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# RESPONSES TO TRANSPORTATION REVIEW AGENCY COMMENTS

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**NOPC Application and CDMP  
Amendment Traffic Study**

**Villages of Homestead DRI  
Homestead-Miami Speedway**

October 2010

Prepared for:  
Homestead-Miami Speedway, LLC

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**Responses to Transportation Review Agency Comments  
NOPC Application and CDMP Amendment Traffic Study  
Villages of Homestead DRI**

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**Miami-Dade County Public Works Department – Traffic Engineering Division  
Responses to the April 27, 2010 Comments for the NOPC Application**

**Comment 1. On page 11, 3.0 vehicle occupancy rate appears too high. Please attach the supporting documents in the appendix to explain the assumed vehicle occupancy rate.**

Response: The 3.0 spectators per vehicle for the Motorsport Facility was approved by the DRI reviewing agencies as part of the review and approval of the 1994 NOPC Application for the Villages of Homestead DRI which was approved by the City of Homestead on May 5, 1994 by Resolution 94-05-33. The 1994 NOPC Application introduced the Motorsport Facility and the Baseball Facility into the Villages of Homestead DRI through the simultaneous increase and decrease provisions allowed under Section 380.06(19)(e)(5)(b), Florida Statutes.

**Comment 2. On page 11, the proposed additional 12,000 seats are mentioned to generate 8,000 two-way daily trips without the use of other modes of transportation. However, on page 28, in Table 14, use of other modes of transportation is mentioned such as buses, RV campers and helicopters, please explain the different methodologies adopted. Also in Table 14, it is suggested that RV campers be added to the total number of vehicular trips.**

Response: The methodologies are not different between page 11 and Table 14. Page 11 describes the approach used to establish the inbound and outbound total and hourly trips for the additional 12,000 seats, while Table 14 shows the detailed calculations used to establish the daily and peak hour trips for each of the existing and proposed major event thresholds which apply to the Speedway. Please see the comparison provided below from Table 14 for the Saturday and Sunday Daily trip generation which demonstrates that the new daily trips generated by the 12,000 additional seats for Weekend Major Events is 8,000 trips per day.

- 67,612 seats (existing) = 39,708 daily trips - Saturday
- 79,612 seats (proposed) = 47,708 daily trips - Saturday
- Daily trip difference = 8,000 daily trips – Saturday
  
- 67,612 seats (existing) = 38,088 daily trips - Sunday
- 79,612 seats (proposed) = 46,088 daily trips - Sunday
- Daily trip difference = 8,000 daily trips - Sunday

The trip reductions for the other modes of transportation (Group Bus, Helicopter and RV Camper) are applied early in the calculations in Table 14, and therefore do not change with the addition of the 12,000 seats. The spectator trip reductions for the Group Bus and Helicopter modes are based upon a fixed number of buses and helicopter trips which differ for each of the three NASCAR race days, but do not change with the increase in spectator seats for the Weekend Major Events. The RV Camper trip reduction is based upon the capacity of the RV camper parking lot and the minimum number of tickets required to be purchased for each NASCAR event in order to utilize a reserved RV Camper parking spot. Please note that the RV

Camper patrons often arrive on Thursday, the day before the NASCAR championship series. These same RV's are not permitted to depart the site earlier than two hours after the spectator parking lots are cleared after the NASCAR Sunday night Cup Series which equates to sometime after 11:00 PM on Sunday evening, or during the early morning hours on Monday. Many of the RV campers depart during the daytime on the Monday after the NASCAR racing series. Therefore, it would be inappropriate to add the RV campers back into the total number of vehicular trips on Table 14. Please also note that pursuant to other agency comments, Table 14 has been revised and is included in Attachment 1 of this response.

**Comment 3. On page 28 and page 29, percentages of arrivals, INs and OUTs in Table 14 and Table 15, should be supported by event traffic data or detailed discussion should be added in the report.**

Response: The hourly arrival percentages used in Table 15 were based upon the hourly changes to the 2008 southbound Homestead Toll Plaza traffic volumes. In response to this comment however, the Applicant has prepared new **Table 15A** for the Inbound Spectator Arrival Percentages and new **Table 15B** for the Outbound Spectator Departure Percentages to provide the requested documentation on arrival and departure percentages, peak arrivals and departures and in/out splits. The Applicant has utilized event traffic data collected during the 2009 NASCAR Racing Series at six count locations providing access to the study area to summarize and calculate the hourly arrival and departure percentages, the peak arrival and departure hours and the in/out splits for the Friday, Saturday and Sunday NASCAR events in order to estimate the weekend traffic demand on the surrounding roadway network with the impact of the new spectator seats. **Tables 15A and 15B** document the arrival and departure patterns and provide specific documentation on the percentage of arrivals and departures during the peak event hours (along with the in/out splits) which is used to support the trip generation calculations found in revised **Table 14**. The event traffic data collected during the 2009 NASCAR Racing series is provided in new **Attachment VIII** which is included with this submittal. Revised **Table 14** and new **Tables 15A and 15B** are provided in Attachment 1 to this response.

**Comment 4. On page 30 and attachment V, turning movement counts (TMCs) are shown for Fridays, 7-9 AM and 4-6 PM peak periods only. Please explain whether these are the peak hours for combined traffic of the background and the facility; if not, arrival and departure peak hours should be identified from Friday to Sunday, and traffic operation or level of service analysis should be performed for these peak hours.**

Response: The Friday turning movement counts were provided to address the adopted AM and PM peak hour level of service standards for the City of Homestead. However, new **Table 15A** (found in Attachment 1) documents that the traditional PM peak hour on a weekday (from 5:00 to 6:00 PM) also reflects the peak arrival hour for both background traffic and the traffic for the facility during the Friday night NASCAR Racing Series.

Please also see the data provided in response to Comment 5 below where new **Tables 17, 18, 19, 20A and 20B** (see Attachment 1 herein) have been prepared to provide the peak hour period traffic conditions, the AM peak hour traffic conditions and the PM peak hour traffic conditions for the Friday, Saturday and Sunday NASCAR Racing Series for the six collector roadways which provide access to the general vicinity of the site. Event traffic data is analyzed for the 2007, 2008 and 2009 NASCAR Racing Series and the traffic data collected is provided in new **Attachment VIII** which is included with this submittal.

**Comment 5. Tables 4A to 8A (from page 12 to page 16) provide the analysis along regional roadway segments. Please consider developing similar traffic concurrency analysis for roadways providing access to the site, such as, SW 344 Street, SW 137 Avenue, SW 312 Street and SW 152 Avenue.**

Response: Please see Attachment 1 of this response for new **Tables 17, 18, 19, 20A and 20B** which have been prepared to summarize traffic conditions for other collector roadways providing access to the general vicinity of the site. Each of these new tables address traffic conditions during the Friday, Saturday and Sunday of the NASCAR championship series for the Years 2007, 2008 and 2009 for the roadway segments outlined below:

- SW 344 Street east of US-1
- SW 328 Street east of US-1
- SW 167 Avenue south of SW 312 Street
- SW 162 Avenue south of SW 312 Street
- SW 152 Avenue south of SW 312 Street
- SW 137 Avenue south of SW 312 Street
- SW 152 Avenue south of US-1
- SW 137 Avenue south of US-1
- SW 137 Avenue south of the HEFT

**Table 17** provides traffic conditions during the 2007 NASCAR. **Table 18** provides traffic conditions during the 2008 NASCAR. **Table 19** provides traffic conditions during the 2009 NASCAR. Pursuant to the proposed DRI Development Order Condition to limit spectator capacity for Major Events on a Weekday, and to only permit the increased spectator capacity for Major Events on a Weekend, **Table 20A** estimates the increase in traffic resulting from the 12,000 additional spectator seats for Saturday and Sunday. **Table 20B** provides the average of the 2007-2008-2009 traffic volumes for the Peak Hour Period, the AM peak hour and the PM peak hour, which is used to represent the background traffic in **Table 20A**.

**Comment 6. Please note that Florida Power and Light (FPL) has planned to extend its facility east of the subject DRI. Any traffic impacts related FPL projects should be incorporated in the analysis.**

Response: Homestead-Miami Speedway has been operating races at the current facility since its opening day on November 3, 1995. FP&L's proposed expansion of Turkey Point will generate only a modest increase in PM peak hour trips related to operational use on a permanent basis and the analyses prepared by FP&L and submitted and reviewed by Miami-Dade County in both 2007 and in 2009 demonstrate that adequate capacity exists at the surrounding study area count stations to accommodate the new FP&L traffic. Pursuant to the July 9, 2007 DIC Memo (DIC07-207) prepared by the Miami-Dade County Public Works Department, the PM peak hour traffic impact of the permanent facility was estimated at 463 PM peak hour trips. The Public Works Department concluded that each of the affected traffic count stations would operate at acceptable levels of service with the impact of the permanent operational traffic.

The construction phase of the FP&L expansion, which is temporary, does generate more traffic. FP&L has reached out to the Speedway to discuss potential coordination during the future construction phase of the Turkey Point expansion, and therefore coordination between the Speedway and FP&L is already underway to ensure that there will be no conflicts during the Speedway's Major Event Race weekends.

**Miami-Dade County Department of Planning and Zoning  
Responses to the May 24, 2010 Comments for the NOPC Application**

- 1) Page 1. Evaluation and Regional Transportation Impacts. The transportation consultant used FDOT and FTE's traffic count station data and toll data for the years 2005 through 2008. However, traffic count data for some stations (i.e. Year 2005) is missing; therefore, consider using data from either year 2004 or 2009.**

Response: The data provided reflects the continuous count station data available from FDOT as obtained from their continuous count station database. While selected locations under isolated timeframes showed missing data, the overall data provided for Years 2005, 2006, 2007 and 2008 provided sufficient historical traffic data to evaluate the traffic conditions on the regional state roadway network during the Friday, Saturday and Sunday of NASCAR for the years 2005 through 2008. Please note that FDOT completed their review of the NOPC Application, and made the following findings: "Although the department found minor technical issues in the traffic analysis, FDOT D6 agrees with the applicant that there are no major impacts to the State Highway System". Florida's Turnpike indicated specifically that: "Homestead-Miami Speedway, LLC coordinates with FTE operations staff, on a regular basis, to provide efficient service to the patrons of the Speedway and the Turnpike. The coordinated Maintenance of Traffic Plan is regularly reviewed to assess operations. The Plan and continued toll area improvements on the HEFT are expected to serve the traffic changes anticipated by the NOPC. Impacts from the changes will be monitored and revisions implemented, if necessary."

Please see the April 23, 2010 review comments from FDOT District 6, the April 23, 2010 review comments from Florida's Turnpike and the April 20, 2010 review comments from the Florida Department of Community Affairs provided in Attachment 2 to this response.

- 2) Page 8. Evaluation of Impacts to State and Regionally Significant Roadways. In addition to the HEFT, SW 137 Avenue, etc., the transportation consultant must consider analyzing the following regionally significant roadways: US-1/SR 5, Krome Avenue (SR 997), and SW 112/SW 107/SW 117 Avenues as these corridors are also part of the "Traffic Plan for Inbound General Parking and Reserved Parking" plans developed by the Speedway organizer to manage traffic in the area.**

Response: Please see Attachment 1 of this response for new **Tables 21 and 22** which have been prepared to summarize traffic conditions for other state roadways providing access to the general vicinity of the site. **Table 21** addresses traffic conditions during the Friday, Saturday and Sunday of the 2009 NASCAR championship series for the roadway segments outlined below:

- US-1 north of SW 137 Avenue
- US-1 north of SW 312 Street
- US-1 south of SW 344 Street
- Krome Avenue north of SW 312 Street
- Krome Avenue north of SW 344 Street

**Table 22** estimates the increase in traffic resulting from the 12,000 additional spectator seats for Saturday and Sunday.

**3) Page 11. Trip Impact for the Expansion of 12,000 seats: Substantiate the 3.0 persons per vehicle auto occupancy rate.**

Response: The 3.0 spectators per vehicle for the Motorsport Facility was approved by the DRI reviewing agencies as part of the review and approval of the 1994 NOPC Application for the Villages of Homestead DRI which was approved by the City of Homestead on May 5, 1994 by Resolution 94-05-33. The 1994 NOPC Application introduced the Motorsport Facility and the Baseball Facility into the Villages of Homestead DRI through the simultaneous increase and decrease provisions allowed under Section 380.06(19)(e)(5)(b), Florida Statutes.

**4) Will the 12,000 new spectators generate additional employment? If so, how many additional trips will be generated by the additional employees?**

Response: The 12,000 new spectators are not anticipated to generate significant additional permanent employment related to Major Events. Please note that the existing employee trips do not occur during the same timeframe as the spectator trips. Event and parking staff, police officers and race car support staff arrive several hours in advance of spectator arrivals on Race Day, and leave well after spectator departures. Many of the event staff and police officers stay in RV's on-site for the 3 day event. The trip making characteristics for the employee and support staff are incorporated into the trip generation calculations provided in revised **Table 14**. Please also refer to new **Table 23** provided in Attachment 1, which documents the net increase in daily traffic volumes resulting from the NASCAR racing series in order to establish traffic distribution on local roadways providing access to the Speedway. **Table 23** indicates that the estimated existing daily traffic generated by the Sunday NASCAR Major Event is 38,496, which is within 1% of the estimated 38,088 trips per day representing the daily existing trip generation as calculated in revised **Table 14**. Please also note that for each of the local and regional roadways providing access to the Speedway study area (see the response to Comment 5 from Public Works and Comment 2 above), level of service analyses have been prepared for the Peak Hour Period, the AM Peak Hour and the PM peak hour using background trips from the NASCAR racing series as well as the additional trips from the new spectator seats.

5) **Page 11. Inbound Trips and Inbound Hourly Trips. Substantiate the assumptions for the percentages (10% and 20%) used for the distribution of new spectators' inbound trips on Saturday and Sunday, and the 90% assumption for trips assigned to the HEFT.**

Response: The hourly arrival percentages used on page 11 for the new spectator trips were established after reviewing the hourly changes to the 2008 southbound Homestead Toll Plaza traffic volumes. The estimated spectator arrival for new spectator seats (as used on Page 11 and in Table 15) were slightly more conservative than the actual arrival distribution patterns using slightly higher percentages of inbound traffic during the three or four peak arrival hours leading up to one hour before race start time, and slightly lower arrival percentages for the early morning and late afternoon arrival timeframes.

In response to this and other agency comments however, the Applicant has prepared new **Table 15A** for the Inbound Spectator Arrival Percentages and new **Table 15B** for the Outbound Spectator Departure Percentages to provide the requested documentation on arrival and departure percentages, peak arrivals and departures and in/out splits. The Applicant has utilized event traffic data collected during the 2009 NASCAR Racing Series at six count locations providing access to the study area to summarize and calculate the hourly arrival and departure percentages, the peak arrival and departure hours and the in/out splits for the Friday, Saturday and Sunday NASCAR events in order to estimate the weekend traffic demand on the surrounding roadway network with the impact of the new spectator seats. **Tables 15A and 15B** document the arrival and departure patterns and provide specific documentation on the percentage of arrivals and departures during the peak event hours (along with the in/out splits) which is used to support the trip generation calculations found in revised **Table 14**. The event traffic data collected during the 2009 NASCAR Racing series is provided in new **Attachment VIII** which is included with this submittal. Revised **Table 14** and new **Tables 15A and 15B** are provided in Attachment 1 to this response. The text on page 11 has been revised to reflect the new data analyzed and revisions have been made where appropriate to **Table 8A**.

The 90% assignment of inbound traffic to the Turnpike reflected a conservative assumption to ensure that the traffic impacts to the Turnpike facility were adequately addressed by the traffic study. Based upon the additional data analyzed herein in response to agency comments, the assignment of inbound traffic to the Turnpike has been revised to 80% as depicted on new **Figure 6** (Estimated Project Distribution) provided in Attachment 1 of this response.

- 6) **Page 11. Outbound Trips and Outbound Hourly Trips. Substantiate the assumptions for the percentages (20% and 60%) used for the distribution of the new spectators' outbound trips, and the 80% assumption for trips assigned to the HEFT.**

Response: The spectator departure percentages used in the analysis reflected conservative assumptions to ensure that the traffic impacts to the Turnpike facility were adequately addressed by the traffic study. In response to this and other agency comments however, the Applicant has prepared new **Table 15A** for the Inbound Spectator Arrival Percentages and new **Table 15B** for the Outbound Spectator Departure Percentages to provide the requested documentation on arrival and departure percentages, peak arrivals and departures and in/out splits. The Applicant has utilized event traffic data collected during the 2009 NASCAR Racing Series at six count locations providing access to the study area to summarize and calculate the hourly arrival and departure percentages, the peak arrival and departure hours and the in/out splits for the Friday, Saturday and Sunday NASCAR events in order to estimate the weekend traffic demand on the surrounding roadway network with the impact of the new spectator seats. **Tables 15A and 15B** document the arrival and departure patterns and provide specific documentation on the percentage of arrivals and departures during the peak event hours (along with the in/out splits) which is used to support the trip generation calculations found in revised **Table 14**. The event traffic data collected during the 2009 NASCAR Racing series is provided in new **Attachment VIII** which is included with this submittal. Revised **Table 14** and new **Tables 15A and 15B** are provided in Attachment 1 to this response. The text on page 11 has been revised to reflect the new data analyzed and revisions have been made where appropriate to **Table 8A**. See also new **Figure 6** (Estimated Project Distribution) to support the 80% assumption for trips assigned to the HEFT.

- 7) **Page 24. Table 12A, Trip Generation for the Change in DRI Land Uses East of SW 152 Avenue. The K-8 School land use is proposed for reduction from 62.0 acres to 22.0 acres. Table 12A considers this reduction in school land. However, on page 23 of the Traffic Study it is noted that the City of Homestead recently reviewed and accepted a proposal for a Charter School to be located in Sector 15, east of SW 152 Avenue, of the DRI, potentially replacing existing Community Park land. However, this potential change is not considered in the cumulative changes, especially since there is more traffic impact by Charter schools than public schools and park land.**

Response: Please review the following explanations to explain and support **Table 12A** provided herein. As indicated on **Table 9, Table 10A and Table 10B** of the NOPC Application Traffic Study, the 40 acre reduction in school acreage occurred as part of the cumulative reduction in DRI land uses which took place within the Villages of Homestead DRI as part of the 1994 NOPC which was approved on May 5, 1994 pursuant to Resolution 94-05-33. Page 23 of the of the Traffic Study, along with **Tables 12A and 12C**, indicates that the trip generation for the previously reduced school acreage (which is based upon the number of students for the K-5/Elem and Middle/Jr. High schools) has been set aside or reserved for

future use by the City for a school (if needed) as part of the trip generation calculations for this current NOPC, in order to preserve the school trips for the City's future use in Sector 15. This means that the Speedway will not include the trip reduction for the 2,068 students (from the 40 acres of school use), to help offset the PM peak hour trip impacts of the Speedway. Please specifically refer to **Table 12A** where the trip generation for the 1,200 K-5/Elementary School Students and the trip generation for the 868 Middle/Jr. High School students were calculated as a subtraction (or reduction) to the available trips (since they were officially removed in 1994), but then were specifically replaced back into the "pot" of available trips at the bottom of **Table 12A**. Please also notice that the bottom of **Table 12A** has two sections which provide the total cumulative trips. The first section gives the total trip reduction as if the 2,068 students were never going to reappear as a proposed use in the DRI. The second section gives a reduced trip reduction due to the replacement of the trips for the 2,068 students back into the DRI as an active use. The bottom of **Table 12A** indicates the following for the daily and PM peak hour:

- Cumulative change in Daily DRI trips E. of SW 152 Ave (with the reduction in School Trips) = -42,684
- Cumulative change in Daily DRI trips E. of SW 152 Ave (with no reduction in School Trips) = -39,730
- Cumulative change in PM peak hour DRI Trips E. of SW 152 Ave (with the reduction in School Trips) = -4,171
- Cumulative change in PM peak hour DRI Trips E. of SW 152 Ave (with no reduction in School Trips) = -3,852

Please also note that this NOPC Application for HMS is not representing the interests of the proposed Charter School which is moving forward independently with its own NOPC Application to the Villages of Homestead DRI. It was only the intent of this NOPC Application Traffic Study to set aside trips that might be needed by the City to accomplish their independent redevelopment goals within the Villages of Homestead DRI.

**8) Page 24. Table 12A. ITE Land Use Code 412 (County Park) was used to estimate the trip generation for the Baseball facility. Use a more appropriate trip generation factor such as the one used for the Marlins Stadium.**

Response: The Baseball Facility has not actively been in use for many years. In fact, it was built for the Cleveland Indians in 1991, destroyed by Hurricane Andrew in 1992, and rebuilt in 1993 – but never occupied by the Indians or any other professional baseball team. A portion of this 100 acre facility contains land that is being considered as the location of the new Charter School in the City of Homestead. ITE Land Use Code 412 was selected to represent the trip characteristics of this use because it provided a more conservative trip generation that what currently exists today with no current use of the facility, and assumes a 1,214 trip demand on a Saturday in the event that the facility may be used for other City activities.

**9) Page 24. Table 12A. ITE LUC 413 (State Park) was used to estimate the trip generation for the Open Space land use. Use a more appropriate trip generation factor.**

The net increase in open space land use for the portion of the DRI located east of SW 152 Avenue reflects over 500 acres of land area located south of SW 344 Street (and south of the Speedway Grass/Buffer overflow parking areas) which are either designated for mitigation area, conservation area or preservation open space. Pursuant to the approvals from the environmental agencies and recorded restrictions on the use of the land, this open space land area cannot be impacted in any way not even for public trails. Based upon these stipulations, a more appropriate trip generation factor for the Open Space land use would be zero trips.

The use of ITE Land Use Code 413 (State Park) was selected to represent the trip characteristics of this open space because it provided an extremely conservative trip generation compared to what currently exists today which is likely characterized as zero trips. ITE LUC 413 provides trip generation rates for Weekday, Saturday, Saturday peak hour, Sunday and Sunday peak hour. The PM peak hour trip rate used is from ITE LUC 412 since no PM peak hour trip rate was provided by ITE for LUC 413. The use of ITE LUC 413 provides a conservative analysis by assigning trips to the net increase in open space land area as part of the effort to calculate the trip impact of the cumulative change in land use.

**10) Page 24. Table 12A. ITE LUC 412 (County Park) was used to estimate the trip generation for the Private Recreation land use. Use LUC 495 (Recreational Community Center) since it is a more appropriate LUC for the Private Recreation land use.**

Response: ITE Land Use Code 495 evaluates Recreational Community Center land uses based upon community center members, community center employees or per 1,000 square feet of the gross floor area of the community center building. None of those variables are appropriate for this trip generation analysis of the reduction to the prior approved 1.45 acre parcel in the DRI, since the only variable available for this analysis is acres. ITE LUC 412 was selected to represent the trip characteristics of this use because it provided a conservative trip generation estimate of the prior use of the 1.45 acres, and provided data for all of the evaluation timeframes which include: Weekday, PM peak hour, Saturday, Saturday peak hour, Sunday and Sunday peak hour.

**11) Page 25. Table 12B, Trip Generation for the Change in DRI Land Uses West of SW 152 Avenue. ITE LUC 413 (State Park) was used to estimate the trip generation for the Open Space land use. Use LUC 411 (City Park) as it is a more appropriate LUC for this type of open land.**

Response: ITE LUC 411 (City Park) provides one daily trip generation rate for weekday based upon acres, one Sunday trip generation rate based on acres and one daily trip generation rate per picnic site, but provides no other trip rates or equations for the other analysis timeframes. Based upon the reviewer's concerns, the trip rate for this use has

been recalculated using ITE LUC 412 (County Park) to represent the trip characteristics for this reduction of open space land area (located west of SW 152 Avenue). The use of ITE LUC 412 is appropriate because the 34.79 acres that was removed as Open Space in Table 12B, has been reintroduced as Community Park in Table 12B using ITE LUC 412 (County Park).

**12) Page 27. Table 13. Trip Generation Analysis for the Cumulative Change in DRI Land Uses Incorporating Impact of Motorsport Facility. Revise table based on changes above.**

Response: Changes have been made to **Table 12B** and **Table 14** (see Attachment 1) pursuant to the comments and responses provided above. Therefore, a revised **Table 13** has also been provided and is included in Attachment 1.

**13) Page 28. Table 14, Trip Generation Assumptions for the Motorsport Facility. Again, substantiate the auto occupancy rate; explain why the group bus for Sunday Daily and Sunday Peak Hour is 30 and not 60; and explain the percentages for arrival distribution, and inbound and outbound percentages.**

Response: The 3.0 spectators per vehicle for the Motorsport Facility was approved by the DRI reviewing agencies as part of the review and approval of the 1994 NOPC Application for the Villages of Homestead DRI which was approved by the City of Homestead on May 5, 1994 by Resolution 94-05-33. The 1994 NOPC Application introduced the Motorsport Facility and the Baseball Facility into the Villages of Homestead DRI through the simultaneous increase and decrease provisions allowed under Section 380.06(19)(e)(5)(b), Florida Statutes.

The reviewer is correct – the group bus trips for Sunday daily and Sunday peak hour should have been 60. **Table 14** has therefore been revised and is provided in Attachment 1 of this submittal. As indicated in detail in response to Comment 3 from Public Works and Comments 5 and 6 above, the Applicant has prepared new **Table 15A** for the Inbound Spectator Arrival Percentages and new **Table 15B** for the Outbound Spectator Departure Percentages to provide the requested documentation on arrival and departure percentages, peak arrivals and departures and in/out splits.

**14) Page 29. Table 15, Spectator Arrival Distribution to the Motorsport Facility. Substantiate the Estimated Spectator Arrival Distribution.**

Response: The hourly arrival percentages used in Table 15 were based upon the hourly changes to the 2008 southbound Homestead Toll Plaza traffic volumes. As indicated in detail in response to Comment 3 from Public Works and Comments 5 and 6 above, the Applicant has prepared new **Table 15A** for the Inbound Spectator Arrival Percentages and new **Table 15B** for the Outbound Spectator Departure Percentages to provide the requested documentation on arrival and departure percentages, peak arrivals and departures and in/out splits. The Applicant has utilized event traffic data collected during the 2009 NASCAR Racing Series at six count locations providing access to the study area to

summarize and calculate the hourly arrival and departure percentages, the peak arrival and departure hours and the in/out splits for the Friday, Saturday and Sunday NASCAR events in order to estimate the weekend traffic demand on the surrounding roadway network with the impact of the new spectator seats. **Tables 15A and 15B** document the arrival and departure patterns and provide specific documentation on the percentage of arrivals and departures during the peak event hours (along with the in/out splits) which is used to support the trip generation calculations found in revised **Table 14**. The event traffic data collected during the 2009 NASCAR Racing series is provided in new **Attachment VIII** which is included with this submittal. Revised **Table 14** and new **Tables 15A and 15B** are provided in Attachment 1 to this response.

**15) On April 28, 2010, the Board of County Commissioners adopted Application No. 6, filed by the Florida Power and Light Company, to amend the Comprehensive Development Master Plan. This application will generate 3,103 PM peak hour trips. Incorporate the FPL's traffic impact in the Speedway analysis.**

Response: The FP&L CDMP amendment only approved temporary roadways to be utilized during construction of the Turkey Point nuclear project. The amendment did not approve the use; the use was in fact approved by the Board of County commissioners in December 2007 through zoning Resolution Z-56-07. The applicant believes that the cited 3,103 PM peak hour trips represents the estimated temporary construction traffic, not the permanent operational traffic generated by the improvements to the FP&L facility. Pursuant to the July 9, 2007 DIC Memo (DIC07-207) prepared by the Miami-Dade County Public Works Department, the PM peak hour traffic impact of the permanent facility was estimated at 463 PM peak hour trips. The Public Works Department concluded that each of the affected traffic count stations would operate at acceptable levels of service with the impact of the permanent operational traffic.

Homestead-Miami Speedway has been operating races at the current facility since its opening day on November 3, 1995. FP&L's proposed expansion of Turkey Point will generate only a modest increase in PM peak hour trips related to operational use on a permanent basis and the analyses prepared by FP&L and submitted and reviewed by Miami-Dade County in both 2007 and in 2009 demonstrate that adequate capacity exists at the surrounding study area count stations to accommodate the new FP&L traffic. The construction phase of the FP&L expansion, which is temporary, does generate more traffic. FP&L has reached out to the Speedway to discuss potential coordination during the future construction phase of the Turkey Point expansion, and therefore coordination between the Speedway and FP&L is already underway to ensure that there will be no conflicts during the Speedway's Major Event Race weekends.

**16) Perform traffic operation and level of service analysis for the adjacent roadways and regional roadways.**

Response: Please see Attachment 1 of this response for new **Tables 17, 18, 19, 20A and 20B** which have been prepared to summarize traffic conditions for other collector roadways providing access to the general vicinity of the site. Each of these new tables address traffic conditions during the Friday, Saturday and Sunday of the NASCAR championship series for the Years 2007, 2008 and 2009 for the roadway segments outlined below:

- SW 344 Street east of US-1
- SW 328 Street east of US-1
- SW 167 Avenue south of SW 312 Street
- SW 162 Avenue south of SW 312 Street
- SW 152 Avenue south of SW 312 Street
- SW 137 Avenue south of SW 312 Street
- SW 152 Avenue south of US-1
- SW 137 Avenue south of US-1
- SW 137 Avenue south of the HEFT

**Table 17** provides traffic conditions during the 2007 NASCAR. **Table 18** provides traffic conditions during the 2008 NASCAR. **Table 19** provides traffic conditions during the 2009 NASCAR. Pursuant to the proposed DRI Development Order Condition to limit spectator capacity for Major Events on a Weekday, and to only permit the increased spectator capacity for Major Events on a Weekend, **Table 20A** estimates the increase in traffic resulting from the 12,000 additional spectator seats for Saturday and Sunday. **Table 20B** provides the average of the 2007-2008-2009 traffic volumes for the Peak Hour Period, the AM peak hour and the PM peak hour, which is used to represent the background traffic in **Table 20A**.

**In addition to the comments above, we have the following comment regarding the NOPC Application:**

**On pages 4 & 5 of the NOPC Application, the Homestead-Miami Speedway Proposed Improvement Section references the consolidation of "...corporate display areas, merchandising, entertainment and food areas into one park area, referred to as Championship Park." Also, the existing Chalet Village north of the grandstands will be more than double in size and include a permanent kitchen building. The consolidation is said to eliminate the need for the south Chalet Village. Please explain if the uses mentioned constitutes the ancillary/support uses mentioned in the supporting NOPC Application Traffic Study (page 1) and if these uses are being expanded beyond what currently exists.**

Response: These uses represent the ancillary/support uses discussed in both the NOPC Application Traffic Study and the NOPC Application. These ancillary/support uses currently exist during certain Major Events today and are not being added to the Speedway. These uses are simply being consolidated into the area on the north side of the Speedway, rather than being spread out and dispersed around the Speedway as they are today.

**City of Homestead – Traffic Impact Analysis Review  
Responses to the September 24, 2010 Comments for the NOPC Application**

11	Trip impact for the Expansion of 12,000 seats	<p>1. Please indicate if the 3 persons per vehicle occupancy is based on field observations during actual events. If not, pls explain/justify.</p> <p>2. Inbound trips. The two 10% trip distribution appear too low considering that according to Tables 2A &amp; 3 Saturday race starts at 4:30 pm and around 3:30 pm on Sundays for the last 3 years.</p> <p>3. The 90% of new inbound trips assigned to the HEFT appears high. Please explain/justify. Also why does the analysis assumes 90% for the inbound and 80% for the outbound trips?</p> <p>4. Outbound trips. The 60% trip distribution appears too low. Is this based on actual field observations? If not, please explain/justify.</p>
	Table 8A. Section reflecting PM Peak Hour Traffic Conditions	<p>5. The Table indicates a v/c ratio of 0.93 (HEFT south of Bird Rd) and a v/c of 0.99 (HEFT north of SW 112 Ave) for Sunday. These v/c are very close to potentially exceeding capacity and given the above comments, if the resulting proposed expansion generated trips are larger, then these v/c may also increase.</p>

**Response to Comment 1:** The 3.0 spectators per vehicle for the Motorsport Facility was approved by the DRI reviewing agencies as part of the review and approval of the 1994 NOPC Application for the Villages of Homestead DRI which was approved by the City of Homestead on May 5, 1994 by Resolution 94-05-33. The 1994 NOPC Application introduced the Motorsport Facility and the Baseball Facility into the Villages of Homestead DRI through the simultaneous increase and decrease provisions allowed under Section 380.06(19)(e)(5)(b), Florida Statutes.

**Response to Comment 2:** The hourly arrival percentages used on page 11 for the new spectator trips were established after reviewing the hourly changes to the 2008 southbound Homestead Toll Plaza traffic volumes. The estimated spectator arrival for new spectator seats (as used on Page 11 and in Table 15) were slightly more conservative than the actual arrival distribution patterns using slightly higher percentages of inbound traffic during the three or four peak arrival hours leading up to one hour before race start time, and slightly lower arrival percentages for the early morning and late afternoon arrival timeframes. In response to this and other agency comments however, the Applicant has prepared new **Table 15A** for the Inbound Spectator Arrival Percentages and new **Table 15B** for the Outbound Spectator Departure Percentages to provide the requested documentation on arrival and departure percentages, peak arrivals and departures and in/out splits. The Applicant has utilized event traffic data collected during the 2009 NASCAR Racing Series at six count locations providing access to the study area to summarize and calculate the hourly arrival and departure percentages, the peak arrival and departure hours and the in/out splits for the Friday, Saturday and Sunday NASCAR events in order to estimate the weekend traffic demand on the surrounding roadway network with the impact of the new spectator seats. **Tables 15A and 15B** document the arrival and departure patterns and provide specific documentation on the percentage of arrivals and departures during the peak event hours which is used to support the trip generation calculations found in revised **Table 14**. The event traffic data collected during the 2009 NASCAR Racing series is provided in new **Attachment VIII** which is included with this submittal. Revised **Table 14** and new **Tables 15A and 15B** are provided in Attachment 1 to this response.

**Response to Comment 3:** The 90% assignment of inbound traffic to the Turnpike reflected a conservative assumption to ensure that the traffic impacts to the Turnpike facility were adequately addressed by the traffic study. Florida's Turnpike carries the majority of the inbound event traffic into the study area, with few restrictions preventing inbound spectator use of the facility. Based upon the additional data analyzed herein in response to agency comments, the assignment of inbound traffic to the Turnpike has been revised to 80% as depicted on new **Figure 6** (Estimated Project Distribution) provided in Attachment 1 of this response. New **Figure 6** illustrates the project distribution patterns for the NASCAR event based upon the difference between the Sunday daily volumes with and without NASCAR. The inbound and outbound project distribution to Florida's Turnpike will reflect 80% based upon the project assignments illustrated on **Figure 6**.

**Response to Comment 4:** The 60% trip distribution estimated for the peak departure hour reflected a very conservative assignment compared to the actual race day data analyzed at the six count stations providing access to the study area. The NASCAR event is an all day affair, and pursuant to the data analyzed as provided in new **Tables 15A and 15B**, both the arrival and the departure distributions are ongoing throughout the day. The 60% trip distribution during the peak departure hour is much higher than the actual recorded traffic characteristics. Pursuant to new **Table 15B**, the peak departure hour on Saturday reflects 22% of the Race Day departure traffic while the peak departure hour on Sunday reflects 21% of the Race Day departure traffic. Please see Attachment 1 for new **Tables 15A and 15B**, and revisions to **Table 8A**.

**Response to Comment 5:** Pursuant to the response to Comment 4 above, and the detailed analyses provided in new **Tables 15A and 15B**, the estimated trips from the seat expansion as assigned to Florida's Turnpike will be lower than that originally estimated in **Table 8A**. Please note that the response received from Florida's Turnpike on April 23, 2010 indicated specifically that: "Homestead-Miami Speedway, LLC coordinates with FTE operations staff, on a regular basis, to provide efficient service to the patrons of the Speedway and the Turnpike. The coordinated Maintenance of Traffic Plan is regularly reviewed to assess operations. The Plan and continued toll area improvements on the HEFT are expected to serve the traffic changes anticipated by the NOPC. Impacts from the changes will be monitored and revisions implemented, if necessary."

16	Summary of Cumulative Change in Trips for the VOH DRI located east of SW 152 Avenue.	6. Report indicates; <i>"Each of these Major Event capacity thresholds exceed the cumulative trip reduction for the DRI for the Saturday and Sunday timeframes; however, pursuant to Tables 4A, 5A, 6A and 7A. . . the state and regional roadway network has operated at or above adopted level of service standards during the actual Saturday and Sunday timeframes when the Speedway was in operation with the NASCAR championship series. Table 8A . . . demonstrates that adopted level of Service standards will still be maintained after the proposed addition of the 12,000 seats for Mjor Events held on a weekend."</i> The above statements taken from the report may need to be revised as the result of the commentsexpressed by the reviewer.
	Table 13. Trip Generation Analysis, etc.	7. The proposed increase from existing capacity numbers of 8,000 (Saturday and Sunday daily trips) and the 800 (Saturday and Sunday peak hour may change as the result of the comments by the reviewer.
	Table 15. Spectator Arrival Distribution	8. The following spectator distribution percentages appear low. Please explain/justify. ^ Friday Night: 25% for 6 to 7 pm and 7 to 8 pm start/end times ^ Saturday: 14% for the 2 to 3 pm and 13% for the 3 to 4 pm start/end times ^ Sunday: 16% for the 1 to 2 pm and 14% for the 2 to 3 pm start/end times. As the result, the estimated trips from the seat expansion may change.

**Response to Comment 6:** Pursuant to the responses to Comments 1 through 5 above, there is no need to revise the statements made on page 26 of the NOPC Application Traffic Study. All study findings are still valid. In fact, based upon the additional analyses provided in response to Miami-Dade County comments for the local collector roadways and additional state roadways which provide access to the study area, the study findings are even more widely applicable within the City of Homestead. Please see the additional analyses provided in Tables 17, 18, 19, 20A, 20B, 21 and 22 found in Attachment 1 of this submittal.

**Response to Comment 7:** Pursuant to the comments made by the reviewing agencies, there is no change to the 8,000 daily trips generated by new spectator seats. There are however, changes to the peak hour arrival and departure percentages as well as the peak hour in/out splits which are now reflected in revised **Tables 13 and 14** provided in Attachment 1 of this response. All revised and new tables reflect the information provided on new **Table 15A** for the Inbound Spectator Arrival Percentages and new **Table 15B** for the Outbound Spectator Departure Percentages which document the arrival and departure percentages, peak arrivals and departures and in/out splits.

**Response to Comment 8:** In response to this and other agency comments related to spectator distribution percentages, the Applicant has prepared new **Table 15A** for the Inbound Spectator Arrival Percentages and new **Table 15B** for the Outbound Spectator Departure Percentages to provide the requested documentation on arrival and departure percentages, peak arrivals and departures and in/out splits. The Applicant has utilized event traffic data collected during the 2009 NASCAR Racing Series at six count locations providing access to the study area to summarize and calculate the hourly arrival and departure percentages, the peak arrival and departure hours and the in/out splits for the Friday, Saturday and Sunday NASCAR events in order to estimate the weekend traffic demand on the surrounding roadway network with the impact of the new spectator seats. **Tables 15A and 15B** document the arrival and departure patterns and provide specific documentation on the percentage of arrivals and departures during the peak event hours which is used to support the trip generation calculations found in revised **Table 14**.

The event traffic data collected during the 2009 NASCAR Racing series is provided in new **Attachment VIII** which is included with this submittal and includes the following traffic count locations for the local collector roadways that provide access to the study area:

- SW 344 Street east of US-1
- SW 328 Street east of US-1
- SW 167 Avenue south of SW 312 Street
- SW 162 Avenue south of SW 312 Street
- SW 152 Avenue south of SW 312 Street
- SW 137 Avenue south of SW 312 Street

Revised **Tables 13 and 14** and new **Tables 15A and 15B** are provided in Attachment 1 to this response. Please refer to new **Tables 15A and 15B** and revised **Table 14** for the detailed documentation on the spectator arrival and departure distribution percentages as summarized in the table below. The data provided in the table below responds directly to the reviewer’s questions in Comment No. 8. Please note that the trips from the proposed seat expansion are only applicable for Weekend Major Events pursuant to the proposed DRI Development Order Condition to limit spectator capacity for Major Events on a Weekday, and to only permit the increased spectator seating capacity for Major Events on a Weekend. Please note that the number of peak hour trips for spectator seating has been increased in the analyses for the Saturday and Sunday peak departure hours as provided in revised Table 8A and new Table 20A (provided in Attachment 1 of this response), based upon the increased peak hour (departure) distribution percentage of 22% on NASCAR Saturday and 21% on NASCAR Sunday.

Day	Timeframe	Estimated Arrival % from Original Table 15	Documented Arrival % from New Table 15A	Documented Departure % from New Table 15B
Friday	6 to 7 PM	25%	12% - used 20% per Table 14	
Friday	7 to 8 PM	25%	12% - used 20% per Table 14	
Saturday	2 to 3 PM	14%	13%	
Saturday	3 to 4 PM	13%	13%	
Sunday	1 to 2 PM	16%	16%	
Sunday	2 to 3 PM	14%	13%	
Saturday	6 to 7 PM	Not provided	See Table 15B – Departure %	16%
Saturday	7 to 8 PM	Not provided	See Table 15B – Departure %	22% - Peak Departure Hour
Saturday	8 to 9 PM	Not provided	See Table 15B – Departure %	16%
Sunday	6 to 7 PM	Not provided	See Table 15B – Departure %	17%
Sunday	7 to 8 PM	Not provided	See Table 15B – Departure %	21% - Peak Departure Hour
Sunday	8 to 9 PM	Not provided	See Table 15B – Departure %	17%

31	Table 16A - Study Intersection LOS for the PM Peak Hour.	9. With regards to intersections E, F & G some of the vehicular volumes and PHFs shown in the analysis work sheets do not correspond with the ones reflected by the TMCs data sheets in Attachment 5. Pls verify.
31	Number of intersections analyzed.	10. Additional roadway intersections and roadway segments should be analyzed beyond the ones reflected by the report. It is recommended to analyze the following intersections and roadway segments to address local impacts in addition to the regional roadways addressed in the traffic study. The analysis should include Friday, Saturday and Sunday peak hour periods with and without the speedway generated traffic volumes. <b>Intersections</b> SW 137 Ave / 328 St; SW 137 Ave at the facility entrance; SW 152 Ave / 328 St; SW 344 St / 162 Ave and SW 344 St / 152 Ave. <b>Roadway Segments</b> SW 344 St (US-1 to the facility entrance); SW 137 Ave (312 St to the facility entrance); SW 312 St (HEFT to SW 137 Ave); SW 152 Ave (US-1 to the facility entrance); SW 328 St (SW 162 Ave to SW 137 Ave) and SW 312 St (HEFT to SW 137 Ave)
35	Conclusions	11. Given above comments by the reviewer, some of the conclusion statements made in the report may need revision.

**Response to Comment 9:** The Applicant has reviewed all the of vehicular volumes and all of the peak hour factors in each of the intersection analyses for Intersections E, F & G found in Attachment VI of the NOPC Application Traffic Study, and has compared this same data in each of the intersection analyses with the turning movement volume data and the peak hour factors provided in the turning movement counts found in Attachment V of the NOPC Application Traffic Study. The Applicant has found no analysis worksheets that do not correspond with the TMC data sheets in Attachment V. Please remember that Attachment V contains both AM and PM peak hour turning movement counts for each intersection for the years 2007, 2008 and 2009, and Attachment VI provides the intersection analyses for the years 2007, 2008 and 2009. The Applicant has also provided additional analyses for intersections E, F & G to account for the geometric improvements that have been constructed at US-1 and SW 344 Street, the funded four lane improvements to SW 328 Street that will improve the east leg of the intersection, as well as signal timing enhancements that have been incorporated into the intersection analysis of US-1 and SW 312 Street.

**Response to Comment 10:** In response to comments raised by Miami-Dade County, please see Attachment 1 for new **Tables 17, 18, 19, 20A, 20B, 21 and 22** which have been prepared to summarize the peak hour period, AM peak hour and PM peak hour traffic conditions for other collector and state roadways providing access to the Speedway study area. Each of these tables address traffic conditions during the Friday, Saturday and Sunday of the NASCAR championship series for the roadway segments outlined below:

**Tables 17, 18, 19, 20A and 20B:**

- SW 344 Street east of US-1
- SW 328 Street east of US-1
- SW 167 Avenue south of SW 312 Street
- SW 162 Avenue south of SW 312 Street
- SW 152 Avenue south of SW 312 Street
- SW 137 Avenue south of SW 312 Street
- SW 152 Avenue south of US-1

- SW 137 Avenue south of US-1
- SW 137 Avenue south of the HEFT

**Tables 21 and 22:**

- US-1 north of SW 312 Street
- US-1 north of SW 137 Avenue
- US-1 south of SW 344 Street
- Krome Avenue north of SW 344 Street
- Krome Avenue north of SW 312 Street

These additional tables are provided using data collected by the Applicant during the 2007, 2008 and 2009 NASCAR Championship Series at selected count station locations in the study area. Traffic Counts on US-1 and Krome Avenue during the NASCAR Championship Weekend are only available for 2009.

- **Table 17** provides traffic conditions during the 2007 NASCAR.
- **Table 18** provides traffic conditions during the 2008 NASCAR.
- **Tables 19 and 21** provide traffic conditions during the 2009 NASCAR.

Pursuant to the proposed DRI Development Order Condition to limit spectator capacity for Major Events on a Weekday, and to only permit the increased spectator capacity for Major Events on a Weekend, **Tables 20A, 20B and 22** have been prepared to estimate the increase in traffic resulting from the 12,000 additional spectator seats for the Saturday and Sunday of NASCAR. Please note that **Table 20B** provides the average of the 2007-2008-2009 traffic volumes for the Peak Hour Period, the AM peak hour and the PM peak hour, which is used to represent the background traffic in **Table 20A**.

The City reviewer has requested additional intersections or roadway link analyses at locations which are not logistically possible during the NASCAR Championship Series. Road closures, directional traffic patterns, police officer supervision and traffic control at numerous local intersections make it difficult and impractical to count intersections or roadway segments that are too close to the Speedway. The traffic counts that have been collected by the Applicant have come no closer than south of SW 312 Street on the major north/south roadway corridors providing access to the Speedway (SW 167 Ave, SW 162 Ave, SW 152 Ave and SW 137 Ave, or east of US-1 on SW 344 Street and SW 328 Street.

**Response to Comment 11:** Pursuant to the responses to Comments 1 through 10 provided above, and the responses provided to Miami-Dade County, the report conclusions will be revised to indicate that adopted levels of service will be maintained for the peak hour period, the AM peak hour and the PM Peak hour on the Saturdays and Sundays coinciding with the NASCAR Championship Racing Series, on both the regional and local roadway network with the addition of the trips from the proposed additional spectator seats.

