



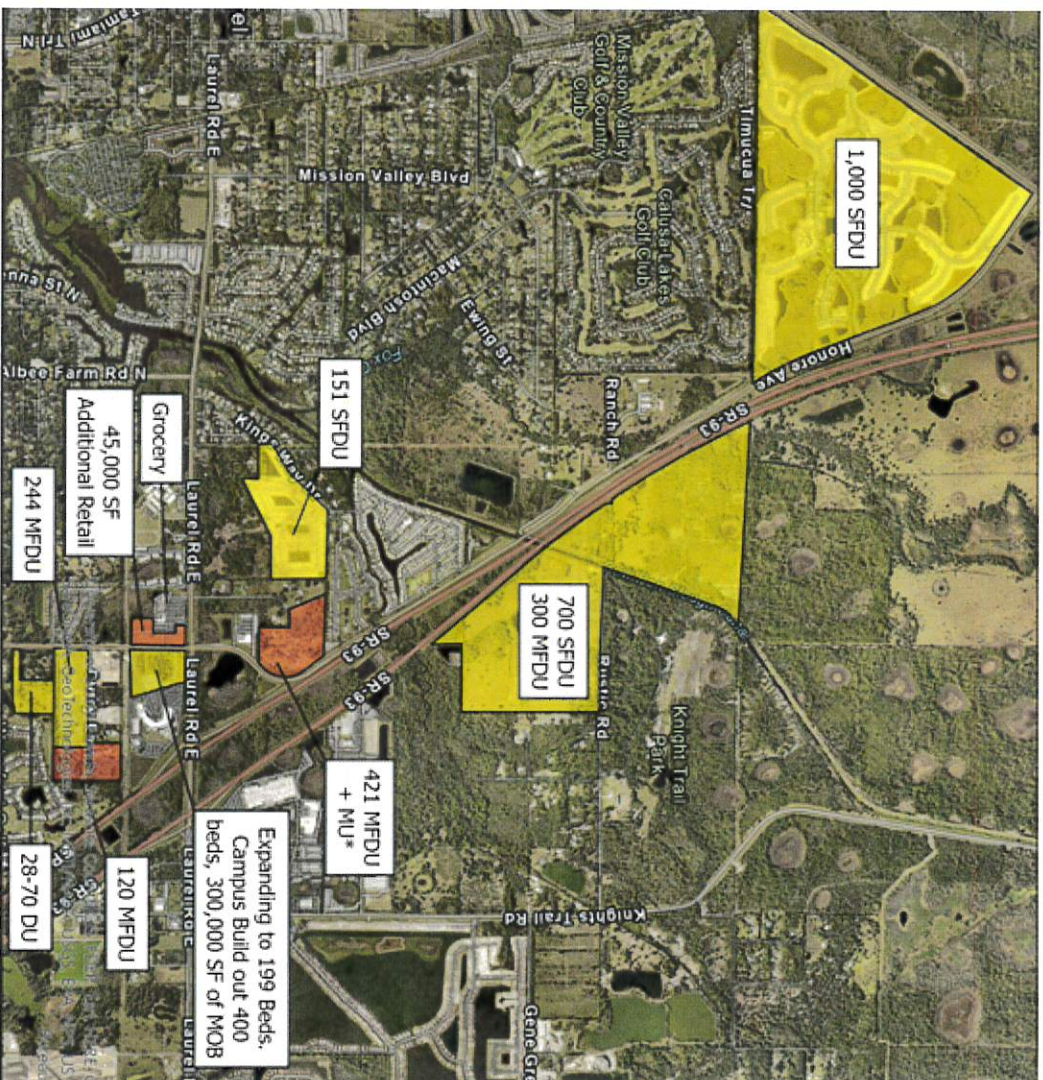
MILANO PUD PROPOSAL

NEARBY INTERSECTION: LAUREL/ PINEBROOK

2,936 Dwelling
Units in
Development
Process

45,000 SF
Retail

SMH Expansion
& Build Out





