



*Comprehensive Plan Amendment  
For Submittal to Manatee County*

48 Acre Multi-Family  
Manatee County, Florida

Record PLN2405-0123  
Project PA-24-07/ORD-24-76

*Prepared for:*

Manatee County Development Services Department  
Bradenton, Florida

*Prepared by:*

Kimley-Horn and Associates, Inc.  
Tampa, Florida

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Revised September 2024  
145529000

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## INTRODUCTION

The purpose of this report is to document a Comprehensive Plan Amendment (CPA) for the proposed 48 Acre Multi-Family site in accordance with the Manatee County *Traffic Study Guidelines* (March 2015). The proposed development site is located along 64<sup>th</sup> Avenue East, east of I-75 and north of 69<sup>th</sup> Street East in Manatee County, Florida. The Applicant is proposing to amend the Manatee County Comprehensive Plan Future Land Use (FLU) Map for approximately 36 acres from currently adopted category of Urban Fringe-3 (UF-3) and to Residential-6 (RES-6). Please note that of the 36 acres, less than two acres are currently listed under the Public/Semi-Public-1 (P/SP-1) category. Since this category does not relate to any dwelling units, the acreage for this category was classified under the UF-3 category to provide a worst-case scenario. Additionally, although the entire project site is approximately 47.4 acres, approximately 11.4 acres are already under the RES-6 category and will not require a CPA. Thus, the remaining 36 acres are the only portions of the entire property that will require the need to go through the CPA application process.

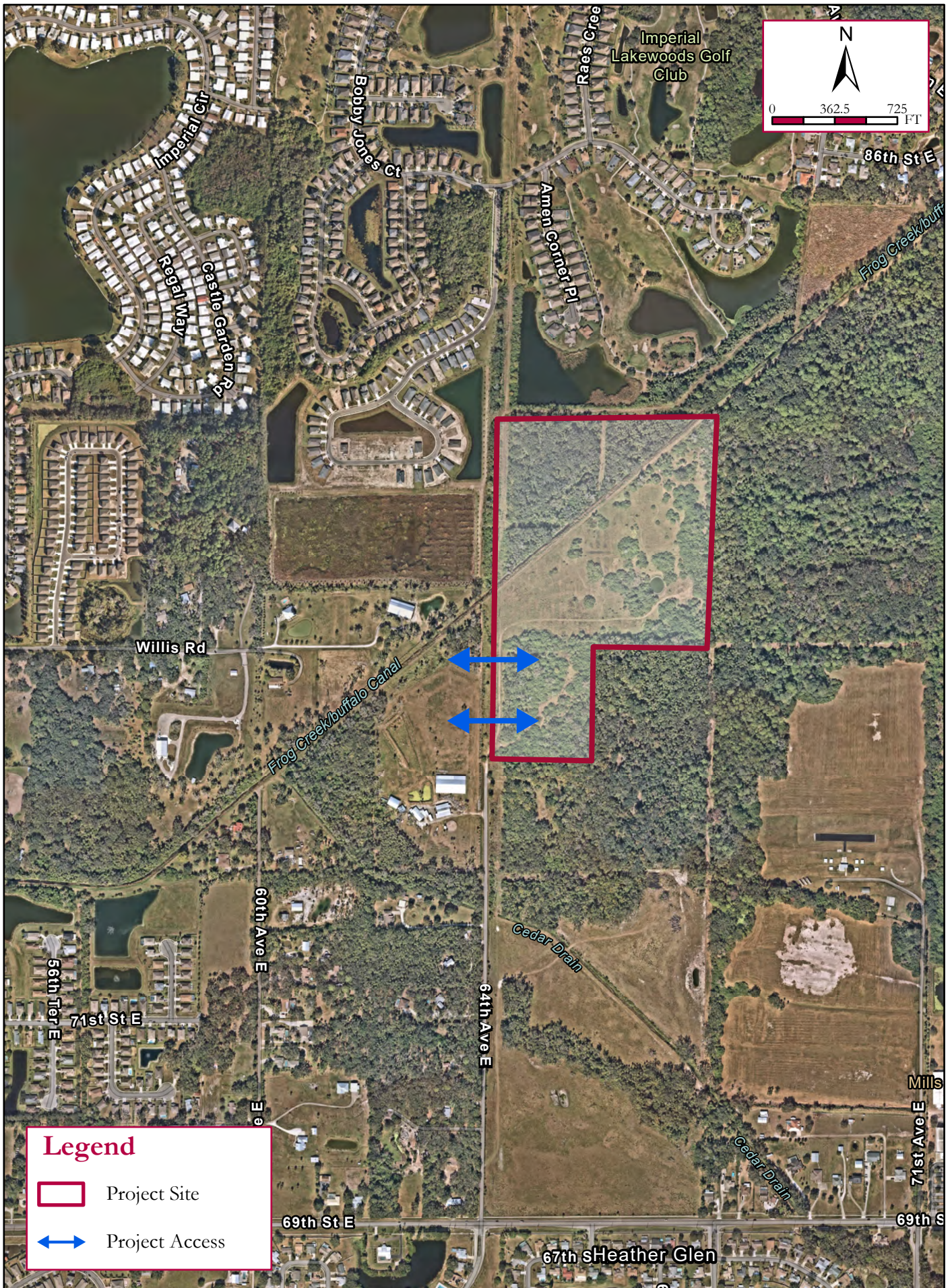
The currently adopted FLU of UF-3 allows for a maximum of nine (9) dwelling units per acre whereas the proposed FLU of RES-6 allows for a maximum of up to 12 dwelling units per acre. Based upon the allowed densities, both the UF-3 category and the RES-6 category can be considered for multi-family units. The maximum development intensities for these categories are shown in Table 1.

Table 1: Currently Adopted &amp; Proposed Maximum Development

Scenario	Land Use Designation	Maximum Density	Development Size	
			Acres	Maximum Development
Currently Adopted	UF-3	9 single-family units / acre	36	324 MFDU
Proposed	RES-6	12 multi-family units / acre	36	432 MFDU

Direct access to the site is proposed through 64<sup>th</sup> Avenue East via 69<sup>th</sup> Street East. Figure 1 illustrates the project location.





## Legend



Project Site



Project Access

**Kimley»Horn**

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Study Area Map

48 ACRE MULTI-FAMILY  
MANATEE COUNTY, FLORIDA

Project No: 145529000

Scale: As Noted

September 2024

Figure 1



Prior to undertaking this analysis, a formal study methodology was prepared and submitted to Manatee County staff. The methodology is contained in Appendix A of this report. In general, the following procedural steps were undertaken:

- Traffic volumes anticipated to be generated by the currently adopted and proposed scenarios were estimated based upon information from the Institute of Transportation Engineers' (ITE), *Trip Generation Manual*, 11<sup>th</sup> Edition;
- Project traffic was distributed and assigned to the public roadway network based upon the Florida Department of Transportation (FDOT) District 1 Florida Standard Urban Transportation Model Structure (FSUTMS) program and the E + C roadway network;
- The study area network was defined based upon all roadway segments for which the cumulative project traffic consumed 5.0 percent or greater of the total roadway capacity, per the "Study Area of Impact" section of the Manatee County *Traffic Study Guidelines* (March 2015);
- Work Programs of Manatee County and FDOT were reviewed to identify scheduled road improvements in the area;
- Background traffic included appropriate reserved trips from the concurrency system provided by Manatee County staff; and
- Short-term and long-range analysis scenarios were evaluated to determine any potential impacts triggered by the proposed land use change.



## TRIP GENERATION

Traffic volumes anticipated to be generated by the land-use change were estimated using the ITE, *Trip Generation Manual*, 11<sup>th</sup> Edition, for the p.m. peak hour. LUC 220 (Multifamily Housing (Low-Rise)) was used for both the currently adopted and the proposed FLU categories. Please note that although the Applicant is considering multi-family, mid-rise type dwelling units, trip generation was based on multi-family, low-rise type units since this land use type provides the most conservative (highest) estimate of vehicle trips associated with this residential development.

Unlike a rezoning or site plan application, a CPA application generally does not include a build-out horizon year since at the time of application such a year is typically unknown. However, as part of the CPA process, future short-term (5-year window) and long-range (Comprehensive Plan buildout year) were evaluated. Thus, the 5-year short-term analysis was considered for 2029 and the long-range analysis was undertaken for 2045, which is consistent with Manatee County's long-range transportation plan.

### **2029 Short-Term Analysis**

The short-term analysis will evaluate the maximum development intensity that could potentially occur for the five-year short-term planning horizon. Since the project site is currently vacant, the trip generation used for this scenario was for the proposed FLU scenario. Table 2 shows the short-term p.m. peak-hour trip generation.

Table 2: 2029 Short-Term P.M. Peak-Hour Trip Generation

ITE Land Use Category	ITE Code	Variable	Size	P.M. Enter Split	P.M. Exit Split	P.M. Peak Total Trips		
						Enter	Exit	Total
Multifamily Housing (Low-Rise)	220	DU	432	63%	37%	130	76	206

### 2045 Long-Range Analysis

The long-range analysis will evaluate the net change in maximum development potential between the most intense land use under the currently adopted land use and proposed future land use categories. Table 3 shows the net change (increase) in p.m. peak-hour trip generation.

Table 3: 2045 Long-Range P.M. Peak Hour Trip Generation

Scenario	ITE Land Use Category	ITE Code	Variable	Size	P.M. Enter Split	P.M. Exit Split	P.M. Peak Total Trips		
							Enter	Exit	Total
Adopted	Multifamily Housing (Low-Rise)	220	DU	324	63%	37%	101	59	160
Proposed	Multifamily Housing (Low-Rise)	220	DU	432	63%	37%	130	76	206
Net Change							+29	+17	+46

## STUDY AREA

The study area consists of roadways for both the short-term and long-range analyses for which the maximum development potential of the future land-use category is expected to consume at least 5 percent of the peak-hour, level-of-service (LOS) standard of functionally classified (concurrency regulated) roadway segments near the development site. The project distribution in this study utilized the same methodology as the originally submitted Traffic Impact Statement for this same project, including the FDOT District 1 transportation planning model. The short-term and long-range project distributions are attached in Appendix B.