**Response to  
Transportation Comments**

**Attachment 1  
Revised and New Tables and Figures**

**Table 8A - Peak Hour Period - AM Peak Hour - PM Peak Hour - with Trip Impact from Seat Expansion**

Peak Hour Period Traffic Conditions - Average of the Two Highest Consecutive Peak Hours																			
REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1] REGIONAL COUNT STATIONS	[2] ADOPTED LOS	[3] EXISTING LANES	TWO-WAY PEAK HOUR MSV	DIR	Average of 2005 to 2008 Saturday VOLUMES	PHP Vol is Inbound between 12 - 5 PM	80% Assigned to HEFT from Seat Expansion 14% in PK HR	Saturday with Seat Expansion	Average of 2005 to 2008 Sunday VOLUMES	PHP Vol is Outbound between 4 - 9 PM	80% Assigned to HEFT from Seat Expansion 21% in PK HR	Sunday with Seat Expansion	Saturday V/C	Sunday V/C	Saturday LOS	Sunday LOS		
HEFT - S of I-75 Int	FDOT-9934	D	6L EXP	10,150	N/S	See Table 8B	See Table 8C	See Table 15A	448	5,336	See Table 8B	See Table 8C	See Table 15B	672	5,975	0.53	0.59	B	B
HEFT - S of NW 41 St	FDOT-0267	D	8L EXP	13,480	N/S	6,143	12-3 PM	448	6,591	6,311	5-8 PM	672	6,983	0.49	0.52	B	B		
HEFT - S of Bird Rd	Bird Toll	D	6L EXP	10,150	N/S	8,010	12-3 PM	448	8,458	7,467	6-8 PM	672	8,139	0.83	0.80	D	C		
HEFT - N of SW 112 Ave	Homestead Toll	D	4L EXP	6,770	N/S	4,923	11-5 PM	448	5,371	4,672	6-8 PM	672	5,344	0.79	0.79	C	C		
HEFT - N of SW 312 St	FDOT-0430	D	4L EXP	6,770	N/S	3,348	12-5 PM	448	3,796	3,666	6-9 PM	672	4,338	0.56	0.64	B	C		
SR 878 - W of SR 826	FDOT-0193	D	4L EXP	6,770	E/W	2,682	3-7 PM	448	3,130	2,232	4-7 PM	672	2,904	0.46	0.43	B	B		
SR 826 - W of NW 67 Ave	FDOT-0137	D	7L EXP	11,950	E/W	8,085	1-4 PM	448	8,533	7,176	4-7 PM	672	7,848	0.71	0.66	C	C		
10/15/2010								[4]				[5]							
AM Peak Hour Traffic Conditions - Highest Hour from 9AM to Noon																			
REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1] REGIONAL COUNT STATIONS	[2] ADOPTED LOS	[3] EXISTING LANES	TWO-WAY PEAK HOUR MSV	DIR	Average of 2005 to 2008 Saturday VOLUMES	Pk Hr Vol is Inbound between 9 AM - Noon	80% Assigned to HEFT from Seat Expansion 13% in PK HR	Saturday with Seat Expansion	Average of 2005 to 2008 Sunday VOLUMES	Pk Hr Vol is Inbound between 9 AM - Noon	80% Assigned to HEFT from Seat Expansion 15% in PK HR	Sunday with Seat Expansion	Saturday V/C	Sunday V/C	Saturday LOS	Sunday LOS		
HEFT - S of I-75 Int	FDOT-9934	D	6L EXP	10,150	N/S	See Table 8B	See Table 8C	See Table 15A	416	5,002	See Table 8B	See Table 8C	See Table 15A	480	5,304	0.49	0.52	B	B
HEFT - S of NW 41 St	FDOT-0267	D	8L EXP	13,480	N/S	5,701	11-Noon	416	6,117	5,705	10-Noon	480	6,185	0.45	0.46	B	B		
HEFT - S of Bird Rd	Bird Toll	D	6L EXP	10,150	N/S	7,373	11-Noon	416	7,789	6,845	10-Noon	480	7,325	0.77	0.72	C	C		
HEFT - N of SW 112 Ave	Homestead Toll	D	4L EXP	6,770	N/S	4,899	10-Noon	416	5,315	4,416	10-Noon	480	4,896	0.79	0.72	C	C		
HEFT - N of SW 312 St	FDOT-0430	D	4L EXP	6,770	N/S	3,181	11-Noon	416	3,597	3,189	10-Noon	480	3,669	0.53	0.54	B	B		
SR 878 - W of SR 826	FDOT-0193	D	4L EXP	6,770	E/W	2,413	11-Noon	416	2,829	1,940	11-Noon	480	2,420	0.42	0.36	B	B		
SR 826 - W of NW 67 Ave	FDOT-0137	D	7L EXP	11,950	E/W	7,261	11-Noon	416	7,677	5,949	11-Noon	480	6,429	0.64	0.54	B	B		
10/15/2010								[4]				[4]							
PM Peak Hour Traffic Conditions - Highest Hour from Noon to Midnight - Inbound and Outbound Peak Hour Trips with Seat Expansion																			
REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1] REGIONAL COUNT STATIONS	[2] ADOPTED LOS	[3] EXISTING LANES	TWO-WAY PEAK HOUR MSV	DIR	Average of 2005 to 2008 Saturday Volumes	Pk Hr Vol is Inbound between 12 - 5 PM	80% Assigned to HEFT from Seat Expansion 14% in PK HR	Saturday with Seat Expansion	Average of 2005 to 2008 Sunday Volumes	Pk Hr Vol is Outbound between 4 - 8 PM	80% Assigned to HEFT from Seat Expansion 21% in PK HR	Sunday with Seat Expansion	Saturday V/C	Sunday V/C	Saturday LOS	Sunday LOS		
HEFT - S of I-75 Int	FDOT-9934	D	6L EXP	10,150	N/S	See Table 8B	See Table 8C	See Table 15A	448	5,357	See Table 8B	See Table 8C	See Table 15B	672	6,167	0.53	0.61	B	C
HEFT - S of NW 41 St	FDOT-0267	D	8L EXP	13,480	N/S	6,192	1-2 PM	448	6,640	6,424	5-8 PM	672	7,096	0.49	0.53	B	B		
HEFT - S of Bird Rd	Bird Toll	D	6L EXP	10,150	N/S	8,127	1-3 PM	448	8,575	7,544	6-8 PM	672	8,216	0.84	0.81	D	C		
HEFT - N of SW 112 Ave	Homestead Toll	D	4L EXP	6,770	N/S	4,991	12-2 PM	448	5,439	4,770	6-8 PM	672	5,442	0.80	0.80	C	C		
HEFT - N of SW 312 St	FDOT-0430	D	4L EXP	6,770	N/S	3,391	1-4 PM	448	3,839	3,904	6-8 PM	672	4,576	0.57	0.68	B	C		
SR 878 - W of SR 826	FDOT-0193	D	4L EXP	6,770	E/W	2,738	3-5 PM	448	3,186	2,260	5-7 PM	672	2,932	0.47	0.43	B	B		
SR 826 - W of NW 67 Ave	FDOT-0137	D	7L EXP	11,950	E/W	8,159	2-4 PM	448	8,607	7,371	4-7 PM	672	8,043	0.72	0.67	C	C		
10/15/2010								[4]				[5]							

- Notes:
- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
  - [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.
  - [3] The two-way peak hour maximum service volumes (MSV) are based upon Table 4 of the 2009 FDOT Quality/LOS Handbook.
  - [4] See Table 13 for total trips from Seat Expansion = 8,000 daily, 4,000 inbound and 4,000 outbound. Analysis assumes 80% of new inbound and outbound trips from seat expansion are assigned to the HEFT per Figure 6.
  - [5] See Tables 15A and 15B for the percentage of inbound trips and outbound trips during the peak hour.

**TABLE 12B**  
**VILLAGES OF HOMESTEAD DRI**  
**TRIP GENERATION FOR THE CHANGE IN DRI LAND USES LOCATED WEST OF SW 152 AVENUE**

10/4/2010

LAND USE	ANALYSIS TIMEFRAMES	2010 - 1985		ITE LUC	ITE 8TH EDITION RATE OR FORMULA	CHANGE IN TRIPS	IN		OUT		Trip Rate Per Use
		NET CHANGE					%	TRIPS	%	TRIPS	
SINGLE FAMILY	DAILY	318	DU	210	T = 9.57 (X)	3,043	50%	1,522	50%	1521	9.570
SINGLE FAMILY	PM PEAK HR	318	DU	210	T = 1.01 (X)	321	63%	202	37%	119	1.010
SINGLE FAMILY	SATURDAY	318	DU	210	T = 10.08 (X)	3,205	50%	1,603	50%	1602	10.080
SINGLE FAMILY	SAT PEAK HR	318	DU	210	T = 0.93 (X)	296	53%	157	47%	139	0.930
SINGLE FAMILY	SUNDAY	318	DU	210	T = 8.77 (X)	2,789	50%	1,394	50%	1395	8.770
SINGLE FAMILY	SUN PEAK HR	318	DU	210	T = 0.86 (X)	273	53%	145	47%	128	0.860
MULTI-FAMILY	DAILY	-218	DU	230	T = 5.81 (X)	-1,267	50%	-633	50%	-634	5.810
MULTI-FAMILY	PM PEAK HR	-218	DU	230	T = 0.52 (X)	-113	67%	-76	33%	-37	0.520
MULTI-FAMILY	SATURDAY	-218	DU	230	T = 5.67 (X)	-1,236	50%	-618	50%	-618	5.670
MULTI-FAMILY	SAT PEAK HR	-218	DU	230	T = 0.47(X)	-102	54%	-55	46%	-47	0.470
MULTI-FAMILY	SUNDAY	-218	DU	230	T = 4.84 (X)	-1,055	50%	-528	50%	-527	4.840
MULTI-FAMILY	SUN PEAK HR	-218	DU	230	T = 0.45 (X)	-98	49%	-48	51%	-50	0.450
RETAIL	DAILY	-66,248	SQ. FT.	820	Ln (T) = 0.65 Ln (X) + 5.83	-5,196	50%	-2,598	50%	-2598	78.433
RETAIL	PM PEAK HR	-66,248	SQ. FT.	820	Ln (T) = 0.67 Ln (X) + 3.37	-483	49%	-237	51%	-246	7.291
RETAIL	SATURDAY	-66,248	SQ. FT.	820	Ln (T) = 0.63 Ln (X) + 6.23	-7,128	50%	-3,564	50%	-3564	107.596
RETAIL	SAT PEAK HR	-66,248	SQ. FT.	820	Ln (T) = 0.65 Ln (X) + 3.76	-656	52%	-341	48%	-315	9.902
RETAIL	SUNDAY	-66,248	SQ. FT.	820	T = 25.24 (X)	-1,672	50%	-836	50%	-836	25.240
RETAIL	SUN PEAK HR	-66,248	SQ. FT.	820	T = 3.12 (X)	-207	49%	-101	51%	-106	3.120
HOTEL	DAILY	400	ROOMS	310	T = 8.92 (X)	3,568	50%	1,784	50%	1784	8.920
HOTEL	PM PEAK HR	400	ROOMS	310	T = 0.70 (X)	280	49%	137	51%	143	0.700
HOTEL	SATURDAY	400	ROOMS	310	T = 10.5 (X)	4,200	50%	2,100	50%	2100	10.500
HOTEL	SAT PEAK HR	400	ROOMS	310	T = 0.87 (X)	348	49%	171	51%	177	0.870
HOTEL	SUNDAY	400	ROOMS	310	T = 8.48 (X)	3,392	50%	1,696	50%	1696	8.480
HOTEL	SUN PEAK HR	400	ROOMS	310	T = 0.75 (X)	300	49%	147	51%	153	0.750
PUBLIC SERVICE	DAILY	-6.53	ACRES	170	13.2 (X) = [PM Rate * 10]	-86	50%	-43	50%	-43	13.200
PUBLIC SERVICE	PM PEAK HR	-6.53	ACRES	170	T = 1.32 (X)	-9	45%	-4	55%	-5	1.320
PUBLIC SERVICE	SATURDAY	-6.53	ACRES	170	7.15 (X) = [Daily Rate * 0.542]	-47	50%	-23	50%	-24	7.150
PUBLIC SERVICE	SAT PEAK HR	-6.53	ACRES	170	0.715 (X) = [Sat Rate * 0.10]	-5	45%	-2	55%	-3	0.715
PUBLIC SERVICE	SUNDAY	-6.53	ACRES	170	2.11(X) = [Daily Rate * 0.16]	-14	50%	-7	50%	-7	2.110
PUBLIC SERVICE	SUN PEAK HR	-6.53	ACRES	170	0.21 (X) = [Sun Rate * 0.10]	-1	45%	-1	55%	0	0.210
OPEN SPACE	DAILY	-34.79	ACRES	412	T = 2.28 (X)	-79	50%	-40	50%	-39	2.280
OPEN SPACE	PM PEAK HR	-34.79	ACRES	412	T = 0.06 (X)	-2	41%	-1	59%	-1	0.060
OPEN SPACE	SATURDAY	-34.79	ACRES	412	T = 12.14 (X)	-422	50%	-211	50%	-211	12.140
OPEN SPACE	SAT PEAK HR	-34.79	ACRES	412	T = 2.24(X)	-78	50%	-39	50%	-39	2.240
OPEN SPACE	SUNDAY	-34.79	ACRES	412	T = 4.13 (X)	-144	50%	-72	50%	-72	4.130
OPEN SPACE	SUN PEAK HR	-34.79	ACRES	412	T = 3.6 (X)	-125	48%	-60	52%	-65	3.600
COMMUNITY PARK	DAILY	47.77	ACRES	412	T = 2.28 (X)	109	50%	54	50%	55	2.280
COMMUNITY PARK	PM PEAK HR	47.77	ACRES	412	T = 0.06 (X)	3	41%	1	59%	2	0.060
COMMUNITY PARK	SATURDAY	47.77	ACRES	412	T = 12.14 (X)	580	50%	290	50%	290	12.140
COMMUNITY PARK	SAT PEAK HR	47.77	ACRES	412	T = 2.24(X)	107	59%	63	41%	44	2.240
COMMUNITY PARK	SUNDAY	47.77	ACRES	412	T = 4.13 (X)	197	50%	99	50%	98	4.130
COMMUNITY PARK	SUN PEAK HR	47.77	ACRES	412	T = 3.6 (X)	172	47%	81	53%	91	3.600
NET CHANGE IN TRIPS	DAILY	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				92	50%	46	50%	46	n/a
NET CHANGE IN TRIPS	PM PEAK HR	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				-3	-728%	22	828%	-25	n/a
NET CHANGE IN TRIPS	SATURDAY	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				-848	50%	-423	50%	-425	n/a
NET CHANGE IN TRIPS	SAT PEAK HR	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				-90	51%	-46	49%	-44	n/a
NET CHANGE IN TRIPS	SUNDAY	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				3,493	50%	1,746	50%	1,747	n/a
NET CHANGE IN TRIPS	SUN PEAK HR	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				314	52%	163	48%	151	n/a

**TABLE 13**  
**VILLAGES OF HOMESTEAD DRI**  
**TRIP GENERATION ANALYSIS OF THE OF THE CUMULATIVE CHANGE IN DRI LAND USES LOCATED EAST OF SW 152 AVENUE - INCORPORATING IMPACT OF MOTORSPORT FACILITY**  
**SEE TABLE 12A AND TABLE 14 FOR DETAILED TRIP GENERATION CALCULATIONS**

10/13/2010

LAND USE	East of SW 152 Ave		Weekday Daily		Weekday PM Peak Hour		Saturday Daily		Saturday Peak Hour		Sunday Daily		Sunday Peak Hour	
	NET CHANGE		Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
SINGLE FAMILY	-1,833	DU	9.57	-17,542	1.010	-1,851	10.080	-18,477	0.930	-1,705	8.770	-16,075	0.860	-1,576
MULTI-FAMILY	-2,854	DU	5.81	-16,582	0.520	-1,484	5.670	-16,182	0.470	-1,341	4.840	-13,813	0.450	-1,284
<b>TOTAL RESIDENTIAL</b>	<b>-4,687</b>	<b>DU</b>		<b>-34,124</b>		<b>-3,335</b>		<b>-34,659</b>		<b>-3,046</b>		<b>-29,889</b>		<b>-2,861</b>
RETAIL	-79,752	SQ. FT.	73.503	-5,862	6.859	-547	100.460	-8,012	9.280	-740	25.240	-2,013	3.120	-249
K-5/ELEM SCHOOLS (-22 AC)	-1,200	Students	1.29	-1,548	0.150	-180	0.000	0	0.000	0	0.000	0	0.000	0
MIDDLE/JR HIGH (-18 AC)	-868	Students	1.62	-1,406	0.160	-139	0.000	0	0.000	0	0.000	0	0.000	0
BASEBALL FACILITY	100.00	Acres	2.28	228	0.060	6	12.140	1,214	2.240	224	4.130	413	3.600	360
OPEN SPACE	550.40	Acres	0.65	358	0.060	33	0.610	336	0.020	11	1.10	605	0.030	17
COMMUNITY PARK	-143.32	Acres	2.28	-327	0.060	-9	12.140	-1,740	2.240	-321	4.13	-592	3.600	-516
PRIVATE RECREATION	-1.45	Acres	2.28	-3	0.060	0	12.140	-18	2.240	-3	4.13	-6	3.600	-5
<b>CUMULATIVE CHANGE IN DRI TRIPS</b>				<b>-42,684</b>		<b>-4,171</b>		<b>-42,879</b>		<b>-3,875</b>		<b>-31,481</b>		<b>-3,254</b>
K-5/ELEM SCHOOLS (-22 AC)	-1,200	Students	1.29	-1,548	0.150	-180	0.000	0	0.000	0	0.000	0	0.000	0
MIDDLE/JR HIGH (-18 AC)	-868	Students	1.62	-1,406	0.160	-139	0.000	0	0.000	0	0.000	0	0.000	0
<b>CUMULATIVE CHANGE EXCLUDING SCHOOL TRIPS</b>				<b>-39,730</b>		<b>-3,852</b>		<b>-42,879</b>		<b>-3,875</b>		<b>-31,481</b>		<b>-3,254</b>
<b>MOTORSPORT FACILITY</b>	<b>Seating / Spectators</b>	<b>Units</b>	<b>Daily Rate Table 14</b>	<b>Daily Trips</b>	<b>PM Rate Table 14</b>	<b>PM Peak Trips</b>	<b>Sat Rate Table 14</b>	<b>Saturday Trips</b>	<b>Sat Pk Rate Table 14</b>	<b>Sat Peak Trips</b>	<b>Sun Rate Table 14</b>	<b>Sunday Trips</b>	<b>Sun Pk Rate Table 14</b>	<b>Sun Peak Trips</b>
Major Event from the 1994 DRI DO	28,000	Spectators	0.50229	14,064	0.05021	1,406	0.47500	13,300	0.05225	1,463	0.41714	11,680	0.04380	1,226
Major Event from the 1994 NOPC	40,000	Spectators	0.55160	22,064	0.05515	2,206	0.53250	21,300	0.05858	2,343	0.49200	19,680	0.05166	2,066
<b>Proposed Major Event Capacity - Weekday</b>	<b>53,128</b>	<b>Spectators</b>	<b>0.58003</b>	<b>30,816</b>	<b>0.05800</b>	<b>3,082</b>								
Existing Major Event Capacity	67,612	Spectators					0.58729	39,708	0.06460	4,368	0.56333	38,088	0.05915	3,999
<b>Proposed Major Event Capacity - Weekend</b>	<b>79,612</b>	<b>Spectators</b>					0.59926	47,708	0.06592	5,248	0.57891	46,088	0.06079	4,839
Proposed Increase from Existing Capacity	12,000	Spectators						8,000		880		8,000		840
<b>Proposed Major Event Capacity - Weekday</b>	<b>53,128</b>	<b>Spectators</b>	<b>0.58003</b>	<b>30,816</b>	<b>0.05800</b>	<b>3,082</b>								
Comparison to the Cumulative Trip Reduction:				-8,914		-770								

Notes: See Table 10B and Table 12A for the change in DRI land uses east of SW 152 Avenue.

See Table 12A for the detailed trip generation analysis, the Trip Rates per Use and the Cumulative Change in Trips.

See Table 14, Table 15A and Table 15B to support the Motorsport Facility Trip Generation Analysis.

TABLE 14 VILLAGES OF HOMESTEAD DRI TRIP GENERATION ASSUMPTIONS FOR THE MOTORSPORT FACILITY																		
10/13/2010																		
Analysis Timeframes and Spectator Capacity Thresholds	Evaluation of Spectator Capacity	Spectators Traveling by Group Bus	Spectators Traveling by Helicopter	Spectators Traveling by RV Camper	Spectators Traveling by Automobile	Persons Per Vehicle	Estimated Spectator Vehicles	Adding In 1-Way Group Bus Trips	Arrival or Departure Distribution	Percent Inbound	Trips Inbound	Percent Outbound	Trips Outbound	Total Trips	Total Trips / Spectator Capacity	Reduction in VOH DRI Trips See Table D-1	Motorsport Trips Compared to DRI Trip Reduction	
Weekday Daily	Spectators	Spectators	Spectators	Spectators	Spectators	PPV	Vehicles	Group Bus	2-Way	In %	Daily Trips In	Out %	Daily Trips Out	Daily Total	Daily Rate	Daily Trips	Difference	
Major Event - 1994 DRI DO	28,000	540	1200	5200	21,060	3.0	7,020	12	200%	50%	7,032	50%	7,032	14,064	0.50229	(39,730)	-25,666	
Major Event - 1994 NOPC	40,000	540	1200	5200	33,060	3.0	11,020	12	200%	50%	11,032	50%	11,032	22,064	0.55160	(39,730)	-17,666	
Proposed Major Event Weekday	53,128	540	1200	5200	46,188	3.0	15,396	12	200%	50%	15,408	50%	15,408	30,816	0.58003	(39,730)	-8,914	
		[12*45]	[200*6]	[1300 * 4]							8PM Race Start Time							
Weekday PM Peak	Spectators	Spectators	Spectators	Spectators	Spectators	PPV	Vehicles	Group Bus	% in PM Pk	In %	PM Trips In	Out %	PM Trips Out	PM Trips Total	PM Trip Rate	PM Trips	Difference	
Major Event - 1994 DRI DO	28,000	540	1200	5200	21,060	3.0	7,020	12	20%	57%	802	43%	604	1,406	0.05021	(3,852)	-2,446	
Major Event - 1994 NOPC	40,000	540	1200	5200	33,060	3.0	11,020	12	20%	57%	1,258	43%	948	2,206	0.05515	(3,852)	-1,646	
Proposed Major Event Weekday	53,128	540	1200	5200	46,188	3.0	15,396	12	20%	57%	1,757	43%	1,325	3,082	0.05800	(3,852)	-770	
		[12*45]	[200*6]	[1300 * 4]					See Table 15A		5PM - 6PM - PM PEAK							
Saturday Daily	Spectators	Spectators	Spectators	Spectators	Spectators	PPV	Vehicles	Group Bus	2-Way	In %	Sat Trips In	Out %	Sat Trips Out	Saturday Total	Sat Rate	Sat Trips	Difference	
Major Event - 1994 DRI DO	28,000	1125	1800	5200	19,875	3.0	6,625	25	200%	50%	6,650	50%	6,650	13,300	0.47500	(42,879)	-29,579	
Major Event - 1994 NOPC	40,000	1125	1800	5200	31,875	3.0	10,625	25	200%	50%	10,650	50%	10,650	21,300	0.53250	(42,879)	-21,579	
Existing Major Event	67,612	1125	1800	5200	59,487	3.0	19,829	25	200%	50%	19,854	50%	19,854	39,708	0.58729	(42,879)	-3,171	
Proposed Major Event Weekend	79,612	1125	1800	5200	71,487	3.0	23,829	25	200%	50%	23,854	50%	23,854	47,708	0.59926	(42,879)	4,829	
		[25*45]	[300*6]	[1300 * 4]							4:30PM Race Start Time							
Saturday Peak Hour	Spectators	Spectators	Spectators	Spectators	Spectators	PPV	Vehicles	Group Bus	% in Pk	In %	Sat Pk Trips In	Out %	Sat Pk Trips Out	Sat Pk Total	Sat Pk Rate	Sat Trips	Difference	
Major Event - 1994 DRI DO	28,000	1125	1800	5200	19,875	3.0	6,625	25	22%	29%	424	71%	1,039	1,463	0.05225	(3,875)	-2,412	
Major Event - 1994 NOPC	40,000	1125	1800	5200	31,875	3.0	10,625	25	22%	29%	679	71%	1,664	2,343	0.05858	(3,875)	-1,532	
Existing Major Event	67,612	1125	1800	5200	59,487	3.0	19,829	25	22%	29%	1,267	71%	3,101	4,368	0.06460	(3,875)	493	
Proposed Major Event Weekend	79,612	1125	1800	5200	71,487	3.0	23,829	25	22%	29%	1,522	71%	3,726	5,248	0.06592	(3,875)	1,373	
		[25*45]	[300*6]	[1300 * 4]					See Table 15B		7PM - 8PM PEAK		7PM - 8PM PEAK					
Sunday Daily	Spectators	Spectators	Spectators	Spectators	Spectators	PPV	Vehicles	Group Bus	2-Way	In %	Sun Trips In	Out %	Sun Trips Out	Sunday Total	Sun Rate	Sun Trips	Difference	
Major Event - 1994 DRI DO	28,000	2700	2760	5200	17,340	3.0	5,780	60	200%	50%	5,840	50%	5,840	11,680	0.41714	(31,481)	-19,801	
Major Event - 1994 NOPC	40,000	2700	2760	5200	29,340	3.0	9,780	60	200%	50%	9,840	50%	9,840	19,680	0.49200	(31,481)	-11,801	
Existing Major Event	67,612	2700	2760	5200	56,952	3.0	18,984	60	200%	50%	19,044	50%	19,044	38,088	0.56333	(31,481)	6,607	
Proposed Major Event Weekend	79,612	2700	2760	5200	68,952	3.0	22,984	60	200%	50%	23,044	50%	23,044	46,088	0.57891	(31,481)	14,607	
		[60*45]	[460*6]	[1300 * 4]							3PM Race Start Time							
Sunday Peak Hour	Spectators	Spectators	Spectators	Spectators	Spectators	PPV	Vehicles	Group Bus	% in Pk	In %	Sun Pk Trips In	Out %	Sun Pk Trips Out	Sun Pk Total	Sun Pk Rate	Sun Trips	Difference	
Major Event - 1994 DRI DO	28,000	2700	2760	5200	17,340	3.0	5,780	60	21%	20%	245	80%	981	1,226	0.04380	(3,254)	-2,028	
Major Event - 1994 NOPC	40,000	2700	2760	5200	29,340	3.0	9,780	60	21%	20%	413	80%	1,653	2,066	0.05166	(3,254)	-1,188	
Existing Major Event	67,612	2700	2760	5200	56,952	3.0	18,984	60	21%	20%	800	80%	3,199	3,999	0.05915	(3,254)	745	
Proposed Major Event Weekend	79,612	2700	2760	5200	68,952	3.0	22,984	60	21%	20%	968	80%	3,871	4,839	0.06079	(3,254)	1,585	
		[60*45]	[460*6]	[1300 * 4]					See Table 15B		7PM - 8PM PEAK		7PM - 8PM PEAK					

Notes: Spectators used 12 Group Buses for the Friday Night Truck Series, 25 Group Buses for the Saturday Nationwide Series and 60 Group Buses for the Sunday Cup Series at 45 persons per bus. The trips from the buses have been included in the analysis.

Notes: An average of 960 Helicopter Trips transported spectators during NASCAR's busiest years (2005 and 2006) with 6-8 passengers per Helicopter trip. 200 trips for the Friday Truck Series, 300 trips for the Saturday Nationwide Series and 460 trips for the Sunday Cup Series at 6 persons per Helicopter trip.

Notes: 1300 RV Camper parking spaces are located to the south of SW 344 Street. These RV spaces are occupied from Thursday through Sunday with each RV space purchasing a minimum of 4 spectator tickets for each of the three weekend events.

Notes: See Tables 15A and 15B for the detailed arrival and departure distribution calculations for the study area roadways providing access to the Speedway and the calculations for the in/out splits for each of the race day peak hours.

**TABLE 15A - Inbound Spectator Arrival Distribution Percentage Calculations  
SPECTATOR ARRIVAL DISTRIBUTION TO THE MOTORSPORT FACILITY**

10/13/2010

Friday Night - NASCAR Truck Series 8:00 PM Race Start Time	Start Time	End Time	11/20/09	Arrival	11/20/09	Arrival	11/20/09	Arrival	11/20/09	Arrival	11/20/09	Arrival	11/20/09	Arrival	Overall	Spectator Limitation		
			SW 344 St E. of US-1 Eastbound (Inbound)		Dist. %		SW 328 St E. of US-1 Eastbound (Inbound)		Dist. %		SW 167 Ave S. of SW 312 St Southbound (Inbound)		Dist. %			SW 162 Ave S. of SW 312 St Southbound (Inbound)	Dist. %	SW 152 Ave S. of SW 312 St Southbound (Inbound)
Spectator Arrival for Race Day Fan Experience	9:00 AM	10:00 AM	567	7%	316	7%	159	5%	321	6%	290	6%	582	9%	7%			
Spectator Arrival for Race Day Fan Experience	10:00 AM	11:00 AM	631	8%	279	6%	136	5%	292	5%	269	5%	538	9%	6%			
Spectator Arrival for Race Day Fan Experience	11:00 AM	12:00 PM	601	8%	354	8%	202	7%	312	6%	344	7%	618	10%	7%			
Spectator Arrival for Race Day Fan Experience	12:00 PM	1:00 PM	681	9%	338	8%	201	7%	368	7%	409	8%	509	8%	8%			
Spectator Arrival for Race Day Fan Experience	1:00 PM	2:00 PM	639	8%	420	9%	224	8%	405	8%	422	8%	493	8%	8%			
Spectator Arrival for Race Day Fan Experience	2:00 PM	3:00 PM	713	9%	435	10%	209	7%	499	9%	471	9%	574	9%	9%			
Spectator Arrival for Race Day Fan Experience	3:00 PM	4:00 PM	706	9%	469	10%	310	11%	523	10%	614	12%	537	9%	10%			
Spectator Arrival for Race Day Fan Experience	4:00 PM	5:00 PM	778	10%	481	11%	314	11%	629	12%	605	11%	593	9%	11%			
Spectator Arrival during the PM Peak Hour - 5 to 6 PM	5:00 PM	6:00 PM	823	11%	573	13%	403	14%	678	13%	674	13%	644	10%	12%			
Spectator Arrival between 6 to 7 PM	6:00 PM	7:00 PM	779	10%	450	10%	402	14%	732	14%	626	12%	596	10%	12%			
Spectator Arrival hour before the Race Start Time	7:00 PM	8:00 PM	677	9%	353	8%	374	13%	610	11%	545	10%	559	9%	10%			
<b>Total Spectator Arrival Distribution</b>			<b>7,595</b>	<b>100%</b>	<b>4,468</b>	<b>100%</b>	<b>2,934</b>	<b>100%</b>	<b>5,369</b>	<b>100%</b>	<b>5,269</b>	<b>100%</b>	<b>6,243</b>	<b>100%</b>	<b>100%</b>			
Saturday - NASCAR Nationwide Series 4:30 PM Race Start Time	Start Time	End Time	11/21/09	Arrival	11/21/09	Arrival	11/21/09	Arrival	11/21/09	Arrival	11/21/09	Arrival	11/21/09	Arrival	Overall	Estimated	Estimated	Total
SW 344 St E. of US-1 Eastbound (Inbound)	Dist. %	SW 328 St E. of US-1 Eastbound (Inbound)	Dist. %		SW 167 Ave S. of SW 312 St Southbound (Inbound)		Dist. %		SW 162 Ave S. of SW 312 St Southbound (Inbound)		Dist. %		SW 152 Ave S. of SW 312 St Southbound (Inbound)					
Spectator Arrival for Race Day Fan Experience	9:00 AM	10:00 AM	616	10%	310	10%	210	10%	356	10%	305	9%	741	12%	10%	1,985	400	2,385
Spectator Arrival for Race Day Fan Experience	10:00 AM	11:00 AM	889	15%	396	13%	262	12%	409	11%	395	12%	855	14%	13%	2,581	520	3,101
Spectator Arrival for Race Day Fan Experience	11:00 AM	12:00 PM	771	13%	405	13%	282	13%	442	12%	406	12%	786	13%	13%	2,581	520	3,101
Spectator Arrival for Race Day Fan Experience	12:00 PM	1:00 PM	863	14%	421	13%	275	13%	487	13%	425	13%	831	14%	13%	2,581	520	3,101
Spectator Arrival for Race Day Fan Experience	1:00 PM	2:00 PM	798	13%	427	14%	302	14%	503	13%	455	13%	822	14%	14%	2,780	560	3,340
Spectator Arrival for Race Day Fan Experience	2:00 PM	3:00 PM	781	13%	397	13%	241	11%	479	13%	475	14%	845	14%	13%	2,581	520	3,101
Spectator Arrival the hour before Race Start Time	3:00 PM	4:00 PM	754	12%	399	13%	303	14%	556	15%	466	14%	733	12%	13%	2,581	520	3,101
Spectator Arrival the hour during Race Start Time	4:00 PM	5:00 PM	612	10%	372	12%	285	13%	503	13%	462	14%	472	8%	12%	2,382	480	2,862
<b>Total Spectator Arrival Distribution</b>			<b>6,084</b>	<b>100%</b>	<b>3,127</b>	<b>100%</b>	<b>2,160</b>	<b>100%</b>	<b>3,735</b>	<b>100%</b>	<b>3,389</b>	<b>100%</b>	<b>6,085</b>	<b>100%</b>	<b>100%</b>	<b>20,053</b>	<b>4,040</b>	<b>24,093</b>
Sunday - NASCAR Cup Series 3:00 PM Race Start Time	Start Time	End Time	11/22/09	Arrival	11/22/09	Arrival	11/22/09	Arrival	11/22/09	Arrival	11/22/09	Arrival	11/22/09	Arrival	Overall	Estimated	Estimated	Total
SW 344 St E. of US-1 Eastbound (Inbound)	Dist. %	SW 328 St E. of US-1 Eastbound (Inbound)	Dist. %		SW 167 Ave S. of SW 312 St Southbound (Inbound)		Dist. %		SW 162 Ave S. of SW 312 St Southbound (Inbound)		Dist. %		SW 152 Ave S. of SW 312 St Southbound (Inbound)					
Spectator Arrival for Race Day Fan Experience	8:00 AM	9:00 AM	693	10%	234	7%	74	5%	186	6%	253	6%	1,096	10%	7%	1,333	280	1,613
Spectator Arrival for Race Day Fan Experience	9:00 AM	10:00 AM	764	11%	331	11%	106	8%	289	9%	382	8%	1,588	15%	10%	1,904	400	2,304
Spectator Arrival for Race Day Fan Experience	10:00 AM	11:00 AM	972	14%	387	12%	166	12%	349	11%	426	9%	1,727	16%	12%	2,285	480	2,765
Spectator Arrival for Race Day Fan Experience	11:00 AM	12:00 PM	1,071	16%	450	14%	183	13%	391	12%	700	16%	1,794	16%	15%	2,857	600	3,457
Spectator Arrival for Race Day Fan Experience	12:00 PM	1:00 PM	1,097	16%	483	15%	172	12%	487	15%	855	19%	1,621	15%	16%	3,047	640	3,687
Spectator Arrival for Race Day Fan Experience	1:00 PM	2:00 PM	927	14%	500	16%	232	17%	507	16%	930	21%	1,634	15%	16%	3,047	640	3,687
Spectator Arrival the hour before Race Start Time	2:00 PM	3:00 PM	688	10%	406	13%	239	17%	495	16%	519	11%	1,013	9%	13%	2,476	520	2,996
Spectator Arrival the hour during Race Start Time	3:00 PM	4:00 PM	532	8%	340	11%	220	16%	482	15%	450	10%	442	4%	11%	2,095	440	2,535
<b>Total Spectator Arrival Distribution</b>			<b>6,744</b>	<b>100%</b>	<b>3,131</b>	<b>100%</b>	<b>1,392</b>	<b>100%</b>	<b>3,186</b>	<b>100%</b>	<b>4,515</b>	<b>100%</b>	<b>10,915</b>	<b>100%</b>	<b>100%</b>	<b>19,044</b>	<b>4,000</b>	<b>23,044</b>

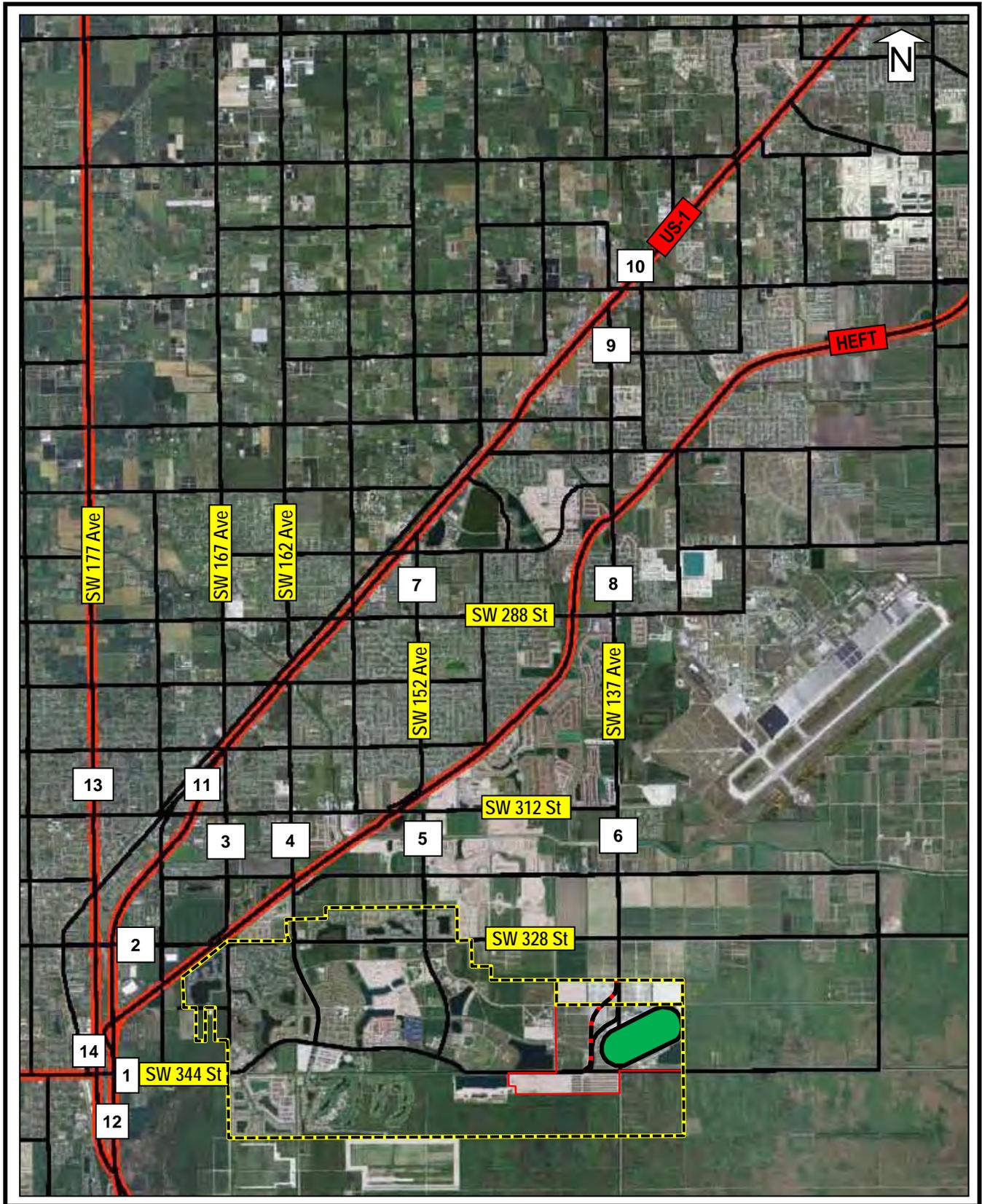
Date and Direction	Start Time	End Time	Hour Total	In Total	% In	% Out
11/20/2009 - Friday Arrival PM Peak Hour	5:00 PM	6:00 PM	6669	3,795	57%	43%
11/21/2009 - Saturday Arrival Peak Hour	1:00 PM	2:00 PM	5624	3,307	59%	41%
11/22/2009 - Sunday Arrival Peak Hour	1:00 PM	2:00 PM	6703	4,730	71%	29%

**TABLE 15B - Outbound Spectator Departure Distribution Percentage Calculations**  
**SPECTATOR DEPARTURE DISTRIBUTION FROM THE MOTORSPORT FACILITY**

10/13/2010

Friday Night - NASCAR Truck Series 8:00 PM Race Start Time	Start Time	End Time	11/20/09	Depart.	Overall	Spectator Limitation												
			SW 344 St E. of US-1 Westbound (Outbound)		SW 328 St E. of US-1 Westbound (Outbound)		SW 167 Ave S. of SW 312 St Northbound (Outbound)		SW 162 Ave S. of SW 312 St Northbound (Outbound)		SW 152 Ave S. of SW 312 St Northbound (Outbound)		SW 137 Ave S. of SW 312 St Northbound (Outbound)			Average Spectator Departure Distribution	Proposed by VOH DRI for Major Events on a Weekday Existing = 67,612 Seats Proposed = 53,128 Seats	
Hour During Race Start Time	8:00 PM	9:00 PM	470	20%	227	27%	146	29%	404	33%	250	16%	268	11%	23%			
Hour after Race Start Time	9:00 PM	10:00 PM	525	22%	199	24%	137	27%	322	26%	315	21%	459	19%	23%			
2 Hours after Race Start Time	10:00 PM	11:00 PM	848	36%	274	32%	132	26%	315	26%	787	52%	1,290	52%	37%			
3 Hours after Race Start Time	11:00 PM	12:00 AM	534	22%	144	17%	87	17%	184	15%	167	11%	461	19%	17%			
<b>Total Spectator Departure Distribution</b>			<b>2,377</b>	<b>100%</b>	<b>844</b>	<b>100%</b>	<b>502</b>	<b>100%</b>	<b>1,225</b>	<b>100%</b>	<b>1,519</b>	<b>100%</b>	<b>2,478</b>	<b>100%</b>	<b>100%</b>			
Saturday - NASCAR Nationwide Series 4:30 PM Race Start Time	Start Time	End Time	11/21/09	Depart.	Overall	Estimated Trips from Existing Seating	Estimated Trips from Seat Expansion	Total Estimated Trips with Seat Expansion										
SW 344 St E. of US-1 Westbound (Outbound)	SW 328 St E. of US-1 Westbound (Outbound)	SW 167 Ave S. of SW 312 St Northbound (Outbound)	SW 162 Ave S. of SW 312 St Northbound (Outbound)		SW 152 Ave S. of SW 312 St Northbound (Outbound)		SW 137 Ave S. of SW 312 St Northbound (Outbound)		Average Spectator Departure Distribution		Estimated Trips from Existing Seating		Estimated Trips from Seat Expansion					
Hour During Race Start Time	4:00 PM	5:00 PM	659	13%	301	16%	258	19%	492	14%	415	13%	464	8%	14%	2,780	560	3,340
Hour after Race Start Time	5:00 PM	6:00 PM	746	15%	289	15%	253	19%	520	15%	416	13%	568	10%	14%	2,780	560	3,340
2 Hours after Race Start Time	6:00 PM	7:00 PM	865	17%	306	16%	227	17%	542	15%	581	18%	717	13%	16%	3,177	640	3,817
3 Hours after Race Start Time	7:00 PM	8:00 PM	846	17%	369	19%	219	16%	712	20%	850	26%	1,762	32%	22%	4,368	880	5,248
4 Hours after Race Start Time	8:00 PM	9:00 PM	853	17%	257	14%	135	10%	511	14%	475	15%	1,437	26%	16%	3,177	640	3,817
5 Hours after Race Start Time	9:00 PM	10:00 PM	596	12%	184	10%	111	8%	315	9%	277	8%	415	7%	9%	1,787	360	2,147
6 Hours after Race Start Time	10:00 PM	11:00 PM	313	6%	105	6%	74	5%	286	8%	153	5%	134	2%	5%	993	200	1,193
7 Hours after Race Start Time	11:00 PM	12:00 AM	208	4%	92	5%	77	6%	199	6%	97	3%	53	1%	4%	794	160	954
<b>Total Spectator Departure Distribution</b>			<b>5,086</b>	<b>100%</b>	<b>1,903</b>	<b>100%</b>	<b>1,354</b>	<b>100%</b>	<b>3,577</b>	<b>100%</b>	<b>3,264</b>	<b>100%</b>	<b>5,550</b>	<b>100%</b>	<b>100%</b>	<b>19,854</b>	<b>4,000</b>	<b>23,854</b>
Sunday - NASCAR Cup Series 3:00 - 3:30 PM Race Start Time	Start Time	End Time	11/22/09	Depart.	Overall	Estimated Trips from Existing Seating	Estimated Trips from Seat Expansion	Total Estimated Trips with Seat Expansion										
SW 344 St E. of US-1 Westbound (Outbound)	SW 328 St E. of US-1 Westbound (Outbound)	SW 167 Ave S. of SW 312 St Northbound (Outbound)	SW 162 Ave S. of SW 312 St Northbound (Outbound)		SW 152 Ave S. of SW 312 St Northbound (Outbound)		SW 137 Ave S. of SW 312 St Northbound (Outbound)		Average Spectator Departure Distribution		Estimated Trips from Existing Seating		Estimated Trips from Seat Expansion					
Hour During Race Start Time	3:00 PM	4:00 PM	659	10%	276	10%	166	11%	518	11%	482	8%	267	3%	9%	1,714	360	2,074
Hour after Race Start Time	4:00 PM	5:00 PM	681	10%	295	11%	206	14%	516	11%	528	9%	530	6%	10%	1,904	400	2,304
2 Hours after Race Start Time	5:00 PM	6:00 PM	851	12%	310	12%	220	15%	524	11%	915	16%	866	9%	12%	2,476	520	2,996
3 Hours after Race Start Time	6:00 PM	7:00 PM	1,037	15%	351	13%	253	17%	779	16%	1,088	19%	1,987	21%	17%	3,237	680	3,917
4 Hours after Race Start Time	7:00 PM	8:00 PM	1,420	21%	620	23%	243	16%	981	20%	1,291	22%	2,240	24%	21%	3,999	840	4,839
5 Hours after Race Start Time	8:00 PM	9:00 PM	968	14%	422	16%	181	12%	943	20%	990	17%	2,232	24%	17%	3,237	680	3,917
6 Hours after Race Start Time	9:00 PM	10:00 PM	688	10%	207	8%	102	7%	252	5%	313	5%	832	9%	7%	1,333	280	1,613
7 Hours after Race Start Time	10:00 PM	11:00 PM	335	5%	102	4%	60	4%	170	4%	134	2%	277	3%	4%	762	160	922
8 Hours after Race Start Time	11:00 PM	12:00 AM	187	3%	60	2%	45	3%	124	3%	97	2%	133	1%	2%	381	80	461
<b>Total Spectator Departure Distribution</b>			<b>6,826</b>	<b>100%</b>	<b>2,643</b>	<b>100%</b>	<b>1,476</b>	<b>100%</b>	<b>4,807</b>	<b>100%</b>	<b>5,838</b>	<b>100%</b>	<b>9,364</b>	<b>100%</b>	<b>100%</b>	<b>19,044</b>	<b>4,000</b>	<b>23,044</b>

Date and Direction	Start Time	End Time	Hour Total	Out Total	% In	% Out
11/20/2009 - Fri Outbound Peak Hour	10:00 PM	11:00 PM	5075	3,646	28%	72%
11/21/2009 - Sat Outbound Peak Hour	7:00 PM	8:00 PM	6686	4,758	29%	71%
11/22/2009 - Sun Outbound Peak Hour	7:00 PM	8:00 PM	8496	6,795	20%	80%



DRI Limits

Speedway

Realignment

1 Bi-directional Link Count Locations  
 NASCAR 2007 – Nov. 16-18  
 NASCAR 2008 – Nov. 14-16  
 NASCAR 2009 – Nov. 20-21  
 2009 w/o NASCAR – Oct. 31-Nov.1  
 2009 w/o NASCAR - Nov. 13-15

Figure 5  
 Traffic Count Locations on City, County and State Roadways  
 Homestead-Miami Speedway and the Villages of Homestead DRI  
 October 2010

**Table 17 - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2007**

**Peak Hour Period Traffic Conditions - NASCAR 2007 - Average of the Two Highest Consecutive Peak Hours**

ROADWAY SEGMENTS	EXISTING LANES	[1]	[2]	[3]	[4]	[5]	Nov. 16 Friday VOLUMES	Nov. 17 Saturday VOLUMES	Nov. 18 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 16 Friday LOS	Nov. 17 Saturday LOS	Nov. 18 Sunday LOS
		STUDY COUNT STATION	ROADWAY FUNCTIONAL CLASSIFICATION	COUNT DATE	ADOPTED LOS	Two-Way Peak Hour MSV									
SW 344 St east of US-1	4LD	Station 1	City Collector	11/16-18/2007	E	3,204	1,834	1,726	1,894	0.57	0.54	0.59	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/16-18/2007	E	3,204	903	770	749	0.28	0.24	0.23	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/16-18/2007	E	1,440	873	594	584	0.61	0.41	0.41	C	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/16-18/2007	E	3,204	1,035	983	1,116	0.32	0.31	0.35	B	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/16-18/2007	E	3,204	1,118	1,213	2,159	0.35	0.38	0.67	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/16-18/2007	E	3,204	1,813	2,243	2,564	0.57	0.70	0.80	B	B	C
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/16-18/2007	D	1,440	550	482	473	0.38	0.33	0.33	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/16-18/2007	D	3,204	2,048	2,307	2,385	0.64	0.72	0.74	B	B	B
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/16-18/2007	D	1,440	574	458	561	0.40	0.32	0.39	B	B	B

**AM Peak Hour Traffic Conditions - NASCAR 2007 - Highest Hour from 6AM to Noon**

ROADWAY SEGMENTS	EXISTING LANES	[1]	[2]	[3]	[4]	[5]	Nov. 16 Friday VOLUMES	Nov. 17 Saturday VOLUMES	Nov. 18 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 16 Friday LOS	Nov. 17 Saturday LOS	Nov. 18 Sunday LOS
		STUDY COUNT STATION	ROADWAY FUNCTIONAL CLASSIFICATION	COUNT DATE	ADOPTED LOS	Two-Way Peak Hour MSV									
SW 344 St east of US-1	4LD	Station 1	City Collector	11/16-18/2007	E	3,204	1,734	1,753	1,934	0.54	0.55	0.60	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/16-18/2007	E	3,204	830	811	797	0.26	0.25	0.25	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/16-18/2007	E	1,440	520	524	469	0.36	0.36	0.33	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/16-18/2007	E	3,204	789	823	812	0.25	0.26	0.25	B	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/16-18/2007	E	3,204	1,177	991	1,765	0.37	0.31	0.55	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/16-18/2007	E	3,204	972	1,390	2,452	0.30	0.43	0.77	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/16-18/2007	D	1,440	533	417	508	0.37	0.29	0.35	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/16-18/2007	D	3,204	1,848	2,372	2,448	0.58	0.74	0.76	B	B	B
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/16-18/2007	D	1,440	534	488	549	0.37	0.34	0.38	B	B	B

**PM Peak Hour Traffic Conditions - NASCAR 2007 - Highest Hour from Noon to Midnight**

ROADWAY SEGMENTS	EXISTING LANES	[1]	[2]	[3]	[4]	[5]	Nov. 16 Friday VOLUMES	Nov. 17 Saturday VOLUMES	Nov. 18 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 16 Friday LOS	Nov. 17 Saturday LOS	Nov. 18 Sunday LOS
		STUDY COUNT STATION	ROADWAY FUNCTIONAL CLASSIFICATION	COUNT DATE	ADOPTED LOS	Two-Way Peak Hour MSV									
SW 344 St east of US-1	4LD	Station 1	City Collector	11/16-18/2007	E	3,204	1,936	1,807	1,918	0.60	0.56	0.60	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/16-18/2007	E	3,204	974	742	886	0.30	0.23	0.28	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/16-18/2007	E	1,440	904	618	619	0.63	0.43	0.43	C	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/16-18/2007	E	3,204	1,049	1,041	1,312	0.33	0.32	0.41	B	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/16-18/2007	E	3,204	1,420	1,464	2,352	0.44	0.46	0.73	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/16-18/2007	E	3,204	2,767	2,786	2,738	0.86	0.87	0.85	C	C	C
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/16-18/2007	D	1,440	587	496	500	0.41	0.34	0.35	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/16-18/2007	D	3,204	2,166	2,399	2,737	0.68	0.75	0.85	B	B	C
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/16-18/2007	D	1,440	594	444	620	0.41	0.31	0.43	B	B	B

[1] See Attachment VIII for the data collected during the 2007 NASCAR Racing Series.  
 [2] The roadway functional classification is consistent with the City and County Functional Classification Maps.  
 [3] The count dates correspond to the Friday, Saturday and Sunday of the NASCAR 2007 Championship Racing Series.  
 [4] The adopted level of service standards have been obtained from the City Land Use Plan and County's Comprehensive Development Master Plan.  
 [5] The two-way peak hour maximum service volumes (MSV) are based on Table 4 of the FDOT 2009 Quality/LOS Handbook.  
 [6] The segments of SW 137 Avenue between SW 344 Street and SW 336 Street and US-1 to SW 288 Street are under County Jurisdiction.

