widening (if ROW is available), signal optimization;
- **SW 152 St and SW 117 Ave** – Turn lane improvements, restriping and lane widening;
- **SW 152 St and West HEFT Ramps** – Restriping and lane widening;
- **SW 184 St and SW 157 Ave** – Lane widening;
- **SW 184 St and SW 147 Ave** – Lane widening.

**4. Project Impacts on Regionally Significant Interchanges**

Freeway ramps and freeway weaving areas critical to the traffic impact study area are identified as those which are projected to carry project traffic greater than 200 vehicles per hour per lane (VPHPL), pursuant to the 1997 FDOT *Site Impact Handbook* criteria. Based upon the project traffic assignment, the ramps have been evaluated for significance as demonstrated in **Table 21.E3**. No additional ramp analyses are required.

Table 21.E3 – Ramp Significance						
Study Intersection	Project Productions Distribution %	PM Project Traffic	Project Attractions Distribution %	PM Project Traffic	Total PM Project Traffic	Over 200 VPHPL Yes or No?
HEFT @ SW 88 Street						
SB Off Ramp	2.00%	46	0.00%	0	46	No
NB On Ramp	2.00%	24	0.00%	0	24	No
HEFT @ SW 120 Street						
SB Off Ramp	2.00%	46	1.00%	7	53	No
NB On Ramp	2.00%	24	1.00%	12	36	No
HEFT @ SR 874						
Northbound	8.00%	96	4.00%	50	146	No – 3 lanes
Southbound	8.00%	183	4.00%	30	213	No – 3 lanes
HEFT @ SW 117 Ave						
SB Off Ramp (see below)						
NB On Ramp	8.00%	96	3.00%	37	133	No
HEFT @ SW 152 St						
SB Off Ramp (152 St & 117 Ave)	17.00%	389	6.00%	45	434	No – 3 lanes
NB On Ramp	9.00%	108	3.00%	37	145	No – 2 lanes
NB Off Ramp	3.00%	69	4.00%	30	99	No
SB On Ramp	3.00%	36	4.00%	50	86	No
HEFT @ SW 184 Street						
NB Off Ramp	3.00%	69	1.00%	7	76	No
SB On Ramp	3.00%	36	1.00%	12	48	No



**F. Based on the assignment of trips as shown in (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.**

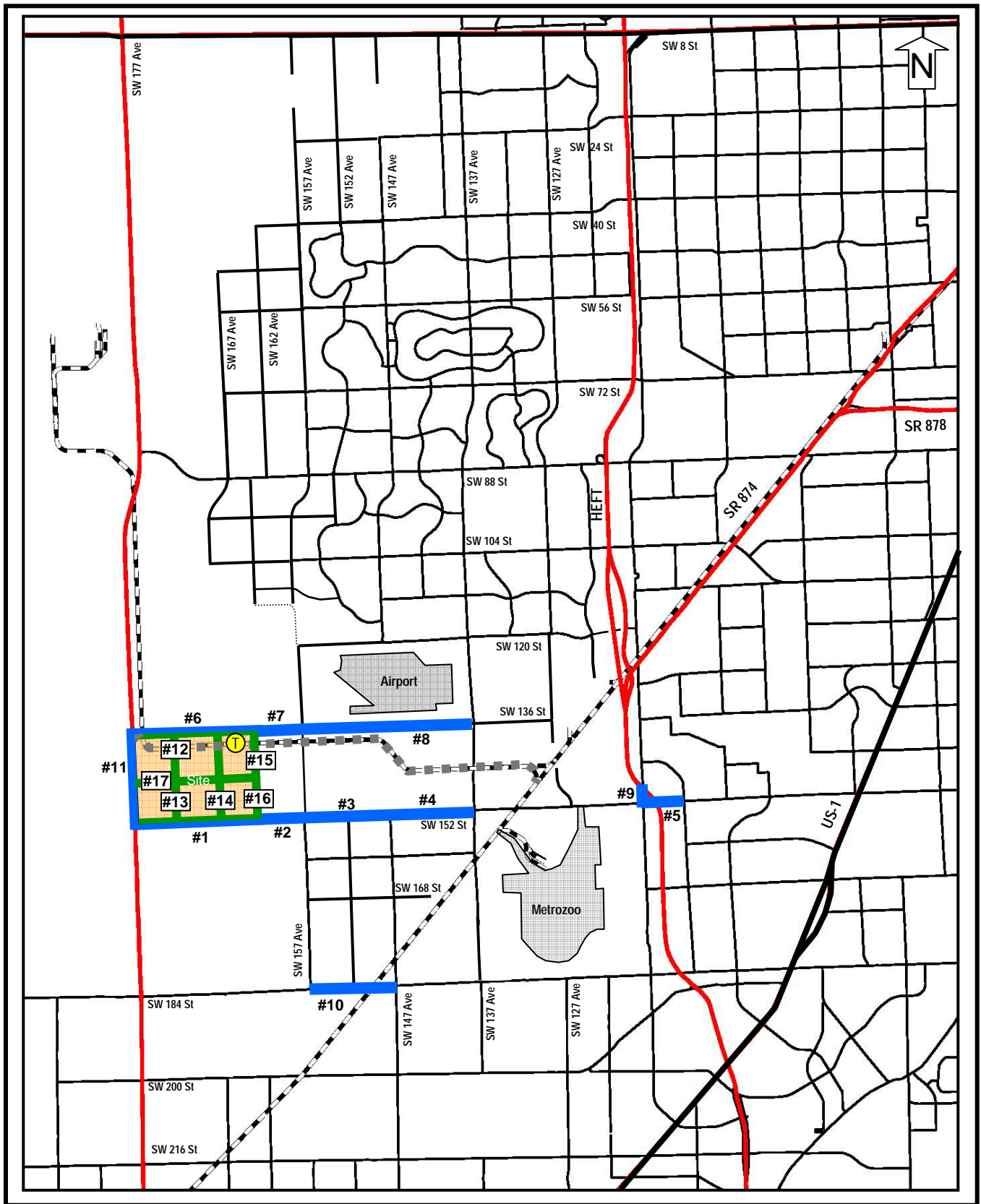
Significantly impacted transportation facilities which are anticipated to operate below the adopted maximum service volume through the build out year of the DRI have been addressed pursuant to Rule 9J-2.045, F.A.C. The following information is provided:

- The on-site and off-site improvements proposed are identified on **Table 21.F1** and **Map J-10**.
- The improvement costs and proportionate share calculations for significantly impacted roadways (pursuant to Rule 9J-2.045, FAC) are provided on **Table 21.F2**.
- The net external PM peak hour trip thresholds that correspond to the timeframes when each of the proposed improvements are needed are outlined in **Table 21.F3**.
- **Table 21.F4** demonstrates that the proposed roadway improvements will mitigate project impacts and will result in achieving acceptable levels of service.







Table 21.F1 – Roadway Improvements Proposed by Parkland			
No.	Roadway	On Site vs. Off-Site	Type of Improvement
1	SW 152 St – SW 177 Ave to SW 162 Ave	2L On, 4L Off	Build a new 6 lane divided roadway
2	SW 152 St – SW 162 Ave to SW 157 Ave	Off-Site	Widen from 2 lanes to 6 lanes
3	SW 152 St – SW 157 Ave to SW 147 Ave	Off-Site	Widen from a 2LU to a 5LD, with 3 EB lanes and 2 WB lanes [1]
4	SW 152 St – SW 147 Ave to SW 137 Ave	Off-Site	Widen from a 4LD to a 5LD, with 3 EB lanes and 2 WB lanes [1]
5	SW 152 St – SW 117 Ave to HEFT	Off-Site	Restripe/Widen from a 4LD to a 6LD as part of TIP No. TP4060961
6	SW 136 St – SW 177 Ave to SW 162 Ave	2L On, 2L Off	Build a new 4 lane divided roadway
7	SW 136 St – SW 162 Ave to SW 157 Ave	Off-Site	Build a new 4 lane divided roadway
8	SW 136 St – SW 157 Ave to SW 137 Ave	Off-Site	Widen from a 4LD to a 5LD, with 3 WB lanes if ROW is provided [2]
9	SW 117 Ave – HEFT to SW 152 St	Off-Site	SB Free Flow Right Turn Lane and/or NB left turn lane as part of TIP No. TP4060961
10	SW 184 St – SW 157 Ave to SW 147 Ave	Off-Site	Widen from 2 lanes to a 4LD
11A	SW 177 Ave – SW 136 St to SW 152 St	Off-Site	Dedicate additional ROW for the 4LD FIHS Cross Section
11B	SW 177 Ave – SW 136 St to SW 152 St	Off-Site	Build the 4LD FIHS Cross Section
12	SW 172 Ave – SW 136 St to CSX	On-Site	New 4 lane divided roadway
13	SW 172 Ave – CSX to SW 152 St	On-Site	New 4 lane divided roadway
14	SW 167 Ave – SW 136 St to SW 152 St	On-Site	New 4 lane divided roadway
15	SW 162 Ave – SW 136 St to SW 144 St	2L On, 2L Off	New 4 lane divided roadway
16	SW 162 Ave – SW 144 St to SW 152 St	On Site	Widen from 2 lanes to a 4LD
17	SW 144 St – SW 177 Ave to SW 162 Ave	On-Site	New 4 lane divided roadway
18	SW 152 St at SW 137 Ave	Off-Site	Add EBT, WBT, SBT if ROW is available

[1] A 5LD cross section has been proposed for SW 152 Street between SW 157 Avenue and SW 137 Avenue, in lieu of a 6LD roadway expansion on SW 152 Street. This roadway improvement is proposed in order to avoid changing the pedestrian pathway and landscaped buffer which currently exists within the zoned ROW along the north side of SW 152 Street between SW 157 Avenue and SW 137 Avenue. The 5LD cross section on SW 152 Street (with 2 lanes westbound and 3 lanes eastbound) provides adequate roadway capacity to accommodate the impacts of the Parkland DRI. The Applicant will continue to work with Miami-Dade County to determine if a 6LD cross section can be implemented without impacting the pedestrian pathway and landscaped buffer.

[2] The 5LD cross section on SW 136 Street (with 3 lanes westbound and 2 lanes eastbound) provides additional roadway capacity above and beyond what is needed for the Parkland DRI, and is subject to ROW availability from the Miami-Dade Aviation Department.



Legend

-  Site Location
-  Existing Rail Lines
-  FHHS Roadways
-  On-Site Improvements proposed by Parkland DRI
-  Off-Site Improvements proposed by Parkland DRI
-  Potential for Transit Center and Track Improvements on CSX

