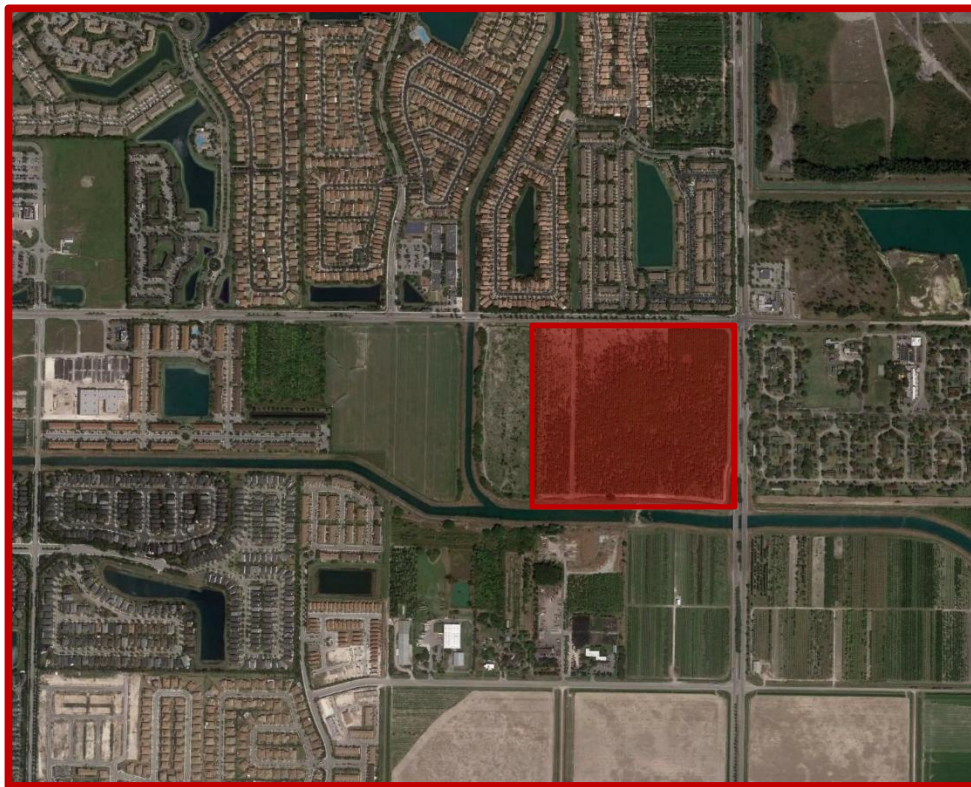




*Comprehensive Development Master Plan  
Amendment Transportation Analysis for  
Submittal to Miami-Dade County*

Diaz Farms  
45-Acre Amendment



**Kimley»Horn**

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May 2017  
043842000

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*Prepared by:*

Kimley-Horn and Associates, Inc.

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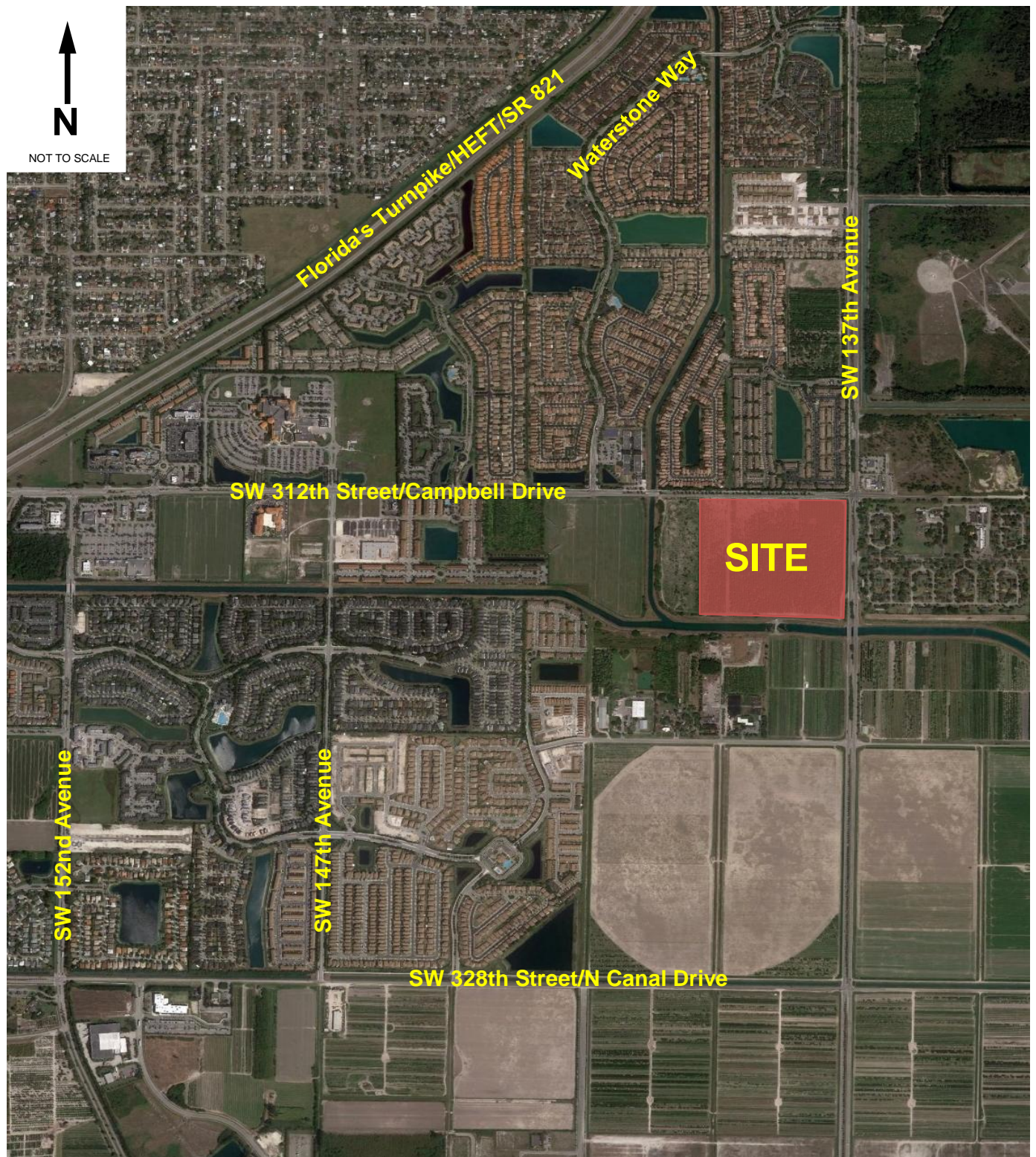
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## ***INTRODUCTION***

It is proposed to amend the existing Comprehensive Development Master Plan (CDMP) designation for the approximate 45-acre area located on the southwest corner of SW 312<sup>th</sup> Street/Campbell Drive and SW 137<sup>th</sup> Avenue. The amendment proposes to change the designation from Agriculture to Business and Office. A location map of the amendment is provided in Figure 1.

Kimley-Horn and Associates, Inc. has completed this transportation analysis for the proposed CDMP amendment application. The purpose of the analysis is to assess the impact of the proposed land use designation change on the surrounding roadway network and to determine if adequate capacity is available to support future traffic volumes. This report summarizes amendment trip generation, project trip distribution, and capacity analyses.





### **DATA COLLECTION**

Roadway segment traffic data was obtained from the Miami-Dade County concurrency management system tables for the following roadway segments:

- Florida's Turnpike/HEFT/SR 821 north of SW 312<sup>th</sup> Street/Campbell Drive to SW 137<sup>th</sup> Avenue
- Florida's Turnpike/HEFT/SR 821 between US 1 and SW 312<sup>th</sup> Street/Campbell Drive
- SW 312<sup>th</sup> Street/Campbell drive from east of HEFT to SW 147<sup>th</sup> Avenue
- SW 238<sup>th</sup> Street from west of SW 137<sup>th</sup> Avenue to HEFT

Roadway segment Annual Average Daily Traffic (AADT) data was obtained from Florida Department of Transportation's (FDOT) *Florida Traffic Online (2016)* for the following roadway segments:

- SW 312<sup>th</sup> Street/Campbell drive from east of SW 137<sup>th</sup> Avenue
- SW 137<sup>th</sup> Avenue south of north of Canal Drive
- SW 137<sup>th</sup> Avenue south of south of Canal Drive
- SW 152<sup>nd</sup> Avenue north of Canal Drive

The traffic data is provided in Appendix A.

## ***PROGRAMMED ROADWAY IMPROVEMENTS***

Local transportation plans were reviewed to gather planned and programmed transportation improvement information in the amendment area. The purpose of the plan review is to identify programmed capacity improvements for consideration in this analysis. The following transportation plans were reviewed as part of the background research:

- Miami-Dade County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP)
- Miami-Dade County MPO Long Range Transportation Plan (LRTP)
- FDOT Five-Year Work Program

Relevant information from these plans is summarized below.

### **Miami-Dade County MPO TIP**

The Miami-Dade County MOP TIP includes programmed improvements to be implemented within Miami-Dade County over the next five (5) years. The 2017 TIP is for fiscal years 2017 to 2021. Improvements identified in the TIP are characterized as intermodal, highway, transit, aviation, seaport, and non-motorized. Based on the review of the 2017 Miami-Dade MPO TIP, no roadway capacity projects were identified within the study area.

### **Miami-Dade County MPO 2040 LRTP**

The Miami-Dade 2040 LRTP, adopted by the Miami-Dade County MPO, was developed to guide long-term transportation investments in Miami-Dade County. The LRTP focuses on the County's transportation infrastructure needs including roadways, transit facilities, bicycle facilities, pedestrian facilities, and other modes of transportation. Based on the review of the Miami-Dade MPO LRTP, two (2) projects were identified within the study area, including:

- SW 312<sup>th</sup> Street/Campbell Drive from SW 152<sup>nd</sup> Avenue to SW 137<sup>th</sup> Avenue is programmed for widening to add 2 lanes with left-turn lanes. This is programmed for construction between 2021 and 2025.
- Florida's Turnpike/HEFT/SR 821 from SW 328<sup>th</sup> Street/Campbell Drive to SW 28<sup>th</sup> Street is programmed for widening to 6 lanes. This project is programmed for construction between 2026 and 2030

Detailed programmed roadway improvement projects are provided in Appendix B.

### **FDOT Five-Year Work Program**

The 2017-2022 FDOT Five-Year Work Program includes State roadway improvements to be implemented over the next five (5) years. Based on the review of the 2017-2022 FDOT Work Program, no projects were identified within the study area.



## **AMENDMENT SITE TRAFFIC**

Amendment site traffic is defined as the vehicle trips expected to be generated by the proposed amendment, and the distribution and assignment of this traffic over the roadway network.

### Existing and Proposed Land Uses

The amendment site is generally located on the southwest corner of SW 312<sup>th</sup> Street/Campbell Drive and SW 137<sup>th</sup> Avenue. The amendment site is currently designated as Agriculture.

Business and Office is the proposed land use designation for the area in which the site is located. Based upon a planning analysis provided by others, the following development plan permitted under the Business and Office designation for this site was assumed to consist of: 200-bed assisted living facility, 150 hotel rooms, 200 k.s.f. of office space, and 150 k.s.f. of retail space.

### Trip Generation

Trip generation calculations for the proposed amendment were performed using the Institute of Transportation Engineer's (ITE's) *Trip Generation Manual*, 9<sup>th</sup> Edition. Trip generation was determined using ITE Land Use Code (LUC) 818 (Nursery), ITE LUC 254 (Assisted Living), ITE LUC 310 (Hotel), ITE LUC 710 (General Office Building), and ITE LUC 820 (Shopping Center). Appendix C contains the trip generation calculations.

### *Internal Capture Volumes*

Internal capture is expected between the complementary land uses within a project. Internal capture trips are trips made among the on-site uses. Internal capture trips for the project were determined based upon methodology contained in the ITE's, *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The P.M. peak hour internal capture rate for the proposed development potential is expected to be 12.4 percent (12.4%). The internal capture detailed calculations are contained in Appendix C.

### *Pass-By Capture Volumes*

A portion of the driveway volumes at the project site will be the result of new trips on the roadway network. The remainder of the driveway volumes will be trips from the adjacent traffic passing by the site (pass-by capture trips). Pass-by trips are intermediate stops on the way from an origin to a primary trip destination. The pass-by percentages were determined based on information provided in the ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The average pass-by capture for the proposed development is expected to be 22.6 percent (22.6%). Detailed calculations for pass-by project trips are contained in Appendix C.

### Net New Project Trips

Table 1 summarizes the project's trip generation potential for the weekday P.M. peak hour. As shown in Table 1, this project is expected to result in a net increase of 808 new trips during the P.M. peak hour. Detailed trip generation information is included in Appendix C.



Table 1: CDMP Amendment Trip Generation

P.M. Peak Hour				
Land Use (ITE Code)	Scale	Net External Trips	Entering Trips	Exiting Trips
<i>Existing Conditions</i>				
Nursery - Wholesale (818)	45 acres	20	10	10
Existing Vehicle-Trips		20	10	10
<i>Proposed Conditions</i>				
Assisted Living (254)	200 rooms	21	9	12
Hotel (310)	150 rooms	74	37	37
General Office Building (710)	200 ksf	262	42	220
Shopping Center (820)	150 ksf	471	217	254
Proposed Vehicle-Trips		828	305	523
<i>Net Change (Proposed – Existing)</i>				
Net New Vehicle Trips		808	295	513

### Trip Distribution and Assignment

The likely distribution of amendment traffic was forecast for the trips generated by the proposed maximum development potential. The trip distribution was obtained from the MPO's *2040 Cost Feasible Plan* and was based on an average between the cardinal trip distribution for the amendment site's traffic analysis zone (TAZ 1403) and the zone further west of it (TAZ 1425). TAZ 1403 represents a zone designated for residential and agricultural land uses while TAZ 1425 represents a zone similar to the proposed land uses (Institutional, Commercial, Hotel, Office, Residential, etc.). An average of the cardinal trip distribution for both TAZs interpolated for the year 2020 is provided in Table 2. The detailed cardinal distributions are contained in Appendix D. The amendment distribution is shown in Figure 2.

