



Via Email: RyanKordek@polk-county.net

Ref: 6686.01

June 23, 2026

Ryan Kordek, CPM, GISP
Transportation Planning
Polk County Transportation Planning Organization (TPO)
330 West Church Street
Bartow, FL 33830

**Subject: Mims Mixed Use – Comprehensive Plan Amendment Methodology
Polk County, Florida**

Dear Mr. Kordek:

LTG, Inc. (LTG) has been retained by T. Mims Corporation, to prepare a Traffic Impact Study (TIS) in support of a comprehensive plan amendment (CPA) for the proposed Mims Mixed Use development consisting of 27,573,480 square-feet of industrial land uses, 3,597 residential dwelling units, and 196,020 square-feet of commercial land uses. The proposed development will be located at the northeast corner of SR 37 and County Road 640 in unincorporated Polk County, Florida. **Figure 1** shows the location of the project relative to the surrounding road network and a conceptual site plan is attached as **Exhibit A**. Build-out is anticipated by 2051.

Appendix C of the County's Land Development Code includes methodology and procedure guidelines for conducting traffic impact studies. In accordance with these guidelines, this letter outlines the proposed methodology by which the analysis will be conducted. The analysis will be based on the latest concurrency information obtained from the Polk County Transportation Planning Organization (TPO) and the Florida Department of Transportation (FDOT).

TRIP GENERATION

The proposed Industrial (IND), Residential Suburban (RS), and Rural-Cluster Centers (RCC) designations were examined. **Table 1** summarizes the allowable development yields within the proposed future land use (FLU) designations.

Table 1
Development Yields
Mims Mixed Use

FLU	Quantity		Density/Intensity	Yield	
Industrial (IND)	1266.0	Acres	0.5 FAR	27,573.48	KSF
Residential-Suburban (RS)	1199.3	Acres	3 DU / AC	3,597	DU
Rural-Cluster Centers (RCC)	15.0	Acres	0.3 FAR	196.02	KSF

The trip generation was determined using the Institute of Transportation Engineers (ITE) document, Trip Generation Manual, 12th Edition. The gross total daily, AM peak hour, and PM peak hour trips for the proposed FLU designations are shown in **Table 2**.



Mims Mixed Use	 NTS	Location Map		
		Project No.: 6686.01	Figure 1	

Table 2
Total Gross Trip Generation
Mims Mixed Use

Time Period	FLUM	Land Use	Land Use Code	Trip Rate/Equation	Quantity (X)		Percent Entering	Percent Exiting	Trips Entering	Trips Exiting	Total Trips (T)
Daily	Industrial (IND)	Industrial Park	130	$T=2.04(X)+808.48$	27573.48	KSF	50%	50%	28,529	28,529	57,058
	Residential-Suburban (RS)	Single Family Detached	210	$T=8.07(X)+265.45$	3597	DU	50%	50%	14,647	14,646	29,293
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=36.39(X)$	196.02	DU	50%	50%	3,567	3,566	7,133
Totals:									46,743	46,741	93,484
AM Peak Hour	Industrial (IND)	Industrial Park	130	$T=0.22(X)$	27573.48	KSF	77%	23%	4,671	1,395	6,066
	Residential-Suburban (RS)	Single Family Detached	210	$T=0.67(X)+5.59$	3597	DU	27%	73%	652	1,764	2,416
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=0.88(X)$	196.02	DU	62%	38%	107	65	172
Totals:									5,430	3,224	8,654
PM Peak Hour	Industrial (IND)	Industrial Park	130	$T=0.16(X)+114.29$	27573.48	KSF	28%	72%	1,267	3,259	4,526
	Residential-Suburban (RS)	Single Family Detached	210	$\ln(T)=0.92\ln(X)+0.33$	3597	DU	62%	38%	1,611	988	2,599
	Rural-Cluster Centers (RCC)	Shopping Center (>150K)	820	$T=3.26(X)$	196.02	DU	49%	51%	313	326	639
Totals:									3,191	4,573	7,764

Due to the mixed-use nature of the development, a portion of the trips are expected to remain internal to the site, known as internal capture. Additionally, a portion of the trips known as pass-by will be attracted to the development from the existing traffic on the adjacent roadway. The internal capture and pass-by trips were calculated using the procedures outlined in Report 684 from the National Cooperative Highway Research Program (NCHRP) and the 2025 Pass-By Tables included in the *ITETripGen* Web-based App Appendices. The internal capture and pass-by calculation/information is attached as **Exhibit B**. The resulting net trip generation is summarized in **Table 3**.

