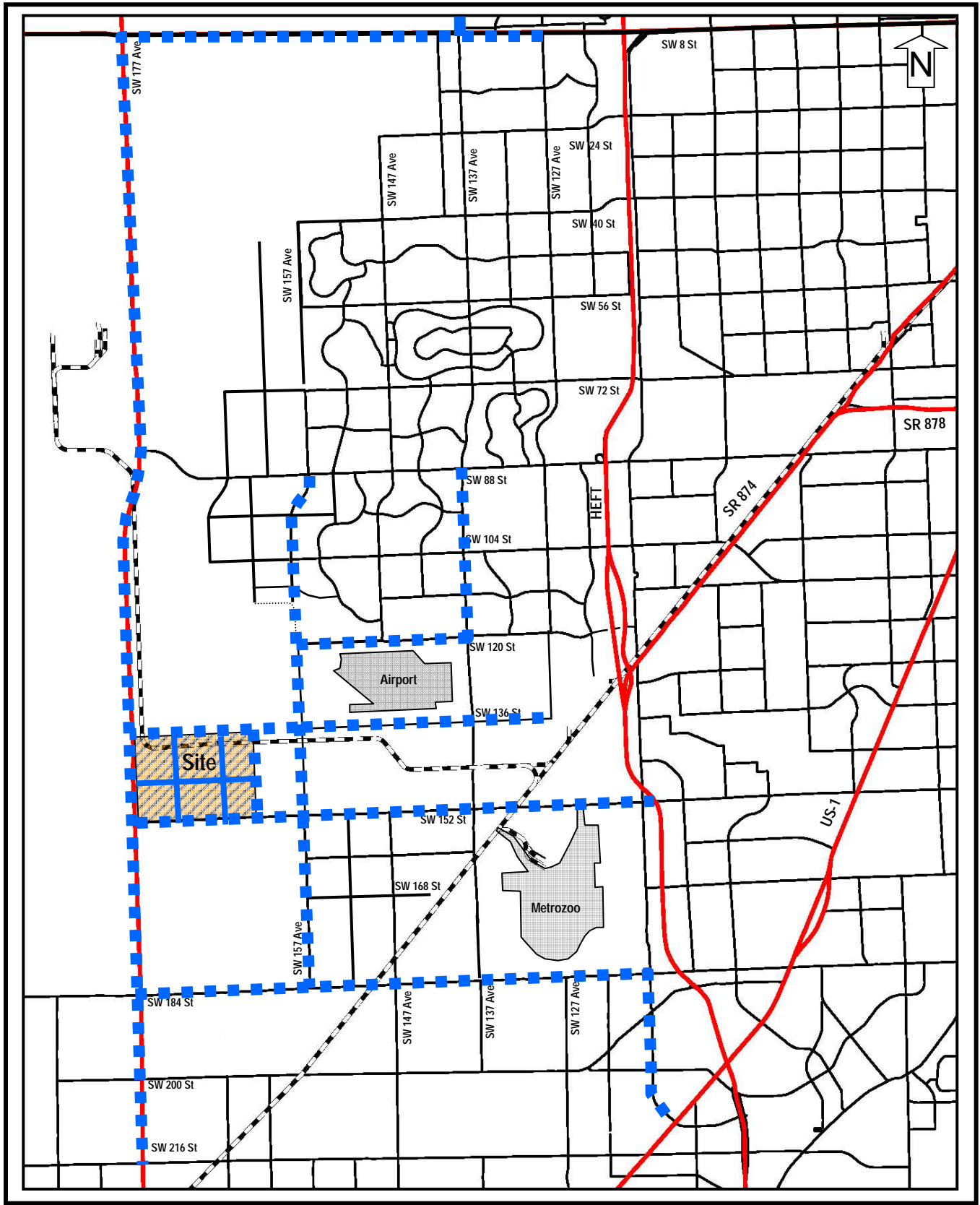


Question 21 – Transportation  
Statement of Information Needed  
March 2007 Submittal

Replacement Pages

- Question 21.A.      Pages 21-5 to 21-21 and 21-30  
Includes Revised Tables 21.A2, 21.A3A and 21.A3B  
Includes Revised Maps J-1C, J-2A, J-2B, J-2C, J-3D
- Question 21.D.      Pages 21-46 to 21-57  
Includes Revised Tables 21.D2A, 21.D2B, 21.D3, 21.D4  
Includes Revised Map J-6
- Pages 21-81 to 21-86  
Includes Revised Table 21.D7  
Includes Revised Maps J-8B, J-8B, J-8C
- Question 21.E.      Pages 21-87 to 21-93  
Includes Revised Tables 21.E1, 21.E2 and 21.E3  
Includes Revised Map J-9
- Question 21.F.      Pages 21-94 to 21-96  
Includes Revised Table 21.F1  
Includes Revised Map J-10
- Question 21.H.      Page 21-99



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  
March 2007

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

06-Mar-07

ROADWAY FROM	TO	DIR	JURISDICTION	EXISTING LANES INCLUDING THOSE FUNDED IN TIP 2007	ADOPTED LOS	PEAK HOUR DIR MAX SERVICE VOLUME [1]	PARKLAND DRI			PARKLAND DRI			TOTAL PM PEAK	PROJECT AS A PERCENT OF MAX SERVICE VOLUME	PROJECT TRIPS GREATER THAN 5% YES / NO	
							RESIDENTIAL/PRODUCTIONS HOME BASED WORK TRIPS (PROJ TRIPS = 3489)			EMPLOYMENT/ATTRactions NON HOME BASED WORK TRIPS (PROJ TRIPS = 1986)						
							DIST	IN / OUT	PM PEAK	DIST	IN / OUT	PM PEAK				
SW 177 AVENUE	US 27	SW 8 STREET	NB	STATE	4LD	B	1,530	1.00%	O	12	1.00%	O	12	24	1.57%	NO
			SB		TIP 2007		1,530		I	23		I	7	30	1.96%	NO
	SW 8 STREET	SW 88 STREET	NB	STATE	2LU	C	720	12.00%	O	144	5.00%	O	62	206	28.61%	YES
			SB				720		I	275		I	37	312	43.33%	YES
	SW 88 STREET	FUTURE SW 104 ST	NB	STATE	2LU	C	720	14.00%	O	168	7.00%	O	87	255	35.42%	YES
			SB				720		I	320		I	52	372	51.67%	YES
	FUTURE SW 104 ST	FUTURE SW 120 ST	NB	STATE	2LU	C	720	14.00%	O	168	7.00%	O	87	255	35.42%	YES
			SB				720		I	320		I	52	372	51.67%	YES
	FUTURE SW 120 ST	FUTURE SW 136 ST	NB	STATE	2LU	C	720	14.00%	O	168	7.00%	O	87	255	35.42%	YES
			SB				720		I	320		I	52	372	51.67%	YES
	FUTURE SW 136 ST	FUTURE SW 152 ST	NB	STATE	2LU	C	720	5.00%	I	114	5.00%	I	37	151	20.97%	YES
			SB				720		O	60		O	62	122	16.94%	YES
	FUTURE SW 152 ST	SW 184 STREET	NB	STATE	2LU	C	720	4.00%	I	92	3.00%	I	22	114	15.83%	YES
			SB				720		O	48		O	37	85	11.81%	YES
	SW 184 STREET	SW 200 STREET	NB	STATE	2LU	C	720	3.00%	I	69	2.00%	I	15	84	11.67%	YES
			SB				720		O	36		O	25	61	8.47%	YES
	SW 200 STREET	SW 216 STREET	NB	STATE	2LU	C	720	2.00%	I	46	1.00%	I	7	53	7.36%	YES
			SB				720		O	24		O	12	36	5.00%	YES
	SW 216 STREET	SW 232 STREET	NB	STATE	2LU	C	720	1.00%	I	23	1.00%	I	7	30	4.17%	NO
			SB				720		O	12		O	12	24	3.33%	NO
SW 232 STREET	SW 248 STREET	NB	STATE	2LU	C	720	1.00%	I	23	1.00%	I	7	30	4.17%	NO	
		SB				720		O	12		O	12	24	3.33%	NO	
SW 248 STREET	SW 264 STREET	NB	STATE	2LU	C	720	1.00%	I	23	1.00%	I	7	30	4.17%	NO	
		SB				720		O	12		O	12	24	3.33%	NO	
SW 264 STREET	SW 272 STREET	NB	STATE	2LU	C	720	1.00%	I	23	1.00%	I	7	30	4.17%	NO	
		SB				720		O	12		O	12	24	3.33%	NO	
SW 272 STREET	SW 296 STREET	NB	STATE	2LU	C	720	1.00%	I	23	1.00%	I	7	30	4.17%	NO	
		SB				720		O	12		O	12	24	3.33%	NO	
SW 296 STREET	SW 304 STREET	NB	STATE	2LU	D	860	1.00%	I	23	1.00%	I	7	30	3.49%	NO	
		SB				860		O	12		O	12	24	2.79%	NO	
SW 304 STREET	SW 312 STREET	NB	STATE	2LU	D	860	1.00%	I	23	1.00%	I	7	30	3.49%	NO	
		SB				860		O	12		O	12	24	2.79%	NO	
SW 312 STREET	SW 320 STREET	NB	STATE	2LU	D	860	1.00%	I	23	1.00%	I	7	30	3.49%	NO	
		SB				860		O	12		O	12	24	2.79%	NO	
SW 320 STREET	SW 328 STREET	NB	STATE	2LU	D	860	1.00%	I	23	1.00%	I	7	30	3.49%	NO	
		SB				860		O	12		O	12	24	2.79%	NO	
SW 172 AVENUE	SW 88 STREET	FUTURE SW 96 ST	NB	COUNTY	4LD	D	1,620	0.00%	O	0	0.00%	O	0	0	0.00%	NO
			SB				1,620		I	0		I	0	0	0.00%	NO
	FUTURE SW 96 ST	FUTURE SW 104 ST	NB	COUNTY	4LD	D	1,620	0.00%	O	0	0.00%	O	0	0	0.00%	NO
			SB				1,620		I	0		I	0	0	0.00%	NO
	FUTURE SW 136 ST	CSX	NB	COUNTY	4LD	D	1,620	5.00%	O	60	3.00%	O	37	97	5.99%	YES
		SB				1,620		I	114		I	22	136	8.40%	YES	
CSX	FUTURE SW 152 ST	NB	COUNTY	4LD	D	1,620	11.00%	I	252	7.00%	I	52	304	18.77%	YES	
		SB				1,620		O	132		O	87	219	13.52%	YES	
SW 167 AVENUE	SW 88 STREET	SW 96 STREET	NB	COUNTY	4LD	D	1,620	0.50%	O	6	1.00%	O	12	18	1.11%	NO
			SB				1,620		I	11		I	7	18	1.11%	NO
	SW 96 STREET	SW 104 STREET	NB	COUNTY	2LU/4L	D	1,620	0.50%	O	6	2.00%	O	25	31	1.91%	NO
			SB				1,620		I	11		I	15	26	1.60%	NO
	FUTURE SW 136 ST	FUTURE SW 144 ST	NB	COUNTY	4LD	D	1,620	35.00%	O	420	42.00%	O	521	941	58.09%	YES
		SB				1,620		I	801		I	313	1,114	68.77%	YES	
FUTURE SW 144 ST	FUTURE SW 152 ST	NB	COUNTY	4LD	D	1,620	20.00%	I	458	20.00%	I	149	607	37.47%	YES	
		SB				1,620		O	240		O	248	488	30.12%	YES	
SW 162 AVENUE	SW 72 STREET	SW 88 STREET	NB	COUNTY	4LD	EE	2,064	1.00%	O	12	1.00%	O	12	24	1.16%	NO
			SB				2,064		I	23		I	7	30	1.45%	NO
	SW 88 STREET	SW 96 STREET	NB	COUNTY	2LU	D	760	1.00%	O	12	1.00%	O	12	24	3.16%	NO
			SB				760		I	23		I	7	30	3.95%	NO
	SW 96 STREET	SW 104 STREET	NB	COUNTY	4LD	D	1,620	2.00%	O	24	2.00%	O	25	49	3.02%	NO
			SB				1,620		I	46		I	15	61	3.77%	NO
	SW 104 STREET	SW 112 STREET	NB	COUNTY	2LU	D	760	0.00%	O	0	3.00%	O	37	37	4.87%	NO
			SB				760		I	0		I	22	22	2.89%	NO
SW 136 STREET	SW 144 STREET	NB	COUNTY	2LU	D	760	5.00%	O	60	3.00%	O	37	97	12.76%	YES	
		SB				760		I	114		I	22	136	17.89%	YES	
SW 144 STREET	SW 152 STREET	NB	COUNTY	2LU	D	760	4.00%	I	92	5.00%	I	37	129	16.97%	YES	
		SB				760		O	48		O	62	110	14.47%	YES	
SW 157 AVENUE	SW 72 STREET	SW 88 STREET	NB	COUNTY	3L	EE	3,096	2.00%	O	24	2.00%	O	25	49	1.58%	NO
			SB		2L		2,064		I	46		I	15	61	2.96%	NO
	SW 88 STREET	SW 96 STREET	NB	COUNTY	4LD	D	1,620	5.00%	O	60	2.00%	O	25	85	5.25%	YES
			SB				1,620		I	114		I	15	129	7.96%	YES
	SW 96 STREET	SW 104 STREET	NB	COUNTY	4LD	D	1,620	9.00%	O	108	3.00%	O	37	145	8.95%	YES
			SB				1,620		I	206		I	22	228	14.07%	YES
SW 104 STREET	SW 112 STREET	NB	COUNTY	4LD	D	1,620	11.00%	O	132	7.00%	O	87	219	13.52%	YES	
		SB				1,620		I	252		I	52	304	18.77%	YES	

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

06-Mar-07

ROADWAY FROM	TO	DIR	JURISDICTION	EXISTING LANES INCLUDING THOSE FUNDED IN TIP 2007	ADOPTED LOS	[1] PEAK HOUR DIR MAX SERVICE VOLUME	PARKLAND DRI			PARKLAND DRI			TOTAL PM PEAK	PROJECT AS A PERCENT OF MAX SERVICE VOLUME	PROJECT TRIPS GREATER THAN 5% YES / NO
							RESIDENTIAL/PRODUCTIONS HOME BASED WORK TRIPS (PROJ TRIPS = 3489)			EMPLOYMENT/ATTRACTIONS NON HOME BASED WORK TRIPS (PROJ TRIPS = 1986)					
							DIST	IN / OUT	PM PEAK	DIST	IN / OUT	PM PEAK			
SW 112 STREET	FUTURE SW 120 ST	NB	COUNTY	4LD	D	1,620	12.00%	O	144	13.00%	O	161	305	18.83%	YES
		SB					1,620		I	275		I	97	372	22.96%
FUTURE SW 120 ST	SW 136 STREET	NB	COUNTY	4LD	D	1,620	20.00%	O	240	23.00%	O	285	525	32.41%	YES
		SB					1,620		I	458		I	171	629	38.83%
SW 136 STREET	SW 152 STREET	NB	COUNTY	4LD	D	1,620	5.00%	O	60	10.00%	O	124	184	11.36%	YES
SW 152 STREET	SW 184 STREET	NB	COUNTY	4LD	D	1,620	15.00%	I	114	5.00%	I	75	189	11.67%	YES
		SB					1,620		I	343		I	37	380	23.46%
		SB		TIP 2007		1,620		O	180		O	62	242	14.94%	YES
<b>SW 152 AVENUE</b>															
SW 56 STREET	SW 72 STREET	NB	COUNTY	4LD	D	1,620	0.50%	O	6	0.50%	O	6	12	0.74%	NO
SW 72 STREET	SW 88 STREET	NB	COUNTY	4LD	D	1,620	0.50%	O	6	0.50%	O	6	15	0.93%	NO
		SB					1,620		I	11		I	4	15	0.93%
SW 88 STREET	SW 96 STREET	NB	COUNTY	2LU	D	760	0.50%	O	6	0.50%	O	6	12	1.58%	NO
SW 96 STREET	HAMMOCKS BLVD	NB	COUNTY	4LD	D	760		I	11		I	4	15	1.97%	NO
		SB					1,620	0.50%	O	6	0.50%	O	6	12	0.74%
		SB				1,620		I	11		I	4	15	0.93%	NO
<b>HAMMOCKS BLVD</b>															
SW 88 STREET	SW 152 AVENUE	NB	COUNTY	4LD	D	1,620	2.00%	O	24	2.00%	O	25	49	3.02%	NO
SW 152 AVENUE	SW 104 STREET	NB	COUNTY	4LD	D	1,620	2.00%	O	24	2.00%	O	25	49	3.02%	NO
		SB					1,620		I	46		I	15	61	3.77%
SW 104 STREET	SW 112 STREET	NB	COUNTY	4LD	D	1,620	2.00%	O	24	2.00%	O	25	49	3.02%	NO
SW 112 STREET	SW 147 AVENUE	NB	COUNTY	4LD	D	1,620	2.00%	O	24	2.00%	O	25	49	3.02%	NO
		SB					1,620		I	46		I	15	61	3.77%
<b>SW 147 AVENUE</b>															
SW 24 STREET	SW 40 STREET	NB	COUNTY	4LD	D	1,620	1.00%	O	12	1.00%	O	12	24	1.48%	NO
SW 40 STREET	SW 56 STREET	NB	COUNTY	4LD	D	1,620	1.00%	O	12	1.00%	O	12	24	1.48%	NO
		SB					1,620		I	23		I	7	30	1.85%
SW 56 STREET	SW 72 STREET	NB	COUNTY	4LD	D	1,620	1.00%	O	12	1.00%	O	12	24	1.48%	NO
SW 72 STREET	SW 88 STREET	NB	COUNTY	4LD	D	1,620	1.00%	O	12	1.00%	O	12	24	1.48%	NO
		SB					1,620		I	23		I	7	30	1.85%
SW 88 STREET	SW 104 STREET	NB	COUNTY	4LD	D	1,620	1.00%	O	12	1.00%	O	12	24	1.48%	NO
SW 104 STREET	HAMMOCKS BLVD	NB	COUNTY	4LD	D	1,620	1.00%	O	12	1.00%	O	12	24	1.48%	NO
		SB					1,620		I	23		I	7	30	1.85%
HAMMOCKS BLVD	SW 120 STREET	NB	COUNTY	4LD	D	1,620	2.00%	O	24	3.00%	O	37	61	3.77%	NO
		SB				1,620		I	46		I	22	68	4.20%	NO
<b>SW 137 AVENUE</b>															
SR 836	SW 8 STREET	NB	COUNTY	6LD	D	2,450	5.00%	O	60	2.00%	O	25	85	3.47%	NO
SW 8 STREET	SW 24 STREET	NB	COUNTY	4LD	EE	2,450		I	114		I	15	129	5.27%	YES
		SB					2,064	2.00%	O	24	2.00%	O	25	49	2.37%
SW 24 STREET	SW 40 STREET	NB	COUNTY	6LD	D	2,450	2.00%	O	24	2.00%	O	25	49	2.00%	NO
SW 40 STREET	SW 56 STREET	NB	COUNTY	6LD	D	2,450	2.00%	O	24	2.00%	O	25	49	2.00%	NO
		SB					2,450		I	46		I	15	61	2.49%
SW 56 STREET	SW 72 STREET	NB	COUNTY	4LD	D	1,620	2.00%	O	24	3.00%	O	37	61	3.77%	NO
SW 72 STREET	SW 88 STREET	NB	COUNTY	6LD	D	2,450	4.00%	O	48	4.00%	O	50	98	4.00%	NO
		SB					TIP 2007		I	92		I	30	122	4.98%
SW 88 STREET	SW 104 STREET	NB	STATE	6LD	D	2,790	7.00%	O	84	6.00%	O	74	158	5.66%	YES
SW 104 STREET	SW 120 STREET	NB	STATE	6LD	D	2,790	7.00%	O	160	7.00%	O	87	171	6.13%	YES
		SB					2,790		I	160		I	52	212	7.60%
SW 120 STREET	SW 136 STREET	NB	STATE	6LD	D	2,790	4.00%	O	48	4.00%	O	50	98	3.51%	NO
SW 136 STREET	SW 152 STREET	NB	COUNTY	6LD	EE	3,348	3.00%	O	36	4.00%	O	50	86	2.57%	NO
		SB					3,348		I	69		I	30	99	2.96%
SW 152 STREET	SW 184 STREET	NB	COUNTY	6LD	EE	3,096	3.00%	O	69	7.00%	I	52	121	3.91%	NO
		SB				3,096		O	36		O	87	123	3.97%	NO
<b>SW 127 AVENUE</b>															
SW 8 STREET	SW 24 STREET	NB	COUNTY	4LD	EE	2,064	1.00%	O	12	1.00%	O	12	24	1.16%	NO
SW 24 STREET	SW 40 STREET	NB	COUNTY	4LD	D	1,620	1.00%	O	12	1.00%	O	12	24	1.48%	NO
		SB					1,620		I	23		I	7	30	1.85%
SW 40 STREET	SW 56 STREET	NB	COUNTY	4LD	D	1,620	1.00%	O	12	1.00%	O	12	24	1.48%	NO
SW 56 STREET	SW 72 STREET	NB	COUNTY	4LD	D	1,620	1.00%	O	12	1.00%	O	12	24	1.48%	NO
		SB					1,620		I	23		I	7	30	1.85%
SW 72 STREET	SW 88 STREET	NB	COUNTY	4LD	D	1,620	1.00%	O	12	1.00%	O	12	24	1.48%	NO
SW 88 STREET	SW 104 STREET	NB	COUNTY	4LD	D	1,620	2.00%	O	24	2.00%	O	25	49	3.02%	NO
		SB					TIP 2007		I	46		I	15	61	3.77%

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

06-Mar-07

ROADWAY FROM	TO	DIR	JURISDICTION	EXISTING LANES INCLUDING THOSE FUNDED IN TIP 2007	ADOPTED LOS	[1] PEAK HOUR DIR MAX SERVICE VOLUME	PARKLAND DRI			PARKLAND DRI			TOTAL PM PEAK	PROJECT AS A PERCENT OF MAX SERVICE VOLUME	PROJECT TRIPS GREATER THAN 5% YES / NO
							RESIDENTIAL/PRODUCTIONS HOME BASED WORK TRIPS (PROJ TRIPS = 3489)			EMPLOYMENT/ATTRACTIONS NON HOME BASED WORK TRIPS (PROJ TRIPS = 1986)					
							DIST	IN / OUT	PM PEAK	DIST	IN / OUT	PM PEAK			
SW 104 STREET	SW 120 STREET	NB SB	COUNTY	4LD TIP 2007	D	1,620 1,620	2.00%	O I	24 46	4.00%	O I	50 30	74 76	4.57% 4.69%	NO NO
<b>SW 122 AVENUE</b>															
SW 88 STREET	SW 104 STREET	NB SB	COUNTY	2LU	D	760 760	1.00%	O I	12 23	1.00%	O I	12 7	24 30	3.16% 3.95%	NO NO
SW 104 STREET	SW 120 STREET	NB SB	COUNTY	4LD	D	1,620 1,620	1.00%	O I	12 23	1.00%	O I	12 7	24 30	1.48% 1.85%	NO NO
<b>SW 117 AVENUE</b>															
SW 88 STREET	SW 104 STREET	NB SB	COUNTY	4LD	D	1,620 1,620	1.00%	O I	12 23	1.00%	O I	12 7	24 30	1.48% 1.85%	NO NO
SW 104 STREET	SW 120 STREET	NB SB	COUNTY	4LD	D	1,620 1,620	1.00%	O I	12 23	1.00%	O I	12 7	24 30	1.48% 1.85%	NO NO
SW 120 STREET	SW 152 STREET	NB SB	COUNTY	4LD	D	1,620 1,620	1.00%	O I	12 23	1.00%	O I	12 7	24 30	1.48% 1.85%	NO NO
SW 152 STREET	SW 168 STREET	NB SB	COUNTY	4LD TIP 2007	D	1,620 1,620	1.00%	I O	23 12	2.00%	I O	15 25	38 37	2.35% 2.28%	NO NO
SW 168 STREET	SW 184 STREET	NB SB	COUNTY	4LD TIP 2007	D	1,620 1,620	2.00%	I O	46 24	2.00%	I O	15 25	61 49	3.77% 3.02%	NO NO
SW 184 STREET	SW 200 STREET	NB SB	COUNTY	2LU	D	760 760	1.00%	I O	23 12	2.00%	I O	15 25	38 37	5.00% 4.87%	YES NO
SW 200 STREET	US-1	NB SB	COUNTY	2LU	D	760 760	1.00%	I O	23 12	2.00%	I O	15 37	38 37	5.00% 4.87%	YES NO
<b>FLORIDA'S TURNPIKE</b>															
NW 12 STREET	SR 836	NB SB	STATE	8LD	D	7,380 7,380	15.00%	O I	180 343	2.00%	O I	25 15	205 358	2.78% 4.85%	NO NO
SR 836	SW 8 STREET	NB SB	STATE	8LD	D	7,380 7,380	15.00%	O I	180 343	2.00%	O I	25 15	205 358	2.78% 4.85%	NO NO
SW 8 STREET	SW 40 STREET	NB SB	STATE	6LD	D	5,530 5,530	11.00%	O I	132 252	2.00%	O I	25 15	157 267	2.84% 4.83%	NO NO
SW 40 STREET	SW 88 STREET	NB SB	STATE	6LD	D	5,530 5,530	11.00%	O I	132 252	2.00%	O I	25 15	157 267	2.84% 4.83%	NO NO
SW 88 STREET	SW 120 STREET	NB SB	STATE	12LD TIP 2007	D	11,390 11,390	9.00%	O I	108 206	2.00%	O I	25 15	133 221	1.17% 1.94%	NO NO
SW 120 STREET	SR 874	NB SB	STATE	12LD TIP 2007	D	11,390 11,390	7.00%	O I	84 160	2.00%	O I	25 15	109 175	0.96% 1.54%	NO NO
SR 874	SW 152 STREET	NB SB	STATE	12LD TIP 2007	D	11,390 11,390	18.00%	O I	216 412	6.00%	O I	74 45	290 457	2.55% 4.01%	NO NO
SW 152 STREET	SW 184 STREET	NB SB	STATE	8LD	D	7,480 7,480	3.00%	I O	69 36	3.00%	I O	22 37	91 73	1.22% 0.98%	NO NO
SW 184 STREET	SW 200 STREET	NB SB	STATE	6LD	D	5,410 5,410	6.00%	I O	137 72	4.00%	I O	30 50	167 122	3.09% 2.26%	NO NO
SW 200 STREET	SW 216 STREET	NB SB	STATE	4LD	D	3,440 3,440	6.00%	O O	137 72	4.00%	I O	30 50	167 122	4.85% 3.55%	NO NO
<b>SW 8 STREET</b>															
SW 177 AVENUE	SW 147 AVENUE	EB WB	STATE	4LD	C	1,810 1,810	11.00%	O I	132 252	5.00%	O I	62 37	194 289	10.72% 15.97%	YES YES
SW 147 AVENUE	SW 137 AVENUE	EB WB	STATE	6LD	D	2,790 2,790	11.00%	O I	132 252	5.00%	O I	62 37	194 289	6.95% 10.36%	YES YES
SW 137 AVENUE	SW 127 AVENUE	EB WB	STATE	6LD	D	2,790 2,790	6.00%	O I	72 137	3.00%	O I	37 22	109 159	3.91% 5.70%	NO YES
SW 127 AVENUE	HEFT	EB WB	STATE	8LD	SUMA	3,540 3,540	6.00%	O I	72 137	3.00%	O I	37 22	109 159	3.08% 4.49%	NO NO
HEFT	SW 107 AVENUE	EB WB	STATE	6LD	SUMA	2,790 2,790	2.00%	O I	24 46	3.00%	O I	37 22	61 68	2.19% 2.44%	NO NO
<b>SW 24 STREET</b>															
SW 147 AVENUE	SW 137 AVENUE	EB WB	COUNTY	4LD	EE	2,064 2,064	0.50%	O I	6 11	0.50%	O I	6 4	12 15	0.58% 0.73%	NO NO
SW 137 AVENUE	SW 127 AVENUE	EB WB	COUNTY	4LD	EE	2,064 2,064	0.50%	O I	6 11	0.50%	O I	6 4	12 15	0.58% 0.73%	NO NO
SW 127 AVENUE	SW 107 AVENUE	EB WB	COUNTY	4LD	EE	2,064 2,064	0.50%	O I	6 11	0.50%	O I	6 4	12 15	0.58% 0.73%	NO NO
<b>SW 40 STREET</b>															
SW 157 AVENUE	SW 147 AVENUE	EB WB	COUNTY	4LD	EE	2,064 2,064	2.00%	O I	24 46	2.00%	O I	25 15	49 61	2.37% 2.96%	NO NO
SW 147 AVENUE	SW 137 AVENUE	EB WB	COUNTY	4LD	EE	2,064 2,064	2.00%	O I	24 46	2.00%	O I	25 15	49 61	2.37% 2.96%	NO NO
SW 137 AVENUE	SW 127 AVENUE	EB WB	COUNTY	4LD	EE	2,064 2,064	3.00%	O I	36 69	3.00%	O I	37 22	73 91	3.54% 4.41%	NO NO
SW 127 AVENUE	HEFT	EB WB	COUNTY	4LD	EE	2,064 2,064	3.00%	O I	36 69	3.00%	O I	37 22	73 91	3.54% 4.41%	NO NO
HEFT	SW 107 AVENUE	EB WB	STATE	4LD	EE	2,232 2,232	3.00%	O I	36 69	3.00%	O I	37 22	73 91	3.27% 4.08%	NO NO