Table 2: Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips
North-Northeast	37.8%
East-Northeast	4.5%
East-Southeast	1.0%
South-Southeast	1.3%
South-Southwest	7.7%
West-Southwest	22.9%
West-Northwest	13.4%
North-Northwest	11.4%
Total	100%



**Legend**

- Study Roadway
- XX% P.M. Peak Hour Entering Distribution
- (XX%) P.M. Peak Hour Exiting Distribution
- SITE Project Site

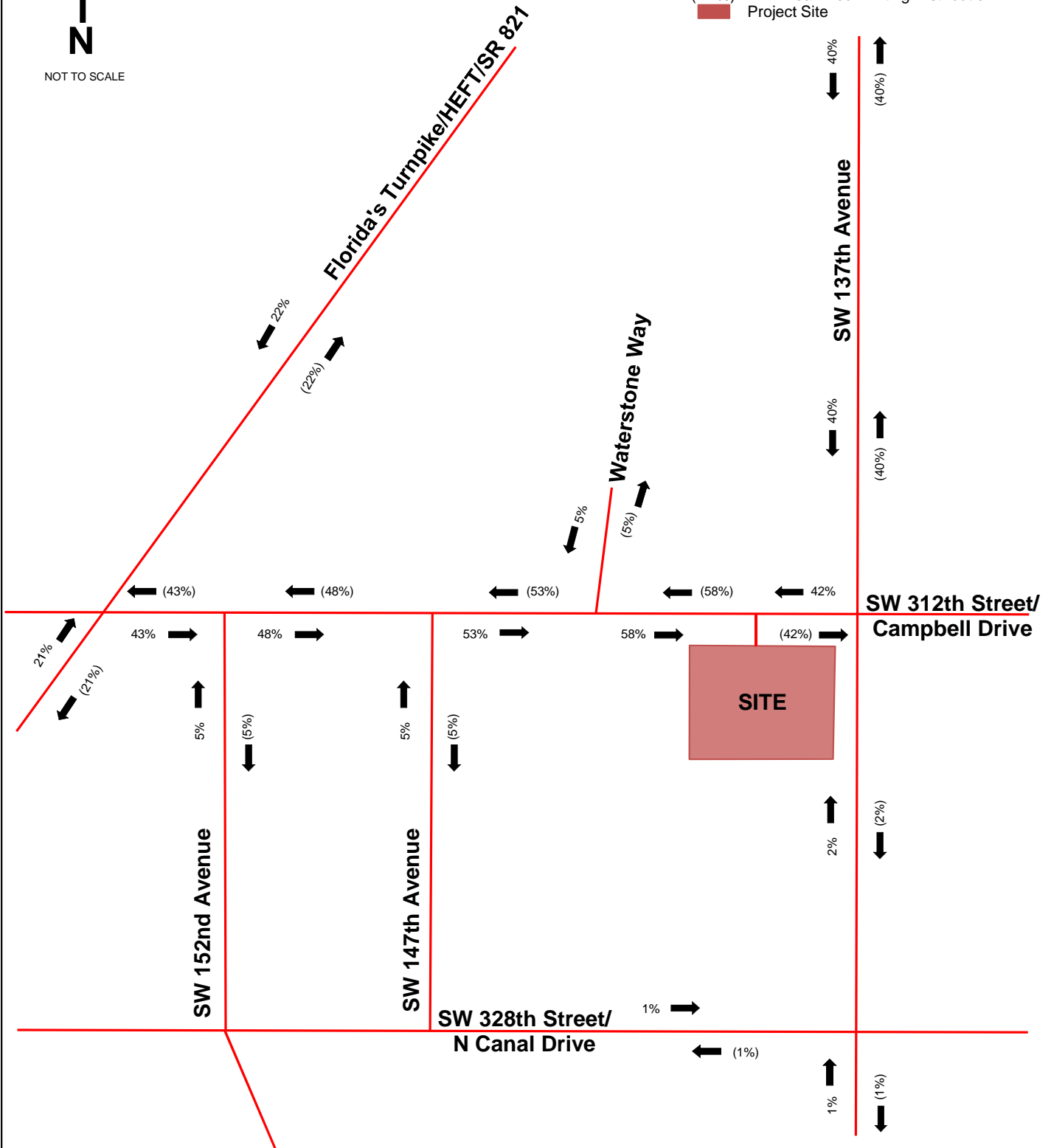


Figure 2  
Project Trip Distribution  
Diaz Farms - 45-Acre Amendment  
Miami-Dade County, Florida

### ***BACKGROUND AREA GROWTH***

Short-term and long-term growth on the study area's roadways was determined based on a comparison of the 2010 and 2040 traffic volumes from the Southeast Florida Regional Planning Model (SERPM) and from the 5-year and 10-year historical growth trends calculated from FDOT count stations within the study area. The resulting growth rates from the SERPM, 5-year and 10-year historic growth calculations were 4.0 percent (4.0%), 1.60 percent (1.60%), and 1.77 percent (1.77%), respectively. Based on these results, a conservative growth rate of 4.0 percent (4.0%) was selected. The growth rate was applied to the 2016 traffic data and compounded annually to develop the 2020 volumes. Long-term (Year 2030) volumes were estimated by linearly applying the growth rate to the 2016 traffic data. Detailed growth calculations are contained in Appendix E.

## **ROADWAY SEGMENT CAPACITY ANALYSIS**

The impacts on roadway segments from the proposed CDMP amendment was examined for the P.M. peak hour during both short-term (2020) and long-term (2030) planning horizon years. The proposed amended density results in a net increase in trips during the P.M. peak hour. Additional trips resulting from the amendment were distributed over the transportation network per Figure 2. Roadway segments considered to be significantly impacted by the proposed amendment are roadways where additional trips resulting from the amendment are equal to or greater than 5 percent (5%) of the adopted capacity of the segment.

### **Existing (Year 2016) Conditions**

Table 3 provides a summary of the results of the P.M peak hour roadway segment capacity analysis under existing conditions. The results indicate that all roadway segments currently operate at adopted levels of service (LOS D or better for segments inside the Urban Development Boundary (UDB) and LOS C for segments outside of the UDB).

### **Short-term (Year 2020) Conditions**

Short-term (Year 2020) conditions were analyzed with and without the proposed amendment to the Comprehensive Development Master Plan (CDMP). Table 4 and Table 5 contain the results of the short-term (2020) roadway segment capacity analysis. The results indicate that all roadway segments are expected to operate at the adopted level of service (LOS D or better for segments inside the UDB and LOS C for segments outside of the UDB) into the short-term (Year 2020).

### **Long-Term (Year 2030) Conditions**

Long-term (Year 2030) conditions were analyzed with and without the proposed amendment to the Comprehensive Development Master Plan (CDMP). Table 6 and Table 7 contain the results of the short-term (2020) roadway segment capacity analysis. The results indicate that all roadway segments are expected to operate at the adopted level of service (LOS D or better for segments inside the UDB and LOS C for segments outside of the UDB) into the short-term (Year 2020).



Table 3 : Existing Conditions Roadway Segment Capacity Analysis

Roadway	Count Station #	Segment		Capacity <sup>(1)</sup>	Adopted LOS Standard <sup>(2)</sup>	Existing 2016 P.M. Peak Hour Peak Season Volumes <sup>(3)</sup>	Existing LOS <sup>(4)</sup>
		From	To				
SW 312 <sup>th</sup> Street/Campbell Drive	FDOT FTO 8113	SW 137 <sup>th</sup> Avenue	SW 147 <sup>th</sup> Avenue	3,383	D	1,440	C
	MDC 9944	SW 147 <sup>th</sup> Avenue	SW 152 <sup>nd</sup> Avenue	3,310	D	2,420	C
		SW 152 <sup>nd</sup> Avenue	East of HEFT	5,094 <sup>(5)</sup>	D	2,420	C
Florida's Turnpike/HEFT/ SR 821	FDOT 2260	North of SW 312 <sup>th</sup> Street/Campbell Drive		6,700	D	1,799	B
	FDOT 2262	South of SW 312 <sup>th</sup> Street/Campbell Drive		6,700	D	1,022	B
SW 328 <sup>th</sup> Street/ N Canal Drive	MDC 9952	West of SW 137 <sup>th</sup> Avenue	HEFT	1,400	D	294	B
SW 137 <sup>th</sup> Avenue	N/A	North of Campbell Drive		3,222	D	N/A	N/A
	FDOT FTO 7064	South of Campbell Drive	SW 328 <sup>th</sup> Street/N Canal Drive	2,754	C	720	C
	FDOT FTO 8503	South of SW 328 <sup>th</sup> Street/N Canal Drive		2,754	C	315	C
SW 147 <sup>th</sup> Avenue	N/A	SW 328 <sup>th</sup> Street/N Canal Drive	SW 312 <sup>th</sup> Street/Campbell Drive	1,440	D	N/A	N/A
SW 152 <sup>nd</sup> Avenue	FDOT FTO 8559	SW 328 <sup>th</sup> Street/N Canal Drive	SW 312 <sup>th</sup> Street/Campbell Drive	3,222	D	1,017	C

Notes: "MDC" - Data obtained from Miami-Dade County concurrency tables provided by Miami-Dade County on 5/22/2017.

"FDOT" - Data obtained from FDOT concurrency tables provided by Miami-Dade County on 5/22/2017.

"FDOT FTO" - Data obtained from FDOT Florida Traffic Online.

"N/A" - Data collection underway at the time of this report.

(1) For concurrency table segments, "Max LOS" from concurrency tables provided by Miami-Dade County on 5/22/2017. For non-concurrency table segments, capacity calculated from FDOT's 2013 Quality/Level of Service Handbook Tables 4 and 5.

(2) For concurrency table segments, "Adopted LOS" from concurrency tables provided by Miami-Dade County on 5/22/2017. For non-concurrency table segments, adopted LOS based on Miami-Dade County CDMP.

(3) For concurrency table segments, "PHP" from concurrency tables provided by Miami Dade County on 5/22/2017. For "FDOT FTO" segments, calculated existing P.M. peak hour volume based on 2016 AADT and K data from FDOT Florida Traffic Online.

(4) For concurrency table segments, "Existing LOS" from concurrency tables provided by Miami-Dade County on 5/22/2017. For non-concurrency table segments, calculated LOS based on existing volume and thresholds from FDOT's 2013 Quality/Level of Service Handbook Tables 4 and 5.

(5) Capacity of 6-lane non-state roadway with right-turn lanes calculated from FDOT's 2013 Quality/Level of Service Handbook Table 4.

Table 4 : Short-Term (Year 2020) P.M. Peak Hour Roadway Capacity without Amendment

Roadway	Count Station #	Segment		Capacity <sup>(1)</sup>	Adopted LOS Standard <sup>(2)</sup>	Existing 2016 P.M. Peak Hour Peak Season Volumes <sup>(3)</sup>	Growth Rate	2020 P.M. Peak Hour Volumes	
		From	To					Background	Exceeds Capacity?
SW 312 <sup>th</sup> Street/Campbell Drive	FDOT FTO 8113	SW 137 <sup>th</sup> Avenue	SW 147 <sup>th</sup> Avenue	3,383	D	1,440	4.0%	1,685	No
	MDC 9944	SW 147 <sup>th</sup> Avenue	SW 152 <sup>nd</sup> Avenue	3,310	D	2,420	4.0%	2,831	No
		SW 152 <sup>nd</sup> Avenue	East of HEFT	5,094 <sup>(5)</sup>	D	2,420	4.0%	2,831	No
Florida's Turnpike/HEFT/ SR 821	FDOT 2260	North of SW 312 <sup>th</sup> Street/Campbell Drive		6,700	D	1,799	4.0%	2,105	No
	FDOT 2262	South of SW 312 <sup>th</sup> Street/Campbell Drive		6,700	D	1,022	4.0%	1,196	No
SW 328 <sup>th</sup> Street/ N Canal Drive	MDC 9952	West of SW 137 <sup>th</sup> Avenue	HEFT	1,400	D	294	4.0%	344	No
SW 137 <sup>th</sup> Avenue	N/A	North of Campbell Drive		3,222	D	N/A	4.0%	N/A	N/A
	FDOT FTO 7064	South of Campbell Drive	SW 328 <sup>th</sup> Street/N Canal Drive	2,754	C	720	4.0%	842	No
	FDOT FTO 8503	South of SW 328 <sup>th</sup> Street/N Canal Drive		2,754	C	315	4.0%	369	No
SW 147 <sup>th</sup> Avenue	N/A	SW 328 <sup>th</sup> Street/N Canal Drive	SW 312 <sup>th</sup> Street/Campbell Drive	1,440	D	N/A	4.0%	N/A	N/A
SW 152 <sup>nd</sup> Avenue	FDOT FTO 8559	SW 328 <sup>th</sup> Street/N Canal Drive	SW 312 <sup>th</sup> Street/Campbell Drive	3,222	D	1,017	4.0%	1,190	No

Notes: Refer to notes on Table 3.

Table 5 : Short-Term (Year 2020) P.M. Peak Hour Roadway Capacity with Amendment

Roadway	Count Station #	Segment		Capacity <sup>(1)</sup>	Adopted LOS Standard <sup>(2)</sup>	Existing 2016 P.M. Peak Hour Peak Season Volumes <sup>(3)</sup>	Growth Rate	2020 P.M. Peak Hour Volumes		Trip Distribution	Project P.M. Peak Hour Vehicle Trips	Project Contribution Greater than 5% of Capacity		2020 P.M. Peak Hour Volumes	
		From	To					Background	Exceeds Capacity?			With Project Trips	Exceeds Capacity?		
SW 312 <sup>th</sup> Street/Campbell Drive	FDOT FTO 8113	SW 137 <sup>th</sup> Avenue	SW 147 <sup>th</sup> Avenue	3,383	D	1,440	4.0%	1,685	No	58%	469	14%	Yes	2,154	No
	MDC 9944	SW 147 <sup>th</sup> Avenue	SW 152 <sup>nd</sup> Avenue	3,310	D	2,420	4.0%	2,831	No	48%	388	12%	Yes	3,219	No
		SW 152 <sup>nd</sup> Avenue	East of HEFT	5,094 <sup>(5)</sup>	D	2,420	4.0%	2,831	No	43%	347	7%	Yes	3,178	No
Florida's Turnpike/HEFT/SR 821	FDOT 2260	North of SW 312 <sup>th</sup> Street/Campbell Drive		6,700	D	1,799	4.0%	2,105	No	22%	178	3%	No		
	FDOT 2262	South of SW 312 <sup>th</sup> Street/Campbell Drive		6,700	D	1,022	4.0%	1,196	No	21%	170	3%	No		
SW 328 <sup>th</sup> Street/ N Canal Drive	MDC 9952	West of SW 137 <sup>th</sup> Avenue	HEFT	1,400	D	294	4.0%	344	No	1%	8	1%	No		
SW 137 <sup>th</sup> Avenue	N/A	North of Campbell Drive		3,222	D	N/A	4.0%	N/A	No	40%	323	10%	Yes	N/A	N/A
	FDOT FTO 7064	South of Campbell Drive	SW 328 <sup>th</sup> Street/N Canal Drive	2,754	C	720	4.0%	842	No	2%	16	1%	No		
	FDOT FTO 8503	South of SW 328 <sup>th</sup> Street/N Canal Drive		2,754	C	315	4.0%	369	No	1%	8	0%	No		
SW 147 <sup>th</sup> Avenue	N/A	SW 328 <sup>th</sup> Street/N Canal Drive	SW 312 <sup>th</sup> Street/Campbell Drive	1,440	D	N/A	4.0%	N/A	No	5%	40	3%	No		
SW 152 <sup>nd</sup> Avenue	FDOT FTO 8559	SW 328 <sup>th</sup> Street/N Canal Drive	SW 312 <sup>th</sup> Street/Campbell Drive	3,222	D	1,017	4.0%	1,190	No	5%	40	1%	No		

Notes: Refer to notes on Table 3.

