CDMP Amendment Transportation Analysis

Westview Business Park and Shopping Center

Submitted—December 2011
Finalized—January 2012

Prepared for:
Rosal Westview, LLC

Cathy Sweetapple & Associates
Transportation and Mobility Planning

101 North Gordon Road, Fort Lauderdale, Florida 33301
954-463-8878 office 954-525-4303 fax Email: csweet@bellsouth.net

CDMP Amendment Transportation Analysis

Westview Business Park and Shopping Center

December 2011

Prepared for:
Rosal Westview, LLC

12/29/11

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

Cathy Sweetapple & Associates
Transportation and Mobility Planning

101 North Gordon Road, Fort Lauderdale, Florida 33301
954-463-8878 office 954-525-4303 fax Email: csweet@bellsouth.net

Rosal Westview, LLC
CDMP Amendment Transportation Analysis

Table of Contents

List of Attachments

List of Figures

List of Tables

Rosal Westview, LLC
CDMP Amendment Transportation Analysis

Introduction and Site Location

This proposed change to the Miami-Dade County Comprehensive Development Master Plan (CDMP) has been submitted by Rosal Westview, LLC for 196.2 gross acres of land (180.4 net acres) for the property currently known as the Westview Country Club located in Sections 27 and 34, Township 52 South, Range 41 east, in unincorporated Miami-Dade County. The Westview Country Club is located on both the north and south sides of NW 119 Street and reflects an irregularly shaped property situated to the east of NW 27 Avenue and to the west of NW 22 Avenue as depicted on Figure 1A. The proposed change to the CDMP seeks to redesignate the subject property into four parcels as illustrated on Figure 1B and as outlined in Table 1A below.

Table 1A – Existing and Proposed Land Use Designations for the Subject Property

Gross Acres	Net Acres	Current Land Use Designation	Proposed Land Use Designation	Proposed Land Uses
73.2	67.8	Parks and Recreation	1- Industrial and Office – North Parcel	Business Park – 800,000 SF
23.5	20.6	Parks and Recreation	2 - Business and Office – North Parcel	Retail Shopping Center – 200,000 SF
24.6	21.5	Parks and Recreation	3 - Business and Office – South Parcel	Retail Shopping Center – 200,000 SF
74.9	70.5	Parks and Recreation & Low Medium Density Residential	4- Industrial and Office – South Parcel	Business Park – 800,000 SF
196.2	180.4	Total for Subject Property	Industrial and Office – 148.1 gross acres Business and Office – 48.1 gross acres	Business Park – 1,600,000 SF Retail Shopping Center – 400,000 SF

As part of the CDMP Amendment process, the Applicant intends to proffer a Declaration of Restrictions to accompany this Amendment to limit the development program to no more than 1,600,000 square feet of Business Park and 400,000 square feet of Retail and Business use. The 1,600,000 square feet of Business Park will be shared between the Industrial and Office North and South Parcels. The 400,000 square feet of retail and business use will be shared between the Business and Office North and South Parcels. The transportation analysis provided herein evaluates the transportation impacts resulting from the proposed change in land use based upon a limited development program permitting up to 1,600,000 square feet of Business Park and 400,000 square feet of retail and business use.

The analysis provided herein evaluates the transportation impacts for the short term and long term planning horizons and evaluates the impact of the proposed development program without taking any reductions for the existing Westview Country Club use. The Short Term Planning Horizon evaluates the full impact of the uses proposed without taking any reductions for the trips from the residential uses that are currently permitted by the underlying land use. Table 1B has been provided (see below) to summarize the net external AM and PM peak hour trips generated by the existing (underlying) land use, the net external AM and PM peak hour trips generated by the development program proposed by this Amendment and the net change in AM and PM peak hour trips.

Table 1B – Permitted and Proposed Development for the Amendment Site

Development Program Permitted by the Existing Land Use [1]	Development Program Proposed by the CDMP Amendment [2]	Net New Trip Impacts Resulting from the Proposed Change
634 SF attached residential units 502 SF detached residential units 600 MF residential units 1736 Total Residential Units	Business Park – 1,600,000 SF Retail Shopping Center – 400,000 SF	
Net External AM Trips = 961	Net External AM Trips = 2,555	Net New External Trips = 1,594
Net External PM Trips = 1,209	Net External PM Trips = 3,297	Net New External Trips = 2,088
Note [1]: Permitted development program obtained from Miami-Dade County. See Table 2B for the trip generation for the uses permitted under the Existing Land Use.	Note [2]: See Table 2A for the trip generation for the uses proposed by this CDMP Amendment.	

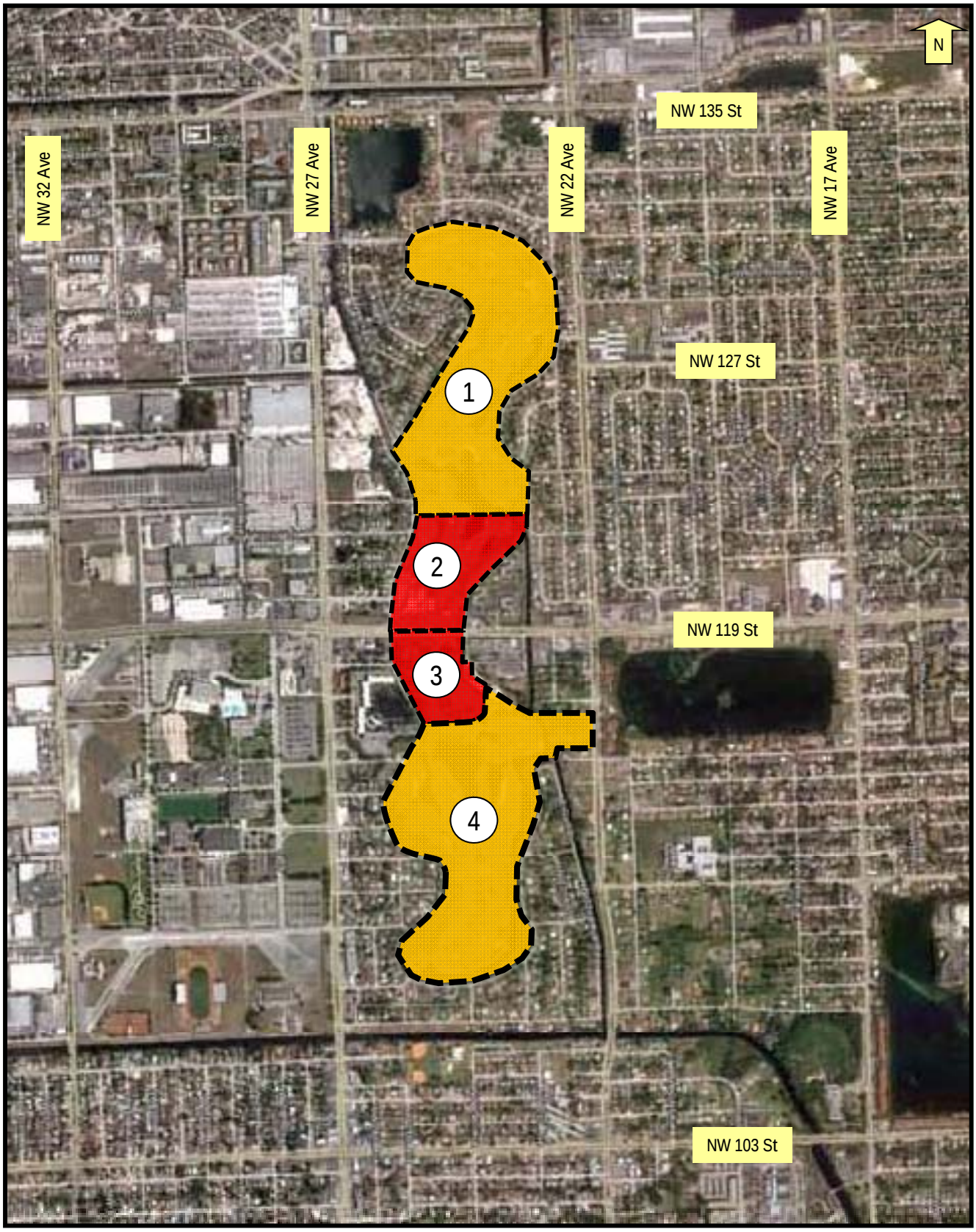
Site Location

Parks and Recreation – ±191.6 gross acres

Low Medium Density Residential – ±4.4 gross acres

Figure 1A
Site Location and Existing Land Use
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates



Site

Industrial and Office – Areas 1 and 4

Business and Office – Areas 2 and 3

Figure 1B
Proposed Land Use
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

Project Access to the Regional Roadway Network

The Amendment site is located adjacent to SR 924/NW 119 Street, an east-west Urban Principal Arterial that offers exceptional high capacity east-west access across the northern portion of Miami-Dade County, extending nine miles between I-75 and I-95, and providing connections with seven north-south Urban Principal Arterials (I-75, SR 826, SR 823/NW 57 Avenue, NW 42 Avenue, SR 817/NW 27 Avenue, SR 7/NW 7Avenue and I-95) as illustrated on Figure 1C.

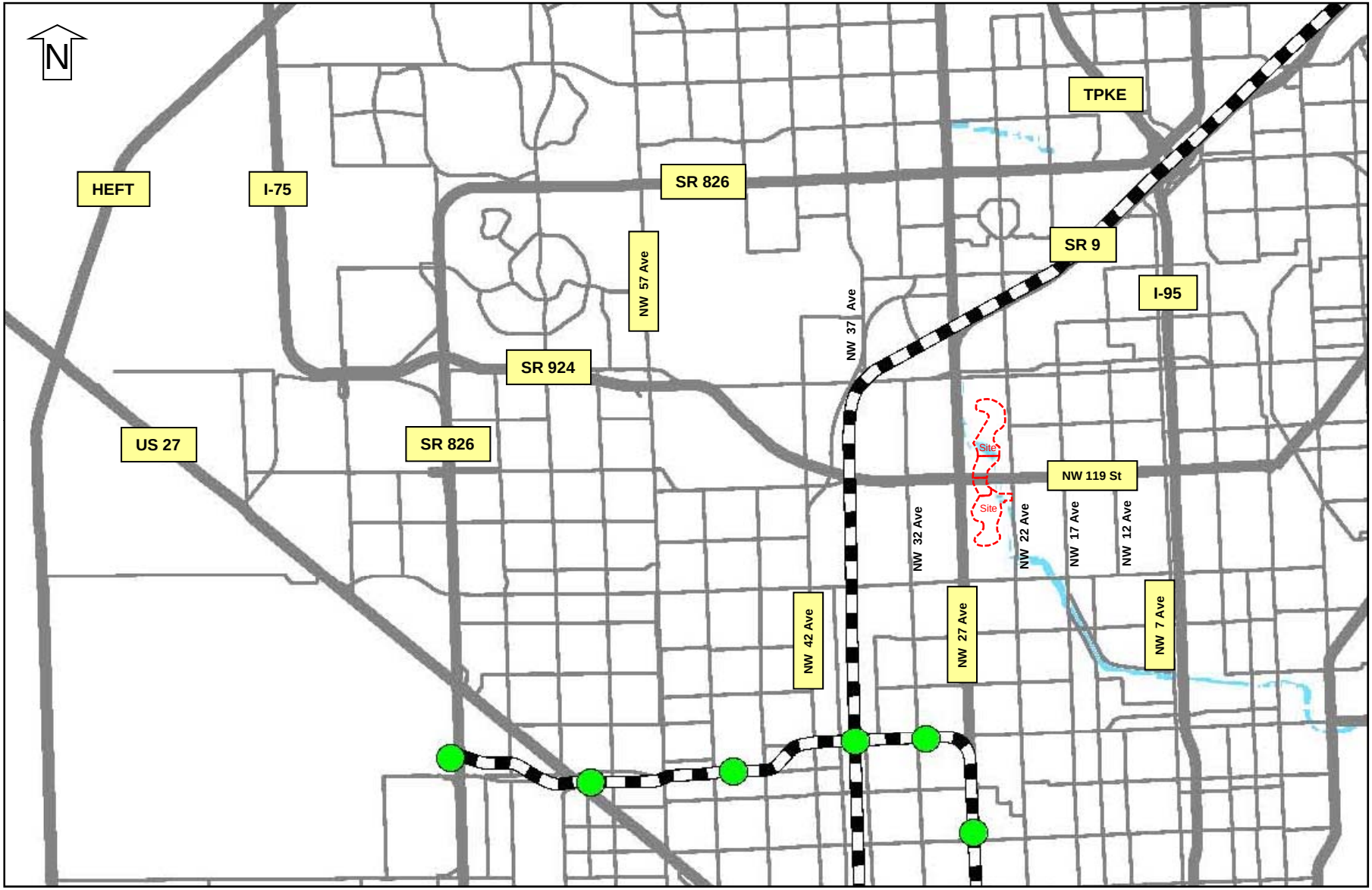
Primary access to the Amendment Site will be provided off of NW 119 Street, with secondary access potentially provided by a new connection to NW 22 Avenue as illustrated conceptually on Figure 1D. The Applicant has proposed to reconfigure the existing intersection of East Golf Drive at NW 119 Street, providing an internal project roadway extending to the north and south off NW 119 Street to serve the proposed Business Park and retail uses without intruding upon the adjacent residential neighborhoods (see Figure 1E). The Applicant has developed a conceptual plan which preserves the large existing landscaped buffers surrounding the existing golf course, maintaining and improving on the buffer that exists between the residential neighborhoods and the proposed Business Park and Shopping Center. The Applicant will add substantial lake areas between the landscaped buffer and the Business Park to further separate the business uses from the adjacent residential areas. A summary of the conceptual access locations are provided below.

- Project Access 1 for the Business Park and Retail Uses - Access to and from the Amendment site will be provided through the proposed expansion of the existing intersection of East Golf Drive at NW 119 Street, creating an internal roadway connection that directly serves the Business Park and retail uses without connecting to the adjacent residential neighborhoods. It is anticipated that this access intersection would be signalized based upon its midpoint location between the adjacent signals to the east and to the west. It is located approximately one quarter mile from the adjacent signal to the west at NW 27 Avenue and approximately one quarter mile from the adjacent signal to the east at NW 22 Avenue.

- Project Access 2 for the Retail Uses – It is anticipated that a second access to NW 119 Street would be provided to serve the retail uses on the north and south sides of the roadway consisting of channelized directional access allowing for right in, right out and left in to serve both the north and south sides of the Amendment Site.

- Project Access 3 at West Golf Drive – It is anticipated that the retail uses would provide access connections to West Golf Drive on both the north and south sides of the Amendment Site in order to provide the neighborhood with access to the retail and service uses without the need to travel on the regional roadway network. The Applicant will work with the adjacent neighborhood representatives to design an acceptable access configuration that meets their needs. The Applicant will also work with FDOT to determine if modifications are needed to the existing median opening at West Golf Drive and NW 119 Street to continue service to the community while also serving the Amendment Site.

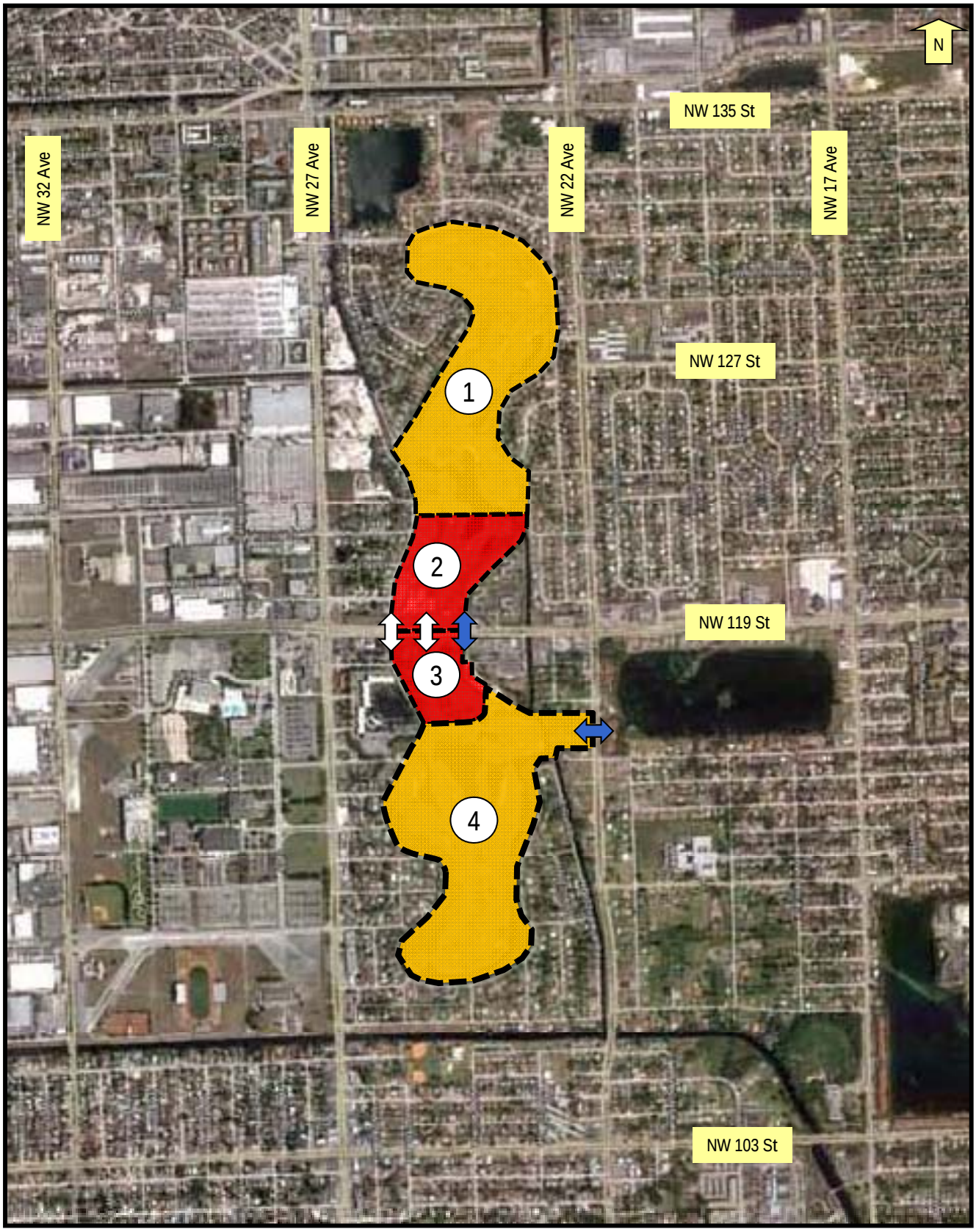
- Project Access 4 onto NW 22 Avenue – The Applicant has proposed an additional access connection from the Business Park to NW 22 Avenue through a new connection located approximately one quarter mile south of NW 119 Street. The Applicant will work with the adjacent neighborhood representatives and Miami-Dade County to determine the feasibility of allowing this access and the design configuration to service the site.



Site Location

Figure 1C
Regional Site Access
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates



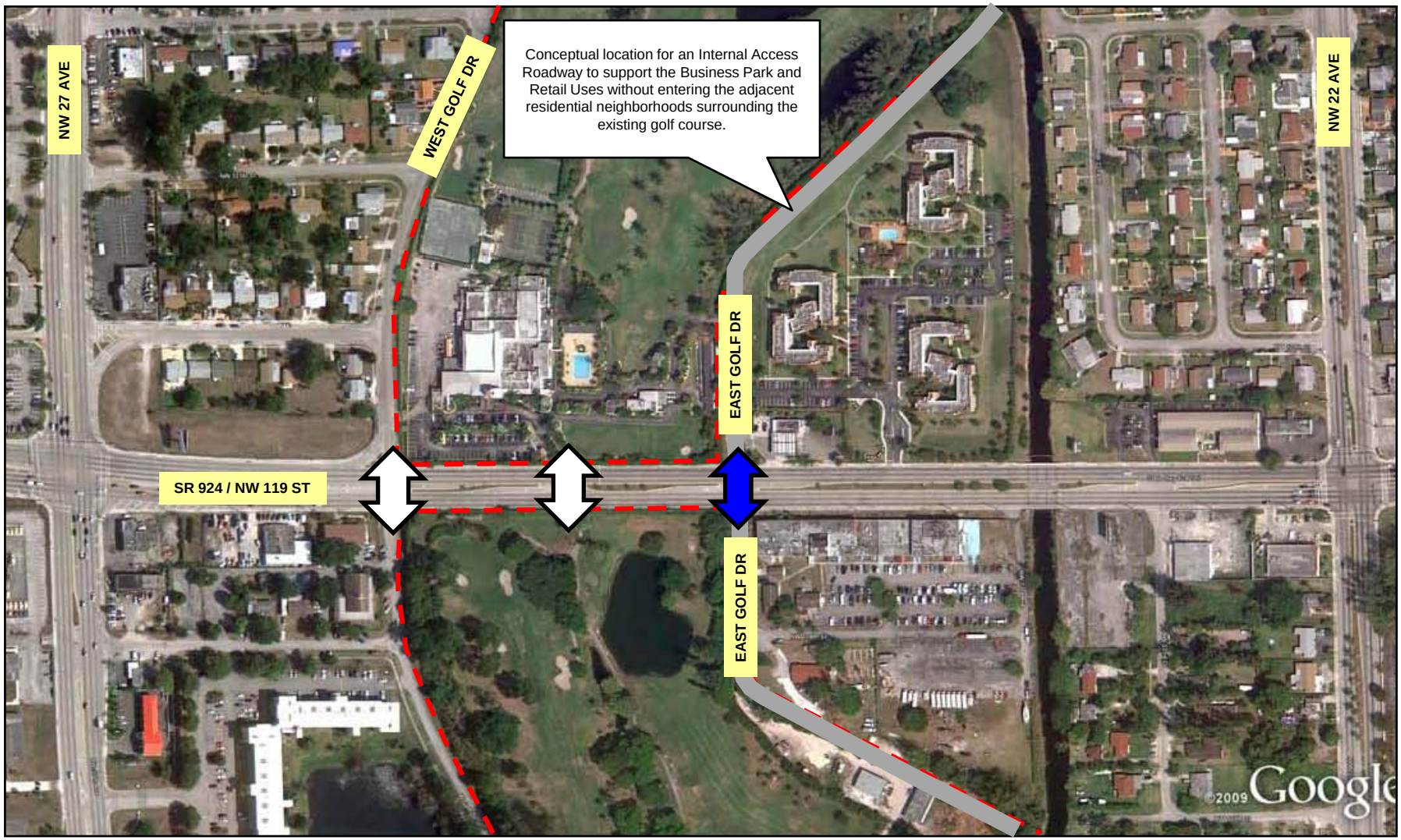
Site

Proposed Access for Business Park and Retail Uses

Proposed Access for Retail Uses

Figure 1D
Proposed Access Locations
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates



N

Site Location

Proposed Access for Business Park and Retail Uses

Proposed Access for Retail Uses

Conceptual Location for an Internal Access Roadway

Figure 1E
Proposed Project Access Locations
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

Trip Generation for the Amendment Site

The trip generation analysis for the uses proposed on the subject property has been prepared to estimate the daily, AM peak hour and PM peak hour trip impact using the rates and equations from ITE Trip Generation, 8th Edition. The analysis uses the rates and/or formulas for the following ITE land use codes:

- ITE LUC 770 for 1,600,000 square feet of Business Park; and
- ITE LUC 820 for the 400,000 square foot shopping center accommodating retail and business uses.

The trip generation analysis for the subject property has been prepared on attached Table 2A. No internalization has been estimated for the site due to the separation of Business Park and retail uses, however pass-by capture has been incorporated into the analysis based upon the retail and business uses proposed. Pass-by capture has been calculated for the 400,000 square foot shopping center using the pass-by capture formula from ITE which has been applied to the external trips from the retail use as detailed in Table 2A. The pass-by reduction for 400,000 square feet of shopping center equates to 26% using the ITE pass-by formula outlined below:

- $\ln(TP) = -0.291 \ln(X) + 5.001 = 27\%$

The underlying land use for the Amendment Site permits the development of approximately 1,736 dwelling units as calculated by the planning staff from Miami-Dade County. Residential development would be permitted on site without the need to process a land use change. The trip generation calculations for the residential uses permitted by the existing land use are provided on attached Table 2B. The analysis uses the rates and/or formulas for the following ITE land use codes:

- ITE LUC 230 for 634 single family attached dwelling units;
- ITE LUC 210 for 502 single family detached dwelling units; and
- ITE LUC 220 for 600 multi-family dwelling units.

A summary of the trip generation results as detailed on Tables 2A and 2B are provided in Table 2C below. The information includes the net external trips generated by the proposed change to Industrial and Office, the net external trips generated by the proposed change to Business and Office, the net external trips generated by the uses currently permitted by the existing land use and the resulting net new external trips generated by the proposed land use change.