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

06-Mar-07

ROADWAY FROM	TO	DIR	JURISDICTION	EXISTING LANES INCLUDING THOSE FUNDED IN TIP 2007	ADOPTED LOS	[1] PEAK HOUR DIR MAX SERVICE VOLUME	PARKLAND DRI			PARKLAND DRI			TOTAL PM PEAK	PROJECT AS A PERCENT OF MAX SERVICE VOLUME	PROJECT TRIPS GREATER THAN 5% YES / NO
							RESIDENTIAL/PRODUCTIONS HOME BASED WORK TRIPS (PROJ TRIPS = 3489)			EMPLOYMENT/ATTRACTIONS NON HOME BASED WORK TRIPS (PROJ TRIPS = 1986)					
							DIST	IN / OUT	PM PEAK	DIST	IN / OUT	PM PEAK			
<b>SW 56 STREET</b>															
SW 157 AVENUE	SW 147 AVENUE	EB	COUNTY	4LD	D	1,620	0.50%	O	6	0.50%	O	6	12	0.74%	NO
		WB				1,620		I	11		I	4	15	0.93%	NO
SW 147 AVENUE	SW 137 AVENUE	EB	COUNTY	4LD	D	1,620	0.50%	O	6	0.50%	O	6	12	0.74%	NO
		WB				1,620		I	11		I	4	15	0.93%	NO
SW 137 AVENUE	SW 127 AVENUE	EB	COUNTY	4LD	D	1,620	0.50%	O	6	0.50%	O	6	12	0.74%	NO
		WB				1,620		I	11		I	4	15	0.93%	NO
SW 127 AVENUE	SW 107 AVENUE	EB	COUNTY	4LD	D	1,620	0.50%	O	6	0.50%	O	6	12	0.74%	NO
		WB				1,620		I	11		I	4	15	0.93%	NO
<b>SW 72 STREET</b>															
SW 167 AVENUE	SW 162 AVENUE	EB	COUNTY	2LU	D	760	1.00%	O	12	1.00%	O	12	24	3.16%	NO
		WB				760		I	23		I	7	30	3.95%	NO
SW 162 AVENUE	SW 157 AVENUE	EB	COUNTY	4LD	EE	2,064	1.00%	O	12	1.00%	O	12	24	1.16%	NO
		WB				2,064		I	23		I	7	30	1.45%	NO
SW 157 AVENUE	SW 152 AVENUE	EB	COUNTY	4LD	EE	2,064	2.00%	O	24	2.00%	O	25	49	2.37%	NO
		WB				2,064		I	46		I	15	61	2.96%	NO
SW 152 AVENUE	SW 147 AVENUE	EB	COUNTY	4LD	EE	2,064	2.00%	O	24	2.00%	O	25	49	2.37%	NO
		WB				2,064		I	46		I	15	61	2.96%	NO
SW 147 AVENUE	SW 137 AVENUE	EB	COUNTY	4LD	EE	2,064	2.00%	O	24	2.00%	O	25	49	2.37%	NO
		WB				2,064		I	46		I	15	61	2.96%	NO
SW 137 AVENUE	SW 127 AVENUE	EB	COUNTY	4LD	EE	2,064	2.00%	O	24	2.00%	O	25	49	2.37%	NO
		WB				2,064		I	46		I	15	61	2.96%	NO
SW 127 AVENUE	SW 117 STREET	EB	COUNTY	4LD	EE	2,064	2.00%	O	24	2.00%	O	25	49	2.37%	NO
		WB				2,064		I	46		I	15	61	2.96%	NO
SW 117 STREET	SW 107 STREET	EB	STATE	4LD	EE	2,232	2.00%	O	24	2.00%	O	25	49	2.20%	NO
		WB				2,232		I	46		I	15	61	2.73%	NO
<b>SW 88 STREET</b>															
SW 177 AVENUE	SW 172 AVENUE	EB	STATE	4LD	C	1,810	2.00%	I	46	2.00%	I	15	61	3.37%	NO
		WB				1,810		O	24		O	25	49	2.71%	NO
SW 172 AVENUE	SW 162 AVENUE	EB	STATE	4LD	EE	2,232	2.00%	O	24	2.00%	O	25	49	2.20%	NO
		WB				2,232		I	46		I	15	61	2.73%	NO
SW 162 AVENUE	SW 157 AVENUE	EB	STATE	4LD	EE	2,232	2.00%	O	24	2.00%	O	25	49	2.20%	NO
		WB				2,232		I	46		I	15	61	2.73%	NO
SW 157 AVENUE	SW 152 AVENUE	EB	STATE	4LD	EE	2,232	3.00%	O	36	3.00%	O	37	73	3.27%	NO
		WB				2,232		I	69		I	22	91	4.08%	NO
SW 152 AVENUE	HAMMOCKS BLVD	EB	STATE	4LD	EE	2,232	3.00%	O	36	3.00%	O	37	73	3.27%	NO
		WB				2,232		I	69		I	22	91	4.08%	NO
HAMMOCKS BLVD	SW 147 AVENUE	EB	STATE	6LD	EE	3,348	4.00%	O	48	4.00%	O	50	98	2.93%	NO
		WB				3,348		I	92		I	30	122	3.64%	NO
SW 147 AVENUE	SW 137 AVENUE	EB	STATE	6LD	EE	3,348	4.00%	O	48	4.00%	O	50	98	2.93%	NO
		WB				3,348		I	92		I	30	122	3.64%	NO
SW 137 AVENUE	SW 127 AVENUE	EB	STATE	6LD	EE	3,348	4.00%	O	48	4.00%	O	50	98	2.93%	NO
		WB				3,348		I	92		I	30	122	3.64%	NO
SW 127 AVENUE	SW 122 AVENUE	EB	STATE	8LD	EE	4,248	6.00%	O	72	6.00%	O	74	146	3.44%	NO
		WB				4,248		I	137		I	45	182	4.28%	NO
SW 122 AVENUE	HEFT	EB	STATE	8LD	EE	4,248	7.00%	O	84	7.00%	O	87	171	4.03%	NO
		WB				4,248		I	160		I	52	212	4.99%	NO
HEFT	SW 117 AVENUE	EB	STATE	8LD	EE	3,348	5.00%	O	60	7.00%	O	87	147	4.39%	NO
		WB				3,348		I	114		I	52	166	4.96%	NO
SW 117 AVENUE	SW 107 AVENUE	EB	STATE	8LD	EE	3,348	5.00%	O	60	7.00%	O	87	147	4.39%	NO
		WB				3,348		I	114		I	52	166	4.96%	NO
<b>SW 104 STREET</b>															
SW 167 AVENUE	SW 162 AVENUE	EB	COUNTY	4LD	D	1,620	0.50%	O	6	3.00%	O	37	43	2.65%	NO
		WB				1,620		I	11		I	22	33	2.04%	NO
SW 162 AVENUE	SW 157 AVENUE	EB	COUNTY	4LD	D	1,620	0.50%	O	6	4.00%	O	50	56	3.46%	NO
		WB				1,620		I	11		I	30	41	2.53%	NO
SW 157 AVENUE	HAMMOCKS BLVD	EB	COUNTY	4LD	D	1,620	2.00%	O	24	4.00%	O	50	74	4.57%	NO
		WB				1,620		I	46		I	30	76	4.69%	NO
HAMMOCKS BLVD	SW 147 AVENUE	EB	COUNTY	4LD	D	1,620	2.00%	O	24	1.00%	O	12	36	2.22%	NO
		WB				1,620		I	46		I	7	53	3.27%	NO
SW 147 AVENUE	SW 137 AVENUE	EB	COUNTY	6LD	D	2,450	2.00%	O	24	1.00%	O	12	36	1.47%	NO
		WB		TIP 2007		2,450		I	46		I	7	53	2.16%	NO
SW 137 AVENUE	SW 127 AVENUE	EB	COUNTY	6LD	D	2,450	2.00%	O	24	1.00%	O	12	36	1.47%	NO
		WB				2,450		I	46		I	7	53	2.16%	NO
SW 127 AVENUE	SW 122 AVENUE	EB	COUNTY	6LD	D	2,450	3.00%	O	36	1.00%	O	12	48	1.96%	NO
		WB				2,450		I	69		I	7	76	3.10%	NO
SW 122 AVENUE	SW 117 AVENUE	EB	COUNTY	6LD	D	2,450	3.00%	O	36	1.00%	O	12	48	1.96%	NO
		WB				2,450		I	69		I	7	76	3.10%	NO
SW 117 AVENUE	SW 107 AVENUE	EB	COUNTY	6LD	D	2,450	3.00%	O	36	1.00%	O	12	48	1.96%	NO
		WB				2,450		I	69		I	7	76	3.10%	NO
SW 107 AVENUE	SR 874	EB	STATE	6LD	D	2,790	3.00%	O	36	1.00%	O	12	48	1.72%	NO
		WB				2,790		I	69		I	7	76	2.72%	NO

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

06-Mar-07

ROADWAY FROM	TO	DIR	JURISDICTION	EXISTING LANES INCLUDING THOSE FUNDED IN TIP 2007	ADOPTED LOS	[1] PEAK HOUR DIR MAX SERVICE VOLUME	PARKLAND DRI			PARKLAND DRI			TOTAL PM PEAK	PROJECT AS A PERCENT OF MAX SERVICE VOLUME	PROJECT TRIPS GREATER THAN 5% YES / NO
							RESIDENTIAL/PRODUCTIONS HOME BASED WORK TRIPS (PROJ TRIPS = 3489)			EMPLOYMENT/ATTRACTIONS NON HOME BASED WORK TRIPS (PROJ TRIPS = 1986)					
							DIST	IN / OUT	PM PEAK	DIST	IN / OUT	PM PEAK			
<b>SW 120 STREET</b>															
SW 157 AVENUE	SW 147 AVENUE	EB	COUNTY	4LD	D	1,620	8.00%	O	96	10.00%	O	124	220	13.58%	YES
		WB				1,620		I	183		I	75	258	15.93%	YES
SW 147 AVENUE	SW 137 AVENUE	EB	COUNTY	4LD	D	1,620	5.00%	O	60	5.00%	O	62	122	7.53%	YES
		WB				1,620		I	114		I	37	151	9.32%	YES
SW 137 AVENUE	SW 127 AVENUE	EB	COUNTY	4LD	D	1,620	2.00%	O	24	2.00%	O	25	49	3.02%	NO
		WB				1,620		I	46		I	15	61	3.77%	NO
SW 127 AVENUE	SW 122 AVENUE	EB	COUNTY	4LD	D	1,620	2.00%	O	24	2.00%	O	25	49	3.02%	NO
		WB				1,620		I	46		I	15	61	3.77%	NO
SW 122 AVENUE	HEFT	EB	COUNTY	4LD	D	1,620	2.00%	O	24	1.00%	O	12	36	2.22%	NO
		WB				1,620		I	46		I	7	53	3.27%	NO
HEFT	SW 117 AVENUE	EB	COUNTY	4LD	D	1,620	0.50%	O	6	1.00%	O	12	18	1.11%	NO
		WB				1,620		I	11		I	7	18	1.11%	NO
<b>SW 136 STREET</b>															
SW 177 AVENUE	<i>FUTURE SW 172 AVE</i>	EB	COUNTY	<i>4LD</i>	D	1,620	9.00%	I	206	5.00%	I	37	243	15.00%	YES
		WB		<i>By Applicant</i>		1,620		O	108		O	62	170	10.49%	YES
<i>FUTURE SW 172 AVE</i>	<i>FUTURE SW 167 AVE</i>	EB	COUNTY	<i>4LD</i>	D	1,620	9.00%	I	206	5.00%	I	37	243	15.00%	YES
		WB		<i>By Applicant</i>		1,620		O	108		O	62	170	10.49%	YES
<i>FUTURE SW 167 AVE</i>	SW 162 AVENUE	EB	COUNTY	<i>4LD</i>	D	1,620	31.00%	O	372	40.00%	O	496	868	53.58%	YES
		WB		<i>By Applicant</i>		1,620		I	709		I	298	1,007	62.16%	YES
SW 162 AVENUE	SW 157 AVENUE	EB	COUNTY	<i>4LD</i>	D	1,620	36.00%	O	432	43.00%	O	534	966	59.63%	YES
		WB		<i>By Applicant</i>		1,620		I	824		I	320	1,144	70.62%	YES
SW 157 AVENUE	SW 147 AVENUE	EB	COUNTY	<i>4LD</i>	D	1,620	16.00%	O	192	20.00%	O	248	440	27.16%	YES
		WB		<i>TIP 2007</i>		1,620		I	366		I	149	515	31.79%	YES
SW 147 AVENUE	SW 137 AVENUE	EB	COUNTY	<i>4LD</i>	D	1,620	14.00%	O	168	18.00%	O	223	391	24.14%	YES
		WB		<i>TIP 2007</i>		1,620		I	320		I	134	454	28.02%	YES
SW 137 AVENUE	SW 127 AVENUE	EB	COUNTY	<i>4LD</i>	D	1,620	7.00%	O	84	10.00%	O	124	208	12.84%	YES
		WB				1,620		I	160		I	75	235	14.51%	YES
<b>SW 152 STREET</b>															
SW 177 AVENUE	<i>FUTURE SW 172 AVE</i>	EB	COUNTY	<i>6LD</i>	D	2,450	9.00%	I	206	5.00%	I	37	243	9.92%	YES
		WB		<i>By Applicant</i>		2,450		O	108		O	62	170	6.94%	YES
<i>FUTURE SW 172 AVE</i>	<i>FUTURE SW 167 AVE</i>	EB	COUNTY	<i>6LD</i>	D	2,450	10.00%	I	229	8.00%	I	60	289	11.80%	YES
		WB		<i>By Applicant</i>		2,450		O	120		O	99	219	8.94%	YES
<i>FUTURE SW 167 AVE</i>	SW 162 AVENUE	EB	COUNTY	<i>6LD</i>	D	2,450	42.00%	O	504	42.00%	O	521	1,025	41.84%	YES
		WB		<i>By Applicant</i>		2,450		I	961		I	313	1,274	52.00%	YES
SW 162 AVENUE	SW 157 AVENUE	EB	COUNTY	<i>6LD</i>	EE	3,096	46.00%	O	552	47.00%	O	583	1,135	36.66%	YES
		WB		<i>By Applicant</i>		3,096		I	1,052		I	350	1,402	45.28%	YES
SW 157 AVENUE	SW 147 AVENUE	EB	COUNTY	<i>6LD</i>	EE	3,096	26.00%	O	312	32.00%	O	397	709	22.90%	YES
		WB		<i>By Applicant</i>		3,096		I	595		I	238	833	26.91%	YES
SW 147 AVENUE	SW 137 AVENUE	EB	COUNTY	<i>4LD</i>	EE	2,064	26.00%	O	312	28.00%	O	347	659	31.93%	YES
		WB				2,064		I	595		I	209	804	38.95%	YES
SW 137 AVENUE	SW 127 AVENUE	EB	COUNTY	<i>6LD</i>	EE	3,950	23.00%	O	276	19.00%	O	236	512	12.96%	YES
		WB		[2]		3,950		I	526		I	142	668	16.91%	YES
SW 127 AVENUE	SW 117 AVENUE	EB	COUNTY	<i>6LD</i>	EE	3,950	22.00%	O	264	18.00%	O	223	487	12.33%	YES
		WB		[2]		3,950		I	503		I	134	637	16.13%	YES
SW 117 AVENUE	HEFT	EB	COUNTY	<i>6LD</i>	EE	3,252	22.00%	O	264	18.00%	O	223	487	14.98%	YES
		WB				3,252		I	503		I	134	637	19.59%	YES
HEFT	SW 112 AVENUE	EB	STATE	<i>6LD</i>	EE	3,252	2.00%	O	24	7.00%	O	87	111	3.41%	NO
		WB				3,252		I	46		I	52	98	3.01%	NO
SW 112 AVENUE	US-1	EB	STATE	<i>4LD</i>	EE	2,160	2.00%	O	24	6.00%	O	74	98	4.54%	NO
		WB				2,160		I	46		I	45	91	4.21%	NO
<b>SW 184 STREET</b>															
SW 177 AVENUE	SW 157 AVENUE	EB	COUNTY	2LU	C	480	1.00%	O	12	1.00%	O	12	24	5.00%	YES
		WB				480		I	23		I	7	30	6.25%	YES
SW 157 AVENUE	SW 147 AVENUE	EB	COUNTY	2LU	D	760	15.00%	O	180	5.00%	O	62	242	31.84%	YES
		WB				760		I	343		I	37	380	50.00%	YES
SW 147 AVENUE	SW 137 AVENUE	EB	COUNTY	<i>4LD</i>	D	1,620	12.00%	O	144	4.00%	O	50	194	11.98%	YES
		WB		<i>TIP 2007</i>		1,620		I	275		I	30	305	18.83%	YES
SW 137 AVENUE	SW 127 AVENUE	EB	COUNTY	<i>4LD</i>	D	1,620	9.00%	O	108	3.00%	O	37	145	8.95%	YES
		WB		<i>TIP 2007</i>		1,620		I	206		I	22	228	14.07%	YES
SW 127 AVENUE	SW 117 AVENUE	EB	COUNTY	<i>4LD</i>	D	1,620	6.00%	O	72	2.00%	O	25	97	5.99%	YES
		WB				1,620		I	137		I	15	152	9.38%	YES
SW 117 AVENUE	HEFT	EB	COUNTY	<i>4LD</i>	D	1,620	3.00%	O	36	1.00%	O	12	48	2.96%	NO
		WB				1,620		I	69		I	7	76	4.69%	NO
HEFT	US-1	EB	COUNTY	<i>4LD</i>	D	1,620	1.00%	O	12	1.00%	O	12	24	1.48%	NO
		WB				1,620		I	23		I	7	30	1.85%	NO



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

06-Mar-07

ROADWAY FROM	TO	DIR	JURISDICTION	EXISTING LANES INCLUDING THOSE FUNDED IN TIP 2007	ADOPTED LOS	[1] PEAK HOUR DIR MAX SERVICE VOLUME	PARKLAND DRI			PARKLAND DRI			TOTAL PM PEAK	PROJECT AS A PERCENT OF MAX SERVICE VOLUME	PROJECT TRIPS GREATER THAN 5% YES / NO
							RESIDENTIAL/PRODUCTIONS HOME BASED WORK TRIPS (PROJ TRIPS = 3489)			EMPLOYMENT/ATTRACTIONS NON HOME BASED WORK TRIPS (PROJ TRIPS = 1986)					
							DIST	IN / OUT	PM PEAK	DIST	IN / OUT	PM PEAK			
<b>SW 200 STREET</b>															
SW 177 AVENUE	<b>FUTURE SW 157 AVE</b>	EB	STATE	2LU	D	860	1.00%	O	12	1.00%	O	12	24	2.79%	NO
		WB				860		I	23		I	7	30	3.49%	NO
<b>FUTURE SW 157 AVE</b>	SW 147 AVENUE	EB	STATE	2LU	D	860	1.00%	O	12	1.00%	O	12	24	2.79%	NO
		WB				860		I	23		I	7	30	3.49%	NO
SW 147 AVENUE	SW 137 AVENUE	EB	STATE	2LU	D	860	1.00%	O	12	1.00%	O	12	24	2.79%	NO
		WB				860		I	23		I	7	30	3.49%	NO
SW 137 AVENUE	SW 127 AVENUE	EB	STATE	2LU	D	860	1.00%	O	12	1.00%	O	12	24	2.79%	NO
		WB				860		I	23		I	7	30	3.49%	NO
SW 127 AVENUE	SW 117 AVENUE	EB	STATE	2LU	D	860	1.00%	O	12	1.00%	O	12	24	2.79%	NO
		WB				860		I	23		I	7	30	3.49%	NO
SW 117 AVENUE	HEFT	EB	STATE	2LU	D	860	1.00%	O	12	1.00%	O	12	24	2.79%	NO
		WB				860		I	23		I	7	30	3.49%	NO
<b>SW 216 STREET</b>															
SW 177 AVENUE	<b>SW 167 AVENUE</b>	EB	COUNTY	2LU	C	480	1.00%	O	12	0.00%	O	0	12	2.50%	NO
		WB				480		I	23		I	0	23	4.79%	NO
<b>SW 167 AVENUE</b>	SW 157 AVENUE	EB	COUNTY	2LU	C	480	1.00%	O	12	0.00%	O	0	12	2.50%	NO
		WB				480		I	23		I	0	23	4.79%	NO
SW 157 AVENUE	SW 147 AVENUE	EB	COUNTY	2LU	C	480	1.00%	O	12	0.00%	O	0	12	2.50%	NO
		WB				480		I	23		I	0	23	4.79%	NO
SW 147 AVENUE	SW 137 AVENUE	EB	COUNTY	2LU	C	480	1.00%	O	12	0.00%	O	0	12	2.50%	NO
		WB				480		I	23		I	0	23	4.79%	NO
SW 137 AVENUE	SW 127 AVENUE	EB	COUNTY	2LU	D	760	1.00%	O	12	0.00%	O	0	12	1.58%	NO
		WB				760		I	23		I	0	23	3.03%	NO
SW 127 AVENUE	SW 117 AVENUE	EB	COUNTY	2LU	D	760	1.00%	O	12	0.00%	O	0	12	1.58%	NO
		WB				760		I	23		I	0	23	3.03%	NO
SW 117 AVENUE	US-1	EB	COUNTY	2LU	D	760	1.00%	O	12	0.00%	O	0	12	1.58%	NO
		WB				760		I	23		I	0	23	3.03%	NO
US-1	HEFT	EB	COUNTY	2LU	D	760	1.00%	O	12	0.00%	O	0	12	1.58%	NO
		WB				760		I	23		I	0	23	3.03%	NO
<b>US-1</b>															
SW 136 STREET	SW 152 STREET	NB	STATE	6LD	EE	3,348	2.00%	O	24	4.00%	O	50	74	2.21%	NO
		SB				3,348		I	46		I	30	76	2.27%	NO
SW 152 STREET	SW 184 STREET	NB	STATE	6LD	EE	3,348	1.00%	O	24	2.00%	O	50	74	2.21%	NO
		SB				3,348		I	23		I	15	38	1.14%	NO
SW 184 STREET	SW 200 STREET	NB	STATE	6LD	EE	3,348	1.00%	O	12	3.00%	O	37	49	1.46%	NO
		SB				3,348		I	23		I	22	45	1.34%	NO
SW 200 STREET	SW 216 STREET	NB	STATE	6LD	EE	3,348	1.00%	O	12	3.00%	O	37	49	1.46%	NO
		SB				3,348		I	23		I	22	45	1.34%	NO
<b>SR 874</b>															
HEFT	SW 104 STREET	EB	STATE	6LD	D	5,410	9.00%	O	108	4.00%	O	50	158	2.92%	NO
		WB				5,410	9.00%	I	206	4.00%	I	30	236	4.36%	NO
SW 104 STREET	SR 878	EB	STATE	8LD	D	7,380	12.00%	O	144	4.00%	O	50	194	2.63%	NO
		WB				7,380	12.00%	I	275	4.00%	I	30	305	4.13%	NO

[1] Peak hour directional maximum service volumes are obtained from the 2002 FDOT Quality/LOS Handbook, unless otherwise noted.