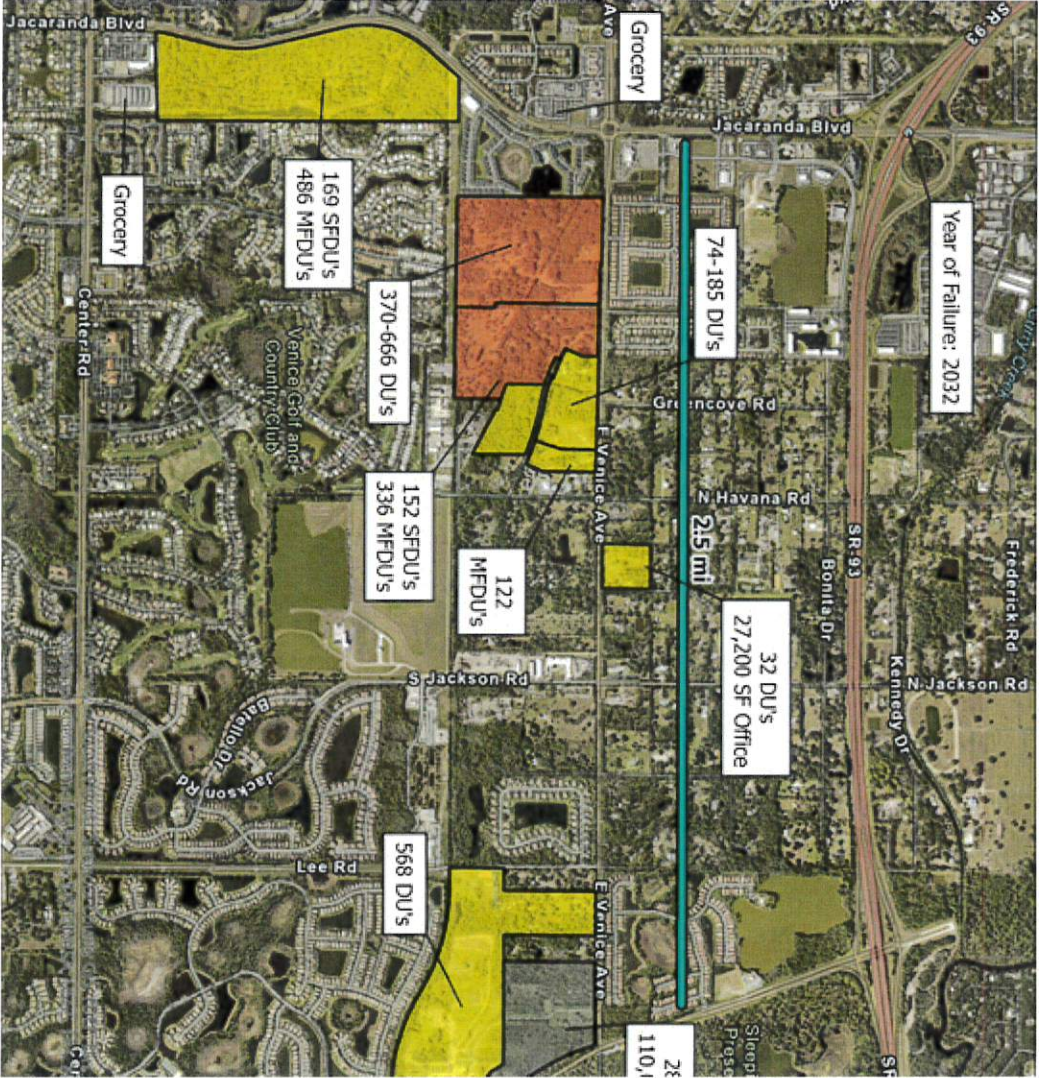
MILANO PUD PROPOSAL

NEARBY INTERSECTION: JACARANDA/ VENICE

1,297 dwelling units in development process

Additional 444 to 851 dwelling units allowed in adjacent properties