Table 2C - Trip Generation Summary					
Timeframe	Net External Trips for the Uses Proposed by the Change in Land Use to Industrial and Office	Net External Trips for the Uses Proposed by the Change in Land Use to Business and Office	Net External Trips for the Subject Property	Net External Trips for the Uses Permitted by the Existing Land Use	Net New External Trips Resulting from the Change in Land Use
	Businss Park	Retail Shopping Center	Total	Residential Uses	Net New Trips
Daily	20,416	12,809	33,225	12,478	20,747
AM Peak Hour	2,288	267	2,555	961	1,594
PM Peak Hour	2,064	1,233	3,297	1,209	2,088

TABLE 2A
ROSAL WESTVIEW, LLC
TRIP GENERATION FOR THE PROPOSED LAND USE

12/30/2011

PROPOSED INDUSTRIAL AND OFFICE USE - 148.1 GROSS ACRES / 138.3 NET ACRES										
PROPOSED USE - INDUSTRIAL AND OFFICE	**TIMEFRAME**	**SCALE**	**UNITS**	**ITE LUC**	**ITE TRIP 8TH EDITION TRIP RATE**	**TRIPS**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Business Park	Daily	1,600,000	SF	770	T = 12.76 (X)	20,416	50%	10,208	50%	10,208
Business Park	AM Peak Hour	1,600,000	SF	770	T = 1.43 (X)	2,288	84%	1,922	16%	366
Business Park	PM Peak Hour	1,600,000	SF	770	T = 1.29 (X)	2,064	23%	475	77%	1,589
PROPOSED BUSINESS AND OFFICE USE - 48.1 GROSS ACRES / 42.1 NET ACRES										
PROPOSED USE - BUSINESS AND OFFICE	**TIMEFRAME**	**SCALE**	**UNITS**	**ITE LUC**	**ITE TRIP 8TH EDITION TRIP RATE**	**TRIPS**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Retail Shopping Center	Daily	400,000	SF	820	Ln (T) = 0.65 Ln (X) + 5.83	16,722	50%	8,361	50%	8,361
Pass by Capture for External Trips				**26.00%**	Ln (TP) = -0.291 Ln (X) + 5.001	3,913	50%	1,956	50%	1,957
Net External Retail Trips						**12,809**	50%	6,405	50%	6,404
Retail Shopping Center	AM Peak Hour	400,000	SF	820	Ln (T) = 0.59 Ln (X) + 2.32	349	61%	213	39%	136
Pass by Capture for External Trips				**26.00%**	Ln (TP) = -0.291 Ln (X) + 5.001	82	61%	50	39%	32
Net External Retail Trips						**267**	61%	163	39%	104
Retail Shopping Center	PM Peak Hour	400,000	SF	820	Ln (T) = 0.67 Ln (X) + 3.37	1,610	49%	789	51%	821
Pass by Capture for External Trips				**26.00%**	Ln (TP) = -0.291 Ln (X) + 5.001	377	49%	185	51%	192
Net External Retail Trips						**1,233**	49%	604	51%	629
SUMMARY OF THE PROPOSED USES AND TRIPS - 196.2 GROSS ACRES / 180.4 NET ACRES										
PROPOSED USES	**TIMEFRAME**	**SCALE**	**UNITS**	**ITE LUC**	**NET EXTERNAL TRIPS**	**TRIPS**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
Business Park and Retail Uses	Daily	2,000,000	SF	770 / 820	Net External Trips	33,225	50%	16,613	50%	16,612
Business Park and Retail Uses	AM Peak Hour	2,000,000	SF	770 / 820	Net External Trips	2,555	82%	2,085	18%	470
Business Park and Retail Uses	PM Peak Hour	2,000,000	SF	770 / 820	Net External Trips	3,297	33%	1,079	67%	2,218
TRIP GENERATION ALLOCATION BETWEEN THE NORTH AND SOUTH SIDES OF THE AMENDMENT SITE										
Business Park and Retail - North Side	PM Peak Hour	1,000,000	SF	770 / 820	Net External Trips	1,649	33%	540	67%	1,109
Business Park and Retail - South Side	PM Peak Hour	1,000,000	SF	770 / 820	Net External Trips	1,649	33%	540	67%	1,109

TABLE 2B
ROSAL WESTVIEW, LLC
TRIP GENERATION FOR THE RESIDENTIAL USES PERMITTED BY THE EXISTING LAND USE

12/30/2011

SF ATTACHED	TIMEFRAME	UNITS	ITE LUC	ITE 8TH ED TRIP RATE	TRIPS	% IN	TRIPS	% OUT	TRIPS
TOWNHOMES	Daily	634 DU	230	T = 5.81 (X)	3,684	50%	1,842	50%	1,842
TOWNHOMES	AM Peak Hour	634 DU	230	T = 0.44 (X)	279	17%	47	83%	232
TOWNHOMES	PM Peak Hour	634 DU	230	T = 0.52 (X)	330	67%	221	33%	109
SF DETACHED	**TIMEFRAME**	**UNITS**	**ITE LUC**	**ITE 8TH ED TRIP RATE**	**TRIPS**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
SINGLE FAMILY	Daily	502 DU	210	T = 9.57 (X)	4,804	50%	2,402	50%	2,402
SINGLE FAMILY	AM Peak Hour	502 DU	210	T = 0.75 (X)	377	25%	94	75%	283
SINGLE FAMILY	PM Peak Hour	502 DU	210	T = 1.01 (X)	507	63%	319	37%	188
MULTI-FAMILY	**TIMEFRAME**	**UNITS**	**ITE LUC**	**ITE 8TH ED TRIP RATE**	**TRIPS**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
APARTMENTS	Daily	600 DU	220	T = 6.65 (X)	3,990	50%	1,995	50%	1,995
APARTMENTS	AM Peak Hour	600 DU	220	T = 0.51 (X)	306	20%	61	80%	245
APARTMENTS	PM Peak Hour	600 DU	220	T = 0.62 (X)	372	65%	242	35%	130
SUMMARY OF THE DWELLLING UNITS AND TRIPS FOR THE ALLOWABLE RESIDENTIAL USE									
TOTAL	**TIMEFRAME**	**UNITS**		**ITE 8TH EDITION**	**TRIPS**	**% IN**	**TRIPS**	**% OUT**	**TRIPS**
RESIDENTIAL	Daily	**1,736** DU		Total Residential Trips	**12,478**	50%	**6,239**	50%	**6,239**
RESIDENTIAL	AM Peak Hour	**1,736** DU		Total Residential Trips	**961**	21%	**202**	79%	**759**
RESIDENTIAL	PM Peak Hour	**1,736** DU		Total Residential Trips	**1,209**	65%	**782**	35%	**427**

Analysis Timeframe

Using the results of the trip generation analysis, and after reviewing background traffic for the roadways adjacent to the Amendment site, the weekday PM peak hour period has been selected as the analysis peak hour period for the evaluation of Year 2016 short term and Year 2025 long term traffic conditions. This evaluation is supported by the Transportation Element in the CDMP and the state definitions of the PM peak hour as outlined below.

- The designation in the Transportation Element of the Miami-Dade County CDMP identifies the adopted level of service as the "Peak Period LOS Standard", where peak period is defined as the average of the two highest consecutive hours of traffic volume during a weekday;

- The definitions 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 100th highest volume hour of the year in the predominant traffic flow direction, and where the 100th 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 100th highest hour of the year is representative of the typical rush hour during the peak traffic season.

A summary of the net external trips for the subject property for the weekday PM peak hour is summarized in Table 2D below. The analyses in the sections of the report to follow will address PM peak hour traffic conditions for the Short Term (Year 2016) and Long Term (Year 2025) planning horizons.

Table 2D – Net External PM Peak Hour Trip Generation Summary

Uses Proposed	ITE LUC	Scale of Development	Gross PM Trips	Internalization at 0%	Pass-by Reduction	Net External PM Trips	PM Trips In	PM Trips Out
Business Park	770	1,600,000 SF	2,064	0	0	2,064	475	1,589
Retail Shopping Center	820	400,000 SF	1,610	0	377	1,233	604	629
Total			3,674	0	377	3,297	1,079	2,218

For the Year 2016 Short Term Planning Horizon, the net external PM peak hour trip impacts of the entire site (3,297 net external PM peak hour trips) will be incorporated into the Traffic Concurrency Analysis. This analysis measures the ability of the surrounding transportation infrastructure to accommodate the trip impacts for the short term – five year timeframe, recognizing the cumulative effects of existing peak hour period traffic, committed development traffic and project traffic to establish total traffic conditions. For the concurrency analysis, the trip impacts for the entire site will be analyzed to ensure that adequate infrastructure exists to accommodate the impacts of development in the short term planning horizon.

For the Year 2025 Long Term Planning Horizon, the net external PM peak hour trip impact for the development program permitted by the underlying land use (which equates to 1,209 net external PM peak hour trips) will be grouped as Committed Development based upon the fact that the existing land use designation already permits the development of residential units that generate 1,209 gross PM peak hour trips. The Year 2025 analysis will still measure the cumulative traffic impact onto the surrounding roadway network consisting of the existing peak hour period traffic, committed development traffic and project traffic to establish total traffic conditions, however the 1,209 net external PM peak hour trips for the subject property based upon uses permitted under the existing land use will be grouped with other committed development trips in the study area based upon their prior approval in the CDMP, while the 2,088 net new external PM peak hour trips for the uses proposed by the change in land use will be identified as Project Traffic for the Year 2025 analysis. These trip allocations are summarized below.

- 1,209 net external PM peak hour trips – total trips based on existing uses permitted by the Existing Land Use
- 3,297 net external PM peak hour trips – total net external trips generated by the Proposed Land Use
- 2,088 net new external PM peak hour trips – Proposed Land Use Trips less Existing Land Use Trips.

CDMP Amendment Transportation Analysis

A CDMP Amendment Transportation Analysis has been prepared to examine the future transportation impacts resulting from the proposed modifications to the CDMP, examining the adequacy of the transportation infrastructure within the short term (Year 2016) and long term (Year 2025) planning horizons. The transportation analysis includes an expanded traffic concurrency analysis for an evaluation of short term (Year 2016) traffic conditions and an extensive Year 2025 roadway network analysis for an evaluation of long term traffic conditions. The study area includes the arterial and collector roadway network extending to SR 826 on the north, I-95 on the east, NW 79 Street on the south and NW 57 Avenue on the west. The transportation analysis evaluates the adequacy of the existing, committed and planned public facilities to support the infrastructure demand for the Amendment incorporating the following:

- The transportation improvements currently under construction in the study area;
- The transportation improvements from TIP 2012 identifying funded improvements for the Short Term Planning Horizon;
- The planned transportation improvements from Priorities II and III of the LRTP 2035 for the Long Term Planning Horizon; and
- The existing and programmed local and regional transit service in the study area.

Programmed Transportation Improvements

Programmed transportation improvements from TIP 2012 reflect funded roadway projects that will result in network lane expansion in the study area between the Years 2011 and 2016. These improvements are identified in Figure 2A and are outlined in Table 3A.

Planned Transportation Improvements

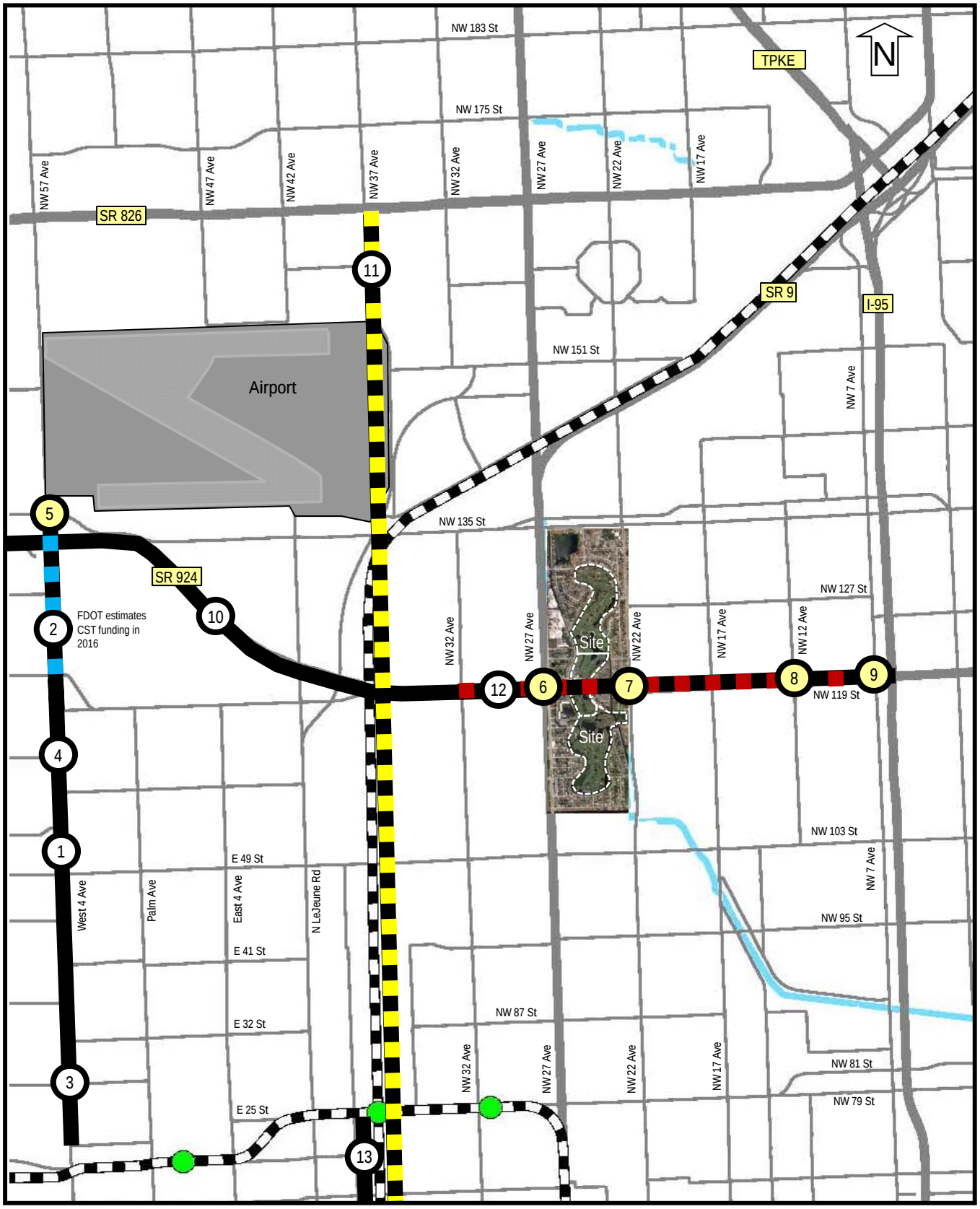
Planned transportation improvements from Priorities II and III of the Long Range Transportation Plan (LRTP) 2035 have been established by Miami-Dade County as the cost feasible transportation infrastructure that will be in place by the Year 2025. The Priority II and III planned transportation improvements are identified on Figure 2B and are listed in detail on Table 3B.

Existing Miami-Dade Transit Service

Existing Miami-Dade Transit Service (as reported by the *Transit Development Plan* dated September 2011) provides local and regional transit access to the Amendment site as outlined in Table 3C and as illustrated on Figure 2C. MDT Routes 22, 27 and 97 operate with 15 to 20 minute peak hour headways adjacent to the Amendment Site, with Route 19 operating with 24 minute headways.

Table 3C – Existing Transit Service in the Study Area

Transit Routes Serving the Amendment	Major Roadways Served By Metrobus Routes	AM and PM Peak Hour Service Headways – Dec. 2010	Saturday/Sunday Service Headway – Dec. 2010
Route 19	NW 119 Street	24 minutes	n/a
Route 22	NW 22 Avenue	15 minutes	30-30 minutes
Route 27	NW 27 Avenue	15 minutes	20-30 minutes
Route 97 – 27 Avenue MAX	NW 97 Avenue	20 minutes	n/a



Source: TIP 2012 adopted by the MPO on 6-23-2011

Roadway Construction
Preliminary Engineering
PD&E Study
Planning Study

Intersection/Interchange Imp.

1 Project Reference No. for Table 3A

Figure 2A
Programmed Transportation Improvements – TIP 2012
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

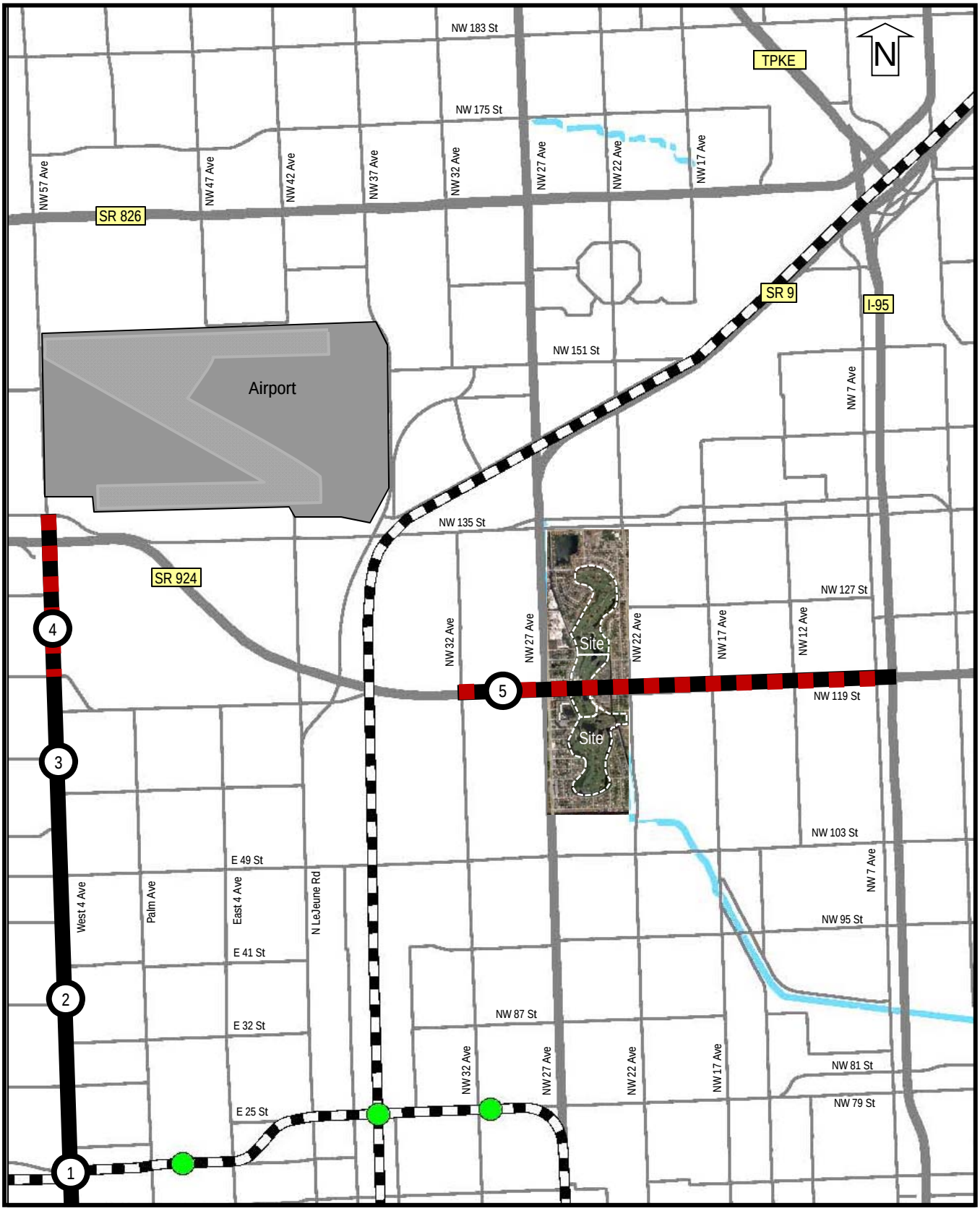
TABLE 3A
PROGRAMMED TRANSPORTATION IMPROVEMENTS
MIAMI-DADE COUNTY TIP 2012 - FY 2012 TO FY 2016

01/02/2012

TIP 2012 No.	TIP 2012 Page No.	Location	Improvement	TIP 2012 Project Phase	TIP 2012 Project Costs	TIP 2012 Year Funded	Fig. 2A Ref. No.
DT4299411	Section A1 Page 51	**SR 823/NW 57 Avenue** W. 46 Street to W. 53 Street	Add Lanes and Reconstruct (to 6LD)	Construction	$8,442,000	2011-2013	**#1**
DT4299414	Section A1 Page 51	**SR 823/NW 57 Avenue** W. 65 Street to W. 84 Street	Widening to W. 78 St/Resurfacing to W. 84 St Add Lanes and Reconstruct (to 6LD)	PE Construction	$500,600 n/a	2011-2012 2016 [1]	**#2**
DT2499415	Section A1 Page 52	**SR 823/NW 57 Avenue** W. 23 Street to W. 46 Street	Add Lanes and Reconstruct (to 6LD)	Construction	$32,667,000	2014-2015	**#3**
DT4299416	Section A1 Page 52	**SR 823/NW 57 Avenue** W. 53 Street to W. 65 Street	Add Lanes and Reconstruct (to 6LD)	Construction	$10,998,000	2015-2016	**#4**
DT4290141	Section A1 Page 53	**SR 823/NW 57 Avenue** At NW 138 Street	Intersection Improvement	Construction	$832,000	2013-2014	**#5**
DT4252731	Section A1 Page 81	**SR 924/Gratigny Parkway** At NW 27 Avenue	Intersection Improvement	Construction	$255,000	2012-2013	**#6**
DT4252732	Section A1 Page 81	**SR 924/NW 119 Street** At NW 22 Avenue	Intersection Improvement	Construction	$471,000	2012-2013	**#7**
DT4252733	Section A1 Page 81	**SR 924/NW 119 Street** At NW 10 Avenue	Intersection Improvement	Construction	$295,000	2012-2013	**#8**
DT4252734	Section A1 Page 82	**SR 924/NW 119 Street** At NW 7 Avenue	Intersection Improvement	Construction	$819,000	2012-2013	**#9**
XA10013	Section A3 Page 1	**SR 924 Toll System Conversion** SR 826 to NW 27 Avenue	Toll System Conversion	Design Build	$86,000	2011-2012	**#10**
XA20001	Section A3 Page 3	**Connect 4 Xpress** SR 112 to SR 924	Connect 4 Xpress New 9.7 mile Toll Expressway	Planning Study	$8,923,000	2011-2015	**#11**
XA92404	Section A3 Page 8	**SR 924 Extension West to HEFT** SR 826 to HEFT	Expressway Extension SR 826 to HEFT	Concept Report PD&E Study	$15,257,000	2011-2012	Not Mapped
XA92407	Section A3 Page 8	**SR 924 Extension East to I-95** NW 32 Avenue to I-95	Expressway Extension NW 32 Avenue to I-95	PD&E Study	$1,154,000	2011-2013	**#12**
PW000304a	Section A7 Page 2	**NW 37 Avenue** North River Drive to NW 79 Street	Widening from 2 to 5 lanes	Construction	$14,554,000	2011-2015	**#13**

Source: TIP 2012 - FY 2012-2016 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, adopted June 23, 2011.

Note [1]: The FDOT Five Year Work Program estimates the letting date for construction as 7/27/2016.



Source: LRTP 2035 adopted by the MPO on 10-29-09

LRTP 2035 PRIORITY II – 2015-2020

LRTP 2035 PRIORITY III – 2021-2025

LRTP 2035 PRIORITY IV – 2026-2035

1 Project Ref. No. for Table 3B

Figure 2B
Planned Transportation Improvements – LRTP 2035
Rosal Westview, LLC

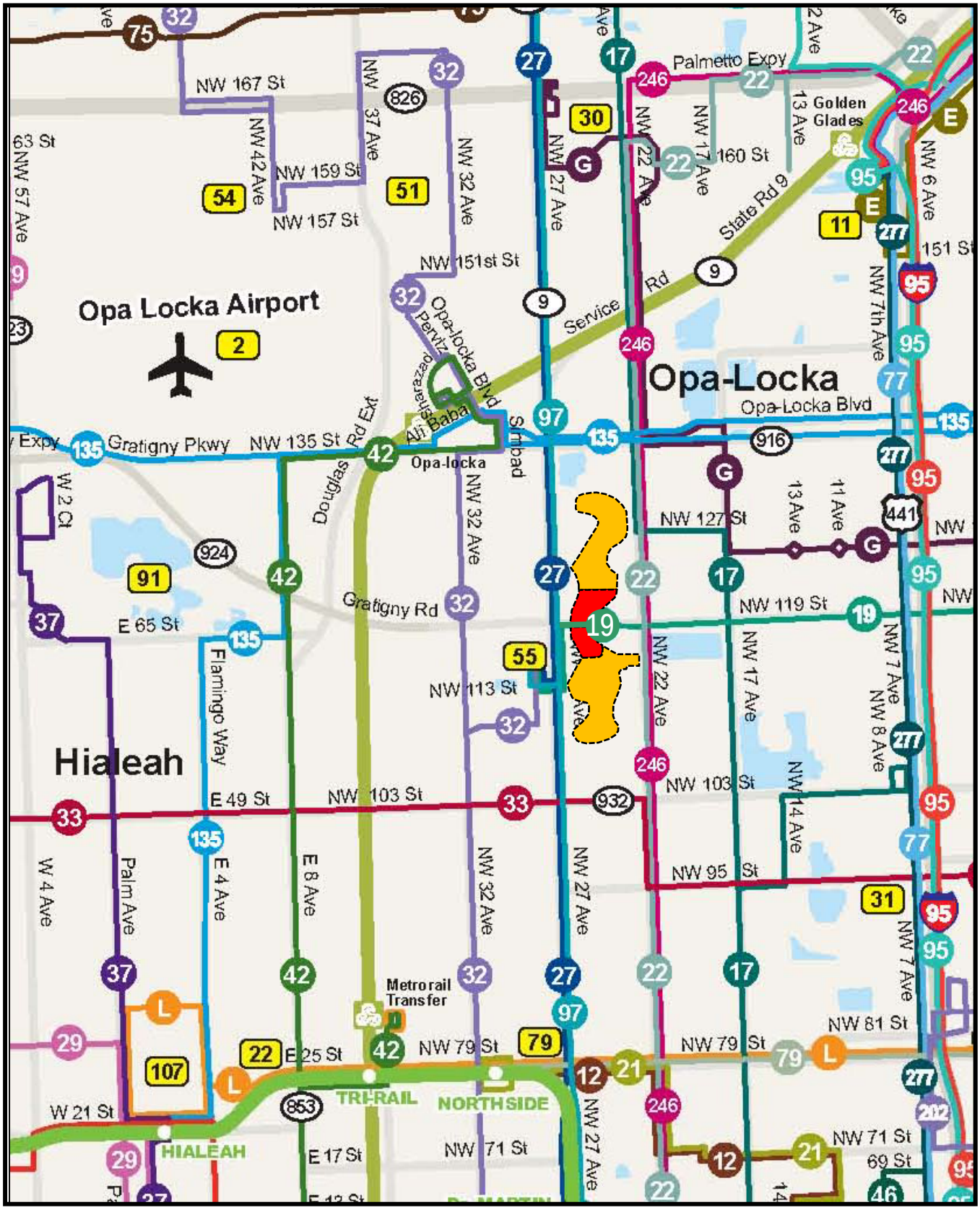
Source: Cathy Sweetapple & Associates

TABLE 3B
PLANNED TRANSPORTATION IMPROVEMENTS (2015 - 2035)
2035 LONG RANGE TRANSPORTATION PLAN

01/02/2012

LRTP Page No.	Roadway	Limits	Improvement	Timeframe	LRTP Priority	Figure 2B Ref. No.
4-33	**SR 823/NW 57 Avenue**	Okeechobee Rd to W 19 Street	Widen to 5 lanes (4 to 5)	2015-2020	**II**	Not Mapped
4-33	**SR 823/NW 57 Avenue**	W 19 Street to W 23 Street	Widen to 6 lanes (4 to 6)	2015-2020	**II**	**#1**
4-33	**SR 823/NW 57 Avenue**	W 23 Street to W 46 Street	Widen to 6 lanes (4 to 6)	2015-2020	**II**	**#2**
4-33	**SR 823/NW 57 Avenue**	W 53 Street to W 65 Street	Widen to 6 lanes (4 to 6)	2015-2020	**II**	**#3**
4-34	**SR 924/Gratigny Parkway**	SR 826/I-75 to HEFT	West Ext. of Limited Access Facility	2021-2025	**III**	Not Mapped
4-35	**SR 823/NW 57 Avenue**	W 65 Street to W 84 Street	Widen to 6 lanes (4 to 6)	2026-2035	**IV**	**#4**
4-36	**SR 924/Gratigny Parkway**	NW 32 Avenue to I-95	East Ext. of Limite Access Facility	2026-2035	**IV**	**#5**

Source: Miami-Dade 2035 Long Range Transportation Plan adopted October 29, 2009



Source: MDT Map obtained from Miami-Dade Transit in December 2011.

Legend

N

AM/PM Peak Headways
Route 19 – 24 minutes
Route 22 - 15 minutes
Route 27 - 15 minutes
Route 97 - 20 minutes

Figure 2C
Existing Transit Service in the Study Area
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

Traffic Concurrency Analysis – Year 2016 Short Term Planning Horizon

A traffic concurrency infrastructure analysis for the Year 2016 short term planning horizon has been prepared to examine the concurrency status of the surrounding roadways consistent with the Miami-Dade County traffic concurrency criteria and guidelines. Pursuant to the analysis performed herein, adequate capacity has been found to exist at the first directly accessed traffic count stations (and at the secondary traffic count stations) located adjacent to and surrounding the project site. Each traffic count station has been found to maintain adequate available capacity for the short term planning horizon to accommodate the traffic impacts for the entire site, inclusive of the proposed Business Park and Retail Shopping Center uses proposed by this CDMP Amendment application. The addition of the 3,297 net external PM peak hour trips for the entire site does not exceed the available roadway capacity assigned to the surrounding traffic count stations by Miami-Dade County Public Works using their Traffic Count Station database last updated on September 14, 2011. Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the Amendment Site have been found to operate at acceptable levels of service during the peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the proposed Amendment site. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County Comprehensive Development Master Plan. Based upon these findings, adequate existing and funded transportation infrastructure are maintained for the short term planning horizon to support the development program proposed by this Amendment. The traffic concurrency infrastructure analysis is presented in Table 4 and reflects the information listed below.

Traffic Count Data

Updated traffic counts for all roadways under both County and State jurisdiction reflect peak hour period traffic count data from year 2010 using the most recent data available from FDOT, Florida's Turnpike and Miami-Dade County.

Adopted LOS Standards and the Maximum Service Volumes

The adopted level of service standards used for each count station are provided by Miami-Dade County in their traffic concurrency database. The maximum service volumes for the County count stations have been obtained from the Miami-Dade County ArtPlan calculations from the September 14, 2011 Traffic Concurrency Count Station Database. The maximum service volumes for the State count stations are based upon Table 4 for the Two-Way Peak Hour from the FDOT 2009 Quality/LOS Handbook last updated on 10/4/2010.