Changes made to socioeconomic (SE) data input in the planning model are as follows:

- Project TAZ #5680 was added along with inputs such as maximum number of dwelling units allowed under RES-6 and corresponding population.

The study area for the short-term analysis was based on the existing and committed lane geometry, including improvements by Manatee County as provided in the Capital Improvement Plan (CIP) such as the Buffalo Road Extension to Mendoza Road. Additionally, the Carter Road/Sawgrass Road Extension, which will be constructed by the Parrish Lakes development, was also considered. The study area for the long-term analysis included improvements included in Manatee County's current Map 5-D: 2045 Future Traffic Circulation Number of Lanes, in addition to those provided in the CIP.

The results of the short-term study area determination are provided in Table 4 and indicated that the roadway segment of 69<sup>th</sup> Street East from 49<sup>th</sup> Avenue East to Erie Road (Link 2470) meets the significance threshold. The results of the long-range study area determination are provided in Table 5 and indicated that none of the roadway segments meet the significance threshold for the long-range analysis. However, since the project site will connect with 69<sup>th</sup> Street East, the identical segment above was considered in the long-range study area.

Table 4: 2029 Short-Term Study Area Determination

Link No.	Roadway	From	To	Service Volumes		Project Volumes		Study Network Determination	
				Existing + Committed Laneage	LOS D Service Volumes	Project Traffic Assign	Project Traffic Volumes	Project Traffic % of Service Volume	Within Study Network?
					Peak-Hour Two-Way Volumes				
2460	69 <sup>th</sup> Street East	Ellenton Gillette Road	49 <sup>th</sup> Avenue East	2	2,270	35%	72	3.17%	N
2470	69 <sup>th</sup> Street East	49 <sup>th</sup> Avenue East	64 <sup>th</sup> Avenue East	2	2,270	70%	144	6.34%	Y
		64 <sup>th</sup> Avenue East	Erie Road	2	2,270	30%	62	2.73%	Y <sup>1</sup>
2230	Buffalo Road	69 <sup>th</sup> Street East	Moccasin Wallow Road	2	1,250	18%	37	2.96%	N
2480	Erie Road	69 <sup>th</sup> Street East	Harrison Ranch Blvd.	2	2,170	15%	31	1.43%	N
2490	Erie Road	69 <sup>th</sup> Street East	US 301	2	2,270	10%	21	0.93%	N
3590	49 <sup>th</sup> Avenue East	Palmview Road	69 <sup>th</sup> Street East	2	950	1%	2	0.21%	N

Source: Manatee County's *Concurrency Transportation Link Sheets*

<sup>1</sup> Although under the 5% threshold, this is part of the first accessed link (2470), and thus, was included in the study area.



Table 5: 2045 Long-Range Study Area Determination

Link No.	Roadway	From	To	Service Volumes		Project Volumes		Study Network Determination	
				Existing + Committed Laneage*	LOS D Service Volumes	Project Traffic Assign	Project Traffic Volumes	Project Traffic % of Service Volume	Within Study Network?
					Peak-Hour Two-Way Volumes				
2460	69 <sup>th</sup> Street East	Ellenton Gillette Road	49 <sup>th</sup> Avenue East	4	3,025 <sup>2</sup>	38%	17	0.69%	N
2470	69 <sup>th</sup> Street East	49 <sup>th</sup> Avenue East	64 <sup>th</sup> Avenue East	4	3,025 <sup>2</sup>	70%	32	1.06%	Y <sup>1</sup>
		64 <sup>th</sup> Avenue East	Erie Road	4	3,025 <sup>2</sup>	30%	14	0.46%	Y <sup>1</sup>
2230	Buffalo Road	69 <sup>th</sup> Street East	Moccasin Wallow Road	2	1,250	13%	6	0.48%	N
2480	Erie Road	69 <sup>th</sup> Street East	Harrison Ranch Blvd.	4	3,025 <sup>2</sup>	12%	6	0.20%	N
2490	Erie Road	69 <sup>th</sup> Street East	US 301	4	3,025 <sup>2</sup>	8%	4	0.13%	N
3590	49 <sup>th</sup> Avenue East	Palmview Road	69 <sup>th</sup> Street East	2	950	7%	3	0.32%	N

Source: Manatee County's *Concurrency Transportation Link Sheets*

\* 2045 Manatee County Future Traffic Circulation Number of Lanes

<sup>1</sup> Although under the 5% threshold, this is part of the first accessed link (2470), and thus, was included in the study area.

<sup>2</sup> FDOT's 2023 MQLOS Handbook, Peak-Hour, Two-Way Generalized LOS Volume for 4-Lane C3R roadway. A -10% non-state signalized roadway factor was applied.

## EXISTING TRAFFIC CONDITIONS

The existing traffic volumes within the study area were derived from p.m. peak-hour turning movement counts (TMCs) taken at multiple intersections along 69<sup>th</sup> Street East in the study area. These locations included:

- Buffalo Road;
- 64<sup>th</sup> Avenue East; and
- Erie Road.

These counts were conducted in March 2024, and adjusted to reflect peak-season conditions using FDOT adjustment factors. The counts and the adjustment factors are provided in the Appendix C. The adjusted counts were used for the existing analysis because they reflect more recent peak seasonal conditions versus a volume (880 vehicles) found in Manatee County's *Concurrency Transportation Link Sheet* which is based upon one (1) count conducted in 2022 for that same long roadway segment (approximately 2.75 miles) of 69<sup>th</sup> Street East (49<sup>th</sup> Avenue East to Erie Road--Link 2470). The study segment of 69<sup>th</sup> Street East was divided into two smaller links: 49<sup>th</sup> Avenue East to 64<sup>th</sup> Avenue East and from 64<sup>th</sup> Avenue East to Erie Road. The selection of 64<sup>th</sup> Avenue East as that dividing point was based upon this local roadway providing direct access from the project site to the first concurrency regulated roadway (69<sup>th</sup> Street East). The volume for each individual link was developed based upon the average approaching and departing volumes at each intersection end point of the link, as provided in the figure in Appendix C. These two-way link volumes are shown in Table 6. A review of the existing conditions, as summarized in Table 6, indicated that both study area roadway links are currently operating above Manatee County's adopted LOS D standard during the p.m. peak-hour period.

Manatee County's *Concurrency Transportation Link Sheet* is attached in Appendix D.

Table 6: Existing Traffic P.M. Peak-Hour Operating Conditions

Link No.	Roadway	From	To	Service Volume		Existing Traffic	Exceeds LOS?
				Existing Laneage	LOS D Service Volume		
					Peak-Hour Two-Way Volume		
2470	69 <sup>th</sup> Street East	49 <sup>th</sup> Avenue East	64 <sup>th</sup> Avenue East	2	2,270	1,290	N
		64 <sup>th</sup> Avenue East	Erie Road	2	2,270	1,045	N

Source: Manatee County's *Concurrency Transportation Link Sheet*

## FUTURE TRAFFIC CONDITIONS

As previously stated, CPA application generally does not include a build-out horizon year since at the time of application such a year is typically unknown. However, to evaluate the application beyond the current conditions, future short-term and long-range analysis periods were evaluated. A five-year short-term analysis for the year 2029 and a long-range analysis for the horizon year of 2045 were conducted for the p.m. peak hour.

### 2029 Short-Term Analysis

A short-term analysis was performed for the year 2029 using existing traffic plus reserved trips from Manatee County's *Concurrency Transportation Link Sheets* (May 2024). To obtain a more accurate representation of the reserved trips along this approximately 2.75-mile-long study segment, all approved developments which generated reserved trips along this area were further researched to determine current levels of development. A concurrency reservation report, which was run on April 24<sup>th</sup> was obtained (attached in Appendix E) to determine the approved developments and their associated trips. All of these developments listed in the report were researched to verify land use types and levels of development completed to date.

As part of this effort, a field visit was conducted to verify the development levels. For example, the report indicated approximately 970 cumulative vested trips for the Trevesta development. However, this development is essentially built out with only approximately 80 single-family lots and six (6) townhouse buildings (at 6 units per building which is equivalent to 36 townhouses) remaining that are either vacant or under construction. Additionally, it was estimated that approximately 65,000 square feet of retail commercial has yet to be built and/or occupied to date.



Based upon this information, the trip generation potential for the remaining homes and retail commercial space was calculated using the ITE *Trip Generation Manual*, and considered internal and pass-by capture potential, and existing travel patterns, which resulted in approximately 310 p.m. peak-hour trips along a section of 69<sup>th</sup> Street East.

This method was undertaken for all reserved developments identified along the affected study roadway links. Thus, the appropriate and current development levels were determined, including if certain development were totally built out such as Parrish Charter School Phase 2. Documentation of all reserved developments along 69<sup>th</sup> Street East within the study area was provided in Appendix E.

Using the existing volumes and reserved development traffic, future 2029 background volumes were produced and used in the analysis summarized in Table 7. As shown in this table, the 2029 short-term background traffic analysis indicated that the study area roadway links are anticipated to operate at or above Manatee County's adopted LOS D standard during the p.m. peak-hour period.