FDOT: I-75/Jacaranda Interchange Year of 2032



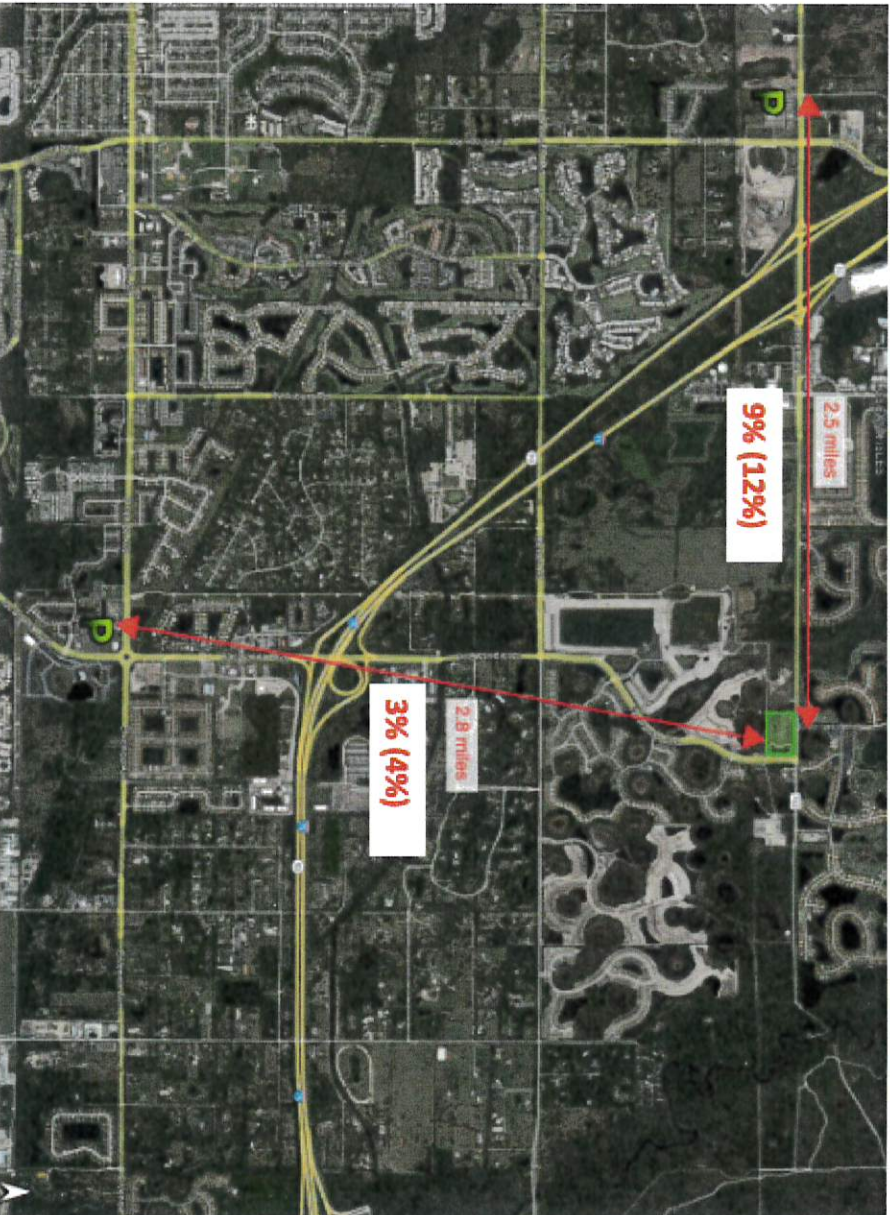


MILANO PUD PROPOSAL

TRAFFIC REDUCTION



Shopping: Percentage PM Peak Period Trips [Weekday/(Weekend)]