Map J-10 (R)  
 Proposed Transportation Mitigation  
 Parkland  
 July 2008

**TABLE 21.F2  
PARKLAND DRI  
PROPORTIONATE SHARE COSTS OF IMPACTED ROADWAYS**

No.	Roadway	Limits	Type of Improvement	Segment Length (Miles)	Estimated Unit Cost Per Mile	Estimated Cost	Design and Permitting at 10%	Total Estimated Cost	Adopted LOS Standard	Peak Hour Capacity without Improvement	Peak Hour Capacity with Improvement	Parkland DRI PM Project Trips	Capacity Increase with Improvement	Applicant's Proportionate Share	Applicant's Contribution
A	SW 136 St	SW 162 Ave to SW 157 Ave	Widen from 2LU to 4LD	0.50	\$2,500,000	\$1,250,000	\$125,000	\$1,375,000	D	1,390	2,950	2110	1,560	135.26%	\$1,375,000
B	SW 152 St	SW 162 Ave to SW 157 Ave	Widen from 2LU to 6LD	0.50	\$3,500,000	\$1,750,000	\$175,000	\$1,925,000	EE	1,776	5,628	2538	3,852	65.89%	\$1,268,341
C	SW 152 St	SW 157 Ave to SW 147 Ave	Widen from 2LU to 5LD	1.00	\$3,500,000	\$3,500,000	\$350,000	\$3,850,000	EE	1,776	4,680	1543	2,904	53.13%	\$2,045,644
D	SW 152 St	SW 147 Ave to SW 137 Ave	Widen from 4LD to 5LD	1.00	\$3,500,000	\$3,500,000	\$350,000	\$3,850,000	EE	3,744	4,680	1463	936	156.30%	\$3,850,000
E	SW 152 St	SW 117 Ave to HEFT	Restripe from 4LD to 6LD	0.25	\$3,500,000	\$875,000	\$87,500	\$962,500	EE	3,924	5,904	747	1,980	37.73%	\$363,125
F	SW 184 St	SW 157 Ave to SW 147 Ave	Widen from 2LU to 4LD	1.00	\$2,500,000	\$2,500,000	\$250,000	\$2,750,000	D	1,390	2,950	623	1,560	39.94%	\$1,098,237
G	SW 177 Ave	SW 88 St to SW 136 St	Widen from 2LU to 4LD	3.40	\$6,000,000	\$20,400,000	\$2,040,000	\$22,440,000	C/B	1,480	2,800	627	1,320	47.50%	\$10,659,000
H	SW 177 Ave	SW 136 St to SW 144 St	Widen from 2LU to 4LD	0.50	\$6,000,000	\$3,000,000	\$300,000	\$3,300,000	C/B	1,480	2,800	214	1,320	16.21%	\$535,000
I	SW 177 Ave	SW 144 St to SW 152 St	Widen from 2LU to 4LD	0.50	\$6,000,000	\$3,000,000	\$300,000	\$3,300,000	C/B	1,480	2,800	214	1,320	16.21%	\$535,000
J	SW 177 Ave	SW 152 St to SW 184 St	Widen from 2LU to 4LD	1.00	\$6,000,000	\$6,000,000	\$600,000	\$6,600,000	C/B	1,480	2,800	199	1,320	15.08%	\$995,000
K	SW 177 Ave	SW 184 St to SW 200 St	Widen from 2LU to 4LD	1.00	\$6,000,000	\$6,000,000	\$600,000	\$6,600,000	C/B	1,480	2,800	144	1,320	10.91%	\$720,000
L	SW 177 Ave	SW 200 St to SW 216 St	Widen from 2LU to 4LD	1.00	\$6,000,000	\$6,000,000	\$600,000	\$6,600,000	C/B	1,480	2,800	90	1,320	6.82%	\$450,000
M	SW 117 Ave	HEFT to SW 152 St	Provide Extended Turn lanes	0.25	n/a	\$1,500,000	\$150,000	\$1,650,000	D	2,950	4,450	339	1,500	22.60%	\$372,900
<b>Total Proportionate Share Costs:</b>															<b>\$24,267,247</b>

**PROPOSED OFF-SITE IMPROVEMENTS**

No.	Roadway	Limits	Type of Improvement	Segment Length (Miles)	Estimated Unit Cost Per Mile	Estimated Cost	Design and Permitting at 10%	Total Estimated Cost
A	SW 136 St	SW 162 Ave to SW 157 Ave	Widen from 2LU to 4LD	0.50	\$2,500,000	\$1,250,000	\$125,000	\$1,375,000
B	SW 152 St	SW 162 Ave to SW 157 Ave	Widen from 2LU to 6LD	0.50	\$3,500,000	\$1,750,000	\$175,000	\$1,925,000
C	SW 152 St	SW 157 Ave to SW 147 Ave	Widen from 2LU to 5LD	1.00	\$3,500,000	\$3,500,000	\$350,000	\$3,850,000
D	SW 152 St	SW 147 Ave to SW 137 Ave	Widen from 4LD to 5LD	1.00	\$3,500,000	\$3,500,000	\$350,000	\$3,850,000
E	SW 152 St	SW 117 Ave to HEFT	Restripe from 4LD to 6LD	0.25	\$3,500,000	\$875,000	\$87,500	\$962,500
F	SW 184 St	SW 157 Ave to SW 147 Ave	Widen from 2LU to 4LD	1.00	\$2,500,000	\$2,500,000	\$250,000	\$2,750,000
H+ I	SW 177 Ave	SW 136 St to SW 152 St	Widen from 2LU to 4LD	1.00	\$6,000,000	\$6,000,000	\$600,000	\$6,600,000
M	SW 117 Ave	HEFT to SW 152 St	Provide Extended Turn lanes	0.25	n/a	\$1,500,000	\$150,000	\$1,650,000
N	SW 136 St	at SW 177 Ave	New Signal			\$325,000	\$32,500	\$357,500
O	SW 152 St	at SW 177 Ave	New Signal			\$325,000	\$32,500	\$357,500
P	SW 136 St	at SW 157 Ave	New Signal			\$200,000	\$20,000	\$220,000
Q	SW 184 St	at SW 157 Ave	New Signal			\$200,000	\$20,000	\$220,000
R	SW 152 St	SW 137 Ave	Intersection Improvement			\$750,000	\$75,000	\$825,000
<b>Proposed Off-Site Costs:</b>								<b>\$24,942,500</b>

**TABLE 21.F3  
PARKLAND DRI  
TIMING OF ROADWAY IMPROVEMENTS BASED UPON TRIP THRESHOLDS**

No.	Roadway Improvement Location	On-Site vs. Off-Site	Type of Improvement	[5] PM Trip Threshold for Improvement	Estimated Cost Per Unit Mile	Estimated Cost	Design and Permitting at 10%	Total Estimated Costs	Segment Length in Miles	Lane Miles Off-Site	Lane Miles On-Site	Lane Miles Total
1	SW 152 St – SW 177 Ave to SW 162 Ave	2L On-Site, 4L Off-Site	Build a new 6 lane divided roadway	<b>Access</b>	\$3,500,000	\$5,250,000	\$525,000	\$5,775,000	1.50	6.00	3.00	9.00
2	SW 152 St – SW 162 Ave to SW 157 Ave	Off-Site	Widen from 2LU to 6LD	<b>3,072</b>	\$3,500,000	\$1,750,000	\$175,000	\$1,925,000	0.50	3.00	0.00	3.00
3	SW 152 St – SW 157 Ave to SW 147 Ave	Off-Site	Widen from 2LU to 5LD, with 3 EB lanes, 2 WB lanes [1]	<b>3,002</b>	\$3,500,000	\$3,500,000	\$350,000	\$3,850,000	1.00	5.00	0.00	5.00
4	SW 152 St – SW 147 Ave to SW 137 Ave	Off-Site	Widen from 4LD to 5LD, with 3 EB lanes, 2 WB lanes [1]	<b>4,156</b>	\$3,500,000	\$3,500,000	\$350,000	\$3,850,000	1.00	1.00	0.00	1.00
5	SW 152 St – SW 117 Ave to HEFT	Off-Site	Restripe/Widen from 4LD to 6LD [3]	<b>1,438</b>	\$3,500,000	\$875,000	\$87,500	\$962,500	0.25	0.50	0.00	0.50
6	SW 136 St – SW 177 Ave to SW 162 Ave	2L On-Site, 2L Off-Site	Build a new 4 lane divided roadway	<b>Access</b>	\$2,500,000	\$3,750,000	\$375,000	\$4,125,000	1.50	3.00	3.00	6.00
7	SW 136 St – SW 162 Ave to SW 157 Ave	Off-Site	Build a new 4 lane divided roadway	<b>3,607</b>	\$2,500,000	\$1,250,000	\$125,000	\$1,375,000	0.50	2.00	0.00	2.00
8	SW 136 St – SW 157 Ave to SW 137 Ave	Off-Site	Widen from a 4LD to a 5LD, with 3 WB lanes, 2 EB lanes [2]	<b>4,156</b>	\$1,000,000	\$2,000,000	\$200,000	\$2,200,000	2.00	2.00	0.00	2.00
9	SW 117 Ave – HEFT to SW 152 St	Off-Site	SB Free Flow Right Turn Lane and/or NB left turn lane [3]	<b>2,383</b>	n/a	\$1,500,000	\$150,000	\$1,650,000	0.25	0.50	0.00	0.50
10	SW 184 St – SW 157 Ave to SW 147 Ave	Off-Site	Widen from 2LU to a 4LD	<b>4,274</b>	\$2,500,000	\$2,500,000	\$250,000	\$2,750,000	1.00	2.00	0.00	2.00
11A	SW 177 Ave – SW 136 St to SW 152 St	Off-Site	3 Acres of additional ROW for the 4LD FIHS Cross Section [4]	<b>2,430</b>				\$1,575,000	1.00	4.00	0.00	4.00
11B	SW 177 Ave – SW 136 St to SW 152 St	Off-Site	Build the New 4LD FIHS Cross Section [4]	<b>2,430</b>	\$6,000,000	\$6,000,000	\$600,000	\$6,600,000	1.00	4.00	0.00	4.00
12	SW 172 Ave – SW 136 St to CSX	On-Site	New 4 lane divided roadway	<b>Access</b>	\$2,500,000	\$375,000	\$37,500	\$412,500	0.15	0.00	0.60	0.60
13	SW 172 Ave – CSX to SW 152 St	On-Site	New 4 lane divided roadway	<b>Access</b>	\$2,500,000	\$2,125,000	\$212,500	\$2,337,500	0.85	0.00	3.40	3.40
14	SW 167 Ave – SW 136 St to SW 152 St	On-Site	New 4 lane divided roadway	<b>Access</b>	\$2,500,000	\$2,500,000	\$250,000	\$2,750,000	1.00	0.00	4.00	4.00
15	SW 162 Ave – SW 136 St to SW 144 St	2L On-Site, 2L Off-Site	New 4 lane divided roadway	<b>Access</b>	\$2,500,000	\$1,250,000	\$125,000	\$1,375,000	0.50	1.00	1.00	2.00
16	SW 162 Ave – SW 144 St to SW 152 St	On-Site	Widen from 2LU to a 4LD	<b>Access</b>	\$2,500,000	\$1,250,000	\$125,000	\$1,375,000	0.50	0.00	1.00	1.00
17	SW 144 St – SW 177 Ave to SW 162 Ave	On-Site	New 4 lane divided roadway	<b>Access</b>	\$2,500,000	\$3,750,000	\$375,000	\$4,125,000	1.50	0.00	6.00	6.00
18	SW 152 Street at SW 137 Avenue	Off-Site	Add EBT, WBT, SBT if ROW is available	<b>4,156</b>		\$750,000	\$75,000	\$825,000	0.00	0.00	0.00	0.00
19	SW 136 Street at SW 177 Avenue	Off-Site	New Signal when warranted and permitted			\$325,000	\$32,500	\$357,500	0.00	0.00	0.00	0.00
20	SW 136 Street at SW 167 Avenue	Access Signal	New Signal when warranted and permitted			\$200,000	\$20,000	\$220,000	0.00	0.00	0.00	0.00
21	SW 136 Street at SW 157 Avenue	Off-Site	New Signal when warranted and permitted			\$200,000	\$20,000	\$220,000	0.00	0.00	0.00	0.00
22	SW 152 Street at SW 177 Avenue	Off-Site	New Signal when warranted and permitted			\$325,000	\$32,500	\$357,500	0.00	0.00	0.00	0.00
23	SW 152 Street at SW 167 Avenue	Access Signal	New Signal when warranted and permitted			\$200,000	\$20,000	\$220,000	0.00	0.00	0.00	0.00
24	SW 184 Street at SW 157 Avenue	Off-Site	New Signal when warranted and permitted			\$200,000	\$20,000	\$220,000	0.00	0.00	0.00	0.00
<b>Total Estimated Off-Site Costs:</b>								<b>\$28,497,629</b>		<b>34.00</b>		
<b>Total Estimated On-Site or Access Related Costs:</b>								<b>\$22,715,000</b>			<b>22.00</b>	
<b>Total Estimated Costs:</b>								<b>\$51,212,629</b>				<b>56.00</b>

- [1] A 5LD cross section has been proposed for SW 152 Street between SW 157 Avenue and SW 137 Avenue, in lieu of a 6LD roadway expansion on SW 152 Street. This roadway improvement is proposed in order to avoid changing the pedestrian pathway and landscaped buffer which currently exists within the zoned ROW along the north side of SW 152 Street between SW 157 Avenue and SW 137 Avenue. The 5LD cross section on SW 152 Street (with 2 lanes westbound and 3 lanes eastbound) provides adequate roadway capacity to accommodate the impacts of the Parkland project. The Applicant will continue to work with Miami-Dade County to determine if a 6LD cross section can be implemented without impacting the pedestrian pathway and landscaped buffer.
- [2] The 5LD cross section on SW 136 Street (with 3 lanes westbound and 2 lanes eastbound) provides additional roadway capacity above and beyond what is needed for the Parkland DRI, and is subject to ROW availability from the Miami-Dade Aviation Department. If ROW can be obtained, the improvement would be constructed in coordination with Improvement No. 4 above.
- [3] Coordinate with Florida's Turnpike and Miami-Dade County.
- [4] At FDOT's request, Parkland will dedicate additional ROW for SW 177 Avenue (beyond the required zoned ROW dedications) to accommodate the FIHS cross section. The additional dedication equates to 3 acres at \$525,000 per acre.
- [5] The PM Peak Hour improvement thresholds are based upon either the project's consumption of future available capacity, or the trip threshold that equates to 5.0% of maximum service volume.