Development Order Trips

The development order trips for each count station has been obtained from the Miami-Dade County and FDOT Traffic Concurrency Count Station database last updated on September 14, 2011.

Project Assignment

The project traffic assignment to the surrounding study area roadways has been established using the Miami-Dade County Cardinal Distribution for Project Zones 258 and 261 as obtained through interpolation for the Year 2016 using the Year 2005 and Year 2035 Cardinal Directions from the updated Directional Trip Distributions Report from the 2035 Long Range Transportation Plan (LRTP) adopted by the MPO in October of 2009. The assignment and distribution of the 3,297 net external PM peak hour trips for the entire subject property onto the surrounding roadway network and to the cardinal directions from the 2035 LRTP are provided using the figures listed below.

- Figure 3A - Location of Project Zones 258 and 261
- Figure 3B - Cardinal Distribution for Zones 258 and 261 from Year 2005 and Year 2035 of the 2035 LRTP
- Figure 3C – Interpolated Cardinal Distribution for Year 2016 using Years 2005 and 2035 of the 2035 LRTP
- Figure 3D - Traffic Concurrency Count Stations
- Figure 3E – Project Distribution for the Short Term Planning Horizon

Total Traffic Conditions

The concurrency analysis presented in Table 4 identifies the total traffic at each of the first directly accessed and secondary traffic count stations and the remaining capacity still available after the addition of the total traffic for the proposed land uses within the Amendment site. Table 4 addresses the Year 2016 Short Term Traffic Conditions for the following study area roadway corridors:

- NW 32 Avenue – NW 119 Street to NW 103 Street
- NW 27 Avenue – SR 9 to NW 79 Street
- NW 22 Avenue – SR 826 to NW 103 Street
- NW 17 Avenue – NW 135 Street to NW 103 Street
- NW 12 Avenue – NW 135 Street to NW 103 Street
- NW 135 Street – NW 42 Avenue to NW 7 Avenue
- NW 119 Street – NW 37 Avenue to NW 7 Avenue
- NW 103 Street – NW 27 Avenue to I-95

The determination of available capacity and level of service for each of the first directly accessed (and secondary) traffic count stations is made after incorporating the total project traffic from the proposed Amendment Site. Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to and surrounding the project site were found to operate at acceptable levels of service during the peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the total project traffic for the proposed Amendment Site. Based upon these findings, adequate existing transportation infrastructure is maintained in the Year 2016 Short Term Planning Horizon to support this proposed CDMP Amendment Application.

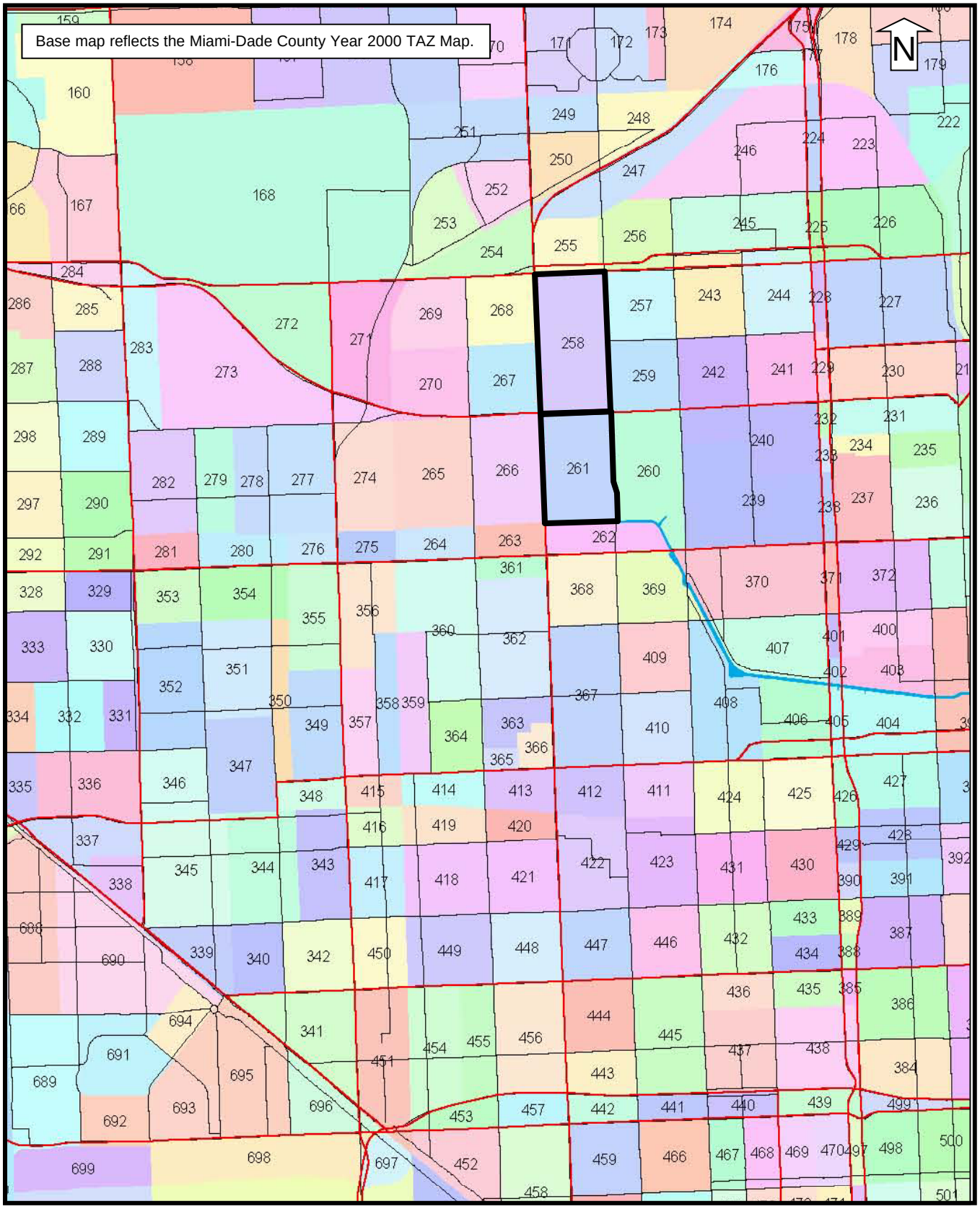
TABLE 4
ROSAL WESTVIEW, LLC
TRAFFIC CONCURRENCY CAPACITY ANALYSIS FOR THE SHORT TERM PLANNING HORIZON

1/8/2012

Count Station Number	DESCRIPTION	[1] [5] Existing Laneage	[1] [5] Two Way Peak Hour Capacity	[2] 2010 PHP Vol	[3] D.O.'s as of 9/14/2011	Capacity Available after D.O.'s	Westview Retail Zone 1209 Cardinal Dist%	Westview Retail [4] PM PK HR Trips 1233	Westview Business Park Zone 1209 Cardinal Dist%	Westview Business Park [4] PM PK HR Trips 2064	Total PHP Vol with Project	Capacity Available after Project	Adopted LOS	Actual LOS
	First Directly Accessed Count Stations													
0022	NW 27 Ave, north of NW 138 St to SR 9	A 6	7,725	4,204	7	3,514	6.41%	79	6.41%	132	4,422	3,303	E+50	D
0023	NW 27 Ave, north of NW 103 St to NW 135 St	A 6	7,725	3,356	47	4,322	13.84%	171	13.84%	286	3,859	3,866	E+50	D
0121	NW 103 St, west of NW 7 Ave to NW 27 Ave	A 6	5,150	2,186	24	2,940	7.96%	98	7.96%	164	2,472	2,678	E	C
1214	NW 103 St, east of NW 27 Ave to I-95	A 6	5,150	2,094	4	3,052	7.95%	98	7.95%	164	2,360	2,790	E	C
1220	NW 119 St, east of NW 27 Ave to NW 17 Ave	A 6	5,360	3,382	24	1,954	29.68%	366	29.68%	613	4,385	975	E	B
1223	NW 135 St, west of NW 27 Ave to NW 42 Ave	A 4	3,400	1,947	10	1,443	6.40%	79	6.40%	132	2,168	1,232	E	C
9394	NW 22 Ave, s of SW 119 St from 103 St to 143 St	4	3,690	1,893	13	1,784	3.65%	45	3.65%	75	2,026	1,664	E+50	E
9517	NW 119 St, west of NW 27 Ave to NW 37 Ave	A 8	7,120	3,121	4	3,995	24.11%	297	24.11%	498	3,920	3,200	E	C
							100.00%	1,233	100.00%	2,064				
	Secondary Accessed Count Stations													
9356	NW 12 Ave, south of NW 119 St to NW 103 St	2	2,088	342	0	1,746	3.63%	45	3.63%	75	462	1,626	E+20	D
9374	NW 17 Ave, north of NW 119 St to NW 135 St	4	3,072	1,084	2	1,986	4.28%	53	4.28%	88	1,227	1,845	E+20	C
9376	NW 17 Ave, south of NW 119 St to NW 103 St	4	3,072	1,391	31	1,650	3.64%	45	3.64%	75	1,542	1,530	E+20	E
9396	NW 22 Ave, s of SR 826 from 143 St to SR 826	4	3,645	1,427	0	2,218	6.60%	81	6.60%	136	1,645	2,000	E+50	E
9426	NW 32 Ave, s of NW 119 St to NW 103 St	A 4	3,060	1,553	11	1,496	12.19%	150	12.19%	252	1,966	1,094	E+50	E
0122	NW 119 St, west of NW 7 Ave to NW 17 Ave	A 6	5,150	2,868	2	2,280	4.30%	53	4.30%	89	3,012	2,138	E	C
0140	NW 135 St - One Way EB, west of NW 7 Ave	3LOW EB	3,090	1,160	2	1,928	3.30%	41	3.30%	68	1,271	1,819	E	C
0141	NW 136 St - One Way WB, west of NW 7 Ave	3LOW WB	3,090	1,054	0	2,036	3.30%	41	3.30%	68	1,163	1,927	E	C
0431	NW 27 Ave, south of NW 103 St to NW 79 St	A 4	5,100	2,824	32	2,244	6.92%	85	6.92%	143	3,084	2,016	E+50	D

Notes:

[1] Source for the lane geometry and maximum service volumes have been obtained from the Miami-Dade County Public Works Department Concurrency Database, unless otherwise noted.
Source for the maximum service volumes for State Count Stations have been obtained from Table 4 of the 2009 FDOT Quality/LOS Handbook last updated 10/4/2010.
[2] Source for the PHP counts: Miami-Dade County Public Works Concurrency Database dated 9-14-2011 and the 2010 FDOT Traffic Information CD.
[3] Source for the Approved D.O.'s: Miami-Dade County Public Works Concurrency Database dated 9-14-2011.
[4] See Table 2A for the net external PM peak hour trips for the retail use and the business park uses proposed.
[5] Please note the corrected lane geometry (compared to the Concurrency Database) for Count Stations 9517, 0121, 0140, 0141.
Please note the corrected maximum service volumes based upon the existing lane geometry for Stations 0022, 0140, 0141.



Legend

Project Zones 258 and 261

Figure 3A
Location of Project Zones 258 and 261
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

Miami-Dade County Year 2005 and 2035 Directional Distribution Summaries

2005

255	2955	TRIPS	573	633	399	586	667	473	402	467	4,200
		PERCENT	13.64	15.07	9.5	13.95	15.88	11.26	9.57	11.12	
256	2956	TRIPS	775	606	435	759	782	641	530	706	5,234
		PERCENT	14.81	11.58	8.31	14.5	14.94	12.25	10.13	13.49	
257	2957	TRIPS	313	275	170	518	357	538	359	282	2,812
		PERCENT	11.13	9.78	6.05	18.42	12.7	19.13	12.77	10.03	
258	2958	TRIPS	615	709	360	791	742	559	391	489	4,656
		PERCENT	13.21	15.23	7.73	16.99	15.94	12.01	8.4	10.5	
259	2959	TRIPS	253	226	154	368	272	290	171	284	2,018
		PERCENT	12.54	11.2	7.63	18.24	13.48	14.37	8.47	14.07	
260	2960	TRIPS	382	278	218	503	377	522	279	353	2,912
		PERCENT	13.12	9.55	7.49	17.27	12.95	17.93	9.58	12.12	

MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY											
ORIGIN ZONE			CARDINAL DIRECTIONS								
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
261	2961	TRIPS	303	347	169	367	272	251	279	281	2,269
		PERCENT	13.35	15.29	7.45	16.17	11.99	11.06	12.3	12.38	
262	2962	TRIPS	270	215	217	347	395	452	264	304	2,464
		PERCENT	10.96	8.73	8.81	14.08	16.03	18.34	10.71	12.34	

2035

255	2955	TRIPS	673	478	331	699	1012	702	585	743	5,223
		PERCENT	12.89	9.15	6.34	13.38	19.38	13.44	11.2	14.23	
256	2956	TRIPS	886	620	367	689	688	644	530	787	5,211
		PERCENT	17	11.9	7.04	13.22	13.2	12.36	10.17	15.1	
257	2957	TRIPS	487	395	351	744	358	375	282	312	3,304
		PERCENT	14.74	11.96	10.62	22.52	10.84	11.35	8.54	9.44	
258	2958	TRIPS	631	464	325	862	817	807	1092	596	5,594
		PERCENT	11.28	8.29	5.81	15.41	14.6	14.43	19.52	10.65	
259	2959	TRIPS	334	239	202	375	305	264	306	394	2,419
		PERCENT	13.81	9.88	8.35	15.5	12.61	10.91	12.65	16.29	
260	2960	TRIPS	570	460	369	756	463	386	340	495	3,839
		PERCENT	14.85	11.98	9.61	19.69	12.06	10.05	8.86	12.89	
261	2961	TRIPS	440	271	223	418	374	362	289	584	2,961
		PERCENT	14.86	9.15	7.53	14.12	12.63	12.23	9.76	19.72	
262	2962	TRIPS	431	312	331	670	327	340	227	292	2,930
		PERCENT	14.71	10.65	11.3	22.87	11.16	11.6	7.75	9.97	
263	2963	TRIPS	128	136	132	241	171	130	74	77	1,089
		PERCENT	11.75	12.49	12.12	22.13	15.7	11.94	6.8	7.07	

Figure 3B
Cardinal Distribution for Zones 258 and 261 from Year 2005 and Year 2035 of the 2035 LRTP
Rosal Westview, LLC

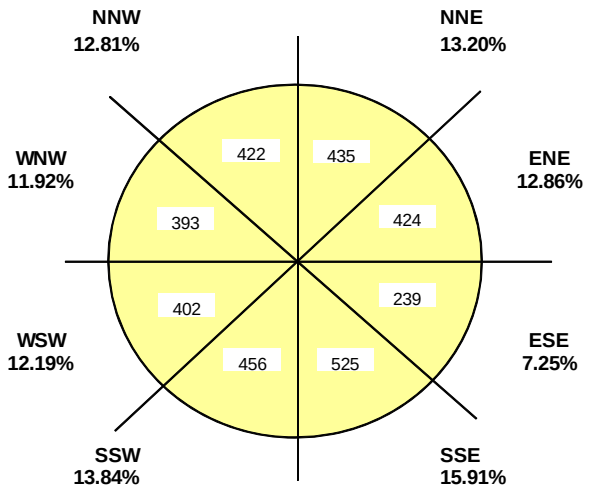
Source: Cathy Sweetapple & Associates

CARDINAL DISTRIBUTION FOR YEAR 2016

PROJECT: Rosal Westview, LLC

TAZ #	# 258 and 261 - 2016	
Trips	3,297	PM Trips
NNE	13.20%	435
ENE	12.86%	424
ESE	7.25%	239
SSE	15.91%	525
SSW	13.84%	456
WSW	12.19%	402
WNW	11.92%	393
NNW	12.81%	422
	100.00%	3297

TRIP DISTRIBUTION



TAZ 258 and TAZ 261
INTERPOLATED CARDINAL DISTRIBUTION FOR YEARS 2005 AND 2035

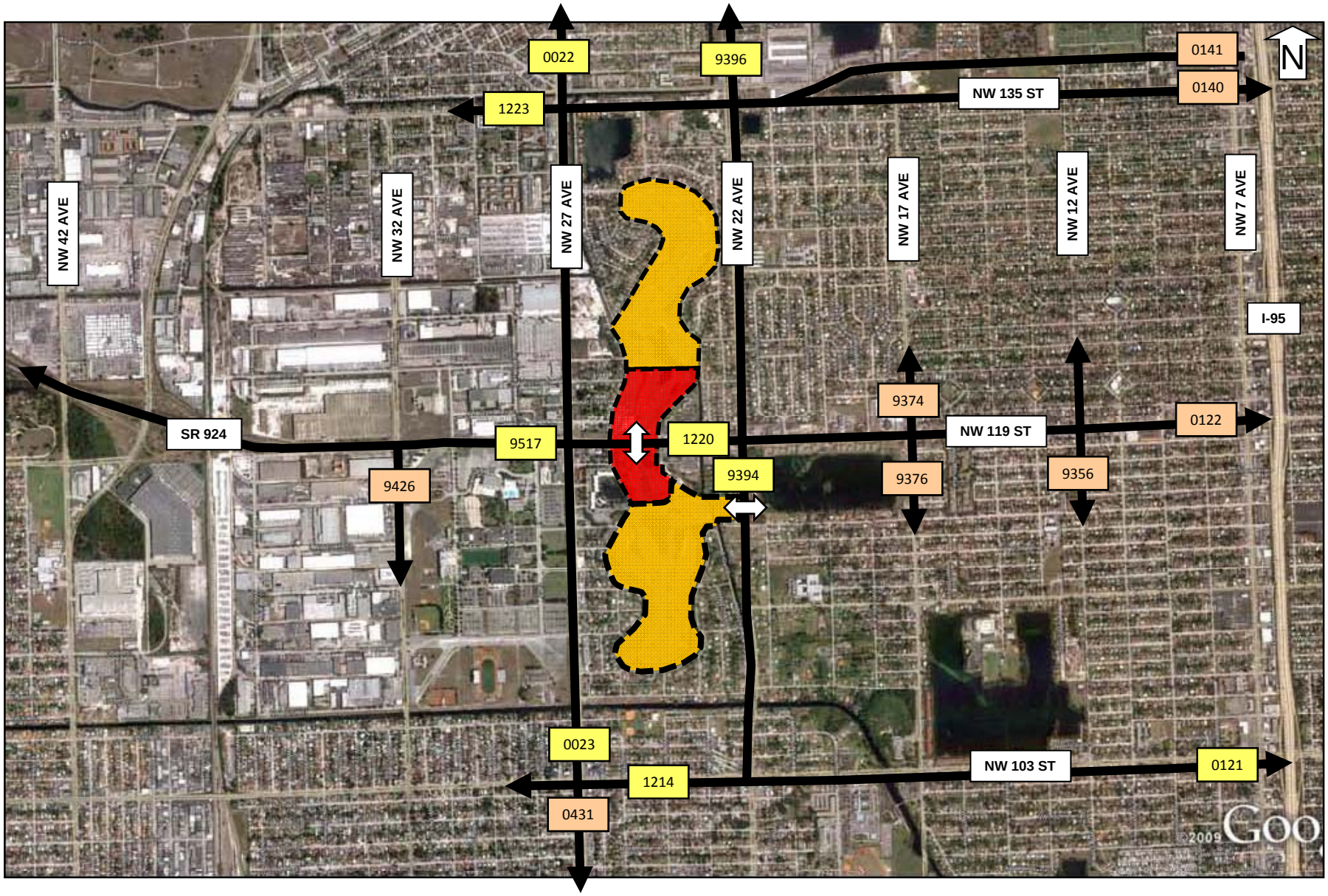
Cardinal Direction	2005 Zone 258 Cardinal Distribution	2005 Zone 261 Cardinal Distribution	2005 Average 258 and 261 Cardinal Distribution	2035 Zone 258 Cardinal Distribution	2035 Zone 261 Cardinal Distribution	2035 Average 258 and 261 Cardinal Distribution	2035-2005 Difference	Rate Per Year 30 Years	11 Years	2016 258 and 261 Cardinal Distribution	Net New PM Peak Hour Project Trips 3297
NNE	13.21%	13.35%	13.28%	11.28%	14.86%	13.07%	-0.21%	-0.01%	-0.08%	13.20%	435
ENE	15.23%	15.29%	15.26%	8.29%	9.15%	8.72%	-6.54%	-0.22%	-2.40%	12.86%	424
ESE	7.73%	7.45%	7.59%	5.81%	7.53%	6.67%	-0.92%	-0.03%	-0.34%	7.25%	239
SSE	16.99%	16.17%	16.58%	15.41%	14.12%	14.77%	-1.82%	-0.06%	-0.67%	15.91%	525
SSW	15.94%	11.99%	13.97%	14.60%	12.63%	13.62%	-0.35%	-0.01%	-0.13%	13.84%	456
WSW	12.01%	11.06%	11.54%	14.43%	12.23%	13.33%	1.80%	0.06%	0.66%	12.19%	402
WNW	8.40%	12.30%	10.35%	19.52%	9.76%	14.64%	4.29%	0.14%	1.57%	11.92%	393
NNW	10.50%	12.38%	11.44%	10.65%	19.72%	15.19%	3.75%	0.12%	1.37%	12.81%	422
	100.01%	99.99%	100.00%	99.99%	100.00%	100.00%				100.00%	3,297

Source: Miami-Dade 2035 Long Range Transportation Plan - Directional Trip Distribution Report, October 2009.

Legend

Figure 3C
Year 2016 – Traffic Concurrency Distribution and Assignment for Zones 258 and 261
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates



Site Location

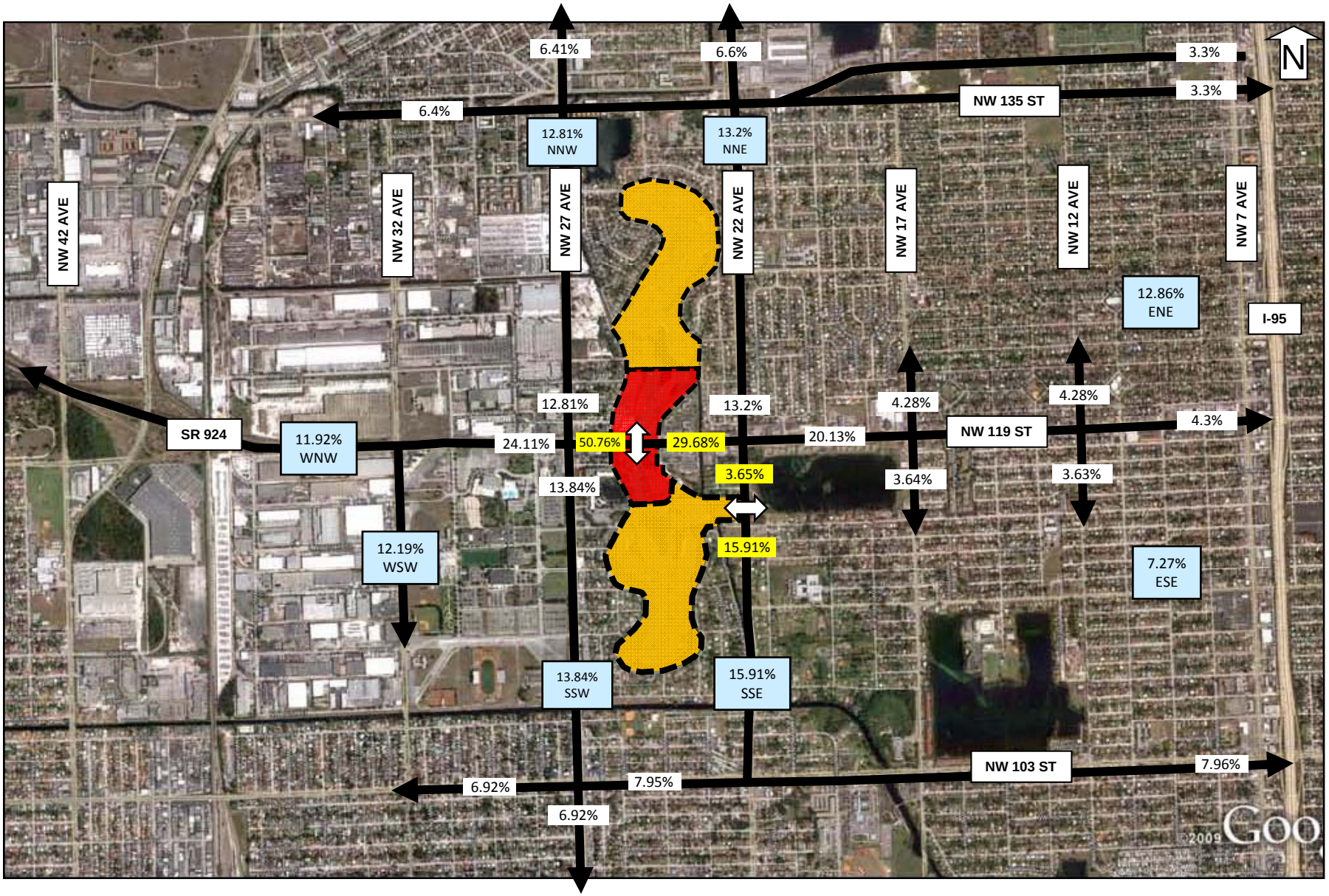
0023 First Directly Accessed Count Stations

0431 Secondary Accessed Count Stations

Project Access

Figure 3D
Traffic Concurrency Count Stations
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates



Site

XX.X% Distribution totals 100%

XX.X% Distribution % to the surrounding network

Project Access

12.19% WSW Cardinal Distribution

Figure 3E
Project Distribution for the Short Term Planning Horizon
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

Transportation Infrastructure Analysis for the Year 2025 Long Term Planning Horizon

The evaluation of the Year 2025 Long Term Planning Horizon includes a comprehensive network analysis to evaluate the adequacy of the transportation infrastructure in the study area surrounding the Amendment site. The analysis includes an evaluation of existing peak hour period traffic conditions, an evaluation of Year 2025 future background and committed development traffic conditions (without the Amendment), and an evaluation of Year 2025 total traffic conditions with the impact of the Amendment site.

The study area includes the arterial and collector roadway network extending to SR 826 on the north, I-95 on the east, NW 79 Street on the south and NW 57 Avenue on the west. The Year 2025 network analysis incorporates the future transportation infrastructure which consists of the expanded lane geometry for roadways currently under construction, improvements funded in TIP 2012 and improvements from Priorities II and III of the LRTP 2035.

Project Traffic Assignment for the Year 2025 Long Term Planning Horizon

The project traffic assignment to the surrounding study area roadways has been established using the Miami-Dade County Cardinal Distribution for Project Zones 258 and 261 as obtained through interpolation for the Year 2025 using the Year 2005 and Year 2035 Cardinal Directions from the updated Directional Trip Distributions Report from the 2035 Long Range Transportation Plan (LRTP) adopted by the MPO in October of 2009. The assignment and distribution of project traffic to the surrounding roadway network and to the cardinal directions from the 2035 LRTP are provided using the figures listed below.

- Figure 4A – Interpolated Cardinal Distribution for Year 2025 using Years 2005 and 2035 of the 2035 LRTP
- Figure 4B – Project Distribution for the Year 2025 Long Term Planning Horizon for the Surrounding Network

Project traffic for the Year 2025 Long Term Planning Horizon reflects the Net New Amendment Trips resulting from this Application, which reflects the net external PM peak hour trip impact for the Business Park and retail uses, less the trip impact from the residential uses permitted by the existing (underlying land use) as outlined below, and as documented in Tables 2A, 2B and 2C found earlier in this report.