Table 3
Total Net Trip Generation
Mims Mixed Use

Time Period	Land Use	Total Gross Trips			Internal Trips			Pass-by Trips			New Net External Trips		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Daily	Industrial Park	28,529	28,529	57,058	0	0	0	0	0	0	28,529	28,529	57,058
	Single Family Detached	14,647	14,646	29,293	0	0	0	0	0	0	14,647	14,646	29,293
	Shopping Center (>150K)	3,567	3,566	7,133	0	0	0	0	0	0	3,567	3,566	7,133
Totals:		46,743	46,741	93,484	0	0	0	0	0	0	46,743	46,741	93,484
AM Peak Hour	Industrial Park	4,671	1,395	6,066	0	0	0	0	0	0	4,671	1,395	6,066
	Single Family Detached	652	1,764	2,416	9	18	27	0	0	0	643	1,746	2,389
	Shopping Center (>150K)	107	65	172	18	9	27	0	0	0	89	56	145
Totals:		5,430	3,224	8,654	27	27	54	0	0	0	5,403	3,197	8,600
PM Peak Hour	Industrial Park	1,267	3,259	4,526	0	0	0	0	0	0	1,267	3,259	4,526
	Single Family Detached	1,611	988	2,599	85	31	116	0	0	0	1,526	957	2,483
	Shopping Center (>150K)	313	326	639	31	85	116	74	77	152	208	164	372
Totals:		3,191	4,573	7,764	116	116	232	74	77	152	3,001	4,380	7,381

PROJECT TRIP DISTRIBUTION

The District 1 Regional Planning Model, obtained from the Florida Standard Urban Transportation Model Structure (FSUTMS) website, was used to determine the project trip distribution. The project trip distribution is graphically depicted in **Figure 2**. Additional model printouts are included in **Exhibit C**.

PROJECT TRIP ASSIGNMENT

The project trips will be assigned to the network by multiplying the project trip distribution obtained from the District 1 Regional Planning Model by the respective peak-hour project trip generation. This method will be applied to future intersection and segment analyses.

STUDY AREA

The project study area will be determined based on significance testing. All roadway segments for which the proposed development comprises five percent or more of the adopted peak hour directional capacity will be analyzed. Using the project trip distribution, the peak-hour project trips were assigned to the roadway network to determine the roadway segments that are impacted by the proposed project. Per Polk County's Appendix C Traffic Impact Study Methodology and Procedures, if a project's impacts do not exceed the five percent significance threshold, then the impact of the project traffic on the first directly accessed roadway segments at a minimum shall be evaluated. **Table 4** presents the significance test on area roadways for the proposed development. Reference data was obtained from the Polk TPO 2026 Roadway Network Database.