TABLE 21.F4  
PARKLAND DRI  
Year 2018 Total Traffic Conditions and DRI Significance Determination Analysis - WITH IMPROVEMENTS

ROADWAY SEGMENTS	[1] 2018 LANES WITH IMPROVEMENTS	[2] CDMP ADOPTED LOS STANDARD	2018 BACKGROUND PLUS COMMITTED VOLUMES	Parkland DRI		[4] TWO-WAY PEAK HOUR MAX CAPACITY	TOTAL TWO-WAY VOLUME WITH PROJECT	2018 PM PEAK HOUR LOS WITH IMPROVEMENTS	V/C	DRI TRIPS AS A % OF TOTAL VOLUME	[5] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
				[3] Project Distribution Percent	Total PM Project DRI Trips 5475								
<b>SW 136 Street</b>													
SW 177 Avenue to SW 172 Avenue	4LD - Parkland	D	0	7.55%	413	2,950	413	C	0.14	100.00%	14.01%	YES	NO
SW 172 Avenue to SW 167 Avenue	4LD - Parkland	D	0	7.55%	413	2,950	413	C	0.14	100.00%	14.01%	YES	NO
SW 167 Avenue to SW 162 Avenue	4LD - Parkland	D	0	34.26%	1,876	2,950	1,876	C	0.64	100.00%	63.59%	YES	NO
SW 162 Avenue to SW 157 Avenue	4LD - Parkland	D	0	38.54%	2,110	2,950	2,110	D	0.72	100.00%	71.53%	YES	NO
SW 157 Avenue to SW 147 Avenue	4LD - TIP 2009	D	803	17.45%	955	2,950	1,758	C	0.60	54.33%	32.39%	YES	NO
SW 147 Avenue to SW 137 Avenue	4LD - TIP 2009	D	1,976	15.45%	846	2,950	2,822	D	0.96	29.97%	28.68%	YES	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	786	8.09%	443	2,950	1,229	C	0.42	36.04%	15.01%	YES	NO
<b>SW 152 Street</b>													
SW 177 Avenue to SW 172 Avenue	6LD - Parkland	D	0	7.55%	413	4,450	413	C	0.09	100.00%	9.29%	YES	NO
SW 172 Avenue to SW 167 Avenue	6LD - Parkland	D	0	9.27%	508	4,450	508	C	0.11	100.00%	11.41%	YES	NO
SW 167 Avenue to SW 162 Avenue	6LD - Parkland	D	0	42.00%	2,300	4,450	2,300	C	0.52	100.00%	51.67%	YES	NO
SW 162 Avenue to SW 157 Avenue	6LD - Parkland	EE	352	46.36%	2,538	5,628	2,890	C	0.51	87.84%	45.10%	YES	NO
SW 157 Avenue to SW 147 Avenue	5LD - Parkland	EE	930	28.18%	1,543	4,680	2,473	C	0.53	62.38%	32.96%	YES	NO
SW 147 Avenue to SW 137 Avenue	5LD - Parkland	EE	2,633	26.73%	1,463	4,680	4,097	E	0.88	35.72%	31.27%	YES	NO
SW 137 Avenue to SW 124 Avenue	6LD	EE	4,931	21.55%	1,180	6,370	6,111	D	0.96	19.31%	18.52%	YES	NO
SW 124 Avenue to SW 117 Avenue	6LD	EE	5,091	20.55%	1,125	6,370	6,216	E	0.98	18.10%	17.66%	YES	NO
SW 117 Avenue to SR 821/HEFT	6LD - Parkland	EE	4,119	13.64%	747	5,904	4,866	E	0.82	15.34%	12.65%	YES	NO
SR 821/HEFT to SW 112 Avenue	4LD	EE	3,144	3.45%	189	3,924	3,333	E	0.85	5.67%	4.81%	NO	NO
SW 112 Avenue to US-1	4LD	EE	3,119	3.45%	189	3,924	3,308	E	0.84	5.71%	4.81%	NO	NO
<b>SW 168 Street</b>													
SW 117 Avenue to US-1	2LU	D	977	0.25%	14	1,390	990	D	0.71	1.38%	0.98%	NO	NO
US-1 to SW 87 Avenue	2LU	EE	633	0.25%	14	1,776	647	C	0.36	2.12%	0.77%	NO	NO
<b>SW 184 Street</b>													
SW 177 Avenue to SW 167 Avenue	2LU	C	831	1.00%	55	1,390	885	D	0.64	6.18%	3.94%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	831	1.00%	55	1,390	885	D	0.64	6.18%	3.94%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD - Parkland	D	904	11.37%	623	2,950	1,526	C	0.52	40.79%	21.11%	YES	NO
SW 147 Avenue to SW 137 Avenue	4LD - TIP 2009	D	1,348	9.10%	498	2,950	1,846	C	0.63	28.98%	16.89%	YES	NO
SW 137 Avenue to SW 127 Avenue	4LD - TIP 2009	D	2,552	6.82%	374	2,950	2,926	D	0.99	12.77%	12.66%	YES	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	2,524	4.55%	249	2,950	2,773	D	0.94	8.98%	8.44%	YES	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,541	2.64%	144	2,950	2,686	D	0.91	5.38%	4.89%	NO	NO
SR 821/HEFT to SW 107 Avenue	4LD	D	2,143	1.00%	55	2,950	2,198	D	0.75	2.49%	1.86%	NO	NO
SW 107 Avenue to US-1	4LD	D	2,139	1.00%	55	2,950	2,193	D	0.74	2.50%	1.86%	NO	NO
<b>SW 200 Street/Quail Roost Dr</b>													
SW 177 Avenue to SW 167 Avenue	2LU	C	718	1.00%	55	1,560	773	C	0.50	7.08%	3.51%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	718	1.00%	55	1,560	773	C	0.50	7.08%	3.51%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	720	1.00%	55	1,560	775	C	0.50	7.06%	3.51%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	1,046	1.00%	55	1,560	1,101	C	0.71	4.97%	3.51%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	1,046	1.00%	55	1,560	1,101	C	0.71	4.97%	3.51%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	1,462	1.00%	55	3,390	1,517	B	0.45	3.61%	1.62%	NO	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,488	1.00%	55	3,390	2,543	B	0.75	2.15%	1.62%	NO	NO
<b>SW 216 Street</b>													
SW 177 Avenue to SW 167 Avenue	2LU	C	508	1.00%	55	1,390	562	C	0.40	9.73%	3.94%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	508	1.00%	55	1,390	562	C	0.40	9.73%	3.94%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	508	1.00%	55	1,390	562	C	0.40	9.73%	3.94%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	519	1.00%	55	1,390	574	C	0.41	9.54%	3.94%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	519	1.00%	55	1,390	574	C	0.41	9.54%	3.94%	NO	NO
SW 127 Avenue to US-1	2LU	D	517	1.00%	55	1,390	572	C	0.41	9.58%	3.94%	NO	NO
US-1 to SW 112 Avenue	2LU	D	517	1.00%	55	1,390	572	C	0.41	9.58%	3.94%	NO	NO
SW 112 Avenue to SR 821/HEFT	4LD	D	517	1.00%	55	2,950	572	C	0.19	9.58%	1.86%	NO	NO
<b>SW 177 Avenue</b>													
US 27 to NW 2 Street	4LD - TIP 2009	B	1,333	1.00%	55	2,800	1,388	A	0.50	3.95%	1.96%	NO	NO
NW 2 Street to SW 8 Street	4LD - TIP 2009	B	1,841	1.00%	55	2,800	1,896	B	0.68	2.89%	1.96%	NO	NO
SW 8 Street to SW 10 Street	4LD - TIP 2009	B	1,691	9.46%	518	2,800	2,209	B	0.79	23.45%	18.50%	YES	NO
SW 10 Street to SW 88 Street	4LD - TIP 2009	B	1,746	9.46%	518	2,800	2,264	B	0.81	22.88%	18.50%	YES	NO
SW 88 Street to SW 136 Street	2LU	C	1,420	11.46%	627	1,480	2,047	E	1.38	30.68%	42.40%	YES	NO
SW 136 Street to SW 144 Street	4LD - Parkland	B	1,385	3.91%	214	2,800	1,599	A	0.57	13.39%	7.65%	YES	NO
SW 144 Street to SW 152 Street	4LD - Parkland	B	1,385	3.91%	214	2,800	1,599	A	0.57	13.39%	7.65%	YES	NO
SW 152 Street to SW 184 Street	2LU	C	1,385	3.64%	199	1,480	1,584	D	1.07	12.57%	13.46%	YES	YES
SW 184 Street to SW 200 Street	2LU	C	1,790	2.64%	144	1,480	1,935	D	1.31	7.46%	9.76%	YES	YES
SW 200 Street to SW 216 Street	2LU	C	1,675	1.64%	90	1,480	1,765	D	1.19	5.08%	6.06%	YES	YES
SW 216 Street to SW 232 Street	2LU	C	1,594	1.00%	55	1,480	1,648	D	1.11	3.32%	3.70%	NO	NO
SW 232 Street to SW 248 Street	2LU	C	1,544	1.00%	55	1,480	1,599	D	1.08	3.42%	3.70%	NO	NO
SW 248 Street to SW 264 Street	2LU	C	1,544	1.00%	55	1,480	1,599	D	1.08	3.42%	3.70%	NO	NO

TABLE 21.F4  
 PARKLAND DRI  
 Year 2018 Total Traffic Conditions and DRI Significance Determination Analysis - WITH IMPROVEMENTS

