
CDMP AMENDMENT TRANSPORTATION ANALYSIS

April 2012 CDMP Amendment
Application No. 2

July 2012

Prepared for:
Pan American Coral Terrace, LTD

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TRANSPORTATION AND MOBILITY PLANNING


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April 2012 CDMP Amendment Application No. 2 CDMP Amendment Transportation Analysis

Executive Summary

Proposed Use

This proposed change to the Miami-Dade County CDMP has been submitted by Pan American Coral Terrace, LTD. for 20 gross acres of land (18.13 net acres), located in Section 14, Township 54, Range 40, and which is bounded by SW 24 Street/Coral Way on the north and SW 71 Avenue on the west. This proposed change seeks to redesignate the site from "Industrial and Office" to "Business and Office" to enable the development of neighborhood serving retail and business uses. The Applicant has proffered a Declaration of Restrictions to limit the development program to no more than 200,000 square feet of retail and business use. The AM and PM peak hour trip generation is outlined below.

Net External Trip Generation Summary – AM and PM Peak Hours								
Uses Proposed	Timeframe	ITE LUC	Scale of Development	Gross Trips	25% Pass-by Reduction	Net External Trips	Trips In	Trips Out
Retail Shopping Center	AM Peak Hour	820	200,000 SF	135	58	174	106	68
Retail Shopping Center	PM Peak Hour	820	200,000 SF	253	1,012	759	372	387

Vehicular Access

The Amendment Site is located on the south side of SW 24 Street/Coral Way a little over one half mile east of SR 826. SW 24 Street is a County Minor Arterial (and continuous roadway corridor) which extends 14.5 miles across the entire width of the urbanized area of Miami-Dade County. In the vicinity of the Amendment Site, SW 24 Street is a 6 lane divided roadway for a 1.5 mile segment from SW 89 Avenue to SW 74 Avenue. The 3 eastbound travel lanes continue eastward to SW 72 Avenue. The remainder of the corridor reflects a 4 lane divided roadway geometry.

Transit Access

MDT Route 24 provides weekday transit service at 20 minute headways (from 5:00 AM to Midnight) along SW 24 Street adjacent to the Amendment Site, and weekend transit service at 30 minute headways on Saturdays and Sundays.

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 2017 Short Term Planning Horizon, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the 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 the Year 2025 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet adopted LOS standards through the Year 2025 Long Term Planning Horizon. Year 2025 traffic conditions incorporate expanded transportation infrastructure for roads under construction, funded transportation improvements from TIP 2013, Priority II and III planned transportation improvements from LRTP 2035, future background traffic conditions reflecting growth in background traffic and approved committed developments, and traffic impacts from the Amendment site. A year 2025 level of service analysis has been provided, along with a significance determination analysis to determine whether or not any of the study area roadways would carry Amendment traffic that was found to exceed 5.0% of the maximum service volume at the adopted level of service standard, and whether or not such roadways would operate at or above the adopted level of service pursuant to the CDMP.

- The roadway segments on SW 24 Street from SR 826 to SW 67 Avenue were found to carry project traffic from the Amendment Site that would exceed 5% of the adopted maximum service volume.
- Each of the significantly impacted roadway segments were found to operate within acceptable levels of service with the additional traffic generated by the Amendment Site through the Year 2025 Long Term Planning Horizon.

April 2012 CDMP Amendment Application No. 2 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 Pan American Coral Terrace, LTD. for 20 gross acres of land (18.13 net acres), which is located in Section 14, Township 54, Range 40, in unincorporated Miami-Dade County and which is bounded by SW 24 Street/Coral Way on the north and SW 71 Avenue on the west as depicted in attached **Figure 1**. This proposed change seeks to redesignate 20 gross acres of land from "Industrial and Office" to "Business and Office" to enable the development of neighborhood serving retail and business uses. The Applicant has proposed a Declaration of Restrictions to accompany the application to limit site development to no more than 200,000 square feet of retail and business uses.

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 ITE LUC 820 for a 200,000 square foot shopping center accommodating retail and business uses. The trip generation analysis is provided on **Table 1** below. Based upon the retail and business uses proposed, pass-by capture has been calculated for the 200,000 square foot shopping center using the pass-by capture formula from ITE which has been applied to the external trips from the retail use. The pass-by reduction for an 200,000 square foot of shopping center equates to 32% using the ITE pass-by formula: $\ln(TP) = -0.291 \ln(X) + 5.001 = 32\%$. This analysis limits the pass-by capture to 25% as outlined in **Table 1** below. A summary of the net external trips for the AM and PM peak hours is summarized in **Table 2** below.

TABLE 1 - TRIP GENERATION								
LAND USE	UNITS	ITE LUC	ITE 8TH ED TRIP RATES	DAILY	% IN	TRIPS	% OUT	TRIPS
RETAIL SHOPPING CENTER	200,000 SQ. FT.	820	$\ln(T) = 0.65 \ln(X) + 5.83$	10,656	50%	5,328	50%	5,328
PASS BY CAPTURE		25.00%	Note - Pass by Limited to 25%	2,664	50%	1,332	50%	1,332
NET EXTERNAL TRIPS				7,993	50%	3,996	50%	3,997
LAND USE	UNITS	ITE LUC	ITE 8TH ED TRIP RATES	AM TRIPS	% IN	TRIPS	% OUT	TRIPS
RETAIL SHOPPING CENTER	200,000 SQ. FT.	820	$\ln(T) = 0.59 \ln(X) + 2.32$	232	61%	142	39%	90
PASS BY CAPTURE		25.00%	Note - Pass by Limited to 25%	58	61%	35	39%	23
NET EXTERNAL TRIPS				174	61%	106	39%	68
LAND USE	UNITS	ITE LUC	ITE 8TH ED TRIP RATES	PM TRIPS	% IN	TRIPS	% OUT	TRIPS
RETAIL SHOPPING CENTER	200,000 SQ. FT.	820	$\ln(T) = 0.67 \ln(X) + 3.37$	1,012	49%	496	51%	516
PASS BY CAPTURE		25.00%	Note - Pass by Limited to 25%	253	49%	124	51%	129
NET EXTERNAL TRIPS				759	49%	372	51%	387

Table 2 – Net External Trip Generation Summary – AM and PM Peak Hours								
Uses Proposed	Timeframe	ITE LUC	Scale of Development	Gross Trips	25% Pass-by Reduction	Net External Trips	Trips In	Trips Out
Retail Shopping Center	AM Peak Hour	820	200,000 SF	232	58	174	106	68
Retail Shopping Center	PM Peak Hour	820	200,000 SF	1,012	253	759	372	387



Legend



Figure 1
Site Location
April 2012 CDMP Application No. 2

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 2017) and long term (Year 2025) planning horizons. The transportation analysis includes a concurrency analysis for an evaluation of short term traffic conditions and a roadway network analysis for an evaluation of long term traffic conditions. The study area includes the arterial and collector roadway network extending to NW 25 Street on the north, SW 42 Avenue on the east, SW 72 Street on the south and SW 107 Avenue on the west as depicted on attached **Figure 2A**. The transportation analysis evaluates the adequacy of the existing, committed and planned public facilities to support the infrastructure demand for the proposed Amendment incorporating the following:

- Transportation improvements from TIP 2013 identifying funded improvements for the Short Term Planning Horizon;
- Planned transportation improvements from the LRTP 2035 for the Long Term Planning Horizon; and
- Existing local and regional transit service in the study area.

Programmed Transportation Improvements - Programmed transportation improvements from TIP 2013 reflect funded roadway projects that will result in network lane expansion between the Years 2012 and 2017. The improvements within the study area are identified on **Figure 2A** and **Table 3A**.

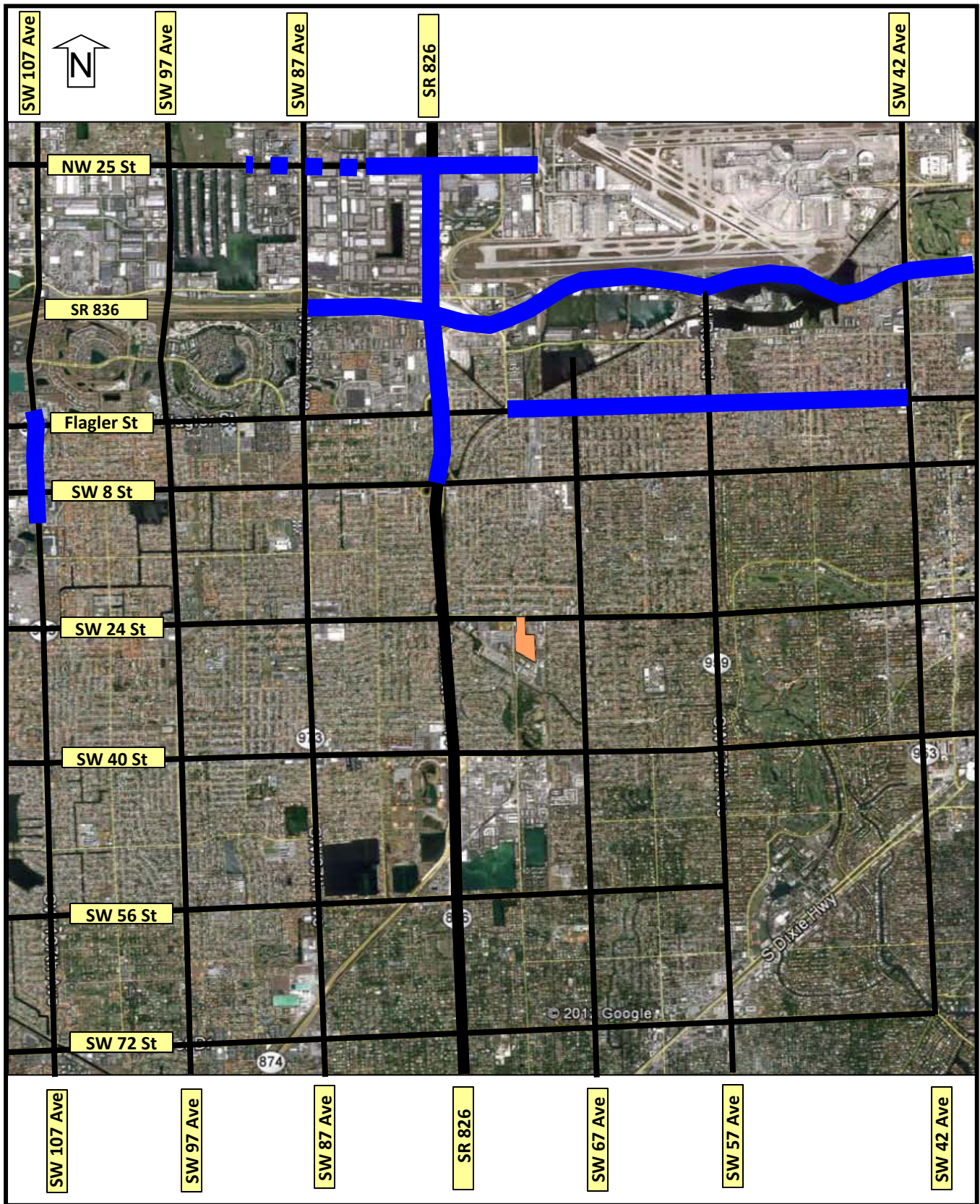
Table 3A – Programmed Transportation Improvements from TIP 2013					
TIP Page No.	TIP Project No.	Limits	Improvement	Activity	Timeframe
A1-4 to A1-8	DT2495811	SR 826/SR 836 – NW 8–25 St, NW 87-57 Ave	Interchange - Add Lanes	Construction	2012-2014
A1-85	DT4056651	NW 25 Street Viaduct – NW 82 Ave to SR 826	New Road Construction	Construction	2012-2013
A1-95	DT4124792	SW 107 Ave - SW 5 St to N of West Flagler St	Adding 1 Lane	Construction	2016-2017
A1-96	DT4124793	SW 107 Ave - SW 12 St to SW 4 St	Adding 2 Lanes	Construction	2015-2016
A1-148	DT4252711	SR 968/West Flagler St – SW 72 Ave to SW 42 Ave	Safety Project	Construction	2012-2013
Source: TIP 2013 adopted by the Miami-Dade MPO on May 17, 2012.					

Planned Transportation Improvements - Planned transportation improvements from Priorities II, III and IV of the Long Range Transportation Plan (LRTP) 2035 have been established as the cost feasible transportation infrastructure that will be in place by the Year 2035. The planned transportation improvements within or adjacent to the study area are identified on **Figure 2A** and **Table 3B**.

Table 3B – Planned Transportation Improvements (2015 – 2035)					
LRTP Page No.	Roadway	Limits	Improvement	Timeframe	LRTP Priority
4-32	NW 25 Street	NW 89 Ct to SR 826	Widen to 6 lanes (4 to 6)	2015-2020	II
4-32	NW 25 Street	NW 87 Ct to SR 826	Phase II Viaduct	2015-2020	II
4-36	SW 107 Avenue	SW 8 Street to Flagler Street	Widen to 6 lanes (4 to 6)	2026-2035	IV
Source: 2035 Long Range Transportation Plan adopted by the Miami-Dade MPO on October 29, 2009.					

Existing Miami-Dade Transit Service - Existing Miami-Dade Transit Service provides local and regional transit access to the Amendment site as outlined on **Figures 2B and 2C** and **Table 3C**.