Table 7: 2029 Background Traffic P.M. Peak-Hour Operating Conditions

Link No.	Roadway	From	To	Service Volume		Existing Traffic Volume	Reserved Traffic Volume	2029 Background Traffic Volume	Exceeds LOS?
				Existing + Committed Laneage	LOS D Service Volume				
					Peak-Hour Two-Way Volume				
2470	69 <sup>th</sup> Street East	49 <sup>th</sup> Avenue East	64 <sup>th</sup> Avenue East	2	2,270	1,290	780	2,070	N
		64 <sup>th</sup> Avenue East	Erie Road	2	2,270	1,045	780	1,825	N

Source: Manatee County's *Concurrency Transportation Link Sheet*

The anticipated maximum development intensity under the proposed RES-6 land use expected to occur over the five-year short-term planning horizon was added to the background traffic conditions in 2029 to develop total traffic conditions. The results of the 2029 short-term total traffic analysis indicated that the roadway links in the study area will continue to operate at or above Manatee County's adopted LOS D standard. Table 8 summarizes the 2029 short-term total traffic p.m. peak-hour operating conditions.

Table 8: 2029 Total Traffic P.M. Peak-Hour Operating Conditions

Link No.	Roadway	From	To	Service Volume		2029 Background Traffic	5- Year Project Traffic	2029 Total Traffic	Exceeds LOS?
				Existing + Committed Laneage	LOS D Service Volume				
					Peak-Hour Two-Way Volume				
2470	69 <sup>th</sup> Street East	49 <sup>th</sup> Avenue East	64 <sup>th</sup> Avenue East	2	2,270	2,070	144	2,214	N
		64 <sup>th</sup> Avenue East	Erie Road	2	2,270	1,825	62	1,887	N

Source: Manatee County's *Concurrency Transportation Link Sheets*

### 2045 Long-Range Analysis

For the long-range analysis, the Annual Average Daily Traffic (AADT) volumes from the FDOT D1RPM 2045 Cost Feasible travel demand model were initially considered for future background (2045) volumes along the study area roadway segment. A peak-hour factor (K-factor) of 9.0 percent was used to convert the AADT volumes of 13,673 (west of project site) and 10,316 (east of project site) to peak-hour volumes. Based on that procedure, peak-hour volumes of 1,231 (west of project site) and 928 (east of project site) were calculated. The AADT roadway volumes from the D1RPM are attached in Appendix B for reference.

However, a review of the calculated future background (2045) peak-hour volumes revealed that these volumes were much lower than the future background (2029) peak-hour volumes. Thus, an alternative method to calculate the long-range volumes had to be considered. Based upon discussions/agreements with Manatee County, it was determined that other relevant sources would be considered to develop reasonable future background (2045) peak-hour volumes. These sources included historical AADT growth rate along the study roadway segment of 69<sup>th</sup> Street East and Manatee County's long term population projections found in the Bureau of Economic and Business Research (BEBR).

A growth rate of 4 percent was initially calculated utilizing AADT historical data (from 2019 to 2023) from FDOT database for the study roadway segment of 69th Street East. The growth rate was compared to Manatee County's long term population growth rate, calculated based on population projections for Manatee County found in BEBR. BEBR projections showed a medium population projection of 459,500 and 592,200 for 2025 and 2045, respectively. As such, the annual growth rate between 2025 and 2045 was calculated at 1.28 percent. Based upon correspondence with Manatee County staff, the 4 percent growth rate was considered for the first three (3) years between 2023 and 2025. Between 2025 and 2045, the annual growth rate was reduced by 0.136 percent yearly to achieve a growth rate of 1.28 percent by 2045, which corresponds to the annual growth rate between 2025 and 2045 based on BEBR population projections. Growth rate calculations and excerpt from BEBR are included in Appendix F. Please note that the above procedure was undertaken for this project only and does not represent the methodology for future projects.

Using the above procedure, the 2029 background traffic volumes of 2,070 (west of project site) and 1,825 (east of project site) were grown based on each yearly growth rate percentage to yield 2045 background traffic volumes as shown in Table 9 and included in the 2045 long-range background traffic analysis.

Table 9: 2045 P.M. Peak-Hour Background Traffic Growth

Year	Growth Rate	69th Street East--P.M. Peak-Hour Traffic	
		49th Avenue East to 64th Avenue East	64th Avenue East to Erie Road
2023	4.00%	-	-
2024	4.00%	-	-
2025	4.00%	-	-
2026	3.86%	-	-
2027	3.73%	-	-
2028	3.59%	-	-
2029	3.46%	2,070	1,825
2030	3.32%	2,139	1,886
2031	3.18%	2,207	1,946
2032	3.05%	2,274	2,005
2033	2.91%	2,340	2,063
2034	2.78%	2,405	2,121
2035	2.64%	2,469	2,177
2036	2.50%	2,531	2,231
2037	2.37%	2,591	2,284
2038	2.23%	2,648	2,335
2039	2.10%	2,704	2,384
2040	1.96%	2,757	2,431
2041	1.82%	2,807	2,475
2042	1.69%	2,855	2,517
2043	1.55%	2,899	2,556
2044	1.42%	2,940	2,592
2045	1.28%	2,977	2,625

The results of the 2045 long-range background traffic analysis indicated that all roadway links in the study area are anticipated to continue to operate at or above Manatee County's adopted LOS D standard. Table 10 summarizes the 2045 long-range background traffic p.m. peak-hour operating conditions.



Table 10: 2045 Background Traffic P.M. Peak-Hour Operating Conditions

Link No.	Roadway	From	To	Service Volumes		2045 Background Traffic	Exceeds LOS?
				Committed Laneage*	LOS D Service Volumes		
					Peak-Hour Two-Way Volumes <sup>1</sup>		
2470	69 <sup>th</sup> Street East	49 <sup>th</sup> Avenue East	64 <sup>th</sup> Avenue East	4	3,025	2,977	N
		64 <sup>th</sup> Avenue East	Erie Road	4	3,025	2,625	N

Source: Manatee County's *Concurrency Transportation Link Sheets*

\*2045 Manatee County's Future Traffic Circulation Number of Lanes

<sup>1</sup>FDOT's 2023 MQLOS Handbook, Peak-Hour, Two-Way Generalized LOS Volume for 4-Lane C3R roadway. A -10% non-state signalized roadway factor was applied.

The long-range analysis will evaluate the net change in maximum development potential between the most intense land use under the currently adopted land use and proposed future land use categories. The net change of trips associated with the currently adopted UF-3 category and the proposed RES-6 category was added to the future background traffic volumes for year 2045. The results of the 2045 long-range total traffic analysis indicated that the roadway links in the study area will continue to operate at or above Manatee County's adopted LOS D standard. Table 11 summarizes the 2045 long-range total traffic p.m. peak-hour operating conditions.

Table 11: 2045 Total Traffic P.M. Peak-Hour Operating Conditions

Link No.	Roadway	From	To	Service Volumes		2045 Background Traffic	Net Project Traffic	2045 Total Traffic	Exceeds LOS?
				Committed Laneage*	LOS D Service Volumes				
					Peak-Hour Two-Way Volumes <sup>1</sup>				
2470	69 <sup>th</sup> Street East	49 <sup>th</sup> Avenue East	64 <sup>th</sup> Avenue East	4	3,025	2,977	32	3,009	N
		64 <sup>th</sup> Avenue East	Erie Road	4	3,025	2,625	14	2,639	N

Source: Manatee County's *Concurrency Transportation Link Sheet*

\* 2045 Manatee County's Future Traffic Circulation Number of Lanes

<sup>1</sup>FDOT's 2023 MQLOS Handbook, Peak-Hour, Two-Way Generalized LOS Volume for 4-Lane C3R roadway. A -10% non-state signalized roadway factor was applied.

## CONCLUSION

The proposed 48 Acre Multi-Family site is located along 64<sup>th</sup> Avenue East, east of I-75 and north of 69<sup>th</sup> Street East in Manatee County, Florida. This analysis evaluated the anticipated future transportation impact on significantly impacted transportation facilities based upon amending the Manatee County Comprehensive Plan Future Land Use Map for approximately 36 acres from currently adopted category of UF-3 to proposed RES-6. Direct access to the site is proposed through 64<sup>th</sup> Avenue East via 69<sup>th</sup> Street East.

The report identified the traffic impacts of amending the Manatee County Future Land Use Map for both short-term (2029) and long-range (2045) scenarios. The 2029 short-term total traffic analysis and the 2045 long-range total traffic analysis indicated that all roadway links will continue to operate at or above Manatee County's adopted LOS D standard with the proposed land use category change.

## APPENDIX A:

### Transportation Methodology

## 64<sup>th</sup> Avenue East Residential Site

### Manatee County

## Traffic Study (CPA) Methodology Statement Data Summary

Submitted: **April 3, 2024**

Revised:

**Agent Name\*:** John Osborne, Green Street Associates, LLC

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[basit.ali@kimley-horn.com](mailto:basit.ali@kimley-horn.com)

**Note** – 1. Include project owner or agent in all traffic study methodology related correspondence.

2. Include [transportation.planning@mymanatee.org](mailto:transportation.planning@mymanatee.org) and [traffic.review@mymanatee.org](mailto:traffic.review@mymanatee.org) in your correspondence with Manatee County staff.

3. A TIA or an operational analysis shall be signed and sealed by a Florida licensed professional engineer.

Application Type: **COMPREHENSIVE PLAN AMENDMENT (CPA)—**  
**Information below is for the CPA Traffic Study**

**Pre-App Record Number (if applicable):** PLN2401-0079

### Site Information and Traffic Info

Street Address/Parcel Id/Description: 7900 64<sup>th</sup> Avenue E., Palmetto, FL 34221 – Approximately 48.5 acres  
 However, for the CPA, only 36 acres will be changed from UF-3 & P/SP-1 to RES-6. Balance of property will remain RES-6.