ROADWAY SEGMENTS	[1] 2018 LANES WITH IMPROVEMENTS	[2] CDMP ADOPTED LOS STANDARD	2018 BACKGROUND PLUS COMMITTED VOLUMES	Parkland DRI		[4] TWO-WAY PEAK HOUR MAX CAPACITY	TOTAL TWO-WAY VOLUME WITH PROJECT	2018 PM PEAK HOUR LOS WITH IMPROVEMENTS	V/C	DRI TRIPS AS A % OF TOTAL VOLUME	[5] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
				[3] Project Distribution Percent	Total PM Project DRI Trips 5475								
<b>SW 172 Avenue</b>													
SW 136 Street to SW 144 Street	4LD - Parkland	D	0	4.27%	234	2,950	234	C	0.08	100.00%	7.93%	YES	NO
SW 144 Street to SW 152 Street	4LD - Parkland	D	0	9.55%	523	2,950	523	C	0.18	100.00%	17.72%	YES	NO
<b>SW 167 Avenue</b>													
SW 72 Street to SW 88 Street	2LU	D	642	1.00%	55	1,390	697	C	0.50	7.86%	3.94%	NO	NO
SW 88 Street to SW 96 Street	4LD	EE	1,415	1.36%	75	3,744	1,490	C	0.40	5.01%	1.99%	NO	NO
SW 96 Street to SW 104 Street	2LU	EE	1,088	1.00%	55	1,776	1,143	D	0.64	4.79%	3.08%	NO	NO
SW 136 Street to SW 144 Street	4LD - Parkland	D	0	37.54%	2,055	2,950	2,055	D	0.70	100.00%	69.67%	YES	NO
SW 144 Street to SW 152 Street	4LD - Parkland	D	0	20.00%	1,095	2,950	1,095	C	0.37		37.12%	YES	NO
<b>SW 162 Avenue</b>													
SW 136 Street to SW 144 Street	4LD - Parkland	D	0	4.27%	234	2,950	234	C	0.08	100.00%	7.93%	YES	NO
SW 144 Street to SW 152 Street	4LD - Parkland	D	319	4.36%	239	2,950	558	C	0.19	42.82%	8.10%	YES	NO
<b>SW 157 Avenue</b>													
SW 72 Street to SW 88 Street	4LD	EE	1,817	2.00%	110	3,744	1,926	C	0.51	5.69%	2.92%	NO	NO
SW 88 Street to SW 96 Street	4LD	D	1,875	3.91%	214	2,950	2,089	D	0.71	10.25%	7.26%	YES	NO
SW 96 Street to SW 104 Street	4LD	D	2,105	7.10%	393	2,950	2,498	D	0.85	15.75%	13.34%	YES	NO
SW 104 Street to SW 112 Street	4LD	D	1,141	9.55%	523	2,950	1,664	C	0.56	31.42%	17.72%	YES	NO
SW 112 Street to SW 120 Street	4LD - TIP 2009	D	1,055	12.36%	677	2,950	1,732	C	0.59	39.09%	22.94%	YES	NO
SW 120 Street to SW 136 Street	4LD - TIP 2009	D	900	21.09%	1,155	2,950	2,055	D	0.70	56.19%	39.14%	YES	NO
SW 136 Street to SW 152 Street	4LD	D	834	5.73%	313	2,950	1,147	C	0.39	27.33%	10.63%	YES	NO
SW 152 Street to SW 184 Street	4LD - TIP 2009	D	502	11.37%	623	2,950	1,124	C	0.38	55.37%	21.11%	YES	NO
SW 184 Street to SW 200 Street	2LU	D	454	0.00%	0	1,390	454	C	0.33	0.00%	0.00%	NO	NO
<b>SW 152 Avenue</b>													
SW 56 Street to SW 72 Street	4LD	D	858	1.00%	55	2,950	912	C	0.31	6.00%	1.86%	NO	NO
SW 72 Street to SW 88 Street	4LD	EE	858	1.00%	55	3,744	912	C	0.24	6.00%	1.46%	NO	NO
SW 88 Street to SW 96 Street	4LD	D	858	1.00%	55	2,950	912	C	0.31	6.00%	1.86%	NO	NO
SW 96 Street to Hammocks Blvd	4LD	D	858	1.00%	55	2,950	912	C	0.31	6.00%	1.86%	NO	NO
<b>HAMMOCKS BLVD</b>													
SW 88 Street to SW 152 Avenue	4LD	D	849	2.00%	110	2,950	959	C	0.33	11.42%	3.71%	NO	NO
SW 152 Avenue to SW 104 Street	4LD	D	849	2.00%	110	2,950	959	C	0.33	11.42%	3.71%	NO	NO
SW 104 Street to SW 112 Street	4LD	D	849	2.00%	110	2,950	959	C	0.33	11.42%	3.71%	NO	NO
SW 112 Street to SW 147 Avenue	4LD	D	849	2.00%	110	2,950	959	C	0.33	11.42%	3.71%	NO	NO
<b>SW 147 Avenue</b>													
SW 72 Street to SW 88 Street	4LD	D	1,999	1.00%	55	2,950	2,054	D	0.70	2.67%	1.86%	NO	NO
SW 88 Street to SW 104 Street	4LD	D	1,940	1.00%	55	2,950	1,995	C	0.68	2.74%	1.86%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	1,733	2.36%	129	2,950	1,862	C	0.63	6.95%	4.39%	NO	NO
SW 152 Street to SW 184 Street	2LU	D	886	0.73%	40	1,390	926	D	0.67	4.29%	2.86%	NO	NO
SW 184 Street to SW 200 Street	2LU	D	942	0.36%	20	1,390	962	D	0.69	2.06%	1.43%	NO	NO
<b>NW/SW 137 Avenue</b>													
SR 836 to SW 8 Street	6LD	D	4,137	3.91%	214	4,450	4,352	D	0.98	4.92%	4.81%	NO	NO
SW 8 Street to SW 24 Street	4LD	EE	3,679	2.00%	110	3,744	3,789	F	1.01	2.89%	2.92%	NO	NO
SW 24 Street to SW 40 Street	6LD	D	3,553	2.00%	110	4,450	3,662	D	0.82	2.99%	2.46%	NO	NO
SW 40 Street to SW 56 Street	6LD	EE	3,499	2.00%	110	5,628	3,609	D	0.64	3.03%	1.95%	NO	NO
SW 56 Street to SW 72 Street	4LD	D	3,787	2.36%	129	2,950	3,916	F	1.33	3.30%	4.39%	NO	NO
SW 72 Street to SW 88 Street	6LD - TIP 2009	D	2,800	3.64%	199	4,450	2,999	C	0.67	6.64%	4.48%	NO	NO
SW 88 Street to SW 96 Street	6LD	E	3,551	5.27%	289	4,920	3,840	D	0.78	7.52%	5.87%	YES	NO
SW 96 Street to SW 104 Street	6LD	E	3,733	6.27%	344	4,920	4,077	D	0.83	8.43%	6.98%	YES	NO
SW 104 Street to SW 112 Street	6LD	E	2,959	6.64%	363	4,920	3,322	C	0.68	10.94%	7.39%	YES	NO
SW 112 Street to SW 120 Street	6LD	E	3,997	7.00%	383	4,920	4,380	D	0.89	8.75%	7.79%	YES	NO
SW 120 Street to SW 136 Street	6LD	E	5,207	4.00%	219	4,920	5,426	F	1.10	4.04%	4.45%	NO	NO
SW 136 Street to SW 152 Street	6LD	E	5,156	3.36%	184	4,690	5,340	F	1.14	3.45%	3.93%	NO	NO
SW 152 Street to SW 184 Street	6LD	D	3,708	4.45%	244	4,450	3,952	D	0.89	6.17%	5.48%	YES	NO
SW 184 Street to SW 200 Street	2LU	D	1,009	1.00%	55	1,390	1,064	D	0.77	5.15%	3.94%	NO	NO
<b>SW 127 Avenue</b>													
SW 8 Street to SW 24 Street	4LD	EE	2,641	1.00%	55	3,744	2,696	D	0.72	2.03%	1.46%	NO	NO
SW 24 Street to SW 40 Street	2LU	D	1,651	1.00%	55	1,390	1,705	F	1.23	3.21%	3.94%	NO	NO
SW 40 Street to SW 56 Street	4LD	D	2,261	1.00%	55	2,950	2,316	D	0.78	2.36%	1.86%	NO	NO
SW 56 Street to SW 72 Street	4LD	D	2,175	1.00%	55	2,950	2,230	D	0.76	2.46%	1.86%	NO	NO
SW 72 Street to SW 88 Street	4LD	D	2,134	1.00%	55	2,950	2,189	D	0.74	2.50%	1.86%	NO	NO
SW 88 Street to SW 104 Street	4LD - TIP 2009	D	1,752	1.64%	90	2,950	1,841	C	0.62	4.87%	3.04%	NO	NO
SW 104 Street to SW 120 Street	4LD - TIP 2009	D	1,477	2.73%	149	2,950	1,627	C	0.55	9.17%	5.06%	YES	NO
SW 120 Street to SW 122 Street	4LD	D	1,606	5.45%	298	2,950	1,905	C	0.65	15.67%	10.12%	YES	NO
SW 122 Street to SW 136 Street	2LU	D	915	5.45%	298	1,390	1,213	D	0.87	24.60%	21.47%	YES	NO
SW 136 Street to SW 144 Street	2LU	D	0	0.00%	0	1,390	0	A	0.00	#DIV/0!	0.00%	NO	NO
SW 144 Street to SW 152 Street	4LD	D	733	1.00%	55	2,950	788	C	0.27	6.95%	1.86%	NO	NO

TABLE 21.F4  
PARKLAND DRI  
Year 2018 Total Traffic Conditions and DRI Significance Determination Analysis - WITH IMPROVEMENTS

ROADWAY SEGMENTS	[1] 2018 LANES WITH IMPROVEMENTS	[2] CDMP ADOPTED LOS STANDARD	2018 BACKGROUND PLUS COMMITTED VOLUMES	Parkland DRI		[4] TWO-WAY PEAK HOUR MAX CAPACITY	TOTAL TWO-WAY VOLUME WITH PROJECT	2018 PM PEAK HOUR LOS WITH IMPROVEMENTS	V/C	DRI TRIPS AS A % OF TOTAL VOLUME	[5] DRI TRIPS AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
				[3] Project Distribution Percent	Total PM Project DRI Trips 5475								
<b>SW 117 Avenue</b>													
SW 8 Street to SW 24 Street	2LD	D	1,236	1.00%	55	1,390	1,290	D	0.93	4.24%	3.94%	NO	NO
SW 24 Street to SW 40 Street	2LD	D	1,236	1.00%	55	1,390	1,290	D	0.93	4.24%	3.94%	NO	NO
SW 40 Street to SW 56 Street	4LD	D	2,461	1.00%	55	2,950	2,516	D	0.85	2.18%	1.86%	NO	NO
SW 56 Street to SW 72 Street	4LD	D	2,490	1.00%	55	2,950	2,544	D	0.86	2.15%	1.86%	NO	NO
SW 72 Street to SW 88 Street	4LD	D	3,987	1.00%	55	2,950	4,042	F	1.37	1.35%	1.86%	NO	NO
SW 88 Street to SW 104 Street	4LD	D	2,709	1.00%	55	2,950	2,764	D	0.94	1.98%	1.86%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	3,468	1.00%	55	2,950	3,523	F	1.19	1.55%	1.86%	NO	NO
SW 120 Street to SW 136 Street	4LD	D	2,990	1.00%	55	2,950	3,045	E	1.03	1.80%	1.86%	NO	NO
SW 136 Street to HEFT Ramps	4LD	D	2,527	1.00%	55	2,950	2,582	D	0.88	2.12%	1.86%	NO	NO
HEFT Ramps to SW 152 Street	6LD - Parkland	D	2,907	6.19%	339	4,450	3,246	D	0.73	10.43%	7.61%	YES	NO
SW 152 Street to SW 184 Street	4LD - TIP 2009	D	1,785	2.00%	110	2,950	1,895	C	0.64	5.78%	3.71%	NO	NO
SW 184 Street to SW 200 Street	2LU	D	1,540	1.00%	55	1,390	1,595	F	1.15	3.43%	3.94%	NO	NO
SW 200 Street to US-1	2LU	D	1,584	1.00%	55	1,390	1,639	F	1.18	3.34%	3.94%	NO	NO
<b>NW/SW 107 Avenue</b>													
NW 12 Street to SR 836 N. Ramps	7LD	HE = E	5,435	1.00%	55	5,565	5,489	E	0.99	1.00%	0.98%	NO	NO
SR 836 N. Ramps to S. Ramps	6LD	SUMA = E	4,963	1.00%	55	4,920	5,017	F	1.02	1.09%	1.11%	NO	NO
SR 836 S. Ramps to NW 7 Street	7LD	SUMA = E	4,912	1.00%	55	5,565	4,966	D	0.89	1.10%	0.98%	NO	NO
NW 7 Street to Flagler Street	6LD	SUMA = E	2,993	1.00%	55	4,920	3,048	C	0.62	1.80%	1.11%	NO	NO
Flagler Street to SW 8 Street	4LD	SUMA = E	2,990	1.00%	55	3,270	3,044	D	0.93	1.80%	1.67%	NO	NO
SW 8 Street to SW 24 Street	6LD	SUMA = E	3,980	1.00%	55	4,920	4,035	D	0.82	1.36%	1.11%	NO	NO
SW 24 Street to SW 40 Street	4LD	SUMA = E	2,568	1.00%	55	3,270	2,622	D	0.80	2.09%	1.67%	NO	NO
SW 40 Street to SW 56 Street	4LD	SUMA = E	2,713	1.00%	55	3,270	2,768	D	0.85	1.98%	1.67%	NO	NO
SW 56 Street to SW 72 Street	4LD	SUMA = E	2,138	1.00%	55	3,270	2,193	C	0.67	2.50%	1.67%	NO	NO
SW 72 Street to SW 88 Street	4LD	SUMA = E	2,352	1.00%	55	3,270	2,407	C	0.74	2.27%	1.67%	NO	NO
SW 88 Street to SW 104 Street	4LD	SUMA = E	1,959	0.00%	0	3,270	1,959	C	0.60	0.00%	0.00%	NO	NO
<b>SR 836</b>													
NW 137 Avenue to NW 107 Avenue	4LD	D	463	3.91%	214	6,510	677	A	0.10	31.62%	3.29%	NO	NO
HEFT to NW 107 Avenue	8LD	D	7,934	3.91%	214	13,600	8,148	C	0.60	2.63%	1.57%	NO	NO
NW 107 Avenue to NW 87 Avenue	8LD	D	9,702	3.91%	214	13,600	9,916	C	0.73	2.16%	1.57%	NO	NO
NW 87 Avenue to SR 826	8LD - TIP 2009	D	9,523	3.91%	214	13,600	9,737	C	0.72	2.20%	1.57%	NO	NO
<b>SR 821/HEFT</b>													
SW 40 Street to SW 88 Street	6LD	D	14,324	7.74%	424	10,050	14,747	F	1.47	2.87%	4.21%	NO	NO
SW 88 Street to SW 120 Street	12LD - TIP 2009	D	11,846	7.74%	424	20,710	12,269	C	0.59	3.45%	2.04%	NO	NO
SW 120 Street to SR 874	12LD - TIP 2009	D	10,958	6.46%	354	20,710	11,312	B	0.55	3.13%	1.71%	NO	NO
SR 874 to SW 152 Street	12LD - TIP 2009	D	19,422	13.01%	712	20,710	20,135	D	0.97	3.54%	3.44%	NO	NO
SW 152 Street to SW 184 Street	8LD	D	15,919	3.36%	184	13,600	16,103	F	1.18	1.14%	1.35%	NO	NO
SW 184 Street to SW 200 Street	6LD	D	12,871	5.27%	289	9,840	13,160	F	1.34	2.19%	2.93%	NO	NO
SW 200 Street to SW 216 Street	4LD	D	7,897	5.27%	289	6,250	8,185	F	1.31	3.53%	4.62%	NO	NO
<b>SR 874</b>													
HEFT to SW 104 Street	6LD	D	5,635	6.55%	359	10,050	5,993	C	0.60	5.98%	3.57%	NO	NO
SW 104 Street to SR 878	8LD	D	9,624	8.46%	463	13,600	10,087	C	0.74	4.59%	3.41%	NO	NO
<b>US-1</b>													
SW 136 Street to SW 152 Street	6LD	EE	5,963	2.73%	149	6,096	6,112	F	1.00	2.44%	2.45%	NO	NO
SW 152 Street to SW 184 Street	6LD	EE	5,152	0.73%	40	6,096	5,191	E	0.85	0.77%	0.65%	NO	NO
SW 184 Street to SW 216 Street	6LD	EE	3,184	1.09%	60	6,096	3,243	B	0.53	1.84%	0.98%	NO	NO