Table 3C – Existing Transit Service in the Study Area			
Transit Route Serving the Amendment	Major Roadways Served By Metrobus Route	AM and PM Peak Hour Service Headways	Saturday/Sunday Service Headway
Route 24	SW 24 Street	20 minutes	30 minutes



Legend



Intersection/Interchange Programmed Improvements from TIP 2013



Programmed Roadway Improvements from TIP 2013



Planned Roadway Improvements from LRTP 2035

Figure 2A
Study Area Roadways
April 2012 CDMF Amendment Application No. 2

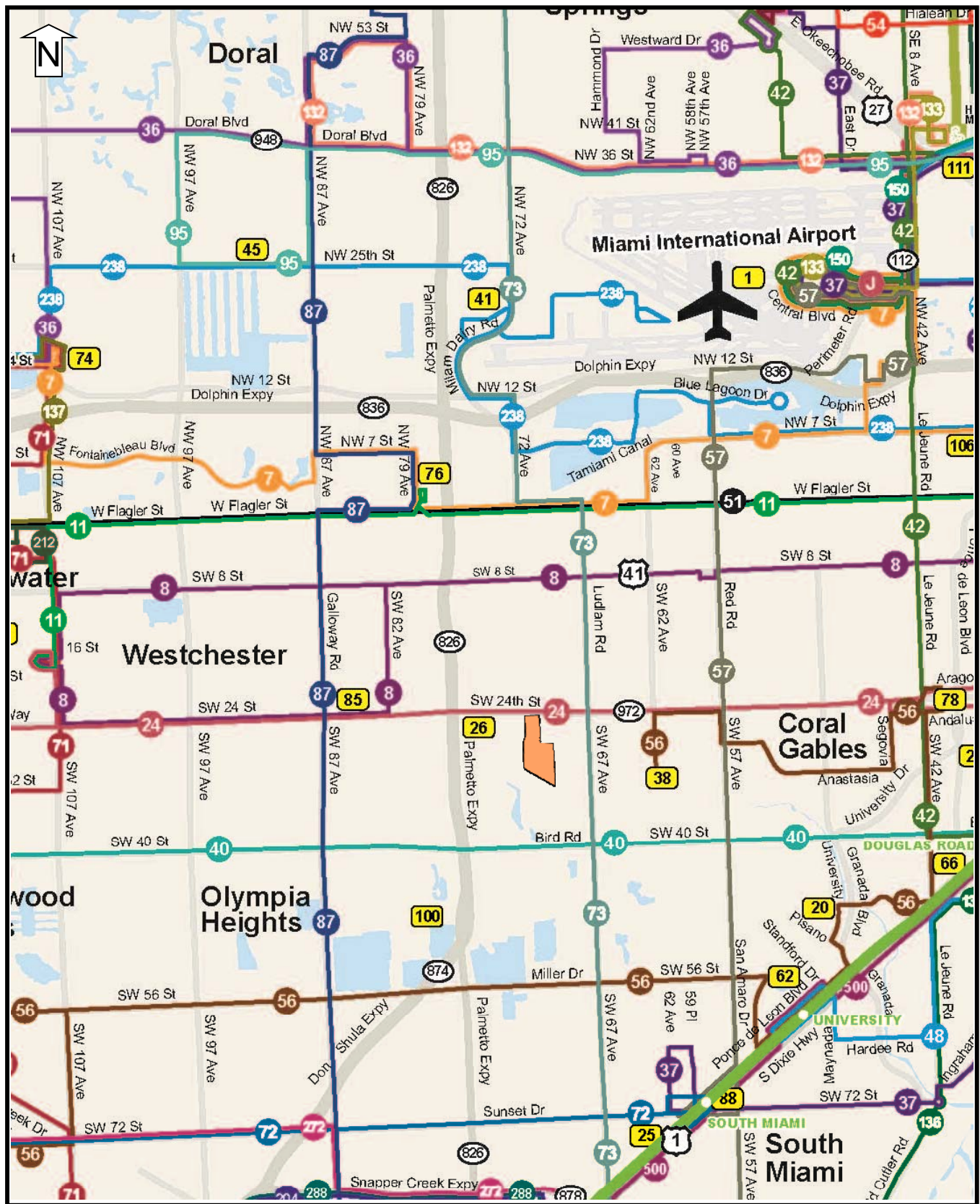


Figure 2B
Existing Transit Service in the Study Area
April 2012 CDMP Amendment Application No. 2

Traffic Concurrency Analysis – Year 2017 Short Term Planning Horizon

A traffic concurrency infrastructure analysis for the Year 2017 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 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 proposed retail shopping center uses which are proposed by this CDMP Amendment application. The addition of the **759 net external PM peak hour trips** does not exceed the available roadway capacity assigned to the surrounding traffic count stations by the Miami-Dade County Public Works Department using their Traffic Count Station database last updated on June 13, 2012. 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 the June 13, 2012 Concurrency Database from 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 June 13, 2012 Traffic Concurrency Count Station Database unless otherwise noted. 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 June 13, 2012.

Project Assignment

The project traffic assignment to the surrounding study area roadways has been established using the Miami-Dade County Cardinal Distribution for Project Zone 1017 as obtained through interpolation for the Year 2017 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 **759 net external PM peak hour trips** for the 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 Zone 1017
- **Figure 3B** - Cardinal Distribution for Zone 1017 from Year 2005 and Year 2035 of the 2035 LRTP
- **Figure 3C** – Interpolated Cardinal Distribution for Year 2017 using Years 2005 and 2035 of the 2035 LRTP
- **Figure 3D** - Traffic Concurrency Count Stations
- **Figure 3E** - Traffic Concurrency Distribution for Zone 1017

Total Traffic Conditions

The concurrency analysis presented in **Table 4** identifies the total traffic at each of the first directly accessed traffic count stations and the remaining capacity still available after the addition of the total traffic for the existing and proposed land uses within the Amendment site. **Table 4** addresses the Year 2017 Short Term Traffic Conditions for the following study roadways:

- SR 826 – SW 40 Street to SW 8 Street – Count Stations 0566 and 0567
- SW 24 Street – SW 57 Avenue to SW 87 Avenue – Count Stations 9120 and 9122
- SW 67 Avenue – Flagler Street to SW 40 Street – Count Stations 9236 and 9240
- SW 72 Avenue – SW 24 Street to SW 56 Street – Count Station 9684
- SW 74 Avenue – SW 8 Street to SW 24 Street – Count Station 9690

The determination of available capacity and level of service for each of the first directly accessed 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 2017 Short Term Planning Horizon to support this proposed CDMP Amendment Application.

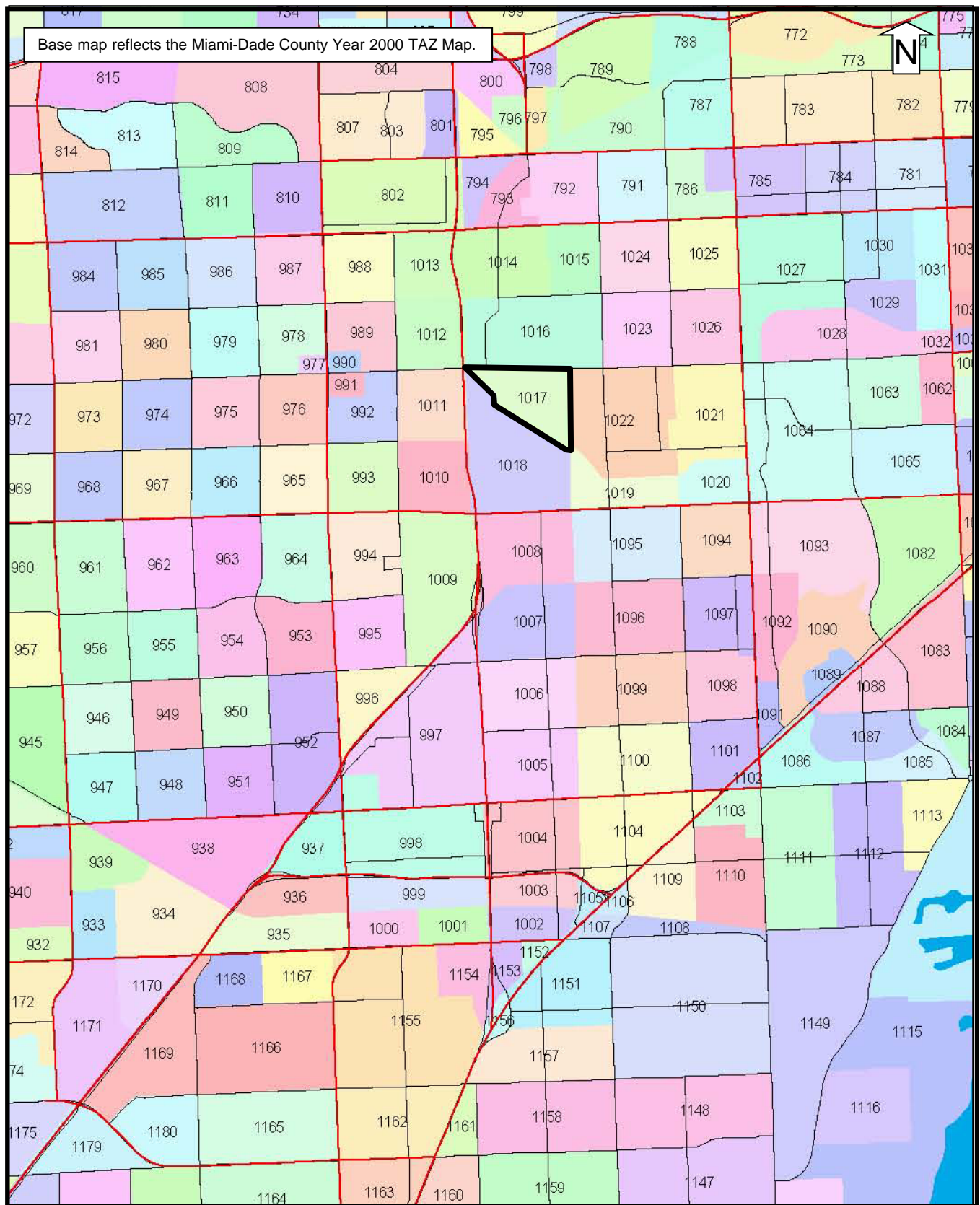
TABLE 4
APRIL 2012 CDMP AMENDMENT APPLICATION NO. 2
TRAFFIC CONCURRENCY CAPACITY ANALYSIS FOR THE SHORT TERM PLANNING HORIZON

10/29/2011

Count Station Number	DESCRIPTION	[1]	[1]	[2]	Capacity Available after PHP Vol	[3]	Capacity Available after D.O.'s	Project		Total PHP Vol with Project	Capacity Available after Project	Adopted LOS	Actual LOS
		Existing Laneage	Two Way Peak Hour Capacity	2011 PHP Vol		D.O.'s as of 6/13/2012		Zone 1017 Cardinal Dist%	[4] PM PK HR Trips 759				
	First Directly Accessed Count Stations												
0566	SR 826, north of SW 40 St to SW 24 St	8	13,480	11,803	1,677	14	1,663	17.42%	132	11,949	1,531	D	D
0567	SR 826, north of SW 24 St to SW 8 St	8	13,480	11,952	1,528	0	1,528	14.58%	111	12,063	1,417	D	D
9120	SW 24 St, east of SW 67 Ave to SR 826	4	5,100	2,397	2,703	15	2,688	4.79%	36	2,448	2,652	E + 50	C
9122	SW 24 St, west of SR 826 to SW 87 Ave	6	8,484	7,415	1,069	12	1,057	11.65%	88	7,515	969	EE	E+6%
9236	SW 67 Ave, south of Flagler St to SW 8 St	4	3,260	960	2,300	62	2,238	11.83%	90	1,112	2,148	E	C
9240	SW 67 Ave, south of SW 24 St to SW 40 St	4 [5]	3,340	1,768	1,572	17	1,555	6.91%	52	1,837	1,503	E	B
9684	SW 72 Ave, south of SW 40 St to SW 56 St	4	3,345	1,269	2,076	4	2,072	19.96%	151	1,424	1,921	E + 50	D
9690	SW 74 Ave, south of SW 8 St to SW 16 St	2	1,755	499	1,256	1	1,255	12.86%	98	598	1,157	E + 50	D
								100.00%	759				

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.
The maximum service volumes for the 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 6-13-2012 and the 2011 FDOT Traffic Information CD.
- [3] Source for the Approved D.O.'s: Miami-Dade County Public Works Concurrency Database dated 6-13-2012.
- [4] See Table 2 for the trip generation calculations.
- [5] The maximum service volume for Station 9240 reflects an updated ArtPlan run to coincide with the updated Year 2011 traffic counts.



Legend



Project Location within Zone 1017

Figure 3A
Location of Project Zone 1017
April 2012 CDMP Amendment Application No. 2

Miami-Dade County Year 2005 and 2035 Directional Distribution Summaries

MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY											
ORIGIN ZONE			CARDINAL DIRECTIONS								TOTAL
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
		PERCENT	13.98	14.21	4.35	7.05	17.85	18.48	9.79	14.3	
1009	3709	TRIPS	56	66	17	24	66	106	72	68	475
		PERCENT	11.79	13.89	3.58	5.05	13.89	22.32	15.16	14.32	
1010	3710	TRIPS	867	935	428	477	886	787	480	870	5,730
		PERCENT	15.13	16.32	7.47	8.32	15.46	13.73	8.38	15.18	
1011	3711	TRIPS	300	351	166	158	182	173	156	291	1,777
		PERCENT	16.88	19.75	9.34	8.89	10.24	9.74	8.78	16.38	
1012	3712	TRIPS	526	617	351	247	510	544	375	713	3,883
		PERCENT	13.55	15.89	9.04	6.36	13.13	14.01	9.66	18.36	
1013	3713	TRIPS	398	516	250	195	321	401	183	410	2,674
		PERCENT	14.88	19.3	9.35	7.29	12	15	6.84	15.33	
1014	3714	TRIPS	599	851	410	362	464	470	272	806	4,234
		PERCENT	14.15	20.1	9.68	8.55	10.96	11.1	6.42	19.04	
1015	3715	TRIPS	474	649	358	360	654	652	367	607	4,121
		PERCENT	11.5	15.75	8.69	8.74	15.87	15.82	8.91	14.73	
1016	3716	TRIPS	1114	1497	1095	612	1256	987	723	1662	8,946
		PERCENT	12.45	16.73	12.24	6.84	14.04	11.03	8.08	18.58	
1017	3717	TRIPS	900	828	353	532	1086	1057	684	899	6,339
		PERCENT	14.2	13.06	5.57	8.39	17.13	16.67	10.79	14.18	
1018	3718	TRIPS	552	777	290	315	434	397	242	666	3,673
		PERCENT	15.03	21.15	7.9	8.58	11.82	10.81	6.59	18.13	
1019	3719	TRIPS	270	434	200	174	222	273	185	370	2,128