[2] Art Plan has been used to calculate the maximum service volume for SW 152 St from SW 117 Ave to SW 137 Ave, using the actual characteristics of the roadway. The Peak Hour Directional LOS C MSV = 3.950 (see the Art Plan Worksheet included in Appendix 21-3).



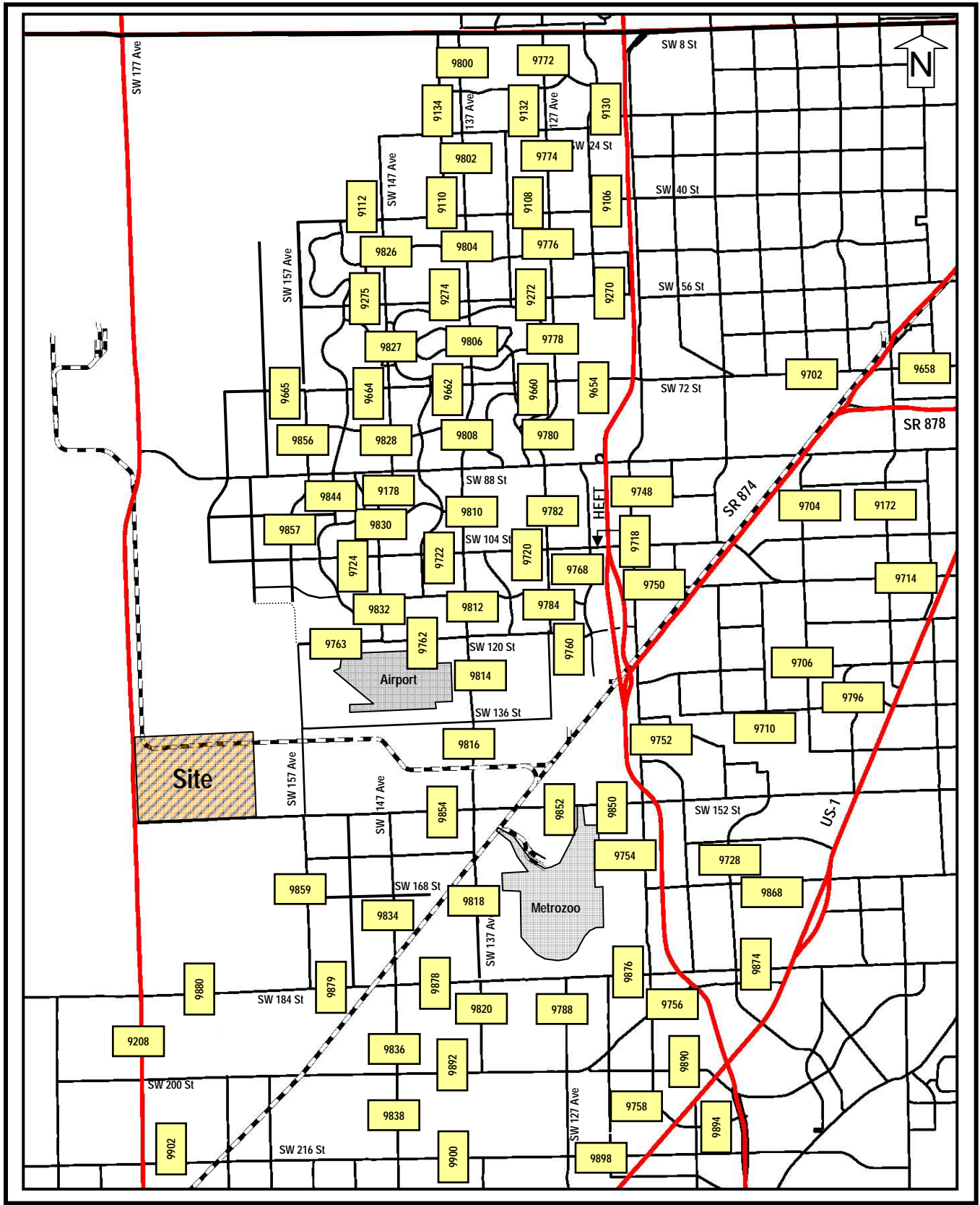
## 5. Existing Traffic Conditions

Existing traffic conditions have been documented using year 2004, 2005 and 2006 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. **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 intersection turning movement counts collected by the Applicant. The traffic counts obtained from the agencies and collected by the Applicant are included in **Appendix 21-2**. 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 are identified in **Table 21.A3A** for each roadway link within the final traffic impact study area. The final traffic impact study area includes those roadway segments where project trips anticipated from the build out of the DRI equal or exceed 5.0% of the adopted peak hour maximum service volume. The information presented in **Table 21.A3A** includes the facility type, number of travel lanes, count station reference number, source of the traffic count, date of the traffic count, the 2004 AWDT (from Miami-Dade County) the 2005 AADT (from FDOT), the existing daily LOS, the adopted level of service standard, the actual PM peak hour directional volume, the corresponding weekly PSCF, the corresponding weekly axle factor, the resulting PM peak hour peak season directional volumes, the peak hour directional maximum service volumes, and the PM peak hour directional level of service. The daily level of service is not used to measure significance or to determine mitigation, but it is provided herein (in response to Question 21 – Part A) for informational purposes. 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.

Pursuant to the approved Transportation Methodology, 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 directional traffic volumes were adjusted with FDOT weekly PSCF and weekly axle factors (where appropriate) to reflect peak season conditions. During the Transportation Methodology Meeting, a request was made to confirm that the PM peak hour does in fact reflect the peak travel period during the typical weekday for this part of Miami-Dade County. **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 in fact do represent the peak travel period on a typical weekday. Two-way AM and PM peak hour data is provided in **Table 21.A3B** 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.

Additional scrutiny was provided in **Table 21.A3C** to compare the accuracy of the turning movement counts collected in the study area. Friday counts were compared with the corresponding link counts collected by FDOT or Miami-Dade County. For eleven of the fourteen count locations, the Friday counts reflected consistent or higher volumes compared to the corresponding adjacent count stations. This comparison resulted in the replacement of three Friday counts with data from Miami-Dade count stations.



Legend



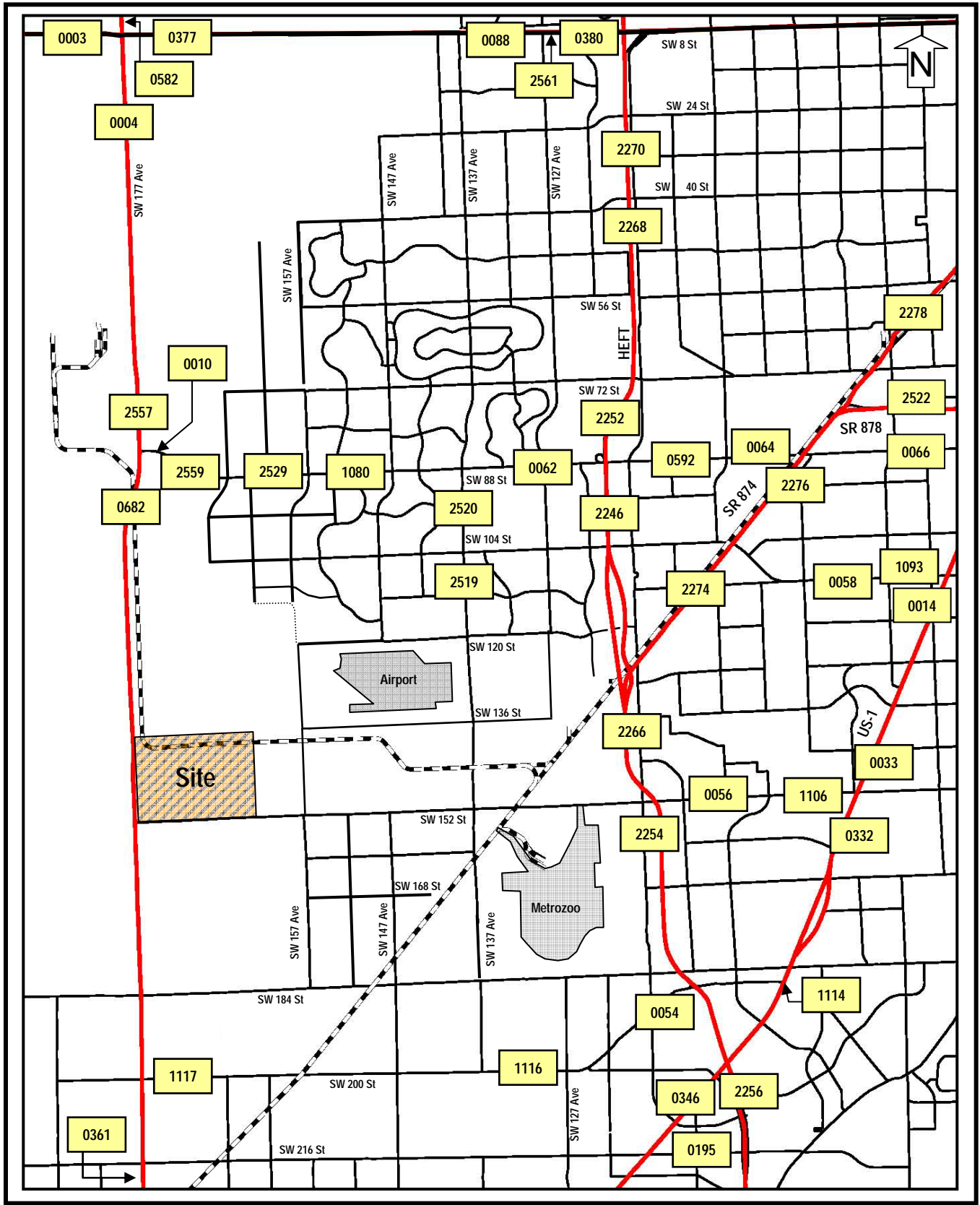
Site Location

Existing Rail Lines  
 FIHS Roadways



9808 Miami-Dade County Count Stations

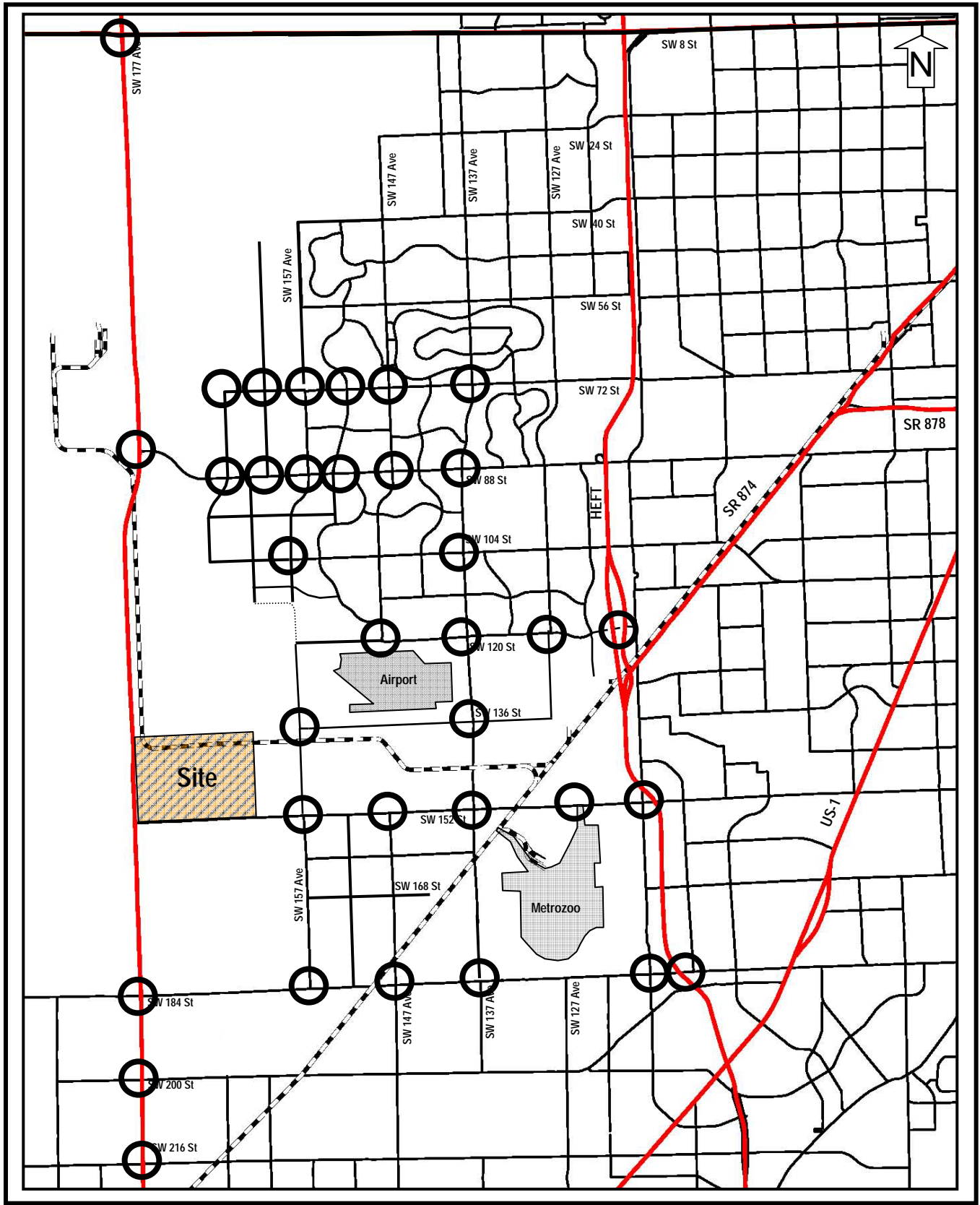
Map J-2A (R)  
 Traffic Count Locations – County Counts  
 Parkland  
 March 2007



Legend

-  Site Location
-  Existing Rail Lines
-  FIHS Roadways
-  FDOT Count Stations

Map J-2B (R)  
 Traffic Count Locations – State Counts  
 Parkland  
 March 2007



Map J-2C (R)  
 AM and PM Peak Hour Turning Movement Count Locations  
 Parkland  
 March 2007

Source: Cathy Sweetapple & Associates

Table 21.A3A  
PARKLAND DRI  
EXISTING DAILY AND PM PEAK HOUR DIRECTIONAL TRAFFIC CONDITIONS

ROADWAY SEGMENTS	DIR	ROADWAY FUNCTIONAL CLASS	EXISTING LANES	[1] COUNT SOURCE	COUNT DATE	[2] FOT PSCF	[2] FOT AXLE FACTOR	[3] ADOPTED LOS	[4][5] DIR PK HR MSV	EXISTING TRAFFIC CONDITIONS			EXISTING HOUR CONDITIONS							
										DAILY AADT	DAILY MSV	DAILY LOS	PK HR BEGINS	DIR VOLUME	DIR SEASON	LOS	V/C			
<b>SW 177 Avenue</b>																				
US 27 to SW 8 Street	NB	Rural Principal Arterial	2LU	FDOT-0682	4/26/2005	1.02	0.91	C	720	17,000	13,800	F	5:15 PM	469	435	C	0.60			
	SB	Rural Principal Arterial	2LU	FDOT-2557	6/28/2005	1.02	0.91	C	720	15,400	13,800	D	5:00 PM	771	716	C	0.99			
SW 8 Street to SW 88 Street	NB	Rural Principal Arterial	2LU	FDOT-0682	5/3/2005	1.02	0.91	C	720	15,100	13,800	D	4:45 PM	781	725	D	1.01			
	SB	Rural Principal Arterial	2LU	FDOT-0682	5/3/2005	1.03	0.91	C	720	15,100	13,800	D	4:45 PM	485	455	C	0.81			
<b>SW 136 Street to SW 144 Street</b>	NB	Rural Principal Arterial	2LU	FDOT-0682	5/3/2005	1.03	0.91	C	720	15,100	13,800	D	4:45 PM	485	455	C	0.81			
	SB	Rural Principal Arterial	2LU	FDOT-0682	5/3/2005	1.03	0.91	C	720	15,100	13,800	D	4:45 PM	485	455	C	0.63			
<b>SW 144 Street to SW 152 Street</b>	NB	Rural Principal Arterial	2LU	FDOT-0682	5/3/2005	1.03	0.91	C	720	15,100	13,800	D	4:45 PM	485	455	C	0.81			
	SB	Rural Principal Arterial	2LU	FDOT-0682	5/3/2005	1.03	0.91	C	720	15,100	13,800	D	4:45 PM	485	455	C	0.63			
<b>SW 152 Street to SW 164 Street</b>	NB	Rural Principal Arterial	2LU	MD-9208	10/5-7/05	1.03	0.91	C	720	19,440	13,800	F	5:00 PM	774	768	D	1.07			
	SB	Rural Principal Arterial	2LU	FDOT-0361	6/7/2005	1.03	0.91	C	720	15,100	13,800	D	5:30 PM	839	832	D	1.16			
SW 200 Street to SW 216 Street	NB	Rural Principal Arterial	2LU	FDOT-0361	6/7/2005	1.03	0.91	C	720	15,100	13,800	D	5:30 PM	571	535	C	0.74			
	SB	Rural Principal Arterial	2LU	FDOT-0361	6/7/2005	1.03	0.91	C	720	15,100	13,800	D	5:30 PM	766	718	C	1.00			
SW 216 Street to SW 232 Street	NB	Rural Principal Arterial	2LU	FDOT-0361	6/7/2005	1.03	0.91	C	720	15,100	13,800	D	5:30 PM	571	535	C	0.74			
	SB	Rural Principal Arterial	2LU	FDOT-0361	6/7/2005	1.03	0.91	C	720	15,100	13,800	D	5:30 PM	766	718	C	1.00			
<b>SW 157 Avenue</b>																				
SW 72 Street to SW 88 Street	NB	Urban Collector	3L	MD-9856	2004 AWDT	1.00	1.00	EE	3,096	16,850	59,160	C	5:00 PM	709	709	C	0.23			
	SB	Urban Collector	2L	TMC Applicant	3/10/2005	1.00	1.00	EE	2,064	15,860	31,100	C	5:00 PM	620	620	C	0.30			
SW 88 Street to SW 96 Street	NB	Urban Collector	4LD	MD-9857	2004 AWDT	1.00	1.00	D	1,620	15,860	31,100	C	5:00 PM	664	664	C	0.41			
	SB	Urban Collector	4LD	TMC Applicant	3/10/2005	1.00	1.00	D	1,620	15,860	31,100	C	5:00 PM	632	632	C	0.39			
SW 96 Street to SW 104 Street	NB	Urban Collector	4LD	MD-9857	2004 AWDT	1.00	1.00	D	1,620	15,860	31,100	C	5:00 PM	527	527	C	0.33			
	SB	Urban Collector	4LD	TMC Applicant	12/8/2005	0.99	1.00	D	1,620	15,860	31,100	C	5:00 PM	485	480	C	0.30			
SW 104 Street to SW 112 Street	NB	Urban Collector	4LD	MD-9857	2004 AWDT	0.99	1.00	D	1,620	15,860	31,100	C	5:00 PM	298	295	C	0.18			
	SB	Urban Collector	4LD	TMC Applicant	12/8/2005	0.99	1.00	D	1,620	15,860	31,100	C	5:00 PM	430	426	C	0.26			
<b>SW 112 Street to SW 120 Street</b>	NB	Urban Collector	4LD	Not Yet Built	Not Yet Built	1.00	1.00	D	1,620	0	31,100	A	5:00 PM	0	0	A	0.00			
	SB	Urban Collector	4LD	Not Yet Built	Not Yet Built	1.00	1.00	D	1,620	0	31,100	A	5:00 PM	0	0	A	0.00			
<b>SW 120 Street to SW 136 Street</b>	NB	Urban Collector	4LD	MD-9859	2004 AWDT	1.00	1.00	D	1,620	4,780	31,100	C	5:00 PM	189	187	C	0.12			
	SB	Urban Collector	4LD	TMC Applicant	12/7/2005	0.99	1.00	D	1,620	4,780	31,100	C	5:00 PM	461	456	C	0.28			
SW 136 Street to SW 144 Street	NB	Urban Collector	4LD	MD-9859	2004 AWDT	0.99	1.00	D	1,620	4,780	31,100	C	5:00 PM	211	209	C	0.13			
	SB	Urban Collector	4LD	TMC Applicant	12/8/2005	0.99	1.00	D	1,620	4,780	31,100	C	5:00 PM	379	375	C	0.23			
SW 144 Street to SW 152 Street	NB	Urban Collector	2LU	MD-9859	2004 AWDT	0.99	1.00	D	760	4,780	14,600	C	5:00 PM	195	193	C	0.25			
	SB	Urban Collector	2LU	TMC Applicant	12/8/2005	0.99	1.00	D	760	4,780	14,600	C	5:00 PM	255	252	C	0.33			
<b>SW 137 Avenue</b>																				
SR 836 Extension to SW 8 Street	NB	Urban Minor Arterial	6LD	MD-9798	3/1/2004	1.00	1.00	D	2,450	6,990	46,800	C	5:00 PM	263	263	C	0.11			
	SB	Urban Minor Arterial	6LD	Under CST	2004 AWDT	1.00	1.00	D	2,450	6,990	46,800	C	5:00 PM	321	321	C	0.13			
SW 88 Street to SW 96 Street	NB	Urban Principal Arterial	6LD	FDOT-2520	2005 AADT	1.00	1.00	D	2,790	52,500	53,500	D	4:00 PM	1,336	1,336	B	0.48			
	SB	Urban Principal Arterial	6LD	TMC Applicant	3/11/2005	1.00	1.00	D	2,790	52,500	53,500	D	4:00 PM	1,519	1,519	B	0.54			
SW 96 Street to SW 104 Street	NB	Urban Principal Arterial	6LD	FDOT-2520	2005 AADT	1.00	1.00	D	2,790	52,500	53,500	D	4:00 PM	1,629	1,629	B	0.58			
	SB	Urban Principal Arterial	6LD	TMC Applicant	3/11/2005	1.00	1.00	D	2,790	52,500	53,500	D	4:00 PM	1,054	1,054	B	0.38			
SW 104 Street to SW 120 Street	NB	Urban Principal Arterial	6LD	FDOT-2519	2/14/2005	1.00	0.98	D	2,790	41,000	53,500	B	4:00 PM	1,415	1,387	B	0.50			
	SB	Urban Principal Arterial	6LD	MD-9814	2004 AWDT	1.00	0.98	D	2,790	62,540	53,500	F	4:45 PM	1,426	1,397	B	0.50			
SW 120 Street to SW 136 Street	NB	Urban Principal Arterial	6LD	TMC Applicant	3/10/2005	1.00	1.00	D	2,790	62,540	53,500	F	4:45 PM	2,042	2,042	B	0.97			
	SB	Urban Principal Arterial	6LD	MD-9816	2004 AWDT	0.99	1.00	EE	3,348	59,870	64,200	C	4:45 PM	1,710	1,693	B	0.73			
SW 136 Street to SW 152 Street	NB	Urban Principal Arterial	6LD	TMC Applicant	12/8/2005	0.99	1.00	EE	3,348	59,870	64,200	C	4:45 PM	2,460	2,435	B	0.73			
	SB	Urban Principal Arterial	6LD	MD-9818	2004 AWDT	0.99	1.00	EE	3,096	8,500	59,160	C	5:00 PM	1,295	1,282	C	0.41			
SW 152 Street to SW 184 Street	NB	Urban Minor Arterial	6LD	TMC Applicant	12/8/2005	0.99	1.00	EE	3,096	8,500	59,160	C	5:00 PM	1,718	1,701	C	0.55			
	SB	Urban Minor Arterial	6LD	TMC Applicant	12/8/2005	0.99	1.00	EE	3,096	8,500	59,160	C	5:00 PM	1,718	1,701	C	0.55			