NOTES:

- Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP. Additional Roadway Improvements proposed by the Parkland DRI are highlighted in blue.
- The adopted LOS standards are consistent with the Miami-Dade County CDMP.
- See Map J-8D for the cumulative two-way project distribution for project productions and attractions.
- The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.
- The DRI Trips are evaluated pursuant to Rule 9J-2.045, F.A.C. to determine if the DRI will significantly impact any state or regionally significant roadway operating below the adopted LOS. A significant impact can only be assigned to the DRI if the DRI Trips will consume 5% or more of the MSV of the roadway, and the roadway is found to be operating below the adopted LOS.



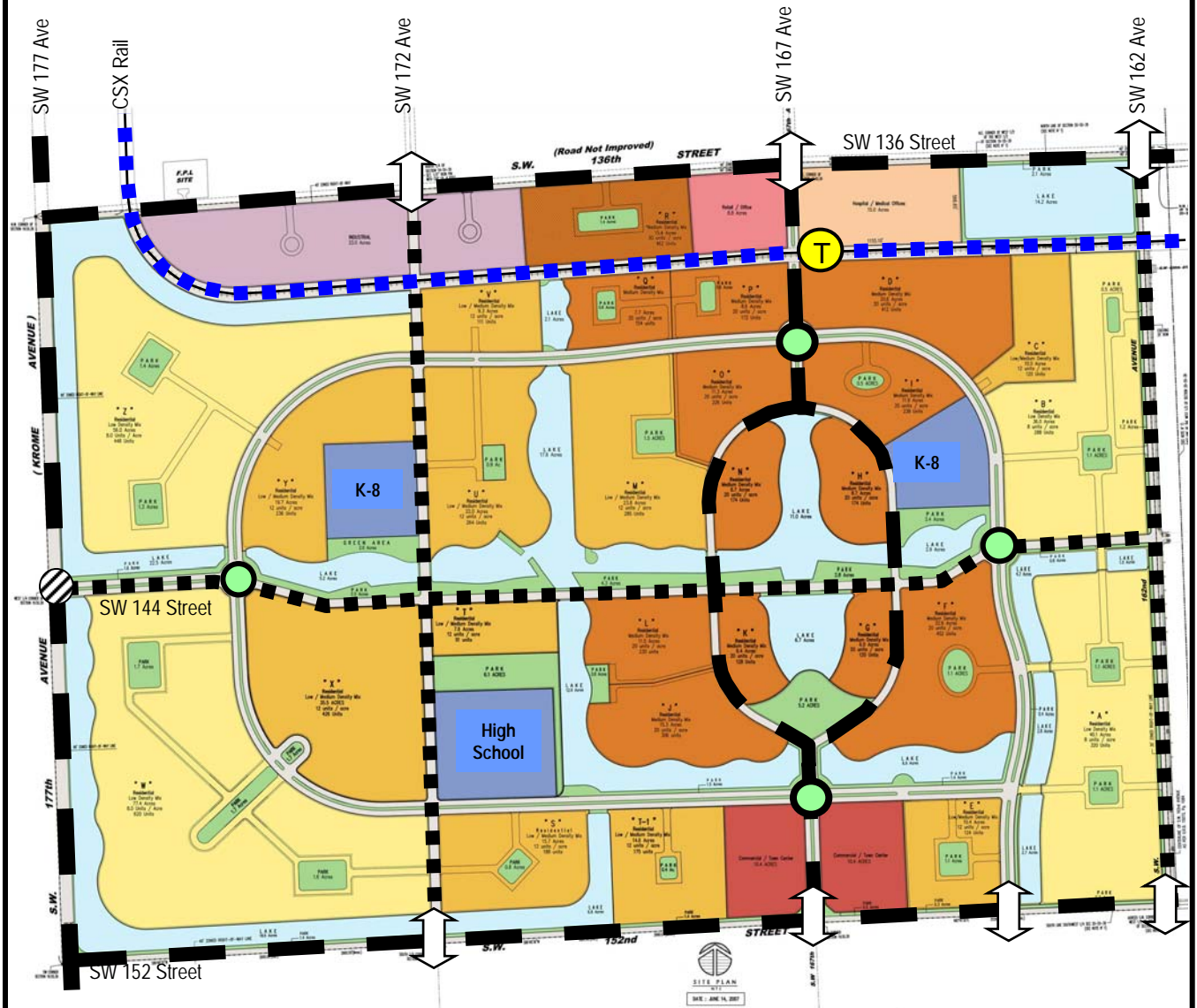
- G. Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development. Describe how the Applicant's access plan will minimize the impacts of the proposed development and preserve or enhance traffic flow 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.

Map J-11 illustrates the location of the general access points for project traffic along the section line and half section line roads that will provide frontage to each portion of the DRI. As indicated in Map J-11, the Applicant has agreed to phase the access connection at SW 144 Street and SW 177 Avenue in coordination with FDOT and Miami-Dade County. The project access locations identified in Map J-11, (and other access locations as may be needed) are subject to meeting the design and permitting standards and guidelines from Miami-Dade County and FDOT as applicable based upon the agency with jurisdiction over the adjacent roadway.

The development of the Parkland DRI will require the construction of numerous section line and half section line roadways as outlined in Table 21.G1 below. The Applicant will dedicate the required right-of-way to complete the section line and half section line roadway network, and will construct those roadway sections as required by County Code.

<b>Table 21.G1 – Roadway Sections Providing Site Access</b>			
<b>Roadway</b>	<b>Limits</b>	<b>Right of Way</b>	<b>Number of Lanes</b>
SW 136 Street	SW 177 Avenue to SW 162 Avenue	Minimum of 80' of ROW	New 4 lane roadway
SW 144 Street	SW 177 Avenue to SW 162 Avenue	Minimum of 70' of ROW	New 4 lane roadway
SW 152 Street	SW 177 Avenue to SW 162 Avenue	Minimum of 110' of ROW	New 6 lane roadway
SW 177 Avenue	SW 136 Street to SW 152 Street	Minimum of 180' of ROW	Widen from 2 to 4 lanes
SW 172 Avenue	SW 136 Street to CSX	Minimum of 70' of ROW	New 4 lane roadway
SW 172 Avenue	CSX to SW 152 Street	Minimum of 70' of ROW	New 4 lane roadway
SW 167 Avenue	SW 136 Street to SW 152 Street	Minimum of 80' of ROW	New 4 lane roadway
SW 162 Avenue	SW 136 Street to SW 144 Street	Minimum of 70' of ROW	New 4 lane roadway
SW 162 Avenue	SW 144 Street to SW 152 Street	Minimum of 70' of ROW	Widen from 2 to 4 lanes

**Note:** Map J-11 provides the conceptual layout of project land uses, the roadway network that would provide access to the site and the location and layout of lakes, canals, parks and schools recognizing that the final layout for all project land uses, roadways, lakes, canals, parks and schools would occur during the development review process with the local government of jurisdiction at the time of site plan approval and with permitting agencies during consideration of appropriate permit applications.



- Low Density Mix (single family/townhome)
- Low Medium Density Mix (townhome/multi-family)
- Medium Density Mix (multi-family)
- Park
- Schools
- Retail, Office & Services
- Industrial-Flex Space
- Medical Office & Hospital

- Access to SW 177 Avenue from SW 144 Street to be phased in coordination with FDOT and Miami-Dade County.
- Proposed site access locations to the surrounding roadway network. Other access locations may be provided pursuant to meeting the design and permitting standards and guidelines from Miami-Dade County and FDOT.
- Transit Center
- CSX Rail Corridor

- Legend**
- Section Line Roadway – SW 177 Avenue – Minimum Width 180'
  - Section Line Roadway – SW 152 Street – Minimum Width 110'
  - Section Line Roadway – SW 136 St and SW 167 Ave – Minimum Width 80'
  - Half Section Line Roadways – 144 St, 162 Ave, 172 Ave – Minimum Width 70'

Map J-11 (R)  
 Access to the Site  
 Parkland  
 July 2008

**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 inter local agreements, right-of-way dedication, building set-backs, etc.**

The project boundaries and access roadways for the DRI are formed by section line or half section line roadways. As such, the DRI has the ability to protect and cause the construction of a number of County required section line and half section line roadways pursuant to County Code and the development of the transportation network within the Long Range Transportation Plan. All roadways where right of way is available to the Applicant, will have, at a minimum, right-of-way provisions to accommodate a four-lane, divided facility, with at least half of the required right-of-way dedicated to Miami-Dade County by the Parkland DRI. The Parkland DRI will then construct these new roadway segments to provide a significant improvement to area traffic circulation.

The Parkland DRI has also identified proposed off-site roadway improvements that are consistent with improvements included in the adopted TIP and which are included in the adopted MPO Long Range Transportation Plan. **Table 21.H1** identifies those section line and half section line roadway improvements that would be realized by this DRI and as well as those improvements that complete anticipated roadway improvements which are found in the adopted MPO Transportation Improvement Program or the adopted MPO Long Range Transportation Plan. **Table 21.H1** outlines each of the proposed improvements, and provides the reference to demonstrate consistency with local government comprehensive plans. Information from the following county plans are referenced in **Table 21.H1**:

- *Miami-Dade County MPO Transportation Improvement Program (TIP) 2009, adopted May 22, 2008;*
- *Miami-Dade County Year 2030 Cost Feasible Long Range Transportation Plan, adopted December 2004;*
- *Section 33-133 of the Miami-Dade County Code - Right-of-way plan and minimum width of streets and ways.*

The location of these improvements can be illustrated on **Map J-10** found in the response to Question 21 - Section F.