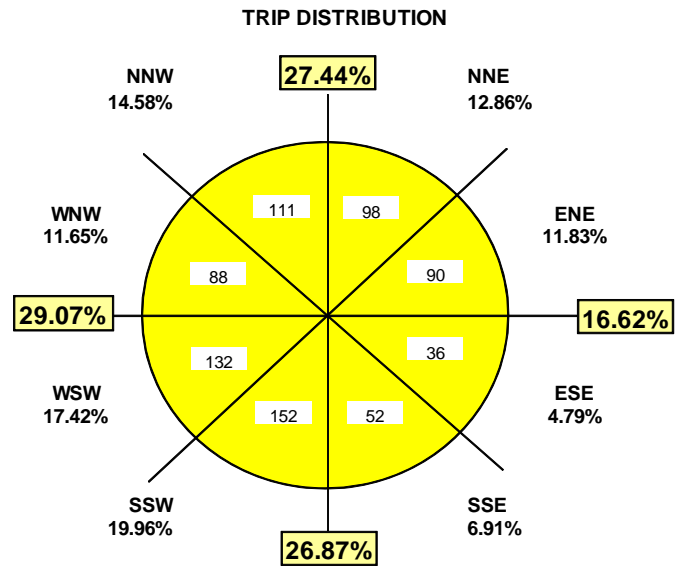
MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY											
ORIGIN ZONE			CARDINAL DIRECTIONS								TOTAL
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1001	3701	TRIPS	874	954	52	165	583	1083	332	1159	5,202
		PERCENT	16.8	18.34	1	3.17	11.21	20.82	6.38	22.28	
1002	3702	TRIPS	2400	1806	723	1851	6210	5927	1885	1977	22,779
		PERCENT	10.54	7.93	3.17	8.13	27.26	26.02	8.28	8.68	
1003	3703	TRIPS	1343	1538	171	494	852	617	138	1050	6,203
		PERCENT	21.65	24.79	2.76	7.96	13.74	9.95	2.22	16.93	
1004	3704	TRIPS	166	309	49	92	160	123	51	248	1,198
		PERCENT	13.86	25.79	4.09	7.68	13.36	10.27	4.26	20.7	
1005	3705	TRIPS	135	244	110	95	115	115	34	206	1,054
		PERCENT	12.81	23.15	10.44	9.01	10.91	10.91	3.23	19.54	
1006	3706	TRIPS	309	359	300	270	330	397	184	397	2,546
		PERCENT	12.14	14.1	11.78	10.6	12.96	15.59	7.23	15.59	
1007	3707	TRIPS	1293	1353	648	1154	2813	3524	788	1309	12,882
		PERCENT	10.04	10.5	5.03	8.96	21.84	27.36	6.12	10.16	
1008	3708	TRIPS	3310	3898	1381	2388	5807	5257	2699	2754	27,494
		PERCENT	12.04	14.18	5.02	8.69	21.12	19.12	9.82	10.02	
1009	3709	TRIPS	30	44	27	52	137	248	49	53	640
		PERCENT	4.69	6.88	4.22	8.12	21.41	38.75	7.66	8.28	
1010	3710	TRIPS	765	904	613	677	1129	1479	514	883	6,964
		PERCENT	10.99	12.98	8.8	9.72	16.21	21.24	7.38	12.68	
1011	3711	TRIPS	285	292	219	120	263	302	162	364	2,007
		PERCENT	14.2	14.55	10.91	5.98	13.1	15.05	8.07	18.14	
1012	3712	TRIPS	564	541	298	399	913	774	352	756	4,597
		PERCENT	12.27	11.77	6.48	8.68	19.86	16.84	7.66	16.45	
1013	3713	TRIPS	335	364	170	113	392	729	252	769	3,124
		PERCENT	10.72	11.65	5.44	3.62	12.55	23.34	8.07	24.62	
1014	3714	TRIPS	441	859	384	323	741	612	559	1157	5,076
		PERCENT	8.69	16.92	7.57	6.36	14.6	12.06	11.01	22.79	
1015	3715	TRIPS	743	880	381	312	930	661	384	895	5,186
		PERCENT	14.33	16.97	7.35	6.02	17.93	12.75	7.4	17.26	
1016	3716	TRIPS	1976	2005	824	823	1388	914	775	2025	10,730
		PERCENT	18.42	18.69	7.68	7.67	12.94	8.52	7.22	18.87	
1017	3717	TRIPS	1014	932	339	437	2261	1731	1208	1417	9,339
		PERCENT	10.86	9.98	3.63	4.68	24.21	18.54	12.94	15.17	
1018	3718	TRIPS	515	751	233	198	383	686	555	954	4,275
		PERCENT	12.05	17.57	5.45	4.63	8.96	16.05	12.98	22.32	
1019	3719	TRIPS	272	423	109	192	405	421	225	479	2,526
		PERCENT	10.77	16.75	4.32	7.6	16.03	16.67	8.91	18.96	
1020	3720	TRIPS	208	444	157	254	387	375	125	262	2,212

Figure 3B
Cardinal Distribution for Zone 1017 from Year 2005 and Year 2035 of the 2035 LRTP
April 2012 CDMP Amendment Application No. 2

CARDINAL DISTRIBUTION

PROJECT: APRIL 2012 CMDP APPLICATION NO. 2

TAZ #	# 1017	
Trips	759	PM Trips
NNE	12.86%	98
ENE	11.83%	90
ESE	4.79%	36
SSE	6.91%	52
SSW	19.96%	152
WSW	17.42%	132
WNW	11.65%	88
NNW	14.58%	111
	100.00%	759



INTERPOLATED CARDINAL DISTRIBUTION FOR 2017 USING YEARS 2005 AND 2035 OF THE 2035 LRTP

Cardinal Direction	2005 Zone 1017 Cardinal Distribution	2035 Zone 1017 Cardinal Distribution	2035-2005 Difference	Rate Per Year 30 Years	12 Years	2017 Zone 1017 Cardinal Distribution	Net New PM Peak Hour Project Trips 759
NNE	14.20%	10.86%	-3.34%	-0.11%	-1.34%	12.86%	98
ENE	13.06%	9.98%	-3.08%	-0.10%	-1.23%	11.83%	90
ESE	5.57%	3.63%	-1.94%	-0.06%	-0.78%	4.79%	36
SSE	8.39%	4.68%	-3.71%	-0.12%	-1.48%	6.91%	52
SSW	17.13%	24.21%	7.08%	0.24%	2.83%	19.96%	152
WSW	16.67%	18.54%	1.87%	0.06%	0.75%	17.42%	132
WNW	10.79%	12.94%	2.15%	0.07%	0.86%	11.65%	88
NNW	14.18%	15.17%	0.99%	0.03%	0.40%	14.58%	111
	99.99%	100.01%				100.00%	759

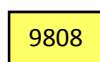
Source: Miami-Dade 2035 Long Range Transportation Plan - Directional Trip Distribution Report, October 2009.

Legend

Figure 3C
Year 2017 – Traffic Concurrency Distribution and Assignment for Zone 1017
April 2012 CDMP Amendment Application No. 2



Legend

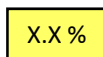


First Directly Accessed Count Stations

Figure 3D
Traffic Concurrency Count Stations
April 2012 CDMP Application No. 2



Legend



Dist. % at First Directly Accessed Count Stations

Figure 3E
Traffic Concurrency Distribution
April 2012 CDM Application No. 2

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 approximately to NW 25 Street on the north, NW/SW 42 Avenue on the east, SW 72 Street on the south and NW/SW 107 Avenue on the west. The Year 2025 network analysis incorporates the future transportation infrastructure which consists of improvements funded in TIP 2013 and improvements from Priorities II and III of the LRTP 2035. The analysis includes the segments listed below.

- NW 25 Street – NW 107 Avenue to SR 826
- Flagler Street – NW 107 Avenue to NW 42 Avenue
- SW 24 Street - SW 107 Avenue to SW 42 Avenue
- SW 56 Street – SW 107 Avenue to SW 57 Avenue
- SW 72 Street – SW 107 Avenue to SW 42 Avenue
- NW/SW 107 Avenue – NW 25 Street to SW 72 Street
- NW/SW 97 Avenue – NW 25 Street to SW 72 Street
- NW/SW 87 Avenue – NW 25 Street to SW 72 Street
- SR 826 – NW 25 Street to SW 72 Street
- NW/SW 67 Avenue – Flagler Street to SW 72 Street
- NW/SW 57 Avenue – SR 836 to SW 72 Street
- NW/SW 42 Avenue – SR 836 to SW 72 Street

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 Zone 1017 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 is provided using the figures listed below.

- **Figure 4A** – Year 2025 - Long Range Interpolated Cardinal Distribution and Assignment for Zone 1017
- **Figure 4B** – Project Distribution for the Long Term Planning Horizon
- **Figure 4C** – Study Area Count Stations

Project traffic for the Year 2025 Long Term Planning Horizon reflects the net external PM peak hour trip impact for the amendment site based upon 200,000 square feet of shopping center retail use consisting of:

- 372 inbound trips + 387 outbound trips = 759 net external total trips [see **Table 2** on page 1 of this study].

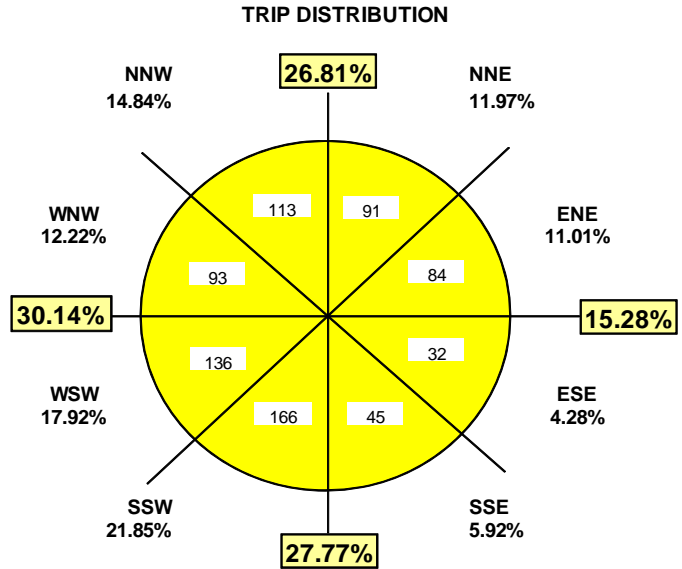
Significance Determination Analysis

Table 5A (attached herein) provides the detailed project distribution calculations for the study area and includes a significance determination analysis to identify existing or future 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. **For this application, the Amendment trips for the roadway segments on SW 24 Street between SR 826 and NW 67 Avenue were found to exceed 5.0% of the adopted maximum service volume.**

CARDINAL DISTRIBUTION

PROJECT: APRIL 2012 CMDP APPLICATION NO. 2

TAZ #	# 1017	
Trips	759	PM Trips
NNE	11.97%	91
ENE	11.01%	84
ESE	4.28%	32
SSE	5.92%	45
SSW	21.85%	166
WSW	17.92%	136
WNW	12.22%	93
NNW	14.84%	113
	100.00%	759



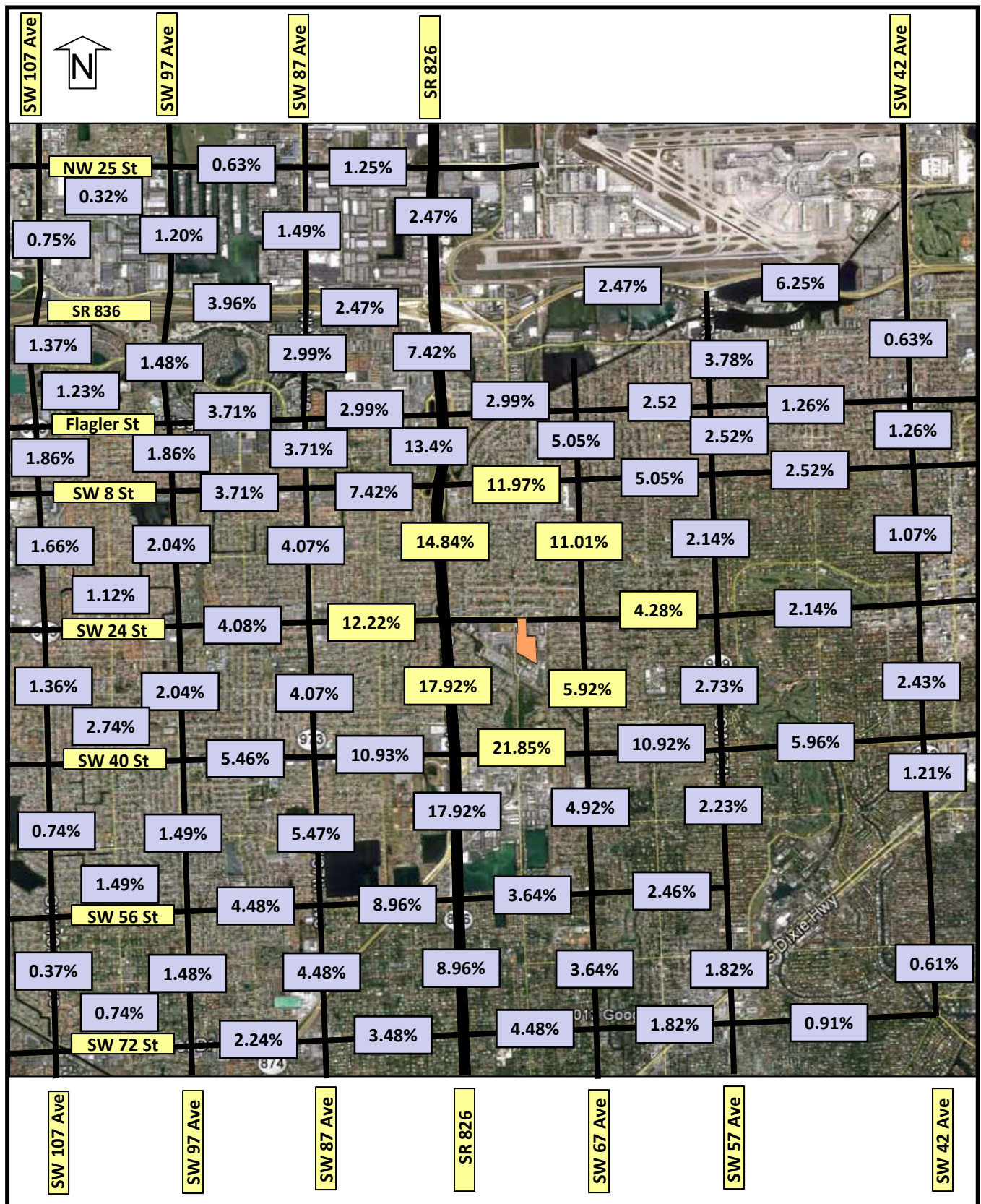
INTERPOLATED CARDINAL DISTRIBUTION FOR 2025 USING YEARS 2005 AND 2035 OF THE 2035 LRTP