*Engineering
& Planning*

Table 4
Significance Test
Mims Mixed Use

Roadway	Link No.	Limits		No. of Lanes	Jurisdiction	Adopted LOS	Peak-Hour Directional Capacity ¹	Build Out Project Distribution	Peak-Hour Two-Way		
		From	To						Project Trips	Impact of LOS	5% Significant?
CR 640	4069E	Hillsborough County Line	SR 37	2B	Polk County	C	900	19.6%	627	69.62%	Yes
CR 640	4069W	Hillsborough County Line	SR 37	2B	Polk County	C	900	19.6%	1059	117.67%	Yes
CR 640	4070E	SR 37	US 17/98	2B	Polk County	D	1,220	18.2%	582	47.69%	Yes
CR 640	4070W	SR 37	US 17/98	2B	Polk County	D	1,220	18.2%	983	80.60%	Yes
CR 640	4200E	US 17/98	CR 559 (80 FOOT RD)	2B	Polk County	D	1,220	0.5%	16	1.31%	No
CR 640	4200W	US 17/98	CR 559 (80 FOOT RD)	2B	Polk County	D	1,220	0.5%	27	2.21%	No
SR 37	5800N	Manatee County Line	SR 674	2B	FDOT	C	900	0.0%	0	0.00%	No
SR 37	5800S	Manatee County Line	SR 674	2B	FDOT	C	900	0.0%	0	0.00%	No
SR 37	5801N	SR 674	CR 640	2B	FDOT	C	900	1.4%	76	8.40%	Yes
SR 37	5801S	SR 674	CR 640	2B	FDOT	C	900	1.4%	45	4.97%	No
SR 37	5802N	CR 640	Alafia River	2B	FDOT	D	1,220	63.7%	2036	166.93%	Yes
SR 37	5802S	CR 640	Alafia River	2B	FDOT	D	1,220	63.7%	3442	282.11%	Yes
SR 37	5803N	Alafia River	SR 60	4D	FDOT	D	2,000	63.1%	2017	100.87%	Yes
SR 37	5803S	Alafia River	SR 60	4D	FDOT	D	2,000	63.1%	3409	170.46%	Yes
SR 37	5804N	SR 60	Shepard Rd	4D	FDOT	D	2,000	27.2%	870	43.48%	Yes
SR 37	5804S	SR 60	Shepard Rd	4D	FDOT	D	2,000	27.2%	1470	73.48%	Yes
SR 37	5805N	Shepard Rd	Pipkin Rd	4D	FDOT	D	2,000	14.4%	460	23.02%	Yes
SR 37	5805S	Shepard Rd	Pipkin Rd	4D	FDOT	D	2,000	14.4%	778	38.90%	Yes
SR 37	5806N	Pipkin Rd	Alamo Dr	4D	FDOT	D	2,000	7.3%	233	11.67%	Yes
SR 37	5806S	Pipkin Rd	Alamo Dr	4D	FDOT	D	2,000	7.3%	394	19.72%	Yes
SR 37	5809N	Alamo Dr	SR 570	6D	FDOT	D	3,020	6.8%	217	7.20%	Yes
SR 37	5809S	Alamo Dr	SR 570	6D	FDOT	D	3,020	6.8%	367	12.17%	Yes
SR 37	5807N	SR 570	Ariana St	4D	FDOT	D	1,630	5.7%	182	11.18%	Yes
SR 37	5807S	SR 570	Ariana St	4D	FDOT	D	1,630	5.7%	308	18.89%	Yes
SR 37	5809N	Ariana St	Main St	4D	FDOT	D	1,630	3.7%	118	7.26%	Yes
SR 37	5809S	Ariana St	Main St	4D	FDOT	D	1,630	3.7%	200	12.26%	Yes
Old Highway 37	4128N	CR 630	CR 640	2U	Polk County	D	730	9.6%	519	71.05%	Yes
Old Highway 37	4128S	CR 630	CR 640	2U	Polk County	D	730	9.6%	307	42.04%	Yes
Old Highway 37	-N	CR 640	SR 37	2U	Polk County	D	730	1.1%	59	8.14%	Yes
Old Highway 37	-S	CR 640	SR 37	2U	Polk County	D	730	1.1%	35	4.82%	No
Old Highway 37	4127N	Shepard Rd	Pipkin Rd	2U	Polk County	D	790	2.7%	86	10.93%	Yes
Old Highway 37	4127S	Shepard Rd	Pipkin Rd	2U	Polk County	D	790	2.7%	146	18.47%	Yes
Old Highway 37	8034N	Pipkin Rd	SR 570	2U	Polk County	E	790	1.7%	54	6.88%	Yes