Table 6 : Long-Term (Year 2030) P.M. Peak Hour Roadway Capacity without Amendment

Roadway	Count Station #	Segment		Capacity <sup>(1)</sup>	Adopted LOS Standard <sup>(2)</sup>	Existing P.M. Peak Hour Peak Season Volumes <sup>(3)</sup>	Growth Rate	2030 P.M. Peak Hour Volumes	
		From	To					Background	Exceeds Capacity?
SW 312 <sup>th</sup> Street/Campbell Drive	FDOT FTO 8113	SW 137 <sup>th</sup> Avenue	SW 147 <sup>th</sup> Avenue	5,094 <sup>(6)</sup>	D	1,440	4.0%	2,246	No
	MDC 9944	SW 147 <sup>th</sup> Avenue	SW 152 <sup>nd</sup> Avenue	5,094 <sup>(6)</sup>	D	2,420	4.0%	3,775	No
		SW 152 <sup>nd</sup> Avenue	East of HEFT	5,094 <sup>(5)</sup>	D	2,420	4.0%	3,775	No
Florida's Turnpike/HEFT/ SR 821	FDOT 2260	North of SW 312 <sup>th</sup> Street/Campbell Drive		10,060 <sup>(6)</sup>	D	1,799	4.0%	2,806	No
	FDOT 2262	South of SW 312 <sup>th</sup> Street/Campbell Drive		6,700	D	1,022	4.0%	1,594	No
SW 328 <sup>th</sup> Street/ N Canal Drive	MDC 9952	West of SW 137 <sup>th</sup> Avenue	HEFT	1,400	D	294	4.0%	459	No
SW 137 <sup>th</sup> Avenue	N/A	North of Campbell Drive		3,222	D	N/A	4.0%	N/A	N/A
	FDOT FTO 7064	South of Campbell Drive	SW 328 <sup>th</sup> Street/N Canal Drive	2,754	C	720	4.0%	1,123	No
	FDOT FTO 8503	South of SW 328 <sup>th</sup> Street/N Canal Drive		2,754	C	315	4.0%	491	No
SW 147 <sup>th</sup> Avenue	N/A	SW 328 <sup>th</sup> Street/N Canal Drive	SW 312 <sup>th</sup> Street/Campbell Drive	1,440	D	N/A	4.0%	N/A	N/A
SW 152 <sup>nd</sup> Avenue	FDOT FTO 8559	SW 328 <sup>th</sup> Street/N Canal Drive	SW 312 <sup>th</sup> Street/Campbell Drive	3,222	D	1,017	4.0%	1,587	No

Notes: Refer to notes on Table 3.  
(6) Capacity calculated from FDOT's 2013 Quality/Level of Service Handbook Table 4 per LRTP programmed road widening improvement project projected to be constructed by 2030.

Table 7 : Long-Term (Year 2030) P.M. Peak Hour Roadway Capacity with Amendment

Roadway	Count Station #	Segment		Capacity <sup>(1)</sup>	Adopted LOS Standard <sup>(2)</sup>	Existing P.M. Peak Hour Peak Season Volumes <sup>(3)</sup>	Growth Rate	2030 P.M. Peak Hour Volumes		Trip Distribution	Project P.M. Peak Hour Vehicle Trips	Project Contribution Greater than 5% of Capacity		2030 P.M. Peak Hour Volumes	
		From	To					Background	Exceeds Capacity?			With Project Trips	Exceeds Capacity?		
SW 312 <sup>th</sup> Street/Campbell Drive	FDOT FTO 8113	SW 137 <sup>th</sup> Avenue	SW 147 <sup>th</sup> Avenue	5,094 <sup>(6)</sup>	D	1,440	4.00%	2,246	No	58%	469	9%	Yes	2,715	No
	MDC 9944	SW 147 <sup>th</sup> Avenue	SW 152 <sup>nd</sup> Avenue	5,094 <sup>(6)</sup>	D	2,420	4.00%	3,775	No	48%	388	8%	Yes	4,163	No
		SW 152 <sup>nd</sup> Avenue	East of HEFT	5,094 <sup>(5)</sup>	D	2,420	4.00%	3,775	No	43%	347	7%	Yes	4,123	No
Florida's Turnpike/HEFT/SR 821	FDOT 2260	North of SW 312 <sup>th</sup> Street/Campbell Drive		10,060 <sup>(6)</sup>	D	1,799	4.00%	2,806	No	22%	178	2%	No		
	FDOT 2262	South of SW 312 <sup>th</sup> Street/Campbell Drive		6,700	D	1,022	4.00%	1,594	No	21%	170	3%	No		
SW 328 <sup>th</sup> Street/ N Canal Drive	MDC 9952	West of SW 137 <sup>th</sup> Avenue	HEFT	1,400	D	294	4.00%	459	No	1%	8	1%	No		
SW 137 <sup>th</sup> Avenue	N/A	North of Campbell Drive		3,222	D	N/A	4.00%	N/A	No	40%	323	10%	Yes	N/A	N/A
	FDOT FTO 7064	South of Campbell Drive	SW 328 <sup>th</sup> Street/N Canal Drive	2,754	C	720	4.00%	1,123	No	2%	16	1%	No		
	FDOT FTO 8503	South of SW 328 <sup>th</sup> Street/N Canal Drive		2,754	D	315	4.00%	491	No	1%	8	0%	No		
SW 147 <sup>th</sup> Avenue	N/A	SW 328 <sup>th</sup> Street/N Canal Drive	SW 312 <sup>th</sup> Street/Campbell Drive	1,440	D	N/A	4.00%	N/A	No	5%	40	3%	No		
SW 152 <sup>nd</sup> Avenue	FDOT FTO 8559	SW 328 <sup>th</sup> Street/N Canal Drive	SW 312 <sup>th</sup> Street/Campbell Drive	3,222	D	1,017	4.00%	1,587	No	5%	40	1%	No		

Notes: Refer to notes on Table 3.  
(6) Capacity calculated from FDOT's 2013 Quality/Level of Service Handbook Table 4 per LRTP programmed road widening improvement project projected to be constructed by 2030.

## **CONCLUSION**

This transportation analysis assessed the impacts of a proposed amendment of the existing Comprehensive Development Master Plan (CDMP) designation for the approximate 45-acre area located on the southwest corner of SW 312<sup>th</sup> Street/Campbell Drive and SW 137<sup>th</sup> Avenue. The amendment proposes to change the existing land use designation from Agriculture to Business and Office. In summary, the proposed amendment will result in a net increase of 808 P.M. peak hour trips based upon the planning analysis provided.

A roadway capacity analysis was prepared for existing traffic conditions, short-term (year 2020), and long-term (year 2030) horizons with and without the amendment as appropriate. The results indicate that all significantly impacted roadway segments are expected to operate at adopted levels of service. As a result, the proposed land use designation amendment is not expected to have an adverse impact on the roadway segments. Note that the project is expected to significantly impact the segment of NW 137<sup>th</sup> Avenue north of SW 312<sup>th</sup> Street/Campbell Drive. However, data was not available at the time of this report to determine if this segment is expected to operate at its adopted level of service. Once this data is available, further analysis will be completed to determine the expected conditions.



Appendix A:  
Concurrency Tables/Traffic Data

	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	5%	10%	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS
9944	SW 312 ST/CAMPBELL DR	E/O HEFT TO SW 147 AVE	4	3310	2420	890	5	885	0	0	C	D	C
9952	SW 328 ST	W/O SW 137 AVE TO HEFT	2	1400	294	1106	0	1106	0	0	B	D	B
<p>EE = 120% of LOS E, Extraordinary Transit between Infill Area and Urban Development Boundary</p> <p>HE = LOS E, 20 Minutes Headway between Infill Area and Urban Development Boundary</p> <p>E+50 = 150% of LOS E, Extraordinary Transit in Infill Area</p> <p>CL = Road Classification and No. Lanes; A = Arterial C = Collector; - = Negative Number</p> <p>SUMA = State Urban Minor Arterial between Infill Area and Urban Development Boundary</p> <p>CL = Road Classification and No. Lanes; A = Arterial C = Collector; - = Negative Number</p>													

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	5%	10%	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS
2260	FLA TNPK. (HEFT/SR 821)	N/O SW 312 ST TO SW 137 AVE	4	6700	1799	4901	1	4900	0	0	B	D	B
2262	FLA TNPK. (HEFT/SR 821)	N/O SW 320 ST BET US 1- SW 312 ST	4	6700	1022	5678	0	5678	0	0	B	D	B
<p>EE = 120% of LOS E, Extraordinary Transit between Infill Area and Urban Development Boundary</p> <p>HE = LOS E, 20 Minutes Headway between Infill Area and Urban Development Boundary</p> <p>E+50 = 150% of LOS E, Extraordinary Transit in Infill Area</p> <p>E+20 = 120% of LOS E, 20 Minutes Transit Headway in Infill Area</p> <p>SUMA = State Urban Minor Arterial between Infill Area and Urban Development Boundary</p> <p>CL = Road Classification and No. Lanes; A = Arterial C = Collector; - = Negative Number</p>													

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7064 - SW 137TH AVE 0.25 MILE NORTH OF SW 328TH ST

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2016	8000 C	N	4000	S	4000	9.00	56.10	3.10
2015	7700 F	N	3700	S	4000	9.00	57.40	10.70
2014	7700 C	N	3700	S	4000	9.00	59.30	10.70
2013	9100 F	N	4400	S	4700	9.50	58.90	5.00
2012	9100 C	N	4400	S	4700	9.50	59.70	5.00
2011	6900 F	N	3300	S	3600	9.50	58.20	6.10
2010	6900 C	N	3300	S	3600	7.87	58.27	6.90
2009	6500 C	N	3100	S	3400	7.98	59.96	6.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8113 - SW 312TH STREET, 200' SOUTH OF NE 34 TER

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2016	16000 T	E 7900	W 8100	9.00	56.10	5.30
2015	16200 S	E 8000	W 8200	9.00	57.40	12.50
2014	16400 F	E 8100	W 8300	9.00	59.30	16.40
2013	16600 C	E 8200	W 8400	9.00	58.90	16.20
2012	15900 F	E 7700	W 8200	9.00	59.70	16.00
2011	15700 C	E 7600	W 8100	9.00	58.20	14.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8559 - KINGMAN RD/SW 152 AV, 200' N OFSW 328 ST/ SE 8 ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2016	11300 F	N 5500	S 5800	9.00	56.10	5.30
2015	11500 C	N 5600	S 5900	9.00	57.40	12.50
2014	10100 S	N 5000	S 5100	9.00	59.30	16.40
2013	10100 F	N 5000	S 5100	9.00	58.90	16.20
2012	10100 C	N 5000	S 5100	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8503 - SW 137 AVE, 200' SOUTH OF SW 336 ST/SE 16 ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2016	3500 F	N 1700	S 1800	9.00	56.10	5.30
2015	3500 C	N 1700	S 1800	9.00	57.40	12.50
2014	3000 S	N 1400	S 1600	9.00	59.30	16.40
2013	3000 F	N 1400	S 1600	9.00	58.90	16.20
2012	3000 C	N 1400	S 1600	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix B:

Programmed Roadway Improvements



Field Name	Field Value
LRTP Project Code	HS105
Facility	SW 312 St (Campbell)
Limit From	SW 152 Ave
Limit To	SW 137 Ave
Description	Add 2 lanes with left turn lanes and reconstruct
LRTP Year	2040
Project Type	Arterial/Collector
Agency Name	Homestead
Purpose	
Last Approved Date	10/10/2014
Last Approved User Name	Shankar Lakshmanan
Last Amended Date	10/10/2014
Last Amended User Name	Shankar Lakshmanan
Project Costs Funded	\$14.932M
Total Capital Cost	\$11.314M

	P1 2015-2020(Y-O-E\$)	P2 2021-2025(Y-O-E\$)	P3 2026-2030(Y-O-E\$)	P4 2031-2040(Y-O-E\$)
Preliminary Engineering	\$2.738M	\$M	\$M	\$M
Right of Way	\$3.422M	\$M	\$M	\$M
Construction	\$M	\$8.401M	\$M	\$M
Operations and Maintenance	\$M	\$0.04M	\$0.093M	\$0.238M
Capital	\$M	\$M	\$M	\$M

Field Name	Field Value
LRTP Project Code	TP100
Facility	SR-821 (HEFT)
Limit From	SW 312 (Campbell Dr)
Limit To	SW 288 St
Description	Widen to 6 lanes
LRTP Year	2040
Project Type	Freeway
Agency Name	Florida's Turnpike
Purpose	
Last Approved Date	10/10/2014
Last Approved User Name	Shankar Lakshmanan
Last Amended Date	10/10/2014
Last Amended User Name	Shankar Lakshmanan
Project Costs Funded	\$66.947M
Total Capital Cost	\$36.08M