Currently Adopted Future Land Use (FLU) = UF-3 & P/SP-1

--Use of 3 units/acre (SF—LUC 210)

Proposed FLU = RES-6

--Use of 11.9 units/acre (MF—LUC 221)

Use of *ITE Trip Generation Manual, 11<sup>th</sup> Ed., 2021*

D1RPM Model will be run for Current and Proposed FLU scenarios as part of project trip distribution.  
 Roadway analysis will be performed for a 5-year (2029) and 2045 scenarios.

Identical access points as identified in TIA methodology above.

Study area includes first-impacted thoroughfares AND each thoroughfare roadway segment for which project traffic is estimated to equal or exceed five percent of the maximum service volume of the segment's adopted level of service standard. The test for this threshold shall be based on the PM peak-hour, two-way service volumes based on the roadway characteristics and the generalized service volume tables of the latest edition of FDOT's Quality/Level of Service Handbook.

**The contents of this methodology are being submitted for informational purposes only. The proposed CPA traffic study will begin prior to receiving methodology comments.**

**Disclaimer:** This summary is based only on the information provided by the Applicant at this time. In the event there is new information or significant changes prior to the formal project submission to Accela, please contact Transportation Planning to confirm if the changes require revision of the above assumptions.



Ali, Basit

---

From: Prony BonnaireFils <prony.bonnairefils@mymanatee.org>  
Sent: Friday, April 5, 2024 11:44 AM  
To: Agrusa, Bob; Transportation Planning; traffic review  
Cc: Ali, Basit  
Subject: RE: PLN2401-0079/PLN2401-0080--64th Avenue East Residential Site

Hello Bob,  
Please consider this email as acceptance of the methodology.  
Submit with the GDP/Rezoning application the following:

- The accepted methodology
- The Traffic Study
- D1RPM (network file, loaded network and SE data) input files used in the analysis
- Multimodal transportation analysis.
- Tables in excel format

Thanks,

Prony Bonnaire Fils, Ph.D./ Transportation Planning Section Manager

Manatee County Government  
Development Services  
1112 Manatee Avenue West, 4<sup>th</sup> Floor  
Bradenton, FL 34205  
(941)708-7450, ext.7226  
Website:[mymanatee.org](http://mymanatee.org)



*"Building with the Community"*

---

From: Agrusa, Bob <Bob.Agrusa@kimley-horn.com>  
Sent: Wednesday, April 3, 2024 1:20 PM  
To: Transportation Planning <transportation.planning@mymanatee.org>; traffic review <traffic.review@mymanatee.org>  
Cc: Prony BonnaireFils <prony.bonnairefils@mymanatee.org>; Ali, Basit <Basit.Ali@kimley-horn.com>  
Subject: PLN2401-0079/PLN2401-0080--64th Avenue East Residential Site

CAUTION: This email originated from an external source.  
Be suspicious of Attachments, Links and Request for Login Information and utilize the REPORT MESSAGE Button in Outlook if you feel this is a Phishing email.

To Whom It May Concern,

Please see the attached traffic methodology, including concept plan, for the above project. A pre-app meeting was already held on March 15<sup>th</sup>.

Per the methodology, my team and I will be initiating the study prior to receiving any comments.

Please contact me if there are any questions.

Thanks,

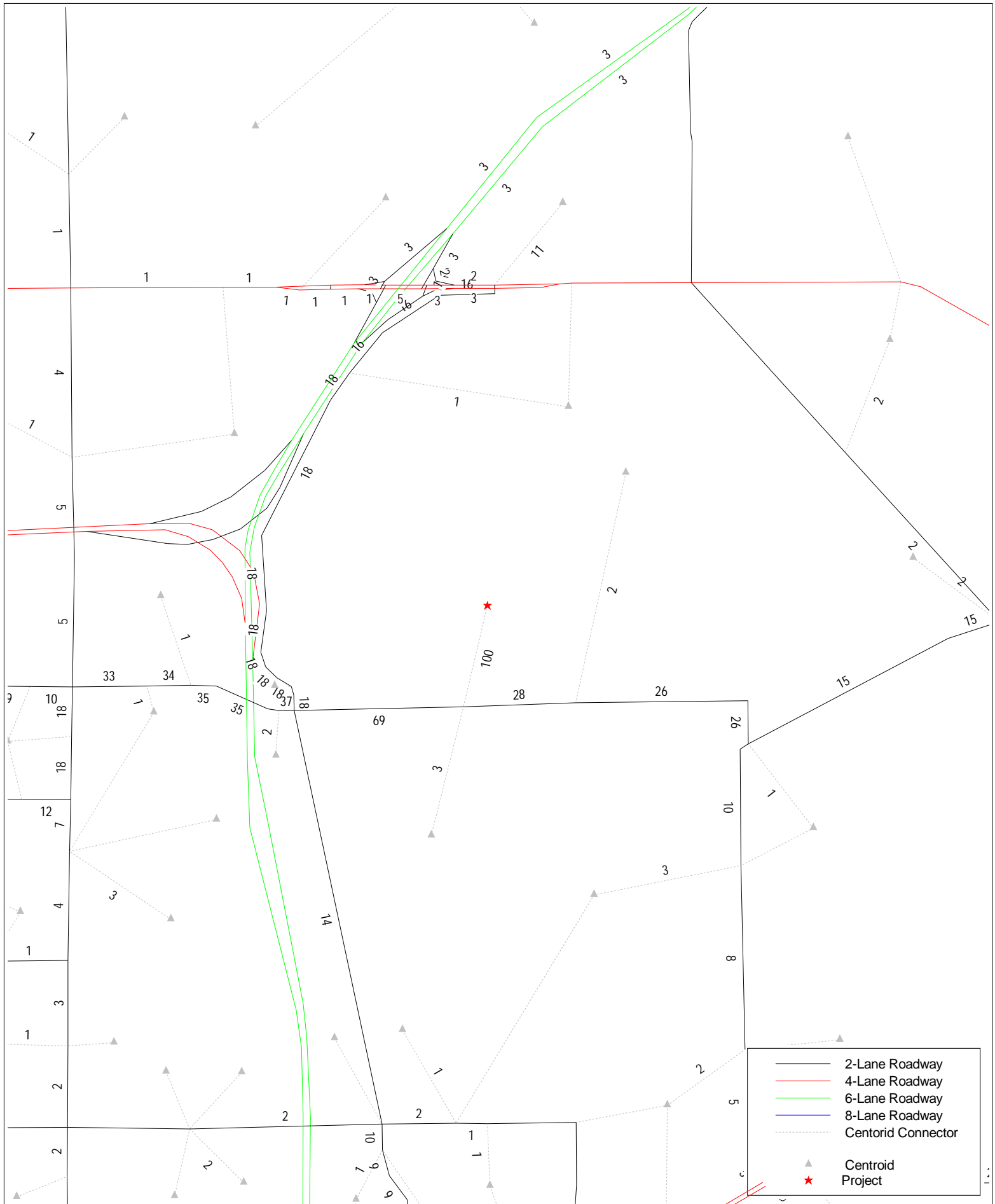
Bob

**Bob Agrusa, P.E., PTOE** | Senior Project Manager  
**Kimley-Horn** | 201 North Franklin Street, Suite 1400, Tampa, FL 33602  
Direct: 813-365-7204 | Mobile: 813-786-4366

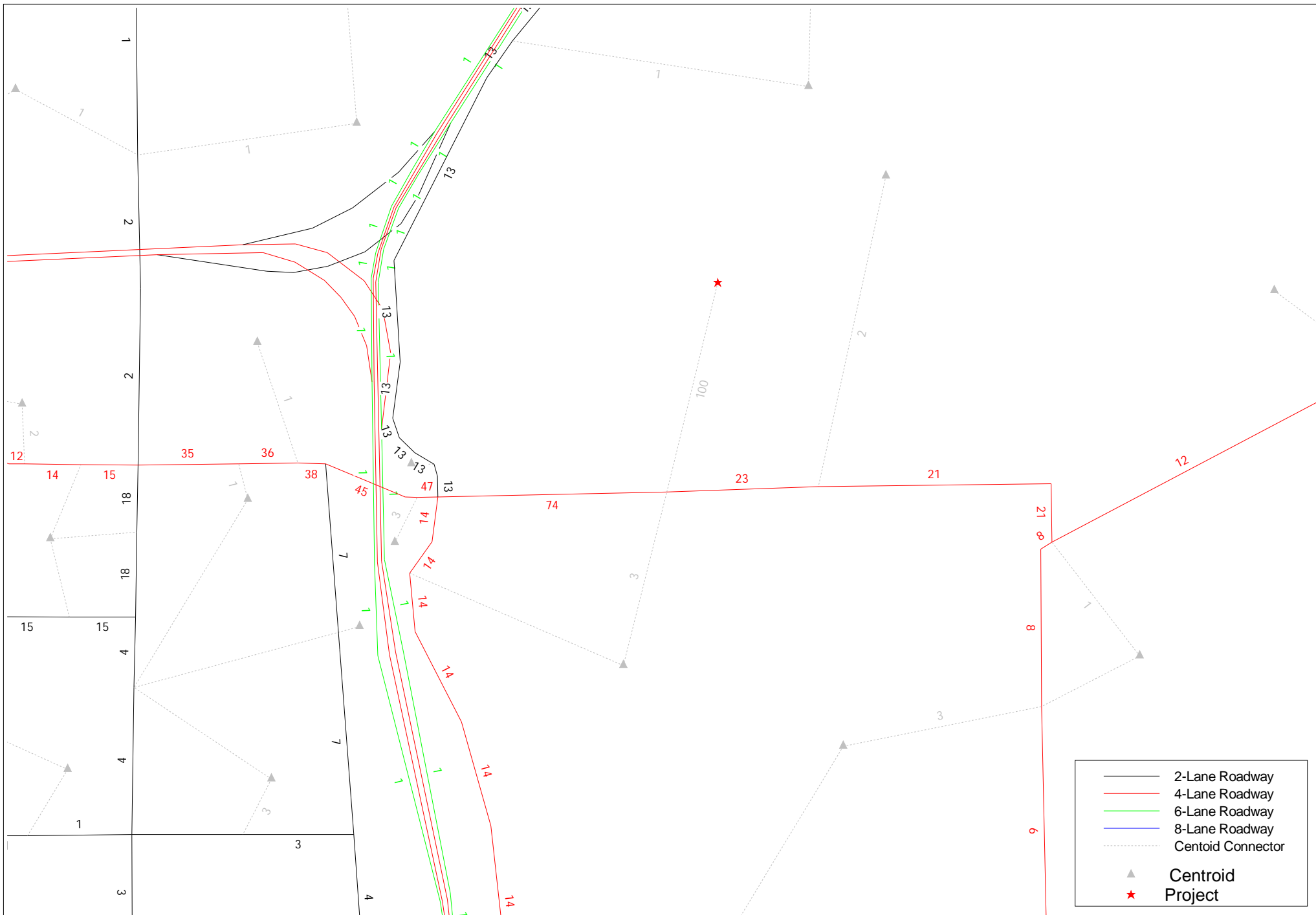
Celebrating 16 years as one of FORTUNE's 100 Best Companies to Work For