**Table 18 - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2008**

**Peak Hour Period Traffic Conditions - NASCAR 2008 - Average of the Two Highest Consecutive Peak Hours**

ROADWAY SEGMENTS	EXISTING LANES	[1]	[2]	[3]	[4]	[5]	Nov. 14	Nov. 15	Nov. 16	Friday	Saturday	Sunday	Nov. 14	Nov. 15	Nov. 16
		STUDY COUNT STATION	ROADWAY FUNCTIONAL CLASSIFICATION	COUNT DATE	ADOPTED LOS	Two-Way Peak Hour MSV	Friday VOLUMES	Saturday VOLUMES	Sunday VOLUMES	V/C	V/C	V/C	Friday LOS	Saturday LOS	Sunday LOS
SW 344 St east of US-1	4LD	Station 1	City Collector	11/14-16/2008	E	3,204	1,614	1,592	1,889	0.50	0.50	0.59	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/14-16/2008	E	3,204	886	736	719	0.28	0.23	0.22	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/14-16/2008	E	1,440	583	448	434	0.40	0.31	0.30	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/14-16/2008	E	3,204	1,216	n/a	n/a	0.38	n/a	n/a	B	n/a	n/a
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/14-16/2008	E	3,204	1,176	1,415	1,961	0.37	0.44	0.61	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/14-16/2008	E	3,204	1,196	1,518	1,909	0.37	0.47	0.60	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/14-16/2008	D	1,440	388	352	365	0.27	0.24	0.25	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/14-16/2008	D	3,204	1,878	n/a	n/a	0.59	n/a	n/a	B	n/a	n/a
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/14-16/2008	D	1,440	532	436	499	0.37	0.30	0.35	B	B	B

**AM Peak Hour Traffic Conditions - NASCAR 2008 - Highest Hour from 6AM to Noon**

ROADWAY SEGMENTS	EXISTING LANES	[1]	[2]	[3]	[4]	[5]	Nov. 14	Nov. 15	Nov. 16	Friday	Saturday	Sunday	Nov. 14	Nov. 15	Nov. 16
		STUDY COUNT STATION	ROADWAY FUNCTIONAL CLASSIFICATION	COUNT DATE	ADOPTED LOS	Two-Way Peak Hour MSV	Friday VOLUMES	Saturday VOLUMES	Sunday VOLUMES	V/C	V/C	V/C	Friday LOS	Saturday LOS	Sunday LOS
SW 344 St east of US-1	4LD	Station 1	City Collector	11/14-16/2008	E	3,204	1,600	1,638	1,803	0.50	0.51	0.56	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/14-16/2008	E	3,204	703	762	777	0.22	0.24	0.24	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/14-16/2008	E	1,440	446	443	370	0.31	0.31	0.26	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/14-16/2008	E	3,204	1,172	n/a	n/a	0.37	n/a	n/a	B	n/a	n/a
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/14-16/2008	E	3,204	1,198	977	1,316	0.37	0.30	0.41	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/14-16/2008	E	3,204	1,014	1,171	2,026	0.32	0.37	0.63	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/14-16/2008	D	1,440	337	344	370	0.23	0.24	0.26	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/14-16/2008	D	3,204	1,600	n/a	n/a	0.50	n/a	n/a	B	n/a	n/a
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/14-16/2008	D	1,440	493	451	546	0.34	0.31	0.38	B	B	B

**PM Peak Hour Traffic Conditions - NASCAR 2008 - Highest Hour from Noon to Midnight**

ROADWAY SEGMENTS	EXISTING LANES	[1]	[2]	[3]	[4]	[5]	Nov. 14	Nov. 15	Nov. 16	Friday	Saturday	Sunday	Nov. 14	Nov. 15	Nov. 16
		STUDY COUNT STATION	ROADWAY FUNCTIONAL CLASSIFICATION	COUNT DATE	ADOPTED LOS	Two-Way Peak Hour MSV	Friday VOLUMES	Saturday VOLUMES	Sunday VOLUMES	V/C	V/C	V/C	Friday LOS	Saturday LOS	Sunday LOS
SW 344 St east of US-1	4LD	Station 1	City Collector	11/14-16/2008	E	3,204	1,746	1,844	2,139	0.54	0.58	0.67	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/14-16/2008	E	3,204	951	756	754	0.30	0.24	0.24	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/14-16/2008	E	1,440	627	473	457	0.44	0.33	0.32	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/14-16/2008	E	3,204	1,271	n/a	n/a	0.40	n/a	n/a	B	n/a	n/a
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/14-16/2008	E	3,204	1,233	1,759	2,378	0.38	0.55	0.74	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/14-16/2008	E	3,204	1,690	1,795	1,956	0.53	0.56	0.61	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/14-16/2008	D	1,440	407	375	370	0.28	0.26	0.26	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/14-16/2008	D	3,204	1,990	n/a	n/a	0.62	n/a	n/a	B	n/a	n/a
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/14-16/2008	D	1,440	549	445	563	0.38	0.31	0.39	B	B	B

[1] See Attachment VIII for the data collected during the 2008 NASCAR Racing Series.  
 [2] The roadway functional classification is consistent with the City and County Functional Classification Maps.  
 [3] The count dates correspond to the Friday, Saturday and Sunday of the NASCAR 2008 Championship Racing Series.  
 [4] The adopted level of service standards have been obtained from the City Land Use Plan and County's Comprehensive Development Master Plan.  
 [5] The two-way peak hour maximum service volumes (MSV) are based on Table 4 of the FDOT 2009 Quality/LOS Handbook.  
 [6] The segments of SW 137 Avenue between SW 344 Street and SW 336 Street and US-1 to SW 288 Street are under County Jurisdiction.

**Table 19 - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2009**

**Peak Hour Period Traffic Conditions - NASCAR 2009 - Average of the Two Highest Consecutive Peak Hours**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 20 Friday VOLUMES	Nov. 21 Saturday VOLUMES	Nov. 22 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 20 Friday LOS	Nov. 21 Saturday LOS	Nov. 22 Sunday LOS
SW 344 St east of US-1	4LD	Station 1	City Collector	11/20-22/2009	E	3,204	1,545	1,472	1,612	0.48	0.46	0.50	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/20-22/2009	E	3,204	928	729	737	0.29	0.23	0.23	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/20-22/2009	E	1,440	646	540	515	0.45	0.38	0.36	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/20-22/2009	E	3,204	1,278	1,177	1,432	0.40	0.37	0.45	B	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/20-22/2009	E	3,204	1,103	1,164	1,538	0.34	0.36	0.48	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/20-22/2009	E	3,204	1,033	1,627	2,250	0.32	0.51	0.70	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/20-22/2009	D	1,440	415	386	418	0.29	0.27	0.29	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/20-22/2009	D	3,204	1,905	2,110	2,007	0.59	0.66	0.63	B	B	B
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/20-22/2009	D	1,440	530	444	513	0.37	0.31	0.36	B	B	B

**AM Peak Hour Traffic Conditions - NASCAR 2009 - Highest Hour from 6AM to Noon**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 20 Friday VOLUMES	Nov. 21 Saturday VOLUMES	Nov. 22 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 20 Friday LOS	Nov. 21 Saturday LOS	Nov. 22 Sunday LOS
SW 344 St east of US-1	4LD	Station 1	City Collector	11/20-22/2009	E	3,204	1,342	1,526	1,615	0.42	0.48	0.50	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/20-22/2009	E	3,204	815	747	740	0.25	0.23	0.23	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/20-22/2009	E	1,440	507	518	378	0.35	0.36	0.26	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/20-22/2009	E	3,204	1,168	971	946	0.36	0.30	0.30	B	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/20-22/2009	E	3,204	1,177	869	1,374	0.37	0.27	0.43	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/20-22/2009	E	3,204	894	1,047	1,930	0.28	0.33	0.60	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/20-22/2009	D	1,440	386	359	414	0.27	0.25	0.29	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/20-22/2009	D	3,204	1,521	1,650	2,112	0.47	0.51	0.66	B	B	B
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/20-22/2009	D	1,440	483	428	569	0.34	0.30	0.40	B	B	B

**PM Peak Hour Traffic Conditions - NASCAR 2009 - Highest Hour from Noon to Midnight**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 20 Friday VOLUMES	Nov. 21 Saturday VOLUMES	Nov. 22 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 20 Friday LOS	Nov. 21 Saturday LOS	Nov. 22 Sunday LOS
SW 344 St east of US-1	4LD	Station 1	City Collector	11/20-22/2009	E	3,204	1,670	1,476	1,871	0.52	0.46	0.58	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/20-22/2009	E	3,204	972	747	865	0.30	0.23	0.27	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/20-22/2009	E	1,440	689	573	560	0.48	0.40	0.39	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/20-22/2009	E	3,204	1,300	1,245	1,505	0.41	0.39	0.47	B	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/20-22/2009	E	3,204	1,129	1,330	1,614	0.35	0.42	0.50	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/20-22/2009	E	3,204	1,417	2,220	2,413	0.44	0.69	0.75	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/20-22/2009	D	1,440	425	397	432	0.30	0.28	0.30	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/20-22/2009	D	3,204	1,967	2,325	2,077	0.61	0.73	0.65	B	B	B
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/20-22/2009	D	1,440	544	446	573	0.38	0.31	0.40	B	B	B

[1] See Attachment VIII for the data collected during the 2009 NASCAR Racing Series.  
 [2] The roadway functional classification is consistent with the City and County Functional Classification Maps.  
 [3] The count dates correspond to the Friday, Saturday and Sunday of the NASCAR 2009 Championship Racing Series.  
 [4] The adopted level of service standards have been obtained from the City Land Use Plan and County's Comprehensive Development Master Plan.  
 [5] The two-way peak hour maximum service volumes (MSV) are based on Table 4 of the FDOT 2009 Quality/LOS Handbook.  
 [6] The segments of SW 137 Avenue between SW 344 Street and SW 336 Street and US-1 to SW 288 Street are under County Jurisdiction.

**Table 20A - Peak Hour Period - AM Peak Hour - PM Peak Hour - with Trip Impact from Seat Expansion**

**Peak Hour Period Traffic Conditions - Average of the Two Highest Consecutive Peak Hours**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ADOPTED LOS	[3] Two-Way Peak Hour MSV	Average of 2007-2009 Saturday VOLUMES	PHP Vol is Outbound between 3 - 8 PM	Estimated Trip Dist % See Figure 6	Sat Pk Hr Trips w/Seat Exp 22% in Pk Hr 880*Dist %	Saturday with Seat Expansion	Average of 2007-2009 Sunday VOLUMES	PHP Vol is Outbound between 5 - 8 PM	Estimated Trip Dist % See Figure 6	Sun Pk Hr Trips w/Seat Exp 21% in Pk Hr 840*Dist %	Sunday with Seat Expansion	Sat V/C	Sun V/C	Sat LOS	Sun LOS
SW 344 St east of US-1	4LD	Station 1	E	3,204	1,597	1-2 - WB	24.08%	212	1,809	1,798	7-8 - WB	24.08%	202	2,001	0.56	0.62	B	B
SW 328 St east of US-1	4LD	Station 2	E	3,204	745	12-1 - EB	5.42%	48	793	735	7-8 - WB	5.42%	46	781	0.25	0.24	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	E	1,440	527	4-5 - SB	0.41%	4	531	511	5-6 - SB	0.41%	3	514	0.37	0.36	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	E	3,204	1,080	7-8 - NB	6.27%	55	1,135	1,274	7-8 - NB	6.27%	53	1,327	0.35	0.41	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	E	3,204	1,264	7-8 - NB	17.43%	153	1,417	1,886	7-8 - NB	17.43%	146	2,032	0.44	0.63	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	E	3,204	1,796	7-8 - NB	47.45%	418	2,214	2,241	7-8 - NB	47.45%	399	2,640	0.69	0.82	B	B
SW 152 Ave south of US-1	2LU	Station 7	D	1,440	407	4-5 - SB	0.91%	8	415	419	12-1 - SB	0.91%	8	426	0.29	0.30	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	D	3,204	2,209	7-8 - NB	47.45%	418	2,626	2,196	6-7 - NB	47.45%	399	2,595	0.82	0.81	B	B
SW 137 Ave south of US-1	2LU	Station 9	D	1,440	446	3-4 - NB	1.23%	11	457	524	1-2 - NB	1.23%	10	535	0.32	0.37	B	B

**AM Peak Hour Traffic Conditions - Highest Hour from 6AM to Noon**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ADOPTED LOS	[3] Two-Way Peak Hour MSV	Average of 2007-2009 Saturday VOLUMES	PHP Vol is In/Out between 9 - Noon	Estimated Trip Dist % See Figure 6	Sat Pk Hr Trips w/Seat Exp 14% in Pk Hr 520*Dist %	Saturday with Seat Expansion	Average of 2007-2009 Sunday VOLUMES	PHP Vol is In/Out between 9 - Noon	Estimated Trip Dist % See Figure 6	Sun Pk Hr Trips w/Seat Exp 16% in Pk Hr 640*Dist %	Sunday with Seat Expansion	Sat V/C	Sun V/C	Sat LOS	Sun LOS
SW 344 St east of US-1	4LD	Station 1	E	3,204	1,639	10-11 - EB	24.08%	125	1,764	1,784	10-11 - EB	24.08%	154	1,938	0.55	0.60	B	B
SW 328 St east of US-1	4LD	Station 2	E	3,204	773	10-11 - EB	5.42%	28	802	771	11-12 - EB	5.42%	35	806	0.25	0.25	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	E	1,440	495	9-10 - SB	0.41%	2	497	406	10-11 - NB	0.41%	3	408	0.35	0.28	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	E	3,204	897	11-12 - NB	6.27%	33	930	879	11-12 - NB	6.27%	40	919	0.29	0.29	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	E	3,204	946	11-12 - NB	17.43%	91	1,036	1,485	11-12 - SB	17.43%	112	1,597	0.32	0.50	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	E	3,204	1,203	11-12 - SB	47.45%	247	1,449	2,136	9-10 - SB	47.45%	304	2,440	0.45	0.76	B	B
SW 152 Ave south of US-1	2LU	Station 7	D	1,440	373	10-11 - NB	0.91%	5	378	431	10-11 - NB	0.91%	6	436	0.26	0.30	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	D	3,204	2,011	11-12 - SB	47.45%	247	2,258	2,280	10-11 - SB	47.45%	304	2,584	0.70	0.81	B	B
SW 137 Ave south of US-1	2LU	Station 9	D	1,440	456	10-11 - NB	1.23%	6	462	555	10-11 - SB	1.23%	8	563	0.32	0.39	B	B

**PM Peak Hour Traffic Conditions - Highest Hour from Noon to Midnight**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ADOPTED LOS	[3] Two-Way Peak Hour MSV	Average of 2007-2009 Saturday VOLUMES	PHP Vol is Outbound between 3 - 8 PM	Estimated Trip Dist % See Figure 6	Sat Pk Hr Trips w/Seat Exp 22% in Pk Hr 880*Dist %	Saturday with Seat Expansion	Average of 2007-2009 Sunday VOLUMES	PHP Vol is Outbound between 5 - 8 PM	Estimated Trip Dist % See Figure 6	Sun Pk Hr Trips w/Seat Exp 21% in Pk Hr 840*Dist %	Sunday with Seat Expansion	Sat V/C	Sun V/C	Sat LOS	Sun LOS
SW 344 St east of US-1	4LD	Station 1	E	3,204	1,709	1-2 - WB	24.08%	212	1,921	1,976	7-8 - WB	24.08%	202	2,178	0.60	0.68	B	B
SW 328 St east of US-1	4LD	Station 2	E	3,204	748	12-1 - EB	5.42%	48	796	835	7-8 - WB	5.42%	46	881	0.25	0.27	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	E	1,440	555	4-5 - SB	0.41%	4	558	545	5-6 - SB	0.41%	3	549	0.39	0.38	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	E	3,204	1,143	7-8 - NB	6.27%	55	1,198	1,409	7-8 - NB	6.27%	53	1,461	0.37	0.46	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	E	3,204	1,518	7-8 - NB	17.43%	153	1,671	2,115	7-8 - NB	17.43%	146	2,261	0.52	0.71	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	E	3,204	2,267	7-8 - NB	47.45%	418	2,685	2,369	7-8 - NB	47.45%	399	2,768	0.84	0.86	B	B
SW 152 Ave south of US-1	2LU	Station 7	D	1,440	423	4-5 - SB	0.91%	8	431	434	12-1 - SB	0.91%	8	442	0.30	0.31	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	D	3,204	2,362	7-8 - NB	47.45%	418	2,780	2,407	6-7 - NB	47.45%	399	2,806	0.87	0.88	B	B
SW 137 Ave south of US-1	2LU	Station 9	D	1,440	445	3-4 - NB	1.23%	11	456	585	1-2 - NB	1.23%	10	596	0.32	0.41	B	B

[1] See Attachment VIII for the data collected during the 2009 NASCAR Racing Series.

[2] The adopted level of service standards have been obtained from the City Land Use Plan and County's Comprehensive Development Master Plan.

[3] The two-way peak hour maximum service volumes (MSV) are based on Table 4 of the FDOT 2009 Quality/LOS Handbook.

**Table 20B - Average of the 2007 to 2009 Peak Hour Period and AM and PM Peak Hour Volumes**

**Peak Hour Period Traffic Conditions - Average of the Two Highest Consecutive Peak Hours**

ROADWAY SEGMENTS	NASCAR 2007 - See Table 17			NASCAR 2008 - See Table 18			NASCAR 2009 - See Table 19			Average of 2007 to 2009 Volumes		
	Nov. 16	Nov. 17	Nov. 18	Nov. 14	Nov. 15	Nov. 16	Nov. 20	Nov. 21	Nov. 22	Friday	Saturday	Sunday
	Friday	Saturday	Sunday	Friday	Saturday	Sunday	Friday	Saturday	Sunday	Friday	Saturday	Sunday
	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES
SW 344 St east of US-1	1,834	1,726	1,894	1,614	1,592	1,889	1,545	1,472	1,612	1,664	1,597	1,798
SW 328 St east of US-1	903	770	749	886	736	719	928	729	737	906	745	735
SW 167 Ave south of SW 312 St	873	594	584	583	448	434	646	540	515	701	527	511
SW 162 Ave south of SW 312 St	1,035	983	1,116	1,216	0	0	1,278	1,177	1,432	1,176	1,080	1,274
SW 152 Ave south of SW 312 St	1,118	1,213	2,159	1,176	1,415	1,961	1,103	1,164	1,538	1,132	1,264	1,886
SW 137 Ave south of SW 312 St	1,813	2,243	2,564	1,196	1,518	1,909	1,033	1,627	2,250	1,347	1,796	2,241
SW 152 Ave south of US-1	550	482	473	388	352	365	415	386	418	451	407	419
SW 137 Ave south of the HEFT	2,048	2,307	2,385	1,878	0	0	1,905	2,110	2,007	1,944	2,209	2,196
SW 137 Ave south of US-1	574	458	561	532	436	499	530	444	513	545	446	524

**AM Peak Hour Traffic Conditions - Highest Hour from 6AM to Noon**

ROADWAY SEGMENTS	NASCAR 2007 - See Table 17			NASCAR 2008 - See Table 18			NASCAR 2009 - See Table 19			Average of 2007 to 2009 Volumes		
	Nov. 16	Nov. 17	Nov. 18	Nov. 14	Nov. 15	Nov. 16	Nov. 20	Nov. 21	Nov. 22	Friday	Saturday	Sunday
	Friday	Saturday	Sunday	Friday	Saturday	Sunday	Friday	Saturday	Sunday	Friday	Saturday	Sunday
	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES
SW 344 St east of US-1	1,734	1,753	1,934	1,600	1,638	1,803	1,342	1,526	1,615	1,559	1,639	1,784
SW 328 St east of US-1	830	811	797	703	762	777	815	747	740	783	773	771
SW 167 Ave south of SW 312 St	520	524	469	446	443	370	507	518	378	491	495	406
SW 162 Ave south of SW 312 St	789	823	812	1,172	0	0	1,168	971	946	1,043	897	879
SW 152 Ave south of SW 312 St	1,177	991	1,765	1,198	977	1,316	1,177	869	1,374	1,184	946	1,485
SW 137 Ave south of SW 312 St	972	1,390	2,452	1,014	1,171	2,026	894	1,047	1,930	960	1,203	2,136
SW 152 Ave south of US-1	533	417	508	337	344	370	386	359	414	419	373	431
SW 137 Ave south of the HEFT	1,848	2,372	2,448	1,600	0	0	1,521	1,650	2,112	1,656	2,011	2,280
SW 137 Ave south of US-1	534	488	549	493	451	546	483	428	569	503	456	555

**PM Peak Hour Traffic Conditions - Highest Hour from Noon to Midnight**

ROADWAY SEGMENTS	NASCAR 2007 - See Table 17			NASCAR 2008 - See Table 18			NASCAR 2009 - See Table 19			Average of 2007 to 2009 Volumes		
	Nov. 16	Nov. 17	Nov. 18	Nov. 14	Nov. 15	Nov. 16	Nov. 20	Nov. 21	Nov. 22	Friday	Saturday	Sunday
	Friday	Saturday	Sunday	Friday	Saturday	Sunday	Friday	Saturday	Sunday	Friday	Saturday	Sunday
	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES
SW 344 St east of US-1	1,936	1,807	1,918	1,746	1,844	2,139	1,670	1,476	1,871	1,784	1,709	1,976
SW 328 St east of US-1	974	742	886	951	756	754	972	747	865	966	748	835
SW 167 Ave south of SW 312 St	904	618	619	627	473	457	689	573	560	740	555	545
SW 162 Ave south of SW 312 St	1,049	1,041	1,312	1,271	0	0	1,300	1,245	1,505	1,207	1,143	1,409
SW 152 Ave south of SW 312 St	1,420	1,464	2,352	1,233	1,759	2,378	1,129	1,330	1,614	1,261	1,518	2,115
SW 137 Ave south of SW 312 St	2,767	2,786	2,738	1,690	1,795	1,956	1,417	2,220	2,413	1,958	2,267	2,369
SW 152 Ave south of US-1	587	496	500	407	375	370	425	397	432	473	423	434
SW 137 Ave south of the HEFT	2,166	2,399	2,737	1,990	0	0	1,967	2,325	2,077	2,041	2,362	2,407
SW 137 Ave south of US-1	594	444	620	549	445	563	544	446	573	562	445	585

Table 21 - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2009															
Peak Hour Period Traffic Conditions - NASCAR 2009 - Average of the Two Highest Consecutive Peak Hours															
ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 20 Friday VOLUMES	Nov. 21 Saturday VOLUMES	Nov. 22 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 20 Friday LOS	Nov. 21 Saturday LOS	Nov. 22 Sunday LOS
US-1 north of SW 137 Ave	4LD	Station 10	Urban Principal Arterial	11/20-22/2009	EE	4,080	2,716	2,643	2,946	0.67	0.65	0.72	D	D	D
US-1 north of SW 312 St	3L NB/2L SB	Station 11	Urban Principal Arterial	11/20-22/2009	EE	4,080	2,333	2,430	2,279	0.57	0.60	0.56	C	D	C
US-1 south of SW 344 St	3L NB/2L SB	Station 12	Urban Principal Arterial	11/20-22/2009	D	3,560	2,641	2,076	2,267	0.74	0.58	0.64	B	B	B
Krome Ave north of SW 312 St	2LD	Station 13	Urban Principal Arterial	11/20-22/2009	D	1,680	1,581	1,347	1,232	0.94	0.80	0.73	D	C	C
Krome Ave north of SW 344 St	2LU	Station 14	Urban Principal Arterial	11/20-22/2009	D	1,600	875	770	776	0.55	0.48	0.49	B	B	B
AM Peak Hour Traffic Conditions - NASCAR 2009 - Highest Hour from 6AM to Noon															
ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 20 Friday VOLUMES	Nov. 21 Saturday VOLUMES	Nov. 22 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 20 Friday LOS	Nov. 21 Saturday LOS	Nov. 22 Sunday LOS
US-1 north of SW 137 Ave	4LD	Station 10	Urban Principal Arterial	11/20-22/2009	EE	4,080	2,553	2,594	3,039	0.63	0.64	0.74	D	D	D
US-1 north of SW 312 St	3L NB/2L SB	Station 11	Urban Principal Arterial	11/20-22/2009	EE	4,080	2,163	2,390	2,212	0.53	0.59	0.54	C	C	C
US-1 south of SW 344 St	3L NB/2L SB	Station 12	Urban Principal Arterial	11/20-22/2009	D	3,560	1,980	2,156	2,230	0.56	0.61	0.63	B	B	B
Krome Ave north of SW 312 St	2LD	Station 13	Urban Principal Arterial	11/20-22/2009	D	1,680	1,490	1,381	1,220	0.89	0.82	0.73	C	C	C
Krome Ave north of SW 344 St	2LU	Station 14	Urban Principal Arterial	11/20-22/2009	D	1,600	717	810	774	0.45	0.51	0.48	B	B	B
PM Peak Hour Traffic Conditions - NASCAR 2009 - Highest Hour from Noon to Midnight															
ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 20 Friday VOLUMES	Nov. 21 Saturday VOLUMES	Nov. 22 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 20 Friday LOS	Nov. 21 Saturday LOS	Nov. 22 Sunday LOS
US-1 north of SW 137 Ave	4LD	Station 10	Urban Principal Arterial	11/20-22/2009	EE	4,080	2,808	2,708	2,937	0.69	0.66	0.72	D	D	D
US-1 north of SW 312 St	3L NB/2L SB	Station 11	Urban Principal Arterial	11/20-22/2009	EE	4,080	2,423	2,492	2,320	0.59	0.61	0.57	D	D	C
US-1 south of SW 344 St	3L NB/2L SB	Station 12	Urban Principal Arterial	11/20-22/2009	D	3,560	2,743	2,067	2,311	0.77	0.58	0.65	B	B	B
Krome Ave north of SW 312 St	2LD	Station 13	Urban Principal Arterial	11/20-22/2009	D	1,680	1,612	1,359	1,272	0.96	0.81	0.76	D	C	C
Krome Ave north of SW 344 St	2LU	Station 14	Urban Principal Arterial	11/20-22/2009	D	1,600	906	773	780	0.57	0.48	0.49	B	B	B

[1] See Attachment VIII for the data collected during the 2009 NASCAR Racing Series.

[2] The roadway functional classification is consistent with the City and County Functional Classification Maps.

[3] The count dates correspond to the Friday, Saturday and Sunday of the NASCAR 2009 Championship Racing Series.

[4] The adopted level of service standards have been obtained from the City Land Use Plan and County's Comprehensive Development Master Plan.

The adopted LOS Standards for US-1 north of the HEFT (the portion of US-1 which is not part of the Strategic Intermodal System) has been obtained from the Miami-Dade County Concurrency Database.

This segment of US-1 runs parallel to the Busway Corridor, one of Miami-Dade County's extraordinary (premium) transit service and therefore has an adopted LOS of EE (120% of E).

The segment of US-1 south of the HEFT is part of the Strategic Intermodal System. Pursuant to Table 8-1 from the 2009 Quality/LOS Handbook, this urbanized segment of US-1 just south of SW 344 Street has an LOS of D.

[5] The two-way peak hour maximum service volumes (MSV) are based on Table 4 of the FDOT 2009 Quality/LOS Handbook.

The segments of Krome Avenue in this study area are part of the FIHS and SIS and have a functional classification of Urban Principal Arterial pursuant to the 2009 FDOT Highway Data DVD and the City Functional Classification Map.

The Adopted LOS for these urbanized segments is LOS D pursuant to Table 8.1 from the 2009 Quality/LOS Handbook.

**Table 22 - Peak Hour Period - AM Peak Hour - PM Peak Hour - with Trip Impact from Seat Expansion**

**Peak Hour Period Traffic Conditions - Average of the Two Highest Consecutive Peak Hours**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ADOPTED LOS	[3] Two-Way Peak Hour MSV	Nov. 21 Saturday VOLUMES	PHP Vol is In/Out between 12 - 1 PM	Estimated Trip Dist % See Figure 6	Sat Pk Hr Trips w/Seat Exp 14% in Pk Hr 560*Dist %	Saturday with Seat Expansion	Nov. 22 Sunday VOLUMES	PHP Vol is Inbound between 11 - 1 PM	Estimated Trip Dist % See Figure 6	Sun Pk Hr Trips w/Seat Exp 16% in Pk Hr 640*Dist %	Sunday with Seat Expansion	Sat V/C	Sun V/C	Sat LOS	Sun LOS	
US-1 north of SW 137 Ave	4LD	Station 10	EE	4,080	2,643	12-1 - NB	9.24%	See Table 15A	52	2,695	2,946	11-12 - SB	9.24%	59	3,005	0.66	0.74	D	D
US-1 north of SW 312 St	3L NB/2L SB	Station 11	EE	4,080	2,430	12-1 - NB	9.17%		51	2,481	2,279	12-1 - SB	9.17%	59	2,338	0.61	0.57	D	C
US-1 south of SW 344 St	3L NB/2L SB	Station 12	D	3,560	2,076	12-1 - SB	5.84%		33	2,109	2,267	12-1 - NB	5.84%	37	2,304	0.59	0.65	B	B
Krome Ave north of SW 312 St	2LD	Station 13	D	1,680	1,347	12-1 - SB	3.15%		18	1,365	1,232	12-1 - SB	3.15%	20	1,252	0.81	0.75	C	C
Krome Ave north of SW 344 St	2LU	Station 14	D	1,600	770	12-1 - SB	3.38%		19	789	776	12-1 - SB	3.38%	22	798	0.49	0.50	B	B

**AM Peak Hour Traffic Conditions - Highest Hour from 6AM to Noon**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ADOPTED LOS	[3] Two-Way Peak Hour MSV	Nov. 21 Saturday VOLUMES	PHP Vol is In/Out between 10 - Noon	Estimated Trip Dist % See Figure 6	Sat Pk Hr Trips w/Seat Exp 13% in Pk Hr 520*Dist %	Saturday with Seat Expansion	Nov. 22 Sunday VOLUMES	PHP Vol is Inbound between 10 - Noon	Estimated Trip Dist % See Figure 6	Sun Pk Hr Trips w/Seat Exp 15% in Pk Hr 600*Dist %	Sunday with Seat Expansion	Sat V/C	Sun V/C	Sat LOS	Sun LOS	
US-1 north of SW 137 Ave	4LD	Station 10	EE	4,080	2,594	11-12 - NB	9.24%	See Table 15A	48	2,642	3,039	10-11 - SB	9.24%	55	3,094	0.65	0.76	D	D
US-1 north of SW 312 St	3L NB/2L SB	Station 11	EE	4,080	2,390	11-12 - NB	9.17%		48	2,438	2,212	11-12 - SB	9.17%	55	2,267	0.60	0.56	C	C
US-1 south of SW 344 St	3L NB/2L SB	Station 12	D	3,560	2,156	10-11 - SB	5.84%		30	2,186	2,230	11-12 - NB	5.84%	35	2,265	0.61	0.64	B	B
Krome Ave north of SW 312 St	2LD	Station 13	D	1,680	1,381	10-11 - SB	3.15%		16	1,397	1,220	11-12 - SB	3.15%	19	1,239	0.83	0.74	C	C
Krome Ave north of SW 344 St	2LU	Station 14	D	1,600	810	10-11 - SB	3.38%		18	828	774	11-12 - SB	3.38%	20	794	0.52	0.50	B	B

**PM Peak Hour Traffic Conditions - Highest Hour from Noon to Midnight**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ADOPTED LOS	[3] Two-Way Peak Hour MSV	Nov. 21 Saturday VOLUMES	PHP Vol is In/Out between 12 - 2 PM	Estimated Trip Dist % See Figure 6	Sat Pk Hr Trips w/Seat Exp 14% in Pk Hr 560*Dist %	Saturday with Seat Expansion	Nov. 22 Sunday VOLUMES	PHP Vol is Inbound between 12 - 1 PM	Estimated Trip Dist % See Figure 6	Sun Pk Hr Trips w/Seat Exp 16% in Pk Hr 640*Dist %	Sunday with Seat Expansion	Sat V/C	Sun V/C	Sat LOS	Sun LOS	
US-1 north of SW 137 Ave	4LD	Station 10	EE	4,080	2,708	1-2 - NB	9.24%	See Table 15A	52	2,760	2,937	12-1 - SB	9.24%	59	2,996	0.68	0.73	D	D
US-1 north of SW 312 St	3L NB/2L SB	Station 11	EE	4,080	2,492	12-1 - NB	9.17%		51	2,543	2,320	1-2 - SB	9.17%	59	2,379	0.62	0.58	D	C
US-1 south of SW 344 St	3L NB/2L SB	Station 12	D	3,560	2,067	12-1 - SB	5.84%		33	2,100	2,311	12-1 - NB	5.84%	37	2,348	0.59	0.66	B	B
Krome Ave north of SW 312 St	2LD	Station 13	D	1,680	1,359	12-1 - SB	3.15%		18	1,377	1,272	12-1 - SB	3.15%	20	1,292	0.82	0.77	C	C
Krome Ave north of SW 344 St	2LU	Station 14	D	1,600	773	12-1 - SB	3.38%		19	792	780	12-1 - SB	3.38%	22	802	0.49	0.50	B	B

[1] See Attachment VIII for the data collected during the 2009 NASCAR Racing Series.

[2] The adopted level of service standards have been obtained from the City Land Use Plan and County's Comprehensive Development Master Plan.

The adopted LOS Standards for US-1 north of the HEFT (the portion of US-1 which is not part of the Strategic Intermodal System) has been obtained from the Miami-Dade County Concurrency Database.

This segment of US-1 runs parallel to the Busway Corridor, one of Miami-Dade County's extraordinary (premium) transit service and therefore has an adopted LOS of EE (120% of E).

The segment of US-1 south of the HEFT is part of the Strategic Intermodal System. Pursuant to Table 8-1 from the 2009 Quality/LOS Handbook, this urbanized segment of US-1 just south of SW 344 Street has an LOS of D.

[5] The two-way peak hour maximum service volumes (MSV) are based on Table 4 of the FDOT 2009 Quality/LOS Handbook.

The segments of Krome Avenue in this study area are part of the FHHS and SIS and have a functional classification of Urban Principal Arterial pursuant to the 2009 FDOT Highway Data DVD and the City Functional Classification Map.

The Adopted LOS for these urbanized segments is LOS D pursuant to Table 8.1 from the 2009 Quality/LOS Handbook.

**Table 23 - Estimated Traffic Distribution on Local, County and State Roadways with NASCAR**

ROADWAY SEGMENTS	EXISTING LANES	STUDY COUNT STATION	ADOPTED LOS	COUNT DATES	Friday Daily VOLUMES	Saturday Daily VOLUMES	Sunday Daily VOLUMES	Friday Race Traffic + Dist %	Saturday Race Traffic + Dist %	Sunday Race Traffic + Dist %
SW 344 St east of US-1	4LD	Station 1 - with Station 1 - w/o	E	11/20-22/2009 10/30-11/1/2009	23,175 16,900	21,865 15,656	22,154 12,983	6,275	6,209	9,171
				Difference	6,275	6,209	9,171	<b>28.44%</b>	<b>15.64%</b>	<b>24.08%</b>
SW 328 St east of US-1	4LD	Station 2 - with Station 2 - w/o	E	11/20-22/2009 10/30-11/1/2009	11,782 10,184	10,168 9,484	9,846 7,780	1,598	684	2,066
				Difference	1,598	684	2,066	<b>7.24%</b>	<b>1.72%</b>	<b>5.42%</b>
SW 167 Ave S. of SW 312 St	2LU	Station 3 - with Station 3 - w/o	E	11/20-22/2009 10/30-11/1/2009	7,911 7,729	7,785 7,820	6,193 6,035	182	-35	158
				Difference	182	-35	158	<b>0.82%</b>	<b>-0.09%</b>	<b>0.41%</b>
SW 162 Ave S. of SW 312 St	4LD	Station 4 - with Station 4 - w/o	E	11/20-22/2009 10/30-11/1/2009	17,120 15,949	16,532 16,629	15,680 13,291	1,171	-97	2,389
				Difference	1,171	-97	2,389	<b>5.31%</b>	<b>-0.24%</b>	<b>6.27%</b>
SW 152 Ave S. of SW 312 St	4LD	Station 5 - with Station 5 - w/o	E	11/20-22/2009 10/30-11/1/2009	15,888 12,788	13,695 12,128	16,622 9,983	3,100	1,567	6,639
				Difference	3,100	1,567	6,639	<b>14.05%</b>	<b>3.95%</b>	<b>17.43%</b>
SW 137 Ave S. of SW 312 St	4LD	Station 6 - with Station 6 - w/o	E	11/20-22/2009 10/30-11/1/2009	15,796 8,368	16,145 6,407	23,527 5,454	7,428	9,738	18,073
				Difference	7,428	9,738	18,073	<b>33.67%</b>	<b>24.52%</b>	<b>47.45%</b>
Subtotal change in trips for Stations 1 to 6								<b>19,754</b>	<b>18,066</b>	<b>38,496</b>
Total Estimated Distribution % for Stations 1 to 6								<b>89.53%</b>	<b>45.50%</b>	<b>101.07%</b>
SW 152 Ave S. of US-1	2LU	Station 7 - with Station 7 - w/o	D	11/20-22/2009 10/30-11/1/2009	5,552 5,408	5,530 5,685	5,376 5,029	144	-155	347
				Difference	144	-155	347	<b>0.65%</b>	<b>-0.39%</b>	<b>0.91%</b>
SW 137 Ave S. of the HEFT	4LD	Station 8 - with Station 8 - w/o	D	11/20-22/2009 10/30-11/1/2009	26,612 21,224	26,404 20,103	28,000 17,088	5,388	6,301	10,912
				Difference	5,388	6,301	10,912	<b>24.42%</b>	<b>15.87%</b>	<b>28.65%</b>
SW 137 Ave S. of US-1	2LU	Station 9 - with Station 9 - w/o	D	11/20-22/2009 10/30-11/1/2009	7,608 7,394	6,863 7,179	6,735 6,266	214	-316	469
				Difference	214	-316	469	<b>0.97%</b>	<b>-0.80%</b>	<b>1.23%</b>
US-1 N. of SW 137 Ave	2LU	Station 10 - with Station 10 - w/o	D	11/20-22/2009 10/30-11/1/2009	41,014 40,137	38,683 36,893	36,897 33,376	877	1,790	3,521
				Difference	877	1,790	3,521	<b>3.97%</b>	<b>4.51%</b>	<b>9.24%</b>
US-1 N. of SW 312 St	2LU	Station 11 - with Station 11 - w/o	D	11/20-22/2009 11/13-15/2009	34,551 33,606	32,829 30,562	29,162 25,671	945	2,267	3,491
				Difference	945	2,267	3,491	<b>4.28%</b>	<b>5.71%</b>	<b>9.17%</b>
US-1 N. of SW 344 St	2LU	Station 12 - with Station 12 - w/o	D	11/20-22/2009 11/13-15/2009	32,077 29,069	29,182 25,749	28,460 26,235	3,008	3,433	2,225
				Difference	3,008	3,433	2,225	<b>13.63%</b>	<b>8.65%</b>	<b>5.84%</b>
Krome Ave N. of SW 312 St	2LU	Station 13 - with Station 13 - w/o	C	11/20-22/2009 11/13-15/2009	21,320 20,939	17,415 16,893	15,604 14,404	381	522	1,200
				Difference	381	522	1,200	<b>1.73%</b>	<b>1.31%</b>	<b>3.15%</b>
Krome Ave N. of SW 344 St	2LU	Station 14 - with Station 14 - w/o	D	11/20-22/2009 11/13-15/2009	11,063 9,908	9,572 8,999	8,909 7,620	1,155	573	1,289
				Difference	1,155	573	1,289	<b>5.23%</b>	<b>1.44%</b>	<b>3.38%</b>

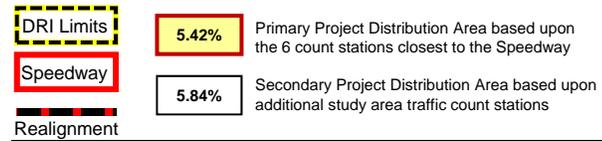
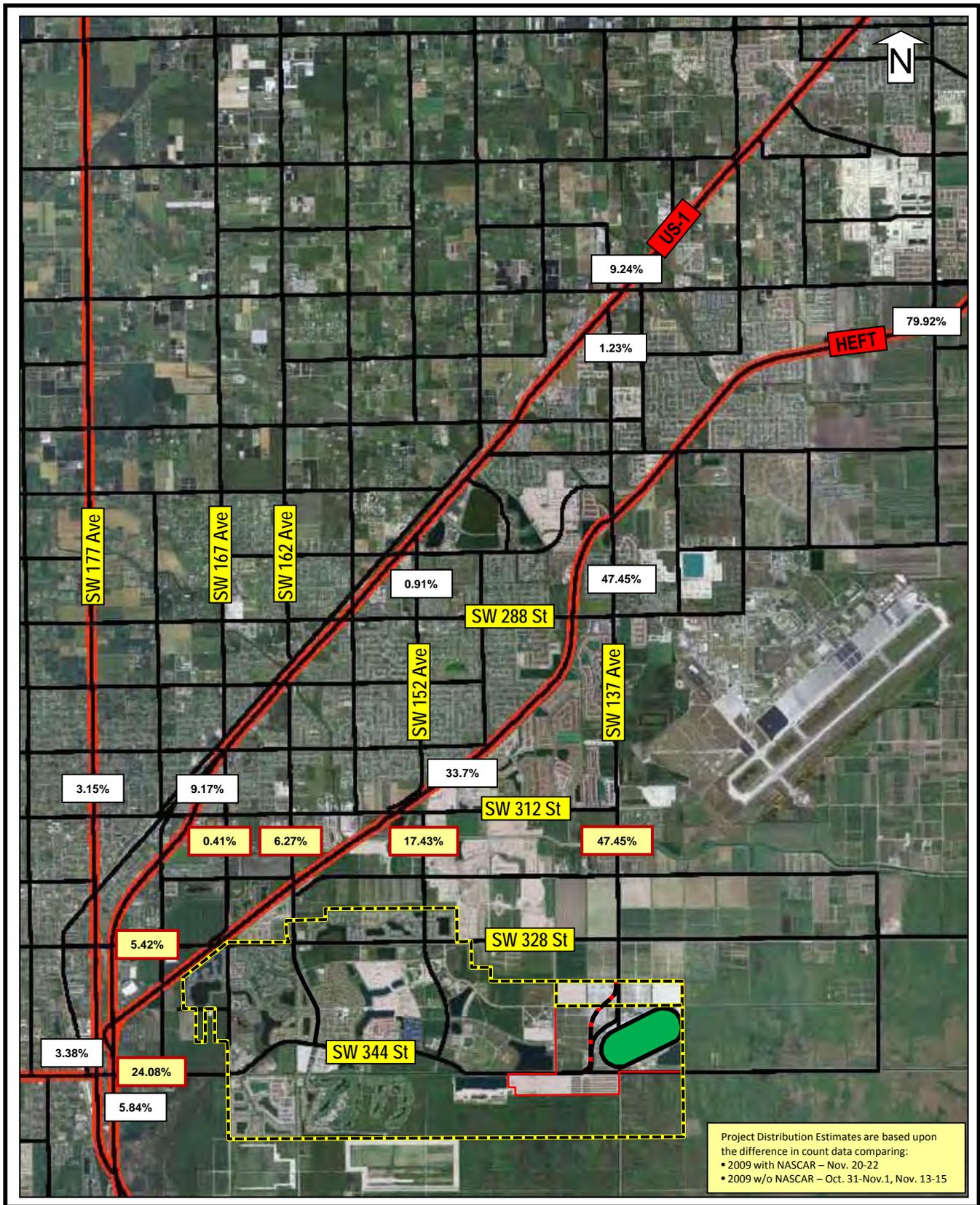


Figure 6  
 Estimated Project Distribution based upon the Sunday Race Event  
 Homestead-Miami Speedway and the Villages of Homestead DRI  
 October 2010

# **Response to Transportation Comments**

## **Attachment 2 Agency Comments**

**Florida Department of Community Affairs  
Florida Department of Transportation – District VI  
Florida’s Turnpike Enterprise  
Miami-Dade Public Works Department  
Miami-Dade Department of Planning & Zoning  
Miami-Dade Transit  
City of Homestead**

**MJ Matthews**

---

**From:** Bill.Pable@dca.state.fl.us  
**Sent:** Tuesday, April 20, 2010 11:53 AM  
**To:** MJ Matthews  
**Cc:** Bob Cambric; Mike.McDaniel@dca.state.fl.us; Bob.Dennis@dca.state.fl.us  
**Subject:** NOPC for Homestead Speedway at Villages of Homestead DRI (Project No. ADA-11-1976-001)

MJ,

The Department of Community Affairs received the NOPC related to the Homestead Speedway at the Villages of Homestead DRI on March 25, 2010. Comments are due to your office by April 23, 2010. The Department reviewed the NOPC and has no comments. Please let me know if we may be of further assistance.

Sincerely,

Bill Pable, AICP  
Division of Community Planning  
Florida Department of Community Affairs  
Office: 850.922.1781  
Fax: 850.488.3309

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**Please consider the environment - print only if necessary.**

**MJ Matthews**

**From:** Card, Carlton [Carlton.Card@dot.state.fl.us]  
**Sent:** Friday, April 23, 2010 4:56 PM  
**To:** MJ Matthews  
**Cc:** Boucle, Aileen; Steinmiller, Phil; Jeffries, Ken; Jessica Josselyn  
**Subject:** RE: Friendly Reminder RE: Time Sensitive! Review Requested re: Homestead-Miami Speedway NOPC Application

Hello MJ,

Below are the FDOT D6 comments regarding the Homestead-Miami Speedway NOPC Application:

Although the department found minor technical issues in the traffic analysis, FDOT D6 agrees with the applicant that there are no major impacts to the State Highway System.

**Carlton S. Card**  
**Transportation Planner**  
**Florida Department of Transportation District VI**  
**1000 NW 111th Ave**  
**Miami, FL 33172**  
**(305) 470-5875**

---

**From:** MJ Matthews [mailto:mjmatthews@sfrpc.com]  
**Sent:** Thursday, April 22, 2010 2:08 PM  
**To:** Tammie\_Renicker@nps.gov; com-dev@floridacityfl.gov; spurrinos@cityofhomestead.com; sbateman@cityofhomestead.com; Linda\_Friar@nps.gov; dave\_sikkema@nps.gov; timothy.proctor@myflorida.com; lisa.galocy@dep.state.fl.us; Janet.Llewellyn@dep.state.fl.us; Tim.Gray@dep.state.fl.us; Bruce.Offord@dep.state.fl.us; Samson, Kim C.; Fox, Randy; Card, Carlton; Steinmiller, Phil; jane.chabre@myFWC.com; maryann.poole@myFWC.com; aletha\_player@fpl.com; tim\_corson@fpl.com; Davis, Barbara M.; joseph.goldstein@hklaw.com; jjosselyn@kittelson.com; jperez@palmettobay-fl.gov; basus@miamidade.gov; VelazC@miamidade.gov; District12@miamidade.gov; jvital@miamidade.gov; mdiaz@mdx-way.com; susans@miamidade.gov; mwerner@miamidade.gov; nvs@miamidade.gov; davidh@miamidade.gov; csomm@miamidade.gov; mhardi@miamidade.gov; rowega@miamidade.gov; churchp@miamidade.gov; raymun@miamidade.gov; joans@miamidade.gov; rpino@miamidade.gov; dswm@miamidade.gov; hasan@miamidade.gov; bpb@miamidade.gov; bmg@miamidade.gov; mavalda@miamidade.gov; LAPRADD@miamidade.gov; aah@miamidade.gov; hch@miamidade.gov; rcf@miamidade.gov; dritz@orcareef.com; jgolden@sfwmd.gov; jlopez@sfwmd.gov; klyon@cutlerbay-fl.gov; townmanager@cutlerbay-fl.gov; Paul.E.Kruger@usace.army.mil; paul\_souza@fws.gov; aweintraub@palmettobay-fl.gov; richard@evergladeslaw.org; kkettering@npca.org; Meitin, Omar; HeftyL@miamidade.gov  
**Cc:** Bob Cambric; Larry Allen; Brian Traylor; Jeffrey Berdow; Rob Curtis; mtapanes@brzoninglaw.com; Cathy Sweetapple; meink@bellsouth.net  
**Subject:** Friendly Reminder RE: Time Sensitive! Review Requested re: Homestead-Miami Speedway NOPC Application  
**Importance:** High

Dear All,

Per my previous message below, please submit your agency's sufficiency-review comments on the Homestead-Miami Speedway Notification of a Proposed Change to a previously approved Development of Regional Impact by tomorrow -- Friday, April 23, 2010.

4/26/2010



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April 23, 2010

Ms. MJ Matthews  
South Florida Regional Planning Council  
3440 Hollywood Boulevard, Suite 140  
Hollywood, Florida 33021

SUBJECT: Villages of Homestead Development of Regional Impact (DRI) –  
Homestead-Miami Speedway Notice of Proposed Change (NOPC)  
Submittal

Dear Ms. Matthews,

Florida's Turnpike Enterprise (FTE) has reviewed the documentation related to proposed changes at the Homestead-Miami Speedway submitted on March 29, 2009. The applicant has requested to extend the build out timeframe by eight years, add approximately 120 acres to the Villages of Homestead DRI, realign 137<sup>th</sup> Avenue adjacent and north of the race way, add 12,000 permanent spectator seats and reorganize the ancillary uses.

Homestead-Miami Speedway, LLC coordinates with FTE operations staff, on a regular basis, to provide efficient service to the patrons of the Speedway and the Turnpike. The coordinated Maintenance of Traffic Plan is regularly reviewed to assess operations. The Plan and continued toll area improvements on the HEFT are expected to serve traffic changes anticipated by the NOPC. Impacts from the changes will be monitored and revisions implemented, if necessary.

Thank you for the opportunity to provide input. If you wish to discuss these or any other Turnpike matters, please contact Kim Samson at (954) 934-1106.

Sincerely,

Robert R. Fox, AICP  
Planning Manager  
Florida Turnpike Enterprise  
Phone: (407) 264 - 3041  
Fax: (407) 822 - 6612  
[randy.fox@dot.state.fl.us](mailto:randy.fox@dot.state.fl.us)

cc: Barbara Davis, FTE Planning  
Kim Samson, FTE Planning

**Bob Cambric**

---

**From:** Shen, Joan (PWD) [joans@miamidade.gov]  
**Sent:** Tuesday, April 27, 2010 6:43 PM  
**To:** MJ Matthews; Bob Cambric  
**Cc:** Calas, Esther (PWD); Khan, Muhammad (PWD)  
**Subject:** FW: Supplements to NOPC Application FW: Homestead-Miami Speedway - NOPC Revised Approved and Proposed Master Plans

Good evening, MJ and Bob,

Please see below comments from Miami-Dade County Public Works Department (PWD) related to the subject NOPC:

1. On page 11, 3.0 vehicle occupancy rate appears too high. Please attach the supporting documents in the appendix to explain the assumed vehicle occupancy rate.
2. On page 11, the proposed additional 12,000 seats are mentioned to generate 8,000 two-way daily trips without the use of other modes of transportation. However, on page 28, in Table 14, use of other modes of transportation is mentioned such as buses, RV campers and helicopters, please explain the different methodologies adopted. Also in Table 14, it is suggested that RV campers be added to the total number of vehicular trips.
3. On page 28 and page 29, percentages of arrivals, INs and OUTs in Table 14 and Table 15, should be supported by event traffic data or detailed discussion should be added in the report.
4. On page 30 and attachment V, turning movement counts (TMCs) are shown for Fridays, 7-9 AM and 4-6 PM peak periods only. Please explain whether these are the peak hours for combined traffic of the background and the facility; if not, arrival and departure peak hours should be identified from Friday to Sunday, and traffic operation or level of service analysis should be performed for these peak hours.
5. Tables 4A to 8A (from page 12 to page 16) provide the analysis along regional roadway segments. Please consider developing similar traffic concurrency analysis for roadways providing access to the site, such as, SW 344 Street, SW 137 Avenue, SW 312 Street and SW 152 Avenue.
6. Please note that Florida Power and Light (FPL) has planned to extend its facility east of the subject DRI. Any traffic impacts related FPL projects should be incorporated in the analysis.