	P1 2015-2020(Y-O-E\$)	P2 2021-2025(Y-O-E\$)	P3 2026-2030(Y-O-E\$)	P4 2031-2040(Y-O-E\$)
Preliminary Engineering	\$M	\$M	\$M	\$M
Right of Way	\$M	\$M	\$M	\$M
Construction	\$M	\$19.04M	\$29.727M	\$M
Operations and Maintenance	\$M	\$M	\$2.252M	\$11.5M
Capital	\$M	\$M	\$M	\$M

## Appendix C:

# Trip Generation

# PEAK HOUR TRIP GENERATION COMPARISON

## EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET EXTERNAL TRIPS				
Land Use		ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out														
GROUP 1	1	Nursery (Wholesale)	9	818	45	ACRE	50%	50%	10	10	20	0.0%	0	10	10	20	0.0%	0	10	10	20
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
ITE Land Use Code		Rate or Equation				Total:		10	10	20	0.0%	0	10	10	20	0.0%	0	10	10	20	
818		Y=0.45(X)																			

## PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
							In	Out													
GROUP 2	1	Assisted Living	9	254	200	ROOM	44%	56%	19	25	44	52.3%	23	9	12	21	0.0%	0	9	12	21
	2	Hotel	9	310	150	ROOM	51%	49%	46	44	90	17.8%	16	37	37	74	0.0%	0	37	37	74
	3	General Office Building	9	710	200	KSF	17%	83%	51	251	302	13.2%	40	42	220	262	0.0%	0	42	220	262
	4	Shopping Center	9	820	150	KSF	48%	52%	377	409	786	9.3%	73	329	384	713	34.0%	242	217	254	471
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
		ITE Land Use Code		Rate or Equation		Total:		493	729	1,222	12.4%	152	417	653	1,070	22.6%	242	305	523	828	
		254		Y=0.22(X)																	
		310		Y=0.6(X)																	
		710		Y=1.12*(X)+78.45																	
		820		LN(Y) = 0.67*LN(X)+3.31																	
																		IN	OUT	TOTAL	

	IN	OUT	TOTAL
NET NEW TRIPS	295	513	808

# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour  
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily  
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

## SUMMARY (Proposed)

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office					51	251
	Retail					377	409
	Restaurant						
	Cinema/Entertainment						
	Residential					19	25
	Hotel					46	44
		0	0	0	0	493	729

INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	9	31
	Retail	0	0	0	0	48	25
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	10	13
	Hotel	0	0	0	0	9	7
		0	0	0	0	76	76

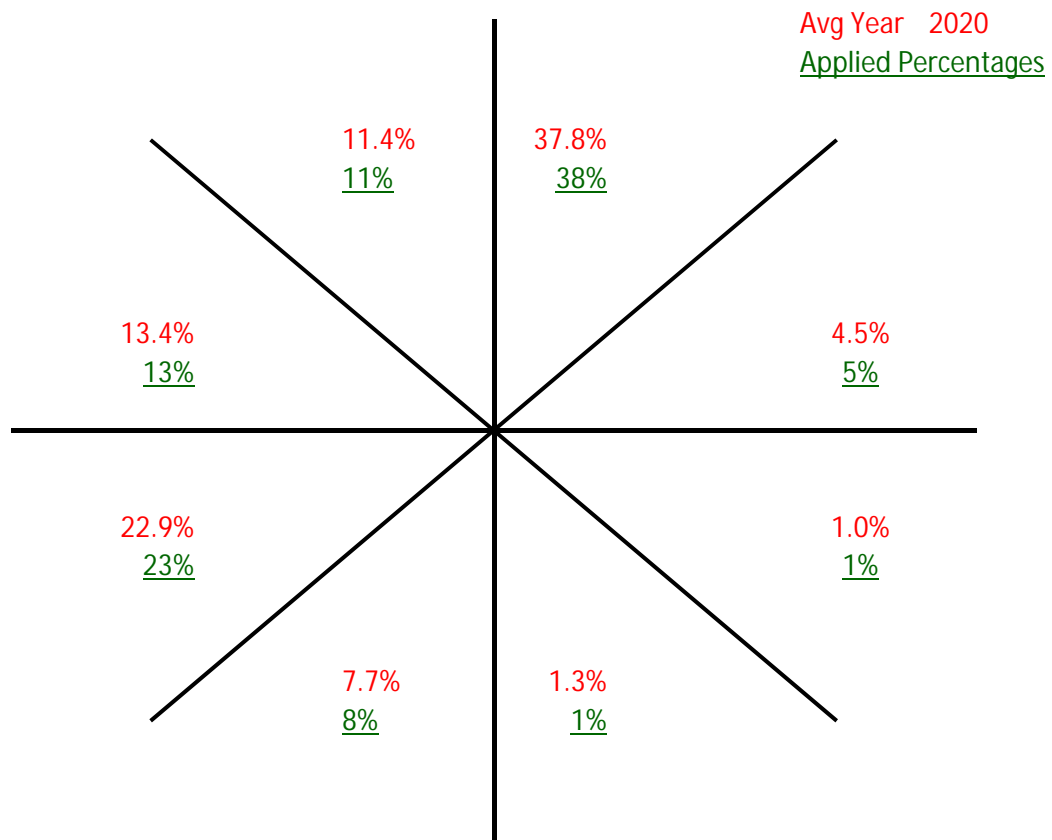
OUTPUT	Total % Reduction	0.0%		0.0%		12.4%	
	Office					13.2%	
	Retail					9.3%	
	Restaurant						
	Cinema/Entertainment						
	Residential					52.3%	
	Hotel					17.8%	

EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	42	220
	Retail	0	0	0	0	329	384
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	9	12
	Hotel	0	0	0	0	37	37
		0	0	0	0	417	653

## Appendix D:

### Cardinal Distribution

# Cardinal Distribution for TAZ 1403 & 1425

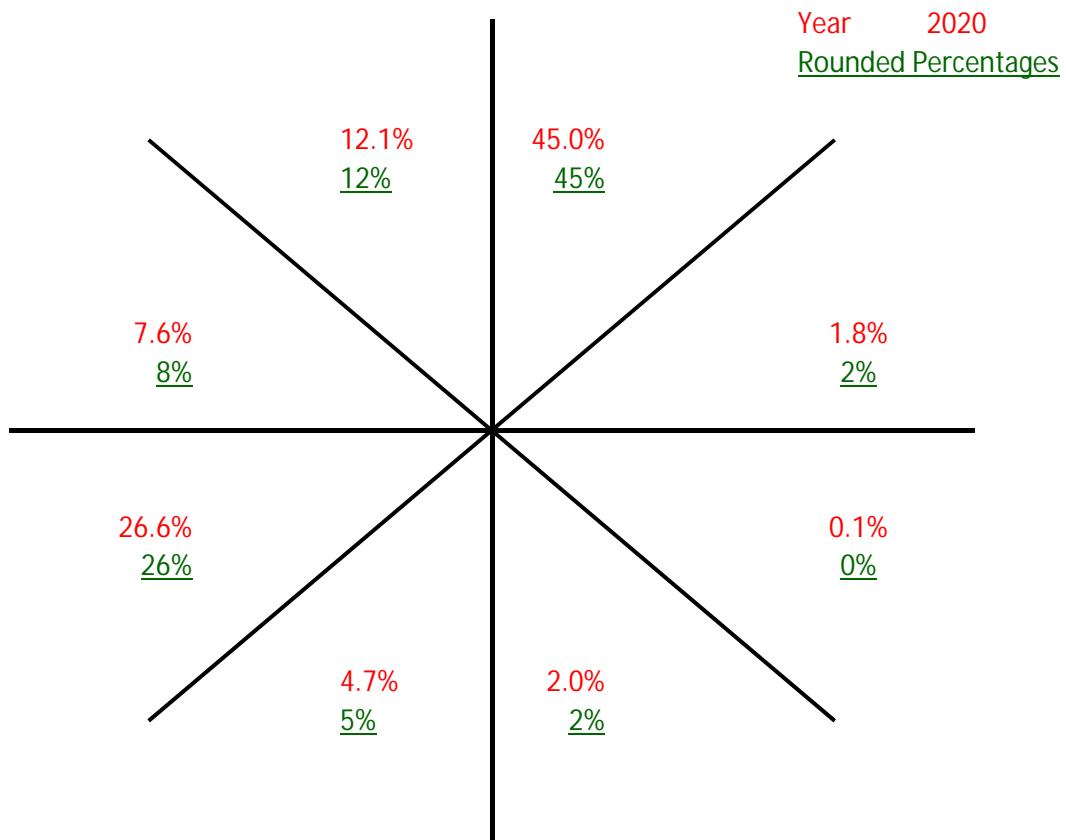


Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2020 Average	2020 Rounded
	2020 TAZ 1403	2020 TAZ 1425		
North-Northeast	45.0%	30.6%	37.8%	38%
East-Northeast	1.8%	7.1%	4.5%	5%
East-Southeast	0.1%	1.9%	1.0%	1%
South-Southeast	2.0%	0.5%	1.3%	1%
South-Southwest	4.7%	10.7%	7.7%	8%
West-Southwest	26.6%	19.1%	22.9%	23%
West-Northwest	7.6%	19.2%	13.4%	13%
North-Northwest	12.1%	10.7%	11.4%	11%
Total	100%	100%	100%	100%



# Cardinal Distribution for TAZ 1403



## Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2020 Interpolated	2020 Rounded
	2010	2040		
North-Northeast	49.7%	35.6%	45.0%	45%
East-Northeast	2.3%	0.9%	1.8%	2%
East-Southeast	0.0%	0.3%	0.1%	0%
South-Southeast	1.1%	3.7%	2.0%	2%
South-Southwest	3.8%	6.5%	4.7%	5%
West-Southwest	23.1%	33.7%	26.6%	26%
West-Northwest	7.2%	8.5%	7.6%	8%
North-Northwest	12.7%	11.0%	12.1%	12%
Total	100%	100%	100%	100%

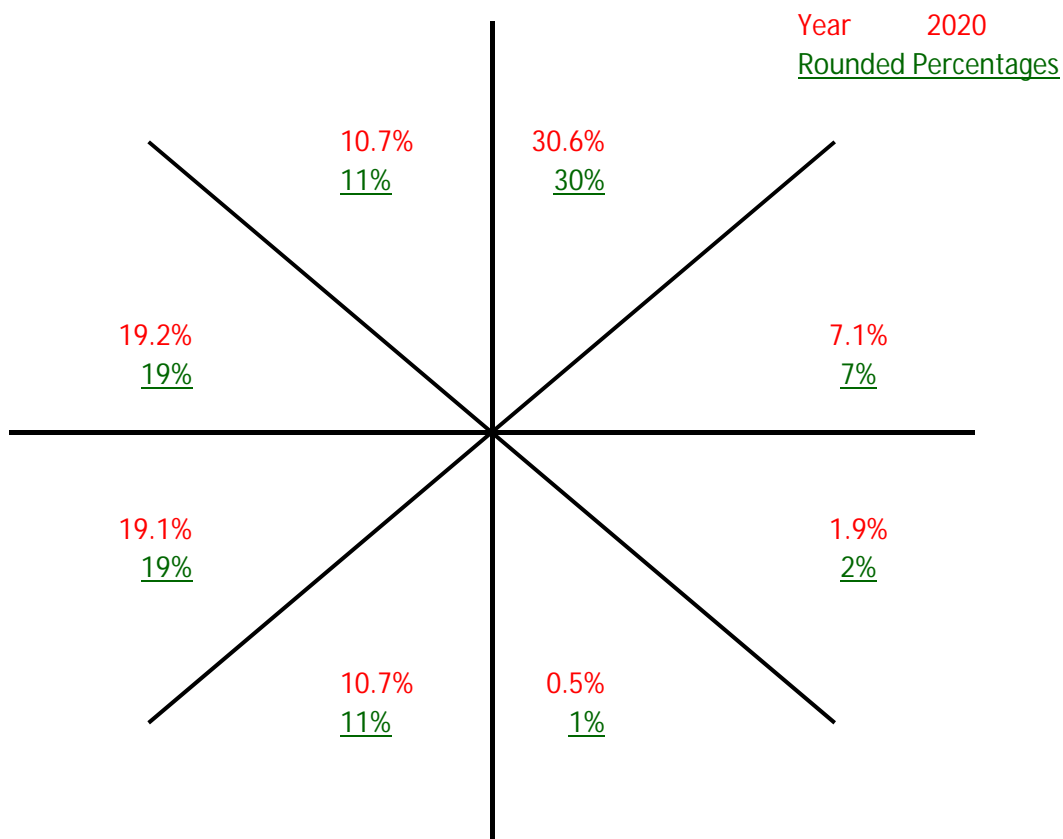
## Miami-Dade 2010 Directional Distribution Summary

Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1395	4295	TRIPS	1,255	168	31	116	285	96	72	255	2,278
1395	4295	PERCENT	55.1	7.4	1.4	5.1	12.5	4.2	3.2	11.2	
1396	4296	TRIPS	1,186	352	32	303	452	106	75	228	2,734
1396	4296	PERCENT	43.4	12.9	1.2	11.1	16.5	3.9	2.7	8.3	
1397	4297	TRIPS	1,992	289	5	73	417	552	197	748	4,273
1397	4297	PERCENT	46.6	6.8	0.1	1.7	9.8	12.9	4.6	17.5	
1398	4298	TRIPS	1,503	102	36	339	310	658	219	391	3,558
1398	4298	PERCENT	42.2	2.9	1.0	9.5	8.7	18.5	6.2	11.0	
1399	4299	TRIPS	487	36	33	21	122	372	150	124	1,345
1399	4299	PERCENT	36.2	2.7	2.5	1.6	9.1	27.7	11.2	9.2	
1400	4300	TRIPS	68	0	10	0	10	34	3	40	165
1400	4300	PERCENT	41.2	0.0	6.1	0.0	6.1	20.6	1.8	24.2	
1401	4301	TRIPS	34	0	0	1	9	21	5	40	110
1401	4301	PERCENT	30.9	0.0	0.0	0.9	8.2	19.1	4.6	36.4	
1402	4302	TRIPS	306	0	10	1	5	172	277	92	863
1402	4302	PERCENT	35.5	0.0	1.2	0.1	0.6	19.9	32.1	10.7	
1403	4303	TRIPS	1,180	55	0	27	91	549	171	302	2,375
1403	4303	PERCENT	49.7	2.3	0.0	1.1	3.8	23.1	7.2	12.7	
1404	4304	TRIPS	662	58	0	34	42	221	135	78	1,230
1404	4304	PERCENT	53.8	4.7	0.0	2.8	3.4	18.0	11.0	6.3	
1405	4305	TRIPS	292	19	0	11	57	181	122	120	802
1405	4305	PERCENT	36.4	2.4	0.0	1.4	7.1	22.6	15.2	15.0	
1406	4306	TRIPS	842	83	33	35	230	472	149	227	2,071
1406	4306	PERCENT	40.7	4.0	1.6	1.7	11.1	22.8	7.2	11.0	
1407	4307	TRIPS	2,190	128	406	150	592	799	375	479	5,119
1407	4307	PERCENT	42.8	2.5	7.9	2.9	11.6	15.6	7.3	9.4	
1408	4308	TRIPS	1,707	421	357	149	615	324	147	174	3,894
1408	4308	PERCENT	43.8	10.8	9.2	3.8	15.8	8.3	3.8	4.5	
1409	4309	TRIPS	503	59	110	133	235	151	28	84	1,303
1409	4309	PERCENT	38.6	4.5	8.4	10.2	18.0	11.6	2.2	6.5	
1410	4310	TRIPS	1,379	336	199	107	372	544	88	259	3,284
1410	4310	PERCENT	42.0	10.2	6.1	3.3	11.3	16.6	2.7	7.9	
1411	4311	TRIPS	710	390	81	242	697	334	33	114	2,601
1411	4311	PERCENT	27.3	15.0	3.1	9.3	26.8	12.8	1.3	4.4	
1412	4312	TRIPS	1,476	280	70	33	367	411	76	258	2,971
1412	4312	PERCENT	49.7	9.4	2.4	1.1	12.4	13.8	2.6	8.7	
1413	4313	TRIPS	503	95	57	36	82	151	58	61	1,043
1413	4313	PERCENT	48.2	9.1	5.5	3.5	7.9	14.5	5.6	5.9	
1414	4314	TRIPS	1,573	171	25	25	197	772	522	283	3,568
1414	4314	PERCENT	44.1	4.8	0.7	0.7	5.5	21.6	14.6	7.9	
1415	4315	TRIPS	675	121	84	113	147	336	93	165	1,734

## Miami-Dade 2040 Directional Distribution Summary

Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1395	4295	TRIPS	2,033	534	97	290	1,328	429	317	598	5,626
1395	4295	PERCENT	36.1	9.5	1.7	5.2	23.6	7.6	5.6	10.6	
1396	4296	TRIPS	8,258	1,788	490	884	3,700	1,145	772	1,806	18,843
1396	4296	PERCENT	43.8	9.5	2.6	4.7	19.6	6.1	4.1	9.6	
1397	4297	TRIPS	2,754	900	2	79	769	1,294	278	1,721	7,797
1397	4297	PERCENT	35.3	11.5	0.0	1.0	9.9	16.6	3.6	22.1	
1398	4298	TRIPS	1,204	126	19	281	581	888	294	474	3,867
1398	4298	PERCENT	31.1	3.3	0.5	7.3	15.0	23.0	7.6	12.3	
1399	4299	TRIPS	1,388	72	86	16	336	836	261	775	3,770
1399	4299	PERCENT	36.8	1.9	2.3	0.4	8.9	22.2	6.9	20.6	
1400	4300	TRIPS	160	0	10	0	13	98	77	34	392
1400	4300	PERCENT	40.8	0.0	2.6	0.0	3.3	25.0	19.6	8.7	
1401	4301	TRIPS	53	0	0	1	1	54	24	53	186
1401	4301	PERCENT	28.5	0.0	0.0	0.5	0.5	29.0	12.9	28.5	
1402	4302	TRIPS	314	0	0	40	36	240	374	204	1,208
1402	4302	PERCENT	26.0	0.0	0.0	3.3	3.0	19.9	31.0	16.9	
1403	4303	TRIPS	1,264	31	10	130	229	1,196	300	391	3,551
1403	4303	PERCENT	35.6	0.9	0.3	3.7	6.5	33.7	8.5	11.0	
1404	4304	TRIPS	620	50	0	43	121	420	171	168	1,593
1404	4304	PERCENT	38.9	3.1	0.0	2.7	7.6	26.4	10.7	10.6	
1405	4305	TRIPS	719	49	8	17	213	778	246	624	2,654
1405	4305	PERCENT	27.1	1.9	0.3	0.6	8.0	29.3	9.3	23.5	
1406	4306	TRIPS	1,463	213	55	209	482	1,058	337	676	4,493
1406	4306	PERCENT	32.6	4.7	1.2	4.7	10.7	23.6	7.5	15.1	
1407	4307	TRIPS	2,243	205	260	250	705	1,234	752	821	6,470
1407	4307	PERCENT	34.7	3.2	4.0	3.9	10.9	19.1	11.6	12.7	
1408	4308	TRIPS	6,411	1,920	887	1,202	4,719	1,380	878	1,116	18,513
1408	4308	PERCENT	34.6	10.4	4.8	6.5	25.5	7.5	4.7	6.0	
1409	4309	TRIPS	1,963	398	146	276	1,091	899	118	330	5,221
1409	4309	PERCENT	37.6	7.6	2.8	5.3	20.9	17.2	2.3	6.3	
1410	4310	TRIPS	1,966	507	267	219	536	1,025	108	451	5,079
1410	4310	PERCENT	38.7	10.0	5.3	4.3	10.6	20.2	2.1	8.9	
1411	4311	TRIPS	5,201	1,515	351	892	3,889	1,966	228	781	14,823
1411	4311	PERCENT	35.1	10.2	2.4	6.0	26.2	13.3	1.5	5.3	
1412	4312	TRIPS	1,876	281	109	182	806	1,254	210	696	5,414
1412	4312	PERCENT	34.7	5.2	2.0	3.4	14.9	23.2	3.9	12.9	
1413	4313	TRIPS	315	93	33	17	124	227	68	145	1,022
1413	4313	PERCENT	30.8	9.1	3.2	1.7	12.1	22.2	6.7	14.2	
1414	4314	TRIPS	1,342	263	66	100	379	1,019	505	603	4,277
1414	4314	PERCENT	31.4	6.2	1.5	2.3	8.9	23.8	11.8	14.1	
1415	4315	TRIPS	1,400	257	124	260	497	824	140	459	3,961

# Cardinal Distribution for TAZ 1425



## Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2020 Interpolated	2020 Rounded
	2010	2040		
North-Northeast	32.2%	27.5%	30.6%	30%
East-Northeast	7.0%	7.4%	7.1%	7%
East-Southeast	1.9%	2.0%	1.9%	2%
South-Southeast	0.0%	1.6%	0.5%	1%
South-Southwest	9.8%	12.4%	10.7%	11%
West-Southwest	17.1%	23.0%	19.1%	19%
West-Northwest	20.9%	15.9%	19.2%	19%
North-Northwest	11.0%	10.2%	10.7%	11%
Total	100%	100%	100%	100%



## Miami-Dade 2010 Directional Distribution Summary

Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1415	4315	PERCENT	38.9	7.0	4.8	6.5	8.5	19.4	5.4	9.5	
1416	4316	TRIPS	449	107	15	73	128	127	64	76	1,039
1416	4316	PERCENT	43.2	10.3	1.4	7.0	12.3	12.2	6.2	7.3	
1417	4317	TRIPS	2,332	932	476	535	1,534	1,425	522	368	8,124
1417	4317	PERCENT	28.7	11.5	5.9	6.6	18.9	17.5	6.4	4.5	
1418	4318	TRIPS	859	623	254	125	845	719	235	221	3,881
1418	4318	PERCENT	22.1	16.1	6.5	3.2	21.8	18.5	6.1	5.7	
1419	4319	TRIPS	1,470	117	228	227	221	576	59	194	3,092
1419	4319	PERCENT	47.5	3.8	7.4	7.3	7.2	18.6	1.9	6.3	
1420	4320	TRIPS	848	100	76	70	135	460	205	285	2,179
1420	4320	PERCENT	38.9	4.6	3.5	3.2	6.2	21.1	9.4	13.1	
1421	4321	TRIPS	1,534	470	491	233	389	1,402	312	364	5,195
1421	4321	PERCENT	29.5	9.1	9.5	4.5	7.5	27.0	6.0	7.0	
1422	4322	TRIPS	967	302	146	203	391	650	94	121	2,874
1422	4322	PERCENT	33.7	10.5	5.1	7.1	13.6	22.6	3.3	4.2	
1423	4323	TRIPS	2,039	532	507	237	699	738	440	434	5,626
1423	4323	PERCENT	36.2	9.5	9.0	4.2	12.4	13.1	7.8	7.7	
1424	4324	TRIPS	250	26	4	48	16	95	45	53	537
1424	4324	PERCENT	46.6	4.8	0.7	8.9	3.0	17.7	8.4	9.9	
1425	4325	TRIPS	1,051	228	62	0	321	559	681	360	3,262
1425	4325	PERCENT	32.2	7.0	1.9	0.0	9.8	17.1	20.9	11.0	
1426	4326	TRIPS	1,350	128	45	41	259	837	716	188	3,564
1426	4326	PERCENT	37.9	3.6	1.3	1.2	7.3	23.5	20.1	5.3	
1427	4327	TRIPS	492	5	12	0	100	386	218	183	1,396
1427	4327	PERCENT	35.2	0.4	0.9	0.0	7.2	27.7	15.6	13.1	
1428	4328	TRIPS	0	0	0	0	0	0	0	0	0
1428	4328	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1429	4329	TRIPS	0	0	0	0	0	0	0	0	0
1429	4329	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1430	4330	TRIPS	36	0	0	0	3	19	72	93	223
1430	4330	PERCENT	16.1	0.0	0.0	0.0	1.4	8.5	32.3	41.7	
1431	4331	TRIPS	0	0	0	0	0	0	0	0	0
1431	4331	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1432	4332	TRIPS	0	0	0	0	0	0	0	0	0
1432	4332	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1433	4333	TRIPS	0	0	0	0	0	0	0	0	0
1433	4333	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1434	4334	TRIPS	0	0	0	0	0	0	0	0	0
1434	4334	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1435	4335	TRIPS	0	0	0	0	0	0	0	0	0
1435	4335	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	



## Miami-Dade 2040 Directional Distribution Summary

Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1415	4315	PERCENT	35.3	6.5	3.1	6.6	12.6	20.8	3.5	11.6	
1416	4316	TRIPS	1,521	340	76	257	809	828	194	138	4,163
1416	4316	PERCENT	36.5	8.2	1.8	6.2	19.4	19.9	4.7	3.3	
1417	4317	TRIPS	6,185	2,270	754	1,489	3,627	2,622	1,217	914	19,078
1417	4317	PERCENT	32.4	11.9	4.0	7.8	19.0	13.7	6.4	4.8	
1418	4318	TRIPS	1,202	911	442	230	1,244	720	175	225	5,149
1418	4318	PERCENT	23.3	17.7	8.6	4.5	24.2	14.0	3.4	4.4	
1419	4319	TRIPS	1,425	180	221	377	321	754	89	170	3,537
1419	4319	PERCENT	40.3	5.1	6.3	10.7	9.1	21.3	2.5	4.8	
1420	4320	TRIPS	871	86	58	102	335	812	146	365	2,775
1420	4320	PERCENT	31.4	3.1	2.1	3.7	12.1	29.3	5.3	13.2	
1421	4321	TRIPS	3,802	1,000	984	842	781	2,714	496	710	11,329
1421	4321	PERCENT	33.6	8.8	8.7	7.4	6.9	24.0	4.4	6.3	
1422	4322	TRIPS	1,696	741	325	389	1,033	1,090	210	209	5,693
1422	4322	PERCENT	29.8	13.0	5.7	6.8	18.2	19.2	3.7	3.7	
1423	4323	TRIPS	3,275	1,165	1,171	582	1,374	2,031	794	763	11,155
1423	4323	PERCENT	29.4	10.4	10.5	5.2	12.3	18.2	7.1	6.8	
1424	4324	TRIPS	846	149	111	209	167	631	282	419	2,814
1424	4324	PERCENT	30.1	5.3	3.9	7.4	5.9	22.4	10.0	14.9	
1425	4325	TRIPS	1,744	472	125	103	786	1,458	1,012	647	6,347
1425	4325	PERCENT	27.5	7.4	2.0	1.6	12.4	23.0	15.9	10.2	
1426	4326	TRIPS	1,908	258	113	263	363	1,947	981	445	6,278
1426	4326	PERCENT	30.4	4.1	1.8	4.2	5.8	31.0	15.6	7.1	
1427	4327	TRIPS	1,198	13	130	179	696	1,207	743	481	4,647
1427	4327	PERCENT	25.8	0.3	2.8	3.9	15.0	26.0	16.0	10.4	
1428	4328	TRIPS	1	0	0	4	0	4	4	2	15
1428	4328	PERCENT	6.7	0.0	0.0	26.7	0.0	26.7	26.7	13.3	
1429	4329	TRIPS	654	0	20	0	26	590	708	688	2,686
1429	4329	PERCENT	24.4	0.0	0.7	0.0	1.0	22.0	26.4	25.6	
1430	4330	TRIPS	38	0	0	0	1	39	124	70	272
1430	4330	PERCENT	14.0	0.0	0.0	0.0	0.4	14.3	45.6	25.7	
1431	4331	TRIPS	0	0	0	0	0	0	0	0	0
1431	4331	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1432	4332	TRIPS	0	0	0	0	0	0	0	0	0
1432	4332	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1433	4333	TRIPS	541	62	19	0	8	35	476	554	1,695
1433	4333	PERCENT	31.9	3.7	1.1	0.0	0.5	2.1	28.1	32.7	
1434	4334	TRIPS	2	0	4	0	0	0	0	4	10
1434	4334	PERCENT	20.0	0.0	40.0	0.0	0.0	0.0	0.0	40.0	
1435	4335	TRIPS	0	0	0	0	0	0	0	0	0
1435	4335	PERCENT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