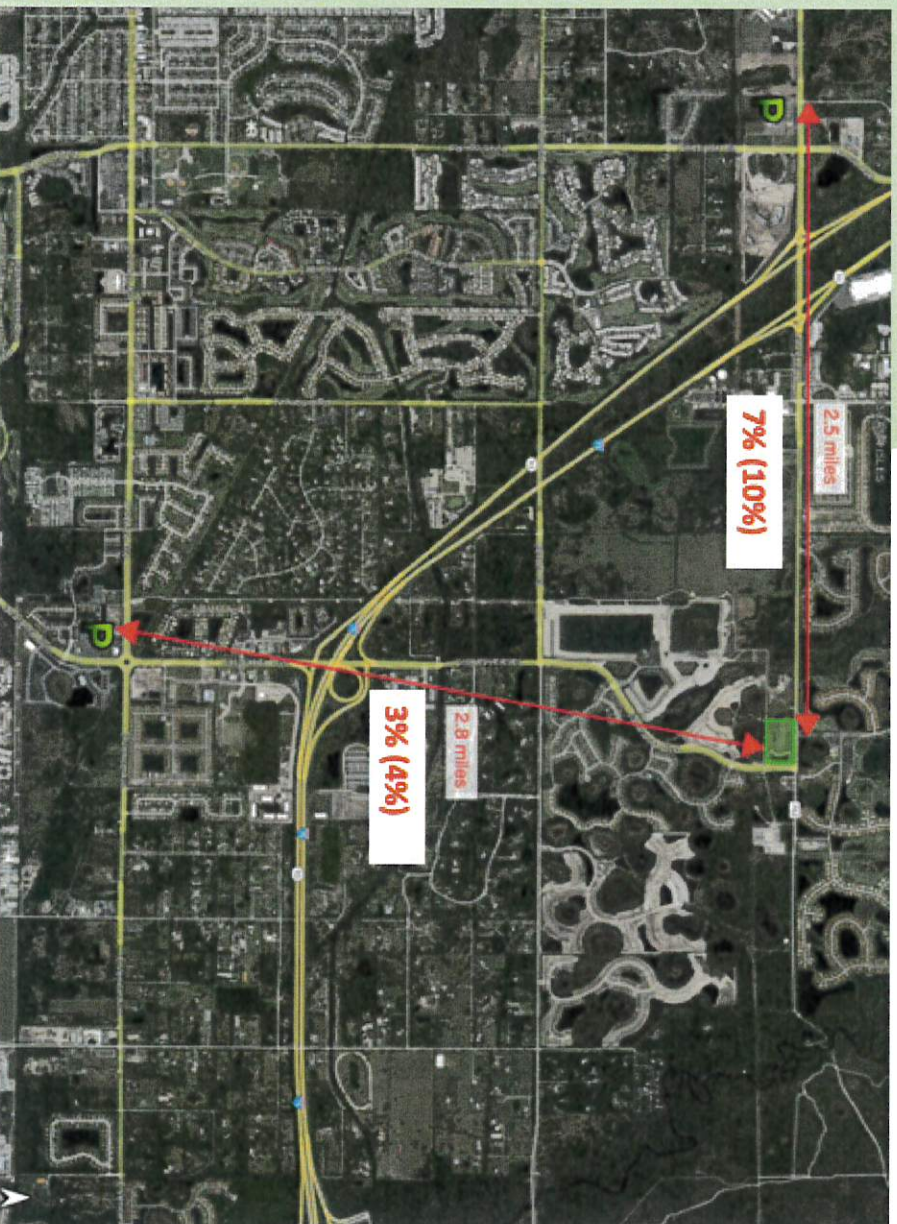




MILANO PUD PROPOSAL

TRAFFIC REDUCTION

Shopping: Percentage of Total Daily Trips
[Weekday/(Weekend)]



Currently an average of 7% to 12% from the North Venice Area shop at the Laurel/Pinebrook Shopping Center, and 3% to 4% at the Jacaranda/Venice Shopping Center.