- 3,297 net external PM peak hour trips – total net external trips generated by the Proposed Land Use
- 1,209 net external PM peak hour trips – total trips based on existing uses permitted by the Existing Land Use
- 2,088 net new external PM peak hour trips – Proposed Land Use Trips less Existing Land Use Trips

Significance Determination to Establish Study Area Roadways

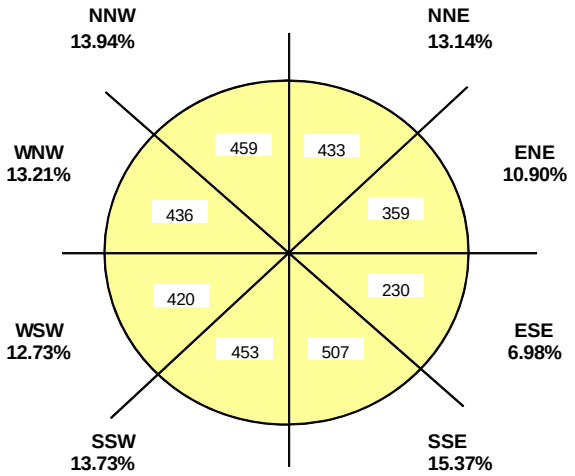
Table 5A (attached herein) provides the detailed project distribution calculations for the study area and includes a significance determination analysis to identify those roadway segments where the net new Amendment trips would consume 5.0% or more of the adopted maximum service volume for the regional roadway network. The net new Amendment Trips were found to exceed 5.0% of the adopted maximum service volume for NW 119 Street from NW 32 Avenue to NW 17 Avenue and from NW 22 Avenue from NW 135 Street to NW 103 Street as illustrated on Figure 5A.

CARDINAL DISTRIBUTION FOR YEAR 2025

PROJECT: Rosal Westview, LLC

TAZ #	# 258 and 261 - 2025	
Trips	3,297	PM Trips
NNE	13.14%	433
ENE	10.90%	359
ESE	6.98%	230
SSE	15.37%	507
SSW	13.73%	453
WSW	12.73%	420
WNW	13.21%	436
NNW	13.94%	459
	100.00%	3297

TRIP DISTRIBUTION



TAZ 258 and TAZ 261
INTERPOLATED CARDINAL DISTRIBUTION FOR YEARS 2005 AND 2035

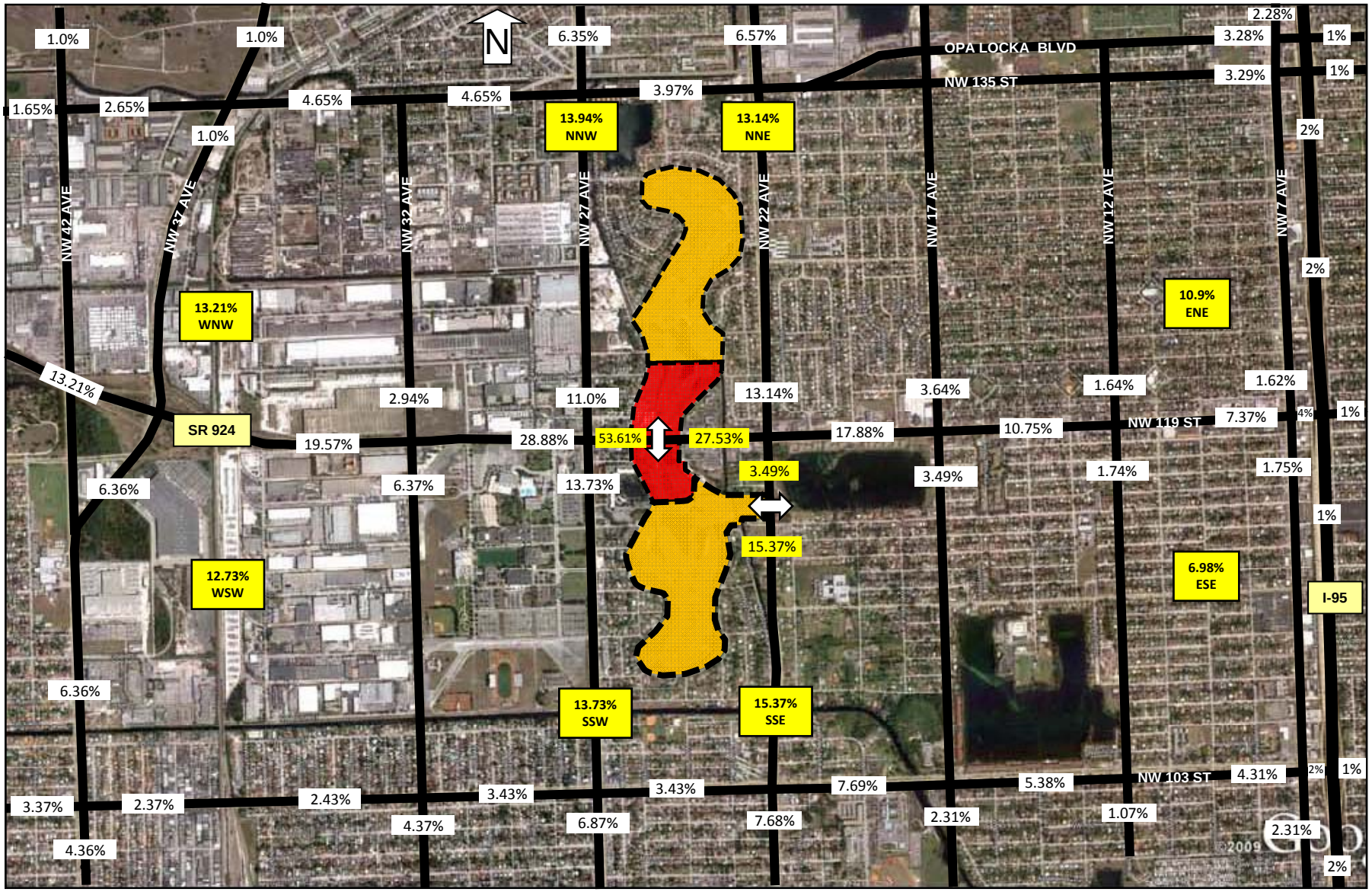
Cardinal Direction	2005 Zone 258 Cardinal Distribution	2005 Zone 261 Cardinal Distribution	2005 Average 258 and 261 Cardinal Distribution	2035 Zone 258 Cardinal Distribution	2035 Zone 261 Cardinal Distribution	2035 Average 258 and 261 Cardinal Distribution	2035-2005 Difference	Rate Per Year 30 Years	20 Years	2025 258 and 261 Cardinal Distribution	Net New PM Peak Hour Project Trips 3297
NNE	13.21%	13.35%	13.28%	11.28%	14.86%	13.07%	-0.21%	-0.01%	-0.14%	13.14%	433
ENE	15.23%	15.29%	15.26%	8.29%	9.15%	8.72%	-6.54%	-0.22%	-4.36%	10.90%	359
ESE	7.73%	7.45%	7.59%	5.81%	7.53%	6.67%	-0.92%	-0.03%	-0.61%	6.98%	230
SSE	16.99%	16.17%	16.58%	15.41%	14.12%	14.77%	-1.82%	-0.06%	-1.21%	15.37%	507
SSW	15.94%	11.99%	13.97%	14.60%	12.63%	13.62%	-0.35%	-0.01%	-0.23%	13.73%	453
WSW	12.01%	11.06%	11.54%	14.43%	12.23%	13.33%	1.80%	0.06%	1.20%	12.73%	420
WNW	8.40%	12.30%	10.35%	19.52%	9.76%	14.64%	4.29%	0.14%	2.86%	13.21%	436
NNW	10.50%	12.38%	11.44%	10.65%	19.72%	15.19%	3.75%	0.12%	2.50%	13.94%	459
	100.01%	99.99%	100.00%	99.99%	100.00%	100.00%				100.00%	3,297

Source: Miami-Dade 2035 Long Range Transportation Plan - Directional Trip Distribution Report, October 2009.

Legend

Figure 4A
Year 2025 – Long Range Distribution and Assignment for Zones 258 and 261
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates



Site

XX.X% Distribution totals 100%

XX.X% Distribution % to the surrounding network

Project Access

15.37% SSE Cardinal Distribution

Figure 4B
Year 2025 Project Distribution for the Long Term Planning Horizon
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

Table 5A
Project Distribution and Significance Determination to establish the Study Area
Two-Way PM Peak Hour

1/16/2012

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	Rosal Westview, LLC Business Park and Retail Use PROJECT DISTRIBUTION % [3]	NET NEW PM PK HR AMENDMENT TRIPS 2088	[4] TWO-WAY PEAK HOUR MAX CAPACITY	PROJECT AS A PERCENT OF MSV	[5] PROJECT TRIPS ≥ 5% YES / NO
SR 823 / NW 57 Avenue							
SR 826 to W 84 Street	6LD	E	2.00%	42	5,150	0.81%	NO
W 84 Street to W 78 Street	6LD	E	2.00%	42	5,150	0.81%	NO
W 78 Street to W 65 Street	6LD - FY 2016	E	1.75%	37	5,150	0.71%	NO
W 65 Street to W 49 Street	6LD - TIP 2012	E	1.50%	31	5,150	0.61%	NO
W 49 Street to W 32 Street	6LD - TIP 2012	E+20	1.00%	21	6,180	0.34%	NO
W 32 Street to W 21 Street	6LD UNDER CST	E	0.75%	16	5,150	0.30%	NO
SR 953/NW 42 Ave/N LeJeune Rd							
NW 135 Street to E 65 Street	6LD	E+50	1.00%	21	6,180	0.34%	NO
E 65 Street to E 49 Street	6LD	E+50	6.36%	133	6,180	2.15%	NO
E 49 Street to E 21 Street	4LD	E+50	4.36%	91	5,100	1.79%	NO
NW 37 AVENUE							
SR 826 to NW 135 Street	4LD	E+20	1.00%	21	3,845	0.54%	NO
NW 135 Street to SR 924	4LD	E+50	1.00%	21	4,590	0.45%	NO
SR 924 to NW 42 Avenue	4LD	E+50	6.36%	133	4,590	2.89%	NO
NW 32 AVENUE							
NW 135 Street to NW 119 Street	4LD	E+50	2.94%	61	4,590	1.34%	NO
NW 119 Street to NW 103 Street	4LD	E+50	6.37%	133	4,590	2.90%	NO
NW 103 Street to NW 79 Street	4LD	E+50	4.37%	91	4,590	1.99%	NO
SR 817 / NW 27 AVENUE							
SR 826 to NW 151 Street	6LD	E+20	2.35%	49	6,180	0.79%	NO
NW 151 Street to SR 9	6LD	E+50	3.35%	70	6,180	1.13%	NO
SR 9 to NW 135 Street	6LD	E+50	6.35%	133	6,180	2.15%	NO
NW 135 Street to NW 119 Street	6LD	E+50	11.00%	230	6,180	3.72%	NO
NW 119 Street to NW 103 Street	6LD	E+50	13.73%	287	6,180	4.64%	NO
NW 103 Street to NW 95 Street	4LD	E+50	6.87%	143	5,100	2.81%	NO
NW 95 Street to NW 87 Street	4LD	E+50	4.87%	102	5,100	1.99%	NO
NW 87 Street to NW 79 Street	4LD	E+50	2.87%	60	5,100	1.18%	NO
NW 22 AVENUE							
SR 826 to NW 151 Street	4LD	E+50	2.57%	54	4,590	1.17%	NO
NW 151 Street to SR 9	4LD	E+50	3.57%	75	4,590	1.62%	NO
SR 9 to NW 135 Street	4LD	E+50	6.57%	137	4,590	2.99%	NO
NW 135 Street to NW 119 Street	4LD	E+50	13.14%	274	4,590	5.98%	**YES**
NW 119 Street to NW 103 Street	4LD	E+50	15.37%	321	4,590	6.99%	**YES**
NW 103 Street to NW 95 Street	4LD	E+50	7.68%	160	6,953	2.31%	NO
NW 95 Street to NW 87 Street	4LD	E+50	5.68%	119	6,953	1.71%	NO
NW 87 Street to NW 79 Street	4LD	E+50	3.68%	77	6,953	1.11%	NO
NW 17 AVENUE							
NW 135 Street to NW 119 Street	4LD	E+20	3.64%	76	3,845	1.98%	NO
NW 119 Street to NW 103 Street	4LD	E+20	3.49%	73	3,845	1.90%	NO
NW 103 Street to NW 95 Street	4LD	E+20	2.31%	48	3,845	1.25%	NO
NW 95 Street to NW 87 Street	4LD	E+20	1.31%	27	3,845	0.71%	NO
NW 87 Street to NW 79 Street	4LD	E+20	0.31%	6	3,845	0.17%	NO
NW 12 AVENUE							
NW 135 Street to NW 119 Street	2LU	E+20	1.64%	34	1,696	2.02%	NO
NW 119 Street to NW 103 Street	2LU	E+20	1.74%	36	1,696	2.14%	NO

Table 5A
Project Distribution and Significance Determination to establish the Study Area
Two-Way PM Peak Hour

1/16/2012

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	Rosal Westview, LLC Business Park and Retail Use PROJECT DISTRIBUTION % [3]	NET NEW PM PK HR AMENDMENT TRIPS 2088	[4] TWO-WAY PEAK HOUR MAX CAPACITY	PROJECT AS A PERCENT OF MSV	[5] PROJECT TRIPS ≥ 5% YES / NO
SR 7 / NW 7 AVENUE							
I-95 to NW 135 Street	6LD	E+50	2.28%	48	6,180	0.77%	NO
NW 135 Street to NW 119 Street	6LD	E+50	1.62%	34	6,180	0.55%	NO
NW 119 Street to NW 103 Street	6LD	E+50	1.75%	37	6,180	0.59%	NO
NW 103 Street to NW 95 Street	6LD	E+50	2.31%	48	6,180	0.78%	NO
NW 95 Street to NW 81/79 Street	6LD	E+50	3.31%	69	6,180	1.12%	NO
I-95							
SR 826 to NW 135 Street	12LD - EXPY	E	2.00%	42	23,230	0.18%	NO
NW 135 Street to NW 125 Street	12LD - EXPY	E	2.00%	42	23,230	0.18%	NO
NW 125 Street to NW 119 Street	12LD - EXPY	E	2.00%	42	23,230	0.18%	NO
NW 119 Street to NW 103 Street	12LD - EXPY	E	2.00%	42	23,230	0.18%	NO
NW 103 Street to NW 81/79 Street	12LD - EXPY	E	2.00%	42	23,230	0.18%	NO
SR 826							
NW 57 Avenue to NW 47 Avenue	6LD - EXPY	D	1.50%	31	10,150	0.31%	NO
NW 47 Avenue to NW 37 Avenue	6LD - EXPY	D	1.75%	37	10,150	0.36%	NO
NW 37 Avenue to NW 27 Avenue	6LD - EXPY	D	2.00%	42	10,150	0.41%	NO
NW 27 Avenue to NW 17 Avenue	8LD - EXPY	D	2.00%	42	13,480	0.31%	NO
NW 17 Avenue to NW 12 Avenue	8LD - EXPY	D	1.75%	37	13,480	0.27%	NO
NW 12 Avenue to I-95	8LD - EXPY	D	1.50%	31	13,480	0.23%	NO
SR 9							
NW 27 Avenue to NW 22 Avenue	4LD	E+50	3.00%	63	5,340	1.17%	NO
NW 22 Avenue to I-95	4LD	E+50	3.00%	63	5,340	1.17%	NO
SR 916 / NW 135 Street							
NW 57 Avenue to NW 42 Avenue	4LD	E	1.65%	34	3,560	0.97%	NO
NW 42 Avenue to NW 37 Avenue	4LD	E	2.65%	55	3,560	1.55%	NO
NW 37 Avenue to NW 27 Avenue	4LD	E	4.65%	97	3,560	2.73%	NO
NW 27 Avenue to NW 22 Avenue	3LOW - EB	E	3.97%	83	3,090	2.68%	NO
NW 22 Avenue to NW 17 Avenue	3LOW - EB	E	3.29%	69	3,090	2.22%	NO
NW 17 Avenue to NW 7 Avenue	3LOW - EB	E	3.29%	69	3,090	2.22%	NO
NW 7 Avenue to I-95	3LOW - EB	E	3.29%	69	3,090	2.22%	NO
Opa Locka Blvd							
NW 27 Avenue to NW 22 Avenue	3LOW - WB	E	3.28%	68	3,090	2.22%	NO
NW 22 Avenue to NW 17 Avenue	3LOW - WB	E	3.28%	68	3,090	2.22%	NO
NW 17 Avenue to NW 7 Avenue	3LOW - WB	E	3.28%	68	3,090	2.22%	NO
NW 7 Avenue to I-95	3LOW - WB	E	3.28%	68	3,090	2.22%	NO
SR 924 / Gratigny / NW 119 Street							
NW 57 Avenue to NW 37 Avenue	6LD - EXPY	E	13.21%	276	11,290	2.44%	NO
NW 37 Avenue to NW 32 Avenue	6LD - EXPY	E	19.57%	409	11,290	3.62%	NO
NW 32 Avenue to NW 27 Avenue	8LD	E	28.88%	603	7,160	8.42%	**YES**
NW 27 Avenue to West Golf Dr	7LD	E	53.61%	1,119	6,253	17.90%	**YES**
West Golf Dr to East Golf Dr	6LD	E	53.61%	1,119	5,360	20.88%	**YES**
East Golf Dr to NW 22 Avenue	6LD	E	27.53%	575	5,360	10.72%	**YES**
NW 22 Avenue to NW 17 Avenue	6LD	E	17.88%	373	5,150	7.25%	**YES**
NW 17 Avenue to NW 12 Avenue	6LD	E	10.75%	224	5,150	4.36%	NO
NW 12 Avenue to NW 7 Avenue	6LD	E	7.37%	154	5,150	2.99%	NO
NW 7 Avenue to I-95	6LD	E	4.00%	84	5,150	1.62%	NO

Table 5A
Project Distribution and Significance Determination to establish the Study Area
Two-Way PM Peak Hour

1/16/2012

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	Rosal Westview, LLC Business Park and Retail Use PROJECT DISTRIBUTION % [3]	NET NEW PM PK HR AMENDMENT TRIPS 2088	[4] TWO-WAY PEAK HOUR MAX CAPACITY	PROJECT AS A PERCENT OF MSV	[5] PROJECT TRIPS ≥ 5% YES / NO
SR 932 / NW 103 Street							
NW 57 Avenue to NW 42 Avenue	4LD	E	3.37%	70	3,400	2.07%	NO
NW 42 Avenue to NW 32 Avenue	6LD	E	2.43%	51	5,360	0.95%	NO
NW 32 Avenue to NW 27 Avenue	6LD	E	3.43%	72	5,360	1.34%	NO
NW 27 Avenue to NW 22 Avenue	6LD	E	3.43%	72	5,150	1.39%	NO
NW 22 Avenue to NW 17 Avenue	6LD	E	7.69%	161	5,150	3.12%	NO
NW 17 Avenue to NW 12 Avenue	6LD	E	5.38%	112	5,150	2.18%	NO
NW 12 Avenue to NW 7 Avenue	6LD	E	4.31%	90	5,150	1.75%	NO
NW 7 Avenue to I-95	6LD	E	2.00%	42	5,150	0.81%	NO
NW 95 Street							
NW 27 Avenue to NW 22 Avenue	4LD	E	3.00%	63	3,060	2.05%	NO
NW 22 Avenue to NW 17 Avenue	4LD	E	2.75%	57	3,060	1.88%	NO
NW 17 Avenue to NW 12 Avenue	4LD	E	2.50%	52	3,060	1.71%	NO
NW 12 Avenue to NW 7 Avenue	4LD	E	2.25%	47	3,060	1.54%	NO
NW 7 Avenue to I-95	4LD	E	1.25%	26	3,060	0.85%	NO
SR 934 / NW 79 Street							
NW 42 Avenue to NW 32 Avenue	4LD	E+50	1.00%	21	5,100	0.41%	NO
NW 32 Avenue to NW 27 Avenue	4LD	E+50	1.50%	31	5,100	0.61%	NO
NW 27 Avenue to NW 22 Avenue	6LD	E+20	2.00%	42	6,180	0.68%	NO
NW 22 Avenue to NW 14 Avenue	6LD	E+20	1.50%	31	6,180	0.51%	NO
NW 14 Avenue to NW 7 Avenue	4LD	E+20	1.25%	26	4,080	0.64%	NO
NW 7 Avenue to I-95	4LD	E+20	1.00%	21	4,080	0.51%	NO

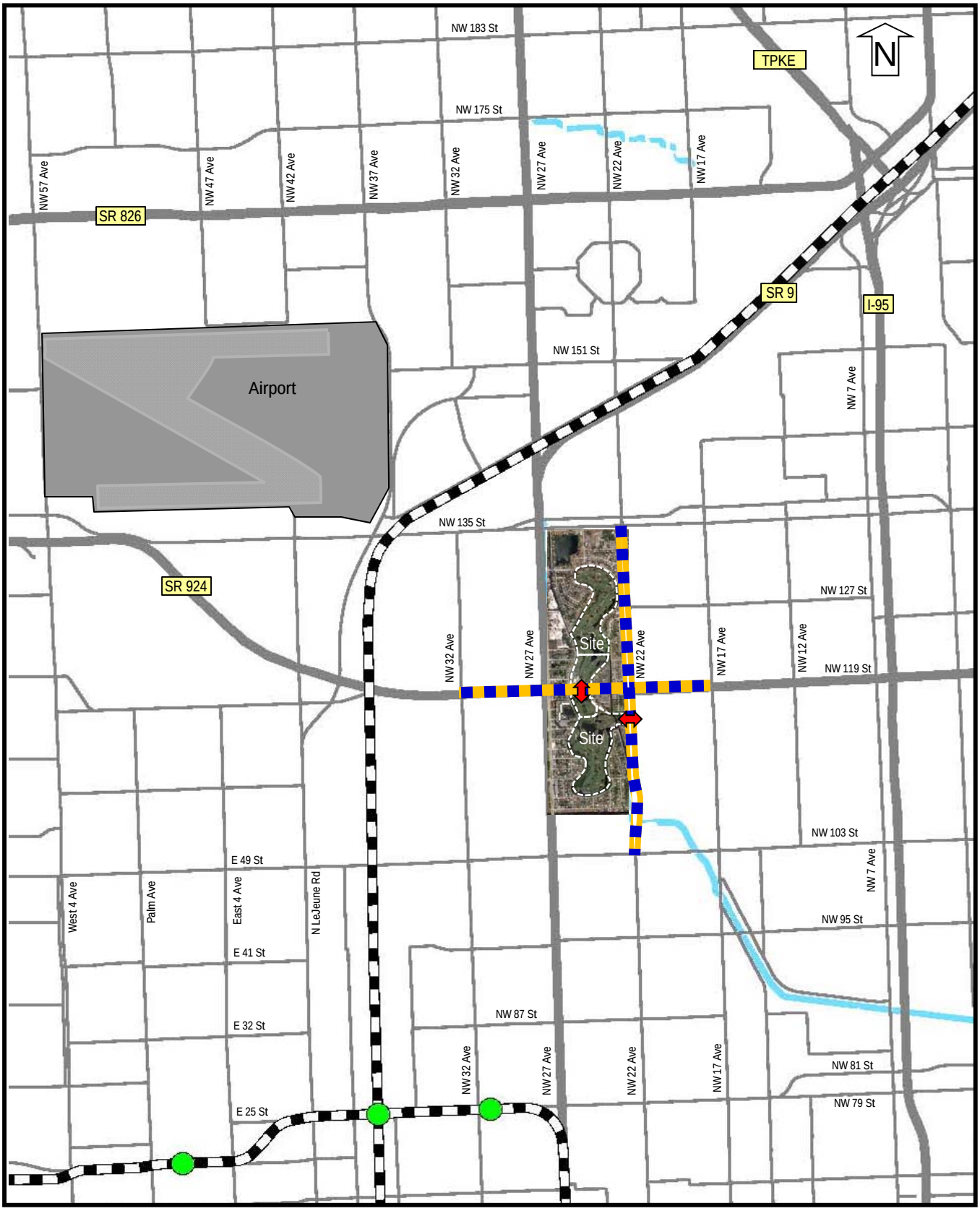
[1] Lane geometry for Year 2025 Long Term Planning Horizon reflects projects under construction, funded projects from TIP 2012 and planned projects from Priorities II and III of the LRTP 2035 which will be built by the Year 2025.

[2] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.

[3] The Net New Amendment Trips reflect the 3297 Total PM Trips for Uses Proposed, less the 1209 PM Trips from Uses Permitted by the existing land use.

[4] The two-way peak hour roadway capacities have been obtained from the 2009 FDOT Quality/LOS Handbook updated 10/4/2010.

[5] Study area includes roadway segments where the two-way peak hour project traffic is ≥ 5.0% of the MSV at the adopted LOS.



Project Access Locations

Roadways with Project Traffic ≥ 5% of MSV at Adopted LOS

Figure 5A
Roadway Segments where Project Traffic ≥ 5.0% of MSV
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

Existing Traffic Conditions

An existing conditions network analysis has been prepared for the peak hour period for the study area roadway network. Table 5B provides the analysis of existing traffic conditions for the amendment study area and includes the following:

- The existing lane geometry for study area roadways including geometry for roadways under construction;
- The functional classification for each of the roadways in the amendment study area;
- The traffic count stations which apply to each roadway segment analyzed;
- The source of the traffic counts and the dates that traffic counts were collected;
- Year 2010 peak season and axle factors from FDOT to adjust raw count data to peak season where needed;
- Adopted level of service (LOS) standards from the CDMP for each roadway segment analyzed;
- Year 2010 peak hour period traffic from the Concurrency Count Station database (last updated 9-14-11) or from additional County and State Count Stations for locations not included in the database;
- The two-way peak hour roadway capacity for County Roads based on ArtPlan calculations provided by Miami-Dade County Public Works in the Traffic Concurrency Count Station database;
- The two-way peak hour roadway capacity for State Roads based on the FDOT 2009 Quality/LOS Handbook;
- The two-way peak hour existing LOS for each study roadway segment and the volume to capacity ratio.

Figure 5B has been prepared to identify the County and State traffic count stations serving the study area. Figure 5C has been provided to identify the existing levels of service on study area roadways where the Amendment traffic is $\geq$ 5.0% of the maximum service volume (MSV) at the adopted level of service standard.