## Appendix E:

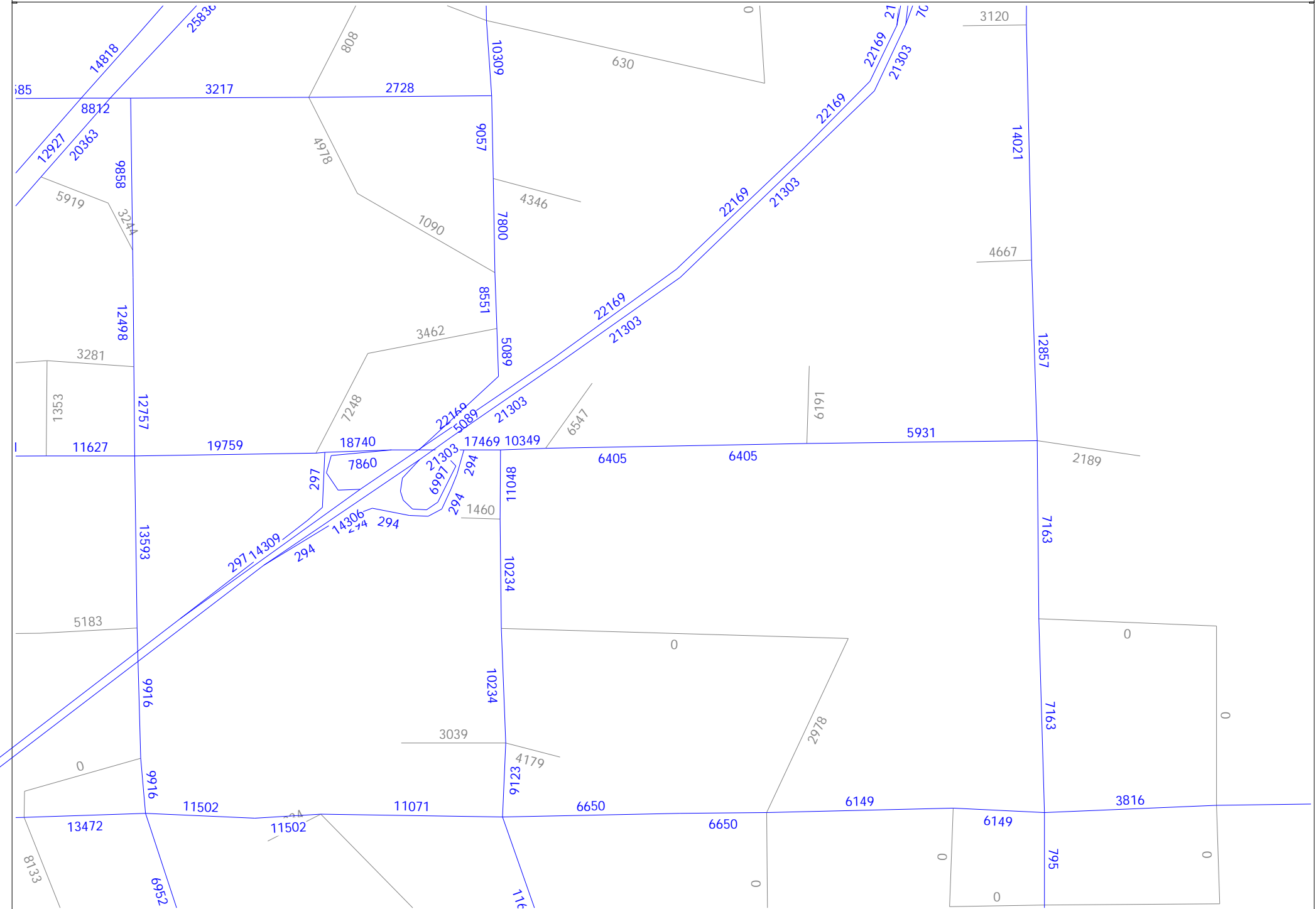
### Growth Rate Calculations

SERPM Growth Rate Summary

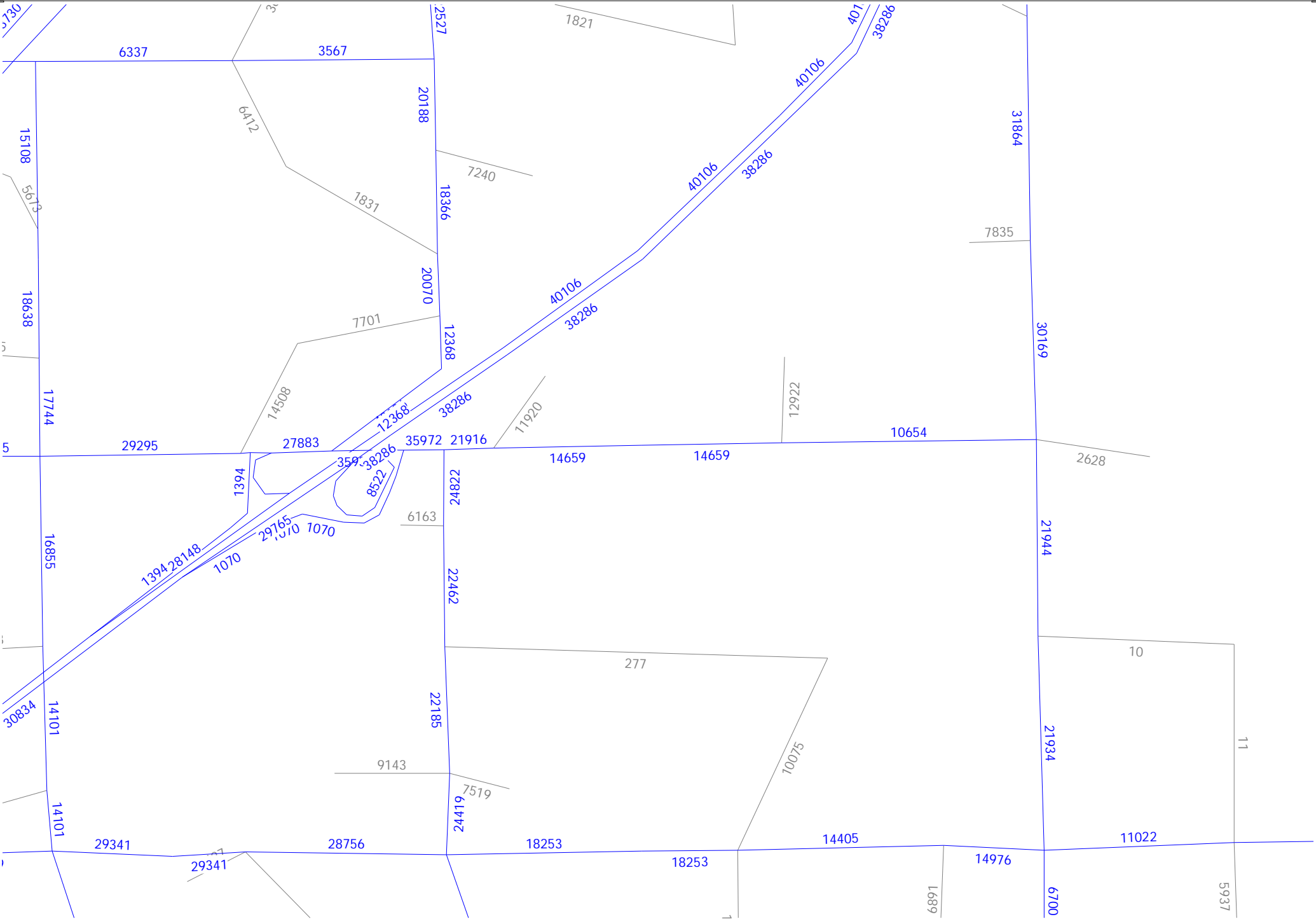
Street Name	2010	2040	Difference	Annual Growth Rate
SW 312th St/Campbell Dr - W of SW 137th Ave	5,931	10,654	4,723	2.65%
SW 312th St/Campbell Dr - W of Waterstone Drive	6,405	14,659	8,254	4.30%
SW 312th St/Campbell Dr - E of SW 152nd Ave	10,349	21,916	11,567	3.73%
SW 312th St/Campbell Dr - W of SW 152nd Ave	17,469	35,972	18,503	3.53%
SW 137th Ave - N of SW 312th St/Campbell Dr	12,857	30,169	17,312	4.49%
SW 137th Ave - S of SW 312th St/Campbell Dr	7,163	21,944	14,781	6.88%
Canal Drive - W of SW 137th Ave	6,149	14,976	8,827	4.79%
Canal Drive - E of SW 152nd Ave	6,650	18,253	11,603	5.82%
Canal Drive - W of SW 152nd Ave	11,071	28,756	17,685	5.32%
SW 152nd Ave - S of SW 312th St/Campbell Dr	11,048	24,822	13,774	4.16%
SW 152nd Ave - N of Canal Dr	9,123	24,419	15,296	5.59%
HEFT NB - North of SW 312th St/campbell	21,303	38,286	16,983	2.66%
HEFT SB - North of SW 312th St/campbell	22,169	40,106	17,937	2.70%
Total	147,687	324,932	177,245	4.00%



Diaz Farms  
2010 Volumes  
SERPM 7.062



Diaz Farms
2040 Volumes
SERPM 7.062



# FDOT Growth Rate Summary

Station Number	Location	Historic Growth	
		5-year	10-year
2260	HEFT/SR 821 - N of MM 4	3.01%	2.03%
2262	HEFT/SR 821 - N of SW 162 Ave Bridge	3.73%	1.51%
7064	SW 137th Ave - N of SW 328th St	-4.14%	-
8103	SW 328th St - W of SW 137th Ave	0.00%	-
8113	SW 312th St - S of NE 34th Ter	-0.15%	-
8503	SW 137th Ave - S of SW 336th St	5.17%	-
8559	SW 152nd Ave - N of Canal Dr	3.59%	-
	Total	1.60%	1.77%

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2016 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

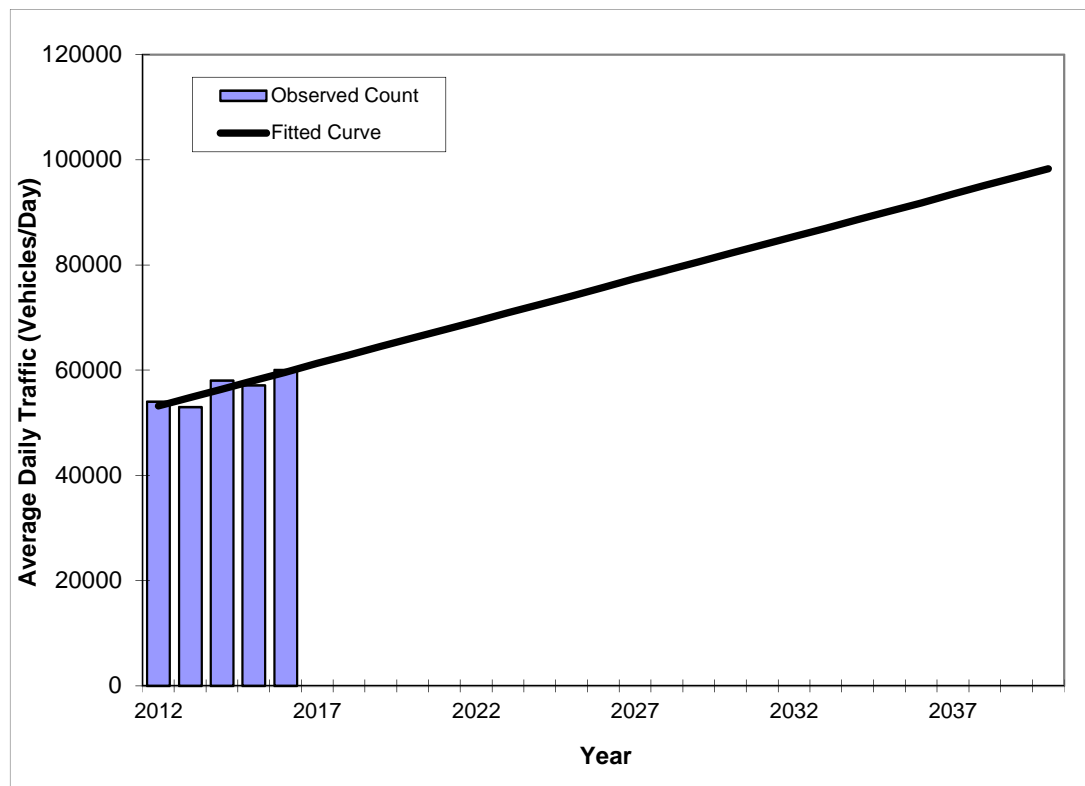
SITE: 2260 - HEFT/SR-821 M/L, N OF MM 4

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2016	60000 C	N 30000	S 30000	8.50	55.50	7.70
2015	57100 C	N 28550	S 28550	8.50	55.60	7.30
2014	58000 C	N 29000	S 29000	8.50	56.30	7.40
2013	53000 C	N 26500	S 26500	8.50	56.80	7.60
2012	54000 E	N 27000	S 27000	8.50	57.60	6.30
2011	53000 E	N 26500	S 26500	8.50	57.30	5.90
2010	51300 C	N 25650	S 25650	10.77	58.94	5.70
2009	49900 C	N 24950	S 24950	10.76	59.03	6.20
2008	50700 C	N 25350	S 25350	9.93	59.27	6.60
2007	50400 C	N 25200	S 25200	9.52	58.18	6.20
2006	48000 C	N 24000	S 24000	9.49	57.76	8.10
2005	44500 C	N	S	9.80	59.10	7.60
2004	40400 C	N	S	11.20	57.80	8.30
2003	35800 C	N	S	8.50	60.30	5.30
2002	30200 C	N	S	8.60	57.60	4.70
2001	28800 C	N	S	8.90	59.10	7.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# **TRAFFIC TRENDS** **HEFT/SR 821 -- N of MM 4**