## APPENDIX B:

### FSUTMS Model Outputs



DISTRICT 1 REGIONAL PLANNING MODEL - 2023 EXISTING PLUS COMMITTED NETWORK  
 SELECT ZONE ANALYSIS - 64TH AVENUE MULTIFAMILY  
 AUGUST 2024



DISTRICT 1 REGIONAL PLANNING MODEL - 2045 COST FEASIBLE NETWORK  
 SELECT ZONE ANALYSIS - 64th AVENUE MULTIFAMILY  
 APRIL 2024



## APPENDIX C:

Existing Traffic Count Data,  
FDOT Seasonal Factor Report,  
And Existing Traffic Figure

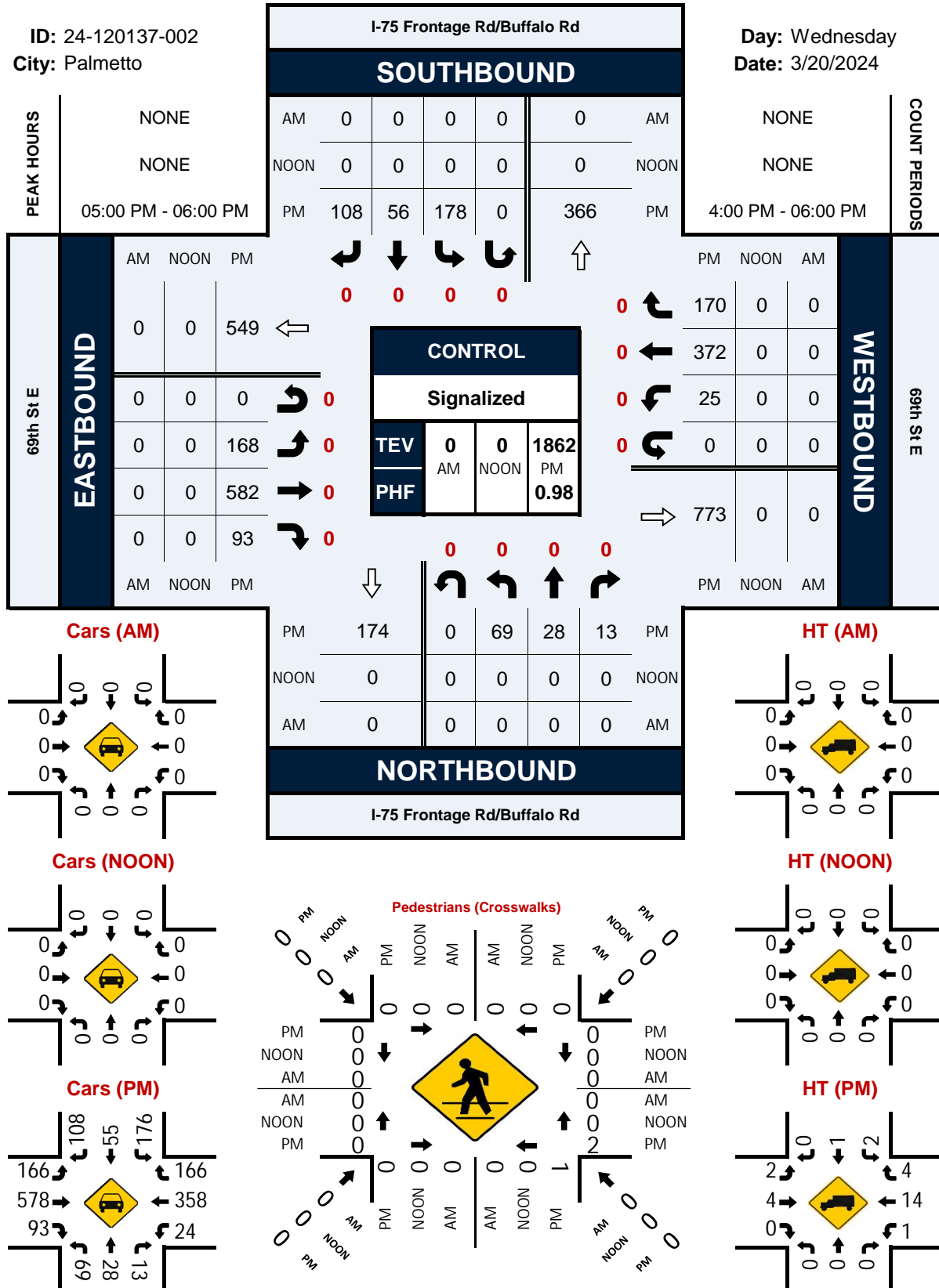


## I-75 Frontage Rd/Bufalo Rd &amp; 69th St E

## Peak Hour Turning Movement Count

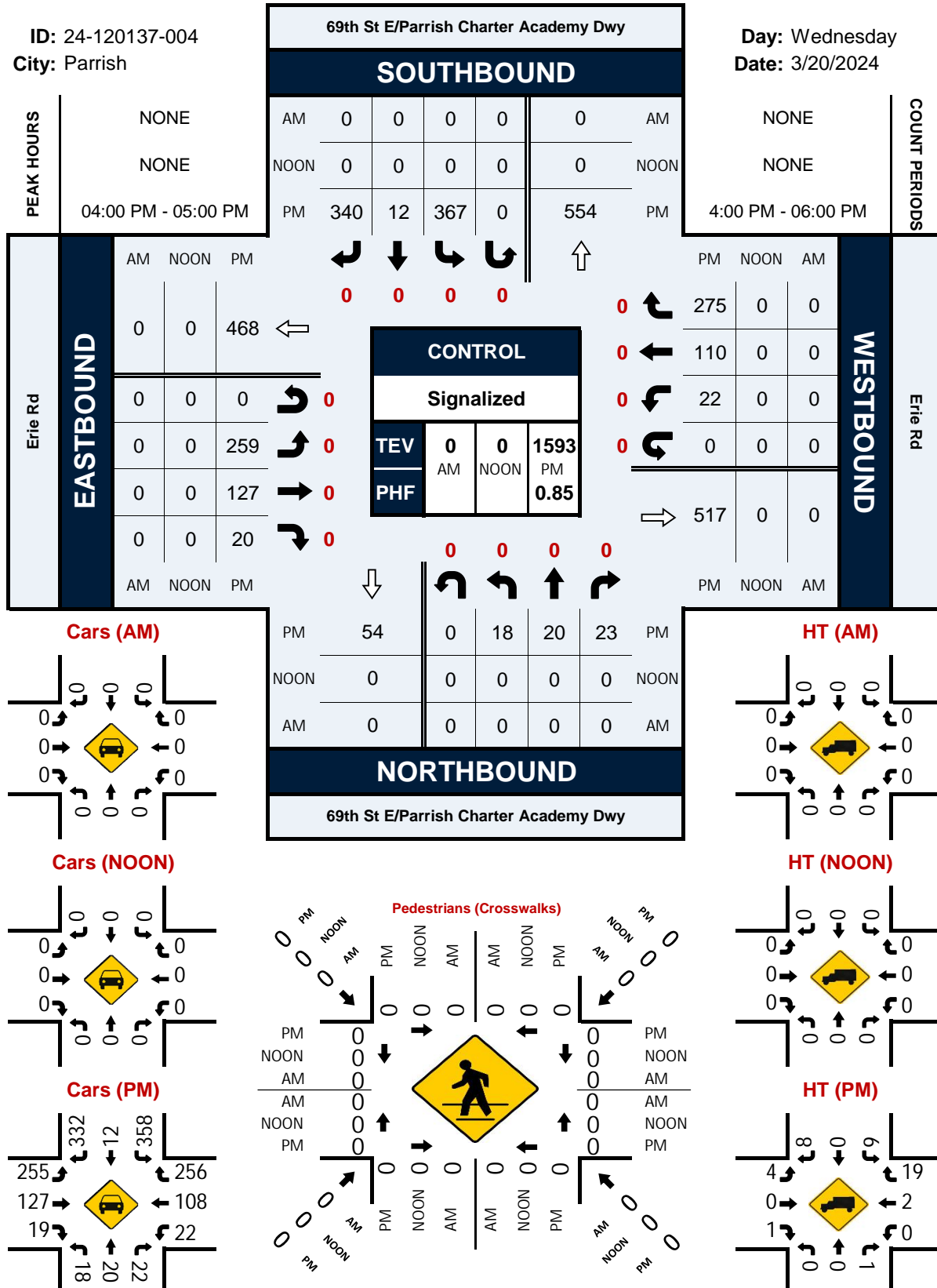
ID: 24-120137-002  
City: Palmetto

Day: Wednesday  
Date: 3/20/2024





**Day:** Wednesday  
**Date:** 3/20/2024



2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1300 MANATEE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.93 PSCF
1	01/01/2022 - 01/01/2022	1.03	1.11
2	01/02/2022 - 01/08/2022	1.02	1.10
3	01/09/2022 - 01/15/2022	1.01	1.09
4	01/16/2022 - 01/22/2022	1.00	1.08
5	01/23/2022 - 01/29/2022	0.98	1.05
* 6	01/30/2022 - 02/05/2022	0.96	1.03
* 7	02/06/2022 - 02/12/2022	0.94	1.01
* 8	02/13/2022 - 02/19/2022	0.92	0.99
* 9	02/20/2022 - 02/26/2022	0.92	0.99
*10	02/27/2022 - 03/05/2022	0.92	0.99
*11	03/06/2022 - 03/12/2022	0.91	0.98
*12	03/13/2022 - 03/19/2022	0.91	0.98
*13	03/20/2022 - 03/26/2022	0.92	0.99
*14	03/27/2022 - 04/02/2022	0.93	1.00
*15	04/03/2022 - 04/09/2022	0.93	1.00
*16	04/10/2022 - 04/16/2022	0.94	1.01
*17	04/17/2022 - 04/23/2022	0.95	1.02
*18	04/24/2022 - 04/30/2022	0.96	1.03
19	05/01/2022 - 05/07/2022	0.97	1.04
20	05/08/2022 - 05/14/2022	0.98	1.05
21	05/15/2022 - 05/21/2022	0.99	1.06
22	05/22/2022 - 05/28/2022	1.01	1.09