Table 5B
Existing Peak Hour Period Traffic Conditions on Study Area Roadways
Two-Way Peak Hour Period

1/16/2012

ROADWAY SEGMENTS	[1] EXISTING LANES	[2] ROADWAY FUNCTIONAL CLASSIFICATION	COUNT STATION	COUNT DATE	FDOT PSCF	FDOT AXLE FACTOR	[3] CDMP ADOPTED LOS STANDARD	[4] YEAR 2010 EXISTING PHP VOLUMES	[5] EXISTING PHP PEAK SEASON VOLUME	[6] [7] ART PLAN OR FDOT TWO WAY PK HR MSV	EXISTING PEAK HOUR PERIOD LOS	V/C
SR 823 / NW 57 Avenue												
SR 826 to W 84 Street	6LD	State Principal Arterial	FDOT-0038	2010	1.00	1.00	E	3,149	3,149	5,150	C	0.61
W 84 Street to W 78 Street	6LD	State Principal Arterial	FDOT-0360	2010	1.00	1.00	E	3,498	3,498	5,150	C	0.68
W 78 Street to W 65 Street	4LD	State Principal Arterial	FDOT-2551	2/9-11/2010	1.01	0.98	E	3,810	3,771	3,400	F	1.11
W 65 Street to W 49 Street	4LD	State Principal Arterial	FDOT-5372	2010	1.00	1.00	E	1,965	1,965	3,400	C	0.58
W 49 Street to W 32 Street	4LD	State Principal Arterial	FDOT-5371	2010	1.00	1.00	E+20	2,803	2,803	4,080	D	0.69
W 32 Street to W 21 Street	6LD UNDER CST	State Principal Arterial	FDOT-0324	2010	1.00	1.00	E	1,792	1,792	5,150	C	0.35
SR 953/NW 42 Ave/N LeJeune Rd												
NW 135 Street to E 65 Street	6LD	State Principal Arterial	FDOT-1181	2010	1.00	1.00	E+50	1,732	1,732	6,180	C	0.28
E 65 Street to E 49 Street	6LD	State Principal Arterial	FDOT-0030	2010	1.00	1.00	E+50	1,445	1,445	6,180	C	0.23
E 49 Street to E 21 Street	4LD	State Principal Arterial	FDOT-1180	2010	1.00	1.00	E+50	2,395	2,395	5,100	C	0.47
NW 37 AVENUE												
SR 826 to NW 135 Street	4LD	County Minor Arterial	MD-9436	2010	1.00	1.00	E+20	1,760	1,760	2,532	E	0.70
NW 135 Street to SR 924	4LD	County Minor Arterial	FDOT-7047	4/13-14/2010	1.01	0.99	E+50	1,504	1,504	4,590	C	0.33
SR 924 to NW 42 Avenue	4LD	County Minor Arterial	FDOT-7047	4/13-14/2010	1.01	0.99	E+50	1,504	1,504	4,590	C	0.33
NW 32 AVENUE												
NW 135 Street to NW 119 Street	4LD	County Collector	MD-9426	2010	1.00	1.00	E+50	1,553	1,553	3,060	D	0.51
NW 119 Street to NW 103 Street	4LD	County Collector	MD-9426	2010	1.00	1.00	E+50	1,553	1,553	3,060	D	0.51
NW 103 Street to NW 79 Street	4LD	County Collector	MD-9424	2010	1.00	1.00	E+50	1,774	1,774	5,475	B	0.32
SR 817 / NW 27 AVENUE												
SR 826 to NW 151 Street	6LD	State Principal Arterial	FDOT-0559	2010	1.00	1.00	E+20	3,573	3,573	6,180	C	0.58
NW 151 Street to SR 9	6LD	State Principal Arterial	FDOT-0560	2010	1.00	1.00	E+50	2,763	2,763	6,180	C	0.45
SR 9 to NW 135 Street	6LD	State Principal Arterial	FDOT-0022	2010	1.00	1.00	E+50	4,204	4,204	6,180	D	0.68
NW 135 Street to NW 119 Street	6LD	State Principal Arterial	FDOT-0519	8/3-5/2010	1.06	0.99	E+50	3,541	3,716	6,180	C	0.60
NW 119 Street to NW 103 Street	6LD	State Principal Arterial	FDOT-0023	2010	1.00	1.00	E+50	3,358	3,358	6,180	C	0.54
NW 103 Street to NW 95 Street	4LD	State Principal Arterial	FDOT-0431	2010	1.00	1.00	E+50	2,824	2,824	5,100	D	0.55
NW 95 Street to NW 87 Street	4LD	State Principal Arterial	FDOT-0431	2010	1.00	1.00	E+50	2,824	2,824	5,100	D	0.55
NW 87 Street to NW 79 Street	4LD	State Principal Arterial	FDOT-0020	2010	1.00	1.00	E+50	2,672	2,672	5,100	D	0.52

Table 5B
Existing Peak Hour Period Traffic Conditions on Study Area Roadways
Two-Way Peak Hour Period

1/16/2012

ROADWAY SEGMENTS	[1] EXISTING LANES	[2] ROADWAY FUNCTIONAL CLASSIFICATION	COUNT STATION	COUNT DATE	FDOT PSCF	FDOT AXLE FACTOR	[3] CDMP ADOPTED LOS STANDARD	[4] YEAR 2010 EXISTING PHP VOLUMES	[5] EXISTING PHP PEAK SEASON VOLUME	[6] [7] ART PLAN OR FDOT TWO WAY PK HR MSV	EXISTING PEAK HOUR PERIOD LOS	V/C
NW 22 AVENUE												
SR 826 to NW 151 Street	4LD	County Minor Arterial	MD-9396	2010	1.00	1.00	E+50	1,427	1,427	3,645	E	0.39
NW 151 Street to SR 9	4LD	County Minor Arterial	MD-9396	2010	1.00	1.00	E+50	1,427	1,427	3,645	E	0.39
SR 9 to NW 135 Street	4LD	County Minor Arterial	MD-9394	2010	1.00	1.00	E+50	1,893	1,893	3,690	D	0.51
NW 135 Street to NW 119 Street	4LD	County Minor Arterial	MD-9394	2010	1.00	1.00	E+50	1,893	1,893	3,690	D	0.51
NW 119 Street to NW 103 Street	4LD	County Minor Arterial	MD-9394	2010	1.00	1.00	E+50	1,893	1,893	3,690	D	0.51
NW 103 Street to NW 95 Street	4LD	County Minor Arterial	MD-9392	2010	1.00	1.00	E+50	2,269	2,269	6,953	C	0.33
NW 95 Street to NW 87 Street	4LD	County Minor Arterial	MD-9392	2010	1.00	1.00	E+50	2,269	2,269	6,953	C	0.33
NW 87 Street to NW 79 Street	4LD	County Minor Arterial	MD-9392	2010	1.00	1.00	E+50	2,269	2,269	6,953	C	0.33
NW 17 AVENUE												
NW 135 Street to NW 119 Street	4LD	County Collector	MD-9374	2010	1.00	1.00	E+20	1,084	1,084	3,072	C	0.35
NW 119 Street to NW 103 Street	4LD	County Collector	MD-9376	2010	1.00	1.00	E+20	1,391	1,391	3,072	D	0.45
NW 103 Street to NW 95 Street	4LD	County Collector	MD-9372	2010	1.00	1.00	E+20	1,325	1,325	3,204	B	0.41
NW 95 Street to NW 87 Street	4LD	County Collector	MD-9372	2010	1.00	1.00	E+20	1,325	1,325	3,204	B	0.41
NW 87 Street to NW 79 Street	4LD	County Collector	MD-9370	2010	1.00	1.00	E+20	1,546	1,546	3,864	C	0.40
NW 12 AVENUE												
NW 135 Street to NW 119 Street	2LU	County Collector	MD-9356	2010	1.00	1.00	E+20	342	342	2,088	D	0.16
NW 119 Street to NW 103 Street	2LU	County Collector	MD-9356	2010	1.00	1.00	E+20	342	342	2,088	D	0.16
SR 7 / NW 7 AVENUE												
I-95 to NW 135 Street	6LD	State Minor Arterial	FDOT-0436	2010	1.00	1.00	E+50	2,134	2,134	6,180	C	0.35
NW 135 Street to NW 119 Street	6LD	State Minor Arterial	FDOT-0128	2010	1.00	1.00	E+50	2,155	2,155	6,180	C	0.35
NW 119 Street to NW 103 Street	6LD	State Minor Arterial	FDOT-5014	2010	1.00	1.00	E+50	3,033	3,033	6,180	C	0.49
NW 103 Street to NW 95 Street	6LD	State Minor Arterial	FDOT-0235	2010	1.00	1.00	E+50	2,529	2,529	6,180	C	0.41
NW 95 Street to NW 81/79 Street	6LD	State Minor Arterial	FDOT-0529	2/2-4/2010	1.03	0.97	E+50	3,104	3,101	6,180	C	0.50
I-95												
SR 826 to NW 135 Street	12LD - EXPY	State Principal Arterial	FDOT-2134	2010	1.00	1.00	E	16,760	16,760	23,230	C	0.72
NW 135 Street to NW 125 Street	12LD - EXPY	State Principal Arterial	FDOT-2100	2010	1.00	1.00	E	15,755	15,755	23,230	C	0.68
NW 125 Street to NW 119 Street	12LD - EXPY	State Principal Arterial	FDOT-2100	2010	1.00	1.00	E	15,755	15,755	23,230	C	0.68
NW 119 Street to NW 103 Street	12LD - EXPY	State Principal Arterial	FDOT-2085	2010	1.00	1.00	E	17,052	17,052	23,230	C	0.73
NW 103 Street to NW 81/79 Street	12LD - EXPY	State Principal Arterial	FDOT-2041	2010	1.00	1.00	E	17,450	17,450	23,230	C	0.75

Table 5B
Existing Peak Hour Period Traffic Conditions on Study Area Roadways
Two-Way Peak Hour Period

1/16/2012

ROADWAY SEGMENTS	[1] EXISTING LANES	[2] ROADWAY FUNCTIONAL CLASSIFICATION	COUNT STATION	COUNT DATE	FDOT PSCF	FDOT AXLE FACTOR	[3] CDMP ADOPTED LOS STANDARD	[4] YEAR 2010 EXISTING PHP VOLUMES	[5] EXISTING PHP PEAK SEASON VOLUME	[6] [7] ART PLAN OR FDOT TWO WAY PK HR MSV	EXISTING PEAK HOUR PERIOD LOS	V/C
SR 826												
NW 57 Avenue to NW 47 Avenue	6LD - EXPY	State Principal Arterial	FDOT-0405	2010	1.00	1.00	D	9,252	9,252	10,150	D	0.91
NW 47 Avenue to NW 37 Avenue	6LD - EXPY	State Principal Arterial	FDOT-0577	2010	1.00	1.00	D	9,465	9,465	10,150	D	0.93
NW 37 Avenue to NW 27 Avenue	6LD - EXPY	State Principal Arterial	FDOT-0578	2010	1.00	1.00	D	10,128	10,128	10,150	D	1.00
NW 27 Avenue to NW 17 Avenue	8LD - EXPY	State Principal Arterial	FDOT-0579	2010	1.00	1.00	D	10,268	10,268	13,480	C	0.76
NW 17 Avenue to NW 12 Avenue	8LD - EXPY	State Principal Arterial	FDOT-0581	6/22-24/2010	1.04	0.99	D	10,079	10,377	13,480	C	0.77
NW 12 Avenue to I-95	8LD - EXPY	State Principal Arterial	FDOT-2114	2010	1.00	1.00	D	11,082	11,082	13,480	D	0.82
SR 9												
NW 27 Avenue to NW 22 Avenue	4LD	State Principal Arterial	FDOT-0096	2/23-25/2010	1.00	0.94	E+50	2,295	2,157	5,340	B	0.40
NW 22 Avenue to I-95	4LD	State Principal Arterial	FDOT-0096	2/23-25/2010	1.00	0.94	E+50	2,295	2,157	5,340	B	0.40
SR 916 / NW 135 Street												
NW 57 Avenue to NW 42 Avenue	4LD	State Minor Arterial	FDOT-0138	2010	1.00	1.00	E	3,394	3,394	3,560	C	0.95
NW 42 Avenue to NW 37 Avenue	4LD	State Minor Arterial	FDOT-1224	1/26-28/2010	1.04	0.99	E	1,842	1,897	3,560	B	0.53
NW 37 Avenue to NW 27 Avenue	4LD	State Minor Arterial	FDOT-1223	2010	1.00	1.00	E	1,947	1,947	3,560	B	0.55
NW 27 Avenue to NW 22 Avenue	3LOW - EB	State Minor Arterial	FDOT-0140	2010	1.00	1.00	E	1,160	1,160	3,090	C	0.38
NW 22 Avenue to NW 17 Avenue	3LOW - EB	State Minor Arterial	FDOT-0140	2010	1.00	1.00	E	1,160	1,160	3,090	C	0.38
NW 17 Avenue to NW 7 Avenue	3LOW - EB	State Minor Arterial	FDOT-0140	2010	1.00	1.00	E	1,160	1,160	3,090	C	0.38
NW 7 Avenue to I-95	3LOW - EB	State Minor Arterial	MD-9526	2010	1.00	1.00	E	1,008	1,008	3,090	C	0.33
Opa Locka Blvd												
NW 27 Avenue to NW 22 Avenue	3LOW - WB	State Minor Arterial	FDOT-0141	2010	1.00	1.00	E	1,054	1,054	3,090	C	0.34
NW 22 Avenue to NW 17 Avenue	3LOW - WB	State Minor Arterial	FDOT-0141	2010	1.00	1.00	E	1,054	1,054	3,090	C	0.34
NW 17 Avenue to NW 7 Avenue	3LOW - WB	State Minor Arterial	FDOT-0141	2010	1.00	1.00	E	1,054	1,054	3,090	C	0.34
NW 7 Avenue to I-95	3LOW - WB	State Minor Arterial	MD-9596	2010	1.00	1.00	E	1,054	1,054	3,090	C	0.34
SR 924 / Gratigny / NW 119 Street												
NW 57 Avenue to NW 37 Avenue	6LD - EXPY	State Principal Arterial	FDOT-2512	7/13-15/2010	1.07	0.97	E	2,966	3,078	11,290	B	0.27
NW 37 Avenue to NW 32 Avenue	6LD - EXPY	State Principal Arterial	FDOT-2512	7/13-15/2010	1.07	0.97	E	2,966	3,078	11,290	B	0.27
NW 32 Avenue to NW 27 Avenue	8LD	State Principal Arterial	FDOT-2510	5/25-27/2010	1.02	0.98	E	3,200	3,199	7,160	B	0.45
NW 27 Avenue to West Golf Dr	7LD	State Principal Arterial	FDOT-1220	2010	1.00	1.00	E	3,382	3,382	6,253	B	0.54
West Golf Dr to East Golf Dr	6LD	State Principal Arterial	FDOT-1220	2010	1.00	1.00	E	3,382	3,382	5,360	B	0.63
East Golf Dr to NW 22 Avenue	6LD	State Principal Arterial	FDOT-1220	2010	1.00	1.00	E	3,382	3,382	5,360	B	0.63
NW 22 Avenue to NW 17 Avenue	6LD	State Principal Arterial	Average	2010	1.00	1.00	E	3,125	3,125	5,150	C	0.61
NW 17 Avenue to NW 12 Avenue	6LD	State Principal Arterial	FDOT-0122	2010	1.00	1.00	E	2,868	2,868	5,150	C	0.56
NW 12 Avenue to NW 7 Avenue	6LD	State Principal Arterial	FDOT-0122	2010	1.00	1.00	E	2,868	2,868	5,150	C	0.56
NW 7 Avenue to I-95	6LD	State Principal Arterial	FDOT-0122	2010	1.00	1.00	E	2,868	2,868	5,150	C	0.56

Table 5B
Existing Peak Hour Period Traffic Conditions on Study Area Roadways
Two-Way Peak Hour Period

1/16/2012

ROADWAY SEGMENTS	[1] EXISTING LANES	[2] ROADWAY FUNCTIONAL CLASSIFICATION	COUNT STATION	COUNT DATE	FDOT PSCF	FDOT AXLE FACTOR	[3] CDMP ADOPTED LOS STANDARD	[4] YEAR 2010 EXISTING PHP VOLUMES	[5] EXISTING PHP PEAK SEASON VOLUME	[6] [7] ART PLAN OR FDOT TWO WAY PK HR MSV	EXISTING PEAK HOUR PERIOD LOS	V/C
SR 932 / NW 103 Street												
NW 57 Avenue to NW 42 Avenue	4LD	State Principal Arterial	FDOT-0112	2010	1.00	1.00	E	2,730	2,730	3,400	D	0.80
NW 42 Avenue to NW 32 Avenue	6LD	State Principal Arterial	FDOT-1215	2010	1.00	1.00	E	2,966	2,966	5,360	B	0.55
NW 32 Avenue to NW 27 Avenue	6LD	State Principal Arterial	FDOT-1215	2010	1.00	1.00	E	2,966	2,966	5,360	B	0.55
NW 27 Avenue to NW 22 Avenue	6LD	State Principal Arterial	FDOT-1214	2010	1.00	1.00	E	2,094	2,094	5,150	C	0.41
NW 22 Avenue to NW 17 Avenue	6LD	State Principal Arterial	FDOT-1214	2010	1.00	1.00	E	2,094	2,094	5,150	C	0.41
NW 17 Avenue to NW 12 Avenue	6LD	State Principal Arterial	FDOT-0121	2010	1.00	1.00	E	2,186	2,186	5,150	C	0.42
NW 12 Avenue to NW 7 Avenue	6LD	State Principal Arterial	FDOT-0121	2010	1.00	1.00	E	2,186	2,186	5,150	C	0.42
NW 7 Avenue to I-95	6LD	State Principal Arterial	FDOT-0121	2010	1.00	1.00	E	2,186	2,186	5,150	C	0.42
NW 95 Street												
NW 27 Avenue to NW 22 Avenue	4LD	County Minor Arterial	FDOT-7028	AADT*K100	1.00	1.00	E	1,116	1,116	3,060	C	0.36
NW 22 Avenue to NW 17 Avenue	4LD	County Minor Arterial	FDOT-7028	AADT*K100	1.00	1.00	E	1,116	1,116	3,060	C	0.36
NW 17 Avenue to NW 12 Avenue	4LD	County Minor Arterial	MD-9491	5/18-20/2010	1.02	0.99	E	1,436	1,450	3,060	C	0.47
NW 12 Avenue to NW 7 Avenue	4LD	County Minor Arterial	MD-9491	5/18-20/2010	1.02	0.99	E	1,436	1,450	3,060	C	0.47
NW 7 Avenue to I-95	4LD	County Minor Arterial	MD-9491	5/18-20/2010	1.02	0.99	E	1,436	1,450	3,060	C	0.47
SR 934 / NW 79 Street												
NW 42 Avenue to NW 32 Avenue	4LD	State Minor Arterial	FDOT-0537	2010	1.00	1.00	E+50	1,665	1,665	5,100	C	0.33
NW 32 Avenue to NW 27 Avenue	4LD	State Minor Arterial	FDOT-0538	2010	1.00	1.00	E+50	2,149	2,149	5,100	C	0.42
NW 27 Avenue to NW 22 Avenue	6LD	State Minor Arterial	FDOT-0539	5/11-13/2010	1.01	0.98	E+20	4,423	4,378	6,180	D	0.71
NW 22 Avenue to NW 14 Avenue	6LD	State Minor Arterial	FDOT-0539	5/11-13/2010	1.01	0.98	E+20	4,423	4,378	6,180	D	0.71
NW 14 Avenue to NW 7 Avenue	4LD	State Minor Arterial	FDOT-0547	1/19-21/2010	1.05	0.94	E+20	1,817	1,793	4,080	C	0.44
NW 7 Avenue to I-95	4LD	State Minor Arterial	FDOT-0547	1/19-21/2010	1.05	0.94	E+20	1,817	1,793	4,080	C	0.44

[1] The expanded lane geometry for roadways under construction are included in this table as existing lane geometry.

[2] The roadway functional classification is based on Figure 3 of the Transportation Element from the CDMP and the 2010 FDOT Florida Highway Data CD.

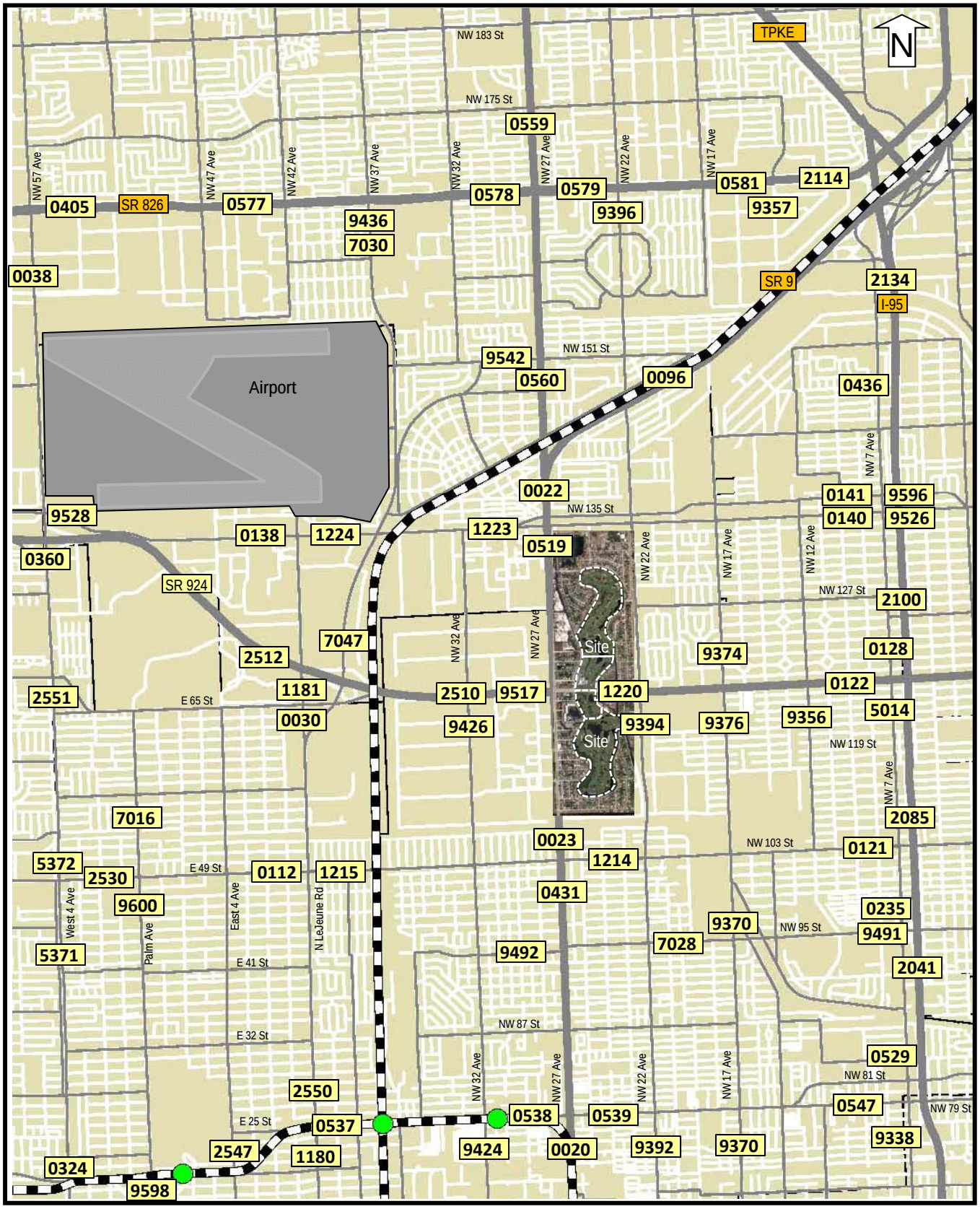
[3] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.

[4] The PHP volumes have been obtained from the Miami-Dade County and FDOT Traffic Count Station Databases (where available) dated 9/14/2011.
For County segments not included in the Count Station Database, traffic counts where available have been obtained from the Public Works Department.
For State segments not included in the Count Station Database, traffic counts where available have been obtained from the 2010 FDOT Florida Traffic Information CD.

[5] The PHP volumes from raw data have been adjusted for peak season and axle factors using the PSCF and axle factors provided by FDOT in the 2010 Florida Traffic Information CD.

[6] The two-way peak hour MSV for county roads are consistent with ART PLAN (where available) as established by MDC Public Works in the Traffic Count Station Database.
For county roads under construction, or where ART PLAN runs are not available, the MSV is based on Table 4 of the 2009 FDOT Quality/LOS Handbook, last updated on 10/4/2010.

[7] The two-way peak hour MSV for state roads are consistent with Table 4 from the 2009 FDOT Quality/LOS Handbook, last updated on 10/4/2010.

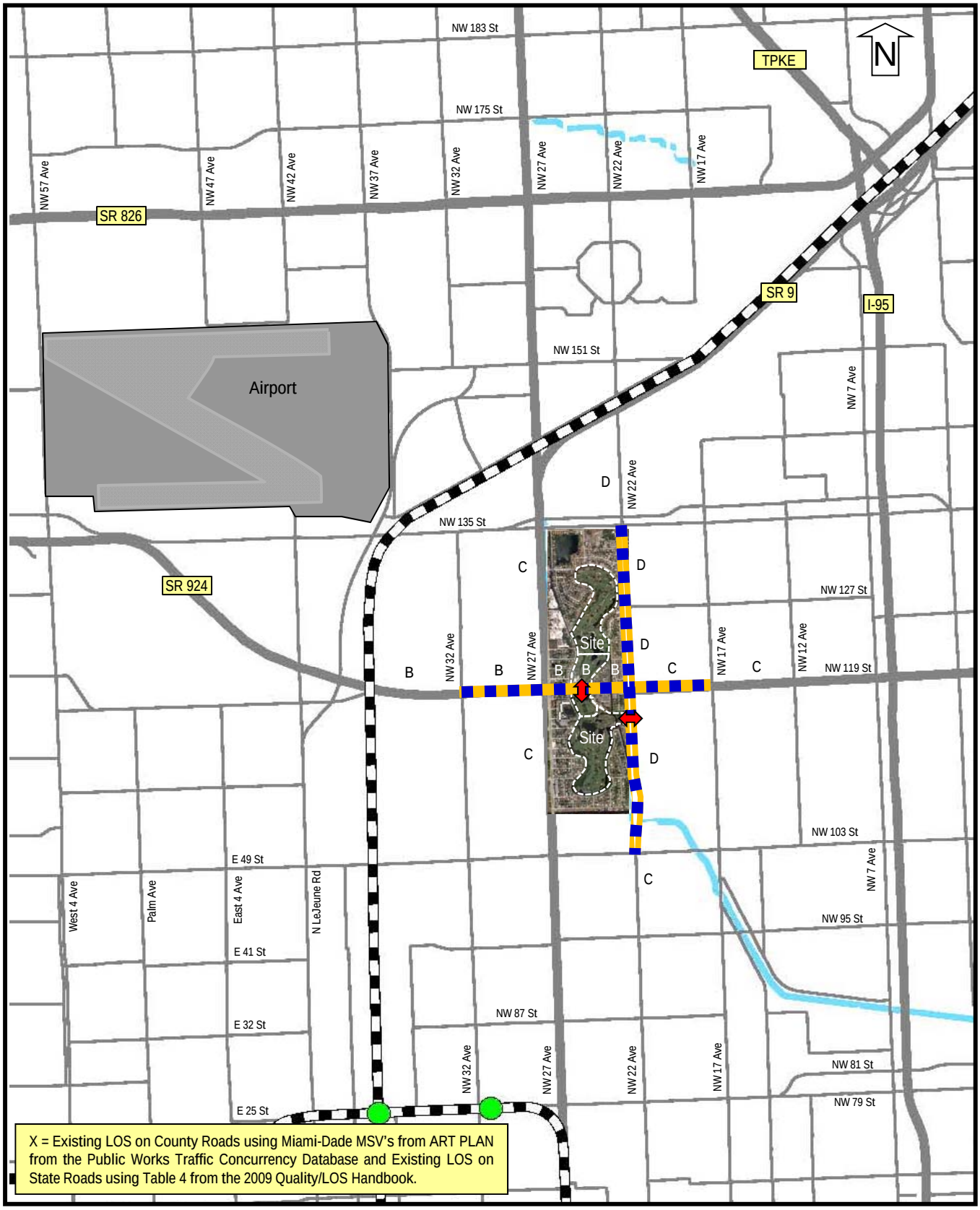


Site

0020 Traffic Count Stations

Figure 5B
Study Area Traffic Count Stations
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates



C LOS for Roadway Segments

Project Access Locations

Roadways with Project Traffic ≥ 5% of MSV at Adopted LOS

Figure 5C
Existing LOS on Segments where Project Traffic ≥ 5% of MSV
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

Year 2025 Future Background and Committed Development Traffic Conditions without the Amendment

Table 5C provides the analysis of Year 2025 future background and committed development traffic (before the addition of the Amendment traffic) and includes the growth of the existing peak hour period traffic to the year 2025 and the addition of unbuilt committed development traffic from previously approved projects as recorded by Miami-Dade County. The evaluation of future background plus committed development traffic includes the following elements outlined below:

- The future lane geometry for study area roadways inclusive of improvements under construction, improvements funded in TIP 2012 and improvements from Priorities II and III of the LRTP 2035;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The existing two-way peak hour period traffic from Table 5B;

Background Growth

- Model derived linear growth rates calculated using the Model Outputs for the years 2005 and 2035 from the 2035 LRTP (see Table 5D), used to grow existing 2010 peak hour period traffic to year 2025;
- A linear growth rate of 0.44% per year for the roadways within the study area;
- Adjustedments to growth rates based on the inclusion of committed development traffic in the 2025 analysis.