<b>County:</b>	87
<b>Station #:</b>	2260
<b>Highway:</b>	HEFT/SR 821



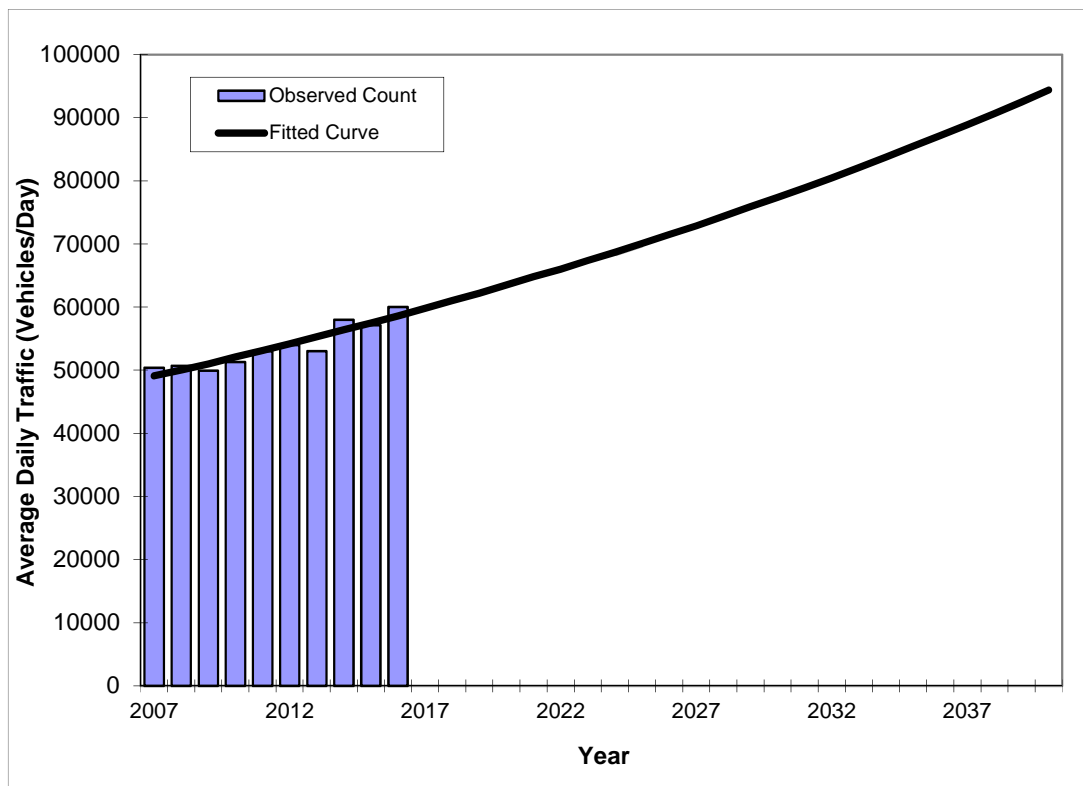
Year	Count*
2012	54000
2013	53000
2014	58000
2015	57100
2016	60000

Trend R-squared:	77.8%
Trend Annual Historic Growth Rate:	3.01%
Printed:	26-May-17
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

# **TRAFFIC TRENDS** **HEFT/SR 821 -- N of MM 4**

<b>County:</b>	87
<b>Station #:</b>	2260
<b>Highway:</b>	HEFT/SR 821



Year	Count*
2007	50400
2008	50700
2009	49900
2010	51300
2011	53000
2012	54000
2013	53000
2014	58000
2015	57100
2016	60000

Trend R-squared:	87.2%
Compounded Annual Historic Growth Rate:	2.03%
Printed:	26-May-17
<b>Exponential Growth Option</b>	

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2016 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

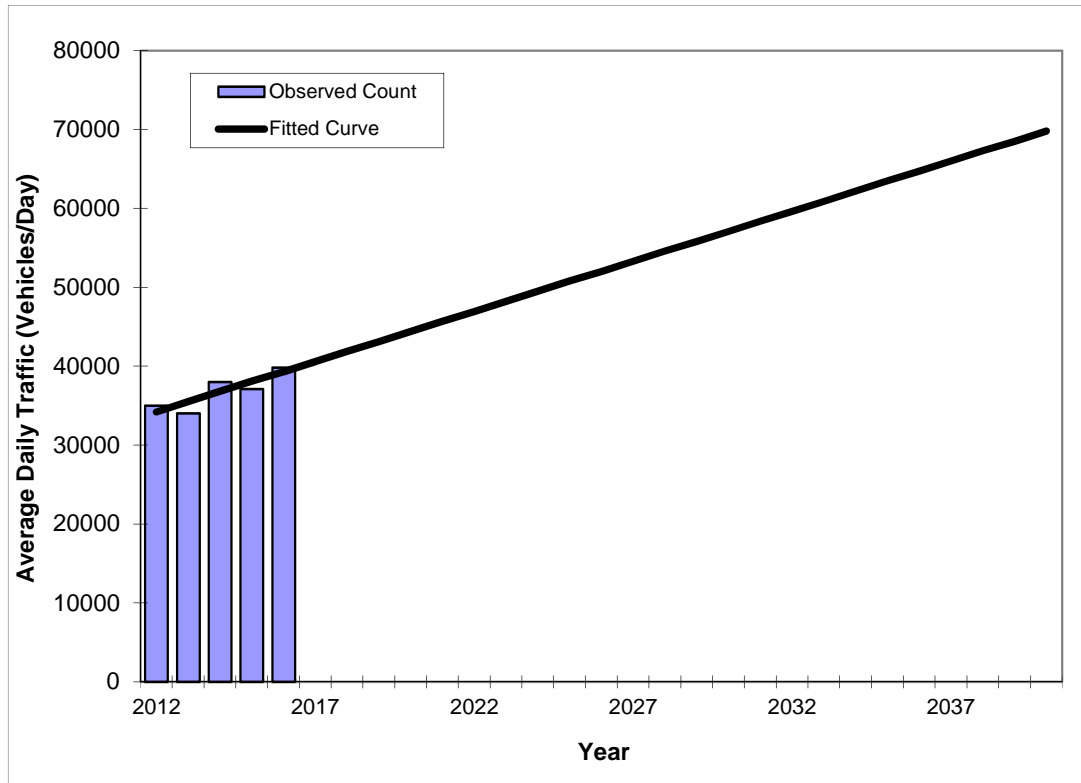
SITE: 2262 - HEFT/SR-821 M/L, N OF SW 162 AVE BRIDGE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2016	39800 C	N 19900	S 19900	9.50	55.50	7.70
2015	37100 C	N 18550	S 18550	9.50	55.60	7.30
2014	38000 C	N 19000	S 19000	9.50	56.30	7.40
2013	34000 C	N 17000	S 17000	9.50	56.80	7.60
2012	35000 E	N 17500	S 17500	9.50	57.60	6.30
2011	35000 E	N 17500	S 17500	9.50	57.30	5.90
2010	34800 C	N 17400	S 17400	10.77	58.94	5.70
2009	33800 C	N 16900	S 16900	10.76	59.03	6.20
2008	34600 C	N 17300	S 17300	9.93	59.27	6.60
2007	34100 C	N 17050	S 17050	9.52	58.18	6.20
2006	32700 C	N 16350	S 16350	9.49	57.76	8.10
2005	30100 C	N	S	9.80	59.10	7.60
2004	28000 C	N	S	11.20	57.80	8.30
2003	26000 C	N	S	8.50	60.30	5.30
2002	20500 C	N	S	8.60	57.60	4.70
2001	20200 C	N	S	8.90	59.10	7.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# **TRAFFIC TRENDS** **HEFT/SR 821 -- N of SW 162 Ave Bridge**

<b>County:</b>	87
<b>Station #:</b>	2262
<b>Highway:</b>	HEFT/SR 821



Year	Count*
2012	35000
2013	34000
2014	38000
2015	37100
2016	39800

Trend R-squared:	74.6%
Trend Annual Historic Growth Rate:	3.73%
Printed:	26-May-17
<b>Straight Line Growth Option</b>	

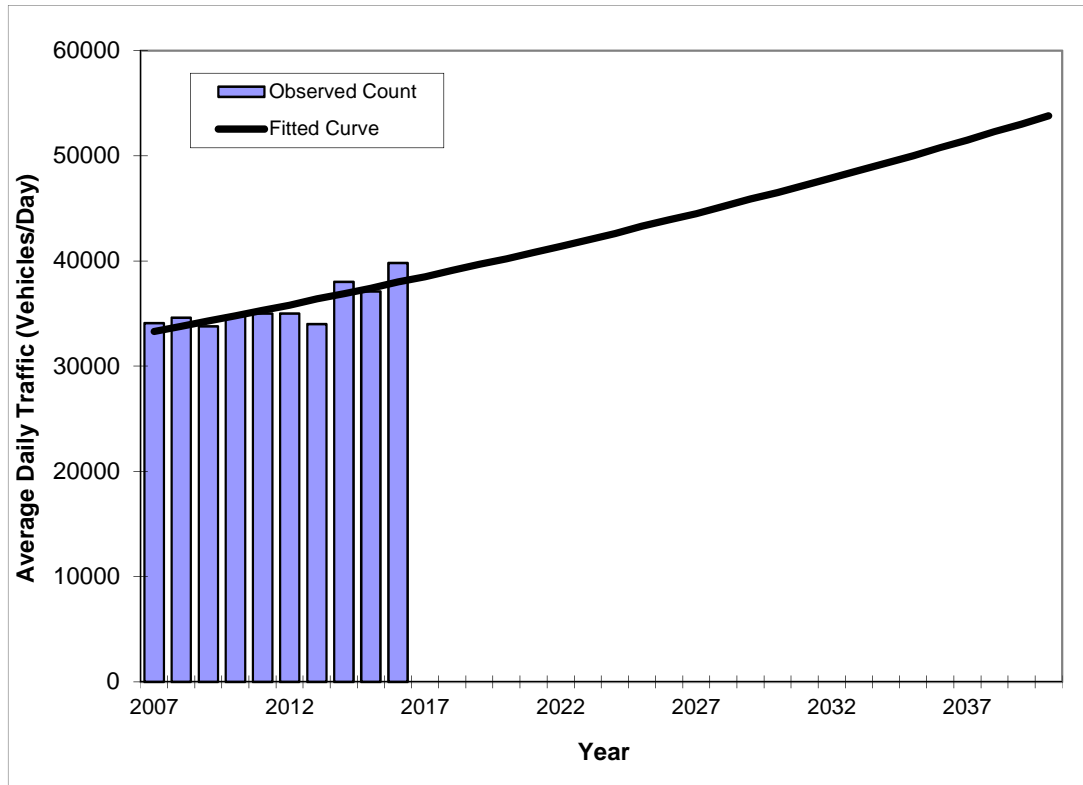
\*Axle-Adjusted



# TRAFFIC TRENDS

## HEFT/SR 821 -- N of SW 162 Ave Bridge

County:	87
Station #:	2262
Highway:	HEFT/SR 821



Year	Count*
2007	34100
2008	34600
2009	33800
2010	34800
2011	35000
2012	35000
2013	34000
2014	38000
2015	37100
2016	39800

Trend R-squared:	64.5%
Compounded Annual Historic Growth Rate:	1.51%
Printed:	26-May-17

**Exponential Growth Option**

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7064 - SW 137TH AVE 0.25 MILE NORTH OF SW 328TH ST

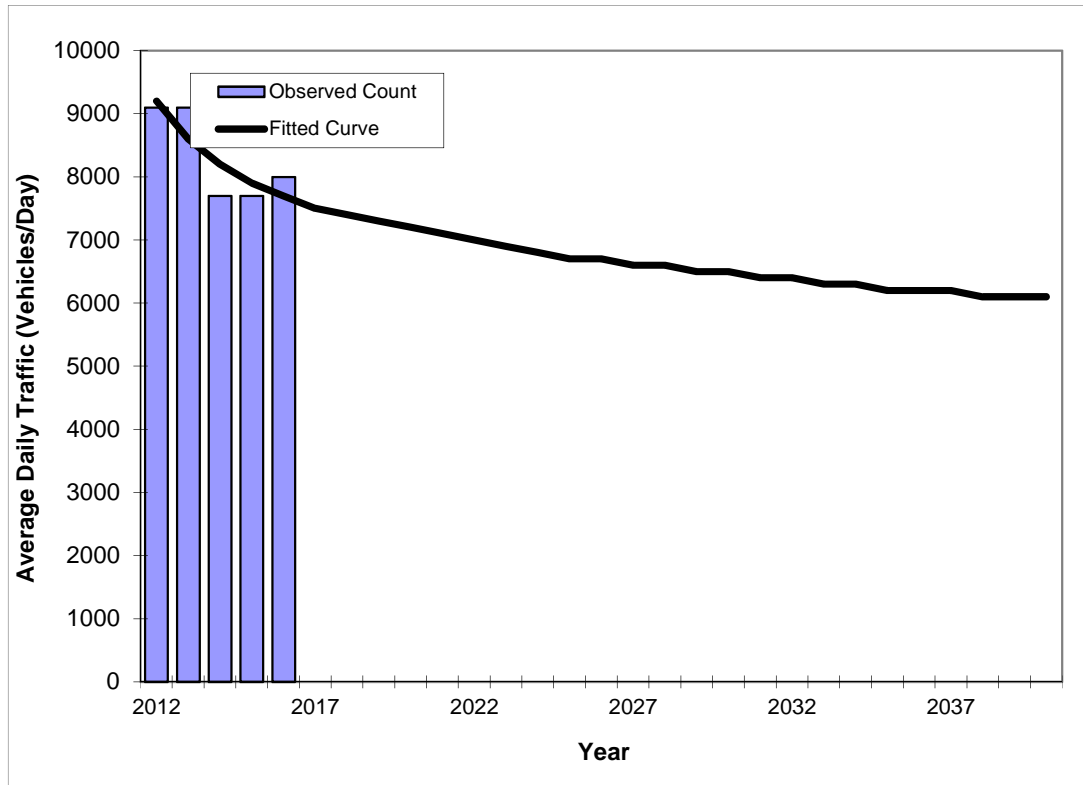
YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2016	8000 C	N	4000	S	4000	9.00	56.10	3.10
2015	7700 F	N	3700	S	4000	9.00	57.40	10.70
2014	7700 C	N	3700	S	4000	9.00	59.30	10.70
2013	9100 F	N	4400	S	4700	9.50	58.90	5.00
2012	9100 C	N	4400	S	4700	9.50	59.70	5.00
2011	6900 F	N	3300	S	3600	9.50	58.20	6.10
2010	6900 C	N	3300	S	3600	7.87	58.27	6.90
2009	6500 C	N	3100	S	3400	7.98	59.96	6.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## TRAFFIC TRENDS

SW 137th Ave -- 0.25 Mile N of SW 328th St

County:	87
Station #:	7064
Highway:	SW 137th Ave



Year	Count*
2012	9100
2013	9100
2014	7700
2015	7700
2016	8000

Trend R-squared:	68.0%
Compounded Annual Historic Growth Rate:	-4.14%
Printed:	26-May-17