Old Highway 37	8034S	Pipkin Rd	SR 570	2U	Polk County	E	790	1.7%	92	11.63%	Yes
Nichols Rd	4120E	Nichols Plant	CR 676	2U	Polk County	C	750	0.7%	38	5.04%	Yes
Nichols Rd	4120W	Nichols Plant	CR 676	2U	Polk County	C	750	0.7%	22	2.98%	No
Anderson Rd	-N	Nichols Rd	CR 640	2U	Polk County	C	750	5.4%	173	23.02%	Yes
Anderson Rd	-S	Nichols Rd	CR 640	2U	Polk County	C	750	5.4%	292	38.90%	Yes
SR 60	5900E	Hillsborough County Line	CR 676	4D	FDOT	D	2,000	16.3%	881	44.03%	Yes
SR 60	5900W	Hillsborough County Line	CR 676	4D	FDOT	D	2,000	16.3%	521	26.06%	Yes
SR 60	5901E	CR 676	SR 37	4D	FDOT	D	2,000	21.8%	1178	58.89%	Yes
SR 60	5901W	CR 676	SR 37	4D	FDOT	D	2,000	21.8%	697	34.85%	Yes
SR 60	5902E	SR 37	12th Ave	4D	FDOT	D	2,000	13.5%	432	21.58%	Yes
SR 60	5902W	SR 37	12th Ave	4D	FDOT	D	2,000	13.5%	729	36.47%	Yes
SR 60	5903E	12th Ave	Bonnie Mine Rd	4D	FDOT	D	1,820	4.0%	128	7.03%	Yes
SR 60	5903W	12th Ave	Bonnie Mine Rd	4D	FDOT	D	1,820	4.0%	216	11.87%	Yes
SR 60	5904E	Bonnie Mine Rd	SR 60/Van Fleet Dr	4D	FDOT	D	2,000	3.7%	118	5.91%	Yes
SR 60	5904W	Bonnie Mine Rd	SR 60/Van Fleet Dr	4D	FDOT	D	2,000	3.7%	200	10.00%	Yes
SR 60	5906E	SR 60/Flamingo Dr	CR 655	4D	FDOT	D	1,820	1.3%	43	2.34%	No
SR 60	5906W	SR 60/Flamingo Dr	CR 655	4D	FDOT	D	1,820	1.3%	72	3.95%	No
CR 555	4056N	SR 60	CR 640	2U	Polk County	C	750	4.4%	141	18.76%	Yes
CR 555	4056S	SR 60	CR 640	2U	Polk County	C	750	4.4%	238	31.70%	Yes
CR 555	4056N	CR 640	CR 630	2U	Polk County	C	750	0.1%	5	0.72%	No
CR 555	4056S	CR 640	CR 630	2U	Polk County	C	750	0.1%	3	0.43%	No
Carter Rd	8079E	SR 37	CR 540A	2U	Polk County	D	790	2.6%	83	10.52%	Yes
Carter Rd	8079W	SR 37	CR 540A	2U	Polk County	D	790	2.6%	140	17.78%	Yes
Shepard Rd	4145E	County Line Rd	Bailey Rd	2U	Polk County	D	790	0.0%	0	0.00%	No
Shepard Rd	4145W	County Line Rd	Bailey Rd	2U	Polk County	D	790	0.0%	0	0.00%	No
Shepard Rd	4144E	Bailey Rd	SR 37	4D	Polk County	D	1,800	5.2%	281	15.61%	Yes
Shepard Rd	4144W	Bailey Rd	SR 37	4D	Polk County	D	1,800	5.2%	166	9.24%	Yes
CR 540A	4041E	SR 37	CR 37B/Lakeland Highlands Rd	5U	Polk County	D	1,800	2.2%	70	3.91%	No
CR 540A	4041W	SR 37	CR 37B/Lakeland Highlands Rd	5U	Polk County	D	1,800	2.2%	119	6.60%	Yes
CR 540A	4162W	CR 37B/Lakeland Highlands Rd	US 98	5U	Polk County	D	1,800	0.7%	38	2.10%	No
CR 540A	4162E	CR 37B/Lakeland Highlands Rd	US 98	5U	Polk County	D	1,800	0.7%	22	1.24%	No
County Line Rd	4027N	SR 60	Pipkin Rd	4D	Polk County	D	1,800	8.9%	285	15.81%	Yes
County Line Rd	4027S	SR 60	Pipkin Rd	4D	Polk County	D	1,800	8.9%	481	26.71%	Yes
County Line Rd	4028N	Pipkin Rd	I-4	4D	Polk County	D	1,800	8.7%	278	15.45%	Yes
County Line Rd	4028S	Pipkin Rd	I-4	4D	Polk County	D	1,800	8.7%	470	26.11%	Yes