(Source: Streetlight Insight)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	132	302	89	37	227	52	88	35	17	33	16	81
Future Volume (veh/h)	132	302	89	37	227	52	88	35	17	33	16	81
Initial Q (Cb, veh)	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/h	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	328	97	40	247	57	96	38	18	36	17	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	983	438	355	796	180	137	33	830	134	39	830
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1075	3554	1585	962	2878	652	0	63	1585	0	75	1585
Grp Volume(v), veh/h	143	328	97	40	151	153	134	0	18	53	0	88
Grp Sat Flow(s), veh/h/h	1075	1777	1585	962	1777	1753	63	0	1585	75	0	1585
Q Serve(g_s), s	5.5	3.3	2.1	1.6	3.0	3.1	0.0	0.0	0.2	23.6	0.0	1.3
Cycle Q Clear(g_c), s	8.6	3.3	2.1	4.9	3.0	3.1	23.6	0.0	0.2	23.6	0.0	1.3
Prop In Lane	1.00	1.00	1.00	1.00	1.00	0.37	0.72	1.00	1.00	0.68	1.00	1.00
Lane Grp Cap(c), veh/h	383	983	438	355	491	485	170	0	830	174	0	830
V/C Ratio(X)	0.37	0.33	0.22	0.11	0.31	0.32	0.79	0.00	0.02	0.31	0.00	0.11
Avail Cap(c), veh/h	516	1421	634	474	711	701	170	0	830	174	0	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(i)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	13.0	12.5	14.9	12.9	12.9	16.8	0.0	5.2	10.9	0.0	5.4
Incr Delay (d2), s/veh	0.6	0.2	0.3	0.1	0.3	0.4	29.8	0.0	0.0	4.5	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/h	1.2	1.1	0.7	0.3	1.1	1.1	2.7	0.0	0.1	0.4	0.0	0.3
Unsig. Movement Delay, s/veh	16.9	13.2	12.8	15.0	13.2	13.3	46.6	0.0	5.2	15.4	0.0	5.7
LnGrp Delay(d),s/veh	16.9	13.2	12.8	15.0	13.2	13.3	46.6	0.0	5.2	15.4	0.0	5.7
LnGrp LOS	B	B	B	B	B	B	D	A	A	B	A	A
Approach Vol, veh/h	568	344	152	141	9.3	141	141	141	141	141	141	141
Approach Delay, s/veh	14.0	13.5	41.7	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.3
Approach LOS	B	B	D	A	A	A	A	A	A	B	A	A
Timer - Assigned Phs	2	4	6	8	8	8	8	8	8	8	8	8
Phs Duration (G+Y+Rc), s	28.1	16.9	28.1	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
Max Q Clear Time (g_c+1), s	25.6	10.6	25.6	10.6	10.6	10.6	25.6	6.9	6.9	6.9	6.9	6.9
Green Ext Time (p_c), s	0.0	1.9	0.0	1.9	1.9	1.9	0.0	1.4	1.4	1.4	1.4	1.4
Intersection Summary												
HCM 6th Ctrl Delay	16.8											
HCM 6th LOS	B											