Thank you,

Dr. Joan Shen, P.E., PTOE, Manager  
Traffic Engineering Division  
Miami-Dade County Public Works Department  
111 NW 1st Street, Suite 1510, Miami, FL 33128  
Phone: 305-375-2030, Fax: 305-372-6064  
<http://www.miamidade.gov/pubworks/>  
*"Delivering Excellence Every Day"*

---

**From:** MJ Matthews [mailto:mmatthews@sfrpc.com]

## Cathy Sweetapple

---

**From:** Rob Curtis [rob@curtisplanning.com]  
**Sent:** Thursday, June 03, 2010 9:10 AM  
**To:** Cathy Sweetapple; Andrew Dolkart; Rearden, Matthew; Ed A. Swakon  
**Cc:** Melissa Tapanes; Jeffrey Bercow  
**Subject:** FW: NOPC Application Traffic Study - Villages of Homestead DRI (Homestead-Miami Speedway)

**Importance:** High

Please see the Miami-Dade Department of Planning and Zoning comments below.

---

**From:** Rowe, Garrett A. (DP&Z) [mailto:rowega@miamidade.gov]  
**Sent:** Thursday, June 03, 2010 9:04 AM  
**To:** Rob Curtis  
**Cc:** MTapanes@brzoninglaw.com  
**Subject:** FW: NOPC Application Traffic Study - Villages of Homestead DRI (Homestead-Miami Speedway)  
**Importance:** High

As requested.

---

**From:** Somoza, Napoleon (DP&Z)  
**Sent:** Monday, May 24, 2010 3:31 PM  
**To:** 'bcambric@sfrpc.com'  
**Cc:** Khan, Muhammad (PWD); Rowe, Garrett A. (DP&Z)  
**Subject:** NOPC Application Traffic Study - Villages of Homestead DRI (Homestead-Miami Speedway)  
**Importance:** High

Dear Bob,

Please find below the Miami-Dade County Department of Planning and Zoning's comments on the subject traffic study. We apologize for the delay in submitting our comments and regret any inconvenience this late submittal may cause you or the applicant.

### Comments:

- 1) Page 1. Evaluation and Regional Transportation Impacts. The transportation consultant used FDOT and FTE's traffic count station data and toll data for the years 2005 through 2008. However, traffic count data for some stations (i.e. Year 2005) is missing; therefore, consider using data from either year 2004 or 2009.
- 2) Page 8. Evaluation of Impacts to State and Regionally Significant Roadways. In addition to the HEFT, SW 137 Avenue, etc., the transportation consultant must consider analyzing the following regionally significant roadways: US-1/SR 5, Krome Avenue (SR 997), and SW 112/SW 107/SW 117 Avenues as these corridors are also part of the "Traffic Plan for Inbound General Parking and Reserved Parking" plans developed by the Speedway organizer to manage traffic in the area.
- 3) Page 11. Trip Impact for the Expansion of 12,000 seats: Substantiate the 3.0 persons per vehicle auto occupancy rate.
- 4) Will the 12,000 new spectators going to generate additional employment? If so, how many additional trips will be generated by the additional employees?

- 5) Page 11. Inbound Trips and Inbound Hourly Trips. Substantiate the assumptions for the percentages (10% and 20%) used for the distribution of new spectators' inbound trips on Saturday and Sunday, and the 90% assumption for trips assigned to the HEFT.
- 6) Page 11. Outbound Trips and Outbound Hourly Trips. Substantiate the assumptions for the percentages (20% and 60%) used for the distribution of the new spectators' outbound trips, and the 80% assumption for trips assigned to the HEFT.
- 7) Page 24. Table 12A, Trip Generation for the Change in DRI Land Uses East of SW 152 Avenue. The K-8 School land use is proposed for reduction from 62.0 acres to 22.0 acres. Table 12A considers this reduction in school land. However, on page 23 of the Traffic Study is noted that the City of Homestead recently reviewed and accepted a proposal for a Charter School to be located in Sector 15, east of SW 152 Avenue, of the DRI, potentially replacing existing Community Park land. However, this potential change is not considered in the cumulative changes, specially since there is more traffic impact by Charter schools than public schools and park land.
- 8) Page 24. Table 12A. ITE Land Use Code 412 (County Park) was used to estimate the trip generation for the Baseball facility. Use a more appropriate trip generation factor such as the one used for the Marlins Stadium.
- 9) Page 24. Table 12A. ITE LUC 413 (State Park) was used to estimate the trip generation for the Open Space land use. Use a more appropriate trip generation factor.
- 10) Page 24. Table 12A. ITE LUC 412 (County Park) was used to estimate the trip generation for the Private Recreation land use. Use LUC 495 (Recreational Community Center) since it is a more appropriate LUC for the Private Recreation land use.
- 11) Page 25. Table 12B, Trip Generation for the Change in DRI Land Uses West of SW 152 Avenue. ITE LUC 413 (State Park) was used to estimate the trip generation for the Open Space land use. Use LUC 411 (City Park) as it is a more appropriate LUC for this type of open land.
- 12) Page 27. Table 13. Trip Generation Analysis for the Cumulative Change in DRI Land Uses Incorporating Impact of Motorsport Facility. Revise table based on changes above.
- 13) Page 28. Table 14, Trip Generation Assumptions for the Motorsport Facility. Again, substantiate the auto occupancy rate; explain why the group bus for Sunday Daily and Sunday Peak Hour is 30 and not 60; and explain the percentages for arrival distribution, and inbound and outbound percentages.
- 14) Page 29. Table 15, Spectator Arrival Distribution to the Motorsport Facility. Substantiate the Estimated Spectator Arrival Distribution.
- 15) On April 28, 2010, the Board of County Commissioners adopted Application No. 6, filed by the Florida Power and Light Company, to amend the Comprehensive Development Master Plan. This application will generate 3,103 PM peak hour trips. Incorporate the FPL's traffic impact in the Speedway analysis.
- 16) Perform traffic operation and level of service analysis for the adjacent roadways and regional roadways.

In addition to the comments above, we have the following comment regarding the NOPC Application:

On pages 4 & 5 of the NOPC Application, the Homestead-Miami Speedway Proposed Improvement Section references the consolidation of "...corporate display areas, merchandising, entertainment and food areas into one park area, referred to as Championship Park." Also, the existing Chalet Village north of the grandstands will be more than double in size and include a permanent kitchen building. The consolidation is said to eliminate the need for the south Chalet Village. Please explain if the uses mentioned constitutes the ancillary/support uses mentioned in the supporting NOPC Application Traffic Study (page 1) and if these uses are being expanded beyond what currently exists.

Thank you very much for the opportunity to comment on the traffic study for the Village of Homestead NOPC Application.

**MJ Matthews**

---

**From:** Garcia, John (MDT) [jogarci@miamidade.gov]  
**Sent:** Wednesday, April 07, 2010 8:02 AM  
**To:** MJ Matthews  
**Subject:** RE: summary attached RE: Time Sensitive! Review Requested re: Homestead-Miami Speedway NOPC Application

MJ,

Transit has no objections to this NOPC application for the Villages of Homestead DRI.

If you need any other information, please don't hesitate to contact me,

John

**John Garcia**, Principal Planner  
**MDT - Transit Planning**  
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 Miami, FL 33136  
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 Fax 786.469.5574  
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*"Delivering Excellence Every Day"*

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**From:** MJ Matthews [mailto:mmatthews@sfrpc.com]  
**Sent:** Friday, March 26, 2010 4:14 PM  
**To:** Tammie\_Renicker@nps.gov; com-dev@floridacityfl.gov; spurrinos@cityofhomestead.com; sbateman@cityofhomestead.com; Linda\_Friar@nps.gov; dave\_sikkema@nps.gov; timothy.proctor@myflorida.com; Bill.Pable@dca.state.fl.us; bob.dennis@dca.state.fl.us; lisa.galocy@dep.state.fl.us; Janet.Llewellyn@dep.state.fl.us; Tim.Gray@dep.state.fl.us; Bruce.Offord@dep.state.fl.us; kim.samson@dot.state.fl.us; randy.fox@dot.state.fl.us; carlton.card@dot.state.fl.us; phil.steinmiller@dot.state.fl.us; jane.chabre@myFWC.com; maryann.poole@myFWC.com; aletha\_player@fpl.com; tim\_corson@fpl.com; barbara.davis@dot.state.fl.us; joseph.goldstein@hklaw.com; lawrence.ventura@homestead.af.mil; jaimereyes@homestead.af.mil; jjosselyn@kittelson.com; jmc Murray@marstel-day.com; Phil Huber; Basu, Subrata (DP&Z); Velazquez, Christine (DERM); Hefty@miamidade.gov; District12; Vital, Jorge (DP&Z); mdiaz@mdx-way.com; Schreiber, Susan (MPO); Woerner, Mark (DP&Z); Somoza, Napoleon (DP&Z); Henderson, David (MPO); Sommerhoff, Curtis (DEM); Nardi, Maria (MDPR); Rowe, Garrett A. (DP&Z); Church, Paula (DP&Z); Hernandez, Armando (PWD); Shen, Joan (PWD); Pino, Raul (PWD); DSWM (SWM); Highway Division (DISABLED 3-5-09 tmf); Batista, Maria (MDT); Garcia, John (MDT); Goldenberg, Bertha M. (WASD); Valdes, Maria A. (WASD); LaPradd, Charles (CSD); Hernandez, Albert A. (MDT); Chen, Hugh (MDT); Roa, Carlos (MPO); dritz@orcaerf.com; jgolden@sfwmd.gov; jlopez@sfwmd.gov; klyon@cutlerbay-fl.gov; townmanager@cutlerbay-fl.gov; Paul.E.Kruger@usace.army.mil; paul\_souza@fws.gov; aweintraub@palmettobay-fl.gov; jperez@palmettobay.fl.gov; richard@evergladeslaw.org; kkettering@npca.org; Omar.Meitin@dot.state.fl.us; Guzman-Arean, Susanna (MDT)  
**Cc:** Bob Cambric; Larry Allen  
**Subject:** summary attached RE: Time Sensitive! Review Requested re: Homestead-Miami Speedway NOPC Application

4/21/2010

## Cathy Sweetapple

---

**From:** Joseph M Corradino [JMCorradino@CORRADINO.com]  
**Sent:** Friday, September 24, 2010 11:29 AM  
**To:** Cathy Sweetapple  
**Cc:** Rob Curtis; Melissa Tapanes  
**Subject:** RE: Homestead-Miami Speedway  
**Attachments:** 2010,09 Review.doc

Hi Cathy. All is well here.

Included in this are the comments we had relative to the traffic study. Look it over and give me a call (305-606-2364) and we can go over it if needed.

Joe

---

**From:** Cathy Sweetapple [<mailto:csweet@bellsouth.net>]  
**Sent:** Friday, September 24, 2010 10:46 AM  
**To:** Joseph M Corradino  
**Cc:** 'Rob Curtis'; 'Melissa Tapanes'  
**Subject:** Homestead-Miami Speedway

Joe – Hope all is well with you. We met with the City yesterday at DRC, and Sergio indicated that you are working on comments for us related to the NOPC Application Traffic Study. Can you please give me a call to discuss? I am presently responding to County Comments for a resubmittal of the document for the land use process, and it would be helpful to have the City's comments too. Please advise as to when you think we might see your comments.

Thank you.

Cathy Sweetapple, AICP

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[www.Florida2010.org](http://www.Florida2010.org)

**For more information about this important issue visit:**

Page	Description	Comments
11	Trip impact for the Expansion of 12,000 seats.	<p>1. Please indicate if the 3 persons per vehicle occupancy is based on field observations during actual events. If not, pls explain/justify.</p> <p>2. Inbound trips. The two 10% trip distribution appear too low considering that according to Tables 2A &amp; 3 Saturday race starts at 4:30 pm and around 3:30 pm on Sundays for the last 3 years.</p> <p>3. The 90% of new inbound trips assigned to the HEFT appears high. Please explain/justify. Also why does the analysis assumes 90% for the inbound and 80% for the outbound trips?</p> <p>4. Outbound trips. The 60% trip distribution appears too low. Is this based on actual field observations? If not, please explain/justify.</p>
	Table 8A. Section reflecting PM Peak Hour Traffic Conditions	5. The Table indicates a v/c ratio of 0.93 (HEFT south of Bird Rd) and a v/c of 0.99 (HEFT north of SW 112 Ave) for Sunday. These v/c are very close to potentially exceeding capacity and given the above comments, if the resulting proposed expansion generated trips are larger, then these v/c may also increase.
16	Summary of Cumulative Change in Trips for the VOH DRI located east of SW 152 Avenue.	<p>6. Report indicates; "Each of these Major Event capacity thresholds exceed the cumulative trip reduction for the DRI for the Saturday and Sunday timeframes; however, pursuant to Tables 4A, 5A, 6A and 7A. . . the state and regional roadway network has operated at or above adopted level of service standards during the actual Saturday and Sunday timeframes when the Speedway was in operation with the NASCAR championship series. Table 8A. . . demonstrates that adopted level of Service standards will still be maintained after the proposed addition of the 12,000 seats for Mjor Events held on a weekend."</p> <p>The above statements taken from the report may need to be revised as the result of the comments expressed by the reviewer.</p>
	Table 13. Trip Generation Analysis, etc	7. The proposed increase from existing capacity numbers of 8,000 (Saturday and Sunday daily trips) and the 800 (Saturday and Sunday peak hour) may change as the result of the comments by the reviewer.
	Table 15. Spectator Arrival Distribution	<p>8. The following spectator distribution percentages appear low. Please explain/justify.</p> <p style="padding-left: 40px;">^ Friday Night: 25% for 6 to 7 pm and 7 to 8 pm start/end times</p> <p style="padding-left: 40px;">^ Saturday: 14% for the 2 to 3 pm and 13% for the 3 to 4 pm start/end times</p> <p style="padding-left: 40px;">^ Sunday: 16% for the 1 to 2 pm and 14% for the 2 to 3 pm start/end times.</p> <p>As the result, the estimated trips from the seat expansion may change.</p>
31	Table 16A - Study Intersection LOS for the PM Peak Hour.	9. With regards to intersections E, F & G some of the vehicular volumes and PHFs shown in the analysis work sheets do not correspond with the ones reflected by the TMCs data sheets in Attachment 5. Pls verify.
31	Number of intersections analyzed.	<p>10. Additional roadway intersections and roadway segments should be analyzed beyond the ones reflected by the report. It is recommended to analyze the following intersections and roadway segments to address local impacts in addition to the regional roadways addressed in the traffic study. The analysis should include Friday, Saturday and Sunday peak hour periods with and without the speedway generated traffic volumes.</p> <p><b>Intersections</b></p> <p>SW 137 Ave / 328 St; SW 137 Ave at the facility entrance; SW 152 Ave / 328 St; SW 344 St / 162 Ave and SW 344 St / 152 Ave.</p> <p><b>Roadway Segments</b></p> <p>SW 344 St (US-1 to the facility entrance); SW 137 Ave (312 St to the facility entrance); SW 312 St (HEFT to SW 137 Ave); SW 152 Ave (US-1 to the facility entrance); SW 328 St (SW 162 Ave to SW 137 Ave) and SW 312 St (HEFT to SW 137 Ave)</p>
35	Conclusions	11. Given above comments by the reviewer, some of the conclusion statements made in the report may need revision.

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# NOPC APPLICATION AND CDMP AMENDMENT TRAFFIC STUDY

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## Villages of Homestead DRI Homestead-Miami Speedway

March 2010  
Revised October 2010

Prepared for:  
Homestead-Miami Speedway, LLC



Lisa S. Bernstein, P.E.  
Florida Registration Number 54770

CATHY SWEETAPPLE & ASSOCIATES  
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**NOPC Application and CDMP Amendment Traffic Study  
Villages of Homestead DRI**

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**NOPC Application and CDMP Amendment Traffic Study  
Villages of Homestead DRI – Homestead-Miami Speedway**

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**NOPC Application and CDMP Amendment Traffic Study  
Villages of Homestead (VOH) DRI**

**Executive Summary**

**Overview**

Proposed modifications to the VOH DRI are needed to implement the Speedway master plan with the goal of improving the facility and the fan experience. The following transportation related findings have been made based upon the analyses prepared in this NOPC Application and CDMP Amendment Traffic Study.

**Local and Regional Roadway Network**

The evaluation of the event traffic data on the local and regional roadway network demonstrate that adopted levels of service are met for the Peak Hour Period, the AM Peak Hour and the PM Peak Hour on the days coinciding with the NASCAR championship series. This data also shows that adopted levels of service are met with the addition of the trips from the 12,000 additional spectator seats.

**Addition of Spectator Seats**

The application includes the addition of 12,000 spectator seats increasing the total number of motorsport facility seats for Major Events on a Weekend from 67,612 to 79,612. The Applicant has proposed to limit spectator capacity for Major Events on a Weekday by establishing a **Weekday Major Event spectator threshold of 53,128** based upon not exceeding the cumulative PM Peak Hour trip reduction for the VOH DRI.

The Applicant has proposed *DRI Development Order Condition No. 2.10 to the VOH DRI* to specify the following:

***“All weekday Major Events shall be limited to a total of 53,128 spectators and a start time of no earlier than 8PM. Spectator seating for weekend Major Events shall be limited to 79,612.”***

The proposed use of the Speedway for **Major Events on a Weekday** will actually fall below the existing seating capacity built at the motorsport facility today. The Speedway will continue to abide by the 18 day major event limitation stipulated in City of Homestead Ordinance No. 94-05-33 and Ordinance No. 2001-12-36 governing the VOH DRI. The cumulative change in trips resulting from the change in DRI land uses between the approved 1985 Master Plan and the proposed 2010 Master Plan has been used to offset the trip impacts of the motorsport facility for the Weekday PM Peak Hour. The proposed **Weekday Major Event Spectator threshold of 53,128** has been established based upon not exceeding the cumulative PM Peak Hour trip reduction of 3,852 trips for the VOH DRI using only the cumulative changes in land use located east of SW 152 Avenue.

**Traffic Management Practices for Major Events**

To accommodate the traffic demand for major events, the Speedway manages event operations and event traffic through a series of highly coordinated traffic management practices which include extensive agency coordination and a multi-level event planning process leading up to and during the NASCAR event. This results in a well coordinated and well managed program which includes event planning and preparations, the dispersal of information to spectators, the installation of directional signage, the deployment of over 150 off duty police officers to manage traffic arriving or departing the City of Homestead, coordination with Miami-Dade County to override control of key signalized intersections, and coordination with Florida’s Turnpike to prepay tolls, monitor traffic conditions, lift inbound and outbound tolls and implement a third northbound lane on the turnpike for departing spectators. These traffic management practices are implemented each year for the NASCAR championship racing series.

## **Villages of Homestead DRI – Homestead Miami Speedway NOPC Application and CDMP Amendment Traffic Study**

### **Introduction and Overview**

Homestead-Miami Speedway (Speedway) is the preeminent venue for motorsports in South Florida, hosting a wide variety of national, regional and local motorsport events. It is best known for being the annual site of the final races for all three NASCAR national championship series. The Speedway is located in the eastern half of the Villages of Homestead DRI, and is situated on the north and south sides of SW 344 Street between SW 132 Avenue on the east and SW 142 Avenue on the west (see **Figure 1**).

The Villages of Homestead (VOH) DRI is located in the City of Homestead and is bounded generally by SW 352 Street on the south, SW 132 Avenue on the east, an irregular boundary on the north (inclusive of SW 336 Street, SW 324 Street and SW 328 Street) and an irregular boundary on the west (inclusive of the HEFT, SW 170 Avenue and SW 167 Avenue). An application for a *Notice of Proposed Change* (NOPC) to amend the VOH DRI has been prepared to address proposed changes needed to implement Speedway improvements. The proposed changes to DRI acreage and DRI land use are limited to those lands located in the eastern half of the VOH DRI between SW 152 Avenue and SW 132 Avenue. Proposed changes focus primarily on the Speedway and its ancillary/support uses and include the following:

- The expansion of the DRI boundary to include  $\pm 120$  acres currently used for overflow parking located adjacent and to the north of the Speedway;
- The addition of 12,000 spectator seats at the motorsport facility beyond what is built today.

Additional changes to the VOH DRI are proposed pursuant to Section 380.06(19)(e)5.b., Florida Statutes and Section 380.06(19)(c), Florida Statutes, and include the following:

- The reduction in density by 4 dwelling units in the eastern half of the VOH DRI; and
- A time extension for the buildout of the DRI as a whole.

### **Evaluation of Local and Regional Transportation Impacts**

This Traffic Study has been prepared to evaluate the local and regional transportation impacts resulting from proposed changes to the VOH DRI. Based upon the existing spectator capacity at the Speedway, this study evaluates actual traffic conditions on state and regionally significant roadways using continuous count station data and toll data from FDOT and Florida's Turnpike for the actual days of the NASCAR championship series for the years 2005 through 2008. This study also evaluates actual traffic conditions on collector roadways providing access to the Speedway study area using traffic counts collected for the actual days of the NASCAR championship series for the years 2007 through 2009. This analysis documents traffic conditions for each analysis year for the Peak Hour Period, the AM Peak Hour, the PM Peak Hour and the hourly operations (measured by v/c) for the two-way peak hour traffic for the Friday, Saturday and Sunday of each NASCAR championship series. To address proposed DRI modifications for Major Events on a Weekend, the trips anticipated from the 12,000 additional spectator seats have been incorporated into the analysis of the regional state highway system and the collector roadways providing access to the Speedway study area.

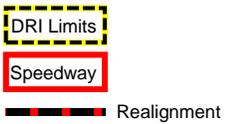
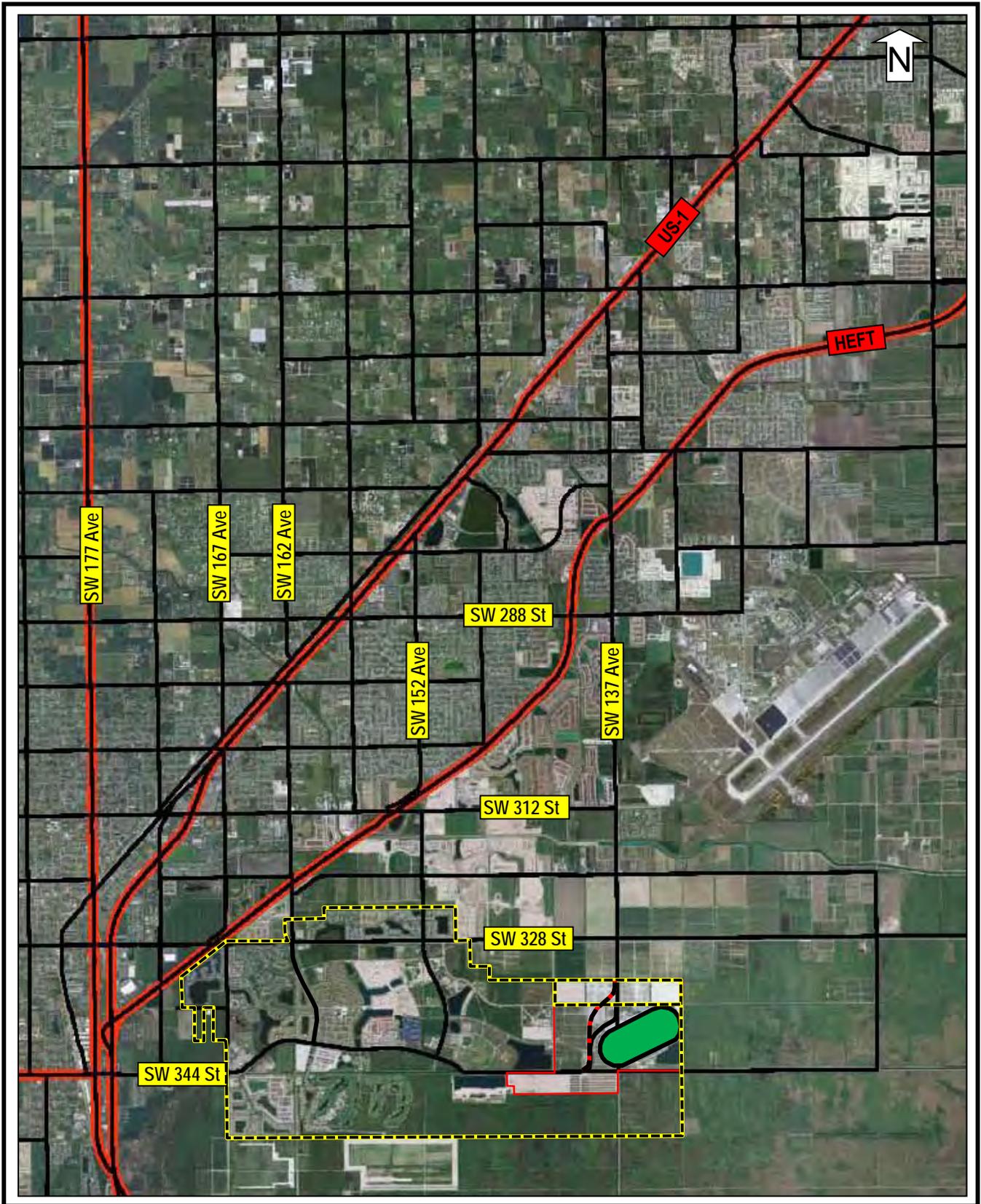


Figure 1  
 Location Map  
 Homestead-Miami Speedway and the Villages of Homestead DRI  
 March 2010

## **Cumulative Land Use and Trip Generation Changes for the VOH DRI**

Detailed trip generation analyses have been incorporated into the NOPC to document the change in land use and the cumulative trip reduction comparing the approved 1985 Master Plan from the Consolidated Villages of Homestead DRI, with the Proposed DRI Master Plan for the Year 2010 for the portion of the VOH DRI located east of SW 152 Avenue. The cumulative DRI trip reduction for the weekday PM peak hour has been used to determine the equivalent spectator seating capacity for weekday races which have the potential to impact the PM peak hour. Trip generation for the spectator seating is based upon updated trip generation calculations using existing race operations and start times over the last several racing seasons. This focus on spectator trip generation for the PM Peak Hour maintains consistency with the following state rules and adopted level of service standards which are provided for reference in **Transportation Attachment I:**

- The definition of Peak Hour by the State pursuant to FDOT Rule 14-94.002(6) and (9), FAC, and the 2009 FDOT Quality/LOS Handbook, where the Peak Hour means the 100<sup>th</sup> highest volume hour of the year in the predominant traffic flow direction, and where the 100<sup>th</sup> highest volume hour of the year represents the typical weekday peak traffic hour during the peak travel season which usually occurs in the late afternoon for most state roadways. Per the 2009 FDOT Quality/LOS Handbook, the 100<sup>th</sup> highest hour of the year is representative of the typical rush hour during the peak traffic season.
- The definition of adopted level of service standards from the Transportation Element of the City of Homestead Comprehensive Plan which addresses “Peak Hour LOS”.
- The definition of adopted level of service standards from the Transportation Element of the Miami-Dade County CDMP which addresses a “Peak Period LOS Standard”, where peak period is defined as the average of the two consecutive hours of traffic volume during a weekday.

## **Reasons for the NOPC - Proposed Speedway Master Plan Improvements**

In 2008 the Speedway completed a master planning process that identified a series of improvements to the track facility designed to enhance operations during race events with the ultimate goal of enhancing the fan experience (see **Figure 2**). The Speedway offers many forms of entertainment on race day including corporate exhibits, shopping, live entertainment and food. These fan experiences have outgrown the site areas designed to accommodate them and have grown into areas originally dedicated to parking. Some of this expansion has jumped to the west across Speedway Boulevard/SW 137 Avenue. The Speedway Master Plan enables the track to reorganize activity areas in direct relationship to the location of the grandstand and club level seating. Additional spectator seating is proposed at Turn One and Turn Four (on the SW and NE corners of the track); corporate display areas, merchandising, entertainment and food areas will be consolidated into one location referred to as Championship Park. The existing Chalet Village (which consists of temporary tents used for corporate sponsorship parties located north and south of the grandstands) will occupy an expanded area on the north side of the track and will include a permanent kitchen facility. To accommodate this improved and expanded fan experience as envisioned by the Speedway Master Plan, the 120 acres to the north would be incorporated into the DRI, the spectator seating would be increased by 12,000 seats and the “S” curve of Speedway Boulevard/SW 137 Avenue would be realigned and shifted north (into the 120 acres) to increase the land area east of the roadway dedicated to the fan experience.

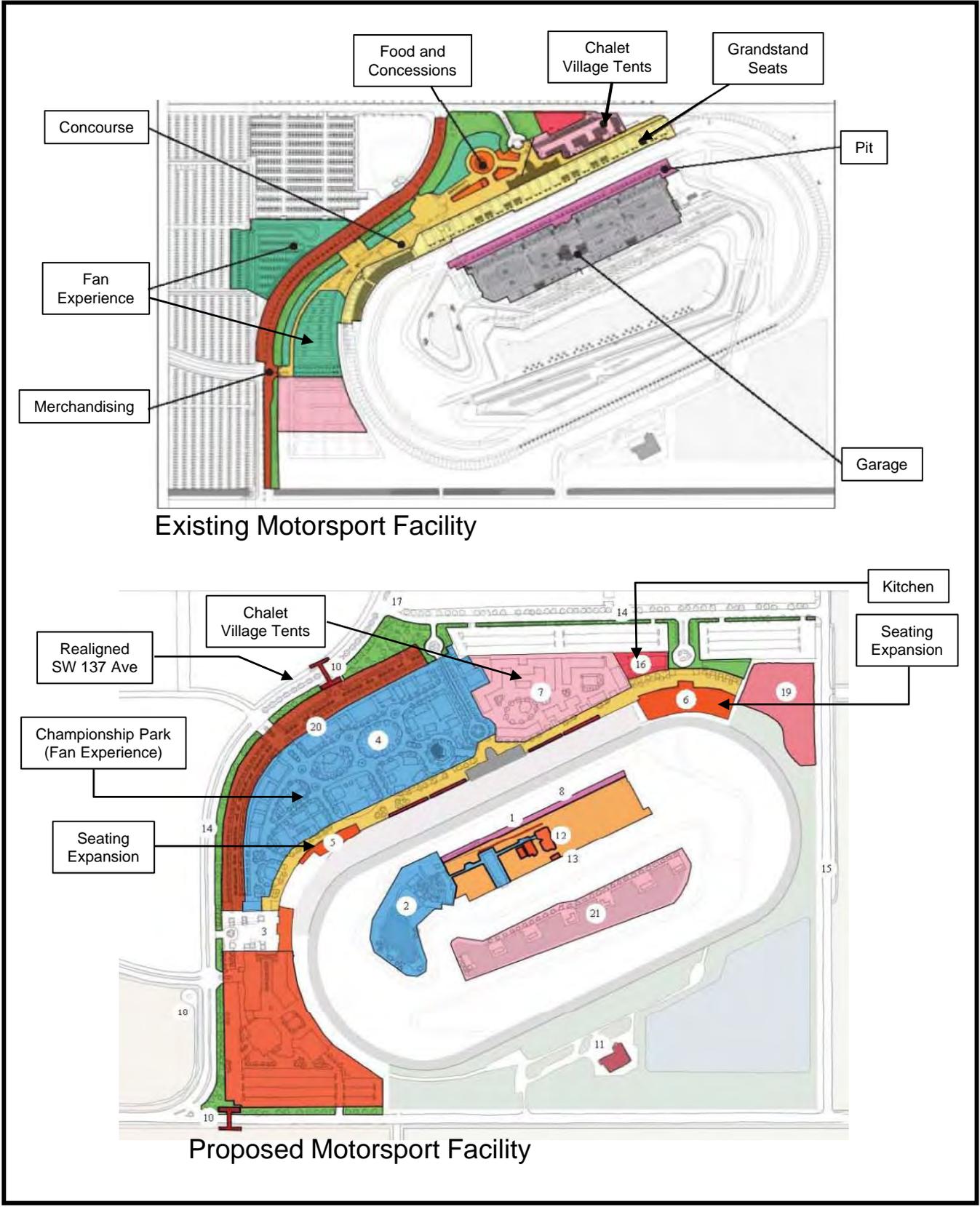


Figure 2  
 Speedway Master Plan  
 Homestead-Miami Speedway and the Villages of Homestead DRI  
 March 2010

Source: Cathy Sweetapple & Associates

## Proposed Changes to the DRI

Implementation of the Speedway Master Plan requires that the Villages of Homestead (VOH) DRI be amended to expand the DRI boundary while increasing the acreage and spectator seating for the attraction/recreation facility within the DRI. The application includes the following proposed changes:

- Expansion of the DRI Boundary – The application includes the addition of  $\pm 120$  acres located north of SW 336 Street between SW 132 Avenue and SW 142 Avenue to be included within the DRI boundary. These lands are currently used for overflow parking associated with major events at the Speedway through a Miami-Dade County Class IV Special Permit (issued in 2001). The addition of the  $\pm 120$  acres will increase the DRI land designated for the motorsport facility from 427.90 acres to  $\pm 547.90$  acres. The  $\pm 120$  acre addition will consist of 60 acres to DRI Sector 19 (DRI Area 5) and 60 acres to DRI Sector 22 (DRI Area 5), and will be limited in use by the DRI and the land use plan amendment to accommodate the requested seat expansion, parking for Speedway events and the ancillary uses to enhance the fan experience.
- Addition of Spectator Seats - The application includes the addition of 12,000 spectator seats to Turn One and Turn Four (at the SW and NE corners of the race track) and will increase the total number of motorsport facility seats for Major Events on a Weekend from 67,612 to 79,612. Notwithstanding the proposed addition of spectator seats, the Speedway will continue to abide by the 18 day major event limitation stipulated in City of Homestead Ordinance No. 94-05-33 and Ordinance No. 2001-12-36 governing the VOH DRI. The Applicant has proposed DRI Condition No. 2.10 to the Villages of Homestead DRI to limit spectator capacity for Major Events on a Weekday, while using the 12,000 additional seats for Major Events on a Weekend.
- Density Reduction - The Applicant proposes to reduce the approved number of single-family dwelling units in DRI Sector 13 (DRI Area 2) from 143 dwelling units to 139 dwelling units – a decrease of four dwelling units. Sector 13 is currently built out with 139 single-family units. During the development of Sector 13, two homes were built on double lots, two homes were each built on a lot and a half and one lot has been deeded as community open space. Therefore, four approved dwelling units remain unbuilt. This density reduction combined with the acreage and spectator increases to the attraction/recreation facility ensures that this NOPC application satisfies the requirements of Section 380.06(19)(e)5.b., Florida Statutes, allowing the Applicant to rebut the presumption of substantial deviation with clear and convincing evidence.
- Extension of the DRI Development Order Termination Date - The Speedway Master Plan was based upon a 15 year implementation timeframe and is expected to be fully developed by December 31, 2023. The termination date for the VOH DRI is the year 2015 – eight years short of the time needed to implement the Speedway Master Plan. This application includes a request for an eight year extension of the VOH DRI Development Order termination date from 2015 to December 31, 2023. This eight year time extension is proposed pursuant to Section 380.06(19)(c), Florida Statutes, which specifies that a 5-year extension is not a substantial deviation; and in recognition of the 2007 real estate market conditions, an additional 3-year extension is allowed regardless of any prior extension. The 3-year extension is not a substantial deviation, is not subject to further development-of-regional-impact review, and may not be considered when determining whether a subsequent extension is a substantial deviation.

**Spectator/Seating Capacity**

The motorsport facility became an approved use in the VOH DRI pursuant to an NOPC approved in 1994. The Speedway began track operations in 1995 with 36,000 grandstand seats plus 50 suites accommodating seating for 2,300 spectators. Over a ten year period, the grandstand seating capacity increased to 64,000, and suite and club seat accommodations increased to 3,612 spectators bring the total facility seating capacity to 67,612 as outlined in **Table 1** below.

<b>Table 1 – Homestead-Miami Speedway – Spectator Construction Timeline</b>				
<b>Timeframe</b>	<b>Facility Improvements</b>	<b>Scale of Development</b>	<b>Units</b>	<b>Spectator Capacity</b>
Nov 1995	Grandstand Seats	36,000	Seats	<b>36,000</b>
Nov 1995	50 Person Suites	30 suites @ 50 persons/suite	Seats	<b>1,500</b>
Nov 1995	40 Person Suites	20 suites @ 40 persons/suite	Seats	<b>800</b>
Oct 1998	Grandstand Seats	6,000	Seats	<b>6,000</b>
Oct 1999	Grandstand Seats	22,000	Seats	<b>22,000</b>
Nov 2005	Club Seats	800	Seats	<b>800</b>
Nov 2005	32 Person Suites	16 Suites @ 32 persons/suite	Seats	<b>512</b>
<b>Built to Date</b>	<b>Spectator Seating Capacity</b>		<b>Seats</b>	<b>67,612</b>

**DRI Development Order Conditions related to Spectator Capacity**

In 1994, the City proposed and the review agencies agreed that rather than limit the number of permanent seats or parking spaces at the motorsport facility, it would be more appropriate to regulate the impacts of the facility by limiting number of major events that could be held at the facility in any given calendar year. The analysis provided in the VOH DRI NOPC dated January 12, 1994 (revised April 29, 1994) detailed the potential impact of both a typical event with 16,000 spectators, a large event with 28,000 spectators and a major event with 40,000 spectators. The following was approved pursuant to City of Homestead Ordinance No. 94-05-33:

SECTION 2. – APPROVED CHANGES AND CONDITIONS. The Proposed Changes are hereby approved subject to the conditions that the Major Events described in Exhibit “H” of the Notice shall be limited to eighteen (18) days in any given calendar year. Notwithstanding anything to the contrary in Exhibit “H” and/or this Ordinance, a Major Event shall mean an event or separate events conducted simultaneously at the Baseball Facility and/or Motorsports Facility for which the number of spectators exceeds 28,000.”

The current ordinance governing the VOH DRI (Ordinance No. 2001-12-36) resulting from the VOH DRI NOPC submitted on October 26, 2001, includes the following DRI condition:

2.9 The Major Events described in Exhibit “H” of the NOPC approved pursuant to City of Homestead Ordinance No. 94-05-33 shall be limited to eighteen (18) days in any given calendar year. Notwithstanding anything to the contrary in said Exhibit “H” and/or this Ordinance, a Major Event shall mean an event or separate events conducted simultaneously at the Baseball Facility and/or Motorsports Facility for which the number of spectators exceeds 28,000.

In 1995, 38,300 spectator seats were constructed at the Motorsport facility. This number grew to 66,300 spectator seats by the year 1999, with the remaining spectator seats added in the year 2005 bringing the total (which currently exists today) to 67,612 spectator seats. Regardless of the number of spectator seats or the amount of grassed overflow parking areas, HMS has never exceeded, nor ever plans to exceed, the 18 day Major Event limitation stipulated in City of Homestead Ordinance No. 94-05-33, and carried forward into Ordinance 2001-12-36.

## Motorsport Facility Usage

Racing activities at the Speedway primarily take place during non-peak timeframes, with the largest event occurring on the Sunday of NASCAR Weekend for the NASCAR Championship Racing Series. The Speedway accommodates seating for 67,612 spectators for the premier NASCAR Racing Series finale held each year during the third weekend of November. The NASCAR Racing Series includes the Friday night truck race, the Saturday afternoon Nationwide series and the Sunday afternoon Cup series. The scheduling of the NASCAR event over the last six years is outlined in **Table 2A** below. The Friday night truck race typically starts at 8:00 PM, the Saturday afternoon Nationwide series typically starts between 4:00 and 4:30 PM and the Sunday afternoon Cup series typically starts between 3:00 and 4:00 PM. Lighting was added to the motorsport facility in the year 2005, allowing for late afternoon and evening race start times which exist today. The Speedway also holds the final races for two IndyCar championship series. Spectator turnout for the Indy Racing League typically exceeds 28,000 spectators making this a “major event” per the VOH DRI. Spectator turnout for the Grand-Am series typically falls below 28,000 spectators (see **Table 2B**).

Year	Day	NASCAR Race	Date	Spectators	Start Time	End Time
2009	Friday	Truck	11/20/2009	>28,000	8:00 PM	10:15 PM
2009	Saturday	Nationwide	11/21/2009	>28,000	4:30 PM	7:45 PM
2009	Sunday	Cup	11/22/2009	>28,000	3:00 PM	7:05 PM
2008	Friday	Truck	11/14/2008	>28,000	8:00 PM	10:15 PM
2008	Saturday	Nationwide	11/15/2008	>28,000	4:30 PM	7:45 PM
2008	Sunday	Cup	11/16/2008	>28,000	3:45 PM	7:05 PM
2007	Friday	Truck	11/16/2007	>28,000	8:00 PM	10:15 PM
2007	Saturday	Nationwide	11/17/2007	>28,000	4:30 PM	7:45 PM
2007	Sunday	Cup	11/18/2007	>28,000	3:30 PM	6:50 PM
2006	Friday	Truck	11/17/2006	>28,000	8:05 PM	10:20 PM
2006	Saturday	Nationwide	11/18/2006	>28,000	7:10 PM	10:25 PM
2006	Sunday	Cup	11/19/2006	>28,000	2:55 PM	6:45 PM
2005	Friday	Truck	11/18/2005	>28,000	8:15 PM	10:40 PM
2005	Saturday	Nationwide	11/19/2005	>28,000	4:10 PM	7:10 PM
2005	Sunday	Cup	11/20/2005	>28,000	4:10 PM	8:15 PM
2004	Friday	Truck	11/19/2004	>28,000	3:30 PM	6:00 PM
2004	Saturday	Nationwide	11/20/2004	>28,000	1:00 PM	4:25 PM
2004	Sunday	Cup	11/21/2004	>28,000	1:00 PM	5:05 PM

Year	Day	Race	Date	Spectators
2009	Friday	Grand-Am Rollex Series	10/09/2009	<28,000
2009	Saturday	Indy Racing League	10/10/2009	>28,000
2008	Saturday	Grand-Am Rollex Series	3/29/2008	<28,000
2008	Saturday	Indy Racing League	3/29/2008	>28,000
2007	Saturday	Grand-Am Rollex Series	3/24/2007	<28,000
2007	Saturday	Indy Racing League	3/24/2007	>28,000
2007	Sunday	Grand-Am Koni Challenge	4/15/2007	<28,000
2006	Saturday	Grand-Am Rollex Series	3/25/2006	<28,000
2006	Sunday	Indy Racing League	3/26/2006	>28,000
2005	Saturday	Grand-Am Rollex Series	3/5/2005	<28,000
2005	Sunday	Indy Racing League	3/6/2005	>28,000
2004	Saturday	Grand-Am Rollex Series	2/28/2004	<28,000
2004	Sunday	Indy Racing League	2/29/2004	>28,000
2004	Sunday	Grand-Am Event	3/28/2004	<28,000
2004	Saturday	Grand-Am Rollex Series	9/18/2004	<28,000
2004	Sunday	Grand-Am Cup	9/19/2004	<28,000

## Evaluation of Impacts to State and Regionally Significant Roadways

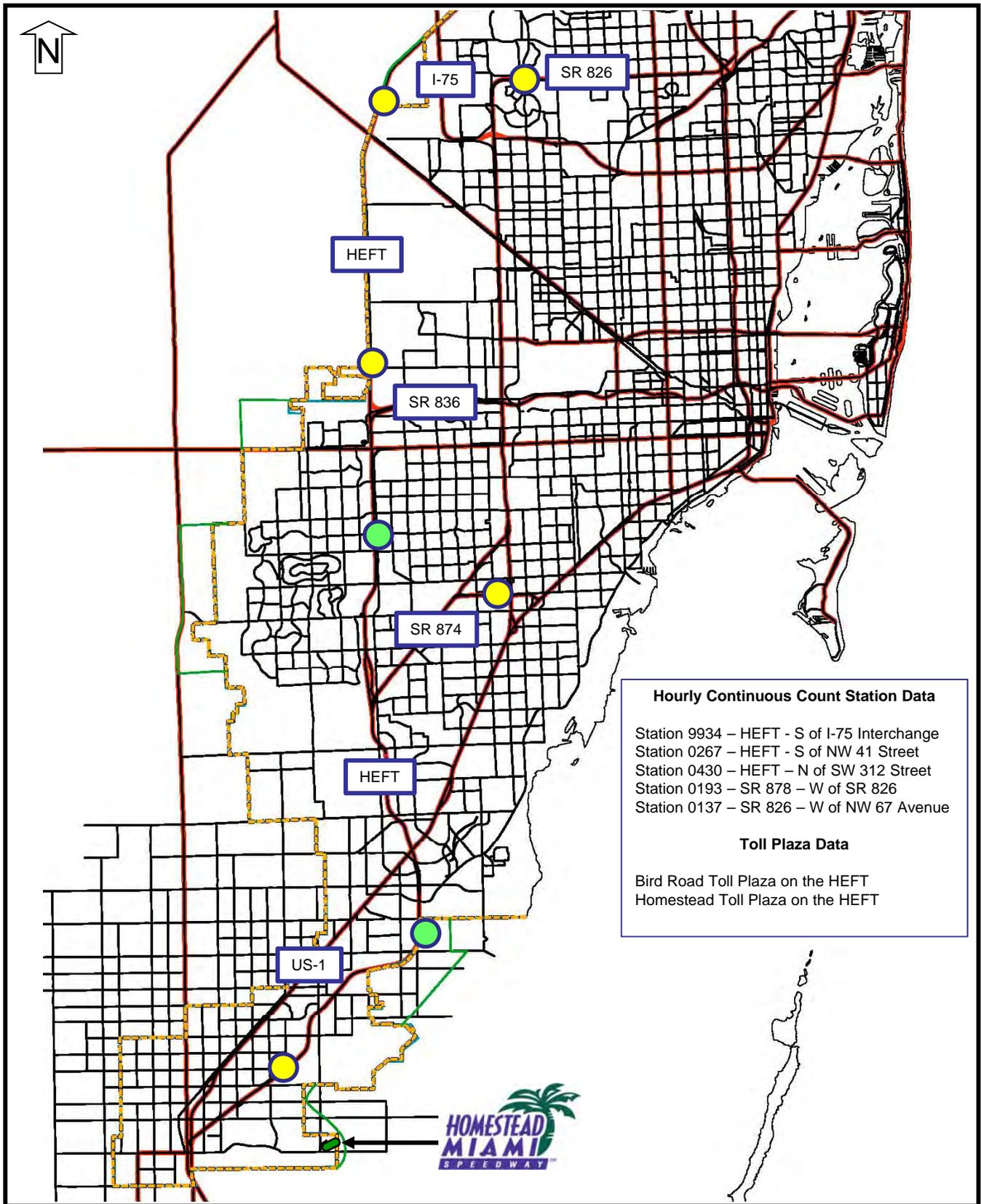
In order to evaluate how the regional roadway network has operated during NASCAR Championship weekend given the existing 67,612 spectator/seating capacity at the Speedway (which is currently used at or near capacity for one event weekend per year), the Applicant has analyzed traffic data collected by FDOT and Florida's Turnpike using state maintained continuous traffic count stations and toll data for the HEFT, SR 878 and SR 826. Traffic count data and toll data has been obtained for the days listed in **Table 3** below for the years 2008, 2007, 2006 and 2005. This approach has been used to determine the operating levels of service for the regional roadway system while the Speedway maintained the current spectator seating capacity.

Year	Day	NASCAR Race	Date	Start Time	End Time
2008	Friday	Truck	11/14/2008	8:00 PM	10:15 PM
2008	Saturday	Nationwide	11/15/2008	4:30 PM	7:45 PM
2008	Sunday	Cup	11/16/2008	3:45 PM	7:05 PM
2007	Friday	Truck	11/16/2007	8:00 PM	10:15 PM
2007	Saturday	Nationwide	11/17/2007	4:30 PM	7:45 PM
2007	Sunday	Cup	11/18/2007	3:30 PM	6:50 PM
2006	Friday	Truck	11/17/2006	8:05 PM	10:20 PM
2006	Saturday	Nationwide	11/18/2006	7:10 PM	10:25 PM
2006	Sunday	Cup	11/19/2006	2:55 PM	6:45 PM
2005	Friday	Truck	11/18/2005	8:15 PM	10:40 PM
2005	Saturday	Nationwide	11/19/2005	4:10 PM	7:10 PM
2005	Sunday	Cup	11/20/2005	4:10 PM	8:15 PM

The regional analysis uses continuous count station data and toll data for the following locations on the HEFT, SR 878 and SR 826 which are illustrated on **Figure 3**:

- Station 9934 – HEFT – South of I-75/ North of Okeechobee Road
- Station 0267 – HEFT – South of NW 41 Street
- Bird Road Toll Plaza - HEFT
- Homestead Toll Plaza - HEFT
- Station 0430 – HEFT – North of Campbell Drive/SW 312 Street
- Station 0193 – SR 878 – West of SR 826
- Station 0137 – SR 826 – West of NW 67 Avenue

This data reflects actual traffic conditions on the state regional roadway system for those specific days when the NASCAR championship series was held at the Speedway. The analysis of the continuous count station data and the toll data for each analysis year and each individual timeframe is provided in **Transportation Attachment II**. The continuous traffic count data for each analysis year is provided in **Transportation Attachment III**. The turnpike toll data for each analysis year is provided in **Transportation Attachment IV**. Analyses are provided for the Peak Hour Period, the AM Peak Hour, the PM Peak Hour, and hourly operations as measured by v/c for the peak hour directional and two-way peak hour traffic conditions for the Friday, Saturday and Sunday of each NASCAR championship series. To address proposed DRI modifications, the trips anticipated from the 12,000 additional spectator seats have also been incorporated into the analysis of the regional state highway system.