Cardinal Direction	2005 Zone 1017 Cardinal Distribution	2035 Zone 1017 Cardinal Distribution	2035-2005 Difference	Rate Per Year 30 Years	20 Years	2017 Zone 1017 Cardinal Distribution	Net New PM Peak Hour Project Trips 759
NNE	14.20%	10.86%	-3.34%	-0.11%	-2.23%	11.97%	91
ENE	13.06%	9.98%	-3.08%	-0.10%	-2.05%	11.01%	84
ESE	5.57%	3.63%	-1.94%	-0.06%	-1.29%	4.28%	32
SSE	8.39%	4.68%	-3.71%	-0.12%	-2.47%	5.92%	45
SSW	17.13%	24.21%	7.08%	0.24%	4.72%	21.85%	166
WSW	16.67%	18.54%	1.87%	0.06%	1.25%	17.92%	136
WNW	10.79%	12.94%	2.15%	0.07%	1.43%	12.22%	93
NNW	14.18%	15.17%	0.99%	0.03%	0.66%	14.84%	113
	99.99%	100.01%				100.00%	759

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

Legend

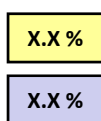
Figure 4A
Year 2025 – Long Range Distribution and Assignment for Zone 1017
April 2012 CDMP Amendment Application No. 2



Legend



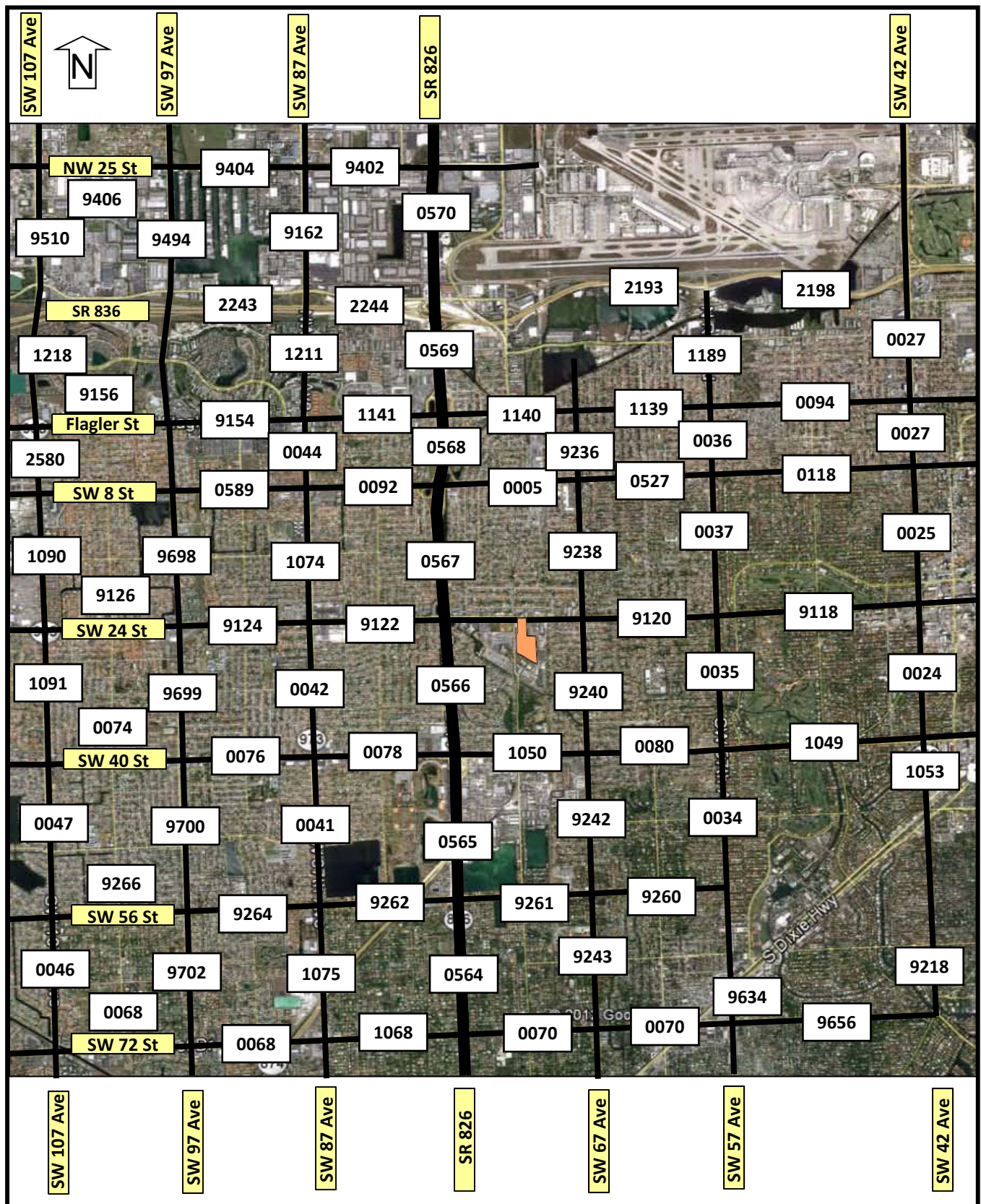
Site



X.X % Dist. % at First Directly Accessed Count Stations

X.X % Dist. % at Secondary Accessed Count Stations

Figure 4B
Project Distribution for the Long Term Planning Horizon
April 2012 CDMF Amendment Application No. 2



Legend



9808

Study Area Count Stations

Figure 4C
Study Area Count Stations
April 2012 CDMF Amendment Application No. 2

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

7/29/2012

ROADWAY SEGMENTS	[1]	[2]	Application No. 2		[4]	PROJECT	≥ 5% YES / NO
	YEAR	ADOPTED	[3]	PM PK HR	TWO-WAY	AS A	
	2025	CDMP LOS	PROJECT	TRIPS	PEAK HOUR	PERCENT	
LANES	STANDARD	DIST %	759	MSV	OF MSV		
NW/SW 107 Avenue							
NW 25 Street to NW 12 St/SR 836	6LD	D	0.75%	6	4,824	0.12%	NO
SR 836 to Flagler Street	6LD	SUMA	1.37%	10	5,150	0.20%	NO
Flagler Street to SW 8 Street	4LD	HE	1.86%	14	4,680	0.30%	NO
SW 8 Street to SW 24 Street	6LD	HE	1.66%	13	5,150	0.24%	NO
SW 24 Street to SW 40 Street	4LD	SUMA	1.36%	10	3,400	0.30%	NO
SW 40 Street to SW 56 Street	4LD	SUMA	0.74%	6	3,560	0.16%	NO
SW 56 Street to SW 72 Street	4LD	SUMA	0.37%	3	3,400	0.08%	NO
NW/SW 97 AVENUE							
NW 25 Street to SR 836	4LD	D	1.20%	9	3,204	0.28%	NO
SR 836 to Flagler Street	4LD	D	1.48%	11	3,204	0.35%	NO
Flagler Street to SW 8 Street	4LD	D	1.86%	14	3,204	0.44%	NO
SW 8 Street to SW 24 Street	2LD	D	2.04%	15	1,512	1.02%	NO
SW 24 Street to SW 40 Street	2LD	D	2.04%	15	1,512	1.02%	NO
SW 40 Street to SW 56 Street	2LD	D	1.49%	11	1,512	0.75%	NO
SW 56 Street to SW 72 Street	2LD	D	1.48%	11	1,512	0.74%	NO
NW/SW 87 AVENUE							
NW 25 Street to SR 836	6LD	D	1.49%	11	4,392	0.26%	NO
SR 836 to Flagler Street	6LD	SUMA	2.99%	23	4,680	0.48%	NO
Flagler Street to SW 8 Street	4LD	SUMA	3.71%	28	3,560	0.79%	NO
SW 8 Street to SW 24 Street	4LD	SUMA	4.07%	31	3,400	0.91%	NO
SW 24 Street to SW 40 Street	4LD	SUMA	4.07%	31	3,400	0.91%	NO
SW 40 Street to SW 56 Street	4LD	SUMA	5.47%	42	3,560	1.17%	NO
SW 56 Street to SW 72 Street	4LD	SUMA	4.48%	34	3,400	1.00%	NO
SR 826							
NW 36 Street to SR 836	10LD - Under CST	D	2.47%	19	16,930	0.11%	NO
SR 836 to Flagler Street	10LD - Under CST	D	7.42%	56	16,930	0.33%	NO
Flagler Street to SW 8 Street	Existing 10LD	D	13.40%	102	16,930	0.60%	NO
SW 8 Street to SW 24 Street	Existing 10LD	D	14.84%	113	16,930	0.67%	NO
SW 24 Street to SW 40 Street	10LD - Under CST	D	17.92%	136	16,930	0.80%	NO
SW 40 Street to SW 56 Street	8LD - Under CST	D	17.92%	136	13,480	1.01%	NO
SW 56 Street to SW 72 Street	8LD - Under CST	D	8.96%	68	13,480	0.50%	NO
NW/SW 67 AVENUE							
Flagler Street to SW 8 Street	4LD	E	5.05%	38	3,060	1.25%	NO
SW 8 Street to SW 24 Street	4LD	E	11.01%	84	3,060	2.73%	NO
SW 24 Street to SW 40 Street	4LD	E	5.92%	45	3,060	1.47%	NO
SW 40 Street to SW 56 Street	2LU	E	4.92%	37	1,413	2.64%	NO
SW 56 Street to SW 72 Street	2LU	E	3.64%	28	1,413	1.96%	NO
NW/SW 57 AVENUE							
SR 836 to Flagler Street	6LD	EE	3.78%	29	6,180	0.46%	NO
Flagler Street to SW 8 Street	4LD	E	2.52%	19	3,400	0.56%	NO
SW 8 Street to SW 24 Street	4LD	E	2.14%	16	3,400	0.48%	NO
SW 24 Street to SW 40 Street	2LU	E	2.73%	21	1,570	1.32%	NO
SW 40 Street to SW 56 St and US-1	2LU / 4LD	E	2.23%	17	1,570	1.08%	NO
US-1 to SW 72 Street	4LD	E+50	1.82%	14	4,590	0.30%	NO
SW 42 AVENUE / LE JEUNE ROAD							
SR 836 to Flagler Street	6LD	E+20	0.63%	5	6,432	0.07%	NO
Flagler Street to SW 8 Street	6LD	E+20	1.26%	10	6,432	0.15%	NO
SW 8 Street to SW 24 Street	4LD	E+20	1.07%	8	4,080	0.20%	NO
SW 24 Street to SW 40 Street	4LD	E+20	2.43%	18	4,080	0.45%	NO
SW 40 Street to US-1	4LD	E+20	1.21%	9	3,720	0.25%	NO
US-1 to SW 72 Street	2LU	E	0.61%	5	1,440	0.32%	NO

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

7/29/2012

ROADWAY SEGMENTS	[1]	[2]	Application No. 2		[4]	PROJECT	
	YEAR	ADOPTED	[3]	PM PK HR	TWO-WAY	AS A	
	2025	CDMP LOS	PROJECT	TRIPS	PEAK HOUR	PERCENT	≥ 5%
LANES	STANDARD	DIST %	759	MSV	OF MSV	YES / NO	
NW 25 STREET							
SW 107 Avenue to SW 97 Avenue	4LD	D	0.32%	2	3,204	0.08%	NO
SW 97 Avenue to SW 87 Avenue	4LD	D	0.63%	5	3,204	0.15%	NO
SW 87 Avenue to SR 826	6LD	D	1.25%	9	3,204	0.30%	NO
SR 836							
SW 107 Avenue to SW 87 Avenue	Existing > 8LD	D	3.96%	30	13,480	0.22%	NO
SW 87 Avenue to SR 826	8LD - UNDER CST	D	2.47%	19	13,480	0.14%	NO
SR 826 to SW 57 Avenue	Existing 7LD	D	2.47%	19	11,950	0.16%	NO
SW 57 Avenue to SW 42 Avenue	Existing 7LD	D	6.25%	47	11,950	0.40%	NO
WEST FLAGLER STREET							
SW 107 Avenue to SW 97 Avenue	6LD	EE	1.23%	9	3,845	0.24%	NO
SW 97 Avenue to SW 87 Avenue	6LD	EE	3.71%	28	3,845	0.73%	NO
SW 87 Avenue to SR 826	6LD	EE	2.99%	23	6,180	0.37%	NO
SR 826 to SW 72 Avenue	6LD	E+50	2.99%	23	7,725	0.29%	NO
SW 72 Avenue to SW 57 Avenue	4LD	E+50	2.52%	19	5,100	0.38%	NO
SW 57 Avenue to SW 42 Avenue	4LD	E+50	1.26%	10	5,340	0.18%	NO
SW 8 STREET							
SW 107 Avenue to SW 97 Avenue	8LD	EE	1.02%	8	8,256	0.09%	NO
SW 97 Avenue to SW 87 Avenue	8LD	EE	3.71%	28	8,256	0.34%	NO
SW 87 Avenue to SR 826	6LD	EE	7.42%	56	6,432	0.88%	NO
SR 826 to SW 67 Avenue	4LD	EE	11.97%	91	4,080	2.23%	NO
SW 67 Avenue to SW 57 Avenue	4LD	E+50	5.05%	38	5,100	0.75%	NO
SW 57 Avenue to SW 42 Avenue	4LD	E+50	2.52%	19	5,340	0.36%	NO
SW 24 STREET							
SW 107 Avenue to SW 97 Avenue	4LD	EE	1.12%	9	3,845	0.22%	NO
SW 97 Avenue to SW 87 Avenue	4LD	EE	4.08%	31	3,845	0.81%	NO
SW 87 Avenue to SR 826	6LD	EE	12.22%	93	5,789	1.60%	NO
SR 826 to SW 74 Avenue	6LD	E+50	78.79%	598	5,789	10.33%	YES
SW 74 Avenue to SW 67 Avenue	4LD	E+50	21.21%	161	3,845	4.19%	YES
SW 67 Avenue to SW 57 Avenue	4LD	E+50	4.28%	32	3,845	0.84%	NO
SW 57 Avenue to SW 42 Avenue	2LU	E+50	2.14%	16	2,160	0.75%	NO
SW 40 STREET							
SW 107 Avenue to SW 97 Avenue	6LD	HE	2.74%	21	5,150	0.40%	NO
SW 97 Avenue to SW 87 Avenue	6LD	HE	5.46%	41	5,150	0.80%	NO
SW 87 Avenue to SR 826	6LD	HE	10.93%	83	4,680	1.77%	NO
SR 826 to SW 67 Avenue	6LD	E+20	21.85%	166	6,180	2.68%	NO
SW 67 Avenue to SW 57 Avenue	6LD	E+20	10.92%	83	6,432	1.29%	NO
SW 57 Avenue to SW 42 Avenue	4LD	E+20	5.96%	45	4,080	1.11%	NO
SW 56 STREET							
SW 107 Avenue to SW 97 Avenue	4LD	D	1.49%	11	3,204	0.35%	NO
SW 97 Avenue to SW 87 Avenue	4LD	D	4.48%	34	3,204	1.06%	NO
SW 87 Avenue to SR 826	4LD	D	8.96%	68	3,204	2.12%	NO
SR 826 to SW 67 Avenue	4LD	E	3.64%	28	3,204	0.86%	NO
SW 67 Avenue to SW 57 Avenue	2LU	E	2.46%	19	1,440	1.30%	NO
SW 72 STREET							
SW 107 Avenue to SW 97 Avenue	4LD	EE	0.74%	6	4,080	0.14%	NO
SW 97 Avenue to SW 87 Avenue	4LD	EE	2.24%	17	4,080	0.42%	NO
SW 87 Avenue to SR 826	4LD	EE	3.48%	26	4,272	0.62%	NO
SR 826 to SW 67 Avenue	4LD	E	4.48%	34	3,100	1.10%	NO
SW 67 Avenue to SW 57 Avenue	4LD	E	1.82%	14	3,100	0.45%	NO
SW 57 Avenue to SW 42 Avenue	2LU	E	0.91%	7	1,440	0.48%	NO

[1] Lane geometry for Year 2025 reflects projects under construction, funded projects from TIP 2013 and planned projects from the LRTP.