Table 21.A3A  
 PARKLAND DRI  
 EXISTING DAILY AND PM PEAK HOUR DIRECTIONAL TRAFFIC CONDITIONS

ROADWAY SEGMENTS	DIR	ROADWAY FUNCTIONAL CLASS	EXISTING LANES	[1] COUNT SOURCE	COUNT DATE	[2] FOT PSCF	[2] FOT AXLE FACTOR	[3] DIR ADOPTED LOS	[4][5] DIR PK HR MSV	EXISTING TRAFFIC CONDITIONS			EXISTING HOUR CONDITIONS				
										DAILY AADT	DAILY MSV	DAILY LOS	PK HR BEGINS	DIR VOLUME	DIR PK SEASON	LOS	V/C
SW 117 Avenue SW 152 Street to SW 168 Street	NB	Urban Collector	2LU	MD-9754	5/23-25/05	1.04	0.98	D	760	23,890	14,600	F	4:00 PM	797	812	F	1.07
	SB	Urban Collector	2LU	MD-9754	5/23-25/05	1.04	0.98	D	760	23,890	14,600	F	4:00 PM	797	812	F	0.98
	NB	Urban Collector	2LU	MD-9756	5/23-25/05	1.04	0.98	D	760	17,850	14,600	F	5:00 PM	593	604	D	0.98
	SB	Urban Collector	2LU	MD-9758	1/3-5/06	1.04	0.98	D	760	20,880	14,600	F	5:00 PM	746	738	D	0.96
SW 8 Street SW 177 Avenue to SW 147 Avenue	EB	Urban Principal Arterial	4LD	FDOT-0377	2005 AADT 4/26/2005	1.02	0.95	C	1,810	16,800	35,700	B	5:00 PM	852	826	B	0.46
	WB	Urban Principal Arterial	6LD	FDOT-0088	2005 AADT	1.02	0.95	C	1,810	16,800	53,500	B	4:15 PM	538	521	B	0.29
	EB	Urban Principal Arterial	6LD	FDOT-0088	2005 n/a	1.02	0.95	D	2,790	49,500	53,500	C	4:15 PM	1,854	1,797	B	0.64
	WB	Urban Principal Arterial	8LD	FDOT-0380	2005 n/a	1.03	0.95	D	2,790	64,000	67,800	C	5:00 PM	1,470	1,424	B	0.51
SW 120 Street SW 157 Avenue to SW 147 Avenue	EB	Urban Collector	2L/4LD	MD-9763	2004 AADT	1.00	1.00	D	1,620	1,020	31,100	C	5:00 PM	441	441	C	0.27
	WB	Urban Collector	4LD	MD-9762	2004 AADT	1.00	1.00	D	1,620	26,840	31,100	D	5:00 PM	665	665	C	0.41
	EB	Urban Minor Arterial	4LD	TMC Applicant	2004 AADT	0.99	1.00	D	1,620	35,430	31,100	F	5:00 PM	1,108	1,108	C	0.68
	WB	Urban Minor Arterial	4LD	TMC Applicant	2004 AADT	0.99	1.00	D	1,620	35,430	31,100	F	5:00 PM	1,480	1,465	D	0.90
SW 127 Avenue to SW 122 Avenue	EB	Urban Minor Arterial	4LD	MD-9760	2004 AADT	0.99	1.00	D	1,620	35,430	31,100	F	5:00 PM	1,499	1,484	D	0.92
	WB	Urban Minor Arterial	4LD	MD-9760	2004 AADT	0.99	1.00	D	1,620	35,430	31,100	F	5:00 PM	1,569	1,569	D	0.97
	EB	Urban Minor Arterial	4LD	TMC Applicant	12/7/2005	0.99	1.00	D	1,620	35,430	31,100	F	5:00 PM	2,060	2,039	F	1.26
	WB	Urban Minor Arterial	4LD	TMC Applicant	12/7/2005	0.99	1.00	D	1,620	35,430	31,100	F	5:00 PM	2,078	2,057	F	1.27
SW 136 Street SW 157 Avenue to SW 147 Avenue	EB	Urban Collector	2LU/4LD	TMC Applicant	12/7/2005	0.99	1.00	D	1,620	n/a	31,100	n/a	5:00 PM	189	187	C	0.12
	WB	Urban Collector	2LU/4LD	TMC Applicant	12/8/2005	0.99	1.00	D	1,620	n/a	31,100	n/a	4:45 PM	461	456	C	0.28
	EB	Urban Collector	4LD	TMC Applicant	12/8/2005	0.99	1.00	D	1,620	n/a	31,100	n/a	4:45 PM	1,011	1,001	C	0.62
	WB	Urban Collector	4LD	TMC Applicant	12/8/2005	0.99	1.00	D	1,620	n/a	31,100	n/a	4:45 PM	726	719	C	0.44
SW 152 Street SW 162 Avenue to SW 157 Avenue	EB	Urban Collector	2LU	TMC Applicant	12/8/2005	0.99	1.00	EE	972	n/a	17,520	n/a	5:00 PM	106	105	C	0.11
	WB	Urban Collector	2LU	TMC Applicant	12/9/2005	0.99	1.00	EE	972	n/a	17,520	n/a	5:00 PM	188	186	C	0.19
	EB	Urban Collector	4LD	TMC Applicant	11/8/2006	1.01	1.00	EE	2,064	50,220	39,480	F	5:00 PM	532	527	C	0.54
	WB	Urban Collector	6LD	TMC Applicant	2005 AADT	1.01	1.00	EE	2,064	49,730	75,600	B	5:00 PM	748	741	D	0.76
SW 147 Avenue to SW 137 Avenue	EB	Urban Principal Arterial	6LD	MD-9854	2006 AADT	1.01	1.00	EE	3,950	66,520	75,600	B	5:00 PM	1,194	1,206	E	0.97
	WB	Urban Principal Arterial	6LD	MD-9852	2006 AADT	1.01	1.00	EE	3,950	66,520	75,600	B	5:00 PM	1,988	2,008	E	0.97
	EB	Urban Principal Arterial	6LD	MD-9850	2006 AADT	1.01	1.00	EE	3,950	66,520	75,600	B	5:00 PM	1,530	1,545	A	0.39
	WB	Urban Principal Arterial	6LD	TMC Applicant	11/8/2006	1.01	1.00	EE	3,950	66,520	75,600	B	5:00 PM	2,360	2,384	B	0.60
SW 117 Avenue to HEFT	EB	Urban Principal Arterial	6LD	FDOT-0056	6/4/2005	1.01	1.00	EE	3,252	39,000	62,160	C	4:45 PM	1,321	1,334	A	0.34
	WB	Urban Principal Arterial	6LD	FDOT-1106	5/3/2005	1.02	0.98	EE	3,252	39,000	62,160	C	4:45 PM	2,853	2,860	B	0.68
	EB	Urban Principal Arterial	4LD	FDOT-1106	5/3/2005	1.03	0.98	EE	2,160	34,500	41,400	D	5:15 PM	1,579	1,578	C	0.41
	WB	Urban Principal Arterial	4LD	FDOT-1106	5/3/2005	1.03	0.98	EE	2,160	34,500	41,400	D	5:15 PM	963	972	C	0.49
SW 112 Avenue to US-1	EB	Urban Principal Arterial	4LD	FDOT-1106	5/3/2005	1.03	0.98	EE	2,160	34,500	41,400	D	5:15 PM	1,527	1,541	C	0.71
	WB	Urban Principal Arterial	4LD	FDOT-1106	5/3/2005	1.03	0.98	EE	2,160	34,500	41,400	D	5:15 PM	1,527	1,541	C	0.71
	EB	Urban Principal Arterial	4LD	FDOT-1106	5/3/2005	1.03	0.98	EE	2,160	34,500	41,400	D	5:15 PM	1,527	1,541	C	0.71
	WB	Urban Principal Arterial	4LD	FDOT-1106	5/3/2005	1.03	0.98	EE	2,160	34,500	41,400	D	5:15 PM	1,527	1,541	C	0.71

Table 21.A3A  
 PARKLAND DRI  
 EXISTING DAILY AND PM PEAK HOUR DIRECTIONAL TRAFFIC CONDITIONS

ROADWAY SEGMENTS	DIR	ROADWAY FUNCTIONAL CLASS	EXISTING LANES	[1] COUNT SOURCE	COUNT DATE	[2] FDOT PSCF	[2] FDOT AXLE FACTOR	[3] ADOPTED LOS	[4][5] DIR PK HR MSV	EXISTING TRAFFIC CONDITIONS		EXISTING HOUR CONDITIONS						
										DAILY 2004/2005 AADT	DAILY MSV	DAILY LOS	PK HR BEGINS	DIR VOLUME	DIR PK SEASON	LOS	V/C	
SW 184 Street																		
SW 177 Avenue to SW 157 Avenue	EB WB	Urban Collector	2LU	MD-9880	5/9-11/05	1.04	0.98	C	480	9,930	14,600	D	5:00 PM	384	391	C	0.81	
SW 157 Avenue to SW 147 Avenue	EB WB	Urban Collector	2LU	MD-9879 TMC Applicant	2004 AWDT 12/8/2005	1.04 0.99	0.98 1.00	C D	480 760	12,890	14,600	D	5:00 PM	325 422	331 418	C C	0.69 0.55	
SW 147 Avenue to SW 137 Avenue	EB WB	Urban Collector	2LU	MD-9878 TMC Applicant	2004 AWDT 12/8/2005	0.99	1.00	D	760	16,090	14,600	F	5:00 PM	234	232	C	0.31	
SW 137 Avenue to SW 127 Avenue	EB WB	Urban Minor Arterial	2LU	TMC Applicant	12/8/2005	0.99	1.00	D	760	n/a	14,600	n/a	5:00 PM	772	764	E	1.01	
SW 127 Avenue to SW 117 Avenue	EB WB	Urban Minor Arterial	4LD	MD-9876	5/23-25/05	1.04	0.98	D	760	29,510	31,100	D	4:00 PM	779	771	E	1.01	
SW 117 Avenue to HEFT	EB WB	Urban Minor Arterial	4LD	MD-9874 TMC Applicant	2004 AWDT 12/9/2005	1.04 0.99	0.98 1.00	D D	1,620 1,620	26,390	31,100	D	5:00 PM	1,228 945	1,252 936	C C	0.52 0.77	
						0.99	1.00	D	1,620					1,470	1,455	D	0.90	

Notes:

- [1] See Appendix 21-2 for the traffic counts collected by the Applicant and for selected counts obtained from FDOT and Miami-Dade County.
- [2] Counts collected have been adjusted using the weekly PSCF and axle factors from FDOT (see Appendix 21-3). No axle adjustments were applied to turning movement counts.
- [3] The adopted LOS standards are consistent with the local government of jurisdiction's Comprehensive Plan.
- [4] Daily and peak hour directional maximum service volumes have been obtained from the 2002 FDOT Quality/LOS Handbook, unless otherwise noted.
- [5] Art Plan has been used to calculate the maximum service volume for SW 152 Street from SW 117 Avenue to SW 137 Avenue, using the actual characteristics of the roadway.

The Peak Hour Directional LOS C MSV = 3,950 (see the Art Plan Worksheet included in Appendix 21-3).



**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	PM
<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	PM
<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	PM
<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	PM
<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	PM

**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**

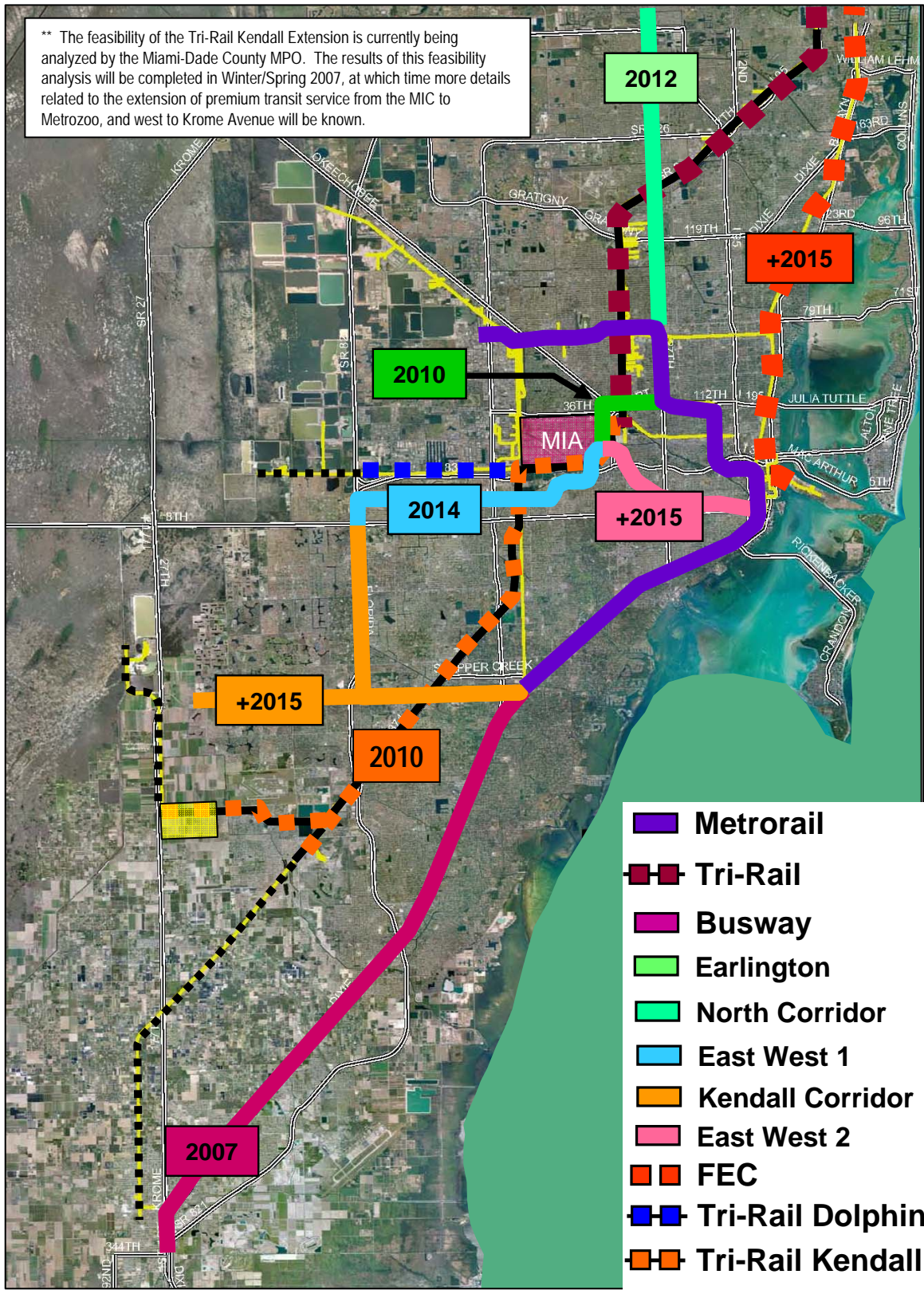
07-Mar-07

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.



\*\* The feasibility of the Tri-Rail Kendall Extension is currently being analyzed by the Miami-Dade County MPO. The results of this feasibility analysis will be completed in Winter/Spring 2007, at which time more details related to the extension of premium transit service from the MIC to Metrozoo, and west to Krome Avenue 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 DRI

Map J-3D (R)  
Timing of Premium Transit Corridors  
Parkland  
March 2007

### 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	0%	653	To be Included
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%	430	To be Included
8. UM TND at Metrozoo	Mixed Use Residential, Retail, Office	0%	1,192	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 was 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	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 - Trip Generation of Unbuilt Committed Developments									
COMMITTED PROJECT	WEEKDAY PM PEAK HOUR APPROVED USE	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Kendall Commons TND	Multi-Family	1,256 DU	230	$T = 0.52 (X)$	653	67%	438	33%	215
Kendall Town Center DRI	Mixed Use Office, Retail, Attraction, Hotel, Hospital	See Appendix 21-6			3,549	39%	1,374	61%	2,175
Metrozoo DRI	Unbuilt Attraction Uses	See Appendix 21-6			430	63%	270	37%	160
UM TND at Metrozoo	Mixed Use Residential, Retail, Office, School	See Appendix 21-6			1,192	59%	704	41%	488
London Square	Mixed Use Office, Retail, Restaurant	See Appendix 21-6			1,877	49%	914	51%	963
Century Gardens	Single Family	184 DU	210	$\ln(T) = 0.90 \ln(X) + 0.53$	186	63%	117	37%	69
	Condo/Townhomes	324 DU	230	$\ln(T) = 0.82 \ln(X) + 0.32$	158	67%	106	33%	52
	<b>Gross Trips</b>				<b>344</b>	<b>65%</b>	<b>223</b>	<b>35%</b>	<b>121</b>
Garoe Holding, LLC	Single Family	114 DU	210	$\ln(T) = 0.90 \ln(X) + 0.53$	121	63%	76	37%	45
Corsica Square	Retail	84,079 SF	820	$\ln(T) = 0.66 \ln(X) + 3.40$	558	48%	268	52%	290
	Pass-by		41.00%	$\ln(TP) = -0.291 \ln(X) + 5.001$	229	48%	110	52%	119
	<b>Net External Trips</b>				<b>329</b>	<b>48%</b>	<b>158</b>	<b>52%</b>	<b>171</b>
Luxor Estates	Single Family	163 DU	230	$\ln(T) = 0.82 \ln(X) + 0.32$	90	67%	60	33%	30
South Dade Commercial	Retail	76,500 SF	820	$\ln(T) = 0.66 \ln(X) + 3.40$	525	48%	252	52%	273
	Office	92,000 SF	710	$T = 1.12 (X) + 78.81$	182	17%	31	83%	151
	Gross Trips				707	40%	283	60%	424
	Internalization		20.00%	Between Retail and Office	141	40%	57	60%	84
	Pass-by		42.00%	$\ln(TP) = -0.291 \ln(X) + 5.001$	176	48%	85	52%	91
	<b>Net External Trips</b>				<b>389</b>	<b>36%</b>	<b>141</b>	<b>64%</b>	<b>249</b>
Providence DRI	Mixed Use TND Residential, Retail, Office, Education	DRI and CDMP withdrawn January 2007			4,547	54%	2,441	46%	2,106

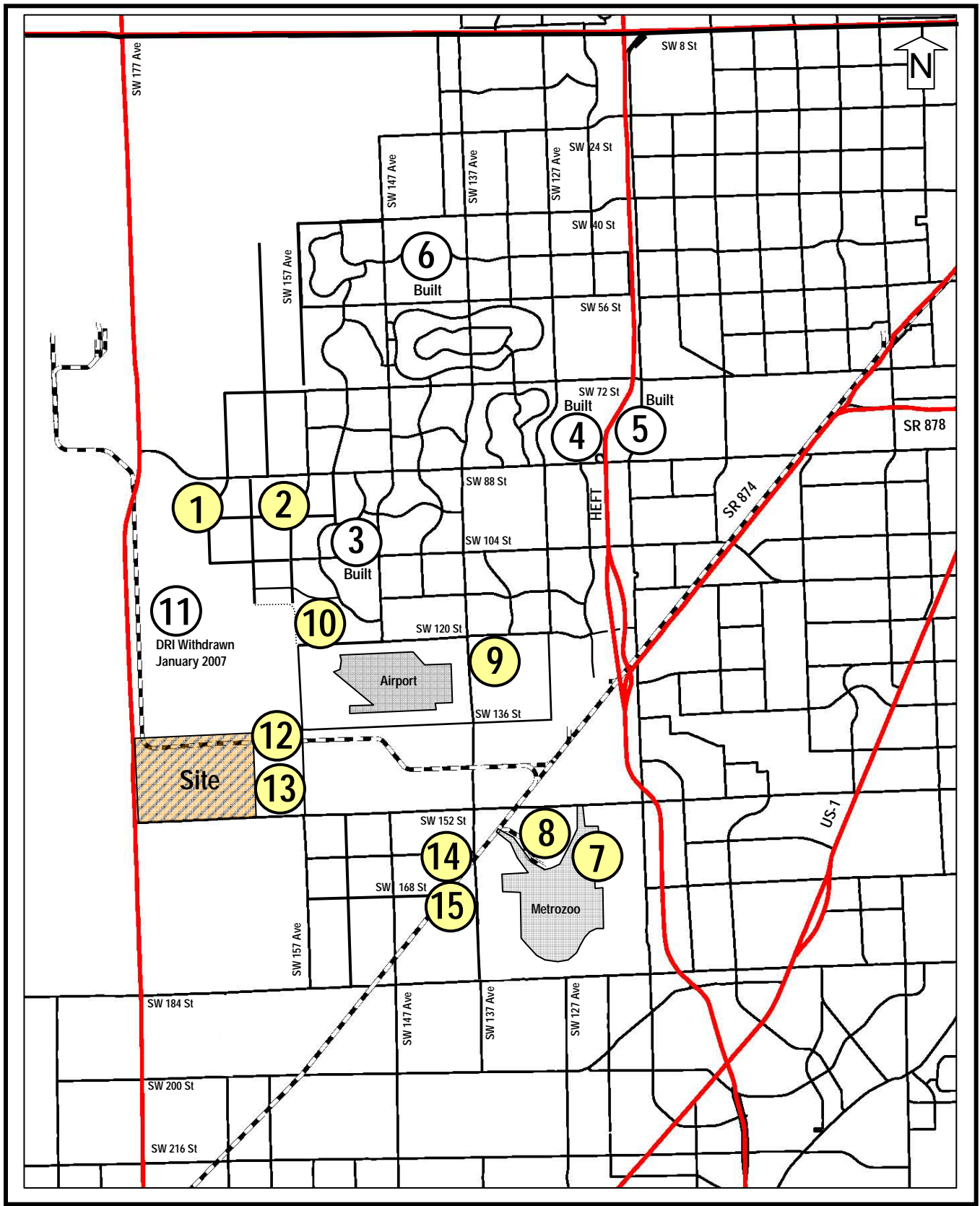
#### 4. Future Background Plus Committed Development Traffic

The committed development trips were then added to the background link volumes for Year 2015 in **Table 21.D4** to determine the future background plus committed development traffic before adding the Parkland DRI. The analyses presented in **Table 21.D4** show traffic conditions with and without the Providence DRI.

Table **21.D4** also includes the roadway capacity improvements funded in TIP 2007 for the final traffic impact study area, increasing capacity on the following roadways:

- SW 177 Avenue – SW 8 Street to US 27 – 4LD
- SW 157 Avenue – SW 112 Street to SW 136 Street – 4LD
- SW 157 Avenue – SW 152 Street to SW 184 Street – 4LD
- SW 117 Avenue – SW 152 Street to SW 184 Street – 4LD
- SW 136 Street – SW 147 Avenue to west of SW 137 Avenue – 4LD
- SW 152 Street – SW 157 Avenue to SW 147 Avenue – 4LD funded in 2009
- SW 184 Street – SW 147 Avenue to SW 127 Avenue – 4LD

The improvement to SW 157 Avenue from SW 112 Street to SW 136 Street opens up an important north-south access corridor for the study area, serving as a parallel reliever facility to both SW 177 Avenue on the west and SW 137 Avenue on the east. The analysis presented in **Table 21.D4** includes the diversion of traffic off SW 177 Avenue and SW 137 Avenue, to the new SW 157 Avenue corridor. The diversion of traffic from SW 177 Avenue (estimated at 5%) and SW 137 Avenue (estimated at 5%) is reassigned to SW 184 Street to access SW 157 Avenue.