23	05/29/2022 - 06/04/2022	1.02	1.10
24	06/05/2022 - 06/11/2022	1.03	1.11
25	06/12/2022 - 06/18/2022	1.04	1.12
26	06/19/2022 - 06/25/2022	1.05	1.13
27	06/26/2022 - 07/02/2022	1.05	1.13
28	07/03/2022 - 07/09/2022	1.06	1.14
29	07/10/2022 - 07/16/2022	1.06	1.14
30	07/17/2022 - 07/23/2022	1.06	1.14
31	07/24/2022 - 07/30/2022	1.06	1.14
32	07/31/2022 - 08/06/2022	1.07	1.15
33	08/07/2022 - 08/13/2022	1.07	1.15
34	08/14/2022 - 08/20/2022	1.07	1.15
35	08/21/2022 - 08/27/2022	1.08	1.16
36	08/28/2022 - 09/03/2022	1.10	1.18
37	09/04/2022 - 09/10/2022	1.11	1.19
38	09/11/2022 - 09/17/2022	1.12	1.20
39	09/18/2022 - 09/24/2022	1.09	1.17
40	09/25/2022 - 10/01/2022	1.06	1.14
41	10/02/2022 - 10/08/2022	1.02	1.10
42	10/09/2022 - 10/15/2022	0.99	1.06
43	10/16/2022 - 10/22/2022	1.00	1.08
44	10/23/2022 - 10/29/2022	1.01	1.09
45	10/30/2022 - 11/05/2022	1.01	1.09
46	11/06/2022 - 11/12/2022	1.02	1.10
47	11/13/2022 - 11/19/2022	1.03	1.11
48	11/20/2022 - 11/26/2022	1.03	1.11
49	11/27/2022 - 12/03/2022	1.03	1.11
50	12/04/2022 - 12/10/2022	1.03	1.11
51	12/11/2022 - 12/17/2022	1.03	1.11
52	12/18/2022 - 12/24/2022	1.02	1.10
53	12/25/2022 - 12/31/2022	1.01	1.09




\* PEAK SEASON

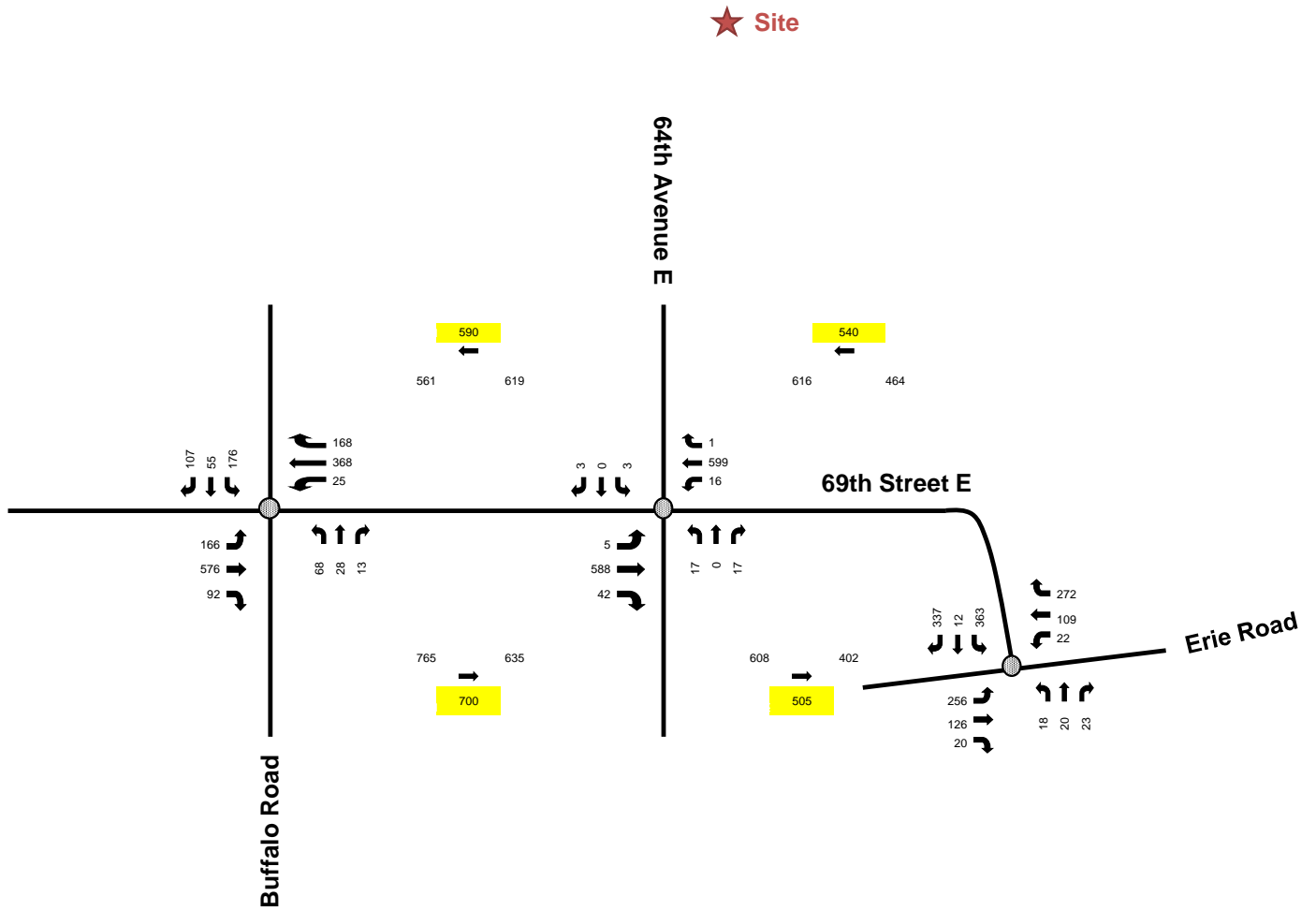
23-FEB-2023 09:11:19

830UPD

1\_1300\_PKSEASON.TXT

**Legend**

-  Roadway
-  Study Intersection
-  P.M. Peak-Hour Existing Peak-Season Traffic



**APPENDIX D:**  
**Concurrency Transportation Link Sheet**  
**and FDOT MQLOS Handbook**

# **MANATEE COUNTY**

## **Concurrency Transportation Link Sheet Level of Service Analysis Roadway Segments**

**MAY      2024**

Manatee County Planning Department  
PO Box 1000  
Bradenton, Florida 34206  
(941) 749-3070