Committed Development

- Committed development traffic for each count station quantified in the Traffic Concurrency Count Station database last updated on September 14, 2011 (see Table 5E);
- The 1,209 PM trips from the residential uses permitted by the Existing Land Use for the Amendment Site;
- The future background plus committed development traffic for the year 2025;

Year 2025 Future Background Traffic Conditions without the Amendment

- The two-way peak hour roadway capacity based upon the FDOT 2009 Quality/LOS Handbook;
- The Year 2025 future background plus committed development levels of service (without the Amendment traffic) and the volume to capacity ratio for the Year 2025.

Figure 5D has been provided to identify the Year 2025 background and committed development levels of service on study area roadways where the Amendment traffic is $\geq$ 5.0% of the maximum service volume (MSV) at the adopted level of service standard.

Table 5C
Year 2025 Future Background and Committed Development Traffic Conditions on Study Area Roadways - Long Term Planning Horizon
Two-Way Peak Hour Period without the Amendment Trips

1/16/2012

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	EXISTING PHP PEAK SEASON VOLUMES [See Table 5B]	[3] MODEL GROWTH RATES [See Table 5D]	2025 FUTURE BACKGROUND PHP VOLUME	[4] COMMITTED DEVELOPMENT TRIPS [See Table 5E]	2025 BACKGROUND PLUS COMMITTED VOLUMES	[5] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C
SR 823 / NW 57 Avenue										
SR 826 to W 84 Street	6LD	E	3,149	0.44%	3,363	302	3,666	5,150	C	0.71
W 84 Street to W 78 Street	6LD	E	3,498	0.44%	3,736	24	3,760	5,150	C	0.73
W 78 Street to W 65 Street	6LD - FY 2016	E	3,771	0.44%	4,028	21	4,049	5,150	D	0.79
W 65 Street to W 49 Street	6LD - TIP 2012	E	1,965	0.44%	2,099	18	2,117	5,150	C	0.41
W 49 Street to W 32 Street	6LD - TIP 2012	E+20	2,803	0.44%	2,994	12	3,006	6,180	C	0.49
W 32 Street to W 21 Street	6LD UNDER CST	E	1,792	0.44%	1,914	9	1,923	5,150	C	0.37
SR 953/NW 42 Ave/N LeJeune Rd										
NW 135 Street to E 65 Street	6LD	E+50	1,732	0.44%	1,850	60	1,910	6,180	C	0.31
E 65 Street to E 49 Street	6LD	E+50	1,445	0.44%	1,543	82	1,625	6,180	C	0.26
E 49 Street to E 21 Street	4LD	E+50	2,395	0.44%	2,558	66	2,624	5,100	D	0.51
NW 37 AVENUE										
SR 826 to NW 135 Street	4LD	E+20	1,760	0.44%	1,880	43	1,923	3,845	B	0.50
NW 135 Street to SR 924	4LD	E+50	1,504	0.44%	1,606	43	1,649	4,590	C	0.36
SR 924 to NW 42 Avenue	4LD	E+50	1,504	0.44%	1,606	108	1,714	4,590	C	0.37
NW 32 AVENUE										
NW 135 Street to NW 119 Street	4LD	E+50	1,553	0.44%	1,659	47	1,705	4,590	C	0.37
NW 119 Street to NW 103 Street	4LD	E+50	1,553	0.44%	1,659	88	1,747	4,590	C	0.38
NW 103 Street to NW 79 Street	4LD	E+50	1,774	0.44%	1,895	71	1,966	4,590	C	0.43
SR 817 / NW 27 AVENUE										
SR 826 to NW 151 Street	6LD	E+20	3,573	0.44%	3,816	28	3,845	6,180	D	0.62
NW 151 Street to SR 9	6LD	E+50	2,763	0.44%	2,951	41	2,992	6,180	C	0.48
SR 9 to NW 135 Street	6LD	E+50	4,204	0.44%	4,490	84	4,574	6,180	D	0.74
NW 135 Street to NW 119 Street	6LD	E+50	3,716	0.44%	3,969	140	4,109	6,180	D	0.66
NW 119 Street to NW 103 Street	6LD	E+50	3,358	0.44%	3,587	213	3,800	6,180	D	0.61
NW 103 Street to NW 95 Street	4LD	E+50	2,824	0.44%	3,016	115	3,131	5,100	D	0.61
NW 95 Street to NW 87 Street	4LD	E+50	2,824	0.44%	3,016	91	3,107	5,100	D	0.61
NW 87 Street to NW 79 Street	4LD	E+50	2,672	0.44%	2,854	163	3,017	5,100	D	0.59
NW 22 AVENUE										
SR 826 to NW 151 Street	4LD	E+50	1,427	0.44%	1,524	31	1,555	4,590	C	0.34
NW 151 Street to SR 9	4LD	E+50	1,427	0.44%	1,524	43	1,567	4,590	C	0.34
SR 9 to NW 135 Street	4LD	E+50	1,893	0.44%	2,022	92	2,114	4,590	C	0.46
NW 135 Street to NW 119 Street	4LD	E+50	1,893	0.44%	2,022	172	2,194	4,590	D	0.48
NW 119 Street to NW 103 Street	4LD	E+50	1,893	0.44%	2,022	199	2,221	4,590	D	0.48
NW 103 Street to NW 95 Street	4LD	E+50	2,269	0.44%	2,423	106	2,529	6,953	C	0.36
NW 95 Street to NW 87 Street	4LD	E+50	2,269	0.44%	2,423	82	2,505	6,953	C	0.36
NW 87 Street to NW 79 Street	4LD	E+50	2,269	0.44%	2,423	57	2,481	6,953	C	0.36
NW 17 AVENUE										
NW 135 Street to NW 119 Street	4LD	E+20	1,084	0.44%	1,158	46	1,204	3,845	B	0.31
NW 119 Street to NW 103 Street	4LD	E+20	1,391	0.44%	1,486	73	1,559	3,845	B	0.41
NW 103 Street to NW 95 Street	4LD	E+20	1,325	0.44%	1,415	40	1,455	3,845	B	0.38
NW 95 Street to NW 87 Street	4LD	E+20	1,325	0.44%	1,415	28	1,443	3,845	B	0.38
NW 87 Street to NW 79 Street	4LD	E+20	1,546	0.44%	1,651	139	1,790	3,845	B	0.47
NW 12 AVENUE										
NW 135 Street to NW 119 Street	2LU	E+20	342	0.44%	365	20	385	1,696	C	0.23
NW 119 Street to NW 103 Street	2LU	E+20	342	0.44%	365	21	386	1,696	C	0.23

Table 5C
Year 2025 Future Background and Committed Development Traffic Conditions on Study Area Roadways - Long Term Planning Horizon
Two-Way Peak Hour Period without the Amendment Trips

1/16/2012

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	EXISTING PHP PEAK SEASON VOLUMES [See Table 5B]	[3] MODEL GROWTH RATES [See Table 5D]	2025 FUTURE BACKGROUND PHP VOLUME	[4] COMMITTED DEVELOPMENT TRIPS [See Table 5E]	2025 BACKGROUND PLUS COMMITTED VOLUMES	[5] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C
SR 7 / NW 7 AVENUE										
I-95 to NW 135 Street	6LD	E+50	2,134	0.44%	2,279	32	2,311	6,180	C	0.37
NW 135 Street to NW 119 Street	6LD	E+50	2,155	0.44%	2,302	20	2,321	6,180	C	0.38
NW 119 Street to NW 103 Street	6LD	E+50	3,033	0.44%	3,239	30	3,270	6,180	C	0.53
NW 103 Street to NW 95 Street	6LD	E+50	2,529	0.44%	2,701	126	2,827	6,180	C	0.46
NW 95 Street to NW 81/79 Street	6LD	E+50	3,101	0.44%	3,312	138	3,450	6,180	C	0.56
I-95										
SR 826 to NW 135 Street	12LD - EXPY	E	16,760	0.44%	17,901	44	17,945	23,230	C	0.77
NW 135 Street to NW 125 Street	12LD - EXPY	E	15,755	0.44%	16,827	26	16,854	23,230	C	0.73
NW 125 Street to NW 119 Street	12LD - EXPY	E	15,755	0.44%	16,827	26	16,854	23,230	C	0.73
NW 119 Street to NW 103 Street	12LD - EXPY	E	17,052	0.44%	18,213	26	18,239	23,230	C	0.79
NW 103 Street to NW 81/79 Street	12LD - EXPY	E	17,450	0.44%	18,638	26	18,664	23,230	D	0.80
SR 826										
NW 57 Avenue to NW 47 Avenue	6LD - EXPY	D	9,252	0.44%	9,882	32	9,914	10,150	D	0.98
NW 47 Avenue to NW 37 Avenue	6LD - EXPY	D	9,465	0.44%	10,109	21	10,130	10,150	D	1.00
NW 37 Avenue to NW 27 Avenue	6LD - EXPY	D	10,128	0.44%	10,817	24	10,842	10,150	E	1.07
NW 27 Avenue to NW 17 Avenue	8LD - EXPY	D	10,268	0.44%	10,967	24	10,991	13,480	C	0.82
NW 17 Avenue to NW 12 Avenue	8LD - EXPY	D	10,377	0.44%	11,084	21	11,105	13,480	D	0.82
NW 12 Avenue to I-95	8LD - EXPY	D	11,082	0.44%	11,836	18	11,855	13,480	D	0.88
SR 9										
NW 27 Avenue to NW 22 Avenue	4LD	E+50	2,157	0.44%	2,304	36	2,340	5,340	B	0.44
NW 22 Avenue to I-95	4LD	E+50	2,157	0.44%	2,304	36	2,340	5,340	B	0.44
SR 916 / NW 135 Street										
NW 57 Avenue to NW 42 Avenue	4LD	E	3,394	0.44%	3,625	41	3,666	3,560	F	1.03
NW 42 Avenue to NW 37 Avenue	4LD	E	1,897	0.44%	2,026	42	2,068	3,560	B	0.58
NW 37 Avenue to NW 27 Avenue	4LD	E	1,947	0.44%	2,080	66	2,146	3,560	B	0.60
NW 27 Avenue to NW 22 Avenue	3LOW - EB	E	1,160	0.44%	1,239	50	1,289	3,090	C	0.42
NW 22 Avenue to NW 17 Avenue	3LOW - EB	E	1,160	0.44%	1,239	42	1,281	3,090	C	0.41
NW 17 Avenue to NW 7 Avenue	3LOW - EB	E	1,160	0.44%	1,239	42	1,281	3,090	C	0.41
NW 7 Avenue to I-95	3LOW - EB	E	1,008	0.44%	1,077	57	1,133	3,090	C	0.37
Opa Locka Blvd										
NW 27 Avenue to NW 22 Avenue	3LOW - WB	E	1,054	0.44%	1,126	40	1,165	3,090	C	0.38
NW 22 Avenue to NW 17 Avenue	3LOW - WB	E	1,054	0.44%	1,126	40	1,165	3,090	C	0.38
NW 17 Avenue to NW 7 Avenue	3LOW - WB	E	1,054	0.44%	1,126	40	1,165	3,090	C	0.38
NW 7 Avenue to I-95	3LOW - WB	E	1,054	0.44%	1,126	45	1,170	3,090	C	0.38
SR 924 / Gratigny / NW 119 Street										
NW 57 Avenue to NW 37 Avenue	6LD - EXPY	E	3,078	0.44%	3,288	184	3,472	11,290	B	0.31
NW 37 Avenue to NW 32 Avenue	6LD - EXPY	E	3,078	0.44%	3,288	261	3,549	11,290	B	0.31
NW 32 Avenue to NW 27 Avenue	8LD	E	3,199	0.44%	3,416	373	3,790	7,160	B	0.53
NW 27 Avenue to West Golf Dr	7LD	E	3,382	0.44%	3,612	672	4,284	6,253	B	0.69
West Golf Dr to East Golf Dr	6LD	E	3,382	0.44%	3,612	672	4,284	5,360	B	0.80
East Golf Dr to NW 22 Avenue	6LD	E	3,382	0.44%	3,612	357	3,969	5,360	B	0.74
NW 22 Avenue to NW 17 Avenue	6LD	E	3,125	0.44%	3,338	240	3,578	5,150	C	0.69
NW 17 Avenue to NW 12 Avenue	6LD	E	2,868	0.44%	3,063	132	3,195	5,150	C	0.62
NW 12 Avenue to NW 7 Avenue	6LD	E	2,868	0.44%	3,063	91	3,154	5,150	C	0.61
NW 7 Avenue to I-95	6LD	E	2,868	0.44%	3,063	50	3,114	5,150	C	0.60

Table 5C
Year 2025 Future Background and Committed Development Traffic Conditions on Study Area Roadways - Long Term Planning Horizon
Two-Way Peak Hour Period without the Amendment Trips

1/16/2012

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	EXISTING PHP PEAK SEASON VOLUMES [See Table 5B]	[3] MODEL GROWTH RATES [See Table 5D]	2025 FUTURE BACKGROUND PHP VOLUME	[4] COMMITTED DEVELOPMENT TRIPS [See Table 5E]	2025 BACKGROUND PLUS COMMITTED VOLUMES	[5] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C
SR 932 / NW 103 Street										
NW 57 Avenue to NW 42 Avenue	4LD	E	2,730	0.44%	2,916	41	2,957	3,400	D	0.87
NW 42 Avenue to NW 32 Avenue	6LD	E	2,966	0.44%	3,168	52	3,220	5,360	B	0.60
NW 32 Avenue to NW 27 Avenue	6LD	E	2,966	0.44%	3,168	64	3,232	5,360	B	0.60
NW 27 Avenue to NW 22 Avenue	6LD	E	2,094	0.44%	2,237	45	2,282	5,150	C	0.44
NW 22 Avenue to NW 17 Avenue	6LD	E	2,094	0.44%	2,237	97	2,334	5,150	C	0.45
NW 17 Avenue to NW 12 Avenue	6LD	E	2,186	0.44%	2,335	89	2,424	5,150	C	0.47
NW 12 Avenue to NW 7 Avenue	6LD	E	2,186	0.44%	2,335	76	2,411	5,150	C	0.47
NW 7 Avenue to I-95	6LD	E	2,186	0.44%	2,335	48	2,383	5,150	C	0.46
NW 95 Street										
NW 27 Avenue to NW 22 Avenue	4LD	E	1,116	0.44%	1,192	36	1,228	3,060	C	0.40
NW 22 Avenue to NW 17 Avenue	4LD	E	1,116	0.44%	1,192	33	1,225	3,060	C	0.40
NW 17 Avenue to NW 12 Avenue	4LD	E	1,450	0.44%	1,549	30	1,579	3,060	C	0.52
NW 12 Avenue to NW 7 Avenue	4LD	E	1,450	0.44%	1,549	27	1,576	3,060	C	0.52
NW 7 Avenue to I-95	4LD	E	1,450	0.44%	1,549	15	1,564	3,060	C	0.51
SR 934 / NW 79 Street										
NW 42 Avenue to NW 32 Avenue	4LD	E+50	1,665	0.44%	1,778	14	1,792	5,100	C	0.35
NW 32 Avenue to NW 27 Avenue	4LD	E+50	2,149	0.44%	2,295	37	2,332	5,100	C	0.46
NW 27 Avenue to NW 22 Avenue	6LD	E+20	4,378	0.44%	4,676	43	4,719	6,180	D	0.76
NW 22 Avenue to NW 14 Avenue	6LD	E+20	4,378	0.44%	4,676	37	4,713	6,180	D	0.76
NW 14 Avenue to NW 7 Avenue	4LD	E+20	1,793	0.44%	1,915	34	1,950	4,080	C	0.48
NW 7 Avenue to I-95	4LD	E+20	1,793	0.44%	1,915	31	1,947	4,080	C	0.48

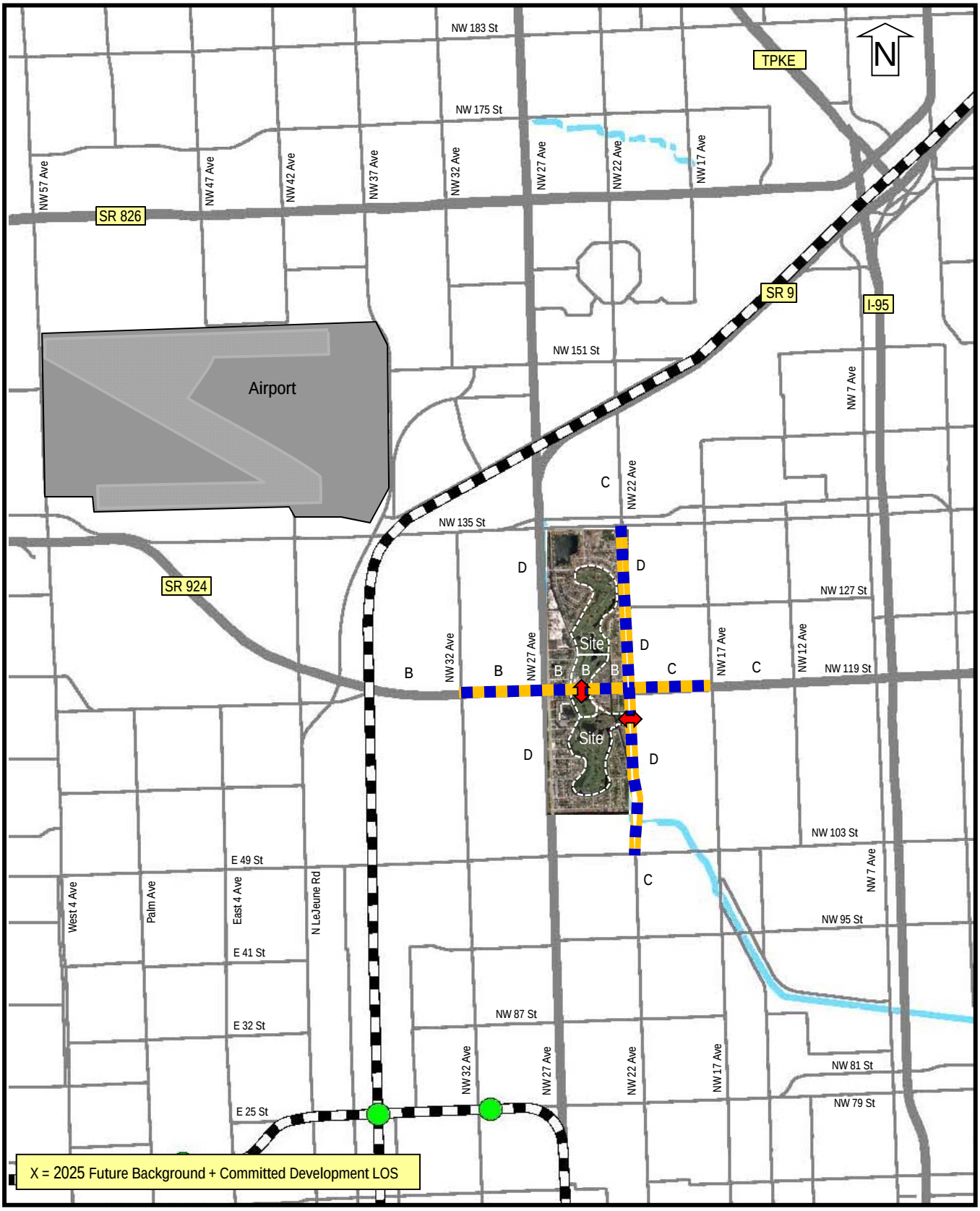
[1] Lane geometry for Year 2025 Long Term Planning Horizon reflects projects under construction, funded projects from TIP 2012 and planned projects from Priorities II and III of the LRTP 2035 which will be built by the Year 2025.

[2] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.

[3] The growth rate calculations are provided on Table 5D and are based upon linear growth rates established using the 2005 and 2035 model forecasts from the 2035 LRTP.

[4] Committed development traffic estimates are provided in Table 5E based on the Concurrency Database with adjustments made for segments without DO trip assignments.

[5] The two-way peak hour roadway capacities have been obtained from the 2009 FDOT Quality/LOS Handbook updated 10/4/2010.



C LOS for Roadway Segments

Project Access Locations

Roadways with Project Traffic ≥ 5% of MSV at Adopted LOS

Figure 5D
2025 Background LOS on Segments where Project Traffic ≥ 5% of MSV
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

Table 5D

Traffic Growth Rate Calculations using the 2005 and 2035 LRTP Model Output Files

1/8/2012

ROADWAY	DIR	2005 Model Volumes	2035 Model Volumes	Growth Rate
SR 823 / NW 57 AVENUE				
SR 826 to W 84 Street	N/S	57,317	74,804	0.89%
W 84 Street to W 78 Street	N/S	45,980	67,409	1.28%
W 78 Street to W 65 Street	N/S	45,883	60,399	0.92%
W 65 Street to W 49 Street	N/S	34,834	56,528	1.63%
W 49 Street to W 32 Street	N/S	42,097	63,908	1.40%
W 32 Street to W 21 Street	N/S	37,356	62,664	1.74%
AVERAGE:		263,467	385,712	**1.28%**
SR 953 / NW 42 AVENUE				
NW 135 Street to E 65 Street	N/S	30,290	27,702	-0.30%
E 65 Street to E 49 Street	N/S	52,044	57,260	0.32%
E 49 Street to E 21 Street	N/S	40,933	45,913	0.38%
AVERAGE:		123,267	130,875	**0.20%**
NW 37 AVENUE				
SR 826 to NW 135 Street	N/S	40,290	47,214	0.53%
NW 135 Street to SR 924	N/S	42,131	40,528	-0.13%
AVERAGE:		82,421	87,742	**0.21%**
NW 32 AVENUE				
NW 135 Street to NW 119 Street	N/S	14,669	23,310	1.56%
NW 119 Street to NW 103 Street	N/S	30,406	28,168	-0.25%
NW 103 Street to NW 79 Street	N/S	20,267	29,200	1.22%
AVERAGE:		65,342	80,678	**0.71%**
SR 817 / NW 27 AVENUE				
SR 826 to NW 135 Street	N/S	50,412	64,297	0.81%
NW 135 Street to NW 119 Street	N/S	51,878	56,296	0.27%
NW 119 Street to NW 103 Street	N/S	52,922	64,441	0.66%
NW 103 Street to NW 95 Street	N/S	35,768	43,441	0.65%
NW 95 Street to NW 87 Street	N/S	33,014	42,623	0.86%
NW 87 Street to NW 79 Street	N/S	35,859	43,897	0.68%
AVERAGE:		259,853	314,995	**0.64%**
NW 22 AVENUE				
SR 826 to SR 9	N/S	20,798	30,168	1.25%
SR 9 to NW 135 Street	N/S	21,640	29,934	1.09%
NW 135 Street to NW 119 Street	N/S	11,185	22,433	2.35%
NW 119 Street to NW 103 Street	N/S	10,222	29,062	3.54%
NW 103 Street to NW 95 Street	N/S	11,733	33,494	3.56%
NW 95 Street to NW 87 Street	N/S	17,160	35,644	2.47%
NW 87 Street to NW 79 Street	N/S	17,160	36,497	2.55%
AVERAGE:		109,898	217,232	**2.30%**
NW 17 AVENUE				
NW 135 Street to NW 119 Street	N/S	4,059	17,407	4.97%
NW 119 Street to NW 103 Street	N/S	4,048	11,484	3.54%
NW 103 Street to NW 95 Street	N/S	8,821	20,291	2.82%
NW 95 Street to NW 87 Street	N/S	15,651	23,282	1.33%
NW 87 Street to NW 79 Street	N/S	15,228	24,339	1.58%
AVERAGE:		47,807	96,803	**2.38%**

Table 5D

Traffic Growth Rate Calculations using the 2005 and 2035 LRTP Model Output Files

1/8/2012

ROADWAY	DIR	2005 Model Volumes	2035 Model Volumes	Growth Rate
NW 12 AVENUE				
NW 135 Street to NW 119 Street	N/S	6,105	8,541	1.13%
NW 119 Street to NW 103 Street	N/S	7,937	10,758	1.02%
AVERAGE:		14,042	19,299	**1.07%**
SR 7 / NW 7 AVENUE				
I-95 to NW 135 Street	N/S	21,918	22,234	0.05%
NW 135 Street to NW 119 Street	N/S	22,378	43,280	2.22%
NW 119 Street to NW 103 Street	N/S	22,319	43,280	2.23%
NW 103 Street to NW 95 Street	N/S	21,052	43,160	2.42%
NW 95 Street to NW 81/79 Street	N/S	28,185	51,531	2.03%
AVERAGE:		115,852	203,485	**1.90%**
I-95				
SR 826 to NW 135 Street	N/S	122,706	114,942	-0.22%
NW 135 Street to NW 125 Street	N/S	122,706	114,521	-0.23%
NW 125 Street to NW 119 Street	N/S	122,706	117,571	-0.14%
NW 119 Street to NW 103 Street	N/S	122,706	132,951	0.27%
NW 103 Street to NW 95 Street	N/S	122,706	118,543	-0.11%
NW 95 Street to NW 81/79 Street	N/S	122,706	137,319	0.38%
AVERAGE:		736,236	735,847	**0.00%**
SR 826				
NW 57 Avenue to NW 47 Avenue	E/W	53,774	74,610	1.10%
NW 47 Avenue to NW 37 Avenue	E/W	62,077	73,907	0.58%
NW 37 Avenue to NW 27 Avenue	E/W	48,369	71,848	1.33%
NW 27 Avenue to NW 17 Avenue	E/W	66,171	70,839	0.23%
NW 17 Avenue to NW 12 Avenue	E/W	42,989	57,712	0.99%
NW 12 Avenue to I-95	E/W	68,607	62,542	-0.31%
AVERAGE:		341,987	411,458	**0.62%**
SR 9				
NW 27 Avenue to NW 22 Avenue	NE/SW	28,123	30,422	0.26%
NW 22 Avenue to I-95	NE/SW	37,319	40,395	0.26%
AVERAGE:		65,442	70,817	**0.26%**
SR 916 / NW 135 STREET				
NW 57 Avenue to NW 42 Avenue	E/W	43,154	29,857	-1.22%
NW 42 Avenue to NW 37 Avenue	E/W	34,566	25,186	-1.05%
NW 37 Avenue to NW 27 Avenue	E/W	41,232	31,770	-0.87%
NW 27 Avenue to NW 22 Avenue	EB	22,336	31,770	1.18%
NW 22 Avenue to NW 17 Avenue	EB	22,336	31,770	1.18%
NW 17 Avenue to NW 12 Avenue	EB	22,336	24,321	0.28%
NW 12 Avenue to I-95	EB	22,336	24,321	0.28%
AVERAGE:		208,296	198,995	**-0.15%**
OPA LOCKA BLVD				
NW 27 Avenue to NW 22 Avenue	WB	28,093	27,738	-0.04%
NW 22 Avenue to NW 17 Avenue	WB	27,319	30,768	0.40%
NW 17 Avenue to NW 12 Avenue	WB	23,095	22,128	-0.14%
NW 12 Avenue to I-95	WB	23,438	21,955	-0.22%
AVERAGE:		101,945	102,589	**0.02%**