Legend

1 Unbuilt or Partially Built Committed 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                 |                             |
| 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  
March 2007



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

07-Mar-07

ROADWAY FROM	TO	DIR	FACILITY TYPE	1. Kendall Commons TND (PROJ = 653)			2. Kendall Town Center (PROJ = 3549)			3. Metro Zoo (PROJ = 430)			4. UM TND (PROJ = 1192)			5. London Square UnbuiltTrips PROJECT TRIPS (PROJ = 1877)			PM PEAK HOUR COMMITTED VOLUMES	
				DIST	IN/OUT	PM PEAK	DIST	IN/OUT	PM PEAK	DIST	IN/OUT	PM PEAK	DIST	IN/OUT	PM PEAK	DIST	IN/OUT	PM PEAK		
SW 177 AVENUE	SW 8 STREET	NB	4LD	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0	0	0	0	
	US 27	SB	TIP 2007																	0
SW 8 STREET	SW 88 STREET	NB	2LU	2.4%	5	11	2.4%	52	33	0.0%	0	0	0.0%	0	0	0	0	0	0	57
		SB																		44
SW 88 STREET	SW 136 STREET	NB	2LU	2.9%	13	6	2.9%	40	63	0.0%	0	0	0.0%	0	0	0	0	0	0	53
		SB																		69
SW 136 STREET	SW 144 STREET	NB	2LU	2.9%	13	6	2.9%	40	63	0.0%	0	0	0.0%	0	0	0	0	0	0	53
		SB																		69
SW 144 STREET	SW 152 STREET	NB	2LU	2.9%	13	6	2.9%	40	63	0.0%	0	0	0.0%	0	0	0	0	0	0	53
		SB																		69
SW 152 STREET	SW 184 STREET	NB	2LU	2.9%	13	6	2.9%	40	63	0.0%	0	0	0.0%	0	0	0	0	0	0	53
		SB																		69
SW 184 STREET	SW 200 STREET	NB	2LU	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0	0	0	0	0
		SB																		0
SW 200 STREET	SW 216 STREET	NB	2LU	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0	0	0	0	0
		SB																		0
SW 216 STREET	SW 232 STREET	NB	2LU	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0	0	0	0	0
		SB																		0
SW 157 AVENUE	SW 88 STREET	NB	3L	5.0%	22	11	9.1%	125	198	0.0%	0	0	0.0%	0	0	0	0	0	0	147
	SW 72 STREET	SB	2L																	209
SW 88 STREET	SW 96 STREET	NB	4LD	4.0%	18	9	13.8%	190	300	0.0%	0	0	0.0%	0	0	0	0	0	0	208
		SB																		309
SW 96 STREET	SW 104 STREET	NB	4LD	3.0%	13	6	19.9%	273	433	0.0%	0	0	0.0%	0	0	0	0	0	0	296
		SB																		448
SW 104 STREET	SW 112 STREET	NB	4LD	2.0%	9	4	8.0%	110	174	0.0%	0	0	0.0%	0	0	0	0	0	0	129
		SB																		187
SW 112 STREET	SW 120 STREET	NB	4LD	1.0%	4	2	6.0%	82	131	0.0%	0	0	0.0%	0	0	0	0	0	0	96
		SB	TIP 2007																	142
SW 120 STREET	SW 136 STREET	NB	4LD	1.0%	4	2	4.0%	55	87	0.0%	0	0	0.0%	0	0	0	0	0	0	68
		SB	TIP 2007																	99
SW 136 STREET	SW 144 STREET	NB	4LD	1.0%	4	2	2.0%	27	44	0.0%	0	0	0.0%	0	0	0	0	0	0	40
		SB																		56
SW 144 STREET	SW 152 STREET	NB	4LD	1.0%	4	2	2.0%	27	44	0.0%	0	0	0.0%	0	0	0	0	0	0	40
		SB																		56
SW 152 STREET	SW 184 STREET	NB	4LD	1.0%	4	2	1.0%	14	22	0.0%	0	0	0.0%	0	0	0	0	0	0	18
		SB	TIP 2007																	24

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

07-Mar-07

ROADWAY FROM	TO	DIR	FACILITY TYPE FUTURE LANES	1. Kendall Commons TND (PROJ = 653)			2. Kendall Town Center (PROJ = 3549)			3. Metro Zoo (PROJ = 430)			4. UM TND (PROJ = 1192)			5. London Square UnbuiltTrips PROJECT TRIPS (PROJ = 1877)			PM PEAK HOUR COMMITTED VOLUMES
				IN/OUT	PM PEAK	DIST	IN/OUT	PM PEAK	DIST	IN/OUT	PM PEAK	DIST	IN/OUT	PM PEAK	DIST	IN/OUT	PM PEAK	DIST	
<b>SW 137 AVENUE</b> SR 836 Extension	SW 8 STREET	NB	6LD	0	2	1.0%	0	22	0.0%	0	0.0%	0	0	0.0%	0	0	24		
	SW 96 STREET	SB	6LD	0	4	1.0%	1	14	4.0%	0	4.0%	0	0	14.4%	0	0	18		
	SW 104 STREET	NB	6LD	0	4	1.0%	1	11	4.0%	0	4.0%	0	0	16.4%	0	0	184		
	SW 120 STREET	SB	6LD	0	4	1.0%	1	78	4.0%	0	4.0%	0	0	18.4%	0	0	186		
	SW 136 STREET	NB	6LD	0	4	1.0%	1	49	4.0%	0	4.0%	0	0	16.3%	0	0	264		
	SW 152 STREET	SB	6LD	0	4	1.0%	1	78	4.0%	0	4.0%	0	0	18.4%	0	0	242		
	SW 168 STREET	NB	6LD	0	4	1.0%	1	49	10.0%	0	10.0%	0	0	20.3%	0	0	283		
	SW 184 STREET	SB	6LD	0	4	1.0%	1	70	15.0%	0	15.0%	0	0	20.3%	0	0	260		
	US-1	SB	6LD	0	2	1.0%	0	111	20.0%	0	20.0%	0	0	10.3%	0	0	339		
	US-1	SB	6LD	0	2	1.0%	0	94	0.0%	0	0.0%	0	0	10.3%	0	0	322		
<b>SW 117 AVENUE</b>	SW 168 STREET	NB	4LD	0	0	0.0%	0	0	0.0%	0	0.0%	0	0	0.0%	0	0	402		
	SW 184 STREET	SB	4LD	0	0	0.0%	0	0	0.0%	0	0.0%	0	0	0.0%	0	0	364		
	SW 200 STREET	NB	2LU	0	0	0.0%	0	0	0.0%	0	0.0%	0	0	0.0%	0	0	100		
	US-1	SB	2LU	0	0	0.0%	0	0	0.0%	0	0.0%	0	0	0.0%	0	0	280		
<b>SW 8 STREET</b>	SW 177 AVENUE	EB	4LD	0	0	0.0%	0	0	0.0%	0	0.0%	0	0	0.0%	0	0	35		
	SW 147 AVENUE	WB	6LD	0	0	0.0%	0	0	0.0%	0	0.0%	0	0	0.0%	0	0	24		
	SW 137 AVENUE	WB	6LD	0	0	0.0%	0	0	0.0%	0	0.0%	0	0	0.0%	0	0	35		
	HEFT	WB	8LD	0	0	0.0%	0	0	0.0%	0	0.0%	0	0	0.0%	0	0	24		
<b>SW 120 STREET</b>	SW 147 AVENUE	EB	4LD	0	4	2.0%	0	65	0.0%	0	0.0%	0	0	2.0%	0	0	130		
	SW 137 AVENUE	WB	4LD	0	9	2.0%	1	41	0.0%	0	0.0%	0	0	3.0%	0	0	110		
	SW 127 AVENUE	WB	4LD	0	4	2.0%	1	136	0.0%	0	0.0%	0	0	10.2%	0	0	333		
	HEFT	WB	4LD	0	9	2.0%	1	139	0.0%	0	0.0%	0	0	23.9%	0	0	258		
<b>SW 122 AVENUE</b>	SW 147 AVENUE	EB	4LD	0	4	2.0%	1	88	0.0%	0	0.0%	0	0	1.0%	0	0	383		
	SW 137 AVENUE	WB	4LD	0	4	2.0%	1	128	0.0%	0	0.0%	0	0	18.9%	0	0	329		
	SW 127 AVENUE	WB	4LD	0	4	2.0%	1	81	0.0%	0	0.0%	0	0	14.9%	0	0	319		
	HEFT	WB	4LD	0	4	2.0%	1	128	0.0%	0	0.0%	0	0	14.9%	0	0	269		
<b>SW 122 AVENUE</b>	SW 147 AVENUE	EB	4LD	0	9	2.0%	0	81	0.0%	0	0.0%	0	0	1.0%	0	0	280		
	SW 137 AVENUE	WB	4LD	0	4	2.0%	0	128	0.0%	0	0.0%	0	0	14.9%	0	0	233		
	SW 127 AVENUE	WB	4LD	0	4	2.0%	0	81	0.0%	0	0.0%	0	0	14.9%	0	0	136		
	HEFT	WB	4LD	0	4	2.0%	0	81	0.0%	0	0.0%	0	0	14.9%	0	0	136		

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

07-Mar-07

ROADWAY FROM	TO	DIR	FACILITY TYPE	1. Kendall Commons TND (PROJ = 653)			2. Kendall Town Center (PROJ = 3549)			3. Metro Zoo (PROJ = 430)			4. UM TND (PROJ = 1192)			5. London Square UnbuiltTrips (PROJ = 1877)			PM PEAK HOUR COMMITTED VOLUMES
				IN/OUT	PM PEAK	DIST	IN/OUT	PM PEAK	DIST	IN/OUT	PM PEAK	DIST	IN/OUT	PM PEAK	DIST	IN/OUT	PM PEAK	DIST	
<b>SW 136 STREET</b>																			
SW 157 AVENUE	SW 147 AVENUE	EB	4LD	1.0%	2	1.0%	0	22	0.0%	0	3.0%	21	3.0%	0	27	3.0%	0	27	72
		WB	TIP 2007		4		1	14		0		0		0	29		0	29	62
SW 147 AVENUE	SW 137 AVENUE	EB	4LD	1.0%	2	1.0%	0	22	0.0%	0	3.0%	15	3.0%	0	27	3.0%	0	27	72
		WB	TIP 2007		4		1	14		0		15		0	29		0	29	62
SW 137 AVENUE	SW 127 AVENUE	EB	4LD	1.0%	2	1.0%	0	22	0.0%	0	2.0%	14	2.0%	0	18	2.0%	0	18	56
		WB			4		1	14		0		10		0	19		0	19	47
<b>SW 152 STREET</b>																			
SW 162 AVENUE	SW 157 AVENUE	EB	2LU	1.0%	4	1.0%	1	14	0.0%	0	0.0%	0	0.0%	0	9	1.0%	1	9	27
		WB			2		0	22		0		0		0	10		0	10	34
SW 157 AVENUE	SW 147 AVENUE	EB	2LU	1.0%	2	1.0%	0	22	10.0%	27	2.0%	14	2.0%	0	18	2.0%	1	18	83
		WB			4		1	14		0		10		0	19		0	19	63
SW 147 AVENUE	SW 137 AVENUE	EB	4LD	1.0%	2	1.0%	0	22	15.0%	41	5.0%	35	3.0%	0	27	3.0%	1	27	127
		WB			4		1	14		24		24		0	29		0	29	95
SW 137 AVENUE	SW 127 AVENUE	EB	6LD	1.0%	2	1.0%	0	22	50.0%	135	50.0%	352	2.0%	0	19	2.0%	0	19	530
		WB			4		1	14		80		244		0	18		0	18	360
SW 127 AVENUE	SW 117 AVENUE	EB	6LD	1.0%	2	1.0%	0	22	50.0%	80	50.0%	244	1.0%	0	10	1.0%	0	10	358
		WB			4		1	14		135		352		0	9		0	9	514
SW 117 AVENUE	HEFT	EB	6LD	1.0%	2	1.0%	0	22	40.0%	64	45.0%	220	1.0%	0	10	1.0%	0	10	318
		WB			4		1	14		108		317		0	9		0	9	452
HEFT	SW 112 AVENUE	EB	6LD	1.0%	2	1.0%	0	22	15.0%	24	25.0%	122	0.0%	0	0	0.0%	0	0	170
		WB			4		1	14		41		176		0	0		0	0	235
SW 112 AVENUE	US-1	EB	4LD	1.0%	2	1.0%	0	22	10.0%	16	20.0%	98	0.0%	0	0	0.0%	0	0	138
		WB			4		1	14		27		141		0	0		0	0	186
<b>SW 184 STREET</b>																			
SW 177 AVENUE	SW 157 AVENUE	EB	2LU	0.0%	0	0.0%	1	0	0.0%	0	1.0%	7	0.0%	0	0	0.0%	1	0	7
		WB			0		0	0		0		5		0	0		0	0	5
SW 157 AVENUE	SW 147 AVENUE	EB	2LU	0.0%	0	0.0%	1	0	0.0%	0	1.0%	7	1.0%	0	9	1.0%	1	9	16
		WB			0		0	0		0		5		0	10		0	10	15
SW 147 AVENUE	SW 137 AVENUE	EB	4LD	0.0%	0	0.0%	1	0	0.0%	0	1.0%	7	2.0%	0	18	2.0%	1	18	25
		WB	TIP 2007		0		0	0		0		5		0	19		0	19	24
SW 137 AVENUE	SW 127 AVENUE	EB	4LD	0.0%	0	0.0%	1	0	0.0%	0	1.0%	5	3.0%	0	29	3.0%	0	29	34
		WB	TIP 2007		0		0	0		0		7		0	27		0	27	34
SW 127 AVENUE	SW 117 AVENUE	EB	4LD	0.0%	0	0.0%	1	0	0.0%	0	1.0%	5	2.0%	0	19	2.0%	1	19	24
		WB			0		0	0		0		7		0	18		0	18	25
SW 117 AVENUE	HEFT	EB	4LD	0.0%	0	0.0%	1	0	0.0%	0	5.0%	24	1.0%	0	10	1.0%	1	10	34
		WB			0		0	0		0		35		0	9		0	9	44

Table 21.D4  
 PARKLAND DRI  
 YEAR 2015 PM PEAK HOUR DIRECTIONAL BACKGROUND + COMMITTED DEVELOPMENT TRAFFIC CONDITIONS

ROADWAY SEGMENTS	DIR	[1] TIP 2007 FUNDED LANES	EXISTING PM PK HR SEASON VOLUME	[2] ADOPTED LOS	[3] DIR PK HR MSV	[4] 2015 PM PEAK HOUR VOLUME	[5] DIVERSIONS FROM PARALLEL ROADWAYS TO SW 157 AVENUE	2015 PM PEAK HOUR WITH DIVERSIONS	BACKGROUND + COMMITTED					
									[6] COMMITTED PROJECTS	B+C VOLUME	2015 LOS	V/C		
<b>SW 177 Avenue</b>														
US 27 to SW 8 Street	NB	4LD TIP 2007	435	B	1,530	483		483	0	483	B	0.32		
SW 8 Street to SW 88 Street	SB	2LU	716	B	1,530	796		796	0	796	B	0.52		
	NB		414	C	720	460		460	57	517	C	0.72		
	SB		725	C	720	806		806	44	850	D	1.18		
SW 88 Street to SW 136 Street	NB	2LU	585	C	720	650	-33	618	53	671	C	0.93		
	SB		455	C	720	506	-25	480	69	549	C	0.76		
<b>SW 136 Street to SW 144 Street</b>	NB	2LU	585	C	720	650	-33	618	53	671	C	0.93		
	SB		455	C	720	506	-25	480	69	549	C	0.76		
<b>SW 144 Street to SW 152 Street</b>	NB	2LU	585	C	720	650	-33	618	53	671	C	0.93		
	SB		455	C	720	506	-25	480	69	549	C	0.76		
<b>SW 152 Street to SW 184 Street</b>	NB	2LU	585	C	720	650	-33	618	53	671	C	0.93		
	SB		455	C	720	506	-25	480	69	549	C	0.76		
SW 184 Street to SW 200 Street	NB	2LU	768	C	720	853		853	0	925	D	1.28		
	SB		832	C	720	925		925	0	925	F	1.28		
SW 200 Street to SW 216 Street	NB	2LU	535	C	720	594		594	0	594	C	0.83		
	SB		718	C	720	798		798	0	798	D	1.11		
SW 216 Street to SW 232 Street	NB	2LU	535	C	720	594		594	0	594	C	0.83		
	SB		718	C	720	798		798	0	798	D	1.11		
<b>SW 157 Avenue</b>														
SW 72 Street to SW 88 Street	NB	3L	709	EE	3,096	788		788	147	935	C	0.30		
	SB	2L	620	EE	2,064	689		689	209	898	C	0.44		
SW 88 Street to SW 96 Street	NB	4LD	664	D	1,620	738	104	842	208	1,050	C	0.65		
	SB		632	D	1,620	702	120	822	309	1,131	D	0.70		
SW 96 Street to SW 104 Street	NB	4LD	527	D	1,620	586	104	689	296	985	C	0.61		
	SB		480	D	1,620	533	120	653	448	1,101	C	0.68		
SW 104 Street to SW 112 Street	NB	4LD	295	D	1,620	328	104	432	129	561	C	0.35		
	SB		426	D	1,620	473	120	593	187	780	C	0.48		
<b>SW 112 Street to SW 120 Street</b>	NB	4LD	147	D	1,620	163	104	267	96	363	C	0.22		
	SB		213	D	1,620	237	120	356	142	498	C	0.31		
<b>SW 120 Street to SW 136 Street</b>	NB	TIP 2007	94	D	1,620	104	165	270	68	338	C	0.21		
	SB	4LD	228	D	1,620	253	161	414	99	513	C	0.32		
SW 136 Street to SW 144 Street	NB	4LD	187	D	1,620	208	165	373	40	413	C	0.25		
	SB		456	D	1,620	507	161	667	56	723	C	0.45		
SW 144 Street to SW 152 Street	NB	4LD	209	D	1,620	232	165	398	40	438	C	0.27		
	SB		375	D	1,620	417	161	577	56	633	C	0.39		
SW 152 Street to SW 184 Street	NB	4LD	193	D	1,620	214	33	247	18	265	C	0.16		
	SB	TIP 2007	252	D	1,620	280	25	305	24	329	C	0.20		
<b>SW 137 Avenue</b>														
SR 836 Extension to SW 8 Street	NB	6LD	263	D	2,450	1,160		1,160	188	1,348	C	0.55		
	SB	[7]	321	D	2,450	1,418		1,418	217	1,635	C	0.67		
SW 88 Street to SW 96 Street	NB	6LD	1,336	D	2,790	1,485	-71	1,413	184	1,597	B	0.57		
	SB		1,519	D	2,790	1,688	-95	1,593	186	1,779	B	0.64		
SW 96 Street to SW 104 Street	NB	6LD	1,629	D	2,790	1,810	-71	1,739	264	2,003	B	0.72		
	SB		1,054	D	2,790	1,171	-95	1,077	242	1,319	B	0.47		
SW 104 Street to SW 120 Street	NB	6LD	1,387	D	2,790	1,541	-71	1,470	283	1,753	B	0.63		
	SB		1,397	D	2,790	1,552	-95	1,458	260	1,718	B	0.62		
SW 120 Street to SW 136 Street	NB	6LD	2,718	D	2,790	3,020	-71	2,949	268	3,217	F	1.15		
	SB		2,042	D	2,790	2,269	-95	2,175	339	2,514	C	0.90		
SW 136 Street to SW 152 Street	NB	6LD	1,693	EE	3,348	1,881	-71	1,810	322	2,132	B	0.64		
	SB		2,435	EE	3,348	2,706	-95	2,611	402	3,013	C	0.90		
SW 152 Street to SW 184 Street	NB	6LD	1,282	EE	3,096	1,425	-71	1,353	364	1,717	C	0.55		
	SB		1,701	EE	3,096	1,890	-95	1,796	280	2,076	C	0.67		



Table 21.D4  
 PARKLAND DRI  
 YEAR 2015 PM PEAK HOUR DIRECTIONAL BACKGROUND + COMMITTED DEVELOPMENT TRAFFIC CONDITIONS

ROADWAY SEGMENTS	DIR	[1] TIP 2007 FUNDED LANES	EXISTING PM PK HR SEASON VOLUME	[2] ADOPTED LOS	[3] DIR PK HR MSV	[4] 2015 PM PEAK HOUR VOLUME	[5] DIVERSIONS FROM PARALLEL ROADWAYS TO SW 157 AVENUE	2015 PM PEAK HOUR WITH DIVERSIONS	BACKGROUND + COMMITTED				
									[6] COMMITTED PROJECTS	2015			
										B+C VOLUME	LOS	V/C	
<b>SW 184 Street</b>													
SW 177 Avenue to SW 157 Avenue	EB WB	2LU	391	C	480	434	33	467	7	474	C	0.99	
SW 157 Avenue to SW 147 Avenue	EB WB	2LU	331 418	C D	480 760	368 464	25 95	393 559	5 16	398 575	C D	0.83 0.76	
SW 147 Avenue to SW 137 Avenue	EB WB	4LD TIP 2007	232 483	D D	760 1,620	258 537	71 95	329 631	15 25	344 656	C C	0.45 0.41	
SW 137 Avenue to SW 127 Avenue	EB WB	4LD TIP 2007	764 677	D D	1,620 1,620	849 752	71	920 752	24 34	944 786	C C	0.58 0.49	
SW 127 Avenue to SW 117 Avenue	EB WB	4LD	771 843	D D	1,620 1,620	857 937		857 937	34 24	891 961	C C	0.55 0.59	
SW 117 Avenue to HEFT	EB WB	4LD	1,252 936 1,455	D D D	1,620 1,620 1,620	1,391 1,040 1,617		1,391 1,040 1,617	25 34 44	1,416 1,074 1,661	D C E	0.87 0.66 1.03	

Notes:

- [1] See Map J-3A and Appendix 21-4 for the funded transportation improvements in the study area.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's Comprehensive Plan.
- [3] Daily and peak hour directional maximum service volumes have been obtained from the 2002 FDOT Quality/LOS Handbook, unless otherwise noted. Art Plan has been used to calculate the maximum service volume for SW 152 Street from SW 117 Avenue to SW 137 Avenue, using the actual characteristics of the roadway. The Peak Hour Directional LOS C MSV = 3,950 (see the Art Plan Worksheet included in Appendix 21-3).
- [4] See Table 21.D2 for the background growth rate calculations. This growth forecast uses half the historical rate which equates to 1.06% per year.
- [5] Based upon the TIP 2007 improvements to open up and improve SW 157 Avenue to provide continuous access between SW 184 Street and SW 88 Street, background traffic diversions have been applied to SW 177 Avenue (at 5%) and SW 137 Avenue (at 5%) to account for the shifting of traffic to the new north-south corridor.
- [6] See Table 21.D3 for the committed development traffic assignment. The Providence DRI has been withdrawn and is no longer included.
- [7] The committed trips for this segment include the trips from Table 21.D3 plus 363 two-way PM peak hour trips from the Miami-Dade County Concurrency Database for Count Station 9798 (164 trips NB and 199 trips SB). Since this segment is under construction and will carry future trips from the SR 836 extension, the Year 2015 background volumes have been derived from the Year 2015 daily traffic forecast obtained from the Year 2030 LRTP, from the Year 2015 interim plan. The 2015 daily volume is projected to be 27,141. The two-way PM peak hour volume is estimated at 2,578 (using 0.095). The directional trips are based upon a D factor of 0.55.
- [8] Due to the combined impact of the heavy westbound volumes at this location and the extensive committed development traffic added to this roadway segment, the historical growth rate used for this segment is 0.25%/year.

### **3. Traffic Modeling Approach**

Based upon the location of the DRI at the western limits of the county modeling area, traditional traffic modeling using FSUTMS is not proposed to develop the project distribution. Recent experience with FSUTMS for the TAZ's located adjacent to Krome Avenue provide a distribution which is inconsistent with the newly establish Cardinal Distributions for each County TAZ, based upon the recently adopted Year 2030 Long Range Transportation Plan. The Applicant has 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 updated 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 can thus be 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 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

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. 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 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 (see **Map J-8C**). **40%** of these non-home based work trips come from outside the study area as outlined below:

- 7% of these employment trips travel to the site from the north and northeast using the Turnpike, SW 137 Avenue and Krome Avenue;
- 23% 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 affect the home-based work trips and non home-based work trips are illustrated on **Map J-8D**. **50%** of these combined trips come from outside the study area as outlined below:

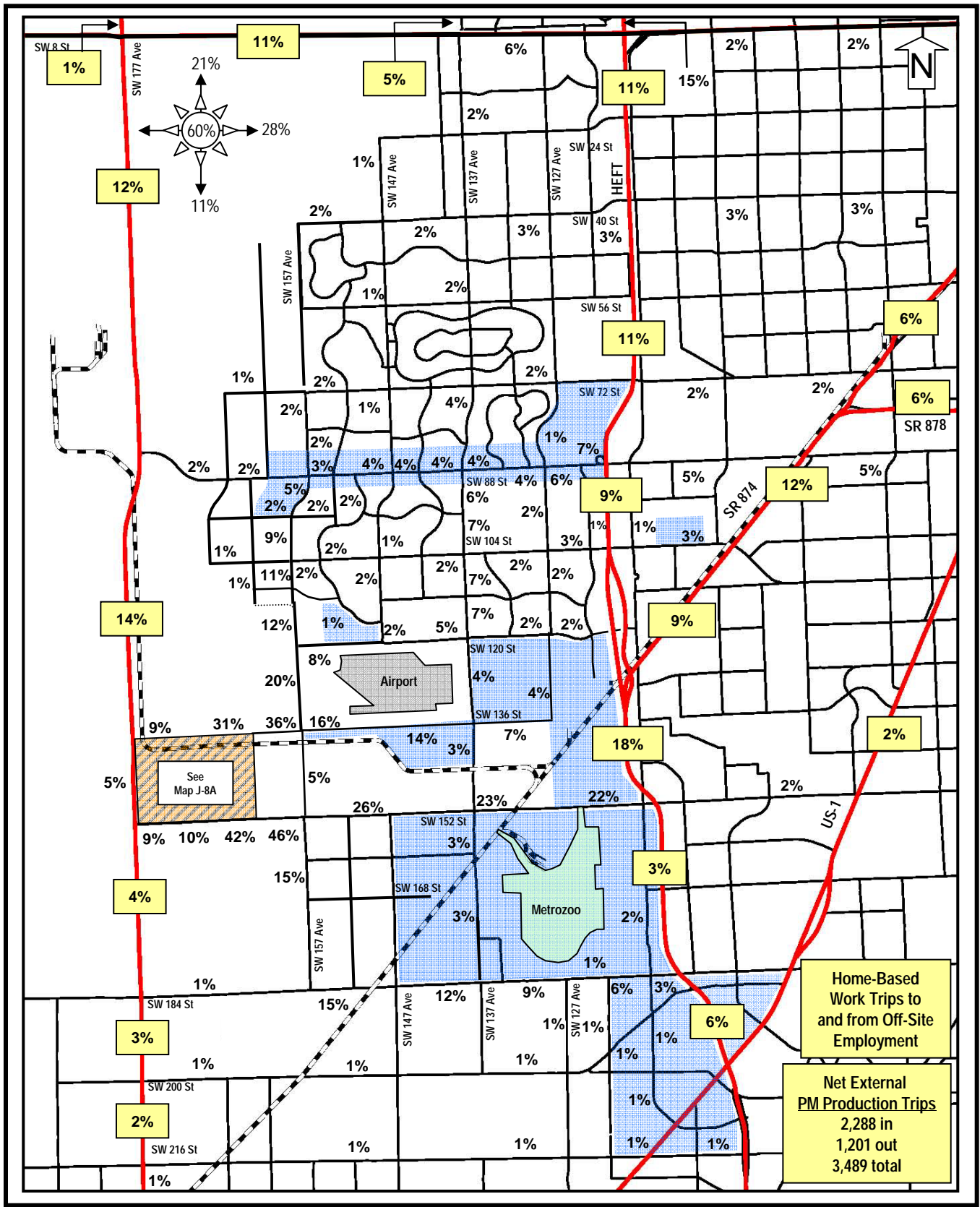
- 15% of the employment trips travel to the north and northeast using the Turnpike, SW 137 Avenue and Krome Avenue;
- 27% of the employment trips travel to the east using section line roadways, SR 874, SR 878 and US-1;
- 8% of the employment trips travel to the south using the Turnpike, US-1 and Krome Avenue.

#### 4. **DRI Project Traffic**






The trip distribution and assignment for 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 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 trips to derive the link-by-link project trips. The assignment of PM peak hour directional project trips is provided in **Table 21.D7**.