Manatee County Planning Department Concurrency Transportation Link Sheet																															
Report run on: May 1, 2024 9:47 AM															Page 10																
Link No	Road Name	From Street	To Street	Jrs Dtn	Fnc Cls	U T R	(#1) Crs Sec	Sig/ Mile	Nu m Sig	Cl ass Gr p	Le ft Tu rns	5% Peak Hour LOS Vol	Los Std	Exist cted Los	Proje Art Plan LOS	Trf Cnt Yr	Exist AADT	K100	O C S	Peak Hour Base	Peak Hour Res	Peak Hour Pend	Peak Hour Total	(#2) Peak Hr LOS Vol	Avail Peak Hour Cap	3 Yr Growth Rate	Cn Yr	Con Typ	De Im Rs	Stn Num	
2394	EL CONQUISTADOR PKY	66 ST W	53 AV W	MC	UC	U	2U	1.28	1	II	Y	65.5	D	D	F	22	9733	0.090		876	1,260	0	2,136	1,310	-826	0.000					03-09
2400	MOCCASIN WALLOW RD	US 41	ELLENTON-GILLETTE	MC	UC	U	2U	1.33	1	US	Y	79	D	C	F	22	8902	0.090	O	801	1,923	0	2,724	1,580	-1,144	0.000		OUT	0	10-08	
2410	ELLENTON GILLETTE RD	MOCASSIN WALLOW	69 ST E	MC	UC	U	2U	0.56	1	US	Y	60	D	C	C	22	3655	0.090	O	329	591	7	927	1,200	273	0.000			0	10-05	
2420	ELLENTON GILLETTE RD	69 ST E	MENDOZA RD	MC	UC	U	2U	0.51	1	US	Y	79	D	C	F	22	8451	0.090	C	761	1,160	84	2,005	1,580	-425	0.000			0	09-53	
2435	ELLENTON GILLETTE RD	MENDOZA RD	MEMPHIS RD	MC	UC	U	2U	0.81	1		Y	75.5	D	C	C	22	9092	0.090	C	818	495	0	1,313	1,510	197	0.000			0	09-55	
2436	ELLENTON GILLETTE RD	MEMPHIS RD	US 301	MC	UC	U	2U	2.04	1		Y	75.5	D	C	C	22	10512	0.090		946	292	0	1,238	1,510	272	0.000				09-56	
2450	69 ST E	US 41	ELLENTON-GILLETTE	MC	UC	U	2U	1.08	1	US	Y	75.5	D	C	F	22	12450	0.090	C	1,121	689	44	1,854	1,510	-344	0.000			0	10-45	
2460	69 ST E	ELLENTON GILLETTE	49 AVE E	MC	UC	U	2U	1.25	1	US	Y	113.5	D	C	D	22	12715	0.090	O	1,144	908	0	2,052	2,270	218	0.000			0	10-04	
2470	69 ST E	49TH AV E	ERIE RD(CR 75)	MC	UC	U	2U	0.41	1	US	Y	113.5	D	C	E	22	9776	0.090	O	880	1,544	0	2,424	2,270	-154	0.000			0	10-03	
2480	ERIE RD/CR 10	69 ST E	HARRISON RANCH BLVD	MC	UC	U	2U	1.79	1	US	Y	108.5	D	B	D	22	7008	0.090	O	631	953	0	1,584	2,170	586	0.000			0	10-02	
2485	ERIE RD/CR 10	HARRISON RANCH BL	US 301 (PARRISH)	MC	UC	U	2U	0.36	1		Y	113.5	D	B	E	22	5880	0.090		529	2,390	0	2,919	2,270	-649	0.000				10-62	
2490	ERIE RD/CR 75	69 ST E	US 301(ELLENTON)	MC	UC	U	2U	0.49	1	US	Y	113.5	D	C	D	21	10319	0.090	O	929	1,056	0	1,985	2,270	285	0.000		OUT	0	10-01	
2500	FLORIDA BLVD	US 41	26 ST W	MC	UC	U	2U	1.33	1		Y	62.5	D	D	D	22	9187	0.090	O	827	239	0	1,066	1,250	184	0.000			0	03-12	
2510	FLORIDA BLVD	26 ST W	34 ST W	MC	UC	U	2U	1.82	1	US	N	47.5	D	D	D	22	6284	0.090	O	566	283	0	849	950	101	0.000			0	03-44	
2520	FT HAMER RD	US 301	GOLF COURSE RD	MC	MA	U	2U	1.27	1		Y	62.5	D	D	F	22	13484	0.090	O	1,214	2,088	0	3,302	1,250	-2,052	0.000			0	11-02	
2521	FT HAMER RD	GOLF COURSE RD	OLD TAMPA RD	MC	MA	U	2U	1.59	1		Y	75.5	D	C	F	22	13484	0.090		1,214	1,523	0	2,737	1,510	-1,227	0.000				11-02	
2522	FT HAMER RD	OLD TAMPA RD	UPPER MANATEE RV RD	MC	MA	U	2U	0.61	1		Y	79	D	C	D	22	13484	0.090		1,214	364	0	1,578	1,580	2	0.000				11-02	
2530	I-75	UNIVERSITY PKY	SR 70	ST	F/PA	U	6D	0.27	1	G1	Y	418.5	C	B	B	22	14000	0.090	O	1,260	773	0	2,033	8,370	6,337	0.000			0	0039	
2540	I-75	SR 70	SR 64	ST	F/PA	U	6D	0.28	1	G1	Y	418.5	C	F	F	22	133000	0.090	O	11,970	844	0	12,814	8,370	-4,444	0.000			0	0040	
2550	I-75	SR 64	US 301	ST	F/PA	U	6D	0.27	1	G1	Y	418.5	C	E	F	22	120500	0.090	O	10,845	1,306	0	12,151	8,370	-3,781	0.000			0	0041	

# **Appendix B: Florida's Generalized Service Volume Tables**

---

# C3C & C3R

## Motor Vehicle Arterial Generalized Service Volume Tables

### Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

### Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

### AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3C-Suburban Commercial)



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

APPENDIX E:

Concurrency Reservation Report  
and Documentation of Reserved Trips

Manatee County Planning Department  
Concurrency Reservations  
Project Transportation Links

Report run on: April 24, 2024 2:01 PM

Link No 2470 On 69 ST E from 49TH AV E to ERIE RD(CR 75)

Project Name	Project No	Initial Review Date	Project Status	C.L.O.S.	C.L.O.S. Exp.	Trips Reserved
PARRISH LAKES DRI #28	ORD-17-36/PDMU-16-16(Z)(G)	05-APR-2010	Active	17-058	16-DEC-2039	139
PARRISH LAKES DRI #28	ORD-17-36/PDMU-16-16(Z)(G)	05-APR-2010	Active	17-058	16-DEC-2039	7
PARRISH LAKES DRI #28	ORD-17-36/PDMU-16-16(Z)(G)	05-APR-2010	Active	17-058	16-DEC-2039	88
ROBINSON GATEWAY DRI #29	ORD-15-14/PDMU-15-04(Z)(P)	16-MAY-2013	Active	15-041	16-FEB-2023	29
ROBINSON GATEWAY DRI #29	ORD-15-14/PDMU-15-04(Z)(P)	16-MAY-2013	Active	15-041	16-FEB-2023	5
ROBINSON GATEWAY DRI #29	ORD-15-14/PDMU-15-04(Z)(P)	16-MAY-2013	Active	15-041	16-FEB-2023	8
ROBINSON GATEWAY DRI #29	ORD-15-14/PDMU-15-04(Z)(P)	16-MAY-2013	Active	15-041	16-FEB-2023	97
ROBINSON GATEWAY DRI #29	ORD-15-14/PDMU-15-04(Z)(P)	16-MAY-2013	Active	15-041	16-FEB-2023	9
TREVESTA FKA PENNINGTON	PDMU-14-22	01-JUL-2014	Active	15-001	22-JAN-2026	311 <del>447</del>
TREVESTA FKA PENNINGTON	PDMU-14-22	01-JUL-2014	Active	15-001	22-JAN-2026	0 <del>169</del>
TREVESTA FKA PENNINGTON	PDMU-14-22	01-JUL-2014	Active	15-001	22-JAN-2026	0 <del>353</del>
SILVERSTONE/ARMSTRONG, LEN TRAN INC, TURNER, CONE & GRAHAM	PDR-16-21(Z)(P)	24-JAN-2017	Active	17-056	29-OCT-2026	87 <del>116</del>
GCI IMPERIAL INVESTMENT LLC/IMPERIAL LAKES RESIDENTIAL	PDR-18-10/20-S-02(P)/FSP-20-05	22-MAY-2018	Active	20-080	17-DEC-2023	0
PARRISH CHARTER SCHOOL PHASE 2	SP-20-04/FSP-20-131	22-DEC-2020	Active	21-019	14-MAY-2024	0 <del>44</del>
WILLIS ROAD RESIDENTIAL	PDR-20-11(P)/21-S-09(P)/FSP-21-18	11-FEB-2021	Active	21-046	29-OCT-2024	0
BUFFALO CREEK MS - SCHOOL SITE PLAN	SSP-22-01	16-MAR-2022	Active	22-078	16-JUN-2025	0 <del>33</del>
Total Reservations:						780 <del>1544</del>

Manatee County Planning Department  
Concurrency Reservations  
Project Transportation Links

Report run on: April 24, 2024 2:01 PM

Report Totals

Total Links Listed:

1

Total Trips for all Links:

~~1,544~~ 780

Report Parameters Chosen

Project Status: Both Approved and Active (Active Projects with C.L.O.S. and without C.L.O.S.).

Link Number: 2470



# RESERVED TRAFFIC DEVELOPMENT

## Trevesta (FKA Pennington)

The development of reserved trips for the Trevesta development within the study area for this analysis was undertaken to provide a more reasonable and accurate portrayal of these trips and their patterns near the project site. The concurrency reservation report shows a total of 969 trips for the development ( $447 + 169 + 353 = 969$ ). However, based upon the available information and site visit, it was determined that a majority of those trips are already on the public roadway system since the project is nearing completion. Based upon the available information and site visit, approximately 65,000 SF of retail commercial, 80 single-family lots and 36 townhouse units (6 units per building for 6 buildings = 36 townhouses) are yet to be built and/or occupied. Trip generation and distribution were conducted for these remaining land uses to get a better estimate of the remaining trips associated with the development.

Trip generation for the remaining land uses was conducted using ITE *Trip Generation Manual*, 11<sup>th</sup> Edition. Land Use Code (LUC) 821 (Shopping Plaza (40-150k)) was utilized for the 65 KSF retail commercial space which yielded 587 trips in the p.m. peak hour (282 in, 305 out). LUC 210 (Single-Family Detached Housing) was utilized for the 80 single-family homes and yielded 81 trips in the p.m. peak hour (51 in, 30 out). LUC 215 (Single-Family Attached Housing) was utilized for the 36 townhouses and yielded 18 trips in the p.m. peak hour (10 in, 8 out). Thus, a total of 686 gross trips were calculated.

ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition, was utilized to determine internal capture of the entire Trevesta development upon buildout, and an internal capture of approximately 20% was calculated and applied to the trips calculated above which is consistent with the original traffic study. Based on that information, gross external trips were calculated to be 549 trips. Of these 549 external trips, 470 trips were associated with the retail component while 79 trips were associated with the residential portion of the development.