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

[3] See Figure 4B for the Project Distribution for the Year 2025 Long Term Planning Horizon.

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

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;
- The functional classification for each of the roadways in the amendment study area;
- The traffic count stations for each roadway segment analyzed;
- The adopted level of service standards from the CDMP for each roadway segment analyzed;
- Peak hour period traffic data for the Miami-Dade County and FDOT Count Stations obtained from June 13, 2012 Miami-Dade County Public Works Count Station Database;
- The two-way peak hour roadway capacity for County Roads based on ArtPlan calculations provided by Miami-Dade County Public Works from the Traffic Concurrency Count Station database dated June 13, 2012;
- The two-way peak hour roadway capacity for State Roads based upon the FDOT 2009 Quality/LOS Handbook;
- The two-way peak hour period level of service for each segment analyzed and the volume to capacity ratio.

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 existing peak hour period traffic to the year 2025 and the addition of unbuilt committed development traffic from previously approved projects. The evaluation of future background plus committed development traffic includes the following:

- The future lane geometry for study area roadways inclusive of the improvements under construction, the improvements funded in TIP 2013 and the 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 have been calculated using the Model Outputs for the years 2005 and 2035 (see **Table 5D**), which have been used to grow existing peak hour period traffic to year 2025;
- An overall average linear growth rate of 0.51% per year was calculated for the study area roadways;
- This overall average linear growth rate has been adjusted based on the inclusion of committed development traffic in the 2025 analysis = $0.51\% / 2 = 0.26\%$ per year.

Committed Development

- Committed development traffic for each count station has been incorporated into the analysis of background traffic based upon the committed Development Order trips included in the Miami-Dade County Traffic Concurrency Count Station database last updated on June 13, 2012 (see **Table 5C**);
- **Table 5C** includes the analysis of future background plus committed development traffic for the year 2025;
- The two-way peak hour roadway capacity based upon the FDOT 2009 Quality/LOS Handbook; and
- The Year 2025 future background plus committed development level of service (without the Amendment traffic) and the volume to capacity ratio for the Year 2025.

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

7/29/2012

ROADWAY SEGMENTS	[1] EXISTING LANES	[2] ROADWAY FUNCTIONAL CLASSIFICATION	COUNT STATION	[3] ADOPTED CDMP LOS STANDARD	[4] EXISTING PHP VOLUME FROM MIAMI-DADE	[5] ARTPLAN OR FDOT TWO WAY PK HR MSV	EXISTING PEAK HOUR PERIOD LOS	V/C
NW/SW 107 Avenue								
NW 25 Street to NW 12 St/SR 836	6LD	State Minor Arterial	MD-9510	D	2,855	4,880	C	0.59
SR 836 to Flagler Street	6LD	State Minor Arterial	FDOT-1218	SUMA	4,254	5,150	D	0.83
Flagler Street to SW 8 Street	4LD	State Minor Arterial	FDOT-2580	HE	2,805	3,100	E	0.90
SW 8 Street to SW 24 Street	6LD	State Minor Arterial	FDOT-1090	HE	3,900	5,150	D	0.76
SW 24 Street to SW 40 Street	4LD	State Minor Arterial	FDOT-1091	SUMA	2,388	3,400	C	0.70
SW 40 Street to SW 56 Street	4LD	State Minor Arterial	FDOT-0047	SUMA	1,975	3,560	B	0.55
SW 56 Street to SW 72 Street	4LD	State Minor Arterial	FDOT-0046	SUMA	2,125	3,400	C	0.63
NW/SW 97 AVENUE								
NW 25 Street to SR 836	4LD	County Collector	MD-9494	D	1,986	3,080	B	0.64
SR 836 to Flagler Street	4LD	County Collector	MD-9494	D	1,986	3,080	B	0.64
Flagler Street to SW 8 Street	4LD	County Collector	MD-9494	D	1,986	3,080	B	0.64
SW 8 Street to SW 24 Street	2LD	County Collector	MD-9698	D	1,152	2,130	D	0.54
SW 24 Street to SW 40 Street	2LD	County Collector	MD-9699	D	1,341	1,960	D	0.68
SW 40 Street to SW 56 Street	2LD	County Collector	MD-9700	D	1,057	1,750	C	0.60
SW 56 Street to SW 72 Street	2LD	County Collector	MD-9702	D	894	1,630	C	0.55
NW/SW 87 AVENUE								
NW 25 Street to SR 836	6LD	County Minor Arterial	MD-9162	D	3,113	4,100	D	0.76
SR 836 to Flagler Street	6LD	State Minor Arterial	FDOT-1211	SUMA	4,325	4,680	E	0.92
Flagler Street to SW 8 Street	4LD	State Minor Arterial	FDOT-0044	SUMA	3,088	3,560	C	0.87
SW 8 Street to SW 24 Street	4LD	State Minor Arterial	FDOT-1074	SUMA	2,506	3,400	D	0.74
SW 24 Street to SW 40 Street	4LD	State Minor Arterial	FDOT-0042	SUMA	2,337	3,400	C	0.69
SW 40 Street to SW 56 Street	4LD	State Minor Arterial	FDOT-0041	SUMA	2,122	3,560	B	0.60
SW 56 Street to SW 72 Street	4LD	State Minor Arterial	FDOT-1075	SUMA	2,205	3,400	C	0.65
SR 826								
NW 36 Street to SR 836	10LD - Under CST	State Principal Arterial	FDOT-0570	D	13,753	16,930	C	0.81
SR 836 to Flagler Street	10LD - Under CST	State Principal Arterial	FDOT-0569	D	12,950	16,930	C	0.76
Flagler Street to SW 8 Street	Existing 10LD	State Principal Arterial	FDOT-0568	D	12,643	16,930	C	0.75
SW 8 Street to SW 24 Street	Existing 10LD	State Principal Arterial	FDOT-0567	D	11,952	16,930	C	0.71
SW 24 Street to SW 40 Street	10LD - Under CST	State Principal Arterial	FDOT-0566	D	11,803	16,930	C	0.70
SW 40 Street to SW 56 Street	8LD - Under CST	State Principal Arterial	FDOT-0565	D	7,169	13,480	B	0.53
SW 56 Street to SW 72 Street	8LD - Under CST	State Principal Arterial	FDOT-0564	D	6,168	13,480	B	0.46
NW/SW 67 AVENUE								
Flagler Street to SW 8 Street	4LD	County Minor Arterial	MD-9236	E	960	3,260	D	0.29
SW 8 Street to SW 24 Street	4LD	County Minor Arterial	MD-9238	E	960	3,260	D	0.29
SW 24 Street to SW 40 Street	4LD	County Minor Arterial	MD-9240	E	1,768	3,340	B	0.53
SW 40 Street to SW 56 Street	2LU	County Minor Arterial	MD-9242	E	1,198	1,770	C	0.68
SW 56 Street to SW 72 Street	2LU	County Minor Arterial	MD-9243	E	716	1,400	D	0.51
NW/SW 57 AVENUE								
SR 836 to Flagler Street	6LD	State Minor Arterial	FDOT-1189	EE	4,730	6,180	D	0.77
Flagler Street to SW 8 Street	4LD	State Minor Arterial	FDOT-0036	E	1,718	3,400	C	0.51
SW 8 Street to SW 24 Street	4LD	State Minor Arterial	FDOT-0037	E	2,495	3,400	D	0.73
SW 24 Street to SW 40 Street	2LU	State Minor Arterial	FDOT-0035	E	1,030	1,570	D	0.66
SW 40 Street to SW 56 St and US-1	2LU / 4LD	State Minor Arterial	FDOT-0034	E	1,560	1,570	E	0.99
US-1 to SW 72 Street	4LD	County Minor Arterial	MD-9634	E+50	1,341	4,020	E	0.33
SW 42 AVENUE / LE JEUNE ROAD								
SR 836 to Flagler Street	6LD	State Minor Arterial	FDOT-0027	E+20	3,206	6,432	B	0.50
Flagler Street to SW 8 Street	6LD	State Minor Arterial	FDOT-0027	E+20	3,206	6,432	B	0.50
SW 8 Street to SW 24 Street	4LD	State Minor Arterial	FDOT-0025	E+20	2,630	4,080	D	0.64
SW 24 Street to SW 40 Street	4LD	State Minor Arterial	FDOT-0024	E+20	3,050	4,080	D	0.75
SW 40 Street to US-1	4LD	State Minor Arterial	FDOT-1053	E+20	1,868	3,720	D	0.50
US-1 to SW 72 Street	2LU	County Minor Arterial	MD-9218	E	1,205	1,440	C	0.84

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

7/29/2012

ROADWAY SEGMENTS	[1] EXISTING LANES	[2] ROADWAY FUNCTIONAL CLASSIFICATION	COUNT STATION	[3] ADOPTED CDMP LOS STANDARD	[4] EXISTING PHP VOLUME FROM MIAMI-DADE	[5] ARTPLAN OR FDOT TWO WAY PK HR MSV	EXISTING PEAK HOUR PERIOD LOS	V/C
NW 25 STREET								
SW 107 Avenue to SW 97 Avenue	4LD	County Minor Arterial	MD-9406	D	2,229	3,260	C	0.68
SW 97 Avenue to SW 87 Avenue	4LD	County Minor Arterial	MD-9404	D	2,562	3,970	C	0.65
SW 87 Avenue to SR 826	6LD	County Minor Arterial	MD-9402	D	1,268	4,770	C	0.27
SR 836								
SW 107 Avenue to SW 87 Avenue	Existing > 8LD	State Principal Arterial	FDOT-2243	D	7,814	13,480	B	0.58
SW 87 Avenue to SR 826	8LD - UNDER CST	State Principal Arterial	FDOT-2244	D	8,149	13,480	C	0.60
SR 826 to SW 57 Avenue	Existing 7LD	State Principal Arterial	FDOT-2193	D	10,444	11,950	D	0.87
SW 57 Avenue to SW 42 Avenue	Existing 7LD	State Principal Arterial	FDOT-2198	D	9,844	11,950	C	0.82
WEST FLAGLER STREET								
SW 107 Avenue to SW 97 Avenue	6LD	State Minor Arterial	MD-9156	EE	2,971	6,300	D	0.47
SW 97 Avenue to SW 87 Avenue	6LD	State Minor Arterial	MD-9154	EE	2,902	5,916	D	0.49
SW 87 Avenue to SR 826	6LD	State Minor Arterial	FDOT-1141	EE	4,664	6,180	D	0.75
SR 826 to SW 72 Avenue	6LD	State Minor Arterial	FDOT-1140	E+50	3,402	7,725	C	0.44
SW 72 Avenue to SW 57 Avenue	4LD	State Minor Arterial	FDOT-1139	E+50	3,038	5,100	D	0.60
SW 57 Avenue to SW 42 Avenue	4LD	State Minor Arterial	FDOT-0094	E+50	3,132	5,340	C	0.59
SW 8 STREET								
SW 107 Avenue to SW 97 Avenue	8LD	State Minor Arterial	FDOT-0589	EE	4,452	8,256	C	0.54
SW 97 Avenue to SW 87 Avenue	8LD	State Minor Arterial	FDOT-0589	EE	4,452	8,256	C	0.54
SW 87 Avenue to SR 826	6LD	State Minor Arterial	FDOT-0092	EE	3,616	6,432	B	0.56
SR 826 to SW 67 Avenue	4LD	State Minor Arterial	FDOT-0005	EE	2,902	4,080	D	0.71
SW 67 Avenue to SW 57 Avenue	4LD	State Minor Arterial	FDOT-0527	E+50	2,984	5,100	D	0.59
SW 57 Avenue to SW 42 Avenue	4LD	State Minor Arterial	FDOT-0118	E+50	2,976	5,340	C	0.56
SW 24 STREET								
SW 107 Avenue to SW 97 Avenue	4LD	County Minor Arterial	MD-9126	EE	2,720	6,372	B	0.43
SW 97 Avenue to SW 87 Avenue	4LD	County Minor Arterial	MD-9124	EE	3,354	4,344	D	0.77
SW 87 Avenue to SR 826	6LD	County Minor Arterial	MD-9122	EE	7,415	8,484	E+.05	0.87
SR 826 to SW 74 Avenue	6LD	County Minor Arterial	MD-9120	E+50	2,397	5,100	C	0.47
SW 74 Avenue to SW 67 Avenue	4LD	County Minor Arterial	MD-9120	E+50	2,397	5,100	C	0.47
SW 67 Avenue to SW 57 Avenue	4LD	County Minor Arterial	MD-9120	E+50	2,397	5,100	C	0.47
SW 57 Avenue to SW 42 Avenue	2LU	County Minor Arterial	MD-9118	E+50	1,330	2,160	C	0.62
SW 40 STREET								
SW 107 Avenue to SW 97 Avenue	6LD	State Minor Arterial	FDOT-0074	HE	3,701	5,150	C	0.72
SW 97 Avenue to SW 87 Avenue	6LD	State Minor Arterial	FDOT-0076	HE	3,913	5,150	D	0.76
SW 87 Avenue to SR 826	6LD	State Minor Arterial	FDOT-0078	HE	4,949	4,680	F	1.06
SR 826 to SW 67 Avenue	6LD	State Minor Arterial	FDOT-1050	E+20	4,120	6,180	D	0.67
SW 67 Avenue to SW 57 Avenue	6LD	State Minor Arterial	FDOT-0080	E+20	3,258	6,432	B	0.51
SW 57 Avenue to SW 42 Avenue	4LD	State Minor Arterial	FDOT-1049	E+20	2,874	4,080	D	0.70
SW 56 STREET								
SW 107 Avenue to SW 97 Avenue	4LD	County Minor Arterial	MD-9266	D	2,738	2,950	C	0.93
SW 97 Avenue to SW 87 Avenue	4LD	County Minor Arterial	MD-9264	D	2,647	3,530	C	0.75
SW 87 Avenue to SR 826	4LD	County Minor Arterial	MD-9262	D	2,768	2,990	D	0.93
SR 826 to SW 67 Avenue	4LD	County Minor Arterial	MD-9261	E	2,405	2,580	D	0.93
SW 67 Avenue to SW 57 Avenue	2LU	County Minor Arterial	MD-9260	E	1,167	2,250	B	0.52
SW 72 STREET								
SW 107 Avenue to SW 97 Avenue	4LD	State Minor Arterial	FDOT-0068	EE	2,987	4,080	D	0.73
SW 97 Avenue to SW 87 Avenue	4LD	State Minor Arterial	FDOT-0068	EE	2,987	4,080	D	0.73
SW 87 Avenue to SR 826	4LD	State Minor Arterial	FDOT-1068	EE	2,516	4,272	B	0.59
SR 826 to SW 67 Avenue	4LD	State Minor Arterial	FDOT-0070	E	1,869	3,100	D	0.60
SW 67 Avenue to SW 57 Avenue	4LD	State Minor Arterial	FDOT-0070	E	1,869	3,100	D	0.60
SW 57 Avenue to SW 42 Avenue	2LU	County Minor Arterial	MD-9656	E	966	1,680	B	0.58