#### 5. **Total Traffic Conditions**

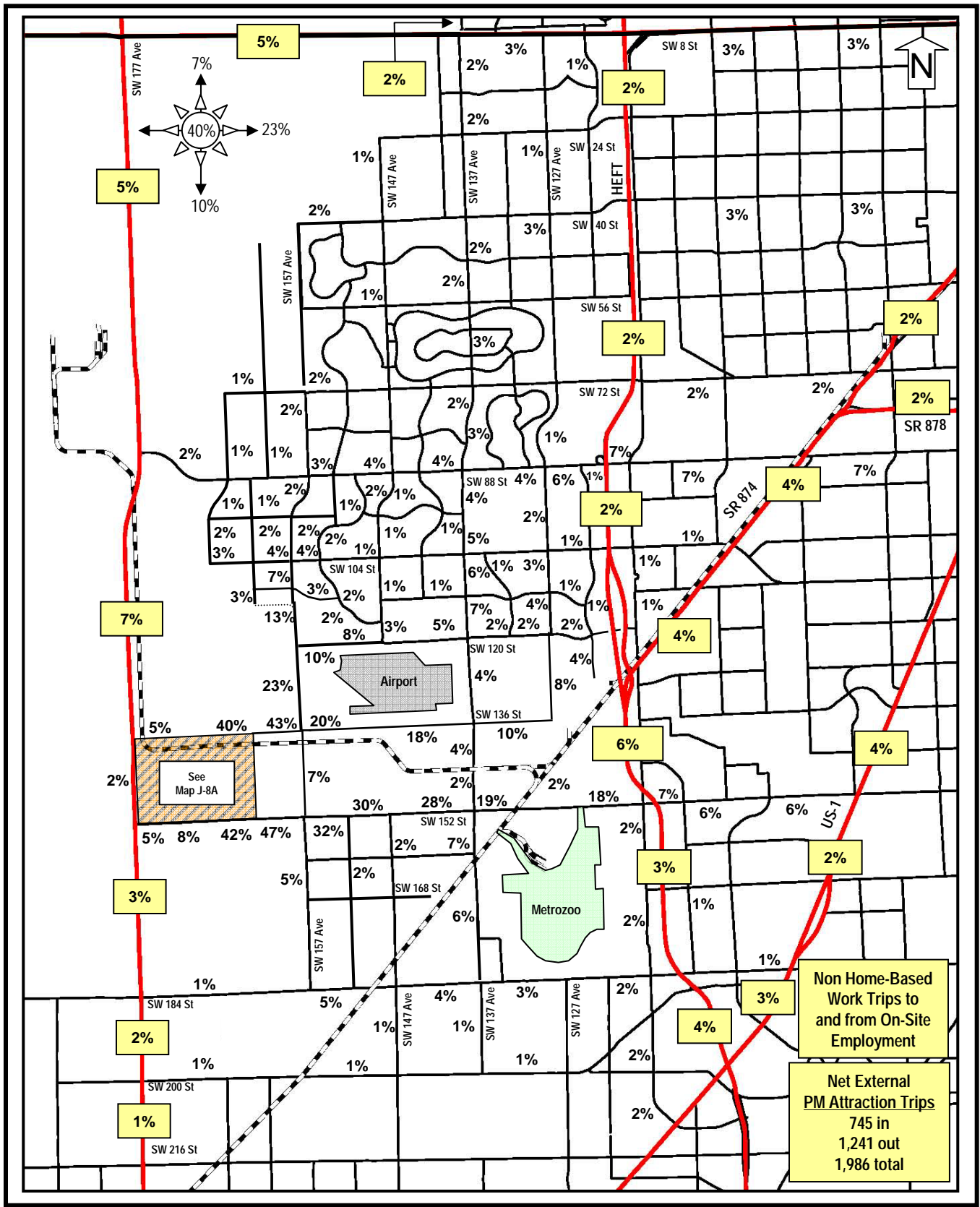
The Parkland DRI project trips were added to the future background plus committed development traffic in **Table 21.D4** to establish total traffic conditions in **Table 21.D7**. Future peak-hour, peak season directional link volumes were compared to the maximum service volumes from the *FDOT 2002 Quality/Level 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 significance.



**Legend**

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

Map J-8B (R)  
 Project Distribution Percentage for Project Production Trips  
 Parkland  
 March 2007



**Legend**

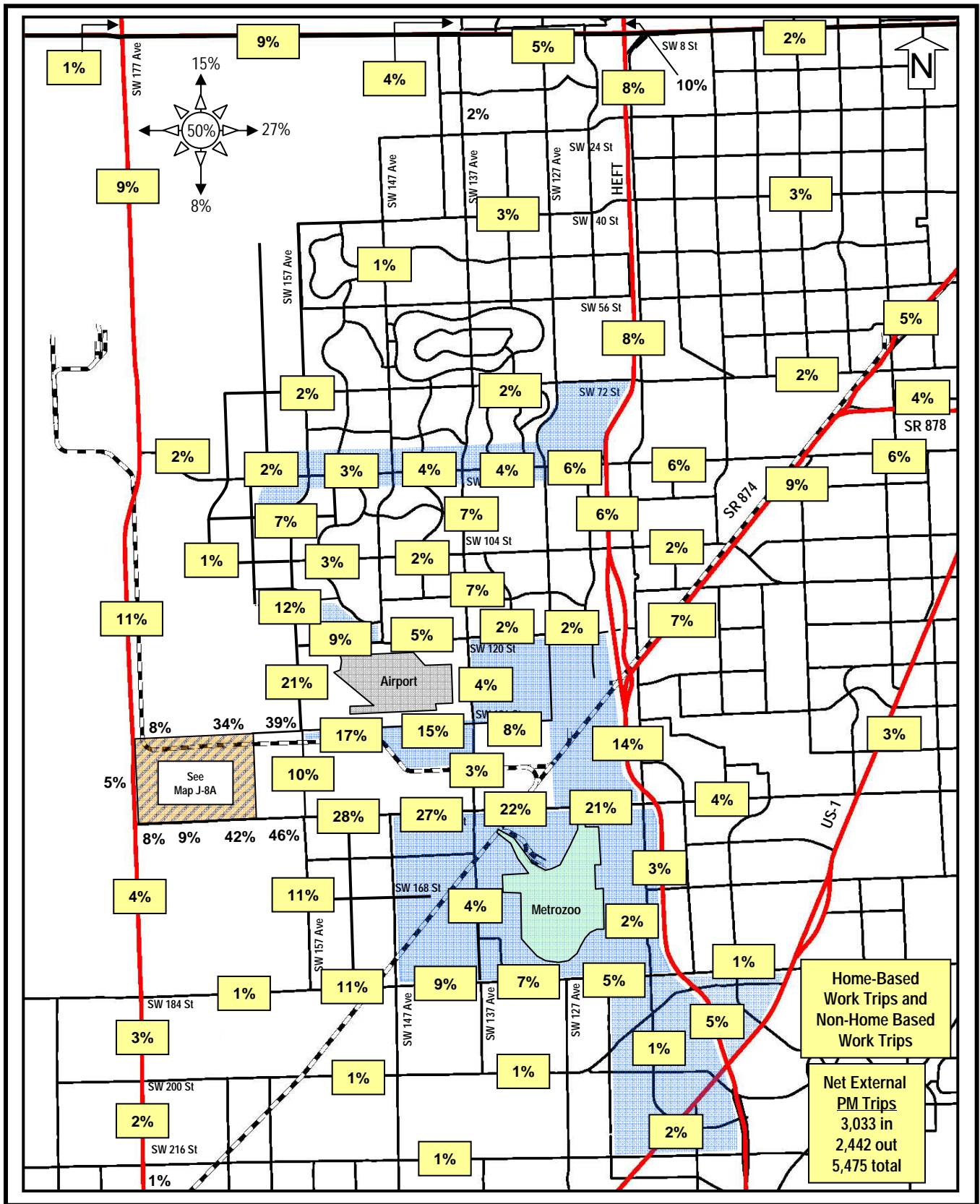


Site Location

Existing Rail Lines  
 FIHS Roadways



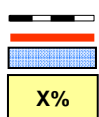
Project Distribution Percentage to major roadways leading to/from study area



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-8D (R)  
 Combined Project Distribution Percentage  
 Parkland  
 March 2007



Table 21.D7  
 PARKLAND DRI  
 YEAR 2015 PM PEAK HOUR DIRECTIONAL TOTAL TRAFFIC CONDITIONS

ROADWAY SEGMENTS	DIR	TIP 2007 FUNDED LANES	[2] ADOPTED LOS	DIR PK HR MSV	[3]	2015 B+C VOLUMES			PARKLAND DRI RESIDENTIAL/PRODUCTIONS HOME-BASED WORK TRIPS IN = 2288 OUT = 1201			PARKLAND DRI EMPLOYMENT/ATTRACTIONS NON-HB WORK TRIPS IN = 745 OUT = 1241			TOTAL DRI TRIP TRIPS	2015 TOTAL PM PK HR VOLUME	2015 TOTAL LOS	VIC	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS GREATER THAN 5% YES/NO		
						IN	OUT	PK	DIST	IN	OUT	PK	DIST	IN							OUT	PK
SW 177 Avenue US 27 to SW 8 Street	NB	4LD TIP 2007	B	1,530	483	1,530	1,00%	O	12	1,00%	O	12	1,00%	O	12	508	B	0.33	1,60%	NO		
	SB	2LU	B	1,530	796	1,530	1,00%	I	23	1,00%	I	7	1,00%	I	7	826	B	0.54	1,98%	NO		
	NB	2LU	C	720	517	720	12,00%	O	144	5,00%	O	62	5,00%	O	62	723	D	1,00	28,63%	YES		
	SB	2LU	C	720	850	720	12,00%	O	275	5,00%	I	37	5,00%	I	37	1,161	F	1,61	43,31%	YES		
	NB	2LU	C	720	671	720	14,00%	O	168	7,00%	O	87	7,00%	O	87	926	F	1,29	35,42%	YES		
	SB	2LU	C	720	549	720	14,00%	O	320	7,00%	I	52	7,00%	I	52	922	F	1,28	51,73%	YES		
	NB	2LU	C	720	671	720	5,00%	O	60	5,00%	O	62	5,00%	O	62	793	C	1,10	16,96%	YES		
	SB	2LU	C	720	549	720	5,00%	O	114	5,00%	I	37	5,00%	I	37	701	C	0,97	21,06%	YES		
	NB	2LU	C	720	671	720	4,00%	O	92	4,00%	I	37	4,00%	I	37	799	D	1,11	17,88%	YES		
	SB	2LU	C	720	549	720	4,00%	O	48	4,00%	O	62	4,00%	O	62	659	C	0,92	15,29%	YES		
	NB	2LU	C	720	671	720	4,00%	I	92	4,00%	I	22	4,00%	I	22	784	D	1,09	15,82%	YES		
	SB	2LU	C	720	549	720	3,00%	O	48	3,00%	O	37	3,00%	O	37	85	C	0,88	11,84%	YES		
	NB	2LU	C	720	853	720	3,00%	I	69	3,00%	I	15	3,00%	I	15	84	F	1,30	11,60%	YES		
	SB	2LU	C	720	594	720	3,00%	O	36	2,00%	O	25	2,00%	O	25	61	F	1,37	8,45%	YES		
	NB	2LU	C	720	798	720	2,00%	O	24	1,00%	O	12	1,00%	O	12	36	C	0,90	7,39%	YES		
SB	2LU	C	720	594	720	2,00%	I	23	1,00%	I	7	1,00%	I	7	30	D	1,16	5,06%	YES			
NB	2LU	C	720	798	720	1,00%	O	12	1,00%	O	12	1,00%	O	12	24	D	0,87	4,21%	NO			
SB	2LU	C	720	594	720	1,00%	O	12	1,00%	O	12	1,00%	O	12	24	D	1,14	3,39%	NO			
SW 157 Avenue SW 72 Street to SW 88 Street	NB	3L	EE	3,096	935	3,096	2,00%	O	24	2,00%	O	25	2,00%	O	25	984	C	0,32	1,58%	NO		
	SB	4LD	EE	2,064	898	2,064	2,00%	I	46	2,00%	I	15	2,00%	I	15	61	C	0,46	2,94%	NO		
	NB	4LD	D	1,620	1,050	1,620	5,00%	O	60	2,00%	O	25	2,00%	O	25	85	D	0,70	5,24%	YES		
	SB	4LD	D	1,620	1,131	1,620	5,00%	I	114	3,00%	I	15	3,00%	I	15	129	D	0,78	7,98%	YES		
	NB	4LD	D	1,620	985	1,620	9,00%	O	208	3,00%	O	22	3,00%	O	22	228	D	0,70	8,97%	YES		
	SB	4LD	D	1,620	1,101	1,620	9,00%	I	206	3,00%	I	27	3,00%	I	27	1,329	D	0,82	14,09%	YES		
	NB	4LD	D	1,620	561	1,620	11,00%	O	132	7,00%	O	87	7,00%	O	87	780	C	0,48	13,52%	YES		
	SB	4LD	D	1,620	780	1,620	11,00%	I	252	7,00%	I	52	7,00%	I	52	1,084	C	0,67	18,75%	YES		
	NB	4LD	D	1,620	363	1,620	12,00%	O	144	13,00%	O	161	13,00%	O	161	305	C	0,41	18,65%	YES		
	SB	4LD	D	1,620	498	1,620	12,00%	I	275	13,00%	I	97	13,00%	I	97	371	C	0,54	22,93%	YES		
	NB	4LD	D	1,620	338	1,620	20,00%	O	240	23,00%	O	285	23,00%	O	285	526	C	0,53	32,45%	YES		
	SB	4LD	D	1,620	513	1,620	20,00%	I	458	23,00%	I	171	23,00%	I	171	629	D	0,70	38,82%	YES		
	NB	4LD	D	1,620	413	1,620	10,00%	O	120	10,00%	O	124	10,00%	O	124	244	C	0,41	15,07%	YES		
	SB	4LD	D	1,620	723	1,620	10,00%	I	229	10,00%	I	75	10,00%	I	75	303	C	0,63	18,72%	YES		
	NB	4LD	D	1,620	438	1,620	10,00%	O	120	10,00%	O	124	10,00%	O	124	244	C	0,42	15,07%	YES		
SB	4LD	D	1,620	633	1,620	10,00%	I	229	10,00%	I	75	10,00%	I	75	303	C	0,58	18,72%	YES			
NB	4LD	D	1,620	265	1,620	15,00%	I	343	5,00%	I	37	5,00%	I	37	380	C	0,40	23,48%	YES			
SB	4LD	D	1,620	329	1,620	15,00%	O	180	5,00%	O	62	5,00%	O	62	242	C	0,35	14,95%	YES			
SW 137 Avenue SR 636 Extension to SW 8 Street	NB	6LD	D	2,450	1,348	2,450	5,00%	O	60	2,00%	O	25	2,00%	O	25	85	C	0,58	3,46%	NO		
	SB	6LD	D	2,450	1,635	2,450	5,00%	I	114	2,00%	I	15	2,00%	I	15	129	D	0,72	5,28%	YES		
	NB	6LD	D	2,790	1,597	2,790	7,00%	O	84	6,00%	O	74	6,00%	O	74	159	B	0,63	5,68%	YES		
	SB	6LD	D	2,790	1,779	2,790	7,00%	I	160	6,00%	I	45	6,00%	I	45	205	B	0,71	7,34%	YES		
	NB	6LD	D	2,790	2,003	2,790	7,00%	O	84	6,00%	O	74	6,00%	O	74	159	B	0,77	5,68%	YES		
	SB	6LD	D	2,790	1,319	2,790	7,00%	I	160	6,00%	I	45	6,00%	I	45	205	B	0,55	1,524%	YES		
	NB	6LD	D	2,790	1,753	2,790	7,00%	O	84	7,00%	O	87	7,00%	O	87	171	B	0,69	6,13%	YES		
	SB	6LD	D	2,790	1,718	2,790	7,00%	I	160	7,00%	I	52	7,00%	I	52	212	B	0,69	7,61%	YES		
	NB	6LD	D	2,790	3,217	2,790	4,00%	O	48	4,00%	O	50	4,00%	O	50	98	F	1,19	3,50%	NO		
	SB	6LD	D	2,790	2,514	2,790	4,00%	I	92	4,00%	I	30	4,00%	I	30	121	F	0,86	4,35%	NO		
	NB	6LD	EE	EE	3,348	2,132	3,00%	O	36	4,00%	O	30	4,00%	O	30	86	B	0,94	2,56%	NO		
	SB	6LD	EE	EE	3,348	3,013	3,00%	I	69	4,00%	I	30	4,00%	I	30	98	C	0,93	2,94%	NO		
	NB	6LD	EE	EE	3,096	1,717	3,096	3,00%	I	69	7,00%	I	52	7,00%	I	52	121	C	0,59	3,90%	NO	
	SB	6LD	EE	EE	3,096	2,076	3,096	3,00%	O	36	7,00%	O	87	7,00%	O	87	123	D	0,71	3,97%	NO	

Table 21.D7  
 PARKLAND DRI  
 YEAR 2015 PM PEAK HOUR DIRECTIONAL TOTAL TRAFFIC CONDITIONS

ROADWAY SEGMENTS	DIR	TIP 2007 FUNDED LANES	[2] ADOPTED LOS	DIR PK HR MSV	[3]	2015 B+C VOLUMES			PARKLAND DRI RESIDENTIAL/PRODUCTIONS HOME-BASED WORK TRIPS IN = 2288 OUT = 1201			PARKLAND DRI EMPLOYMENT/TRACTIONS NON-HB WORK TRIPS IN = 745 OUT = 1241			TOTAL DRI TRIPS	2015 TOTAL PM PK HR VOLUME	2015 TOTAL LOS	VIC	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS AS A GREATER THAN 5% YES/NO
						IN	OUT	DIST	IN	OUT	PEAK	IN	OUT	PEAK						
SW 117 Avenue SW 152 Street to SW 168 Street	NB	4LD	D	1,620	937	1,00%	1	23	1,00%	1	7	30	968	C	0.60	1.87%	NO			
	SB	TIP 2007 4LD	D	1,620	852	1,00%	0	12	1,00%	0	12	24	876	C	0.54	1.51%	NO			
	NB	4LD	D	1,620	937	2,00%	1	46	2,00%	1	15	61	998	C	0.62	3.74%	NO			
	SB	TIP 2007 2LU	D	760	706	1,00%	1	23	2,00%	1	15	38	744	F	0.98	4.97%	NO			
	SB	2LU	D	760	846	1,00%	1	23	2,00%	1	15	38	884	F	1.16	4.97%	NO			
SW 8 Street SW 177 Avenue to SW 147 Avenue	NB	4LD	D	1,620	926	1,00%	0	12	2,00%	0	25	37	962	F	1.27	4.85%	NO			
	WB	4LD	D	1,860	928	11,00%	0	132	5,00%	0	62	194	1,122	B	0.60	10.44%	YES			
	WB	6LD	D	2,790	2,018	11,00%	0	252	5,00%	1	37	289	874	B	0.47	15.53%	YES			
	WB	6LD	D	2,790	1,599	11,00%	0	132	5,00%	1	62	194	2,212	B	0.79	6.96%	YES			
	WB	6LD	D	2,790	1,911	6,00%	0	72	3,00%	1	37	289	1,888	B	0.68	10.36%	YES			
SW 120 Street SW 157 Avenue to SW 147 Avenue	NB	4LD	D	1,620	1,688	6,00%	1	137	3,00%	1	22	160	1,858	B	0.67	5.72%	YES			
	WB	8LD	SUMA	3,540	1,805	6,00%	0	72	3,00%	0	37	109	1,914	B	0.54	3.09%	NO			
	WB	8LD	SUMA	3,540	1,797	6,00%	1	137	3,00%	1	22	160	1,956	B	0.55	4.51%	NO			
	WB	4LD	D	1,620	579	8,00%	0	96	10,00%	0	124	220	799	C	0.49	13.59%	YES			
	WB	4LD	D	1,620	787	8,00%	1	183	10,00%	1	75	258	1,045	C	0.65	15.90%	YES			
SW 136 Street SW 177 Avenue to SW 172 Avenue	NB	4LD	D	1,620	0	9,00%	1	206	5,00%	1	37	243	243	C	0.15	15.01%	YES			
	WB	4LD	D	1,620	0	9,00%	1	108	5,00%	1	62	170	170	C	0.11	10.50%	YES			
	WB	4LD	D	1,620	0	9,00%	1	206	5,00%	1	37	243	243	C	0.15	15.01%	YES			
	WB	4LD	D	1,620	0	9,00%	1	108	5,00%	1	62	170	170	C	0.11	10.50%	YES			
	WB	4LD	D	1,620	0	31,00%	1	372	40,00%	1	486	869	869	C	0.54	53.62%	YES			
SW 172 Avenue to SW 167 Avenue	NB	4LD	D	1,620	0	31,00%	1	709	40,00%	1	298	1,007	1,007	C	0.62	62.18%	YES			
	WB	4LD	D	1,620	0	36,00%	1	432	43,00%	1	534	966	966	C	0.60	59.63%	YES			
	WB	4LD	D	1,620	0	36,00%	1	824	43,00%	1	320	1,144	1,144	C	0.71	70.62%	YES			
	WB	4LD	D	1,620	280	16,00%	1	192	20,00%	1	149	515	1,084	C	0.44	27.18%	YES			
	WB	4LD	D	1,620	569	16,00%	1	366	20,00%	1	149	515	1,084	C	0.67	31.80%	YES			
SW 147 Avenue to SW 137 Avenue	NB	4LD	D	1,620	1,184	14,00%	0	168	18,00%	0	223	392	1,576	D	0.97	24.17%	YES			
	WB	4LD	D	1,620	861	14,00%	1	320	18,00%	1	134	454	1,315	D	0.81	28.05%	YES			
	WB	4LD	D	1,620	266	7,00%	0	84	10,00%	0	124	208	474	D	0.29	12.85%	YES			
	WB	4LD	D	1,620	436	7,00%	1	160	10,00%	1	75	235	671	C	0.41	14.49%	YES			
	WB	4LD	D	1,620	0	9,00%	1	206	5,00%	1	37	243	243	C	0.15	15.01%	YES			