- Hourly Continuous Traffic Count Location
- Turnpike Toll Data

Figure 3  
Regional Continuous Traffic Count Locations and Toll Data Locations  
Homestead-Miami Speedway and the Villages of Homestead DRI  
March 2010

The specific timeframes analyzed at each of the continuous count stations are outlined below:

- Peak Hour Period – Average of the two highest consecutive hours in a weekday
- AM Peak Hour Traffic Conditions – Highest Hour from 6AM to Noon
- PM Peak Hour Traffic Conditions – Highest Hour from Noon to Midnight
- Friday Traffic Conditions – Race at 8:00 PM - Directional and Hourly Traffic Conditions – 6AM to 12AM
- Saturday Traffic Conditions – Race at 4:30 PM - Directional and Hourly Traffic Conditions – 9AM to 12AM
- Sunday Traffic Conditions – Race at 3:00 PM - Directional and Hourly Traffic Conditions – 9AM to 12AM

### **Peak Hour Period and AM and PM Peak Hour Traffic Conditions**

Attached **Tables 4A, 5A, 6A and 7A** reflect the Peak Hour Period analysis and the evaluation of the AM and PM Peak Hour traffic conditions for each of the count stations, on each of the NASCAR race days for each of the analysis years from 2008 dating back to 2005. As indicated on each of these peak hour summary tables, no count station location or toll plaza was found to operate below adopted level of service standards on the Saturdays and Sundays coinciding with the NASCAR championship series. For the Fridays coinciding with the NASCAR truck race, only the Bird Road Toll Plaza was found to operate at level of service E (with a v/c of 1.01) during the PM peak hour in the Year 2006, with all other count station locations and toll plazas operating at acceptable levels of service between 2005 and 2008. The Bird Road Toll Plaza has since been reconstructed (in 2007-2009) to implement open road tolling to improve the capacity of the toll plaza system and reduce delays in the toll collection and assessment process. The detailed back-up tables for each of the analyses for the Friday, Saturday and Sunday traffic conditions are provided in **Transportation Attachment II** as outlined below:

NASCAR 2008-2007-2006-2005:

- **Tables 4A, 5A, 6A, 7A** – Peak Hour Period, AM and PM Peak Hour Traffic Conditions
- **Tables 4B, 5B, 6B, 7B** - Friday Directional and Hourly Traffic Conditions – 6AM to Midnight
- **Tables 4C, 5C, 6C, 7C** - Saturday Directional and Hourly Traffic Conditions – 9AM to Midnight
- **Tables 4D, 5D, 6D, 7D** - Sunday Directional and Hourly Traffic Conditions – 9AM to Midnight

### **Seating Expansion for the Motorsport Facility**

The NOPC application includes the proposed addition of 12,000 spectator seats and will increase the total number of motorsport facility seats for **Weekend Major Events from 67,612 to 79,612**. This increase in seating capacity is proposed to support the Saturday and Sunday NASCAR championship racing series. The capacity increase to the motorsport facility is not needed for weekday major events, and therefore the analysis of the regional roadway network with the seating expansion will only be provided to evaluate Saturday and Sunday traffic conditions as presented in attached **Table 8A**. This NOPC application has establish a proposed **Weekday Major Event spectator threshold of 53,128** based upon not exceeding the cumulative PM Peak Hour trip reduction for the VOH DRI. The Applicant has proposed *DRI Development Order Condition No. 2.10 to the VOH DRI* to specify the following:

***“All weekday Major Events shall be limited to a total of 53,128 spectators and a start time of no earlier than 8PM. Spectator seating for weekend Major Events shall be limited to 79,612.”***

Therefore, the proposed use of the Speedway for major events on a weekday will fall below the existing seating capacity built at the motorsport facility today.

## **Peak Hour Period and AM and PM Peak Hour Traffic Conditions with the Seating Expansion**

The trip impact resulting from the proposed expansion in seating capacity for weekend major events is presented in attached **Table 8A** which reflects the Peak Hour Period analysis and the evaluation of the AM and PM Peak Hour traffic conditions for each of the count stations and toll plazas on the Saturdays and Sundays coinciding with the NASCAR championship racing series. As indicated on **Table 8A**, none of the continuous count stations or toll plazas were found to operate below adopted level of service standards on the days coinciding with the NASCAR championship series with the additional trips resulting from the increase in spectator seating.

**Table 8A** presents the combined effect of the inbound and outbound background data on the regional roadway network plus the inbound and outbound trip impact resulting from the increase in spectator seating. The background data reflects the average of the peak hour period data, the AM peak hour data and the PM peak hour data for the years 2005, 2006, 2007 and 2008 as calculated on **Table 8B**. The background data has been further analyzed in **Table 8C** to identify which times of day are represented by the data (ie. morning hours, midday hours or evening hours coinciding with Inbound or Outbound major events). The trip increase resulting from the increase in spectator seating has been calculated for the inbound and outbound timeframes and is based upon the detailed analyses presented on **Tables 13, 14, 15A and 15B** found on pages 28-31 of this study. The total trips and the inbound and outbound hourly trips which correspond to the increase in spectator seating are outlined in the calculations presented below.

### **Trip Impact for the Expansion of 12,000 seats:**

#### **Daily Trips**

- 12,000 seats = 8,000 daily trips = 12,000 seats/3 persons per vehicle = 4,000 one-way trips
- 4,000 one way trips \* 2 = 8,000 two way (daily) trips

#### **Inbound Trips and Inbound Hourly Trips from the Proposed Seat Expansion**

- 4,000 inbound daily trips \* peak hour dist % \* proj dist % = new peak hour trips from the Seat Expansion
- Table 15A indicates that the Sat AM peak arrival percentage = 13% and occurs from 11-12 PM
- Table 15A indicates that the Sun AM peak arrival percentage = 15% and occurs from 11-12 PM
- Table 15A indicates that the Sat PM peak arrival percentage = 14% and occurs from 1-2 PM
- Table 15A indicates that the Sun PM peak arrival percentage = 16% and occurs from 1-2 PM
- Figure 6 shows that the project distribution % on the HEFT = 80%

#### **Outbound Trips and Outbound Hourly Trips**

- 4,000 outbound daily trips \* peak hour dist % \* proj dist % = new peak hour trips from the Seat Expansion
- Table 15B indicates that the Sat PM peak departure percentage = 22% and occurs from 7-8 PM
- Table 15B indicates that the Sun PM peak departure percentage = 21% and occurs from 7-8 PM
- Figure 6 shows that the project distribution % on the HEFT = 80%

The detailed back-up tables created using the actual count and toll data for the years 2005 through 2008 are provided in **Transportation Attachment II**.

**Table 4A - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2008**

**Peak Hour Period Traffic Conditions - NASCAR 2008 - Average of the Two Highest Consecutive Peak Hours**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1]	COUNT DATE	[2]	EXISTING LANES	[3]	DIR	See Table 4B	See Table 4C	See Table 4D	Nov. 14	Nov. 15	Nov. 16	Nov. 14	Nov. 15	Nov. 16
	FDOT / TURNPIKE REGIONAL COUNT STATIONS		ADOPTED LOS		TWO-WAY PEAK HOUR MSV		Nov. 14 Friday VOLUMES	Nov. 15 Saturday VOLUMES	Nov. 16 Sunday VOLUMES	Nov. 14 Friday V/C	Nov. 15 Saturday V/C	Nov. 16 Sunday V/C	Nov. 14 Friday LOS	Nov. 15 Saturday LOS	Nov. 16 Sunday LOS
HEFT - S of I-75 Int	FDOT-9934	11/14-16/2008	D	6L EXP	10,150	N/S	8,256	4,442	4,769	0.81	0.44	0.47	C	B	B
HEFT - S of NW 41 St	FDOT-0267	11/14-16/2008	D	8L EXP	13,480	N/S	9,991	5,539	5,693	0.74	0.41	0.42	C	B	B
HEFT - S of Bird Rd	Bird Toll	11/14-16/2008	D	6L EXP	10,150	N/S	9,546	7,275	6,814	0.94	0.72	0.67	D	C	C
HEFT - N of SW 112 Ave	Homestead Toll	11/14-16/2008	D	4L EXP	6,770	N/S	4,382	3,401	3,545	0.65	0.50	0.52	C	B	B
HEFT - N of SW 312 St	FDOT-0430	11/14-16/2008	D	4L EXP	6,770	N/S	3,948	3,173	3,672	0.58	0.47	0.54	B	B	B
SR 878 - W of SR 826	FDOT-0193	11/14-16/2008	D	4L EXP	6,770	E/W	4,167	2,630	2,161	0.62	0.39	0.32	C	B	B
SR 826 - W of NW 67 Ave	FDOT-0137	11/14-16/2008	D	7L EXP	11,950	E/W	9,902	7,875	7,568	0.83	0.66	0.63	C	C	B

**AM Peak Hour Traffic Conditions - NASCAR 2008 - Highest Hour from 6AM to Noon**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1]	COUNT DATE	[2]	EXISTING LANES	[3]	DIR	See Table 4B	See Table 4C	See Table 4D	Nov. 14	Nov. 15	Nov. 16	Nov. 14	Nov. 15	Nov. 16
	FDOT / TURNPIKE REGIONAL COUNT STATIONS		ADOPTED LOS		TWO-WAY PEAK HOUR MSV		Nov. 14 Friday VOLUMES	Nov. 15 Saturday VOLUMES	Nov. 16 Sunday VOLUMES	Nov. 14 Friday V/C	Nov. 15 Saturday V/C	Nov. 16 Sunday V/C	Nov. 14 Friday LOS	Nov. 15 Saturday LOS	Nov. 16 Sunday LOS
HEFT - S of I-75 Int	FDOT-9934	11/14-16/2008	D	6L EXP	10,150	N/S	8,245	4,125	4,819	0.81	0.41	0.47	C	B	B
HEFT - S of NW 41 St	FDOT-0267	11/14-16/2008	D	8L EXP	13,480	N/S	9,151	5,016	5,628	0.68	0.37	0.42	C	B	B
HEFT - S of Bird Rd	Bird Toll	11/14-16/2008	D	6L EXP	10,150	N/S	9,206	6,489	6,820	0.91	0.64	0.67	D	C	C
HEFT - N of SW 112 Ave	Homestead Toll	11/14-16/2008	D	4L EXP	6,770	N/S	4,514	3,301	3,388	0.67	0.49	0.50	C	B	B
HEFT - N of SW 312 St	FDOT-0430	11/14-16/2008	D	4L EXP	6,770	N/S	3,578	3,124	3,439	0.53	0.46	0.51	B	B	B
SR 878 - W of SR 826	FDOT-0193	11/14-16/2008	D	4L EXP	6,770	E/W	4,215	2,332	1,891	0.62	0.34	0.28	C	B	B
SR 826 - W of NW 67 Ave	FDOT-0137	11/14-16/2008	D	7L EXP	11,950	E/W	9,898	7,403	6,140	0.83	0.62	0.51	C	B	B

**PM Peak Hour Traffic Conditions - NASCAR 2008 - Highest Hour from Noon to Midnight**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1]	COUNT DATE	[2]	EXISTING LANES	[3]	DIR	See Table 4B	See Table 4C	See Table 4D	Nov. 14	Nov. 15	Nov. 16	Nov. 14	Nov. 15	Nov. 16
	FDOT / TURNPIKE REGIONAL COUNT STATIONS		ADOPTED LOS		TWO-WAY PEAK HOUR MSV		Nov. 14 Friday VOLUMES	Nov. 15 Saturday VOLUMES	Nov. 16 Sunday VOLUMES	Nov. 14 Friday V/C	Nov. 15 Saturday V/C	Nov. 16 Sunday V/C	Nov. 14 Friday LOS	Nov. 15 Saturday LOS	Nov. 16 Sunday LOS
HEFT - S of I-75 Int	FDOT-9934	11/14-16/2008	D	6L EXP	10,150	N/S	8,639	4,470	4,832	0.85	0.44	0.48	D	B	B
HEFT - S of NW 41 St	FDOT-0267	11/14-16/2008	D	8L EXP	13,480	N/S	10,443	5,541	5,774	0.77	0.41	0.43	C	B	B
HEFT - S of Bird Rd	Bird Toll	11/14-16/2008	D	6L EXP	10,150	N/S	9,744	7,277	6,863	0.96	0.72	0.68	D	C	C
HEFT - N of SW 112 Ave	Homestead Toll	11/14-16/2008	D	4L EXP	6,770	N/S	4,438	3,417	3,689	0.66	0.50	0.54	C	B	B
HEFT - N of SW 312 St	FDOT-0430	11/14-16/2008	D	4L EXP	6,770	N/S	3,971	3,220	4,034	0.59	0.48	0.60	B	B	C
SR 878 - W of SR 826	FDOT-0193	11/14-16/2008	D	4L EXP	6,770	E/W	4,480	2,673	2,209	0.66	0.39	0.33	C	B	B
SR 826 - W of NW 67 Ave	FDOT-0137	11/14-16/2008	D	7L EXP	11,950	E/W	9,973	7,884	7,973	0.83	0.66	0.67	C	C	C

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.
- [3] The two-way peak hour maximum service volumes (MSV) are based upon Table 4 of the 2009 FDOT Quality/LOS Handbook.

**Table 5A - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2007**

**Peak Hour Period Traffic Conditions - NASCAR 2007 - Average of the Two Highest Consecutive Peak Hours**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1]	COUNT DATE	[2]		[3]		See Table 5B	See Table 5C	See Table 5D	Nov. 16	Nov. 17	Nov. 18	Nov. 16	Nov. 17	Nov. 18
	FDOT / TURNPIKE REGIONAL COUNT STATIONS		ADOPTED LOS	EXISTING LANES	TWO-WAY PEAK HOUR MSV	DIR	Nov. 16 Friday VOLUMES	Nov. 17 Saturday VOLUMES	Nov. 18 Sunday VOLUMES	Nov. 16 Friday V/C	Nov. 17 Saturday V/C	Nov. 18 Sunday V/C	Nov. 16 Friday LOS	Nov. 17 Saturday LOS	Nov. 18 Sunday LOS
HEFT - S of I-75 Int	FDOT-9934	11/16-18/2007	D	6L EXP	10,150	N/S	8,849	5,123	5,327	0.87	0.50	0.52	D	B	B
HEFT - S of NW 41 St	FDOT-0267	11/16-18/2007	D	8L EXP	13,480	N/S	10,982	6,364	6,301	0.81	0.47	0.47	C	B	B
HEFT - S of Bird Rd	Bird Toll	11/16-18/2007	D	6L EXP	10,150	N/S	9,667	7,957	7,396	0.95	0.78	0.73	D	C	C
HEFT - N of SW 112 Ave	Homestead Toll	11/16-18/2007	D	4L EXP	6,770	N/S	6,036	5,470	5,045	0.89	0.81	0.75	D	C	C
HEFT - N of SW 312 St	FDOT-0430	11/16-18/2007	D	4L EXP	6,770	N/S	3,933	3,366	3,626	0.58	0.50	0.54	B	B	B
SR 878 - W of SR 826	FDOT-0193	11/16-18/2007	D	4L EXP	6,770	E/W	0	2,510	2,175	0.00	0.37	0.32	n/a	B	B
SR 826 - W of NW 67 Ave	FDOT-0137	11/16-18/2007	D	7L EXP	11,950	E/W	9,829	8,343	6,694	0.82	0.70	0.56	C	C	B

**AM Peak Hour Traffic Conditions - NASCAR 2007 - Highest Hour from 6AM to Noon**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1]	COUNT DATE	[2]		[3]		See Table 5B	See Table 5C	See Table 5D	Nov. 16	Nov. 17	Nov. 18	Nov. 16	Nov. 17	Nov. 18
	FDOT / TURNPIKE REGIONAL COUNT STATIONS		ADOPTED LOS	EXISTING LANES	TWO-WAY PEAK HOUR MSV	DIR	Nov. 16 Friday VOLUMES	Nov. 17 Saturday VOLUMES	Nov. 18 Sunday VOLUMES	Nov. 16 Friday V/C	Nov. 17 Saturday V/C	Nov. 18 Sunday V/C	Nov. 16 Friday LOS	Nov. 17 Saturday LOS	Nov. 18 Sunday LOS
HEFT - S of I-75 Int	FDOT-9934	11/16-18/2007	D	6L EXP	10,150	N/S	8,907	4,744	4,738	0.88	0.47	0.47	D	B	B
HEFT - S of NW 41 St	FDOT-0267	11/16-18/2007	D	8L EXP	13,480	N/S	9,766	5,952	5,638	0.72	0.44	0.42	C	B	B
HEFT - S of Bird Rd	Bird Toll	11/16-18/2007	D	6L EXP	10,150	N/S	8,833	7,498	5,753	0.87	0.74	0.57	D	C	B
HEFT - N of SW 112 Ave	Homestead Toll	11/16-18/2007	D	4L EXP	6,770	N/S	5,944	5,641	5,047	0.88	0.83	0.75	D	D	C
HEFT - N of SW 312 St	FDOT-0430	11/16-18/2007	D	4L EXP	6,770	N/S	3,624	3,159	3,219	0.54	0.47	0.48	B	B	B
SR 878 - W of SR 826	FDOT-0193	11/16-18/2007	D	4L EXP	6,770	E/W	0	2,446	1,845	0.00	0.36	0.27	n/a	B	B
SR 826 - W of NW 67 Ave	FDOT-0137	11/16-18/2007	D	7L EXP	11,950	E/W	9,598	7,663	5,548	0.80	0.64	0.46	C	B	B

**PM Peak Hour Traffic Conditions - NASCAR 2007 - Highest Hour from Noon to Midnight**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1]	COUNT DATE	[2]		[3]		See Table 5B	See Table 5C	See Table 5D	Nov. 16	Nov. 17	Nov. 18	Nov. 16	Nov. 17	Nov. 18
	FDOT / TURNPIKE REGIONAL COUNT STATIONS		ADOPTED LOS	EXISTING LANES	TWO-WAY PEAK HOUR MSV	DIR	Nov. 16 Friday VOLUMES	Nov. 17 Saturday VOLUMES	Nov. 18 Sunday VOLUMES	Nov. 16 Friday V/C	Nov. 17 Saturday V/C	Nov. 18 Sunday V/C	Nov. 16 Friday LOS	Nov. 17 Saturday LOS	Nov. 18 Sunday LOS
HEFT - S of I-75 Int	FDOT-9934	11/16-18/2007	D	6L EXP	10,150	N/S	8,965	5,153	5,486	0.88	0.51	0.54	D	B	B
HEFT - S of NW 41 St	FDOT-0267	11/16-18/2007	D	8L EXP	13,480	N/S	11,150	6,432	6,546	0.83	0.48	0.49	D	B	B
HEFT - S of Bird Rd	Bird Toll	11/16-18/2007	D	6L EXP	10,150	N/S	9,727	8,079	7,576	0.96	0.80	0.75	D	C	C
HEFT - N of SW 112 Ave	Homestead Toll	11/16-18/2007	D	4L EXP	6,770	N/S	6,060	5,561	5,106	0.90	0.82	0.75	D	D	C
HEFT - N of SW 312 St	FDOT-0430	11/16-18/2007	D	4L EXP	6,770	N/S	3,952	3,377	3,862	0.58	0.50	0.57	B	B	B
SR 878 - W of SR 826	FDOT-0193	11/16-18/2007	D	4L EXP	6,770	E/W	0	2,587	2,187	0.00	0.38	0.32	n/a	B	B
SR 826 - W of NW 67 Ave	FDOT-0137	11/16-18/2007	D	7L EXP	11,950	E/W	10,074	8,480	6,787	0.84	0.71	0.57	C	C	B

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.
- [3] The two-way peak hour maximum service volumes (MSV) are based upon Table 4 of the 2009 FDOT Quality/LOS Handbook.

**Table 6A - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2006**

**Peak Hour Period Traffic Conditions - NASCAR 2006 - Average of the Two Highest Consecutive Peak Hours**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1]	COUNT DATE	[2]	EXISTING LANES	[3]	DIR	See Table 6B	See Table 6C	See Table 6D	Nov. 17	Nov. 18	Nov. 19	Nov. 17	Nov. 18	Nov. 19
	FDOT / TURNPIKE REGIONAL COUNT STATIONS		ADOPTED LOS		TWO-WAY PEAK HOUR MSV		Nov. 17 Friday VOLUMES	Nov. 18 Saturday VOLUMES	Nov. 19 Sunday VOLUMES	Nov. 17 Friday V/C	Nov. 18 Saturday V/C	Nov. 19 Sunday V/C	Nov. 17 Friday LOS	Nov. 18 Saturday LOS	Nov. 19 Sunday LOS
HEFT - S of I-75 Int	FDOT-9934	11/17-19/2006	D	6L EXP	10,150	N/S	9,228	5,098	5,814	0.91	0.50	0.57	D	B	B
HEFT - S of NW 41 St	FDOT-0267	11/17-19/2006	D	8L EXP	13,480	N/S	10,877	6,527	6,940	0.81	0.48	0.51	C	B	B
HEFT - S of Bird Rd	Bird Toll	11/17-19/2006	D	6L EXP	10,150	N/S	10,271	8,379	8,329	1.01	0.83	0.82	E	D	D
HEFT - N of SW 112 Ave	Homestead Toll	11/17-19/2006	D	4L EXP	6,770	N/S	6,183	5,574	5,456	0.91	0.82	0.81	D	D	C
HEFT - N of SW 312 St	FDOT-0430	11/17-19/2006	D	4L EXP	6,770	N/S	3,976	3,335	3,909	0.59	0.49	0.58	B	B	B
SR 878 - W of SR 826	FDOT-0193	11/17-19/2006	D	4L EXP	6,770	E/W	0	0	0	0.00	0.00	0.00	n/a	n/a	n/a
SR 826 - W of NW 67 Ave	FDOT-0137	11/17-19/2006	D	7L EXP	11,950	E/W	0	0	0	0.00	0.00	0.00	n/a	n/a	n/a

**AM Peak Hour Traffic Conditions - NASCAR 2006 - Highest Hour from 6AM to Noon**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1]	COUNT DATE	[2]	EXISTING LANES	[3]	DIR	See Table 6B	See Table 6C	See Table 6D	Nov. 17	Nov. 18	Nov. 19	Nov. 17	Nov. 18	Nov. 19
	FDOT / TURNPIKE REGIONAL COUNT STATIONS		ADOPTED LOS		TWO-WAY PEAK HOUR MSV		Nov. 17 Friday VOLUMES	Nov. 18 Saturday VOLUMES	Nov. 19 Sunday VOLUMES	Nov. 17 Friday V/C	Nov. 18 Saturday V/C	Nov. 19 Sunday V/C	Nov. 17 Friday LOS	Nov. 18 Saturday LOS	Nov. 19 Sunday LOS
HEFT - S of I-75 Int	FDOT-9934	11/17-19/2006	D	6L EXP	10,150	N/S	9,224	4,890	4,916	0.91	0.48	0.48	D	B	B
HEFT - S of NW 41 St	FDOT-0267	11/17-19/2006	D	8L EXP	13,480	N/S	10,302	6,135	5,850	0.76	0.46	0.43	C	B	B
HEFT - S of Bird Rd	Bird Toll	11/17-19/2006	D	6L EXP	10,150	N/S	8,613	7,893	7,394	0.85	0.78	0.73	D	C	C
HEFT - N of SW 112 Ave	Homestead Toll	11/17-19/2006	D	4L EXP	6,770	N/S	5,430	5,478	4,564	0.80	0.81	0.67	C	C	C
HEFT - N of SW 312 St	FDOT-0430	11/17-19/2006	D	4L EXP	6,770	N/S	3,365	3,277	2,921	0.50	0.48	0.43	B	B	B
SR 878 - W of SR 826	FDOT-0193	11/17-19/2006	D	4L EXP	6,770	E/W	0	0	0	0.00	0.00	0.00	n/a	n/a	n/a
SR 826 - W of NW 67 Ave	FDOT-0137	11/17-19/2006	D	7L EXP	11,950	E/W	0	0	0	0.00	0.00	0.00	n/a	n/a	n/a

**PM Peak Hour Traffic Conditions - NASCAR 2006 - Highest Hour from Noon to Midnight**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1]	COUNT DATE	[2]	EXISTING LANES	[3]	DIR	See Table 6B	See Table 6C	See Table 6D	Nov. 17	Nov. 18	Nov. 19	Nov. 17	Nov. 18	Nov. 19
	FDOT / TURNPIKE REGIONAL COUNT STATIONS		ADOPTED LOS		TWO-WAY PEAK HOUR MSV		Nov. 17 Friday VOLUMES	Nov. 18 Saturday VOLUMES	Nov. 19 Sunday VOLUMES	Nov. 17 Friday V/C	Nov. 18 Saturday V/C	Nov. 19 Sunday V/C	Nov. 17 Friday LOS	Nov. 18 Saturday LOS	Nov. 19 Sunday LOS
HEFT - S of I-75 Int	FDOT-9934	11/17-19/2006	D	6L EXP	10,150	N/S	9,424	5,104	6,167	0.93	0.50	0.61	D	B	C
HEFT - S of NW 41 St	FDOT-0267	11/17-19/2006	D	8L EXP	13,480	N/S	10,979	6,604	6,953	0.81	0.49	0.52	C	B	B
HEFT - S of Bird Rd	Bird Toll	11/17-19/2006	D	6L EXP	10,150	N/S	10,280	8,581	8,433	1.01	0.85	0.83	E	D	D
HEFT - N of SW 112 Ave	Homestead Toll	11/17-19/2006	D	4L EXP	6,770	N/S	6,202	5,664	5,753	0.92	0.84	0.85	D	D	D
HEFT - N of SW 312 St	FDOT-0430	11/17-19/2006	D	4L EXP	6,770	N/S	4,006	3,353	3,968	0.59	0.50	0.59	C	B	B
SR 878 - W of SR 826	FDOT-0193	11/17-19/2006	D	4L EXP	6,770	E/W	0	0	0	0.00	0.00	0.00	n/a	n/a	n/a
SR 826 - W of NW 67 Ave	FDOT-0137	11/17-19/2006	D	7L EXP	11,950	E/W	0	0	0	0.00	0.00	0.00	n/a	n/a	n/a

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.
- [3] The two-way peak hour maximum service volumes (MSV) are based upon Table 4 of the 2009 FDOT Quality/LOS Handbook.

**Table 7A - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2005**

**Peak Hour Period Traffic Conditions - NASCAR 2005 - Average of the Two Highest Consecutive Peak Hours**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1]	COUNT DATE	[2]	EXISTING LANES	[3]	DIR	See Table 7B	See Table 7C	See Table 7D	Nov. 18	Nov. 19	Nov. 20	Nov. 18	Nov. 19	Nov. 20
	FDOT / TURNPIKE REGIONAL COUNT STATIONS		ADOPTED LOS		TWO-WAY PEAK HOUR MSV		Nov. 18 Friday VOLUMES	Nov. 19 Saturday VOLUMES	Nov. 20 Sunday VOLUMES	Nov. 18 Friday V/C	Nov. 19 Saturday V/C	Nov. 20 Sunday V/C	Nov. 18 Friday LOS	Nov. 19 Saturday LOS	Nov. 20 Sunday LOS
	COUNT STATIONS		LOS		MSV		VOLUMES	VOLUMES	VOLUMES	V/C	V/C	V/C	LOS	LOS	LOS
HEFT - S of I-75 Int	FDOT-9934	11/18-20/2005	D	6L EXP	10,150	N/S	0	0	0	0.00	0.00	0.00	n/a	n/a	n/a
HEFT - S of NW 41 St	FDOT-0267	11/18-20/2005	D	8L EXP	13,480	N/S	0	0	0	0.00	0.00	0.00	n/a	n/a	n/a
HEFT - S of Bird Rd	Bird Toll	11/18-20/2005	D	6L EXP	10,150	N/S	9,862	8,430	7,327	0.97	0.83	0.72	D	D	C
HEFT - N of SW 112 Ave	Homestead Toll	11/18-20/2005	D	4L EXP	6,770	N/S	5,711	5,248	4,640	0.84	0.78	0.69	D	C	C
HEFT - N of SW 312 St	FDOT-0430	11/18-20/2005	D	4L EXP	6,770	N/S	3,799	3,518	3,457	0.56	0.52	0.51	B	B	B
SR 878 - W of SR 826	FDOT-0193	11/18-20/2005	D	4L EXP	6,770	E/W	4,538	2,907	2,360	0.67	0.43	0.35	C	B	B
SR 826 - W of NW 67 Ave	FDOT-0137	11/18-20/2005	D	7L EXP	11,950	E/W	9,358	8,038	7,265	0.78	0.67	0.61	C	C	B

**AM Peak Hour Traffic Conditions - NASCAR 2005 - Highest Hour from 6AM to Noon**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1]	COUNT DATE	[2]	EXISTING LANES	[3]	DIR	See Table 7B	See Table 7C	See Table 7D	Nov. 18	Nov. 19	Nov. 20	Nov. 18	Nov. 19	Nov. 20
	FDOT / TURNPIKE REGIONAL COUNT STATIONS		ADOPTED LOS		TWO-WAY PEAK HOUR MSV		Nov. 18 Friday VOLUMES	Nov. 19 Saturday VOLUMES	Nov. 20 Sunday VOLUMES	Nov. 18 Friday V/C	Nov. 19 Saturday V/C	Nov. 20 Sunday V/C	Nov. 18 Friday LOS	Nov. 19 Saturday LOS	Nov. 20 Sunday LOS
	COUNT STATIONS		LOS		MSV		VOLUMES	VOLUMES	VOLUMES	V/C	V/C	V/C	LOS	LOS	LOS
HEFT - S of I-75 Int	FDOT-9934	11/18-20/2005	D	6L EXP	10,150	N/S	0	0	0	0.00	0.00	0.00	n/a	n/a	n/a
HEFT - S of NW 41 St	FDOT-0267	11/18-20/2005	D	8L EXP	13,480	N/S	0	0	0	0.00	0.00	0.00	n/a	n/a	n/a
HEFT - S of Bird Rd	Bird Toll	11/18-20/2005	D	6L EXP	10,150	N/S	8,144	7,611	7,412	0.80	0.75	0.73	C	C	C
HEFT - N of SW 112 Ave	Homestead Toll	11/18-20/2005	D	4L EXP	6,770	N/S	5,035	5,174	4,665	0.74	0.76	0.69	C	C	C
HEFT - N of SW 312 St	FDOT-0430	11/18-20/2005	D	4L EXP	6,770	N/S	3,007	3,163	3,178	0.44	0.47	0.47	B	B	B
SR 878 - W of SR 826	FDOT-0193	11/18-20/2005	D	4L EXP	6,770	E/W	4,077	2,462	2,085	0.00	0.36	0.31	C	B	B
SR 826 - W of NW 67 Ave	FDOT-0137	11/18-20/2005	D	7L EXP	11,950	E/W	8,523	6,717	6,159	0.71	0.56	0.52	C	B	B

**PM Peak Hour Traffic Conditions - NASCAR 2005 - Highest Hour from Noon to Midnight**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1]	COUNT DATE	[2]	EXISTING LANES	[3]	DIR	See Table 7B	See Table 7C	See Table 7D	Nov. 18	Nov. 19	Nov. 20	Nov. 18	Nov. 19	Nov. 20
	FDOT / TURNPIKE REGIONAL COUNT STATIONS		ADOPTED LOS		TWO-WAY PEAK HOUR MSV		Nov. 18 Friday VOLUMES	Nov. 19 Saturday VOLUMES	Nov. 20 Sunday VOLUMES	Nov. 18 Friday V/C	Nov. 19 Saturday V/C	Nov. 20 Sunday V/C	Nov. 18 Friday LOS	Nov. 19 Saturday LOS	Nov. 20 Sunday LOS
	COUNT STATIONS		LOS		MSV		VOLUMES	VOLUMES	VOLUMES	V/C	V/C	V/C	LOS	LOS	LOS
HEFT - S of I-75 Int	FDOT-9934	11/18-20/2005	D	6L EXP	10,150	N/S	0	0	0	0.00	0.00	0.00	n/a	n/a	n/a
HEFT - S of NW 41 St	FDOT-0267	11/18-20/2005	D	8L EXP	13,480	N/S	0	0	0	0.00	0.00	0.00	n/a	n/a	n/a
HEFT - S of Bird Rd	Bird Toll	11/18-20/2005	D	6L EXP	10,150	N/S	9,876	8,570	7,302	0.97	0.84	0.72	D	D	C
HEFT - N of SW 112 Ave	Homestead Toll	11/18-20/2005	D	4L EXP	6,770	N/S	5,811	5,322	4,533	0.86	0.79	0.67	D	C	C
HEFT - N of SW 312 St	FDOT-0430	11/18-20/2005	D	4L EXP	6,770	N/S	3,856	3,612	3,752	0.57	0.53	0.55	B	B	B
SR 878 - W of SR 826	FDOT-0193	11/18-20/2005	D	4L EXP	6,770	E/W	4,828	2,955	2,385	0.71	0.44	0.35	C	B	B
SR 826 - W of NW 67 Ave	FDOT-0137	11/18-20/2005	D	7L EXP	11,950	E/W	9,381	8,114	7,353	0.79	0.68	0.62	C	C	B

Notes:

- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
- [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.
- [3] The two-way peak hour maximum service volumes (MSV) are based upon Table 4 of the 2009 FDOT Quality/LOS Handbook.

**Table 8A - Peak Hour Period - AM Peak Hour - PM Peak Hour - with Trip Impact from Seat Expansion**

Peak Hour Period Traffic Conditions - Average of the Two Highest Consecutive Peak Hours																			
REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1] REGIONAL COUNT STATIONS	[2] ADOPTED LOS	[3] EXISTING LANES	TWO-WAY PEAK HOUR MSV	DIR	Average of 2005 to 2008 Saturday VOLUMES	PHP Vol is Inbound between 12 - 5 PM	80% Assigned to HEFT from Seat Expansion 14% in PK HR	Saturday with Seat Expansion	Average of 2005 to 2008 Sunday VOLUMES	PHP Vol is Outbound between 4 - 9 PM	80% Assigned to HEFT from Seat Expansion 21% in PK HR	Sunday with Seat Expansion	Saturday V/C	Sunday V/C	Saturday LOS	Sunday LOS		
HEFT - S of I-75 Int	FDOT-9934	D	6L EXP	10,150	N/S	See Table 8B	See Table 8C	See Table 15A	448	5,336	See Table 8B	See Table 8C	See Table 15B	672	5,975	0.53	0.59	B	B
HEFT - S of NW 41 St	FDOT-0267	D	8L EXP	13,480	N/S	6,143	12-3 PM	448	6,591	6,311	5-8 PM	672	6,983	0.49	0.52	B	B		
HEFT - S of Bird Rd	Bird Toll	D	6L EXP	10,150	N/S	8,010	12-3 PM	448	8,458	7,467	6-8 PM	672	8,139	0.83	0.80	D	C		
HEFT - N of SW 112 Ave	Homestead Toll	D	4L EXP	6,770	N/S	4,923	11-5 PM	448	5,371	4,672	6-8 PM	672	5,344	0.79	0.79	C	C		
HEFT - N of SW 312 St	FDOT-0430	D	4L EXP	6,770	N/S	3,348	12-5 PM	448	3,796	3,666	6-9 PM	672	4,338	0.56	0.64	B	C		
SR 878 - W of SR 826	FDOT-0193	D	4L EXP	6,770	E/W	2,682	3-7 PM	448	3,130	2,232	4-7 PM	672	2,904	0.46	0.43	B	B		
SR 826 - W of NW 67 Ave	FDOT-0137	D	7L EXP	11,950	E/W	8,085	1-4 PM	448	8,533	7,176	4-7 PM	672	7,848	0.71	0.66	C	C		
10/15/2010								[4]				[5]							
AM Peak Hour Traffic Conditions - Highest Hour from 9AM to Noon																			
REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1] REGIONAL COUNT STATIONS	[2] ADOPTED LOS	[3] EXISTING LANES	TWO-WAY PEAK HOUR MSV	DIR	Average of 2005 to 2008 Saturday VOLUMES	Pk Hr Vol is Inbound between 9 AM - Noon	80% Assigned to HEFT from Seat Expansion 13% in PK HR	Saturday with Seat Expansion	Average of 2005 to 2008 Sunday VOLUMES	Pk Hr Vol is Inbound between 9 AM - Noon	80% Assigned to HEFT from Seat Expansion 15% in PK HR	Sunday with Seat Expansion	Saturday V/C	Sunday V/C	Saturday LOS	Sunday LOS		
HEFT - S of I-75 Int	FDOT-9934	D	6L EXP	10,150	N/S	See Table 8B	See Table 8C	See Table 15A	416	5,002	See Table 8B	See Table 8C	See Table 15A	480	5,304	0.49	0.52	B	B
HEFT - S of NW 41 St	FDOT-0267	D	8L EXP	13,480	N/S	5,701	11-Noon	416	6,117	5,705	10-Noon	480	6,185	0.45	0.46	B	B		
HEFT - S of Bird Rd	Bird Toll	D	6L EXP	10,150	N/S	7,373	11-Noon	416	7,789	6,845	10-Noon	480	7,325	0.77	0.72	C	C		
HEFT - N of SW 112 Ave	Homestead Toll	D	4L EXP	6,770	N/S	4,899	10-Noon	416	5,315	4,416	10-Noon	480	4,896	0.79	0.72	C	C		
HEFT - N of SW 312 St	FDOT-0430	D	4L EXP	6,770	N/S	3,181	11-Noon	416	3,597	3,189	10-Noon	480	3,669	0.53	0.54	B	B		
SR 878 - W of SR 826	FDOT-0193	D	4L EXP	6,770	E/W	2,413	11-Noon	416	2,829	1,940	11-Noon	480	2,420	0.42	0.36	B	B		
SR 826 - W of NW 67 Ave	FDOT-0137	D	7L EXP	11,950	E/W	7,261	11-Noon	416	7,677	5,949	11-Noon	480	6,429	0.64	0.54	B	B		
10/15/2010								[4]				[4]							
PM Peak Hour Traffic Conditions - Highest Hour from Noon to Midnight - Inbound and Outbound Peak Hour Trips with Seat Expansion																			
REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	[1] REGIONAL COUNT STATIONS	[2] ADOPTED LOS	[3] EXISTING LANES	TWO-WAY PEAK HOUR MSV	DIR	Average of 2005 to 2008 Saturday Volumes	Pk Hr Vol is Inbound between 12 - 5 PM	80% Assigned to HEFT from Seat Expansion 14% in PK HR	Saturday with Seat Expansion	Average of 2005 to 2008 Sunday Volumes	Pk Hr Vol is Outbound between 4 - 8 PM	80% Assigned to HEFT from Seat Expansion 21% in PK HR	Sunday with Seat Expansion	Saturday V/C	Sunday V/C	Saturday LOS	Sunday LOS		
HEFT - S of I-75 Int	FDOT-9934	D	6L EXP	10,150	N/S	See Table 8B	See Table 8C	See Table 15A	448	5,357	See Table 8B	See Table 8C	See Table 15B	672	6,167	0.53	0.61	B	C
HEFT - S of NW 41 St	FDOT-0267	D	8L EXP	13,480	N/S	6,192	1-2 PM	448	6,640	6,424	5-8 PM	672	7,096	0.49	0.53	B	B		
HEFT - S of Bird Rd	Bird Toll	D	6L EXP	10,150	N/S	8,127	1-3 PM	448	8,575	7,544	6-8 PM	672	8,216	0.84	0.81	D	C		
HEFT - N of SW 112 Ave	Homestead Toll	D	4L EXP	6,770	N/S	4,991	12-2 PM	448	5,439	4,770	6-8 PM	672	5,442	0.80	0.80	C	C		
HEFT - N of SW 312 St	FDOT-0430	D	4L EXP	6,770	N/S	3,391	1-4 PM	448	3,839	3,904	6-8 PM	672	4,576	0.57	0.68	B	C		
SR 878 - W of SR 826	FDOT-0193	D	4L EXP	6,770	E/W	2,738	3-5 PM	448	3,186	2,260	5-7 PM	672	2,932	0.47	0.43	B	B		
SR 826 - W of NW 67 Ave	FDOT-0137	D	7L EXP	11,950	E/W	8,159	2-4 PM	448	8,607	7,371	4-7 PM	672	8,043	0.72	0.67	C	C		
10/15/2010								[4]				[5]							

- Notes:
- [1] See Figure 3 for the regional traffic count station locations with continuous count data.
  - [2] The adopted LOS standards are consistent with the local government of jurisdiction's comprehensive plan.
  - [3] The two-way peak hour maximum service volumes (MSV) are based upon Table 4 of the 2009 FDOT Quality/LOS Handbook.
  - [4] See Table 13 for total trips from Seat Expansion = 8,000 daily, 4,000 inbound and 4,000 outbound. Analysis assumes 80% of new inbound and outbound trips from seat expansion are assigned to the HEFT per Figure 6.
  - [5] See Tables 15A and 15B for the percentage of inbound trips and outbound trips during the peak hour.

**Table 8B - Average of the 2005 to 2008 Peak Hour Period and AM and PM Peak Hour Volumes**

**Peak Hour Period Traffic Conditions - Average of the Two Highest Consecutive Peak Hours**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	NASCAR 2008 - See Table 4A			NASCAR 2007 - See Table 5A			NASCAR 2006 - See Table 6A			NASCAR 2005 - See Table 7A			Average of 2005 to 2008 Volumes		
	Nov. 14	Nov. 15	Nov. 16	Nov. 16	Nov. 17	Nov. 18	Nov. 17	Nov. 18	Nov. 19	Nov. 18	Nov. 19	Nov. 20	Friday	Saturday	Sunday
	Friday	Saturday	Sunday	VOLUMES	VOLUMES	VOLUMES									
Race Start Times:	8:00 PM	4:30 PM	3:00 PM	8:00 PM	4:30 PM	3:30 PM	8:05 PM	7:10 PM	2:55 PM	8:15 PM	4:10 PM	4:10 PM	PM Pk Hr	Inbound	Outbound
HEFT - S of I-75 Int	8,256	4,442	4,769	8,849	5,123	5,327	9,228	5,098	5,814	0	0	0	8,778	4,888	5,303
HEFT - S of NW 41 St	9,991	5,539	5,693	10,982	6,364	6,301	10,877	6,527	6,940	0	0	0	10,617	6,143	6,311
HEFT - S of Bird Rd	9,546	7,275	6,814	9,667	7,957	7,396	10,271	8,379	8,329	9,862	8,430	7,327	9,837	8,010	7,467
HEFT - N of SW 112 Ave	4,382	3,401	3,545	6,036	5,470	5,045	6,183	5,574	5,456	5,711	5,248	4,640	5,578	4,923	4,672
HEFT - N of SW 312 St	3,948	3,173	3,672	3,933	3,366	3,626	3,976	3,335	3,909	3,799	3,518	3,457	3,914	3,348	3,666
SR 878 - W of SR 826	4,167	2,630	2,161	0	2,510	2,175	0	0	0	4,538	2,907	2,360	4,353	2,682	2,232
SR 826 - W of NW 67 Ave	9,902	7,875	7,568	9,829	8,343	6,694	0	0	0	9,358	8,038	7,265	9,696	8,085	7,176

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**AM Peak Hour Traffic Conditions - Highest Hour from 6AM to Noon**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	NASCAR 2008 - See Table 4A			NASCAR 2007 - See Table 5A			NASCAR 2006 - See Table 6A			NASCAR 2005 - See Table 7A			Average of 2005 to 2008 Volumes		
	Nov. 14	Nov. 15	Nov. 16	Nov. 16	Nov. 17	Nov. 18	Nov. 17	Nov. 18	Nov. 19	Nov. 18	Nov. 19	Nov. 20	Friday	Saturday	Sunday
	Friday	Saturday	Sunday	VOLUMES	VOLUMES	VOLUMES									
Race Start Times:	8:00 PM	4:30 PM	3:00 PM	8:00 PM	4:30 PM	3:30 PM	8:05 PM	7:10 PM	2:55 PM	8:15 PM	4:10 PM	4:10 PM	AM Pk Hr	Inbound	Inbound
HEFT - S of I-75 Int	8,245	4,125	4,819	8,907	4,744	4,738	9,224	4,890	4,916	0	0	0	8,792	4,586	4,824
HEFT - S of NW 41 St	9,151	5,016	5,628	9,766	5,952	5,638	10,302	6,135	5,850	0	0	0	9,740	5,701	5,705
HEFT - S of Bird Rd	9,206	6,489	6,820	8,833	7,498	5,753	8,613	7,893	7,394	8,144	7,611	7,412	8,699	7,373	6,845
HEFT - N of SW 112 Ave	4,514	3,301	3,388	5,944	5,641	5,047	5,430	5,478	4,564	5,035	5,174	4,665	5,231	4,899	4,416
HEFT - N of SW 312 St	3,578	3,124	3,439	3,624	3,159	3,219	3,365	3,277	2,921	3,007	3,163	3,178	3,394	3,181	3,189
SR 878 - W of SR 826	4,215	2,332	1,891	0	2,446	1,845	0	0	0	4,077	2,462	2,085	4,146	2,413	1,940
SR 826 - W of NW 67 Ave	9,898	7,403	6,140	9,598	7,663	5,548	0	0	0	8,523	6,717	6,159	9,340	7,261	5,949

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**PM Peak Hour Traffic Conditions - Highest Hour from Noon to Midnight**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	NASCAR 2008 - See Table 4A			NASCAR 2007 - See Table 5A			NASCAR 2006 - See Table 6A			NASCAR 2005 - See Table 7A			Average of 2005 to 2008 Volumes		
	Nov. 14	Nov. 15	Nov. 16	Nov. 16	Nov. 17	Nov. 18	Nov. 17	Nov. 18	Nov. 19	Nov. 18	Nov. 19	Nov. 20	Friday	Saturday	Sunday
	Friday	Saturday	Sunday	VOLUMES	VOLUMES	VOLUMES									
Race Start Times:	8:00 PM	4:30 PM	3:00 PM	8:00 PM	4:30 PM	3:30 PM	8:05 PM	7:10 PM	2:55 PM	8:15 PM	4:10 PM	4:10 PM	PM Pk Hr	Inbound	Outbound
HEFT - S of I-75 Int	8,639	4,470	4,832	8,965	5,153	5,486	9,424	5,104	6,167	0	0	0	9,009	4,909	5,495
HEFT - S of NW 41 St	10,443	5,541	5,774	11,150	6,432	6,546	10,979	6,604	6,953	0	0	0	10,857	6,192	6,424
HEFT - S of Bird Rd	9,744	7,277	6,863	9,727	8,079	7,576	10,280	8,581	8,433	9,876	8,570	7,302	9,907	8,127	7,544
HEFT - N of SW 112 Ave	4,438	3,417	3,689	6,060	5,561	5,106	6,202	5,664	5,753	5,811	5,322	4,533	5,628	4,991	4,770
HEFT - N of SW 312 St	3,971	3,220	4,034	3,952	3,377	3,862	4,006	3,353	3,968	3,856	3,612	3,752	3,946	3,391	3,904
SR 878 - W of SR 826	4,480	2,673	2,209	0	2,587	2,187	0	0	0	4,828	2,955	2,385	4,654	2,738	2,260
SR 826 - W of NW 67 Ave	9,973	7,884	7,973	10,074	8,480	6,787	0	0	0	9,381	8,114	7,353	9,809	8,159	7,371

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**Table 8C - Peak Hour Period and AM and PM Peak Hour Timeframes - 2005 to 2008**

**Peak Hour Period Timeframes**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	NASCAR 2008 - See Table 4A			NASCAR 2007 - See Table 5A			NASCAR 2006 - See Table 6A			NASCAR 2005 - See Table 7A			PHP Range - 2005 to 2008		
	Nov. 14	Nov. 15	Nov. 16	Nov. 16	Nov. 17	Nov. 18	Nov. 17	Nov. 18	Nov. 19	Nov. 18	Nov. 19	Nov. 20	Friday	Saturday	Sunday
	Friday PHP	Saturday PHP	Sunday PHP	Friday PHP	Saturday PHP	Sunday PHP									
Race Start Times:	8:00 PM	4:30 PM	3:00 PM	8:00 PM	4:30 PM	3:30 PM	8:05 PM	7:10 PM	2:55 PM	8:15 PM	4:10 PM	4:10 PM	PM Pk Hr	Inbound	Outbound
HEFT - S of I-75 Int	4-6 PM	1-3 PM	5-7 PM	4-6 PM	12-2 PM	7-9 PM	4-6 PM	2-4 PM	6-8 PM	n/a	n/a	n/a	4-6 PM	1-4 PM	5-9 PM
HEFT - S of NW 41 St	4-6 PM	12-2 PM	5-7 PM	4-6 PM	12-2 PM	6-8 PM	4-6 PM	1-3 PM	6-8 PM	n/a	n/a	n/a	4-6 PM	12-3 PM	5-8 PM
HEFT - S of Bird Rd	4-6 PM	1-3 PM	6-8 PM	4-6 PM	1-3 PM	6-8 PM	4-6 PM	12-2 PM	6-8 PM	4-6 PM	1-3 PM	11-1 PM	4-6 PM	12-3 PM	6-8 PM
HEFT - N of SW 112 Ave	4-6 PM	12-2 PM	6-8 PM	4-6 PM	11-1 PM	6-8 PM	4-6 PM	3-5 PM	6-8 PM	4-6 PM	11-1 PM	12-2 PM	4-6 PM	11-5 PM	6-8 PM
HEFT - N of SW 312 St	4-6 PM	3-5 PM	12-2 PM	4-6 PM	12-2 PM	6-8 PM	4-6 PM	1-3 PM	6-8 PM	4-6 PM	6-8 PM	7-9 PM	4-6 PM	12-5 PM	6-9 PM
SR 878 - W of SR 826	5-7 PM	5-7 PM	5-7 PM	n/a	3-5 PM	5-7 PM	n/a	n/a	n/a	4-6 PM	4-6 PM	4-6 PM	5-7 PM	3-7 PM	4-7 PM
SR 826 - W of NW 67 Ave	3-5 PM	1-3 PM	4-6 PM	3-5 PM	2-4 PM	5-7 PM	n/a	n/a	n/a	2-3 PM	1-3 PM	2-4 PM	2-5 PM	1-4 PM	4-7 PM

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**AM Peak Hour Timeframes - 6AM to Noon**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	NASCAR 2008 - See Table 4A			NASCAR 2007 - See Table 5A			NASCAR 2006 - See Table 6A			NASCAR 2005 - See Table 7A			AM Peak Hour Range - 2005 to 2008		
	Nov. 14	Nov. 15	Nov. 16	Nov. 16	Nov. 17	Nov. 18	Nov. 17	Nov. 18	Nov. 19	Nov. 18	Nov. 19	Nov. 20	Friday	Saturday	Sunday
	Friday AM PK HR	Saturday AM PK HR	Sunday AM PK HR	Friday AM PK HR	Saturday AM PK HR	Sunday AM PK HR	Friday AM PK HR	Saturday AM PK HR	Sunday AM PK HR	Friday AM PK HR	Saturday AM PK HR	Sunday AM PK HR	Friday AM PK HR	Saturday AM PK HR	Sunday AM PK HR
Race Start Times:	8:00 PM	4:30 PM	3:00 PM	8:00 PM	4:30 PM	3:30 PM	8:05 PM	7:10 PM	2:55 PM	8:15 PM	4:10 PM	4:10 PM	AM Pk Hr	Inbound	Inbound
HEFT - S of I-75 Int	7-8 AM	11-Noon	11-Noon	7-8 AM	11-Noon	11-Noon	7-8 AM	11-Noon	11-Noon	n/a	n/a	n/a	7-8 AM	11-Noon	11-Noon
HEFT - S of NW 41 St	8-9 AM	11-Noon	11-Noon	7-8 AM	11-Noon	11-Noon	7-8 AM	11-Noon	10-11 AM	n/a	n/a	n/a	7-9 AM	11-Noon	10-Noon
HEFT - S of Bird Rd	7-8 AM	11-Noon	11-Noon	7-8 AM	11-Noon	10-11 AM	9-10 AM	11-Noon	11-Noon	9-10 AM	11-Noon	11-Noon	7-10 AM	11-Noon	10-Noon
HEFT - N of SW 112 Ave	7-8 AM	11-Noon	11-Noon	7-8 AM	10-11 AM	10-11 AM	7-8 AM	11-Noon	11-Noon	6-7 AM	11-Noon	11-Noon	6-8 AM	10-Noon	10-Noon
HEFT - N of SW 312 St	7-8 AM	11-Noon	10-11 AM	7-8 AM	11-Noon	10-11 AM	7-8 AM	11-Noon	10-11 AM	7-8 AM	11-Noon	11-Noon	7-8 AM	11-Noon	10-Noon
SR 878 - W of SR 826	7-8 AM	11-Noon	11-Noon	n/a	11-Noon	11-Noon	n/a	n/a	n/a	7-8 AM	11-Noon	11-Noon	7-8 AM	11-Noon	11-Noon
SR 826 - W of NW 67 Ave	7-8 AM	11-Noon	11-Noon	7-8 AM	11-Noon	11-Noon	n/a	n/a	n/a	6-7 AM	11-Noon	11-Noon	6-8 AM	11-Noon	11-Noon

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**PM Peak Hour Timeframes - Noon to Midnight**

REGIONAL ROADWAY SEGMENTS WITH CONTINUOUS COUNT DATA	NASCAR 2008 - See Table 4A			NASCAR 2007 - See Table 5A			NASCAR 2006 - See Table 6A			NASCAR 2005 - See Table 7A			PM Peak Hour Range - 2005 to 2008		
	Nov. 14	Nov. 15	Nov. 16	Nov. 16	Nov. 17	Nov. 18	Nov. 17	Nov. 18	Nov. 19	Nov. 18	Nov. 19	Nov. 20	Friday	Saturday	Sunday
	Friday PM PK HR	Saturday PM PK HR	Sunday PM PK HR	Friday PM PK HR	Saturday PM PK HR	Sunday PM PK HR	Friday PM PK HR	Saturday PM PK HR	Sunday PM PK HR	Friday PM PK HR	Saturday PM PK HR	Sunday PM PK HR	Friday PM PK HR	Saturday PM PK HR	Sunday PM PK HR
Race Start Times:	8:00 PM	4:30 PM	3:00 PM	8:00 PM	4:30 PM	3:30 PM	8:05 PM	7:10 PM	2:55 PM	8:15 PM	4:10 PM	4:10 PM	PM Pk Hr	Inbound	Outbound
HEFT - S of I-75 Int	5-6 PM	1-2 PM	5-6 PM	5-6 PM	1-2 PM	7-8 PM	5-6 PM	2-3 PM	7-8 PM	n/a	n/a	n/a	5-6 PM	1-3 PM	5-8 PM
HEFT - S of NW 41 St	5-6 PM	1-2 PM	5-6 PM	5-6 PM	1-2 PM	7-8 PM	4-5 PM	1-2 PM	6-7 PM	n/a	n/a	n/a	4-6 PM	1-2 PM	5-8 PM
HEFT - S of Bird Rd	5-6 PM	2-3 PM	6-7 PM	5-6 PM	1-2 PM	7-8 PM	4-5 PM	1-2 PM	6-7 PM	4-5 PM	1-2 PM	8-9 PM	4-6 PM	1-3 PM	6-8 PM
HEFT - N of SW 112 Ave	5-6 PM	1-2 PM	7-8 PM	5-6 PM	12-1 PM	7-8 PM	4-5 PM	4-5 PM	6-7 PM	4-5 PM	12-1 PM	1-2 PM	4-6 PM	12-2 PM	6-8 PM
HEFT - N of SW 312 St	5-6 PM	3-4 PM	1-2 PM	4-5 PM	1-2 PM	7-8 PM	5-6 PM	2-3 PM	6-7 PM	4-5 PM	7-8 PM	1-2 PM	4-6 PM	1-4 PM	6-8 PM
SR 878 - W of SR 826	5-6 PM	6-7 PM	6-7 PM	n/a	3-4 PM	5-6 PM	n/a	n/a	n/a	4-5 PM	4-5 PM	2-3 PM	4-6 PM	3-5 PM	5-7 PM
SR 826 - W of NW 67 Ave	3-4 PM	2-3 PM	4-5 PM	3-4 PM	3-4 PM	6-7 PM	n/a	n/a	n/a	2-3 PM	2-3 PM	2-3 PM	2-4 PM	2-4 PM	4-7 PM

3/23/2010

## **Cumulative Change in DRI Land Uses Located East of SW 152 Avenue – 1985 to 2010**

Updated DRI land use and trip generation summary tables have been prepared to determine the cumulative trip reduction resulting from the change in DRI land uses for the portion of the VOH DRI located East of SW 152 Avenue. The cumulative trip reduction evaluates the changes to the Approved DRI Master Plan comparing the approved 1985 Master Plan from the Consolidated Villages of Homestead DRI, with the Proposed DRI Master Plan for the Year 2010. The following tables have been provided:

- **Table 9A** – Comparison of Master Plans Approved and Proposed – 1985 to 2010
- **Table 10A** – Comparison of Approved and Proposed Uses – 1985 and 2010
- **Table 10B**- Net Change in Uses East and West of SW 152 Avenue
- **Table 11A** - Approved DRI Uses - 1985 Master Plan
- **Table 11B** – 1985 Master Plan Uses - East and West of SW 152 Avenue
- **Table 11C** – Proposed DRI Uses – 2010 Master Plan
- **Table 11D** – 2010 Master Plan Uses - East and West of SW 152 Avenue

**Table 9A** provides a summary of the approved master plan changes for the VOH DRI beginning with the Consolidated DRI Master Plan approved in 1985, and each subsequent change thereafter. **Table 9A** includes a breakdown by land use for each modification to the DRI for the years 1994 (3 separate changes), 1999 and 2001, and provides the proposed master plan modifications for this NOPC. The residential land use approvals are itemized by sector, and are grouped to show uses east and west of SW 152 Avenue. The acreage and scale of development for the non-residential land uses are also provided for each modification to the DRI. A cumulative change calculation between the 1985 Master Plan and the proposed 2010 Master Plan is provided in **Table 9A**.