[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 in the CDMP and the 2010 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 dated 6/13/2012.

[5] The two-way peak hour MSV for county roads are consistent with ART PLAN as established by MDC Public Works in the Traffic Count Station Database.

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.

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

7/29/2012

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] ADOPTED CDMP LOS STANDARD	EXISTING PHP VOLUME FROM MIAMI-DADE [See Table 5B]	[3] MODEL GROWTH RATES [See Table 5D]	2025 FUTURE BACKGROUND PHP VOLUME	[4] MIAMI-DADE COMMITTED DO TRIPS	BACKGROUND PLUS COMMITTED VOLUMES	[5] TWO-WAY PEAK HOUR MSV	2025 PHP LOS	2025 PHP V/C
NW/SW 107 AVENUE										
NW 25 Street to NW 12 St/SR 836	6LD	D	2,855	0.26%	2,961	631	3,592	4,824	B	0.74
SR 836 to Flagler Street	6LD	SUMA	4,254	0.26%	4,423	170	4,593	5,150	D	0.89
Flagler Street to SW 8 Street	6LD - TIP 2013	HE	2,805	0.26%	2,916	54	2,970	4,680	D	0.63
SW 8 Street to SW 24 Street	6LD	HE	3,900	0.26%	4,055	8	4,063	5,150	D	0.79
SW 24 Street to SW 40 Street	4LD	SUMA	2,388	0.26%	2,483	16	2,499	3,400	D	0.73
SW 40 Street to SW 56 Street	4LD	SUMA	1,975	0.26%	2,053	0	2,053	3,560	B	0.58
SW 56 Street to SW 72 Street	4LD	SUMA	2,125	0.26%	2,209	0	2,209	3,400	C	0.65
NW/SW 97 AVENUE										
NW 25 Street to SR 836	4LD	D	1,986	0.26%	2,060	133	2,193	3,204	B	0.68
SR 836 to Flagler Street	4LD	D	1,986	0.26%	2,060	133	2,193	3,204	B	0.68
Flagler Street to SW 8 Street	4LD	D	1,986	0.26%	2,060	133	2,193	3,204	B	0.68
SW 8 Street to SW 24 Street	2LD	D	1,152	0.26%	1,195	108	1,303	1,512	C	0.86
SW 24 Street to SW 40 Street	2LD	D	1,341	0.26%	1,391	10	1,401	1,512	C	0.93
SW 40 Street to SW 56 Street	2LD	D	1,057	0.26%	1,096	8	1,104	1,512	C	0.73
SW 56 Street to SW 72 Street	2LD	D	894	0.26%	927	0	927	1,512	C	0.61
NW/SW 87 AVENUE										
NW 25 Street to SR 836	6LD	D	3,113	0.26%	3,228	30	3,258	4,392	C	0.74
SR 836 to Flagler Street	6LD	SUMA	4,325	0.26%	4,497	318	4,815	4,680	F	1.03
Flagler Street to SW 8 Street	4LD	SUMA	3,088	0.26%	3,211	122	3,333	3,560	C	0.94
SW 8 Street to SW 24 Street	4LD	SUMA	2,506	0.26%	2,606	5	2,611	3,400	D	0.77
SW 24 Street to SW 40 Street	4LD	SUMA	2,337	0.26%	2,430	0	2,430	3,400	D	0.71
SW 40 Street to SW 56 Street	4LD	SUMA	2,122	0.26%	2,206	4	2,210	3,560	B	0.62
SW 56 Street to SW 72 Street	4LD	SUMA	2,205	0.26%	2,293	36	2,329	3,400	C	0.68
SR 826										
NW 36 Street to SR 836	10LD - Under CST	D	13,753	0.26%	14,299	0	14,299	16,930	D	0.84
SR 836 to Flagler Street	10LD - Under CST	D	12,950	0.26%	13,464	0	13,464	16,930	C	0.80
Flagler Street to SW 8 Street	Existing 10LD	D	12,643	0.26%	13,145	3	13,148	16,930	C	0.78
SW 8 Street to SW 24 Street	Existing 10LD	D	11,952	0.26%	12,427	14	12,441	16,930	C	0.73
SW 24 Street to SW 40 Street	10LD - Under CST	D	11,803	0.26%	12,272	12	12,284	16,930	C	0.73
SW 40 Street to SW 56 Street	8LD - Under CST	D	7,169	0.26%	7,454	0	7,454	13,480	B	0.55
SW 56 Street to SW 72 Street	8LD - Under CST	D	6,168	0.26%	6,413	55	6,468	13,480	B	0.48
NW/SW 67 AVENUE										
Flagler Street to SW 8 Street	4LD	E	960	0.26%	996	62	1,058	3,060	C	0.35
SW 8 Street to SW 24 Street	4LD	E	960	0.26%	996	62	1,058	3,060	C	0.35
SW 24 Street to SW 40 Street	4LD	E	1,768	0.26%	1,833	17	1,850	3,060	C	0.60
SW 40 Street to SW 56 Street	2LU	E	1,198	0.26%	1,242	2	1,244	1,413	D	0.88
SW 56 Street to SW 72 Street	2LU	E	716	0.26%	743	12	755	1,413	C	0.53
NW/SW 57 AVENUE										
SR 836 to Flagler Street	6LD	EE	4,730	0.26%	4,918	170	5,088	6,180	E	0.82
Flagler Street to SW 8 Street	4LD	E	1,718	0.26%	1,786	0	1,786	3,400	C	0.53
SW 8 Street to SW 24 Street	4LD	E	2,495	0.26%	2,594	42	2,636	3,400	D	0.78
SW 24 Street to SW 40 Street	2LU	E	1,030	0.26%	1,071	2	1,073	1,570	D	0.68
SW 40 Street to SW 56 St and US-1	2LU / 4LD	E	1,560	0.26%	1,622	0	1,622	1,570	F	1.03
US-1 to SW 72 Street	4LD	E+50	1,341	0.26%	1,391	5	1,396	4,590	C	0.30
SW 42 AVENUE / LE JEUNE ROAD										
SR 836 to Flagler Street	6LD	E+20	3,206	0.26%	3,333	50	3,383	6,432	B	0.53
Flagler Street to SW 8 Street	6LD	E+20	3,206	0.26%	3,333	50	3,383	6,432	B	0.53
SW 8 Street to SW 24 Street	4LD	E+20	2,630	0.26%	2,734	0	2,734	4,080	D	0.67
SW 24 Street to SW 40 Street	4LD	E+20	3,050	0.26%	3,171	0	3,171	4,080	D	0.78
SW 40 Street to US-1	4LD	E+20	1,868	0.26%	1,942	0	1,942	3,720	D	0.52
US-1 to SW 72 Street	2LU	E	1,205	0.26%	1,250	0	1,250	1,440	C	0.87

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

7/29/2012

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] ADOPTED CDMP LOS STANDARD	EXISTING PHP VOLUME FROM MIAMI-DADE [See Table 5B]	[3] MODEL GROWTH RATES [See Table 5D]	2025 FUTURE BACKGROUND PHP VOLUME	[4] MIAMI-DADE COMMITTED DO TRIPS	BACKGROUND PLUS COMMITTED VOLUMES	[5] TWO-WAY PEAK HOUR MSV	2025 PHP LOS	2025 PHP V/C
NW 25 STREET										
SW 107 Avenue to SW 97 Avenue	4LD	D	2,229	0.26%	2,312	152	2,464	3,204	B	0.77
SW 97 Avenue to SW 87 Avenue	4LD	D	2,562	0.26%	2,657	0	2,657	3,204	C	0.83
SW 87 Avenue to SR 826	6LD	D	1,268	0.26%	1,315	0	1,315	3,204	B	0.41
SR 836										
SW 107 Avenue to SW 87 Avenue	Existing > 8LD	D	7,814	0.26%	8,124	0	8,124	13,480	C	0.60
SW 87 Avenue to SR 826	8LD - UNDER CST	D	8,149	0.26%	8,473	0	8,473	13,480	C	0.63
SR 826 to SW 57 Avenue	Existing 7LD	D	10,444	0.26%	10,859	0	10,859	11,950	D	0.91
SW 57 Avenue to SW 42 Avenue	Existing 7LD	D	9,844	0.26%	10,235	0	10,235	11,950	D	0.86
WEST FLAGLER STREET										
SW 107 Avenue to SW 97 Avenue	6LD	EE	2,971	0.26%	3,081	132	3,213	3,845	E	0.84
SW 97 Avenue to SW 87 Avenue	6LD	EE	2,902	0.26%	3,009	213	3,222	3,845	E	0.84
SW 87 Avenue to SR 826	6LD	EE	4,664	0.26%	4,849	240	5,089	6,180	E	0.82
SR 826 to SW 72 Avenue	6LD	E+50	3,402	0.26%	3,537	28	3,565	7,725	C	0.46
SW 72 Avenue to SW 57 Avenue	4LD	E+50	3,038	0.26%	3,159	3	3,162	5,100	D	0.62
SW 57 Avenue to SW 42 Avenue	4LD	E+50	3,132	0.26%	3,256	0	3,256	5,340	C	0.61
SW 8 STREET										
SW 107 Avenue to SW 97 Avenue	8LD	EE	4,452	0.26%	4,629	0	4,629	8,256	C	0.56
SW 97 Avenue to SW 87 Avenue	8LD	EE	4,452	0.26%	4,629	0	4,629	8,256	C	0.56
SW 87 Avenue to SR 826	6LD	EE	3,616	0.26%	3,760	14	3,774	6,432	B	0.59
SR 826 to SW 67 Avenue	4LD	EE	2,902	0.26%	3,017	0	3,017	4,080	D	0.74
SW 67 Avenue to SW 57 Avenue	4LD	E+50	2,984	0.26%	3,103	10	3,113	5,100	D	0.61
SW 57 Avenue to SW 42 Avenue	4LD	E+50	2,976	0.26%	3,094	0	3,094	5,340	C	0.58
SW 24 STREET										
SW 107 Avenue to SW 97 Avenue	4LD	EE	2,720	0.26%	2,821	62	2,883	3,845	C	0.75
SW 97 Avenue to SW 87 Avenue	4LD	EE	3,354	0.26%	3,478	3	3,481	3,845	E	0.91
SW 87 Avenue to SR 826	6LD	EE	7,415	0.26%	7,690	12	7,702	5,789	F	1.33
SR 826 to SW 74 Avenue	6LD	E+50	2,397	0.26%	2,486	15	2,501	5,789	B	0.43
SW 74 Avenue to SW 67 Avenue	4LD	E+50	2,397	0.26%	2,486	15	2,501	3,845	B	0.65
SW 67 Avenue to SW 57 Avenue	4LD	E+50	2,397	0.26%	2,486	15	2,501	3,845	B	0.65
SW 57 Avenue to SW 42 Avenue	2LU	E+50	1,330	0.26%	1,379	0	1,379	2,160	D	0.64
SW 40 STREET										
SW 107 Avenue to SW 97 Avenue	6LD	HE	3,701	0.26%	3,848	7	3,855	5,150	D	0.75
SW 97 Avenue to SW 87 Avenue	6LD	HE	3,913	0.26%	4,068	23	4,091	5,150	D	0.79
SW 87 Avenue to SR 826	6LD	HE	4,949	0.26%	5,146	20	5,166	4,680	F	1.10
SR 826 to SW 67 Avenue	6LD	E+20	4,120	0.26%	4,284	107	4,391	6,180	D	0.71
SW 67 Avenue to SW 57 Avenue	6LD	E+20	3,258	0.26%	3,387	88	3,475	6,432	B	0.54
SW 57 Avenue to SW 42 Avenue	4LD	E+20	2,874	0.26%	2,988	2	2,990	4,080	D	0.73
SW 56 STREET										
SW 107 Avenue to SW 97 Avenue	4LD	D	2,738	0.26%	2,839	27	2,866	3,204	C	0.89
SW 97 Avenue to SW 87 Avenue	4LD	D	2,647	0.26%	2,745	7	2,752	3,204	C	0.86
SW 87 Avenue to SR 826	4LD	D	2,768	0.26%	2,870	15	2,885	3,204	C	0.90
SR 826 to SW 67 Avenue	4LD	E	2,405	0.26%	2,494	4	2,498	3,204	B	0.78
SW 67 Avenue to SW 57 Avenue	2LU	E	1,167	0.26%	1,210	30	1,240	1,440	C	0.86
SW 72 STREET										
SW 107 Avenue to SW 97 Avenue	4LD	EE	2,987	0.26%	3,106	22	3,128	4,080	D	0.77
SW 97 Avenue to SW 87 Avenue	4LD	EE	2,987	0.26%	3,106	22	3,128	4,080	D	0.77
SW 87 Avenue to SR 826	4LD	EE	2,516	0.26%	2,616	35	2,651	4,272	B	0.62
SR 826 to SW 67 Avenue	4LD	E	1,869	0.26%	1,943	3	1,946	3,100	D	0.63
SW 67 Avenue to SW 57 Avenue	4LD	E	1,869	0.26%	1,943	4	1,947	3,100	D	0.63
SW 57 Avenue to SW 42 Avenue	2LU	E	966	0.26%	1,002	24	1,026	1,440	C	0.71

[1] Lane geometry for Year 2025 reflects projects under construction, funded projects from TIP 2013 and planned projects from Priorities II and III of the L RTP 2035.