Table 21.D7  
 PARKLAND DRI  
 YEAR 2015 PM PEAK HOUR DIRECTIONAL TOTAL TRAFFIC CONDITIONS

ROADWAY SEGMENTS	DIR	TIP 2007 FUNDED LANES	[1]	[2]	DIR PK HR MSV	2015 B-C VOLUMES	PARKLAND DRI RESIDENTIAL/PRODUCTIONS HOME-BASED WORK TRIPS			PARKLAND DRI EMPLOYMENT/TRACTIONS NON-HB WORK TRIPS			TOTAL DRI TRIPS	2015 TOTAL PM PK HR VOLUME	2015 TOTAL LOS	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS AS A GREATER THAN 5% YES/NO		
							IN	OUT	PK PEAK	DIST	IN	OUT						PK PEAK	DIST
<b>SW 152 Street</b>	EB	6LD	D	2,450	0	9.00%	206	0	5.00%	37	243	C	0.10	9.93%	YES				
SW 177 Avenue to SW 172 Avenue	WB	By Applicant	D	2,450	0	9.00%	108	0	5.00%	62	170	C	0.07	6.94%	YES				
SW 172 Avenue to SW 167 Avenue	EB	6LD	D	2,450	0	10.00%	229	0	8.00%	60	288	C	0.12	11.77%	YES				
SW 167 Avenue to SW 162 Avenue	WB	By Applicant	D	2,450	0	10.00%	120	0	8.00%	99	219	C	0.09	8.95%	YES				
SW 162 Avenue to SW 157 Avenue	WB	6LD	D	2,450	0	42.00%	961	0	42.00%	521	1,026	C	0.42	41.86%	YES				
SW 157 Avenue to SW 147 Avenue	WB	By Applicant	EE	3,096	144	46.00%	552	0	47.00%	583	1,274	C	0.52	51.99%	YES				
SW 147 Avenue to SW 137 Avenue	WB	By Applicant	EE	3,096	241	46.00%	1,052	0	47.00%	350	1,403	C	0.41	36.68%	YES				
SW 137 Avenue to SW 127 Avenue	WB	4LD in 2009	EE	972	669	26.00%	312	0	32.00%	397	709	F	1.42	72.98%	YES				
SW 127 Avenue to SW 117 Avenue	WB	4LD	EE	972	886	26.00%	595	0	32.00%	238	833	F	1.77	85.73%	YES				
SW 117 Avenue to HEFT	WB	4LD	EE	2,064	1,453	26.00%	312	0	31.20%	347	660	F	1.02	31.96%	YES				
HEFT to SW 112 Avenue	WB	6LD	EE	2,064	2,303	26.00%	595	0	28.00%	209	803	F	1.51	38.93%	YES				
SW 112 Avenue to US-1	WB	6LD	EE	3,950	2,229	23.00%	276	0	19.00%	236	512	B	0.69	12.96%	YES				
SW 177 Avenue to SW 157 Avenue	WB	2LU	EE	3,950	2,981	23.00%	526	0	19.00%	142	668	B	0.92	16.91%	YES				
SW 157 Avenue to SW 147 Avenue	WB	4LD	EE	3,950	1,825	22.00%	264	0	18.00%	223	488	B	0.59	12.34%	YES				
SW 147 Avenue to SW 137 Avenue	WB	4LD	EE	3,252	3,255	22.00%	503	0	18.00%	134	637	B	0.99	16.14%	YES				
SW 137 Avenue to SW 127 Avenue	WB	4LD	EE	3,252	2,034	22.00%	264	0	18.00%	223	488	B	0.78	14.99%	YES				
SW 127 Avenue to SW 117 Avenue	WB	4LD	EE	3,252	2,286	22.00%	503	0	18.00%	134	637	D	0.90	19.60%	YES				
SW 117 Avenue to HEFT	WB	4LD	EE	3,252	1,988	2.00%	46	0	7.00%	0	87	C	0.55	3.41%	NO				
SW 112 Avenue to US-1	WB	4LD	EE	2,160	1,218	2.00%	24	0	6.00%	0	98	C	0.64	3.01%	NO				
SW 177 Avenue to SW 157 Avenue	WB	2LU	C	480	474	1.00%	12	0	1.00%	12	24	D	1.04	5.09%	YES				
SW 157 Avenue to SW 147 Avenue	WB	2LU	C	480	398	1.00%	23	0	1.00%	7	30	C	0.89	6.32%	YES				
SW 147 Avenue to SW 137 Avenue	WB	4LD	D	760	575	15.00%	343	0	5.00%	62	242	F	1.08	31.87%	YES				
SW 137 Avenue to SW 127 Avenue	WB	TIP 2007	D	760	344	12.00%	144	0	4.00%	50	380	D	0.95	50.06%	YES				
SW 127 Avenue to SW 117 Avenue	WB	TIP 2007	D	1,620	666	12.00%	275	0	4.00%	30	194	C	0.52	11.96%	YES				
SW 117 Avenue to HEFT	WB	4LD	D	1,620	944	12.00%	108	0	3.00%	37	304	D	0.77	18.79%	YES				
SW 177 Avenue to SW 157 Avenue	WB	4LD	D	1,620	786	9.00%	206	0	3.00%	0	932	C	0.58	8.97%	YES				
SW 157 Avenue to SW 147 Avenue	WB	4LD	D	1,620	891	6.00%	72	0	2.00%	25	228	C	0.69	14.09%	YES				
SW 147 Avenue to SW 137 Avenue	WB	4LD	D	1,620	961	6.00%	137	0	2.00%	15	152	D	0.97	9.39%	YES				
SW 137 Avenue to SW 127 Avenue	WB	4LD	D	1,620	1,416	3.00%	36	0	1.00%	0	48	D	0.69	2.99%	NO				
SW 127 Avenue to SW 117 Avenue	WB	4LD	D	1,620	1,661	3.00%	69	0	1.00%	7	76	F	1.07	4.70%	NO				
SW 117 Avenue to HEFT	WB	4LD	D	1,620	0	5.00%	60	0	3.00%	0	97	C	0.06	6.00%	YES				
SW 172 Avenue	NB	4LD	D	1,620	0	11.00%	114	0	7.00%	22	137	C	0.08	8.44%	YES				
SW 136 Street to CSX	SB	4LD	D	1,620	0	11.00%	252	0	7.00%	52	304	C	0.19	18.75%	YES				
CSX to SW 152 Street	SB	4LD	D	1,620	0	11.00%	132	0	7.00%	87	219	C	0.14	13.52%	YES				
SW 167 Avenue	NB	4LD	D	1,620	0	35.00%	420	0	42.00%	521	942	C	0.58	58.12%	YES				
SW 136 Street to SW 144 Street	SB	4LD	D	1,620	0	35.00%	801	0	42.00%	313	1,114	C	0.69	68.75%	YES				
SW 144 Street to SW 152 Street	SB	4LD	D	1,620	0	20.00%	458	0	20.00%	149	607	C	0.37	37.44%	YES				
SW 162 Avenue	NB	4LD	D	1,620	0	20.00%	240	0	20.00%	248	488	C	0.30	30.15%	YES				
SW 136 Street to SW 144 Street	SB	4LD	D	1,620	241	5.00%	60	0	3.00%	0	37	C	0.21	6.00%	YES				
SW 144 Street to SW 152 Street	SB	4LD	D	1,620	144	5.00%	114	0	3.00%	22	137	C	0.17	8.44%	YES				
SW 152 Street to SW 152 Street	SB	4LD	D	1,620	241	4.00%	92	0	5.00%	37	129	C	0.23	7.95%	YES				
	SB	4LD	D	1,620	144	4.00%	48	0	5.00%	62	110	C	0.16	6.80%	YES				

Notes:  
 [1] See Map J-3A and Appendix 21-4 for the funded transportation improvements in the study area.  
 [2] The adopted LOS standards are consistent with the local government of jurisdiction's Comprehensive Plan.  
 [3] Daily and peak hour directional maximum service volumes have been obtained from the 2002 FDOT Quality/LOS Handbook, unless otherwise noted.  
 Art Plan has been used to calculate the maximum service volume for the following roadway segment:  
 SW 152 Street from SW 117 Avenue to SW 137 Avenue. The Peak Hour Directional LOS C MSV = 3,950 (see the Art Plan Worksheet included in Appendix 21-3).

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** was prepared to detail the peak hour directional impacts, the level of service, and to identify if the roadway segment was 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 directional LOS for each impacted segment, and identifies the Year 2015 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 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 152 Street</u></b>  SW 162 Ave to SW 157 Ave – LOS F for EB and WB (before improvements)  SW 157 Ave to SW 147 Ave – LOS F for EB and WB (before improvements)  SW 147 Ave to SW 137 Ave – LOS F for EB and WB (before improvements)</p>
<p><b><u>SW 184 Street</u></b>  SW 157 Ave to SW 147 Ave – LOS F for EB and LOS D for WB (before improvements)</p>
<p><b><u>SW 177 Avenue</u></b>  SW 8 St to SW 88 St – as a 2LU – LOS D for NB, LOS F for SB</p> <ul style="list-style-type: none"> <li>• LOS D for adjacent intersections</li> <li>• Incorporates programmed (funded) intersection improvements by FDOT at SW 88 St</li> </ul> <p>SW 88 St to SW 136 St – as a 2LU – LOS F for NB and SB</p> <ul style="list-style-type: none"> <li>• LOS D for the SW 88 Street intersection</li> <li>• LOS C for the SW 136 Street intersection</li> <li>• Incorporates programmed (funded) intersection improvements by FDOT at SW 88 St</li> </ul> <p>SW 136 St to SW 184 St – as a 2LU – LOS D for NB, LOS C for SB</p> <ul style="list-style-type: none"> <li>• LOS C for adjacent intersections</li> <li>• Incorporates programmed (funded) intersection improvements by FDOT at SW 184 St</li> </ul> <p>SW 184 St to SW 200 St – as a 2LU – LOS F for NB and SB</p> <ul style="list-style-type: none"> <li>• LOS C for the SW 184 Street intersection</li> <li>• LOS D for the SW 200 Street intersection</li> <li>• Incorporates programmed (funded) intersection improvements by FDOT at SW 184 St and SW 200 Street</li> </ul> <p>SW 200 St to SW 216 St – as a 2LU – LOS C for NB and LOS D for SB</p> <ul style="list-style-type: none"> <li>• LOS D for the SW 200 Street intersection</li> <li>• LOS C for the SW 216 Street intersection</li> <li>• Incorporates programmed (funded) intersection improvements by FDOT at SW 200 St and SW 216 Street</li> </ul>

Table 21.E1  
 PARKLAND DRI  
 YEAR 2015 PM PEAK HOUR DIRECTIONAL TOTAL TRAFFIC AND DETERMINATION OF SIGNIFICANT ROADWAY IMPACT

ROADWAY SEGMENTS	DIR	TIP 2007 FUNDED LANES	[1]	[2]	DIR PK HR MSV	PARKLAND DRI RESIDENTIAL/PRODUCTIONS HOME-BASED WORK TRIPS IN = 2288 OUT = 1201			PARKLAND DRI EMPLOYMENT/ATTRACTIONS NON-HB WORK TRIPS IN = 745 OUT = 1241			TOTAL TRIPS	TOTAL DIR DIST	2015 TOTAL PM PK HR VOLUME	2015 TOTAL LOS	V/C	PROJECT AS A PERCENT OF TOTAL VOLUME	PROJECT AS A PERCENT MSV	PROJECT TRIPS AS A PERCENT OF ROADWAY FAILING YES/NO		
						DIST	IN	OUT	PM PEAK	DIST	IN									OUT	PM PEAK
						DIST	IN	OUT	PM PEAK	DIST	IN									OUT	PM PEAK
<b>SW 177 Avenue</b>																					
US 27 to SW 8 Street	NB	4LD TIP 2007	B	1,530	1,00%	0	12	1,00%	0	12	24	1.00%	508	B	0.33	4.81%	1.60%	NO			
SW 8 Street to SW 88 Street	SB	2LU	B	1,530	1.00%	0	23	1.00%	0	7	30	9.46%	826	B	0.54	3.67%	1.98%	NO			
SW 88 Street to SW 136 Street	NB	2LU	C	720	12.00%	0	144	5.00%	0	62	206	28.51%	723	D	1.00	28.51%	26.63%	YES			
SW 136 Street to SW 144 Street	NB	2LU	C	720	14.00%	0	168	7.00%	0	87	312	11.46%	1,161	F	1.61	26.85%	43.31%	YES			
SW 144 Street to SW 152 Street	NB	2LU	C	720	14.00%	0	320	7.00%	0	52	255	5.00%	926	F	1.29	27.55%	35.42%	YES			
SW 152 Street to SW 160 Street	NB	2LU	C	720	5.00%	0	114	5.00%	0	37	152	5.00%	793	D	1.10	15.40%	16.96%	YES			
SW 160 Street to SW 168 Street	NB	2LU	C	720	4.00%	0	92	5.00%	0	37	129	4.36%	799	D	1.11	16.11%	17.88%	YES			
SW 168 Street to SW 176 Street	NB	2LU	C	720	4.00%	0	48	5.00%	0	62	110	15.29%	659	C	0.92	16.70%	15.29%	NO			
SW 176 Street to SW 184 Street	NB	2LU	C	720	4.00%	0	92	3.00%	0	22	114	3.64%	784	D	1.09	14.52%	15.82%	YES			
SW 184 Street to SW 200 Street	NB	2LU	C	720	3.00%	0	48	3.00%	0	37	85	13.44%	635	C	0.88	13.44%	11.84%	YES			
SW 200 Street to SW 216 Street	NB	2LU	C	720	3.00%	0	69	2.00%	0	15	84	2.64%	937	F	1.30	8.92%	11.60%	YES			
SW 216 Street to SW 232 Street	NB	2LU	C	720	2.00%	0	46	1.00%	0	7	53	1.64%	985	F	1.37	6.18%	8.45%	YES			
SW 232 Street to SW 240 Street	NB	2LU	C	720	2.00%	0	24	1.00%	0	12	36	1.00%	834	D	1.16	4.37%	5.06%	YES			
SW 240 Street to SW 248 Street	NB	2LU	C	720	1.00%	0	23	1.00%	0	7	30	1.00%	825	C	0.87	4.85%	4.21%	NO			
SW 248 Street to SW 256 Street	NB	2LU	C	720	1.00%	0	12	1.00%	0	12	24	2.97%	622	D	1.14	2.97%	3.39%	NO			
<b>SW 157 Avenue</b>																					
SW 72 Street to SW 88 Street	NB	3L	EE	3,096	2.00%	0	24	2.00%	0	25	49	2.00%	984	C	0.32	4.97%	1.58%	NO			
SW 88 Street to SW 96 Street	SB	2LD	EE	2,064	5.00%	0	46	2.00%	0	15	61	3.91%	959	C	0.46	6.33%	2.94%	NO			
SW 96 Street to SW 104 Street	NB	4LD	D	1,620	5.00%	0	114	2.00%	0	25	85	7.98%	1,134	D	0.70	7.48%	5.24%	NO			
SW 104 Street to SW 112 Street	NB	4LD	D	1,620	9.00%	0	108	3.00%	0	15	129	6.82%	1,260	D	0.78	10.26%	7.98%	NO			
SW 112 Street to SW 120 Street	NB	4LD	D	1,620	11.00%	0	206	7.00%	0	22	228	9.55%	1,321	D	0.82	12.85%	8.97%	NO			
SW 120 Street to SW 128 Street	NB	4LD	D	1,620	11.00%	0	252	7.00%	0	52	304	12.36%	1,084	C	0.48	28.09%	13.52%	NO			
SW 128 Street to SW 136 Street	NB	4LD	D	1,620	12.00%	0	144	13.00%	0	161	305	15.82%	669	C	0.41	45.69%	18.75%	NO			
SW 136 Street to SW 144 Street	NB	4LD	D	1,620	20.00%	0	275	13.00%	0	97	371	21.08%	870	C	0.54	42.70%	22.93%	NO			
SW 144 Street to SW 152 Street	NB	4LD	D	1,620	20.00%	0	458	23.00%	0	285	526	38.82%	863	C	0.53	60.88%	32.45%	NO			
SW 152 Street to SW 160 Street	NB	4LD	D	1,620	10.00%	0	120	10.00%	0	171	629	10.00%	1,142	D	0.70	55.08%	38.82%	NO			
SW 160 Street to SW 168 Street	NB	4LD	D	1,620	10.00%	0	229	10.00%	0	75	303	10.00%	657	C	0.41	37.15%	15.07%	NO			
SW 168 Street to SW 176 Street	NB	4LD	D	1,620	10.00%	0	120	10.00%	0	124	244	10.00%	1,027	C	0.63	29.54%	18.72%	NO			
SW 176 Street to SW 184 Street	NB	4LD	D	1,620	15.00%	0	343	5.00%	0	75	303	11.37%	937	C	0.42	35.82%	15.07%	NO			
SW 184 Street to SW 192 Street	NB	4LD	D	1,620	15.00%	0	180	5.00%	0	62	242	4.45%	645	C	0.40	58.95%	23.48%	NO			
SW 192 Street to SW 200 Street	NB	6LD	D	2,450	5.00%	0	60	2.00%	0	25	85	3.91%	1,433	C	0.58	5.92%	3.46%	NO			
SW 200 Street to SW 208 Street	NB	6LD	D	2,450	7.00%	0	84	6.00%	0	15	129	6.64%	1,764	D	0.72	7.33%	5.28%	NO			
SW 208 Street to SW 216 Street	NB	6LD	D	2,790	7.00%	0	160	6.00%	0	45	205	6.64%	1,756	B	0.63	9.03%	5.68%	NO			
SW 216 Street to SW 224 Street	NB	6LD	D	2,790	7.00%	0	84	6.00%	0	74	159	6.64%	2,161	B	0.71	10.32%	7.34%	NO			
SW 224 Street to SW 232 Street	NB	6LD	D	2,790	7.00%	0	160	6.00%	0	45	205	7.00%	1,924	B	0.55	13.45%	7.34%	NO			
SW 232 Street to SW 240 Street	NB	6LD	D	2,790	7.00%	0	84	7.00%	0	87	171	7.00%	1,924	B	0.69	8.88%	6.13%	NO			
SW 240 Street to SW 248 Street	NB	6LD	E	2,790	4.00%	0	48	4.00%	0	50	98	4.00%	1,990	B	0.69	11.00%	7.61%	NO			
SW 248 Street to SW 256 Street	NB	6LD	E	2,790	4.00%	0	92	4.00%	0	30	121	3.36%	3,315	F	1.19	2.95%	3.50%	NO			
SW 256 Street to SW 264 Street	NB	6LD	EE	3,348	3.00%	0	36	3.00%	0	50	86	3.36%	2,635	C	0.94	4.60%	4.35%	NO			
SW 264 Street to SW 272 Street	NB	6LD	EE	3,348	3.00%	0	69	3.00%	0	30	98	4.45%	3,112	C	0.93	3.16%	2.94%	NO			
SW 272 Street to SW 280 Street	NB	6LD	EE	3,096	3.00%	0	36	3.00%	0	52	121	4.45%	1,838	C	0.59	6.57%	3.90%	NO			
SW 280 Street to SW 288 Street	NB	6LD	EE	3,096	3.00%	0	36	3.00%	0	87	123	4.45%	2,199	D	0.71	5.59%	3.97%	NO			

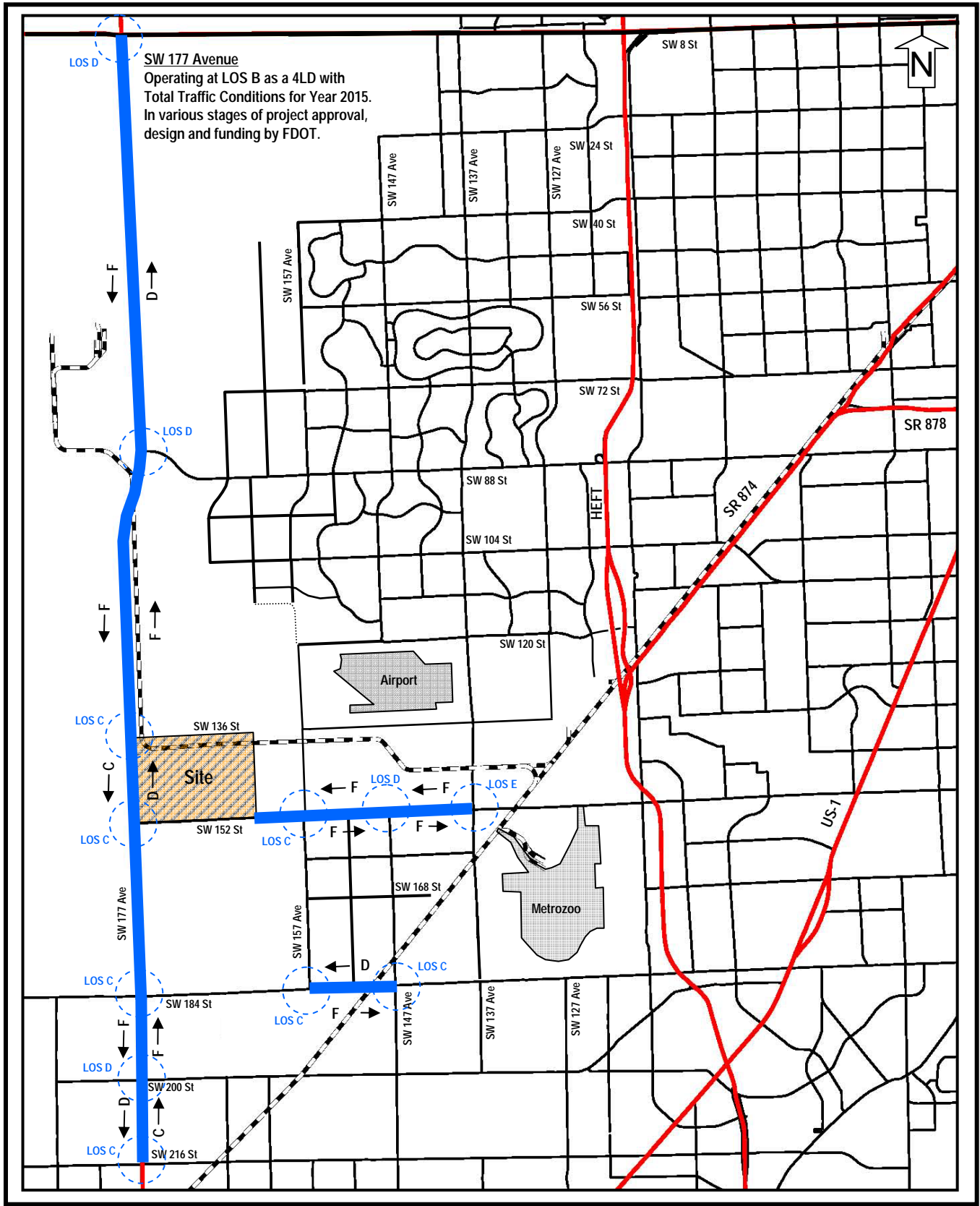
Table 21.E1  
 PARKLAND DRI  
 YEAR 2015 PM PEAK HOUR DIRECTIONAL TOTAL TRAFFIC AND DETERMINATION OF SIGNIFICANT ROADWAY IMPACT

ROADWAY SEGMENTS	DIR	[1] TIP 2007 FUNDED LANES	[2] ADOPTED LOS	[3] DIR PK HR MSV	PARKLAND DRI RESIDENTIAL/PRODUCTIONS HOME-BASED WORK TRIPS IN = 2288 OUT = 1201				PARKLAND DRI EMPLOYMENT/ATTRACTIONS NON-HB WORK TRIPS IN = 745 OUT = 1241				TOTAL DRI TRIPS	TOTAL DRI DIST	2015 TOTAL PM PK HR VOLUME	2015 TOTAL LOS	V/C	PROJECT AS A PERCENT OF TOTAL VOLUME	PROJECT AS A PERCENT MSV	PROJECT TRIPS AS A PERCENT OF ROADWAY FAILING YES/ NO	
					DIST	IN	OUT	PM PEAK	DIST	IN	OUT	PM PEAK									
																					DIST
<b>SW 117 Avenue</b>																					
SW 152 Street to SW 168 Street	NB	4LD TIP 2007	D	1,620	1,00%	1	23	1,00%	1	7	1,00%	1	30	1,00%	968	C	0.60	3.13%	1.87%	NO	
SW 168 Street to SW 184 Street	SB	4LD TIP 2007	D	1,620	2,00%	0	12	2,00%	0	12	2,00%	0	24	2,00%	876	C	0.54	2.79%	1.51%	NO	
SW 184 Street to SW 200 Street	SB	2LU	D	1,620	1,00%	0	46	2,00%	0	15	2,00%	0	61	2,00%	998	C	0.62	6.08%	3.74%	NO	
SW 200 Street to US-1	NB	2LU	D	760	1,00%	0	23	2,00%	0	25	2,00%	0	49	1,36%	744	F	0.98	5.42%	3.01%	NO	
	SB	2LU	D	760	1,00%	0	23	2,00%	0	15	2,00%	0	38	1,36%	873	D	1.15	4.97%	4.85%	NO	
	SB	2LU	D	760	1,00%	0	23	2,00%	0	15	2,00%	0	37	1,36%	884	F	1.16	4.27%	4.97%	NO	
	SB	2LU	D	760	1,00%	0	12	2,00%	0	25	2,00%	0	37	1,36%	962	F	1.27	3.83%	4.85%	NO	
<b>SW 8 Street</b>																					
SW 177 Avenue to SW 147 Avenue	EB	4LD	D	1,860	11,00%	0	132	5,00%	0	62	5,00%	0	194	8,82%	1,122	B	0.60	17.31%	10.44%	NO	
SW 147 Avenue to SW 137 Avenue	EB	6LD	D	2,790	11,00%	0	252	5,00%	0	37	5,00%	0	289	8,82%	874	B	0.47	33.06%	15.53%	NO	
SW 137 Avenue to SW 127 Avenue	EB	6LD	D	2,790	11,00%	0	132	5,00%	0	62	5,00%	0	194	8,82%	2,212	B	0.79	8.78%	6.96%	NO	
SW 127 Avenue to HEFT	EB	8LD	SUMA	3,540	6,00%	0	72	3,00%	0	37	3,00%	0	109	4,91%	2,021	B	0.68	15.30%	10.36%	NO	
	WB	8LD	SUMA	3,540	6,00%	0	137	3,00%	0	22	3,00%	0	160	4,91%	1,858	B	0.67	8.59%	5.72%	NO	
	WB	4LD	D	1,620	8,00%	0	96	10,00%	0	124	10,00%	0	220	8,73%	799	C	0.49	27.54%	13.59%	NO	
	WB	4LD	D	1,620	5,00%	0	60	5,00%	0	75	5,00%	0	258	5,00%	1,045	C	0.65	24.65%	15.90%	NO	
	WB	4LD	D	1,620	5,00%	0	114	5,00%	0	37	5,00%	0	152	5,00%	1,231	D	0.76	9.92%	7.54%	NO	
	WB	4LD	D	1,620	2,00%	0	24	2,00%	0	25	2,00%	0	49	2,00%	1,579	D	0.97	9.60%	9.36%	NO	
	WB	4LD	D	1,620	2,00%	0	46	2,00%	0	15	2,00%	0	61	2,00%	1,811	F	1.12	2.70%	3.01%	NO	
	WB	4LD	D	1,620	2,00%	0	24	2,00%	0	25	2,00%	0	61	2,00%	2,018	F	1.25	3.01%	3.74%	NO	
	WB	4LD	D	1,620	2,00%	0	46	2,00%	0	15	2,00%	0	61	2,00%	2,017	F	1.24	2.42%	3.01%	NO	
	WB	4LD	D	1,620	2,00%	0	24	2,00%	0	15	2,00%	0	36	1.64%	2,073	F	1.28	2.93%	3.74%	NO	
	WB	4LD	D	1,620	2,00%	0	46	1,00%	0	7	1,00%	0	53	1.64%	2,582	F	1.59	1.41%	2.25%	NO	
	WB	4LD	D	1,620	2,00%	0	46	1,00%	0	7	1,00%	0	53	1.64%	2,572	F	1.59	2.07%	3.28%	NO	
<b>SW 136 Street</b>																					
SW 177 Avenue to SW 172 Avenue	EB	4LD By Applicant	D	1,620	9,00%	0	206	5,00%	0	37	5,00%	0	243	7.55%	243	C	0.15	100.00%	15.01%	NO	
SW 172 Avenue to SW 167 Avenue	EB	4LD By Applicant	D	1,620	9,00%	0	108	5,00%	0	62	5,00%	0	170	7.55%	170	C	0.11	100.00%	10.50%	NO	
SW 167 Avenue to SW 162 Avenue	EB	4LD By Applicant	D	1,620	31,00%	0	372	40,00%	0	496	40,00%	0	869	34.26%	869	C	0.54	100.00%	53.62%	NO	
SW 162 Avenue to SW 157 Avenue	EB	4LD By Applicant	D	1,620	31,00%	0	709	40,00%	0	298	40,00%	0	1,007	34.26%	1,007	C	0.62	100.00%	62.18%	NO	
SW 157 Avenue to SW 147 Avenue	EB	4LD By Applicant	D	1,620	36,00%	0	432	43,00%	0	534	43,00%	0	966	38.54%	966	C	0.60	100.00%	59.63%	NO	
SW 147 Avenue to SW 137 Avenue	EB	4LD By Applicant	D	1,620	16,00%	0	824	20,00%	0	320	20,00%	0	1,144	17.45%	1,144	D	0.71	100.00%	70.62%	NO	
SW 137 Avenue to SW 127 Avenue	EB	4LD By Applicant	D	1,620	16,00%	0	192	20,00%	0	248	20,00%	0	440	17.45%	440	C	0.44	61.15%	27.18%	NO	
	EB	TIP 2007	D	1,620	14,00%	0	168	18,00%	0	149	18,00%	0	392	15.45%	1,084	C	0.67	47.53%	31.80%	NO	
	EB	TIP 2007	D	1,620	14,00%	0	320	18,00%	0	223	18,00%	0	454	15.45%	1,576	D	0.97	24.85%	24.17%	NO	
	EB	4LD	D	1,620	7,00%	0	84	10,00%	0	124	10,00%	0	208	8.09%	1,315	D	0.81	34.55%	28.05%	NO	
	WB	4LD	D	1,620	7,00%	0	160	10,00%	0	75	10,00%	0	235	8.09%	474	C	0.29	43.90%	12.85%	NO	
	WB	4LD	D	1,620	7,00%	0	160	10,00%	0	75	10,00%	0	235	8.09%	671	C	0.41	34.99%	14.49%	NO	