Further reductions were undertaken for the retail component to account for a pass-by capture of 34% (based upon the ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition) which resulted in a total retail estimate of 310 net, new external trips. This value was added to the 79 residential trips to obtain a grand total of 389 net, new external trips for the remaining portion of the Trevesta development.

However, since one of the two major access points of Trevesta development onto 69<sup>th</sup> Street East currently aligns with the Buffalo Road intersection, there is a great likelihood that some of these 389 trips will utilize Buffalo Road instead of the study roadway segment of 69<sup>th</sup> Street East (Link 2470). Based upon current traffic counts conducted at the 69<sup>th</sup> Street East & Buffalo Road intersection, it was determined that approximately 20% of the two-way traffic is to/from the north on Buffalo Road with the remaining 80% being attracted to/from the east and to/from the west on 69<sup>th</sup> Street East. Thus, 20% of the 389 project trips were estimated to travel to/from on Buffalo Road, leaving 311 trips as the reserved trips along study roadway segment of 69<sup>th</sup> Street East (Link 2470). Based upon this information, these calculated trips were incorporated into the analysis.

Notes: Trip Generation for LUC 821 (Shopping Plaza (40-150k)) based on an average rate of 9.03. Fitted curve formula was not used as the  $R^2$  was less than 0.75.

Trip generation for LUC 210 (Single-Family Detached Housing) based on fitted curve equation  $\ln(T) = 0.94 \ln(X) + 0.27$

Trip generation for LUC 215 (Single-Family Attached Housing) based on fitted curve equation  $T = 0.60(X) - 3.93$



# RESERVED TRAFFIC DEVELOPMENT

## Parrish Charter School (Phase 2), Buffalo Creek Middle School (School Site Plan), and Silverstone/Armstrong (Residential)

Parrish Charter School (Phase 2): Based upon field visit, Phase 2 has been built out and under use, thus, no reserved trips were considered.

Buffalo Creek Middle School (School Site Plan): The school website shows the project as completed; thus, no reserved trips were considered.

Silverstone/Armstrong (Residential): Based upon field visit, Phase 1A and 1B have been built out. The remaining phases to the north towards 69<sup>th</sup> Street East are under construction with at least 25% completion. Thus, 25% of the reserved trips were subtracted from the total of 116 to retain 87 reserved trips.

APPENDIX F:  
2045 P.M. Peak-Hour  
Background Volume Development Documentation

Project: 48 Acre Multi-Family  
 Location: Manatee County  
 Notes: FDOT HISTORICAL AADT

Volume Source #1: 0085 - 69TH ST E, E OF 63RD AVE E  
 Volume Source #2:  
 Volume Source #3:  
 Volume Source #4:  
 Volume Source #5:

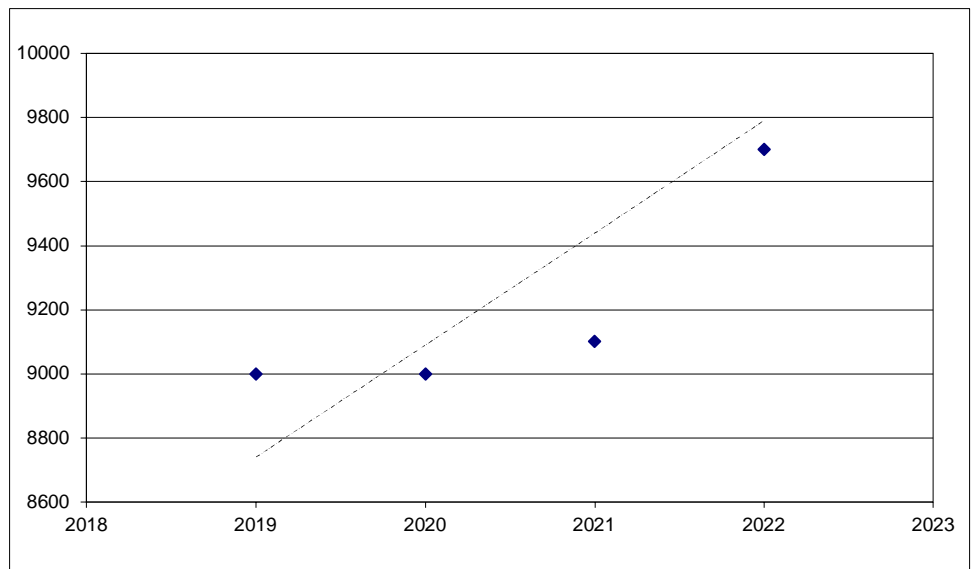
Line	Month	Year	Volume Source #1	Volume Source #2	Volume Source #3	Volume Source #4	Volume Source #5	Average Volume
1		2019	9000					9000
2		2020	9000					9000
3		2021	9100					9100
4		2022	9700					9700
5		2023	10400					10400
6								
7								
8								
9								
10								

INPUT DATA				OUTPUT DATA			
Line	Month	Year	Aggregate Traffic Volume	Line	Month	Year	Best Fit Volume Trend
1		2019	9000	1		2019	8740
2		2020	9000	2		2020	9090
3		2021	9100	3		2021	9440
4		2022	9700	4		2022	9790
5		2023	10400	5		2023	10140
6				6			
7				7			
8				8			
9				9			
10				10			

Slope: 350  
 Intercept: -697910  
 $R^2$ : 0.821045576  
 Standard Error: 298.3286778

Exponential  
 Growth Rate:   
 Future = Existing (1+Growth)^N

Linear  
 Growth Rate:   
 Future = Existing (1+Growth\*N)



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2023 HISTORICAL AADT REPORT

COUNTY: 13 - MANATEE

SITE: 0085 - 69TH ST E, , E OF 63RD AVE E (HPMS ID: 130001860475)

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----		-----	-----	-----
2023	10400	C	E	5200	W	5200	9.00	67.20	4.90
2022	9700	X		0		0	9.00	61.30	4.90
2021	9100	X		0		0	9.00	61.00	5.20
2020	9000	E		0		0	9.00	59.30	5.20
2019	9000	C	E	0	W	0	9.00	59.60	5.20
2018	8600	C	E	4200	W	4400	9.00	58.60	5.30
2017	4100	C	E	2000	W	2100	9.00	63.20	5.40
2016	3900	F	E	1900	W	2000	9.00	63.00	7.00
2015	3700	C	E	1800	W	1900	9.00	64.20	7.00

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

## Projections of Florida Population by County, 2025–2050, with Estimates for 2023

County and State	Estimates April 1, 2023	Projections, April 1					
		2025	2030	2035	2040	2045	2050
HOLMES	19,910						
Low		18,800	18,100	17,400	16,700	16,100	15,600
Medium		20,000	20,100	20,200	20,200	20,300	20,300
High		21,200	22,100	22,900	23,700	24,400	25,100
INDIAN RIVER	167,781						
Low		161,000	163,200	162,700	159,800	156,100	152,200
Medium		173,100	184,400	193,100	199,200	204,100	208,400
High		185,200	205,600	223,500	238,500	252,000	264,700
JACKSON	48,982						
Low		46,800	45,600	44,300	43,100	42,000	41,000
Medium		49,300	49,800	50,300	50,600	50,900	51,200
High		51,700	54,100	56,200	58,100	59,800	61,400
JEFFERSON	15,402						
Low		14,700	14,400	14,100	13,700	13,300	13,000
Medium		15,600	16,000	16,300	16,600	16,800	17,000
High		16,500	17,600	18,500	19,400	20,200	21,000
LAFAYETTE	8,074						
Low		7,700	7,600	7,400	7,200	7,000	6,800
Medium		8,200	8,400	8,600	8,700	8,800	8,900
High		8,700	9,300	9,800	10,200	10,600	11,000
LAKE	414,749						
Low		404,400	423,500	432,700	434,700	433,200	430,100
Medium		434,900	478,500	513,600	541,700	566,300	589,200
High		465,300	533,500	594,500	648,700	699,300	748,300
LEE	800,989						
Low		785,700	817,600	831,800	833,100	828,700	822,400
Medium		835,900	908,500	964,400	1,006,700	1,042,400	1,075,100
High		886,000	999,300	1,097,000	1,180,400	1,256,200	1,327,700
LEON	301,724						
Low		291,300	290,200	287,800	283,700	279,100	274,600
Medium		306,600	317,200	326,100	332,700	338,300	343,300
High		322,000	344,100	364,400	381,800	397,400	412,000
LEVY	45,283						
Low		43,500	43,500	43,200	42,500	41,800	41,000
Medium		46,200	48,300	50,000	51,400	52,500	53,600
High		49,000	53,200	56,900	60,200	63,300	66,100
LIBERTY	7,977						
Low		7,500	7,300	7,000	6,800	6,600	6,300
Medium		8,000	8,100	8,200	8,200	8,300	8,300
High		8,500	8,900	9,300	9,600	9,900	10,200
MADISON	18,698						
Low		17,600	16,900	16,300	15,600	15,100	14,500
Medium		18,700	18,800	18,900	18,900	18,900	19,000
High		19,900	20,700	21,500	22,200	22,800	23,400
MANATEE	439,566						
Low		427,300	445,200	455,000	455,900	453,000	448,600
Medium		459,500	503,100	540,100	568,100	592,200	614,600
High		491,600	561,000	625,100	680,300	731,300	780,500
MARION	403,966						
Low		392,100	401,800	406,300	406,800	405,600	402,800
Medium		417,100	446,400	471,100	491,700	510,200	526,500
High		442,100	491,000	535,900	576,500	614,800	650,300
MARTIN	162,847						
Low		155,800	154,900	153,000	150,000	146,800	143,700
Medium		165,700	172,100	177,400	181,300	184,700	187,800
High		175,700	189,300	201,700	212,600	222,500	232,000