**Table 21.H1 – Proposed Roadway Improvements and Consistency with County Plans**

Map J-10 Ref. No.	Roadway	Improvement Limits	Type of Improvement	Consistency with County Plans [1]
1	SW 152 Street	SW 177 Ave to SW 162 Ave	Build a new 6 lane divided roadway	Section Line, 110' ROW
2	SW 152 Street	SW 162 Ave to SW 157 Ave	Widen from 2 lanes to 6 lanes	Section Line, 110' ROW
3	SW 152 Street	SW 157 Ave to SW 147 Ave	The widening from 2LU to 4LD is in the TIP and LRTP. Proposed improvement is from a 2LU to a 5LD based with 3 EB lanes and 2 WB lanes in the 110' ROW [2]	TIP 2009 No. PW0000131 Section U, page 6 LRTP Priority III, page 51
4	SW 152 Street	SW 147 Ave to SW 137 Ave	Widen from 4LD to 5LD, with 3 EB lanes, 2 WB lanes [2]	Section Line, 110' ROW
5	SW 152 Street	SW 117 Ave to HEFT	Coordinate with Miami-Dade County and Florida's Turnpike to Restripe/Widen SW 152 St from a 4LD to a 6LD as part of TIP No. TP4060961	TIP 2009 No. TP4060961 Section A2, page 1 LRTP Priority I, page 45
6	SW 136 Street	SW 177 Ave to SW 162 Ave	Build a new 4 lane divided roadway	Section Line, 80' ROW
7	SW 136 Street	SW 162 Ave to SW 157 Ave	Build a new 4 lane divided roadway	Section Line, 80' ROW
8	SW 136 Street	SW 157 Ave to SW 137 Ave	TIP No. PW20040346 is the widening from 2LU to 4LD. Proposed improvement is from a 4LD to 5LD, with 2 EB lanes, 3 WB lanes if ROW is provided by MD Aviation [3]	TIP 2009 No. PW20040346 Section A7, page 20 Additional ROW needed for 5LD
9	SW 117 Avenue	HEFT to SW 152 Street	Coordinate with Miami-Dade County and Florida's Turnpike to provide a SB Free Flow Right Turn Lane and/or a NB left turn lane as part of TIP No. TP4060961	TIP 2009 No. TP4060961 Section A2, page 1 LRTP Priority I, page 45
10	SW 184 Street	SW 157 Ave to SW 147 Ave	Widen from 2 lanes to a 4LD	LRTP Priority III, page 51
11	SW 177 Avenue	SW 136 St to SW 152 St	Dedicate Code Required ROW and Additional ROW for the 4LD FIHS 180' Cross Section Build New 4 lane divided FIHS 180' Cross Section	TIP 2009 No. DT2496144 Section A1, page 80 LRTP Priority II, page 48
12	SW 172 Avenue	SW 136 St to CSX	New 4 lane divided roadway	Half Section Line, 70' ROW
13	SW 172 Avenue	CSX to SW 152 St	New 4 lane divided roadway	Half Section Line, 70' ROW
14	SW 167 Avenue	SW 136 St to SW 152 St	New 4 lane divided roadway	Section Line, 80' ROW
15	SW 162 Avenue	SW 136 St to SW 144 St	New 4 lane divided roadway	Half Section Line, 70' ROW
16	SW 162 Avenue	SW 144 St to SW 152 St	Widen from 2 lanes to a 4LD	Half Section Line, 70' ROW
17	SW 144 Street	SW 177 Ave to SW 162 Ave	New 4 lane divided roadway	Half Section Line, 70' ROW
18	SW 152 Street	SW 137 Avenue	Add EBT, WBT, SBT if ROW is available	Section Line, 110' ROW

[1] Includes information from the following county plans.

- *Miami-Dade County MPO Transportation Improvement Program (TIP) 2009*, adopted May 22, 2008;
- *Miami-Dade County Year 2030 Cost Feasible Long Range Transportation Plan*, adopted December 2004;
- *Section 33-133 of the Miami-Dade County Code* - Right-of-way plan and minimum width of streets and ways.

[2] A 5LD cross section has been proposed for SW 152 Street between SW 157 Avenue and SW 137 Avenue, in lieu of a 6LD roadway expansion on SW 152 Street. This roadway improvement is proposed in order to avoid changing the pedestrian pathway and landscaped buffer which currently exists within the zoned ROW along the north side of SW 152 Street between SW 157 Avenue and SW 137 Avenue. The 5LD cross section on SW 152 Street (with 2 lanes westbound and 3 lanes eastbound) provides adequate roadway capacity to accommodate the impacts of the Parkland DRI. The Applicant will continue to work with Miami-Dade County to determine if a 6LD cross section can be implemented without impacting the pedestrian pathway and landscaped buffer.

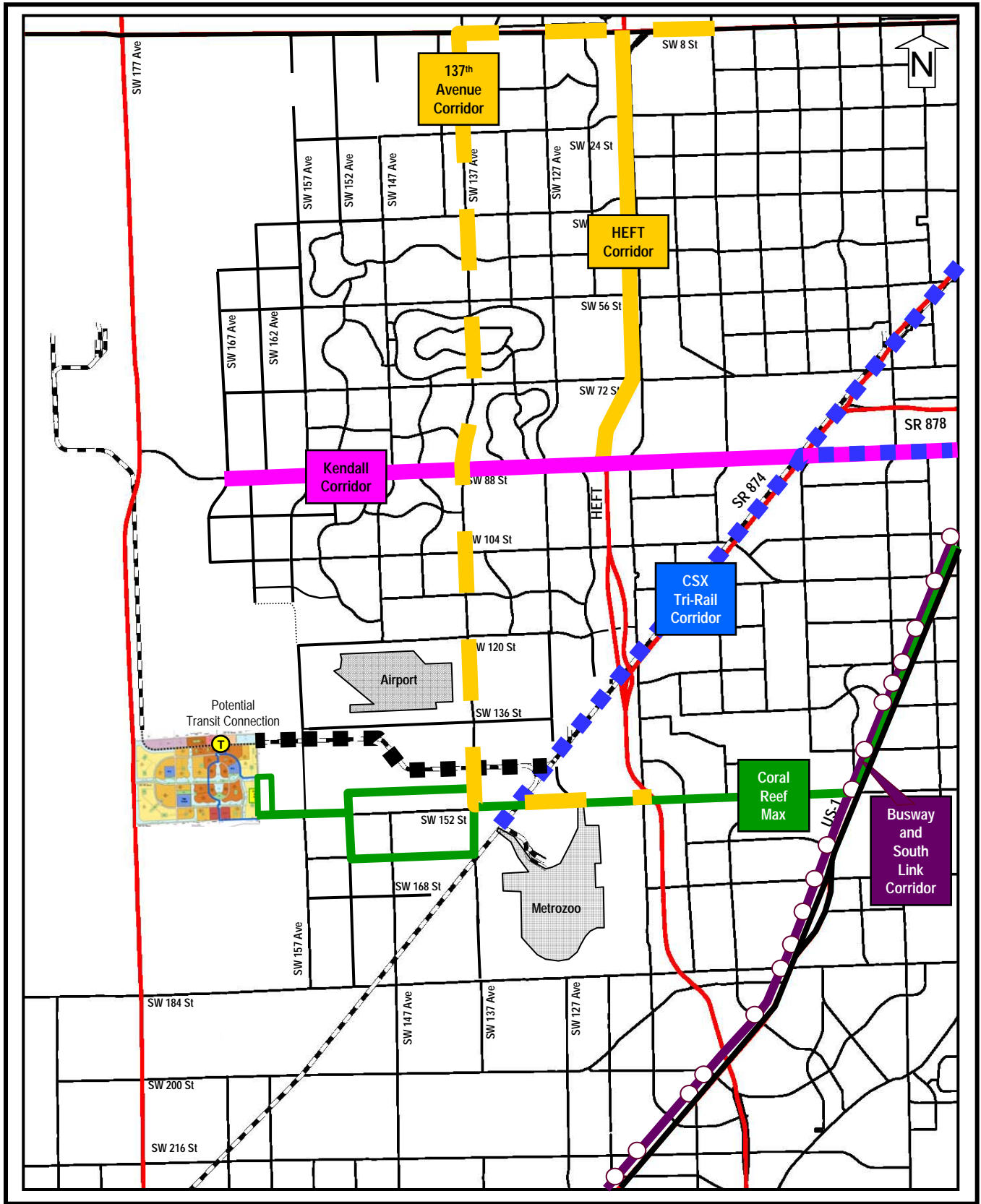
[3] The 5LD cross section on SW 136 Street (with 3 lanes westbound and 2 lanes eastbound) provides additional roadway capacity above and beyond what is needed for the Parkland DRI, and is subject to ROW availability from the Miami-Dade Aviation Department.

- 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.**

**1. Access to Regional Transit**









The Parkland DRI is situated adjacent to one of the western spurs of the existing CSX rail corridor. This rail corridor is being studied by Miami-Dade County and the South Florida Regional Transportation Authority (SFRTA) for the potential to provide a Kendall Extension of Tri-Rail's commuter transit service or the potential to link the Kendall community with Metro-Rail. The Kendall Corridor Alternatives Analysis is still underway by the MPO, and this study includes an analysis of the CSX Corridor connection which could bring commuter rail service to the Kendall area (see **Maps J-12A and J-12B**). The Master Plan for the DRI has been designed to feature a transit station adjacent to the project's employment center. The design of the site has embraced the concept of being adjacent to a future transit corridor, and as such, the employment and higher density residential uses have been located in close proximity to the proposed Commuter Rail Station. Site features have been positioned to maximize the transit connection for the benefit of the future residents and employees that are anticipated to use the future commuter transit system. The Applicant supports the use of this valuable resource to provide commuter transit service for the Kendall community.

During the DRI sufficiency review process, the Applicant met with the SFRTA to discuss the proposed station location and station area requirements. The Applicant discussed the need to design a joint development transit terminal so that the parking areas serving the adjacent employment uses can in part be used to help meet the parking demand for the transit station. The Applicant will continue to refine the station area footprint and the area needed for parking, circulation and drop-off, and will work with the SFRTA to identify the land area needed to support those facilities and functions. The SFRTA provided valuable information related to platform length, accessibility from both sides of the track, drop off areas needed for commuters and bus transfers and access to parking. The Applicant will incorporate these comments into the detailed site planning as the development process moves forward. The SFRTA also identified the benefits of providing railroad crossing upgrades in the residential neighborhoods to meet the federal whistle ban guidelines. The Applicant will work with the SFRTA, MDT and CSX to determine which crossings should be upgraded to permit the trains to run through the adjacent residential neighborhoods without the need to use the whistle when traversing the crossings.

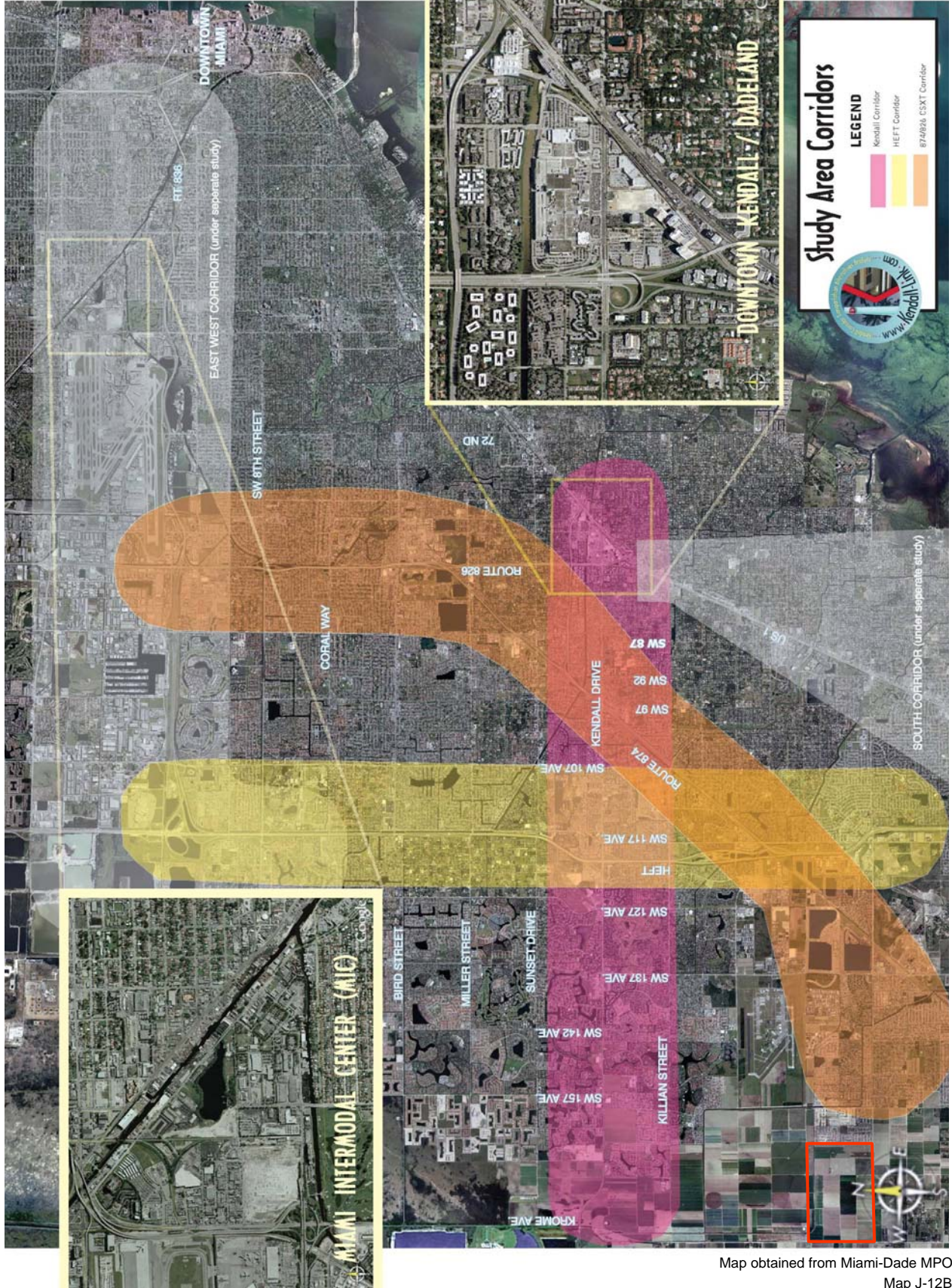


Legend



-  Existing Rail Lines
-  FIHS Roadways
-  Potential Transit Connection
-  Existing Busway and South Link Corridor
-  Coral Reef Max/Bus Route 252
-  Kendall Transit Corridor under study by MPO
-  HEFT & 137 Ave Transit Corridors under study by MPO
-  CSX Tri-Rail Corridor under study by MPO

Map J-12A (R)  
 Regional Transit Connectivity  
 Parkland  
 July 2008



Map obtained from Miami-Dade MPO  
Map J-12B

**2. Access to Local Transit - Coral Reef Max – Metrobus Route 252**

The neighborhood located immediately to the east of the Parkland DRI is currently served by Miami-Dade Transit Service via the Coral Reef Max – Metrobus Route 252 (see **Maps J-12C and J-12D**). This route already travels on SW 144 Street and SW 162 Avenue adjacent to the Parkland DRI. The Applicant has identified the potential to extend this service westward to service the proposed DRI land uses.