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

[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 L RTP.

[4] The committed trips have been obtained from the Miami-Dade County Concurrency Database dated 6-13-2012.

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

Table 5D - Traffic Growth Rate Calculations using the 2005 and 2035 LRTP Model Output Files

7/28/2012

ROADWAY	DIR	2005 Model Volumes	2035 Model Volumes	Growth Rate
NW/SW 107 AVENUE				
NW 25 Street to SR 836	N/S	65,834	72,690	0.33%
SR 836 to Flagler Street	N/S	43,673	61,686	1.16%
Flagler Street to SW 8 Street	N/S	55,656	65,858	0.56%
SW 8 Street to SW 24 Street	N/S	49,828	70,642	1.17%
SW 24 Street to SW 40 Street	N/S	37,488	41,002	0.30%
SW 40 Street to SW 56 Street	N/S	32,089	35,180	0.31%
SW 56 Street to SW 72 Street	N/S	42,909	39,970	-0.24%
AVERAGE:		327,477	387,028	0.56%
NW/SW 97 AVENUE				
NW 25 Street to SR 836	N/S	16,016	20,117	0.76%
SR 836 to Flagler Street	N/S	14,909	29,490	2.30%
Flagler Street to SW 8 Street	N/S	28,135	40,588	1.23%
SW 8 Street to SW 24 Street	N/S	28,135	17,819	-1.51%
SW 24 Street to SW 40 Street	N/S	13,437	17,702	0.92%
SW 40 Street to SW 56 Street	N/S	11,882	14,863	0.75%
SW 56 Street to SW 72 Street	N/S	10,496	14,343	1.05%
AVERAGE:		123,010	154,922	0.77%
NW/SW 87 AVENUE				
NW 25 Street to SR 836	N/S	70,012	80,236	0.46%
SR 836 to Flagler Street	N/S	67,007	40,586	-1.66%
Flagler Street to SW 8 Street	N/S	44,563	56,360	0.79%
SW 8 Street to SW 24 Street	N/S	36,719	44,024	0.61%
SW 24 Street to SW 40 Street	N/S	38,525	43,910	0.44%
SW 40 Street to SW 56 Street	N/S	38,133	37,347	-0.07%
SW 56 Street to SW 72 Street	N/S	37,515	36,355	-0.10%
AVERAGE:		332,474	338,818	0.06%
SR 826				
NW 25 Street to SR 836	N/S	99,452	131,695	0.94%
SR 836 to Flagler Street	N/S	79,852	126,377	1.54%
Flagler Street to SW 8 Street	N/S	99,788	137,346	1.07%
SW 8 Street to SW 24 Street	N/S	93,981	122,543	0.89%
SW 24 Street to SW 40 Street	N/S	80,016	123,198	1.45%
SW 40 Street to SW 56 Street	N/S	47,332	60,169	0.80%
SW 56 Street to SW 72 Street	N/S	49,061	58,243	0.57%
AVERAGE:		549,482	759,571	1.09%
NW/SW 67 AVENUE				
Flagler Street to SW 8 Street	N/S	36,663	41,542	0.42%
SW 8 Street to SW 24 Street	N/S	36,186	42,607	0.55%
SW 24 Street to SW 40 Street	N/S	34,794	40,324	0.49%
SW 40 Street to SW 56 Street	N/S	16,106	40,216	3.10%
SW 26 Street to SW 42 Street	N/S	12,688	18,748	1.31%
SW 42 Street to SW 56 Street	N/S	15,712	14,842	-0.19%
SW 56 Street to SW 72 Street	N/S	16,323	22,143	1.02%
AVERAGE:		168,472	220,422	0.90%
NW/SW 57 AVENUE				
SR 836 to Flagler Street	E/W	52,849	56,089	0.20%
Flagler Street to SW 8 Street	E/W	31,504	42,976	1.04%
SW 8 Street to SW 24 Street	E/W	15,646	21,015	0.99%
SW 24 Street to SW 40 Street	E/W	12,381	19,392	1.51%
SW 40 Street to SW 56 Street	E/W	16,409	16,306	-0.02%
SW 56 Street to SW 72 Street	E/W	14,167	14,272	0.02%
AVERAGE:		142,956	170,050	0.58%
SW 42 AVENUE / LE JEUNE ROAD				
SR 836 to Flagler Street	E/W	72,086	68,084	-0.19%
Flagler Street to SW 8 Street	E/W	58,627	57,900	-0.04%
SW 8 Street to SW 24 Street	E/W	53,179	47,670	-0.36%
SW 24 Street to SW 40 Street	E/W	43,122	42,448	-0.05%
SW 40 Street to US-1	E/W	42,536	35,820	-0.57%
US-1 to SW 72 Street	E/W	35,133	18,760	-2.07%
AVERAGE:		304,683	270,682	-0.39%

Table 5D - Traffic Growth Rate Calculations using the 2005 and 2035 LRTP Model Output Files

7/28/2012

ROADWAY	DIR	2005 Model Volumes	2035 Model Volumes	Growth Rate
NW 25 STREET				
SW 107 Avenue to SW 97 Avenue	E/W	33,011	45,567	1.08%
SW 97 Avenue to SW 87 Avenue	E/W	41,384	57,969	1.13%
SW 87 Avenue to SR 826	E/W	49,556	20,702	-2.87%
AVERAGE:		123,951	124,238	0.01%
SR 836				
SW 107 Avenue to SW 87 Avenue	E/W	71,214	95,068	0.97%
SW 87 Avenue to SR 826	E/W	54,381	80,995	1.34%
SR 826 to SW 57 Avenue	E/W	103,069	124,618	0.63%
SW 57 Avenue to SW 42 Avenue	E/W	95,919	117,175	0.67%
AVERAGE:		324,583	417,856	0.85%
WEST FLAGLER STREET				
SW 107 Avenue to SW 97 Avenue	E/W	28,335	40,933	1.23%
SW 97 Avenue to SW 87 Avenue	E/W	26,257	48,959	2.10%
SW 87 Avenue to SR 826	E/W	45,870	51,291	0.37%
SR 826 to SW 72 Avenue	E/W	39,270	39,776	0.04%
SW 72 Avenue to SW 57 Avenue	E/W	41,283	32,884	-0.76%
SW 57 Avenue to SW 42 Avenue	E/W	44,685	38,070	-0.53%
AVERAGE:		225,700	251,913	0.37%
SW 8 STREET				
SW 107 Avenue to SW 97 Avenue	E/W	61,845	71,553	0.49%
SW 97 Avenue to SW 87 Avenue	E/W	61,845	70,045	0.42%
SW 87 Avenue to SR 826	E/W	61,845	49,137	-0.76%
SR 826 to SW 67 Avenue	E/W	61,845	48,403	-0.81%
SW 67 Avenue to SW 57 Avenue	E/W	61,845	45,796	-1.00%
SW 57 Avenue to SW 42 Avenue	E/W	67,841	48,620	-1.10%
AVERAGE:		377,066	333,554	-0.41%
SW 24 STREET				
SW 107 Avenue to SW 97 Avenue	E/W	12,474	22,440	1.98%
SW 97 Avenue to SW 87 Avenue	E/W	20,582	28,114	1.04%
SW 87 Avenue to SR 826	E/W	40,461	46,625	0.47%
SR 826 to SW 67 Avenue	E/W	29,690	37,074	0.74%
SW 67 Avenue to SW 57 Avenue	E/W	23,452	33,755	1.22%
SW 57 Avenue to SW 42 Avenue	E/W	14,686	21,686	1.31%
AVERAGE:		141,345	189,694	0.99%
SW 40 STREET				
SW 107 Avenue to SW 97 Avenue	E/W	36,907	53,693	1.26%
SW 97 Avenue to SW 87 Avenue	E/W	41,618	57,180	1.06%
SW 87 Avenue to SR 826	E/W	46,808	60,582	0.86%
SR 826 to SW 67 Avenue	E/W	63,203	69,221	0.30%
SW 67 Avenue to SW 57 Avenue	E/W	57,728	65,625	0.43%
SW 57 Avenue to SW 42 Avenue	E/W	46,384	55,405	0.59%
AVERAGE:		292,648	361,706	0.71%
SW 56 STREET				
SW 107 Avenue to SW 97 Avenue	E/W	32,402	42,091	0.88%
SW 97 Avenue to SW 87 Avenue	E/W	30,407	40,041	0.92%
SW 87 Avenue to SR 826	E/W	27,041	41,293	1.42%
SR 826 to SW 67 Avenue	E/W	27,081	48,104	1.93%
SW 67 Avenue to SW 57 Avenue	E/W	15,618	19,295	0.71%
AVERAGE:		132,549	190,824	1.22%
SW 72 STREET				
SW 107 Avenue to SW 97 Avenue	E/W	40,634	46,082	0.42%
SW 97 Avenue to SW 87 Avenue	E/W	40,016	41,744	0.14%
SW 87 Avenue to SR 826	E/W	36,819	36,826	0.00%
SR 826 to SW 67 Avenue	E/W	35,726	43,587	0.67%
SW 67 Avenue to US-1	E/W	36,984	43,403	0.53%
US-1 to SW 42 Avenue	E/W	13,981	15,748	0.40%
AVERAGE:		204,160	227,390	0.36%
OVERALL AVERAGE GROWTH RATE - ALL STATIONS:				
		3,770,556	4,398,668	0.51%
OVERALL AVERAGE GROWTH RATE / 2 TO ADJUST FOR COMMITTEDS:				
				0.26%

Total Traffic Conditions for Year 2025 with the Amendment

Table 5E 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. The analyses include the following:

- The future lane geometry for study area roadways inclusive of improvements under construction, improvements funded in TIP 2013 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 two-way peak hour period future background plus committed traffic for the Year 2025 from **Table 5C**;
- The assignment of the two-way PM peak hour Amendment traffic for the Year 2025 consistent with **Figure 4B**;
- The Year 2025 two-way peak hour period total traffic, LOS and 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.

For this application, the Amendment trips (based upon 200,000 square feet of retail and business use per the proposed Covenant) **were found to exceed 5.0% of the adopted maximum service volume on the segment of SW 24 Street from SR 826 to SW 67 Avenue.** None of these significantly impacted study area segments were found to operate below adopted LOS standards (with the impact of Amendment traffic) for the Long Term Planning Horizon.

Table 5E - Year 2025 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon
Two-Way Peak Hour Period with the Amendment Trips