HCM 6th TWSC

3: Development Driveway/Veneto Boulevard & Laurel Road

03/17/2023

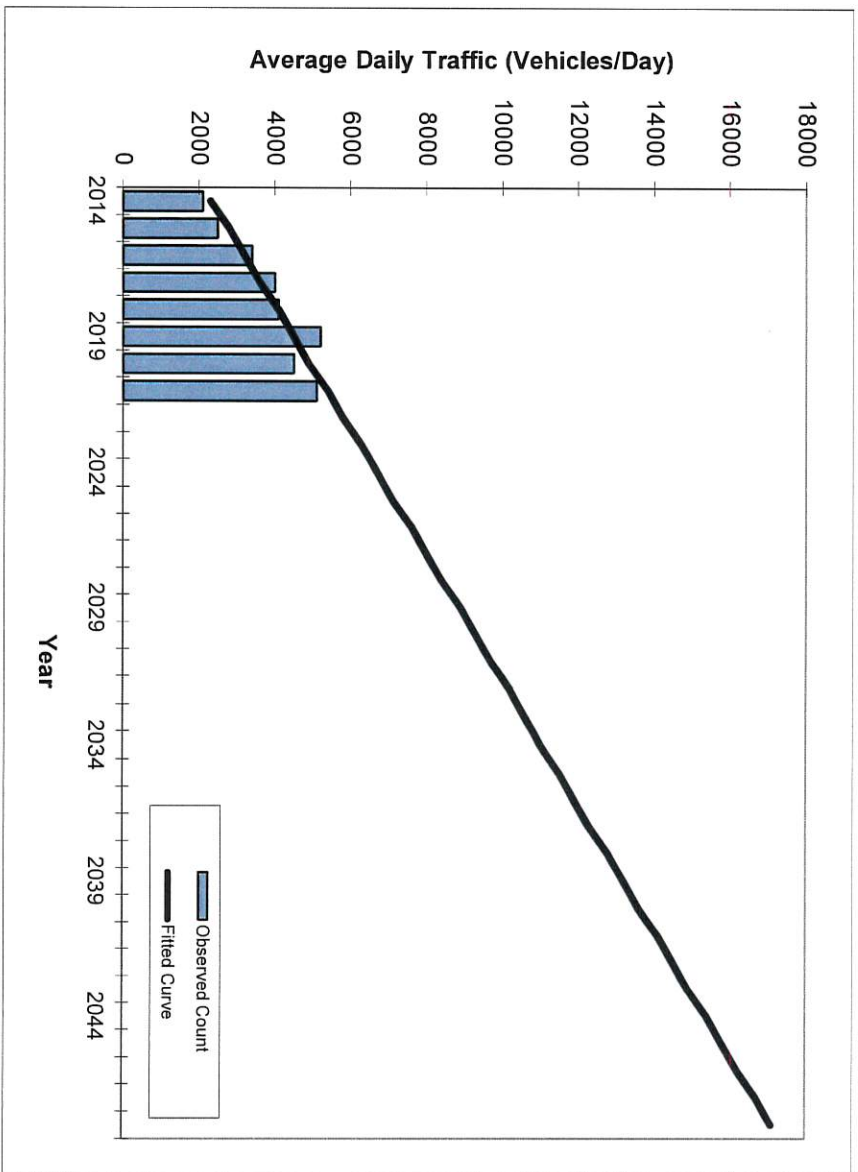
Intersection													
Int Delay, s/veh													
9.4													
Movement													
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
132	302	89	37	227	52	88	35	17	33	16	81		
Future Vol, veh/h	Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0		
Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free		
Sign Control	RT Channelized	-	-	-	-	-	-	-	-	-	-		
250	250	-	250	250	-	-	-	-	100	-	-		
Storage Length	Veh in Median Storage, #	0	0	0	0	0	0	0	0	0	0		
Grade, %	Peak Hour Factor	92	92	92	92	92	92	92	92	92	92		
Heavy Vehicles, %	143	328	97	40	247	57	96	38	18	36	17		
Wmt Flow	Major1	Major2	Minor1	Minor2									
Conflicting Flow All	304	0	0	425	0	0	826	998	164	825	1067	152	
Stage 1	-	-	-	-	-	-	614	614	-	356	356	-	
Stage 2	-	-	-	-	-	-	212	384	-	469	711	-	
Critical Hdwy Stg 1	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	1254	-	-	1131	-	-	264	242	852	265	221	867	
Stage 1	-	-	-	-	-	-	446	481	-	634	628	-	
Stage 2	-	-	-	-	-	-	770	610	-	544	434	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1254	-	-	1131	-	-	196	207	852	198	189	867	
Mov Cap-2 Maneuver	-	-	-	-	-	-	196	207	-	198	189	-	
Stage 1	-	-	-	-	-	-	395	426	-	562	606	-	
Stage 2	-	-	-	-	-	-	648	589	-	429	385	-	
Approach													
EB	WB	NB	SB										
2.1	1	48.4	17.4										
HCM Control Delay, s													
HCM LOS													
Minor Lane/Major Mvmt													
NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2				
199	852	1254	-	-	1131	-	-	195	867				
HCM Lane V/C Ratio	0.672	0.022	0.114	-	-	-	0.036	-	0.273	0.102			
HCM Control Delay (s)	53.8	9.3	8.2	-	-	-	8.3	-	30.3	9.6			
HCM Lane LOS	F	A	A	-	-	-	A	-	D	A			
HCM 95th %ile Q(veh)	4.1	0.1	0.4	-	-	-	0.1	-	1.1	0.3			

Traffic Trends - V03.a

JACARANDA BLVD. -- Laurel Rd to Border Rd

FIN# 0
Location 1

County: Sarasota (17)
Station #: 0
Highway: JACARANDA BLVD.