¹Per 2026 Polk County Roadway Network Database.

Based on the significant test shown in **Table 4**, the following roadway segments and intersections will be included in the traffic impact study:

Roadway Segments:

- CR 640 from Hillsborough County Line to US 17/98
- SR 37 from SR 674 to Main Street
- Old Highway 37 from CR 630 to SR 37
- Old Highway 37 from Shepard Road to SR 570
- Nichols Rd from Nichols Plant to CR 676
- Anderson Rd from Nichols Road to CR 640
- SR 60 from Hillsborough County Line to SR 60/Van Fleet Drive
- CR 555 from SR 60 to CR 640
- Carter Road from SR 37 to CR 540A
- Shepard Road from Bailey Road to SR 37
- CR 540A from SR 37 to CR 37B/Lakeland Highlands Road
- County Line Road from SR 60 to I-4

Intersections:

- CR 640 at SR 37
- CR 640 at Anderson Road
- SR 37 at SR 60
- Nichols Road at Anderson Road
- Old State Hwy 37 at CR 640

Traffic Count Procedures

Manual turning movement counts will be conducted on a Tuesday, Wednesday, or Thursday during the AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak hours at each study area intersection. The existing traffic counts will be adjusted by the FDOT Seasonal Factor (SF) specified for the week data is collected.

Build-Out Traffic

The build-out traffic will be developed by the sum of the background traffic derived from growth rates and the estimated project traffic. Growth rates for each study area roadway segment will be determined by historical growth trends calculated based upon ten years of historic count data. A minimum annual growth rate of two percent shall be used unless otherwise documented. All improvements funded for construction within the first three years of the five-year work program will be considered in the analysis.

Analysis Period

Roadway segments will be analyzed based on PM peak hour traffic and intersections will be analyzed for the AM and PM peak hours. The analysis will be conducted under 2026 existing conditions, 2051 background conditions, and 2051 build-out conditions.

Intersection Analysis – AM and PM Peak Hour (Existing, Background, and Build-Out Conditions)

The operating conditions for both the existing and future conditions at the unsignalized and signalized intersections will be analyzed using the latest version of *Synchro 12* (Synchro). This software utilizes the methodology outlined in Chapters 19 and 20 of the Highway Capacity Manual, Version 7, titled "Signalized Intersections" and "Two-Way Stop Controlled Intersections", respectively.

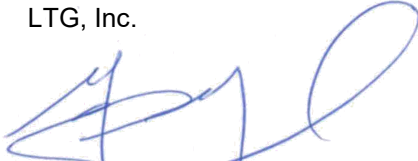
Improvements

If warranted, appropriate roadway segment and intersection improvements will be identified. Conditions for each analysis phase will be analyzed for improvements that are required for mitigation.

Please review and advise if the County agrees with the proposed methodology or provide comments relating to preferred revisions. If you have any questions, please feel free to contact me at 386.257.2571.

Sincerely,

LTG, Inc.



George A. Galan, PE
Chief Operations Officer

Attachments:

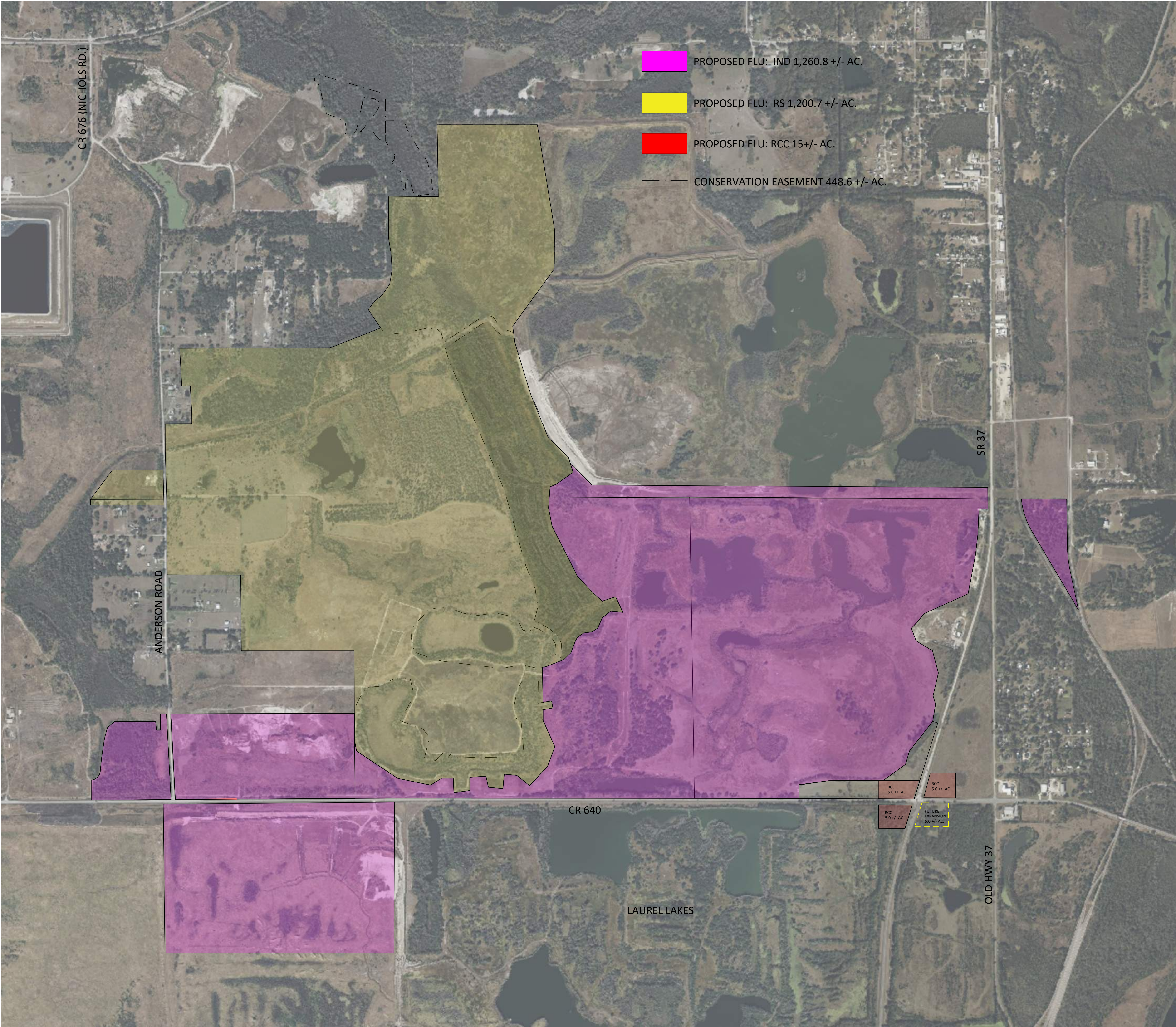
Exhibit A: Conceptual Site Plan
Exhibit B: Internal Capture Worksheets
Exhibit C: Additional D1RPM Printouts

c: Tom Mims, T. Mims Corporation (tom@tmimscorp.com)
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George Galan, PE, LTG, Inc. (ggalan@ltg-inc.us)
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Kim McCranie, Carter Kaye Engineering (kim@carterkaye.com)
Kriss Kaye, PE, CFM, Principal, Carter Kaye Engineering (kriss@carterkaye.com)

EXHIBIT A

Conceptual Site Plan

Dwg: C:\Clients\MIMSC - Tom Mims Corp\MIMSC26001 640 CPA\CAD\EXHIBITS\2600413 FLU Exhibit\6BPC ALO.dwg, Layout: FLU EXHIBIT, Apr 15, 2025 10:29