Table 5D

Traffic Growth Rate Calculations using the 2005 and 2035 LRTP Model Output Files

1/8/2012

ROADWAY	DIR	2005 Model Volumes	2035 Model Volumes	Growth Rate
SR 924 / GRATIGNY / NW 119 STREET				
NW 57 Avenue to NW 37 Avenue	E/W	12,141	62,392	5.61%
NW 37 Avenue to NW 32 Avenue	E/W	24,517	66,490	3.38%
NW 32 Avenue to NW 27 Avenue	E/W	34,795	79,849	2.81%
NW 27 Avenue to NW 22 Avenue	E/W	27,132	53,463	2.29%
NW 22 Avenue to NW 17 Avenue	E/W	26,220	53,463	2.40%
NW 17 Avenue to I-95	E/W	27,713	54,157	2.26%
AVERAGE:		152,518	369,814	**3.00%**
SR 932 / NW 103 STREET				
NW 57 Avenue to NW 42 Avenue	E/W	42,940	46,420	0.26%
NW 42 Avenue to NW 32 Avenue	E/W	41,168	48,495	0.55%
NW 32 Avenue to NW 27 Avenue	E/W	34,345	51,158	1.34%
NW 27 Avenue to NW 22 Avenue	E/W	39,207	53,103	1.02%
NW 22 Avenue to NW 17 Avenue	E/W	37,491	47,473	0.79%
NW 17 Avenue to NW 12 Avenue	E/W	33,028	40,512	0.68%
NW 12 Avenue to I-95	E/W	36,798	43,349	0.55%
TOTAL FOR ALL STATIONS:		**264,977**	**330,510**	**0.74%**
NW 95 STREET				
NW 27 Avenue to NW 22 Avenue	E/W	30,930	27,962	-0.34%
NW 22 Avenue to NW 17 Avenue	E/W	30,930	34,516	0.37%
NW 17 Avenue to NW 12 Avenue	E/W	30,930	33,321	0.25%
NW 12 Avenue to I-95	E/W	28,825	31,704	0.32%
TOTAL FOR ALL STATIONS:		**121,615**	**127,503**	**0.16%**
SR 934 / NW 79 STREET				
NW 42 Avenue to NW 32 Avenue	E/W	34,674	41,234	0.58%
NW 32 Avenue to NW 27 Avenue	E/W	35,247	37,604	0.22%
NW 27 Avenue to NW 22 Avenue	E/W	35,247	40,021	0.42%
NW 22 Avenue to NW 17 Avenue	E/W	30,642	30,286	-0.04%
NW 17 Avenue to I-95	E/W	33,934	45,439	0.98%
TOTAL FOR ALL STATIONS:		**169,744**	**194,584**	**0.46%**
				Model Rate:
AVERAGE GROWTH RATE:				**0.88%**
AVERAGE GROWTH RATE / 2 TO ADJUST FOR COMMITTEDS:				**0.44%**

Table 5E
Assignment of Unbuilt Committed Development Traffic
Two-Way PM Peak Hour

1/16/2012

ROADWAY SEGMENTS	YEAR 2025 LANES	COUNT STATION	[1] 9/14/2011 MIAMI-DADE CONCURRENCY DATABASE COMMITTED TRIPS	Westview Development Allowed Pursuant to the Existing Land Use: Project Distribution Percent	Westview Development Allowed Pursuant to the Existing Land Use: Net External PM Trips [2] 1209	TOTAL COMMITTED TRAFFIC
SR 823 / NW 57 Avenue						
SR 826 to W 84 Street	6LD	FDOT-0038	278	2.00%	24	**302**
W 84 Street to W 78 Street	6LD	FDOT-0360	0	2.00%	24	**24**
W 78 Street to W 65 Street	6LD - FY 2016	FDOT-2551	0	1.75%	21	**21**
W 65 Street to W 49 Street	6LD - TIP 2012	FDOT-5372	0	1.50%	18	**18**
W 49 Street to W 32 Street	6LD - TIP 2012	FDOT-5371	0	1.00%	12	**12**
W 32 Street to W 21 Street	6LD UNDER CST	FDOT-0324	0	0.75%	9	**9**
SR 953/NW 42 Ave/N LeJeune Rd						
NW 135 Street to E 65 Street	6LD	FDOT-1181	48	1.00%	12	**60**
E 65 Street to E 49 Street	6LD	FDOT-0030	5	6.36%	77	**82**
E 49 Street to E 21 Street	4LD	FDOT-1180	13	4.36%	53	**66**
NW 37 AVENUE						
SR 826 to NW 135 Street	4LD	MD-9436	31	1.00%	12	**43**
NW 135 Street to SR 924	4LD	FDOT-7047	31	1.00%	12	**43**
SR 924 to NW 42 Avenue	4LD	FDOT-7047	31	6.36%	77	**108**
NW 32 AVENUE						
NW 135 Street to NW 119 Street	4LD	MD-9426	11	2.94%	36	**47**
NW 119 Street to NW 103 Street	4LD	MD-9426	11	6.37%	77	**88**
NW 103 Street to NW 79 Street	4LD	MD-9424	18	4.37%	53	**71**
SR 817 / NW 27 AVENUE						
SR 826 to NW 151 Street	6LD	FDOT-0559	0	2.35%	28	**28**
NW 151 Street to SR 9	6LD	FDOT-0560	0	3.35%	41	**41**
SR 9 to NW 135 Street	6LD	FDOT-0022	7	6.35%	77	**84**
NW 135 Street to NW 119 Street	6LD	FDOT-0519	7	11.00%	133	**140**
NW 119 Street to NW 103 Street	6LD	FDOT-0023	47	13.73%	166	**213**
NW 103 Street to NW 95 Street	4LD	FDOT-0431	32	6.87%	83	**115**
NW 95 Street to NW 87 Street	4LD	FDOT-0431	32	4.87%	59	**91**
NW 87 Street to NW 79 Street	4LD	FDOT-0020	128	2.87%	35	**163**
NW 22 AVENUE						
SR 826 to NW 151 Street	4LD	MD-9396	0	2.57%	31	**31**
NW 151 Street to SR 9	4LD	MD-9396	0	3.57%	43	**43**
SR 9 to NW 135 Street	4LD	MD-9394	13	6.57%	79	**92**
NW 135 Street to NW 119 Street	4LD	MD-9394	13	13.14%	159	**172**
NW 119 Street to NW 103 Street	4LD	MD-9394	13	15.37%	186	**199**
NW 103 Street to NW 95 Street	4LD	MD-9392	13	7.68%	93	**106**
NW 95 Street to NW 87 Street	4LD	MD-9392	13	5.68%	69	**82**
NW 87 Street to NW 79 Street	4LD	MD-9392	13	3.68%	44	**57**

Table 5E
Assignment of Unbuilt Committed Development Traffic
Two-Way PM Peak Hour

1/16/2012

ROADWAY SEGMENTS	YEAR 2025 LANES	COUNT STATION	[1] 9/14/2011 MIAMI-DADE CONCURRENCY DATABASE COMMITTED TRIPS	Westview Development Allowed Pursuant to the Existing Land Use: Project Distribution Percent	Westview Development Allowed Pursuant to the Existing Land Use: Net External PM Trips [2] 1209	TOTAL COMMITTED TRAFFIC
NW 17 AVENUE						
NW 135 Street to NW 119 Street	4LD	MD-9374	2	3.64%	44	**46**
NW 119 Street to NW 103 Street	4LD	MD-9376	31	3.49%	42	**73**
NW 103 Street to NW 95 Street	4LD	MD-9372	12	2.31%	28	**40**
NW 95 Street to NW 87 Street	4LD	MD-9372	12	1.31%	16	**28**
NW 87 Street to NW 79 Street	4LD	MD-9370	135	0.31%	4	**139**
NW 12 AVENUE						
NW 135 Street to NW 119 Street	2LU	MD-9356	0	1.64%	20	**20**
NW 119 Street to NW 103 Street	2LU	MD-9356	0	1.74%	21	**21**
SR 7 / NW 7 AVENUE						
I-95 to NW 135 Street	6LD	FDOT-0436	4	2.28%	28	**32**
NW 135 Street to NW 119 Street	6LD	FDOT-0128	0	1.62%	20	**20**
NW 119 Street to NW 103 Street	6LD	FDOT-5014	9	1.75%	21	**30**
NW 103 Street to NW 95 Street	6LD	FDOT-0235	98	2.31%	28	**126**
NW 95 Street to NW 81/79 Street	6LD	FDOT-0529	98	3.31%	40	**138**
I-95						
SR 826 to NW 135 Street	12LD - EXPY	FDOT-2134	20	2.00%	24	**44**
NW 135 Street to NW 125 Street	12LD - EXPY	FDOT-2100	2	2.00%	24	**26**
NW 125 Street to NW 119 Street	12LD - EXPY	FDOT-2100	2	2.00%	24	**26**
NW 119 Street to NW 103 Street	12LD - EXPY	FDOT-2085	2	2.00%	24	**26**
NW 103 Street to NW 81/79 Street	12LD - EXPY	FDOT-2041	2	2.00%	24	**26**
SR 826						
NW 57 Avenue to NW 47 Avenue	6LD - EXPY	FDOT-0405	14	1.50%	18	**32**
NW 47 Avenue to NW 37 Avenue	6LD - EXPY	FDOT-0577	0	1.75%	21	**21**
NW 37 Avenue to NW 27 Avenue	6LD - EXPY	FDOT-0578	0	2.00%	24	**24**
NW 27 Avenue to NW 17 Avenue	8LD - EXPY	FDOT-0579	0	2.00%	24	**24**
NW 17 Avenue to NW 12 Avenue	8LD - EXPY	FDOT-0581	0	1.75%	21	**21**
NW 12 Avenue to I-95	8LD - EXPY	FDOT-2114	0	1.50%	18	**18**
SR 9						
NW 27 Avenue to NW 22 Avenue	4LD	FDOT-0096	0	3.00%	36	**36**
NW 22 Avenue to I-95	4LD	FDOT-0096	0	3.00%	36	**36**
SR 916 / NW 135 Street						
NW 57 Avenue to NW 42 Avenue	4LD	FDOT-0138	21	1.65%	20	**41**
NW 42 Avenue to NW 37 Avenue	4LD	FDOT-1224	10	2.65%	32	**42**
NW 37 Avenue to NW 27 Avenue	4LD	FDOT-1223	10	4.65%	56	**66**
NW 27 Avenue to NW 22 Avenue	3LOW - EB	FDOT-0140	2	3.97%	48	**50**
NW 22 Avenue to NW 17 Avenue	3LOW - EB	FDOT-0140	2	3.29%	40	**42**
NW 17 Avenue to NW 7 Avenue	3LOW - EB	FDOT-0140	2	3.29%	40	**42**
NW 7 Avenue to I-95	3LOW - EB	MD-9526	17	3.29%	40	**57**

Table 5E
Assignment of Unbuilt Committed Development Traffic
Two-Way PM Peak Hour

1/16/2012

ROADWAY SEGMENTS	YEAR 2025 LANES	COUNT STATION	[1] 9/14/2011 MIAMI-DADE CONCURRENCY DATABASE COMMITTED TRIPS	Westview Development Allowed Pursuant to the Existing Land Use: Project Distribution Percent	Westview Development Allowed Pursuant to the Existing Land Use: Net External PM Trips [2] 1209	TOTAL COMMITTED TRAFFIC
Opa Locka Blvd						
NW 27 Avenue to NW 22 Avenue	3LOW - WB	FDOT-0141	0	3.28%	40	**40**
NW 22 Avenue to NW 17 Avenue	3LOW - WB	FDOT-0141	0	3.28%	40	**40**
NW 17 Avenue to NW 7 Avenue	3LOW - WB	FDOT-0141	0	3.28%	40	**40**
NW 7 Avenue to I-95	3LOW - WB	MD-9596	5	3.28%	40	**45**
SR 924 / Gratigny / NW 119 Street						
NW 57 Avenue to NW 37 Avenue	6LD - EXPY	FDOT-2512	24	13.21%	160	**184**
NW 37 Avenue to NW 32 Avenue	6LD - EXPY	FDOT-2512	24	19.57%	237	**261**
NW 32 Avenue to NW 27 Avenue	8LD	FDOT-2510	24	28.88%	349	**373**
NW 27 Avenue to West Golf Dr	7LD	FDOT-1220	24	53.61%	648	**672**
West Golf Dr to East Golf Dr	6LD	FDOT-1220	24	53.61%	648	**672**
East Golf Dr to NW 22 Avenue	6LD	FDOT-1220	24	27.53%	333	**357**
NW 22 Avenue to NW 17 Avenue	6LD	Average	24	17.88%	216	**240**
NW 17 Avenue to NW 12 Avenue	6LD	FDOT-0122	2	10.75%	130	**132**
NW 12 Avenue to NW 7 Avenue	6LD	FDOT-0122	2	7.37%	89	**91**
NW 7 Avenue to I-95	6LD	FDOT-0122	2	4.00%	48	**50**
SR 932 / NW 103 Street						
NW 57 Avenue to NW 42 Avenue	4LD	FDOT-0112	0	3.37%	41	**41**
NW 42 Avenue to NW 32 Avenue	6LD	FDOT-1215	23	2.43%	29	**52**
NW 32 Avenue to NW 27 Avenue	6LD	FDOT-1215	23	3.43%	41	**64**
NW 27 Avenue to NW 22 Avenue	6LD	FDOT-1214	4	3.43%	41	**45**
NW 22 Avenue to NW 17 Avenue	6LD	FDOT-1214	4	7.69%	93	**97**
NW 17 Avenue to NW 12 Avenue	6LD	FDOT-0121	24	5.38%	65	**89**
NW 12 Avenue to NW 7 Avenue	6LD	FDOT-0121	24	4.31%	52	**76**
NW 7 Avenue to I-95	6LD	FDOT-0121	24	2.00%	24	**48**
NW 95 Street						
NW 27 Avenue to NW 22 Avenue	4LD	FDOT-7028	0	3.00%	36	**36**
NW 22 Avenue to NW 17 Avenue	4LD	FDOT-7028	0	2.75%	33	**33**
NW 17 Avenue to NW 12 Avenue	4LD	MD-9491	0	2.50%	30	**30**
NW 12 Avenue to NW 7 Avenue	4LD	MD-9491	0	2.25%	27	**27**
NW 7 Avenue to I-95	4LD	MD-9491	0	1.25%	15	**15**
SR 934 / NW 79 Street						
NW 42 Avenue to NW 32 Avenue	4LD	FDOT-0537	2	1.00%	12	**14**
NW 32 Avenue to NW 27 Avenue	4LD	FDOT-0538	19	1.50%	18	**37**
NW 27 Avenue to NW 22 Avenue	6LD	FDOT-0539	19	2.00%	24	**43**
NW 22 Avenue to NW 14 Avenue	6LD	FDOT-0539	19	1.50%	18	**37**
NW 14 Avenue to NW 7 Avenue	4LD	FDOT-0547	19	1.25%	15	**34**
NW 7 Avenue to I-95	4LD	FDOT-0547	19	1.00%	12	**31**

[1] Includes the two-way peak hour committed project traffic from the 9-14-2011 MDC Traffic Concurrency Database.
[2] This Table includes the trip assignment for the residential units permitted by the Underlying Land use which equates to 1209 PM Peak Hour trips.

Total Traffic Conditions for Year 2025 with the Amendment

Table 5F has been prepared to analyze total traffic conditions for the Year 2025 with the Amendment and to provide a significance determination analysis to evaluate whether regional impacts would exist during the 2025 Long Term Planning Horizon for the CDMP after the addition of the Amendment trips.

Table 5G has been prepared to analyze total traffic conditions for the Year 2025 on the significantly impacted roadways after incorporating the Net New Amendment Trips and proposed roadway improvements to improve the capacity of NW 119 Street from West Golf Drive to East Golf Drive.

The analyses presented in Tables 5F and 5G include the following:

- The future lane geometry for study area roadways inclusive of the improvements under construction, the improvements funded in TIP 2012 and the improvements from Priorities II and III of the LRTP 2035;
- The capacity improvement proposed by the Amendment (highlighted in blue) in Table 5G;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The two-way peak hour period future background plus committed traffic for the Year 2025 from Table 5C;
- The assignment of the Net New two-way PM peak hour Amendment traffic;
- The Year 2025 two-way peak hour period total traffic, the project LOS and the v/c with the Amendment trips;
- The two-way peak hour roadway capacity based upon the FDOT 2009 Quality/LOS Handbook;
- An analysis to determine if the Amendment trips would consume 5.0% or more of the adopted maximum service volume at the adopted level of service standard.

Figure 5E has been provided to identify the Year 2025 total traffic levels of service on study area roadways where the Amendment traffic is $\geq$ 5.0% of the maximum service volume (MSV) at the adopted level of service standard. Table 5F and Figure 5E indicate that the adopted LOS standards on NW 119 Street from West Golf Drive to East Golf Drive fall below the adopted LOS E (with a v/c of 1.01) after incorporating the Net New trips from the Amendment Site.

Roadway Improvements Proposed by the Amendment

The CDMP Amendment Transportation Analysis has identified proposed roadway and intersection improvements to enhance the roadway network and improve access to the Amendment Site. These proposed improvements will expand both capacity and accessibility while providing improvements that will also benefit the surrounding study area. Access to and from the Amendment Site will be provided through the expansion of project access intersections along NW 119 Street and NW 22 Avenue. To offset the transportation impacts to the Long Term Planning Horizon resulting from the Net New Amendment Trips, the Applicant has proposed to extend the fourth westbound travel lane on NW 119 Street for a distance of approximately +775 feet from West Golf Drive to East Golf Drive. This fourth westbound travel lane would then merge into the existing fourth westbound travel lane which currently exists on NW 119 Street from West Golf Drive to NW 27 Avenue.

Table 5G and Figure 5F indicate that the adopted LOS standards on NW 119 Street will improve to LOS C for the impacted segment after extending this fourth WB travel lane from West Golf Drive to East Golf Drive.

Table 5F

Year 2025 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon

Two-Way Peak Hour Period with the Amendment Trips

1/16/2012

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT [See Table 5C]	Rosal Westview, LLC Business Park and Retail Use: PROJECT DISTRIBUTION % [3]	NET NEW PM PK HR AMENDMENT TRIPS 2088	2025 VOLUMES WITH AMENDMENT	[3] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
SR 823 / NW 57 Avenue												
SR 826 to W 84 Street	6LD	E	3,666	2.00%	42	3,707	5,150	C	0.72	0.81%	NO	NO
W 84 Street to W 78 Street	6LD	E	3,760	2.00%	42	3,802	5,150	D	0.74	0.81%	NO	NO
W 78 Street to W 65 Street	6LD - FY 2016	E	4,049	1.75%	37	4,086	5,150	D	0.79	0.71%	NO	NO
W 65 Street to W 49 Street	6LD - TIP 2012	E	2,117	1.50%	31	2,148	5,150	C	0.42	0.61%	NO	NO
W 49 Street to W 32 Street	6LD - TIP 2012	E+20	3,006	1.00%	21	3,027	6,180	C	0.49	0.34%	NO	NO
W 32 Street to W 21 Street	6LD UNDER CST	E	1,923	0.75%	16	1,939	5,150	C	0.38	0.30%	NO	NO
SR 953/NW 42 Ave/N LeJeune Rd												
NW 135 Street to E 65 Street	6LD	E+50	1,910	1.00%	21	1,931	6,180	C	0.31	0.34%	NO	NO
E 65 Street to E 49 Street	6LD	E+50	1,625	6.36%	133	1,758	6,180	C	0.28	2.15%	NO	NO
E 49 Street to E 21 Street	4LD	E+50	2,624	4.36%	91	2,715	5,100	D	0.53	1.79%	NO	NO
NW 37 AVENUE												
SR 826 to NW 135 Street	4LD	E+20	1,923	1.00%	21	1,944	3,845	B	0.51	0.54%	NO	NO
NW 135 Street to SR 924	4LD	E+50	1,649	1.00%	21	1,670	4,590	C	0.36	0.45%	NO	NO
SR 924 to NW 42 Avenue	4LD	E+50	1,714	6.36%	133	1,847	4,590	C	0.40	2.89%	NO	NO
NW 32 AVENUE												
NW 135 Street to NW 119 Street	4LD	E+50	1,705	2.94%	61	1,767	4,590	C	0.38	1.34%	NO	NO
NW 119 Street to NW 103 Street	4LD	E+50	1,747	6.37%	133	1,880	4,590	C	0.41	2.90%	NO	NO
NW 103 Street to NW 79 Street	4LD	E+50	1,966	4.37%	91	2,057	4,590	C	0.45	1.99%	NO	NO
SR 817 / NW 27 AVENUE												
SR 826 to NW 151 Street	6LD	E+20	3,845	2.35%	49	3,894	6,180	D	0.63	0.79%	NO	NO
NW 151 Street to SR 9	6LD	E+50	2,992	3.35%	70	3,062	6,180	C	0.50	1.13%	NO	NO
SR 9 to NW 135 Street	6LD	E+50	4,574	6.35%	133	4,707	6,180	D	0.76	2.15%	NO	NO
NW 135 Street to NW 119 Street	6LD	E+50	4,109	11.00%	230	4,339	6,180	D	0.70	3.72%	NO	NO
NW 119 Street to NW 103 Street	6LD	E+50	3,800	13.73%	287	4,086	6,180	D	0.66	4.64%	NO	NO
NW 103 Street to NW 95 Street	4LD	E+50	3,131	6.87%	143	3,275	5,100	E	0.64	2.81%	NO	NO
NW 95 Street to NW 87 Street	4LD	E+50	3,107	4.87%	102	3,209	5,100	D	0.63	1.99%	NO	NO
NW 87 Street to NW 79 Street	4LD	E+50	3,017	2.87%	60	3,077	5,100	D	0.60	1.18%	NO	NO

Table 5F

Year 2025 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon

Two-Way Peak Hour Period with the Amendment Trips

1/16/2012

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT [See Table 5C]	Rosal Westview, LLC Business Park and Retail Use: PROJECT DISTRIBUTION % [3]	NET NEW PM PK HR AMENDMENT TRIPS 2088	2025 VOLUMES WITH AMENDMENT	[3] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
NW 22 AVENUE												
SR 826 to NW 151 Street	4LD	E+50	1,555	2.57%	54	1,609	4,590	C	0.35	1.17%	NO	NO
NW 151 Street to SR 9	4LD	E+50	1,567	3.57%	75	1,642	4,590	C	0.36	1.62%	NO	NO
SR 9 to NW 135 Street	4LD	E+50	2,114	6.57%	137	2,251	4,590	D	0.49	2.99%	NO	NO
NW 135 Street to NW 119 Street	4LD	E+50	2,194	13.14%	274	2,468	4,590	D	0.54	5.98%	**YES**	**NO**
NW 119 Street to NW 103 Street	4LD	E+50	2,221	15.37%	321	2,542	4,590	D	0.55	6.99%	**YES**	**NO**
NW 103 Street to NW 95 Street	4LD	E+50	2,529	7.68%	160	2,690	6,953	C	0.39	2.31%	NO	NO
NW 95 Street to NW 87 Street	4LD	E+50	2,505	5.68%	119	2,624	6,953	C	0.38	1.71%	NO	NO
NW 87 Street to NW 79 Street	4LD	E+50	2,481	3.68%	77	2,558	6,953	C	0.37	1.11%	NO	NO
NW 17 AVENUE												
NW 135 Street to NW 119 Street	4LD	E+20	1,204	3.64%	76	1,280	3,845	B	0.33	1.98%	NO	NO
NW 119 Street to NW 103 Street	4LD	E+20	1,559	3.49%	73	1,632	3,845	B	0.42	1.90%	NO	NO
NW 103 Street to NW 95 Street	4LD	E+20	1,455	2.31%	48	1,503	3,845	B	0.39	1.25%	NO	NO
NW 95 Street to NW 87 Street	4LD	E+20	1,443	1.31%	27	1,470	3,845	B	0.38	0.71%	NO	NO
NW 87 Street to NW 79 Street	4LD	E+20	1,790	0.31%	6	1,796	3,845	B	0.47	0.17%	NO	NO
NW 12 AVENUE												
NW 135 Street to NW 119 Street	2LU	E+20	385	1.64%	34	419	1,696	C	0.25	2.02%	NO	NO
NW 119 Street to NW 103 Street	2LU	E+20	386	1.74%	36	423	1,696	C	0.25	2.14%	NO	NO
SR 7 / NW 7 AVENUE												
I-95 to NW 135 Street	6LD	E+50	2,311	2.28%	48	2,358	6,180	C	0.38	0.77%	NO	NO
NW 135 Street to NW 119 Street	6LD	E+50	2,321	1.62%	34	2,355	6,180	C	0.38	0.55%	NO	NO
NW 119 Street to NW 103 Street	6LD	E+50	3,270	1.75%	37	3,306	6,180	C	0.53	0.59%	NO	NO
NW 103 Street to NW 95 Street	6LD	E+50	2,827	2.31%	48	2,875	6,180	C	0.47	0.78%	NO	NO
NW 95 Street to NW 81/79 Street	6LD	E+50	3,450	3.31%	69	3,519	6,180	C	0.57	1.12%	NO	NO
I-95												
SR 826 to NW 135 Street	12LD - EXPY	E	17,945	2.00%	42	17,987	23,230	C	0.77	0.18%	NO	NO
NW 135 Street to NW 125 Street	12LD - EXPY	E	16,854	2.00%	42	16,895	23,230	C	0.73	0.18%	NO	NO
NW 125 Street to NW 119 Street	12LD - EXPY	E	16,854	2.00%	42	16,895	23,230	C	0.73	0.18%	NO	NO
NW 119 Street to NW 103 Street	12LD - EXPY	E	18,239	2.00%	42	18,281	23,230	C	0.79	0.18%	NO	NO
NW 103 Street to NW 81/79 Street	12LD - EXPY	E	18,664	2.00%	42	18,706	23,230	D	0.81	0.18%	NO	NO

Table 5F

Year 2025 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon

Two-Way Peak Hour Period with the Amendment Trips

1/16/2012

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT [See Table 5C]	Rosal Westview, LLC Business Park and Retail Use PROJECT DISTRIBUTION % [3]	NET NEW PM PK HR AMENDMENT TRIPS 2088	2025 VOLUMES WITH AMENDMENT	[3] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
SR 826												
NW 57 Avenue to NW 47 Avenue	6LD - EXPY	D	9,914	1.50%	31	9,945	10,150	D	0.98	0.31%	NO	NO
NW 47 Avenue to NW 37 Avenue	6LD - EXPY	D	10,130	1.75%	37	10,167	10,150	E	1.00	0.36%	NO	NO
NW 37 Avenue to NW 27 Avenue	6LD - EXPY	D	10,842	2.00%	42	10,883	10,150	E	1.07	0.41%	NO	NO
NW 27 Avenue to NW 17 Avenue	8LD - EXPY	D	10,991	2.00%	42	11,033	13,480	C	0.82	0.31%	NO	NO
NW 17 Avenue to NW 12 Avenue	8LD - EXPY	D	11,105	1.75%	37	11,141	13,480	D	0.83	0.27%	NO	NO
NW 12 Avenue to I-95	8LD - EXPY	D	11,855	1.50%	31	11,886	13,480	D	0.88	0.23%	NO	NO
SR 9												
NW 27 Avenue to NW 22 Avenue	4LD	E+50	2,340	3.00%	63	2,403	5,340	B	0.45	1.17%	NO	NO
NW 22 Avenue to I-95	4LD	E+50	2,340	3.00%	63	2,403	5,340	B	0.45	1.17%	NO	NO
SR 916 / NW 135 Street												
NW 57 Avenue to NW 42 Avenue	4LD	E	3,666	1.65%	34	3,700	3,560	F	1.04	0.97%	NO	NO
NW 42 Avenue to NW 37 Avenue	4LD	E	2,068	2.65%	55	2,123	3,560	B	0.60	1.55%	NO	NO
NW 37 Avenue to NW 27 Avenue	4LD	E	2,146	4.65%	97	2,243	3,560	B	0.63	2.73%	NO	NO
NW 27 Avenue to NW 22 Avenue	3LOW - EB	E	1,289	3.97%	83	1,372	3,090	C	0.44	2.68%	NO	NO
NW 22 Avenue to NW 17 Avenue	3LOW - EB	E	1,281	3.29%	69	1,349	3,090	C	0.44	2.22%	NO	NO
NW 17 Avenue to NW 7 Avenue	3LOW - EB	E	1,281	3.29%	69	1,349	3,090	C	0.44	2.22%	NO	NO
NW 7 Avenue to I-95	3LOW - EB	E	1,133	3.29%	69	1,202	3,090	C	0.39	2.22%	NO	NO
Opa Locka Blvd												
NW 27 Avenue to NW 22 Avenue	3LOW - WB	E	1,165	3.28%	68	1,234	3,090	C	0.40	2.22%	NO	NO
NW 22 Avenue to NW 17 Avenue	3LOW - WB	E	1,165	3.28%	68	1,234	3,090	C	0.40	2.22%	NO	NO
NW 17 Avenue to NW 7 Avenue	3LOW - WB	E	1,165	3.28%	68	1,234	3,090	C	0.40	2.22%	NO	NO
NW 7 Avenue to I-95	3LOW - WB	E	1,170	3.28%	68	1,239	3,090	C	0.40	2.22%	NO	NO
SR 924 / Gratigny / NW 119 Street												
NW 57 Avenue to NW 37 Avenue	6LD - EXPY	E	3,472	13.21%	276	3,747	11,290	B	0.33	2.44%	NO	NO
NW 37 Avenue to NW 32 Avenue	6LD - EXPY	E	3,549	19.57%	409	3,957	11,290	B	0.35	3.62%	NO	NO
NW 32 Avenue to NW 27 Avenue	8LD	E	3,790	28.88%	603	4,393	7,160	B	0.61	8.42%	**YES**	**NO**
NW 27 Avenue to West Golf Dr	7LD	E	4,284	53.61%	1,119	5,404	6,253	C	0.86	17.90%	**YES**	**NO**
West Golf Dr to East Golf Dr	6LD	E	4,284	53.61%	1,119	5,404	5,360	**F**	1.01	20.88%	**YES**	**YES**
East Golf Dr to NW 22 Avenue	6LD	E	3,969	27.53%	575	4,544	5,360	C	0.85	10.72%	**YES**	**NO**
NW 22 Avenue to NW 17 Avenue	6LD	E	3,578	17.88%	373	3,951	5,150	D	0.77	7.25%	**YES**	**NO**
NW 17 Avenue to NW 12 Avenue	6LD	E	3,195	10.75%	224	3,420	5,150	C	0.66	4.36%	NO	NO
NW 12 Avenue to NW 7 Avenue	6LD	E	3,154	7.37%	154	3,308	5,150	C	0.64	2.99%	NO	NO
NW 7 Avenue to I-95	6LD	E	3,114	4.00%	84	3,197	5,150	C	0.62	1.62%	NO	NO