**Table 10A** shows the approved DRI land uses for the 1985 Master Plan, the 2001 Master Plan, the proposed 2010 Master Plan and the net change in land use between 1985 and 2010. Approved scale of development is provided in dwelling units, square footage, rooms, beds or acreage of approval (as appropriate to each land use).

**Table 10B** takes the net change in land use between the 1985 Master Plan and the proposed 2010 Master Plan, and separates this net change in use geographically between uses located East of SW 152 Avenue and uses located West of SW 152 Avenue.

**Table 11A** shows the approved DRI land uses for the 1985 Master Plan. The approved scale of development is provided in dwelling units, square footage, rooms, beds or acreage of approval (as appropriate to each land use). **Table 11B** takes the approved uses in the 1985 Master Plan and separates them geographically between uses located East of SW 152 Avenue and uses located West of SW 152 Avenue.

**Table 11C** shows the proposed DRI land uses for the 2010 Master Plan. The proposed scale of development is provided in dwelling units, square footage, rooms, beds or acreage of approval (as appropriate to each land use). **Table 11D** takes the proposed uses in the 2010 Master Plan and separates them geographically between uses located East of SW 152 Avenue and uses located West of SW 152 Avenue.



**TABLE 10A**  
**VILLAGES OF HOMESTEAD DRI**  
**COMPARISON OF APPROVED AND PROPOSED USES - 1985 AND 2010**

3/15/2010

LAND USE	1985 APPROVED UNITS		2001 APPROVED UNITS		2010 PROPOSED UNITS		2010 - 1985 NET CHANGE	
SINGLE FAMILY	3,964	DU	2,453	DU	2,449	DU	-1,515	DU
MULTI-FAMILY	10,501	DU	7,429	DU	7,429	DU	-3,072	DU
<b>TOTAL RESIDENTIAL</b>	<b>14,465</b>	<b>DU</b>	<b>9,882</b>	<b>DU</b>	<b>9,878</b>	<b>DU</b>	<b>-4,587</b>	<b>DU</b>
RETAIL	1,120,000	SQ. FT.	974,000	SQ. FT.	974,000	SQ. FT.	-146,000	SQ. FT.
OFFICE	241,000	SQ. FT.	241,000	SQ. FT.	241,000	SQ. FT.	0	SQ. FT.
HOSPITAL	127	BEDS	127	BEDS	127	BEDS	0	BEDS
HOTEL	0	ROOMS	400	ROOMS	400	ROOMS	400	ROOMS
INDUSTRIAL	3,100,000	SQ. FT.	3,100,000	SQ. FT.	3,100,000	SQ. FT.	0	SQ. FT.
K - 8 SCHOOLS	62.00	Acres	22.00	Acres	22.00	Acres	-40.00	Acres
HIGH SCHOOL	36.34	Acres	36.34	Acres	36.34	Acres	0.00	Acres
BASEBALL FACILITY	0.00	Acres	100.00	Acres	100.00	Acres	100.00	Acres
MOTORSPORT FACILITY	0.00	Acres	427.90	Acres	547.90	Acres	547.90	Acres
PUBLIC SERVICE	6.53	Acres	0.00	Acres	0.00	Acres	-6.53	Acres
OPEN SPACE	84.66	Acres	600.27	Acres	600.27	Acres	515.61	Acres
COMMUNITY PARK	186.30	Acres	90.75	Acres	90.75	Acres	-95.55	Acres
PRIVATE RECREATION	3.66	Acres	2.21	Acres	2.21	Acres	-1.45	Acres
GOLF COURSE	150.00	Acres	150.00	Acres	150.00	Acres	0.00	Acres

**TABLE 10B**  
**VILLAGES OF HOMESTEAD DRI**  
**NET CHANGE EAST AND WEST OF SW 152 AVE**

East of SW 152 Ave NET CHANGE		West of SW 152 Ave NET CHANGE	
-1,833	DU	318	DU
-2,854	DU	-218	DU
<b>-4,687</b>	<b>DU</b>	<b>100</b>	<b>DU</b>
-79,752	SQ. FT.	-66,248	SQ. FT.
0	SQ. FT.	0	SQ. FT.
0	BEDS	0	BEDS
0	ROOMS	400	ROOMS
0	SQ. FT.	0	SQ. FT.
-40.00	Acres	0.00	Acres
0.00	Acres	0.00	Acres
100.00	Acres	0.00	Acres
547.90	Acres	0.00	Acres
0.00	Acres	-6.53	Acres
550.40	Acres	-34.79	Acres
-143.32	Acres	47.77	Acres
-1.45	Acres	0.00	Acres
0.00	Acres	0.00	Acres

Notes: Proposed changes to the DRI Development Program as reflected in the 2010 Master Plan are shown in **RED** in Table 10A.

**TABLE 11A**  
**VILLAGES OF HOMESTEAD DRI**  
**APPROVED DRI USES - 1985 MASTER PLAN**

3/15/2010

LAND USE	Ordinance 85-05-34 APPROVED UNITS	
SINGLE FAMILY	3,964	DU
MULTI-FAMILY	10,501	DU
<b>TOTAL RESIDENTIAL</b>	<b>14,465</b>	<b>DU</b>
RETAIL - 103.02 AC	1,120,000	SQ. FT.
OFFICE - 13.82 AC	241,000	SQ. FT.
HOSPITAL - 13 AC	127	BEDS
HOTEL	0	ROOMS
INDUSTRIAL - 270 AC	3,100,000	SQ. FT.
K - 8 SCHOOL (5)	62.00	Acres
HIGH SCHOOL	36.34	Acres
BASEBALL FACILITY	0.00	Acres
MOTORSPORT FACILITY	0.00	Acres
PUBLIC SERVICE	6.53	Acres
OPEN SPACE	84.66	Acres
COMMUNITY PARK	186.30	Acres
PRIVATE RECREATION	3.66	Acres
GOLF COURSE	150	Acres

**TABLE 11B**  
**APPROVED DRI USES - 1985 MASTER PLAN**  
**USES EAST AND WEST OF SW 152 AVE**

East of SW 152 Ave APPROVED UNITS		West of SW 152 Ave APPROVED UNITS	
1,972	DU	1,992	DU
3,154	DU	7,347	DU
<b>5,126</b>	<b>DU</b>	<b>9,339</b>	<b>DU</b>
166,445	SQ. FT.	953,555	SQ. FT.
0	SQ. FT.	241,000	SQ. FT.
0	BEDS	127	BEDS
0	ROOMS	0	ROOMS
3,100,000	SQ. FT.	0	SQ. FT.
40.00	Acres	22.00	Acres
0.00	Acres	36.34	Acres
0.00	Acres	0.00	Acres
0.00	Acres	0.00	Acres
0.00	Acres	6.53	Acres
5.00	Acres	79.66	Acres
186.30	Acres	0.00	Acres
1.45	Acres	2.21	Acres
0.00	Acres	150.00	Acres

**TABLE 11C**  
**VILLAGES OF HOMESTEAD DRI**  
**PROPOSED DRI USES - 2010 MASTER PLAN**

LAND USE	2010 PROPOSED UNITS	
SINGLE FAMILY	<b>2,449</b>	DU
MULTI-FAMILY	7,429	DU
<b>TOTAL RESIDENTIAL</b>	<b>9,878</b>	<b>DU</b>
RETAIL - 107.52 AC	974,000	SQ. FT.
OFFICE - 14.50 AC	241,000	SQ. FT.
HOSPITAL - 13 AC	127	BEDS
HOTEL	400	ROOMS
INDUSTRIAL - 275.10 AC	3,100,000	SQ. FT.
K - 8 SCHOOL (2)	22.00	Acres
HIGH SCHOOL	36.34	Acres
BASEBALL FACILITY	100.00	Acres
MOTORSPORT FACILITY	<b>547.90</b>	Acres
PUBLIC SERVICE	0.00	Acres
OPEN SPACE	600.27	Acres
COMMUNITY PARK	90.75	Acres
PRIVATE RECREATION	2.21	Acres
GOLF COURSE	150.00	Acres

**TABLE 11D**  
**PROPOSED DRI USES - 2010 MASTER PLAN**  
**USES EAST AND WEST OF SW 152 AVE**

East of SW 152 Ave PROPOSED UNITS		West of SW 152 Ave PROPOSED UNITS	
<b>139</b>	DU	2,310	DU
300	DU	7,129	DU
<b>439</b>	<b>DU</b>	<b>9,439</b>	<b>DU</b>
86,693	SQ. FT.	887,307	SQ. FT.
0	SQ. FT.	241,000	SQ. FT.
0	BEDS	127	BEDS
0	ROOMS	400	ROOMS
0	SQ. FT.	3,100,000	SQ. FT.
0.00	Acres	22.00	Acres
0.00	Acres	36.34	Acres
100.00	Acres	0.00	Acres
<b>547.90</b>	Acres	0.00	Acres
0.00	Acres	0.00	Acres
555.40	Acres	44.87	Acres
42.98	Acres	47.77	Acres
0.00	Acres	2.21	Acres
0.00	Acres	150.00	Acres

Notes: Proposed changes to the DRI Development Program as reflected in the 2010 Master Plan are shown in **RED** in Tables 11C and 11D.

**Cumulative Change in Trips Resulting from the Change in DRI Land Uses**

**East of SW 152 Avenue** - An updated trip generation analysis has been prepared to document the change in trips resulting from the cumulative change in DRI land uses for the portion of the VOH DRI located east of SW 152 Avenue. The analysis provides the trip generation calculations for each change of use between the 1985 Consolidated DRI Master Plan and the Proposed Year 2010 Master Plan, and results in either a trip increase or trip decrease for affected uses east of SW 152 Avenue. The trip generation analysis has been prepared for each analysis timeframe to determine the extent to which the cumulative change in trips will offset the expansion to the motorsport facility. The following table has been provided:

- **Table 12A** - Cumulative change in trips for the VOH DRI located east of SW 152 Avenue

**Note:** **Table 12A** provides the cumulative trip reductions pursuant to the change in DRI master plans between 1985 and 2010; however, the City of Homestead just recently reviewed and accepted a proposal for a Charter High School to be located in DRI Sector 15, east of SW 152 Avenue, potentially replacing existing community park uses. In order to ensure that this Charter High School has the DRI trip generation entitlements needed to move forward, the cumulative DRI trip reductions for the 40 acres of school (2,068 students) originally planned in 1985 east of SW 152 Avenue, has been removed from the final analysis (at the bottom of **Table 12A**), reserving these trips for school use if in fact they are needed.

**West of SW 152 Avenue** - For informational purposes, an updated trip generation analysis has been prepared to document the change in trips resulting from the cumulative change in DRI land uses for the portion of the VOH DRI located west of SW 152 Avenue. The analysis provides the trip generation calculations for each change of use between the 1985 Consolidated DRI Master Plan and the currently approved DRI development program which reflects the approvals granted as part of the Year 2001 Master Plan. The trip generation analysis reflects either a trip increase or trip decrease for affected uses west of SW 152 Avenue, and has been prepared for each analysis timeframe. The following table has been provided:

- **Table 12B** - Cumulative change in trips for the VOH DRI located west of SW 152 Avenue

Given the trip generation analyses provided in **Tables 12A and 12B**, the total cumulative change in trips for the entire DRI is provided in **Table 12C** below. The total cumulative change in trips for the entire DRI reflects an overall trip reduction for each analysis timeframe for the cumulative change in land use between the 1985 Consolidated DRI Master Plan and the Proposed Year 2010 DRI Master Plan. For this NOPC Application however, only the cumulative change in trips for the uses located East of SW 152 Avenue will be used to offset the trip impacts for the motorsport facility.

<b>Table 12C – Total Cumulative Change in DRI Trips – 1985 vs. 2010</b>				
<b>Analysis Timeframes</b>	<b>Cumulative Change in DRI Trips East of SW 152 Avenue (Excluding School Trip Reductions)</b>	<b>Cumulative Change in DRI Trips West of SW 152 Avenue</b>	<b>Total Cumulative Change in DRI Trips East and West of SW 152 Avenue</b>	<b>Type of Change for Entire DRI</b>
	[See Table 12A]	[See Table 12B]		
<b>Daily</b>	(39,730)	92	(39,638)	Trip Decrease
<b>PM Peak Hour</b>	(3,852)	(3)	(3,855)	Trip Decrease
<b>Saturday</b>	(42,879)	(848)	(43,727)	Trip Decrease
<b>Saturday Peak Hour</b>	(3,875)	(90)	(3,965)	Trip Decrease
<b>Sunday</b>	(31,481)	3,493	(27,988)	Trip Decrease
<b>Sunday Peak Hour</b>	(3,254)	314	(2,940)	Trip Decrease

**TABLE 12A**  
**VILLAGES OF HOMESTEAD DRI**  
**TRIP GENERATION FOR THE CHANGE IN DRI LAND USES LOCATED EAST OF SW 152 AVENUE**  
**CUMULATIVE CHANGE TO OFFSET THE EXPANSION TO THE MOTORSPORT FACILITY**

3/15/2010

LAND USE	ANALYSIS TIMEFRAMES	2010 - 1985		ITE LUC	ITE 8TH EDITION RATE OR FORMULA	CHANGE IN TRIPS	IN		OUT		Trip Rate Per Use
		NET CHANGE					%	TRIPS	%	TRIPS	
SINGLE FAMILY	DAILY	-1,833	DU	210	T = 9.57 (X)	-17,542	50%	-8,771	50%	-8771	9.570
SINGLE FAMILY	PM PEAK HR	-1,833	DU	210	T = 1.01 (X)	-1,851	63%	-1,166	37%	-685	1.010
SINGLE FAMILY	SATURDAY	-1,833	DU	210	T = 10.08 (X)	-18,477	50%	-9,238	50%	-9239	10.080
SINGLE FAMILY	SAT PEAK HR	-1,833	DU	210	T = 0.93 (X)	-1,705	53%	-903	47%	-802	0.930
SINGLE FAMILY	SUNDAY	-1,833	DU	210	T = 8.77 (X)	-16,075	50%	-8,038	50%	-8037	8.770
SINGLE FAMILY	SUN PEAK HR	-1,833	DU	210	T = 0.86 (X)	-1,576	53%	-835	47%	-741	0.860
MULTI-FAMILY	DAILY	-2,854	DU	230	T = 5.81 (X)	-16,582	50%	-8,291	50%	-8291	5.810
MULTI-FAMILY	PM PEAK HR	-2,854	DU	230	T = 0.52 (X)	-1,484	67%	-994	33%	-490	0.520
MULTI-FAMILY	SATURDAY	-2,854	DU	230	T = 5.67 (X)	-16,182	50%	-8,091	50%	-8091	5.670
MULTI-FAMILY	SAT PEAK HR	-2,854	DU	230	T = 0.47 (X)	-1,341	54%	-724	46%	-617	0.470
MULTI-FAMILY	SUNDAY	-2,854	DU	230	T = 4.84 (X)	-13,813	50%	-6,907	50%	-6906	4.840
MULTI-FAMILY	SUN PEAK HR	-2,854	DU	230	T = 0.45 (X)	-1,284	49%	-629	51%	-655	0.450
RETAIL	DAILY	-79,752	SQ. FT.	820	Ln (T) = 0.65 Ln (X) + 5.83	-5,862	50%	-2,931	50%	-2931	73.503
RETAIL	PM PEAK HR	-79,752	SQ. FT.	820	Ln (T) = 0.67 Ln (X) + 3.37	-547	49%	-268	51%	-279	6.859
RETAIL	SATURDAY	-79,752	SQ. FT.	820	Ln (T) = 0.63 Ln (X) + 6.23	-8,012	50%	-4,006	50%	-4006	100.461
RETAIL	SAT PEAK HR	-79,752	SQ. FT.	820	Ln (T) = 0.65 Ln (X) + 3.76	-740	52%	-385	48%	-355	9.279
RETAIL	SUNDAY	-79,752	SQ. FT.	820	T = 25.24 (X)	-2,013	50%	-1,006	50%	-1007	25.240
RETAIL	SUN PEAK HR	-79,752	SQ. FT.	820	T = 3.12 (X)	-249	49%	-122	51%	-127	3.120
K-5/ELEM SCHOOLS	DAILY	-1,200	STUDENTS	520	T = 1.29 (X)	-1,548	50%	-774	50%	-774	1.290
K-5/ELEM SCHOOLS	PM PEAK HR	-1,200	STUDENTS	520	T = 0.15 (X)	-180	49%	-88	51%	-92	0.150
K-5/ELEM SCHOOLS	SATURDAY	0	STUDENTS	520	T = 12.14 (X)	0	50%	0	50%	0	0.000
K-5/ELEM SCHOOLS	SAT PEAK HR	0	STUDENTS	520	T = 2.24 (X)	0	50%	0	50%	0	0.000
K-5/ELEM SCHOOLS	SUNDAY	0	STUDENTS	520	T = 4.13 (X)	0	50%	0	50%	0	0.000
K-5/ELEM SCHOOLS	SUN PEAK HR	0	STUDENTS	520	T = 3.6 (X)	0	50%	0	50%	0	0.000
MIDDLE/JR HIGH	DAILY	-868	STUDENTS	522	T = 1.62 (X)	-1,406	50%	-703	50%	-703	1.620
MIDDLE/JR HIGH	PM PEAK HR	-868	STUDENTS	522	T = 0.16 (X)	-139	49%	-68	51%	-71	0.160
MIDDLE/JR HIGH	SATURDAY	0	STUDENTS	522	T = 12.14 (X)	0	50%	0	50%	0	0.000
MIDDLE/JR HIGH	SAT PEAK HR	0	STUDENTS	522	T = 2.24 (X)	0	50%	0	50%	0	0.000
MIDDLE/JR HIGH	SUNDAY	0	STUDENTS	522	T = 4.13 (X)	0	50%	0	50%	0	0.000
MIDDLE/JR HIGH	SUN PEAK HR	0	STUDENTS	522	T = 3.6 (X)	0	50%	0	50%	0	0.000
BASEBALL FACILITY	DAILY	100.00	ACRES	412	T = 2.28 (X)	228	50%	114	50%	114	2.280
BASEBALL FACILITY	PM PEAK HR	100.00	ACRES	412	T = 0.06 (X)	6	41%	2	59%	4	0.060
BASEBALL FACILITY	SATURDAY	100.00	ACRES	412	T = 12.14 (X)	1,214	50%	607	50%	607	12.140
BASEBALL FACILITY	SAT PEAK HR	100.00	ACRES	412	T = 2.24 (X)	224	59%	132	41%	92	2.240
BASEBALL FACILITY	SUNDAY	100.00	ACRES	412	T = 4.13 (X)	413	50%	207	50%	206	4.130
BASEBALL FACILITY	SUN PEAK HR	100.00	ACRES	412	T = 3.6 (X)	360	47%	169	53%	191	3.600
OPEN SPACE	DAILY	550.40	ACRES	413	T = 0.65 (X)	358	50%	179	50%	179	0.650
OPEN SPACE	PM PEAK HR	550.40	ACRES	413	T = 0.06 (X)	33	41%	14	59%	19	0.060
OPEN SPACE	SATURDAY	550.40	ACRES	413	T = 0.61 (X)	336	50%	168	50%	168	0.610
OPEN SPACE	SAT PEAK HR	550.40	ACRES	413	T = 0.02 (X)	11	50%	6	50%	5	0.020
OPEN SPACE	SUNDAY	550.40	ACRES	413	T = 1.1 (X)	605	50%	303	50%	302	1.100
OPEN SPACE	SUN PEAK HR	550.40	ACRES	413	T = 0.03 (X)	17	48%	8	52%	9	0.030
COMMUNITY PARK	DAILY	-143.32	ACRES	412	T = 2.28 (X)	-327	50%	-163	50%	-164	2.280
COMMUNITY PARK	PM PEAK HR	-143.32	ACRES	412	T = 0.06 (X)	-9	41%	-4	59%	-5	0.060
COMMUNITY PARK	SATURDAY	-143.32	ACRES	412	T = 12.14 (X)	-1,740	50%	-870	50%	-870	12.140
COMMUNITY PARK	SAT PEAK HR	-143.32	ACRES	412	T = 2.24 (X)	-321	59%	-189	41%	-132	2.240
COMMUNITY PARK	SUNDAY	-143.32	ACRES	412	T = 4.13 (X)	-592	50%	-296	50%	-296	4.130
COMMUNITY PARK	SUN PEAK HR	-143.32	ACRES	412	T = 3.6 (X)	-516	47%	-242	53%	-274	3.600
PRIVATE RECREATION	DAILY	-1.45	ACRES	412	T = 2.28 (X)	-3	50%	-2	50%	-1	2.280
PRIVATE RECREATION	PM PEAK HR	-1.45	ACRES	412	T = 0.06 (X)	0	41%	0	59%	0	0.060
PRIVATE RECREATION	SATURDAY	-1.45	ACRES	412	T = 12.14 (X)	-18	50%	-9	50%	-9	12.140
PRIVATE RECREATION	SAT PEAK HR	-1.45	ACRES	412	T = 2.24 (X)	-3	59%	-2	41%	-1	2.240
PRIVATE RECREATION	SUNDAY	-1.45	ACRES	412	T = 4.13 (X)	-6	50%	-3	50%	-3	4.130
PRIVATE RECREATION	SUN PEAK HR	-1.45	ACRES	412	T = 3.6 (X)	-5	47%	-2	53%	-3	3.600
NET CHANGE IN TRIPS	DAILY	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				-42,684	50%	-21,342	50%	-21,342	n/a
NET CHANGE IN TRIPS	PM PEAK HR	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				-4,171	62%	-2,572	38%	-1,599	n/a
NET CHANGE IN TRIPS	SATURDAY	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				-42,879	50%	-21,439	50%	-21,440	n/a
NET CHANGE IN TRIPS	SAT PEAK HR	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				-3,875	53%	-2,065	47%	-1,810	n/a
NET CHANGE IN TRIPS	SUNDAY	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				-31,481	50%	-15,740	50%	-15,741	n/a
NET CHANGE IN TRIPS	SUN PEAK HR	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				-3,254	51%	-1,653	49%	-1,601	n/a
NET CHANGE IN TRIPS	DAILY	CUMULATIVE CHANGE WITHOUT THE SCHOOL REDUCTION				-39,730	50%	-19,865	50%	-19,865	n/a
NET CHANGE IN TRIPS	PM PEAK HR	CUMULATIVE CHANGE WITHOUT THE SCHOOL REDUCTION				-3,852	63%	-2,416	37%	-1,436	n/a
NET CHANGE IN TRIPS	SATURDAY	CUMULATIVE CHANGE WITHOUT THE SCHOOL REDUCTION				-42,879	50%	-21,439	50%	-21,440	n/a
NET CHANGE IN TRIPS	SAT PEAK HR	CUMULATIVE CHANGE WITHOUT THE SCHOOL REDUCTION				-3,875	53%	-2,065	47%	-1,810	n/a
NET CHANGE IN TRIPS	SUNDAY	CUMULATIVE CHANGE WITHOUT THE SCHOOL REDUCTION				-31,481	50%	-15,740	50%	-15,741	n/a
NET CHANGE IN TRIPS	SUN PEAK HR	CUMULATIVE CHANGE WITHOUT THE SCHOOL REDUCTION				-3,254	51%	-1,653	49%	-1,601	n/a

**TABLE 12B**  
**VILLAGES OF HOMESTEAD DRI**  
**TRIP GENERATION FOR THE CHANGE IN DRI LAND USES LOCATED WEST OF SW 152 AVENUE**

10/4/2010

LAND USE	ANALYSIS TIMEFRAMES	2010 - 1985		ITE LUC	ITE 8TH EDITION RATE OR FORMULA	CHANGE IN TRIPS	IN		OUT		Trip Rate Per Use
		NET CHANGE					%	TRIPS	%	TRIPS	
SINGLE FAMILY	DAILY	318	DU	210	T = 9.57 (X)	3,043	50%	1,522	50%	1521	9.570
SINGLE FAMILY	PM PEAK HR	318	DU	210	T = 1.01 (X)	321	63%	202	37%	119	1.010
SINGLE FAMILY	SATURDAY	318	DU	210	T = 10.08 (X)	3,205	50%	1,603	50%	1602	10.080
SINGLE FAMILY	SAT PEAK HR	318	DU	210	T = 0.93 (X)	296	53%	157	47%	139	0.930
SINGLE FAMILY	SUNDAY	318	DU	210	T = 8.77 (X)	2,789	50%	1,394	50%	1395	8.770
SINGLE FAMILY	SUN PEAK HR	318	DU	210	T = 0.86 (X)	273	53%	145	47%	128	0.860
MULTI-FAMILY	DAILY	-218	DU	230	T = 5.81 (X)	-1,267	50%	-633	50%	-634	5.810
MULTI-FAMILY	PM PEAK HR	-218	DU	230	T = 0.52 (X)	-113	67%	-76	33%	-37	0.520
MULTI-FAMILY	SATURDAY	-218	DU	230	T = 5.67 (X)	-1,236	50%	-618	50%	-618	5.670
MULTI-FAMILY	SAT PEAK HR	-218	DU	230	T = 0.47(X)	-102	54%	-55	46%	-47	0.470
MULTI-FAMILY	SUNDAY	-218	DU	230	T = 4.84 (X)	-1,055	50%	-528	50%	-527	4.840
MULTI-FAMILY	SUN PEAK HR	-218	DU	230	T = 0.45 (X)	-98	49%	-48	51%	-50	0.450
RETAIL	DAILY	-66,248	SQ. FT.	820	Ln (T) = 0.65 Ln (X) + 5.83	-5,196	50%	-2,598	50%	-2598	78.433
RETAIL	PM PEAK HR	-66,248	SQ. FT.	820	Ln (T) = 0.67 Ln (X) + 3.37	-483	49%	-237	51%	-246	7.291
RETAIL	SATURDAY	-66,248	SQ. FT.	820	Ln (T) = 0.63 Ln (X) + 6.23	-7,128	50%	-3,564	50%	-3564	107.596
RETAIL	SAT PEAK HR	-66,248	SQ. FT.	820	Ln (T) = 0.65 Ln (X) + 3.76	-656	52%	-341	48%	-315	9.902
RETAIL	SUNDAY	-66,248	SQ. FT.	820	T = 25.24 (X)	-1,672	50%	-836	50%	-836	25.240
RETAIL	SUN PEAK HR	-66,248	SQ. FT.	820	T = 3.12 (X)	-207	49%	-101	51%	-106	3.120
HOTEL	DAILY	400	ROOMS	310	T = 8.92 (X)	3,568	50%	1,784	50%	1784	8.920
HOTEL	PM PEAK HR	400	ROOMS	310	T = 0.70 (X)	280	49%	137	51%	143	0.700
HOTEL	SATURDAY	400	ROOMS	310	T = 10.5 (X)	4,200	50%	2,100	50%	2100	10.500
HOTEL	SAT PEAK HR	400	ROOMS	310	T = 0.87 (X)	348	49%	171	51%	177	0.870
HOTEL	SUNDAY	400	ROOMS	310	T = 8.48 (X)	3,392	50%	1,696	50%	1696	8.480
HOTEL	SUN PEAK HR	400	ROOMS	310	T = 0.75 (X)	300	49%	147	51%	153	0.750
PUBLIC SERVICE	DAILY	-6.53	ACRES	170	13.2 (X) = [PM Rate * 10]	-86	50%	-43	50%	-43	13.200
PUBLIC SERVICE	PM PEAK HR	-6.53	ACRES	170	T = 1.32 (X)	-9	45%	-4	55%	-5	1.320
PUBLIC SERVICE	SATURDAY	-6.53	ACRES	170	7.15 (X) = [Daily Rate * 0.542]	-47	50%	-23	50%	-24	7.150
PUBLIC SERVICE	SAT PEAK HR	-6.53	ACRES	170	0.715 (X) = [Sat Rate * 0.10]	-5	45%	-2	55%	-3	0.715
PUBLIC SERVICE	SUNDAY	-6.53	ACRES	170	2.11(X) = [Daily Rate * 0.16]	-14	50%	-7	50%	-7	2.110
PUBLIC SERVICE	SUN PEAK HR	-6.53	ACRES	170	0.21 (X) = [Sun Rate * 0.10]	-1	45%	-1	55%	0	0.210
OPEN SPACE	DAILY	-34.79	ACRES	412	T = 2.28 (X)	-79	50%	-40	50%	-39	2.280
OPEN SPACE	PM PEAK HR	-34.79	ACRES	412	T = 0.06 (X)	-2	41%	-1	59%	-1	0.060
OPEN SPACE	SATURDAY	-34.79	ACRES	412	T = 12.14 (X)	-422	50%	-211	50%	-211	12.140
OPEN SPACE	SAT PEAK HR	-34.79	ACRES	412	T = 2.24(X)	-78	50%	-39	50%	-39	2.240
OPEN SPACE	SUNDAY	-34.79	ACRES	412	T = 4.13 (X)	-144	50%	-72	50%	-72	4.130
OPEN SPACE	SUN PEAK HR	-34.79	ACRES	412	T = 3.6 (X)	-125	48%	-60	52%	-65	3.600
COMMUNITY PARK	DAILY	47.77	ACRES	412	T = 2.28 (X)	109	50%	54	50%	55	2.280
COMMUNITY PARK	PM PEAK HR	47.77	ACRES	412	T = 0.06 (X)	3	41%	1	59%	2	0.060
COMMUNITY PARK	SATURDAY	47.77	ACRES	412	T = 12.14 (X)	580	50%	290	50%	290	12.140
COMMUNITY PARK	SAT PEAK HR	47.77	ACRES	412	T = 2.24(X)	107	59%	63	41%	44	2.240
COMMUNITY PARK	SUNDAY	47.77	ACRES	412	T = 4.13 (X)	197	50%	99	50%	98	4.130
COMMUNITY PARK	SUN PEAK HR	47.77	ACRES	412	T = 3.6 (X)	172	47%	81	53%	91	3.600
NET CHANGE IN TRIPS	DAILY	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				92	50%	46	50%	46	n/a
NET CHANGE IN TRIPS	PM PEAK HR	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				-3	-728%	22	828%	-25	n/a
NET CHANGE IN TRIPS	SATURDAY	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				-848	50%	-423	50%	-425	n/a
NET CHANGE IN TRIPS	SAT PEAK HR	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				-90	51%	-46	49%	-44	n/a
NET CHANGE IN TRIPS	SUNDAY	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				3,493	50%	1,746	50%	1,747	n/a
NET CHANGE IN TRIPS	SUN PEAK HR	CUMULATIVE CHANGE IN TRIPS - 1985 TO 2010				314	52%	163	48%	151	n/a

## Summary of the Cumulative Change in Trips for the VOH DRI located east of SW 152 Avenue

**Table 13** has been prepared to summarize the cumulative change in trips resulting from the change in DRI land uses located east of SW 152 Avenue in order to determine the extent to which the cumulative DRI trip reduction will offset the trip impacts of the motorsport facility. **Table 13** also summarizes the trip generation of the motorsport facility for several spectator thresholds based upon updated trip generation rates for each analysis timeframe as calculated in **Table 14**. **Tables 13 and 14** specifically identify a proposed **Weekday Major Event Spectator threshold of 53,128** which does not exceed the **3,852** cumulative PM Peak Hour trip reduction for the VOH DRI as calculated in **Tables 12A and 13**. The spectator thresholds identified in **Table 13** include the following:

- Major Event per 1994 DRI DO – 28,000 spectators – City Ordinances 94-05-33 and 2001-12-36
- Major Event per 1994 NOPC – 40,000 spectators
- Proposed Capacity for Major Events on a Weekday – 53,128 spectators
- Existing Capacity for Major Events on Weekends – 67,612 spectators
- Proposed Capacity for Major Events on Weekends – 79,612 spectators

**Table 13** also identifies the existing and proposed Major Event capacity for weekend events at the Speedway. Each of these Major Event capacity thresholds exceed the cumulative trip reduction for the DRI for the Saturday and Sunday timeframes, however, pursuant to **Tables 4A, 5A, 6A and 7A** (presented on pages 12 to 15 of this Study), the state and regional roadway network has operated at or above adopted level of service standards during the actual Saturday and Sunday timeframes when the Speedway was in operation with the NASCAR championship series. **Table 8A** (on page 16 of this Study) demonstrates that adopted level of service standards will still be maintained on the state and regional roadway network after the proposed addition of the 12,000 seats for Major Events held on a weekend.

In addition, pursuant to **Tables 17, 18, 19 and 21** (presented on pages 39, 40, 41 and 44 of this Study), the collector and state roadways located in the more immediate Speedway study area have also operated at or above adopted level of service standards during the actual Saturday and Sunday timeframes when the Speedway was in operation with the 2007, 2008 and 2009 NASCAR championship series. **Tables 20A and 22** (on pages 42 and 45 of this Study) demonstrate that adopted level of service standards will still be maintained after the proposed addition of the 12,000 seats for Major Events held on a weekend.

### Trip Generation Analysis for the Motorsport Facility

**Table 14** provides the assumptions and methodology for establishing trip generation for the Motorsport Facility. The trip generation analysis has been prepared using existing operational information for the Speedway. The trip generation assumptions incorporate the existing alternative travel modes used to access and depart from the Speedway during NASCAR Championship Weekend. These alternative travel modes include spectators traveling by Group Bus, spectators traveling by Helicopter and spectators traveling by RV Camper who stay for the entire race weekend. The trip reductions for these other modes of transportation (Group Bus, Helicopter and RV Camper) are applied early in the calculations in **Table 14**. The spectator trip reductions for the Group Bus and Helicopter modes are based upon a fixed number of buses and helicopter trips which differ for each of the three NASCAR race days, but do not change with the proposed increase in spectator seats for the Weekend Major Events.

The RV Camper trip reduction is based upon the capacity of the RV camper parking lot and the minimum number of tickets required to be purchased for each NASCAR event in order to utilize a reserved RV Camper parking spot. The RV Camper patrons often arrive on Thursday, the day before the NASCAR championship series. These same RV's are not permitted to depart the site earlier than two hours after the spectator parking lots are cleared after the NASCAR Sunday night Cup Series which equates to sometime after 11:00 PM on Sunday evening, or during the early morning hours on Monday. Many of the RV campers depart during the daytime on the Monday after the NASCAR racing series.

**Table 14** evaluates trip generation for each analysis timeframe for the five spectator thresholds outlined below. These include the 1994 thresholds from the VOH DRI analyses and from the Ordinances of Approval for the DRI, the existing spectator capacity for the Speedway and the weekday and weekend spectator capacities proposed by this NOPC.

- Major Event per 1994 DRI DO – 28,000 spectators – City Ordinances 94-05-33 and 2001-12-36
- Major Event per 1994 NOPC – 40,000 spectators
- Proposed Capacity for Major Events on a Weekday – 53,128 spectators - *Proposed DRI DO Condition*
- Existing Capacity for Major Events on Weekends – 67,612 spectators
- Proposed Capacity for Major Events on Weekends – 79,612 spectators – *Proposed DRI DO Condition*

The trip generation analysis establishes spectator trip generation rates for each analysis timeframe based upon the trip generation assumptions reflected in **Table 14** which were developed from the arrival and departure patterns, the percentage of arrivals and departures during the peak event hours and the in/out splits for each peak event hour as provided by the information contained in **Tables 15A and 15B** as described below.

### **Spectator Arrival and Departure Distribution**

The trip generation analysis utilizes the inbound spectator arrival patterns and distribution percentages outlined and calculated in **Table 15A** and the outbound spectator departure patterns and distribution percentages outlined and calculated in **Table 15B**. The data provided in **Tables 15A and 15B** reflect the hourly changes to the 2009 study area traffic using event traffic data collected during the 2009 NASCAR Racing Series at six count locations providing access to the study area which have been used to summarize and calculate the hourly arrival and departure percentages, the peak arrival and departure hours and the in/out splits for the Friday, Saturday and Sunday NASCAR events. This information has been used to verify background traffic and to estimate the weekend traffic demand on the surrounding roadway network with the impact of the new spectator seats. **Tables 15A and 15B** document the arrival and departure patterns and provide specific documentation on the percentage of arrivals and departures during the peak event hours (along with the in/out splits) which is used to support the trip generation calculations found in revised **Table 14**. The event traffic data collected during the 2009 NASCAR Racing series is provided in **Attachment VIII** which is included with this study and includes the bi-directional (inbound and outbound) count data for the locations listed below.

- SW 344 Street east of US-1
- SW 328 Street east of US-1
- SW 167 Avenue south of SW 312 Street
- SW 162 Avenue south of SW 312 Street
- SW 152 Avenue south of SW 312 Street
- SW 137 Avenue south of SW 312 Street

**TABLE 13**  
**VILLAGES OF HOMESTEAD DRI**  
**TRIP GENERATION ANALYSIS OF THE OF THE CUMULATIVE CHANGE IN DRI LAND USES LOCATED EAST OF SW 152 AVENUE - INCORPORATING IMPACT OF MOTORSPORT FACILITY**  
**SEE TABLE 12A AND TABLE 14 FOR DETAILED TRIP GENERATION CALCULATIONS**

10/13/2010

LAND USE	East of SW 152 Ave		Weekday Daily		Weekday PM Peak Hour		Saturday Daily		Saturday Peak Hour		Sunday Daily		Sunday Peak Hour	
	NET CHANGE		Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
SINGLE FAMILY	-1,833	DU	9.57	-17,542	1.010	-1,851	10.080	-18,477	0.930	-1,705	8.770	-16,075	0.860	-1,576
MULTI-FAMILY	-2,854	DU	5.81	-16,582	0.520	-1,484	5.670	-16,182	0.470	-1,341	4.840	-13,813	0.450	-1,284
<b>TOTAL RESIDENTIAL</b>	<b>-4,687</b>	<b>DU</b>		<b>-34,124</b>		<b>-3,335</b>		<b>-34,659</b>		<b>-3,046</b>		<b>-29,889</b>		<b>-2,861</b>
RETAIL	-79,752	SQ. FT.	73.503	-5,862	6.859	-547	100.460	-8,012	9.280	-740	25.240	-2,013	3.120	-249
K-5/ELEM SCHOOLS (-22 AC)	-1,200	Students	1.29	-1,548	0.150	-180	0.000	0	0.000	0	0.000	0	0.000	0
MIDDLE/JR HIGH (-18 AC)	-868	Students	1.62	-1,406	0.160	-139	0.000	0	0.000	0	0.000	0	0.000	0
BASEBALL FACILITY	100.00	Acres	2.28	228	0.060	6	12.140	1,214	2.240	224	4.130	413	3.600	360
OPEN SPACE	550.40	Acres	0.65	358	0.060	33	0.610	336	0.020	11	1.10	605	0.030	17
COMMUNITY PARK	-143.32	Acres	2.28	-327	0.060	-9	12.140	-1,740	2.240	-321	4.13	-592	3.600	-516
PRIVATE RECREATION	-1.45	Acres	2.28	-3	0.060	0	12.140	-18	2.240	-3	4.13	-6	3.600	-5
<b>CUMULATIVE CHANGE IN DRI TRIPS</b>				<b>-42,684</b>		<b>-4,171</b>		<b>-42,879</b>		<b>-3,875</b>		<b>-31,481</b>		<b>-3,254</b>
K-5/ELEM SCHOOLS (-22 AC)	-1,200	Students	1.29	-1,548	0.150	-180	0.000	0	0.000	0	0.000	0	0.000	0
MIDDLE/JR HIGH (-18 AC)	-868	Students	1.62	-1,406	0.160	-139	0.000	0	0.000	0	0.000	0	0.000	0
<b>CUMULATIVE CHANGE EXCLUDING SCHOOL TRIPS</b>				<b>-39,730</b>		<b>-3,852</b>		<b>-42,879</b>		<b>-3,875</b>		<b>-31,481</b>		<b>-3,254</b>
<b>MOTORSPORT FACILITY</b>	<b>Seating / Spectators</b>	<b>Units</b>	<b>Daily Rate Table 14</b>	<b>Daily Trips</b>	<b>PM Rate Table 14</b>	<b>PM Peak Trips</b>	<b>Sat Rate Table 14</b>	<b>Saturday Trips</b>	<b>Sat Pk Rate Table 14</b>	<b>Sat Peak Trips</b>	<b>Sun Rate Table 14</b>	<b>Sunday Trips</b>	<b>Sun Pk Rate Table 14</b>	<b>Sun Peak Trips</b>
Major Event from the 1994 DRI DO	28,000	Spectators	0.50229	14,064	0.05021	1,406	0.47500	13,300	0.05225	1,463	0.41714	11,680	0.04380	1,226
Major Event from the 1994 NOPC	40,000	Spectators	0.55160	22,064	0.05515	2,206	0.53250	21,300	0.05858	2,343	0.49200	19,680	0.05166	2,066
<b>Proposed Major Event Capacity - Weekday</b>	<b>53,128</b>	<b>Spectators</b>	<b>0.58003</b>	<b>30,816</b>	<b>0.05800</b>	<b>3,082</b>								
Existing Major Event Capacity	67,612	Spectators					0.58729	39,708	0.06460	4,368	0.56333	38,088	0.05915	3,999
<b>Proposed Major Event Capacity - Weekend</b>	<b>79,612</b>	<b>Spectators</b>					0.59926	47,708	0.06592	5,248	0.57891	46,088	0.06079	4,839
Proposed Increase from Existing Capacity	12,000	Spectators						8,000		880		8,000		840
<b>Proposed Major Event Capacity - Weekday</b>	<b>53,128</b>	<b>Spectators</b>	<b>0.58003</b>	<b>30,816</b>	<b>0.05800</b>	<b>3,082</b>								
Comparison to the Cumulative Trip Reduction:				-8,914		-770								

Notes: See Table 10B and Table 12A for the change in DRI land uses east of SW 152 Avenue.

See Table 12A for the detailed trip generation analysis, the Trip Rates per Use and the Cumulative Change in Trips.

See Table 14, Table 15A and Table 15B to support the Motorsport Facility Trip Generation Analysis.