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	2100	2300
2015	2500	2800
2016	3400	3200
2017	4000	3600
2018	4100	4100
2019	5200	4500
2020	4500	4900
2021	5100	5400

**** Annual Trend Increase:** 435
Trend R-squared: 88.32%
Trend Annual Historic Growth Rate: 19.25%
Trend Growth Rate (2021 to Design Year): 8.02%
Printed: 14-Jun-23

Straight Line Growth Option

2028 Opening Year Trend	
2028	N/A 8400
2038 Mid-Year Trend	
2038	N/A 12800
2048 Design Year Trend	
2048	N/A 17100
TRANPLAN Forecasts/Trends	

*Axle-Adjusted

2023 FDOT Multimodal QLOS Handbook

What are the adjustment factors?

- These are factors that represent a change from the baseline roadway analyzed in the Handbook.
- These are multiplicative and are meant to represent the general roadway characteristics

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities. The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities. 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 Lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
 Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



Peak Hour Directional	Peak Hour Two-Way					AADT							
	B	C	D	E		B	C	D	E				
1 Lane	720	940	**	**	2 Lane	1,310	1,710	**	**	13,800	18,000	**	**
2 Lane	1,100	1,640	**	**	4 Lane	2,070	2,980	**	**	21,800	31,400	**	**
3 Lane	2,120	2,510	**	**	6 Lane	3,850	4,560	**	**	40,500	48,000	**	**

Peak Hour Directional	Peak Hour Two-Way					AADT							
	B	C	D	E		B	C	D	E				
1 Lane	870	1,150	**	**	2 Lane	1,580	2,160	**	**	17,600	24,000	**	**
2 Lane	1,210	1,790	2,020	**	4 Lane	2,200	3,250	3,670	**	24,400	36,100	40,800	**
3 Lane	2,210	2,810	2,990	**	6 Lane	4,020	5,110	5,440	**	44,700	56,800	60,400	**
4 Lane	2,590	3,310	3,510	**	8 Lane	4,710	6,030	6,580	**	52,300	66,500	70,900	**

Peak Hour Directional	Peak Hour Two-Way					AADT							
	B	C	D	E		B	C	D	E				
1 Lane	660	1,080	**	**	2 Lane	1,250	1,960	**	**	13,900	21,800	**	**
2 Lane	1,290	1,900	2,130	**	4 Lane	2,350	3,450	3,870	**	26,100	38,300	43,000	**
3 Lane	1,410	2,670	3,110	**	6 Lane	2,560	4,850	5,650	**	28,400	53,900	62,800	**
4 Lane	2,910	3,560	3,640	**	8 Lane	5,290	6,470	6,620	**	58,800	71,900	73,600	**

Peak Hour Directional	Peak Hour Two-Way					AADT							
	B	C	D	E		B	C	D	E				
1 Lane	790	1,030	**	**	2 Lane	1,440	1,870	**	**	16,000	20,800	**	**
2 Lane	1,690	1,920	**	**	4 Lane	2,710	3,490	**	**	30,100	38,800	**	**
3 Lane	2,730	2,940	**	**	6 Lane	4,960	5,350	**	**	55,100	59,400	**	**
4 Lane	3,250	3,490	**	**	8 Lane	5,910	6,500	**	**	65,700	70,600	**	**

Adjustment Factors
 The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities. The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities. 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
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 Non-State Signalized Roadway: Multiply by 0.90

Jacaranda Blvd.

- Median Openings – 3
- Left turn lanes - 5
- Right turn lanes - 1
- Adjustment factors:

 - Non-State Roadway: Correct
 - Exclusive Right Turn Lane Adjustment: **Incorrect**
 - Exclusive Left Turn Lane Adjustment: Correct