LEGEND

---	EXISTING PROPERTY BOUNDARY
---	EXISTING CONDITIONS TEXT
---	EXISTING SPOT ELEVATIONS
---	EXISTING CONTOURS
---	EXISTING POTABLE WATER
---	EXISTING STORM SEWER
---	EXISTING FENCE LINE
---	EXISTING SANITARY LINE
---	EXISTING OVERHEAD WIRES
---	EXISTING BURIED TELEPHONE LINE
---	EXISTING BURIED FORCE MAIN
---	PROPOSED RIGHT-OF-WAY
---	PROPOSED CONDITIONS TEXT
---	PROPOSED POTABLE WATER
---	PROPOSED FORCE MAIN
---	PROPOSED SANITARY SEWER
---	PROPOSED STORM SEWER
---	JURISDICTIONAL WETLAND LINE
---	25' WETLAND BUFFER
---	100-YR FIRM
(S)	PROPOSED PARKING SPACE COUNT
!	CAUTION!!! VERTICAL CLEARANCE IS CRITICAL. DEFLECT PIPE AS NECESSARY PER CONFLICT DETAIL

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KRISS Y. KAYE, P.E., MS ENV, CFM, EOR
FL P.E. LIC. NO. 50607
STRUCTURAL, ELECTRICAL AND GEOTECHNICAL ENGINEERING BY OTHERS

Sunshine 811

NO.	DATE	REVISIONS	BY
P-0	-	ISSUE FOR REVIEW	-
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137 5th Street N.W. • Winter Haven, FL 33881
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640 CPA
T. MIMS CORP.

PROPOSED FLU EXHIBIT

PROJECT NO: MIMSC26001

DRAWN BY: KKM

APPROVED BY: ###

THESE PLANS ARE PRELIMINARY PRIOR TO PERMIT ISSUANCE

SHEET NO:
C1.0

THIS IS A CONCEPTUAL PLAN WHICH HAS BEEN PREPARED WITHOUT THE BENEFIT OF ANY ENGINEERING OR SURVEYING ANALYSIS.

EXHIBIT B

Internal Capture Worksheets

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	Mims Mixed Use			Organization:	LTG, Inc.
Project Location:	Polk			Performed By:	KAF
Scenario Description:	AM BO			Date:	6/15/2026
Analysis Year:	20251			Checked By:	
Analysis Period:	AM Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	196	KSF	172	107	65
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	3,597	DU	2416	652	1764
Hotel				0		
All Other Land Uses ²	130	27,573	KSF	6066	4671	1395
Total				8654	5430	3224

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	9	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	18	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	8,654	5,430	3,224
Internal Capture Percentage	1%	0%	1%
External Vehicle-Trips ³	8,600	5,403	3,197
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	17%	14%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	1%	1%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Mims Mixed Use
Analysis Period:	AM Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	107	107	1.00	65	65
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	652	652	1.00	1764	1764
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	19		8	0	9	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	35	18	353	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		34	0	0	0	0
Retail	0		0	0	13	0
Restaurant	0	9		0	33	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	18	0	0		0
Hotel	0	4	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	18	89	107	89	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	9	643	652	643	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	4671	4671	4671	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	9	56	65	56	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	18	1746	1764	1746	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	1395	1395	1395	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:		Organization:	LTG, Inc.
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		Checked By:	
Analysis Period:	PM Peak Hour	Date:	

Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	196	KSF	639	313	326
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	3,597	DU	2599	1611	988
Hotel				0		
All Other Land Uses ²	130	27,573	KSF	4526	1267	3259
Total				7764	3191	4573

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	85	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	31	0	0		0
Hotel	0	0	0	0	0	

	Total	Entering	Exiting
All Person-Trips	7,764	3,191	4,573
Internal Capture Percentage	3%	4%	3%
External Vehicle-Trips ³	7,532	3,075	4,457
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	26%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	5%	3%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	0
Analysis Period:	PM Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	313	313	1.00	326	326
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	1611	1611	1.00	988	988
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	7		95	13	85	16
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	40	415	207	0		30
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		25	0	0	64	0
Retail	0		0	0	741	0
Restaurant	0	157		0	258	0
Cinema/Entertainment	0	13	0		64	0
Residential	0	31	0	0		0
Hotel	0	6	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	31	282	313	282	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	85	1526	1611	1526	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	1267	1267	1267	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	85	241	326	241	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	31	957	988	957	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	3259	3259	3259	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

EXHIBIT C

Additional D1RPM Printouts