The June 2008 *Miami Dade Transit System Map* identifies the location of the Coral Reef Max - Metrobus Route 252 which extends from the Dadeland South Metrorail Station, along US-1 to SW 152 Street, and along SW 152 Street connecting to SW 162 Avenue. Metrobus Route 252 is labeled “Coral Reef Max” as far west as the County Walk Loop at SW 152 Avenue as depicted on the June 2008 *Miami Dade Transit System Map* (see **Map J-12C**). The County Walk Loop at SW 152 Avenue is located one mile from the route’s current terminus at SW 162 Avenue. The Coral Reef Max express bus that originates from the Dadeland South Metrorail Station is the same vehicle that extends west on SW 152 Street to Country Walk, and is the same vehicle that extends west to reach SW 162 Avenue during the scheduled AM and PM rush hour service. Transit service is provided during the selected AM and PM peak hours at a headway of 20 minutes or less.

- **Country Walk Loop** - West of SW 137 Avenue, the Coral Reef Max departs SW 152 Street and circulates through Country Walk extending north on SW 137 Avenue, west on Country Walk Drive, south on SW 152 Avenue, east on SW 160 Street and north on SW 137 Avenue back to SW 152 Street (see **Map J-12D**). Weekday AM and PM peak hour service headways are maintained at 20 minutes (or less) from 5:38AM to 8:23AM and from 4:45PM to 7:20PM as indicated on **Table 21.I** below. Service frequency information has been obtained from Miami-Dade Transit reflecting the latest route schedule adjustments dated June 2008.
- **Service to SW 162 Avenue** - During selected weekday rush hour trips (in the AM and PM peak hours), the Coral Reef Max – Metrobus Route 252 extends west from Country Walk along SW 152 Street to the residential neighborhood located north of SW 152 Street and west of SW 157 Avenue. Service extends north on SW 160 Avenue, west on SW 144 Street, south on SW 162 Avenue and east on SW 152 Street (as illustrated on **Map J-12D**). Weekday AM and PM peak hour service headways are maintained at 20 minutes (or less) from 6:41AM to 7:20AM and from 5:10PM to 6:30PM as indicated in **Table 21.I** below. This weekday rush hour service provided at a service frequency equal to 20 minutes or less extends to the eastern edge of Parkland during the peak hour period. Service frequency information has been obtained from Miami-Dade Transit reflecting the latest route schedule adjustments dated June 2008.

<b>Table 21.I – Coral Reef Max – Metrobus Route 252 – Existing Service Frequency</b>		
<b>Coral Reef Max - Metrobus Route 252</b>	<b>Weekday AM Peak</b>	<b>Weekday PM Peak</b>
Dadeland South Metrorail Station	20 min – 7:15AM to 10:10AM	20 min – 3:00PM to 7:10PM
SW 152 St/117 Ave/Tpke Park & Ride Lot	20 min – 5:50AM to 8:42AM	20 min – 4:27PM to 7:07PM
Deerwood - SW 140 Ter at SW 119 Ave	20 min – 7:18AM to 8:18AM	20 min – 3:38PM to 6:17PM
Metrozoo	No Early AM Service	20 min – 3:33PM to 5:32PM
Country Walk – SW 152 St at SW 152 Ave	20 min – 5:38AM to 8:23AM	20 min – 4:45PM to 7:20PM
SW 152 St at SW 162 Ave	20 min – 6:41AM to 7:20AM	20 min – 5:10PM to 6:30PM

Source: Miami-Dade Transit Metrobus Route 252 - Coral Reef Max Service Map and Service Schedule, June 2008.

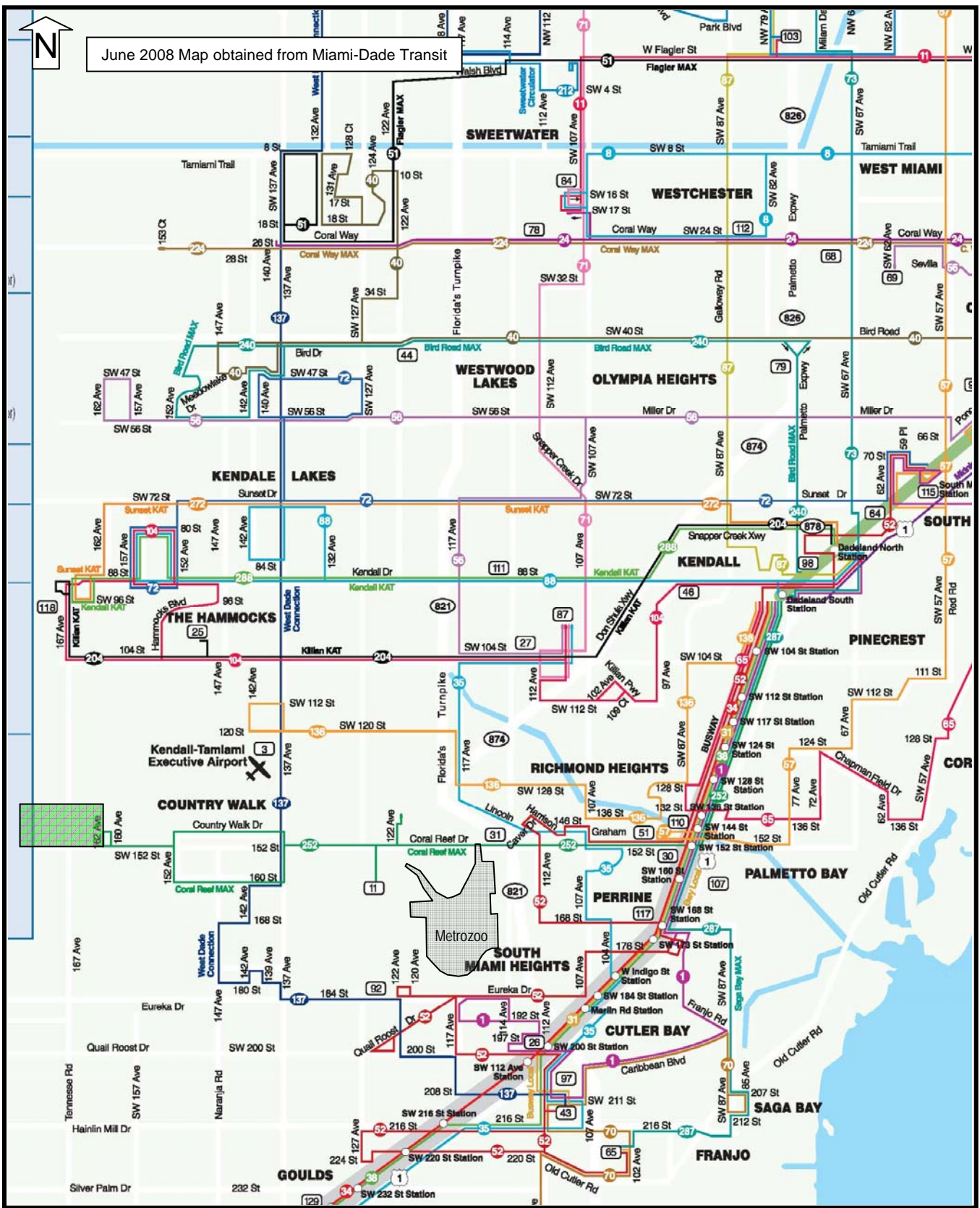


- **Service to Parkland** – **Map J-12E** illustrates how the Coral Reef Max - Metrobus Route 252 can be extended (in the future) into Parkland to service this emerging community. Residential units and employment centers are not anticipated for occupancy before the Year 2014. Parkland has committed to work with Miami Dade Transit to develop route extensions to serve the community that will fit seamlessly into the transit patterns that have been used successfully to provide transit access along section line and half section line roadways. **Map J-12E** demonstrates how transit service can be provided to connect Parkland's residential areas, schools, employment and shopping, with ingress into the community using SW 144 Street and egress from the community using SW 152 Street, consistent with the current travel pattern for the Coral Reef Max – Metrobus Route 252.

**3. Greenways and Trails**

The Applicant has begun to layout conceptual site land uses, roadways, greenways and waterways. **Map J-13** has been provided to identify the Miami-Dade bikeways, pathways and trails located within the immediate vicinity of the project site, so that connections to those facilities can be made from the project access roadways.

June 2008 Map obtained from Miami-Dade Transit



Legend



Parkland

Map J-12C (R)  
Existing Transit Service in the Study Area  
Parkland  
July 2008