TABLE 14 VILLAGES OF HOMESTEAD DRI TRIP GENERATION ASSUMPTIONS FOR THE MOTORSPORT FACILITY																		
10/13/2010																		
Analysis Timeframes and Spectator Capacity Thresholds	Evaluation of Spectator Capacity	Spectators Traveling by Group Bus	Spectators Traveling by Helicopter	Spectators Traveling by RV Camper	Spectators Traveling by Automobile	Persons Per Vehicle	Estimated Spectator Vehicles	Adding In 1-Way Group Bus Trips	Arrival or Departure Distribution	Percent Inbound	Trips Inbound	Percent Outbound	Trips Outbound	Total Trips	Total Trips / Spectator Capacity	Reduction in VOH DRI Trips See Table D-1	Motorsport Trips Compared to DRI Trip Reduction	
Weekday Daily	Spectators	Spectators	Spectators	Spectators	Spectators	PPV	Vehicles	Group Bus	2-Way	In %	Daily Trips In	Out %	Daily Trips Out	Daily Total	Daily Rate	Daily Trips	Difference	
Major Event - 1994 DRI DO	28,000	540	1200	5200	21,060	3.0	7,020	12	200%	50%	7,032	50%	7,032	14,064	0.50229	(39,730)	-25,666	
Major Event - 1994 NOPC	40,000	540	1200	5200	33,060	3.0	11,020	12	200%	50%	11,032	50%	11,032	22,064	0.55160	(39,730)	-17,666	
Proposed Major Event Weekday	53,128	540	1200	5200	46,188	3.0	15,396	12	200%	50%	15,408	50%	15,408	30,816	0.58003	(39,730)	-8,914	
		[12*45]	[200*6]	[1300 * 4]							8PM Race Start Time							
Weekday PM Peak	Spectators	Spectators	Spectators	Spectators	Spectators	PPV	Vehicles	Group Bus	% in PM Pk	In %	PM Trips In	Out %	PM Trips Out	PM Trips Total	PM Trip Rate	PM Trips	Difference	
Major Event - 1994 DRI DO	28,000	540	1200	5200	21,060	3.0	7,020	12	20%	57%	802	43%	604	1,406	0.05021	(3,852)	-2,446	
Major Event - 1994 NOPC	40,000	540	1200	5200	33,060	3.0	11,020	12	20%	57%	1,258	43%	948	2,206	0.05515	(3,852)	-1,646	
Proposed Major Event Weekday	53,128	540	1200	5200	46,188	3.0	15,396	12	20%	57%	1,757	43%	1,325	3,082	0.05800	(3,852)	-770	
		[12*45]	[200*6]	[1300 * 4]					See Table 15A		5PM - 6PM - PM PEAK							
Saturday Daily	Spectators	Spectators	Spectators	Spectators	Spectators	PPV	Vehicles	Group Bus	2-Way	In %	Sat Trips In	Out %	Sat Trips Out	Saturday Total	Sat Rate	Sat Trips	Difference	
Major Event - 1994 DRI DO	28,000	1125	1800	5200	19,875	3.0	6,625	25	200%	50%	6,650	50%	6,650	13,300	0.47500	(42,879)	-29,579	
Major Event - 1994 NOPC	40,000	1125	1800	5200	31,875	3.0	10,625	25	200%	50%	10,650	50%	10,650	21,300	0.53250	(42,879)	-21,579	
Existing Major Event	67,612	1125	1800	5200	59,487	3.0	19,829	25	200%	50%	19,854	50%	19,854	39,708	0.58729	(42,879)	-3,171	
Proposed Major Event Weekend	79,612	1125	1800	5200	71,487	3.0	23,829	25	200%	50%	23,854	50%	23,854	47,708	0.59926	(42,879)	4,829	
		[25*45]	[300*6]	[1300 * 4]							4:30PM Race Start Time							
Saturday Peak Hour	Spectators	Spectators	Spectators	Spectators	Spectators	PPV	Vehicles	Group Bus	% in Pk	In %	Sat Pk Trips In	Out %	Sat Pk Trips Out	Sat Pk Total	Sat Pk Rate	Sat Trips	Difference	
Major Event - 1994 DRI DO	28,000	1125	1800	5200	19,875	3.0	6,625	25	22%	29%	424	71%	1,039	1,463	0.05225	(3,875)	-2,412	
Major Event - 1994 NOPC	40,000	1125	1800	5200	31,875	3.0	10,625	25	22%	29%	679	71%	1,664	2,343	0.05858	(3,875)	-1,532	
Existing Major Event	67,612	1125	1800	5200	59,487	3.0	19,829	25	22%	29%	1,267	71%	3,101	4,368	0.06460	(3,875)	493	
Proposed Major Event Weekend	79,612	1125	1800	5200	71,487	3.0	23,829	25	22%	29%	1,522	71%	3,726	5,248	0.06592	(3,875)	1,373	
		[25*45]	[300*6]	[1300 * 4]					See Table 15B		7PM - 8PM PEAK		7PM - 8PM PEAK					
Sunday Daily	Spectators	Spectators	Spectators	Spectators	Spectators	PPV	Vehicles	Group Bus	2-Way	In %	Sun Trips In	Out %	Sun Trips Out	Sunday Total	Sun Rate	Sun Trips	Difference	
Major Event - 1994 DRI DO	28,000	2700	2760	5200	17,340	3.0	5,780	60	200%	50%	5,840	50%	5,840	11,680	0.41714	(31,481)	-19,801	
Major Event - 1994 NOPC	40,000	2700	2760	5200	29,340	3.0	9,780	60	200%	50%	9,840	50%	9,840	19,680	0.49200	(31,481)	-11,801	
Existing Major Event	67,612	2700	2760	5200	56,952	3.0	18,984	60	200%	50%	19,044	50%	19,044	38,088	0.56333	(31,481)	6,607	
Proposed Major Event Weekend	79,612	2700	2760	5200	68,952	3.0	22,984	60	200%	50%	23,044	50%	23,044	46,088	0.57891	(31,481)	14,607	
		[60*45]	[460*6]	[1300 * 4]							3PM Race Start Time							
Sunday Peak Hour	Spectators	Spectators	Spectators	Spectators	Spectators	PPV	Vehicles	Group Bus	% in Pk	In %	Sun Pk Trips In	Out %	Sun Pk Trips Out	Sun Pk Total	Sun Pk Rate	Sun Trips	Difference	
Major Event - 1994 DRI DO	28,000	2700	2760	5200	17,340	3.0	5,780	60	21%	20%	245	80%	981	1,226	0.04380	(3,254)	-2,028	
Major Event - 1994 NOPC	40,000	2700	2760	5200	29,340	3.0	9,780	60	21%	20%	413	80%	1,653	2,066	0.05166	(3,254)	-1,188	
Existing Major Event	67,612	2700	2760	5200	56,952	3.0	18,984	60	21%	20%	800	80%	3,199	3,999	0.05915	(3,254)	745	
Proposed Major Event Weekend	79,612	2700	2760	5200	68,952	3.0	22,984	60	21%	20%	968	80%	3,871	4,839	0.06079	(3,254)	1,585	
		[60*45]	[460*6]	[1300 * 4]					See Table 15B		7PM - 8PM PEAK		7PM - 8PM PEAK					

Notes: Spectators used 12 Group Buses for the Friday Night Truck Series, 25 Group Buses for the Saturday Nationwide Series and 60 Group Buses for the Sunday Cup Series at 45 persons per bus. The trips from the buses have been included in the analysis.

Notes: An average of 960 Helicopter Trips transported spectators during NASCAR's busiest years (2005 and 2006) with 6-8 passengers per Helicopter trip. 200 trips for the Friday Truck Series, 300 trips for the Saturday Nationwide Series and 460 trips for the Sunday Cup Series at 6 persons per Helicopter trip.

Notes: 1300 RV Camper parking spaces are located to the south of SW 344 Street. These RV spaces are occupied from Thursday through Sunday with each RV space purchasing a minimum of 4 spectator tickets for each of the three weekend events.

Notes: See Tables 15A and 15B for the detailed arrival and departure distribution calculations for the study area roadways providing access to the Speedway and the calculations for the in/out splits for each of the race day peak hours.

**TABLE 15A - Inbound Spectator Arrival Distribution Percentage Calculations  
SPECTATOR ARRIVAL DISTRIBUTION TO THE MOTORSPORT FACILITY**

10/13/2010

Friday Night - NASCAR Truck Series 8:00 PM Race Start Time	Start Time	End Time	11/20/09	Arrival	11/20/09	Arrival	11/20/09	Arrival	11/20/09	Arrival	11/20/09	Arrival	11/20/09	Arrival	Overall	Spectator Limitation		
			SW 344 St E. of US-1 Eastbound (Inbound)		Dist. %		SW 328 St E. of US-1 Eastbound (Inbound)		Dist. %		SW 167 Ave S. of SW 312 St Southbound (Inbound)		Dist. %			SW 162 Ave S. of SW 312 St Southbound (Inbound)	Dist. %	SW 152 Ave S. of SW 312 St Southbound (Inbound)
Spectator Arrival for Race Day Fan Experience	9:00 AM	10:00 AM	567	7%	316	7%	159	5%	321	6%	290	6%	582	9%	7%			
Spectator Arrival for Race Day Fan Experience	10:00 AM	11:00 AM	631	8%	279	6%	136	5%	292	5%	269	5%	538	9%	6%			
Spectator Arrival for Race Day Fan Experience	11:00 AM	12:00 PM	601	8%	354	8%	202	7%	312	6%	344	7%	618	10%	7%			
Spectator Arrival for Race Day Fan Experience	12:00 PM	1:00 PM	681	9%	338	8%	201	7%	368	7%	409	8%	509	8%	8%			
Spectator Arrival for Race Day Fan Experience	1:00 PM	2:00 PM	639	8%	420	9%	224	8%	405	8%	422	8%	493	8%	8%			
Spectator Arrival for Race Day Fan Experience	2:00 PM	3:00 PM	713	9%	435	10%	209	7%	499	9%	471	9%	574	9%	9%			
Spectator Arrival for Race Day Fan Experience	3:00 PM	4:00 PM	706	9%	469	10%	310	11%	523	10%	614	12%	537	9%	10%			
Spectator Arrival for Race Day Fan Experience	4:00 PM	5:00 PM	778	10%	481	11%	314	11%	629	12%	605	11%	593	9%	11%			
Spectator Arrival during the PM Peak Hour - 5 to 6 PM	5:00 PM	6:00 PM	823	11%	573	13%	403	14%	678	13%	674	13%	644	10%	12%			
Spectator Arrival between 6 to 7 PM	6:00 PM	7:00 PM	779	10%	450	10%	402	14%	732	14%	626	12%	596	10%	12%			
Spectator Arrival hour before the Race Start Time	7:00 PM	8:00 PM	677	9%	353	8%	374	13%	610	11%	545	10%	559	9%	10%			
<b>Total Spectator Arrival Distribution</b>			<b>7,595</b>	<b>100%</b>	<b>4,468</b>	<b>100%</b>	<b>2,934</b>	<b>100%</b>	<b>5,369</b>	<b>100%</b>	<b>5,269</b>	<b>100%</b>	<b>6,243</b>	<b>100%</b>	<b>100%</b>			
Saturday - NASCAR Nationwide Series 4:30 PM Race Start Time	Start Time	End Time	11/21/09	Arrival	11/21/09	Arrival	11/21/09	Arrival	11/21/09	Arrival	11/21/09	Arrival	11/21/09	Arrival	Overall	Estimated	Estimated	Total
SW 344 St E. of US-1 Eastbound (Inbound)	Dist. %	SW 328 St E. of US-1 Eastbound (Inbound)	Dist. %		SW 167 Ave S. of SW 312 St Southbound (Inbound)		Dist. %		SW 162 Ave S. of SW 312 St Southbound (Inbound)		Dist. %		SW 152 Ave S. of SW 312 St Southbound (Inbound)					
Spectator Arrival for Race Day Fan Experience	9:00 AM	10:00 AM	616	10%	310	10%	210	10%	356	10%	305	9%	741	12%	10%	1,985	400	2,385
Spectator Arrival for Race Day Fan Experience	10:00 AM	11:00 AM	889	15%	396	13%	262	12%	409	11%	395	12%	855	14%	13%	2,581	520	3,101
Spectator Arrival for Race Day Fan Experience	11:00 AM	12:00 PM	771	13%	405	13%	282	13%	442	12%	406	12%	786	13%	13%	2,581	520	3,101
Spectator Arrival for Race Day Fan Experience	12:00 PM	1:00 PM	863	14%	421	13%	275	13%	487	13%	425	13%	831	14%	13%	2,581	520	3,101
Spectator Arrival for Race Day Fan Experience	1:00 PM	2:00 PM	798	13%	427	14%	302	14%	503	13%	455	13%	822	14%	14%	2,780	560	3,340
Spectator Arrival for Race Day Fan Experience	2:00 PM	3:00 PM	781	13%	397	13%	241	11%	479	13%	475	14%	845	14%	13%	2,581	520	3,101
Spectator Arrival the hour before Race Start Time	3:00 PM	4:00 PM	754	12%	399	13%	303	14%	556	15%	466	14%	733	12%	13%	2,581	520	3,101
Spectator Arrival the hour during Race Start Time	4:00 PM	5:00 PM	612	10%	372	12%	285	13%	503	13%	462	14%	472	8%	12%	2,382	480	2,862
<b>Total Spectator Arrival Distribution</b>			<b>6,084</b>	<b>100%</b>	<b>3,127</b>	<b>100%</b>	<b>2,160</b>	<b>100%</b>	<b>3,735</b>	<b>100%</b>	<b>3,389</b>	<b>100%</b>	<b>6,085</b>	<b>100%</b>	<b>100%</b>	<b>20,053</b>	<b>4,040</b>	<b>24,093</b>
Sunday - NASCAR Cup Series 3:00 PM Race Start Time	Start Time	End Time	11/22/09	Arrival	11/22/09	Arrival	11/22/09	Arrival	11/22/09	Arrival	11/22/09	Arrival	11/22/09	Arrival	Overall	Estimated	Estimated	Total
SW 344 St E. of US-1 Eastbound (Inbound)	Dist. %	SW 328 St E. of US-1 Eastbound (Inbound)	Dist. %		SW 167 Ave S. of SW 312 St Southbound (Inbound)		Dist. %		SW 162 Ave S. of SW 312 St Southbound (Inbound)		Dist. %		SW 152 Ave S. of SW 312 St Southbound (Inbound)					
Spectator Arrival for Race Day Fan Experience	8:00 AM	9:00 AM	693	10%	234	7%	74	5%	186	6%	253	6%	1,096	10%	7%	1,333	280	1,613
Spectator Arrival for Race Day Fan Experience	9:00 AM	10:00 AM	764	11%	331	11%	106	8%	289	9%	382	8%	1,588	15%	10%	1,904	400	2,304
Spectator Arrival for Race Day Fan Experience	10:00 AM	11:00 AM	972	14%	387	12%	166	12%	349	11%	426	9%	1,727	16%	12%	2,285	480	2,765
Spectator Arrival for Race Day Fan Experience	11:00 AM	12:00 PM	1,071	16%	450	14%	183	13%	391	12%	700	16%	1,794	16%	15%	2,857	600	3,457
Spectator Arrival for Race Day Fan Experience	12:00 PM	1:00 PM	1,097	16%	483	15%	172	12%	487	15%	855	19%	1,621	15%	16%	3,047	640	3,687
Spectator Arrival for Race Day Fan Experience	1:00 PM	2:00 PM	927	14%	500	16%	232	17%	507	16%	930	21%	1,634	15%	16%	3,047	640	3,687
Spectator Arrival the hour before Race Start Time	2:00 PM	3:00 PM	688	10%	406	13%	239	17%	495	16%	519	11%	1,013	9%	13%	2,476	520	2,996
Spectator Arrival the hour during Race Start Time	3:00 PM	4:00 PM	532	8%	340	11%	220	16%	482	15%	450	10%	442	4%	11%	2,095	440	2,535
<b>Total Spectator Arrival Distribution</b>			<b>6,744</b>	<b>100%</b>	<b>3,131</b>	<b>100%</b>	<b>1,392</b>	<b>100%</b>	<b>3,186</b>	<b>100%</b>	<b>4,515</b>	<b>100%</b>	<b>10,915</b>	<b>100%</b>	<b>100%</b>	<b>19,044</b>	<b>4,000</b>	<b>23,044</b>

Date and Direction	Start Time	End Time	Hour Total	In Total	% In	% Out
11/20/2009 - Friday Arrival PM Peak Hour	5:00 PM	6:00 PM	6669	3,795	57%	43%
11/21/2009 - Saturday Arrival Peak Hour	1:00 PM	2:00 PM	5624	3,307	59%	41%
11/22/2009 - Sunday Arrival Peak Hour	1:00 PM	2:00 PM	6703	4,730	71%	29%

**TABLE 15B - Outbound Spectator Departure Distribution Percentage Calculations**  
**SPECTATOR DEPARTURE DISTRIBUTION FROM THE MOTORSPORT FACILITY**

10/13/2010

Friday Night - NASCAR Truck Series 8:00 PM Race Start Time	Start Time	End Time	11/20/09	Depart.	11/20/09	Depart.	11/20/09	Depart.	11/20/09	Depart.	11/20/09	Depart.	11/20/09	Depart.	Overall	Spectator Limitation		
			SW 344 St E. of US-1 Westbound (Outbound)		Dist. %		SW 328 St E. of US-1 Westbound (Outbound)		Dist. %		SW 167 Ave S. of SW 312 St Northbound (Outbound)		Dist. %			SW 162 Ave S. of SW 312 St Northbound (Outbound)	Dist. %	SW 152 Ave S. of SW 312 St Northbound (Outbound)
			470	20%	227	27%	146	29%	404	33%	250	16%	268	11%	23%	Existing = 67,612 Seats Proposed = 53,128 Seats		
Hour During Race Start Time	8:00 PM	9:00 PM	470	20%	227	27%	146	29%	404	33%	250	16%	268	11%	23%			
Hour after Race Start Time	9:00 PM	10:00 PM	525	22%	199	24%	137	27%	322	26%	315	21%	459	19%	23%			
2 Hours after Race Start Time	10:00 PM	11:00 PM	848	36%	274	32%	132	26%	315	26%	787	52%	1,290	52%	37%			
3 Hours after Race Start Time	11:00 PM	12:00 AM	534	22%	144	17%	87	17%	184	15%	167	11%	461	19%	17%			
<b>Total Spectator Departure Distribution</b>			<b>2,377</b>	<b>100%</b>	<b>844</b>	<b>100%</b>	<b>502</b>	<b>100%</b>	<b>1,225</b>	<b>100%</b>	<b>1,519</b>	<b>100%</b>	<b>2,478</b>	<b>100%</b>	<b>100%</b>			
Saturday - NASCAR Nationwide Series 4:30 PM Race Start Time	Start Time	End Time	11/21/09	Depart.	11/21/09	Depart.	11/21/09	Depart.	11/21/09	Depart.	11/21/09	Depart.	11/21/09	Depart.	Overall	Estimated Trips from Existing Seating	Estimated Trips from Seat Expansion	Total Estimated Trips with Seat Expansion
			SW 344 St E. of US-1 Westbound (Outbound)		Dist. %		SW 328 St E. of US-1 Westbound (Outbound)		Dist. %		SW 167 Ave S. of SW 312 St Northbound (Outbound)		Dist. %					
Hour During Race Start Time	4:00 PM	5:00 PM	659	13%	301	16%	258	19%	492	14%	415	13%	464	8%	14%	2,780	560	3,340
Hour after Race Start Time	5:00 PM	6:00 PM	746	15%	289	15%	253	19%	520	15%	416	13%	568	10%	14%	2,780	560	3,340
2 Hours after Race Start Time	6:00 PM	7:00 PM	865	17%	306	16%	227	17%	542	15%	581	18%	717	13%	16%	3,177	640	3,817
3 Hours after Race Start Time	7:00 PM	8:00 PM	846	17%	369	19%	219	16%	712	20%	850	26%	1,762	32%	22%	4,368	880	5,248
4 Hours after Race Start Time	8:00 PM	9:00 PM	853	17%	257	14%	135	10%	511	14%	475	15%	1,437	26%	16%	3,177	640	3,817
5 Hours after Race Start Time	9:00 PM	10:00 PM	596	12%	184	10%	111	8%	315	9%	277	8%	415	7%	9%	1,787	360	2,147
6 Hours after Race Start Time	10:00 PM	11:00 PM	313	6%	105	6%	74	5%	286	8%	153	5%	134	2%	5%	993	200	1,193
7 Hours after Race Start Time	11:00 PM	12:00 AM	208	4%	92	5%	77	6%	199	6%	97	3%	53	1%	4%	794	160	954
<b>Total Spectator Departure Distribution</b>			<b>5,086</b>	<b>100%</b>	<b>1,903</b>	<b>100%</b>	<b>1,354</b>	<b>100%</b>	<b>3,577</b>	<b>100%</b>	<b>3,264</b>	<b>100%</b>	<b>5,550</b>	<b>100%</b>	<b>100%</b>	<b>19,854</b>	<b>4,000</b>	<b>23,854</b>
Sunday - NASCAR Cup Series 3:00 - 3:30 PM Race Start Time	Start Time	End Time	11/22/09	Depart.	11/22/09	Depart.	11/22/09	Depart.	11/22/09	Depart.	11/22/09	Depart.	11/22/09	Depart.	Overall	Estimated Trips from Existing Seating	Estimated Trips from Seat Expansion	Total Estimated Trips with Seat Expansion
			SW 344 St E. of US-1 Westbound (Outbound)		Dist. %		SW 328 St E. of US-1 Westbound (Outbound)		Dist. %		SW 167 Ave S. of SW 312 St Northbound (Outbound)		Dist. %					
Hour During Race Start Time	3:00 PM	4:00 PM	659	10%	276	10%	166	11%	518	11%	482	8%	267	3%	9%	1,714	360	2,074
Hour after Race Start Time	4:00 PM	5:00 PM	681	10%	295	11%	206	14%	516	11%	528	9%	530	6%	10%	1,904	400	2,304
2 Hours after Race Start Time	5:00 PM	6:00 PM	851	12%	310	12%	220	15%	524	11%	915	16%	866	9%	12%	2,476	520	2,996
3 Hours after Race Start Time	6:00 PM	7:00 PM	1,037	15%	351	13%	253	17%	779	16%	1,088	19%	1,987	21%	17%	3,237	680	3,917
4 Hours after Race Start Time	7:00 PM	8:00 PM	1,420	21%	620	23%	243	16%	981	20%	1,291	22%	2,240	24%	21%	3,999	840	4,839
5 Hours after Race Start Time	8:00 PM	9:00 PM	968	14%	422	16%	181	12%	943	20%	990	17%	2,232	24%	17%	3,237	680	3,917
6 Hours after Race Start Time	9:00 PM	10:00 PM	688	10%	207	8%	102	7%	252	5%	313	5%	832	9%	7%	1,333	280	1,613
7 Hours after Race Start Time	10:00 PM	11:00 PM	335	5%	102	4%	60	4%	170	4%	134	2%	277	3%	4%	762	160	922
8 Hours after Race Start Time	11:00 PM	12:00 AM	187	3%	60	2%	45	3%	124	3%	97	2%	133	1%	2%	381	80	461
<b>Total Spectator Departure Distribution</b>			<b>6,826</b>	<b>100%</b>	<b>2,643</b>	<b>100%</b>	<b>1,476</b>	<b>100%</b>	<b>4,807</b>	<b>100%</b>	<b>5,838</b>	<b>100%</b>	<b>9,364</b>	<b>100%</b>	<b>100%</b>	<b>19,044</b>	<b>4,000</b>	<b>23,044</b>

Date and Direction	Start Time	End Time	Hour Total	Out Total	% In	% Out
11/20/2009 - Fri Outbound Peak Hour	10:00 PM	11:00 PM	5075	3,646	28%	72%
11/21/2009 - Sat Outbound Peak Hour	7:00 PM	8:00 PM	6686	4,758	29%	71%
11/22/2009 - Sun Outbound Peak Hour	7:00 PM	8:00 PM	8496	6,795	20%	80%

### **Adjacent Study Area Intersection Analyses for the PM Peak Hour**

To determine how the roadway network in the vicinity of the Speedway operates during the PM Peak Hour on the Friday Night of the NASCAR championship series, PM Peak Hour intersection analyses have been provided using intersection turning movement data collected in the Year 2007, 2008 and 2009 (on the Friday Night of NASCAR) for the study area intersections listed below and illustrated on **Figure 4**.

- Intersection A – SW 137 Avenue at SW 288 Street
- Intersection B – SW 137 Avenue at SW 312 Street
- Intersection C – SW 152 Avenue at SW 312 Street
- Intersection D – SW 162 Avenue at SW 312 Street
- Intersection E – US-1 at SW 312 Street
- Intersection F – US-1 at SW 328 Street
- Intersection G – US-1 at SW 344 Street (Note: data only available for 2008 and 2009)

Existing turning movement counts (with no adjustments) have been used to represent the actual PM peak hour traffic conditions for the following dates which reflect the Friday night Truck Series which is part of the NASCAR championship weekend.

- Friday, November 16, 2007
- Friday, November 14, 2008
- Friday, November 20, 2009

All turning movement traffic data collected is provided in **Transportation Attachment V**. A summary of the existing intersection analysis levels of service are outlined in **Table 16A**. Acceptable levels of service were found to be maintained during the PM peak hour for all study intersections except US-1 and SW 312 Street (operating at LOS E) and US-1 and SW 344 Street (operating at LOS F). The intersection analyses in **Table 16A** do not reflect the improved lane geometry resulting from the funded intersection improvements at the following locations:

- US-1 and SW 328 Street
  - TIP No. PW671605 for the 4 lane widening of SW 328 Street
  - Funded for construction in FY 2010-2013
  - Will expand the east leg of the intersection on SW 328 Street at US-1
  - Existing geometry is 1 shared LTR
  - Improved geometry is assumed at a minimum of 1L, 1TR
- US-1 and SW 344 Street
  - TIP No. DT4235171 / FDOT Project No 4235171
  - Construction underway
  - Adding the second southbound left turn lane
  - Adding the third northbound through lane
  - Modifying the east leg of the intersection to 1L, 1TR, 1R

**Table 16A** summarizes the results of the intersection analyses without the funded intersection improvements referenced above. The existing signal timing and intersection analysis worksheets are provided in **Attachment VI** of this study.

<b>Table 16A – Study Intersection LOS for the PM Peak Hour</b>							
No.	Study Intersection	Traffic Control	Timeframe	Adopted LOS	2007 LOS 11-16-07	2008 LOS 11-14-08	2009 LOS 11-20-09
A	SW 137 Ave at SW 288 St	Signalized	PM Peak Hour	D	LOS = D	LOS = D	LOS = D
B	SW 137 Ave at SW 312 St	Signalized	PM Peak Hour	E	LOS = C	LOS = D	LOS = D
C	SW 152 Ave at SW 312 St	Signalized	PM Peak Hour	E	LOS = C	LOS = C	LOS = C
D	SW 162 Ave at SW 312 St	Signalized	PM Peak Hour	E	LOS = C	LOS = D	LOS = E
E	US-1 at SW 312 St	Signalized	PM Peak Hour	D [1][2]	LOS = E	LOS = E	LOS = E
F	US-1 at SW 328 St	Signalized	PM Peak Hour	D [1][2]	LOS = E	LOS = D	LOS = D
G	US-1 at SW 344 St	Signalized	PM Peak Hour	E [3][4]	no data	LOS = F	LOS = F

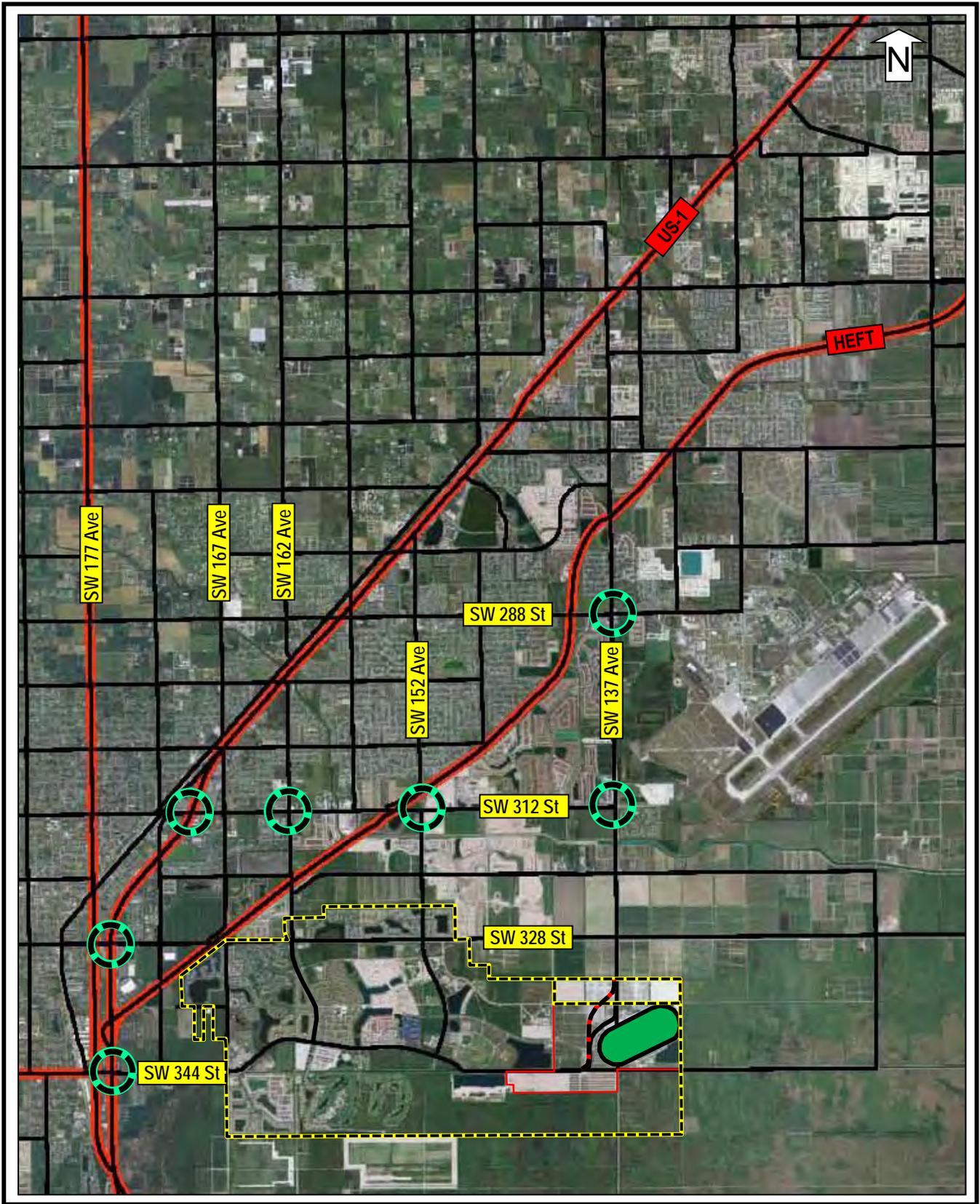
- [1] This segment of US-1 is a state multi-lane roadway (not an FIHS) which is located parallel to exclusive transit facilities (the Miami-Dade County Busway). Pursuant to Table 8-1 from the 2009 FDOT Quality/LOS Handbook, this state roadway is eligible to have an adopted LOS of E. US-1 (as a State Principal Arterial) within the municipal limits of the City of Homestead has an adopted LOS of D pursuant to the City Comprehensive Plan.
- [2] The intersection analyses do not include funded intersection improvements at US-1 and SW 312 Street and at US-1 and SW 328 Street.
- [3] This segment of US-1 is an FIHS facility which is located parallel to exclusive transit facilities (the Miami-Dade County Busway). Pursuant to Table 8-1 from the 2009 FDOT Quality/LOS Handbook, this state roadway has an adopted LOS of E.
- [4] These intersection analyses do not include improvements currently under construction US-1 and SW 344 Street. See **Table 16B** below for analyses with improvements.

**Table 16B** summarizes the results of the intersection analyses which incorporate signal timing enhancements and as well as funded intersection improvements for the intersections of US-1 and SW 312 Street, US-1 and SW 328 Street and US-1 and SW 344 Street. The adopted levels of service are summarized below, and demonstrate that all study area intersections will operate at acceptable levels of service with the funded geometric improvements and/or signal timing enhancements.

<b>Table 16B – Study Intersection LOS for the PM Peak Hour with Funded Improvements</b>							
No.	Study Intersection	Traffic Control	Timeframe	Adopted LOS	2007 LOS 11-16-07	2008 LOS 11-14-08	2009 LOS 11-20-09
A	SW 137 Ave at SW 288 St	Signalized	PM Peak Hour	D	LOS = D	LOS = D	LOS = D
B	SW 137 Ave at SW 312 St	Signalized	PM Peak Hour	E	LOS = C	LOS = D	LOS = D
C	SW 152 Ave at SW 312 St	Signalized	PM Peak Hour	E	LOS = C	LOS = C	LOS = C
D	SW 162 Ave at SW 312 St	Signalized	PM Peak Hour	E	LOS = C	LOS = D	LOS = E
E	US-1 at SW 312 St	Signalized	PM Peak Hour	D [1]	LOS = D	LOS = D	LOS = D
F	US-1 at SW 328 St	Signalized	PM Peak Hour	D [2]	LOS = C	LOS = C	LOS = C
G	US-1 at SW 344 St	Signalized	PM Peak Hour	E [3]	no data	LOS = D	LOS = D

- [1] Includes signal timing enhancements for the intersection of US-1 and SW 312 Street to maintain adopted LOS.
- [2] These intersection analyses include the funded intersection improvements at US-1 and SW 328 Street. The east leg of the intersection at US-1 and SW 328 Street will be widened as part of the funded 4 laning of SW 328 Street.
- [3] These intersection analyses include the geometric improvements currently under construction for the intersection of US-1 and SW 344 Street as part of FDOT Project Number 423517. Signal timing improvements are also included in the analyses. The geometric improvements include the second SB left turn lane, the third northbound through lane and 1L, 1TR, 1R for the westbound approach.

Even though this NOPC Application is requesting an increase in Spectator Seating for the motorsport facility, those additional seats will not be utilized for major events held on a weekday. In fact, the Applicant has proposed a **Weekday Major Event Spectator threshold for the DRI of 53,128 spectator seats** based upon not exceeding the cumulative PM Peak Hour trip reduction for the VOH DRI as calculated in **Tables 12A, 13 and 14** of this study. The Applicant has proposed Condition No. 2.10 to the Villages of Homestead DRI to specify that *“All weekday Major Events shall be limited to a total of 53,128 spectators and a start time of no earlier than 8PM. Spectator seating for weekend Major Events shall be limited to 79,612.”*



DRI Limits

Speedway

Realignment



AM and PM Peak Hour Intersection  
Turning Movement Count Locations  
Friday – November 16, 2007  
Friday – November 14, 2008  
Friday – November 20, 2009

Figure 4  
NASCAR 2007-2008-2009 Intersection Traffic Count Locations  
Homestead-Miami Speedway and the Villages of Homestead DRI  
March 2010

## **Evaluation of Impacts to Collector and State Roadways providing Access to Speedway Study Area**

In response to comments raised by reviewing agencies, the roadway network evaluation has been expanded to include collector and state roadways located in the more immediate vicinity of the Speedway. This study evaluates actual traffic conditions on collector or state roadways providing access to the Speedway study area using traffic counts collected for the actual days of the NASCAR championship series at selected locations for the years 2007 through 2009. This analysis documents traffic conditions for each analysis year (where applicable) for the Peak Hour Period, the AM Peak Hour, the PM Peak Hour and the hourly operations (measured by v/c) for the two-way peak hour traffic for the Friday, Saturday and Sunday of each NASCAR championship series. To address proposed DRI modifications for Major Events on a Weekend, the trips anticipated from the 12,000 additional spectator seats have been incorporated into the analysis of the collector and state roadways providing access to the Speedway study area.

The collector and state roadway analysis uses data collected by the Applicant at fourteen locations illustrated on the attached **Figure 5** and as outlined below:

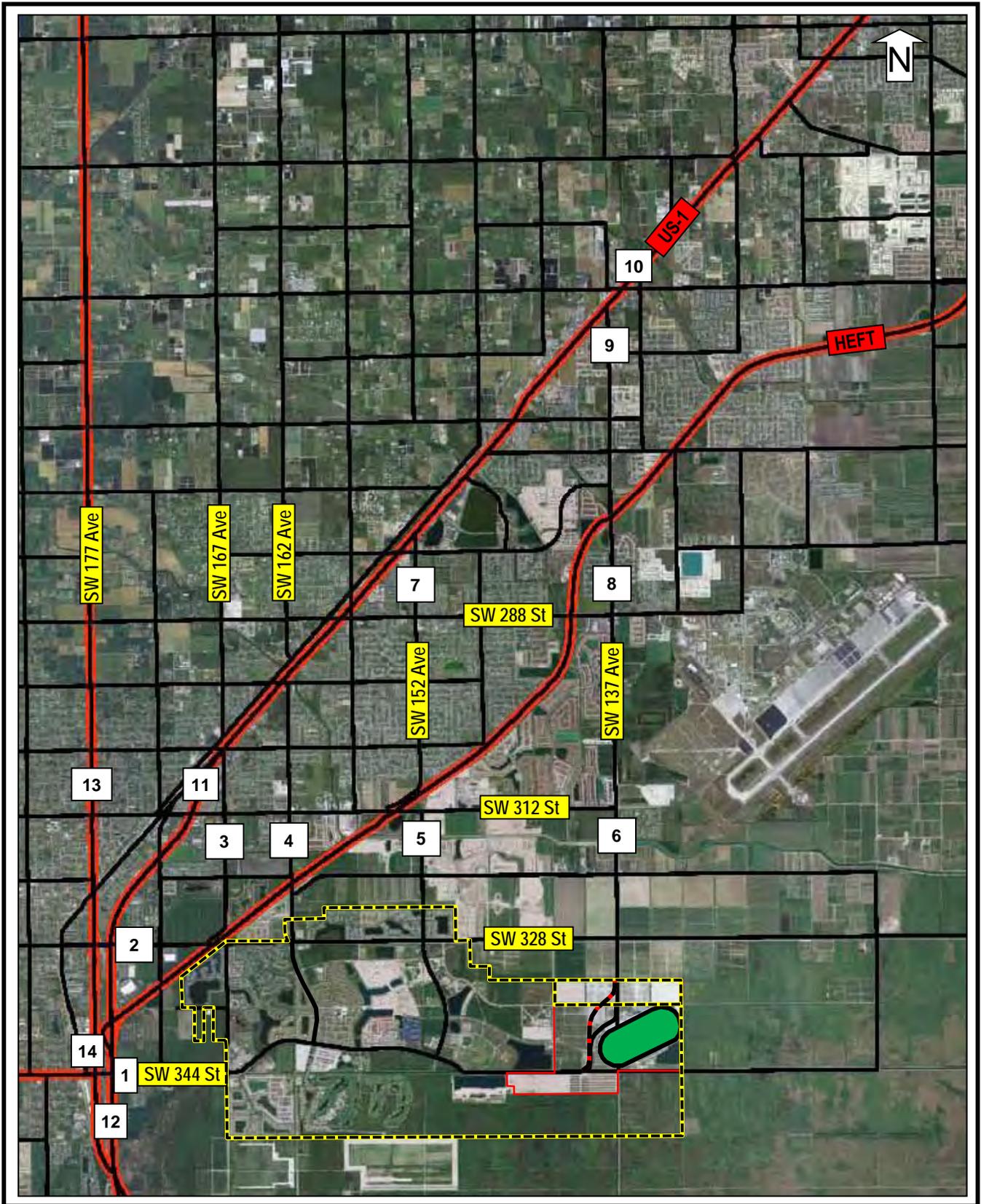
### **Data Collected during NASCAR 2007-2008-2009**

- Station 1 - SW 344 Street east of US-1
- Station 2 - SW 328 Street east of US-1
- Station 3 - SW 167 Avenue south of SW 312 Street
- Station 4 - SW 162 Avenue south of SW 312 Street
- Station 5 - SW 152 Avenue south of SW 312 Street
- Station 6 - SW 137 Avenue south of SW 312 Street
- Station 7 - SW 152 Avenue south of US-1
- Station 8 - SW 137 Avenue south of HEFT
- Station 9 - SW 137 Avenue south of US-1

### **Data Collected during NASCAR 2009**

- Station 10 - US-1 north of SW 137 Avenue
- Station 11 - US-1 north of SW 312 Street
- Station 12 – US-1 south of SW 344 Street
- Station 13 - Krome Avenue north of SW 312 Street
- Station 14 - Krome Avenue north of SW 344 Street

This data reflects actual traffic conditions on the collector and state roadways for those specific days when the NASCAR championship series was held at the Speedway. The traffic count data for each analysis year is provided in new **Transportation Attachment VIII**.



DRI Limits

Speedway

Realignment

1

Bi-directional Link Count Locations  
 NASCAR 2007 – Nov. 16-18  
 NASCAR 2008 – Nov. 14-16  
 NASCAR 2009 – Nov. 20-21  
 2009 w/o NASCAR – Oct. 31-Nov.1  
 2009 w/o NASCAR - Nov. 13-15

Figure 5  
 Traffic Count Locations on City, County and State Roadways  
 Homestead-Miami Speedway and the Villages of Homestead DRI  
 October 2010

### **Peak Hour Period and AM and PM Peak Hour Traffic Conditions**

New **Tables 17, 18, 19 and 21** have been prepared to summarize the peak hour period, AM peak hour and PM peak hour traffic conditions for the collector and state roadways providing access to the Speedway study area. These additional tables are provided using data collected by the Applicant during the 2007, 2008 and 2009 NASCAR Championship Series at selected count station locations in the study area. Traffic Counts on US-1 and Krome Avenue during the NASCAR Championship Weekend are only available for 2009. Each of these tables address traffic conditions during the Friday, Saturday and Sunday of the NASCAR championship series for the timeframes and roadway segments outlined below:

#### **Tables 17, 18, 19 – NASCAR 2007-2008-2009**

- Station 1 - SW 344 Street east of US-1
- Station 2 - SW 328 Street east of US-1
- Station 3 - SW 167 Avenue south of SW 312 Street
- Station 4 - SW 162 Avenue south of SW 312 Street
- Station 5 - SW 152 Avenue south of SW 312 Street
- Station 6 - SW 137 Avenue south of SW 312 Street
- Station 7 - SW 152 Avenue south of US-1
- Station 8 - SW 137 Avenue south of HEFT
- Station 9 - SW 137 Avenue south of US-1

#### **Table 21 – NASCAR 2009**

- Station 10 - US-1 north of SW 137 Avenue
- Station 11 - US-1 north of SW 312 Street
- Station 12 – US-1 south of SW 344 Street
- Station 13 - Krome Avenue north of SW 312 Street
- Station 14 - Krome Avenue north of SW 344 Street

**Tables 17, 18 and 19** provide traffic conditions on the collector roadways at Count Stations 1 through 9 during the 2007, 2008 and 2009 NASCAR Championship Series. **Table 21** provides traffic conditions on the state roadways at Count Stations 10 through 14 during the 2009 NASCAR Championship Series.

As indicated on each of the Peak Hour Period and AM and PM Peak Hour summary tables, all count station locations were found to operate within adopted level of service standards on each of the Fridays, Saturdays and Sundays coinciding with the NASCAR championship series.

### **Peak Hour Period and AM and PM Peak Hour Traffic Conditions with the Seating Expansion**

Pursuant to the proposed DRI Development Order Condition No. 2.10 for the VOH DRI to limit spectator capacity for Major Events on a Weekday, and to only permit the increased spectator capacity for Major Events on a Weekend, **Tables 20A, 20B and 22** have been prepared to estimate the increase in traffic resulting from the 12,000 additional spectator seats for the Saturday and Sunday of NASCAR.

The trip impact resulting from the proposed expansion in seating capacity for weekend major events is presented in attached **Table 20A** (for the collector roadways) and **Table 22** (for the State Roadways) which reflects the Peak Hour Period analysis and the evaluation of the AM and PM Peak Hour traffic conditions for each of the count stations on the Saturdays and Sundays coinciding with the NASCAR championship racing series. As indicated on **Tables 20A and 22**, all count station locations were found to operate within adopted level of service standards on each of the Fridays, Saturdays and Sundays coinciding with the NASCAR championship series with the additional trips resulting from the increase in spectator seating. The trip increase at each count location resulting from the increase in spectator seating has been calculated for the corresponding peak inbound and/or outbound timeframes and is based upon the detailed analyses presented on **Tables 15A and 15B**, along with the project trip distribution estimates provided on new **Table 23** and new **Figure 6** as described below.

### **Project Distribution on the Surrounding Roadway Network**

Pursuant to comments from reviewing agencies to verify the traffic assignments to study area roadways as estimated in the analysis of the additional spectator seats, the Applicant has utilized additional data collected in 2009 to assist in determining project distribution resulting from the Speedway. In addition to the traffic counts collected during NASCAR 2009 at Count Stations 1 to 14 outlined above, additional data was collected at these same locations for a Non-Event timeframe to reflect traffic conditions on the collector and state roadways for a Friday, Saturday and Sunday without NASCAR. This Non-Event traffic count data is provided in new **Transportation Attachment IX**.

The Sunday Daily Non-Event traffic count data has been compared to the Sunday Daily Event traffic count data in new **Table 23** to assist in the estimation and calculation of project distribution for the NASCAR Race Event. The calculations for Sunday were found to fall within 1% of the Sunday Daily project traffic estimates for the existing spectator capacity at the Speedway. New **Figure 6** has been prepared to illustrate the estimated project distribution on the roadways which provide access to the study area and which correlate with the Event and Non-Event data collected at Count Stations 1 to 14.

**Table 17 - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2007**

**Peak Hour Period Traffic Conditions - NASCAR 2007 - Average of the Two Highest Consecutive Peak Hours**

ROADWAY SEGMENTS	EXISTING LANES	[1]	[2]	[3]	[4]	[5]	Nov. 16 Friday VOLUMES	Nov. 17 Saturday VOLUMES	Nov. 18 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 16 Friday LOS	Nov. 17 Saturday LOS	Nov. 18 Sunday LOS
		STUDY COUNT STATION	ROADWAY FUNCTIONAL CLASSIFICATION	COUNT DATE	ADOPTED LOS	Two-Way Peak Hour MSV									
SW 344 St east of US-1	4LD	Station 1	City Collector	11/16-18/2007	E	3,204	1,834	1,726	1,894	0.57	0.54	0.59	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/16-18/2007	E	3,204	903	770	749	0.28	0.24	0.23	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/16-18/2007	E	1,440	873	594	584	0.61	0.41	0.41	C	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/16-18/2007	E	3,204	1,035	983	1,116	0.32	0.31	0.35	B	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/16-18/2007	E	3,204	1,118	1,213	2,159	0.35	0.38	0.67	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/16-18/2007	E	3,204	1,813	2,243	2,564	0.57	0.70	0.80	B	B	C
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/16-18/2007	D	1,440	550	482	473	0.38	0.33	0.33	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/16-18/2007	D	3,204	2,048	2,307	2,385	0.64	0.72	0.74	B	B	B
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/16-18/2007	D	1,440	574	458	561	0.40	0.32	0.39	B	B	B

**AM Peak Hour Traffic Conditions - NASCAR 2007 - Highest Hour from 6AM to Noon**

ROADWAY SEGMENTS	EXISTING LANES	[1]	[2]	[3]	[4]	[5]	Nov. 16 Friday VOLUMES	Nov. 17 Saturday VOLUMES	Nov. 18 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 16 Friday LOS	Nov. 17 Saturday LOS	Nov. 18 Sunday LOS
		STUDY COUNT STATION	ROADWAY FUNCTIONAL CLASSIFICATION	COUNT DATE	ADOPTED LOS	Two-Way Peak Hour MSV									
SW 344 St east of US-1	4LD	Station 1	City Collector	11/16-18/2007	E	3,204	1,734	1,753	1,934	0.54	0.55	0.60	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/16-18/2007	E	3,204	830	811	797	0.26	0.25	0.25	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/16-18/2007	E	1,440	520	524	469	0.36	0.36	0.33	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/16-18/2007	E	3,204	789	823	812	0.25	0.26	0.25	B	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/16-18/2007	E	3,204	1,177	991	1,765	0.37	0.31	0.55	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/16-18/2007	E	3,204	972	1,390	2,452	0.30	0.43	0.77	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/16-18/2007	D	1,440	533	417	508	0.37	0.29	0.35	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/16-18/2007	D	3,204	1,848	2,372	2,448	0.58	0.74	0.76	B	B	B
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/16-18/2007	D	1,440	534	488	549	0.37	0.34	0.38	B	B	B

**PM Peak Hour Traffic Conditions - NASCAR 2007 - Highest Hour from Noon to Midnight**

ROADWAY SEGMENTS	EXISTING LANES	[1]	[2]	[3]	[4]	[5]	Nov. 16 Friday VOLUMES	Nov. 17 Saturday VOLUMES	Nov. 18 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 16 Friday LOS	Nov. 17 Saturday LOS	Nov. 18 Sunday LOS
		STUDY COUNT STATION	ROADWAY FUNCTIONAL CLASSIFICATION	COUNT DATE	ADOPTED LOS	Two-Way Peak Hour MSV									
SW 344 St east of US-1	4LD	Station 1	City Collector	11/16-18/2007	E	3,204	1,936	1,807	1,918	0.60	0.56	0.60	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/16-18/2007	E	3,204	974	742	886	0.30	0.23	0.28	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/16-18/2007	E	1,440	904	618	619	0.63	0.43	0.43	C	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/16-18/2007	E	3,204	1,049	1,041	1,312	0.33	0.32	0.41	B	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/16-18/2007	E	3,204	1,420	1,464	2,352	0.44	0.46	0.73	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/16-18/2007	E	3,204	2,767	2,786	2,738	0.86	0.87	0.85	C	C	C
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/16-18/2007	D	1,440	587	496	500	0.41	0.34	0.35	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/16-18/2007	D	3,204	2,166	2,399	2,737	0.68	0.75	0.85	B	B	C
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/16-18/2007	D	1,440	594	444	620	0.41	0.31	0.43	B	B	B

[1] See Attachment VIII for the data collected during the 2007 NASCAR Racing Series.

[2] The roadway functional classification is consistent with the City and County Functional Classification Maps.

[3] The count dates correspond to the Friday, Saturday and Sunday of the NASCAR 2007 Championship Racing Series.

[4] The adopted level of service standards have been obtained from the City Land Use Plan and County's Comprehensive Development Master Plan.

[5] The two-way peak hour maximum service volumes (MSV) are based on Table 4 of the FDOT 2009 Quality/LOS Handbook.

[6] The segments of SW 137 Avenue between SW 344 Street and SW 336 Street and US-1 to SW 288 Street are under County Jurisdiction.