Table 5F

Year 2025 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon

Two-Way Peak Hour Period with the Amendment Trips

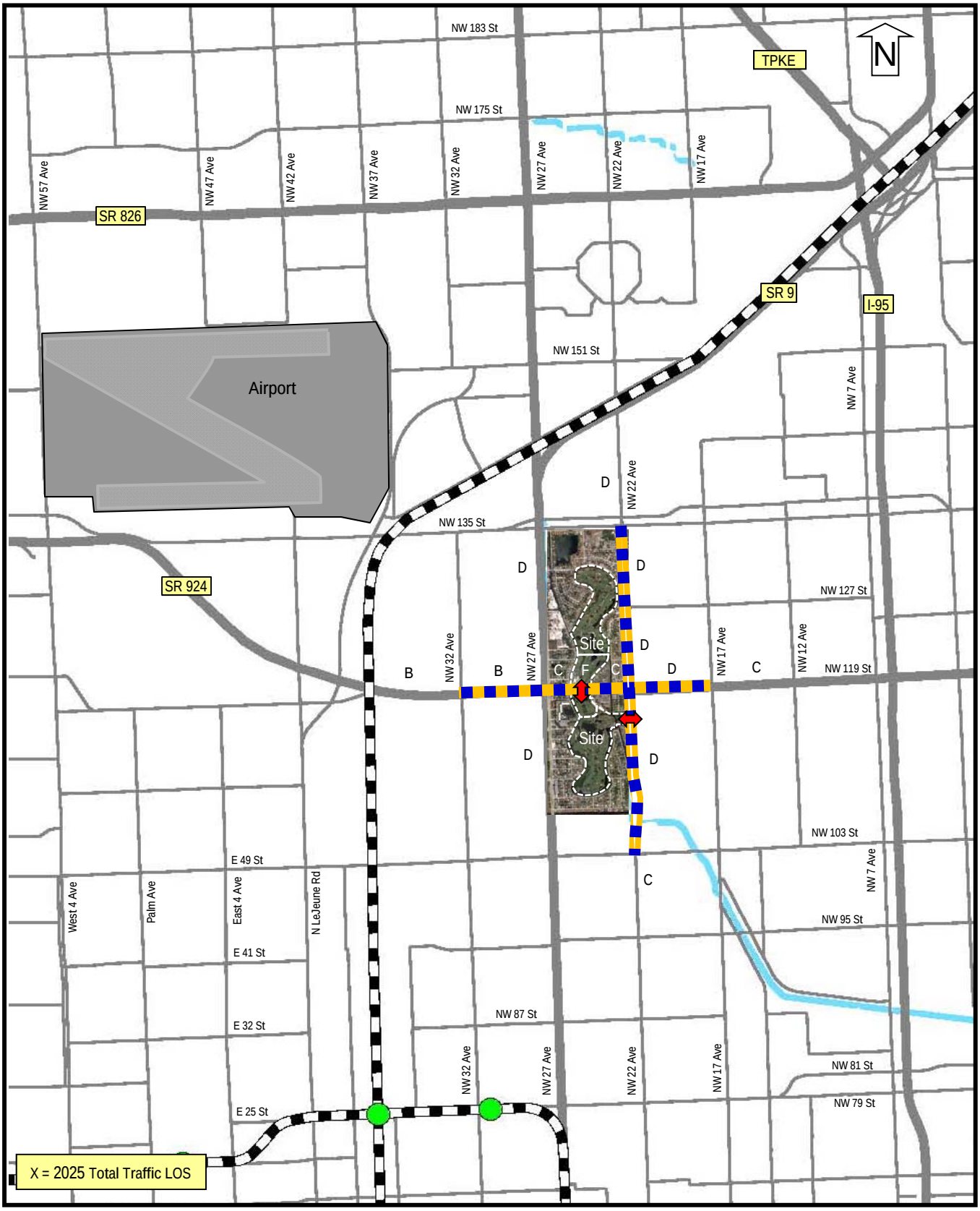
1/16/2012

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT [See Table 5C]	Rosal Westview, LLC Business Park and Retail Use: PROJECT DISTRIBUTION % [3]	NET NEW PM PK HR AMENDMENT TRIPS 2088	2025 VOLUMES WITH AMENDMENT	[3] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
SR 932 / NW 103 Street												
NW 57 Avenue to NW 42 Avenue	4LD	E	2,957	3.37%	70	3,027	3,400	D	0.89	2.07%	NO	NO
NW 42 Avenue to NW 32 Avenue	6LD	E	3,220	2.43%	51	3,271	5,360	B	0.61	0.95%	NO	NO
NW 32 Avenue to NW 27 Avenue	6LD	E	3,232	3.43%	72	3,304	5,360	B	0.62	1.34%	NO	NO
NW 27 Avenue to NW 22 Avenue	6LD	E	2,282	3.43%	72	2,354	5,150	C	0.46	1.39%	NO	NO
NW 22 Avenue to NW 17 Avenue	6LD	E	2,334	7.69%	161	2,494	5,150	C	0.48	3.12%	NO	NO
NW 17 Avenue to NW 12 Avenue	6LD	E	2,424	5.38%	112	2,536	5,150	C	0.49	2.18%	NO	NO
NW 12 Avenue to NW 7 Avenue	6LD	E	2,411	4.31%	90	2,501	5,150	C	0.49	1.75%	NO	NO
NW 7 Avenue to I-95	6LD	E	2,383	2.00%	42	2,425	5,150	C	0.47	0.81%	NO	NO
NW 95 Street												
NW 27 Avenue to NW 22 Avenue	4LD	E	1,228	3.00%	63	1,291	3,060	C	0.42	2.05%	NO	NO
NW 22 Avenue to NW 17 Avenue	4LD	E	1,225	2.75%	57	1,283	3,060	C	0.42	1.88%	NO	NO
NW 17 Avenue to NW 12 Avenue	4LD	E	1,579	2.50%	52	1,631	3,060	C	0.53	1.71%	NO	NO
NW 12 Avenue to NW 7 Avenue	4LD	E	1,576	2.25%	47	1,623	3,060	C	0.53	1.54%	NO	NO
NW 7 Avenue to I-95	4LD	E	1,564	1.25%	26	1,590	3,060	C	0.52	0.85%	NO	NO
SR 934 / NW 79 Street												
NW 42 Avenue to NW 32 Avenue	4LD	E+50	1,792	1.00%	21	1,813	5,100	C	0.36	0.41%	NO	NO
NW 32 Avenue to NW 27 Avenue	4LD	E+50	2,332	1.50%	31	2,364	5,100	C	0.46	0.61%	NO	NO
NW 27 Avenue to NW 22 Avenue	6LD	E+20	4,719	2.00%	42	4,761	6,180	D	0.77	0.68%	NO	NO
NW 22 Avenue to NW 14 Avenue	6LD	E+20	4,713	1.50%	31	4,744	6,180	D	0.77	0.51%	NO	NO
NW 14 Avenue to NW 7 Avenue	4LD	E+20	1,950	1.25%	26	1,976	4,080	C	0.48	0.64%	NO	NO
NW 7 Avenue to I-95	4LD	E+20	1,947	1.00%	21	1,967	4,080	C	0.48	0.51%	NO	NO

[1] The lane geometry for the Year 2025 Long Term Planning Horizon reflects projects currently under construction, the funded projects from TIP 2012 and the planned projects from Priorities II and III of the LRTP 2035 that will be built by the Year 2025.

[2] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.

[3] The two-way peak hour roadway capacities are obtained from the 2009 FDOT Quality/LOS Handbook, last updated on 10/4/2010.



C LOS for Roadway Segments

Project Access Locations

Roadways with Project Traffic ≥ 5% of MSV at Adopted LOS

Figure 5E

2025 Total Traffic LOS on Segments where Project Traffic ≥ 5% of MSV

Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

Table 5G
Significantly Impacted Roadways in the 2025 Long Term Planning Horizon
Two-Way Peak Hour Period with the Amendment Trips

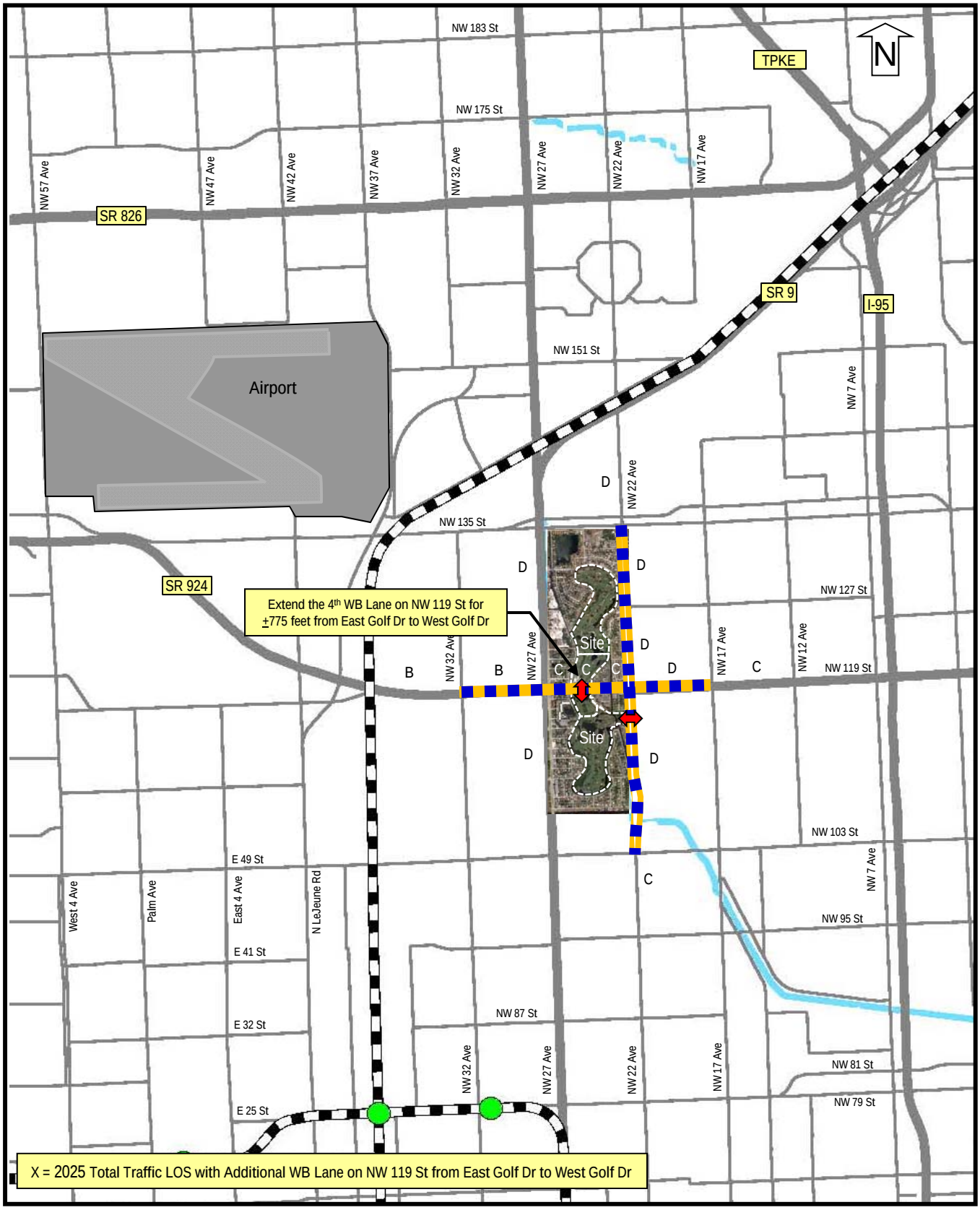
1/16/2012

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT	Rosal Westview, LLC Business Park and Retail Use: PROJECT DISTRIBUTION % [3]	NET NEW PM PK HR AMENDMENT TRIPS 2088	2025 VOLUMES WITH AMENDMENT	[4] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
NW 22 AVENUE												
SR 9 to NW 135 Street	4LD	E+50	2,114	6.57%	137	2,251	4,590	D	0.49	2.99%	NO	NO
NW 135 Street to NW 119 Street	4LD	E+50	2,194	13.14%	274	2,468	4,590	D	0.54	5.98%	**YES**	**NO**
NW 119 Street to NW 103 Street	4LD	E+50	2,221	15.37%	321	2,542	4,590	D	0.55	6.99%	**YES**	**NO**
NW 103 Street to NW 95 Street	4LD	E+50	2,529	7.68%	160	2,690	6,953	C	0.39	2.31%	NO	NO
SR 924 / Gratigny / NW 119 Street												
NW 57 Avenue to NW 37 Avenue	6LD - EXPY	E	3,472	13.21%	276	3,747	11,290	B	0.33	2.44%	NO	NO
NW 37 Avenue to NW 32 Avenue	6LD - EXPY	E	3,549	19.57%	409	3,957	11,290	B	0.35	3.62%	NO	NO
NW 32 Avenue to NW 27 Avenue	8LD	E	3,790	28.88%	603	4,393	7,160	B	0.61	8.42%	**YES**	**NO**
NW 27 Avenue to West Golf Dr	7LD	E	4,284	53.61%	1,119	5,404	6,253	C	0.86	17.90%	**YES**	**NO**
West Golf Dr to East Golf Dr	6LD	E	4,284	53.61%	1,119	5,404	5,360	**F**	1.01	20.88%	**YES**	**YES**
East Golf Dr to NW 22 Avenue	6LD	E	3,969	27.53%	575	4,544	5,360	C	0.85	10.72%	**YES**	**NO**
NW 22 Avenue to NW 17 Avenue	6LD	E	3,578	17.88%	373	3,951	5,150	D	0.77	7.25%	**YES**	**NO**
NW 17 Avenue to NW 12 Avenue	6LD	E	3,195	10.75%	224	3,420	5,150	C	0.66	4.36%	NO	NO
NW 12 Avenue to NW 7 Avenue	6LD	E	3,154	7.37%	154	3,308	5,150	C	0.64	2.99%	NO	NO
NW 7 Avenue to I-95	6LD	E	3,114	4.00%	84	3,197	5,150	C	0.62	1.62%	NO	NO

Proposed Mitigation to Improve Adopted LOS Standards for Significantly Impacted Roads for the 2025 Long Term Planning Horizon

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT	Rosal Westview, LLC Business Park and Retail Use: PROJECT DISTRIBUTION % [3]	NET NEW PM PK HR AMENDMENT TRIPS 2088	2025 VOLUMES WITH AMENDMENT	[4] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
SR 924 / Gratigny / NW 119 Street												
NW 57 Avenue to NW 37 Avenue	6LD - EXPY	E	3,472	13.21%	276	3,747	11,290	B	0.33	2.44%	NO	NO
NW 37 Avenue to NW 32 Avenue	6LD - EXPY	E	3,549	19.57%	409	3,957	11,290	B	0.35	3.62%	NO	NO
NW 32 Avenue to NW 27 Avenue	8LD	E	3,790	28.88%	603	4,393	7,160	B	0.61	8.42%	**YES**	**NO**
NW 27 Avenue to West Golf Dr	7LD	E	4,284	53.61%	1,119	5,404	6,253	C	0.86	17.90%	**YES**	**NO**
West Golf Dr to East Golf Dr	**Add 1 WB Lane [5]**	E	4,284	53.61%	1,119	5,404	**6,253**	**C**	0.86	17.90%	**YES**	**NO**
East Golf Dr to NW 22 Avenue	6LD	E	3,969	27.53%	575	4,544	5,360	C	0.85	10.72%	**YES**	**NO**
NW 22 Avenue to NW 17 Avenue	6LD	E	3,578	17.88%	373	3,951	5,150	D	0.77	7.25%	**YES**	**NO**
NW 17 Avenue to NW 12 Avenue	6LD	E	3,195	10.75%	224	3,420	5,150	C	0.66	4.36%	NO	NO
NW 12 Avenue to NW 7 Avenue	6LD	E	3,154	7.37%	154	3,308	5,150	C	0.64	2.99%	NO	NO
NW 7 Avenue to I-95	6LD	E	3,114	4.00%	84	3,197	5,150	C	0.62	1.62%	NO	NO

[1] The lane geometry for the Year 2025 Long Term Planning Horizon reflects funded projects from TIP 2012 and the planned projects from Priorities II and III of the LRTP 2035 that will be built by 2025.
[2] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.
[3] The Net New Amendment Trips reflect the 3297 Total PM Trips for Uses Proposed, less the 1209 PM Trips from Uses Permitted by the existing land use.
[4] The two-way peak hour roadway capacities are obtained from the 2009 FDOT Quality/LOS Handbook, last updated on 10/4/2010.
[5] To mitigate project impacts and to improve the capacity on NW 119 Street, extend the fourth westbound travel lane for ±775 feet from its origin at West Golf Drive back to East Golf Drive.



C LOS for Roadway Segments

Project Access Locations

Roadways with Project Traffic ≥ 5% of MSV at Adopted LOS

Figure 5F
Proposed Improvement to Support the Amendment
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

Roadway and Intersection Improvements to Support the Amendment

The CDMP Amendment Transportation Analysis has identified proposed roadway and intersection improvements to enhance the roadway network and offset the transportation impacts of the Amendment Site. These proposed improvements will expand both capacity and accessibility while providing improvements that will also benefit the surrounding study area. Each of these proposed improvements are described below and are located conceptually on attached Figure 6.

- NW 119 Street Westbound Lane Expansion - To offset the transportation impacts to the Long Term Planning Horizon resulting from the Net New Amendment Trips, the Applicant has proposed to extend the fourth westbound travel lane on NW 119 Street for a distance of approximately ±775 feet from West Golf Drive to East Golf Drive. This fourth westbound travel lane would then merge into the existing fourth westbound travel lane which currently exists on NW 119 Street from West Golf Drive to NW 27 Avenue.

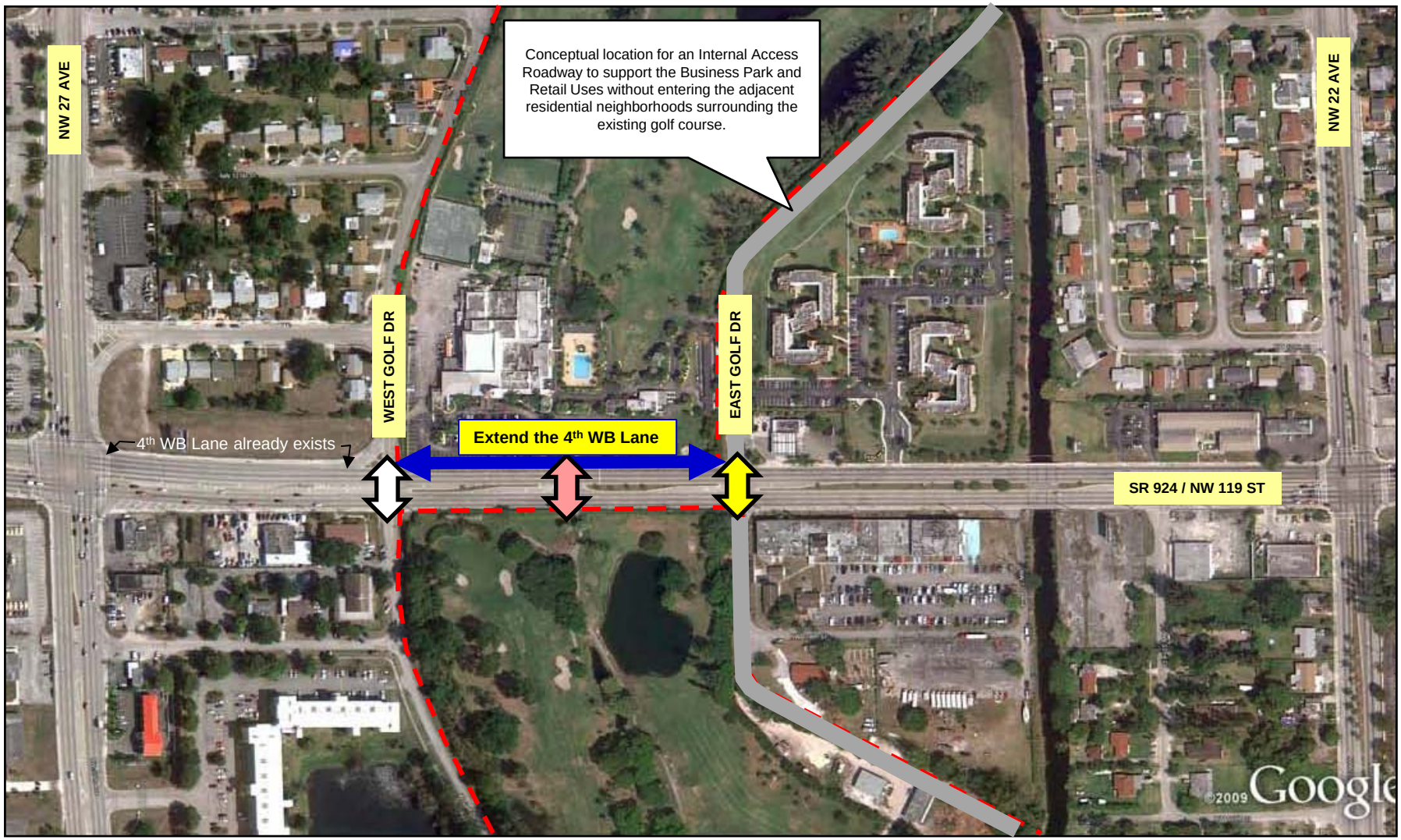
- Project Access 1 for the Business Park and Retail Uses - Access to and from the Amendment site will be provided through the proposed expansion of the existing intersection of East Golf Drive at NW 119 Street, creating an internal roadway connection that directly serves the Business Park and retail uses without connecting to the adjacent residential neighborhoods. It is anticipated that this access intersection would be signalized based upon its midpoint location between the adjacent signals to the east and to the west. It is located approximately one quarter mile from the adjacent signal to the west at NW 27 Avenue and approximately one quarter mile from the adjacent signal to the east at NW 22 Avenue.

- Project Access 2 for the Retail Uses – It is anticipated that a second access to NW 119 Street would be provided to serve the retail uses on the north and south sides of the roadway consisting of channelized directional access allowing for right in, right out and left in to serve both the north and south sides of the Amendment Site.

- Project Access 3 at West Golf Drive – It is anticipated that the retail uses would provide access connections to West Golf Drive on both the north and south sides of the Amendment Site in order to provide the neighborhood with access to the retail and service uses without the need to travel on the regional roadway network. The Applicant will work with the adjacent neighborhood representatives to design an acceptable access configuration that meets their needs. The Applicant will also work with FDOT to determine if modifications are needed to the existing median opening at West Golf Drive and NW 119 Street to continue service to the community while also serving the Amendment Site.

- Project Access 4 onto NW 22 Avenue – The Applicant has proposed an additional access connection from the Business Park to NW 22 Avenue through a new connection located approximately one quarter mile south of NW 119 Street. The Applicant will work with the adjacent neighborhood representatives and Miami-Dade County to determine the feasibility of allowing this access and the design configuration to service the site.

- Alternative Travel Modes - The Applicant will incorporate pedestrian connections into the site design to improve internal connections between the Business Park and retail uses, and pedestrian connections between the retail and the adjacent residential uses. The Applicant will work with Miami-Dade Transit to accommodate transit stops adjacent to the Site for MDT Route 19.



N

Site Location

Extension of the WB Travel Lane on NW 119 Street

Proposed Signalized Access for Business Park and Retail Uses

Proposed Directional Access

Access Improvements in Coordination with Neighbors and FDOT

Conceptual Location for an Internal Access Roadway

Figure 6
Proposed Transportation Improvements
Rosal Westview, LLC

Source: Cathy Sweetapple & Associates

Conclusions

Access and Network Improvements to Support the Amendment

To offset the transportation impacts to the Long Term Planning Horizon resulting from the Net New Amendment Trips, the capacity of NW 119 Street will be enhanced by a proposed roadway improvement to extend the fourth westbound travel lane on NW 119 Street from West Golf Drive to East Golf Drive for distance of approximately 775 feet, along with improved site access at directional median openings and a proposed signal for the intersection of NW 119 Street and East Golf Drive. Each of these improvements enhance both capacity and mobility for the NW 119 Street corridor. The proposed roadway and intersection improvements ensure that the regionally significant roadways serving the Amendment site will operate within the adopted level of service standards as defined by the CDMP.

Access to Transit

The Amendment Site is located adjacent to the existing MDT Bus Routes 19 and 22 which currently provide transit service at 24 and 15 minute headways (respectively) during the AM and PM peak hours.

Traffic Concurrency Standards

Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the Amendment Site have been found to operate at acceptable levels of service during the peak hour period for the Year 2016 Short Term Planning Horizon, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the entire Amendment site. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County CDMP.

Year 2025 Traffic Conditions

An evaluation of the Year 2025 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards through the Year 2025 Long Term Planning Horizon. Year 2025 traffic conditions incorporate the expanded transportation infrastructure for funded transportation improvements from TIP 2012, Priority II and III planned transportation improvements from the LRTP 2035, future background traffic conditions reflecting growth in background traffic and traffic from approved committed developments, the traffic impact from the Amendment site and the improvements proposed by the Applicant to enhance the network and offset transportation impacts. A significance determination analysis has been provided to ensure that those roadways carrying significant Amendment traffic will not impact any state or regionally significant roadway found to be operating below the adopted level of service standard in the year 2025 without providing mitigation to offset such impacts.

Significant Impact and Roadway Improvements

The Amendment trips were found to exceed 5.0% of the adopted maximum service volume for NW 119 Street from NW 32 Avenue to NW 17 Avenue, and for NW 22 Avenue from NW 135 Street to NW 103 Street. Adopted levels of service were shown to be met on NW 22 Avenue through the year 2025 without the need for additional roadway improvements. Adopted levels of service were shown to be met on NW 119 Street throuth the year 2025 after the extension of the fourth westbound travel lane from West Golf Drive to East Golf Drive for a distance of approximately 775 feet.