Source: Cathy Sweetapple & Associates

# Potential Transit Connections to Parkland

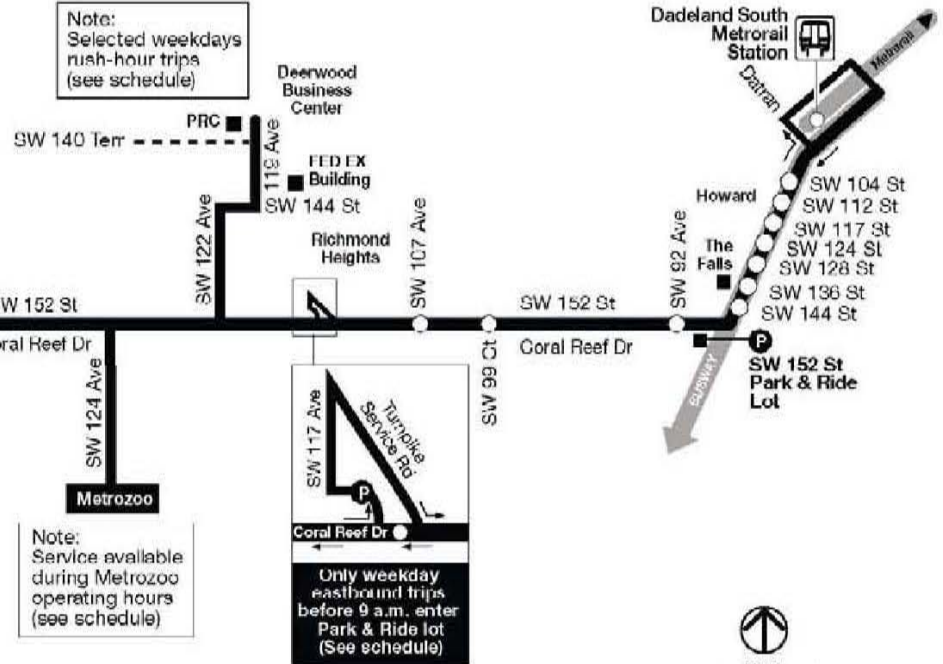
## Route 252 Coral Reef MAX



MAX Stops  
 (Limited-stop service east of SW 107 Ave.)  
 Park & Ride Lot

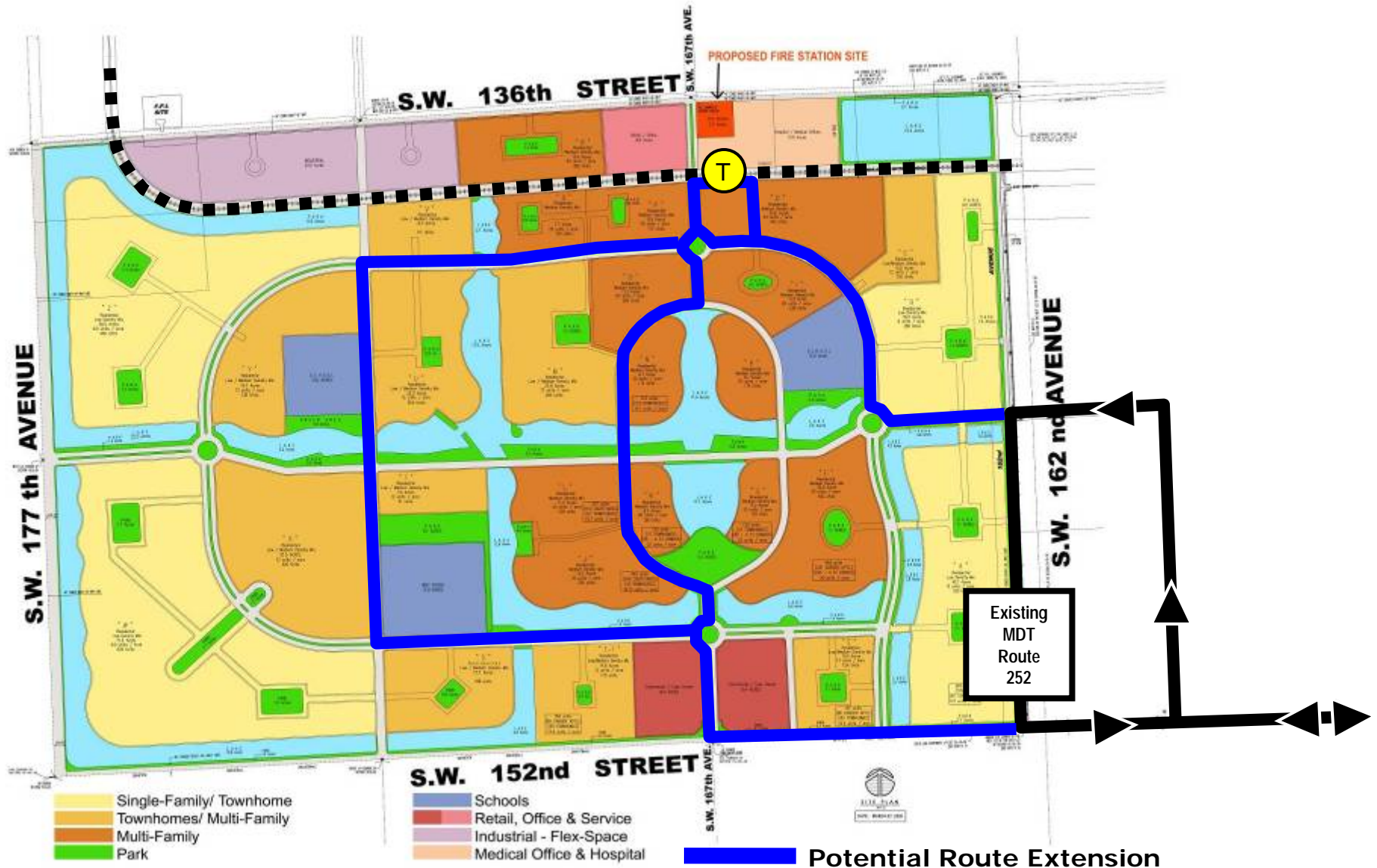


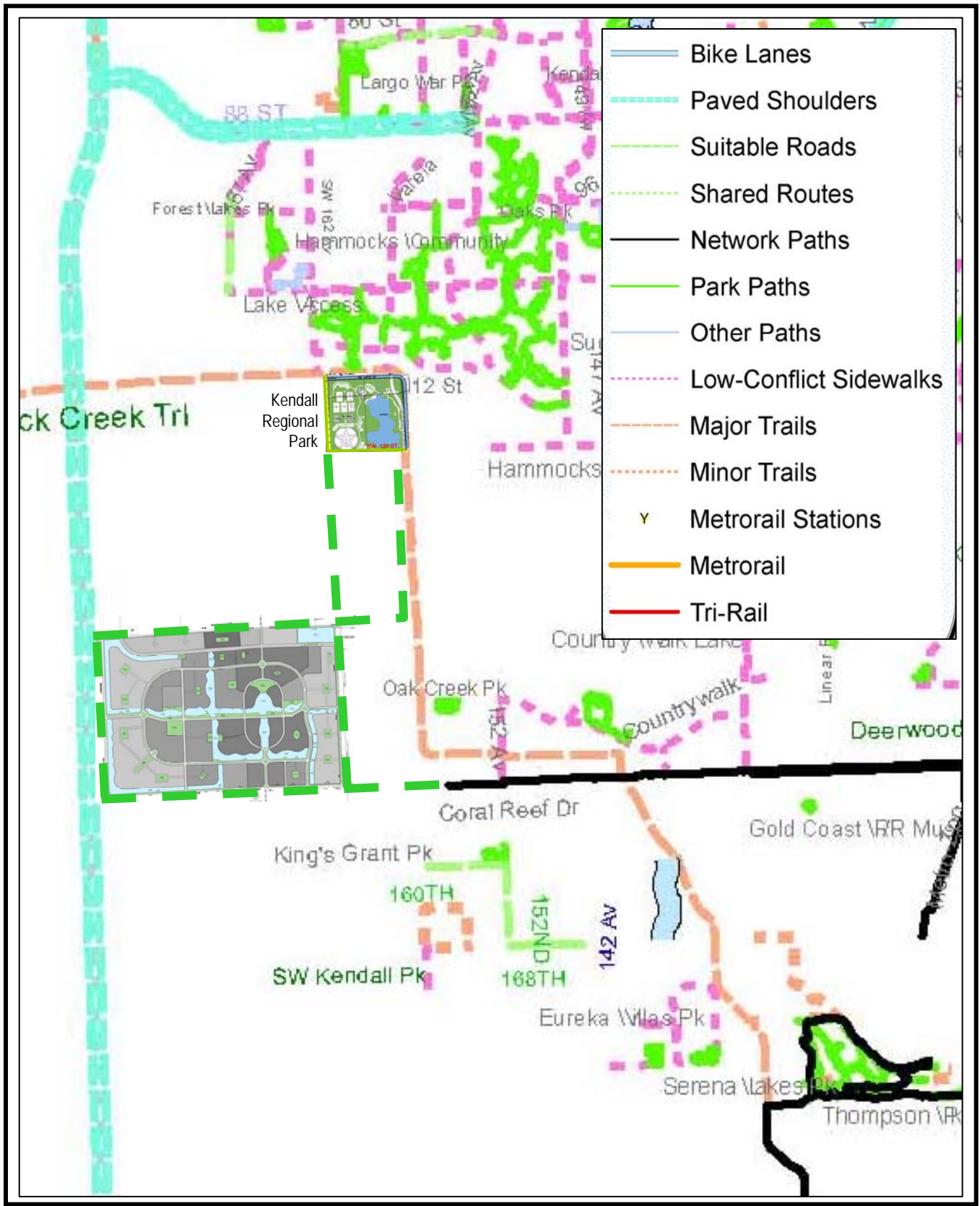
Selected weekday rush-hour trips (see schedule) and all day Saturday and Sunday.



**Potential Route Extension**

# Potential Local Transit Connections to Parkland





Legend



--- Bikeway and Pathway Connections from the DRI to Adjacent Trails and Parks

Map J-13  
 Miami-Dade Bikeway Plan and Potential Linkages to the DRI  
 Parkland  
 August 2006

#### **4. Transportation Demand Management**

In addition to maximizing access to transit, the Applicant will promote the benefit of Transportation Demand Management (TDM) programs to reduce (even farther) the future reliance upon the single occupant vehicle. Each TDM program should include a reasonable and effective combination of TDM strategies appropriate to the size, scale and location of the proposed development which shall be used to demonstrate that practical actions can be taken to reduce the number of single occupant vehicles (SOV) generated by the proposed development site. A series of TDM Options which promote the use of alternative travel modes are listed in the text which follows. The Applicant will work with South Florida Commuter Services to refine a TDM plan which best fits the needs of the individual project site.

- **Staggered work schedules:** The DRI can promote the benefits of staggered work schedules in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the flexibility to stagger their arrival and departure times between the hours of 6:30 am to 9:30 am, and 3:30 pm to 6:30 pm to reduce the burden of traffic during the peak travel hours and more evenly distribute the volume of traffic into and out of the site. Staggered lunch hours would also be incorporated into this staggered schedule framework.
- **Flex-time:** The DRI can promote the benefits of flex time in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the ability to utilize flexible working schedules (within designated guidelines) to meet personal needs and commitments. The employee can schedule five (5) 8-hour work days using varying start and stop times as well as extended lunch times.
- **Compressed Work Weeks:** The DRI can promote the benefits of compressed work weeks in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the ability to utilize compressed work week schedules (within designated guidelines). The employer and/or employee can work four (4) 10-hour days, or can choose to work four and a half (4 ½) days or three and a half (3 ½) days as negotiated with each employee or business owner.
- **Telecommuting Programs:** The DRI can promote the benefits of telecommuting using internet technologies to allow employees to work from home or from satellite office locations, thus reducing the number of SOV traveling during the traditional morning and afternoon peak hours. Telecommuting may be used by employers and employees in combination with staggered work schedules, flex time and compressed work weeks.

- **Shower and Locker Facilities** – The DRI can encourage employers to provide on-site shower and locker facilities within the development site to offer bicycle, pedestrian and transit riders amenities to compliment their choice to use the alternative travel modes. The building area set aside for shower and locker facilities should be excluded from the calculations of required off-street parking. Long term bicycle parking should also be provided with this option.
- **Ridesharing Incentive Programs:** The DRI can promote the benefits of ridesharing (in coordination with South Florida Commuter Services), and can provide rideshare postings for those employers and employees interested in finding potential ridesharing partners. These rideshare postings are intended to offer geographic commuter information for those employees who may be interested in sharing rides with fellow employees who live in similar geographic areas. Additional incentives may include payments or subsidies for fuel and tolls and preferential on-site parking for ride share users.
  - **Car Pool Spaces** - The designation of car pool parking spaces can be provided on-site in desirable and convenient parking locations restricted for use only by car pool vehicles. These spaces shall be non-handicapped employee parking spaces located closest to the building entrance with signage identifying each space as Car Pool. The signage format used shall be in accordance with the South Florida Commuter Services standard. Procedures shall be included whereby the car pool vehicles are registered with the Employer TDM Coordinator for easy tracking and monitoring, and for use in annual reporting and management procedures.
  - **Van Pools** – The designation of van pool parking spaces can be provided on site in desirable and convenient parking locations restricted for use only by van pool vehicles. These spaces shall be non-handicapped employee parking spaces located closest to the building entrance with signage identifying each space as Van Pool. The signage format used shall be in accordance with the South Florida Commuter Service standard. Procedures shall be included whereby the van pool vehicles are registered with the Employer TDM Coordinator to keep track of the number of employees who van pool on a daily basis for use in annual reporting and management.
- **Public Transit Service Improvements** - The provision of transit shuttle services to and from convenient public transit sites, such as a shuttle to and from the nearest Premium Transit Rail Station, to accommodate morning, midday, and evening transit demand.
- **Public Transit Infrastructure Improvements** - The construction of on-site transit shelters, amenities, stops, drop off locations or pull-out bays and patron parking (where appropriate) to serve the transit stops and stations.

- **Public Transit Incentives** - The provision of transit fare subsidies and other similar incentive programs designed to make public transit more accessible to the occupants of the proposed use. Promote and encourage project employers to take advantage of the employee discount programs, employer subsidy programs, and pre-tax set-asides for transit fares (as allowable under IRS rules) through the coordination and informational efforts of the South Florida Commuter Services.
- **Informational Kiosks:** The DRI can provide a centralized location within the development site for the posting of TDM Program Information, local bus and train schedules, South Florida Commuter Services, the name and phone number of the DRI Representative serving as the Employee Transportation Coordinator, information on flex time, compressed work weeks and telecommuting, and information on places to eat or shop within shuttle and/or walking distance of the project site.
- **Transportation Demand Management Coordinator:** The DRI can consider the appointment of a TDM Coordinator, or can work with the South Florida Commuter Services to coordinate the management services necessary to provide TDM programs supported by the DRI.