Table 21.E1  
 PARKLAND DRI  
 YEAR 2015 PM PEAK HOUR DIRECTIONAL TOTAL TRAFFIC AND DETERMINATION OF SIGNIFICANT ROADWAY IMPACT

ROADWAY SEGMENTS	DIR	TIP 2007 FUNDED LANES	[1]	[2]	[3]	PARKLAND DRI RESIDENTIAL/PRODUCTIONS HOME-BASED WORK TRIPS IN = 2288 OUT = 1201			PARKLAND DRI EMPLOYMENT/ATTRACTIONS NON-HB WORK TRIPS IN = 745 OUT = 1241			TOTAL TRIPS	TOTAL DIST	TOTAL TRIP HR	2015 TOTAL PM PK VOLUME	2015 TOTAL LOS	V/C	PROJECT AS A PERCENT OF TOTAL VOLUME	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS AS A PERCENT OF ROADWAY FAILING YES/NO
						DIR	PK HR	MSV	ADMITTED	LOS	IN									
<b>SW 152 Street</b>	EB	6LD		D	2,450	2,450	2,450	9.00%	1	206	5.00%	37	243	7.55%	243	C	0.10	100.00%	9.93%	NO
SW 177 Avenue to SW 172 Avenue	WB	By Applicant		D	2,450	2,450	2,450	10.00%	0	108	5.00%	62	170	9.27%	170	C	0.07	100.00%	6.94%	NO
SW 172 Avenue to SW 167 Avenue	EB	6LD		D	2,450	2,450	2,450	10.00%	0	108	5.00%	62	170	9.27%	170	C	0.12	100.00%	11.77%	NO
SW 167 Avenue to SW 162 Avenue	WB	By Applicant		D	2,450	2,450	2,450	10.00%	0	120	8.00%	99	219	42.00%	219	C	0.09	100.00%	8.95%	NO
SW 162 Avenue to SW 157 Avenue	WB	6LD		D	2,450	2,450	2,450	42.00%	0	564	42.00%	521	1,026	42.00%	1,026	C	0.42	100.00%	41.86%	NO
SW 157 Avenue to SW 147 Avenue	WB	By Applicant		D	2,450	2,450	2,450	42.00%	0	564	42.00%	521	1,026	42.00%	1,026	C	0.52	100.00%	51.99%	NO
SW 147 Avenue to SW 137 Avenue	WB	6LD		EE	3,096	3,096	3,096	46.00%	0	552	47.00%	583	1,136	46.36%	1,136	C	0.41	88.77%	36.68%	NO
SW 137 Avenue to SW 127 Avenue	WB	By Applicant		EE	3,096	3,096	3,096	46.00%	0	1,052	47.00%	350	1,403	46.36%	1,403	C	0.53	85.35%	45.30%	NO
SW 127 Avenue to SW 117 Avenue	WB	2LU		EE	912	912	912	26.00%	0	312	32.00%	397	709	28.18%	709	F	1.51	51.48%	77.78%	YES
SW 117 Avenue to HEFT	WB	4LD		EE	2,064	2,064	2,064	26.00%	0	595	28.00%	833	1,720	26.73%	1,720	F	1.89	48.46%	91.37%	YES
HEFT to SW 112 Avenue	WB	6LD		EE	2,064	2,064	2,064	26.00%	0	312	28.00%	347	660	26.73%	660	F	1.02	31.23%	31.96%	YES
SW 112 Avenue to US-1	WB	4LD		EE	3,950	3,950	3,950	23.00%	0	276	19.00%	209	3,106	21.55%	3,106	F	1.51	25.87%	38.93%	YES
SW 177 Avenue to SW 157 Avenue	WB	2LU		EE	760	760	760	1.00%	0	12	1.00%	12	24	1.00%	24	D	0.66	4.90%	3.21%	NO
SW 157 Avenue to SW 147 Avenue	WB	2LU		D	760	760	760	15.00%	0	180	5.00%	62	242	11.37%	242	C	0.56	7.08%	3.99%	NO
SW 147 Avenue to SW 137 Avenue	WB	4LD		D	1,620	1,620	1,620	12.00%	0	144	4.00%	50	194	9.10%	194	D	0.95	29.64%	31.87%	YES
SW 137 Avenue to SW 127 Avenue	WB	TIP 2007		D	1,620	1,620	1,620	12.00%	0	275	4.00%	30	850	9.10%	850	C	0.52	22.80%	50.06%	NO
SW 127 Avenue to SW 117 Avenue	WB	4LD		D	1,620	1,620	1,620	9.00%	0	108	3.00%	37	1,249	6.82%	1,249	D	0.77	24.38%	18.79%	NO
SW 117 Avenue to HEFT	WB	4LD		D	1,620	1,620	1,620	6.00%	0	206	2.00%	22	932	20.40%	932	C	0.58	15.60%	8.97%	NO
SW 177 Avenue to SW 157 Avenue	WB	2LU		D	1,620	1,620	1,620	3.00%	0	69	1.00%	7	1,119	4.55%	1,119	C	0.69	20.40%	14.09%	NO
SW 157 Avenue to SW 147 Avenue	WB	4LD		D	1,620	1,620	1,620	3.00%	0	36	1.00%	15	1,568	2.27%	1,568	D	0.97	9.70%	5.98%	NO
SW 147 Avenue to HEFT	WB	4LD		D	1,620	1,620	1,620	3.00%	0	48	1.00%	12	1,123	2.27%	1,123	D	0.69	4.32%	2.98%	NO
SW 137 Avenue to CSX	NB	4LD		D	1,620	1,620	1,620	5.00%	0	60	3.00%	37	97	4.27%	97	C	0.06	100.00%	6.00%	NO
CSX to SW 152 Street	SB	4LD		D	1,620	1,620	1,620	11.00%	0	114	3.00%	22	137	9.55%	137	C	0.08	100.00%	8.44%	NO
SW 167 Avenue	NB	4LD		D	1,620	1,620	1,620	35.00%	0	420	42.00%	521	942	37.54%	942	C	0.58	100.00%	58.12%	NO
SW 136 Street to SW 144 Street	SB	4LD		D	1,620	1,620	1,620	20.00%	0	801	42.00%	313	1,114	20.00%	1,114	C	0.69	100.00%	68.75%	NO
SW 144 Street to SW 152 Street	SB	4LD		D	1,620	1,620	1,620	20.00%	0	468	20.00%	149	607	20.00%	607	C	0.37	100.00%	37.44%	NO
SW 162 Avenue	SB	4LD		D	1,620	1,620	1,620	20.00%	0	240	20.00%	248	488	20.00%	488	C	0.30	100.00%	30.15%	NO
SW 136 Street to SW 144 Street	NB	4LD		D	1,620	1,620	1,620	5.00%	0	60	3.00%	37	338	4.27%	338	C	0.21	28.76%	6.00%	NO
SW 144 Street to SW 152 Street	SB	4LD		D	1,620	1,620	1,620	4.00%	0	114	3.00%	22	137	4.36%	137	C	0.17	48.71%	8.44%	NO
	NB	4LD		D	1,620	1,620	1,620	4.00%	0	92	5.00%	37	129	4.36%	129	C	0.23	34.82%	7.95%	NO
	SB	4LD		D	1,620	1,620	1,620	4.00%	0	48	5.00%	62	254	4.36%	254	C	0.16	43.33%	6.80%	NO

Notes:  
 [1] See Map J-3A and Appendix 21-4 for the funded transportation improvements in the study area.  
 [2] The adopted LOS standards are consistent with the local government of jurisdiction's Comprehensive Plan.  
 [3] Daily and peak hour directional maximum service volumes have been obtained from the 2002 FDOT Quality/LOS Handbook, unless otherwise noted. Art Plan has been used to calculate the maximum service volume for the following:  
 SW 152 Street from SW 117 Avenue to SW 137 Avenue. The Peak Hour Directional LOS C MSV = 3,950 (see the Art Plan Worksheet included in Appendix 21-3).



**Legend**

-  Site Location
  -  Existing Rail Lines
  -  FIHS Roadways
  -  Significant roadway segment operating below adopted LOS after adding project traffic
  -  Intersections analyzed on the ends of significant roadway segments operating below adopted LOS
- Map J-9 (R)  
 Significantly Impacted Roadways Based upon the 5% Rule  
 Parkland  
 March 2007

### 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 **Appendix 21-7**. A summary of the intersection analysis results is provided in **Table 21.E2**.

<b>Ref. No.</b>	<b>Intersection</b>	<b>Existing Traffic Control</b>	<b>Future Traffic Control</b>	<b>Existing</b>	<b>Future without Project</b>	<b>Future with Project</b>
1	SW 216 Street and SW 177 Avenue	Signalized	Signalized	C	C	C
2	SW 200 Street and SW 177 Avenue	Signalized	Signalized	E	D	D
3	SW 184 Street and SW 177 Avenue	Signalized	Signalized	D	C	C
4	SW 152 Street and SW 177 Avenue	N/A	Signalized	N/A	N/A	C
5	SW 136 Street and SW 177 Avenue	N/A	Signalized	N/A	N/A	C
6	SW 88 Street and SW 177 Avenue	Signalized	Signalized	D	C	D
7	SW 8 Street and SW 177 Avenue	Signalized	Signalized	C	C	D
8	SW 152 Street and SW 157 Avenue	Unsignalized	Signalized	C	F	C
9	SW 152 Street and SW 147 Avenue	Unsignalized	Signalized	E	F	D
10	SW 152 Street and SW 137 Avenue	Signalized	Signalized	F	F	E
11	SW 184 Street and SW 157 Avenue	Unsignalized	Signalized	D	E	C
12	SW 184 Street and SW 147 Avenue	Unsignalized	Signalized	E	C	C

The Future without Project intersection analyses incorporate the funded improvements included in TIP 2007 for following intersections:

- **SW 216 Street and SW 177 Avenue** – intersection improvements by FDOT;
- **SW 200 Street and SW 177 Avenue** – intersection improvements by FDOT;
- **SW 184 Street and SW 177 Avenue** – intersection improvements by FDOT;
- **SW 88 Street and SW 177 Avenue** – intersection improvements by FDOT;
- **SW 184 Street and SW 147 Avenue** – intersection improvements are part of the County improvement to widen SW 184 Street from SW 127 Avenue to SW 147 Avenue. The analysis assumes that signalization is part of the County improvement.

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

- **SW 184 Street and SW 177 Avenue** – Northbound right turn overlap phase
- **SW 136 Street and SW 177 Avenue** – Signalization
- **SW 152 Street and SW 177 Avenue** – Signalization
- **SW 152 Street and SW 157 Avenue** – Lane widening and signalization
- **SW 152 Street and SW 147 Avenue** - Lane widening and signalization
- **SW 152 Street and SW 137 Avenue** – Overlap phases and signal optimization
- **SW 184 Street and SW 157 Avenue** – Signalization
- **SW 184 Street and SW 147 Avenue** – Lane widening and signalization (if not part of the County improvement).



#### 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.

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
NB Off Ramp	0.00%	0	1.00%	0	0	No
SB On Ramp	0.00%	0	0.00%	0	0	No
HEFT @ SW 120 Street						
SB Off Ramp	2.00%	46	1.00%	53	99	No
NB On Ramp	2.00%	24	1.00%	36	60	No
NB Off Ramp	0.00%	0	0.00%	0	0	No
SB On Ramp	0.00%	0	0.00%	0	0	No
HEFT @ SR 874						
Northbound	9.00%	108	4.00%	50	158	No – 3 lanes
Southbound	9.00%	206	4.00%	30	236	No – 3 lanes
HEFT @ SW 152 Street						
SB Off Ramp	18.00%	412	6.00%	45	457	No – 3 lanes
NB On Ramp	18.00%	216	6.00%	74	290	No – 2 lanes
NB Off Ramp	3.00%	69	3.00%	22	91	No
SB On Ramp	3.00%	36	3.00%	37	73	No
HEFT @ SW 184 Street						
SB Off Ramp	0.00%	0	0.00%	0	0	No
NB On Ramp	0.00%	0	0.00%	0	0	No
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 the State of Florida Department of Community Affairs (DCA) Rule 9J-2.045, Florida Administrative Code (F.A.C.), *Transportation Uniform Standard Rule*. Those improvements required to maintain acceptable levels of service on significantly impacted roadways are identified on **Table 21.F1**. Proportionate share calculations and improvement costs for the significantly impacted roadways are also provided on **Table 21.F1**.

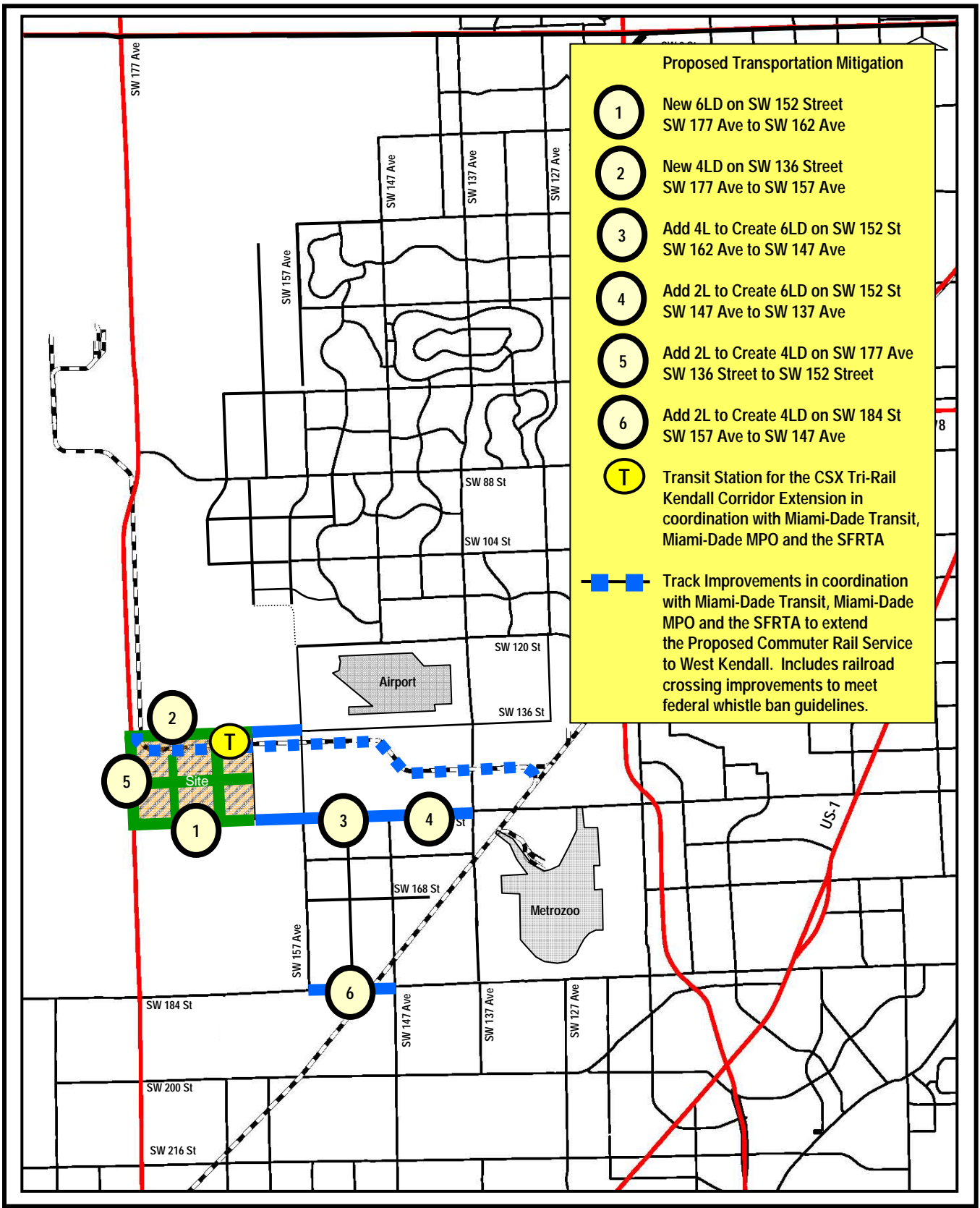
**Map J-10** has been prepared to identify proposed off-site roadway improvements identified in **Table 21.F1**.

TABLE 21.F1  
 PROPORTIONATE SHARE COSTS AND COSTS OF PROPOSED OFF-SITE IMPROVEMENTS  
 PARKLAND DRI

NO	ROADWAY	SEGMENT	TYPE OF ROADWAY IMPROVEMENT	[1] UNIT COST PER MILE	ROAD SEGMENT LENGTH (Miles)	ESTIMATED CONSTRUCTION COST	ESTIMATED DESIGN & PERMITTING COSTS@ 10%	TOTAL ESTIMATED COST	PEAK HOUR DIRECTIONAL CAPACITY WITHOUT IMPROVEMENT	PEAK HOUR DIRECTIONAL CAPACITY WITH IMPROVEMENT	PARKLAND DRI DIRECTIONAL PROJECT TRIPS	CAPACITY INCREASE WITH IMPROVEMENT	APPLICANT'S PROPORTIONATE SHARE	APPLICANT'S CONTRIBUTION
1	SW 152 STREET	SW 162 AVENUE SW 157 AVENUE	ADD 4L CREATE 6LD	\$4,500,000	0.50	\$2,250,000	\$225,000	\$2,475,000	972 LOS EE	3,096 LOS EE	1,403	2,124	66.05%	\$1,634,852
2	SW 152 STREET	SW 157 AVENUE SW 147 AVENUE	ADD 4L CREATE 6LD	\$6,000,000	1.00	\$6,000,000	\$600,000	\$6,600,000	972 LOS EE	3,096 LOS EE	833	2,124	39.22%	\$2,588,418
3	SW 152 STREET	SW 147 AVENUE SW 137 AVENUE	ADD 2L TO CREATE 6LD	\$6,000,000	1.00	\$6,000,000	\$600,000	\$6,600,000	2,064 LOS EE	3,096 LOS EE	803	1,032	77.81%	\$5,135,465
4	SW 184 STREET	SW 157 AVENUE SW 147 AVENUE	ADD 2L CREATE 4LD	\$4,500,000	1.00	\$4,500,000	\$450,000	\$4,950,000	760	1,620	242	860	28.14%	\$1,392,907
5	SW 177 AVENUE	SW 88 STREET SW 136 STREET	ADD 2L CREATE 4LD	\$6,000,000	3.00	\$18,000,000	\$1,800,000	\$19,800,000	720	1,530	372	810	45.93%	\$9,093,333
6	SW 177 AVENUE	SW 184 STREET SW 200 STREET	ADD 2L CREATE 4LD	\$6,000,000	1.00	\$6,000,000	\$600,000	\$6,600,000	720	1,530	61	810	7.53%	\$497,037
7	SW 177 AVENUE	SW 200 STREET SW 216 STREET	ADD 2L CREATE 4LD	\$6,000,000	1.00	\$6,000,000	\$600,000	\$6,600,000	720	1,530	36	810	4.44%	\$293,333
<b>TOTAL PROPORTIONATE SHARE:</b>														







	PROPOSED OFF-SITE IMPROVEMENTS	IMPROVEMENT	FDOT COSTS	MILES	ESTIMATED COST	DESIGN AND PERMITTING	ESTIMATED TOTAL
A	SW 152 STREET SW 157 AVENUE	ADD 4L TO CREATE 6LD	\$4,500,000	0.50	\$2,250,000	\$225,000	\$2,475,000
B	SW 152 STREET SW 147 AVENUE	ADD 4L TO CREATE 6LD	\$6,000,000	1.00	\$6,000,000	\$600,000	\$6,600,000
C	SW 152 STREET SW 137 AVENUE	ADD 2L CREATE 6LD	\$6,000,000	1.00	\$6,000,000	\$600,000	\$6,600,000
D	SW 184 STREET SW 147 AVENUE	ADD 2L TO CREATE 4LD	\$4,500,000	1.00	\$4,500,000	\$450,000	\$4,950,000
E	CSX RAIL CORRIDOR	TRANSIT ENHANCEMENTS IN COORDINATION WITH MIAMI-DADE TRANSIT MIAMI-DADE MPO AND THE SFRTA TO INCLUDE TRACK AND RR CROSSING UPGRADES AND STATION AREA IMPROVEMENTS.				TO BE DETERMINED	
<b>TOTAL IMPROVEMENT COSTS</b>					\$18,750,000	\$1,875,000	<b>\$20,625,000</b>

[1] COSTS PER MILE IS BASED UPON INFORMATION OBTAINED FROM FDOT AND CURRENT ROAD CONSTRUCTION COSTS IN TIP 2007.



- Proposed Transportation Mitigation**
- 1 New 6LD on SW 152 Street SW 177 Ave to SW 162 Ave
  - 2 New 4LD on SW 136 Street SW 177 Ave to SW 157 Ave
  - 3 Add 4L to Create 6LD on SW 152 St SW 162 Ave to SW 147 Ave
  - 4 Add 2L to Create 6LD on SW 152 St SW 147 Ave to SW 137 Ave
  - 5 Add 2L to Create 4LD on SW 177 Ave SW 136 Street to SW 152 Street
  - 6 Add 2L to Create 4LD on SW 184 St SW 157 Ave to SW 147 Ave
  - T Transit Station for the CSX Tri-Rail Kendall Corridor Extension in coordination with Miami-Dade Transit, Miami-Dade MPO and the SFRTA
  - Track Improvements in coordination with Miami-Dade Transit, Miami-Dade MPO and the SFRTA to extend the Proposed Commuter Rail Service to West Kendall. Includes railroad crossing improvements to meet federal whistle ban guidelines.

**Legend**

-  Site Location
-  Existing Rail Lines
-  FIHS Roadways
-  On-Site Improvements proposed by Parkland DRI
-  Off-Site Improvements proposed by Parkland DRI
-  Track Improvements to Extend the Tri-Rail Kendall Extension from Metrozoo

Map J-10 (R)  
 Proposed Transportation Mitigation  
 Parkland  
 March 2007

- 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 or access roadways for each portion of 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. Construction of these new roadway sections and corridors will be a significant improvement to area traffic circulation.

**Table 21.H1** identifies the section line and half section line roadway improvements that would be realized by this DRI. The first part of the table outlines the obligations that would be considered “On-Site” subdivision section line and half section line improvements. The second part of the table outlines the obligations that would be considered “Off-Site” improvements, making connections to the local roadway network along alignments that are no longer contiguous or adjacent to the project site.

<b>Table 21.H1 – Section Line and Half Section Line Roadways</b>				
<b>On-Site Roadway Sections</b>	<b>Improvement Limits</b>	<b>Current Lane Geometry</b>	<b>Proposed ROW Dedication</b>	<b>Proposed Lane Geometry</b>
SW 136 Street SW 144 Street SW 152 Street SW 177 Avenue SW 172 Avenue SW 167 Avenue SW 162 Avenue	SW 177 Ave to SW 162 Ave SW 177 Ave to SW 162 Ave SW 177 Ave to SW 162 Ave SW 136 St to SW 152 St SW 136 St to SW 152 St SW 136 St to SW 152 St SW 136 St to SW 152 St	Gravel unimproved Does not exist Gravel unimproved 2 lanes built Does not exist Does not exist 2 lanes built	80' (minimum) 70' 110' 180' (minimum) 70' 80' 70'	4LD [1] 4LD 6LD [1] 4LD 4LD 4LD 2LU
<b>Off-Site Roadway Sections</b>	<b>Improvement Limits</b>	<b>Current Lane Geometry</b>	<b>Proposed Lane Geometry</b>	
SW 136 Street SW 152 Street SW 152 Street SW 152 Street SW 184 Street	SW 162 Ave to SW 157 Ave SW 162 Ave to SW 157 Ave SW 157 Ave to SW 147 Ave SW 147 Ave to SW 137 Ave SW 157 Ave to SW 147 Ave	Gravel unimproved 2LU 2LU 4LD 2LU	4LD Add 4L to create 6LD Add 4L to create 6LD Add 2L to create 6LD Add 2L to create 4LD	

[1] The north half of the proposed improvements to SW 152 Street from SW 177 Avenue to SW 162 Avenue and the south half of the proposed improvements to SW 136 Street from SW 177 Avenue to SW 162 Avenue are considered on-site improvements adjacent to the DRI. The remaining south half of SW 152 Street and north half of SW 136 Street are considered off-site improvements since the Applicant is proposing to build to the ultimate cross section of the roadway.