7/29/2012

ROADWAY SEGMENTS	[1]	[2]	2025 PHP	Application No. 2		2025	[4]	2025 PHP LOS	2025 PHP V/C	PROJECT	≥ 5% YES / NO	≥ 5% AND FAILING? YES / NO
	YEAR	ADOPTED	VOL W/O	[3]	PM PK HR	VOLUMES	TWO-WAY			AS A		
	2025	CDMP LOS	AMENDMENT		PROJECT	TRIPS	WITH			PEAK HOUR		
	LANES	STANDARD	[See Table 5C]	DIST %	759	AMENDMENT	MSV			OF MSV		
NW/SW 107 Avenue												
NW 25 Street to NW 12 St/SR 836	6LD	D	3,592	0.75%	6	3,597	4,824	B	0.75	0.12%	NO	NO
SR 836 to Flagler Street	6LD	SUMA	4,593	1.37%	10	4,603	5,150	D	0.89	0.20%	NO	NO
Flagler Street to SW 8 Street	6LD - TIP 2013	HE	2,970	1.86%	14	2,985	4,680	D	0.64	0.30%	NO	NO
SW 8 Street to SW 24 Street	6LD	HE	4,063	1.66%	13	4,075	5,150	D	0.79	0.24%	NO	NO
SW 24 Street to SW 40 Street	4LD	SUMA	2,499	1.36%	10	2,509	3,400	D	0.74	0.30%	NO	NO
SW 40 Street to SW 56 Street	4LD	SUMA	2,053	0.74%	6	2,059	3,560	B	0.58	0.16%	NO	NO
SW 56 Street to SW 72 Street	4LD	SUMA	2,209	0.37%	3	2,212	3,400	C	0.65	0.08%	NO	NO
NW/SW 97 AVENUE												
NW 25 Street to SR 836	4LD	D	2,193	1.20%	9	2,202	3,204	B	0.69	0.28%	NO	NO
SR 836 to Flagler Street	4LD	D	2,193	1.48%	11	2,204	3,204	B	0.69	0.35%	NO	NO
Flagler Street to SW 8 Street	4LD	D	2,193	1.86%	14	2,207	3,204	B	0.69	0.44%	NO	NO
SW 8 Street to SW 24 Street	2LD	D	1,303	2.04%	15	1,318	1,512	C	0.87	1.02%	NO	NO
SW 24 Street to SW 40 Street	2LD	D	1,401	2.04%	15	1,416	1,512	C	0.94	1.02%	NO	NO
SW 40 Street to SW 56 Street	2LD	D	1,104	1.49%	11	1,115	1,512	C	0.74	0.75%	NO	NO
SW 56 Street to SW 72 Street	2LD	D	927	1.48%	11	938	1,512	C	0.62	0.74%	NO	NO
NW/SW 87 AVENUE												
NW 25 Street to SR 836	6LD	D	3,258	1.49%	11	3,270	4,392	C	0.74	0.26%	NO	NO
SR 836 to Flagler Street	6LD	SUMA	4,815	2.99%	23	4,837	4,680	F	1.03	0.48%	NO	NO
Flagler Street to SW 8 Street	4LD	SUMA	3,333	3.71%	28	3,361	3,560	C	0.94	0.79%	NO	NO
SW 8 Street to SW 24 Street	4LD	SUMA	2,611	4.07%	31	2,641	3,400	D	0.78	0.91%	NO	NO
SW 24 Street to SW 40 Street	4LD	SUMA	2,430	4.07%	31	2,461	3,400	D	0.72	0.91%	NO	NO
SW 40 Street to SW 56 Street	4LD	SUMA	2,210	5.47%	42	2,252	3,560	B	0.63	1.17%	NO	NO
SW 56 Street to SW 72 Street	4LD	SUMA	2,329	4.48%	34	2,363	3,400	C	0.69	1.00%	NO	NO
SR 826												
NW 36 Street to SR 836	10LD - Under CST	D	14,299	2.47%	19	14,318	16,930	D	0.85	0.11%	NO	NO
SR 836 to Flagler Street	10LD - Under CST	D	13,464	7.42%	56	13,521	16,930	C	0.80	0.33%	NO	NO
Flagler Street to SW 8 Street	Existing 10LD	D	13,148	13.40%	102	13,250	16,930	C	0.78	0.60%	NO	NO
SW 8 Street to SW 24 Street	Existing 10LD	D	12,441	14.84%	113	12,553	16,930	C	0.74	0.67%	NO	NO
SW 24 Street to SW 40 Street	10LD - Under CST	D	12,284	17.92%	136	12,420	16,930	C	0.73	0.80%	NO	NO
SW 40 Street to SW 56 Street	8LD - Under CST	D	7,454	17.92%	136	7,590	13,480	B	0.56	1.01%	NO	NO
SW 56 Street to SW 72 Street	8LD - Under CST	D	6,468	8.96%	68	6,536	13,480	B	0.48	0.50%	NO	NO
NW/SW 67 AVENUE												
Flagler Street to SW 8 Street	4LD	E	1,058	5.05%	38	1,096	3,060	C	0.36	1.25%	NO	NO
SW 8 Street to SW 24 Street	4LD	E	1,058	11.01%	84	1,141	3,060	C	0.37	2.73%	NO	NO
SW 24 Street to SW 40 Street	4LD	E	1,850	5.92%	45	1,895	3,060	C	0.62	1.47%	NO	NO
SW 40 Street to SW 56 Street	2LU	E	1,244	4.92%	37	1,282	1,413	D	0.91	2.64%	NO	NO
SW 56 Street to SW 72 Street	2LU	E	755	3.64%	28	782	1,413	C	0.55	1.96%	NO	NO
NW/SW 57 AVENUE												
SR 836 to Flagler Street	6LD	EE	5,088	3.78%	29	5,117	6,180	E	0.83	0.46%	NO	NO
Flagler Street to SW 8 Street	4LD	E	1,786	2.52%	19	1,805	3,400	C	0.53	0.56%	NO	NO
SW 8 Street to SW 24 Street	4LD	E	2,636	2.14%	16	2,652	3,400	D	0.78	0.48%	NO	NO
SW 24 Street to SW 40 Street	2LU	E	1,073	2.73%	21	1,094	1,570	D	0.70	1.32%	NO	NO
SW 40 Street to SW 56 St and US-1	2LU / 4LD	E	1,622	2.23%	17	1,639	1,570	F	1.04	1.08%	NO	NO
US-1 to SW 72 Street	4LD	E+50	1,396	1.82%	14	1,409	4,590	C	0.31	0.30%	NO	NO
SW 42 AVENUE / LE JEUNE ROAD												
SR 836 to Flagler Street	6LD	E+20	3,383	0.63%	5	3,388	6,432	B	0.53	0.07%	NO	NO
Flagler Street to SW 8 Street	6LD	E+20	3,383	1.26%	10	3,393	6,432	B	0.53	0.15%	NO	NO
SW 8 Street to SW 24 Street	4LD	E+20	2,734	1.07%	8	2,743	4,080	D	0.67	0.20%	NO	NO
SW 24 Street to SW 40 Street	4LD	E+20	3,171	2.43%	18	3,190	4,080	D	0.78	0.45%	NO	NO
SW 40 Street to US-1	4LD	E+20	1,942	1.21%	9	1,951	3,720	D	0.52	0.25%	NO	NO
US-1 to SW 72 Street	2LU	E	1,250	0.61%	5	1,254	1,440	C	0.87	0.32%	NO	NO

Table 5E - Year 2025 Total Traffic Conditions on Study Area Roadways - Long Term Planning Horizon
Two-Way Peak Hour Period with the Amendment Trips

7/29/2012

ROADWAY SEGMENTS	[1]	[2]	2025 PHP	Application No. 2		2025	[4]	2025 PHP LOS	2025 PHP V/C	PROJECT	≥ 5% YES / NO	≥ 5% AND FAILING? YES / NO
	YEAR	ADOPTED	VOL W/O	[3]	PM PK HR	VOLUMES	TWO-WAY			AS A		
	2025	CDMP LOS	AMENDMENT	PROJECT	TRIPS	WITH	PEAK HOUR			PERCENT		
	LANES	STANDARD	[See Table 5C]	DIST %	759	AMENDMENT	MSV			OF MSV		
NW 25 STREET												
SW 107 Avenue to SW 97 Avenue	4LD	D	2,464	0.32%	2	2,466	3,204	B	0.77	0.08%	NO	NO
SW 97 Avenue to SW 87 Avenue	4LD	D	2,657	0.63%	5	2,662	3,204	C	0.83	0.15%	NO	NO
SW 87 Avenue to SR 826	6LD	D	1,315	1.25%	9	1,324	3,204	B	0.41	0.30%	NO	NO
SR 836												
SW 107 Avenue to SW 87 Avenue	Existing > 8LD	D	8,124	3.96%	30	8,154	13,480	C	0.60	0.22%	NO	NO
SW 87 Avenue to SR 826	8LD - UNDER CST	D	8,473	2.47%	19	8,491	13,480	C	0.63	0.14%	NO	NO
SR 826 to SW 57 Avenue	Existing 7LD	D	10,859	2.47%	19	10,878	11,950	D	0.91	0.16%	NO	NO
SW 57 Avenue to SW 42 Avenue	Existing 7LD	D	10,235	6.25%	47	10,282	11,950	D	0.86	0.40%	NO	NO
WEST FLAGLER STREET												
SW 107 Avenue to SW 97 Avenue	6LD	EE	3,213	1.23%	9	3,222	3,845	E	0.84	0.24%	NO	NO
SW 97 Avenue to SW 87 Avenue	6LD	EE	3,222	3.71%	28	3,251	3,845	E	0.85	0.73%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	5,089	2.99%	23	5,112	6,180	E	0.83	0.37%	NO	NO
SR 826 to SW 72 Avenue	6LD	E+50	3,565	2.99%	23	3,588	7,725	C	0.46	0.29%	NO	NO
SW 72 Avenue to SW 57 Avenue	4LD	E+50	3,162	2.52%	19	3,181	5,100	D	0.62	0.38%	NO	NO
SW 57 Avenue to SW 42 Avenue	4LD	E+50	3,256	1.26%	10	3,266	5,340	C	0.61	0.18%	NO	NO
SW 8 STREET												
SW 107 Avenue to SW 97 Avenue	8LD	EE	4,629	1.02%	8	4,637	8,256	C	0.56	0.09%	NO	NO
SW 97 Avenue to SW 87 Avenue	8LD	EE	4,629	3.71%	28	4,657	8,256	C	0.56	0.34%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	3,774	7.42%	56	3,830	6,432	B	0.60	0.88%	NO	NO
SR 826 to SW 67 Avenue	4LD	EE	3,017	11.97%	91	3,108	4,080	D	0.76	2.23%	NO	NO
SW 67 Avenue to SW 57 Avenue	4LD	E+50	3,113	5.05%	38	3,151	5,100	D	0.62	0.75%	NO	NO
SW 57 Avenue to SW 42 Avenue	4LD	E+50	3,094	2.52%	19	3,113	5,340	C	0.58	0.36%	NO	NO
SW 24 STREET												
SW 107 Avenue to SW 97 Avenue	4LD	EE	2,883	1.12%	9	2,891	3,845	C	0.75	0.22%	NO	NO
SW 97 Avenue to SW 87 Avenue	4LD	EE	3,481	4.08%	31	3,512	3,845	E	0.91	0.81%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	7,702	12.22%	93	7,794	5,789	F	1.35	1.60%	NO	NO
SR 826 to SW 74 Avenue	6LD	E+50	2,501	56.95%	432	2,933	5,789	B	0.51	7.47%	YES	NO
SW 74 Avenue to Project Access	4LD	E+50	2,501	78.79%	598	3,099	3,845	D	0.81	15.55%	YES	NO
Project Access to SW 67 Avenue	4LD	E+50	2,501	21.21%	161	2,662	3,845	C	0.69	4.19%	YES	NO
SW 67 Avenue to SW 57 Avenue	4LD	E+50	2,501	4.28%	32	2,533	3,845	B	0.66	0.84%	NO	NO
SW 57 Avenue to SW 42 Avenue	2LU	E+50	1,379	2.14%	16	1,395	2,160	D	0.65	0.75%	NO	NO
SW 40 STREET												
SW 107 Avenue to SW 97 Avenue	6LD	HE	3,855	2.74%	21	3,876	5,150	D	0.75	0.40%	NO	NO
SW 97 Avenue to SW 87 Avenue	6LD	HE	4,091	5.46%	41	4,133	5,150	D	0.80	0.80%	NO	NO
SW 87 Avenue to SR 826	6LD	HE	5,166	10.93%	83	5,249	4,680	F	1.12	1.77%	NO	NO
SR 826 to SW 67 Avenue	6LD	E+20	4,391	21.85%	166	4,556	6,180	D	0.74	2.68%	NO	NO
SW 67 Avenue to SW 57 Avenue	6LD	E+20	3,475	10.92%	83	3,558	6,432	B	0.55	1.29%	NO	NO
SW 57 Avenue to SW 42 Avenue	4LD	E+20	2,990	5.96%	45	3,035	4,080	D	0.74	1.11%	NO	NO
SW 56 STREET												
SW 107 Avenue to SW 97 Avenue	4LD	D	2,866	1.49%	11	2,878	3,204	C	0.90	0.35%	NO	NO
SW 97 Avenue to SW 87 Avenue	4LD	D	2,752	4.48%	34	2,786	3,204	C	0.87	1.06%	NO	NO
SW 87 Avenue to SR 826	4LD	D	2,885	8.96%	68	2,953	3,204	C	0.92	2.12%	NO	NO
SR 826 to SW 67 Avenue	4LD	E	2,498	3.64%	28	2,526	3,204	B	0.79	0.86%	NO	NO
SW 67 Avenue to SW 57 Avenue	2LU	E	1,240	2.46%	19	1,259	1,440	C	0.87	1.30%	NO	NO
SW 72 STREET												
SW 107 Avenue to SW 97 Avenue	4LD	EE	3,128	0.74%	6	3,133	4,080	D	0.77	0.14%	NO	NO
SW 97 Avenue to SW 87 Avenue	4LD	EE	3,128	2.24%	17	3,145	4,080	D	0.77	0.42%	NO	NO
SW 87 Avenue to SR 826	4LD	EE	2,651	3.48%	26	2,677	4,272	B	0.63	0.62%	NO	NO
SR 826 to SW 67 Avenue	4LD	E	1,946	4.48%	34	1,980	3,100	D	0.64	1.10%	NO	NO
SW 67 Avenue to SW 57 Avenue	4LD	E	1,947	1.82%	14	1,961	3,100	D	0.63	0.45%	NO	NO
SW 57 Avenue to SW 42 Avenue	2LU	E	1,026	0.91%	7	1,033	1,440	C	0.72	0.48%	NO	NO

[1] Lane geometry for Year 2025 reflects projects under construction, funded projects from TIP 2013 and planned projects from Priorities II and III of the L RTP 2035.

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

[3] See Figure 4B for the Project Distribution for the Year 2025 Long Term Planning Horizon.

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

Conclusions

Vehicular Access

The Amendment Site is located on the south side of SW 24 Street/Coral Way a little over one half mile east of SR 826. The site is bounded by SW 71 Avenue on the west and SW 69 Court on the east. SW 24 Street is a County Minor Arterial (and continuous roadway corridor) which extends 14.5 miles across the entire width of the urbanized area of Miami-Dade County. In the vicinity of the Amendment Site, SW 24 Street is a 6 lane divided roadway for a 1.5 mile segment from SW 89 Avenue to SW 74 Avenue. The 3 eastbound travel lanes continue eastward to SW 72 Avenue. The remainder of the corridor reflects a 4 lane divided roadway geometry.

Transit Access

MDT Route 24 provides weekday transit service at 20 minute headways (from 5:00 AM to Midnight) along SW 24 Street adjacent to the Amendment Site, and weekend transit service at 30 minute headways on Saturdays and Sundays.

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 2017 Short Term Planning Horizon, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the 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 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 expanded transportation infrastructure for roads under construction, the funded transportation improvements from TIP 2013, 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, and the traffic impact from the Amendment site. A year 2025 level of service analysis has been provided, along with a significance determination analysis to determine whether or not any of the study area roadways would carry Amendment traffic that was found to exceed 5.0% of the maximum service volume at the adopted level of service standard, and whether or not such roadways would operate at or above the adopted level of service pursuant to the CDMP.

- The roadway segments on SW 24 Street from SR 826 to SW 67 Avenue were found to carry project traffic from the Amendment Site that would exceed 5% of the adopted maximum service volume.
- Each of these significantly impacted roadway segments were found to operate within acceptable levels of service with the additional traffic generated by the Amendment Site through the Year 2025 Long Term Planning Horizon.