**Decaying Exponential Growth Option**

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8103 - SW 328 ST/N. CANAL DR, 200' WEST OF SW 137TH AVE

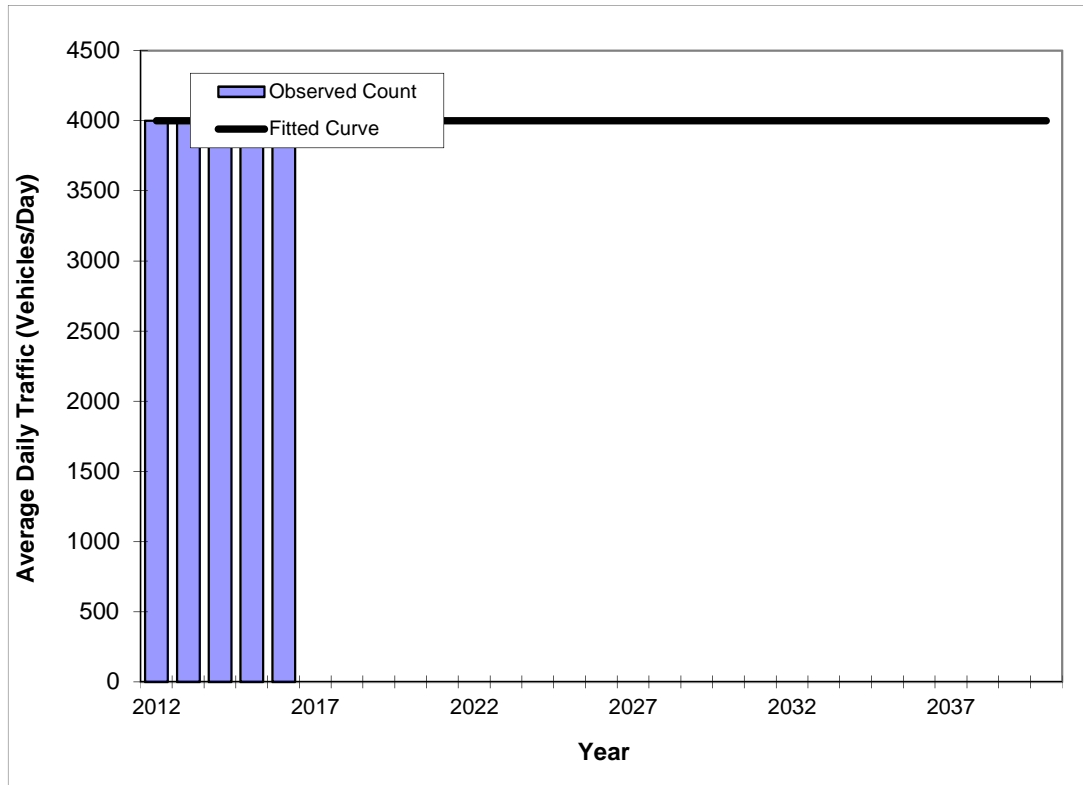
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2016	4000 F	E 2000	W 2000	9.50	56.10	13.50
2015	4000 C	E 2000	W 2000	9.50	57.40	13.70
2014	4000 S	E 2000	W 2000	9.50	59.30	17.40
2013	4000 F	E 2000	W 2000	9.00	58.90	16.20
2012	4000 C	E 2000	W 2000	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## TRAFFIC TRENDS

SW 328th St -- 200' West of SW 137th Ave

County:	87
Station #:	8103
Highway:	SW 328th St



Year	Count*
2012	4000
2013	4000
2014	4000
2015	4000
2016	4000

Trend R-squared: #DIV/0!
Trend Annual Historic Growth Rate: 0.00%
Printed: 26-May-17

**Straight Line Growth Option**

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8113 - SW 312TH STREET, 200' SOUTH OF NE 34 TER

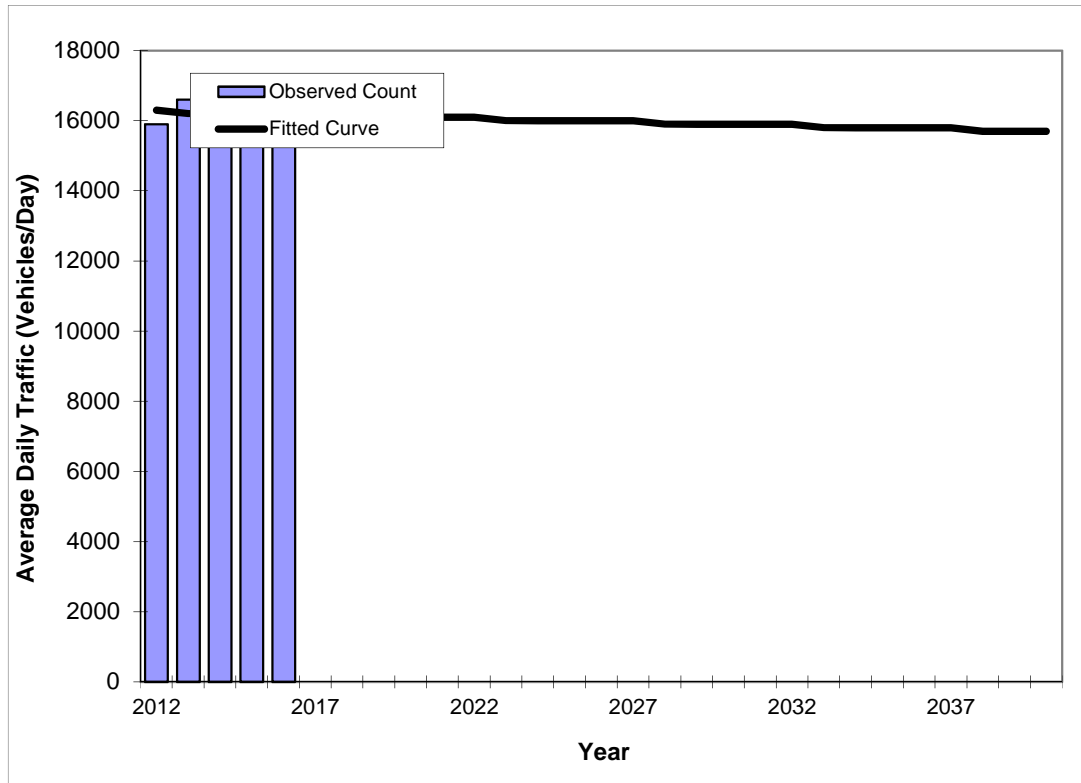
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2016	16000 T	E 7900	W 8100	9.00	56.10	5.30
2015	16200 S	E 8000	W 8200	9.00	57.40	12.50
2014	16400 F	E 8100	W 8300	9.00	59.30	16.40
2013	16600 C	E 8200	W 8400	9.00	58.90	16.20
2012	15900 F	E 7700	W 8200	9.00	59.70	16.00
2011	15700 C	E 7600	W 8100	9.00	58.20	14.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# TRAFFIC TRENDS

SW 312th St -- 200' S of NE 34 Ter

County:	87
Station #:	8113
Highway:	SW 312th St



Year	Count*
2012	15900
2013	16600
2014	16400
2015	16200
2016	16000

Trend R-squared:	1.2%
Trend Annual Historic Growth Rate:	-0.15%
Printed:	26-May-17
Straight Line Growth Option	

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8503 - SW 137 AVE, 200' SOUTH OF SW 336 ST/SE 16 ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2016	3500 F	N 1700	S 1800	9.00	56.10	5.30
2015	3500 C	N 1700	S 1800	9.00	57.40	12.50
2014	3000 S	N 1400	S 1600	9.00	59.30	16.40
2013	3000 F	N 1400	S 1600	9.00	58.90	16.20
2012	3000 C	N 1400	S 1600	9.00	59.70	16.00

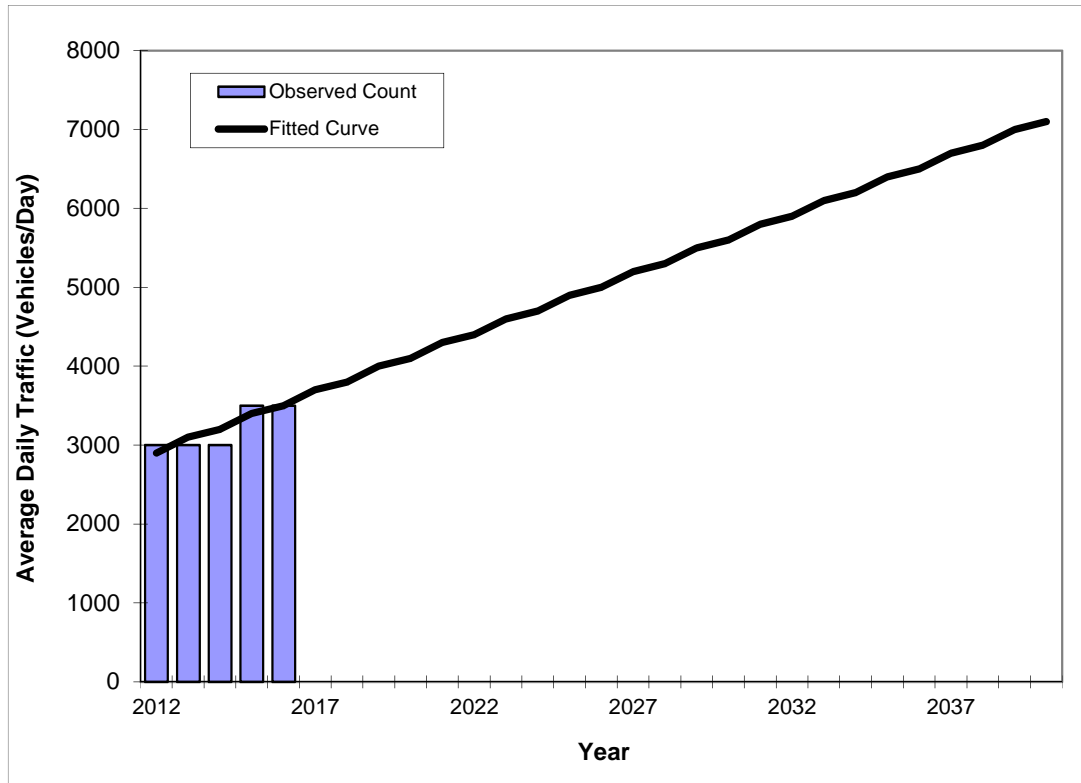
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



# TRAFFIC TRENDS

SW 137 Ave -- 200' S of SW 336 St

County:	87
Station #:	8503
Highway:	SW 137 Ave



Year	Count*
2012	3000
2013	3000
2014	3000
2015	3500
2016	3500

Trend R-squared:	75.0%
Trend Annual Historic Growth Rate:	5.17%
Printed:	26-May-17
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8559 - KINGMAN RD/SW 152 AV, 200' N OFSW 328 ST/ SE 8 ST (2011 OFF SYSTEM CYCLE)

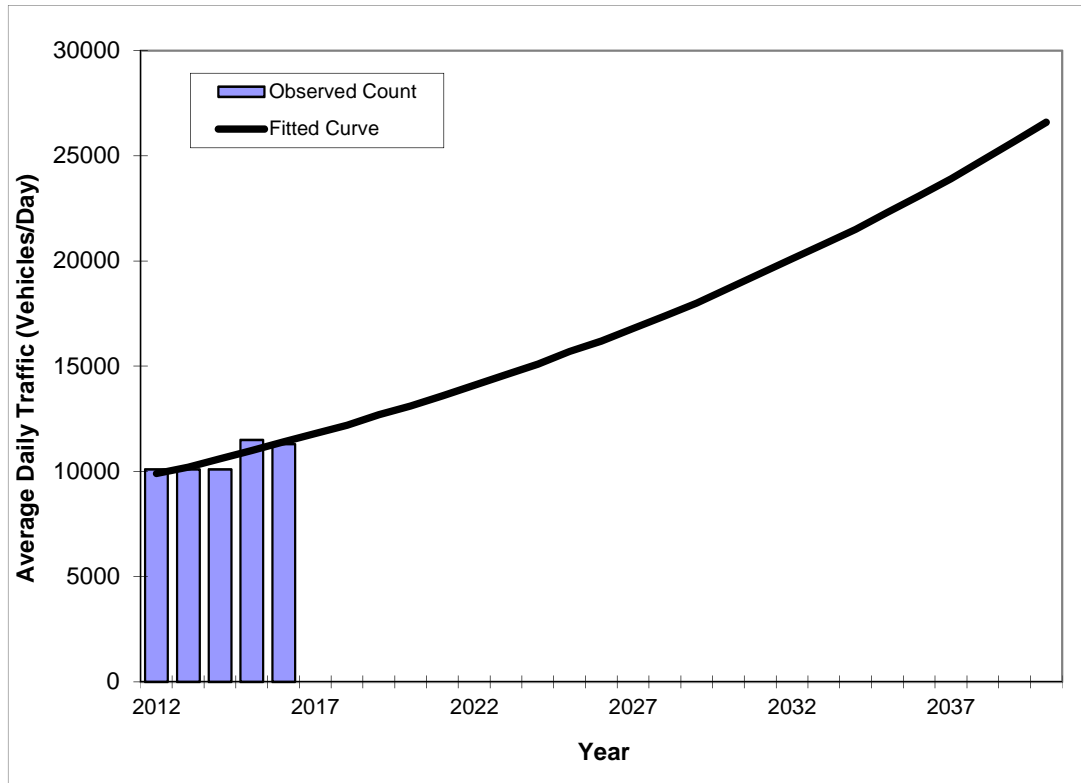
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2016	11300 F	N 5500	S 5800	9.00	56.10	5.30
2015	11500 C	N 5600	S 5900	9.00	57.40	12.50
2014	10100 S	N 5000	S 5100	9.00	59.30	16.40
2013	10100 F	N 5000	S 5100	9.00	58.90	16.20
2012	10100 C	N 5000	S 5100	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# TRAFFIC TRENDS

SW 152 Ave -- 200' N of SW 328 St

County:	87
Station #:	8559
Highway:	SW 152 Ave



Year	Count*
2012	10100
2013	10100
2014	10100
2015	11500
2016	11300

Trend R-squared:	70.8%
Compounded Annual Historic Growth Rate:	3.59%
Printed:	26-May-17
<b>Exponential Growth Option</b>	

\*Axle-Adjusted