**Table 18 - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2008**

**Peak Hour Period Traffic Conditions - NASCAR 2008 - Average of the Two Highest Consecutive Peak Hours**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 14 Friday VOLUMES	Nov. 15 Saturday VOLUMES	Nov. 16 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 14 Friday LOS	Nov. 15 Saturday LOS	Nov. 16 Sunday LOS
SW 344 St east of US-1	4LD	Station 1	City Collector	11/14-16/2008	E	3,204	1,614	1,592	1,889	0.50	0.50	0.59	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/14-16/2008	E	3,204	886	736	719	0.28	0.23	0.22	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/14-16/2008	E	1,440	583	448	434	0.40	0.31	0.30	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/14-16/2008	E	3,204	1,216	n/a	n/a	0.38	n/a	n/a	B	n/a	n/a
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/14-16/2008	E	3,204	1,176	1,415	1,961	0.37	0.44	0.61	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/14-16/2008	E	3,204	1,196	1,518	1,909	0.37	0.47	0.60	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/14-16/2008	D	1,440	388	352	365	0.27	0.24	0.25	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/14-16/2008	D	3,204	1,878	n/a	n/a	0.59	n/a	n/a	B	n/a	n/a
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/14-16/2008	D	1,440	532	436	499	0.37	0.30	0.35	B	B	B

**AM Peak Hour Traffic Conditions - NASCAR 2008 - Highest Hour from 6AM to Noon**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 14 Friday VOLUMES	Nov. 15 Saturday VOLUMES	Nov. 16 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 14 Friday LOS	Nov. 15 Saturday LOS	Nov. 16 Sunday LOS
SW 344 St east of US-1	4LD	Station 1	City Collector	11/14-16/2008	E	3,204	1,600	1,638	1,803	0.50	0.51	0.56	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/14-16/2008	E	3,204	703	762	777	0.22	0.24	0.24	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/14-16/2008	E	1,440	446	443	370	0.31	0.31	0.26	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/14-16/2008	E	3,204	1,172	n/a	n/a	0.37	n/a	n/a	B	n/a	n/a
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/14-16/2008	E	3,204	1,198	977	1,316	0.37	0.30	0.41	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/14-16/2008	E	3,204	1,014	1,171	2,026	0.32	0.37	0.63	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/14-16/2008	D	1,440	337	344	370	0.23	0.24	0.26	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/14-16/2008	D	3,204	1,600	n/a	n/a	0.50	n/a	n/a	B	n/a	n/a
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/14-16/2008	D	1,440	493	451	546	0.34	0.31	0.38	B	B	B

**PM Peak Hour Traffic Conditions - NASCAR 2008 - Highest Hour from Noon to Midnight**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 14 Friday VOLUMES	Nov. 15 Saturday VOLUMES	Nov. 16 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 14 Friday LOS	Nov. 15 Saturday LOS	Nov. 16 Sunday LOS
SW 344 St east of US-1	4LD	Station 1	City Collector	11/14-16/2008	E	3,204	1,746	1,844	2,139	0.54	0.58	0.67	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/14-16/2008	E	3,204	951	756	754	0.30	0.24	0.24	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/14-16/2008	E	1,440	627	473	457	0.44	0.33	0.32	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/14-16/2008	E	3,204	1,271	n/a	n/a	0.40	n/a	n/a	B	n/a	n/a
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/14-16/2008	E	3,204	1,233	1,759	2,378	0.38	0.55	0.74	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/14-16/2008	E	3,204	1,690	1,795	1,956	0.53	0.56	0.61	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/14-16/2008	D	1,440	407	375	370	0.28	0.26	0.26	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/14-16/2008	D	3,204	1,990	n/a	n/a	0.62	n/a	n/a	B	n/a	n/a
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/14-16/2008	D	1,440	549	445	563	0.38	0.31	0.39	B	B	B

[1] See Attachment VIII for the data collected during the 2008 NASCAR Racing Series.  
 [2] The roadway functional classification is consistent with the City and County Functional Classification Maps.  
 [3] The count dates correspond to the Friday, Saturday and Sunday of the NASCAR 2008 Championship Racing Series.  
 [4] The adopted level of service standards have been obtained from the City Land Use Plan and County's Comprehensive Development Master Plan.  
 [5] The two-way peak hour maximum service volumes (MSV) are based on Table 4 of the FDOT 2009 Quality/LOS Handbook.  
 [6] The segments of SW 137 Avenue between SW 344 Street and SW 336 Street and US-1 to SW 288 Street are under County Jurisdiction.

**Table 19 - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2009**

**Peak Hour Period Traffic Conditions - NASCAR 2009 - Average of the Two Highest Consecutive Peak Hours**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 20 Friday VOLUMES	Nov. 21 Saturday VOLUMES	Nov. 22 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 20 Friday LOS	Nov. 21 Saturday LOS	Nov. 22 Sunday LOS
SW 344 St east of US-1	4LD	Station 1	City Collector	11/20-22/2009	E	3,204	1,545	1,472	1,612	0.48	0.46	0.50	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/20-22/2009	E	3,204	928	729	737	0.29	0.23	0.23	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/20-22/2009	E	1,440	646	540	515	0.45	0.38	0.36	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/20-22/2009	E	3,204	1,278	1,177	1,432	0.40	0.37	0.45	B	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/20-22/2009	E	3,204	1,103	1,164	1,538	0.34	0.36	0.48	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/20-22/2009	E	3,204	1,033	1,627	2,250	0.32	0.51	0.70	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/20-22/2009	D	1,440	415	386	418	0.29	0.27	0.29	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/20-22/2009	D	3,204	1,905	2,110	2,007	0.59	0.66	0.63	B	B	B
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/20-22/2009	D	1,440	530	444	513	0.37	0.31	0.36	B	B	B

**AM Peak Hour Traffic Conditions - NASCAR 2009 - Highest Hour from 6AM to Noon**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 20 Friday VOLUMES	Nov. 21 Saturday VOLUMES	Nov. 22 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 20 Friday LOS	Nov. 21 Saturday LOS	Nov. 22 Sunday LOS
SW 344 St east of US-1	4LD	Station 1	City Collector	11/20-22/2009	E	3,204	1,342	1,526	1,615	0.42	0.48	0.50	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/20-22/2009	E	3,204	815	747	740	0.25	0.23	0.23	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/20-22/2009	E	1,440	507	518	378	0.35	0.36	0.26	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/20-22/2009	E	3,204	1,168	971	946	0.36	0.30	0.30	B	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/20-22/2009	E	3,204	1,177	869	1,374	0.37	0.27	0.43	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/20-22/2009	E	3,204	894	1,047	1,930	0.28	0.33	0.60	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/20-22/2009	D	1,440	386	359	414	0.27	0.25	0.29	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/20-22/2009	D	3,204	1,521	1,650	2,112	0.47	0.51	0.66	B	B	B
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/20-22/2009	D	1,440	483	428	569	0.34	0.30	0.40	B	B	B

**PM Peak Hour Traffic Conditions - NASCAR 2009 - Highest Hour from Noon to Midnight**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 20 Friday VOLUMES	Nov. 21 Saturday VOLUMES	Nov. 22 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 20 Friday LOS	Nov. 21 Saturday LOS	Nov. 22 Sunday LOS
SW 344 St east of US-1	4LD	Station 1	City Collector	11/20-22/2009	E	3,204	1,670	1,476	1,871	0.52	0.46	0.58	B	B	B
SW 328 St east of US-1	4LD	Station 2	City Collector	11/20-22/2009	E	3,204	972	747	865	0.30	0.23	0.27	B	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	City Road	11/20-22/2009	E	1,440	689	573	560	0.48	0.40	0.39	B	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	City Road	11/20-22/2009	E	3,204	1,300	1,245	1,505	0.41	0.39	0.47	B	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	City Collector	11/20-22/2009	E	3,204	1,129	1,330	1,614	0.35	0.42	0.50	B	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	City/County Collector [6]	11/20-22/2009	E	3,204	1,417	2,220	2,413	0.44	0.69	0.75	B	B	B
SW 152 Ave south of US-1	2LU	Station 7	Collector	11/20-22/2009	D	1,440	425	397	432	0.30	0.28	0.30	B	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	City/County Collector [6]	11/20-22/2009	D	3,204	1,967	2,325	2,077	0.61	0.73	0.65	B	B	B
SW 137 Ave south of US-1	2LU	Station 9	County Collector	11/20-22/2009	D	1,440	544	446	573	0.38	0.31	0.40	B	B	B

[1] See Attachment VIII for the data collected during the 2009 NASCAR Racing Series.

[2] The roadway functional classification is consistent with the City and County Functional Classification Maps.

[3] The count dates correspond to the Friday, Saturday and Sunday of the NASCAR 2009 Championship Racing Series.

[4] The adopted level of service standards have been obtained from the City Land Use Plan and County's Comprehensive Development Master Plan.

[5] The two-way peak hour maximum service volumes (MSV) are based on Table 4 of the FDOT 2009 Quality/LOS Handbook.

[6] The segments of SW 137 Avenue between SW 344 Street and SW 336 Street and US-1 to SW 288 Street are under County Jurisdiction.

**Table 20A - Peak Hour Period - AM Peak Hour - PM Peak Hour - with Trip Impact from Seat Expansion**

**Peak Hour Period Traffic Conditions - Average of the Two Highest Consecutive Peak Hours**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ADOPTED LOS	[3] Two-Way Peak Hour MSV	Average of 2007-2009 Saturday VOLUMES	PHP Vol is Outbound between 3 - 8 PM	Estimated Trip Dist % See Figure 6	Sat Pk Hr Trips w/Seat Exp 22% in Pk Hr 880*Dist %	Saturday with Seat Expansion	Average of 2007-2009 Sunday VOLUMES	PHP Vol is Outbound between 5 - 8 PM	Estimated Trip Dist % See Figure 6	Sun Pk Hr Trips w/Seat Exp 21% in Pk Hr 840*Dist %	Sunday with Seat Expansion	Sat V/C	Sun V/C	Sat LOS	Sun LOS
SW 344 St east of US-1	4LD	Station 1	E	3,204	1,597	1-2 - WB	24.08%	212	1,809	1,798	7-8 - WB	24.08%	202	2,001	0.56	0.62	B	B
SW 328 St east of US-1	4LD	Station 2	E	3,204	745	12-1 - EB	5.42%	48	793	735	7-8 - WB	5.42%	46	781	0.25	0.24	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	E	1,440	527	4-5 - SB	0.41%	4	531	511	5-6 - SB	0.41%	3	514	0.37	0.36	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	E	3,204	1,080	7-8 - NB	6.27%	55	1,135	1,274	7-8 - NB	6.27%	53	1,327	0.35	0.41	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	E	3,204	1,264	7-8 - NB	17.43%	153	1,417	1,886	7-8 - NB	17.43%	146	2,032	0.44	0.63	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	E	3,204	1,796	7-8 - NB	47.45%	418	2,214	2,241	7-8 - NB	47.45%	399	2,640	0.69	0.82	B	B
SW 152 Ave south of US-1	2LU	Station 7	D	1,440	407	4-5 - SB	0.91%	8	415	419	12-1 - SB	0.91%	8	426	0.29	0.30	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	D	3,204	2,209	7-8 - NB	47.45%	418	2,626	2,196	6-7 - NB	47.45%	399	2,595	0.82	0.81	B	B
SW 137 Ave south of US-1	2LU	Station 9	D	1,440	446	3-4 - NB	1.23%	11	457	524	1-2 - NB	1.23%	10	535	0.32	0.37	B	B

**AM Peak Hour Traffic Conditions - Highest Hour from 6AM to Noon**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ADOPTED LOS	[3] Two-Way Peak Hour MSV	Average of 2007-2009 Saturday VOLUMES	PHP Vol is In/Out between 9 - Noon	Estimated Trip Dist % See Figure 6	Sat Pk Hr Trips w/Seat Exp 14% in Pk Hr 520*Dist %	Saturday with Seat Expansion	Average of 2007-2009 Sunday VOLUMES	PHP Vol is In/Out between 9 - Noon	Estimated Trip Dist % See Figure 6	Sun Pk Hr Trips w/Seat Exp 16% in Pk Hr 640*Dist %	Sunday with Seat Expansion	Sat V/C	Sun V/C	Sat LOS	Sun LOS
SW 344 St east of US-1	4LD	Station 1	E	3,204	1,639	10-11 - EB	24.08%	125	1,764	1,784	10-11 - EB	24.08%	154	1,938	0.55	0.60	B	B
SW 328 St east of US-1	4LD	Station 2	E	3,204	773	10-11 - EB	5.42%	28	802	771	11-12 - EB	5.42%	35	806	0.25	0.25	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	E	1,440	495	9-10 - SB	0.41%	2	497	406	10-11 - NB	0.41%	3	408	0.35	0.28	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	E	3,204	897	11-12 - NB	6.27%	33	930	879	11-12 - NB	6.27%	40	919	0.29	0.29	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	E	3,204	946	11-12 - NB	17.43%	91	1,036	1,485	11-12 - SB	17.43%	112	1,597	0.32	0.50	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	E	3,204	1,203	11-12 - SB	47.45%	247	1,449	2,136	9-10 - SB	47.45%	304	2,440	0.45	0.76	B	B
SW 152 Ave south of US-1	2LU	Station 7	D	1,440	373	10-11 - NB	0.91%	5	378	431	10-11 - NB	0.91%	6	436	0.26	0.30	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	D	3,204	2,011	11-12 - SB	47.45%	247	2,258	2,280	10-11 - SB	47.45%	304	2,584	0.70	0.81	B	B
SW 137 Ave south of US-1	2LU	Station 9	D	1,440	456	10-11 - NB	1.23%	6	462	555	10-11 - SB	1.23%	8	563	0.32	0.39	B	B

**PM Peak Hour Traffic Conditions - Highest Hour from Noon to Midnight**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ADOPTED LOS	[3] Two-Way Peak Hour MSV	Average of 2007-2009 Saturday VOLUMES	PHP Vol is Outbound between 3 - 8 PM	Estimated Trip Dist % See Figure 6	Sat Pk Hr Trips w/Seat Exp 22% in Pk Hr 880*Dist %	Saturday with Seat Expansion	Average of 2007-2009 Sunday VOLUMES	PHP Vol is Outbound between 5 - 8 PM	Estimated Trip Dist % See Figure 6	Sun Pk Hr Trips w/Seat Exp 21% in Pk Hr 840*Dist %	Sunday with Seat Expansion	Sat V/C	Sun V/C	Sat LOS	Sun LOS
SW 344 St east of US-1	4LD	Station 1	E	3,204	1,709	1-2 - WB	24.08%	212	1,921	1,976	7-8 - WB	24.08%	202	2,178	0.60	0.68	B	B
SW 328 St east of US-1	4LD	Station 2	E	3,204	748	12-1 - EB	5.42%	48	796	835	7-8 - WB	5.42%	46	881	0.25	0.27	B	B
SW 167 Ave south of SW 312 St	2LU	Station 3	E	1,440	555	4-5 - SB	0.41%	4	558	545	5-6 - SB	0.41%	3	549	0.39	0.38	B	B
SW 162 Ave south of SW 312 St	4LD	Station 4	E	3,204	1,143	7-8 - NB	6.27%	55	1,198	1,409	7-8 - NB	6.27%	53	1,461	0.37	0.46	B	B
SW 152 Ave south of SW 312 St	4LD	Station 5	E	3,204	1,518	7-8 - NB	17.43%	153	1,671	2,115	7-8 - NB	17.43%	146	2,261	0.52	0.71	B	B
SW 137 Ave south of SW 312 St	4LD	Station 6	E	3,204	2,267	7-8 - NB	47.45%	418	2,685	2,369	7-8 - NB	47.45%	399	2,768	0.84	0.86	B	B
SW 152 Ave south of US-1	2LU	Station 7	D	1,440	423	4-5 - SB	0.91%	8	431	434	12-1 - SB	0.91%	8	442	0.30	0.31	B	B
SW 137 Ave south of the HEFT	4LD	Station 8	D	3,204	2,362	7-8 - NB	47.45%	418	2,780	2,407	6-7 - NB	47.45%	399	2,806	0.87	0.88	B	B
SW 137 Ave south of US-1	2LU	Station 9	D	1,440	445	3-4 - NB	1.23%	11	456	585	1-2 - NB	1.23%	10	596	0.32	0.41	B	B

[1] See Attachment VIII for the data collected during the 2009 NASCAR Racing Series.

[2] The adopted level of service standards have been obtained from the City Land Use Plan and County's Comprehensive Development Master Plan.

[3] The two-way peak hour maximum service volumes (MSV) are based on Table 4 of the FDOT 2009 Quality/LOS Handbook.

**Table 20B - Average of the 2007 to 2009 Peak Hour Period and AM and PM Peak Hour Volumes**

**Peak Hour Period Traffic Conditions - Average of the Two Highest Consecutive Peak Hours**

ROADWAY SEGMENTS	NASCAR 2007 - See Table 17			NASCAR 2008 - See Table 18			NASCAR 2009 - See Table 19			Average of 2007 to 2009 Volumes		
	Nov. 16	Nov. 17	Nov. 18	Nov. 14	Nov. 15	Nov. 16	Nov. 20	Nov. 21	Nov. 22	Friday	Saturday	Sunday
	Friday	Saturday	Sunday	Friday	Saturday	Sunday	Friday	Saturday	Sunday	VOLUMES	VOLUMES	VOLUMES
	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES
SW 344 St east of US-1	1,834	1,726	1,894	1,614	1,592	1,889	1,545	1,472	1,612	1,664	1,597	1,798
SW 328 St east of US-1	903	770	749	886	736	719	928	729	737	906	745	735
SW 167 Ave south of SW 312 St	873	594	584	583	448	434	646	540	515	701	527	511
SW 162 Ave south of SW 312 St	1,035	983	1,116	1,216	0	0	1,278	1,177	1,432	1,176	1,080	1,274
SW 152 Ave south of SW 312 St	1,118	1,213	2,159	1,176	1,415	1,961	1,103	1,164	1,538	1,132	1,264	1,886
SW 137 Ave south of SW 312 St	1,813	2,243	2,564	1,196	1,518	1,909	1,033	1,627	2,250	1,347	1,796	2,241
SW 152 Ave south of US-1	550	482	473	388	352	365	415	386	418	451	407	419
SW 137 Ave south of the HEFT	2,048	2,307	2,385	1,878	0	0	1,905	2,110	2,007	1,944	2,209	2,196
SW 137 Ave south of US-1	574	458	561	532	436	499	530	444	513	545	446	524

**AM Peak Hour Traffic Conditions - Highest Hour from 6AM to Noon**

ROADWAY SEGMENTS	NASCAR 2007 - See Table 17			NASCAR 2008 - See Table 18			NASCAR 2009 - See Table 19			Average of 2007 to 2009 Volumes		
	Nov. 16	Nov. 17	Nov. 18	Nov. 14	Nov. 15	Nov. 16	Nov. 20	Nov. 21	Nov. 22	Friday	Saturday	Sunday
	Friday	Saturday	Sunday	Friday	Saturday	Sunday	Friday	Saturday	Sunday	VOLUMES	VOLUMES	VOLUMES
	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES
SW 344 St east of US-1	1,734	1,753	1,934	1,600	1,638	1,803	1,342	1,526	1,615	1,559	1,639	1,784
SW 328 St east of US-1	830	811	797	703	762	777	815	747	740	783	773	771
SW 167 Ave south of SW 312 St	520	524	469	446	443	370	507	518	378	491	495	406
SW 162 Ave south of SW 312 St	789	823	812	1,172	0	0	1,168	971	946	1,043	897	879
SW 152 Ave south of SW 312 St	1,177	991	1,765	1,198	977	1,316	1,177	869	1,374	1,184	946	1,485
SW 137 Ave south of SW 312 St	972	1,390	2,452	1,014	1,171	2,026	894	1,047	1,930	960	1,203	2,136
SW 152 Ave south of US-1	533	417	508	337	344	370	386	359	414	419	373	431
SW 137 Ave south of the HEFT	1,848	2,372	2,448	1,600	0	0	1,521	1,650	2,112	1,656	2,011	2,280
SW 137 Ave south of US-1	534	488	549	493	451	546	483	428	569	503	456	555

**PM Peak Hour Traffic Conditions - Highest Hour from Noon to Midnight**

ROADWAY SEGMENTS	NASCAR 2007 - See Table 17			NASCAR 2008 - See Table 18			NASCAR 2009 - See Table 19			Average of 2007 to 2009 Volumes		
	Nov. 16	Nov. 17	Nov. 18	Nov. 14	Nov. 15	Nov. 16	Nov. 20	Nov. 21	Nov. 22	Friday	Saturday	Sunday
	Friday	Saturday	Sunday	Friday	Saturday	Sunday	Friday	Saturday	Sunday	VOLUMES	VOLUMES	VOLUMES
	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES	VOLUMES
SW 344 St east of US-1	1,936	1,807	1,918	1,746	1,844	2,139	1,670	1,476	1,871	1,784	1,709	1,976
SW 328 St east of US-1	974	742	886	951	756	754	972	747	865	966	748	835
SW 167 Ave south of SW 312 St	904	618	619	627	473	457	689	573	560	740	555	545
SW 162 Ave south of SW 312 St	1,049	1,041	1,312	1,271	0	0	1,300	1,245	1,505	1,207	1,143	1,409
SW 152 Ave south of SW 312 St	1,420	1,464	2,352	1,233	1,759	2,378	1,129	1,330	1,614	1,261	1,518	2,115
SW 137 Ave south of SW 312 St	2,767	2,786	2,738	1,690	1,795	1,956	1,417	2,220	2,413	1,958	2,267	2,369
SW 152 Ave south of US-1	587	496	500	407	375	370	425	397	432	473	423	434
SW 137 Ave south of the HEFT	2,166	2,399	2,737	1,990	0	0	1,967	2,325	2,077	2,041	2,362	2,407
SW 137 Ave south of US-1	594	444	620	549	445	563	544	446	573	562	445	585

Table 21 - Peak Hour Period - AM Peak Hour - PM Peak Hour - NASCAR 2009															
Peak Hour Period Traffic Conditions - NASCAR 2009 - Average of the Two Highest Consecutive Peak Hours															
ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 20 Friday VOLUMES	Nov. 21 Saturday VOLUMES	Nov. 22 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 20 Friday LOS	Nov. 21 Saturday LOS	Nov. 22 Sunday LOS
US-1 north of SW 137 Ave	4LD	Station 10	Urban Principal Arterial	11/20-22/2009	EE	4,080	2,716	2,643	2,946	0.67	0.65	0.72	D	D	D
US-1 north of SW 312 St	3L NB/2L SB	Station 11	Urban Principal Arterial	11/20-22/2009	EE	4,080	2,333	2,430	2,279	0.57	0.60	0.56	C	D	C
US-1 south of SW 344 St	3L NB/2L SB	Station 12	Urban Principal Arterial	11/20-22/2009	D	3,560	2,641	2,076	2,267	0.74	0.58	0.64	B	B	B
Krome Ave north of SW 312 St	2LD	Station 13	Urban Principal Arterial	11/20-22/2009	D	1,680	1,581	1,347	1,232	0.94	0.80	0.73	D	C	C
Krome Ave north of SW 344 St	2LU	Station 14	Urban Principal Arterial	11/20-22/2009	D	1,600	875	770	776	0.55	0.48	0.49	B	B	B
AM Peak Hour Traffic Conditions - NASCAR 2009 - Highest Hour from 6AM to Noon															
ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 20 Friday VOLUMES	Nov. 21 Saturday VOLUMES	Nov. 22 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 20 Friday LOS	Nov. 21 Saturday LOS	Nov. 22 Sunday LOS
US-1 north of SW 137 Ave	4LD	Station 10	Urban Principal Arterial	11/20-22/2009	EE	4,080	2,553	2,594	3,039	0.63	0.64	0.74	D	D	D
US-1 north of SW 312 St	3L NB/2L SB	Station 11	Urban Principal Arterial	11/20-22/2009	EE	4,080	2,163	2,390	2,212	0.53	0.59	0.54	C	C	C
US-1 south of SW 344 St	3L NB/2L SB	Station 12	Urban Principal Arterial	11/20-22/2009	D	3,560	1,980	2,156	2,230	0.56	0.61	0.63	B	B	B
Krome Ave north of SW 312 St	2LD	Station 13	Urban Principal Arterial	11/20-22/2009	D	1,680	1,490	1,381	1,220	0.89	0.82	0.73	C	C	C
Krome Ave north of SW 344 St	2LU	Station 14	Urban Principal Arterial	11/20-22/2009	D	1,600	717	810	774	0.45	0.51	0.48	B	B	B
PM Peak Hour Traffic Conditions - NASCAR 2009 - Highest Hour from Noon to Midnight															
ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] COUNT DATE	[4] ADOPTED LOS	[5] Two-Way Peak Hour MSV	Nov. 20 Friday VOLUMES	Nov. 21 Saturday VOLUMES	Nov. 22 Sunday VOLUMES	Friday V/C	Saturday V/C	Sunday V/C	Nov. 20 Friday LOS	Nov. 21 Saturday LOS	Nov. 22 Sunday LOS
US-1 north of SW 137 Ave	4LD	Station 10	Urban Principal Arterial	11/20-22/2009	EE	4,080	2,808	2,708	2,937	0.69	0.66	0.72	D	D	D
US-1 north of SW 312 St	3L NB/2L SB	Station 11	Urban Principal Arterial	11/20-22/2009	EE	4,080	2,423	2,492	2,320	0.59	0.61	0.57	D	D	C
US-1 south of SW 344 St	3L NB/2L SB	Station 12	Urban Principal Arterial	11/20-22/2009	D	3,560	2,743	2,067	2,311	0.77	0.58	0.65	B	B	B
Krome Ave north of SW 312 St	2LD	Station 13	Urban Principal Arterial	11/20-22/2009	D	1,680	1,612	1,359	1,272	0.96	0.81	0.76	D	C	C
Krome Ave north of SW 344 St	2LU	Station 14	Urban Principal Arterial	11/20-22/2009	D	1,600	906	773	780	0.57	0.48	0.49	B	B	B

[1] See Attachment VIII for the data collected during the 2009 NASCAR Racing Series.

[2] The roadway functional classification is consistent with the City and County Functional Classification Maps.

[3] The count dates correspond to the Friday, Saturday and Sunday of the NASCAR 2009 Championship Racing Series.

[4] The adopted level of service standards have been obtained from the City Land Use Plan and County's Comprehensive Development Master Plan.

The adopted LOS Standards for US-1 north of the HEFT (the portion of US-1 which is not part of the Strategic Intermodal System) has been obtained from the Miami-Dade County Concurrency Database.

This segment of US-1 runs parallel to the Busway Corridor, one of Miami-Dade County's extraordinary (premium) transit service and therefore has an adopted LOS of EE (120% of E).

The segment of US-1 south of the HEFT is part of the Strategic Intermodal System. Pursuant to Table 8-1 from the 2009 Quality/LOS Handbook, this urbanized segment of US-1 just south of SW 344 Street has an LOS of D.

[5] The two-way peak hour maximum service volumes (MSV) are based on Table 4 of the FDOT 2009 Quality/LOS Handbook.

The segments of Krome Avenue in this study area are part of the FIHS and SIS and have a functional classification of Urban Principal Arterial pursuant to the 2009 FDOT Highway Data DVD and the City Functional Classification Map.

The Adopted LOS for these urbanized segments is LOS D pursuant to Table 8.1 from the 2009 Quality/LOS Handbook.

**Table 22 - Peak Hour Period - AM Peak Hour - PM Peak Hour - with Trip Impact from Seat Expansion**

**Peak Hour Period Traffic Conditions - Average of the Two Highest Consecutive Peak Hours**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ADOPTED LOS	[3] Two-Way Peak Hour MSV	Nov. 21 Saturday VOLUMES	PHP Vol is In/Out between 12 - 1 PM	Estimated Trip Dist % See Figure 6	Sat Pk Hr Trips w/Seat Exp 14% in Pk Hr 560*Dist %	Saturday with Seat Expansion	Nov. 22 Sunday VOLUMES	PHP Vol is Inbound between 11 - 1 PM	Estimated Trip Dist % See Figure 6	Sun Pk Hr Trips w/Seat Exp 16% in Pk Hr 640*Dist %	Sunday with Seat Expansion	Sat V/C	Sun V/C	Sat LOS	Sun LOS	
US-1 north of SW 137 Ave	4LD	Station 10	EE	4,080	2,643	12-1 - NB	9.24%	See Table 15A	52	2,695	2,946	11-12 - SB	9.24%	59	3,005	0.66	0.74	D	D
US-1 north of SW 312 St	3L NB/2L SB	Station 11	EE	4,080	2,430	12-1 - NB	9.17%		51	2,481	2,279	12-1 - SB	9.17%	59	2,338	0.61	0.57	D	C
US-1 south of SW 344 St	3L NB/2L SB	Station 12	D	3,560	2,076	12-1 - SB	5.84%		33	2,109	2,267	12-1 - NB	5.84%	37	2,304	0.59	0.65	B	B
Krome Ave north of SW 312 St	2LD	Station 13	D	1,680	1,347	12-1 - SB	3.15%		18	1,365	1,232	12-1 - SB	3.15%	20	1,252	0.81	0.75	C	C
Krome Ave north of SW 344 St	2LU	Station 14	D	1,600	770	12-1 - SB	3.38%		19	789	776	12-1 - SB	3.38%	22	798	0.49	0.50	B	B

**AM Peak Hour Traffic Conditions - Highest Hour from 6AM to Noon**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ADOPTED LOS	[3] Two-Way Peak Hour MSV	Nov. 21 Saturday VOLUMES	PHP Vol is In/Out between 10 - Noon	Estimated Trip Dist % See Figure 6	Sat Pk Hr Trips w/Seat Exp 13% in Pk Hr 520*Dist %	Saturday with Seat Expansion	Nov. 22 Sunday VOLUMES	PHP Vol is Inbound between 10 - Noon	Estimated Trip Dist % See Figure 6	Sun Pk Hr Trips w/Seat Exp 15% in Pk Hr 600*Dist %	Sunday with Seat Expansion	Sat V/C	Sun V/C	Sat LOS	Sun LOS	
US-1 north of SW 137 Ave	4LD	Station 10	EE	4,080	2,594	11-12 - NB	9.24%	See Table 15A	48	2,642	3,039	10-11 - SB	9.24%	55	3,094	0.65	0.76	D	D
US-1 north of SW 312 St	3L NB/2L SB	Station 11	EE	4,080	2,390	11-12 - NB	9.17%		48	2,438	2,212	11-12 - SB	9.17%	55	2,267	0.60	0.56	C	C
US-1 south of SW 344 St	3L NB/2L SB	Station 12	D	3,560	2,156	10-11 - SB	5.84%		30	2,186	2,230	11-12 - NB	5.84%	35	2,265	0.61	0.64	B	B
Krome Ave north of SW 312 St	2LD	Station 13	D	1,680	1,381	10-11 - SB	3.15%		16	1,397	1,220	11-12 - SB	3.15%	19	1,239	0.83	0.74	C	C
Krome Ave north of SW 344 St	2LU	Station 14	D	1,600	810	10-11 - SB	3.38%		18	828	774	11-12 - SB	3.38%	20	794	0.52	0.50	B	B

**PM Peak Hour Traffic Conditions - Highest Hour from Noon to Midnight**

ROADWAY SEGMENTS	EXISTING LANES	[1] STUDY COUNT STATION	[2] ADOPTED LOS	[3] Two-Way Peak Hour MSV	Nov. 21 Saturday VOLUMES	PHP Vol is In/Out between 12 - 2 PM	Estimated Trip Dist % See Figure 6	Sat Pk Hr Trips w/Seat Exp 14% in Pk Hr 560*Dist %	Saturday with Seat Expansion	Nov. 22 Sunday VOLUMES	PHP Vol is Inbound between 12 - 1 PM	Estimated Trip Dist % See Figure 6	Sun Pk Hr Trips w/Seat Exp 16% in Pk Hr 640*Dist %	Sunday with Seat Expansion	Sat V/C	Sun V/C	Sat LOS	Sun LOS	
US-1 north of SW 137 Ave	4LD	Station 10	EE	4,080	2,708	1-2 - NB	9.24%	See Table 15A	52	2,760	2,937	12-1 - SB	9.24%	59	2,996	0.68	0.73	D	D
US-1 north of SW 312 St	3L NB/2L SB	Station 11	EE	4,080	2,492	12-1 - NB	9.17%		51	2,543	2,320	1-2 - SB	9.17%	59	2,379	0.62	0.58	D	C
US-1 south of SW 344 St	3L NB/2L SB	Station 12	D	3,560	2,067	12-1 - SB	5.84%		33	2,100	2,311	12-1 - NB	5.84%	37	2,348	0.59	0.66	B	B
Krome Ave north of SW 312 St	2LD	Station 13	D	1,680	1,359	12-1 - SB	3.15%		18	1,377	1,272	12-1 - SB	3.15%	20	1,292	0.82	0.77	C	C
Krome Ave north of SW 344 St	2LU	Station 14	D	1,600	773	12-1 - SB	3.38%		19	792	780	12-1 - SB	3.38%	22	802	0.49	0.50	B	B

[1] See Attachment VIII for the data collected during the 2009 NASCAR Racing Series.

[2] The adopted level of service standards have been obtained from the City Land Use Plan and County's Comprehensive Development Master Plan.

The adopted LOS Standards for US-1 north of the HEFT (the portion of US-1 which is not part of the Strategic Intermodal System) has been obtained from the Miami-Dade County Concurrency Database.

This segment of US-1 runs parallel to the Busway Corridor, one of Miami-Dade County's extraordinary (premium) transit service and therefore has an adopted LOS of EE (120% of E).

The segment of US-1 south of the HEFT is part of the Strategic Intermodal System. Pursuant to Table 8-1 from the 2009 Quality/LOS Handbook, this urbanized segment of US-1 just south of SW 344 Street has an LOS of D.

[5] The two-way peak hour maximum service volumes (MSV) are based on Table 4 of the FDOT 2009 Quality/LOS Handbook.

The segments of Krome Avenue in this study area are part of the FHHS and SIS and have a functional classification of Urban Principal Arterial pursuant to the 2009 FDOT Highway Data DVD and the City Functional Classification Map.

The Adopted LOS for these urbanized segments is LOS D pursuant to Table 8.1 from the 2009 Quality/LOS Handbook.

**Table 23 - Estimated Traffic Distribution on Local, County and State Roadways with NASCAR**

ROADWAY SEGMENTS	EXISTING LANES	STUDY COUNT STATION	ADOPTED LOS	COUNT DATES	Friday Daily VOLUMES	Saturday Daily VOLUMES	Sunday Daily VOLUMES	Friday Race Traffic + Dist %	Saturday Race Traffic + Dist %	Sunday Race Traffic + Dist %
SW 344 St east of US-1	4LD	Station 1 - with Station 1 - w/o	E	11/20-22/2009 10/30-11/1/2009	23,175 16,900	21,865 15,656	22,154 12,983	6,275	6,209	9,171
				Difference	6,275	6,209	9,171	<b>28.44%</b>	<b>15.64%</b>	<b>24.08%</b>
SW 328 St east of US-1	4LD	Station 2 - with Station 2 - w/o	E	11/20-22/2009 10/30-11/1/2009	11,782 10,184	10,168 9,484	9,846 7,780	1,598	684	2,066
				Difference	1,598	684	2,066	<b>7.24%</b>	<b>1.72%</b>	<b>5.42%</b>
SW 167 Ave S. of SW 312 St	2LU	Station 3 - with Station 3 - w/o	E	11/20-22/2009 10/30-11/1/2009	7,911 7,729	7,785 7,820	6,193 6,035	182	-35	158
				Difference	182	-35	158	<b>0.82%</b>	<b>-0.09%</b>	<b>0.41%</b>
SW 162 Ave S. of SW 312 St	4LD	Station 4 - with Station 4 - w/o	E	11/20-22/2009 10/30-11/1/2009	17,120 15,949	16,532 16,629	15,680 13,291	1,171	-97	2,389
				Difference	1,171	-97	2,389	<b>5.31%</b>	<b>-0.24%</b>	<b>6.27%</b>
SW 152 Ave S. of SW 312 St	4LD	Station 5 - with Station 5 - w/o	E	11/20-22/2009 10/30-11/1/2009	15,888 12,788	13,695 12,128	16,622 9,983	3,100	1,567	6,639
				Difference	3,100	1,567	6,639	<b>14.05%</b>	<b>3.95%</b>	<b>17.43%</b>
SW 137 Ave S. of SW 312 St	4LD	Station 6 - with Station 6 - w/o	E	11/20-22/2009 10/30-11/1/2009	15,796 8,368	16,145 6,407	23,527 5,454	7,428	9,738	18,073
				Difference	7,428	9,738	18,073	<b>33.67%</b>	<b>24.52%</b>	<b>47.45%</b>
<b>Subtotal change in trips for Stations 1 to 6</b>								<b>19,754</b>	<b>18,066</b>	<b>38,496</b>
<b>Total Estimated Distribution % for Stations 1 to 6</b>								<b>89.53%</b>	<b>45.50%</b>	<b>101.07%</b>
SW 152 Ave S. of US-1	2LU	Station 7 - with Station 7 - w/o	D	11/20-22/2009 10/30-11/1/2009	5,552 5,408	5,530 5,685	5,376 5,029	144	-155	347
				Difference	144	-155	347	<b>0.65%</b>	<b>-0.39%</b>	<b>0.91%</b>
SW 137 Ave S. of the HEFT	4LD	Station 8 - with Station 8 - w/o	D	11/20-22/2009 10/30-11/1/2009	26,612 21,224	26,404 20,103	28,000 17,088	5,388	6,301	10,912
				Difference	5,388	6,301	10,912	<b>24.42%</b>	<b>15.87%</b>	<b>28.65%</b>
SW 137 Ave S. of US-1	2LU	Station 9 - with Station 9 - w/o	D	11/20-22/2009 10/30-11/1/2009	7,608 7,394	6,863 7,179	6,735 6,266	214	-316	469
				Difference	214	-316	469	<b>0.97%</b>	<b>-0.80%</b>	<b>1.23%</b>
US-1 N. of SW 137 Ave	2LU	Station 10 - with Station 10 - w/o	D	11/20-22/2009 10/30-11/1/2009	41,014 40,137	38,683 36,893	36,897 33,376	877	1,790	3,521
				Difference	877	1,790	3,521	<b>3.97%</b>	<b>4.51%</b>	<b>9.24%</b>
US-1 N. of SW 312 St	2LU	Station 11 - with Station 11 - w/o	D	11/20-22/2009 11/13-15/2009	34,551 33,606	32,829 30,562	29,162 25,671	945	2,267	3,491
				Difference	945	2,267	3,491	<b>4.28%</b>	<b>5.71%</b>	<b>9.17%</b>
US-1 N. of SW 344 St	2LU	Station 12 - with Station 12 - w/o	D	11/20-22/2009 11/13-15/2009	32,077 29,069	29,182 25,749	28,460 26,235	3,008	3,433	2,225
				Difference	3,008	3,433	2,225	<b>13.63%</b>	<b>8.65%</b>	<b>5.84%</b>
Krome Ave N. of SW 312 St	2LU	Station 13 - with Station 13 - w/o	C	11/20-22/2009 11/13-15/2009	21,320 20,939	17,415 16,893	15,604 14,404	381	522	1,200
				Difference	381	522	1,200	<b>1.73%</b>	<b>1.31%</b>	<b>3.15%</b>
Krome Ave N. of SW 344 St	2LU	Station 14 - with Station 14 - w/o	D	11/20-22/2009 11/13-15/2009	11,063 9,908	9,572 8,999	8,909 7,620	1,155	573	1,289
				Difference	1,155	573	1,289	<b>5.23%</b>	<b>1.44%</b>	<b>3.38%</b>

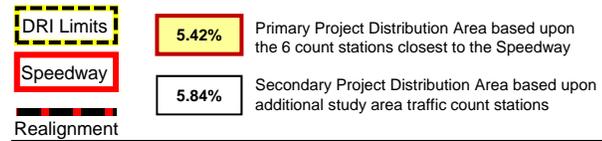
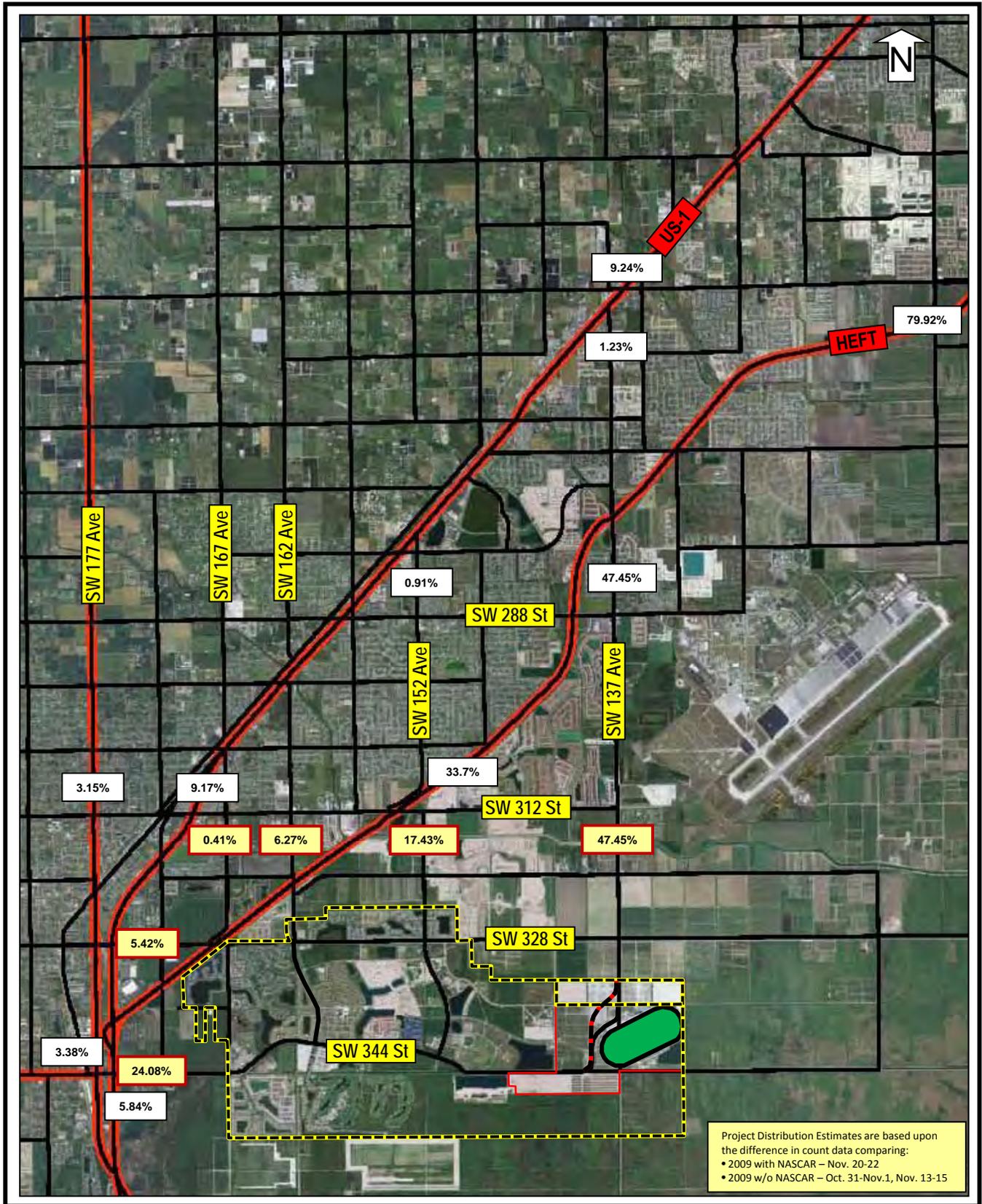


Figure 6  
 Estimated Project Distribution based upon the Sunday Race Event  
 Homestead-Miami Speedway and the Villages of Homestead DRI  
 October 2010

## **Traffic Management Practices for Major Events**

To accommodate traffic demand for major events, the Speedway manages event operations and event traffic through a series of highly coordinated traffic management practices which include extensive agency coordination and a multi-level event planning process leading up to and during the NASCAR event. This results in a well coordinated and well managed program which includes the dispersal of information to spectators, the installation of directional signage, the deployment of over 150 off duty police officers to manage traffic arriving or departing the City of Homestead, coordination with Miami-Dade County to override control of key signalized intersections, and coordination with Florida's Turnpike to prepay tolls, monitor traffic conditions, lift inbound and outbound tolls and implement a third northbound lane on the turnpike for departing spectators. These traffic management practices are utilized for major events (over 28,000 spectators) and are implemented each year for the NASCAR championship racing series. The Speedway spends approximately \$340,000 each year to implement this Traffic Management Program for major events.

Sample material used by the Speedway to implement their Traffic Management Program is provided in **Transportation Attachment VII**. The traffic management practices include the following:

- **Traffic Informational Brochures** are provided to all Ticket Holders to address Inbound and Outbound travel routes to General "Free" Parking and to Reserved Parking based upon the spectator's direction of arrival to the Speedway.
- **Directional Signage** for the NASCAR Championship Weekend is installed along the Inbound and Outbound travel routes to General "Free" Parking and Reserved Parking based upon the spectator's direction of arrival and departure to and from the Speedway.
- **Variable Message Signs** for the NASCAR Championship Weekend are installed along the Outbound travel routes from Reserved Parking to add lighted directional information for departing spectators.
- **Traffic Control Officers** – The Speedway coordinates the assemblage, scheduling and deployment of approximately 150 off-duty Florida Highway Patrol and Municipal Police Officers to work the "Traffic Detail" during the Friday, Saturday and Sunday NASCAR Events. These off-duty Florida Highway Patrol and Municipal Police Officers provide directional traffic assistance at approximately 50 intersections to manage the inbound and outbound traffic for spectator arrival and departure during the Friday, Saturday and Sunday NASCAR Events. Each officer at each intersection is given specific instructions on where to direct inbound and outbound motorists.
- **Traffic Signal Operation and Signal Overrides** – The Speedway coordinates with the Miami-Dade County Public Works Department to transfer control of the traffic signal operations to Florida Highway Patrol and Off-Duty Police Officers to manage the inbound and outbound traffic during spectator arrival and departure for the Friday, Saturday and Sunday NASCAR Events. Florida Highway Patrol, City of Homestead and numerous other municipal police officers control the traffic signals leading into and out of the study area during NASCAR Weekend. Signal overrides occur at the following locations:

- SW 137 Ave at the exit to the HEFT
  - SW 137 Avenue at SW 288 Street
  - SW 137 Avenue at SW 296 Street
  - SW 137 Avenue at SW 312 Street
  - SW 312 Street at SW 152 Avenue
  - SW 312 Street at SW 157 Avenue
  - SW 344 Street at SW 167 Avenue
  - SW 344 Street at US-1
- **Coordination with Florida's Turnpike** – The Speedway works in coordination with Florida's Turnpike to lift tolls (either inbound or outbound) at the Homestead Toll Plaza during NASCAR Weekend to improve travel time into and out of the event. Toll is prepaid by the Speedway to Florida's Turnpike before the NASCAR Weekend. Toll is typically lifted for the following timeframes:
    - Outbound Toll is lifted for the Saturday NASCAR Race
    - Inbound and Outbound Toll is lifted for the Sunday NASCAR Race
    - The Speedway coordinates with Florida's Turnpike to lift the inbound toll on Sunday before the queues begin to form at the Homestead Toll Plaza.
    - The Florida Highway Patrol Commander for Florida's Turnpike is stationed on-site at the Speedway to monitor traffic conditions and coordinate with his traffic detail to improve travel conditions for both inbound and outbound motorists.
    - The Speedway coordinates with Florida's Turnpike to fully staff specialized turnpike services personnel including toll booth operators and Road Ranger drivers patrolling the turnpike system.
    - The Speedway permits each year a **Maintenance of Traffic (MOT) Plan** for the use of the NB shoulder on the HEFT for outbound traffic leaving the Speedway after the Sunday Cup Series. Outbound race traffic on Sunday is directed to the HEFT via SW 137 Avenue.
    - Traffic entering the HEFT and traveling northbound uses the shoulder to create a third NB lane from SW 137 Avenue to SW 216 Avenue where the HEFT transitions from a 4 lane divided freeway to a 6 lane divided freeway with 3 lanes northbound.
    - The MOT Plan accommodates the northbound traffic that enters the HEFT at US-1 and at SW 312 Street, and uses bollards at SW 137 Avenue to ensure that northbound traffic entering the HEFT at SW 137 Avenue will not interfere with the northbound traffic already traveling on the HEFT.
    - The Speedway closely coordinates the operation of this MOT plan with Florida's Turnpike.
    - This MOT plan (which provides controls at turnpike entrances and exits in order to use the shoulder for NB travel) is considered by Florida's Turnpike to be a model for the evacuation of the Keys.
  - **Operation of On-Site Shuttles** – The Speedway operates On-Site shuttles to transport spectators to and from ADA Parking and outlying parking areas.
  - **Management of Existing Travel Lanes** – The Speedway manages their existing roadway infrastructure to fully accommodate the traffic demand for inbound or outbound traffic. Based upon the arrival and departure locations, inbound and outbound event traffic follows specified travel routes to enter and depart the parking areas to efficiently move traffic back to the regional roadways.

## **Conclusions**

Given the proposed modifications to the VOH DRI which are needed to implement the Speedway master plan with the goal of improving the facility and the fan experience, the following transportation related findings have been made based upon the analyses prepared in this NOPC Application and CDMP Amendment Traffic Study.

**Local and Regional Roadway Network** - The evaluation of the event traffic data on the collector and state roadway network along with the continuous count data and toll data on the regional state roadway network has demonstrated that adopted levels of service are met for the Peak Hour Period, the AM Peak Hour and the PM Peak Hour on the days coinciding with the NASCAR championship series. This data also shows that adopted levels of service continue to be met with the addition of the trips from the 12,000 additional spectator seats.

**Weekday Major Event Spectator Threshold** - The cumulative change in trips resulting from the change in DRI land uses between the approved 1985 Master Plan and the proposed 2010 Master Plan (located east of SW 152 Avenue) has been used to offset the trip impacts of the motorsport facility for the Weekday PM Peak Hour. A proposed **Weekday Major Event Spectator threshold of 53,128** has been established based upon not exceeding the cumulative PM Peak Hour trip reduction of 3,852 trips for the VOH DRI (using only the changes in land use located east of SW 152 Avenue). The analysis has documented the following with respect to spectator thresholds for the DRI:

- Major Event per the 1994 DRI DO = 28,000 spectators (City Ordinances 94-05-33 and 2001-12-36)
- Major Event studied in the 1994 NOPC = 40,000 spectators
- Proposed Capacity Limitation for Weekday Major Events = 53,128 spectators – *Proposed DRI DO Condition*
- Existing Capacity for Major Events on Weekends = 67,612 spectators
- Proposed Capacity for Limitation for Weekend Major Events = 79,612 spectators – *Proposed DRI DO Condition*

**PM Peak Hour Intersection Analyses** – To determine how the roadway network operates in the vicinity of the Speedway during the PM Peak Hour on the Friday Night of the NASCAR championship series, PM Peak Hour intersection analyses have been provided using intersection turning movement data collected in the Year 2007, 2008 and 2009 (on the Friday Night of NASCAR) for seven study area intersections which provide access to the City of Homestead and the roadways leading to the Speedway. Adopted intersection analysis levels of service were found to be met after incorporating existing and funded lane geometry where appropriate and signal timing enhancements.

**Traffic Management Practices for Major Events** - To accommodate the traffic demand for major events, the Speedway manages event operations and event traffic through a series of highly coordinated traffic management practices which include extensive agency coordination and a multi-level event planning process leading up to and during the NASCAR event. This results in a well coordinated and well managed program which includes event planning and preparations, the dispersal of information to spectators, the installation of directional signage, the deployment of over 150 off duty police officers to manage traffic arriving or departing the City of Homestead, coordination with Miami-Dade County to override control of key signalized intersections, and coordination with Florida's Turnpike to prepay tolls, monitor traffic conditions, lift inbound and outbound tolls and implement a third northbound lane on the turnpike for departing spectators. These traffic management practices are implemented each year for the NASCAR championship racing series.